



SOUTHWEST LEADERSHIP ACADEMY CHARTER SCHOOL

**1300 South 58th. Street, Philadelphia, Pa 19143-4534
BRT #: 774441500**

**CIVIC DESIGN REVIEW SUBMISSION
SUBMITTED: AUGUST 22, 2016
FOR REVIEW: SEPTEMBER 6, 2016**

SITE DESCRIPTION:

The site is a full city block, with 4 street frontages. It's bordered by 58th street and Cobbs Creek Parkway on the northeast and southwest, and Thomas and Whitby Avenues, on the northwest and southeast. There are multiple existing buildings on site, which are aging and have been functionally abandoned for many years. All existing buildings will be demolished.

The new construction will provide an 81,000 square foot charter school building and associated site development for 1,000 kindergarten through eighth grade students. The school focuses on providing rigorous academic training for Southwest Philadelphia students.

The site is zoned RSA-3, therefore a Special Exception is being sought to allow an educational use. In addition, a variance is being sought to permit a 6' high fence surrounding the entire site, with gates at pedestrian and vehicular entrances. All signage square footage shown in presentation, is allowable per zoning code.

SOUTHWEST LEADERSHIP ACADEMY
CHARTER SCHOOL

AGOOS



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

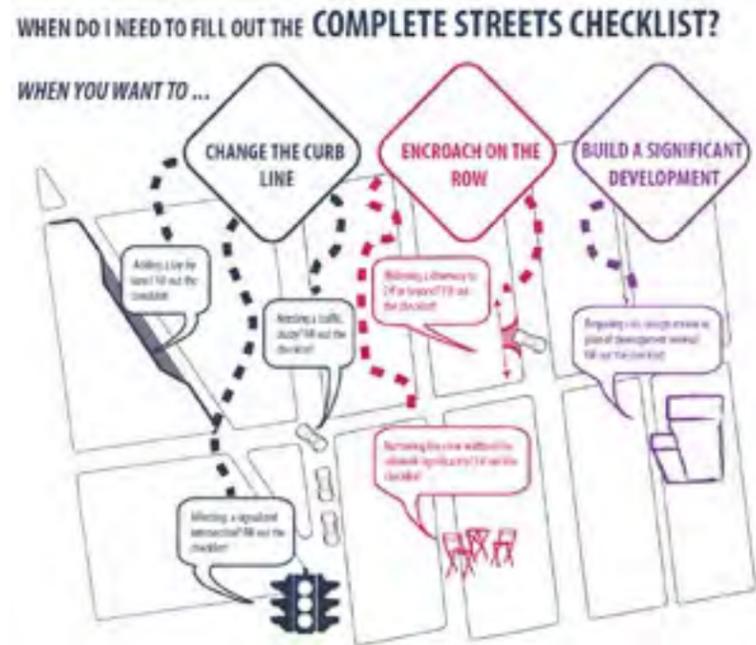


INSTRUCTIONS

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>



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
Southwest Leadership Academy Charter School
2. DATE

3. APPLICANT NAME
Southwest Leadership Academy Charter School
5. PROJECT AREA: list precise street limits and scope
City block surrounded by Thomas Avenue, S 58th Street, Whitby Avenue, and Cobbs Creek Parkway
4. APPLICANT CONTACT INFORMATION
Mark Allen, 7101 Paschall Avenue, Philadelphia, PA 19142. Phone: 267-403-2501
Email: mallen@slacs-phila.org
6. OWNER NAME
Southwest Leadership Academy Charter School
7. OWNER CONTACT INFORMATION
See #4 applicant contact information
8. ENGINEER / ARCHITECT NAME
Duffield Associates, Inc.
9. ENGINEER / ARCHITECT CONTACT INFORMATION
Dan Meier, 211 N 13th Street, Suite 704, Philadelphia, PA 19107 Phone: 215-545-7295
Email: dmeier@duffnet.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.

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Thomas Avenue</u>	<u>Cobbs Creek Parkway</u>	<u>S 58th Street</u>	<u>Low density residential</u>
<u>S 58th Street</u>	<u>Thomas Avenue</u>	<u>Whitby Avenue</u>	<u>Urban arterial</u>
<u>Whitby Avenue</u>	<u>S 58th Street</u>	<u>Cobbs Creek Parkway</u>	<u>Urban arterial</u>
<u>Cobbs Creek Parkway</u>	<u>Whitby Avenue</u>	<u>Thomas Avenue</u>	<u>Urban arterial</u>

11. Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?
 - a. Parking and loading regulations in curb lanes adjacent to the site YES 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: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



DEPARTMENTAL REVIEW: General Project Information

Reviewer Comments: _____

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) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
<u>Thomas Avenue</u>	≥ 10' / 18' / 18'	18' / 18'
<u>S 58th Street</u>	≥ 12' / 15' / 15'	15' / 15'
<u>Whitby Avenue</u>	≥ 12' / 18' / 18'	18' / 18'
<u>Cobbs Creek Parkway</u>	≥ 12' / 27' / 27'	25' / 25'

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>Thomas Avenue</u>	5' / 5' / 5'
<u>S 58th Street</u>	6' / 5' / 5'
<u>Whitby Avenue</u>	6' / 6' / 6'
<u>Cobbs Creek Parkway</u>	6' / 6' / 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
<u>Curb cut/Driveway</u>	24'	<u>S 58th Street</u>
<u>Curb cut/Driveways (x2)</u>	24' (x2)	<u>Whitby Avenue</u>
<u>Curb cut/Driveway</u>	24'	<u>Cobbs Creek Parkway</u>

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Curb cuts/Driveways (x2)</u>	24' (x2)	<u>Thomas Avenue</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

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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: The existing sidewalk on 58th Street is 5' wide instead of the required 6'. Pedestrian counts from the traffic study indicate maximum hourly pedestrian counts of 50 for the four crossings at 58th Street and Whitby Avenue and 26 for the four crossings at 58th Street and Thomas Avenue.

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	
Thomas Avenue	<u>7'</u>	<u>7'</u>
S 58th Street	<u>5'</u>	<u>5'</u>
Whitby Avenue	<u>7'</u>	<u>7'</u>
Cobbs Creek Parkway	<u>18'</u>	<u>18'</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		
Thomas Avenue	≥ <u>3.5'</u>	≥ <u>6'</u>	≥ <u>6'</u>
S 58th Street	≥ <u>4'</u>	≥ <u>5'</u>	≥ <u>5'</u>
Whitby Avenue	≥ <u>4'</u>	≥ <u>5'</u>	≥ <u>5'</u>
Cobbs Creek Parkway	≥ <u>4'</u>	≥ <u>3'</u>	≥ <u>3'</u>

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

- Bicycle Parking
- Lighting
- Benches
- Street Trees
- Street Furniture

- | | | |
|-----------------------------------------|----------------------------------------|------------------------------|
| YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |

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

19. Does the design avoid tripping hazards?

- | | | |
|-----------------------------------------|----------------------------------------|------------------------------|
| YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |

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 <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
|------------------------------|----------------------------------------|------------------------------|

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (continued)

- | | | | | | |
|-------------------------------------------------------------------------------------------------------------|-----------------------------------------|-----------------------------|-----------------------------------------|------------------------------|-----------------------------|
| 21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" 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: The existing furnishing zone on Cobbs Creek Parkway is 3 feet, not the required minimum 4 feet. However, a parking lane separates the curb and sidewalk from the travel lane on Cobbs Creek Parkway. The existing sidewalk on 58th Street is 5' wide instead of the required 6'. Pedestrian counts from the traffic study indicate maximum hourly pedestrian counts of 50 for the four crossings at 58th Street and Whitby Avenue and 26 for the four crossings at 58th Street and Thomas Avenue. The four streets surrounding the property will have only two proposed driveway encroachments, both on Thomas Avenue and within 200 feet of each other. Bicycle parking will be provided on the proposed school campus. All streets have existing lighting. The site has nine existing street trees. The property is surrounded by trees located just outside the right-of-way line. The design team is waiting for a determination from the department of parks and recreation's arborist on whether additional street trees are required.

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>

Thomas Avenue, Whitby Avenue, and Cobbs Creek Parkway each have two existing bicycle lanes. S 58th Street has existing sidewalks on both sides of the street.

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
1300 S 58th Street	9	0 / 0	0 / 0	0 / 9
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____

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 YES NO N/A
- Buffered Bike Lane YES NO N/A
- Bicycle-Friendly Street YES NO N/A

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES NO N/A

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO N/A

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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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?

The proposed school is a new destination for public transit.

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

YES NO

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; **If not, go to question No. 35**

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

- | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| 33. What is the maximum AASHTO design vehicle being accommodated by the design? _____ | | 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 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 checked="" type="checkbox"/> NO <input 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 checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input 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: The school proposes to load and unload school buses from the parking lane on Thomas Avenue. As shown on the plans, a maximum of 7 buses will be queued along Thomas Avenue and a maximum of 5 buses will be queued along 58th Street. As buses leave Thomas Avenue, the buses waiting on 58th Street will drive around the block and join the queue on Thomas Avenue. The site design includes an off-street loading zone attached to the school for deliveries and trash collection.

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 type="checkbox"/> NO <input checked="" 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 type="checkbox"/>	<input checked="" 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: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component
Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

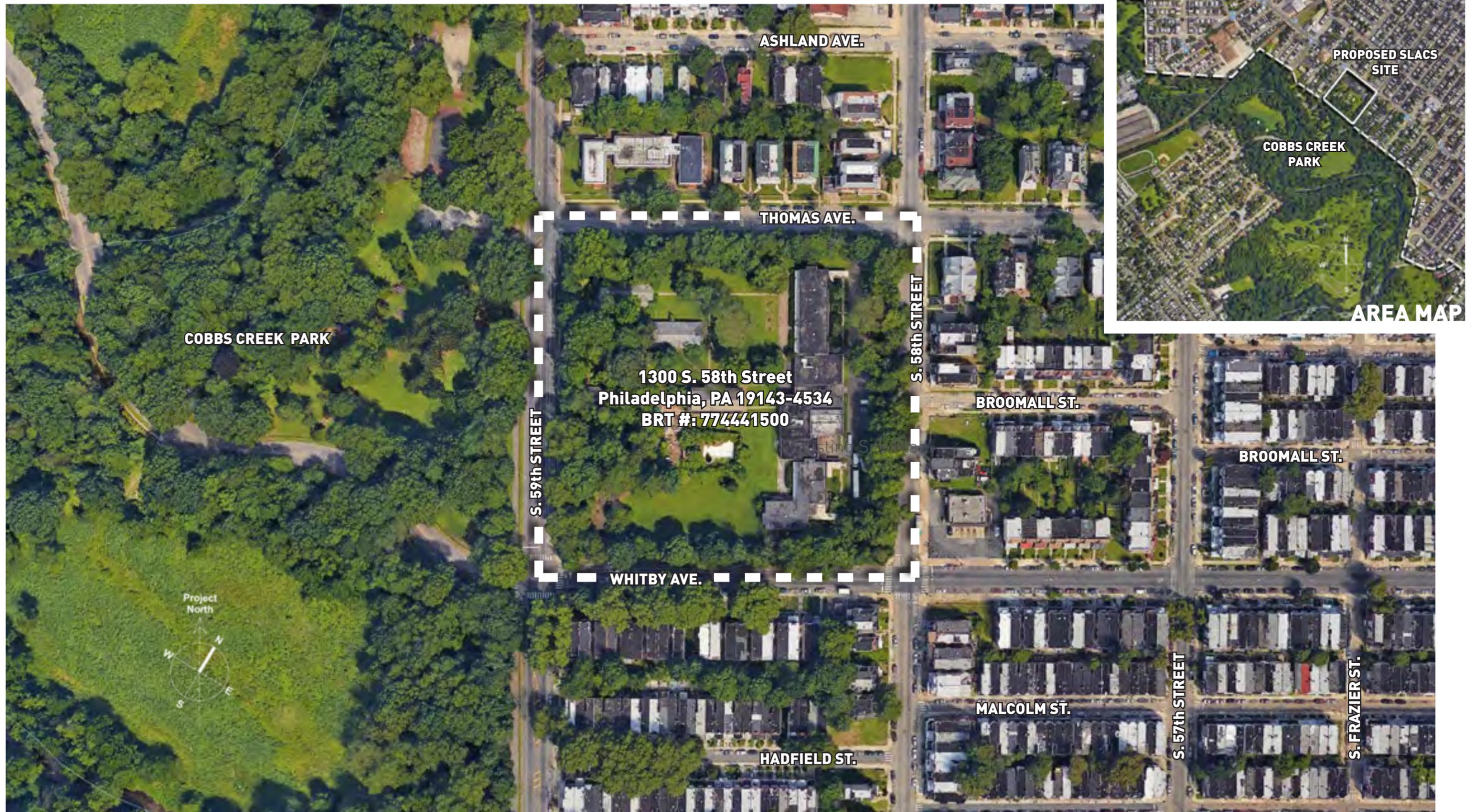
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ADDITIONAL COMMENTS

APPLICANT
Additional Explanation / Comments: _____

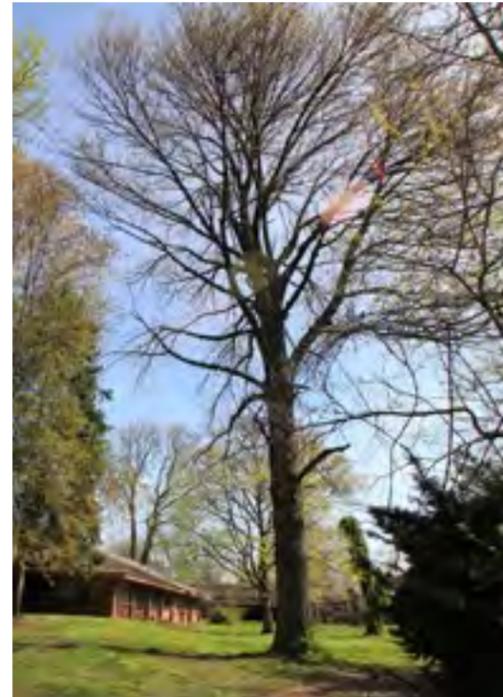
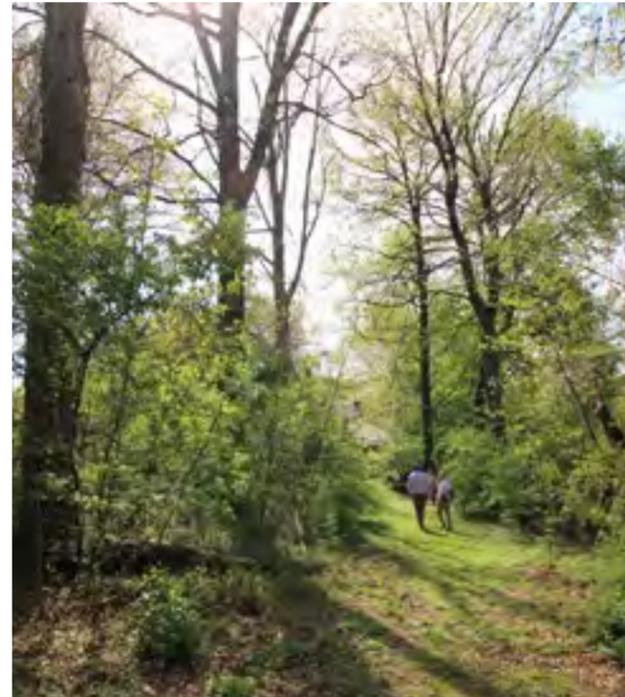
DEPARTMENTAL REVIEW
Additional Reviewer Comments: _____



Southwest Leadership Academy: Existing Site Plan Aerial Photo

METCALFE ARCHITECTURE & DESIGN • SUBMITTED AUGUST 22, 2016 / REVIEW SEPTEMBER 6, 2016





Southwest Leadership Academy: Existing Site Interior & Perimeter

METCALFE ARCHITECTURE & DESIGN • SUBMITTED AUGUST 22, 2016 / REVIEW SEPTEMBER 6, 2016

SOUTHWEST LEADERSHIP ACADEMY
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AGOOS





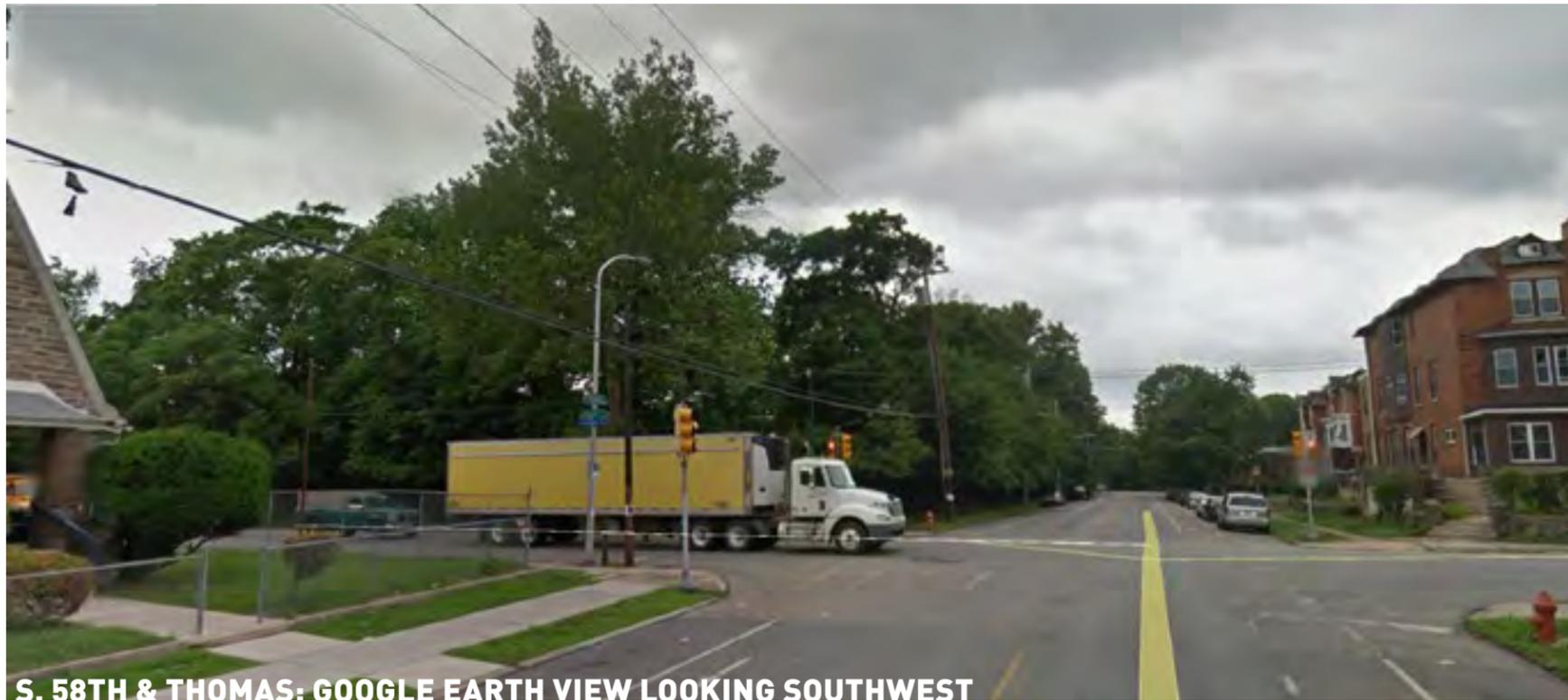
Southwest Leadership Academy: Existing Site Interior & Perimeter

METCALFE ARCHITECTURE & DESIGN • SUBMITTED AUGUST 22, 2016 / REVIEW SEPTEMBER 6, 2016

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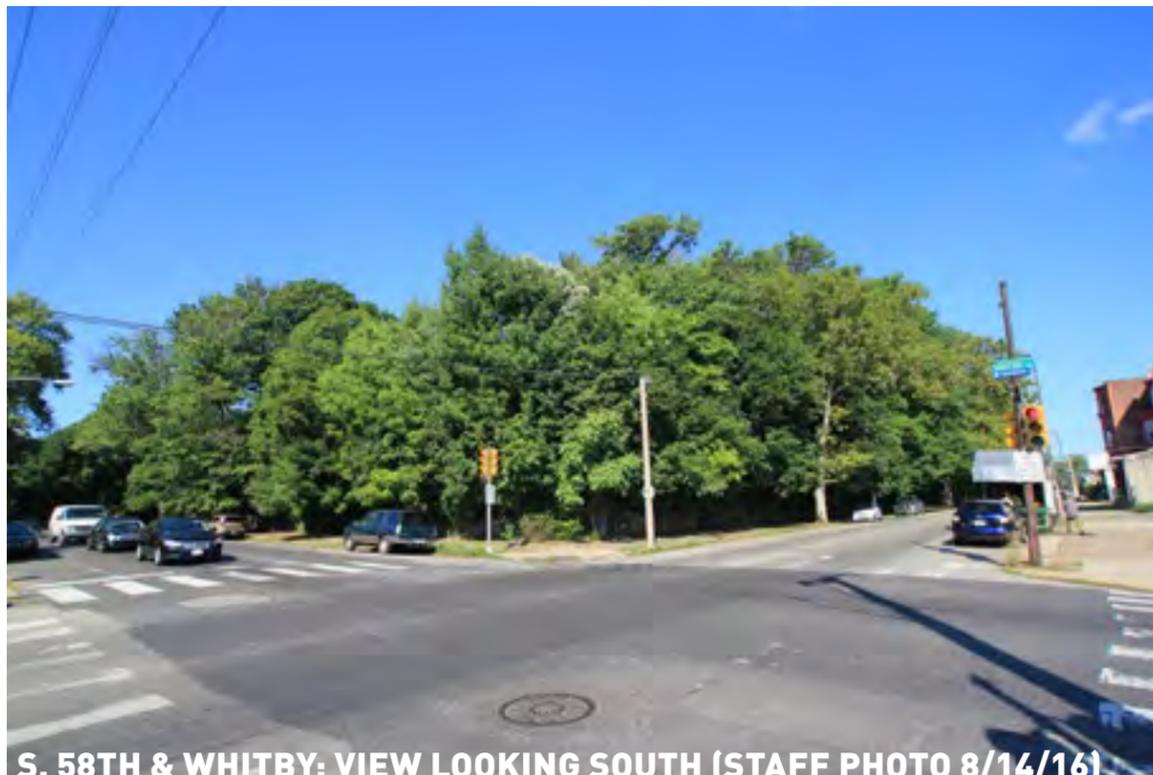




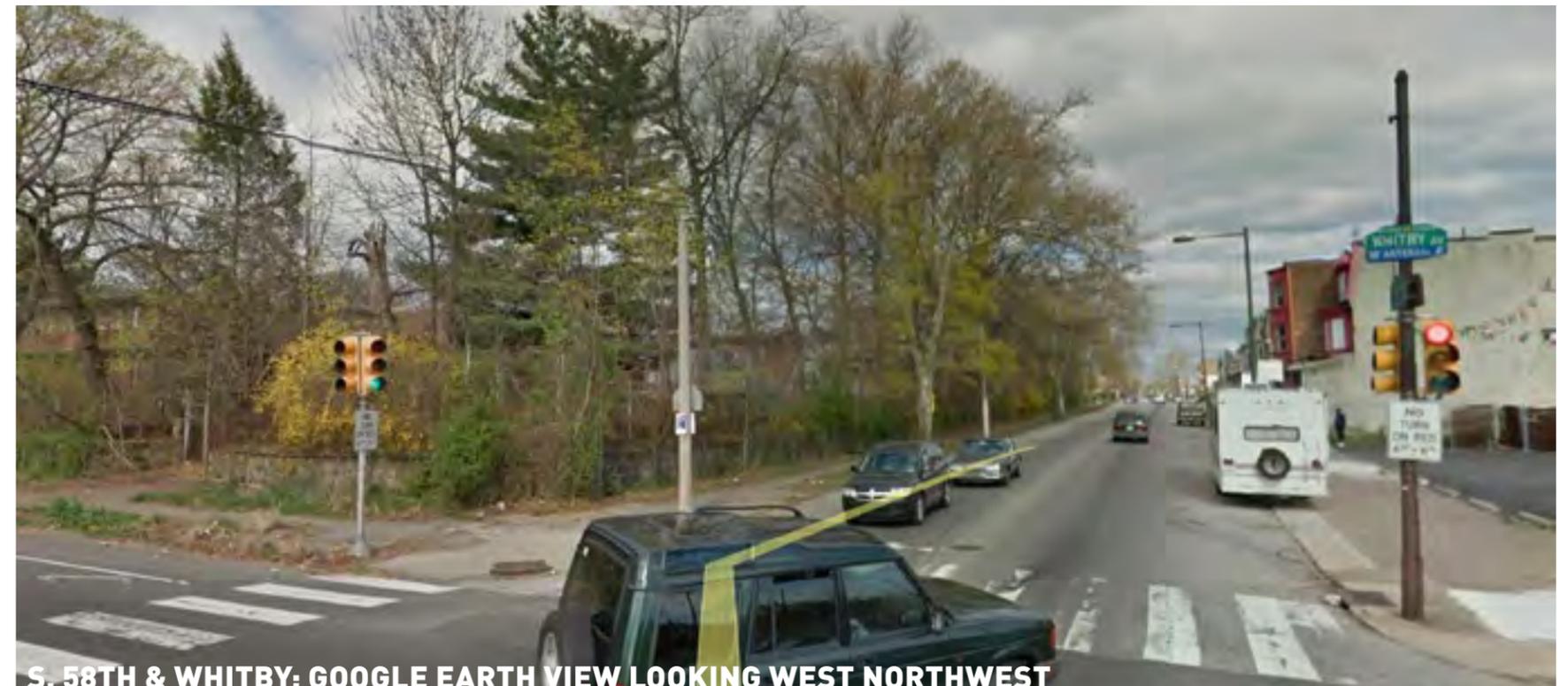
S. 58TH & THOMAS: GOOGLE EARTH VIEW LOOKING SOUTHWEST



S. 58TH & THOMAS: VIEW LOOKING SOUTH (STAFF PHOTO 8/14/16)



S. 58TH & WHITBY: VIEW LOOKING SOUTH (STAFF PHOTO 8/14/16)



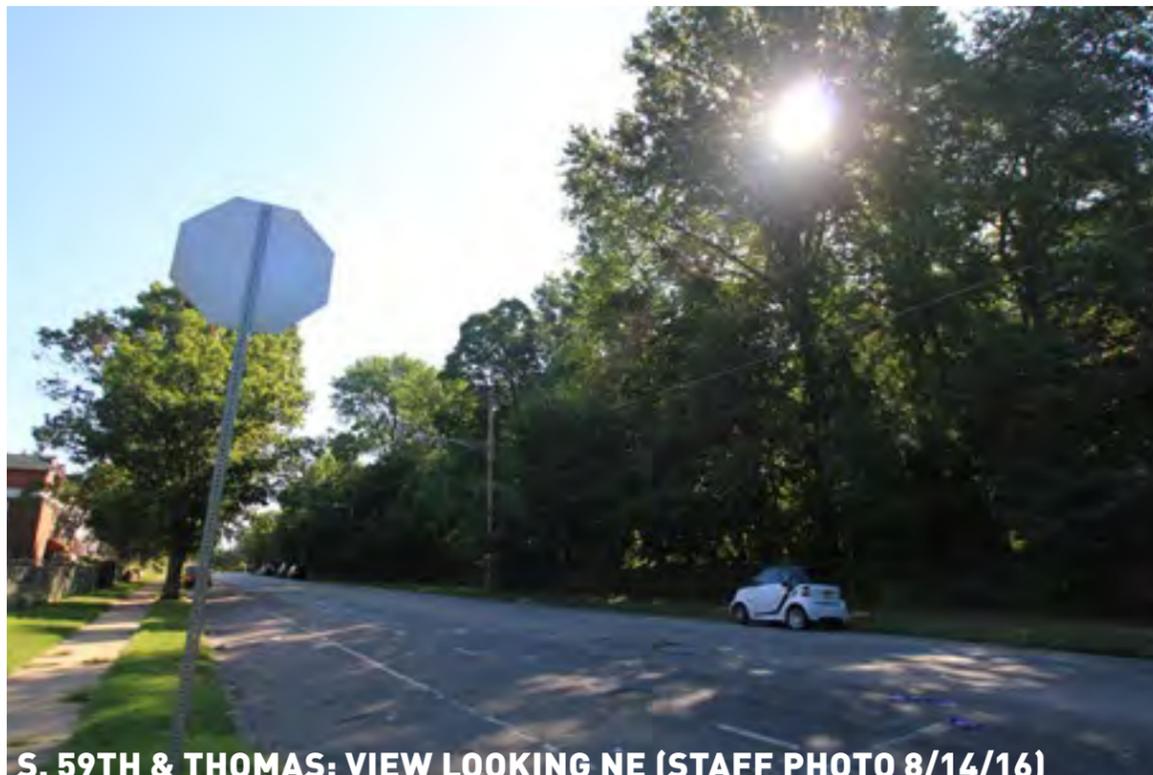
S. 58TH & WHITBY: GOOGLE EARTH VIEW LOOKING WEST NORTHWEST



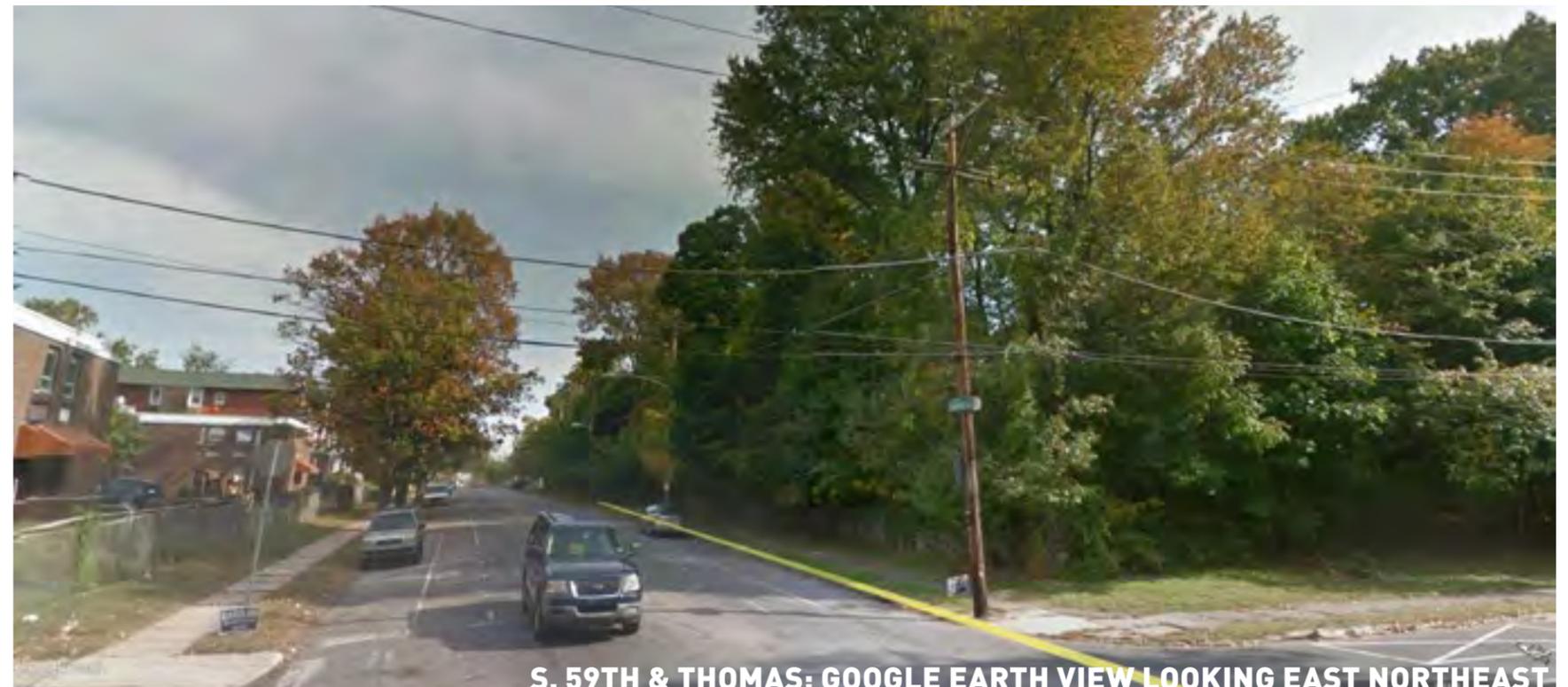
S. 59TH & WHITBY: GOOGLE EARTH VIEW LOOKING NORTH



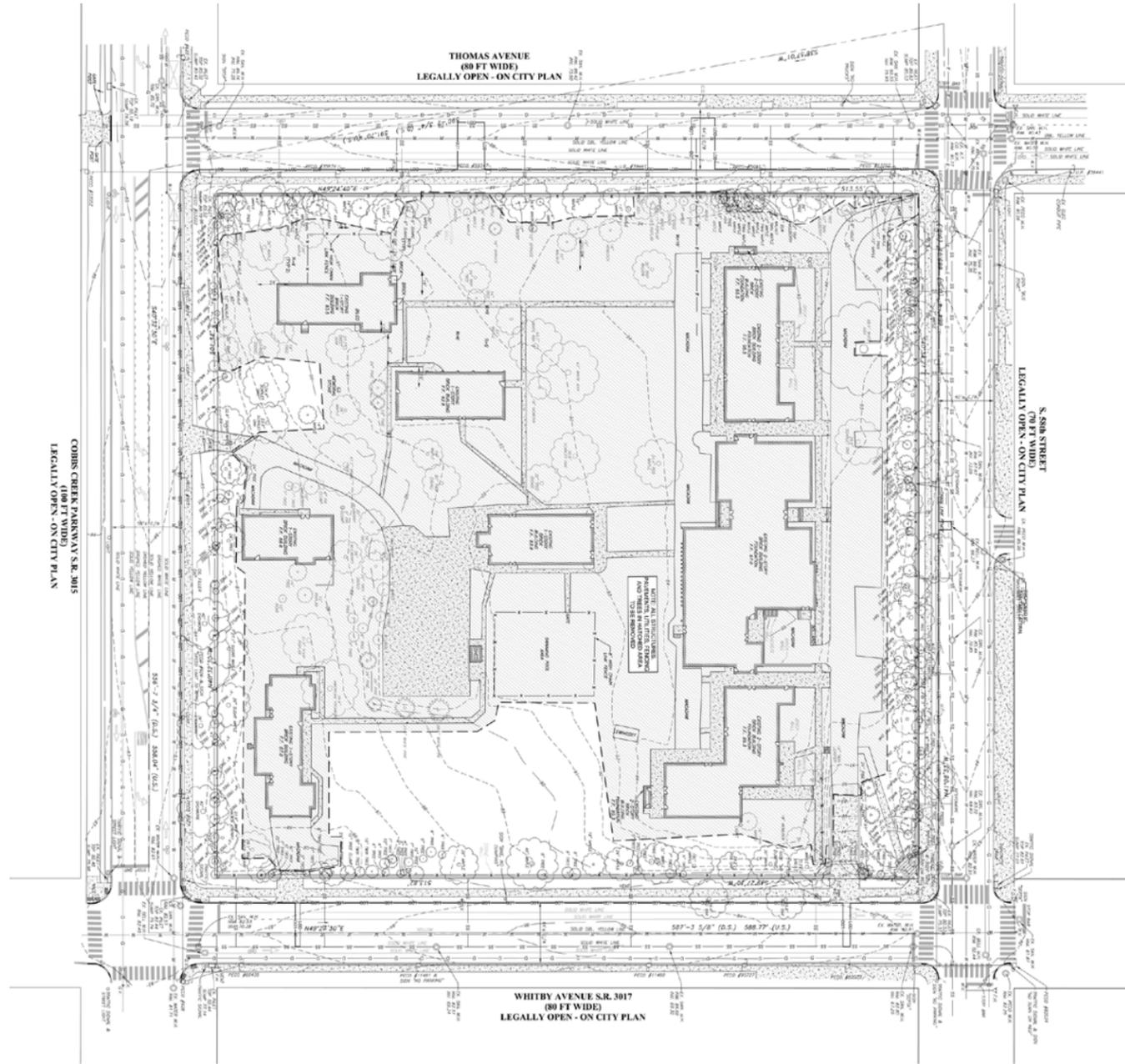
S. 59TH & WHITBY: VIEW LOOKING NORTH (STAFF PHOTO 8/14/16)



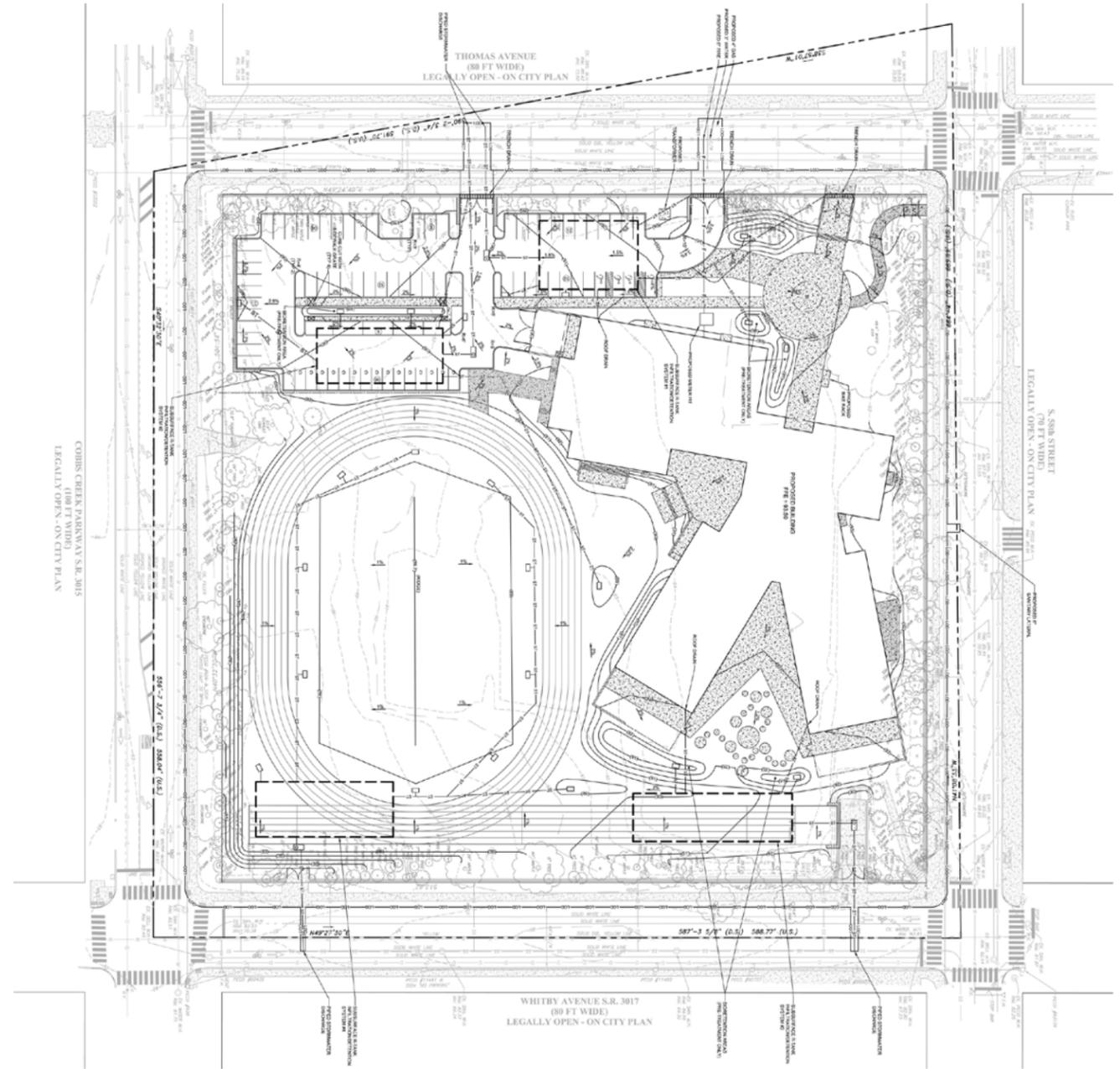
S. 59TH & THOMAS: VIEW LOOKING NE (STAFF PHOTO 8/14/16)



S. 59TH & THOMAS: GOOGLE EARTH VIEW LOOKING EAST NORTHEAST



Existing Site Plan



Proposed Site Plan







Southwest Leadership Academy: Proposed Aerial View from the South

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CHARTER SCHOOL

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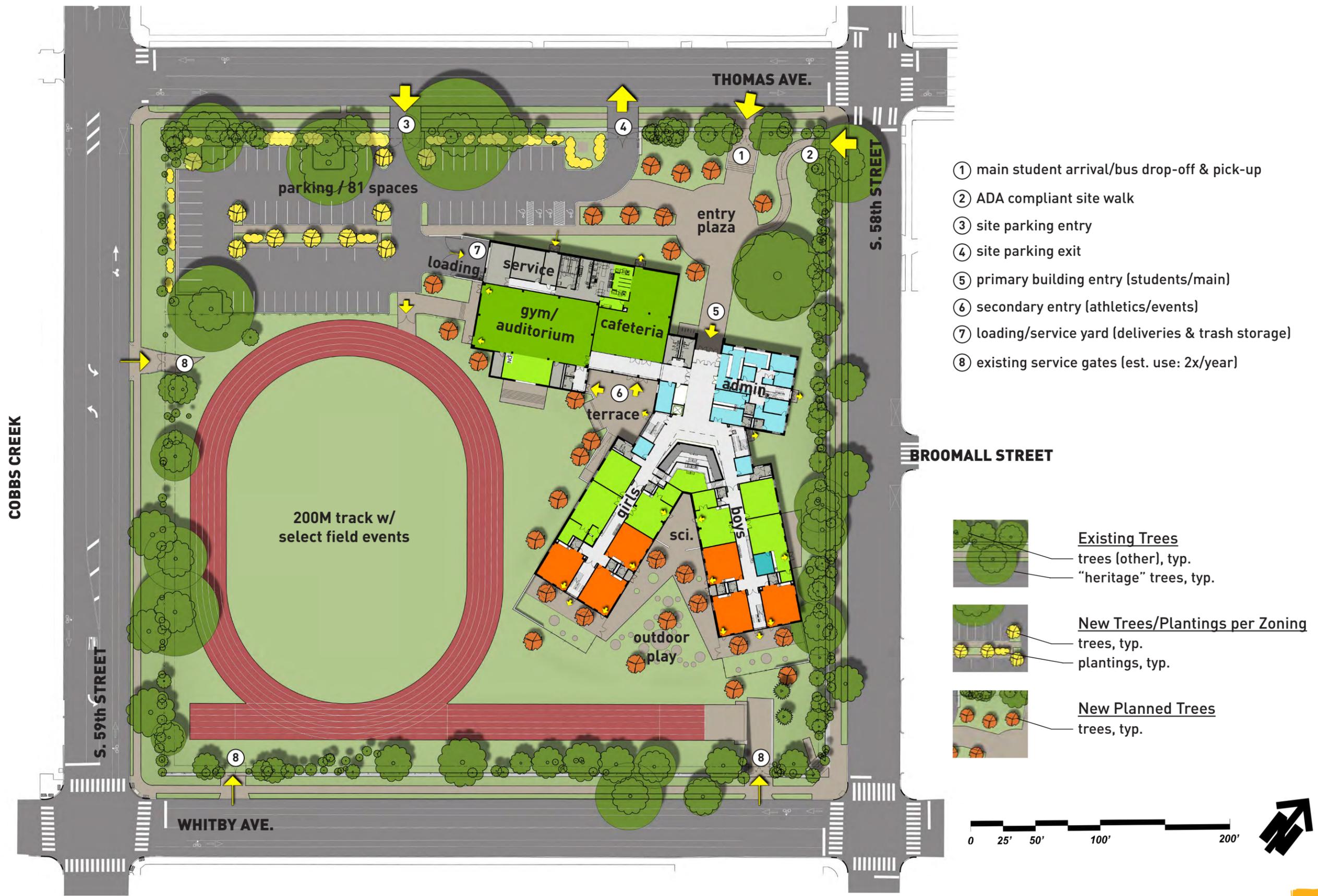
Southwest Leadership Academy: Proposed Plan Aerial View from the North

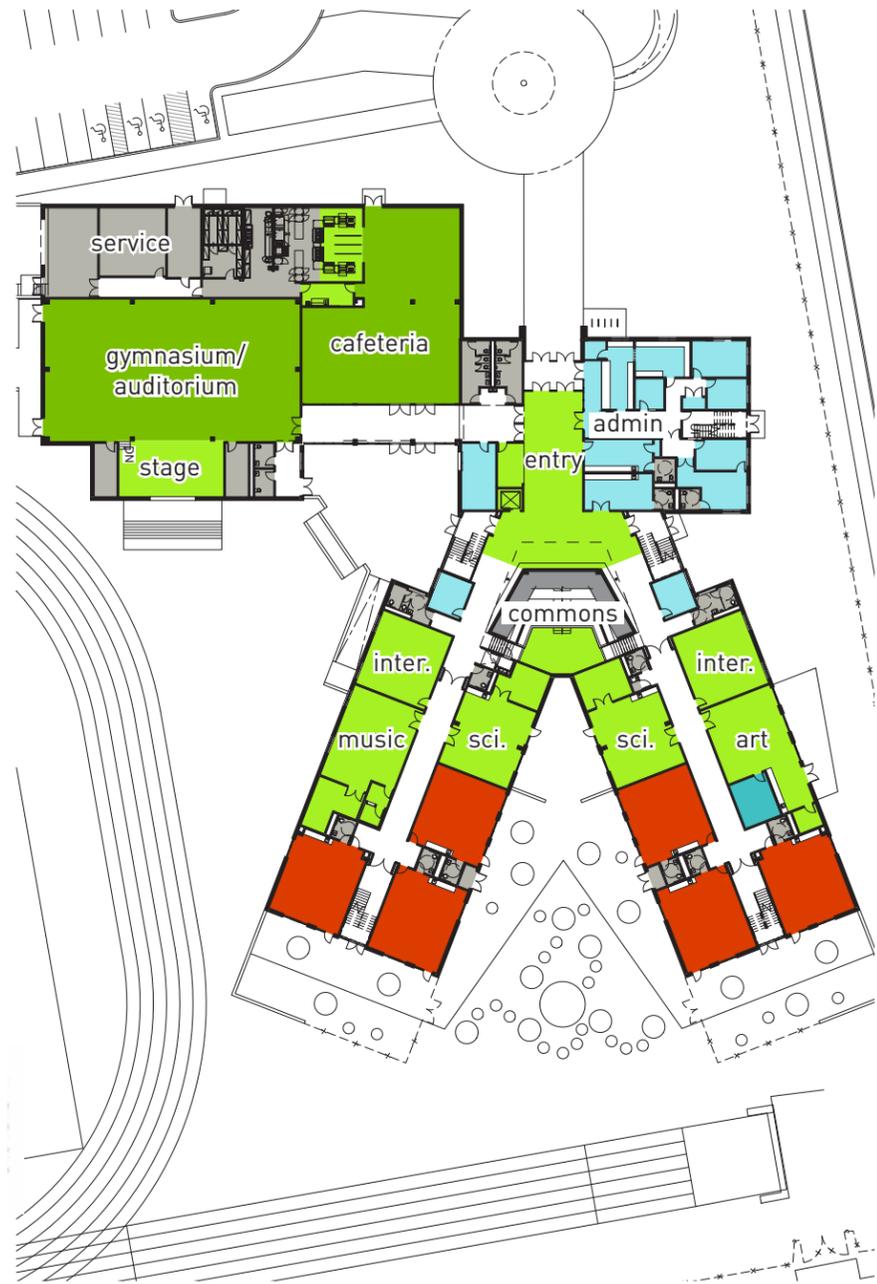
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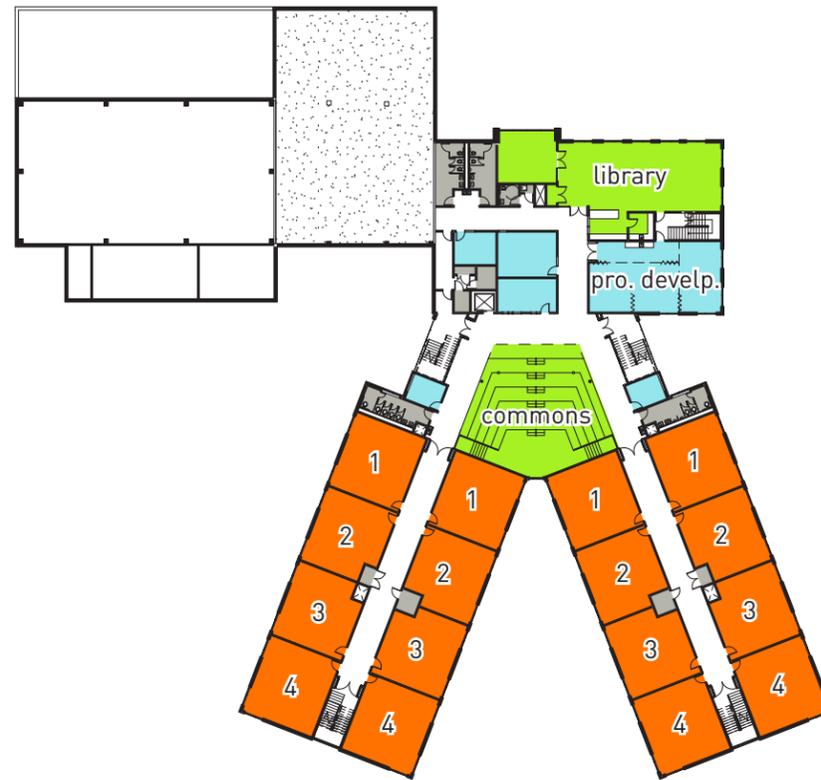
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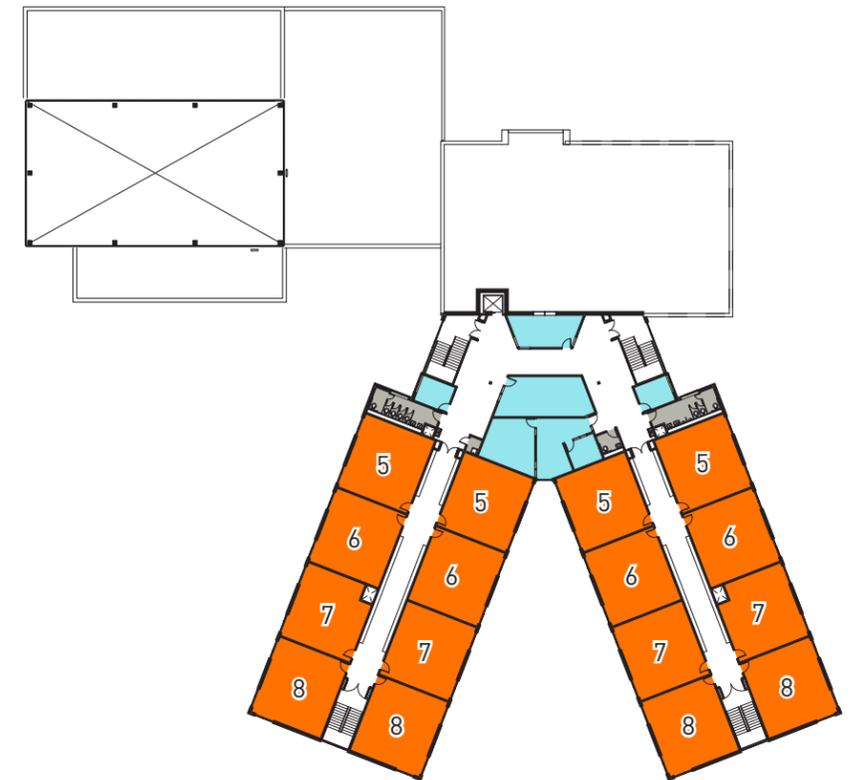




Ground Floor Plan



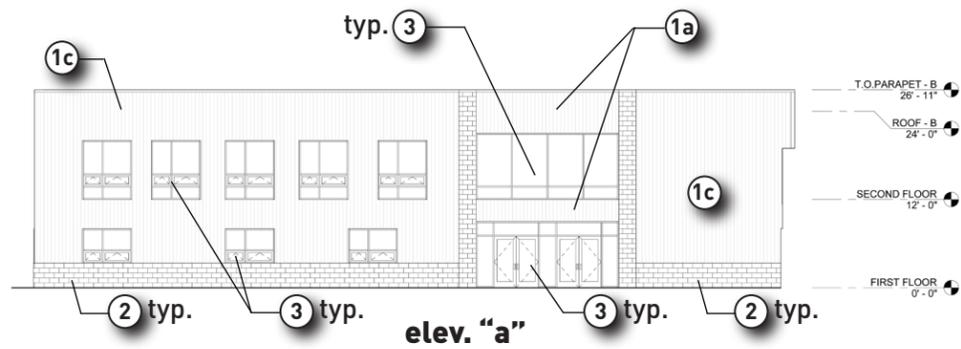
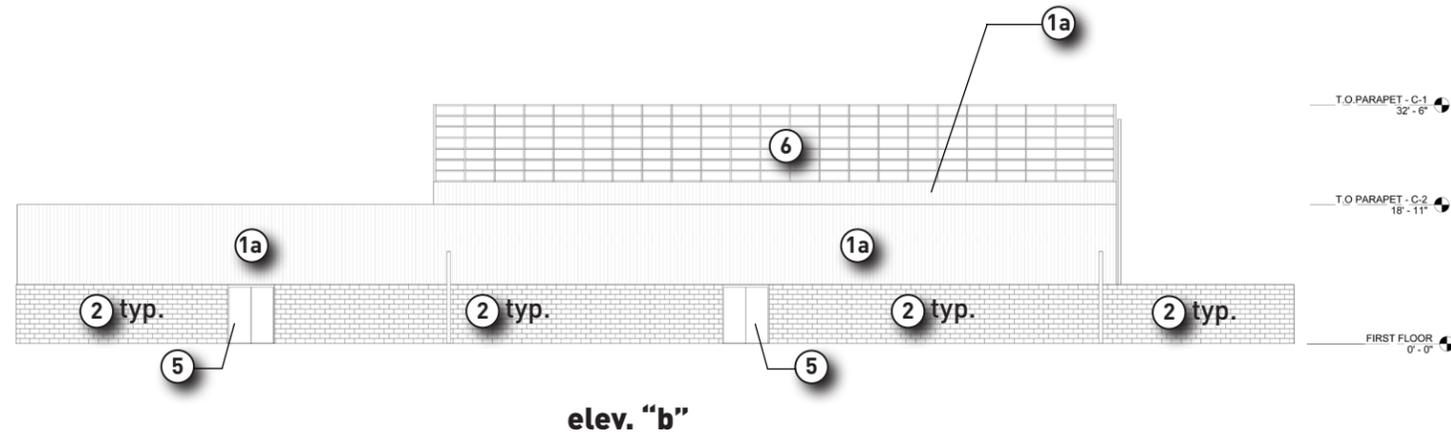
Second Floor Plan



Third Floor Plan



- ACADEMIC**
- SLA COMMUNITY**
- ADMINISTRATIVE**
- SUPPORT**



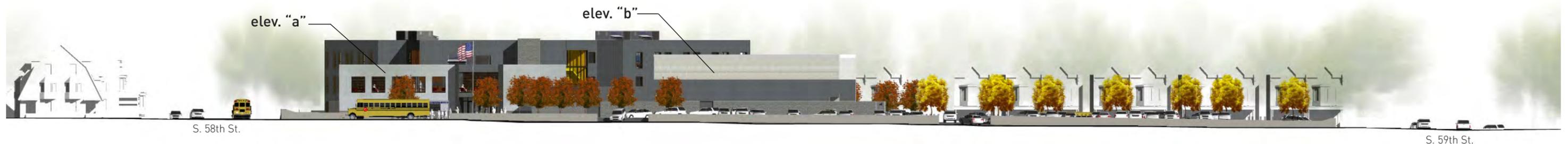
BUILDING MATERIALS/COLORS/TEXTURES:

The typical exterior wall of the building will be clad in an architectural corrugated metal sheathing with a factory factory finish (over rigid insulation and CMU back-up). Proposed colors are “bone white”, “silversmith”, and “charcoal gray”. Please see the following drawings for extent and locations.

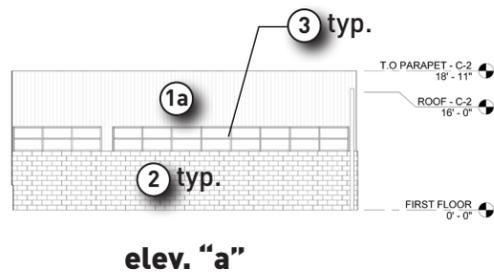
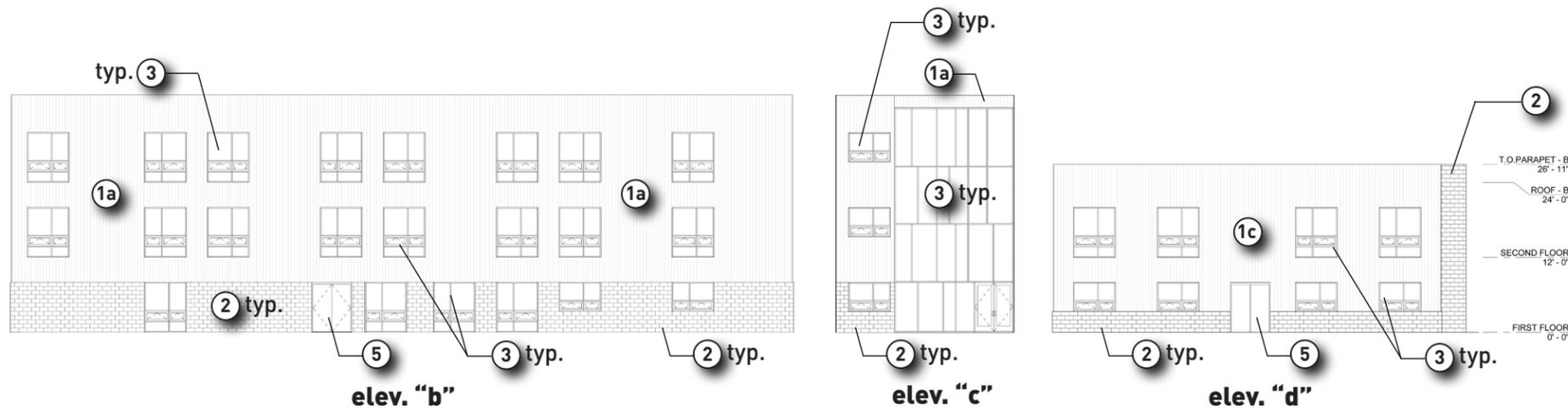
The window frames will be a deep bronze.
The wall base around the entirety of the building will be a 4” veneer medium gray concrete block, with mix of honed and split face finishes.

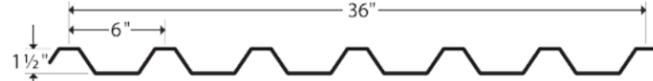
The double height gymnasium / auditorium volume will be ringed with a Kalwall (translucent fiberglass panel) clerestory on all four sides.

- ① ATAS metal wall panel
- ①a “Charcoal” metal wall panel
- ①b “Bone White” metal wall panel
- ①c “Silversmith” metal wall panel
- ② concrete masonry face block (“medium” gray)
- ③ aluminum storefront window system (“Dark Bronze”)
- ④ metal roll-up “stage” door (color T.B.D.)
- ⑤ FRP faced, insulated metal exterior door (“Dark Bronze”)
- ⑥ Kalwall translucent wall system



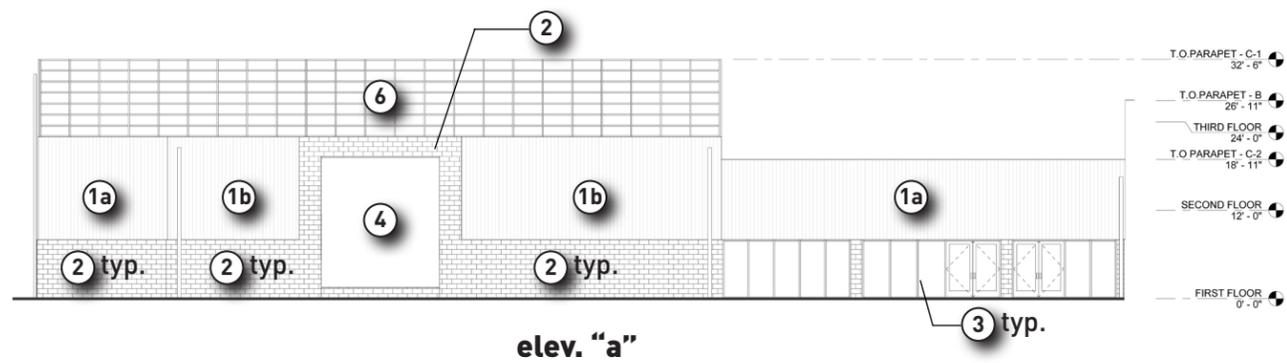
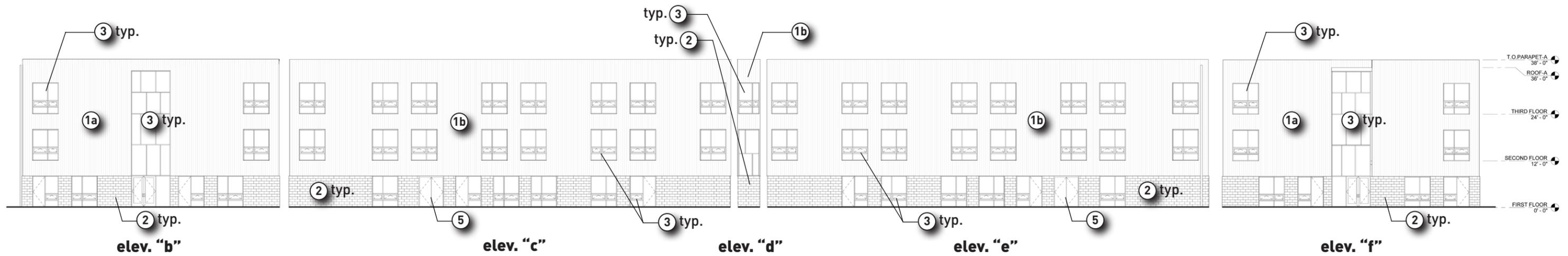
Thomas Ave. Elevation/Section



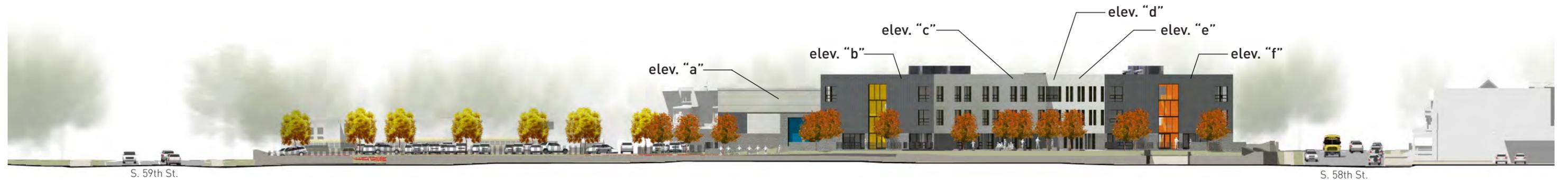
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- ⑥ Kalwall translucent wall system



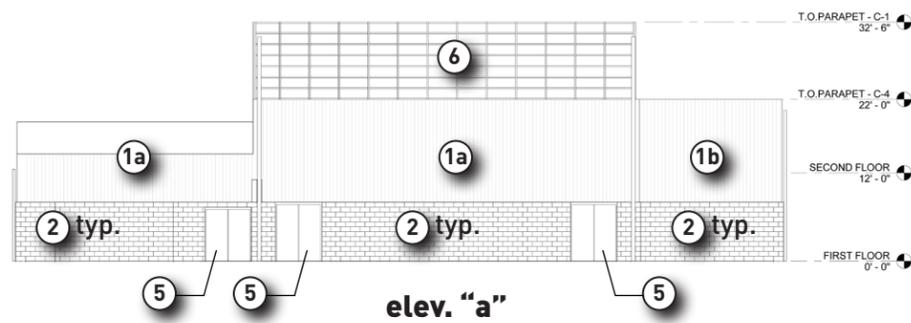
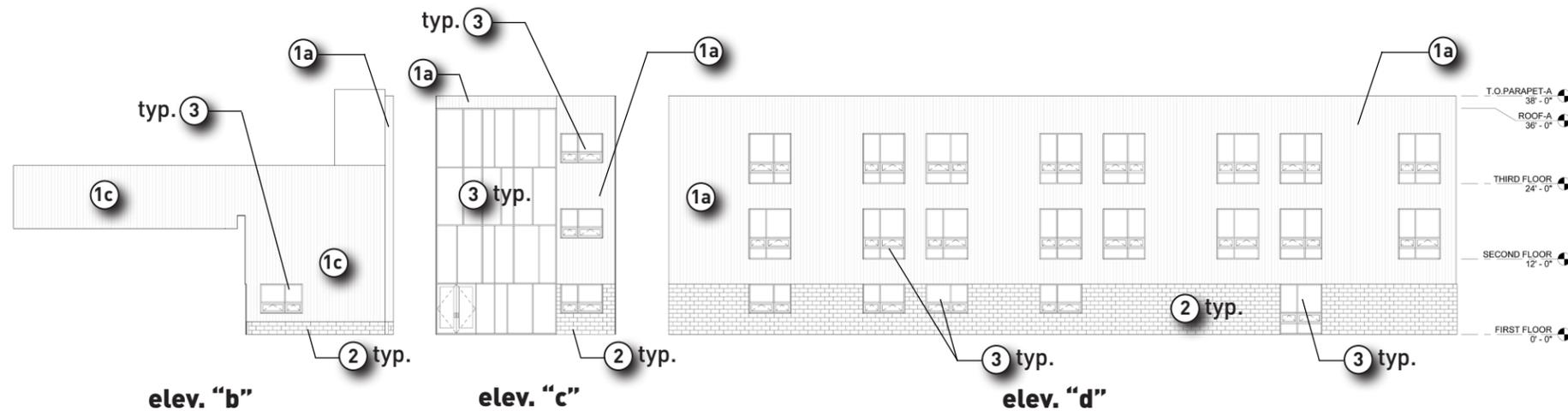
S. 58th St. Elevation/Section



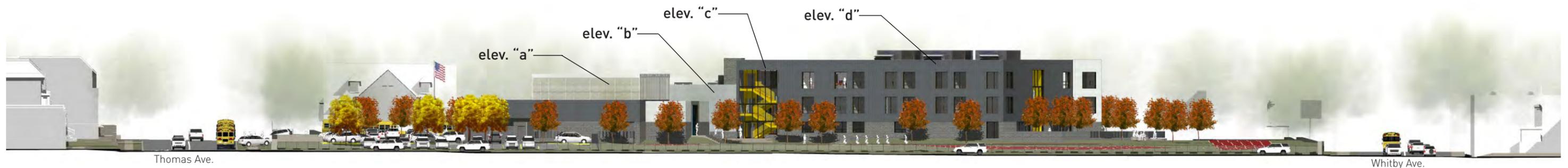
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- ⑥ Kalwall translucent wall system



Whitby Ave. Elevation/Section



-
- ① ATAS metal wall panel
 - ①a "Charcoal" metal wall panel
 - ①b "Bone White" metal wall panel
 - ①c "Silversmith" metal wall panel
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S. 59th St. Elevation/Section



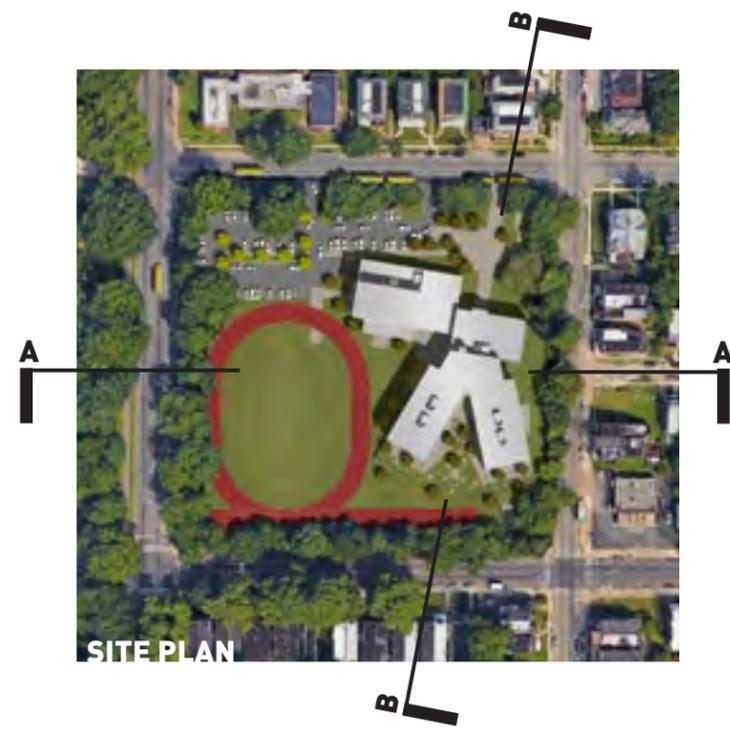
S. 58th St.
Section A-A

S. 59th St.



Thomas Ave.
Section B-B

Whitby Ave.



SITE PLAN



COMMONS



COMMONS



Southwest Leadership Academy: Overhead View | Thomas Frontage

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SOUTHWEST LEADERSHIP ACADEMY
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ENTRY/WAITING



TERRACE

Southwest Leadership Academy: Perspective View | Track to Terrace

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SOUTHWEST LEADERSHIP ACADEMY
CHARTER SCHOOL

AGOOS
AGOOS ARCHITECTURE + DESIGN


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OUTDOOR PLAY

Southwest Leadership Academy: Perspective View | Track to Classroom Wings

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SOUTHWEST LEADERSHIP ACADEMY
CHARTER SCHOOL

AGOOS
AGOOS ARCHITECTURE + DESIGN





Southwest Leadership Academy: Overhead View | Outdoor Play

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SOUTHWEST LEADERSHIP ACADEMY
CHARTER SCHOOL

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Southwest leadership Academy Charter School
 1300 South 58th Street
Civic Design Review
Summary of Sustainable Design Elements

The primary goal for this project is to provide an affordable new home for Southwest Leadership Academy Charter School. The current design includes many sustainable features. The building envelope will be highly insulated, and the base HVAC system is a highly efficient variable refrigerant system. LED lighting will be used throughout the project.

Interior finishes will be minimal; the building will be simple and durable. It will therefore (as required by the project budget) have a low total embodied energy.

The site currently includes many large mature trees, especially around the perimeter of the site. The design preserves as many of these “specimen” trees as possible given the interior grading and program elements. The site will provide accessible open space to the community during special events and athletic contests.

Civic Design Review, Philadelphia		Sustainability Questionnaire
Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.

Location and Transportation

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. The site is served by the G bus along 58th street, and is .2 miles from the Angora Station of SEPTA's regional rail system.
Reduced Parking Footprint	All new parking areas to be located 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 lot area is the minimum permitted.
Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	Yes. Preferred parking spaces may be identified. The parking lot area is the minimum permitted.
Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No. Bike parking is provided on site. There are no Bike Share stations within 1.5 miles of the site.

Sustainable Sites

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.	Yes. The site will be approximately 50% pervious open space.
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 the PWD Stormwater Management Regulations	No. Neither of these are feasible given a) the project budget and b) the grading around the site. The interior of the site is significantly above the adjacent sidewalks and streets.
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. The building will have a white roof. Site walkways will be light colored concrete. The asphalt parking lot will be partially shaded.

Civic Design Review, Philadelphia		Sustainability Questionnaire
Categories	Benchmark	Meets or Exceeds the Benchmark (yes or no)? If yes, please describe how or reference the applicable document in the CDR submission.

Water Efficiency

Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, reduce the watering requirements to at least 50% from the calculated baseline for the site's peak watering month.	Yes. There are no current plans for including an irrigation system.
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Energy and Atmosphere

Energy Commissioning	Acquire a separate, independent commissioning service to insure that the energy related systems are installed, calibrated, and perform as intended.	No. There are no current plans for third party commissioning.
Energy Performance	The project will reduce energy consumption by: Achieving 10% energy saving or more from an established baseline using ASHRAE standard 90.1-2010, OR by conforming to ASHRAE Advanced Energy Design Guide for Commercial Buildings.	TBD. The project is currently planning on using a highly insulated envelope, a variable refrigerant HVAC system and LED lighting through-out.
On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No. Renewable energy is not currently feasible given the project's budget.

Innovation

Innovation	Any other sustainable measures that could positively impact the public realm.	The project will retain as many of the existing mature trees on the site as is possible, and will create usable open space that will be available to the community. (See above for brief discussion of bldg. systems.)
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