

900-934 CALLOWHILL
CIVIC DESIGN REVIEW SUBMISSION

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

WING LEE
INVESTMENT, L.P

T.C. LEI & ASSOCIATES, P.C.

ARCHITECTURE • ENGINEERING • PLANNING

CONTENTS

3 CDR Application
4 Site Information
5 Project Information
6 Existing Site Plan
7 Floor Plans
11 Typical Unit Plans
12 Elevations
14 Materials
15 Renderings
18 Building Massing
19 Building Location/ Image key
20 Site Images
24 Complete Streets

SUBMISSION CONTENTS

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Amended 3-15-16

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: 142

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 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: _____
Existing Zoning: _____ Are Zoning Variances required? Yes ___ No ___

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- 3rd-7th floor- 80 apartments (mostly 2-bedroom)

Carlton- 1st floor- 7 apartments
Carlton- 2nd floor- 11 apartments (mostly 2-bedroom)
Carlton- 3rd-6th floor- 44 apartments (mostly 2-bedroom)

Total:
Commercial space: 14,186 s.f. (12 units)
Residential space: 135,329 s.f. (142 units)

Proposed # of Parking Units:
67 proposed parking spaces
50 bicycle parking spaces
1 loading dock

COMMUNITY MEETING

Community meeting held: Yes No
If yes, please provide written documentation as proof.
If no, indicate the date and time the community meeting will be held:
Date: **12/08/15** Time: **6pm**

CIVIC DESIGN REVIEW APPLICATION

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

WING LEE INVESTMENT, L.P

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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 connected 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) seven-story (mezzanine of commercial spaces at 2nd floor level of project) building units facing Callowhill Street have commercial spaces on the 1st floor with the 3rd through 7th floors being residential. The two (2) six-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 142 residential units
Total 67 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 (COVERED WALKWAY/CORRIDOR 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: -- 70'-0" TO ROOF (72'+/- MAX. ACCOUNTING FOR SITE SLOPE)

PARKING:
BASEMENT 34,509 S.F.

3/ 10 RESIDENTIAL UNIT
142/10= 15x3 = 43 REQ'D 67 SPACES PROPOSED

COMPACT SPACES (14-803-1)
67 X 25% = 16 PERMITTED 13 PROPOSED

HANDICAP (TABLE 14-802-4)
TOTAL PARK. 51-75 =
3 SPACES REQ'D 3 SPACE PROPOSED

PREFERENTIAL PARKING (14-802(6))
5% OF TOTAL SPACES
67x5%= 3.35 SPACES 4 SPACES 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
142/3 = 47.3 = 48 REQUIRE BICYCLE SPACES 17 INVERTED U-RACKS @STREET LEVEL
450 S.F. STORAGE RM IN PARKING

AREAS:
RESIDENTIAL:
1ST FLR= 7 UNITS 6,776 S.F.
2ND FLR= 11 UNITS 10,145 S.F.
3RD FLR= 27 UNITS 24,261 S.F.
4TH FLR= 27 UNITS 24,261 S.F.
5TH FLR= 27 UNITS 24,261 S.F.
6TH FLR = 27 UNITS 24,261 S.F.
7TH FLR= 16 UNITS 14,118 S.F.
142 UNITS 128,083 S.F.

COMMERCIAL:
1ST FLR 12 UNITS 14,793 S.F.
MEZZ. 4,438 S.F.
12 UNITS 19,231 S.F.

STREETS INFORMATION

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

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

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

RIDGE AVE.
LEGALLY OPEN 60'. 13'-34'-13'
CITY NEIGHBORHOOD STREET
MIN. 6' WALK 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, PROPOSED DRIVEWAY & STREET FURNITURE ON CALLOWHILL ST. DECREASES AVAILABLE FRONTAGE FOR TREES (PER DEPARTMENT OF STREETS "STREET TREE PLANTING DIAGRAM, DWG FZ0102)
- INTERSECTIONS, PROPOSED DRIVEWAY PROPOSED DRIVEWAY & STREET FURNITURE ON N. 9TH ST. DECREASES AVAILABLE FRONTAGE FOR TREES (PER DEPARTMENT OF STREETS "STREET TREE PLANTING DIAGRAM, DWG FZ0102)

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

SITE INFORMATION

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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 locations have been revised under the advice of the Philadelphia Streets Department.

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 located at each floor, terminating in a trash compaction and storage area at the rear of the loading dock. 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.

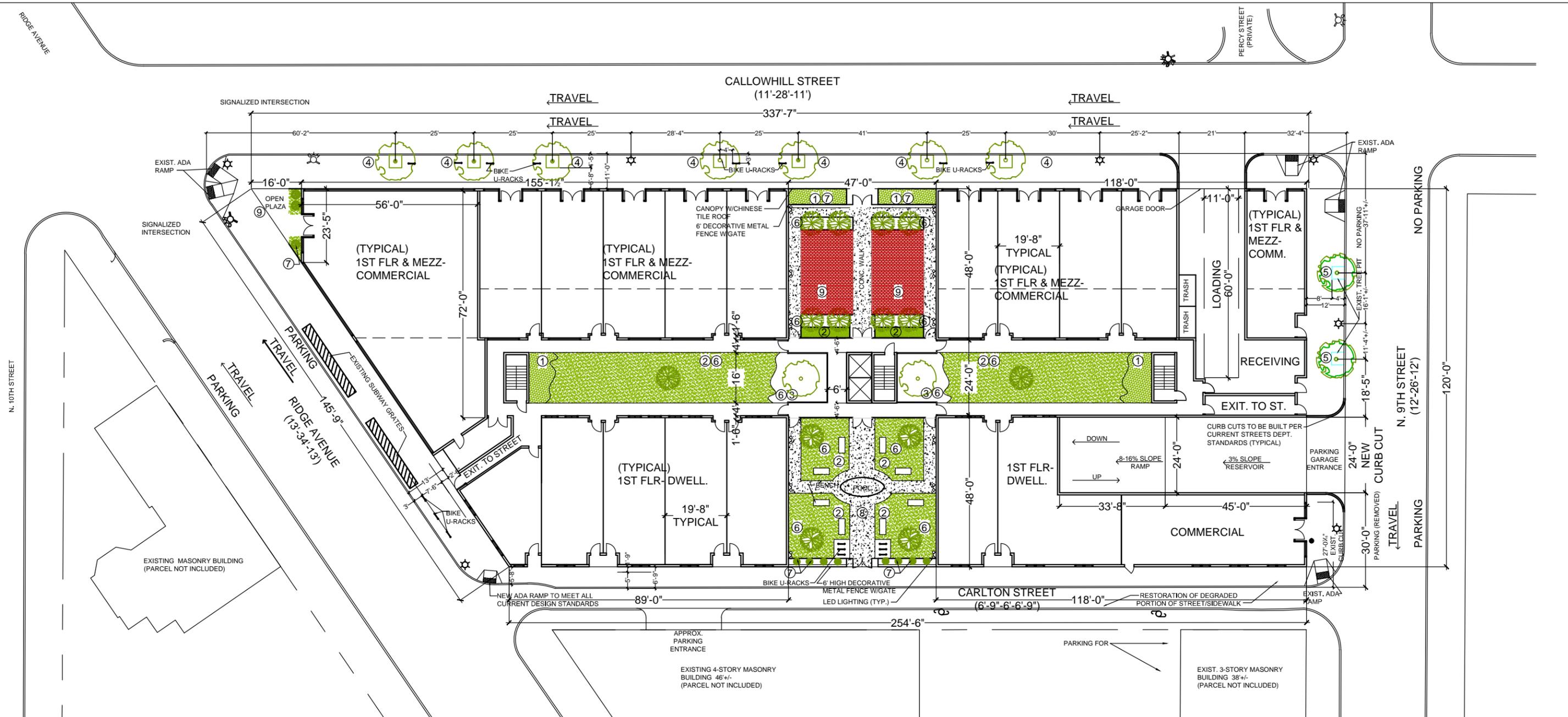
PROJECT INFORMATION

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

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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 HELIX	ENGLISH IVY
③ TREE (20'-30' HIGH)	CHIONANTHUS RETUSUS	CHINESE FRINGE TREE
④ TREE (30'-40' HIGH)	OSTRYA VIRGINIANA	AMERICAN HOPHORNBEAM
⑤ EXISTING TREE		
⑥ GREEN ROOF/RAIN GARDEN PLANTS		
⑦ SEASONAL PLANTINGS		
⑧ PERVIOUS PAVEMENT		
⑨ RED BRICK PAVERS		

LANDSCAPE KEY
 SCALE: NONE

12 COMMERCIAL UNITS
 14,793 S.F.
 7 RESIDENTIAL UNITS
 6,776 S.F.
 1 LOADING SPACE/ RECEIVING AREA
 COURTYARD/PLAZA

1ST FLR INFORMATION
 SCALE: NONE

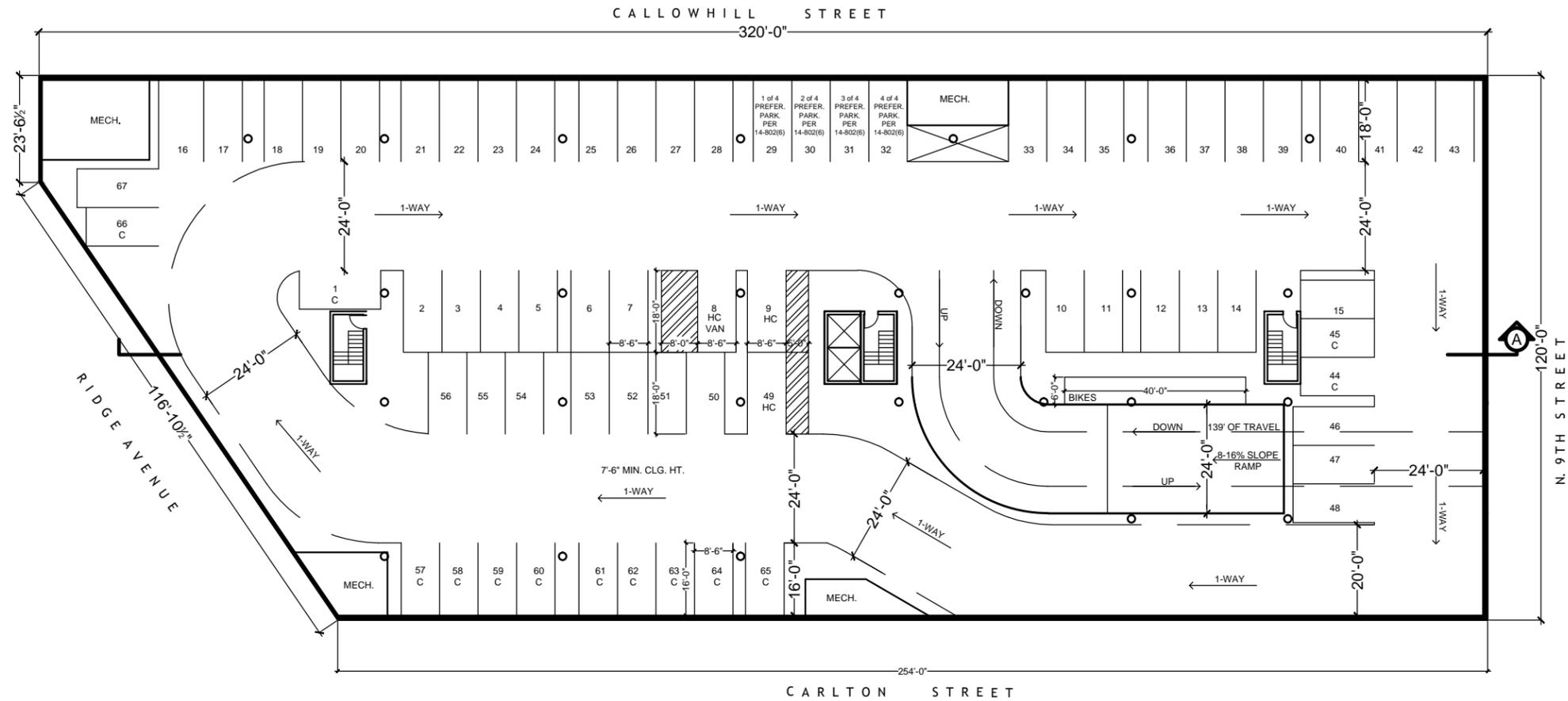
- LEGEND**
- SHORT TRAFFIC LIGHT/ LIGHT POLE
 - TALL LIGHT POLE
 - FIRE HYDRANT
 - NEW TREE PIT
W/TREE PER PHILADELPHIA
ZONING CODE 14-705

PROPOSED 1ST FLOOR/ SITE PLAN

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BASEMENT PARKING PLAN

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

- 34,509S.F.**
67 PARKING SPACE
- 3 HANDICAP ACCESSIBLE
 - 4 PREFERRED PARKING
 - BIKE PARKING
- MECHANICAL SPACE**

BASEMENT INFORMATION

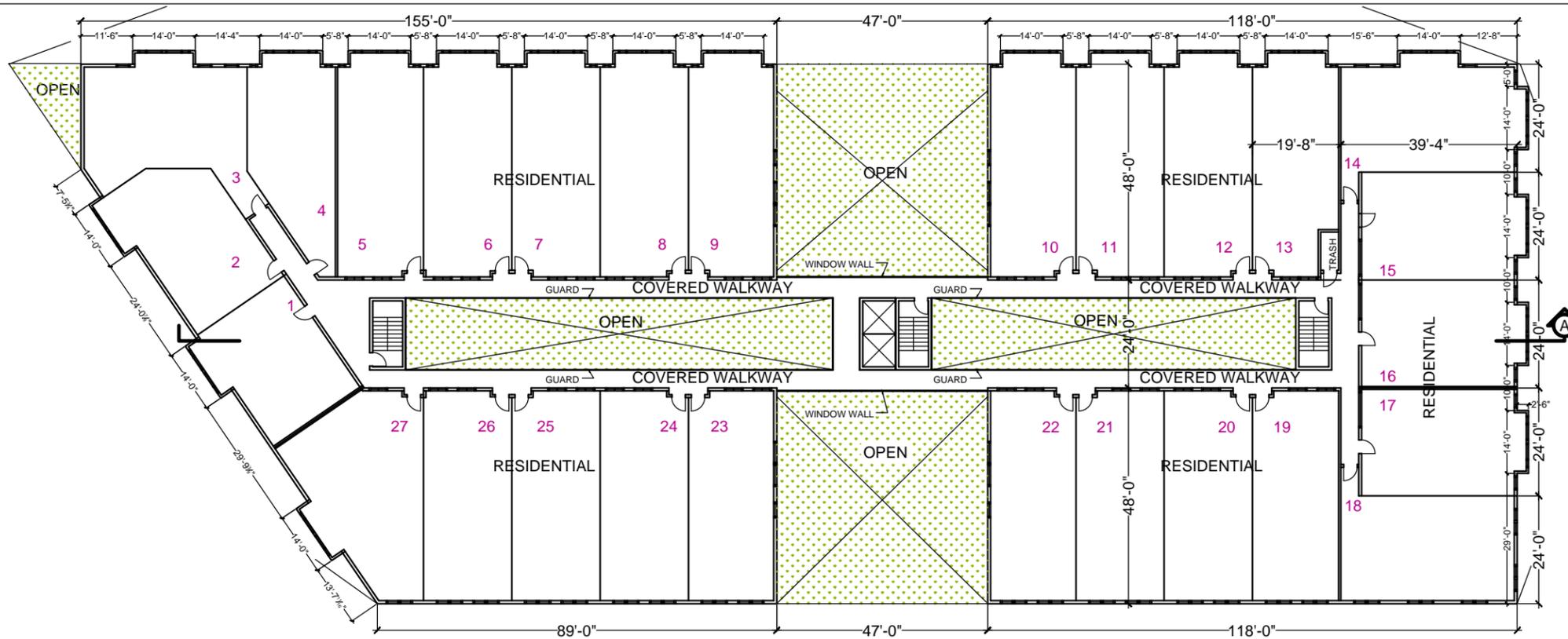
SCALE: NONE

PROPOSED BASEMENT PLAN

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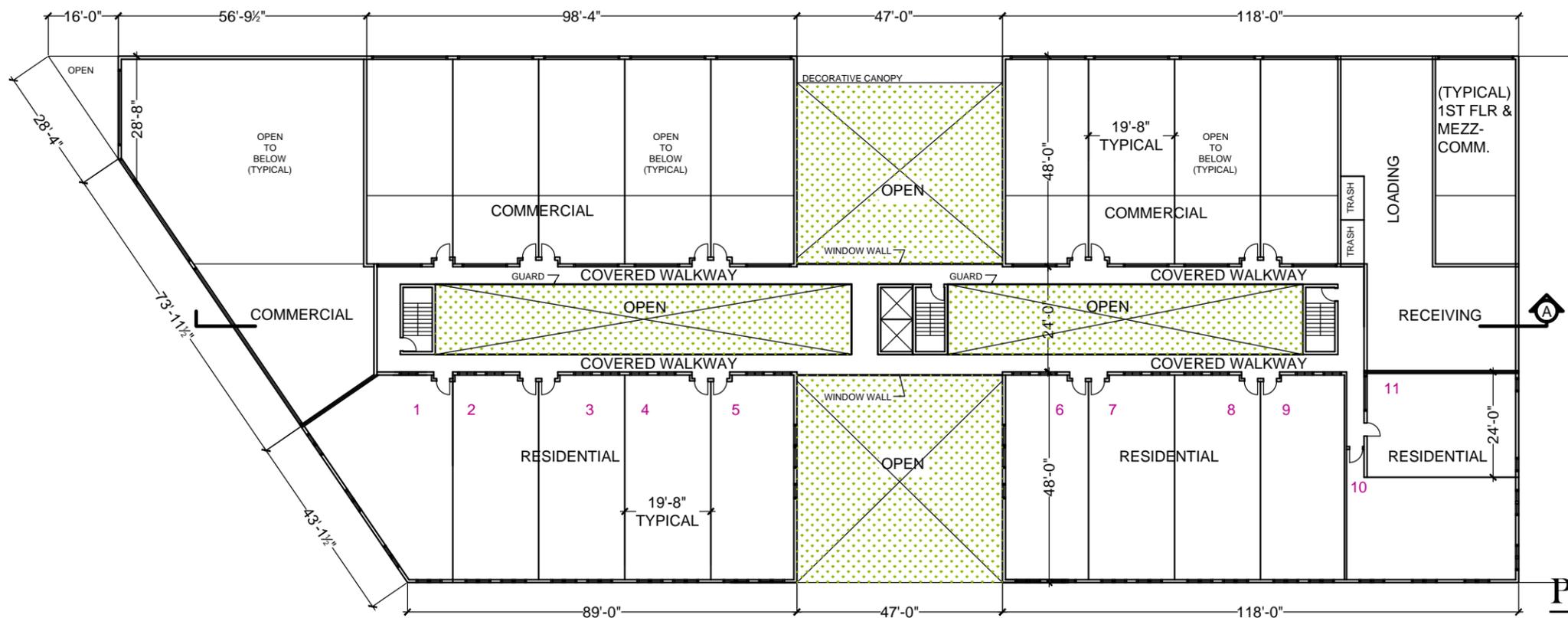
TYPICAL PLAN

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

27 RESIDENTIAL UNITS
24,261 S.F.

INFORMATION

SCALE: NONE



2ND FLOOR/MEZZANINE PLAN

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

11 COMMERCIAL UNIT MEZZANINES
11 RESIDENTIAL UNITS
10,145 S.F.
1 LOADING/ RECEIVING AREA

INFORMATION

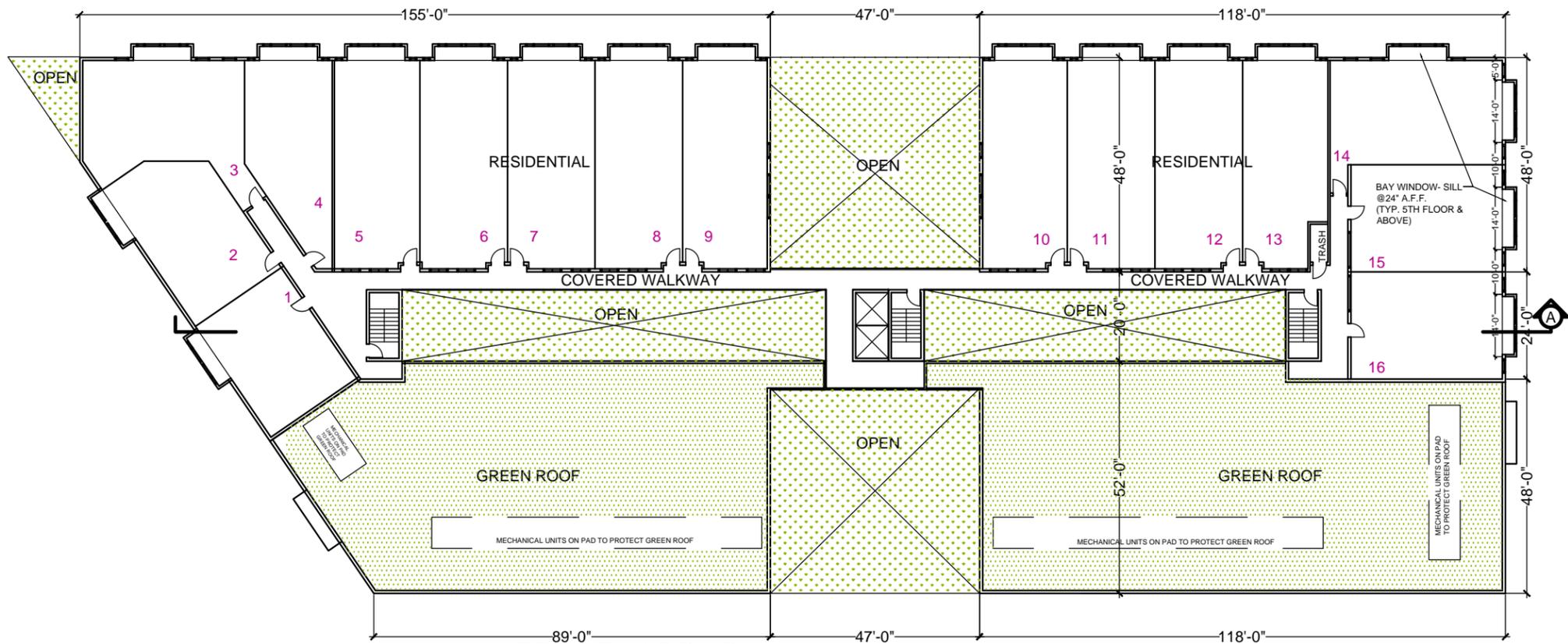
SCALE: NONE

PROPOSED PLANS

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7TH FLOOR PLAN
SCALE: 1/32" = 1'-0"

16 RESIDENTIAL UNITS
14,118 S.F.
GREEN ROOF
10,944 S.F.

INFORMATION
SCALE: NONE



SECTION "A" THROUGH COURTYARD
SCALE: 1/32" = 1'-0"

PROPOSED 7TH FLOOR PLAN & LONGITUDINAL SECTION

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

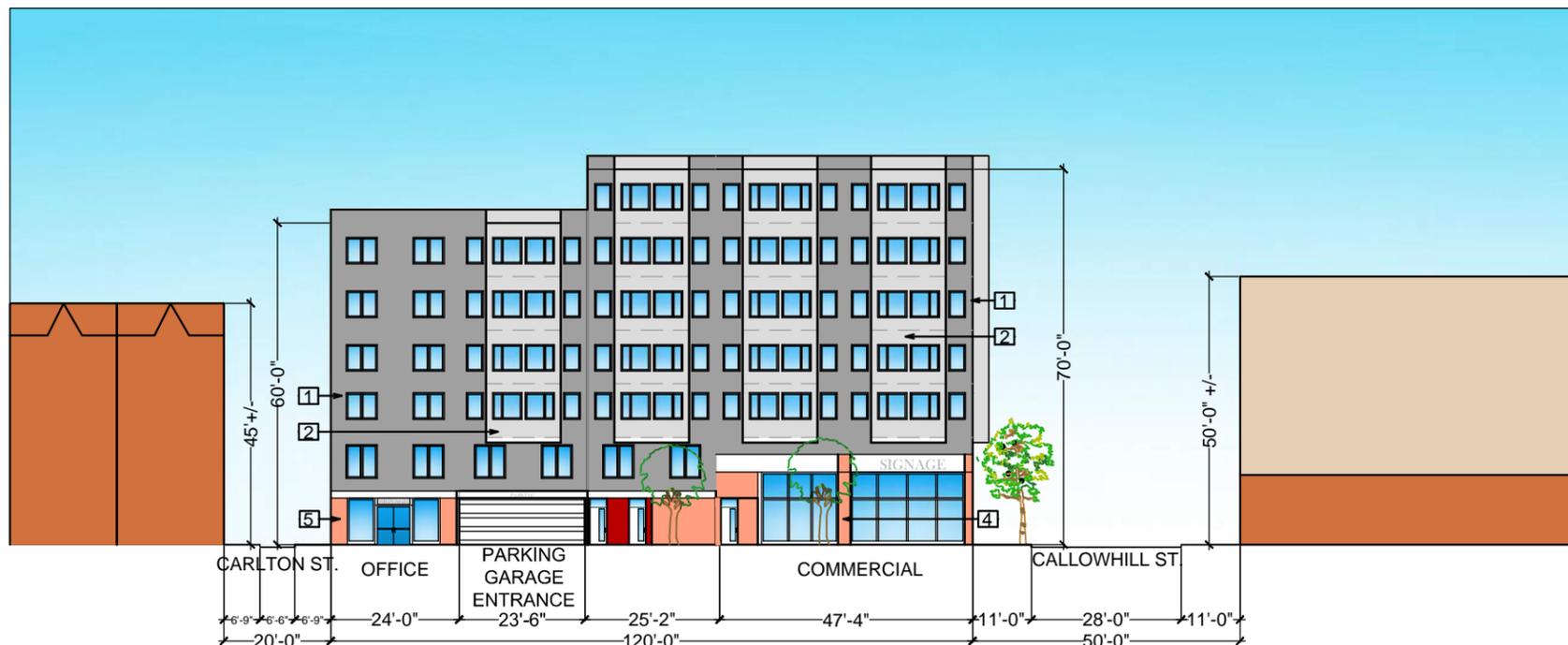
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- 1 ALUMINUM COMPOSITE PANEL
- 2 ALUMINUM COMPOSITE PANEL
- 3 METAL SIDING
- 4 RED MARBLE TILE
- 5 RED BRICK
- 6 CHINESE ROOF TILE
- 7 CHINESE DECORATIVE TILES

MATERIAL KEY

SCALE: NONE



N. 9TH STREET ELEVATION

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



CARLTON STREET ELEVATION

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

PROPOSED ELEVATIONS & MATERIALS

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

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- 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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Aluminum Composite Panel siding.



1



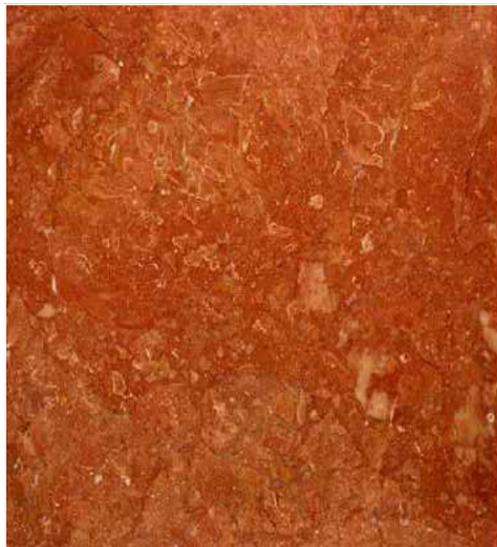
2

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



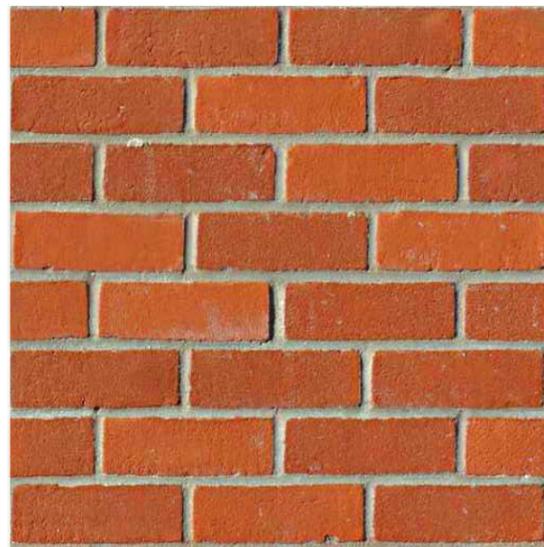
3 Horizontally striated metal siding.

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
CALLOWHILL STREET FACADE**

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

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COURTYARD VIEW FROM ABOVE



COURTYARD VIEW FROM CALLOWHILL

**PERSPECTIVE RENDERING
COURTYARD & ENTRANCE GATE**

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CARLTON & N. 9TH ST.



N. 9TH & CALLOWHILL ST.

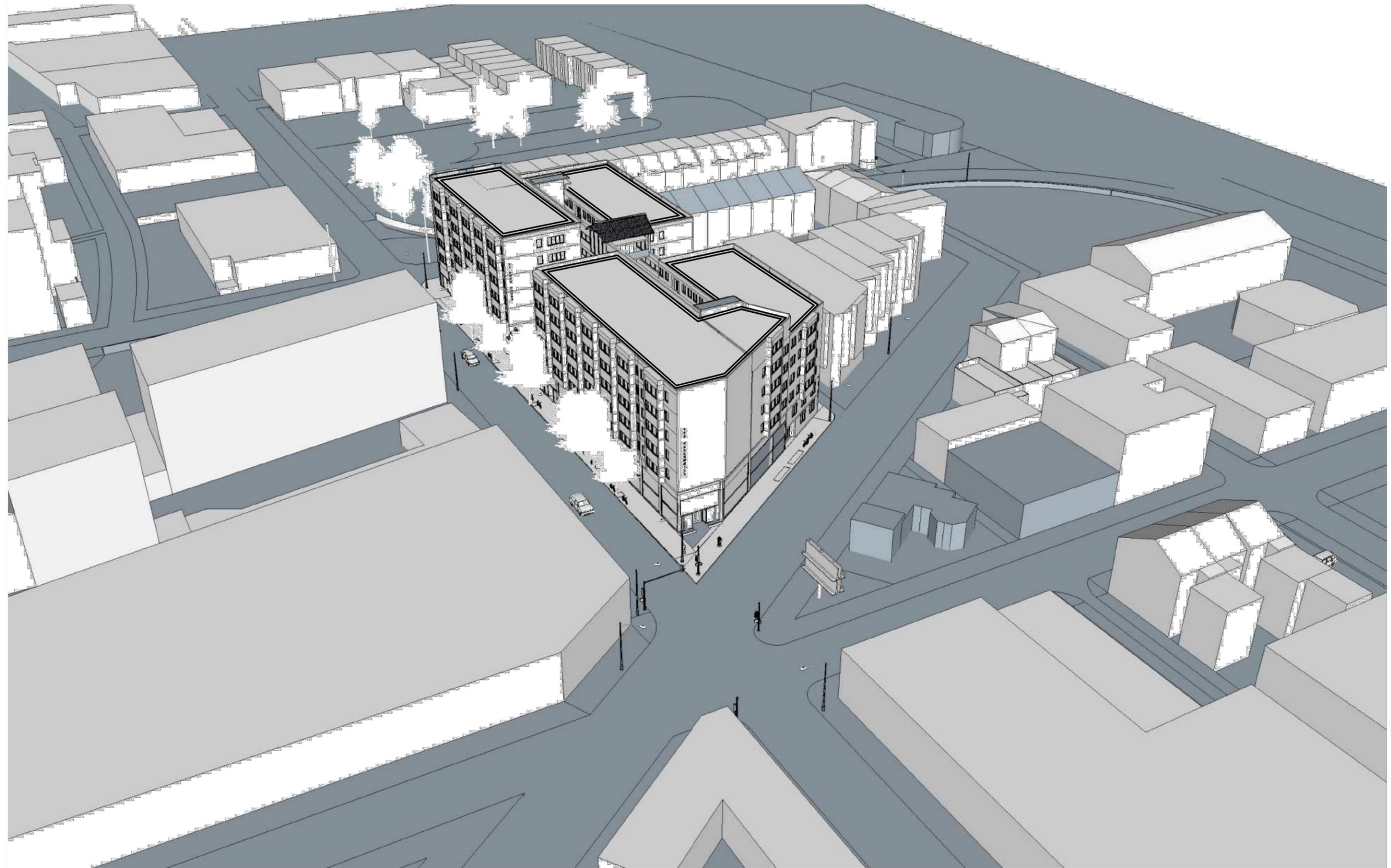
**PERSPECTIVE RENDERING
CARLTON ST. & N. 9TH STREET FACADE**

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

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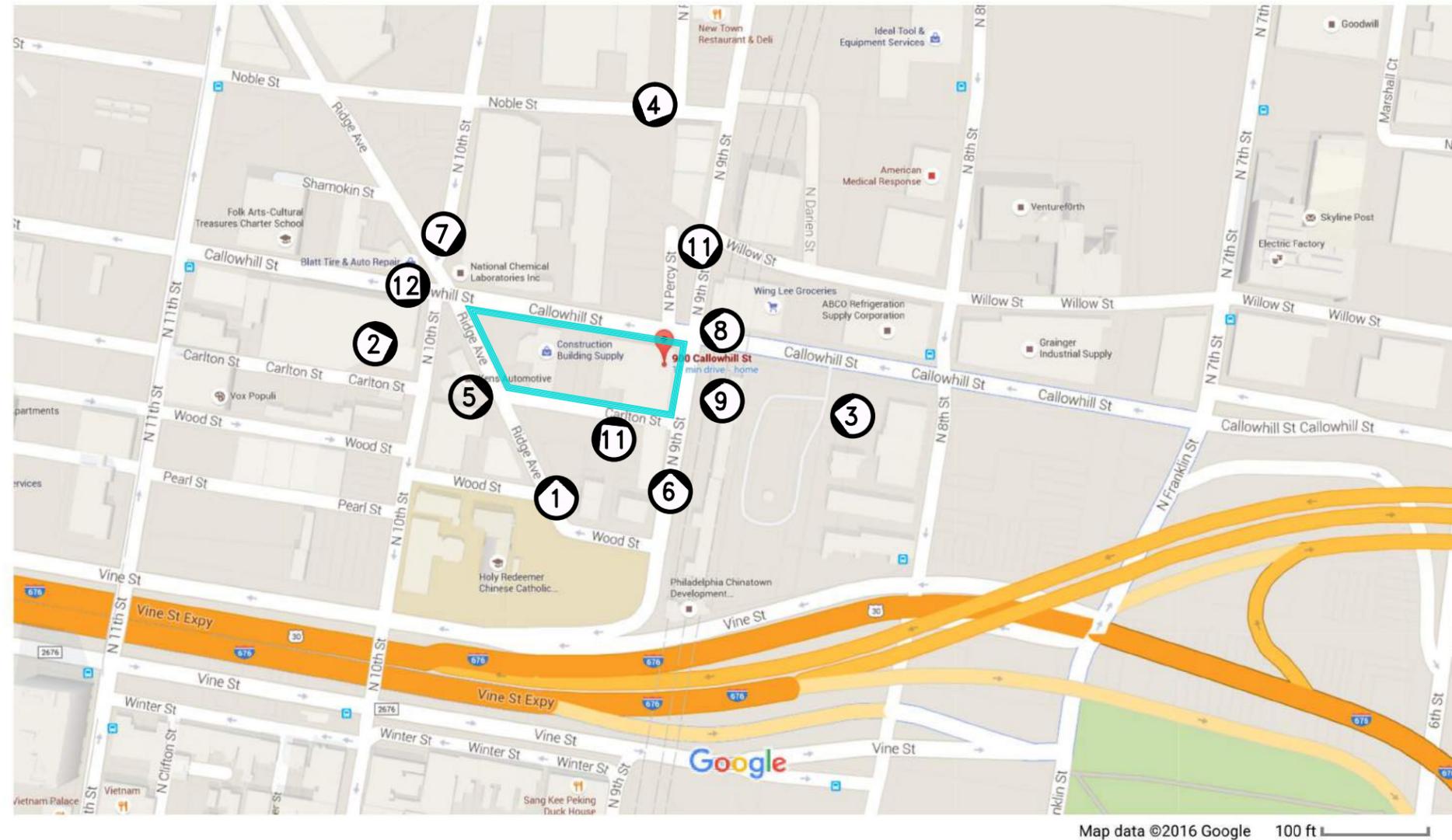
BUILDING MASSING

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

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Google Maps 900 Callowhill St



Map data ©2016 Google 100 ft



<https://www.google.com/maps/place/900+Callowhill+St,+Philadelphia,+PA+19123/@39.9581757,-75.1533084,18z/data=!4m2!3m1!1s0x89c6c87fe4cfeff3:0x770bb4796ea60117>

1/1

BUILDING LOCATION/ IMAGE KEY

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

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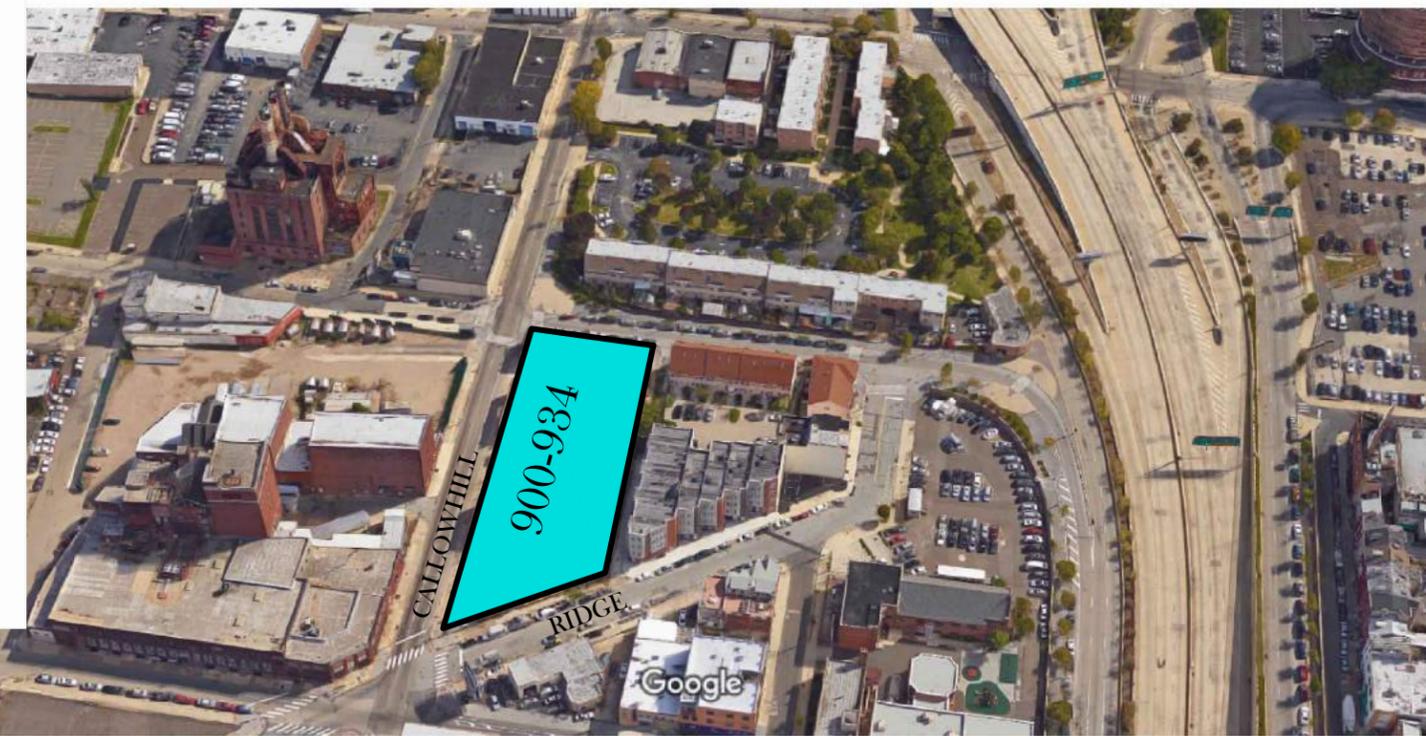
Imagery ©2015 Google, Map data ©2015 Google 100 ft

AERIAL SITE VIEW 1

SCALE: NONE

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

1/1



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

AERIAL SITE VIEW 2

SCALE: NONE

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1/1

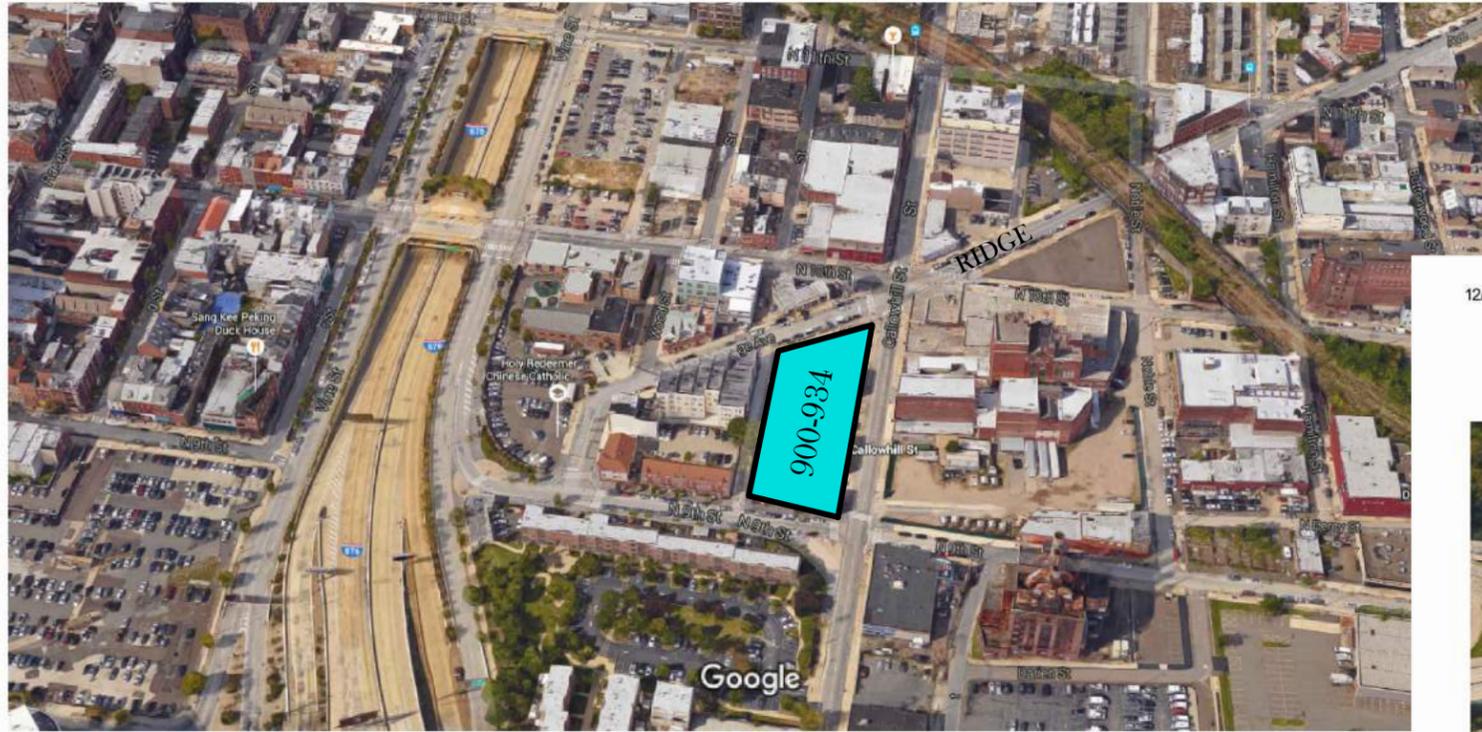
AERIAL SITE VIEWS 1 & 2

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

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Google Maps 900 Callowhill St



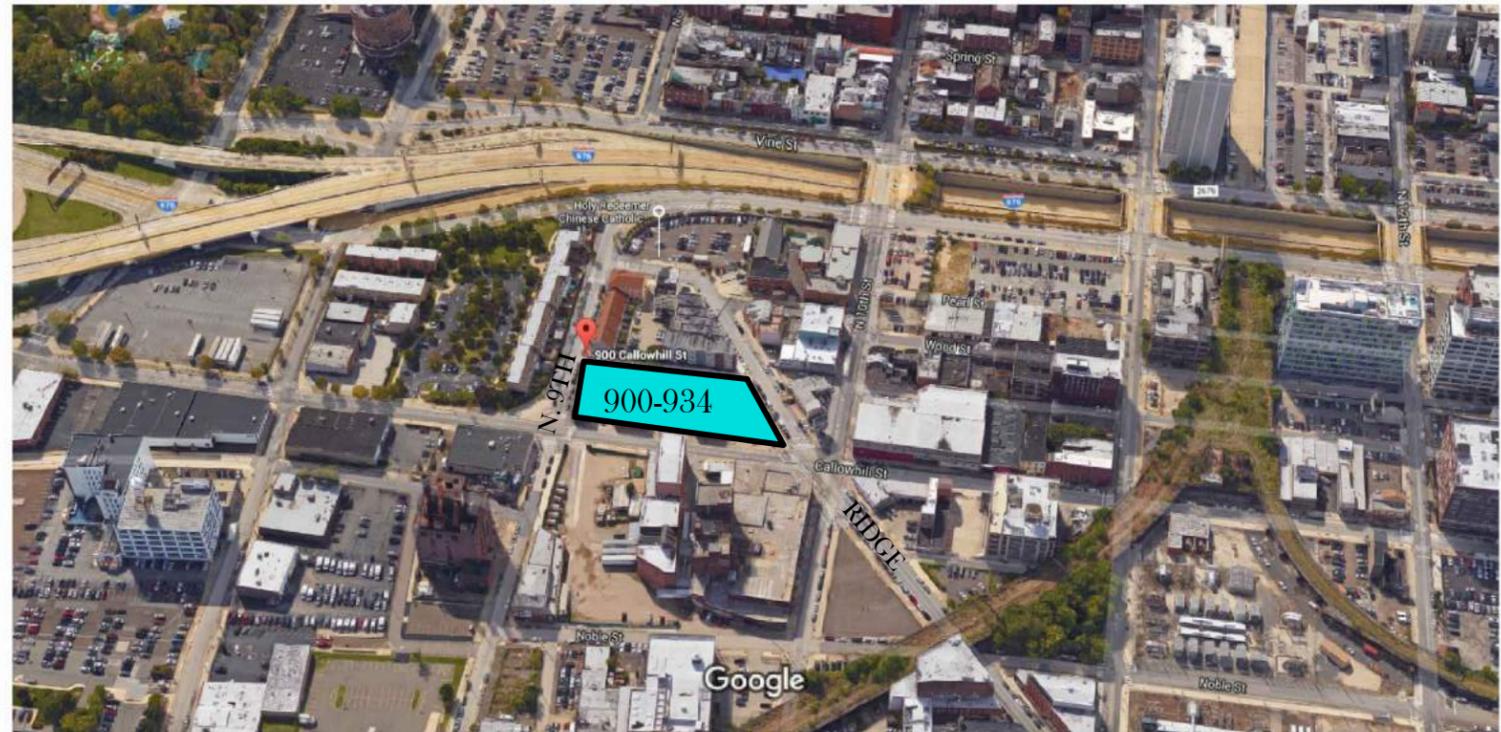
Imagery ©2015 Google, Map data ©2015 Google 100 ft

AERIAL SITE VIEW 3

SCALE: NONE

<https://www.google.com/maps/place/900+Callowhill+St,+Philadelphia,+PA+19123/@39.9581625,-75.1480617,20y,270h,41.55t/data=!3m1!1e3!4m2!3m1!1s0x89c6c87fe4cfeff3:0x770bb4796ae60117>

Google Maps 900 Callowhill St



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

AERIAL SITE VIEW 4

SCALE: NONE

<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!1s0x89c6c87fe4cfeff3:0x770bb4796ae60117>

AERIAL SITE VIEWS 3 & 4

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VIEW 5— EAST ON CARLTON STREET

12/8/2015
 SCALE: NONE
 Google Maps 993 Ridge Ave

993 Ridge Ave - Google Maps



Philadelphia, Pennsylvania
 Street View - May 2014

VIEW 7— EAST ON CARLTON STREET

SCALE: NONE
<https://www.google.com/maps/@39.95838,-75.1550377,3a,50.4y,122.12h,89.86t/data=!3m6!1e1!3m4!1s9UR1cagbRbaUPryOxwyZEw12e07113312!6!865616m11e1>

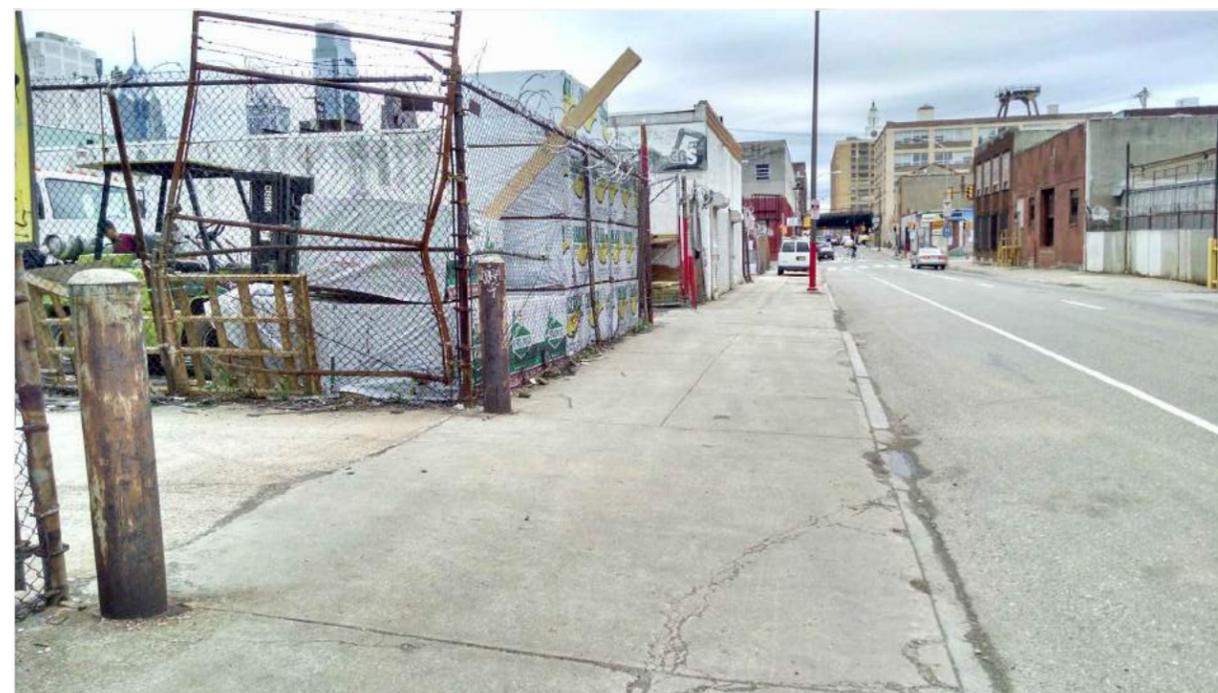
Image capture: May 2014 © 2015 Google

1/2



VIEW 6— NORTH ON NORTH 9TH

SCALE: NONE



VIEW 8— WEST ON CALLOWHILL

SCALE: NONE

SITE/ STREET IMAGES

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

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VIEW 9– CORNER N. 9TH ST. & CALLOWHILL ST.

SCALE: NONE



VIEW 10– SOUTH ON N. 9TH ST.

SCALE: NONE



VIEW 11– OF CARLTON ST. AREA TO BE RESTORED

SCALE: NONE



VIEW 12– SOUTH ON RIDGE AVE.

SCALE: NONE

SITE/ STREET IMAGES

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

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COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

- | <p>1. PROJECT NAME
<u>900-934 CALLOWHILL</u></p> <p>3. APPLICANT NAME
<u>MICHELLE KLESCHICK</u></p> <p>4. APPLICANT CONTACT INFORMATION
<u>215-557-9322 TCLEIASSOCIATES@VERIZON.NET</u></p> <p>6. OWNER NAME
<u>WING LEE REALTY INVESTMENT, L.P.</u></p> <p>7. OWNER CONTACT INFORMATION
<u>843 CALLOWHILL ST. PHILADELPHIA, PA 215-490-8261</u></p> <p>8. ENGINEER / ARCHITECT NAME
<u>T.C. LEI & ASSOCIATES, P.C.</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>P.O. BOX 298 CHADDS FORD, PA 19317</u></p> <p>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.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 25%;">STREET</th> <th style="width: 25%;">FROM</th> <th style="width: 25%;">TO</th> <th style="width: 25%;">COMPLETE STREET TYPE</th> </tr> </thead> <tbody> <tr> <td><u>CALLOWHILL ST.</u></td> <td><u>RIDGE AVE./ N.10TH</u></td> <td><u>N. 9TH ST.</u></td> <td><u>URBAN ARTERIAL</u></td> </tr> <tr> <td><u>N. 9TH ST.</u></td> <td><u>CARLTON ST.</u></td> <td><u>CALLOWHILL ST.</u></td> <td><u>CITY NEIGHBORHOOD</u></td> </tr> <tr> <td><u>CARLTON ST.</u></td> <td><u>RIDGE AVE.</u></td> <td><u>N. 9TH ST.</u></td> <td><u>LOCAL</u></td> </tr> <tr> <td><u>RIDGE AVE.</u></td> <td><u>CALLOWHILL ST.</u></td> <td><u>CARLTON ST.</u></td> <td><u>CITY NEIGHBORHOOD</u></td> </tr> </tbody> </table> | STREET | FROM | TO | COMPLETE STREET TYPE | <u>CALLOWHILL ST.</u> | <u>RIDGE AVE./ N.10TH</u> | <u>N. 9TH ST.</u> | <u>URBAN ARTERIAL</u> | <u>N. 9TH ST.</u> | <u>CARLTON ST.</u> | <u>CALLOWHILL ST.</u> | <u>CITY NEIGHBORHOOD</u> | <u>CARLTON ST.</u> | <u>RIDGE AVE.</u> | <u>N. 9TH ST.</u> | <u>LOCAL</u> | <u>RIDGE AVE.</u> | <u>CALLOWHILL ST.</u> | <u>CARLTON ST.</u> | <u>CITY NEIGHBORHOOD</u> | <p>2. DATE
<u>3-15-16</u></p> <p>5. PROJECT AREA: list precise street limits and scope
<u>35,433 S.F. LOT</u>
<u>BOUNDED BY CALLOWHILL ST, CARLTON ST, N. 9TH STREET & RIDGE AVE.</u></p> |
|--|---------------------------|------------------------------|--------------------------|----------------------|-----------------------|---------------------------|------------------------------|-----------------------|------------------------------|--------------------|-----------------------|--------------------------|--------------------|-------------------|------------------------------|--------------|-------------------|-----------------------|--------------------|--------------------------|--|
| STREET | FROM | TO | COMPLETE STREET TYPE | | | | | | | | | | | | | | | | | | |
| <u>CALLOWHILL ST.</u> | <u>RIDGE AVE./ N.10TH</u> | <u>N. 9TH ST.</u> | <u>URBAN ARTERIAL</u> | | | | | | | | | | | | | | | | | | |
| <u>N. 9TH ST.</u> | <u>CARLTON ST.</u> | <u>CALLOWHILL ST.</u> | <u>CITY NEIGHBORHOOD</u> | | | | | | | | | | | | | | | | | | |
| <u>CARLTON ST.</u> | <u>RIDGE AVE.</u> | <u>N. 9TH ST.</u> | <u>LOCAL</u> | | | | | | | | | | | | | | | | | | |
| <u>RIDGE AVE.</u> | <u>CALLOWHILL ST.</u> | <u>CARLTON ST.</u> | <u>CITY NEIGHBORHOOD</u> | | | | | | | | | | | | | | | | | | |
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 <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | |
| b. Street Furniture such as bus shelters, honor boxes, etc. | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| c. Street Direction | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | |
| d. Curb Cuts | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| f. Building Extensions into the sidewalk, such as stairs and stoops | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |

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) <small>Required / Existing / Proposed</small>	CITY PLAN SIDEWALK WIDTH <small>Existing / Proposed</small>
<u>CALLOWHILL ST.</u>	<u>12' / 11' / 11'</u>	<u>11' / 11'</u>
<u>N. 9TH ST</u>	<u>12' / 12' / 12'</u>	<u>12' / 12'</u>
<u>CARLTON ST.</u>	<u>10' / 6'-9" / 6'-9"</u>	<u>6'-9" / 6'-9"</u>
<u>RIDGE AVE.</u>	<u>12' / 13' / 13'</u>	<u>13' / 13'</u>

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 <small>Required / Existing / Proposed</small>
<u>CALLOWHILL ST</u>	<u>6' OR 1/2 / 11' / 7'-0"</u>
<u>N. 9TH ST.</u>	<u>6' OR 1/2 / 6'-0" / 7'-0"</u>
<u>CARLTON ST.</u>	<u>5' / 5' / 5'</u>
<u>RIDGE AVE.</u>	<u>6' OR 1/2 / 6'-6" / 6'-6"</u>

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
<u>DEPRESSED CURB</u>	<u>45'</u>	<u>CALLOWHILL</u>
<u>DEPRESSED CURB</u>	<u>30'</u>	<u>CALLOWHILL</u>
<u>DEPRESSED CURB</u>	<u>19.6'</u>	<u>N. 9TH ST</u>
<u>DEPRESSED CURB</u>	<u>21.2'</u>	<u>RIDGE AVE</u>

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>CURB CUT</u>	<u>24'</u>	<u>N. 9TH ST.</u>
<u>CURB CUT</u>	<u>21'</u>	<u>CALLOWHILL ST.</u>
_____	_____	_____
_____	_____	_____

COMPLETE STREETS

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

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Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

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

DEPARTMENTAL APPROVAL
YES NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: WE ARE ABANDONING SEVERAL CURB CUTS SO THERE WILL BE LESS DANGER TO PEDESTRIANS THAN CURRENTLY EXISTS. THE NEW ACCESS TO THE BASEMENT PARKING IS ON 9TH STREET, AWAY FROM THE MAJORITY OF THE COMMERCIAL ENTRANCES, THAT WOULD EXPECT TO HAVE THE HEAVIEST FOOT TRAFFIC. DUE TO THE SIZE OF THE COMMERCIAL SPACES, IT IS NOT EXPECTED THAT THE LOADING DOCK WILL BE HEAVILY USED BY TRUCKS THAT WOULD REQUIRE EXTENDED MANUVERING TIME TO BACK IN, OR ENCROACH ON THE SIDEWALK DUE TO SIZE.

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 <small>Existing / Proposed</small>
<u>ALLOWHILL</u>	<u>0' / 0'</u>
<u>N. 9TH ST.</u>	<u>0' / 0'</u>
<u>CARLTON ST.</u>	<u>0' / 1'-9"</u>
<u>RIDGE AVE.</u>	<u>0' / 2'-6"</u>

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

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

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

- Bicycle Parking YES NO N/A
- Lighting YES NO N/A
- Benches YES NO N/A
- Street Trees YES NO N/A
- Street Furniture YES NO N/A

19. Does the design avoid tripping hazards? YES NO N/A

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception YES NO N/A

DEPARTMENTAL APPROVAL
YES NO
YES NO
YES NO
YES NO
YES NO
YES NO
YES NO

COMPLETE STREETS

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

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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. BIKE RACKS PROVIDED ALONG CALLOWHILL, NEAR THE COMMERCIAL SPACES. BIKE RACKS ARE ALSO PROVIDED ALONG RIDGE AVENUE WHERE SUBWAY GRATES MAKE IT UNSUITABLE FOR STREET TREES. THESE RACKS ARE NEAR A SECONDARY RESIDENTIAL ENTRANCE.

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). BIKE RACKS WILL BE PROVIDED ALONG CALLOWHILL AND RIDGE AVE, CONVENIENT TO THE COMMERCIAL AND RESIDENTIAL ENTRANCES. IN ADDITION, SECURE, WELL LIT, INDOOR BICYCLE STORAGE WILL BE PROVIDED IN THE PARKING LEVEL TO MAKE OWNING AND MAINTAINING 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
<u>900-934 CALLOWHILL ST</u>	<u>43</u>	<u>0 / 10</u>	<u>0 / 6</u>	<u>0 / 40</u>
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____

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?
- | | | |
|---|--|---|
| <ul style="list-style-type: none"> ▪ Conventional Bike Lane ▪ Buffered Bike Lane ▪ Bicycle-Friendly Street | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/> |
|---|--|---|
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

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

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COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

<p>28. Does the design limit conflict among transportation modes along the curb? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p> <p>29. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/></p> <p>30. Does the design provide a buffer between the roadway and pedestrian traffic? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/></p> <p>31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?</p> <p style="font-size: small; margin-left: 20px;"><u>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.</u></p>	<p style="text-align: center; font-size: small;">DEPARTMENTAL APPROVAL</p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p>
--	--

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. BIKE RACKS AND PLANTINGS IN THE FURNISHING ZONE ON CALLOWHILL, 9TH AND RIDGE BUFFER PEDESTRIANS FROM THE HIGHEST TRAFFIC AREAS.

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
N/A			___/___	___
___			___/___	___
___			___/___	___
___			___/___	___

<p>33. What is the maximum AASHTO design vehicle being accommodated by the design? _____</p> <p>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"/></p> <p>35. Will the public right-of-way be used for loading and unloading activities? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/></p> <p>36. Does the design maintain emergency vehicle access? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p> <p>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"/></p> <p>38. Does the design support multiple alternative routes to and from destinations as well as within the site? YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/></p> <p>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"/></p>	<p style="text-align: center; font-size: small;">DEPARTMENTAL APPROVAL</p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p>
--	--

APPLICANT: Vehicle / Cartway Component
 Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component
 Reviewer Comments: _____

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

COMPLETE STREETS

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

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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 <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	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: 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
N/A	---	---
---	---	---
---	---	---
---	---	---

			DEPARTMENTAL APPROVAL	
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" 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? <i>If yes, City Plan Action may be required.</i>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
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 type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" 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 type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" 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 type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" 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"/>

APPLICANT: Intersections & Crossings Component
 Additional Explanation / Comments: THERE IS NO INTENTION TO MODIFY ANY OF THE ADJACENT INTERSECTIONS OR PEDESTRIAN CROSSING ZONES, OTHER THAN TO INCLUDE ACCESSIBLE RAMPS AT THE CORNERS.

DEPARTMENTAL REVIEW: Intersections & Crossings Component
 Reviewer Comments: _____

ADDITIONAL COMMENTS

COMPLETE STREETS

900 CALLOWHILL ST. PHILADELPHIA, PA CDR 2ND SUBMISSION MAR. 22, 2016

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