900-934 CALLOWHILL
CIVIC DESIGN REVIEW SUBMISSION

900 CALLOWHILL ST. PHILADELPHIA, PA CDR SUBMISSION JAN. 18, 2016

WING LEE
INVESTMENT, L.P

T.C. LEI & ASSOCIATES, P.C.
ARCHITECTURE • ENGINEERING • PLANNING

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PHILADELPHIA CITY PLANNING COMMISSION
CIVIC DESIGN REVIEW

CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 642224

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

Large floor area: 173,913 s.f.

Number of dwelling units: 146

PROJECT LOCATION

Planning District: Central **Council District:** 1

Address: 900-934 Callowhill St.
Philadelphia, PA 19123

Is this parcel within a Master Plan District? Yes X No ____

CONTACT INFORMATION

Applicant Name: Michelle Kleschick **Primary Phone:** 215-557-9322

Email: tcleiassociates@verizon.net **Address:** T.C. Lei & Associates, P.C.
P.O. Box 298
Chadds Ford, PA 19317

Property Owner: Wing Lee Investment, L.P. **Developer** Wing Lee Investment, L.P.

Architect: T.C. Lei & Associates, P.C.

CONTINUED ON NEXT PAGE

SITE CONDITIONS

Site Area: 35,433.74 S.F.

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

SITE USES

Present Use: 900-902 Callowhill- warehouse
904-906 Callowhill- vacant
908-914 Callowhill- warehouse
916 Callowhill- warehouse
926-934 Callowhill- warehouse & lumber yard
933 Ridge- vacant
905 Carlton- industrial

*the lots have recently been consolidated as 900-934 Callowhill

Proposed Use:

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

Callowhill- 1st floor (& mezz.)- 12 Commercial spaces
Callowhill- 2nd-5th- 56 apartments (mostly 2-bedroom)

Carlton- 1st floor- 12 apartments (mostly 2-bedroom)
Carlton- 2nd-7th floor- 78 apartments (mostly 2-bedroom)

Total:
Commercail space: 14,186 s.f. (12 units)
Residential space: 135,329 s.f. (146 units)
(circulation, loading, mechanical etc. : 24,196 s.f.)

Proposed # of Parking Units:

79 proposed parking spaces
49 bicycle parking spaces
1 loading dock

COMMUNITY MEETING

Community meeting held: Yes X No ____

If yes, please provide written documentation as proof.

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

Date: 12/08/15 **Time:** 6pm

OWNERS:
WING LEE REALTY INVESTMENT, L.P.
843 CALLOWHILL ST.
PHILADELPHIA, PA

GENERAL CONTRACTOR:
SOUTH COLONEL CONSTRUCTION

ARCHITECTS:
T.C. LEI & ASSOCIATES, P.C.
VERNON LEI, R.A. NCARB- PROJECT MANAGER
MICHELLE KLESCHICK, NCIDQ- INTERIOR DESIGNER
P.O. BOX 298
CHADDS FORD, PA 19317

STRUCTURAL ENGINEER:
ALPHA ENGINEERING
1444 S. 13TH STREET
PHILADELPHIA, PA 19147

MECHANICAL ENGINEER:
JON EDWARD FOX & ASSOCIATES
PO BOX 120
BALA CYNWYD, PA 19004-3206

Project Information

The project is located between Callowhill and Carlton Streets, Ridge Avenue and N. 9th Street, near Philadelphia's Chinatown area.

Four phased building units will be built around a central, landscaped, cruciform courtyard and stair/elevator towers. Each level is connected horizontally by exterior corridors, overlooking the courtyard. The open space serves as a plaza for leisure & a meeting place for the residents, as well as potentially an outdoor space for a commercial tenant.
The project will include Chinese style accents, nodding to the project's location.

An under ground parking garage serves the residents, as well as the tenants and patrons of the 1st floor commercial spaces.
The two (2) five-story building units facing Callowhill Street have commercial spaces on the 1st floor with the 2nd through 5th floors being residential.
The two (2) seven-story buildings facing Carlton Street are completely residential. the apartment dwellings will be primarily 2-bedroom units of approximately 880 s.f. each.

The building design meets all zoning requirements.

Total 12 commercial units
Total 146 residential units
Total 79 parking spaces
20.69% proposed open space. 20% required

BUILDING DATA
ZONING DISTRICT: CMX-3

	PERMITTED	PROPOSED
LOT AREA:	--	35,433.74 S.F.
MAX. OCC.:	80% CORNER	(WALKWAY/OVERHANGS COUNTED AS NOT OPEN) 7331 S.F./ 35,433 = 20.69% OPEN
F.A.R.:	500%	(NOT INCLUDING BASEMENT) 173,913 / 35433 = 491% F.A.R.
HEIGHT:	--	MAX. 65'-0" TO ROOF

PARKING:
BASEMENT 35,217 S.F.

3/ 10 RESIDENTIAL UNIT 146/10= 15x3 = 45	REQ'D	79 SPACES PROPOSED
25% COMPACT SPACES PERMITTED FOR LOTS WITH 25 OR MORE SPACES (14-803-1) 79 X 25% = 19 PERMITTED		14 PROPOSED
HANDICAP TOTAL PARK. 76-100 = 4 SPACES REQ'D		4 SPACE PROPOSED
LOADING:	10'Wx 60'L x 14'H (14-806(3)(c)	
RESIDENTIAL 100,000-150,000 S.F. =	1 REQ'D	1 PROPOSED
PERMITTED USES (COMMERCIAL) 20,000-40,000 S.F. =	1	N/A (14,186 S.F. COMMERCIAL)

BICYCLES:
12 OR MORE UNITS 1:3
146/3 = 48.6 = 49 REQUIRE BICYCLE SPACES

AREAS:
RESIDENTIAL:

1ST FLR=	12 UNITS	11,065 S.F.
2ND FLR=	13 UNITS	12,058 S.F.
3RD FLR=	27 UNITS	24,997 S.F.
4TH FLR=	27 UNITS	24,997 S.F.
5TH FLR=	27 UNITS	24,997 S.F.
6TH FLR =	27 UNITS	24,997 S.F.
7TH FLR=	13 UNITS	12,218 S.F.
	146 UNITS	**135,329 S.F.**

COMMERCIAL:

1ST FLR	12 UNITS	11,067 S.F.
MEZZ.		3,119 S.F.
	12 UNITS	**14,186 S.F.**

CIRCULATION, LOADING, MECHANICAL
24,196 S.F. +/-

TOTAL AREA: 173,711 S.F.

STREETS INFORMATION

CALLOWHILL ST:
LEGALLY OPEN 50'. 11'-28'-11'
URBAN ARTERIAL STREET
MIN. 6' WALK ZONE. MIN. 4' FURNISHING ZONE

N. 9TH ST.
LEGALLY OPEN 50'. 12'-26'-12'
CITY NEIGHBORHOOD STREET
MIN. 6' WALK ZONE. MIN. 4' FURNISHING ZONE

CARLTON ST.
LEGALLY OPEN 20'. 6.75'-6.0'-6.75'
LOCAL STREET
MIN. 5' WALK ZONE. MIN. 3.5' FURNISHING ZONE

RIDGE AVE.
LEGALLY OPEN 60'. 13'-34'-13'
CITY NEIGHBORHOOD STREET
MIN. 6' WALK ZONE. MIN. 4' FURNISHING ZONE

STREET TREES
- 856' OF LINEAR FOOTAGE / 35' =
24 TREES IF POSSIBLE

- RIDGE AVE. SIDEWALK HAS SUBWAY VENTILATION GRATE ENCROACHMENTS, LIGHT POLES & A SIGNALIZED INTERSECTION THAT PREVENT TREE PLACEMENT PER THE COMPLETE STREETS HANDBOOK "TREATMENT 4.4.7".
- CARLTON ST. SIDEWALK IS 6.75'- NOT WIDE ENOUGH TO ACCOMMODATE 5' MIN. REQ'D CLEAR WIDTH (PER COMPLETE STREETS 4.3.2) & 3' MIN. TREE PIT (PER 4.4.7).
- INTERSECTIONS AND PROPOSED DRIVEWAYS ON CALLOWHILL ST. DECREASES AVAILABLE FRONTAGE FOR TREES (PER DEPARTMENT OF STREETS "STREET TREE PLANTING DIAGRAM, DWG FZ0102)

- 2 TREES EXISTING ON 9TH ST.
- 13 TREES PROPOSED,
- 15 TREES TOTAL

SITE INFORMATION

900 CALLOWHILL ST. PHILADELPHIA, PA CDR SUBMISSION JAN. 18, 2016

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Building Material Description

The proposed mixed use building at 900-934 Callowhill Street will utilize Aluminum Composite Panel siding for 2nd -7th floor on the primary facades and bays, along Callowhill St., Ridge Ave, and N. 9th St. The colors will include light and dark metallic gray panels. An interesting rhythm will be created across large expanses by making use of the system's easily manipulated panel and grid size. For the secondary facades at the 2nd-7th floors, a simpler horizontally striated siding in the same color pallet, will be utilized.

At the lower, pedestrian/street level along the commercial facades, red marble tile will be used. Red marble has been chosen for durability, ease of care and aesthetic interest.

Red brick will for the 1st floor of the residential areas of the building as well as in the interior courtyard. In addition to being durable and attractive, the red brick will compliment the brick and concrete paving, green spaces and trees, coming together to make the courtyard an inviting space for patrons and residents. The upper floors of the courtyard will be sheathed in the same horizontally striated siding as the secondary facades.

On the courtyard entrance gate, stair and elevator towers, Chinese roof tiles will be used as accents. In the courtyard, large dragon motif tile murals will be included. These features are in recognition of the building's proximity to the City's Chinatown area, and as a welcoming touch to residents thereof.

Sustainable Design Elements

The proposed mixed use building at 900-934 Callowhill Street shall utilize several Sustainable Design Elements.

The proposed Aluminum Composite Panel siding, marble and brick, are durable building systems that will last many years with little maintenance or need for replacement. In addition, the Aluminum Composite Panels are formed using a large percentage of recycled aluminum, meaning their production uses considerably less energy and creates less pollution than panel systems using raw materials.

The project meets Philadelphia's new, stricter Stormwater management requirements by utilizing a Green Roof at the top of the building, as well as planted areas at grade, on the roof of the subterranean garage. In addition to the stormwater management benefits, vegetated roofs such as this provide an additional layer of insulation to the building, decreasing its heating and cooling loads. The planted area helps decrease the heat island effect of such a large, urban building. The plants on a green roof can help convert CO2 to oxygen as well as capture airborne pollutants and filter noxious gases, improving air quality. Besides mitigating some of the energy impact that a large building can create, a green roof can provide habitat for bees and other beneficial insects, as well as birds.

Throughout the public spaces, LED lighting will be used. This will reduce the energy requirements, especially in large spaces such as the parking garage. Occupancy sensors as well as timers that decrease lighting levels at off peak times are also being considered.

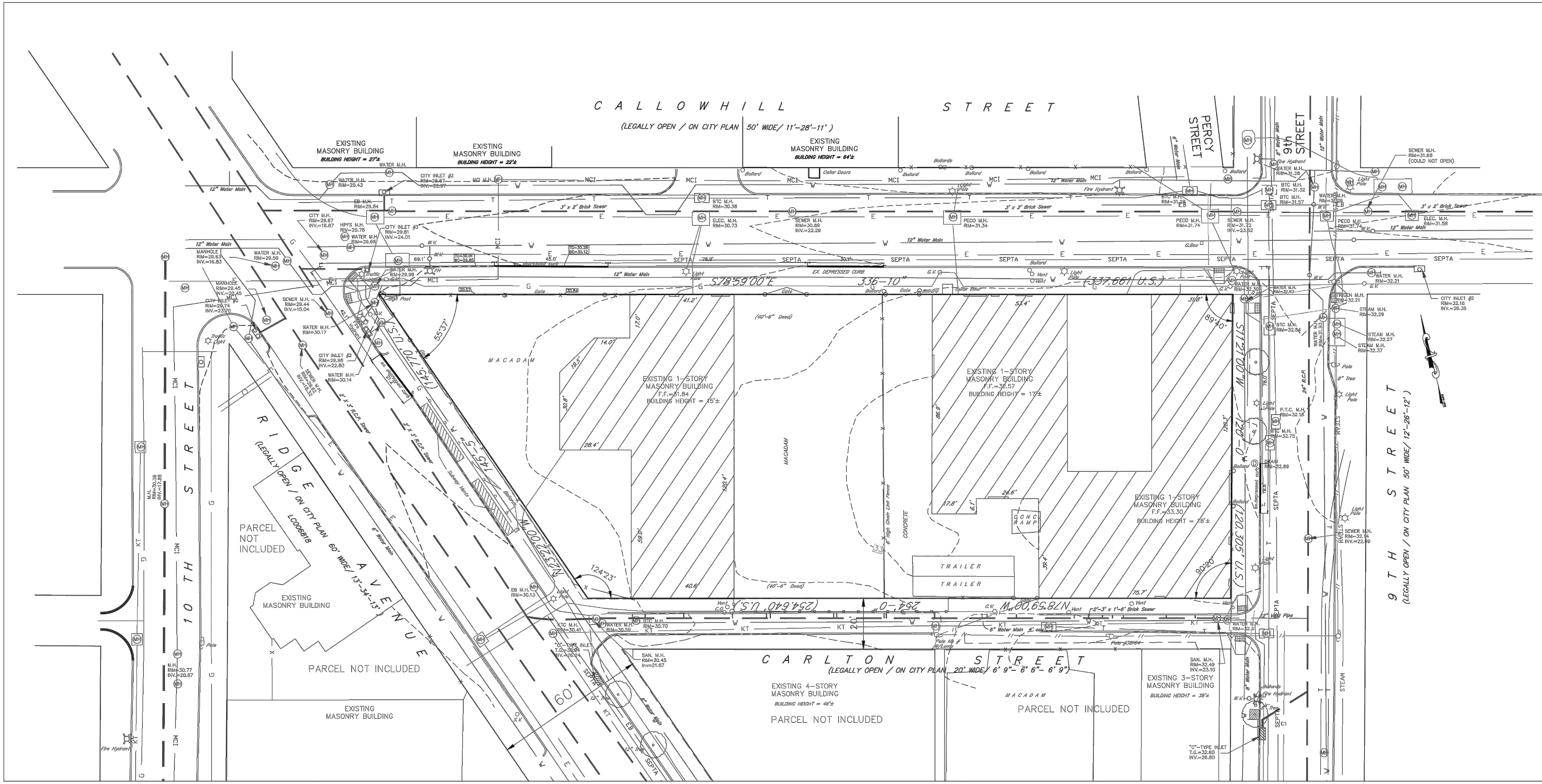
Concerns raised at RCO meeting

On December 8, 2015 the Architects, owners and contractor met with the RCOs for the address. The RCO and neighbors had several concerns which were expressed at the meeting and a subsequent email to the Architects (who acted as the applicant for the project) from Philadelphia Chinatown Development Corporation, the coordinating RCO. Below is a summary of their concerns, and the owners/architects' responses.

The neighbors expressed concern about existing traffic volume issues being exacerbated by the parking and loading entrance being on Callowhill Street. The location of the entrance was chosen to coincide with the location of an existing curb cut and to maximize the available area for parking after accounting for the ramp.

The neighbors asked about the location of the trash room in the building and the frequency of trash collection. A main trash collection room/chute is included as part of the central stair/elevator tower. This chute terminates in the basement, where the refuse will be stored until being picked up by a commercial waste management company. The frequency of collection will be adjusted according to the amount of trash collected and the number of occupants in the building.

The neighbors asked about the inclusion of affordable residential units in the building. This concern will be addressed in a separate document.



LEGEND

— — — 24	EXISTING CONTOUR
	EXISTING UTILITY POLE
HYD	EXISTING FIRE HYDRANT
—— W ——	EXISTING WATER MAIN
═ ═ ═ ═	EXISTING CONCRETE CURB
—— G ——	EXISTING GAS LINE
—— E ——	EXISTING ELECTRIC LINE
—— // ——	EXISTING OVERHEAD WIRES
—o—	EXISTING SIGN

GRAPHIC SCALE

20 0 10 20 40 80

EXISTING SITE PLAN

(AQUA ECONOMICS- PWD SUBMISSION. FILE 2015-07-153. SHEET 1 OF 3. 8/12/15)

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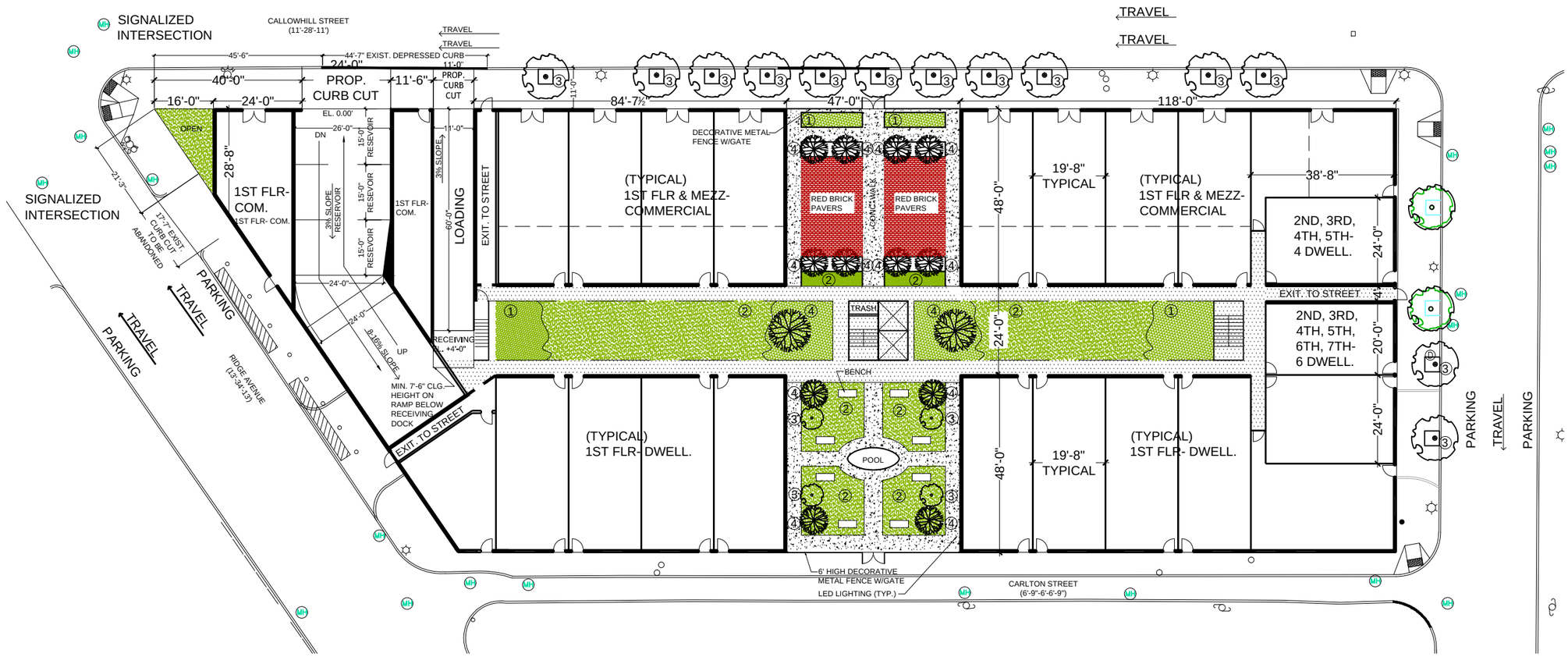

1ST FLOOR & LANDSCAPING PLAN

SCALE: 1/32" = 1'-0"

PLANTING LIST

	SCIENTIFIC NAME	COMMON NAME
① SHRUBS	LEUCOTHOE AXILLARIS	CREEPING JUNIPER
② GROUND COVER	HEDERA HELIV	ENGLISH IVY
③ TREE	CHIONANTHUS RETUSUS	CHINESE FRINGE TREE
④ TREE	ACER PLATANOLDIES	CRIMSON KING MAPLE

LANDSCAPE KEY

SCALE: NONE

PROPOSED PLAN

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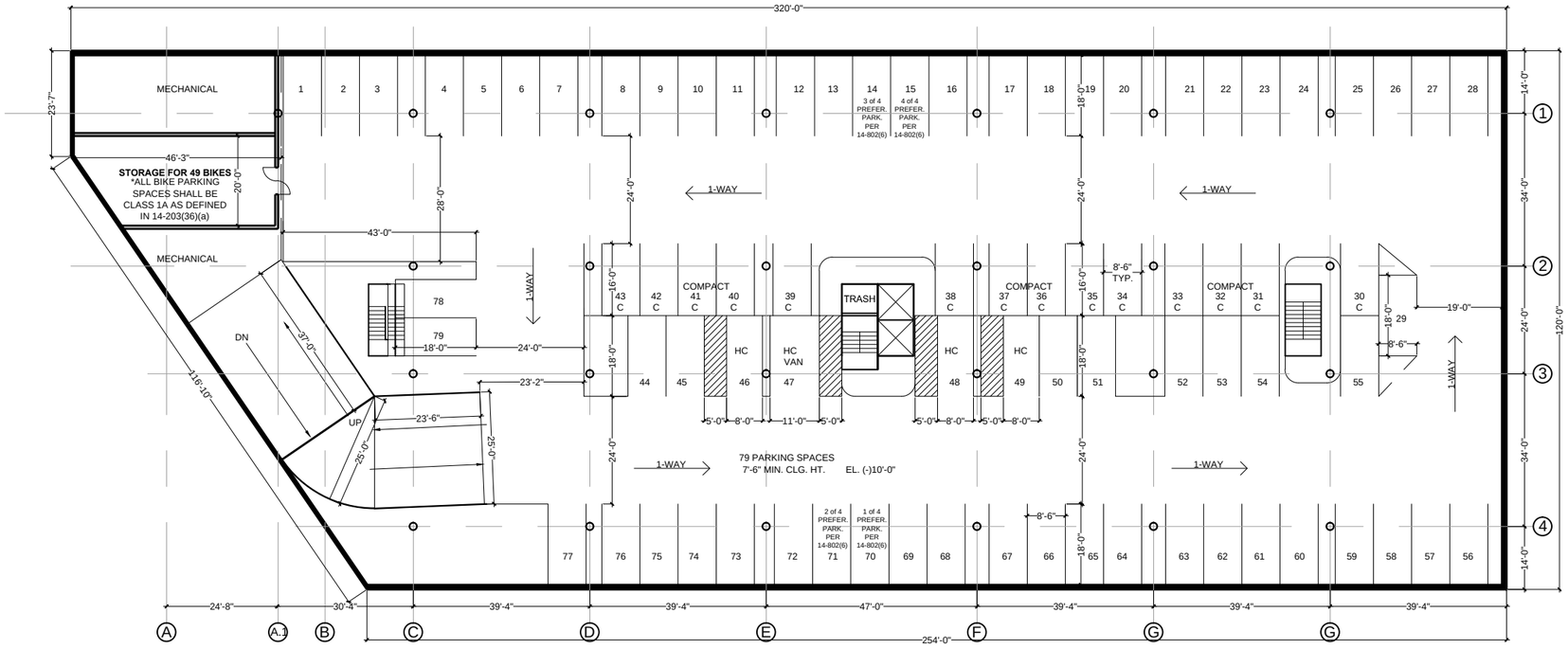

BASEMENT PARKING PLAN

SCALE: 1/32" = 1'-0"

PROPOSED PLAN

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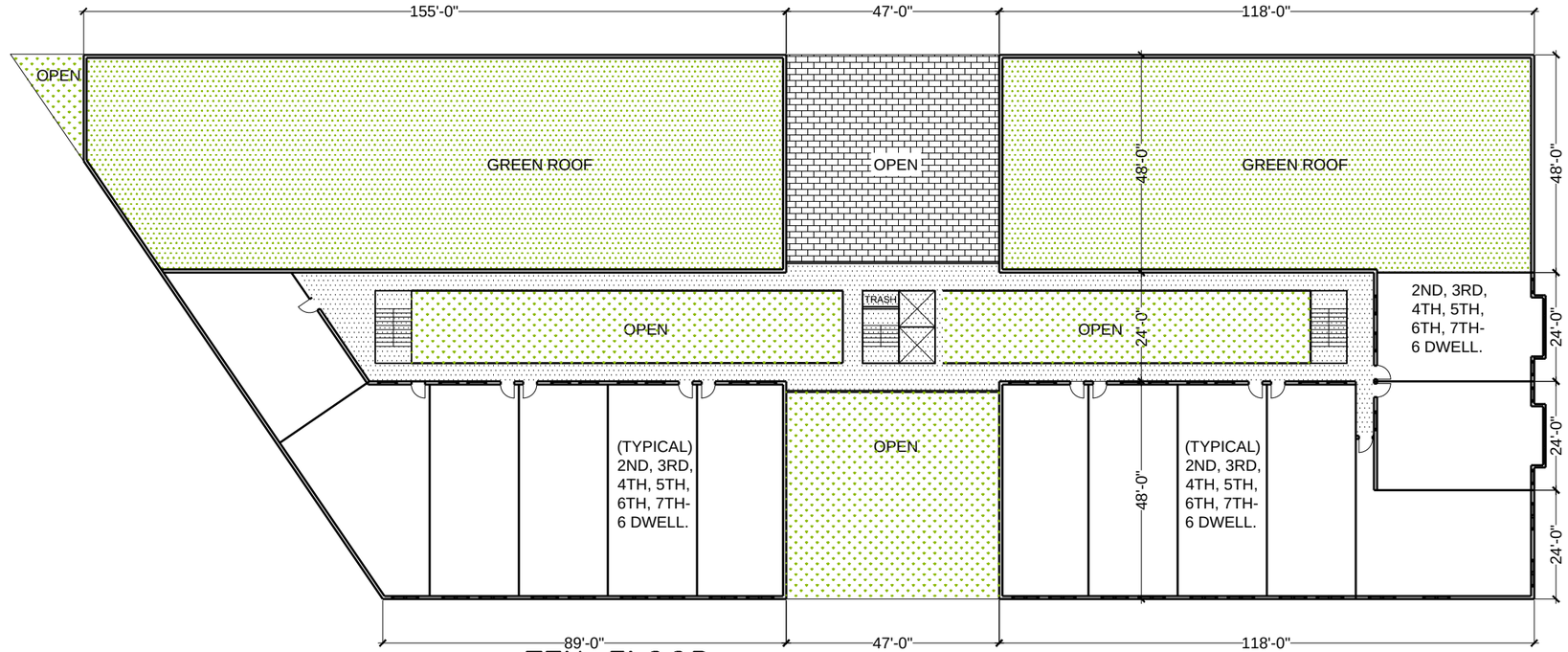
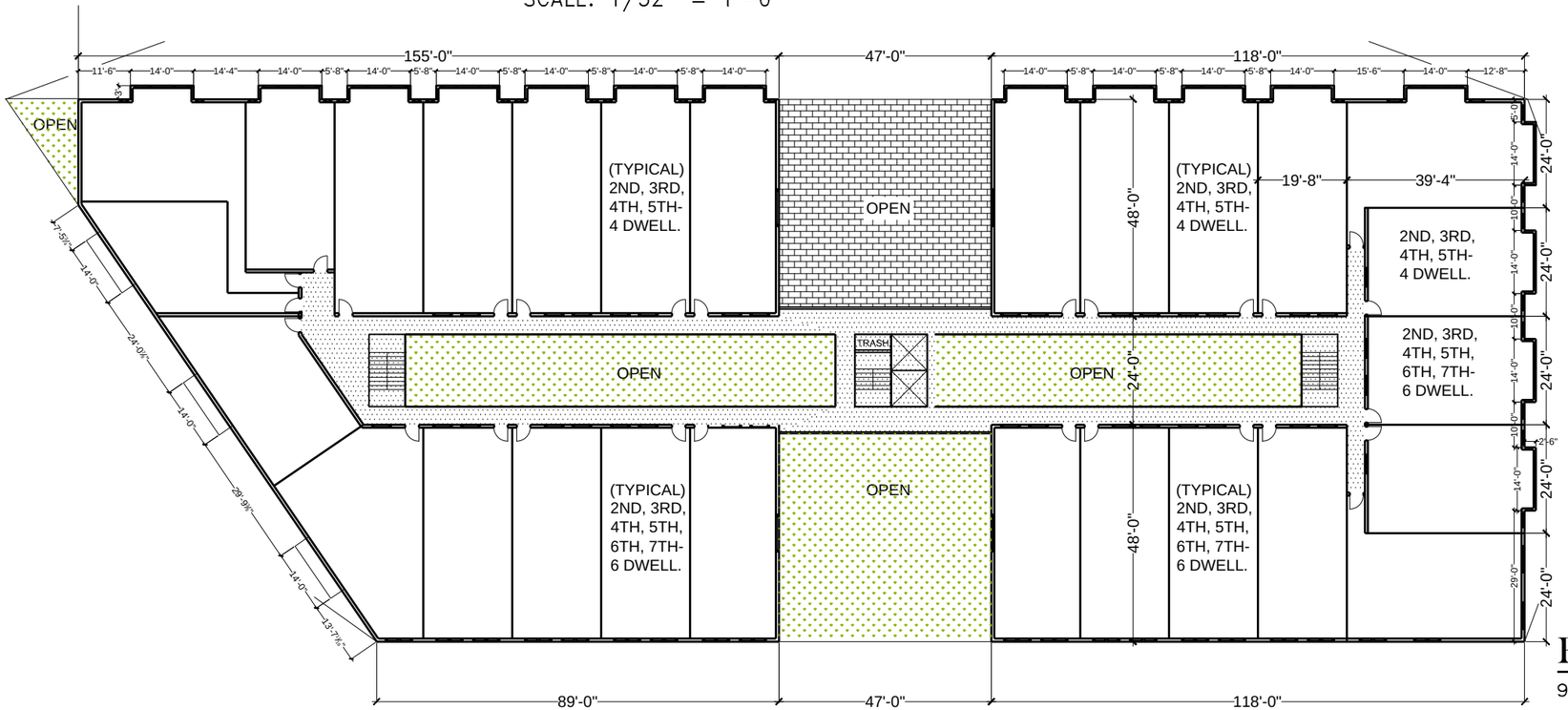


7TH FLOOR

SCALE: 1/32" = 1'-0"



TYPICAL PLAN (2ND/3RD-6TH)

SCALE: 1/32" = 1'-0"

PROPOSED PLAN

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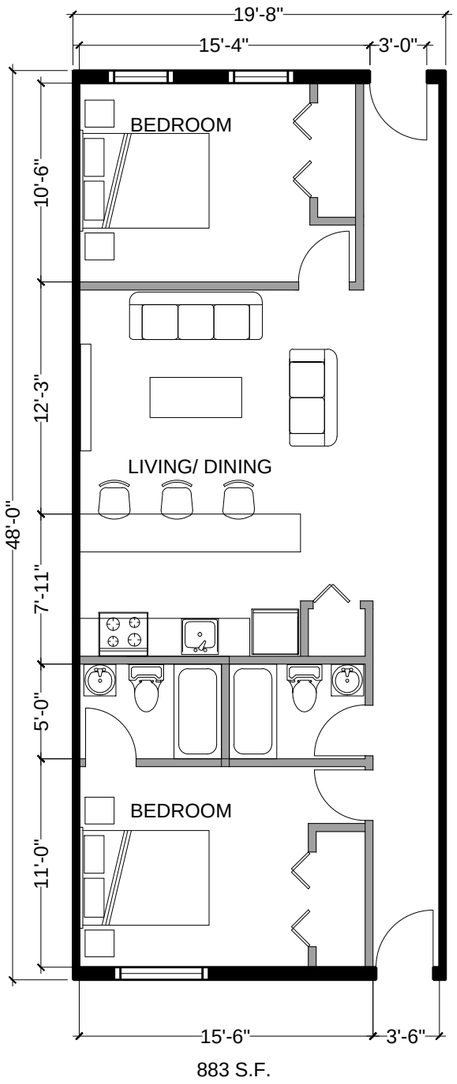
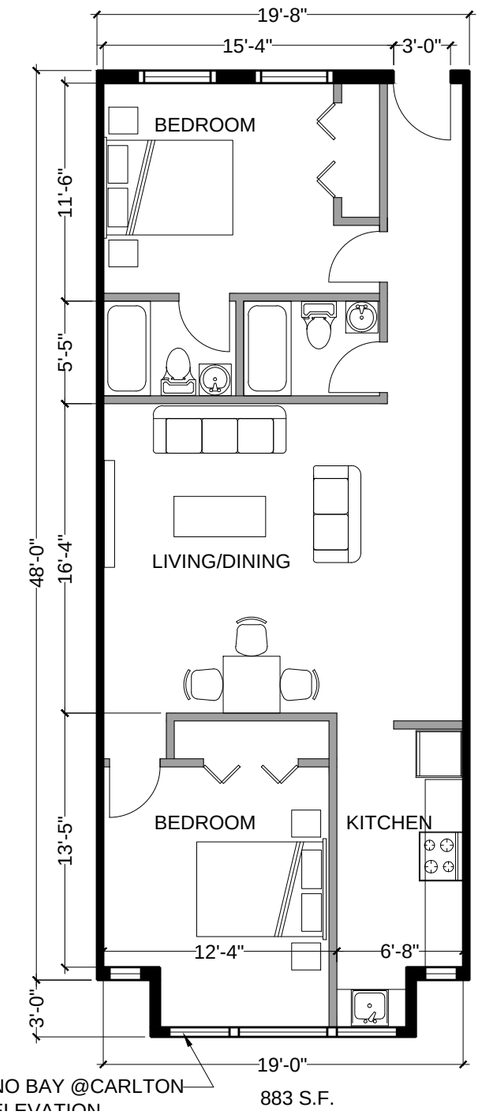


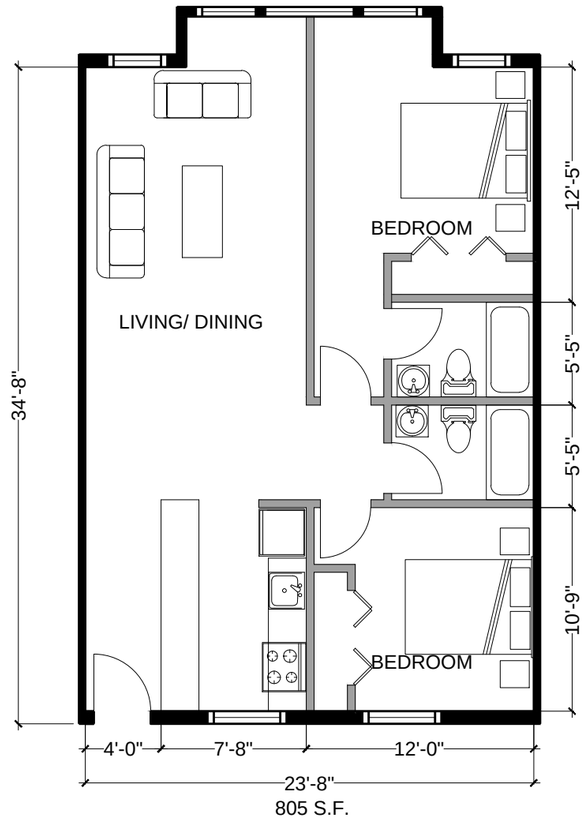
TYPICAL 1ST FLR UNIT

SCALE: 1/8" = 1'-0"



TYPICAL UNIT

SCALE: 1/8" = 1'-0"



TYPICAL 9TH ST. UNIT

SCALE: 1/8" = 1'-0"

EXAMPLE APARTMENT LAYOUTS

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① ALUMINUM COMPOSITE PANEL

② ALUMINUM COMPOSITE PANEL

③ METAL SIDING

④ RED MARBLE TILE

⑤ RED BRICK

⑥ CHINESE ROOF TILE

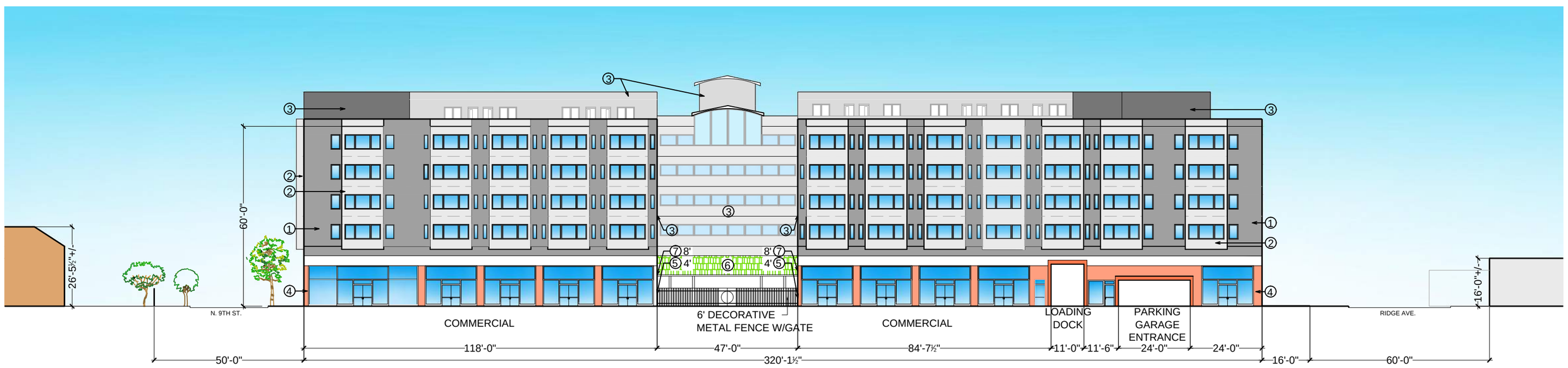
⑦ CHINESE DECORATIVE TILES

MATERIAL KEY

SCALE: NONE

RIDGE AVE. ELEVATION

SCALE: 1/32" = 1'-0"



CALLOWHILL ST. ELEVATION

SCALE: 1/32" = 1'-0"

PROPOSED ELEVATIONS & MATERIALS

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① ALUMINUM COMPOSITE PANEL

② ALUMINUM COMPOSITE PANEL

③ METAL SIDING

④ RED MARBLE TILE

⑤ RED BRICK

⑥ CHINESE ROOF TILE

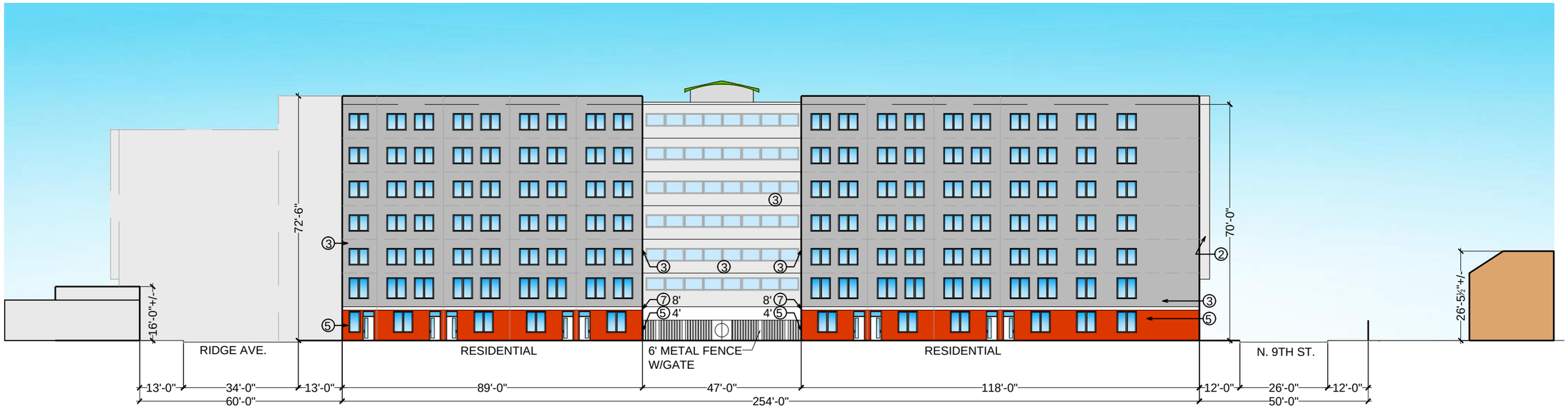
⑦ CHINESE DECORATIVE TILES

MATERIAL KEY

SCALE: NONE

N. 9TH STREET ELEVATION

SCALE: 1/32" = 1'-0"



CARLTON STREET ELEVATION

SCALE: 1/32" = 1'-0"

PROPOSED ELEVATIONS & MATERIALS

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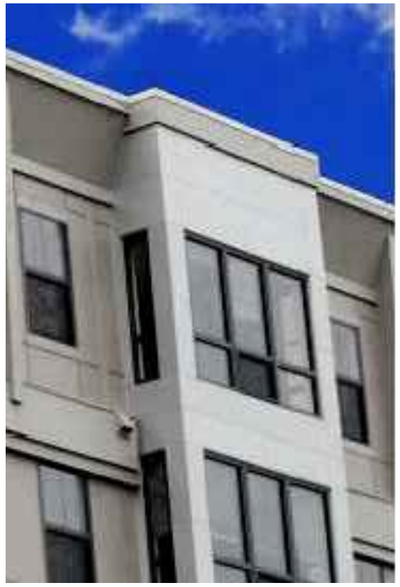
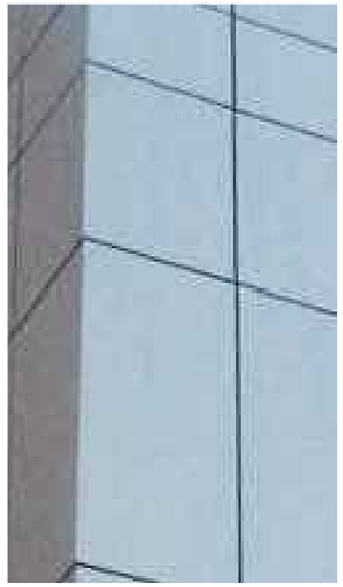




Aluminum Composite Panel siding. ① ②

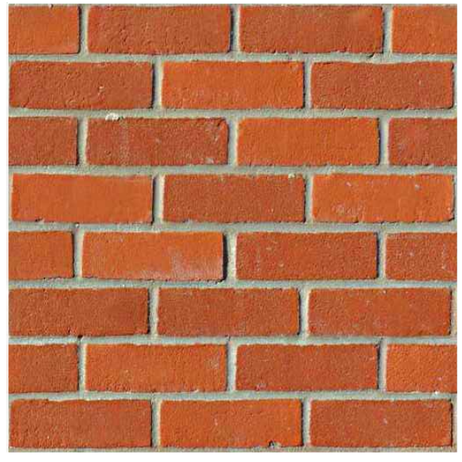
For the main facades and bays. 1- Dark gray for the field; 2- Light metallic gray for the bays.

③ Horizontally striated metal siding.

For the secondary exterior surfaces. In metallic gray to coordinate with the main facades.

④ Red marble tile.

For the 1st floor of the commercial facades. Chosen for its durability and aesthetic interest.



⑤ Red brick.

For 1st floor of the residential facades and interior courtyard. Chosen for its durability, aesthetic interest and visual warmth.

⑥ Chinese roof tiles.

For the courtyard entrance gate and accents for the stair/elevator towers. Chosen for its nod to the projects location near Chinatown.

⑦ Chinese decorative mural tiles.

For the 1st floor walls of the courtyard. Chosen to enrich the occupant's experience of the space and its location.

EXTERIOR BUILDING MATERIALS

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PERSPECTIVE RENDERING OF CALLOWHILL STREET FACADE

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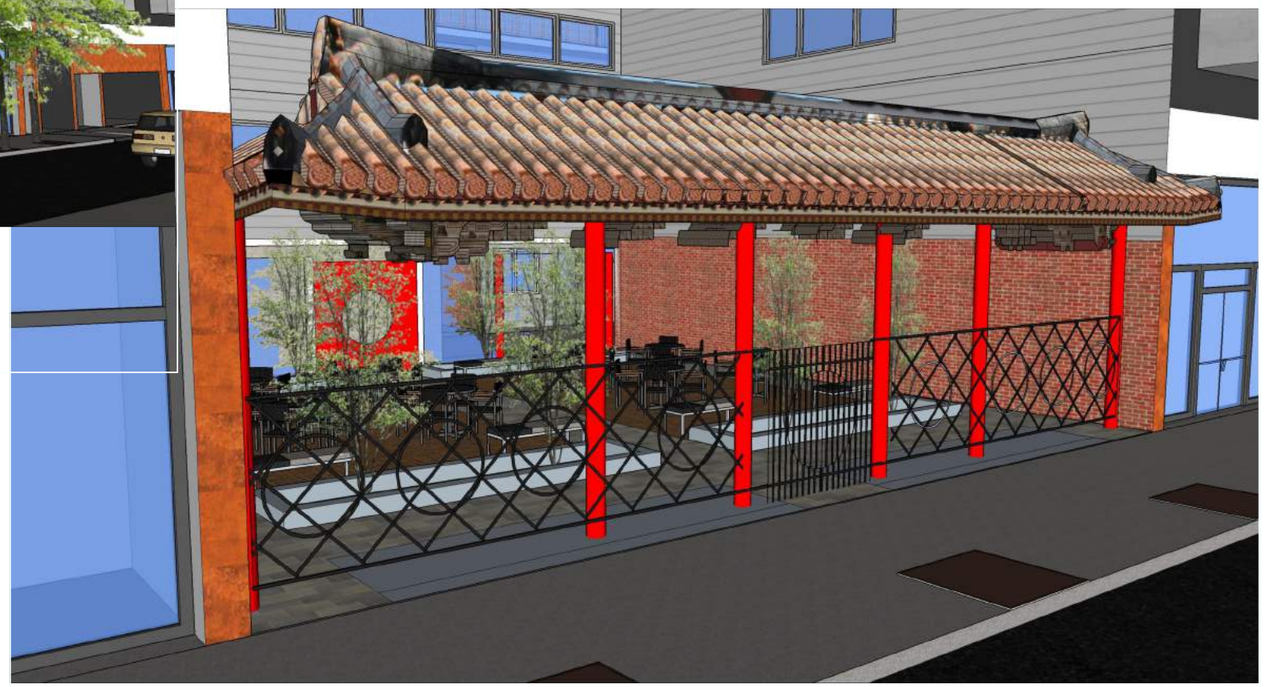

PERSPECTIVE RENDERING
COURTYARD & ENTRANCE GATE

900 CALLOWHILL ST. PHILADELPHIA, PA CDR SUBMISSION JAN. 18, 2016

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PERSPECTIVE RENDERING
N. 9TH STREET FACADE

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BUILDING MASSING

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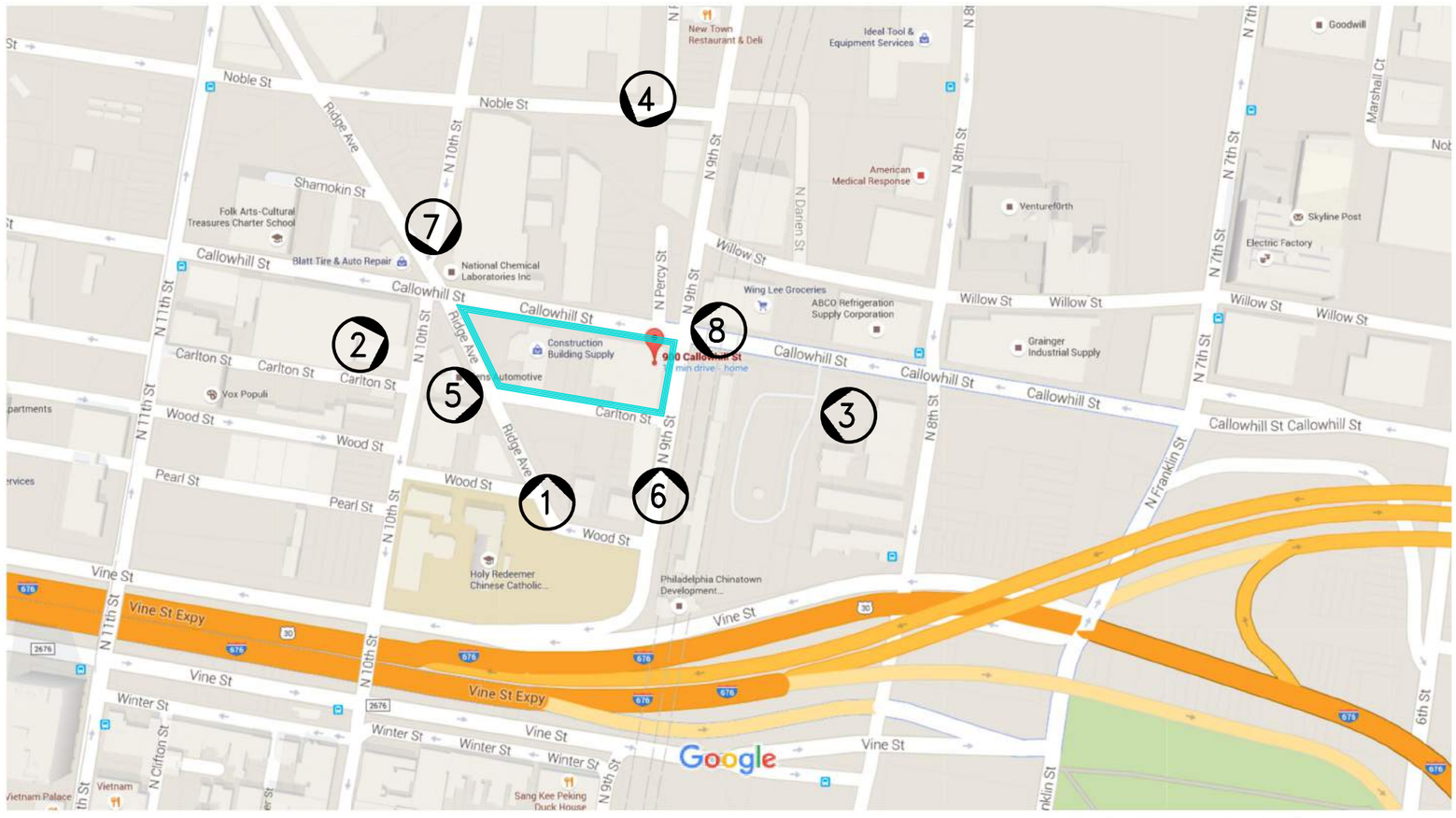
Google Maps 900 Callowhill St



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BUILDING LOCATION/ IMAGE KEY

900 CALLOWHILL ST. PHILADELPHIA, PA CDR SUBMISSION JAN. 18, 2016

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Google Maps

Imagery ©2015 Google, Map data ©2015 Google 100 ft

https://www.google.com/maps/@39.9551283,-75.1539132,435a,20y,41.64t/data=!3m1!1e3 1/1

AERIAL SITE VIEW 1

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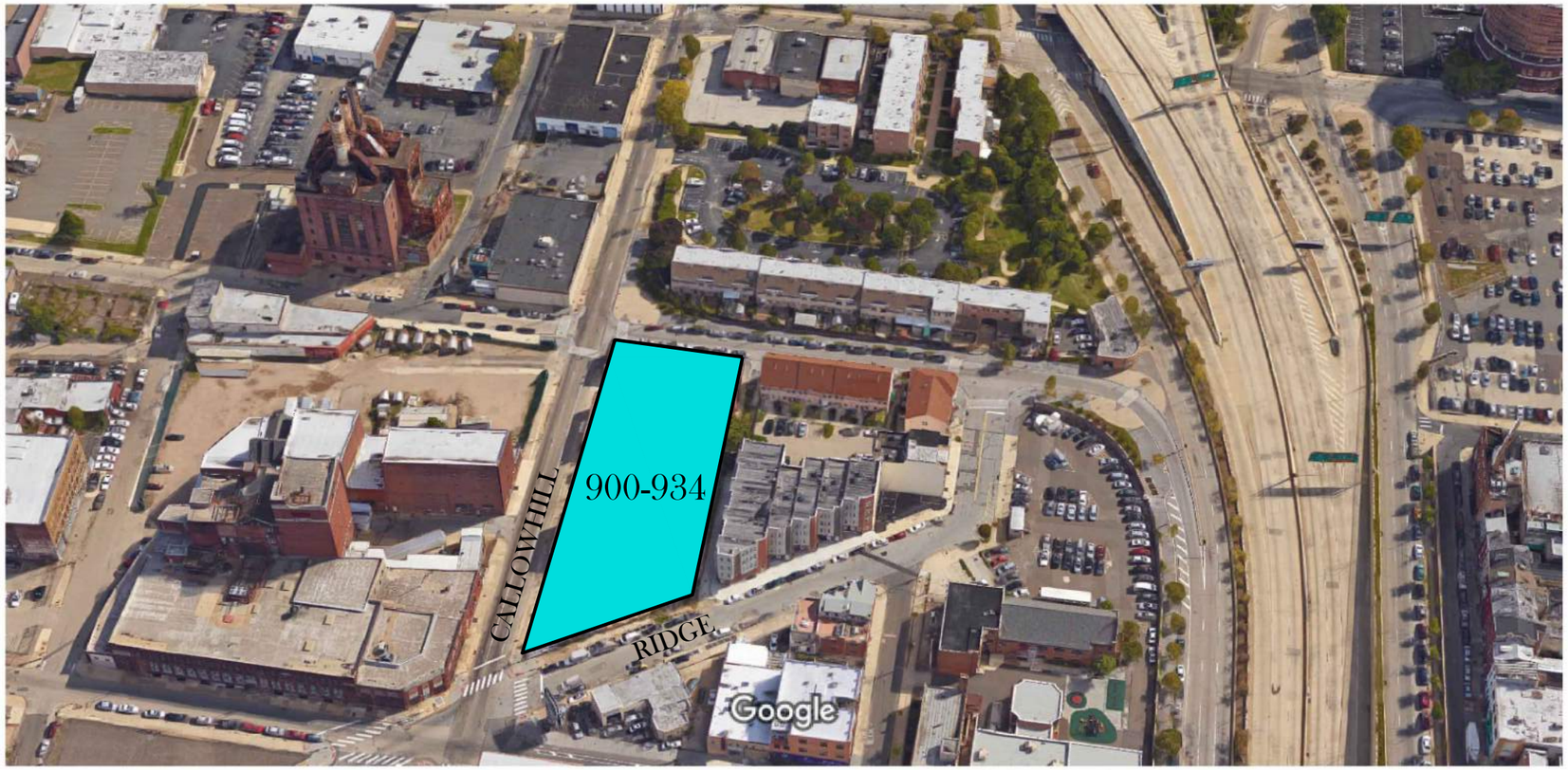

Imagery ©2015 Google, Map data ©2015 Google 100 ft

https://www.google.com/maps/@39.9580442,-75.1583733,435a,20y,90h,41.64t/data=!3m1!1e3 1/1

AERIAL SITE VIEW 2

900 CALLOWHILL ST. PHILADELPHIA, PA CDR SUBMISSION JAN. 18, 2016

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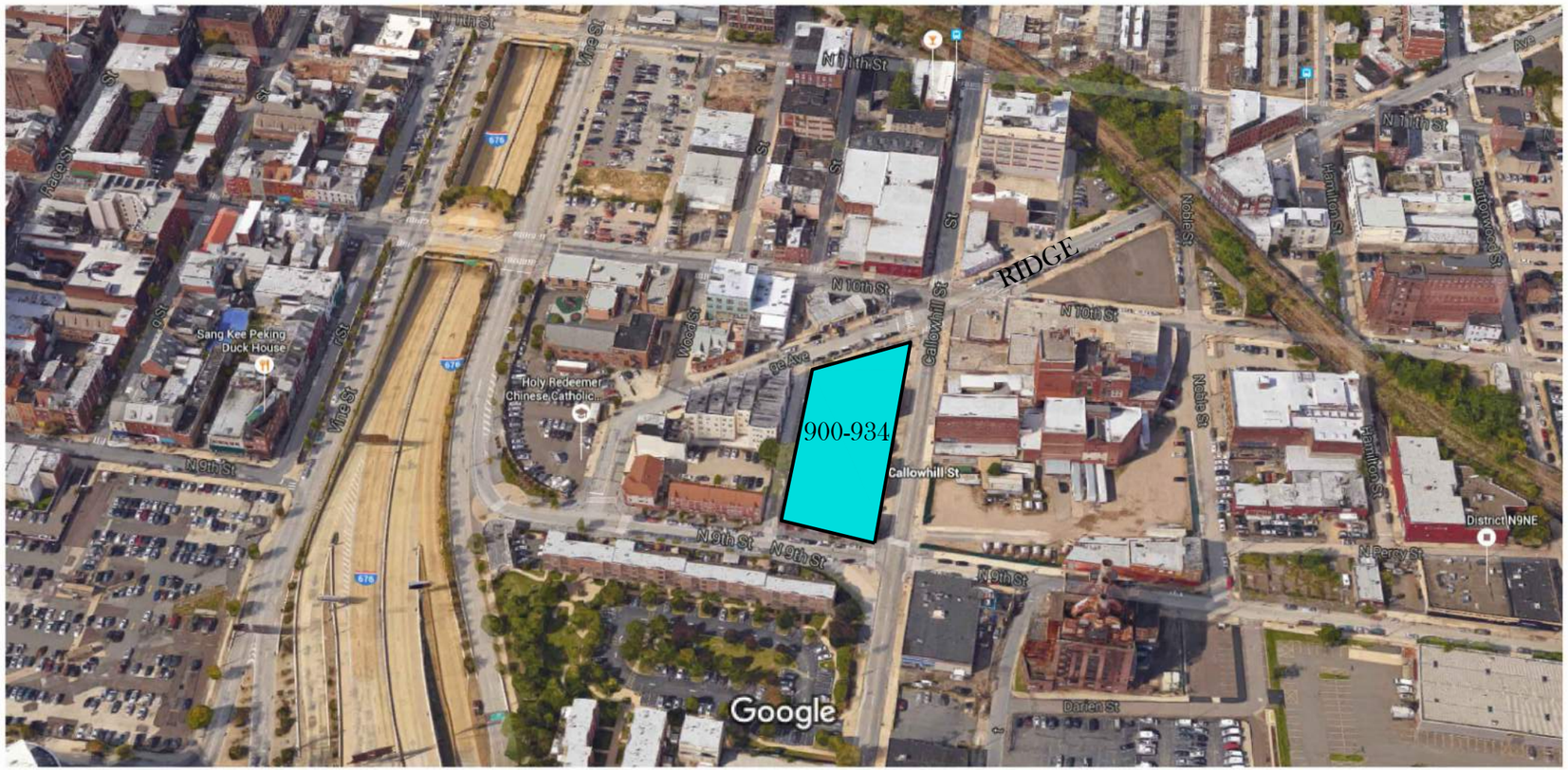
Google Maps 900 Callowhill St



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AERIAL SITE VIEW 3

900 CALLOWHILL ST. PHILADELPHIA, PA CDR SUBMISSION JAN. 18, 2016

WING LEE INVESTMENT, L.P

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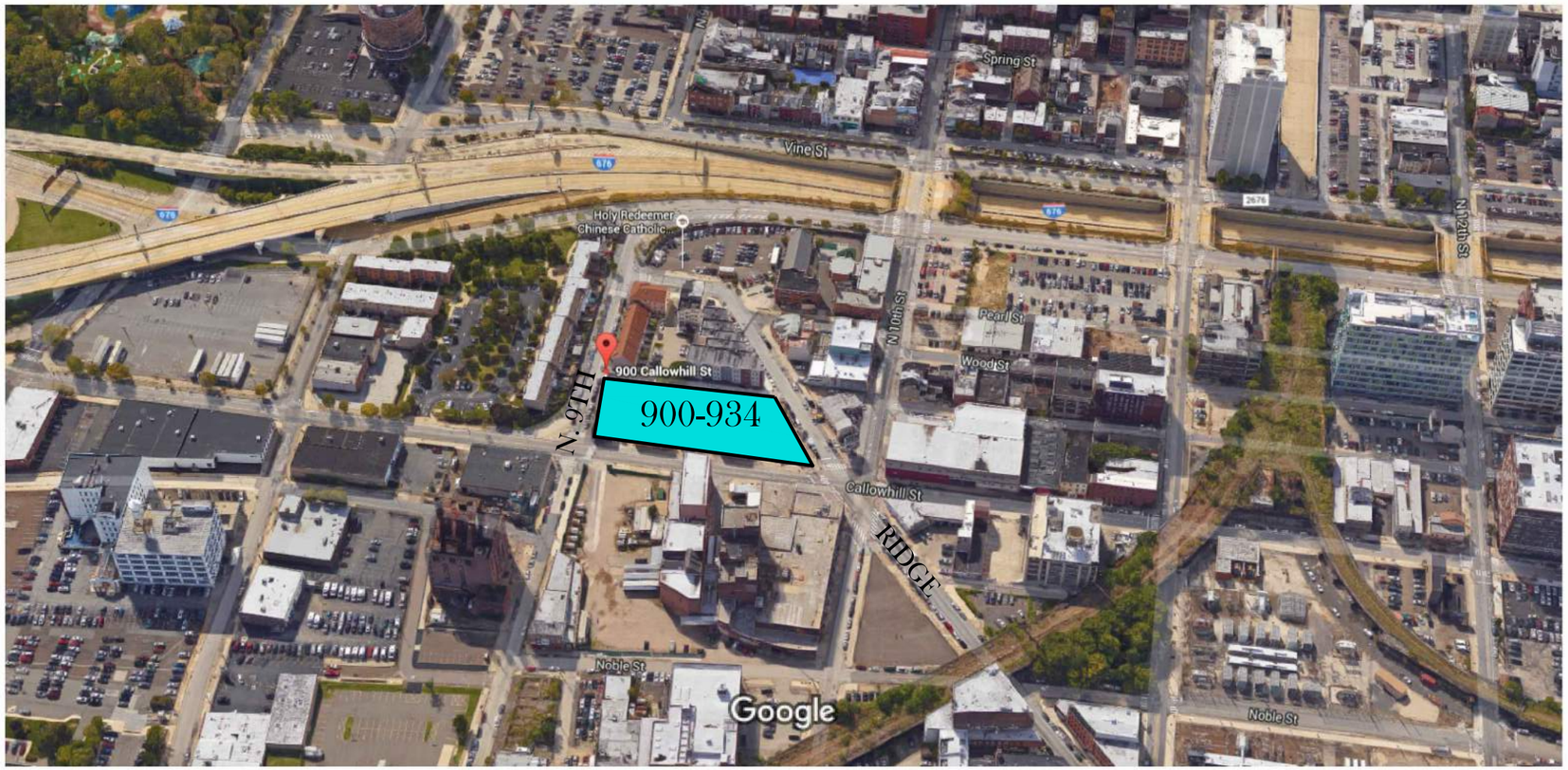
Google Maps 900 Callowhill St



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https://www.google.com/maps/place/900+Callowhill+St,+Philadelphia,+PA+19123/@39.9642233,-75.1547278,760a,20y,180h,41.51t/data=!3m1!1e3!4m2!3m1!1s0x89c6c87fe4cfeff3:0x770bb4796ea60117 1/1

AERIAL SITE VIEW 4

900 CALLOWHILL ST. PHILADELPHIA, PA CDR SUBMISSION JAN. 18, 2016

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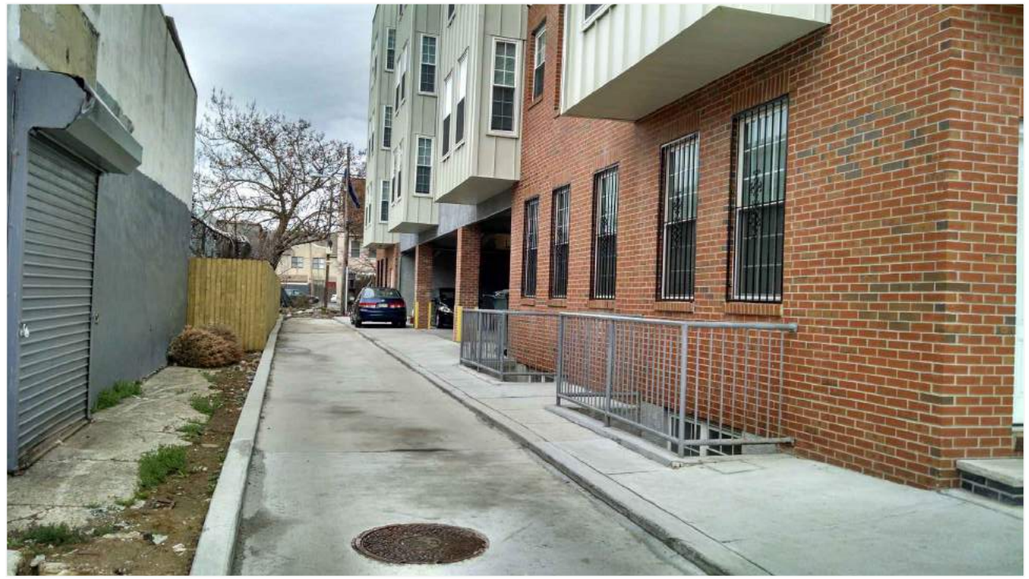


VIEW 5– EAST ON CARLTON STREET

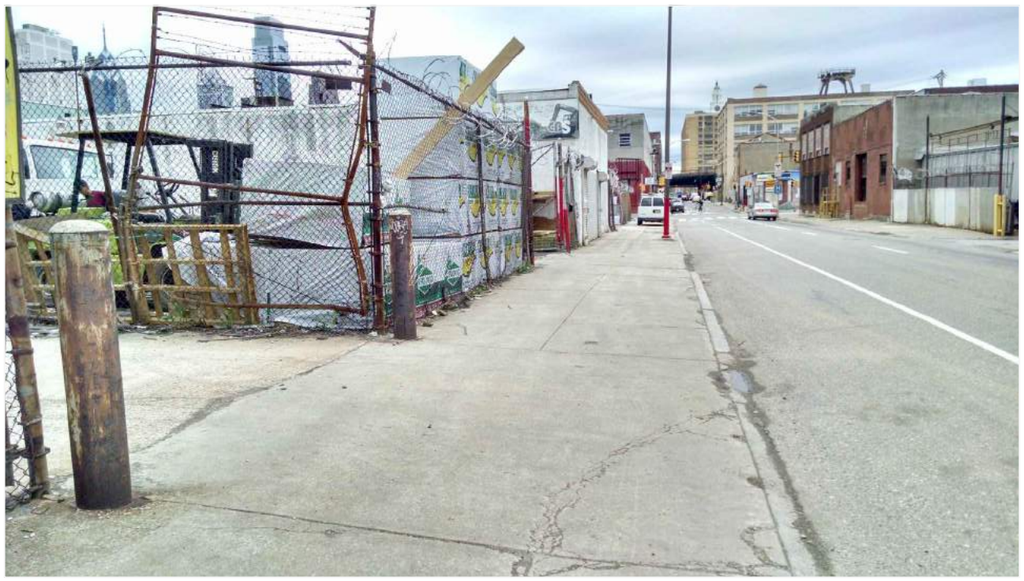
SCALE: NONE

VIEW 6– NORTH ON NORTH 9TH

SCALE: NONE

VIEW 7– EAST ON CARLTON STREET

SCALE: NONE



VIEW 8– WEST ON CALLOWHILL

SCALE: NONE

SITE/ STREET IMAGES

900 CALLOWHILL ST. PHILADELPHIA, PA CDR SUBMISSION JAN. 18, 2016

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COMPLETE STREETS HANDBOOK CHECKLIST

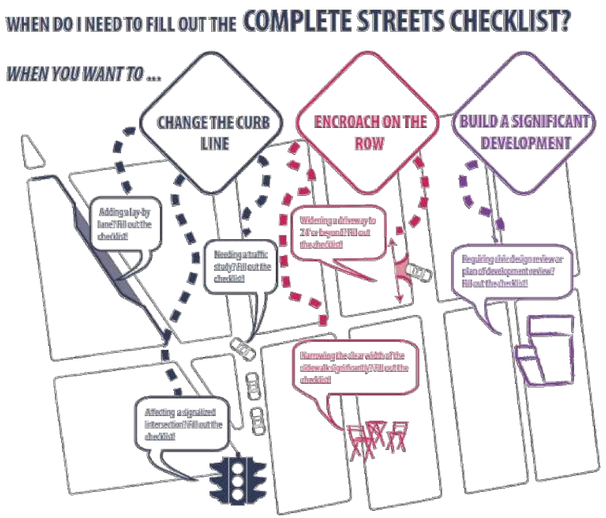
Philadelphia City Planning Commission

INSTRUCTIONS

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

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed at
http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx



PRELIMINARY PCPC REVIEW AND COMMENT: DATE

FINAL STREETS DEPT REVIEW AND COMMENT: DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.

All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). "High Priority" Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.

All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.

Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.

ADA curb-ramp designs must be submitted to Streets Department for review

Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at http://www.philadelphiastreets.com/survey-and-design-bureau/city-plans-unit . An application to the Streets Department for a City Plan Action is required when a project plan proposes the:

- Placing of a new street;
- Removal of an existing street;
- Changes to roadway grades, curb lines, or widths; or
- Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

- EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - FULLY DIMENSIONED
  - CURB CUTS/DRIVEWAYS/LAYBY LANES
  - TREE PITS/LANDSCAPING
  - BICYCLE RACKS/STATIONS/STORAGE AREAS
  - TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
  - PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
  - PROPOSED TREE PITS/LANDSCAPING
  - BICYCLE RACKS/STATIONS/STORAGE AREAS
  - TRANSIT SHELTERS/STAIRWAYS

***APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY**

COMPLETE STREETS
900 CALLOWHILL ST. PHILADELPHIA, PA CDR SUBMISSION JAN. 18, 2016

WING LEE INVESTMENT, L.P

T.C. LEI & ASSOCIATES, P.C.
ARCHITECTURE • ENGINEERING • PLANNING

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

GENERAL PROJECT INFORMATION

1. PROJECT NAME
   900-934 CALLOWHILL
2. DATE
   1-7-16
3. APPLICANT NAME
   MICHELLE KLESCHICK
4. APPLICANT CONTACT INFORMATION
   215-557-9322 TCLEIASSOCIATES@VERIZON.NET
5. PROJECT AREA: list precise street limits and scope
   35,433 S.F. LOT
   BOUNDED BY CALLOWHILL ST, CARLTON ST, N. 9TH STREET & RIDGE AVE.
6. OWNER NAME
   WING LEE REALTY INVESTMENT, L.P.
7. OWNER CONTACT INFORMATION
   843 CALLOWHILL ST. PHILADELPHIA, PA
   215-490-8261
8. ENGINEER / ARCHITECT NAME
   T.C. LEI & ASSOCIATES, P.C.
9. ENGINEER / ARCHITECT CONTACT INFORMATION
   P.O. BOX 298 CHADDS FORD, PA 19317
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.

STREET	FROM	TO	COMPLETE STREET TYPE
CALLOWHILL ST.	RIDGE AVE./ N.10TH	N. 9TH ST.	URBAN ARTERIAL
N. 9TH ST.	CARLTON ST.	CALLOWHILL ST.	CITY NEIGHBORHOOD
CARLTON ST.	RIDGE AVE.	N. 9TH ST.	LOCAL
RIDGE AVE.	CALLOWHILL ST.	CARLTON ST.	CITY NEIGHBORHOOD

11. Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?
    a. Parking and loading regulations in curb lanes adjacent to the site — YES ☒ NO ☐
    b. Street Furniture such as bus shelters, honor boxes, etc. — YES ☒ NO ☐ N/A ☐
    c. Street Direction — YES ☒ NO ☐
    d. Curb Cuts — YES ☒ NO ☐ N/A ☐
    e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. — YES ☒ NO ☐ N/A ☐
    f. Building Extensions into the sidewalk, such as stairs and stoops — YES ☐ NO ☐ N/A ☒

APPLICANT: General Project Information
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information
Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
CALLOWHILL ST.	12'/ 11' /11'	11' /11'
N. 9TH ST	12' /12' /12'	12' /12'
CARLTON ST.	10' /6'-9"/6'-9"	6'-9" /6'-9"
RIDGE AVE.	12' /13' / 13'	13' / 13'

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

STREET FRONTAGE	WALKING ZONE Required / Existing / Proposed
CALLOWHILL ST	6' OR 1/2 /11' /6'-8"
N. 9TH ST.	6' OR 1/2 /7'-9" / 7'-9"
CARLTON ST.	5' / 5' / 5'
RIDGE AVE.	6' OR 1/2 / 13' /13'

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

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
DEPRESSED CURB	45'	CALLOWHILL
DEPRESSED CURB	30'	CALLOWHILL
DEPRESSED CURB	19.6'	N. 9TH ST
DEPRESSED CURB	21.2'	RIDGE AVE

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
CURB CUT	24'	CALLOWHILL ST.
CURB CUT	11'	CALLOWHILL ST.
____	____	____
____	____	____

COMPLETE STREETS
900 CALLOWHILL ST. PHILADELPHIA, PA CDR SUBMISSION JAN. 18, 2016
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COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

PEDESTRIAN COMPONENT (continued)

		DEPARTMENTAL APPROVAL
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 ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: WE ARE ABANDONING SEVERAL CURB CUTS SO THERE WILL BE LESS DANGER TO PEDESTRIANS THAN CURRENTLY EXISTS. THE NEW ACCESS TO THE BASEMENT PARKING AND 1ST FLOOR LOADING DOCK ARE CONCENTRATED IN ONE AREA SO THE ENTRANCES CAN EASILY BE WELL LIT AND SIGNALIZED TOALERT PEDESTRIANS TO VEHICULAR TRAFFIC CROSSING THE SIDEWALK.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

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

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
CALLOWHILL	0' / 0'
N. 9TH ST.	0' / 0'
CARLTON ST.	0' / 0'
RIDGE AVE.	0' / 0'

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
CALLOWHILL ST	4' / 2' / 4'
N. 9TH ST.	4' / 4' / 4'
CARLTON ST	IF POSSIBLE' / 0' / 0'
RIDGE AVE.	4' / 4' / 4'

				DEPARTMENTAL APPROVAL
18. Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?				
▪ Bicycle Parking	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
▪ Lighting	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
▪ Benches	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
▪ Street Trees	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
▪ Street Furniture	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
19. Does the design avoid tripping hazards?	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
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 ☐	YES ☐ NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

BUILDING & FURNISHING COMPONENT (continued)

21.	Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
22.	Does the design maintain adequate visibility for all roadway users at intersections?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: ENCROACHMENTS ARE KEPT TO A MINIMUM TO ALLOW FOR EASY PEDESTRIAN USE OF THE SIDEWALKS AND ACCESS TO THE 1ST FLOOR COMMERCIAL SPACES.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

BICYCLE COMPONENT (Handbook Section 4.5)

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

    THE PROJECT IS CONVENIENTLY LOCATED NEAR AN EXISTING BICYCLE ROUTE (N. 10TH STREET) AND WILL HAVE SECURE, WELL LIT, INDOOR BICYCLE STORAGE TO MAKE OWNING AND MAINTAING A BICYCLE ATTRACTIVE TO RESIDENTS.

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
900-934 CALLOWHILL ST	49	0 / 0	0 / 0	0 / 49
____	____	____ / ____	____ / ____	____ / ____
____	____	____ / ____	____ / ____	____ / ____
____	____	____ / ____	____ / ____	____ / ____

					DEPARTMENTAL APPROVAL	
25.	Identify proposed "high priority" bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following "High Priority" elements identified and dimensioned on the plan?					
	▪ Conventional Bike Lane	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
	▪ Buffered Bike Lane	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
	▪ Bicycle-Friendly Street	YES ☐	NO ☐	N/A ☒	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 ☐

APPLICANT: Bicycle Component

Additional Explanation / Comments: 10TH STREET IS ALSO AT THE INTERSECTION OF CALLOWHILL AND RIDGE AVENUE. IT IS A MAJOR BIKE ROUTE DIRECTLY INTO CENTER CITY.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

THE PROJECT ADDS LIVING SPACE CONVENIENT TO CENTER CITY. THERE IS A BUS STOP ONE BLOCK EAST AND ONE BLOCK WEST OF THE LOT, THAT WILL DROP A RIDER OFF AT JEFFERSON STATION AND ALLOW FOR EASY CONNECTIONS TO THE REST OF THE TRANSIT NETWORK.

APPLICANT: Curbside Management Component

Additional Explanation / Comments: THE DEVELOPMENT DOES NOT CREATE ANY ENCROACHMENTS THAT WOULD HINDER THE USE OF ANY EXISTING PUBLIC TRANSIT INFRASTRUCTURE.

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, , identify existing and proposed lane widths and the design speed for each street frontage; **If not, go to question No. 35**

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
____	____	____	____/____	____
____	____	____	____/____	____
____	____	____	____/____	____
____	____	____	____/____	____

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

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: _____

(1) http://www.philadelphiastreets.com/images/uploads/documents/Historical_Street_Paving.pdf

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

URBAN DESIGN COMPONENT (Handbook Section 4.8)

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

APPLICANT: Urban Design Component

Additional Explanation / Comments: REGARDING #41. ALL PARKING IS BELOW GRADE, KEEPING ALL BUT ENTERING/EXITING VEHICLES AWAY FROM STREET LEVEL PEDESTRIANS AND PEOPLE GATHERING IN THE PLAZA AREA.

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
____	____	____
____	____	____
____	____	____
____	____	____

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

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____THERE IS NO INTENTION TO MODIFY ANY OF THE ADJACENT INTERSECTIONS OR PEDEDTRIAN CROSSING ZONES, OTHER THAN TO INCLUDE ACCESSIBLE RAMPS AT THE CORNERS.

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____