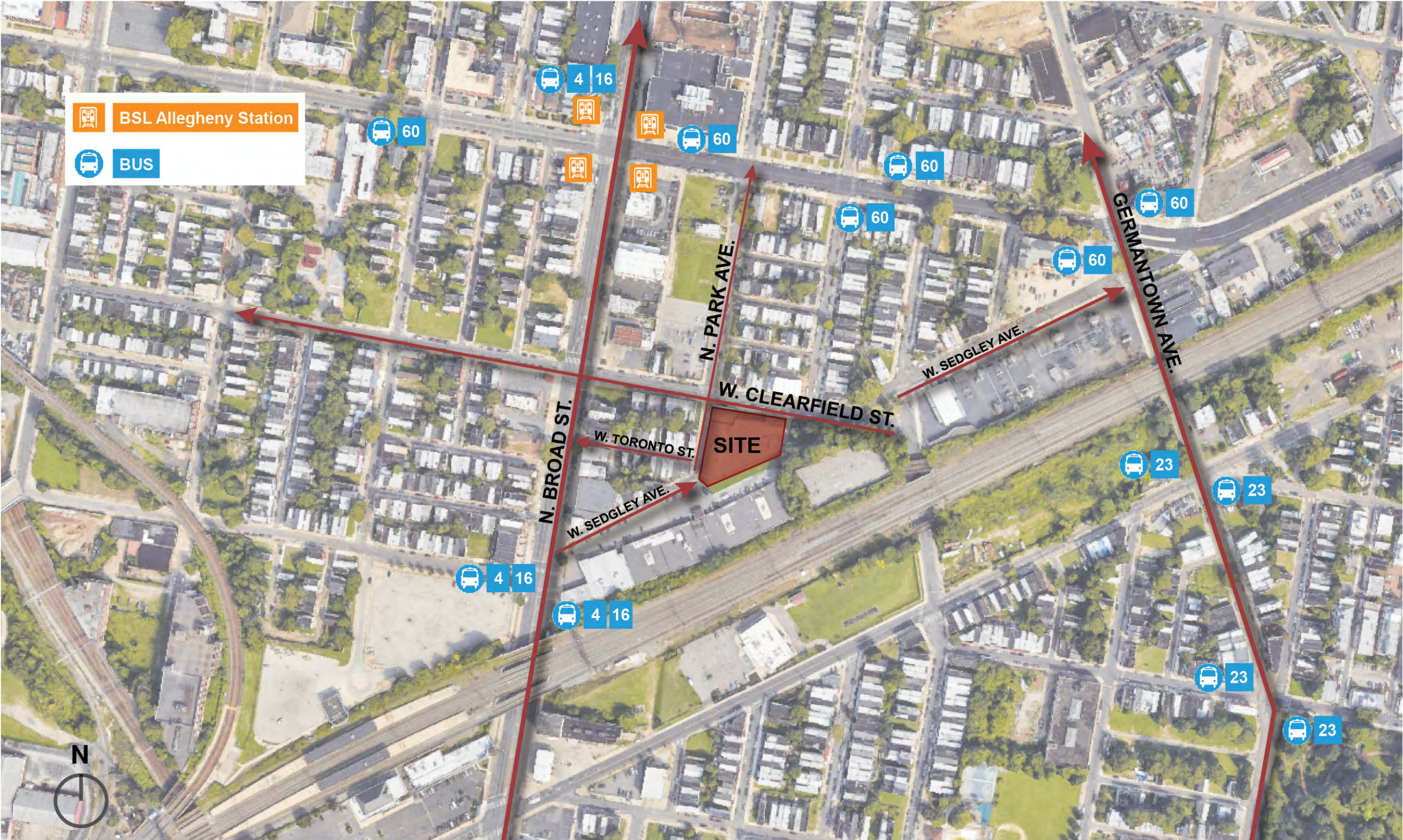


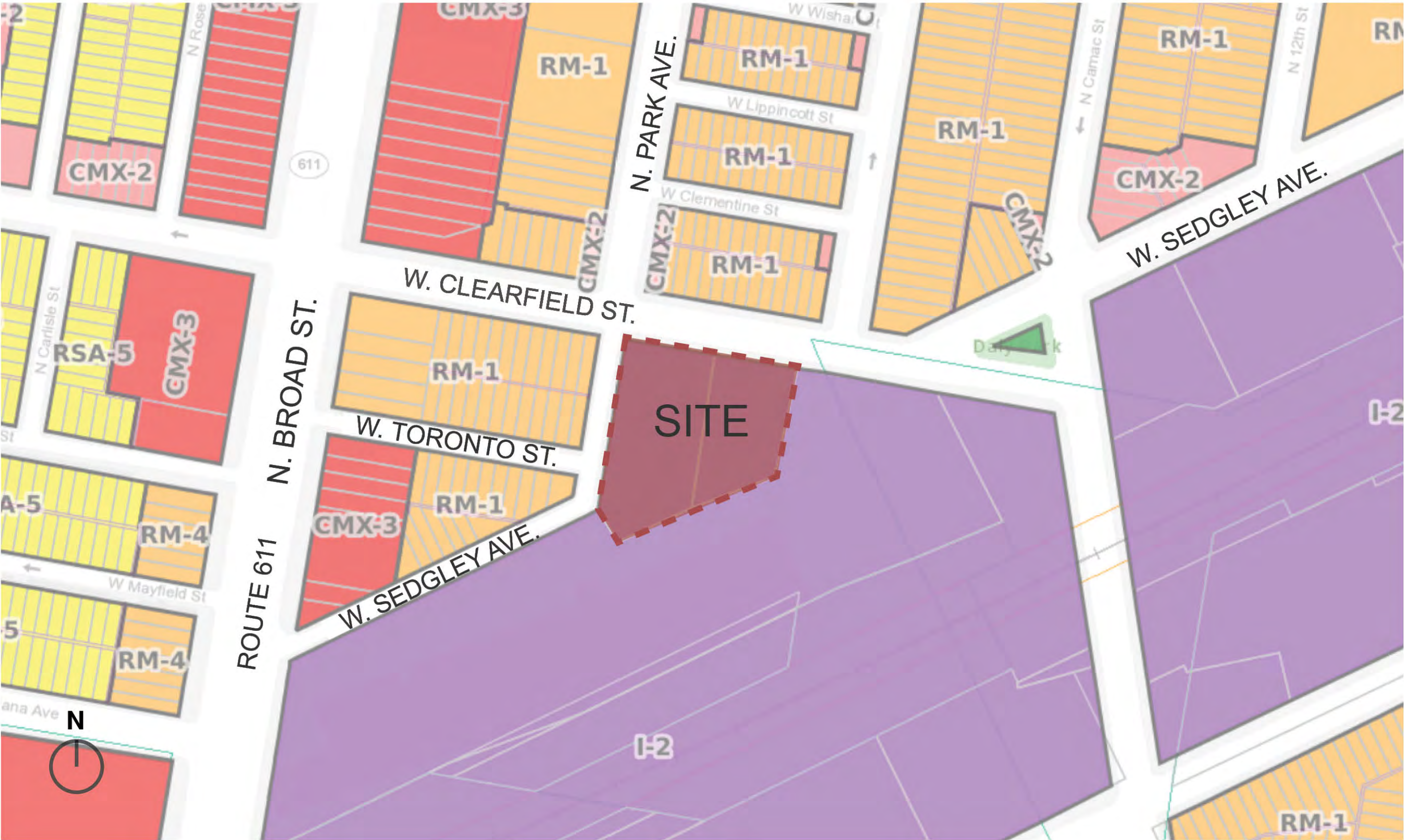
1322 WEST CLEARFIELD STREET

PROJECT DESCRIPTION	7 STORY APARTMENT BUILDING WITH (160) UNDERGROUND PARKING SPACES, (169) RESIDENTIAL UNITS, COMMON RESIDENTIAL ROOF DECK AND 8TH FLOOR AMENITY SPACE, (85) CLASS 1A BICYCLE PARKING SPACES, MAIL/PACKAGE ROOM, TRASH ROOM, AND (1) GROUND FLOOR NON-RESIDENTIAL SPACE.
AREA F.A.R.	148,173 GSF 435.21%
COORDINATING RCO	12TH AND CAMBRIA ADVISORY BOARD
DEVELOPER ARCHITECT STRUCTURAL CIVIL	J PAUL, INC CANNO DESIGN STRUCTURE LABS ENGINEERING AQUA ENGINEERING

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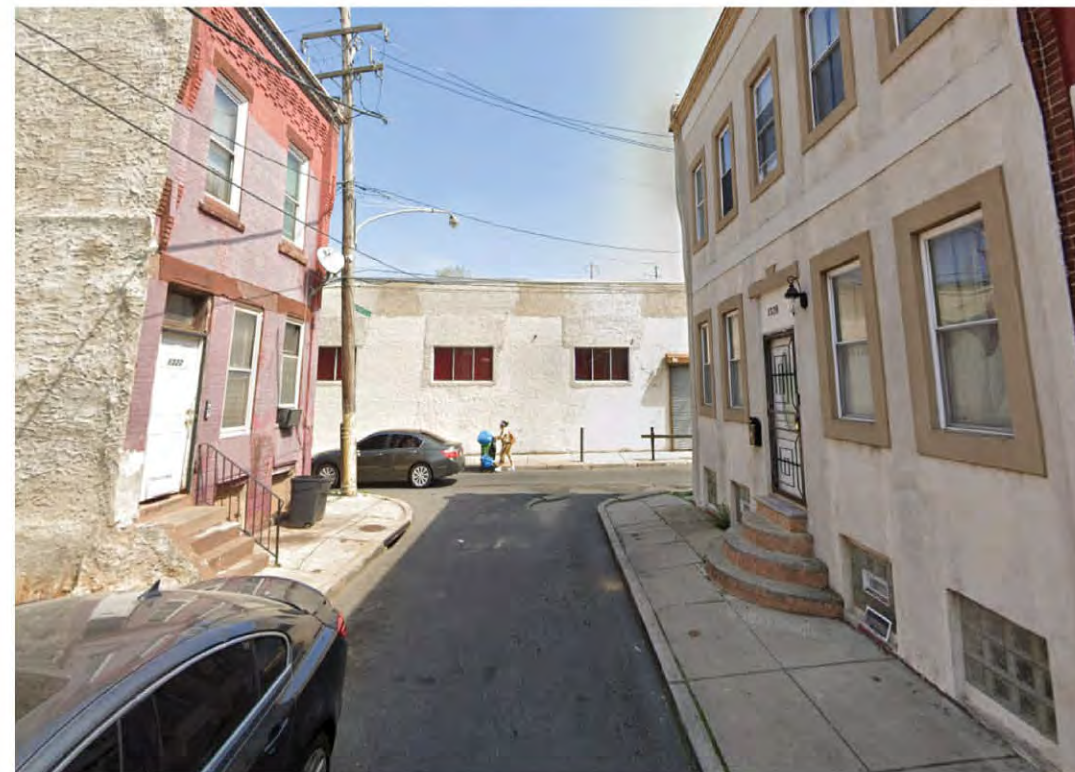
1 View from West Clearfield Street



2 View from Corner of West Clearfield and Park Avenue



3 West side of site, looking North along Park Avenue



4 View of Park Avenue frontage from Toronoto Street





1 View of Social Security Administration Building on West Sedgely Avenue



2 View of East side of site along West Clearfield Street

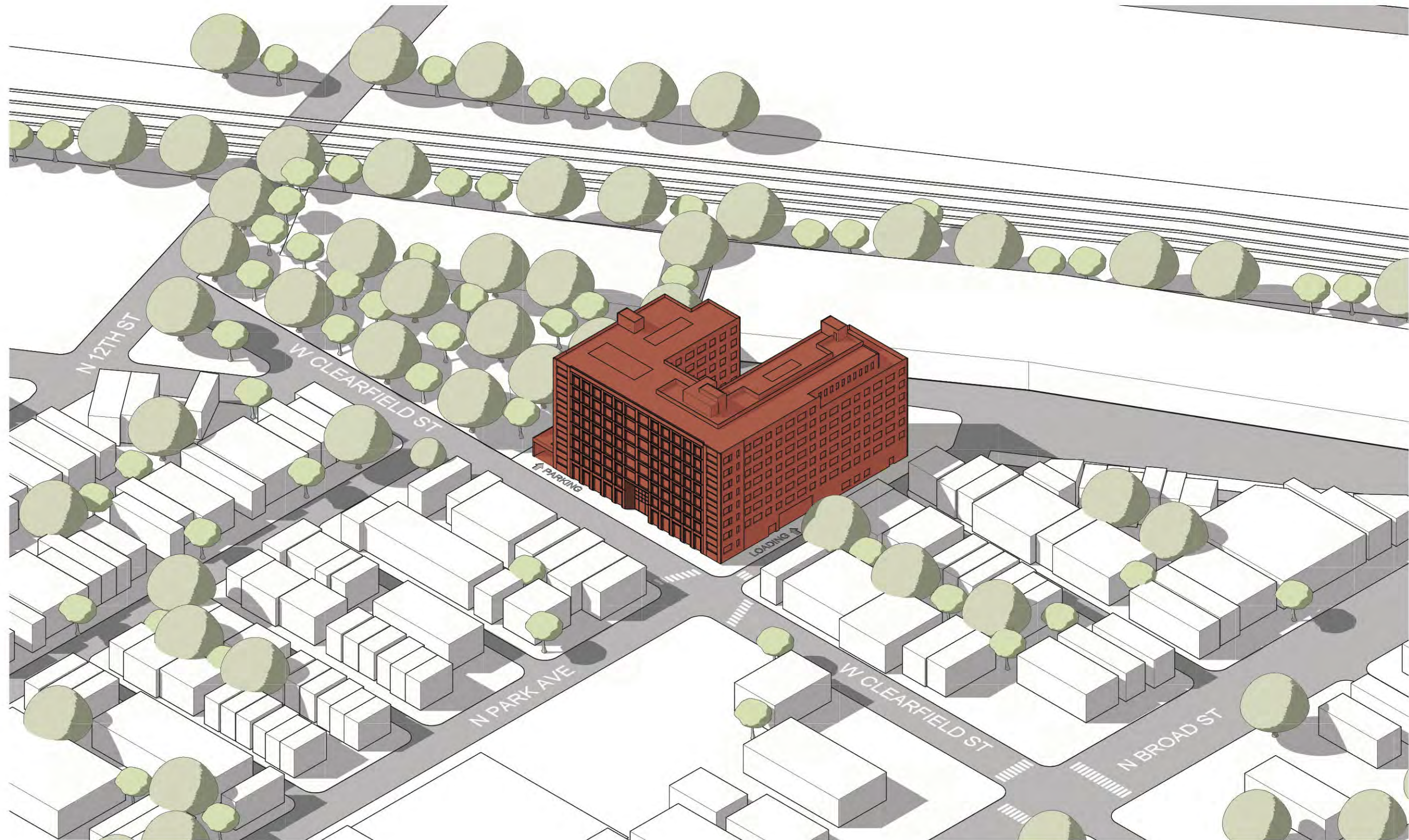


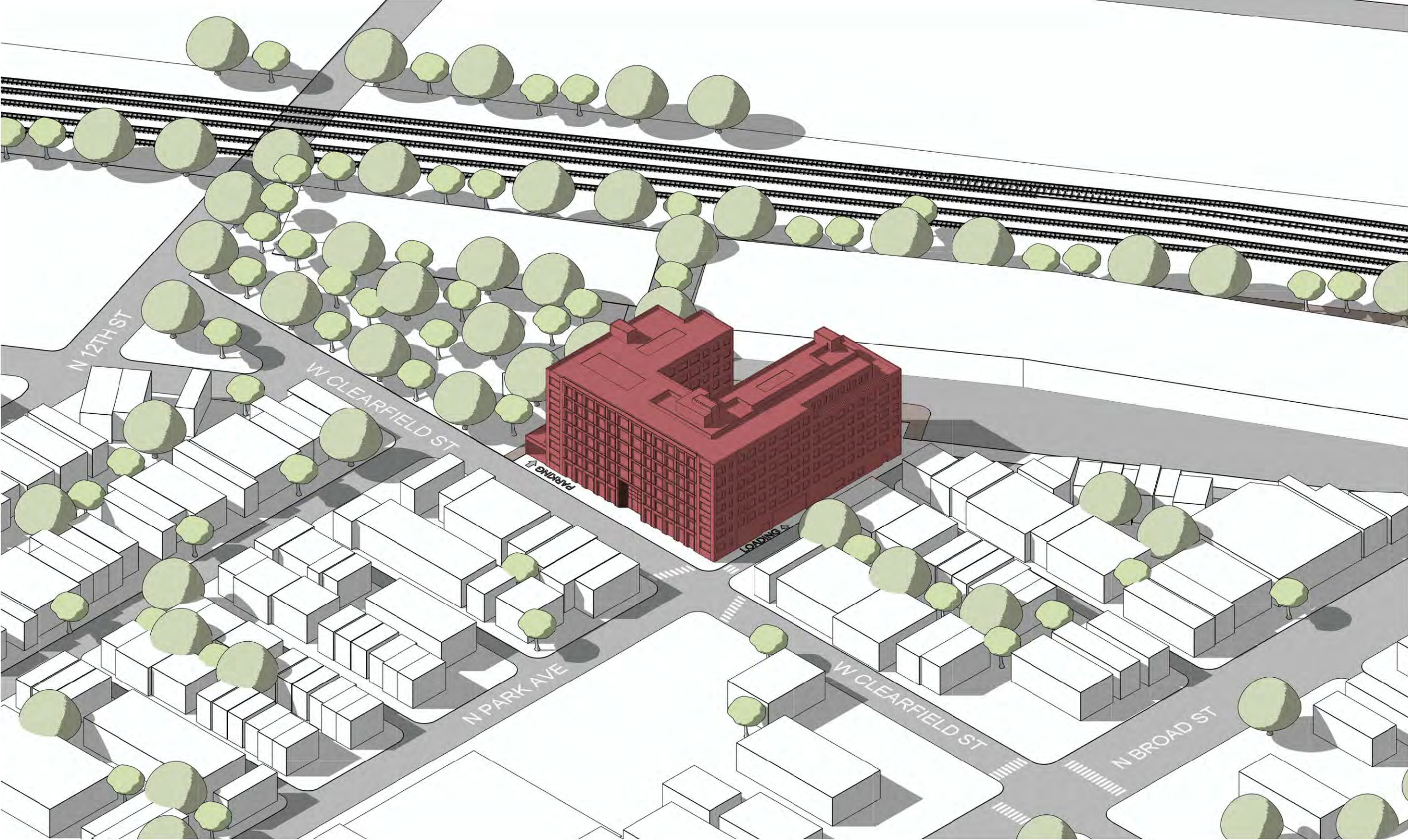
3 View from corner of W. Clearfield and W. Sedgely, looking West at site

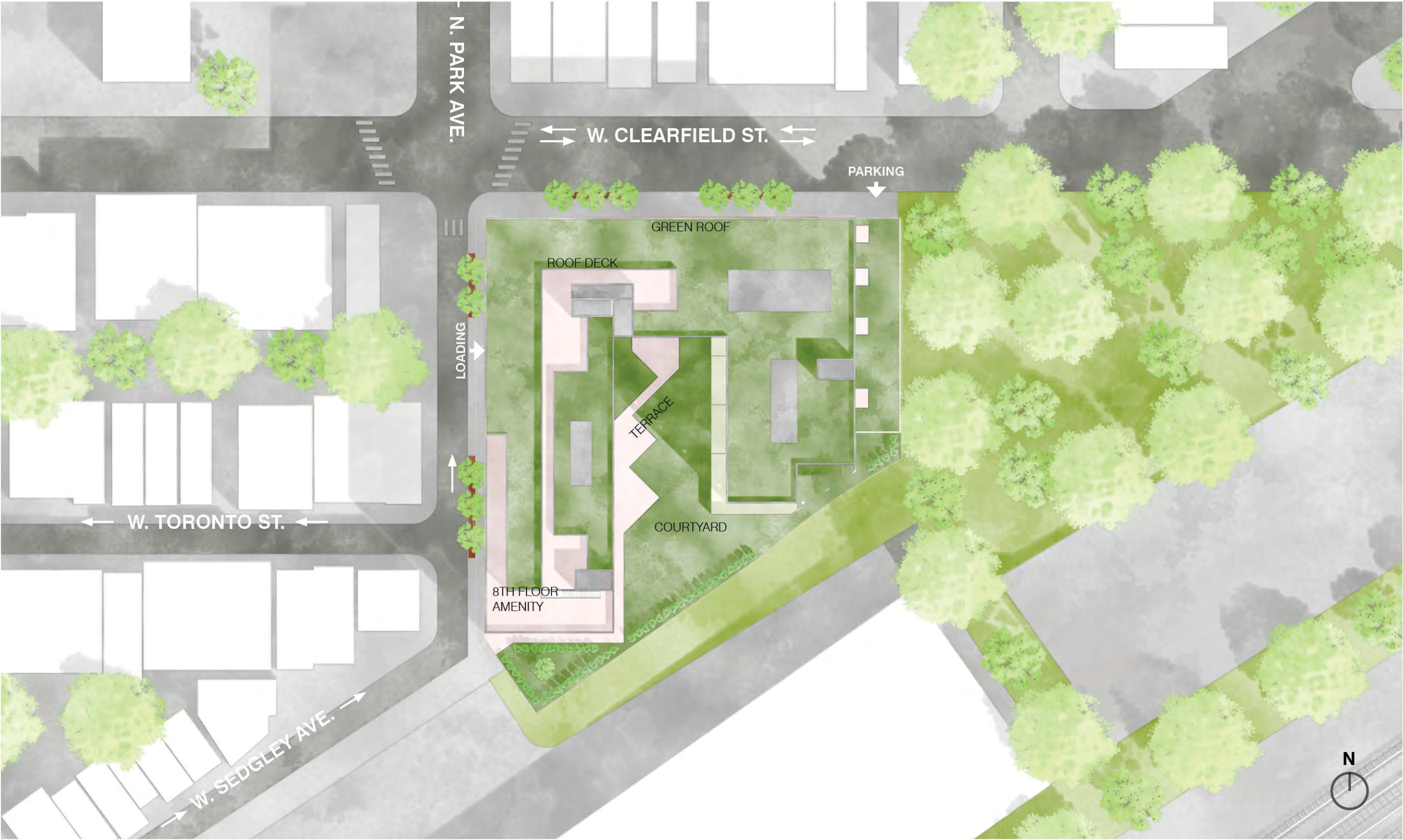


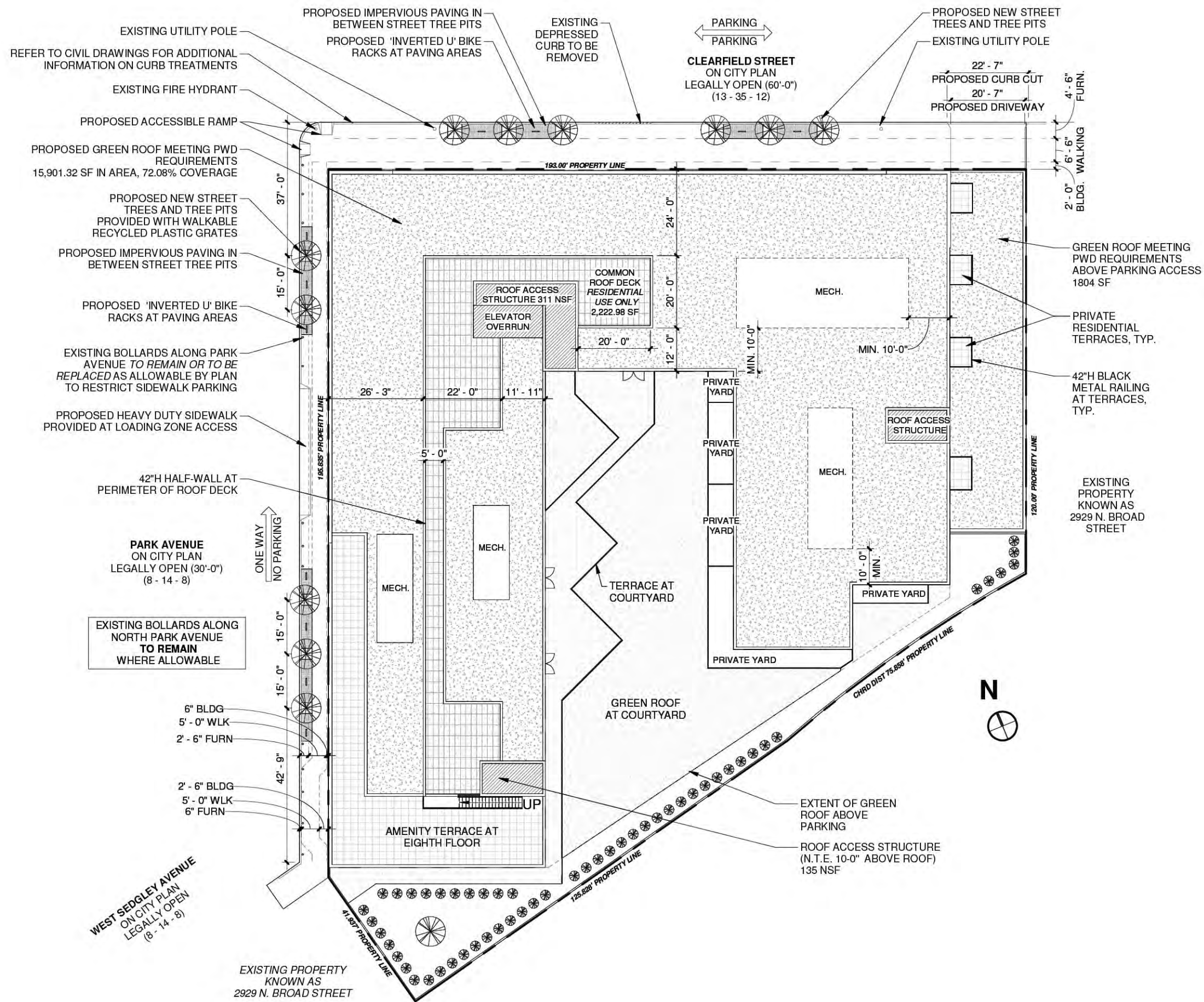
4 View from corner of Broad and West Clearfield looking towards site

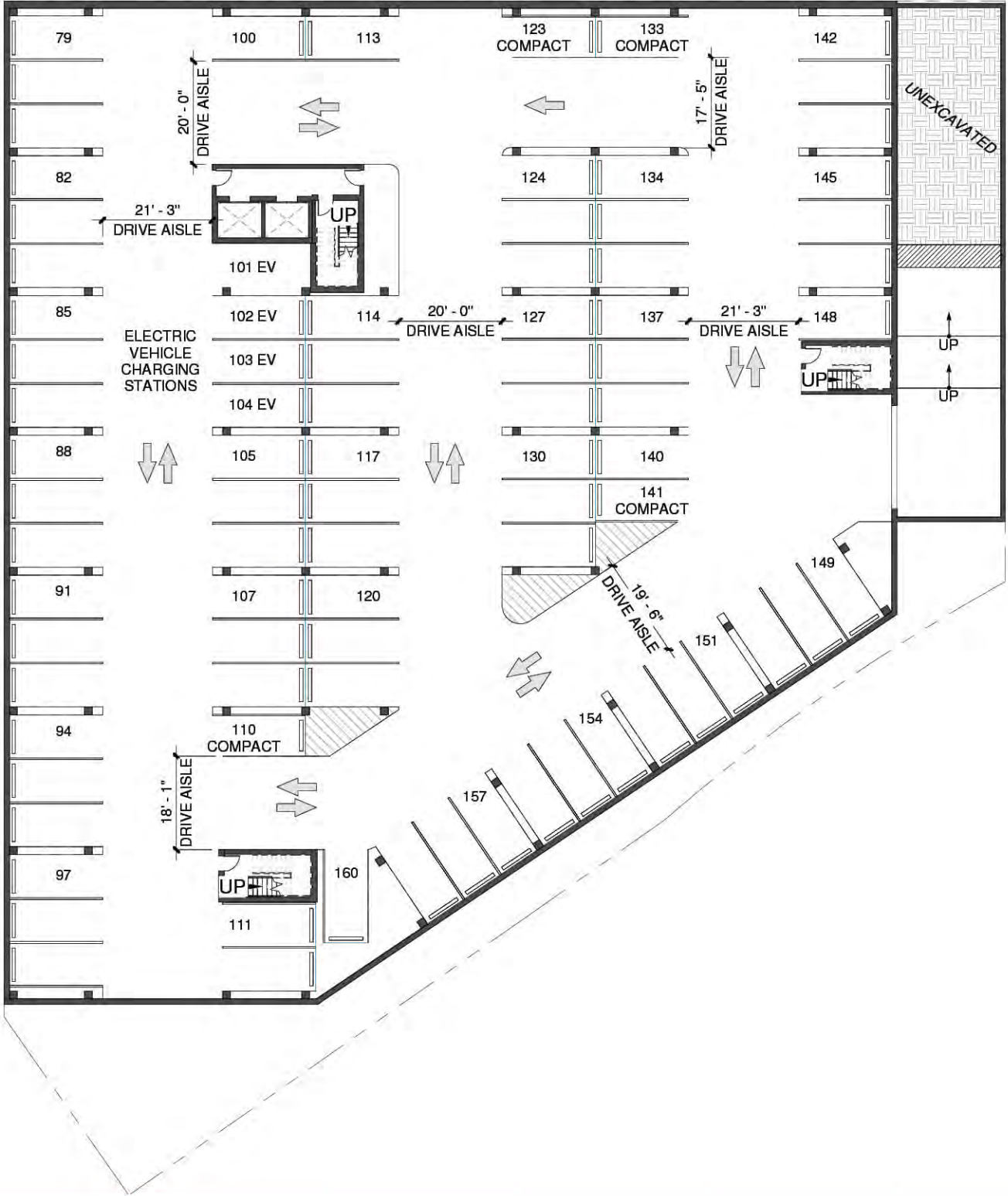






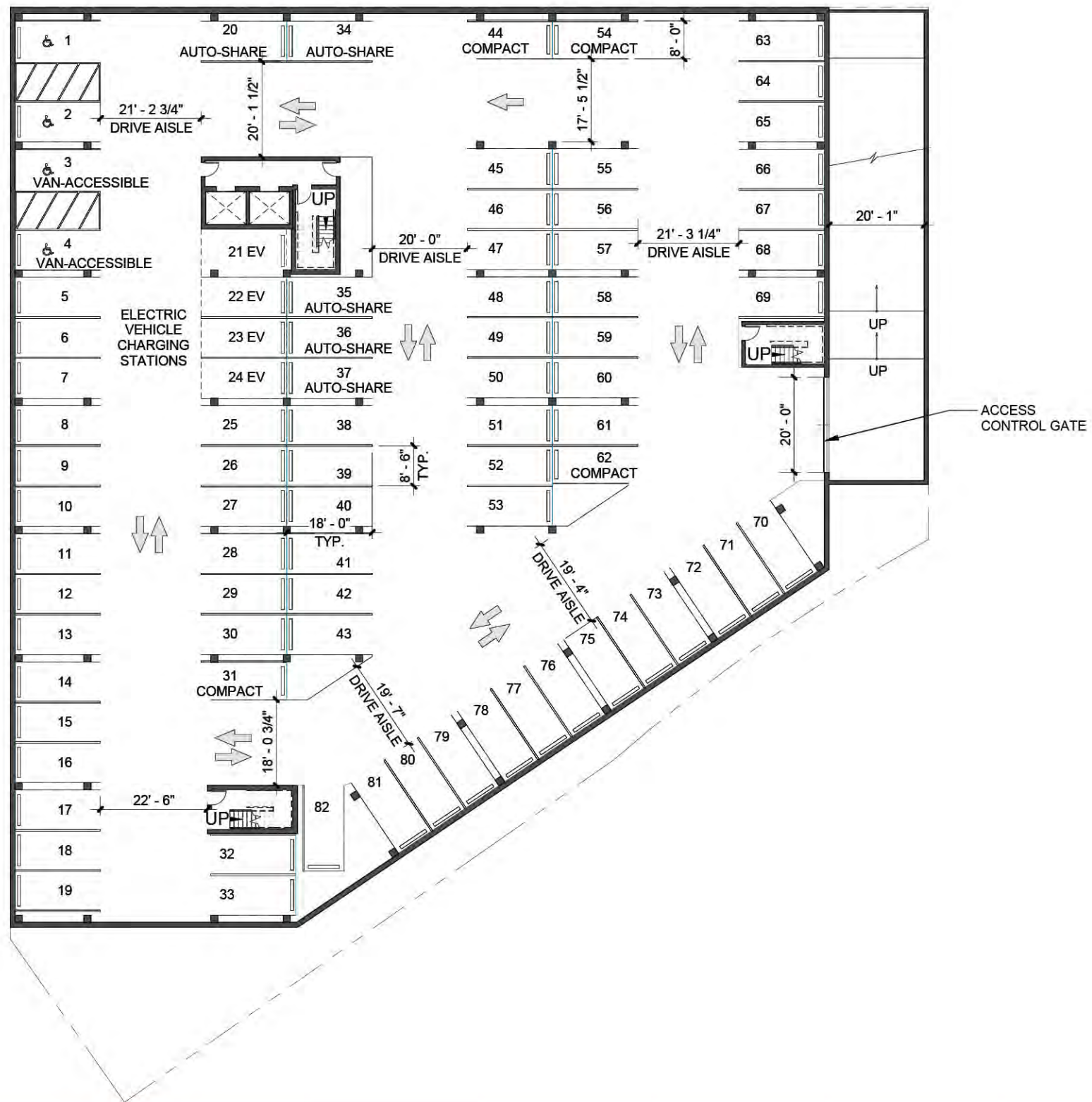






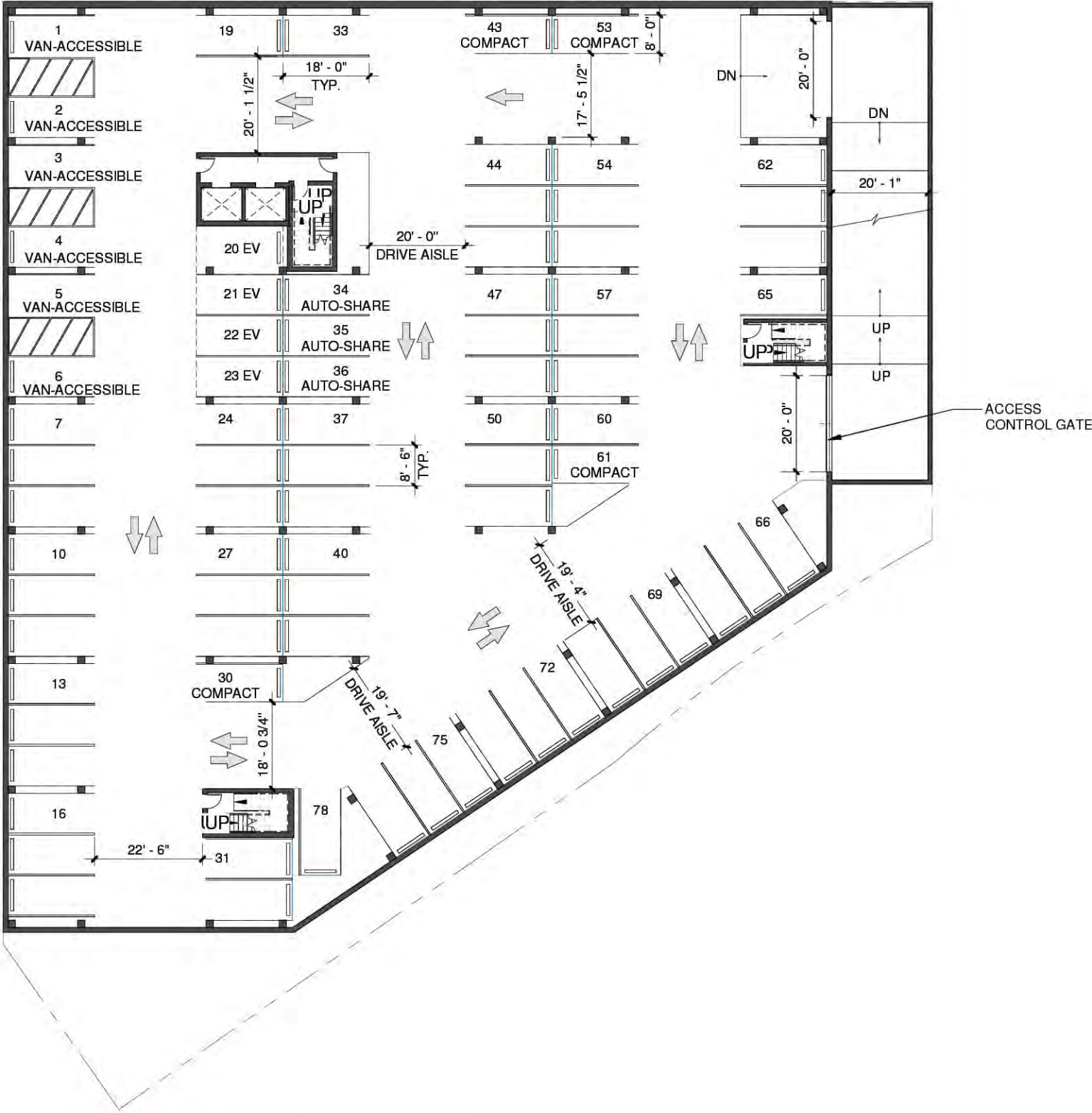
PARKING BREAKDOWN:

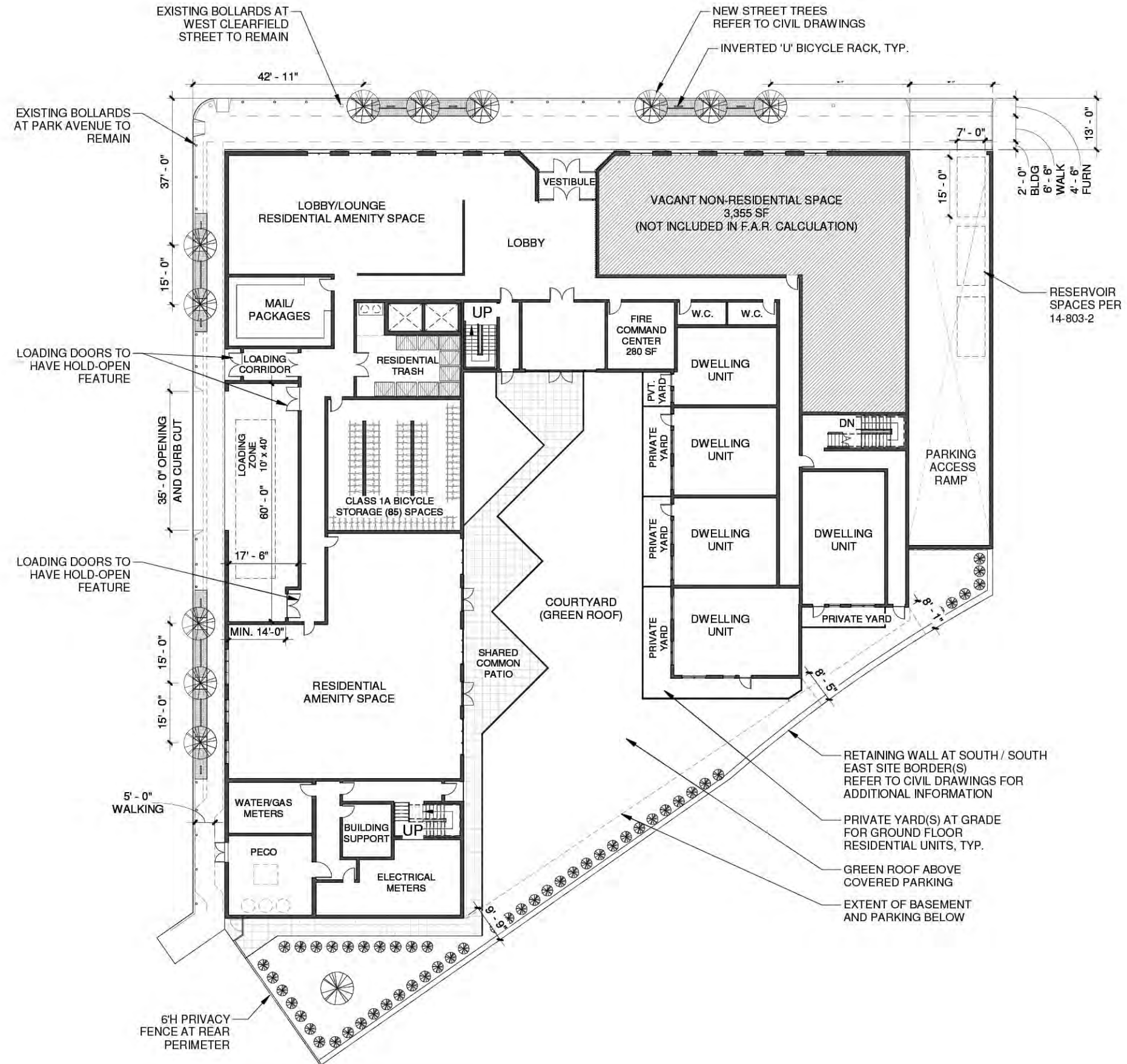
ACCESSIBLE:	4
VAN ACCESSIBLE:	2
ELECTRIC VEHICLE:	4
AUTO-SHARE:	5
COMPACT:	4
STANDARD:	65
TOTAL SPACES:	82



PARKING BREAKDOWN:

ACCESSIBLE:	6
VAN ACCESSIBLE:	6
ELECTRIC VEHICLE:	8
AUTO-SHARE:	3
COMPACT:	8
STANDARD:	135
TOTAL SPACES:	160







TOTAL UNIT COUNT: 204

GROUND FLOOR:	5
SECOND FLOOR:	29
TYPICAL FLOOR:	30 (x5)
EIGHTH FLOOR:	20

BREAKDOWN:

STUDIOS: 14
ONE BEDROOMS: 183
TWO BEDROOMS: 7



UNIT COUNT:

TOTAL UNIT COUNT:	169
GROUND FLOOR:	5
SECOND FLOOR:	28
TYPICAL FLOOR:	29 (x4)
SEVENTH FLOOR:	20

BREAKDOWN:

STUDIOS:	6	
ONE BEDROOMS:	151	
TWO BEDROOMS:	12	



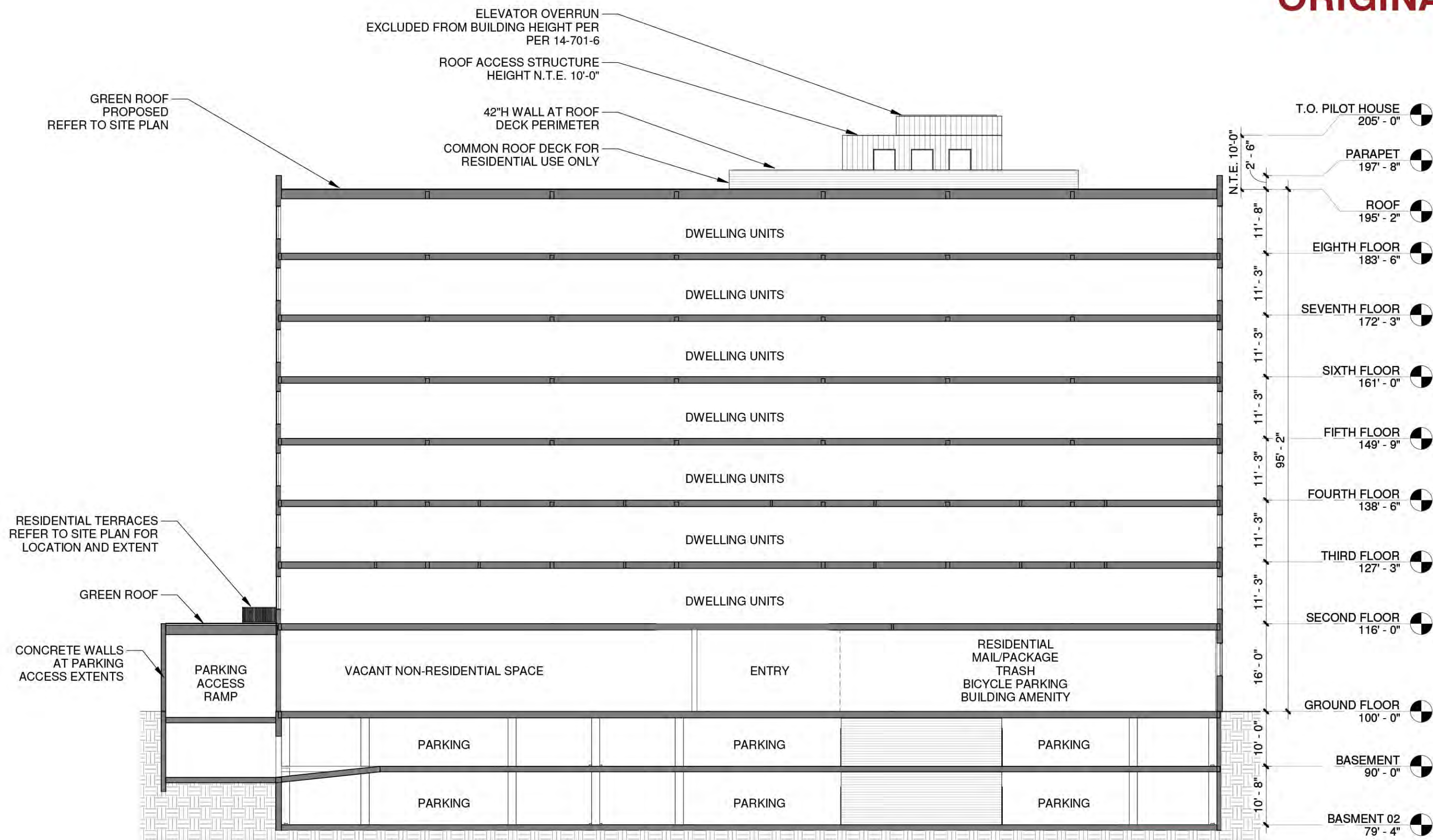
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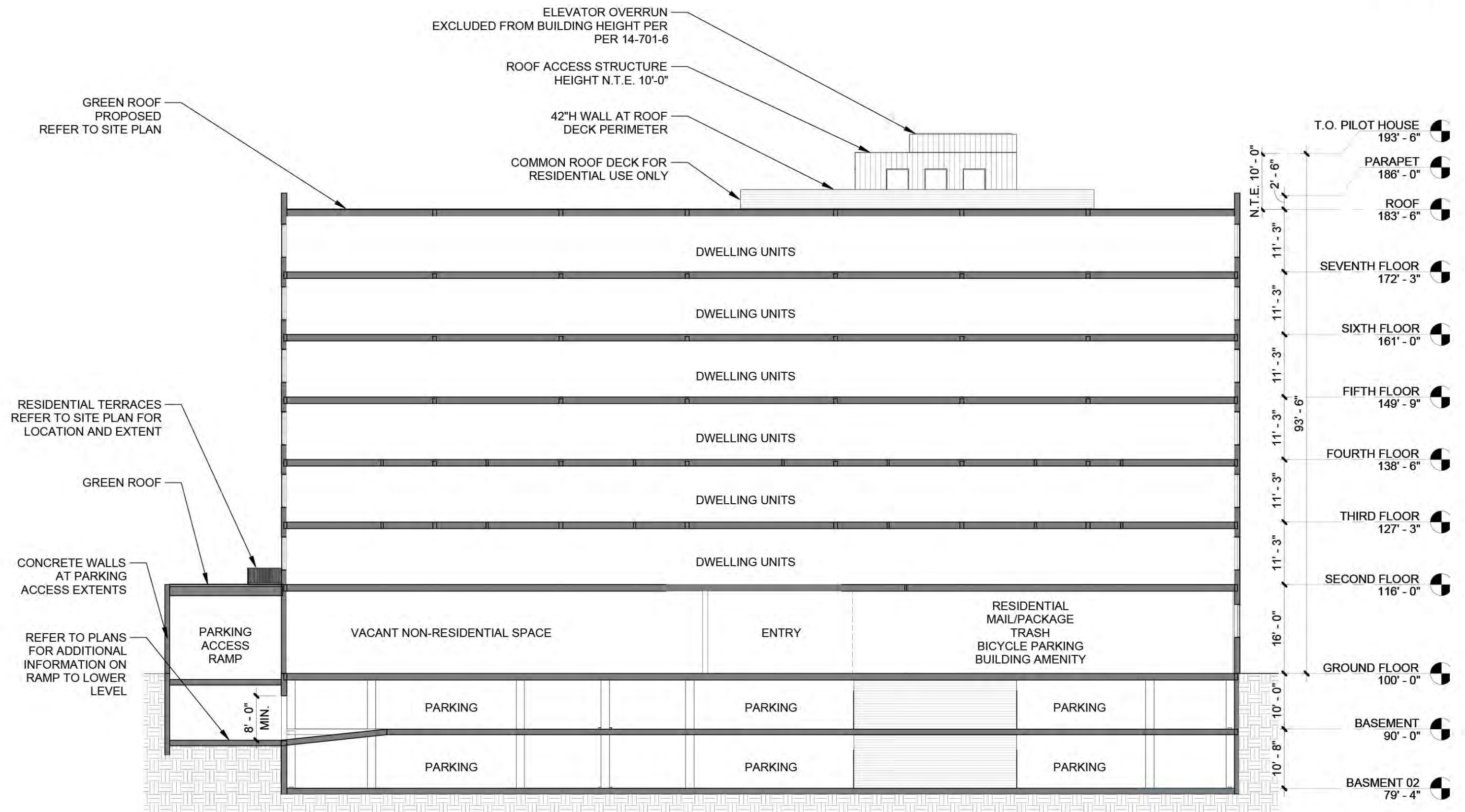
TOTAL UNIT COUNT:	169
GROUND FLOOR:	5
SECOND FLOOR:	28
TYPICAL FLOOR:	29 (x4)
SEVENTH FLOOR:	20

BREAKDOWN:

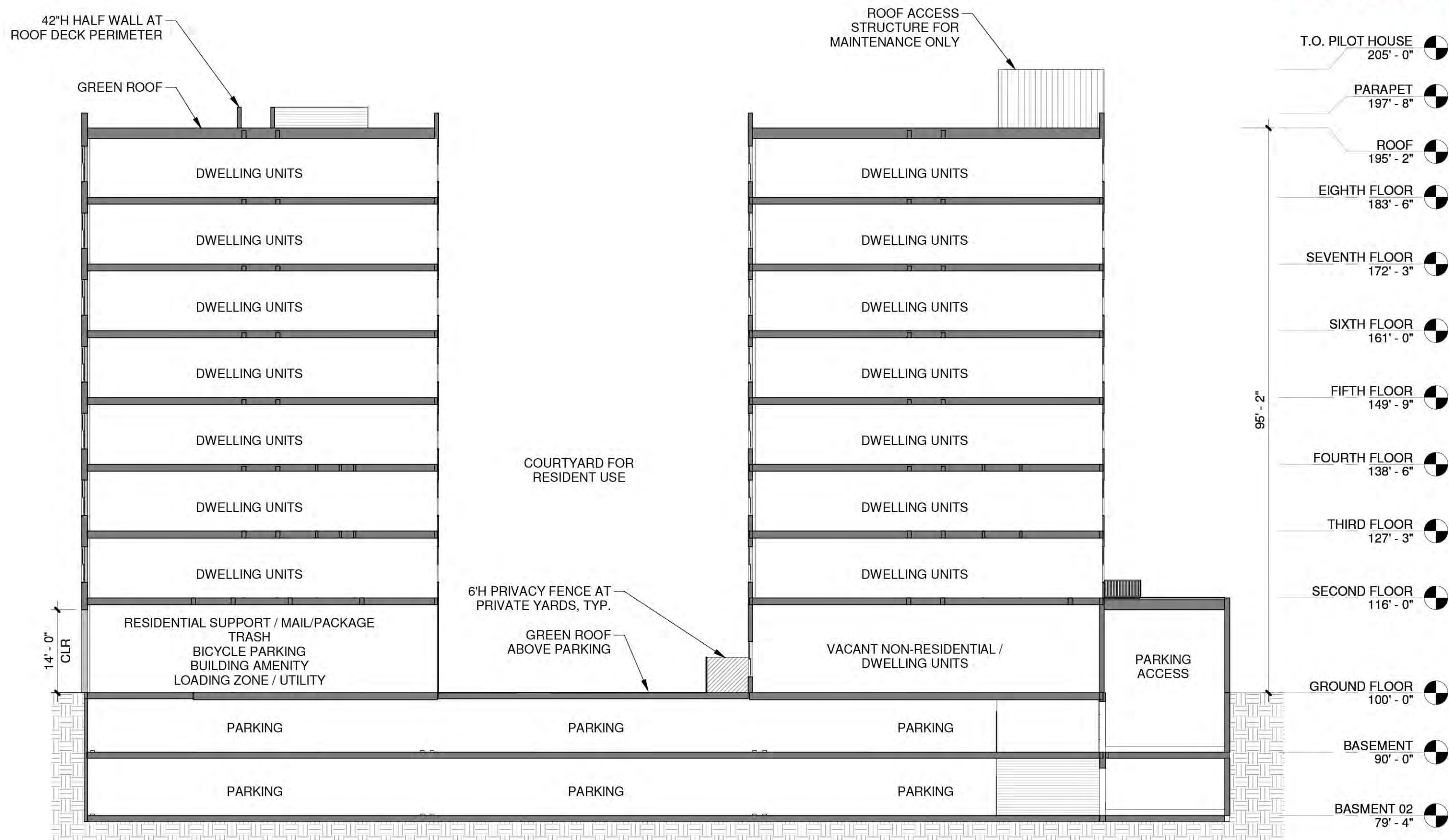
STUDIOS:	6	
ONE BEDROOMS:	151	
TWO BEDROOMS:	12	

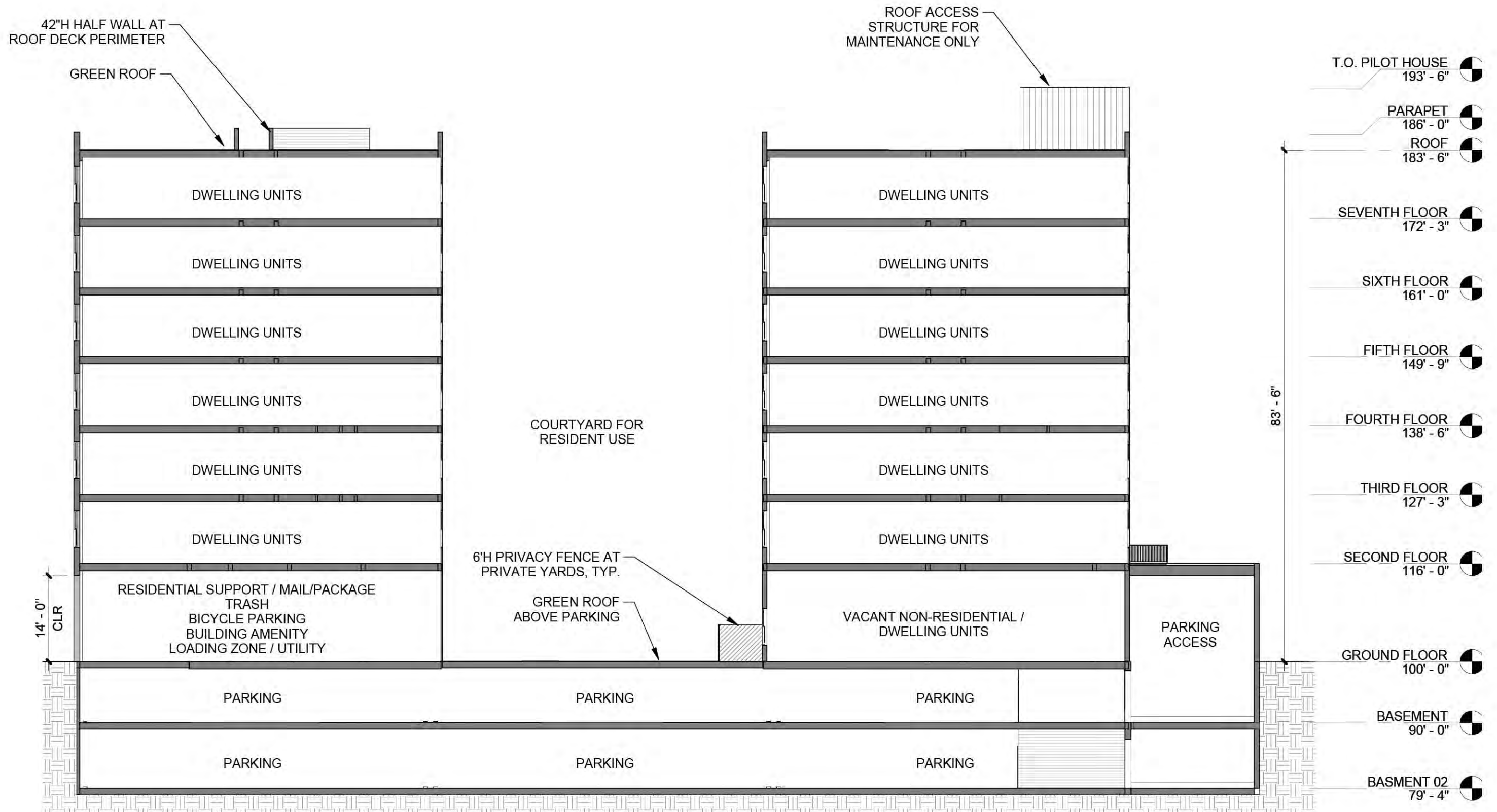


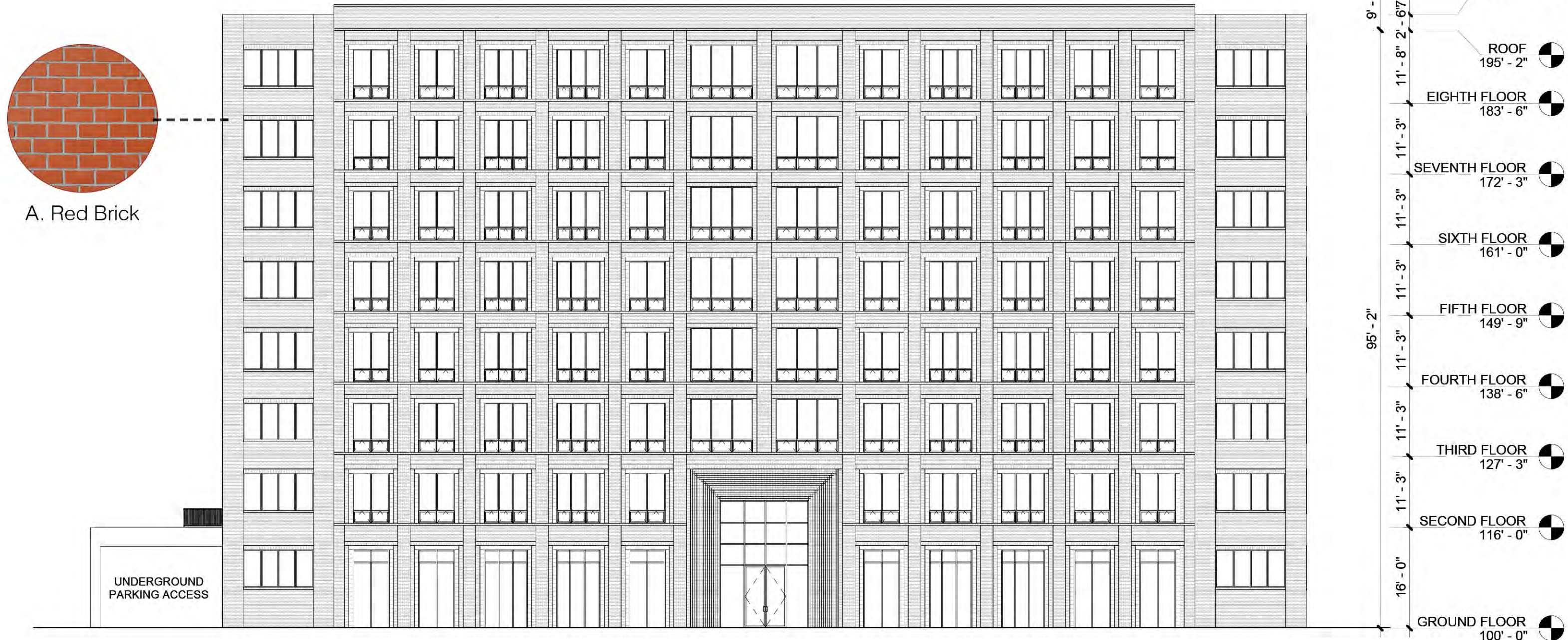


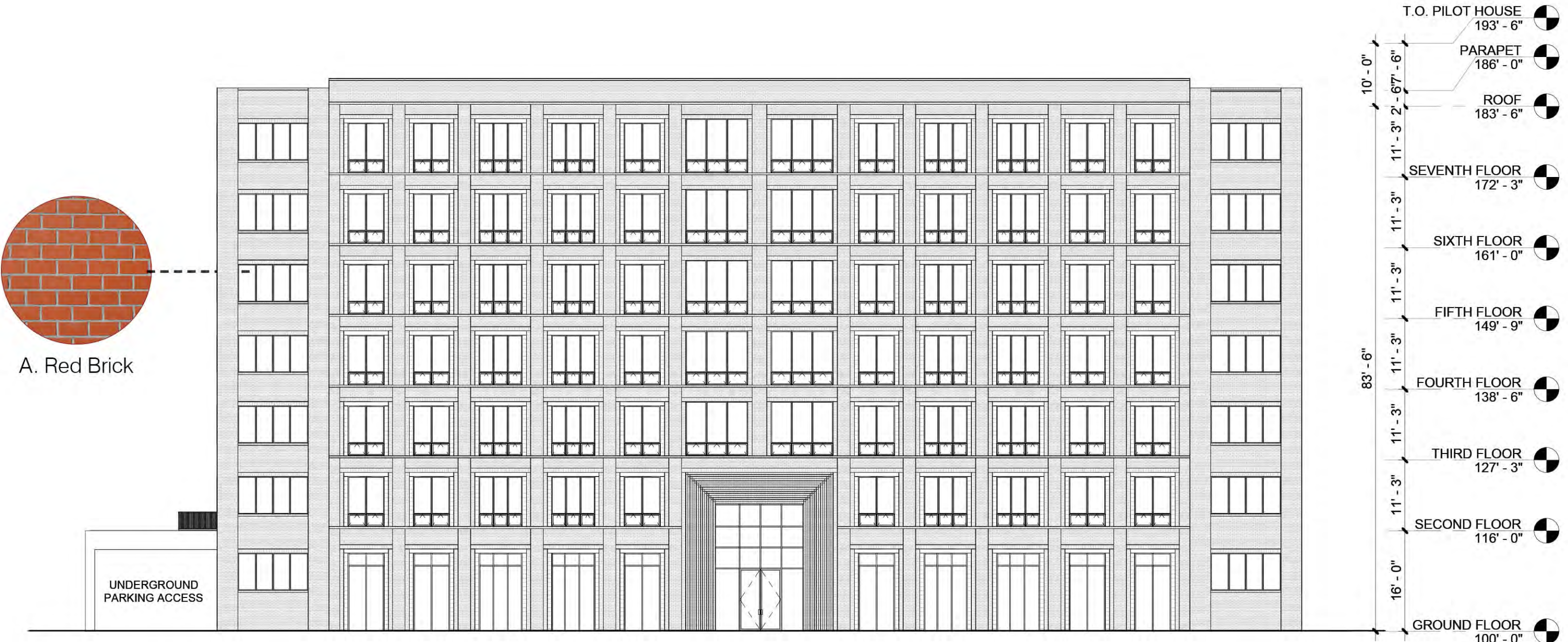


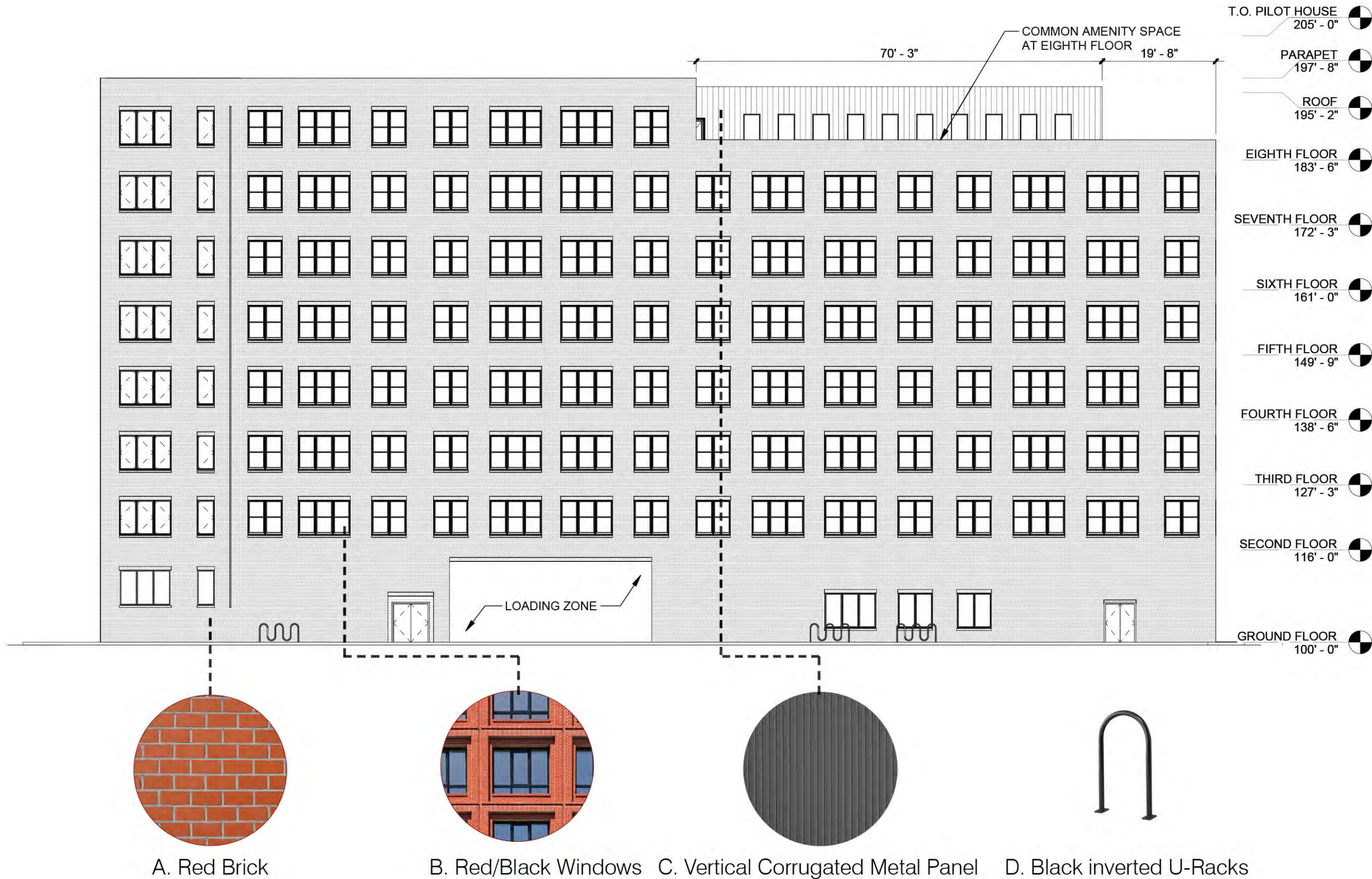
ORIGINAL

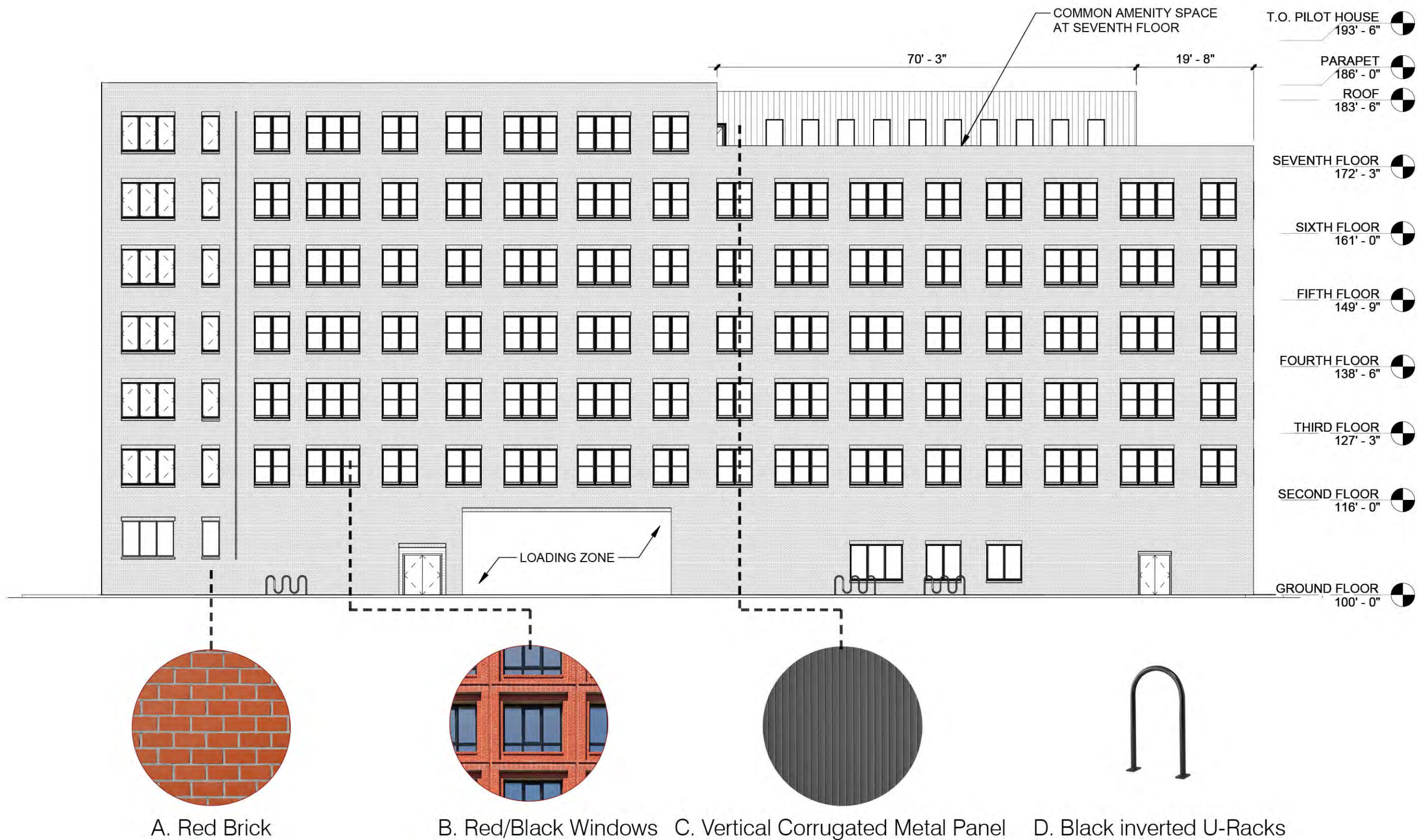


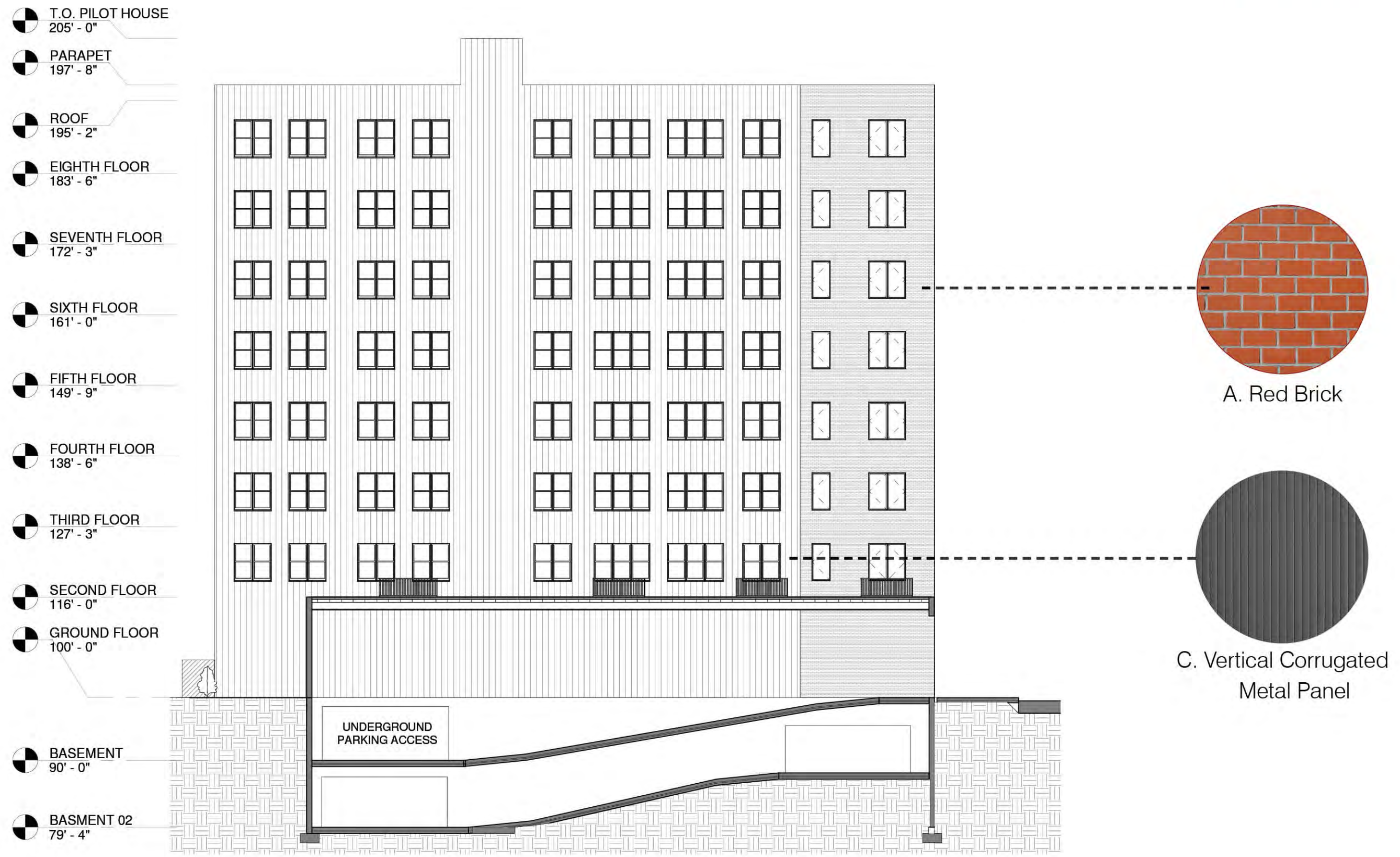


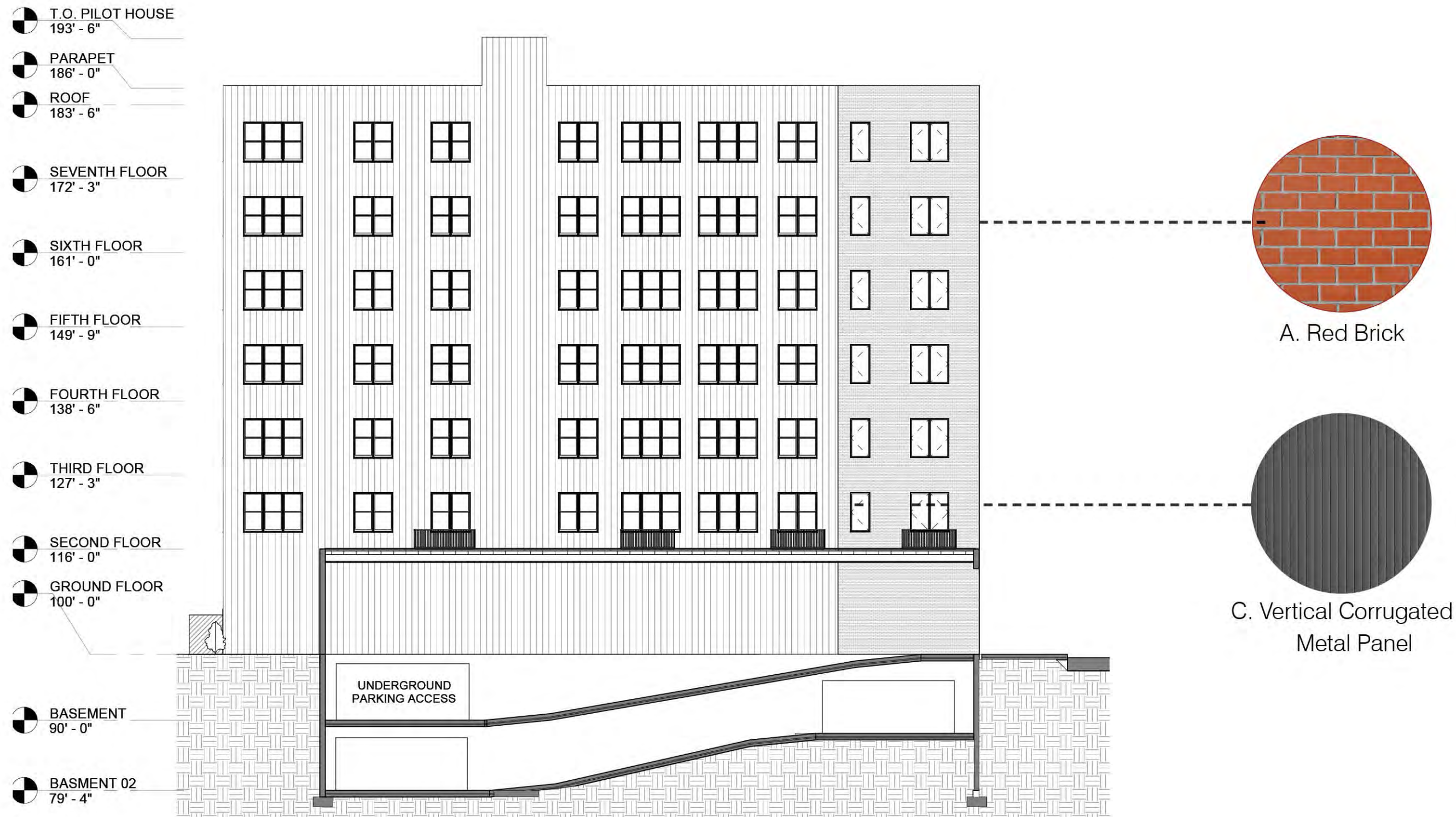












GREEN ROOF

LOCATION: Roof, Courtyard

SEDUM XSPECIES:

- Sedum x "Stone Crop"
- Sedum ternatum "Wild Stone Crop"
- Sedum takesimensis 'Golden Carpet'
- Sedum acre 'Gold Moss' and 'Aureum'
- Sedum floriferum 'Weihenstephaner Gold'

And others as recommended by the
DPR, PWD, and the green roof installer



PERENNIALS / ANNUALS:

LOCATION: Courtyard

SPECIES:

- coreopsis grandiflora "Tickseed"
- Geranium maculatum "Wild Germanium"
- Tridens Flavus "Purpletop"



TREES

LOCATION: Sidewalk

SPECIES: Acer Griseum
"Paperback Maple"



SHRUB SPECIES:

LOCATION: Outer Perimeter

- SPECIES:
- Ilex opaca "American holly"
 - Aronia arbutifolia "Red Chokeberry"

























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	SUSTAINABILITY CHECKLIST	44
	COMPLETE STREETS CHECKLIST	45-49



Notice of: ☒ Refusal ☐ Referral

Application Number: ZP-2024-003862	Zoning District(s): I2	Date of Refusal: 6/27/2024
Address/Location: 1318 W CLEARFIELD ST T-C-419484, Philadelphia, PA 19132-2423 Parcel (PWD Record)		Page Number Page 1 of 1
Applicant Name: Zach Jones DBA: Canno Design	Applicant Address: 109 S 13th Street Philadelphia, PA 18661 USA	Civic Design Review? Y

Application for:

FOR THE ERECTION OF AN ATTACHED STRUCTURE WITH ROOF DECK AND ROOF DECK ACCESS STRUCTURES. FOR USE AS VACANT COMMERCIAL SPACE AND 214 DWELLING UNITS (MULTI-FAMILY HOUSEHOLD LIVING) WITH 82 PARKINGS SPACES (INCLUDING 4 ACCESSIBLE SPACES (2 VAN ACCESSIBLE), 4 EV SPACES, 3 RESERVOIR SPACES, 5 AUTO-SHARE SPACES, AND 4 COMPACT SPACES), 1 LOADING SPACE, AND 85 CLASS 1A BICYCLE SPACES. SIZE AND LOCATION AS SHOWN IN PLAN.

The permit for the above location cannot be issued because the proposal does not comply with the following provisions of the Philadelphia Zoning Code. (Codes can be accessed at www.phila.gov.)

Code Section(s):	Code Section Title(s):	Reason for Refusal:
Table 14-602-3	Use	Multi-family household living is prohibited in the I-2 zoning district.
Table 14-701-4	FAR	Max FAR shall be 500% whereas plans propose 506.31%
Table 14-806-1	Loading Spaces	Uses that are not permitted in a particular zoning district shall provide off-street loading in accordance with the zoning district in Table 14-806-1 that has the strictest requirements for that use at the gross floor area occupied by that use. IRMX is the most restrictive and requires 7 spaces whereas 1 space is provided.

TWO (2) USE REFUSALS
ONE (1) ZONING REFUSAL

Fee to File Appeal \$300

NOTES TO THE ZBA:

Parcel Owner:

Zoning Overlay District:
/NIS Narcotics Injection Sites Overlay District/VDO Fifth District Overlay District/DORMismatchReview


SHAKIR COHEN
PLANS EXAMINER

6/27/2024
DATE SIGNED

Notice to Applicant: An appeal from this decision may be made to the Zoning Board of Adjustment, One Parkway Building, 1515 Arch St., 18th FL. Phila., PA 19102 within thirty (30) days of date of Refusal / Referral. Please see appeal instructions for more information.



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: ZP-2024-003862

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

The provision of greater than (100) residential units and the new construction of greater than 100,000 gross square feet.

PROJECT LOCATION

Planning District: Council District: 5th Council District

Address: 1318 W. Clearfield Street

Is this parcel within an Opportunity Zone? Yes ☒ No ☐ Uncertain ☐
If yes, is the project using Opportunity Zone Funding? Yes ☐ No ☒

CONTACT INFORMATION

Applicant Name: Henry Clinton Primary Phone: (215)-309-5957

Email: hclinton@hclintonlaw.com Address: 1313 S. 33rd Street
Philadelphia PA, 19146

Property Owner: J Paul, Inc Developer J Paul, Inc
Architect: Cannio Design

SITE CONDITIONS

Site Area: 34,046.43 SF

Existing Zoning: 12 Are Zoning Variances required? Yes ☒ No ☐

Proposed Use:

(204) Residential Multi-Family Dwelling Units, complete with common roof deck, eighth floor amenity space, ground floor commercial space, amenity space, dedicated mail and trash rooms, and a common courtyard amenity space. Project also includes (82) underground parking spaces, with (85) bicycle parking spaces in addition to spaces located on the street at the perimeter of the building.

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: Time:

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ☐ No ☐ NA ☒

If yes, indicate the date hearing will be held:

Date: (Continuance)

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, a Septa Bus stop is located (1) block away and serves (2) lines along North Broad Street. The Septa BSL Allegheny Station is (2) blocks away.
(2) Reduced Parking Footprint	All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	All parking provided is located underneath the building or a covering, accessed through a common drive aisle.
(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.	(82) Spaces are provided, and (9) are provided for either EV or Auto-Share spaces. (4) or 5% of spaces serve EVs (5) or 6% of spaces serve Auto-Share uses.
(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.	(84) Class 1A spaces are provided, with additional Class 1 B spaces provided in the basement. Additional exterior inverted U spaces are provided per Streets Department standards.

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.	On-site landscaping, and green roof systems provided at the roof and courtyard aim to assist with stormwater management.
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.	On-site landscaping is proposed at the rear of the site. The courtyard, and the roof, will utilize an extensive green roof tray system. The perimeter of the lot is lined with street trees provided per Streets Department Standards.
(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	N/A Design is compliant with PWD stormwater management requirements and guidelines.
(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.	Site is shaded by street trees, and hardscape is reduced through landscaping, green roof systems, and the building itself throughout a typical day.
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. ⁱⁱⁱ	COMCheck is the design team's preferred method of demonstrating compliance.
(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	Not at this time.

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	Not at this time.
(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}	Air filtration is provided per the requirements of the International Building Code and associated standards.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	Not at this time.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Not at this time.

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.

ⁱⁱⁱ 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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

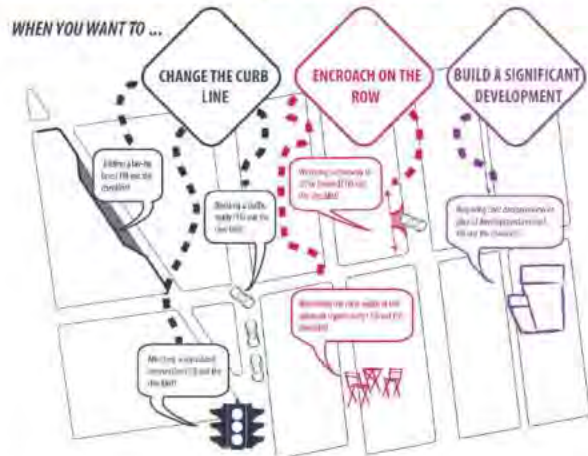
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the "Handbook") and enables City engineers and planners to review projects for their compliance with the Handbook's policies. The handbook provides design guidance and does not supersede or replace language, standards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

1. PROJECT NAME

Clearfield Apartments

2. DATE

11-4-2024

3. APPLICANT NAME

Joe Williams

5. PROJECT AREA: list precise street limits and scope

On Clearfield St: From Park Ave to ~37ft west of N 13th St.
On Park Ave: From Clearfield St to W Sedgley Ave.

4. APPLICANT CONTACT INFORMATION

JOSEPHWILLIAMS1@LIVE.COM215-416-7853

6. OWNER NAME

J Paul, Inc.

7. OWNER CONTACT INFORMATION

JOSEPHWILLIAMS1@LIVE.COM215-416-7853

8. ENGINEER / ARCHITECT NAME

AquaEconomics, LLC

9. ENGINEER / ARCHITECT CONTACT INFORMATION

PAUL@AQUAECONOMICS.COM, 267-885-9875

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. Also available here: [http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/](#)

STREET	FROM	TO	COMPLETE STREET TYPE
Clearfield St	Park Ave	N 13 th St	City Neighborhood
Park Ave	Clearfield St	W Sedgley Ave	Local

11. Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?

a. Parking and loading regulations in curb lanes adjacent to the site

YES ☒ NO ☐

b. Street Furniture such as bus shelters, honor boxes, etc.

YES ☒ NO ☐ N/A ☐

c. Street Direction

YES ☒ NO ☐

d. Curb Cuts

YES ☒ NO ☐ N/A ☐

e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.

YES ☒ NO ☐ N/A ☐

f. Building Extensions into the sidewalk, such as stairs and stoops

YES ☒ NO ☐ N/A ☐

APPLICANT: General Project Information

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
Clearfield St	12 / 13 / 13	13 / 13
Park Ave	10 / 8 / 8	8 / 8
	/ /	/
	/ /	/

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
Clearfield St	6.5 / 4.2 / 6.5
Park Ave	2/ 6.5 / 5
	/ /
	/ /

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
Curb Cut	20.1	Park Ave

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut	20.6	Clearfield St
Curb Cut	35	Park Ave

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PEDESTRIAN COMPONENT (continued)

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day?

YES ☒ NO ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

1322 West Clearfield Street

CANNObegin | 46

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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
Clearfield St	6.9 / 2
Park Ave	0 / 0.5
	/
	/

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
Clearfield St	4 / 1.9 / 4.5
Park Ave	3.5 / 2.8 / 2.5
	/ /
	/ /

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

Bicycle Parking

Lighting

Benches

Street Trees

Street Furniture

YES ☒

NO ☐

N/A ☐

YES ☐

NO ☒

N/A ☐

YES ☐

NO ☒

N/A ☐

YES ☒

NO ☐

N/A ☐

YES ☒

NO ☐

N/A ☐

DEPARTMENTAL APPROVAL

YES ☐

NO ☐

19. Does the design avoid tripping hazards?

YES ☒

NO ☐

N/A ☐

YES ☐

NO ☐

N/A ☐

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception

YES ☐

NO ☒

N/A ☐

YES ☐

NO ☐

N/A ☐

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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:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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BICYCLE COMPONENT (Handbook Section 4.5)

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

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

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
1318-24 Clearfield St	68	0 / 0	0 / 22	0 / 85
		/	/	/
		/	/	/
		/	/	/

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

Conventional Bike Lane

Buffered Bike Lane

Bicycle-Friendly Street

Indego Bicycle Share Station

YES ☐

NO ☒

N/A ☐

YES ☐

NO ☒

N/A ☐

YES ☐

NO ☒

N/A ☐

YES ☐

NO ☒

N/A ☐

DEPARTMENTAL APPROVAL

YES ☐

NO ☐

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?

YES ☐

NO ☒

N/A ☐

YES ☐

NO ☐

N/A ☐

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

YES ☐

NO ☒

N/A ☐

YES ☐

NO ☐

N/A ☐

APPLICANT: Bicycle Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb?

YES ☒ NO ☐

29. Does the design connect transit stops to the surrounding pedestrian network and destinations?

YES ☐ NO ☒ N/A ☐

30. Does the design provide a buffer between the roadway and pedestrian traffic?

YES ☒ NO ☐ N/A ☐

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? All sidewalk and curbs along the frontage will be replaced thus improving the accessibility, visibility, connectivity, and attractiveness of the site.

YES ☐ NO ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments: _____

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VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

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

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

SU-30

YES ☐ NO ☐

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

YES ☐ NO ☒

YES ☐ NO ☐

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

YES ☐ NO ☒

YES ☐ NO ☐

36. Does the design maintain emergency vehicle access?

YES ☐ NO ☒

YES ☐ NO ☐

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

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

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

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

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

YES ☒ NO ☐

YES ☐ NO ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: _____

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

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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 ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

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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 ☐

If yes, City Plan Action may be required.

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 ☐

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments:

Accessible ramp design at North Park Ave and West Clearfield Street is still pending, but accessible ramps will be provided.

The walking zone has been adjusted along N. Park Avenue, but note that it does change at the PECO vault. Furthermore, note that per Complete Streets guidelines, walkable tree pit covers are utilized where tree pits encroach into the walking zone.

Note that the revised site design accommodates 4' tree pits.

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____