

ADDRESS: 2000-24 ARCH ST

Proposal: Relocate gas station to Aviator Park

Review Requested: Final Approval

Owner: 2000 Arch Associates LP

Applicant: Becky Sell, Ascent

History: 1930; Gulf Gasoline Station

Individual Designation: 8/6/1981

District Designation: None

Staff Contact: Jon Farnham, jon.farnham@phila.gov

OVERVIEW: This application proposes to relocate an historic Gulf gas station that stands along the west side of 20th Street, south of Arch Street. The gas station is the only historic resource on the property at 2000-24 Arch Street, which was designated in 1981. The very large lot was used as a car rental facility for many years. When the facility closed, the non-historic buildings at the site were demolished. With the exception of the gas station, which is located at the edge of the site high above the remainder of the site at a different grade, the lot is now dedicated to surface parking. The new owner plans to redevelop the site.

Section 14-203(88) of the preservation ordinance indicates that the removal of a building from its site is considered a demolition in the legal sense. Therefore, owing to the limitations of approvals of demolitions at Section 14-1005(6)(d) in the preservation ordinance, the Historical Commission may approve this application only after finding that there is no feasible reuse for the building and/or that the relocation is necessary in the public interest.

The small gas station was constructed in 1930 and has been vacant and unused for many decades. The building is in poor condition. A former owner of the property sought the Historical Commission's approval to demolish the building in the mid 1980s. The Historical Commission worked with the owner for several years seeking a new site for the small building. The building was unsuccessfully offered to Gulf, the Smithsonian Institute, Henry Ford Museum in Michigan, SEPTA, and the Fairmount Park Commission. Although some potential relocation sites were identified, for example at a recycling center in Fairmount Park, moving the building more than a short distance was ultimately deemed infeasible, owing to obstacles including bridges, underpasses, and utility lines. Eventually, in 1988, after exhausting options for relocation, the Historical Commission approved the demolition of the building, provided the owner continued to seek a relocation site until it was demolished. Despite the approval, the building was not demolished, and it stands today at its original site.

The current plan calls for moving the building two blocks to the north, to Aviator Park at Logan Circle, where it would be held under the auspices of the Department of Parks and Recreation. The rehabilitation of the building for its new use as a park amenity will be proposed in a subsequent application in a later phase of the project. The application claims that the relocation is necessary in the public interest, in that it would ensure the preservation of the historic resource while providing for its use and appreciation by the public. In addition, decades of failed attempts to find a reuse for this building have demonstrated that its reuse is not feasible in its current location.

STAFF RECOMMENDATION: Approval, with the staff to review details, pursuant to Section 14-1005(6)(d) of the preservation ordinance; the building has no feasible reuse in its current location; the relocation is necessary in the public interest for the preservation and adaptive reuse of the historic resource.



30 S. 15th Street, Suite 800
Philadelphia, PA 19102
267-606-3531
JDarras@AscentResto.com

April 13, 2021

Dr. Jon Farnham, Executive Director
1515 Arch Street, 13th Floor
Philadelphia, PA 19102
E: Jon.Farnham@phila.gov

**Re: Gas Station Relocation – Philadelphia Historical Commission (PHC) Application
2000 Arch Street, Philadelphia, PA**

We submit this application on behalf of our client and property owner Parkway Corporation to request approval for the relocation of the former Gulf Refining Company Service Station situated at 2000 Arch Street, Philadelphia, PA to Aviator Park and transfer ownership and custodianship to the Philadelphia Parks and Recreation Department.

Building Description

The existing gas station is a one-story structure and approximately 10' by 24' in plan. It was designed in the Prairie Style architecture for Gulf Refining Company and was constructed in 1930. The exterior façade is clad in multitone brick and features Spanish terra cotta tile pent eaves and keyhole arch over the center door entrance. The soffit of the pent eaves was once fully illuminated with a continuous row of individual filament light bulbs. The metal light fixtures panels remain at the inside face of the soffit.

History and Context

The first purpose-built, drive-in gas station was opened by the Gulf Refining Company in Pittsburgh, Pennsylvania in 1913 (Photo 1). It was an octagonal pagoda style building with a large pent eave overhang, Spanish terra cotta tiles, and bulb-lit signage. Shortly afterward, Gulf built another nearly identical station in West Philadelphia at 33rd and Chestnut Streets (Photo 2). Then in 1916, high demand at the West Philadelphia station propelled Gulf to open yet another station at N. Broad Street and Hunting Park Avenue (Photo 3). As the demand for gasoline consumption quadrupled by 1929, so did the number of service stations across North America. Oil companies competed by marketing not only services like free maps, but also by branding through notable architectural styles in order to visually identify the company and draw the consumer. In the late 1920s and early 1930s, Gulf Oil developed a signature style of service station like that of 2000 Arch Street. Variations of this design were constructed at Gulf Oil service station locations throughout the United States. Similar examples remaining today

can be found in Texas, Arkansas, Tennessee, Kentucky, Mississippi, and Alabama to name a few (Photos 4 – 11).

During the height of the conversion away from street-side filling stations to drive-up service stations, the Gulf service station at 2000 Arch Street was strategically placed in a dense grid of 19th-century residential rowhouses. It occupied a lot at the end of a row along Arch Street where only a year prior stood the [Jacob C.] Kahn Building; a cast-in-place concrete 8-story office building that was erected in 1922. Kahn made a deal to lease the lot to Gulf Oil and tore down his namesake building 1929 in order to make way for the new drive-up service station (Fig. 1 & 2). The east side of lot fronted what was once a narrow 20th Street making the location ideal for a small neighborhood service station (Photo 12). Across the railroad tracks to the south were blocks of light industrial buildings blended with rowhouses that are part of what is known today as the Rittenhouse-Fitler Historic District (Fig. 3).

As the decades progressed and the urban landscape of commercial downtown center city Philadelphia expanded, so did the context that surrounded the service station (Fig. 4). By 1962, the continuity of neighborhood rowhouses that bordered the service station lot had been broken up by sweeping demolitions and land clearings for parking lots and once residential homes were converted or redeveloped for various commercial uses (Fig. 5). It was also in this year that the city of Philadelphia identified the service station lot for a potential fire station that would require demolition of the building. By the early 1970s, skyscrapers and multi-story commercial office buildings that were once largely east of City Hall had engulfed and overshadowed the small neighborhood service station (Photos 13 – 14). In 1974, the service station closed and was again threatened by demolition to make way for a 21-story hotel. Previously nestled on a small corner in a residential neighborhood, the service station now remains vacant and alone surrounded by a surface parking lot as it has for over 50 years and no longer contributes to the historical context in which it was originally constructed (Fig. 6).

In 1981, the building was listed on the Philadelphia Register of Historic Places at the same time there was a proposal to alter the structure for a take-out hot dog stand with service window (Photos 15 – 16).

During the mid-1980s, a developer known as the Linpro Company consolidated the lots extending from 2000 to 2018 Arch Street with plans for a multi-story commercial office building (Photos 17 – 18). Correspondence in the Philadelphia Historical Commission (PHC) files document the good faith efforts that were made by Linpro to donate the building to Cumberland Farms (owner of Gulf Oil properties), Fotomat Corporation, Henry Ford Museum, Midstates Equipment Service Inc., and SEPTA; all of which declined offer. The Fairmount Park Commission expressed interest to reuse the building as a check-in booth at their recycling center located six miles away up highway Route 76 on the west side of the Schuylkill River in a remote area of Fairmount Park. However, studies of potential routes, stabilization requirements during the move, interruption to city utilities, mover liability, and expense determined that the relocation would be infeasible. Therefore, in 1988 the building was



conditionally approved by PHC for demolition, though plans to redevelop the site were subsequently abandoned by the Linpro Company.

In 2014, Parkway Corporation purchased the 32,000 square foot lot containing the former gas station building and continued its use as grade-level parking. Parkway now intends to develop a multi-story commercial office building on the site. Unable to incorporate the gas station into the new development, Parkway Corporation has successfully secured an agreement with the Philadelphia Parks and Recreation Department to relocate the gas station to Aviator Park at 200 N. 19th Street; a public park two blocks from the existing site and directly across from the Franklin Institute. Ownership and custodianship of the building would transfer to the Philadelphia Parks and Recreation Department with the relocation.

The gas station at 2000 Arch Street does not have a feasible reuse in its current location. It has remained vacant and unused for over 50 years without interest or proposals for reuse since 1981. Due to long term vacancy, the building has continued to slowly deteriorate and been subjected to vandalism, break-ins, and trespassing. In an effort to prevent repeated intrusions, window and door openings were boarded and public access to the rear west elevation was blocked by the installation of temporary wooden walls. The building was threatened by a fire in the 1990s that resulted in the loss of the west portion of the pent eave and roofing. This portion of the roof framing was replaced and covered with asphalt shingles. Environmental testing determined that materials in the building contain asbestos and existing paint contains lead and requires abatement.

The Parkway Corporation and the Philadelphia Parks and Recreation Department have now secured a feasible opportunity for the building to be relocated to a visible public park with high pedestrian traffic, just two blocks from its original location. Visitors to the Franklin Institute, Barnes Foundation, Free Library, Logan Square, the Basilica, and Academy of Natural Sciences, as well as students and faculty of Moore College of Art & Design would all be within one block or less of the future site. This move will ensure its preservation, maintenance, interpretation, and reuse for generations to come. The relocation is therefore necessary in the public interest and in the best interest of the building's long-term preservation. The enclosed existing and proposed site plans show the approximate location and general massing of the building at the site once it is relocated.

Case Study

While the 2000 Arch Street Gulf Service Station is emphatically a unique artifact of the 1930s service station in Philadelphia, an almost identical twin stands in Athens, Alabama with a strikingly similar history (Photo 9). Constructed in 1933, the Newby Gulf Station was one of the first full-service gas stations in the state. Its design nearly matches that of 2000 Arch Street, though it appears to have lost its Spanish terra cotta tiles at the eaves. Once situated at a main north and southbound junction in downtown Athens, the service station was a hub for passing vehicular traffic and the attached College Inn restaurant was considered the epicenter

for social and family gatherings. Eventually, the highway was relocated directing traffic away from the area. The gas station shut down in the 1990s and lot was sold in 2003. Recognizing the building's historic significance, the new owners donated it to the City of Athens. In turn, the city acquired grants and allocated funds to relocate the building to a public park in the downtown. The old service station and its attached restaurant wing were subsequently restored and are currently used as a museum interpreting 1930s through 1950s Americana (Photos 10 – 11).

Existing Conditions

The existing service station building is in generally fair condition despite its years of vacancy. The brick walls, steel lintels, and cast stone elements appear to be sound and in serviceable condition with typical maintenance deficiencies. However, the pent eave overhang, while generally intact, is beginning to significantly deteriorate. The plaster coffers have failed at localized areas, coating at the soffit and fascia is peeling, internal cornice framing has deteriorated due to on-going water infiltration and exposure at each corner, the southwest corner of the pressed metal cornice is displaced, and section loss and surface corrosion was observed at pressed metal elements. The Spanish terra cotta roof tiles appear to be in sound condition at the north, east, and south elevations, with localized displacement over the east doorway. The west slope of the pent eave was reportedly lost due to a previous fire and replaced with asphalt shingles (Photos 19 – 22).

On February 24 and 26, 2021, Ascent visually reviewed the exterior façade and roof locations from the ground using a UAS Drone and observed the following deficiencies. The enclosed annotated elevations identify specific conditions observed during the course of our review:

Pent Eave

- Openings, section loss, and displacement of corners at pent eave cornice on all elevations. It appears that wood framing that supports the pressed metal cornice has failed (Photos 23 – 27).
- Localized failure of plaster at coffers in the pent eave soffit at the south and west elevations (Photos 28 - 31).
- Localized section loss of light fixture face plate at west elevation (Photo 31).
- Failed coating and surface corrosion at pressed metal elements at soffit and fascia of pent eave at all elevations (Photo 32).

Masonry and Steel

- General surface erosion at brick face. According to historic photographs, it appears that some time between 1934 and 1970 the exterior brick face was coated with white paint, which was subsequently removed between 1970 and 1984. The process of paint removal is unknown; however, the surface of brick appears to be roughened and has lost

its fire skin and mortar joints are highly recessed. These conditions are indications that the paint removal process may have involved a high-pressure wash that exceeded the recommended maximum water pressure for historic brick surfaces (Photos 33 - 35).

- General deterioration of mortar joints in brick. It appears that approximately 50% - 60% of mortar joints in brick have failed and that 90% - 100% of mortar joints in brick are recessed beyond their intended original profile depth (Photos 33 - 35).
- Spalled cast stone capitals at the north and south elevations (Photos 36 - 37).
- Missing brick at the south elevation (Photo 38).
- Deterioration of mortar joints at cast stone sills and capitals (Photos 39 - 40).
- General deterioration of sky-facing joints in cast stone coping (Photo 41).
- Failed coating and surface corrosion at steel lintels at all elevations (Photos 42 - 44).

Roof Elements

- Failed paint at Spanish terra cotta tiles. It appears that the original green terra cotta roof tiles were painted orange. This orange paint has failed (Photos 45 - 47).
- Loose and displaced Spanish terra cotta tiles at east elevation (Photo 48).
- Biological growth at the topside of EPDM at flat roof (Photo 49).
- West roof was previously replaced with asphalt shingles reportedly due to a fire in the 1990s (Photo 50).

Relocation Contractor and Description

The process of historic building relocation requires the expertise of a contractor specializing in building lifting. Parkway Corporation invited proposals from over four companies in the tristate area. After review of the scope of work, W.A. Building Movers & Contractors was ultimately selected to perform the relocation services. W.A. Building Movers & Contractors is a full-service construction and rigging company that has served the New Jersey, Connecticut, and Pennsylvania areas over 100 years of combined expertise. W.A. moves over 100 buildings annually. They visited the site, understand the challenges, and provided the most comprehensive relocation plan in coordination with Ascent to safely transport the building. The following is a step-by-step description of building and site preparations, building stabilization, selective dismantling, and relocation:

Existing Site Preparation:

- Existing building abatement
 - Asbestos materials per attached report
 - Lead paint per attached report
- Remove existing planters, plants, and wood perimeter
- Parking lot staging and secure access area
- Remove concrete aprons at east and west elevations to provide access to existing slab
- Procure all permits for building, demolition, street closure, police detail, traffic light relocations



New Site Preparation:

- Design/build new foundation to receive building and building elements
- Secure work areas as new site of safe pedestrian flow during preparation and relocation
- Remove existing trees, garden wall, and existing pavers
- Install new foundation with required utilities (i.e., water, sewer, electrical, gas, and fire safety services)

Building Preparation and Stabilization:

- Dismantle, catalogue, and salvage existing pent eave, pressed metal light fixtures, soffit, and cornice, and terra cotta tile roofing.
- Install wood blocking existing door and window openings.
- Install tensioned cables wrapped at exterior corners of building.

Building Relocation:

- Machine and manual excavation to accept jacking equipment and steel.
- Set steel under the building.
- Jack building to required height to accept moving equipment.
- Place truck and custom trailer under building and load in preparation for transport.
- Transport structure northbound on N. 20th Street for approximately 2.5 blocks to new site.
- Move structure from trailer and place on crib points and steel. Steel will remain under structure until suitable foundation is complete.

On behalf of our client and our firm, thank you for your consideration of this proposal. We look forward to presenting our proposal at the upcoming Architectural Committee meeting on April 27, 2021.

BECKY H. SELL, *Vice President*

E: BSell@AscentResto.com

Enclosures:

- *Figures 1 – 6*
- *Photographs 1 – 50*



- *Annotated Existing Building Elevations*
- *Existing Site Plan of Aviator Park*
- *Proposed Site Plan of Aviator Park*
- *Department of Parks and Recreation Letter*
- *Mover Contractor Profile*
- *Contractor Relocation Description*
- *Asbestos Laboratory Testing Report; June 24, 2019*
- *Lead Laboratory Testing Report; June 24, 2019*

- *PHC File Documents:*
 - o *PHC letter regarding demo application submission; September 16, 1986*
 - o *Linpro letter to withdraw demo application; September 25, 1986*
 - o *Letter of donation request to Cumberland Farms; July 2, 1987*
 - o *Letter of donation request to SEPTA; July 9, 1987*
 - o *Various letters of rejection of donation acceptance; 1987*
 - o *PHC Correspondence to accept relocation proposal; September 24, 1987*
 - o *Linpro letter to PHC requesting relocation; February 16, 1988*
 - o *Architectural Committee Minutes; March 31, 1988*
 - o *Summary of Architectural Committee Meeting; April 7, 1988*
 - o *Historical Commission Minutes; April 13, 1988*
 - o *Building Permit Application for demolition approved; June 16, 1988*
 - o *PHC Letter requesting continued efforts to relocate the building; June 16, 1988*



Application for Construction Permit

Use this application to obtain permits for a residential or commercial construction proposal.
Mechanical / Fuel Gas, Electrical, Plumbing, and Fire Suppression trade details are found on page 2.

Address Identify the location of work for the permit(s). If the activity will take place in a specific building, tenant space, floor level, or suite, note that detail in the 'Specific Location' field. If applicable, list PR #.	1	2000-24 Arch Street, Philadelphia, PA 19103 <u>Parcel Address</u> West side of the 10 Block N. 20th Street <u>Specific Location</u> <input type="checkbox"/> Check box if this application is part of a project and provide project number: PR- 2 0
Applicant Identify how you are associated with the property. Licensed professionals include design professionals, attorneys, and expeditors. A tradesperson must have an active Philadelphia license for their trade or hold a PA Home Improvement Contractor Registration.	2	I am the: <input type="checkbox"/> Property Owner <input type="checkbox"/> Tenant <input type="checkbox"/> Equitable Owner <input checked="" type="checkbox"/> Licensed Professional or Tradesperson Becky H Sell <u>Company</u> Ascent <u>Name</u> 30 S. 15th Street, Suite 800, Philadelphia, PA 19102 <u>Address</u> bsell@ascentresto.com <u>Email</u> 2 1 5 7 0 1 3 8 6 0 <u>Phone</u>
Property Owner Identify the deeded property owner. If there was a recent change of ownership, documentation such as a deed or settlement sheet will be required.	3	2000 Arch Associates LP <input type="checkbox"/> Check box if new owner is being listed <u>Name</u> 150 N. Broad Street, Philadelphia, Pa 19102 <u>Address</u> bwilkins@parkwaycorp.com <u>Email</u> 2 1 5 9 2 3 4 5 0 7 <u>Phone</u>
Design Professional in Responsible Charge Identify the PA- licensed design professional who is legally responsible.	4	<u>Name</u> <u>Firm</u> <u>PA License #</u> <u>Phila. Commercial Activity License #</u> <u>Email</u> <u>Phone</u>
Project Scope Use this section to provide project details; all fields are mandatory. (a) Choose the proposed occupancy of the entire building. If not one- or two-family, provide a description of group(s) per code. (b) Identify if the project will be new construction, an addition, or interior/exterior alterations. (c) List the site area that will be disturbed by construction, if any. Enter 'zero' if no disturbance. (d) Note the new floor area created, including basements, cellars, and occupiable roofs. Where existing areas will be altered, list those areas separately. (e) State the number of new or affected stories. (f) Provide a detailed description of the work proposed. (g) Select all conditions that apply to this project (if any).	5	(a) Occupancy <input type="checkbox"/> Single-Family <input type="checkbox"/> Two-Family <input type="checkbox"/> Other, please describe: _____ (b) Scope of Work <input type="checkbox"/> New Construction <input type="checkbox"/> Addition and/or Alteration <input type="checkbox"/> Shell (No Fit Out) – Option for Commercial Permits Only (c) Earth Disturbance <u>Area of Earth Disturbance</u> (Sq. Ft.) (d) Building Floor Areas <u>New Floor Area</u> (Sq. Ft.) <u>Existing Altered Area</u> (Sq. Ft.) (e) Number of Stories <u>1</u> (f) Description of Work <u>Relocate gas station to Aviator Park</u> (g) Project Conditions <input checked="" type="checkbox"/> Project Impacts Street/Right-of-Way <input type="checkbox"/> New High Rise <input type="checkbox"/> Green Roof Included <input type="checkbox"/> Modular Construction <input type="checkbox"/> Façade Work <input type="checkbox"/> Initial Fit Out of Newly Constructed Space



Department of Licenses and Inspections

CITY OF PHILADELPHIA

DO NOT MAIL THIS APPLICATION

Job Number: (for office use only)

(PERMIT TYPE PREFIX – YEAR – NUMBER)

Project Details & Contractor Information

(a) Select all disciplines of work for which permits are being requested. If 'Building' is not requested, provide the number of the associated permit that was previously issued (where applicable). If a Zoning Permit was issued for this work, provide the related permit number.

(b) Identify the general contractor and estimated cost of building construction.

(c) Identify the mechanical contractor, estimated cost of mechanical work, equipment type, and quantity as:

- Number of registers/diffusers (separate new/relocated)
- Number of appliances
- Number of Type I / Type II kitchen hoods

Where fuel gas work is included, note the estimated cost of fuel gas work.

(d) Identify the licensed electrical contractor, estimated cost of electrical work, and a registered third-party electrical inspection agency.

(e) Identify the registered master plumber, estimated cost of plumbing work, number of fixtures, and check location of work as:

- Interior
- Exterior Drainage and/or Water Distribution

(f) Identify the licensed fire suppression contractor, estimated cost of fire suppression work, and number of devices:

- Sprinkler Heads (separate new/relocated quantities)
- Standpipes
- Fire Pumps
- Stand-alone Backflow Prevention Devices
- Kitchen Extinguishing Systems
- Hydrants

*ROUGH-IN NOTICE: If you are seeking a rough-in permit, an application for plan review must be submitted already.

(a) Check all that apply:

- ☒ Building ☐ Mechanical & Fuel Gas ☐ Electrical ☐ Plumbing ☐ Fire Suppression

Note: Trades listed below are mandatory for all residential new construction jobs.

RP or CP- 2 0 | | - | | | | | | | | | |

Provide the associated Zoning Permit number for this construction, if applicable: ZP- 2 0 | | - | | | | | | | | | |

(b) General Building Construction Contractor Information

Name _____ Cost of Building Work \$ _____

License Number _____ Phone | | | | | | | | | |

(c) Mechanical/Fuel Gas Work & Contractor Information

Name _____ Cost of Mechanical Work \$ _____

License Number _____ Cost of Fuel Gas Work \$ _____

Equipment Types: ☐ Registers / Diffusers ☐ Appliances ☐ Hoods Phone | | | | | | | | | |

Equipment Detail & Quantities _____

(d) Electrical Work & Contractor Information

- ☐ New Installation ☐ Alteration ☐ *Rough-In

Name _____ Cost of Electrical Work \$ _____

License Number _____ Phone | | | | | | | | | |

Third-Party Inspection Agency Name _____

(e) Plumbing Work & Contractor Information

- ☐ New Installation ☐ Alteration ☐ *Rough-In

Name _____ Cost of Plumbing Work \$ _____

License Number _____ Phone | | | | | | | | | |

Number of Fixtures _____

Check one: ☐ Interior Work ☐ Exterior Building Drainage

☐ Exterior Water Distribution: line size _____ (in.)

(f) Fire Suppression Work & Contractor Information

- ☐ New Installation ☐ Alteration ☐ *Rough-In

Name _____ Cost of Fire Supp. Work \$ _____

License Number _____ Phone | | | | | | | | | |

Sprinkler Heads: _____ Standpipes: _____ Fire Pumps: _____

Commercial Kitchen Systems: _____ Backflow Devices: _____ Hydrants: _____

6

Declaration & Signature

All provisions of the Building Code and other City ordinances will be complied with, whether specified herein or not. Plans approved by the Department form a part of this application. I hereby certify that the statements contained herein are true and correct to the best of my knowledge and belief. I further certify that I am authorized by the owner to make the foregoing application, and that, before I accept my permit for which this application is made, the owner shall be made aware of all conditions of the permit. I understand that if I knowingly make any false statements herein, I am subject to such penalties as may be prescribed by law or ordinance, inclusive of the penalties contained in 18 Pa. C.S. § 4904.

Applicant Signature: B. Sue Date: 04 / 13 / 2021

Referenced Figures and Photographs

Atlases and Aerials



Fig. 1 - 1910 G. W. Bromley Philadelphia Atlas

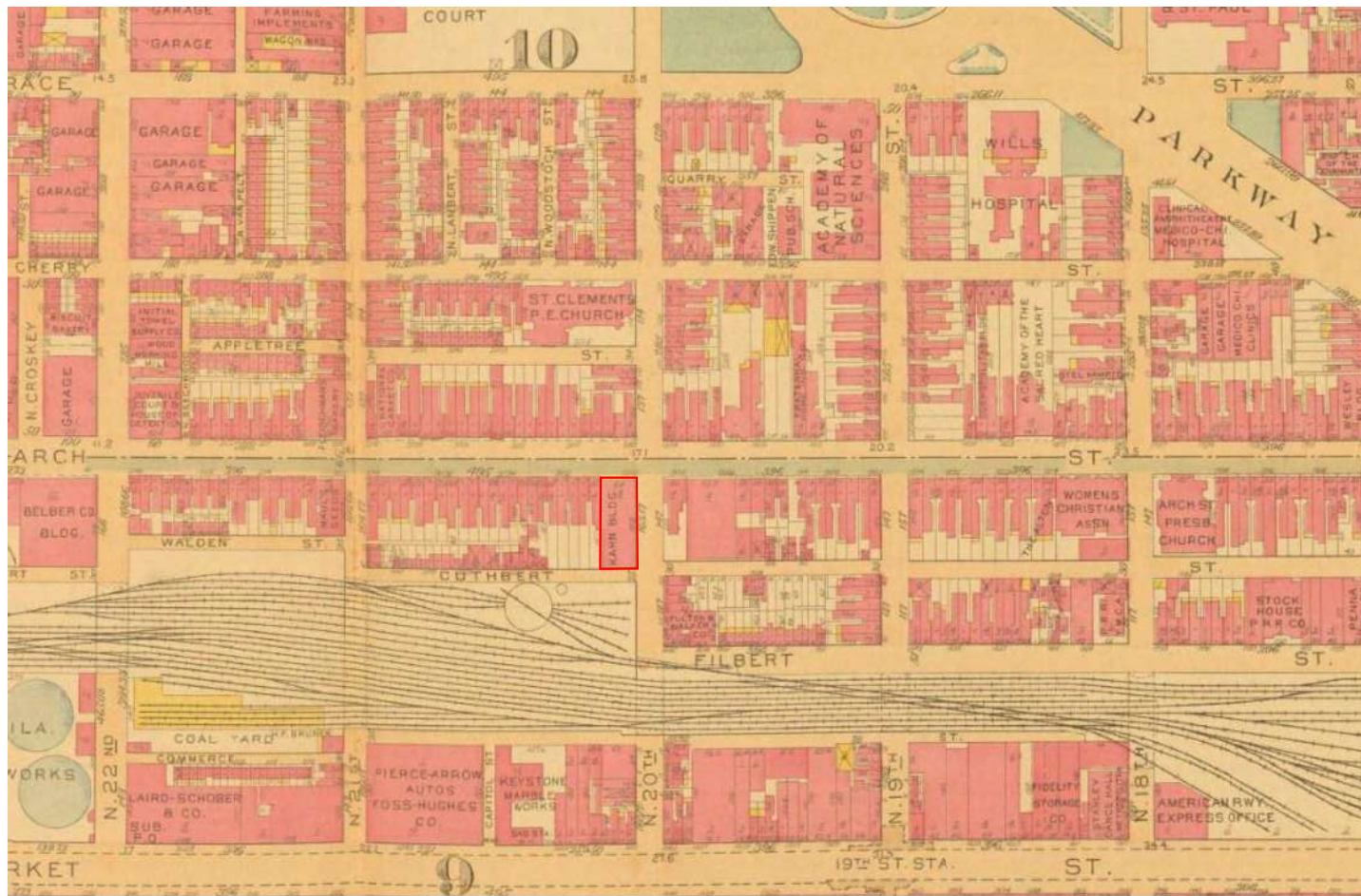


Fig. 2 - 1922 G. W. Bromley and Co. Atlas of the City of Philadelphia

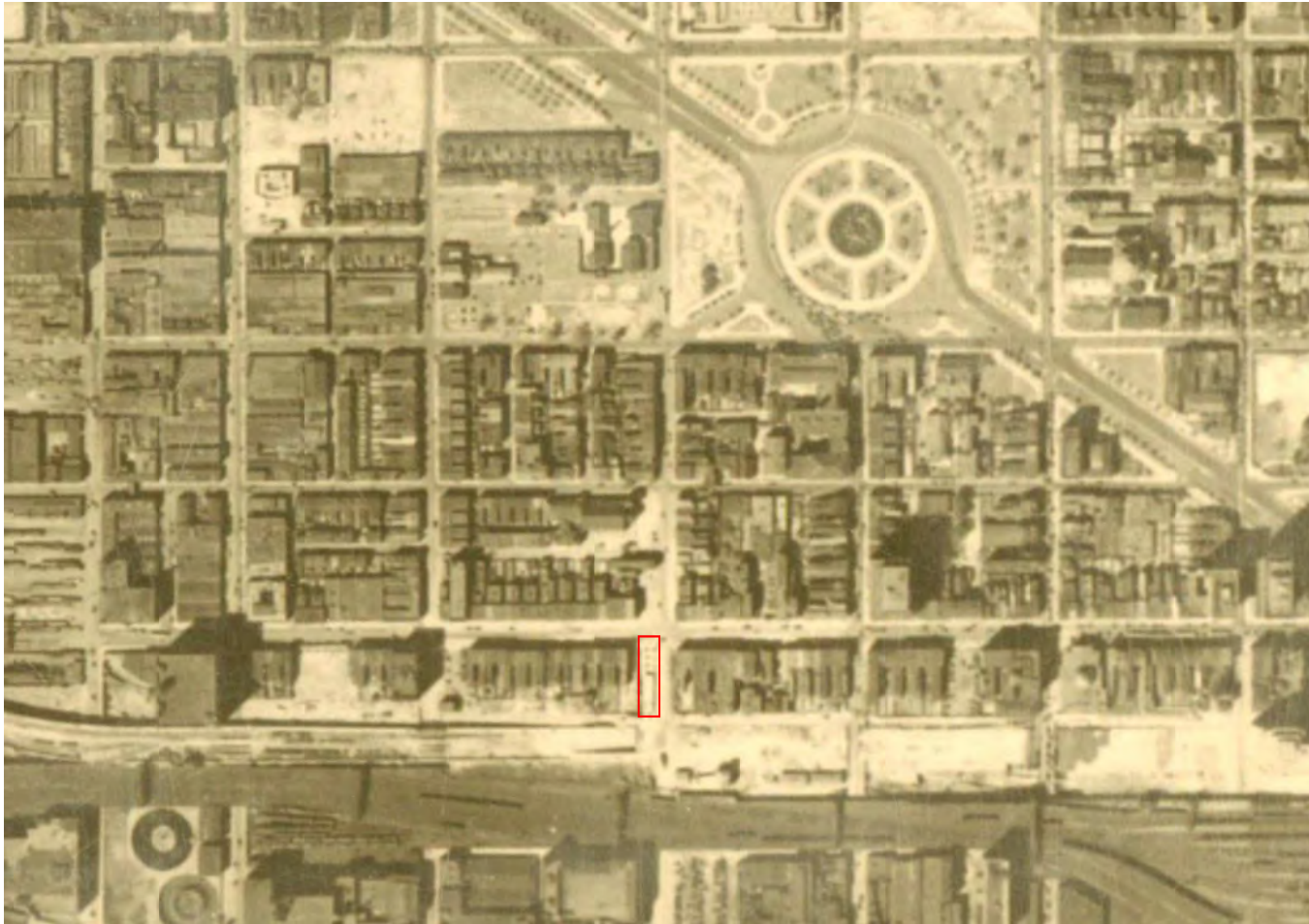


Fig. 3 - 1930 Aerial Survey of Philadelphia - Dallin Aerial Survey Co.

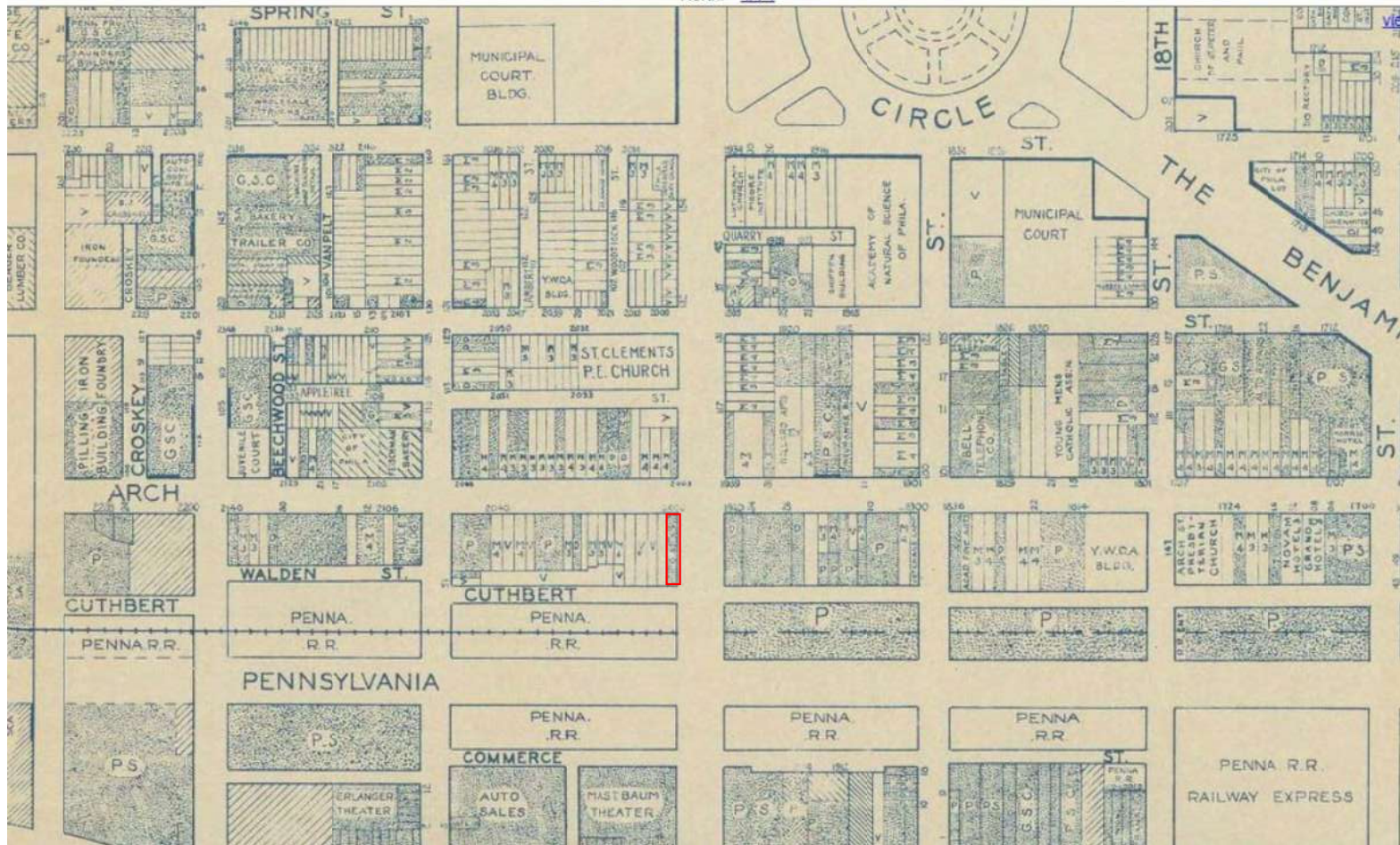


Fig. 4 - 1942 Works Progress Administration Land Use Map



Fig. 5 - 1962 Works Progress Administration Land Use Map

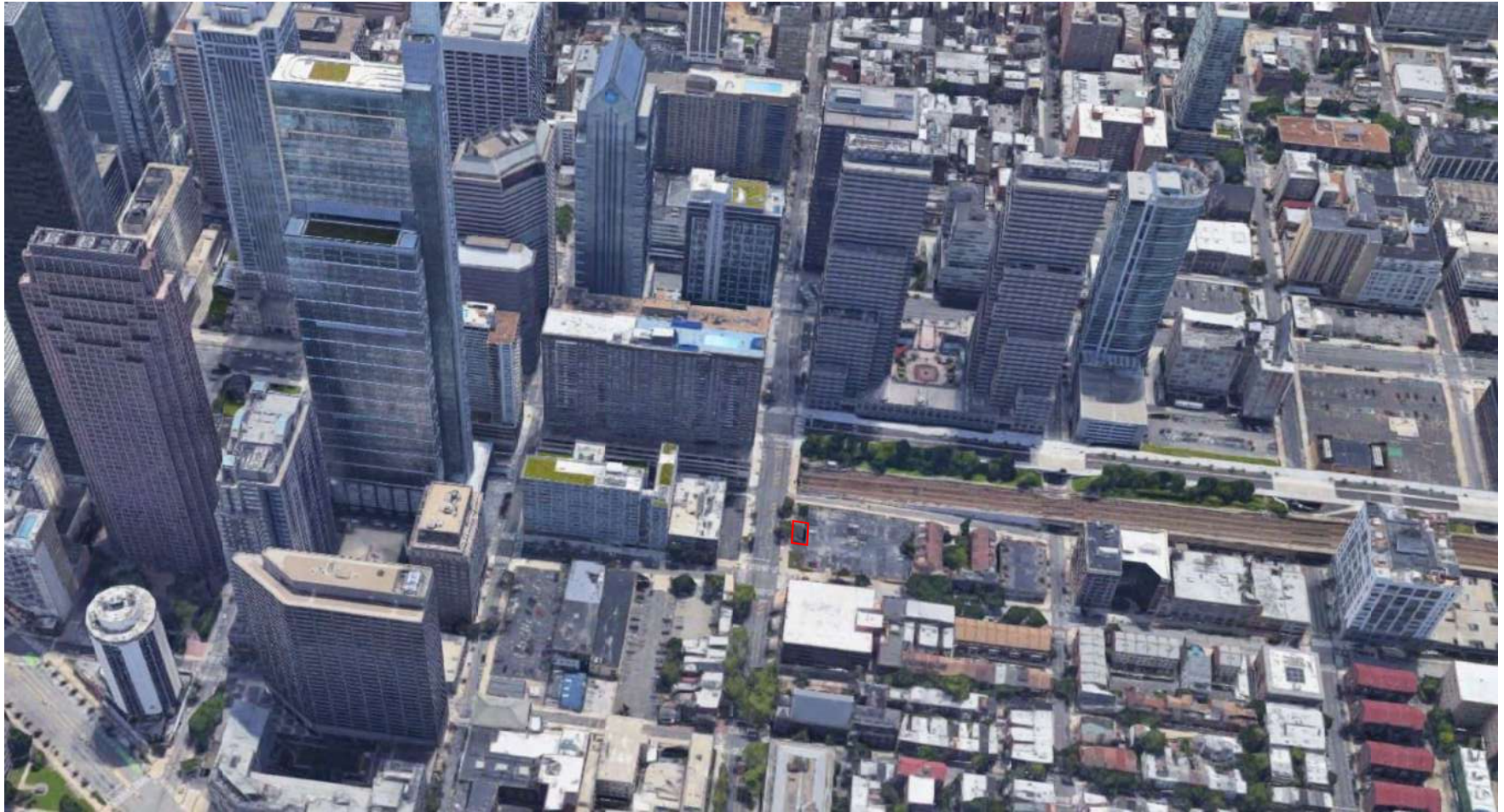


Fig. 6 - Aerial view of N. 20th Street looking south - 2021

First Gulf Refining Co.
Drive-Up Service Stations

Pittsburgh & Philadelphia



Photo 1: First drive-up service station, Gulf Refining Co., Pittsburgh, PA; built 1913



Photo 2: Gulf Refining Co. drive-up service station at 33rd and Chestnut Streets, Philadelphia, PA; 1915



Photo 3: Gulf Refining Co. drive-up service station at N. Broad and Hunting Park Avenue, Philadelphia, PA; built 1916

Existing 1920s-30s Gulf Service Stations



Photo 4: Gulf Station, Waco, Texas; built 1929



Photo 5: Gulf Station, Paragould, Arkansas; built 1927



Photo 6: Gulf Station Rendering, Louisville, Kentucky; 1928



Photo 7: Gulf Station, Tazewell, Tennessee; built 1930

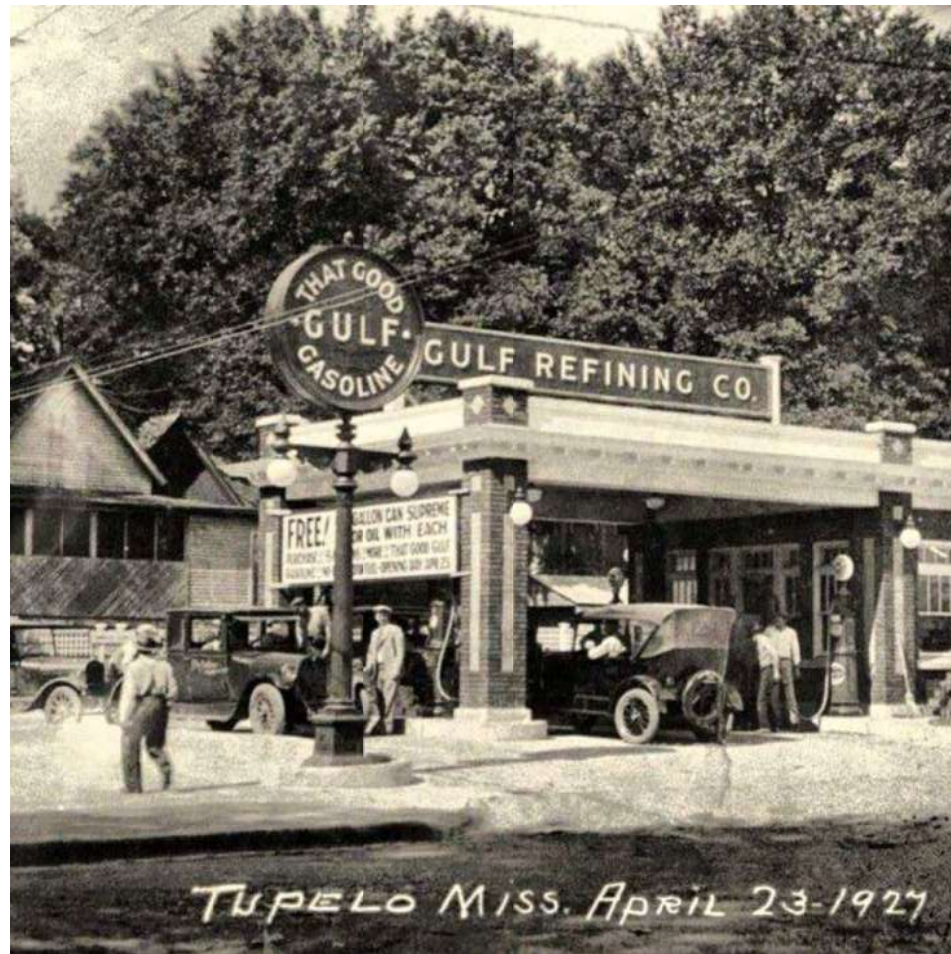


Photo 8: Gulf Station, Tupelo, Mississippi; built 1927



Photo 9: Newby Gulf Station, Athens, Alabama; built 1933



Photo 10: Newby Gulf Station, Athens, Alabama; built 1933



Photo 11: Newby Gulf Station & College Inn Diner, Athens, Alabama; built 1933

2000 Arch Street Gas Station



© City of Philadelphia, Department of Records



Photo 12: View of N. 20th Street looking north - 1934



Photo 13: View of N. 20th Street looking southeast - 1970



© City of Philadelphia, Department of Records



Photo 14: 1970



© City of Philadelphia, Department of Records



Photo 15: 1980



© City of Philadelphia, Department of Records



Photo 16: 1980



© City of Philadelphia, Department of Records



Photo 17: 1983



Photo 18: 1987



Photo 19: East Elevation - 2021



Photo 20: South Elevation - 2021



Photo 21: North Elevation - 2021

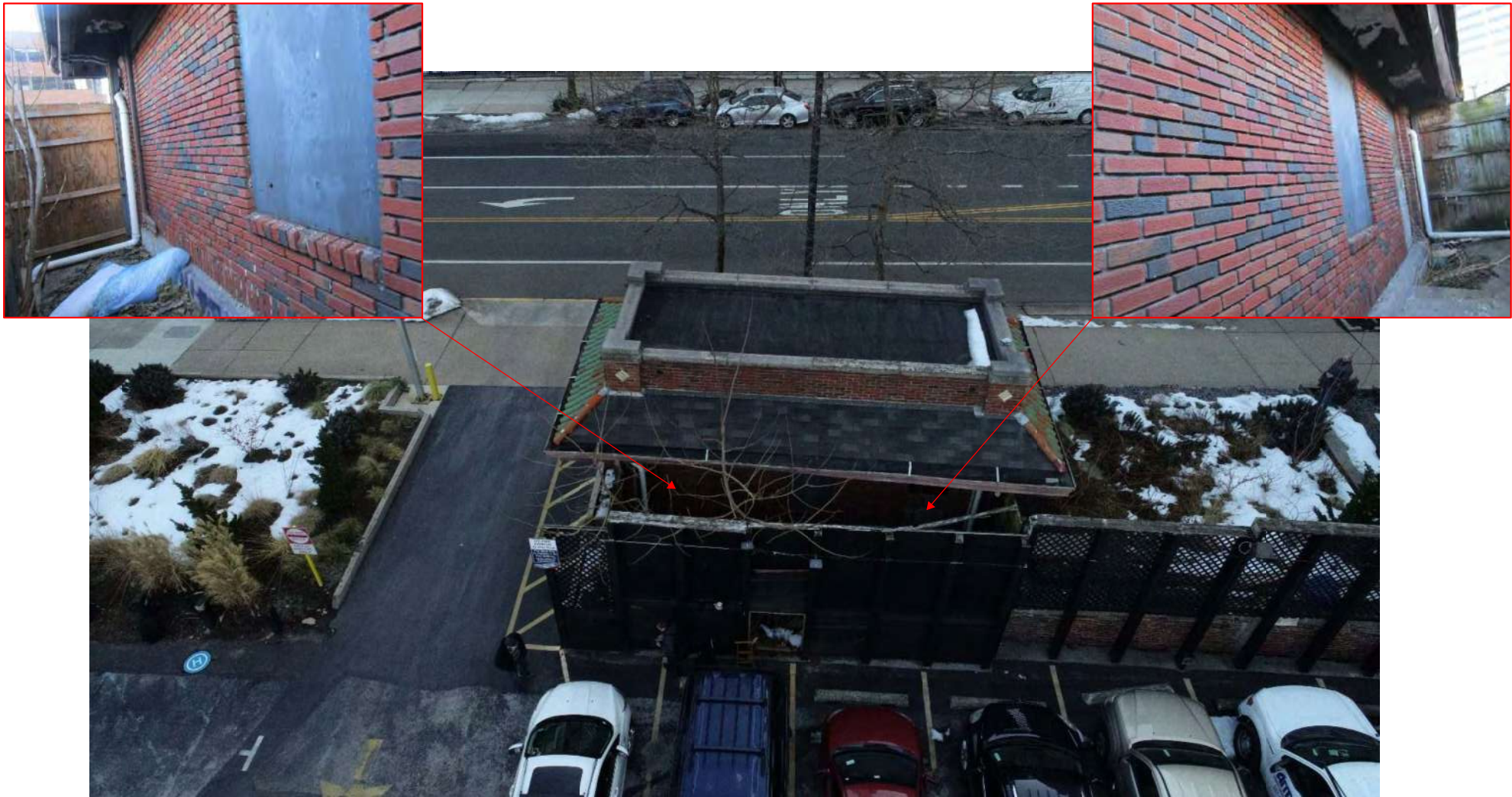


Photo 22: Aerial view of West Elevation and Roof - 2021

Ground and Drone Exterior Survey

Ascent Restoration Consultants
February 24 & 26, 2021



Photo 23: Section loss and displacement of pent eave cornice.
Failed wood framing.



Photo 24: Section loss of pent eave cornice. Failed wood framing.



Photo 25: Opening in pent eave cornice



Photo 26: Section loss in metal roof element



Photo 27: Opening in pent eave cornice



Photo 28: Failed plaster



Photo 29: Failed plaster



Photo 30: Failed plaster



Photo 31: Failed plaster and section loss at light fixture



Photo 32: Failed coating and surface corrosion



Photo 33: Surface erosion at brick face & deteriorated mortar joints



Photo 34: Surface erosion at brick face & deteriorated mortar joints



Photo 35: Surface erosion at brick face & deteriorated mortar joints



Photo 36: Spall and section loss in cast stone capital



Photo 37: Spall in cast stone capital



Photo 38: Missing brick



Photo 39: Deteriorated mortar joint in cast stone sill



Photo 40: Deteriorated mortar joint in cast stone capital



Photo 41: Deteriorated sky-facing joints in coping stones



Photo 42: Failed coating and surface corrosion at steel lintel



Photo 43: Failed coating and surface corrosion at steel lintel



Photo 44: Failed coating and surface corrosion at steel lintel



Photo 45: Failed orange paint at green terra cotta tiles



Photo 46: Failed orange paint at green terra cotta tiles



Photo 47: Failed orange paint at green terra cotta tiles



Photo 48: Loose and displaced terra cotta tiles



Photo 49: Biological growth at EPDM flat roof



Photo 50: Asphalt replacement shingles



ASCENT

RESTORATION DESIGN
OWNER REPRESENTATION
HISTORIC CONSULTING
FACADE INSPECTION

30 S. 15TH STREET, SUITE 600
PHILADELPHIA, PA 19102
215-701-3860
ASCENTRESTO.COM



NORTH ELEVATION

NOTES:

- 1) TYP. DETERIORATION OF MORTAR JOINTS IN BRICK
- 2) TYP. DETERIORATION OF ORANGE PAINT AT TERRA COTTA TILES
- 3) TYP. DETERIORATION OF COATING AT PRESSED METAL CORNICE, FASCIA, AND SOFFIT



ASCENT

RESTORATION DESIGN
OWNER REPRESENTATION
HISTORIC CONSULTING
FACADE INSPECTION

30 S. 15TH STREET, SUITE 800
PHILADELPHIA, PA 19102
215-701-3860
ASCENTRESTO.COM



SOUTH ELEVATION

NOTES:

- 1) TYP. DETERIORATION OF MORTAR JOINTS IN BRICK
- 2) TYP. DETERIORATION OF ORANGE PAINT AT TERRA COTTA TILES
- 3) TYP. DETERIORATION OF COATING AT PRESSED METAL CORNICE, FASCIA, AND SOFFIT



ASCENT

RESTORATION DESIGN
OWNER REPRESENTATION
HISTORIC CONSULTING
FACADE INSPECTION

30 S. 15TH STREET, SUITE 600
PHILADELPHIA, PA 19102
215-701-3860
ASCENTRESTO.COM



EAST ELEVATION

NOTES:

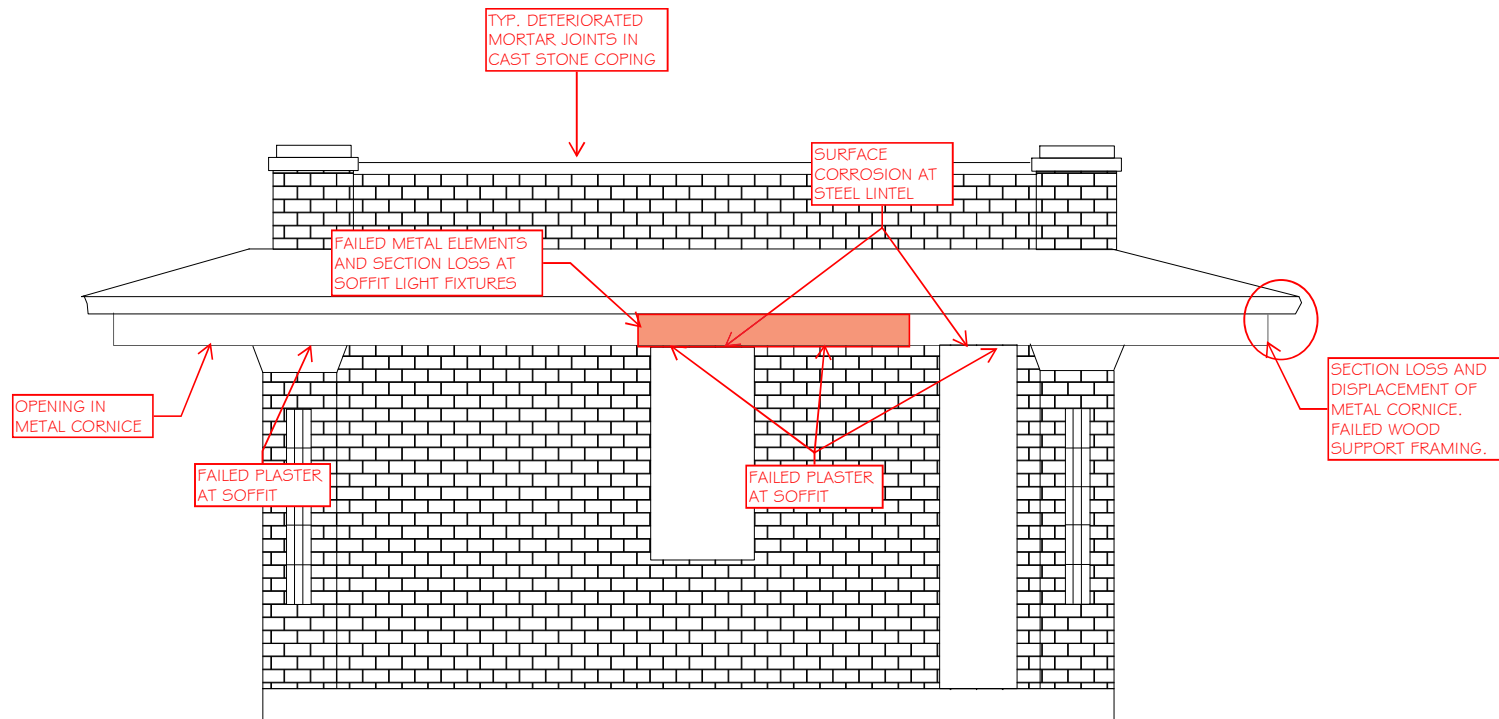
- 1) TYP. DETERIORATION OF MORTAR JOINTS IN BRICK
- 2) TYP. DETERIORATION OF ORANGE PAINT AT TERRA COTTA TILES
- 3) TYP. DETERIORATION OF COATING AT PRESSED METAL CORNICE, FASCIA, AND SOFFIT



ASCENT

RESTORATION DESIGN
OWNER REPRESENTATION
HISTORIC CONSULTING
FACADE INSPECTION

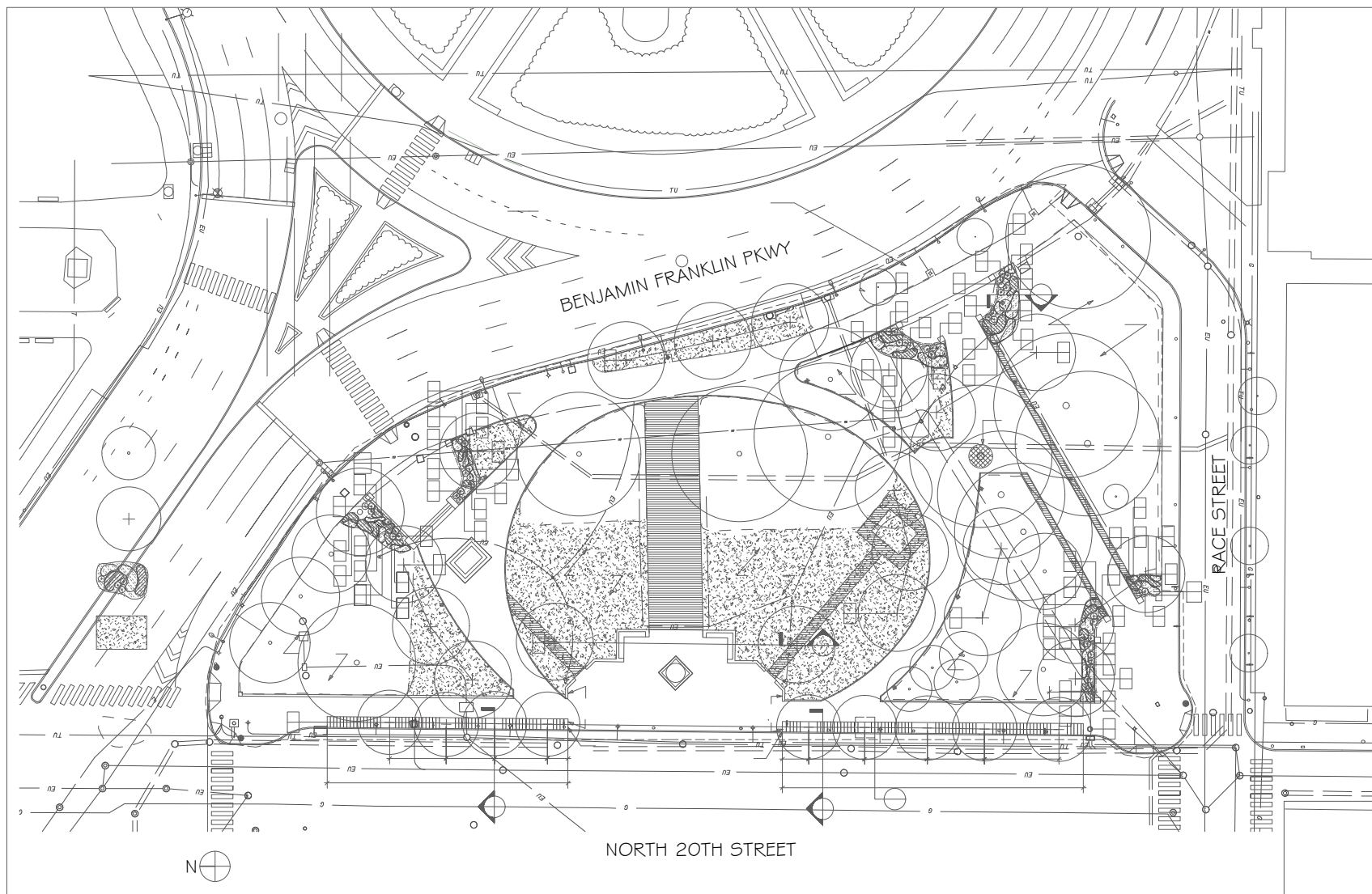
30 S. 15TH STREET, SUITE 800
PHILADELPHIA, PA 19102
215-701-3860
ASCENTRESTO.COM



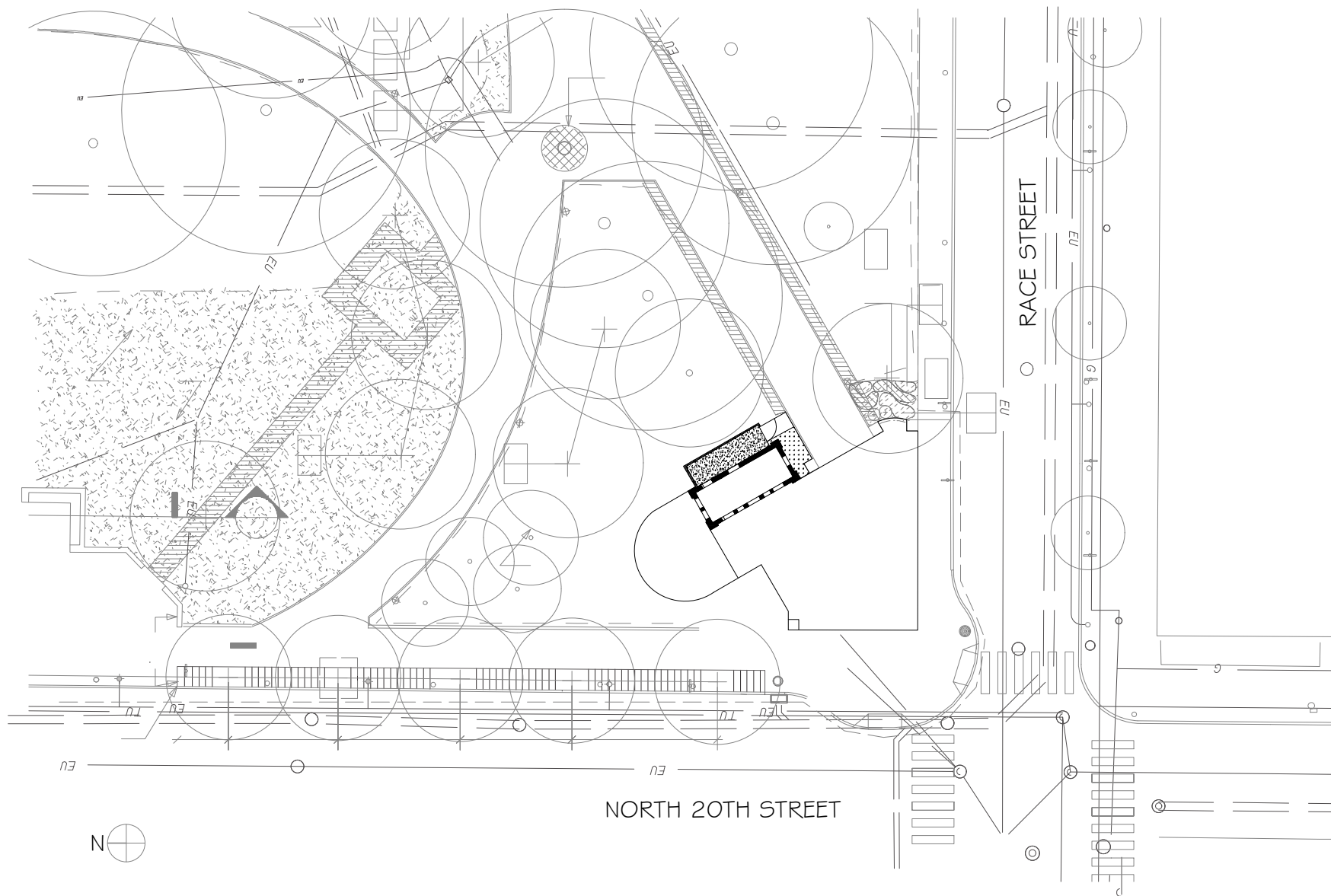
WEST ELEVATION

NOTES:

- 1) TYP. DETERIORATION OF MORTAR JOINTS IN BRICK
- 2) TYP. DETERIORATION OF ORANGE PAINT AT TERRA COTTA TILES
- 3) TYP. DETERIORATION OF COATING AT PRESSED METAL CORNICE, FASCIA, AND SOFFIT



EXISTING SITE PLAN



PROPOSED SITE PLAN



CITY OF PHILADELPHIA
Parks & Recreation

One Parkway
1515 Arch Street, 10th Floor
Philadelphia, PA 19102-1587

Robert Zuritsky, President and CEO
Parkway Corporation
150 North Broad Street
Philadelphia PA 19102

DATE: March 17, 2021

SUBJECT: City of Philadelphia Letter Non-Objection Letter for relocation of the Historical Gulf Gas Station ("Gulf Station")

Dear Rob:

I am writing in reference to the Historic Commission's review of Parkway Corporation's proposed relocation of the Gulf Station at 2000 Arch Street to Aviator Park, located on the west side of Logan Square. Please be advised that the City of Philadelphia, Department of Parks and Recreation does not oppose a proposed relocation of the Gulf Station to Aviator Park, under certain terms and conditions to be agreed upon between Parkway Corporation and the City.

We look forward to negotiating and working with you in the future.

Sincerely,

A handwritten signature in cursive script, appearing to read "K. Ott Lovell".

Kathryn Ott Lovell
Commissioner, Department of Parks and Recreation

CC: Law Department.



CITY OF PHILADELPHIA

PHILADELPHIA HISTORICAL COMMISSION
1313 City Hall Annex
Philadelphia, Pennsylvania 19107
MU 6-4543 and MU 6-4583

EDWARD A. MONTGOMERY, JR.
Chairman

RICHARD TYLER, Ph.D.
Historic Preservation Officer

PATRICIA SIEMIONTKOWSKI
Assistant Historic Preservation Officer

16 September 1986

Stan Tacey
Lempro Company
One Penn Square West
Suite 2000
Philadelphia, PA 19102

RE: 2000 Arch Street

Dear Mr. Tacey:

On 10 September 1986 the Philadelphia Historical Commission staff received an application for a permit to demolish a one-story brick structure situate at 2000 Arch Street. This structure was designated by the Philadelphia Historical Commission as being worthy of preservation on 10 August 1981.

Because of its historic designation, this building falls subject to Section 14-2007 of the Philadelphia Code. Sub-section (7) of that ordinance requires that all applications for permits for alteration or demolition be forwarded by the Department of Licenses and Inspections to the Historical Commission for review. The application submitted to us by your architect, Richard Sheward, will be considered by the Architectural Committee of the Philadelphia Historical Commission at its next meeting scheduled for 9 October 1986 in room 1313 City Hall Annex. Your appointment is for 2:45 p.m. Prior to that hearing please submit to my attention all information necessary for the Committee to evaluate your application including those items listed in sub-section (7) (e) and (7) (f) of the preservation ordinance (14-2007) if they apply. This data must be received no later than 1 October 1986 to give the Historical Commission staff an opportunity to ascertain its sufficiency for Committee review and to develop a staff recommendation.

If you have any questions regarding this matter, please do not hesitate to contact me.

Sincerely,

Patricia A. Siemiontkowski
Assistant Historic Preservation Officer

PAS:sj

cc: Richard J. Sheward

Encl.

September 25, 1986

Ms. Patricia Siemiontkowski
Assistant Historic Preservation Officer
Philadelphia Historical Commission
1313 City Hall Annex
Philadelphia, PA 19107

Re: 20th and Arch Streets

Dear Pat:

It was a pleasure meeting with you and Richard. I appreciated the time you spent to discuss the referenced project.

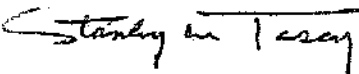
At this time, we request that you withdraw our application for demolition of the historically certified building located along 20th Street.

As discussed, our plans to construct a interim Avis facility on this site will not affect the existing building, as our work will occur behind this existing structure. Also there should be no problems obtaining the required permits for this interim facility.

We will contact you at a later date to discuss the existing building and possibly at that time reactivate our application.

Thank you again for your time and cooperation extended to us regarding this project.

Sincerely,


Stanley W. Tasey
Project Manager

cc: M. Sencindiver
R. Sheward

SWT/pc

JUL 13 REC'D



CUMBERLAND FARMS, INC.

777 DEDHAM STREET, CANTON, MASSACHUSETTS 02021

617-828-4900

TWX: 710-348-0130 (CUMBFARMS-CTON)

July 9, 1987

Stanley W. Tasey, AIA
Project Manager
The Linpro Company
One Penn Square West
Suite 2000
Philadelphia, PA 19102

RE: HISTORIC SERVICE STATION
20TH & ARCH STREETS
PHILADELPHIA, PENNSYLVANIA

Dear Mr. Tasey:

I wish to inform you that we have no desire to acquire the above-mentioned facility. I would however suggest you contact the Henry Ford Museum of Dearborn, Michigan and speak to the Conservator, Blake D. Hayes 313-271-1620.

A short time ago, they were developing a village to date back to the era of this facility's construction and had asked us to donate various components of an old Texaco station that we had acquired. The Museum might well be interested in a donation of this structure to enhance their village while allowing you a substantial tax benefit.

I am returning the package of documents so that you might forward them to the Ford Museum. If you require anything further, please contact us at your convenience.

Very truly yours,

CUMBERLAND FARMS, INC.

Richard L. Longton
Richard L. Longton
Vice-President, Construction

maw

NOT A MAIL - Machine 12/2/87

THE LINPRO COMPANY

OCT 19 1987



Southeastern Pennsylvania
Transportation Authority

714 Market Street
Philadelphia, PA 19106-2385

(215) 574- 7423

October 12, 1987

Mr. Stanley W. Tasey
The Linpro Company
One Penn Square West
Suite 2000
Philadelphia, PA 19102

RE: Historic Service Station

Dear Mr. Tasey:

Pusuant to your offer of July 9, 1987 to donate the present historic service station located at 20th and Arch Streets to SEPTA for use as a Regional Rail Station Waiting Room, please be advised that upon review SEPTA is not financially in a position to accept your offer.

Thank you for considering SEPTA in this matter and we sincerely hope that you can find a home for this unique building.

Sincerely,

H. W. Klingensmith
Supervisor - Real Estate

HWK/gg

MIDSTATES EQUIPMENT SERVICE, INC.

SERVICE STATION CONSTRUCTION

P.O. BOX 19117
1000 SOUTH FIFTIETH STREET
PHILADELPHIA, PA 19143
(215) 727-9100

August 10, 1987

The Linpro Company
One Penn Square West
Suite 2000
Philadelphia, PA. 19102
Attn.: Mr. Stanley W. Tasey

RE: HISTORIC SERVICE STATION
20TH & ARCH STREETS
PHILADELPHIA, PA.

Dear Sir:

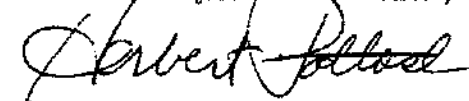
We are in receipt of your letter of July 1, 1987 regarding the above listed location. We have looked over the old Service Station and find no one of any of the Oil Companies who have any interest in having this building preserved for historical reasons. There are many of this type Service Station buildings left standing in other parts of the country, but no one has any interest in them. There were some 25 of these back in 1930 in and around Philadelphia that were demolished either for other buildings that were built on these sites, or demolished to lower assessments for tax purposes.

From a personal point of view, having 53 years experience working for Gulf Oil and even this particular location, our Company nor anyone else we have talked to have any interest in this building.

Thank you for your consideration and thinking of our Company. We wish you well in your endeavor to develop the site.

Very truly yours,

MIDSTATES EQUIPMENT SERVICE, INC.



Herbert Pottash

HP/rmc

ES TO RECYCLING CENTER

20th / Arch Hill

NE # 1

ROUTE # 2

ycling	E	21 +
enland		21 +
amonix	T	13
	E	17½
ix (Telephone Booth)		20
ont Mansion & Chamonix	T	15
" " "	E	10½
" " & Belmont Ave.	T	17½
" " " "	E	20
Belmont Ave most E. lines		20 +
" " " T "		18
Belmont Ave & Wynnfield	Traffic	19
	Lite	
" " & Montgomery	" + C.	19
" " & States	T	18½
" " & N. Concourse	E	15½
" " & S. "	T	19
" " & Parkside		20
" " (Fire House)		18½
" " & Girard Ave	Trolley	15
" " & Lancaster	"	17
44 th & Parrish	C. TV	18½
44 th & Brown	"	17½
Haverford & Pallis	"	18½
" & 42 nd	"	19
42 nd & Drexil Field	T	18½
42 nd low cable runs from		18 to 18½
40 th & Market	Trolley	17½
38 th & Market	"	17
36 th & "	"	16½
36 th & "	E	14½
	T. Cable	16

Girard & Sedgly	E.	1
" & "	Trolley	1
33 rd. & Montgomery	E.	17
Reservoir Drive	E	17
" " & Mt. Pleasant		13
" " & Frisbee Area		13

Scale House is 15 ' High + I Beams + Traller

July 2, 1987

Mr. Richard Longton
President of Construction
Cumberland Farms
777 Dedham Street
Canton, Massachusetts 02021

RE: HISTORIC SERVICE STATION
20TH & ARCH STREETS
PHILADELPHIA, PA

Dear Mr. Longton:

I am writing to you as I understand that Cumberland Farms is now the owner of properties which were previously owned by Gulf Oil Company. As the above referenced building was originally a Gulf Station, we felt that you may have an interest in this structure.

The Linpro Company currently owns the property on which this service station is located. We are in the process of planning the future office development of this site and unfortunately, this service station no longer fits into the context of this commercially urban environment.

We are sympathetic to its historical classification. Therefore, in lieu of demolition, we offer this building to you at no cost as it may have some use to you as present owners of the previous Gulf Oil chain.


Your only expense would be the cost of relocating the structure and its renovation/restoration cost. It is difficult to fix these cost without any specific location in mind; however, we guess these cost to be somewhere into the neighborhood of:

1. Relocation (approximately 1 mile)	\$20,000
2. New Footing/Utilities	10,000
3. Renovation/Restoration	25,000
	<hr/>
	\$55,000

Mr. Richard Longton
Page (2)
July 2, 1987

I am enclosing a photograph and descriptive report we have prepared to assist you in making a decision. If you have any interest in acquiring this structure, kindly contact us to discuss further. Thanking you in advance for your consideration.

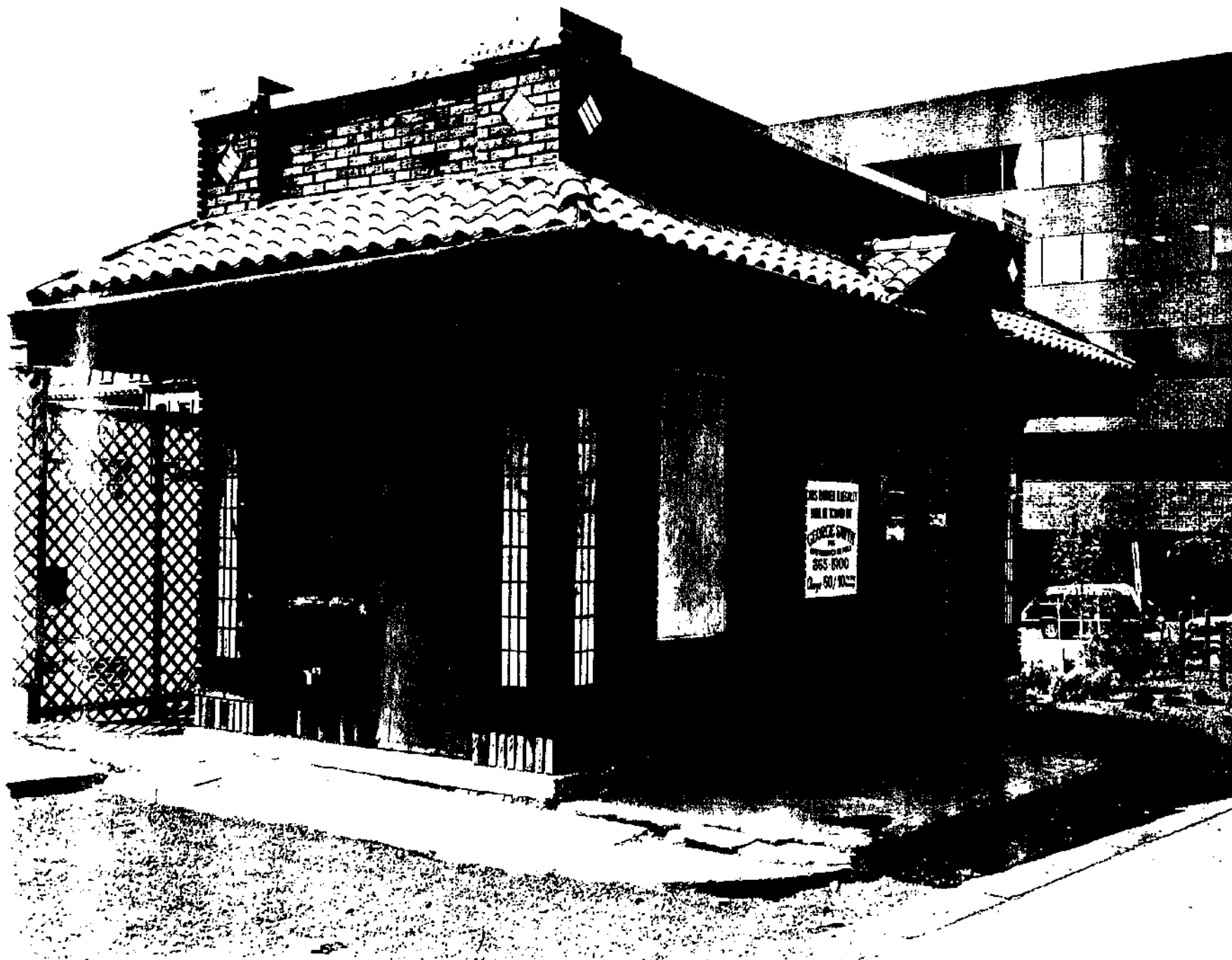
Sincerely,



Stanley W. Tasey, AIA
Project Manager

SWT/tcd

Enclosure





Argus
Associates, Inc.

2000 Arch Street — Gulf Service Station

Description

This Spanish Revival service station is a one-story freestanding building of brick construction. Measuring 10' by 24', it is distinguished by boldly projecting pent eaves, capped with orange tile, that run along all four sides of the buildings. Above these eaves, a brick parapet wall conceals the low hipped roof.

The building is regularly fenestrated; its central door is flanked by a pair of double-hung wood sash windows whose upper members are divided into four panes. Some of these windows have been removed but most are fully or partially preserved. On the interior, the building is divided into a central room which opens onto a smaller office to the right, and the restroom on the left side of the building. The interior is partially dilapidated and shows the results of later remodeling so that little of the original plaster and expanded steel lath walls remain intact.

The exterior walls are of note, the construction of ruddy red brick being relieved at the corners by insert panels of decorative white brick. This brick is largely intact although it bears the scars of an early 1970s sandblasting operation which has left its surface pitted and striated.

Certainly the most noteworthy feature is the range of concealed light fixtures set beneath the building's pent eaves; arranged to light the building indirectly at night, they directed the glare of the lights away from the nocturnal motorists. This feature is an early example of electrical lighting fixtures being used as a determinant of architectural form.

Significance

The tiny building at 2000 Arch Street is one of the very few pre-World War II service stations surviving in Philadelphia. As such, it is a significant document of the early history of automobile transportation in the city and of the dramatic impact of automobiles upon the urban character of Philadelphia.

The building was erected in the summer of 1930 by the Gulf Refining Company (now Chevron) whose engineering staff most likely prepared the designs and superintended the construction. Building permits were issued on May 15, 1930. The building's date is significant for it forms part of the massive reshaping of Philadelphia north of Market Street and west of City Hall which followed in the wake of the demolition of Broad Street Station and its viaduct which extended westwards parallel to Arch Street.



Argus
Associates, Inc.

The style of the building is notable. Since the end of the 1930s, service station architecture has generally tended to eschew the historical styles in favor of a self-consciously modern design solution, one which draws upon America's traditional image of the forward-looking and progressive nature of the automobile. Against this backdrop of future-oriented service station architecture, this Spanish Revival structure is a rare survivor of an age when these buildings were still designed in various historical styles.

Despite the building's intrinsic importance, it has lost the historical integrity which its urban context, now so drastically changed, once provided.

It was originally erected on a narrow residential street within a dense fabric of nineteenth century rowhouses. This neighborhood character was established already by the time of the Civil War, as is documented by a watercolor by prominent Philadelphia artist David J. Kennedy that depicts the site on March 24, 1863 when Coleman's Bolt Factory and series of rowhouses stood there. This small-scale industrial and residential character had not changed substantially by 1930 when the Gulf Service Station was built, and the building was firmly linked to its surroundings by its brick construction, its diminutive scale and its playful historical eclecticism.

By the 1970s, the urban context of the service station had metamorphosed. North 20th Street had been widened and was no longer a narrow purely local thoroughfare. In addition, the rowhouses which had once flanked the building to the west, north and southeast had all been demolished, leaving the isolated service station dwarfed and overshadowed by the skyscraper development that has been the pattern of development in this neighborhood for the past two decades.

With the decline of the center city service station, this building can no longer be maintained in its original function. Unfortunately, given the destruction of the historical integrity of the neighborhood of which it was a contributing part, the building in its present location has lost its original context, which, as with all automobile-related architecture, is of decisive importance for the historical character of the building. This compromise of the historical context removes the principal barrier in the way of the building's demolition.

Sources

1. Philadelphia Building Permit, No. 2736, (May 15, 1930)
2. Watercolor of Coleman Bolt Factory, Arch and 20th Streets, by David J. Kennedy (March 24, 1863); Library Company of Philadelphia.



Argus
Associates, Inc.

Sources (Continued):

3. Photographs of Arch Street, circa 1926-1929; Folders 69-72; 1947.
Philadelphia City Archives.
4. Aerial Views of Philadelphia, circa 1927-1930; Free Library of
Philadelphia, Prints and Photographs Collection.

Prepared by M.J. Lewis/May 20, 1987

July 9, 1987

SEPTA

Mr. Chris Klingensmith
714 Market Street
Philadelphia, PA 19106

RE: Historic Sevice Station
20th & Arch Streets
Philadelphia, PA

Dear Chris:

The Linpro Company currently owns the property on which the above referenced service station is located and pursuant to my conversation with Kurt Eichler, I became aware of the fact that you may have an interest in this historic building located at 20th and Arch Streets. We are in the process of planning the future development of this site and unfortunately, this service station no longer fits into the context of this commercially urban environment.

We are sympathetic to its historical classification and therefore, in lieu of demolition, we are seeking a potential user. While the building would no longer meet today's service station standards, it could possibly be used as a shelter at one of your station locations. It is with this thought that we would offer this building to you at no cost.

Your only expense would be the cost of relocating the structure and its renovation/restoration cost. It is difficult to fix these costs without any specific location in mind. However, we guess these costs to be somewhere in the neighborhood of:

1. Relocation (approximately 1 mile)	\$20,000
2. New Footing/Utilities	10,000
3. Renovation/Restoration	<u>25,000</u>
	\$55,000

Mr. Chris Klingensmith
Page (2)
July 9, 1987

I am enclosing a photograph and descriptive report we have prepared to assist you in making a decision. If you have any interest in acquiring this structure, kindly contact us to discuss further. Thank you in advance for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Stanley W. Tasey". The signature is written in a cursive style with a horizontal line above the name.

Stanley W. Tasey, AIA
Project Manager

SWT/tcd

Enclosures





Argus
Associates, Inc.

2000 Arch Street — Gulf Service Station

Description

This Spanish Revival service station is a one-story freestanding building of brick construction. Measuring 10' by 24', it is distinguished by boldly projecting pent eaves, capped with orange tile, that run along all four sides of the buildings. Above these eaves, a brick parapet wall conceals the low hipped roof.

The building is regularly fenestrated; its central door is flanked by a pair of double-hung wood sash windows whose upper members are divided into four panes. Some of these windows have been removed but most are fully or partially preserved. On the interior, the building is divided into a central room which opens onto a smaller office to the right, and the restroom on the left side of the building. The interior is partially dilapidated and shows the results of later remodeling so that little of the original plaster and expanded steel lath walls remain intact.

The exterior walls are of note, the construction of ruddy red brick being relieved at the corners by insert panels of decorative white brick. This brick is largely intact although it bears the scars of an early 1970s sandblasting operation which has left its surface pitted and striated.

Certainly the most noteworthy feature is the range of concealed light fixtures set beneath the building's pent eaves; arranged to light the building indirectly at night, they directed the glare of the lights away from the nocturnal motorists. This feature is an early example of electrical lighting fixtures being used as a determinant of architectural form.

Significance

The tiny building at 2000 Arch Street is one of the very few pre-World War II service stations surviving in Philadelphia. As such, it is a significant document of the early history of automobile transportation in the city and of the dramatic impact of automobiles upon the urban character of Philadelphia.

The building was erected in the summer of 1930 by the Gulf Refining Company (now Chevron) whose engineering staff most likely prepared the designs and superintended the construction. Building permits were issued on May 15, 1930. The building's date is significant for it forms part of the massive reshaping of Philadelphia north of Market Street and west of City Hall which followed in the wake of the demolition of Broad Street Station and its viaduct which extended westwards parallel to Arch Street.



Argus
Associates, Inc.

The style of the building is notable. Since the end of the 1930s, service station architecture has generally tended to eschew the historical styles in favor of a self-consciously modern design solution, one which draws upon America's traditional image of the forward-looking and progressive nature of the automobile. Against this backdrop of future-oriented service station architecture, this Spanish Revival structure is a rare survivor of an age when these buildings were still designed in various historical styles.

Despite the building's intrinsic importance, it has lost the historical integrity which its urban context, now so drastically changed, once provided.

It was originally erected on a narrow residential street within a dense fabric of nineteenth century rowhouses. This neighborhood character was established already by the time of the Civil War, as is documented by a watercolor by prominent Philadelphia artist David J. Kennedy that depicts the site on March 24, 1863 when Coleman's Bolt Factory and series of rowhouses stood there. This small-scale industrial and residential character had not changed substantially by 1930 when the Gulf Service Station was built, and the building was firmly linked to its surroundings by its brick construction, its diminutive scale and its playful historical eclecticism.

By the 1970s, the urban context of the service station had metamorphosed. North 20th Street had been widened and was no longer a narrow purely local thoroughfare. In addition, the rowhouses which had once flanked the building to the west, north and southeast had all been demolished, leaving the isolated service station dwarfed and overshadowed by the skyscraper development that has been the pattern of development in this neighborhood for the past two decades.

With the decline of the center city service station, this building can no longer be maintained in its original function. Unfortunately, given the destruction of the historical integrity of the neighborhood of which it was a contributing part, the building in its present location has lost its original context, which, as with all automobile-related architecture, is of decisive importance for the historical character of the building. This compromise of the historical context removes the principal barrier in the way of the building's demolition.

Sources

1. Philadelphia Building Permit, No. 2736, (May 15, 1930)
2. Watercolor of Coleman Bolt Factory, Arch and 20th Streets, by David J. Kennedy (March 24, 1863); Library Company of Philadelphia.



Argus
Associates, Inc.

Sources (Continued):

3. Photographs of Arch Street, circa 1926-1929; Folders 69-72; 1947.
Philadelphia City Archives.
4. Aerial Views of Philadelphia, circa 1927-1930; Free Library of
Philadelphia, Prints and Photographs Collection.

Prepared by M.J. Lewis/May 20, 1987

MEMORANDUM

RECEIVED

BY

SEP 28 1987

FAIRMOUNT PARK COMMISSION
CITY OF PHILADELPHIA

PHILADELPHIA HISTORICAL
COMMISSION

DATE: 9/24/87

TO : William E. Mifflin, Operations and Landscape
Management Director

FROM : Alexander L. Hoskins, Executive Director

SUBJECT: Historic Gulf Oil Gas Station Relocation

A. L. Hoskins
- 2015 & Arch St.

Dick Tyler and I have just discussed the relocation of the historic gulf oil gas station and Dick confirms that it would be acceptable to relocate the station to the area adjacent to the gas pump in the recycling center. I told him that we would explore the feasibility of this proposal a little further and get back to him within the next two weeks. If you think that this is an acceptable solution please proceed to assess its feasibility and inform Dick Tyler within the next two weeks.

cc: Richard Tyler, City Historian ✓

40014

February 16, 1988

Mr. Richard Tyler
PHILADELPHIA HISTORICAL COMMISSION
1313 City Hall Annex
Philadelphia, PA 19107

RE: SERVICE STATION
20TH & ARCH STREETS
PHILADELPHIA, PA

Dear Mr. Tyler:

The Linpro Company currently owns the parcel of land located on the southwest corner of 20th and Arch Streets. There is an abandoned structure which was previously used as a service station located on this property facing 20th Street, which is currently on the Philadelphia Historical Registry.

This site is zoned C-4 Commercial, and we are currently in the process of planning a new commercial office building (see enclosed preliminary design), in harmony with the surrounding area. Due to the fact that center city commercial office space is moving westerly towards this location and considering the specific use for which this structure was constructed (service station), its use is no longer vital. The structure no longer fits into the fabric of its immediate environment (see enclosed report and photographs prepared by Argus Associates, Inc. pertaining to the buildings description and significance). This structure would also create a projected annual financial hardship in excess of one-half million dollars in lost revenue, not to mention the negative input it would have on the overall planning and use of this site.

Based on these facts, we have attempted since last summer, to give this building to organizations who might have a use for such a structure. We offered the building to the following organizations (copies of our letters and their responses are enclosed).

1. Cumberland Farms - Cumberland currently owns the properties previously belonging to Gulf Oil Company and since this was a Gulf Station, we thought it appropriate to approach them. They responded stating that they had no desire to acquire this building.

Mr. Richard Tyler
Page 2
February 16, 1988

2. Southeastern Pennsylvania Transportation Authority - they also declined our offer.
3. Fotomat Corporation - they did not even respond to our letter. Their lack of interest is apparent by their failure to respond.
4. Henry Ford Museum - they expressed thanks regarding our offer to donate this structure to them. However, the cost and problems of relocating the structure to Dearborne, Michigan were unrealistic. We never heard from them again.
5. Midstates Equipment Service, Inc. - an organization involved in all types of service station work in this area. Again, they had no interest in the structure, and stated that they knew of no other oil companies or those involved with service stations who might have an interest in this structure.

The only organization expressing an interest in the structure has been the Fairmount Park Commission. They would consider using this structure as an attendant check-in booth at their recycling center. Since they expressed an interest, we pursued this direction and have come to the conclusion that it is virtually impossible and unrealistic to relocate this structure for the following reasons.

There are three possible routes we could attempt to travel to the recycling center. We surveyed these routes with a Fairmount Park representative and found the following:

1. West River Drive - this route is impossible due to low headroom at the exits from the drive.
2. Kelly Drive to Strawberry Mansion Bridge - Strawberry Mansion Bridge has a 4-ton weight limit, the weight of the moving vehicle and structure would be 15-20 tons.
3. Market Street to Belmont Avenue - generally it is not recommended to move a structure more than a mile or two from its location, due to excessive damage occurring from the move. This route would be six miles long. In addition to the distance, there are 30-plus utility obstructions, (electric lines, cable TV lines, telephone lines, trolley cables, and traffic signals). We would require approximately 19 feet clearance for the move. As you can see in the enclosure, most of these obstructions are less than 19 feet, in fact some are as low as 13-1/2 feet.

Mr. Richard Tyler
Page 3
February 16, 1988

Based on the distance and obstructions, it is unrealistic to assume this a viable route due to the tremendous expense (approximately \$150,000) disruption of city services by disconnecting utilities (especially the trolley lines) and the uncertainty of the condition of the structure once it arrives at the site. Movers will not take any responsibility for the condition of the building, due to its masonry construction and fragile piers.

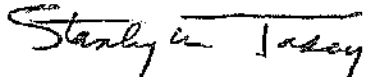
In addition to the obstacles mentioned above, the Fairmount Park Commission would have to remove and replace two sets of cyclone fence post, gates, and concrete footings due to the width of the structure.

Based on our efforts to date, it is quite evident that the building is of little to no use to anyone, and that moving it is unrealistic. We therefore, have filed for a demolition permit (original copy enclosed) and request your consideration in granting this permit for this structure. We will, of course, comply with the required photographs and drawings to properly document the structure for the commissions' records.

We will also forward a copy of letter from the Logan Square Neighborhood Association expressing their concerns regarding the safety of their children and families, due to the undesirables this building attracts.

We are hopeful that you will find our efforts exemplary and will act favorably on this request. If I can be of any further assistance, please call me at (215) 981-1500.

Sincerely,



Stanley W. Tasey, AIA
Project Manager

SWT/tcd

Enclosures

MINUTES OF THE MEETING OF THE ARCHITECTURAL COMMITTEE
OF THE
PHILADELPHIA HISTORICAL COMMISSION

31 March 1988

David Hollenberg, Chairman

Present: David Hollenberg, Chairman
David DeLong, University of Pennsylvania, Preservation Program
John Dickey, F.A.I.A.

Patricia Siemiontkowski, Assistant Historic Preservation Officer
Sally Elk, Historic Research Technician
Randal Baron, Preservation Planner
Maureen Heaney, Clerk Steho I

Also: Jeffrey Kolsky, Vice-President of Operations for Dimensions, to
present a proposal for the addition of the entrance canopy on
15th Street.
Joyce Morrison Nathan, Project Director of the Zoological
Society of Philadelphia to present a proposal for
improvements to the North Gate Entry.
Lawrence Gilbert, Architect, to present a proposal for ground
floor renovations to 7 North 3rd Street.
Rick Stange and Ben Powell of Alley Friends Architects to
present a proposal for the rehabilitation of a building
located at 1329-1331 Buttonwood Street.
William M. Morris of Mirick, Pearson Batcheler Architects and
David Liddle of Friends Hospital to present a proposal for
the addition of a new stair tower to be constructed on the
Greystone Building on the grounds of Friends Hospital.
James and Pat Lobb, owners, to request an approval of a roof
deck constructed without a permit atop the third floor of 528
Queen Street.
Gregory Kontas, Peter Gianopulos and Mr. Manos to present a
proposal for renovations to the building located at 1511 Pine
Street.
Robert Butera, owner, to request approval of a garden hose
cabinet constructed illegally on the front facade of 504
Spruce Street.
Stanley Tasey and Michael Sencindiver from the Linpro Company
to request permission to demolish a service station located
at 20th and Arch Streets.
Meryl A. Towarnicki, Architect to present a proposal for
replacement of all windows and for the construction of a
greenhouse on the roof of the building at 1830 Rittenhouse
Square.

ALTERATIONS

1435-1441 Walnut Street, Drexel Building, Jeffrey Kolsky, Vice-President of Operations for Dimensions. Ms. Siemiontkowski stated that on 24 June 1987, the Philadelphia Historical Commission reviewed and approved the installation of metal plaques and first floor window canopies on the 15th & Walnut Street elevations of the Drexel Building. Permission to install these plaques and canopies was requested by Dimensions to provide identification of their retail store located on the original banking floor of the Drexel Building. While the plaques and window awnings provide some identification for the retail operation, it has not been sufficient to identify successfully the presence of the store and to draw pedestrians off the street and into the building. For this reason, the applicant is resubmitting his initial request for an entrance canopy on 15th Street. The canopy will be fabricated in red canvas, span the width of the 15th Street entrance (11' - 0") and extend to the curb. The roof of the canopy will consist of glass or other transparent material; the supports at the curb will be brass tubing with lions feet at the base. Mr. Kolsky appeared before the Committee and the store's reiterated the store's need for an entrance canopy at this location.

The Committee following some discussion unanimously voted to recommend an approval for the installation of an entrance canopy on the 15th Street entrance of the Drexel Building.

Philadelphia Zoo, Joyce Nathan, Project Director. This submission calls for improvements to the North Gate Entry area and parking lot at 34th Street and Girard Avenue, demolition of the existing ticket booths located between the two 1876 Gate Houses, restoration of the original wrought iron entrance gates and gate houses and the construction of two ancillary ticket booths at the edges of the plaza.

The gatehouse and iron gate restoration will be based upon historic photographs and existing physical evidence. The proposed new ancillary ticket booths at the edges of the plaza have been designed in a fashion sympathetic to the scale, character and materials of the historic 1876 gatehouses. The ticket booths will have a granite base, cast stone panels, steel window frames and small light sash, and a terne coated stainless steel roof with standing seams.

The Committee recommends approval of this project and requested copies of any additional historical documentation that is discovered for placement in the Historical Commission files.

7 N. 3rd Street, Lawrence Gilbert, Architect. This proposal calls for the following alterations to 7 North 3rd Street:

1. removal of the badly damaged blue glass ground floor storefront and replacement of the glass with a substitute material;

2. retention and repair of stainless steel window surrounds, door surround and trim on the ground floor storefront;
3. installation of a new painted, hollow metal, flush door on the ground floor storefront;
4. retention of the existing canvas canopy located over the doorway or replacement with a larger canopy extending across the entire storefront.

Mr. Gilbert presented a sample of a polished ceramic piece of glass and a color sample of the grout that will be used. Mr. Gilbert also stated that the canopy will be replaced if there is enough money in the budget.

The Committee stated that the mortar joint size be reduced possibly to a sixteenth of an inch. The Committee further requested that if the upper story windows are to be replaced, shop drawings must be presented to the Committee for review.

The Committee recommends an approval of the proposed ground floor storefront alteration and the new canopy design. The Committee did request material and color samples for this canopy if it is to be installed.

1329-1331 Buttonwood Street, Spring Garden Soup Kitchen, Rick Stange, Architect. This submission calls for the rehabilitation of the 3-story, brick, Victorian building located at 1329-1331 Buttonwood Street for use by The Newspaper Guild. The scope of work as proposed, includes:

1. steam cleaning of the Buttonwood Street facade;
2. painting of all wood trim;
3. repair of existing original windows and frames;
4. fabrication and installation of new wood, four panel doors;
5. new solid panel shutters for the first floor;
6. new wrought iron handrails at entrance;
7. small globe light fixtures at entrances;
8. re-opening of basement window openings and installation of three light sash;
9. the painting of a wall mural on west elevation; and
10. various modifications to the north (Nectarine Street) elevation.

The applicant proposed the three following options for lighting the building:

1. Small globe light fixtures in between the transom and the underside of the lintels;
2. Horizontal lighting fixtures placed between the transom and the underside of the lintels; and,
3. Lighting the facade from the sidewalk.

The Committee recommended an approval for this project and stated that the sidewalk lighting of the building is the most acceptable option.

Friends Hospital, Greystone Building, Roosevelt Boulevard and Adams Avenue William M. Morris, Architect and David Liddle of Friends Hospital. This submission involves the addition of a new stair tower to be constructed on the west elevation of the Greystone Building on the grounds of Friends Hospital. The proposed stair tower addition will require the closing of several original masonry openings and alterations to others. The addition will be built of masonry block with a stucco finish. In general, the proposed stair tower addition is compatible with the character of the existing building.

Plans and photographs were presented to the Committee. The applicants stated that this building is used as a residence by patients who need supervision but do not need to be hospitalized.

The construction of the stair tower addition is a requirement by the Commission on the Accreditation of Hospitals.

The Committee recommends an approval of this project. It was agreed that the proposed penthouse between the first and second floors could be eliminated from the design if desired.

528 Queen Street, James and Pat Lobb, owners. This application involves a request for an approval of the construction of a roof deck atop the third floor of 528 Queen Street. This work was done without benefit of a building permit and without the review and approval of this office. As built, the wood rail surrounding the deck is visible from various points along Queen Street. A wood trellis set back on the roof is also partially visible from the street.

The Committee recommended the following:

1. approval of the roof deck provided the wood rail is pulled back approximately three feet from its present location;
2. if necessary to reduce or completely eliminate its visibility, the rail should be reduced in height; and,
3. the trellis may remain as built since its position toward the rear of the house and its partial visibility from

approximately a block away make it a minimal intrusion on the building.

- 3512 Baring Street, Milton Mitoulis, owner. This submission proposes the introduction of a new six car garage at the rear of 3512 Baring Street. The proposed construction will require alteration to an existing stone wall along the perimeter of the property. The applicant proposes to salvage the existing stone and iron fence and reuse them in the proposed construction of the garage structure. The area over the garage will be landscaped. The proposed work also includes regrading of the rear yard and includes new steps and repaving of a patio area at the rear of the house.

The applicant stated that these garages are being installed to provide safe off-street parking. The garage doors will be steel and automatic.

The Committee recommended an approval in concept. The members requested however, that the number of the garages be reduced from six to four, that the pass door be eliminated and that a 36th Street side elevation and a more detailed drawing be submitted before a final recommendation can be made.

- 1511 Pine Street, Gregory Kontas, applicant and Peter Gianopoulos, attorney to present a proposal for alterations to the building located at 1511 Pine Street. This application calls for the removal of stucco on the side wall of the building and replacing it with a new coat of stucco or a veneer of new brick. In addition the application includes the repair or replacement of brickwork on the front wall, replacement of windows on the upper floors with six-over-six true muntin wood sash and replacement of the door and shop windows at the ground floor to match existing. The applicant would also like to replace the marble stoop and the basement windows and stucco the rear of the building.

The applicant stated that bricks on a portion of the side wall between the first and second floor are not sound and move when pressure is applied on the interior.

The Committee rejected the proposal for a brick veneer and warned the applicant that a veneer, brick on stucco, would not solve the building's structural problems. The Committee stated that a structural engineer should examine the building to determine if a problem with the side wall does exist. If there is a structural problem with this wall, then other possibilities will need to be explored at that time. If there is no problem with the soundness of the wall, the existing brick should be preserved and repaired. The Committee recommends that the marble stoop be retained.

The Committee recommends an approval for the replacement of the existing windows with either one-over-one or six-over-six sash within the original masonry openings. Shop drawings must be submitted before a final approval of the window design is granted. The Committee recommends an approval for the replacement of the door and shopfront to match existing.

The Committee noted that the drawings failed to show the external stairwell to the basement and the large window opening at the basement level. The Committee asked whether the applicant intended to alter these areas. The applicant stated that there was no intention to alter these areas. The Committee asked that the drawing be corrected to reflect the existing conditions.

- 504 Spruce Street, Robert Butera, owner. This application involves a request for an approval of the construction of a garden hose cabinet on the front facade of 504 Spruce Street. This cabinet was built without the approval of this office and has been cited by the Department of Licenses and Inspections as a violation. Mr. Butera also presented drawings for the addition of flower boxes on the first floor windows of 504 Spruce Street. The boxes will be attached to the wood sill with a "Z" strip.

The Committee recommends the immediate removal of the hose cabinet. The Committee also agreed to recommend an approval of the flower boxes on the first floor.

- 20th & Arch Streets, Service Station, Stanley Tasey and Michael Sencindiver from the Linpro Company.

The applicants appeared before the Architectural Committee to request permission to demolish the historically designated 1930 Gulf Refining Company Service Station located at 2000 Arch Street.

The Linpro Company currently owns the parcel of land at the Southwest corner of 20th and Arch Streets and intends to construct on that site a high rise office building with a gross floor area of 18,700 square feet. The site is presently zoned C-4 Commercial.

Since last summer, the Linpro Company has offered the building to various groups who might have a use for such a structure. None of their attempts to dispose of the building proved successful.

Mr. Tasey stated that construction on this site is scheduled to begin within 18 to 24 months.

The Committee requested that the Linpro Group advertise the availability of this building and to explore other possibilities for preservation of the building. The Committee suggested contacting the Philadelphia Historic Preservation Corporation to find a good location for the building, the Smithsonian Institute and the Parkway Corporation. The Historical Commission staff will work with Linpro in attempting to find a way to preserve this structure. The Committee agreed that Linpro had made a good faith effort to dispose of the building and that development of the site could not occur until the building were removed and, if possible, relocated. After much discussion, the Committee voted to recommend that demolition be permitted owing to changing conditions in the area which make preservation of the service station impracticable on its original site.

2100 W. Diamond Street, Gilbert Giles, Contractor. Work on this building was begun without a permit and subsequently was stopped by the Department of Licenses and Inspections. The proposed work includes the installation of wire mesh and stucco over brick on the 21st Street elevation and over Serpentine stone on the Diamond Street front. The staff visited the site and found the side (brick) wall to be in good condition.

The Committee recommends that the side wall be repointed where necessary and that the sfront wall be repaired with a stone consolidant or patching. The Committee further recommends that the original wood cornice which was removed by the applicant be replaced. A drawing of the cornice must be submitted for review showing the proposed design. The staff will provide information to the contractor concerning the repair and stabilization of the Serpentine stone front facade.

1830 Rittenhouse Square, Wetherill Apartment, Apartment 19A, Meryl Towarnicki, Architect. This application calls for extensive interior renovations to the apartment, the replacement of all windows with new vinyl clad wood windows and the construction of a greenhouse on the roof at the front of the building.

The Committee voted to recommend a rejection of the greenhouse proposal. Replacement of the windows is acceptable provided the windows are identical in appearance to the existing double hung sash. The submission of shop drawings is required before a final approval is granted.

There being no further business, the meeting adjourned at 5:30 p.m.

submitted,

Respectfully

Maureen Heaney
Clerk Stenographer I

/mah

April 7, 1988

Ms. Patricia Siemiontkowski
Philadelphia Historical Commission
1313 City Hall Annex
Philadelphia, PA 19107

RE: SERVICE STATION
20TH & ARCH STREETS
PHILADELPHIA, PA

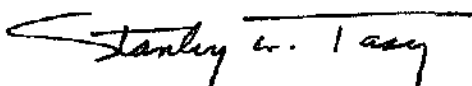
Dear Pat:

Just a note of thanks to the Historical Commission Architectural Committee for the time extended to us during their hearing on March 31, 1988. Mike and I felt a sense of cooperation on behalf of the committee members, and would like to summarize your understanding of the issues discussed.

1. The committee felt that Linpro did all that could be expected in their attempts to save this structure.
2. As the proposed new office building for this site is not scheduled to commence immediately the committee requested that Linpro continue to seek parties interested in this structure. The committee will assist in this task by providing Linpro with a few suggestions.
3. The committee's recommendation to the Historical Commission Board Members will be to grant a demolition permit for this structure in a timely manner as not to delay the start of our proposed project.
4. No additional information will be required pertaining to hardship as this is quite evident with the information provided to date.

We trust that you concur with our understandings and look forward to receiving copy of your recommendation in the near future. We will be in touch shortly to see if any further leads have developed. Thanking you again for your time and attention regarding our project.

Sincerely,



Stanley W. Tasey, AIA
Project Manager

SWT/ms

cc: M. Sencindiver

RECEIVED
BY

APR 08 1988

PHILADELPHIA HISTORICAL
COMMISSION

THE MINUTES OF THE 320th STATED MEETING

OF THE

PHILADELPHIA HISTORICAL COMMISSION

13 April 1988

Edward A. Montgomery, Jr., Chairman

Present: Edward A. Montgomery, Jr., Chairman
David Brownlee
David Hollenberg
Jason Nathan
William Thompson
Benjamin F. Ellis, Commissioner, Department of Public Property
Barbara Kaplan, Executive Director, Philadelphia City Planning
Commission
David Wismer, Deputy Commissioner, Department of Licenses and
Inspections

Maria Petrillo, Esq., Chief Assistant City Solicitor, Law
Department
Richard Tyler, Historic Preservation Officer
Patricia Siemiontkowski, Assistant Historic Preservation Officer
Randal Baron, Preservation Planner
Sally Elk, Historic Research Technician
Maureen Heaney, Clerk Stenographer I

Also: Grace Gary, Executive Director, Preservation Fund of
Pennsylvania
Rebecca Trumbull, Preservation Coalition of Greater Philadelphia
Thomas Hine, Reporter for The Philadelphia Inquirer
And others.

NEW BUSINESS

Grace Gary, Executive Director, Preservation Fund of Pennsylvania, made a presentation to the Commission on the National Register of Historic Places and the Section 106 Review Process under the National Historic Preservation Act of 1966, as amended.

This fulfills the requirement for Commission and Staff training mandated under the Certified Local Government program.

THE MINUTES of the 319th Stated Meeting of the Philadelphia Historical Commission held on 9 March 1988, Edward A. Montgomery, Jr., Chairman were reviewed and approved.

THE REPORT of the Architectural Committee Meeting of the Philadelphia Historical Commission held on 31 March 1988, David Hollenberg, Chairman. Mr. Hollenberg divided the report into four sections. The first section includes the following submissions for which the Committee recommended approval: 1435 Walnut Street, The Philadelphia Zoo, 7 N. 3rd Street, 1329-1331 Buttonwood Street, Friends Hospital and 20th & Arch Streets.

Following some discussion of the proposed demolition of the service station at 20th & Arch Streets, it was agreed that the minute should be revised to reflect Linpro's agreement to continue its efforts to preserve the building by relocating it. If Linpro's good faith efforts fail in this respect, the Commission agreed to permit the demolition to proceed. David Wismer recommended a conditioning of the permit to prevent demolition before 1 May 1989. The permit should be further conditioned to allow a 24 month period, expiring on 1 May 1991, during which the permit will be valid.

The Committee report will be amended to reflect the understanding reached with Linpro and revised copies will be distributed.

Mr. Hollenberg stated that for the 7 N. 3rd Street submission the Committee recommended that the applicant use 1/16" mortar joint on the replacement storefront. Subsequent to the Architectural Committee meeting, the architect notified the staff and Committee that the narrowest joints possible is an 1/8" joint. This being the case, the Chairman of the Architectural Committee recommended that 1/8" mortar joint be approved.

Jason Nathan expressed concern over the Committee's recommendation to approve of an entrance canopy on the Drexel Building located at 1435 Walnut Street. Mr. Nathan stated his belief that a large canopy which extends out to the sidewalk is inappropriate and will compromise the integrity of the monumental doorway.

- On 24 June 1987 the Historical Commission approved plaques and first floor window canopies for the 15th & Walnut Street elevation of the Drexel Building. The entrance canopy was rejected.

The Commission members asked if the applicant had received approval for this entrance canopy from all the other city agencies that have jurisdiction.

Patricia Siemiontkowski reported that the applicant received approvals from the Planning Commission, the Art Commission and the Streets Department.

The Commission unanimously voted to recommend an approval of the recommendations made by the Architectural Committee in regard to The Philadelphia Zoo, 7 N. 3rd Street, 1329-1331 Buttonwood Street and Friends Hospital. The Commission voted to defer a decision on 1435 Walnut Street pending a meeting with the applicant and various agencies involved in the review of the proposed canopy.

The second section of the Report of the Architectural Committee consists of the proposal for Apartment 19A of the Wetherill Apartments. The Committee recommends an approval for the window replacement. A rejection is recommended for the greenhouse proposal.

The Commission voted to approve this recommendation of the Architectural Committee.

The third section of the report consist of 3512 Baring Street and 1511 Pine Street where additional information is required. No action is necessary at this time.

The Commission voted to approve the recommendation of the Architectural Committee.

The final section of the Architectural Committee Report involves three submissions where the Committee made specific recommendations to the applicants. These included submissions for 528 Queen Street, 504 Spruce Street and 2100 Diamond Street.

Mr. Hollenberg stated that the Architectural Committee informed the owner of 504 Spruce Street that the hose box, built without a building permit, must be removed. The owner stated his intention to appeal this decision.

The Commission voted to approve the recommendations of the Architectural Committee in respect to these three applications.

THE REPORT of the Special Meeting of the Architectural Committee of the Philadelphia Historical Commission held on 17 March 1987, David Hollenberg, Chairman. Mr. Hollenberg stated that this meeting was held to review Phase I of the rehabilitation of 30th Street Station.

The Committee's recommendation for the proposed rehabilitation was accepted by the Commission and an approval granted.

THE REPORT of the Activities of the Philadelphia Historical Commission staff for 1 March - 1 April 1988, Richard Tyler, Historic Preservation Officer.

Jason Nathan expressed concern over the reinstatement of the demolition permit for Laning Hall for a period of 90 days expiring on 30 June 1988.

David Wismer stated that the permit was reinstated based on advice from the City Solicitor. This permit was also reinstated based on administrative procedures and policies in effect at the time of the permits original issuance and in March 1987 when its extension was denied.

Mr. Nathan asked whether the new or former ordinance applies.

Richard Tyler stated that any new permit application will be reviewed under the present ordinance.

Maria Petrillo, counsel to the Commission, stated that the letter which Mark MacQueen, former counsel to the Commission, wrote to Licenses and Inspections was interpreted as a directive when in fact it was intended that Licenses and Inspections exercise its discretion in determining whether or not to extend the life of the demolition permit.

Miss Petrillo stated that the Law Department thought it necessary to correct any misunderstanding created by Mr. MacQueen's letter or by Licenses and Inspections letter to Toll Brothers.

Mr. Nathan requested copies of the correspondence with Licenses and Inspections and the Law Department for distribution to the Commission members.

Miss Petrillo agreed to make available to the Commission all correspondence relating to the demolition of Laning Hall.

Mr. Montgomery asked Miss Petrillo, if there were any procedures the Historical Commission could follow to get the demolition permit for Laning Hall back to the Commission for consideration under the current ordinance.

Miss Petrillo stated that she will look into this and inform the Commission what the requirements would be, if any, to have the Laning Hall demolition permit come before the Commission again.

The Commission stated that the staff should inspect the site and report on the work which should be done to stabilize the buildings on the site.

Commissioner Ellis suggested that the developer be asked to prepare a time schedule for securing the buildings and that the staff use that schedule to monitor the progress on the site.

The Commission approved the report of the Activities of the staff for 1 March - 1 April 1988 for filing.

HARRY A. BATTEN FUND

Mr. Tyler stated that a recent audit by the Controllers office led to a request that the Harry A. Batten Fund be moved from Germantown Savings Bank. Mr. Tyler suggested that the Batten Fund be moved to Mellon Bank.

The Commission voted to approved this resolution. Mr. Montgomery abstained.

There being no further business, the meeting adjourned at 12:40 p.m.

Respectfully submitted,

Maureen Heaney
Clerk Steno I

/mah

APPLICATION FOR BUILDING PERMIT

CITY OF PHILADELPHIA
DEPARTMENT OF LICENSES & INSPECTIONS
PUBLIC SERVICE CONCOURSE
MUNICIPAL SERVICES BUILDING

APPLICANT: COMPLETE ALL ITEMS MARKED WITH CORNER WEDGE.

PERMIT NUMBER

FOR NEW CONSTRUCTION: Submit Plumbing and Electrical Plans separately to the Mechanical Services Section.

DISTRICT

LOCATION OF WORK (Street Address)

2000 ARCH STREET

PERMIT FEE

TRACT

WARD

ISSUED TO: (Name of Owner or Contractor)

THE LINPRO COMPANY

ADDRESS

ONE PENN SQUARE WEST, SUITE 2000

AREA

TYPE

OWNER'S NAME

THE LINPRO COMPANY

ADDRESS

ONE PENN SQUARE WEST, SUITE 2000

OPER.

NEW D.U.

PLAN NO.

OCCUPANCY

D.U. ADD.

D.U. DEM.

GASOLINE STATION

ESTIMATED COST

ALTERATION

ADDITION

AIR CONDITIONING

SPRINKLERS

OTHER

TOTAL EST. COST

\$ 7000

DATE OF APPLICATION

2/10/88

DATE WORK STARTS

OTHER INSPECTION REQUIRED

ADDITIONAL PERMITS REQUIRED

ALLOWABLE PROJECTIONS

IS APPLICATION RESULT OF VIOLATION

☒ NO☐ YES, GIVE VIOLATION NO.

WATER REGULATION #26 CHARGES

FL. AREA

AMOUNT

VOUCHER #

IS DEMOLITION NECESSARY

☒ YES☐ NO

NO. STRUCTURES TO BE DEMOLISHED

ONE

STRUCTURES ARE

☐ Row☐ Semi-Detached☐ Single

FOUNDATION - COMPLETE FOR NEW CONSTRUCTION

FOUNDATION TO BE LAID ON

☐ UNDISTURBED NATURAL SOIL☐ INORGANIC, CLEAN EARTH FILL

APPROVED PILES, ETC.

Tons

THIS SECTION FOR OFFICE USE ONLY

CLASSIFICATION

☐ ADDITION☐ ALTERATION☐ AIR CONDITIONING☒ DEMOLITION☐ FOUNDATION☐ NEW BUILDING☐ SIGN☐ WARM AIR SYSTEM☐ ST. OF OCCUPANCY☐ OTHER

PRESENT BLDG.

NEW BLDG. OR ADDITION

TYPE

PRINCIPAL OCCUPANCY

BY

JUN 16 1988

THIS SECTION TO BE COMPLETED BY CONSTRUCTION DEPARTMENT HISTORICAL COMMISSION

	NO.	MATERIAL OF ENCLOSURES	STORY	GROSS AREA EACH FLOOR	OCCUPANCY			LIVE LOAD
					GRP.	DESCRIPTION	OCCUPANTS, SEATS	
Smokeproof Towers			Base.					
Exterior Stairs			1					
Stairs			2					
Exit Base.	Size		3					
Exit Doors	Size		4					

STANDPIPES

☐ YES☐ NO

SPRINKLERS

☐ YES☐ NO

LOCATION OF SPRINKLERS

WHERE APPLICABLE - NAME AND TITLE OF PRINCIPAL OFFICER OF BUSINESS OR ORGANIZATION

ADDRESS

PHONE

ARCHITECT OR ENGINEER

REG. NO.

STANLEY W. TASEY

6399

ONE PENN SQUARE WEST, SUITE 2000

PHONE 981-1500

CONTRACTOR

THE LINPRO COMPANY

ONE PENN SQUARE WEST, SUITE 2000

PHONE 981-1500

CONTRACTOR - NAME AND TITLE OF PRINCIPAL OFFICER OF BUSINESS

ADDRESS

PHONE

APPLICANT (Full Name)

STANLEY W. TASEY

ADDRESS

ONE PENN SQUARE WEST, SUITE 2000

PHONE

981-1500

All provisions of the building laws and city ordinances will be complied with, whether specified herein or not. Plans approved by the department form a part of this application.

I hereby certify that the statements contained herein are true and correct to the best of my knowledge and belief.

I further certify that I am authorized by the owner to make the foregoing application, and that, before I accept any permit for which this application is made, the owner shall be made aware of all conditions of the permit.

I understand that if I knowingly make any false statement herein I am subject to such penalties as may be prescribed by law or ordinance.

APPLICANT'S SIGNATURE

Stanley W. Tasey



CITY OF PHILADELPHIA

PHILADELPHIA HISTORICAL COMMISSION
1313 City Hall Annex
Philadelphia, Pennsylvania 19107
MU 6-4543 and MU 6-4583

EDWARD A. MONTGOMERY, JR.
Chairman

RICHARD TYLER, Ph.D.
Historic Preservation Officer

PATRICIA SIEMIONTKOWSKI
Assistant Historic Preservation Officer

16 June 1988

Stanley W. Tasey, AIA
The Linpro Company
One Penn Square West
Suite 2000
Philadelphia, PA 19102

RE: 2000 Arch Street

Dear Mr. Tasey:

The Philadelphia Historical Commission at its Stated Meeting held on 13 April 1988 reviewed the Linpro Company's application for permission to demolish the historically designated service station situate at 2000 Arch Street to allow for the construction of a high rise office building at 20th and Arch Streets.

The Commission acknowledged Linpro's good faith effort to preserve the station through its relocation to a new site and asked that that effort continue until construction is ready to commence. If Linpro's effort to preserve the building fails, the Commission agreed to permit the demolition to proceed without delay. The permit application will be conditioned to prevent demolition from starting before 1 May 1989; the permit will be further conditioned to allow a 24 month period, expiring on 1 May 1991, during which the permit will be valid.

It is my understanding that you are currently working with the Philadelphia Historic Preservation Corporation in a joint effort to save this building. If the Historical Commission can offer its assistance to your effort in any way, please do not hesitate to contact me. Your diligence in pursuing the preservation of this building is appreciated.

Sincerely,

Patricia A. Siemiontkowski
Assistant Historic Preservation Officer

PAS:sj

Encl.



Company Profile



W.A. Building Movers & Contractors Inc.
246 North Avenue, Garwood, NJ 07027

Telephone: (908) 654-8227 & (888) 236-8398

Fax: (908) 654-5743

Email: info@wabuildingmovers.com

NJ, NY and CT licensed, bonded and insured.

Business, Administrative & Contact Information

- **Business name:** W.A. Building Movers & Contractors Inc.
- **Business type:** House lifting and building moving
- **Tax I.D:** 22-3171497
- **Telephone Numbers:** (908) 654-8227 & (888) 236-8398
- **Fax:** (908) 654-5743
- **E-mail:** info@wabuildingmovers.com
- **Cell:** (908) 337-0812
- **Physical office address:** 246 North Avenue, Garwood, NJ 07027
- **Postal address:** 246 North Avenue, Garwood, NJ 07027
- **NJ State Home Elevation license:** 13HE00001100
New York License HIC: 2033728-DCA
Connecticut License HIC: HIC.0645514

Company History

W. A. Building Movers & Contractors was founded in 1970 by Wayne Yarusi, following five generations of family involvement in the construction industry. This experience and longevity has established our company as a top of the line full service building/structural raising, moving and contracting company.

Throughout the 1970s, 80s and 90s Wayne and company excelled in tackling the most intricate projects from moving entire structures over top other structures to their final destinations to lifting and shoring over 300 unit apartment complexes to relocation of 200 ton 1700's historic landmarks.

In the early 2000s Wayne was joined by his sons Jason and Ryan Yarusi. With their combined effort the company has expanded exponentially with Ryan growing the in- field operations teams and Jason spearheading the sales and marketing side of the business. Their involvement made the company well-positioned when Hurricane Irene and Hurricane Sandy stormed throughout the Northeast. W.A. Building Movers has been in the forefront of the extensive workload helping families to get their homes lifted to new elevations to prevent future flooding and reduce insurance premiums. Since 2013, W.A. Building Movers has lifted over 1100 homes and is still going strong to help the recovery process and restore the Jersey Shore.

W.A. Building Movers & Contractors Inc. holds a reputation of having a loyal relationship with their clients founded on integrity and precise workmanship. Throughout our years in business, we have built a team of professionals who continue to thrive in making our company a pillar in its field.

Specializing in residential, commercial and industrial structural moves, W.A. Building Movers is experienced and equipped to perform projects that include, but are not limited to, raising, turning, leveling and moving buildings and/or houses, and tight areas for pile installation.

Services

W. A. Building Movers & Contractors Inc. is long established as a full service General Construction Company. In past decades, we have built residential and commercial structures, including renovations to schools, institutional structures and commercial complexes etc. Our knowledge gained through building has paved the way to save structures from demolition and flood risk, while providing alternative ways to repair failed foundations in unstable soils and lift homes to new heights to meet Federal and State regulations.

We have the capabilities to install piles of wood, steel and concrete to establish a lasting base for the existing structure to rest upon. Our pile driving operation also allows us to enter into low overhead and tight areas for pile installation.

W. A. Building Movers & Contractors Inc. also utilizes a method called Helical Piles. This type of steel pile is drilled into the ground and used to support the existing settled foundation. This system also has the capability to raise the existing foundation back to an original elevation.

Our company also performs power grouting, also known as “Mud Jacking”. This system allows us to raise concrete floor slabs, walks, driveways, etc. that have settled and restore them back to a level state. This procedure requires cement to be injected between the concrete floor and the ground area that in turn raises the settled slab.

Another service that we provide is underpinning. This is where we install a foundation under an existing foundation. Some projects require this procedure in order to deepen the basement to provide more headroom. This is also done when a nearby structure is being built to prevent the existing structure from collapsing.

Our company has a full line of House Raising and moving equipment along with excavation equipment to perform basement dig outs and complete site work.

Our building services far outreaches our competitors. From Custom Building, Renovations, Foundation Repair and/or Replacement, or simply moving or lifting the Structure, W. A. Building Movers & Contractors Inc. has the knowledge, experience and equipment to perform any project in a cost effective and time sensitive manner for the owner or contractor in need.



Work Portfolio/ Live Projects

W.A. Building Movers & Contractors Inc.
246 North Avenue, Garwood, NJ 07027

Telephone: (908) 654-8227

Fax: (908) 654-5743

Email: info@wabuildingmovers.com

NJ, NY and CT licensed, bonded and insured.

Featured Moves



In order to restore and revamp this early 1900's mansion. W.A. Building Movers Lifted the home a full story to allow a new first story to be built underneath. Subsequently W.A. excavated 18' down from grade for the entire scope of the home to allow for a new foundation and basement to be installed that would later hold a bowling alley, ball room, wine room, full movie theater and indoor pool.



After a ten-year imminent domain struggle to keep their dwelling the homeowners retained W.A. services to move their beautiful three story home with three fireplaces down the block to a new vacant lot keeping the home from demolition



With a new development looming the Historical Society worked hand in hand to save this mid 1700's structure that once served the community as the Children's Specialized Hospital. The structure was moved a mile away to a new site where it has since been restored.



This 155' long structure was decimated during Hurricane Sandy. W.A. safely lifted the structure to its new elevation to limit future flooding and reduce the insurance impact on the homeowner.



Princeton, NJ

An 18th century farmhouse located on the Princeton University campus near the Football Stadium was moved to create a parking center.



Moorestown, NJ

This Historical brick schoolhouse was moved away from the street to allow the town to create a broader intersection without interfering with school grounds.



Nutley, NJ

This structure was moved across the city of Nutley, NJ and placed on top of the existing Center for Down Syndrome Children. The new second story for the center now provides housing for down syndrome children.



Brielle, NJ

A shore home located in Brielle, NJ that had to be moved to the bay while contaminated soil was removed and a new foundation constructed.



Princeton, NJ

Privately owned structure move on farm property in order to restore the home.



Orange, NJ

This structure was moved to allow for a contaminated oil container to be removed from the ground.



New Haven, CT

120 foot ranch dwelling was moved on the same property to allow for two more houses to be built.



Eastern PA
Very old structure complete with plaster walls, was moved so that a church could be built.



Morristown, NJ
The large structure was moved through the center of Morristown, NJ. This final street turn was done with just 12 inches of clearance on each side of the building.



Central Jersey
The dwelling was moved 8 feet in order to subdivide the property.



Upstate, NY
This historic structure in upstate New York that was raised to repair the sills and foundation.



Jackson, NJ

This shed is one of 5 picnic sheds that were moved at a South Jersey amusement park. It had to be moved over two buildings and placed on the other side.



Long Beach Island, NJ

This home was moved on a barge in Long Beach Island and moved to be donated to the Habitat for Humanity.



Eastern, PA

Historic stone structure that was moved back on the property to allow for a road to become wider.



Rumson, NJ

The L shaped structure was moved back on the property to make way for a new street.



New Jersey

This dwelling was elevated in place to create a tall, full basement and to alleviate flood problems.



New Jersey

This house with five chimneys was moved approximately 750 feet up a hill to escape from a flood zone area.



New Jersey

We moved this home next to a church so it could be used as their rectory.



Holmdel, NJ

The historic Dr. Cook's Home in Holmdel, NJ was donated by his family and was moved to a town park. The top floor was one room for his patient and the first floor was the office.



Colts Neck, NJ

This carriage house in Colts Neck, NJ was moved to make way for an addition on the main house. The carriage house was moved complete with a 4 inch concrete floor slab.



Hopewell, NJ

This dwelling was moved away from a very busy intersection to an open field in Hopewell, NJ.



Eastern PA

Historic well house moved to make way for new homes.



Cranford, NJ

This 300 ton solid brick and plaster dwelling was raised 4 1/2 feet in order to be removed from a flood plan in Cranford, NJ.

Specialized Moves



Southern, New Jersey

Two townhouses were built with 8 foot ceiling heights. The new owners wanted 9 foot ceilings. We separated the existing roof from the walls, raised the complete roof 12 inches.



This 100 ton container is made of 1 1/4" thick walls of stainless steel. It had been used to test communication satellites. It is now being used to test batteries for "Go Green" technology.



Long Beach, NJ

This was one of three train cars that were moved from Long Beach Island and taken to the main land to be used as a restaurant.



This castle in Pennsylvania has a 100 year old French ceiling painting. W. A. designed and built the equipment to lower the painting from the 20 foot high ceiling. Once the restoration of the painting was complete, we returned it back to its place on the ceiling.



North New Jersey
Private catamaran boat move. This boat was privately built and moved 8 miles to a marina located near the George Washington Bridge.



Highlands, NJ
Pile driving a New Jersey shore dwelling utilizing a diesel hammer. This method allows us to get piles driven in tight work spaces.

Recommended Posts:

[How to Apply for a FEMA grant](#)

[How to fund your house lift](#)

[How to prepare your house for the lift](#)

[How to reduce your flood insurance without lifting](#)

[See how a house is lifted](#)

W.A. BUILDING MOVERS & CONTRACTORS INC.
PO Box 4465
Brick NJ 08723

March 1, 2021

Re: Schedule of Work to be performed by W.A. Building Movers at
2000 Arch Street Philadelphia, PA.

W. A. Building Movers will commence work after the site is cleared of all debris around existing building and is properly braced by others.

The excavation of the new location must be clear of all debris and ready to accept the structure.

No masonry work is to be performed at the new locations until the structure is placed at the location at the required elevation.

Verification that the structure is properly placed is to be done by others prior to the start of any foundation work.

All fencing and security by others.

A staging area close to the existing structure site and new structure site must be provided for W.A.'s equipment, so while our work is being performed, it will not interfere with the general public.

Ways and Means of W.A. Building Movers work is listed as follows:

- 1) Machine and Manual Excavation will be performed to accept jacking equipment and steel.
- 2) Steel is offloaded from the trucks and set under building.
- 3) Building is jacked to the required height to accept our moving equipment.

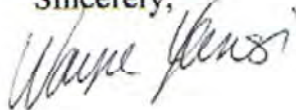
- 4) A truck and trailer will be placed under the building and loaded, ready for the structure to be transported.
- 5) Structure will be transported to the new site and backed over the new excavation.
- 6) Structure will then be moved from trailer and placed on crib points and steel. Steel will be left under structure until a suitable foundation is provided by others

All permits, wire/street light removals, police escorts and security by others.

W.A. Building Movers will provide all insurance on our equipment and vehicles.

Any questions or concerns, please feel free to contact us.

Sincerely,



Wayne Yarusi

President

(908) 337-4982



EMSL Analytical, Inc.

200 Route 130 North Cinnaminson, NJ 08077
Phone/Fax: (800) 220-3675 / (856) 786-5974
<http://www.EMSL.com> / cinnasblab@EMSL.com

EMSL Order ID: 041917641
Customer ID: REAC59A
Customer PO:
Project ID:

Attn: Suzanne Shourds
REACT Environmental Prof Svcs Grp, Inc.
6901 Kingsessing Avenue
Suite 201
Philadelphia, PA 19142

Phone: (215) 729-3220
Fax:
Collected: 6/24/2019
Received: 6/24/2019
Analyzed: 6/27/2019

Proj: 2000 Arch / 9502.240.02

Summary Test Report for Asbestos Analysis of Bulk Material via EPA 600/R-93/116

Client Sample ID: 001 **Lab Sample ID:** 041917641-0001

Sample Description: On Interior Walls/Plaster Top Coat

TEST	Analyzed Date	Color	Non-Asbestos		Asbestos	Comment
			Fibrous	Non-Fibrous		
PLM	6/24/2019	White	0.0%	100.0%	None Detected	

Client Sample ID: 002 **Lab Sample ID:** 041917641-0002

Sample Description: On Interior Walls/Plaster Base Coat

TEST	Analyzed Date	Color	Non-Asbestos		Asbestos	Comment
			Fibrous	Non-Fibrous		
PLM	6/24/2019	Gray	0.0%	100.0%	None Detected	

Client Sample ID: 003 **Lab Sample ID:** 041917641-0003

Sample Description: On Interior Walls/Plaster Top Coat

TEST	Analyzed Date	Color	Non-Asbestos		Asbestos	Comment
			Fibrous	Non-Fibrous		
PLM	6/24/2019	White	0.0%	100.0%	None Detected	

Client Sample ID: 004 **Lab Sample ID:** 041917641-0004

Sample Description: On Interior Walls/Plaster Base Coat

TEST	Analyzed Date	Color	Non-Asbestos		Asbestos	Comment
			Fibrous	Non-Fibrous		
PLM	6/24/2019	Gray	0.0%	100.0%	None Detected	

Client Sample ID: 005 **Lab Sample ID:** 041917641-0005

Sample Description: On Interior Walls/Plaster Top Coat

TEST	Analyzed Date	Color	Non-Asbestos		Asbestos	Comment
			Fibrous	Non-Fibrous		
PLM	6/25/2019	White	0.0%	100.0%	None Detected	

Client Sample ID: 006 **Lab Sample ID:** 041917641-0006

Sample Description: On Interior Walls/Plaster Base Coat

TEST	Analyzed Date	Color	Non-Asbestos		Asbestos	Comment
			Fibrous	Non-Fibrous		
PLM	6/25/2019	Gray	0.0%	100.0%	None Detected	

Client Sample ID: 007 **Lab Sample ID:** 041917641-0007

Sample Description: On Exterior Frame/Window Glazing

TEST	Analyzed Date	Color	Non-Asbestos		Asbestos	Comment
			Fibrous	Non-Fibrous		
PLM	6/24/2019	Gray	0.0%	98.0%	2% Chrysotile	
400 PLM PtCt Grav. Red.	6/27/2019	Gray	0.0%	97%	3.0% Chrysotile	



EMSL Analytical, Inc.

200 Route 130 North Cinnaminson, NJ 08077
Phone/Fax: (800) 220-3675 / (856) 786-5974
<http://www.EMSL.com> / cinnasblab@EMSL.com

EMSL Order ID: 041917641
Customer ID: REAC59A
Customer PO:
Project ID:

Summary Test Report for Asbestos Analysis of Bulk Material via EPA 600/R-93/116

Client Sample ID: 008

Lab Sample ID: 041917641-0008

Sample Description: On Exterior Frame/Window Glazing

TEST	Analyzed Date	Color	Non-Asbestos		Asbestos	Comment
			Fibrous	Non-Fibrous		
PLM	6/24/2019					Positive Stop (Not Analyzed)
400 PLM PtCt Grav. Red.	6/27/2019	Gray	0.0%	97.9%	2.1% Chrysotile	

Client Sample ID: 009

Lab Sample ID: 041917641-0009

Sample Description: In Wall System/Flue Packing

TEST	Analyzed Date	Color	Non-Asbestos		Asbestos	Comment
			Fibrous	Non-Fibrous		
PLM	6/24/2019	White	0.0%	80.0%	8% Amosite	
					12% Chrysotile	

Client Sample ID: 010

Lab Sample ID: 041917641-0010

Sample Description: In Wall System/Flue Packing

TEST	Analyzed Date	Color	Non-Asbestos		Asbestos	Comment
			Fibrous	Non-Fibrous		
PLM	6/24/2019					Positive Stop (Not Analyzed)

Client Sample ID: 011

Lab Sample ID: 041917641-0011

Sample Description: In Wall System/Flue Packing

TEST	Analyzed Date	Color	Non-Asbestos		Asbestos	Comment
			Fibrous	Non-Fibrous		
PLM	6/24/2019					Positive Stop (Not Analyzed)

Client Sample ID: 012

Lab Sample ID: 041917641-0012

Sample Description: On Exterior Overhang/Plaster

TEST	Analyzed Date	Color	Non-Asbestos		Asbestos	Comment
			Fibrous	Non-Fibrous		
PLM	6/24/2019	White	0.0%	100.0%	None Detected	

Client Sample ID: 013

Lab Sample ID: 041917641-0013

Sample Description: On Exterior Overhang/Plaster

TEST	Analyzed Date	Color	Non-Asbestos		Asbestos	Comment
			Fibrous	Non-Fibrous		
PLM	6/24/2019	White	0.0%	100.0%	None Detected	

Client Sample ID: 014

Lab Sample ID: 041917641-0014

Sample Description: On Exterior Overhang/Plaster

TEST	Analyzed Date	Color	Non-Asbestos		Asbestos	Comment
			Fibrous	Non-Fibrous		
PLM	6/25/2019	White	0.0%	100.0%	None Detected	



EMSL Analytical, Inc.

200 Route 130 North Cinnaminson, NJ 08077
Phone/Fax: (800) 220-3675 / (856) 786-5974
<http://www.EMSL.com> / cinnasblab@EMSL.com

EMSL Order ID: 041917641
Customer ID: REAC59A
Customer PO:
Project ID:

Summary Test Report for Asbestos Analysis of Bulk Material via EPA 600/R-93/116

Analyst(s):

Daniel Blake PLM (8)
Erica Valent 400 PLM PtCt Grav. Red (1)
Olufunke Akintunde 400 PLM PtCt Grav. Red (1)
Seri Smith PLM (3)

Reviewed and approved by:

Benjamin Ellis, Laboratory Manager
or Other Approved Signatory

EMSL maintains liability limited to cost of analysis. This report relates only to the samples reported above and may not be reproduced, except in full, without written approval by EMSL. This test report must not be used to claim product endorsement by NVLAP or any agency of the U.S. Government. EMSL bears no responsibility for sample collection activities or analytical method limitations. The laboratory is not responsible for the accuracy of results when requested to physically separate and analyze layered samples. PLM alone is not consistently reliable in detecting asbestos in floor coverings and similar NOBs

Samples analyzed by EMSL Analytical, Inc. Cinnaminson, NJ NVLAP Lab Code 101048-0, AIHA-LAP, LLC-IHLAP Lab 100194, NYS ELAP 10872, NJ DEP 03036, LA #04127

Report amended: 06/27/2019 07:47:00 Replaces initial report from: 06/24/2019 18:12:47 Reason Code: Client-Additional Analysis

**EMSL Analytical, Inc.**

200 Route 130 North, Cinnaminson, NJ 08077

Phone/Fax: (856) 303-2500 / (856) 786-5974

<http://www.EMSL.com>cinnaminsonleadlab@emsl.com

EMSL Order: 201906224

CustomerID: REAC59A

CustomerPO:

ProjectID:

Attn: **Suzanne Shourds**
REACT Environmental Prof Svcs Grp, Inc.
6901 Kingessing Avenue
Suite 201
Philadelphia, PA 19142

Phone: (215) 729-3220
Fax:
Received: 06/24/19 2:35 PM
Collected: 6/24/2019

Project: **9590240.02 / 2000 Arch****Test Report: Lead in Paint Chips by Flame AAS (SW 846 3050B/7000B)***

<i>Client Sample Description</i>	<i>Lab ID</i>	<i>Collected</i>	<i>Analyzed</i>	<i>Weight</i>	<i>Lead Concentration</i>
P001	201906224-0001	6/24/2019	6/25/2019	0.2731 g	5.0 % wt
Site: Pink Paint - Interior Walls					
P002	201906224-0002	6/24/2019	6/25/2019	0.2553 g	12 % wt
Site: Blue-Black Paint - Interior Walls					
P003	201906224-0003	6/24/2019	6/25/2019	0.2941 g	10 % wt
Site: Brown-Gold Paint - Interior Walls					
P004	201906224-0004	6/24/2019	6/25/2019	0.2595 g	8.3 % wt
Site: Yellow-Gold Paint - Interior Walls					
P005	201906224-0005	6/24/2019	6/25/2019	0.2546 g	5.7 % wt
Site: Brown-White Paint - Exterior Door Frame					

Phillip Worby, Lead Laboratory Manager
or other approved signatory

*Analysis following Lead in Paint by EMSL SOP/Determination of Environmental Lead by FLAA. Reporting limit is 0.008 % wt based on the minimum sample weight per our SOP. Unless noted, results in this report are not blank corrected. This report relates only to the samples reported above and may not be reproduced, except in full, without written approval by EMSL. EMSL bears no responsibility for sample collection activities. Samples received in good condition unless otherwise noted. "<" (less than) result signifies that the analyte was not detected at or above the reporting limit. Measurement of uncertainty is available upon request. The QC data associated with the sample results included in this report meet the recovery and precision requirements unless specifically indicated otherwise. Definitions of modifications are available upon request.

Samples analyzed by EMSL Analytical, Inc. Cinnaminson, NJ NELAP Certifications: NJ 03036, NY 10872, PA 68-00367, AIHA-LAP, LLC ELLAP 100194, A2LA 2845.01

Initial report from 06/25/2019 16:50:13

PHILADELPHIA HISTORICAL COMMISSION
COMMITTEE ON CERTIFICATION
MINUTES

17 July 1981

Present: Edward Pinkowski, Chairman of the Committee on Certification and
Member, Philadelphia Historical Commission
Janet S. Klein, Vice-Chairman, Philadelphia Historical Commission
Herbert W. Levy, A.I.A., Chairman, Architectural Committee
James E. Mooney, Director, Historical Society of Pennsylvania
Bruce Wiggins, Area Planning Division, City Planning Commission

The eighth meeting of the Committee on Certification met at 2:30 p.m. on
Friday, 17 July 1981, in Room 1313, City Hall annex.

2000 Arch Street

A small 1-story gas station erected in 1930 by the Gulf Refining Company, this building remains one of the few unaltered structures from the early years of the automobile age. Although recently abandoned, a new owner of the building proposes to reuse it as a car rental office with little exterior alterations.

The Committee voted unanimously to recommend certification of 2000 Arch Street.

129 Bethlehem Pike - The Piper-Price House

This house is a two-story building with a three-story campanile erected 1854 in a Italian Villa style. Samuel Sloan may have designed the building: certainly it follows closely a design published in his Model Architect three years before. It stands as one of the finest examples of the Italian Villa within the city of Philadelphia. The Price family owned the house from 1898 to 1977. Eli Kirk Price, II, exerted great influence in the creation of the Parkway and relocation of the various institutions now bordering it.

The Committee unanimously recommended certification of 129 Bethlehem Pike.

1618-1622 Chestnut Street - WCAU Studio Building

Erected in 1931 from the designs of Gabriel Roth, Harry Sternfeld & Robert Heller, the WCAU Building stands as an excellent example of the Art Deco architecture often associated with the glory days of radios and movies. The building has suffered alteration, especially after a fire in the mid 1950s but its appearance, unlike any other piece of architecture in Philadelphia, dominates the south side of Chestnut Street.

The Committee unanimously recommended certification of 1618-1622 Chestnut Street - the WCAU Studio Building.

1818-1820 Chestnut Street - Oliver H. Bair Funeral Home

The Bair Funeral Home has served as a landmark on Chestnut Street since its erection in 1907 from the designs of John T. Windrim. Although only four floors are apparent in its Renaissance Revival facade, the building actually contains five floors and a mezzanine level. Oliver Bair founded the establishment in 1876 which eventually grew to four business locations. The new building on Chestnut Street served to combine these four locations into one building. It has recently been acquired by the Pennsylvania Academy of the Fine Arts which is relocating its Peale House from across the street.

The Committee unanimously recommended certification of 1818-1820 Chestnut Street, the Oliver Bair Funeral Home.

4501 Fishers Lane - the Harvey Rowland House

Erected c. 1840, this house served as the residence of Harvey Rowland, one of four brothers who operated a saw works on the Tacony Creek near the intersection of Fishers Lane and Wyoming Avenue. Harvey and his brother William eventually left this concern and opened the Oxford Iron & Steel Works in Frankford. This house, standing 2½ stories high, was part of a small village along Fishers Lane, one of the old country roads in the northeast part of the city. Most of the buildings along Fishers Lane have been demolished: the survivors, except 4501, have been certified by the Commission.

The Committee unanimously recommended certification of 4501 Fishers Lane, the Harvey Rowland House.

7900-7906 Lincoln Drive, a.k.a. 225 W. Springfield Avenue

This building was erected in 1843 as an ice house to service the Chestnut Hill area. The ice house closed down c. 1910 and Dr. George Woodward hired H. Louis Duhring, of Duhring, Okie & Ziegler, to renovate the building in 1913 into a residence and studio for Willet's Stained Glass Studios. It represents not only one of Woodward's finest examples of adaptive reuses of early buildings but also was part of his dream of turning Chestnut Hill into a center for the arts along with the Violet Oakley Studio. Further alterations occurred in 1925 when Willet's outgrew the building.

The Committee unanimously recommended certification of 7900-7906 Lincoln Drive, a.k.a. 225 W. Springfield Avenue.

801-823 Market Street - Strawbridge & Clothier Department Store

Strawbridge's presently consists of two buildings: the West building, a four-story structure in 1903 from the designs of Addison Hutton, and the main building designed by Simon & Simon, which replaced the early buildings of the complex in 1929. Justus C. Strawbridge founded the store in 1862, taking Isaac Clothier on as a partner in 1868. It remains the last major independent department store in the United States.

The Committee discussed the problem of certifying the interior space. It was agreed to treat it like Wanamakers and control only that portion of the interior deemed important. The Committee asked the staff to survey the interior and report its findings directly to the Commission at the next meeting.

The Committee unanimously recommended certification of 801-823 Market Street - Strawbridge & Clothier's Department Store including both the Addison Hutton West Building and the Simon & Simon Main Building.

1713-1715 Rittenhouse Street - Alfred C. Harrison Stable

A 3-story building erected in 1902 in a Collegiate style by Cope & Stewardson, this building acted as a service building to the Harrison residence on Locust Street. The stable was later renovated into a residence in the 1920s and presently house a law office. The building stands as one of the last works of Walter Cope who died in the autumn of 1902 and contributes to the architectural character of the Rittenhouse Square neighborhood.

The Committee unanimously recommended certification of 1713-1715 Rittenhouse Street, the Alfred C. Harrison Stable.

700, 730-732 Sansom Street - Carstairs Row

These three buildings are the survivors of a row of buildings erected c. 1799-1800 by William Sansom as one of the first speculative row house developments in the city. The plans for the row were done by Thomas Carstairs and the row itself has been cited by numerous authorities as important to the history of architecture in Philadelphia. These buildings have been listed by the Commission for many years with no prior recorded Commission action.

The Committee unanimously recommended ratification of 700, 730 & 732 Sansom Street.

5215-5239 Schuyler Street - the Wissahickon

This immense 4-story Georgian Revival structure dominates the area surrounding Queen Lane and Wissahickon Avenue. W. Frisbey Smith, architect of many of the houses in the area, designed the Wissahickon apartment building in 1911. It stands as one of the few surviving major early 20th-Century apartment buildings in the city. It is presently undergoing restoration.

The Committee unanimously recommended certification of 5215-5239 Schuyler Street, the Wissahickon.

104-106 S. 8th Street

The building at 104-106 S. 8th Street stands as a four-story, five-bay brick structure with a facade constructed c. 1880, possibly by Wilson Brothers & Company. This building contains one of the few High Victorian Gothic commercial facades remaining within the city. It also served as the home of the second Horn and Hardart restaurant to open in the city (1890-mid 1950s).

The Committee unanimously recommended certification of 104-106 S. 8th Street.

115 N. 15th Street - YMCA Building

Louis E. Jallade, a New York architect, designed the Armed Services Division building of the YMCA in 1926 and construction was completed two years later. It stands as one of the first Art Deco skyscrapers constructed within the city. Jallade designed the structure to contain 2 three-bay wide towers, one rising 21 stories, the other 25 stories, connected by three bridge-like wind braces.

The Committee unanimously recommended certification of 115 N. 15th Street-the YMCA Armed Services Division Building.

411 N. 20th Street - the Granary

The Granary is a reinforced concrete former grain elevator erected in 1925 by the Reading Railroad. It stands as an increasingly rare example of a grain elevator near the city's central business district. It is both a relic of Philadelphia's historical role as a commercial and industrial center and evidence of Philadelphia's present activity in historic preservation through adaptive reuse. In 1978, Kenneth Parker converted the structure into a residence for himself and the architectural offices of Kenneth Parker Associates.

The Committee unanimously recommended certification of 411 N. 20th Street, the Granary.

229 S. 22nd Street - John C. Bell House

This structure was erected in 1906 from the designs of Horace Trumbauer as a single-family residence. It was converted to apartments in the 1940s. Its Neo-Georgian design contributes to the architectural richness of the Rittenhouse Square neighborhood. Its owners, John C. Bell and John C. Bell, Jr., both achieved political prominence in the state of Pennsylvania; the former serving as State Attorney General and Philadelphia District Attorney, the latter occupying the offices of Lt. Governor, Governor and Chief Justice of the Pennsylvania Supreme Court.

The Committee unanimously recommended certification of 229 S. 22nd Street, the John C. Bell House.

Pennsylvania Railroad Stations - Chestnut Hill Branch

The Pennsylvania Railroad contributed heavily to the development of the western portions of Germantown, Mt. Airy and Chestnut Hill. The remaining stations serve as a monument to the importance of the railroad to the region. Areas such as St. Martins, Pelham and the Tulpehocken-Wayne Avenue sections benefitted directly from the advent of the railroad. Other areas grew more slowly but the railroad served as the principal means of access from these areas to center city before the automobile.

Seven stations still exist: Chestnut Hill (West), St. Martins, Allen Lane, Carpenter, Upsal, Tulpehocken and Queen Lane. The last five are all similar in design, being variations on a theme. They were erected in c. 1884-1885 probably by Wilson Brothers & Company. The branch itself opened in 1884.

The Committee unanimously recommended certification of the following seven railroad stations on the Chestnut Hill West line: Chestnut Hill West, St. Martins, Allen Lane, Carpenter, Upsal, Tulpehocken and Queen Lane.

4414 Ridge Avenue - Undine Barge Club, Castle Ringstettan

Castle Ringstettan, as the upper clubhouses of the Undine Barge Club is known, was the first boathouse built in the Falls of Schuylkill area as an upriver clubhouse for one of the barge clubs located along Boat House Row. Documents provided to the Commission prove that Furness & Hewitt designed the building in 1875.

The form was presented to the Committee on the day of the meeting. The Committee accepted the form in order to act upon it but requested the staff to rewrite it and distribute copies to the individual members.

The Committee unanimously recommended certification of 4414 Ridge Avenue, Castle Ringstettan of the Undine Barge Club.

There being no further business, the meeting adjourned at 4:00 p.m.

Respectfully submitted

Jefferson M. Moak
Research Historian

PHILADELPHIA HISTORICAL COMMISSION

COMMITTEE ON CERTIFICATION

AGENDA

2000 Arch Street - Gulf Service Station

129 Bethlehem Pike - Piper-Price House

1618-1620 Chestnut Street - WCAU Studio Building

1818-1820 Chestnut Street - Oliver H. Bair Funeral Home

4501 Fishers Lane - Harvey Rowland House

7900-7906 Lincoln Drive, a.k.a. 225 W. Springfield Avenue - Ice House

801-823 Market Street - Strawbridge & Clothier's Department Store

1713-1715 Rittenhouse Street - Alfred C. Harrison Stable

700, 730-732 Sansom Street - Carstair's Row

5215-5239 Schuyler Street - The Wissahickon

104-106 S. 8th Street - Horn & Hardart Restaurant

115 N. 15th Street - YMCA Building

411 N. 20th Street - The Granary

229 S. 22nd Street - John C. Bell House

Pennsylvania Railroad Stations:	Chestnut Hill West
	St. Martins
	Allens Lane
	Carpenter
	Upsal
	Tulpehocken
	Queen Lane

MEMORANDUM

CITY OF PHILADELPHIA

TO : Members of the Committee on Certification

DATE 10 July 1981

FROM : Jefferson M. Moak

SUBJECT: The 8th Meeting of the Committee

The 8th Meeting of the Committee on Certification will meet on 17 July 1981 at 2:30 p.m. in 1313 City Hall Annex. The following building will be considered:

2000 Arch Street

129 Bethlehem Pike - The Piper-Price House

1618-1620 Chestnut Street - WCAU Studios Building

1818-1820 Chestnut Street - Oliver H. Bair Funeral Home

4501 Fishers Lane - Harvey Rowland House

7900-7906 Lincoln Drive, a.k.a. 299 W. Springfield Avenue

1713-1715 Rittenhouse Street - Alfred C. Harrison Stable

700, 730-732 Sansom Street

5217-5239 Schuyler Street - The Wissahickon

104-106 S. 8th Street

115 N. 15th Street - YMCA Building

411 N. 20th Street - The Granary

229 S. 22nd Street, a.k.a. 2145 Locust Street - John C. Bell House

Chestnut Hill West Railroad branch stations

Chestnut Hill West

St. Martins

Allens Lane

Carpenter

Upsal

Tulpehocken

Queen Lane

801 Market Street - Strawbridge & Clothier Department Store

P.S. There is no air conditioning in the Annex until August at the earliest so come dressed for rather warm conditions.

THE MINUTES OF THE 256th STATED MEETING OF THE PHILADELPHIA HISTORICAL COMMISSION

6 August 1981

F. Otto Haas, Chairman

Present: F. Otto Haas, Chairman of the Commission
Janet S. Klein, Vice Chairman of the Commission
Edward Pinkowski
John Taxin
John F. McCloskey, Deputy Commissioner, Department of Public Property
Val C. Mogensen, Executive Assistant Director of Finance
Herbert W. Levy, A.I.A., Architectural Advisor to the Commission
Frank Thomas, Esq., Assistant City Solicitor, Law Department
Richard Tyler, Historian
Patricia Siemiontkowski, Architectural Historian
Jefferson M. Moak, Research Historian

Unless otherwise noted, all actions taken herein are the results of motions correctly made, seconded and carried.

THE MINUTES of the Stated Meeting held on 4 June 1981 were approved and directed to be filed. The Chairman and the Historian reported that no progress had been made in securing the owner's approval for the certification of the Philadelphia Divinity School at 4201-4299 Spruce Street. The Commission agreed to refer the matter back to the Committee on Certification for a recommendation.

THE REPORT of the Architectural Committee for 17 June 1981. Herbert W. Levy, A.I.A., Chairman, was approved and directed to be filed with the official copy of the Minutes.

THE REPORT of the Architectural Committee for 15 July 1981, Herbert W. Levy, A.I.A., Chairman, was reviewed. One item was discussed at length and acted upon separately.

Following a discussion of the Redevelopment Authority's request for permission to demolish 246 and 248 South 8th Street to provide adequate parking for the development of the buildings adjoining to the east, a motion to impose the Commission's six month statutory delay on demolition was presented. This motion was seconded and carried. The Historical Commission did not accept the recommendation of the Architectural Committee on this matter. Although the two buildings possess only marginal significance, the Commission agreed that it should not approve demolition of any certified building for a parking area. In addition, the section pertaining to the rehabilitation of the ground floor of 238-240

South 8th Street was amended to include the following, closing sentence. "If Morley Electric Company decides to maintain its retail operation at 238-40 South 8th Street, the Architectural Committee will consider the introduction of a contemporary storefront treatment on the ground floor compatible with the original scale and character of the Victorian buildings."

The remainder of the items included in the Report of the Architectural Committee for 15 July 1981 were approved and the report directed to be filed with the official copy of the Minutes.

THE REPORT of the Committee on Certification for 17 July 1981, Edward Pinkowski, Chairman.

Each of the buildings recommended by the Committee on Certification was reviewed individually and acted upon separately. All of the following were approved for certification by the Commission:

2000 Arch Street
129 Bethlehem Pike - The Piper-Price House
1618-1622 Chestnut Street - WCAU Building
1818-1820 Chestnut Street - Oliver H. Bair Funeral Home
4501 Fishers Lane - Harvey Rowland House
7900-7906 Lincoln Drive, a.k.a., 225 W. Springfield Avenue
801-823 Market Street - Strawbridge and Clothier Department Store
1713-1715 Rittenhouse Street - Alfred C. Harrison Stable
5215-5239 Schuyler Street - The Wissahickon
104-106 South 8th Street
115 North 15th Street - YMCA Building
411 North 20th Street - The Granary
229 South 22nd Street - John C. Bell House
Chestnut Hill West Railroad Station
St. Martins Railroad Station
Allen Lane Railroad Station
Carpenter Railroad Station
Upsal Railroad Station
Tulpehocken Railroad Station
Queen Lane Railroad Station
4414 Ridge Avenue - Undine Barge Club, Castle Ringstettin

In addition, the Commission ratified the certification of three buildings in Carstairs Row.

700 Sansom Street
730 Sansom Street
732 Sansom Street

Mr. Mogensen opposed the certification of three buildings - the WCAU Building at 1618-1622 Chestnut Street, the YMCA Building at 115 North 15th Street and the Granary at 411 North 20th Street.

Finally, a motion to amend the minute concerning the Granary at 411 North 20th Street was made. The Commission directed that the word "architectural" be struck from the last sentence of the first paragraph and amended to read as follows: "In 1978, Kenneth Parker converted the structure into a residence for himself and the offices of Kenneth Parker Associates." Subject to this revision, the Report of the Committee on Certification for 17 July 1981 was accepted and directed to be filed with the official copy of the Minutes.

THE REPORT on Philadelphia Historical Commission Staff Activities for the months of June and July, 1981, Richard Tyler, Historian. Following a brief up date on the Wanamaker House and the Naval Home, Mr. Tyler's report was approved and directed to be filed with the official copy of the Minutes.

NEW BUSINESS

Clinton Street Proposal, David Stewart, Executive Director, The Philadelphia Old Town Historical Society, Inc. Mr. Stewart appeared before the Historical Commission to request its endorsement of the Old Town Historical Society's proposed renewal project for the Clinton Street National Register Historic District and the surrounding neighborhood.

Mr. Stewart outlined for the Commission members the proposed development project. In addition to up-grading Clinton Street to National Historic Landmark status, Mr. Stewart explained the Society's intention to substantially renew the immediate area. Current plans call for new landscaping, the erection of an iron fence, the creation of a reflecting pool and the relocation of the Sons of Temperance fountain, currently in storage, in the Louis I. Kahn Park. In addition, the Society hopes to acquire the school house presently owned by Phineas Meade at 1113-25 Pine Street and restore it as a museum, art gallery and restaurant. Along Clinton Street, Stewart's group intends to restore the 900 and 1000 blocks to their original 1830's appearance with gas lights, period plantings, appropriate street furniture, etc. To protect the integrity of the street and provide security, the Society also proposes the erection of walls and iron gates at each end of Clinton Street. The street would be closed off after

midnight and access to it would be restricted.

Following a lengthy discussion of the project, the Commission members expressed some concern over several of the proposed undertakings particularly the construction of walls and iron gates to restrict entrance to a public street. Because of the complexity of the project and some members' reservations about it, the Commission agreed that no action could be taken at this time. Mr. Stewart was invited to make a more detailed presentation to the Commission at a future meeting.

National Trust for Historic Preservation Annual Meeting, Richard Tyler, Historian. Mr. Tyler informed the Commission of the upcoming annual meeting of the National Trust and suggested that the Commission consider sending a member of its staff to represent Philadelphia and the Commission. The Trust meeting this year will be held in New Orleans, September 30 to October 3.

At the suggestion of the Chairman, a motion to allocate \$700.00 from the Harry A. Batten Fund to cover expenses for a staff member to attend the Trust meeting was made. This motion was seconded and carried.

There being no further business, the meeting adjourned at 5:00 P.M.

Respectfully submitted,

Patricia Siemiontkowski
Architectural Historian

/pas