

4045 MAIN STREET

CIVIC DESIGN REVIEW DECEMBER 9, 2024



DEVELOPMENT TEAM

URBAN CONVERSIONS

Owner
2400 Market Street, Suite 204B
Philadelphia, PA 19103



Architect
234 Market Street, 4th Floor
Philadelphia, PA 19106



Ruggiero Plante Land Design
Civil Engineer
5900 Ridge Avenue
Philadelphia, PA 19128

CONSULTANTS



Real Estate Consultants
1435 Walnut Street, 4th Floor
Philadelphia, PA 19102



Flood Plain Resiliency Consultants
530 Walnut Street, Suite 998
Philadelphia, PA 19106



Land Use Planning
1520 Locust Street
Philadelphia, PA 19102



Transportation Engineering
1515 Market Street, Suite 1360
Philadelphia, PA 19102

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CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: **ZP-2024-003395**

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

Per T-14-304-2 Case 1: The project creates more than 100,000 SF of new gross floor area and creates more the 100 additional dwelling units

PROJECT LOCATION

Planning District: Lower Northwest Council District: 4

Address: 4045-61 Main Street
Philadelphia, PA 19127

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: David Plante, P.E. Primary Phone: (215) 508-3900

Email: david@ruggiero.plante.com Address: 5900 Ridge Avenue
Philadelphia, PA 19128

Property Owner: G J Littlewood & Sons, Inc Developer Urban Conversions
 Architect: CBP Architects

SITE CONDITIONS

Site Area: 50,139 SF

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

Proposed Use:
 First Floor Parking, Bicycle Parking: 37,767 SF
 First Floor Residential (Lobbies, Mail, Packages): 2,543 SF
 Second Floor Parking: 20,867 SF*
 Second Floor: 9 Dwelling Units, Lobby, BOH, Loading, Amenities: 20,388 SF*
 Third Floor Residential: 31 Dwelling Units, Amenity, BOH: 31,732 SF
 Fourth Floor Residential: 34 Dwelling Units, BOH: 32,944 SF
 Fifth Floor Residential: 34 Dwelling Units, BOH: 32,795 SF
 Sixth Floor Residential: 29 Dwelling Units, Amenity, BOH: 32,166 SF*
 Seventh Floor Residential: 26 Dwelling Units, BOH: 28,736 SF
 *SF Includes Amenity Terraces & Open Sky Parking

163 Dwelling Units / 239,938 SF

Proposed # of parking units: 162

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: January 8, 2025 Time: 7:00 pm

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA

If yes, indicate the date hearing will be held:
 Date: March 19, 2025

PROJECT DESCRIPTION

4045 MAIN STREET is a proposed, new, seven story multi-family development. The site is zoned I-2, Medium Industrial, and is currently occupied by various one- and two-story structures interconnected over time, and most recently used as a silk dyeing factory which ceased operation in 2021. The site is located in the Main Street Manayunk Historic District. A substantial portion of the site is in flood zone AE, which prevents any ground floor use other than parking and entry lobbies.

The proposed project will include market-rate rental apartments with ground floor parking, bicycle parking and entry lobbies. The second floor will include amenities, apartments, additional parking, loading and trash collection. There will be five floors of apartments above, with amenities and a common terrace at the 6th floor. Extending along Main Street from the existing adjacent Starfinder Foundation (4015 Main Street) to Shurs Lane, the proposed seven story building will include:

- **163 Dwelling Units:** Located on floors 2 through 7, in a mix of studios, one-bedroom, and two-bedroom apartments.
- **Residential Amenities:** Lobby related seating, a fitness center, a co-working suite with adjacent outdoor terrace, and back-of-house spaces are located on the second floor and an amenity suite and roof terrace with overhead trellis are located on the 6th floor.
- **Parking:** Private accessory parking for 162 automobiles is located on the first and second floor, within the building at the first floor, and to the rear of the site, primarily beneath the building at the second floor. Parking is accessed through overhead doors on Main Street with an interior ramp to the second floor, and an emergency exit above the flood plain onto Shurs Lane accessed through the loading area.
- **Loading:** An enclosed loading space, located in the northwest corner of the second floor, is accessed through an overhead door on Shurs Lane.

The 50,139 SF site is zoned I-2, Medium Industrial, and as such will require a variance for the Multi-Family Use. A variance will also be required for the overall height of the building. While the dimensional standards for I-2 Medium Industrial sites that do not abut residential districts have no height limit, the Main Street/Manayunk and Venice Island neighborhood Commercial Area Overlay District reduces the allowable height to 38 feet. The proposed building height as measured from average grade (considered to be 1'-6" above the base flood elevation) is 68'-1 1/4".

A substantial portion of the site is in flood zone AE, and as such the program for the first floor, located below the flood elevation is limited to the entry lobbies, vehicular parking, and bike parking. Amenities and residential units start at the second floor, above the flood elevation. Egress for building occupants is provided above the flood elevation at the highest elevation possible at the northeast corner of the site

on Shurs Lane. Similarly, an emergency exit for vehicles is provided above the flood elevation, through the loading area adjacent to the exit for building occupants.

The site is bounded by the Starfinder Foundation (4015 Main Street) to the east, Main Street to the South, and Shurs Lane to the West. The topography surrounding the existing buildings on the site rises approximately ten feet from Main Street to 11 Shurs Lane. The north side of the site abutting 11 Shurs Lane is formed by existing retaining walls and a rock outcrop which in several locations projects above the surface of the existing parking of 11 Shurs Lane. The rock outcrop also projects into the site and will remain as part of the north edge of the first-floor parking. To the east of 11 Shurs Lane, the extents of the proposed building at the first floor will be bounded by existing retaining walls. Grade between the existing retaining walls and the Germantown/ Norristown (SEPTA) railroad abutment slopes up steeply to meet the abutment. The railroad creates a significant division between buildings to its north and south. It rises about 35 feet above 11 Shurs Lane, and is between 10 feet and 28 feet above Cresson Street to the north of the viaduct.

The proposed, approximate 220,000 SF building, is arranged in three wings, one fronting on Main Street, one on Shurs Lane, and the third extending from the Main Street wing toward the railroad viaduct, parallel to 4015 Main Street. Set backs of 5' from Main Street occur at various areas of the south elevations for portions of the 5th, 6th, 7th floors, and at all floors. In the area surrounding a portion of historical facade that will remain a 5' setback also occurs at the 2nd floor above another portion of the historic facade. The 6th & 7th floors are setback approximately 30' from Shurs Lane at the amenity terrace.

The site falls within the designated Main Street Manayunk Historic District. As evidenced in this submission, the proposal is to retain significant portions of the existing walls along Main Street. The Philadelphia Historical Commission voted to allow the demolition of everything on the site due to financial hardship at its May 10, 2024, meeting and subsequently approved the proposed project at its July 12, 2024 meeting.

The primary residential entry for pedestrians and vehicles is on Main Street, located at a natural break between two sections of preserved historic façades, where the existing buildings are set back from the sidewalk. A cantilevered entry awning demarcates the primary entry and bisects a double height glass enclosed volume. A grand stair and elevator will transition residents up to the main lobby, reception, and amenity area at the second floor, above the flood elevation. Amenities at the second floor include a co-working space, a fitness center and leasing offices. At the ground floor between the historic façade and the corner at Shurs Lane, three bays of translucent divided-lite panels separated by red brick pilasters, reference the adjacent large rectangular industrial window in the historic façade and the red brick into which it is set. A second entry is recessed into the corner at Main Street and Shurs Lane. This secondary entrance is provided for convenience to the residents living in the western end of the building. Elevator and stair cores are located at the intersection of the building wings running perpendicular to the Main Street wing. The two lobbies are situated to provide access to each core.

New, historically accurate, windows and doors will be installed in restored original openings in the existing walls to remain. The bulk of these are currently infilled with a variety of materials that include glass block, stucco, corrugated metal, mechanical louvers, or a combination thereof. Located behind these windows at the first floor is the parking, which should not be visible due to the sill heights above the sidewalk. At the second floor, the historic window replacements to the west of the entry will open to the two-story volume of the fitness center, avoiding a visual conflict with the third floor structure. The second-floor window in the gable to the east of the entry will be spandrel glass due to the elevation of the window

relative to the second-floor structure.

The historic facades are separated from the building above by a continuous five-foot-deep recess of dwelling unit terraces and a limited band of dark corrugated metal. The new walls above are set at the rear of the approximately 12" thick existing masonry walls for further distinction of the latter. The masonry façade along Main Street and turning the corners at Shurs Lane and adjacent to the Starfinder Foundation, is composed of a series of regular brick modules separated by narrow slots of recessed corrugated metal siding and punctuated by large trios of windows at living spaces and single rectangular punched windows at bedrooms. The brick massing at the street frontage is carved away above the one-story and two-story gabled historic facades and at the upper levels. It is set back 5'-0" and clad in dark corrugated metal, providing a backdrop to the historic facades and new masonry mass at the street frontage. The east end of the building hovers above another section of the historic façade, separated by storefront windows of the lobby and co-working space. The vehicular entry to the parking garage is integrated into the architectural language of the main entry lobby. It is recessed from the building façade below the same awning that provides cover and demarcates the lobby entry. The fenestration and materials of the pair of aluminum and glass overhead doors matches the adjacent storefront of the lobby.

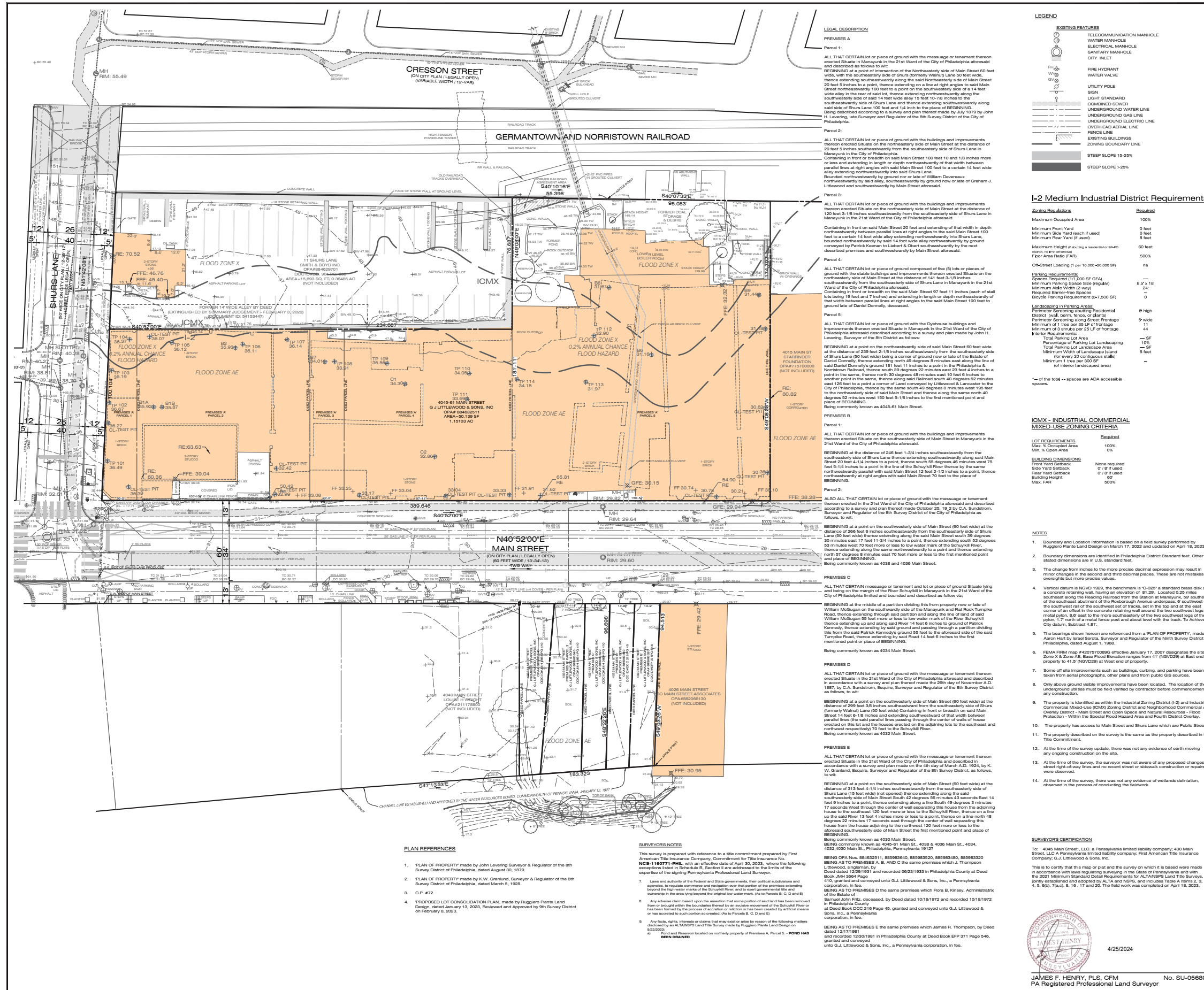
MATERIALS

In addition to the existing historic fabric, new materials include a light buff variegated brick, a red variegated brick to match the existing preserved facades, dark-colored vertical corrugated metal siding, aluminum and glass storefront, metal clad windows, and a red-orange accent color believed to be the original color for the historic window replacements and accent trim in the rear façade. The light buff brick references the color and texture of the stone in the preserved facades, while the corrugated metal references the industrial nature and past of the area.

To maintain durability at street level, the building base is comprised of the existing historic stone and brick façade, new brick base and piers, and storefront at the lobbies. Brick is also used extensively above to reference mills of the past. The scale of the single punched opening windows relates to windows in the historic facades below, while the larger grouped windows reference a more contemporary industrial loft feel, like the contemporary take on an industrial aesthetic seen at the nearby Locks Townhomes on Venice Island. A rhythm is created in the façade by alternating vertical sections of masonry and metal, or simply by recessing the brick at the spandrels between windows. The balconies at Main Street and Shurs Lane open the corner of the building, make a transition around the corner, and will become a beacon of light from within at night. This language continues up Shurs Lane until the façade wraps around to the north side, where cladding becomes entirely metal on the facades that do not face the streets. The color of the historic windows will be repeated in limited areas of the metal siding on these facades.

SUSTAINABILITY

The proposed project is sustainable in large part due to its reuse of a previously developed site in an established urban context, located in close proximity to multiple modes of public transit, an established bicycle route network, the Schuylkill River Trail, and increasing necessary services. Parking is primarily enclosed or under cover of the building above which includes a green roof. Dedicated spaces are reserved for electric and alternative fuel vehicles. The open space on the site is significantly landscaped and will be planted with species requiring no irrigation once established. In addition to meeting the current energy code requirements and incorporating energy recovery units in the HVAC system, the project is pursuing energy star certification.



LOCATION MAP SCALE 1"=500'

UTILITY OWNERS

DATE CONTACTED: 04/11/23
 SERIAL NUMBER: 20231011974
 COMPANY: COMCAST CABLEVISION
 ADDRESS: 400 WYNNE AVE
 PHILADELPHIA, PA 19140
 CONTACT: BOB HARVEY
 EMAIL: bob.harvey@comcast.com

COMPANY: USBC
 ADDRESS: 430 S HENDERSON RD, SUITE B
 PHILADELPHIA, PA 19107
 CONTACT: GAVIN HEWITT
 EMAIL: ghe@usbc.com

COMPANY: PHILADELPHIA CITY WATER DEPARTMENT
 ADDRESS: 1101 MARKET STREET, 2ND FLOOR, ARA TOWER
 PHILADELPHIA, PA 19107
 CONTACT: ERIC PONERT
 EMAIL: eric.ponert@phila.gov

COMPANY: PHILADELPHIA CITY DEPARTMENT OF STREETS
 ADDRESS: 1401 JFK BLVD, ROOM 940 MSB
 PHILADELPHIA, PA 19102
 CONTACT: JOSEPH HIBBEL
 EMAIL: joseph.hibbel@phila.gov

COMPANY: PHILADELPHIA GAS WORKS
 ADDRESS: 800 W MONTGOMERY AVE
 PHILADELPHIA, PA 19122
 CONTACT: JAMES BOCHANSKI

COMPANY: SOUTHEASTERN PA TRANSPORTATION AUTHORITY
 ADDRESS: 1224 MARKET ST, 12TH FL
 PHILADELPHIA, PA 19107
 CONTACT: DAVID MONTYDAS
 EMAIL: dmontydas@septa.org

COMPANY: VERIZON PENNSYLVANIA, LLC
 ADDRESS: 200 SHIPLEY BLVD, STE 2100 ROOM N/A
 EXTON, PA 19341
 CONTACT: KELLY BOLDT
 EMAIL: kbaldt@verizon.com

ICMX - INDUSTRIAL COMMERCIAL MIXED-USE ZONING CRITERIA

LOT REQUIREMENTS	Required
Min. % Occupied Area	100%
Min. % Open Area	0%

BUILDING DIMENSIONS	Required
Front Yard Setback	None required
Side Yard Setback	0' if 8' used
Rear Yard Setback	60'
Building Height	300'

SOURCE OF TITLE

4045-61 MAIN STREET (PREMISES A-PARCELS 1-3)
4030-38 MAIN STREET (PREMISES B-PARCELS 1-3)
4034 MAIN STREET (PREMISES C)

Deed from J. Thompson Littlewood to G.J. Littlewood & Sons, Inc., dated December 28, 1981 and being recorded in the City of Philadelphia on June 23, 1993 as document #PH464410.

4032 MAIN STREET (PREMISES D)

Deed from Flora B. Kinsey to G.J. Littlewood & Sons, Inc., dated October 16, 1972 and being recorded in the City of Philadelphia on October 18, 1972 as document #DCC021645.

4030 MAIN STREET (PREMISES E)

Deed from James R. Thompson to G.J. Littlewood & Sons, Inc., dated December 17, 1981 and being recorded in the City of Philadelphia on October 30, 1981 as document #PH971846.

OWNER OF RECORD

4045-61 MAIN STREET
 G.J. LITTLEWOOD & SONS INC
 4045-61 Main St
 Philadelphia, PA 19127

4030-38 MAIN STREET
 G.J. LITTLEWOOD & SONS INC
 4045-61 Main St
 Philadelphia, PA 19127

NOTE:
 PENNSYLVANIA ACT 287 OF 1974 AS AMENDED BY ACT 121 OF 2008 REQUIRES THAT CONTRACTORS DETERMINE THE LOCATION OF ALL UTILITY, SEWER AND WATER MAINS BEFORE COMMENCING CONSTRUCTION. SEE SHEET 1 FOR THE LIST OF LOCAL UTILITIES.

REVISIONS

NO.	DATE	DESCRIPTION
1	04/11/2023	Final Plan
2	04/11/2023	Final Plan
3	04/11/2023	Final Plan
4	04/11/2023	Final Plan
5	04/11/2023	Final Plan

4045-61 MAIN STREET
4030-38 MAIN STREET
 Philadelphia, PA 19127
 21ST WARD - OPA #884632511;885983640
 OPA #885983520;885983480;885983320

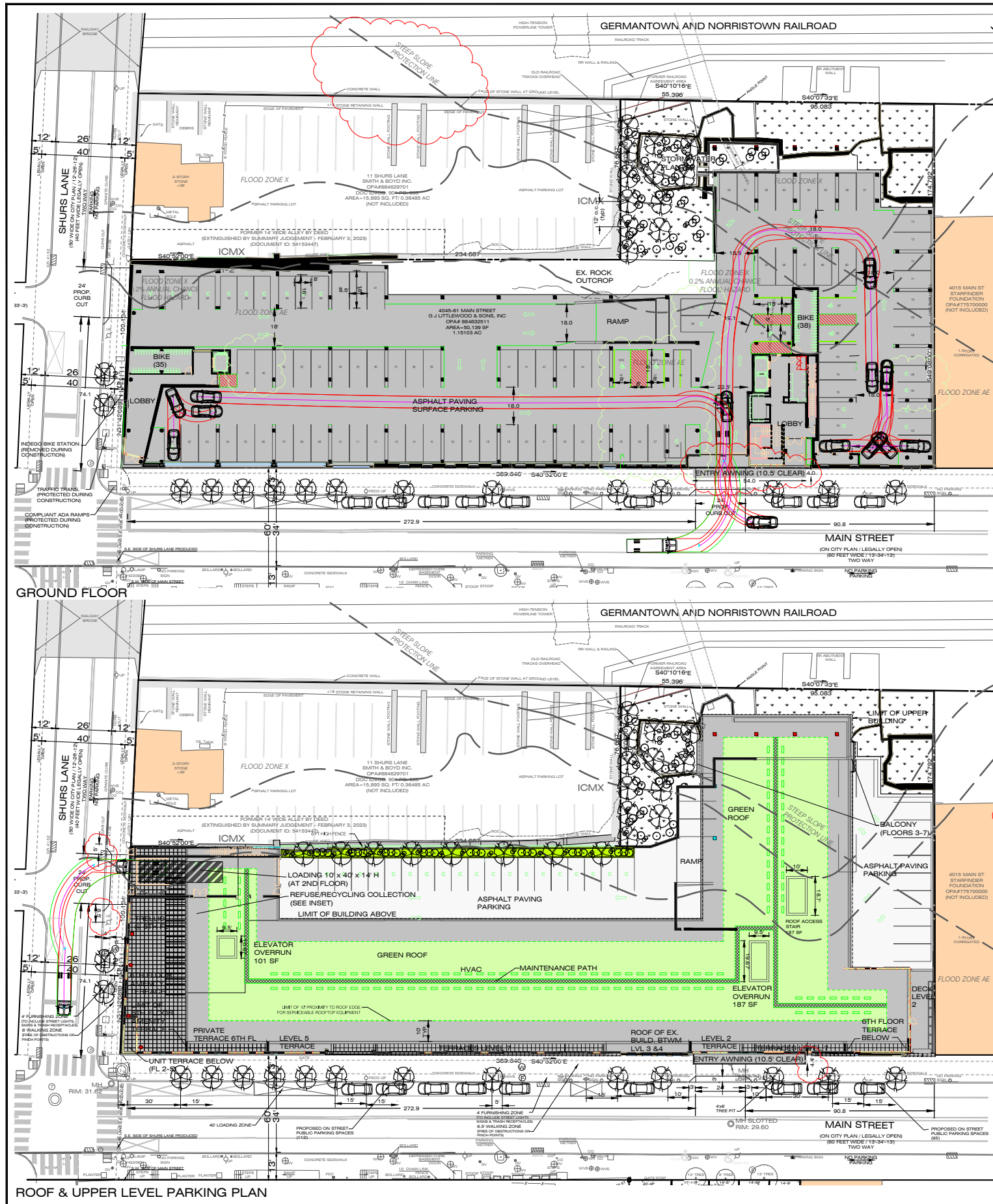
prepared for:
 Urban Conversions, LLC
 1010 Hancock Street
 Philadelphia, PA 19123



Plan Date: April 19, 2023
 Scale: 1" = 20'-0"
 20' 10' 0' 20'

Sheet Title:
ALTA / NSPS LAND TITLE SURVEY
 Sheet 1 of 1

JAMES F. HENRY, PLS., F.C.M.
 PA Registered Professional Land Surveyor
 No. SU-056607
 4/25/2024

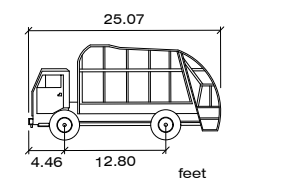
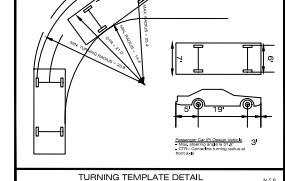


PROPOSED FEATURES

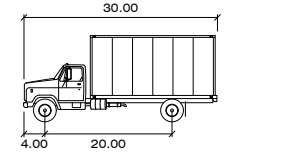
- BUILDING FOOTPRINT
- PROPOSED WALL
- CONCRETE
- BUILDING (COVERED GROUND FLOOR BELOW)
- GREEN ROOF
- LANDSCAPING
- AMENITY DECK
- ROCK OUTCROPPING
- PROPOSED TREE

LEGEND

- EXISTING FEATURES
- TELECOMMUNICATION MAN-HOLE
- WATER MAN-HOLE
- ELECTRICAL MAN-HOLE
- SANITARY MAN-HOLE
- CITY INLET
- FIRE HYDRANT
- WATER VALVE
- UTILITY POLE
- BI-SIN
- LIGHT STANDARD
- COMBINED SEWER
- UNDERGROUND WATER LINE
- UNDERGROUND GAS LINE
- UNDERGROUND ELECTRICAL LINE
- OVERHEAD AERIAL LINE
- FENCE LINE
- EXISTING BUILDINGS
- ZONING BOUNDARY LINE



Width : 8.20
Track : 8.20
Lock to Lock Time : 6.0
Steering Angle : 40.8



SU : 31.8
Width : 8.00
Track : 8.00
Lock to Lock Time : 6.0
Steering Angle : 31.8

BUILDING GFA CHART

7 STORY BUILDING
163 TOTAL UNITS

LEVEL 1:	43,174 SF
LEVEL 2:	20,452 SF
LEVEL 3:	32,840 SF
LEVEL 4:	32,902 SF
LEVEL 5:	32,755 SF
LEVEL 6:	29,598 SF
LEVEL 7:	28,695 SF
TOTAL GFA:	220,416 GSF

*14-202 (4)(b)(2) FAR Measurement Excludes Cellars

EX. INDIGO BIKE STATION NOTE:
EX. INDIGO STATION TO BE REMOVED DURING CONSTRUCTION. INDIGO HAS AGREED TO REMOVE THE BIKE SHARE STATION PRIOR TO CONSTRUCTION, OWNER TO PROVIDE 30 DAYS NOTICE.

EX. COMPLAINT ADA NOTE:
PROTECT AND MAINTAIN NEWLY CONSTRUCTED EX. ADA CURB RAMPS THROUGHOUT CONSTRUCTION. IF THE NEWLY CONSTRUCTED EX. ADA CURB RAMPS ARE DAMAGED IN ANY WAY DURING CONSTRUCTION, THEN THE DEVELOPER/CONTRACTOR/OWNER MUST RECONSTRUCT ALL DAMAGED COMPONENTS ACCORDING TO THE ORIGINAL DESIGN OR ADA STANDARDS AND SUBMIT COMPLETED AS-BUILT PENNDOT CS-4401 FORMS TO THE PSD ADA UNIT WITHIN 30 CALENDAR DAYS OF FINISHING CONSTRUCTION, FOR ALL DAMAGED/RECONSTRUCTED RAMPS.

EX. TRAFFIC TRANSFORMER NOTE:
EX. TRAFFIC TRANSFORMER ALONG SHURS LANE WILL BE PROTECTED DURING CONSTRUCTION. IF TRANSFORMER IS DAMAGED IT WILL BE REPLACED AT OWNERS EXPENSE

I-2 Medium Industrial District Requirements

Open Space and Natural Resources - Flood Protection - Within the Special Flood Hazard Area
NCA Neighborhood Commercial Area Overlay District - Main Street/Manayunk and Venice Island Subarea B
NIS Narcotics Injection Sites Overlay District
FOD Fourth District Overlay District - Fourth District Area

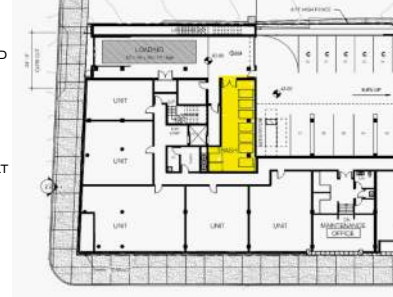
PROPOSED DEVELOPMENT	ALLOWED/REQUIRED	PROPOSED
TAX % OCCUPANCY AREA (50,139 SF)	100%	95%
BUILDING DIMENSIONS		
SIDE YARD SETBACK	6' IF USED	0
REAR YARD SETBACK	8' IF USED	0
BUILDING HT. (MAX OVERLAY)	35'	65'-1 1/2'
FLOOR AREA RATIO (FAR)	500%	354%
PARKING		
1/2 UNITS#	78#	162
ELECTRICAL SPACES (5% MAX)	8	8
COMPACT SPACES (25% MAX)	30	40 (25%)
ADA SPACES		
LOADING SPACE (10'x40'x14')	1	1 (1 VAN)
BICYCLE PARKING		
1 SPACE PER 3 DWELLING UNITS	54	73#

NOTES:
#14-802(S) Provision for Bike Parking (10 additional bike spaces create a reduction of 3 car spaces)
#14-202 (1)(b) When a lot is located within a 100-year floodplain, any client located one foot above the regulatory flood level shall be considered to be at the average ground level of the lot. Building height is measured from Average Ground Level per 14-202 (b). Therefore, building height is measured from one foot above the regulatory flood level (RFE) per 14-202 (1)(b) for C.P.#72 and C.P.#73 (Interpretation of code section)

BASE FLOOD ELEVATION OF 41.40' (NGVD29)
REGULATORY FLOOD ELEVATION/DESIGN FLOOD ELEVATION 42.90 (18'+RFE)
AVERAGE GRADE 43.90 (12' RFE)

AREA REGULATIONS
LOT ADDRESS:
4045-61 Main Street
#884632511

LOT AREAS:
CONSOLIDATED AREA: 50,139 SF



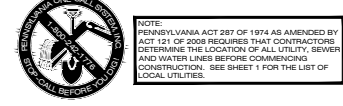
The property lies within the SCHUYLKILL WATERSHED

- NOTES**
- Boundary and Location information is based on a field survey performed by Ruggiero Plante Land Design on March 17, 2022 and updated on April 18, 2023. Other stated dimensions are in U.S. standard feet.
 - The change from inches to the more precise decimal expression may result in minor changes in the second and third decimal places. These are not mistakes or omissions but more precise values.
 - Vertical datum is NGVD 1989, the benchmark is 'C-325' a standard brass disk set in a concrete retaining wall, having an elevation of 81.29'. Located 0.25 miles southeast of the Schuylkill Railroad from the Station at Manayunk, 50' southeast of the southeast abutment of the Schuylkill Avenue Underpass, 6' southeast of the southwest end of the southeast set of tracks, set in the top and at the east corner of an offset in the concrete retaining wall around the two southwest legs of a metal pylon, 8.8' east to the more southerly of the two southwest legs of the pylon, 1.7' north of a metal fence post and about level with the track. To Achieve City datum, Subtract 4.81'.
 - The bearings shown herein are referenced from a PLAN OF PROPERTY, made for Aaron Hart by Israel Seneta, Surveyor and Registrar of the North Survey District of Philadelphia, dated August 1, 1968.
 - FEMA FIRM map #4207570890 effective January 17, 2007 designates the site as Zone X & Zone AE. Base Flood Elevation ranges from 41' (NGVD29) at East end of property to 41.5' (NGVD29) at West end of property.
 - Some of site improvements such as buildings, curbing, and parking have been taken from aerial photographs, other plans and from public GIS sources.
 - Only above ground visible improvements have been located. The location of the underground utilities must be field verified by contractor before commencement of any construction.
 - The property is identified as within the Industrial Zoning District (I-2) and Industrial Commercial Mixed-Use (ICMX) Zoning District and Neighborhood Commercial Area Overlay District - Main Street and Open Space and Natural Resources - Flood Protection - Within the Special Flood Hazard Area and Fourth District Overlay District.
 - The property has access to Main Street and Shurs Lane which are Public Streets.
 - The property described on the survey is the same as the property described in the Title Commitment.
 - At the time of the survey update, there was not any evidence of earth moving or any ongoing construction on the site.
 - At the time of the survey, the surveyor was not aware of any proposed changes in street right-of-way lines and no recent street or sidewalk construction or repairs were noted.
 - At the time of the survey, there was not any evidence of wetlands delineation, observed in the process of conducting the fieldwork.

PLAN REFERENCES

- PLAN OF PROPERTY made by John Levering Surveyor & Registrar of the 8th Survey District of Philadelphia, dated August 20, 1978.
- PLAN OF PROPERTY made by K.W. Grandlund, Surveyor & Registrar of the 8th Survey District of Philadelphia, dated March 5, 1998.
- C.P. #72.
- PROPOSED LOT CONSOLIDATION PLAN, made by Ruggiero Plante Land Design, dated January 19, 2023. Reviewed and Approved by 8th Survey District on February 9, 2023.

OWNER OF RECORD
4045-61 MAIN STREET
G J LITTLEWOOD & SONS INC
4045-61 Main St
Philadelphia, PA 19127



REVISIONS

NO.	DATE	DESCRIPTION
1	12/19/24	ISSUE COMMENTS & INC.
2	12/19/24	ISSUE COMMENTS & INC.

4045-61 MAIN STREET
Philadelphia, PA 19127
21ST WARD - OPA #884632511

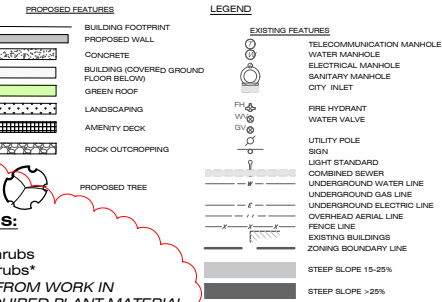
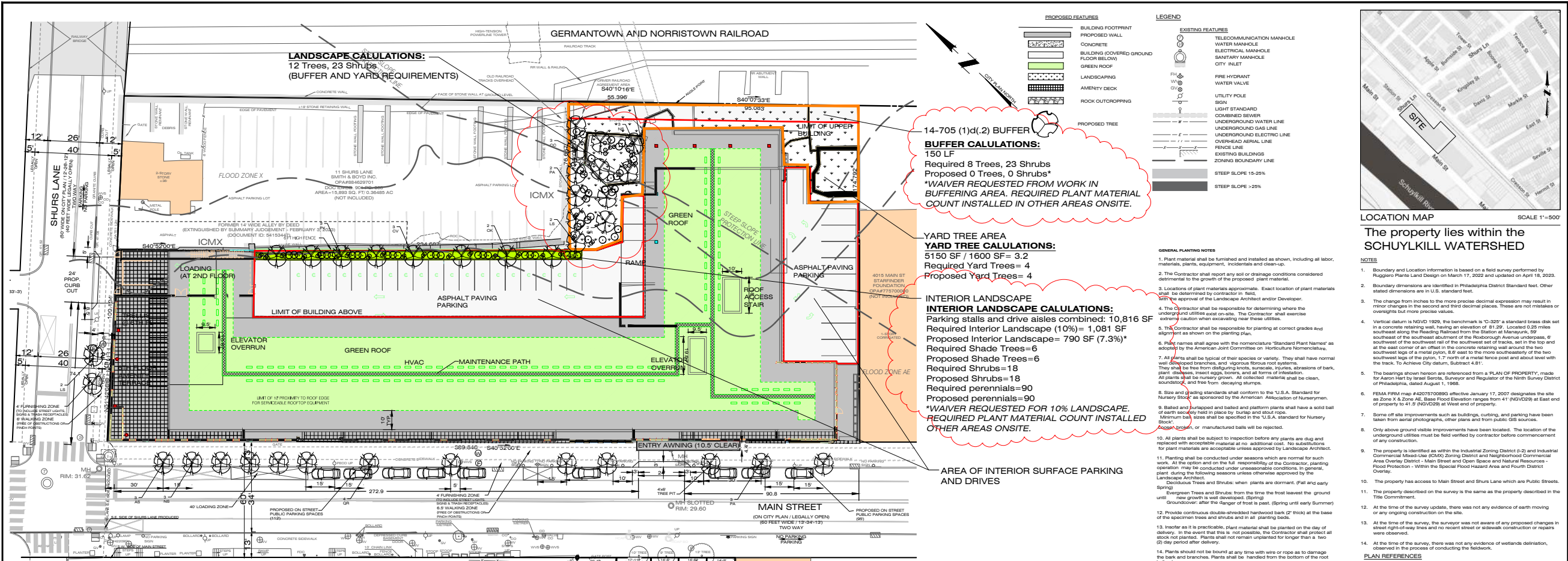
prepared for:
Urban Conversions, LLC
1900 MARKET STREET
8TH FLOOR
Philadelphia, PA 19103

DAVID J. PLANTE, Professional Engineer, PA. No. PE-048820-E

Ruggiero Plante Land Design
5900 Ridge Avenue Philadelphia, PA 19128
phone: 215.508.3900 fax: 215.508.3800 www.ruggieroplantedesign.com

Plan Date: MARCH 22, 2024
Scale: 1" = 20'-0"

ZONING SUBMISSION
Sheet Title: ZONING PLAN
Sheet 1 of 3



- GENERAL PLANTING NOTES**
- Plant material shall be furnished and installed as shown, including all labor, materials, plants, equipment, incidentals and clean-up.
 - The Contractor shall report any soil or drainage conditions considered detrimental to the growth of the proposed plant material to the Landscape Architect and/or Developer.
 - Locations of plant materials approximate. Exact location of plant materials shall be determined by contractor in field.
 - The Contractor shall be responsible for determining where the underground utilities exist on-site. The Contractor shall exercise extreme caution when excavating near these utilities.
 - The Contractor shall be responsible for planting at correct grades and alignment as shown on the planting plan.
 - Plant names shall agree with the nomenclature "Standard Plant Names" as adopted by the American Horticultural Society on Horticulture Nomenclature.
 - All plants shall be typical of their species or variety. They shall have normal well developed branches, and vigorous fibrous root systems. They shall be free from debilitating molds, sunscald, wilts, abrasions of bark, girdling, insect eggs, borers, and all forms of infestation. All plants shall be nursery grown. All collector materials shall be clean, sound, and free from decaying stumps.
 - Site and grading standards shall conform to the U.S.A. Standard for Nursery Stock as sponsored by the American Association of Nurserymen.
 - Balled and burlapped and balled and platform plants shall have a solid ball of earth securely held in place by burlap and steel rope. Minimum ball sizes shall be specified in the U.S.A. Standard for Nursery Stock, or manufactured balls will be rejected.
 - All plants shall be subject to inspection before any plants are dug and replaced with acceptable material at no additional cost. No substitutions for plant materials are acceptable unless approved by Landscape Architect.
 - Planting shall be conducted under seasons which are normal for such work. All the species and the soil responsibility of the Contractor, planting operation may be conducted under unreasonable conditions. In general, planting shall be done during seasons unless otherwise approved by the Landscape Architect.
 - Deciduous Trees and Shrubs: plants are dormant (fall and early Spring). Evergreen Trees and Shrubs: from the time the frost leaves the ground until new growth is well developed (Spring). Groundcover after the danger of frost is past (Spring until early Summer).
 - Provide continuous double-ended horizontal back (2" thick) at the base of the specimen trees and shrubs and in all planting beds.
 - Insofar as it is practicable, plant material shall be planted on the day of delivery. In the event that this is not possible, the Contractor shall protect all stock not planted. Plants shall not remain unplanted for longer than a two (2) day period after delivery.
 - Plants should not be bound at any time with wire or rope as to damage the bark and branches. Plants shall be handled from the bottom of the root ball only.
 - All plants shall be set plumb and straight, at such a level that after settlement, a normal relationship between the crown of the root ball and the ground surface will be established. All plants shall be located in the center of their respective planting pits.
 - Each plant shall be pruned in accordance with standard horticultural practice to preserve the natural character of the plant. Pruning shall be done with clean, sharp tools. Shears are to be sterilized between trees.
 - All injured roots shall be pruned prior to planting. It is advisable to prune the branches which cross. The central leader of trees should not be cut. Long side branches should be shortened.
 - Trees shall be supported immediately after planting. All trees six (6) inches and over in caliper shall be staked. Smaller trees shall be staked. Guy wires and stakes shall be indicated with bright flagging.
 - The trunks of all deciduous trees shall be wrapped with a waterproof tree wrap, as soon as possible after planting, according to standard procedures as indicated.
 - All disturbed areas shall be seeded or sodded by Contractor and approved by Landscape Architect.
 - Grass seed mix for lawn areas with less than a 3:1 slope shall be the following mix: Perennial Ryegrass-50%, Annual Ryegrass-20%, Kentucky Bluegrass-10%, & Creeping Red Fescue-10%.
 - Before mixing planting mixture, clean topsoil of roots, plants, sods, loose stones, clay lumps, and other extraneous materials harmful or toxic to plant growth.
 - Planting mixture shall contain topsoil from local sources or from areas having similar soil characteristics to that found at project site. Obtain topsoil only from naturally well drained sites where topsoil occurs in a depth of not less than 4 inches. Do not obtain from bog or marshes.
 - Planting mixture shall be 2:3 topsoil and 1:3 peat humus.
 - The beginning of the guarantee period shall start after the acceptance at the final inspection. All planting must be alive and healthy to be considered complete. Plant material shall be guaranteed by the Contractor for a two-year period.
 - Maintenance during two-year guarantee period shall include watering, weeding, surfacing, fertilizing, spraying, lightening, and rearing of cuts, removal and replacement of dead material, resetting settled plants to proper grades or upright position and other necessary operations as may be required to keep the plants in a live and healthy growing condition.
 - During landscape work, keep pavements clean and work areas in an orderly condition. Keep all access ways (vehicular and pedestrian) open at all times.
 - When work is complete, all work areas and pavements shall be cleaned of extraneous soil and put back in the original condition.



- NOTES**
- Boundary and Location information is based on a field survey performed by Ruggiero Plante Land Design on March 17, 2022 and updated on April 18, 2023. Other dimensions are in U.S. standard feet.
 - Boundary dimensions are identified in Philadelphia District Standard feet. Other stated dimensions are in U.S. standard feet.
 - The change from inches to the more precise decimal expression may result in minor changes in the second and third decimal places. These are not mistakes or oversights but more precise values.
 - Vertical datum is NAVD 1989, the benchmark is "C-325" a standard brass disk set in a concrete retaining wall, having an elevation of 81.29' Located 0.25 miles southeast of the southwest corner of the Station at Mainway, 1/2 mile southeast of the southeast abutment of the Roxborough Avenue Underpass, 6' southeast of the southwest end of the southeast set of tracks, set in the top and at the east corner of an offset in the concrete retaining wall around the two southwest legs of a metal pipe, 8.8' east to the more southeasterly of the two southwest legs of the pipe, 1.7' north of a metal fence post and about level with the track. To Achieve City datum, Subtract 4.81'.
 - The bearings shown herein are referenced from a PLAN OF PROPERTY, made for Aaron J. & Zora A. Base Flood Elevation ranges from 41' (NGVD29) at East end of property to 41.5' (NGVD29) at West end of property.
 - FEMA FIRM map #4207570980 effective January 17, 2007 designates the site as Zone X & Zone AE. Base Flood Elevation ranges from 41' (NGVD29) at East end of property to 41.5' (NGVD29) at West end of property.
 - Some of site improvements such as buildings, curbing, and parking have been taken from aerial photographs, other plans and from public GIS sources.
 - Only above ground visible improvements have been located. The location of the underground utilities must be field verified by contractor before commencement of any construction.
 - The property is identified as within the Industrial Zoning District (I-2) and Industrial Commercial Mixed-Use (ICMX) Zoning District and Neighborhood Commercial Area Overlay District - Main Street and Open Space and Natural Resources - Flood Protection - Within the Special Flood Hazard Area and Fourth District Overlay.
 - The property has access to Main Street and Shurs Lane which are Public Streets.
 - The property described on the survey is the same as the property described in the Title Commitment.
 - At the time of the survey update, there was not any evidence of earth moving or any ongoing construction on the site.
 - At the time of the survey, the surveyor was not aware of any proposed changes in street right-of-way lines and no recent street or sidewalk construction or repairs were observed.
 - At the time of the survey, there was not any evidence of wetlands delineation, observed in the process of conducting the fieldwork.
- PLAN REFERENCES**
- PLAN OF PROPERTY made by John Levering Surveyor & Regulator of the 8th Survey District of Philadelphia, dated August 20, 1979.
 - PLAN OF PROPERTY made by K.W. Grandlund, Surveyor & Regulator of the 8th Survey District of Philadelphia, dated March 5, 1998.
 - C.P. #72.
 - PROPOSED LOT CONSOLIDATION PLAN, made by Ruggiero Plante Land Design on February 8, 2023. Reviewed and Approved by 2th Survey District on February 8, 2023.

ROOF & UPPER LEVEL PARKING PLAN

PLANT PALETTE

TREES

STREET TREES

QTY	CODE	BOTANICAL NAME	COMMON NAME	SIZE
3	AS	Acer saccharum	Sugar Maple	2.5-3" Cal. B&B
2	LS	Liquidambar styraciflua	American Sweetgum	2.5-3" Cal. B&B
3	NS	Nyssa sylvatica	Blackgum	2.5-3" Cal. B&B
3	PA	Prunus americana	American Plum	2.5-3" Cal. B&B
4	QR	Quercus rubra	Red Oak	2.5-3" Cal. B&B

UNDERSTORY TREES

QTY	CODE	BOTANICAL NAME	COMMON NAME	SIZE
2	CK	Cladradis kentukea	Yellowwood	2.5-3" Cal. B&B
3	CV	Crataegus viridis 'Winter King'	Winter King Hawthorn	2.5-3" Cal. B&B
3	PH	Prunus x 'Yodanis'	Yoshino Cherry	2.5-3" Cal. B&B

SHADE TREES

QTY	CODE	BOTANICAL NAME	COMMON NAME	SIZE
3	CC	Koeleruteria paniculata	Golden Rain Tree	2.5-3" Cal. B&B
2	LS	Liquidambar styraciflua	American Sweetgum	2.5-3" Cal. B&B
3	NS	Nyssa sylvatica	Blackgum	2.5-3" Cal. B&B
2	PA	Prunus americana	American Plum	2.5-3" Cal. B&B
2	QR	Quercus rubra	Red Oak	2.5-3" Cal. B&B

TOTAL TREES REQUIRED PER CODES
18
PROVIDED
20

SHRUBS/GRASSES

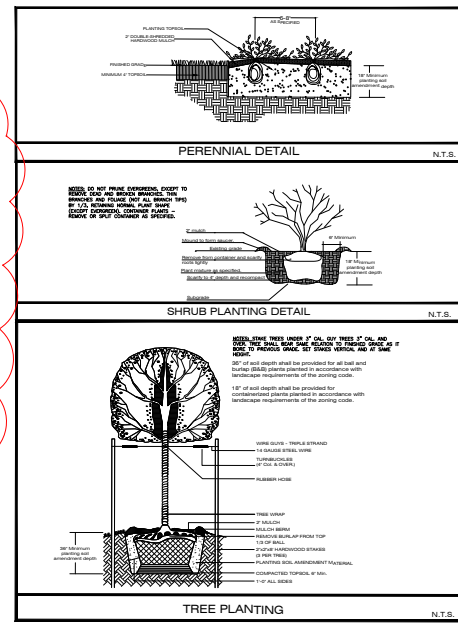
QTY	CODE	BOTANICAL NAME	COMMON NAME	SIZE
7	AA	Aronia arbutifolia	Red Chokeberry	5 gal.
9	AG	Abelia x grandiflora	Glossy Abelia	5 gal.
6	CO	Cypripedium occidentale	Butterbush	5 gal.
6	IV	Ilex verticillata 'Red Sprite'	Winterberry	5 gal.
5	VP	Viburnum prunifolium	Black Haw	1 gal.
8	VD	Viburnum dentatum	Viburnum	5 gal.

TOTAL SHRUBS REQUIRED PER CODES
41
PROVIDED
41

PERENNIALS

QTY	CODE	BOTANICAL NAME	COMMON NAME
20	AC	Anemone canadensis	Meadow Anemone
20	AI	Asclepias incarnata	Swamp Milkweed
20	BA	Baptisia australis	Blue False Indigo
20	EV	Elymus virginicus	Virginia Wild Rye
20	GA	Gallardia aristata, x grandiflora	Blanketflower

TOTAL PERENNIALS REQUIRED PER CODES
90
PROVIDED
100



PERENNIAL DETAIL N.T.S.

SHRUB PLANTING DETAIL N.T.S.

TREE PLANTING N.T.S.

OWNER OF RECORD
4045-61 MAIN STREET
G J LITTLEWOOD & SONS INC
4045-61 MAIN ST
Philadelphia, PA 19127

REVISIONS

NO.	DATE	DESCRIPTION
1	03/22/24	ISSUED FOR PERMITS

4045-61 MAIN STREET
Philadelphia, PA 19127
21ST WARD - OPA #88463251

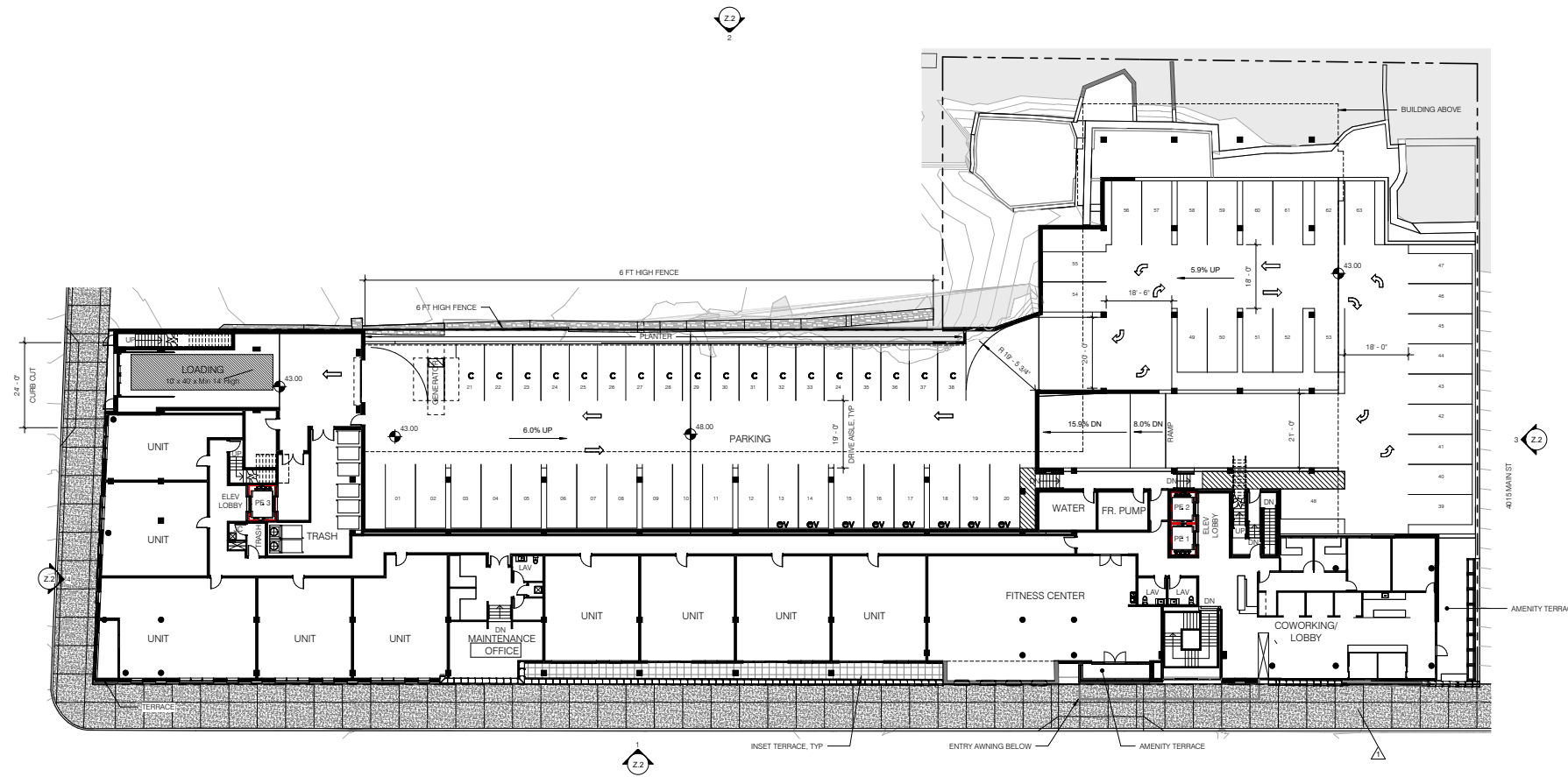
prepared for:
Urban Conversions, LLC
1900 MARKET STREET
PHILADELPHIA, PA 19103

DAVID J. PLANTE
Professional Engineer
PA. No. PE-048820-E

Ruggiero Plante Land Design
5900 Ridge Avenue Philadelphia, PA 19128
phone: 215.502.9900 fax: 215.502.3800 www.ruggieroplante.com

Plan Date: MARCH 22, 2024
Scale: 1" = 20'-0"
0 10' 20'

ZONING SUBMISSION
Sheet Title: LANDSCAPE PLAN
Sheet 2 of 2

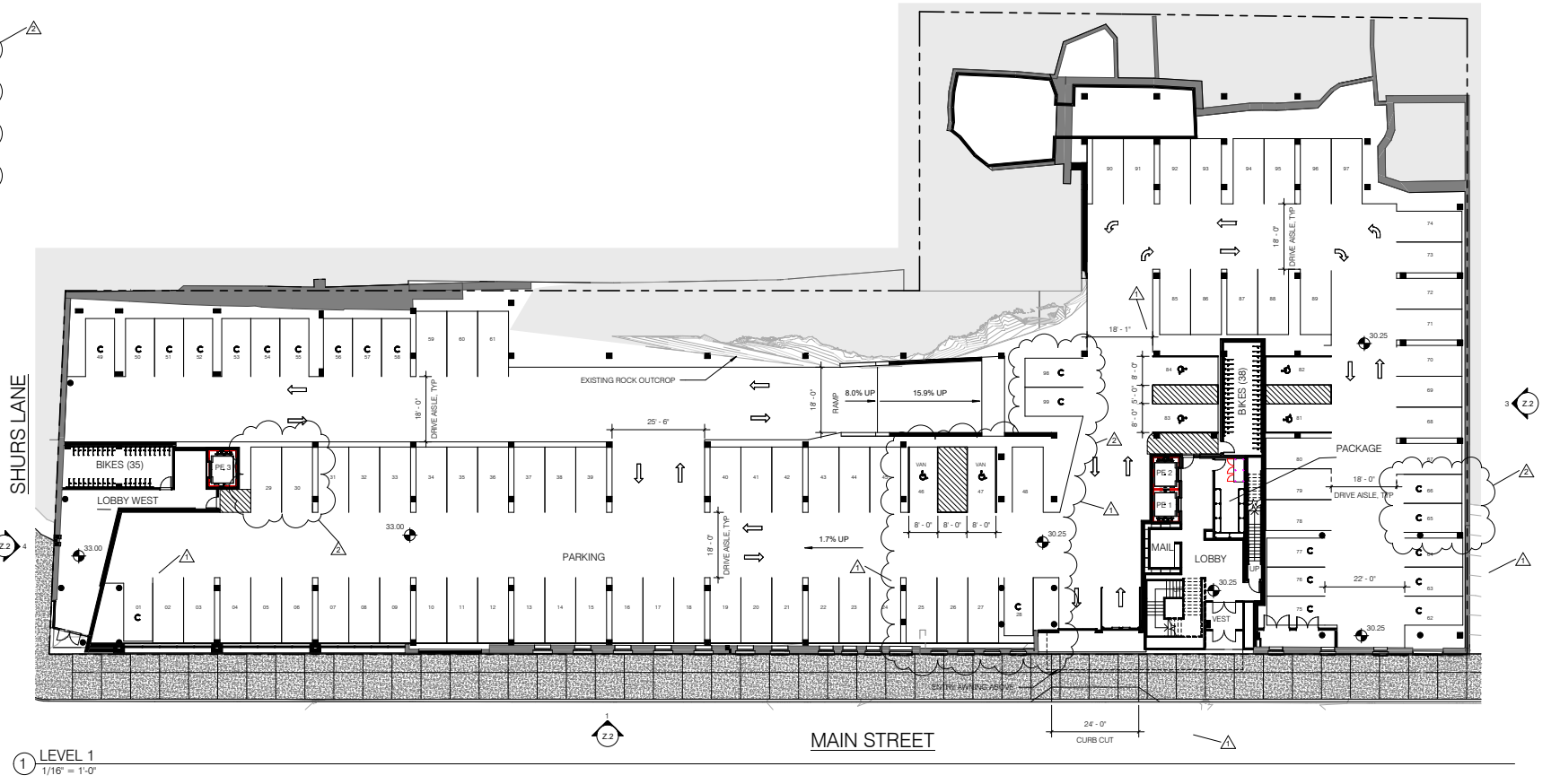


② LEVEL 2
1/16" = 1'-0"

GROSS FLOOR AREA	
Level	Area
LEVEL 1	43174 SF*
LEVEL 2	20452 SF
LEVEL 3	32840 SF
LEVEL 4	32920 SF
LEVEL 5	32793 SF
LEVEL 6	29598 SF
LEVEL 7	28695 SF
Graves total	220418 SF

Parking Schedule	
Level	Area
LEVEL 1	8' x 16' COMPACT 22
	8' x 18' (8' Aisle) ADA CAR 4**
	8' x 18' (8' Aisle) ADA VAN 2**
	8'-0" x 18'
	71
PARKING 2	
	8' x 16' COMPACT 18
	8'-0" x 18'
	37
	8'-0" x 18' EV 8
	8
	Grand total 162

*FAR Measurement Excludes Cellars per 14-202(4)(b)(2)
Cellar - A horizontal level of a structure that is fifty percent (50%) or more below grade plane.
14-202 (1)(b) When a lot is located within a 100-year floodplain, any point located one foot above the regulatory flood level shall be considered to be at the average ground level of the lot.
Base Flood Elevation (BFE): 41.40' (NGVD29)
Regulatory Flood Elevation (RFE) / Design Flood Elevation: 42.90' (18" + BFE)
Average Ground Level: 43.90' (12" + RFE)
**14-802(4)(b)(2) Multi-Family Uses
Two percent (2%) of the parking spaces, but not less than one parking space, provided for multi-family uses that are required by City, state or federal law or regulation to have accessible/usable dwelling units shall be accessible.
Required accessible spaces: 4 (2% of 162 spaces provided = 4 spaces required)
Provided accessible spaces: 6



① LEVEL 1
1/16" = 1'-0"

REVISIONS		
No.	Date	Description
1	07/31/24	ZONING COMMENTS & PHC
2	08/21/24	ZONING & PCPC COMMENTS

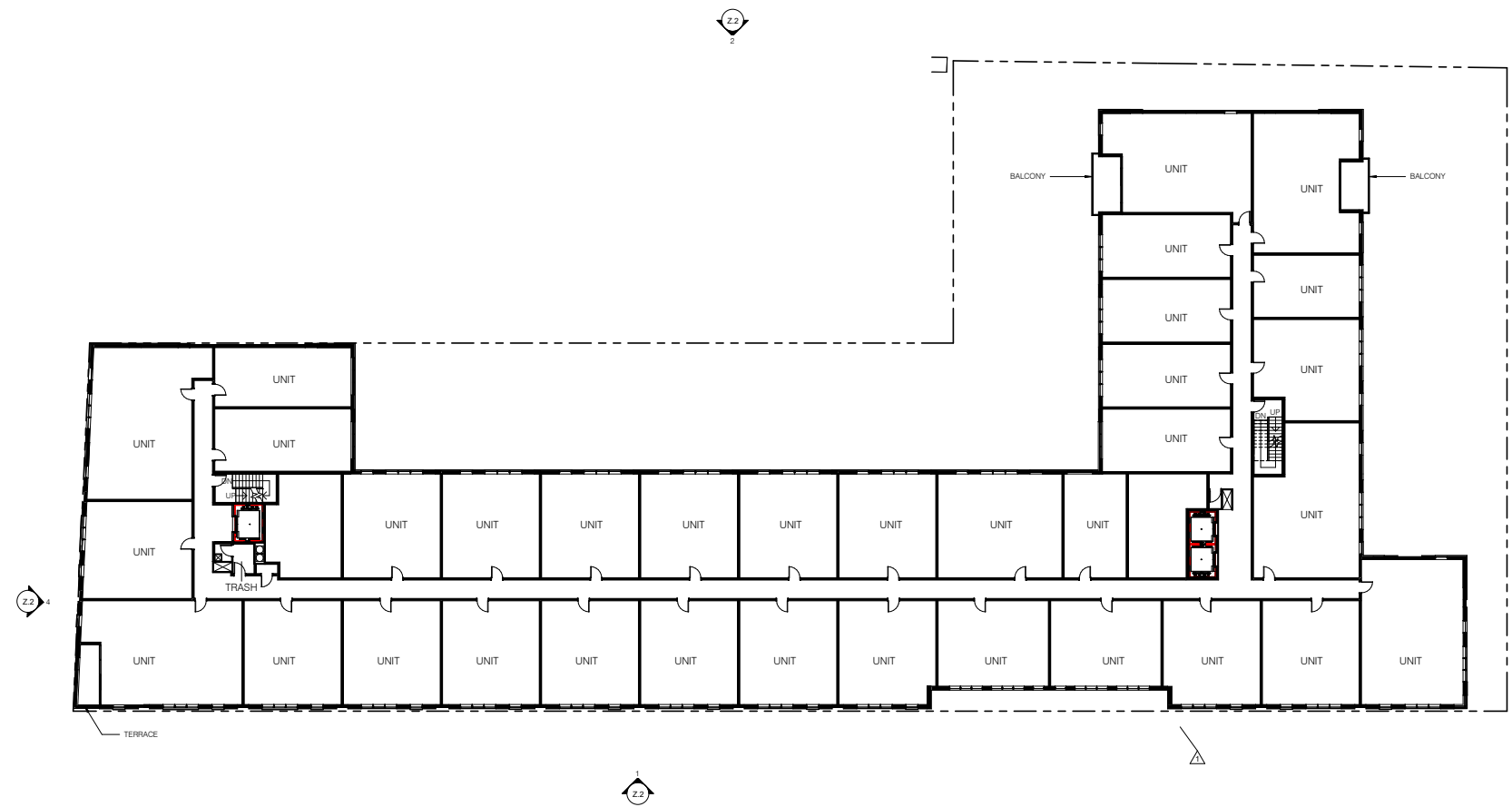
Project Phase:
SCHEMATIC DESIGN

Project Name:
4045 MAIN STREET
4045-61 MAIN STREET
PHILADELPHIA, PA 19127

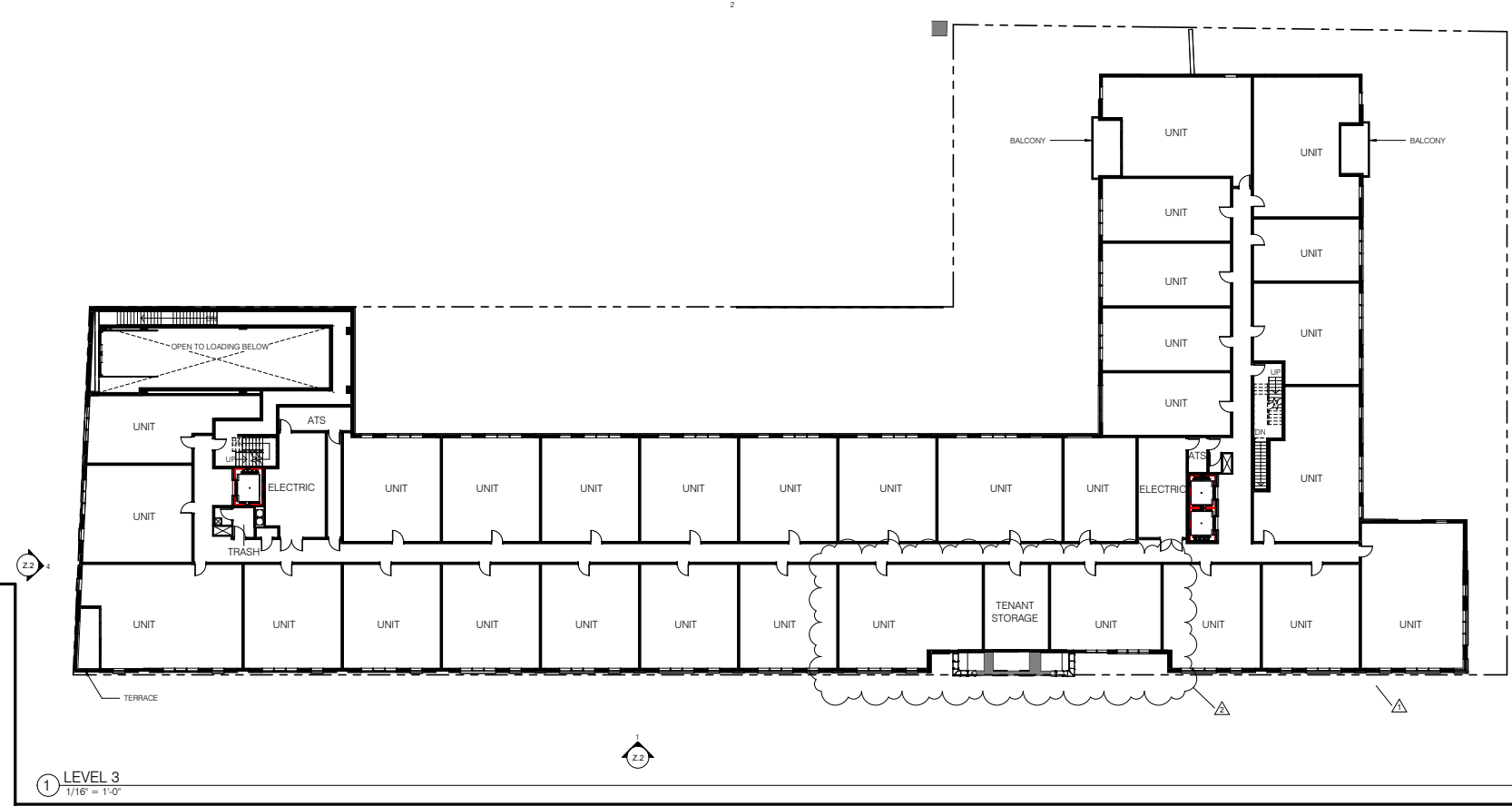
Drawing Title:
PLANS

Project Number: 22302.00
Date: 03.11.2024
Drawn By: AJM
Checked By: AJM

Z.3
Scale: 1/16" = 1'-0"



2 LEVEL 4
1/16" = 1'-0"



1 LEVEL 3
1/16" = 1'-0"

REVISIONS		
No.	Date	Description
1	07/31/24	ZONING COMMENTS & PHC
2	08/21/24	ZONING & PCPC COMMENTS

Project Phase:
SCHEMATIC DESIGN

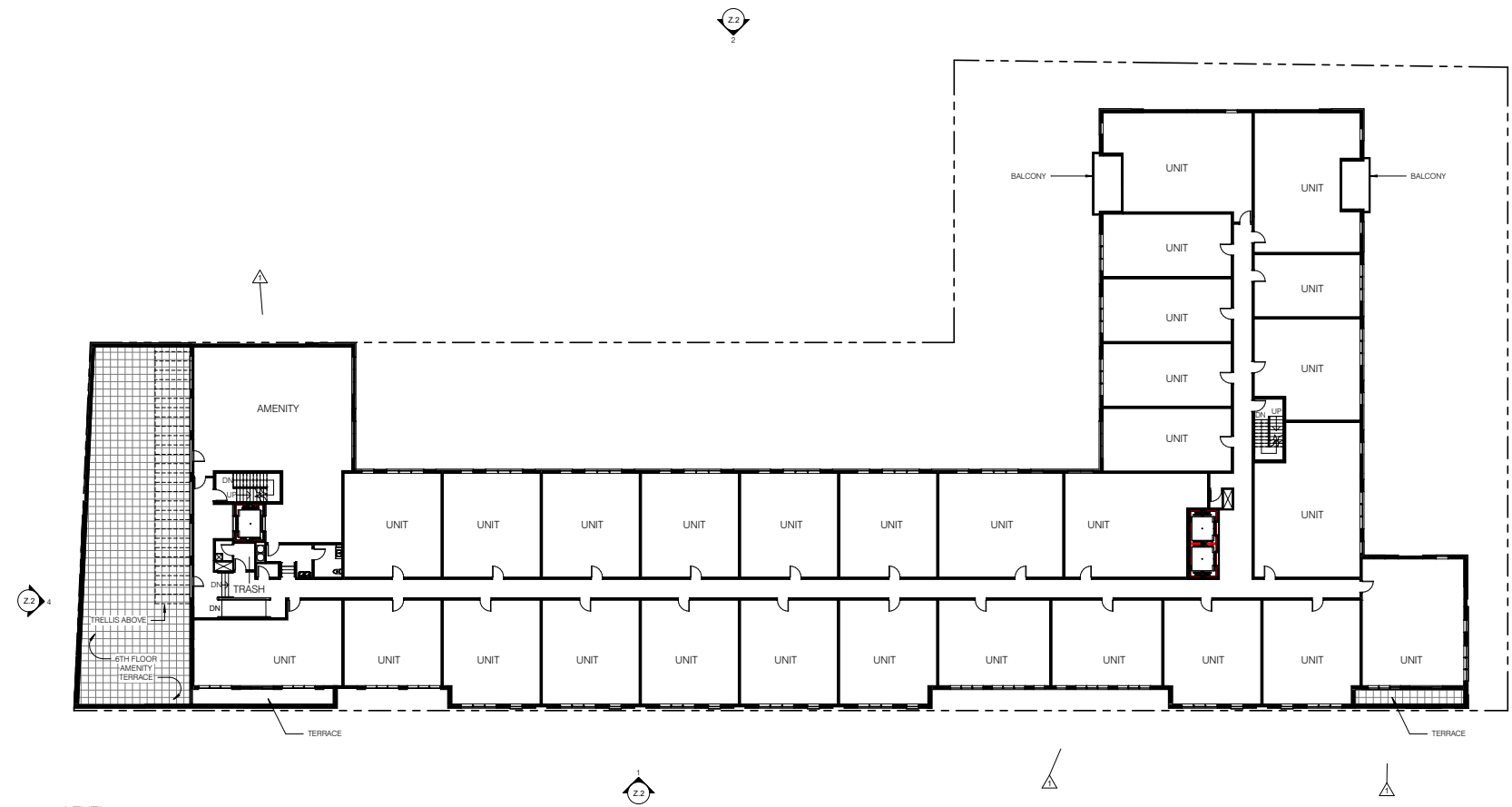
Project Name:
4045 MAIN STREET
4045-61 MAIN STREET
PHILADELPHIA, PA 19127

Drawing Title:
PLANS

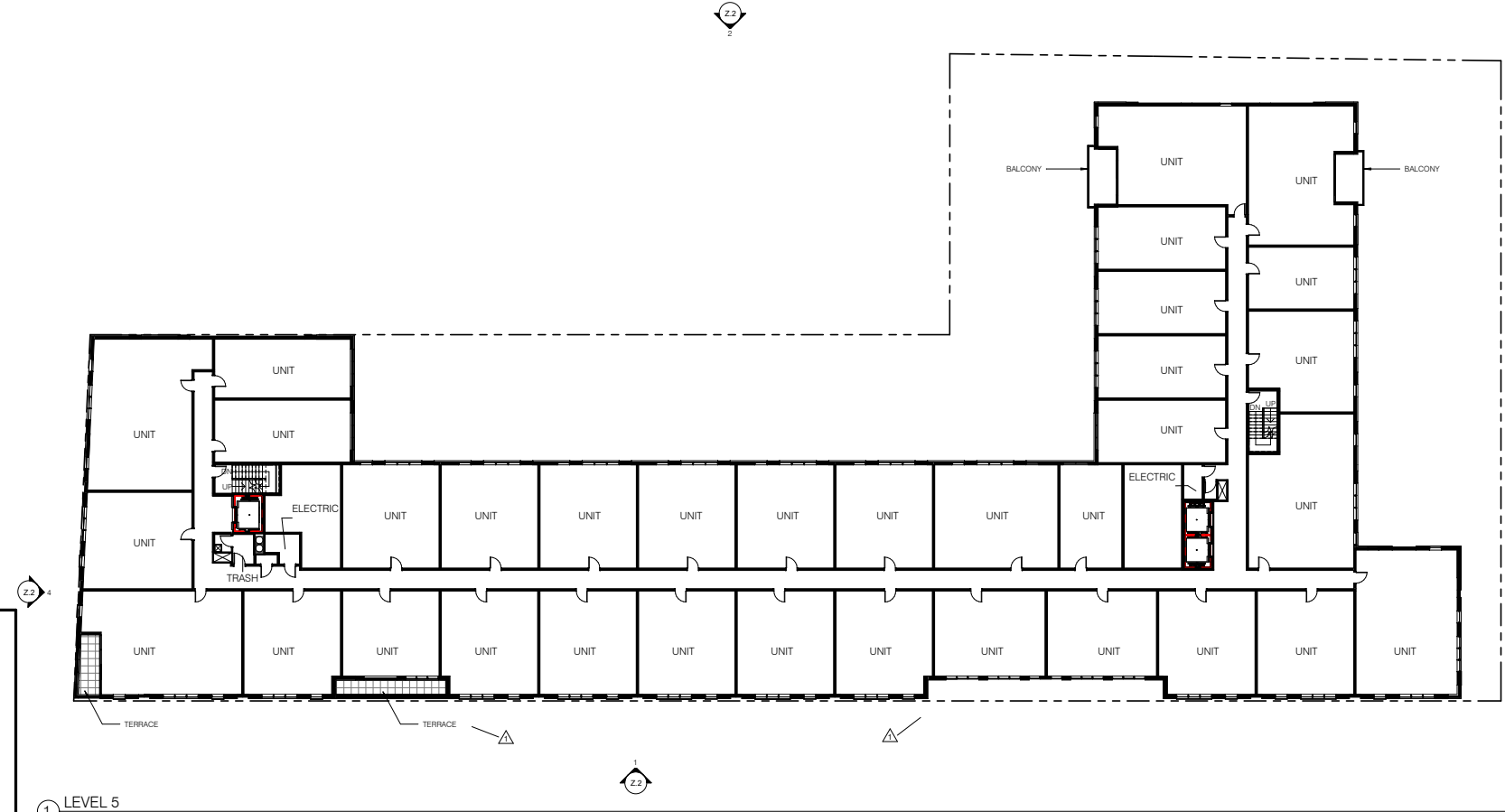
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Date: 03.11.2024
Drawn By: AJM
Checked By: AJM

Z.4
Scale: 1/16" = 1'-0"





② LEVEL 6
1/16" = 1'-0"



① LEVEL 5
1/16" = 1'-0"

REVISIONS		
No.	Date	Description
1	07/31/24	ZONING COMMENTS & PHC

Project Phase:
SCHEMATIC DESIGN

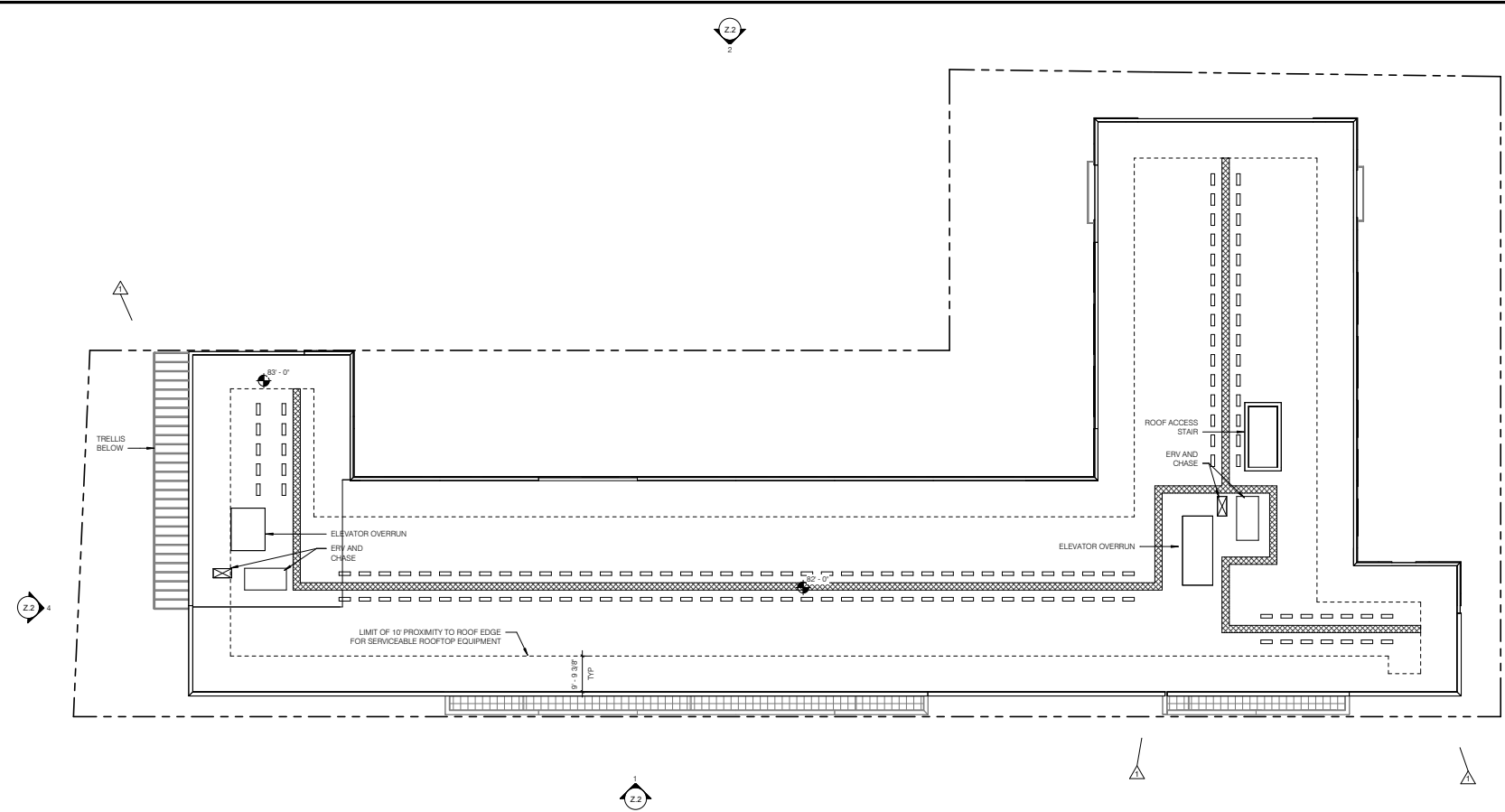
Project Name:
4045 MAIN STREET
4045-61 MAIN STREET
PHILADELPHIA, PA 19127

Drawing Title:
PLANS

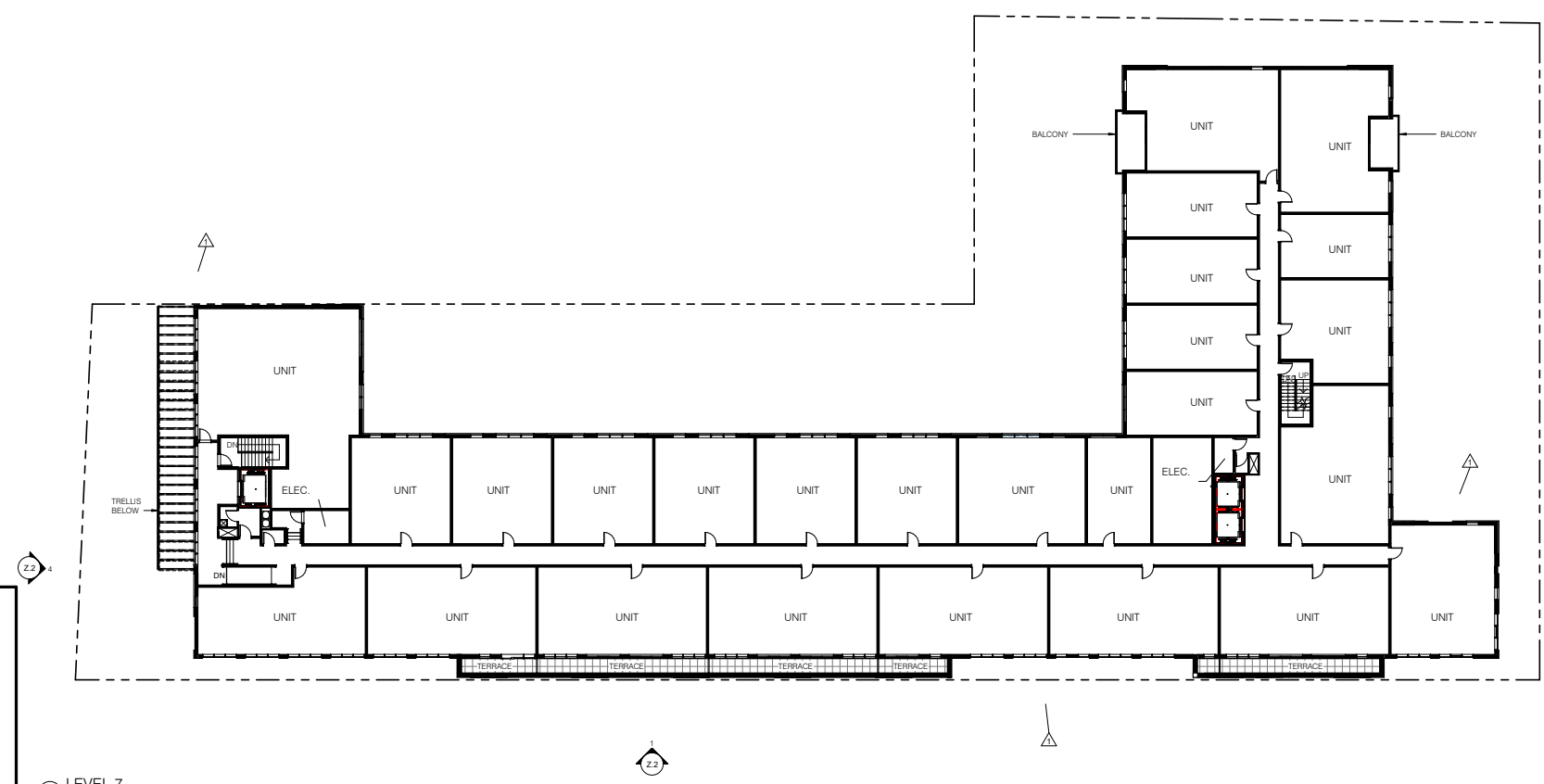
Project Number: 22302.00
Date: 03.11.2024
Drawn By: AJM
Checked By: AJM

Z.5

Scale: 1/16" = 1'-0"



2 ROOF PLAN
1/16" = 1'-0"



1 LEVEL 7
1/16" = 1'-0"

REVISIONS		
No.	Date	Description
1	07/31/24	ZONING COMMENTS & PHC

Project Phase:
SCHEMATIC DESIGN

Project Name:
4045 MAIN STREET
4045-61 MAIN STREET
PHILADELPHIA, PA 19127

Drawing Title:
PLANS

Project Number: 22302.00
Date: 03.11.2024
Drawn By: AJM
Checked By: AJM

Z.6

Scale: 1/16" = 1'-0"

Client
Urban Conversions
1900 Market Street, 8th Floor
Philadelphia, PA 19103
p: (445) 544-8576

Civil Engineer
Rugiero Piano Land Design
5900 Ridge Avenue
Philadelphia, PA 19128
p: (215) 508-3900

Geotechnical Engineer
Earth Engineering
115 W Germantown Pike, Suite 200
East Norriton, PA 19401
p: (610) 277-0880

Structural Engineer
Larsen & Landis Structural Engineers
11 W. Thompson Street
Philadelphia, PA 19125
p: (215) 232-7207

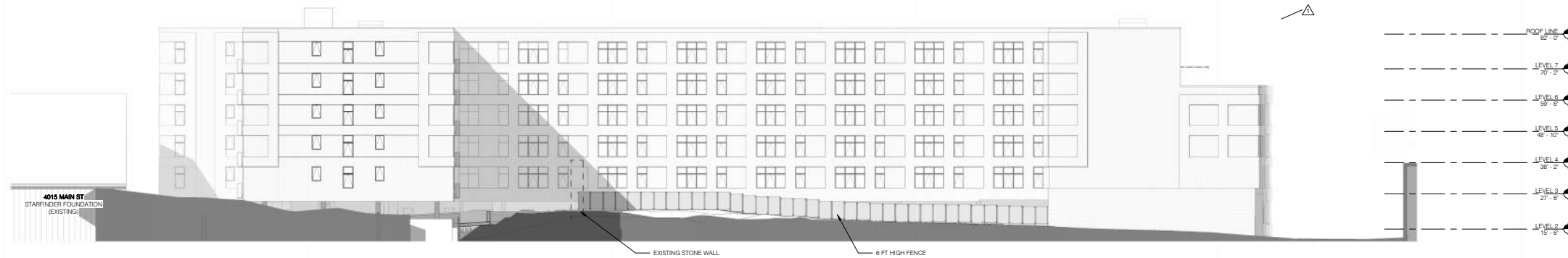
MEP Engineer
Holstein White Inc.
3800 Horizon Blvd., Suite 503
Trevose, PA 19053
p: (215) 322-7711



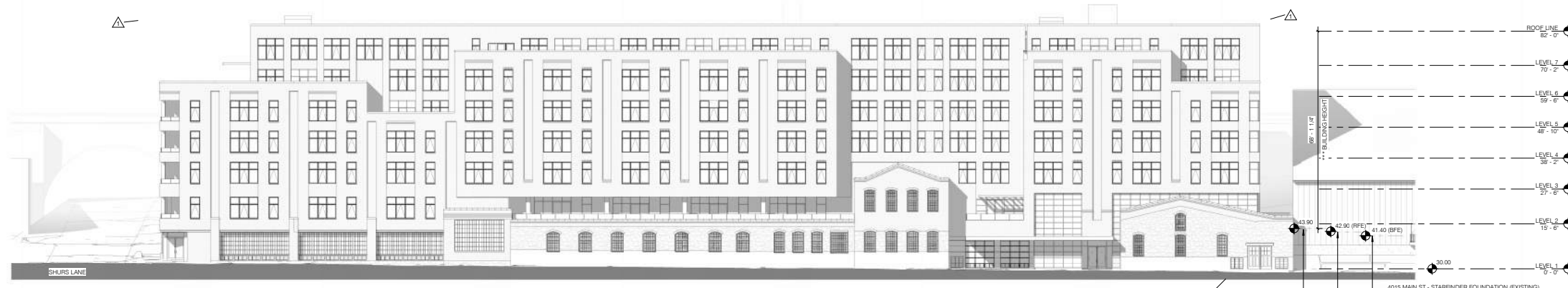
④ ZONING - OVERALL WEST ELEVATION - ALONG SHURS LANE
1/16" = 1'-0"



③ ZONING - OVERALL - EAST ELEVATION
1/16" = 1'-0"



② ZONING OVERALL NORTH ELEVATION - ALONG 11 SHURS LANE
1/16" = 1'-0"



① ZONING - OVERALL SOUTH ELEVATION - ALONG MAIN STREET
1/16" = 1'-0"

****14-203.12(b) Flood Elevation, Regulatory**
The Base Flood Elevation (BFE) determined by the U.S. Department of Homeland Security Federal Emergency Management Agency (FEMA) or the estimated flood height as determined using simplified methods, plus a freeboard safety factor of one and one-half ft.

****14-202.11(b) Average Ground Level**
When a lot is located within a 100-year floodplain, any point located one foot above the regulatory flood level shall be considered to be at the average ground level of the lot.

****Building height is measured from Average Ground Level per 14-202.8. Therefore, building height is measured from one foot above the regulatory flood level (RFE) per 14-202.11(b).**

REVISIONS		
No.	Date	Description
1	07/31/24	ZONING COMMENTS & PHC

Project Phase:
SCHEMATIC DESIGN

Project Name:
4045 MAIN STREET
4045-61 MAIN STREET
PHILADELPHIA, PA 19127

Drawing Title:
ELEVATIONS

Project Number: 22302.00
Date: 03.11.2024
Drawn By: AJM
Checked By: AJM

Z.2

Scale: 1/16" = 1'-0"

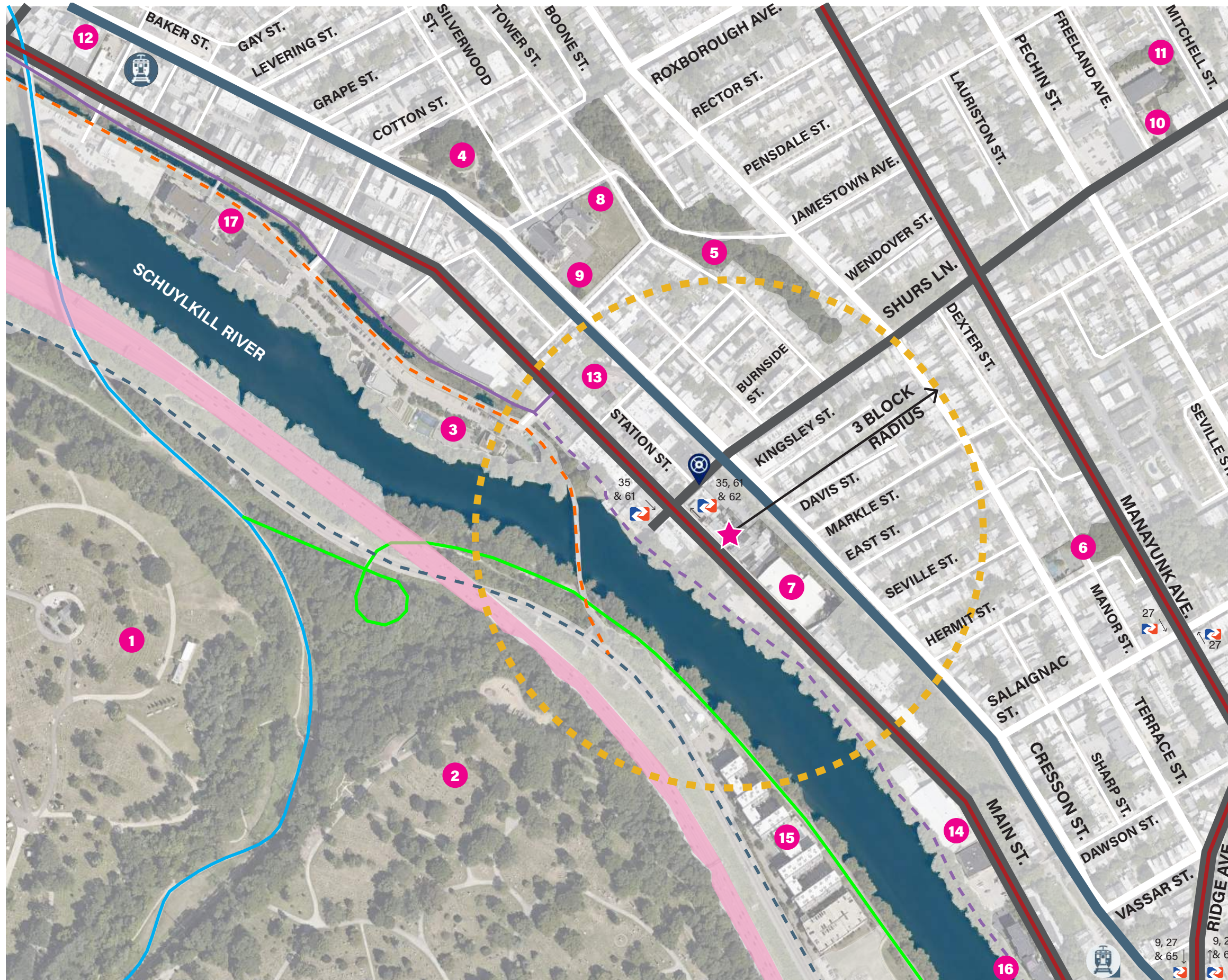


View looking East on Main Street & South on Shurs Lane



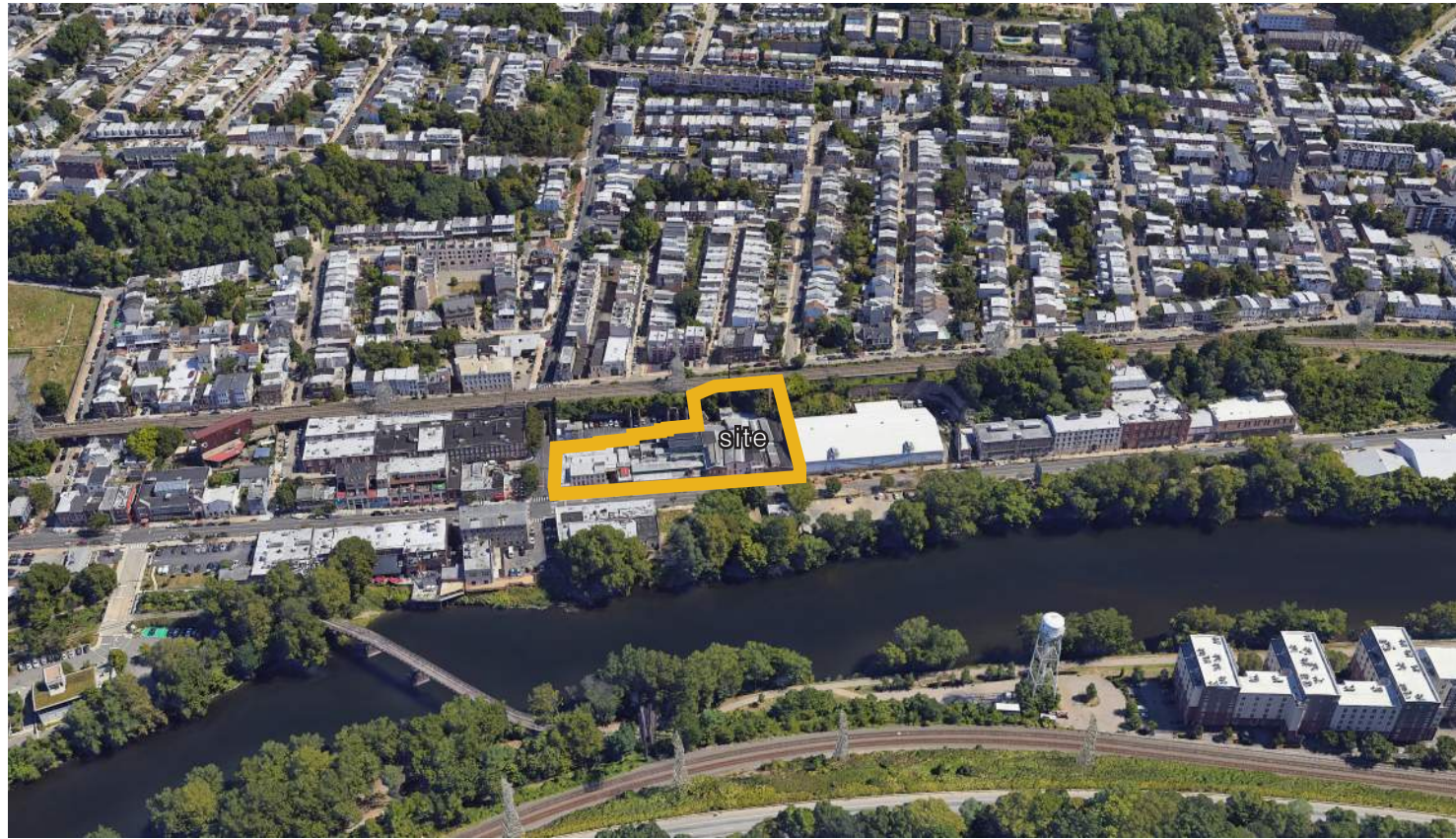
4045 MAIN ST

- CMX-1 neighborhood commercial mixed-use-1
- CMX-2 neighborhood commercial mixed-use-2
- I-1 light industrial
- I-2 medium industrial
- ICMX industrial commercial mixed-use
- RSA-5 residential single-family attached-5
- SP-PO-A recreation



- ★ SITE
- 1 Westminster Cemetery
- 2 Laurel Hill Cemetery
- 3 Venice Island Performing Arts and Rec Center
- 4 Pretzel Park
- 5 Boone Park
- 6 Neighbors Park
- 7 Starfinder Foundation
- 8 YALE School Philadelphia
- 9 St. John the Baptist Roman Catholic Church
- 10 Citylight Church
- 11 Mishkan Shalom Reconstructionist Synagogue
- 12 U.S. Postal Service
- 13 The Animedic Veterinary Hospital
- 14 CVS Pharmacy
- 15 The Yard at Pencoyd Landing (7-stories)
- 16 Bridgefive Condominium (7-stories)
- 17 The Isle (5-stories)
- Major Commercial Streets
- Major Local Streets
- Bike Lanes
- Schuylkill River Trail
- Proposed Schuylkill River Trail Extension
- Pencoyd Trail
- Barmouth Trailhead at the Cynwyd Heritage Trail
- Highway I-76
- Manayunk / Norristown Regional Rail Line
- Freight Lines
- Potential Future Rail to Trail Conversion
- Manayunk RR Station - 0.5 mi from Site
- Wissahickon RR Station - 0.6 mi from Site (0.7 mi driving)
- Indego Bike Share Station
- Buses (Route Number and Travel Direction)





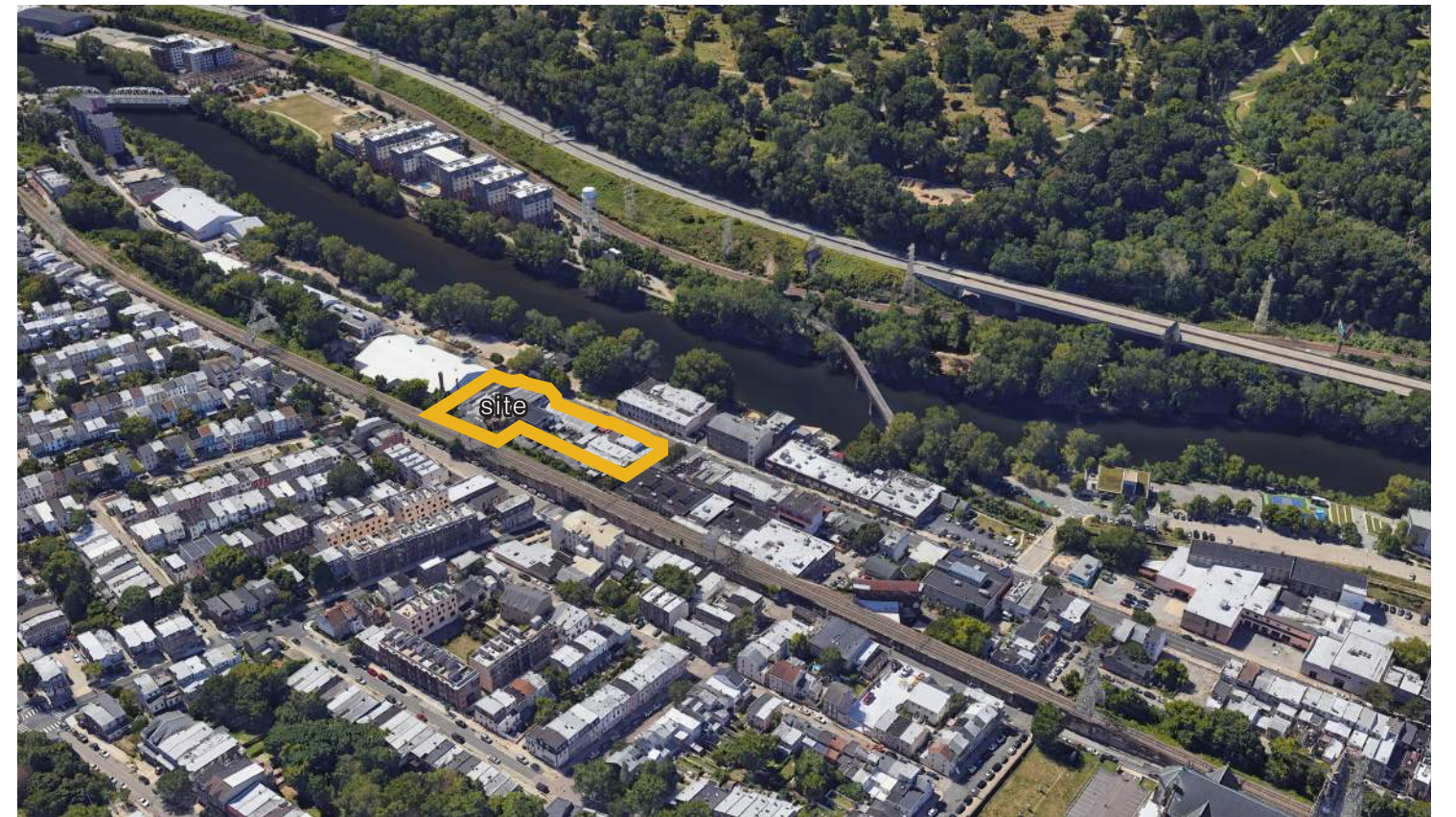
1 Northwest Aerial Perspective



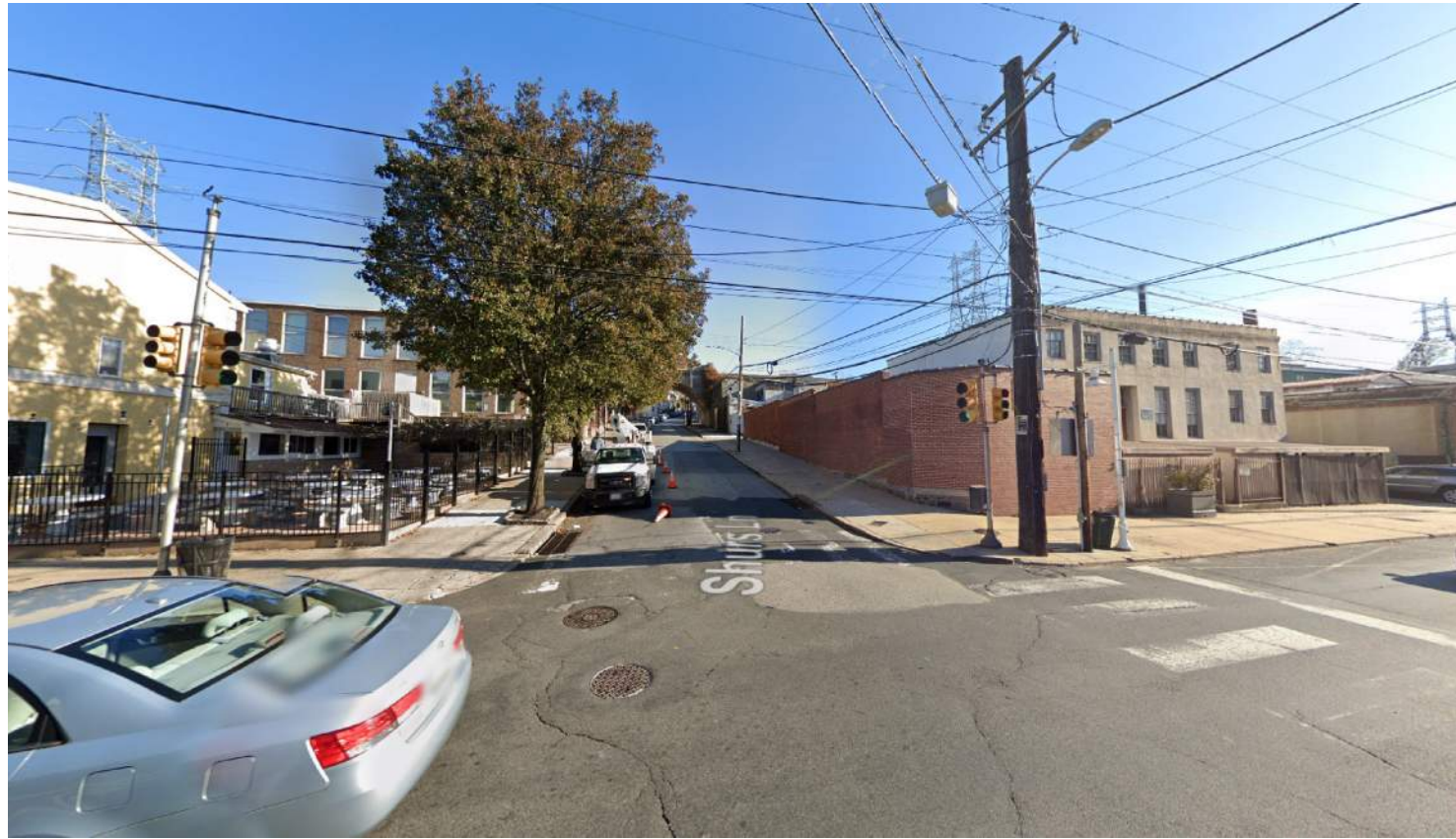
2 Northeast Aerial Perspective



3 Southwest Aerial Perspective



4 Southeast Aerial Perspective



1 View of Site from Shurs Lane looking North



2 View of Site from Shurs Lane looking South



3 View of Site from Shurs Lane & Station Street looking North



4 View of Site from Main Street looking East



5 View of Site from Main Street looking East



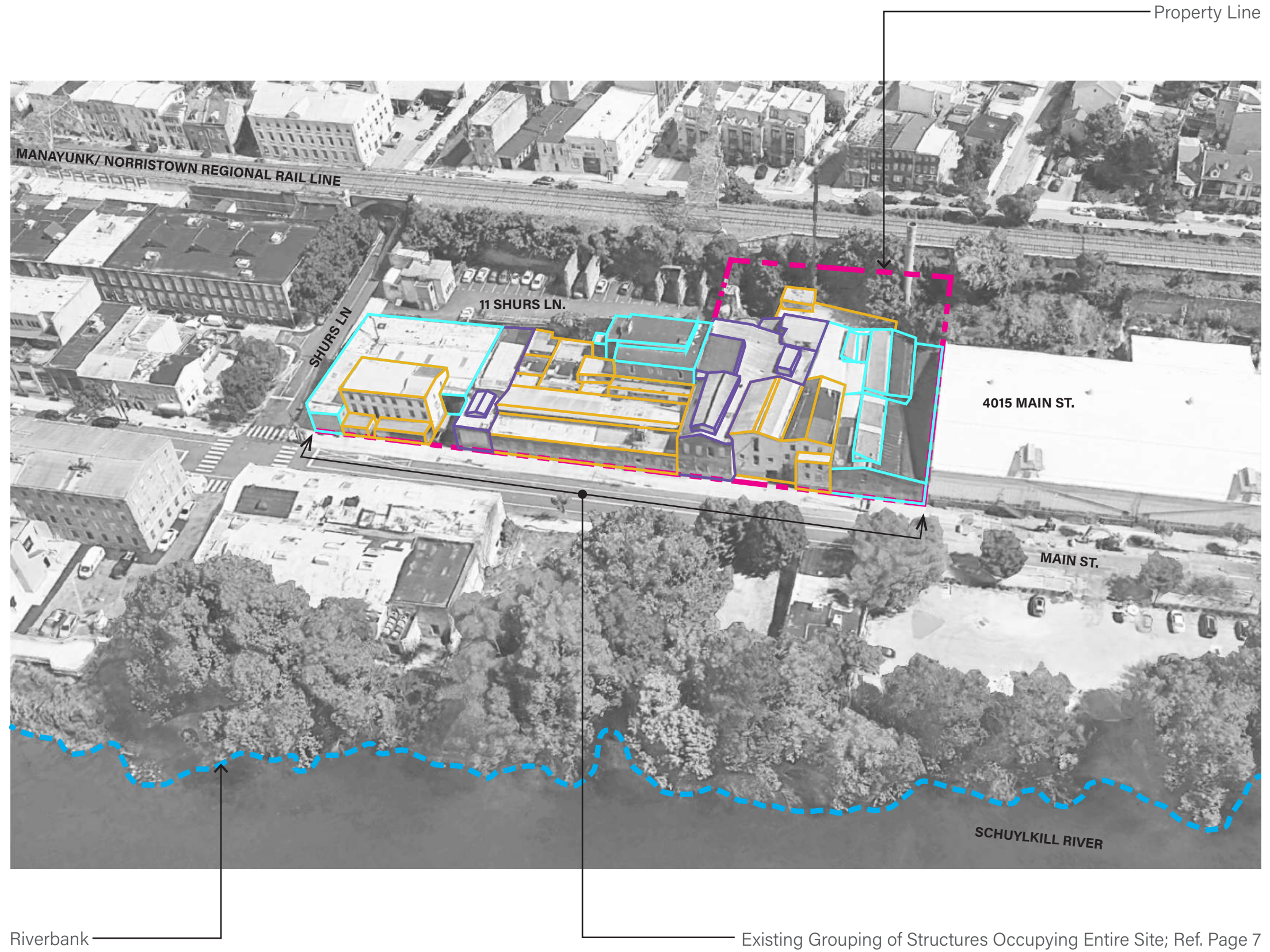
6 View of Site from Main Street looking East



7 View of Site from Main street looking West



8 View of Site from Main street looking West





PLAN VIEW

AERIAL VIEW




n L Manayunk
Haircuts
n L

TO BE DEMOLISHED 
TO REMAIN 



TO BE DEMOLISHED 
TO REMAIN 



TO BE DEMOLISHED 
TO REMAIN 



Aerial View looking Southeast



Apex Manayunk
4601 E Flat Rock Road, Philadelphia
6 Stories - 128 Units



The Locks
Riverside Way (1 Leverington Avenue), Philadelphia
5 Stories - 63 Townhomes



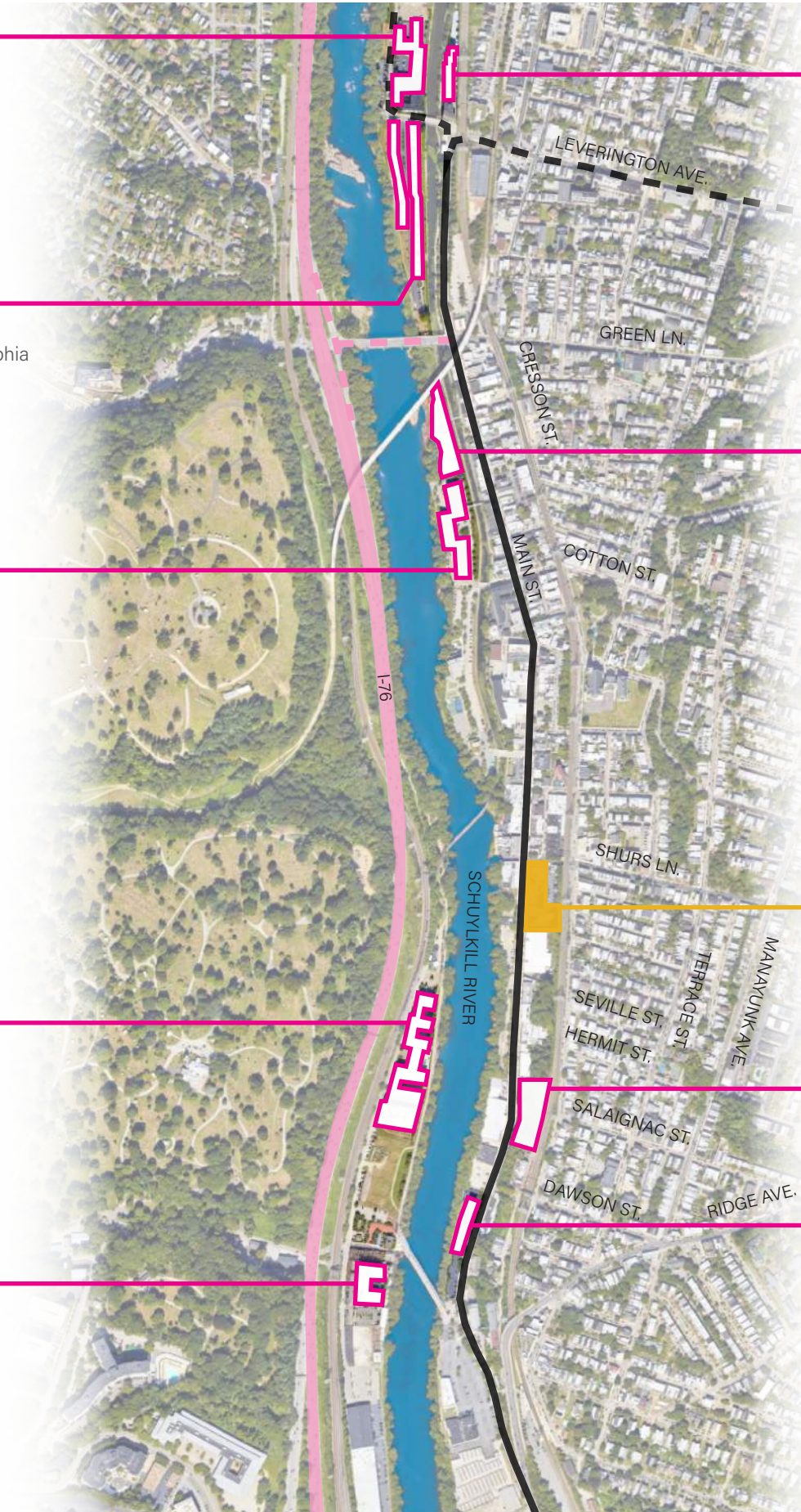
The Isle
1 Cotton Street, Philadelphia
5 Stories - 156 Units



The Yard at Pencoyd Landing
600 Righters Ferry Road, Bala Cynwyd
7 Stories - 593 Units



Residence Inn by Marriott
615 Righters Ferry Road, Bala Cynwyd
7 Stories - 124 Suites



Watermill at Manayunk
2 Leverington Avenue, Philadelphia
7 Stories



Venice Island
4436-44 Main Street, Philadelphia
5 Stories - 213 Units



Site
4045 Main Street, Philadelphia
7 Stories - 163 Units

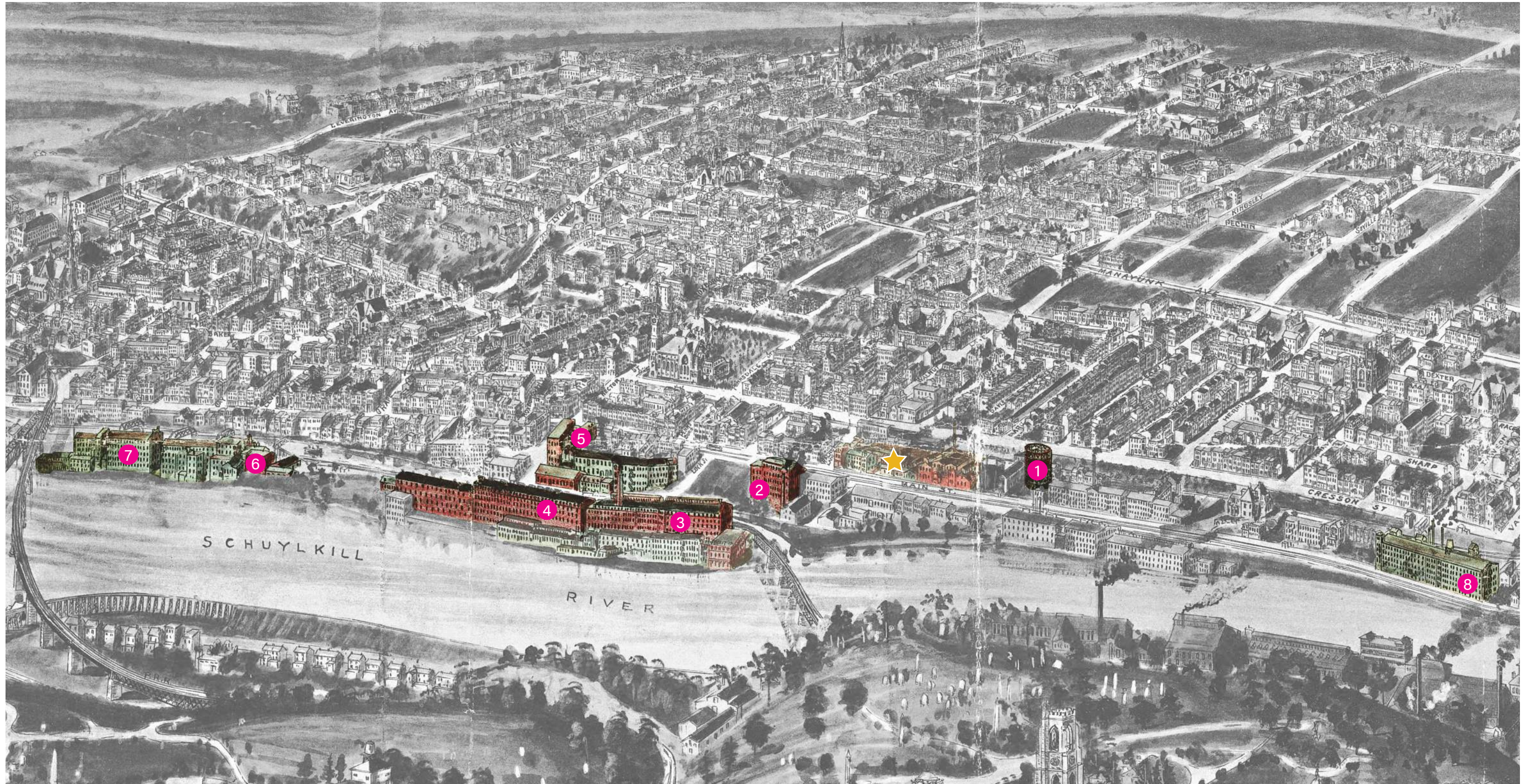


3811 Main Street (Under Construction)
6 Stories - 36 Units
5 Commercial Spaces

BridgeFive Condominium
3750 Main Street, Philadelphia
7 Stories - 60 Units

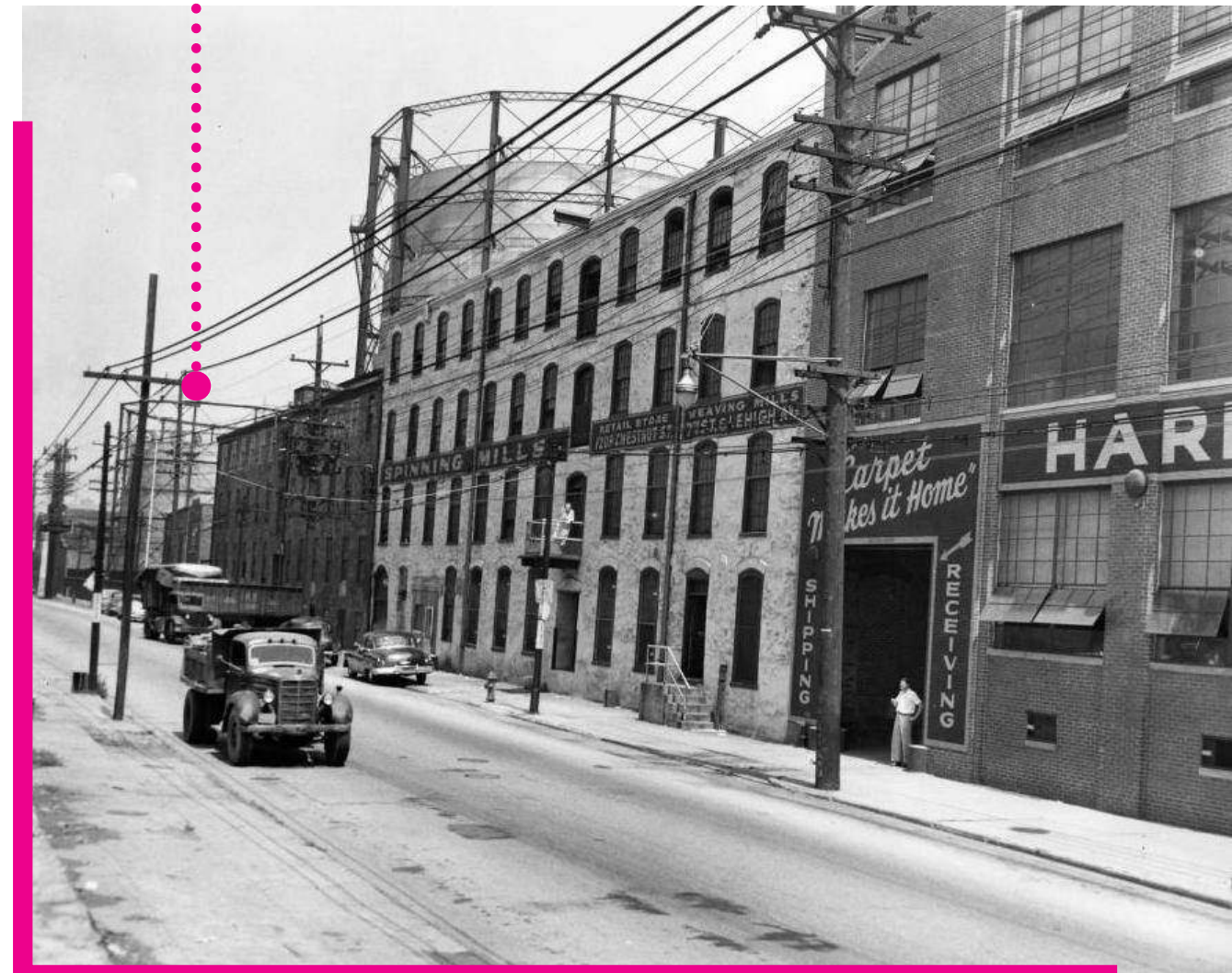
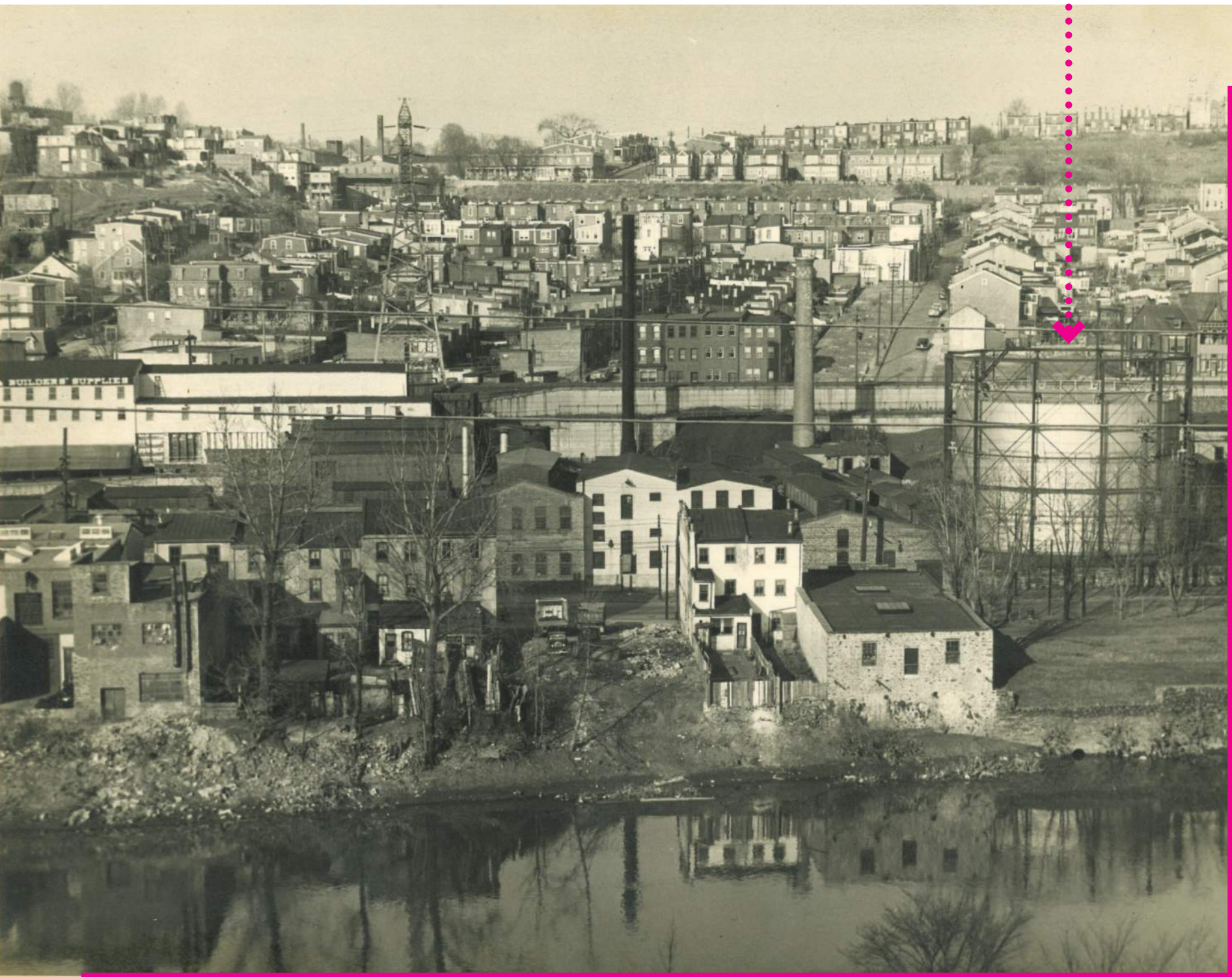


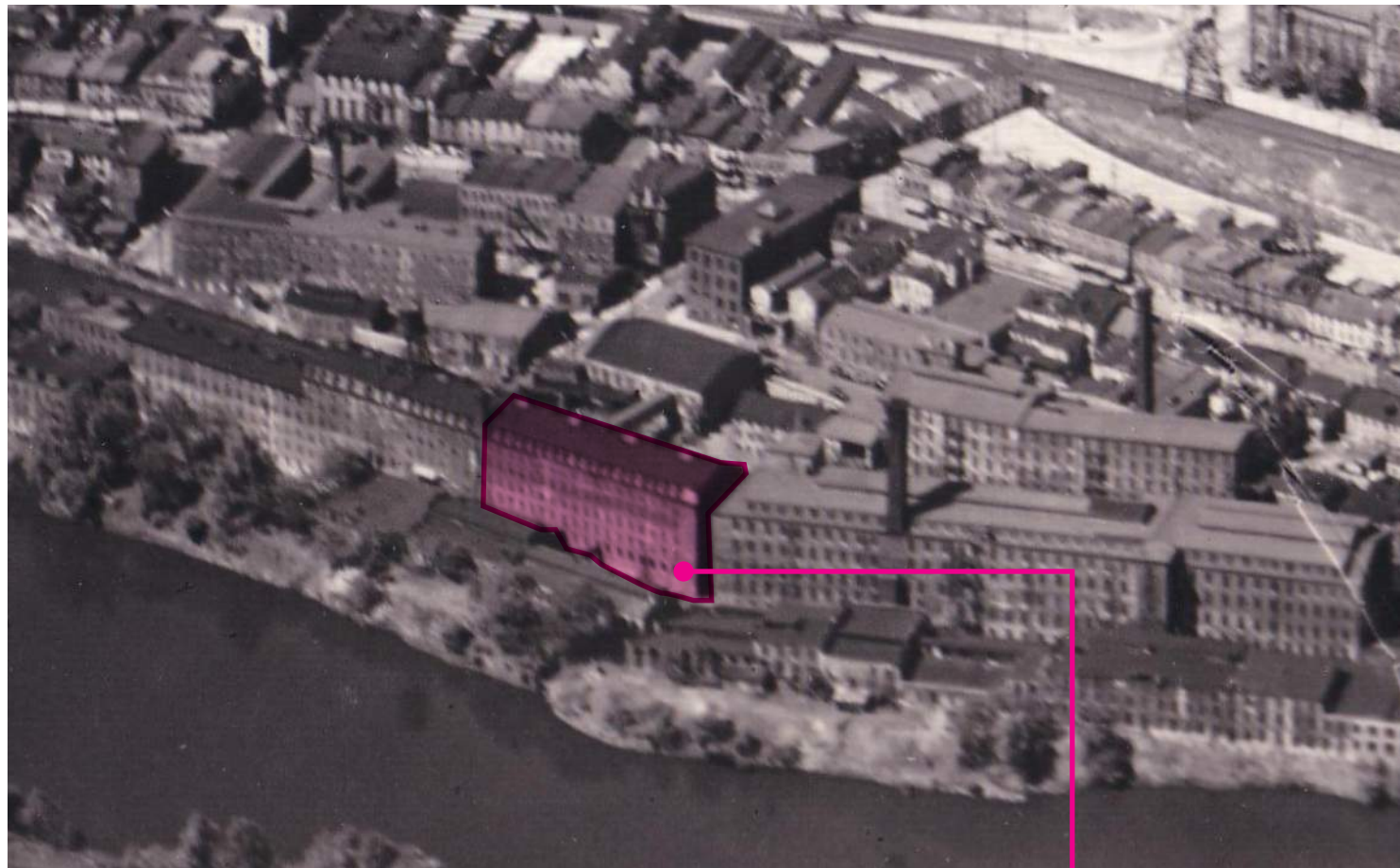
- Philadelphia Gas Works 1
- Dexter Mill 2
- Economy Mills 3
- Schuykill Mills 4
- Blantyre Mills 5
- Inquirer Mills 6
- Joseph Ripka's Mills 7
- Progress Mills 8
- ★ Site









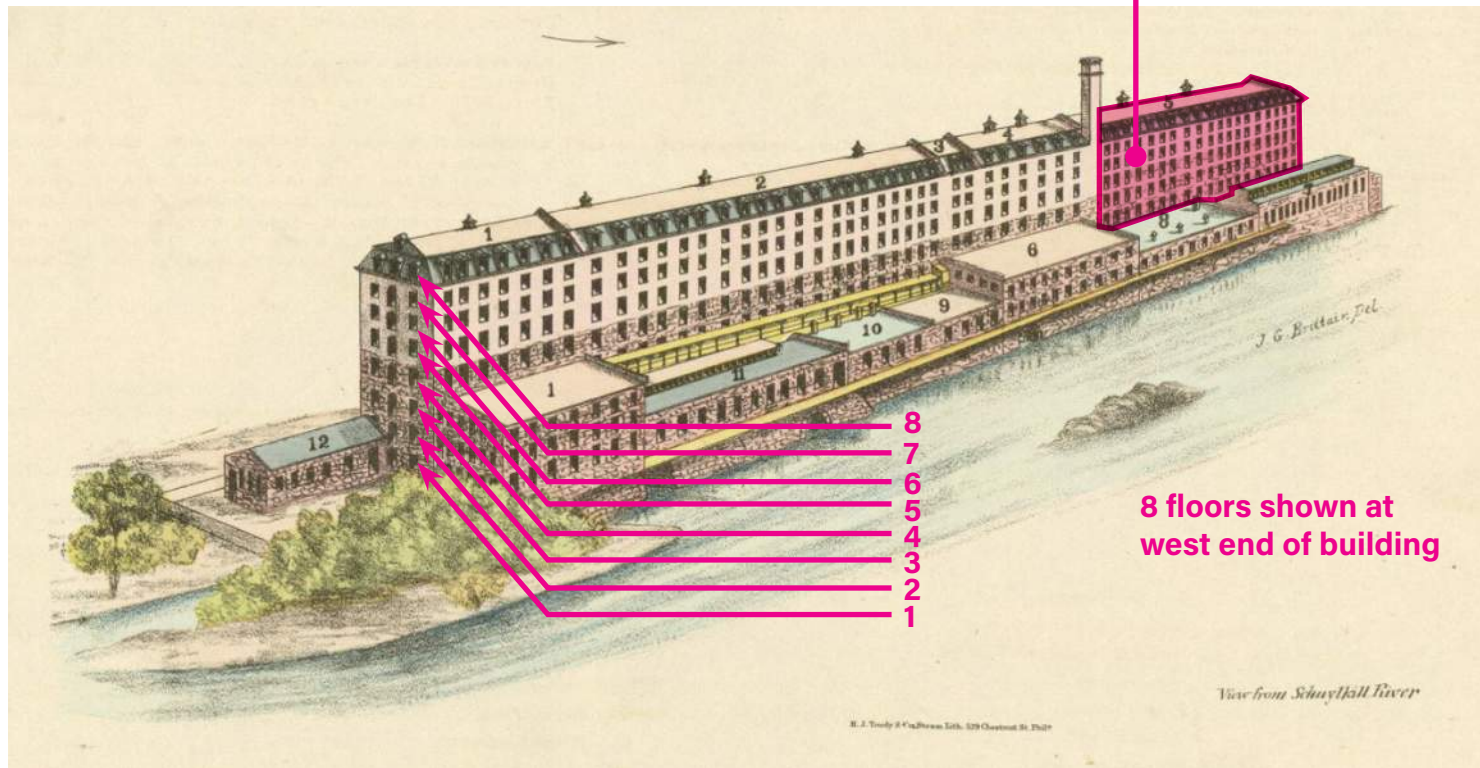


1934 Aerial Photograph

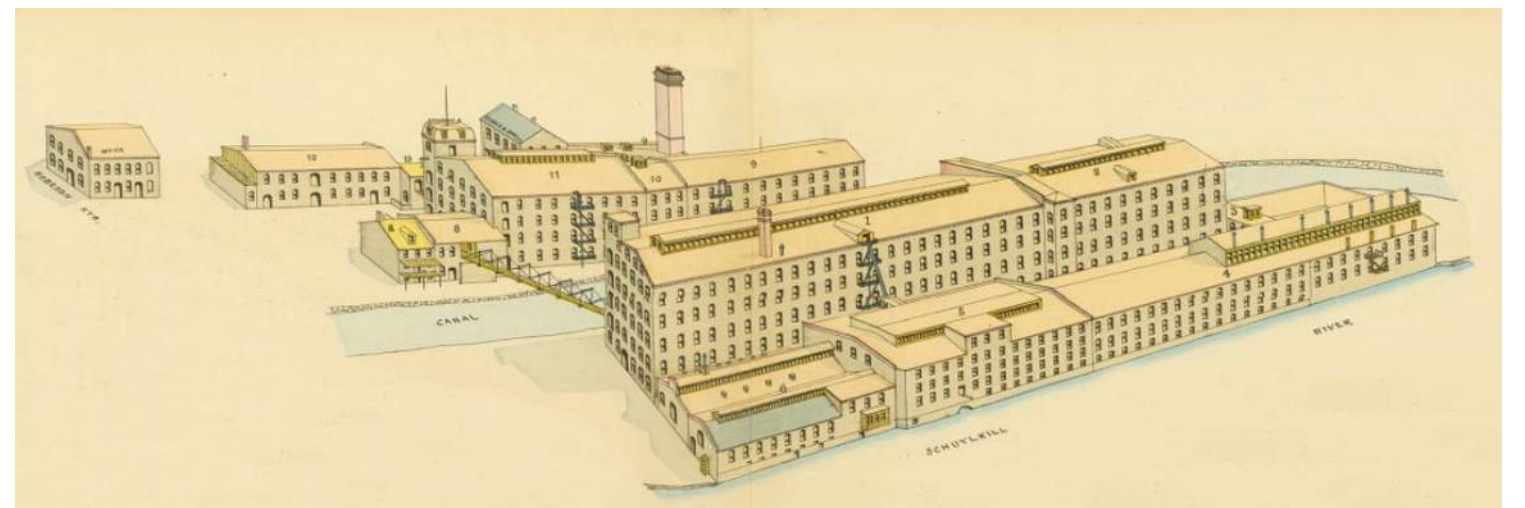


1873 Atlas

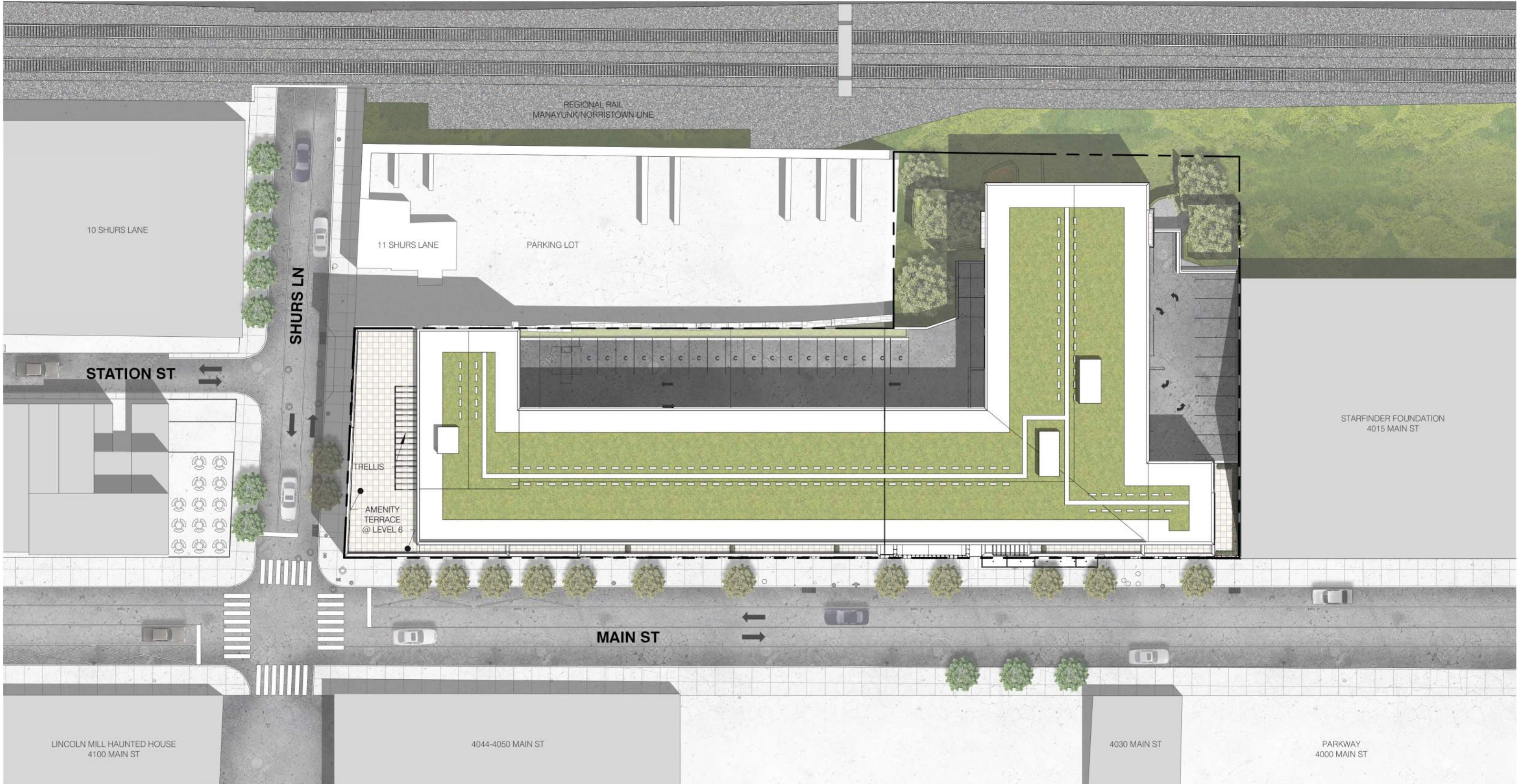
both depict 6 floors visible at east end of building



8 floors shown at west end of building



ECONOMY MILLS & SCHUYLKILL MILLS (VENICE ISLAND)





View looking East on Main Street & South on Shurs Lane



View looking Northwest on Main Street



Residential Entry Perspective



Aerial View looking Northeast



Aerial View looking Southeast



View looking East on Main Street



Paperback Maple
ACER GRISEUM



Sargent Cherry
PRUNUS SARGENTII



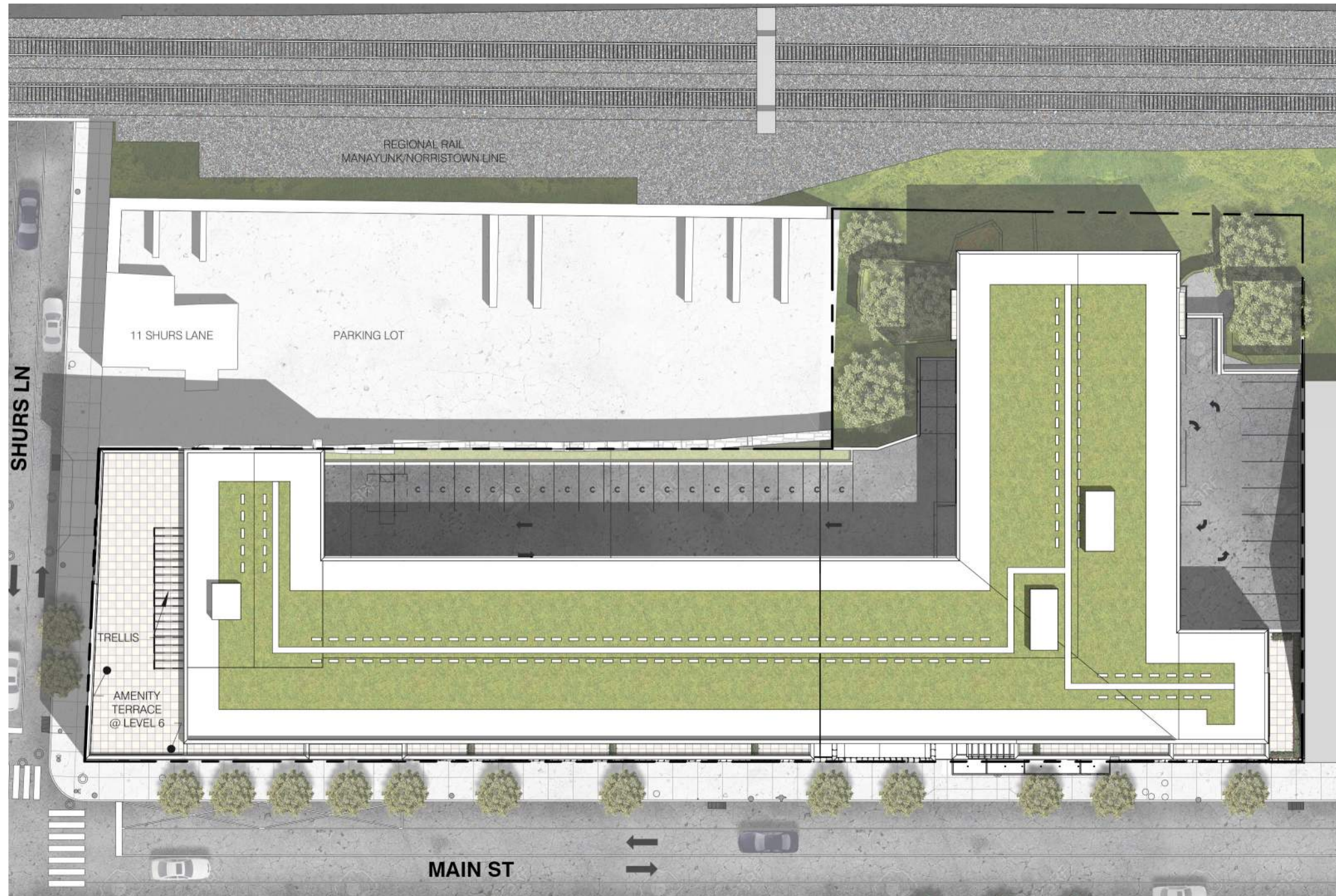
North Star White Spruce
PICEA GLAUCA



American Sweetgum
LIQUIDAMBAR STYRACIFLUA



Lily Turf
LIRIOPE MUSCARI



Glossy Abelia
ABELIA X GRANDIFLORA



Winterberry
ILEX VERTICILLATA 'RED SPRITE'



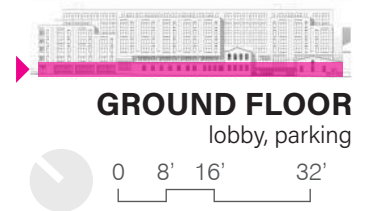
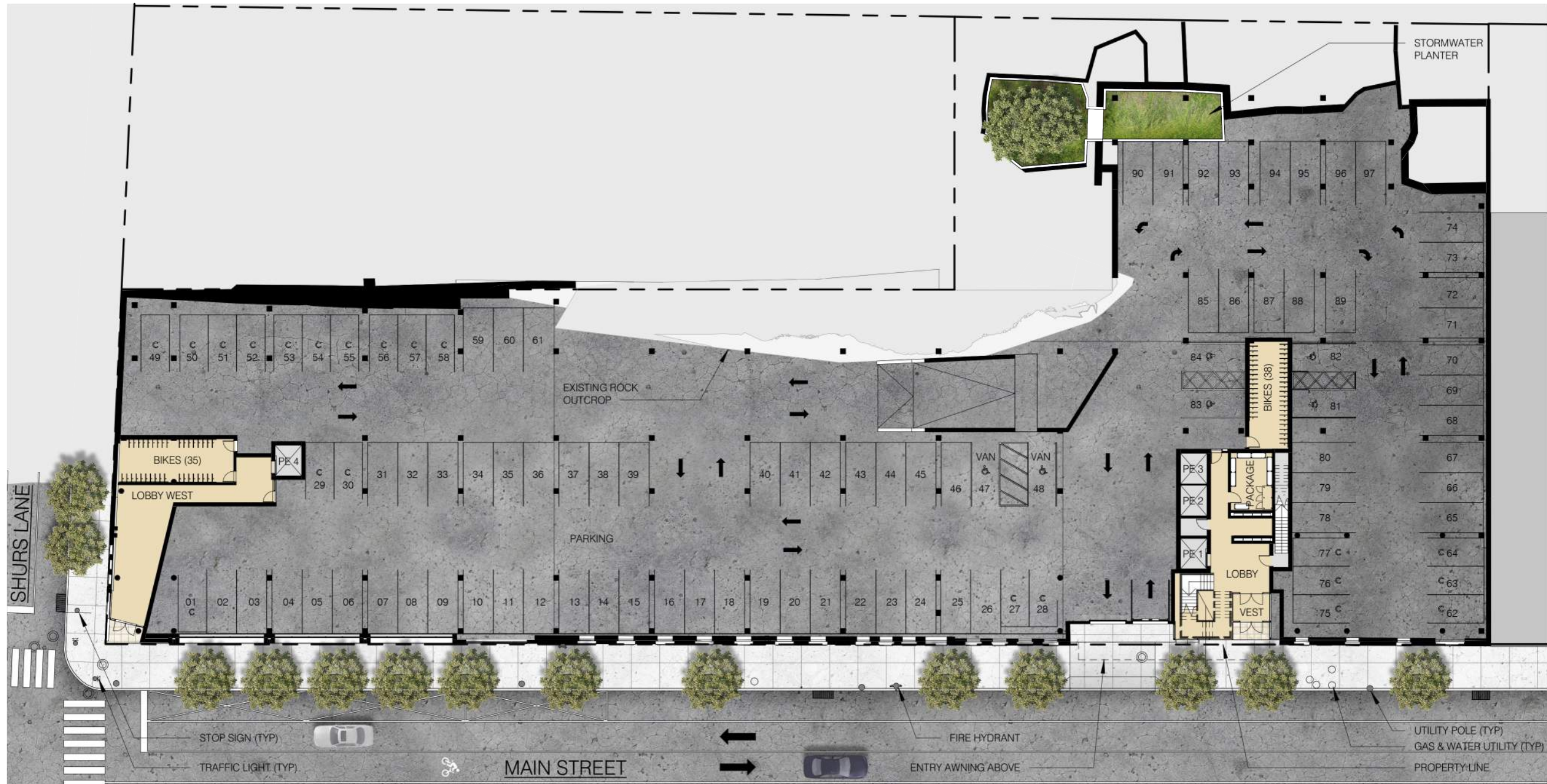
Viburnum
VIBURNUM DENTATUM

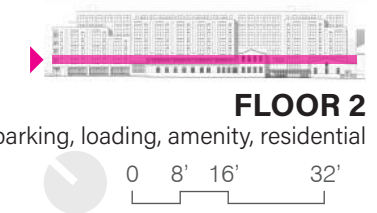


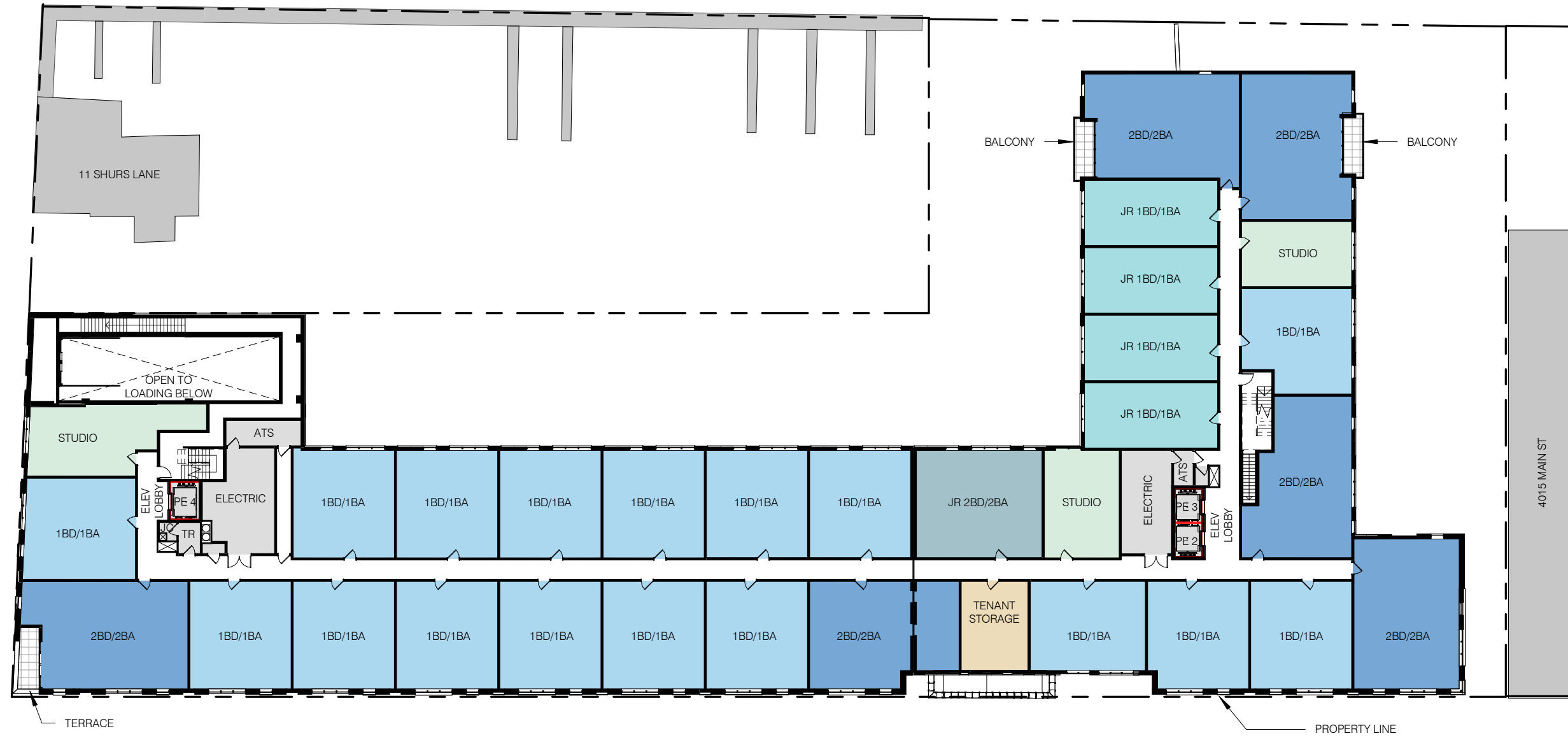
Dwarf Fothergilla
FOTHERGILLA GARDENII



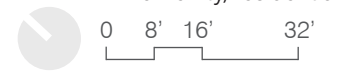
Dwarf Fountain Grass
PENNISETUM ALOPECUROIDES 'HAMELN'

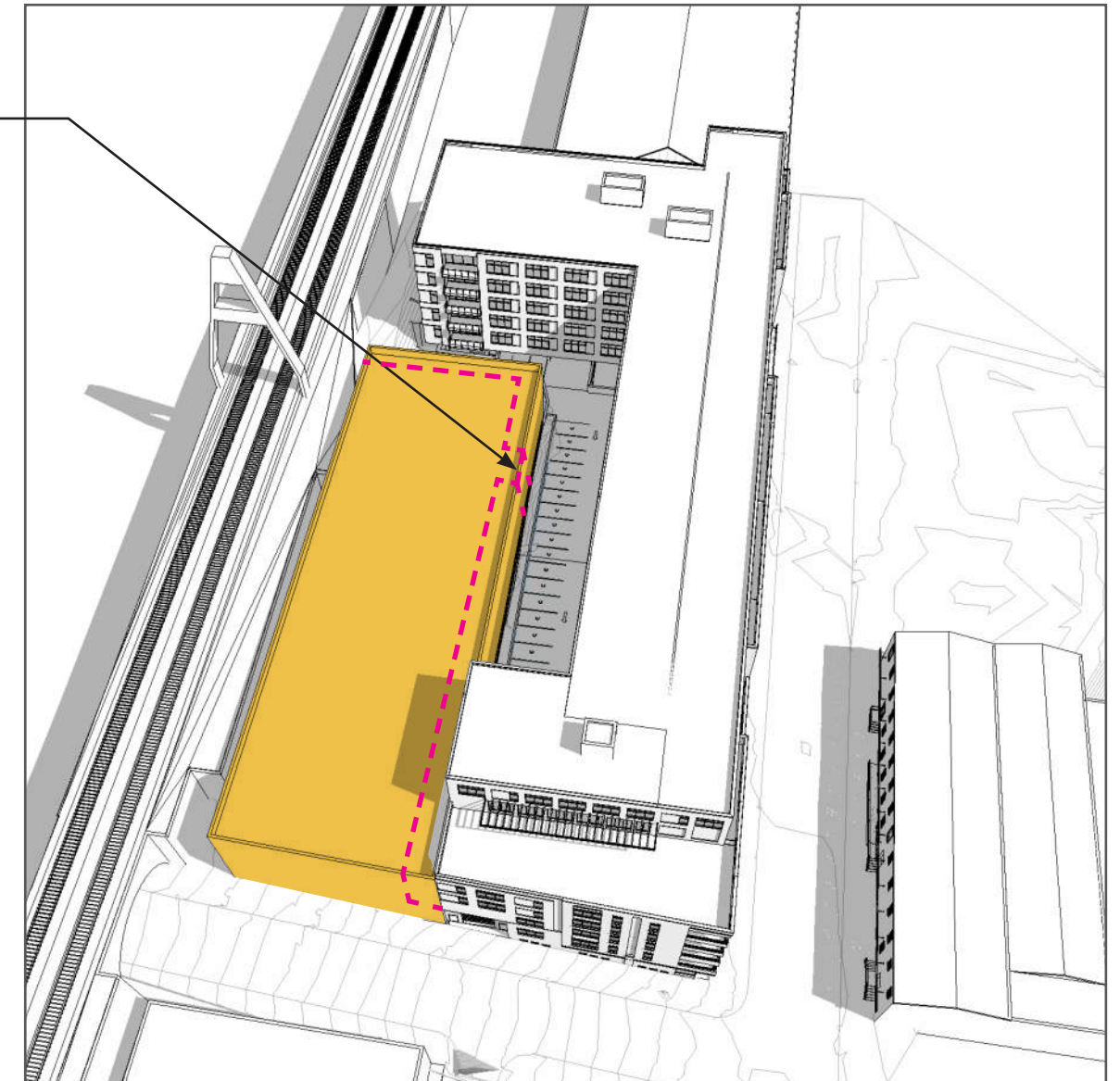






FLOOR 3
amenity, residential

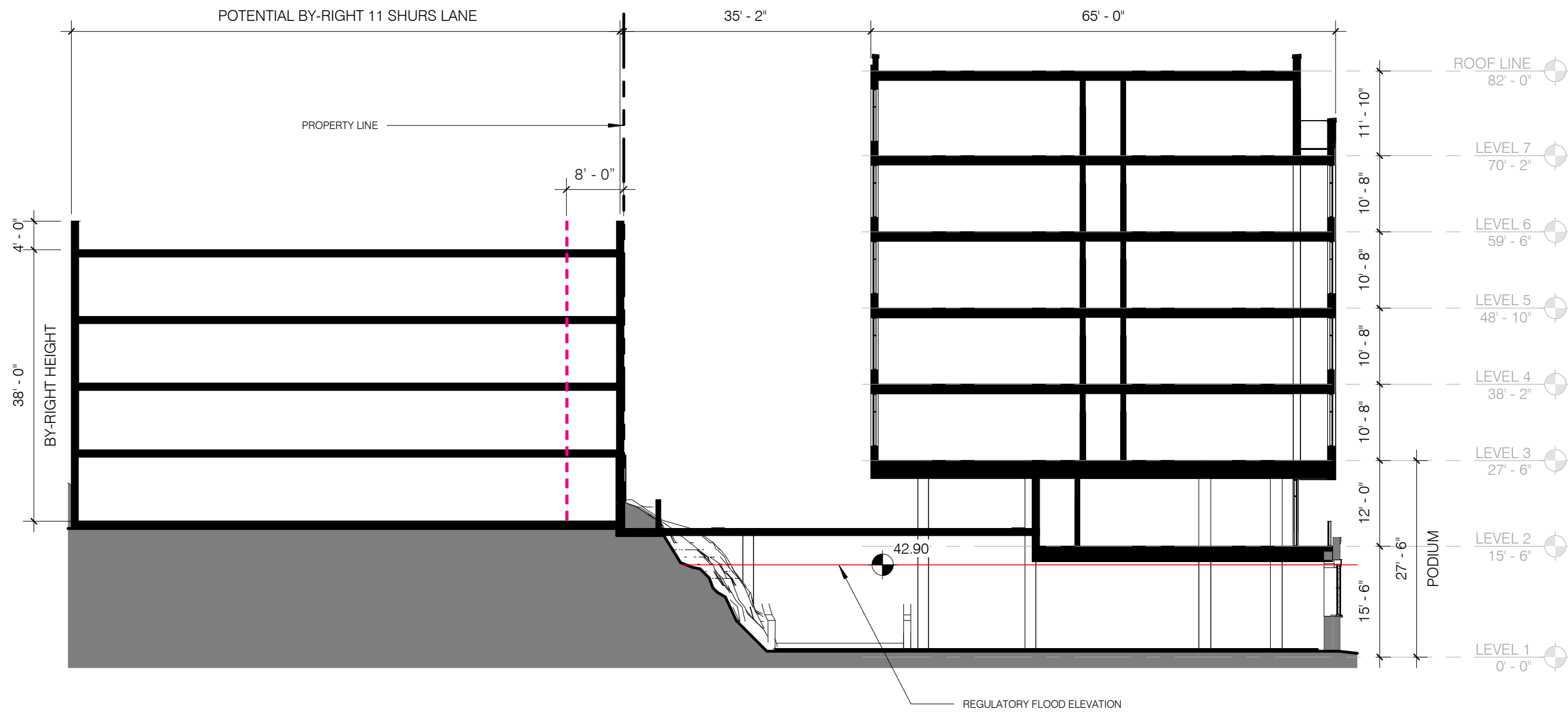




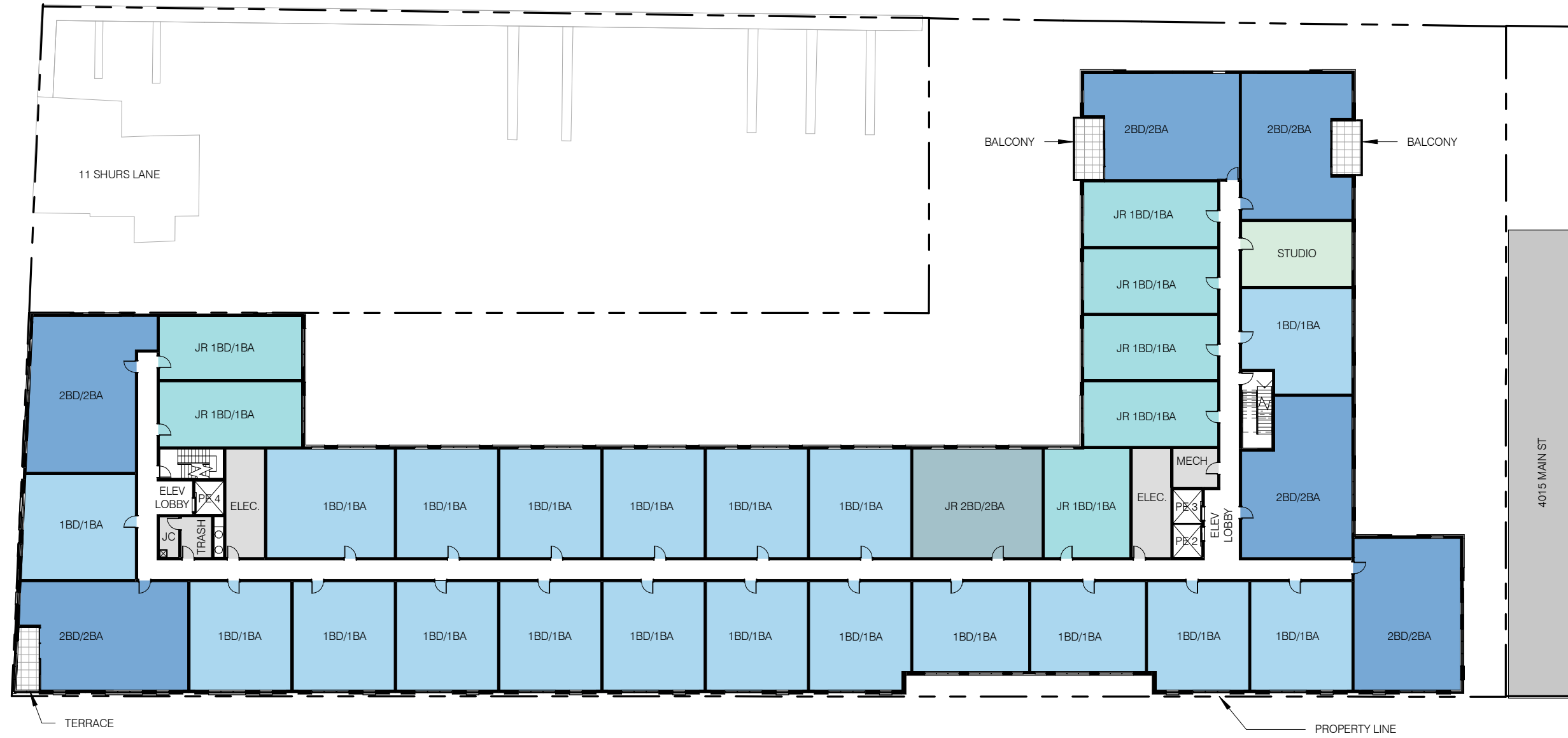
11 SHURS LANE

- ICMX
- Max occupied area (% of lot) - 100%
- Max FAR - 500% (4 stories/ 400% shown)
- Max Height - 38ft above average ground level
- No front, side or rear yards required

--- PROPOSED SETBACK

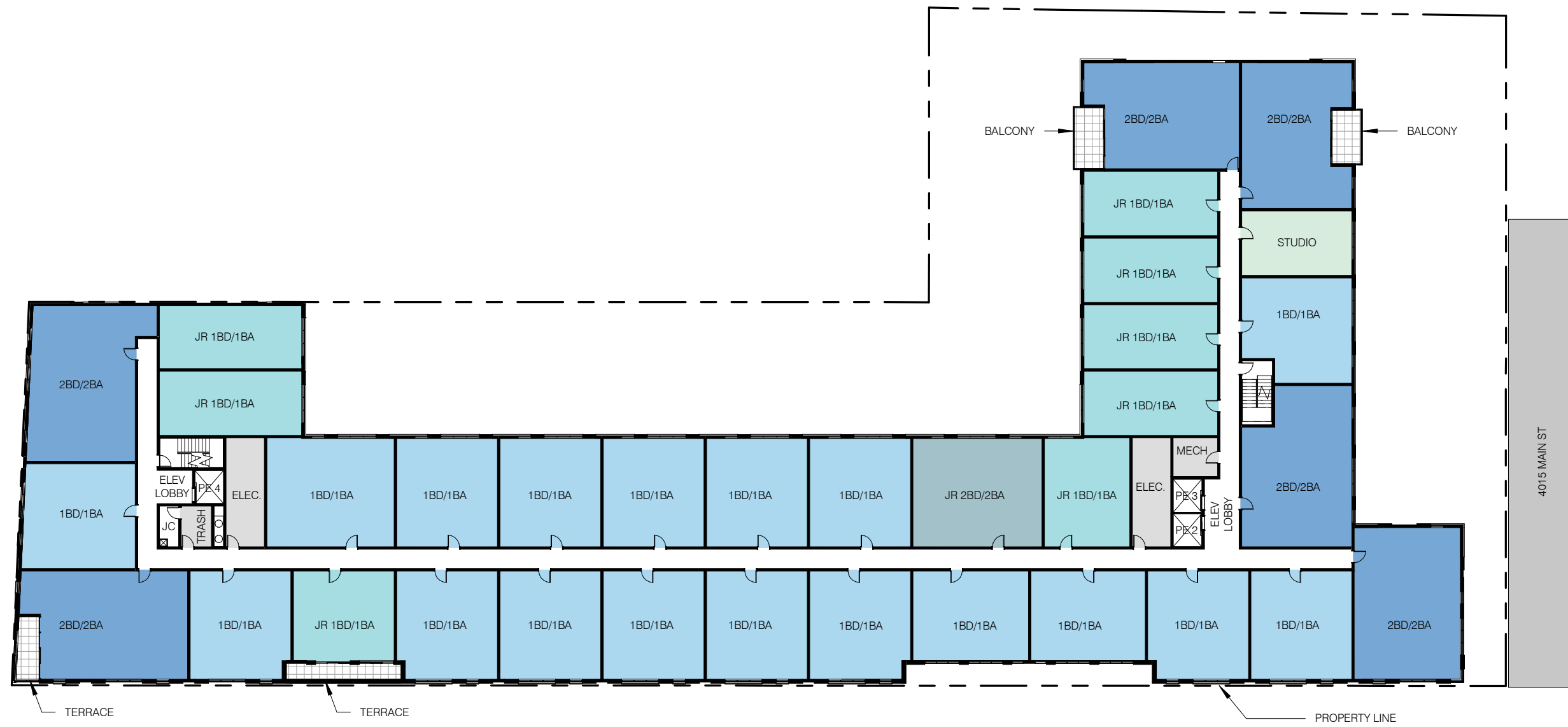


--- PROPOSED SETBACK

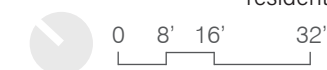


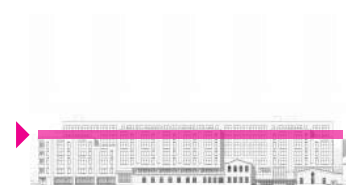
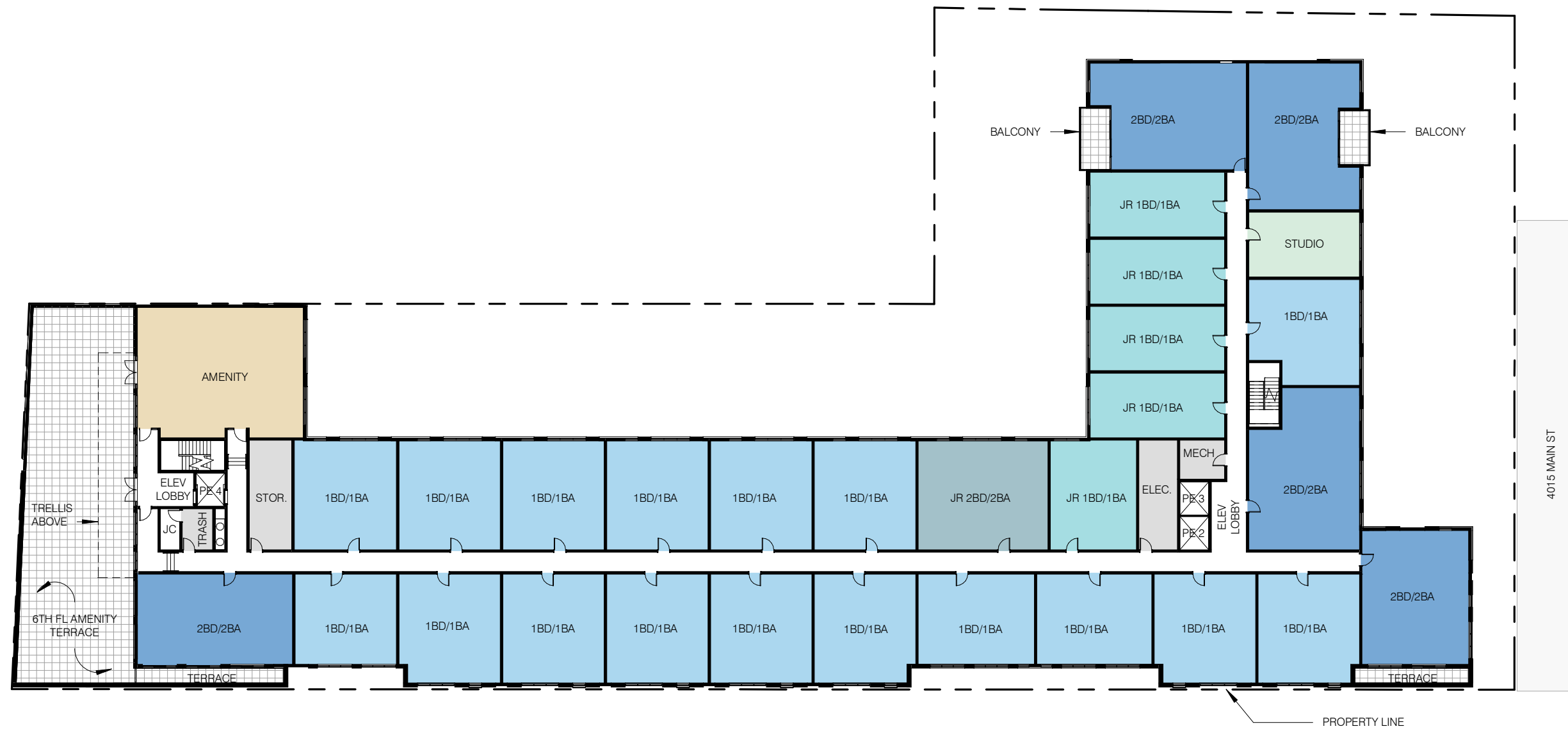
FLOOR 4
residential



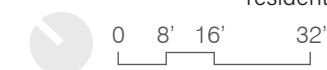


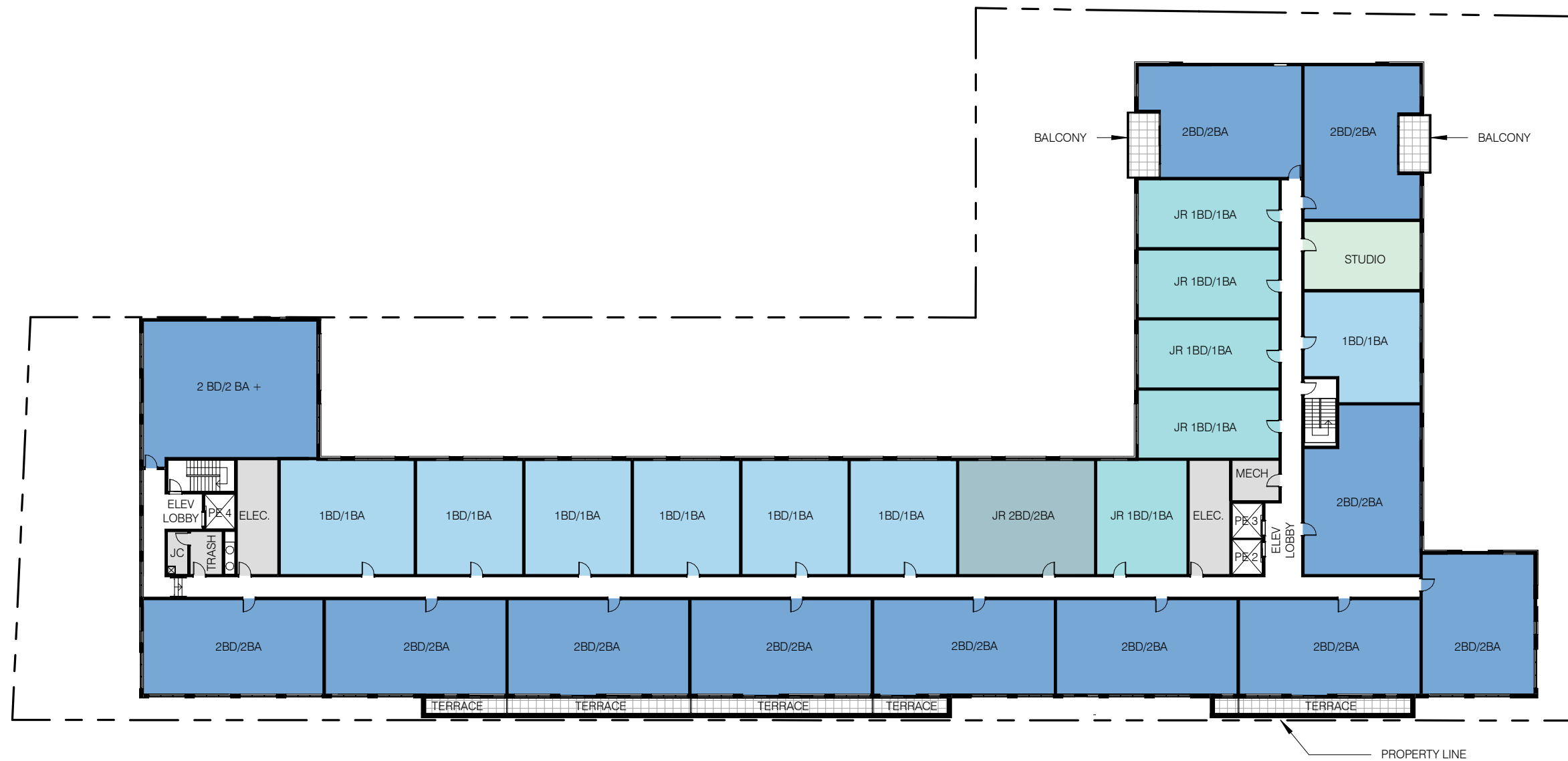
FLOOR 5
residential



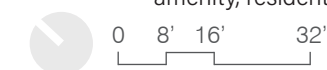


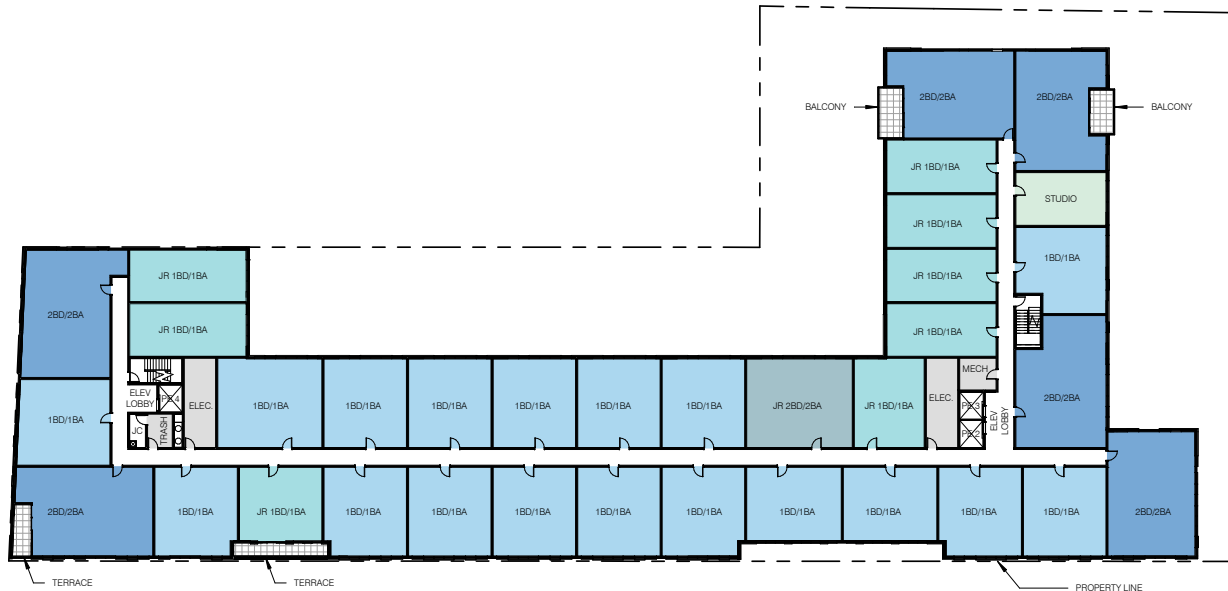
FLOOR 6
residential



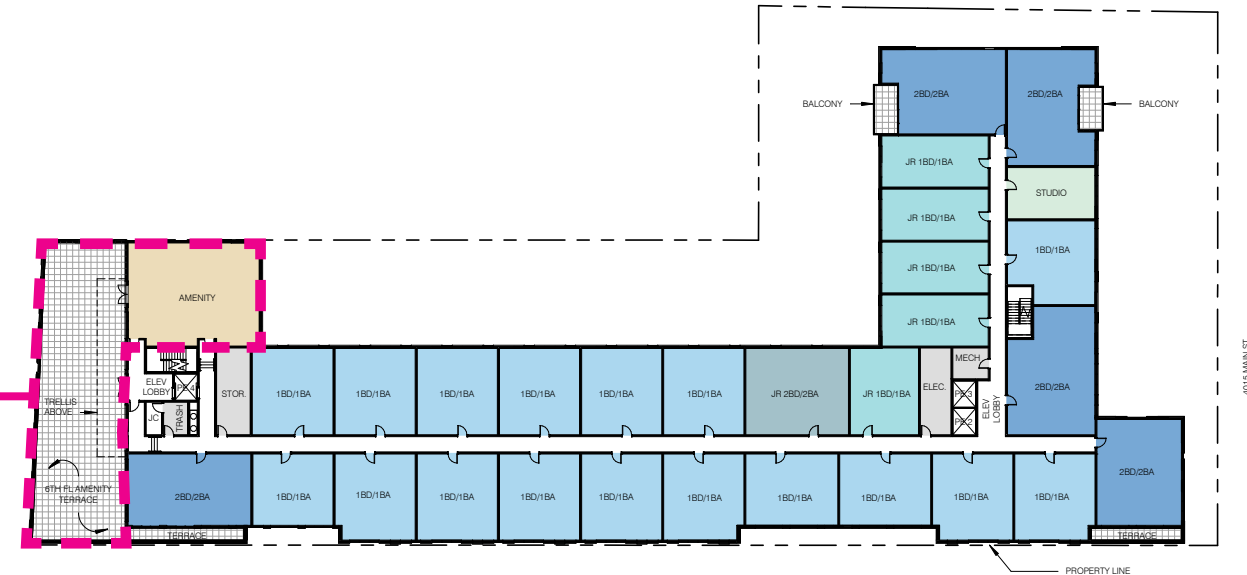


FLOOR 7
amenity, residential





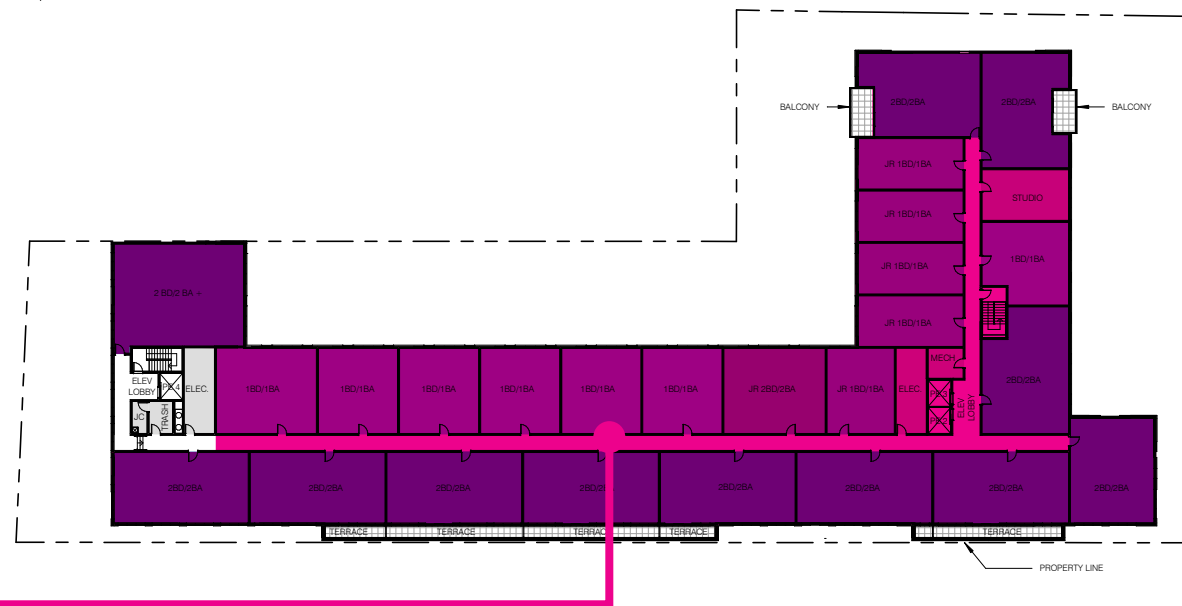
TYPICAL FLOOR: 34 UNITS



SIXTH FLOOR: 29 UNITS [34 UNITS (TYPICAL) - 5 UNITS]



SECOND FLOOR: 9 UNITS [34 UNITS (TYPICAL) - 25 UNITS]



SEVENTH FLOOR: 26 UNITS (REGAIN 26 OF 30 UNITS LOST ON 2ND, 3RD AND 6TH FLOORS)

-5 UNITS

-30 UNITS

+26 UNITS

-25 UNITS



Building Elevations

<i>Proposed Finished Floor Elevation</i>		<i>First Floor</i> 30.00	<i>Second Floor</i> 45.50
		Height Above/Below (FT)	
FEMA BFE (Northwestern corner of building)	41.40	-11.40	4.10
Philadelphia DFE (BFE + 18")	42.90	-12.90	2.60
2022 NYC Building Code, Flood-Resistant Construction DFE (BFE + 2')	43.40	-13.40	2.10
2023 NJ Inland Flooding DFE (BFE + 2' + 1' Freeboard)	44.40	-14.40	1.10

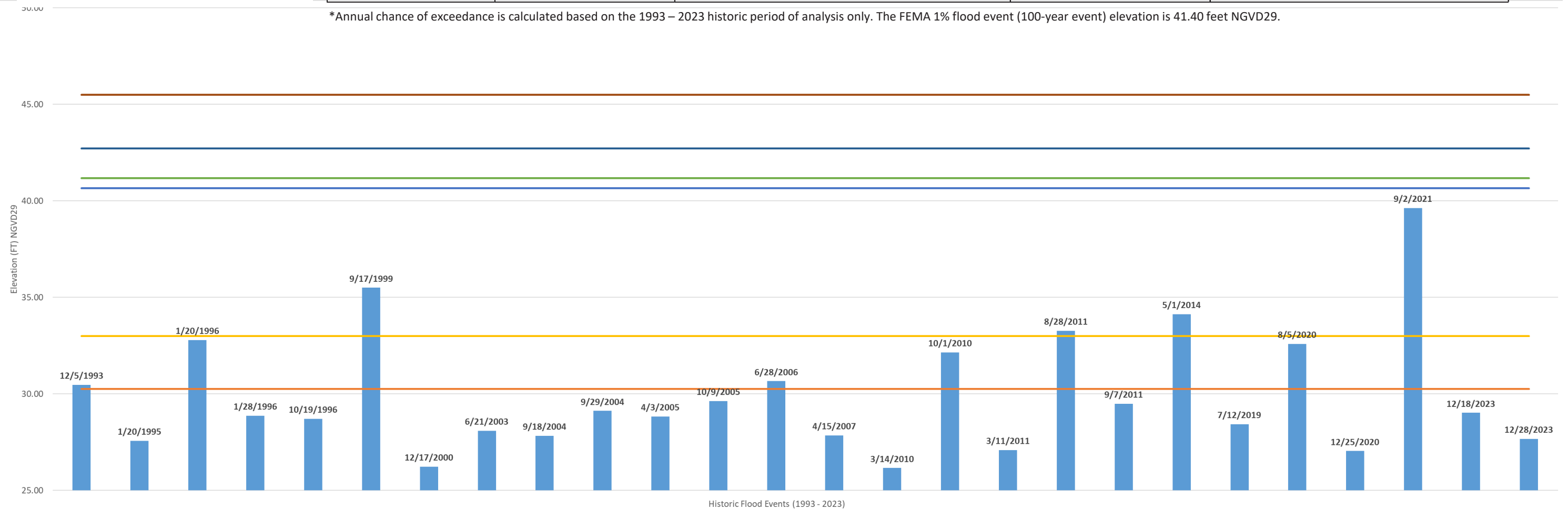


Historic Flood Probabilities

- Level 2 Finished Floor - EL. 45.50
- Emergency Egress Door - EL. 42.72
- Loading Ramp - EL. 41.17
- Shurs Lane Door - EL. 40.65
- West Lobby Door - EL. 33.00
- Parking Garage Entrance - EL. 30.25
- Main Lobby Door - EL. 30.25

Location	Proposed Elevation (FT) NGVD29	Historic Flood Events (1993 - 2023)		
		Number of Flood Events Exceeding EL.	Max Flood Depth Above EL. (ft) 9/2/2021	Annual Chance of Exceedance*
Parking Garage Entrance	30.25	9	9.38	30%
Main Lobby Inner Door	30.25	9	9.38	30%
West Lobby Door	33.00	4	6.63	13%
Shurs Lane Door	40.65	0	0.00	<1%
Loading Ramp	41.17	0	0.00	<1%
Emergency Egress Door	42.72	0	0.00	<1%
Level 2 Finished Floor	45.50	0	0.00	<1%

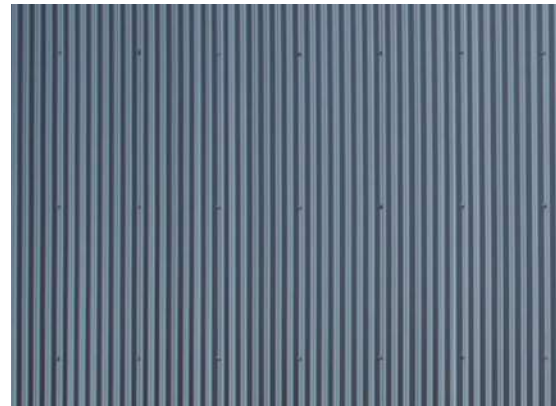
*Annual chance of exceedance is calculated based on the 1993 – 2023 historic period of analysis only. The FEMA 1% flood event (100-year event) elevation is 41.40 feet NGVD29.



MATERIALS PALETTE



1 Modular Brick



2 Vertical Corrugated Metal Siding



3 Accent Color Metal Surround



4 Metal Clad Windows



5 Exst Window to be replaced. Paint color similar to existing.



6 Metal Storefront



7 Translucent Panels



8 Glass Guardrail



9 Overhead Doors



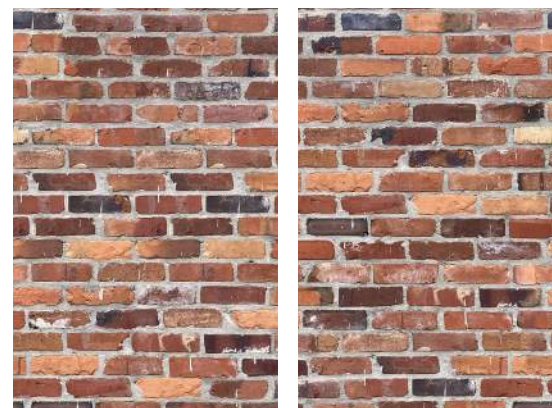
10 Trellis Fence



11 Entry Awning



12 Painted Metal C-Channel



13 Existing Brick New Brick to match Existing 14



15 Existing Stone



16 Existing Terracota Coping



Main Steet Elevation Perspective



Main Street Elevation Perspective



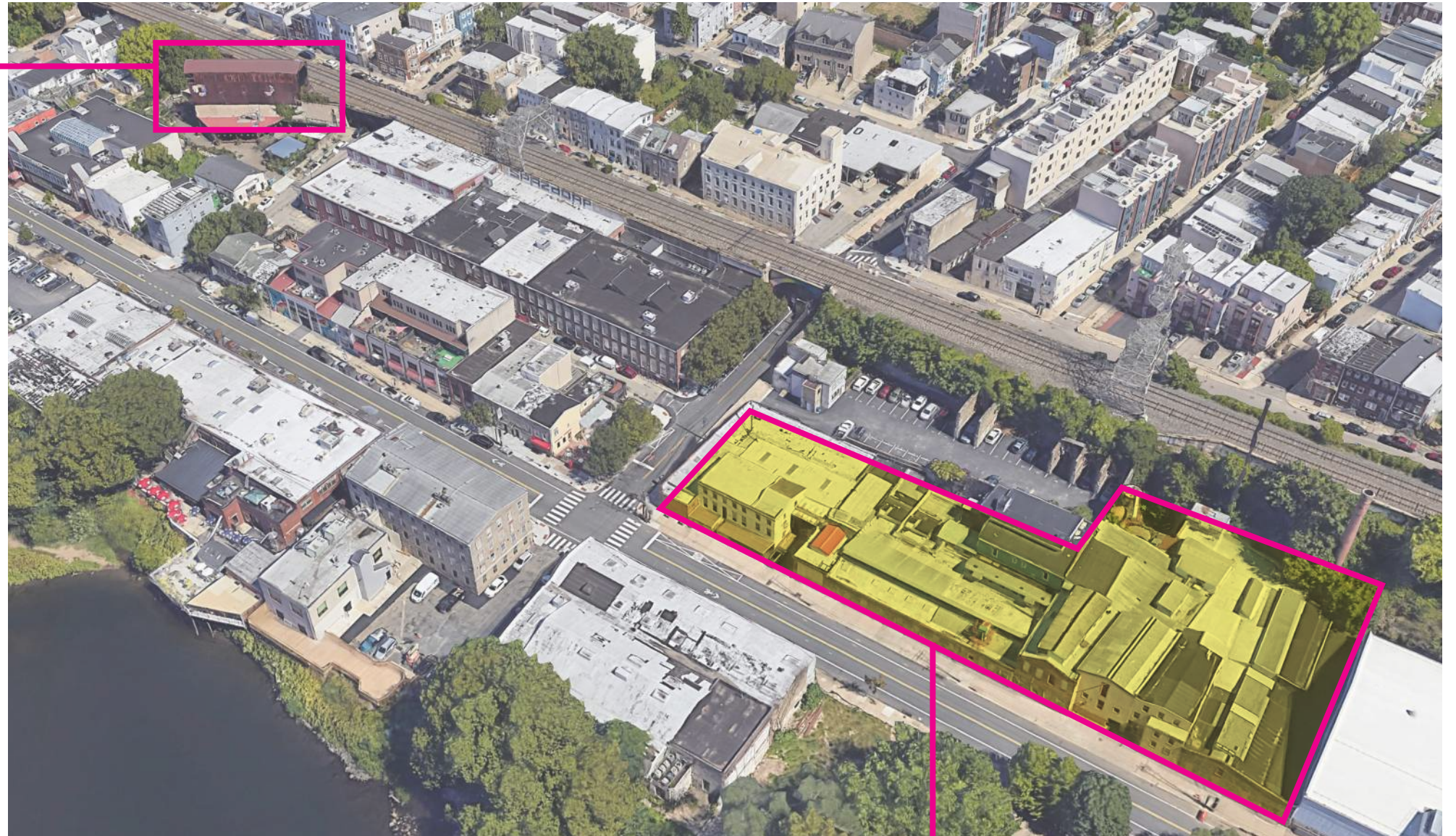
Main Street Elevation Perspective



Shurs Lane Elevation Perspective



Corrugated Metal Siding at Nearby Rail Spur

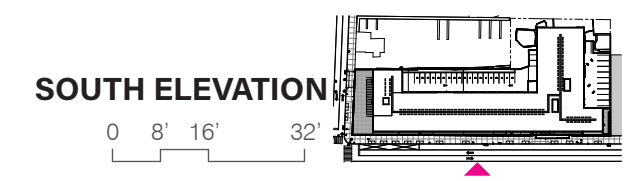


Proposed Char Brown Corrugated Metal Siding (BOD ATAS)

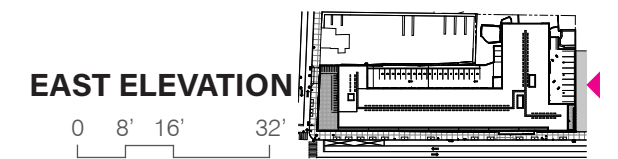


precedent for corrugated metal siding

- Modular Brick **1**
- Vertical Corrugated Metal Siding **2**
- Metal Clad Windows **4**
- Existing Windows to be Replaced **5**
- Metal Storefront **6**
- Translucent Panels **7**
- Glass Guardrail **8**
- Overhead Doors **9**
- Entry Awning **11**
- Painted Metal C-Channel **12**
- Existing Brick **13**
- New Brick to match Existing **14**
- Existing Stone **15**
- Existing Terracotta Coping **16**



- Modular Brick **1**
- Vertical Corrugated Metal Siding **2**
- Accent Color Metal Surround **3**
- Metal Clad Windows **4**
- Metal Storefront **6**
- Glass Guardrail **8**



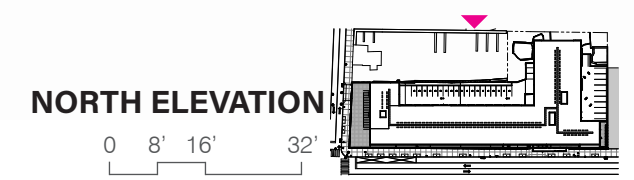
Vertical Corrugated Metal Siding 2

10 Trellis Fence

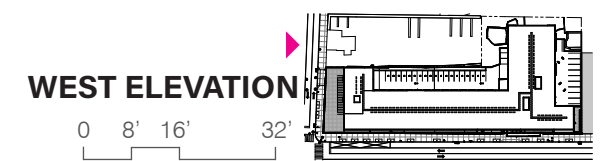
Accent Color Metal Surround 3

14 New Brick to match Existing

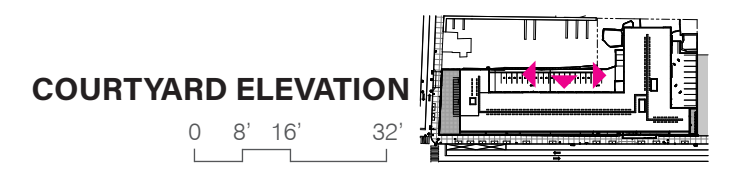
Metal Clad Windows 4



- Modular Brick 1
- Vertical Corrugated Metal Siding 2
- Accent Color Metal Surround 3
- Metal Clad Windows 4
- Metal Storefront 6
- Glass Guardrails 8
- Overhead Doors 9
- Entry Awning 11
- Painted Metal C-Channel 12
- New Brick to match Existing 14



- Vertical Corrugated Metal Siding **2**
- Accent Color Metal Surround **3**
- Metal Clad Windows **4**
- Glass Guardrail **8**

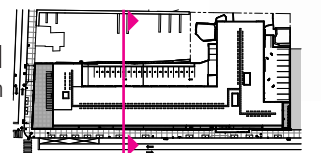


- 1 Residential Units
- 2 Residential Amenities
- 3 Vertical Circulation & Mechanical Space
- 4 Elevator Lobby
- 5 Residential Corridor
- 6 Parking
- 7 Utility



NORTH-SOUTH SECTION
program diagram

0 8' 16' 32'



SUSTAINABLE DESIGN



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.	There is a SEPTA bus stop at the corner of Main Street and Shurs Lane, directly in front of one of the building entrances. The Main Street SEPTA regional rail station is 0.5 miles away and the Wissahickon SEPTA regional rail station is 0.6 miles away.
(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.	A majority of the parking is located under the building. Only 32 of the 162 spaces are open air.
(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.	8 spaces (5%) are designated for electric vehicles.
(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	Most of the building is setback 100'+ from the train tracks.

(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	There is an existing Indigo station at the corner of Main and Shurs.
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.	Building proposes a green roof that will not require irrigation.
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.	Building proposes a green roof covering >65% of the roof. Site landscaping is also proposed.
(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 site will comply with all stormwater regulations, but the existing conditions do not allow for Green Streets and/or the management of additional stormwater runoff from the surrounding roadways.
(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.	Yes. Most of the hardscape is located under the green roof of the building. The concrete parking deck not under cover will have an SRI>29. A trellis will be provided on the 7th floor amenity terrace hardscape.
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 will comply with the 2018 IECC prescriptive path.

(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 <ul style="list-style-type: none"> •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification 	Yes. The project will pursue certification in Energy Star for Multifamily New Construction (MFNC). In addition, we are exploring pursuing LEED certification as well.
(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}	Yes. The site is within 1000 ft of Interstate 76.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No. The provided green roof occupies any potential space for on-site energy generation.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Project team is undertaking sustainable building practices by reusing and repurposing much of the Main Street facade walls and existing exterior walls. The project was designed in collaboration with AKRF, who provided flood resiliency engineering services and consulting to the project. The project was designed to exceed city, regional, and federal flood protection requirements, including exceeding 2022 NYC Building Code, Flood-Resistant Construction DFE (BFE + 2') and 2023 NJ Inland Flooding DFE (BFE + 2' + 1' Freeboard).

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

Philadelphia City Planning Commission



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

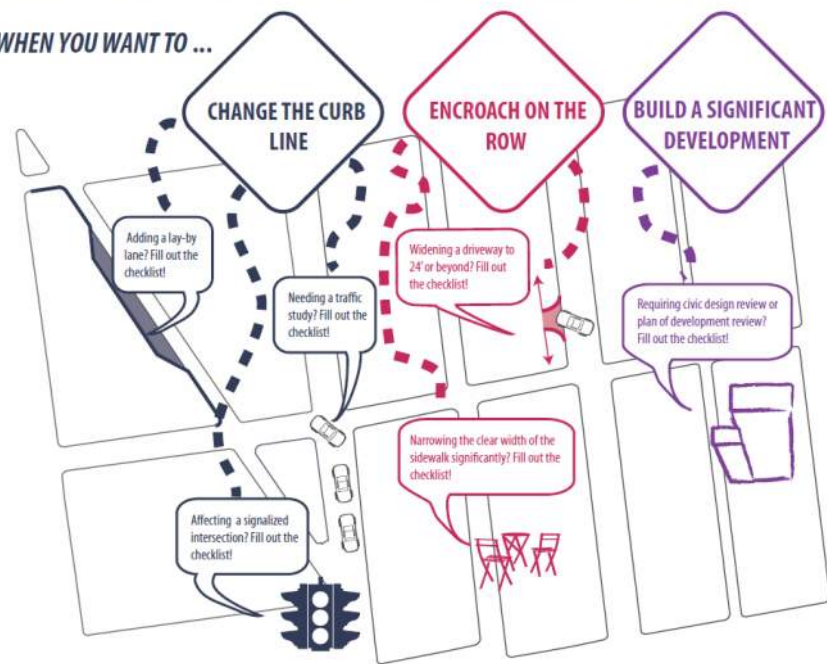
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

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

- PROJECT NAME
4045-61 Main Street
- DATE
2/1/2024
- APPLICANT NAME
Urban Conversions
- APPLICANT CONTACT INFORMATION
1900 Market Street, 8th Floor, Phila, 19103
- PROJECT AREA: list precise street limits and scope
389' of frontage on Main Street & 100' of frontage on Shurs Lane. Property is located on the corner of the 2 streets
- OWNER NAME
Urban Conversions
- OWNER CONTACT INFORMATION
1900 Market Street, 8th Floor, Phila, 19103
- ENGINEER / ARCHITECT NAME
Ruggiero Plante Land Design
- ENGINEER / ARCHITECT CONTACT INFORMATION
5900 Ridge Ave, Phila 19128
- 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>Shurs Lane</u>	<u>Main</u>	<u>Cresson</u>	<u>Urban Arterial</u>
<u>Main Street</u>	<u>Shurs</u>	<u>NA</u>	<u>Urban Arterial</u>
_____	_____	_____	_____
_____	_____	_____	_____

- Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?
 - Parking and loading regulations in curb lanes adjacent to the site YES NO
 - Street Furniture such as bus shelters, honor boxes, etc. YES NO N/A
 - Street Direction YES NO
 - Curb Cuts YES NO N/A
 - Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. YES NO N/A
 - Building Extensions into the sidewalk, such as stairs and stoops YES NO N/A

APPLICANT: General Project Information
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (Handbook Section 4.3)

- 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
<u>Shurs</u>	<u>12 / 12 / 12</u>	<u>12 / 12</u>
<u>Main</u>	<u>13 / 13 / 13</u>	<u>13 / 13</u>
_____	_____ / _____ / _____	_____ / _____
_____	_____ / _____ / _____	_____ / _____

- 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
<u>Shurs</u>	<u>6 / 6 / 6</u>
<u>Main</u>	<u>6.5 / 11 / 6.5</u>
_____	_____ / _____ / _____
_____	_____ / _____ / _____

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

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Curb Cut</u>	<u>31'</u>	<u>Main</u>
<u>Curb Cut</u>	<u>29'</u>	<u>Main</u>
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Curb Cut</u>	<u>24'</u>	<u>Main</u>
<u>Curb Cut</u>	<u>24'</u>	<u>Shurs</u>
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

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

DEPARTMENTAL APPROVAL

YES NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: Elimination of 2 oversized curb cuts and proposing 1 24' formal streets regulated curb cut reduces pedestrian/vehicular conflict. The project also proposes to place on street parking along the majority of Main Street frontage. This will add an additional level of separation from the pedestrian and vehicular traffic.

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
Shurs	0' / 0'
Main	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
Shurs	4' / 2' / 4'
Main	4' / 2' / 4'
_____	____ / ____ / ____
_____	____ / ____ / ____

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?

	YES	NO	N/A	DEPARTMENTAL APPROVAL
▪ Bicycle Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Benches	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Street Trees	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Street Furniture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

19. Does the design avoid tripping hazards? YES NO N/A DEPARTMENTAL APPROVAL YES NO

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception YES NO N/A DEPARTMENTAL APPROVAL 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: Street Trees are proposed along Main Street and Shurs Lane. There is an existing Indigo bike station at the corner that will remain after the construction of this project.

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>
Existing Indigo Bike station at the corner, 72 bike spaces provided on site.
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
4045 Main	56	0	0	12	12	0	72
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

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?
- | | | |
|---|--|--|
| <ul style="list-style-type: none"> Conventional Bike Lane Buffered Bike Lane Bicycle-Friendly Street Indego Bicycle Share Station | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/>
YES <input type="checkbox"/> NO <input type="checkbox"/> |
|---|--|--|
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: Bike parking on site is located on the ground floor by the residential lobby's. Indigo station at the corner is also in close proximity.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

28. Does the design limit conflict among transportation modes along the curb?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
29. Does the design connect transit stops to the surrounding pedestrian network and destinations?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
30. Does the design provide a buffer between the roadway and pedestrian traffic?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?		YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Curbside Management Component
 Additional Explanation / Comments: Elimination of 2 oversized curb cuts and proposing 1 24' formal streets regulated curb cut reduces pedestrian/vehicular conflict. The project also proposes to place on street parking along the majority of Main Street frontage. This as well as the addition of Street Trees will add an additional level of separation from the pedestrian and vehicular traffic.

DEPARTMENTAL REVIEW: Curbside Management Component
 Reviewer Comments:

VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
_____	_____	_____	____ / ____	_____
_____	_____	_____	____ / ____	_____
_____	_____	_____	____ / ____	_____
_____	_____	_____	____ / ____	_____

33. What is the maximum AASHTO design vehicle being accommodated by the design?	SU-30	DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/>
34. Will the project affect a historically certified street? An inventory of historic streets ⁽¹⁾ is maintained by the Philadelphia Historical Commission.	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
35. Will the public right-of-way be used for loading and unloading activities?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
36. Does the design maintain emergency vehicle access?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
37. Where new streets are being developed, does the design connect and extend the street grid?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
38. Does the design support multiple alternative routes to and from destinations as well as within the site?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

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 <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL | |
| | | | | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

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
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

- | | | | | | |
|---|---|-----------------------------|---|------------------------------|-----------------------------|
| 44. Does the design minimize the signal cycle length to reduce pedestrian wait time? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | DEPARTMENTAL APPROVAL | |
| | | | | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 45. Does the design provide adequate clearance time for pedestrians to cross streets? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input 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? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| <i>If yes, City Plan Action may be required.</i> | | | | | |
| 47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan? | | | | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Marked Crosswalks | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Pedestrian Refuge Islands | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Signal Timing and Operation | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Bike Boxes | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <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? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

APPLICANT: Intersections & Crossings Component
Additional Explanation / Comments: Additions of on street parking and street trees will work to reduce vehicle speeds.

DEPARTMENTAL REVIEW: Intersections & Crossings Component
Reviewer Comments: _____

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____

KEY POINTS

CONSTRUCTION IN THE FLOOD PLAIN

- » The project has been designed in collaboration with AKRF, who advised on flood resiliency and sustainability measures that have been incorporated into project.
- » The Flood Protection Scoping Meeting was held with the City and all requirements in the Flood Protection Project Summary will be satisfied.
- » The proposal is more resilient than required with the first occupied floor being 2.5 feet above the Design Flood Elevation.
- » Egress for vehicles and occupants is provided to Shurs La. at the highest point of the site, which is at the Design Flood Elevation.
 - Second floor parking deck is located above the Design Flood Elevation.
- » All utilities are located above the Design Flood Elevation.
- » Materials at the first floor will meet the requirements of FEMA Technical Bulletin 2.
 - Flood Damage Resistant.
 - Corrosion Resistant Connectors.
- » The proposed project is consistent with other recently approved & completed projects in the flood plain of the Schuylkill River from Manayunk through Center City.

STORMWATER

- » The proposal includes a green roof that covers more than 65% of the building.
- » The proposal includes a stormwater planter to the northwest of the building.

PARKING

- » The code requires 82 parking spaces (0.5:1) for the 163 proposed dwelling units; the proposal provides 162 (nearly 1:1).

BICYCLE PARKING

- » The code requires 54 spaces; the proposal provides 73, all within the building.

HISTORIC FABRIC

- » The project has received approval from the Philadelphia Historical Commission.
- » The proposal retains significant portions of existing historic street walls which will be preserved to Historic Commission standards, despite the site receiving a hardship exemption from the Philadelphia Historical Commission allowing demolition of all existing features.

ENERGY

- » The proposal will pursue certification in Energy Star for Multifamily New Construction.
- » The project team is exploring the possibility of LEED Certification.

