The Development - Overview

• Redevelopment of Brownfields site
  • New construction of high-demand warehouse space
  • Significant area traffic improvements
  • Robust landscaping plan to mitigate impacts of development

• Substantial opportunity for job creation
  • 620 full-time equivalent permanent positions
  • Hundreds of construction jobs available during development
  • Positive indirect impacts within surrounding community

• Compliant with Zoning Code requirements for I-1 District
  • Wholesale Sales and Distribution Uses permitted within I-1
  • Site plan conforms to applicable dimensional standards
  • Exceeds minimum parking and loading requirements

• Collaborative design as a result of community engagement
Community Engagement

• Three public meetings have been held with the community to discuss this project. The project was also considered at a public meeting of the Civic Design Review Committee on June 1, 2021.

• The Arbours at Eagle Pointe Community Association is the coordinating RCO for this project, as specifically designated by the Planning Commission. The Arbours Community attended each public meeting and hosted the official RCO meeting for this project on February 15, 2021, in satisfaction of the requirements of the Zoning Code. As a result of their discussions, a Community Benefits Agreement between Brandywine and the Arbours community is in executable form.

• As an affected RCO, the Somerton Civic Association was provided notice for each public meeting held to discuss this project. A second public meeting was held on March 30, 2021 specifically in response to Somerton’s request for an additional meeting.
Design Improvements

Brandywine has actively engaged the community in the design process for this project. In direct response to the feedback provided by the community and the Civic Design Review Committee, significant changes to the Site Plan and Landscaping Plan have been incorporated into the design of this project.

Changes to the project’s design in response to community feedback include the following:

- Loading docks relocated to frontage along Roosevelt Blvd.
- Acoustical barrier wall and landscaped berm added at rear property line.
- Building 2 converted from cross-dock design to single-load facility.
- Enhanced tree plantings and landscaping schedule.
- New sidewalks proposed along project frontage and pedestrian lighting.
- New bus shelter and associated seating per direction of SEPTA.
Design Improvements

Brandywine has also agreed to the following stipulations as delineated in the CBA:

- No curb cut on Southampton Road will provide access to the site.
- No diesel fuel island will be constructed on the site.
- No overnight truck parking will be permitted on site.
- A 6-foot-high barrier wall and landscaped berm will separate the Arbours Community from the site.
- Dense, sustainable vegetated buffering will be provided at the property line.
- Brandywine will commission a noise/acoustic study following construction.
- Monitoring of construction vibration will continue throughout development.
- Security and surveillance will be conducted on the site.
Q. Does the project comply with the regulations of the Zoning Code?

A. Yes. The proposed distribution use is specifically permitted per Philadelphia Zoning Code. The project is also designed to comply with the dimensional standards, accessory parking requirements and off-street loading regulations of the Zoning Code. Proposed improvements may occupy up to 75% of the site area, and only 66% is proposed. The allowable maximum floor ratio is 225% of the lot, and only 31% is proposed. We have the right to build an additional 4,235,500 SF. No special exception or variance relief is anticipated in connection with this project.

Q. Has the traffic study been completed?

A. Yes. The study is complete and was conducted in accordance with PennDOT guidelines. The traffic study specifically identified the impacts at the intersection of Southampton Rd and Roosevelt Blvd. A set of proposed improvements has been designed to substantially improve vehicular, bicycle and pedestrian movements. PennDOT is currently reviewing. Brandywine will continue to work with PennDOT and the Philadelphia Streets Department to finalize the design of the proposed traffic improvements.

Q. Will measures be taken to mitigate possible noise and pollution?

A. Yes. The design calls for the construction of a sound barrier, per the recommendations of a Brandywine-conducted acoustical study. A wind study was also conducted showing that the prevailing winds travel from the Arbours toward the subject site. Significant landscaping is also proposed that will further reduce pollution and noise from escaping the property.
Docks

- Docks have been reoriented to face Roosevelt Blvd
- Docks are over 600’ from west property line
- Building buffers arbours from docks
Berm / Buffer / Landscaping

- Berm, sound wall & dense landscaping provide substantial buffer to Arbours
- Dense landscaping along frontage provides substantial buffer to Blvd
- Added 30% more trees and focused on reforestation strategy

**Proposed Site Landscape Plan - Parking And Dimensions**

- **334 Parking Spaces**
- **49 Truck Loading Dock Spaces**
- **55 Trailer Storage Spaces**
- **46 Truck Loading Dock Spaces**
- **52 Trailer Storage Spaces**

**Sound Barrier Wall**

**Property Setback Line**

**Berm, sound wall & dense landscaping provide substantial buffer to Arbours**

**Dense landscaping along frontage provides substantial buffer to Blvd**

**Added 30% more trees and focused on reforestation strategy**

**Building 1**
- GFA: 318,696 SF

**Building 2**
- GFA: 338,208 SF

**Proposed “Welcome To Philadelphia” Sign**

**Proposed Bicycle Lanes (To be Coordinated With Streets Department And PennDOT)**

**178 Parking Spaces**

**360’ Sound Barrier Wall**

**120’ Property Setback Line**

**50’ Berm & Buffer**
Proposed Overall Site Sections

SECTION 1

SECTION 2

Roosevelt Blvd
Sidewalk
Basin
Loading Docks
Building 1
Parking
Drive Aisle
20' Drive Aisle to T.O. Sound Barrier
440' (Varies)
4' Sound Barrier on New Landscaped BERM
Height to T.O. Sound Barrier from Residence

Southampton Rd
Sidewalk (Existing)
Drive Aisle
Building 1
Building 2
Drive Aisle
Basin
Brandywine Realty Trust
Pennoni
NORR
Byberry North Business Center

August 24, 2021
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</tbody>
</table>
The Development - Overview

This project will reactivate a Brownfields site with the development of two (2) detached buildings for principal uses within the Wholesale Sales and Distribution use category. Approximately 620 full-time equivalent jobs will be created in connection with this project on a permanent basis. During the development, hundreds of construction jobs will also be generated by this project along with other additional indirect impacts to the surrounding community.

The 50-acre site is located at the northeast corner of Roosevelt Blvd and Southampton Road. The property is zoned I-1 Light Industrial. Uses within the Wholesale Sales and Distribution Use Category are permitted by-right within the I-1 District pursuant to the Philadelphia Zoning Code. The project is also designed to comply with the dimensional standards, accessory parking requirements and off-street loading regulations of the Zoning Code. This project is intended to comply with all applicable requirements of the Zoning Code and no special exception or variance relief is anticipated from the Zoning Board of Adjustment.

Specifically, this project provides for the new construction of two buildings, 318,696 sq. ft. and 338,208 sq. ft. respectively, along with 512 accessory parking spaces, 150 loading spaces and 66 bicycle spaces. The proposed construction will also include robust traffic improvements, including the existing intersection of Southampton Road and Roosevelt Boulevard, that will improve the baseline functionality and safety of the intersection to the benefit of the surrounding community. A significant investment in the landscaping of the site will also be made with the construction of a berm, barrier wall, substantial tree plantings and a meadow pursuant to a reforestation approach.

The current design of the project represents best practices for industrial design and construction. In addition, the current design incorporates numerous modifications made in direct response to community feedback and neighborhood engagement. Brandywine has conducted three public meetings regarding this proposed development, received feedback from neighbors, and made significant changes to the design in order to address this input. Additional measures have also been agreed to with the direct neighbors, which are set forth in a proposed Community Benefits Agreement.
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-2020-007697

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

This Project is subject to Civic Design Review because it will include new construction that will create more than 100,000 square feet of new gross floor area.

PROJECT LOCATION

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

Address: 15000 E Roosevelt Blvd
Philadelphia, PA 19116

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: Paul Commto
Primary Phone: 610.832.4988

Email: Paul.Commito@bdnreit.com
Address: FMC Tower at Cira Centre South
2929 Walnut Street, Suite 1700
Philadelphia, PA 19104

Property Owner: PIDC
Architect: NORR
Developer: Brandywine Realty Trust

SITE CONDITIONS

Site Area: 50.692 AC

Existing Zoning: I-1 Are Zoning Variances required? Yes No

Proposed Use:

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
656,904 SF Storage Facilities / Warehouse total, comprised of two buildings (Building 1 = 318,696 SF and Building 2 = 338,208 SF)

Proposed # of Parking Units: 512 spaces

COMMUNITY MEETING

Community meeting held: Yes X 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 X NA

If yes, indicate the date hearing will be held:
Date:
Transportation Improvement Summary

1. Roosevelt Boulevard and Southampton Road Intersection:
   - Safety and operation improved with offset left turn lanes at intersection, eliminating existing interlocking left turning vehicles at Southampton Road.
   - Capacity and operation improved with added southbound left turn lane, added eastbound through lane, and new traffic signals.
   - Pedestrian safety and accessibility improved with new perpendicular, high visibility crosswalks over full width of each intersection leg, ADA curb ramps, and new pedestrian traffic signals.
   - Bicyclist safety improved with separated bicycle lanes that transition from roadway pavement to sidewalk surface behind curb line along Southampton Road, west of Roosevelt Boulevard.

2. Roosevelt Boulevard Corridor:
   - Safety and operation improved with extended northbound outer to inner lane crossover south of Southampton Road.
   - Pedestrian connectivity improved with 12-ft. wide concrete trail construction up to existing sidewalk over Poquessing Creek bridge.
   - Site access from Roosevelt Boulevard, keeping traffic out of neighborhood. Access provided with (1) new signalized intersection with right turn deceleration lane and left turn lane and (2) right-in/right-out only driveway.

Bicycle lanes transition out of roadway and onto sidewalks along Southampton Road. (to be designed with PSD).

Trail construction along Roosevelt Boulevard, connecting to existing sidewalk over Poquessing Creek.

New traffic signals, curb ramps and refuge island for crossing site driveway, right turn deceleration lane to site, left turn lane to site.
Byberry North Business Center

Proposed Site Landscape Plan - Parking And Dimensions

- 154 Parking Spaces
- 49 Truck Loading Dock Spaces
- 55 Trailer Storage Spaces

BUILDING 1
GFA: 318,696 SF

BUILDING 2
GFA: 338,208 SF

- 178 Parking Spaces
- 46 Truck Loading Dock Spaces
- 52 Trailer Storage Spaces

Proposed "Welcome To Philadelphia" Sign
Proposed Bicycle Lanes (To Be Coordinated With Streets Department And PennDot)

Property Setback Line
Sound Barrier Wall
## Plant Schedule

<table>
<thead>
<tr>
<th>QUANTITY</th>
<th>KEY</th>
<th>SCIENTIFIC NAME</th>
<th>COMMON NAME</th>
<th>ROOT</th>
<th>SIZE</th>
<th>REMARKS</th>
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<tbody>
<tr>
<td></td>
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<td><strong>DECIDUOUS TREES</strong></td>
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<tr>
<td>119</td>
<td>AS</td>
<td>ACER SACCARUM 'GREEN MOUNTAIN'</td>
<td>SUGAR MAPLE</td>
<td>B&amp;B</td>
<td>3&quot; CAL. MIN.</td>
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<td>RED MAPLE 'RED SUNSET'</td>
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<td>BN</td>
<td>BETULA NIGRA</td>
<td>RIVER BIRCH</td>
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<tr>
<td>15</td>
<td>CC</td>
<td>CORNUS FLORIDA</td>
<td>FLOWERING DOGWOOD</td>
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<tr>
<td>44</td>
<td>GT</td>
<td>GLEDISTIA TRICANTHOS V. INERMIS</td>
<td>THORNLESS HONEY LOCUST</td>
<td>B&amp;B</td>
<td>3&quot; CAL. MIN.</td>
<td>NATURAL FORM</td>
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<tr>
<td>99</td>
<td>LT</td>
<td>LIRIODENDRON TULIPIFERA</td>
<td>TULIP POPLAR</td>
<td>B&amp;B</td>
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<td>58</td>
<td>QA</td>
<td>QUERCUS ALBA</td>
<td>WHITE OAK</td>
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<td>QUERCUS PALustris</td>
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<td><strong>EVERGREEN TREES</strong></td>
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<td>69</td>
<td>CJ</td>
<td>CRYPTOmeria japonica 'Yoshino'</td>
<td>yoshino cryptocmeria</td>
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<td>8&quot; HT MIN. (3&quot; CAL. MIN.)</td>
<td>FULL GROWTH, MAINTAIN LEADER</td>
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<td>187</td>
<td>JV</td>
<td>Juniper virginia 'princeton sentry'</td>
<td>eastern red cedar</td>
<td>B&amp;B</td>
<td>8&quot; HT MIN. (3&quot; CAL. MIN.)</td>
<td>FULL GROWTH, MAINTAIN LEADER</td>
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<td>PS</td>
<td>Pinus strobus</td>
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<td>B&amp;B</td>
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<td>FULL GROWTH, MAINTAIN LEADER</td>
</tr>
<tr>
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<td></td>
<td><strong>EVERGREEN SHRUBS</strong></td>
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</tr>
<tr>
<td>58</td>
<td>IG</td>
<td>Ilex glabra</td>
<td>Ink Berry</td>
<td>#5 CONT.</td>
<td>24&quot; HT MIN.</td>
<td>NATURAL FORM</td>
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<tr>
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<td><strong>DECIDUOUS SHRUBS</strong></td>
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<td>Cornus Servicea</td>
<td>Red twig dogwood</td>
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<td>#5 CONT.</td>
<td>24&quot; HT MIN.</td>
<td>NATURAL FORM</td>
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<tr>
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<td><strong>PERENNIALS</strong></td>
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<tr>
<td>59</td>
<td>HF</td>
<td>Pennisetum alopecuroides</td>
<td>HameLIN Fountain grass</td>
<td>#5 CONT.</td>
<td>24&quot; HT MIN.</td>
<td>NATURAL FORM</td>
</tr>
<tr>
<td>30</td>
<td>PO</td>
<td>HEMEROCALLIS FULVA</td>
<td>Day Lily</td>
<td>#3 CONT.</td>
<td>-</td>
<td>18&quot; O.C. SPACING</td>
</tr>
</tbody>
</table>

*TOTAL CALIPER PROPOSED: 3,129"
TOTAL CALIPER REQUIRED: 1,212.5"
TOTAL LANDSCAPING: 1,043 TREES (942 SITE TREES, 101 STREET TREES)
Proposed Ground Floor Plan - Building 1

BUILDING 1
318,696 GSF

49 LOADING DOCK SPACES
Proposed Elevations - Building 1

- DARK GRAY PAINTED CONCRETE PANEL, W1A
- LIGHT GRAY PAINTED CONCRETE PANEL, W1B
- ALUMINUM WINDOW FRAMES
- GLASS - VISION, G1
- TRANSLUCENT WALL PANELS, G2

CLERESTORY WINDOW, TYP.
BUILDING 2
338,208 GSF

46 LOADING DOCK SPACES
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.

**Civic Design Review Sustainable Design Checklist**

Sustainable design represents important city-wide concerns about environmental conservation and civic design.

1. **Location and Transportation**
   - **1. Access to Quality Transit**
     - Locate a functional entry of the project within a 5/8 mile (400-meter) walking distance of existing or planned bus, streetcar, or ride-share stops, bus rapid transit stops, light rail, or heavy rail train stations.
   - **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.
   - **3. Green Vehicles**
     - Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles.
   - **4. Railway Setbacks (excluding frontages facing trolley/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)
   - **5. Bike Share Station**
     - Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.

**Categories** | **Benchmark** | **Does project meet benchmark?**
--- | --- | ---
**Location and Transportation** | **1. Access to Quality Transit** | Locate a functional entry of the project within a 5/8 mile (400-meter) walking distance of existing or planned bus, streetcar, or ride-share stops, bus rapid transit stops, light rail, or heavy rail train stations.
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--- | **5. Bike Share Station** | Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.

**Energy and Atmosphere**

**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.

**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.

**Civic Sustainable Design Checklist – Updated September 3, 2019**

<table>
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<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Does project meet benchmark?</th>
</tr>
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<tbody>
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</tbody>
</table>
Civic Sustainable Design Checklist – Updated September 3, 2019

| (13) On-Site Renewable Energy | 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.² |
| (14) Innovation | Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.³ |

As a component of our project, we are proposing to plant in excess of 1,255 trees as part of our scheduled improvements. The proposed trees are being strategically located throughout the site for various objectives. Standard industry species are being proposed along Southampton Road, along the Boulevard, in the parking lots and various tree species that will be installed in an allee' fashion of the interior roads. A combination of native trees as well as dense evergreen trees are being proposed at the rear of the property to aid in the screening, noise and light abatement to respect our future neighbors. We are also proposing a thick area of vegetative trees between the buildings and the Boulevard.

In response to comments made by the committee at our last presentation, we have engaged Urban Forester John Rockwell Hosbach Jr., RCA, of Rockwell associates to assist with our planting plans to enhance the project and promote sustainable landscape strategies. John is working with us to develop reforestation plans in two specific identified areas. The first area to create a viable, sustainable forest plan for approximately 3.5 acres between building #2 and the Roosevelt Boulevard. We will continue the existing forested area directly north of the site and continue it south into our site and in front of building #2. The second area identified for enhancement and sustainable landscape design, is the 6 acres that incorporate the buffer adjacent to the Arbors. Again, we want to extend the existing forest north of the site and continue it south through the buffer area. John will also advise on the meadow planting within the stormwater basin bottoms to promote a sustainable, low maintenance (free of the use of herbicide and fertilizers) and wildlife friendly structure that will be made up of a diverse species palate. We will also be utilizing pollinator plants along with bird boxes in these subject locations. Seed sourcing will be from Ernst seeds located in NW Pennsylvania where the seed is certified.

Our reforestation mitigation plan will be based on many of site needs. Reforestation is a silvicultural treatment used to re-establish forest cover, thus initiating the restoring of forest function.

Prompt reforestation allows for the accelerated development of forest structure, species composition, and canopy that provides many benefits including wildlife habitat, clean and abundant water, carbon sequestration, forested recreation opportunities such as a discussed trail, and maintenance of soil productivity through soil erosion reduction. Reforestation presents unique opportunities to address developing issues associated with climate change, as well as sequestering carbon to counter greenhouse gas emissions.

Planting strategies will include best management practices while also utilizing plant material to capture certain objectives such as screening, restoring wildlife habitat, noise control and obtaining a woodland layering system comprising of dominate trees, co-dominant trees, understory trees and a woodland ground plane system of herbaceous plant material with a shrub mix.

Spacing will be directed to provide dense shade and screening with an emphasis of managing future invasive volunteers.
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

INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

1. 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.

2. 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.

3. All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.

4. 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.

5. ADA curb-ramp designs must be submitted to Streets Department for review.

6. 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

General Project Information

1. Project Name: Byberry North Business Center Industrial Development
2. Date: 2021-01-21
3. Applicant Name: Brandywine Byberry, LP
4. Applicant Contact Information: Joe Ritchie, (610) 832-5616, Joe.Ritchie@bdnreit.com
5. Owner Name: Brandywine Byberry, LP
6. Owner Contact Information: Joe Ritchie, (610) 832-5616, Joe.Ritchie@bdnreit.com
7. Engineer / Architect Name: John C. Medendorp IV, PE (Pennoni Associates)
8. Engineer / Architect Contact Information: John C. Medendorp IV, PE, (215) 254-7894, jmedendorp@pennoni.com
9. Engineer / Architect Contact Information: Steven Kopp (NORR), (267) 283-5616, steven.kopp@norr.com
10. Streets: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map and also available here: http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/

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
   b. Street Furniture such as bus shelters, honor boxes, etc.
   c. Street Direction
   d. Curb Cuts
   e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.
   f. Building Extensions into the sidewalk, such as stairs and stoops

   YES | NO | N/A

   Applying Agent: General Project Information

   Additional Explanation / Comments: ______

   Departmental Review: General Project Information

PEDESTRIAN COMPONENT (Handbook Section 4.3)

12. Sidewalk: 1st Sidewalk widths for each street frontage. Required Sidewalk widths are listed in Section 4.3 of the Handbook.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roosevelt Blvd (SR 0001)</td>
<td>18' / 0' / 18' / 18'</td>
</tr>
<tr>
<td>Southampton Road (City)</td>
<td>12' / 2'.25' / 12'</td>
</tr>
<tr>
<td>Southampton Road (City)</td>
<td>8' / 18'</td>
</tr>
</tbody>
</table>

13. Walking Zone: 1st Walking Zone widths for each street frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required widths.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roosevelt Blvd (SR 0001)</td>
<td>5' / 5' / 12'</td>
</tr>
<tr>
<td>Southampton Road (City)</td>
<td>5' / 5' / 12'</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Cut</td>
<td>50'</td>
<td>Along outer southbound Roosevelt Blvd (SR 0001)</td>
</tr>
<tr>
<td>Curb Cut</td>
<td>50'</td>
<td>Along outer southbound Roosevelt Blvd (SR 0001)</td>
</tr>
</tbody>
</table>
COMPLETE STREETS HANDBOOK CHECKLIST
Philadelphia City Planning Commission

PEDESTRIAN COMPONENT (continued)

APPLICANT: Pedestrian Component  
Additional Explanation / Comments:  

DEPARTMENTAL REVIEW: Pedestrian Component  
Reviewer Comments:  

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  N/A

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing / Proposed</td>
</tr>
<tr>
<td>Roosevelt Blvd (SR 0001)</td>
<td>8 / 9</td>
</tr>
<tr>
<td>Southampton Road (City)</td>
<td>8 / 9</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MINIMUM FURNISHING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Recommended / Existing / Proposed</td>
</tr>
<tr>
<td>Roosevelt Blvd (SR 0001)</td>
<td>4' / 8' / 11' 5&quot; / 8'</td>
</tr>
<tr>
<td>Southampton Road (City)</td>
<td>4' / 8' / 11' 5&quot; / 8'</td>
</tr>
</tbody>
</table>

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

DEPARTMENTAL APPROVAL

YES  NO  N/A

19. Does the design avoid tripping hazards?

YES  NO  N/A

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception

YES  NO  N/A
** COMPLETE STREETS HANDBOOK CHECKLIST **
Philadelphia City Planning Commission

** BUILDING & FURNISHING COMPONENT (continued) **

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)  
   - YES  
   - NO  
   - N/A

22. Does the design maintain adequate visibility for all roadway users at intersections?  
   - YES  
   - NO  
   - N/A

** 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

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.

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET Existing / Proposed</th>
<th>ON SIDEWALK Existing / Proposed</th>
<th>OFF-STREET Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>15000 Roosevelt Blvd</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>0 / XXX</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>DEPARTMENTAL APPROVAL</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventional Bike Lane</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>Buffered Bike Lane</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>Bicycle-Friendly Street</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>Indego Bicycle Share Station</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
</tbody>
</table>

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

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

** APPLICANT: Bicycle Component **
Additional Explanation / Comments: 

** DEPARTMENTAL REVIEW: Bicycle Component **
Reviewer Comments: 

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** COMPLETE STREETS HANDBOOK CHECKLIST **
Philadelphia City Planning Commission

** APPLICANT: Building & Furnishing Component **
Additional Explanation / Comments: 

** DEPARTMENTAL REVIEW: Building & Furnishing Component **
Reviewer Comments:
COMPLETE STREETS HANDBOOK CHECKLIST
Philadelphia City Planning Commission

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>28. Does the design limit conflict among transportation modes along the curb?</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>29. Does the design connect transit stops to the surrounding pedestrian network and destinations?</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>30. Does the design provide a buffer between the roadway and pedestrian traffic?</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>There are existing SEPTA bus stops at the intersection of Roosevelt Boulevard (SR 0001)/Southampton Road and along both roadways which will be accommodated during construction and will be restored to the existing condition after construction.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

DEPARTMENTAL APPROVAL

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)

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>32. If lane changes are proposed, identify existing and proposed lane widths and the design speed for each street frontage;</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM TO</th>
<th>LANE WIDTHS Existing / Proposed</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southampton Road</td>
<td>~660 ft. east of Arbours Way</td>
<td>Roosevelt Blvd (SR 0001) 10-12-13-10-11 / 10-14-10-12-11 / 10-16</td>
<td>25MPH</td>
</tr>
<tr>
<td>Southampton Road</td>
<td>~660 ft. west of McNulty Rd</td>
<td>Roosevelt Blvd (SR 0001) 10-10-10-10-10 / 10-10-12</td>
<td>25MPH</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

DEPARTMENTAL APPROVAL

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: ____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:


33. What is the maximum AASHTO design vehicle being accommodated by the design? 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
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

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: ____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: ____
### Complete Streets Handbook Checklist

**Urban Design Component (Handbook Section 4.8)**

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>40. Does the design incorporate windows, storefronts, and other active use facing the street?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Applicant:** Urban Design Component

**Departmental Review:** Urban Design Component

**Reviewer Comments:**

---

**Intersections & Crossings Component (Handbook Section 4.9)**

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; If not, go to question No. 48.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Signal Location</th>
<th>Existing Cycle Length</th>
<th>Proposed Cycle Length</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Departmental Approval**

**Applicant:** Intersections & Crossings Component

**Departmental Review:** Intersections & Crossings Component

**Reviewer Comments:**

---

**Urban Design Component (Handbook Section 4.8)**

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
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<td>40. Does the design incorporate windows, storefronts, and other active use facing the street?</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Applicant:** Urban Design Component

**Departmental Review:** Urban Design Component

**Reviewer Comments:**

---

**Intersections & Crossings Component (Handbook Section 4.9)**

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
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</table>

<table>
<thead>
<tr>
<th>Signal Location</th>
<th>Existing Cycle Length</th>
<th>Proposed Cycle Length</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Departmental Approval**

**Applicant:** Intersections & Crossings Component

**Departmental Review:** Intersections & Crossings Component

**Reviewer Comments:**

---