

# ONE RED LION ROAD

PROPOSED WAREHOUSE FACILITY

July 21, 2020

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# ONE RED LION ROAD – Design Statement

This project features a 1,004,000 sq. ft. UPS package sortation and distribution facility plus two accessory buildings to support the main building functions: 3,300 sq. ft. employee entrance and customer service counter; and 7,400 sq. ft. truck wash. The main building in the south half of the site features a glass atrium entrance at the southeast corner, an architectural band design element and accent down-spouts along the pre-cast walls. Truck docks and courts are along the north, east, and south sides of the main building.

Access to the site for employees and UPS package cars will be via two signalized Red Lion Road curb cuts at Global Road and Country Club Drive. Access for large trucks will be via the Sandmeyer Lane cul-de-sac. A private exit-only drive for package cars will intersect Sandmeyer Lane 1,000 feet north of Red Lion Road. We will add a turn lane on southbound Sandmeyer Lane. A private road on the site will provide access to 956 employee parking spaces and 879 trailer storage and loading spaces.

The 140-acre site at the northeast corner of Red Lion Road and Sandmeyer Lane is zoned industrial. Industrial zoning allows for up to 14 million sq. ft. of floor area and 60 foot building heights.

The UPS buildings are up to 46 feet tall and cover just 16% of the site. Building set-backs are 718 feet from industrial uses on the east; 930 feet from industrial uses to the north; 376.7 feet from residential uses across Red Lion Road to the south; and 672.4 feet from residential in Montgomery County to the west. Landscape berms will be built along Red Lion Road, Jackson Road, and the west property line to further increase curb appeal of the facility views from surrounding residential neighborhoods.

Four (4) stormwater detention ponds will be built to collect and store storm water during rain events in order to limit stormwater run-off to current levels.

This package includes existing site views, future 3-D illustrations, site plans, and building elevations. We appreciate your review and comments.

# ONE RED LION ROAD – Draft CDR Application Form



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-2020-000653

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

The project proposes more than 100,000 sq. ft. of new gross floor area.

## PROJECT LOCATION

Planning District: Upper Far Northeast Council District: District 10

Address: 1 Red Lion Road  
10098 Sandmeyer Lane  
Philadelphia, PA 19115-1012

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

## CONTACT INFORMATION

Applicant Name: Blue Rock Construction, Inc. Primary Phone: 610-481-9119

Email: sjudge@blck.com Address: 1275 Glenlivet Drive, Suite 330  
Allentown, PA 18106

Property Owner: Relteva, LLC Developer Relteva, LLC  
Architect: Norr

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Department of Planning and Development  
**Civic Design Review**  
CITY OF PHILADELPHIA

## SITE CONDITIONS

**Site Area:** 6,022,511 Sq. Ft. or 138.26 Acres

Existing Zoning: I-2 Medium Industrial Are Zoning Variances required? Yes            No X

## Proposed Use:

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):  
Warehouse/Trucking Terminal (1,004,400 SF); Accessory Uses: Office Space (38,171 SF); Vehicle Service & Maintenance (18,647 SF); Vehicle Wash Station; Fuel Storage; Equipment Pad; Employee Access

*Proposed # of Parking Units: 956 employee spaces + 871 trailer spaces = 1,827 total spaces*

## COMMUNITY MEETING

Community meeting held: Yes \_\_\_\_\_ No \_\_\_\_\_

If yes, please provide written documentation as proof.

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

Date: \_\_\_\_\_ Time: \_\_\_\_\_

**ZONING BOARD OF ADJUSTMENT HEARING**

ZBA hearing scheduled: Yes ☐ No ☐ NA ☒

If yes, indicate the date hearing will be held:

Date: \_\_\_\_\_

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# Blue Rock

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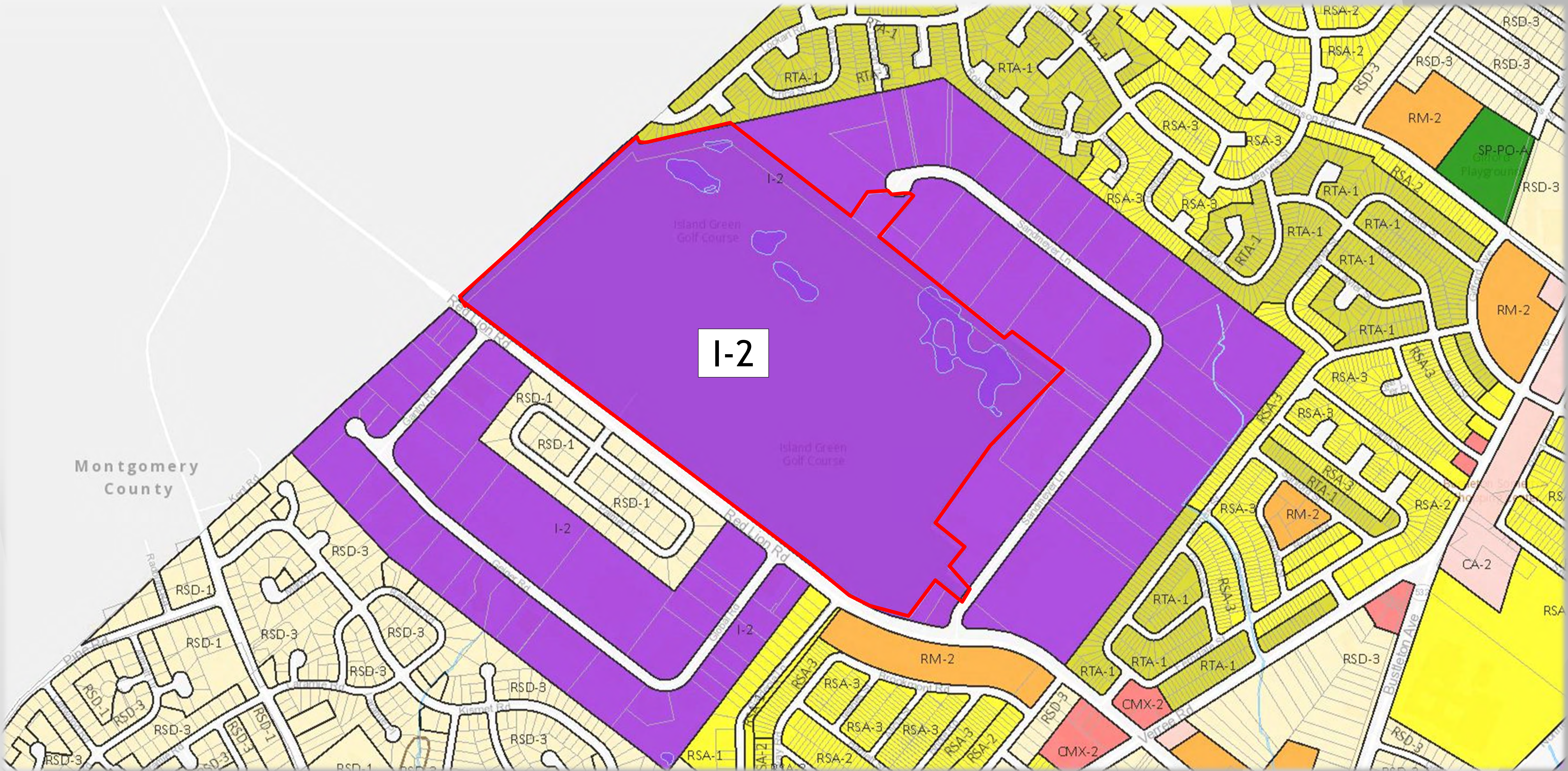
# ONE RED LION – Response Form

		CITY OF PHILADELPHIA	
<b>CIVIC DESIGN RESPONSE FORM</b>			
APPLICATION # ZP-2020-000653		ADDRESS: 1 RED LION ROAD	
APPLICANT: STEPHANIE M. BOGGS, ESQ			
AS REQUIRED BY 14-304 (3) (e) (.1) FOR REZONING OF ANY LAND IN CERTAIN MASTER PLAN DISTRICTS AS WELL AS TABLE 14-304-2 (CIVIC DESIGN REVIEW TRIGGERS, IDENTIFIED BELOW) OF THE PHILADELPHIA ZONING CODE, THE ABOVE REFERENCED PROPERTY REQUIRES CIVIC DESIGN REVIEW FOR THE FOLLOWING REASON(S):			
<u>THE PROPERTY:</u>		<u>THE PROPERTY AFFECTED:</u>	
<u>THE APPLICATION:</u>			
THE APPLICANT'S PROPERTY IS LOCATED IN <u>ANY DISTRICT</u> , EXCEPT AS PROVIDED IN 14-304 (5)(b)(.1)(.a)(.i)		AND REGARDLESS WHETHER THERE IS ANY AFFECTED PROPERTY	
THE APPLICANT'S PROPERTY IS LOCATED IN A <u>COMMERCIAL, INDUSTRIAL, OR SPECIAL PURPOSE DISTRICT</u>		AND THE PROPERTY AFFECTS: PROPERTY IN <u>ANY RM OR RMX DISTRICT</u>	
Examiner's Signature:CHELI DAHAL		Examiner's Phone: (215) 686 - 2483	
Date: 5/12/2020			
Civic Design focuses on reviewing the impact of building and site design on the public realm, particularly streets, sidewalks, trails, public parks and open spaces. Please note that all Civic Design Review recommendations are advisory; The Zoning Board and Planning Commission are not required to abide by the Civic Design Review Committee's recommendations.			
The Civic Design Review Committee is located at: One Parkway, 13th floor 1515 Arch Street, Philadelphia, PA, 19102. Please contact (215) 683-4615 for more information.			

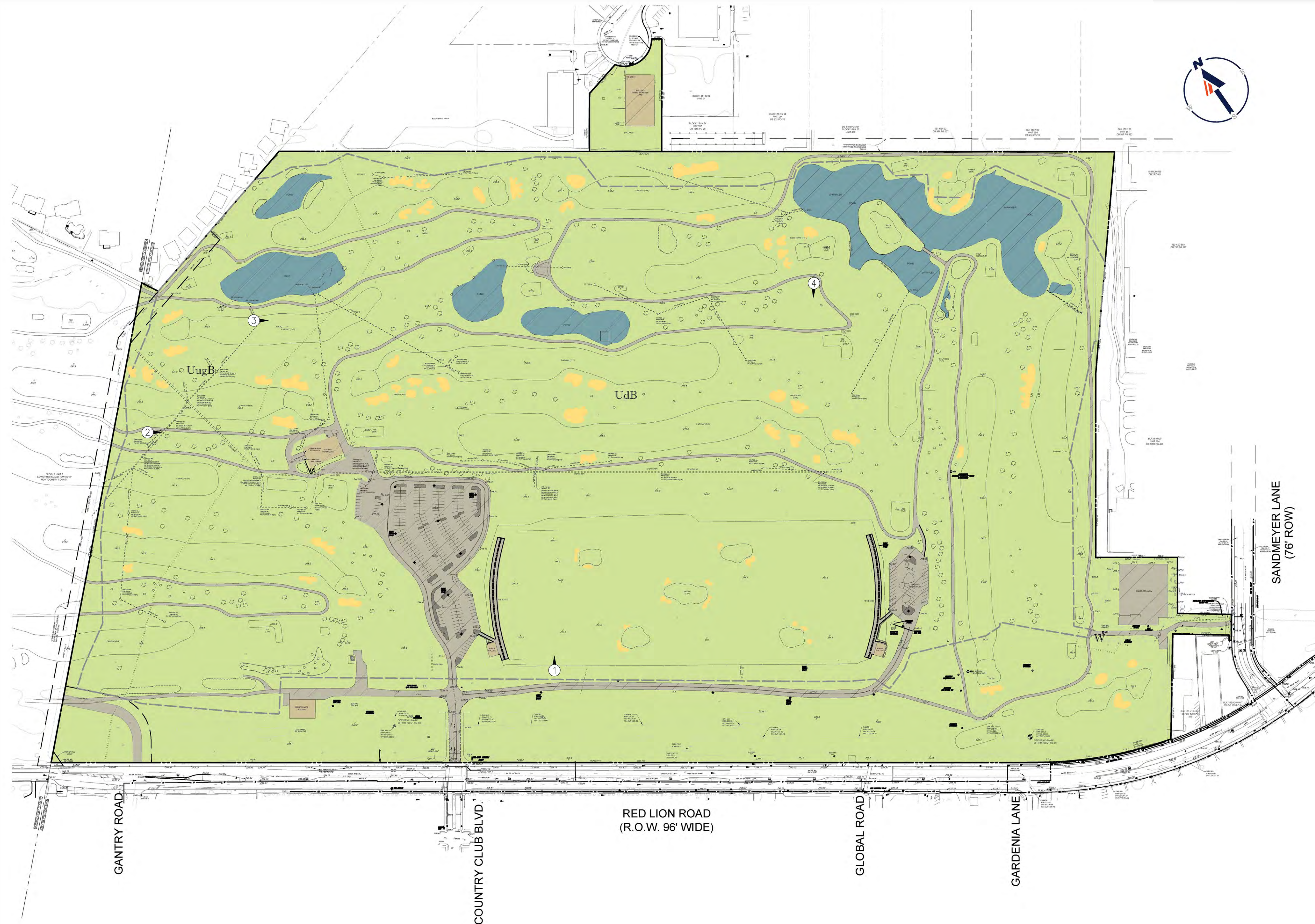
# ONE RED LION ROAD– Aerial Image of the Site



# ONE RED LION ROAD – Zoning Map



# ONE RED LION – Existing Conditions Plan



ONE RED LION – Site Photos – Site Facing North from Country Club Drive



ONE RED LION – Site Photos – Site Facing North from Global Road



ONE RED LION – Site Photos – Red Lion Road Facing West from Property Line



ONE RED LION – Site Photos – Red Lion Road Facing East from Gantry Road



ONE RED LION – Site Photos – Rendering – Northwest Main Building Entry



ONE RED LION – Site Photos – Rendering – West Building End



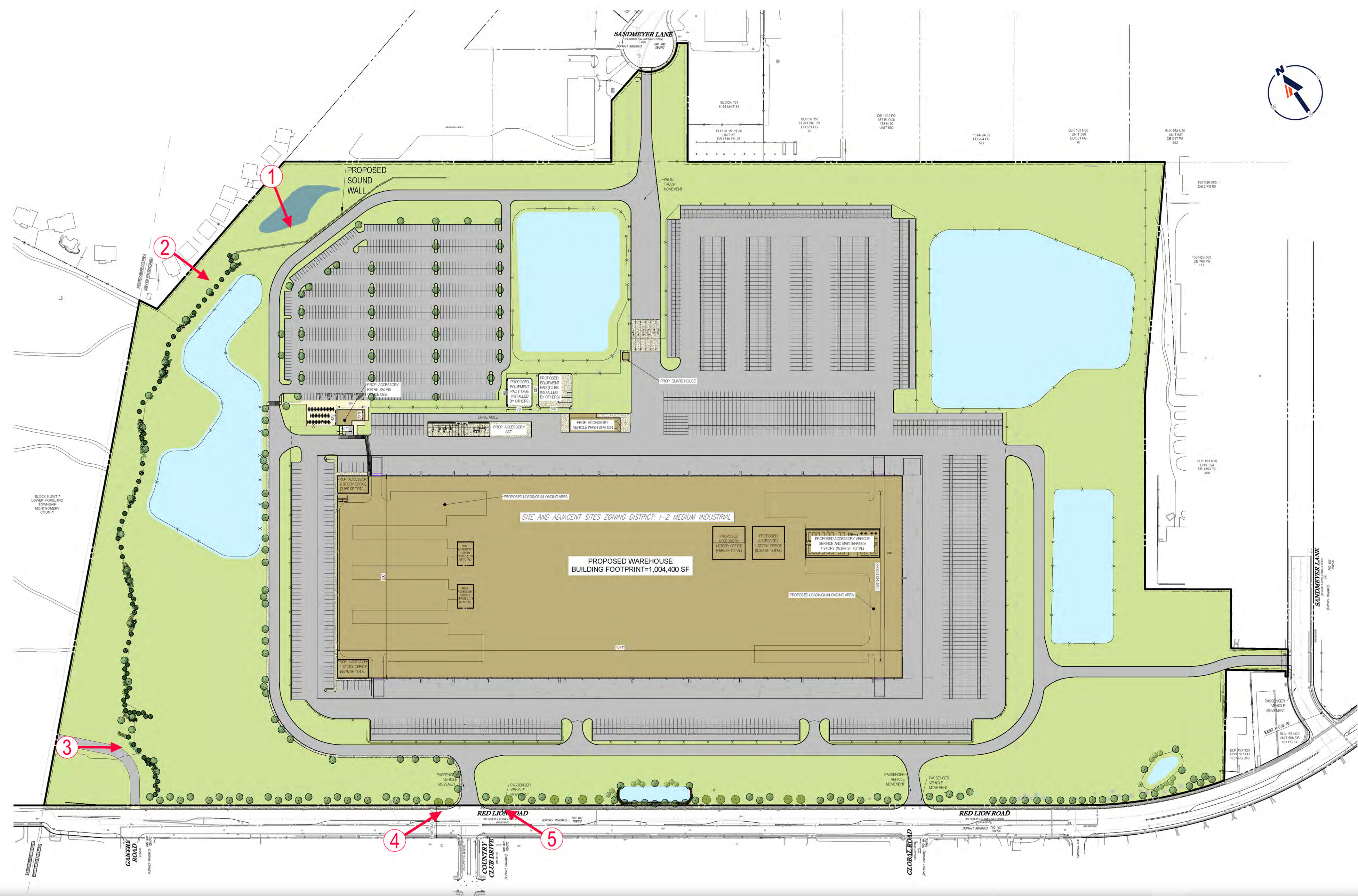
ONE RED LION – Site Photos – Rendering – Southwest Building Entry



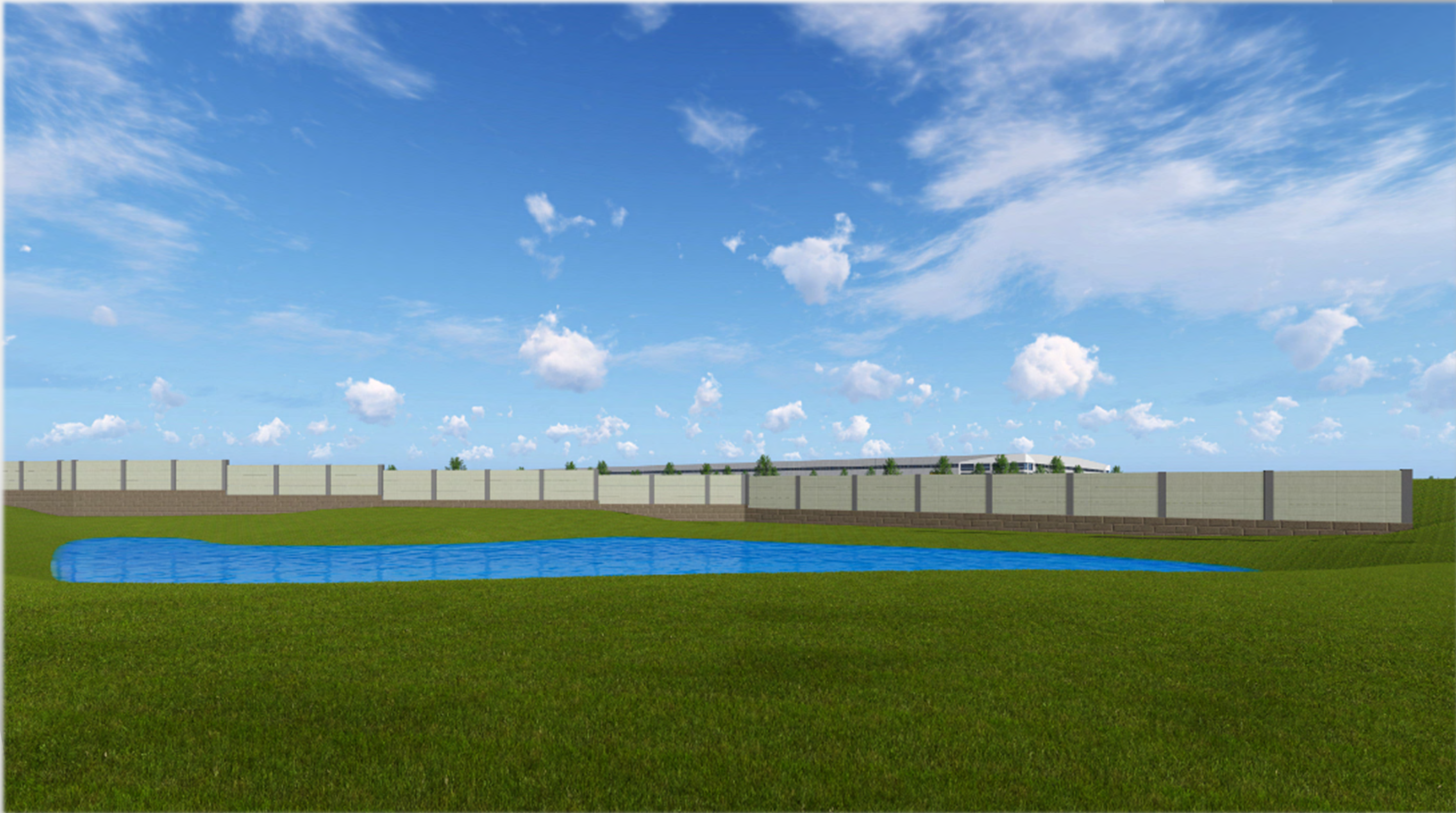
# ONE RED LION – 3D Massing – Aerial View Looking North



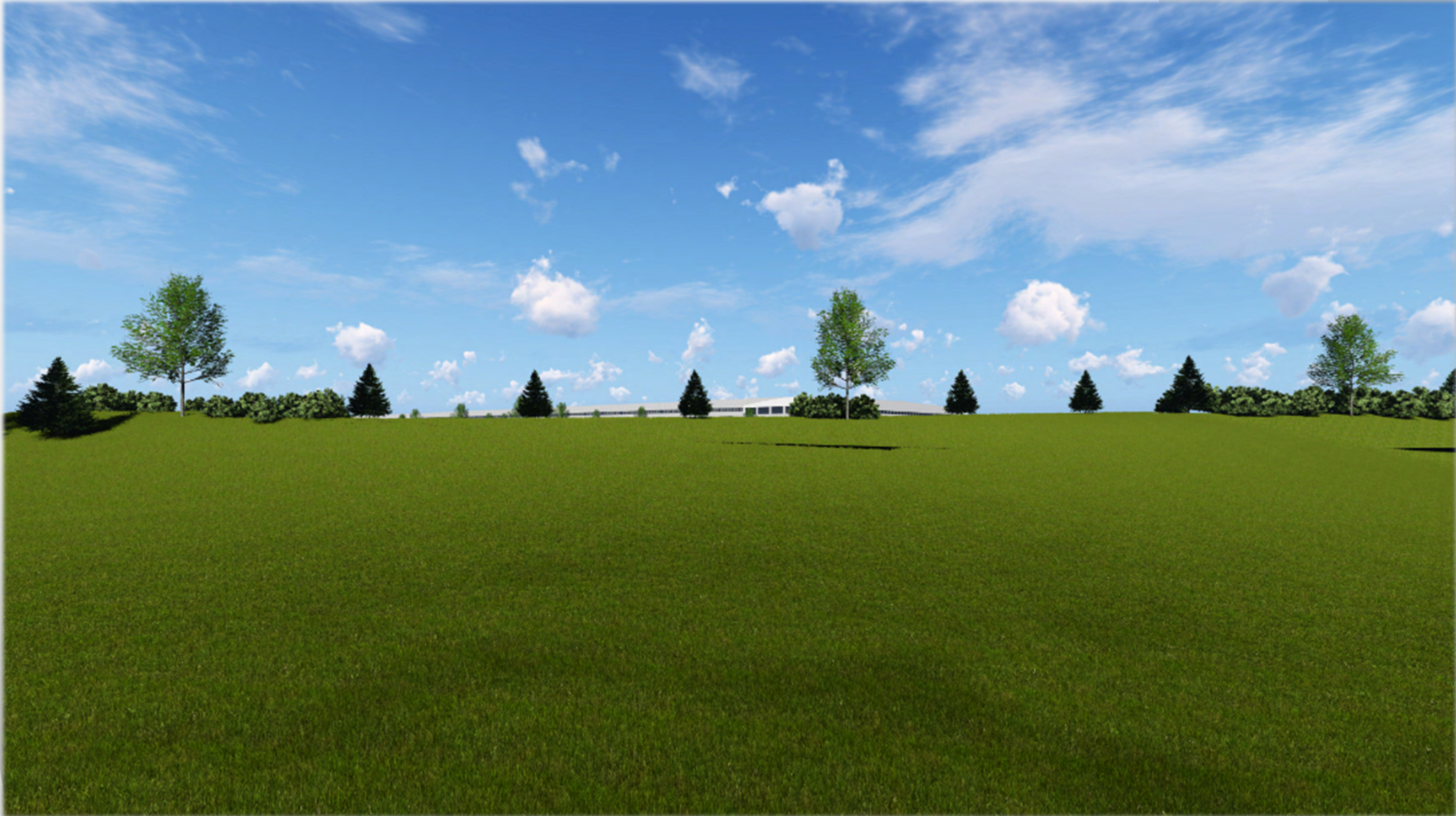
# ONE RED LION – Key Map



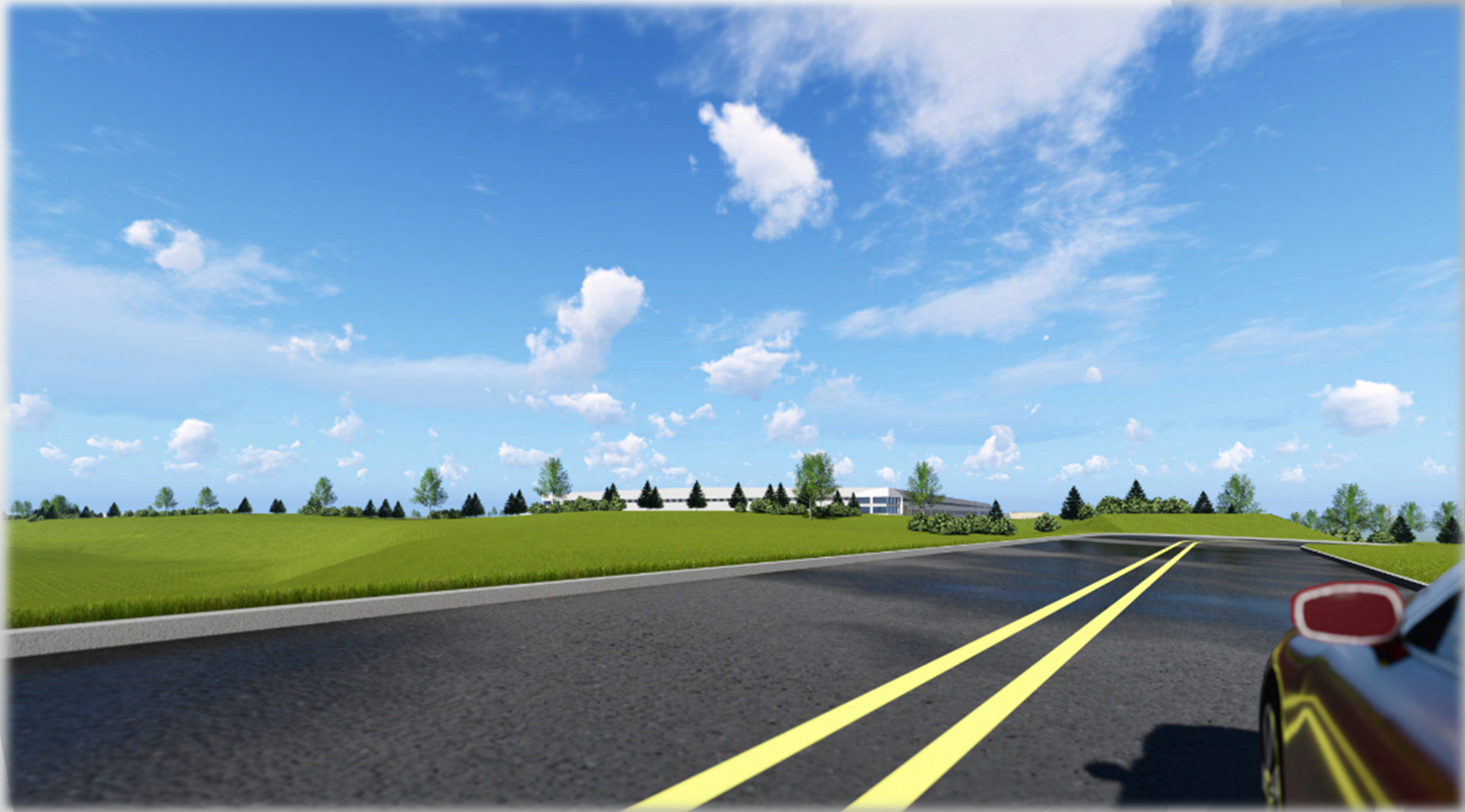
ONE RED LION – 3D Representations – View 1



ONE RED LION – 3D Representations – View 2



ONE RED LION – 3D Representations – View 3



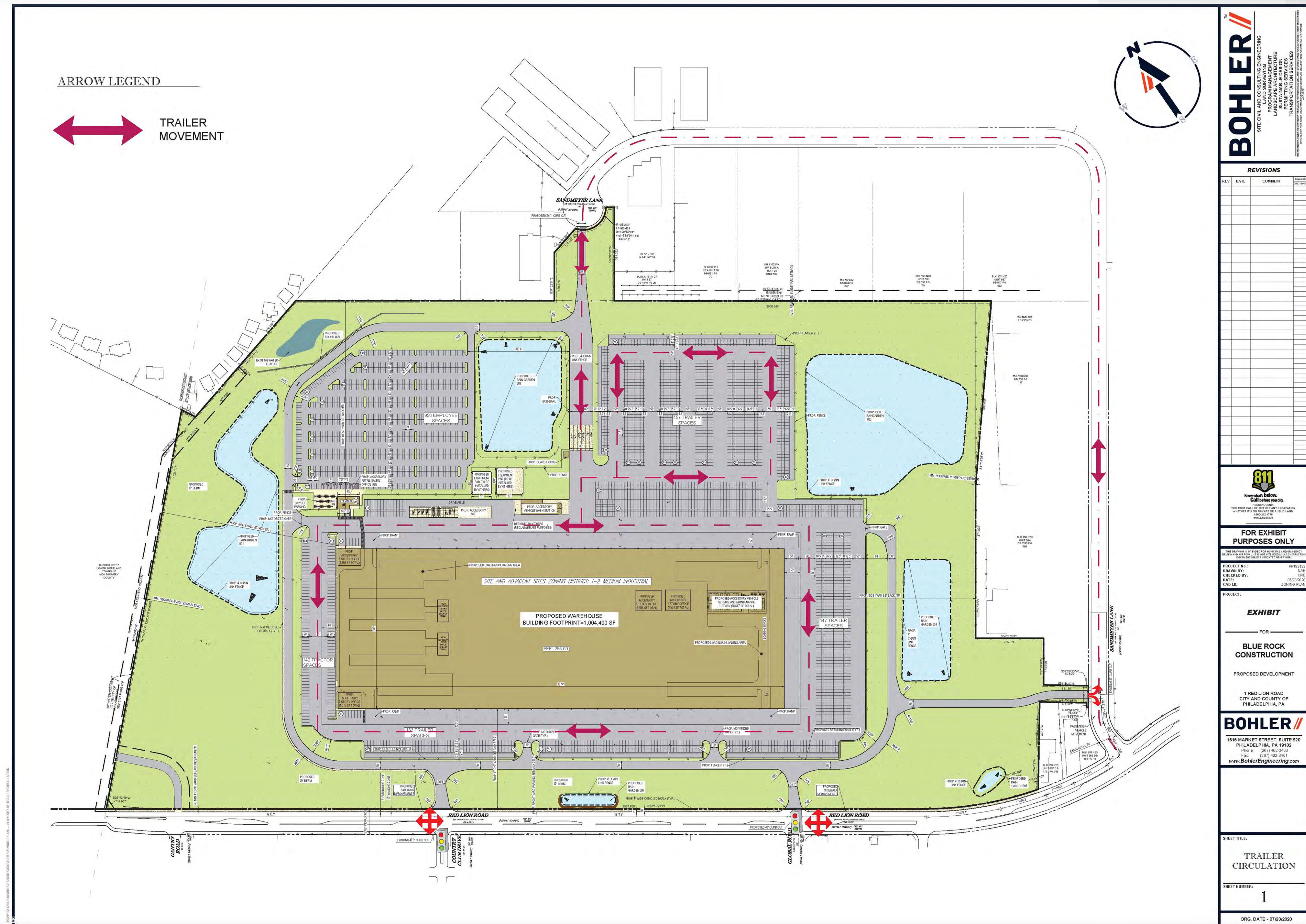
ONE RED LION – 3D Representations – View 4



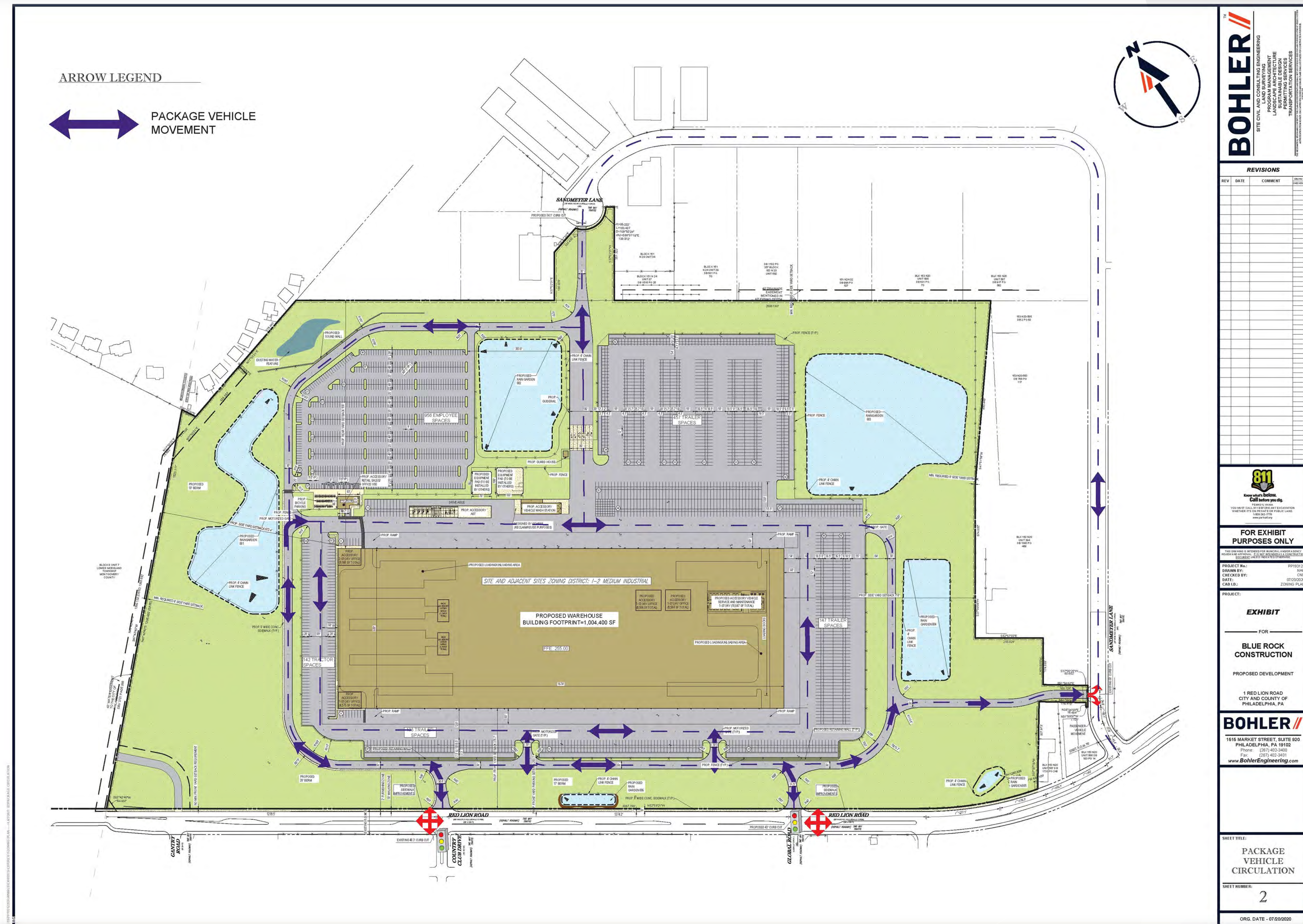
ONE RED LION – 3D Representations – View 5



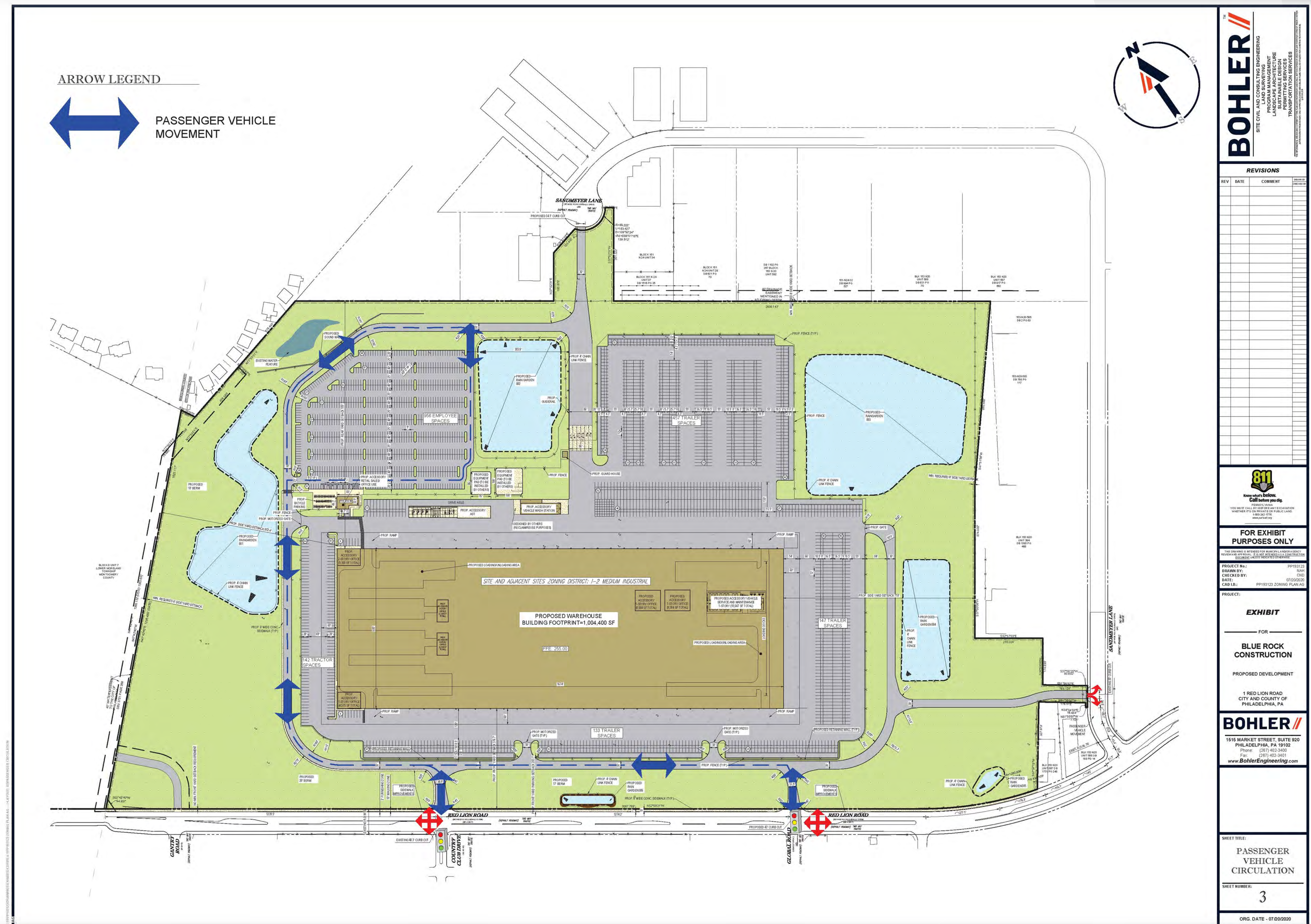
# ONE RED LION – Trailer Circulation



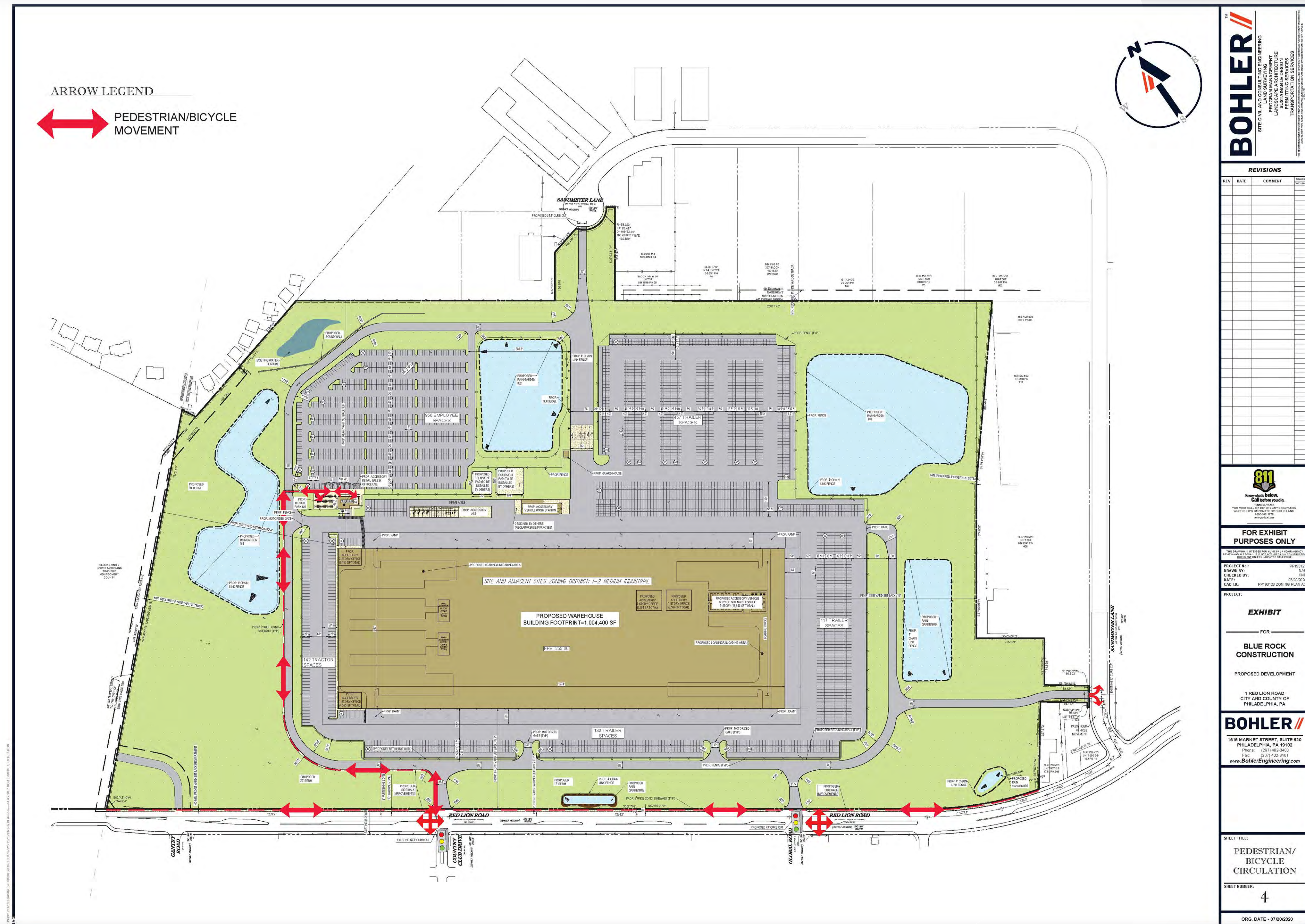
# ONE RED LION – Package Vehicle Circulation



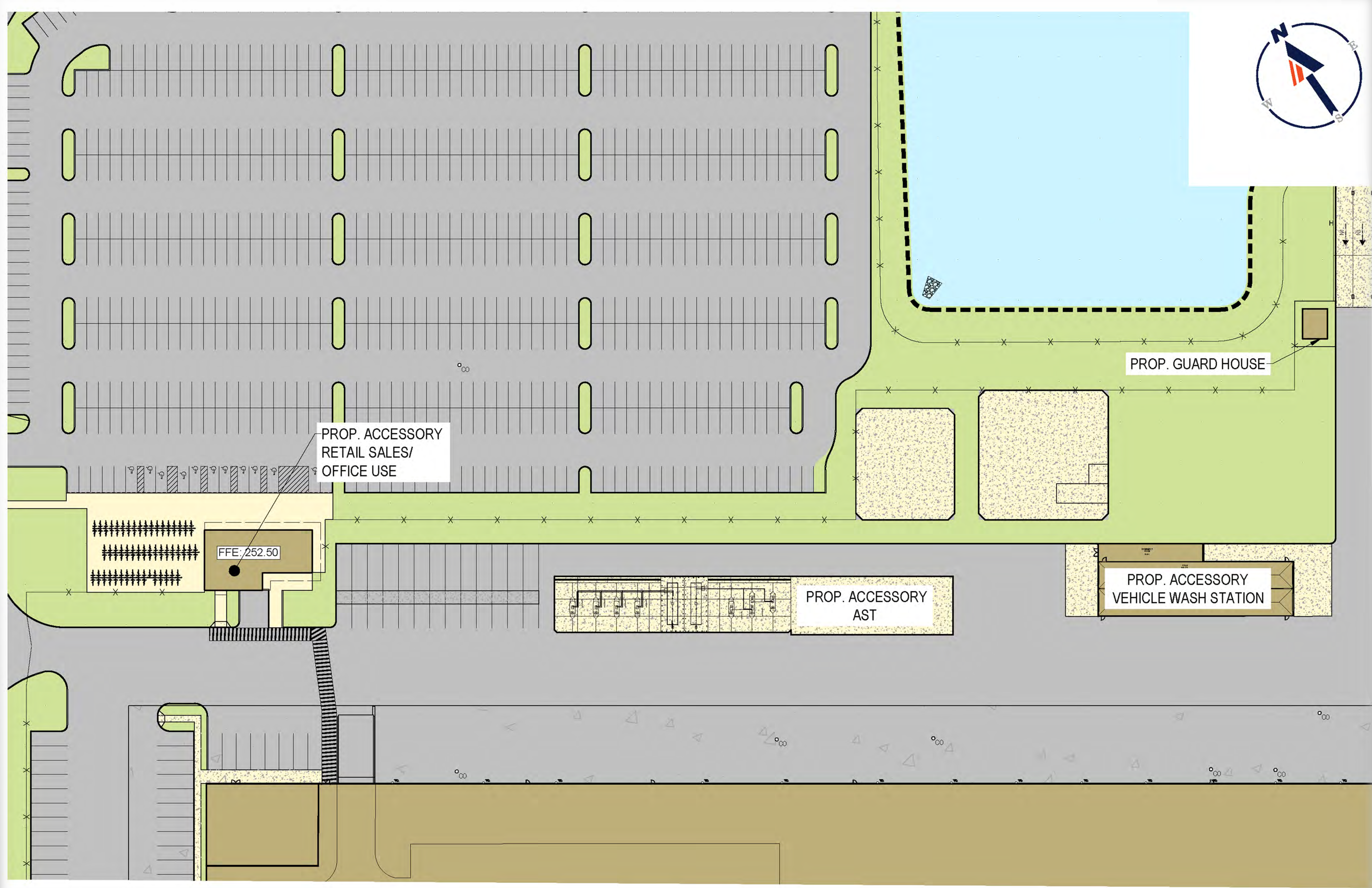
# ONE RED LION – Passenger Vehicle Circulation



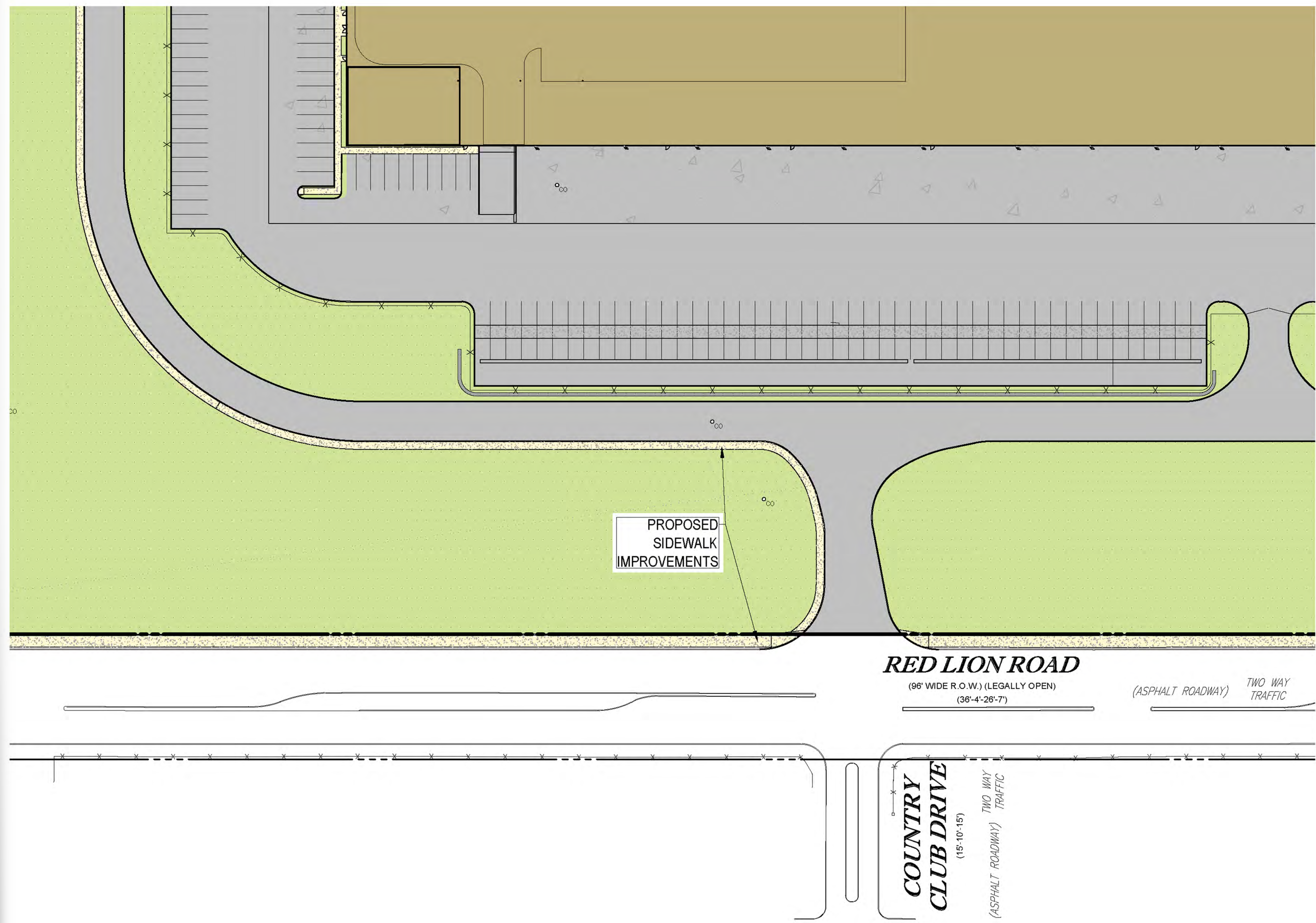
# ONE RED LION – Pedestrian/Bicycle Circulation



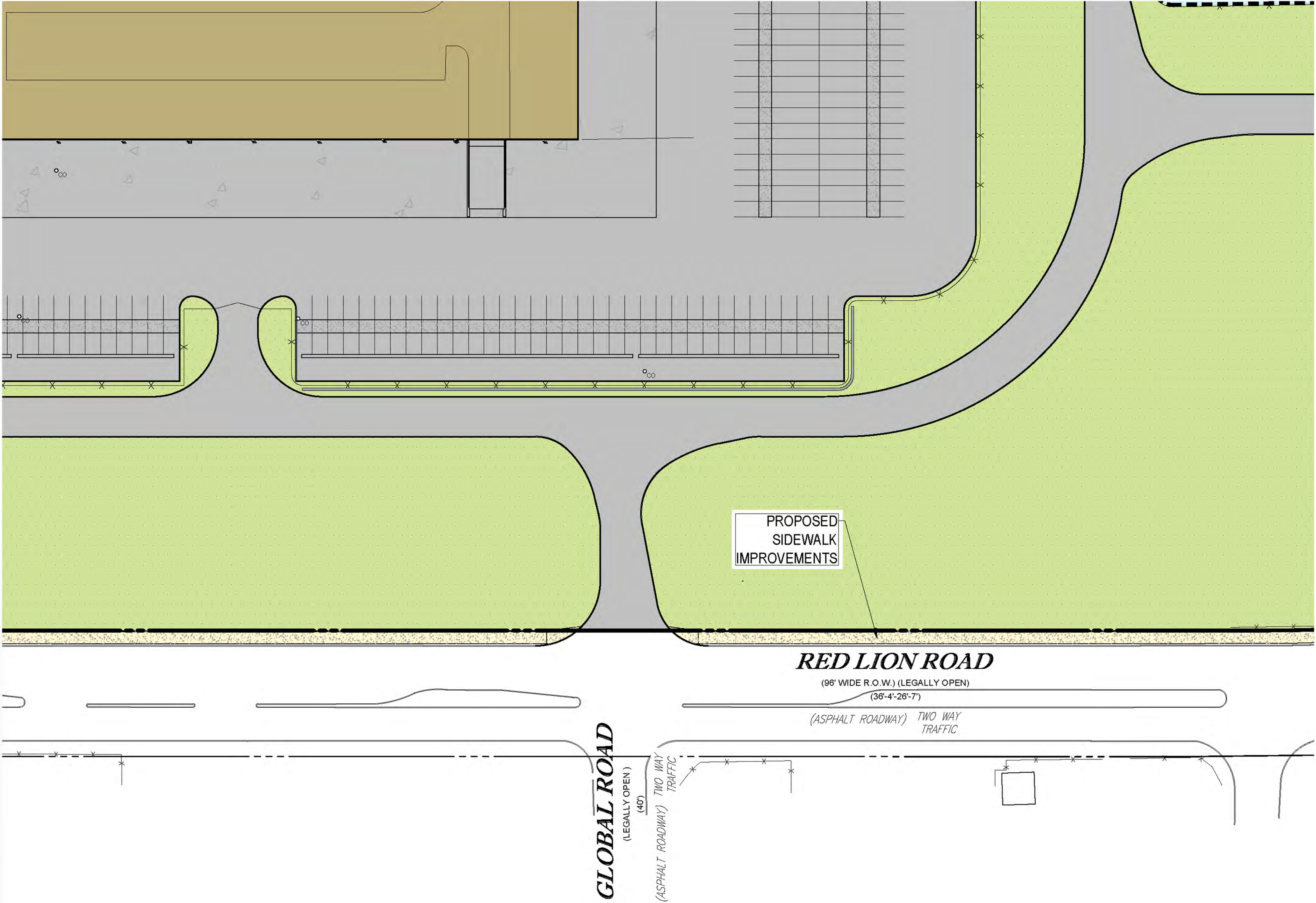
# ONE RED LION – Accessory Buildings



# ONE RED LION – Pedestrian Connection at Country Club Drive



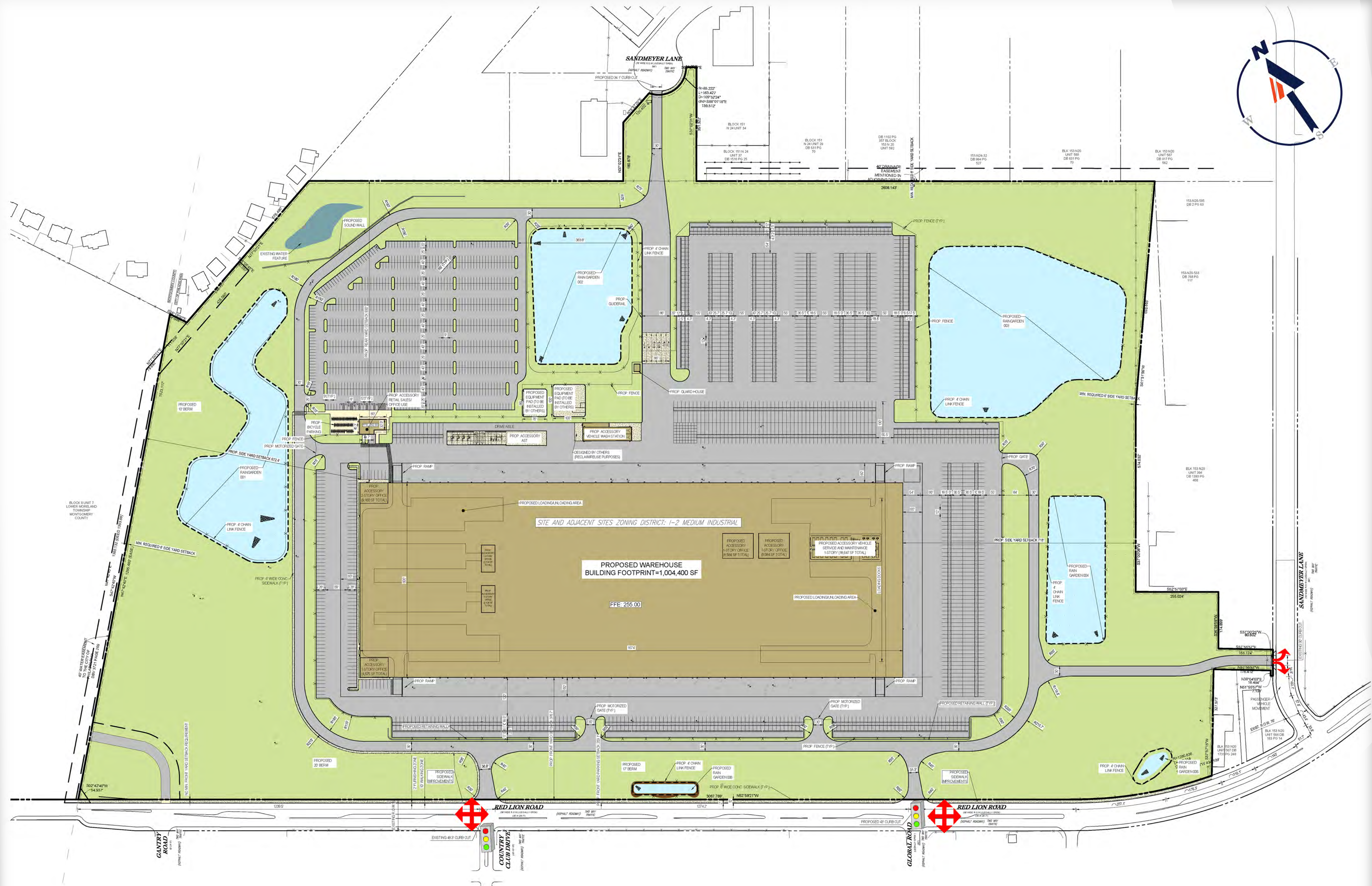
# ONE RED LION – Sidewalk Improvements at Global Road



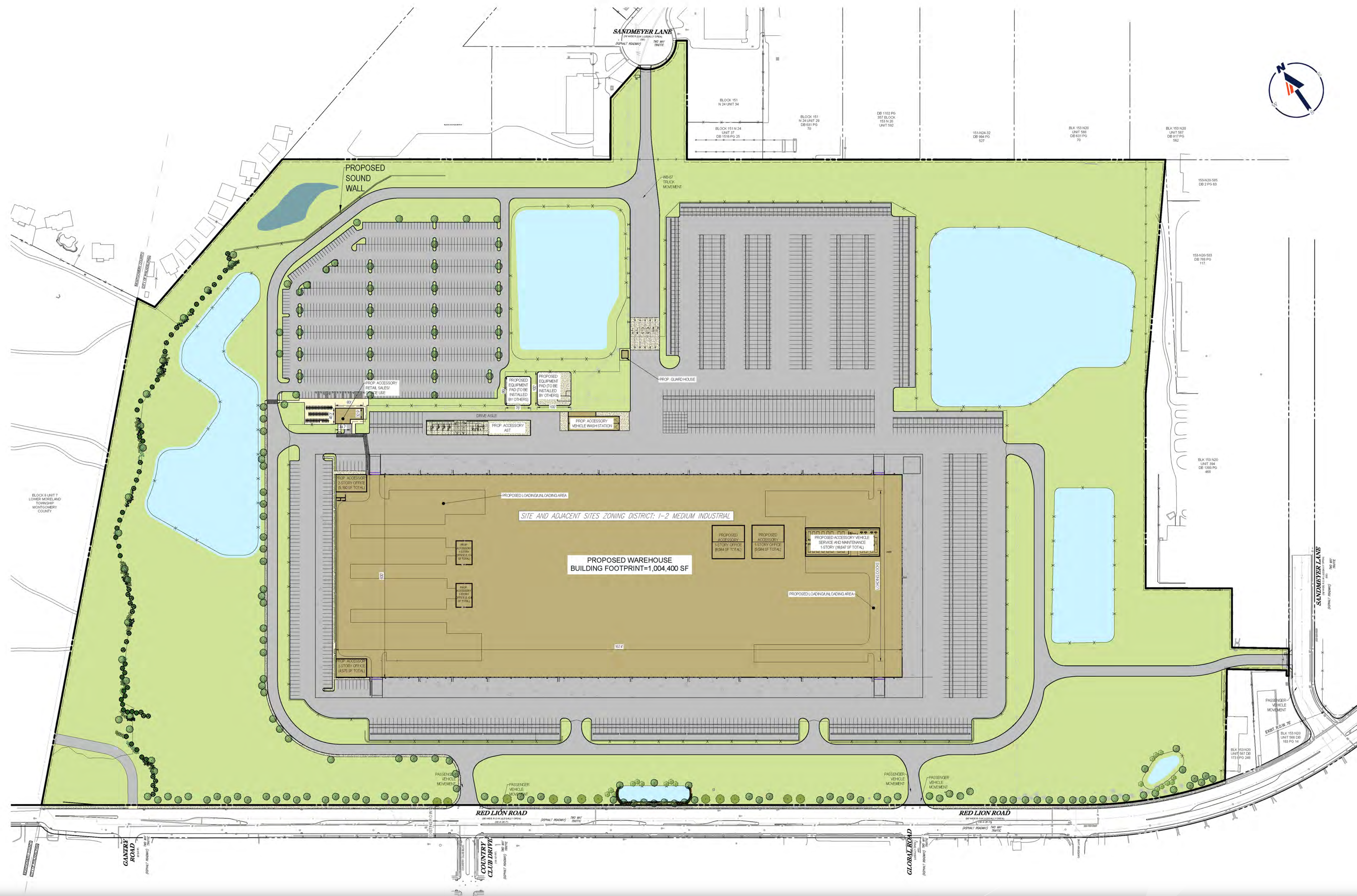
# ONE RED LION – Sound Wall at Northwest Corner



# ONE RED LION – Zoning Plan



# ONE RED LION – Landscape Plan



# Blue Rock

# BOHLER //

# NORR

# ONE RED LION – Landscape Compliance Chart

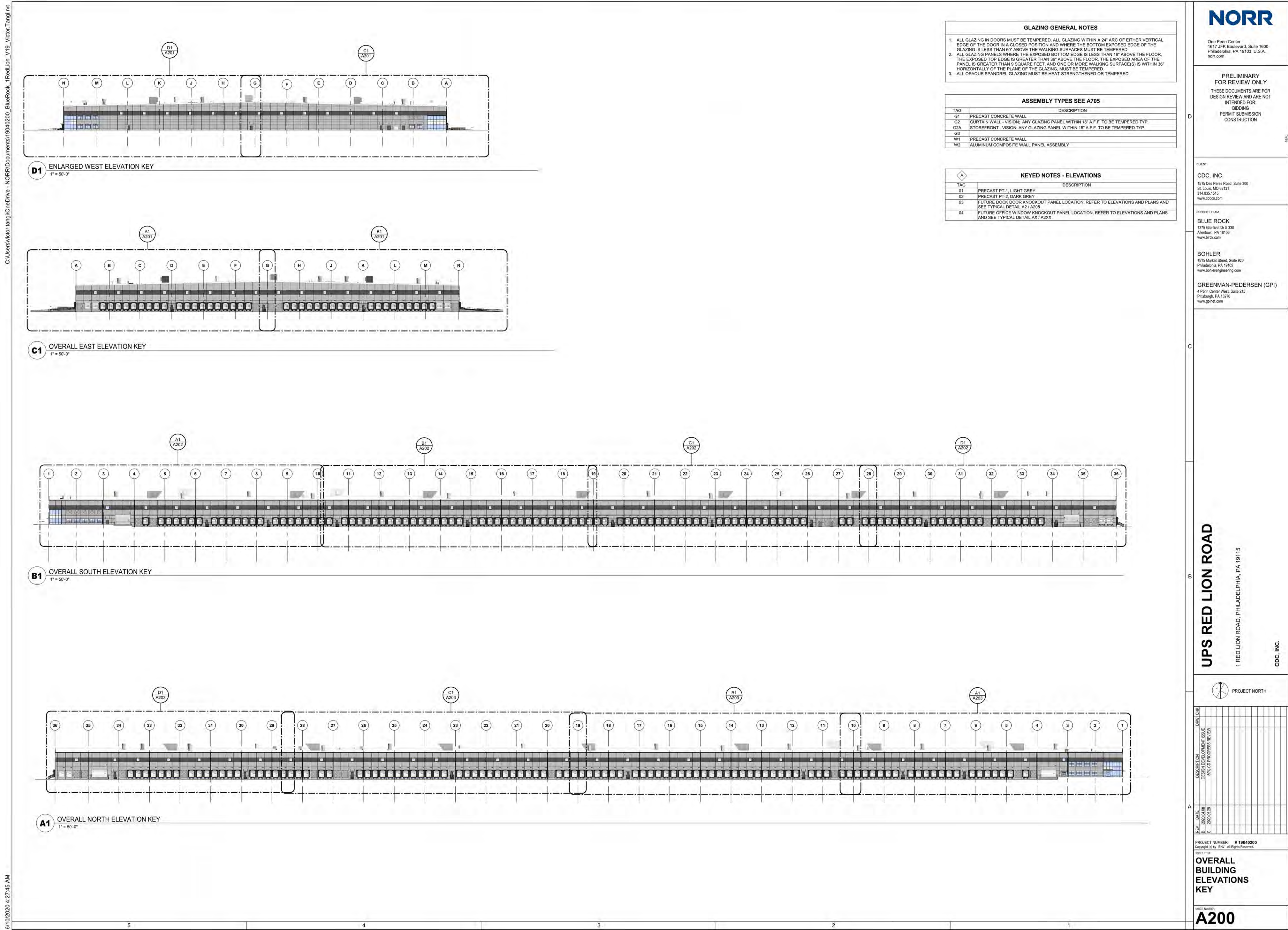
LANDSCAPE COMPLIANCE CHART

SECTION	REQUIREMENT	CALCULATIONS (REQUIRED / PROVIDED)	COMPLIANCE
14-705(1)(d) LANDSCAPE BUFFERING BETWEEN DIFFERENT LAND USES	<p>(.2)(a) A LANDSCAPE BUFFER AREA MEETING THE REQUIREMENTS OF TABLE 14-705-1 SHALL BE PROVIDED ON THE SHARED BORDER TO MINIMIZE SOUND, LIGHT, AND NOISE IMPACTS. THE BUFFER AREA SHALL CONSIST OF NATURAL PLANT MATERIALS SUCH AS LAWN, HERBACEOUS PLANTS, SHRUBS, AND TREES, AND SHALL NOT CONTAIN IMPERVIOUS MATERIALS. AT LEAST 15 FT. OF SPACE MUST BE PROVIDED BETWEEN TREE TRUNKS. SHRUBS SHALL HAVE A MATURE HEIGHT OF AT LEAST FIVE FT.</p> <p>TABLE 14-705-1 LAND USE                      OPTION A LANDSCAPE BUFFER</p> <p>INDUSTRIAL                      WIDTH: 15 FT. MIN. ABUTTING A                      LANDSCAPE: AT LEAST 1 TREE AND RESIDENTIAL                      4 SHRUBS PER 25 FT. DISTRICT</p>	<p>LENGTH ALONG RESIDENTIAL DISTRICT TO THE WEST: 2,127± LF (EXCLUDING DRIVEWAY WIDTH) REQUIRED: 2,127 / 25 = 85.08 85.08 x 1 = 85.08 OR 85 TREES 85.08 x 4 = 340.3 OR 340 SHRUBS PROVIDED: 5 ASGM, 6 LT, 5 NS, 26 PIAB, 30 PP, 8 PS, 5 QR (85 TREES); 35 AAB, 31 CS, 15 IMBB, 54 IMBG, 40 MP, 46 PXOL, 41 VDC, 78 VR (340 SHRUBS)</p>	COMPLIES
14-705(2)(c)(.2)(.a) STREET TREE REQUIREMENTS	STREET TREES SHALL BE PROVIDED AT AN INTERVAL OF AT LEAST ONE TREE PER 35 LF. TREES MAY BE PLACED AT REGULAR OR IRREGULAR INTERVALS SO LONG AS 15 FEET OF SPACE IS PROVIDED BETWEEN TRUNKS.	<p>LENGTH ALONG RED LION RD: 3,068± LF (EXCLUDING DRIVEWAY WIDTHS) REQUIRED: 3,068 / 35 = 87.6 OR 88 STREET TREES PROVIDED: 11 EXISTING PLUS 24 ARB, 27 CB, 26 GP (88 STREET TREES)</p>	COMPLIES
14-803(5)(c)(.1) PERIMETER SCREENING FROM ABUTTING RESIDENTIAL DISTRICT	WHEN A PARKING LOT OR SURFACE PARKING AREA ASSOCIATED WITH A PARKING GARAGE (INCLUDING BUT NOT LIMITED TO DRIVEWAYS AND AISLES) ABUTS A RESIDENTIAL DISTRICT, A CONTINUOUS SCREENING WALL, BERM, FENCE, OR ROW OF PLANTS AT LEAST FIVE FT. TALL SHALL BE PROVIDED BETWEEN THE SURFACE PARKING LOT OR SURFACE PARKING AREA AND THE RESIDENTIAL DISTRICT	LANDSCAPE BUFFER REQUIRED BY 14-705(1)(d) ABOVE TO MEET THE INTENT OF THIS REQUIREMENT.	COMPLIES
14-803(5)(e)(.5) PARKING LOT LANDSCAPING	ONE TREE SHALL BE PLANTED PER 300 S.F. OF INTERIOR LANDSCAPE AREA. A MINIMUM OF 30% OF THE REQUIRED TREES SHALL INCLUDE DECIDUOUS SHADE TREES.	<p>PARKING LOT LANDSCAPE AREA: 11,630± SF REQUIRED: 11,630 / 300 = 38.8 OR 39 TREES PROVIDED: 22 GTIK, 17 QPH (39 TREES)</p>	COMPLIES

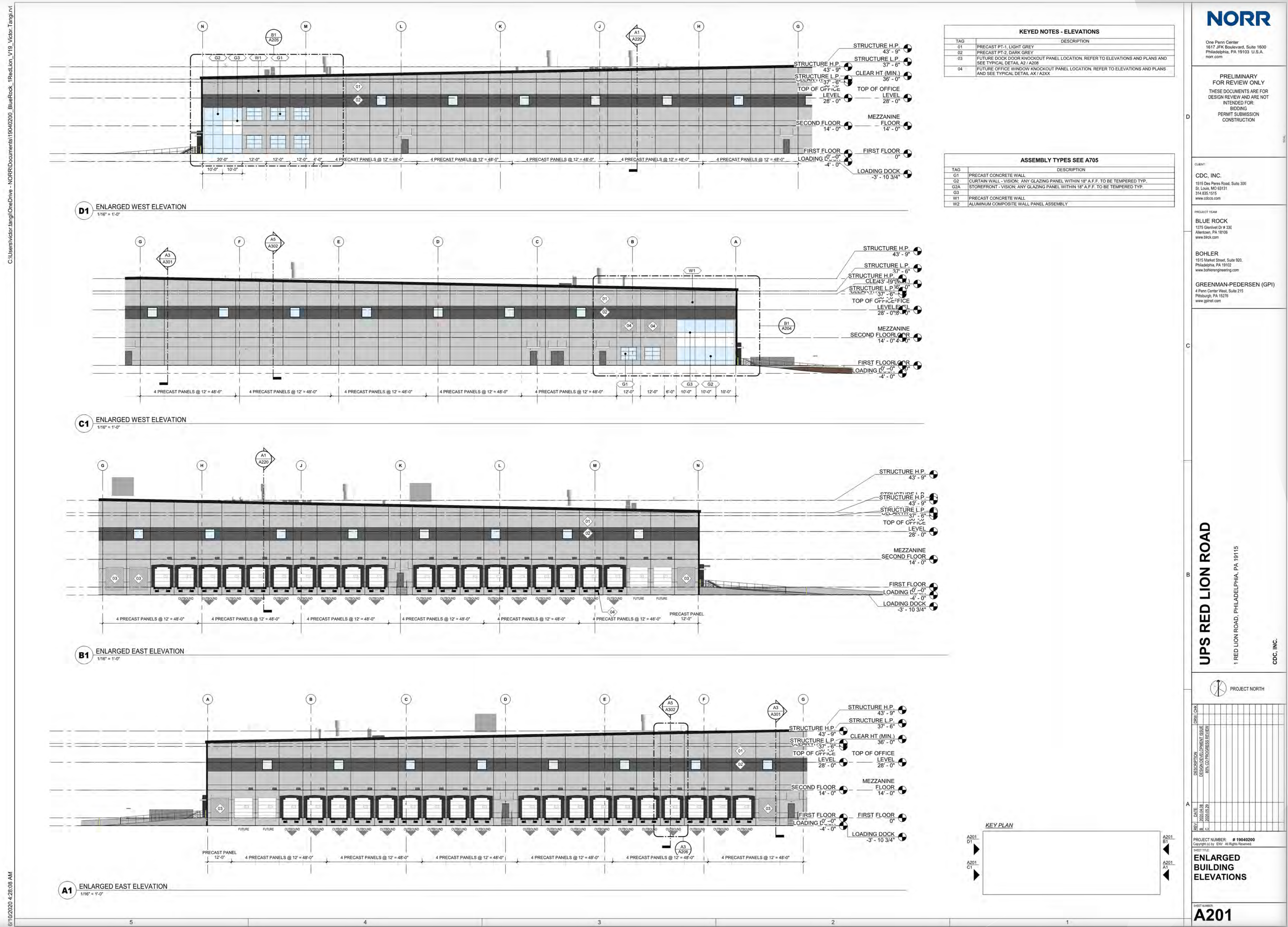
# ONE RED LION – Landscape Compliance Chart

PLANT SCHEDULE						
TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	
AC	10	AMELANCHIER CANADENSIS	SHADBLOW SERVICEBERRY	8-10'	B&B	
ARB	24	ACER RUBRUM 'BOWHALL'	BOWHALL MAPLE	2.5" CAL.	B&B	
ASGM	17	ACER SACCHARUM 'GREEN MOUNTAIN'	GREEN MOUNTAIN SUGAR MAPLE	2.5" CAL.	B&B	
CB	27	CARPINUS BETULUS 'FASTIGIATA'	PYRAMIDAL EUROPEAN HORNBEAN	2.5" CAL.	B&B	
GP	35	GINKGO BILOBA 'PRINCETON SENTRY'	PRINCETON SENTRY GINKGO	2.5" CAL.	B&B	
GTIK	33	GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE'	SKYLINE THORNLESS HONEY LOCUST	2.5" CAL.	B&B	
LT	6	LIRIODENDRON TULIPIFERA	TULIP TREE	2.5" CAL.	B&B	
MV	8	MAGNOLIA VIRGINIANA	SWEET BAY	8-10'	B&B	
NS	11	NYSSA SYLVATICA	SOUR GUM	2.5" CAL.	B&B	
PIAB	26	PICEA ABIES	NORWAY SPRUCE	6-8'	B&B	
PP	30	PICEA PUNGENS	COLORADO SPRUCE	6-8'	B&B	
PS	8	PINUS STROBUS	WHITE PINE	6-8'	B&B	
QPH	17	QUERCUS PHELLOS	WILLOW OAK	2.5" CAL.	B&B	
QR	5	QUERCUS RUBRA	RED OAK	2.5" CAL.	B&B	
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	
AAB	35	ARONIA ARBUTIFOLIA 'BRILLIANTISSIMA'	BRILLIANT RED CHOKEBERRY	3-4'	B&B	
CA	12	CLETHRA ALNIFOLIA	SUMMERSWEET CLETHRA	24-30"	CONTAINER	
CS	31	CORNUS SERICEA	RED TWIG DOGWOOD	2-3'	B&B	
IGS	14	ILEX GLABRA 'SHAMROCK'	SHAMROCK INKBERRY	24-30"	CONTAINER	
IMBB	15	ILEX X MESERVEAE 'BLUE BOY'	BLUE BOY HOLLY	24-30"	CONTAINER	
IMBG	54	ILEX X MESERVEAE 'BLUE GIRL'	BLUE GIRL HOLLY	24-30"	CONTAINER	
IV	12	ITEA VIRGINICA 'HENRY'S GARNET'	HENRY'S GARNET SWEETSPIRE	24-30"	CONTAINER	
IVJD	4	ILEX VERTICILLATA 'JIM DANDY'	JIM DANDY WINTERBERRY	30-36"	CONTAINER	
IVRS	21	ILEX VERTICILLATA 'RED SPRITE'	RED SPRITE WINTERBERRY	18-24"	CONTAINER	
LB	16	LINDERA BENZOIN	SPICEBUSH	30-36"	CONTAINER	
MP	40	MYRICA PENNSYLVANICA	NORTHERN BAYBERRY	30-36"	B&B	
PXOL	46	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN CHERRY LAUREL	24-30"	CONTAINER	
VDC	41	VIBURNUM DENTATUM 'CHRISTOM'	BLUE MUFFIN VIBURNUM	3-4'	B&B	
VR	78	VIBURNUM RHYTIDOPHYLLUM	LEATHERLEAF VIBURNUM	3-4'	B&B	
GRASSES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	
PVN	36	PANICUM VIRGATUM 'NORTH WIND'	NORTHWIND SWITCH GRASS	1 GAL.	CONTAINER	

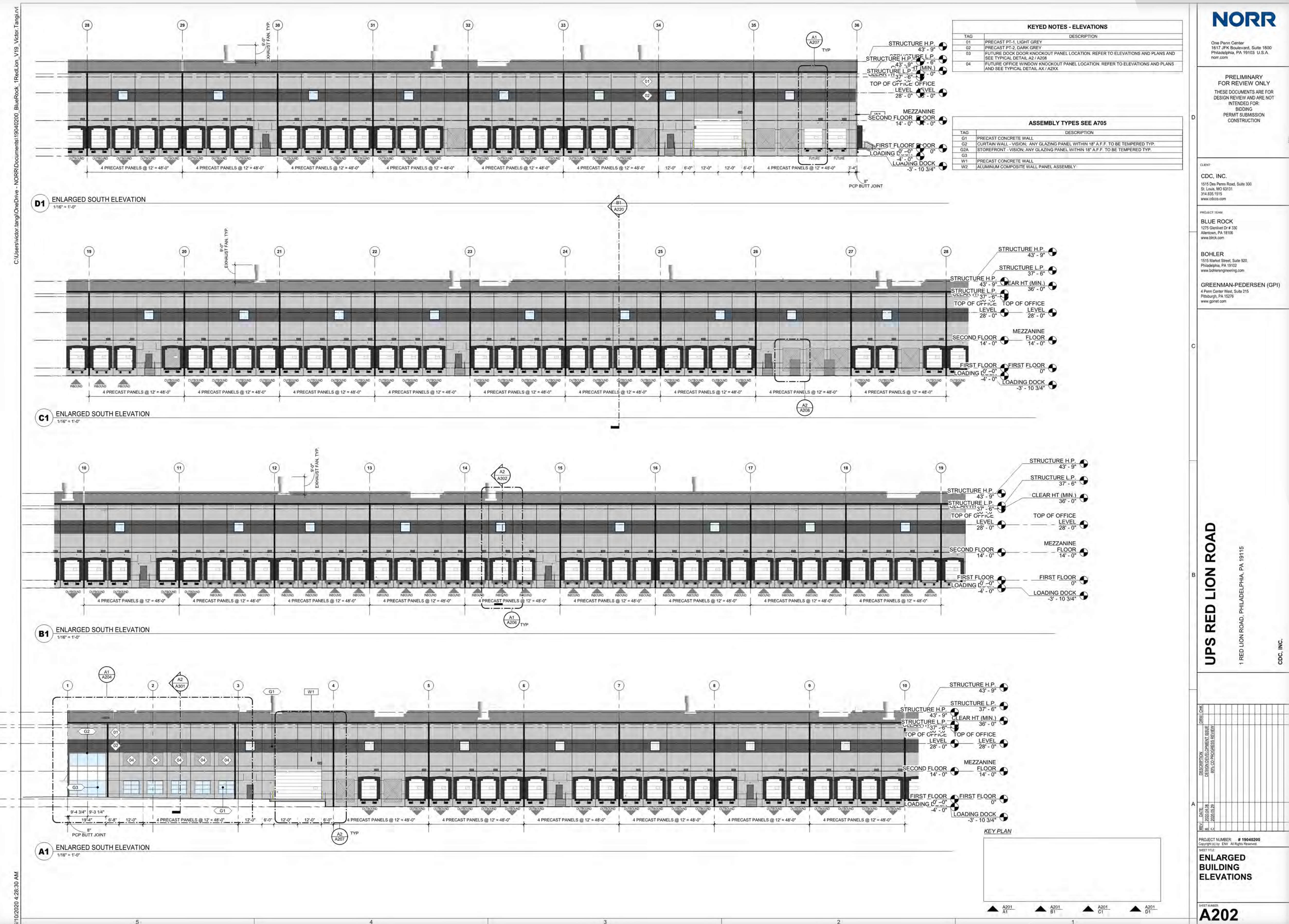
# ONE RED LION – Overall Elevations – Main Building



# ONE RED LION – Partial Elevations – Main Building



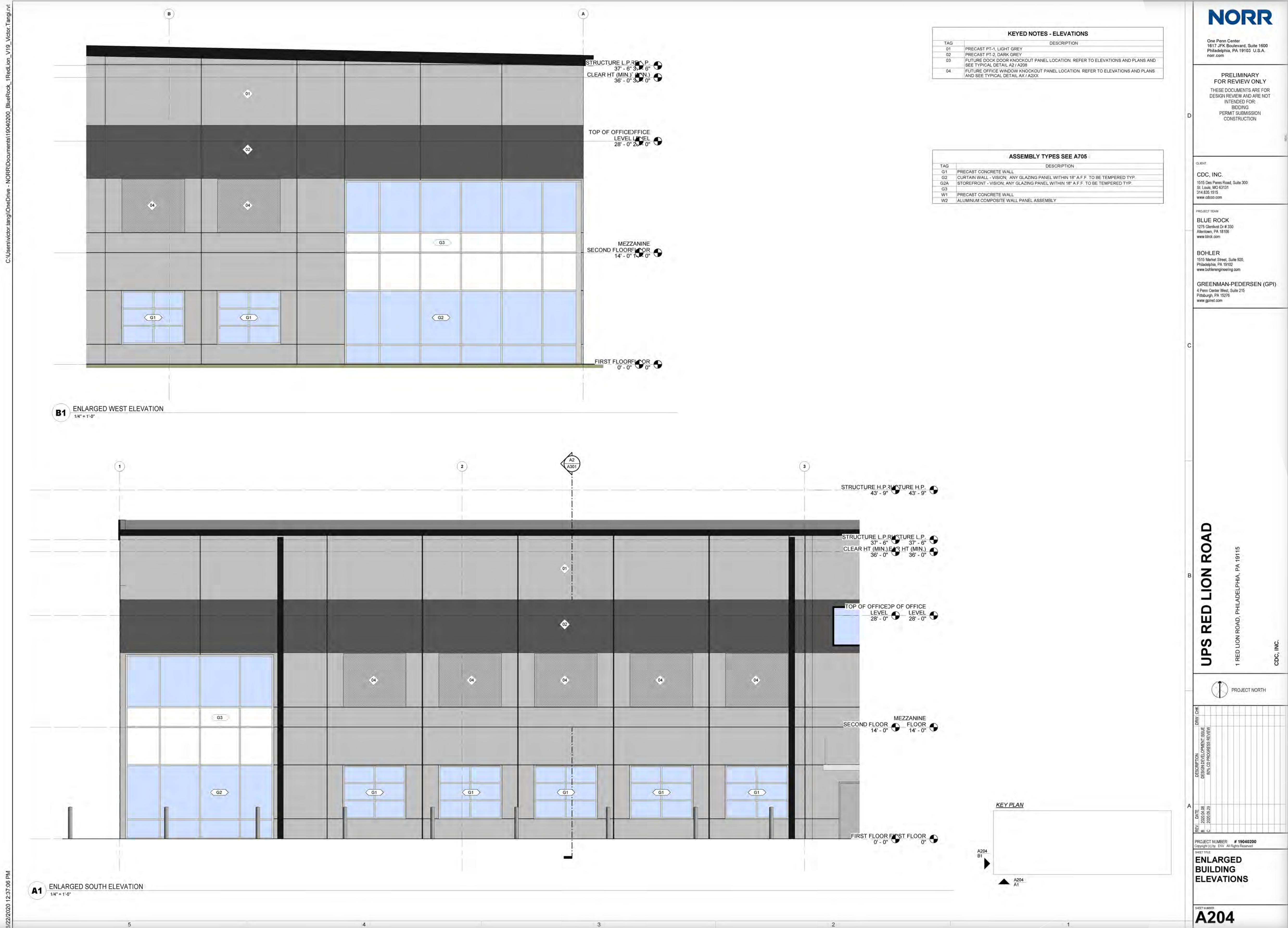
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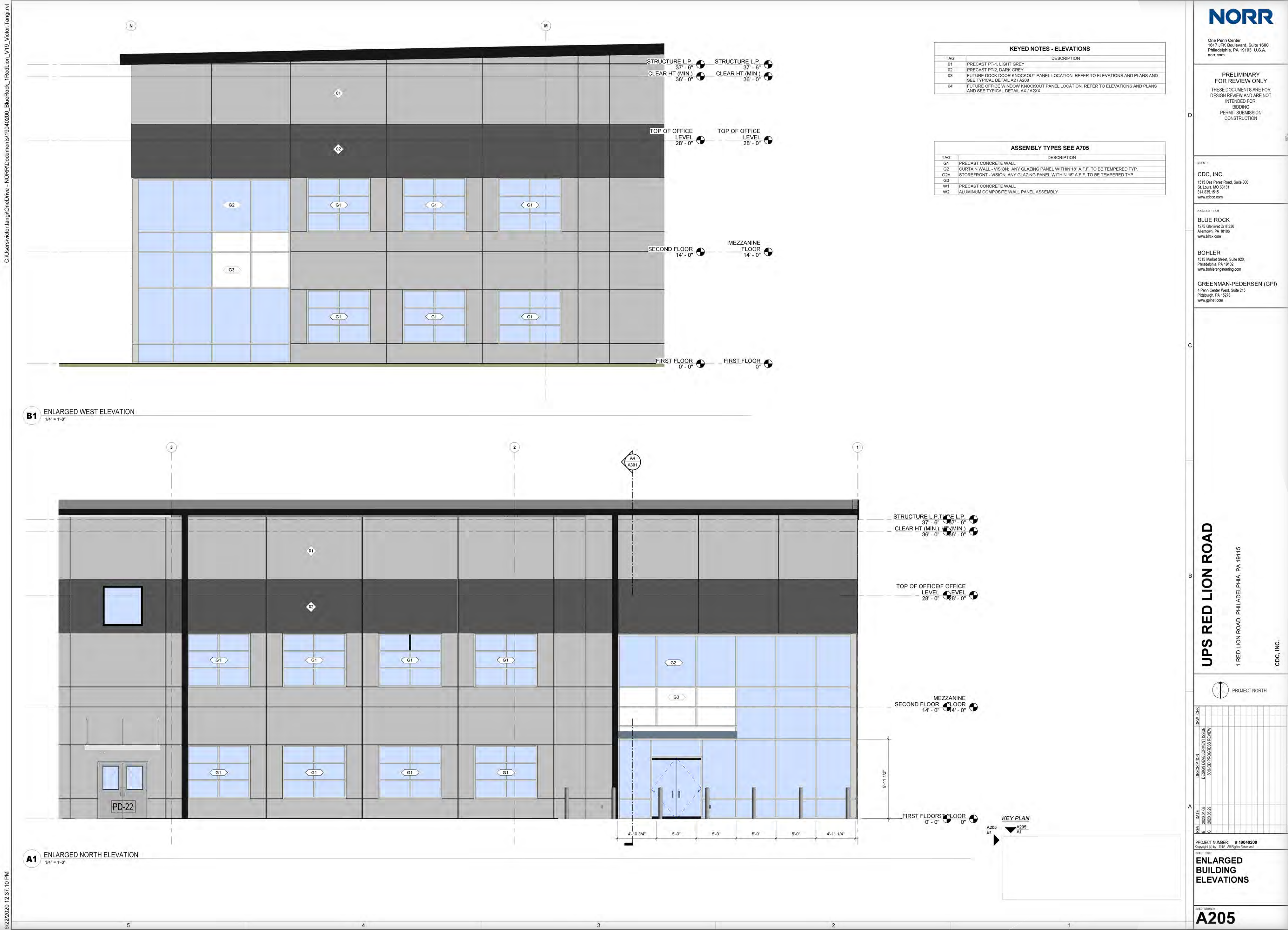
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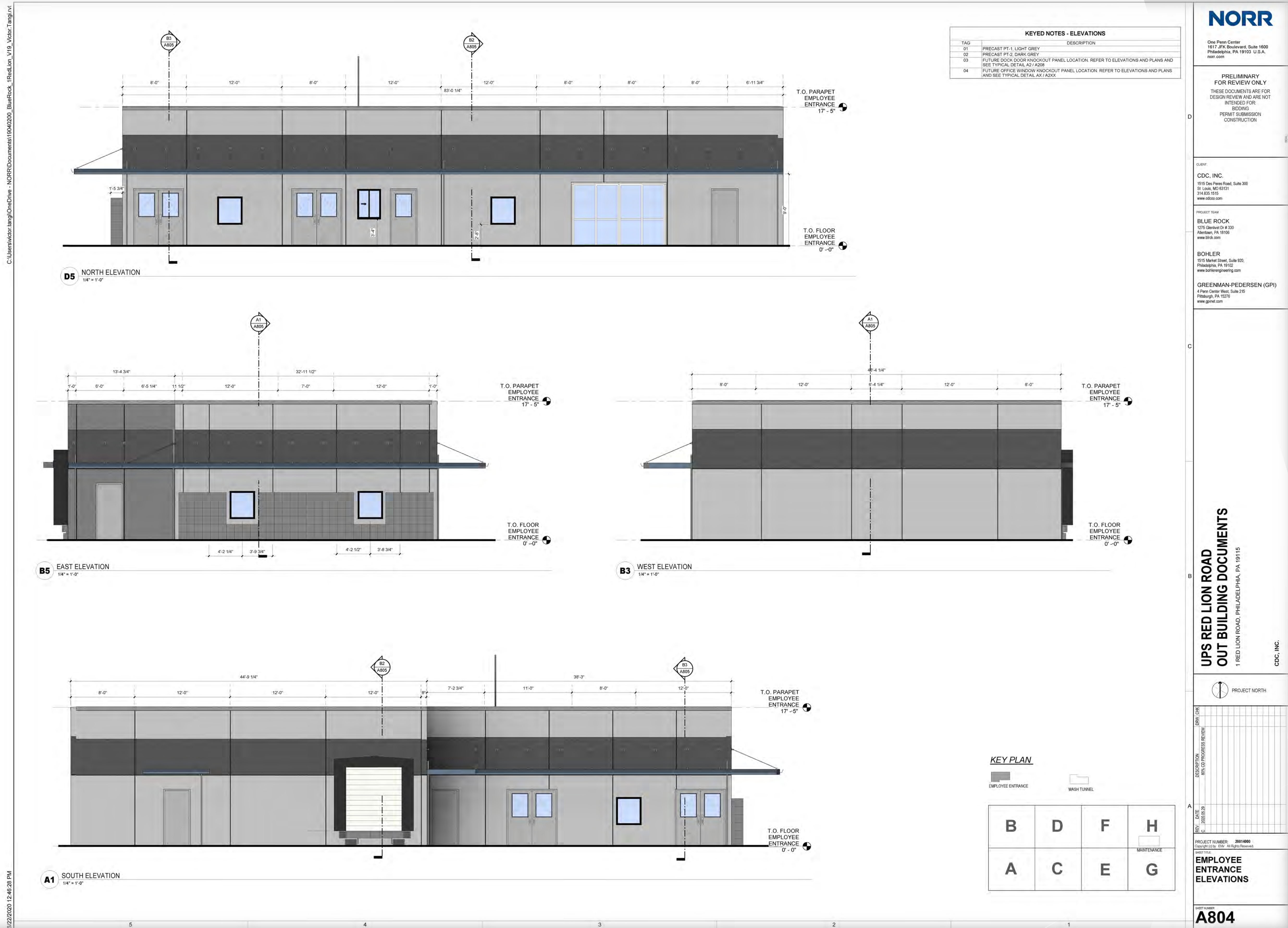
# ONE RED LION – Partial Elevations – Main Building



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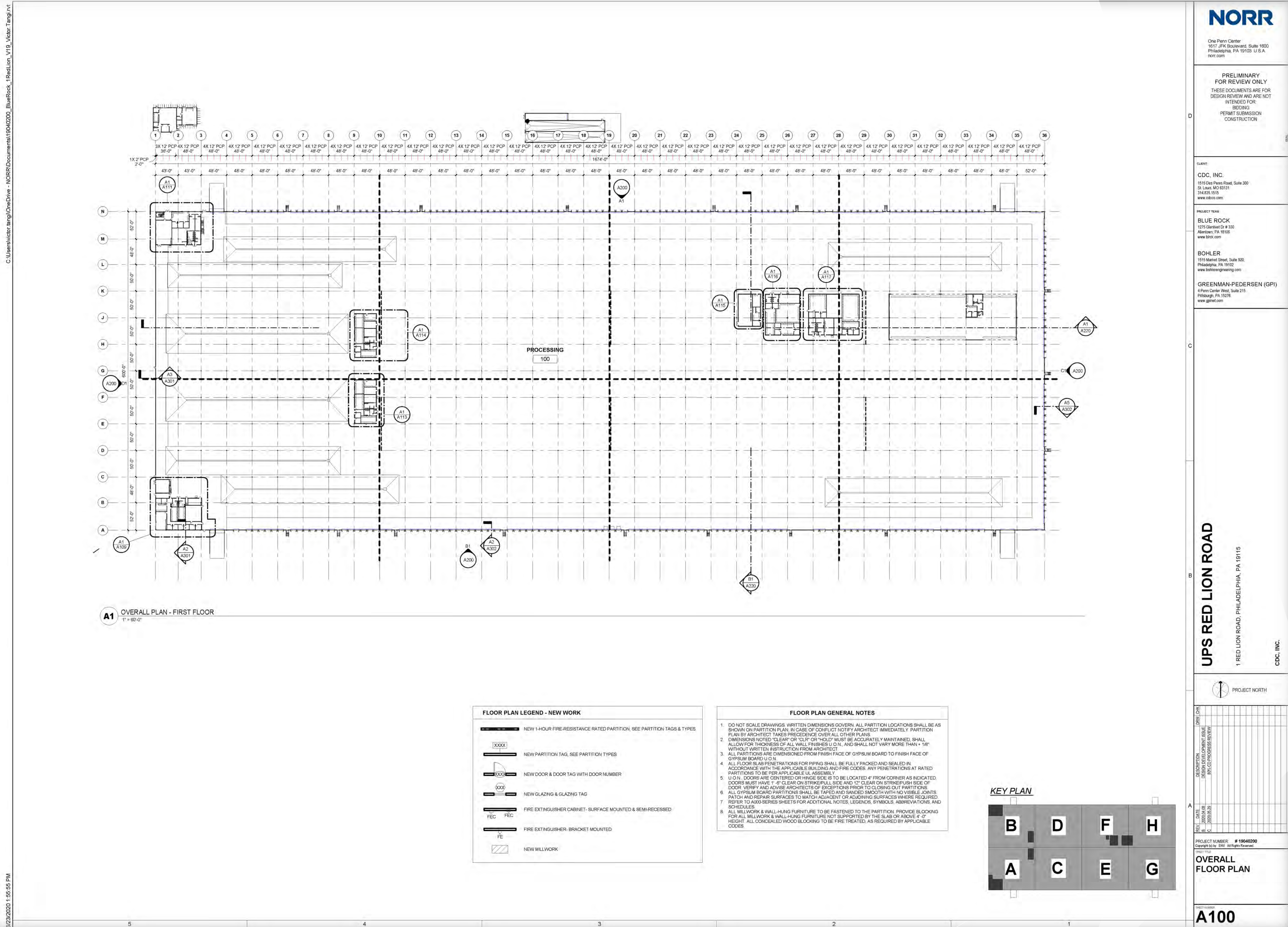
# ONE RED LION – Elevations – Customer Center & Employee Entrance



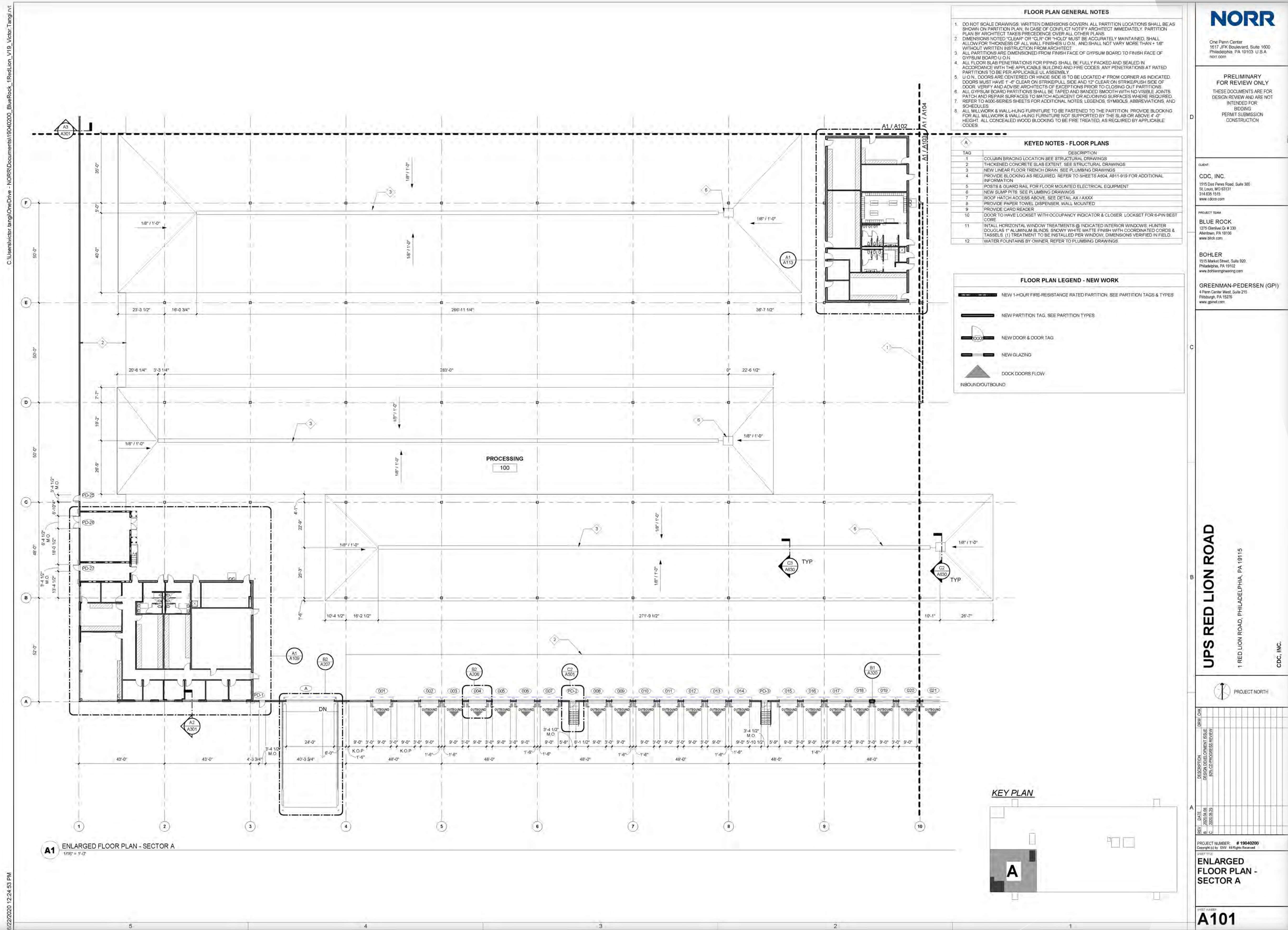
# ONE RED LION – Elevations – Wash Tunnel



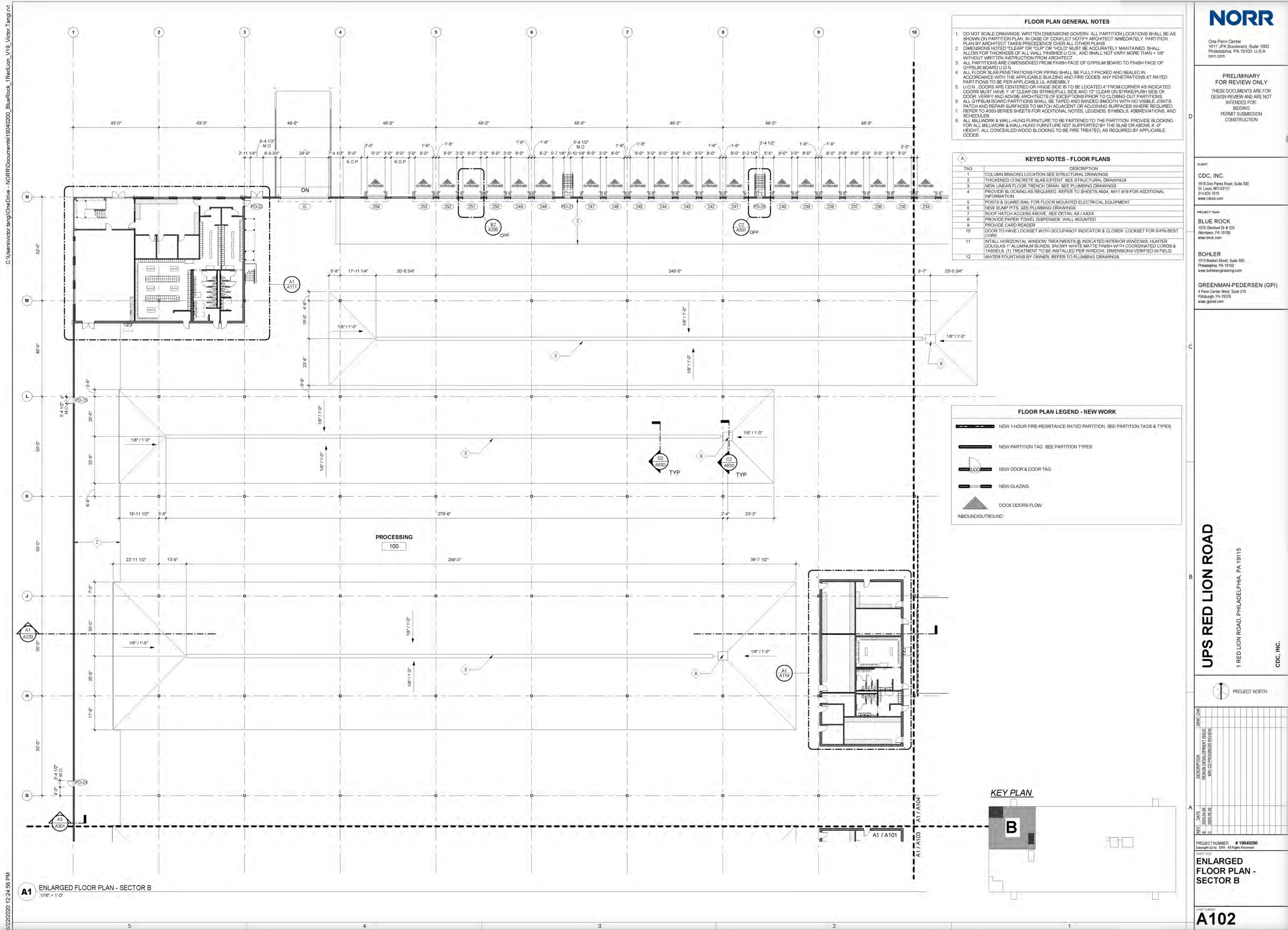
# ONE RED LION – Overall Ground Floor Plan Main Building



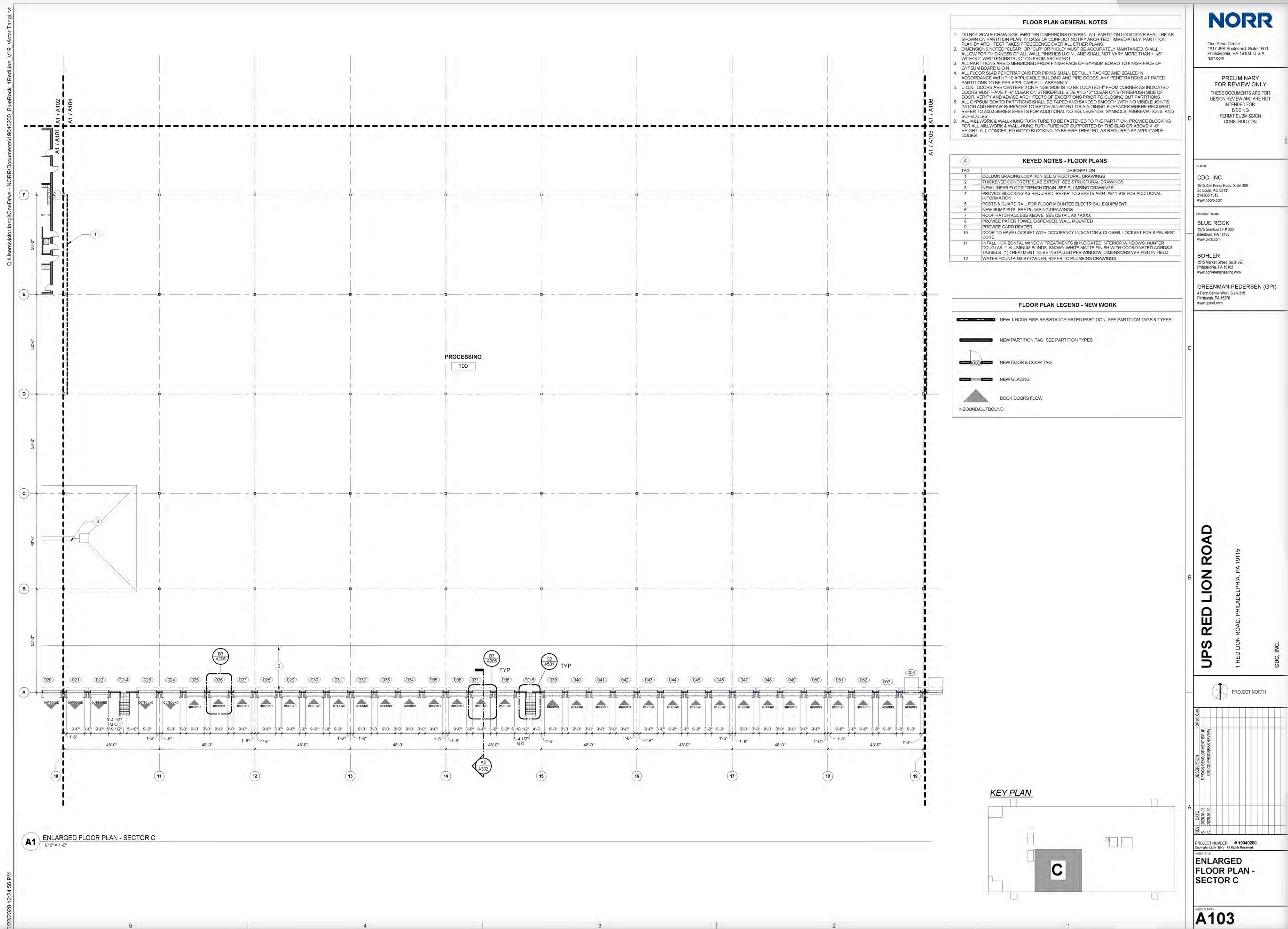
# ONE RED LION – Partial Ground Floor Plan Main Building



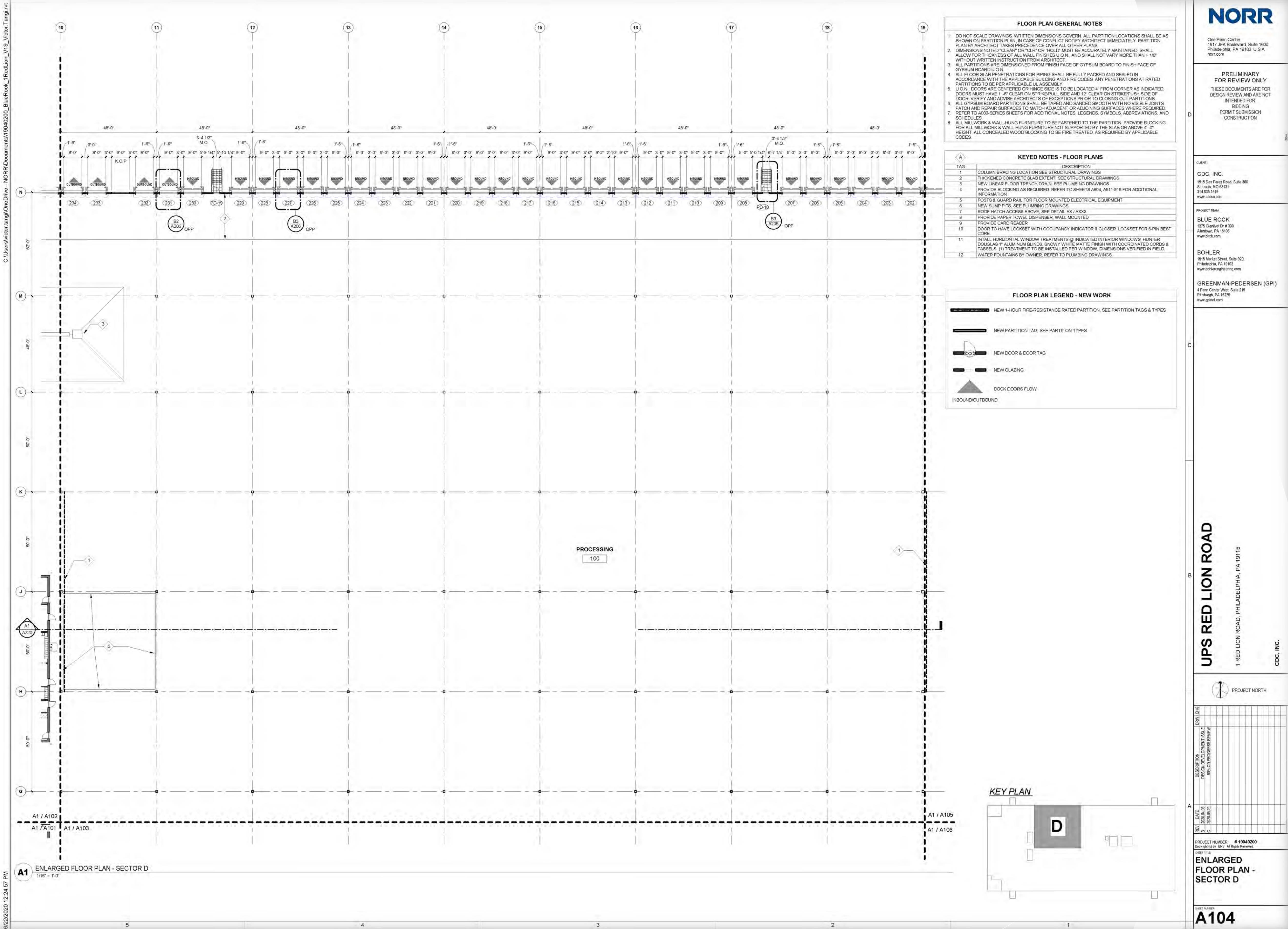
# ONE RED LION – Partial Ground Floor Plan Main Building



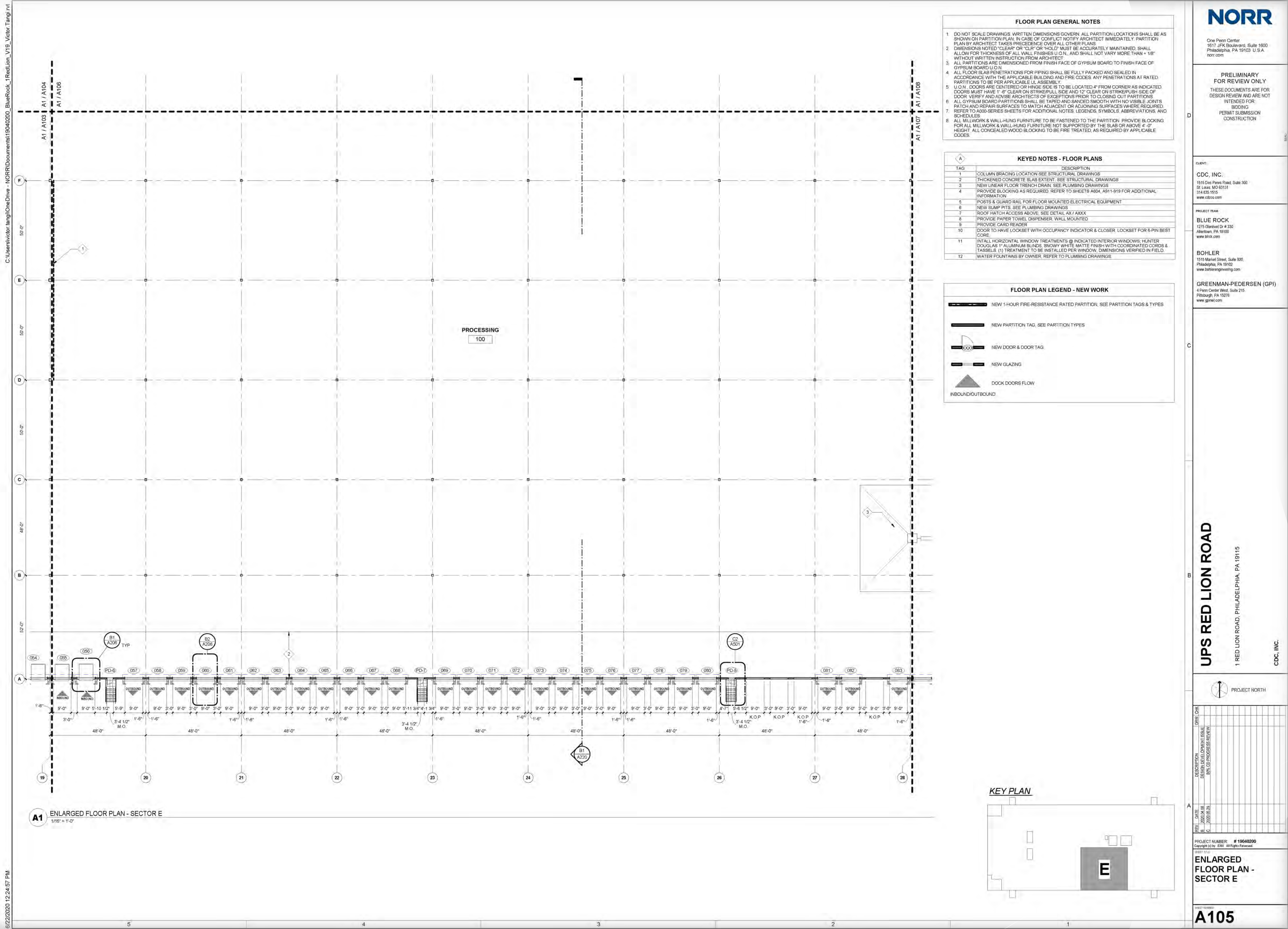
# ONE RED LION – Partial Ground Floor Plan Main Building



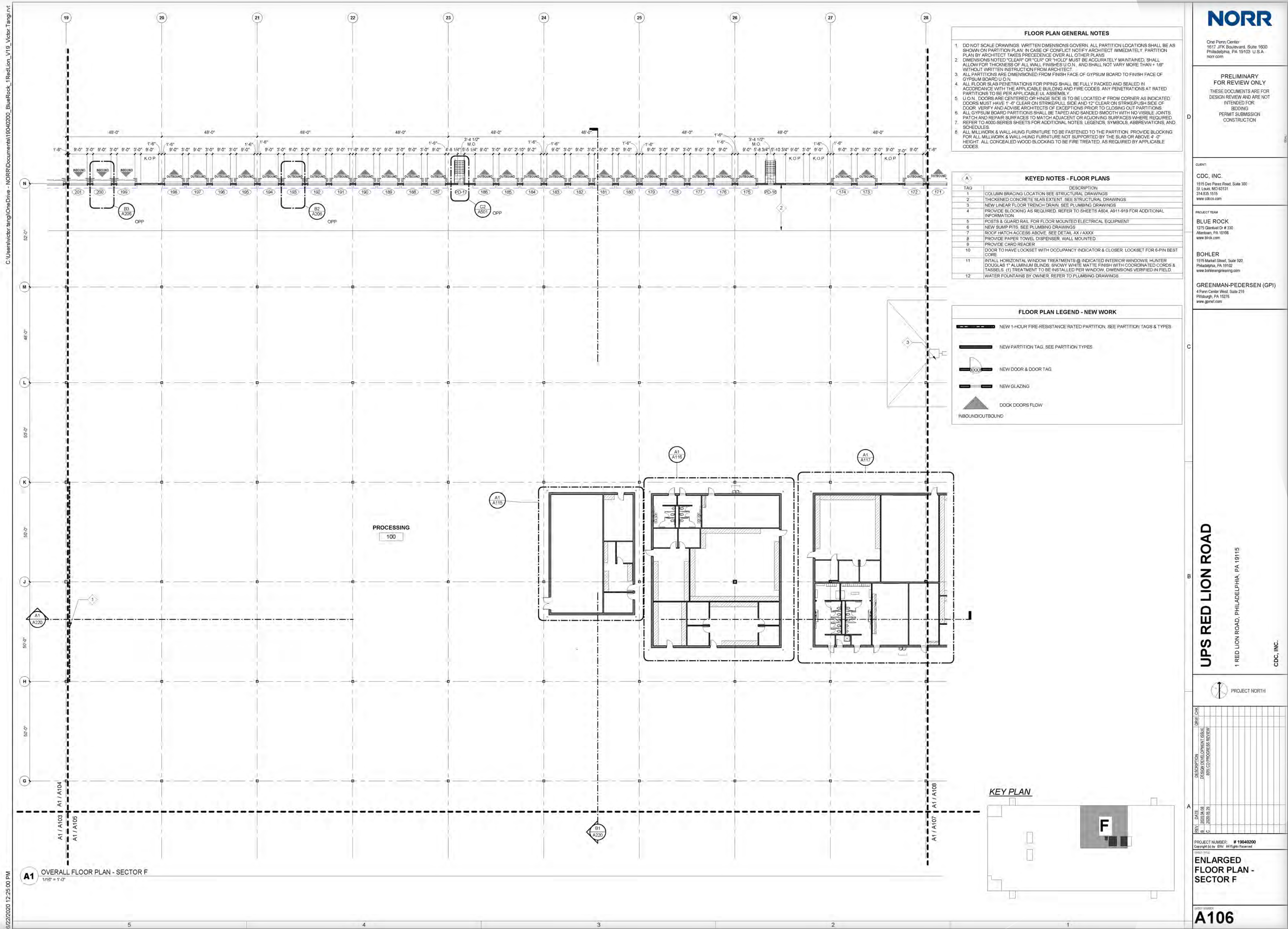
# ONE RED LION – Partial Ground Floor Plan Main Building



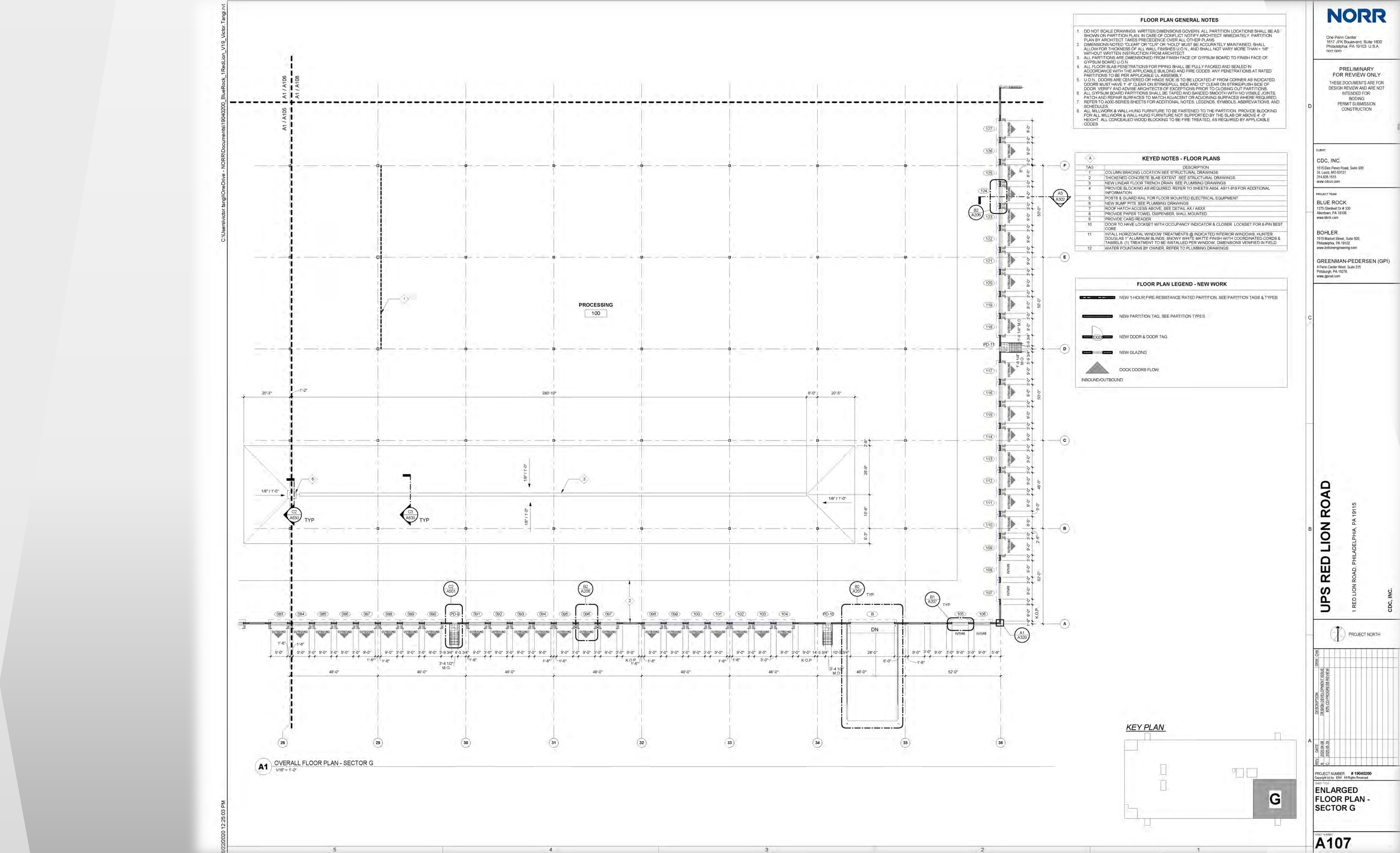
# ONE RED LION – Partial Ground Floor Plan Main Building



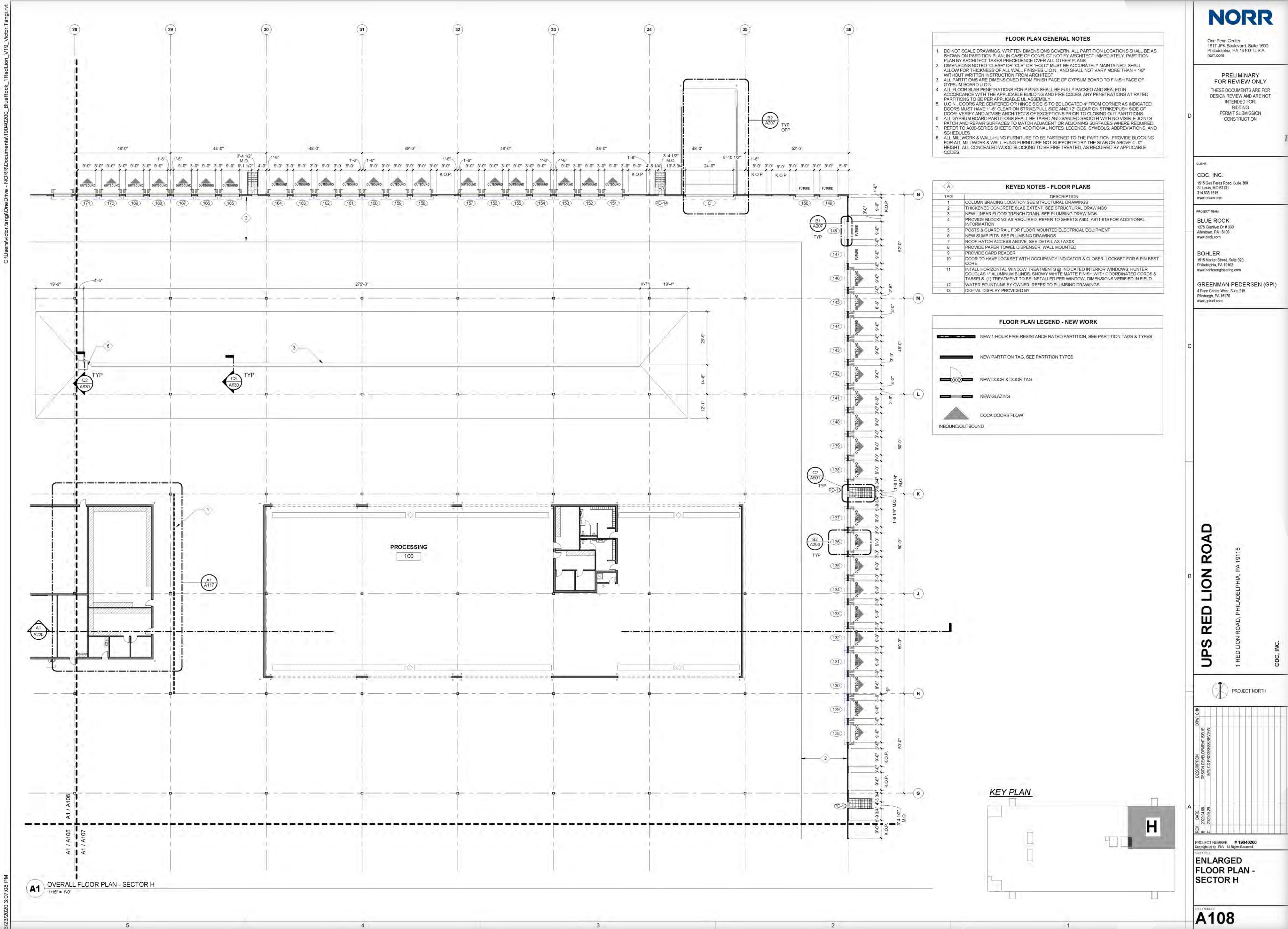
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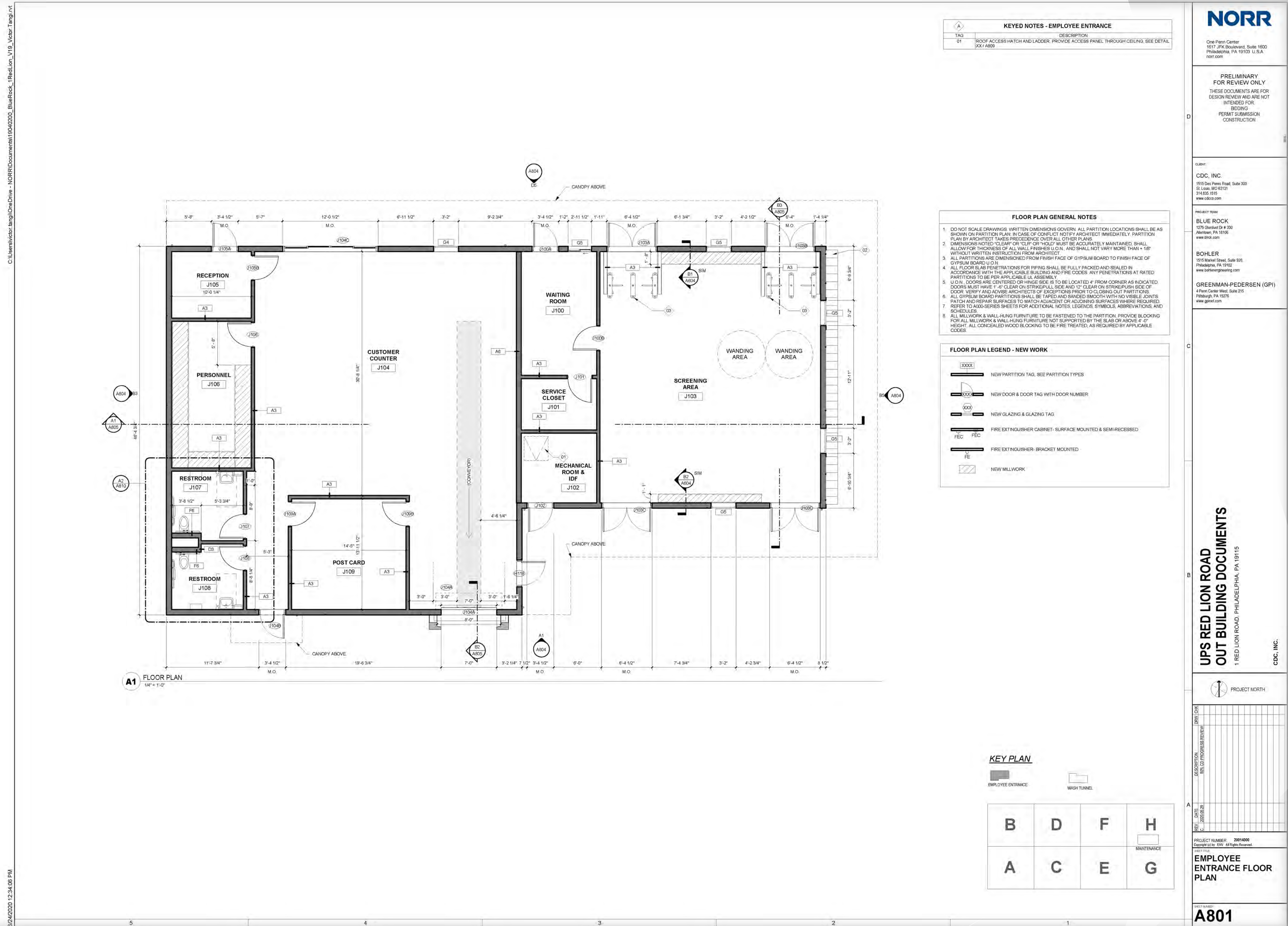
# ONE RED LION – Partial Ground Floor Plan Main Building



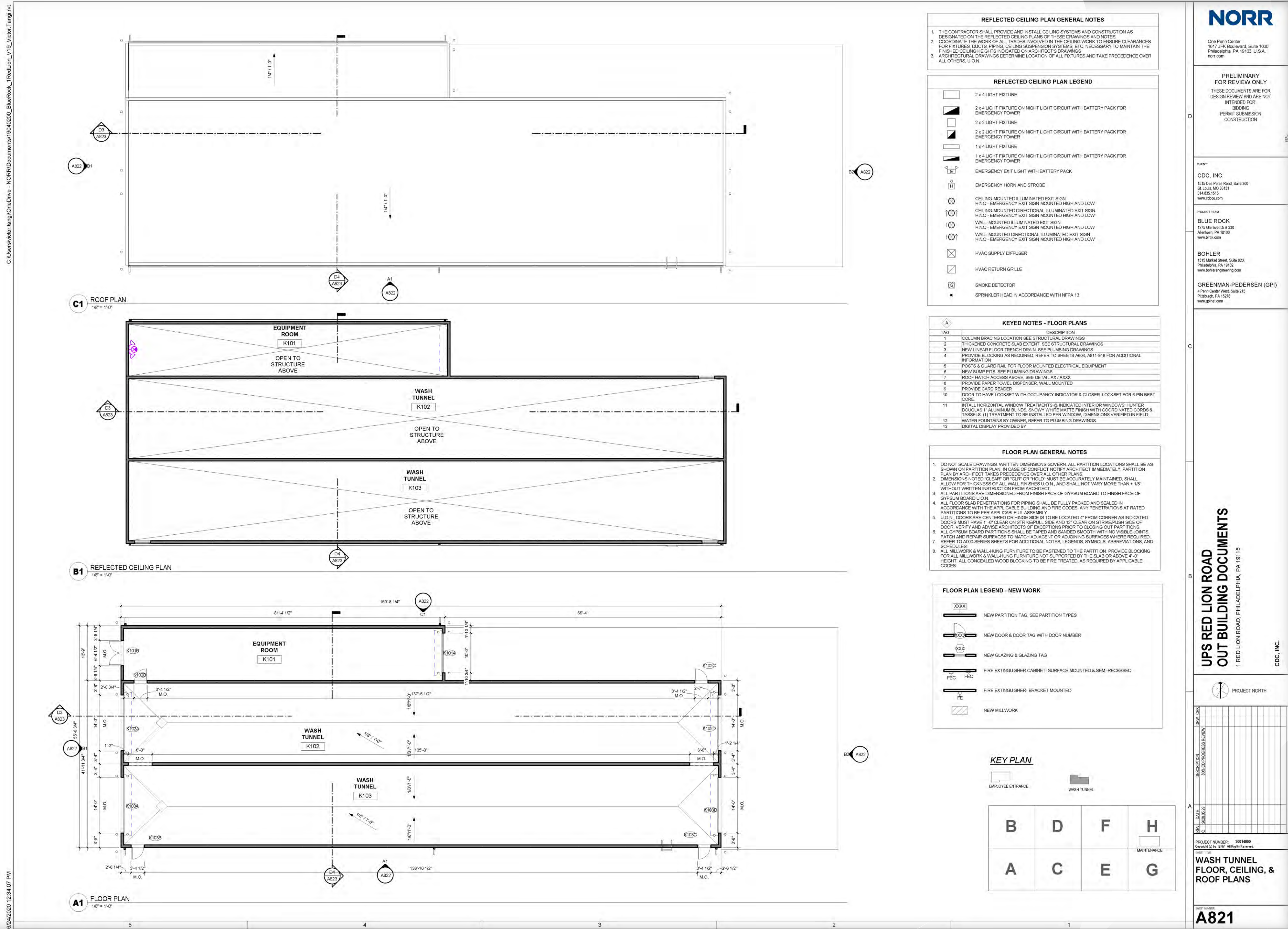
# ONE RED LION – Partial Ground Floor Plan Main Building



# ONE RED LION – Ground Floor Plan – Customer Center & Employee Entrance



ONE RED LION – Ground Floor Plan – Wash Tunnel



# ONE RED LION – Complete Streets Handbook Checklist

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### INSTRUCTIONS

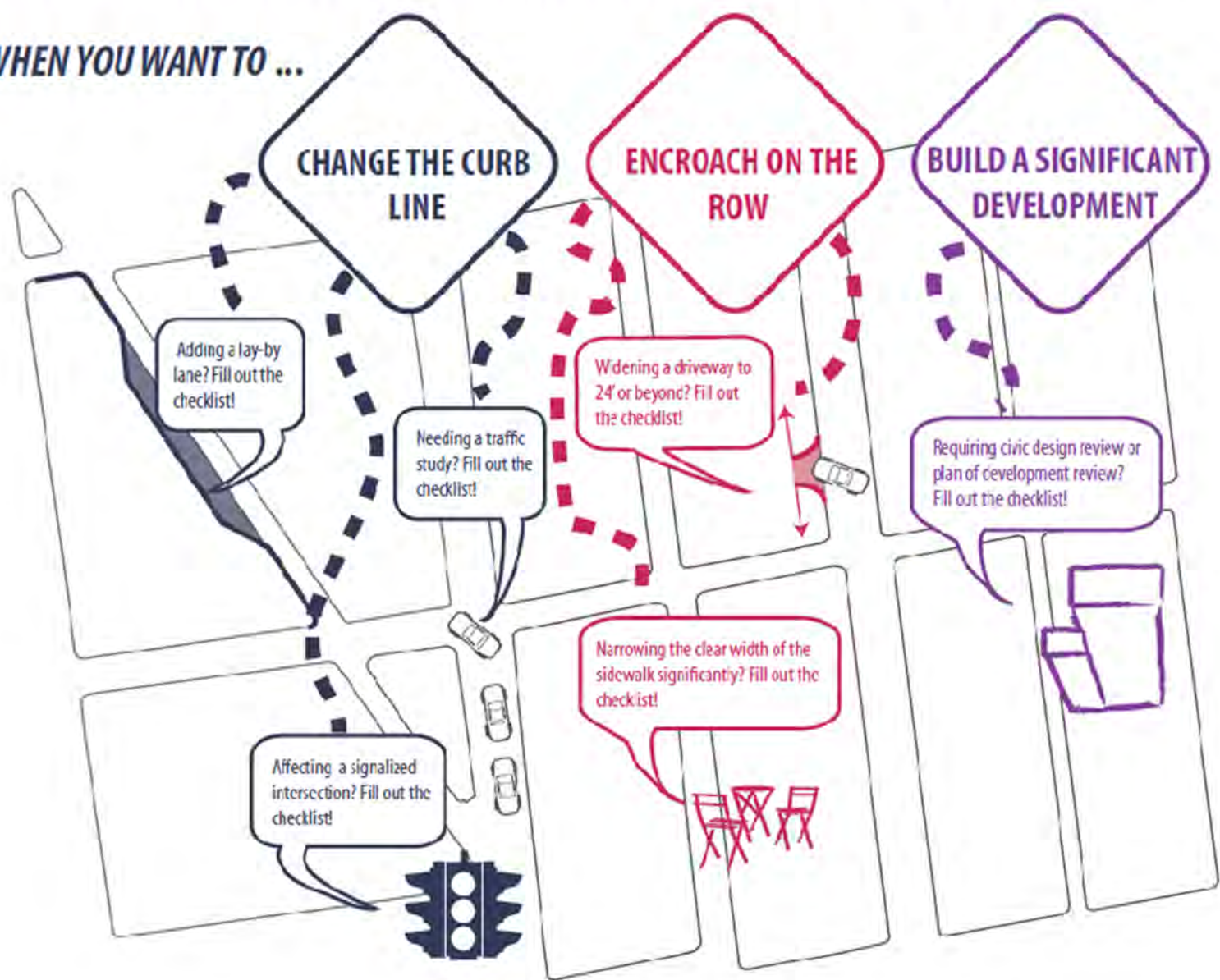
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards or policies established in the City Code, City Plan, or Manual on Uniform Traffic Control Devices (MUTCD).

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed at <http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx>

### WHEN DO I NEED TO FILL OUT THE COMPLETE STREETS CHECKLIST?

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

- ☐ This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
- ☐ All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). “High Priority” Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- ☐ All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- ☐ Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
- ☐ ADA curb-ramp designs must be submitted to Streets Department for review
- ☐ Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at <http://www.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit>. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
  - 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

# ONE RED LION – Complete Streets Handbook Checklist

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### GENERAL PROJECT INFORMATION

1. PROJECT NAME

1 Red Lion
2. APPLICANT NAME

Blue Rock Construction, Inc.
3. APPLICANT CONTACT INFORMATION

Steven Judge  
Email: [sjudge@blrck.com](mailto:sjudge@blrck.com)  
Phone: 610-481-9119  
Address: 1275 Glenlivet Drive, Suite 330 Allentown, PA 18106
4. PROJECT AREA: list precise street limits and scope

138.26 Acres
5. OWNER NAME

Relteva, LLC
6. OWNER CONTACT INFORMATION

Robert L. Becker  
Email: [rbecker@enviroanalyticsgroup.com](mailto:rbecker@enviroanalyticsgroup.com)  
Phone: 314-686-5611  
Address: 1515 Des Peres Road, Suite 300 St. Louis, MO 63131
7. ENGINEER / ARCHITECT NAME

Bohler Engineering PA, LLC
8. ENGINEER / ARCHITECT CONTACT INFORMATION

Cornelius Brown  
Email: [cbrown@bohlereng.com](mailto:cbrown@bohlereng.com)  
Phone: 267-402-3400  
Address: 1515 Market Street, Suite 920 Philadelphia, PA 19102
9. STREETS: List the streets associated with the project. Complete Streets Types can be found at [www.phila.gov/map](http://www.phila.gov/map) under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook. Also available here: <http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/>

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Red Lion Road</u>	<u>Gantry Road</u>	<u>Sandmeyer Lane</u>	<u>Urban Arterial</u>
<u>Sandmeyer Lane</u>	<u>Red Lion Road</u>	<u>Sandmeyer Lane</u>	<u>Local</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 ☐

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



- 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

# ONE RED LION – Complete Streets Handbook Checklist

## 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) <small>Required / Existing / Proposed</small>	CITY PLAN SIDEWALK WIDTH <small>Existing / Proposed</small>
<u>Red Lion Road</u>	<u>12' / 12' / 12'</u>	<u>12' / 12'</u>
<u>Sandmeyer Lane</u>	<u>10' / 10' / 10'</u>	<u>10' / 10'</u>
<u>                    </u>	<u>      /      /      </u>	<u>      /      </u>
<u>                    </u>	<u>      /      /      </u>	<u>      /      </u>

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

STREET FRONTAGE	WALKING ZONE <small>Required / Existing / Proposed</small>
<u>Red Lion Road</u>	<u>6' / 0' to 5' / 10'</u>
<u>Sandmeyer Lane</u>	<u>5' / 0' / 0'</u>
<u>                    </u>	<u>      /      /      </u>
<u>                    </u>	<u>      /      /      </u>

14. VEHICULAR INTRUSIONS: list Vehicular Intrusions into the sidewalk. Examples include but are not limited to; driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

#### EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway</u>	<u>48.3'</u>	<u>Red Lion Road &amp; Country Club Drive</u>
<u>Driveway</u>	<u>30'</u>	<u>Sandmeyer Lane</u>

#### PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway</u>	<u>43'</u>	<u>Red Lion Road &amp; Global Road</u>
<u>Driveway</u>	<u>34.1</u>	<u>Sandmeyer Lane</u>

## 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: Pedestrian walkways are proposed to create safe connections from existing and proposed driveways offsite to buildings and parking fields on site.

#### DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

ONE RED LION – Complete Streets Handbook Checklist

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
Red Lion Road	0-2' / 0'
Sandmeyer Lane	0' / 0'
_____	____/____
=====	=====

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
Red Lion Road	4' / 5'-12' / 2'
Sandmeyer Lane	3.5' / 10' / 10'
_____	____/____/____
=====	=====

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

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

YES ☒ NO ☐ N/A ☐  
YES ☐ NO ☒ N/A ☐  
YES ☐ NO ☒ N/A ☐  
YES ☒ NO ☐ N/A ☐  
YES ☐ NO ☒ N/A ☐

DEPARTMENTAL  
APPROVAL

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

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:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

# ONE RED LION – Complete Streets Handbook Checklist

## 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>

The project incorporates safety for pedestrians and bicyclists by providing sidewalk routes from offsite entrances to bicycle parking areas and pedestrian entrances onsite. The significant number of bicycle parking spaces and adequate walking routes provided encourages biking and walking.

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
<b><u>1 Red Lion Road</u></b>	<b><u>101</u></b>	<b><u>0 / 0</u></b>	<b><u>0 / 0</u></b>	<b><u>0 / 101</u></b>
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____
		____/____	____/____	____/____

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

DEPARTMENTAL  
APPROVAL

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

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

**APPLICANT: Bicycle Component**

Additional Explanation / Comments: \_\_\_\_\_

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 ☐

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? A sidewalk, ADA accessible ramps, and crosswalks are proposed to easily connect people from onsite locations to the existing bus stop offsite. Street trees are proposed along the path to the bus stop to increase attractiveness to 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:

# ONE RED LION – Complete Streets Handbook Checklist

## 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? WB-67

34. Will the project affect a historically certified street? An [inventory of historic streets](#)<sup>(1)</sup> is maintained by the Philadelphia Historical Commission.

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

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

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

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

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

DEPARTMENTAL  
APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: \_\_\_\_\_

(1) [http://www.philadelphiastreet.com/images/uploads/documents/Historical\\_Street\\_Paving.pdf](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 ☐

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? YES ☒ NO ☐ N/A ☐

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 ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: \_\_\_\_\_

# ONE RED LION – Complete Streets Handbook Checklist

## COMPLETE STREETS HANDBOOK CHECKLIST

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### INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; if not, go to question No. 48.

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

				DEPARTMENTAL APPROVAL	
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input 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>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <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	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Signal Timing and Operation	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <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?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <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: \_\_\_\_\_

# ONE RED LION ROAD – Sustainability Statement

The project is comprised of productive re-use and redevelopment of a brownfield site of 140 acres.

The site will use four (4) retention basins and two (2) rain gardens to maintain all storm water on site.

UPS has set an ambitious goal to reduce the absolute Green House Gas (GHG) emissions of our global ground operations 12 percent by 2025. This goal is backed by three supporting targets to spur the use of renewable fuels and new technologies throughout our operations: by 2020, one in four of the vehicles we purchase will employ alternative fuel or advanced technology; by 2025, 40 percent of all ground fuel will come from sources other than conventional fuels.

Red Lion site to install a Compressed Natural Gas (CNG) station capable of supporting UPS tractor and package car vehicles.

The roofing system and structure will be prepared for potential future solar array installation.

# ONE RED LION – Sustainability Checklist

Civic Sustainable Design Checklist – Updated September 3, 2019

## 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, RED LION RD & COUNTRY CLUB DRIVE, RED LION ROAD & SANDMEYER LANE
(2) Reduced Parking Footprint	All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	YES, PARKING WILL BE IN THE REAR OR SHEILDED BY LANDSCAPED BERM. NO, SURFACE PARKING IS GREATER THAN 40% OF 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.	NO, NONE REQUIRED AND NONE PROVIDED.
(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) <sup>i</sup>	NOT APPLICABLE. THERE ARE NO RAILWAYS WITHIN ANY PROXIMITY TO THE SITE.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	NO BIKE SHARE PROVIDED OR REQUIRED.

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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, ON-SITE STORMWATER MANAGEMENT AND IRRIGATION IS PLANNED
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, 42% OF THE SITE WILL BE PERVIOUS SURFACE. TOTAL= 6,022,511 SF; IMPERVIOUS = 3,506,885 SF; PERVIOUS = 2,515,626 SF
(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	ALL SITE STORMWATER WILL BE MAINTAINED ON SITE IN 4 PRIMARY RETENTION BASINS AND 2 RAIN GARDENS.
(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.	LANDSCAPING IS PROVIDED WHERE POSSIBLE. PRIMARY IMPERVIOUS SURFACE IS ASPHALT.
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. <sup>ii</sup>	THE PROJECT FOLLOWS IECC, 2018. THE MAIN PROCESSING PORTION OF THE BUILDING WILL HAVE AUTOMATED CONDITIONING TO MAINTAIN AN INTERNAL HEATING TEMPERATURE OF 50°F. ALL INTERNAL OFFICE FUNCTIONS WILL BE FULLY CONDITIONED AND AUTOMATED WITH OCCUPANCY SENSORS.
(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? <sup>iii</sup> •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	RED LION SITE TO INSTALL A COMPRESSED NATURAL GAS (CNG) STATION CAPABLE OF SUPPORTING UPS TRACTOR AND PACKAGE CAR VEHICLES.

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# ONE RED LION – Sustainability Checklist

Civic Sustainable Design Checklist – Updated September 3, 2019

	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. <sup>iv</sup>	NOT APPLICABLE, THE SITE IS NOT LOCATED WITHIN 1000 FEET OF ANY ROAD TYPES LISTED.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	NONE REQUIRED, NONE PROVIDED.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	*SEE COMMENT BELOW

<sup>i</sup> 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.

<sup>ii</sup> 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>

<sup>iii</sup> LEED 4.1, Optimize Energy Performance in LEED v4.1  
For Energy Star: [www.Energystar.gov](http://www.Energystar.gov)  
For Passive House, see [www.phius.org](http://www.phius.org)

<sup>iv</sup> 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

\*UPS HAS SET AN AMBITIOUS GOAL TO REDUCE THE ABSOLUTE GREEN HOUSE GAS (GHG) EMISSIONS OF OUR GLOBAL GROUND OPERATIONS 12 PERCENT BY 2025. THIS GOAL IS BACKED BY THREE SUPPORTING TARGETS TO SPUR THE USE OF RENEWABLE FUELS AND NEW TECHNOLOGIES THROUGHOUT OUR OPERATIONS: BY 2020, ONE IN FOUR OF THE VEHICLES WE PURCHASE WILL EMPLOY ALTERNATIVE FUEL OR ADVANCED TECHNOLOGY; BY 2025, 40 PERCENT OF ALL GROUND FUEL WILL COME FROM SOURCES OTHER THAN CONVENTIONAL FUELS AND 25 PERCENT OF TOTAL ELECTRICITY WILL COME FROM RENEWABLE SOURCES.