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PROJECT DESCRIPTION

THE PROPOSED BUILDING / SIX STORY / EXISTING REMAIN

PROPOSED & PERMITTED USES:	BASEMENT THRU 1ST	MULTI-FAMILY HOUSING, RETAIL SALE, RESIDENTIAL LOBBY, MECHANICAL
	2ND THRU 6TH	MULTI-FAMILY HOUSING
DISTRICT & LOT DIMENSIONS	REQUIRED	PROPOSED
MIN LOT WIDTH (FT)	16'	NO CHANGE
MIN LOT AREA (SF)	1,440 SF	NO CHANGE
MAX OCCUPIED AREA (% OF LOT)	80% (see Note 3)	76% (18,077 SF BLDG)
YARDS		
MIN FRONT YARD DEPTH (FT)	0' - 0" (see Note 1,2)	0' - 0"
MIN SIDE YARD WIDTH, EACH (FT)	N/A	N/A
MIN REAR YARD DEPTH (FT)	9' - 0"	9' - 0"
HEIGHT		
MAX HEIGHT (FT)	38' - 0"	65' - 0"
MAX FLOOR AREA (% OF LOT AREA)	N/A	N/A
OFF STREET PARKING REQUIREMENTS		
CAR PARKING	1 (see Note 4)	35
BICYCLE PARKING	35 (1 bicycle per 3 units)	50



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CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER:

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

Project includes more than 50,000 sf of gross floor area, has more than 50 dwelling units, and is
Within 200 feet of a residential district

PROJECT LOCATION

Planning District: Lower North

Council District: 7

Address: 1700-30 N Howard Street

Philadelphia, PA 19122

Is this parcel within an Opportunity Zone?

Yes

No

X

Uncertain

If yes, is the project using Opportunity Zone Funding?

Yes

No

X

CONTACT INFORMATION

Applicant Name: Sergio Coscia

Primary Phone: 267-761-9416

Email: scoscia@cosciamoos.com

Address: 1616 Walnut Street Suite 101

Philadelphia, PA 19103

Property Owner: Columbia Silk Dyeing Company, Inc

Developer: Urban Conversions, LLC

Architect: Coscia Moos Architecture

SITE CONDITIONS

Site Area: 23,870 sf

Existing Zoning: RSA-5

Are Zoning Variances required? Yes X No

Proposed Use:

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

6 story, 91,230 gross square foot multi-use building. 3,580 square feet of commercial space, 87,650 square feet of residential units and amenities. The building contains 110 residential units

Proposed # of Parking Units:

35 car parking spaces

COMMUNITY MEETING

Community meeting held: Yes No X

If yes, please provide written documentation as proof.

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

Date: TBD Time: TBD

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No X NA

If yes, indicate the date hearing will be held:

Date:

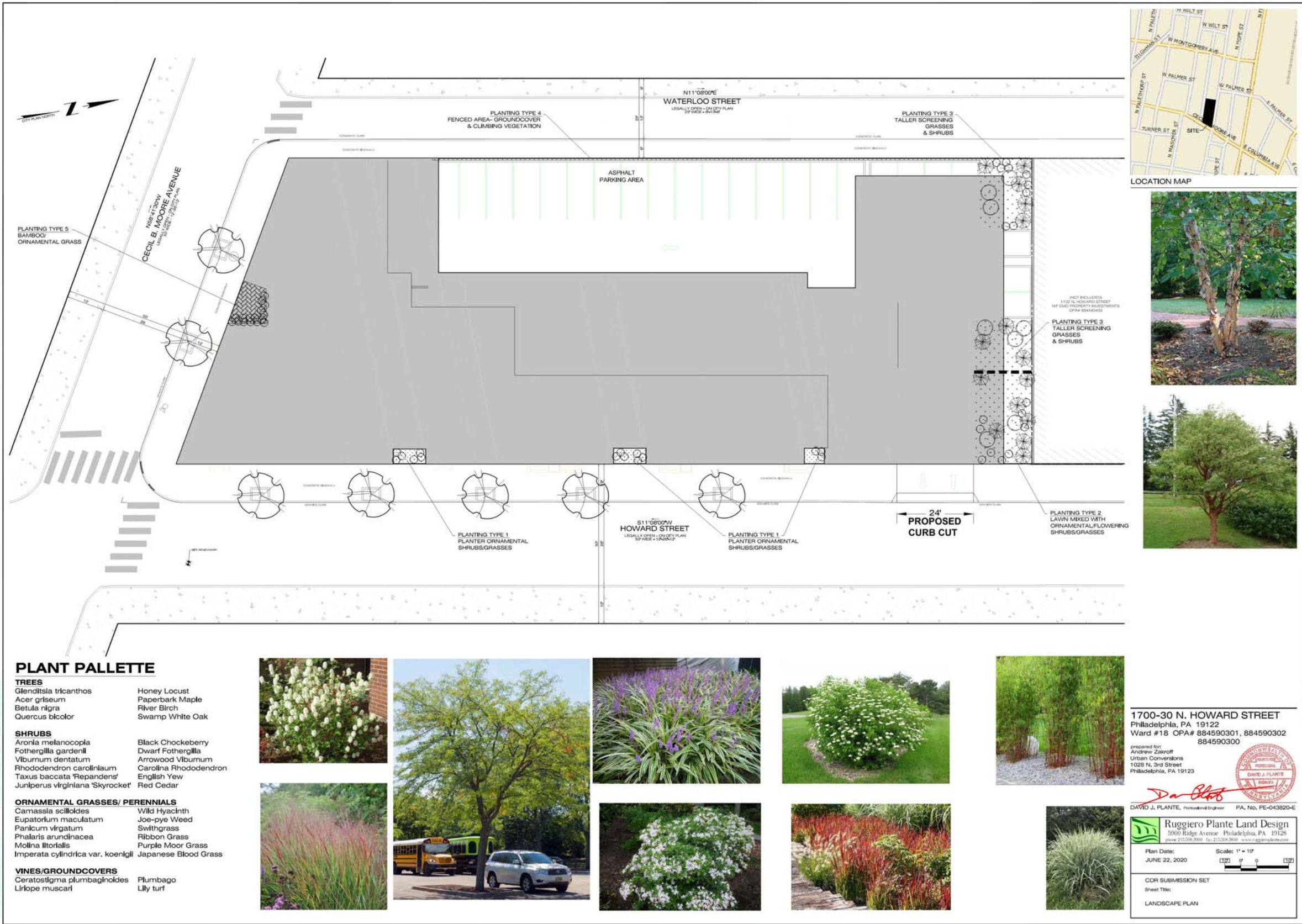


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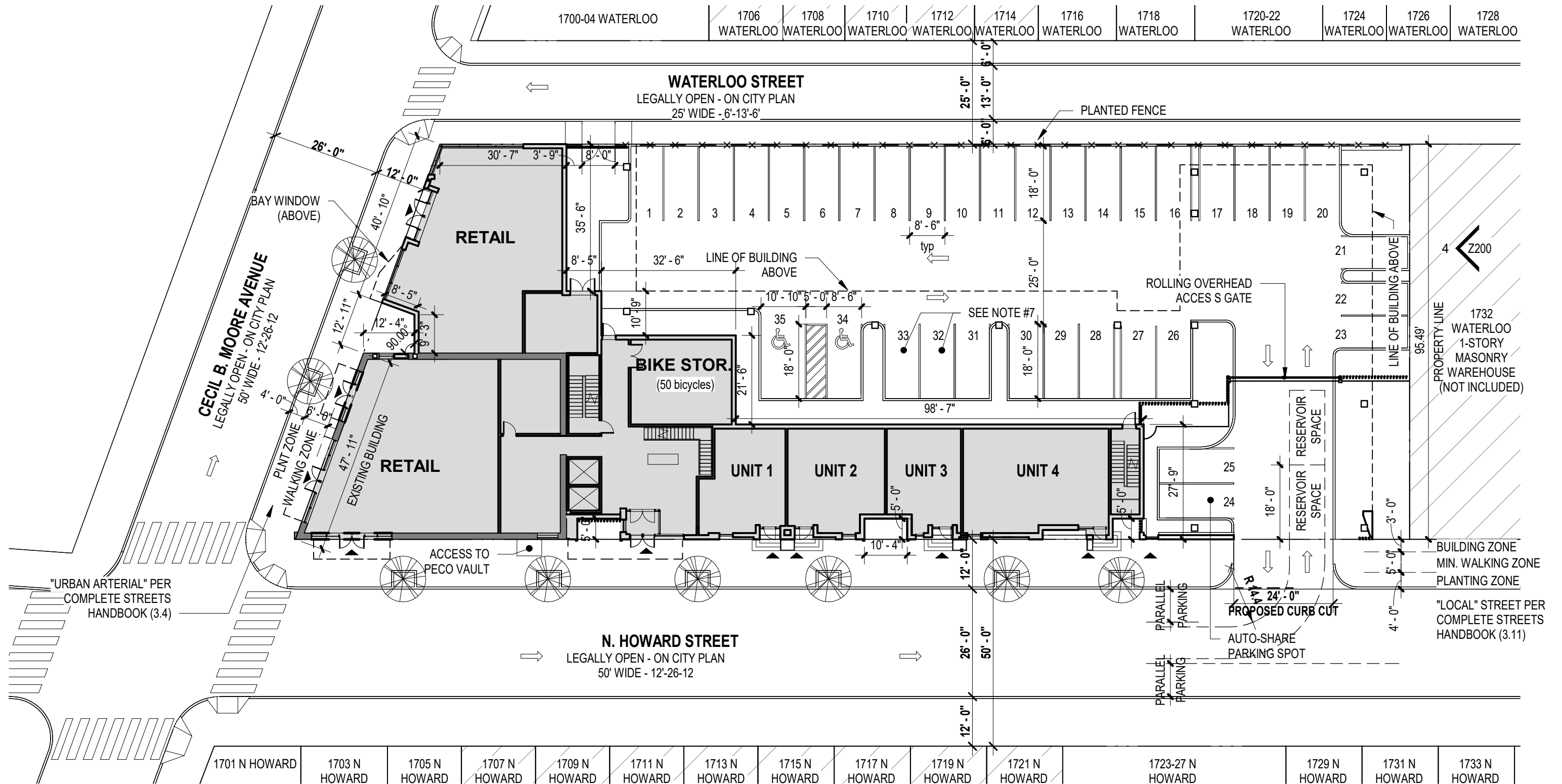


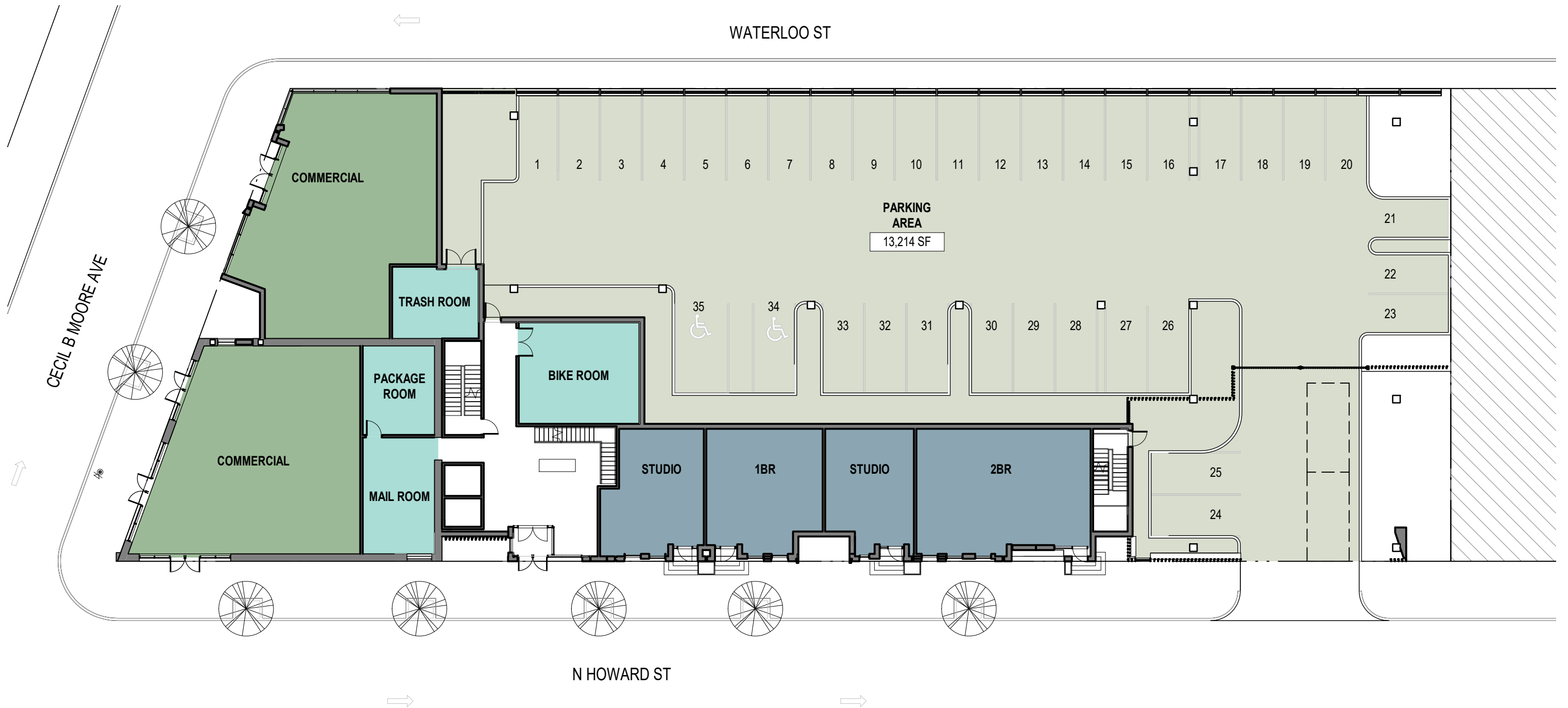
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- AMENITY SPACES
- APARTMENT UNITS
- COMMERCIAL
- PARKING



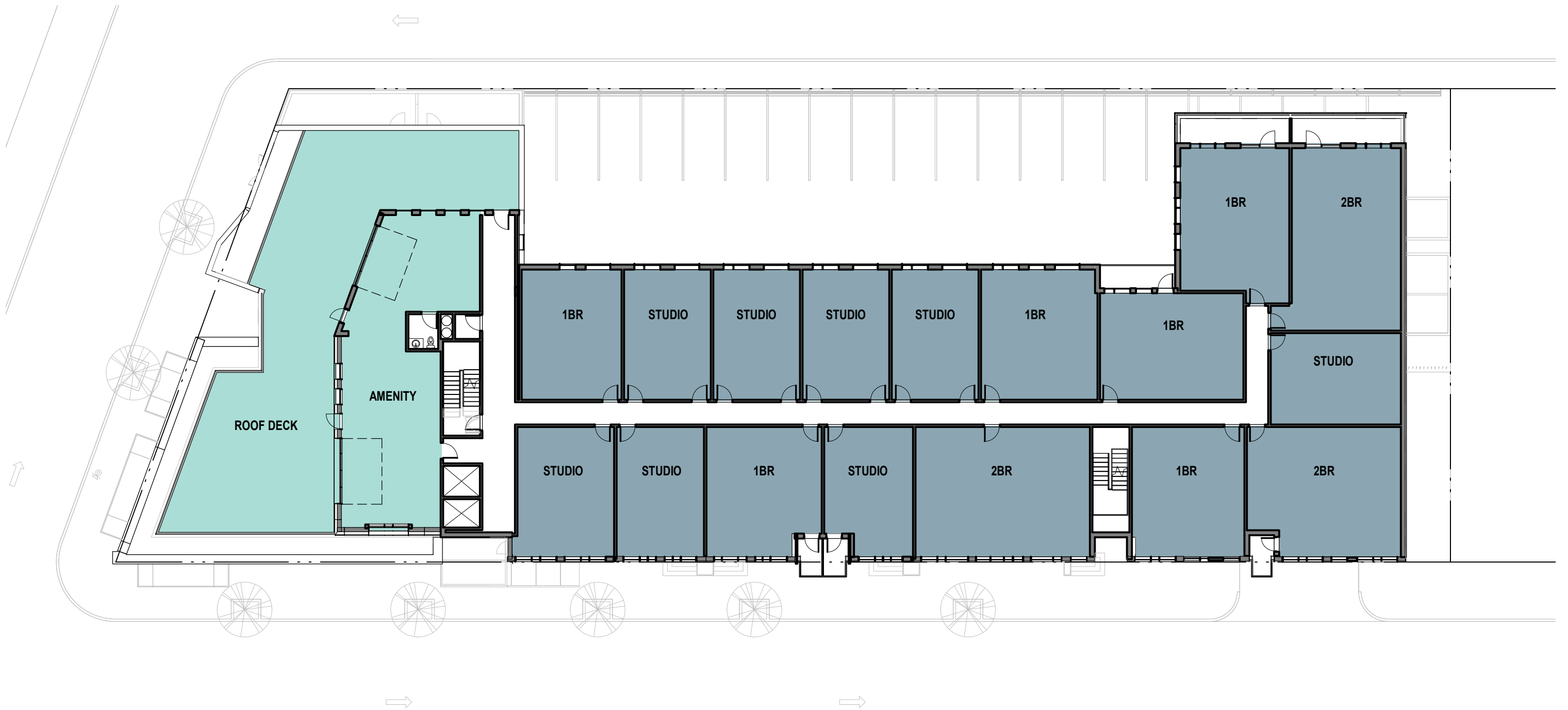
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AMENITY SPACES
APARTMENT UNITS



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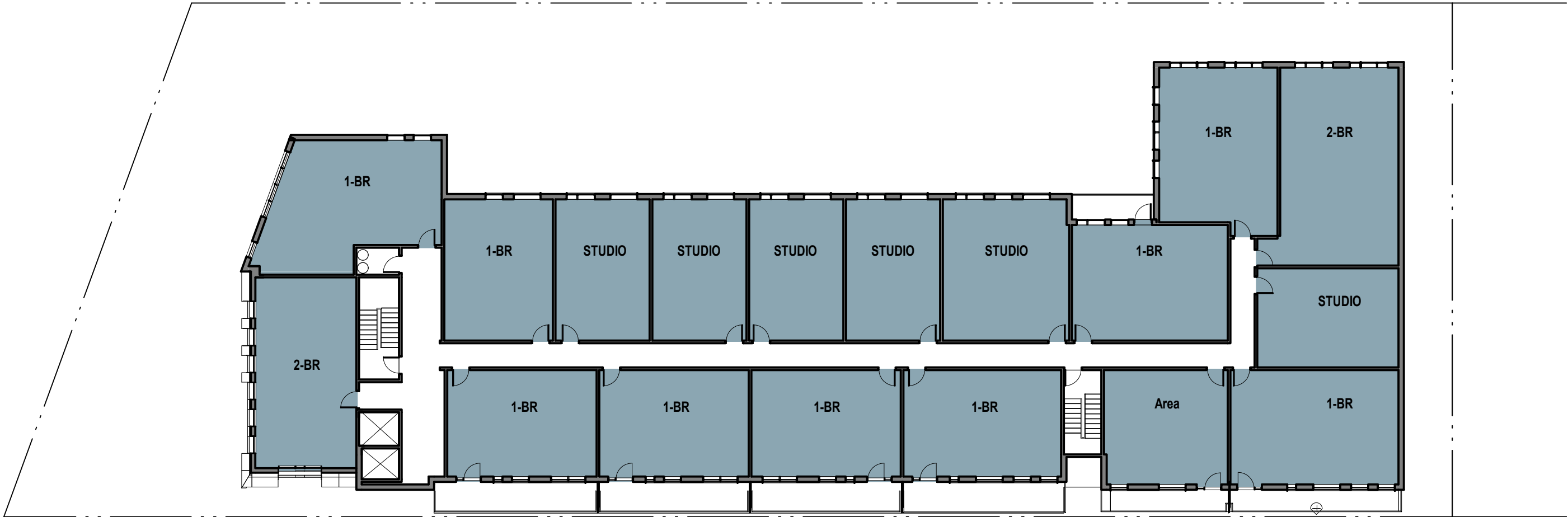
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APARTMENT UNITS

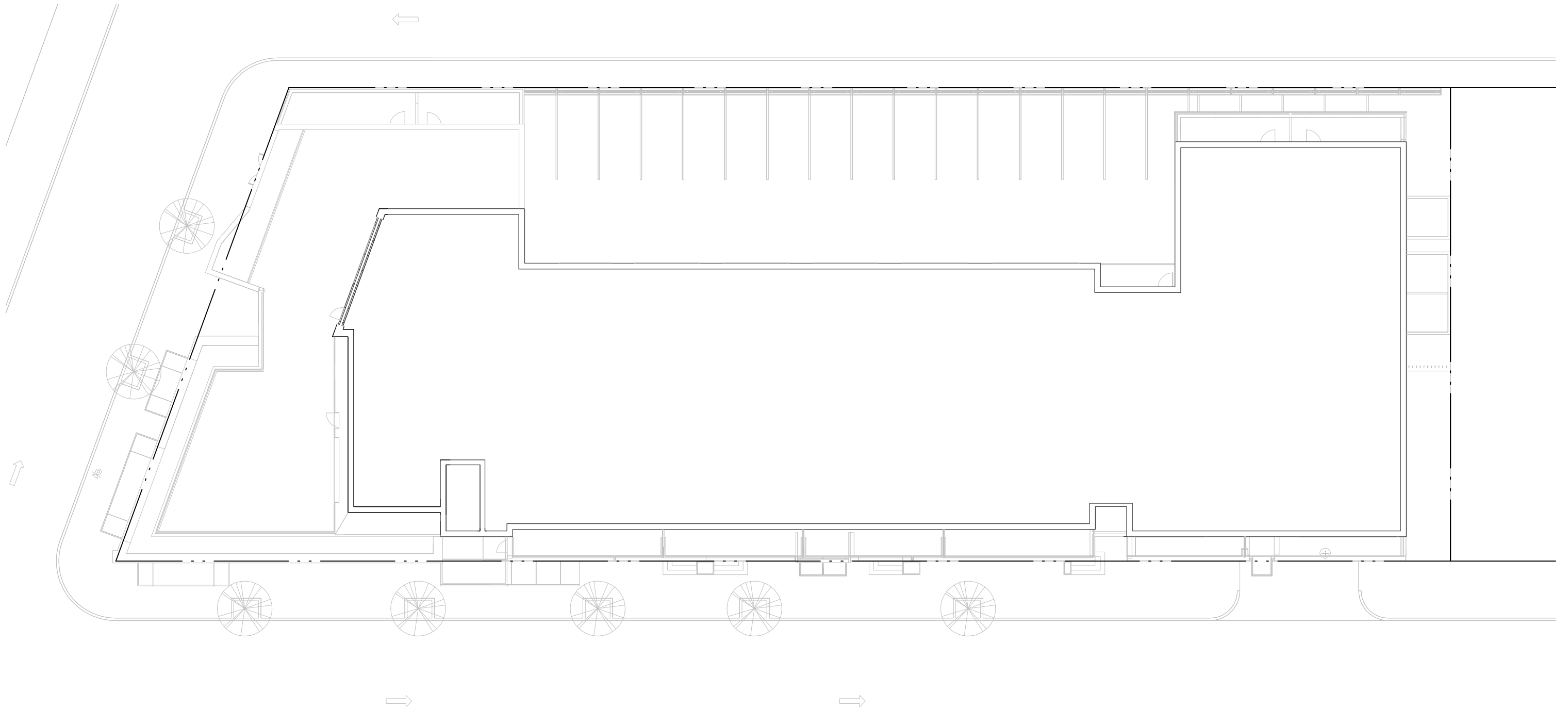


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Roof Plan
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EXISTING BRICK



CORRUGATED ZINC
PANEL - GREY



CAST STONE
SILL



ZINC PANEL
DARK GREY



MODULAR BRICK
DESERT IRONSPOT



MODULAR BRICK
MANGANESE IRONSPOT



PAINTED CORRUGATED
ALUMINUM PANEL



MODULAR BRICK
DESERT IRONSPOT



ZINC PANEL
DARK GREY



CORRUGATED ZINC
PANEL - GREY



EXISTING BRICK



MODULAR BRICK
DESERT IRONSPOT



ZINC PANEL
DARK GREY



MODULAR BRICK
DESERT IRONSPOT



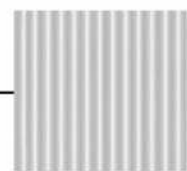
PAINTED CORRUGATED
ALUMINUM PANEL



MODULAR BRICK
DESERT IRONSPOT



ZINC PANEL
DARK GREY



CORRUGATED ZINC
PANEL LIGHT GREY



PAINTED CORRUGATED
ALUMINUM PANEL



MODULAR BRICK
DESERT IRONSPOT



- ① Site - 1700 N Howard Street
- ② Palmer Cemetery
- ③ Palmer Park
- ④ Kensington High School for the Creative and Performing Arts
- ⑤ Towey Park
- ⑥ Norris Square Park
- ⑦ Moffet School
- ⑧ Konrad Square Park



Public Transportation

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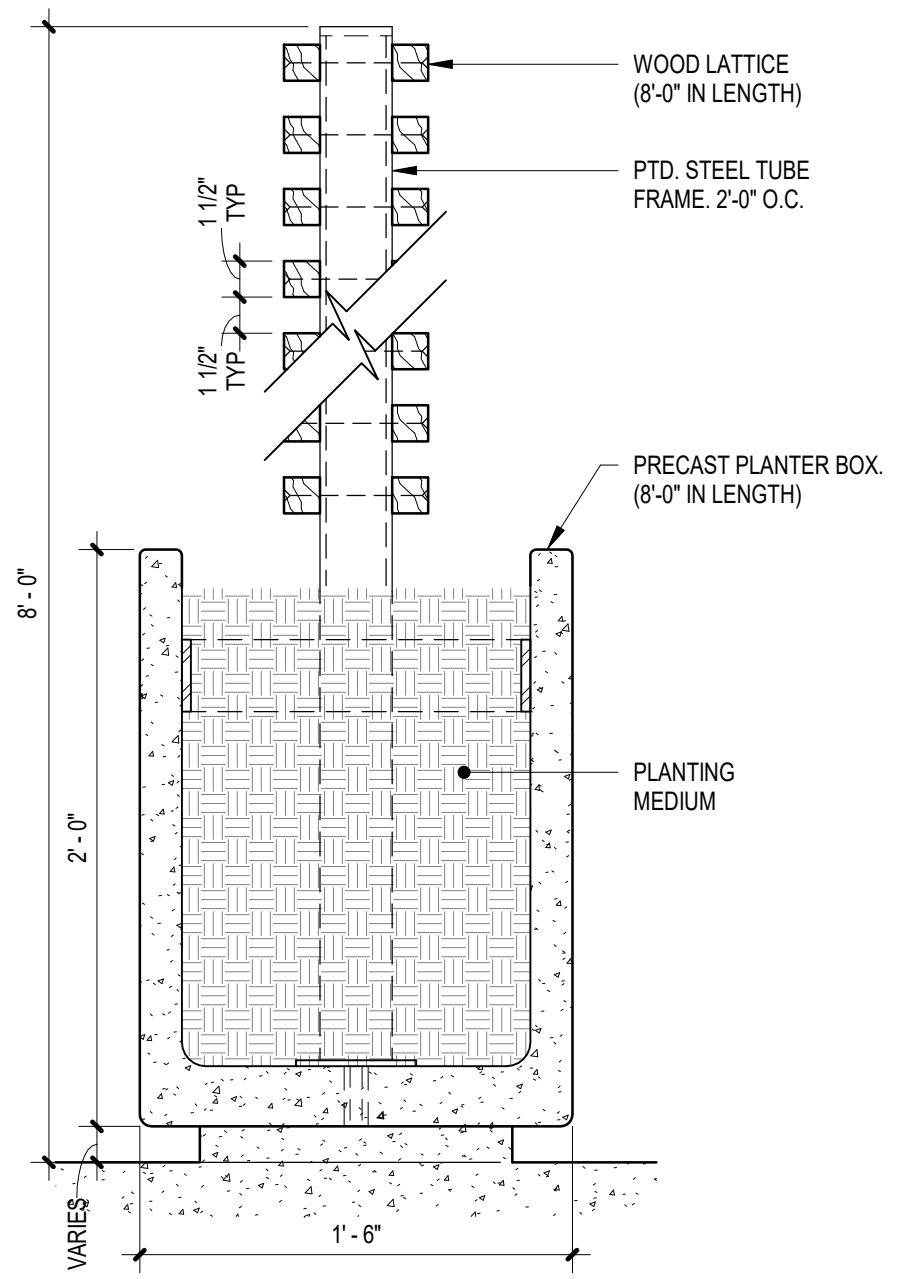
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COSCIA MOOS
ARCHITECTURE

Proximity Plan

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B



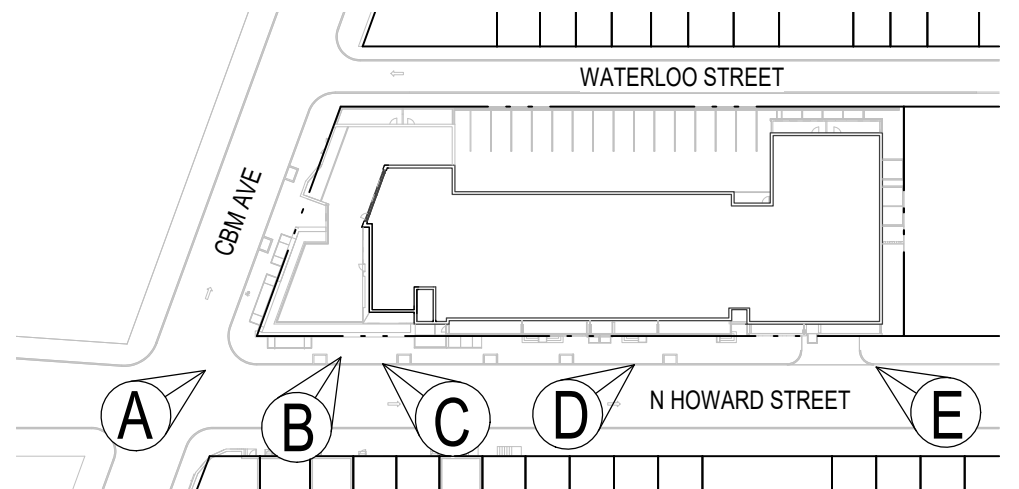
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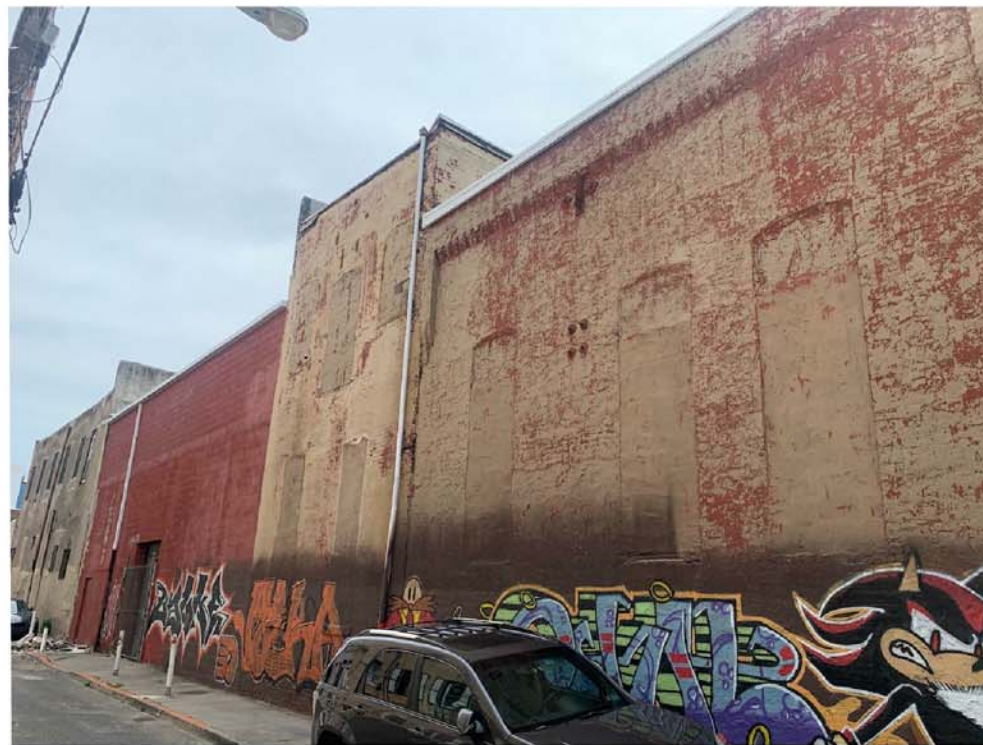
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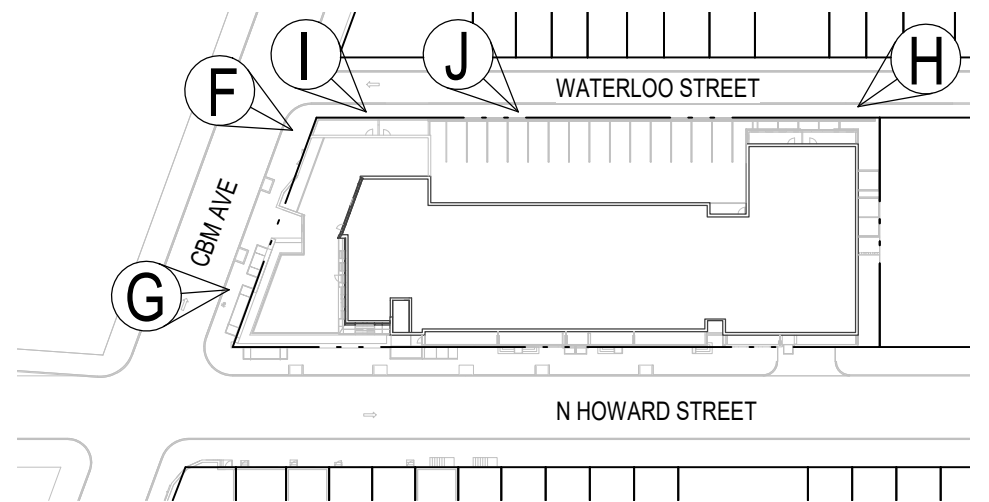
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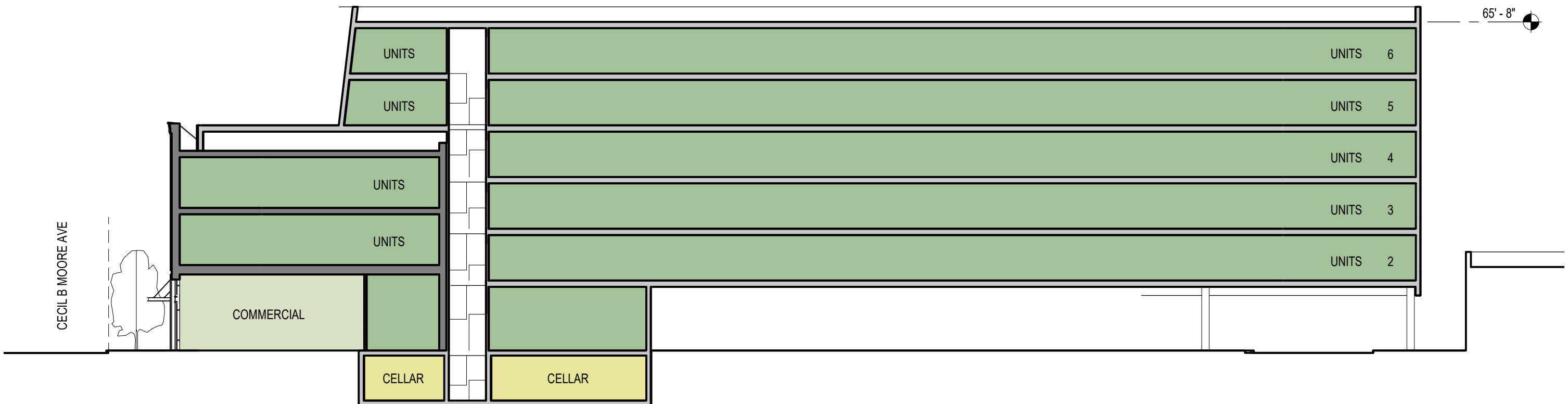
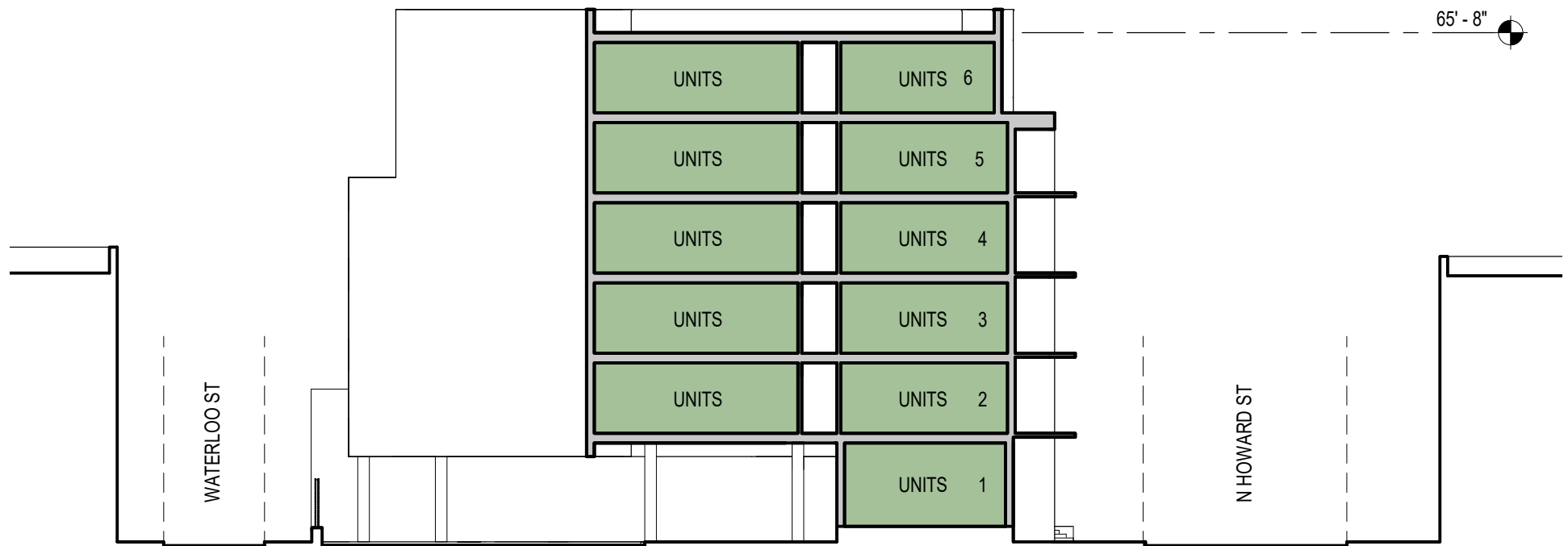
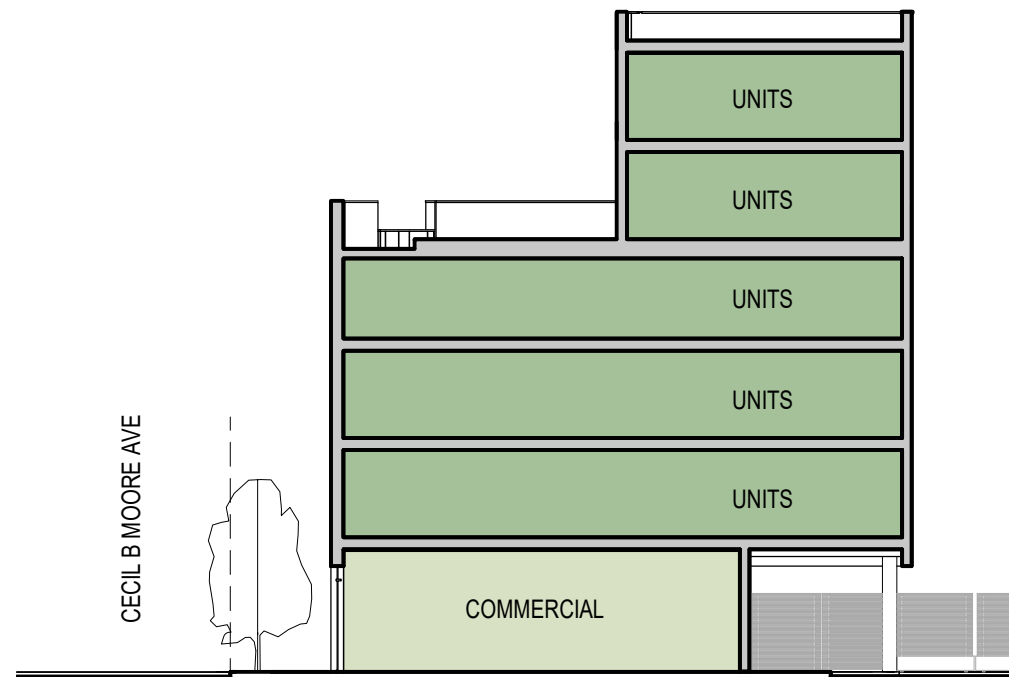


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COSCIA MOOS
ARCHITECTURE

Project Sections

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Civic Design Review Sustainable Design Checklist

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

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

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

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. Bus 57 at corner of Cecil B. Moore and N. American. Bus 25 at E. Oxford and Frankford Ave. MFL at Berks Station.
(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.	Yes. All parking under building or at rear. Parking area & aisle = 13,214 sf = 55.3%
(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.	Yes. 2 car share vehicle spaces designated.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building's exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance) ⁱ	N/A
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Yes, at Berks Station

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.	Yes, on site-vegetation will be maintained without irrigation.
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.	No. Open space is pervious space.
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	No.
(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.	No.
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	HVAC design will be in accordance with ASHRAE 90.1 using the prescriptive method.
(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	No to all.

	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}	Yes.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	No.

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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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>

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

WHEN YOU WANT TO ...

PRELIMINARY PCPC REVIEW AND COMMENT: DATE JUNE 22, 2020

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.philadelphiastreet.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 HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME <u>1700-30 N.HOWARD STREET</u>	2. DATE <u>JUNE 22, 2020</u>
3. APPLICANT NAME <u>ANDREW ZAKROFF</u>	6. PROJECT AREA: list precise street limits and scope <u>23,870 SF lot LOCATED AT THE CORNER OF n. Howard and Cecil B Moore, also contains frontage on Waterloo Street.</u>
4. APPLICANT CONTACT INFORMATION <u>ANDREW@URBANCONVERSIONS.COM</u>	
7. OWNER NAME <u>ANDREW ZAKROFF</u>	
8. OWNER CONTACT INFORMATION <u>ANDREW@URBANCONVERSIONS.COM</u>	
9. ENGINEER / ARCHITECT NAME <u>Ruggiero Plante Land Design</u>	
10. ENGINEER / ARCHITECT CONTACT INFORMATION <u>dennis@ruggieroplante.com</u>	
11. 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
<u>N.HOWARD ST</u>	<u>ROUMFORT</u>	<u>CECIL B MOORE</u>	<u>Local</u>
<u>WATERLOO ST</u>	<u>GERMANTOWN</u>	<u>CECIL B MOORE</u>	<u>Local</u>
<u>CECIL B. MOORE</u>	<u>WATERLOO ST</u>	<u>N. HOWARD</u>	<u>URBAN ARTERIAL</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:



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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>N. HOWARD</u>	<u>12' / 12' / 12'</u>	<u>12' / 12'</u>
<u>WATERLOO</u>	<u>6' / 6' / 6'</u>	<u>6' / 6'</u>
<u>CECIL B MOORE</u>	<u>12' / 12' / 12'</u>	<u>12' / 12'</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>N. HOWARD</u>	<u>5' / 5' / 5'</u>
<u>WATERLOO</u>	<u>5' / 6' / 6'</u>
<u>CECIL B MOORE</u>	<u>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>DRIVEWAY</u>	<u>15'</u>	<u>N. HOWARD</u>
<u>DRIVEWAY</u>	<u>11'</u>	<u>N. HOWARD</u>
<u>DRIVEWAY</u>	<u>16'</u>	<u>N. HOWARD</u>
<u>DRIVEWAY</u>	<u>20'</u>	<u>N. HOWARD</u>
<u>DRIVEWAY</u>	<u>14'</u>	<u>CECIL B MOORE</u>

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway</u>	<u>24'</u>	<u>N. HOWARD ST</u>

4

COMPLETE STREETS HANDBOOK CHECKLIST

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 ☐

Eliminating the existing curb cuts (many) and having only 1 form of vehicular entrance cuts down on pedestrian / vehicle conflict.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

DEPARTMENTAL APPROVAL

YES ☐ NO ☒

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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>N. HOWARD ST</u>	<u>4' / 4'</u>
<u>WATERLOO</u>	<u>0' / 0'</u>
<u>CECIL B MOORE</u>	<u>2' / 2'</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>N. HOWARD ST</u>	<u>4' / 4' / 4'</u>
<u>WATERLOO</u>	<u>0' / 0' / 0'</u>
<u>CECIL B MOORE</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

☐ Lighting

☐ Benches

☒ Street Trees

☐ Street Furniture

YES ☐ NO ☐ N/A ☒

☐ Bicycle Parking

☐ Lighting

☐ Benches

☒ Street Trees

☐ Street Furniture

YES ☐ NO ☐ N/A ☒

☐ Bicycle Parking

☐ Lighting

☐ Benches

☒ Street Trees

☐ Street Furniture

YES ☐ NO ☐ N/A ☒

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

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 ☐

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1700-30 North Howard Street
Philadelphia, PA 19122
06/10/20

COMPLETE STREETS HANDBOOK CHECKLIST

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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: STREET TREES ALONG N. HOWARD AND CECIL B MOORE

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>
On-site bike racks as well as covered spaces in the building will be provided.

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
1700-30 N. HOWARD	35	0 / 0	0 / 0	0 / 50
_____	_____	____/____	____/____	____/____

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

YES☐ NO☒ N/A☐

YES☐ NO☒ N/A☐

YES☐ NO☐ N/A☒

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☐

DEPARTMENTAL APPROVAL

YES☐ NO☐

YES☐ NO☐

YES☐ NO☐

APPLICANT: Bicycle Component

Additional Explanation / Comments: THERE ARE NO ADJACENT BIKE TRAILS. BUT NEW ON SITE BIKE SPACES WILL BE PROVIDED

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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☐

YES☐ NO☐

KEEPS ALL SURFACE PARKING INTERNAL TO THE BUILDING. AND DOESN'T FRONT ON N. HOWARD OR CECIL B MOORE.

APPLICANT: Curbside Management Component

Additional Explanation / Comments: WE HAVE ELIMINATED 4 CURB CUTS TO LIMIT CONFLICTS WITH PEDESTRAINS AND CARS. ALL PARKING AND MANUVERING WILL BE INTERNAL TO THE BUILDING

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:



1700-30 North Howard Street
Philadelphia, PA 19122
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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
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____

33. What is the maximum AASHTO design vehicle being accommodated by the design?

CLASS 3 MAX

34. Will the project affect a historically certified street? An [inventory of historic streets](#)⁽¹⁾ is maintained by the Philadelphia Historical Commission.

YES ☐ NO ☒

35. Will the public right-of-way be used for loading and unloading activities?

YES ☒ NO ☐

36. Does the design maintain emergency vehicle access?

YES ☒ NO ☐

37. Where new streets are being developed, does the design connect and extend the street grid?

YES ☐ NO ☐ N/A ☒

38. Does the design support multiple alternative routes to and from destinations as well as within the site?

YES ☐ NO ☐ N/A ☒

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

YES ☒ NO ☐

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: WE HAVE ELIMINATED 4 CURB CUTS TO LIMIT CONFLICTS WITH PEDESTRAINS AND CARS. ALL LOADING FOR THE COMMERCIAL SPACE WIL BE DOWN OFF OF CECIL B. MOORE, TRASH PICKUP WILL BE OFF WATERLOO TO ELIMINATE CONFLICT

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

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COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?

YES ☒ NO ☐ N/A ☐

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

YES ☒ NO ☐ N/A ☐

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 ☒

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____

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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
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?

YES ☐ NO ☐ N/A ☒

45. Does the design provide adequate clearance time for pedestrians to cross streets?

YES ☐ NO ☐ N/A ☒

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 ☐ NO ☐ N/A ☒

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?

▪ Marked Crosswalks

YES ☐ NO ☐ N/A ☒

▪ Pedestrian Refuge Islands

YES ☐ NO ☐ N/A ☒

▪ Signal Timing and Operation

YES ☐ NO ☐ N/A ☒

▪ Bike Boxes

YES ☐ NO ☐ N/A ☒

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?

YES ☐ NO ☐ N/A ☒

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?

YES ☐ NO ☐ N/A ☒

DEPARTMENTAL
APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments:

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