



February 18, 2025

Ms. Eliza Bower
City Planner III, Art and Design Division
Department of Planning and Development
Philadelphia City Planning Commission | City of Philadelphia
One Parkway Building
1515 Arch Street, 13th Floor
Philadelphia, Pennsylvania 19102
Eliza.bower@phila.gov

Re: 4045-61 Main Street
L&I Application #: ZP-2024-003395
Civic Design Review Recommendations

Dear Ms. Bower,

We are in receipt of the Civic Design Review Key Recommendations from the February 4, 2025 meeting, provided via email on 02/06/2025. Please find below our responses to the recommendations, presented in the same order, with our responses following in italics. As noted, supplemental graphics are being developed for presentation.

Registered Community Organization Comments

Prior to addressing the RCO recommendations, it is important to express that both the applicant and the registered community organization have worked in good faith to refine the proposed project into the current iteration. The applicant initially met with the RCO on site to review the initial project scheme prior to submitting a zoning application. The applicant initially proposed a 7-story structure with 200 multifamily units and 100 parking spaces. After receiving constructive feedback from the RCO's leadership, including the desire to achieve a 1:1 parking ratio, the proposal was modified into a 7-story structure with 167 multifamily units and 160 parking spaces. The current proposal has 163 multifamily units and 162 parking spaces.

The applicant met on site with the RCO's leadership two times, followed by a meeting with the entire RCO board, and then an open community meeting with the RCO general membership. The RCO provided public feedback on the proposed project on multiple occasions, including multiple meetings at the Philadelphia Historical Commission, including a Hardship Committee meeting, two Architectural Review Committee meetings, and two meetings of the full Historical Commission where voting resulted in approvals.

Through this process over the last fifteen months, the applicant worked extensively to modify and refine the proposed massing based on feedback from both the RCO and the Philadelphia Historical

Commission. As a result, additional setbacks better honor and feature the preserved historic facades, there is an increased amount of storefront glazing, and the massing is broken up in a way where the project appears as multiple buildings. The parapet of the wall at the street edge is varied, with floor levels, such that no portion is longer than the approximately 141' of the one-story stone wall we are preserving. The wall is broken down into smaller portions with lengths varying from 30' to the longest at 132'. The three other segment widths are approximately 72', 64' and 51'. This is a long building in total, but in consideration of the variety of surfaces and heights, it can be considered as no different than if a series of separate buildings were built side-by-side in the urban condition. For example, nearby blocks and building assemblages are approximately 550 feet long. Our longest dimension, the uppermost setback edge, is two hundred feet less than this. Other than this and the two longer sections referenced, all other portions of the façade are less than 100'.

1. The mass is large, and the street level frontage lacks activation.

Response: The project was larger when the team first met with the RCO and has been reduced since these initial meetings and through the Philadelphia Historical Commission approval process. See the paragraph above item #1 regarding massing. The Historical Commission disagreed that street frontage lacks activation. Exhibits will be provided that demonstrate the improvements that garnered the PHC approval. Of nearly 390' of Main St. frontage, 233' are existing walls and 156' of new construction, of which a significant amount is activated with access points and glazing. In addition, lighting and landscaping are proposed along this entire length.

2. The proposal is too high and too bulky for the location.

Response: See the response to item 1 above. As demonstrated in the original CDR submission, there are several nearby examples of contemporary projects of similar scale and many historic examples of structures that were as large, or larger. The Historical Commission found that the scale of the proposal was appropriate for this location. Exhibits will be presented that demonstrate how the height was derived.

3. Would like to see commercial use on the second floor and public open space on the ground floor for more visual interest and to connect to the river.

Response: Commercial space (office, retail, or hospitality) would not be viable in this location and without dedicated street frontage, which would not be possible in this location due to the flood plain. The proposed project covers 90% of the lot area, and setbacks from Main Street are not possible. Public open space would not be possible due to the extent of the historic preservation of existing structures and the stated desire for 1:1 parking.

4. Would like a more robust egress path in and out of the building during a flood event, and to think about the future flood projections.

Response: Applicant is adding a more direct path from the second-floor corridor to the loading dock, which could be used during flood egress. Future flood resiliency has been extensively integrated into the design of the building. There is no code requirement for an egress path above the DFE, but one is being provided. The applicant will develop a substantive flood emergency response plan for the building, which is anticipated to contain provisions for vehicle

relocations, elevator operations, egress routes including accessibility, backup building systems, evacuation drills, and other plans.

1. Where will the evacuated cars go?

Response: Only the vehicles on the 1st floor will be required to be relocated for a flood event, as vehicles on the second floor are above the design flood elevation. The applicant is in discussions with parking lot owners in the area, which could be used temporarily by residents in a flood event.

2. Will the elevators be viable during a flood event?

Response: No, but this is a safety feature. The elevators will temporarily stop picking up residents if water is detected above a certain level within the elevator pits. Once that water recedes, the elevator system can be reset and be made operational again. Egress stairways will remain functional.

5. Would like more than the facades of the historic buildings to be preserved, and to save the historic "hotel building".

Response: The applicant has received a hardship exemption from the Philadelphia Historical Commission and is not obligated to save any of the existing structures. The applicant is committed to historic preservation and will be preserving and restoring two sections of historic façade that total 234 LF. The applicant conducted multiple studies on the feasibility of preserving the former hotel building, concluding that it would not be possible. The Philadelphia Historical Commission agreed.

6. Set back the building and have a terrace. It would reduce the scale.

Response: As demonstrated by graphics in the original CDR submission, maximized distance from 11 Shurs Lane, a typical double-loaded corridor apartment building width, a column grid that doesn't impact the parking layout, and a code requirement to build at the street line, justify no further setback. Dispersed and incremental setbacks with terraces at upper floors have been added through the evolution of the project effectively reducing the scale.

7. Consider other uses to the building like short-term visitor accommodation.

Response: The applicant explored this and concluded that short-term visitor accommodations in this location would not be viable.

8. The garage screening on the ground floor is susceptible to damage and is not representative of the historic nature of the area.

Response: The Kalwall is designed in a way to relate to the existing industrial window and will appear as a continuation of industrial window aesthetic within the three new construction bays. With commercial use not possible in this location, they also serve as a way to bring illumination and the notion of activation onto the street in the evenings. These were approved

by the Historical Commission. Regarding the risk of damage, they will be protected with hurricane fabric during flood events.

Site Design Comments (including Complete Streets)

9. There is an opportunity to use the streetscape to create a linear park with vegetation and street furniture. This can help with flood resiliency.

Response: The team is considering adding appropriate understory plantings at the tree pits, alternate paving material and patterns (pending approval of the Streets Department) and adding benches. The developer and management company will also coordinate with the Manayunk Business Improvement District regarding its established planter program.

10. Appreciate the flood study, but question if the future projections are considered and if livable space should be raised even higher.

Response: The applicant engaged AKRF as flood consultant engineers at the beginning of the design process to incorporate best practices into the design and plan for future resilience. They extensively analyzed past flood events and advised on the highest and best practices for the design of the proposed project to go above and beyond to combat future uncertainty due to climate change. This includes having the finished floor elevation of the residential units at 2.6 feet above the required design flood elevation, having all electrical and mechanical equipment located above the design flood elevation, including the project's backup generator, incorporating all flood resistant materials below the design flood elevation, design engineered flood vents in the exterior façade and interior partitions below the design flood elevation, and others. In addition, the project's electrical service, including transformers and switchgear will be located on the 3rd floor, 14.6 feet above the design flood elevation. Due to uncertain future conditions and projections, the design team also reviewed more stringent development regulations throughout the region and designed the building to exceed these standards. For example, NJ Inland Flooding Rules were the most stringent and the project exceeds this elevation by 1.1 feet.

In addition, the development team met with the City's Flood Plain Manager and had the project's Flood Scoping Meeting. All recommendations will be incorporated into the project. The summary will be added as a graphic exhibit.

11. Consider adding affordable housing.

Response: The applicant explored this possibility, and the addition of affordable housing is not feasible for this project.

12. The north side of the building has limited light exposure. Ensure that any plantings are compatible with this condition.

Response: The team will consider sunlight conditions when specifying plantings.

13. At the Main Street garage entrance, there is a blind spot for drivers to the west. Consider adding safety measures to mitigate conflict.

Response: We will work with the Streets Department on the site triangle at the garage entrance. The applicant has engaged Bowman as the project's traffic engineer, and they will advise on additional measures at the garage entry, such as additional signage and/or visual indicators.

Building Design Comments

14. Integrate flood mitigation tools (ex: flood gates) into the design of the building.

Response: The first floor of the building has been designed with wet floodproofing (allowing water to flow freely from exterior to interior). AKRF has advised on the integration of engineered flood vents across the exterior facades and within the interior that will allow hydraulic pressures to equalize. Dry flood proofing is not permitted in a residential building like this. Deployable barriers are being evaluated to provide additional protection up to the elevation of the proposed flood vents (12" above grade). Design will also follow FEMA Technical Bulletin No. 2 relative to materials used below the flood elevation (resistance to damage from water and corrosion resistant fasteners) and all elevators will be programmed to park on the second floor when sensors in the pits detect water.

Hurricane fabric will be deployed in flood events and will be placed over the Kalwall system and other glazing.

15. For the party wall on the north side, are there ways to add more articulation where the neighboring does not touch?

Response: The team will provide a graphic that is an enlargement of this area to more clearly show the details already proposed and that includes the outline of the adjacent building at 11 Shurs Lane.

16. The committee appreciates the number of 2-bedroom units. Consider even larger units for families.

Response: The proposed project includes some of the largest sized two-bedroom units in the submarket. Three-bedroom units are not competitive in the Manayunk submarket as they directly compete with the existing rowhouse stock which attracts families and can be offered at a less expensive rental rate.

17. Add a more direct pathway into the building from the loading dock.

Response: The team is looking at a way to create a more direct pathway and will present an exhibit demonstrating the possibility.

18. Staff appreciates the preservation of the historic industrial facades and encourages any further efforts to showcase the facades and use more materials that reflect the historic nature of the area.

Response: The applicant specializes in the historic preservation and adaptive reuse of historic structures in Philadelphia. The applicant has completed two historic adaptive reuse and

preservation projects within Manayunk, both meeting the Secretary of the Interior's standards. While this project has received an exemption (allowing complete demolition) from the Philadelphia Historical Commission, the applicant is committed to preserving the facades to the Secretary of the Interior's standards. The proposed project has also received approval from the Philadelphia Historical Commission. While there is no intention to deviate from the approved design, we are committed to working with PHC staff on details and to make improvements accordingly.

19. Make the lobby on the corner of Main Street and Shurs Lane more prominent and welcoming.

Response: Building identification signage will be added to the masonry wall along Main Street, flood vents and grade changes prevent the extension of the storefront system or existing glazing along Shurs Lane.

Parking Design Comments

20. This number is omitted from the recommendations.

21. This is a neighborhood node. There is a concern about pedestrian safety with the driveway especially during rush hour.

Response: In addition to the elements mentioned in the response to items 9 and 13 above, the building management will consider rush hour traffic when scheduling use of the loading area, including refuse/recycle removal, move in/out, and larger deliveries that can be scheduled. Management will be on site and will schedule these accordingly, including in the evenings and on weekends. The Shurs Lane driveway will only be used by tenant's passenger vehicles in the event of a flood. The NOAA provides forecasts of water levels at the Schuylkill River gauge 48 hours ahead, and residents will have 24-48 hours' notice that they will need to relocate their vehicles prior to a flood event. This will allow for an orderly egress of vehicles. AKRF will draft a flood emergency response plan, which will be used to train onsite property management, and pedestrian safety concerns will be incorporated into this.

22. Is it possible to sacrifice a studio apartment on Shurs Lane so that there is a loading zone for deliveries, help with emergency exit, and to make this a regular egress for cars?

Response: The Streets Department has indicated that it would not approve a wider curb cut to accommodate this suggestion. The team is already working on comments from the Streets Department to reduce the curb cut that is already proposed, given its proximity to the curb cut for 11 Shurs Lane. The primary vehicle ingress and egress from the parking will be on Main Street which is farther from the intersection. A 40-foot-long loading zone is provided on Main Street just east of the area designated for the bus stop. This loading space will be for UPS, USPS, FedEx, Amazon and similar quick deliveries.

23. Consider adding more ADA parking spaces near the west lobby entrance on the first floor and near the main entrance on the second floor.

Response: The current parking configuration and provision of ADA spaces is the most efficient at providing the nearly 1:1 parking (dwelling units : parking spaces). The provided parking is

for residents of the building and not for transient users, thus the ADA spaces could be assigned. A reconfiguration would result in a reduction of parking, which the applicant wants to avoid.

24. Staff suggests expanding the west lobby into the dead space on the first floor.

Response: The team will take this recommendation into consideration and will present an exhibit that demonstrates this possibility.

Sustainability Comments

25. Appreciate the team for pursuing LEED certification, consider solar panels on the roof.

Response: The applicant explored this further and rooftop solar panels would not be viable for this project due to a green roof covering 65% of the roof's surface.

Respectfully submitted,



Eric Leighton AIA

Cc: Ian Litwin, Adam Laver, Andrew Zakroff, Eric Bodzin, Dennis Kurek, file

Enclosures

4045 MAIN STREET

CIVIC DESIGN REVIEW DECEMBER 9, 2024

UPDATED JANUARY 31, 2025



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 proposed project has been designed to not just exceed both FEMA and Philadelphia's requirements, it has been designed to also exceed the New York City building code's requirements and the New Jersey inland flooding requirements. The proposal has been designed with the first occupied floor at 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.
- » An Evacuation Plan will be developed with the Management Company.
- » Occupied Space, including commercial, can't be located in the flood plain.

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.
- » Through the Historical Commission Process, we reduced the massing with set backs.

ENERGY

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

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@ruggieroplante.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.

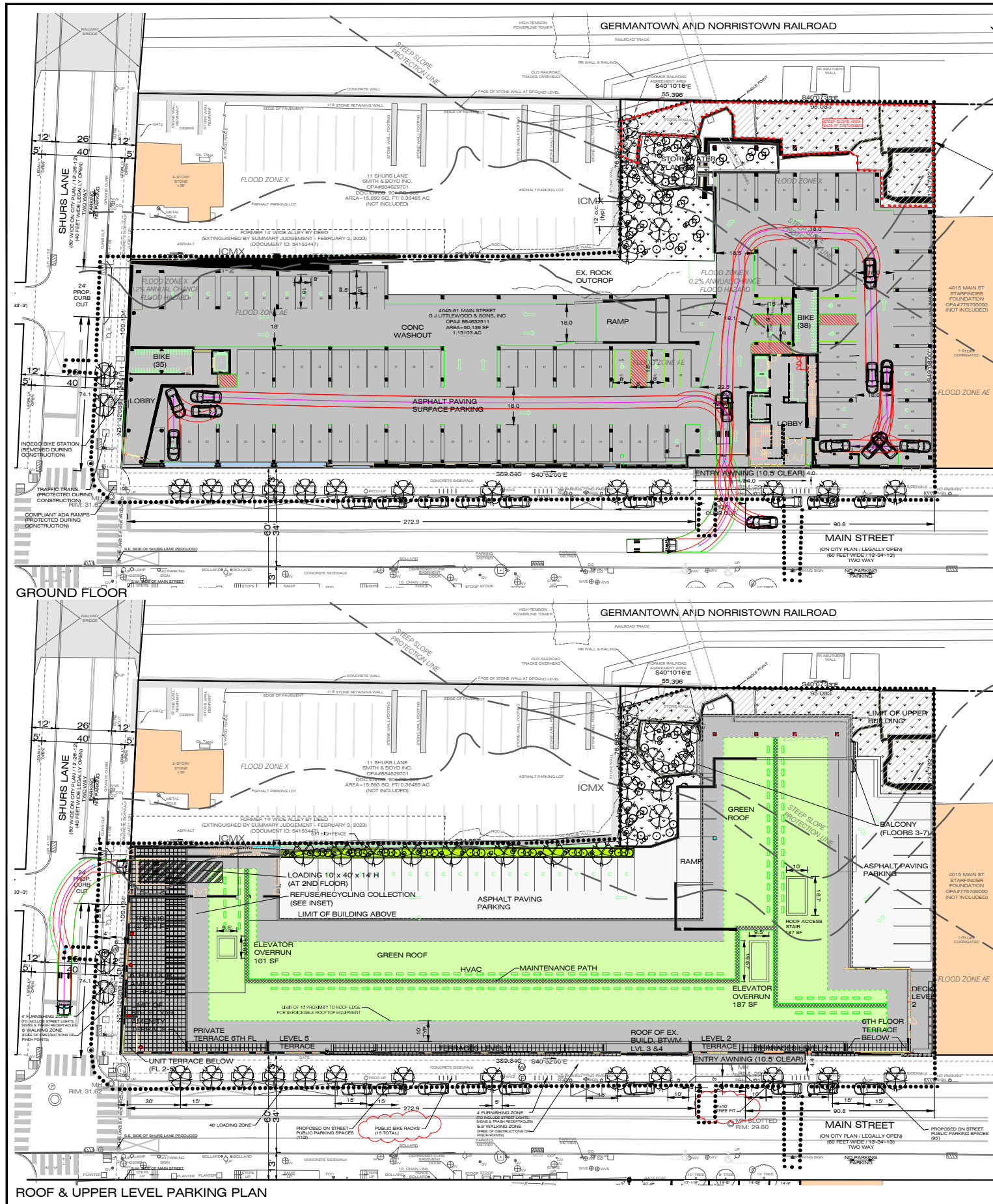
MATERIALS

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.

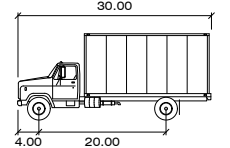
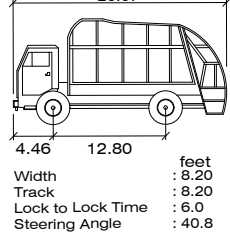
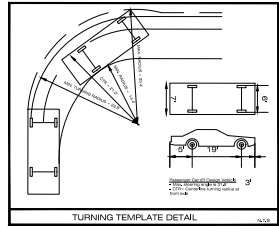
To maintain durability at street level, the building base is comprised of the existing historic stone and brick façade, new brick base and piers, and storefront at the lobbies. Brick is also used extensively above to reference mills of the past. The scale of the single punched opening windows relates 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.



Limit of Disturbance :
57,800 SF
(7,800 SF PUBLIC R.O.W. INCLUDED)



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

BUILDING GFA CHART

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

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 S SHURS WILL BE PROTECTED DURING CONSTRUCTION. IF TRANSFORMER IS DAMAGED IT WILL BE REPLACED AT OWNERS EXPENSE

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
- BIN
- LIGHT STANDARD
- COMBINED SEWER
- UNDERGROUND WATER LINE
- UNDERGROUND GAS LINE
- UNDERGROUND ELECTRIC LINE
- FENCE LINE
- OVERHEAD AERIAL LINE
- EXISTING BUILDINGS
- ZONING BOUNDARY LINE
- SLOPES > 25%
- SLOPES 15% - 25%

UTILITY OWNERS

DATE CONTACTED: 04/11/23
SERIAL NUMBER: 2023101974
COMPANY: COMCAST CABLEVISION
ADDRESS: 4400 WAYNE AVE PHILADELPHIA, PA 19140
CONTACT: BOB HARVEY
EMAIL: bob.harvey@comcast.com

COMPANY: USC
ADDRESS: 450 S HENDERSON RD, SUITE B PHILADELPHIA, PA 19107
CONTACT: GAVIN HEWITT
EMAIL: ghe@usc.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 KISIEL
EMAIL: joseph.kisiel@phila.gov

COMPANY: PHILADELPHIA GAS WORKS
ADDRESS: 800 W MONTGOMERY AVE PHILADELPHIA, PA 19122
CONTACT: AMBER BOCHANAN
EMAIL: amber.bochanan@phila.gov

COMPANY: SOUTHEASTERN PA TRANSPORTATION AUTHORITY
ADDRESS: 1234 MARKET ST, 12TH FL PHILADELPHIA, PA 19107
CONTACT: DAVID MONTYVANS
EMAIL: david.monty@septa.org

COMPANY: VERIZON PENNSYLVANIA, LLC
ADDRESS: 180 SHEREE BLVD, STE 2100 ROOM NA EXTON, PA 19341
CONTACT: KELLY BLOUNT
EMAIL: kelly.blount@verizon.com



LOCATION MAP
SCALE 1"=500'

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.
 - 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 areas of oversight 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 Reading Railroad from the Station at Manayunk, 50' southeast of the southwest corner 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 southeasterly 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 Senola, 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 and 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, 1926.
- C.P. #72.
- PROPOSED LOT CONSOLIDATION PLAN, made by Ruggiero Plante Land Design, dated January 19, 2023. Reviewed and Approved by 2nd Survey District on February 9, 2023.

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
FOO Fourth District Overlay District - Fourth District Area

PROPOSED DEVELOPMENT	ALLOWED/REQUIRED	PROPOSED
TAX % OCCUPIED AREA (50,139 SF)	100%	50%
BUILDING DIMENSIONS		
SIDE YARD SETBACK	6' IF USED	0
REAR YARD SETBACK	8' IF USED	0
AREA SPACES	500%	354%
FLOOR AREA RATIO (FAR)	5	1
PARKING		
1/2 UNITS#	78#	162
ELECTRIC SPACES (5%)	8	8
COMPACT SPACES (25% MAX)	40	40 (25%)
LOADING SPACE (10'x40'x14')	5	1 (1 VAN)
BIKE PARKING		
1 SPACE PER 3 DWELLING UNITS	54	73#

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

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

LOT AREAS:
CONSOLIDATED AREA: 50,139 SF

OWNER OF RECORD
4045-61 MAIN STREET
G J LITTLEWOOD & SONS INC
4045-61 MAIN ST
Philadelphia, PA 19122

REVISIONS

NO.	DATE	REVISIONS
1	03/18/23	ISSUE COMMENTS & INC.
2	03/18/23	ISSUE COMMENTS & INC.
3	03/18/23	ISSUE COMMENTS & INC.
4	03/18/23	ISSUE COMMENTS & INC.

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

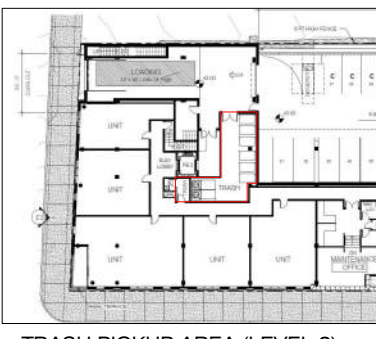
prepared for:
Urban Conversions, LLC
1900 MARKET STREET
8TH FLOOR
PHILADELPHIA, PA 19103

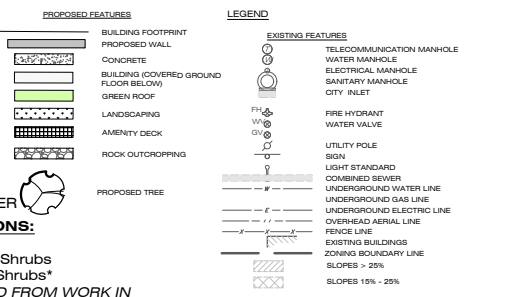
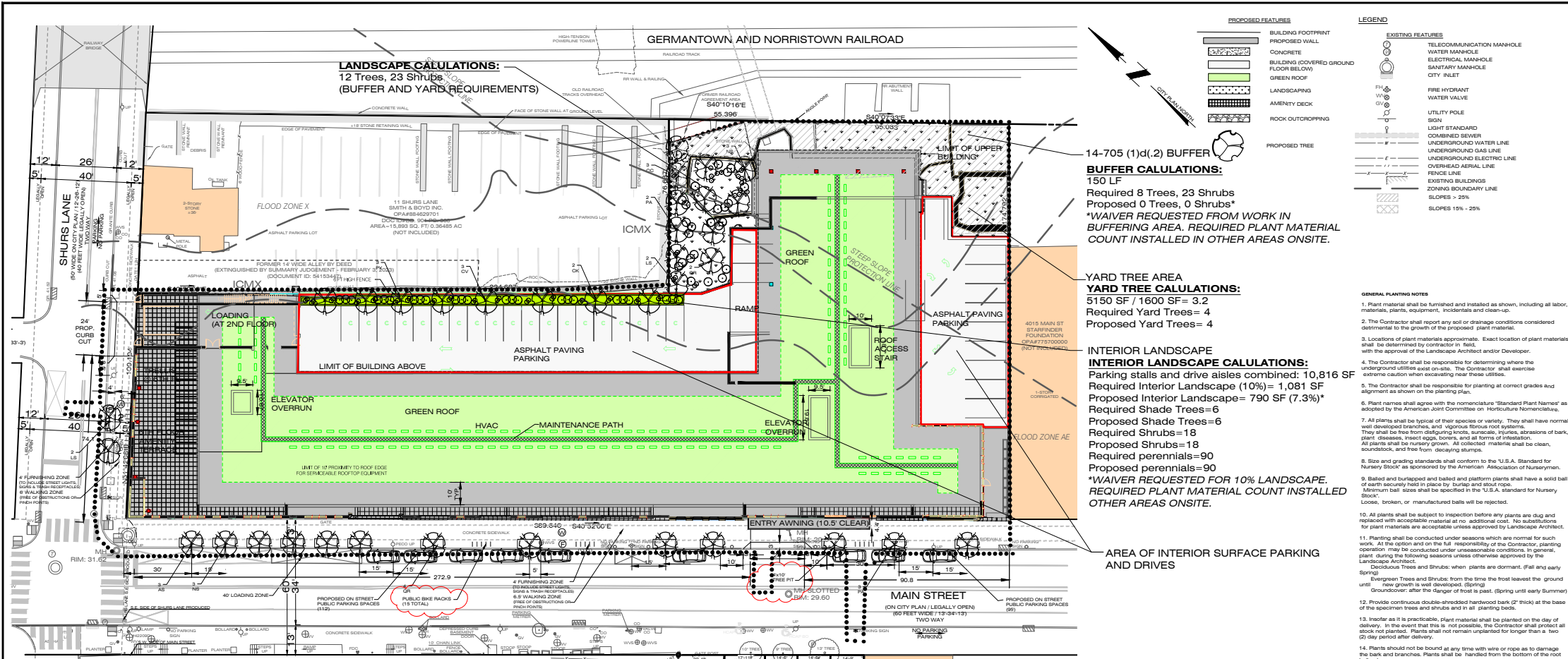
DAVID J. PLANTE, Professional Engineer, PA. No. PE-048820-E

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

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

ZONING SUBMISSION
Sheet Title: ZONING PLAN
Sheet 1 of 3





- 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.
 - 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 omissions 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, East 1/2 southeast of the southeast corner of the Station at Mainway, East 1/2 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 Block by Irvin Sarna, Surveyor and Registrar of the North Survey District of Philadelphia, dated August 1, 1968.
 - FEMA FIRM map #4207570980 effective January 17, 2007 designates the site as Zone X and Zone AE. Base Flood Elevation ranges from 41' (AVG029) at East end of property to 41.5' (NGVD09) at West end of property.
 - Some of the site improvements such as buildings, parking, 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.
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 - 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 & 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 18, 2023. Reviewed and Approved by 2th Survey District on February 5, 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	Cladrastris kentuckea	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 'Yodanisens'	Yoshino Cherry	2.5-3" Cal. B&B

SHADE TREES

QTY	CODE	BOTANICAL NAME	COMMON NAME	SIZE
2	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

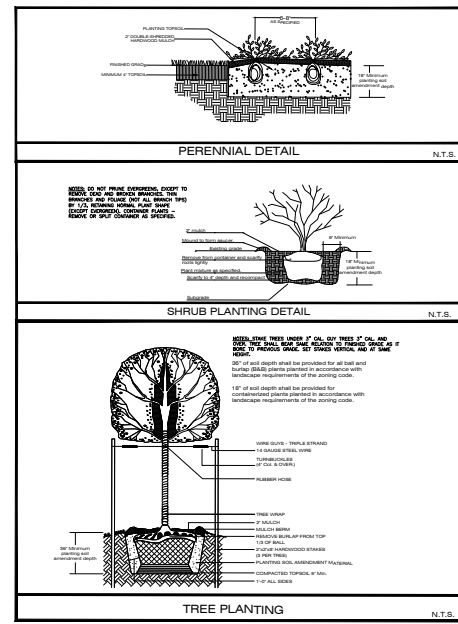
QTY	CODE	BOTANICAL NAME	COMMON NAME	SIZE
7	AA	Aronia arbutifolia	Red Chokeberry	5 gal.
9	AG	Abelia x grandiflora	Glossy Abelia	5 gal.
6	CO	Cophaelanthus occidentalis	Butterbush	5 gal.
6	IV	Ilex verticillata 'Red Sprite'	Winterberry	5 gal.
5	VP	Viburnum prunifolium	Black Haw	1 gal.
8	VD	Viburnum dentatum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



TREE REMOVAL - CALCULATIONS PER PHILA. CODE 14-705(1)(g)

TOTAL EXISTING TREE CALIPER INCHES ON SITE = 26"
TOTAL EXISTING TREE CALIPER INCHES ON SITE TO BE REMOVED = 26"
TOTAL EXISTING EXEMPT, DEAD, OR DYING, TREE CALIPER INCHES ON SITE TO BE REMOVED = 0"

TREE REPLACEMENT REQUIREMENT - CALCULATIONS PER PHILA. CODE 14-705(1)(g)

TOTAL TREE CALIPER INCHES REQUIRED TO BE REPLACED = 26"

PROPOSED TREE PLANTINGS

TOTAL REQUIRED TREE CALIPER INCHES CALCULATION= 26"
TOTAL REQUIRED TREE (MIN. 2.5" CALIPER) CALCULATION= 26 / 2.5 = 10.4 (11)
TOTAL PROPOSED (MIN. 2.5" CALIPER TREES) TO BE PLANTED = 20
TOTAL PROPOSED TREE CALIPER INCHES TO BE REPLACED = 50"

LOADING SPACE/EGRESS:
CARS ALONG THE 2ND PARKING LEVEL WILL NOT EGRESS THROUGH THE LOADING SPACE AND OUT TO SHURS LANE. THERE WILL BE AN INTERIOR GARAGE DOOR OR CONTROLLED ENTRY POINT AT THE END OF THE PARKING AREA, BUT BEFORE THE LOADING SPACE. CARS WILL ONLY EGRESS THROUGH THAT LOADING SPACE AND ONTO SHURS LANE IN A FLOOD EVENT. BUILDING MANAGEMENT WOULD ONLY THEN OPEN UP THAT GARAGE/CONTROLLED ENTRY POINT FOR CARS TO ROUTE THOUGH.

OWNER OF RECORD
4045-61 MAIN STREET
G J LITTLEWOOD & SONS INC
6045-61 MAIN ST
Philadelphia, PA 19127

REVISIONS

NO.	DATE	REVISIONS
1	03/22/24	ISSUED FOR PERMITS
2	03/22/24	ISSUED FOR PERMITS
3	03/22/24	ISSUED FOR PERMITS
4	03/22/24	ISSUED FOR PERMITS

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

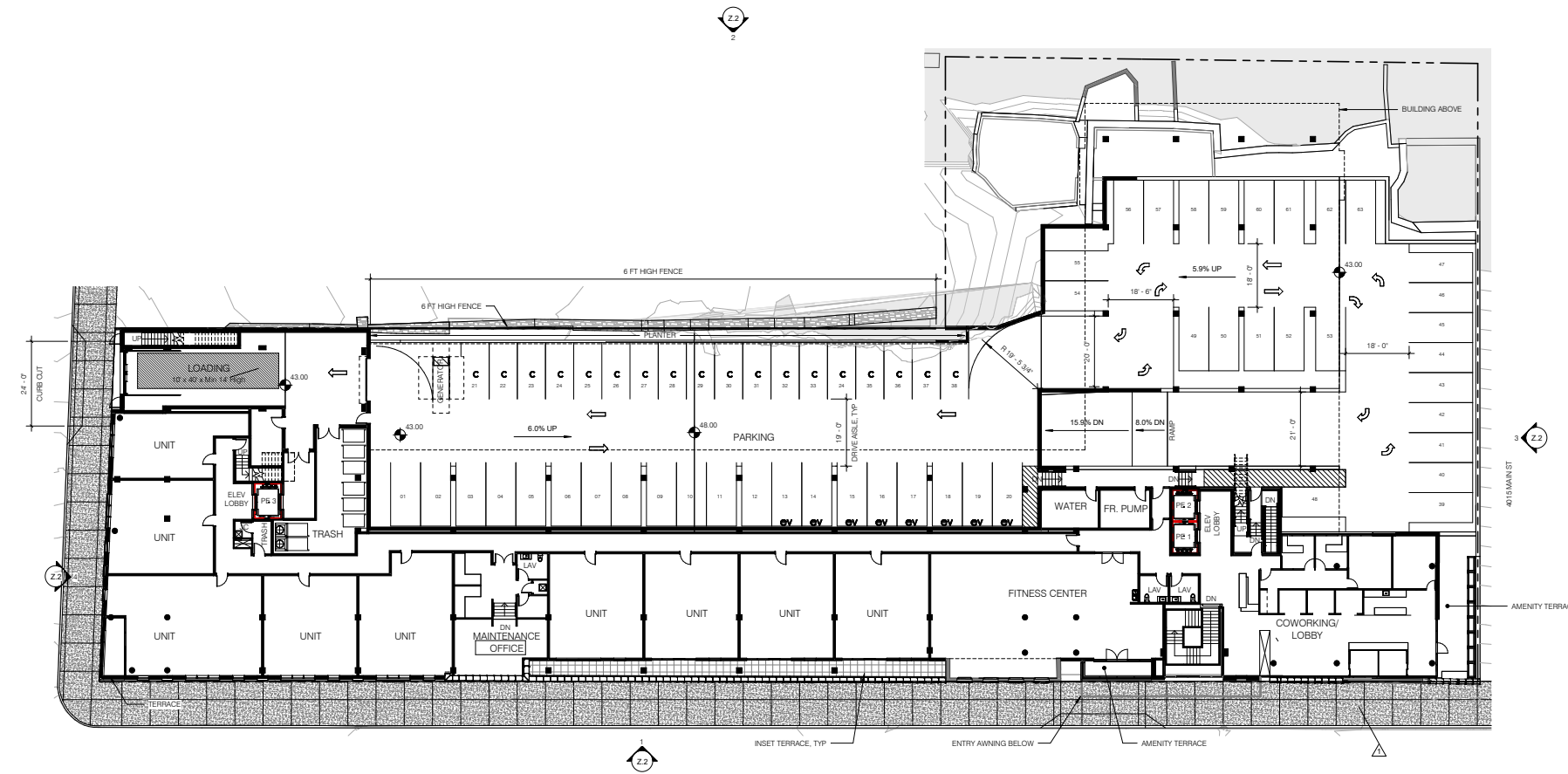
prepared for:
Urban Conversions, LLC
1900 MARKET STREET
8TH FLOOR
Philadelphia, PA 19103

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

Ruggiero Plante Land Design
5900 Ridge Avenue Philadelphia, PA 19128
phone: 215.508.9900 fax: 215.508.3800 www.ruggieroplanteland.com

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

ZONING SUBMISSION
Sheet Title: LANDSCAPE PLAN
Sheet 2 of 3

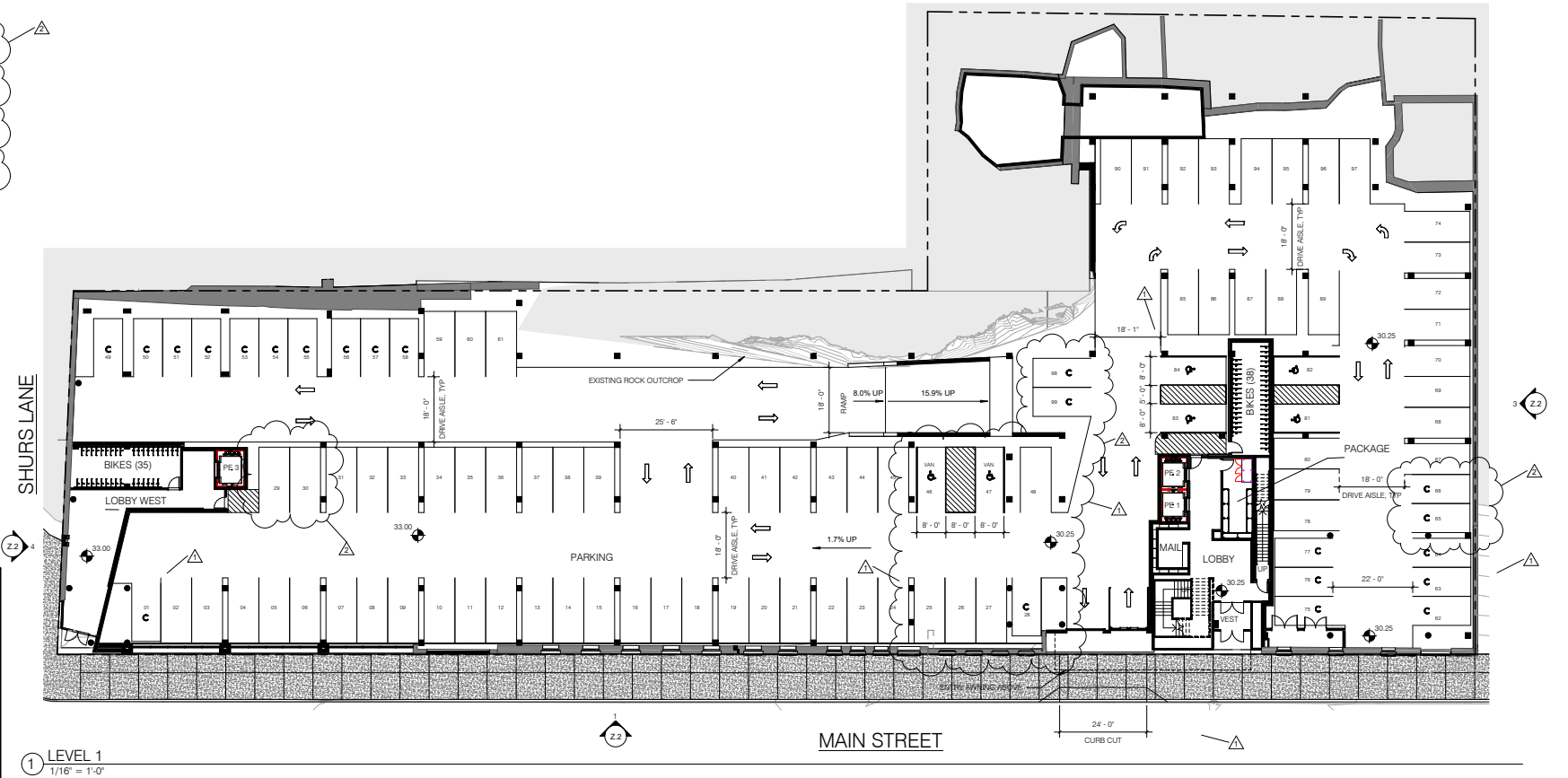


② LEVEL 2
1/16" = 1'-0"

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 1	16 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

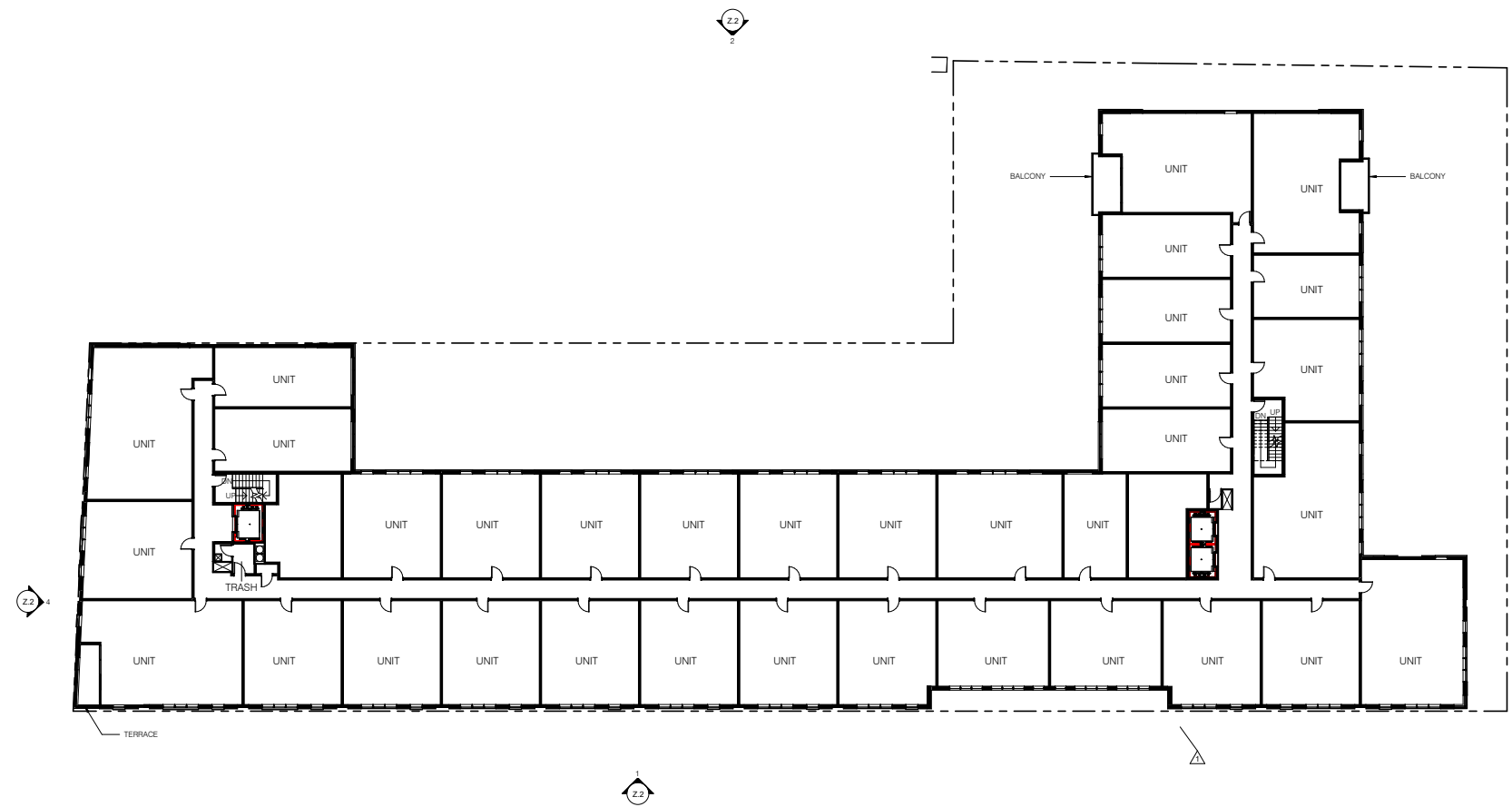
Project Phase:
SCHEMATIC DESIGN

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

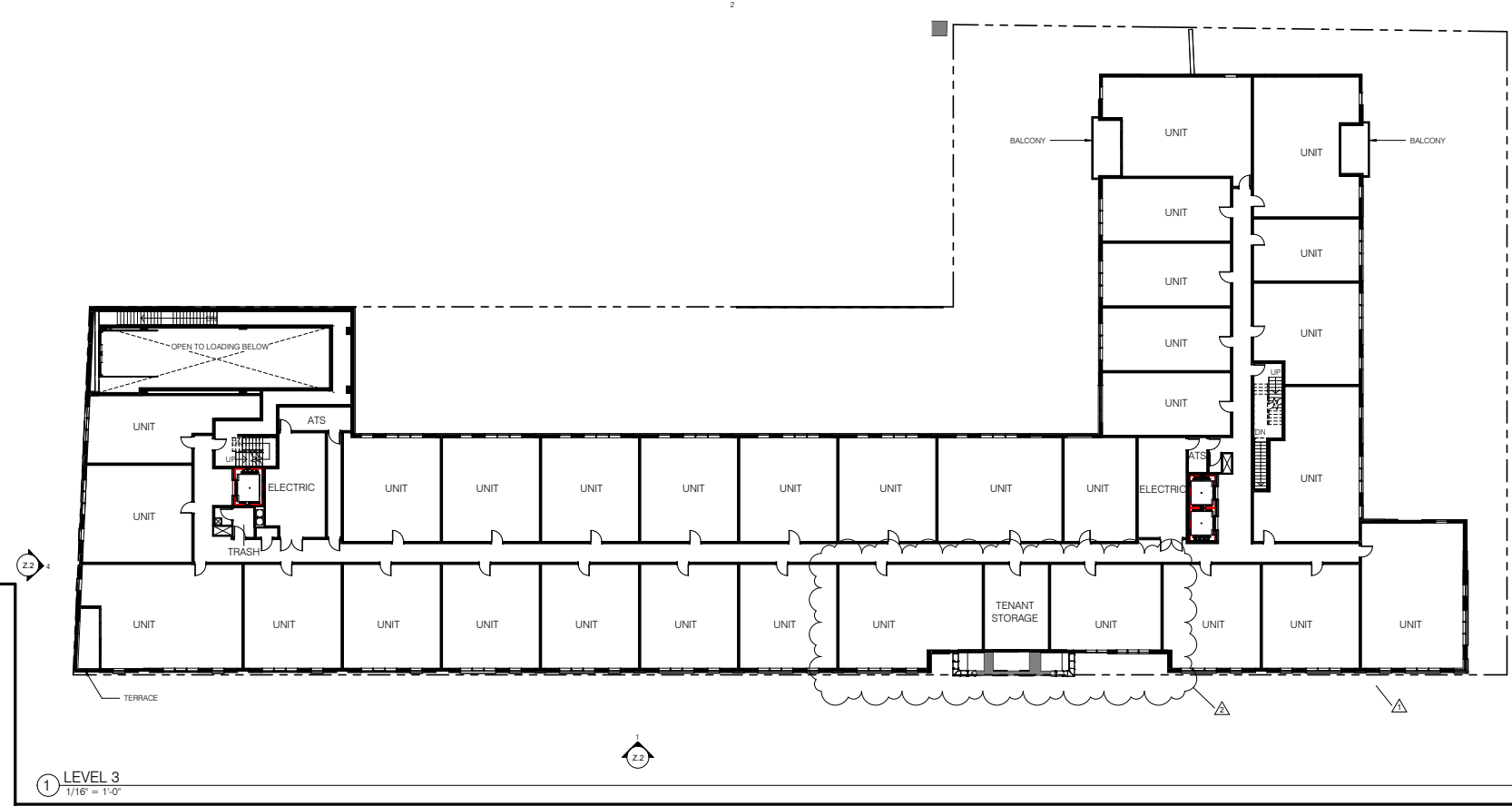
Drawing Title:
PLANS

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

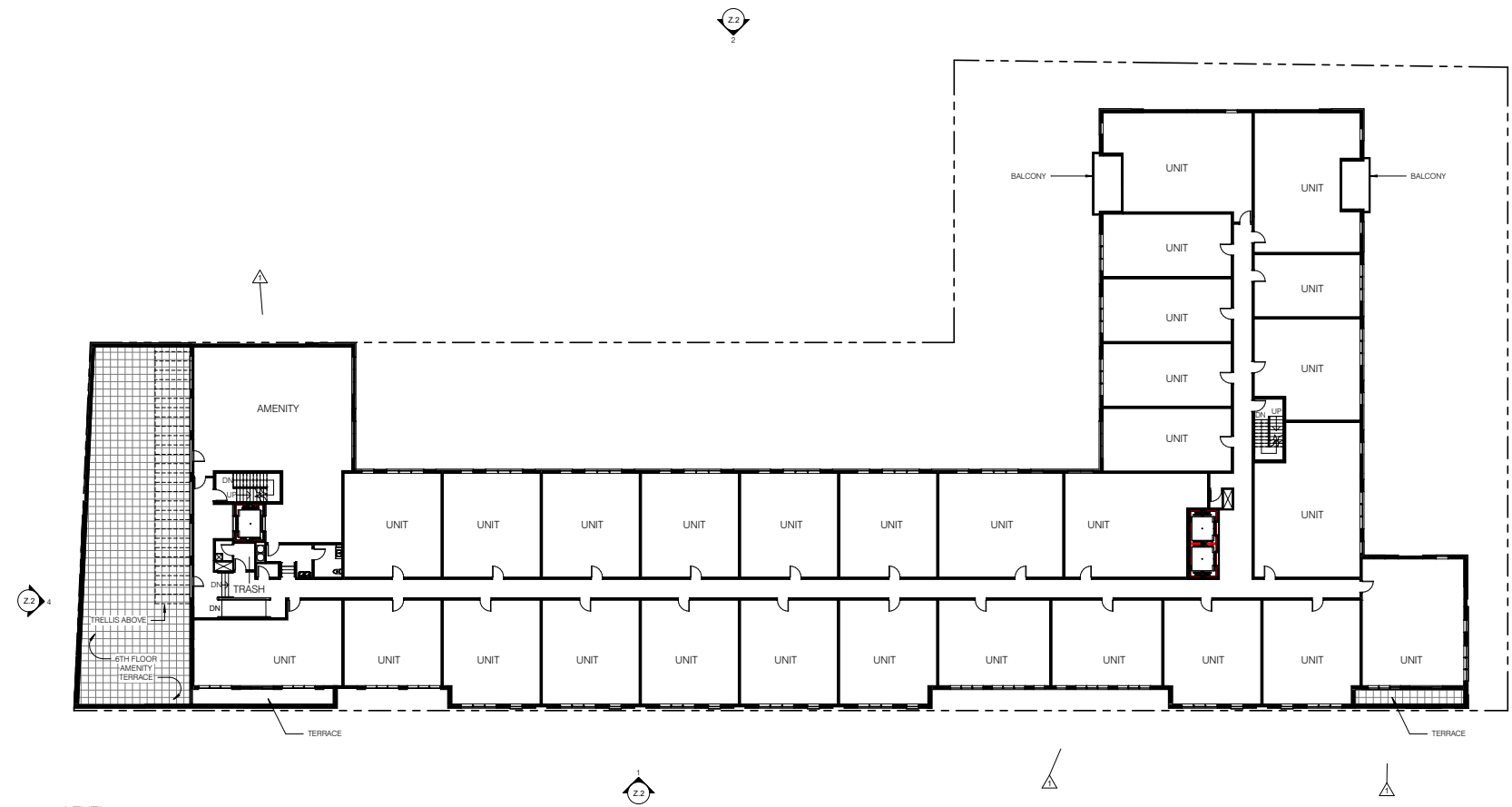
Project Name:
4045 MAIN STREET
4045-61 MAIN STREET
PHILADELPHIA, PA 19127

Drawing Title:
PLANS

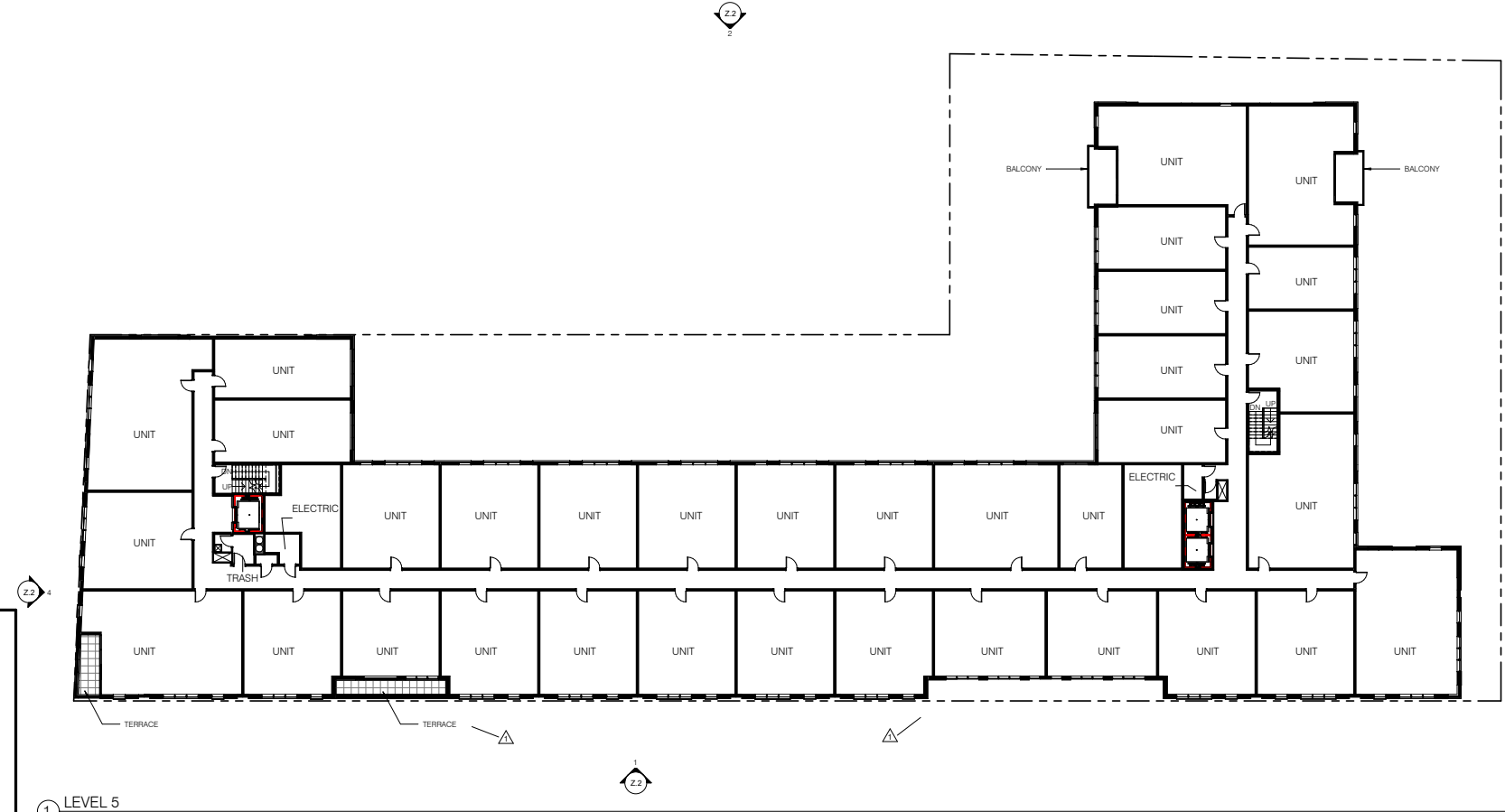
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Date: 03.11.2024
Drawn By: AJM
Checked By: AJM

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

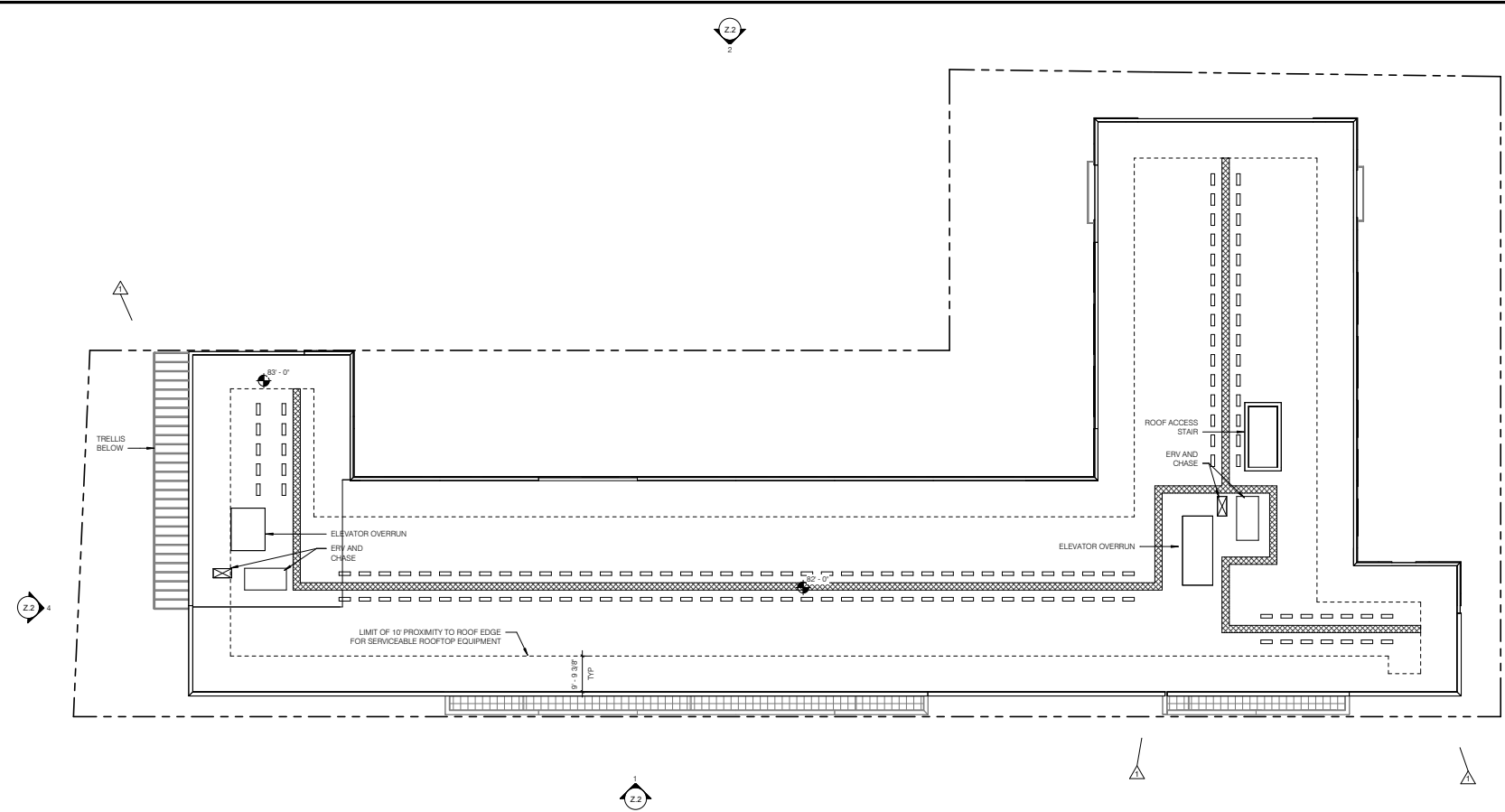
Project Name:
4045 MAIN STREET
4045-61 MAIN STREET
PHILADELPHIA, PA 19127

Drawing Title:
PLANS

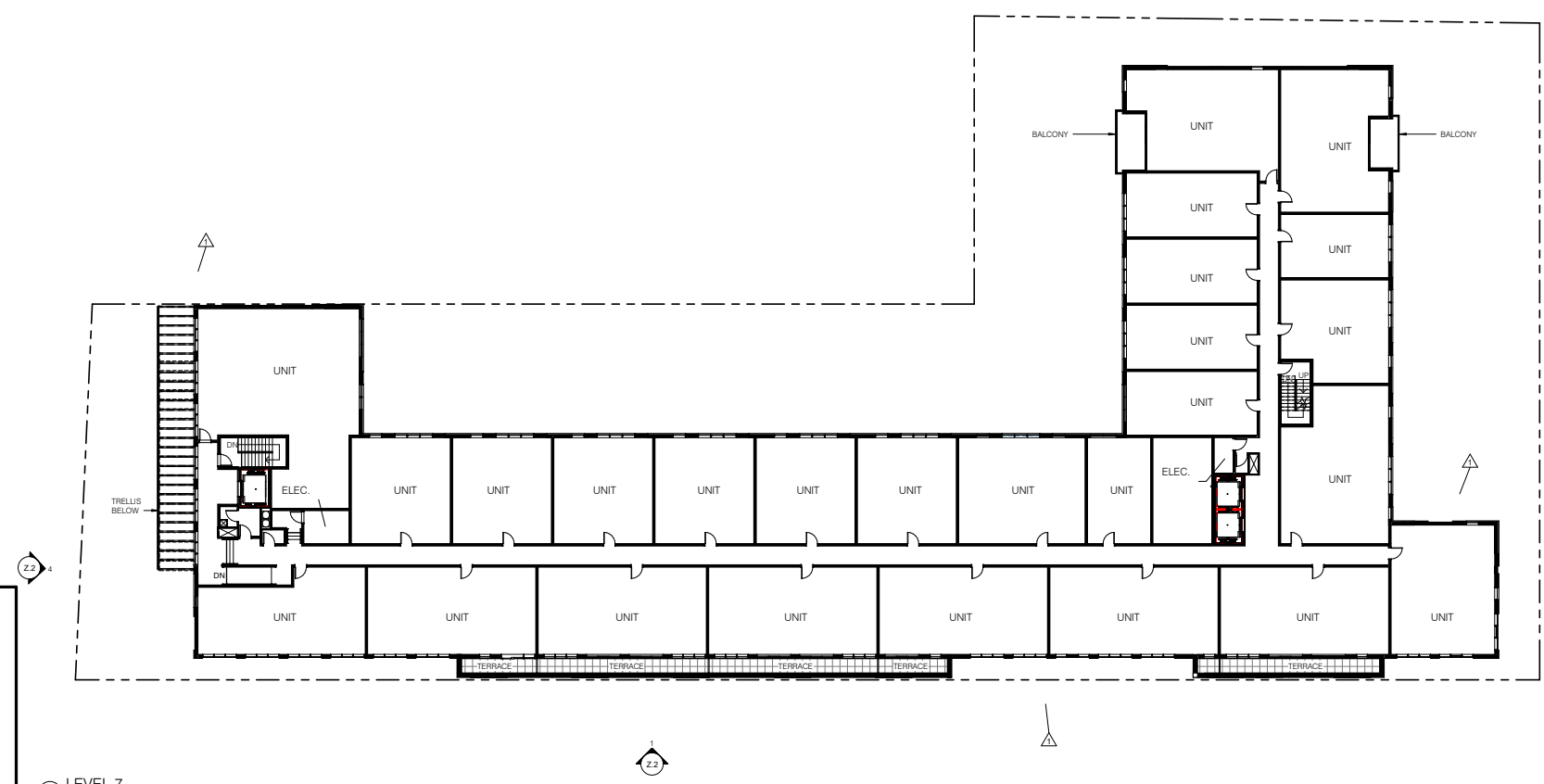
Project Number: 22302.00
Date: 03.11.2024
Drawn By: AJM
Checked By: AJM

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

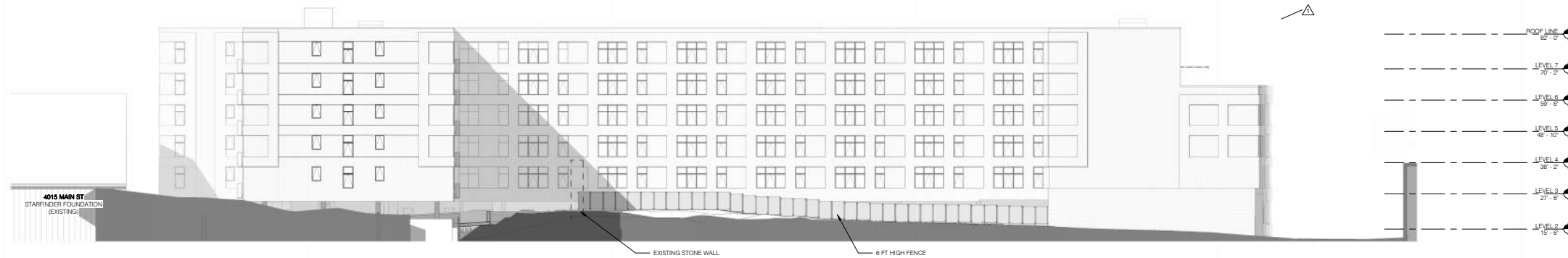
MEP Engineer
Holstein White Inc.
3800 Horizon Blvd., Suite 503
Trevose, PA 19053
p: (215) 322-7711



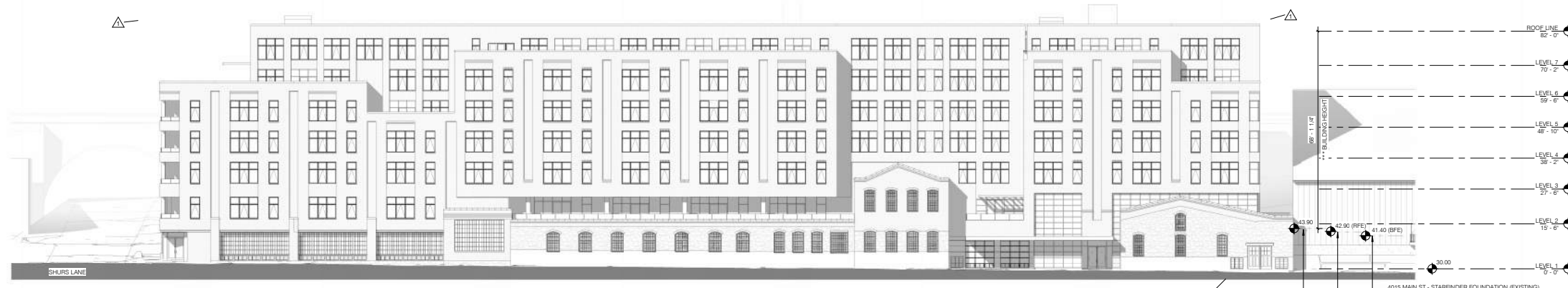
④ ZONING - OVERALL WEST ELEVATION - ALONG SHURS LANE
1/16" = 1'-0"



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. (12b) 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. (1)(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. (1)(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"

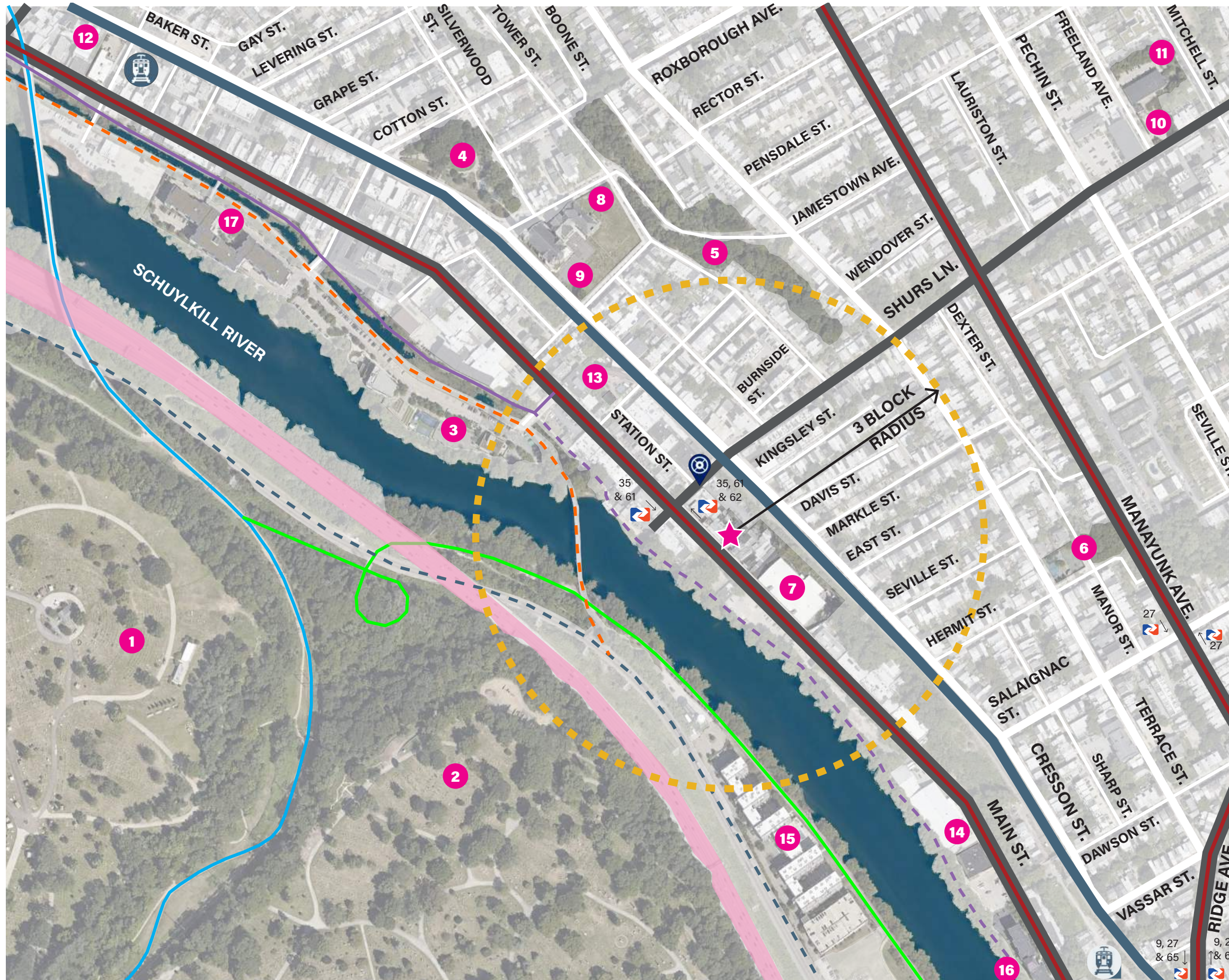


View looking East on Main Street & South on Shurs Lane



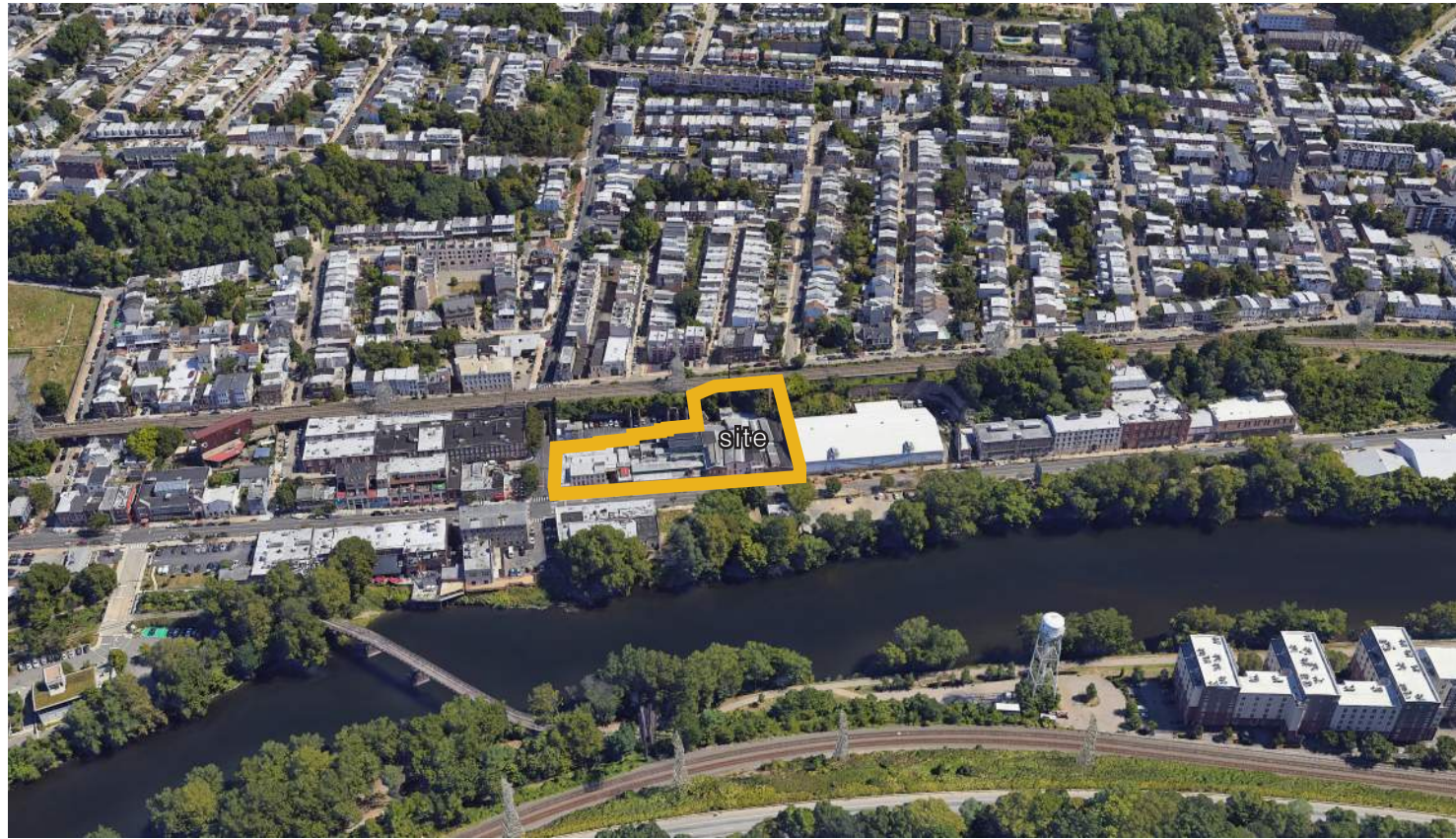
4045 MAIN ST

- 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)





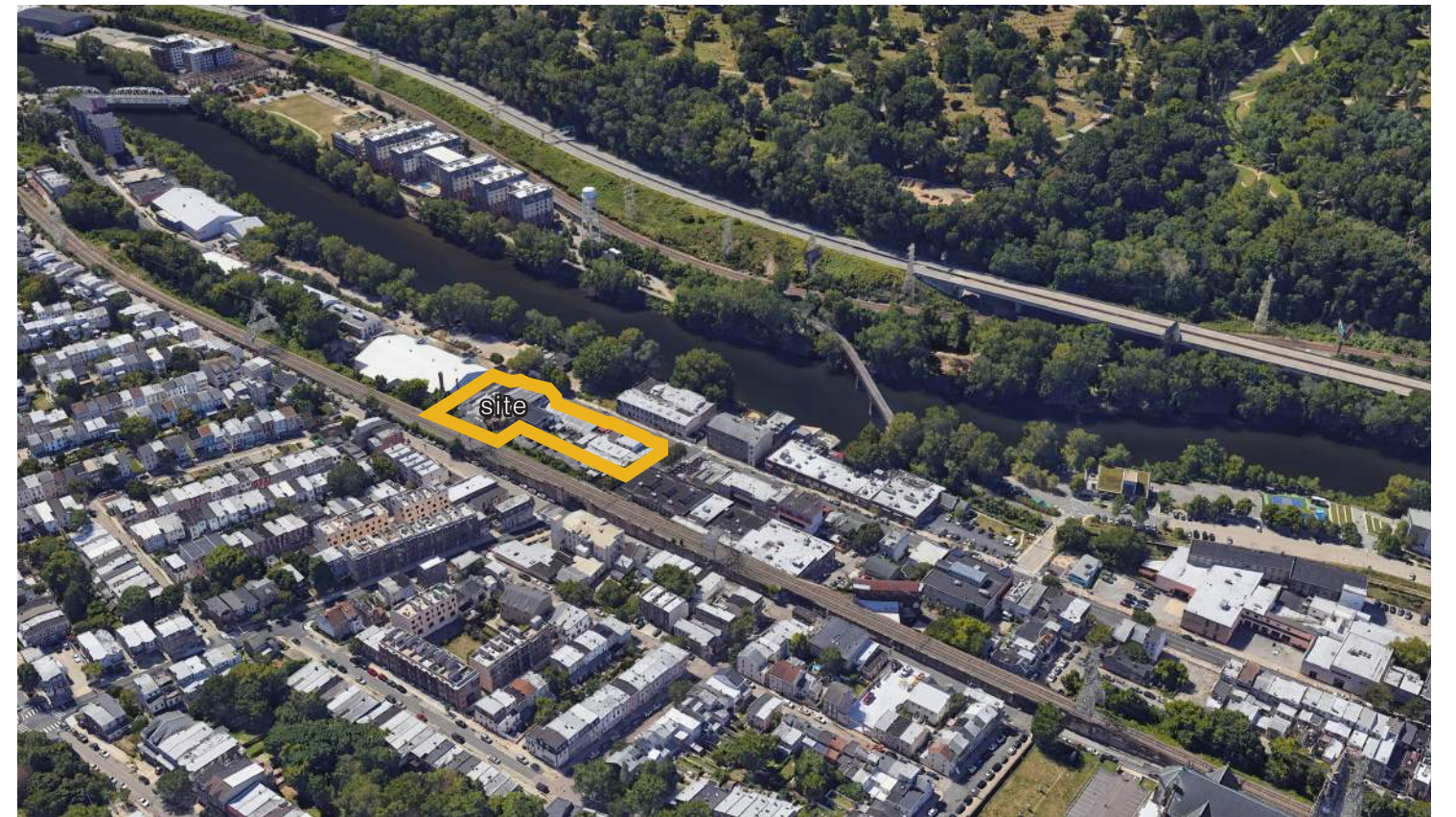
1 Northwest Aerial Perspective



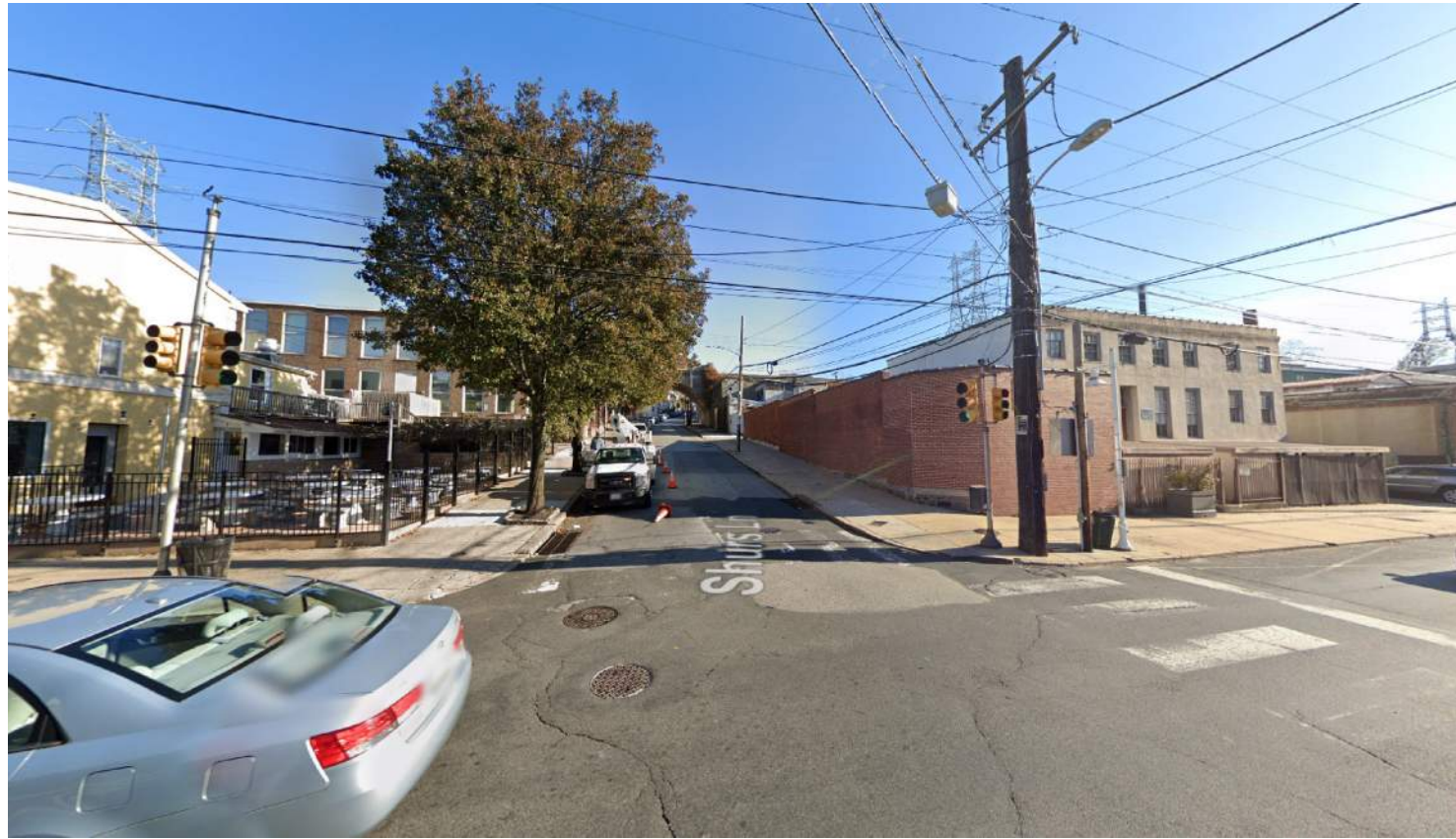
2 Northeast Aerial Perspective



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



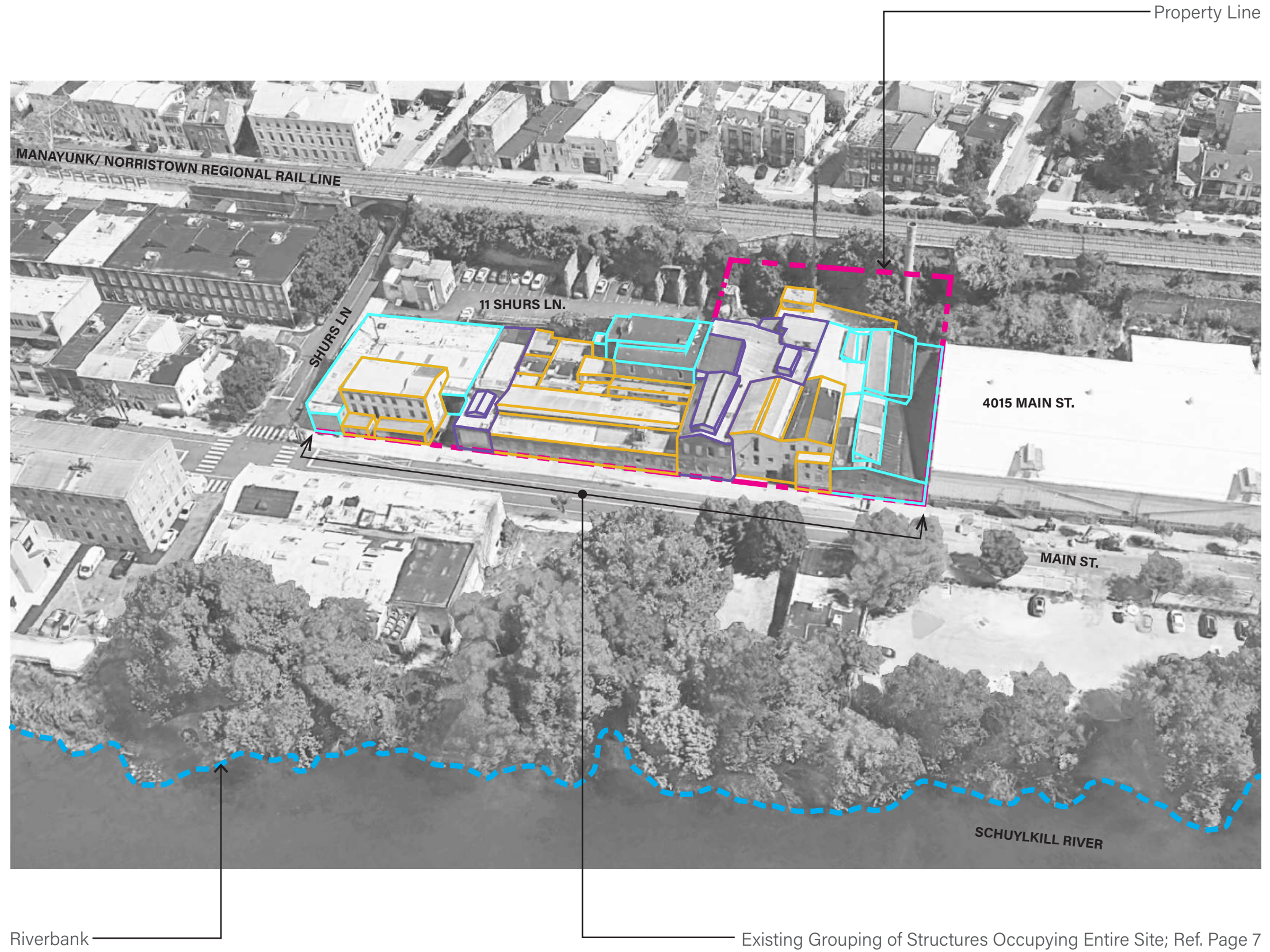
6 View of Site from Main Street looking East



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
Haitouts
n L

© 2023 Google


© 2023 Google

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



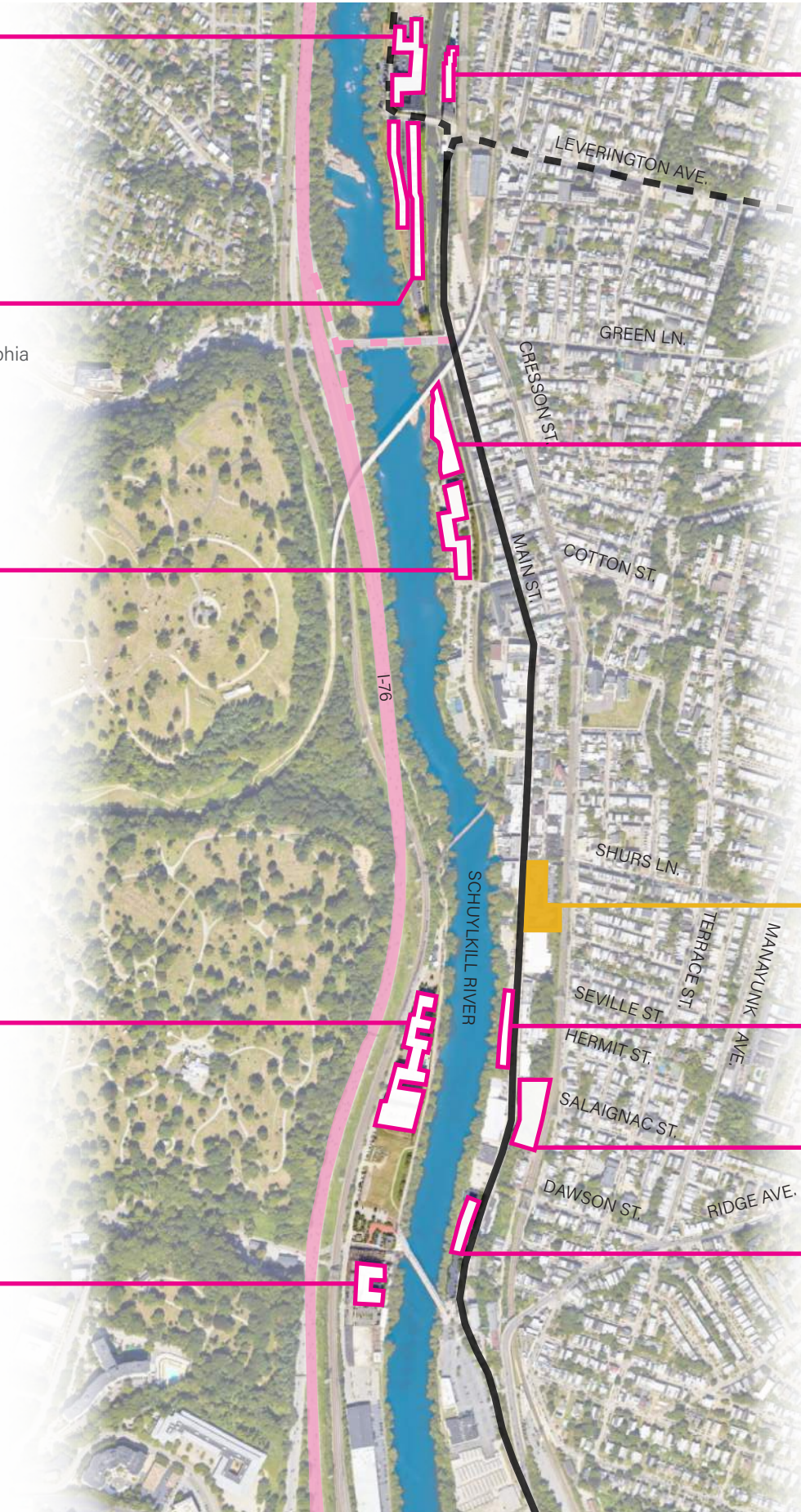
The Isle
1 Cotton Street, Philadelphia
5 Stories - 156 Units



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



3900 Main Street
3900 Main St, Philadelphia
6 Stories - 115 Units

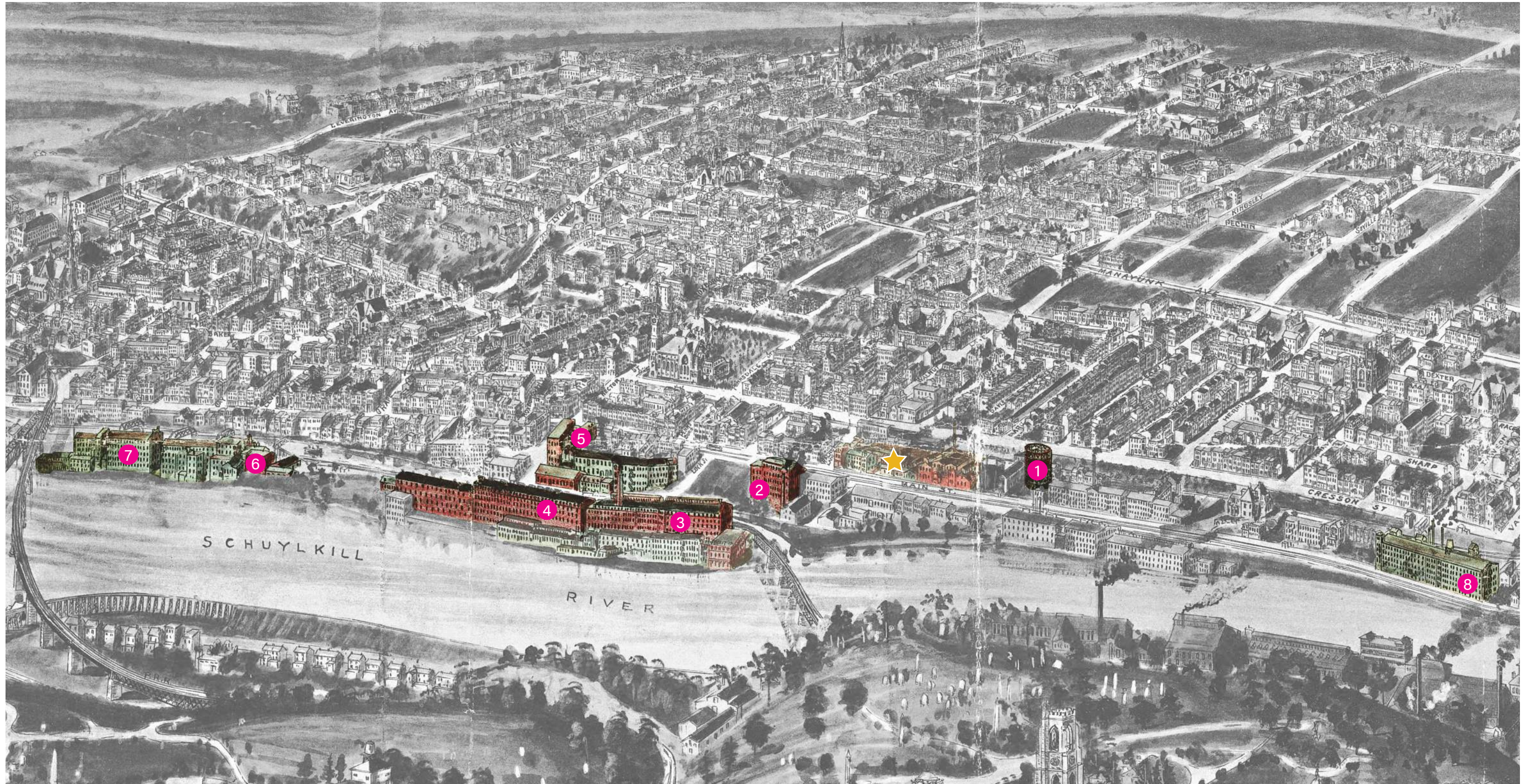


3811 Main Street (Under Construction)
6 Stories - 36 Units
5 Commercial Spaces

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

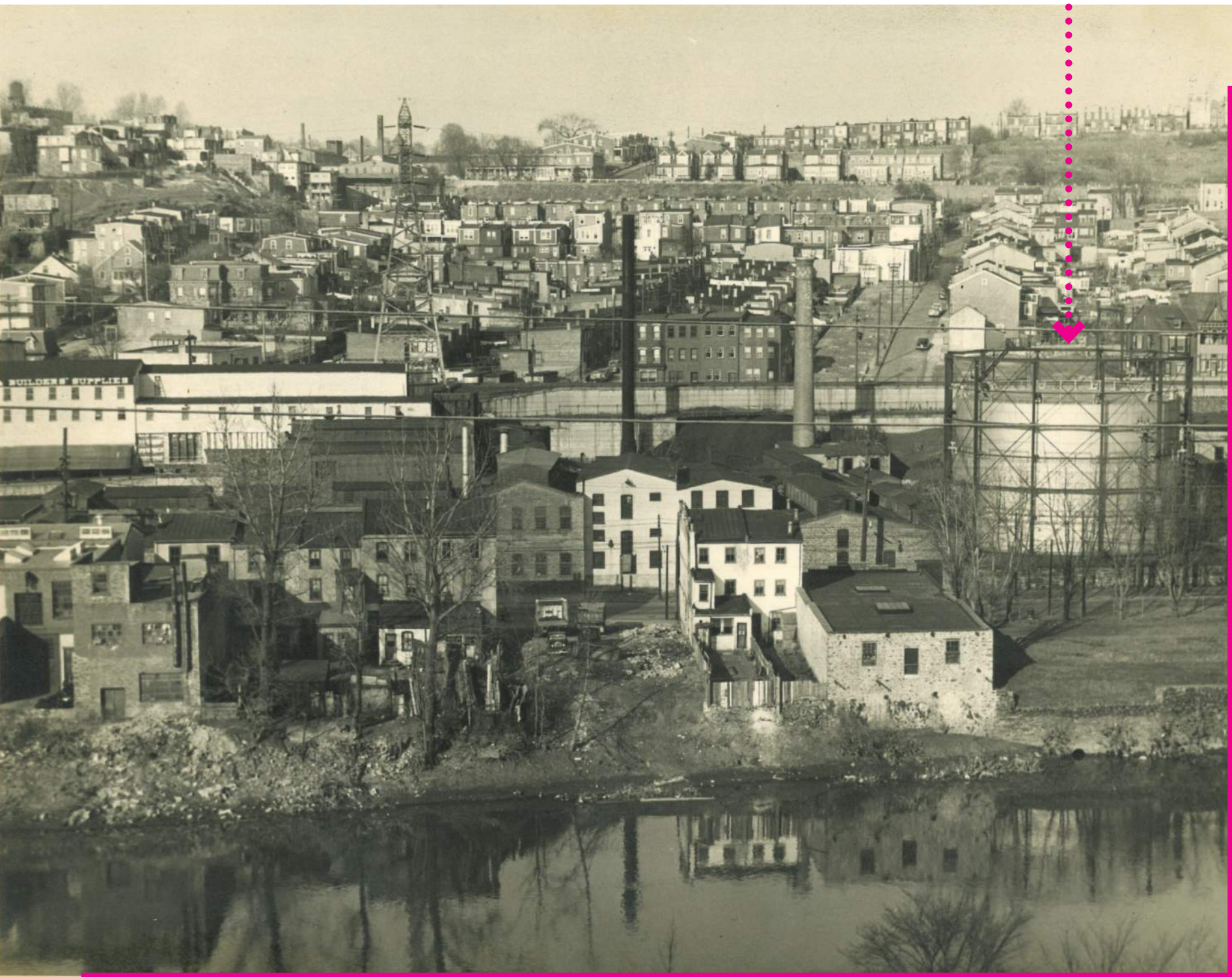


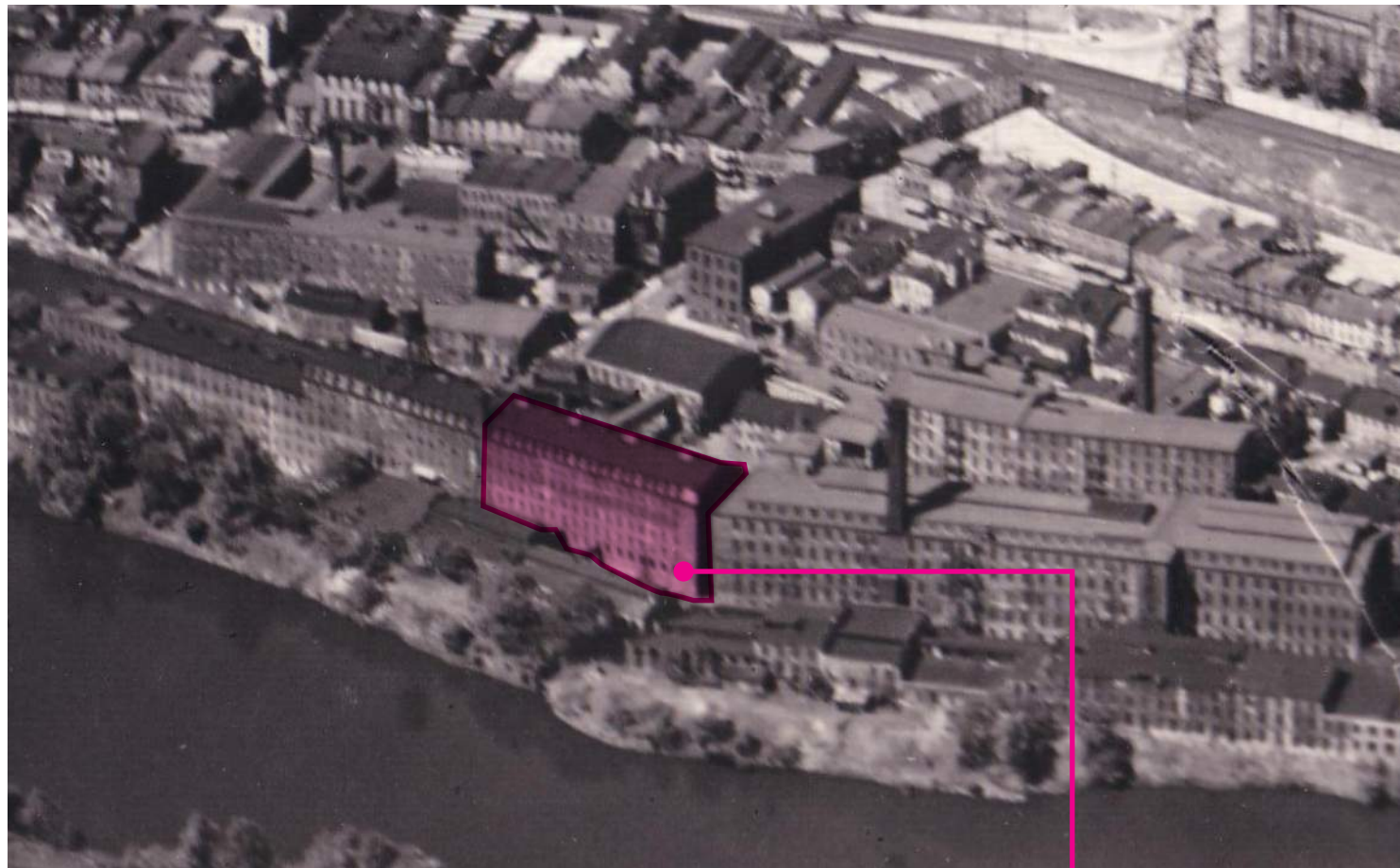
- Philadelphia Gas Works 1
- Dexter Mill 2
- Economy Mills 3
- Schuykill Mills 4
- Blantyre Mills 5
- Inquirer Mills 6
- Joseph Ripka's Mills 7
- Progress Mills 8
- ★ Site









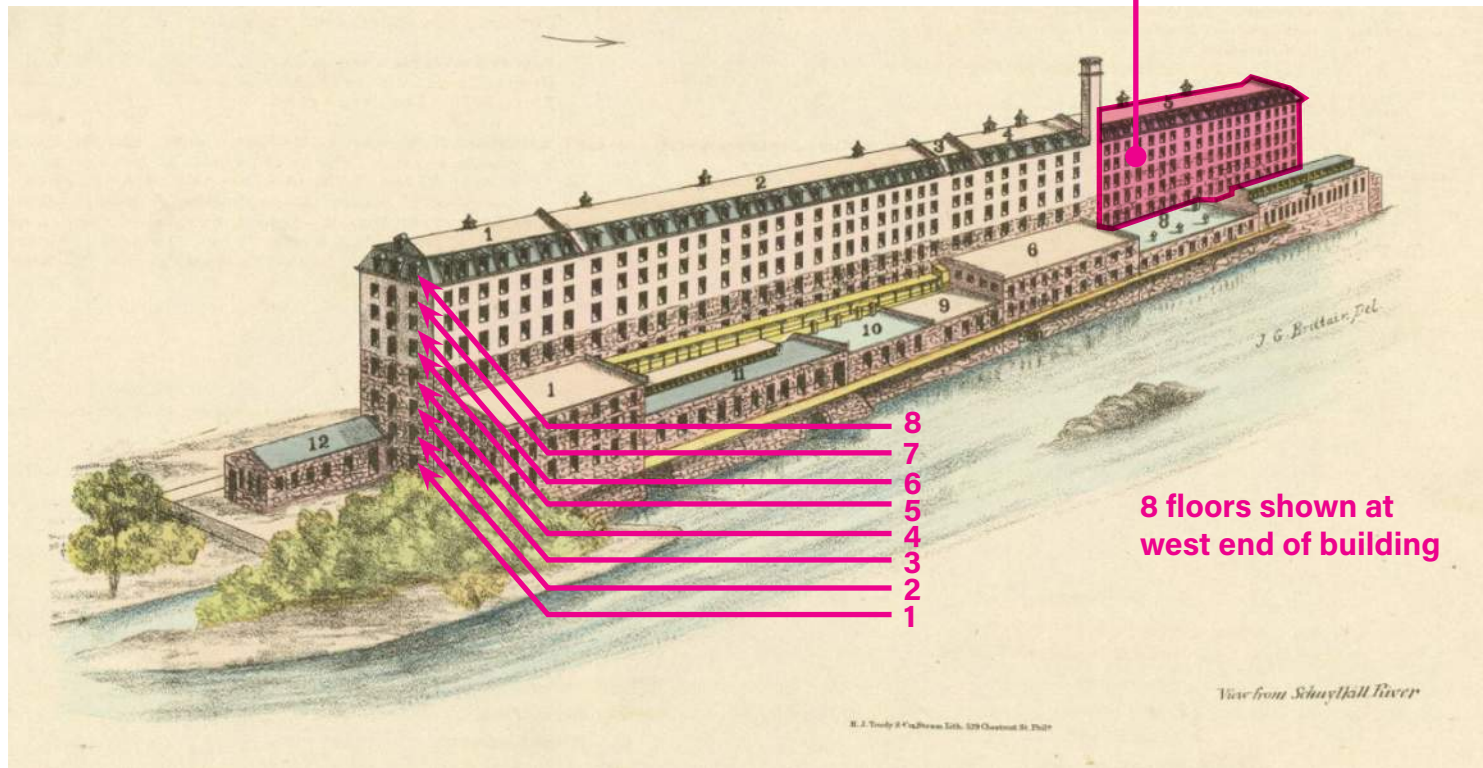


1934 Aerial Photograph

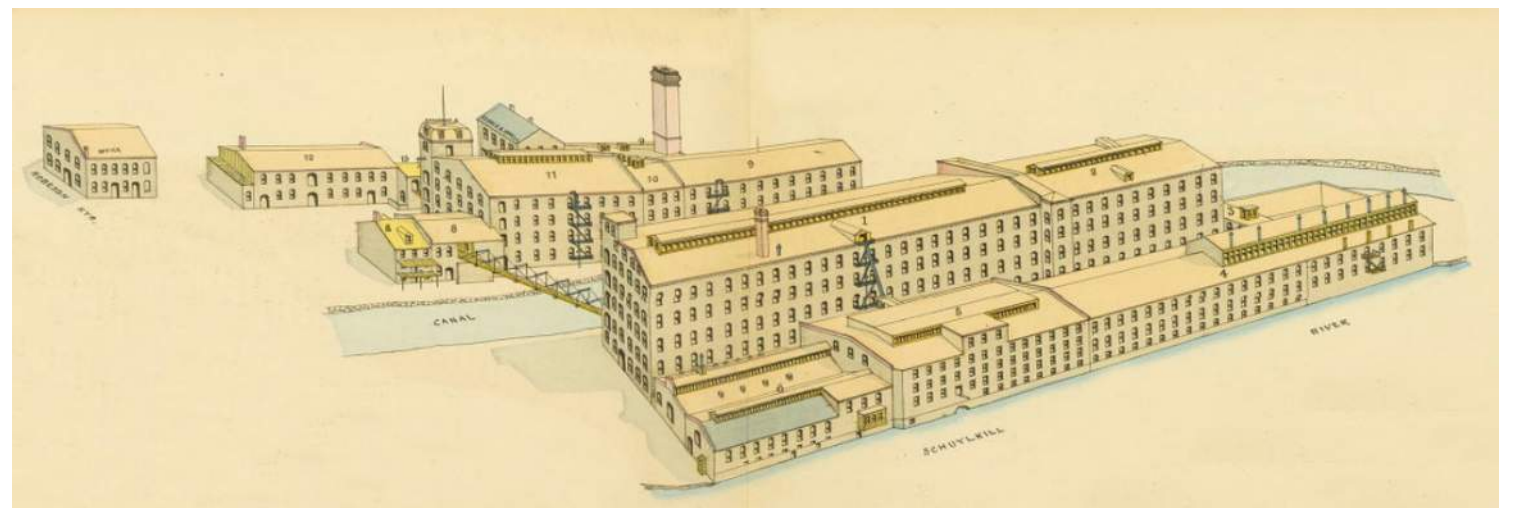


1873 Atlas

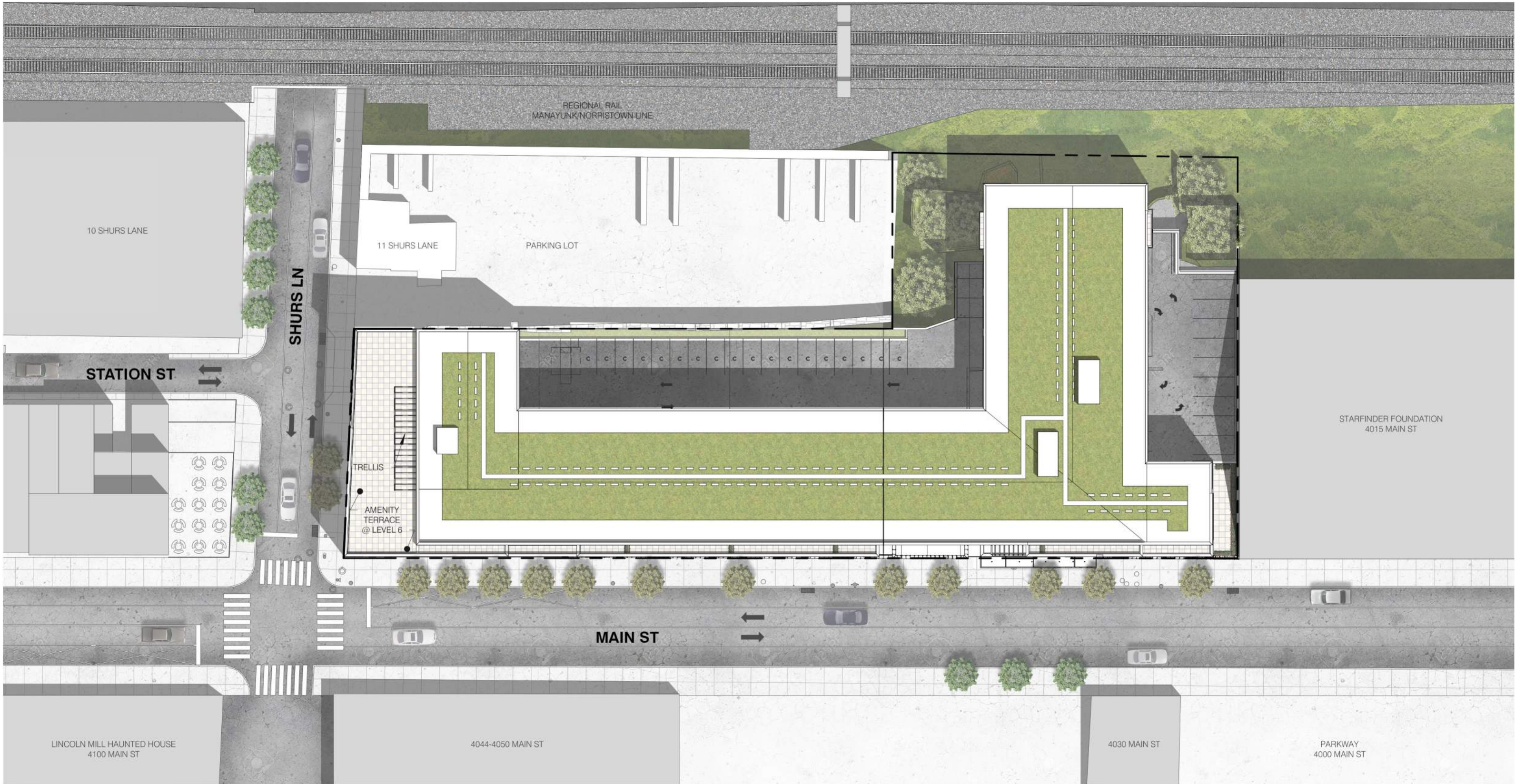
both depict 6 floors visible at east end of building



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



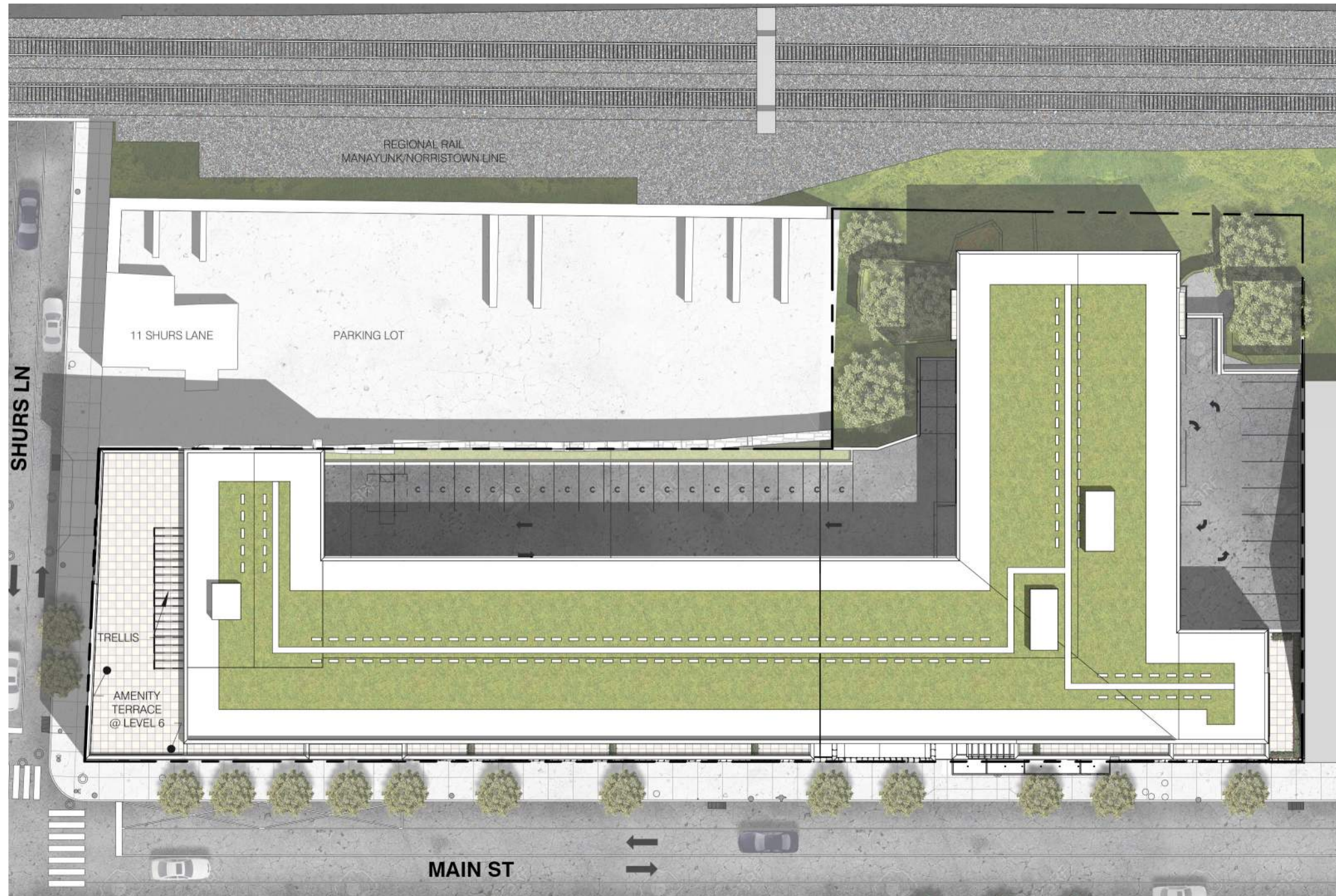
North Star White Spruce
PICEA GLAUCA



American Sweetgum
LIQUIDAMBAR STYRACIFLUA



Lily Turf
LIRIOPE MUSCARI



Glossy Abelia
ABELIA X GRANDIFLORA



Winterberry
ILEX VERTICILLATA 'RED SPRITE'



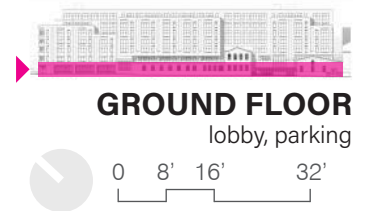
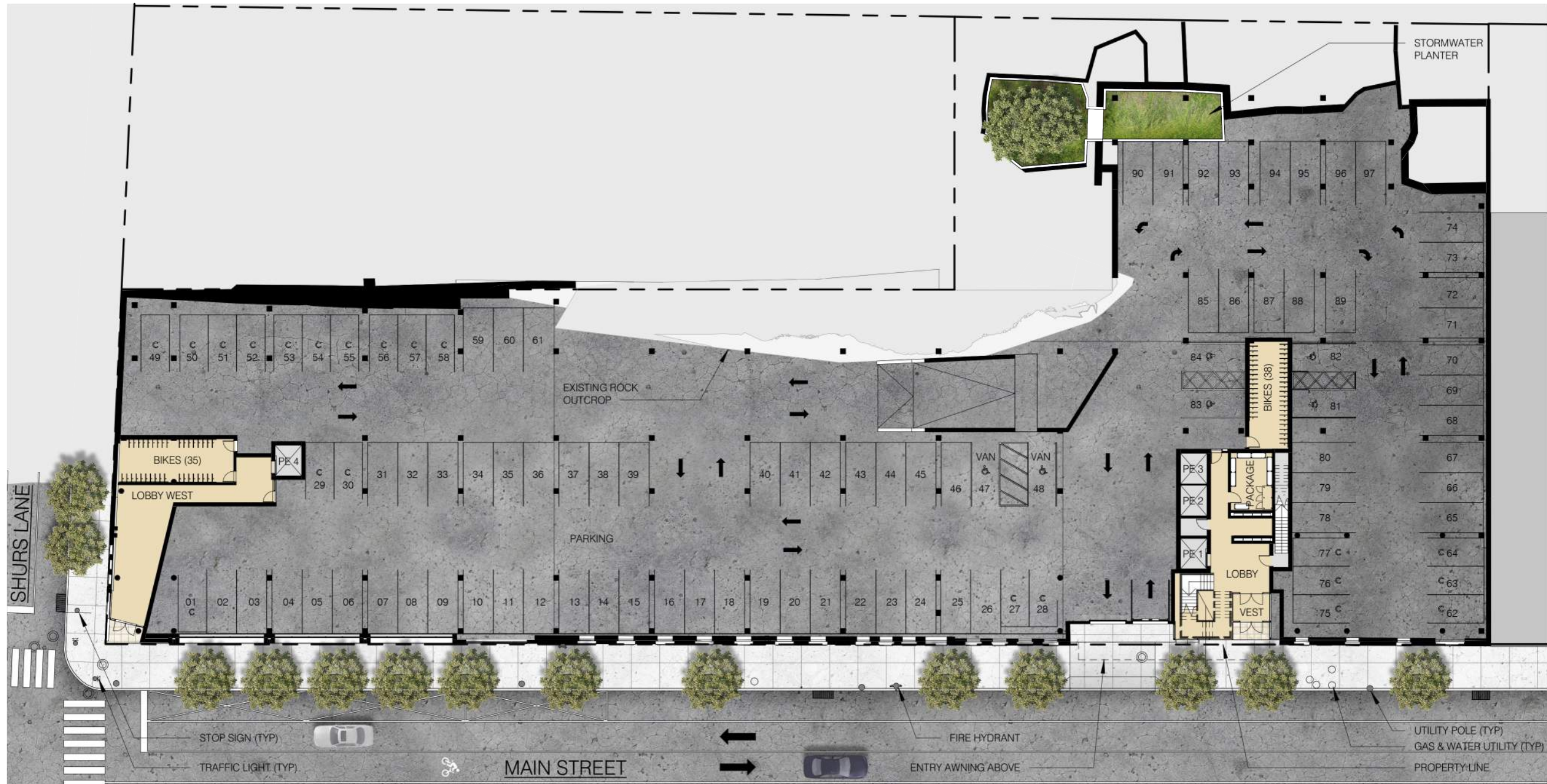
Viburnum
VIBURNUM DENTATUM



Dwarf Fothergilla
FOTHERGILLA GARDENII



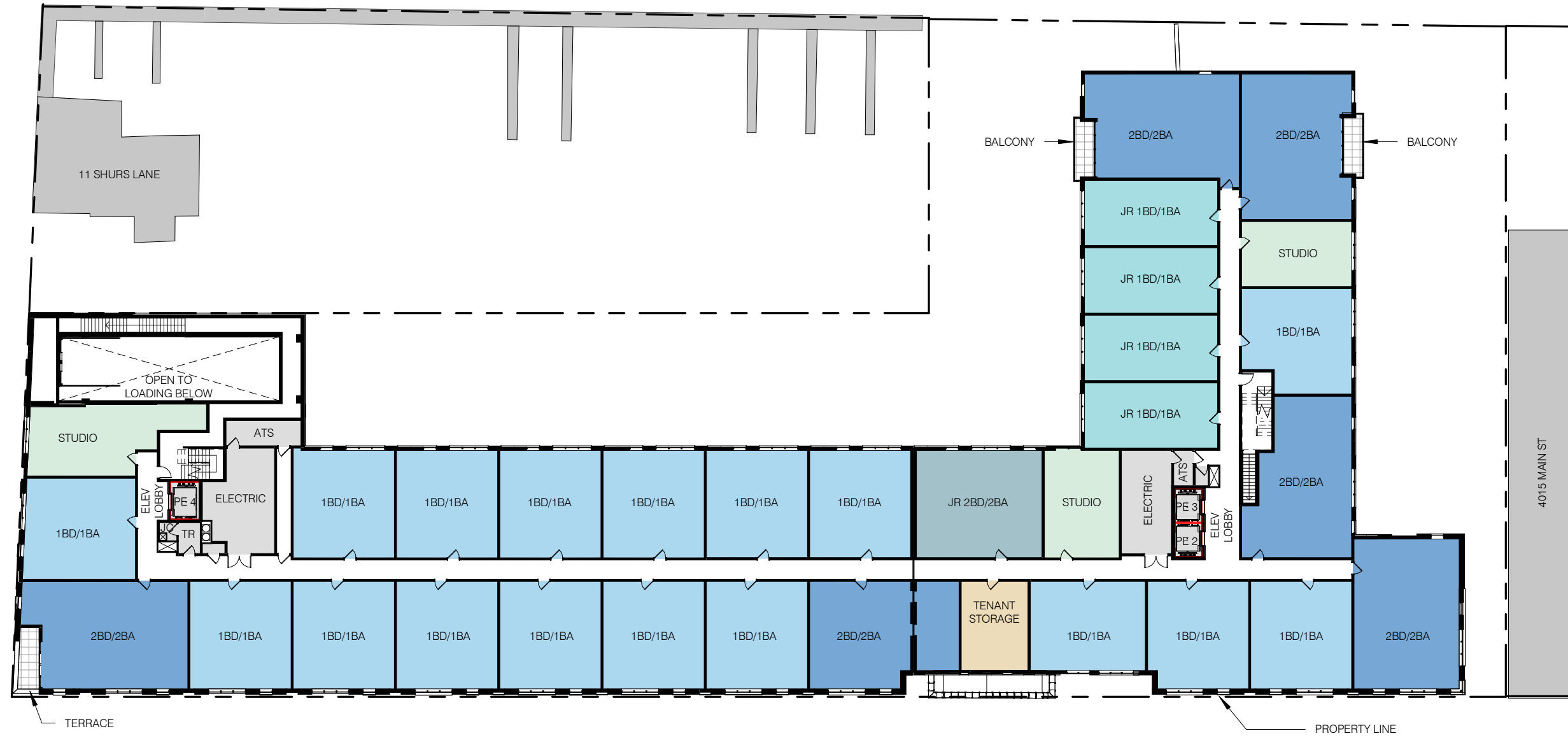
Dwarf Fountain Grass
PENNISETUM ALOPECUROIDES 'HAMELN'



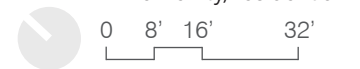


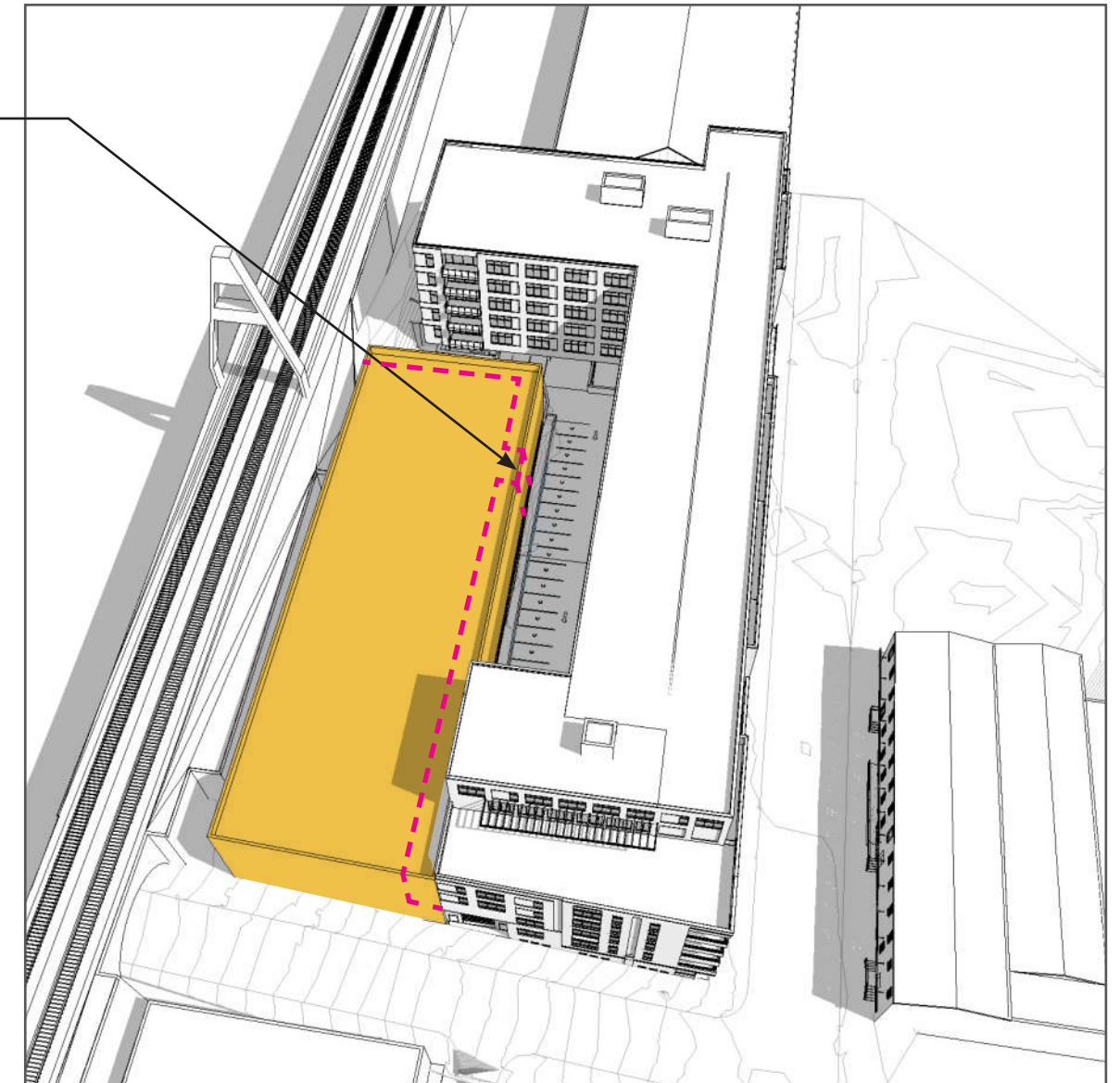
FLOOR 2
parking, loading, amenity, residential





FLOOR 3
amenity, residential

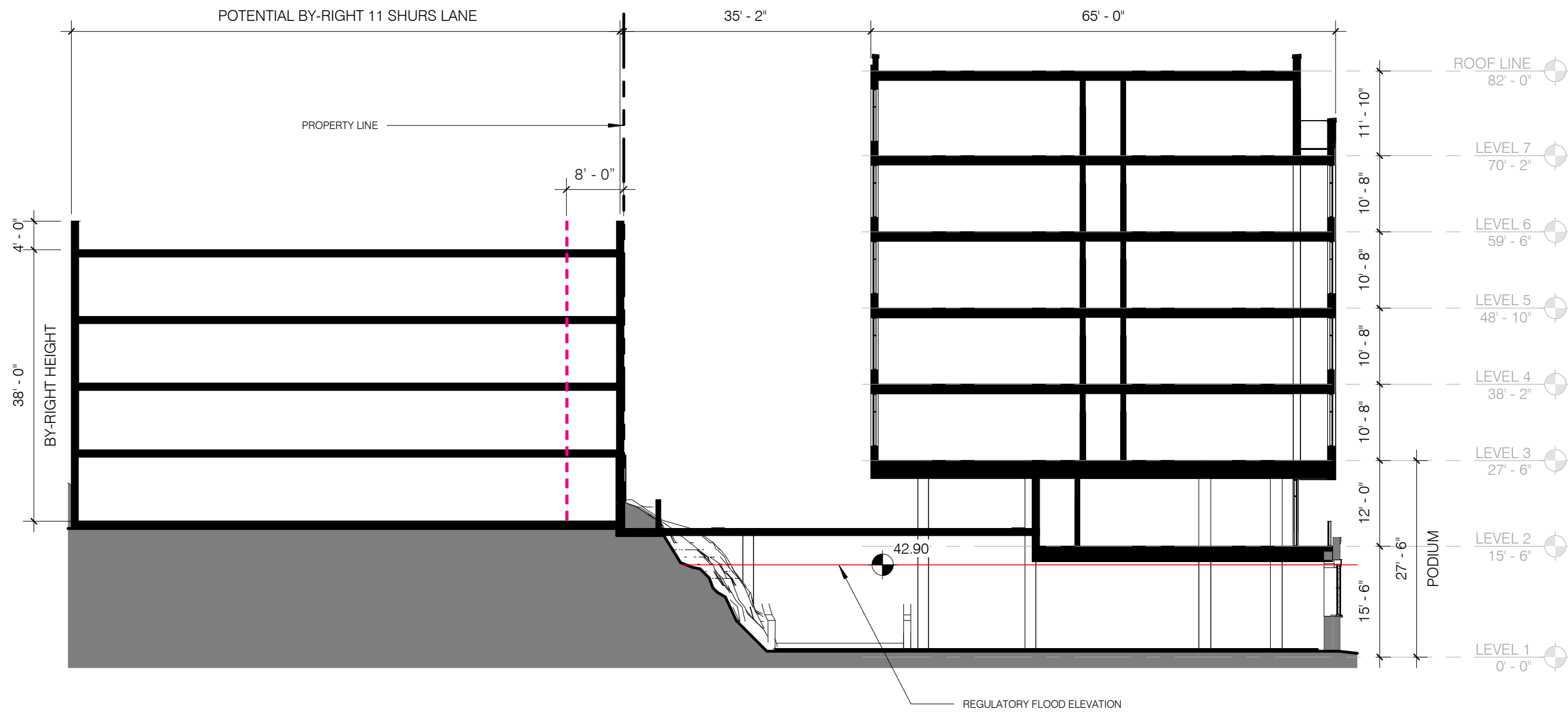




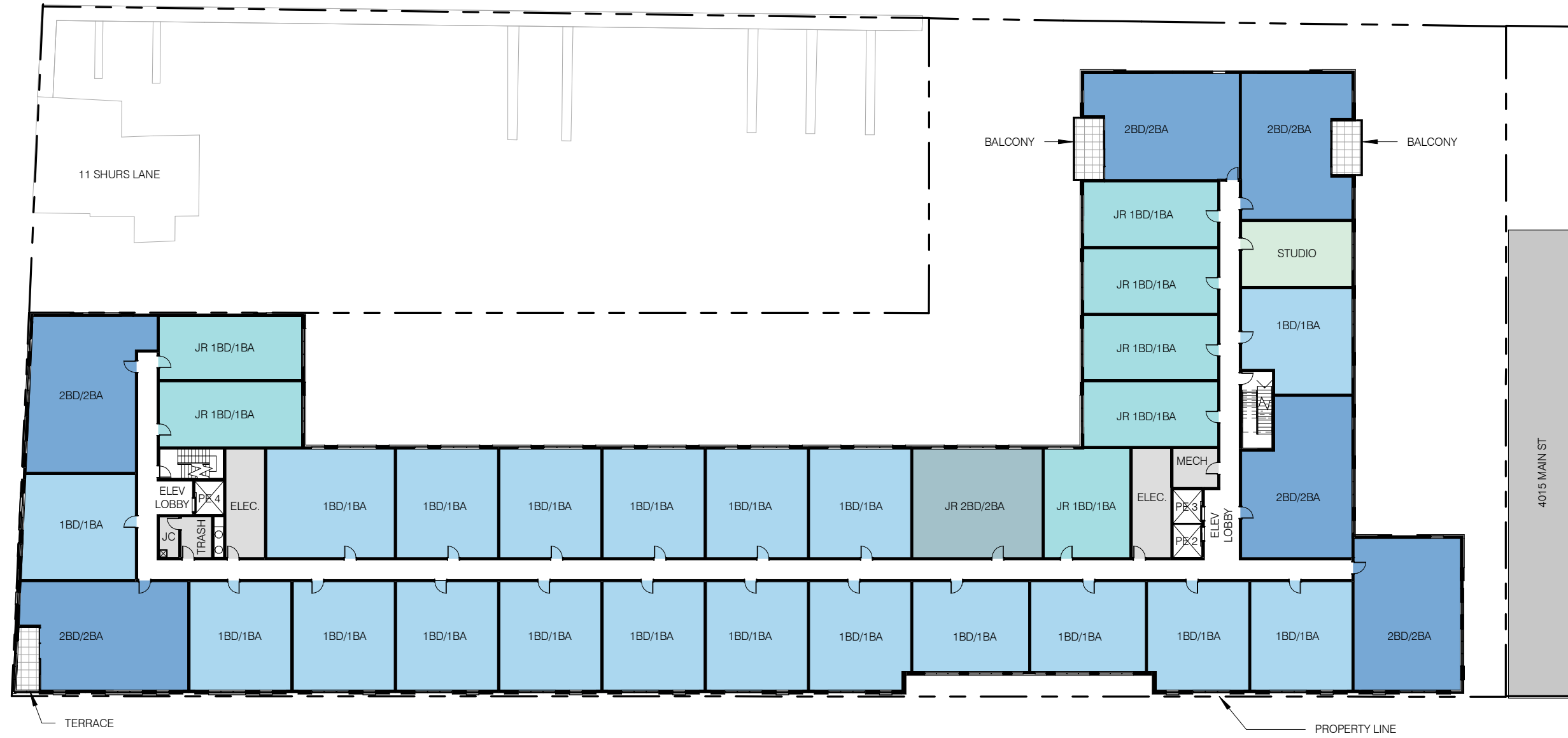
11 SHURS LANE

- 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

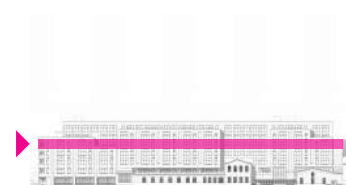
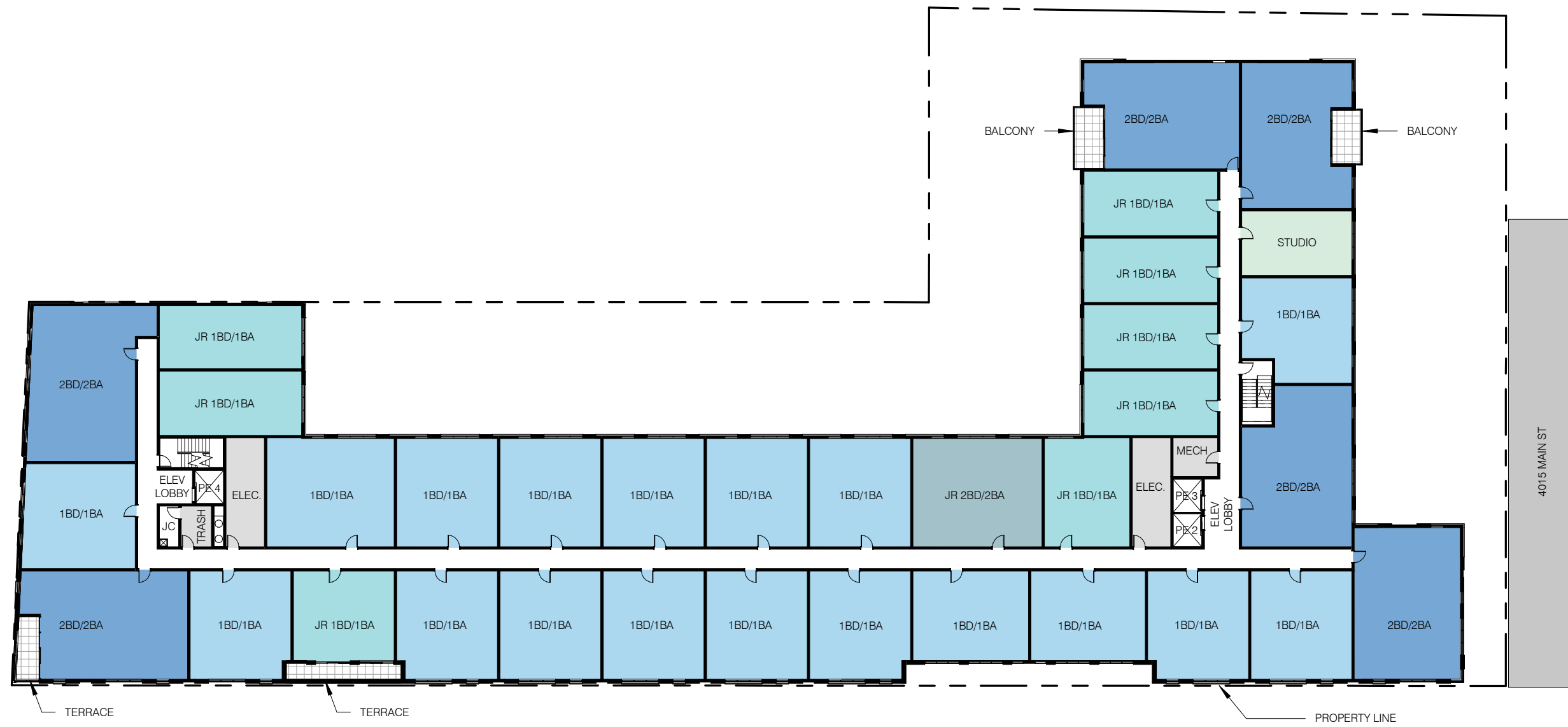


--- PROPOSED SETBACK

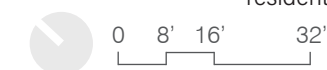


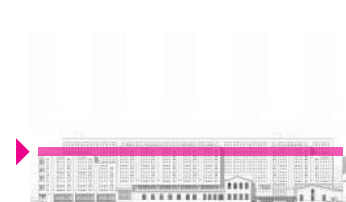
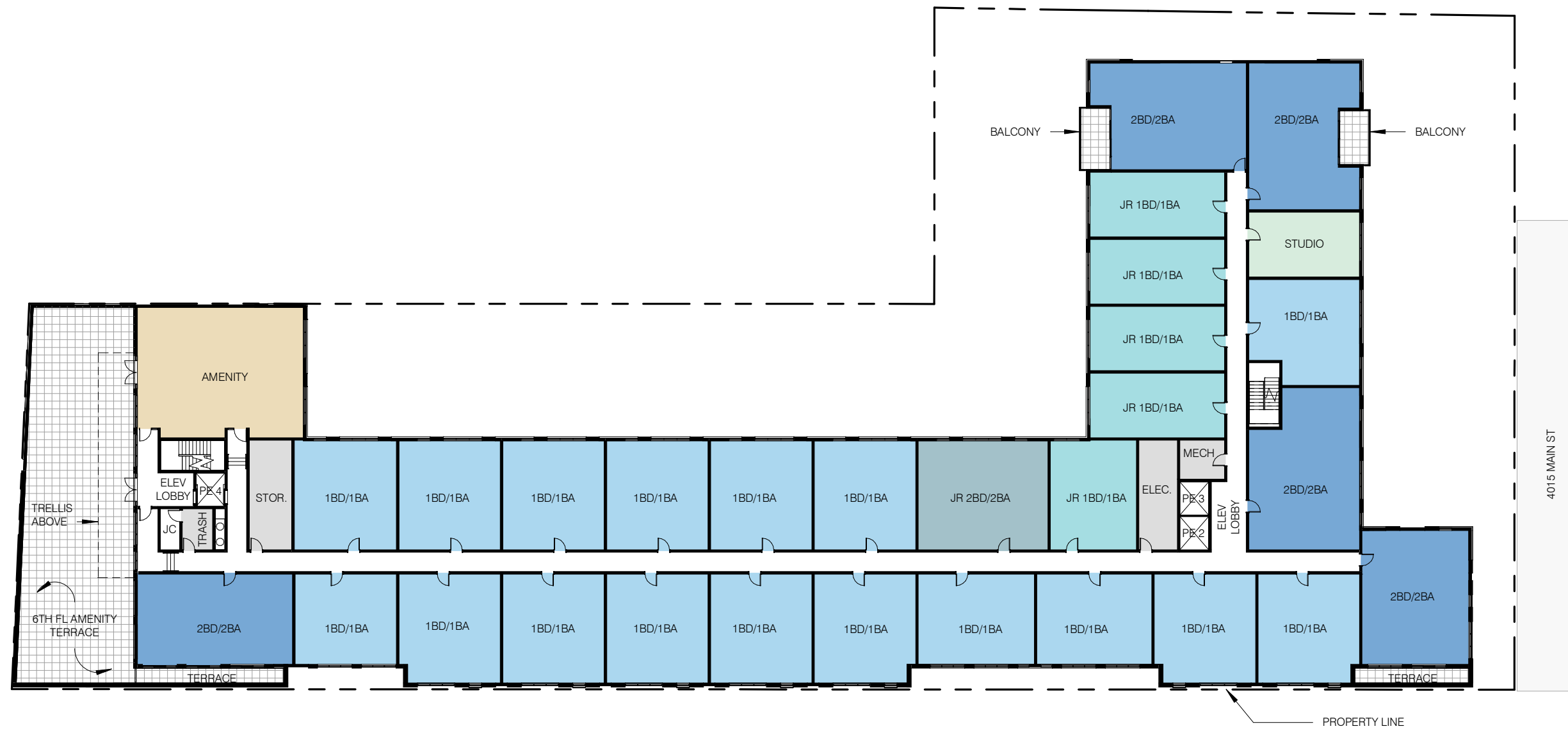
FLOOR 4
residential



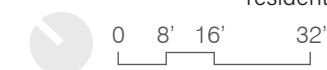


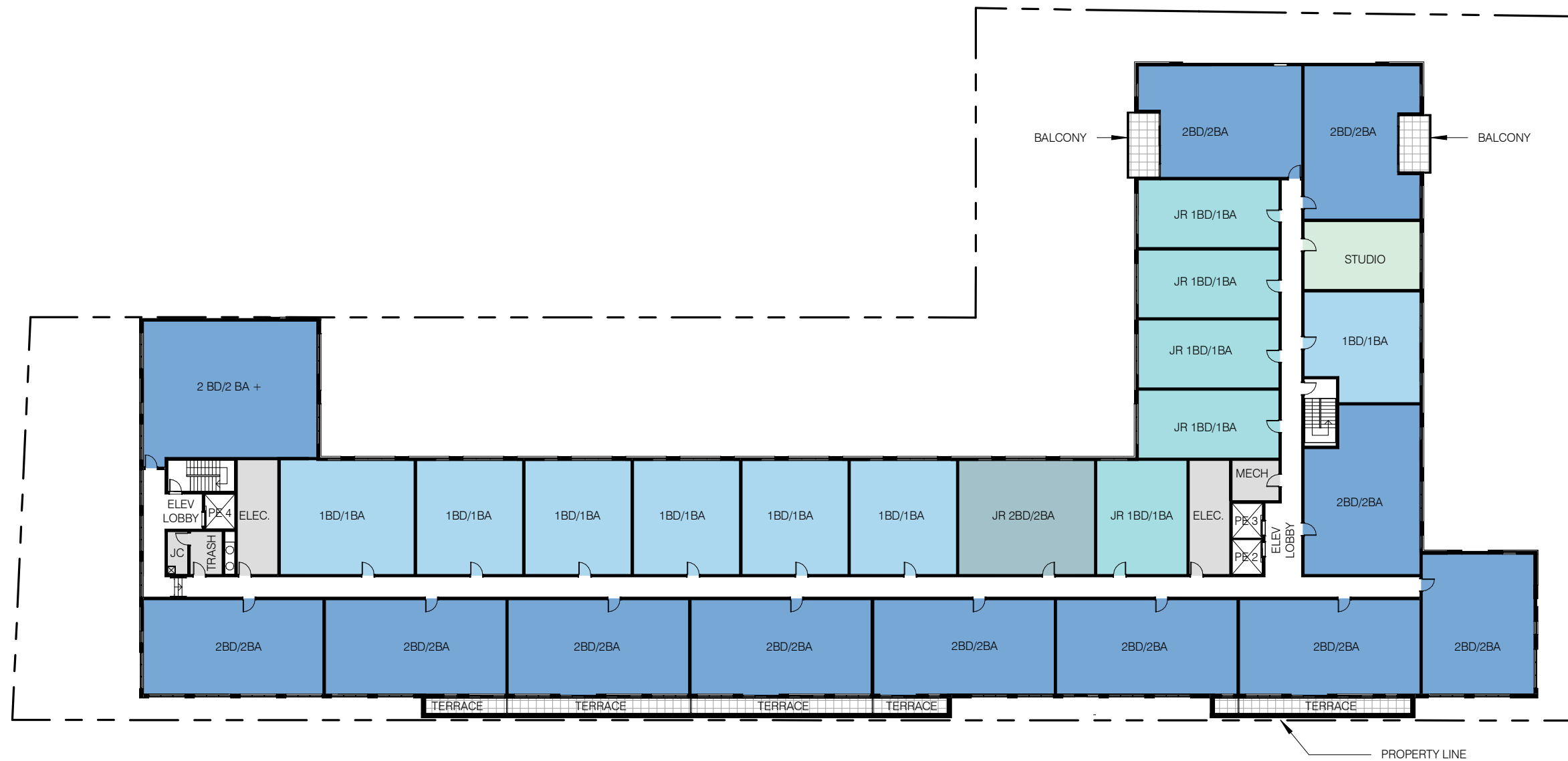
FLOOR 5
residential



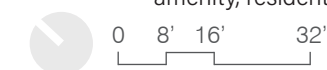


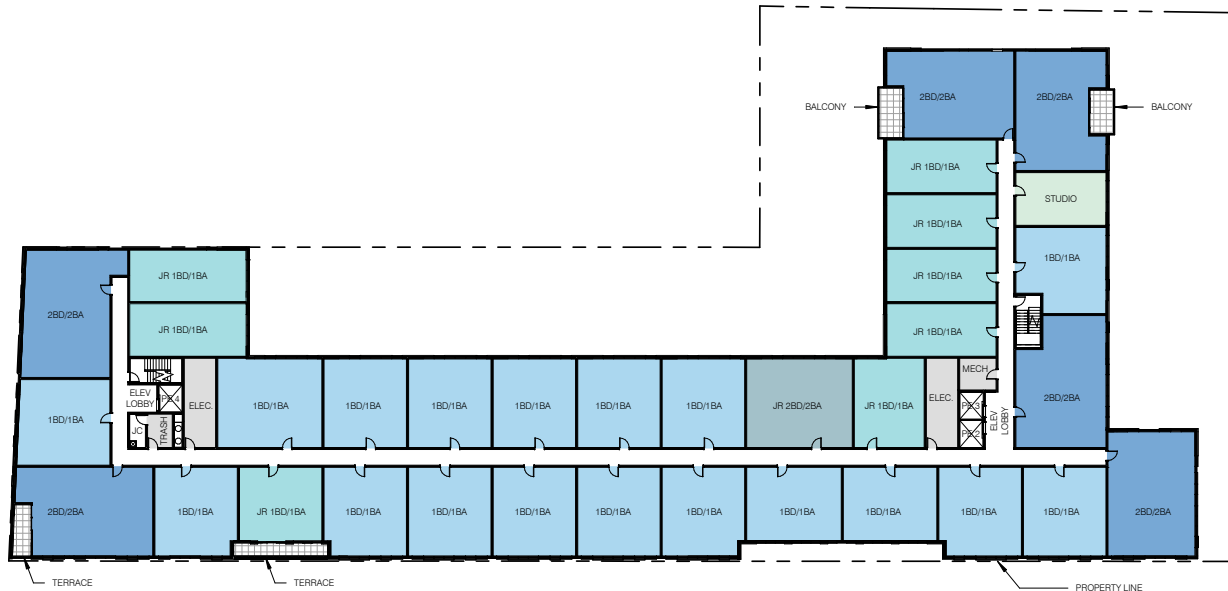
FLOOR 6
residential



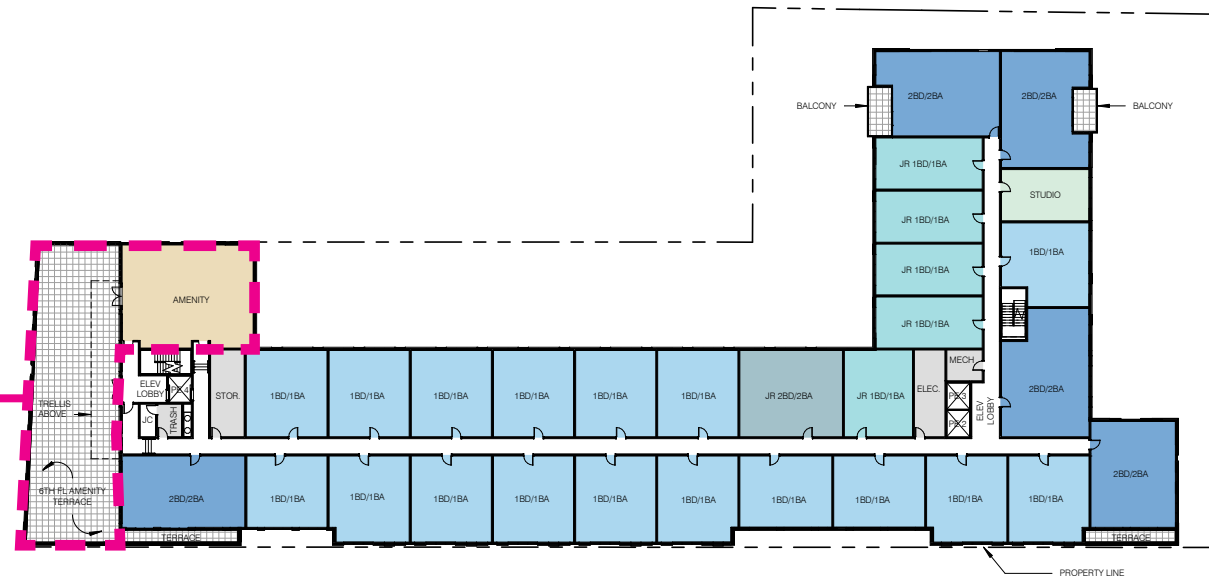


FLOOR 7
amenity, residential





TYPICAL FLOOR: 34 UNITS



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

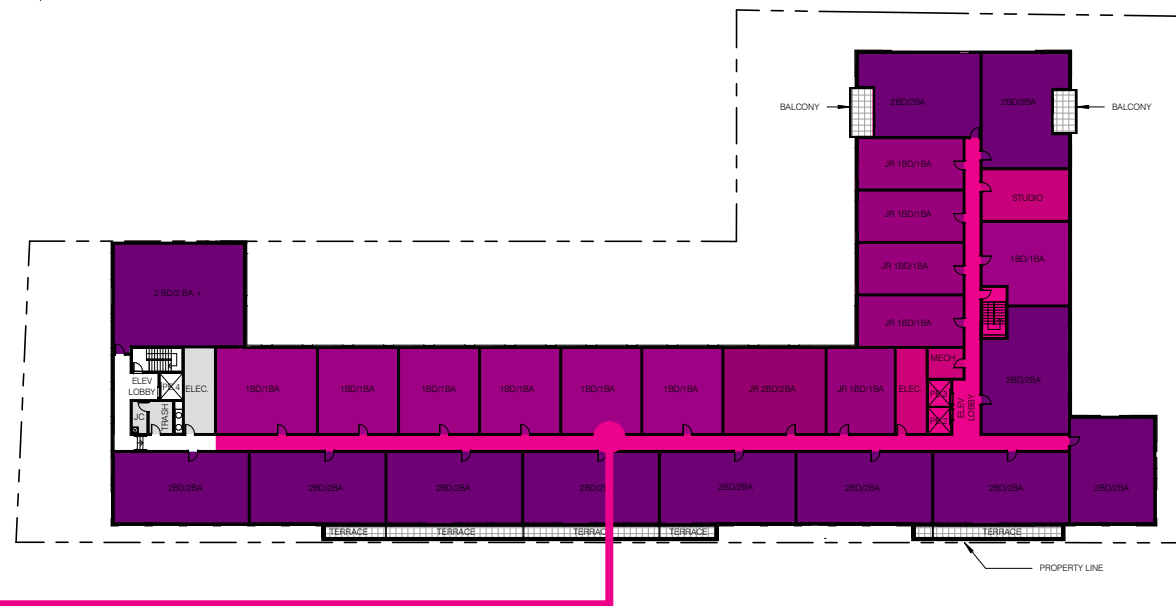


SECOND FLOOR: 9 UNITS [34 UNITS (TYPICAL) - 25 UNITS]

-25 UNITS

-30 UNITS

+26 UNITS



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



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

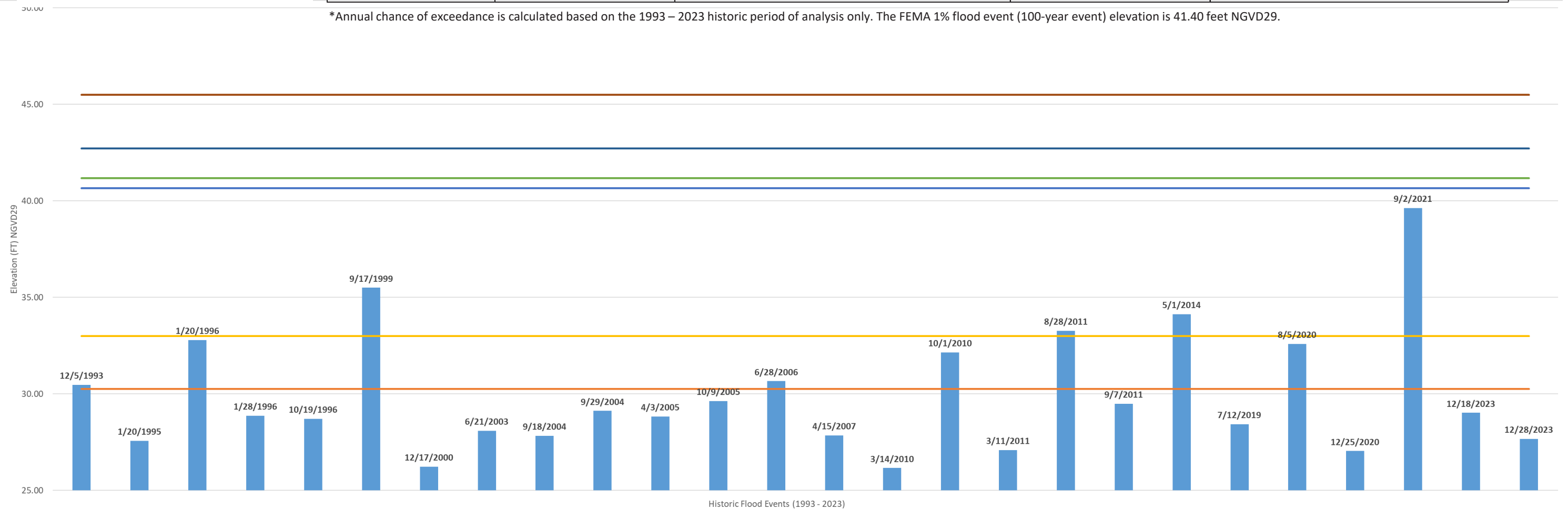


Historic Flood Probabilities

- 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%

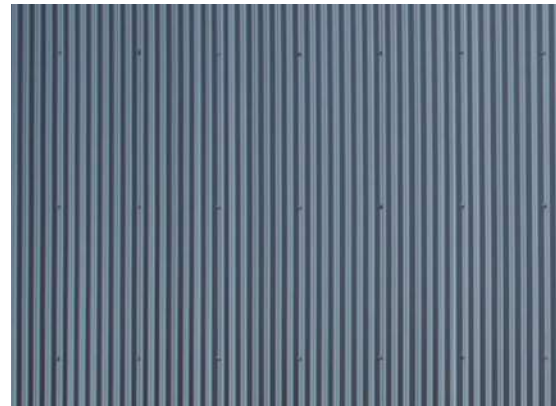
*Annual chance of exceedance is calculated based on the 1993 – 2023 historic period of analysis only. The FEMA 1% flood event (100-year event) elevation is 41.40 feet NGVD29.



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



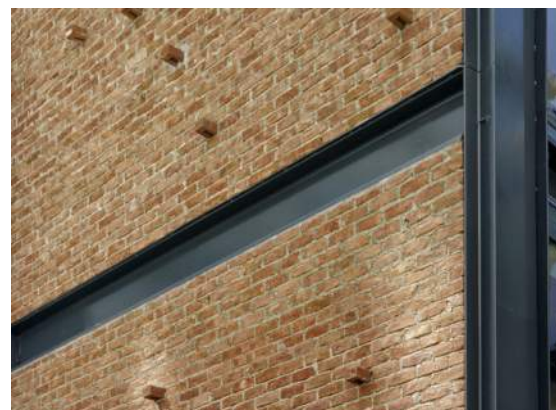
9 Overhead Doors



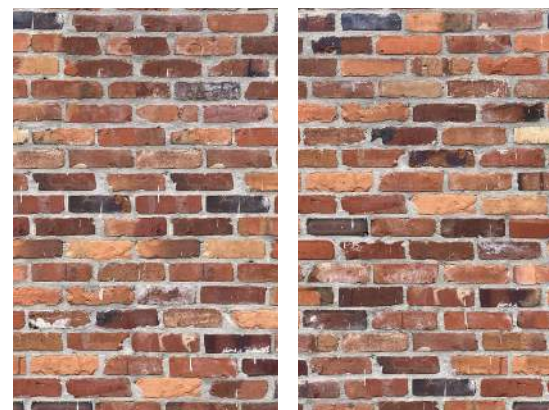
10 Trellis Fence



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



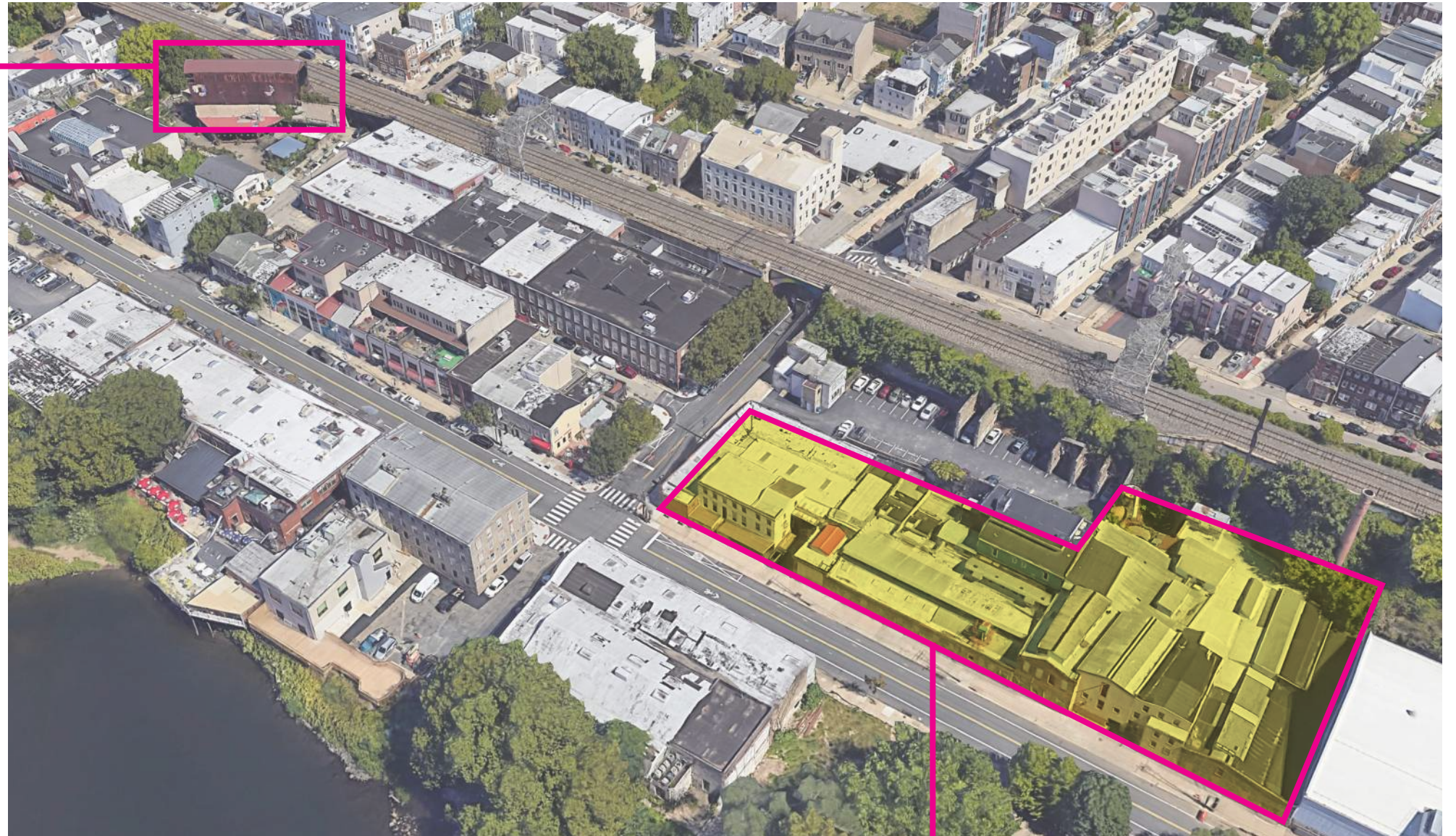
Main Street Elevation Perspective



Shurs Lane Elevation Perspective



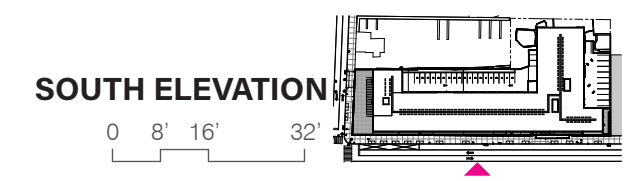
Corrugated Metal Siding at Nearby Rail Spur



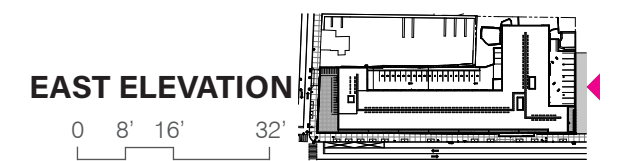
Proposed Char Brown Corrugated Metal Siding (BOD ATAS)



- 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



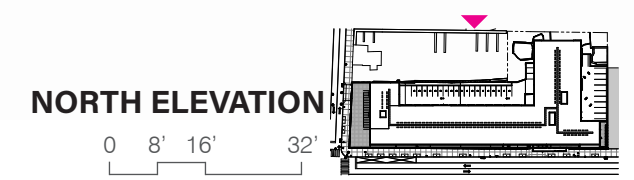
Vertical Corrugated Metal Siding 2

10 Trellis Fence

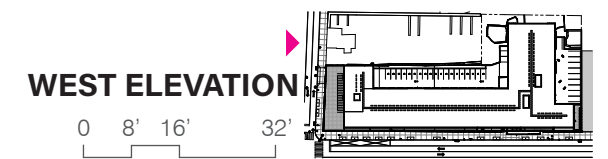
Accent Color Metal Surround 3

14 New Brick to match Existing

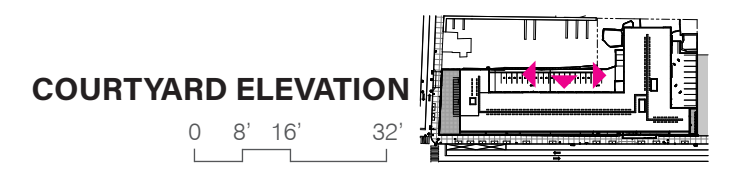
Metal Clad Windows 4



- 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**

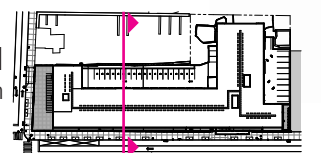


- 1 Residential Units
- 2 Residential Amenities
- 3 Vertical Circulation & Mechanical Space
- 4 Elevator Lobby
- 5 Residential Corridor
- 6 Parking
- 7 Utility



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

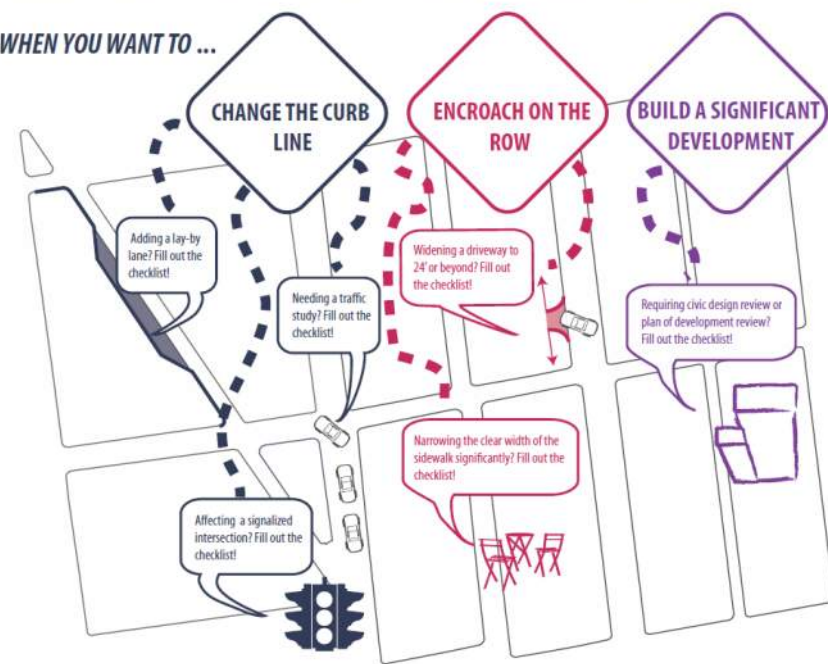
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards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

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GENERAL PROJECT INFORMATION

- PROJECT NAME
4045-61 Main Street
- DATE
1/28/2025
- APPLICANT NAME
Urban Conversions
- APPLICANT CONTACT INFORMATION
1900 Market Street, 8th Floor, Phila, 19103
- 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.

- 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

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

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PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<u>Shurs</u>	<u>12 / 12 / 12</u>	<u>12 / 12</u>
<u>Main</u>	<u>13 / 13 / 13</u>	<u>13 / 13</u>
_____	_____ / _____ / _____	_____ / _____
_____	_____ / _____ / _____	_____ / _____

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

STREET FRONTAGE	WALKING ZONE
	Required / Existing / Proposed
<u>Shurs</u>	<u>6 / 6 / 6</u>
<u>Main</u>	<u>6.5 / 11 / 6.5</u>
_____	_____ / _____ / _____
_____	_____ / _____ / _____

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

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<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

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PEDESTRIAN COMPONENT (continued)

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

DEPARTMENTAL APPROVAL

YES NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: 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:

COMPLETE STREETS HANDBOOK CHECKLIST

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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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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. Tree Pits extended to 10' in length. Bike Racks added along Main Street (15 spaces). 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:

COMPLETE STREETS HANDBOOK CHECKLIST

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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 Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET 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)

	YES	NO	N/A	DEPARTMENTAL APPROVAL	
28. Does the design limit conflict among transportation modes along the curb?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		YES <input type="checkbox"/>	NO <input type="checkbox"/>
29. Does the design connect transit stops to the surrounding pedestrian network and destinations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
30. Does the design provide a buffer between the roadway and pedestrian traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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:

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VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

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

	YES	NO	N/A	DEPARTMENTAL APPROVAL	
33. What is the maximum AASHTO design vehicle being accommodated by the design? <u>SU-30</u>				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.	<input type="checkbox"/>	<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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		YES <input type="checkbox"/>	NO <input type="checkbox"/>
36. Does the design maintain emergency vehicle access?	<input checked="" type="checkbox"/>	<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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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?	<input checked="" type="checkbox"/>	<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)

	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	DEPARTMENTAL APPROVAL	
40. Does the design incorporate windows, storefronts, and other active uses facing the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	DEPARTMENTAL APPROVAL	
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings? <i>If yes, City Plan Action may be required.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?				YES <input type="checkbox"/>	NO <input type="checkbox"/>
▪ Marked Crosswalks	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: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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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 proposed project has been designed to not just exceed both FEMA and Philadelphia's requirements, it has been designed to also exceed the New York City building code's requirements and the New Jersey inland flooding requirements. The proposal has been designed with the first occupied floor at 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.
- » An Evacuation Plan will be developed with the Management Company.
- » Occupied Space, including commercial, can't be located in the flood plain.

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.
- » Through the Historical Commission Process, we reduced the massing with set backs.

ENERGY

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

