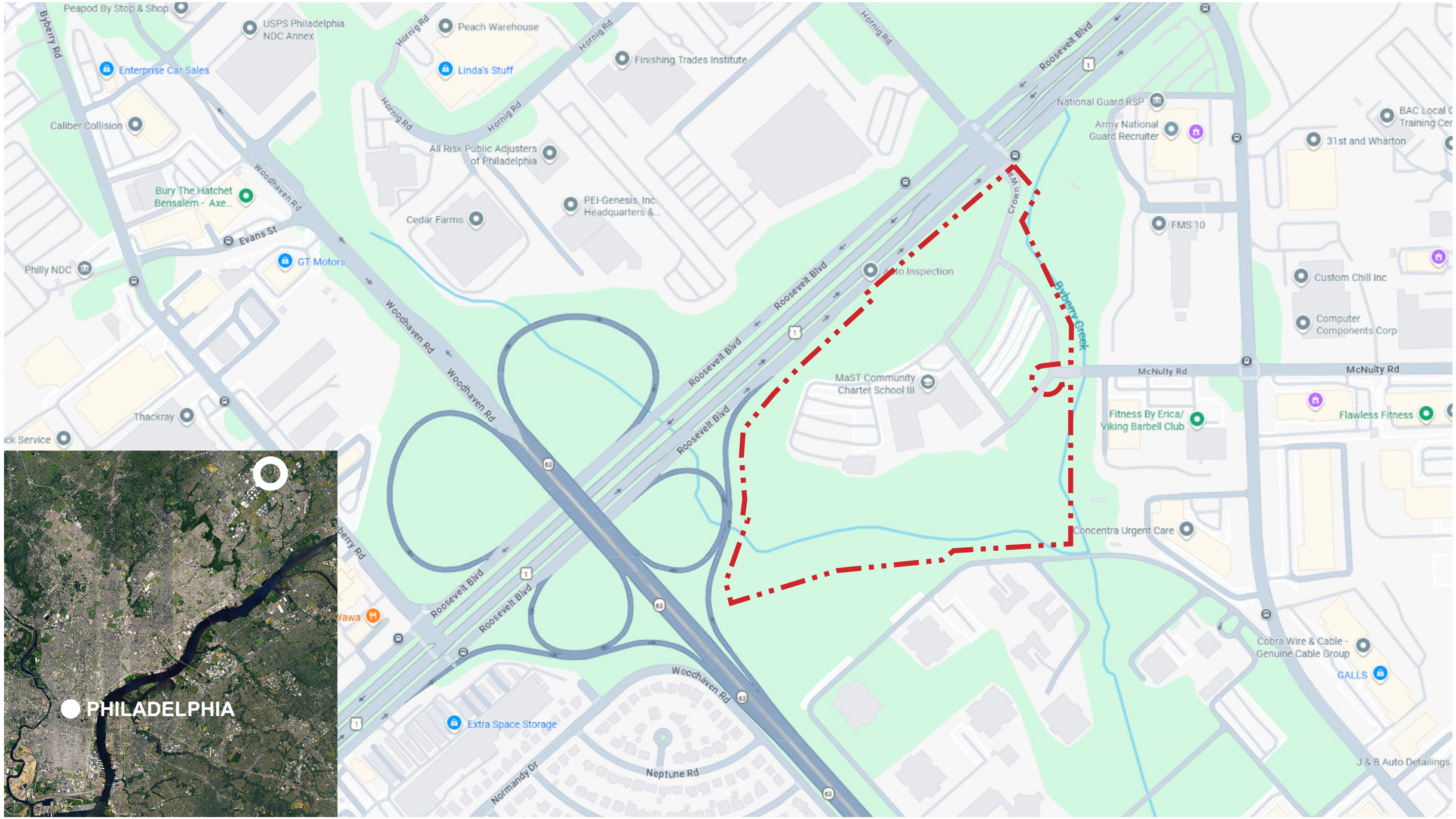
EWING COLE

MaST SCHOOLS

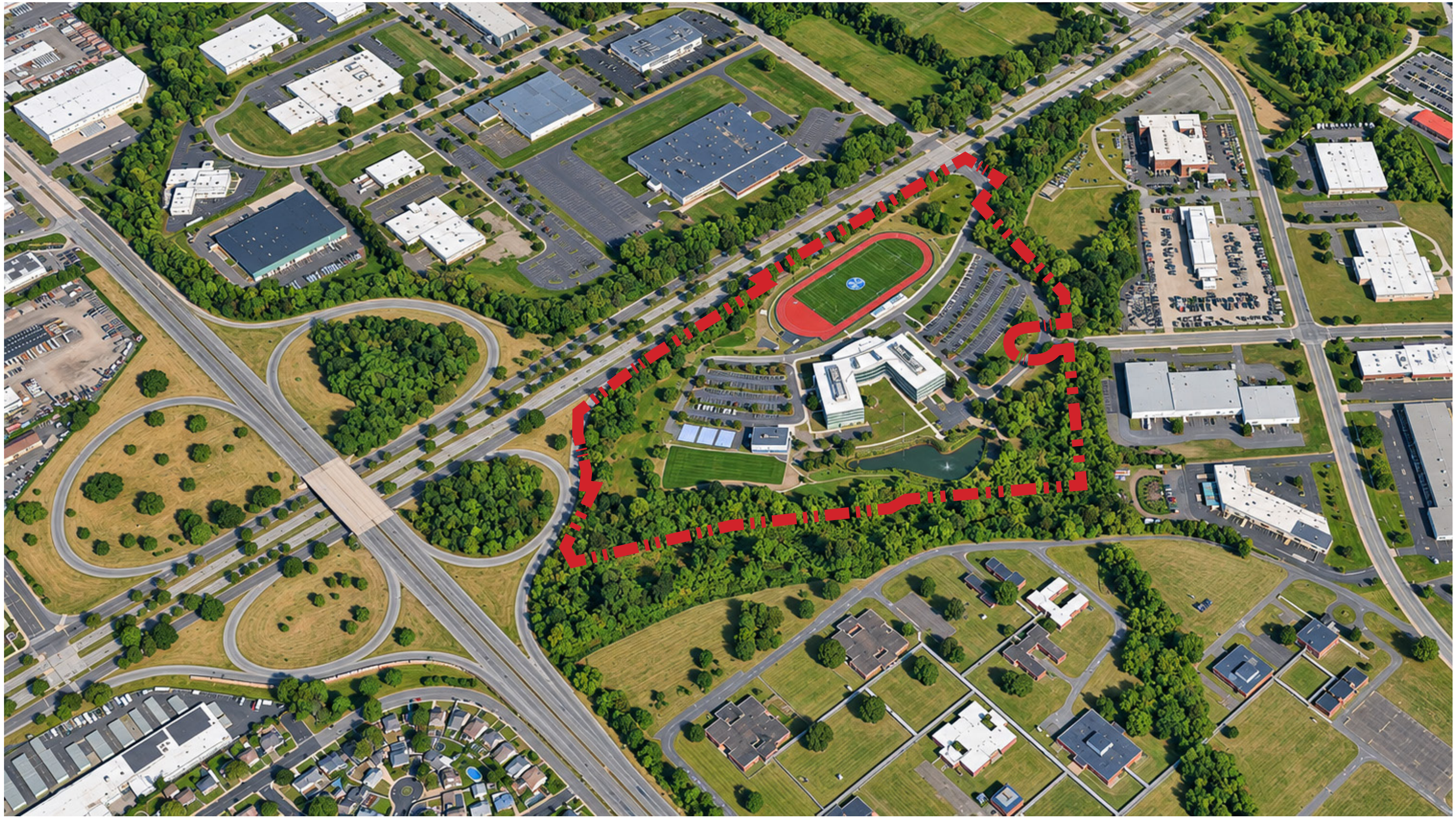
CROWN CAMPUS

EXPANSION PROJECT

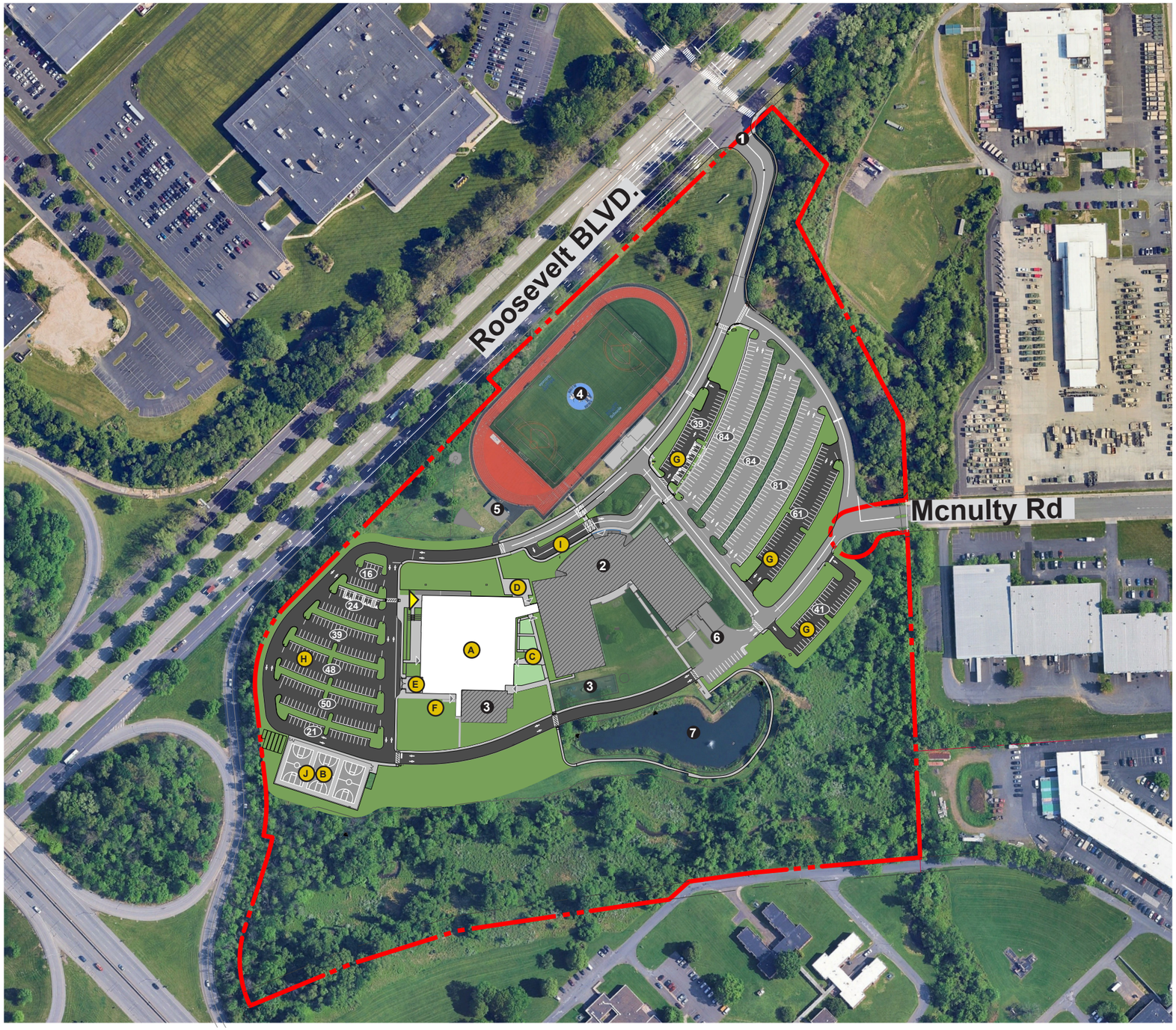
Civic Design Review - November 3,2026



LOCATION MAP



AERIAL



Legend & Key

Property Boundary	Public Entrances	Private Entrances	Parking Space Count

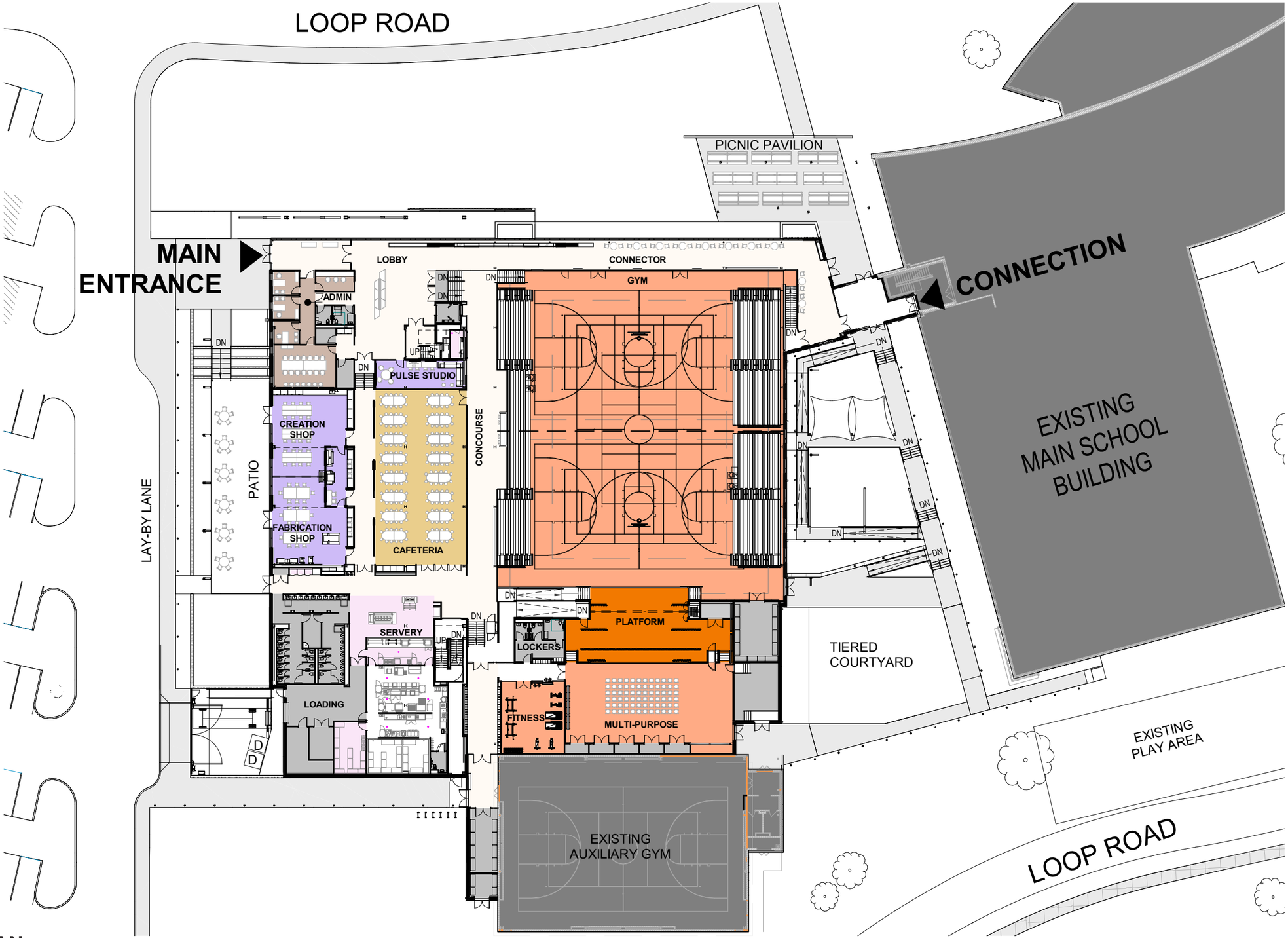
Existing Site Elements

1. Main Entrance
2. Main School Building
3. Auxiliary Gym
4. Track and Field
5. Field Support Building
6. Loading Zone
7. Retention Pond
8. Playground

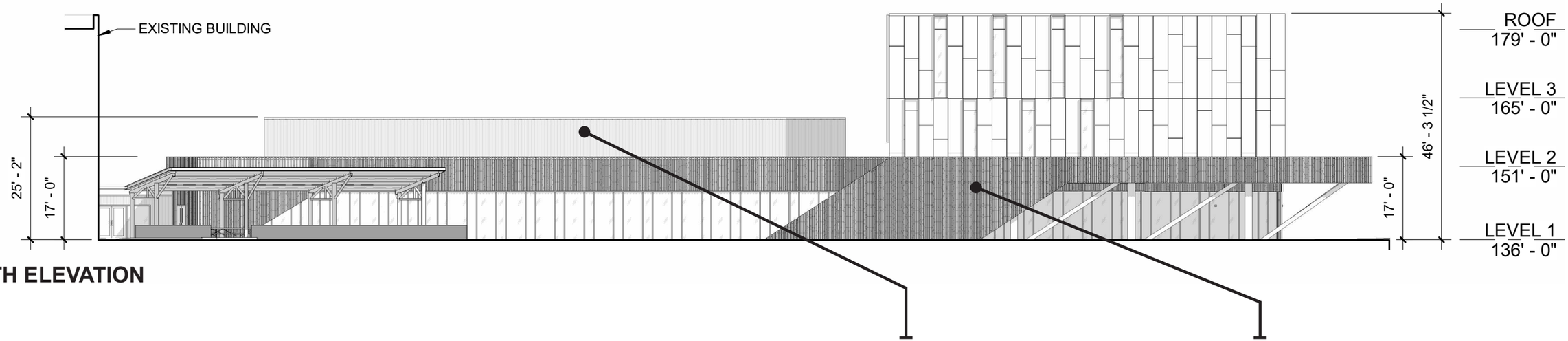
New Build

- A. New 3-story Building
- B. Outdoor Basketball Courts
- C. Tiered Courtyard
- D. Open-Air Picnic Pavilion
- E. Loading Zone
- F. Bike Rack
- G. East Parking Expansion
- H. West Parking Lot
- I. Main Drop-off Expansion
- J. Underground Detention Basin

SITE PLAN



FIRST FLOOR PLAN



NORTH ELEVATION

ALUMINUM COMPOSITE PANELS

BRIGHT SILVER



NAUTILUS BLUE



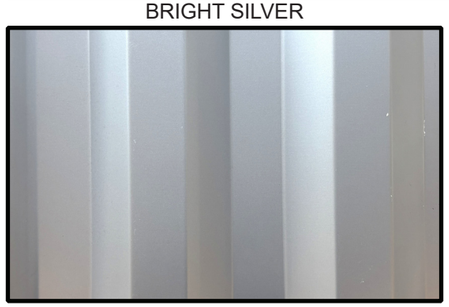
GROUND-FACED CONCRETE BRICK

HOLLY POINT GRAY / CITYSCAPE GRAY

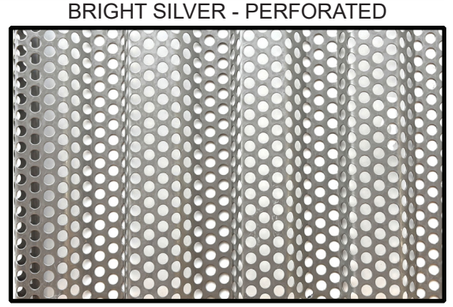


CORRUGATED ALUMINUM PANELS

BRIGHT SILVER



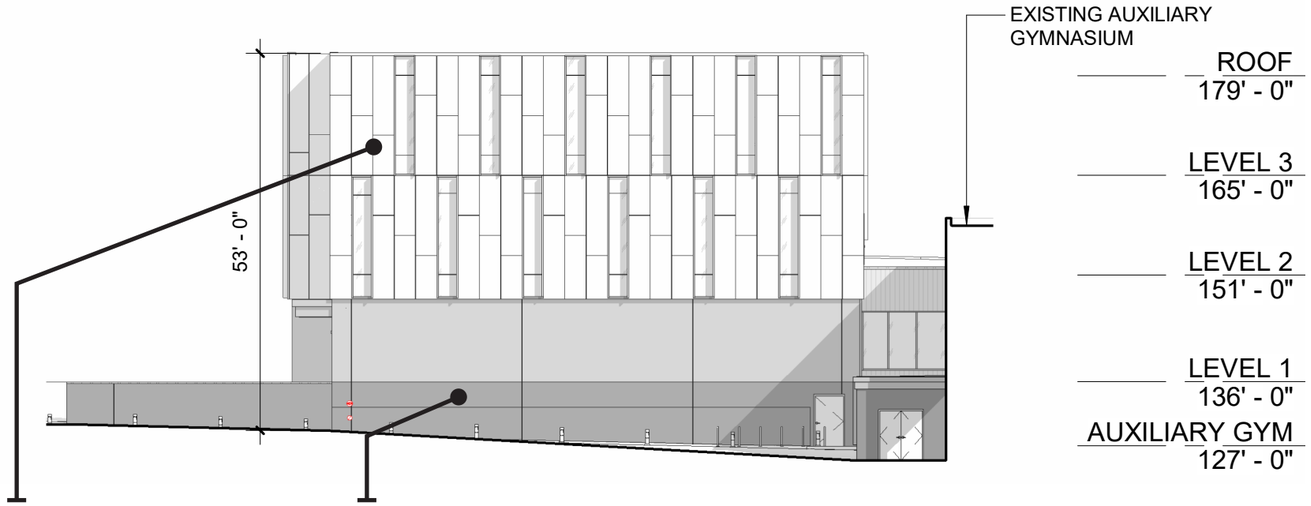
BRIGHT SILVER - PERFORATED





WEST ELEVATION

SOUTH ELEVATION

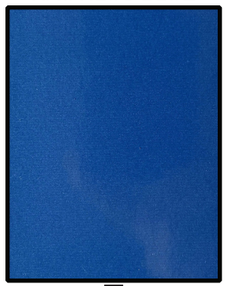


ALUMINUM COMPOSITE PANELS

BRIGHT SILVER



NAUTILUS BLUE



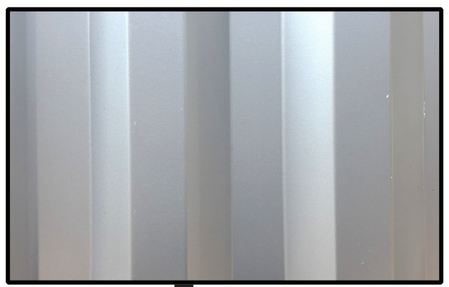
GROUND-FACED CONCRETE BRICK

HOLLY POINT GRAY / CITYSCAPE GRAY

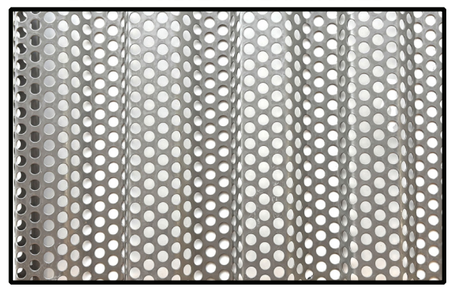


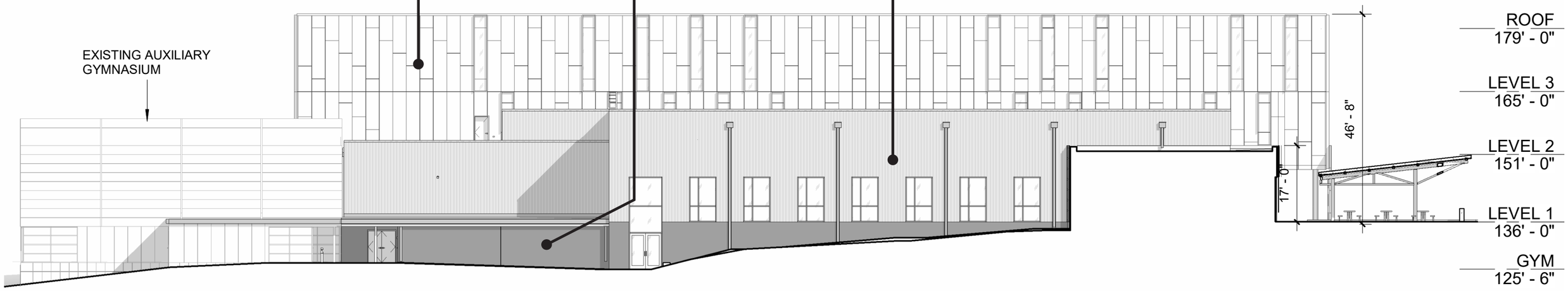
CORRUGATED ALUMINUM PANELS

BRIGHT SILVER

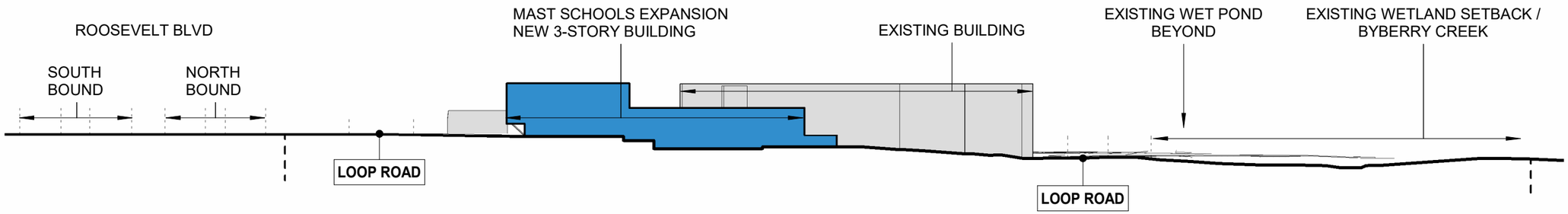


BRIGHT SILVER - PERFORATED

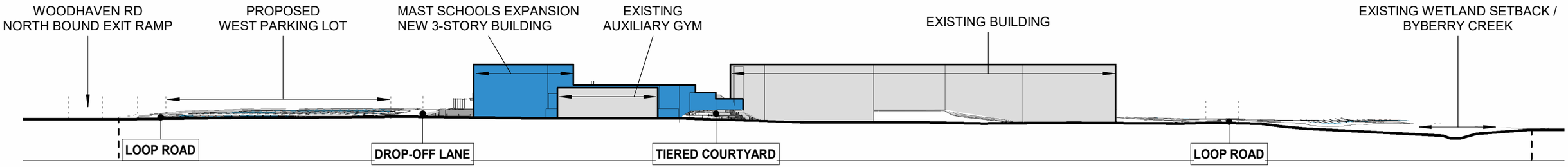




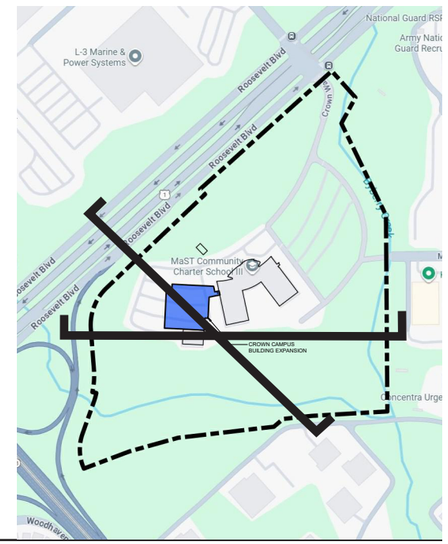
EAST ELEVATION



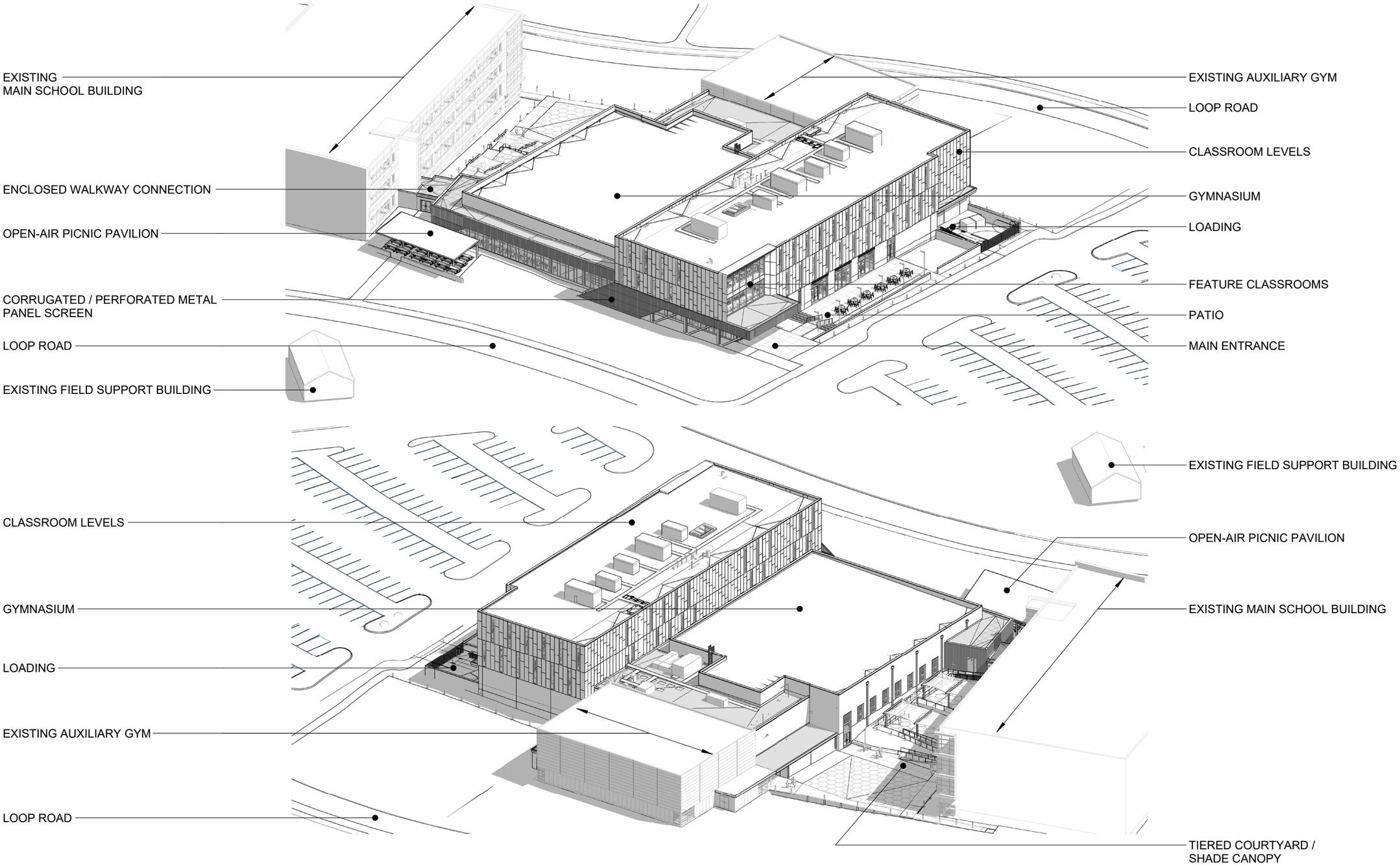
SECTION THROUGH ROOSEVELT BLVD



SECTION THROUGH WOODHAVEN RD EXIT RAMP



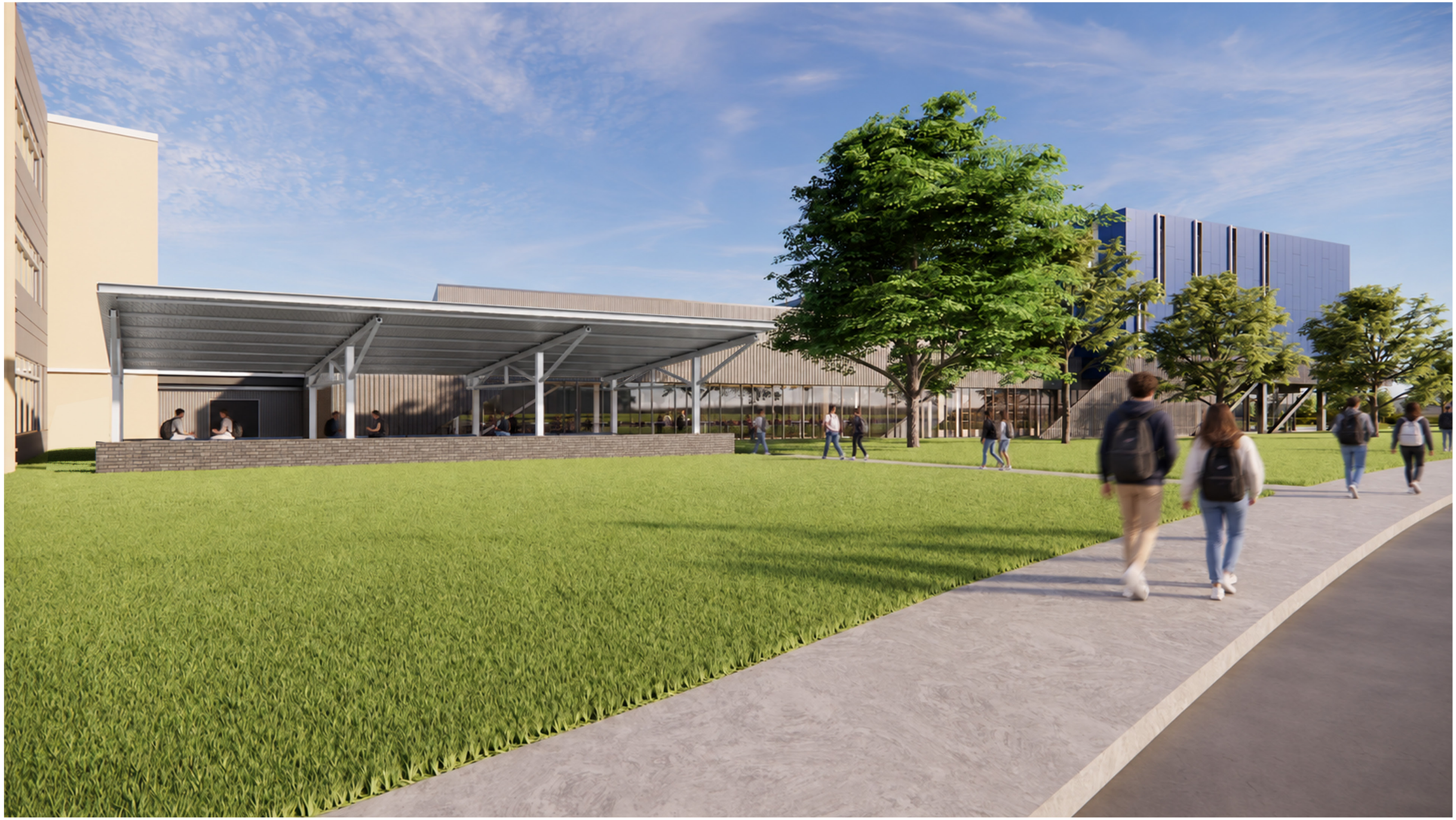
SITE SECTIONS



BUILDING MASSING



EXTERIOR NORTHWEST



EXTERIOR NORTHEAST



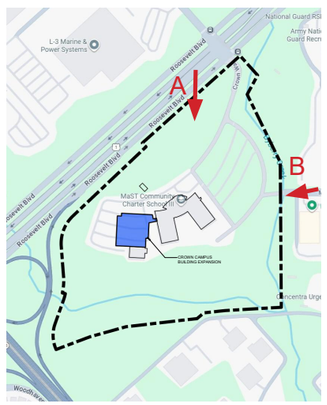
EXTERIOR SOUTHWEST



CONTEXT PHOTO A



CONTEXT PHOTO B



EXISTING PHOTOS



CONTEXT PHOTO C



CONTEXT PHOTO D



EXISTING PHOTOS



CONTEXT PHOTO E



CONTEXT PHOTO F



EXISTING PHOTOS



CONTEXT PHOTO G



CONTEXT PHOTO H



EXISTING PHOTOS

ROOSEVELT BOULEVARD

PROPOSED BUILDING

EXISTING BUILDING

EXISTING BUILDING

EXISTING MET POND

EXISTING HERITAGE TREE

MCNULTY ROAD

Ex. FLOODPLAIN ZONE "A"

LANDSCAPE LEGEND

SYMBOL	KEY	COMMON NAME
TREES		
	AR	Red Maple
	AS	Sugar Maple
	AMC	Canadian Serviceberry Multi-trunk
	IA	American Holly
	LT	Tulip Poplar
	NS	Tupelo
	QB	Swamp White Oak
	QP	Willow Oak
	TO	American Arborvitae
SHRUBS		
	AM	Black Chokeberry
	CO	Buttonbush
	CA	Summersweet
	IV	Virginia Sweetspire
	MP	Northern Bayberry
	VA	Viburnum
GROUND COVERS		
	PM	Perennial Seed Mix
		EXISTING TREES
		LIMIT OF DISTURBANCE

NORTH

0 60' 120'

GENERAL	AMOUNT
TOTAL TREES IDENTIFIED ON SITE	165 TREES
TREES WITHIN LOD	134 TREES
TREES TO REMAIN	36 TREES
TREES AVAILABLE FOR TREE CREDIT	24 TREES
TREE CREDIT DBH	214 INCHES
TREES TO BE REMOVED	130 TREES
TREES REQUIRING COMPENSATION	79 TREES
DBH COMPENSATION	899 INCHES
REPLACEMENT TREE AMOUNT (2.5" REPLACEMENT RATE)	360 REPLACEMENT TREES
TREE CREDIT	899" - 214" = 274 REPLACEMENT TREES - 140 TREES REQUIRED BY ZONING = 134 TOTAL REPLACEMENT TREES

Department of Planning and Development
Civic Design Review
CITY OF PHILADELPHIA

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-2026-008544

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

Case 2: The property affects property in residential district RSA-3 and includes new construction that creates more than 50,000 sq. ft. of new gross floor area.

PROJECT LOCATION

Planning District: Upper Far Northeast **Council District:** 10th District

Address: 12345 E Roosevelt Blvd.
Philadelphia, PA 19154

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: Katherine Missimer DBA: Klehr Harrison Harvey Branzburg LLP **Primary Phone:** 215-569-1664

Email: KMissimer@klehr.com **Address:** 1835 Market Street, Suite 1400
Philadelphia, PA 19103

Property Owner: Isaac Newton Foundation **Developer** BSI Construction, LLC

SITE CONDITIONS

Site Area: 1,776,167 sq. ft. (Project Area 473,041 sq. ft.)

Existing Zoning: RSA-3, I-1, SP-PO-A **Are Zoning Variances required?** Yes X No

Proposed Use:

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

Educational Facility – 83,125 sq. ft. proposed, 327,926 sq. ft. existing

Proposed # of Parking Units:

613 parking spaces

COMMUNITY MEETING

Community meeting held: Yes ____ No X

If yes, please provide written documentation as proof.

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

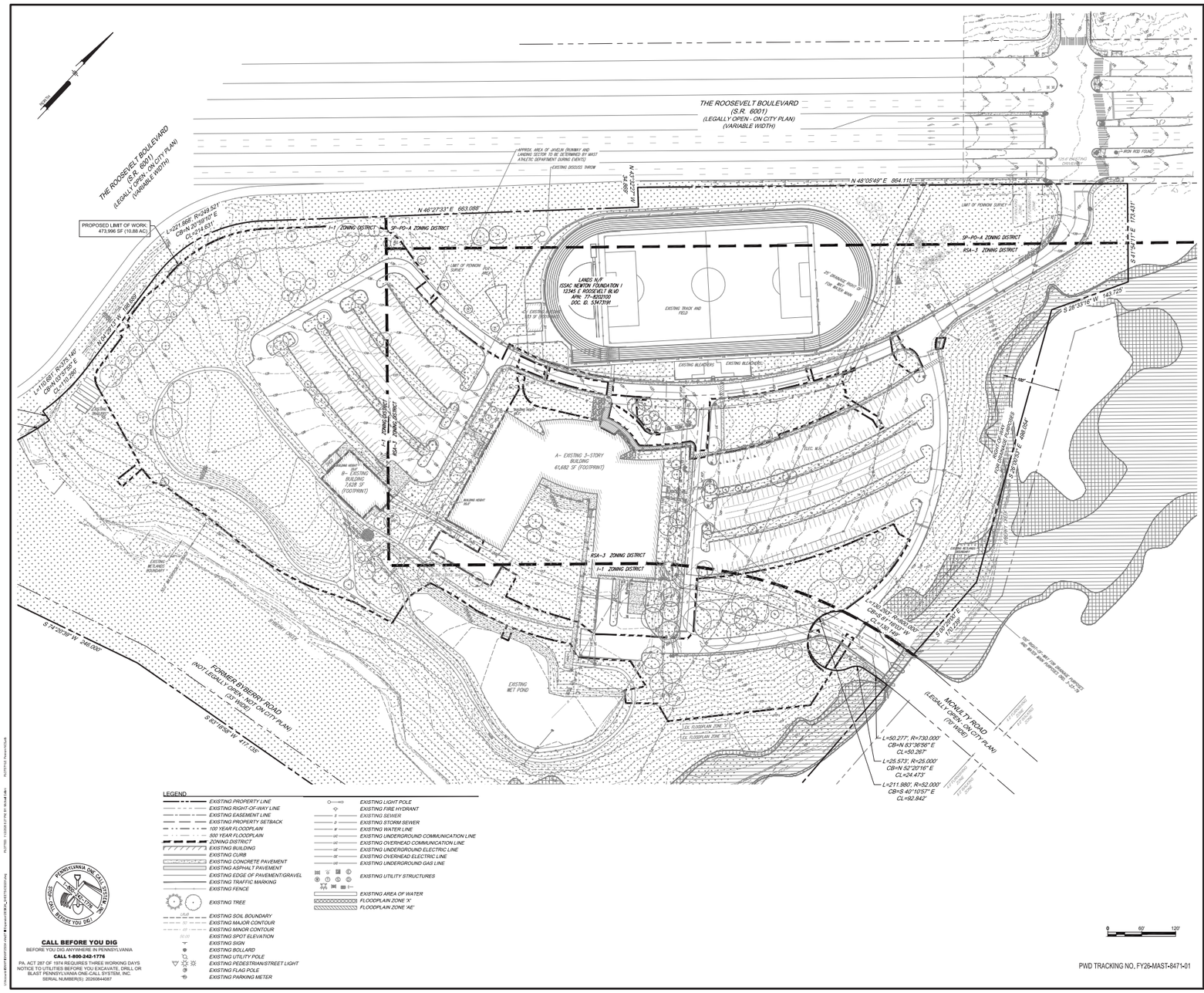
Date: November 18. 2026 **Time:** 7:30 PM

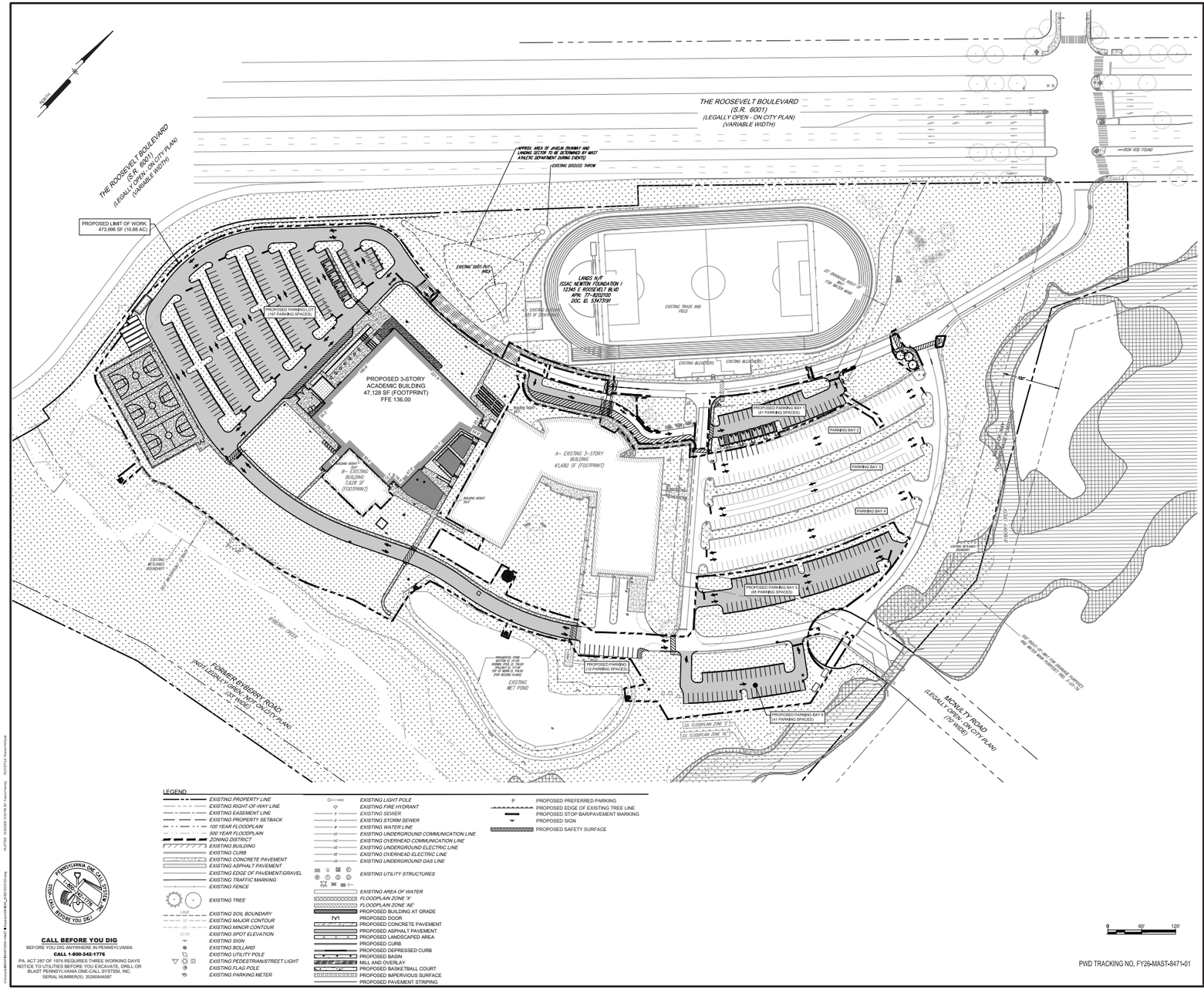
ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes X No ____ NA____

If yes, indicate the date hearing will be held:

Date: January 27, 2027


THE ROOSEVELT BOULEVARD
(S.R. 6001)
(LEGALLY OPEN - ON CITY PLAN)
(VARIABLE WIDTH)
PROPOSED LIMIT OF WORK:
473,996 SF (10.88 AC.)
L=927.866'; R=249.521'
CB=N 21°59'10" E
CL=214.551'
N 48°27'33" E 663.088'
N 48°05'49" E 864.115'
I-1 ZONING DISTRICT
SP-PO-A ZONING DISTRICT
RSA-3 ZONING DISTRICT
LANDS N/F
ISSAC NEWTON FOUNDATION I
1234 E ROOSEVELT BLVD
APN: 77-8202100
DOC. ID. 53473191
EXISTING TRACK AND FIELD
EXISTING BLEACHERS
A- EXISTING 3-STORY BUILDING
61,682 SF (FOOTPRINT)
B- EXISTING BUILDING
7,638 SF
(FOOTPRINT)
EXISTING BIO-RETENTION
EXISTING BET POND
EXISTING DISCUS THROW
APPROX. AREA OF JAVELIN (RUNWAY AND LANDING SECTOR TO BE DETERMINED BY MAST ATHLETIC DEPARTMENT DURING EVENTS)
LIMIT OF PENNONI SURVEY
EXISTING 6" IRON ROD FOUND
EXISTING 4" IRON ROD FOUND
EXISTING 1" IRON ROD FOUND
EXISTING 3/4" IRON ROD FOUND
EXISTING 1/2" IRON ROD FOUND
EXISTING 5/8" IRON ROD FOUND
EXISTING 1/2" IRON PIPE FOUND
EXISTING 3/4" IRON PIPE FOUND
EXISTING 1" IRON PIPE FOUND
EXISTING 5/8" IRON PIPE


THE ROOSEVELT BOULEVARD
(S.R. 6001)
(LEGALLY OPEN - ON CITY PLAN)
(VARIABLE WIDTH)
PROPOSED LIMIT OF WORK:
473,996 SF (10.88 AC.)
PROPOSED PARKING LOT
197 PARKING SPACES
PROPOSED 3-STORY
ACADEMIC BUILDING
47,128 SF (FOOTPRINT)
FFE 136.00
A- EXISTING 3-STORY
BUILDING
61,682 SF (FOOTPRINT)
B- EXISTING
BUILDING
7,638 SF
(FOOTPRINT)
APPROX. AREA OF JAVELIN (RUNWAY AND
LANDING SECTOR TO BE DETERMINED BY MAST
ATHLETIC DEPARTMENT DURING EVENTS)
EXISTING DISCUS THROW
EXISTING SHOT PUT AREA
LANDS N/F
ISSAC NEWTON FOUNDATION I
12345 E. ROOSEVELT BLVD
APN: 77-S202100
DOC. ID. 53473191
EXISTING TRACK AND
FIELD
EXISTING BLEACHERS
EXISTING BLEACHERS
25' DRAINAGE RIGHT OF
WAY FOR WATER MAIN
IRON ROD FOUND
PROPOSED PARKING BAY
(41 PARKING SPACES)
PARKING BAY 2
PARKING BAY 3
PARKING BAY 4
PROPOSED PARKING BAY 5
(65 PARKING SPACES)
PROPOSED PARKING
172 PARKING SPACES
PROPOSED PARKING BAY 6
(41 PARKING SPACES)
EXISTING
WET POND
EXISTING
BUILDING
DEMOLISHED
EXISTING
BUILDING
DEMOLISHED
EXISTING
BUILDING
DEMOLISHED

COMPLETE STREETS HANDBOOK CHECKLIST

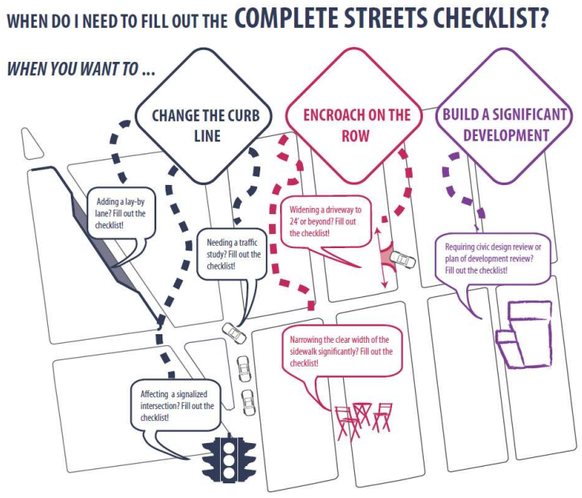
Philadelphia City Planning Commission

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.philadelphiastreets.com/survey-and-design-bureau/city-plans-unit . An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
  - Placing of a new street;
  - Removal of an existing street;
  - Changes to roadway grades, curb lines, or widths; or
  - Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

- EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - FULLY DIMENSIONED
  - CURB CUTS/DRIVEWAYS/LAYBY LANES
  - TREE PITS/LANDSCAPING
  - BICYCLE RACKS/STATIONS/STORAGE AREAS
  - TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
  - PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
  - PROPOSED TREE PITS/LANDSCAPING
  - BICYCLE RACKS/STATIONS/STORAGE AREAS
  - TRANSIT SHELTERS/STAIRWAYS

***APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY**

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

GENERAL PROJECT INFORMATION

1. PROJECT NAME

   MaST Schools Crown Campus Expansion

2. DATE

   11/3/2026

3. APPLICANT NAME

4. Katherine Missimer DBA: Klehr Harrison Harvey Branzburg LLP
   APPLICANT CONTACT INFORMATION

   215-569-1664, KMissimer@klehr.com

5. PROJECT AREA: list precise street limits and scope

   Site adjacent to E Roosevelt Blvd, Crown Way, and McNulty Road. The project proposes a three-story addition with associated parking and site features.

6. OWNER NAME

   Isaac Newton Foundation

7. OWNER CONTACT INFORMATION

   John Swoyer, jswoyer@mastccs.org, 215-620-2464

8. ENGINEER / ARCHITECT NAME

   Michael T. Celoni, PE

9. ENGINEER / ARCHITECT CONTACT INFORMATION

   Mtceloni@pennoni.com, 610-422-2483

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/554386732058308617 8c4f34/

STREET	FROM	TO	COMPLETE STREET TYPE
Roosevelt Blvd	Crown Way	Woodhaven Road	Urban Arterial
Crown Way	Project Site	Roosevelt Blvd	Auto Oriented Comm/Ind
McNulty Road	Project Site	Southampton Road	Lower Density Residential
_____	_____	_____	_____

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

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

APPLICANT: General Project Information

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
Roosevelt Blvd	≥ 12’ / 15’ / 15’	15’ / 15’
Crown Way	≥ 12’ / 12’ / 12’	12’ / 12’
McNulty Road	≥ 10’ / 12’ / 12’	12’ / 12’
_____	_____ / _____ / _____	_____ / _____

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
Roosevelt Blvd	≥ 6’ / 7.5’ / 7.5’
Crown Way	≥ 6’ / 7.5’ / 7.5’
McNulty Road	≥ 5’ / 8’ / 8’
_____	_____ / _____ / _____

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	125.6’	Crown Way/Roosevelt Blvd
Driveway	46.5’	McNulty Road
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
N/A	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

PEDESTRIAN COMPONENT (continued)

		DEPARTMENTAL APPROVAL
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 ☐	YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: The project maintains the existing conditions of the adjacent streets. There are no proposed modifications to the sidewalks, walking zones, or vehicular intrusions of the adjacent streets.

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
Roosevelt Blvd	**11.5' / 11.5'**
Crown Way	**N/A / N/A**
McNulty Road	**N/A / N/A**
_____	_____ / _____

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
Roosevelt Blvd	**≥ 6' / 7.5' / 7.5'**
Crown Way	**≥ 6' / 6' / 6'**
McNulty Road	**≥ 4' / 4' / 4'**
_____	_____ / _____ / _____

				DEPARTMENTAL APPROVAL	
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	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Lighting	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Benches	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Street Trees	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Street Furniture	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
19. Does the design avoid tripping hazards?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐

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: The project proposes a building with sufficient setback from the right-of-way and does not impact the existing building zones. There are no modifications to the existing building and furnishing zones.

DEPARTMENTAL REVIEW: Building & Furnishing 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
____	____	____	____ / ____	____
____	____	____	____ / ____	____
____	____	____	____ / ____	____
____	____	____	____ / ____	____

				DEPARTMENTAL APPROVAL
33.	What is the maximum AASHTO design vehicle being accommodated by the design?	S-BUS-40		YES ☐ NO ☐
34.	Will the project affect a historically certified street? An inventory of historic streets[1] is maintained by the Philadelphia Historical Commission.	YES ☐ NO ☒		YES ☐ NO ☐
35.	Will the public right-of-way be used for loading and unloading activities?	YES ☐ NO ☒		YES ☐ NO ☐
36.	Does the design maintain emergency vehicle access?	YES ☒ NO ☐		YES ☐ NO ☐
37.	Where new streets are being developed, does the design connect and extend the street grid?	YES ☐ NO ☐	N/A ☒	YES ☐ NO ☐
38.	Does the design support multiple alternative routes to and from destinations as well as within the site?	YES ☒ NO ☐	N/A ☐	YES ☐ NO ☐
39.	Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	YES ☒ NO ☐		YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

					DEPARTMENTAL APPROVAL
28.	Does the design limit conflict among transportation modes along the curb?	YES ☒	NO ☐		YES ☐ NO ☐
29.	Does the design connect transit stops to the surrounding pedestrian network and destinations?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
30.	Does the design provide a buffer between the roadway and pedestrian traffic?	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
31.	How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?				YES ☐ NO ☐

The proposed plan does not propose modifications to public transit.

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
____	____	____	____ / ____	____
____	____	____	____ / ____	____
____	____	____	____ / ____	____
____	____	____	____ / ____	____

					DEPARTMENTAL APPROVAL	
33.	What is the maximum AASHTO design vehicle being accommodated by the design?	S-BUS-40			YES ☐	NO ☐
34.	Will the project affect a historically certified street? An inventory of historic streets[1] is maintained by the Philadelphia Historical Commission.	YES ☐	NO ☒		YES ☐	NO ☐
35.	Will the public right-of-way be used for loading and unloading activities?	YES ☐	NO ☒		YES ☐	NO ☐
36.	Does the design maintain emergency vehicle access?	YES ☒	NO ☐		YES ☐	NO ☐
37.	Where new streets are being developed, does the design connect and extend the street grid?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
38.	Does the design support multiple alternative routes to and from destinations as well as within the site?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
39.	Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	YES ☒	NO ☐		YES ☐	NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

URBAN DESIGN COMPONENT (Handbook Section 4.8)

					DEPARTMENTAL APPROVAL	
40.	Does the design incorporate windows, storefronts, and other active uses facing the street?	YES ☐	NO ☒	N/A ☐	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 ☐	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 ☐	YES ☐	NO ☐

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
____	____	____
____	____	____
____	____	____
____	____	____

				DEPARTMENTAL APPROVAL	
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES ☐	NO ☐	N/A ☐	YES ☐	NO ☐
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES ☐	NO ☐	N/A ☐	YES ☐	NO ☐
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? *If yes, City Plan Action may be required.*	YES ☐	NO ☐	N/A ☐	YES ☐	NO ☐
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 ☐	NO ☐
▪ Marked Crosswalks	YES ☐	NO ☐	N/A ☐	YES ☐	NO ☐
▪ Pedestrian Refuge Islands	YES ☐	NO ☐	N/A ☐	YES ☐	NO ☐
▪ Signal Timing and Operation	YES ☐	NO ☐	N/A ☐	YES ☐	NO ☐
▪ Bike Boxes	YES ☐	NO ☐	N/A ☐	YES ☐	NO ☐
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: There are no modifications to the existing intersections.

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: ____

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 adaptions 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. The campus is served by 4 bus routes within a 1/4-mile of the nearest functional entrance. (Bus routes 1, 14, 452 & 461)
(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.	No. All parking is uncovered and located throughout the site.
(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.	Yes. The project allocates 5% of new parking to preferred parking spaces and EV charging.
(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.	No. Bike share stations are not provided. Bike racks are provided on site per zoning requirements.

Civic Sustainable Design Checklist – Updated September 3, 2019

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. Irrigation is not currently proposed. Native plantings and other low maintenance vegetation are planned for the site.
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. Vegetated and/or pervious open space is 30% or greater than the site's Open Area
(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	No. The project is only designed to conform to PWD's stormwater management requirements.
(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.	No. The project is not proposing pavement or hardscaping surfaces that have a SRI>29; however, the project does propose a significant amount of tree coverage to reduce heat island effect and a rooftop solar array.
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]	Energy performance in compliance with the Philadelphia building code and 2021 International Energy Conservation code.
(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	No. The project is not pursuing performance beyond building code compliance.

	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]	Yes. Air filters with a minimum MERV rating of 13 are provided for all regularly occupied spaces.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	Yes. The project plans to provide a 176kW on-site photovoltaic array
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	No, the project is not pursuing performance beyond building code compliance.

[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