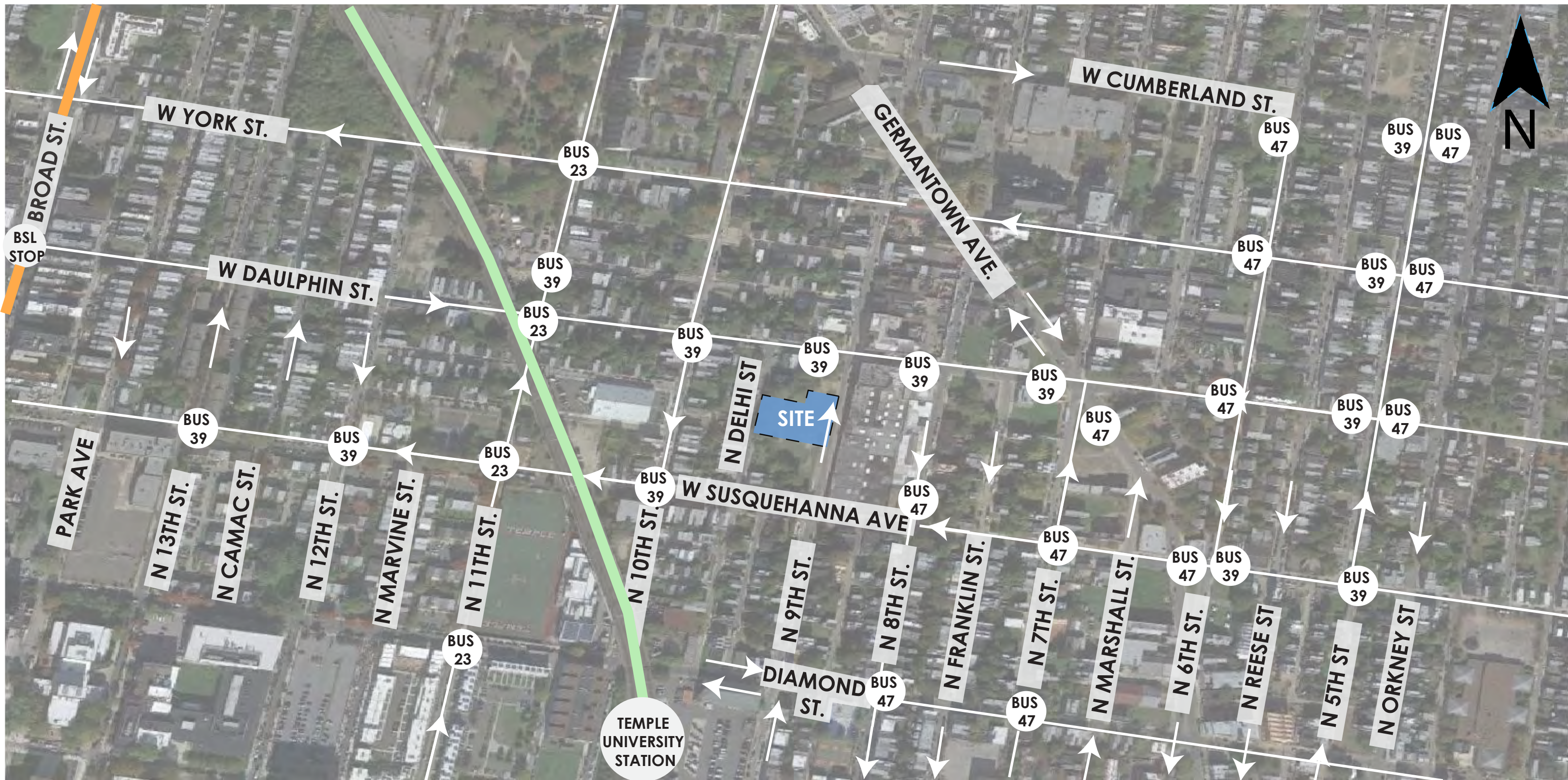




2242-54 NORTH 9TH STREET
PHILADELPHIA, PA

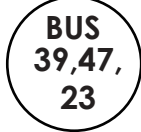


1 **2242 N 9TH STREET**
SITE MAP + TRANSPORTATION

BROAD STREET LINE



RAILWAY



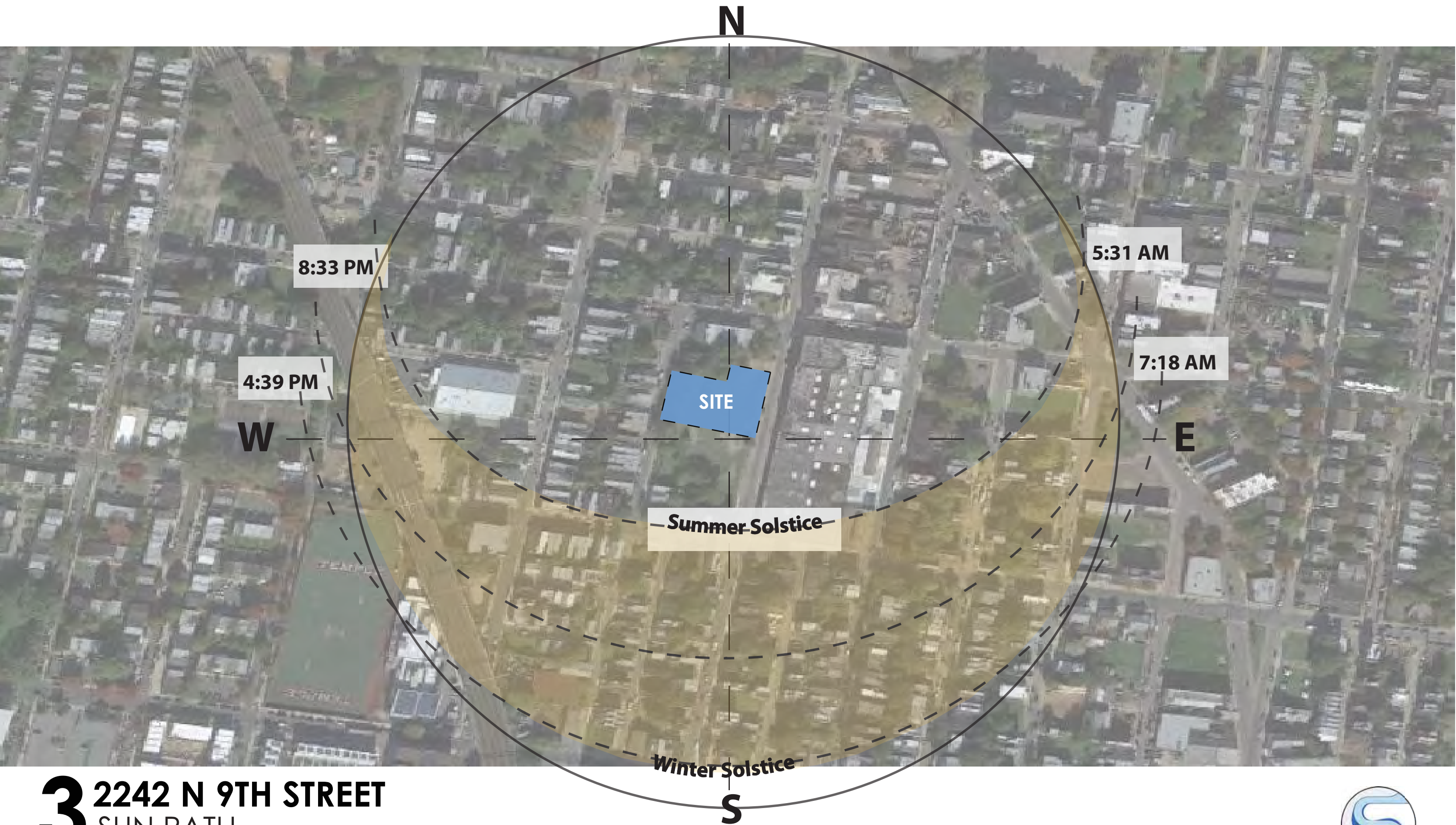
BUS STOP/ROUTE





2 2242 N 9TH STREET

NEIGHBORHOOD AMENITIES



3 2242 N 9TH STREET
SUN PATH





2242 N 9TH ST.



2242 N 9TH ST.



9TH ST & DAULPHIN

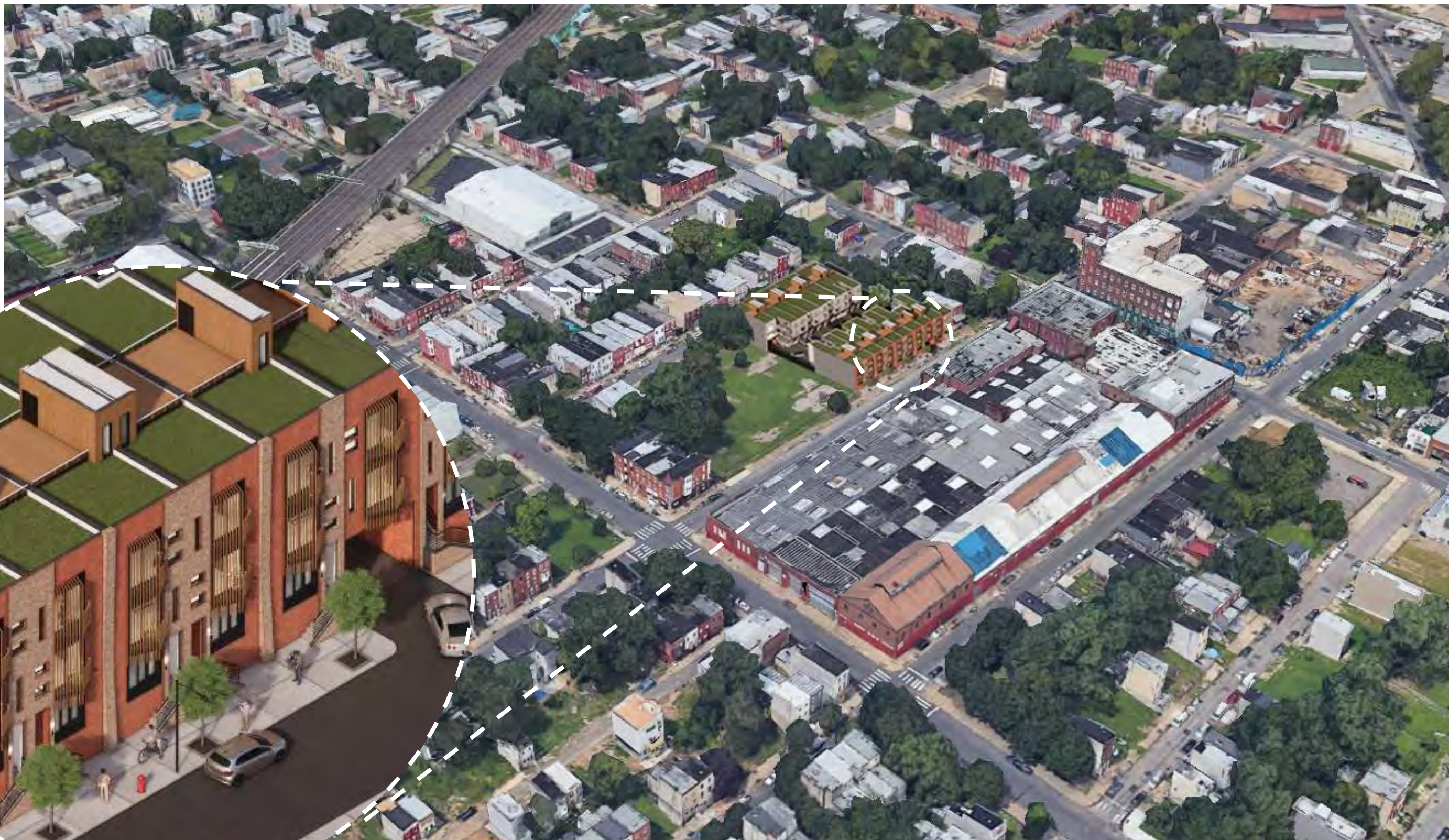


9TH & SUSQUAHANNA

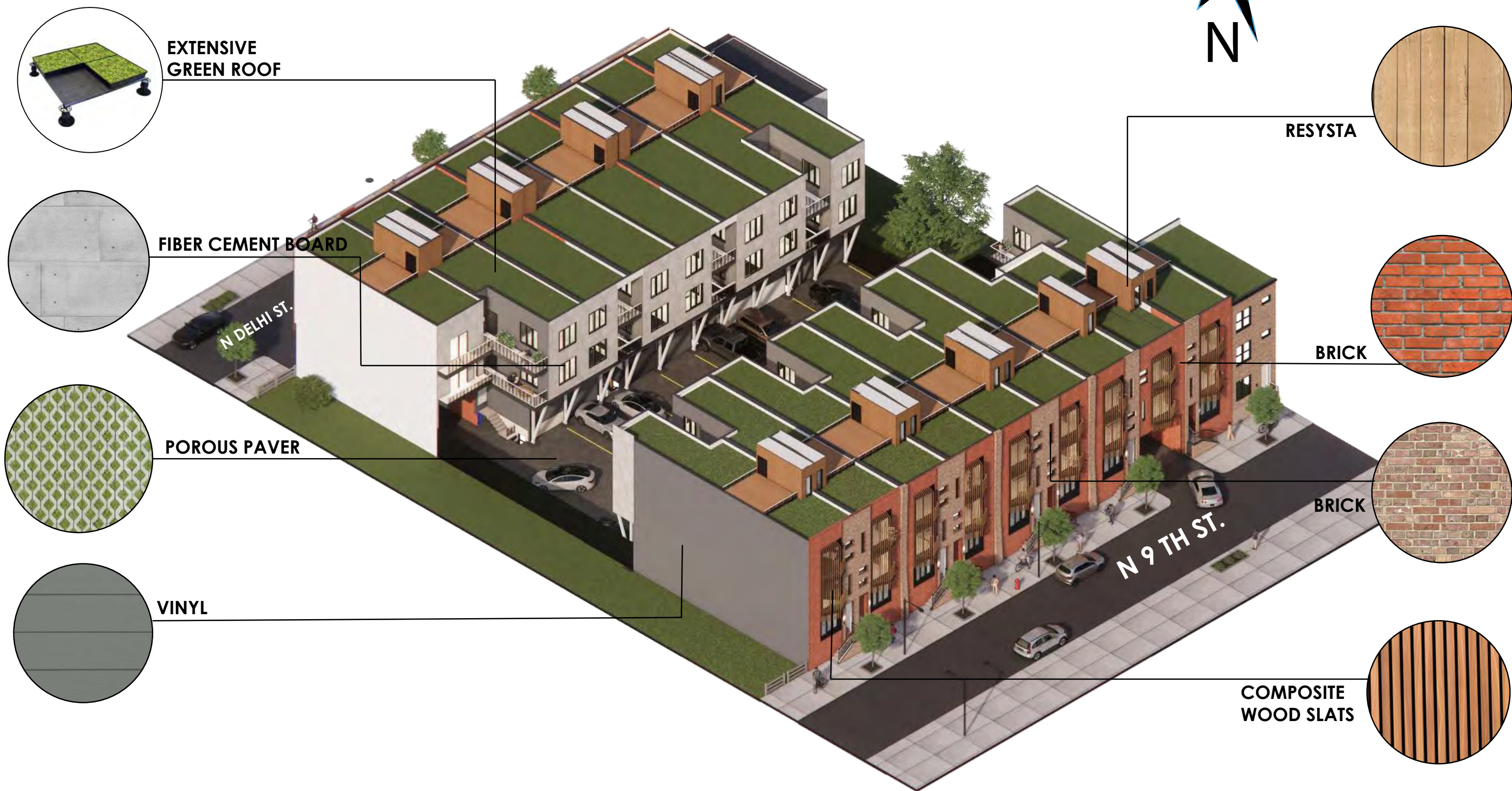
4

2242 N 9TH STREET

STREET VIEWS



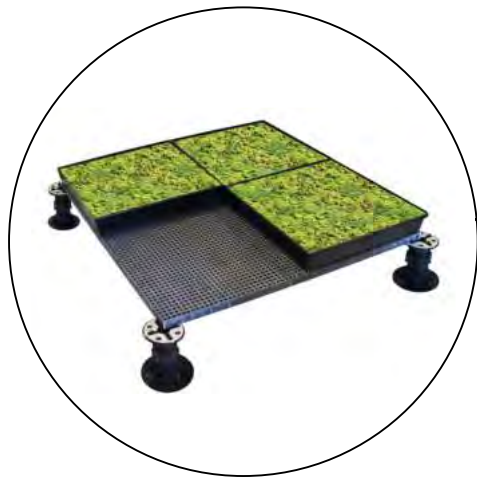
5 2242 N 9TH STREET PROPOSED MASSING



6 2242 N 9TH STREET

MATERIAL BOARD





EXTENSIVE GREEN ROOF



AMERICAN HORNBEAM



COLUMNAR JUNIPER HETZ



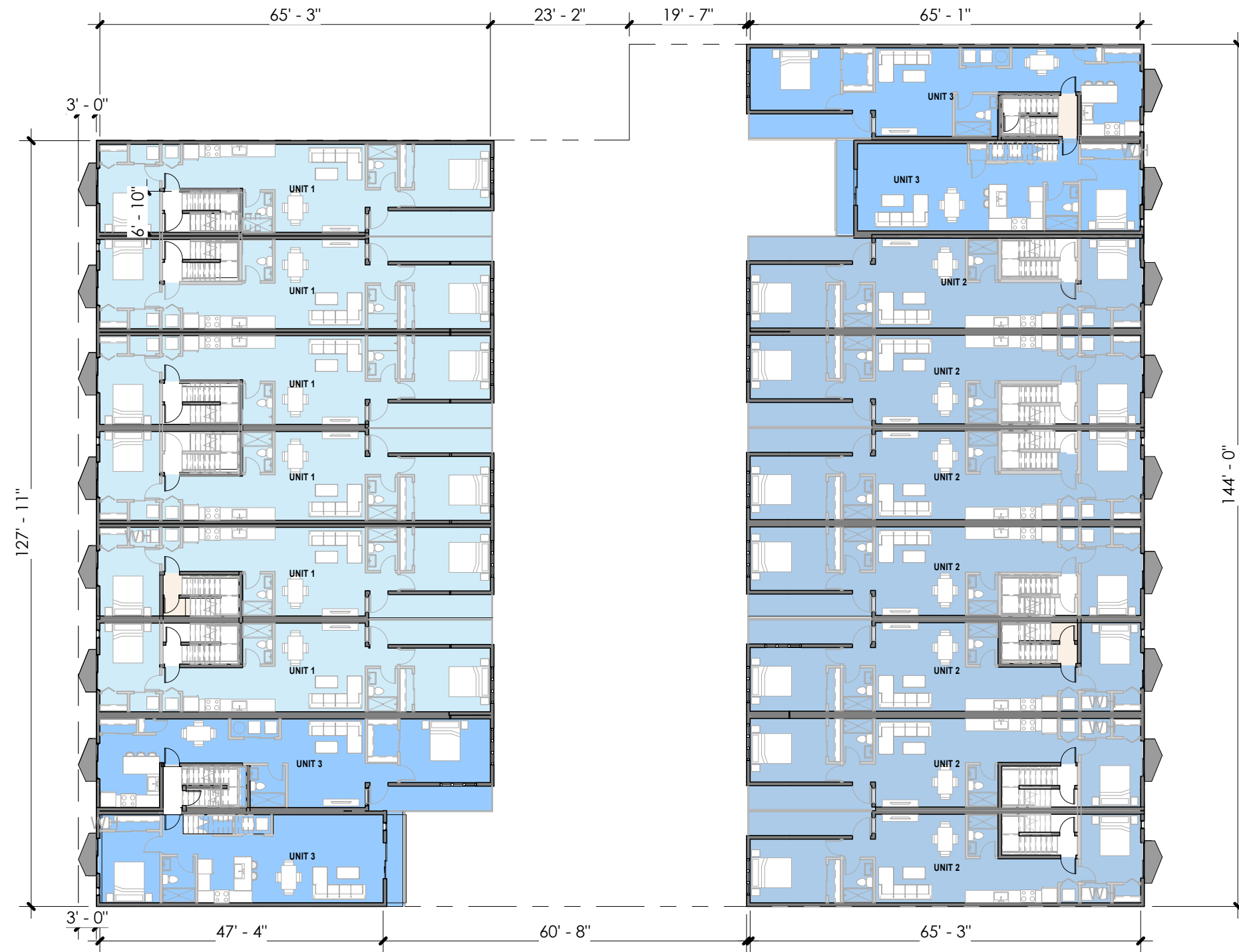
POROUS PAVERS



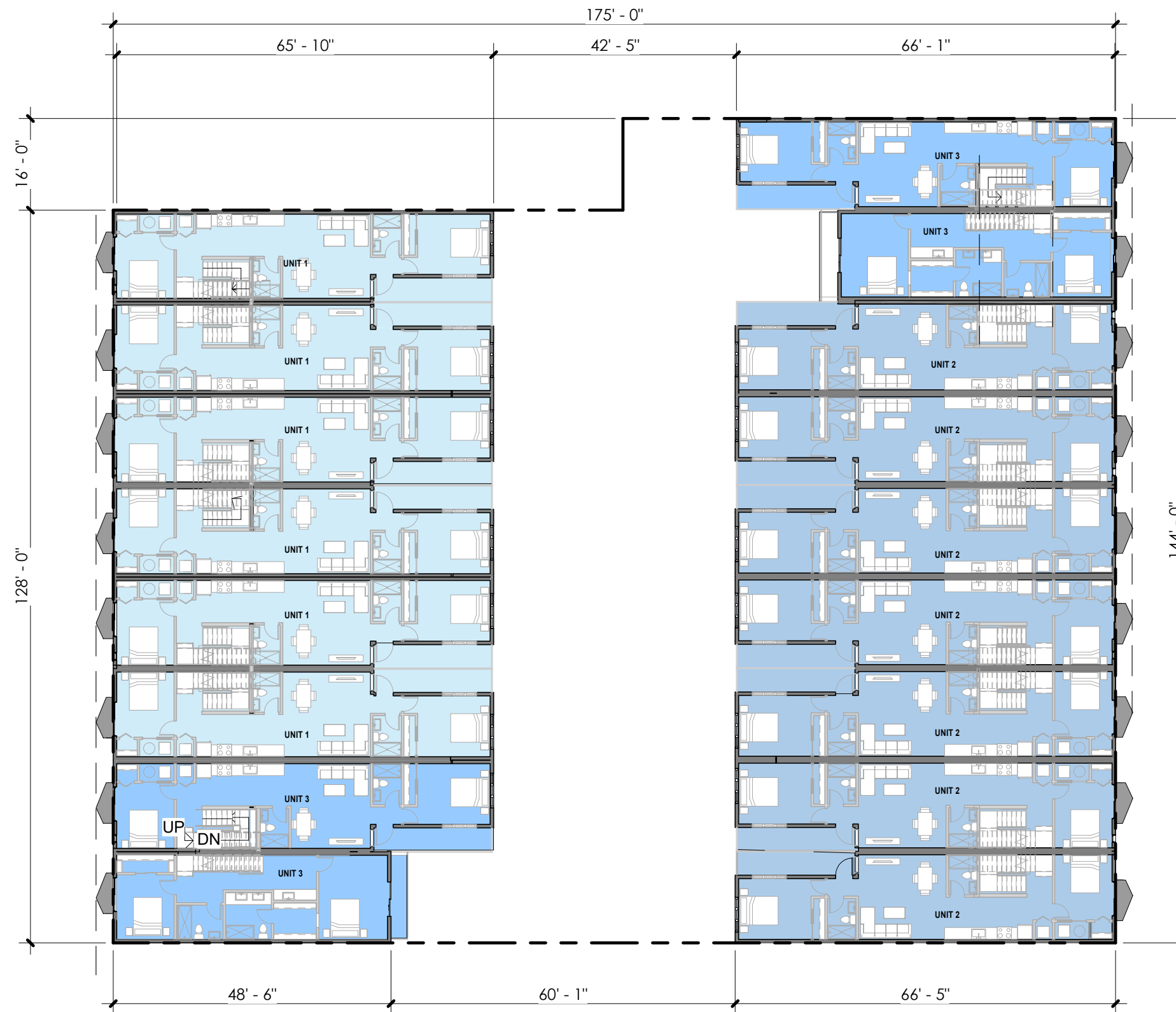
AMERICAN HORNBEAM

7 2242 N 9TH STREET

LANDSCAPING PLAN



10 **2242 N 9TH STREET**
 SECOND FLOOR PLAN : SCALE - 3/64"=1'-0"

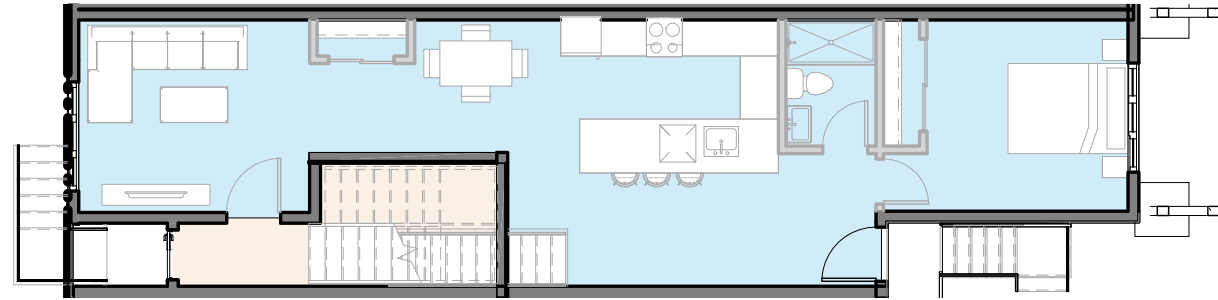
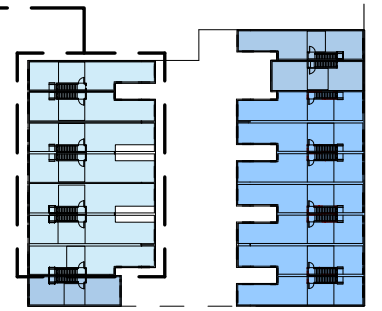


11

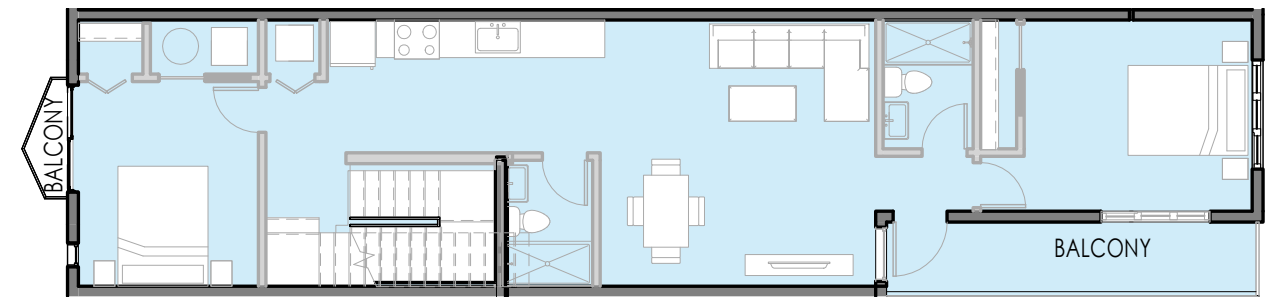
2242 N 9TH STREET

THIRD FLOOR PLAN : SCALE - 3/64"=1'-0"

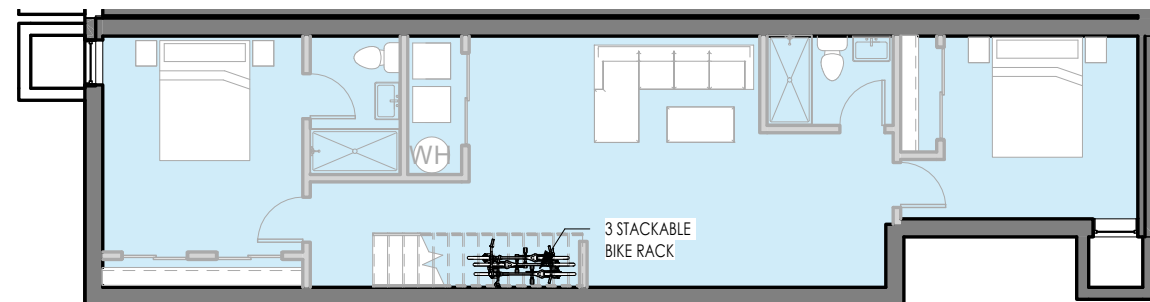
**TYPICAL UNIT 1
TRIPLEX**



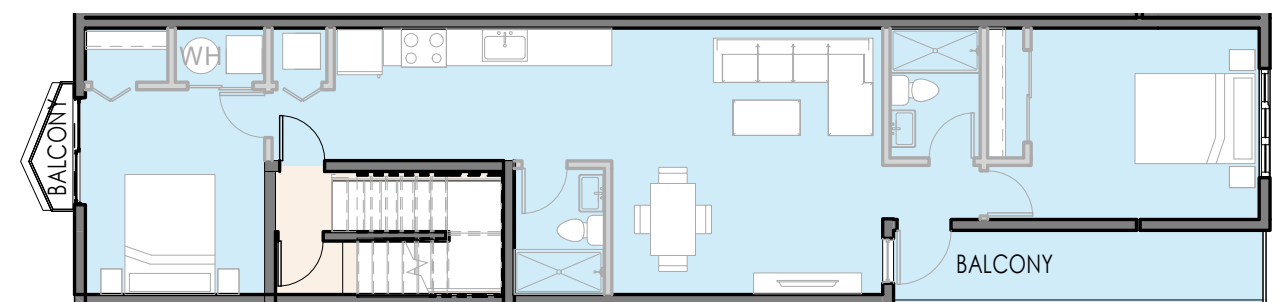
① UNIT 1 FIRST FLOOR PLAN
3/32" = 1'-0"



③ UNIT 1 THIRD FLOOR PLAN
3/32" = 1'-0"



② UNIT 1 PLAN BASEMENT
3/32" = 1'-0"

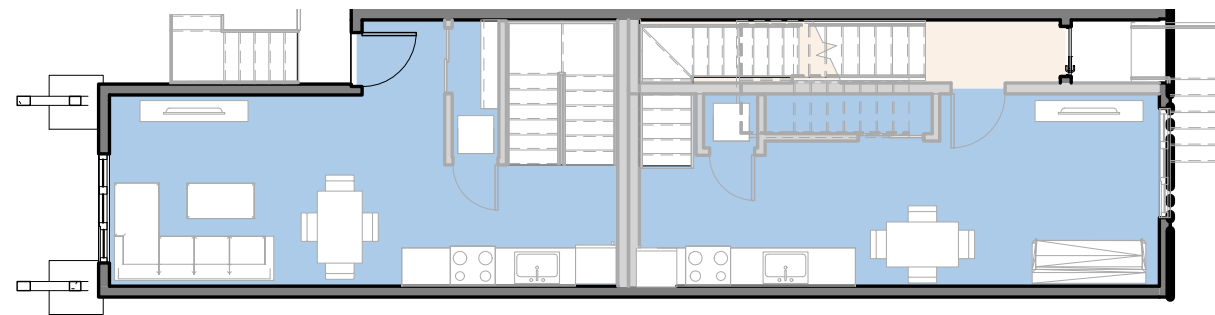
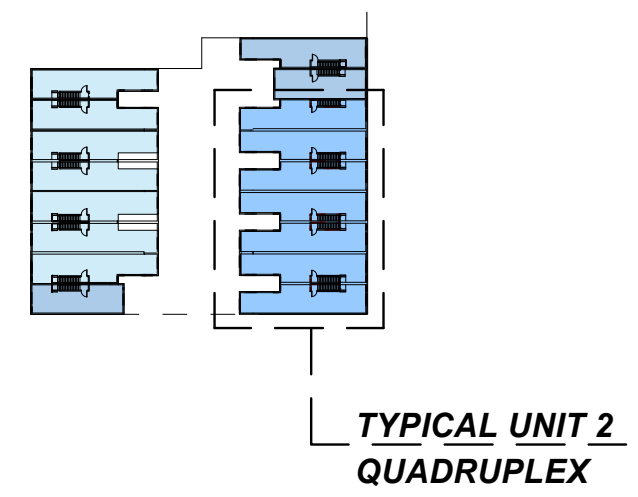


② UNIT 1 SECOND FLOOR PLAN
3/32" = 1'-0"

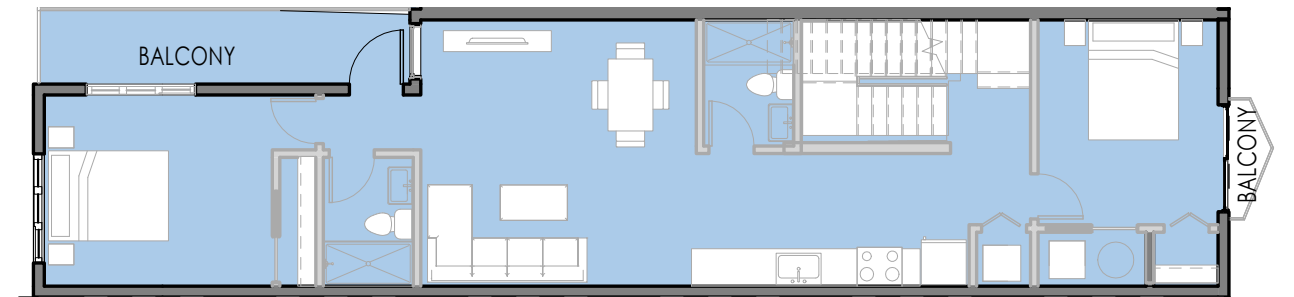
12

2242 N 9TH STREET

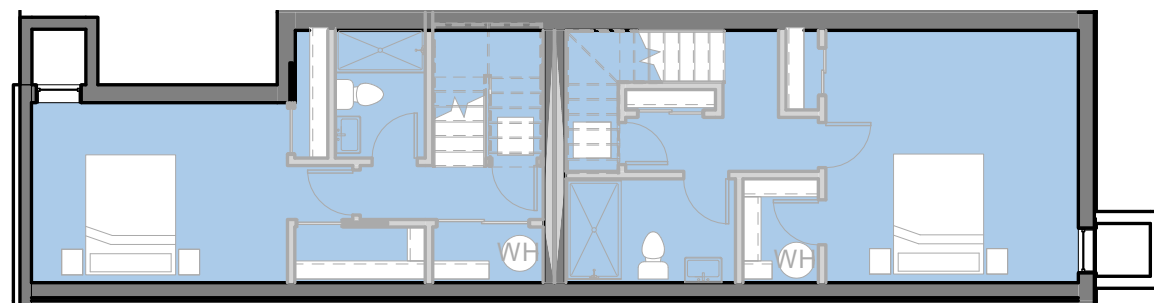
TYPICAL UNIT 1 : SCALE - 3/32"=1'-0"



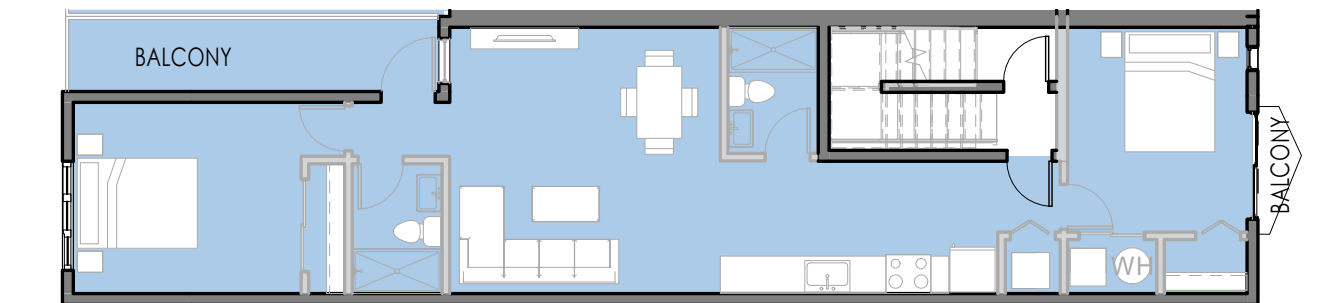
① UNIT 2 FIRST FLOOR PLAN
3/32" = 1'-0"



③ UNIT 2 THIRD FLOOR PLAN
3/32" = 1'-0"



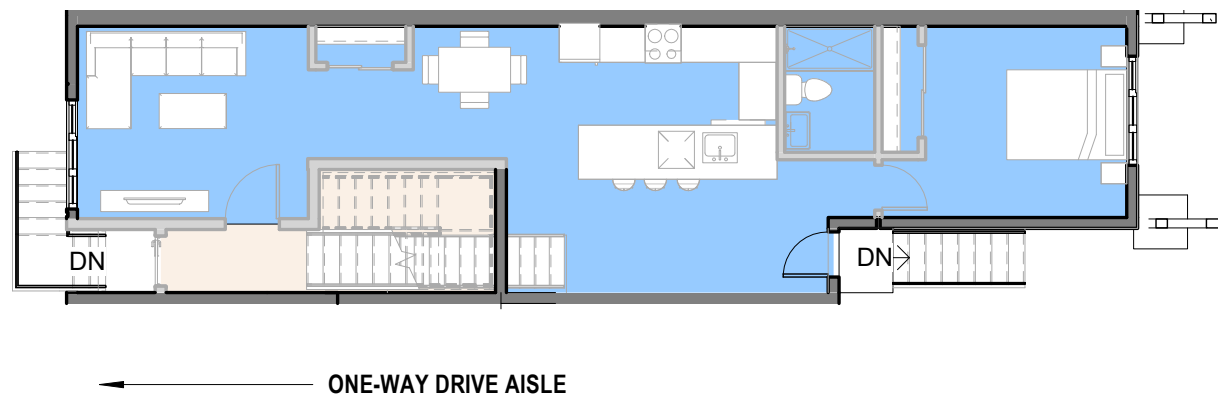
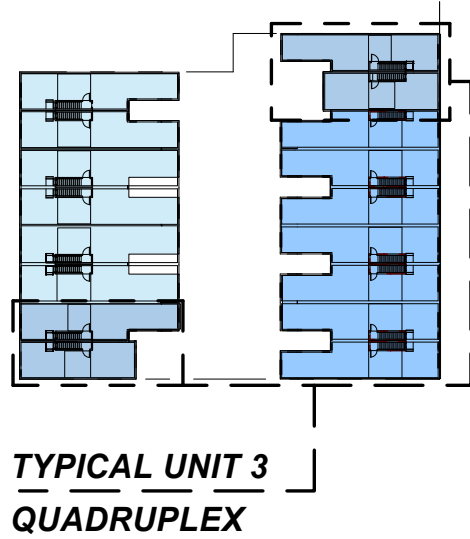
② UNIT 2 PLAN BASEMENT
3/32" = 1'-0"



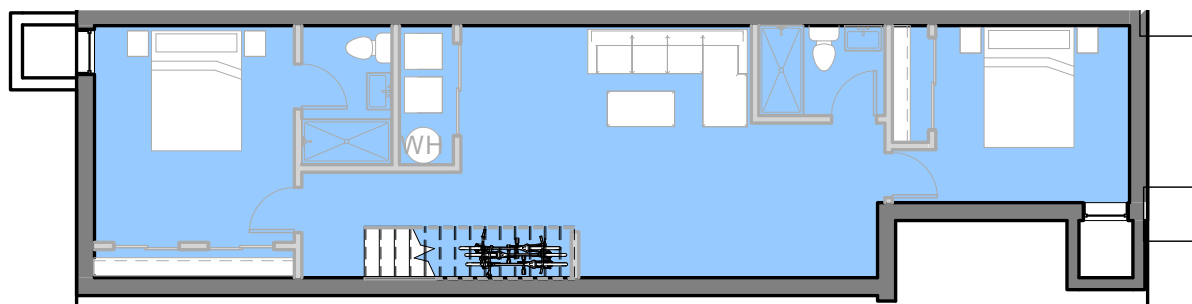
④ UNIT 2 SECOND FLOOR PLAN
3/32" = 1'-0"

13 2242 N 9TH STREET

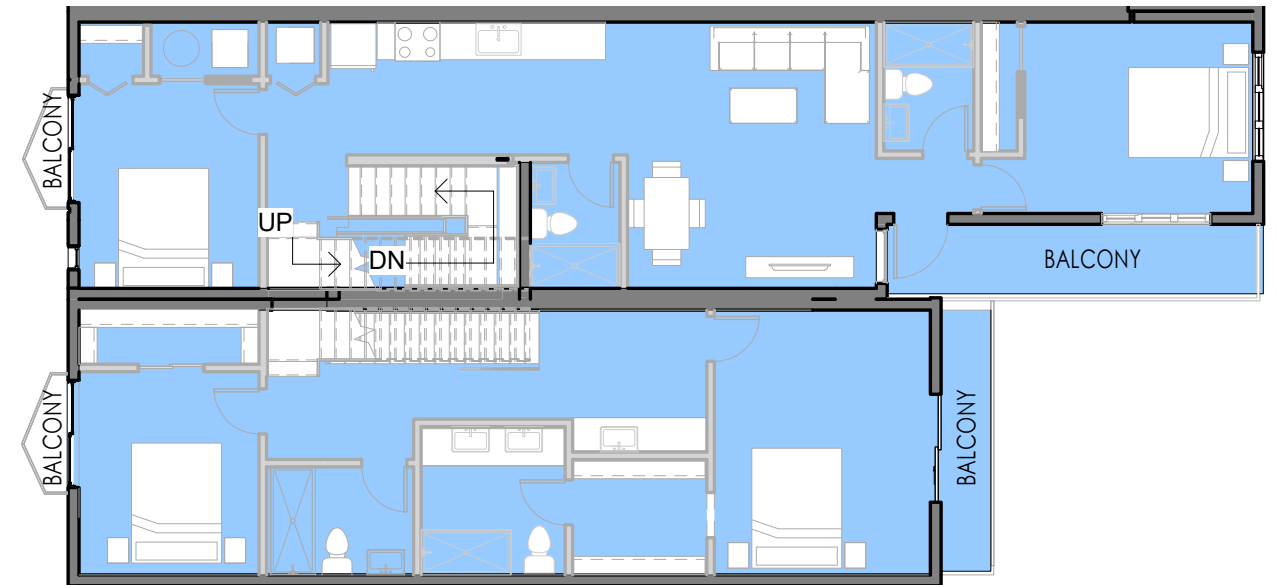
TYPICAL UNIT 2 : SCALE - 3/32"=1'-0"



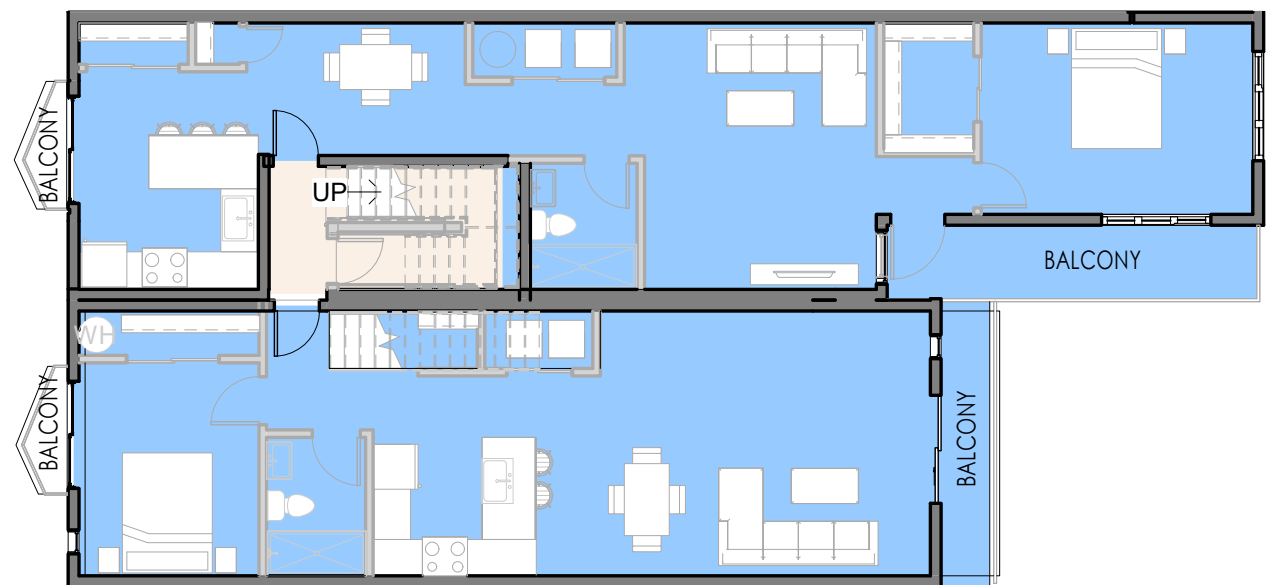
① UNIT 3 FIRST FLOOR PLAN
3/32" = 1'-0"



② UNIT 3 PLAN BASEMENT
3/32" = 1'-0"



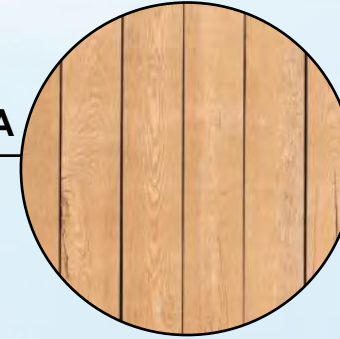
② UNIT 3 THIRD FLOOR PLAN
3/32" = 1'-0"



③ UNIT 3 SECOND FLOOR PLAN
3/32" = 1'-0"

14 2242 N 9TH STREET
TYPICAL UNIT 3 : SCALE - 3/32"=1'-0"

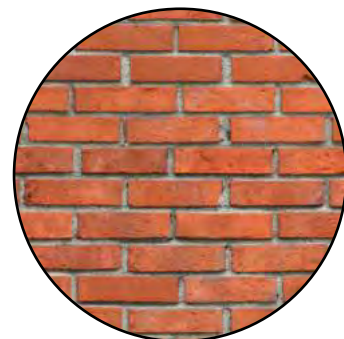
RESYSTA USA



144' - 0"
NORTH 9TH STREET



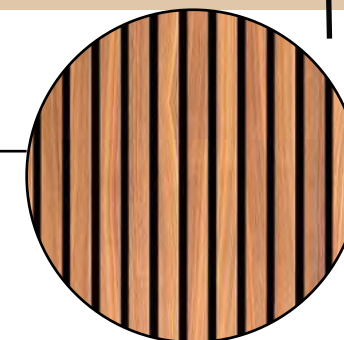
PILOT HOUSE	Pilot House	46' - 6"	
	Parapet	39' - 6"	
	Roof	36' - 6"	
BUILDING HEIGHT	3rd floor	25' - 4"	
	2nd floor	15' - 4"	
	1st Floor	5' - 2"	
	Grade	0' - 0"	



BRICK



BALCONIES

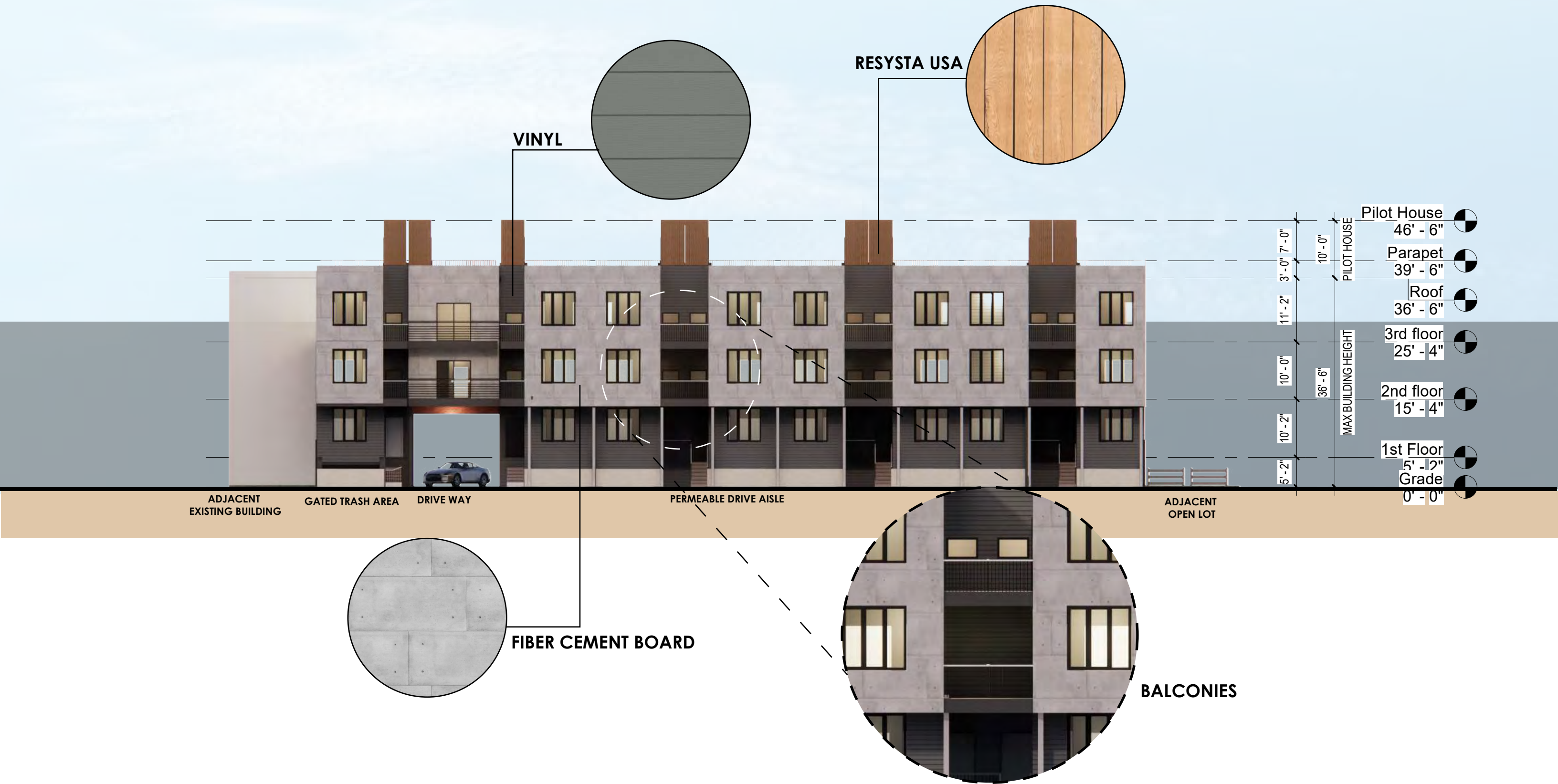


COMPOSITE WOOD SLATS

15 2242 N 9TH STREET
EAST ELEVATION (NORTH 9TH STREET)- SCALE : (1/16"= 1'-0")



16 2242 N 9TH STREET
 WEST ELEVATION (NORTH DELHI) - SCALE : (1/16"=1'-0")



17 2242 N 9TH STREET
DRIVE AISLE ELEVATION: SCALE = 1/16"=1'-0"



23 2242 N 9TH STREET
RENDERING - (NORTH 9TH STREET VIEW)



24 **2242 N 9TH STREET**
RENDERING - (NORTH DELHI STREET VIEW)



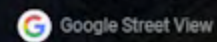
25 **2242 N 9TH STREET**
RENDERING - (DRIVE AISLE VIEW)



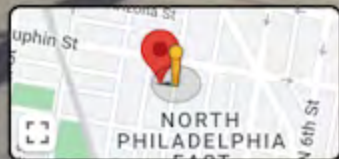
← 2242 north 9th st phila pa 🔍 ✕

2252 N 9th St

Philadelphia, Pennsylvania



Apr 2023 [See more dates](#)



Google







N Delhi St

N 9th St

Google

Edward J. Darby & S

Notice of: ☒ **Refusal** ☐ **Referral**

Application Number: ZP-2022-013239	Zoning District(s): RM-1 & I-2 with overlays /NCP North Central Philadelphia Overlay District - Subarea B & /VDO Fifth District Overlay District	Date of Refusal: 8/2/2023
Address/Location: 2242-50 N 9TH ST, Philadelphia, PA 19133-1503 Parcel (PWD Record)		Page Number Page 1 of 2
Applicant Name: Vernon Anastasio, Esq.	Applicant Address: 1315 Walnut Street Suite 1006 Philadelphia, PA 19107 USA	Civic Design Review? Y

Application for:

FOR THE RELOCATION OF LOT LINES TO CREATE ONE (1) LOT (CONSOLIDATED PREMISES A) FROM FIVE (5) LOTS (2254 N 9TH ST, 2252 N 9TH ST, 2242-50 N 9TH ST, AND 2251 N DEHI ST). FOR THE ERECTION OF TWO (2) STRUCTURES FOR MULTI-FAMILY HOUSEHOLD LIVING. ONE FOR TWENTY-TWO (22) DWELLING UNITS WITH FOURTEEN (14) ROOF DECKS, EIGHT (8) ROOF DECK ACCESS STRUCTURES, AND FOUR (4) BALCONIES. THE OTHER FOR THIRTY-TWO (32) DWELLING UNITS WITH FIFTEEN (15) ROOF DECKS, NINE (9) ROOF DECK ACCESS STRUCTURES, AND FIVE (5) BALCONIES. FOR TWENTY (20) EXTERIOR OFF-STREET PARKING SPACES INCLUDING TWO (2) VAN-ACCESSIBLE PARKING SPACES AND ONE (1) ELECTRIC VEHICLE CHARGING SPACE AND FOR FORTY-SEVEN (47) EXTERIOR BIKE SPACES AND TWENTY-ONE (21) INTERIOR TYPE IA BIKE SPACES. ALL AS SHOWN ON APPLICATION/PLANS.

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:
Note [3] of Table 14-701-4	Dimensional Standards for Industrial Districts	Whereas in the I-2 Zoning district a 12 ft side yard is required along the RM-1 Zoning District and no side yard has been provided.
Table 14-701-2	Dimensional Standards for Higher Density Residential Districts	
Table 14-602-3	Uses Allowed in Industrial Districts	Whereas Multi-Family Household Living is expressly prohibited in the I-2 Zoning District, and fifty-four dwelling units have been proposed.
Section 14-803(1)(c)(.1)	Additional Regulations for RSA-5, RSA-6, RM-1, and CMX-2 Districts	Whereas in the RM-1 zoning district, accessory parking for any multi-family use in an attached building shall be prohibited unless it can be accessed from a shared driveway, alley, or rear street on which no on-street parking is permitted on the side of the rear street directly abutting the lot, and the proposed parking is accessed from North 9th Street, which is the primary frontage.



Willow Jessop
PLANS EXAMINER

8/2/2023
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.

Notice of: ☒ **Refusal** ☐ **Referral**

Application Number: ZP-2022-013239	Zoning District(s): RM-1 & I-2 with overlays /NCP North Central Philadelphia Overlay District - Subarea B & /VDO Fifth District Overlay District	Date of Refusal: 8/2/2023
Address/Location: 2242-50 N 9TH ST, Philadelphia, PA 19133-1503 Parcel (PWD Record)		Page Number Page 2 of 2
Applicant Name: Vernon Anastasio, Esq.	Applicant Address: 1315 Walnut Street Suite 1006 Philadelphia, PA 19107 USA	Civic Design Review? Y

Required Parking in Industrial Districts	Section 14-802-3	Accessory Parking Spaces	
		Required	Provided
		27	20
Table 14-806-1	Off-Street Loading	Off-Street Loading Spaces	
		Required	Provided
		4	0

FOUR (4) USE REFUSALS
ONE (1) ZONING REFUSAL

Fee to File Appeal: \$300

NOTES TO THE ZBA:

Note that in accordance with Section 14-107(2)(b) of the Philadelphia Zoning Code, the most restrictive provisions of both the RM-1 Zoning District and the I-2 Zoning District apply to the consolidated lot.

Parcel Owner:

IBNM LLC



Willow Jessop
PLANS EXAMINER

8/2/2023
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.



1 NORTH 9TH STREET ELEVATION
1/16" = 1'-0"



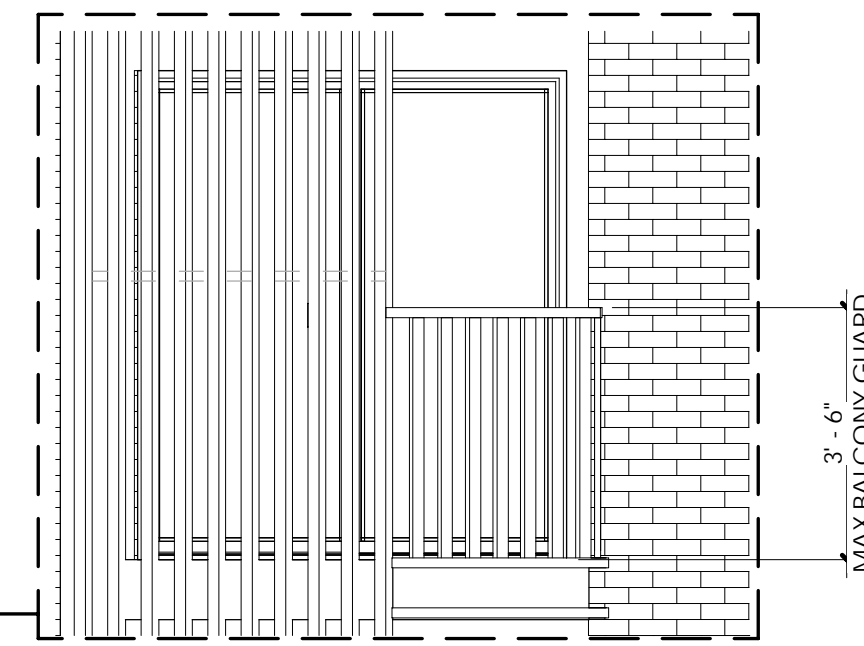
2 NORTH DELHI STREET ELEVATION
1/16" = 1'-0"



4 DRIVE AISLE ELEVATION 1 (ZONING)
1/16" = 1'-0"



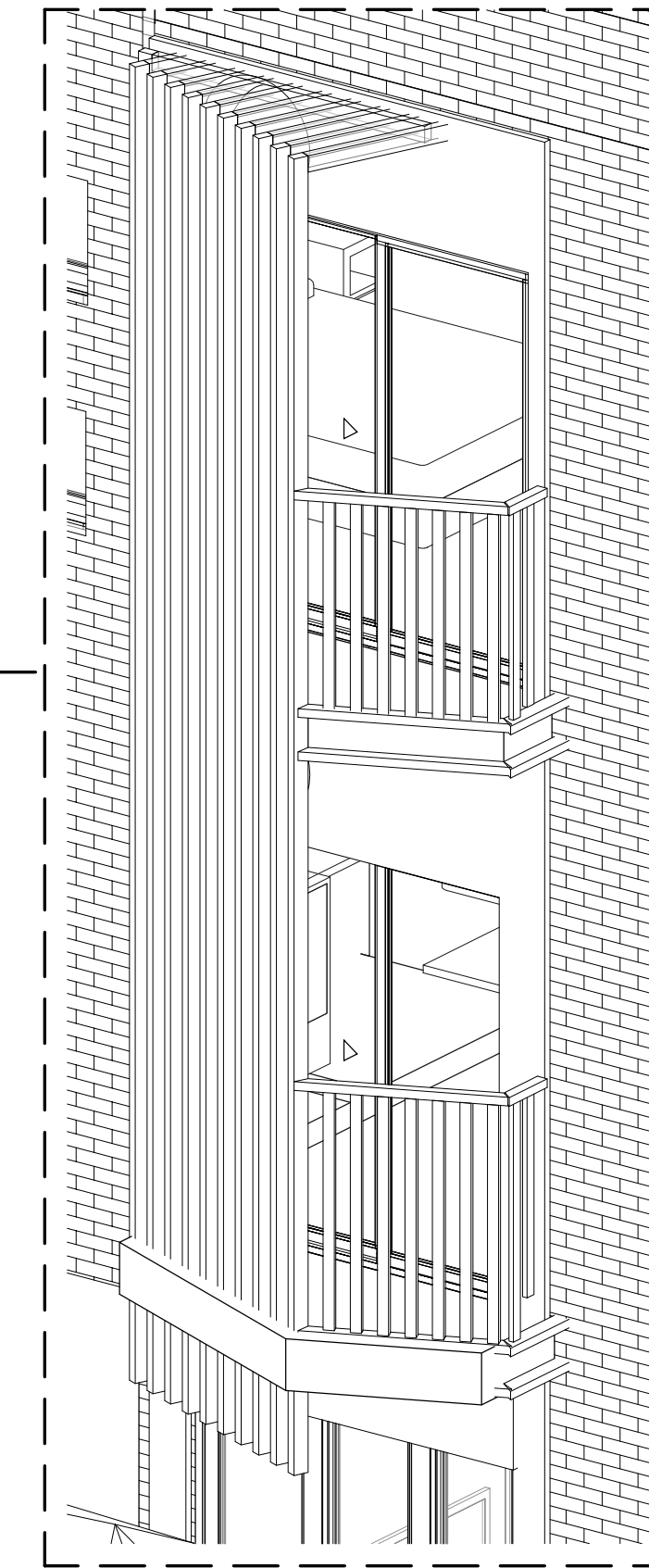
5 DRIVE AISLE ELEVATION 2 (ZONING)
1/16" = 1'-0"



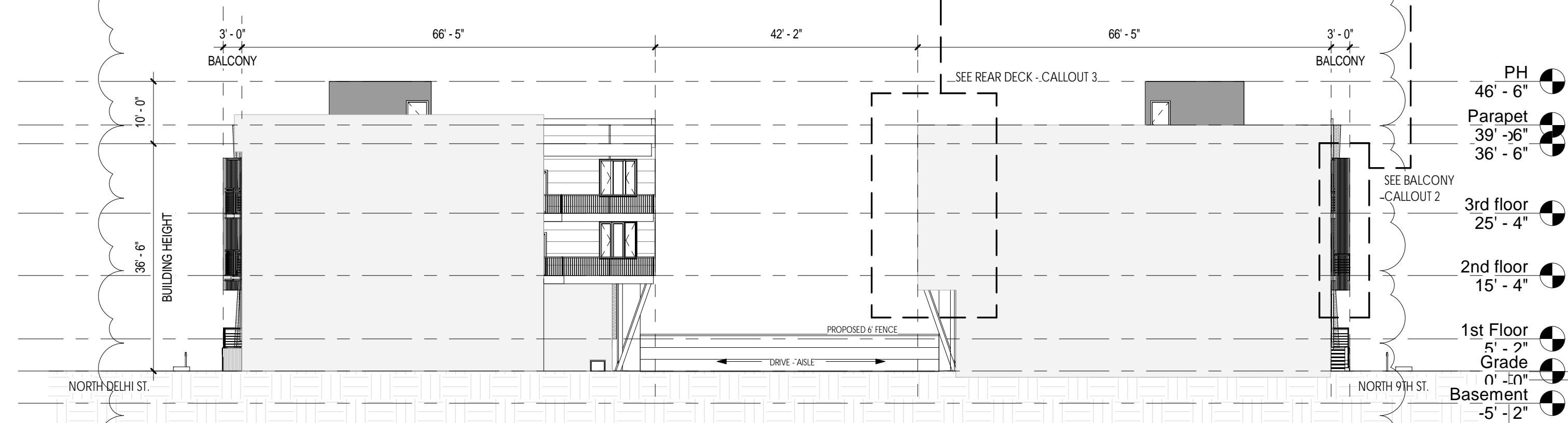
3 BALCONY CALLOUT 1
3/8" = 1'-0"



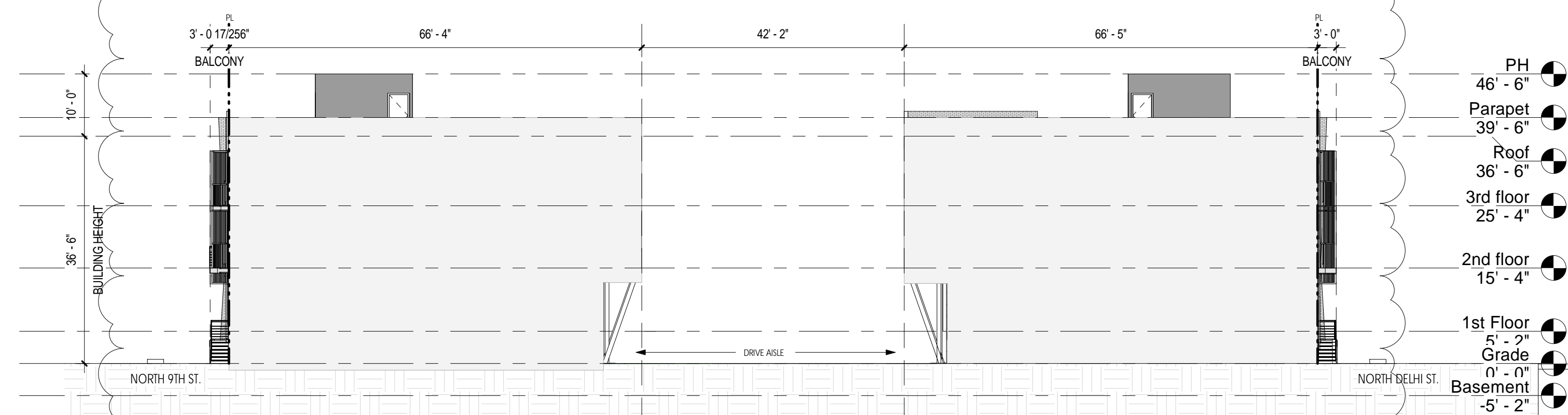
10 REAR DECK - CALLOUT 3



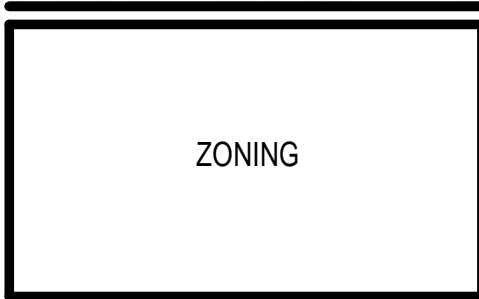
8 BALCONY CALLOUT 2



6 SIDE ELEVATION 1
1/16" = 1'-0"



7 Elevation 2 - a
1/16" = 1'-0"



Revisions		
1	Revision 1	04/30/2021

2242-51 NORTH
9TH STREET



Drawing Title:
ZONING

Date: 05/10/2023
Project No.: 081_2022
Drawn by: EV
Checked by: BL
Scale: As indicated
Drawing Number:

Z-02

**Notice from Zoning Applicants to RCOs and Neighbors
PUBLIC COMMUNITY MEETING**

Vern Anastasio, Esq., Anastasio Law, LLC
2016 Spruce Street
Philadelphia, PA 19103
215-609-4165

September 1, 2023

Re: 2242-50 N 9th St. – ZONING APPLICATION NO. ZP-2022-013239

Dear Registered Community Organization or Neighbor:

This is a notification of a **PUBLIC MEETING** to discuss the project described below. All Registered Community Organizations that have geographic boundaries containing the project property and all community members are welcome to attend.

Property Description 2242-50 N 9th St, Philadelphia, PA 19133-1503



Project Description:

APPLICATION IS FOR A PERMIT FOR THE RELOCATION OF LOT LINES TO CREATE ONE (1) LOT (CONSOLIDATED PREMISES A) FROM FIVE (5) LOTS (2254 N 9TH ST, 2252 N 9TH ST, 2242-50 N 9TH ST, AND 2251 N DEHI ST).

FOR THE ERECTION OF TWO (2) STRUCTURES FOR MULTI-FAMILY HOUSEHOLD LIVING.

ONE FOR TWENTY-TWO (22) DWELLING UNITS WITH FOURTEEN (14) ROOF DECKS, EIGHT (8) ROOF DECK ACCESS STRUCTURES, AND FOUR (4) BALCONIES.

THE OTHER FOR THIRTY-TWO (32) DWELLING UNITS WITH FIFTEEN (15) ROOF DECKS, NINE (9) ROOF DECK ACCESS STRUCTURES, AND FIVE (5) BALCONIES. FOR TWENTY (20) EXTERIOR OFF-STREET PARKING SPACES INCLUDING TWO (2) VAN-ACCESSIBLE PARKING SPACES AND ONE (1) ELECTRIC VEHICLE CHARGING SPACE AND FOR FORTY-SEVEN (47) EXTERIOR BIKE SPACES AND TWENTY-ONE (21) INTERIOR TYPE IA BIKE SPACES. **See attached "Refusal".**

37th Ward Executive Democratic Committee is designated as Coordinating RCO and has scheduled an **IN-PERSON MEETING** in advance of a public hearing to discuss the project at the following date and time:

Public Meeting Date & Time: *September 19, 2023 at 6:00 PM*

Location: *Hope Partnership for Education, 2601 N. 11th St. Phila, Pa.*

**Notice from Zoning Applicants to RCOs and Neighbors
PUBLIC COMMUNITY MEETING**

ZONING BOARD OF ADJUSTMENT HEARING: November 29, 2023 2:00 PM (VIA ZOOM)

Please review the zoning posters for the date of the **PUBLIC HEARING** to be held by the City of Philadelphia *Zoning Board of Adjustment* **located at** 1515 Arch Street, 18th Floor, Philadelphia, PA 19102 (or online, via Zoom) on the issue. The ZBA hearing date, along with hearing access instructions, can also be found at the ZBA hearing calendar site, here: <https://www.phila.gov/zba/appeals-calendar>

Currently the ZBA Hearing Zoom Link is as follows:

Meeting ID: MI-2023-004373

Zoom Registration: https://us02web.zoom.us/webinar/register/WN_0YCr-8pyQ-W_4o0Fc57Bsg
webinar ID 820 8829 2595 and password 634842

Dial-In Number: +1 (646) 876-9923

For reference, contact information for all affected Registered Community Organizations and the District Councilperson is provided as follows:

District Council Office contact information:

Hon. Darrell Clarke – 5th Council District

Office City Hall Rm 484

(215) 686-3442

Darrell.clarke@phila.gov

Affected Registered Community Organizations (RCO's) Contact Information:

RCO	Primary Contact
Asociacion Puertorriquenos En Marcha (APM) 1900 N. 9th street Philadelphia, PA 19122	Rose Gray (267) 296-7304 rose.gray@apmphila.org
Temple Area Property Association (TAPA) 1639 N. Hancock Street, Suite 307 Philadelphia Philadelphia, PA 19122 United States	Peter Crawford (215) 896-3863 peter.redpike@gmail.com
37th Ward Executive Democratic Committee 37th Ward RCO El Amor Brawne Ali 939 W Silver St. Philadelphia, PA 19133	Denise Anderson (267) 632-4935 37thwardcommittee@gmail.com
North Central East RCO 2142 N 12th Street	Shirley Kitchen (215) 300-3789 shirleykitchen03@gmail.com

If you have received this notice as the owner, managing agent, or other responsible person at a multi-unit building, you are requested to post this notice at a prominent place in a common area of your building.

Sincerely,
Vern Anastasio, Esquire

cc: *District Council Office contact*
Planning Commission - rco.notification@phila.gov
Each affected RCO including the Coordinating RCO
ZBA at rcozba@phila.gov

#119571



Certificate of Bulk Mailing — Domestic

Fee for Certificate

Up to 1,000 pieces (1 certificate for total number)

For each additional 1,000 pieces, or fraction thereof

Duplicate Copy ☒Use
Current
Price List
(Notice 123)

Postage: Mailers must affix meter, PC Postage®, or (uncanceled) postage stamps here in payment of total fee due.

Acceptance employee must cancel postage affixed (by round-date) at the time of mailing.

If payment of total fee due is being paid by Permit Imprint, include the PostalOne!® Transaction Number here: _____

Number of
Identical Weight
Pieces

115

Class of Mail

FC

Postage for
Each Mailpiece
Paid☒ VerifiedNumber of
Pieces to the
PoundTotal Number of
Pounds

4.31

Total Postage Paid
for Mailpieces

72.45

Fee Paid

10.90

Mailed For

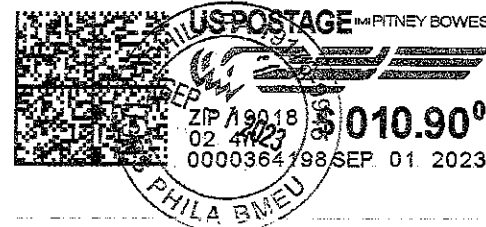
Mailed By

2242-50 N. 9TH ST. VISTA

Postmaster's Certification

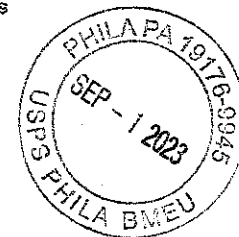
It is hereby certified that the number of mailpieces presented and the associated postage and fee were verified. This certificate does not provide evidence that a piece was mailed to a particular address.

(Postmaster or Designee)



PS Form 3606-D, January 2016 PSN 7530-17-000-5548

See Reverse for Instructions





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-2022-013239

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

The CDR was triggered due to the amount of units.

PROJECT LOCATION

Planning District: Lower North Council District: 5th Council District

Address: 2242 North 9th Street

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

CONTACT INFORMATION

Applicant Name: Bar Levy Primary Phone: 267-648-3436

Email: bar@sanbardesign.com Address: 1516 North 5th Street #112
Philadelphia, PA, 19122

Property Owner: Isaac Badush Developer IBNM LLC
Architect: Mark C. Paul



SITE CONDITIONS

Site Area: 23,776 SF

Existing Zoning: I-2 & RM-1 Are Zoning Variances required? Yes x No

Proposed Use:

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

Parking: 3,831.85 SF, Residential: 49,192 SF (54 Units)

Proposed # of Parking Units:

20 Parking (17 Standard Parking, 2 ADA Parking, 1 Electrical Vehicle Parking)

COMMUNITY MEETING

Community meeting held: Yes X No

If yes, please provide written documentation as proof.

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

Date: September 19, 2023 Time: 6:00 pm

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes X No NA

If yes, indicate the date hearing will be held:

Date: November 29th, 2023,
2:00 pm

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, there are bus stops 39 & 47 located along W Susquehanna and West dauphin st. Intersection There is also bus 23 going north along North 11th.
(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.	Parking area is semi covered by atleast 38.65% and has a total of 3,832 sf which is 28.48% of the proposed building footprint
(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.	There are 1 EV Parking space with dedicated EV Charging ports.
(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	The site is not adjacent to a septa rail way.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No bike share station is being proposed however 21 Type 1A and 47 exterior bike spaces are proposed.

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.	
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.	Porous paver is 6,184 sf Green roof area is 11,109 sf Which sums up to 17,293 sft. (279.51% of the 6,186.78 sf open space)
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	N/A this project does not trigger Storm water management.
(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.	Yes, shading will be provided by the proposed building and trees. In addition, a green roof is anticipated to reduce substantially the heat island effect.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	The use of green roofs and porous pavers on the proposed building will reduce the heat load, thereby reducing energy consumption
(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	

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). ●Achieve certification in Energy Star for Multifamily New Construction (MFNC). ●Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. ^{iv}	N/A
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	N/A
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	N/A

ⁱ Railway Association of Canada (RAC)'s "Guidelines for New Development in Proximity to Railway Operations. Exterior Sound transmission standard from LEED v4, BD+C, Acoustic Performance Credit.

ⁱⁱ Title 4 The Philadelphia Building Construction and Occupancy Code
See also, "The Commercial Energy Code Compliance" information sheet:
<https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf>

and the "What Code Do I Use" information sheet:
<https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

ⁱⁱⁱ LEED 4.1, Optimize Energy Performance in LEED v4.1

For Energy Star: www.Energystar.gov

For Passive House, see www.phius.org

^{iv} Section 99.04.504.6 "Filters" of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways

COMPLETE STREETS HANDBOOK CHECKLIST

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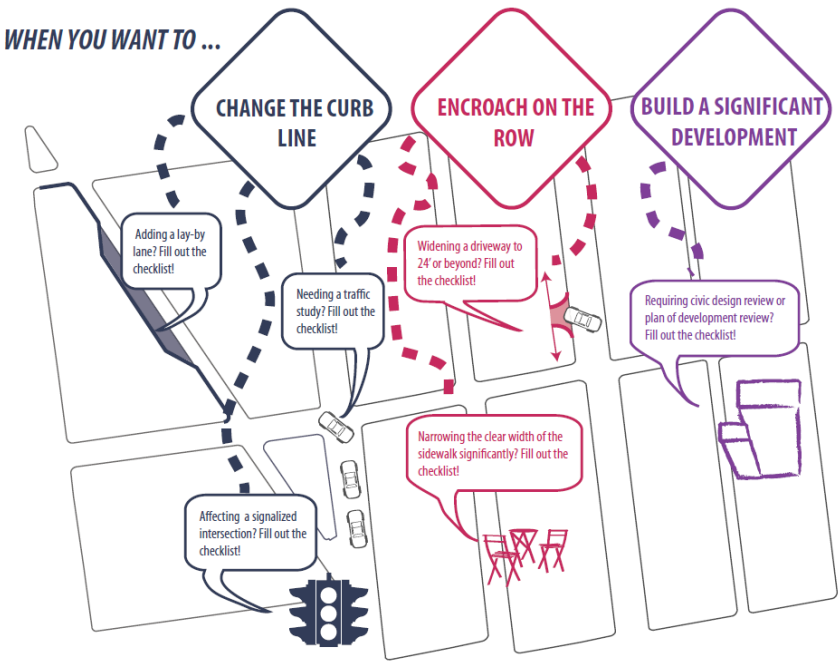
INSTRUCTIONS

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?



PRELIMINARY PCPC REVIEW AND COMMENT:	DATE
_____	_____
FINAL STREETS DEPT REVIEW AND COMMENT:	DATE
_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

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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
2242-50 N 9th St
2. DATE
10/20/2023
3. APPLICANT NAME
Isaac Badush
5. PROJECT AREA: list precise street limits and scope
N 9th St and N Delhi St between W. Dauphin St and W. Susquehanna Ave
4. APPLICANT CONTACT INFORMATION
IBNM LLC
6. OWNER NAME
Isaac Badush
7. OWNER CONTACT INFORMATION
347-898-0675
8. ENGINEER / ARCHITECT NAME
Poulson & Associates LLC
9. ENGINEER / ARCHITECT CONTACT INFORMATION
Chris Smitelli csmitelli@poulsonandassociates.com
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
<u>N 9th St</u>	<u>W. Dauphin St</u>	<u>W. Susquehanna Ave</u>	_____
<u>N. Delhi St</u>	<u>W. Dauphin St</u>	<u>W. Susquehanna Ave</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 ☒ 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: Existing Condition plan shows the extents of the lot, there are no existing building, only open lot and trees.

DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS HANDBOOK CHECKLIST

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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>N 9th St</u>	<u>12' / 12' / 12'</u>	<u>12' / 12'</u>
<u>N Delhi St</u>	<u>12' / 12' / 12'</u>	<u>12' / 12'</u>
_____	_____ / _____ / _____	_____ / _____
_____	_____ / _____ / _____	_____ / _____

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

STREET FRONTAGE	WALKING ZONE
	Required / Existing / Proposed
<u>N 9th St</u>	<u>6' / 6' / 6'</u>
<u>N Delhi St</u>	<u>5' / 5' / 5'</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
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>N. 9th St</u>	<u>15'</u>	<u>North side of site</u>
<u>N Delhi St</u>	<u>15'</u>	<u>South side of site</u>
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

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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 ☒ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: Walking zone is of adequate width through the whole site, there are proposed street trees which will improve the pedestrian experience by creating a safer barrier and also shade and greenery.

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>N 9th St</u>	<u>0' / 3'</u>
<u>N. Delhi St</u>	<u>0' / 3.67'</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>N. 9th St</u>	<u>4' / 4' / 3'</u>
<u>N. Delhi St</u>	<u>3.5' / 3.5' / 3.33'</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 ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐

19. Does the design avoid tripping hazards?
 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 ☐

COMPLETE STREETS HANDBOOK CHECKLIST

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BUILDING & FURNISHING COMPONENT (continued)

- | | | | | | |
|---|---|-----------------------------|------------------------------|------------------------------|-----------------------------|
| 21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) | YES <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: Proposed Street trees allow for adequate walking zones and prevent pinch points. Additionally, there will be added bike racks and upgraded street lights.

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>

Added bike racks as well as on site bike 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
2242-50 N 9th St	0	0 / 0	0 / 8	0 / 16
_____	_____	_____ / _____	_____ / _____	_____ / _____
_____	_____	_____ / _____	_____ / _____	_____ / _____
_____	_____	_____ / _____	_____ / _____	_____ / _____

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 ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐

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

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

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

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

APPLICANT: Bicycle Component

Additional Explanation / Comments: There are new bike parking spaces provided which will encourage bicycle use, however there is no existing or proposed bike lane in the street.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

					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"/>
28.	Does the design limit conflict among transportation modes along the curb?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>
29.	Does the design connect transit stops to the surrounding pedestrian network and destinations?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
30.	Does the design provide a buffer between the roadway and pedestrian traffic?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
31.	How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? The design adds a street trees to the sidewalk and creates a more inviting zone to walk between W. Dauphin St and W. Susquehanna Ave.				YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Curbside Management Component

Additional Explanation / Comments: Street trees will both beautify the street and create a barrier between pedestrians and cars. The street trees will create shade and make the street more inviting for pedestrians to walk down.

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;

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

33. What is the maximum AASHTO design vehicle being accommodated by the design? DL-23

34. Will the project affect a historically certified street? An [inventory of historic streets](#)⁽¹⁾ is maintained by the Philadelphia Historical Commission. YES ☐ NO ☒

35. Will the public right-of-way be used for loading and unloading activities? YES ☐ NO ☒

36. Does the design maintain emergency vehicle access? YES ☒ NO ☐

37. Where new streets are being developed, does the design connect and extend the street grid? YES ☐ NO ☐ N/A ☒

38. Does the design support multiple alternative routes to and from destinations as well as within the site? YES ☒ NO ☐ N/A ☐

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? YES ☒ NO ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: There is a parking area with one way flow in the rears of the buildings. This will allow for smooth vehicular passage through the site as well as small vehicle loading and unloading.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

COMPLETE STREETS HANDBOOK CHECKLIST

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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?
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?
42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

YES ☒ NO ☐ N/A ☐

YES ☒ NO ☐ N/A ☐

YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments: There are windows and doors on the street frontage. The curbcuts on the site are all one way which will make pedestrian and bicycle traffic safer than if each curbcut was two-way.

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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

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

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: No signals or intersections.

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____