



Fulmer St CDR Presentation



Photo #1
Along Fulmer towards Bustleton



Photo #2
Along Fulmer into Site

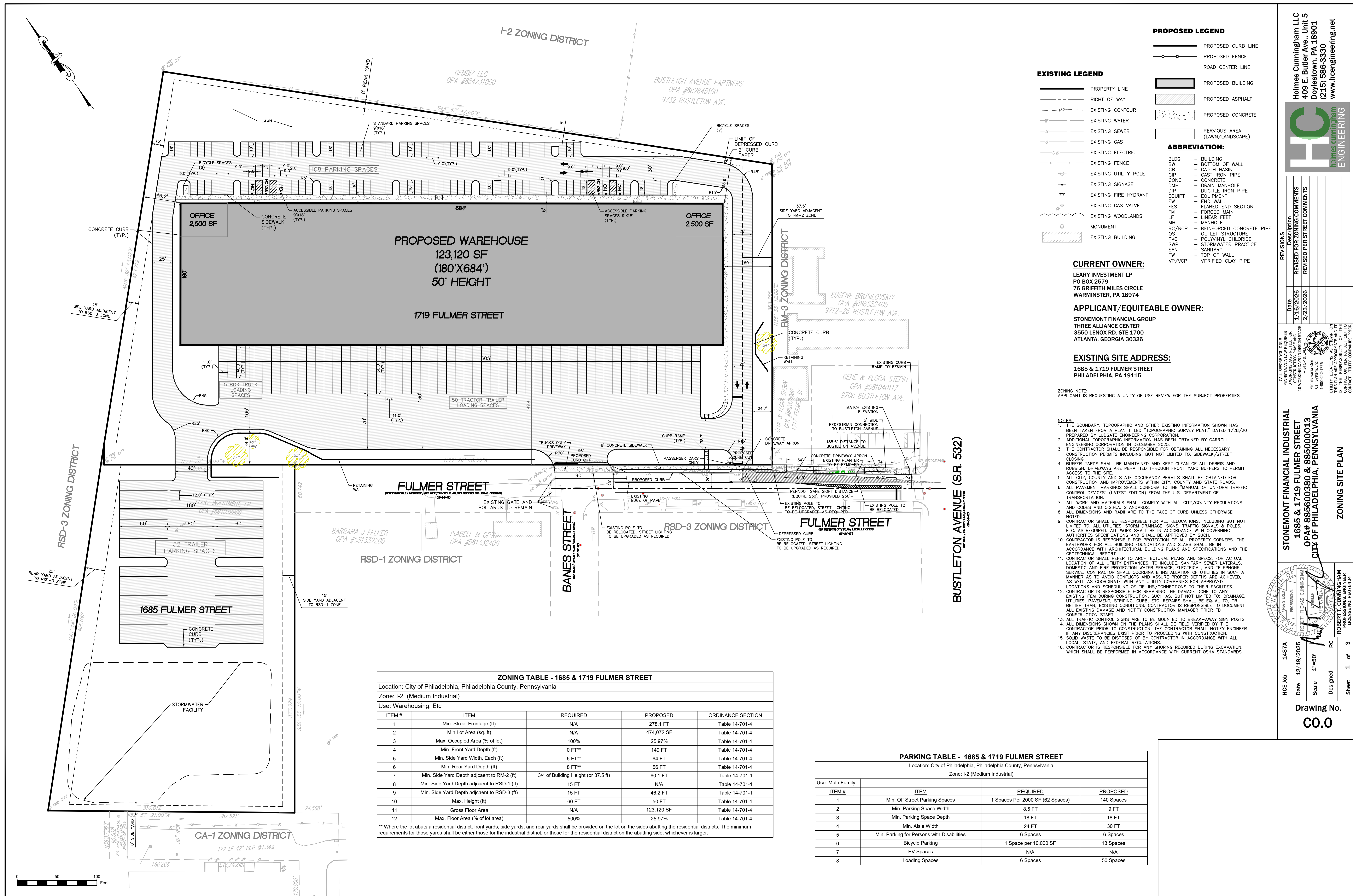


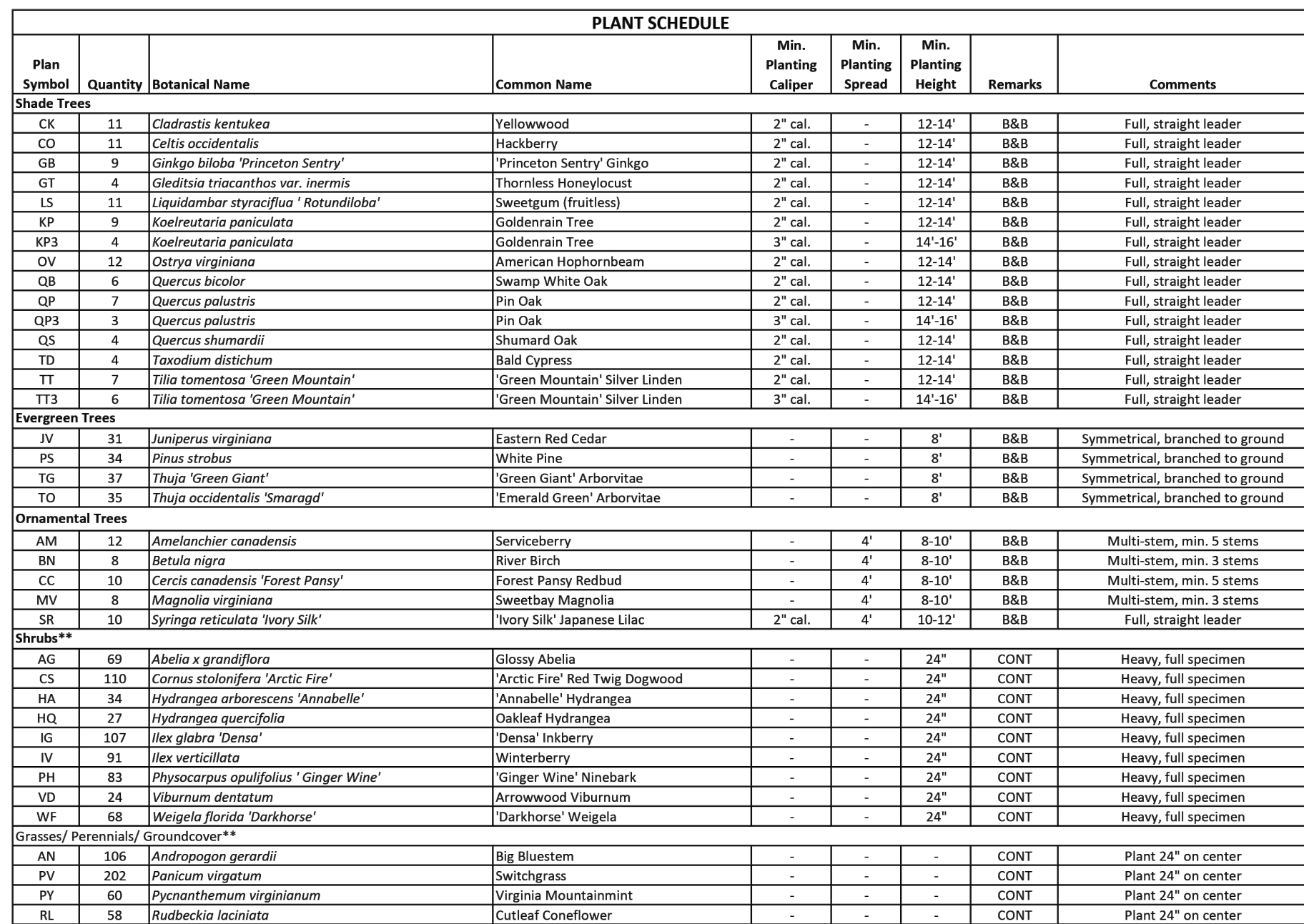
Photo #3
Along Fulmer towards Baner



Photo #4
Along Baner into Site







- Four (4) sh
Screening.

ZONING NOTE:
APPLICANT IS REQUESTING
A UNITY OF USE REVIEW
FOR THE SUBJECT
PROPERTIES.

LEARY INVESTMENT LP
PO BOX 2579
76 GRIFFITH MILES CIRCLE
WARMINSTER, PA 18974

**STONEMONT FINANCIAL GROUP
THREE ALLIANCE CENTER
3550 LENOX RD. STE 1700
ATLANTA, GEORGIA 30326**

1685 & 1719 FULMER STREET
PHILADELPHIA, PA 19115

 Parking Lot Tree
 Screening Landscape
 Parking Lot Screening
 Yard Landscape
 Existing Heritage Tree
 Screening Fence 8' High
 Screening Fence 6' High

- 1) THE EASTERN PROPERTY BOUNDARY ABUTS RM-2 ZONING DISTRICT. BUFFERING PER CHAPTER 14-803(5)(C) IS PROVIDED.
- 2) THE WESTERN PROPERTY BOUNDARY ABUTS RSD-3 ZONING DISTRICT. BUFFERING PER CHAPTER 14-803(5)(C) IS PROVIDED.
- 3) ALL EXISTING TREES ARE PROPOSED TO REMAIN WHEREAS THE 4 HERITAGE TREES NOTED ON THE PLAN.



REVISIONS	
Date	Description
1/16/2026	REVISED FOR ZONING COMMENTS
2/23/2026	REVISED PER STREET COMMENTS
4/20/2026	REVISED PER CLIENT COMMENTS
7/27/2026	REVISED PER CDR REVIEW COMMENTS

CALL BEFORE YOU DIG !!
PENNSYLVANIA LAW REQUIRES
3 WORKING DAYS NOTICE FOR
CONSTRUCTION PHASE AND
10 WORKING DAYS IN DESIGN STAGE
-- STOP & CALL --


Pennsylvania One
Call System, Inc.
1-800-242-1776



ROBERT T. CUNNINGHAM
PROFESSIONAL ENGINEER
LICENSE NO. PE076424

Drawing No.
C1.0

GENERAL LANDSCAPE PLANTING NOTES:

PLANTING MATERIALS

- NAMES OF PLANTS AS DESCRIBED ON THIS PLAN CONFORM TO THOSE GIVEN IN "STANDARDIZED PLANT NAMES", 1942 EDITION PREPARED BY THE AMERICAN JOINT COMMITTEE ON HORTICULTURAL NOMENCLATURE. NAMES OF PLANT VARIETIES NOT INCLUDED THEREIN CONFORM TO NAMES GENERALLY ACCEPTED IN NURSERY TRADE.
- STANDARDS FOR TYPE, SPREAD, HEIGHT, ROOT BALL AND QUALITY OF NEW PLANT MATERIAL SHALL BE IN ACCORDANCE WITH GUIDELINES AS SET FORTH IN THE "AMERICAN STANDARD FOR NURSERY STOCK", PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERMEN. PLANT MATERIAL SHALL HAVE NORMAL HABIT OF GROWTH AND BE HEALTHY, VIGOROUS, AND FREE FROM DISEASES AND INSECT INFESTATION.
- NEW PLANT MATERIAL SHALL BE NURSERY GROWN UNLESS SPECIFIED OTHERWISE. ALL PLANTS SHALL BE SET PLUMB AND SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS THE PLANTS' ORIGINAL GRADE BEFORE DIGGING. PLANT MATERIAL OF THE SAME SPECIES AND SPECIFIED AS THE SAME SIZE SHOULD BE SIMILAR IN SHAPE, COLOR AND HABIT. THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REJECT PLANT MATERIAL THAT DOES NOT CONFORM TO THE TYPICAL OR SPECIFIED HABIT OF THAT SPECIES.
- THE CONTRACTOR SHALL NOT MAKE SUBSTITUTIONS, IF THE SPECIFIED LANDSCAPE MATERIAL IS NOT OBTAINABLE, THE CONTRACTOR SHALL SUBMIT PROOF OF NON-AVAILABILITY TO THE LANDSCAPE ARCHITECT AND OWNER TOGETHER WITH A WRITTEN PROPOSAL FOR USE OF AN EQUIVALENT MATERIAL.
- THE LANDSCAPE ARCHITECT MAY REVIEW PLANT MATERIALS AT THE SITE, BEFORE PLANTING, FOR COMPLIANCE WITH REQUIREMENTS FOR CONUS, SPECIES, VARIETY, SIZE, AND QUALITY. THE LANDSCAPE ARCHITECT RETAINS THE RIGHT TO FURTHER REVIEW PLANT MATERIALS FOR SIZE AND CONDITION OF BALLS AND ROOT SYSTEM, INSECTS, INJURIES, AND LATENT DEFECTS, AND TO REJECT UNSATISFACTORY OR DEFECTIVE MATERIAL AT ANY TIME DURING PROGRESS OF WORK. THE CONTRACTOR SHALL REMOVE REJECTED PLANT MATERIALS IMMEDIATELY FROM PROJECT SITE AS DIRECTED BY THE LANDSCAPE ARCHITECT OR OWNER.

PLANTING SOILS

- REUSE SURFACE SOILS STOCKPILED ON SITE, VERIFYING COMPLIANCE WITH PLANTING SOIL AND TOPSOIL CRITERIA IN THIS SPECIFICATION THROUGH SOIL TESTING. IF ON-SITE SOILS ARE TO BE USED FOR PROPOSED PLANTING, THE CONTRACTOR SHALL DEMONSTRATE, THROUGH SOIL TESTING, THAT ON-SITE SOILS MEET THE SAME CRITERIA AS INDICATED IN NOTES PLANS AND SPECIFICATIONS.
- SUPPLEMENT WITH IMPORTED OR MANUFACTURED TOPSOIL FROM OFF SITE SOURCES WHEN TOPSOIL AND PLANTING SOIL QUANTITIES ARE INSUFFICIENT. OBTAIN SOIL DISPLACED FROM NATURALLY WELL-DRAINED SITES WHERE TOPSOIL OCCURS AT LEAST 4" DEEP. DO NOT OBTAIN FROM AGRICULTURAL LAND, BODS, MARSHES OR CONTAMINATED SITES.
- IF DEPTH OF PLANTING SOILS AND TOPSOIL IS NOT INDICATED IN PLANS OR DETAILS, A MINIMUM 18" DEPTH SHALL BE PROVIDED FOR ALL TREES AND LARGE SHRUBS; MINIMUM 12" DEPTH SHALL BE PROVIDED FOR GROUNDCOVERS, HERBACEOUS AND MEADOW OR ORNAMENTAL GRASS AREAS AND A MINIMUM 6" LAYER SHALL BE INSTALLED IN ALL LAWN AREAS. TOPSOIL AND PLANTING SOIL DEPTH INDICATED ON PLANS AND PLANTING DETAILS AND NARRATIVE SPECIFICATIONS SHALL GOVERN DEPTH WHEN PROVIDED.
- WHERE PLANTING AREAS ARE PROPOSED FOR FORMER PAVED OR GRAVEL AREAS, BEDS SHALL BE EXCAVATED TO A MINIMUM 30" DEPTH AND, AT A MINIMUM, BE BACKFILLED WITH BOTTOM LAYER OF SANDY LOAM ORGANIC CONTENT LESS THAN 2% OVER WHICH TOPSOIL AND PLANTING SOILS WILL BE PLACED AT DEPTHS INDICATED IN PLANS, DETAILS AND NOTES.
- IF THE QUANTITY OF SOILS FROM THE SITE IS NOT ADEQUATE TO FILL PLANTING AREAS TO THE DEPTH INDICATED IN THE PLANS AND DETAILS, CONTRACTOR SHALL FURNISH PLANTING SOILS THAT ARE FREE OF BROKEN GLASS, PAINT CHIPS, PLASTIC, DELETERIOUS MATERIALS, ROOTS, WEEDS, BOULDERS, COBBLES AND GRAVEL OVER 1" IN DIAMETER AND COMPLY WITH THE FOLLOWING CRITERIA:
 - SOILS SHALL MEET ALL APPLICABLE SOIL REMEDIATION STANDARDS
 - ORGANIC CONTENT: 2-5% IN NATIVE SOILS; UP TO 10% IN AMENDED SOILS
 - SOLUBLE SALTS: LESS THAN 0.5 MM HOS/CM
 - SOIL PH: 4.5-7% TO BE AMENDED PER SOIL TEST RESULTS
 - PHYSICAL (SIEVE) ANALYSIS/ SOIL TEXTURE:
 - SAND: 40-60% SILT: 25-60%CLAY: 5-20%
 - NOT MORE THAN 1% OF MATERIAL SHALL BE RETAINED BY A #4 SIEVE.
- ALL PLANTING SOILS SHALL BE SUBMITTED FOR TESTING TO THE STATE COOPERATIVE EXTENSION SERVICE, OR APPROVED EQUAL, PRIOR TO DELIVERY TO THE SITE. CONTRACTOR SHALL FURNISH SOIL SAMPLES AND SOIL TEST RESULTS TO LANDSCAPE ARCHITECT OR OWNER AT A RATE OF ONE SAMPLE PER 500 CUBIC YARDS TO ENSURE CONSISTENCY ACROSS THE TOTAL VOLUME OF PLANTING SOIL REQUIRED. TEST RESULTS SHALL EVALUATE FOR ALL CRITERIA LISTED IN THIS SPECIFICATION. IF TESTING AGENCY DETERMINES THAT THE SOILS ARE DEFICIENT IN ANY MANNER AND MAY BE CORRECTED BY ADDING FILL, THE CONTRACTOR SHALL FOLLOW STATED RECOMMENDATIONS FOR SOIL IMPROVEMENT AND FURNISH SUBMITTALS FOR ALL AMENDMENTS PRIOR TO DELIVERY OF SOIL TO THE PROJECT SITE.
- IF SOIL ORGANIC CONTENT IS INADEQUATE, SOIL SHALL BE AMENDED WITH COMPOST OR ACCEPTABLE, WEED FREE, ORGANIC MATTER. ORGANIC AMENDMENT SHALL BE WELL COMPOSED, PH RANGE OF 5.0 TO 6.5, AND MOISTURE CONTENT 35-55% BY WEIGHT 100% PASSING THROUGH 1" SIEVE; SOLUBLE SALT CONTENT LESS THAN 0.5 MM HOS/CM; MEETING ALL APPLICABLE ENVIRONMENTAL CRITERIA FOR CLEAN FILL; FREE OF BROKEN GLASS, PAINT CHIPS, PLASTIC, DELETERIOUS MATERIALS, ROOTS, WEEDS, BOULDERS, COBBLES AND GRAVEL OVER 1" IN DIAMETER.
- SCAFFRY AND/OR TILL ALL COMPACTED SUBSOILS PRIOR TO ADDING PLANTING SOIL OR TOPSOIL. PLANTING SOILS AND TOPSOIL SHALL BE PLACED IN 12-18" LIFTS THAT ARE LOOSELY COMPACTED. NO SOILS SHALL BE PLACED IN A FROZEN OR MUDDY CONDITION.

DELIVERY, STORAGE, AND HANDLING

- PACKAGED MATERIALS: PACKAGED MATERIALS SHALL BE DELIVERED IN CONTAINERS SHOWING WEIGHT, ANALYSIS, AND NAME OF MANUFACTURER. MATERIALS SHALL BE PROTECTED FROM DETERIORATION DURING DELIVERY, AND WHILE STORED AT SITE.
- TREES AND SHRUBS: THE CONTRACTOR SHALL PROVIDE TREES AND SHRUBS DUG FOR THE GROWING SEASON FOR WHICH THEY WILL BE PLANTED. DO NOT PRUNE PRIOR TO DELIVERY UNLESS OTHERWISE DIRECTED BY THE LANDSCAPE ARCHITECT. DO NOT BEND OR BIND-TIE TREES OR SHRUBS IN SUCH A MANNER AS TO DAMAGE BARK, BREAK BRANCHES, OR DESTROY NATURAL SHAPE. PROVIDE PROTECTIVE COVERING DURING TRANSIT. DO NOT DROP OR BREAK BALLED STOCK DURING DELIVERY OR HANDLING.
- ALL PLANTS SHALL BE BALLED AND BURLAPPED OR CONTAINER GROWN AS SPECIFIED. NO CONTAINER GROWN STOCK WILL BE ACCEPTED IF IT IS ROOT BOUND. ALL ROOT BALL WRAPPING AND BINDING MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED FROM THE TOP OF THE BALL AT THE TIME OF PLANTING. IF THE PLANT IS SHIPPED WITH A WIRE BASKET AROUND THE ROOT BALL, THE WIRE BASKET SHALL BE CUT AND FOLDED DOWN 8" INTO THE PLANTING HOLE. WITH CONTAINER-GROWN STOCK, THE CONTAINER SHALL BE REMOVED AND THE ROOT BALL SHALL BE CUT THROUGH THE SURFACE IN TWO LOCATIONS.
- THE CONTRACTOR SHALL HAVE TREES AND SHRUBS DELIVERED TO SITE AFTER PREPARATIONS FOR PLANTING HAVE BEEN COMPLETED AND PLANT IMMEDIATELY. IF PLANTING IS DELAYED MORE THAN 8 HOURS AFTER DELIVERY, THE CONTRACTOR SHALL SET TREES AND SHRUBS IN SHADE, PROTECT FROM WEATHER AND MECHANICAL DAMAGE AND KEEP ROOTS MOIST BY COVERING WITH MULCH, BURLAP OR OTHER ACCEPTABLE MEANS OF RETAINING MOISTURE.

INSTALLATION

- THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UNDERGROUND UTILITY AND SEWER LINES PRIOR TO THE START OF EXCAVATION ACTIVITIES. NOTIFY THE PROJECT ENGINEER AND OWNER IMMEDIATELY OF ANY CONFLICTS WITH PROPOSED PLANTING LOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE.
- THE CONTRACTOR TO STAKE OUT PLANTING LOCATIONS, FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT AND/OR OWNER BEFORE PLANTING WORK BEGINS. THE LANDSCAPE ARCHITECT AND/OR OWNER SHALL DIRECT THE CONTRACTOR IN THE FINAL PLACEMENT OF ALL PLANT MATERIAL AND LOCATION OF PLANTING BEDS TO ENSURE COMPLIANCE WITH DESIGN INTENT UNLESS OTHERWISE INSTRUCTED.
- NO PLANT SHALL BE PUT INTO THE GROUND BEFORE FINISHED GRADING HAS BEEN COMPLETED AND APPROVED BY THE PROJECT LANDSCAPE ARCHITECT OR PROJECT ENGINEER.
- ALL LANDSCAPED AREAS TO BE CLEARED OF ROCKS, STUMPS, TRASH AND OTHER UNSIGHTLY DEBRIS. ALL FINE GRADED AREAS SHOULD BE HAND RAKED SMOOTH, ELIMINATING ANY CLUMPS AND UNEVEN SURFACES PRIOR TO PLANTING OR MULCHING.
- ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DETAILS, NOTES AND CONTRACT SPECIFICATIONS. THE LANDSCAPE ARCHITECT MAY REVIEW INSTALLATION AND MAINTENANCE PROCEDURES.
- THE CONTRACTOR SHALL KEEP AREA CLEAN DURING DELIVERY AND INSTALLATION OF PLANT MATERIALS. REMOVE AND DISPOSE OF OFF-SITE ANY ACCUMULATED DEBRIS OR UNUSED MATERIALS. REPAIR DAMAGE TO ADJACENT AREAS CAUSED BY LANDSCAPE INSTALLATION OPERATIONS.
- AFTER PLANT IS PLACED IN TREE PIT LOCATION, ALL TWINE HOLDING ROOT BALL TOGETHER SHOULD BE COMPLETELY REMOVED AND THE BURLAP SHOULD BE PULLED DOWN SO 1/3 OF THE ROOT BALL IS EXPOSED. SYNTHETIC BURLAP SHOULD BE COMPLETELY REMOVED AFTER INSTALLATION.
- MULCH SHOULD NOT BE PILED UP AROUND THE TRUNK OF ANY PLANT MATERIAL. NO MULCH OR TOPSOIL SHOULD BE TOUCHING THE BASE OF THE TRUNK ABOVE THE ROOT COLLAR.
- ALL PLANTS SHALL BE WATERED THOROUGHLY TWICE DURING THE FIRST 24-HOUR PERIOD AFTER PLANTING. ALL PLANTS SHALL THEN BE WATERED WEEKLY OR AS REQUIRED BY SITE AND WEATHER CONDITIONS TO MAINTAIN VIGOROUS AND HEALTHY PLANT GROWTH.
- AFTER COMPLETION OF A PROJECT, ALL EXPOSED GROUND SURFACES THAT ARE NOT PAVED WITHIN THE CONTRACT LIMIT LINE, AND THAT ARE NOT COVERED BY LANDSCAPE PLANTING OR SEEDING AS SPECIFIED, SHALL BE COVERED BY A SHREDDED HARDWOOD BARK OR APPROVED EQUAL MULCH THAT WILL PREVENT SOIL EROSION AND THE EMANATION OF DUST.

GUARANTEE

- NEW PLANT MATERIAL SHALL BE GUARANTEED TO BE ALIVE AND IN VIGOROUS GROWING CONDITION FOR A PERIOD OF 18 MONTHS FOLLOWING ACCEPTANCE BY THE OWNER. PLANT MATERIAL FOUND TO BE UNHEALTHY, DYING OR DEAD DURING THIS PERIOD, SHALL BE REMOVED AND REPLACED IN KIND BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.

ERNMX-180 RAIN GARDEN AREA MIX

- 26% River Oats, PA/VA Ecotype blend (Chasmanthium latifolium (Uniola latifolia), PA/VA Ecotype blend)
17% Virginia Wildrye, PA Ecotype (Elymus virginicus, PA Ecotype)
15% Fowl Bluegrass (Poa polystris)
10% Fox Sedge, PA Ecotype (Carex vulpinoidea, PA Ecotype)
6% Purple Coneflower (Echinacea purpurea)
4% Blackeyed Susan, Coastal Plain NC Ecotype (Rudbeckia hirta, Coastal Plain NC Ecotype)
3% Zigzag Aster, PA Ecotype (Aster prenanthoides (Symphyotrichum p.), PA Ecotype)
3% Blue False Indigo, Southern WV Ecotype (Baptisia australis, Southern WV Ecotype)
3% Ohio Spiderwort, PA Ecotype (Tradescantia ohienis, PA Ecotype)
2% Lanceleaf Coreopsis, Coastal Plain NC Ecotype (Coreopsis lanceolata, Coastal Plain NC Ecotype)
2% Wild Bergamot, PA Ecotype (Monarda fistulosa, PA Ecotype)
2% Wild Senna, VA & WV Ecotype (Senna hebecarpa (Cassia h.), VA & WV Ecotype)
2% Autumn Bergtgrass, PA Ecotype (Agrostis perennans, PA Ecotype)
2% Moreh (Dense) Blazing Star (Spiked Gayfeather), PA Ecotype (Liatris spicata, PA Ecotype)
1% Early Goldenrod, PA Ecotype (Solidago juncea, PA Ecotype)
1% Oxeye Sunflower, PA Ecotype (Helopsis helianthoides, PA Ecotype)
1% Swamp Milkweed, PA Ecotype (Asclepias incarnata, PA Ecotype)

BASIN AND RAIN GARDEN SIDE SLOPES
SEED IN ERNST SEED MIX (ERNMX-181): NATIVE STEEP SLOPE MIX W/ ANNUAL RYEGRASS
SEEDING RATE IS 60 LBS. PER ACRE
SIDE SLOPE AREAS = 19,120 SF
(19120/43560) X 60 = 27.0 LBS. ERNMX-181

ERNMX-181 NATIVE STEEP SLOPE MIX W/ ANNUAL RYEGRASS

- 20% Annual Ryegrass (Lolium multiflorum (L. perenne var. italicum))
18% Virginia Wildrye, PA Ecotype (Elymus virginicus, PA Ecotype)
13% Purpletop (Trident flava)
12% Creeping Red Fescue (Festuca rubra)
12% Indragras, "Prairie View"-N Ecotype (Sorghastrum nutans, "Prairie View"-N Ecotype)
5% Big Bluestem, "Southlow"-M Ecotype (Andropogon gerardi, "Southlow"-M Ecotype)
4% Autumn Bergtgrass, Albany Pine Bush-NY Ecotype (Agrostis perennans, Albany Pine Bush-NY Ecotype)
4% Ticklegass (Rough Bergtgrass), PA Ecotype (Agrostis scabra, PA Ecotype)
2% Partridge Pea, PA Ecotype (Chamaecrista fasciculata (Cassia f.), PA Ecotype)
2% Purple Coneflower (Echinacea purpurea)
1% Marsh (Dense) Blazing Star (Spiked Gayfeather), PA Ecotype (Liatris spicata, PA Ecotype)
1% Oxeye Sunflower, PA Ecotype (Helopsis helianthoides, PA Ecotype)
1% Lanceleaf Coreopsis, Coastal Plain NC Ecotype (Coreopsis lanceolata, Coastal Plain NC Ecotype)
1% Wild Bergamot (Monarda fistulosa)

BASIN MAINTENANCE

THIS BASIN IS DESIGNED TO BECOME NATURALIZED OVER TIME AND WILL REQUIRE LESS MAINTENANCE AS TIME GOES ON.

MOWING - ESTABLISH AND MAINTAIN A NO-MOW ZONE THAT ENCOMPASSES THE BASIN FLOOR AND SIDE SLOPES. MOW THE NO-MOW ZONE 1X/YEAR TO A MINIMUM HEIGHT OF 6". (ANNUALLY IN LATE APRIL/ EARLY MAY). RAKE MOWN MATERIAL AND COMPOST OR DISPOSE OF OFF SITE.

INSPECTIONS - INSPECT BASIN AND NO-MOW ZONES FOR INVASIVE SPECIES SUCH AS PURPLE LOOSESTRIPE, PHRAGMITES, HONEYSUCKLE, ETC. (ANNUALLY IN JULY). IF INVASIVE SPECIES ARE FOUND REMOVE PER RECOMMENDED STANDARDS FOR SPECIFIC SPECIES FOLLOWING GUIDELINES BY PA DCMR (DEPT OF CONSERVATION & NATURAL RESOURCES).

CLEANING - REMOVE TRASH AND DEBRIS (JANUARY & APRIL)

LAWN SEED NOTES:

- PRIOR TO SEEDING, AREA IS TO BE TOPSOILED, FINE GRADED, AND RAKED OF ALL DEBRIS LARGER THAN 2" DIAMETER.
- THE FOLLOWING SEED MIX SHALL BE SOWN AT THE RATES AS DEPICTED:

RED FESCUE	1 1/2 LBS./1,000 SF
PERENNIAL RYEGRASS	1 LBS./1,000 SF
KENTUCKY BLUEGRASS	1 1/2 LBS./1,000 SF
SPREADING FESCUE	1 LBS./1,000 SF
- SEED MIX SHALL BE MULCHED WITH SALT HAY OR UNROTTED SMALL GRAIN STRAW AT A RATE OF 2 TONS/AC OR 90 LBS./1,000 SF
- SEEDING DATES FOR THIS MIXTURE SHALL BE AS FOLLOWS:

SPRING: APRIL 1 - MAY 31
FALL: AUGUST 16 - OCTOBER 31
- GERMINATION RATES WILL VARY AS TO TIME OF YEAR FOR SOWING. CONTRACTOR TO IRRIGATE SEEDING AREA UNTIL AN ACCEPTABLE STAND OF COVER IS ESTABLISHED BY OWNER.

TREE PROTECTION NOTES:

- ALL EXISTING SHADE TREES WITHIN THE LIMITS OF TREE PROTECTION FENCING AND AS DIRECTED BY THE LANDSCAPE ARCHITECT SHALL BE PROTECTED THROUGHOUT THE DURATION OF WORK.
- DEMOLITION AND GRADING WORK ADJACENT TO PROTECTED TREES SHALL BE PERFORMED BY A QUALIFIED PERSON WITH A MINIMUM OF FIVE (5) YEARS EXPERIENCE IN WORKING WITH EXCAVATION EQUIPMENT. CONTRACTOR TO PROTECT ROOT MASS AGAINST DAMAGE DURING EXCAVATION. ANY TREE ROOTS THAT ARE DISTURBED, BROKEN OR CUT SHALL BE PRUNED BACK WITH CLEAN SHARP TOOLS.
- TO MINIMIZE DISTURBANCE OF VEGETATION TO REMAIN, ALL TREE STUMPS TO BE REMOVED WITHIN 10' OF TREE PROTECTION FENCE SHALL BE REMILLED USING A STUMP GRINDER.
- ALL EXPOSED TREE ROOTS SHALL BE THOROUGHLY IRRIGATED ON A DAILY BASIS UNTIL BACKFILLING CAN OCCUR AS DIRECTED BY THE PROJECT LANDSCAPE ARCHITECT.
- ALL WORK TO BE PERFORMED UNDER THE DIRECT SUPERVISION OF EITHER THE OWNER'S REPRESENTATIVE OR PROJECT LANDSCAPE ARCHITECT. NOTIFY OWNER A MINIMUM OF 48 HOURS PRIOR TO ANY EARTHWORK / EXCAVATION WORK.

- NOTES:
1. PRUNE DEAD AND DAMAGED BRANCHES IN ACCORDANCE WITH RECOGNIZED HORTICULTURAL PRACTICES.
2. DO NOT CUT LEADS.
3. ATTACH CUT LEADS TO TRUNKS AT OFFSET POINTS OF CONTACT WITH TRUNKS OF THE TREE TO PREVENT CONSTRICTION OF TRUNK. TREES SHALL BE TIED TO THE TRUNKS AT ABOUT 8" IN HEIGHT. FLAG EACH GUY CABLE WITH FLUORESCENT MATERIAL FOR SAFETY.

MARK THE NORTH SIDE OF THE TREE IN THE NURSERY AND REMAIN TREE TO FACE NORTH AT THE SITE WHEN EVER POSSIBLE.

2" MULCH AS SPECIFIED. MULCH SHALL NOT BE APPLIED AGAINST THE TRUNK. TRUNK FLARE IS TO REMAIN VISIBLE.

PROVIDE AT LEAST 36" MIN. OF BACKFILL AREA ADJACENT TO ROOTBALL.

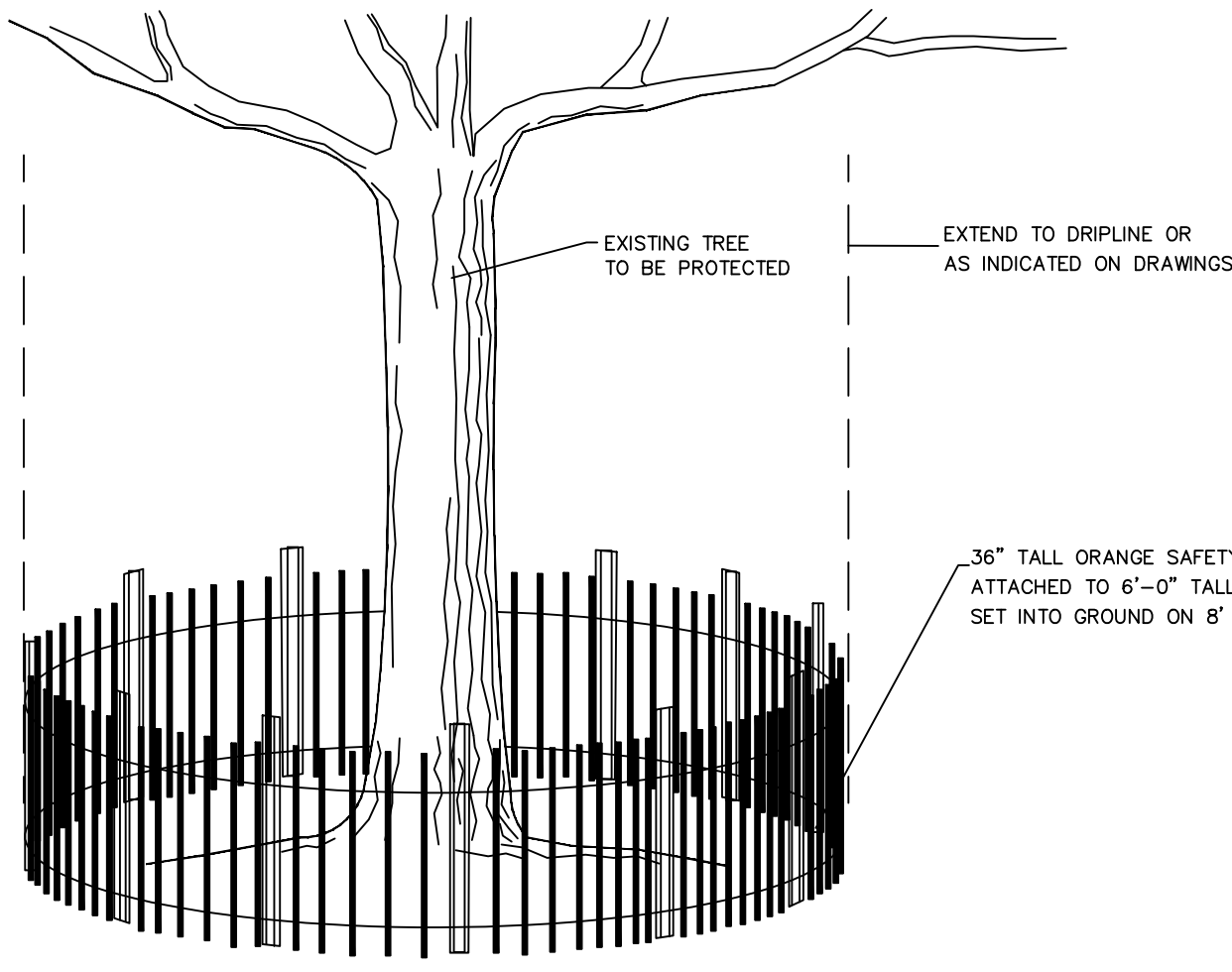
TREE PLANTING DETAIL

NOTE:
REMOVE ALL TAGS, TWINE OR OTHER NON-Biodegradable MATERIALS ATTACHED TO PLANT OR ROOT MASS

SHRUB TO BE PLANTED AT SAME RELATIVE ELEVATION AS IT WAS BEFORE TRANSPLANTING

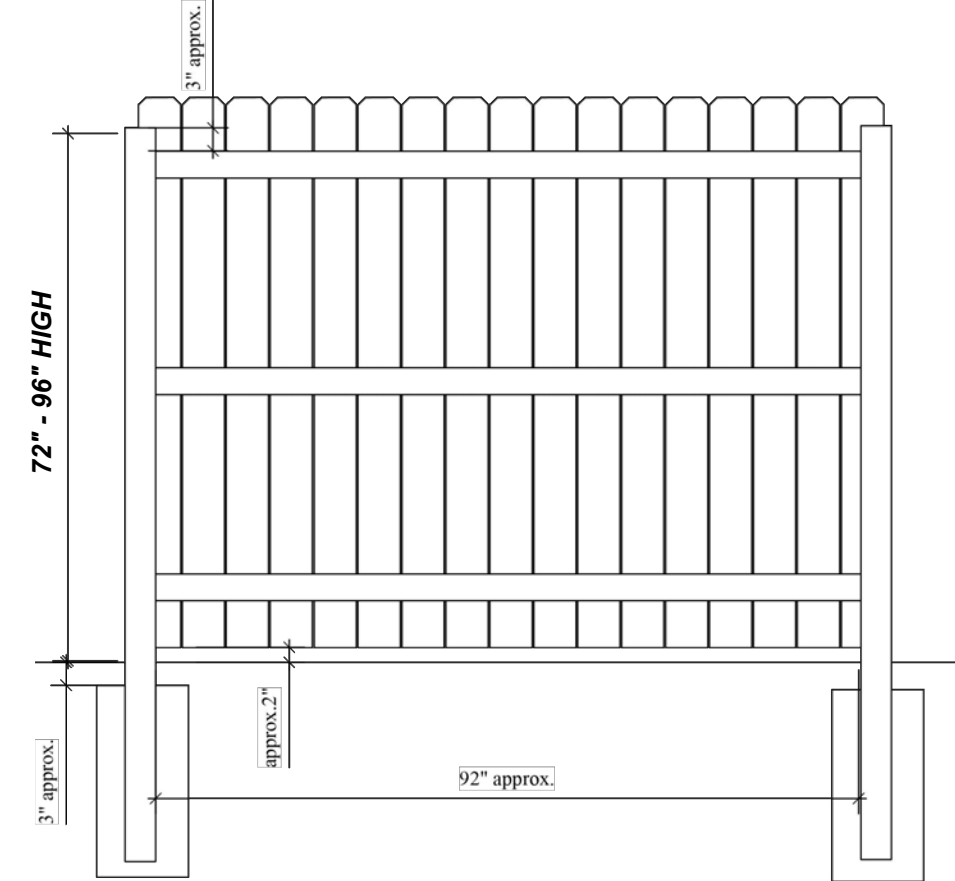
BACKFILL SOIL: NATIVE SOIL MIX 18" MIN. SOIL DEPTH

SHRUB PLANTING DETAIL



NOTE: FENCE TO BE INSTALLED & LOCATION APPROVED BY LANDSCAPE PROFESSIONAL BEFORE WORK BEGINS. FENCE MUST REMAIN AND BE MAINTAINED THROUGH DURATION OF CONSTRUCTION.

TREE PROTECTION FENCING DETAIL



6\"/>

CURRENT OWNER:

LEARY INVESTMENT LP
PO BOX 2579
76 GRIFFITH MILES CIRCLE
WARMINSTER, PA 18974

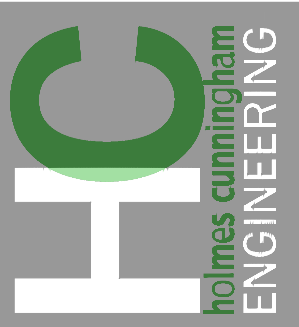
APPLICANT/EQUITABLE OWNER:

STONEMONT FINANCIAL GROUP
THREE ALLIANCE CENTER
3550 LENOX RD. STE 1700
ATLANTA, GEORGIA 30326

EXISTING SITE ADDRESS:

1685 & 1719 FULMER STREET
PHILADELPHIA, PA 19115

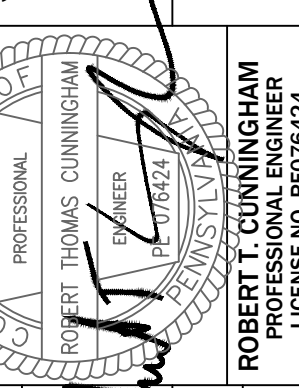
Holmes Cunningham LLC
409 E. Butler Ave., Unit 5
Doylestown, PA 18901
(215) 686-3330
www.hcengineering.net



REVISION	Description	Date
1/16/2025	REVISED FOR ZONING COMMENTS	1/16/2025
2/3/2025	REVISED PER STREET COMMENTS	2/3/2025
7/27/2025	REVISED PER COR REVIEW COMMENTS	7/27/2025

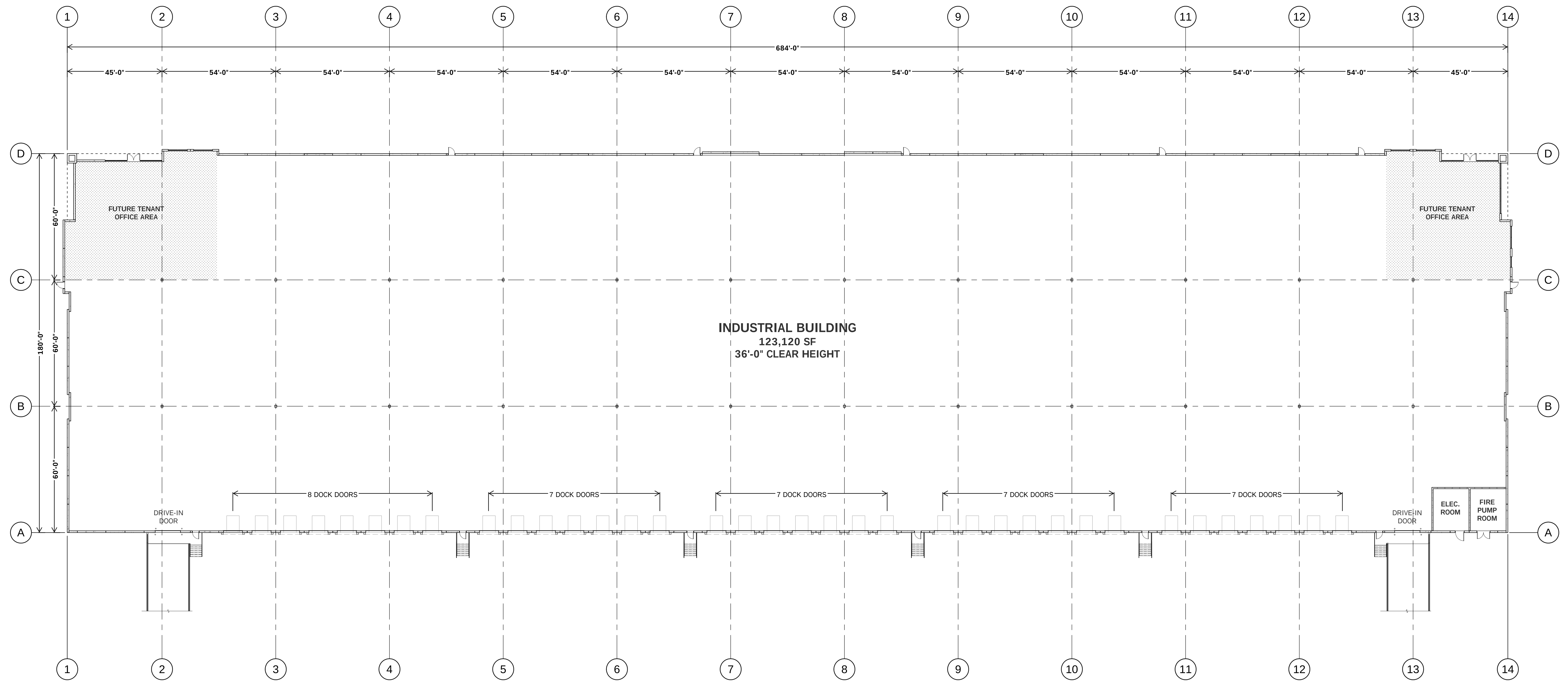
CALL BEFORE YOU DIG IN PENNSYLVANIA LAW REQUIRES YOU TO LOCATE AND MARK ALL UTILITIES PRIOR TO ANY CONSTRUCTION PHASE AND TO STOP & CALL IF YOU LOCATE AN UNIDENTIFIED UTILITY. PENNSYLVANIA DEPARTMENT OF TRANSPORTATION (DOT) HAS A FREE UTILITY LOCATOR SERVICE. CALL 1-800-942-1376. UTILITY LOCATOR SERVICE IS THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL CONTACT UTILITY COMPANIES PRIOR TO ANY CONSTRUCTION.

STONEMONT FINANCIAL INDUSTRIAL
1685 & 1719 FULMER STREET
OPA# 885000380 & 885000013
CITY OF PHILADELPHIA, PENNSYLVANIA

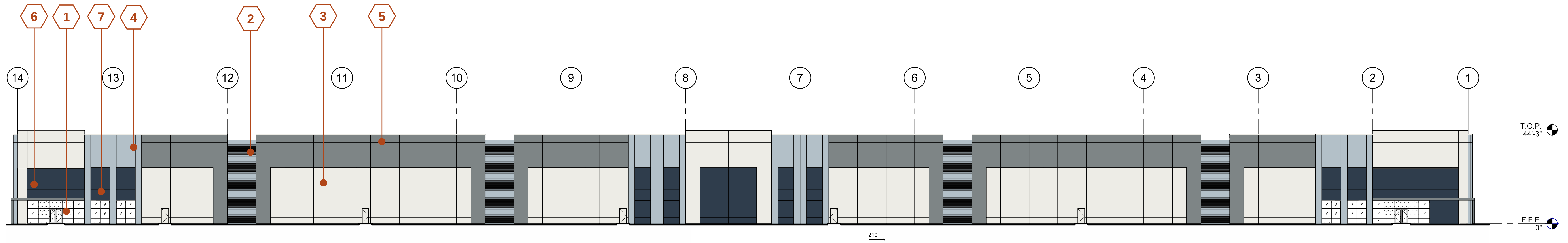


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Date	12/19/2025	Scale	N/A
Designed		Sheet	3 of 3

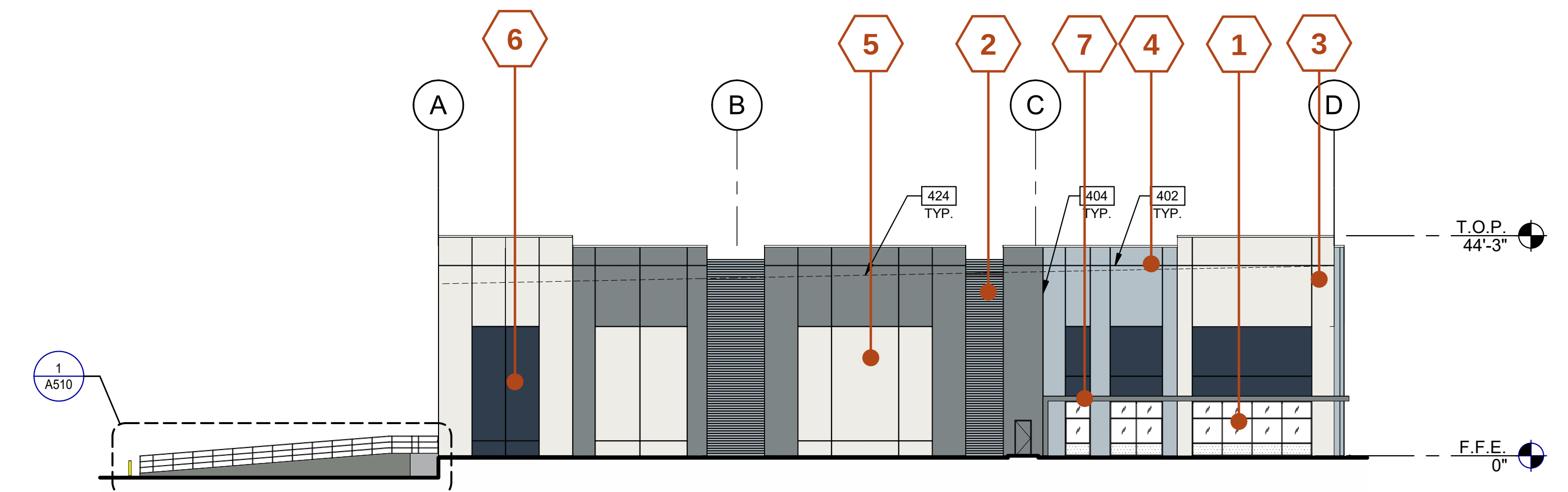
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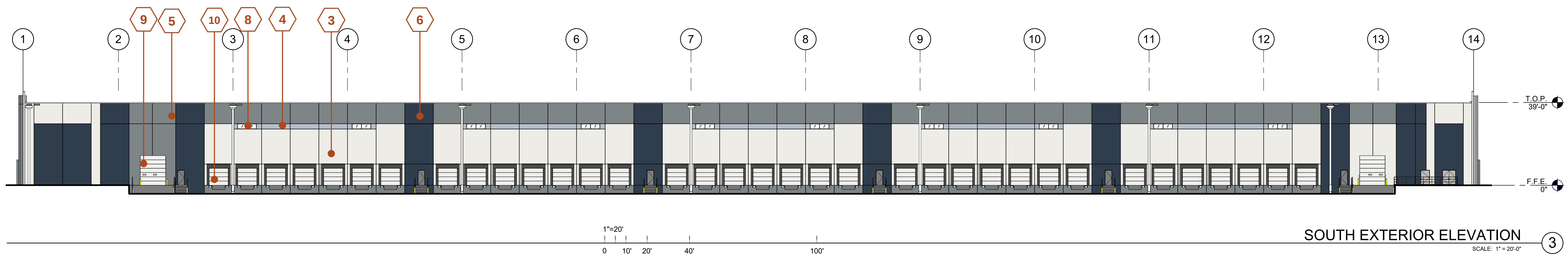
SCALE: 1" = 20'



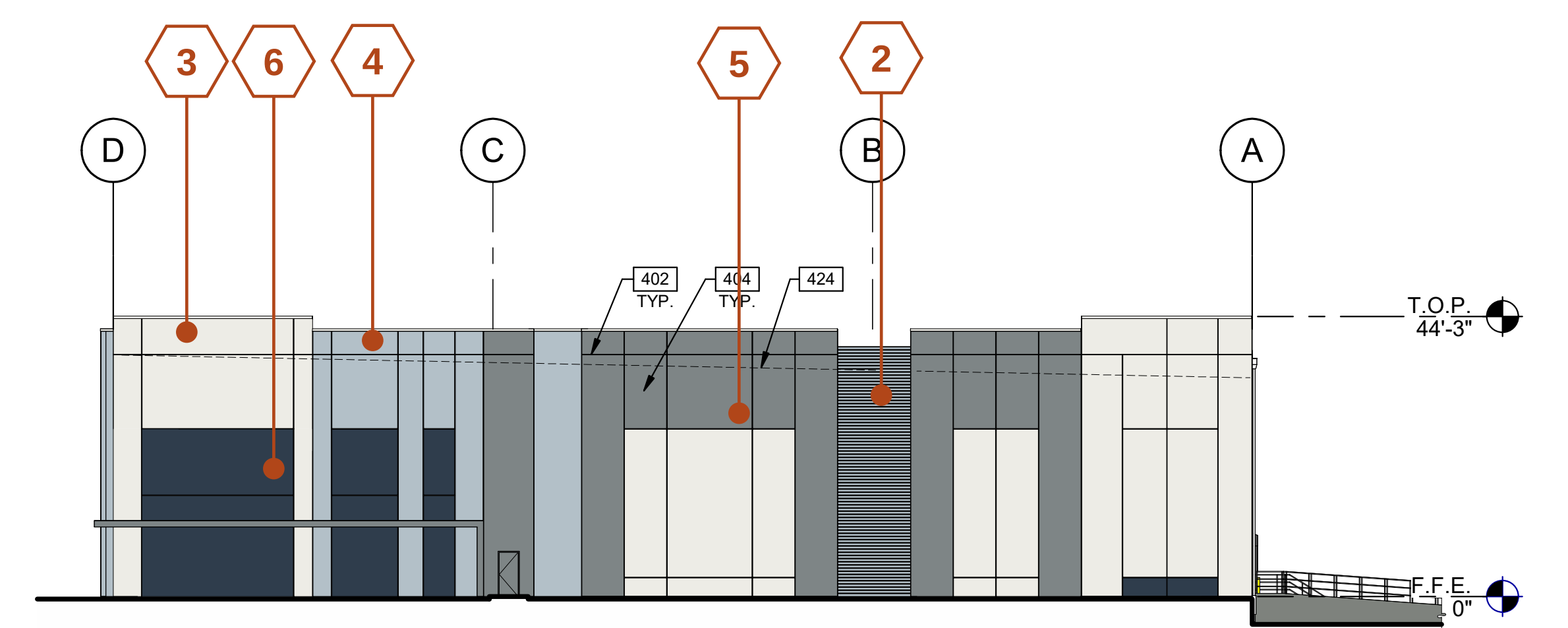
NORTH EXTERIOR ELEVATION
SCALE: 1" = 20'-0"



EAST EXTERIOR ELEVATION
SCALE: 1" = 20'-0"



SOUTH EXTERIOR ELEVATION
SCALE: 1" = 20'-0"



WEST EXTERIOR ELEVATION
SCALE: 1" = 20'-0"

- 1** STOREFRONT SYSTEM
CLEAR ALUMINIUM MULLION WITH
CLEAR VISION GLAZING
- 2** FORMLINER
TBD
- 3** EXTERIOR PAINT 01
SW 7005 PURE WHITE
- 4** EXTERIOR PAINT 02
SW 9144 MOONMIST
- 5** EXTERIOR PAINT 03
SW 7074 SOFTWARE
- 6** EXTERIOR PAINT 04
SW 6244 NAVAL
- 7** METAL CANOPY
MATTE FINISH ALUCOBOND :WHITE
- 8** CLERESTORY
- 9** DRIVE-IN DOOR
- 10** OVERHEAD DOOR

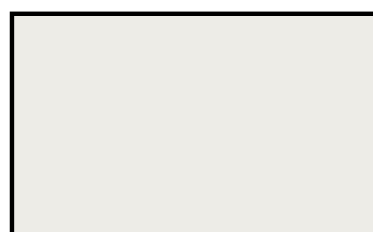
MATERIAL PALETTE



1 STOREFRONT SYSTEM
CLEAR ALUMINIUM MULLION WITH
CLEAR VISION GLAZING



2 FORMLINER
TBD



3 EXTERIOR PAINT 01
SW 7005 PURE WHITE



4 EXTERIOR PAINT 02
SW 9144 MOONMIST



5 EXTERIOR PAINT 03
SW 7074 SOFTWARE



6 EXTERIOR PAINT 04
SW 6244 NAVAL



7 METAL CANOPY
MATTE FINISH ALUCOBOND :WHITE



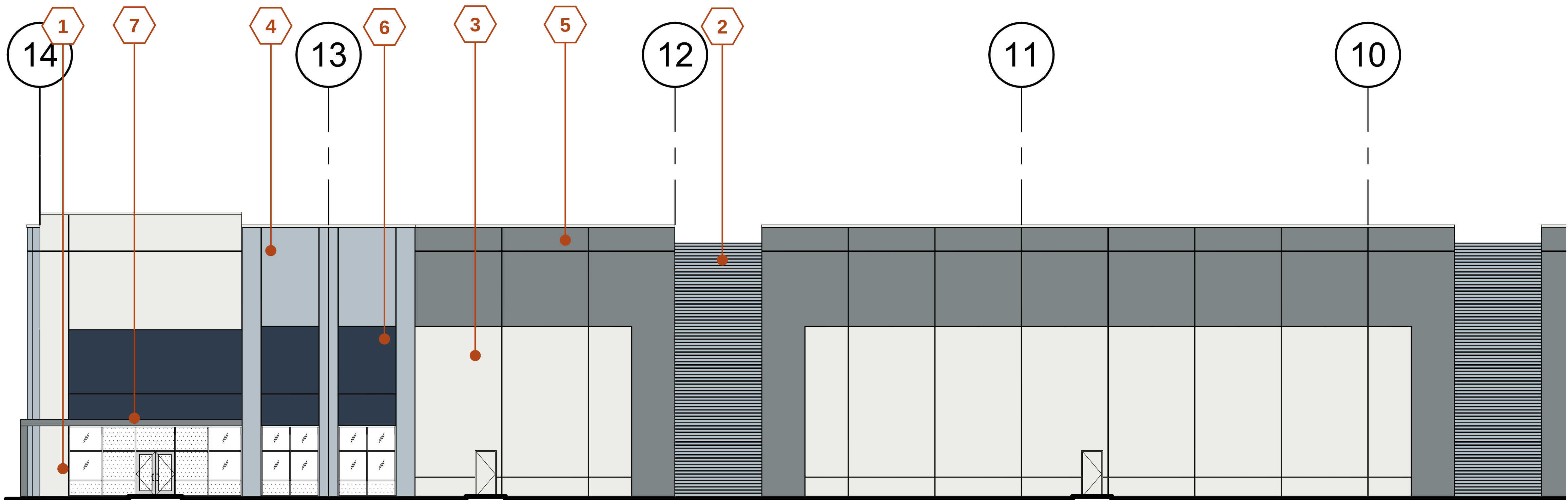
8 CLERESTORY



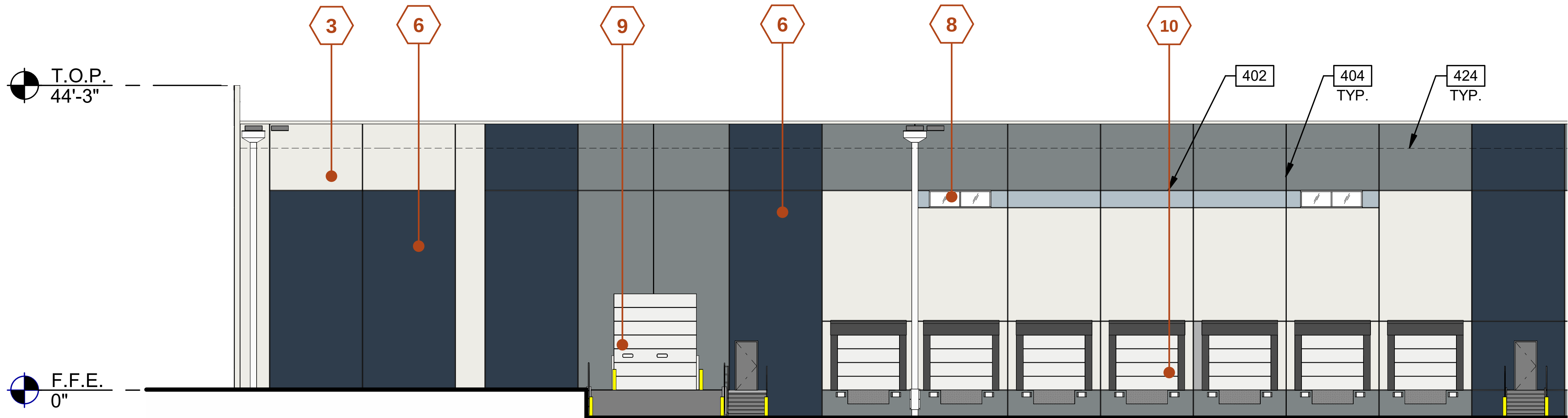
9 DRIVE-IN DOOR



10 OVERHEAD DOOR



ENLARGED NORTH ELEVATION



ENLARGED SOUTH ELEVATION











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.	The site proposes landscaping that will not require irrigation once established.
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.	The site proposes 35% green / pervious area, where 0% is required.
(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	The site does not propose a Green Street or capture and treat road runoff. The elevation of the existing road does not allow for capture and management on-site, however the site is reducing the runoff on-site to account for the off-site road work proposed so that all PWD standards will be met.
(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.	Shade trees are provided throughout the auto parking lot and around the perimeter of the site's paved areas to help minimize the heat island effect.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	The project shall follow the requirements of 2018 IECC and will demonstrate Energy Code compliance using ComCheck.
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	Best practices will be followed in selecting energy efficient building and site lighting fixtures, with motion sensors where applicable to minimize usage.

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, a bus stop is located at the nearest intersection, less than 200' from the property line.
(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.	Auto Parking is located in the rear yard of the property, with the loading court located in the front due to existing site grades
(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, this project does not provide preferred parking for electric vehicles, as not required by code.
(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)	N/A - this development does not include residential uses.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	Bike share station is not included, however 13 bicycle stalls are provided.

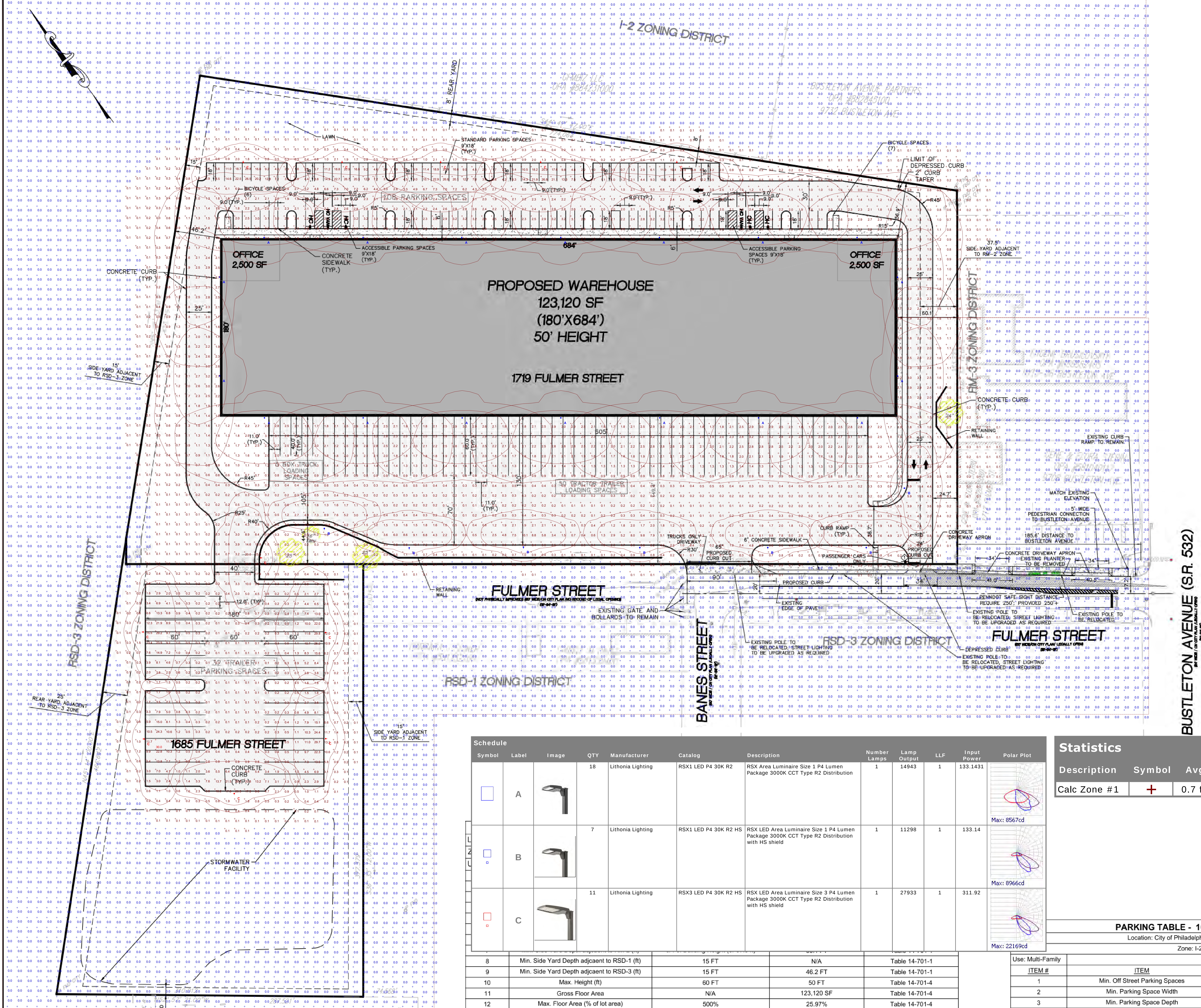
	ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. ^{iv}	Property is not within 1,000 feet of a highway - air filters are not planned at this time.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	None planned at this time, however rooftop solar is being considered by the applicant.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	None at this time. Applicant will continue to explore options for increased sustainability through the remainder of building design.

ⁱ Railway Association of Canada (RAC)'s "Guidelines for New Development in Proximity to Railway Operations. Exterior Sound transmission standard from LEED v4, BD+C, Acoustic Performance Credit.

ⁱⁱ Title 4 The Philadelphia Building Construction and Occupancy Code
See also, "The Commercial Energy Code Compliance" information sheet: <https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf>
and the "What Code Do I Use" information sheet: <https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

ⁱⁱⁱ LEED 4.1, Optimize Energy Performance in LEED v4.1
For Energy Star: www.Energystar.gov
For Passive House, see www.phius.org

^{iv} Section 99.04.504.6 "Filters" of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways



EXISTING LEGEND

- PROPERTY LINE
- RIGHT OF WAY
- EXISTING CONTOUR
- EXISTING WATER
- EXISTING SEWER
- EXISTING GAS
- EXISTING ELECTRIC
- EXISTING FENCE
- EXISTING UTILITY POLE
- EXISTING SIGNAGE
- EXISTING FIRE HYDRANT
- EXISTING GAS VALVE
- EXISTING WOODLANDS
- MONUMENT
- EXISTING BUILDING

CURRENT OWNER:

LEARY INVESTMENT LP
PO BOX 2579
76 GRIFFITH MILES CIRCLE
WARMINSTER, PA 18974

APPLICANT/EQUITEAL

STONEMONT FINANCIAL GROUP
THREE ALLIANCE CENTER
3550 LENOX RD. STE 1700
ATLANTA, GEORGIA 30326

EXISTING SITE ADDRESS

1685 & 1719 FULMER STREET
PHILADELPHIA, PA 19115

ZONING NOTE:
APPLICANT IS REQUESTING A UNITY OF USE

- NOTES:
1. THE BOUNDARY, TOPOGRAPHIC AND OTHER INFORMATION SHOWN ON THIS PLAN HAS BEEN TAKEN FROM A PLAT TITLED "TOPOGRAPHIC MAP OF THE CITY OF PHILADELPHIA, PREPARED BY LUCATE ENGINEERING CORPORATION IN DECEMBER 2011." THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION PERMITS INCLUDING, BUT NOT LIMITED TO, A PERMIT TO EXCAVATE.
 2. ALL CITY, COUNTY AND STATE OCCUPANCY, CONSTRUCTION AND IMPROVEMENTS WITHIN THE SITE SHALL BE IN ACCORDANCE WITH THE "CONTROL DEVICES" (LATEST EDITION) FROM THE CITY OF PHILADELPHIA.
 3. ALL WORK AND MATERIALS SHALL COMPLY WITH THE CITY OF PHILADELPHIA, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PHILADELPHIA, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PHILADELPHIA, ETC. AS REQUIRED.
 4. BUFFER YARDS SHALL BE MAINTAINED AND NOT BE USED FOR ANY OTHER PURPOSE. RUBBISH, DRIVEWAYS ARE PERMITTED TO BE MAINTAINED ON THE SITE.
 5. ALL CITY, COUNTY AND STATE OCCUPANCY, CONSTRUCTION AND IMPROVEMENTS WITHIN THE SITE SHALL BE IN ACCORDANCE WITH THE "CONTROL DEVICES" (LATEST EDITION) FROM THE CITY OF PHILADELPHIA.
 6. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE CITY OF PHILADELPHIA, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PHILADELPHIA, ETC. AS REQUIRED.
 7. ALL WORK AND MATERIALS SHALL COMPLY WITH THE CITY OF PHILADELPHIA, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PHILADELPHIA, ETC. AS REQUIRED.
 8. ALL DIMENSIONS AND RADII ARE TO THE CENTERLINE UNLESS OTHERWISE NOTED.
 9. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION PERMITS INCLUDING, BUT NOT LIMITED TO, A PERMIT TO EXCAVATE.
 10. CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL UTILITIES, STORM DRAINAGE, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PHILADELPHIA, ETC. AS REQUIRED.
 11. CONTRACTOR SHALL REFER TO ARCHITECTURAL DRAWINGS FOR ALL BUILDING FOUNDATION, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PHILADELPHIA, ETC. AS REQUIRED.
 12. CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL EXISTING ITEM DURING CONSTRUCTION, SUCH AS UTILITIES, PAVEMENT, STRIPING, CURB, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PHILADELPHIA, ETC. AS REQUIRED.

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	0.7 fc	30.0 fc	0.0 fc	N/A	N/A

PARKING TABLE - 1685 & 1719 FULMER STREET

Location: City of Philadelphia, Philadelphia County, Pennsylvania

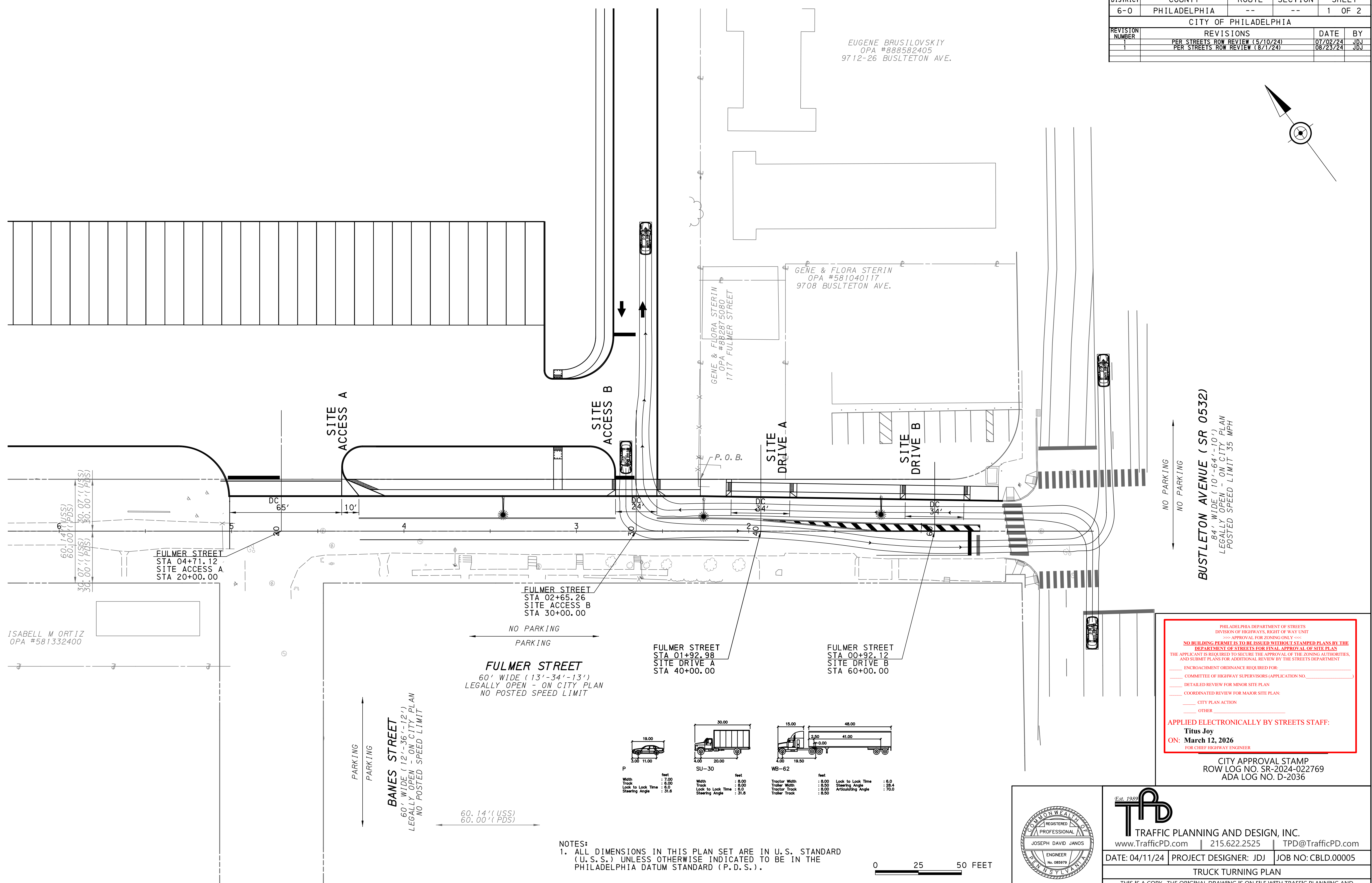
Zone: I-2 (Medium Industrial)

Schedule	Symbol	Label	Image	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power	Polar Plot
		A		18	Lithonia Lighting	RSX1 LED P4 30K R2	RSX Area Luminaire Size 1 P4 Lumen Package 3000K CCT Type R2 Distribution	1	14943	1	133.1431	
		B		7	Lithonia Lighting	RSX1 LED P4 30K R2 HS	RSX LED Area Luminaire Size 1 P4 Lumen Package 3000K CCT Type R2 Distribution with HS shield	1	11298	1	133.14	
		C		11	Lithonia Lighting	RSX3 LED P4 30K R2 HS	RSX LED Area Luminaire Size 3 P4 Lumen Package 3000K CCT Type R2 Distribution with HS shield	1	27933	1	311.92	

8	Min. Side Yard Depth adjacent to RSD-1 (ft)	15 FT	N/A	Table 14-701-1
9	Min. Side Yard Depth adjacent to RSD-3 (ft)	15 FT	46.2 FT	Table 14-701-1
10	Max. Height (ft)	60 FT	50 FT	Table 14-701-4
11	Gross Floor Area	N/A	123,120 SF	Table 14-701-4
12	Max. Floor Area (% of lot area)	500%	25.97%	Table 14-701-4

** Where the lot abuts a residential district, front yards, side yards, and rear yards shall be provided on the lot on the sides abutting the residential districts. The minimum requirements for those yards shall be either those for the industrial district, or those for the residential district on the abutting side, whichever is larger.

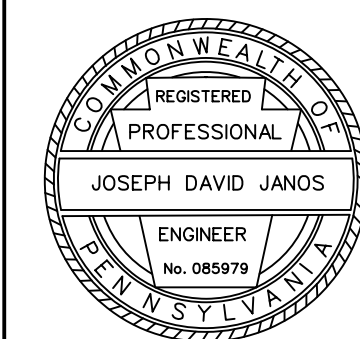
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	PHILADELPHIA	--	--	1 OF 2
CITY OF PHILADELPHIA				
REVISION NUMBER	REVISIONS		DATE	BY
1	PER STREETS ROW REVIEW (5/10/24)		07/02/24	JDJ
	PER STREETS ROW REVIEW (8/1/24)		08/23/24	JDJ



\\w\tpd-pw\bentley.com\TPDProjectwise Documents\Active\CBLD\00005 - 1701 Fulmer Street\CAD (HOP InRoads SS2)\Plan\trucks01.dgn	2/23/26	14:29:54	1:300	enikhoel
--	---------	----------	-------	----------

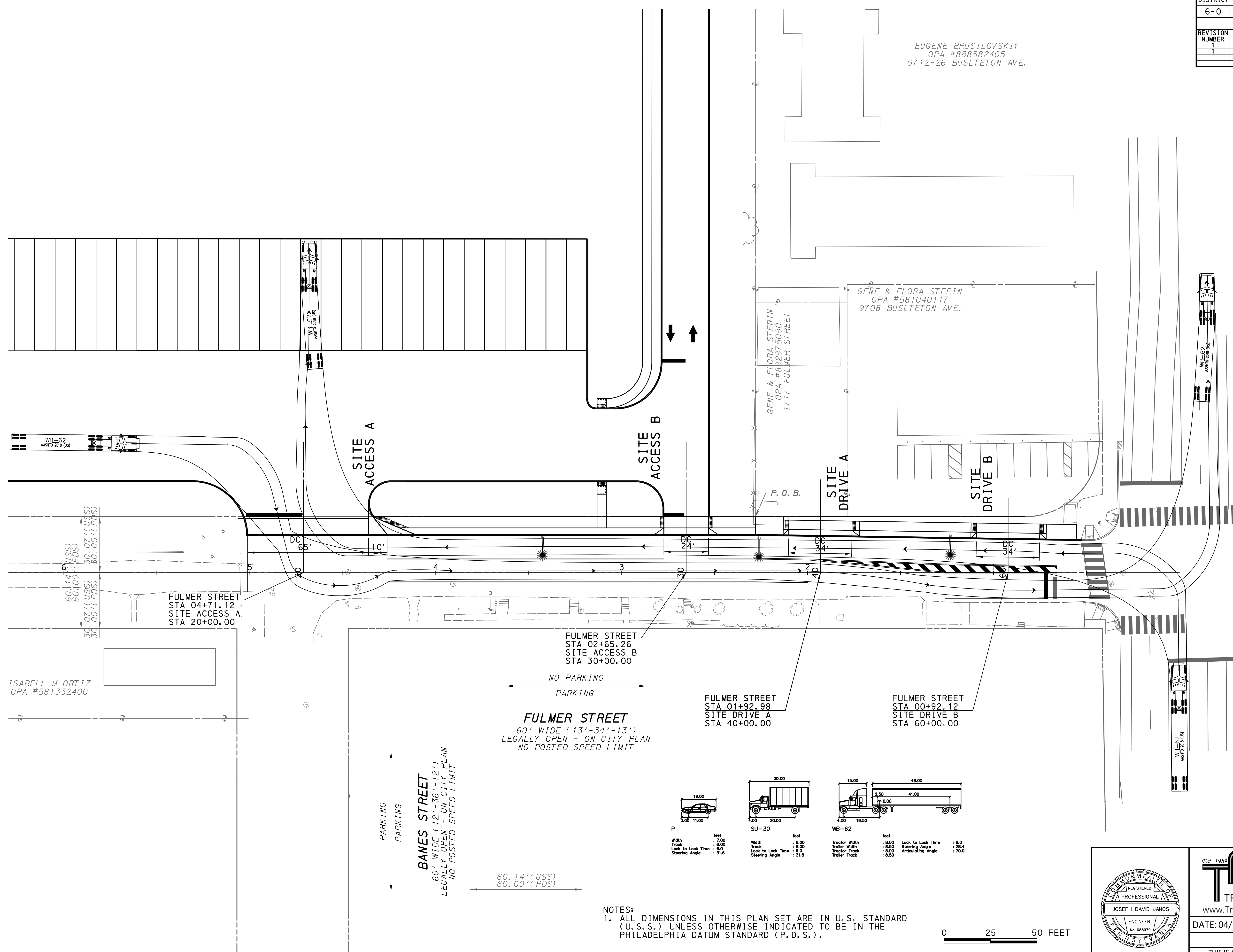
NOTES:
1. ALL DIMENSIONS IN THIS PLAN SET ARE IN U.S. STANDARD (U.S.S.) UNLESS OTHERWISE INDICATED TO BE IN THE PHILADELPHIA DATUM STANDARD (P.D.S.).

0 25 50 FEET



		
www.TrafficPD.com 215.622.2525 TPD@TrafficPD.com		
DATE: 04/11/24	PROJECT DESIGNER: DJJ	JOB NO: CBLD.00005
TRUCK TURNING PLAN		
THIS IS A COPY. THE ORIGINAL DRAWING IS ON FILE WITH TRAFFIC PLANNING AND DESIGN, INC. ANY AND ALL LIABILITY IS LIMITED TO THE ORIGINAL, UP TO AND INCLUDING THE LAST REVISIONS.		

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	PHILADELPHIA	--	--	2 OF 2
CITY OF PHILADELPHIA				
REVISION NUMBER	REVISIONS		DATE	BY
1	PER STREETS ROW REVIEW (5/10/24)		07/02/24	JDJ
	PER STREETS ROW REVIEW (8/1/24)		08/23/24	JDJ



NO PARKING
NO PARKING

84' WIDE (10'-64'-10')

LEGALLY OPEN - ON CITY PLAN

POSTED SPEED LIMIT 35 MPH

BUSTLETON AVENUE (SR 0532)

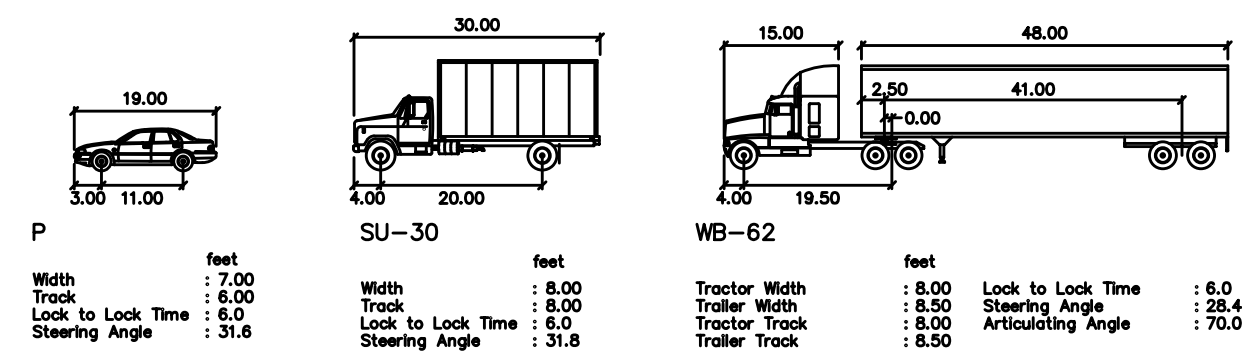
PHILADELPHIA DEPARTMENT OF STREETS
DIVISION OF HIGHWAYS, RIGHT OF WAY UNIT
>>> APPROVAL FOR ZONING ONLY <<<
NO BUILDING PERMIT IS TO BE ISSUED WITHOUT STAMPED PLANS BY THE
DEPARTMENT OF STREETS FOR FINAL APPROVAL OF SITE PLAN
THE APPLICANT IS REQUESTED TO SECURE THE APPROVAL OF THE ZONING AUTHORITIES,
AND SUBMIT PLANS FOR ADDITIONAL REVIEW BY THE STREETS DEPARTMENT

ENCROACHMENT ORDINANCE REQUIRED FOR:
____ COMMITTEE OF HIGHWAY SUPERVISORS (APPLICATION NO. _____)
____ DETAILED REVIEW FOR MINOR SITE PLAN
____ COORDINATED REVIEW FOR MAJOR SITE PLAN:
____ CITY PLAN ACTION
____ OTHER _____

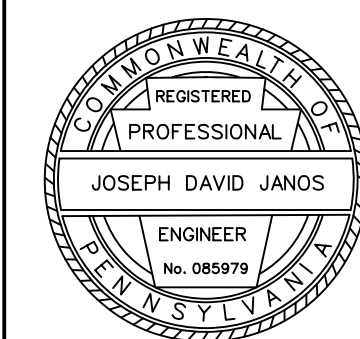
APPLIED ELECTRONICALLY BY STREETS STAFF:
Titus Joy
ON: March 12, 2026
FOR CHIEF HIGHWAY ENGINEER

CITY APPROVAL STAMP
ROW LOG NO. SR-2024-022769
ADA LOG NO. D-2036

NOTES:
1. ALL DIMENSIONS IN THIS PLAN SET ARE IN U.S. STANDARD (U.S.S.) UNLESS OTHERWISE INDICATED TO BE IN THE PHILADELPHIA DATUM STANDARD (P.D.S.).



0 25 50 FEET



			
TRAFFIC PLANNING AND DESIGN, INC.			
www.TrafficPD.com		215.622.2525	
		TPD@TrafficPD.com	
DATE: 04/11/24	PROJECT DESIGNER: JDJ	JOB NO: CBLD.00005	
TRUCK TURNING PLAN			
THIS IS A COPY. THE ORIGINAL DRAWING IS ON FILE WITH TRAFFIC PLANNING AND DESIGN, INC. ANY AND ALL LIABILITY IS LIMITED TO THE ORIGINAL, UP TO AND INCLUDING THE LAST REVISIONS.			
			DRN BY:

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).

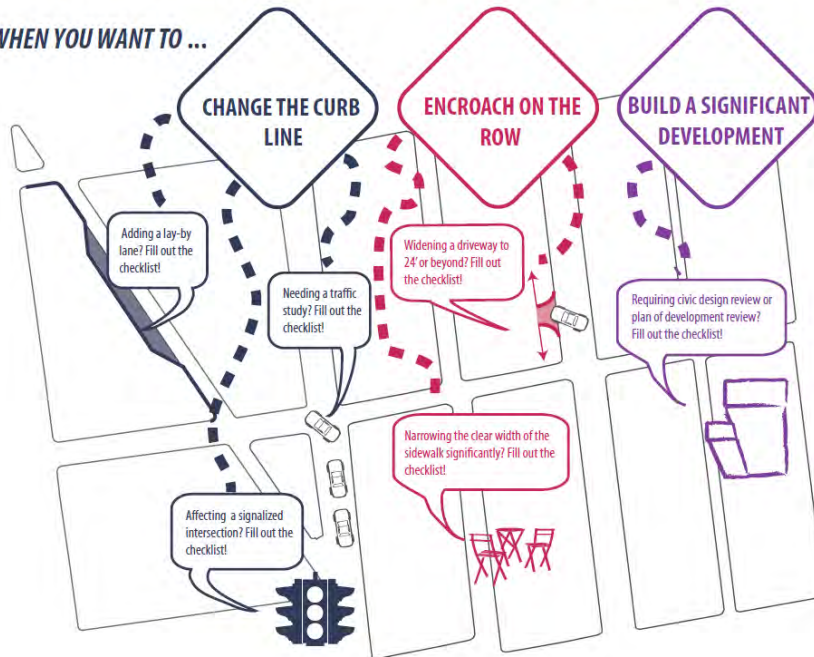
The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects 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:

- o Placing of a new street;
- o Removal of an existing street;
- o Changes to roadway grades, curb lines, or widths; or
- o Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

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

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME
1719 Fulmer Street
2. DATE
03/25/2026
3. APPLICANT NAME
Tony Poole
5. PROJECT AREA: list precise street limits and scope
Proposed Industrial Development at 1685 & 1719 Fulmer Street. Work includes widening of Fulmer Street for the construction of one (1) new full-access driveway apron approx. 470' NW of the intersection of Fulmer Street and Bustleton Avenue also one (1) new full-access driveway apron approx. 260' NW of the intersection of Fulmer Street and Bustleton Avenue. New sidewalk and curb along the northern side of Fulmer Street, existing driveway apron upgrades at the two accesses of the adjacent property located approx. 85' and 195' NW of the intersection of Fulmer Street and Bustleton Avenue, and roadway rehabilitation for the full width of Fulmer Street within the limits of work.
4. APPLICANT CONTACT INFORMATION
tony.poole@stonemontfinancial.com
(404) 867-3005
6. OWNER NAME
SIF III Fulmer Business Center LLC
c/o Nuveen Alternative Advisor LLC
2300 N. Field St. Ste 1650
Dallas Texas 75201
7. OWNER CONTACT INFORMATION
Gabriel Schultz
gabriel.schultz@nuveen.com
8. ENGINEER / ARCHITECT NAME
Joseph D. Janos, P.E.
9. ENGINEER / ARCHITECT CONTACT INFORMATION
Traffic Planning & Design, Inc. 1617
JFK Boulevard, Suite 1230
Philadelphia, PA 19103
Phone: 215-622-2525
Email: JJanos@TrafficPD.com
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.
Also available here: <http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/>

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Fulmer Street</u>	<u>Bustleton Avenue</u>	<u>Banes Street</u>	<u>Lower Density Residential</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

11. Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?
 - a. Parking and loading regulations in curb lanes adjacent to the site YES ☒ NO ☐
 - b. Street Furniture such as bus shelters, honor boxes, etc. YES ☐ NO ☐ N/A ☒
 - c. Street Direction YES ☒ NO ☐
 - d. Curb Cuts YES ☒ NO ☐ N/A ☐
 - e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. YES ☒ NO ☐ N/A ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



f. Building Extensions into the sidewalk, such as stairs and stoops

YES ☒

NO ☐

N/A ☐

APPLICANT: General Project Information

Additional Explanation / Comments: Nothing additional.

DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
Fulmer Street	10 / 0 / 10	13 / 10
_____	_____ / _____ / _____	_____ / _____
_____	_____ / _____ / _____	_____ / _____
_____	_____ / _____ / _____	_____ / _____

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

STREET FRONTAGE	WALKING ZONE Required / Existing / Proposed
Fulmer Street (West of STA 02+10)	5 / 0 / 6
Fulmer Street (East of STA 02+10)	5 / 0 / 5
_____	_____ / _____ / _____
_____	_____ / _____ / _____

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

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway (Site Drive A)	34'	Approx. 195' NW of Fulmer Street & Bustleton Avenue
Driveway (Site Drive B)	34'	Approx. 85' NW of Fulmer Street & Bustleton Avenue
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Site Access A	75'	Approx. 470' NW of Fulmer Street & Bustleton Avenue
Site Access B	24'	Approx. 260' NW of Fulmer Street & Bustleton Avenue
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

DEPARTMENTAL
APPROVAL

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day?

YES ☒ NO ☐

YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: The walking zone of the proposed sidewalk located along the northern side of Fulmer Street and east of STA 02+10 has been lowered from 6' to 5' to tie into the existing sidewalk at the intersection of Bustleton Avenue.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. BUILDING ZONE: list the MAXIMUM, **existing and proposed** Building Zone width on each street frontage. The Building Zone is defined as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lawn in lower density residential neighborhoods. The Building Zone is further defined in section 4.4.1 of the Handbook.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
<u>Fulmer Street</u>	<u>13 / 0</u>
_____	_____ / _____
_____	_____ / _____
_____	_____ / _____

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
<u>Fulmer Street (West of STA 02+10)</u>	<u>3.5 / 0 / 4</u>
<u>Fulmer Street (East of STA 02+10)</u>	<u>3.5 / 0 / 3.5</u>
_____	_____ / _____ / _____
_____	_____ / _____ / _____

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

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

YES ☐ 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 ☐
 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 ☐
 YES ☐ NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

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BUILDING & FURNISHING COMPONENT (continued)

- | | | | | | |
|---|---|-----------------------------|---|------------------------------|-----------------------------|
| 21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) | YES ☐ | NO ☐ | N/A ☒ | YES ☐ | NO ☐ |
| 22. Does the design maintain adequate visibility for all roadway users at intersections? | YES ☒ | NO ☐ | N/A ☐ | YES ☐ | NO ☐ |

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: The furnishing zone of the proposed sidewalk located along the northern side of Fulmer Street and east of STA 02+10 has been lowered from 4' to 3.5' to tie into the existing sidewalk at the intersection of Bustleton Avenue. There is no sidewalk in existing conditions so maximum building zone width is shown as 13'.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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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.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____

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 ☐ 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 ☐

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: The scope of work associated with this project only pertains to the addition of the site driveways and modification of the existing accesses at the adjacent property, with roadway widening to accommodate a WB-62 design vehicle. Therefore, the roadway layout of Fulmer Street is to remain as existing.

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?

The proposed design provides an ADA compliant connection from the intersection of Fulmer Street and Bustleton Avenue to the proposed site at the driveway access, through the adjacent existing property's frontage. This design also provides access to the existing bus stop at the intersection of Fulmer Street and Bustleton Avenue.

DEPARTMENTAL
APPROVAL

- YES ☐ NO ☐
- YES ☐ NO ☐
- YES ☐ NO ☐
- YES ☐ NO ☐

APPLICANT: Curbside Management Component

Additional Explanation / Comments: Nothing additional.

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, , identify existing and proposed lane widths and the design speed for each street frontage;

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
<u>Northern side of Fulmer Street</u>	<u>Busleton Avenue</u>	<u>Banes Street</u>	<u>12 / 12.5</u>	<u>None Posted</u>
_____	_____	_____	____ / ____	_____
_____	_____	_____	____ / ____	_____
_____	_____	_____	____ / ____	_____

33. What is the maximum AASHTO design vehicle being accommodated by the design? WB-62

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

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: Nothing additional.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?
42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

YES ☐ NO ☐ N/A ☒

YES ☒ NO ☐ N/A ☐

YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments: Nothing additional.

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

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

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?

YES ☐ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

45. Does the design provide adequate clearance time for pedestrians to cross streets?

YES ☐ NO ☐ N/A ☐

YES ☐ NO ☐

46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?

YES ☐ NO ☐ N/A ☐

YES ☐ NO ☐

If yes, City Plan Action may be required.

47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?

YES ☐ NO ☐

- Marked Crosswalks
- Pedestrian Refuge Islands
- Signal Timing and Operation
- Bike Boxes

YES ☐ NO ☐ N/A ☐

YES ☐ NO ☐

YES ☐ NO ☐ N/A ☐

YES ☐ NO ☐

YES ☐ NO ☐ N/A ☐

YES ☐ NO ☐

YES ☐ NO ☐ N/A ☐

YES ☐ NO ☐

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: Nothing additional.

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: Nothing additional.

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____



Civic Design Review Key Recommendations to Guide Second Submission

Licenses and Inspections Application Number: ZP-2025-012431
Project Address and/or Title: 1685 Fulmer Street
Date of Civic Design Review: July 7, 2026

The comments below summarize the CDR Committee recommendations from the proposal's first Civic Design Review (CDR) meeting. They have been organized by the review categories used during the meeting. When necessary, PCPC staff have made minor adjustments in language for grammatical correctness.

PCPC staff encourages the development team to review the comments and make changes to their proposal as needed. During the second and final review, PCPC staff will review the comments from the first meeting and the development team's responses to them.

Registered Community Organization Comments (Greater Bustleton Civic League)	
1	Neighbors would like to see more done to minimize the impact of the project on the residential neighborhood and an acknowledgement of the loss of wooded space that was part of their community. The industrial zoned subject property was previously approved for three industrial buildings and the site was cleared per the previous permits. As part of the previous approvals, the Philadelphia Streets Department also approved offsite improvements that included the widening of Fulmer Street to accommodate the industrial zoned property (that is not being re-zoned). The traffic trip counts on Fulmer Street for our proposed development will remain the same as the previously approved development. In an effort to further minimize any traffic impacts to surrounding neighbors, the developer has proposed to widen Fulmer Street further on to our property (beyond the initial widening associated with the prior approvals and coordinated with Philadelphia Streets with complete technical review) and increasing landscaping from the previous approvals. The proposed conditions will be less of an impact to the neighboring residents than that previously approved. Our team will update the drawings to include a wood fence in addition to the previously proposed landscaping as well as increased caliper of trees to help minimize any visual impact of the property, between the entrances on Fulmer Street.
2	There are concerns about traffic flow in and around the site. They want as much traffic activity inside of the property to minimize the amount of time large trucks are on Fulmer Street. The traffic is being coordinated with the Philadelphia Streets Department, who requested separate auto ingress and egress and truck ingress and egress. We have accommodated this request with the delineated traffic flow and site layout.
3	Create as much buffering between the neighbors and site as possible. As mentioned above, we will add an additional wood fence on Fulmer Street between the two access points to further supplement the previously proposed landscape buffers, which exceed Code requirements. We have also increased the caliper of trees previously proposed.
Site Design Comments (including Complete Streets)	
4	Continue to try to establish a relationship with the northern neighbor so that the site can use their ingress and egress instead of Fulmer Street. Unfortunately, the



	developer has been in communication with the northern neighbor and he has reiterated that he is not interested in providing access through his site. The project will continue to use the designated Fulmer Street access as approved by the Streets Department. The northern property which is owned by an unrelated third party is not a viable access point for the project given the position of its ownership.
5	There are concerns about widening Fulmer Street. It will change the character of the residential neighborhood. The existing Fulmer Street does not meet current City standards. Offsite widening of Fulmer Street was previously approved by the Philadelphia Streets Department in connection with the prior three (3) warehouse plan. In the current design with a single warehouse, the proposed trip counts will remain the same, and the additional widening will only help keep truck traffic further away from the residents and parked cars on Fulmer Street.
6	Add more site context to the plans and renderings. Acknowledged, please see revised submission materials.
7	Considers adding amenities for affected neighbors like pathways and sidewalks. Per the plans, a pedestrian sidewalk on the northern side of Fulmer Street has been proposed. In addition, ownership has added bicycle racks for the use of the neighborhood to the area immediately adjacent to the new Fulmer Street sidewalk. No on-site pathways or sidewalks can be accommodated due to safety concerns of interaction between pedestrian and truck traffic.
8	Develop a plan that will minimize idling trucks. Trucks will abide by all local and state codes regarding idling.
9	Increase the buffer between site and neighbors - maybe create a hill or a wall which will mitigate light and sound. A hill or berm is not an option due to the width of the required setbacks but per the above, we are updating our plans to include a wooden fence along Fulmer Street and we will be planting larger caliper trees to help minimize visual impacts.
10	Use larger trees in plantings. As noted on the plans, the existing heritage trees will be maintained on the property. We will also increase the previously proposed caliper of trees to be planted in the buffer areas. Additionally, we have provided buffering landscaping above the Code requirements.
11	Consider alternative building placement on the site for better circulation, keeping trucks far from the neighborhood, and to have different egress and ingress. We have evaluated all options before submitting the proposed project. We cannot change the orientation of the building due to site logistic issues, significant grade change, conflicts between crossing car and truck traffic, significantly taller building, required retaining walls. We have proposed the project with the same orientation as the previously approved industrial project and utilizing the approved Fulmer Street access points in alignment with the previous Streets approvals. We have further coordinated with the Streets Department through their technical review process.



Building Design Comments	
12	Add transparency where possible. We designed the building with aesthetics in mind, with wall panel changes, detailed paint design, material changes, and intentionally designed glass features bringing in the light at the correct locations.
13	Make the main entrance clearer by painting it a different color. Our current elevations already differentiate tenant entries framed with the light blue color scheme (see clip below). We will also use signage as an indicator for the main entry.
Sustainability Comments	
14	Add Electric Vehicle parking spots. We can designate car parking spaces to be EV ready.
15	Reduce the amount of parking and increase vegetation. The actual needs of the building are in line with the provided parking, including the trailer parking spaces. Landscape islands with trees were previously added to mitigate the impact of the paving.
16	Add solar panels. The building will be designed for solar ready capabilities.