



139 East Clearfield Street

Philadelphia, PA
Civic Design Review

Table of Contents

Development Team

Owner: Philadelphia Housing Authority
2201 West Venango Street
Philadelphia, PA 19140

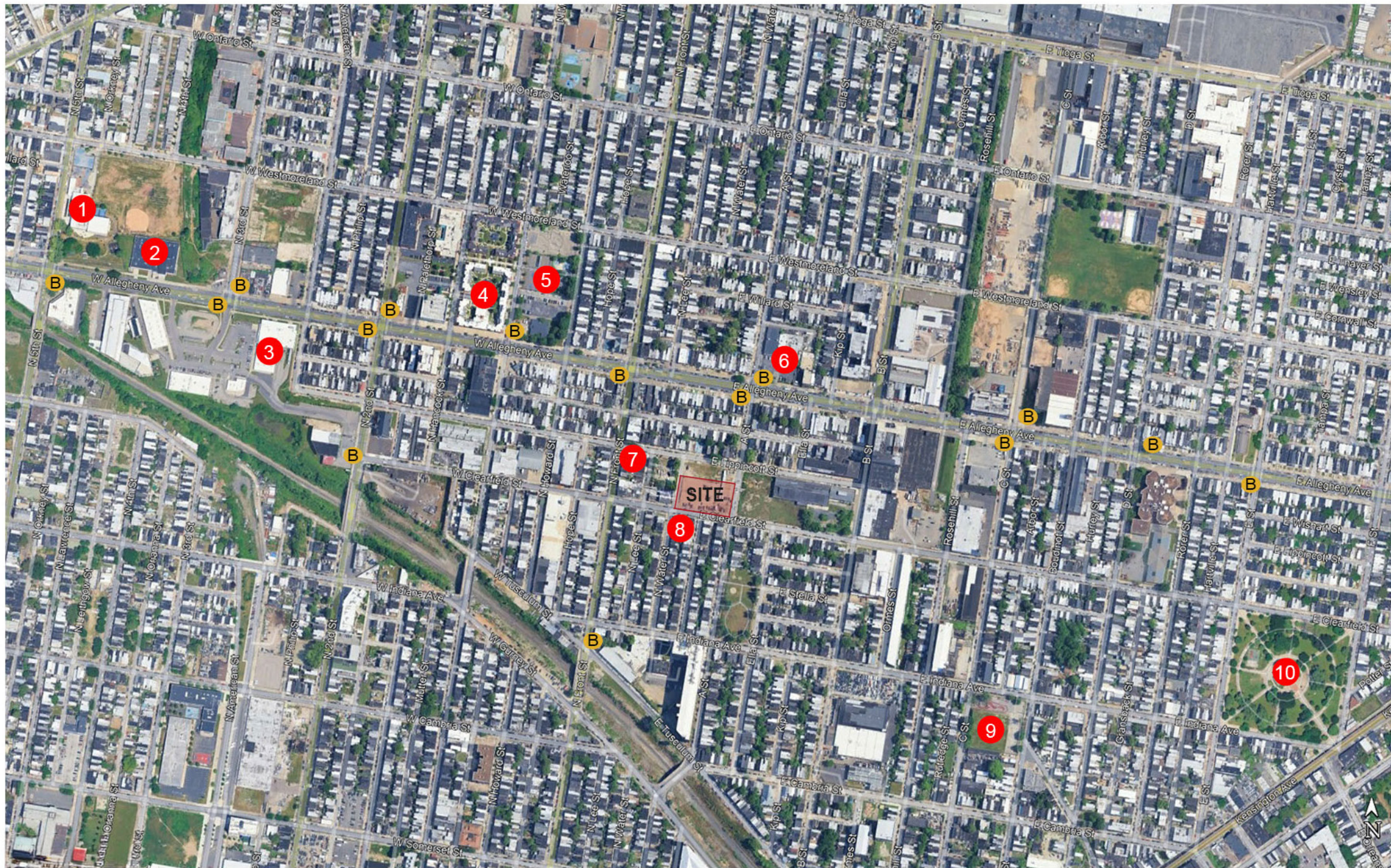
BARTON PARTNERS urban design + architecture

Architect
700 E. Main Street, Suite 301
Philadelphia, PA 19401



Engineer
213 West Main Street
Lansdale, PA 19446

Neighborhood Map/Aerial	3
Zoning Map	4
Site Photos	5
Site Survey.	6
Site Plan	7
Site Section	8
Basement Plan	9
Ground Floor Plan	10
Typical Floor Plan	11
Sample One Bedroom Bi-Level Unit Plan.	12
Sample One Bedroom Unit Plan	13
Streets/Sidewalk Enlarged	14
Tree Location Diagram	15
Tree Inventory and Plan	16
Landscape Plan.	17
Building Materials	18
Elevations	19-20
Perspective Renderings.	21-22
3D Massing model in context	23
CDR Application	24
Sustainability Questionnaire	25
Complete Streets.	26-30



- 1** MANN OLDER ADULT CENTER (.7 miles)
- 2** JULIA DEJOSEPH FAMILY MEDICINE (.6 miles)
- 3** SAVE A LOT (.5 miles)
- 4** VILLAS DEL CARIBE (.3 miles)
- 5** JOSE MANUEL COLLAZO PARK (.3 miles)
- 6** COUSINS FOOD MARKET (.2 miles)
- 7** FRONT GROCERY STORE (.1 miles)
- 8** SWANSON FOUR MARKET (36 ft)
- 9** HISSEY PLAYGROUND (.4 miles)
- 10** McPHERSON SQUARE LIBRARY (.5 miles)
- B** BUS STOP





Zoning Map



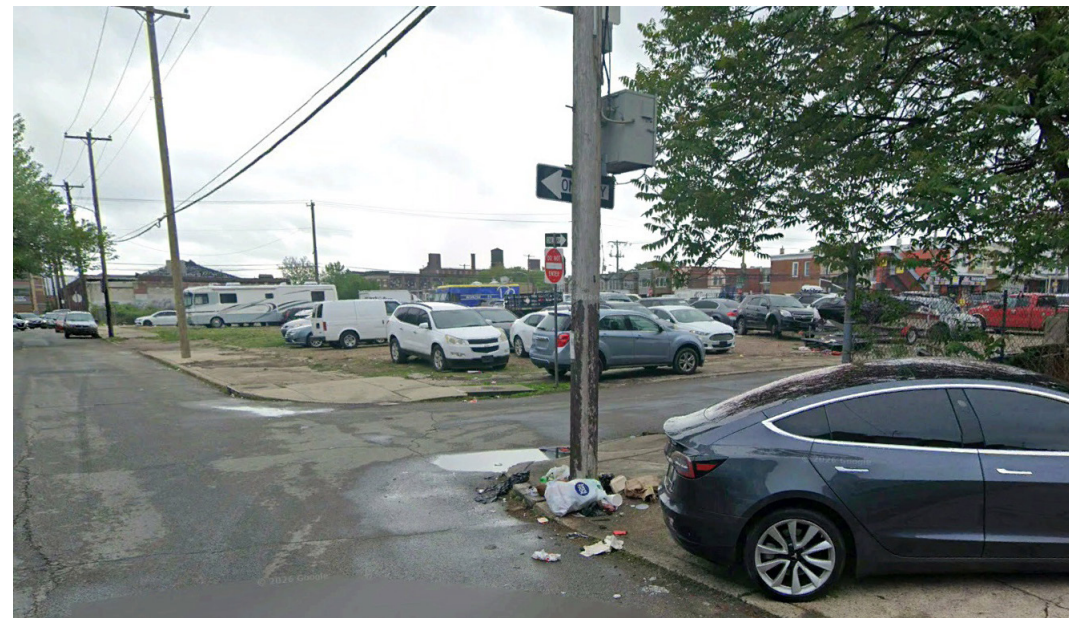
1 VIEW FROM EAST CLEARFIELD STREET AND A STREET



4 VIEW FROM WATER STREET AND EAST CLEARFIELD STREET



2 VIEW FROM A STREET AND EAST LIPPINCOTT STREET

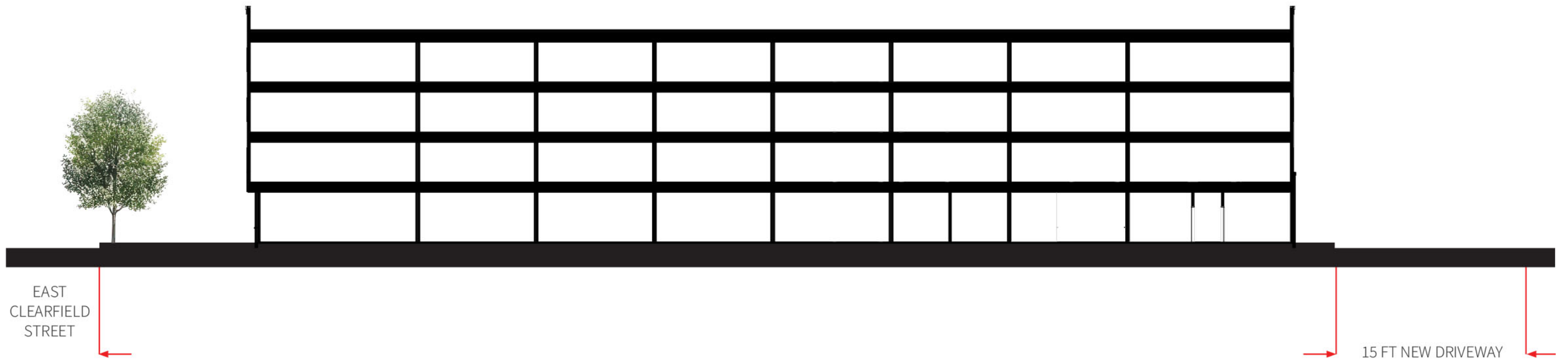


3 VIEW FROM WATER STREET AND EAST LIPPINCOTT STREET



KEY PLAN







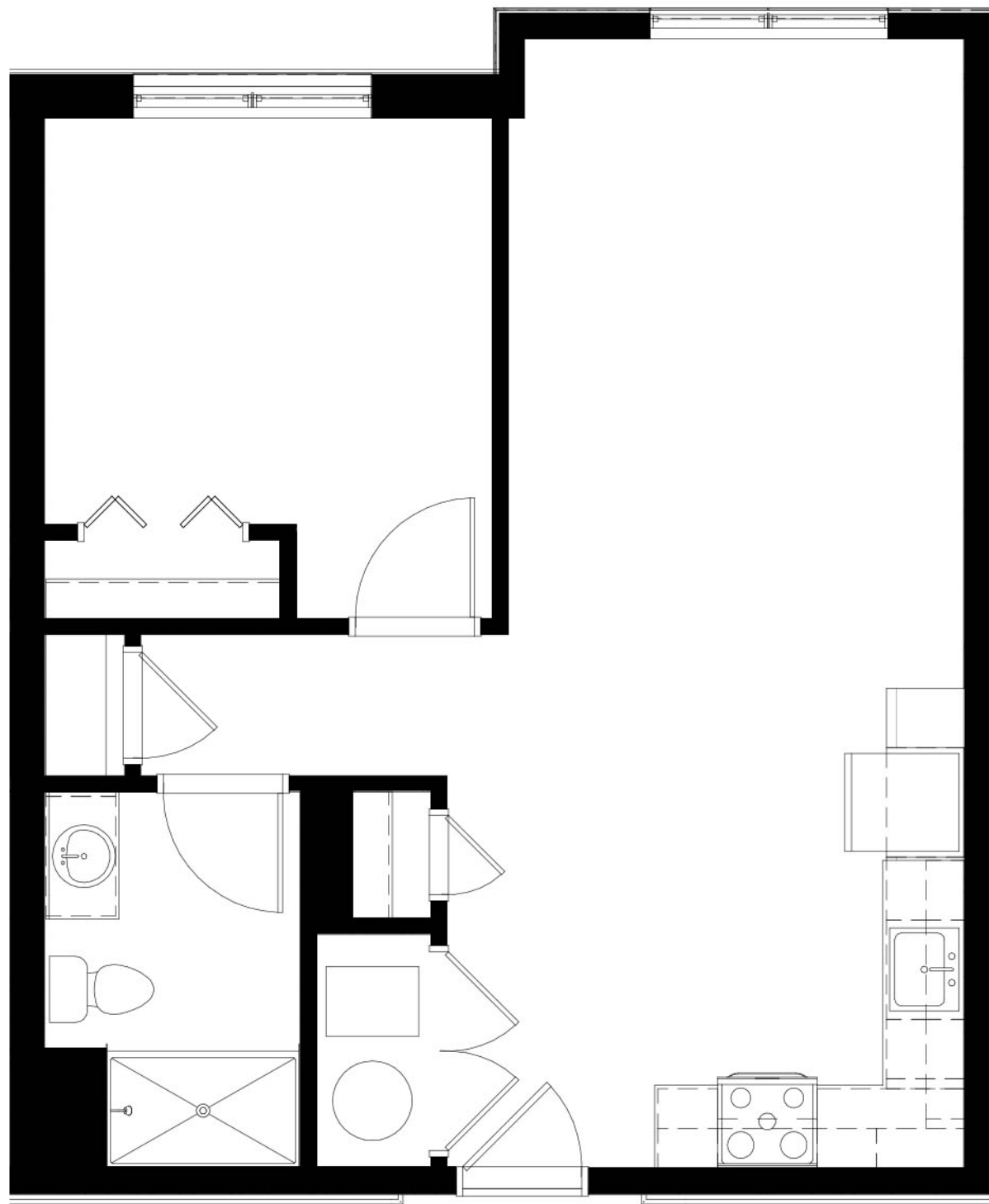
- AMENITY
- ONE-BEDROOM UNIT
- TWO-BEDROOM UNIT

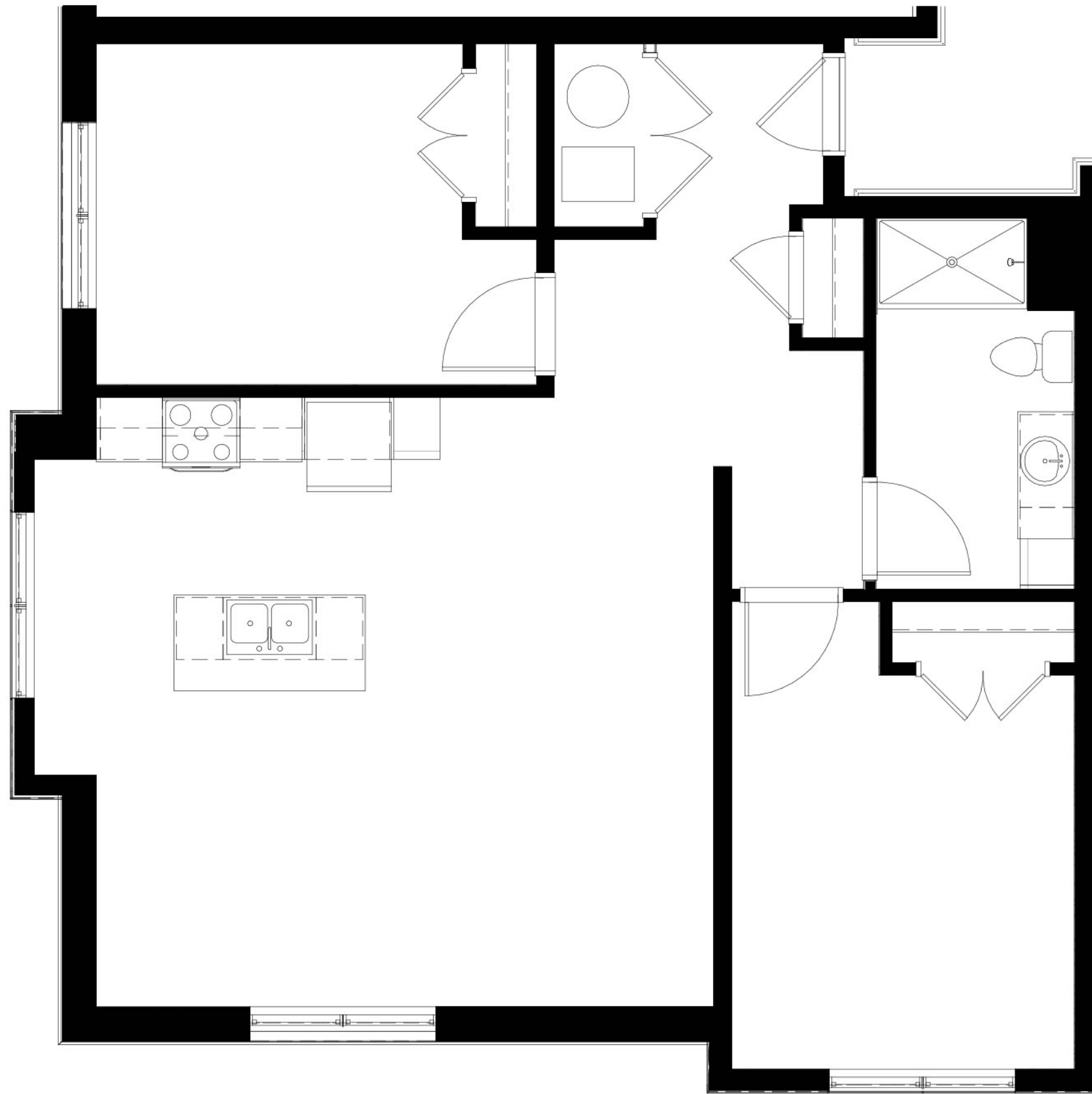


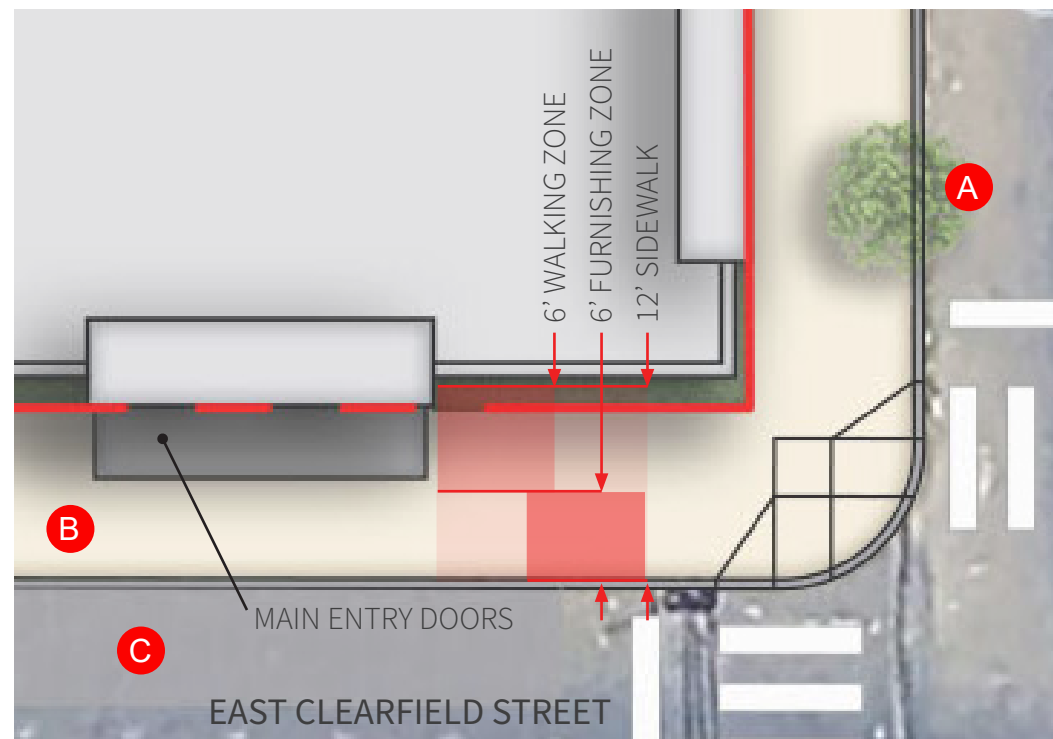
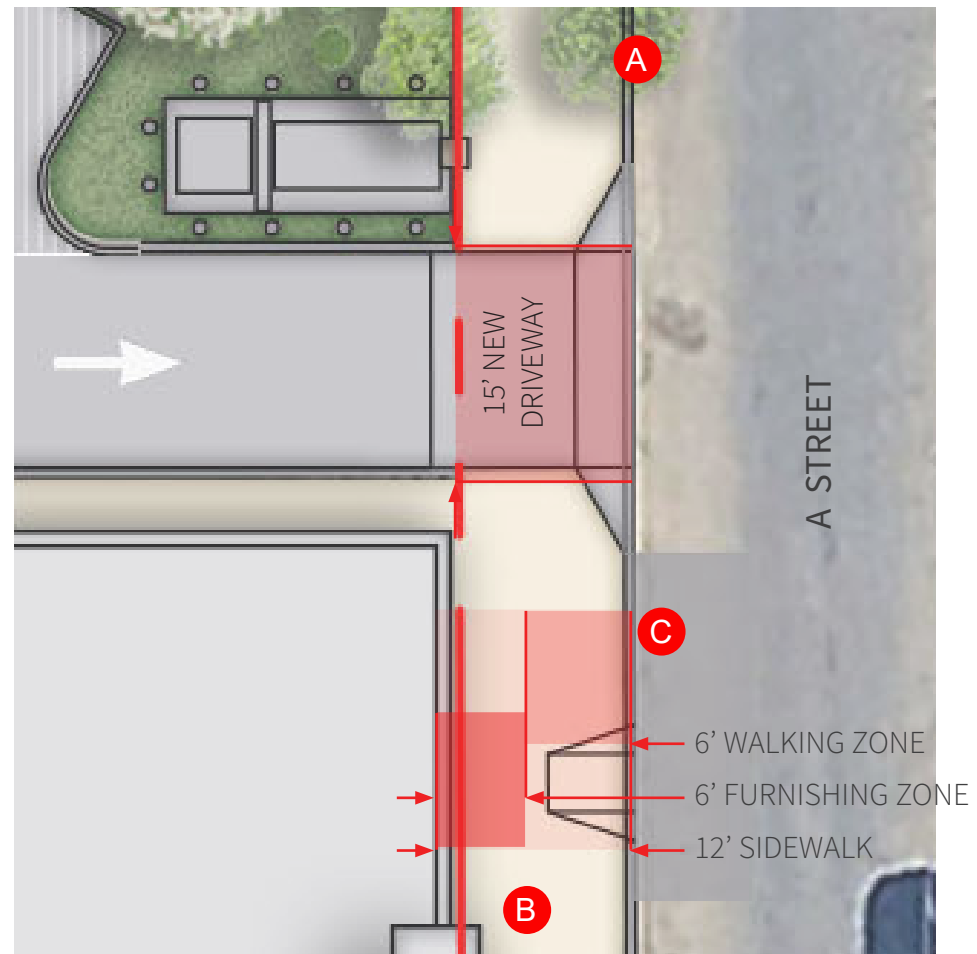
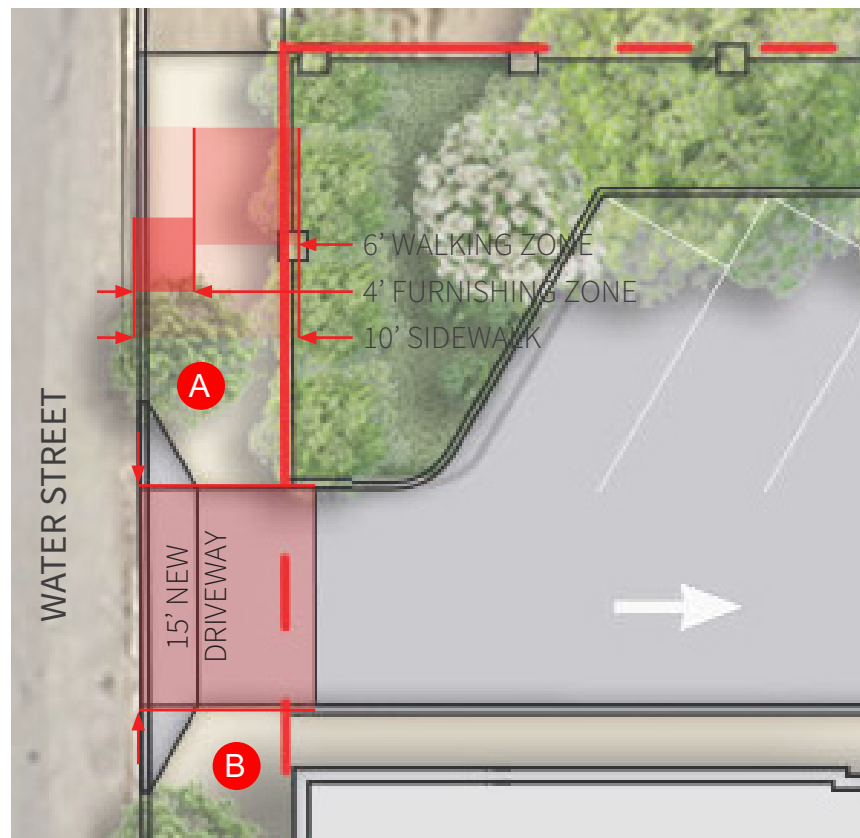


- ONE-BEDROOM UNIT
- TWO-BEDROOM UNIT

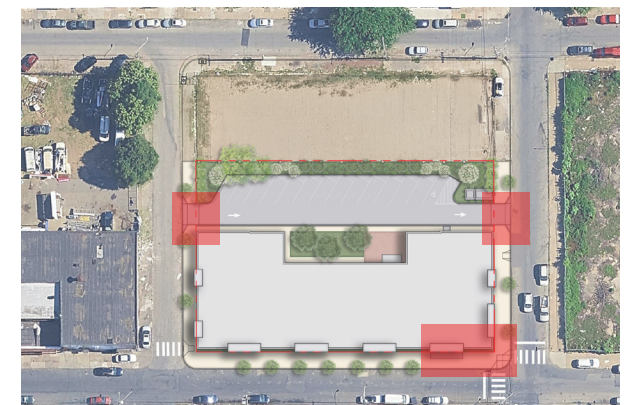


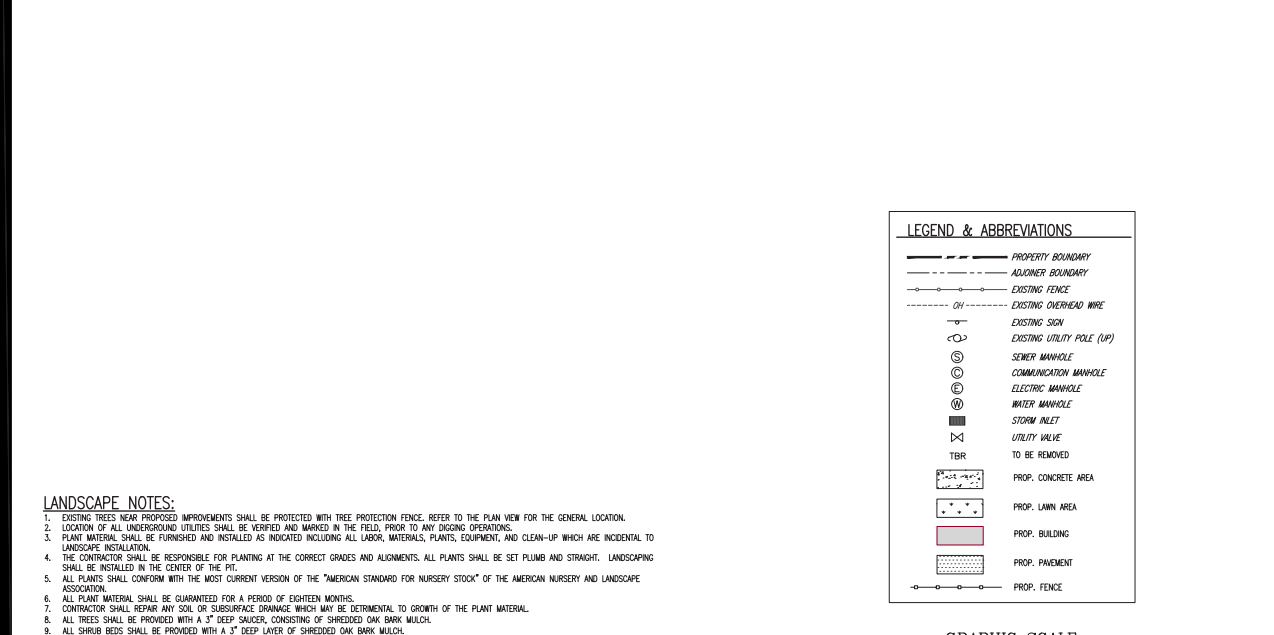
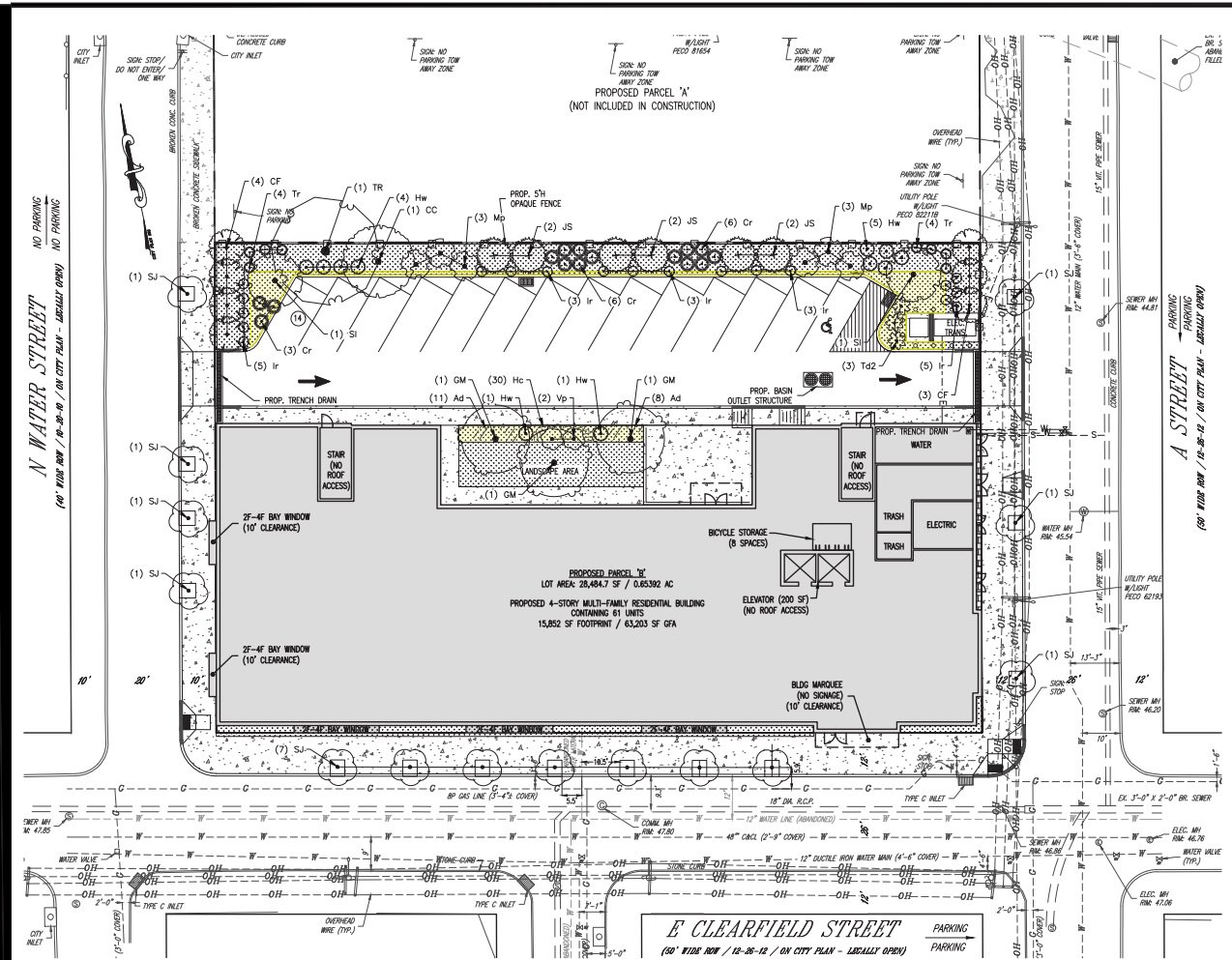






- A NEW STREET TREES
- B CONCRETE SIDEWALKS
- C LOADING ZONE



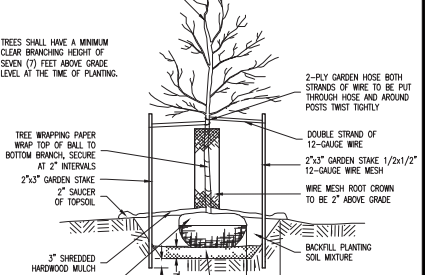
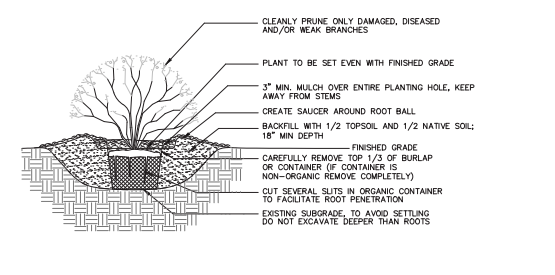
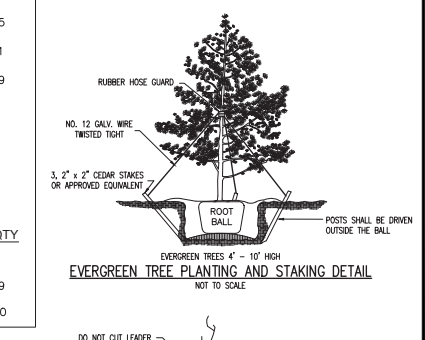


LANDSCAPE ZONING CODE COMPLIANCE CHART

SECTION	REQUIREMENT	PROVIDED
1. SECTION 14-705(1)(a)	LANDSCAPE BUFFER BETWEEN DIFFERENT ZONING DISTRICTS MIN. 8'W BUFFER CONTAINING 1 TREE AND 3 SHRUBS PER 20 LINEAR FEET AND A MIN. 5'W FENCE, WALL, OR BEAM; TREE SELECTION SHALL BE A MINIMUM OF 50% EVERGREEN TREE SPECIES FENCES SHALL BE WOOD OR ORNAMENTAL METAL	N/A AS PROPERTY IS ZONED RM-1 AND THE ADJACENT LOT IS ALSO ZONED RM-1
2. SECTION 14-705(1)(a)	YARD TREE REQUIREMENTS 1 TREE PER 1,600 SF OF OPEN AREA, EXCLUDING WATERCOURSES AND ANY OPEN AREA IN USE AS DRIVEWAY, PARKING, OR LANDSCAPING BUFFERS	THERE IS 630 SF OF OPEN REAR YARD WHICH IS NOT WITHIN 20 LF OF THE PARKING LOT; THEREFORE, 1 YARD TREE IS PROPOSED.
3. SECTION 14-705(2)	STREET TREES 1 TREE / 30 LINEAR FEET OF FRONTAGE 481 LF = 30 LF FOR DRIVEWAYS / 35 FT = 12.8 STREET TREES REQUIRED	14 STREET TREES PROPOSED
4. SECTION 14-705(1)(b)	PRESERVATION OF HERITAGE TREES & TREE REPLACEMENT REQUIREMENTS HERITAGE TREES MAY NOT BE REMOVED FROM THE PROPERTY UNLESS MEETING THE STANDARDS AND SPECIAL EXCEPTION APPROVAL. ALL HEALTHY TREES ON THE LOT OF 2.5 IN AT DBH OR LARGER TO BE REMOVED SHALL BE REPLACED WITH THE TOTAL CALIPER INCHES OF ALL TREES REMOVED FROM THE LOT. EACH TREE SHALL NOT BE LESS THAN 2.5 CAL. AT PLANTING.	N/A AS THERE ARE NO EXISTING TREES ON THE SITE.
5. SECTION 14-801(5)(a)	PERIMETER SCREENING FROM ADJACENT RESIDENTIAL DISTRICT MIN. 8'W BUFFER CONTAINING 1 TREE AND 4 SHRUBS PER 20 LINEAR FEET AND A MIN. 5'W OPaque FENCE, WALL, OR BEAM; TREE SELECTION SHALL BE A MINIMUM OF 50% EVERGREEN TREE SPECIES FENCES SHALL BE WOOD OR ORNAMENTAL METAL	212 LF OF 8'W BUFFER WITH 11 TREES (6 EVERGREEN TREES) AND 43 SHRUBS, AND 5'W ORNAMENTAL FENCE
6. SECTION 14-801(5)(a)	PERIMETER SCREENING FROM PUBLIC STREETS FOR PARKING LOTS 5'W BUFFER CONTAINING 1 SHADE TREE AND 4 SHRUBS PER 20 LF	ALONG A STREET: 2 SHADE TREES AND 5 SHRUBS ALONG N. WATER STREET: 3 SHADE TREES AND 5 SHRUBS
7. SECTION 14-801(5)(a)	INTERIOR LANDSCAPING FOR PARKING LOTS AND OFF STREET LOADING AREAS (1) 10% OF INTERIOR PARKING LOTS SHALL BE LANDSCAPED REQUIRED: 6.519 SF x 10% = 652 SF LANDSCAPED (2) REQUIRED: 1 SHADE TREE PER 200 SF, 3 SHRUBS PER 200 SF, AND 15 PERENNIALS OR GROUND COVER PER 200 SF	THERE IS OVER 904 SF OF LANDSCAPING WITHIN 10' OF THE PARKING LOT WHICH CONTAINS 4 SHADE TREES, 10 SHRUBS, AND 49 PERENNIALS INTERIOR LANDSCAPE AREA = 787 SF

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	QTY
EVERGREEN TREES					
+	JS	Juniperus chinensis 'Spartan' / Spartan Juniper	5' Ht.	B&B	6
STREET TREES					
○	SJ	Styrax japonicus / Japanese Snowbell	2.5" Cal.	B&B	14
SHADE TREES					
○	CF	Carpinus betulus 'Fastigiata' / Upright European Hornbeam	2.5" Cal.	B&B	7
○	CC	Cercis canadensis / Eastern Redbud	2.5" Cal.	B&B	1
○	GM	Ginkgo biloba 'Magyar' / Magyar Maidenhair Tree	2.5" Cal.	B&B	3
○	SI	Syringa reticulata 'Ivory Silk' / Ivory Silk Japanese Tree Lilac	2.5" Cal.	B&B	2
○	TR	Tilia americana 'Redmond' / Redmond American Linden	2.5" Cal.	B&B	1
SHRUBS					
○	Cr	Cornus sericea / Red Twig Dogwood	2' Ht.	Pot	15
○	Hw	Hydrangea quercifolia / Oakleaf Hydrangea	2' Ht.	Pot	11
○	Ir	Ilex verticillata 'Red Sprite' / Red Sprite Winterberry	2' Ht.	Pot	19
○	Mp	Myrica pensylvanica / Northern Bayberry	#2	Pot	6
○	Tr	Taxus baccata 'Repandens' / Dwarf English Yew	2.5" Cal.	B&B	8
○	Td2	Taxus x media 'Densiformis' / Dense Anglo-Japanese Yew	2' Ht.	Pot	3
○	Vp	Viburnum pragnense / Prague Viburnum	2' Ht.	Pot	2
GROUND COVERS					
■	Ad	Achillea millefolium 'Desred' / Desert Eve™ Red Common Yarrow	Bulb	22" o.c.	19
■	Hc	Heuchera americana / American Alumroot	Bulb	12" o.c.	30



CLIENT DATA

Cornerstone
Consulting Engineers & Design Services, Inc.

213 West Main Street, Lansdale, PA 19446
Phone: 215-362-2600, Fax: 215-362-8400
WWW.CORNERSTONE.COM

Philadelphia Region
215-362-3600

Pocono Region
570-839-1770

NO.	DATE	DESCRIPTION
1	4/6/2020	REVISION 1
2	4/17/2020	REVISION 2

REVISIONS

PROJECT LOCATION

ZONING SUBMISSION FOR
139 E. CLEARFIELD STREET
CITY OF PHILADELPHIA
COMMONWEALTH OF PENNSYLVANIA 19134

PREPARED FOR:
PHILADELPHIA HOUSING AUTHORITY

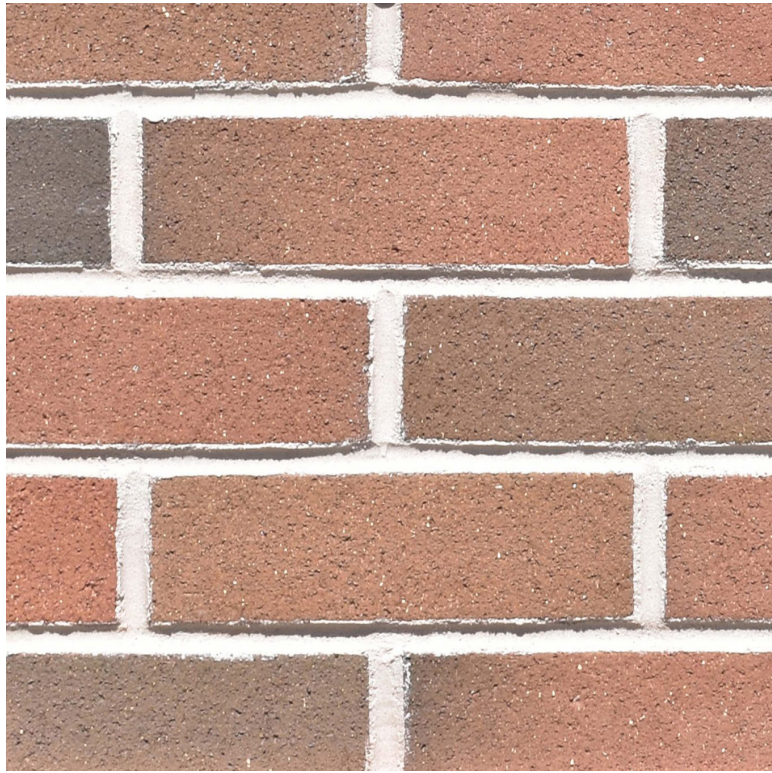
TITLE

LANDSCAPE PLAN

PHD SW TRACKING NO. P726-ECL-8418-01
STREETS DEPT ROW LOG NO. SR-2028-032907
PROJ # 13-0006 DATE 11/19/2020
CAD BY 25-0066 DRAW BY JWB
SCALE AS NOTED CHK BY JBA

SHEET 1 OF 1

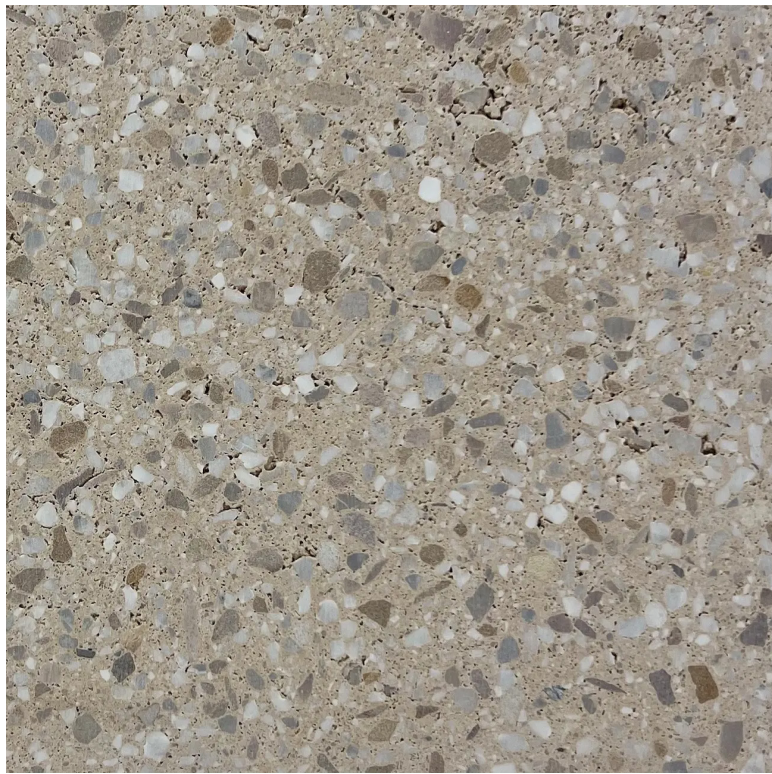
REVISION 2



A1 | BRICK
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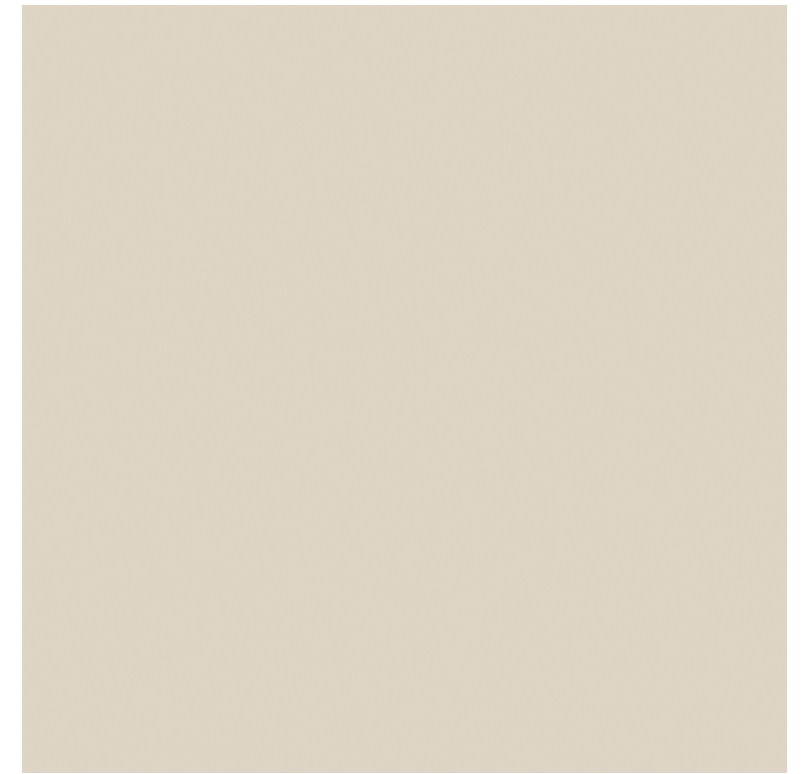
B1 | FIBER CEMENT SIDING
COLOR: BEIGE



C1 | GROUND FACE BLOCK
COLOR: NM-122



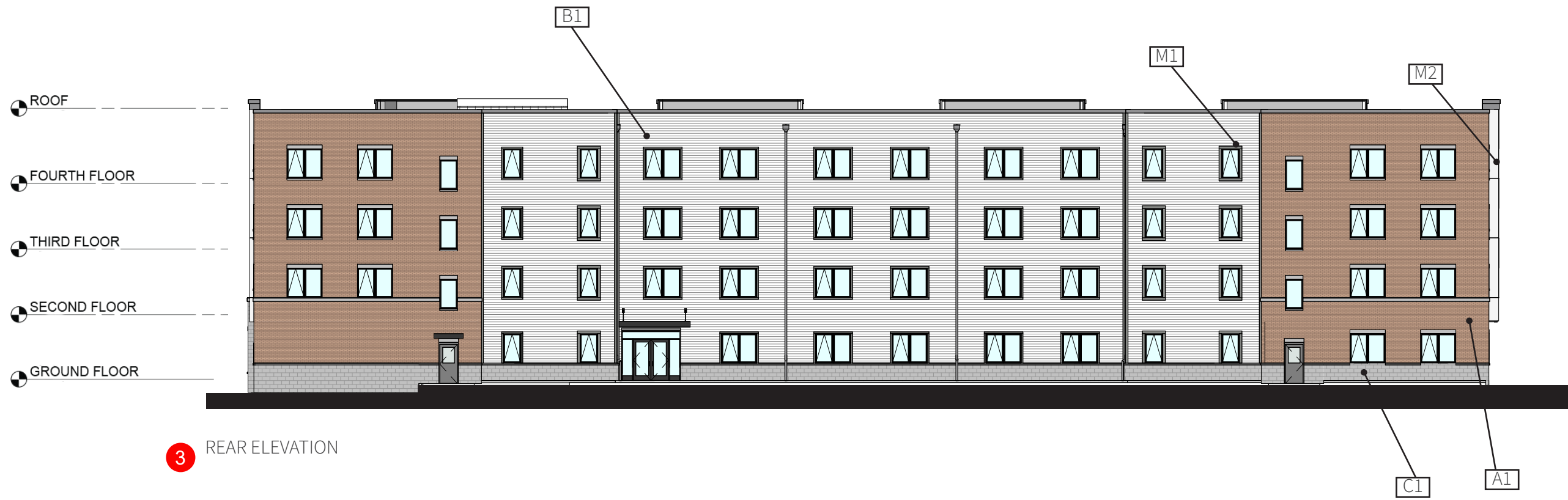
M1 | METAL
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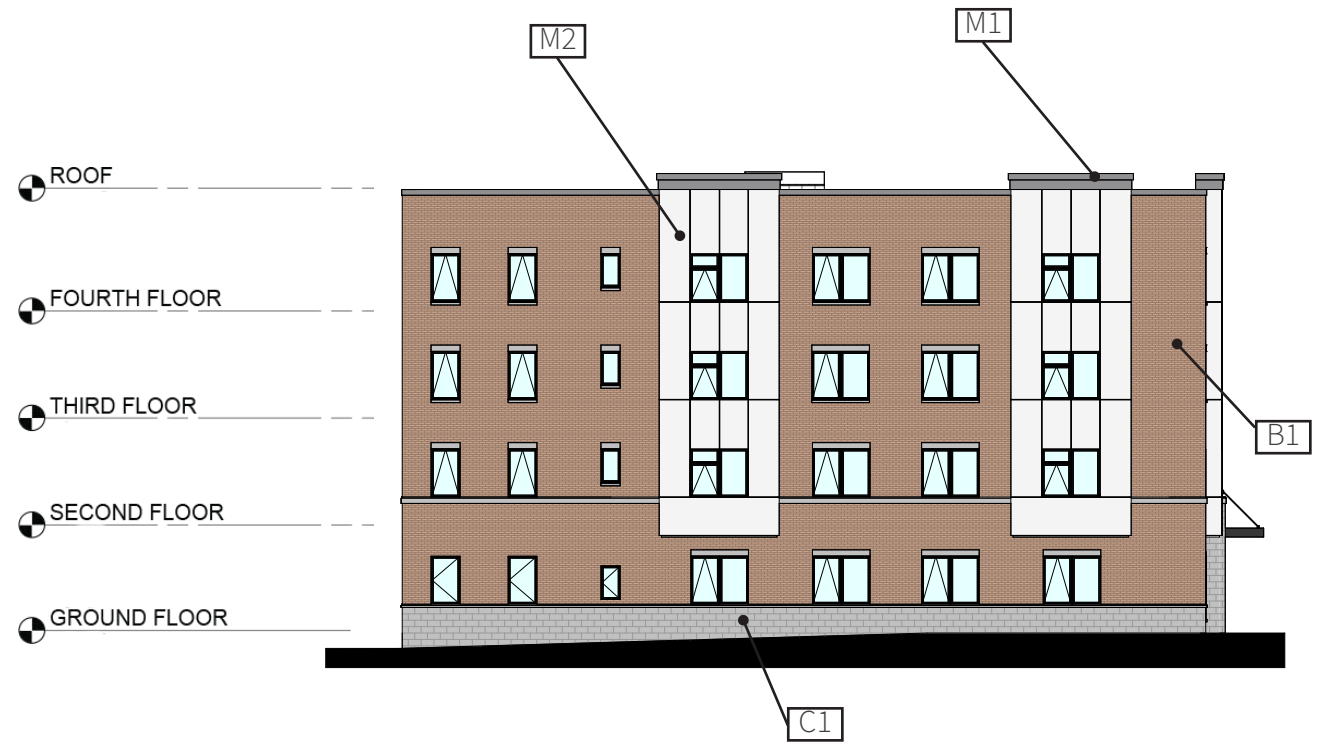
M2 | PANEL
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KEY PLAN



3 REAR ELEVATION



4 WATER STREET ELEVATION



KEY PLAN







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-2026-003550

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

New construction building with more than 50 dwelling units, affects property in a residential district.

PROJECT LOCATION

Planning District: _____ Council District: 7th

Address: 139 East Clearfield Street
Philadelphia, PA

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: Darwin R. Beauvais, Esq. Primary Phone: (215) 665-3226
Obermayer Rebmann Maxwell & Hippel LLP

Email: Darwin.beauvais@obermayer.com Address: Centre Square West, 1500 Market St., Ste. 3400
Philadelphia, PA 19102

Property Owner: Philadelphia Redevelopment Authority Developer Philadelphia Housing Authority
 Architect: Barton Partners Architects

SITE CONDITIONS

Site Area: 28,484.7 sq. ft.

Existing Zoning: RM-1 Are Zoning Variances required? Yes ___ No

Proposed Use:
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
 Four-story, detached, multifamily residential building containing 61 age-restricted dwelling units.

Proposed # of Parking Units: 14 parking spaces, 8 bicycle parking stalls

COMMUNITY MEETING

Community meeting held: Yes ___ No

If yes, please provide written documentation as proof. See Attached Letter

If no, indicate the date and time the community meeting will be held:
 Date: PENDING Time: _____

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ___ No ___ NA

If yes, indicate the date hearing will be held:
 Date: _____

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 is a bus stop and Clearfield and Front. There are also multiple stops along Alleghany Ave within a 1/4 mile.
(2) Reduced Parking Footprint	All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	Yes, the parking area is 23% of the site area, less than 40% required.
(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.	N/A
(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.	N/A

1

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.	All landscaping proposed on-site is from the PCPC's preferred tables of trees, shrubs, and perennials, which will be maintained without on-site irrigation.
Sustainable Sites		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	Of the site's open area, 33% is pervious ground cover consisting of landscaping areas and a small area of porous pavers.
(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	
(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.	Much of the on site hardscaping will have a high SRI, and the new street trees and trees in the rear will provide shade.
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	We will comply with the 2018 IECC
(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	The project will be designed to the Energy star for multifamily new construction standard.

2

	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.	Project team will evaluate if this is feasible for the site.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	

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

3

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

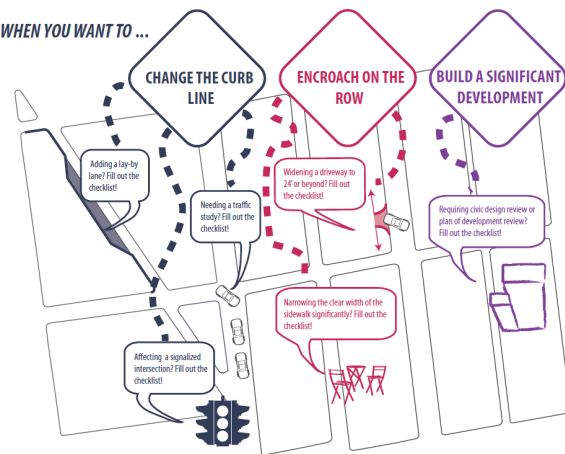
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the "Handbook") and enables City engineers and planners to review projects for their compliance with the Handbook's policies. The handbook provides design guidance and does not supersede or replace language, standards 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:
 - o Placing of a new street;
 - o Removal of an existing street;
 - o Changes to roadway grades, curb lines, or widths; or
 - o 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
 - o FULLY DIMENSIONED
 - o CURB CUTS/DRIVEWAYS/LAYBY LANES
 - o TREE PITS/LANDSCAPING
 - o BICYCLE RACKS/STATIONS/STORAGE AREAS
 - o TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - o FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
 - o PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
 - o PROPOSED TREE PITS/LANDSCAPING
 - o BICYCLE RACKS/STATIONS/STORAGE AREAS
 - o 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
139 East Clearfield Street
2. DATE
2026
3. APPLICANT NAME
Bruce Adelsberger, Partner at BartonPartners
4. APPLICANT CONTACT INFORMATION
700 East Main Street, Norristown, PA 19401
5. PROJECT AREA: list precise street limits and scope
139 East Clearfield Street, 211' along E. Clearfield St. between N. Water Street & A Street
6. OWNER NAME
PHA
7. OWNER CONTACT INFORMATION
2013 Ridge Ave, Philadelphia, PA 19121
8. ENGINEER / ARCHITECT NAME
Bruce Adelsberger, Partner, BartonPartners Architects and Planners/ Leslie Cunningham, P.E., Cornerstone Consulting Engineers & Design Services, Inc.
9. ENGINEER / ARCHITECT CONTACT INFORMATION
BartonPartners/ 700 East Main Street, Norristown, PA 19401
Cornerstone Consulting Engineers & Design Services, Inc.
3 N 2nd St 2nd Floor, Philadelphia, PA 19106
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>E Clearfield Street</u>	<u>A Street</u>	<u>Water Street</u>	<u>City Neighborhood Street</u>
<u>A Street</u>	<u>E Clearfield Street</u>	<u>E Lippincott Street</u>	<u>City Neighborhood Street</u>
<u>Water Street</u>	<u>E Clearfield Street</u>	<u>E Lippincott Street</u>	<u>Local Street</u>
11. Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?

a. Parking and loading regulations in curb lanes adjacent to the site	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	
b. Street Furniture such as bus shelters, honor boxes, etc.	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
c. Street Direction	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	
d. Curb Cuts	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
f. Building Extensions into the sidewalk, such as stairs and stoops	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
Germantown Ave	12 / 5 / 21	5 / 9
E Gorgas Lane	12 / 3 / 6	3 / 6
_____	____ / ____ / ____	____ / ____
_____	____ / ____ / ____	____ / ____

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
Germantown Ave	6 / 5 / 6
E Gorgas Lane	6 / 3 / 6
_____	____ / ____ / ____
_____	____ / ____ / ____

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
Driveway	10	E Gorgas Lane
Driveway	13	6915 Germantown ave
Driveway	18	6903 Germantown ave
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway	18 (8' additional)	E Gorgas Lane
_____	_____	_____
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

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

DEPARTMENTAL APPROVAL

YES NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: The sidewalks around the site are currently in disrepair. With the proposed construction new sidewalks and curbs will be installed, providing additional protection for pedestrians.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. BUILDING ZONE: list the MAXIMUM, existing and proposed Building Zone width on each street frontage. The Building Zone is defined as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lawn in lower density residential neighborhoods. The Building Zone is further defined in section 4.4.1 of the Handbook.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH <small>Existing / Proposed</small>
E Clearfield Street	N/A / 0'
A Street	N/A / 0'
Water Street	N/A / 0'
_____	_____/_____

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH <small>Recommended / Existing / Proposed</small>
E Clearfield Street	4' / N/A / 4'
A Street	4' / N/A / 6'
Water Street	3.5' / N/A / 4'
_____	_____/_____/_____

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

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES NO N/A DEPARTMENTAL APPROVAL YES NO
22. Does the design maintain adequate visibility for all roadway users at intersections? YES NO N/A DEPARTMENTAL APPROVAL YES NO

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: There are 8 Class 1A Bicycle spaces provided on the site. Sidewalk lighting is existing to remain and will be upgraded to current LED Streets standards. There is no additional street furniture proposed for this development

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>
8 bike spaces located within the building

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		ON SIDEWALK		OFF-STREET	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
139 E Clearfield Street	6	0	0	0	0	0	8
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____

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 <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"/>

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

APPLICANT: Bicycle Component

Additional Explanation / Comments: There are 8 Class 1A bicycle spaces proposed on-site, within the proposed building.

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 checked="" type="checkbox"/> NO <input type="checkbox"/> | DEPARTMENTAL APPROVAL
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? | | YES <input type="checkbox"/> NO <input type="checkbox"/> |

APPLICANT: Curbside Management Component
Additional Explanation / Comments: _____

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? | <u>P- Passenger Car</u> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 34. Will the project affect a historically certified street? An inventory of historic streets ⁽¹⁾ is maintained by the Philadelphia Historical Commission. | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 35. Will the public right-of-way be used for loading and unloading activities? | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 36. Does the design maintain emergency vehicle access? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 37. Where new streets are being developed, does the design connect and extend the street grid? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 38. Does the design support multiple alternative routes to and from destinations as well as within the site? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |

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

DEPARTMENTAL REVIEW: Vehicle / Cartway Component
Reviewer Comments: _____

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

- | | | |
|--|--|---|
| 40. Does the design incorporate windows, storefronts, and other active uses facing the street? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |

APPLICANT: Urban Design Component
Additional Explanation / Comments: _____

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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Signal Timing and Operation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	<input type="checkbox"/>	<input type="checkbox"/>	<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 checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Intersections & Crossings Component
 Additional Explanation / Comments: With the proposed development, ADA ramp upgrades (3) and re-painting of the crosswalks will be provided for the intersections of E Clearfield and A Streets and E Clearfield and Water Streets. Additionally, two (2) loading areas will be requested from the PPA once a CO is issued for the building. A loading area is requested off of A Street for trash pick-up and a loading area is requested at the main building entrance off of Clearfield Street for the residents' and staff's use.

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: _____



CITY OF PHILADELPHIA
CITY COUNCIL

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COUNCILMEMBER – 7TH DISTRICT

April 28, 2026

Philadelphia City Planning Commission

Civic Design Review Committee
One Parkway Building
1515 Arch Street, 13th Fl.
Philadelphia, PA 19102

Re: Letter of Support – Senior Affordable Housing Development 139–167 East Clearfield Street

Dear Members of the Civic Design Review Committee:

I am writing to express my strong support for the proposed Philadelphia Housing Authority (PHA) development located at 139–167 East Clearfield Street in Philadelphia’s 7th Council District. I have been aware of this proposal since its early stages and have been an advocate for affordable housing in the 7th Council District. Its advancement represents an important milestone for both the project team and the surrounding community.

The proposed development consists of a four-story, detached multifamily residential building with 61 age-restricted housing units, along with thoughtfully designed site amenities and accessory parking. This project directly addresses the critical and growing need for safe, affordable, and high-quality housing for Philadelphia’s senior population, supporting aging in place, housing stability, and improved quality of life for older residents.

Beyond its impact on senior housing, the project presents a meaningful opportunity for neighborhood revitalization. By transforming underutilized parcels into a well-designed residential community, the development will enhance the streetscape, reinforce neighborhood character, and contribute positively to the long-term vitality of the area. Investments of this nature play a vital role in fostering equitable, sustainable growth that is responsive to community needs.

The project has received its referral for Civic Design Review and that scheduling for the June CDR meeting is critical to the progression and viability of the development. Timely

consideration at the June meeting is essential to maintaining project momentum and meeting development timelines.

I am also aware that the development team has actively engaged the area’s Registered Community Organization, the Seventh Ward, and that its leadership has expressed support for the project. Continued outreach efforts, including a forthcoming formal community meeting, further demonstrate the applicant’s commitment to transparency, collaboration, and community partnership.

The proposed East Clearfield Street development aligns with the 7th Council District’s goals of expanding affordable housing opportunities, supporting seniors, and advancing neighborhood-centered development. For these reasons, I strongly support this project and respectfully encourage the Civic Design Review Committee to schedule and consider it favorably at the June CDR meeting as it moves forward in the approval process. Please do not hesitate to contact my office should you require any additional information.

Respectfully,

Quetcy M. Lozada
Councilwoman, 7th District