



October 30, 2024

File No – 4022025-STV-COP-0010

Mr. Alex M. Smith, Director
The Philadelphia Art Commission
City of Philadelphia
One Parkway Building
1515 Arch Street, 13th Floor
Philadelphia, PA 19102

RE: SEPTA Project Development of 40th St. Substation
STV Project No. 4022025, SEPTA P.O. S-972814
40th Street Substation, Property at 3940 Baltimore Avenue, Philadelphia, PA 19104-4691
City of Philadelphia File No. 263-24

Dear Mr. Smith:

STV presented the 40th Street Substation Project to the Philadelphia Art Commission on October 9, 2024 for conceptual review. The Commissioners approved the overall concept, requesting that the following be provided prior to final approval:

Request #1: Provide renderings that illustrate the nighttime lighting conditions.

Response: We have prepared renderings that illustrate nighttime lighting conditions.

Request #2: Provide renderings and plans showing proposed curb cuts elevated to meet the sidewalk elevation.

Response: We have updated the architectural renderings and plans as requested.

Request #3: Explore the potential of a bus shelter and/or canopy off the substation for SEPTA bus users along Woodland Avenue.

Response: STV explored options for a stand-alone bus shelter versus a canopy attached to the proposed substation building. STV engineering strongly recommends against attaching a canopy to the proposed building and encourages following a standard bus stop design option given in the Delaware Valley Regional Planning Commission's SEPTA Bus Stop Design Guidelines report (Dec. 2019, 2nd edition). The report provides guidelines for stop placement, in-street design, curbside design, and stop elements. There are several stand-alone shelter designs provided in this report, with a narrow shelter design that may be appropriate along Woodland Avenue. The designs offered in this report follow SEPTA's standard practices presently being implemented at other locations in Philadelphia.

On October 17, 2024, STV corresponded with Benjamin She, Transit Project Coordinator, Office of Multimodal Planning, City of Philadelphia, and discussed the request to explore a bus shelter along Woodland Avenue at the proposed 40th St. Substation building. Mr.

She stated that installing a bus shelter within the 40th St. Substation project is not in STV's project scope of work. Additionally, the proposed bus stop, which is being planned under the Woodland Avenue development project, is primarily meant to be used for alighting and not boarding, as well as for temporary Trolley Modification shuttles. Passengers can also wait at the existing trolley canopies. Mr. She stated he would advise the Art Commission that additional bus facilities will be considered during Trolley Modification's 40th Street Portal capital project, and that determination of who should install it is still ongoing.

Request #4: Ensure the materiality of the proposed structures match the existing trolley portal.

Response: We will specify building exterior materials and colors within our design specifications that match the existing trolley portal as close as possible.

Request #5: Ensure that the roof of the new building be lightly colored to help with energy efficiency.

Response: We will specify a light colored roof in our roofing specifications.

On behalf of SEPTA, STV is requesting the Art Commission's final review and approval of this project at its November 13, 2024 meeting as a prerequisite approval to obtain a building permit.

If you have questions or require additional information, please do not hesitate to contact me at 215-832-3590 or brandon.swartley@stvinc.com. Thank you for your attention to this matter.

Sincerely,



Brandon S. Swartley, P.E.
Project Manager
Vice President & Senior Principal
STV Incorporated
1818 Market Street, Suite 2300
Philadelphia, PA 19103
215-832-3590

Attachments: None

cc: File 4022025 G. Mastalerz (SSA) H. Felsman (COP)
 D. Lyons (SEPTA) V. Robbins (SSA)



40TH STREET SUBSTATION PROJECT

PHILADELPHIA ART COMMISSION PRESENTATION



SOWINSKI
SULLIVAN

November 13, 2024



Looking North



Looking North



Looking West



Looking West



Looking East Along Woodland Ave



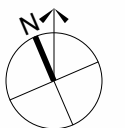
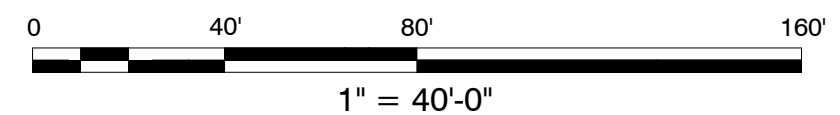
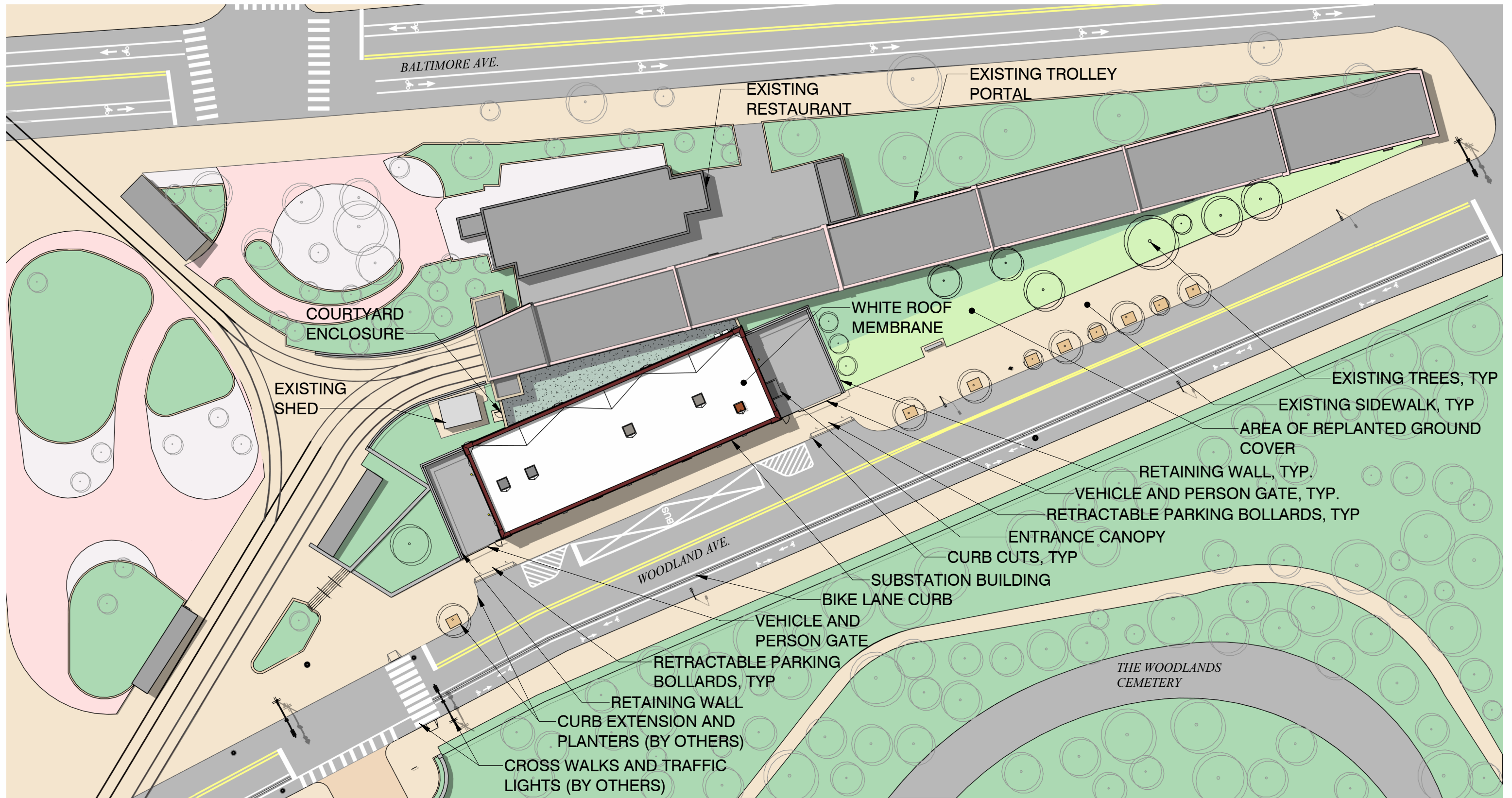
Looking West Along Woodland Ave



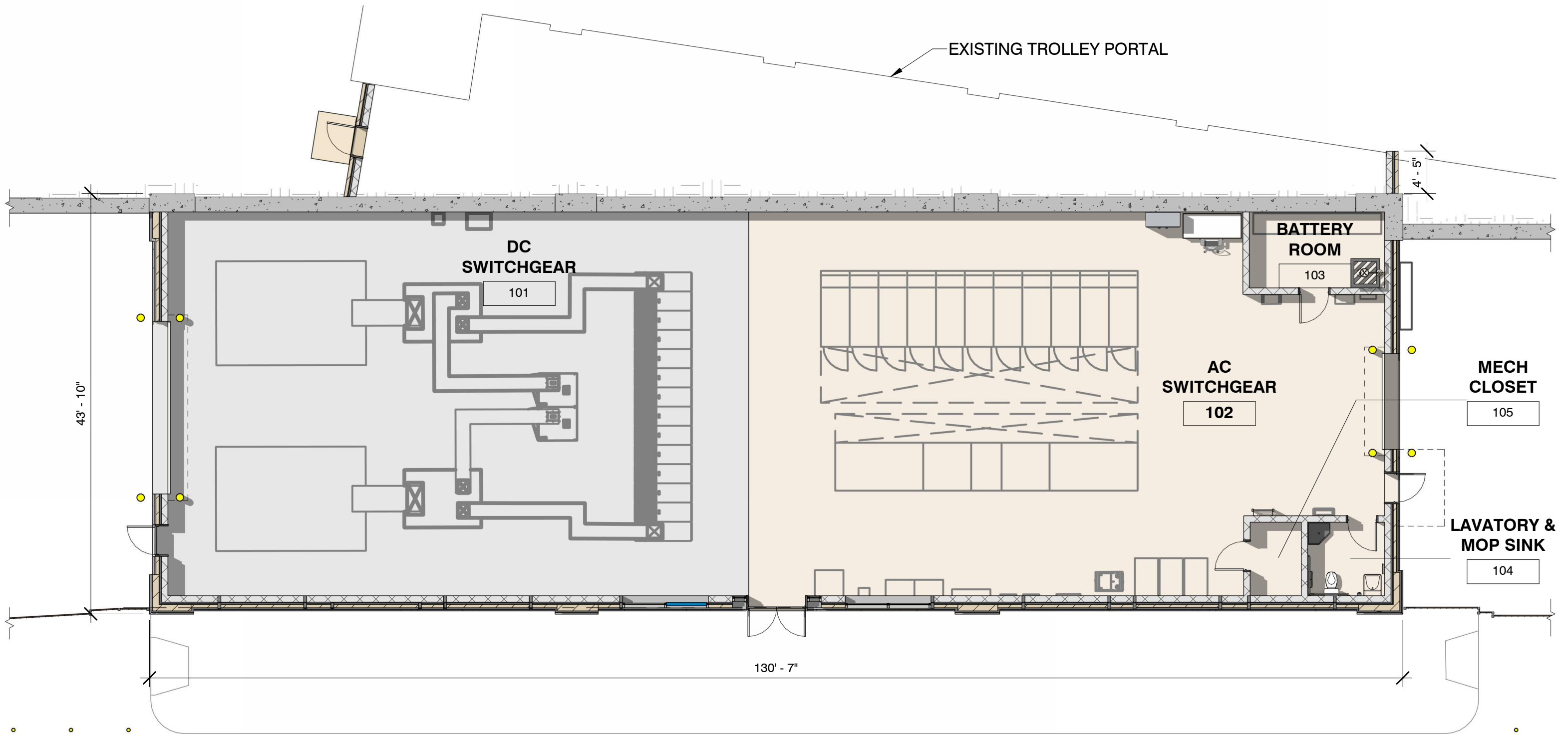
Trolley Stop on West Side of Property Along Woodland Ave



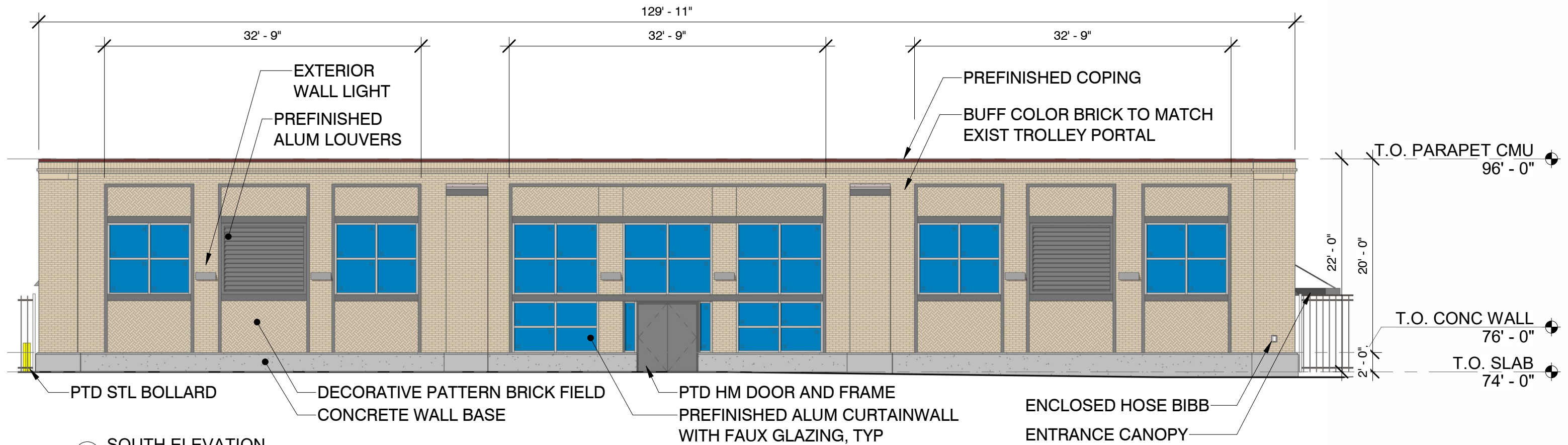
Trolley Portal on West Side of Property - Looking Southwest



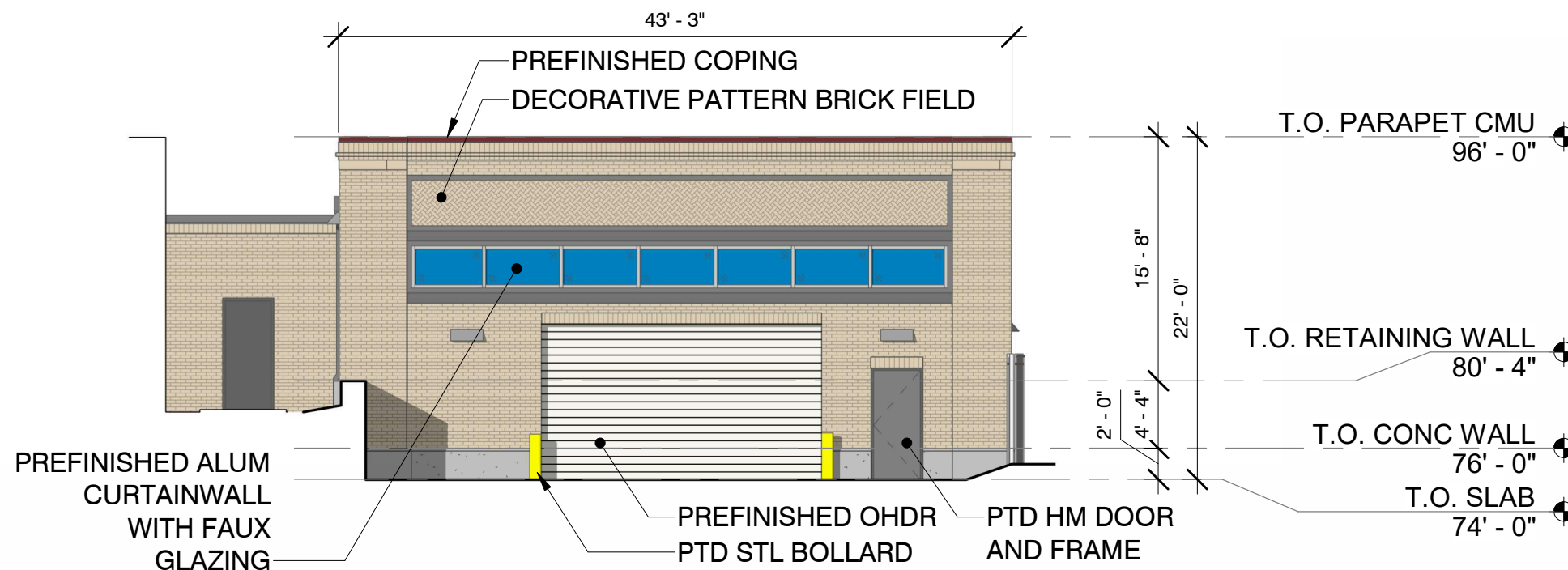
SITE PLAN
 40TH STREET SUBSTATION
 11/13/24



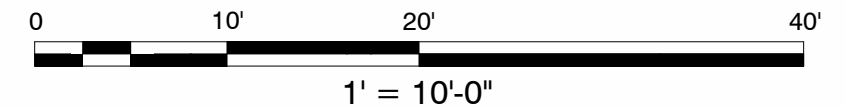
FLOOR PLAN
 40TH STREET SUBSTATION
 11/13/24



② SOUTH ELEVATION
1" = 10'-0"

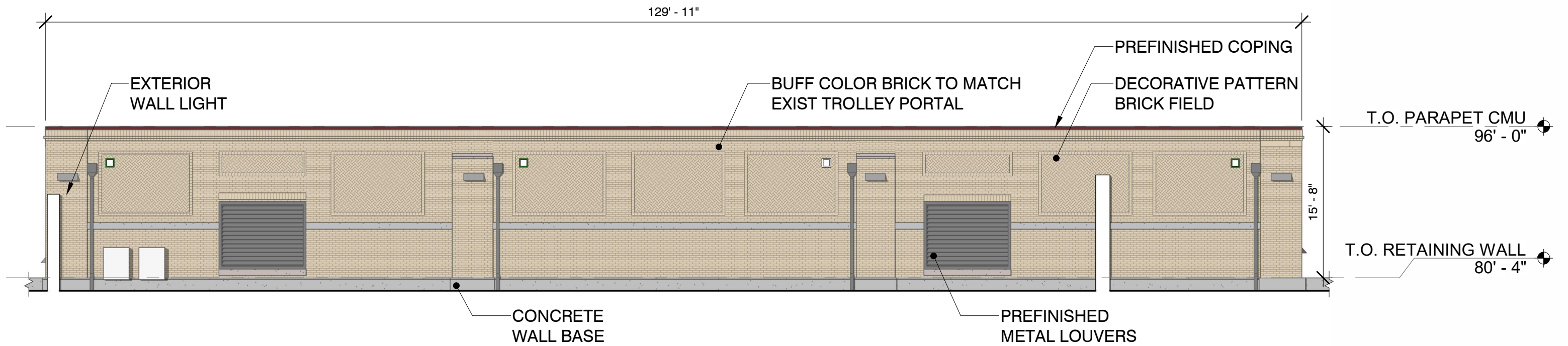


③ WEST ELEVATION
1" = 10'-0"

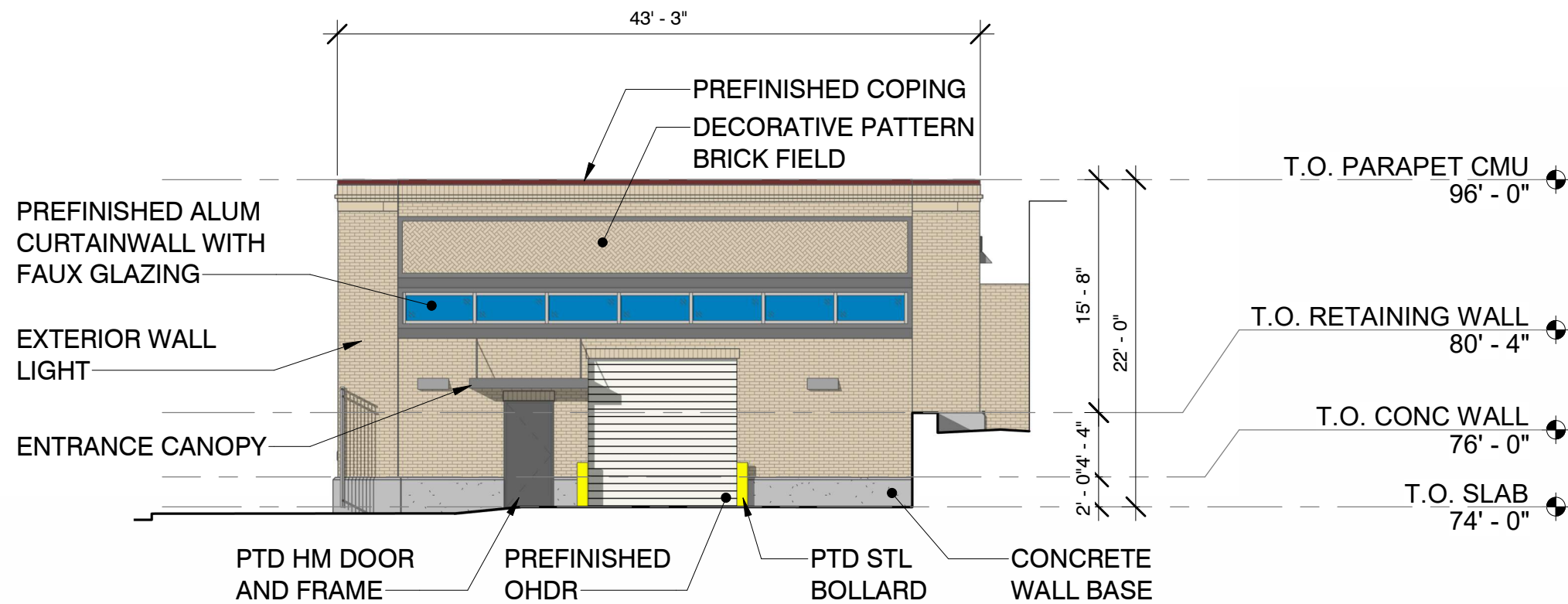


ELEVATIONS

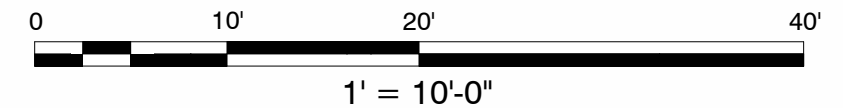
40TH STREET SUBSTATION
11/13/24



① NORTH ELEVATION
1" = 10'-0"



② EAST ELEVATION
1" = 10'-0"



ELEVATIONS

40TH STREET SUBSTATION
11/13/24



RENDERING I
40TH STREET SUBSTATION
11/13/24



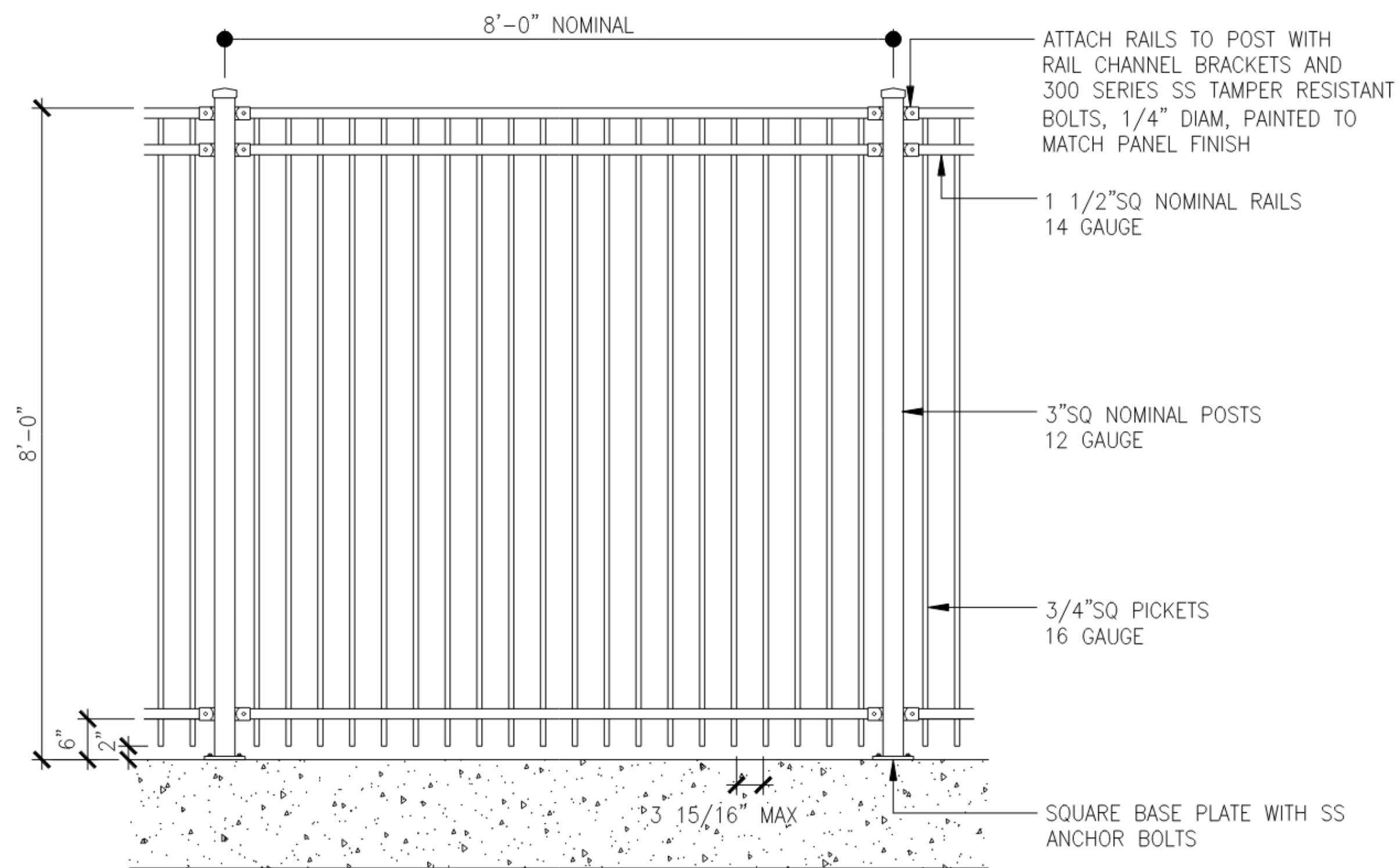
NIGHT RENDERING I
40TH STREET SUBSTATION
11/13/24



RENDERING II
40TH STREET SUBSTATION
11/13/24

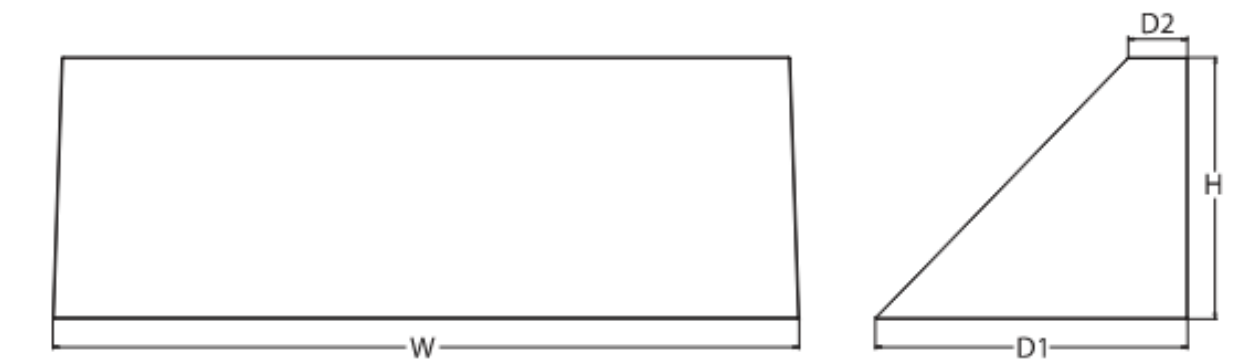


NIGHT RENDERING II
40TH STREET SUBSTATION
11/13/24

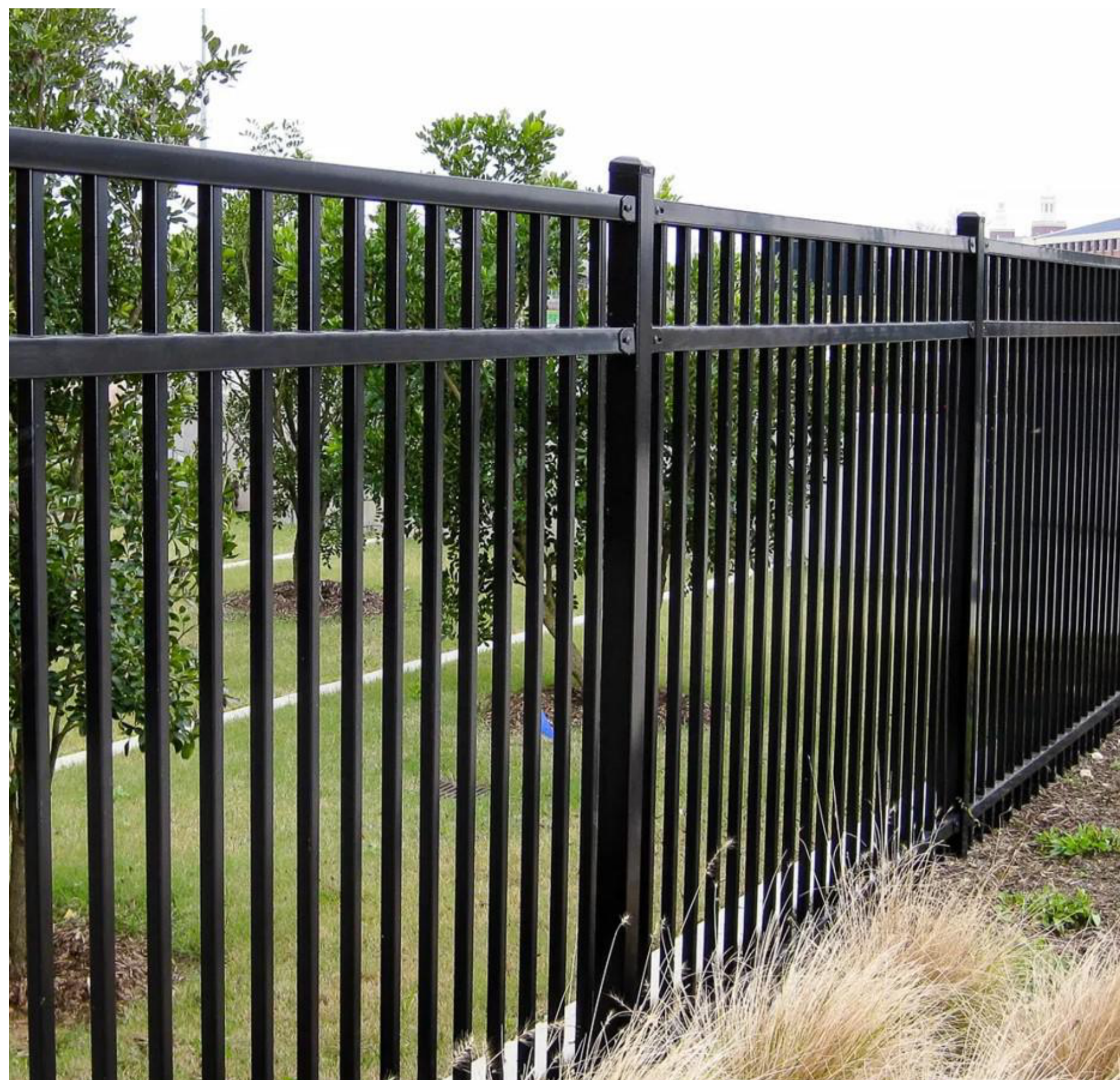


Specifications

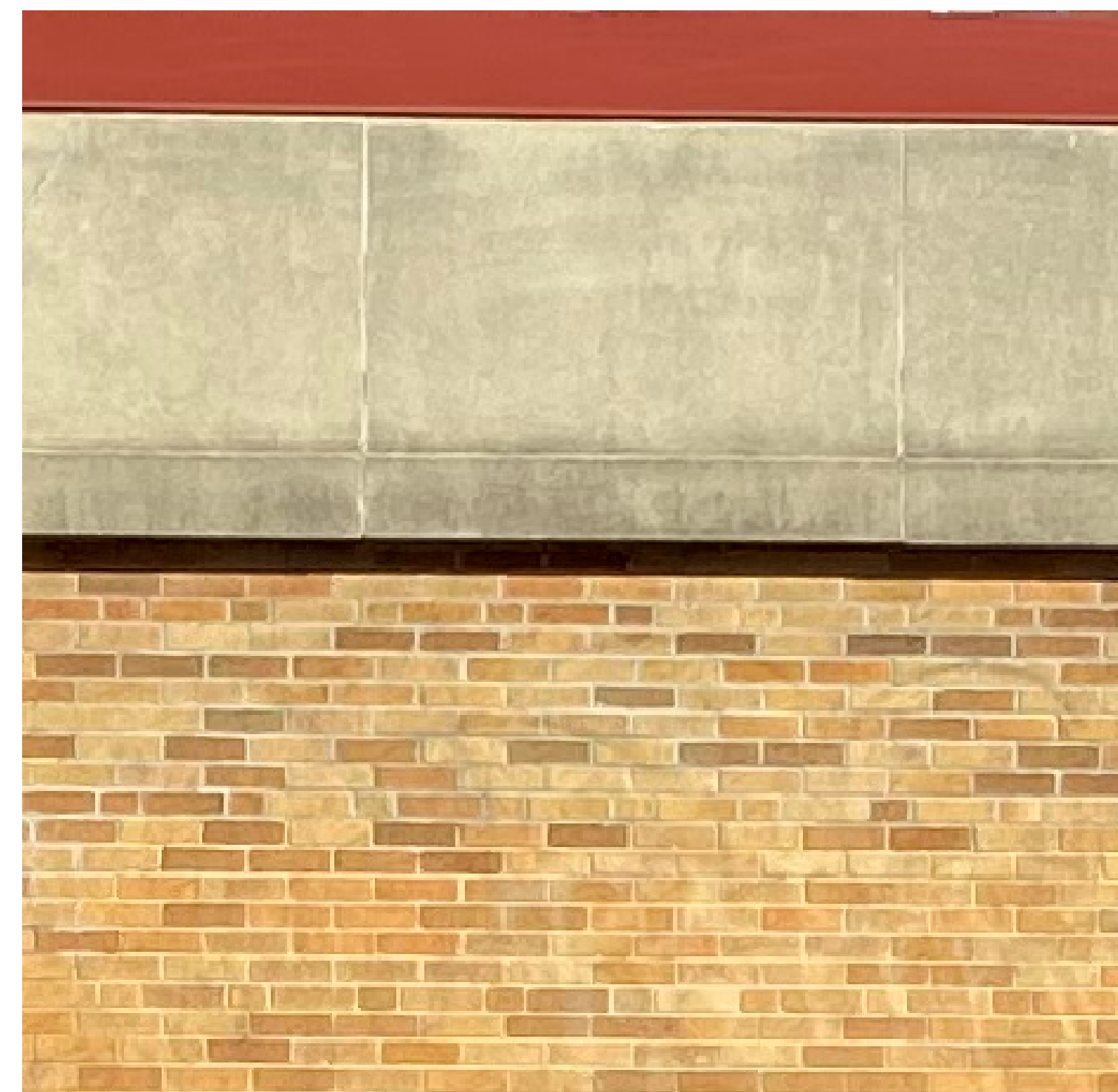
- Depth (D1):** 10"
- Depth (D2):** 2"
- Height:** 9"
- Width:** 25"
- Weight:** 30.5 lbs (without options)



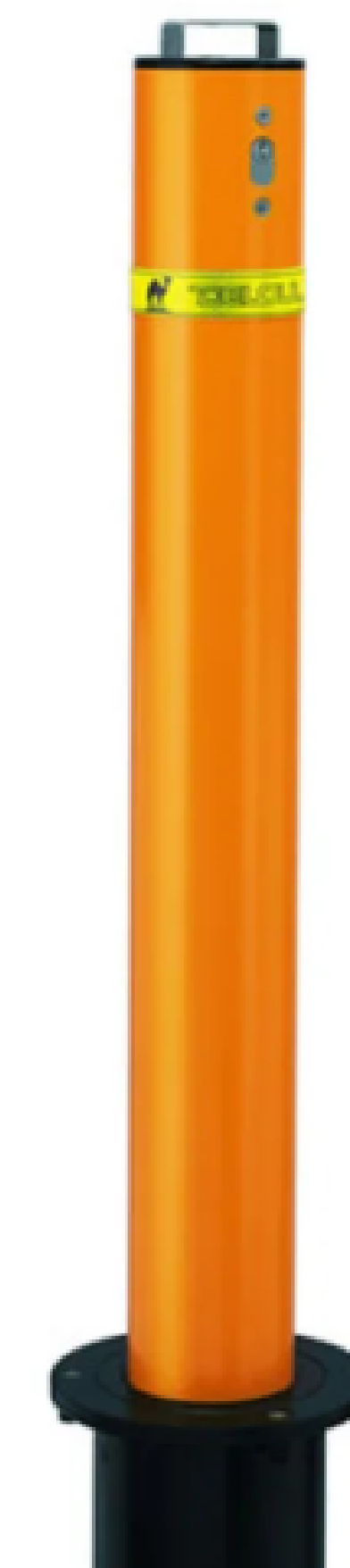
**Exterior Wall-Mounted Light
Bronze Finish**



**SEPTA Standard
Architectural Estate Fencing**



**Buff Colored Brick with
Red Coping on Existing
Trolley Portal**



**Carbon Steel
Retractable Bollard**