

**Manayunk Neighborhood Council, PO Box 4667, Philadelphia, PA 19127**

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Philadelphia City Planning  
Commission  
One Parkway Building  
1515 Arch Street, 13th Floor  
Philadelphia, PA 19102

October 28, 2022

### **RCO Public Meeting Report for 4436R Main Street (Design)**

Pursuant to the introduction of Bill 170997 Manayunk Neighborhood Council was notified that they were the coordinating RCO and that they were to hold a public meeting in advance of the associated Civic Design Review hearing(s). The CDR hearing for the master plan review was held in February. This is for the CDR review of the project design, expected to be held November 1, 2022

Coordinating RCO: **Manayunk Neighborhood Council**

Meeting Location: **Zoom**

Date and Time: **October 5, 2022 at 7:00 PM**

Attendance: **Approximately 20 neighbors and community members.**

There are long term plans for the utilization of both the canal, and the original Mule Path (now a rail line) for recreational use. There are projects in progress or queued up to re-establish water flow in the canal and renovate or stabilize the locks at either end. The projects are the foundation for that future recreational use.

The September 11<sup>th</sup> National Memorial Trail utilizes the tow path. <https://www.911trail.org/>

Therefore special care must be taken in the design of any bridges and crossings that impact the canal or the trails (either side). It does not appear that such care has been taken with the canal bridge expansion proposed with this project.

It also appears that important, if not critical, elements of the design of this project have not been considered.

The proposed development requires an expansion of an existing 12' one-lane bridge and the addition of an elevated pedestrian emergency egress. The access to Main Street is through 4432 Main Street, a 13.5 foot wide lot.

We believe any expansion of that bridge will impact the adjacent lot (4432-4442 Main) which will require a change to a non-conforming use and an associated zoning variance.

The vehicle bridge and the modifications to the existing Main Street building provide essential servicing, emergency access, utility connections and pedestrian access to the river frontage.

The elevated pedestrian bridge provides emergency egress from the proposed development and extends beyond the boundary of the property.

It would be appear essential that the status these elements should be clarified before the discussions relative to the proposed development proceeds.

In the CDR package for this proposal, sent to us by the developer and available at PCPC's website, there are references to a separate Zoning Application for a new vehicle bridge and the

modifications to the existing building at 4436- 42 Main Street. This is ZP-2022-000991 on the civil engineers drawing from January 2022 and submitted as part of the CDR package in August, 2022.

ZP-2022-000991 appears to combine the 13' wide driveway lot (4432 Main) and the existing building at 4436-42 Main (both zoned CMX-2.5) but does not appear to address the expanded driveway and effective expansion of a non-conforming use.

Existing permits to do not appear to address the addition of an elevated emergency egress pedestrian bridge between proposed structures on the island and on Main Street.

In addition to the zoning and permitting of the bridges there are numerous other open questions about the project.

The proposed vehicle bridge blocks the railroad path. See the above concerns about preserving recreational opportunities.



The pedestrian path, on the west side of the vehicle bridge, would be better / safer for Main Street pedestrians if it were on the opposite (east) side. The proposed design has cars, exiting the project, crossing the sidewalk on Main Street, with no ability to see pedestrians approaching from the east.

Either orientation still leaves blind approaches with potentially dangerous interactions with trail users. There should be given consideration to elevating the bridge over the paths or moving / redesigning to keep the trails level and opening up approach views.

The location of the proposed (and existing) vehicle bridge, offset to the east from Carson Street, creates opposing , staggered left turns for opposing traffic joining Main Street .This is a dangerous maneuver. Moving the new bridge to the west along the proposed new construction would greatly improve /eliminate this conflict.

Where is the drop off for deliveries for 213 apartments? If it is on Main Street, the parked vehicle blocks the oncoming traffic viewing angle.

Similar question for food deliveries.

How is the mail/package area accessed/secured?

Where do U-Haul/moving trucks stop?

Do fire trucks and other emergency vehicles have to stop on the bridge. Has this proposal been reviewed with the Fire Marshall?

What is the visitor pedestrian access? The Main entrance to a large development for 213 apartments is a 6' wide, uncovered path running beside a shared driveway. Could this not be improved?

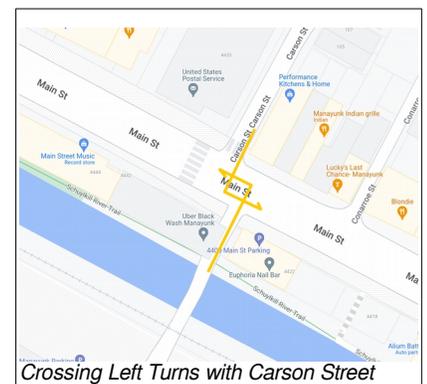
What is the pedestrian access from the bridge to the required riverfront path. Does that path connect to the adjacent Isle development?

Where will visitors to apartments go? Is the pedestrian upper bridge locked and for residents only? Is the building entrance off Main Street secured or is it open to the public?

The 25 shared parking spaces are not shown on the site plan. Are these spaces to be on a Deed Restriction for the property similar to the green roof bonus?

Has any company been consulted or has any company made a commitment to providing a car share operation. There are no car share services currently available in Manayunk Roxborough / Wissahickon.

Who evacuates the 25 shared cars in the event of a flood?



What are the procedures in the case of a flood?

- Is there an on-site management office. Is there a 24 hour presence.
- Will any proposed evacuation procedure be part of the Building Permit approval and required to be administered by future owners? Nearby Apex Apartments is a good example of promising procedures which are not upheld by subsequent owners.
- Where will cars be evacuated to?
- Will cars be assigned specific parking spaces?
- Where will the emergency generator be located?

At the public RCO meeting attendees raised some basic concerns about the project.

- The height of the building, especially related to the nearby iconic Manayunk bridge (70' tall) and the loss of views of the bridge.
- There were concerns about how traffic would impact Main Street. Traffic movements as a residential project would conflict more with rush hour traffic on Main Street.
- Were there any studies showing how this project would affect upstream and downstream flooding.
- In a straw poll, 15 attendees objected to the project and one abstained.

Thank You,

A handwritten signature in black ink, appearing to read 'Kevin Smith', with a large, stylized flourish at the end.

Kevin Smith  
President