



CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER:

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

Creates more than 50 additional dwelling units, excluding any dwelling units within an existing structure and introduction of proposed rezoning to a Master Plan District such as RMX2

PROJECT LOCATION

Planning District: Lower Northwest Council District: District 4

Address: 165-205 Carson St., 156-178 Conarroe St., 156-162 Gay Street

All former St. Mary's Church Properties

Is this parcel within a Master Plan District? Yes No (RMX2 District Proposed

Bill No. 170009 introduced
on Jan. 26th, 2017)

SITE CONDITIONS

Site Area: approx. 73,000 sq. ft.

Existing Zoning: RSA-5 Are Zoning Variances required? Yes X No _____
(if not rezoned)

CONTACT INFORMATION

Applicant Name: James Campbell Primary Phone: 215 545-1076

Email: jcampbell@campbellthomas.com Address: Campbell Thomas & Co., 1504 South St.
Philadelphia, PA 19146

Property Owner: Archdiocese of Philadelphia Developer: American Living Concepts of
Manayunk, LLC

Architect: Campbell Thomas & Co.

CONTINUED ON NEXT PAGE

SITE USES

Present Use: Church, Rectory, Convent, School and parking lot – all vacant.

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

Proposed Use: Multi-family Residential -
CarsonEast and CarsonWest – 36,900 sq. ft. – 33 units
ConarroNorth – 26,400 sq. ft. – 24 units
ConarroSouth - 10,500 sq. ft. – 9 units
Church and Rectory – 25,440 sq. ft. – 15 units
School – 31,600 sq. ft. – 20 units
For a total of 101 units

Proposed # of Parking Units

CarsonEast and CarsonWest – approx. 71 parking spaces
ConarroNorth – 26,400 sq. ft. – approx. 38 parking spaces
ConarroSouth - 10,500 sq. ft. – approx. 14 parking spaces
Church and Rectory – none
School – approx. 8 parking spaces
For a total of approx. 131 parking spaces

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: March 22, 2017 Time: 7:30 pm

Carson St.

Saint Mary's Renewal Project



Church and Rectory

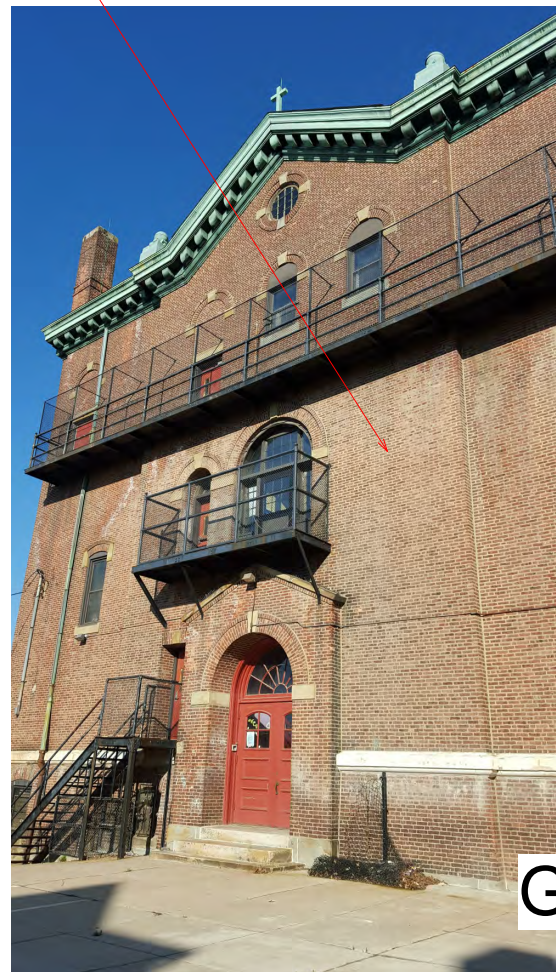
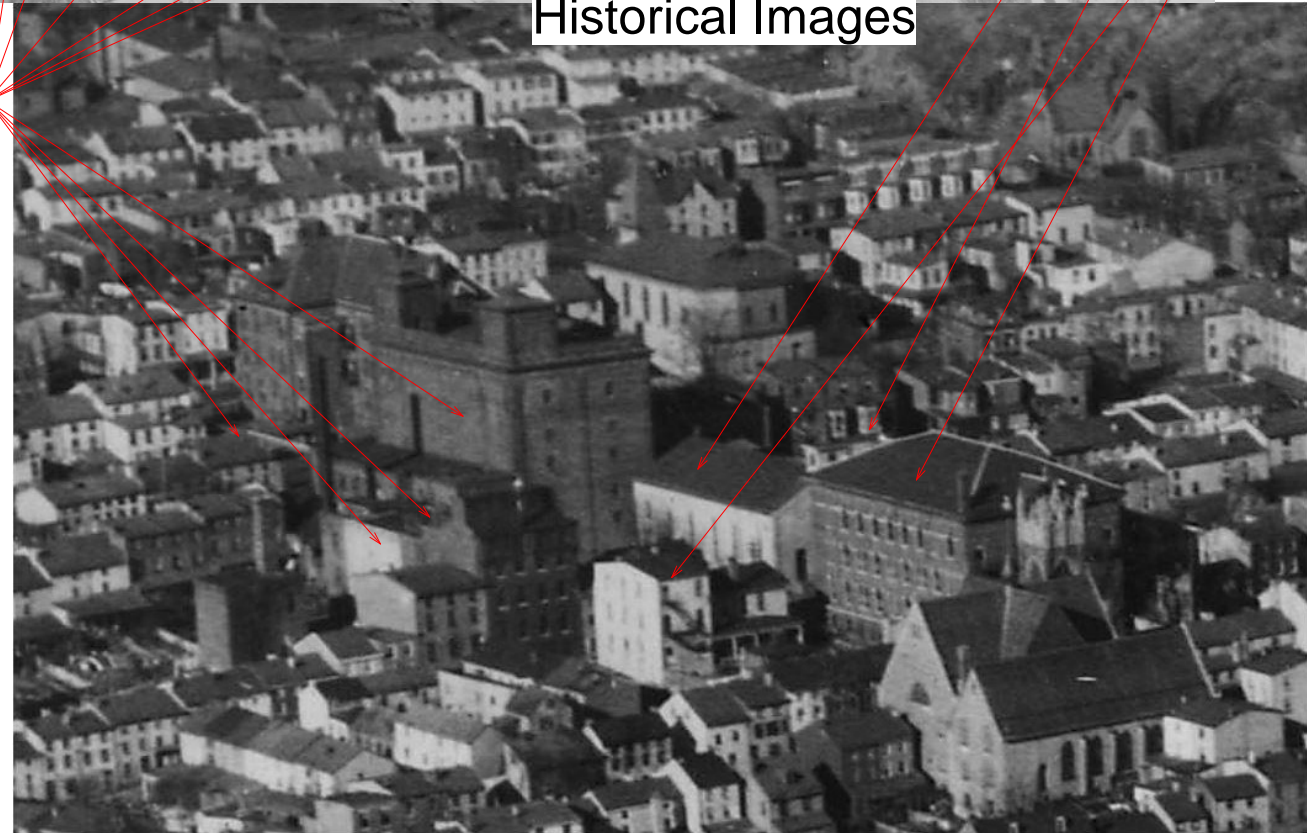


Conarroe St.

School and Convent

Historical Images

Brewery Buildings



Today

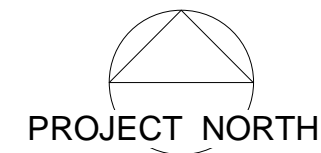
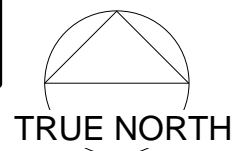
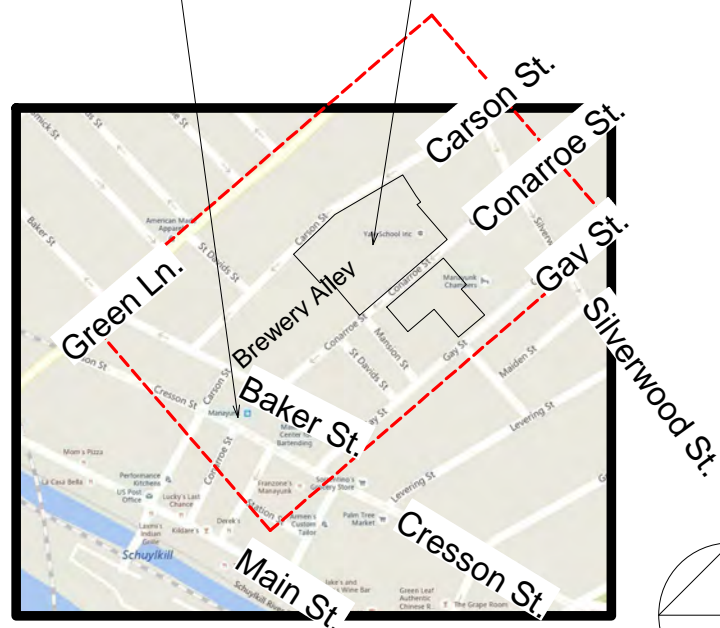
Gay St.

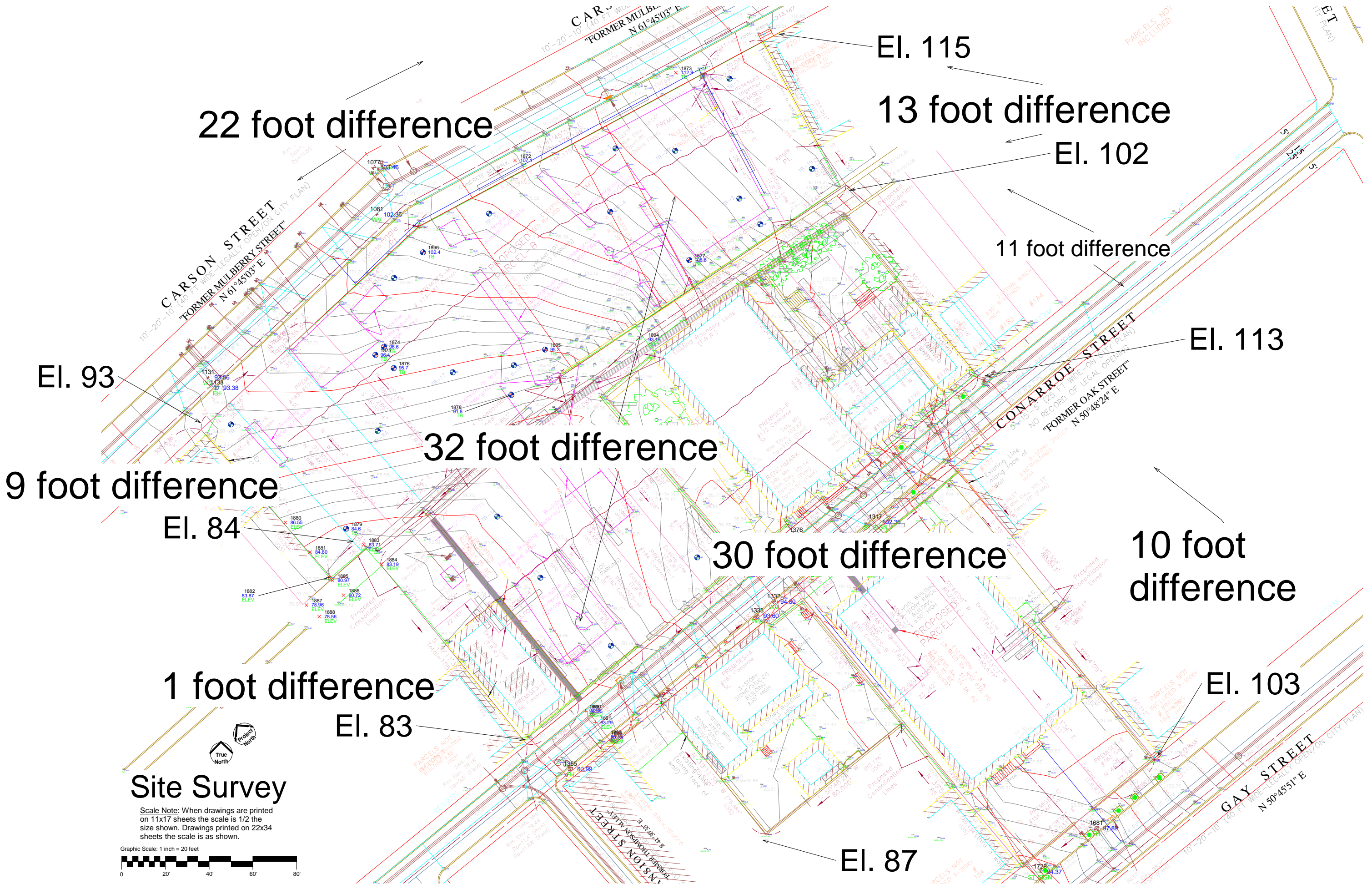


Site Location



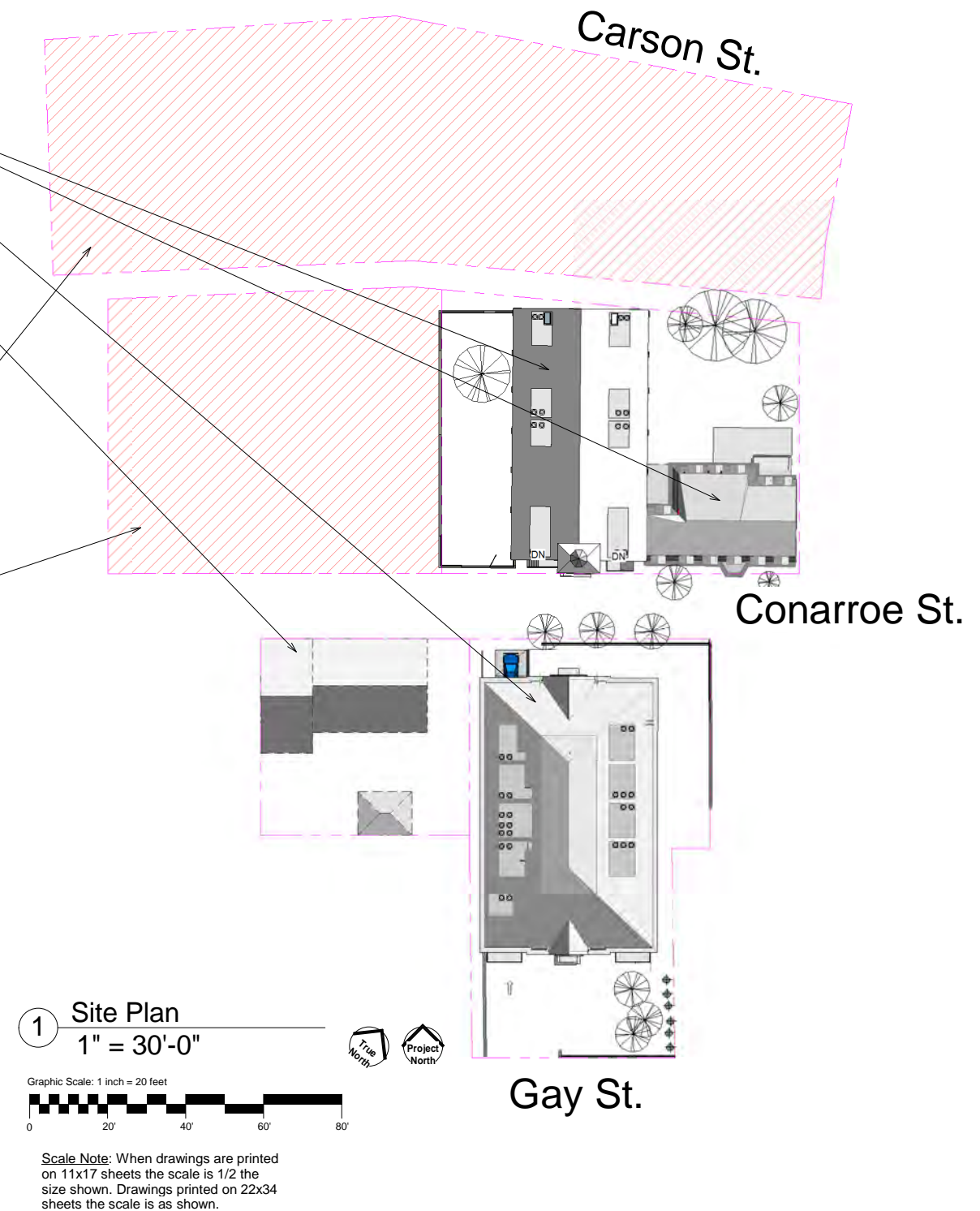
Manayunk Train Station

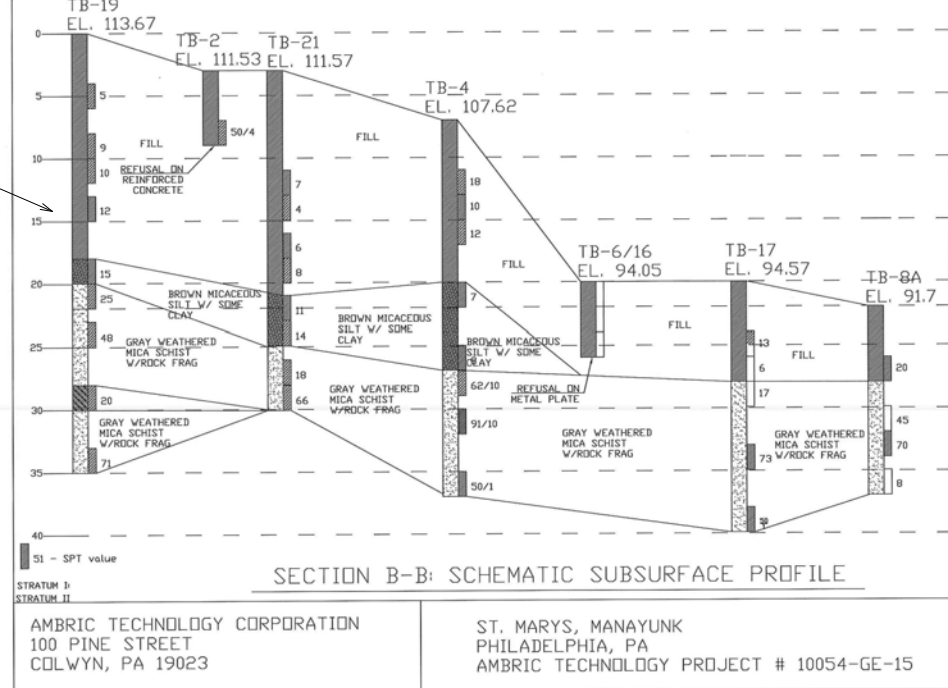
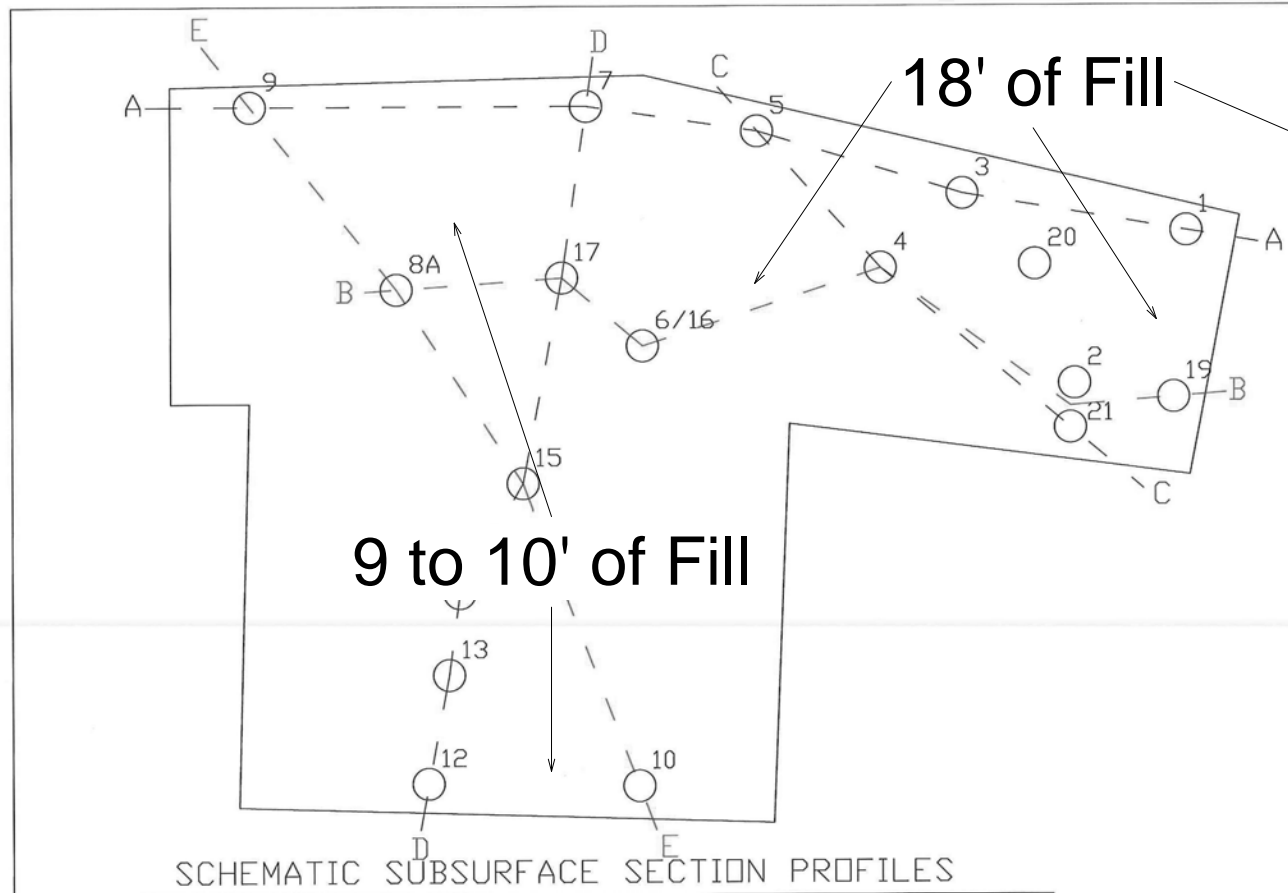




Critical Challenges:

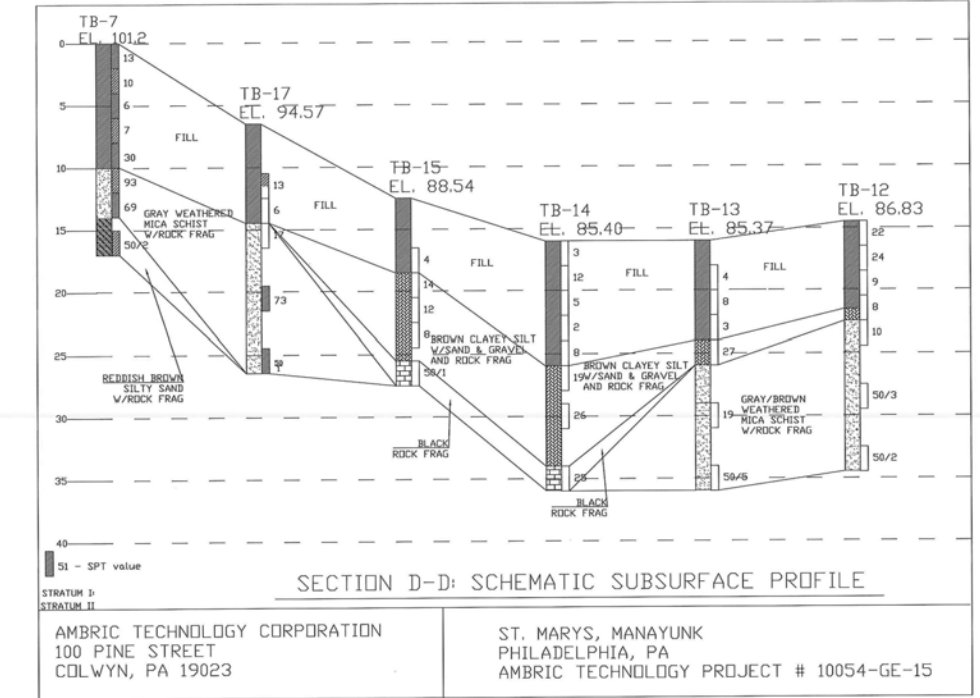
- Preserve and adaptively reuse the Church, Rectory and School and if possible find a reuse for the Convent
- Address the parking needs for the site and if possible help the neighborhood parking problem
- Work with the slopes to hide the parking and design new units that fit within the neighborhood
- Address the debris field
- Address the present zoning
- Provide for site maintenance and security
- Improve circulation across the site





AMBRIC TECHNOLOGY CORPORATION
100 PINE STREET
COLWYN, PA 19023

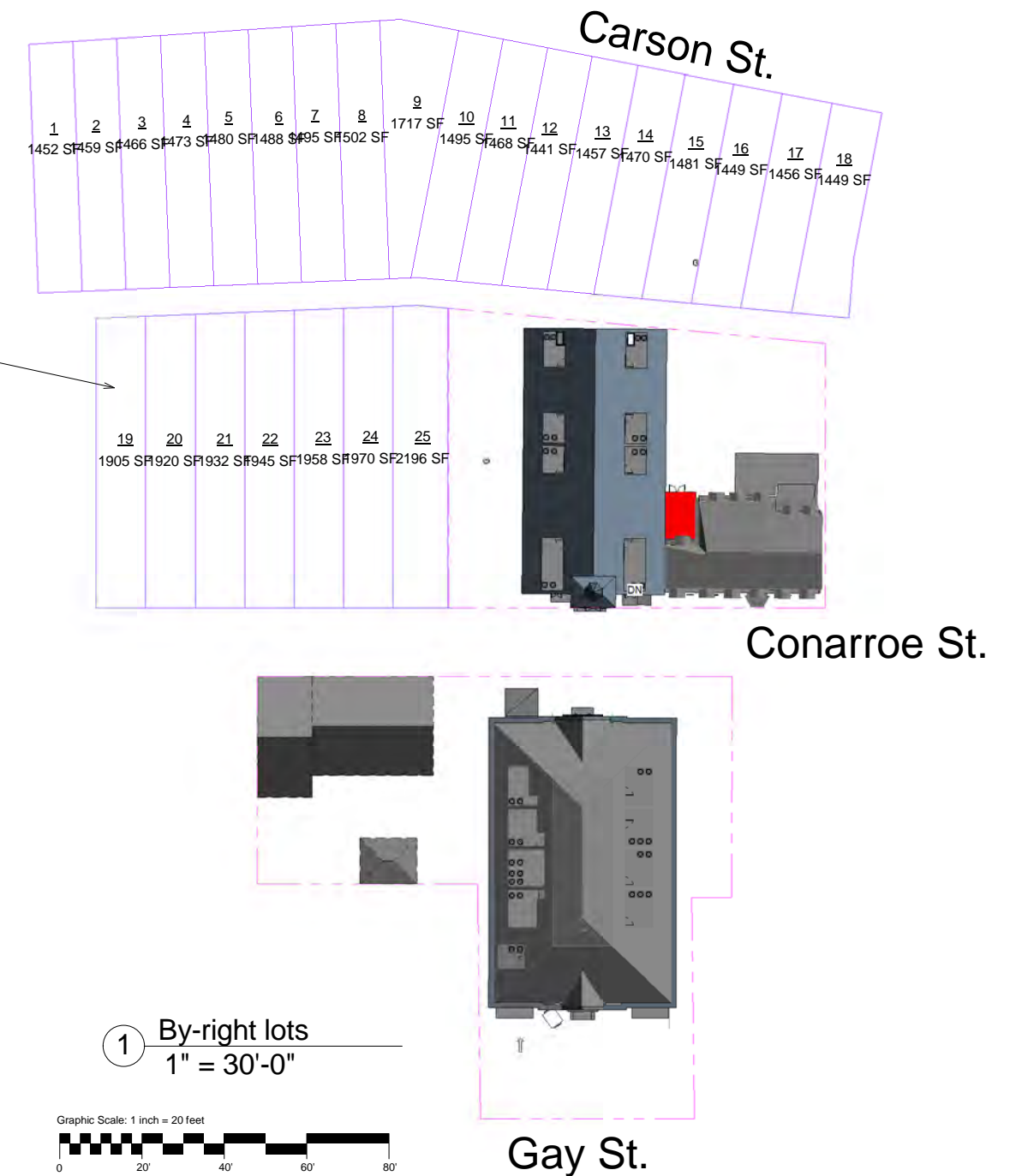
ST. MARYS, MANAYUNK
PHILADELPHIA, PA
AMBRIC TECHNOLOGY PROJECT # 10054-GE-15



Assuming one keeps the Church, Rectory, School and Convent, the By-right zoning plan allows for up to 25 code conforming single family lots with no parking requirement

Table 14-802-1: Required Parking in Residential Districts

	Minimum Required Parking Spaces (spaces per unit/sq. ft. of gross floor area/beds/seats)		
	RSD-1/2/3 RSA-1/2/3 RTA-1 RMX-1	RSA-4/5 RM-1	RM-2/3/4 RMX-2/3
Residential Use Category (as noted below)			
Household Living (as noted below)			
Single-Family	1/unit	0	0
Two-Family	1/unit	0	1/2 units
Multi-Family	1/unit	0	3/10 units
Group Living (except as noted below)	1/10 permanent beds	1/10 permanent beds	1/10 permanent beds
Single-Room Residence	1/20 units + 1; min. 2	1/20 units + 1; min. 2	1/20 units + 1; min. 2
Public, Civic, and Institutional Use Category (as noted below)			
Religious Assembly	1/10 seats or 1/1,000 sq. ft., whichever is greater	1/10 seats or 1/1,000 sq. ft., whichever is greater	1/10 seats or 1/1,000 sq. ft., whichever is greater
Wireless Service Facility	0	0	2
Commercial Services Use Category (as noted below)			
Assembly and Entertainment	1/10 seats or 1/1,000 sq. ft., whichever is greater	The greater of (a) none for first 100 seats then 1/10 seats or (b) none for first 2,500 sq. ft. then 1/1,000 sq. ft.	The greater of (a) none for the first 200 seats then 1/10 seats or (b) none for first 4,000 sq. ft. then 1/1,000 sq. ft.
Urban Agriculture Use Category (as noted below)			
Market or Community-Supported Farm	None if lot area is less than 5,000 sq. ft., otherwise 2	None if lot area is less than 5,000 sq. ft., otherwise 2	None if lot area is less than 5,000 sq. ft., otherwise 2
All Other Uses			
All Other Uses	1/1,000 sq. ft.	None for first 2,500 sq. ft., then 1/1,000 sq. ft.	None for first 4,000 sq. ft., then 1/1,000 sq. ft.





Carson St. panoramic view looking South from East to West across the existing parking lot toward the Church and School



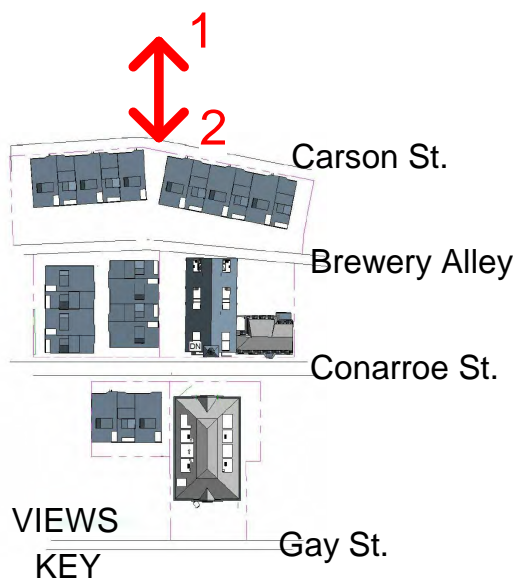
Carson St. looking North from West to East



Adjacent properties to the West or downhill



Adjacent properties to the East or uphill





1 Upper Corner of Parking Lot panoramic view looking West or downhill



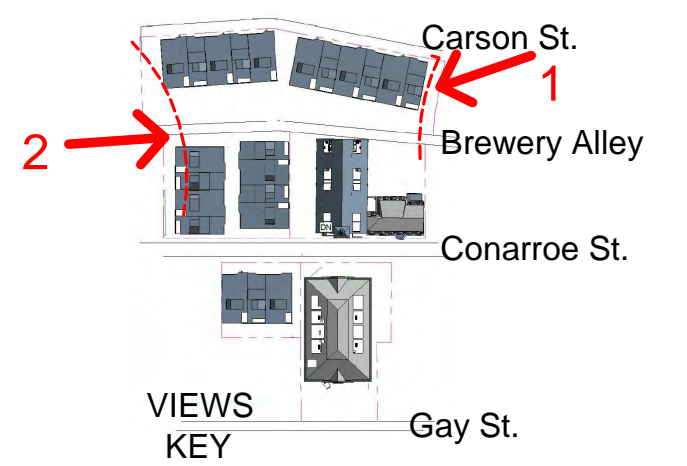
2 Lower Side of Parking Lot panoramic view looking North and East toward Carson and Conarroe Sts. or uphill



View of Brewery Alley looking West



View of Brewery Alley looking East





Conarroe St. panoramic view looking North from West to East



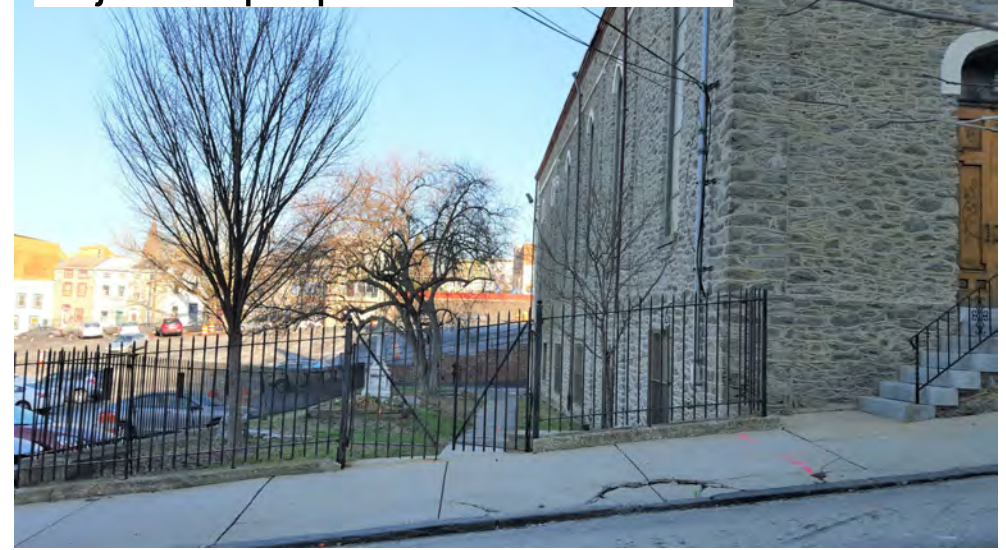
Adjacent properties to the West



Church view from East or uphill



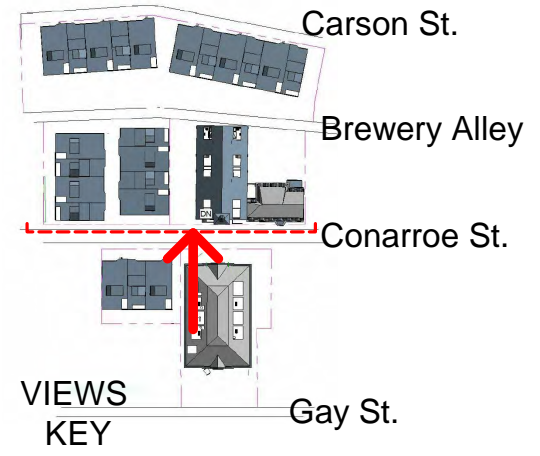
Conarroe St. looking West at Rectory and Church

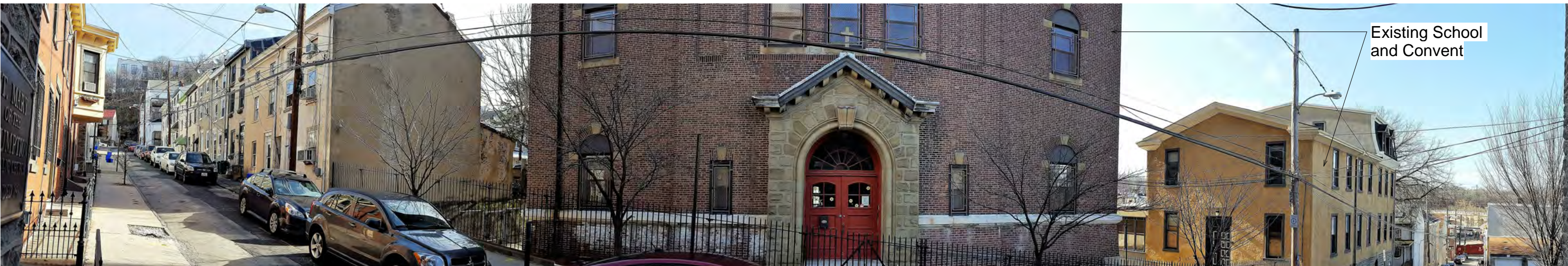


Conarroe St. at Church Sideyard



Adjacent properties looking west above site





Conarroe Street panoramic view looking South from East to West



Conarroe St. looking South toward School



East School yard



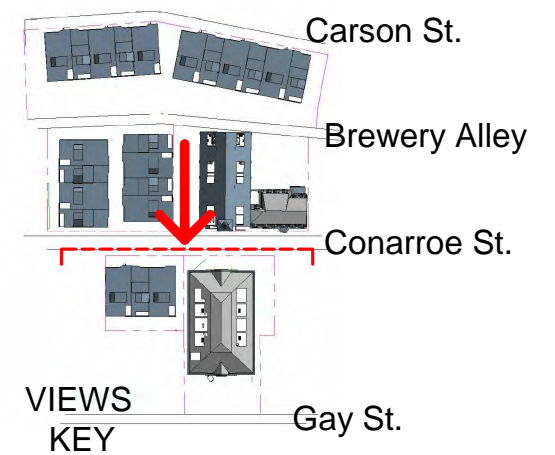
West School Walkway

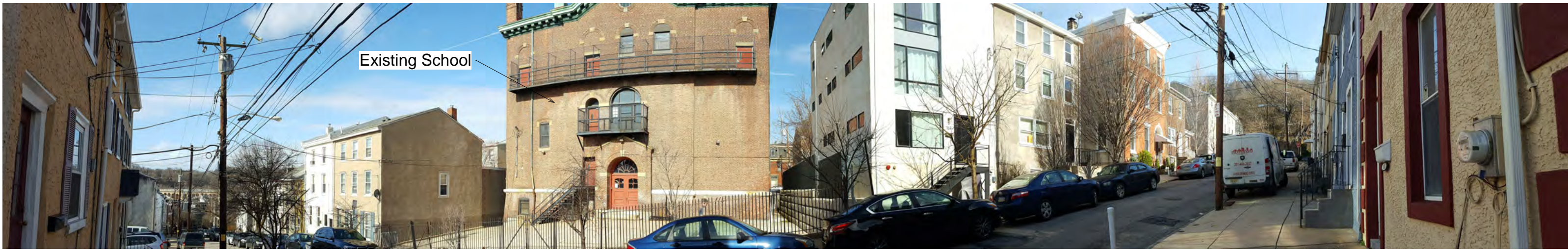


View of adjacent properties to the West of Convent



Conarroe St. view looking East or uphill





Existing School

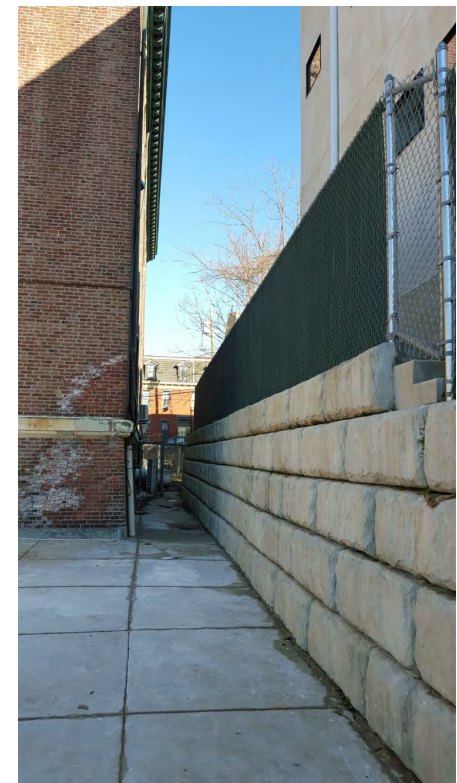
Panoramic view of Gay St. looking West to East



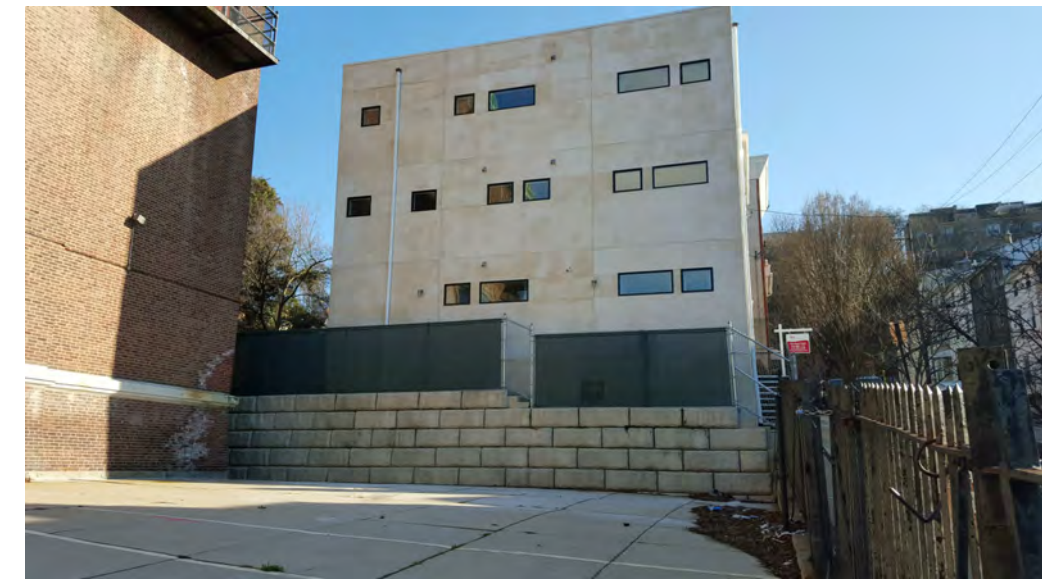
View of School and yard looking West



Walkway at Gay St.



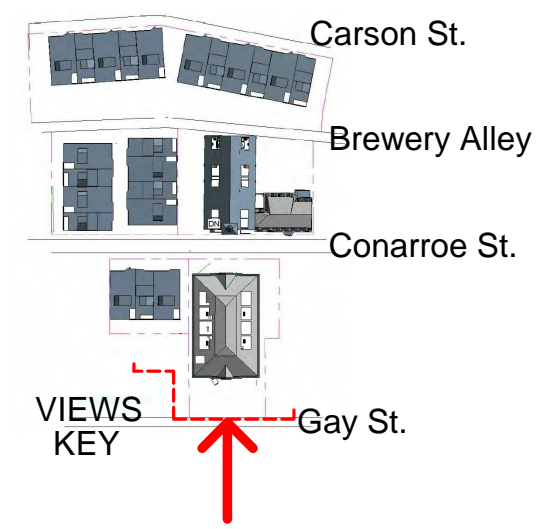
Access to Dog Park at Gay St.



View of School yard looking East



View from walkway looking north toward Convent





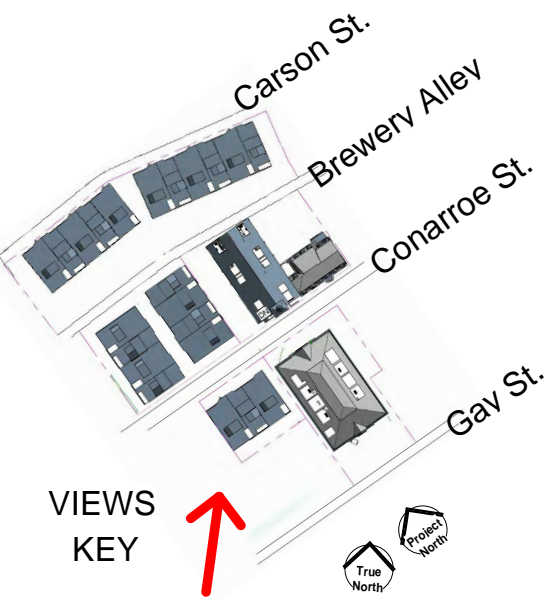
Aerial View from Southwest

- Preserve and Adaptively reuse the Church, Rectory and School
- Provide Structured Parking
- Preserve Open Space
- Redevelop the Parking Lot and Convent with New Neighborhood Friendly Residential
- Improve Vehicular and Pedestrian Circulation



Proposed Redevelopment

- 24/7 On-Site Management
- Controlled Parking
- Fitness, Game, and Meeting Rooms
- Dog Park
- Picnic Area
- Car Share, Bike Parking, Electric Car charging, etc.

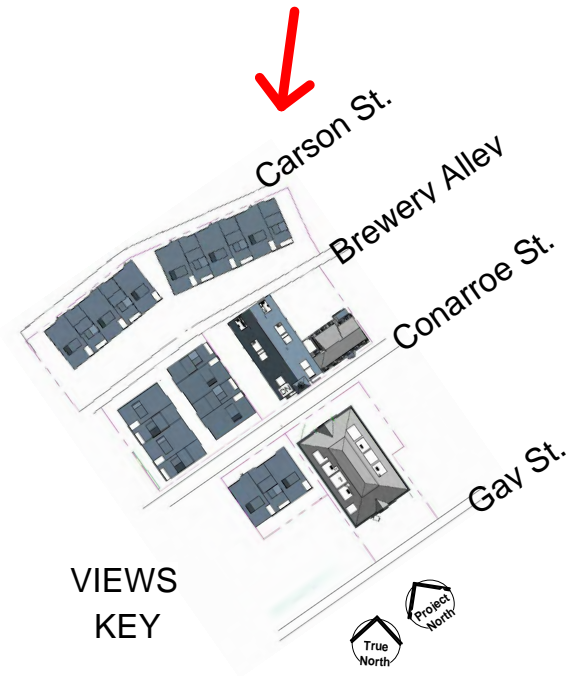


...this is what we would like to do

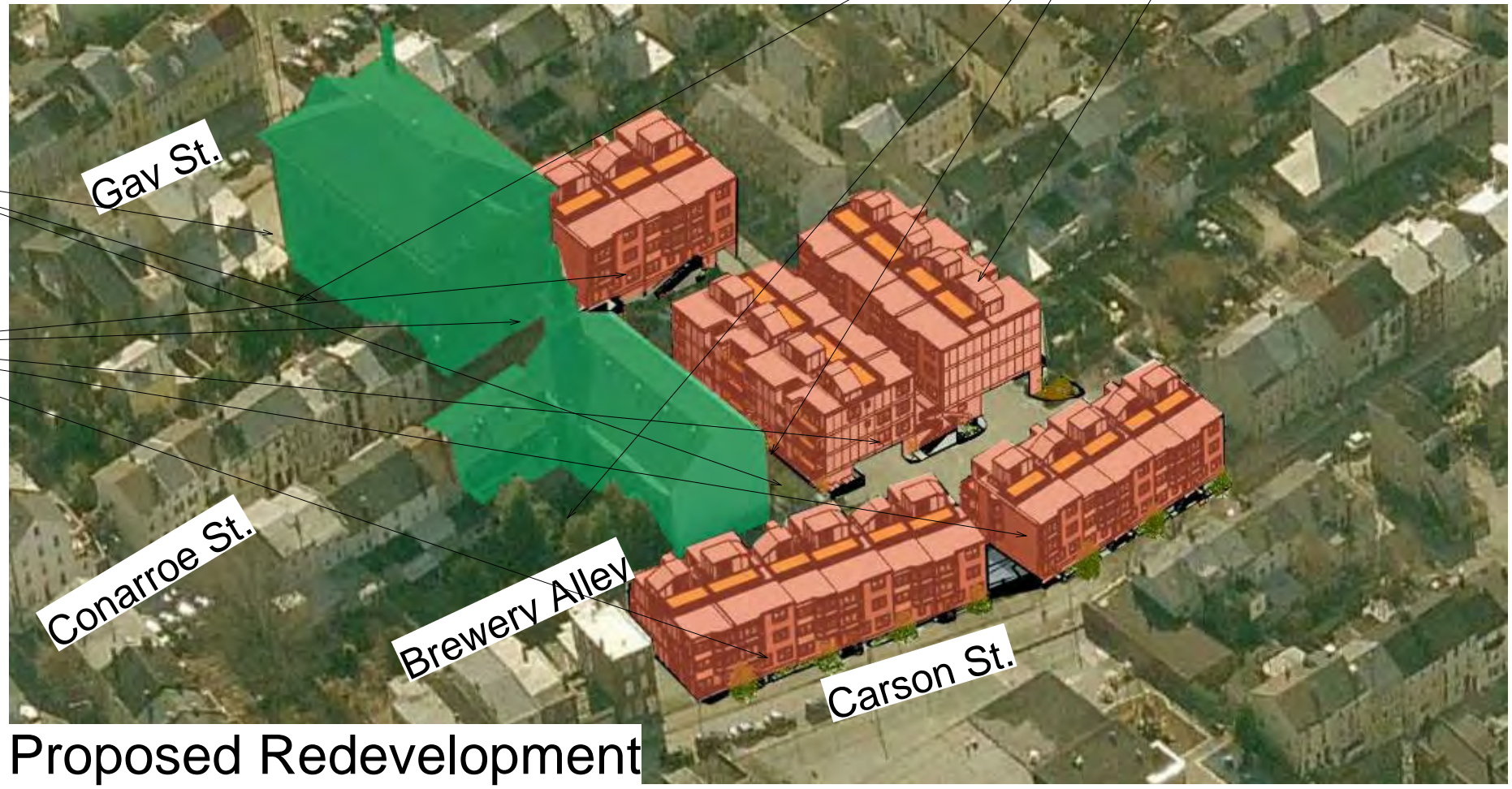


Aerial View from Northeast

- Preserve and Adaptively reuse the Church, Rectory and School
- Redevelop the Parking Lot and Convent with New Neighborhood Friendly Residential
- Improve Vehicular and Pedestrian Circulation
- Preserve Open Space



..another view



Proposed Redevelopment

Green

Provide Structured Parking

CarsonEast & CarsonWest

71 spaces including
4 Electric Vehicle
Parking Spaces (e)
and 11 Class 1A and
8 Class 1B Bike
Parking

**....a total of about 131 parking
spaces, plus 5 possible additional
stacked spaces, over 50 bike spaces,
Electric vehicle parking, possible
Carshare**

Church and Rectory
7 Class 1A Bike
Parking

ConarroNorth

38 spaces including
2 Electric Vehicle
Parking Spaces (e)
and 8 Class 1A Bike
Storage

**....and cross site
pedestrian walkway**

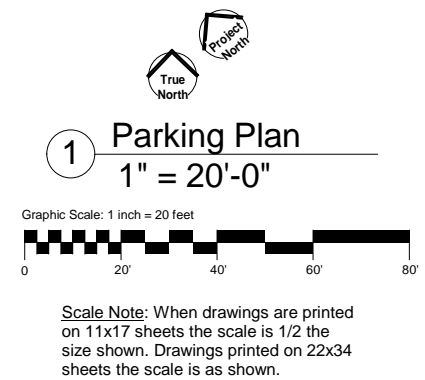
School
8 spaces including 2
Electric Vehicle Parking
Spaces 10 Class 1A and
10 Class 1B Bike Parking

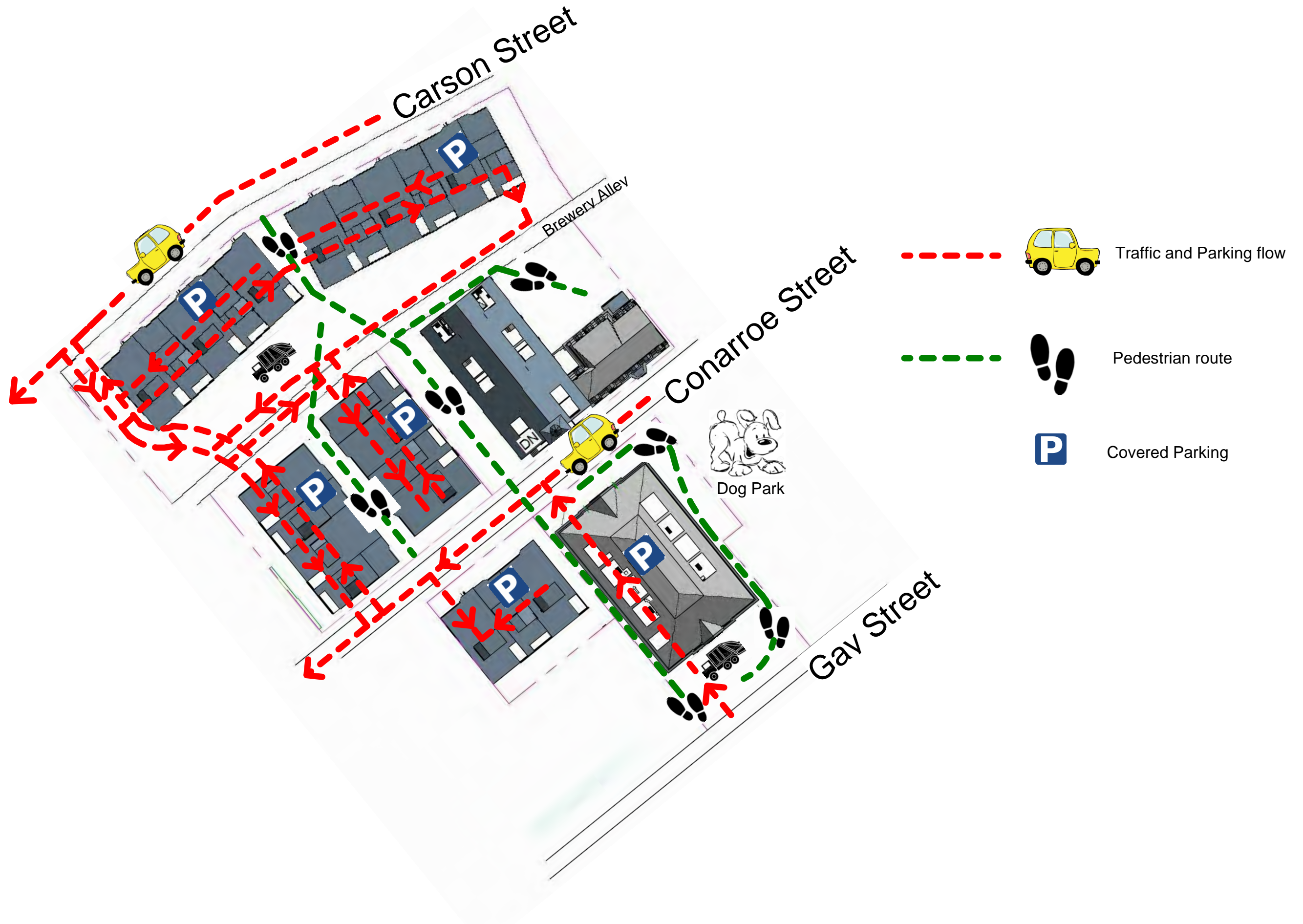
ConarroSouth

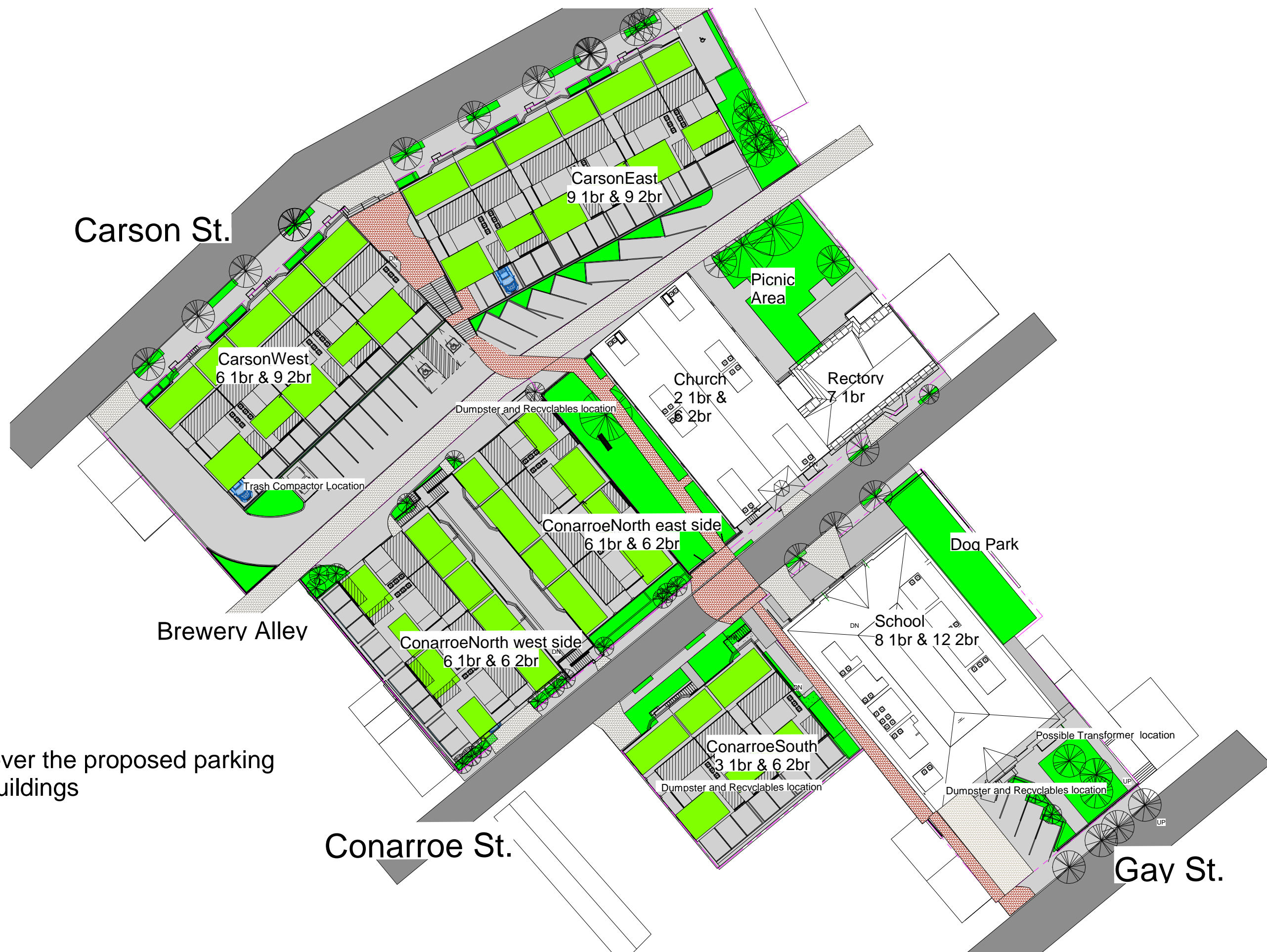
14 spaces including 2
Electric Vehicle Parking
Spaces and 6 Class 1A
Bike Parking

Extent of building above
shown as red dashed lines

Extent of building
above shown as red
dashed line







We cover the proposed parking with buildings



General Area Calculations (sq. ft.) for Proposed RMX2 Master Plan District															
Parcels and Building Names	District Area	Proposed or Existing Gross Building Coverage	Proposed Uncovered	Less Proposed Open Air Parking	Net Proposed Open Area	% of Bldg Coverage	% of Site Uncovered	% of Open Area	Proposed Number of Floors	Proposed Gross Floor Area	Proposed FAR (%)	Existing Height (ft.)		Proposed Height (ft.)	
												East Bldg	West Bldg	East Bldg	West Bldg
165-205 Carson Street (CarsonEast & CarsonWest)	26,701	12,306	14,395	6,044	8,351	46%	54%	31%	3.0	36,918	138	0	0	38	41
156-166 Conarroe Street (ConarroeNorth)	13,864	8,796	5,068	913	4,155	63%	37%	30%	3.0	26,388	190	0	0	41	45
161 Conarroe Street (ConarroeSouth)	6,039	3,501	2,538	919	1,619	58%	42%	27%	3.0	10,503	174	Existing Convent 40±		39	
172-178 Conarroe Street (Church and Rectory)	14,104	7,269	6,835	0	6,835	52%	48%	48%	3.5	25,442	180	Rectory	Church	Rectory	Church
163-175 Conarroe Street & 156-162 Gay Street (School)	13,738	7,018	6,720	463	6,257	51%	49%	46%	4.5	31,581	230	69		same	
Gross Totals	74,446	38,890	35,556	8,339	27,217					130,832					
										Maximum Allowed FAR(%) - 250 of District Area (excluding streets and alley)		186,115 Sq. ft.			
										Proposed FAR(%)		176%			
										Required 25% open of District Area		18,612 sq. ft.			
										Net proposed open area		27,217 sq. ft.			
										Amount of open area in Excess of Required		8,606 sq. ft.			
										Number of Parking Spaces required in RMX2 District for Multi-family units = 3/10 Units or, for 100 Units		30			
										Number of Parking Spaces proposed for District		132			

Proposed Construction of approximately 101 Units consisting of approximately 47 1-bedroom units and 54 2-bedroom units to fit into a proposed rezoned master plan for the complex

See approved Parcel Consolidation Plans and Building Plans for detailed site dimensions.

Proposed RMX2 Master Plan

1" = 20'-0"

Graphic Scale: 1 inch = 20 feet

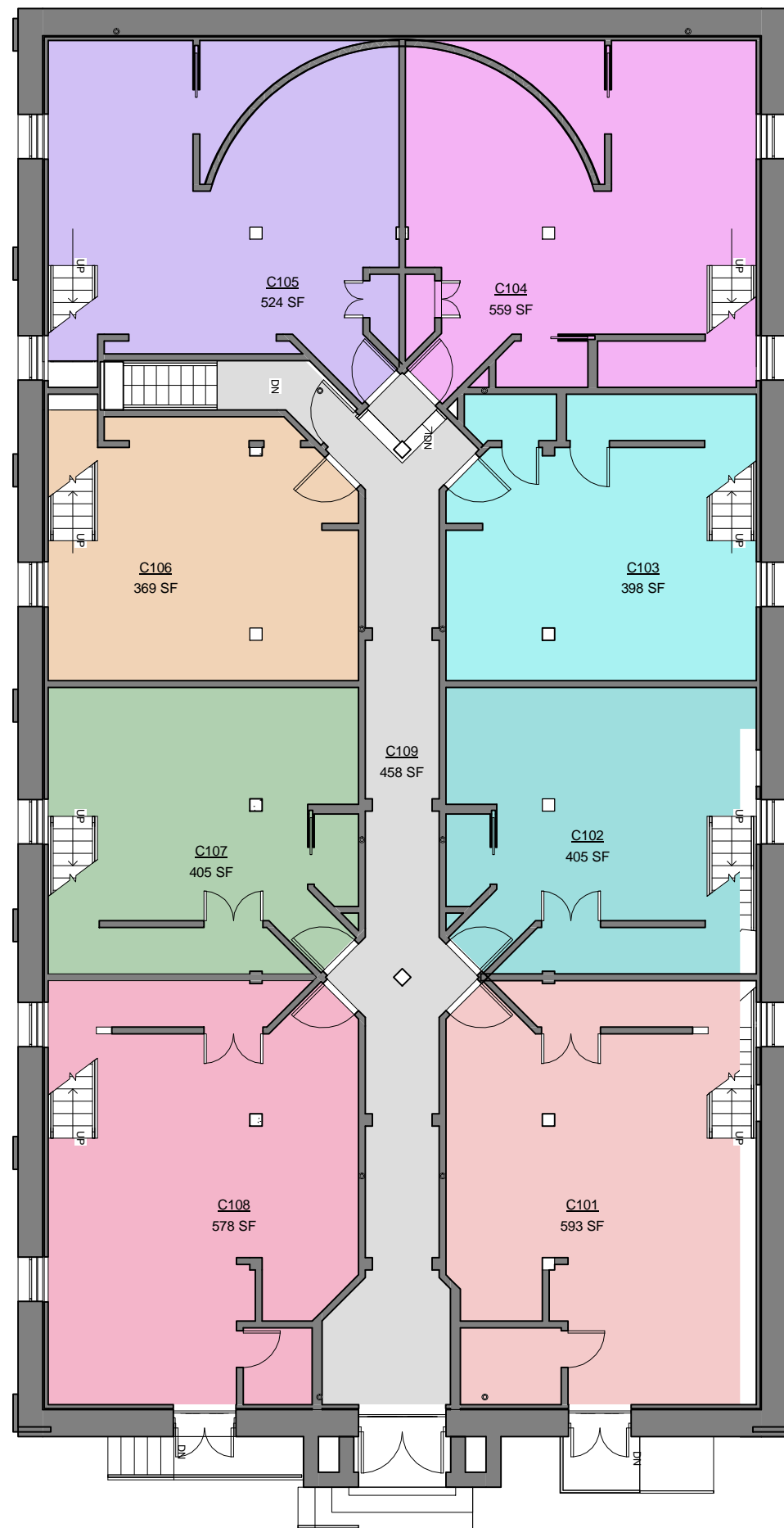
Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

True North, Project North



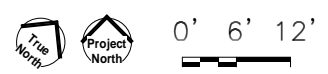
0' 6' 12'

Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.



8 Proposed Apartments in the Church ranging from about 1000 to 1400 sq. ft.

7 Proposed Apartments in the Rectory ranging from about 600 to about 750 sq. ft.



Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

Main Entrance to Church Apartments

Entrance to Rectory Apartments



VIEW

Printed 3/21/2017

CT & C CAMPBELL THOMAS & CO. ARCHITECTS

AMERICAN LIVING CONCEPTS OF MANAYUNK, LLC

REDEVELOPMENT OF FORMER ST MARY'S CHURCH PROPERTIES CDR-b03

Church and Rectory First Floor

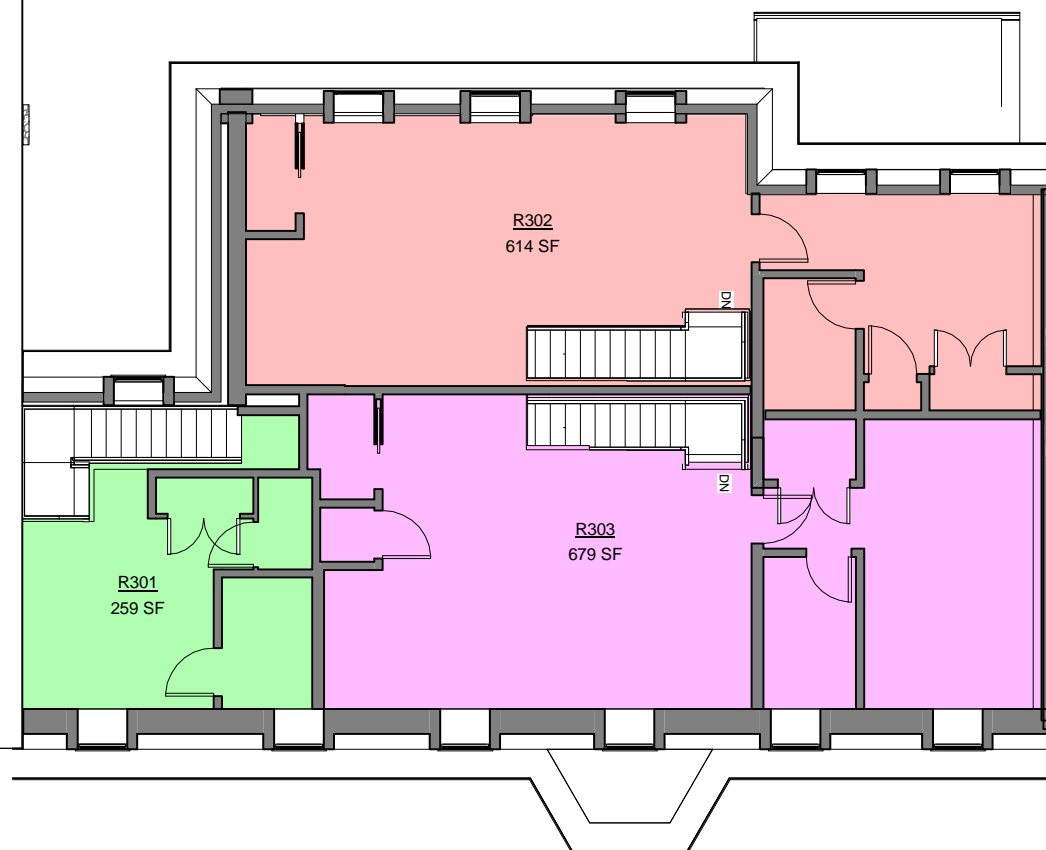
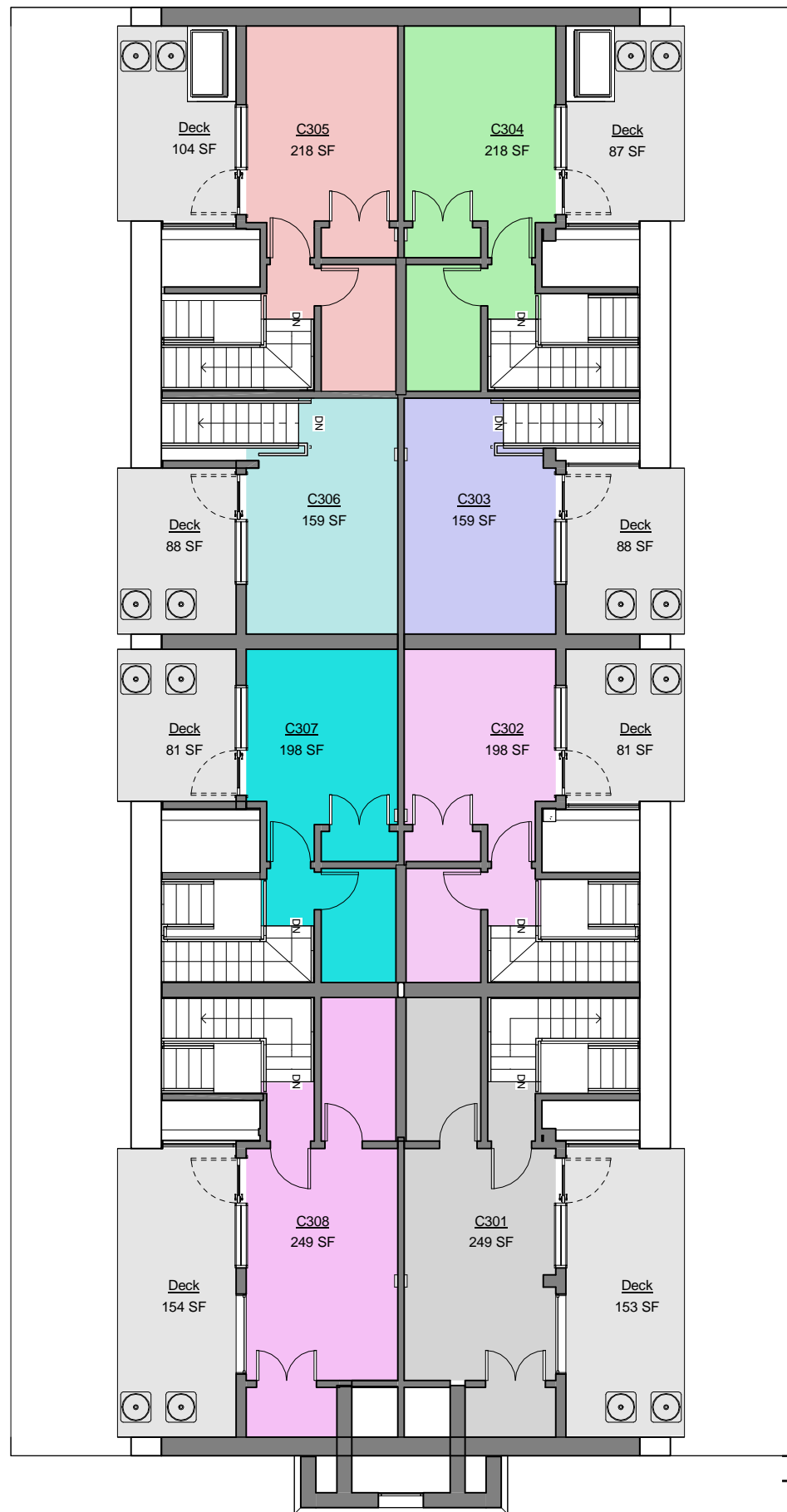


Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.



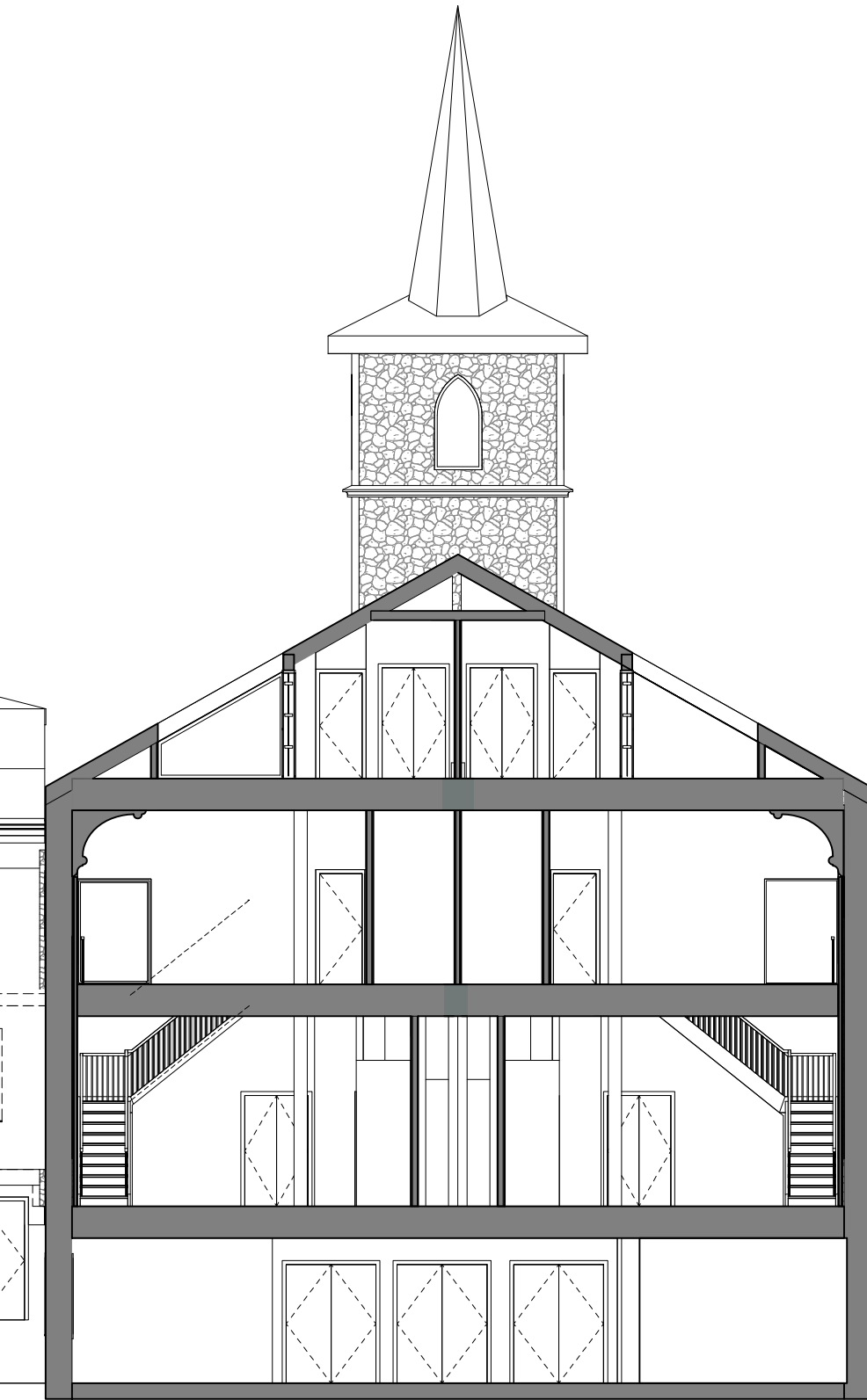
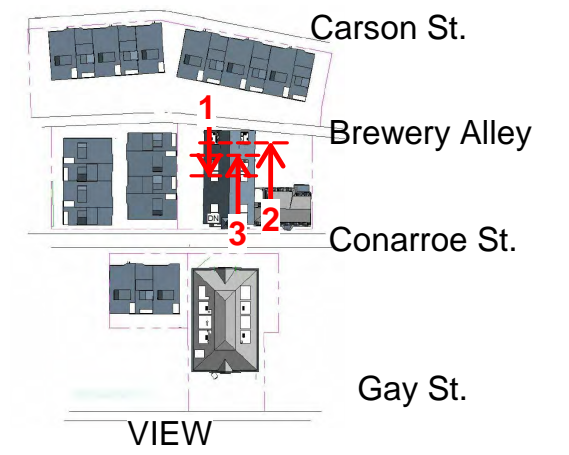
0' 6' 12'



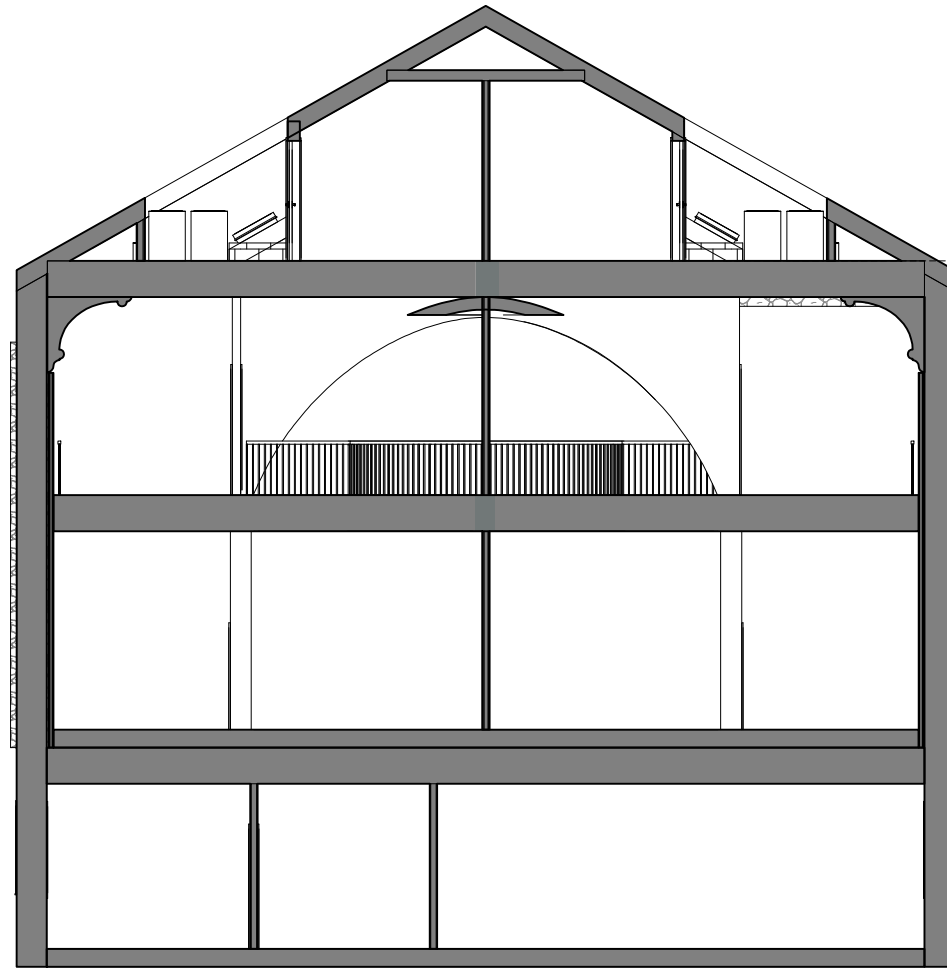
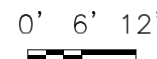


0' 6' 12'

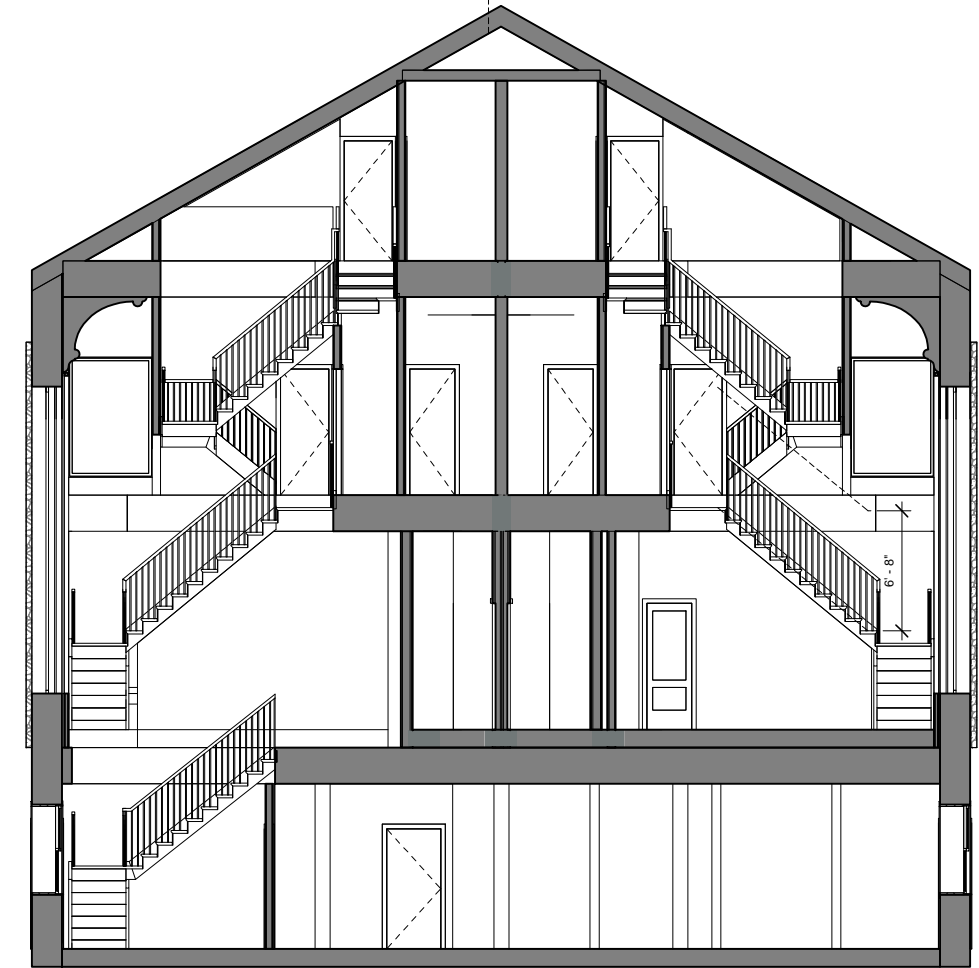
Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.



1 Section Looking South
at Decks and Clerestory
3/16" = 1'-0"



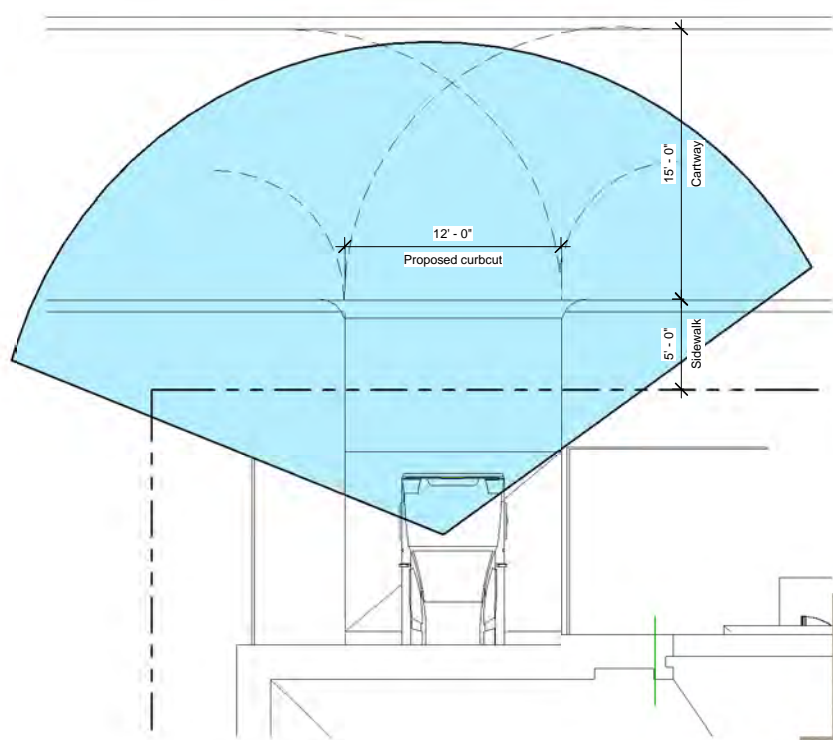
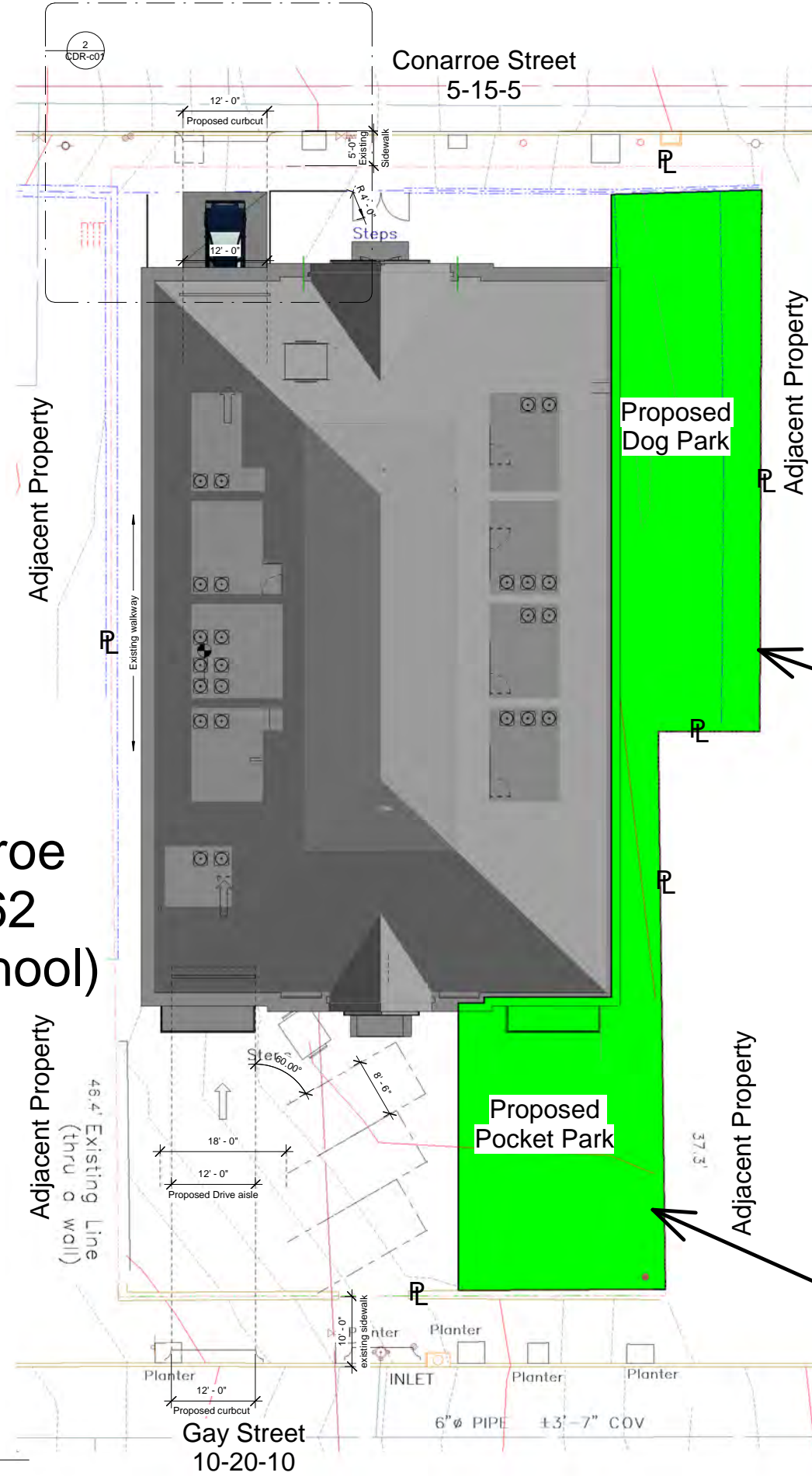
2 Section Looking North
at Decks and Vault
3/16" = 1'-0"



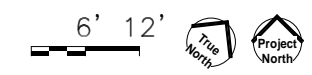
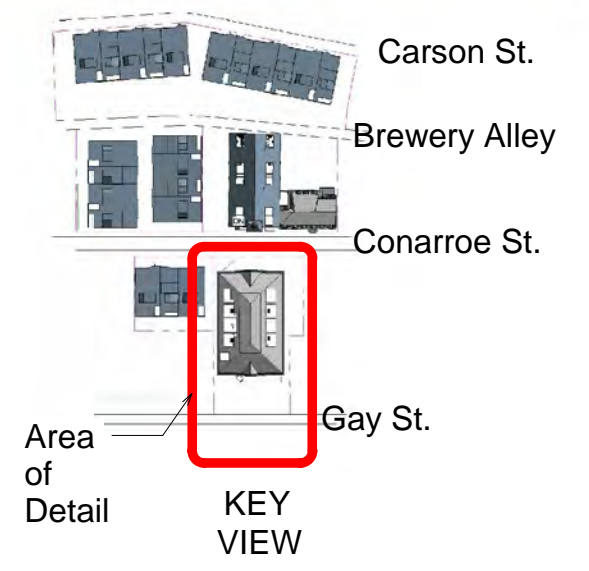
3 Section Looking North
at Stairs
3/16" = 1'-0"

Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

163-175 Conarroe Street & 156-162 Gay Street (School)

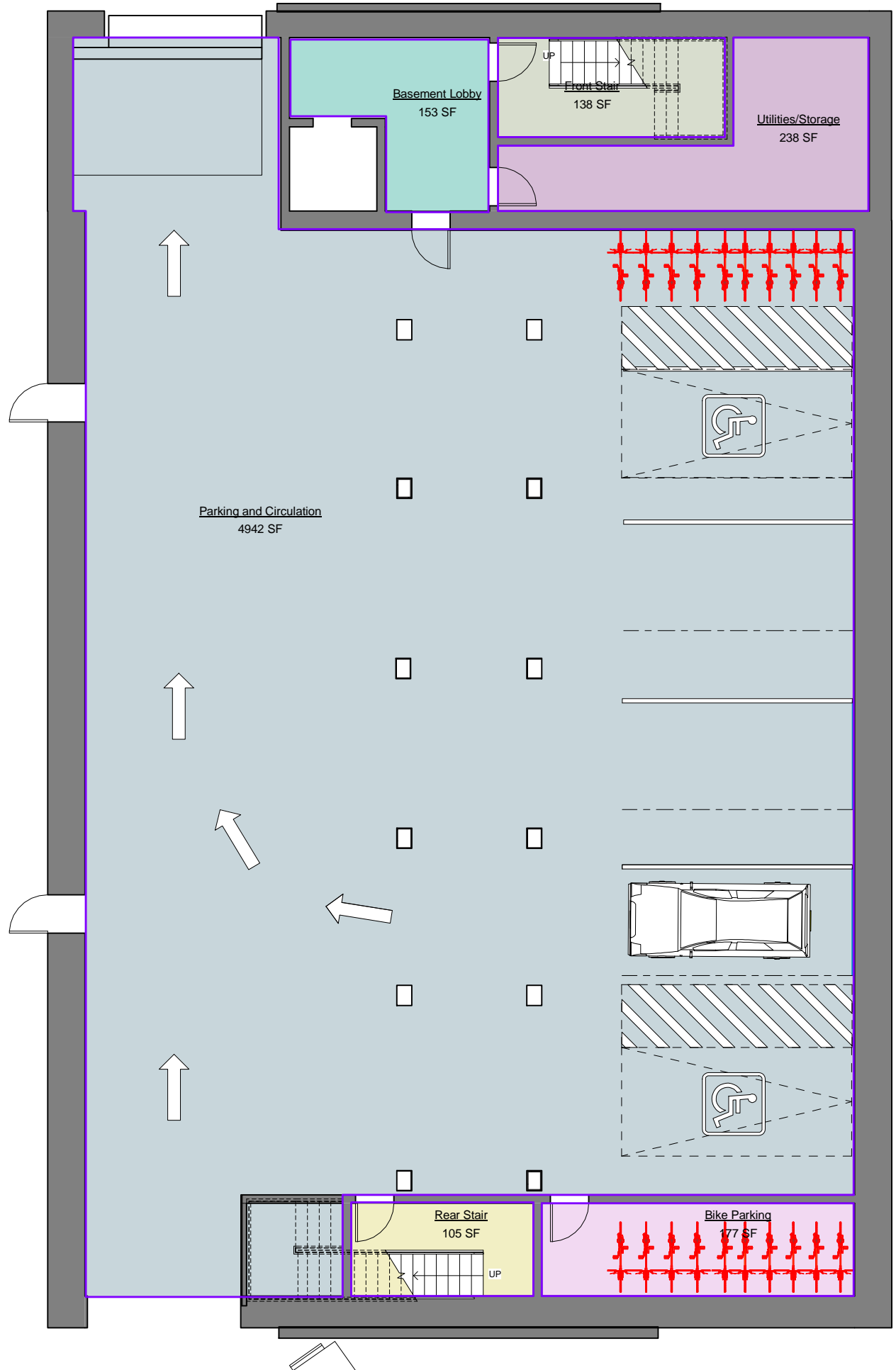


2 View Exiting the Garage
3/16" = 1'-0"



Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

1 School Basement and Site
3/32" = 1'-0"

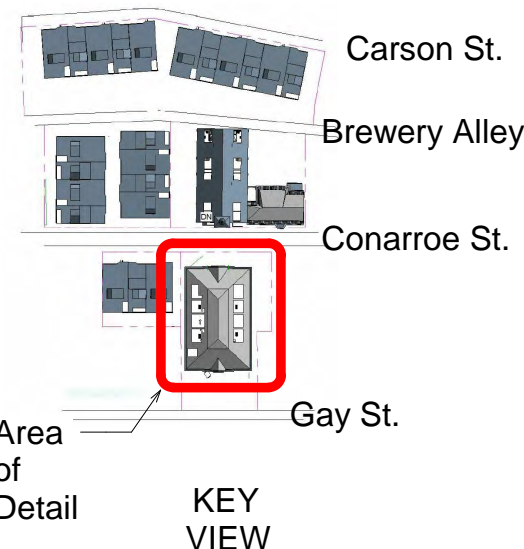
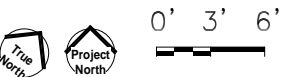


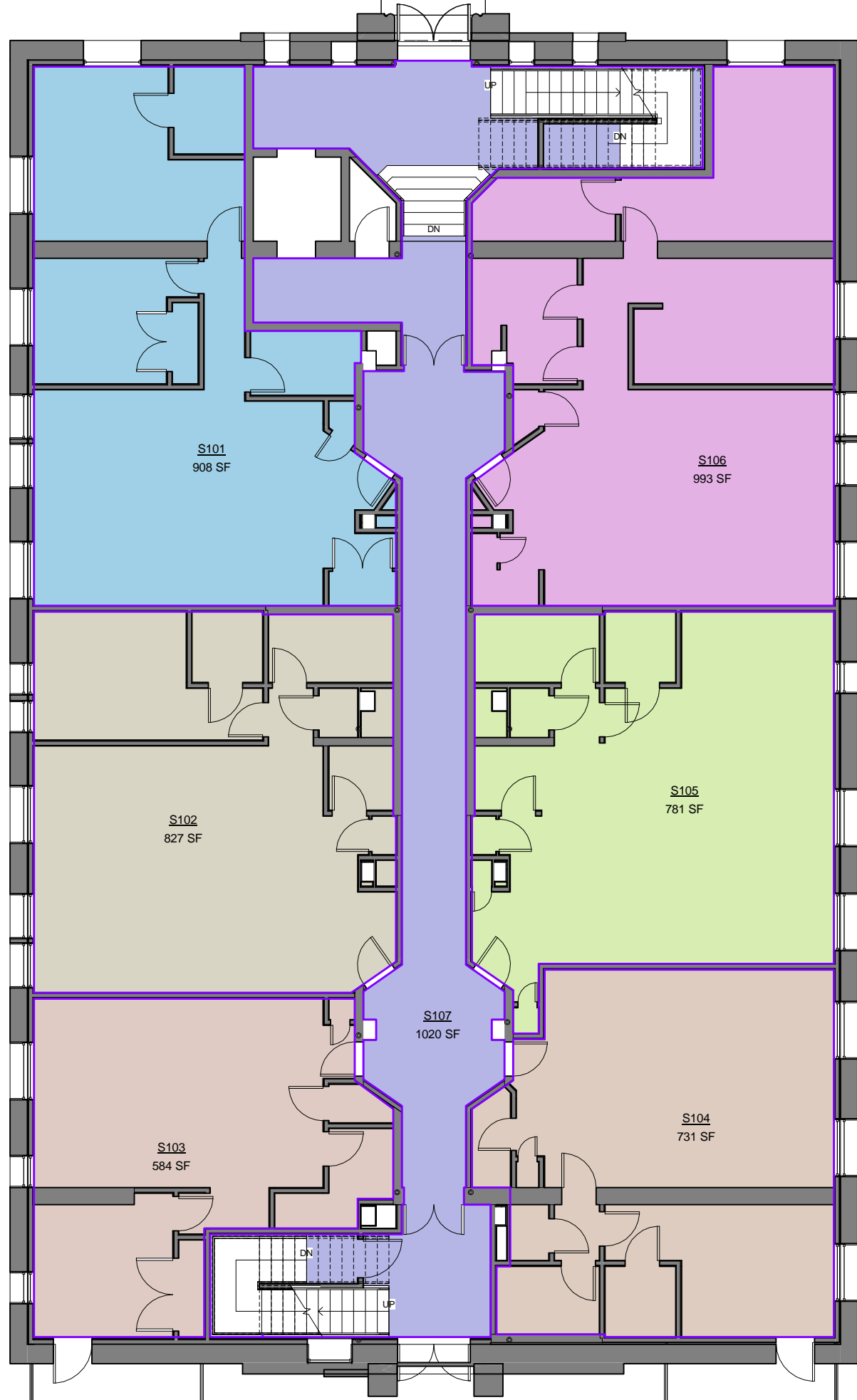
10 Class 1B
Bike Parking

10 Class 1A
Bike Parking

Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

1 0.05 Basement
3/16" = 1'-0"





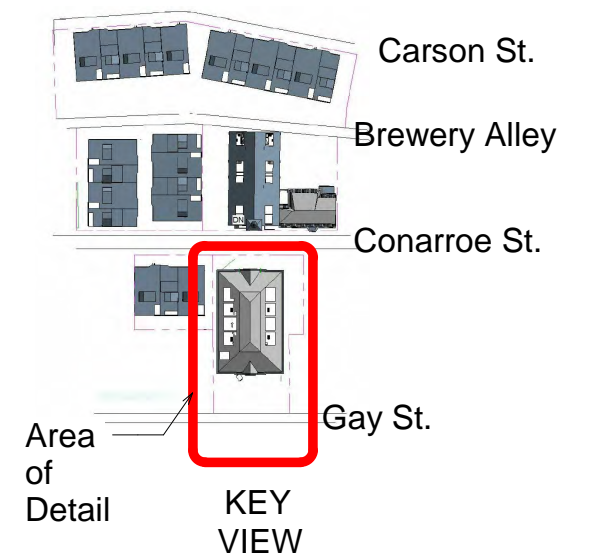
20 Proposed Apartments

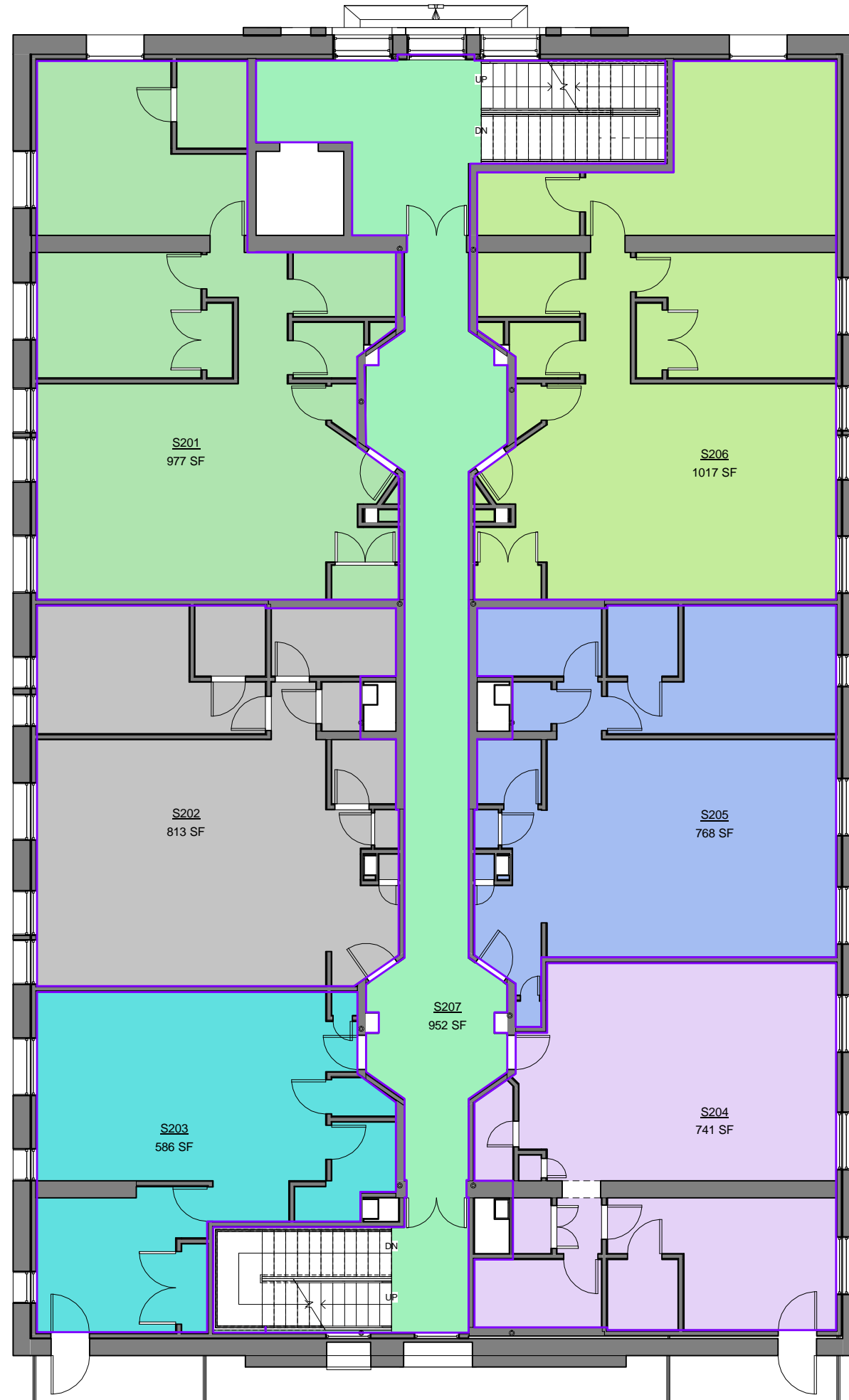
Ranging from about 584 sq. ft.
to about 1,400 sq. ft.

Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

1.0 First Floor
3/16" = 1'-0"

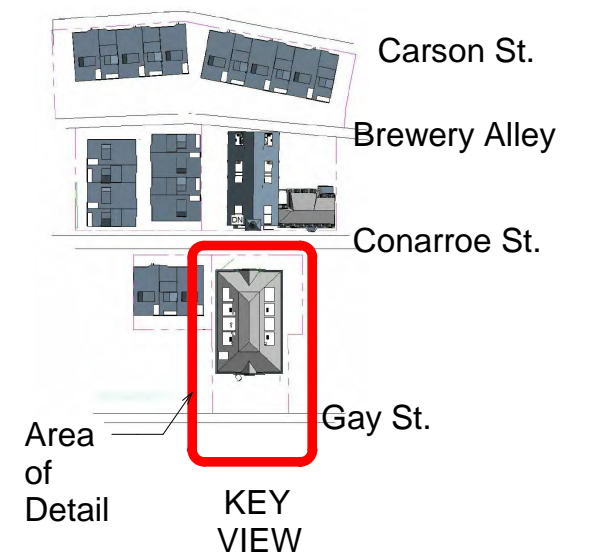
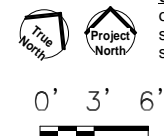
0' 3' 6'

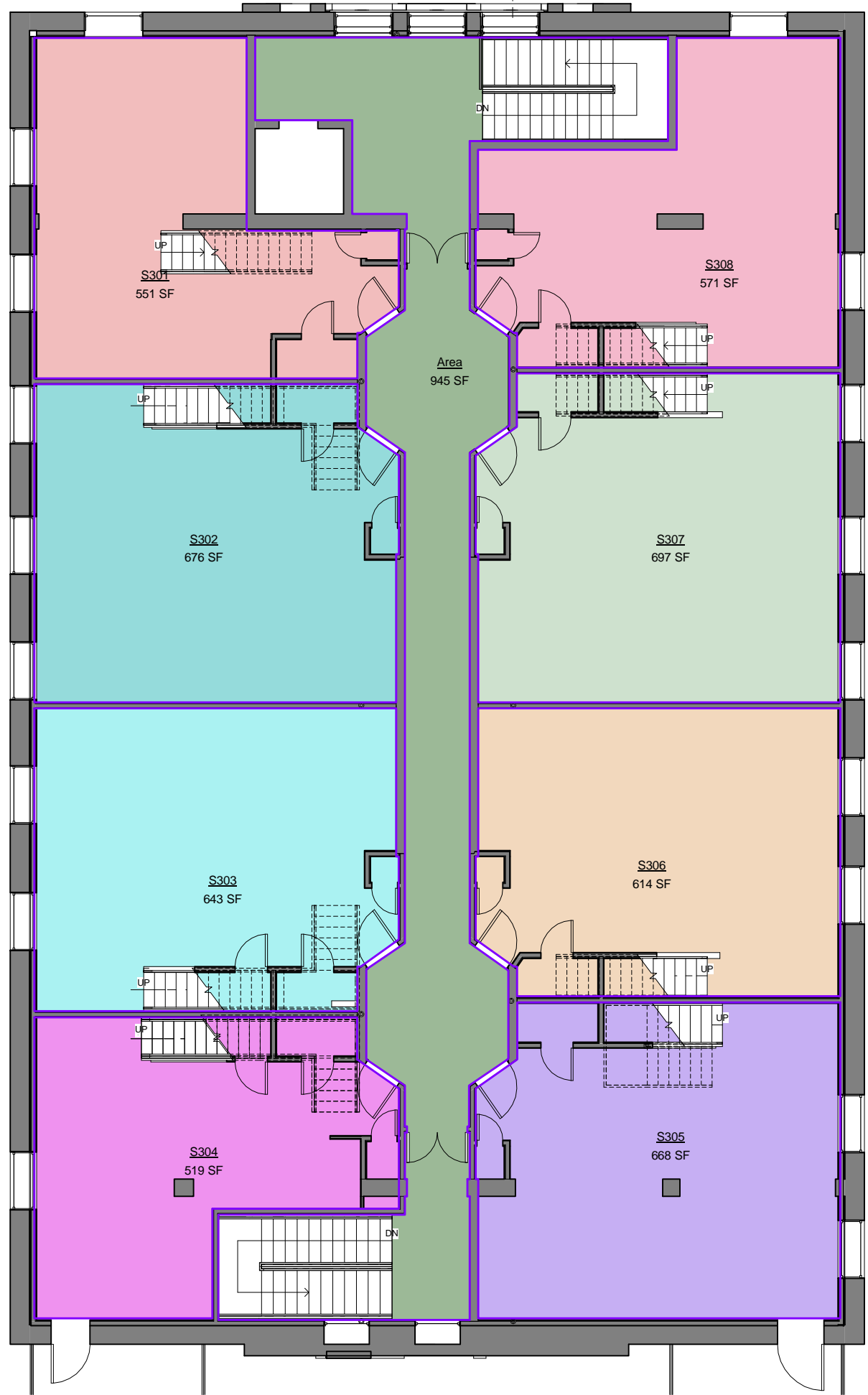




1 2.0 2nd Floor
3/16" = 1'-0"

Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

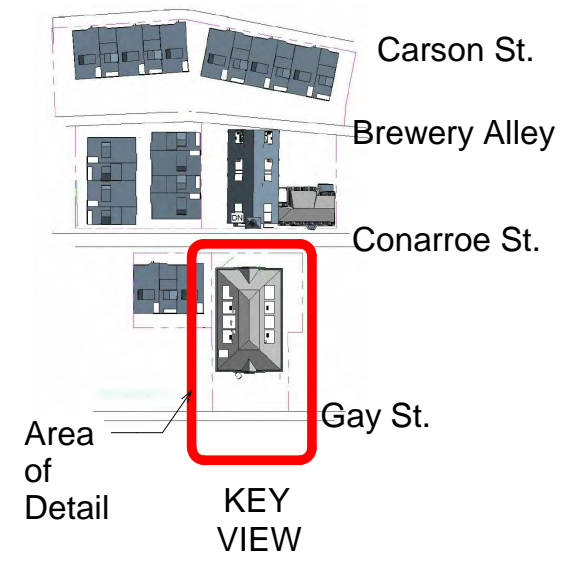


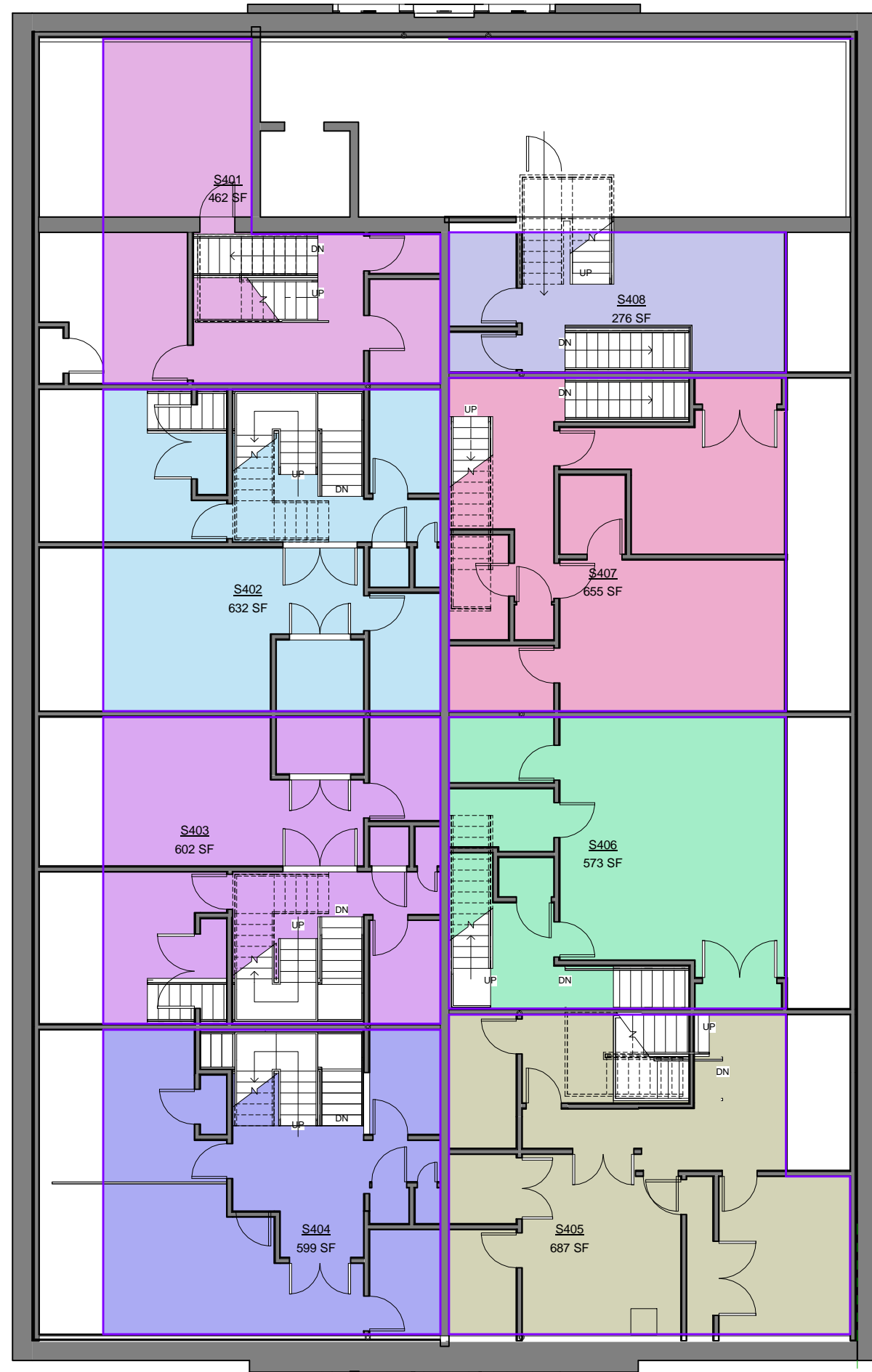


1 3.0 Third Floor
 3/16" = 1'-0"
 0' 3' 6'

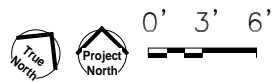


Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.



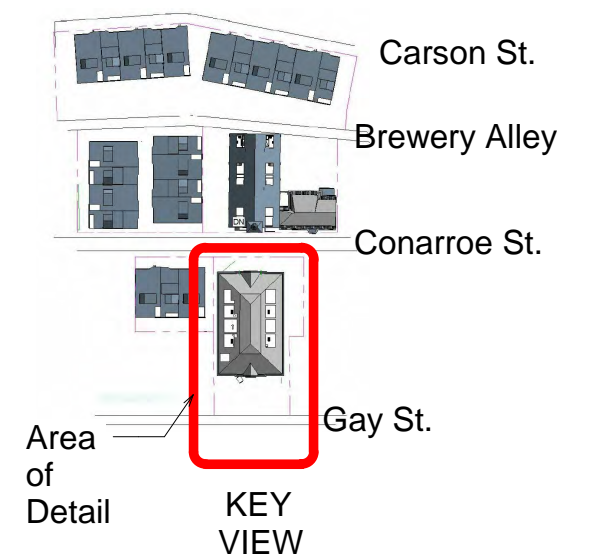


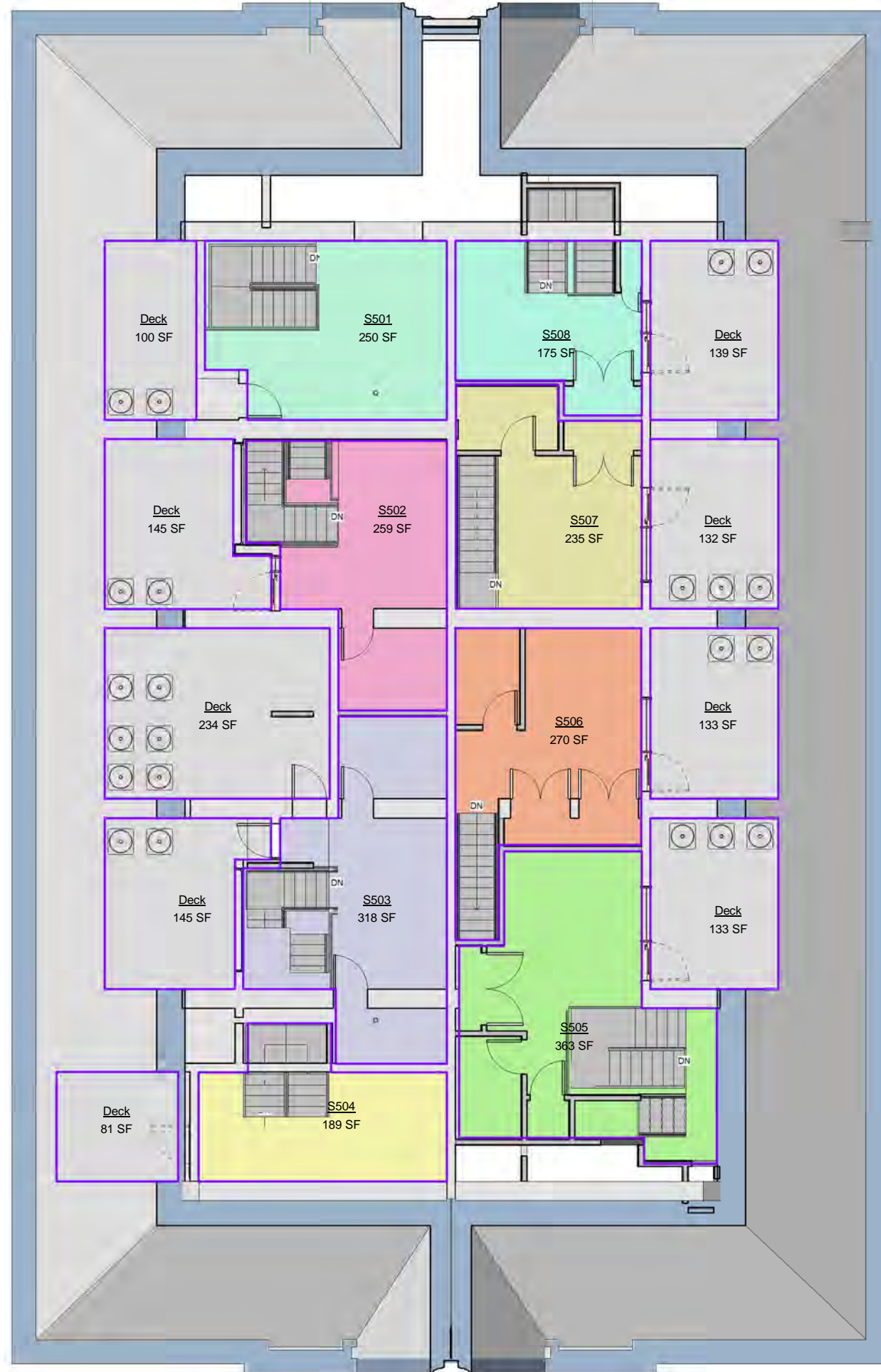
Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.



3.5 Third Floor Mezzanine

① 3/16" = 1'-0"

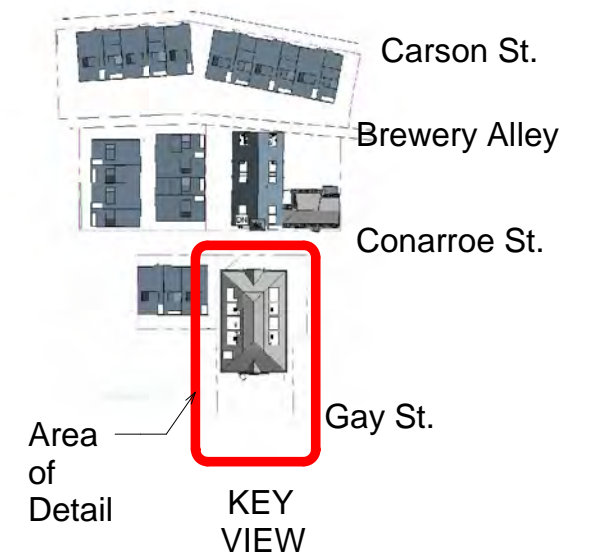




Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

True North Project North 0' 3' 6'

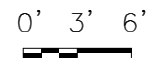
1 4.0 Roof Deck
3/16" = 1'-0"



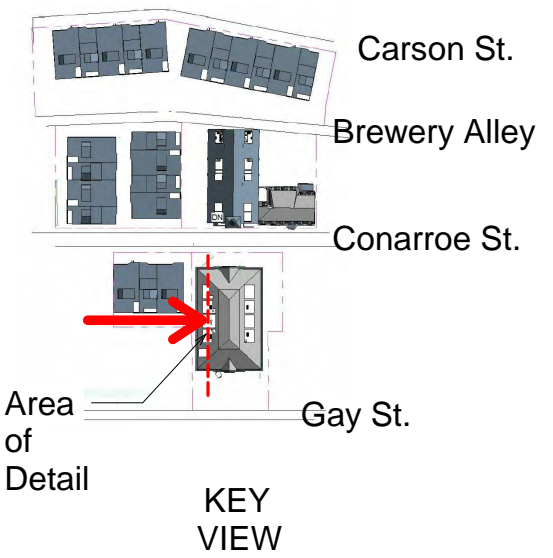


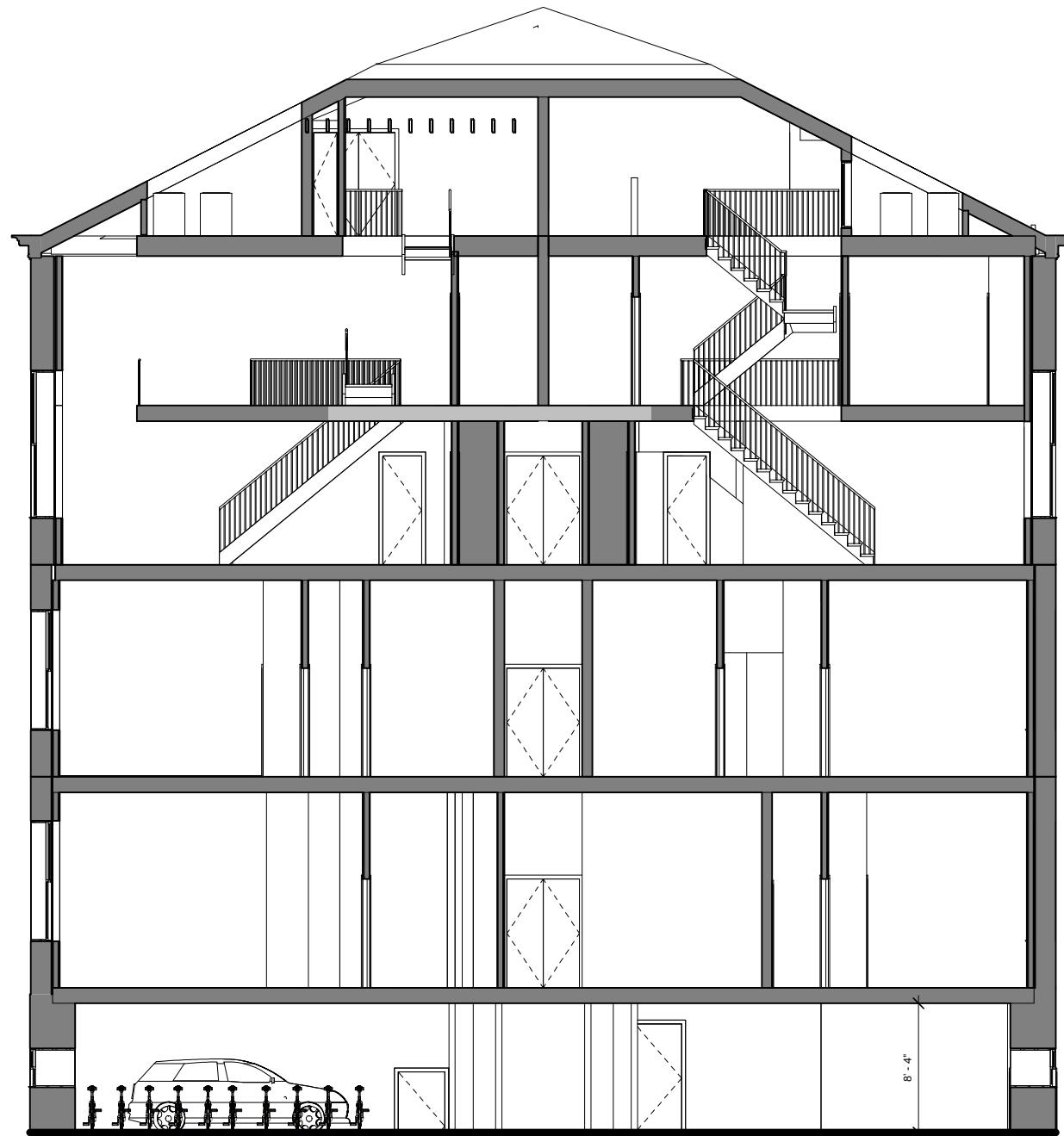
Conarroe Street

1 Section
3/16" = 1'-0"



Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

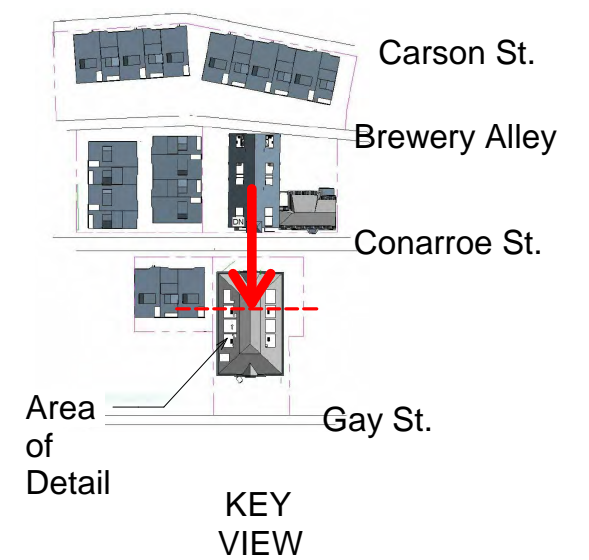




① Transverse Section
 3/16" = 1'-0"



Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.



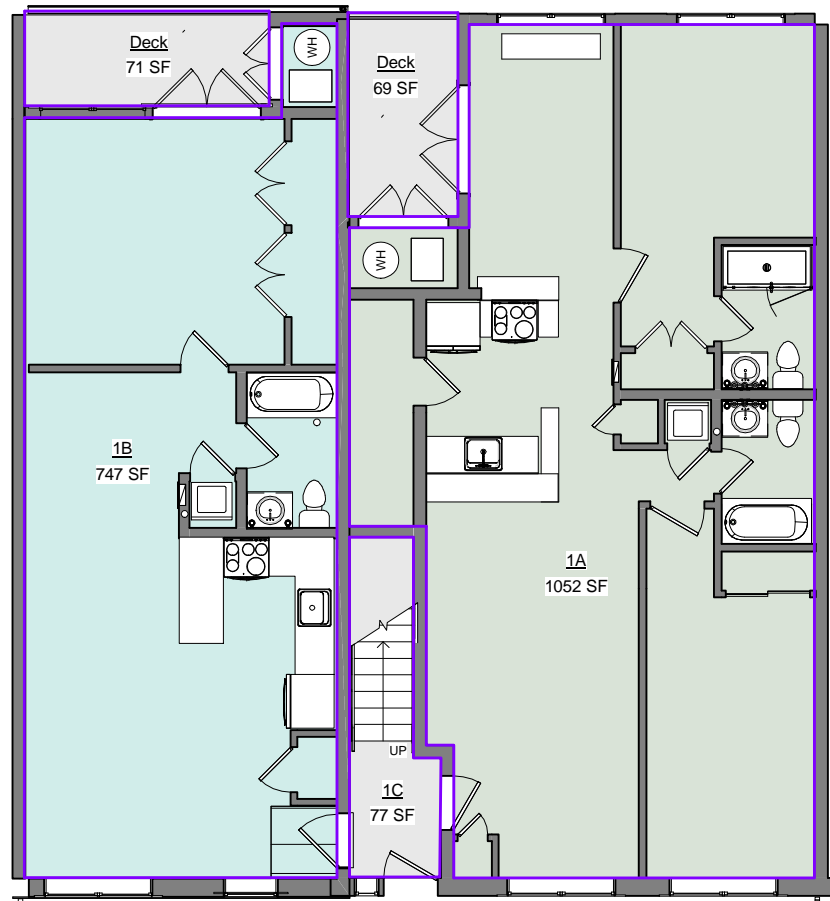
Neighborhood friendly finishes



Townhouse like units with the ability to step and accommodate the slopes

① Typical Front Elevation
1/4" = 1'-0"

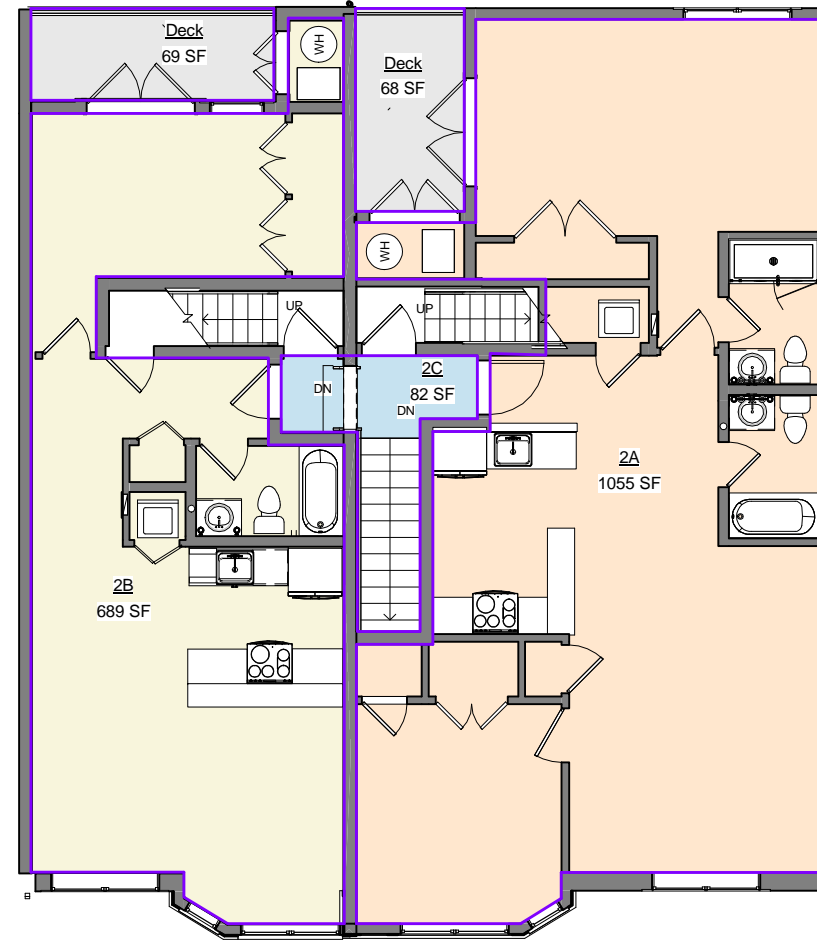
② Typical Rear Elevation
1/4" = 1'-0"



① 01 First Floor
3/16" = 1'-0"

0' 3' 6'

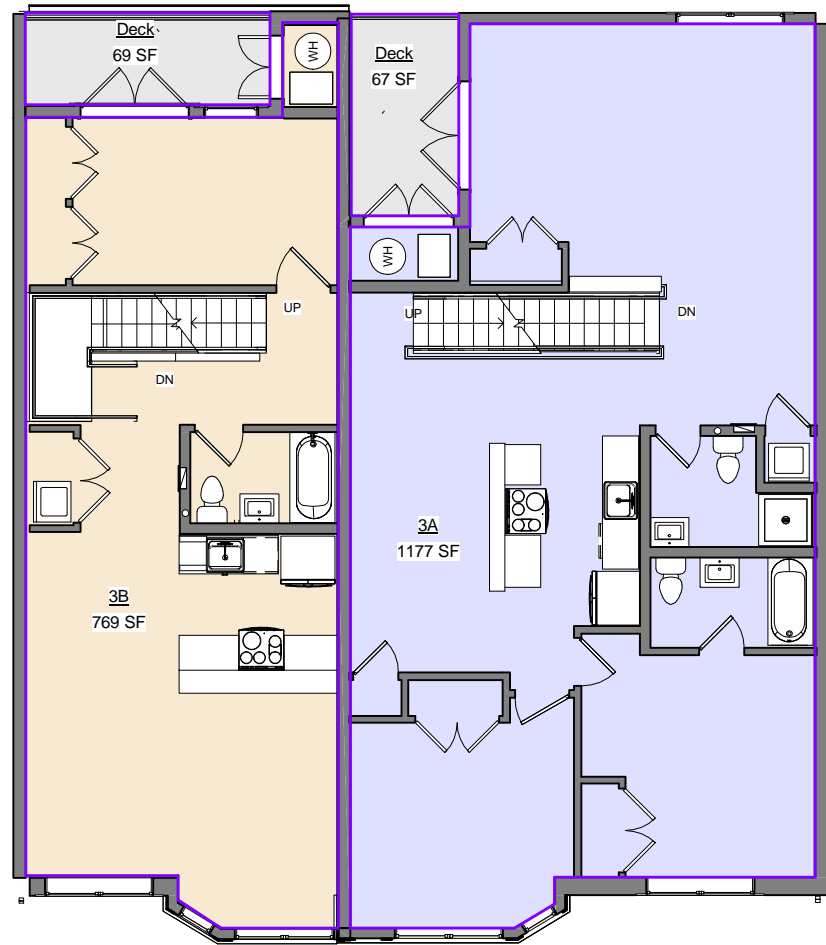
Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.



② 02 Second Floor
3/16" = 1'-0"

0' 3' 6'

6 apartments ranging in size from about 681 sq. ft. to about 1,156 sq. ft.



① 03 Third Floor
3/16" = 1'-0"

0' 3' 6'

Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.



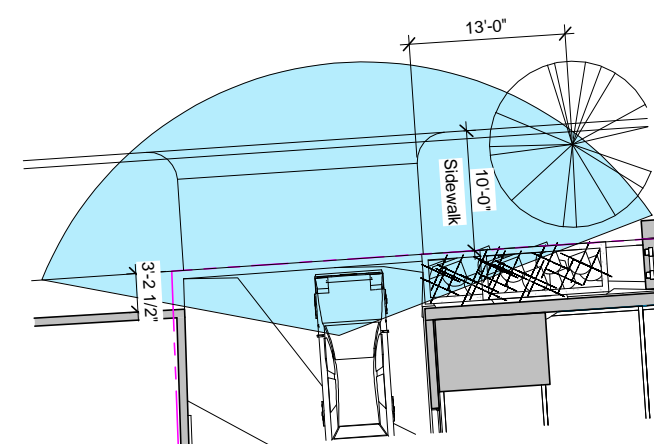
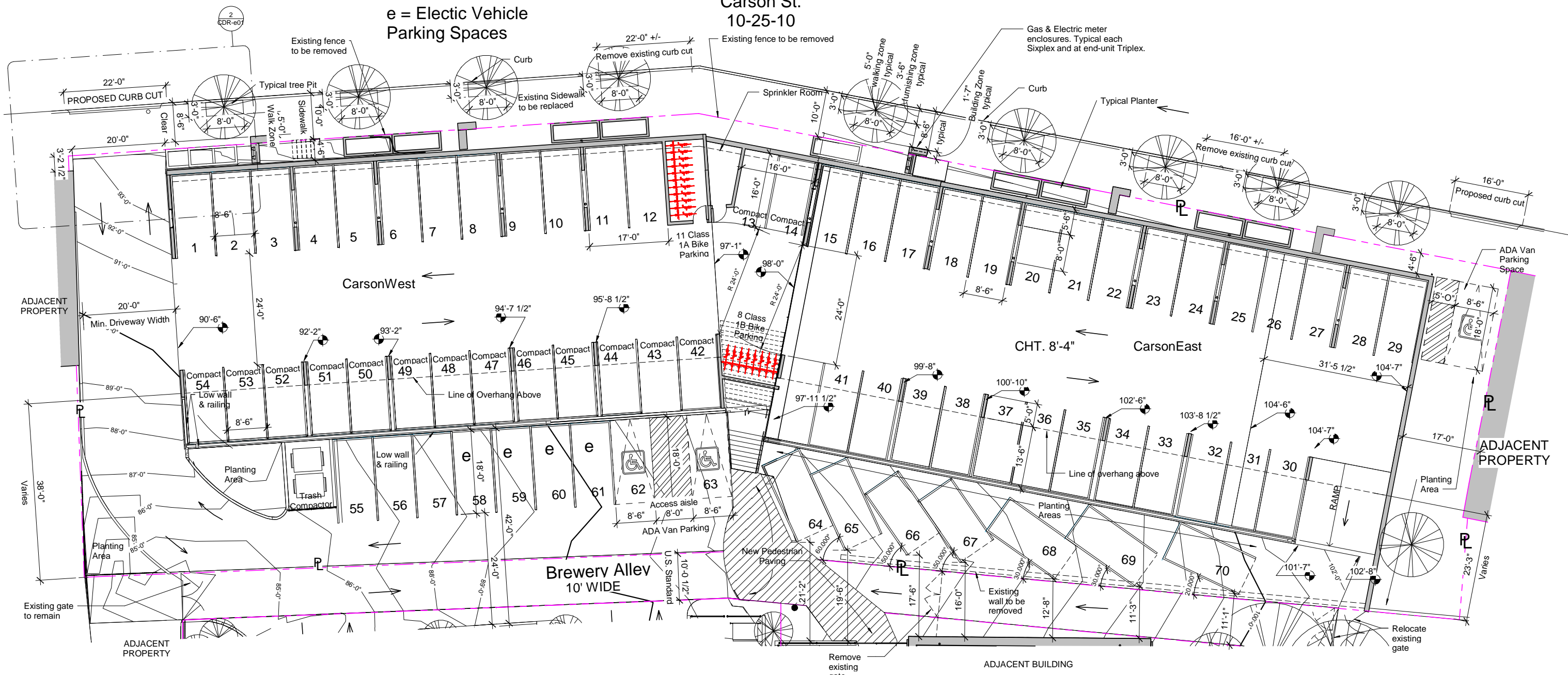
② 04 Roof Deck Level
3/16" = 1'-0"

0' 3' 6'

165-205 Carson Street (Carson East and Carson West)

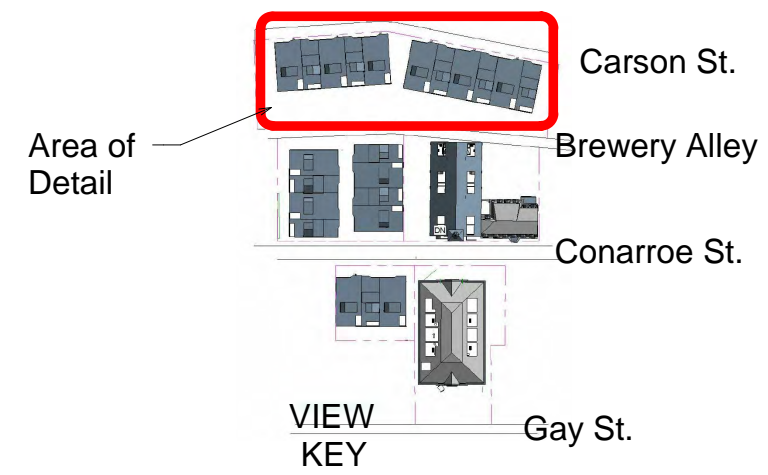
Carson St.
10-25-10

e = Electric Vehicle
Parking Spaces



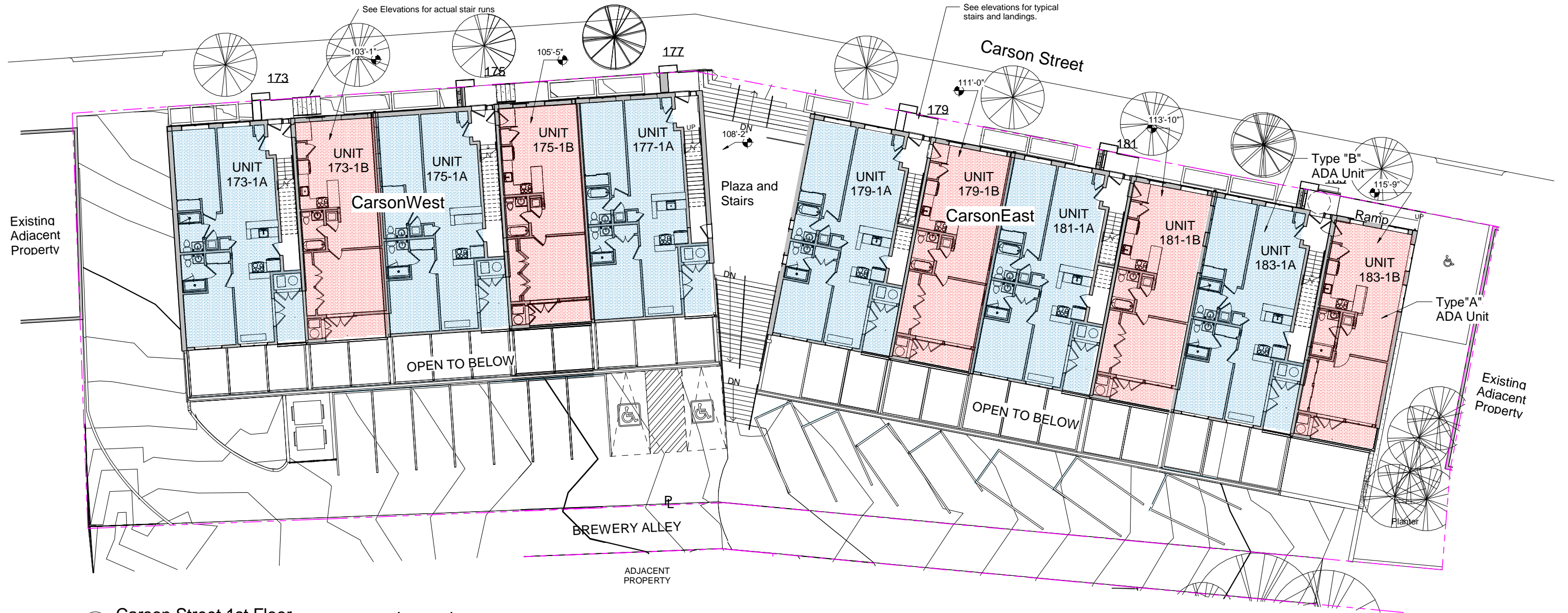
1 Carson Street Site and Parking Level
3/32" = 1'-0"

Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

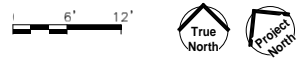


165-205 Carson Street (CarsonEast and CarsonWest)

Note: See Parking Plan for additional Site Details



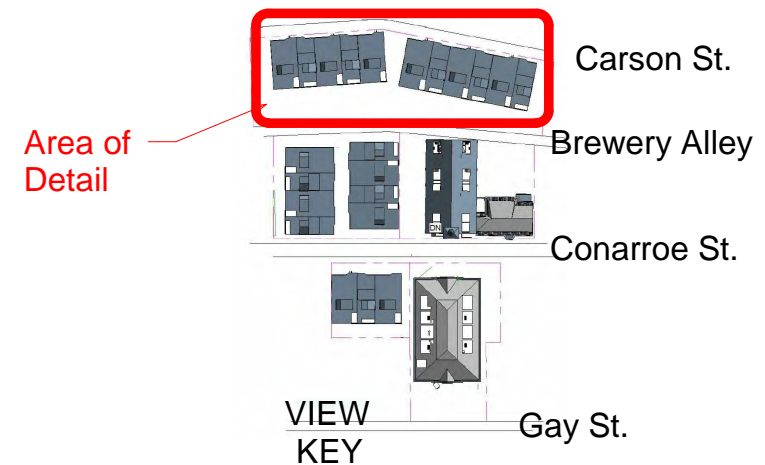
1 Carson Street 1st Floor
3/32" = 1'-0"



Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

Legend

- 1-bedroom unit
- 2-bedroom unit



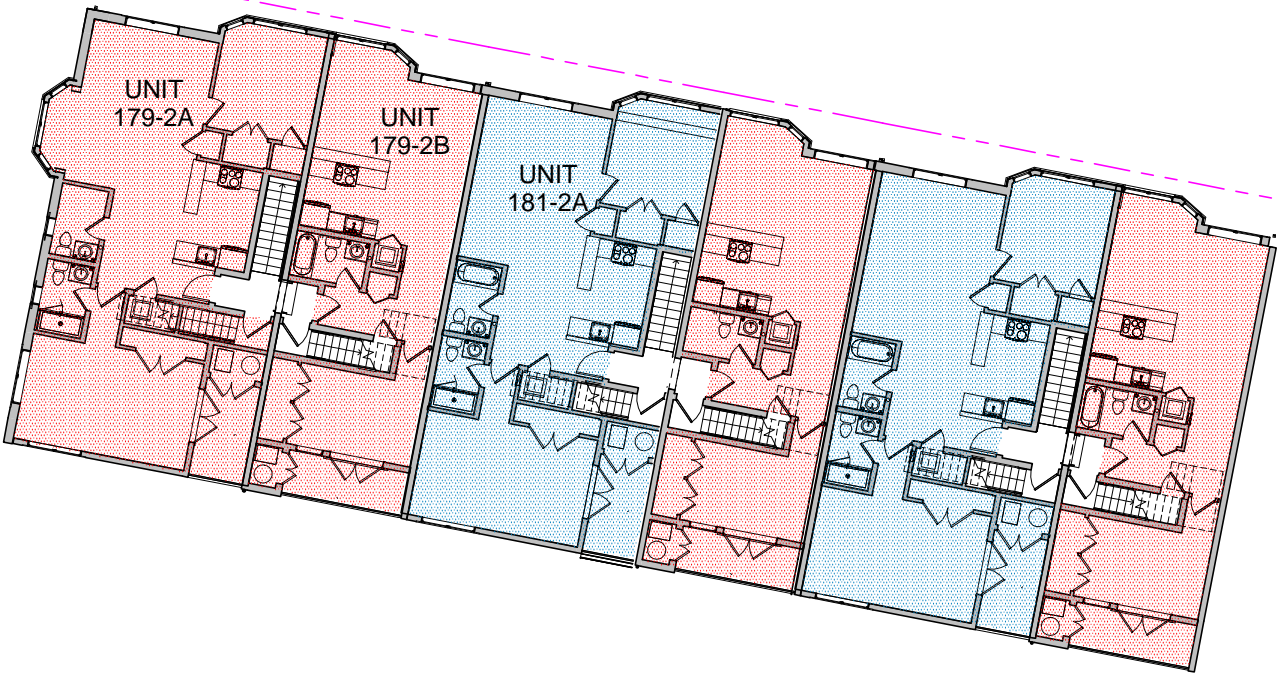
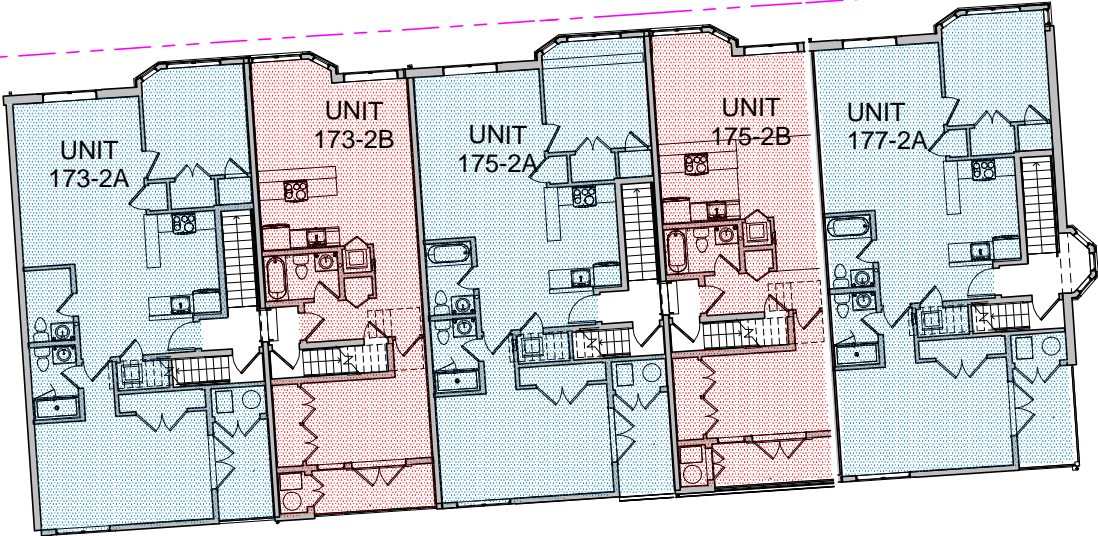
CarsonWest

CarsonEast

Carson Street

Carson Street

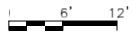
Existing
Adjacent
Property



1/A102 - 2nd Floor
Carson
3/32" = 1'-0"

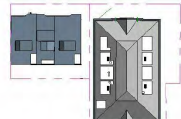
Legend

- 1-bedroom unit
- 2-bedroom unit



Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

Area of Detail



VIEW
KEY

Carson St.

Brewery Alley

Conarroe St.

Gay St.

CarsonWest

CarsonEast



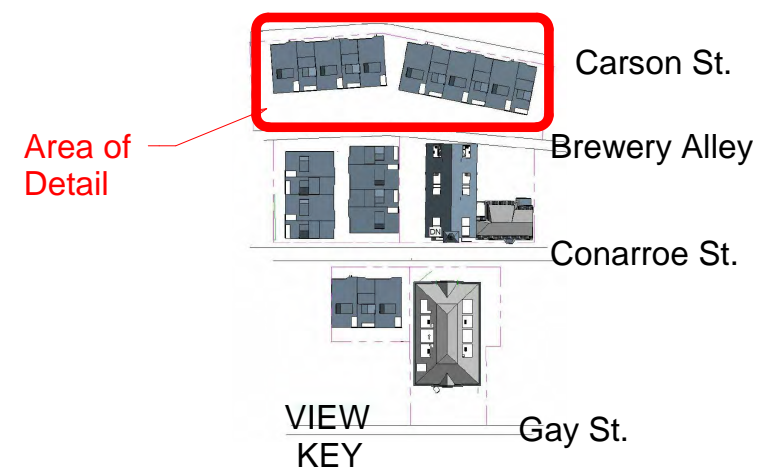
1/A103 Carson
3rd Floor
3/32" = 1'-0"



Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

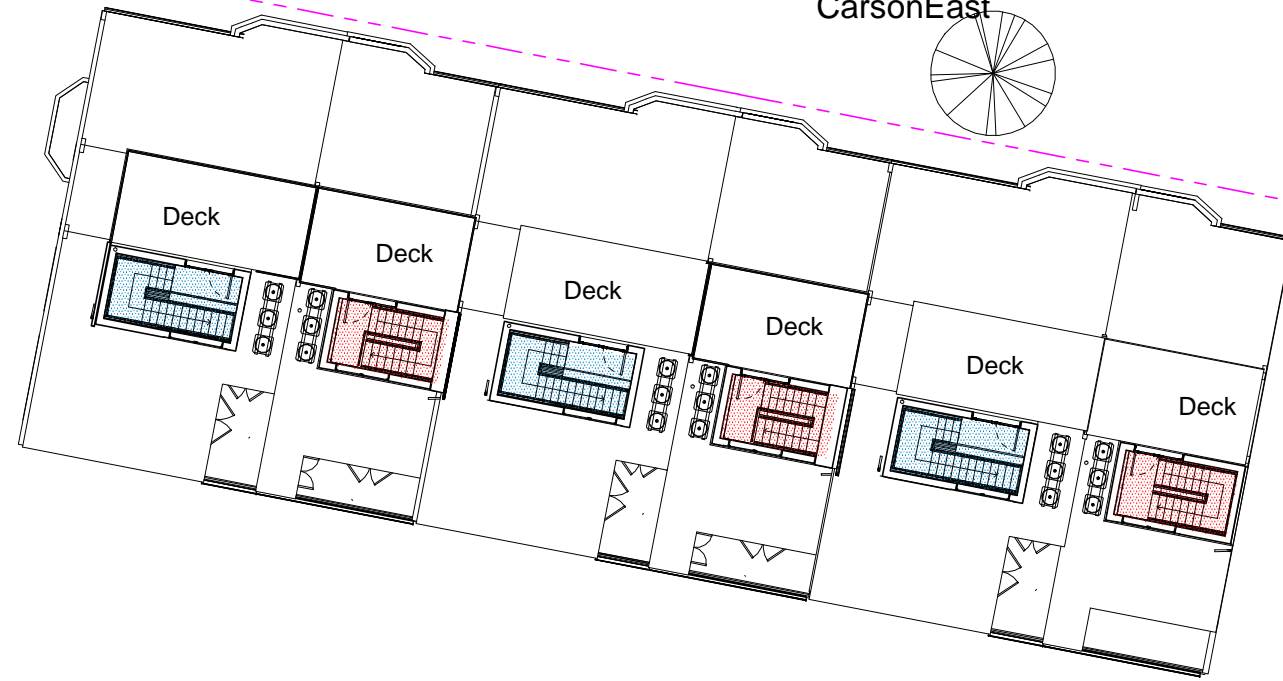
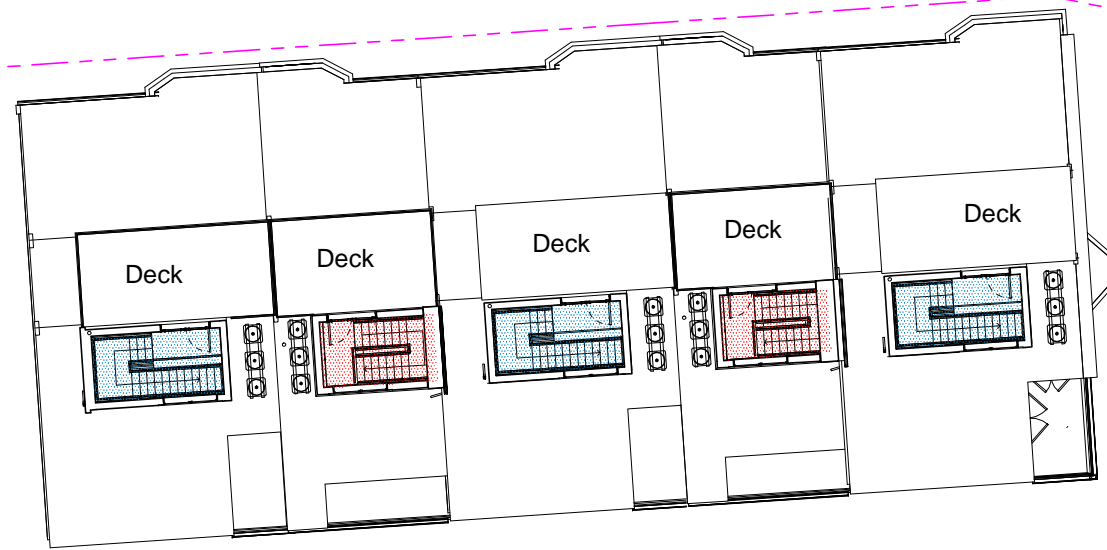
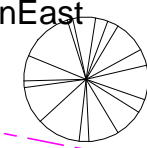
Legend

- 1-bedroom unit
- 2-bedroom unit

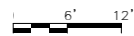


CarsonWest

CarsonEast



1/A104 - Carson
Roof Plan
3/32" = 1'-0"

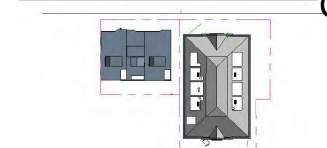


Legend

- 1-bedroom unit
- 2-bedroom unit

Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

Area of Detail



VIEW KEY

Carson St.

Brewery Alley

Conarroe St.

Gay St.



Accessible
Parking
Space

1
Carson East Front
Elevation

1" = 10'-0"

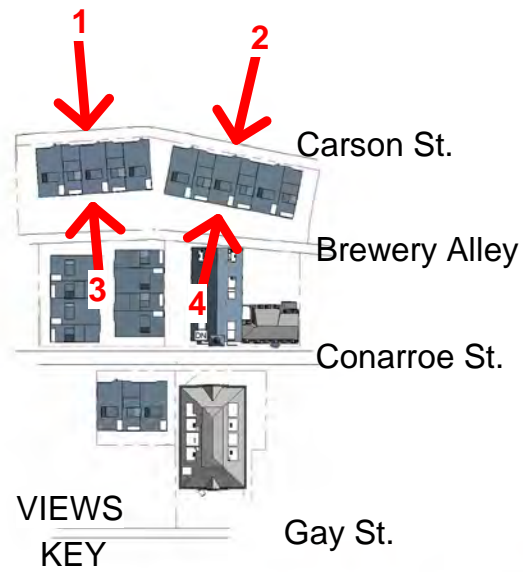


Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

2
Carson West Front
Elevation

1" = 10'-0"

Carson St
Entrance



VIEWS
KEY



Carson
Street
Entrance

3
Carson West Rear
Elevation

1" = 10'-0"

4
Carson East Rear
Elevation

1" = 10'-0"

Upper
Garage
Exit

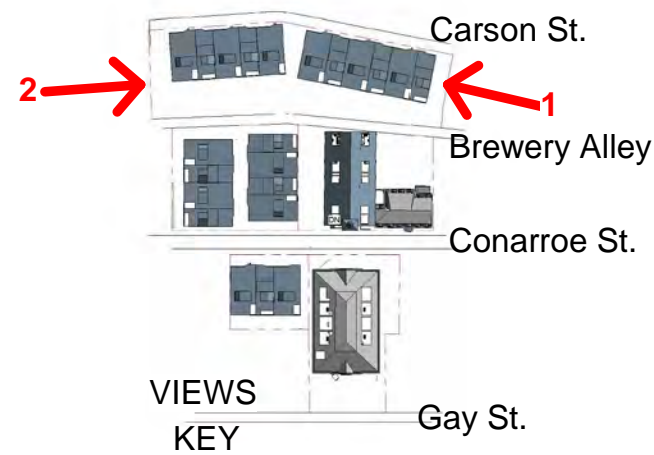


CarsonEast East Elevation

①
3/16" = 1'-0"

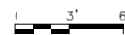


Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.



CarsonWest West Elevation

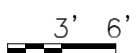
②
3/16" = 1'-0"



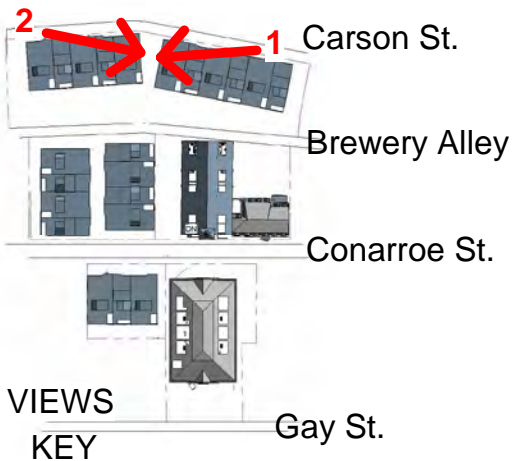


Section through stair and plaza looking East

② 3/16" = 1'-0"



Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.



Carson St.
Brewery Alley
Conarroe St.
Gay St.
VIEWS KEY

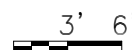
Brewery Alley

Stucco



Section through stair and plaza looking West

① 3/16" = 1'-0"



Brewery Alley

Stucco

11'-1 1/2"

Carson Street



1

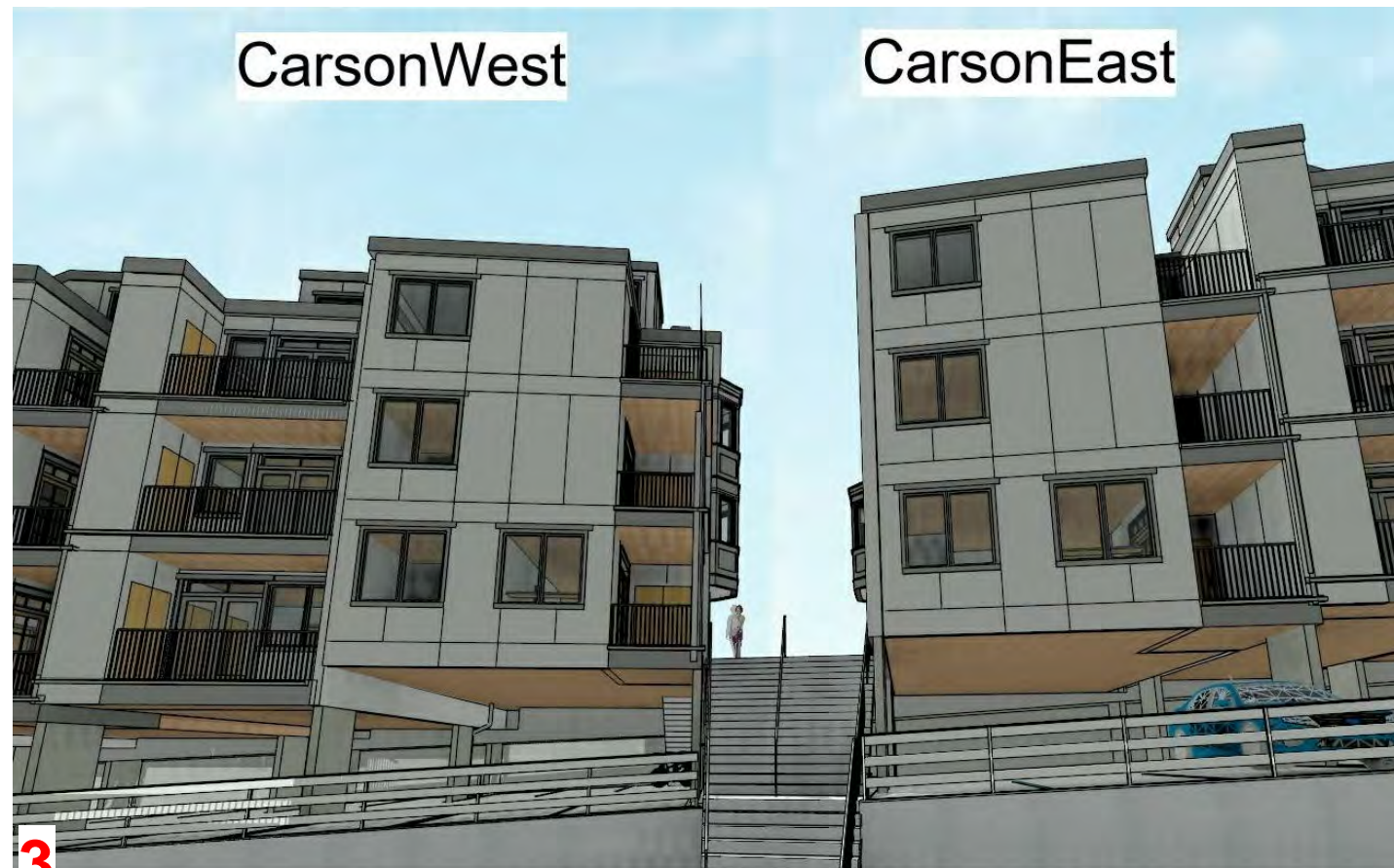


4

....views of the Carson Street units



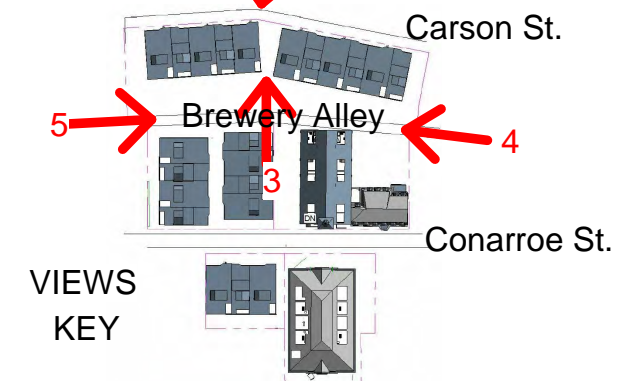
2



3



5



viridian landscape studio
Printed 3/21/2017

CT CAMPBELL THOMAS & CO.
&C ARCHITECTS

AMERICAN LIVING CONCEPTS OF MANAYUNK, LLC

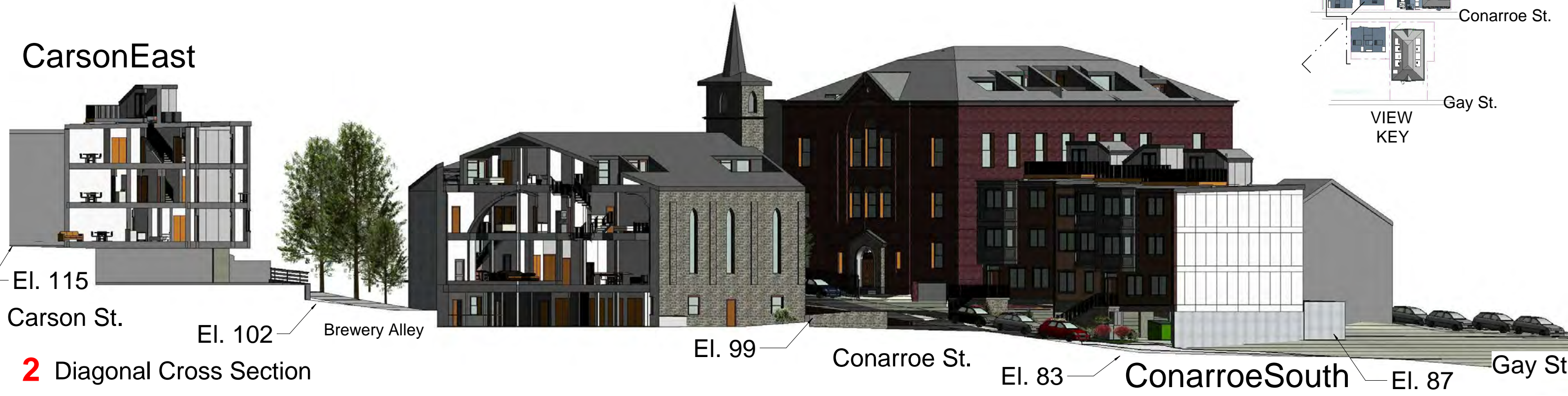
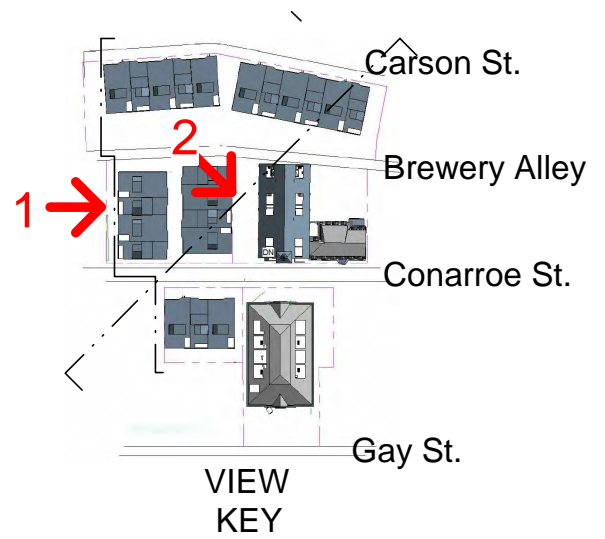
REDEVELOPMENT OF FORMER ST MARY'S CHURCH PROPERTIES CDR-e09

Carson Street Miscellaneous Views

....These Sections illustrate the grade changes



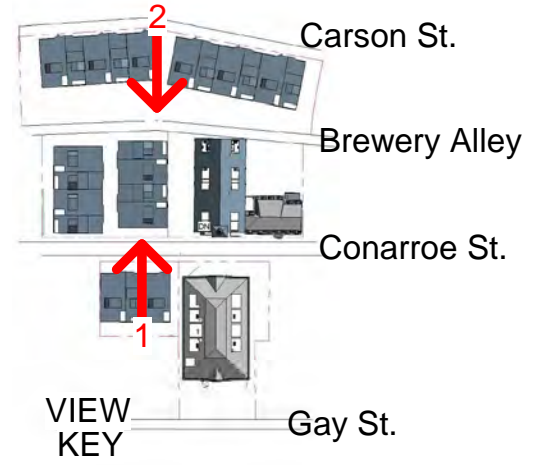
1 Site Section Across Lower Site



2 Diagonal Cross Section



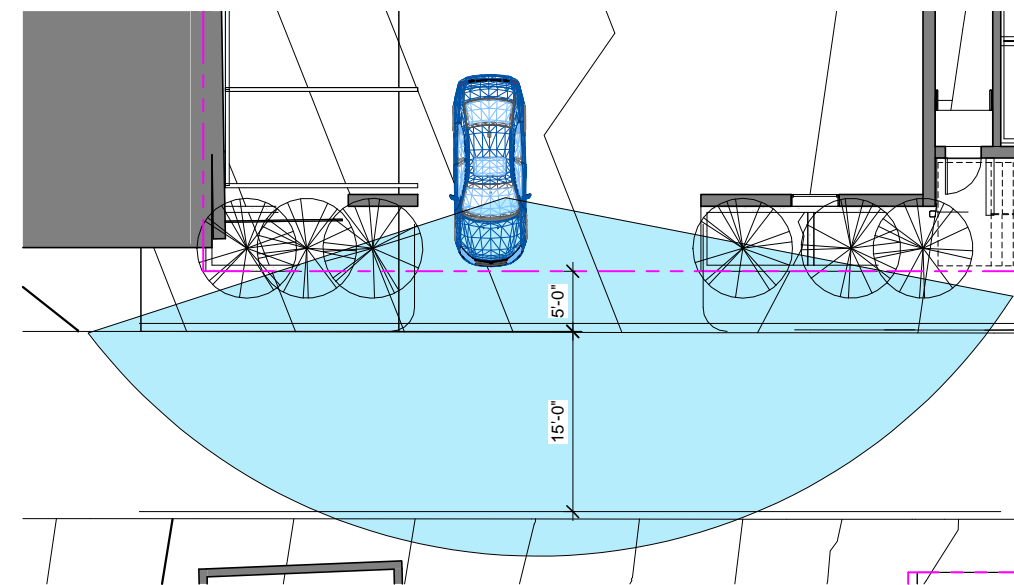
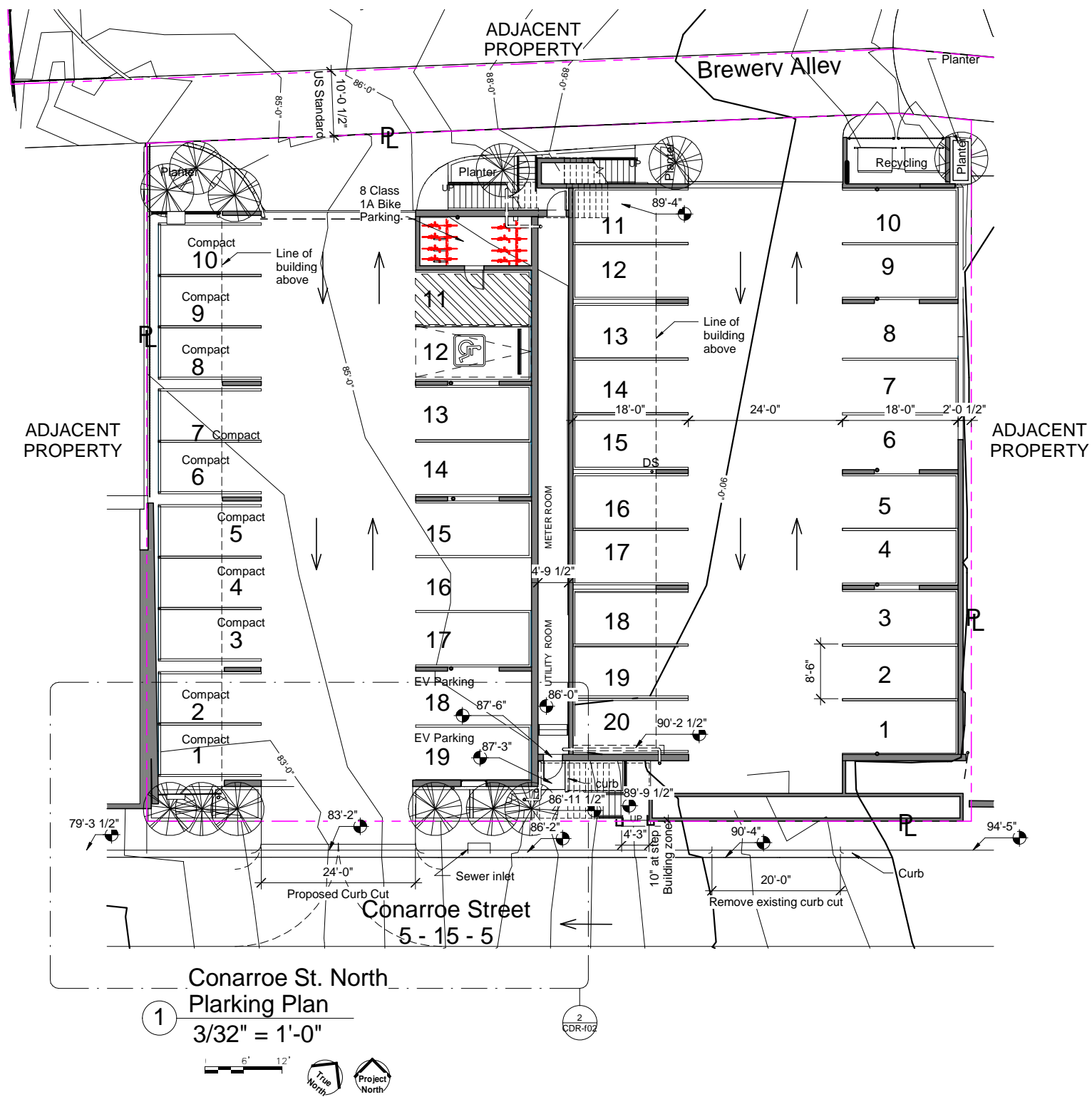
① ConarroeNorth Street Elevation
1" = 10'-0"



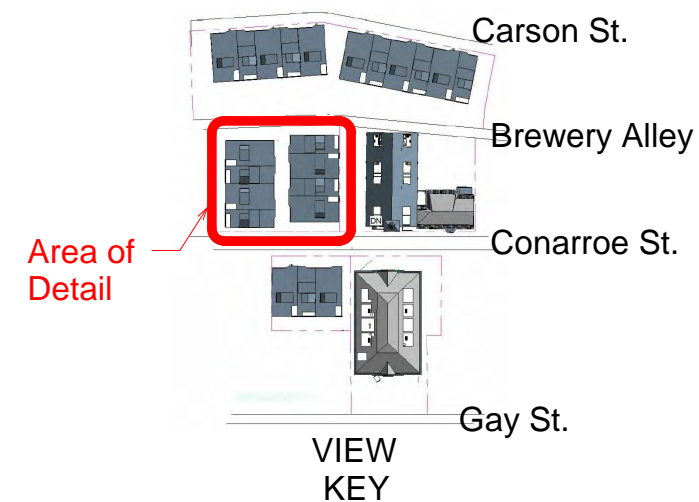
② ConarroeNorth Alley Elevation
1" = 10'-0"

Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

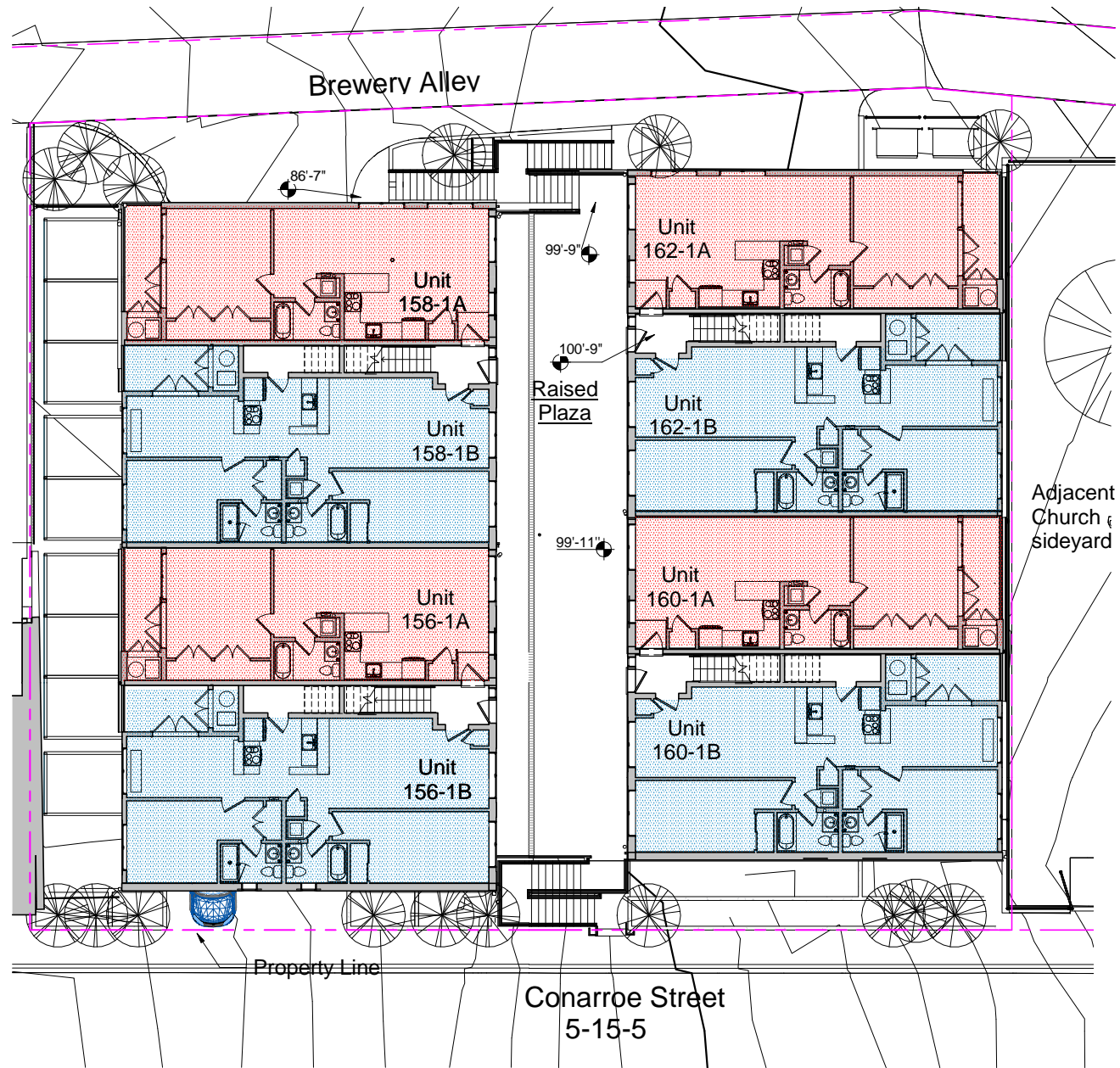
156-166 Conarroe St. (ConarroeNorth)



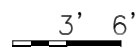
2 Conarroe St. Driveway View
1/8" = 1'-0"



156-166 Conarroe St. (ConarroeNorth)



1 ConarroeNorth 1st Floor
3/32" = 1'-0"

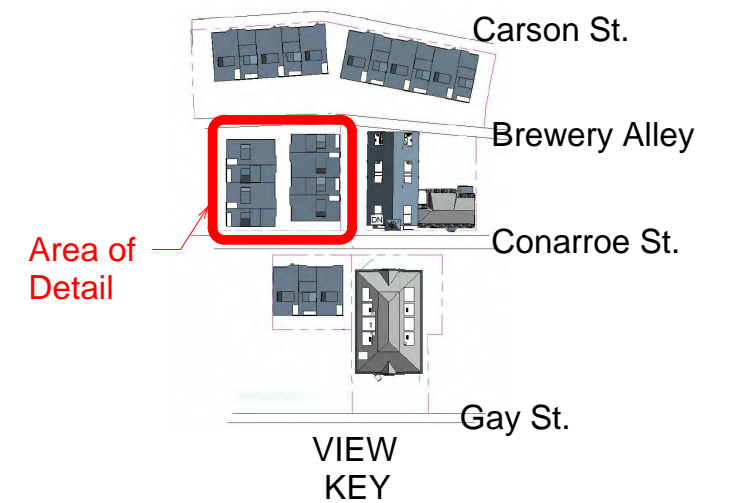


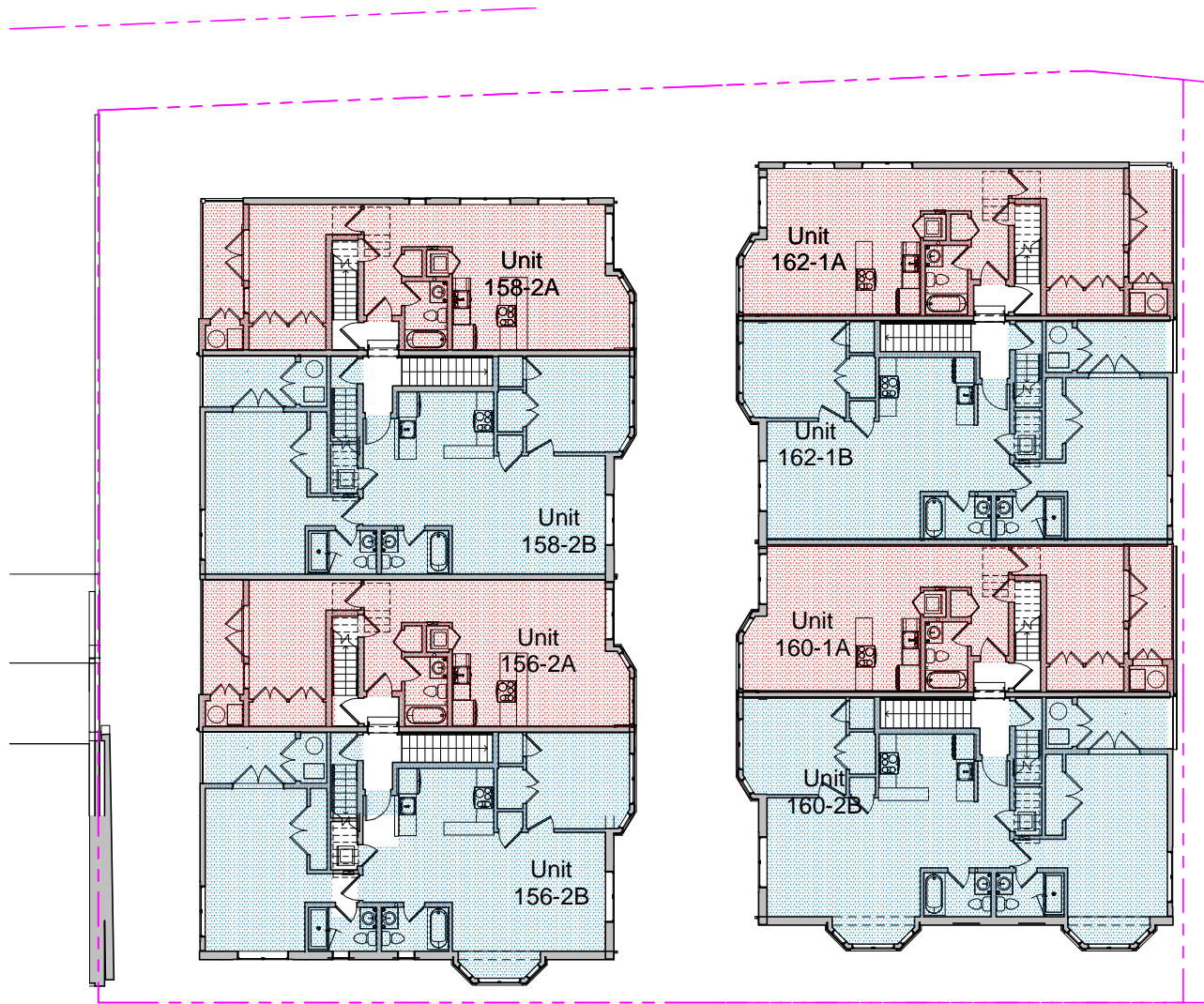
Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.



Legend

- 1-bedroom unit
- 2-bedroom unit





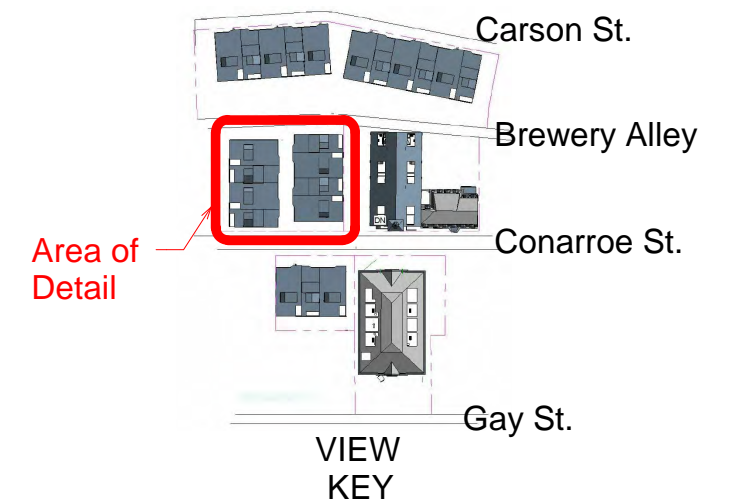
1/A202 ConarroNorth
 2nd Floor
 3/32" = 1'-0"

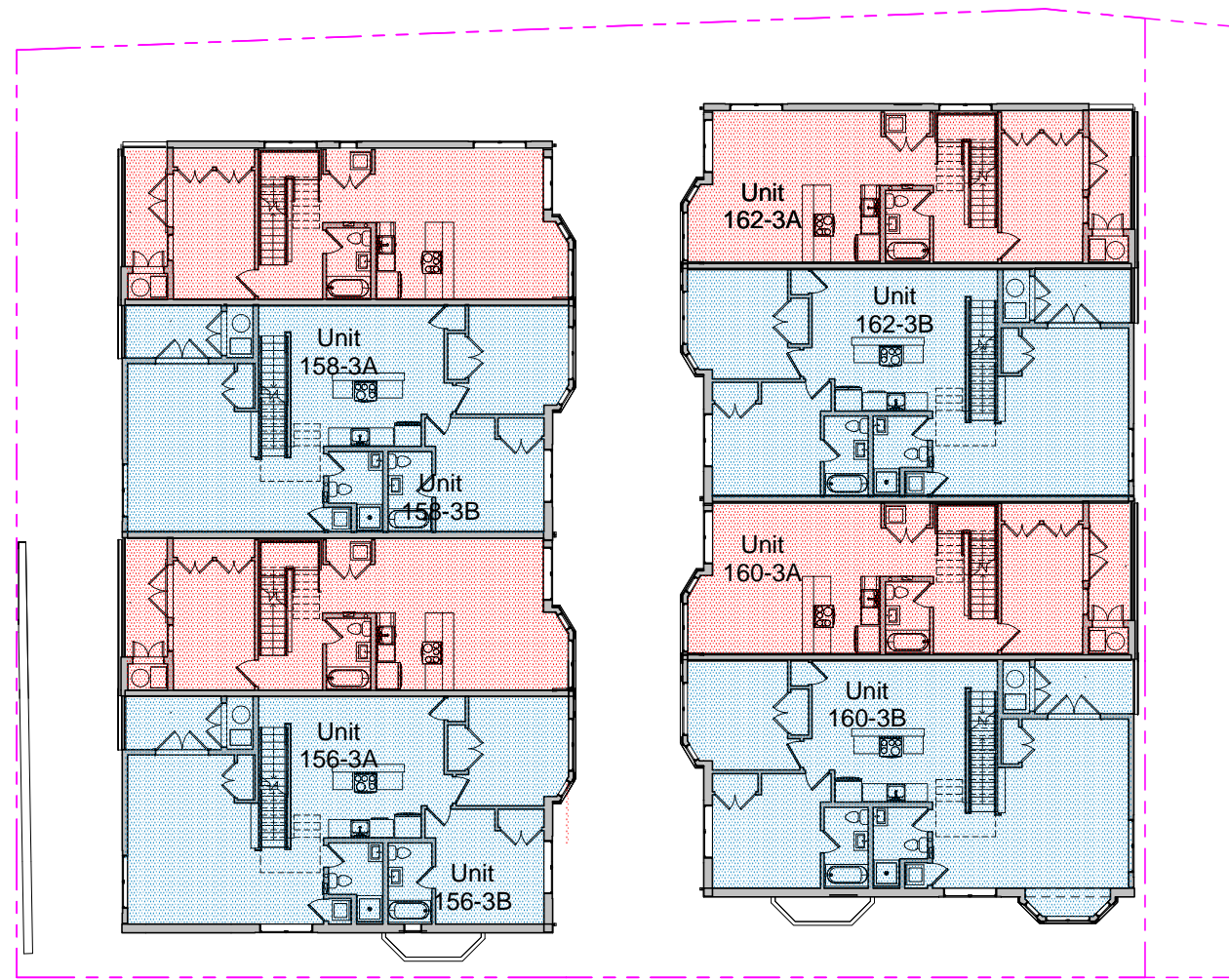
Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.



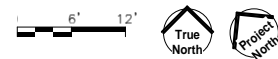
Legend

- 1-bedroom unit
- 2-bedroom unit





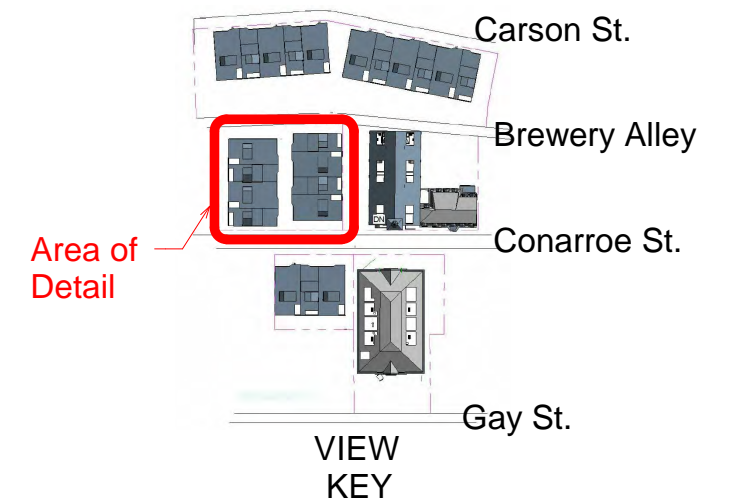
1 1/A203 Third Floor
 ConnaroeNorth
 3/32" = 1'-0"

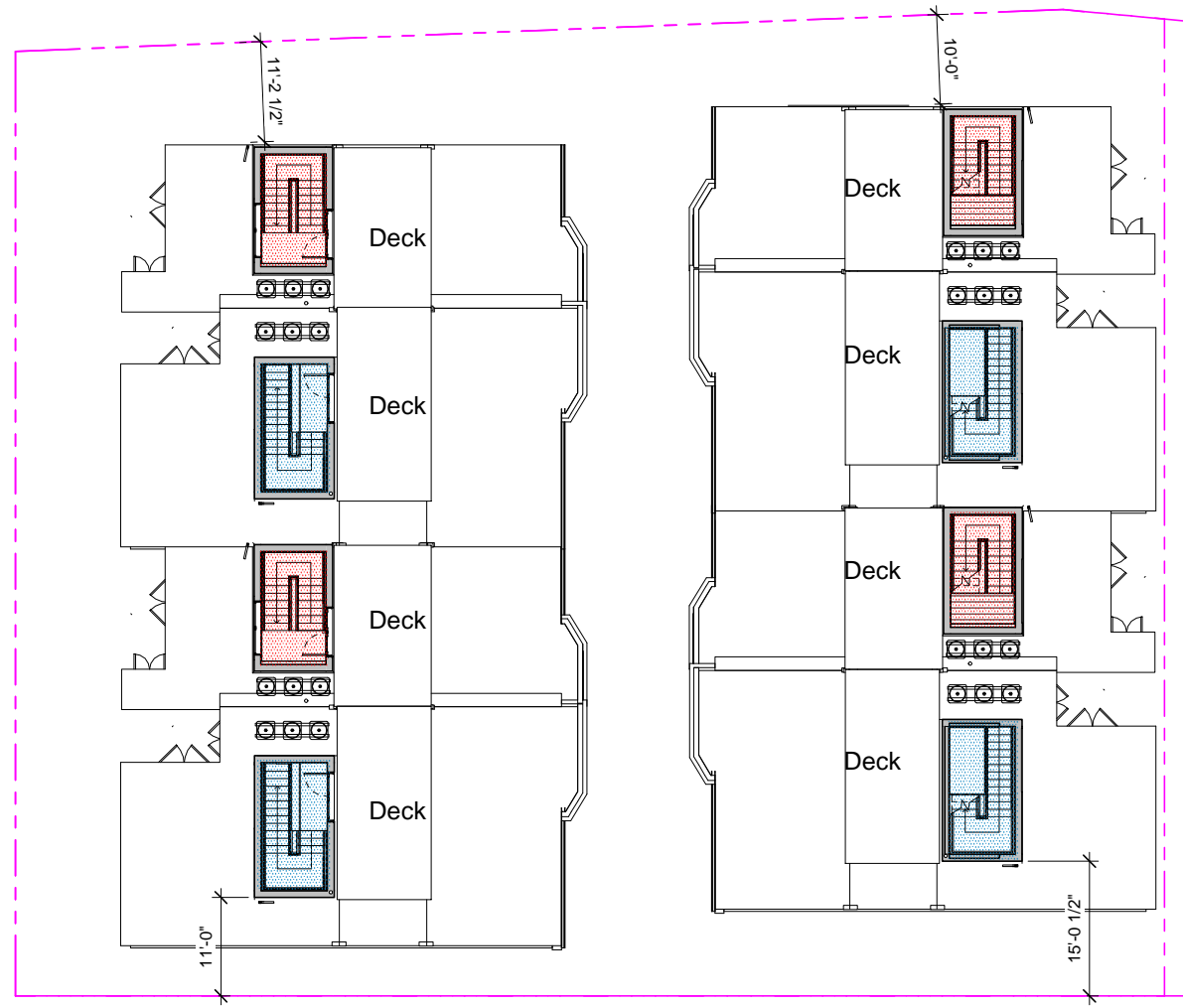


Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

Legend

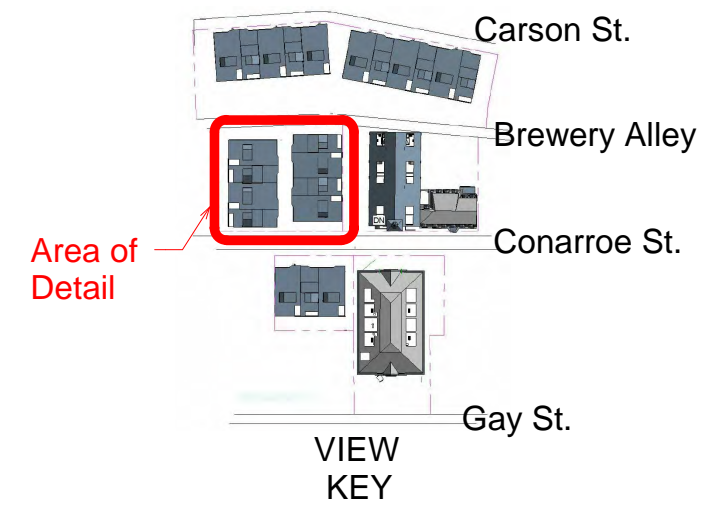
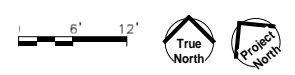
- 1-bedroom unit
- 2-bedroom unit

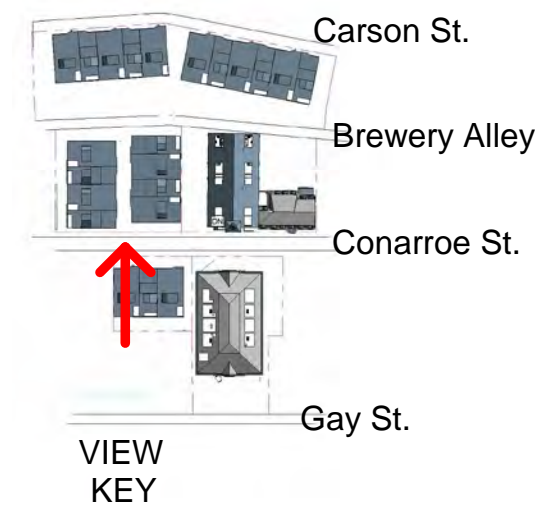


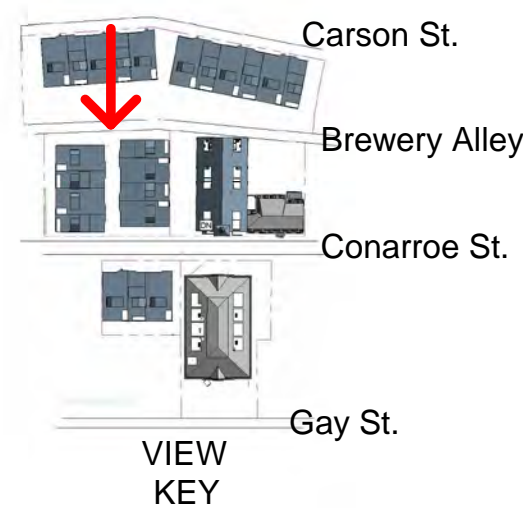


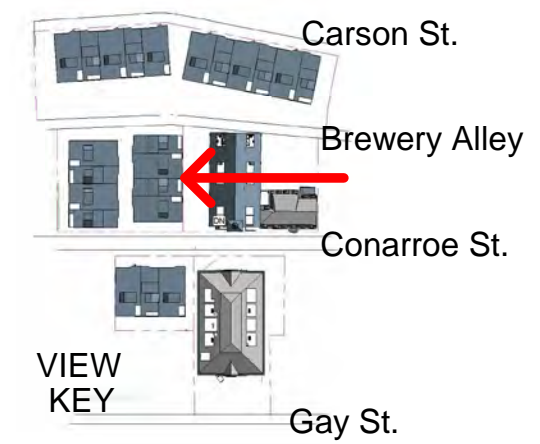
1 1/A204 Roof Deck
 ConnaroeNorth
 3/32" = 1'-0"

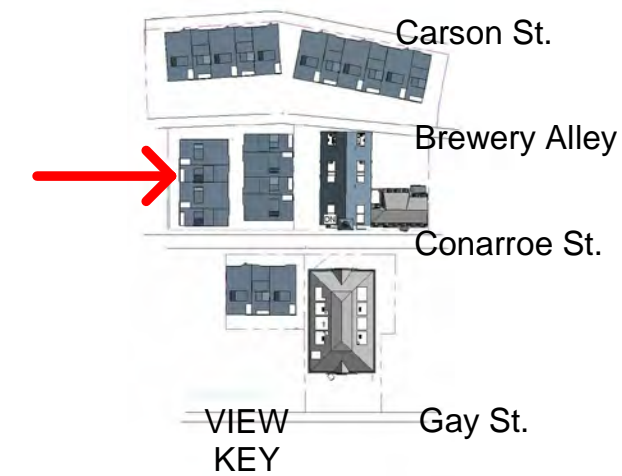
Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

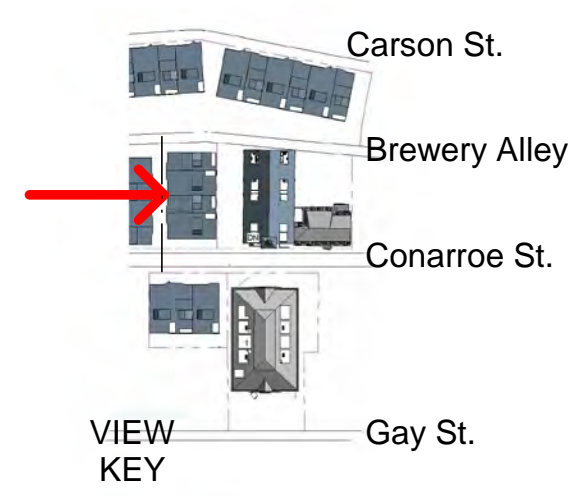


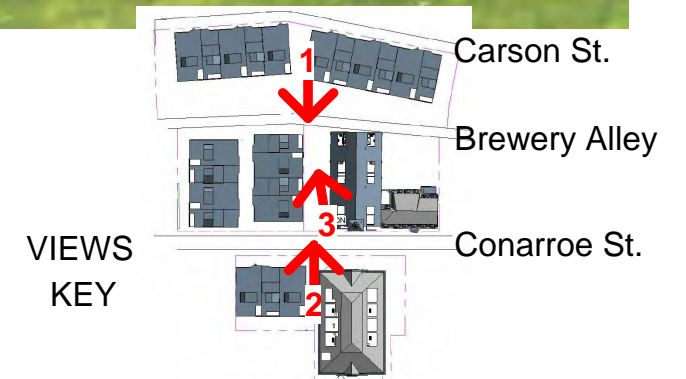












viridian landscape studio

Printed 3/21/2017

CT CAMPBELL THOMAS & CO.
&C ARCHITECTS

AMERICAN LIVING CONCEPTS OF MANAYUNK, LLC

REDEVELOPMENT OF FORMER ST MARY'S CHURCH PROPERTIES CDR-f12

Church Side Yard and Walkway



Looking Down Conarroe toward North and South sides

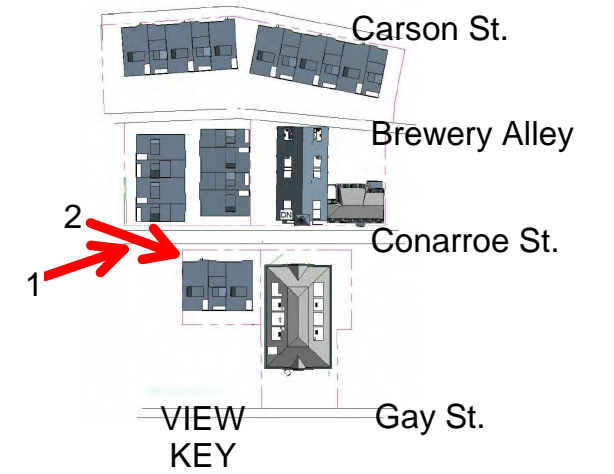
Printed 3/21/2017

CT CAMPBELL THOMAS & CO.
&C ARCHITECTS

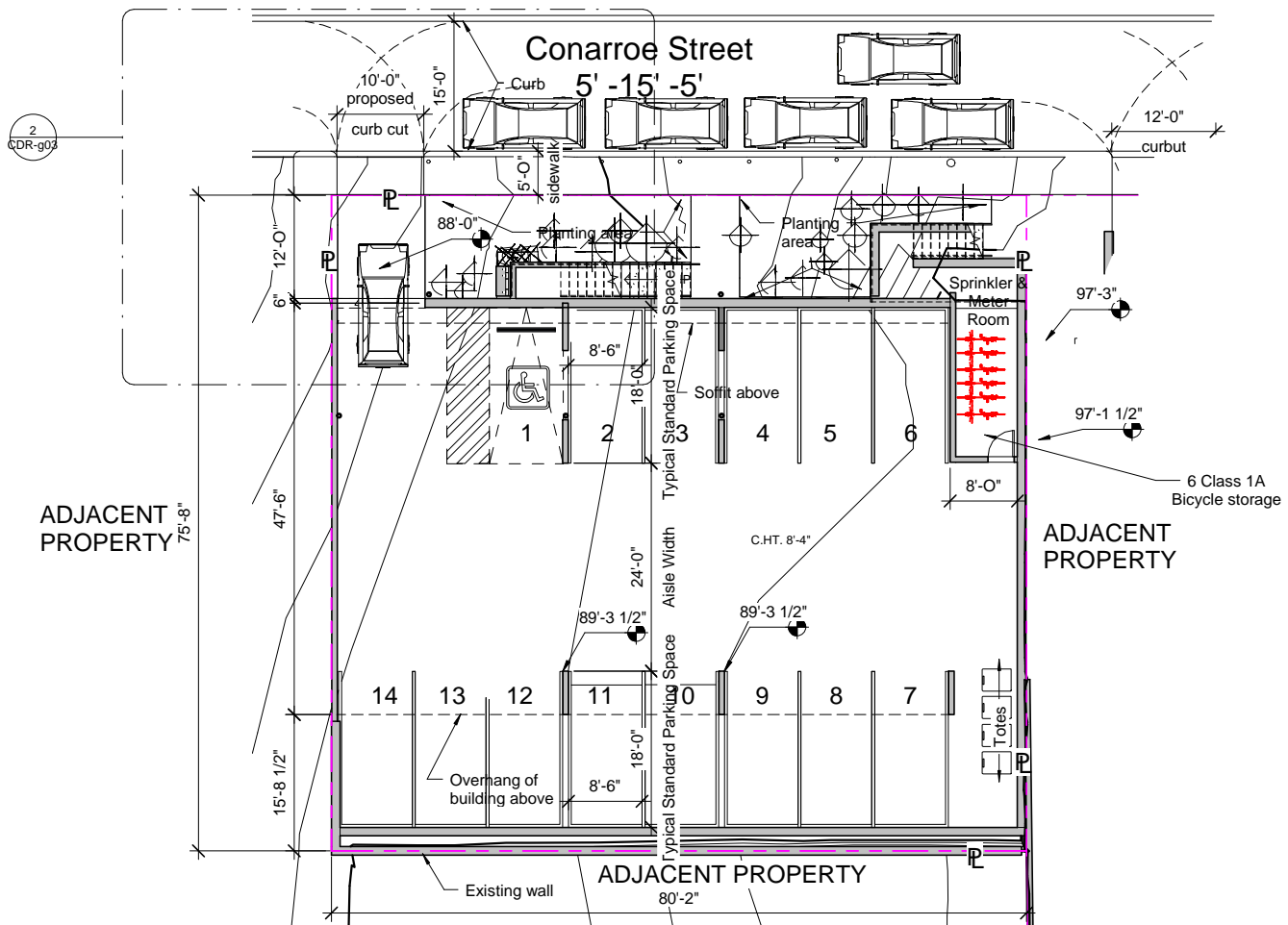
AMERICAN LIVING CONCEPTS OF MANAYUNK, LLC

REDEVELOPMENT OF FORMER ST MARY'S CHURCH PROPERTIES CDR-g01

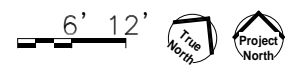
Conarroe Street Views Looking Downhill or West



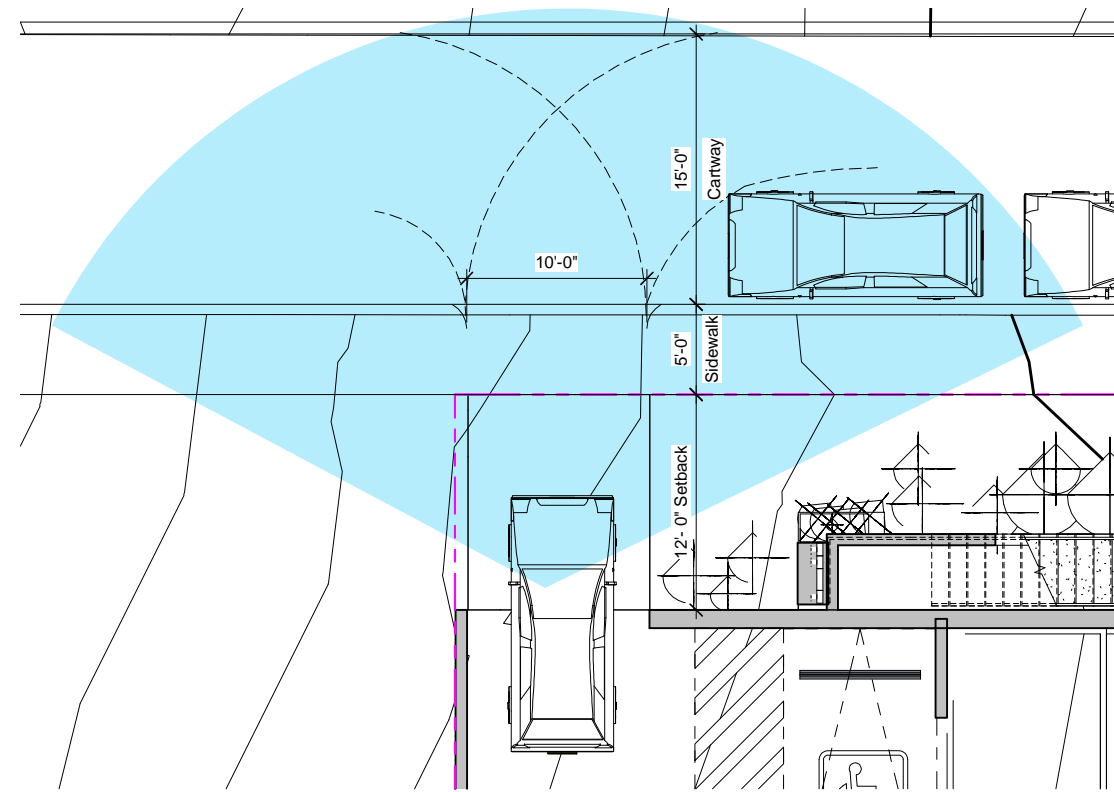
161 Conarro St. (ConarroSouth)



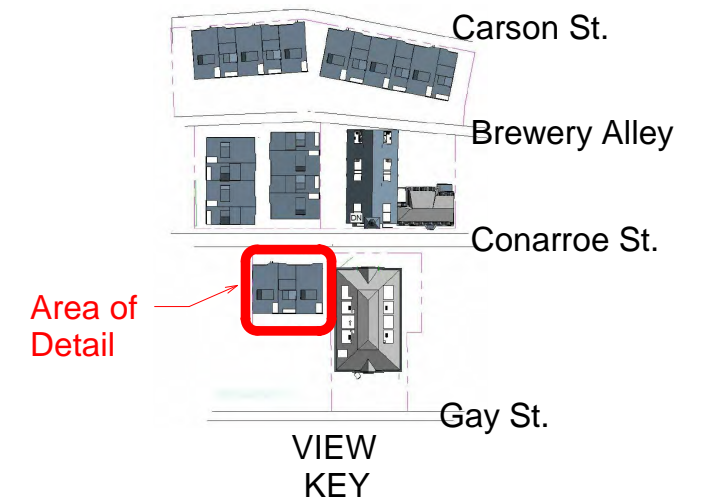
1 Parking Plan
ConarroSouth
3/32" = 1'-0"

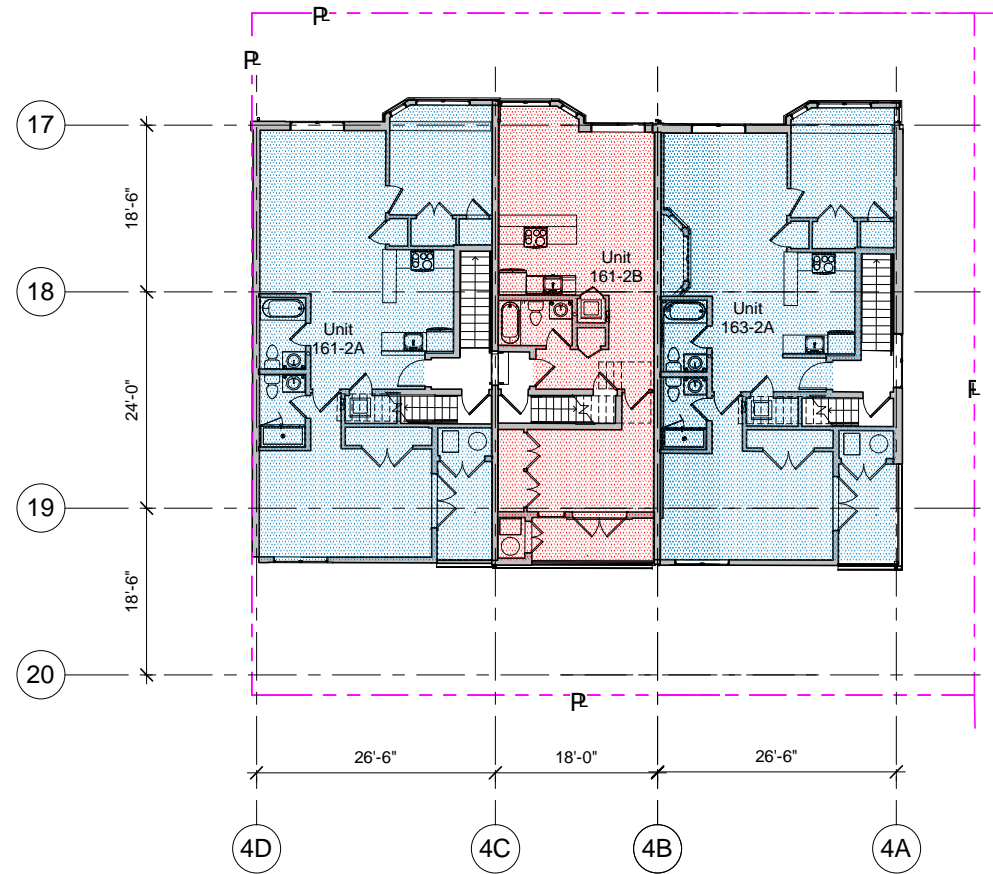
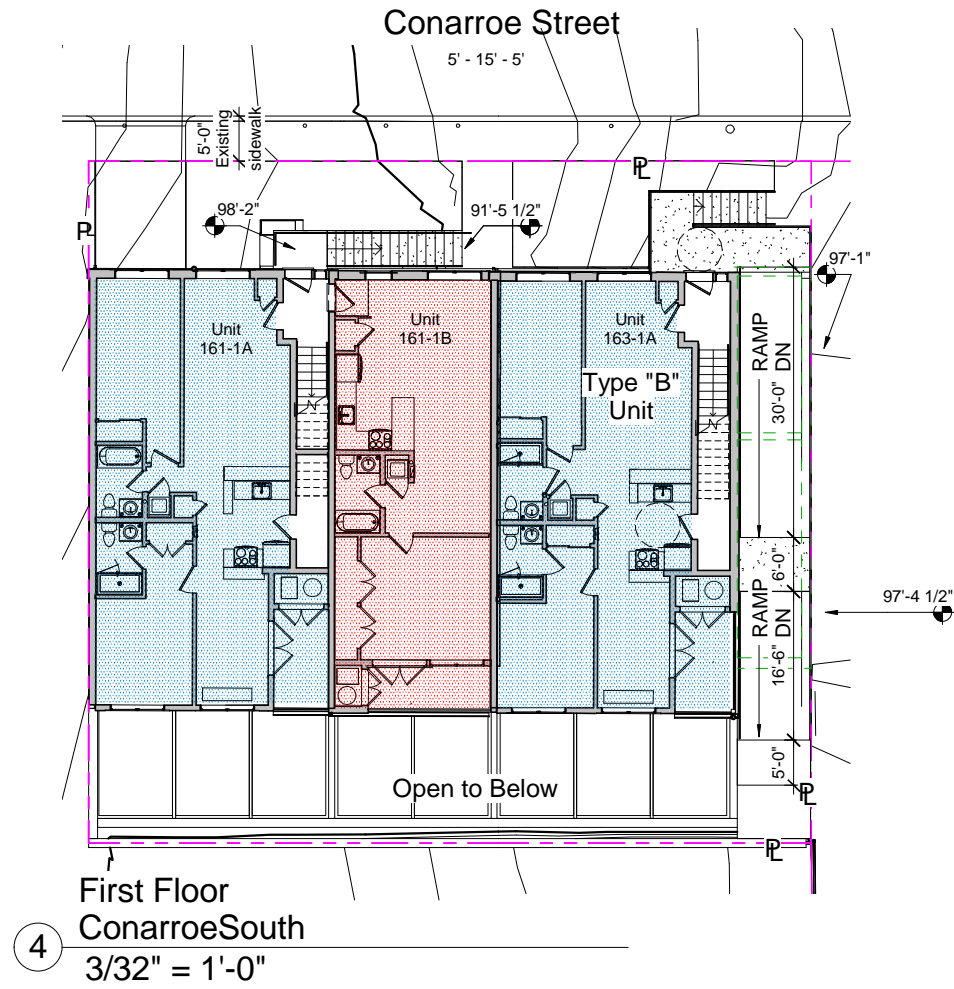


Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.



2 ConarroSouth Visibility
3/16" = 1'-0"





1/A302 - Second Floor Conarroesouth
3/32" = 1'-0"

Legend

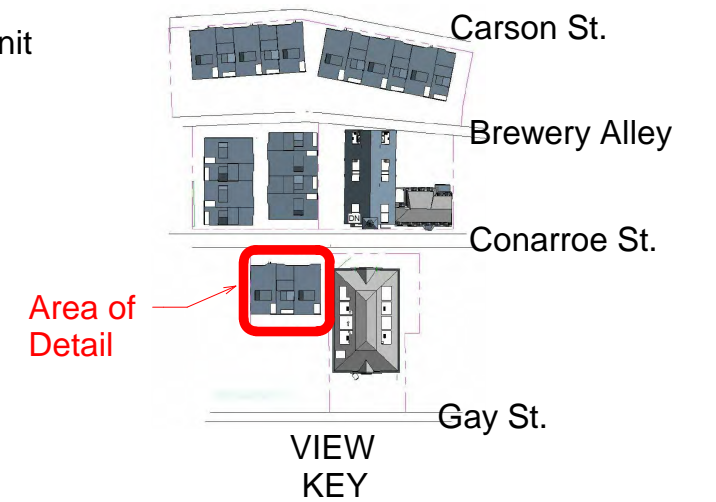
- 1-bedroom unit
- 2-bedroom unit

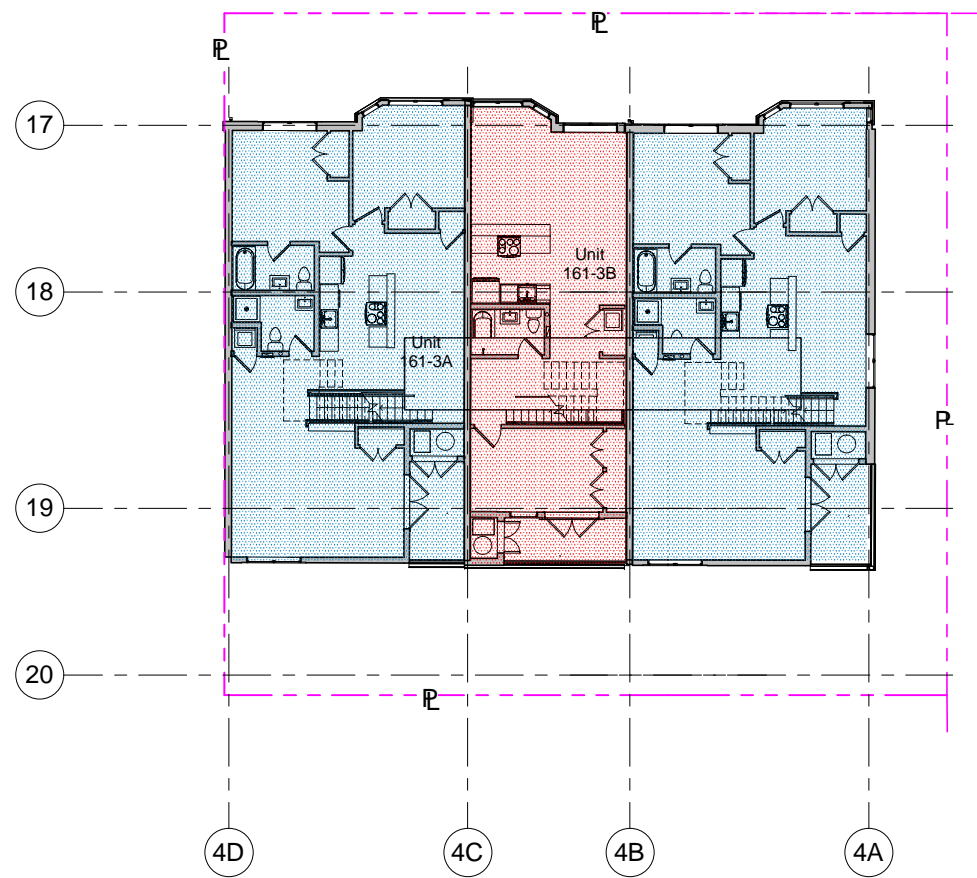
6" 12"

True North

Projected North

Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.





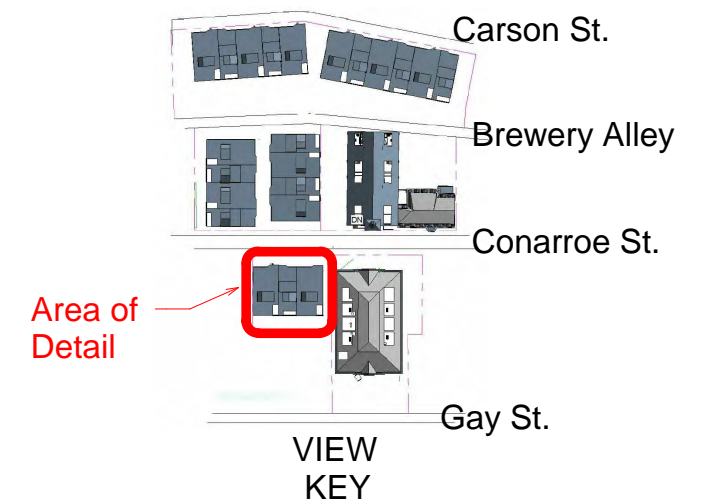
1/A303 Third Floor
ConarroeSouth
3/32" = 1'-0"

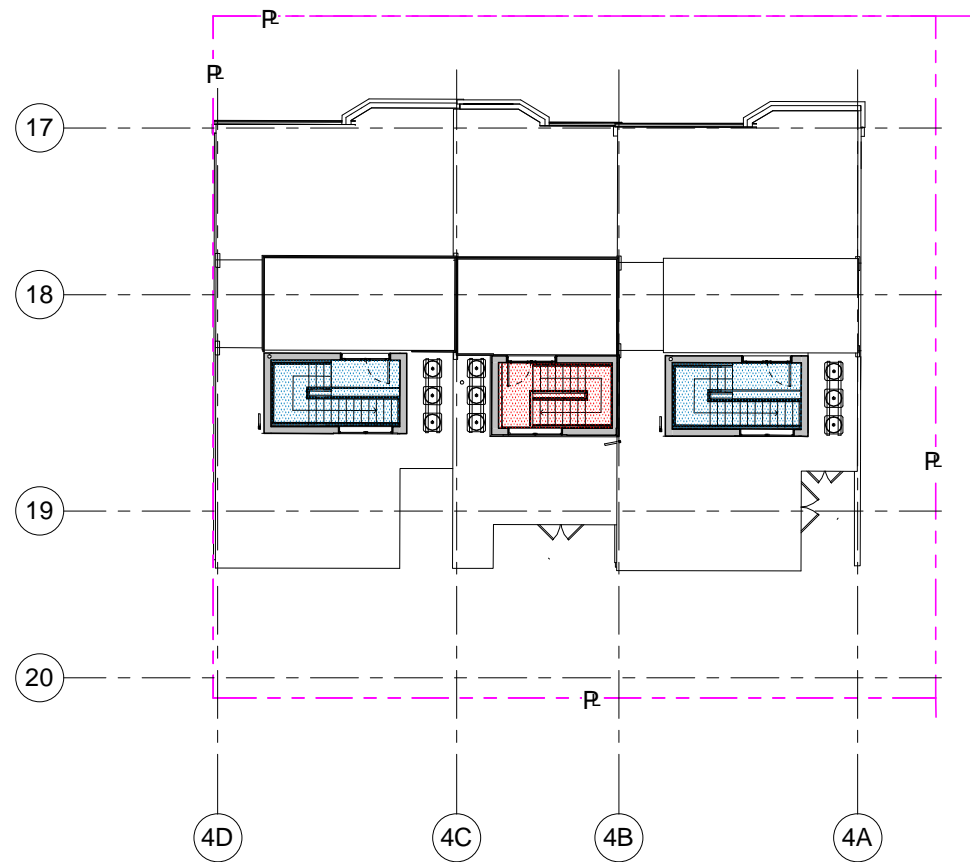


Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

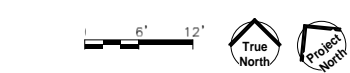
Legend

- 1-bedroom unit
- 2-bedroom unit





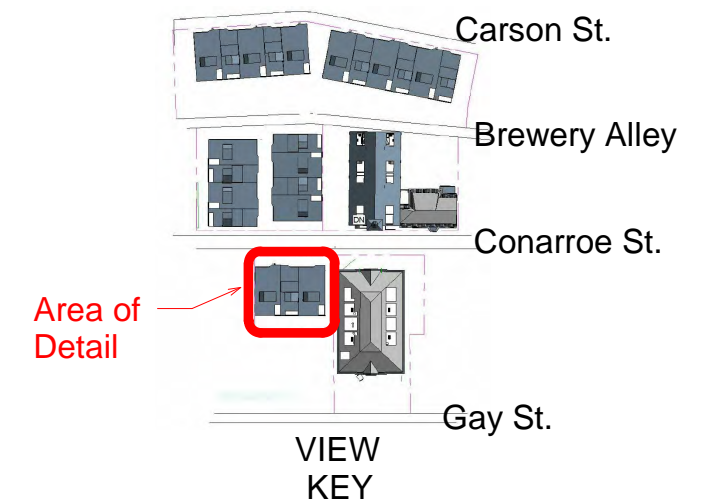
1/A304 - Roof Deck
 ConarroeSouth
 3/32" = 1'-0"



Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

Legend

- 1-bedroom unit
- 2-bedroom unit

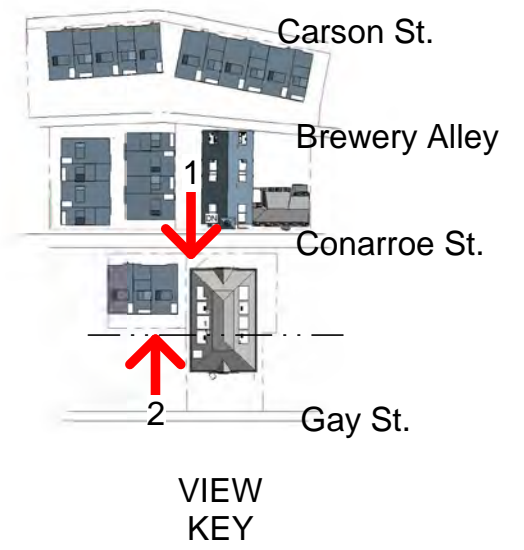




1
ConarroeSouth Front Elevation
 1" = 10'-0"

Graphic Scale: 1 inch = 10 feet
 0 10' 20' 30' 40'

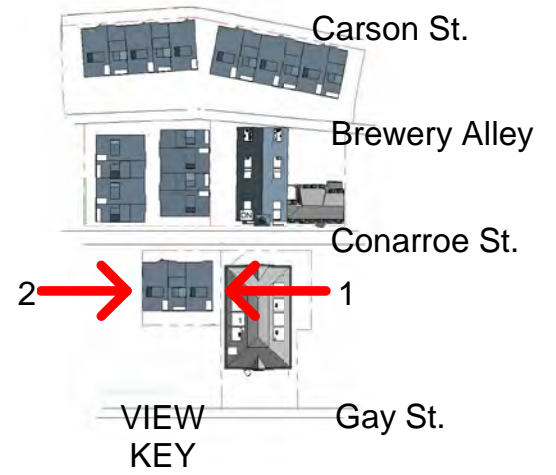
Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.



2
ConarroeSouth Rear Elevation
 1" = 10'-0"



ConarroeSouth - East Elevation
 ①
 3/16" = 1'-0"
 Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.



ConarroeSouth West Elevation
 ②
 3/16" = 1'-0"
 Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.

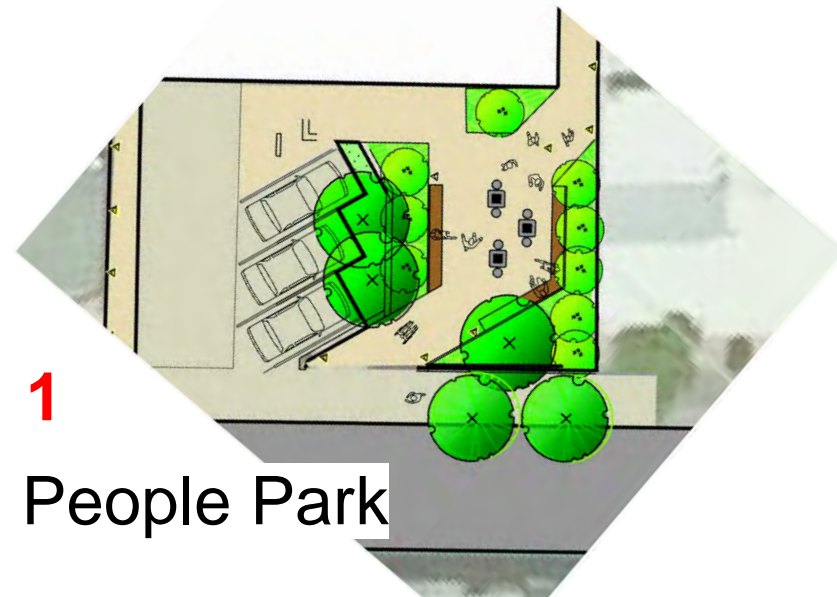
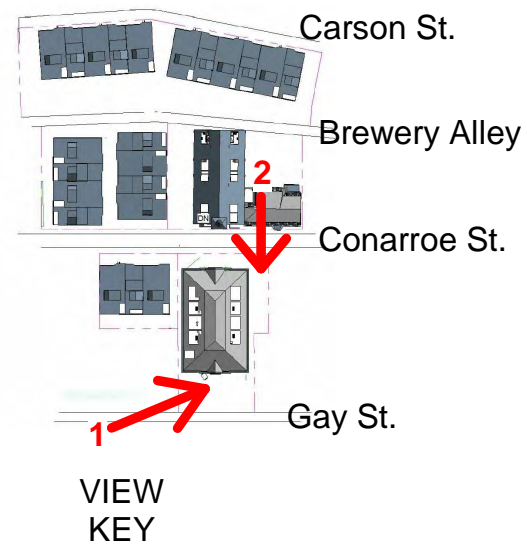


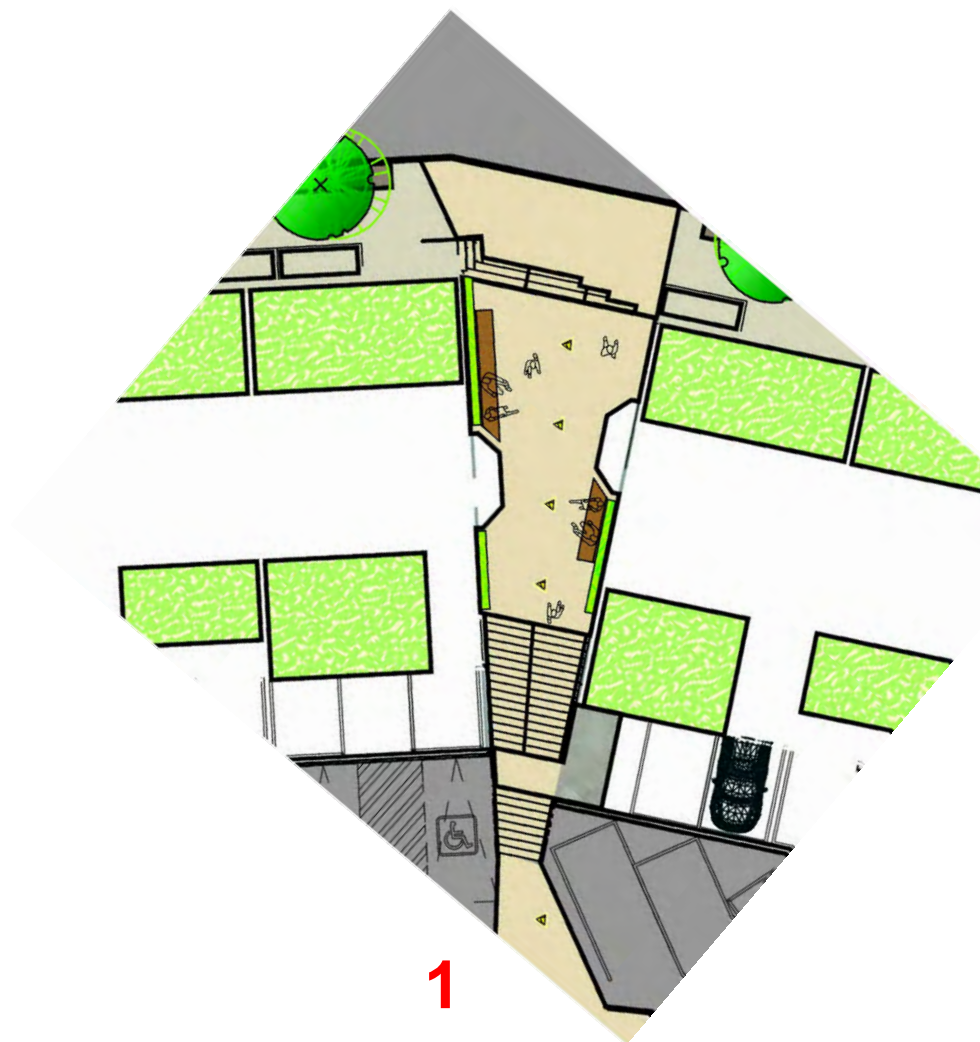
ConarroeSouth Lateral
Section

① 3/16" = 1'-0"

3' 6"

Scale Note: When drawings are printed on 11x17 sheets the scale is 1/2 the size shown. Drawings printed on 22x34 sheets the scale is as shown.



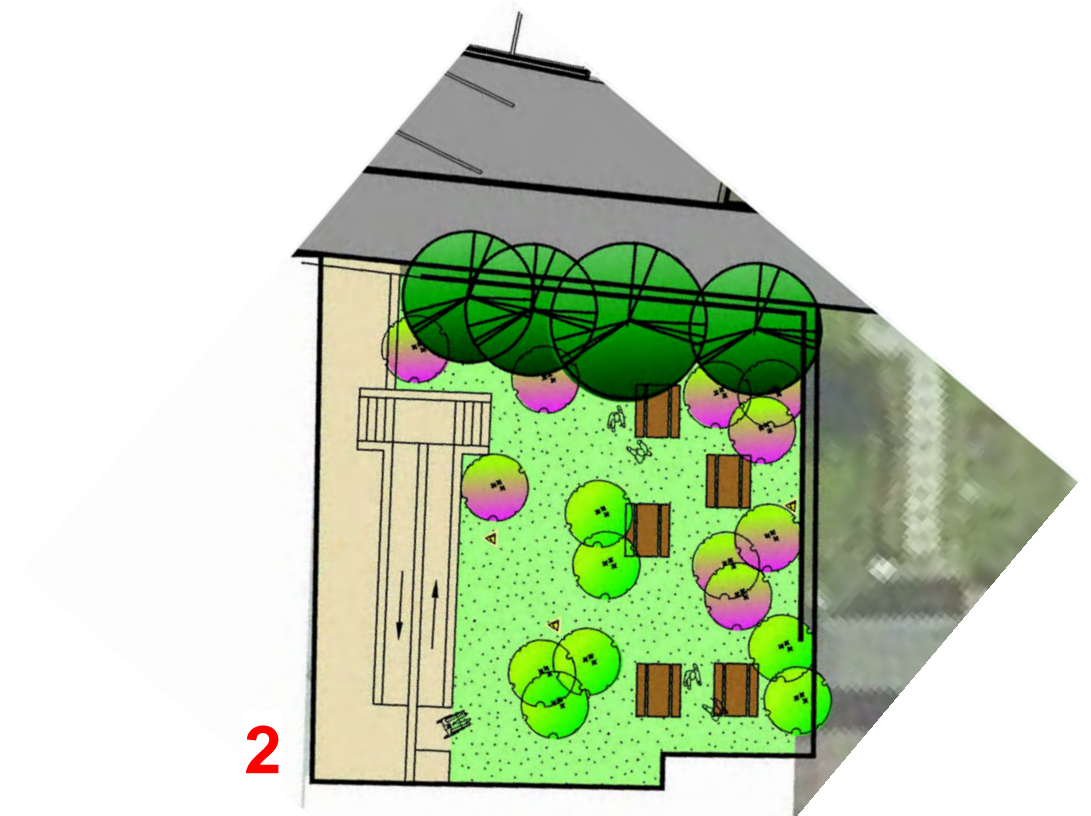


1

Carson Stair and Plaza

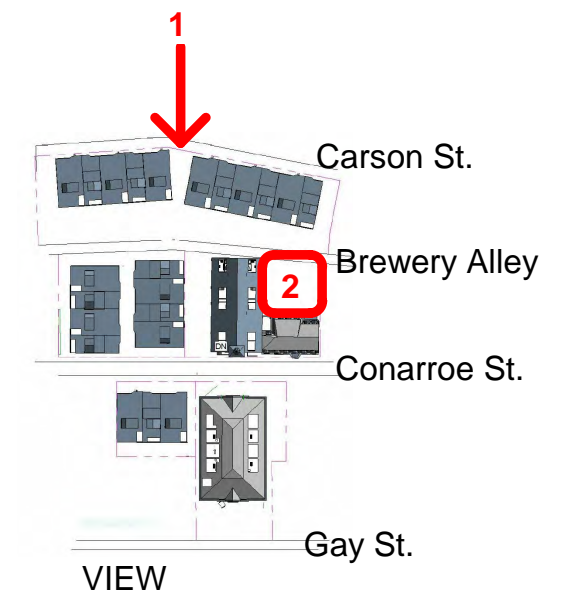


1



2

Rectory Park



VIEW



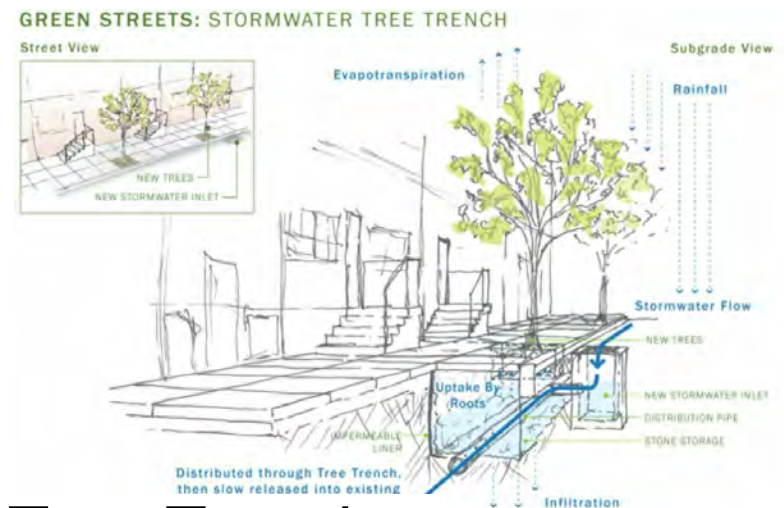
Street and Planter Trees



Green Walls



Green Roofs



Tree Trenches



Rain Gardens



Planters and Meter Covers



Possible Solar Roofs

Possible Solar Powered Site Lighting



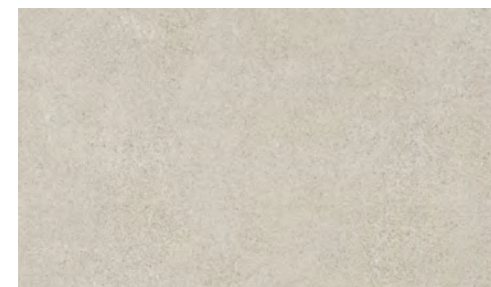
1 Metal - Cool gray



2 Brick



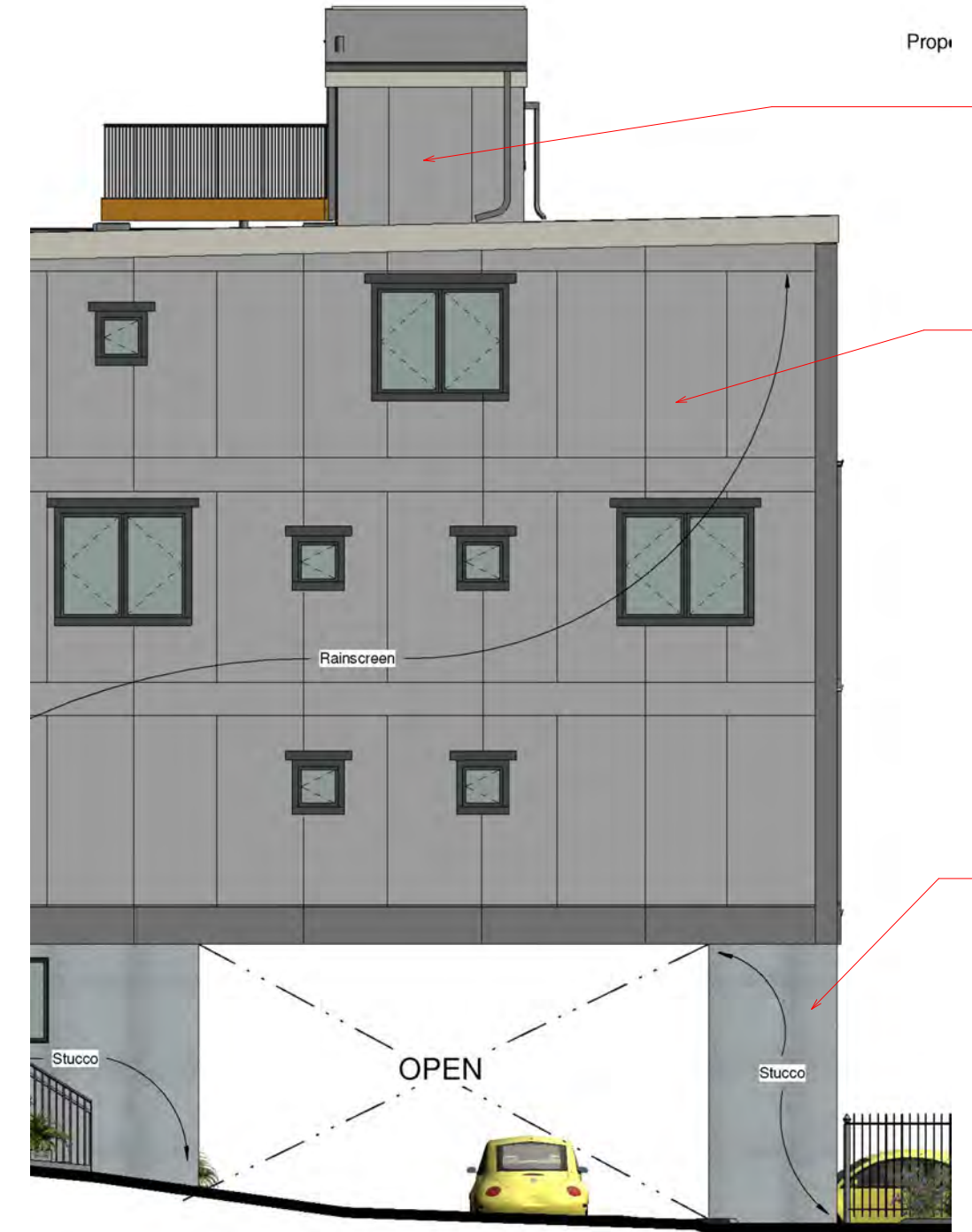
3 Brick



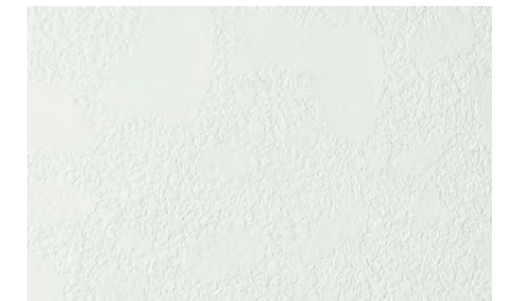
5 Limestone capping



6 Stone



7 Stucco



8 Rainscreen

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).

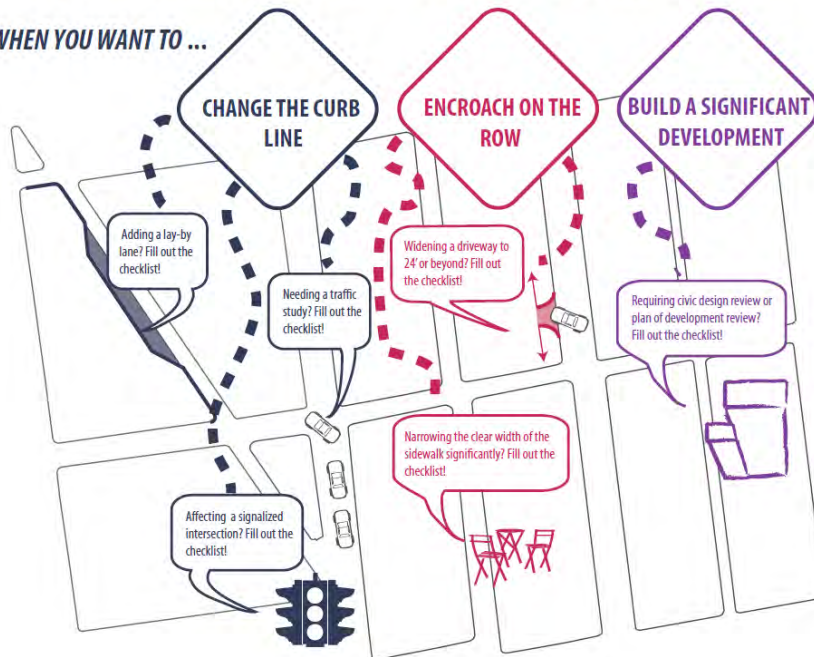
The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects 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

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

- | | |
|---|--|
| <p>1. PROJECT NAME
<u>Redevelopment of the former St. Mary's Church Properties</u></p> <p>3. APPLICANT NAME
<u>James Campbell, AIA</u></p> <p>4. APPLICANT CONTACT INFORMATION
<u>Campbell Thomas & Co., 1504 South St., Philadelphia, PA 19146 jcampbell@campbellthomas.com</u></p> <p>6. OWNER NAME
<u>American Living Concepts of Manayunk, LLC</u></p> <p>7. OWNER CONTACT INFORMATION
<u>Jack Bienenfeld, 828 Red Lion Road, Suite E-1, Philadelphia, PA 19115 jack@hbandson.com</u></p> <p>8. ENGINEER / ARCHITECT NAME
<u>James Campbell, AIA</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>Campbell Thomas & Co., 1504 South St., Philadelphia, PA 19146 jcampbell@campbellthomas.com</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> | <p>2. DATE
<u>2/24/2017</u></p> <p>5. PROJECT AREA: list precise street limits and scope
<u>Approximately 75,000 sq. ft. or about 1 ¼ acres</u>
<u>On Carson, Conarroe and Gay Sts. In Manayunk between Baker St. and Silverwood St.</u></p> |
|---|--|

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Carson Street.</u>	<u>Baker</u>	<u>Silverwood</u>	<u>Local</u>
<u>Conarroe Street</u>	<u>Baker</u>	<u>Silverwood</u>	<u>Local</u>
<u>Gay Street</u>	<u>Baker</u>	<u>Silverwood</u>	<u>Local</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 type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" 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 checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |

APPLICANT: General Project Information

Additional Explanation / Comments: The proposed RMX-2 District consists of an existing church, rectory, school, convent and large parking lot that was at one time the home of the Liebert and Orbert Brewery (brewers of Manayunk's famous beer). The redevelopment of the District proposes the adaptive rehabilitation and reuse of the existing church, rectory

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



and school as 35 multifamily units. It also proposes the construction of an additional construction of 66 new multifamily units covering mostly below grade parking and allowing a cross-site vehicular access. Also included is the proposed preservation of the existing adjacent side yard to the church as part of a pedestrian walkway and open space, the rear yard to the rectory as part of the proposed site amenities in the basement of the church building, the rear yard and side yard of the school as a dog park and pocket park, as well as the development of a cross-site pedestrian walkway which will help tie the entire complex together as well as allow the surrounding neighborhood enhanced pedestrian access across the site.

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)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<u>Carson St.</u>	<u>10 / 10 / 10</u>	<u>10 / 10</u>
<u>Conarroe St.</u>	<u>5 / 5 / 5</u>	<u>5 / 5</u>
<u>Gay St.</u>	<u>10 / 10 / 10</u>	<u>10 / 10</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
	Required / Existing / Proposed
<u>Carson St.</u>	<u>5 / 10 / 5</u>
<u>Conarroe St.</u>	<u>5 / 5 / 5</u>
<u>Gay St.</u>	<u>5 / 8 / 8</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>22'</u>	<u>Carson St. existing Main Parking Lot entrance</u>
<u>Driveway</u>	<u>16'</u>	<u>Carson St. existing Secondary Parking Lot entrance</u>
<u>Driveway</u>	<u>22'</u>	<u>Conarroe St. existing Main Parking Lot entrance</u>
<u>Driveway</u>	<u>12'</u>	<u>Gay St. existing School yard entrance (not used)</u>

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway</u>	<u>22'</u>	<u>Carson St. Proposed main site entrance</u>
<u>Driveway</u>	<u>16'</u>	<u>Carson St. Proposed accessible parking space entrance</u>
<u>Driveway</u>	<u>24'</u>	<u>Proposed main site entrance on north side of Conarroe St.</u>

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



Driveway

10'

Proposed parking entrance on south side of Conarroe St. to parking under ConarroeSouth proposed building

Driveway

12'

Proposed parking exit on south side of Conarroe St. from parking under school

Driveway

12'

Proposed parking entrance on north side of Gay St. to parking under school building

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

DEPARTMENTAL APPROVAL
YES NO

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 X NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: District proposed design seeks to provide and enhance the existing pedestrian environment by both maintaining and enhancing the experience, safety and view. On Carson Street, a wide walking zone is maintained while being enhanced with street trees and rain gardens. On Conarroe Street, the pedestrian environment is being maintained and enhanced by providing planting and building setbacks. On Gay Street, the pedestrian environment is being enhance by providing a pocket park and maintaining the existing wide sidewalk. Also, the entire pedestrian experience is being enhanced by creating a cross site walkway enhanced by paving patterns and consistent light fixtures.

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
<u>Carson St.</u>	<u>0 / 2</u>
<u>Conarroe St.</u>	<u>5 / 5</u>
<u>Gay St.</u>	<u>5 / 5</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 Recommended / Existing / Proposed
<u>Carson St.</u>	<u>3 / 0 / 3</u>
<u>Conarroe St.</u>	<u>3 / 2 / 0</u>
<u>Gay St.</u>	<u>3 / 3 / 3</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
 YES NO N/A
 YES NO N/A
 YES NO N/A
 YES NO N/A
 YES NO N/A
 YES NO N/A

DEPARTMENTAL APPROVAL

YES NO
 YES NO
 YES NO
 YES NO
 YES NO
 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

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 <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 22. Does the design maintain adequate visibility for all roadway users at intersections? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: On Carson Street, the buildings are set back so that the only incursion from the buildings onto the sidewalk are the meter boxes. Along the curb, we are proposing tree planters that will help with storm water control. On the north side of Conarroe Street, we are not proposing street trees and are only proposing a very minor incursion onto the sidewalk at the main entrance stair to the new buildings at ConarroeNorth. The church and rectory buildings and their existing tree plantings are to remain. On the south side of Conarroe Street the new buildings are set back so there is no incursion. No tree plantings are planned on the south side as such would further decrease an already minimum sidewalk. At the school, because the existing fence line is set back we intend to keep the existing tree planting. On Gay Street, no incursions are anticipated and as the existing sidewalk is ten feet wide, we propose keeping most of the existing tree plantings.

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>

Off street protected bicycle parking

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
173-183 Carson St. (Carson East and West Bldgs.	<u>11</u>	<u>0 / 0</u>	<u>0 / 0</u>	<u>0 / 20</u>
160-172 Conarroe	<u>20</u>	<u>0 / 0</u>	<u>0 / 0</u>	<u>0 / 30</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?

- 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

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?

YES NO N/A

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

YES NO

YES NO

APPLICANT: Bicycle Component

Additional Explanation / Comments: The proposed district unfortunately has little opportunity to enhance the bicycle component other than providing for safe protected off street storage of bikes. Fortunately, being located near public transportation and the Schuylkill trail, we expect that we will attract many bicycle owners and hopefully will need to expand our anticipated storage.

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 <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> |
| 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"/> |
| 30. Does the design provide a buffer between the roadway and pedestrian traffic? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> |
| 31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? | |

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"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |

The proposed district is a block and a half away from the Manayunk Regional Rail station and two and a half blocks away from Main Street with its resultant bus service. The proposed pedestrian enhancements hopefully will encourage the residents and neighbors to rely on public transportation rather than private vehicles.

APPLICANT: Curbside Management Component

Additional Explanation / Comments: While there is little opportunity to do much to manage the curbside component, the placement of street trees along Carson Street will help with limiting potential conflict among transportation modes. Also the possibility of adding a pedestrian friendly paving at the crosswalk across Conarroe St. will hopefully help reduce potential conflict.

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
_____	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____
_____	_____	_____	_____/____	_____

- | | | |
|--|---|---|
| <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.</p> <p>35. Will the public right-of-way be used for loading and unloading activities?</p> <p>36. Does the design maintain emergency vehicle access?</p> <p>37. Where new streets are being developed, does the design connect and extend the street grid?</p> <p>38. Does the design support multiple alternative routes to and from destinations as well as within the site?</p> <p>39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?</p> | <p>FHWA Class 6 — 3 Axles, Single Unit</p> <p>YES <input type="checkbox"/> NO <input checked="" type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input checked="" type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input checked="" type="checkbox"/></p> <p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/></p> <p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/></p> <p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p> | <p>DEPARTMENTAL APPROVAL</p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> |
|--|---|---|

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: The proposed district has been designed to accommodate regular trash and delivery trucks internally. Thus almost all loading and unloading can be accommodated internally and thus we expect little conflict to occur on the existing streets.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: _____

(1) http://www.philadelphiastreet.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 <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 type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>

APPLICANT: Urban Design Component

Additional Explanation / Comments: The proposed district design activates almost every façade providing active uses facing the streets, walkways, parking areas, and specialized green spaces like the dog park and the pocket park. The new buildings are set back to increase the visibility of pedestrians and bicyclists thus reducing the possibility of conflicts. While there is no transit stop or station within the district, the proposed cross site walk way is generally accessible and accessible parking spots are placed immediately adjacent to this walkway near the common facilities in the basement of the church building.

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

	YES	NO	N/A	DEPARTMENTAL APPROVAL	
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings? <i>If yes, City Plan Action may be required.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input 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 type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>

APPLICANT: Intersections & Crossings Component
 Additional Explanation / Comments: We are hoping that the Streets Department will allow us to place a marked pedestrian crosswalk at the cross-site walkway on Conarroe St. We are also proposing a marked pedestrian crosswalk at Brewery Alley to enhance the cross-site walkway.

DEPARTMENTAL REVIEW: Intersections & Crossings Component
 Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: The proposed RMX-2 District allows for a coordinated and complementary site redevelopment which does not presently exist under the present single family zoning. In fact, given the huge debris field under the existing parking lot, it is unlikely that any reuse other than multi-family could support redevelopment of the site. The proposed rehabilitation and adaptive reuse of the church, rectory, and school, plus the proposed low rise development (3 story plus parking mostly below grade) we feel is the best planning and architectural fit for the neighborhood and we believe will prove to be a long term valuable asset for the neighborhood and the City.

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____