



Civic Design Review

1001 S. Broad Street

Philadelphia, PA



Tower Investments, Inc.

817 N. 3rd Street
Philadelphia, PA 19123



Cope Linder Architects LLC

1700 Market Street, Suite 2005
Philadelphia, Pennsylvania 19103
www.Cope-Linder.com



BOHLER
ENGINEERING

1515 Market Street, Suite 920
Philadelphia, PA 19102

16 February 2016
Revised 22 March 2016

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CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: **658972**

What is the trigger causing the project to require CDR Review? Explain briefly. Case #1:

1.) Creating greater than 50,000 sf of new GFA

2.) Creating greater than 50 dwelling units.

PROJECT LOCATION

Planning District: South Council District: 2nd

Address: 1001 S. Broad Street
Philadelphia, PA

Is this parcel within a Master Plan District? Yes No

CONTACT INFORMATION

Applicant Name: Ronald J. Patterson, ESQ. Primary Phone: (215) 569-4585

Email: rpatterson@klehr.com Address: Klehr Harrison Harvey Branzburg, LLP
1835 Market Street, Suite 1400

Philadelphia, PA 19103

Property Owner: NH Philadelphia Properties
Natixis Real Estate Company Developer Tower Investments, Inc.

Architect: Cope Linder Architects, LLC

SITE CONDITIONS

Site Area: 195,694 SF

Existing Zoning: CMX-5 Are Zoning Variances required? Yes No

SITE USES

Present Use: Vacant Lot

Proposed Use: Mixed use-Commercial/ Residential Development

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):

Includes +/- 1000 Residential Units, +/- 77,000 SF Retail at Ground level, +/- 66,000 SF Retail/
Restaurants at Podium (4th level Roof), +/- 25,000 SF Multi-tenant Office Space,

Proposed # of Parking Units: +/- 620 Parking Spaces

COMMUNITY MEETING

Community meeting held: Yes No 11+ Meetings

If yes, please provide written documentation as proof.

If no, indicate the date and time the community meeting will be held:

Date: February 25, 2016 Time: 7:30pm

Submitted
2/26/16



Introduction

1001 South Broad Street is a proposed mixed-use development located at Washington Avenue, traditionally viewed as a “gateway” intersection between South Philadelphia and Center City. The site is bounded by South Broad Street to the west, Washington Avenue to the south, N. 13th Street on the east and Carpenter St. to the north. The conceptual massing, Gross Floor Area and the complement of accessory parking for the proposed redevelopment of this presently-vacant parcel, is well within the permitted FAR (Gross Floor Area) and bulk standards. The project encompasses both residential lobbies and commercial retail spaces at the street level, with retail frontages arrayed along both Broad St. and Washington Avenue. The larger 34 story, 800-unit luxury apartment tower will have a dramatic residential entry and lobby, at the corner of Broad and Carpenter Streets, identified by a marquee canopy. Residents will be afforded a compelling array of common area amenities. A smaller residential building with approximately 60 units will be located along S. 13th Street with residents entering through a modest street-level lobby and ascending to the fourth level with additional lobby amenities and an outdoor veranda. Additional commercial/retail and dining establishments are proposed on the fourth level “Village” with its main public entrance portal at the NW corner of Washington and 13th Street. The “Village” is contemplated to include graciously-sized, internalized outdoor gathering spaces and more intimate meandering landscaped exterior pathways lined with small retail boutiques and both formal and casual dining establishments, reminiscent of a village in Provence. Overlooking the pedestrian streets of the “Village” just below will be two-stories of quaint but luxurious “walk-up” apartments with a total of approximately 100-120 additional units. In addition, there will be available office space for modestly-sized business concerns and “co-working” users. These are located in the lower levels of the building, poised above the Broad & Carpenter and 13th & Washington corners. Accessory parking is proposed on three (3) levels of a structured self-park garage that is concealed from public view. The garage will accommodate approximately +/-625 spaces for the use of residents, retail customers and visitors alike. Vehicle access to both the parking facility and the numerous internal off-street loading dock facilities is proposed to be through curb-cuts and entrance portals, two of which are along Carpenter Street and one along Washington Avenue. No curb cuts are proposed along S. Broad Street or S. 13th Street.

1001 South Broad Street holds the promise to be a truly sophisticated, elegant and vibrant, “live, work and play” environment, providing tremendous amenities and convenience for both its tenants and the residents of the larger neighborhood alike.

Mixed-Use SF Program Summary

Total Proposed Gross Building Area +/-1,800,000 SF (including normally exempt retail and loading areas)
 Retail: Ground Level- +/-77,000; Fourth, “Village Level”- +/-66,000;
 Total Retail: +/-143,000 SF
 Parking: +/-260,000 SF (+/- 625 spaces)
 Residential: +/-1,082,055 SF (950-1,000 units)

Zoning Data

District: CMX-5 and Center City Overlay District- Center City Residential District Control Area (14-502(2)(b)(.30)); Center City Commercial Area (14-502(2)(b)(.3)); Broad Street Area South (14-502 (2)(b)(.18)); Residential Parking Control Area (14-502(2)(b)(.20))
 Lot Area: 195,694 SF (+/- 4.4 acres)
 Maximum Allowable FAR (1200% Lot Area): 2,348,328 SF Gross Floor Area
 Height Limit: None applicable

The proposed project will require zoning variance relief for the proposed parking garage (which is not permitted on S. Broad Street) and using roof decks for non-residential uses. The project also requires zoning “Special Exception” relief for the parking to be located within an above-ground garage, and which special exception relief also requires the submission of a Traffic Impact Study. The development will provide ample and dedicated off-street loading spaces for all the contemplated uses, however technical variance relief will be required, with respect to loading dock depth as the facility has been designed to accommodate 30’ box trucks for routine deliveries. To clarify the loading dock depth reduction was not part of the original zoning application and refusal. Therefore, we will amend the plans at the ZBA hearing.

Signage shown on this application is for illustrative purposes only and will be subject to separate and subsequent approvals once specific retail tenants have been identified.



Regional Location Map



Neighborhood Location Map



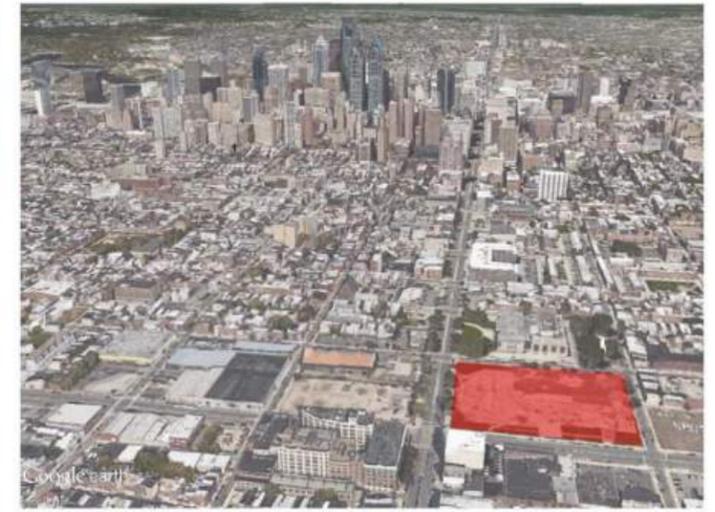
View Southeast



View Southwest



View North



Aerial

16 February 2016

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View from Washington Avenue looking East



View from Broad Street looking North



View from Washington Avenue looking West



View from Washington Avenue looking North



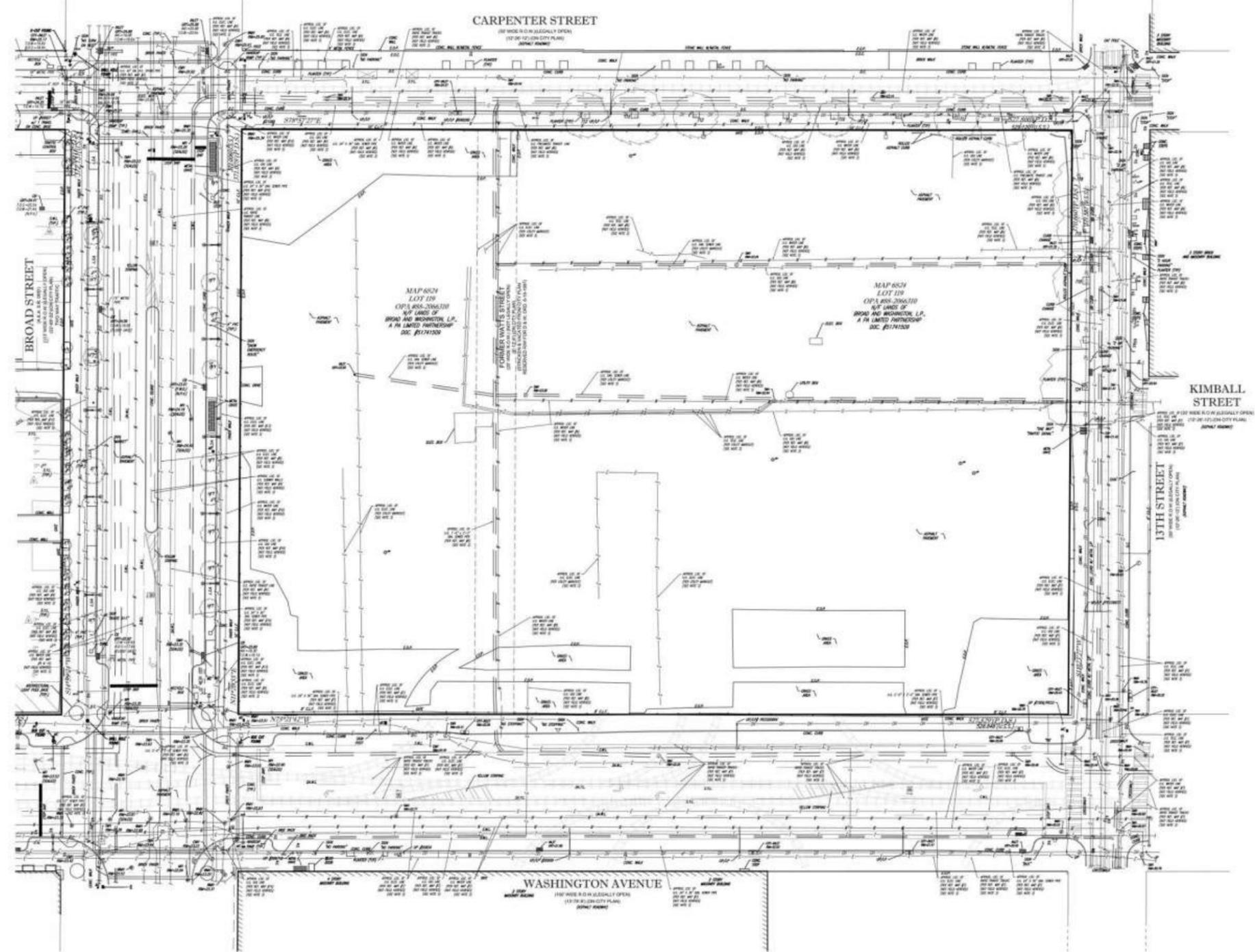
UTILITIES
 THE FOLLOWING COMPANIES WERE NOTIFIED BY THE PENNSYLVANIA ONE-CALL SYSTEM (1-800-343-1776) AND REQUESTED TO MARK OUT UNDERGROUND FACILITIES AFFECTING AND SERVICING THIS SITE. THE UNDERGROUND UTILITY INFORMATION SHOWN HEREON IS BASED UPON THE UTILITY COMPANIES RESPONSE TO THIS REQUEST.
 SERIAL NUMBER: 201602068

UTILITY COMPANY	PHONE NUMBER
AT & T	610-222-0400
COMCAST CABLEVISION	215-961-3666
PECO	610-943-5522
PHILADELPHIA GAS WORKS	215-478-3000
PHILADELPHIA CITY WATER DEPT	215-682-8300
PHILADELPHIA DEPT OF STREETS	215-682-8300
SEPTA	215-962-7802
VERIZON	215-963-6000
ZAYO BROADBAND	610-774-2151

ZONING INFORMATION	REQUIRED
DISTRICT ZONED OMS-5 - COMMERCIAL DISTRICT	N/A
SOURCE: PHILADELPHIA ZONING AND PLANNING	N/A
MIN LOT AREA	N/A
MIN FRONTAGE	N/A
MIN FRONT YARD DEPTH	N/A
MIN SIDE YARD WIDTH	IF USED BUILDINGS + OR + 4 STORES WITH THREE OR FEWER DWELLING UNITS = 5; OTHERS = 8
MIN REAR YARD DEPTH	N/A
MAX OCCUPIED AREA (% OF LOT)	BUILDINGS + OR + 5 STORES WITH THREE OR FEWER DWELLING UNITS = 3; OTHERS = 4
MAX FLOOR AREA	1200 [S]
MAX BUILDING HEIGHT	N/A
MIN CORNER HEIGHT	N/A

NOTE: ZONING CRITERIA IDENTIFIED HEREON ARE BASED UPON PRELIMINARY RESEARCH AND PRESENTED FOR REFERENCE ONLY. SAME MUST BE CONFIRMED WITH LOCAL ZONING OFFICIAL AND LEGAL COUNSEL TO CONFIRM VALIDITY.

LEGEND	
101.00	EXISTING SPOT ELEVATION
102.00	EXIST. TOP OF CURB ELEVATION
103.00	EXIST. GUTTER ELEVATION
104.00	EXIST. TOP OF WALL ELEVATION
105.00	EXIST. BOTTOM OF WALL ELEVATION
---	OVERHEAD WIRES
---	APPROX. LOC. UNDERGROUND GAS LINE
---	APPROX. LOC. UNDERGROUND ELEC. LINE
---	APPROX. LOC. UNDERGROUND SAN. LINE
---	APPROX. LOC. UNDERGROUND TEL. LINE
---	APPROX. LOC. UNDERGROUND WATER LINE
---	DEPRESSED CURB
⊕	HYDRANT
⊕	WATER VALVE
⊕	WATER METER
⊕	GAS VALVE
⊕	GAS METER
⊕	ELECTRIC METER
⊕	DRAINAGE/STORM MANHOLE
⊕	SANITARY/SEWER MANHOLE
⊕	TELEPHONE MANHOLE
⊕	ELECTRIC MANHOLE
⊕	UNKNOWN MANHOLE
⊕	WATER MANHOLE
⊕	CLEAN OUT
⊕	POST
⊕	VENT & NUMBER OF VENTS
⊕	UTILITY POLE
⊕	UTILITY POLE/LIGHT POLE
---	GUY WIRE
---	STREET LIGHT
---	TRAFFIC SIGNAL POLE
---	TRAFFIC SIGNAL
---	PAINTED ARROWS
---	SEW
---	BOLLARD
---	BIKE RACK
---	METAL GUIDE RAIL
---	MONITORING WELL
---	AREA LIGHT
---	CATCH BASIN OR INLET
---	DECIDUOUS TREE & TRUNK SIZE
---	PARKING SPACE COUNT
---	UNDER GROUND
---	BELGIUM BLOCK CURB
---	CHAIN LINK FENCE
---	DEPRESSED CURB
---	EDGE OF CONC.
---	EDGE OF PAVEMENT
---	METAL COVER
---	TYPICAL
---	DETECTABLE WARNING PAD
---	SOLID WHITE LINE
---	SOLID YELLOW LINE
---	DOUBLE YELLOW LINE
---	HEIGHT
---	DASHED WHITE LINE
---	DASHED YELLOW LINE
---	BUILDING
---	TITLE REPORT EXCEPTION
---	PHILADELPHIA DISTRICT STANDARD
---	UNITED STATES STANDARD



- NOTES:
- PROPERTY KNOWN AS LOT 119, MAP 6 S 24, OPA #86-2066310 AS IDENTIFIED ON THE TAX REGISTRY OF THE CITY & COUNTY OF PHILADELPHIA, COMMONWEALTH OF PENNSYLVANIA.
 - AREA (P.D.S.) = 186,817 SQUARE FEET OR 4.2854 ACRES
 AREA (U.S.S.) = 186,870 SQUARE FEET OR 4.2893 ACRES
 - LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE. LOCATIONS AND SIZES ARE BASED ON UTILITY MARK-OUTS, ABOVE GROUND STRUCTURES THAT WERE VISIBLE & ACCESSIBLE IN THE FIELD AND THE MAPS AS LISTED IN THE REFERENCES AVAILABLE AT THE TIME OF THE SURVEY. AVAILABLE AS-BUILT PLANS AND UTILITY MARK-OUT DOES NOT ENSURE MAPPING OF ALL UNDERGROUND UTILITIES AND STRUCTURES. BEFORE ANY EXCAVATION IS TO BEGUN, ALL UNDERGROUND UTILITIES SHOULD BE IDENTIFIED AS TO THEIR LOCATION, SIZE AND TYPE BY THE PROPER UTILITY COMPANIES. CONTROL POINT ASSOCIATES, INC. DOES NOT GUARANTEE THE UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA EITHER IN SERVICE OR ABANDONED.
 - THIS PLAN IS BASED ON INFORMATION PROVIDED BY A SURVEY PREPARED IN THE FIELD BY CONTROL POINT ASSOCIATES, INC. AND OTHER REFERENCE MATERIAL AS LISTED HEREON.
 - THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND IS SUBJECT TO THE RESTRICTIONS, COVENANTS AND/OR EASEMENTS THAT MAY BE CONTAINED THEREIN.
 - THE EXISTENCE OF UNDERGROUND STORAGE TANKS, IF ANY, WAS NOT KNOWN AT THE TIME OF THE FIELD SURVEY.
 - ELEVATIONS ARE BASED UPON PHILADELPHIA CITY PLAN DATUM.
 - BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN FLOOD HAZARD ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 1% ANNUAL CHANCE FLOODPLAIN (FEW REF. MAP #2).
 - UNDERGROUND STORM SEWER AND SANITARY SEWER PIPES ARE DRAWN GRAPHICALLY ON THIS SURVEY AND SHOULD BE CONSIDERED APPROXIMATE. UNDERGROUND STORM AND SANITARY PIPES SHOULD BE VERIFIED INDEPENDENTLY AS TO THEIR LOCATION, SIZE AND TYPE BY THE CONTRACTOR OR DESIGN CONSULTANT PRIOR TO CONSTRUCTION.
 - THIS SURVEY IS PREPARED TO UNITED STATES STANDARD (U.S.S.); OTHER DISTANCES SHOWN ARE IN PHILADELPHIA DISTRICT STANDARD AND ARE MARKED (P.D.S.).
 - ENCROACHMENTS AND VAULTS, IF ANY, BELOW SURFACE NOT SHOWN HEREON.
 - THE CONVERSION FROM INCHES TO THE MORE PRECISE DECIMAL EXPRESSION MAY RESULT IN MINOR CHANGES IN THE SECOND AND THIRD DECIMAL PLACES, THESE ARE NOT ERRORS OR OVERTIGHTS BUT MORE PRECISE VALUES.
 - ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED.
 - PLAN IS MADE PER INSTRUCTION OF TOWER INVESTMENTS.
 - BUILDING DIMENSIONS SHOWN HEREON ARE MEASURED AT GROUND LEVEL OF BUILDING EXTERIOR.

- REFERENCES:
- MAP 6 S 24 OF THE OFFICIAL TAX REGISTRY OF THE CITY & COUNTY OF PHILADELPHIA, COMMONWEALTH OF PENNSYLVANIA.
 - MAP ENTITLED "NATIONAL FLOOD INSURANCE PROGRAM FIRM FLOOD INSURANCE RATE MAP, CITY OF PHILADELPHIA, PENNSYLVANIA, PHILADELPHIA COUNTY, PANEL 183 OF 236, MAP NUMBER 432781303, MAP REVISED JANUARY 17, 2007.
 - CITY STATUS CARDS "LOOKOUTS, 10TH ST. TO ELLSWORTH ST., TO CARPENTER ST.; "LOOKOUTS, BROAD ST. FROM ELLSWORTH ST. TO CARPENTER ST.; "LOOKOUTS, CARPENTER ST. FROM BROAD ST. TO 13TH ST.; "LOOKOUTS, WASHINGTON AVE. FROM BROAD ST. TO 13TH ST.", PROVIDED BY THE CITY OF PHILADELPHIA.
 - MAP ENTITLED "CITY OF PHILADELPHIA BOARD OF HIGHWAY SUPERVISORS, ROOM 1013, CITY HALL ANNEX, 19.5-10", PROVIDED BY THE CITY OF PHILADELPHIA, REVISED DATE 1-28-09.
 - MAP ENTITLED "CITY OF PHILADELPHIA BOARD OF HIGHWAY SUPERVISORS, ROOM 1013, CITY HALL ANNEX, 19.5-11-1", PROVIDED BY THE CITY OF PHILADELPHIA, REVISED DATE 5-14-08.
 - MAP ENTITLED "CITY OF PHILADELPHIA BOARD OF HIGHWAY SUPERVISORS, ROOM 1013, CITY HALL ANNEX, 19.5-10", PROVIDED BY THE CITY OF PHILADELPHIA, REVISED DATE 5-10-08.
 - MAP ENTITLED "CITY OF PHILADELPHIA BOARD OF HIGHWAY SUPERVISORS, ROOM 1013, CITY HALL ANNEX, 19.5-11-1", PROVIDED BY THE CITY OF PHILADELPHIA, REVISED DATE 6-6-08.
 - MAP ENTITLED "DRAWINGS FOR CONSTRUCTION OF STATE ROUTE 1091, SECTION M03 IN PHILADELPHIA COUNTY, PREPARED BY COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION, DATED APRIL 27, 1987, SHEETS 1, 2 & 9 OF 10.
 - MAP ENTITLED "DRAWINGS FOR CONSTRUCTION OF LEG. ROUTE 67373, SECTION 001 IN PHILADELPHIA COUNTY AND STATE ROUTE 67312, SECTION 001 IN PHILADELPHIA COUNTY, PREPARED BY COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION, DATED MARCH 1, 1983, SHEETS 1, 4 & 4B OF 10.
 - MAPS ENTITLED "CONDUIT MAP, BROAD ST. & WASHINGTON AVE., CONDUIT MAP, WASHINGTON AVE. & 10TH ST., CONDUIT MAP, BROAD & CARPENTER STS.", PROVIDED BY PECO.
 - MAP OBTAINED FROM THE CITY OF PHILADELPHIA WATER DEPARTMENT ENTITLED "BROAD ST. N.H.L. CARPENTER TO N.H.L. CHRISTIAN", SHEET 1 OF 1, PLATE 23A 9-A, DATED REVISED 5-11-72.
 - MAP OBTAINED FROM THE CITY OF PHILADELPHIA WATER DEPARTMENT ENTITLED "CARPENTER ST. IN H.L. BROAD ST. TO E.H.L. 10TH ST.", SHEET 1 OF 1, PLATE 20 8-20A, 14-W, DATED 2/10/18.
 - MAP ENTITLED "BROAD STREET, CITY TRANSIT DIVISION OUTCAMP, ELECTRICAL", PREPARED BY SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY ENGINEERING, MAINTENANCE AND CONSTRUCTION, DWD, 2-06.
 - MAP ENTITLED "KIMBALL ST. WATTS ST. TO 10TH ST., PHILADELPHIA", PROVIDED BY VERIZON, DATED 12-6-03.
 - MAP ENTITLED "13TH ST. CHRISTIAN ST. TO ELLSWORTH ST., PHILADELPHIA, PROVIDED BY VERIZON DATED 2-03.
 - MAP OBTAINED FROM THE CITY OF PHILADELPHIA WATER DEPARTMENT ENTITLED "SEWER RECONSTRUCTION BUILD 7 IN BROAD STREET WESTERLY SIDE FROM CARPENTER ST. TO CHRISTIAN ST., 30TH WARD, PHILA., PA.", DATED 2/10/18.
 - MAP ENTITLED "NATACOMA LAND TITLE SURVEY, 1301-33 WASHINGTON AVE., 1301-40 CARPENTER STREET & 1001-20 D. BROAD ST., CITY OF PHILADELPHIA, PHILADELPHIA COUNTY, 2ND WARD, PENNSYLVANIA", PREPARED BY BARTON & MARTIN ENGINEERS, DATED 2-10-07, REVISED 4-27-07, PROJECT #170310108.



HEREBY CERTIFY THAT THIS SURVEY HAS BEEN PERFORMED IN THE FIELD UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE, BELIEF, AND INFORMATION, THAT THIS SURVEY HAS BEEN PERFORMED IN ACCORDANCE WITH CURRENTLY ACCEPTED ACCURACY STANDARDS, THAT THE PROPERTY LINES AND RELATIONSHIP OF BUILDINGS AND OTHER STRUCTURES TO THE PROPERTY LINES AND THE LAND INDICATED HEREON IS CORRECT, AND THAT THERE ARE NO ENCROACHMENTS OF BUILDINGS OR STRUCTURES ONTO SAID LAND EXCEPT AS SHOWN.

THE OFFSETS SHOWN ARE NOT TO BE USED FOR THE CONSTRUCTION OF ANY STRUCTURE, FENCE, PERMANENT ACCESSION, ETC.

NOT VALID UNLESS SEALED IN RED INK

DATE: 2-4-2016
 FIELD BOOK NO: CP15-16
 FIELD BOOK PG: 112
 FIELD CHECK: P.H.
 DRAWN: P.V.M.C.B.
 REVIEWED: S.C.H.
 APPROVED: J.F.H.
 DATE: 2-12-2016
 SCALE: 1"=20'
 FILE NO: 02-140374-00
 SHEET NO: 1 OF 1

BOUNDARY & LOCATION SURVEY
TOWER INVESTMENTS
 1001-1029 BROAD STREET
 OPA #86-2066310, LOT 119, MAP 6 S 24
 CITY & COUNTY OF PHILADELPHIA
 COMMONWEALTH OF PENNSYLVANIA

CONTROL POINT ASSOCIATES, INC.
 NEW BRUNSWICK, NJ 08901
 1000 ROUTE 100, SUITE 100
 NEW BRUNSWICK, NJ 08901
 TEL: 732-241-1100
 FAX: 732-241-1101
 WWW.CONTROLPOINT.COM

JAMES F. HENRY
 PENNSYLVANIA PROFESSIONAL LAND SURVEYOR NO. 610667

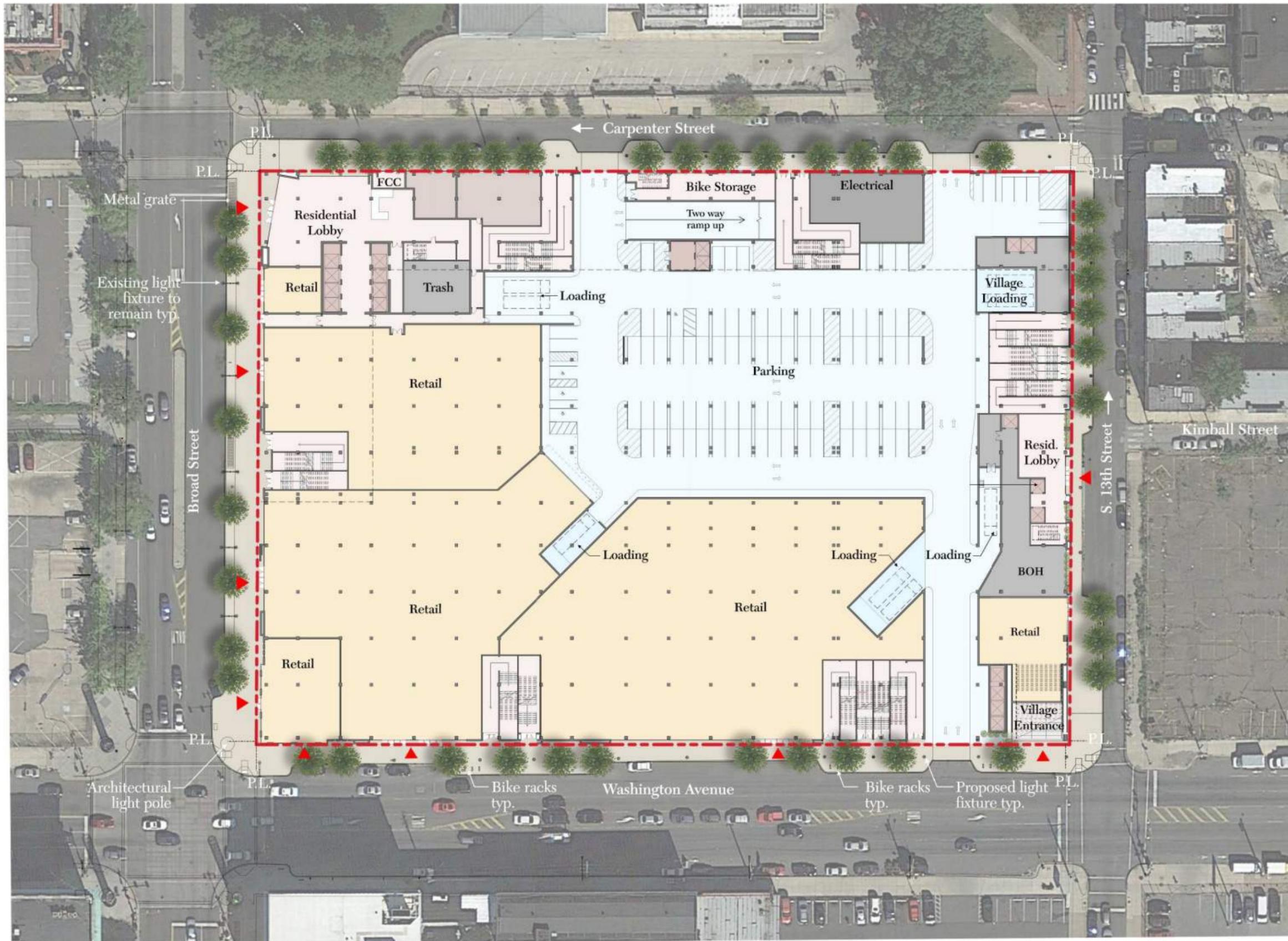
Key

- 1 Retail Entrances
- 2 Residential Entrance
- 3 Entrance to Parking
- 4 Village Entrance
- 5 Bike Parking
- 6 Village
- 7 Philadelphia High School for the Creative and Performing Arts
- 8 Existing Bike Lane
- 9 Public Pool
-  Existing Septa Bus Stop/
Broad Street Line Stop



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Street Level Floor Plan
 0 15 30 60 90 5

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Light Fixtures

Proposed along Washington, 13th & Carpenter



Kipp Post



Existing fixtures to remain along Broad



Paving

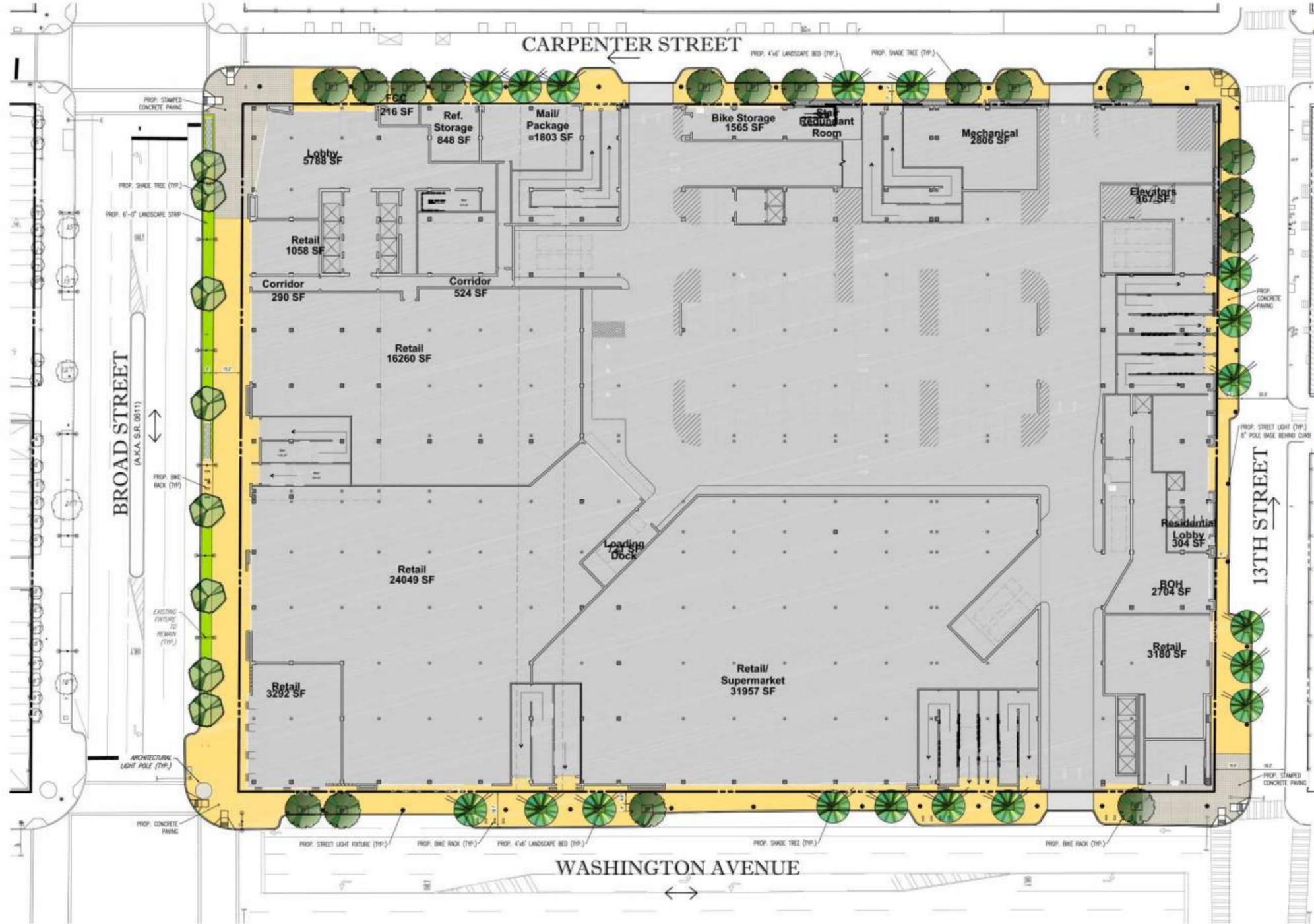
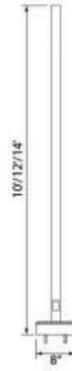


Stamped Concrete Paving

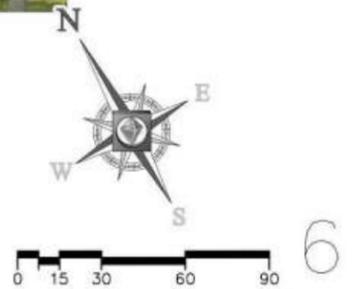
Furnishings



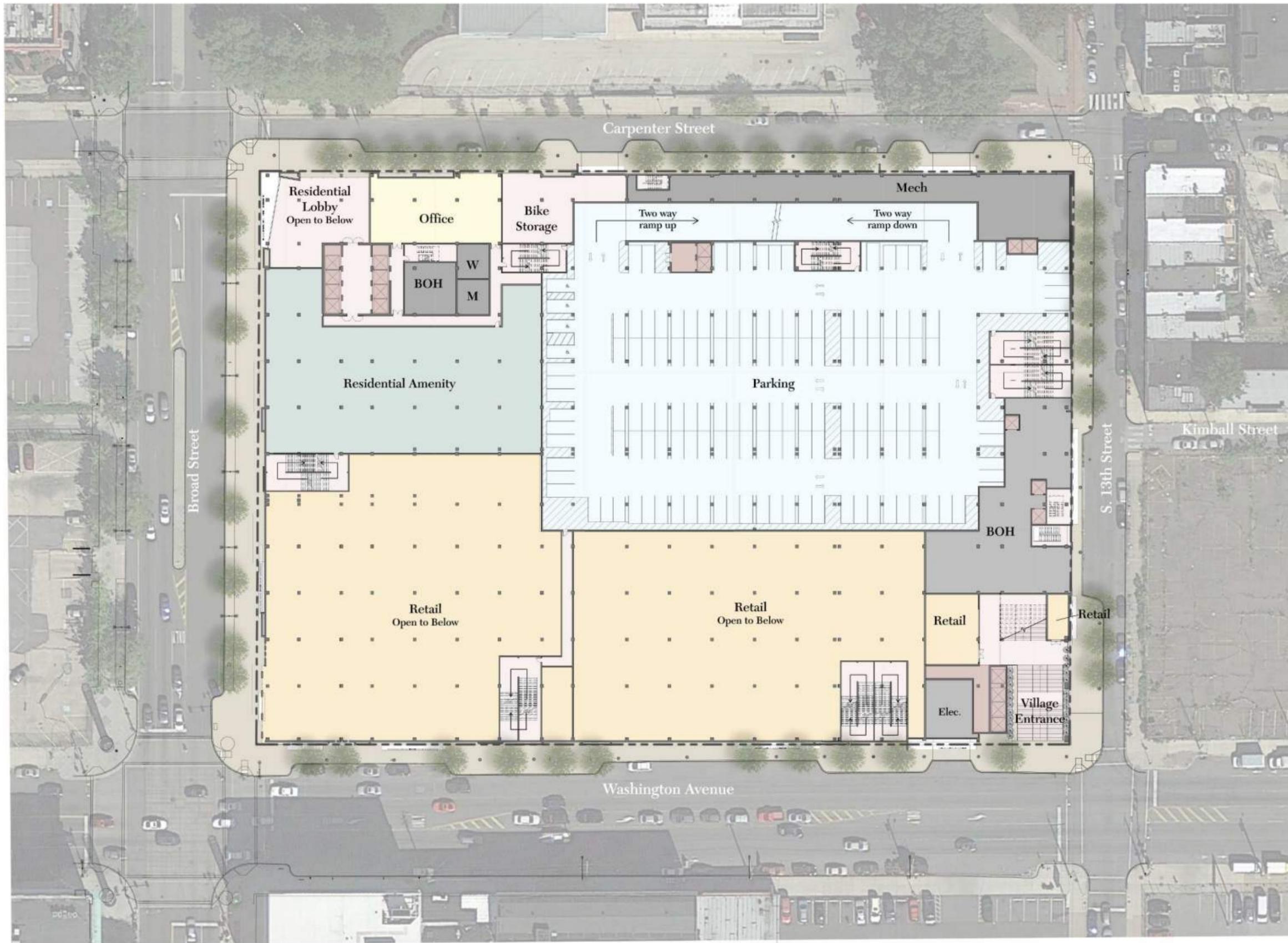
Bike Racks



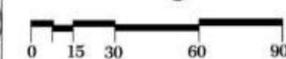
Trees & Groundcover



Streetscape Plan
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P-2 Parking Tier



7

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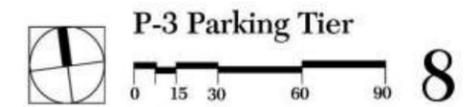
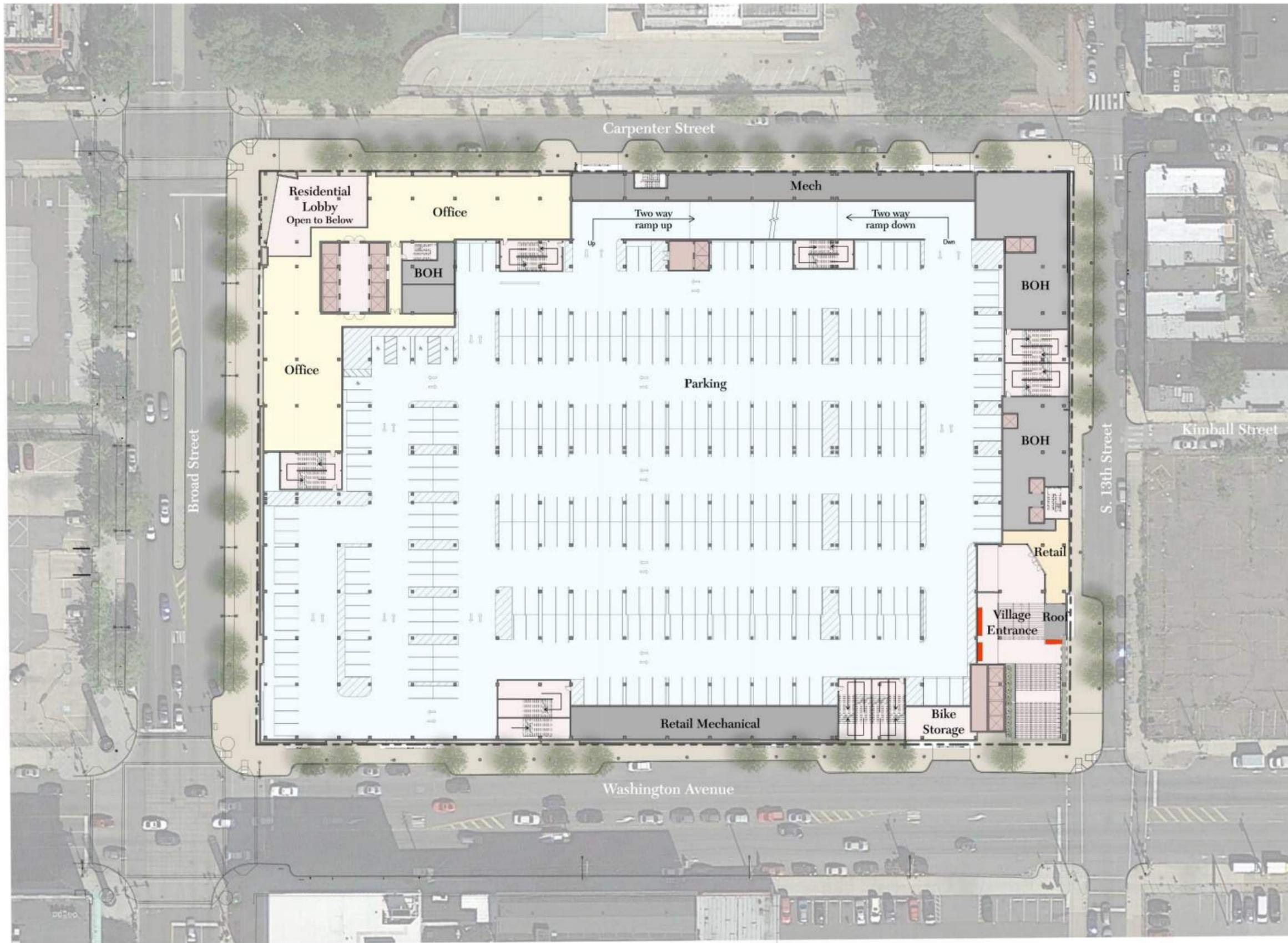
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P-2 Parking Tier



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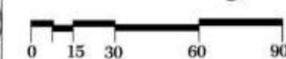


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4th Floor Village



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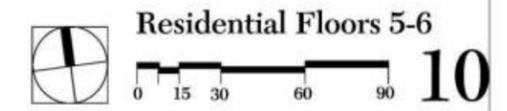
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4th Floor Village



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Residential Floors 7-9
 0 15 30 60 90 11

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 Residential Floors 7-11



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Residential Floors 10-11

11a

22 March 2016

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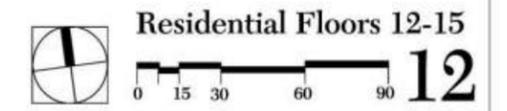
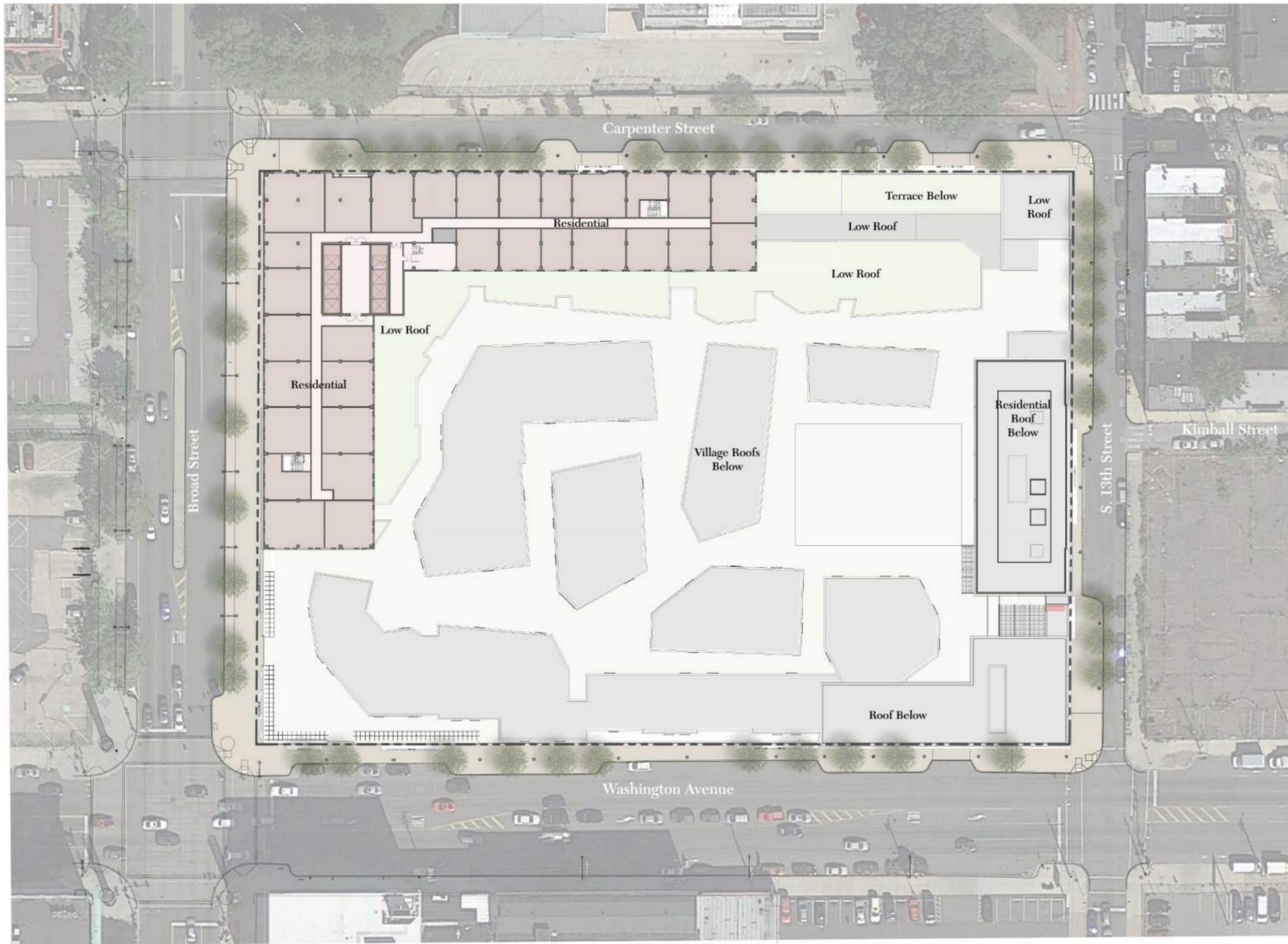


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1001 S. Broad Street
 Residential Floors 10-11



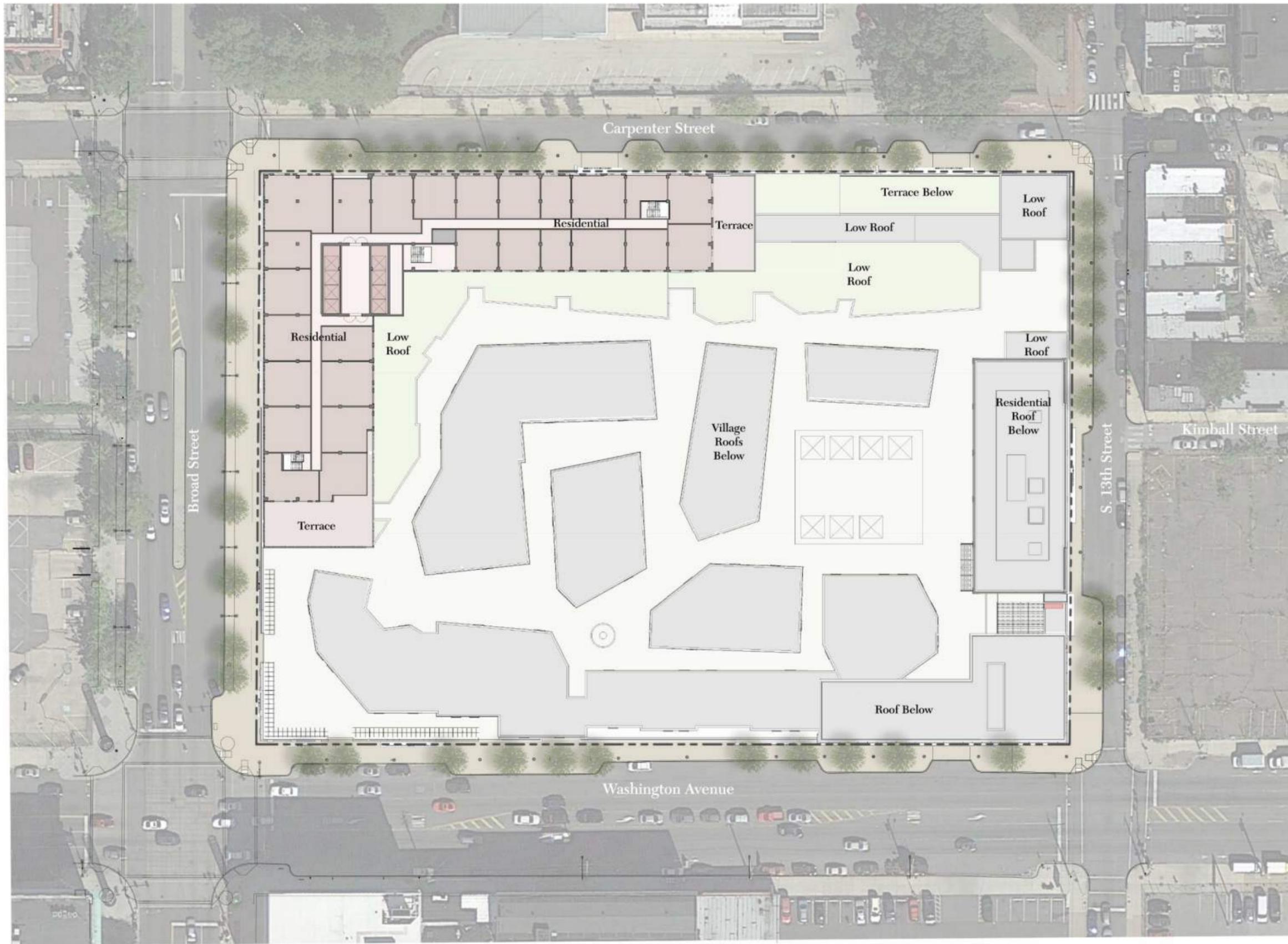
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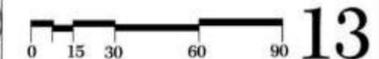
Residential Floors 12-15

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Residential Floors 16-32



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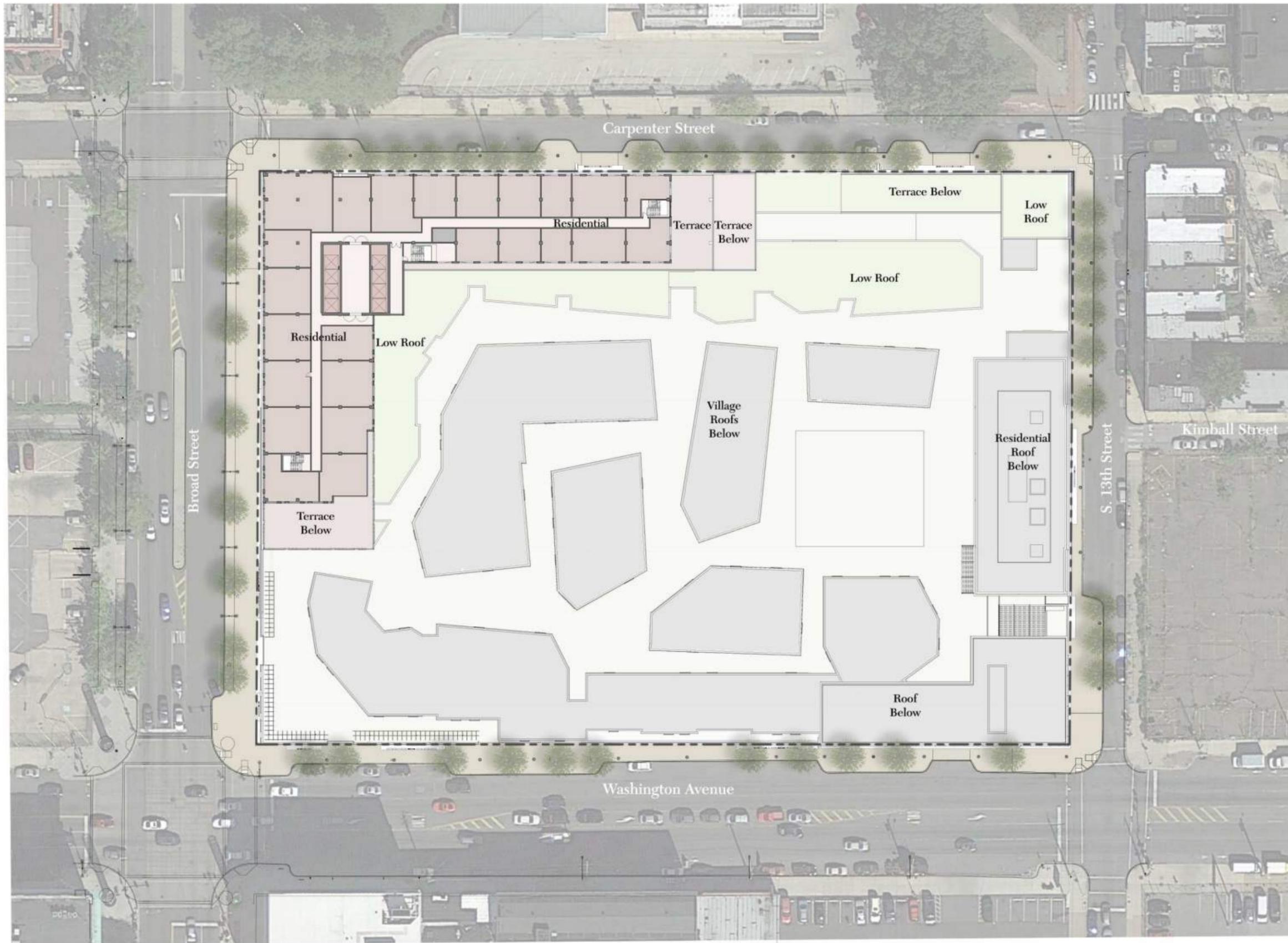
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Residential Floors 16-32



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Residential Floors 33-34
 0 15 30 60 90 14

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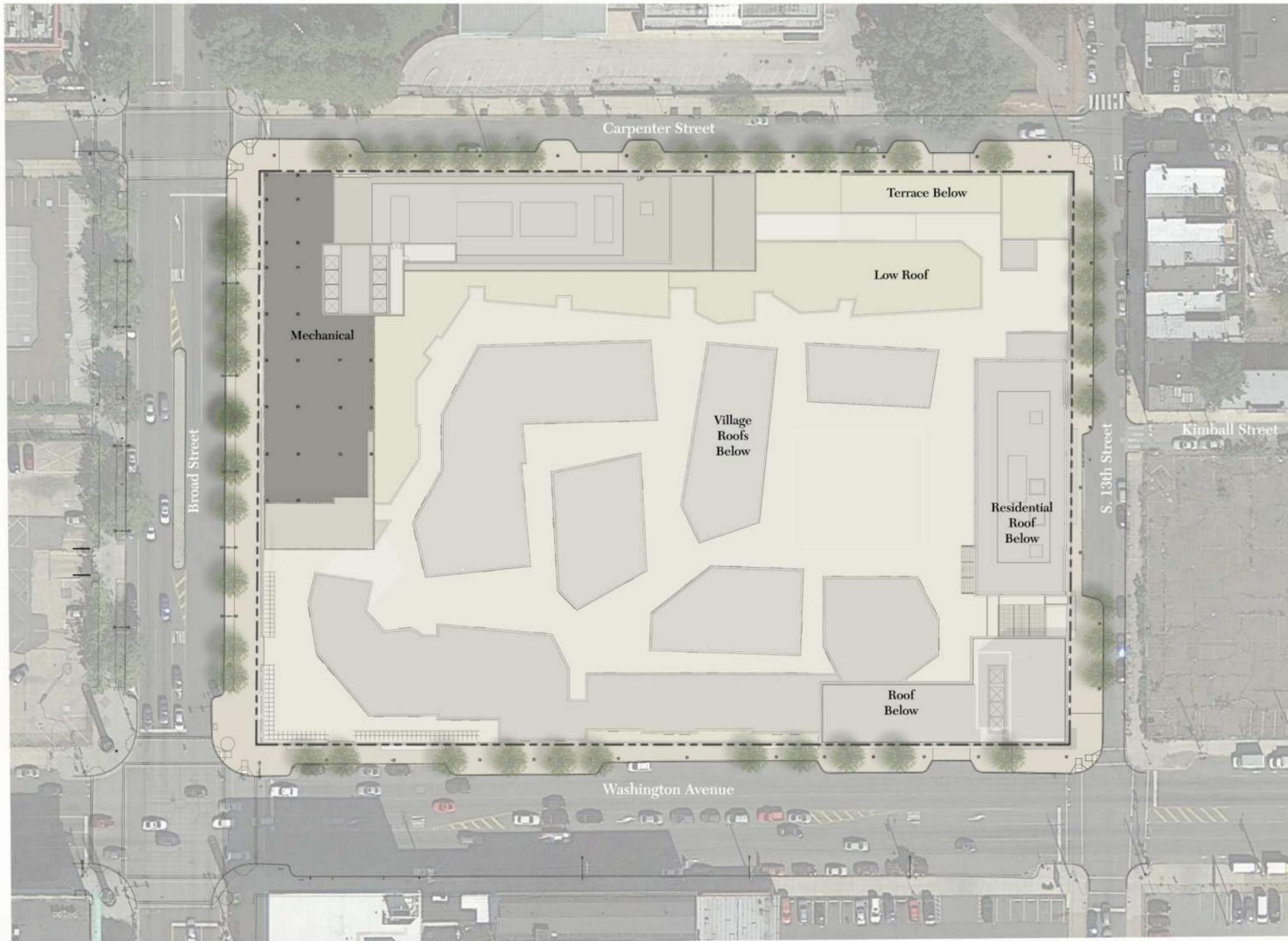
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Residential Floors 33-34



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Composite Roof Plan



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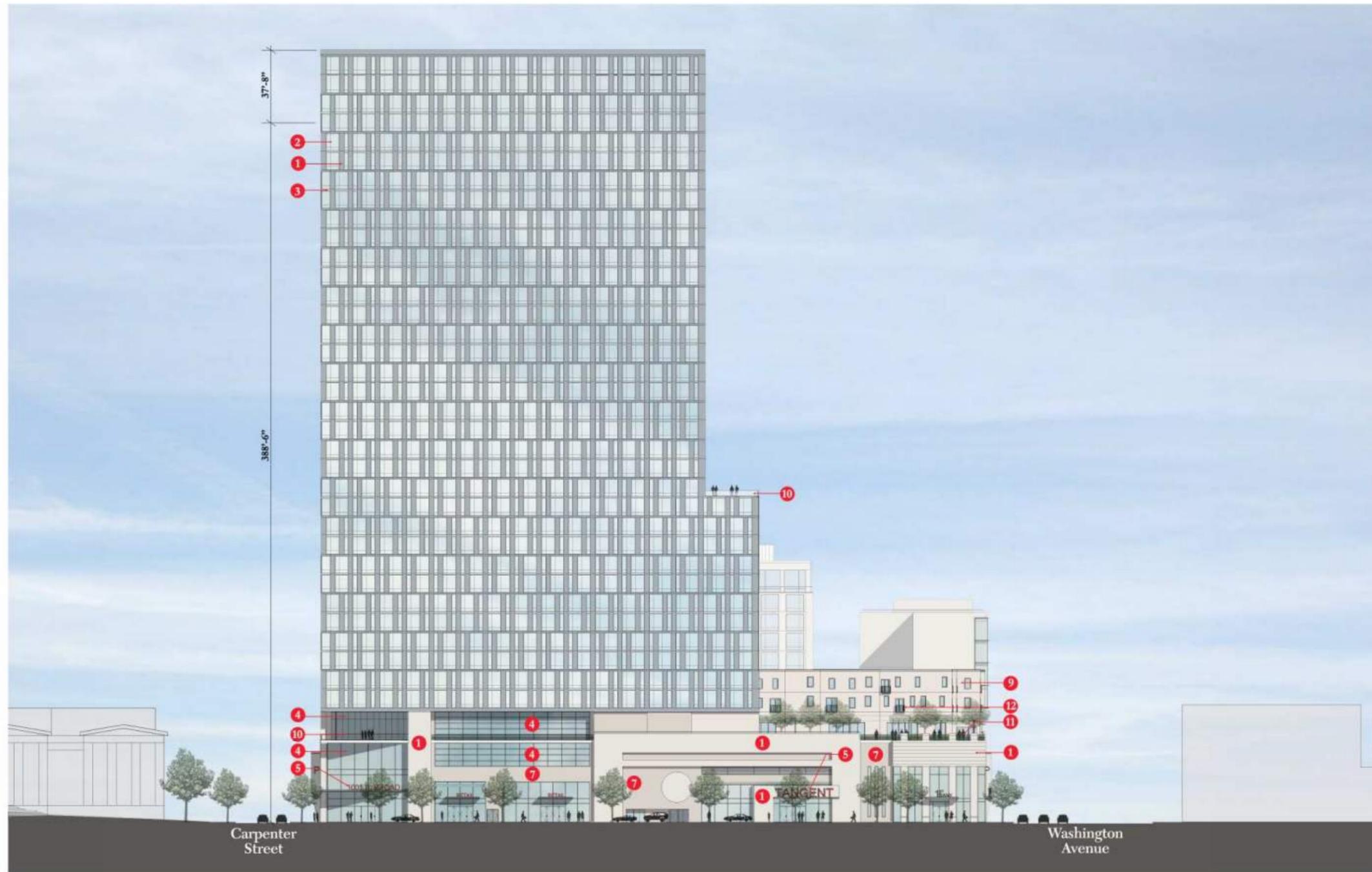
1001 S. Broad Street

Composite Roof Plan



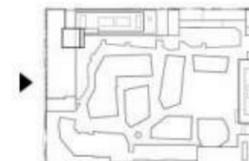
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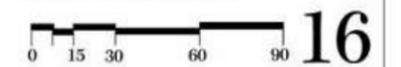


Key

- | | | | |
|---------------------------------------|---|--------------------------------|--------------------------------------|
| 1 Architectural Composite Metal Panel | 5 Architectural Break Metal | 9 Stucco | 13 Metal Mechanical Screen Enclosure |
| 2 Unitized Window Wall System | 6 Pre-Fabricated Gasketed Metal Wall Panel System | 10 Glass Guardrail/ Balustrade | 14 Green Screen |
| 3 Metal Slab Edge Cover | 7 Architectural Precast/ Terracotta | 11 Cable Guardrail | |
| 4 Curtain Wall | 8 Ventilation Grill | 12 Juliet Balcony | |



West Elevation



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Revised 22 March 2016

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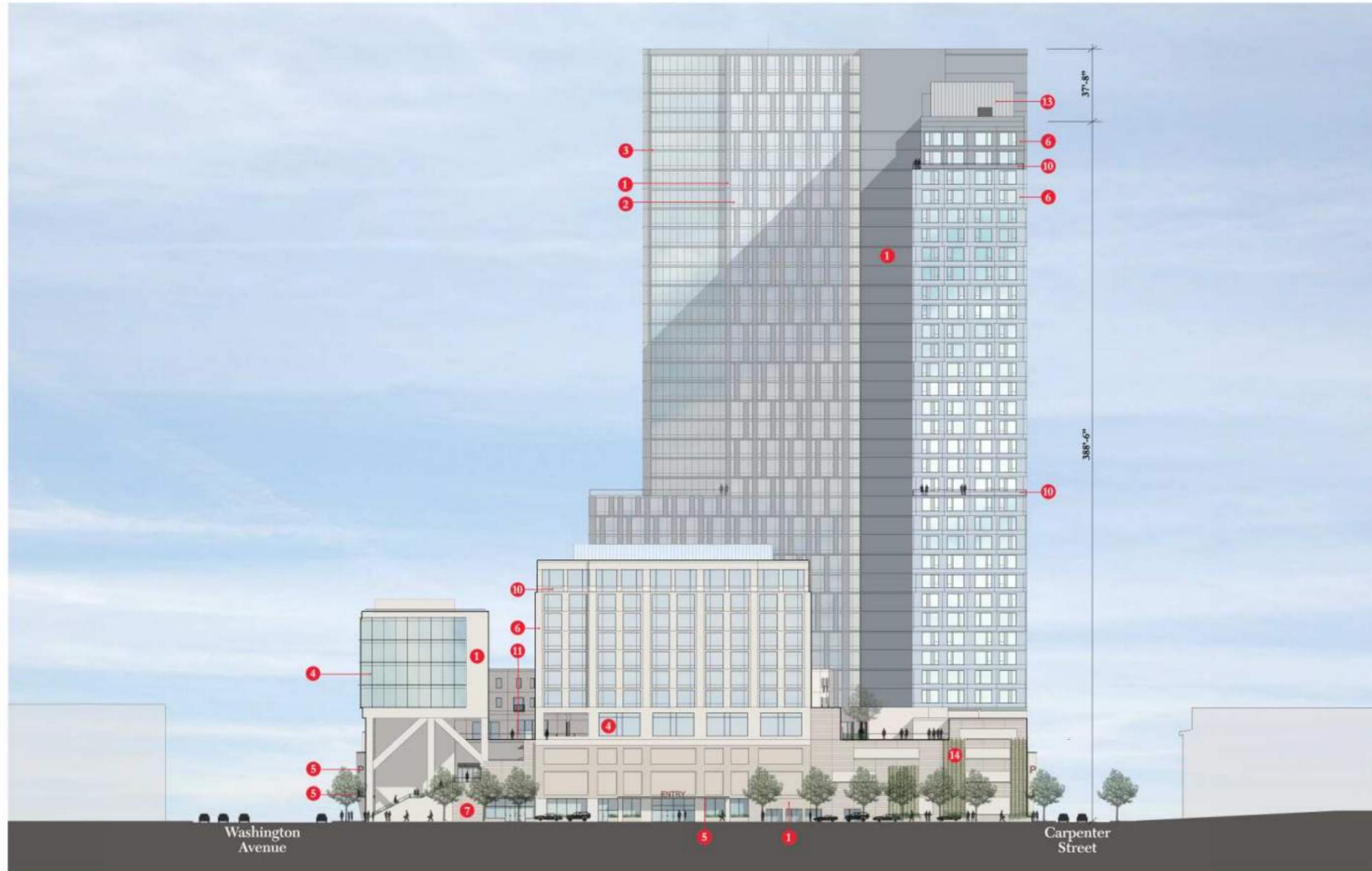


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Philadelphia, PA 19123

1001 S. Broad Street
West Elevation

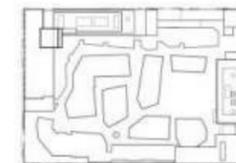


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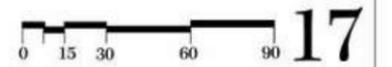


Key

- | | | | |
|---------------------------------------|---|--------------------------------|--------------------------------------|
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| 4 Curtain Wall | 8 Ventilation Grill | 12 Juliet Balcony | |



East Elevation



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1001 S. Broad Street
East Elevation

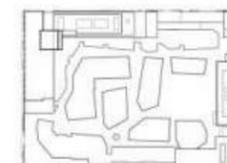


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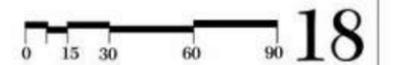


Key

- | | | | |
|---------------------------------------|---|--------------------------------|--------------------------------------|
| 1 Architectural Composite Metal Panel | 5 Architectural Break Metal | 9 Stucco | 13 Metal Mechanical Screen Enclosure |
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| 3 Metal Slab Edge Cover | 7 Architectural Precast/ Terracotta | 11 Cable Guardrail | |
| 4 Curtain Wall | 8 Ventilation Grill | 12 Juliet Balcony | |



South Elevation



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1001 S. Broad Street
South Elevation

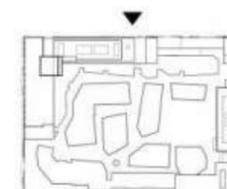


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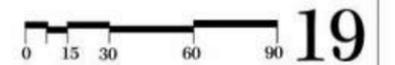


Key

- | | | | |
|---------------------------------------|---|--------------------------------|--------------------------------------|
| 1 Architectural Composite Metal Panel | 5 Architectural Break Metal | 9 Stucco | 13 Metal Mechanical Screen Enclosure |
| 2 Unitized Window Wall System | 6 Pre-Fabricated Gasketed Metal Wall Panel System | 10 Glass Guardrail/ Balustrade | 14 Green Screen |
| 3 Metal Slab Edge Cover | 7 Architectural Precast/ Terracotta | 11 Cable Guardrail | |
| 4 Curtain Wall | 8 Ventilation Grill | 12 Juliet Balcony | |



North Elevation



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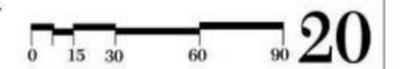
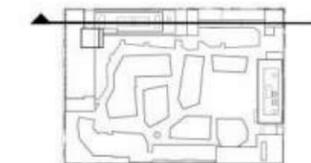


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North Elevation



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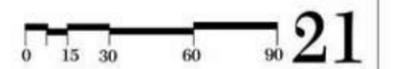
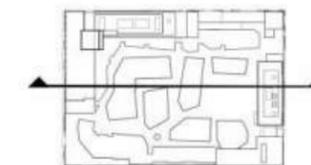
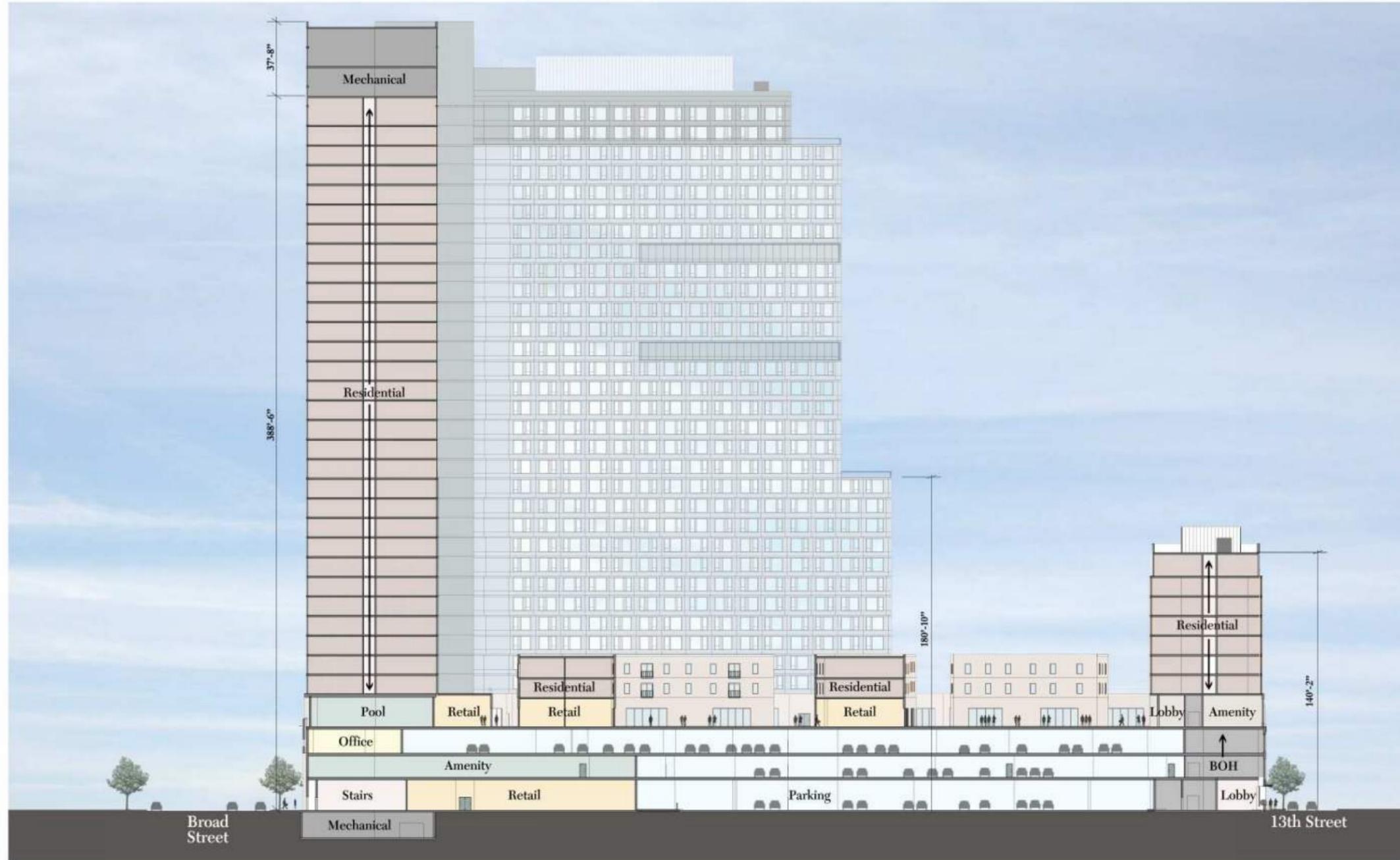
1001 S. Broad Street

E-W Section thru Tower



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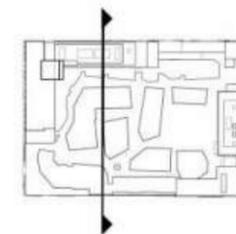
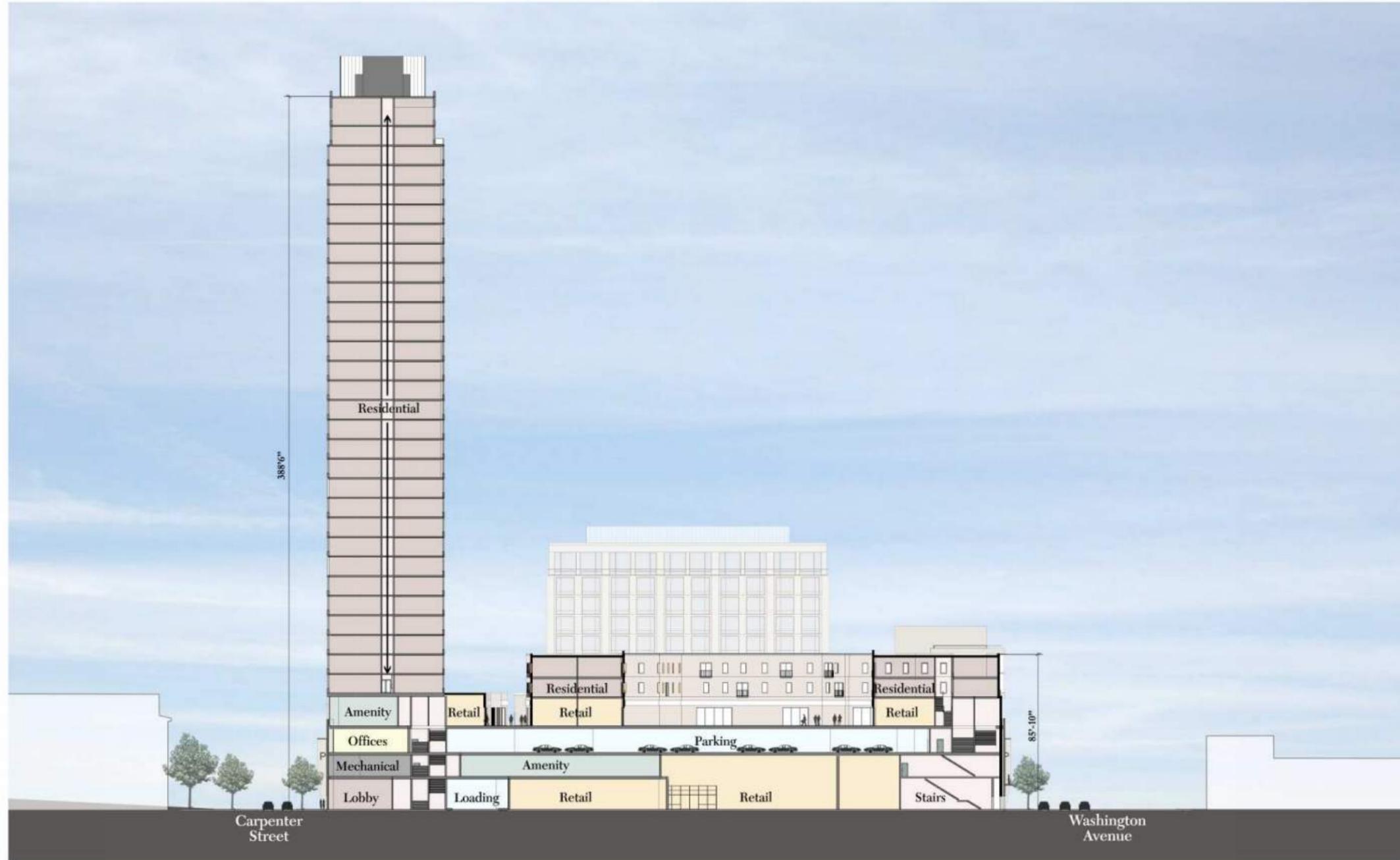
1001 S. Broad Street

E-W Section thru Village



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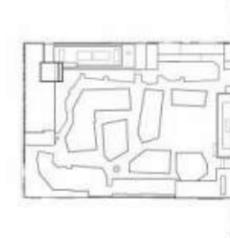
1001 S. Broad Street

N-S Section thru Tower



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N-S Section thru Tower 2



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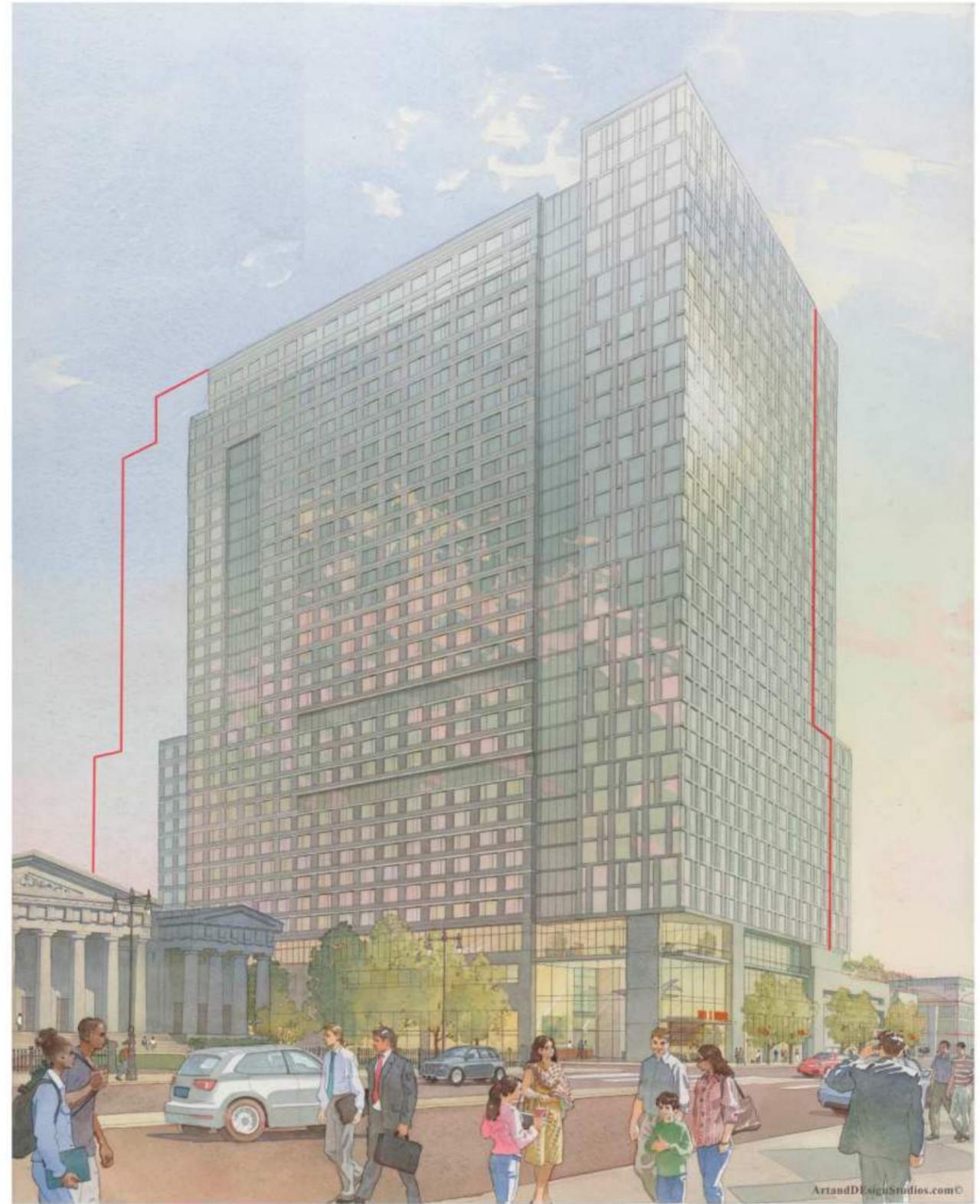
View from Broad and Washington



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Original Tower



Modified Tower

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1001 S. Broad Street
View from Broad and Carpenter



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Building Materials

1001 S. Broad Street building materials will encompass a combination of materials and textures. The tower will be a combination of a unitized window wall system with composite metal panels, and a pre-fabricated gasketed wall panel system. The podium will incorporate composite metal panels and architectural terracotta panels; with full height curtain wall glass at street level to connect to the urban fabric. The “Village” facades on levels 4 thru 6 will be a combination of stucco with limestone and cast stone trim, curtain wall, glass doors with juliet balconies, and punched clad wood windows with painted trim. The overall colors of the materials will be a combination of warm earth tones to complement the adjacent neighboring context.

Note that the specific architectural design elements for this building will continue to be developed as the project evolves.



Architectural Terra Cotta/
Precast Example



Example Color 1



Example Color 2



Architectural Composite Metal
Panel Example (Entry Porticos)



Stucco Examples



Curtain Wall Example (Storefronts and Offices)



Structural Gazing Example (Lobbies)



Unitized Window Wall System Example



Architectural Composite Metal Panel Example



Architectural Break Metal Entrance Canopy Example



Village Storefront, Awning, and Facade Example



Green Screen Example



Juliet Balcony Example



Glass Guardrail Example



Cable Guard Rail Example

16 February 2016



Intended Sustainable Design Strategies

1001 South Broad Street is being designed to meet the US Green Building Council's LEED requirements. This will provide a more efficient and healthier environment for the occupants and city. Below is a list of sustainable strategies the project is being designed to incorporate:

Sustainable Site:

The site is located in an urban environment with close connectivity to a number of public transportation options including SEPTA's Broad Street Subway and number bus routes. The project will incorporate a number of parking options for different modes of transportation. For example there will be parking for low-emitting and fuel efficient vehicles, secure bike storage rooms for residents, and bike racks on site for retail customers and visitors.

The building will utilize high albedo roofs (white roofs) the use of these materials will help to reduce the heat island effect on the surrounding areas.

Since the proposed building encompasses a City block, the proposed stormwater management system will be comprised of a subsurface storage tank and will discharge to the existing PWD combined sewer system. The stormwater management system will detain runoff from the site and will be designed to meet the PWD water quality, slow release and flood control requirements. The paved and landscaped areas on the 4th floor village level will be collected and conveyed to a media filter prior to being managed by the subsurface storage tank. The roof areas will be collected and conveyed directly to the subsurface storage tank. The installation of landscaped areas on the 4th floor village level will assist with reducing the impact of runoff to the existing combined sewer system.

Water Efficiency

The building will utilize low flow fixtures and faucets to increase the water efficiency in the building. Also, the landscaping will be designed to incorporate native plants that will require less irrigation.

Energy and Atmosphere

The mechanical systems and appliances will be selected in order to increase energy efficiency. Also, the exterior of the building will utilize enhanced building insulation and thermal double paned windows to further increase the energy efficiency of the building and reduce moisture infiltration.

Materials and Resources

The building will provide ample area for the storage and collection of materials generated by residents and merchants which will reduce the amount added to the waste stream.

Indoor Air Quality

The building will utilize eco-friendly cleaning products in their maintenance operations to reduce the amount of harmful containments in the air.

The residential and retail spaces will have large windows to allow for natural daylighting which will make for healthier and more comfortable environment. This will also reduce the amount of electrical lighting required.

Specifications will focus on the use of low VOC materials and indoor materials, sealants, and adhesives will be selected in order to reduce amount of harmful containments in the air.

Operable windows will be used to allow for increased natural ventilation in the residential units.

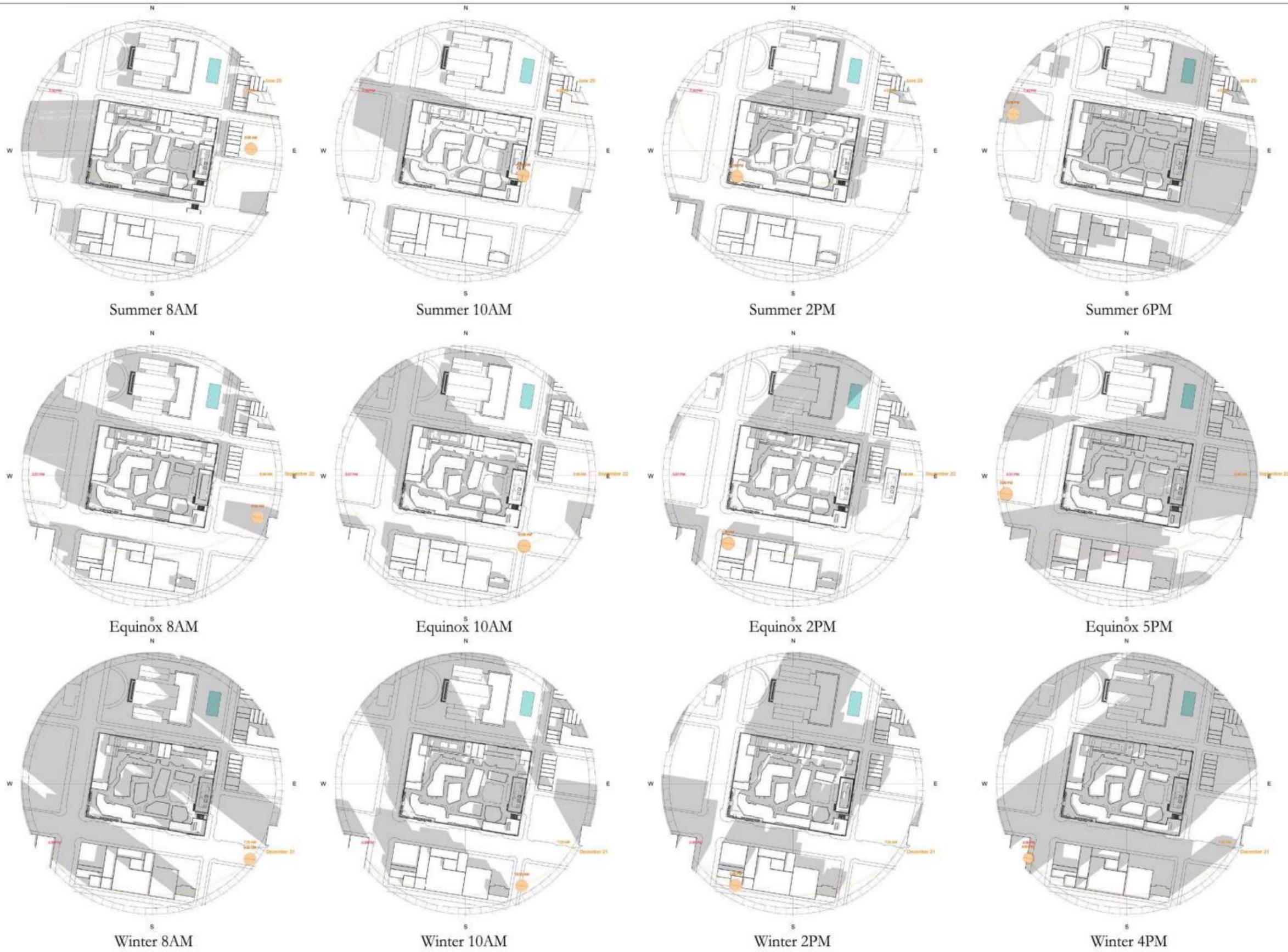




1001 S. Broad Street

Aerial





EX-1

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1001 S. Broad Street

Sun Study



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EX-2

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1001 S. Broad Street

View from 13th and Carpenter



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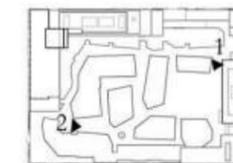
Plaza View 1 Looking SW



Internal Street View 2



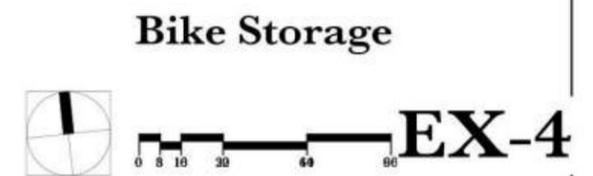
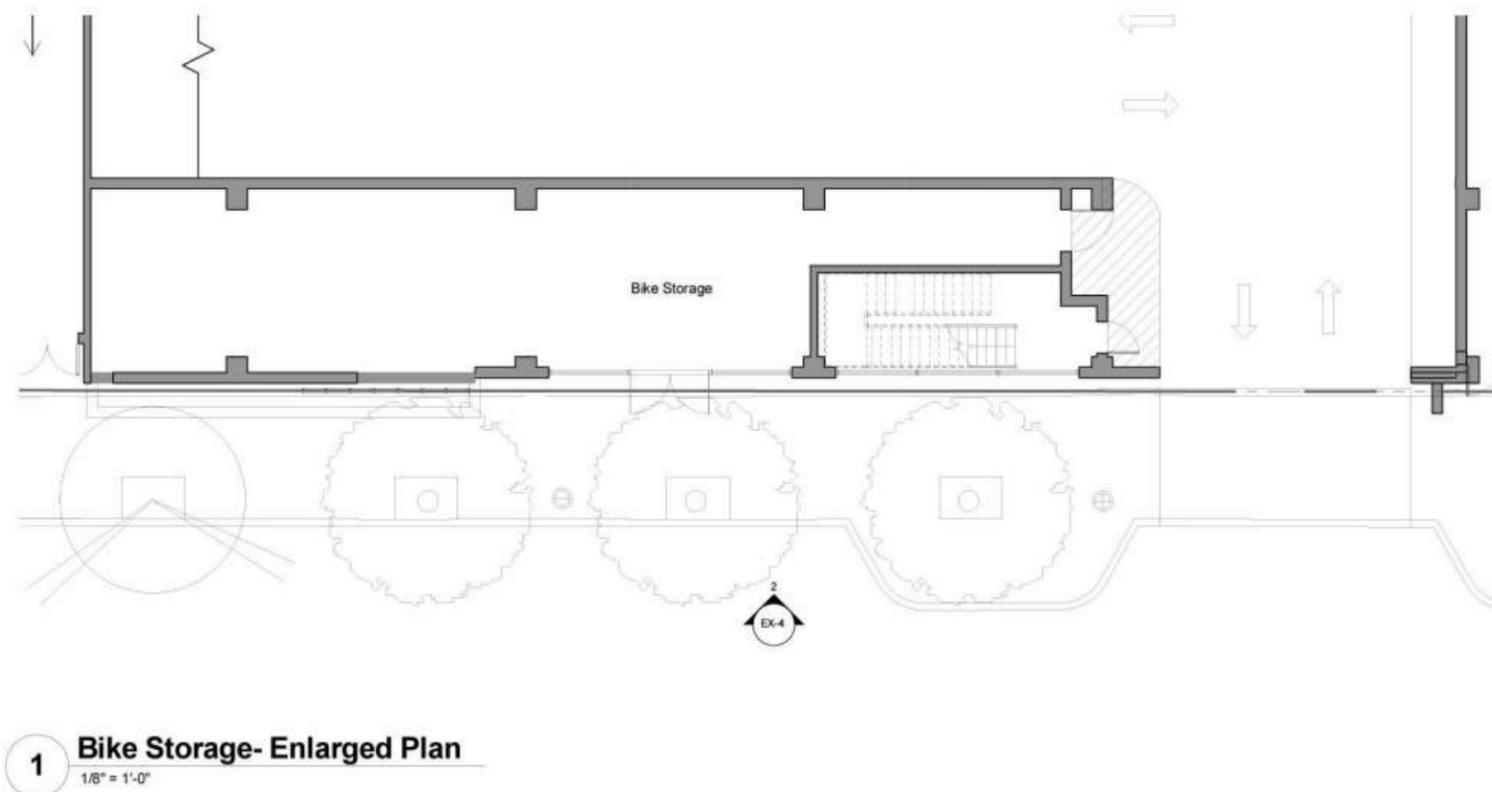
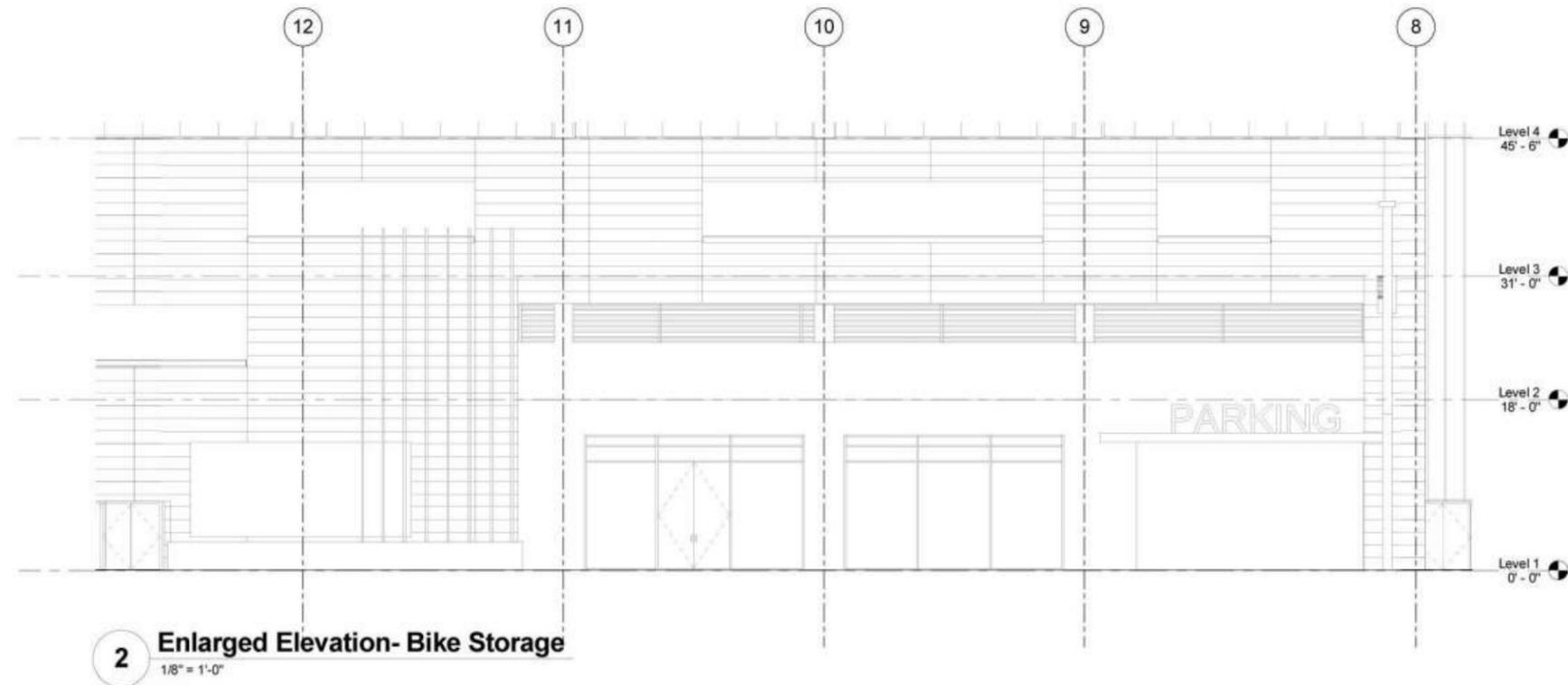
Example Images



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EX-3

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General Note: All plans, dimensions and areas shown are preliminary and approximate, intended for review and discussion only. All configurations and related figures are subject to refinement and change.

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Broad Street



13th Street →



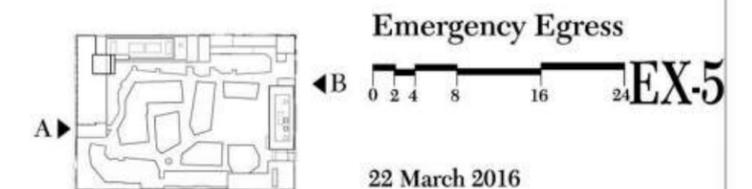
Example Doors



A Broad Street Emergency Egress



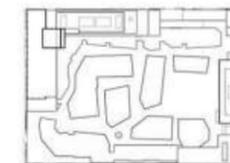
B 13th Street Emergency Egress



Emergency Egress

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EX-6



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1001 S. Broad Street

13th & Washington



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COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

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

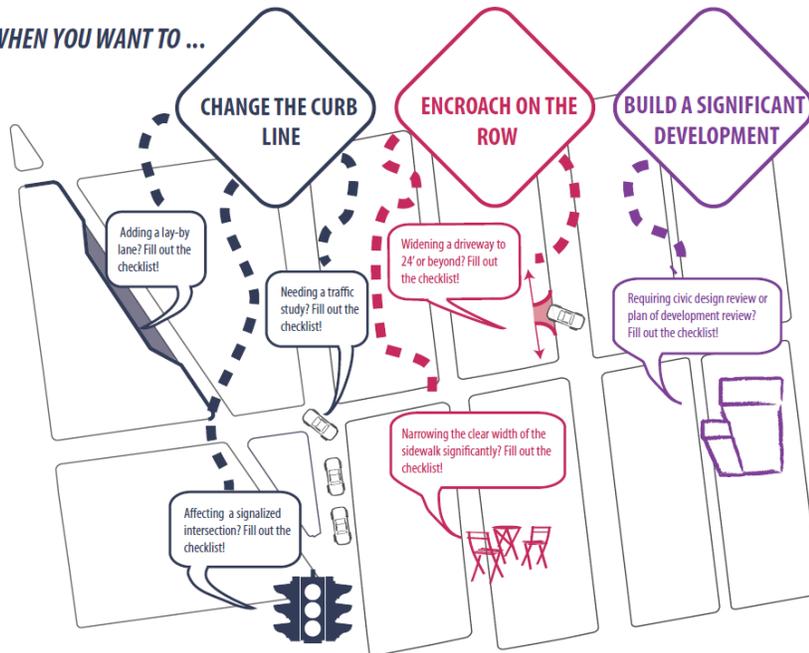
The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed at

<http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx>

WHEN DO I NEED TO FILL OUT THE COMPLETE STREETS CHECKLIST?

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

- This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
- All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). "High Priority" Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
- ADA curb-ramp designs must be submitted to Streets Department for review
- Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at <http://www.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit> . An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
 - o Placing of a new street;
 - o Removal of an existing street;
 - o Changes to roadway grades, curb lines, or widths; or
 - o Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

- EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - o FULLY DIMENSIONED
 - o CURB CUTS/DRIVEWAYS/LAYBY LANES
 - o TREE PITS/LANDSCAPING
 - o BICYCLE RACKS/STATIONS/STORAGE AREAS
 - o TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - o FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
 - o PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
 - o PROPOSED TREE PITS/LANDSCAPING
 - o BICYCLE RACKS/STATIONS/STORAGE AREAS
 - o TRANSIT SHELTERS/STAIRWAYS

***APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY**

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME
Proposed Mixed Use Development
2. DATE
2/16/2016, revised 3/22/2016
3. APPLICANT NAME
Tina Roberts
5. PROJECT AREA: list precise street limits and scope
195,691 sq.ft- 4.49 AC
4. APPLICANT CONTACT INFORMATION
817 N. 3rd Street, Philadelphia, PA 19123
6. OWNER NAME
Tina Roberts
7. OWNER CONTACT INFORMATION
817 N. 3rd Street, Philadelphia, PA 19123
8. ENGINEER / ARCHITECT NAME
Robert Irons, PE
9. ENGINEER / ARCHITECT CONTACT INFORMATION
1515 Market Street, Suite 920, Philadelphia, PA 19102
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Broad Street</u>	<u>Carpenter St</u>	<u>Washington Ave</u>	<u>Civic/Ceremonial</u>
<u>Washington Ave</u>	<u>Broad St</u>	<u>South 13th St</u>	<u>Urban Arterial</u>
<u>South 13th St</u>	<u>Washington Ave</u>	<u>Carpenter St</u>	<u>City Neighborhood</u>
<u>Carpenter St</u>	<u>Broad St</u>	<u>South 13th St</u>	<u>Local Street</u>

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

APPLICANT: General Project Information

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (Handbook Section 4.3)

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

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<u>Broad Street</u>	<u>20' / 22.5' / 22.5'</u>	<u>22' / 22'</u>
<u>Washington Ave</u>	<u>12' / 12.72' / 12.9'</u>	<u>8' / 8'</u>
<u>13th Street</u>	<u>12' / 13.17' / 12'</u>	<u>12' / 12'</u>
<u>Carpenter Street</u>	<u>10' / 12.88' / 12.6'</u>	<u>12' / 12'</u>

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

STREET FRONTAGE	WALKING ZONE
	Required / Existing / Proposed
<u>Broad Street</u>	<u>10' / 15.2' / 15.2'</u>
<u>Washington Ave</u>	<u>6' / 8.17' / 6.6'</u>
<u>13th Street</u>	<u>6' / 8.92' / 6.0'</u>
<u>Carpenter Street</u>	<u>5' / 8.26' / 7.0'</u>

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

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Curb Cut</u>	<u>23.30'</u>	<u>Washington Ave</u>
<u>Lay-By</u>	<u>481.36'</u>	<u>Washington Ave</u>
<u>Curb Cut</u>	<u>25.75'</u>	<u>Carpenter St</u>

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Curb Cut</u>	<u>24'</u>	<u>Washington Ave</u>
<u>Curb Cut</u>	<u>24'</u>	<u>Carpenter St</u>
<u>Curb Cut</u>	<u>24'</u>	<u>Carpenter St</u>
<u>Lay-By</u>	<u>180'</u>	<u>13th Street</u>
<u>Lay-By</u>	<u>278'</u>	<u>Washington Ave</u>
<u>Lay-By</u>	<u>273'</u>	<u>Carpenter St</u>

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

DEPARTMENTAL APPROVAL

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day?

YES NO

YES NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: Buildings are accessible along street fronts for pedestrians as well as from the parking garage within the site. Street lighting is proposed along Washington, 13th and Carpenter streets and minimum walking zones are provided along each street to provide a safe environment for pedestrians. Note an 8" diameter pole base is proposed to avoid pinch points in the sidewalk and the curb line along 13th Street was shifted to maintain minimum required walking zone along the lay by. Proposed Lay by lanes are for passenger loading only. Also, curb ramps at each intersection will be replaced where necessary to provide ADA compliant ramps.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. BUILDING ZONE: list the MAXIMUM, **existing and proposed** Building Zone width on each street frontage. The Building Zone is defined as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lawn in lower density residential neighborhoods. The Building Zone is further defined in section 4.4.1 of the Handbook.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
<u>Broad Street</u>	<u>N/A / N/A</u>
<u>Washington Ave</u>	<u>N/A / N/A</u>
<u>13th Street</u>	<u>N/A / N/A</u>
<u>Carpenter Street</u>	<u>N/A / N/A</u>

17. FURNISHING ZONE: list the MINIMUM, **recommended, existing, and proposed** Furnishing Zone widths on each street frontage. The Furnishing Zone is further defined in section 4.4.2 of the Handbook.

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
<u>Broad Street</u>	<u>5' / 6.66' / 6'</u>
<u>Washington Ave</u>	<u>4' / 4' / 4'</u>
<u>13th Street</u>	<u>4' / 4.31' / 4'</u>
<u>Carpenter Street</u>	<u>3.5' / 4.59' / 4'</u>

18. Identify proposed “high priority” building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?

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

19. Does the design avoid tripping hazards?

YES NO N/A

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception

YES NO N/A

DEPARTMENTAL APPROVAL

YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (continued)

- | | | | | | |
|---|---|-----------------------------|------------------------------|------------------------------|-----------------------------|
| 21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 22. Does the design maintain adequate visibility for all roadway users at intersections? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: Buildings are accessible along street fronts for pedestrians as well as from the parking garage within the site. Street trees and street lighting are proposed along Broad Street, Washington Ave, 13th Street and Carpenter street and minimum walking zones are provided along each street to provide a safe environment for pedestrians. Note an 8" diameter pole base is proposed to avoid pinch points in the sidewalk and the curb line along 13th Street was shifted to maintain minimum required walking zone along the lay by. Proposed Lay by lanes are for passenger loading only. Also, curb ramps at each intersection will be replaced where necessary to provide ADA compliant ramps. Street furniture is not proposed for the supermarket.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>

The proposed mixed use development proposes multiple access points to the building and within close proximity to transit locations. The minimum walking zone is provided along each street and street lights are proposed along Washington, 13th & Carpenter to promote greater visibility and connectivity to public transit.

24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
1001-26 S. Broad St	17	0 / 0	0 / 17	0 / 380
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____
_____	_____	_____/____	_____/____	_____/____

25. Identify proposed “high priority” bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following “High Priority” elements identified and dimensioned on the plan?

- Conventional Bike Lane
- Buffered Bike Lane
- Bicycle-Friendly Street

YES NO N/A

YES NO N/A

YES NO N/A

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?

YES NO N/A

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?

YES NO N/A

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

YES NO

APPLICANT: Bicycle Component

Additional Explanation / Comments: Off-site (within street right-of-way) and on-site (interior to building) bike parking is provided for the development to promote connectivity of the existing bike lane along Washington Ave and the neighborhood bikeway along 13th Street. The bike storage area along Carpenter Street can be accessed from the street and within the building. During construction and temporary disruption of the 13th Street bike lane, signage will be provided to direct bikers to the 11st Street bike lane. Also, any bike lane striping removed during construction of the development will be replaced as necessary. Off-site bike parking for retail uses is located in close proximity to building access and within close proximity to transit locations. Also, the minimum walking zone is provided along each street.

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

DEPARTMENTAL APPROVAL

- | | |
|------------------------------|-----------------------------|
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |

The proposed mixed use development proposes multiple access points to the building and within close proximity to transit locations. The minimum walking zone is provided along each street and street lights are proposed along Washington, 13th & Carpenter to promote greater visibility and connectivity to public transit. Note the village entrance was revised to address improving visibility to Broad Street.

APPLICANT: Curbside Management Component

Additional Explanation / Comments: Note the village entrance was revised to address improving visibility to Broad Street.

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, identify existing and proposed lane widths and the design speed for each street frontage; **If not, go to question No. 35**

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

33. What is the maximum AASHTO design vehicle being accommodated by the design?

WB-40

DEPARTMENTAL APPROVAL

YES NO

34. Will the project affect a historically certified street? An [inventory of historic streets](#)⁽¹⁾ is maintained by the Philadelphia Historical Commission.

YES NO

YES NO

35. Will the public right-of-way be used for loading and unloading activities?

YES NO

YES NO

36. Does the design maintain emergency vehicle access?

YES NO

YES NO

37. Where new streets are being developed, does the design connect and extend the street grid?

YES NO N/A

YES NO

38. Does the design support multiple alternative routes to and from destinations as well as within the site?

YES NO N/A

YES NO

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

YES NO

YES NO

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: Buildings are accessible along street fronts for pedestrians as well as from the parking garage within the site. Street lighting is proposed along Washington, 13th and Carpenter streets and minimum walking zones are provided along each street to provide a safe environment for pedestrians. Note an 8" diameter pole base is proposed to avoid pinch points in the sidewalk and the curb line along 13th Street was shifted to maintain minimum required walking zone along the lay by. Proposed Lay by lanes are for passenger loading only. One public entrance to the Village is proposed at the Washington Avenue and 13th Street intersection. For security reasons, a resident only access is provided from the hi-rise tower at the Broad Street and Carpenter Street intersection.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: _____

(1) http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf

COMPLETE STREETS HANDBOOK CHECKLIST

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URBAN DESIGN COMPONENT (Handbook Section 4.8)

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

APPLICANT: Urban Design Component

Additional Explanation / Comments: Buildings are accessible along street fronts for pedestrians as well as from the parking garage within the site. Street lighting is proposed along Washington, 13th and Carpenter streets and minimum walking zones are provided along each street to provide a safe environment for pedestrians. Note an 8" diameter pole base is proposed to avoid pinch points in the sidewalk and the curb line along 13th Street was shifted to maintain minimum required walking zone along the lay by. Proposed Lay by lanes are for passenger loading only.

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

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INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; if not, go to question No. 48.

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?

YES NO N/A

DEPARTMENTAL APPROVAL

YES NO

45. Does the design provide adequate clearance time for pedestrians to cross streets?

YES NO N/A

YES NO

46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?

YES NO N/A

YES NO

If yes, City Plan Action may be required.

47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?

YES NO

- Marked Crosswalks

YES NO N/A

YES NO

- Pedestrian Refuge Islands

YES NO N/A

YES NO

- Signal Timing and Operation

YES NO N/A

YES NO

- Bike Boxes

YES NO N/A

YES NO

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?

YES NO N/A

YES NO

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?

YES NO N/A

YES NO

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____