ADDRESS: 4045-61 MAIN ST
Proposal: Construct multi-unit residential building
Review Requested: Final Approval
Owner: GJ Littlewood & Sons Inc.
Applicant: Adam Laver, Esq., Blank Rome
History: 1869; Littlewood & Co., Dyers and Bleachers
Individual Designation: None
District Designation: Main Street Manayunk Historic District, Significant, 12/14/1983
Staff Contact: Jon Farnham, jon.farnham@phila.gov

OVERVIEW: This application proposes constructing a multi-unit residential building at 4045-61 Main Street at the corner of Main Street and Shurs Lane in the Main Street Manayunk Historic District. The site is in the floodplain and the proposed building is designed to be sufficiently resilient to survive occasional flooding. The proposed building would be seven stories tall and include 162 residential units, 160 parking spaces, residential amenities, and a loading dock. Occupied space and mechanical equipment would be located on and above the second floor, above the Design Flood Elevation. Walls from the mill complex along Main Street would be retained and incorporated into the new building. Windows and doors in the old walls would be restored. The new building would be clad in brick and corrugated metal.

A historic mill complex stands on the site at 4045-61 Main Street. At its 10 May 2024 meeting the Historical Commission determined that the mill complex at the site cannot be feasibly adaptively reused and approved its demolition. At the same time, the Historical Commission reviewed and denied an earlier version of the proposed multi-unit residential building, finding that the proposed building would be too large in size, scale, and massing for the Main Street Manayunk Historic District. The current application proposes a revised design for the building that is intended to address the Historical Commission's concerns expressed in May. The cover letter with the application enumerates the revisions, which include additional setbacks and other features around the historic facades to give them more three-dimensionality, additional setbacks at the upper floors to reduce the height and size, and additional articulation of the facades to reduce the massing. The application materials include a series of comparisons of the original and revised design that show the setbacks, reductions in height, and other changes.

SCOPE OF WORK:
- Construct a seven-story building, incorporating the retained facades.

STANDARDS FOR REVIEW:
- *Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*
  - The construction of the proposed new building will not destroy historic materials, features, and spatial relationships that characterize the property. It will be differentiated from the old. The size, scale, and massing of the proposed building have been adjusted from the previous iteration so that it will be compatible in materials, features, size, scale and proportion, and massing with the historic district.

STAFF RECOMMENDATION: The staff recommends approval, with the staff to review details, pursuant to Standard 9.

DO NOT MAIL THIS APPLICATION

Department of Licenses and Inspections
CITY OF PHILADELPHIA

Job Number: (for office use only)

Construction Permit Application

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

1 Property Information

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#.

Parcel Address: 4045 Main Street, Philadelphia, PA, 19127

Specific Location: Corner of Main Street and Shurs La, Manayunk, Philadelphia, PA

☐ Check box if this application is part of a project and provide the project number: **PR-20** ___-_____

2 Applicant Information

Identify how you are associated with the property.

Licensed professionals include design professionals, attorneys, and expediters. A tradesperson must have an active Philadelphia license for their trade or hold a PA Home Improvement Contractor Registration.

I am the: ☐ Property Owner ☐ Tenant ☐ Equitable Owner ☒ Licensed Professional or Tradesperson

Name: Eric Leighton Company: cbp Architects

Address: 234 Market Street, 4th floor

Email: eleighton@cbparchitects.com Phone No.: 215-928-0202

3 Property owner Information

Identify the deeded property owner.

If there was a recent change of ownership, documentation such as a deed or settlement sheet is required.

*If the property owner is a 'company', identify the contact information for any natural person with more than 49% equity interest in the property. If no individual has such an interest, provide contact information of at least two (2) natural persons with the largest equity interest in the property.

The property owner is a/an: ☒ Individual ☒ Company*

Owner (1)

Name: Robert Littlewood ☐ Check box if new owner is being listed

Address: 4045 Main Street, Philadelphia, PA 19147

Owner (2)

Name: Dave Littlewood

Address: 4045 Main Street, Philadelphia, PA 19147

4 Design Professional in Responsible Charge

Identify the PA-licensed design professional who is legally responsible.

Name: Eric Leighton Firm: CBP Architects

PA License No.: RA016375 Phila. Commercial Activity License No.: 524605

Email: eleighton@cbparchitects.com Phone No.: 215-928-0202

5 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, interior/exterior alterations, excavation or shell.

(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 (use separate sheet if needed).

(g) Select all conditions that apply to this project (if any).

* Provide the associated Streets Review number if "Project Impacts Streets / Right-of-Way" is selected.

** If 'Yes' is selected, an Owners' Acknowledgement of Receipt form must be provided for each affected property.

(a) Occupancy ☐ Single-Family ☐ Two-Family ☒ Other, please describe: Multi-Family

(b) Scope of Work ☒ New Construction ☐ Excavation ☐ Addition / Alteration ☐ Shell (No Fit Out) - *Option for Commercial Permits Only*

(c) Earth Disturbance Area of Earth Disturbance: 57,800 (Sq. Ft.)

(d) Building Floor Areas New Floor Area: 220,004 (Sq. Ft.) Existing Altered Area: _____ (Sq.Ft.)

(e) Number of Stories 7

(f) Description of Work 7-story (2-story podium w/ 5-floors above), multi-family apartment building (R-2 use) with accessory parking, bicycle parking and residential entry at first floor; additional parking, residential lobby, leasing office, amenities and dwelling units at the second floor; dwelling units at floors 3-5; dwelling units and amenity space (including outdoor) at the 6th floor and dwelling units at the seventh floor.

(g) Project Conditions

☐ New High Rise ☒ Green Roof Included ☐ Initial Fit-out of Newly Constructed Space
☐ Modular Construction ☒ Façade Work ☒ Project Impacts Streets/Right-of-Way*
☒ Project Impacts Adjacent Property**

* Provide the associated **Streets Review** number for this project, if applicable: **SR-20**_____

** This project includes work described below: ☒ Yes ☐ No

- *Excavation work more than 5 feet below adjacent grade and within 10 feet of an adjacent building or structure.*
- *Excavation or construction work where historic structure is within 90 feet on the same or adjacent parcel.*
- *Structural alterations of a historic structure (excluding one-or-two family dwelling).*
- *Modifications to a party wall, including joist replacement, and additions.*
- *Severing of structural roof or wall covering spanning properties.*

DO NOT MAIL THIS APPLICATION

Department of
Licenses and Inspections
CITY OF PHILADELPHIA

Job Number: (for office use only)

_____

Project Details, Other Permits & Contractor Information

Use this section to provide project details, pre-requisite approvals and applicable contractor information.

(a) Choose 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 Zoning Permit number.

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

(c) Identify the licensed excavation contractor and estimated cost of excavation work.

(d) 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.

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

(f) 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

(g) 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.

(h) Provide the total improvement cost for residential (including multi-family) alterations and additions. Check the box if your project is excluded from real estate tax exemption and exempt from Development Impact Tax.

6

(a) Check all that apply:

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

Provide the associated Construction Permit number, if applicable: **RP or CP – 20** _____-_____

Provide the associated Zoning Permit number for this construction, if applicable: **ZP – 20** ____ - _____

***Note**: Trades listed below (d, e, f , and g) are mandatory for all residential new construction jobs.*

(b) General Building Construction Contractor Information

Name: TBD _____ Cost of Building Work: $ TBD _____

License Number: _____ Phone: _____

(c) Excavation Work & Contractor Information

Name: _____ Cost of Excavation Work: $ _____

License Number: _____ Phone: _____

(d) 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 Details & Quantities: _____

(e) Electrical Work & Contractor Information ☐ **New Installation** ☐ **Alteration** ☐ ***Rough-In**

Name: _____ Cost of Electrical Work: $_____

License Number: _____ Phone: _____

Third Party Inspection Agency Name: _____

(f) 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.)

(g) 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: _____

(h) Total Improvement Cost: $_____ *(The total improvement cost must also include the cost of all electrical, plumbing, mechanical, fire suppression systems work, and interior finishes)*

☐ ***Check box if your project is excluded from real estate tax exemption and exempt from Development Impact Tax*** *(Review OPA's website for tax abatement information at: https://www.phila.gov/services/property-lots- housing/property-taxes/get-real-estate-tax-relief/get-a-property-tax-abatement/*

Declaration & Signature

All provisions of the Philadelphia 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 ownerto 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: _____ **Date:** 06 / 10 / 2024

4045 MAIN STREET

PHILADELPHIA HISTORICAL COMMISSION JULY 12, 2024



DEVELOPMENT TEAM

URBAN CONVERSIONS

Owner
1900 Market Street, 8th Floor
Philadelphia, PA 19103

cbp ARCHITECTS

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

Ruggiero Plante Land Design

Civil Engineer
5900 Ridge Avenue
Philadelphia, PA 19128

CONSULTANTS

ESI ECONSULT SOLUTIONS INC.

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

AKRF

Floodplain Resiliency Consultants
530 Walnut Street, Suite 998
Philadelphia, PA 19106

CP CHPlanning LIMITED

Land Use Planning
1520 Locust Street
Philadelphia, PA 19102

Bowman

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

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June 10, 2024

Jonathan E. Farnham, Ph.D.
Executive Director
City of Philadelphia Historical Commission
1515 Arch St, 13th Floor, Philadelphia, PA 19102

RE: Proposed Multi-Family Development at 4045 Main Street

Dear Dr. Farnham:

This letter, along with the accompanying presentation package, which includes a building permit application and descriptive graphics, are submitted for final review and to secure a place on the agenda of the June 25, 2024 meeting of the Architectural Committee and the subsequent July 12, 2024 meeting of the Philadelphia Historical Commission (the "Commission"). As you will recall, on May 10, 2024, the Philadelphia Historical Commission found that the existing mill complex cannot be used for any purpose for which it is or may be reasonably adapted, and approved demolition, provided the site is recorded to HABS-like standards and no demolition occurs until the new construction for the site is financed, approved by the Historical Commission, and issued a building permit. At the same meeting, the Commission voted to deny the proposed new building pursuant to Standard 9.

The project in this submission is revised in response to concerns expressed by the Commission about the height, scale, and massing of the proposed project, and the minimal depth of existing facades being retained in the original proposal. Revisions include a setback of five feet surrounding and above the existing two-story gable wall, a continuous terrace setback along the top of the existing one-story wall, added glass around the lower gable wall, setback of the 6th and 7th floors at the east end of the Main St. façade, setback of the 6th and a portion of the 5th floors at the west end of the Main St. façade, and moving the amenity terrace to the 6th floor, thus reducing the massing of the west end of the proposed building. These increased setbacks from Main St. and at each end of the proposed building are to reduce the visual impact from key vantage points and transition to the lower height of adjacent buildings to the east and especially the west. Extending the setback as low as the 5th floor for a portion of the Main St. façade further breaks the massing into smaller sections, effectively reducing the visual length of the structure. Five feet of return walls and roof of the existing two-story gable will be retained so the preservation of the existing walls is less two-dimensional in appearance. To demonstrate context for the proposal, the revised submission retains images of the existing buildings, although they should be considered demolished, except what is proposed to remain.

In addition to being located in the Main Street Manayunk Historic District, this challenging site of 50,139 square feet, is zoned I-2, Medium Industrial, which is consistent with its historic use as a silk dyeing factory, which ceased operations in 2021, when the owners were unable to recover following yet another flood, which destroyed the business. Also, a substantial portion of the site is in flood zone AE, meaning that any occupied space on the site must be located at an elevation not less than 1'-6" above the base flood elevation, which along Main Street ranges from approximately 10' to 13' above the sidewalk. The proposed elevation of the second floor, the first level of occupied space, is 4'-1 1/4" above the base flood elevation due to the flood requirements, to avoid conflict with the existing window openings and the second-floor structure, and provides future flood resiliency. The project

234 Market Street, 4th Floor Philadelphia, PA 19106 215.928.0202 cbparchitects.com

design team includes AKRF, which has been engaged for flood resiliency consulting and has been integral in the project's design decisions regarding flood mitigation and long-term resiliency.

4045 Main Street is a proposed, seven story multi-family development that includes market-rate rental apartments with accessory automobile parking, bicycle parking, and entry lobbies on the ground floor. The second floor (above the flood elevation) will include amenities, apartments, additional accessory parking, loading and trash collection. There will be five floors of apartments above, with amenities and a common terrace on the 6th floor. Extending along Main Street from the existing adjacent Starfinder Foundation (4015 Main Street) to Shurs Lane, the proposed seven story building will include:

- 162 Dwelling Units: Located on floors 2 through 7, in a mix of studios, one-bedroom, and two-bedroom apartments.
- Residential Amenities: Lobby related seating, a fitness center, a co-working suite with adjacent outdoor terrace, and back-of-house spaces are located on the second floor and an amenity suite and roof terrace are located on the 6th floor.
- Parking: Private accessory parking for 160 automobiles is located on the first and second floors, within the building on the first floor, and to the rear of the site, primarily beneath the building at the second floor. Parking is accessed through overhead doors on Main Street with an interior ramp to the second floor, and an emergency exit above the flood plain onto Shurs Lane accessed through the loading area.
- Loading: An enclosed loading space, located in the northwest corner of the second floor, is accessed through an overhead door on Shurs Lane.

Due to the I-2 zoning, a variance will be needed for the proposed Multi-Family Use. A variance will also be needed for the overall height of the building. While the I-2 zoning has no height limit unless abutting a residential district (which this site does not), the Main Street/Manayunk and Venice Island Neighborhood Commercial Area Overlay District imposes a height limit of 38 feet. Average grade, for height measurements, is considered by the code to be 1'-0" above the regulatory flood plain. Thus, the proposed building height is 68'-1 1/4". At the property line along Main Street, the height above the sidewalk ranges from 53'-0" to 76'-0" where the cornice line transitions from sections of 4, 5, and 6 stories. Above these varying height sections of building at the street frontage, the remainder of the building is set back 5'-0", and the height above the sidewalk ranges from 79'-0" to 82'-0. This height should be considered within the context of the many existing nearby examples of similar height as well as more significantly and similarly scaled historic context that existed throughout the industrial development of Manayunk. Graphic demonstration of where these examples are, or were located, is provided in this submission.

In addition to these contextual examples, the site is not immediately adjacent to any smaller scaled residential districts. The immediately adjacent parcels are zoned CMX-2.5, ICMX and CMX-2. The closest parcels that are zoned residential are the blocks to the north; however, this area, while close in dimensional proximity, is substantially visually separated from 4045 Main Street by the existing railroad viaduct that has long been among the largest scale structures in the vicinity. This proposal rises only 29'-0" above the rail bed and only the top 3 floors should be visible from the roof decks of dwelling units on Cresson Street.

While the proposal keeps occupied space above the code required elevation (1'-6" above the base flood elevation), for the dwelling units, more resiliency for the future is incorporated through minimizing the number of dwelling units at the second floor and by increasing from 1'-6" to 4'-1 1/4" the elevation of the second floor above the base flood elevation. In the original scheme, the proposed typical floor had 34 dwelling units while the count on the second floor was limited to nine, resulting in a need for the

seventh floor with 25 units to achieve the necessary yield. While the count at the second floor remains the same as the original scheme, massing reductions and moving the amenity space to the 6th floor have resulted in fewer units on this floor, too. One additional unit is added to the 7th floor in the former location of the amenity space resulting in a total of 162 units. The setback from Shurs Lane at the top of the building, now at both the 6th and 7th floors, ranges from 28'-0" at the end towards the railroad to 31'-9" at the end closest to Main Street. Mechanical and Utility spaces such as transformers, the generator, electrical panels, pumps, etc., are also required to be above the flood elevation, thus also occupying space at the second floor.

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

The approximately 220,000 SF proposed building is arranged in three wings, one fronting on Main Street, one on Shurs Lane, and the third extending from the Main Street wing toward the railroad viaduct, parallel to 4015 Main Street. The primary residential entry for pedestrians and vehicles is on Main Street, located at a natural break between two sections of preserved historic façades, where existing buildings that will be removed, are set back from the sidewalk. A cantilevered entry awning demarcates the primary entry and bisects a double height glass enclosed volume. A grand stair and elevator will transition residents up to the main lobby, reception, and amenity area at the second floor, above the flood elevation. Amenities on the second floor include a co-working space, a fitness center and leasing offices. At the ground floor between the historic façade and the corner at Shurs Lane, three bays of translucent divided-lite panels separated by red brick pilasters, reference the adjacent large rectangular industrial window in the historic façade and the red brick into which it is set. A secondary entrance, is recessed into the corner at Main Street and Shurs Lane. This secondary entrance is provided for convenience to the residents living in the western end of the building and provides an access point towards the more active portion of Main Street to the west. The primary elevator and stair core is located near the main lobby at the intersection of the main wing and eastern most wing. The secondary core is located at the intersection of the main wing and the wing along Shurs Lane, near the secondary entry.

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

The historic facades are separated from the building above by a continuous five-foot-deep recess of dwelling unit terraces and a limited band of dark corrugated metal. The new walls above are set at the rear of the approximately 12" thick existing masonry walls for further distinction of the latter. The

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

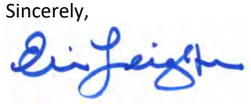
Materials include a light buff variegated brick, a red variegated brick to match the existing preserved facades, dark brown colored vertical corrugated metal siding, aluminum and glass storefront, metal clad windows, and a red-orange accent color believed to be the original color for the historic window replacements. The light buff brick references the color and texture of the stone in the preserved facades, while the corrugated metal references the industrial nature and past of the area such as the nearby Hare and Cute Coal Pocket.

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

The developer of the project is Urban Conversions, which specializes in historic preservation/adaptive reuse within Philadelphia. When it became evident that it would not be possible to reuse the existing structures, the firm challenged us to design a scheme that preserves most of the existing facades and integrates them into the project. This will be the third Urban Conversions project in Manayunk, with the other two preserved in concert with the National Park Service as part of the Federal Historic Preservation Tax Incentives program.

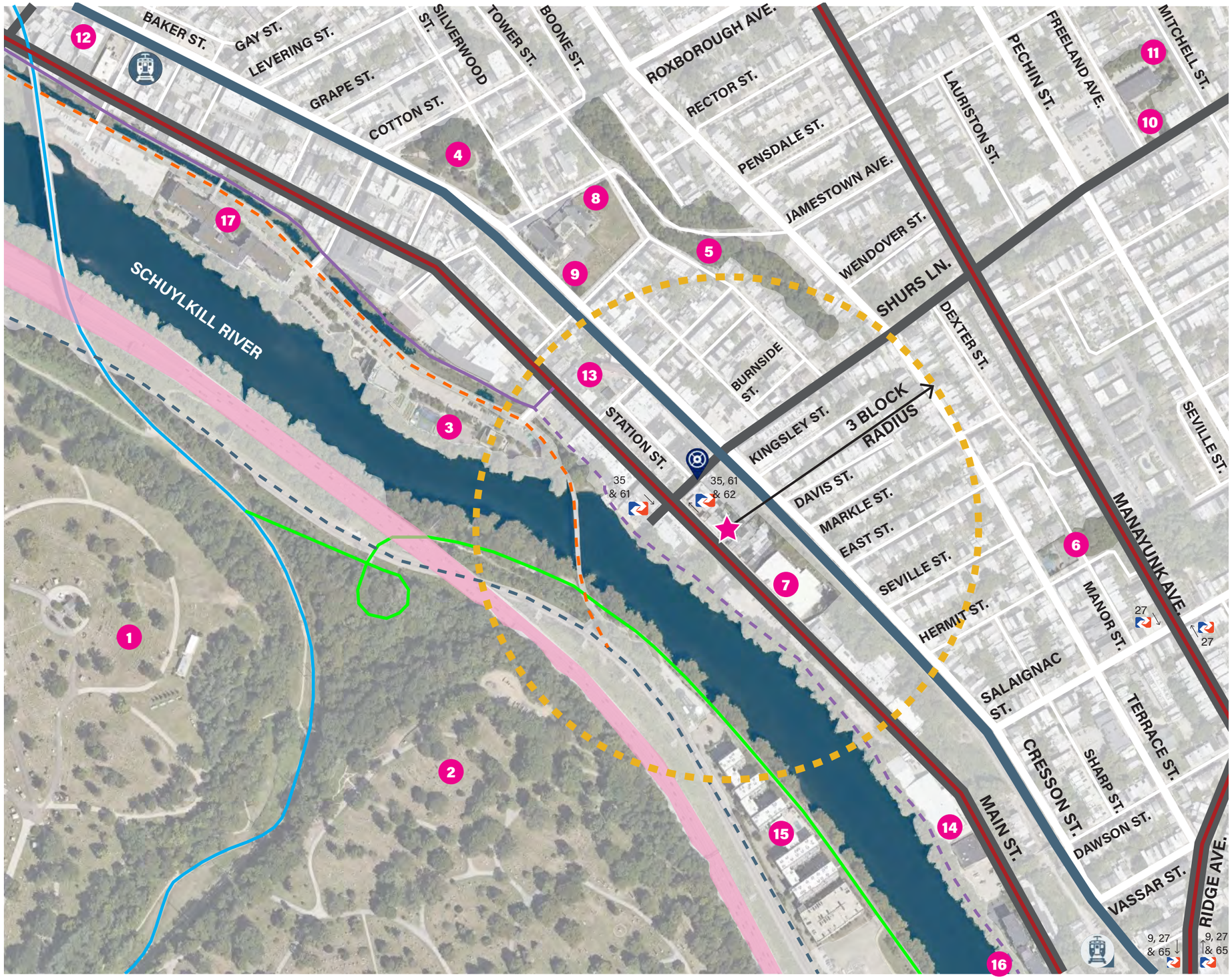
After reviewing our submission, please do not hesitate to contact us with any questions or should you require additional information, which we will make every attempt to promptly provide.

Sincerely,

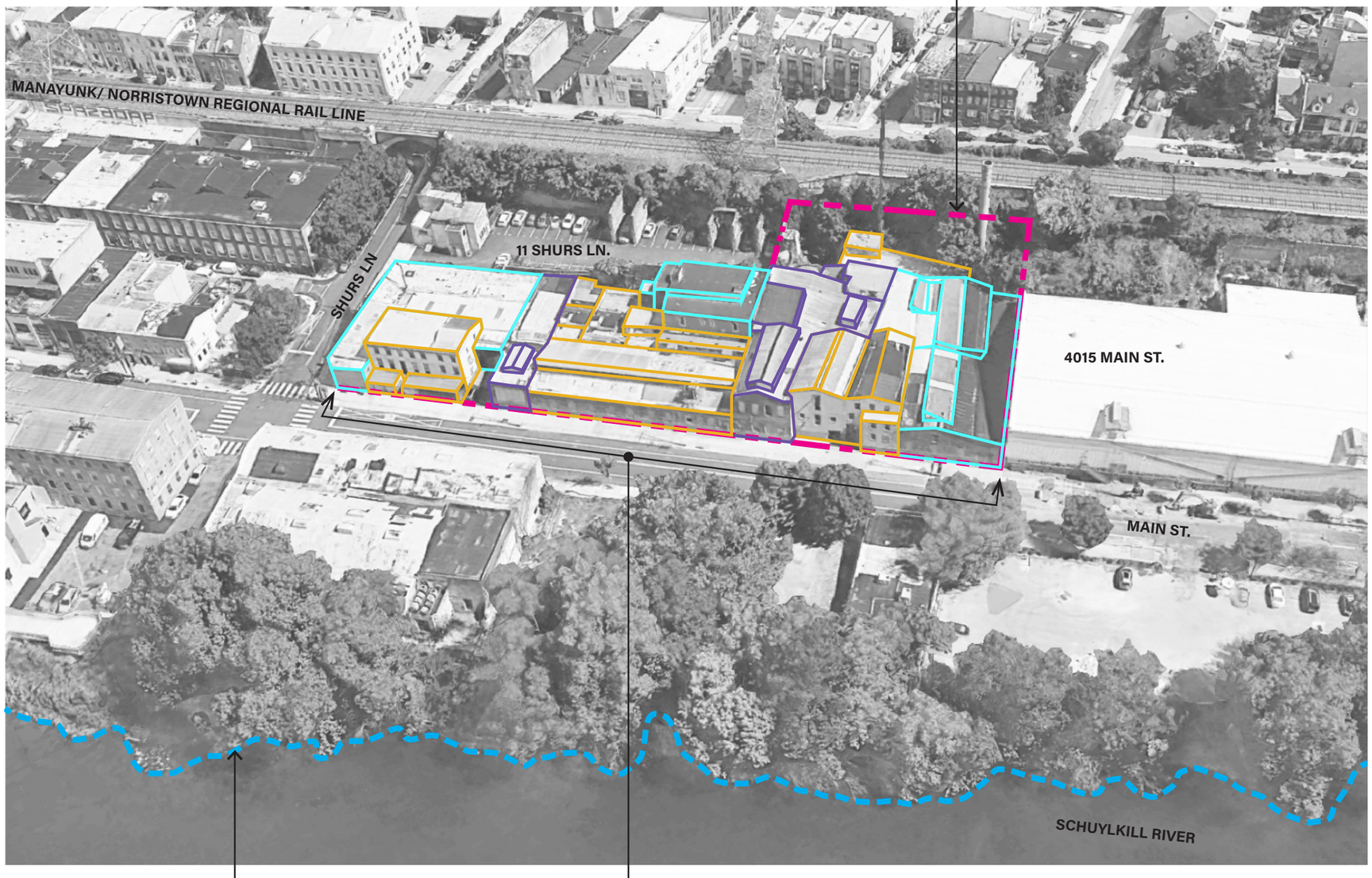


Eric Leighton, AIA

Cc: Andrew Zakroff; Adam Laver; file



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


Property Line
MANAYUNK/ NORRISTOWN REGIONAL RAIL LINE
SHURS LN
11 SHURS LN.
4015 MAIN ST.
MAIN ST.
SCHUYLKILL RIVER
Riverbank
Existing Grouping of Structures Occupying Entire Site; Ref. Page 7



PLAN VIEW



AERIAL VIEW


Sila
SAME DAY SERVICE
1
2
3
4
1
2
3
4
5
6
7
8



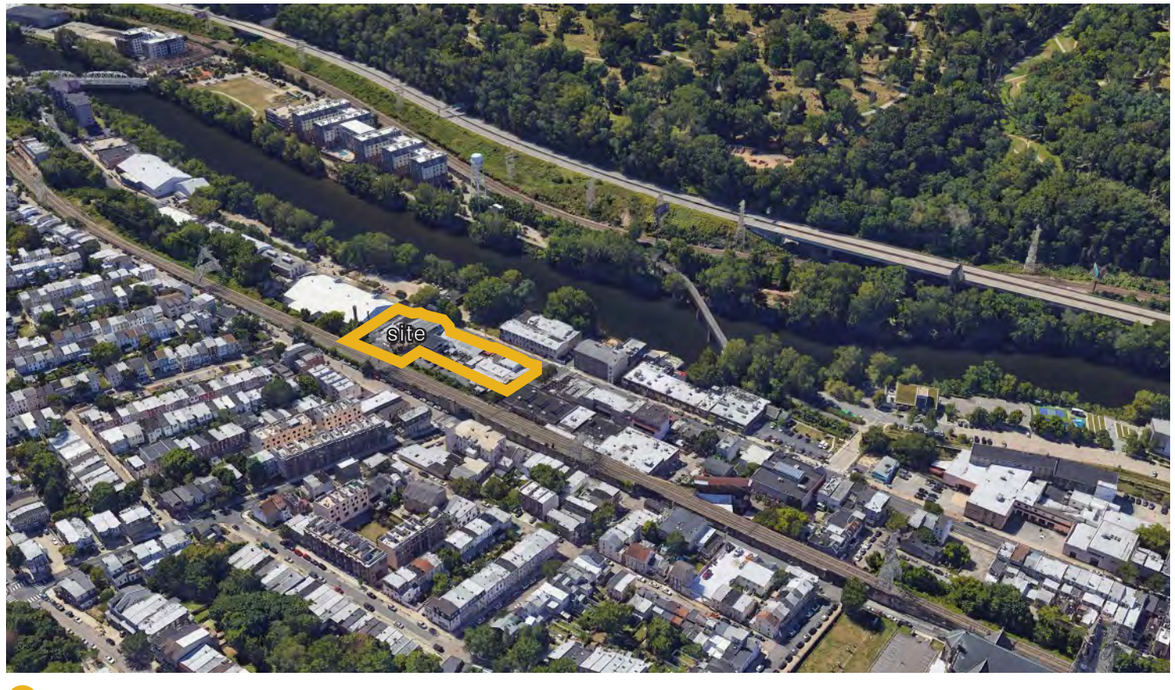
1 Northwest Aerial Perspective



2 Northeast Aerial Perspective



3 Southwest Aerial Perspective



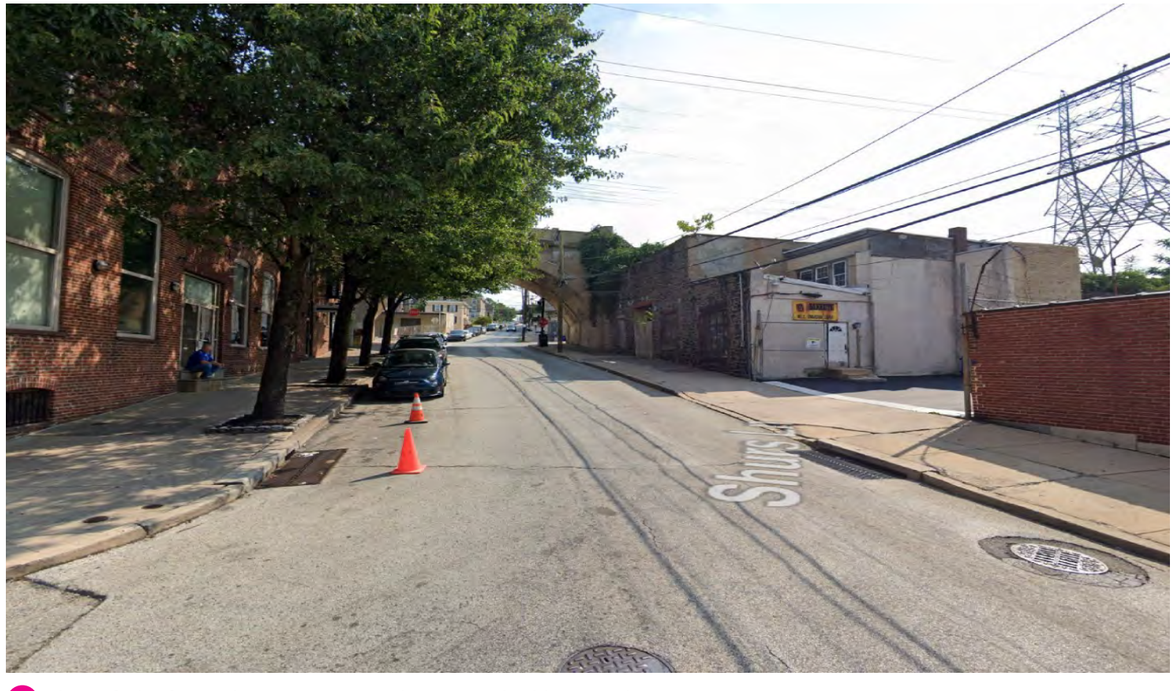
4 Southeast Aerial Perspective



1 View of Site from Shurs Lane looking North



2 View of Site from Shurs Lane looking South



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



4 View of Site from Main Street looking East



5 View of Site from Main Street looking East



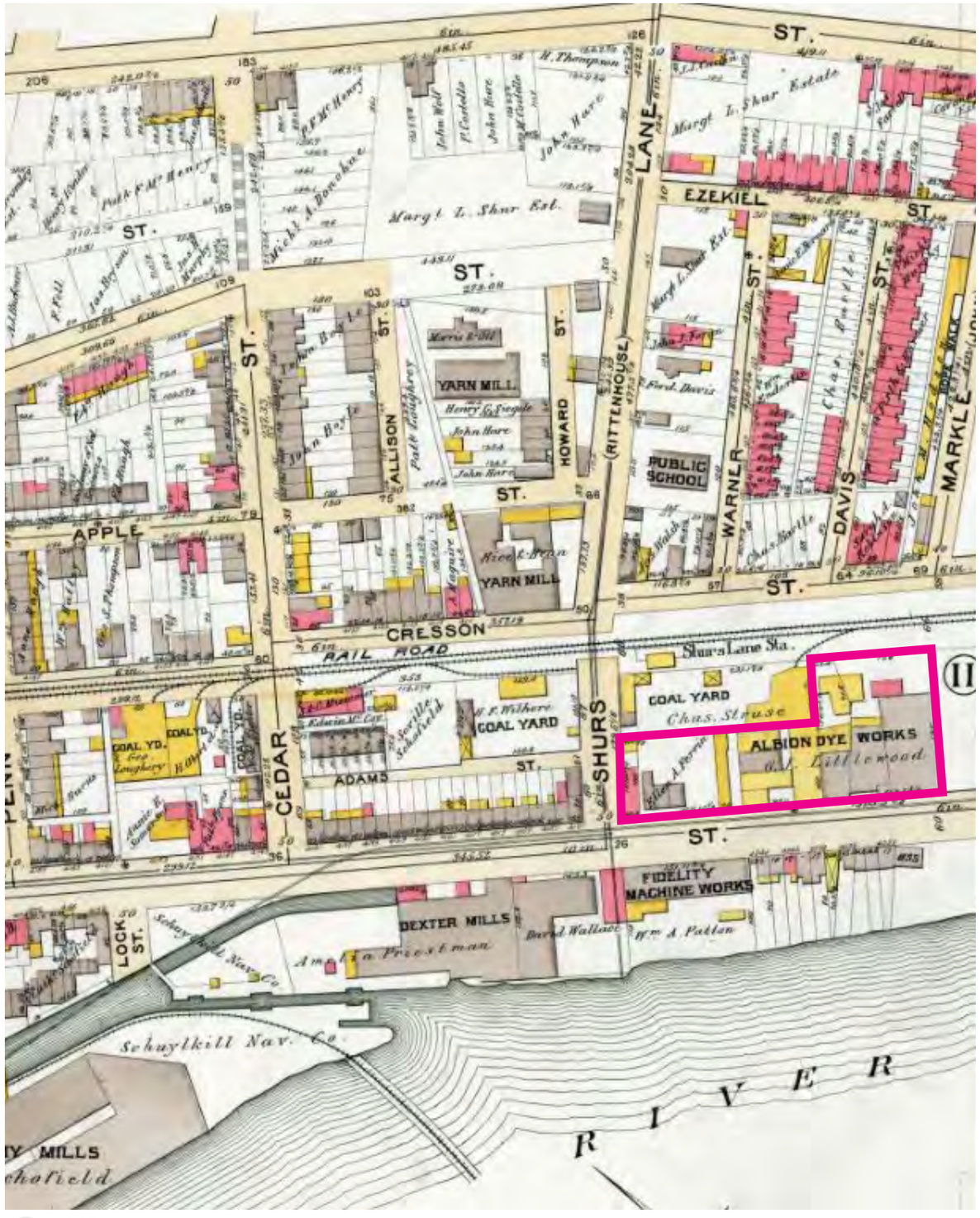
6 View of Site from Main Street looking East



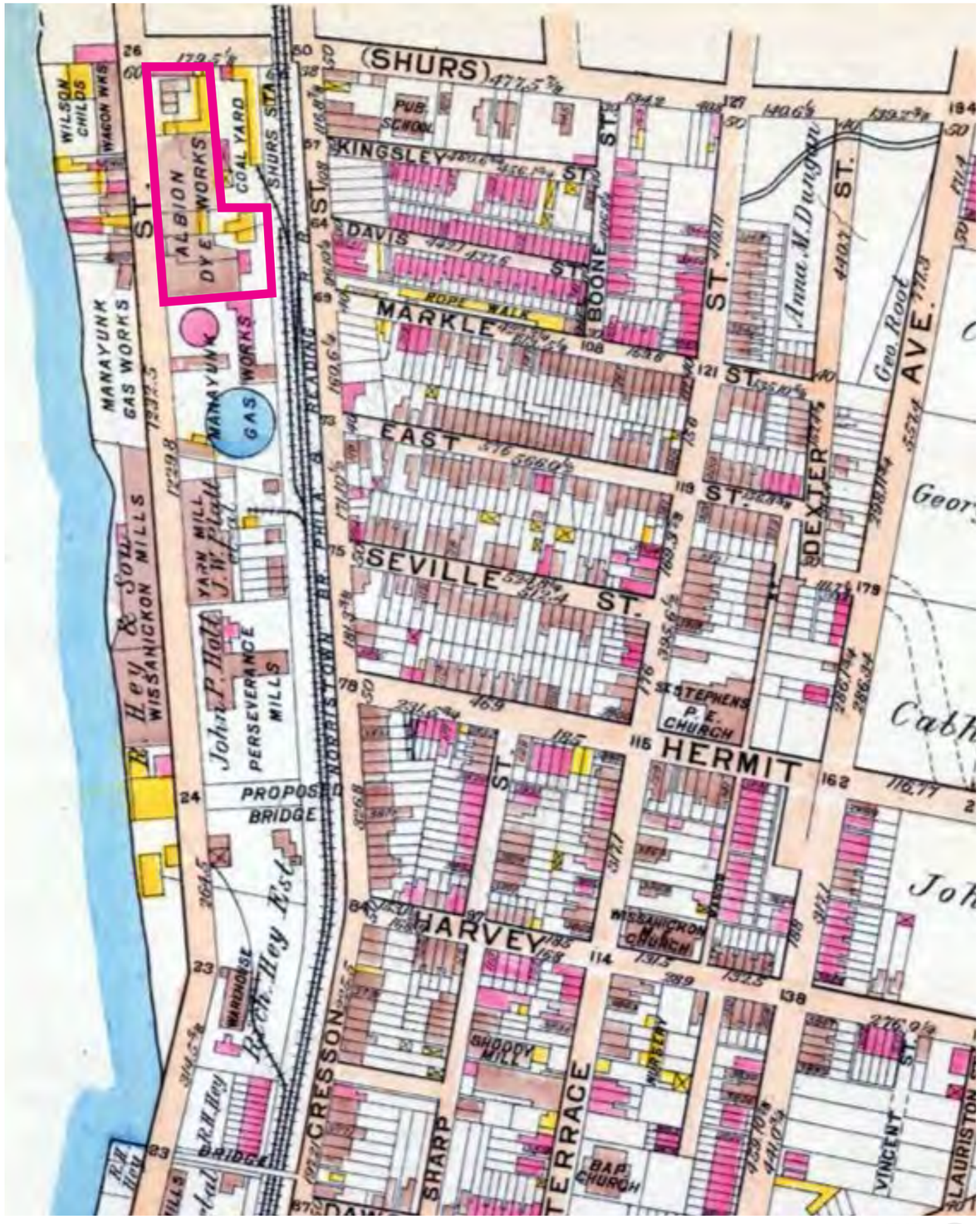
7 View of Site from Main street looking West



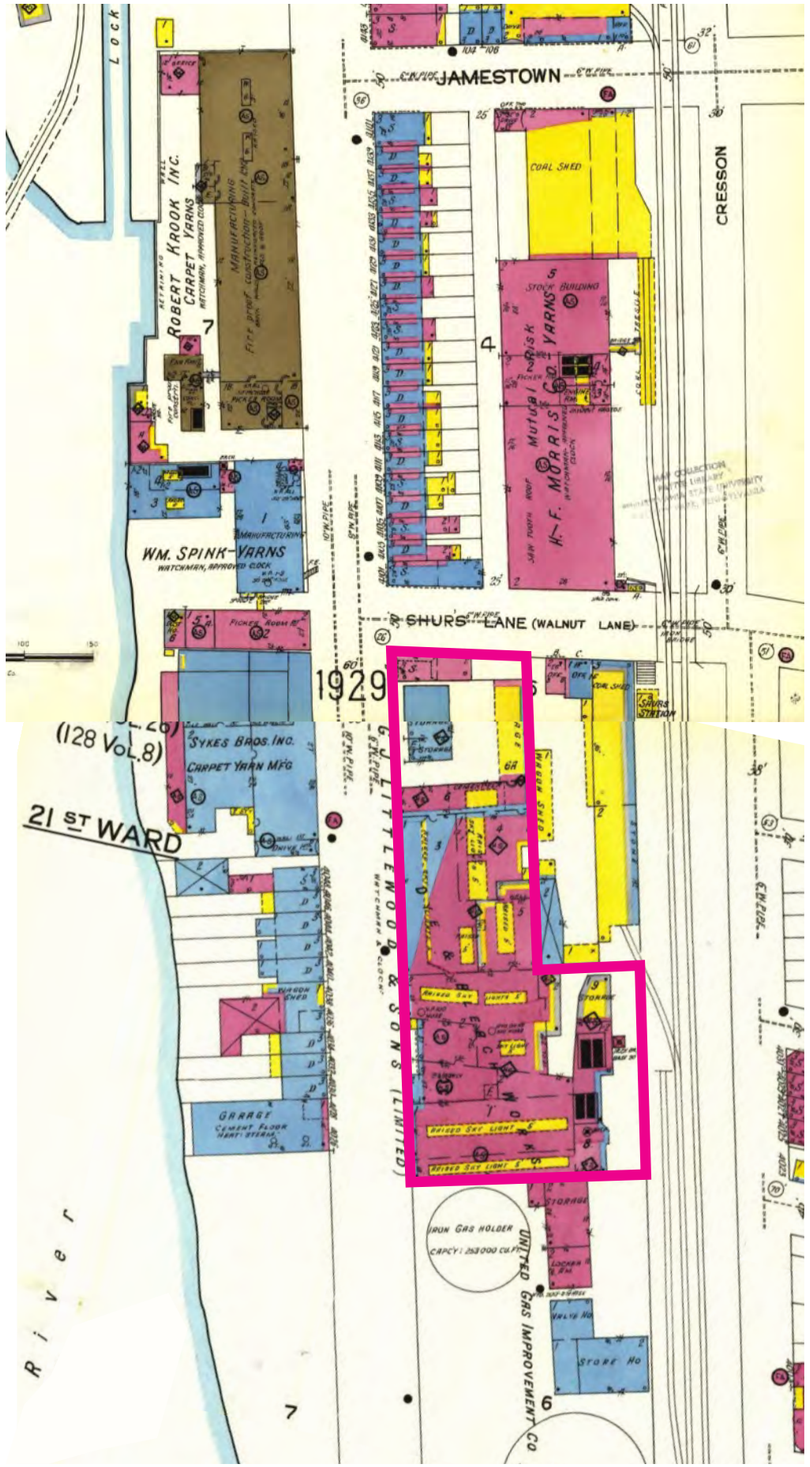
8 View of Site from Main street looking West


ALBION DYE WORKS
COAL YARD
Chas. Struse
ALLISON
HOWARD
(RITTENHOUSE)
LANE
EZEKIEL
WARNER
DAVIS
MARKLE
YARN MILL
PUBLIC SCHOOL
APPLE
CRESSON
RAIL ROAD
Shurs Lane Sta.
CEDAR
SHURS
ADAMS
FIDELITY MACHINE WORKS
DEXTER MILLS
LOCK ST.
Schuylkill Nav. Co.
RIVER

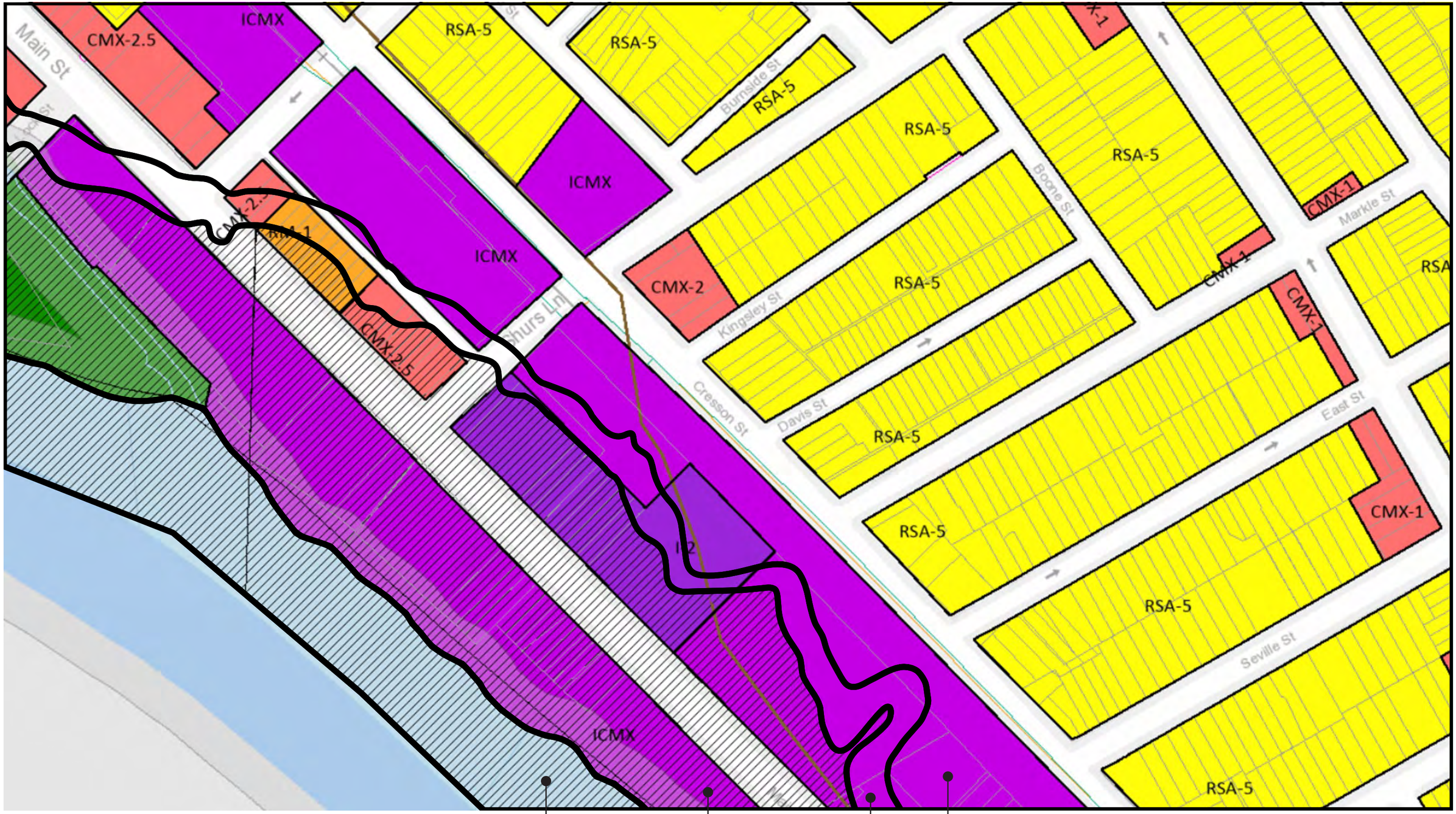
1892

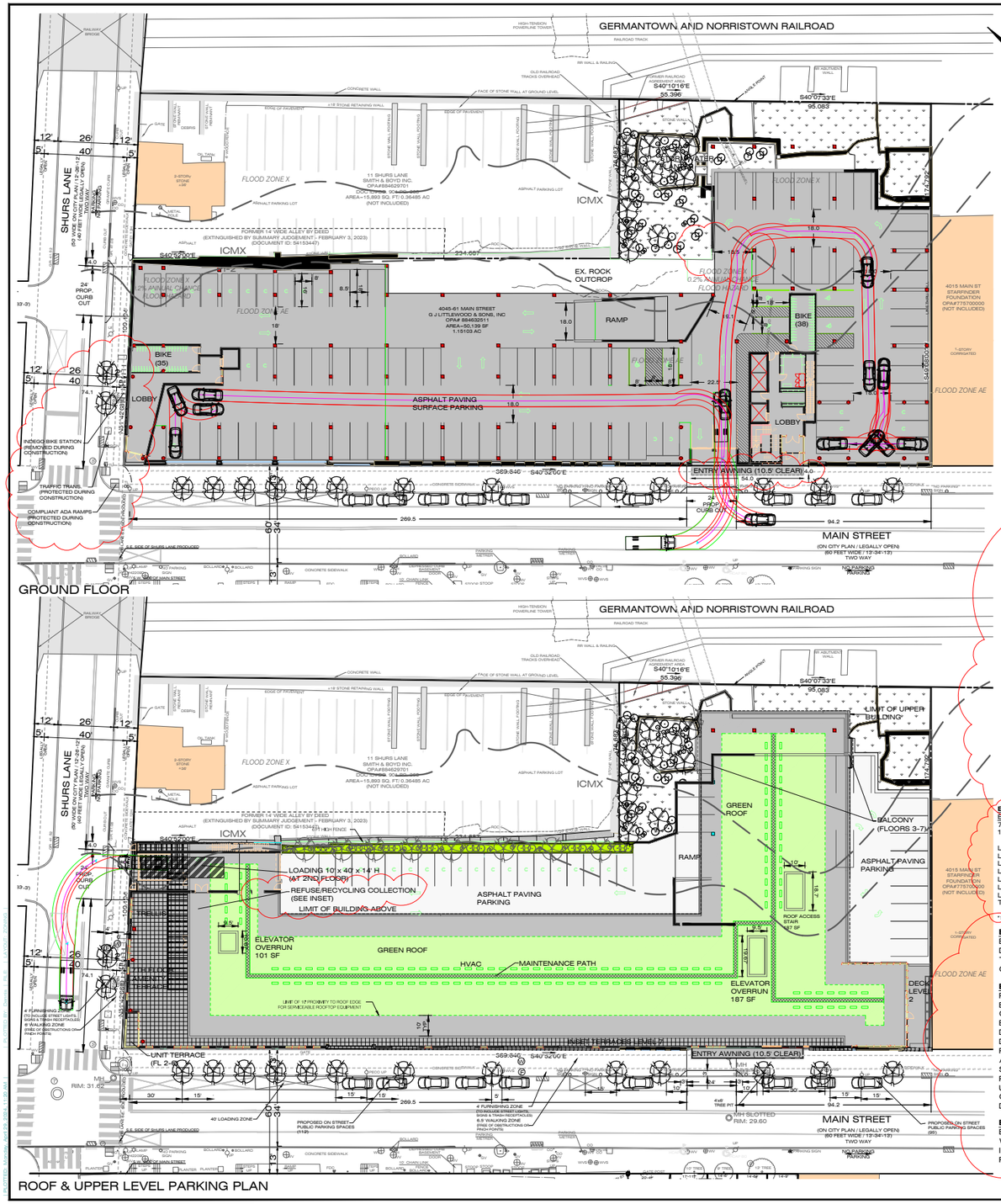

ALBION DYE WORKS
COAL YARD
SHURS STA
(SHURS)
KINGSLEY
DAVIS
MARKLE
EAST
SEVILLE
HERMIT
HARVEY
BOONE
DEXTER
PUB. SCHOOL
ROPE WALK
MANAYUNK GAS WORKS
GAS WORKS
WILSON CHILDS
WAGON WKS
PROPOSED BRIDGE
CRESSON
SHARP
TERRACE
STEPHENS P. E. CHURCH
BAP. CHURCH
SHODDY MILL
PERSEVERANCE MILLS
WISSAHICKON MILLS
VINCENT
LAURISTON

1910


JAMESTOWN
CRESSON
LOCK
ROBERT KROOK INC.
CARPET YARNS
MANUFACTURING
COAL SHED
STOCK BUILDING
MUTUAL BISK
H. F. MORRIS CO.
YARNS
WM. SPINK-YARNS
WATCHMAN, APPROVED CLOCK
SHURS LANE (WALNUT LANE)
1929
(128 VOL.8)
SYKES BROS. INC.
CARPET YARN MFG
21 ST WARD
GARAGE
CEMENT FLOOR
HEAT STEAM
LITTLEWOOD & SONS (LIMITED)
IRON GAS HOLDER
CAPCY: 253000 CU.FT.
UNITED GAS IMPROVEMENT CO
STORE HO
River

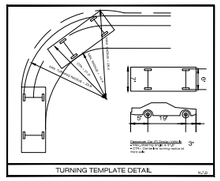
1923

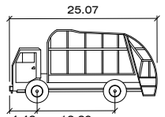

Main St
ICMX
CMX-2.5
RSA-5
Burnside St
CMX-2
Kingsley St
Boone St
Markle St
CMX-1
Davis St
Cresson St
East St
Seville St
I-1
I-2
Flood Zone X
Flood Zone X (0.2% Annual chance flood hazard)
Flood Zone AE
Open Water

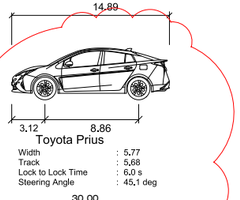


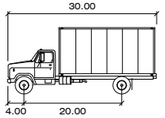
PROPOSED FEATURES

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









BUILDING GFA CHART
BUILDING
7 STORY BUILDING
167 TOTAL UNITS

LEVEL 1: 0 SF*
LEVEL 2: 20,881 SF
LEVEL 3: 33,177 SF
LEVEL 4: 33,215 SF
LEVEL 5: 33,215 SF
LEVEL 6: 33,215 SF
LEVEL 7: 28,697 SF
TOTAL GFA= 182,400 GSF

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

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

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

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



LEGEND

EXISTING FEATURES

- TELECOMMUNICATION MANHOLE
- WATER MANHOLE
- ELECTRICAL MANHOLE
- SANITARY MANHOLE
- CITY INLET
- FIRE HYDRANT
- WATER VALVE
- UTILITY POLE
- SIGN
- LIGHT STANDARD
- COMBINED SEWER
- UNDERGROUND WATER LINE
- UNDERGROUND GAS LINE
- UNDERGROUND ELECTRIC LINE
- OVERHEAD AERIAL LINE
- FENCE LINE
- EXISTING BUILDINGS
- ZONING BOUNDARY LINE

UTILITY OWNERS

DATE CONTACTED: 04/1/23

SERIAL NUMBER: 20231011974

COMPANY: COMCAST CABLEVISION
ADDRESS: 4400 WAYNE AVE
PHILADELPHIA, PA 19140
CONTACT: BOB HARVEY
EMAIL: bob_harvey@cable.comcast.com

COMPANY: UGI
ADDRESS: 450 S HENDERSON RD, SUITE B
KING OF PRUSSIA , PA 19406
CONTACT: GAVIN HEWITT
EMAIL: gavinhewitt@ugicorp.com

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

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

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

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

COMPANY: VERIZON PENNSYLVANIA, LLC
ADDRESS: 180 SHERIE BLVD, STE 2100 ROOM N/A
EXTON, PA 19341
CONTACT: KELLY BLOUNT
EMAIL: kelley.b.blount@verizon.com

I-2 Medium Industrial District Requirements

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

PROPOSED DEVELOPMENT	ALLOWED/ REQUIRED	PROPOSED
MAX % OCCUPIED AREA (50,139 SF)	100%	90%
BUILDING DIMENSIONS		
SIDE YARD SETBACK	6' IF USED	0
REAR YARD SETBACK	8' IF USED	0
BUILDING HT (NCA OVERLAY)*	38'	68'-1 7/*
FLOOR AREA RATIO (FAR)	500%	364%
PARKING		
1:2 UNITS#	81#	160
ELECTRIC SPACES (5%)	8	8*
COMPACT SPACES (25% MAX)	40	40 (25%)
ADA SPACES	6	6 (1 VAN)
LOADING SPACE (10'x40'x14')	8	1
BICYCLE PARKING		
1 SPACE PER 3 DWELLING UNITS	56	73#

NOTES:
14-802(6)(a) Provision for Bike Parking (16 additional bike spaces create a reduction of 3 car spaces)
* 14-202.(10)i When a lot is located within a 100-year floodplain, any point located one foot above the regulatory flood level shall be considered to be at the average ground level of the lot.

BASE FLOOD ELEVATION OF 41.40' (NGVD29)

REGULATORY FLOOD ELEVATION/DESIGN FLOOD ELEVATION 42.90 (18'+BFE)

AVERAGE GRADE 43.90 (12' RFE)

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

LOT AREAS:
CONSOLIDATED AREA: 50,139 SF

LIMIT OF DISTURBANCE
STEEP SLOPES
DISTURBANCE NOTE:
NO STEEP SLOPE
DISTURBANCE IS PROPOSED
PER ALTA SURVEY



LOCATION MAP SCALE 1"=500'

The property lies within the SCHUYLKILL WATERSHED

NOTES

1. Boundary and Location information is based on a field survey performed by Ruggiero Plante Land Design on March 17, 2022 and updated on April 18, 2023.
2. Boundary dimensions are identified in Philadelphia District Standard feet. Other stated dimensions are in U.S. standard feet.
3. The change from inches to the more precise decimal expression may result in minor changes in the second and third decimal places. These are not mistakes or oversights but more precise values.
4. Vertical datum is NGVD 1929, the benchmark is "C-325" a standard brass disk set in a concrete retaining wall, having an elevation of 81.29'. Located 0.25 miles southeast along the Reading Railroad from the Station at Manayunk, 59' southeast of the southeast abutment of the Roxborough Avenue underpass, 6' southwest of the southwest corner of a concrete bridge wall, 1.5' north of a top and in the east corner of an offset in the concrete retaining wall and 0.1' to the southwest legs of a metal pylon, 8.6' east to the more southeasterly of the two southwest legs of the pylon, 1.7' north of a metal fence post and about level with the track. To Achieve City datum, Subtract 4.81'.
5. The bearings shown hereon are referenced from a 'PLAN OF PROPERTY, made for Aaron Hart by Israel Barcla, Surveyor and Regulator of the Ninth Survey District of Philadelphia, dated August 1, 1968.
6. FEMA FIRM map #42075C0089G effective January 17, 2007 designates the site as Zone X & Zone AE, Base Flood Elevation ranges from 41' (NGVD29) at East end of property to 41.5' (NGVD29) at West end of property.
7. Some off site improvements such as buildings, curbing, and parking have been taken from aerial photographs, other plans and from public GIS sources.
8. Only above ground visible improvements have been located. The location of the underground utilities must be field verified by contractor before commencement of any construction.
9. The property is identified as within the Industrial Zoning District (I-2) and Industrial Commercial Mixed-Use (ICMX) Zoning District and Neighborhood Commercial Area Overlay District - Main Street and Open Space and Natural Resources - Flood Protection - Within the Special Flood Hazard Area and Fourth District Overlay.
10. The property has access to Main Street and Shurs Lane which are Public Streets.
11. The property described on the survey is the same as the property described in the Title Commitment.
12. At the time of the survey update, there was not any evidence of earth moving or any ongoing construction on the site.
13. At the time of the survey, the surveyor was not aware of any proposed changes in street right-of-way lines and no recent street or sidewalk construction or repairs were observed.
14. At the time of the survey, there was not any evidence of wetlands delinlation, observed in the process of conducting the fieldwork.

PLAN REFERENCES

1. 'PLAN OF PROPERTY' made by John Leverling Surveyor & Regulator of the 8th Survey District of Philadelphia, dated August 30, 1878.
2. 'PLAN OF PROPERTY' made by K.W. Grantund, Surveyor & Regulator of the 8th Survey District of Philadelphia, dated March 5, 1928.
3. O.P. #72.
4. PROPOSED LOT CONSOLIDATION PLAN', made by Ruggiero Plante Land Design, dated January 15, 2023, Reviewed and Approved by 9th Survey District on February 8, 2023.

OWNER OF RECORD
4030-61 MAIN STREET
G J LITTLEWOOD & SONS INC
4045-61 Main St
Philadelphia, PA 19127

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

REVISIONS					
1	6/13/24	ZONING COMMENTS			

4045-61 MAIN STREET

Philadelphia, PA 19127
21ST WARD - OPA #884632511

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

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

Ruggiero Plante Land Design
5000 Ridge Avenue Philadelphia, PA 19128
phone 215.508.3900 fax 215.508.3800 www.ruggeroplante.com

Plan Date:
MARCH 22, 2024

Scale: 1" = 20-0'
20' 10' 0 20'

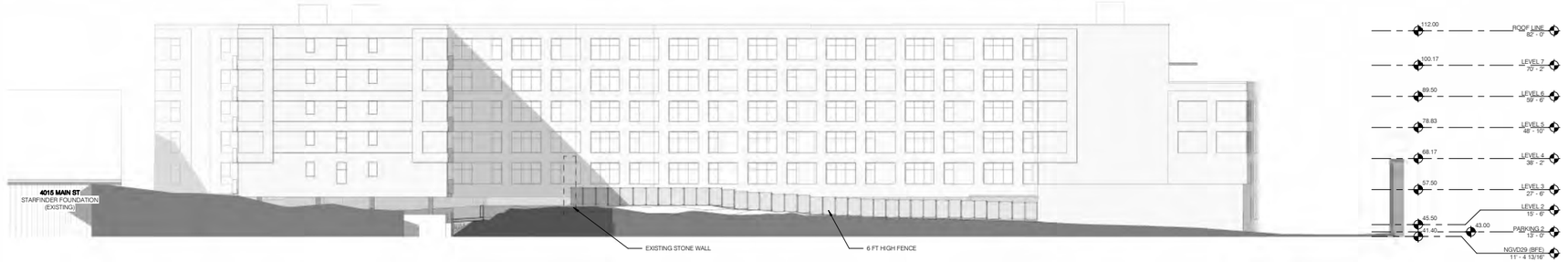
ZONING SUBMISSION
Sheet Title:
ZONING PLAN
Sheet 1 of 3



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



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



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



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

cbp ARCHITECTS
234 Market Street, 4th Floor
Philadelphia, PA 19106
p: (215) 928-0202

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

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

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

REVISIONS

No.	Date	Description

Project Phase:
ZONING

Project Name:
4045 MAIN STREET

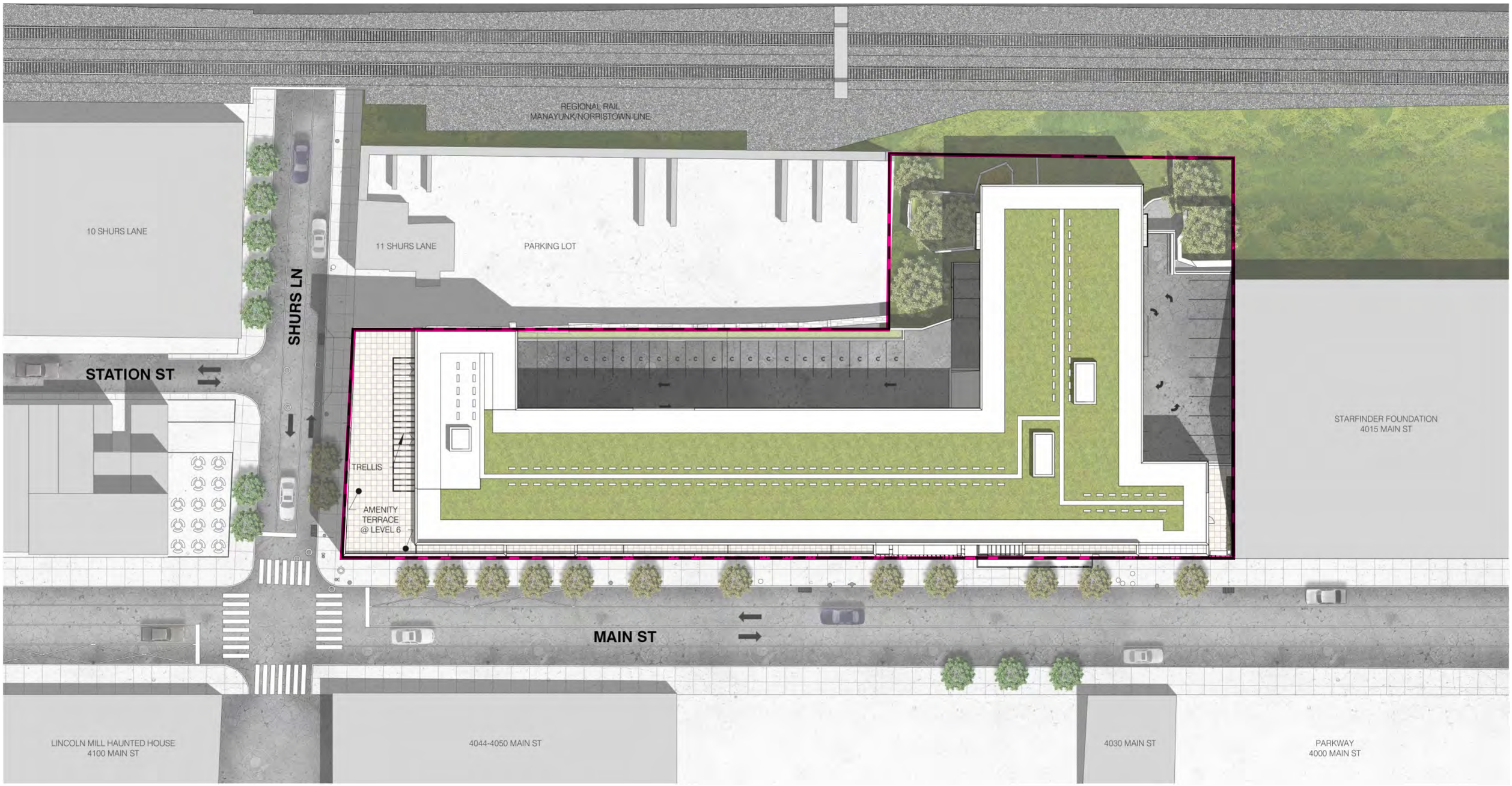
4045 MAIN STREET
PHILADELPHIA, PA 19127

Drawing Title:
ELEVATIONS

Project Number:	22302.00
Date:	06.06.2024
Drawn By:	AJM
Checked By:	AJM

Z.2

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



0 10’ 20’ 40’

site plan



TO BE DEMOLISHED
TO REMAIN

scope of demolition





TO BE DEMOLISHED
TO REMAIN



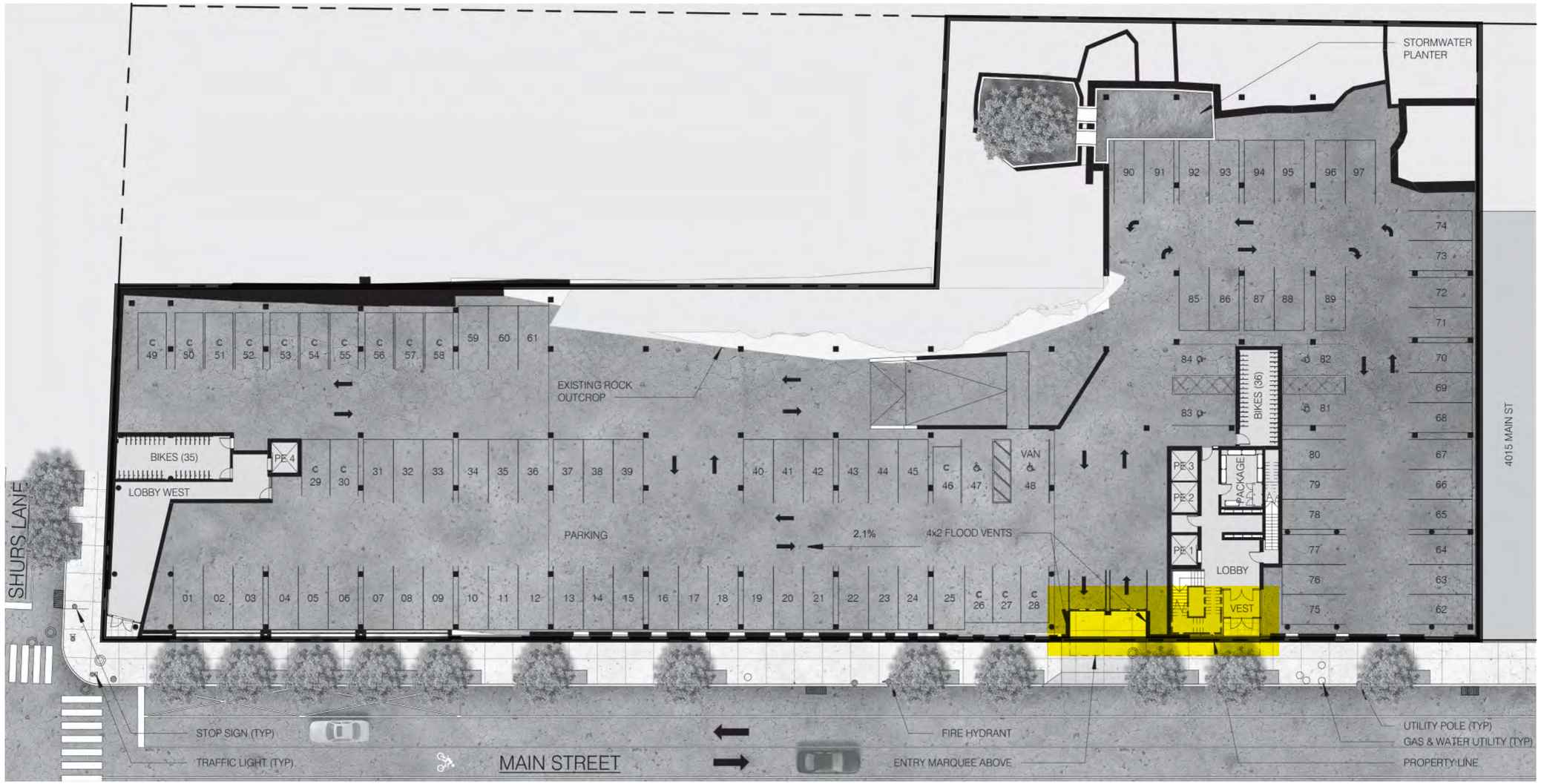


TO BE DEMOLISHED
TO REMAIN





TO BE DEMOLISHED
TO REMAIN

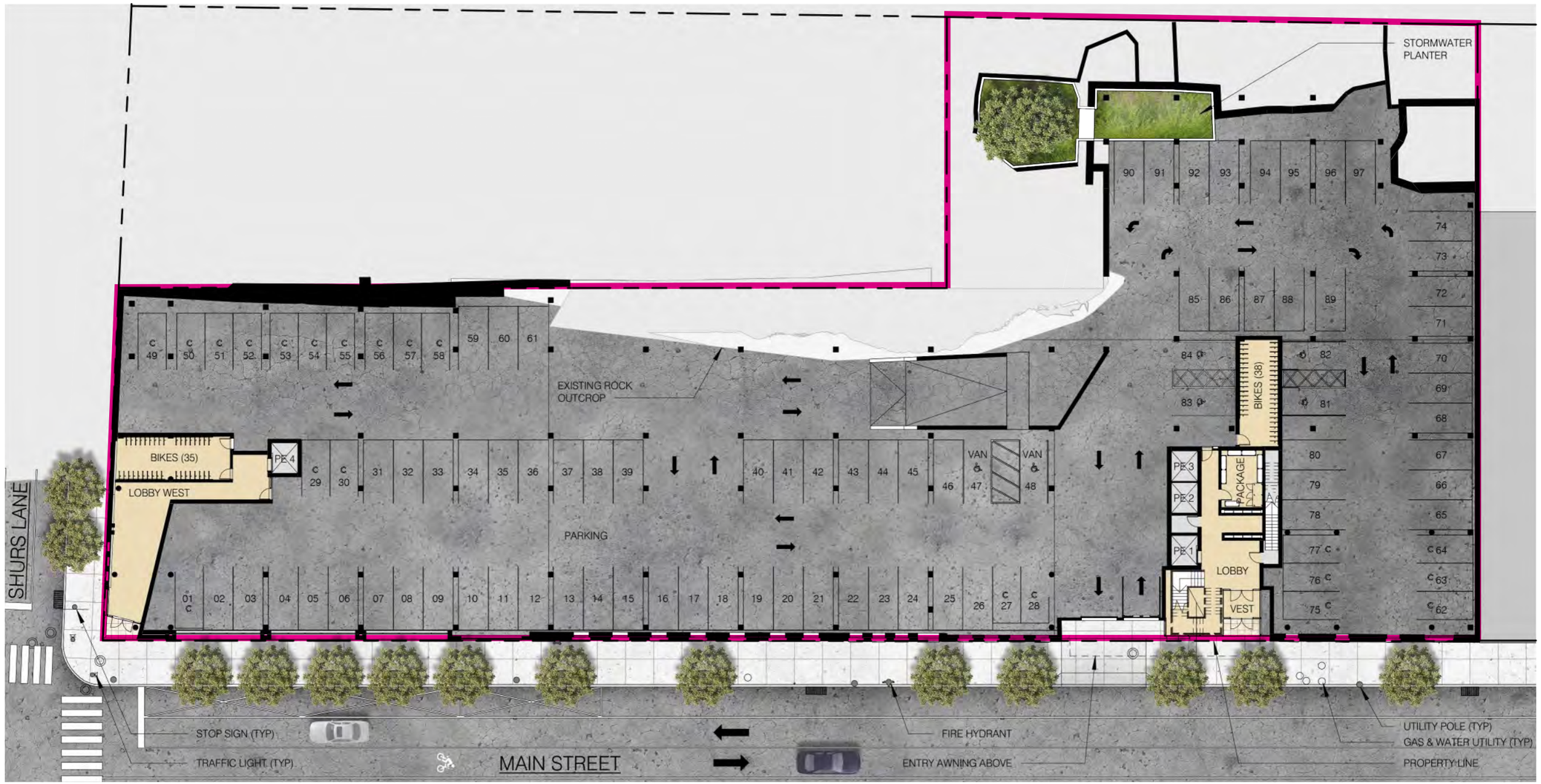


Previous Scheme (May 10)



GROUND FLOOR
lobby, parking

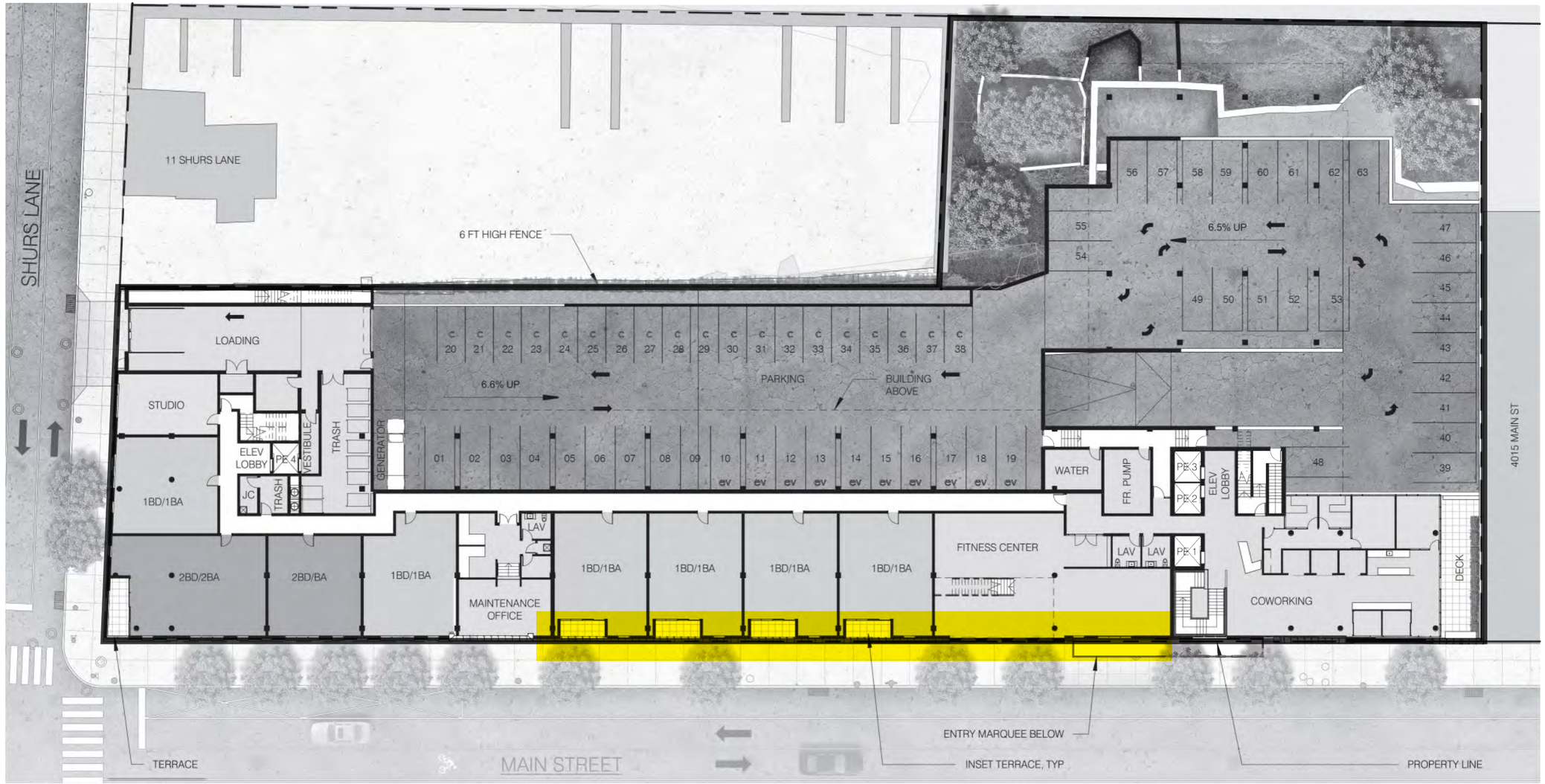
0 8' 16' 32'





GROUND FLOOR
lobby, parking

0 8' 16' 32'





FLOOR 2

parking, loading, amenity, residential

0 8' 16' 32'

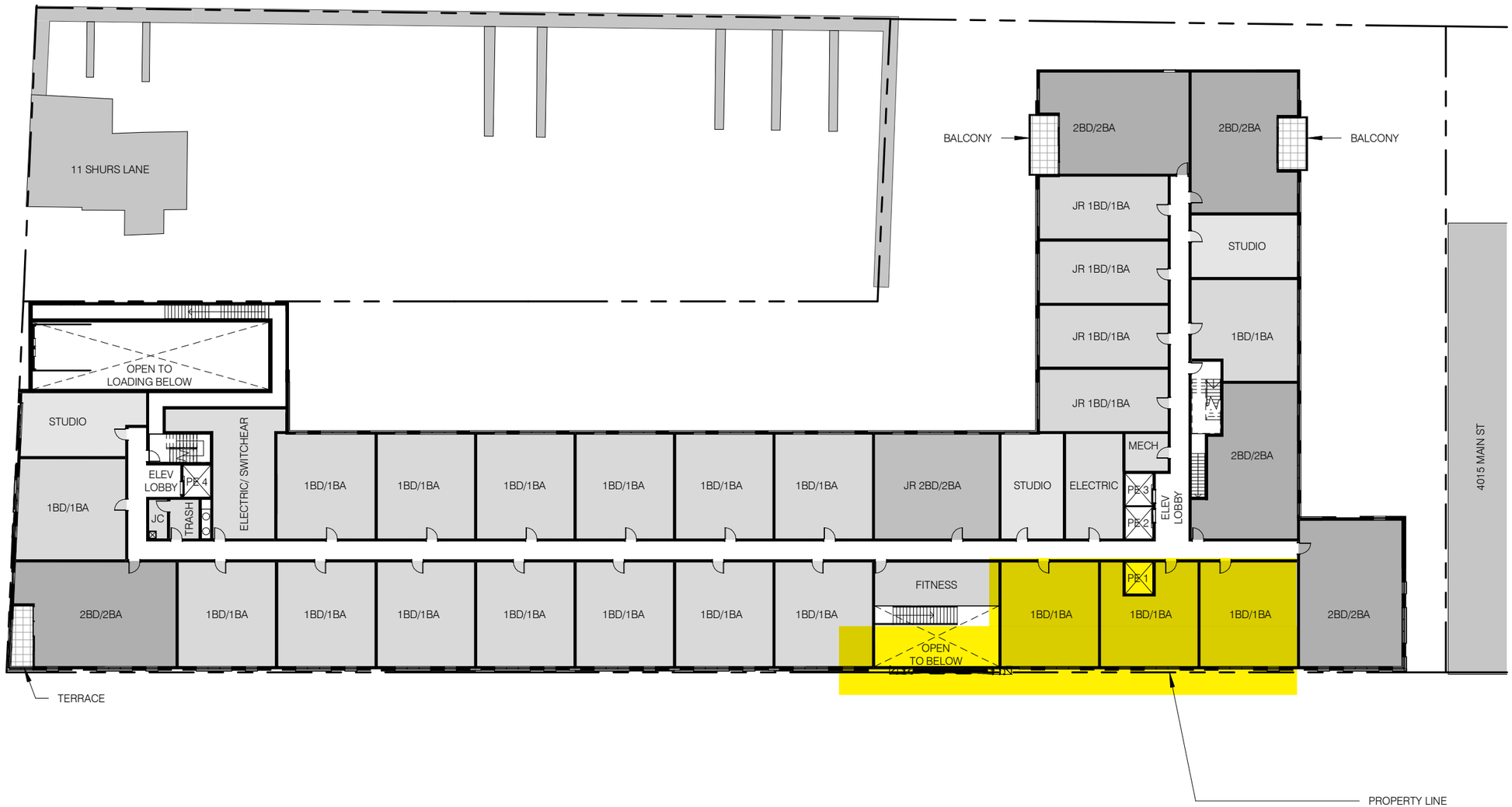
Previous Scheme (May 10)



FLOOR 2

parking, loading, amenity, residential

0 8' 16' 32'





FLOOR 3
amenity, residential

0 8’ 16’ 32’

Previous Scheme (May 10)





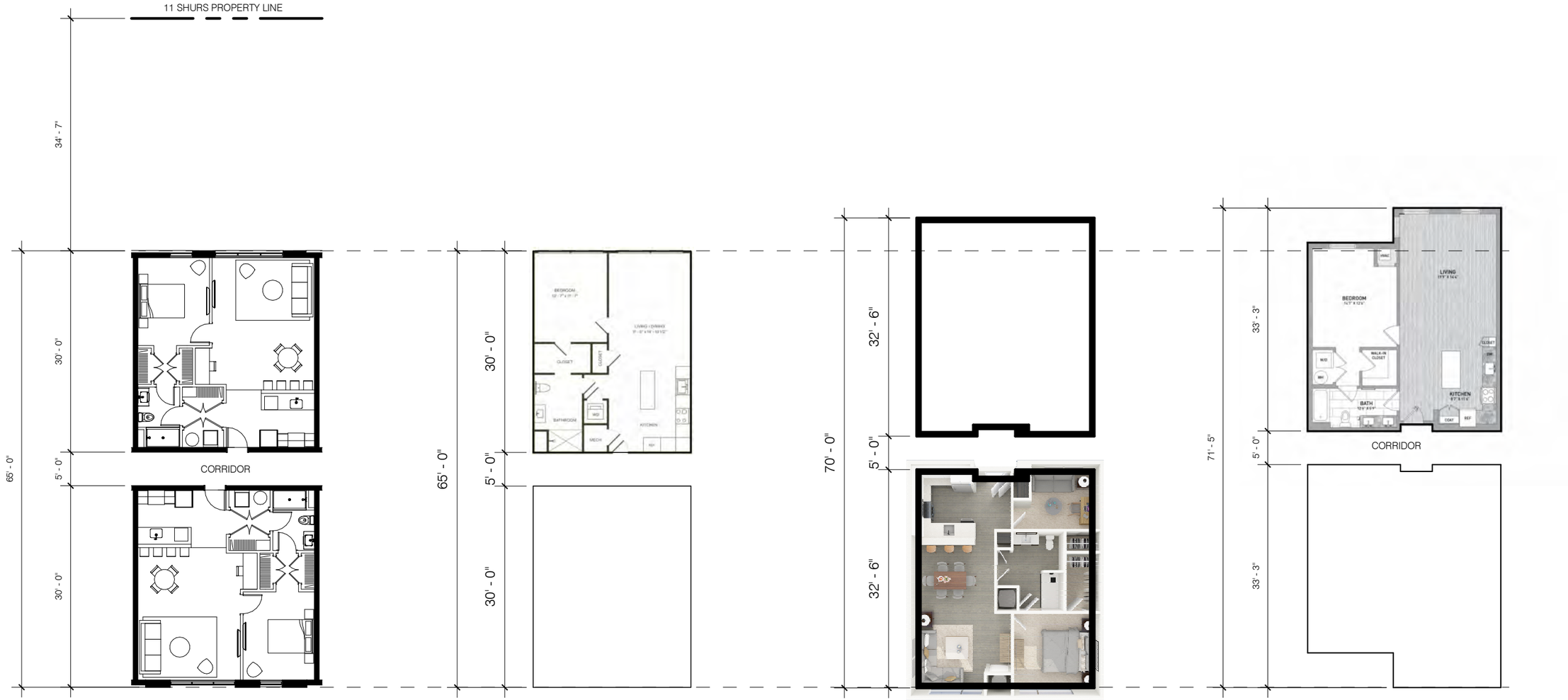
FLOOR 3
amenity, residential

0 8’ 16’ 32’



11 SHURS LANE

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

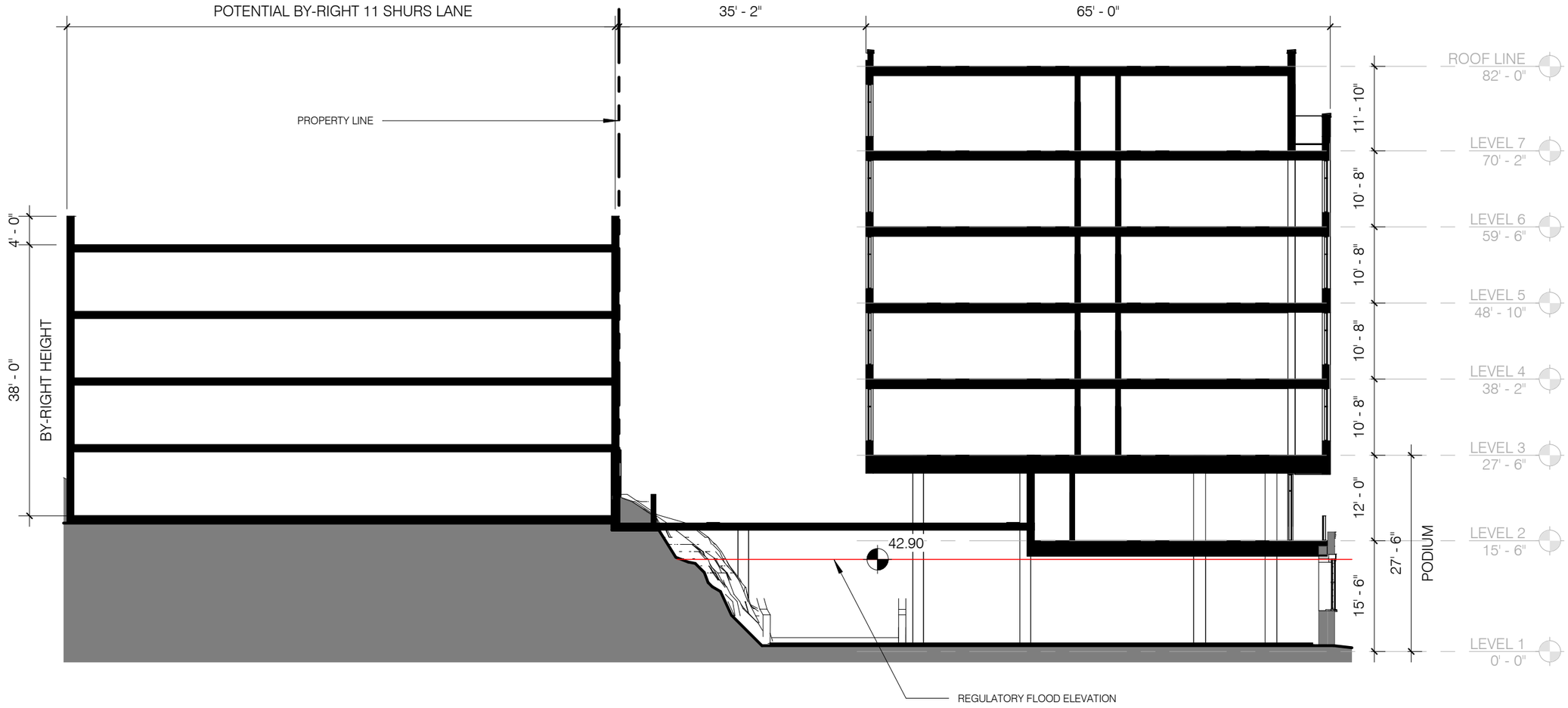


4045 Main Street - Manayunk

The Driftway - East Falls

Luxor - Bala Cynwyd

The Isle - Manayunk



north/ south building section



Previous Scheme (May 10)

FLOOR 4
residential

0 8’ 16’ 32’





FLOOR 4
residential

0 8’ 16’ 32’

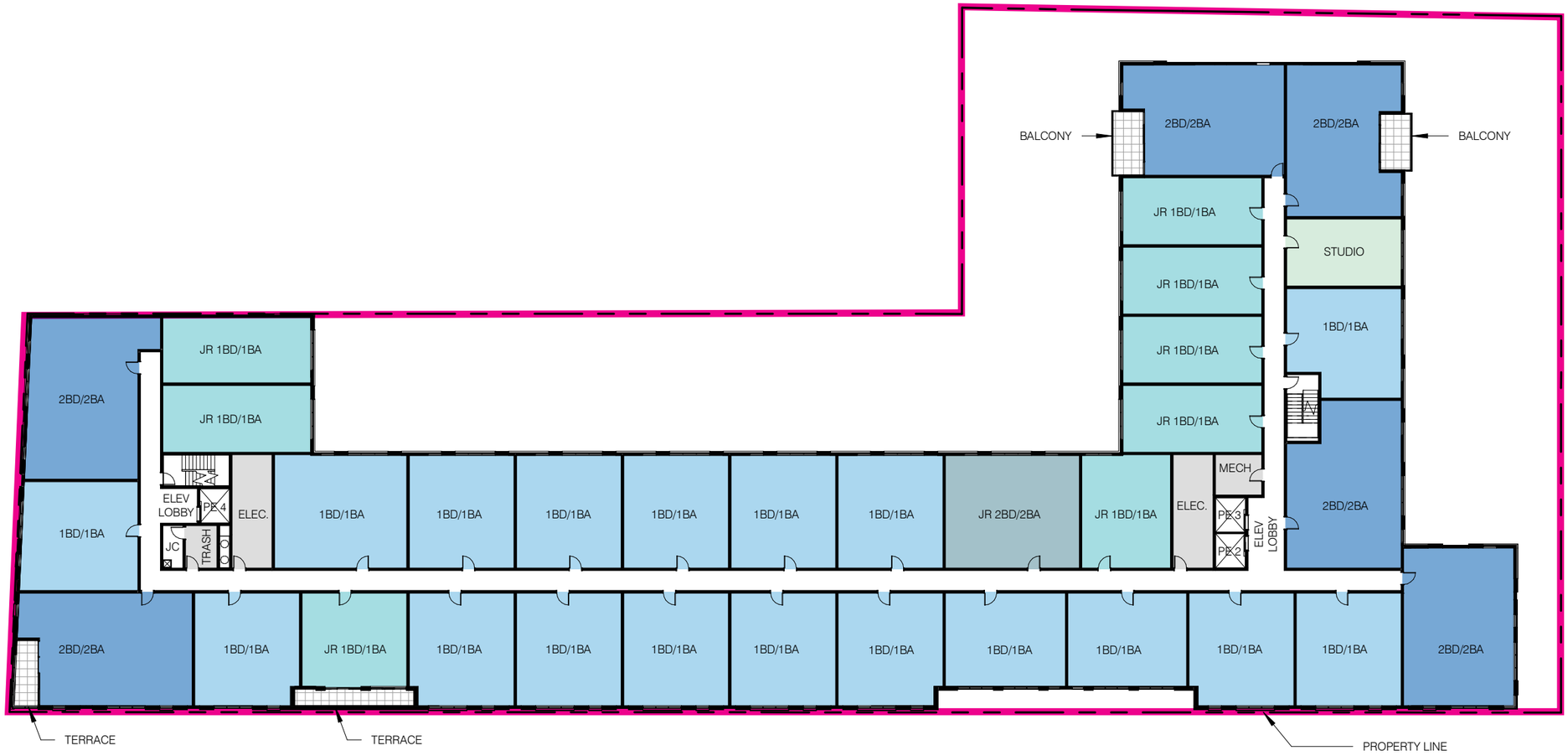




FLOOR 5
residential

0 8’ 16’ 32’

Previous Scheme (May 10)





FLOOR 5
residential

0 8' 16' 32'

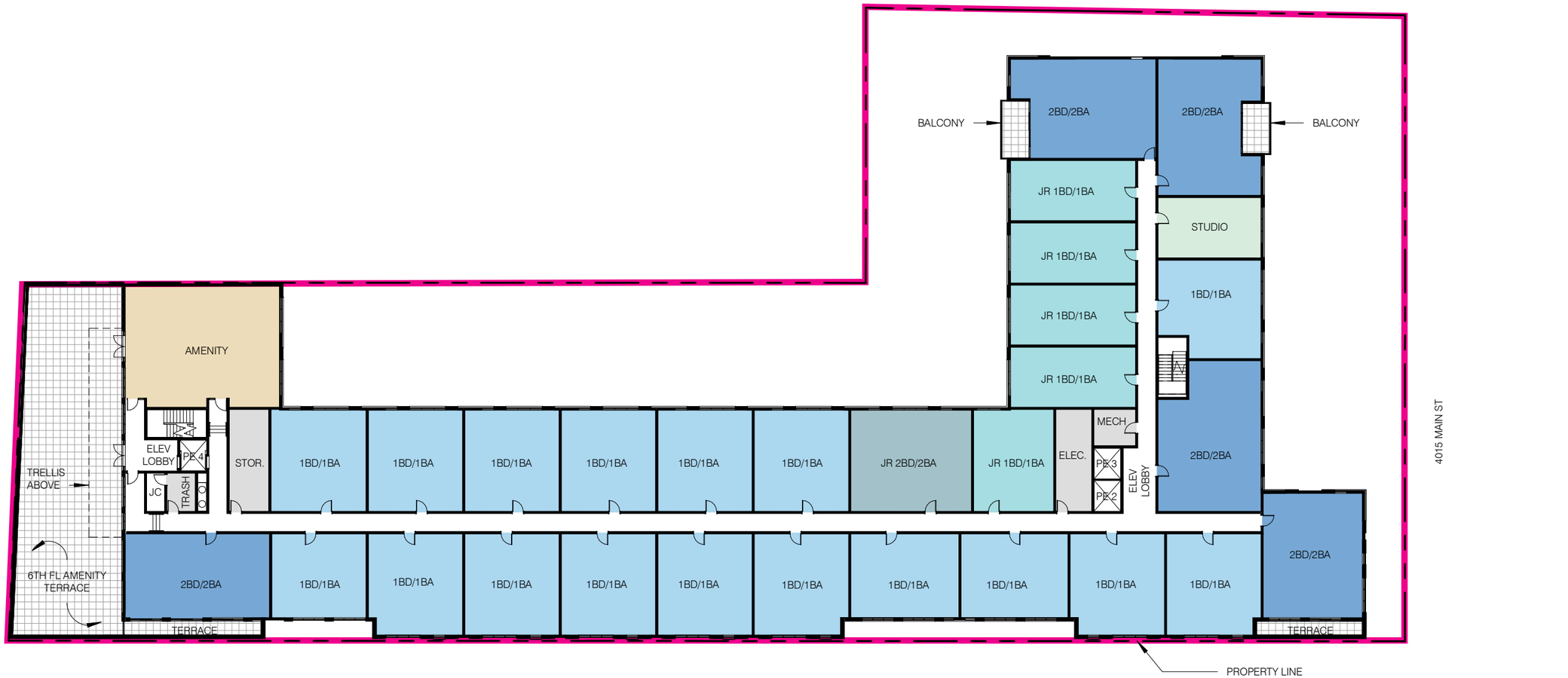




FLOOR 6
residential

0 8’ 16’ 32’

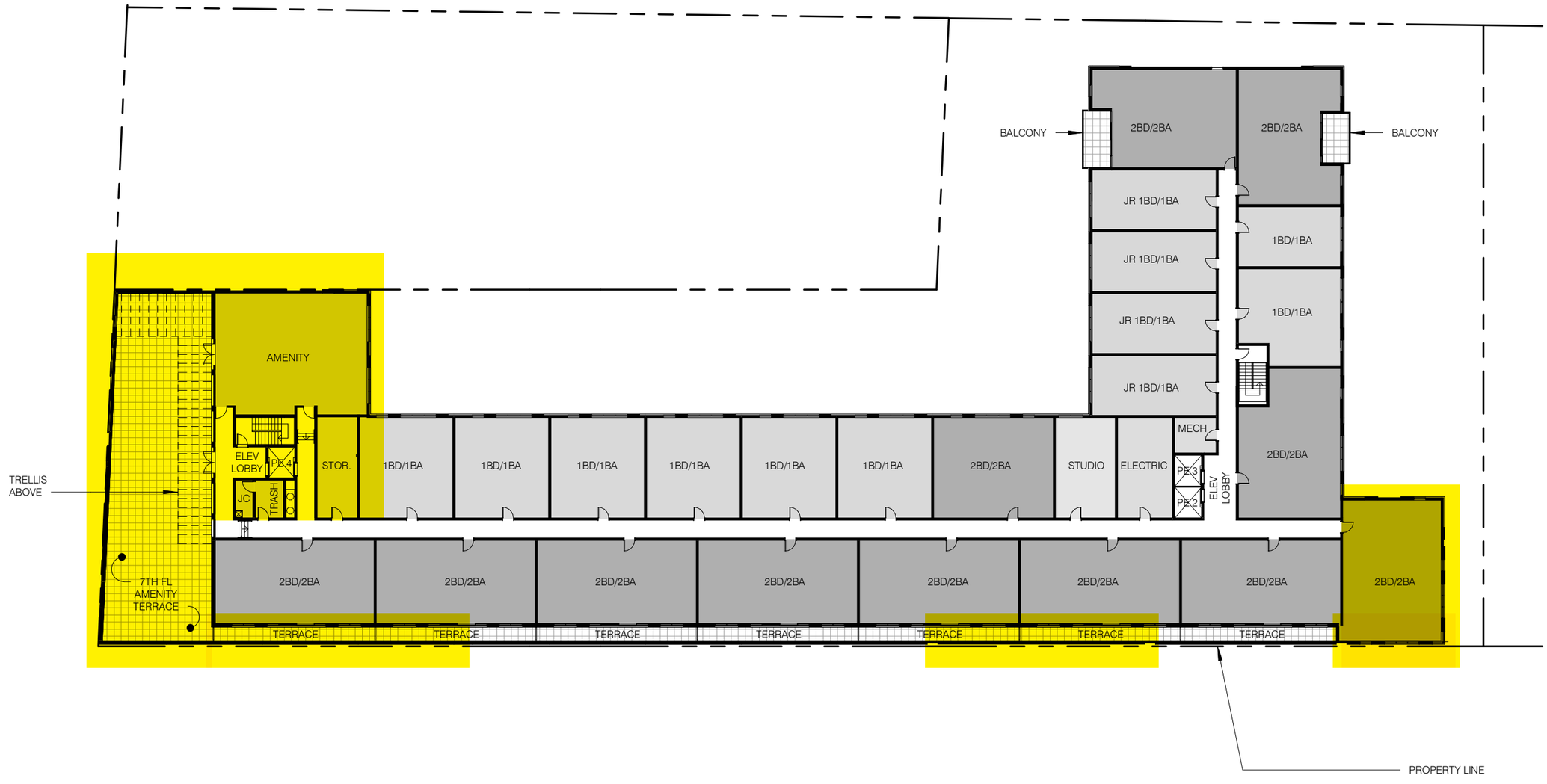
Previous Scheme (May 10)





FLOOR 6
residential

0 8’ 16’ 32’

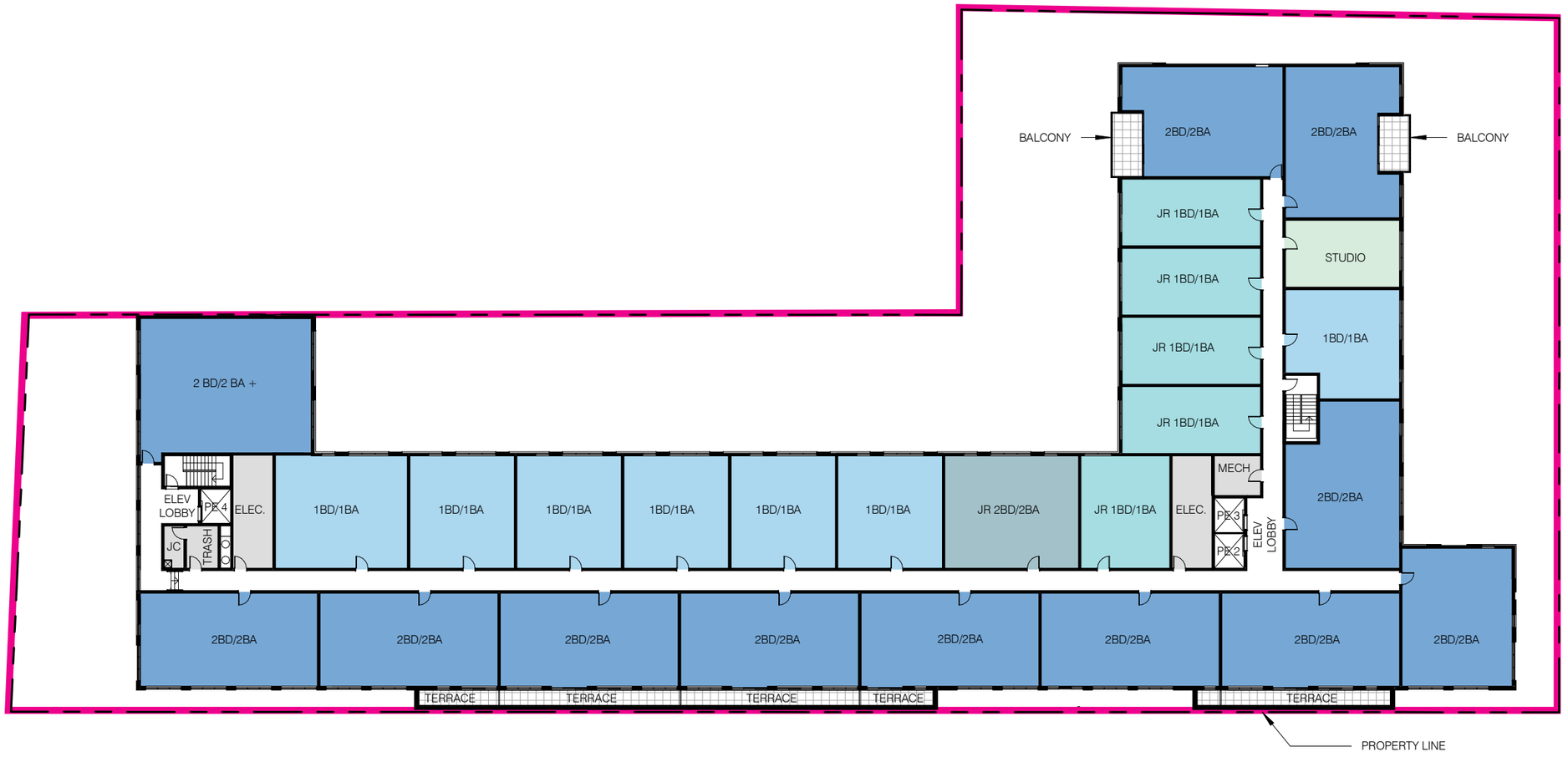


Previous Scheme (May 10)

FLOOR 7

amenity, residential

0 8’ 16’ 32’

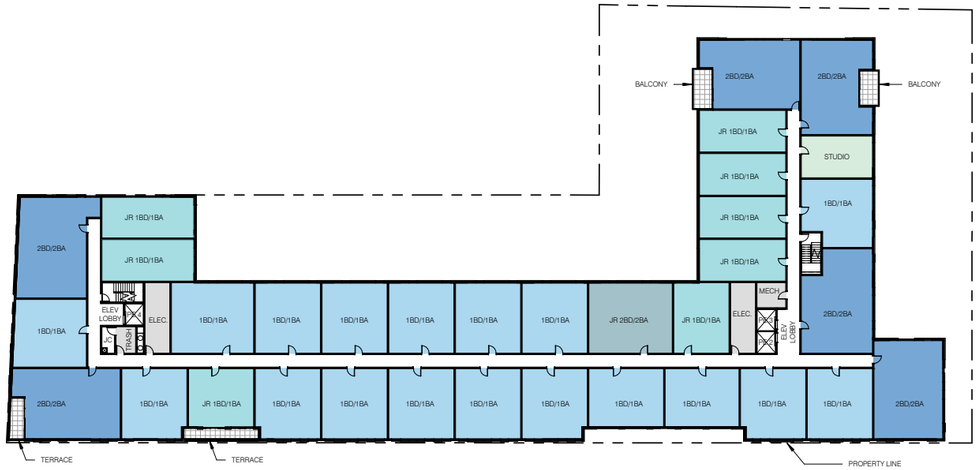




FLOOR 7

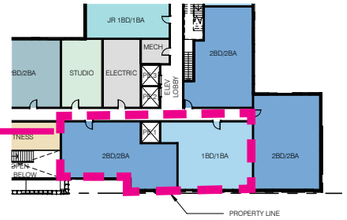
amenity, residential

0 8' 16' 32'



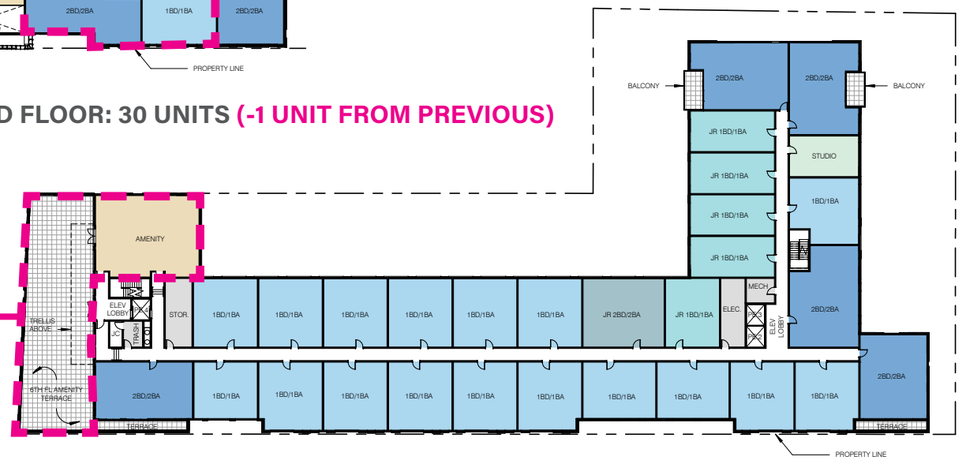
TYPICAL FLOOR: 34 UNITS

-1 UNIT



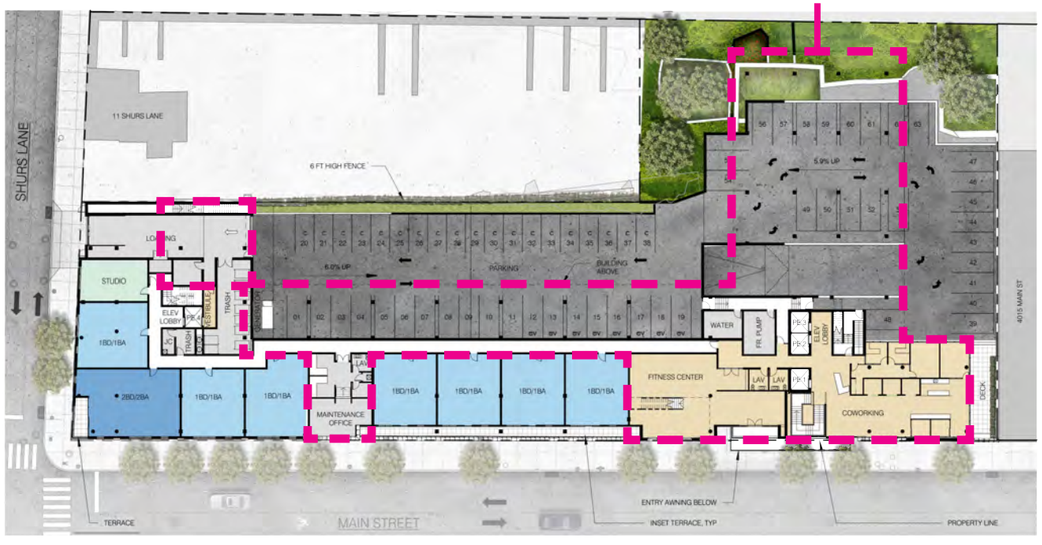
THIRD FLOOR: 30 UNITS (-1 UNIT FROM PREVIOUS)

-5 UNITS



SIXTH FLOOR: 29 UNITS (-5 UNITS FROM PREVIOUS)

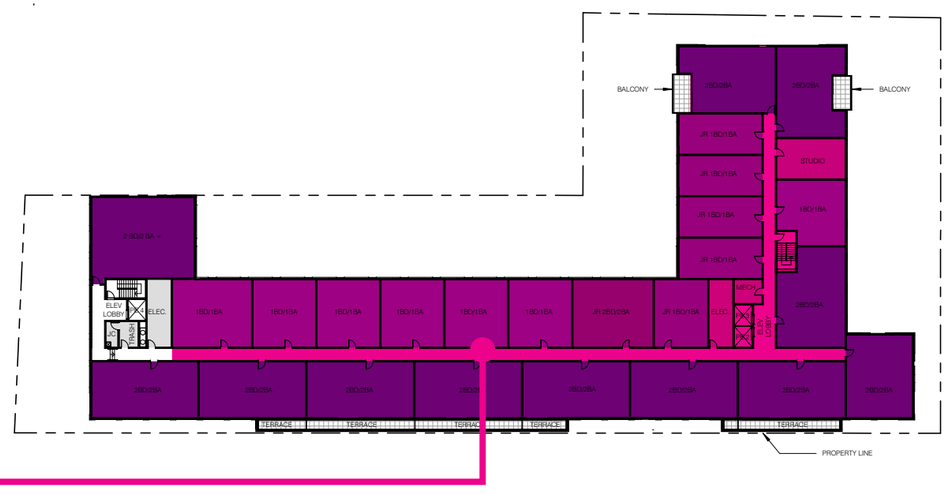
-25 UNITS



SECOND FLOOR: 9 UNITS (-25 UNITS)

-31 UNITS

+26 UNITS



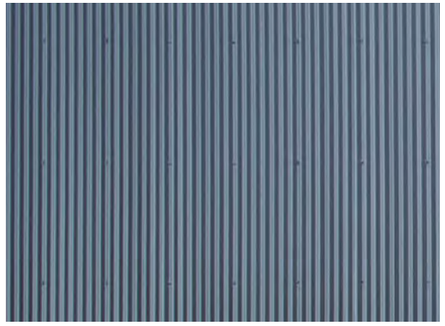
SEVENTH FLOOR: 26 UNITS (REGAIN 26/30 UNITS LOST ON 2ND, 3RD AND 6TH FLOORS)

0 16’ 32’ 64’

MATERIALS PALETTE



1 Modular Brick



2 Vertical Corrugated Metal Siding



3 Accent Color Metal Surround



4 Metal Clad Windows



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



6 Metal Storefront



7 Transluscent Panels



8 Glass Guardrail



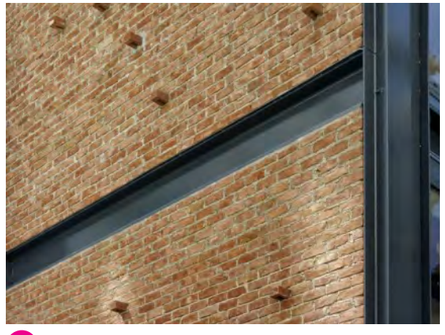
9 Overhead Doors



10 Trellis Fence



11 Entry Awning



12 Painted Metal C-Channel



13 Existing Brick



New Brick to match Existing 14

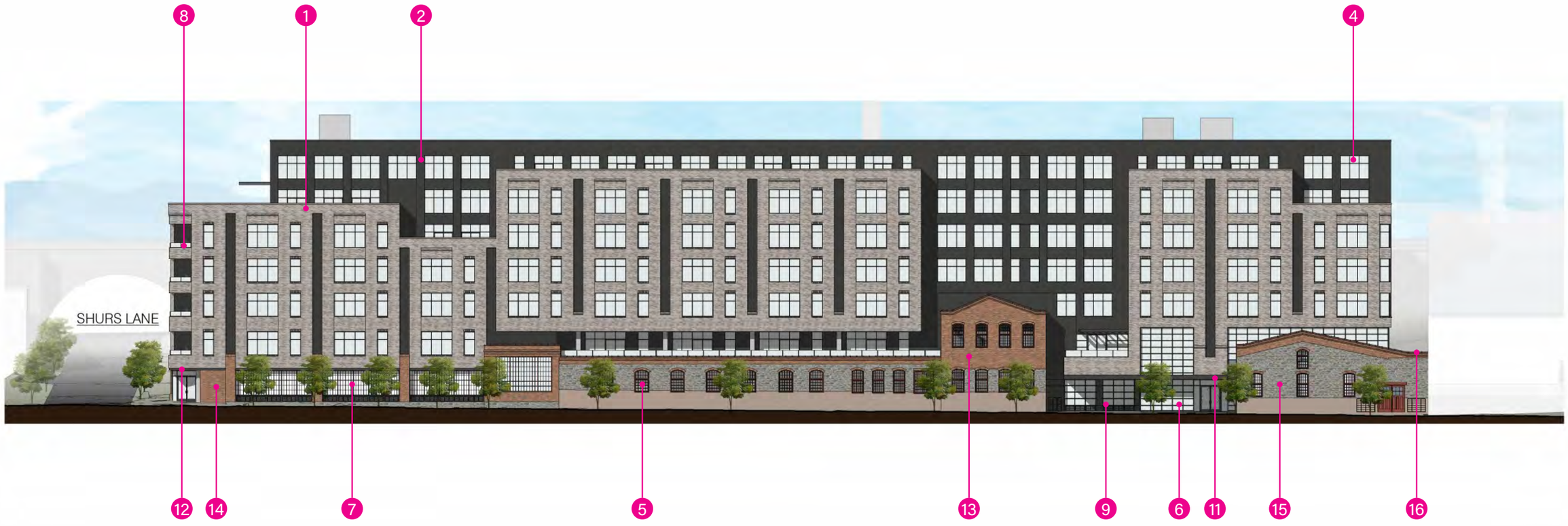


15 Existing Stone



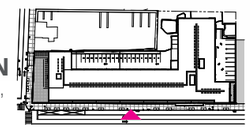
16 Existing Terracota Coping

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



SOUTH ELEVATION

0 8’ 16’ 32’



1 Modular Brick

2 Vertical Corrugated Metal Siding

3 Accent Color Metal Surround

4 Metal Clad Windows

6 Metal Storefront

8 Glass Guardrail



EAST ELEVATION

0 8’ 16’ 32’

Vertical Corrugated Metal Siding 2

Accent Color Metal Surround 3

Metal Clad Windows 4

10 Trellis Fence

14 New Brick to match Existing



NORTH ELEVATION

0 8’ 16’ 32’

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



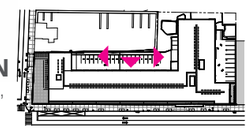
WEST ELEVATION

0 8’ 16’ 32’

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



COURTYARD ELEVATION



0 8’ 16’ 32’



Main Steet Elevation Perspective - Previous Scheme (May 10)



Main Steet Elevation Perspective



Main Street Elevation Perspective - Previous Scheme (May 10)



Main Street Elevation Perspective



Main Street Elevation Perspective - Previous Scheme (May 10)



Main Street Elevation Perspective



Aerial View looking Northeast - Previous Scheme (May 10)



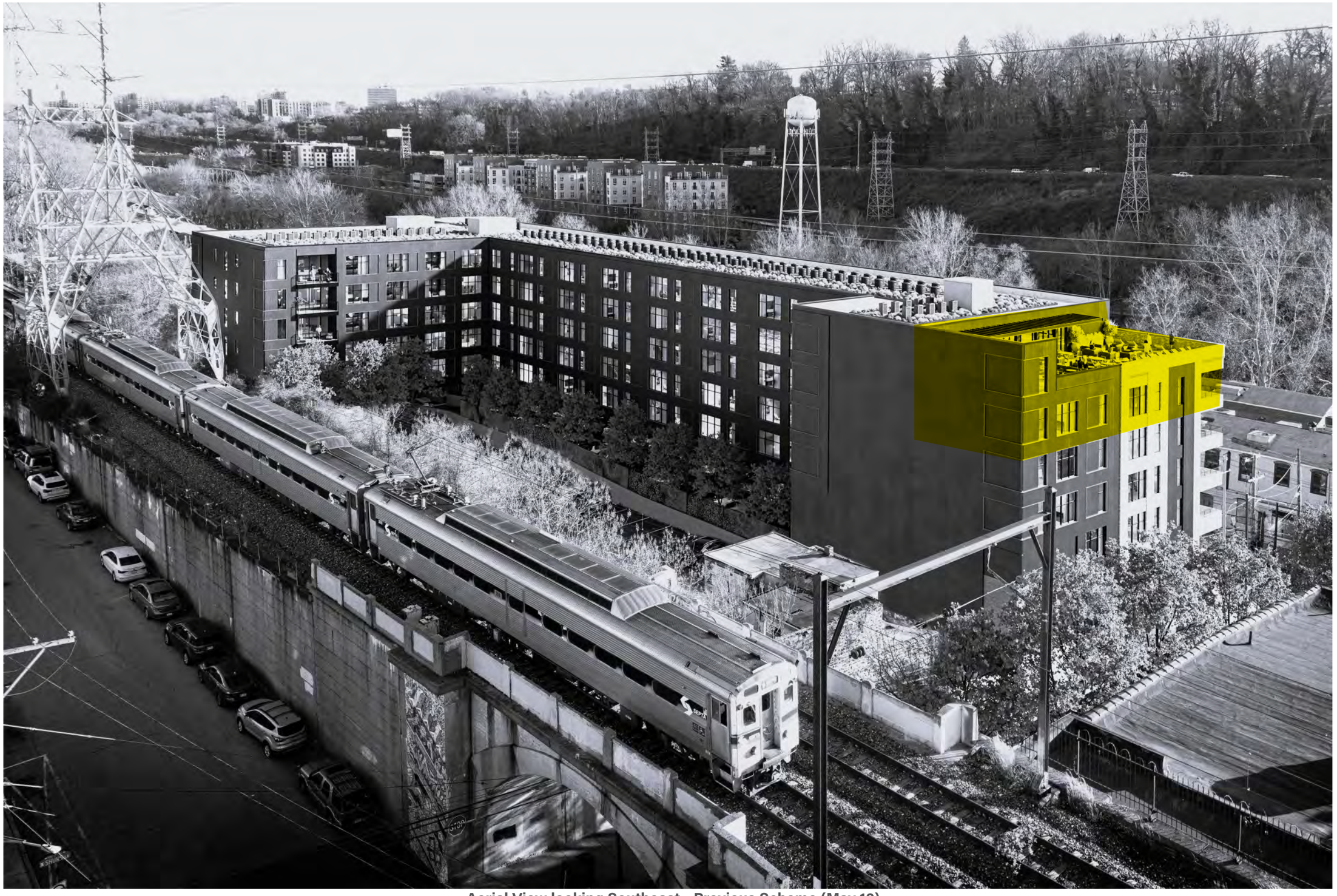
Aerial View looking Northeast



View looking Northwest on Main Street - Previous Scheme (May 10)



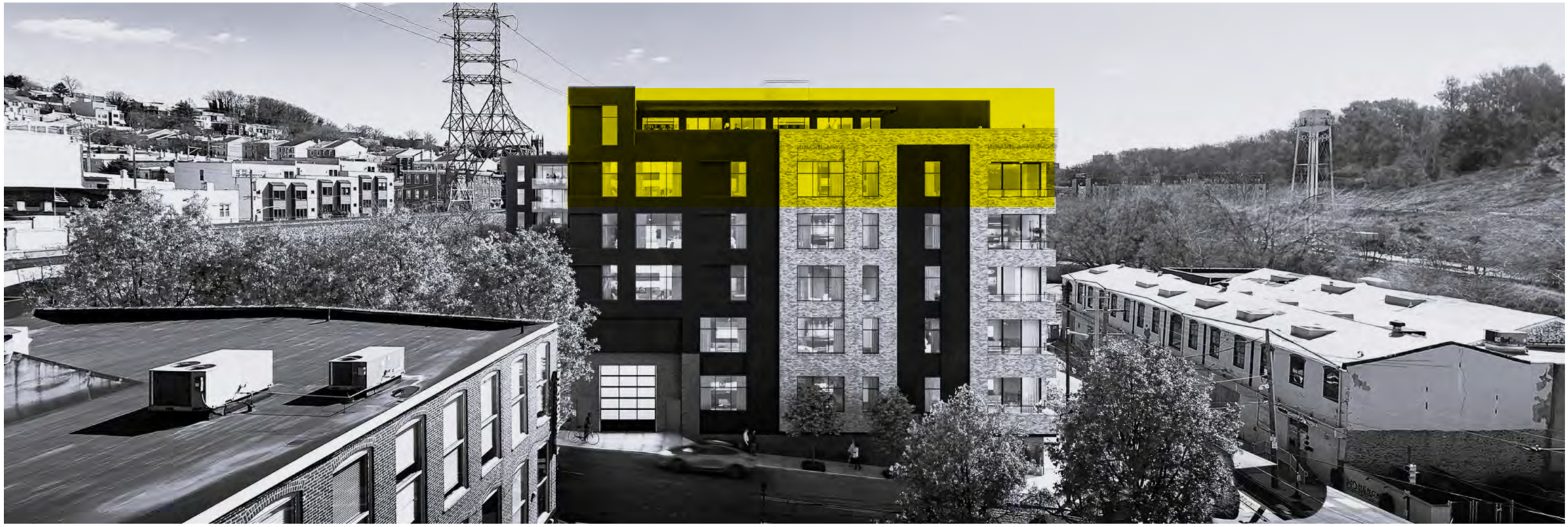
View looking Northwest on Main Street



Aerial View looking Southeast - Previous Scheme (May 10)



Aerial View looking Southeast



Shurs Lane Elevation Perspective - Previous Scheme (May 10)



Shurs Lane Elevation Perspective



View looking East on Main Street & North on Shurs Lane - Previous Scheme (May 10)



View looking East on Main Street & North on Shurs Lane



Residential Entry Perspective - Previous Scheme (May 10)



Residential Entry Perspective



View looking East on Main Street - Previous Scheme (May 10)



View looking East on Main Street



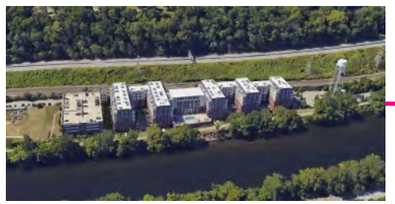
Apex Manayunk
4601 E Flat Rock Road, Philadelphia
6 Stories - 128 Units



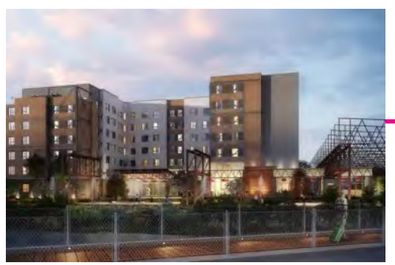
The Locks
Riverside Way (1 Leverington Avenue), Philadelphia
5 Stories - 63 Townhomes



The Isle
1 Cotton Street, Philadelphia
5 Stories - 205 Units



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



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



Watermill at Manayunk
2 Leverington Avenue, Philadelphia
7 Stories





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

Site
4045 Main Street, Philadelphia
7 Stories - 167 Units

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

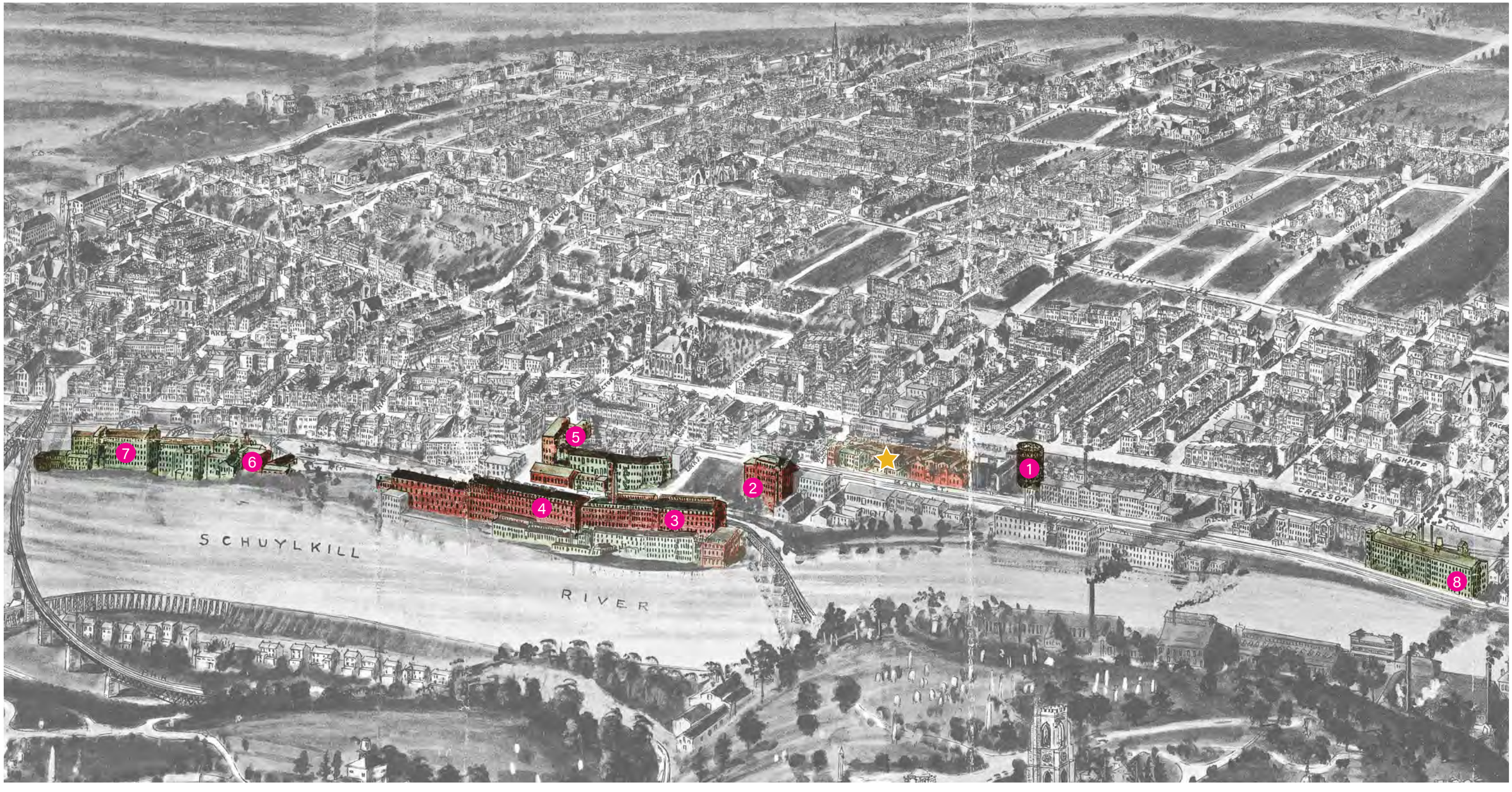
BridgeFive Condominium
3750 Main Street, Philadelphia
7 Stories - 60 Units

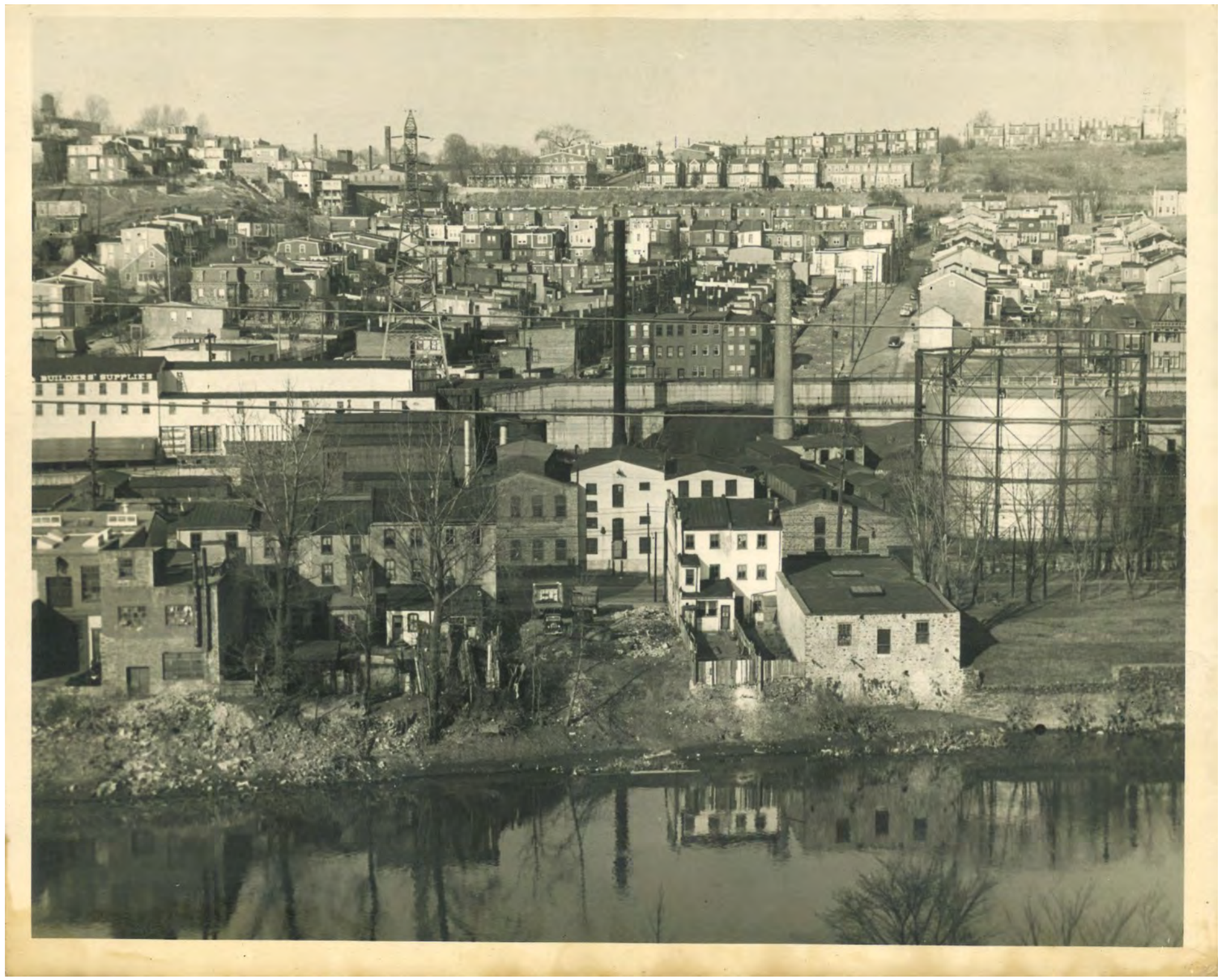


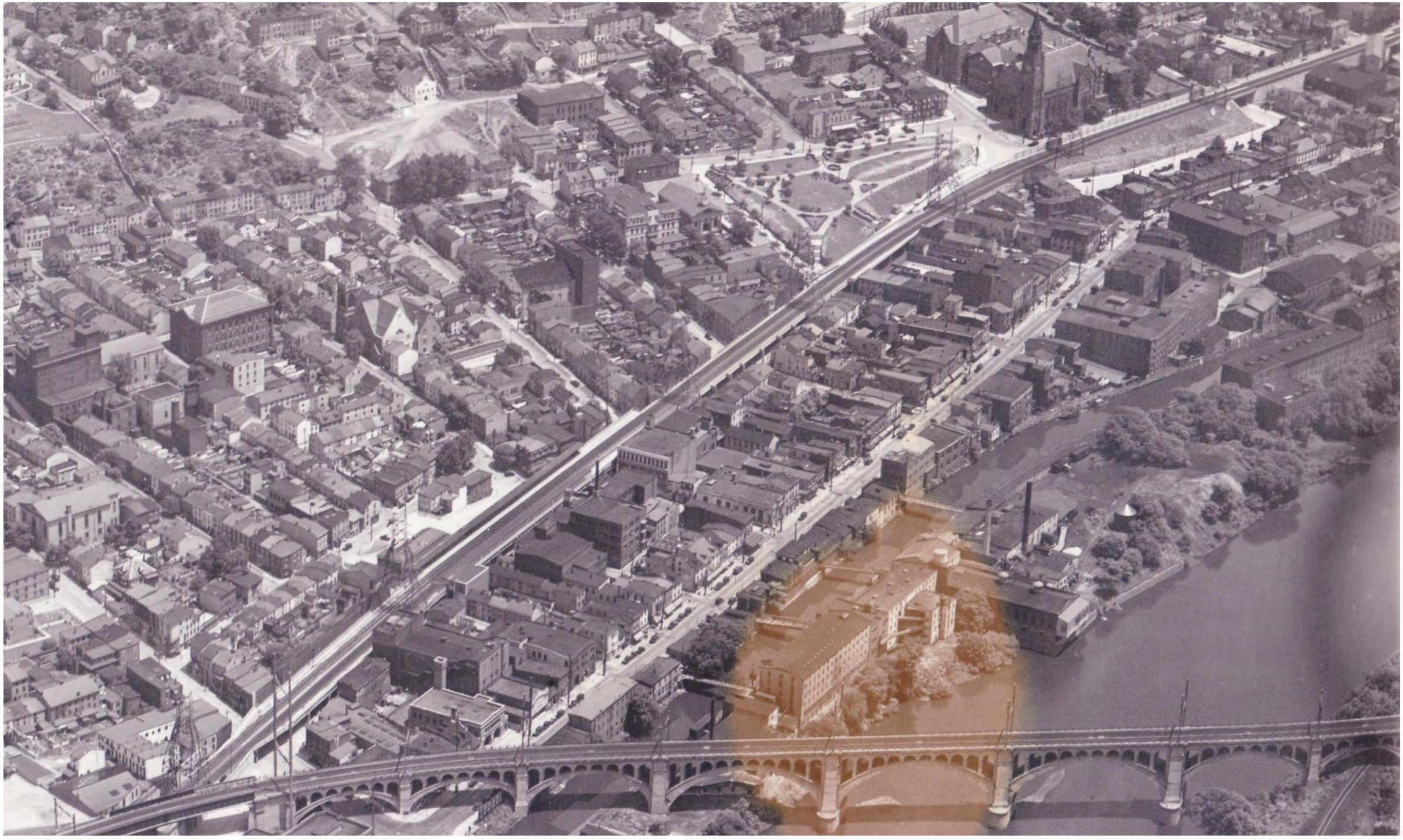


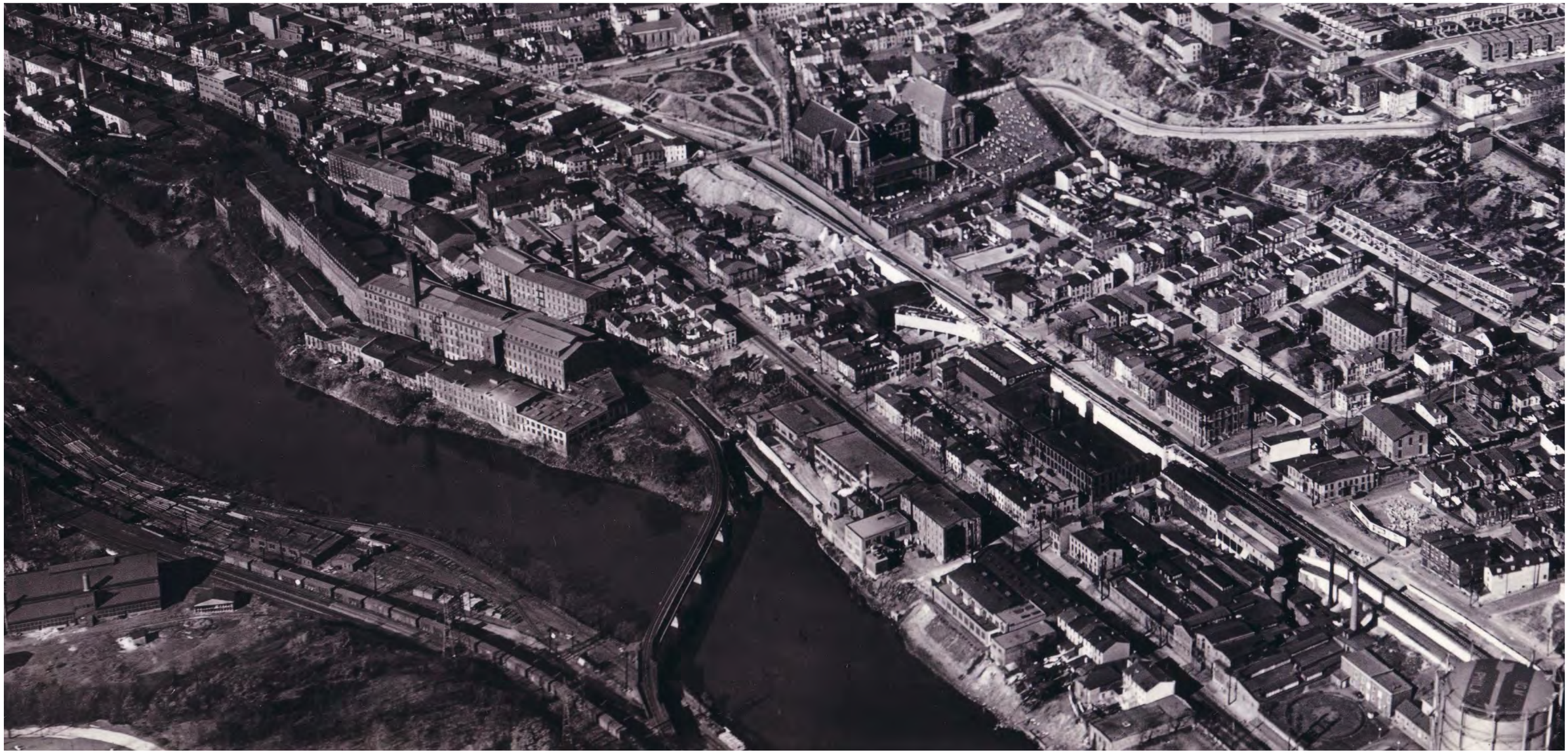
Aerial View looking Southeast

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




BUILDER'S SUPPLIES

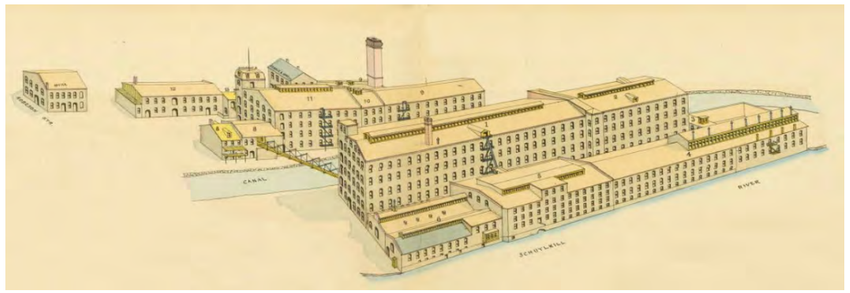


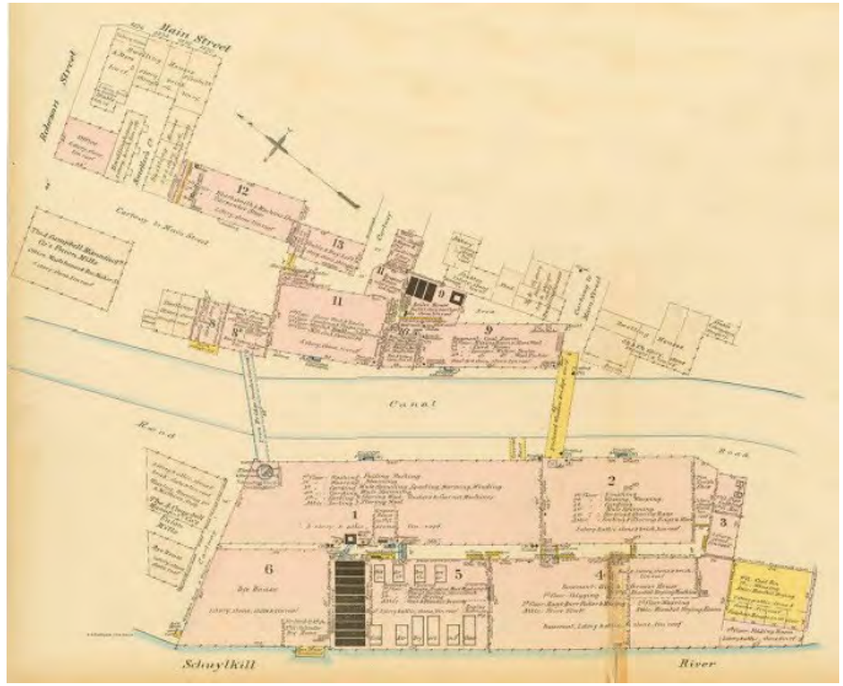






1883



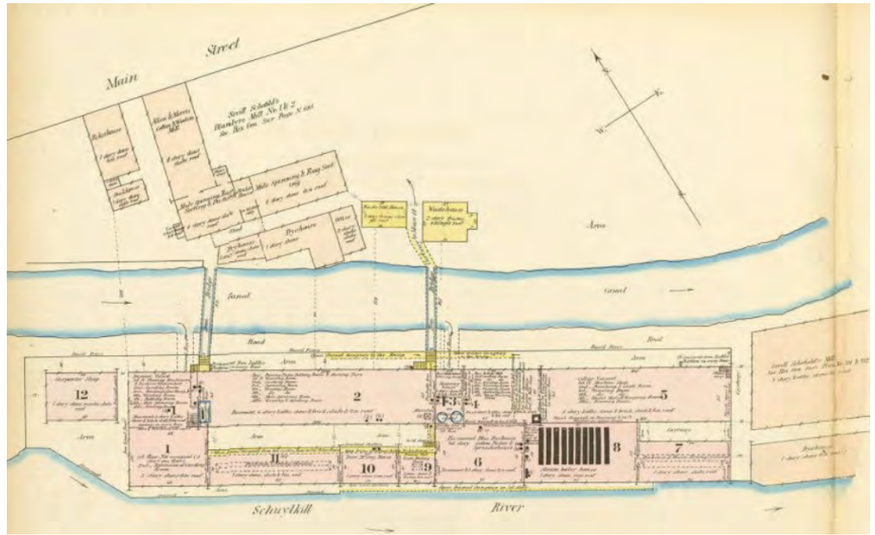






1873

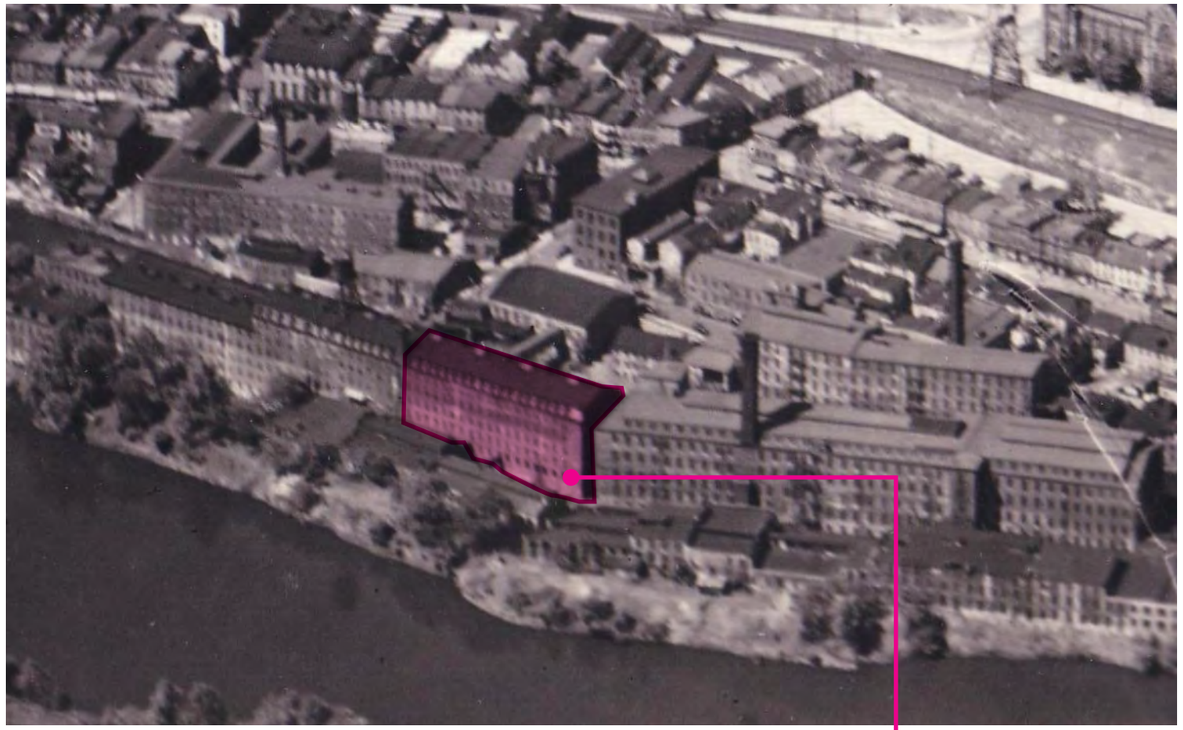






2024

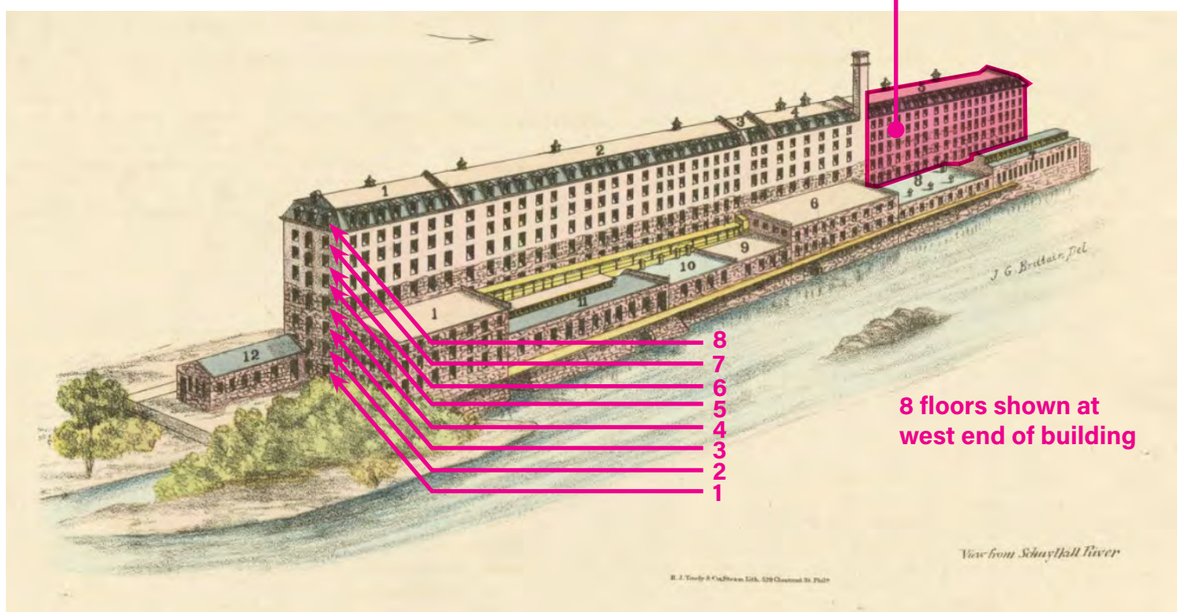
ECONOMY MILLS & SCHUYLKILL MILLS (VENICE ISLAND)



1934 Aerial Photograph

1873 Atlas

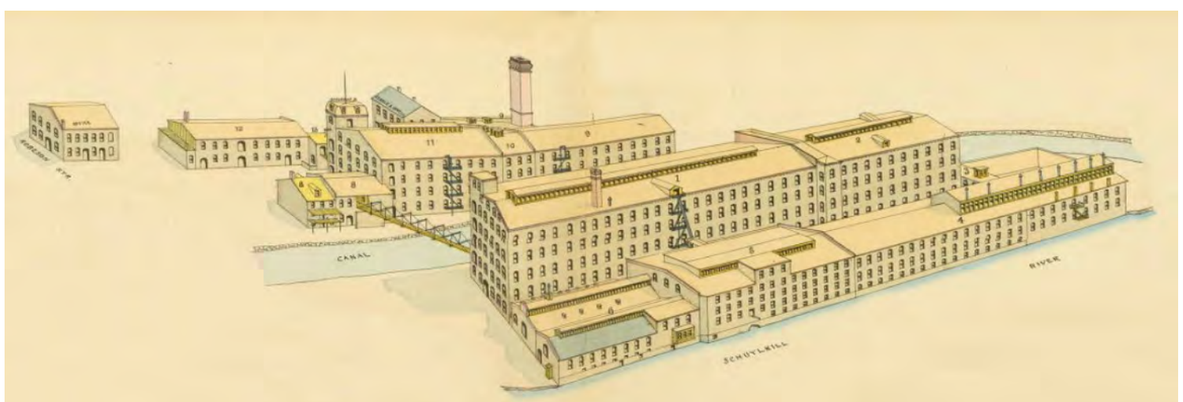
both depict 6 floors visible at east end of building



8 floors shown at west end of building

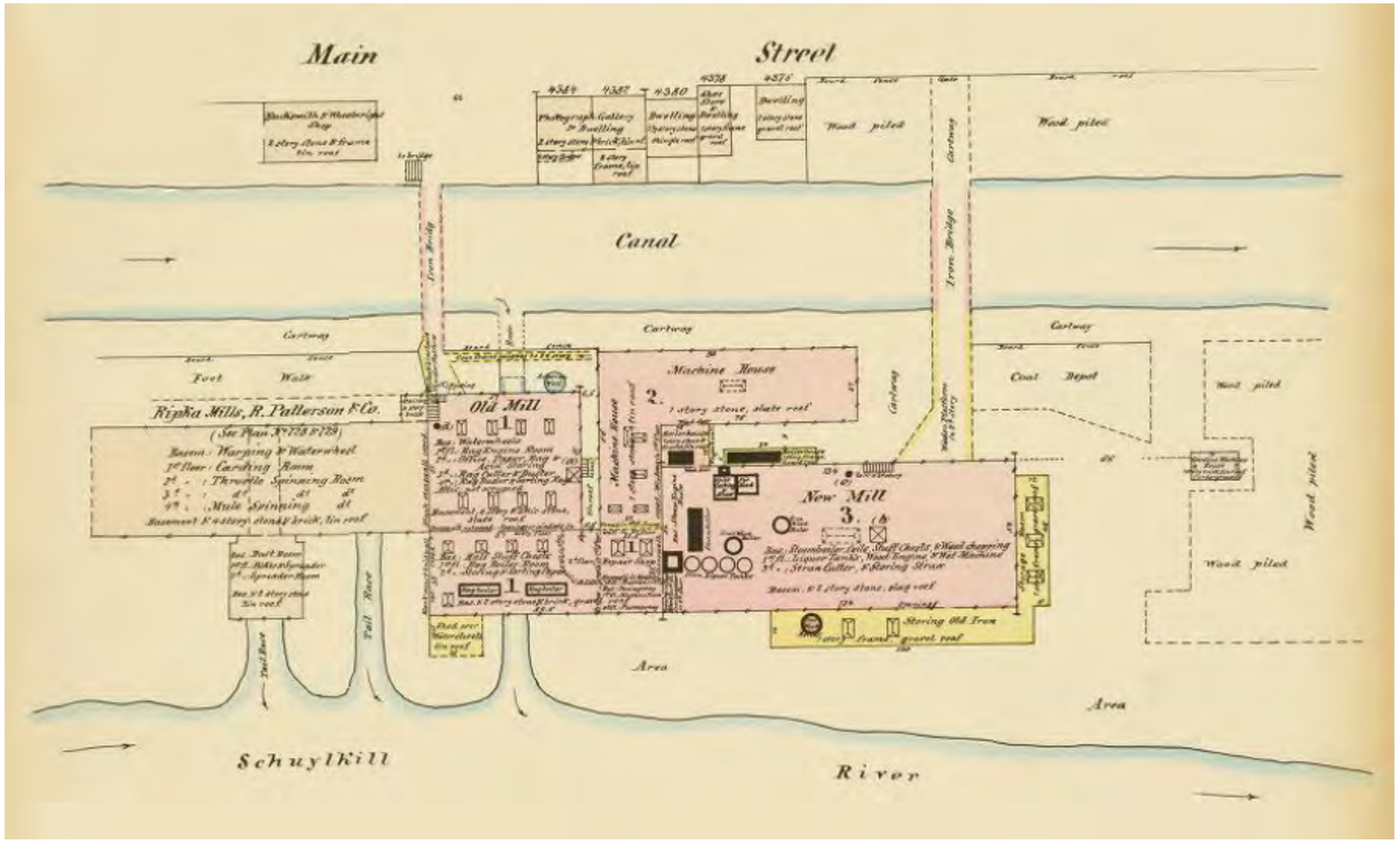






ECONOMY MILLS & SCHUYLKILL MILLS (VENICE ISLAND)

1875





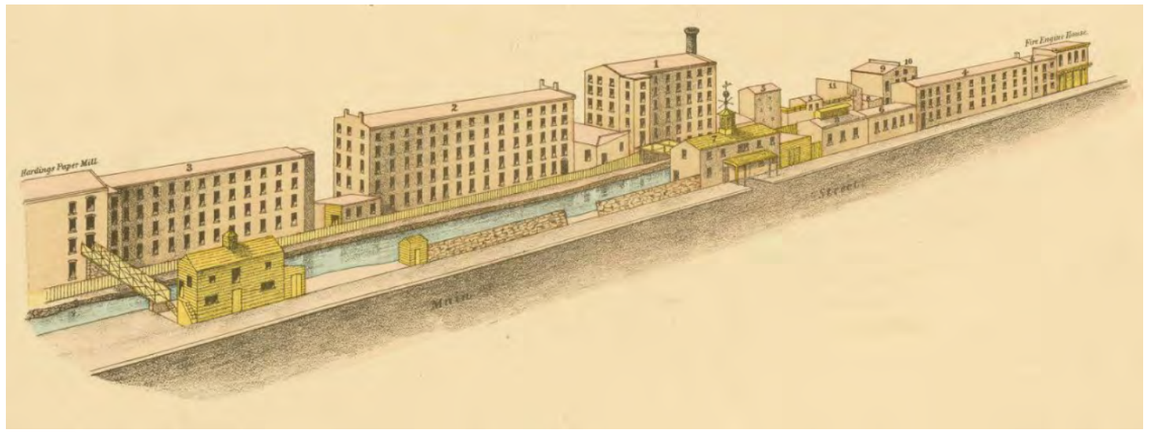




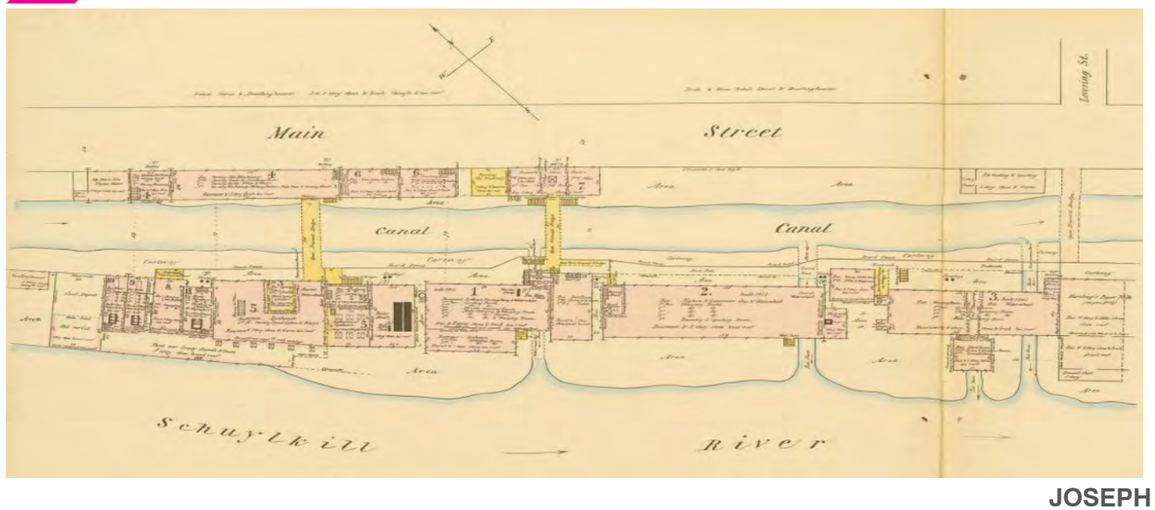
2024

INQUIRER PAPER MILLS (COTTON ST)





1873





2024

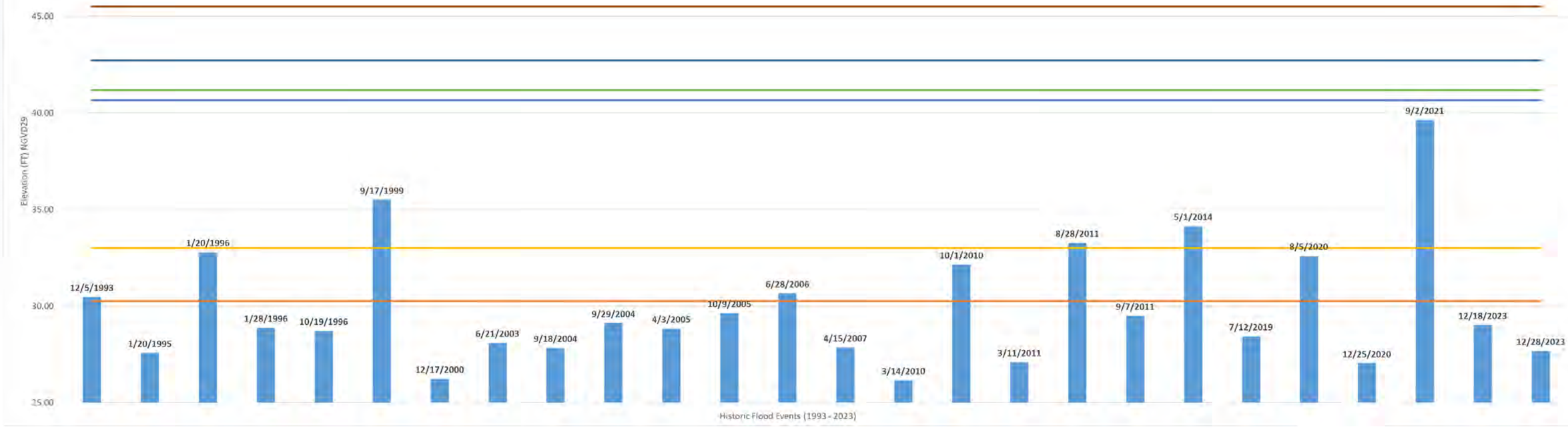
JOSEPH RIPKA'S MILLS

Historic Flood Probabilities

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

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

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



Building Elevations

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



URBAN CONVERSIONS



Yarn Factory Lofts - Manayunk



Water Works - Manayunk



The Glassworks - Olde Kensington



The Paper Factory - Olde Kensington



Sanctuary Lofts - Graduate Hospital



709 N 2nd Street - Northern Liberties

CBP ARCHITECTS



Lippincott - Society Hill



York Square - Old City



Reach Lofts - Fishtown



Berger Building - Old City



2110 Walnut - Rittenhouse Square



Western Union - Washington Square West



Neumann - Fishtown


E Main St
Shurs La



4045 MAIN STREET

SUPPLEMENTAL INFORMATION PHILADELPHIA HISTORICAL COMMISSION JULY 12, 2024



DEVELOPMENT TEAM

URBAN CONVERSIONS

Owner
1900 Market Street, 8th Floor
Philadelphia, PA 19103

cbp ARCHITECTS

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

Ruggiero Plante Land Design

Civil Engineer
5900 Ridge Avenue
Philadelphia, PA 19128

CONSULTANTS

ESI ECONSULT SOLUTIONS INC.

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

AKRF

Floodplain Resiliency Consultants
530 Walnut Street, Suite 998
Philadelphia, PA 19106

CP CHPlanning LIMITED

Land Use Planning
1520 Locust Street
Philadelphia, PA 19102

Bowman

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

CONTENTS

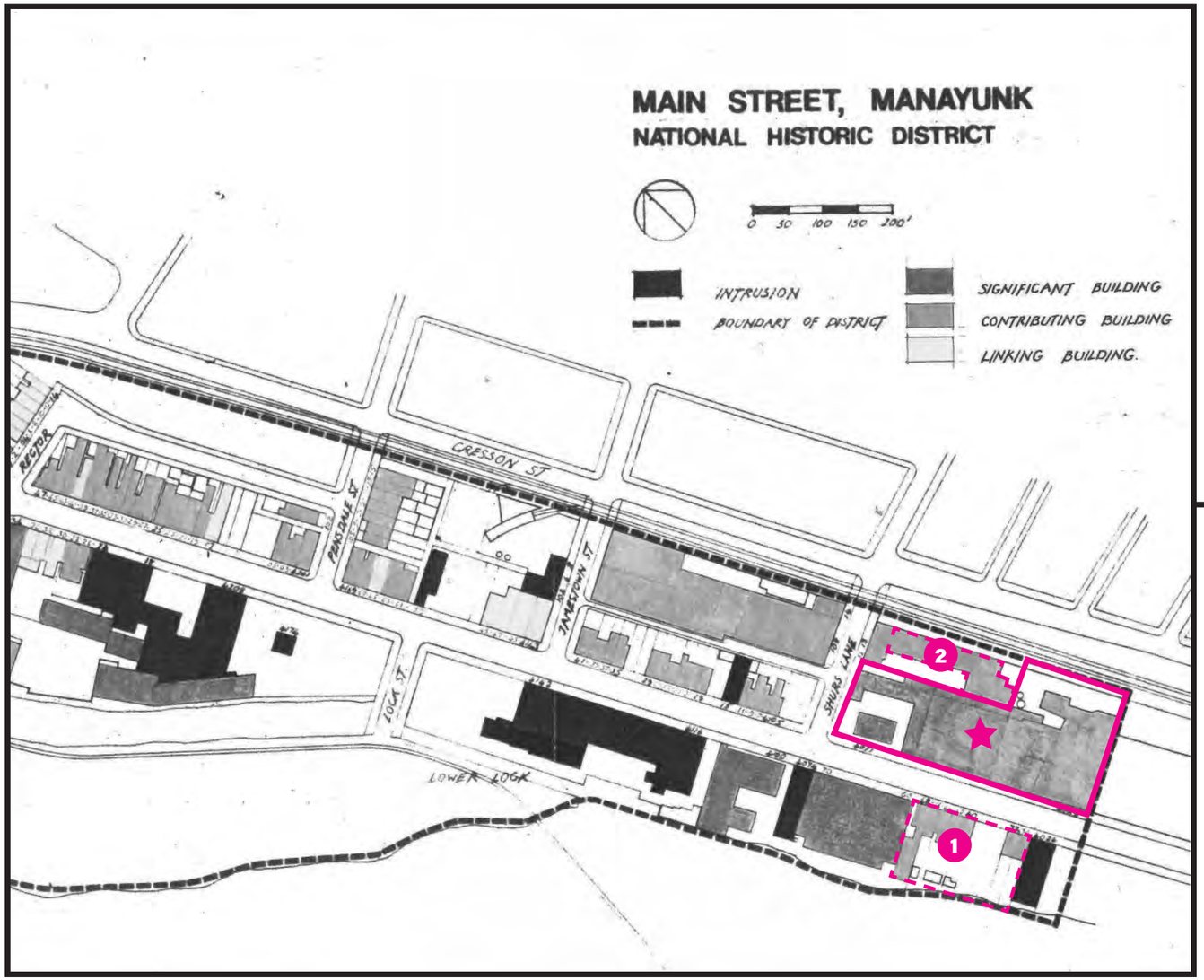
3 historic district

4 corrugated metal siding

5 wall sections at historic facades

6 wall sections

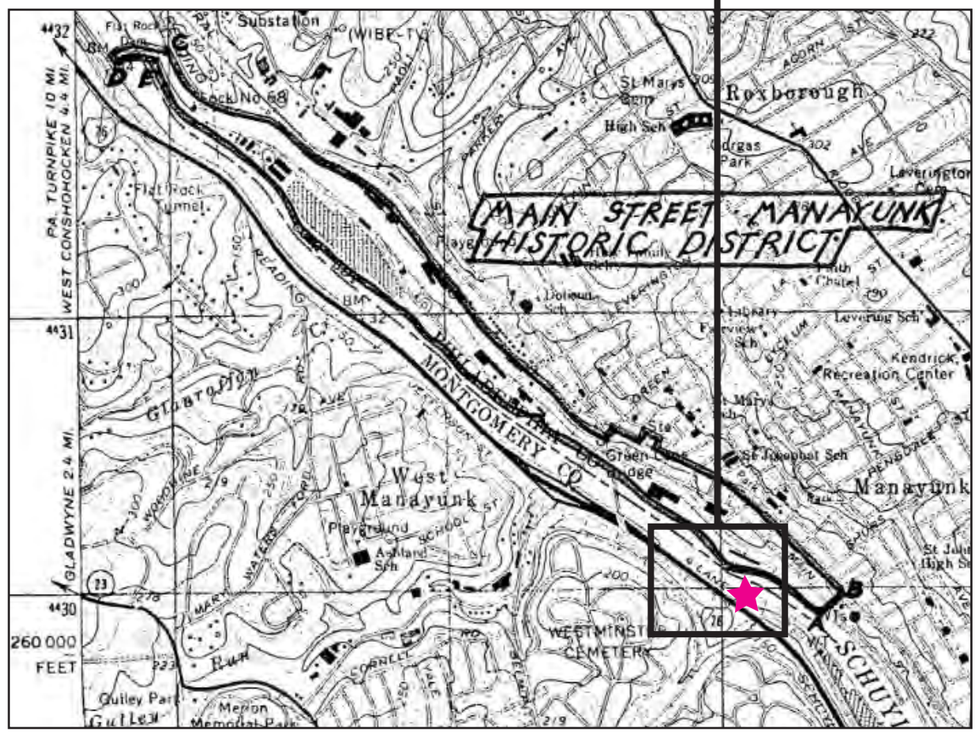
7 support for proposed development



SITE

1 4028-4048 demolished due to flood damage

2 Majority of 11 Shurs Lane no longer exists



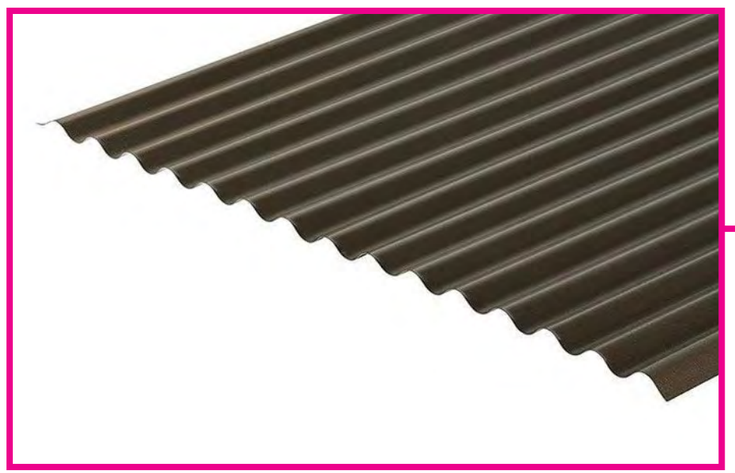
site within historic district



Corrugated Metal Siding at Nearby Rail Spur

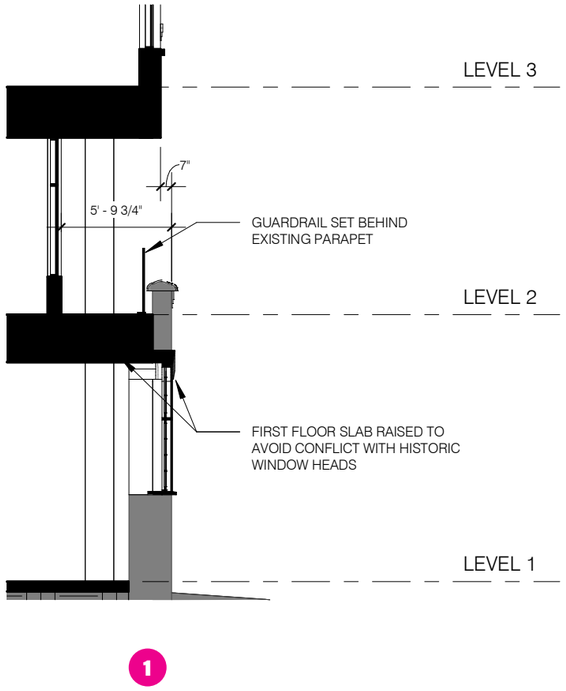


Proposed Char Brown Corrugated Metal Siding (BOD ATAS)

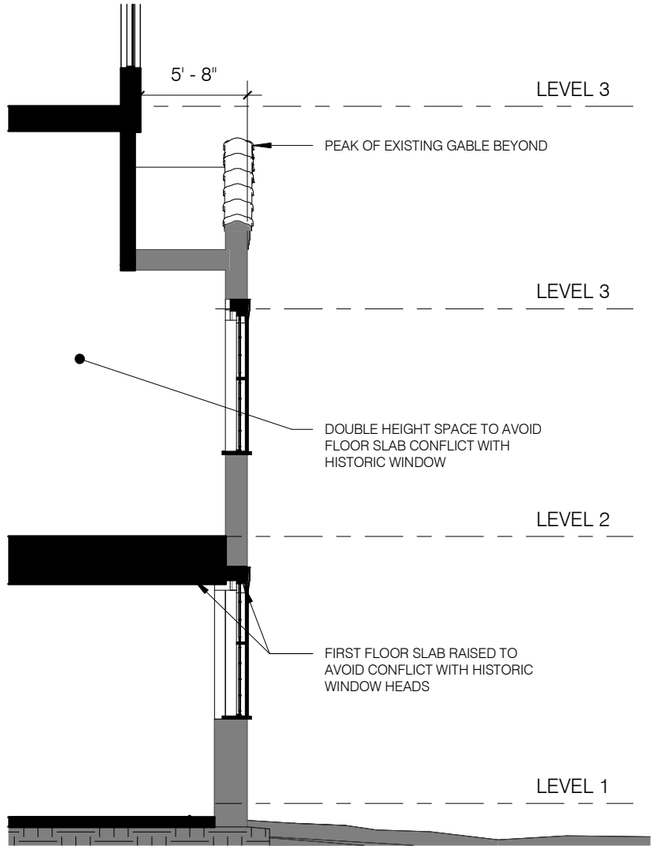




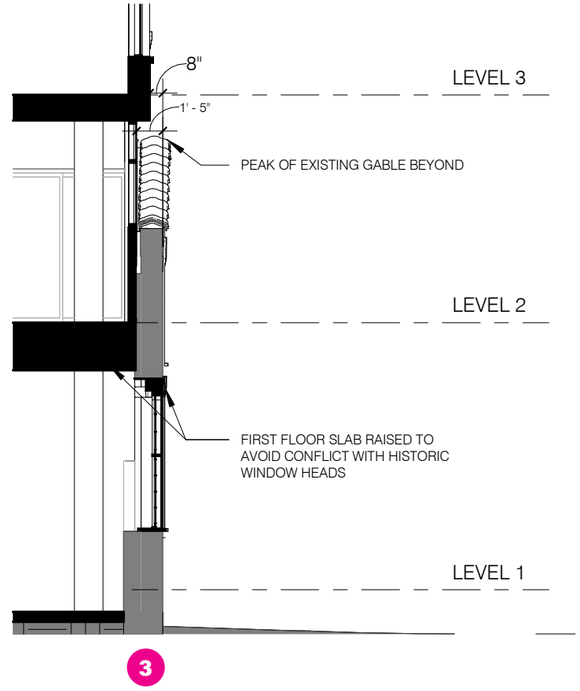
prededent for corrugated metal siding


LEVEL 3
7"
5' - 9 3/4"
GUARDRAIL SET BEHIND
EXISTING PARAPET
LEVEL 2
FIRST FLOOR SLAB RAISED TO
AVOID CONFLICT WITH HISTORIC
WINDOW HEADS
LEVEL 1

1

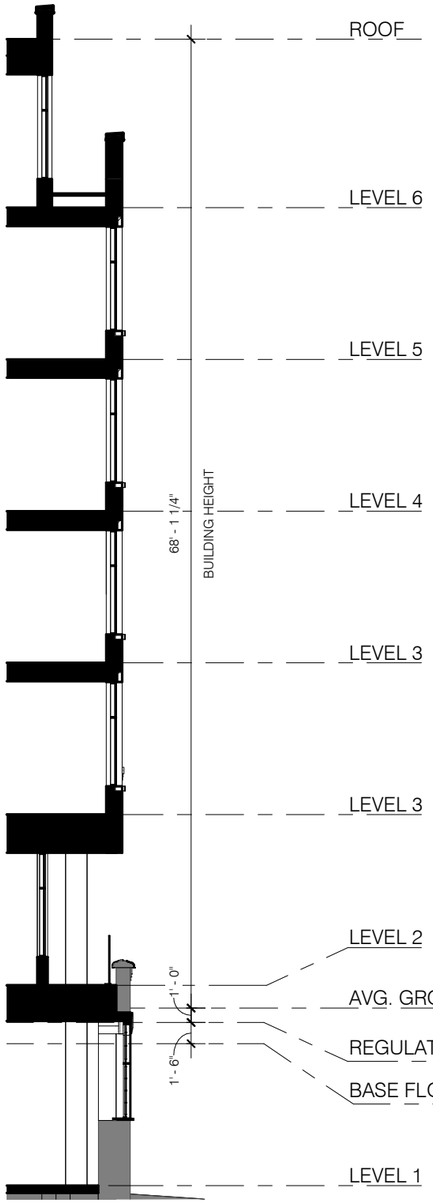

5' - 8"
LEVEL 3
PEAK OF EXISTING GABLE BEYOND
LEVEL 3
DOUBLE HEIGHT SPACE TO AVOID
FLOOR SLAB CONFLICT WITH
HISTORIC WINDOW
LEVEL 2
FIRST FLOOR SLAB RAISED TO
AVOID CONFLICT WITH HISTORIC
WINDOW HEADS
LEVEL 1

2


8"
LEVEL 3
1' - 5"
PEAK OF EXISTING GABLE BEYOND
LEVEL 2
FIRST FLOOR SLAB RAISED TO
AVOID CONFLICT WITH HISTORIC
WINDOW HEADS
LEVEL 1

3


1
2
3



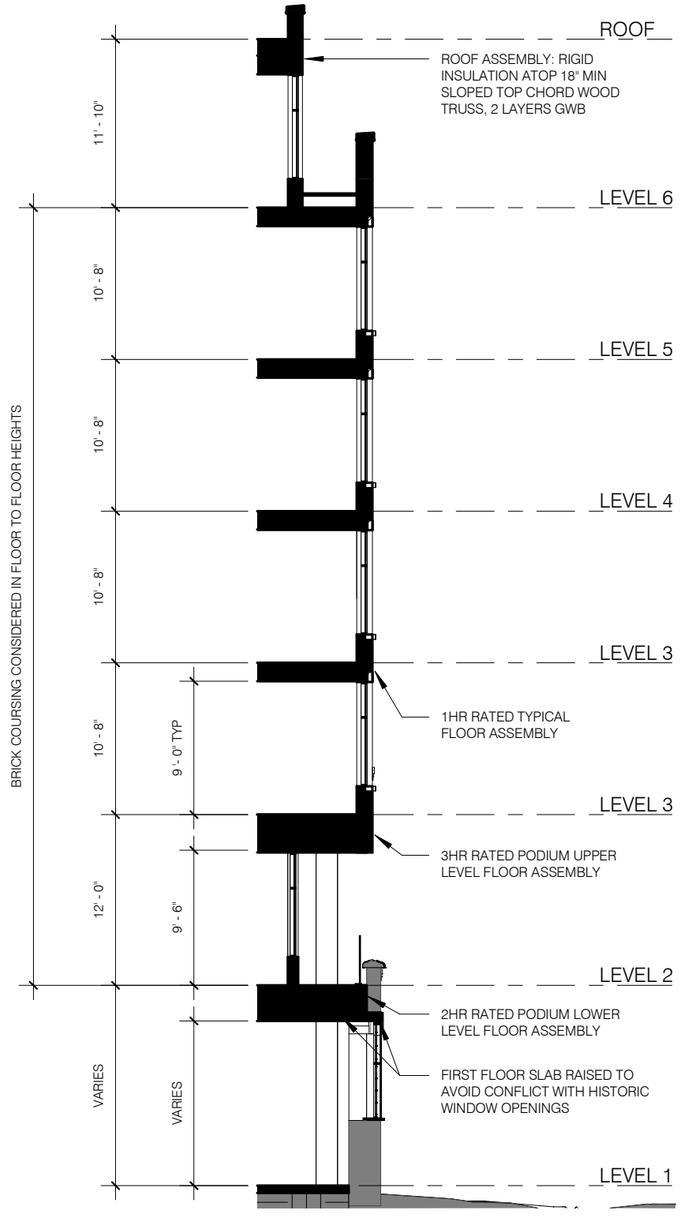
14-202.(1) Average Ground Level

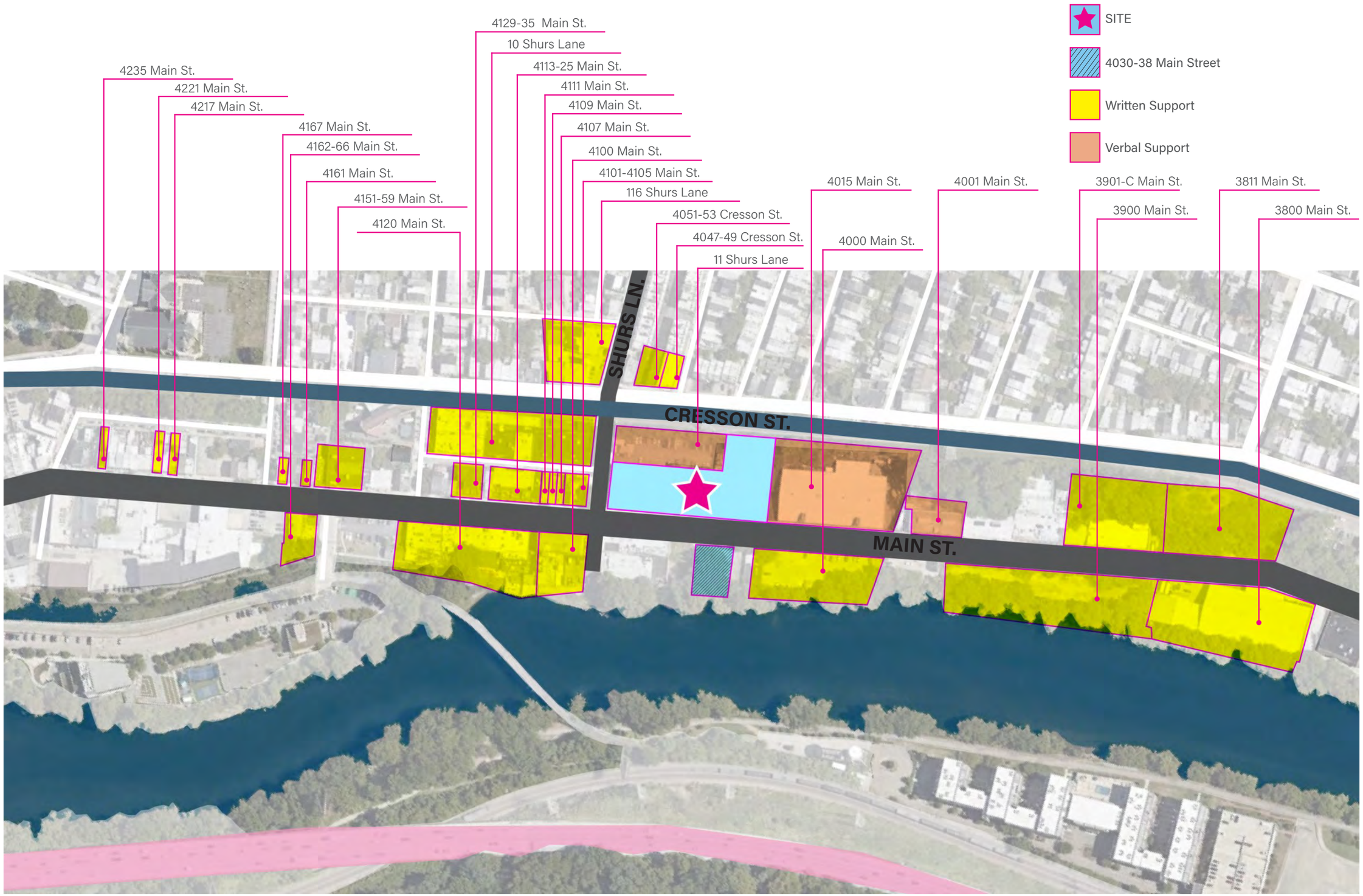
(b) When a lot is located within a 100-year floodplain, any point located one foot above the regulatory flood level shall be considered to be at the average ground level of the lot.

Base Flood Elevation (BFE): 41.40' (NGVD29)
Regulatory Flood Elevation (RFE)/ Design Flood Elevation: 42.90 (18"+BFE)
Average Ground Level: 43.90' (12"+RFE)

14-202.(6) Height, Building or Structure

Except as expressly provided elsewhere in this Zoning Code, the vertical distance from the average ground level at the base of the structure to the top of the structure, provided, that if height is measured on a gable wall of a building, the top of the building shall be considered to be the midpoint height between the eaves and the ridge.





support for proposed development

ESI ECONSULT SOLUTIONS INC.
economics | strategy | insight

1435 Walnut Street, 4th Floor | Philadelphia, PA 19102
215-717-2777 | econsultsolutions.com

Memorandum

To: Adam Laver, Blank Rome LLP

From: Peter Angelides, Econsult Solutions, Inc.

Date: July 9, 2024

RE: Economic / Financial Forces Influencing Scale at 4505 Main Street – Supplement to May 2, 2024 Report

---

1 Introduction

This report is an extension and update of my May 2, 2024 report on the economic and financial forces at play in the development of a multifamily building at 4045-61 Main Street. In that report I addressed the basic economics of development and their application to the subject property. In summary, I noted:

Revenue / Income
At the scale proposed for 4045 Main Street, additional units will increase Net Operating Income ("NOI"), which means a greater ability to service debt and hence borrow more to cover upfront costs compared to fewer units.

Development Costs
The site presents several challenges which increase costs relative to what they could be on a less difficult site. These additional costs include:

- The need for a two-story concrete podium to achieve close to a 1:1 parking ratio;
- The costs to relocate an existing storm sewer that runs underneath the property;
- The costs to brace and repair much of the existing façade to Philadelphia Historical Commission ("Commission") standards. The façade will be incorporated into the new building;
- Design inefficiencies arising from the preservation of the façade; and
- Several other minor considerations.

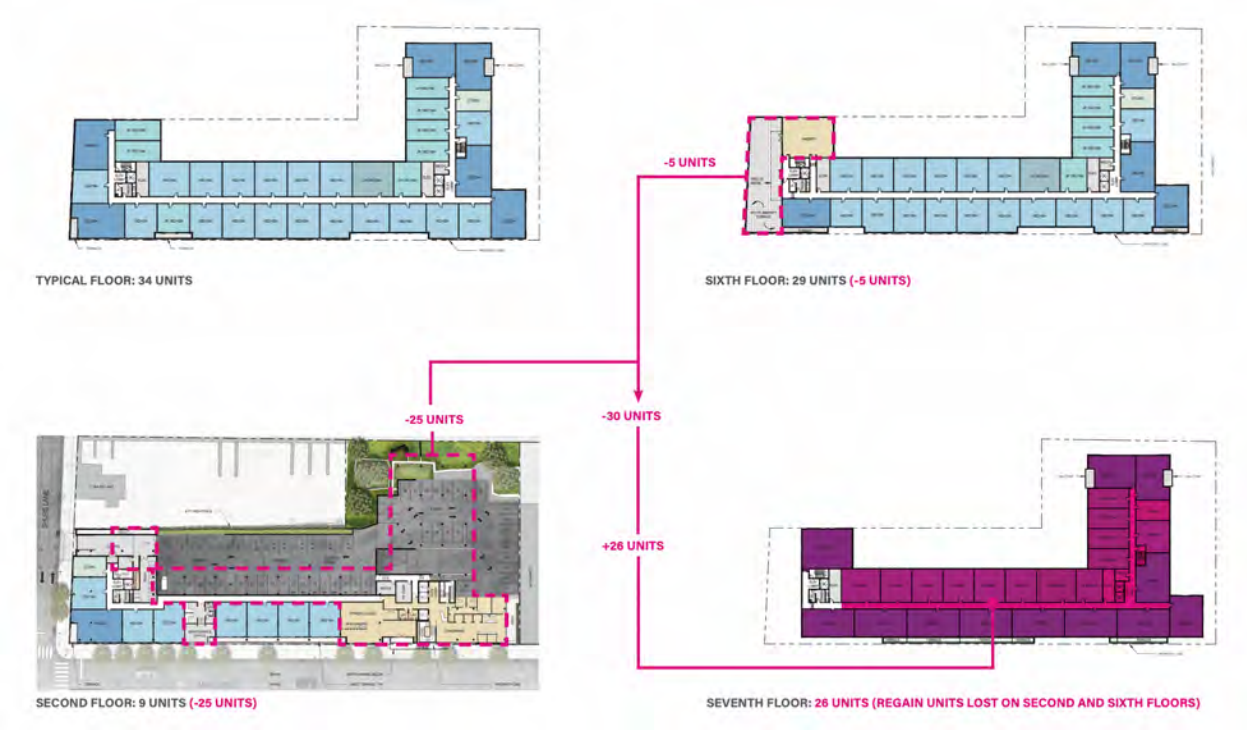
Subsequent to the Commission's finding of a financial hardship on May 10, 2024, the development team revised its proposal and presented revised plans to the Architectural Committee on May 7, 2024. During the Architectural Committee and Commission hearings, additional questions regarding the revised proposal were asked. This memo provides additional information to address some of these questions.

RE: Economic / Financial forces influencing scale at 4505 Main Street – Supplement to May 2, 2024 Report
Date: July 9, 2024

2 The Revised Plan

The revised plan reduces the proposed number of units from 167 units to 162 units. The reduction comes from reducing the size of the 6th floor, eliminating the westernmost five units on that floor.

Unit layout in the revised proposal



3 Additional Issues

This section addresses questions posed at the most recent Architectural Committee meeting.

130 Units vs 162 units

Is the project viable with about 130 units instead of 162 units? Because a typical floor has 34 units, the question implicitly asks whether the project's height can be reduced by one floor.

The profitability of development does not increase linearly as the number of units increases. Rather, as the number of units changes, the design of the building changes, and there are often 'lumpy' expenses that become necessary when the development reaches a certain size, and which affect development costs significantly. In this project, a large incremental cost is the second-floor concrete podium. The ground floor can accommodate only 97 parking spaces, so additional parking spaces require a second level of concrete. The developer has pledged to construct parking at approximately a 1:1 ratio, so a 130 unit building still needs the second level of parking. Reducing the unit count from 162 to 130 will therefore decrease revenue significantly, by eliminating the most desirable units (on the 7th floor) and hence the

greatest revenue generators. However, this significant reduction in revenue potential is not matched by a decrease in costs. The fixed costs of site preparation, entitlements, and concrete construction remain approximately the same, and the only cost saving comes from not having to build the 7th floor. The resulting project would be two stories of concrete and four additional stories of wood frame. The economics of a "four over two" building in Philadelphia are not favorable. I am not aware of a recently built multifamily project that has two levels of concrete and only four levels of stick construction.

Dedicated Parking Structure

Is it possible to build a dedicated multi-level garage at the rear of the property, so the residential portion can be shorter? There are several problems with this approach. The current design takes advantage of the structural strength needed for a parking structure to provide the foundation for the residential units. A dedicated parking garage would have a wasted top level and would not support anything. Further, the layout of a tall garage with a small footprint would likely be inefficient, since the site is tightly constrained. This inefficiency would increase costs. A garage would also force a reconfiguration of the residential portion of the property, and likely decrease its efficiency.

Further, as discussed in my May 2 report, structured parking is expensive relative to revenue for accessory parking. Table 1 below also appeared in that report and shows that constructing a space adds more construction cost than it adds value based on the parking revenue.

Table 1 – Value of a Parking Space

Item		Value
Monthly Rent		$150
Annual Rent		$1,800
Vacancy	5%	-$90
Operating Expenses		-$400
Net revenue		$1,310
Capitalization Rate		10%
Value of Space		$13,100
Cost to Create Space		$40,000
Gain / Loss		-$26,900

Mixed Use

Can the building be mixed use? The building cannot easily be mixed use. The two potential uses other than residential are retail and office. Retail at this site is very problematic because of the floodplain, as discussed in the hardship analysis. Indeed, any occupied space on the ground floor risks destruction in a flood. Retail not on the ground floor is not viable in most markets, including Manayunk.

The only other potential use for an occupied structure is office space. However, the office market is strained, and new speculative office space is not being built even in areas with significant concentrations of office, which Manayunk does not have. It is not clear office space could receive financing, and hence would burden the development project.

Are there other uses? The parcel is currently zoned I-2, which permits as-of-right uses such as auto repair, self-storage, and warehouses. All of these uses are challenged by the floodplain, so it is not clear whether any of these uses are viable. These uses are not compatible with the historic district. The zoning does permit a surface parking lot, and this use is not impacted by the floodplain.

Additional Considerations

In addition to the site and project specific considerations discussed in this memo, this project has impacts on the overall neighborhood.

- The new residents living in the project will increase the overall population of Manayunk, adding foot traffic and new customers for the commercial corridor on Main Street.
- New construction has two effects on neighborhood pricing. The project improves the neighborhood by removing a blighting influence and adding economic activity, which overall increases demand for the neighborhood and hence housing prices. The new units also increase the supply of housing, which puts downward pressure on prices. The economic literature indicates that the supply side effects are generally larger than the demand side effects, which means that at the margin, the project will likely both increase the quality of the neighborhood and decrease pricing.

4 Conclusion

Any project at 4045-61 Main Street must account for significant constraints on what is achievable. The floodplain severely restricts potential uses. The need to account for the floodplain and the desire for historic preservation and a high parking ratio together imply that any feasible project will have significant scale. The project as proposed accounts for these constraints. Reducing the scale of the project or reconfiguring it to be less efficient will reduce or eliminate its ability to achieve financial viability.

Environmental, Planning, and Engineering Consultants
530 Walnut Street
Suite 998
Philadelphia, PA 19106
tel: 267 585-4839
fax: 929 284-1085
www.akrf.com

To:	Andrew Zakroff, Urban Conversions
From:	AKRF, Inc.
Date:	June 12, 2024
Re:	4045-61 Main Street, Philadelphia, PA Flood Resiliency Design Review

EXECUTIVE SUMMARY

AKRF was contracted to provide a flood resiliency review of the development proposed at 4045-61 Main Street (the "Site"). The Site is located in a Special Flood Hazard Area (SFHA) with a base flood elevation (BFE) of 41.40 feet NGVD29 (National Geodetic Vertical Datum of 1929) and a design flood elevation (DFE) of 42.90 feet NGVD29 (BFE + 18-inches, per City of Philadelphia Code). AKRF conducted an analysis of the proposed architectural plans based on Philadelphia Zoning Code, American Society of Civil Engineers (ASCE) Flood Resistant Design and Construction standards, and Federal Emergency Management Agency (FEMA) technical guidance. Finished floor elevations, wet floodproofing measures, mechanical equipment locations, and building access were reviewed. The following flood resiliency measures have been incorporated:

- Finished floor elevations for residential units are 2.60 feet higher than the DFE requirement, further reducing risk of flooding in these areas.
- Finished floor elevations exceed stringent regional regulations, including the 2022 New York City Building Code, Flood-Resistant Construction and 2023 New Jersey Inland Flooding Rules.
- Openings for wet floodproofing will meet and/or exceed ASCE 24-14 standards for engineered openings and applicable Philadelphia Zoning Code requirements.
- Flood damage-resistant materials will be used in wet floodproofed spaces.
- Mechanical equipment will be located at or above the DFE wherever feasible.
- Elevators will remain at rest on the second floor, above the DFE.
- Building egress provides multiple routes, including designated emergency egress at the highest elevation feasible. Emergency exits provide direct access to higher ground.
- A green roof and stormwater planter will mitigate stormwater runoff.

- A flood evacuation plan will be developed for building operations.

A review of historic floods at this location was also performed. Based on this assessment, the proposed emergency egress routes and residential units would not have experienced flooding in the past 30 years. The proposed flood resiliency measures will mitigate risks to future tenants. As the design progresses, applicable FEMA technical guidance will be consulted.

INTRODUCTION

AKRF was contracted to provide a review of the proposed flood resiliency measures incorporated into the proposed building design for 4045-61 Main Street in Philadelphia. The development includes the construction of a 7-story residential building with two levels of parking, a coworking space, a fitness center, rooftop amenities, and supporting maintenance facilities. Portions of the existing structure's historic façade will be seamlessly incorporated into the new development.

The following review was conducted using existing conditions shown in Ruggiero Plante Land Design's "ATLA/NSPS Land Title Survey for 4045-61 Main Street and 4030-38 Main Street", dated November 17, 2023, and proposed conditions shown in CBP Architects' 4045 Main Street Zoning Plans, dated March 11, 2024. All elevations herein are on the NGVD29 vertical datum. AKRF acknowledges that materials, mechanical, electrical and plumbing plans, and other details are not represented in the March 2024 architectural plans. Review of related elements is therefore based on provided plans and discussions with CBP Architects and the project developer, Urban Conversions.

Regulations and technical documents referenced for this review include various FEMA technical guidance manuals, Philadelphia Zoning Code, and ASCE 24-14: Flood Resistant Design and Construction.

REGULATORY FLOOD ELEVATIONS

A. Design Flood Elevations:

Flood regulations are based on the 100-year storm event (1-percent annual probability) elevation at a location, as identified by FEMA. The 100-year storm event elevation, or base flood elevation, is determined by the Flood Insurance Study (FIS) for a waterway. In the case of the 4045-61 Main Street property, the FIS for the Schuylkill River was used to determine the base flood elevation (FEMA 2015). The northwest building corner, or upstream-most building corner, is approximately 445 feet downstream from Cross Section T along the Schuylkill River (shown in Figure 1 below). Given this distance, the elevation for the base flood is 41.40 ft NGVD29. The design flood elevation (DFE) requirement for the City of Philadelphia is 18 inches above the base flood elevation, or 42.90 ft NGVD29. This elevation is more conservative than ASCE 24-14 requirements for Class 2 Structures, which requires the DFE to be one foot above the base flood elevation.

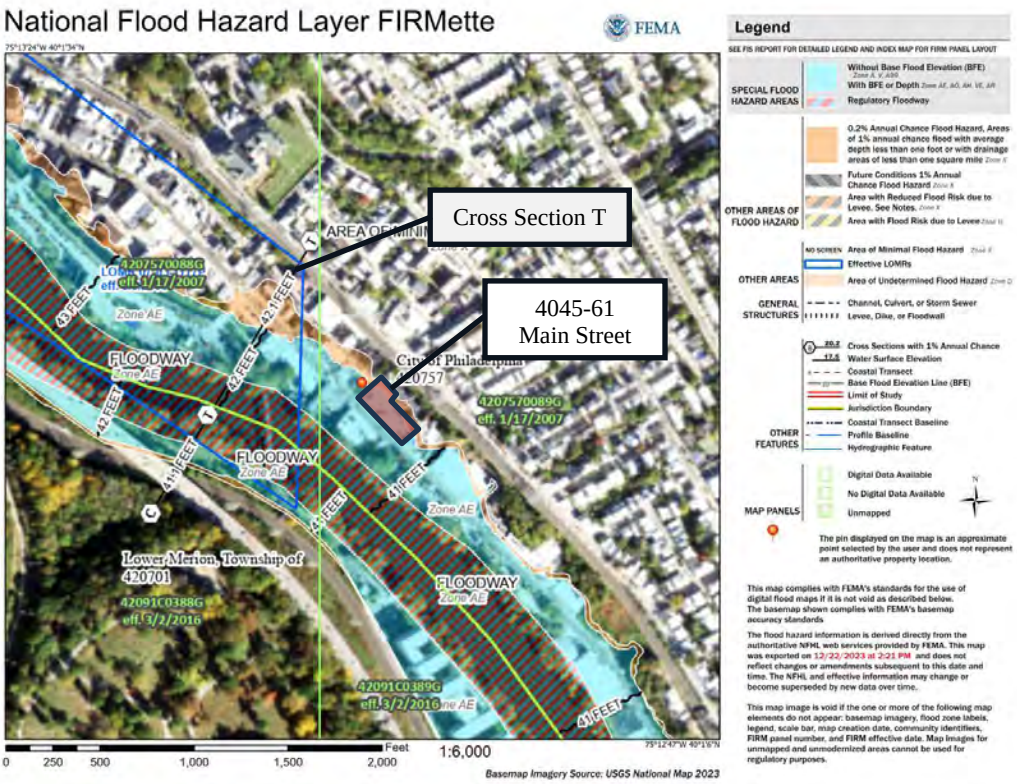


Figure 1: FEMA FIRMette Map of project Site.

B. Philadelphia Development Regulations within a Special Flood Hazard Area

The proposed project is required to meet flood development regulations outlined in the Philadelphia Zoning Code unless a variance is received. The Code requires that the finished floor of any residential structure be set at or above the DFE. Fully enclosed spaces below the DFE must be *wet floodproofed* (constructed with flood damage-resistant materials and designed to intentionally allow entry and exit of floodwaters) (ASCE, 2015). The Philadelphia Zoning Code requires a minimum of two openings which must be a maximum of one foot above surrounding grade.

In addition to the above regulations, all mechanical equipment including air ducts, air conditioning systems, utilities, large pipes, storage tanks, and other similar objects or components must be located above the DFE.

As part of the zoning and building permit processes, Philadelphia's Department of Licenses and Inspection (L&I) requires applicants with projects in a Special Flood Hazard Area with estimated costs above $50,000 to attend a scoping meeting. The scoping meeting reviews applicable regulations and assigns a L&I plans examiner for the project. The scoping meeting for this project was held on January 2, 2024. A copy of the Flood Protection Form – Project Summary (FP-PS) from this meeting is included as Attachment A.

REVIEW OF PROPOSED RESILIENCY MEASURES

Flood resiliency measures incorporated into the building design include:

A. Elevated finished floor

B. Wet floodproofing

C. Elevated mechanical equipment

D. Building access / Emergency egress

Additional measures including stormwater management and evacuation planning were also considered. The following sections describe these measures and compare the design elements to applicable flood regulations and technical guidance.

A. Elevated Finished Floor

The elevation of the lowest residential units must be at or above the DFE. The design proposes a finished floor elevation of 45.50 for these spaces, 2.60 feet above the DFE.



Figure 2: Elevation view of west building (per CBP Architects 6/06/24 plans) with key flood and building elevations

The lowest residential unit finished floor elevation was also compared to finished floor elevation requirements for New Jersey and New York, which have implemented flood regulations above and beyond ASCE 24-14 and FEMA technical guidance. The proposed finished floor elevation exceeds these more conservative regulations, as shown in Table 1:

Table 1: Finished Floor Elevations and Flood Regulatory Elevations			
Proposed Finished Floor Elevation		*First Floor* *30.00*	*Second Floor* *45.50*
		Height Above/Below (FT)	
FEMA BFE	41.40	-11.40	4.10
Philadelphia DFE (BFE + 18")	42.90	-12.90	2.60
2022 NYC Building Code, Flood-Resistant Construction DFE (BFE + 2')	43.40	-13.40	2.10
2023 NJ Inland Flooding DFE (BFE + 2' + 1' Freeboard)	44.40	-14.40	1.10

The proposed design provides additional distance between these regulatory flood elevations, which will reduce the risk of flooding in residential units.

B. Wet Floodproofing

The proposed residential building provides wet floodproofing for all enclosed spaces below the DFE. This includes the entirety of the first floor and within the loading ramp and emergency egress stairwell on the second floor. Wet floodproofing measures include vents and flood damage resistant materials.

Flood Vents (Engineered Openings)

The building design includes flood vents along Main Street and within the building's interior walls to relieve hydrostatic pressure. The proposed flood vents, as manufactured by Smart Vent Products, Inc., are engineered openings and are certified by the International Code Council's Evaluation Service for 200 square feet of enclosed space coverage per vent unit. Per the flood vents' ICC-ES Evaluation Report, the product meets standards outlined in ASCE 24-14 Sections 2.7.2 and 2.7.3 for engineered openings (ICC-ES 2023).

A minimum of two openings are used for each enclosed space and vents will be positioned a maximum of 1-foot above finished grade, meeting Philadelphia Zoning Code requirements for minimum number of openings and vent position. The proposed vent quantity will be sufficient to meet ASCE 24-14 minimum net area standards for engineered openings. As the design advances, FEMA Technical Bulletin 1, Openings in Foundation Walls and Walls of Enclosures, should be consulted.

Flood Damage Resistant Materials

ASCE 24-14 requires that the flood damage-resistant materials be used below the DFE, including ramps, stairwells, and doors. Materials that should be designed for exposure to floodwaters include but are not limited to metal connectors and fasteners, concrete, structural steel, masonry, wood, and both interior and exterior finishes. Specifications for these materials can be found in FEMA Technical Bulletin 2 (2008).

While the Zoning Plans reviewed for this report do not specify materials, AKRF understands that CBP Architects intends to specify compliant materials for the first floor of the building and within

the emergency egress stairwell and vehicular loading ramp on the second floor. AKRF also advises the use of corrosion resistant materials due to the potential for corrosive materials in transported by riverine floodwaters.

Key Takeaways

The proposed vents will meet ASCE 24-14 requirements for engineered flood openings and meet Philadelphia Zoning Code requirements for minimum openings and maximum height above finished grade. Flood damage-resistant materials will meet applicable specifications in ASCE 24-14 and FEMA Technical Bulletin 2.

C. Elevated Mechanical Equipment

Per ASCE 24-14, utilities for Class 2 structures should be located at or above the DFE. Mechanical equipment is located above the DFE wherever feasible:

- Most HVAC condensers will be roof-mounted, and the remainder will be suspended from the parking garage ceiling, above 45.50.
- Electric car charging stations are located in the second-floor parking garage at elevation 48.50.
- Mechanical equipment rooms are located on the second floor.

Should equipment servicing the building entrances be necessary at a lower elevation than the DFE to provide air circulation and other necessary services, equipment will be designed to resist flood loads and prevent water from entering components (FEMA 2019).

Per ASCE 24-14, elevators shall be located above the DFE. If an elevator can descend to elevations below the DFE, the elevator will need to be equipped with controls that do not allow it to move below the DFE. The proposed elevator will remain at rest at the second story of the building or higher, above the DFE. AKRF recommends the elevator be equipped with the controls outlined in ASCE 24-14 to prevent descent to the first floor during a flood. As the design moves forward, elevators should meet standards outlined in FEMA Technical Bulletin 4, Elevator Installation.

Key Takeaways

Mechanical equipment will be elevated in accordance with Philadelphia Zoning Code wherever feasible. Mechanical rooms will be located 2.60 feet higher than the DFE. All equipment will comply with FEMA technical guidance and ASCE 24-14 Standards for areas below the DFE.

D. Building Access and Emergency Egress

Safe egress from the building during a flood event is a key element to resilient design. The building has the advantage of a sloped frontage, with 13.24 feet of grade change from the southern building corner on Main Street to the northeastern corner on Shurs Lane. Along this building face, the design proposes four pedestrian and two vehicular access points. This elevation difference allows for egress from the first and second story of the building.

Dry Conditions Buildings Access

Two pedestrian entrances and one vehicular entrance are located along Main Street and access the first floor of the building. The slope along the building's frontage results in a higher elevation for the west lobby (Elev 33.00) than the main lobby (Elev. 30.25). The vehicular entrance provides entrance and exit from the first-floor garage onto Main Street. In dry conditions, these will be the primary access points. In smaller flood events, the west lobby may remain operational while the main lobby is inundated.

Residents entering the building from the first level can access the building's second floor via elevator and staircase located in the main lobby, the elevator in the west lobby, or the vehicular ramp to the second-floor parking garage.

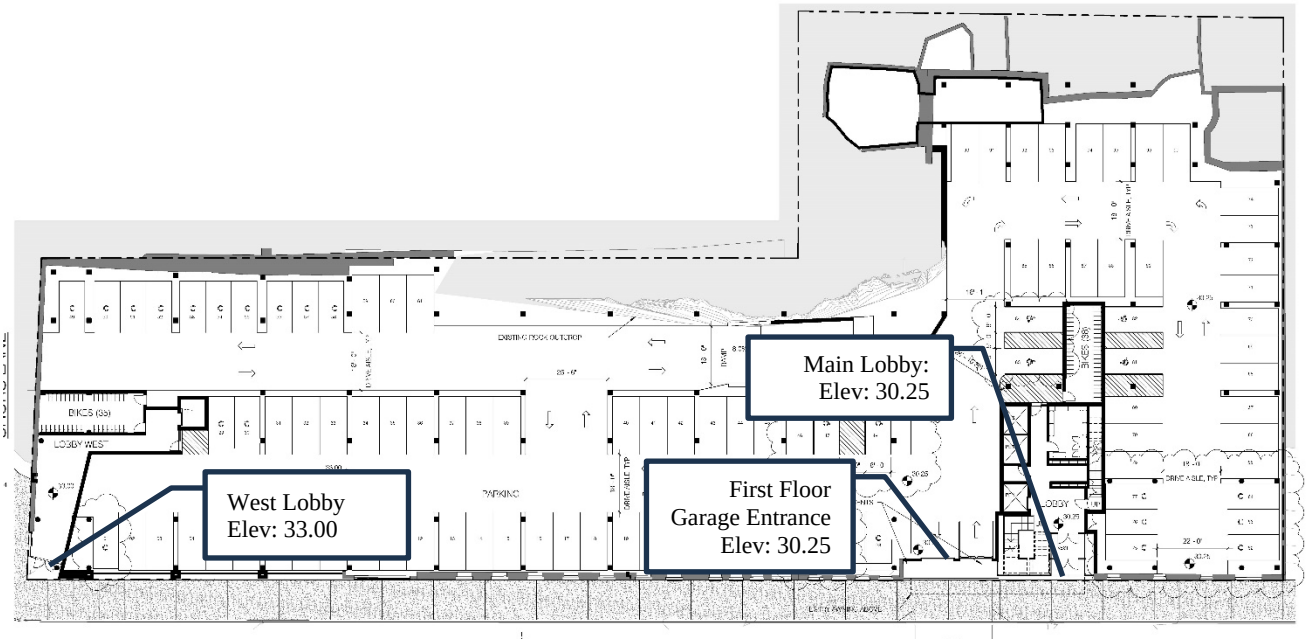


Figure 3: First floor building access points (per CBP Architect 6/06/24 plans)

Emergency Access

Emergency egress routes from the building connect residential spaces to Shurs Lane. Shurs Lane abuts the northern face of the building and has an elevation of 42.80 at the building's northeastern corner. Residents exiting from the third floor or higher may use the stairwell which meets Shurs Lane at 42.72. Second floor residents can exit the building via a second access point along Shurs Lane at 40.95. This route is an Americans with Disabilities Act (ADA) accessible route and may also be used by residents exiting the second-floor elevators.

The second-floor vehicular access is dedicated to loading during dry conditions. However, in the event of a flood, this loading entrance will become the designated vehicular emergency exit, meeting Shurs Lane at 42.30.

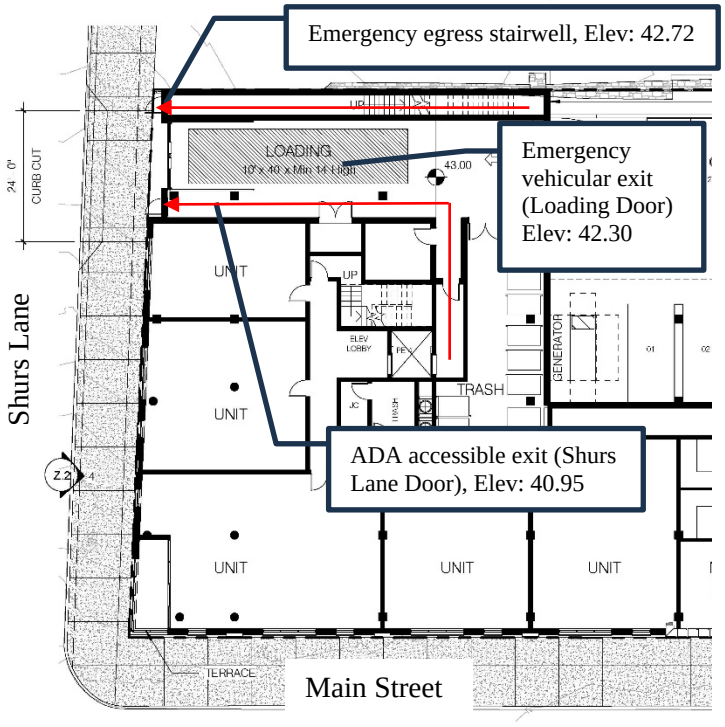


Figure 4: Second floor building access points (per CBP Architect 6/06/24 plans)

The plan for emergency egress provides exit routes at the highest feasible elevations. The emergency stairwell will include a vent and flood damage resistant materials to reduce hydrostatic pressure and reduce damages in an extreme flood event, meeting ASCE 24-14 standards for building access below the DFE. Residents using the emergency exit can travel directly uphill on Shurs Lane to higher ground.

Key Takeaways

The building provides multiple egress routes including an emergency exit at the highest feasible elevation, an alternative vehicular exit, and an ADA accessible emergency exit. Access points below the DFE will be wet floodproofed in accordance with ASCE 24-14.

D. Additional Measures

The proposed development will incorporate additional flood resilient measures including stormwater management and a flood evacuation procedure.

The project will include a green roof and stormwater planter to reduce runoff contributing to flooding. These elements have received Conceptual Approval by the Philadelphia Water Department on December 5, 2023.

Through discussions with the Design Team, AKRF understands that a flood evacuation plan will be developed for site operations. The Team is in the process of identifying alternative parking facilities for vehicle relocation and plans to develop procedures that the operator and residents can consult. AKRF recommends that the plan reflect guidance in FEMA P-2037, Flood Mitigation

Measures for Multi-Family Buildings, including designating responsible personnel, communicating vehicle and resident evacuation times, and pre-event contracts for relocation and recovery assistance. Planning should utilize resources provided by the Philadelphia Office of Emergency Management.

HISTORIC FLOODING

Historic flooding events at 4045-61 Main Street were reviewed to better understand flood risks for the development. Historic river crest and discharge data was collected from the United States Geological Survey (USGS) 01474500 Schuylkill River gage, located approximately five miles downstream of the Site. The gage data was used to identify significant flood events from 1993 to 2023.



Figure 5: Highwater mark within the building for Hurricane Floyd (1999).

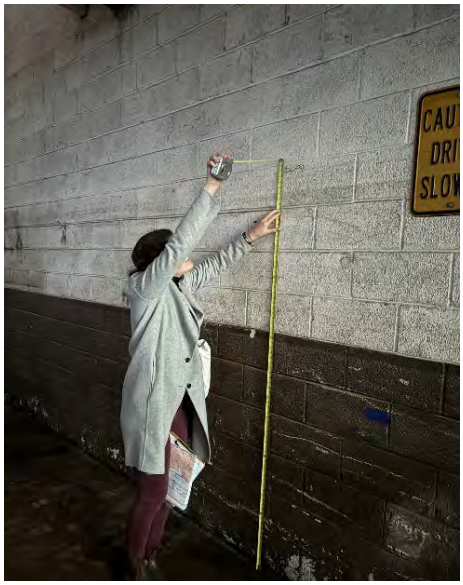


Figure 6: Highwater mark within the building for Hurricane Ida (2021).

A relationship between the river crest elevations and flood elevations at the Site was developed utilizing on-site high water marks for Hurricanes Floyd and Ida (Figures 5 and 6) and the previous owner's records of drainage system surcharge observations. High water mark elevations were surveyed relative to survey elevations documented by Ruggiero Plante Land Design in 2023. Figure 7 plots the relationship between river crest elevation and Site flood elevations. A linear fit was applied to the plot.

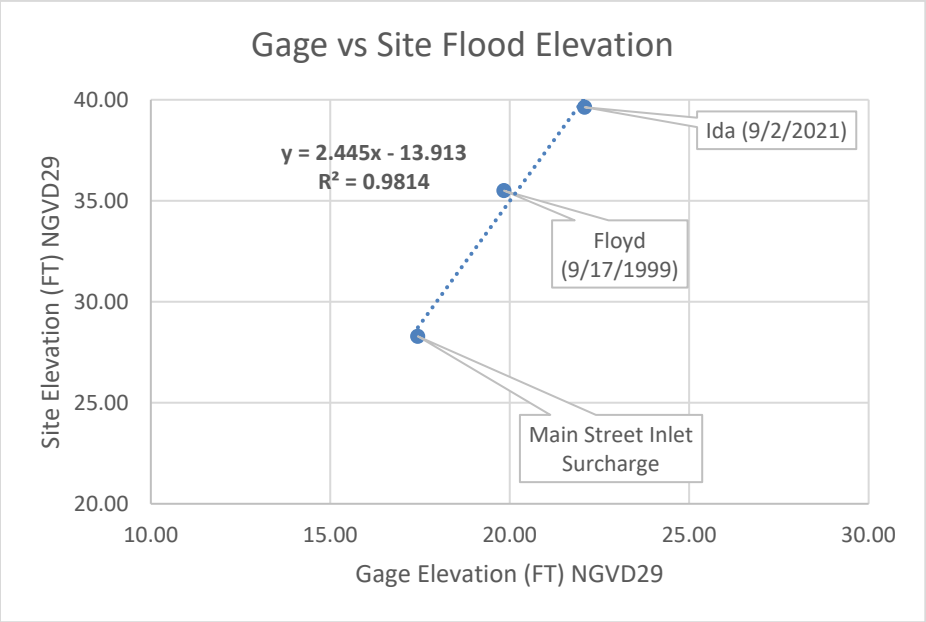


Figure 7: Flood elevation relationship between Site flood elevations and river crests measured at USGS 01474500 Schuylkill River gage.

The linear fit line was then used to estimate Site flooding elevations for the significant flood events identified between 1993 and 2023. Hurricane Ida (2021) was the highest flood event on record in this period, with an on-site flood elevation of 39.63 feet NGVD29. Hurricane Floyd (1999) was the second highest, with an on-site flood elevation of 35.50 feet NGVD29. All recorded historic flood events are below the DFE for the Site. These historic flood elevations were compared to proposed elevations for building access and finished floors (See Figure 8).

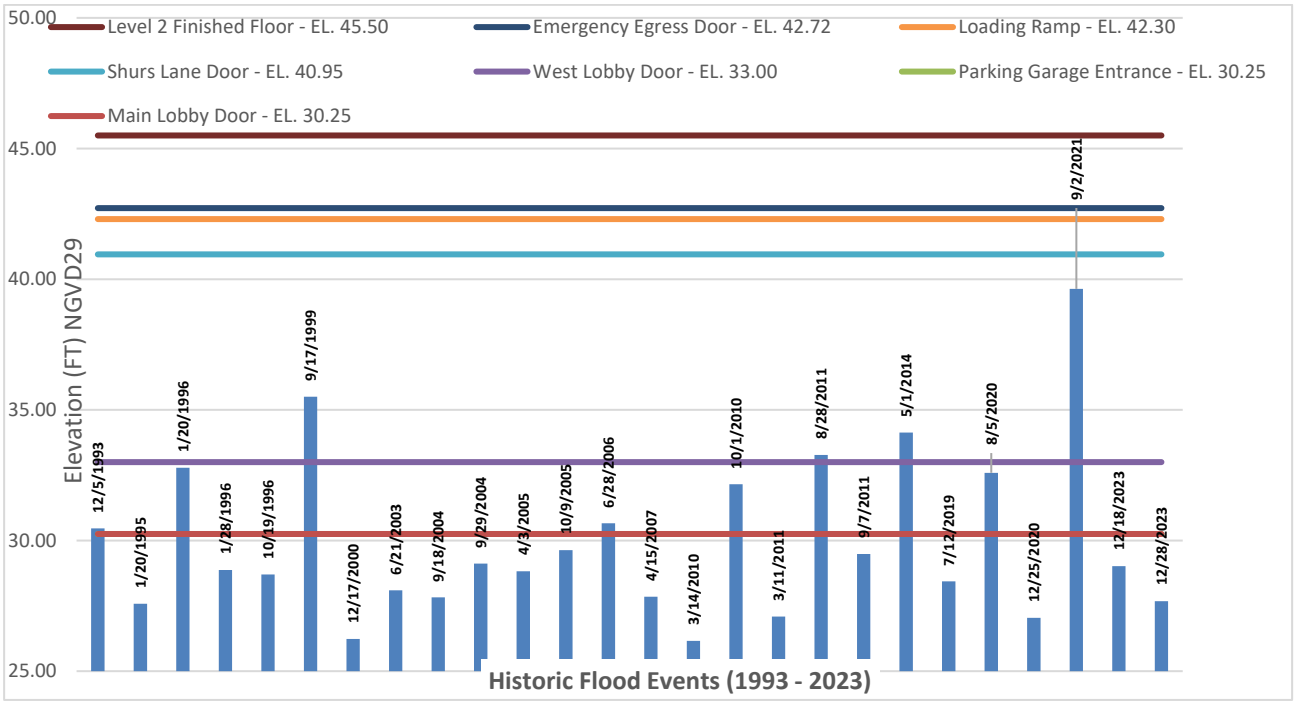


Figure 8: Approximate historic flood event elevations compared to the proposed residential building elevations.

The frequency of flood events exceeding the proposed building elevations was analyzed in Table 2. The number of years in which historic flood events over the period of analysis (1993 – 2023) would have exceeded a building elevation was used to determine the probability of annual exceedance. The Annual Chance of Exceedance indicates the probability that a building location will be flooded in any given year. The maximum flood depth above the elevation was also determined using the largest recorded event (Hurricane Ida).

Table 2: Historic Flood Elevations Compared to Proposed Building Elevations

Location	Proposed Elevation (FT) NGVD29	Historic Flood Events (1993 - 2023)		
		Number of Flood Events Exceeding EL.	Max Flood Depth Above EL. (ft) 9/2/2021	Annual Chance of Exceedance*
Parking Garage Entrance	30.25	9	9.38	30%
Main Lobby Inner Door	30.25	9	9.38	30%
West Lobby Door	33.00	4	6.63	13%
Shurs Lane Door	40.95	0	0.00	<1%
Loading Ramp	42.30	0	0.00	<1%
Emergency Egress Door	42.72	0	0.00	<1%
Level 2 Finished Floor	45.50	0	0.00	<1%

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

Based on the historic period of analysis, there is a 30% chance that the parking garage and main lobby inner door may flood in a given year. If this occurs, residents may exit through the West Lobby, Shurs Lane door, or emergency egress door. The Shurs Lane door (ADA-accessible emergency egress), loading ramp (emergency vehicular egress), and emergency egress stairwell would not have been impacted by flood events experienced in the past 30 years. The lowest residential units would also have remained dry.

SUMMARY

The proposed residential development, as shown in the CBP Architects Zoning Plans dated March 11, 2024, provide flood resilient design measures to mitigate flood risk in a Special Flood Hazard Area. Key takeaways from this review include:

- Finished floor elevations for residential units are 2.60 feet higher than the DFE, further reducing risk of flooding in these areas.
- Finished floor elevations exceed stringent regional regulations, including the 2022 New York City Building Code, Flood-Resistant Construction and 2023 New Jersey Inland Flooding Rules.
- Openings for wet floodproofing will meet and/or exceed ASCE 24-14 standards for engineered openings and applicable Philadelphia Zoning Code requirements.
- Flood damage-resistant materials will be used in wet floodproofed spaces.
- Mechanical equipment will be located at or above the DFE wherever feasible.
- Elevators will remain at rest on the second floor, above the DFE.
- Building egress provides multiple routes including designated emergency egress at the highest elevation feasible. Emergency exits provide direct access to higher ground.
- A green roof and stormwater planter will mitigate stormwater runoff.
- A flood evacuation plan will be developed for building operations.
- Based upon estimated historic flood elevations at the Site, emergency egress routes and residential units would not have experienced flooding in the past 30 years.

Given the regulatory and historic flood elevations at this property, the probability of exceeding the residential finished floor is low. The proposed develop will minimize risk to residents through elevated residential spaces, emergency egress, and protection of mechanical facilities. AKRF recommends that the detailed design continue to meet Philadelphia Zoning Code, FEMA technical guidance, and ASCE 24-14 standards.

REFERENCES:

1. (ASCE) American Society of Civil Engineers. (2015). “ASCE 24-14 Flood Resistant Design and Construction”. Published by American Society of Civil Engineers, ISBN 978-0-7844-1379-1.
2. (FEMA) Federal Emergency Management Agency. (2015). “Flood Insurance Study: City of Philadelphia, Pennsylvania, Philadelphia County.” Flood Insurance Study Number 420757V000B.
3. (FEMA) Federal Emergency Management Agency. (2019). “FEMA P-2037 Flood Mitigation Measures for Multi-Family Buildings”.
4. Philadelphia Charter Commission. (2024). “The Philadelphia Code.” Published by American Legal Publishing.
5. Ruggiero Plante Land Design. (2023). “ATLA/NSPS Land Tittle Survey for 4045-61 Main Street and 4030-38 Main Street.”
6. (FEMA) Federal Emergency Management Agency. (2020). “Technical Bulletin 1, Openings in Foundation Walls and Walls of Enclosures.”
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8. (FEMA) Federal Emergency Management Agency. (2019). “Technical Bulletin 4, Elevator Installation.”
9. (FEMA) Federal Emergency Management Agency. (2022). “Technical Bulletin 7, Wet Floodproofing Requirements and Limitations.”
10. (ICC-ES) International Code Council’s Evaluation Service. (2023). “Smart Vent Automatic Flood Vents: Models #1540-520; #1540-521; #1540-570; #1540-574; #1540-524; #1540-414; Flood Vent Sealing Kit #1540-526.” *ICC-ES Evaluation Report, ESR-2074.*

ATTACHMENT A: Flood Protection Form- Project Summary (FP-PS)

Department of
Licenses and Inspections
CITY OF PHILADELPHIA

Date of Meeting: 01 / 02 / 2024

Flood Protection Scoping Meeting

Flood Protection Form- Project Summary (FP-PS)

A scoping meeting is required for all qualifying projects that are located in a Special Flood Hazard Area (SFHA). This form will serve as a record of a successful completion of the scoping meeting process.

The applicant must submit a copy of this form with the Building Permit application.

Property Information

Address 4045 Main Street

Applicant Information

Name Dennis Kurek

Email dennis@ruggieroplante.com Phone (267) 253-4693

Meeting Attendees

Name	Email Address
Dennis Kurek	dennis@ruggieroplante.com
Kevin M. Flynn	kflynn@akrf.com
Aaron Miller	amiller@cbparchitects.com
Andrew Zakroff	Andrew@urbanconversions.com

Project Scope

Demo of existing structures (some facades to remain), 7 story multifamily building proposed, 167 residential units, 160 parking spaces.

General Floodplain Information

Flood Risk Zone (proposed development that touches any of these Zones) – select all that apply	
❑ A Zone	❑ AE/Floodway
■ AE Zone	❑ FEMA Mapped 0.2% or X

Type of Work

■ New building	❑ Storage of materials
❑ Addition	❑ Storage of equipment/machinery
❑ Renovation/alteration	■ Electrical
■ Earth Work	■ HVAC
■ Retaining Wall	❑ Fuel Systems
■ Demolition	■ Water supply
❑ Accessory Structure	■ Elevator/escalator
❑ Below grade parking	■ Plumbing
❑ Seasonal/temporary	❑ Construction Office/Staging/Storage
❑ Floodway	❑ Watercourse Alteration
❑ Other:	

Department of
Licenses and Inspections
CITY OF PHILADELPHIA

Date of Meeting: 01 / 02 / 2024

Requirements for Building Permits

*documents required during construction

- ☐ **Flood Protection Form – Existing Buildings (FP-EX)**
  - ☐ Detailed cost estimate – see instructions on FP-EX
  - ☐ Value of structure only – see instructions on FP-EX
  - ☐ Year of initial construction
- ■ **Flood Protection Form – General (FP-G)**
  - ■ E1 Residential
  - ☐ E2 Non-Residential
  - ☐ E3 Below-Grade Parking
  - ■ E4 Historic
  - ☐ E5 Accessory Structure
  - ☐ E6 Fill
  - ☐ E7 Machinery/Equipment
  - ☐ E8 Storage
  - ☐ E9 Seasonal/Temporary
  - ■ E10 Demolition
  - ☐ E11 Floodway
  - ☐ E12 Coastal Flood Hazard Zones
  - ☐ E13 Other Building Work
  - ☐ G Other Permits (state, federal, etc.)
- ☐ **Flood Protection Form – No Rise (FP-NR)**
- ☐ **Flood Protection Form – LOMC (FP-LOMC)**
- ■ **Elevation Certificate (EC)**
  - ☐ If EC is not current (completed within the past 6 months), PA Design Professional must confirm that all proposed work maintains flood protection compliance from date of construction – Provide as attachment to EC on the PA Design Professional Letterhead (signed and sealed)
- ■ **Elevation Certificate*** – for lowest floor installation (during construction)
- ■ **Elevation Certificate*** – for final construction (prior to Certificate of Occupancy)
- ☐ **FEMA Floodproofing Certificate* (FC)** – for final construction (prior to Certificate of Occupancy)
  - ☐ **Flood Emergency Operations Plan**
- ■ **Structural Design Criteria Form (SDCF) – flood loading calculations**
- ☐ **Other**

Meeting Notes

*The new residential building is within the AE zone and the entire ground level will be below the DFE (BFE +18"). Wet flood proofing strategy is proposed with the engineered openings called "smart vent" along both sides of new building along Main street and Shurs Lane. Note part of the front facade will remained for historic preservation. Confirm no dry floodproofing is permitted and enclosed areas below BFE + 18": Use only for parking, building access, and incidental storage. (No lobbies with seating, mailboxes, security desks, etc.) (ASCE 24: Ch. 6)
*For any elevator where shaft is below BFE+18", then float switch must be installed, designed to resist flood load (ASCE 7), and are not required to have flood openings.
*Engineer/Architect of record shall provide final certification statement prior to issuing a C/O to certify the engineered openings are installed per design specs and manufacturer's manual to allow for automatic entry and exit of flood waters and automatically equalize hydrostatic pressure. A hold permit completion will be added on by the

Department of Licenses and Inspections *(for office use only)*

Examiner Signature for completion of FP-Scoping Meeting

Name of Examiner Richard Chen

Digitally signed by Richard Chen
Date: 2024.01.02 15:42:42 -05'00'

Date 01/02/2024

FP- Scoping Meeting Administrator Signature for when FP-Scoping Meeting is not required.

Name of FP-Scoping Meeting Administrator

Date

July 8, 2024

City of Philadelphia Historical Commission
1515 Arch Street
Suite 13
Philadelphia, PA 19102

From: Nancy L. Templeton, AICP, PP

cc: Andrew Zakroff, Urban Conversions; Adam Laver, Blank Rome LLP

RE: Professional Planning Report – 4045 Main St, Philadelphia, PA

INTRODUCTION

CHPlanning was originally asked to provide professional planning services to support Urban Conversions' (Owner) Financial hardship Application to the City of Philadelphia Historical Commission regarding the property located at 4045 Main Street. CHPlanning continues to advise Urban Conversions on the proposed redevelopment of the subject property.

The site is located within the Main Street Manayunk Historic District. It is bounded by Main Street to the south, Shurs Lane to the west, the Manayunk/Norristown regional rail line to the north, and an indoor soccer facility to the east. The proposed building would be seven stories tall and include 162 residential units, 160 parking spaces, residential amenities, and a loading dock.

Having received approval to demolish most of the existing structures and preserve a portion of the front façade, Owner now seeks approval from the Philadelphia Historical Commission for the proposed redevelopment of the subject property. CHPlanning is providing expert planning and testimony services to support the Owner's position that construction of an alternative design and use for the site would provide a more positive impact for the community than the existing functionally obsolete vacant structure.

This analysis addresses Section 9.2(b) of the Philadelphia Historical Commission Rules & Regulations, specifically Subsection 1. " identification of reasonable uses or reuses for the property within the context of the property and its location." The current structure and site configuration limits the full development and community impact potential of the site. In particular, the presence of similar contextual residential developments, the location within walking distance to several transit routes, the location within walking distance to the Manayunk commercial district, and preservation of the façade and historic features of the structure makes redevelopment of this site appropriate and beneficial to the community.

In evaluating the planning implications for the Financial Hardship application, I conducted a site visit of the property and surrounding neighborhood. I also reviewed the following documents: the zoning requirements in the Philadelphia Zoning Code, the Philadelphia 2035: Lower Northwest District Plan, the 4045 Main Street Conditions Assessment prepared by CBP architects, and historic maps of the site and surroundings. The following report expresses the land use and

planning implications of redeveloping the property as a multi-family residential use and supports approval of the pending application before the City of Philadelphia Historical Commission.

HISTORIC CONTEXT

In the late 1800s, the properties at 4045 Main Street operated as the Albion Dye Works. The property was surrounded by mills and worker housing that drove industry and development along the Manayunk Canal. Over time, the existing structure was expanded with infill development to open more use of the structure. Figure 1 shows a historic map of the property surrounded by mills operating in 1907. The map indicates that many of these mills were as tall as or taller than the proposed seven-story residential building.

In 1984, the neighborhood applied for and received historic designation for the area along the Manayunk Canal and Schuylkill River. The site is located within this district and any proposed development has to first obtain approval from the Historical Commission.

Figure 1



Source: CPG Architects

EXISTING NEIGHBORHOOD CONTEXT

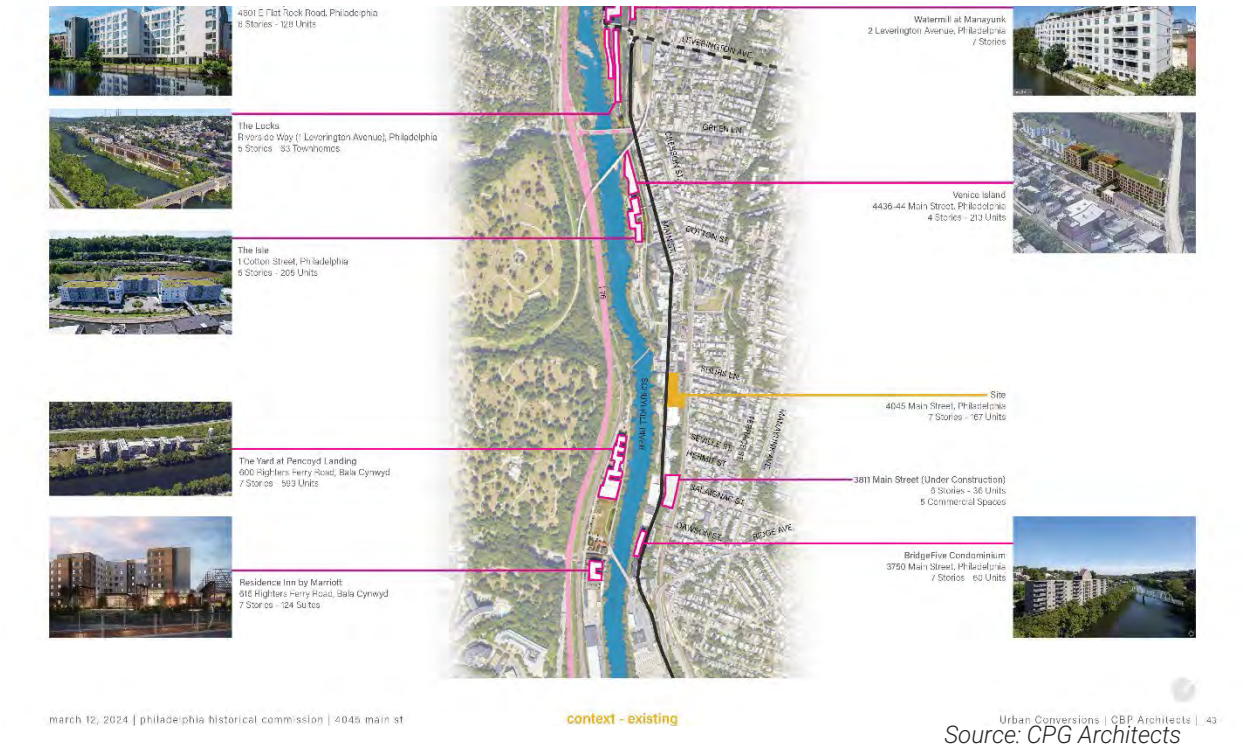
Manayunk is a unique blend of historic residential rowhouses, a historic "Main Street" central business district, and new and recent multi-family, multi-story development. The site is immediately surrounded by residences, commercial buildings, offices, surface parking lots, an

indoor soccer facility, and some vacant buildings and lots. There are residential streets with a mix of historic and new housing behind the site, across the rail line.

There are several recent and new multi-family developments in the immediate area that are comparable in height and scale to the proposed seven-story development. Figure 2 shows where these developments are in proximity to the site.

As indicated on the map, there are eight multi-family buildings and one hotel surrounding the site that range from four to seven stories.

Figure 2



Source: CPG Architects

EXISTING ZONING

The site is currently zoned I-2 Medium Industrial, which does not include residental as a permitted use. Primary permitted uses include service facilities, professional offices, building supplies and equipment, animal services, maintenance and repair facilities, and gas stations. The proposed development will require relief for use and height, as the Main Street/Manayunk and Venice Island Commercial Overlay District has a maximum building height of 38 feet. The proposed building height as measured from average grade (1'-0" above the regulatory flood plain) is 68 feet, 1¼ inches. The property is also located in the Open Space and Natural Resources - Flood Protection and the Open Space and Natural Resources - Steep Slope Protection overlay districts.

Much of the site is located within the 100-year floodplain and residential uses on the first floor are prohibited. In consideration of feedback from the Philadelphia Historical Commission and other interested parties, the develper has relocated the lobby, mechanicals, amenities, and additional

parking to the second-floor level. It would be sensible to permit the developer to relocate the lost units on an additional floor.

4045 Main Street is an I-2 island immediately surrounded by CMX-2.5 and ICMX. In addition, CMX-2 and RM-1 are both very close to the site.

PLANNING CONTEXT

The Philadelphia 2035: Lower Northwest District Plan recommends industrial as the future land use and zoning for this property. The plan also promotes sustainable development and adaptive reuse throughout the City. The adaptive reuse of the existing structure and redevelopment of the site to multi-family housing will help to implement sustainability and historic preservation goals for the City. Industrial uses are not suitable for this site: truck access to the site would be difficult given the narrowness of Main Street. Loading and unloading would disrupt the pedestrian and traffic flow. Redevelopment for office use is unlikely since office development has been scarce since the pandemic.

TRANSPORATION AND CIRCULATION CONTEXT

The site currently fronts on Main Street and has access via Shurs Lane. Main Street has heavy traffic and on-street parking on both sides of the street. Transit access is abundant in this location. There is a bus stop immediately in front of the site at Main Street and Shurs Lane and is a 15-minute walk to either the Manayunk or Wissahickon regional rail station. The under construction Wissahickon Transit Center will make connections much easier and encourage residents to use the bus. There is an Indego bike share station on the sidewalk at Shurs Lane at the site and the residents will also have easy access to the Schuylkill River Trail The proposed development is also conveniently located within one mile of the I-76 interchange with quick access to the City and suburbs.

Covered off-street parking with access to Main Street will be provided at the proposed development. Currently, there is no on-street parking directly in front of the existing building. The developer is proposing to add a new on-street parking lane where it is currently prohibited by the City.

PROFESSIONAL PLANNING OPINION

As a professional planner, I support the developer's application for the proposed development at 4045 Main Street by the Philadelphia Historical Commission. My support is based on the following conditions:

- The height and scale of the proposed redevelopment plan is consistent with numerous other high density multi-family developments in the near neighborhood. While the prior building design was compatible with the historic district, the revised version endeavors to more fully embrace the spirit of the district through additional setbacks and other modifications that have taken into consideration feedback from the Philadelphia Historical Commission and other interested parties.

- The site is not appropriate for the industrial and office uses permitted in the I-2 district. Main Street is narrow for this type of heavily trafficked road that runs through the pedestrian-oriented business district. Industrial uses typically require extensive truck access for loading and unloading, which will significantly disrupt vehicular and pedestrian traffic on Main Street.
- New office development has been minimal nationwide since the pandemic and there are several existing office buildings in the area that would compete with this property.
- The development is within walking distance of two regional rail stations and several bus routes. High density residential development is a central comoponent of transit-oriented development.
- The new development will bring in residents who can frequent local businesses, providing an economic boost for the neighborhood.
- The development will improve the visual quality along the Main Street corridor by activating the street with its varied facades, pedestrians, new street trees, lighting, and landscaping.
- Sustainable growth is a cornerstone of the City's planning goals. This development will provide sustainable growth through its adaptive use of an existing vacant structure, infill and redevelopment of a vacant property, and transit oriented development.

This opinion is based on my understanding of the site conditions, historic maps, site plans, renderings and review of the zoning ordinance and comprehensive plan. I reiterate my support for the application as this development will be beneficial to the neighborhood and the sustainable development goals of the city.

CHPlanning, Ltd.
Nancy Templeton, AICP, PP



Senior Managing Associate

Honorable Robert Thomas, Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

Re: 4045-61 Main Street

Dear Chair Thomas:

We have been advised that the above referenced matter comprises a proposal for new construction of multi-family residential building at the former G.J. Littlewood & Sons, Inc. complex.

We support the proposed new improvements, which will benefit our neighborhood and the subject property. Furthermore, having reviewed the proposed plans, we have no objection to the proposed massing of scale of the new development, which proposes to appropriately balance modern safety measures with the aesthetic spirit of the historic district.

Thank you for the Commission's consideration of the community interests.

Sincerely,

Andrea Kay Rodgers
Executive Director

PARKWAY
Corporation

Robert A. Zuritsky
President & CEO
RZuritsky@ParkwayCorp.com
215-575-4005

150 North Broad Street
Philadelphia, PA 19102
Tel: 215.575.4000
www.parkwaycorp.com

July 10, 2024

Honorable Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

RE: 4045-61 Main Street

Chair Thomas:

We have been advised that the above-referenced matter comprises a proposal for the new construction of a multi-family residential building at the former G. J. Littlewood & Sons, Inc. complex.

Parkway Corporation enthusiastically support the proposed new improvements, which we believe will benefit our neighborhood and the subject property. Furthermore, having reviewed the proposed plans, we have no objection to the proposed massing or scale of the new development, which appropriately balances modern safety measures with the aesthetic spirit of the historic district.

Thank you for the Commission's consideration of the community's interests.

SIGNED:

Robert A. Zuritsky

Parkway Corporation
150 N. Broad Street
Philadelphia, PA 19102

DocuSign Envelope ID: AFE0E38E-9937-4E62-AB15-5E1134D9CA70

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

Re: 4045-61 Main Street

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

DocuSigned by:
Rob Neducsin
[illegible]6D840FC64CA...

Rob Neducsin
Name

List of addresses below
Address

10 Shurs Lane Philadelphia, PA 19127
4101-4105 Main Street Philadelphia, PA 19127
4113-25 Main Street Philadelphia, PA 19127
4129-35 Main Street Philadelphia, PA 19127
4151-4159 Main Street Philadelphia, PA 19127
4161 Main Street Philadelphia, PA 19127

DocuSign Envelope ID: 695052F4-E45D-4E21-A30C-39C07ACAD487

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

Re: 4045-61 Main Street

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

DocuSigned by:
richard vail
A1A5F495...

richard vail
Name

Address3800 Main Street Phila. PA. 19127
Address

DocuSign Envelope ID: 86C25929-8E2E-485D-914B-6E885D81AA01

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

DocuSigned by:
Michael Alhadad Michael Alhadad
Name

3900 main st
Address

DocuSign Envelope ID: 292911F4-E20E-4A16-A8C9-98F6E1F20FA2

June 2024

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Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

DocuSigned by:
Brian Corcodilos
2[illegible]C05E4FE...

Brian Corcodilos
Name

4100 Main Street philadelphia pa 19127
Address

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

Name

Quaker City Motor Sport
3901C Main St
Philadelphia, Pa. 19127
DIN # 0872809

Address

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

Name

4120 MAIN ST.
Address

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

Re: 4045-61 Main Street

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

Name
Ephraim Paul

Address
116 Shurs Lane Phila. PA 19127
(property owner)

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

Re: 4045-61 Main Street

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

Warren Lee Miller
Name

116 SHURS LANE PAICA, PA 19127
Address

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

Re: 4045-61 Main Street

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

Stephen D Foster III
Name

3817 MAIN ST
Address

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

Re: 4045-61 Main Street

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

Name

4047 Cresson St

Address

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

Re: 4045-61 Main Street

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

William Whalen — Name

4051 Cresson St. — Address

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

Re: 4045-61 Main Street

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

JOHN M. GOUGH
Name

4107 MAIN STREET
Address

I OWN 3 PROPERTIES VERY CLOSE BY; I STRONGLY SUPPORT THE PROPOSED, WE DON'T WANT THIS PROPERTY TO REMAIN VACANT.

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

Re: 4045-61 Main Street

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SIGNED:

JOHN M-GOVERN
Name

4109 MAIN STREET
Address

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

Re: 4045-61 Main Street

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

JOHN M. GOVER — 4111 MAIN STREET

Name — Address

June 2024

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Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

Re: 4045-61 Main Street

Chair Thomas:

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

Yosaira Ramirez
Name

4111 Main St. PA 19127
Address

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

Re: 4045-61 Main Street

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

Nicholas DeLuca
Name
215-601-4100

4162 Main St
Address

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

Re: 4045-61 Main Street

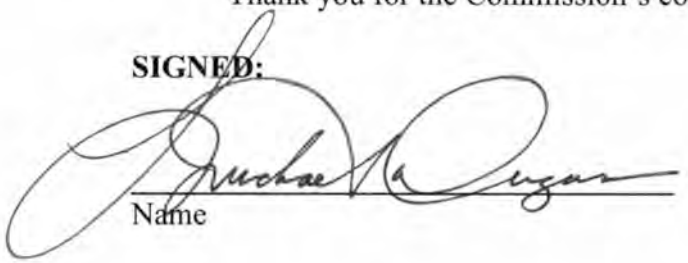
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Thank you for the Commission's consideration of the community's interests.

SIGNED:



Name

4167 Main St

Address

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

George Vlioras
Name

4217 Main St Philadelphia PA 19127
Address

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

Re: 4045-61 Main Street

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

Steven Rosenfeld
Name

4221 Main St.
Address

June 2024

Hon. Robert Thomas
Chair
Philadelphia Historical Commission
One Parkway Building, 13th Floor
1515 Arch Street
Philadelphia, PA 19102

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Thank you for the Commission's consideration of the community's interests.

SIGNED:

Nidra S. [illegible]
Name

4235 Main Str 19127
Address