

Saint Joseph's University Residence Hall

Civic Design Review
August 8th, 2023



Project Team

Owner

Saint Joseph's University
5600 City Avenue
Philadelphia, PA 19131

Architect

Blackney Hayes Architects
600 Chestnut Street, Suite 1200
Philadelphia, PA 19106

Civil

David Mason + Associates
123 S. Broad Street, Suite 1130
Philadelphia, PA 19109

Structural

DCI+MacIntosh
1255 Drummers Lane, Suite 201
Wayne, PA 19087

MEP/FP

PSquared Consulting Engineers (MBE/WBE)
925 Germantown Pike, Suite 20
Plymouth Meeting, PA 19462

Landscape

Viridian Landscape Studio
3868 Terrace Street
Philadelphia, PA 19128

LEED

Noresco
One Liberty Place
1650 Market Street, Suite 3600
Philadelphia, PA 19103

Acoustic

Metropolitan Acoustics
1628 John F Kennedy Boulevard, Suite 1902
Philadelphia, PA 19103

Wayfinding

Mitchell Associates
100 West Commons Boulevard, Suite 300
New Castle, DE 19720

Envelope

Wiss Jenney Elstner Associates
601 Walnut Street, Suite 875W
Philadelphia, PA 19106

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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: [REDACTED]

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

New Residence Hall as proposed in Saint Joseph's Master Plan (Bill No. 230302)

PROJECT LOCATION

Planning District: <u>West Park</u> Council District: <u>4</u>	
Address: <u>5800 City Avenue</u>	
<u>Philadelphia, PA 19131</u>	
Is this parcel within an Opportunity Zone?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Uncertain
If yes, is the project using Opportunity Zone Funding?	Yes <input type="checkbox"/> No <input type="checkbox"/>

CONTACT INFORMATION

Applicant Name: <u>Ballard Spahr, LLP</u>	Primary Phone: <u>(215) 864-8720</u>
Email: <u>QuigleyE@ballardspahr.com</u>	Address: <u>1735 Market Street, 51st Floor</u>
	<u>Philadelphia, PA 19103-7599</u>
Property Owner: <u>Saint Joseph University</u>	Developer: <u>Same as Property Owner</u>
Architect: <u>Blackney Hayes Architects, Inc.</u>	

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SITE CONDITIONS

Site Area: <u>387,773 SF</u>
Existing Zoning: <u>SP-INS</u> Are Zoning Variances required? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Proposed Use: We propose to construct an approximately 240,000 SF, six-story, new residence hall to house first year Saint Joseph's University students. The building incorporates 578 student beds plus space for Resident Assistants, a Resident Area Manager, student lounges, and office suites for two University departments.

COMMUNITY MEETING

Community meeting held: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If yes, please provide written documentation as proof.
If no, indicate the date and time the community meeting will be held:
Date: <u>To Be Confirmed</u> Time: _____

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input checked="" type="checkbox"/>
If yes, indicate the date hearing will be held:
Date: _____

Introduction

Introducing Saint Joseph's University Residence Hall, an impressive addition to the Hawk Hill Campus that embodies modernity, sustainability, and an enhanced campus experience.

Nestled on the 5800 block of City Avenue, the dormitory building stands as a gateway to the campus, strategically positioned at the intersection of City Avenue and Cardinal Avenue. It forms a harmonious pair with Villiger Hall, another residence hall, and overlooks the Ellen Ryan Field on City Avenue.

At 240,000 square feet, this Residence Hall is a home-away-from-home for 578 first-year students, providing them with a vibrant community within a living and learning environment. The building also houses various Saint Joseph's University departments.

With sustainability at the forefront, the building has been designed to achieve LEED silver certification. It incorporates features like a geothermal well field that supports efficient mechanical systems and sustainable lighting, ensuring a reduced environmental footprint.

Adding to the charm is the shared parcel with the SJU Welcome Center, fostering a sense of unity and accessibility. A courtyard between the new construction and the existing Welcome Center serves as a vibrant student quad, buzzing with events and student-oriented activities.

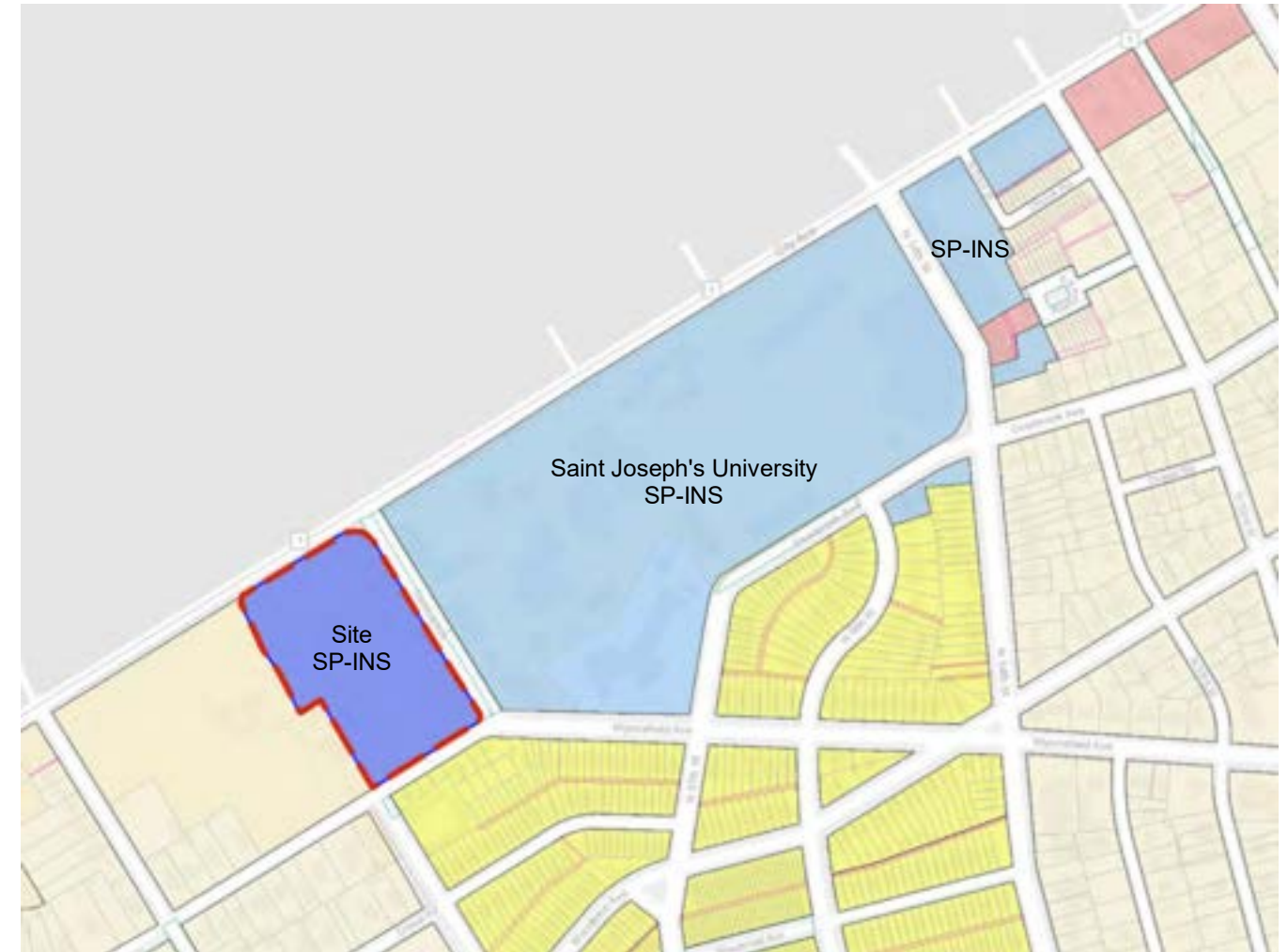
Complementing the collegiate gothic aesthetic of the campus, the exterior materials are a thoughtfully chosen blend of stone and cast stone, creating visual continuity with the adjacent buildings.

The architectural expression of this Residence Hall is further accentuated by two covered archways, connecting the interior courtyard space to the surrounding streets. The corner archway at Cardinal and City Avenues provides a visual connection to the Welcome Center and courtyard. Meanwhile, the main resident entrance, located under the second covered archway near the existing crosswalk on Cardinal Avenue, connects students to the student center and the rest of the main campus beyond.

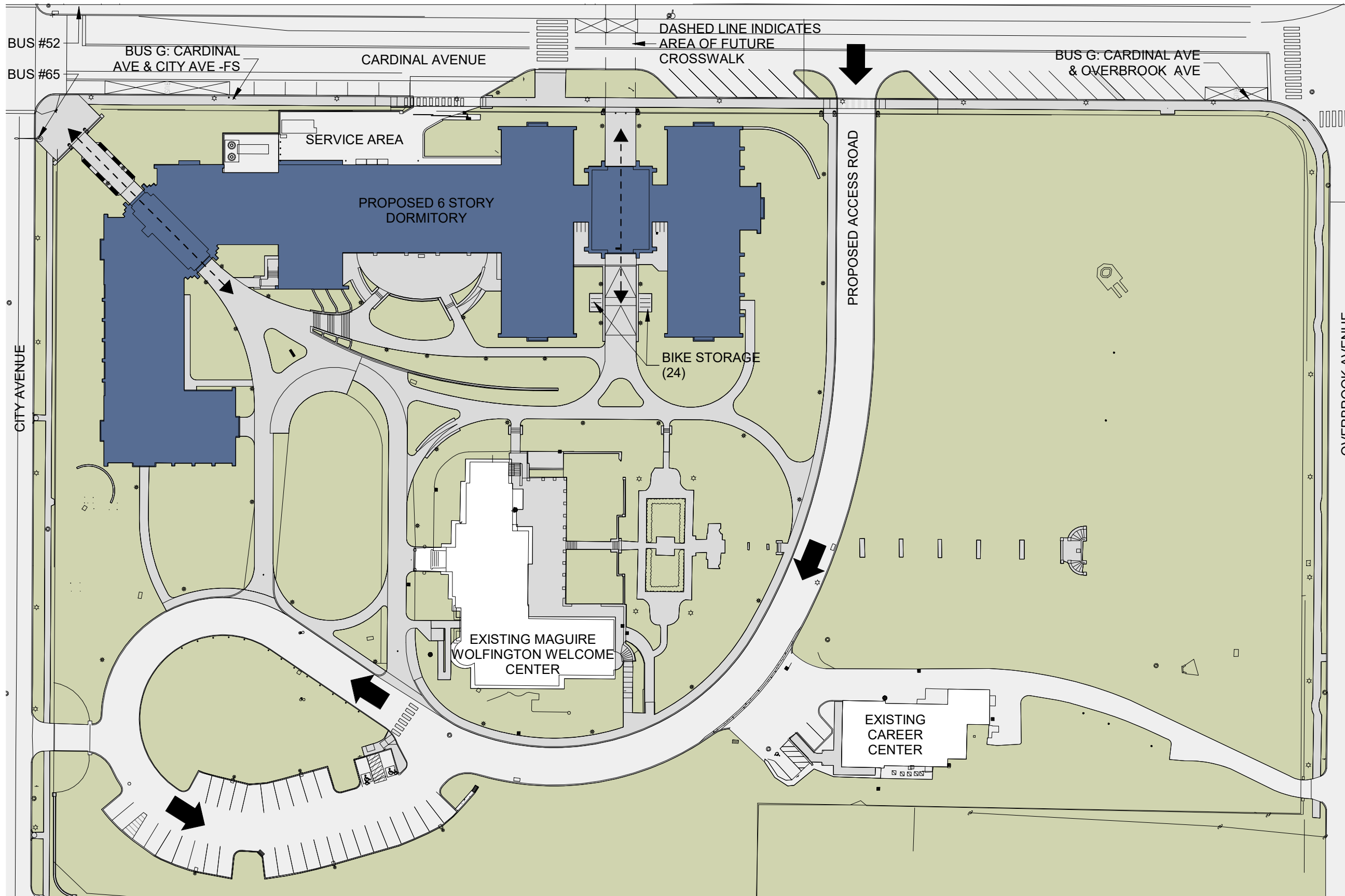
Saint Joseph's University Residence Hall is more than just a dormitory; it is an embodiment of sustainable design, architectural finesse, and a thriving student community. The building is the latest step in SJU's mission to create a campus where learning, living, and forging lifelong connections come together in perfect harmony.



Aerial View



Zoning Map

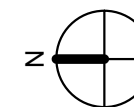


LEGEND

- Vehicular Traffic
- Pedestrian Path/Access
- Proposed Building
- Existing Building



1" = 64'-0"





1. Photo from the intersection of Overbrook and Cardinal Avenue



2. Photo at the existing service road entrance from Cardinal Avenue



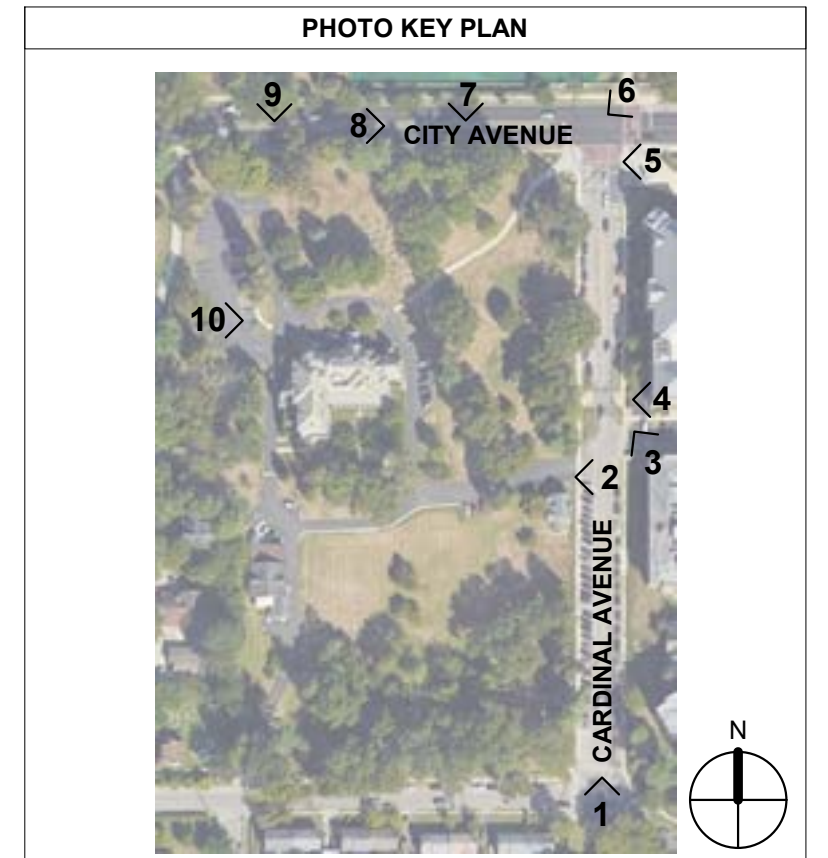
3. Photo at the existing crosswalk across Cardinal Avenue



4. Photo at the existing crosswalk across Cardinal Avenue



5. Photo at the existing crosswalk at Intersection of Cardinal and City Avenue





6. Photo at Existing Gate off City Avenue



7. Photo looking across City Avenue to project Site



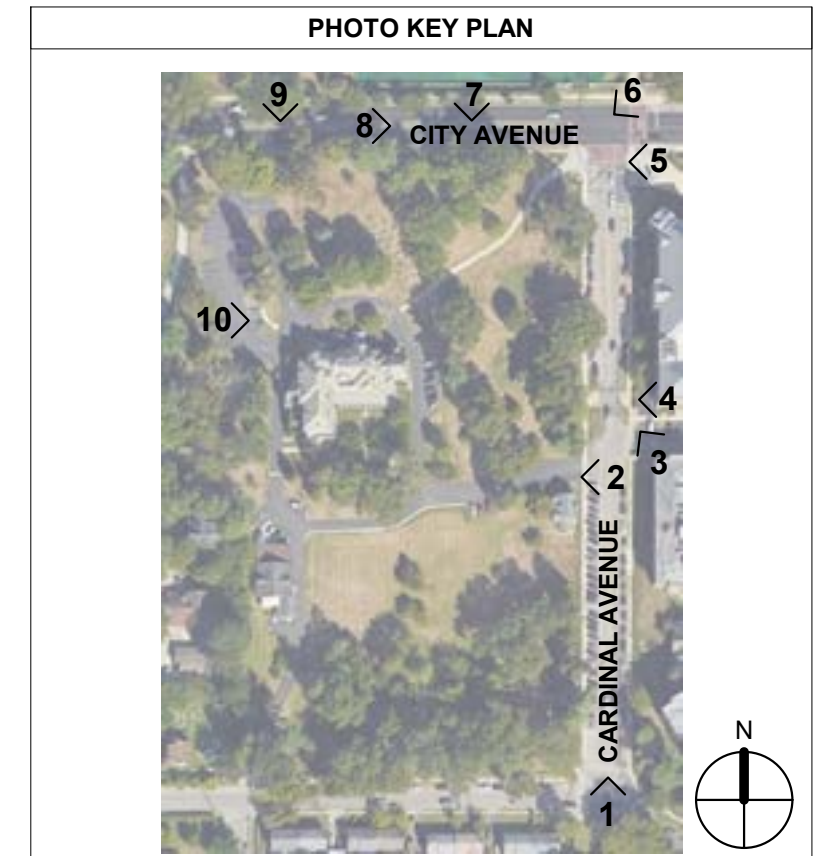
8. Photo looking West down City Avenue



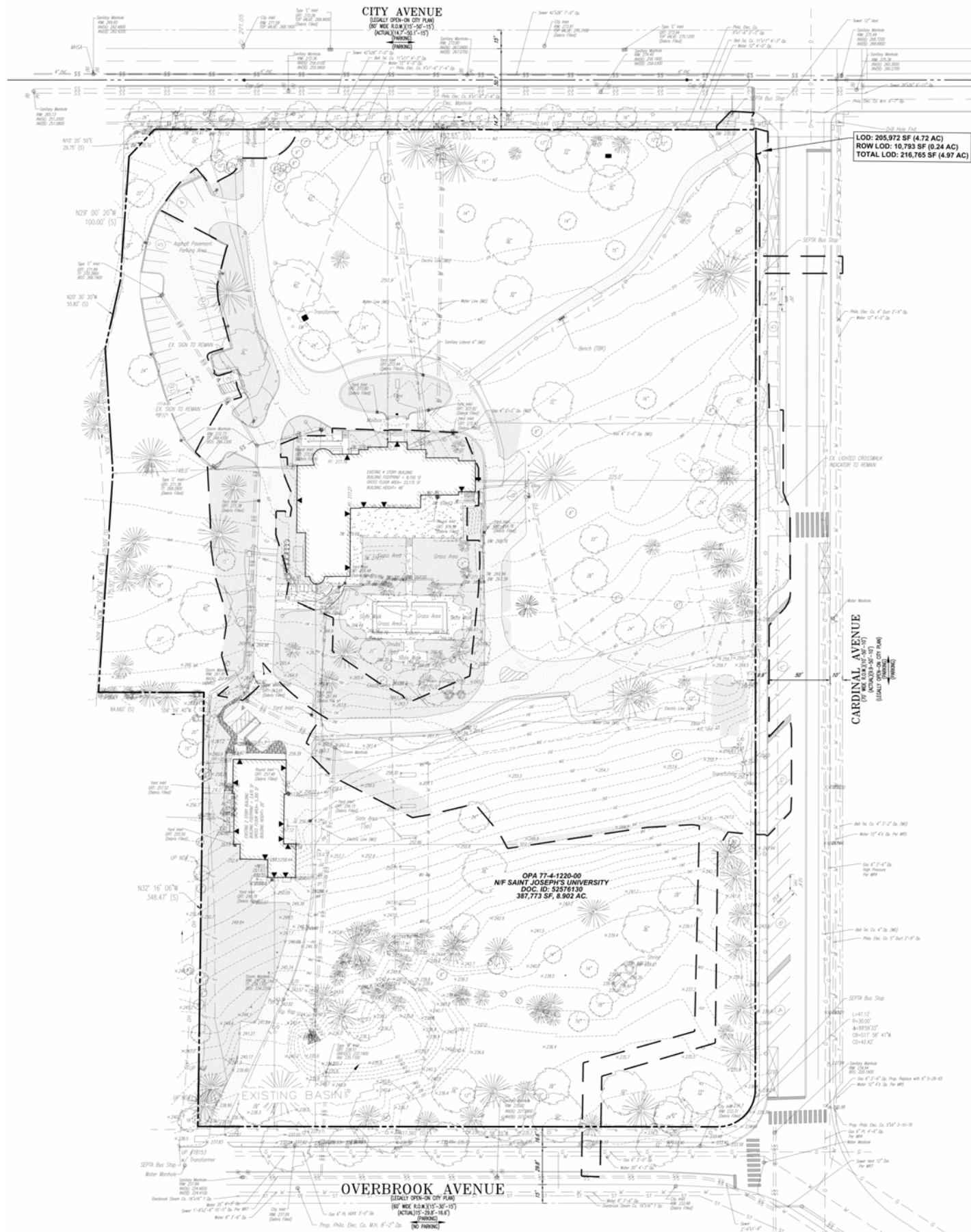
9. Photo at Existing Gate off City Avenue



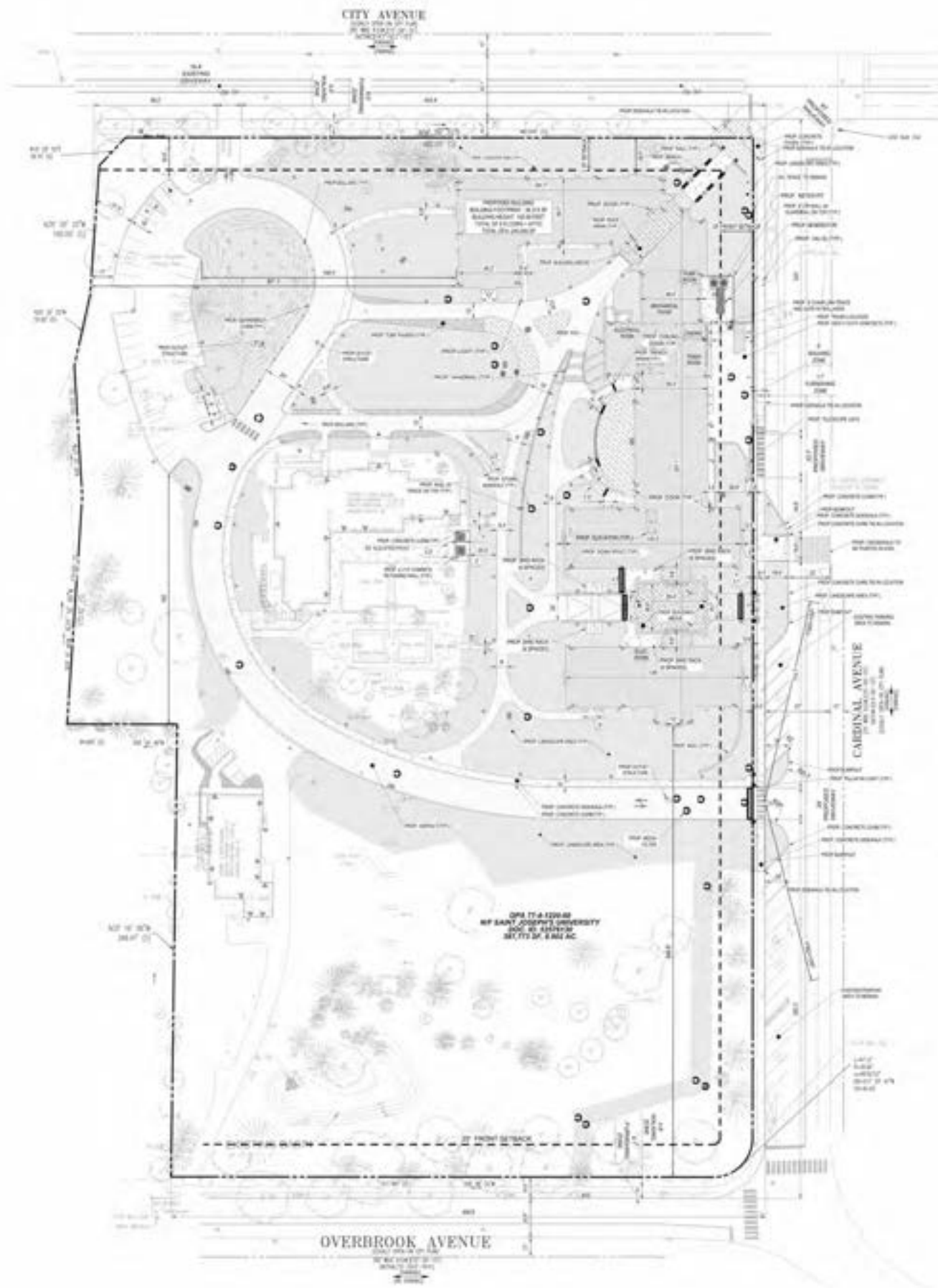
10. Photo from Existing Parking lot



Existing Site Photos

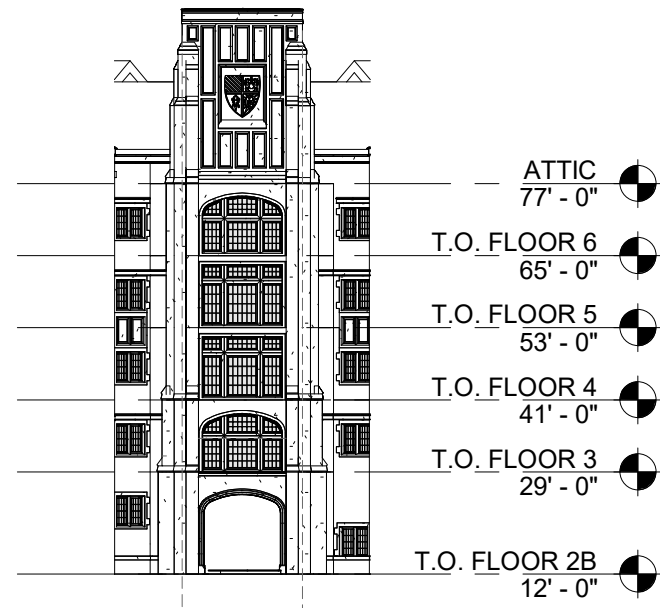


LEGEND	
EXISTING	
PROPERTY LINE	---
BUILDING	[Hatched Box]
BUILDING OVERHANG	- - - - -
DOOR	◀
GRASS	[Stippled Box]
ASPHALT	[Cross-hatched Box]
GRAVEL	[Dotted Box]
CONCRETE PAVERS	[Patterned Box]
CURB	—
DEPRESSED CURB	—
FENCE	- · - · - ·
TRANSFORMER	⊞
BENCHMARK	⊕
MONUMENT	⊠
MONITORING WELL	⊞
AIR PUMP	⊞
FIRE HYDRANT	⊞
ABOVEGROUND ELECTRIC	⊞
GAS METER	⊞
VALVES	⊞
INLETS	⊞
SIGNS	⊞
MANHOLE	⊞
UTILITY POLE	⊞
BOLLARDS	⊞
TREES AND SHRUBS	⊞
LIGHTS	⊞
SPOT ELEVATION	x 0.00
GUTTER ELEVATION	x G. 0.00
TOP OF CURB	TC 0.00
FINISHED FLOOR ELEVATION	FF 0.00
GARAGE FLOOR ELEVATION	GF 0.00
BOTTOM OF WALL	BW 0.00
TOP OF WALL	TW 0.00
WATER SURFACE ELEVATION	WS 0.00



LEGEND	
EXISTING	
PROPERTY LINE	---
BUILDING	▭
BUILDING OVERHANG	---
DOOR	◀
GRASS	▨
ASPHALT	▩
GRAVEL	▧
CONCRETE PAVERS	▦
CURB	—
DEPRESSED CURB	—
FENCE	—
TRANSFORMER	⊕
BENCHMARK	⊕
MONUMENT	⊕
MONITORING WELL	⊕
AIR PUMP	⊕
FIRE HYDRANT	⊕
ABOVEGROUND ELECTRIC	⊕
GAS METER	⊕
VALVES	⊕
INLETS	⊕
SIGNS	⊕
MANHOLE	⊕
UTILITY POLE	⊕
BOLLARDS	⊕
TREES AND SHRUBS	⊕
LIGHTS	⊕
PARKING COUNT	①

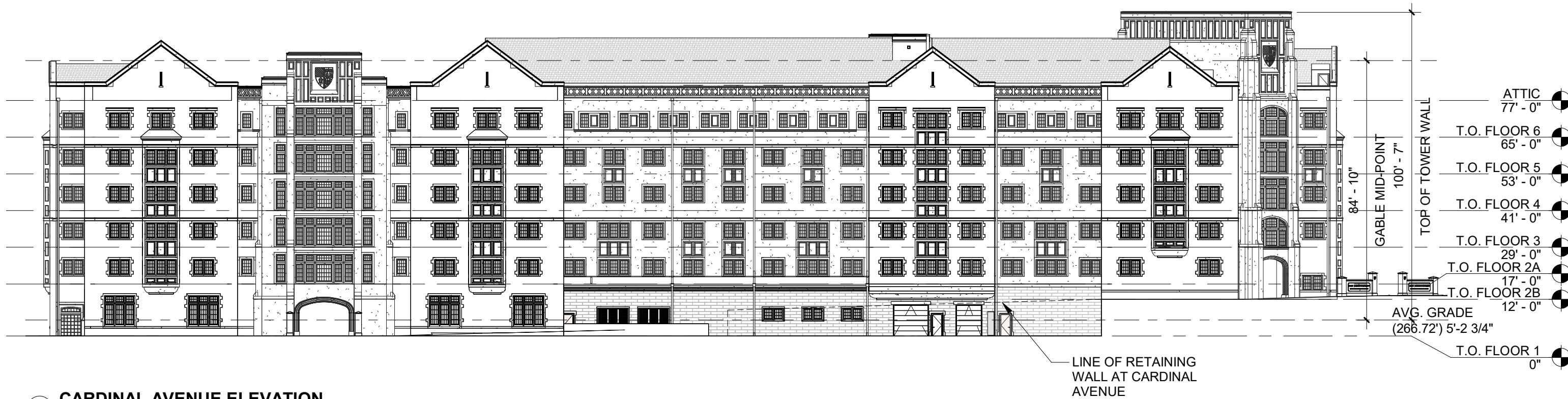
LEGEND	
PROPOSED	
BUILDING	▭
BUILDING ABOVE	▭
GRASS	▨
CONCRETE PAVER WITH BAND	▦
TURF PAVERS	▦
CONCRETE PAVERS	▦
CURB	—
DEPRESSED CURB	—
FENCE	—
WALL	—
METERPIT	⊕
TRENCH DRAIN	—
INLET	⊕
OUTLET STRUCTURE	⊕
ROOF DRAIN	⊕
SCUPPER	⊕
VALVE	⊕
CLEANOUT	⊕
DOWN SPOUT	⊕
BOLLARD	⊕
BOLLARD W/ LIGHT	⊕
MANHOLES	⊕
LIGHT	⊕
ELECTRIC MANHOLE	⊕
TRANSFORMER	⊕
GENERATOR	⊕



3 CITY AVENUE TOWER ELEVATION
1/32" = 1'-0"



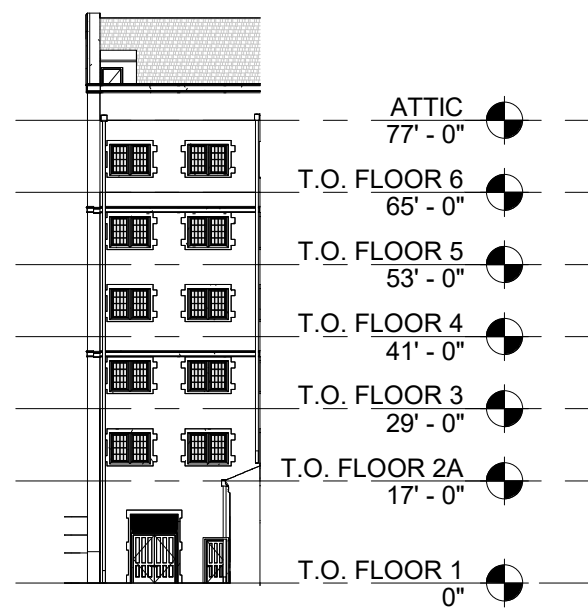
2 CITY AVENUE ELEVATION
1/32" = 1'-0"



1 CARDINAL AVENUE ELEVATION
1/32" = 1'-0"

08/05/23

Building Elevations 10



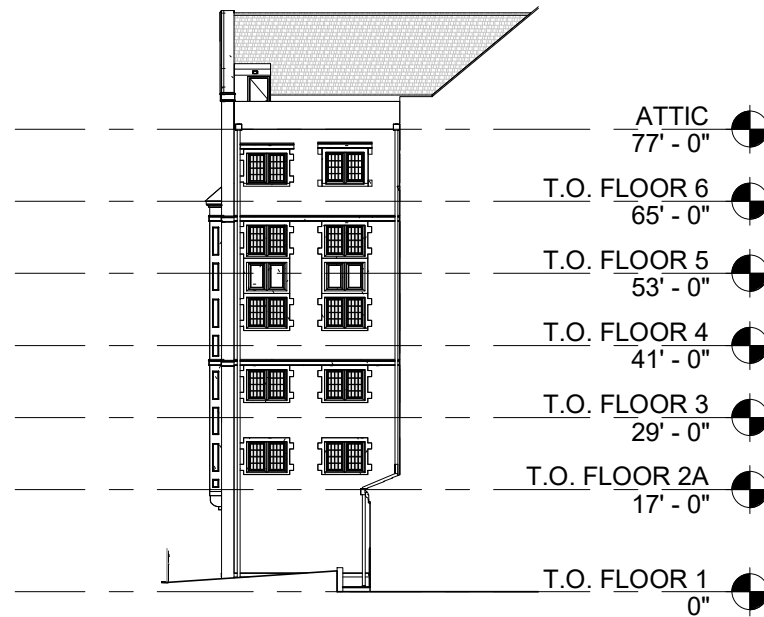
6 ELEVATION AT NORTH SIDE OF PLAZA
1/32" = 1'-0"



5 ELEVATION AT NORTH SIDE OF CARDINAL ARCHWAY
1/32" = 1'-0"



4 ELEVATION AT SOUTH SIDE OF CARDINAL ARCHWAY
1/32" = 1'-0"



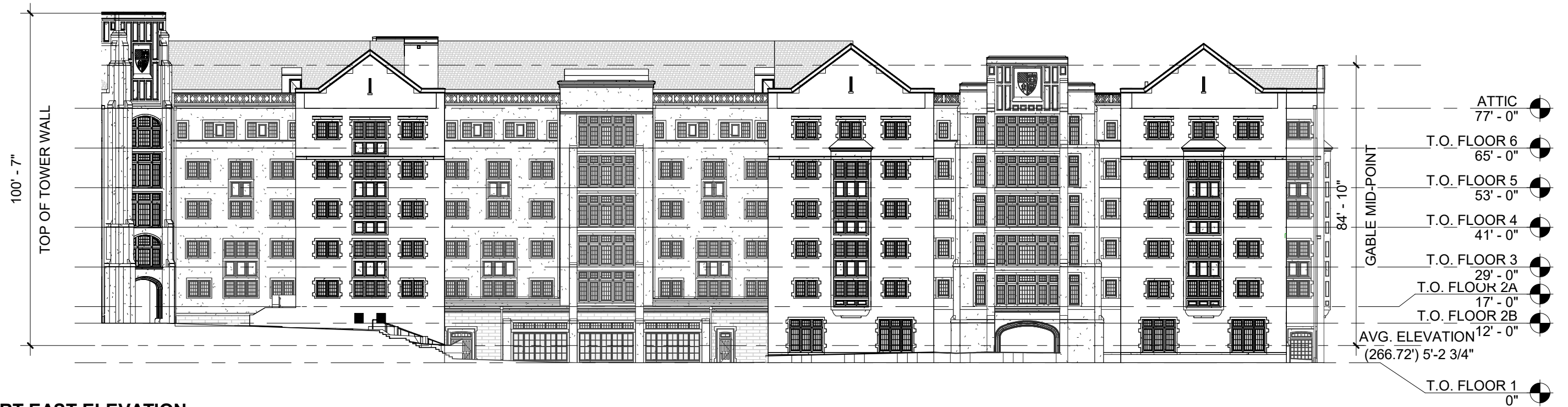
3 ELEVATION AT SERVICE ENTRANCE
1/32" = 1'-0"



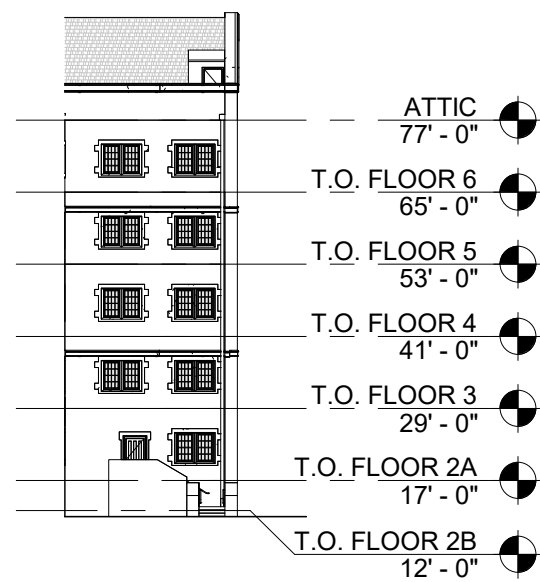
2 WEST ELEVATION
1/32" = 1'-0"



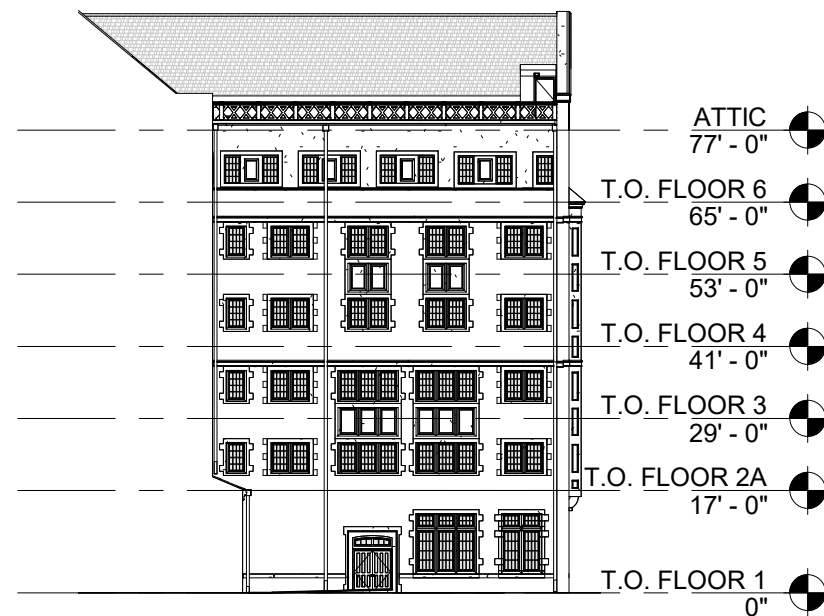
1 SOUTH ELEVATION AT SERVICE ROAD
1/32" = 1'-0"



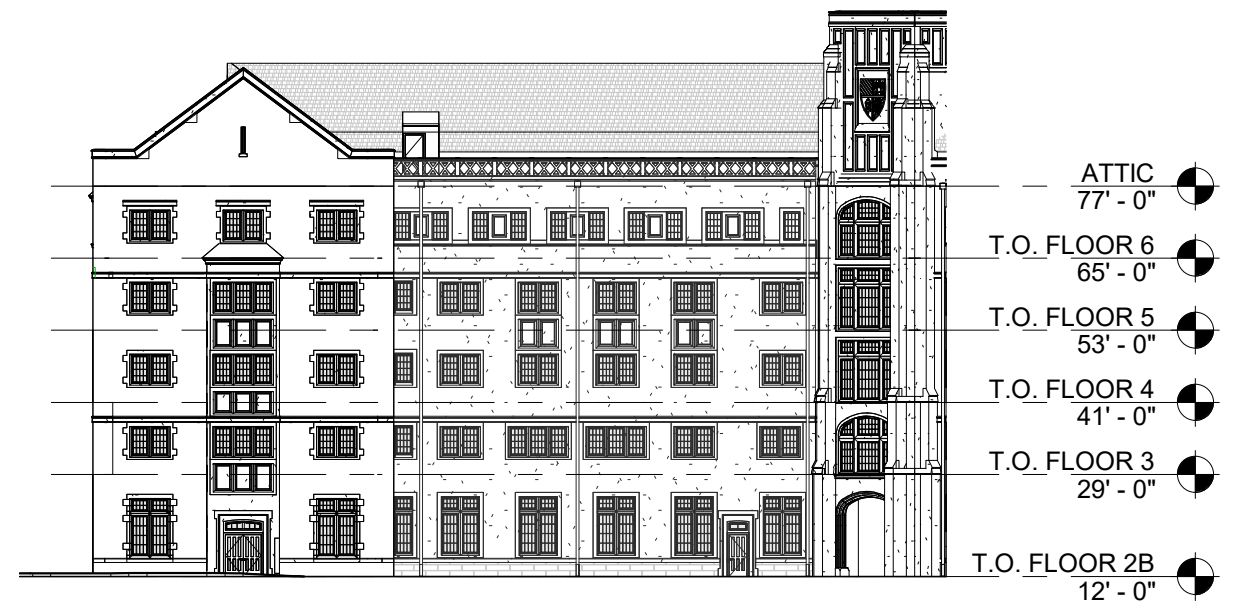
④ **COURT EAST ELEVATION**
1/32" = 1'-0"



③ **ELEVATION AT STAIR 3**
1/32" = 1'-0"



② **ELEVATION AT SOUTH SIDE OF PLAZA**
1/32" = 1'-0"



① **COURT NORTH ELEVATION**
1/32" = 1'-0"



1. Rendering at Intersection of City Avenue and Cardinal Avenue





2. Rendering at Great Lawn, View from the Maguire Wolfington Welcome Center





3. Rendering View from across Cardinal Avenue





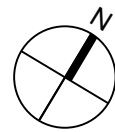
4. Aerial View of Residence Hall





LEGEND

-  CANOPY TREES
-  UNDERSTORY TREES
-  SHRUBS
-  PERENNIALS
-  GROUNDCOVERS



SCALE: 1" = 100'-0"

CANOPY TREES



Acer rubrum



Acer saccharum



Cladastris kentuckea



Fagus americana



Liriodendron tulipifera



Liquidambar styraciflua



Magnolia acuminata



Quercus alba



Quercus muhlenbergii



Quercus phellos



Pinus strobus



Taxodium distichum



Ulmus americana

UNDERSTORY TREES



Amelanchier laevis



Betula nigra



Cercis canadensis



Cornus florida



Juniiperus virginiana



Magnolia virginiana

SHRUBS



Ceanothus americanus



Cornus sericea



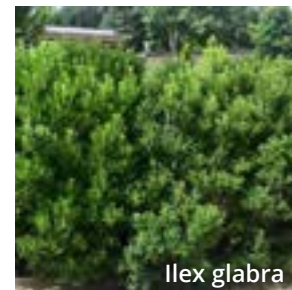
Hydrangea arborescens



Hydrangea quercifolia



Hydrangea quercifolia
'Ruby Slippers'



Ilex glabra



Ilex glabra 'Shamrock'



Ilex verticillata



Itea virginica

07/07/23

PERENNIALS



Amsonia hubrichtii



Asclepias incarnata



Aster divaricata



Baptisia americana



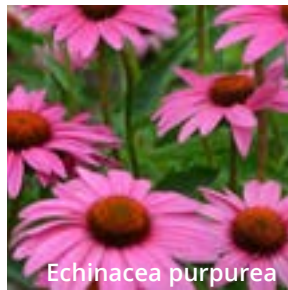
Delphinium exaltatum



Dryopteris erythrosora



Dryopteris marginalis



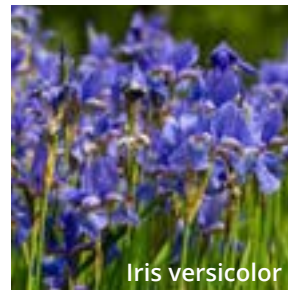
Echinacea purpurea



Eupatorium dubium



Geranium maculatum



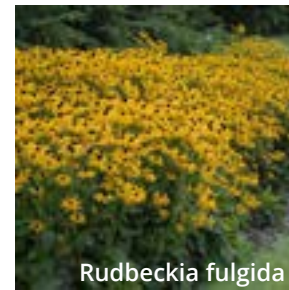
Iris versicolor



Monarda didyma



Polygonatum biflorum



Rudbeckia fulgida

GROUNDCOVERS



Bouteloua gracilis



Carex amphibola



Carex appalachia



Carex vulpinoides



Carex pensylvanica



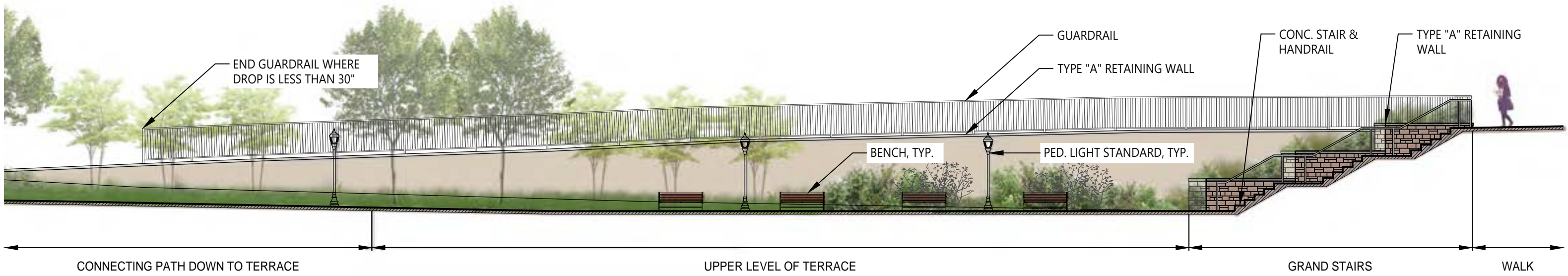
Deschampsia cespitosa



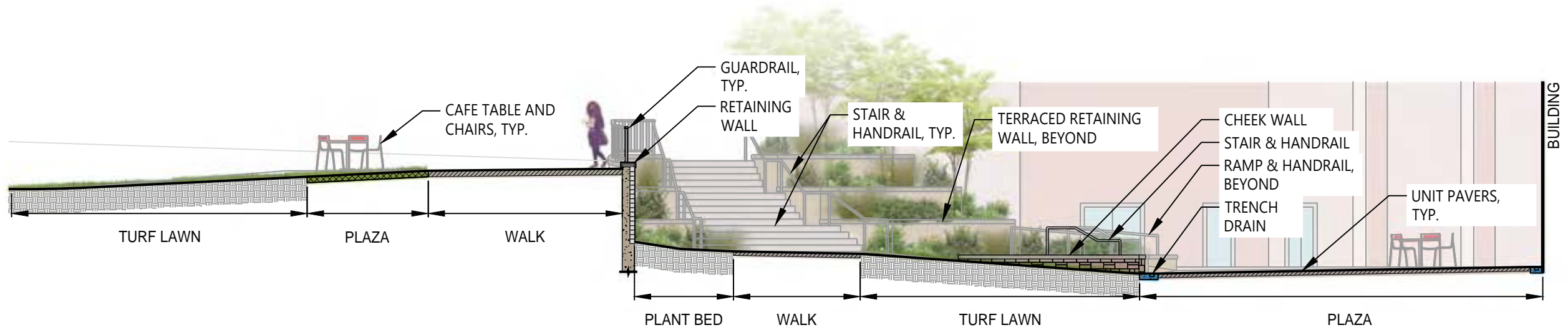
Juncus effusus



Muhlenbergia capillaris

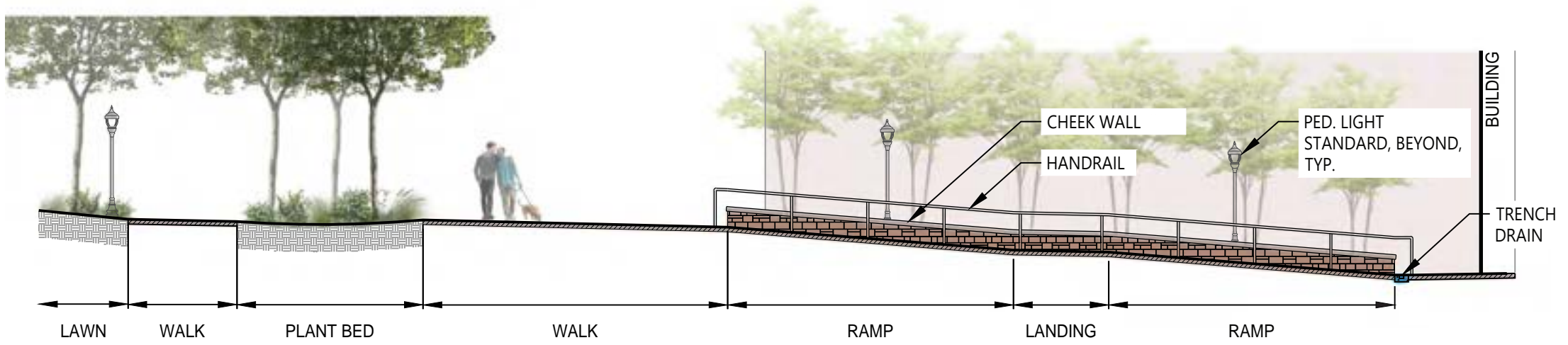


1 WEST TERRACE ELEVATION TO WEST

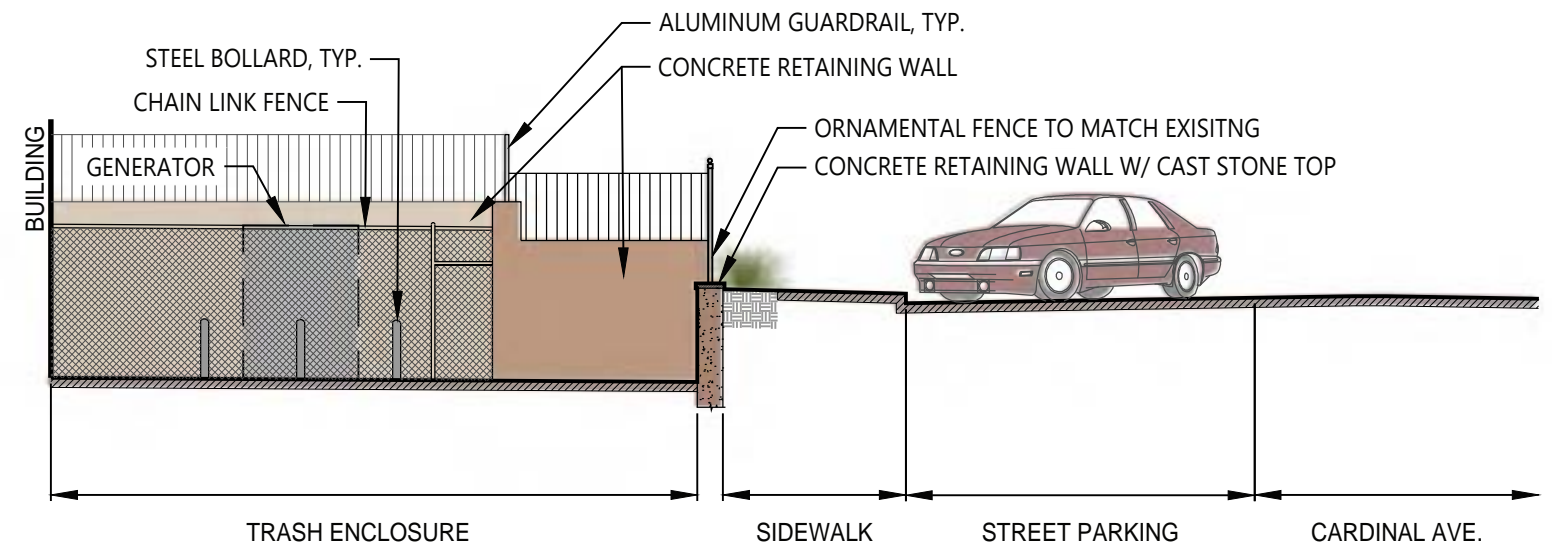


2 WEST TERRACE SECTION TO NORTH

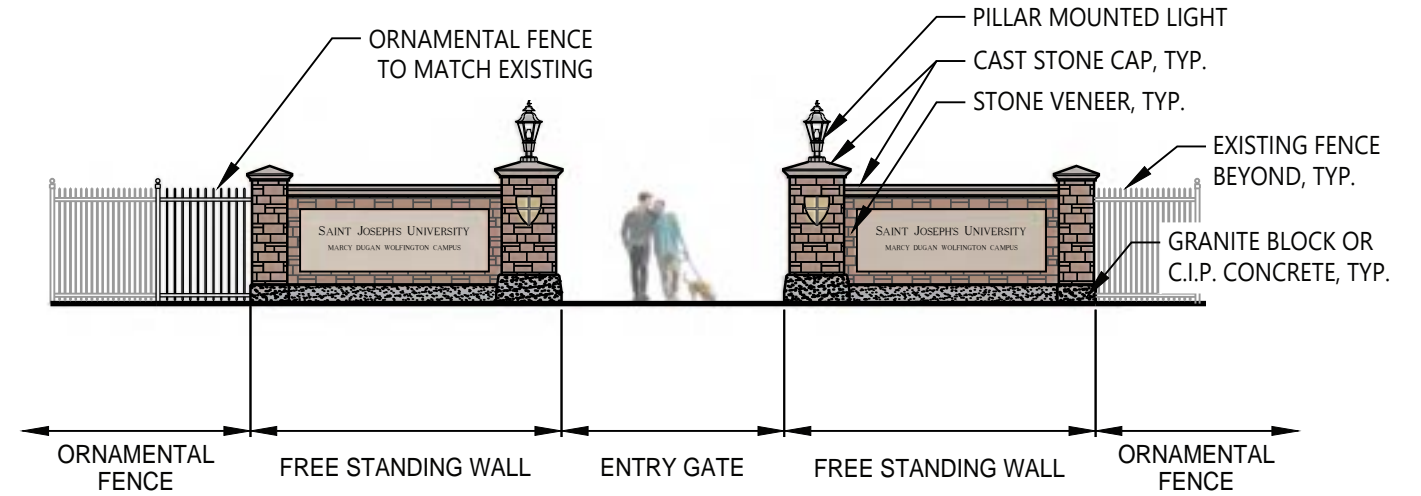




3 EAST ENTRY SECTION

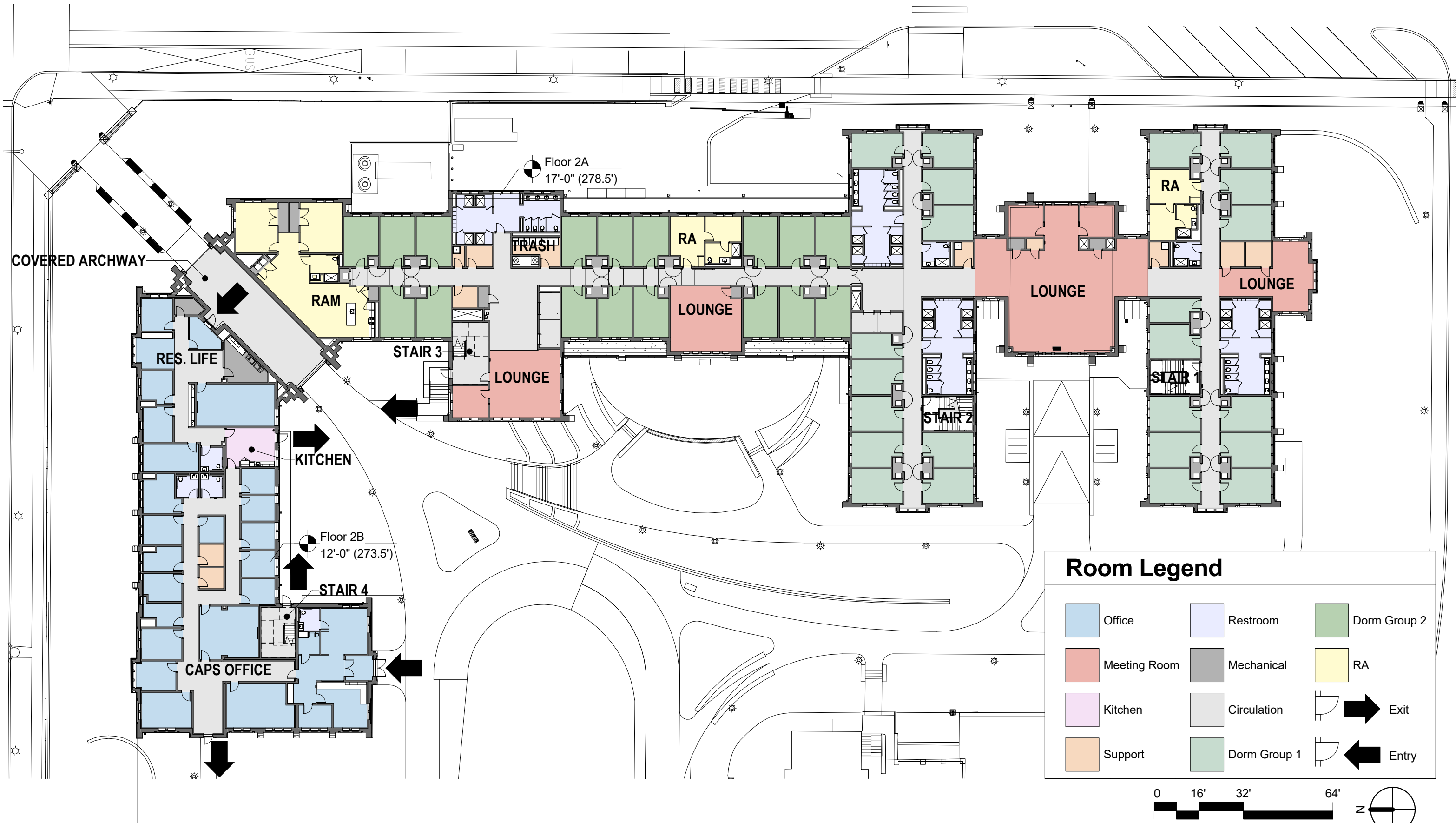


4 TRASH ENCLOSURE SECTION















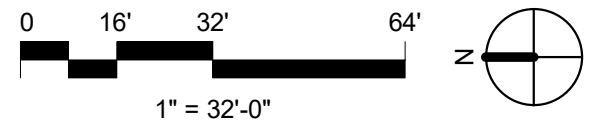
5 PEDESTRIAN ENTRY GATE AT CITY AVE

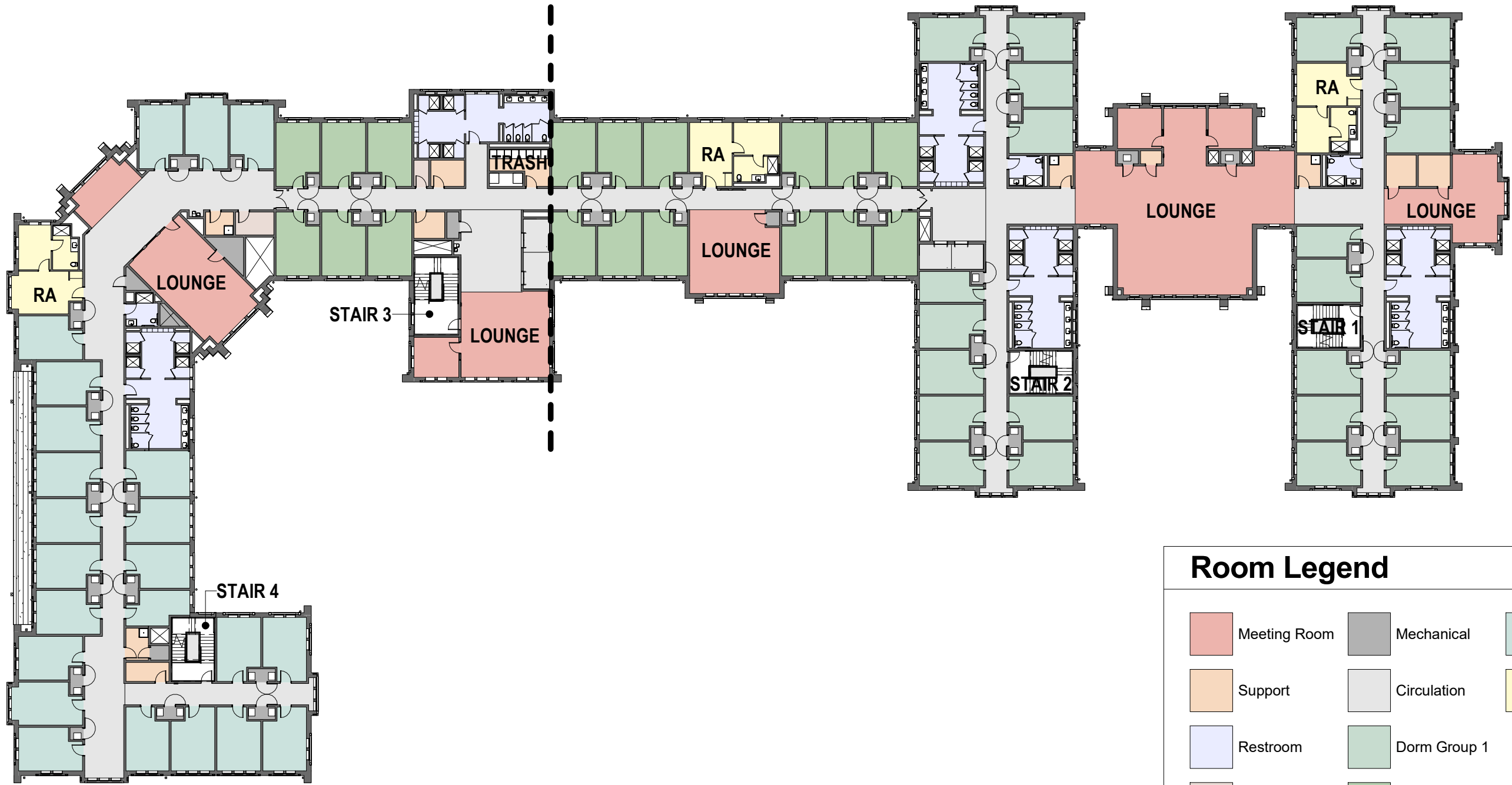














Room Legend

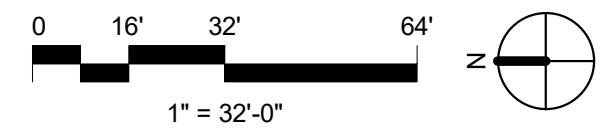
	Office		Restroom		Dorm Group 2
	Meeting Room		Mechanical		RA
	Kitchen		Circulation		Exit
	Support		Dorm Group 1		Entry

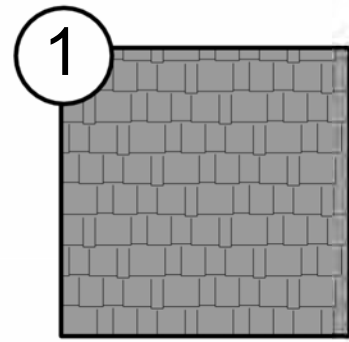




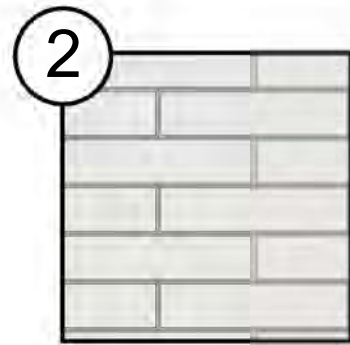
Room Legend

 Meeting Room	 Mechanical	 Dorm Group 3
 Support	 Circulation	 RA
 Restroom	 Dorm Group 1	
 Storage	 Dorm Group 2	

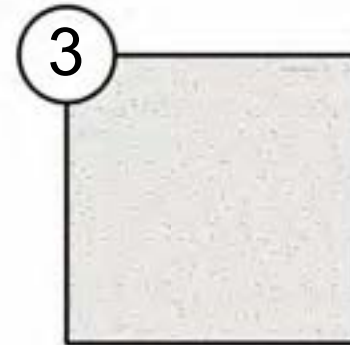




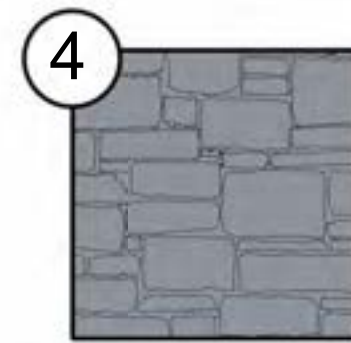
1
FAUX SLATE
ROOFING MATERIAL



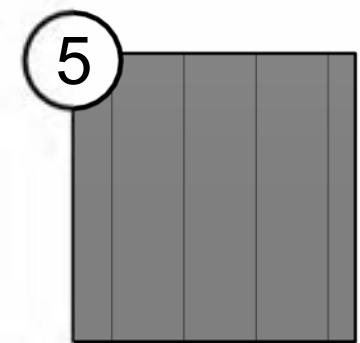
2
CHAMFERED CAST
STONE BLOCK



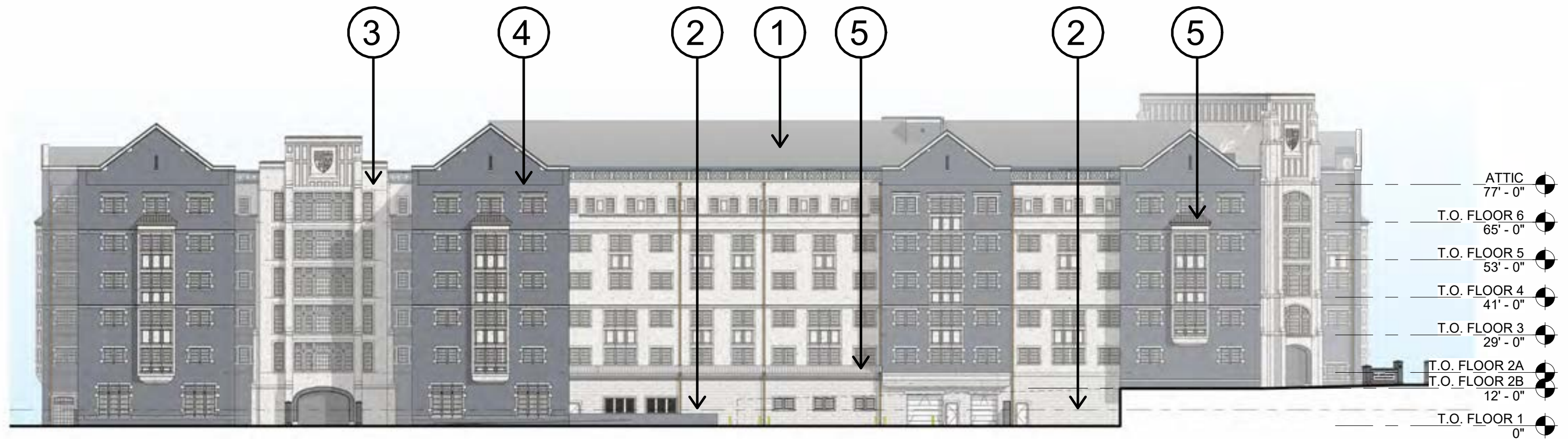
3
CAST STONE



4
STONE

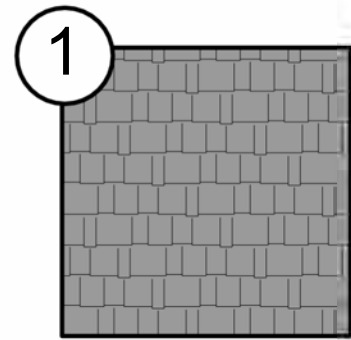


5
FLAT SEAM METAL
ROOF

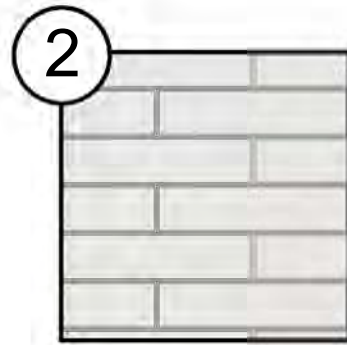


CARDINAL AVENUE ELEVATION

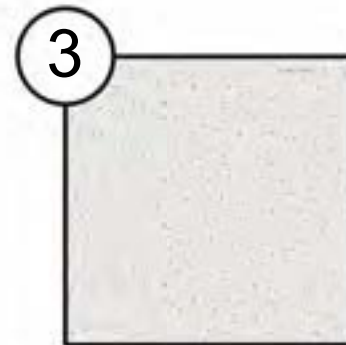
1/32" = 1'-0"



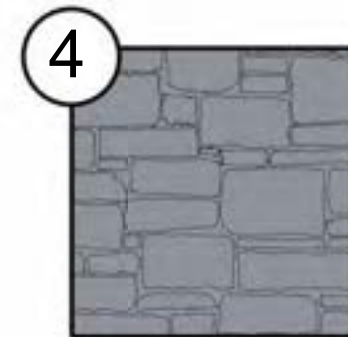
1
FAUX SLATE
ROOFING MATERIAL



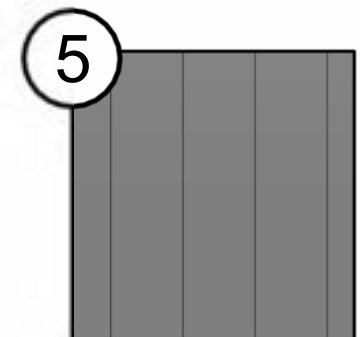
2
CHAMFERED CAST
STONE BLOCK



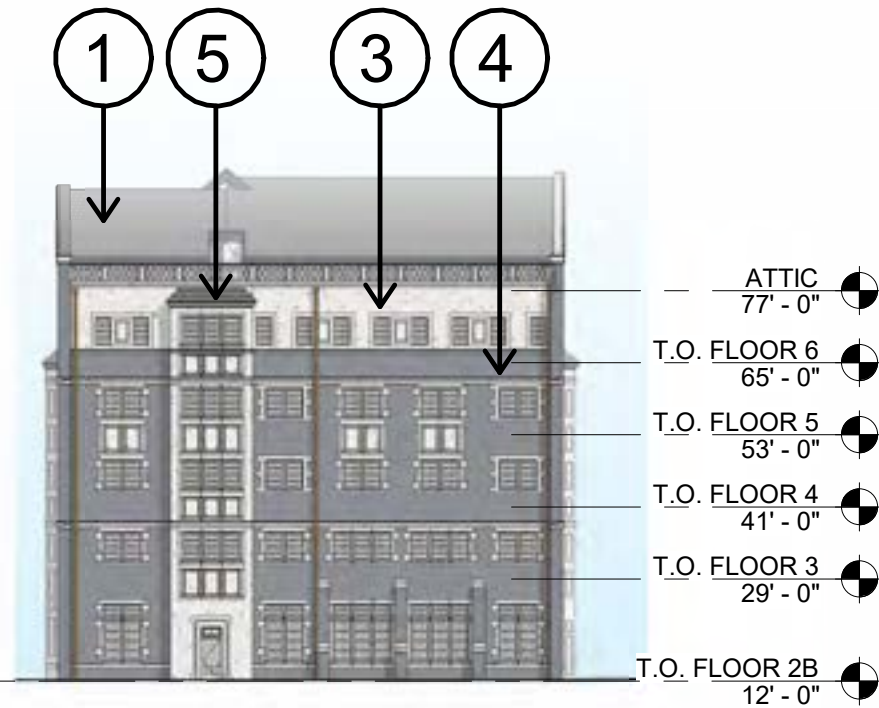
3
CAST STONE



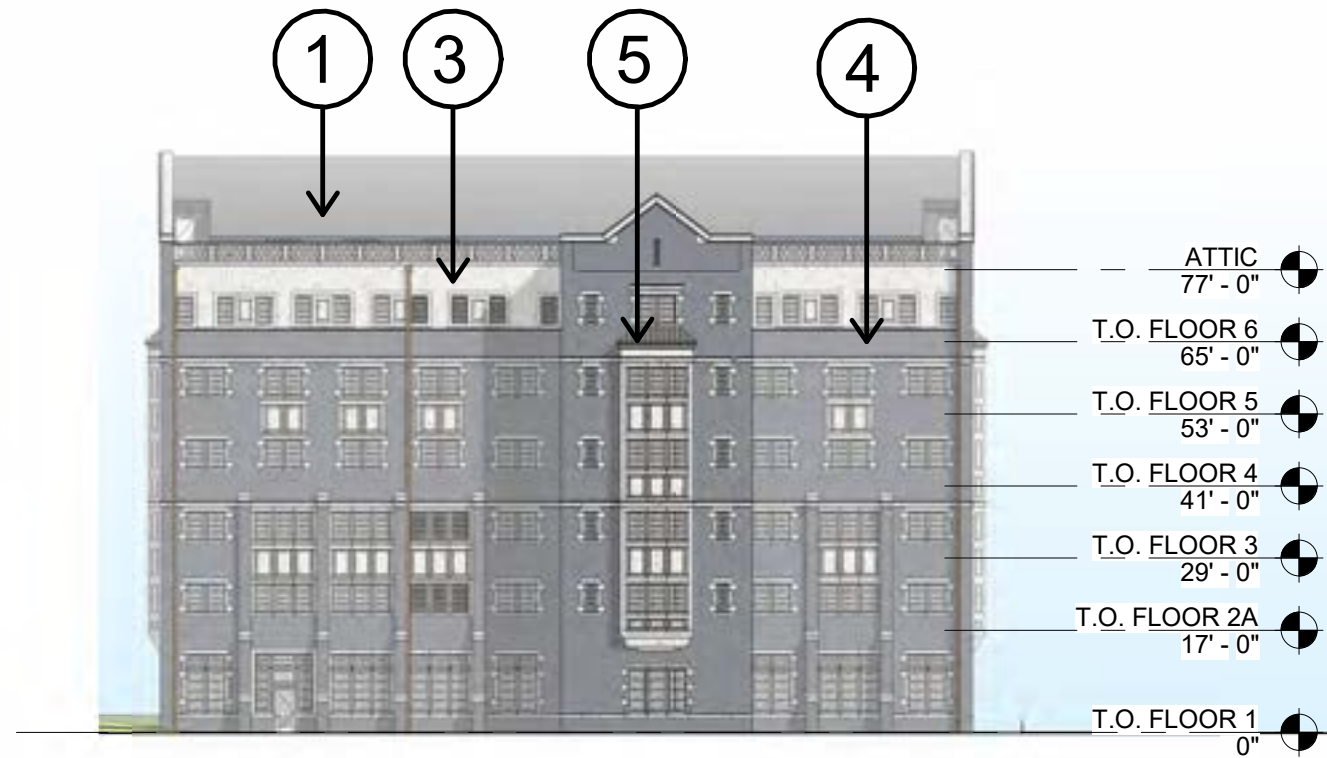
4
STONE



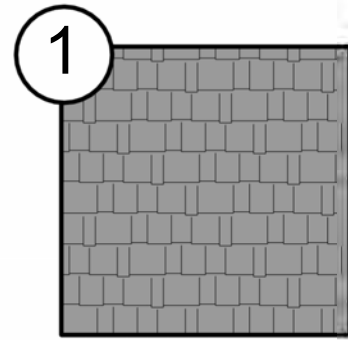
5
FLAT SEAM METAL
ROOF



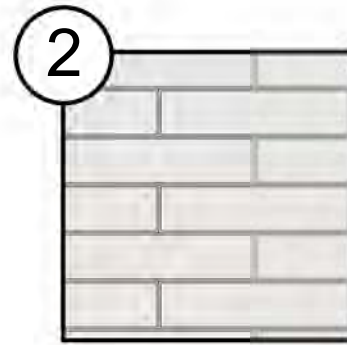
WEST ELEVATION
1/32" = 1'-0"



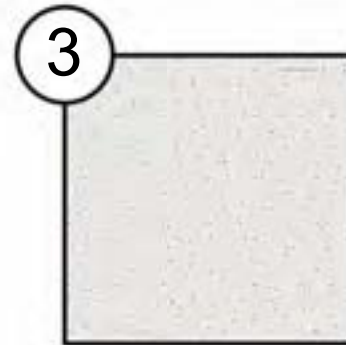
SOUTH ELEVATION AT SERVICE ROAD
1/32" = 1'-0"



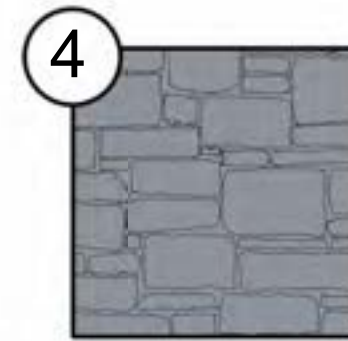
1
FAUX SLATE
ROOFING MATERIAL



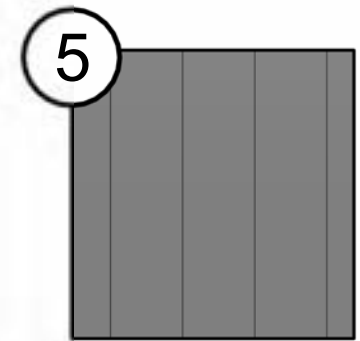
2
CHAMFERED CAST
STONE BLOCK



3
CAST STONE



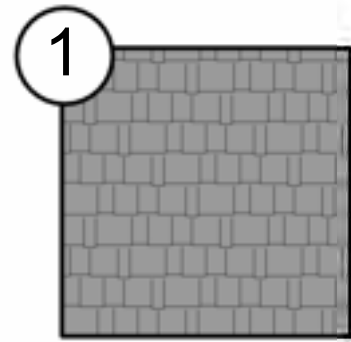
4
STONE



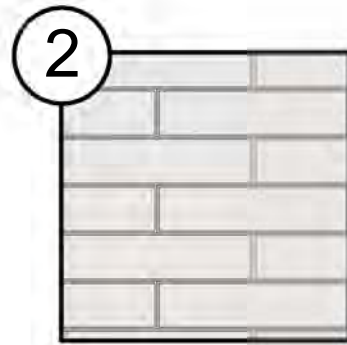
5
FLAT SEAM METAL
ROOF



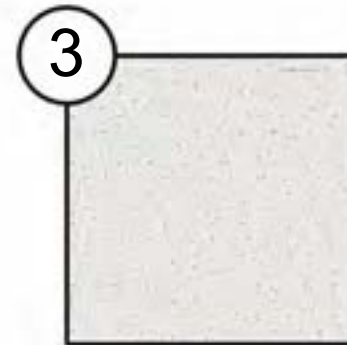
COURT EAST ELEVATION
1/32" = 1'-0"



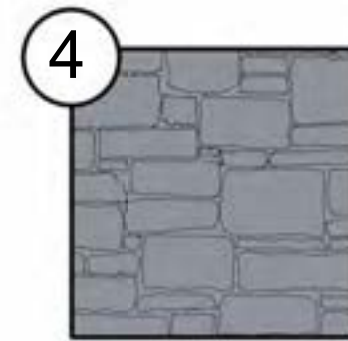
1
FAUX SLATE
ROOFING MATERIAL



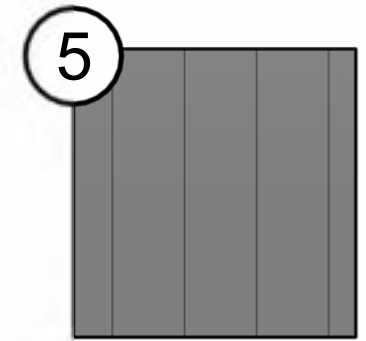
2
CHAMFERED CAST
STONE BLOCK



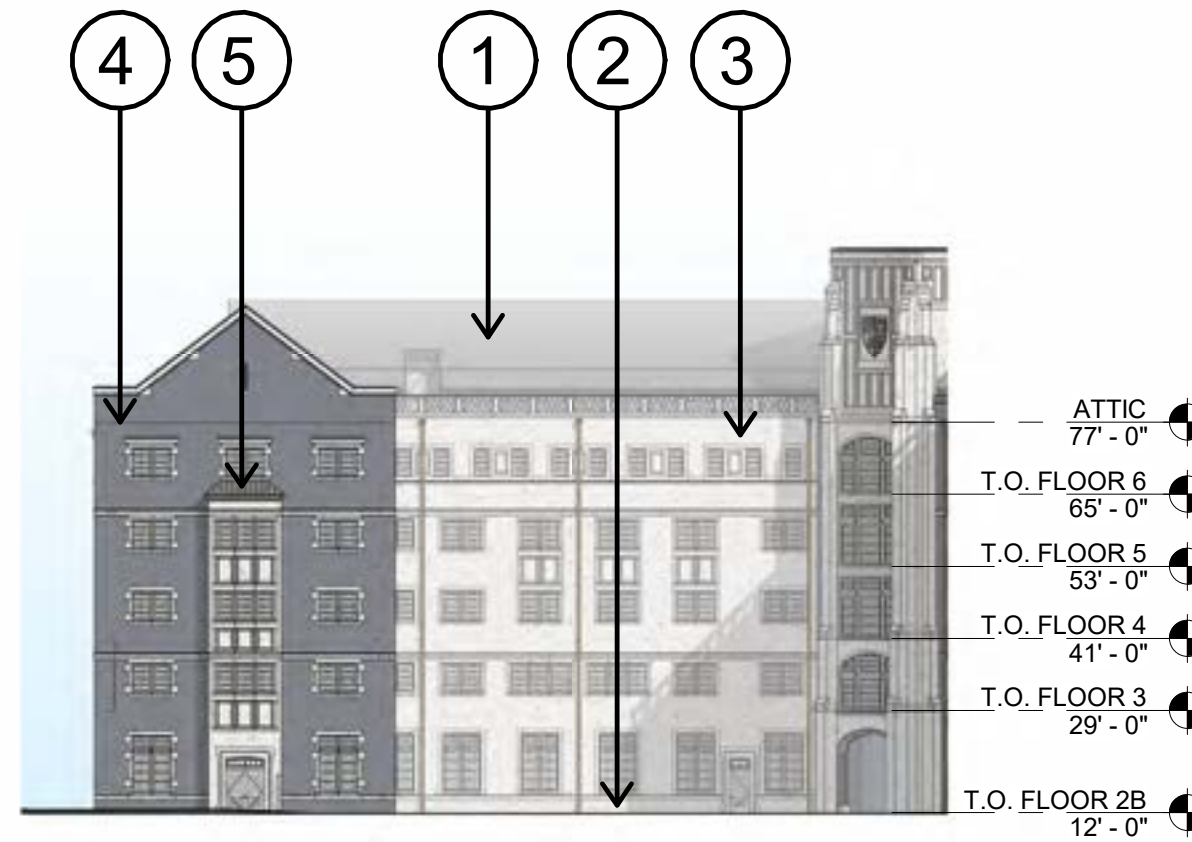
3
CAST STONE



4
STONE



5
FLAT SEAM METAL
ROOF



COURT NORTH ELEVATION
1/32" = 1'-0"

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

- | | |
|---|---|
| <p>1. PROJECT NAME
STUDENT RESIDENCE HALL AT SAINT JOSEPH'S UNIVERSITY</p> <p>3. APPLICANT NAME
KEVIN MUELLER</p> <p>4. APPLICANT CONTACT INFORMATION
E: KMUELLER@SIU.EDU</p> <p>6. OWNER NAME
SAINT JOSEPH'S UNIVERSITY
KEVIN MUELLER</p> <p>7. OWNER CONTACT INFORMATION
P: 610.660.3022</p> <p>8. ENGINEER / ARCHITECT NAME
WILLIAM LOUGHNEY</p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION
E: wloughney@davidmason.com
P: 215.372.3400</p> <p>10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.
Also available here: http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/</p> | <p>2. DATE
03/23/2023</p> <p>5. PROJECT AREA: list precise street limits and scope
242,347 SF</p> |
|---|---|

STREET	FROM	TO	COMPLETE STREET TYPE
CITY AVE	N 59TH ST	CARDINAL AVE	URBAN ARTERIAL
CARDINAL AVE	CITY AVE	OVERBROOK AVE	LOWER DENSITY RESIDENTIAL
OVERBROOK AVE	N 59TH ST	CARDINAL AVE	CITY NEIGHBORHOOD

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

APPLICANT: General Project Information
Additional Explanation / Comments: [N/A](#)

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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
	<i>Required / Existing / Proposed</i>	<i>Existing / Proposed</i>
CITY AVE	≥12' / 14.61' / 14.61'	15' / 14.61'
CARDINAL AVE	≥10' / 9.74' / 9.74'	10' / 9.74'
OVERBROOK AVE	≥12' / 16.58' / 16.58'	15' / 16.58'

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
	<i>Required / Existing / Proposed</i>
CITY AVE	≥6' / 3.9' / 3.9'
CARDINAL AVE	≥5' / 6.7' / 6.7'
OVERBROOK AVE	≥6' / 5.0' / 5.0'

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	32'	CITY AVE
DRIVEWAY	25.69'	CARDINAL AVE

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
DRIVEWAY	25'	CARDINAL AVE
---	---	---
---	---	---

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: [N/A](#)

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 <i>Existing / Proposed</i>
CITY AVE	2.6' / 2.6'
CARDINAL AVE	3.0' / 3.0'
OVERBROOK AVE	7.2' / 7.2'

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 <i>Recommended / Existing / Proposed</i>
CITY AVE	≥4.0' / 8.1' / 8.1'
CARDINAL AVE	≥3.5' / 0' / 0'
OVERBROOK AVE	≥4.0' / 4.4' / 4.4'

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	DEPARTMENTAL APPROVAL	YES	NO
Bicycle Parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	YES	<input type="checkbox"/>	<input type="checkbox"/>
Lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES	<input type="checkbox"/>	<input type="checkbox"/>
Benches	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES	<input type="checkbox"/>	<input type="checkbox"/>
Street Trees	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES	<input type="checkbox"/>	<input type="checkbox"/>
Street Furniture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES	<input type="checkbox"/>	<input type="checkbox"/>
19. Does the design avoid tripping hazards?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES	<input type="checkbox"/>	<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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES	<input type="checkbox"/>	<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 NO N/A YES NO
22. Does the design maintain adequate visibility for all roadway users at intersections? YES NO N/A YES NO

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: There are no proposed changes to the building and furnishing zone on City Ave. The existing conditions on Cardinal Ave has streetlights on the walking zone.

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>

N/A

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
5600 CITY AVE PHILADELPHIA, PA 19131	24	0	0	0	0	0	10
---	---	---	---	---	---	---	---
---	---	---	---	---	---	---	---
---	---	---	---	---	---	---	---

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 <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	DEPARTMENTAL APPROVAL
YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <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 DEPARTMENTAL APPROVAL YES NO

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

APPLICANT: Bicycle Component
Additional Explanation / Comments:

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 NO DEPARTMENTAL APPROVAL YES NO

29. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES NO N/A DEPARTMENTAL APPROVAL YES NO

30. Does the design provide a buffer between the roadway and pedestrian traffic? YES NO N/A DEPARTMENTAL APPROVAL YES NO

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? *The plan does not negatively affect the accessibility, visibility, connectivity, and/or attractiveness of public transit.* DEPARTMENTAL APPROVAL YES NO

APPLICANT: Curbside Management Component
Additional Explanation / Comments: N/A

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

APPLICANT: Vehicle / Cartway Component
 Additional Explanation / Comments: There are multiple walkways throughout the site that promotes connectivity to the parking area, proposed building, and other areas of the site. There's an updated pedestrian crossing on cardinal avenue that provides access to the building across the street (Villager Hall).

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 NO N/A DEPARTMENTAL APPROVAL
YES NO
- 41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? YES NO N/A DEPARTMENTAL APPROVAL
YES NO
- 42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? YES NO N/A DEPARTMENTAL APPROVAL
YES NO

APPLICANT: Urban Design Component
 Additional Explanation / Comments: N/A

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

APPLICANT: Intersections & Crossings Component
Additional Explanation / Comments: N/A

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: _____

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, bus stops are located at the corners of City and Cardinal Avenues and are within a ¼-mile of the main entrance to the residence hall as well as the office suites.
(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.	Some parking is provided at the west side of the parcel with additional parking incorporated in other lots and structures within the SP-INS district.
(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.	SJU currently identifies and enforces these preferred parking spaces throughout campus. No dedicated spaces are incorporated into the lot adjacent to the residence hall.
(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) ¹	The parcel is not adjacent to any rail lines.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	See response below.

SJU does not currently participate in any any bike share agreements. SJU is open to considering a bike share arrangement in the future. Potential sites for bike share locations include those on or adjacent to 54th street, where SJU currently owns retail space and a license to operate a sidewalk cafe. However, such 54th street locations are not a focus of this submission.

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.	Yes. Water-efficient irrigation meeting the 50% reduction criteria will be installed for plant establishment purposes.
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.	Yes: pervious site surfaces comprise 52% of the total site (113,290 sf pervious/vegetated out of a total 217,090 sf for the project site).
(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	Yes. The project does meet stormwater requirements with the design for water quality, flood control and channel protection and thus is exempt from the other requirements for green street donation and managing of adjacent streets per PWD Chapter 6 - 600.3 Exemptions.
(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: Roughly 70% of all new paving shall be standard gray concrete with an estimated SRI of 35. Additionally, shade trees shall be located adjacent to nearly every paved surface.
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. ⁶	Project will comply with the 2018 IECC as well as provide compliance with multiple additional efficiency options of that code such as increased hvac performance, reduced lighting power, dedicated outside air systems and on-site renewable energy.
(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? ²¹ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	Yes, the project is pursuing LEED Silver certification.

2

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). <ul style="list-style-type: none"> •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}	MERV 13 filters will be incorporated into the project.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	The project is designed with a full geothermal system and with the ability for the installation of a future solar panel array, which will exceed the 3% threshold.
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