



Civic Design Review Notification to Philadelphia City Planning Commission

This form must be completed by the L&I plans examiner to notify PCPC that an application under review requires Civic Design Review (CDR).

The L&I plans examiner must forward this completed form to the applicant, the Community Group Notification (RCO@Phila.gov), and the Civic Design Review (CDR@Phila.Gov) and must also upload a copy to eCLIPSE.

Application Details

Identify the permit number, location of work and name of applicant.

If a specific location applies or the project involves multiple parcels, please note additional details or address information in the space provided.

1

ZP- 2 | 0 | 2 | 4 | . | 0 | 0 | 1 | 0 | 3 | 9 |

Address 7240 State Rd

Specific Location or Additional Parcels _____

Applicant Name Carrie Nase-Poust DBA: Fox Rothschild, LLP.

Applicant's Relationship to property:

Property Owner Tenant Equitable Owner Licensed Professional or Tradesperson

Date of Notification to PCPC: 3/22/2024

Plans Examiner

Provide the name and contact information of the plans examiner reviewing the application.

2

Name Andrew DiDonato

Email Address andrew.didonato@phila.gov Phone Number 215-686-2581

CDR Triggers

Provide applicable application details related to the CDR determination.

See §14-304(5) and Table 14-304.2 for additional details.

3

Zoning District(s): ICMX

Affects property in a residential district, as defined by §14-304(5)(b)(.2) Yes No

Application includes new construction or an expansion that creates 152,720 square footage of new GFA.

Application includes new construction or an expansion that creates _____ additional dwelling units.

Plan Review Results

Provide details regarding the outcome of the plan review

4

Will the application result in a by-right permit? Yes No

If **yes**, skip the questions below.

If **no**, has the applicant been issued a refusal / referral prior to completing CDR? Yes No

If **yes**, include the refusal / referral with this Notification and forward to the email addresses listed below.

If **no**, use the space below to outline the refusals / referrals that are anticipated:

Code Section(s):	Reason for Refusal / Referral:



**Plan Review Results
(cont'd)**

Provide details regarding the
outcome of the plan review

4

Code Section(s):	Reason for Refusal / Referral:

Note to Applicant: Plans that are submitted to L&I are considered final. Any changes made to the plans must be a result of the CDR process. If any changes are proposed, the [Civic Design Review Revision Form](#) must be submitted with the revised plans. Any changes that are not a result of the CDR process may require the submission of a new application.

STATE ROAD SELF STORAGE



CIVIC DESIGN REVIEW PRESENTATION
MARCH 29, 2024



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PROJECT SUMMARY

Project Address: 7240 State Road, Philadelphia, PA, 19135-1412

Location: Intersection of State Road and Cottman Avenue

Zoning: Industrial Commercial Mixed-Use (ICMX)

Type of Facility: 4-Story Self Storage

Total Gross Floor Area: 152,720 square feet

Parking: 77 stalls

Building Height: 50'-0" (53.6' measured from average grade)

Number of Stories: 4 Stories

Entrances:

- 1 Primary Loading Entrance
- 2 Secondary Storage Entrances
- 1 Entrance to Sales Office

Purpose:

- Provide Self Storage needs for local residents
- Enhance the quality of neighboring properties through Architectural design

Overview:

The State Road Self Storage Facility is a proposed 4-story storage facility strategically located at the intersection of State Road and Cottman Avenue. The site falls under the Industrial Commercial Mixed-Use (ICMX) zoning, providing flexibility for a variety of commercial purposes. The primary function of the building is categorized under wholesale, distribution, and storage, with a specific emphasis on self-storage solutions. With a total gross floor area of 152,720 square feet, the facility is designed to accommodate a range of storage needs for both commercial and residential customers. The layout allows for unit efficiency and easy access to storage units. The site is equipped with 77 parking stalls to ensure convenient access for clients and employees. The building includes four entrances, including one primary storage entrance with a loading/unloading zone, two secondary entrances dedicated to storage access, and an additional entrance to the sales office. This layout is aimed at optimizing the flow of operations and providing a convenient experience for customers.

The exterior of the building is designed to enhance the aesthetic quality of the neighborhood. The architecture meets functional requirements while positively contributing to the visual appeal of the area. Recognizing the storage needs of local residents, the State Road Self Storage Facility aims to become an integral part of the community. By providing accessible and secure storage options, the facility seeks to support local businesses, homeowners, and tenants. The proposed self storage facility at the intersection of State Road and Cottman Avenue is a project tailored to meet the storage demands of the local community. With attention to design aesthetics, functionality, and community engagement, the State Road Self Storage Facility aims to enhance the overall quality of the area while providing essential storage solutions for residents and businesses alike.

CIVIC DESIGN REVIEW APPLICATION



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: TBD

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

Project proposes more than 100,000 SF of new gross floor area within the ICMX Zoning District.
(14-700 Development Standards for ICMX Zoning District apply)

PROJECT LOCATION

Planning District: North Delaware Council District: 6th District

Address: 7240 State Road
Philadelphia, PA 19135

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

CONTACT INFORMATION

Applicant Name: Asset Realty & Construction Group Inc. Primary Phone: 718-252-0126

Email: dino@asset-rcg.com Address: 1590 Troy Avenue
Brooklyn, NY 11234

Property Owner: 5823 Foster Avenue, LLC and 5911 Foster Avenue, LLC Developer: Asset Realty & Construction Group Inc.

Architect: 142 Design Group

SITE CONDITIONS

Site Area: 125,750 SF
(2.887 Acres)

Existing Zoning: ICMX Are Zoning Variances required? Yes No

Proposed Use:
 Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
 Moving and Storage Facilities: 152,720 SF 4-story Self-Storage Facility
 Proposed # of Parking Units: Total of 77 proposed surface parking spaces (including 4 preferential parking spaces and 4 ADA parking spaces).

COMMUNITY MEETING

Community meeting held: Yes No

If yes, please provide written documentation as proof.

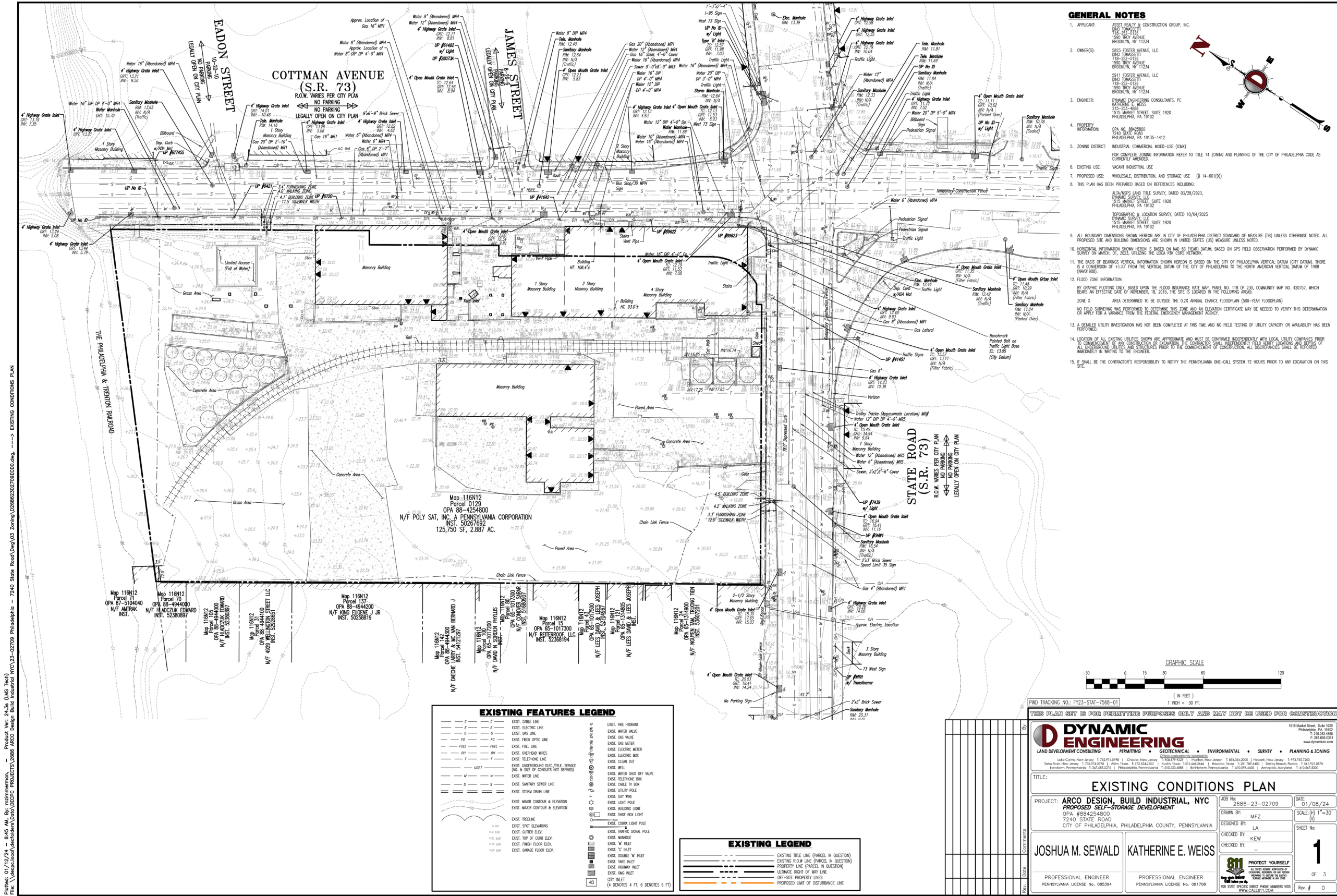
If no, indicate the date and time the community meeting will be held:
 Date: TBD Time: TBD

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA

If yes, indicate the date hearing will be held:
 Date: _____

EXISTING SITE SURVEY



- ### GENERAL NOTES
1. APPLICANT: ASSET REALTY & CONSTRUCTION GROUP, INC. (DINO TOMASETTI) 719-267-0178 1500 TROY AVENUE BROOKLYN, NY 11224
 2. OWNERS: 8822 FOSTER HENKLE, LLC (DINO TOMASETTI) 719-267-0178 1500 TROY AVENUE BROOKLYN, NY 11224
 3. ENGINEER: DYNAMIC ENGINEERING CONSULTANTS, PC KATHERINE E. WEISS 719-267-0178 1515 MARKET STREET, SUITE 1900 PHILADELPHIA, PA 19102
 4. PROPERTY INFORMATION: OPA NO. 884254800 7240 STATE ROAD PHILADELPHIA, PA 19135-1412
 5. ZONING DISTRICT: INDUSTRIAL COMMERCIAL MIXED-USE (ICM) FOR COMPLETE ZONING INFORMATION REFER TO TITLE 14 ZONING AND PLANNING OF THE CITY OF PHILADELPHIA CODE AS CURRENTLY AMENDED.
 6. EXISTING USE: VACANT INDUSTRIAL USE
 7. PROPOSED USE: WHOLESALE, DISTRIBUTION, AND STORAGE USE (§ 14-601(9))
 8. THIS PLAN HAS BEEN PREPARED BASED ON REFERENCES INCLUDING: ALTA/NPS LAND TITLE SURVEY, DATED 03/28/2023, DYNAMIC SURVEY 119 1515 MARKET STREET, SUITE 1900 PHILADELPHIA, PA 19102 TOPOGRAPHIC & LOCATION SURVEY, DATED 10/04/2023 DYNAMIC SURVEY, LLC 1515 MARKET STREET, SUITE 1900 PHILADELPHIA, PA 19102
 9. ALL BOUNDARY DIMENSIONS SHOWN HEREON ARE IN CITY OF PHILADELPHIA DISTRICT STANDARD OF MEASURE (DS) UNLESS OTHERWISE NOTED. ALL PROPOSED SITE AND BUILDING DIMENSIONS ARE SHOWN IN UNITED STATES (US) MEASURE UNLESS NOTED.
 10. HORIZONTAL INFORMATION SHOWN HEREON IS BASED ON NAD 83 (YEAR) DATUM, BASED ON GPS FIELD OBSERVATION PERFORMED BY DYNAMIC SURVEY ON MARCH 01, 2023, UTILIZING THE LEICA RIM CORS NETWORK.
 11. THE BASIS OF BEARING VERTICAL INFORMATION SHOWN HEREON IS BASED ON THE CITY OF PHILADELPHIA VERTICAL DATUM (CITY DATUM), THERE IS A CONVERSION OF +5.07' FROM THE VERTICAL DATUM OF THE CITY OF PHILADELPHIA TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD1988).
 12. FLOOD ZONE INFORMATION: BY GRAPHIC PLOTTING ONLY, BASED UPON THE FLOOD INSURANCE RATE MAP, PANEL NO. 118 OF 230, COMMUNITY MAP NO. 420757, WHICH BEARS AN EFFECTIVE DATE OF NOVEMBER 18, 2010, THE SITE IS LOCATED IN THE FOLLOWING AREAS: ZONE X AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN (500-YEAR FLOODPLAIN) NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.
 13. A DETAILED UTILITY INVESTIGATION HAS NOT BEEN COMPLETED AT THIS TIME AND NO FIELD TESTING OF UTILITY CAPACITY OR AVAILABILITY HAS BEEN PERFORMED.
 14. LOCATION OF ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE AND MUST BE CONFIRMED INDEPENDENTLY WITH LOCAL UTILITY COMPANIES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION OR EXCAVATION. THE CONTRACTOR SHALL INDEPENDENTLY FIELD VERIFY LOCATIONS AND DEPTHS OF ALL UNDERGROUND UTILITIES AND STRUCTURES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. ALL DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER.
 15. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PENNSYLVANIA ONE-CALL SYSTEM 72 HOURS PRIOR TO ANY EXCAVATION ON THIS SITE.



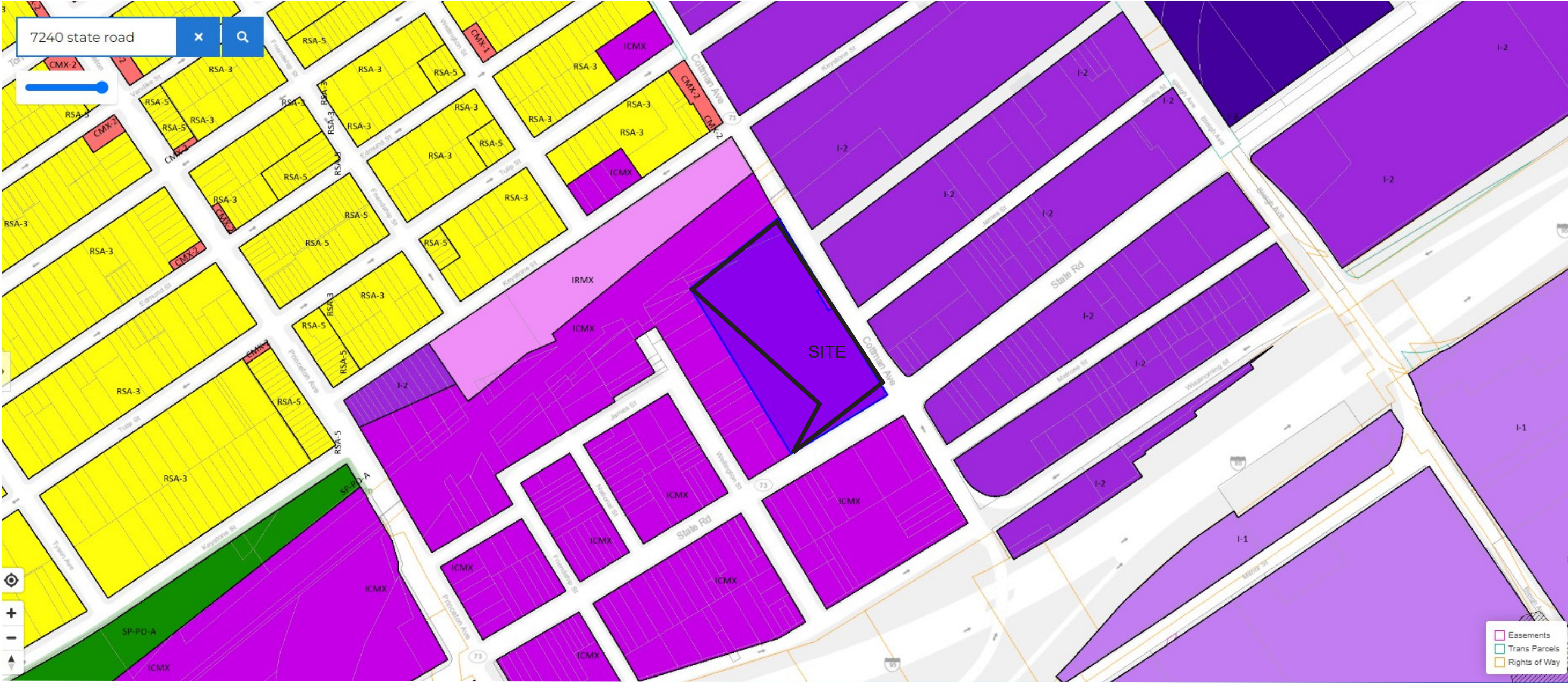
Project: 01/12/24 - 8:45 AM, By: msherman, Product: New 24.3x (LMS Tech), File: \\snp-cs01\cadd\cadd\cadd\03_Zoning\22888\ARCO_Design_Build_Industrial\NYC23-02709_Philadelphia - 7240 State Road\DWG\03_Zoning\22888\ARCO_Design_Build_Industrial\EXISTING CONDITIONS PLAN

EXISTING SITE CONTEXT

SITE LOCATION:
7420 STATE ROAD, PHILADELPHIA, PA



ZONING MAP



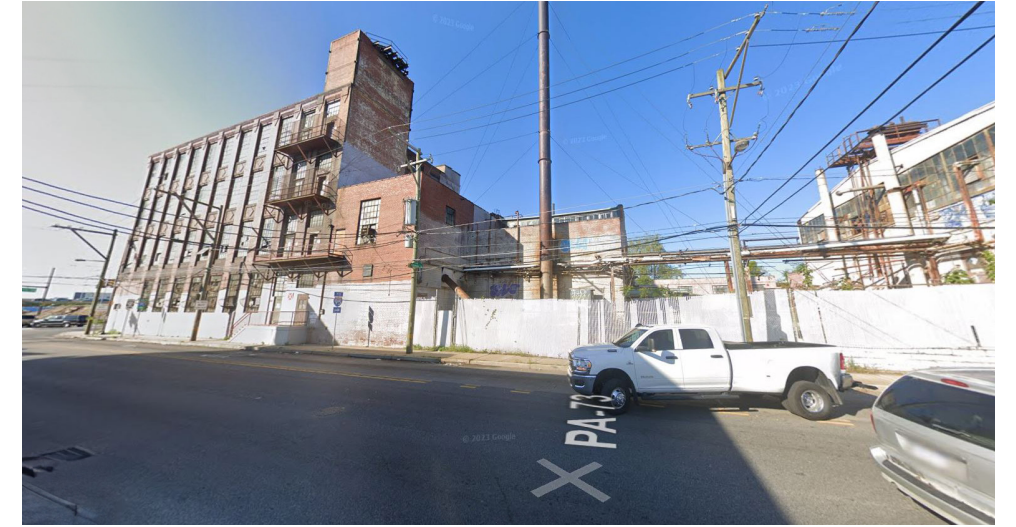
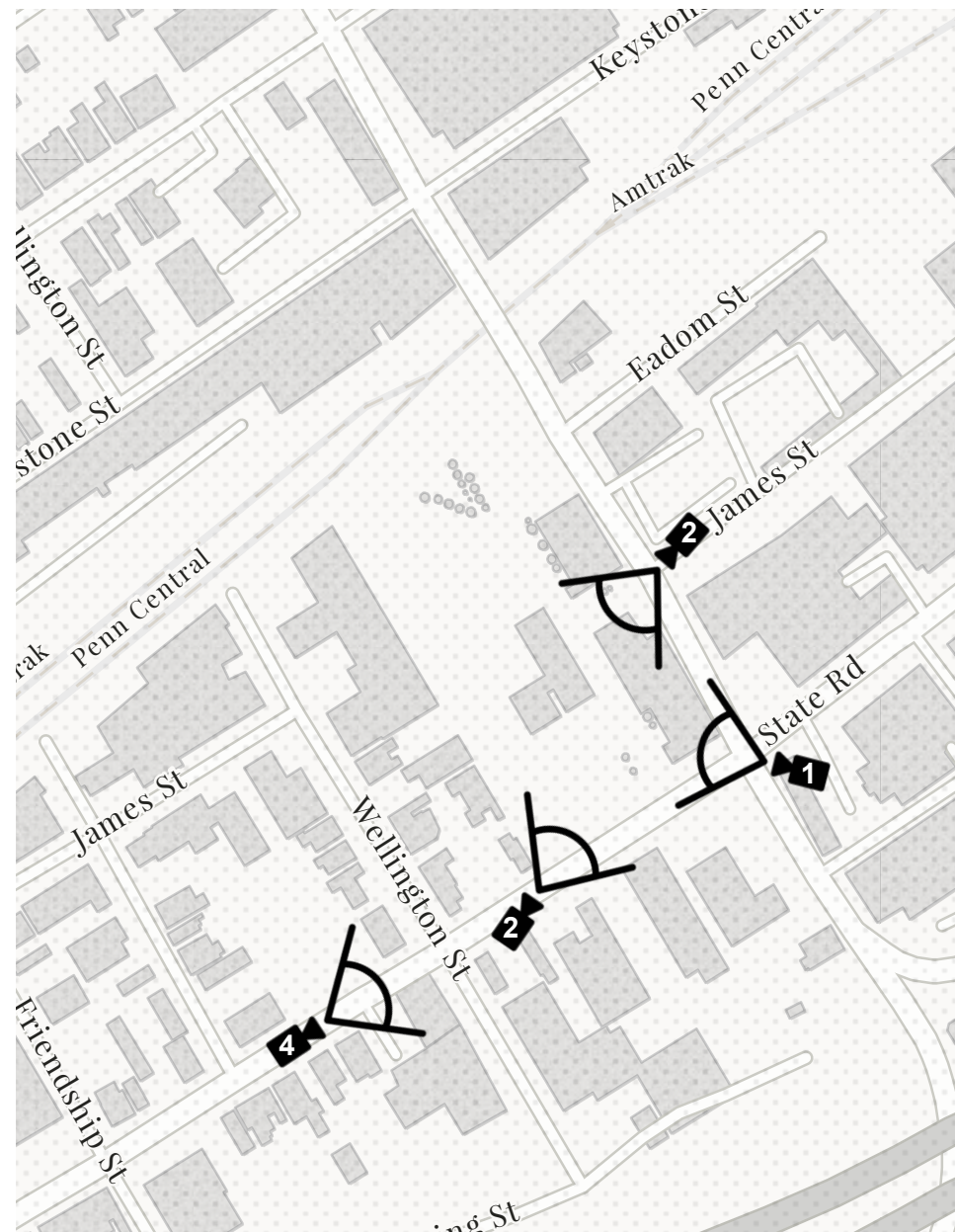
EXISTING SITE CONTEXT



EXISTING SITE PHOTOGRAPHY



1_SITE VIEW FROM STATE RD & COTTMAN AVE CORNER



2_SITE VIEW FROM STATE RD & JAMES ST.



3_SITE VIEW FROM STATE RD.



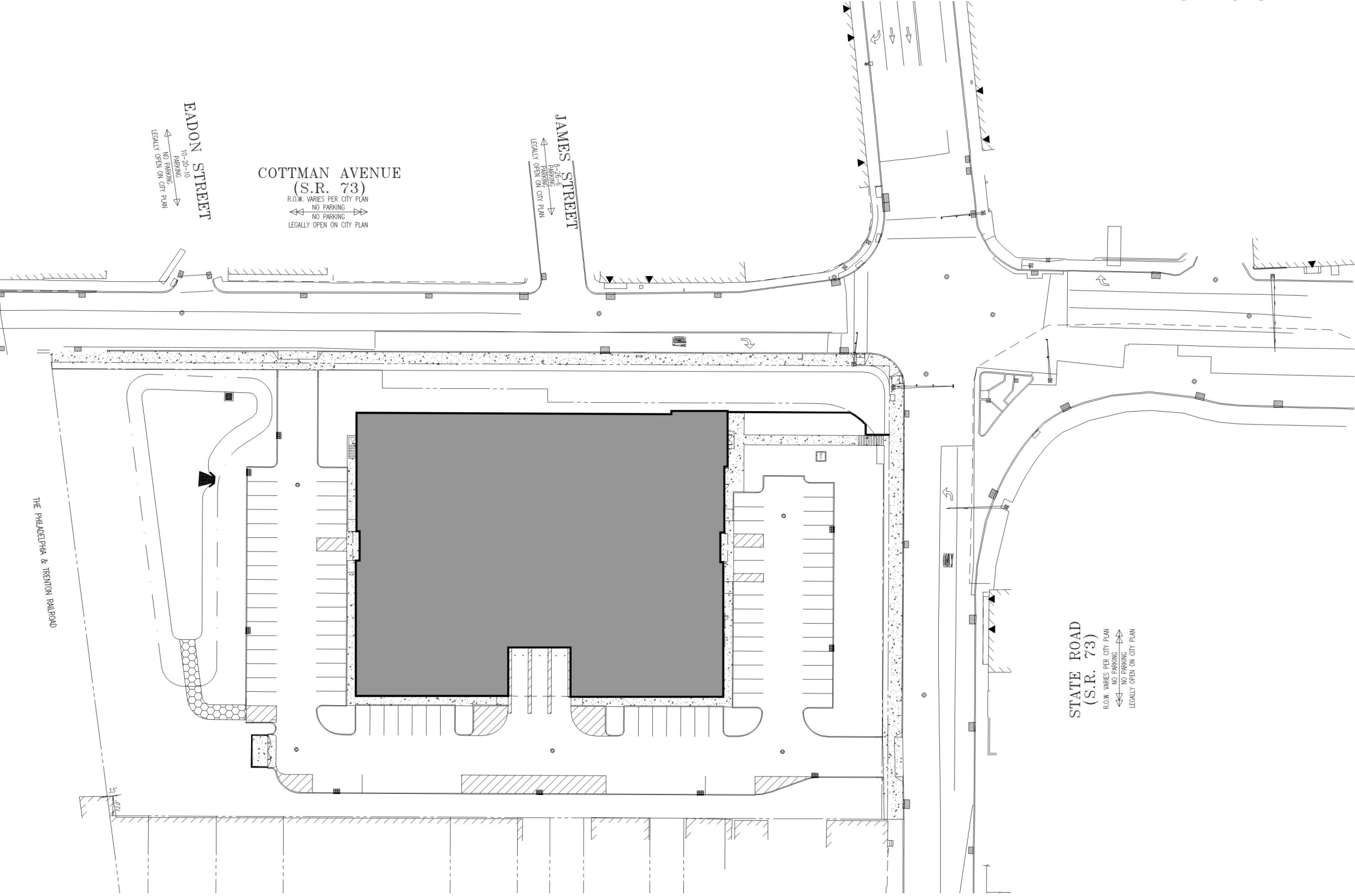
4_VIEW FROM STATE RD

PROPOSED BUILDING LOCATION

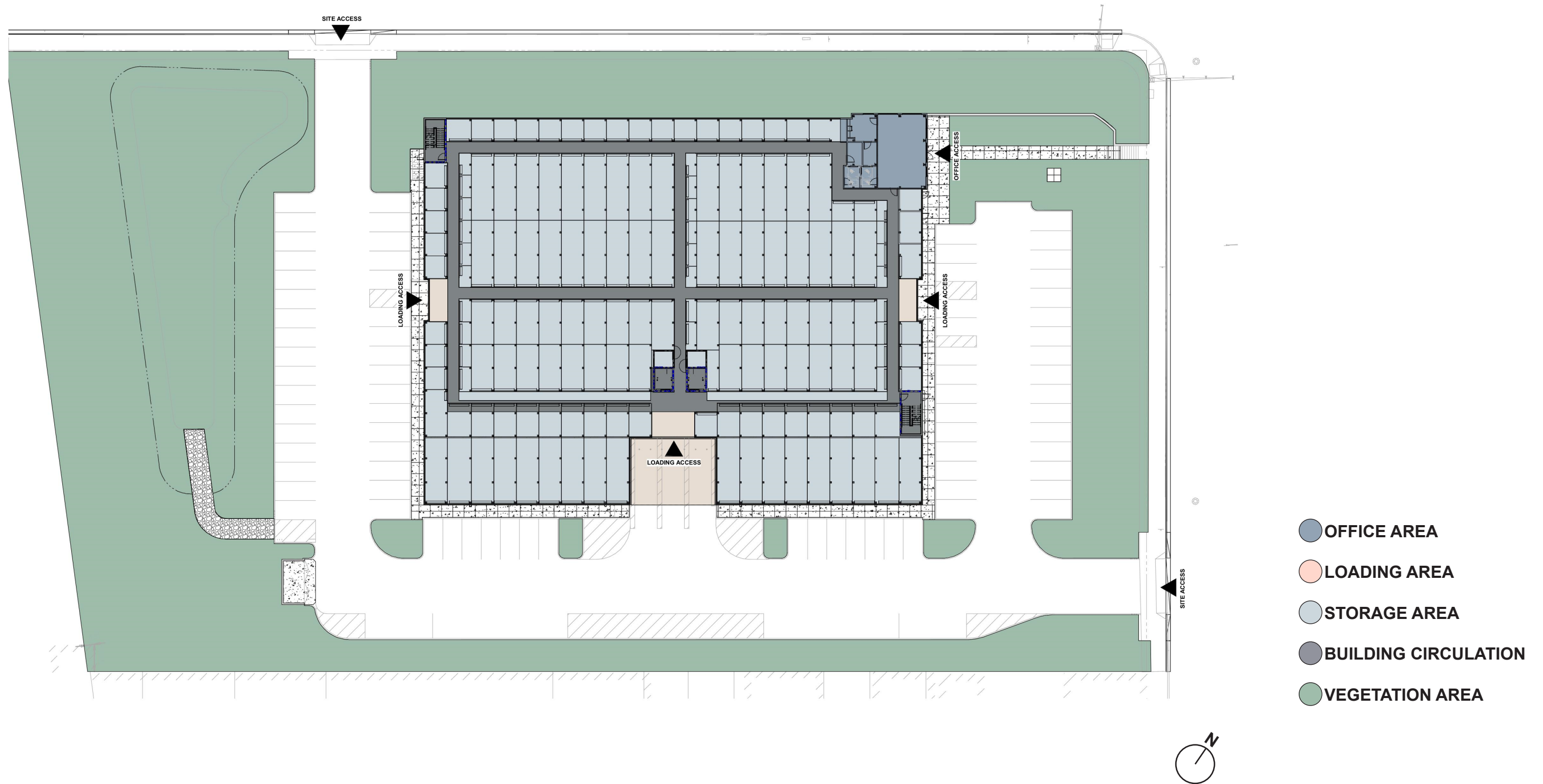
SITE LOCATION:
7420 STATE ROAD, PHILADELPHIA, PA



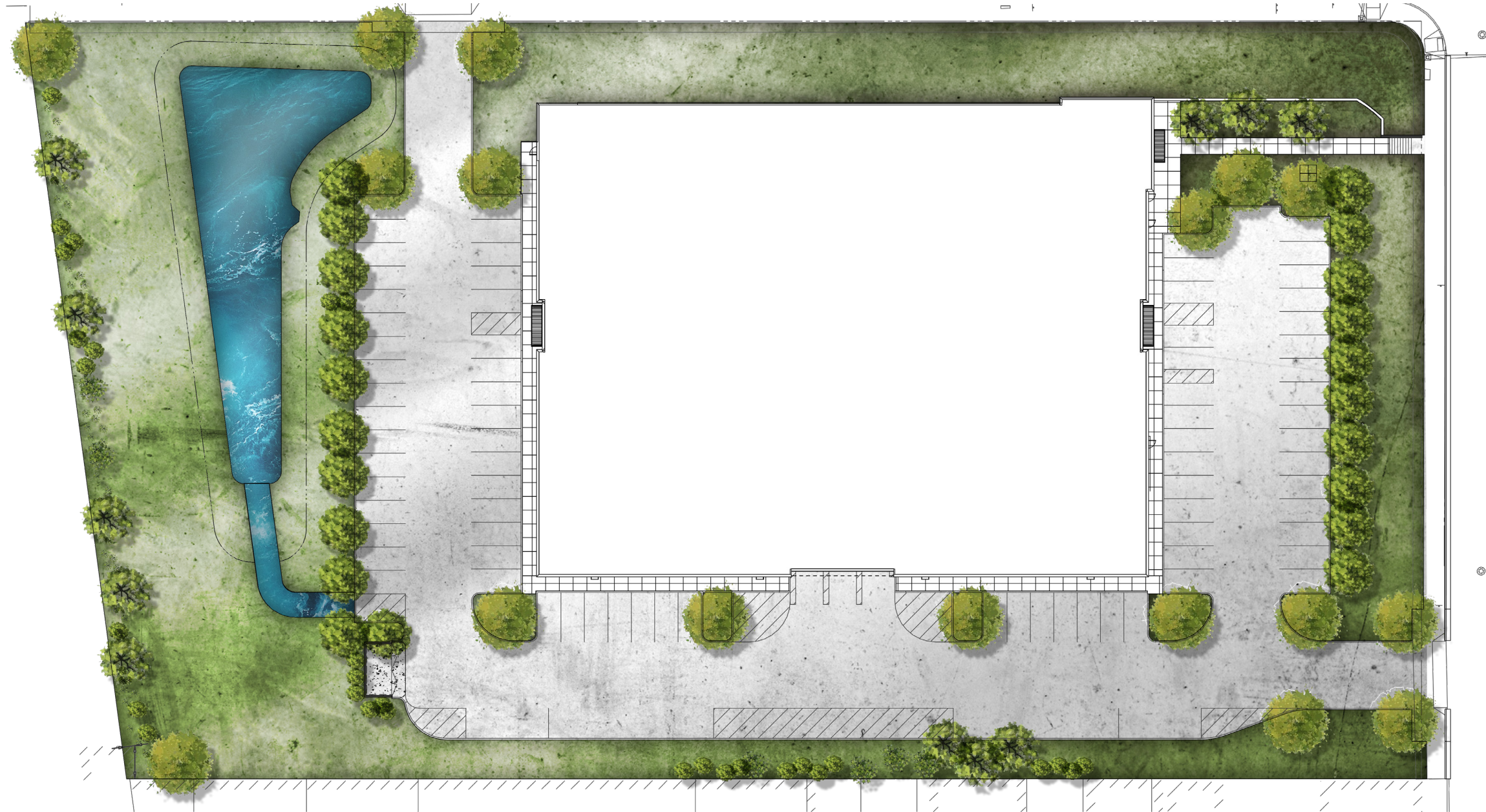
PROPOSED BUILDING LOCATION



GROUND FLOOR SITE PLAN



LANDSCAPING PLAN



SHADE TREES



PLATANUS OCCIDENTALIS
(AMERICAN SYCAMORE)



QUERCUS BICOLOR
(SWAMP WHITE OAK)



NYSSA SYLVATICA
(SOURGUM OR TUPELO)



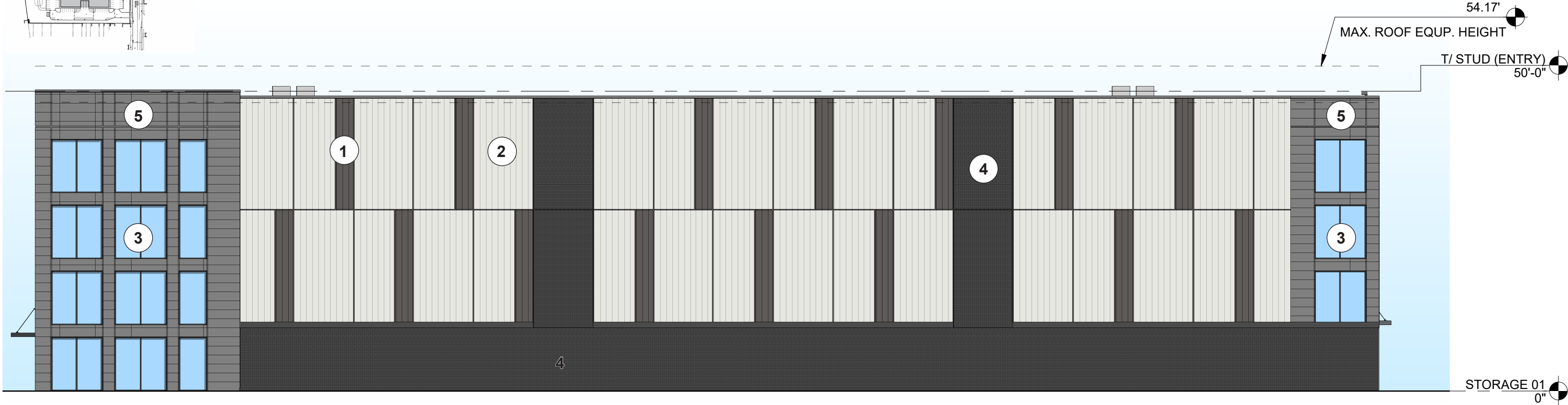
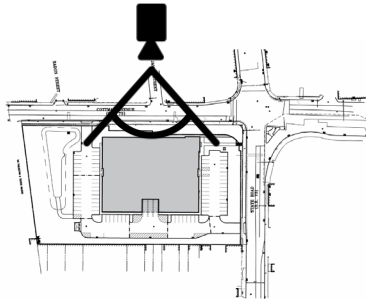
EVERGREEN TREES



JUNIPERUS VIRGINIANA
(EASTER RED CEDAR)



BUILDING ELEVATIONS



1 | CORRUGATED METAL
DARK GREY



2 | CORRUGATED METAL
WHITE



3 | ALUMINUM STOREFRONT
DARK BRONZE

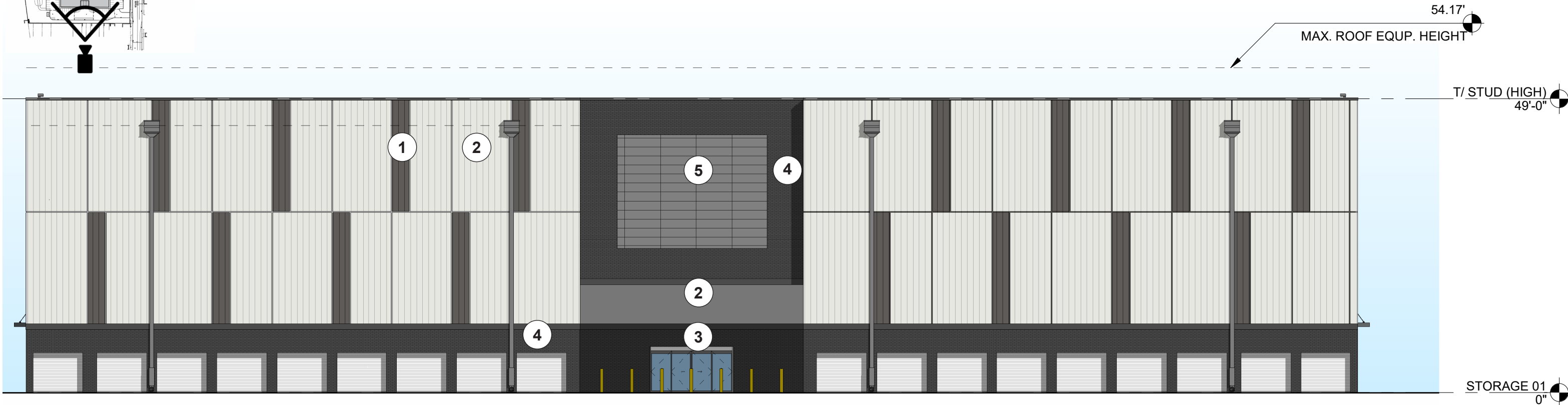
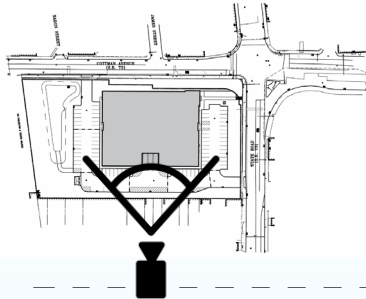


4 | NICHHA
MODERN BRICK



5 | NICHHA
CORBOSA MOONDUST

BUILDING ELEVATIONS



1 | CORRUGATED METAL
DARK GREY



2 | CORRUGATED METAL
WHITE



3 | ALUMINUM STOREFRONT
DARK BRONZE

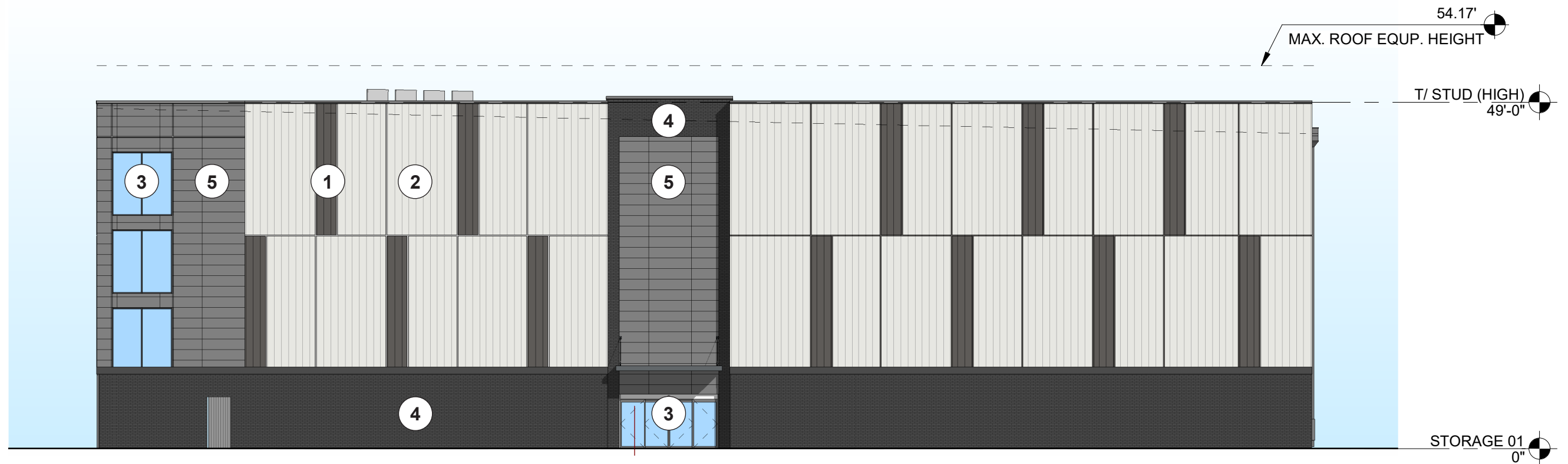
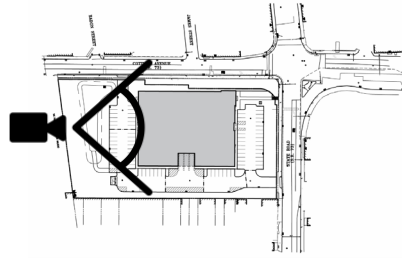


4 | NICHHA
MODERN BRICK



5 | NICHHA
CORBOSA MOONDUST

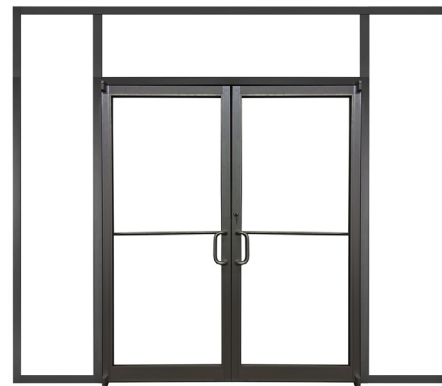
BUILDING ELEVATIONS



1 | CORRUGATED METAL
DARK GREY



2 | CORRUGATED METAL
WHITE



3 | ALUMINUM STOREFRONT
DARK BRONZE

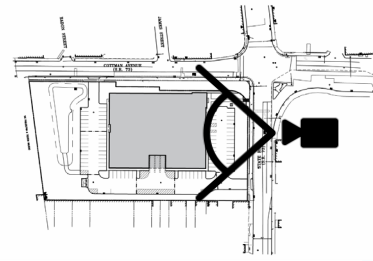


4 | NICHHA
MODERN BRICK



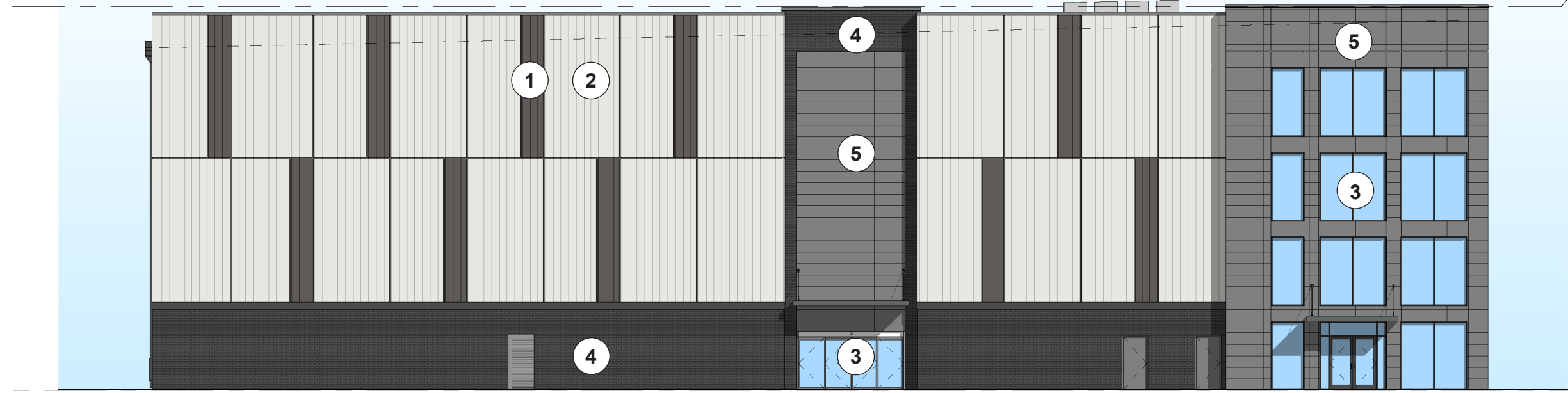
5 | NICHHA
CORBOSA MOONDUST

BUILDING ELEVATIONS



54.17'
MAX. ROOF
EQUIP. HEIGHT

T/ STUD (ENTRY)
50'-0"



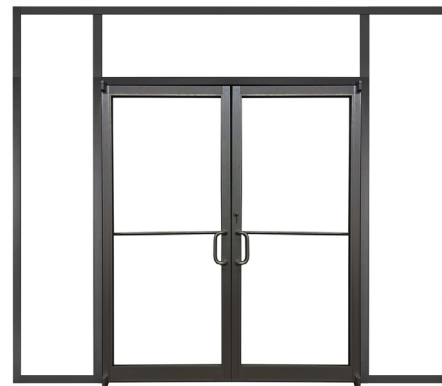
STORAGE 01
0"



1 | CORRUGATED METAL
DARK GREY



2 | CORRUGATED METAL
WHITE



3 | ALUMINUM STOREFRONT
DARK BRONZE

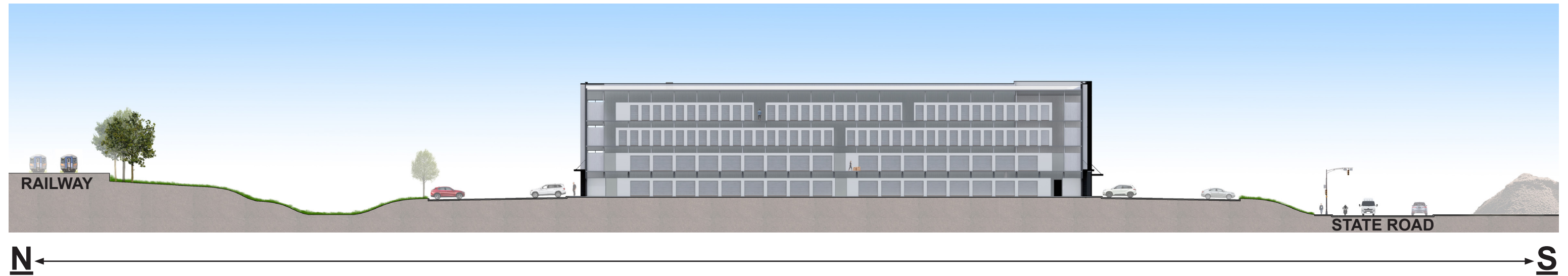
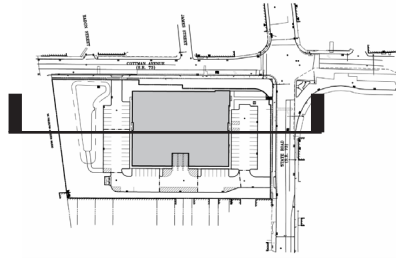


4 | NICHIHA
MODERN BRICK



5 | NICHIHA
CORBOSA MOONDUST

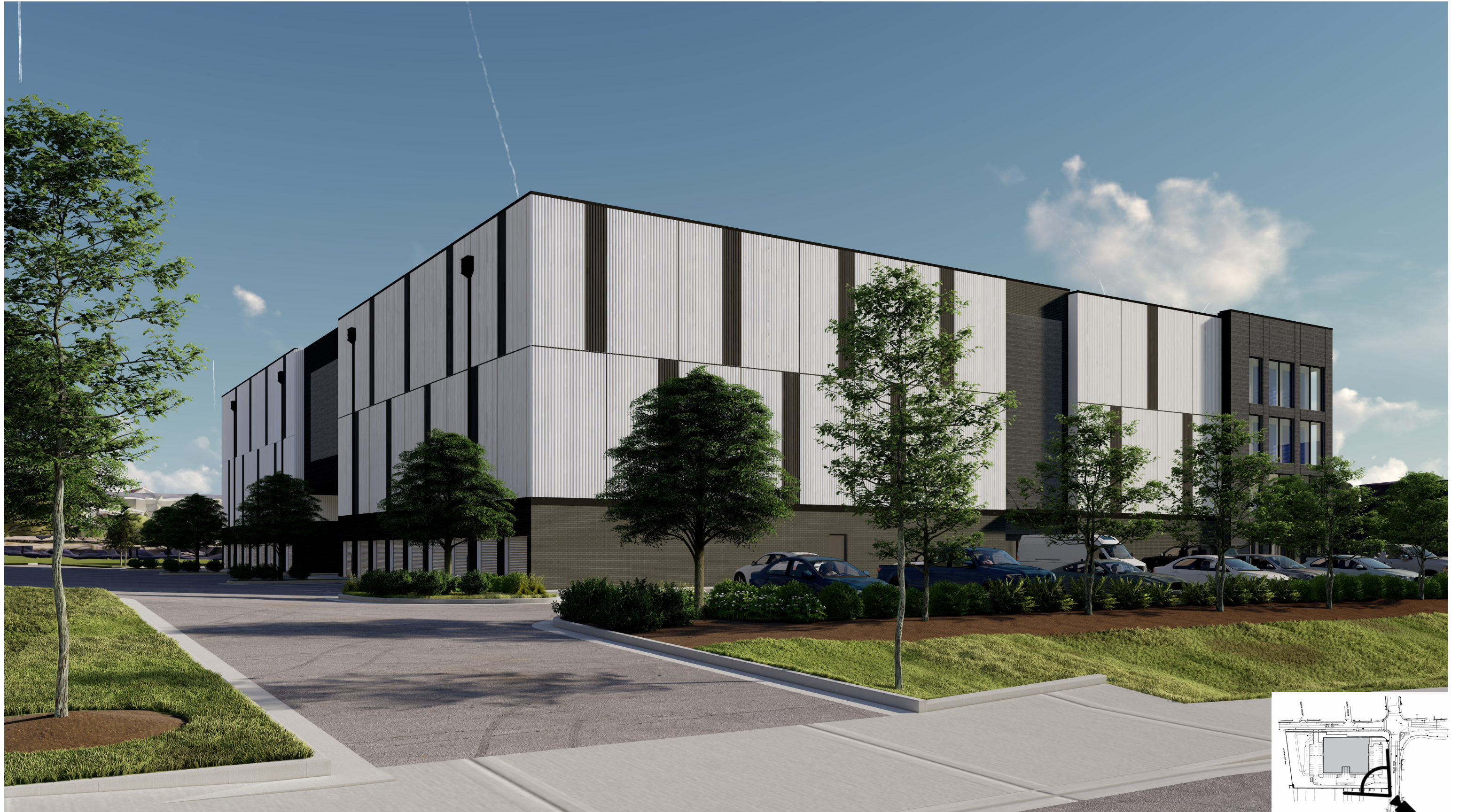
SITE SECTION



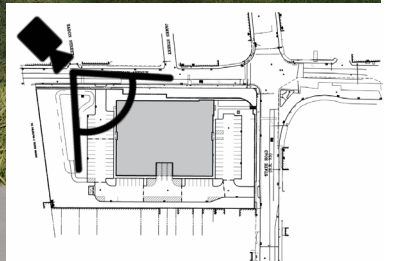
BUILDING RENDERING



BUILDING RENDERING



BUILDING RENDERING







SUSTAINABLE DESIGN CHECKLIST

Civic Sustainable Design Checklist – Updated September 3, 2019

Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservation and energy use. Development teams should try to integrate elements that meet many goals, including:

- Reuse of existing building stock
- Incorporation of existing on-site natural habitats and landscape elements
- Inclusion of high-performing stormwater control
- Site and building massing to maximize daylight and reduce shading on adjacent sites
- Reduction of energy use and the production of greenhouse gases
- Promotion of reasonable access to transportation alternatives

The Sustainable Design Checklist asks for responses to specific benchmarks. These metrics go above and beyond the minimum requirements in the Zoning and Building codes. All benchmarks are based on adaptations from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes. The facility is located within a 1/4-mile of existing bus stops at the intersection of State Road and Cottman Avenue.
(2) Reduced Parking Footprint	All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	No. Site constraints and zoning requirements cannot make this possible.
(3) Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	Yes. The proposed development provides preferential parking for 5% of the total provided spaces to be reserved for carpool, vanpool, or hybrid/alternative fuel vehicles. Four (4) spaces are clearly identified on the Zoning Permit Plan south of the building.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building's exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance) ⁱ	Yes. The Philadelphia & Trenton Railroad runs adjacent to the northern property line. The proposed building and parking spaces are set as far from the railroad as possible given the overall site design.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No. This amenity was not provided.

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Civic Sustainable Design Checklist – Updated September 3, 2019

Water Efficiency		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	Yes. Native plantings and other low maintenance vegetation are planned for the site. Irrigation is not currently proposed.
Sustainable Sites		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	Yes. The proposed development provides approximately 54% of vegetated/pervious open space of the site's Open Area.
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	No. The project is designed to meet PWD's stormwater management requirements.
(9) Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	No. This benchmark will not be met. However, a significant amount of the proposed pavement areas will be shaded by trees.
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	Yes. This building will be designed to meet ASHRAE 90.01-2016
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	No. This benchmark will not be met.

2

SUSTAINABLE DESIGN CHECKLIST

Civic Sustainable Design Checklist – Updated September 3, 2019

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). <ul style="list-style-type: none"> •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification 	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. ^{iv}	No. This benchmark will not be met.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No. Renewable energy will not be provided.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Yes. The project proposes cleanup of an environmentally sensitive site.

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

COMPLETE STREETS HANDBOOK CHECKLIST

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

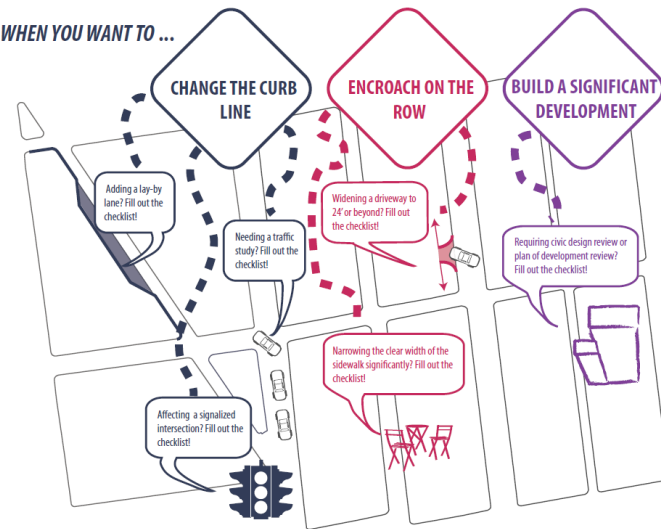
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

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

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

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

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

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

Complete Streets Review Submission Requirement*:

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

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

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GENERAL PROJECT INFORMATION

1. PROJECT NAME
7240 STATE ROAD
2. DATE
03/05/2024
3. APPLICANT NAME
ASSET REALTY & CONSTRUCTION GROUP, INC.
5. PROJECT AREA: list precise street limits and scope
SITE BOUNDED BY STATE ROAD (SR 73) & COTTMAN AVENUE (SR 73) TO THE WEST; THE PROJECT PROPOSES A 4-STORY APPROXIMATELY 152,720 SF SELF-STORAGE FACILITY WITH ASSOCIATED SITE IMPROVEMENTS.
4. APPLICANT CONTACT INFORMATION
DINO TOMASSETTI | (718)-252-0126 | DINO@ASSET-RCG.COM
6. OWNER NAME
5823 FOSTER AVENUE, LLC & 5911 FOSTER AVENUE, LLC
7. OWNER CONTACT INFORMATION
DINO TOMASSETTI | (718)-252-0126 | DINO@ASSET-RCG.COM
8. ENGINEER / ARCHITECT NAME
KATHERINE E. WEISS
9. ENGINEER / ARCHITECT CONTACT INFORMATION
KWEISS@DYNAMICCEC.COM | (215)-253-4888
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>COTTMAN AVENUE</u>	<u>KEYSTONE STREET</u>	<u>STATE ROAD</u>	<u>URBAN ARTERIAL</u>
<u>STATE ROAD</u>	<u>COTTMAN AVENUE</u>	<u>WELLINGTON STREET</u>	<u>AUTO ORIENTED COMMERCIAL/INDUSTRIAL</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
 - f. Building Extensions into the sidewalk, such as stairs and stoops YES NO N/A

APPLICANT: General Project Information
Additional Explanation / Comments: _____

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Philadelphia City Planning Commission



DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS HANDBOOK CHECKLIST

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GENERAL PROJECT INFORMATION

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7240 STATE ROAD
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Also available here: <http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/>

STREET	FROM	TO	COMPLETE STREET TYPE
<u>COTTMAN AVENUE</u>	<u>KEYSTONE STREET</u>	<u>STATE ROAD</u>	<u>URBAN ARTERIAL</u>
<u>STATE ROAD</u>	<u>COTTMAN AVENUE</u>	<u>WELLINGTON STREET</u>	<u>AUTO ORIENTED COMMERCIAL/INDUSTRIAL</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
 - f. Building Extensions into the sidewalk, such as stairs and stoops YES NO N/A

APPLICANT: General Project Information

Additional Explanation / Comments: _____

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DEPARTMENTAL REVIEW: General Project Information

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PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
COTTMAN AVENUE	≥12' / 11.5' / 11.5'	11.5' / 11.5'
STATE ROAD	≥12' / 12.0' / 12.0'	12' / 12'
_____	____ / ____ / ____	____ / ____
_____	____ / ____ / ____	____ / ____

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

STREET FRONTAGE	WALKING ZONE
	Required / Existing / Proposed
COTTMAN AVENUE	≥6' / 4.0' / 6.5'
STATE ROAD	≥6' / 4.2' / 7.0'
_____	____ / ____ / ____
_____	____ / ____ / ____

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

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
DRIVEWAY	78'	STATE ROAD
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
DRIVEWAY	24'	COTTMAN AVENUE
DRIVEWAY	24'	STATE ROAD
_____	_____	_____
_____	_____	_____

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PEDESTRIAN COMPONENT (continued)

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day? YES NO

DEPARTMENTAL
APPROVAL

YES NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments: _____

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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
COTTMAN AVENUE	4.1' / 0'
STATE ROAD	4.5' / 0.0'
_____	____ / ____
_____	____ / ____

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

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
COTTMAN AVENUE	≥4 / 3.4' / 5.0'
STATE ROAD	≥5 / 3.3' / 5.0'
_____	____ / ____ / ____
_____	____ / ____ / ____

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

- Bicycle Parking YES NO N/A
- Lighting YES NO N/A
- Benches YES NO N/A
- Street Trees YES NO N/A
- Street Furniture 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

DEPARTMENTAL APPROVAL

- YES NO
 YES NO
 YES NO
 YES NO
 YES NO
 YES NO
 YES NO

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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:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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Philadelphia City Planning Commission



BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>

24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET		ON SIDEWALK		OFF-STREET	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
7240 STATE ROAD	0	0	0	0	0	0	0
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____	____/____	____/____	____/____

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: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb? YES NO

DEPARTMENTAL APPROVAL
YES NO

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

YES NO

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

YES NO

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

YES NO

The proposed plan provides accessibility within the public right-of-way (ROW) by increasing the walking zone to 6.5' along Cottman Avenue and 7.0' along State Road, connecting at the intersection. The furnishing zone is also widened to 5.0' along both Cottman Avenue and State Road, while eliminating the need for a building zone. Two driveway openings are proposed, however, the overall curb cut width is reduced from approximately 78 LF to 48 LF.

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

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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		DESIGN SPEED
			Existing	Proposed	
_____	_____	_____	____/____	_____	_____
_____	_____	_____	____/____	_____	_____
_____	_____	_____	____/____	_____	_____
_____	_____	_____	____/____	_____	_____

33. What is the maximum AASHTO design vehicle being accommodated by the design? WB-40

DEPARTMENTAL APPROVAL
YES NO

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

YES NO

YES NO

35. Will the public right-of-way be used for loading and unloading activities?

YES NO

YES NO

36. Does the design maintain emergency vehicle access?

YES NO

YES NO

37. Where new streets are being developed, does the design connect and extend the street grid?

YES NO N/A

YES NO

38. Does the design support multiple alternative routes to and from destinations as well as within the site?

YES NO N/A

YES NO

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

YES NO

YES NO

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: _____

(1) http://www.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?

YES NO N/A

DEPARTMENTAL APPROVAL
YES NO

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

YES NO N/A

YES NO

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

YES NO N/A

YES NO

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

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INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

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

	YES	NO	N/A	DEPARTMENTAL APPROVAL
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings? <i>If yes, City Plan Action may be required.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?				YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Marked Crosswalks	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Signal Timing and Operation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____