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EAST MARKET
CDR PRESENTATION
07 OCTOBER 2014



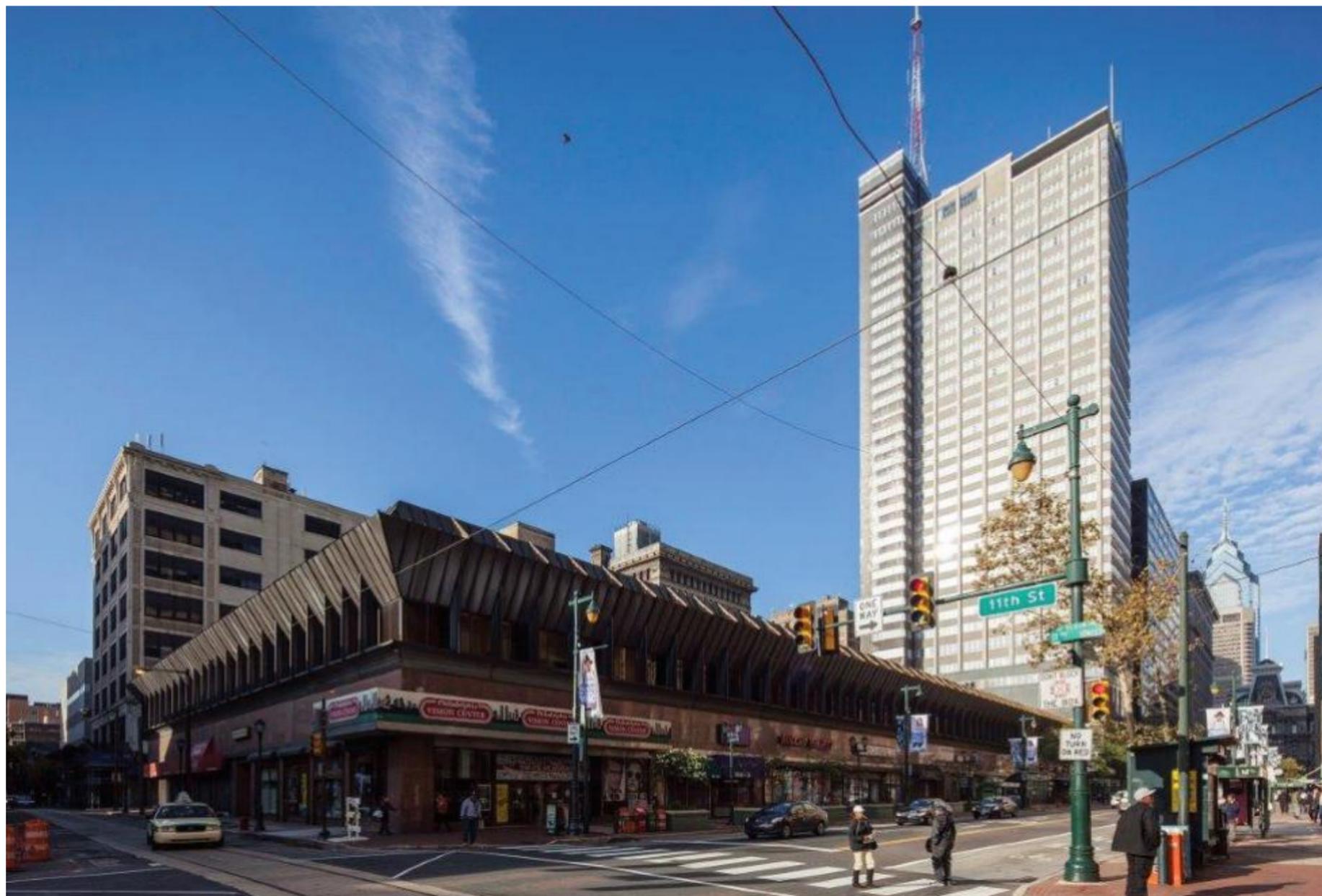
• EAST MARKET
• 1101 MARKET STREET

• DATE: 07 OCTOBER 2014
• PROJECT 1313000

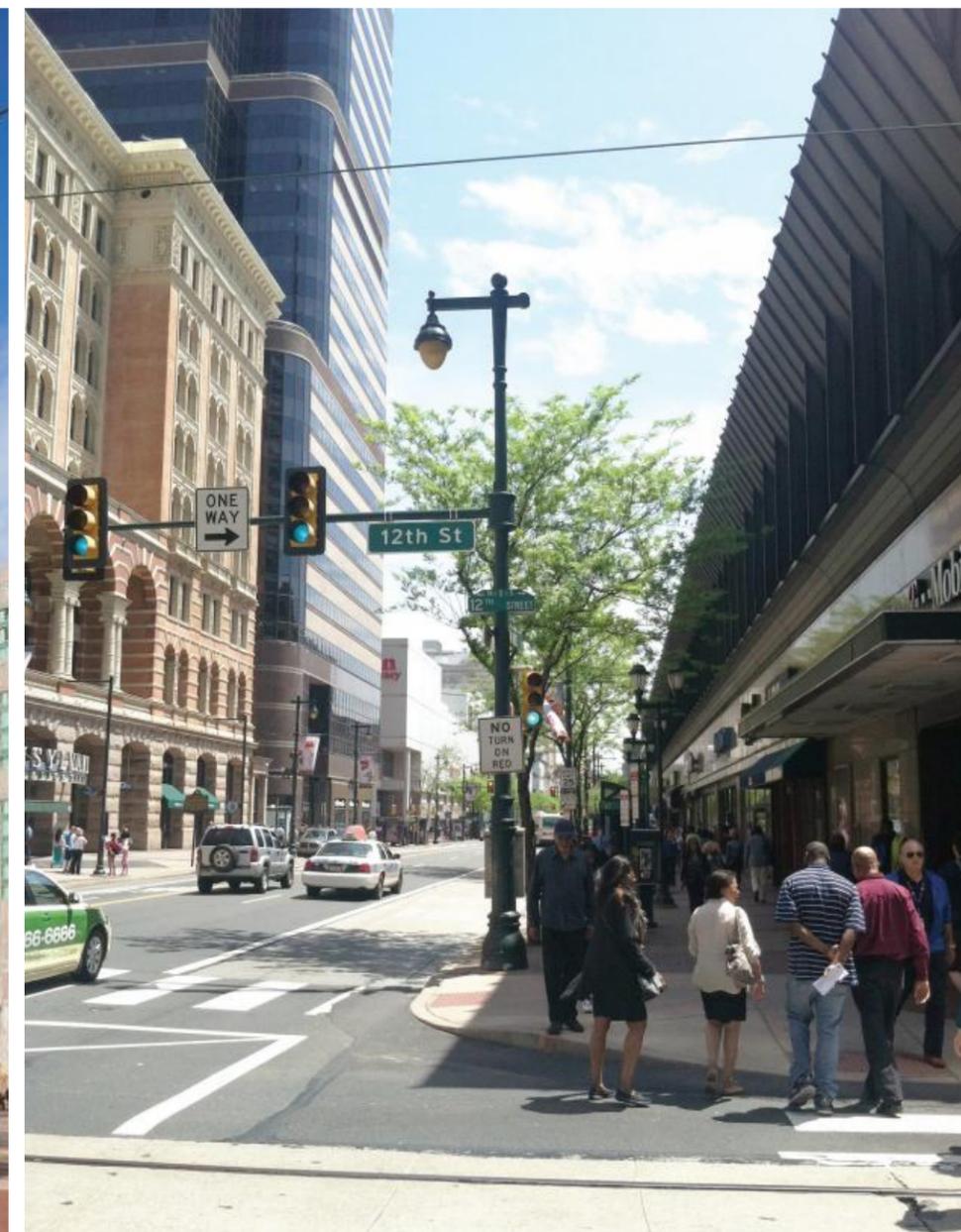




VIEW OF MARKET, LOOKING SOUTH WEST



VIEW ON MARKET, LOOKING EAST



EXISTING SITE PHOTOGRAPHS - MARKET STREET



EAST MARKET
1101 MARKET STREET

DATE: 07 OCTOBER 2014
PROJECT 1313000





VIEW OF 12TH, LOOKING SOUTH EAST



VIEW ON 12TH, LOOKING NORTH



EXISTING SITE PHOTOGRAPHS - 12TH STREET



: EAST MARKET
: 1101 MARKET STREET

: DATE: 07 OCTOBER 2014
: PROJECT 1313000





VIEW ON LUDLOW, LOOKING EAST



VIEW ON LUDLOW, LOOKING WEST



EXISTING SITE PHOTOGRAPHS - LUDLOW STREET



• EAST MARKET
• 1101 MARKET STREET

• DATE: 07 OCTOBER 2014
• PROJECT 1313000





VIEW OF 11TH, LOOKING SOUTH WEST



VIEW ON 11TH, LOOKING NORTH



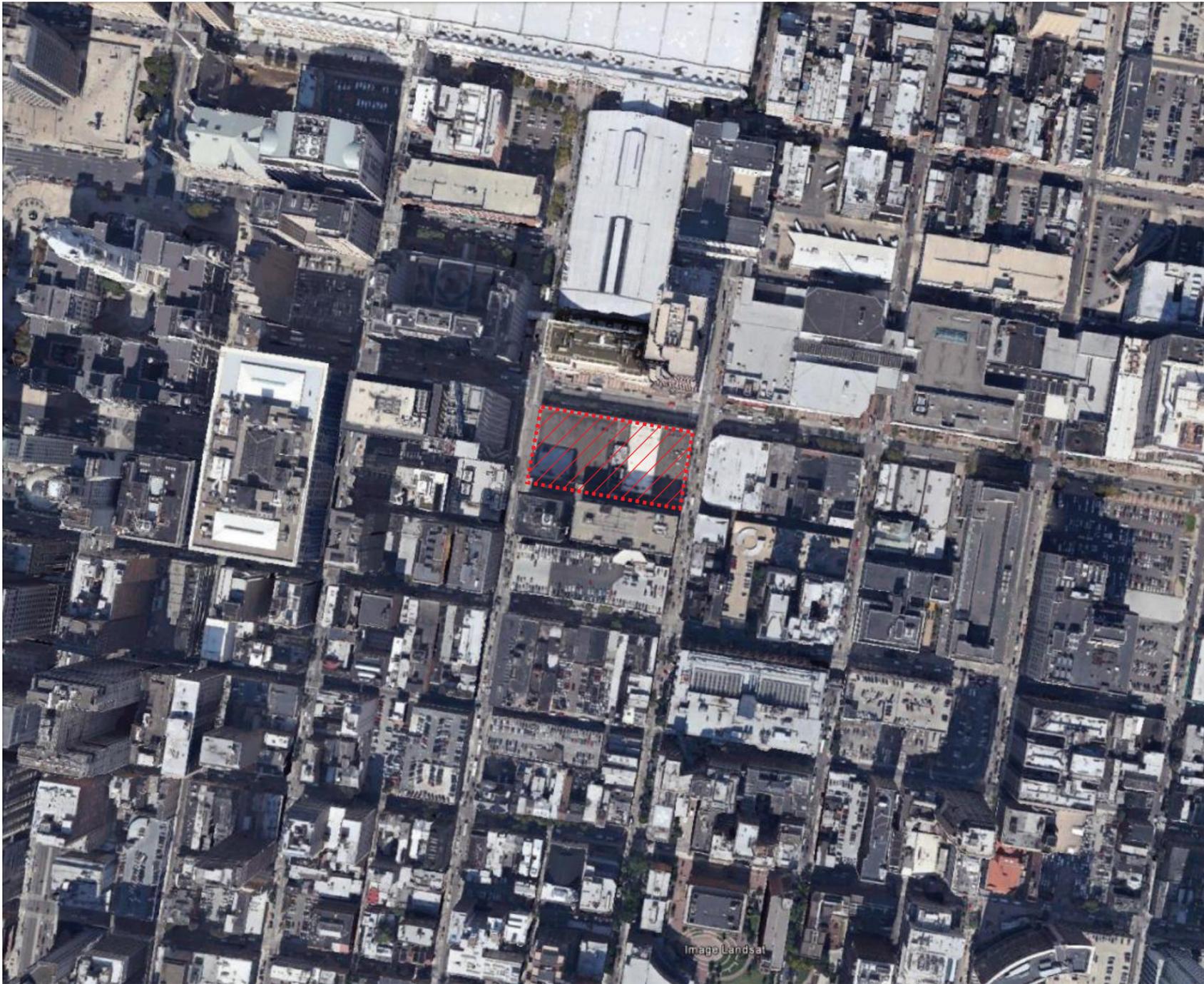
EXISTING SITE PHOTOGRAPHS - 11TH STREET



• EAST MARKET
• 1101 MARKET STREET

• DATE: 07 OCTOBER 2014
• PROJECT 1313000





SITE AERIAL PLAN



: EAST MARKET
: 1101 MARKET STREET

: DATE: 07 OCTOBER 2014
: PROJECT 1313000





SITE AERIAL OBLIQUE



: EAST MARKET
: 1101 MARKET STREET

: DATE: 07 OCTOBER 2014
: PROJECT 1313000





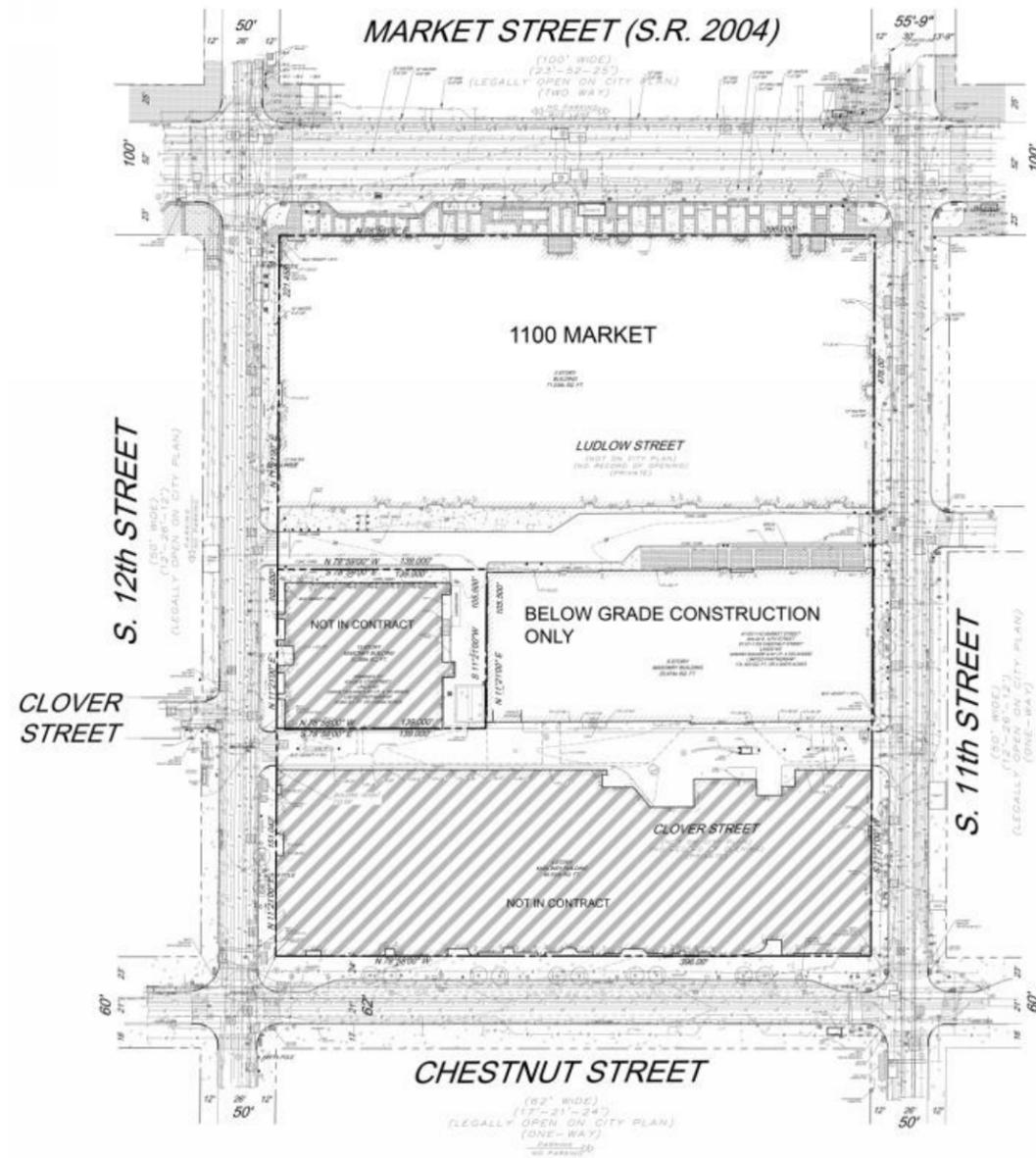
LOCATION PLAN



: EAST MARKET
: 1101 MARKET STREET

: DATE: 07 OCTOBER 2014
: PROJECT 1313000





EXISTING SITE SURVEY



: EAST MARKET
 : 1101 MARKET STREET

: DATE: 07 OCTOBER 2014
 : PROJECT 1313000



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



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).

This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets during the planning and/or design of projects affecting the public right-of-way. Departmental reviewers will use this checklist to confirm that submitted plans incorporate complete streets considerations (see §11-901 of The Philadelphia Code).

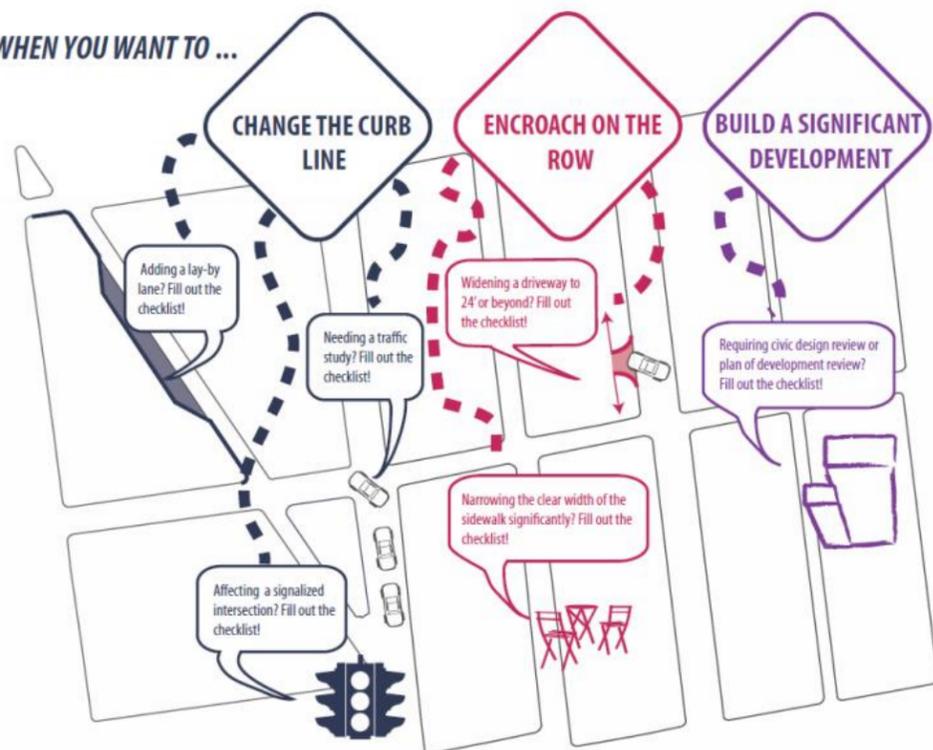
Applicants for projects shall complete this checklist and attach it to plans submitted to the Streets Department for review if the project:

1. Encroaches on the public right-of-way by widening a driveway to 24 feet or more in width;
OR
2. Changes the curb line under the following conditions:
 - a lay-by lane is added,
 - a signalized intersection is affected,
 - a traffic study is needed.

The Handbook can be accessed at <http://philadelphiastreet.com/complete-streets.aspx>.

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

WHEN YOU WANT TO ...



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



INSTRUCTIONS (continued)

APPLICANTS ARE ADVISED TO NOTE:

- This checklist is designed to be filled out electronically. Text fields will expand automatically as you type.
- This checklist is estimated to take 60–90 minutes to complete for applicants familiar with the Handbook.
- Answering "No" or "Not Applicable" (N/A) to questions in this checklist does not result in an automatic denial of approval. Applicants shall provide adequate explanation and comments to justify any such responses in the space provided at the end the checklist.
- 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 the City for review.
- The coordination of all changes to the placement of street furniture (including but not limited to bus shelters, street signs and hydrants) is the responsibility of the developer throughout all phases of the project, from planning and design to construction management.
- Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at http://philadelphiastreet.com/pds/City_Plan_Application.pdf. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
 - Placing of a new street;
 - Removal of an existing street;
 - Changes to roadway grades, curb lines, or widths; or
 - Placing or striking a city utility right-of-way.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



GENERAL PROJECT INFORMATION

- | | |
|---|---|
| <p>1. PROJECT NAME
<u>East Market</u></p> <p>3. APPLICANT NAME
<u>Dan Killinger; Girard Square, A NY LP</u></p> <p>4. APPLICANT CONTACT INFORMATION
<u>900 Seventh Street, NW, Suite 900; Washington DC 20001; 646-391-7484; dkillinger@nreadevelopment.com</u></p> <p>6. OWNER NAME
<u>Girard Square, A NY LP</u></p> <p>7. OWNER CONTACT INFORMATION
<u>900 Seventh Street, NW, Suite 900 Washington DC 20001</u></p> <p>8. ENGINEER / ARCHITECT NAME
<u>Lawrence E. Leso, Jr., PE, PLS; Pennoni Associates Inc.</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>3001 Market Street, Suite 200, Philadelphia, PA 19104; 215-254-7785; lleso@pennoni.com</u></p> | <p>2. DATE
<u>10/07/2014</u></p> <p>5. PROJECT AREA: list precise street limits and scope
<u>The project consists of the construction of a 20-story mixed use building. The ground floor and second floor will consist of retail spaces accessed from entrances on 11th Street, 12th Street, Market Street and a landscaped plaza running south from Market Street through the center of the site. The upper 17 floors, located above the eastern half of the site, will be occupied by residential spaces. The cellar of the project will occupy the entire property. The two Podium buildings will occupy the northwest and northeast corners of the site. They will be separated by 28' wide pedestrian and landscaped plaza. Two curb cuts are proposed for access to the cellar level parking garage, a 24' wide Entrance and Exit is proposed along 12th Street and a 12' Entrance is proposed along 11th Street. Utility connections for the west podium building will be made within 12th Street. Utility connections for the east podium and residential tower will be made within 11th Street.</u></p> <p><u>The sidewalk and curb along the perimeter will be reconstructed with granite curb and concrete sidewalk. Streetscape improvements will include approximately 9 street trees, planter boxes, bicycle racks and certain relocated street lights.</u></p> |
|---|---|

10. STREETS: List the streets associated with the project. Complete Street Types can be found at www.phila.gov/map under the "Transportation and Utilities" field. Complete Street Types are also identified in Section 3 of the Handbook.

STREET	FROM	TO	COMPLETE STREET TYPE
<u>11th Street</u>	<u>Market Street</u>	<u>Chestnut Street</u>	<u>High Volume Pedestrian</u>
<u>12th Street</u>	<u>Market Street</u>	<u>Chestnut Street</u>	<u>High Volume Pedestrian</u>
<u>Market Street</u>	<u>11th Street</u>	<u>12th Street</u>	<u>Civic/Ceremonial Street</u>

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



PEDESTRIAN COMPONENT (Handbook Section 4.3)

11. 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) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
<u>11th Street</u>	<u>16' / 12' / 12'</u>	<u>12' / 12'</u>
<u>12th Street</u>	<u>16' / 12' / 12'</u>	<u>12' / 12'</u>
<u>Market Street</u>	<u>20' / 23' / 23'</u>	<u>23' / 23'</u>

12. 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>11th Street</u>	<u>8' / 8' / 8'</u>
<u>12th Street</u>	<u>8' / 8' / 8'</u>
<u>Market Street</u>	<u>10' / 10' / 10'</u>

13. 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>Private Street Exit - On 11th Street</u>	<u>20.0'</u>	<u>185' South of the south house line of Market St.</u>
<u>Private Street Entrance - On 12th Street</u>	<u>21.5'</u>	<u>185' South of the south house line of Market St.</u>

PROPOSED VEHICULAR INTRUSIONS		
INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway - Garage Entry on 11th Street</u>	<u>12.0'</u>	<u>51' South of the south house line of Market St.</u>
<u>Driveway - Entry/Exit on 12th Street</u>	<u>24.0'</u>	<u>136' South of the south house line of Market St.</u>
<u>Private Street Exit - On 11th Street</u>	<u>20.0</u>	<u>185' South of the south house line of Market St.</u>
<u>Private Street Entrance - On 12th Street</u>	<u>21.5</u>	<u>185' South of the south house line of Market St.</u>

DEPARTMENTAL

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



14. Does the design limit block lengths to 500 feet or less? YES NO N/A APPROVAL YES NO
15. When considering the overall design, does the design create a pedestrian environment that provides safe and comfortable access for all pedestrians? YES NO APPROVAL YES NO

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>11th Street</u>	<u>0' / 0'</u>
<u>12th Street</u>	<u>0' / 0'</u>
<u>Market Street</u>	<u>0' / 0'</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>11th Street</u>	<u>4' / 4' / 4'</u>
<u>12th Street</u>	<u>4' / 5' / 5'</u>
<u>Market Street</u>	<u>5' / 13' / 13'</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). The following treatments shall be identified and dimensioned on the plan.
- | | | |
|--------------------|--|--|
| ▪ Bicycle Parking | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Lighting | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Benches | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Street Trees | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Street Furniture | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
19. Does the design avoid tripping hazards? YES NO N/A APPROVAL YES NO
20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 12, or requires an exception. Identify all pinch points and encroachments on right-of-way on design plans. YES NO N/A APPROVAL YES NO
21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES NO N/A APPROVAL YES NO
22. Does the design maintain adequate visibility for all roadway users at intersections? YES NO APPROVAL YES NO

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



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>
24. 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 | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Buffered Bike Lane | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Bicycle-Friendly Street | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
25. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES NO APPROVAL YES NO
26. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO APPROVAL YES NO

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

27. Does the design limit conflict among transportation modes along the curb? YES NO DEPARTMENTAL APPROVAL YES NO
28. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES NO N/A APPROVAL YES NO
29. Does the design provide a buffer between the roadway and pedestrian traffic? YES NO N/A APPROVAL YES NO
30. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?
The site has frontage on Market Street, there is an existing Subway entrance midblock to connect users to the Market Frankford and Subway Surface Lines. Proposed design will provide an improved access and connectivity to several existing SEPTA bus stops and the SEPTA Subway services, with the proposed ADA curb ramps and sidewalk. APPROVAL YES NO

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

31. For each street frontage, identify existing and proposed lane widths and the design speed.

STREET FRONTAGE	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
11 th Street	Chestnut Street	Market Street	10'-10'-10' / 10'-10'-10'	25
12 th Street	Market Street	Chestnut Street	13'-13' / 13'-13'	25
Market Street	11 th Street	12 th Street	11'-11'-9'-9.5'-11.5' / 11'-11'-9'-9.5'-11.5'	25

				DEPARTMENTAL APPROVAL
32. What is the maximum AASHTO design vehicle being accommodated by the design?	WB-50			YES <input type="checkbox"/> NO <input type="checkbox"/>
33. Will the project affect a historically certified street? An inventory of historic streets ⁽¹⁾ is maintained by the Philadelphia Historical Commission.	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			YES <input type="checkbox"/> NO <input type="checkbox"/>
34. Does the design plan incorporate roadway medians (a "high priority" vehicle / cartway design treatment for some street types)? <i>*Any proposed median may require a maintenance agreement with the Streets Department.</i>	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>			YES <input type="checkbox"/> NO <input type="checkbox"/>
35. Does the design facilitate safe and accessible, deliveries to local industries and businesses?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>			YES <input type="checkbox"/> NO <input type="checkbox"/>
36. Will the public right-of-way be used for loading and unloading activities?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			YES <input type="checkbox"/> NO <input type="checkbox"/>
37. Does the design maintain emergency vehicle access?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>			YES <input type="checkbox"/> NO <input type="checkbox"/>
38. Where new streets are being developed does the design connect and extend the street grid?	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>			YES <input type="checkbox"/> NO <input type="checkbox"/>
39. Does the design support multiple alternative routes to and from destinations?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/>			YES <input type="checkbox"/> NO <input type="checkbox"/>
40. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>			YES <input type="checkbox"/> NO <input type="checkbox"/>

(1) <http://www.phila.gov/historical/PDF/Historic%20Street%20Paving%20District%20Inventory.pdf>

URBAN DESIGN COMPONENT (Handbook Section 4.8)

41. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide.	_____			DEPARTMENTAL APPROVAL
42. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4).	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>			YES <input type="checkbox"/> NO <input type="checkbox"/>

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



43. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? YES NO N/A YES NO

INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

44. Identify existing and proposed signal cycle lengths

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
N/A	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

45. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	DEPARTMENTAL APPROVAL
46. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
47. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings? <i>* If yes, City Plan Action may be required.</i>	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
48. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "high priority" design treatments identified and dimensioned on the plan.		YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Marked Crosswalks	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Signal Timing and Operation	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
49. Does the design simplify complex intersections where possible?	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
50. Does the design reduce vehicle speeds and increase visibility at intersections?	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
51. Overall, do intersection designs limit conflicts between modes and promote pedestrian and bicycle safety?	YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



ADDITIONAL COMMENTS

APPLICANT

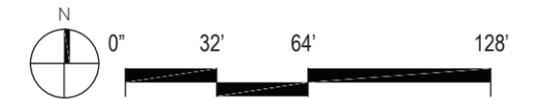
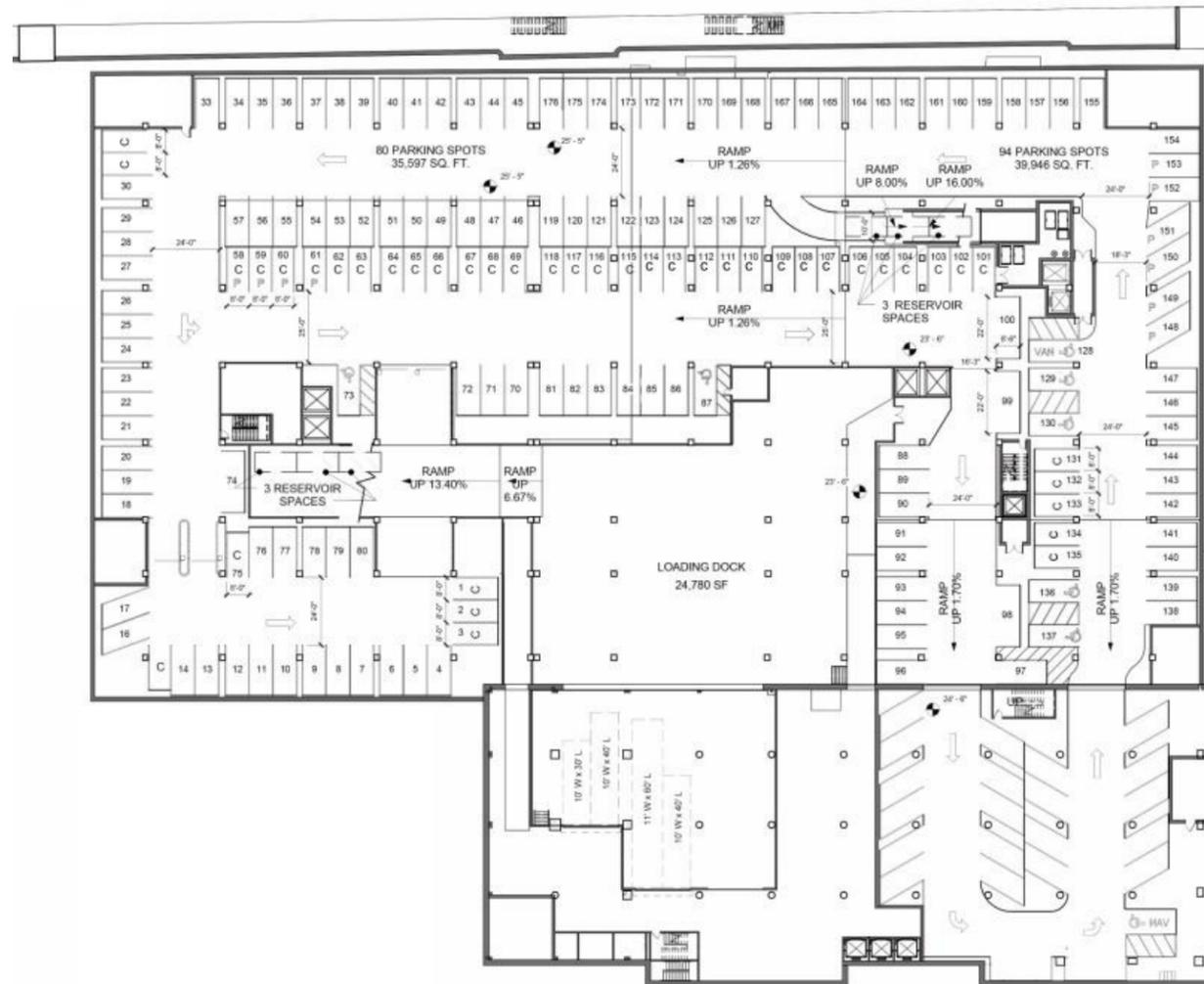
Additional Explanation / Comments:

12. The proposed walking zone along 11th and 12 Streets is typically 8'. Along the pinch points at existing utility vaults, grates and tree planters, the walking zone is reduced a minimum of 6'. The proposed walking zone along Market Street meets the required 10' width. This width occurs at a number of pinch points, however along the remaining section of the sidewalk, the walking zone is 3 to 4 feet wider.

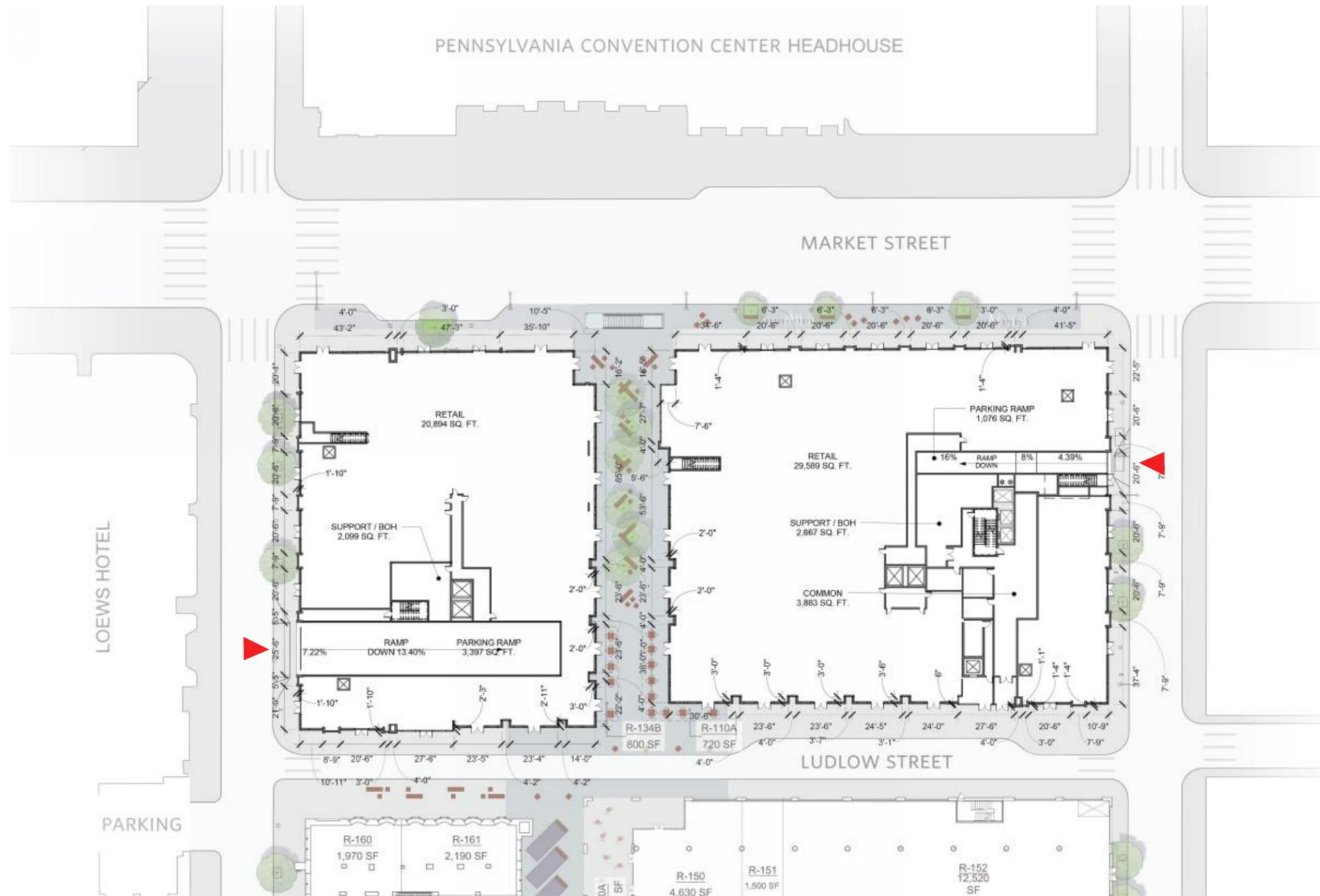
20. Along 11th and 12th Streets, existing utility and subway grates reduce the walking zone to 6 feet and 7 feet. Although not technically a pinch point, as pedestrians can travel over the grates. According to the complete streets manual, they are not to be included in the clear space required for the walking zone.

DEPARTMENTAL APPROVAL

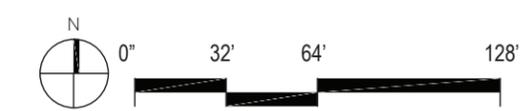
Additional Reviewer Comments:



PARKING AND LOADING BASEMENT PLAN




VEHICLE LOADING & UNLOADING AREAS

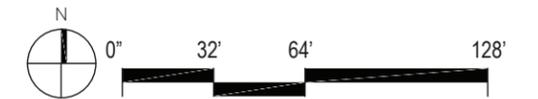
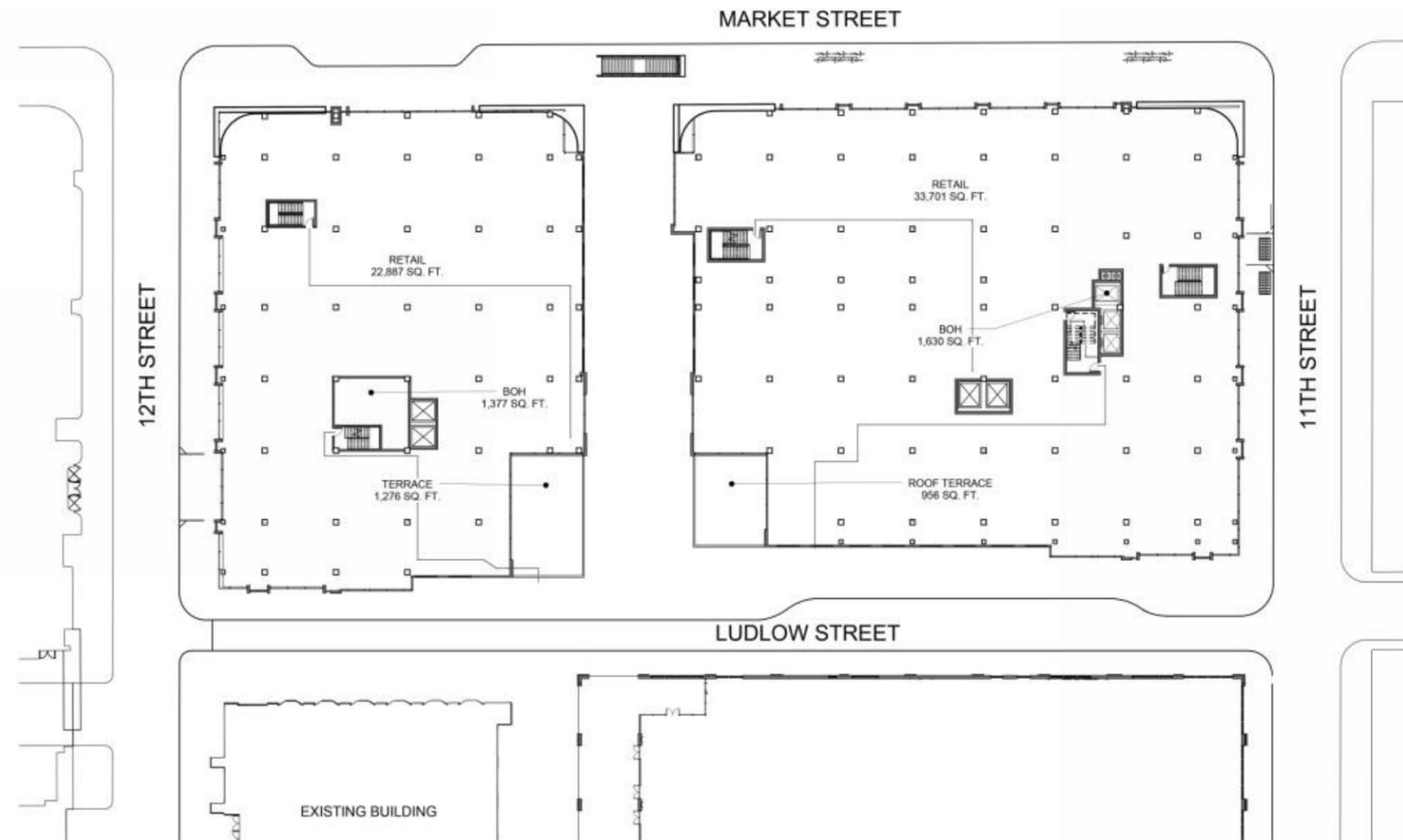


GROUND FLOOR RETAIL PLAN


EAST MARKET
 1101 MARKET STREET

DATE: 07 OCTOBER 2014
 PROJECT 1313000


National
 REAL ESTATE DEVELOPMENT



SECOND FLOOR RETAILPLAN



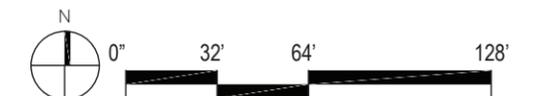
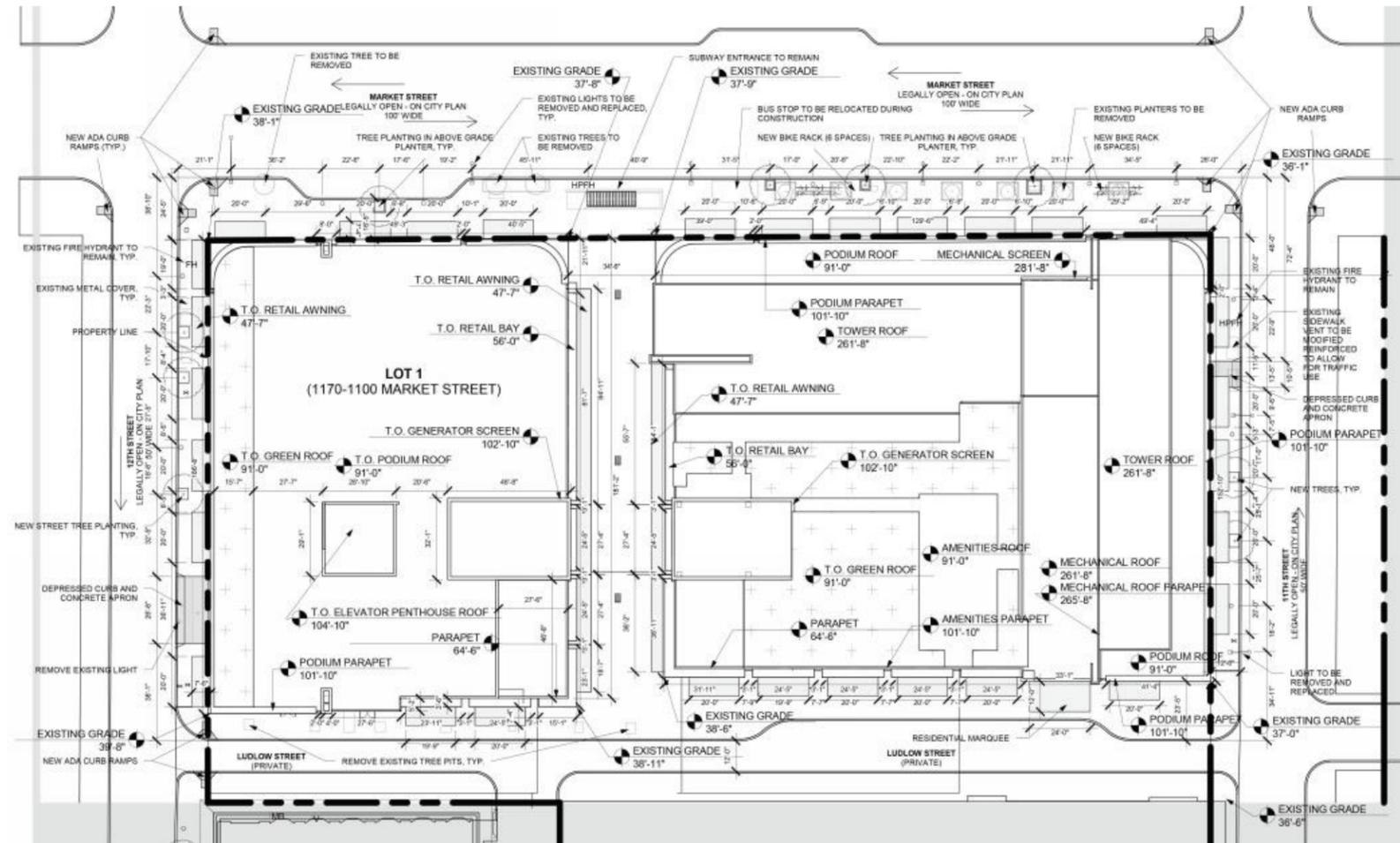
: EAST MARKET
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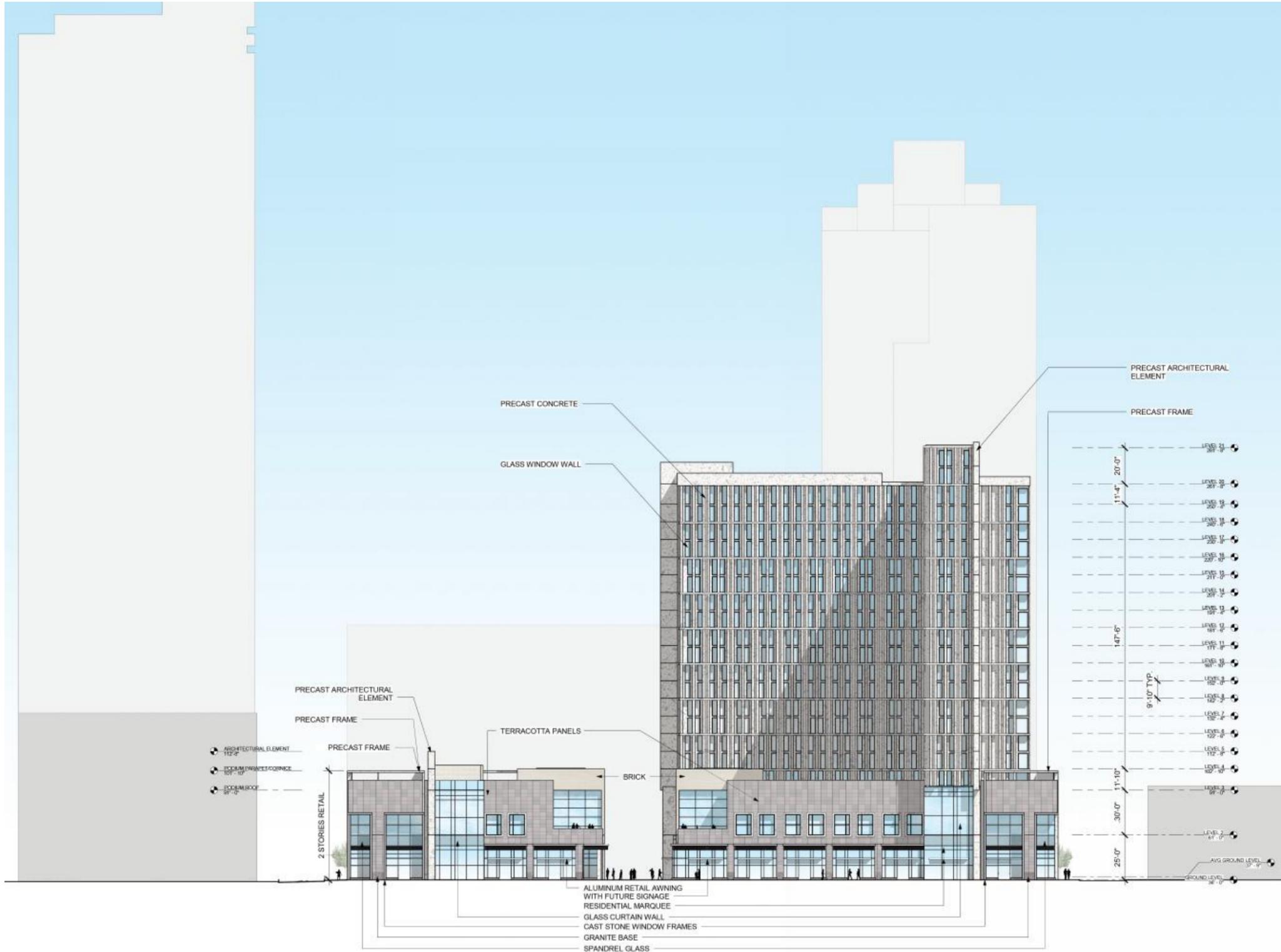




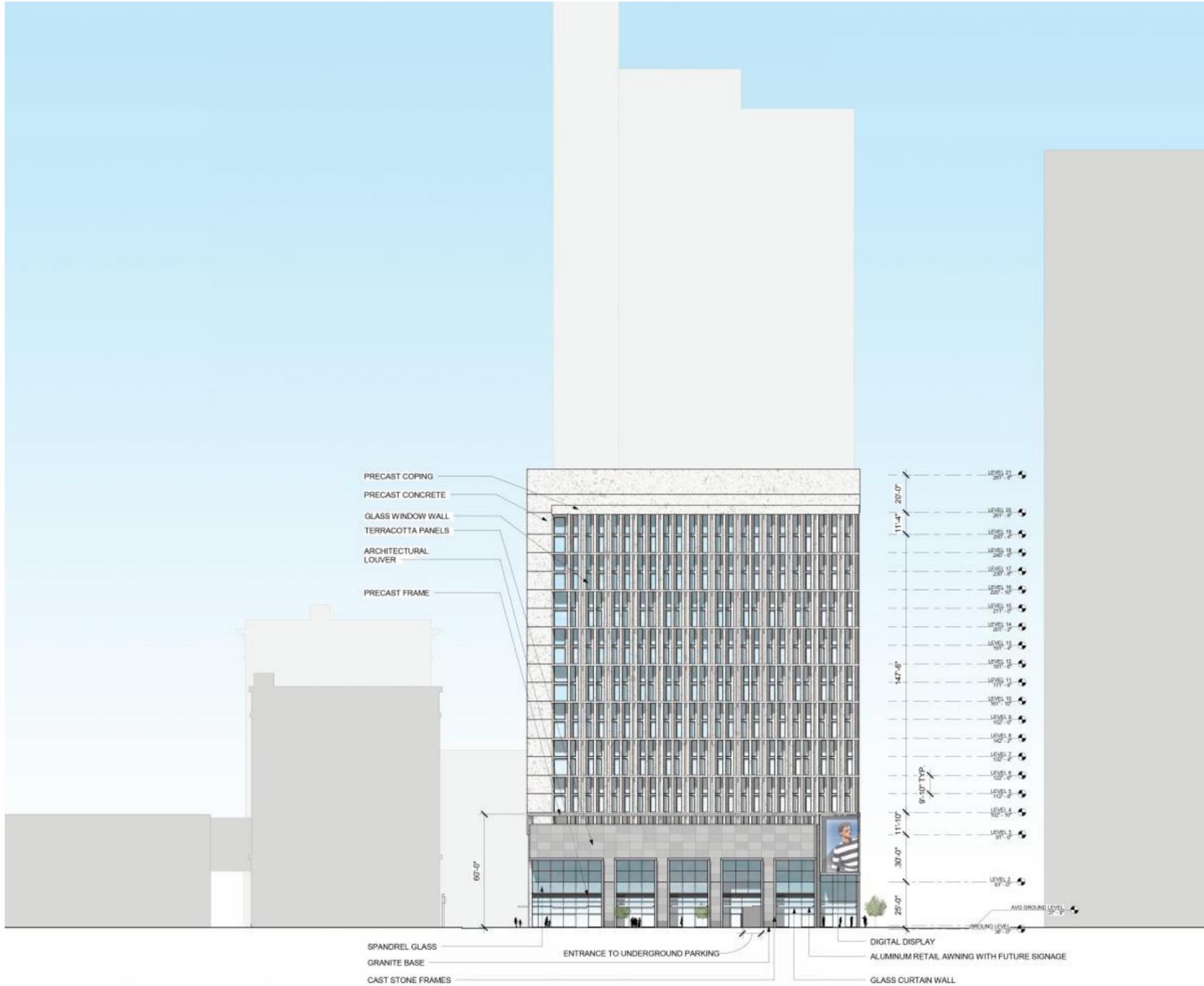
THIRD FLOOR RESIDENTIAL AND AMENITY PLAN



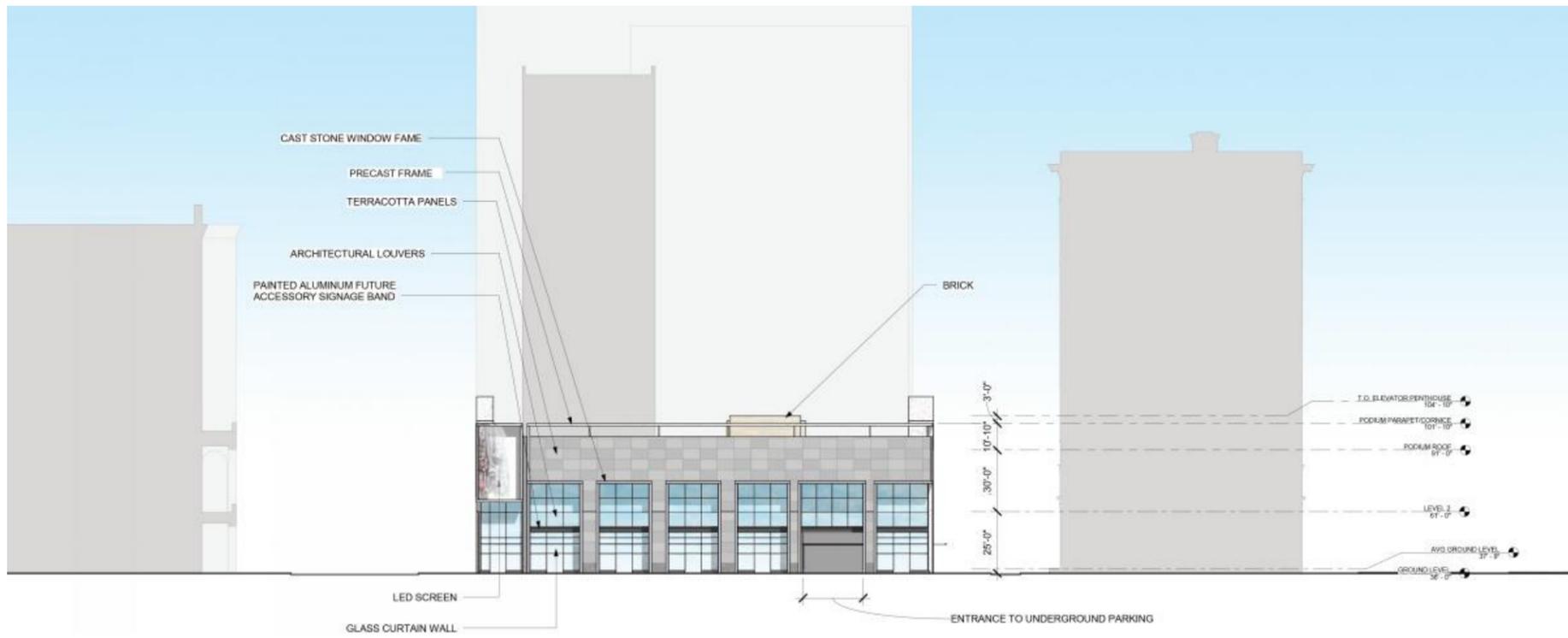
LANDSCAPE/ ROOF PLAN



LUDLOW STREET ELEVATION



11TH STREET ELEVATION

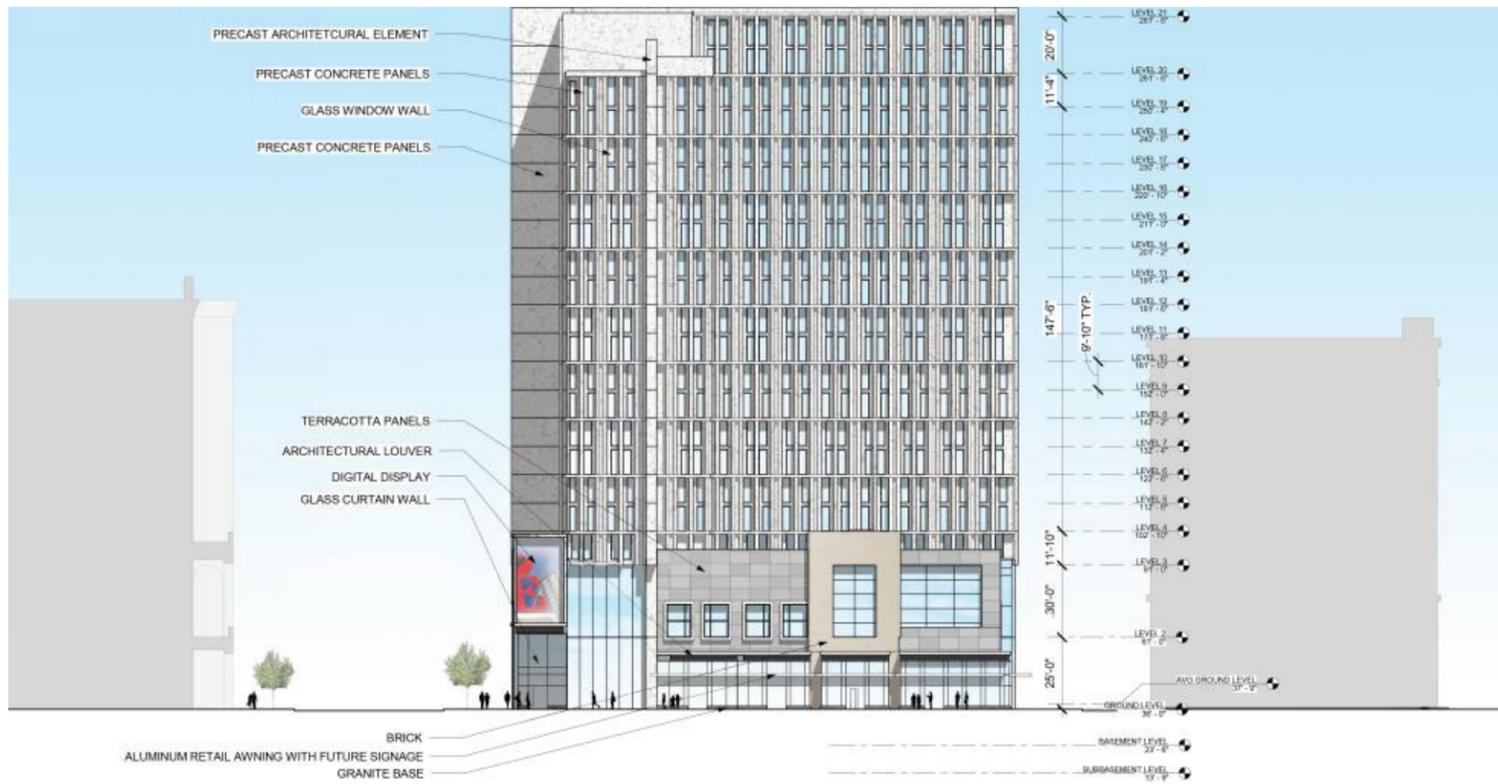


12TH STREET ELEVATION

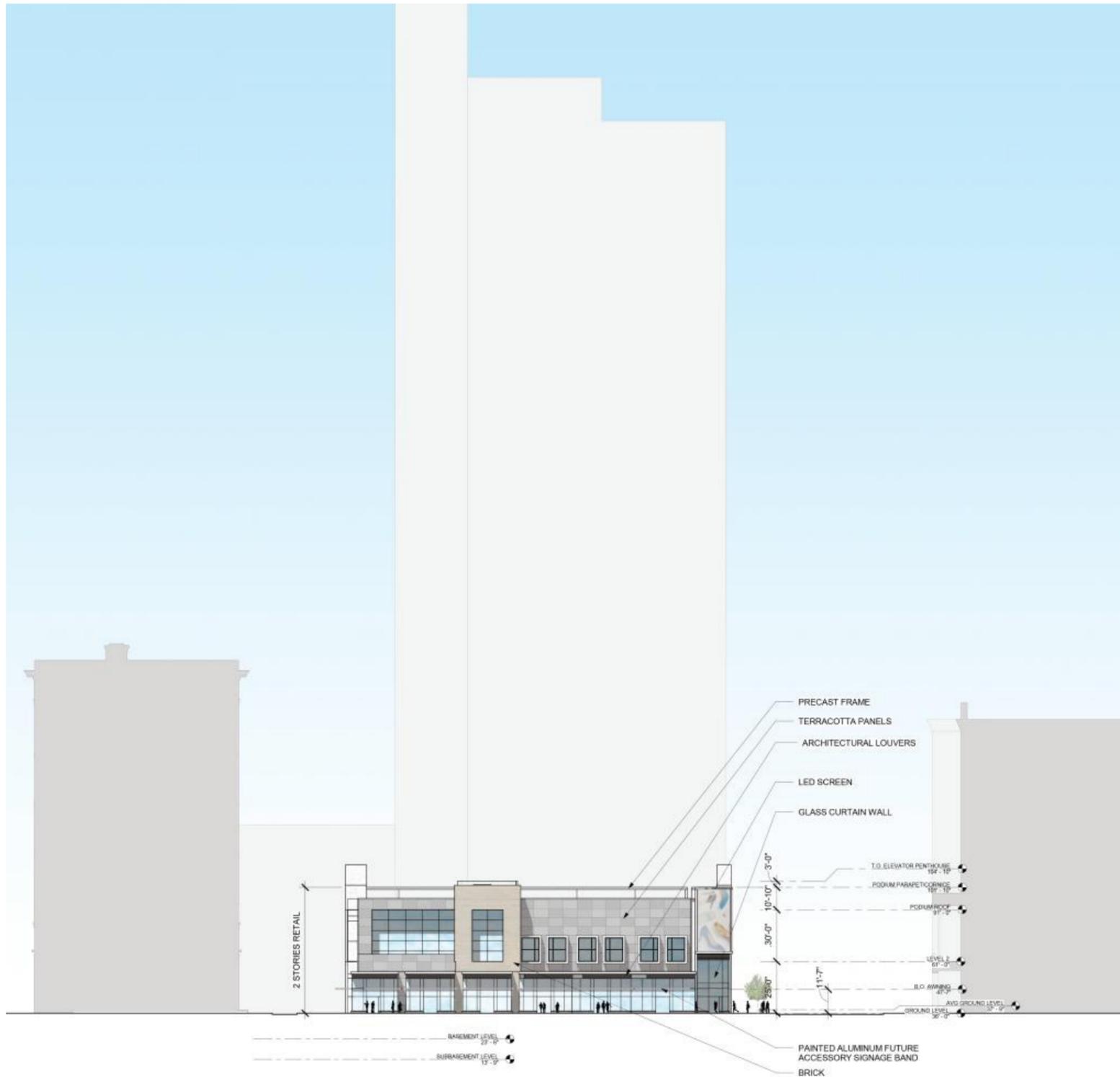
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 : EAST MARKET
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: DATE: 07 OCTOBER 2014
 : PROJECT 1313000

National
 REAL ESTATE DEVELOPMENT



PEDESTRIAN WALK EAST ELEVATION



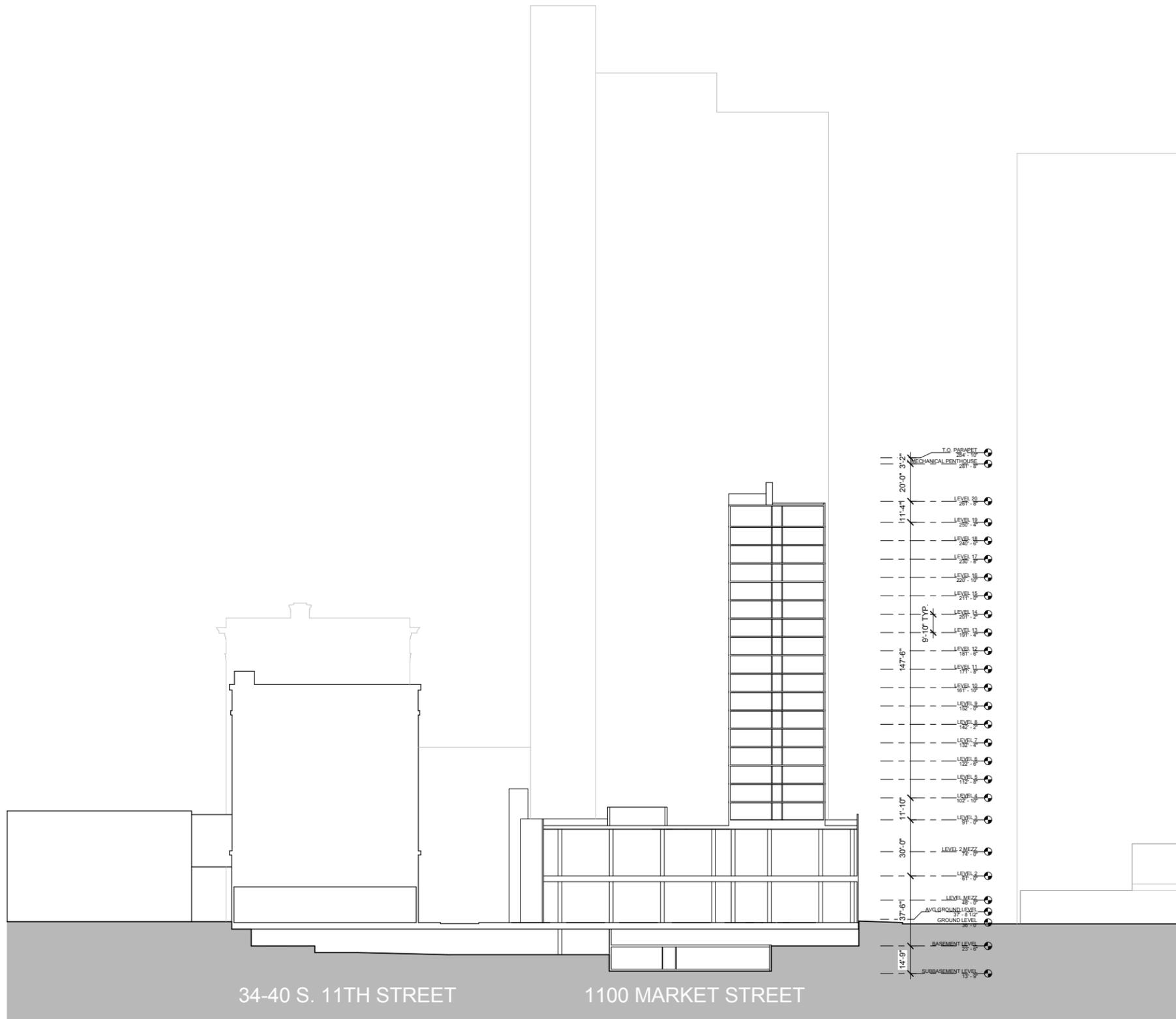
PEDESTRIAN WALK WEST ELEVATION



: EAST MARKET
 : 1101 MARKET STREET

: DATE: 07 OCTOBER 2014
 : PROJECT 1313000



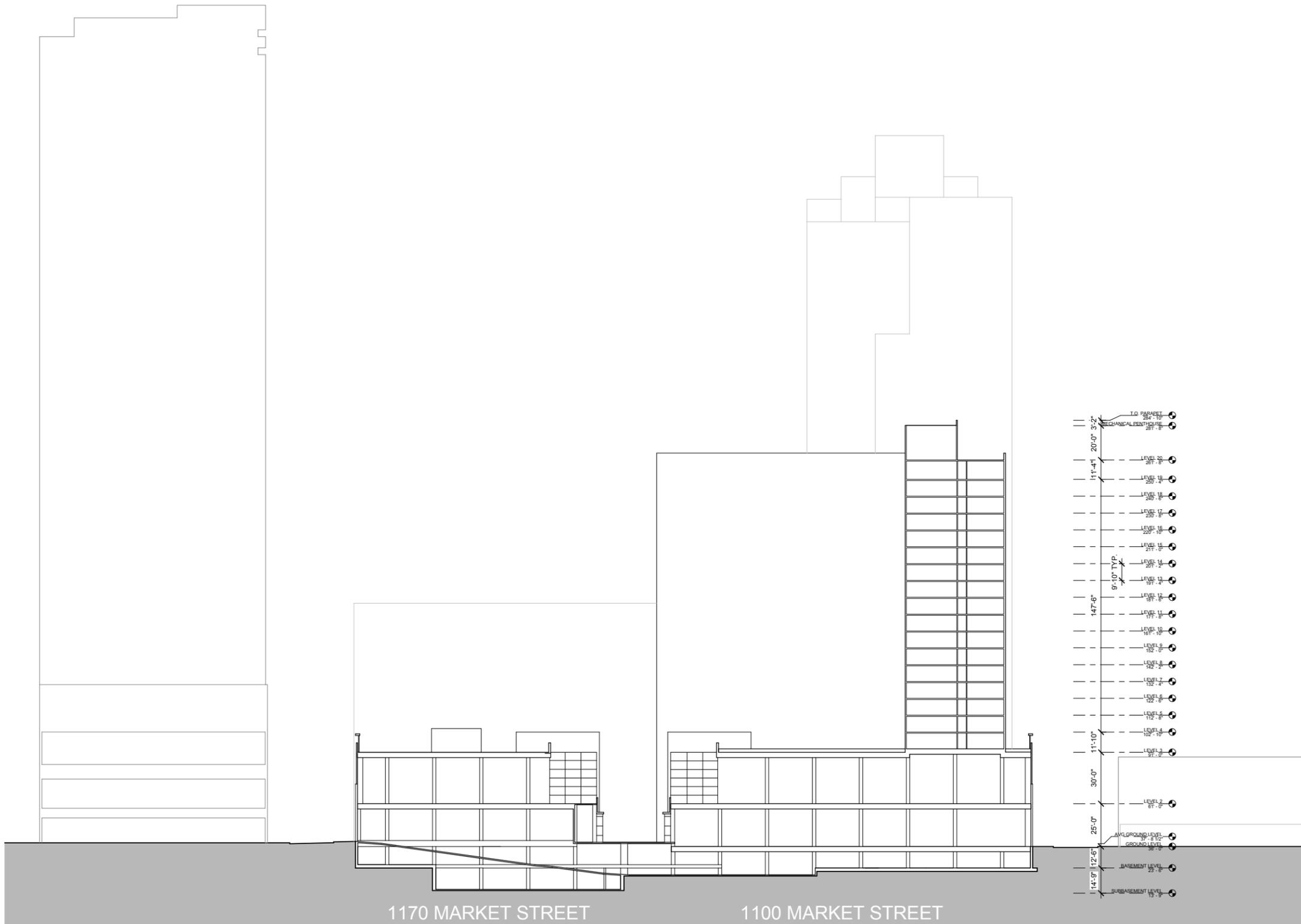


34-40 S. 11TH STREET

1100 MARKET STREET



NORTH/SOUTH SITE SECTION



EAST/WEST SITE SECTION



11TH AND MARKET RENDERING



• EAST MARKET
• 1101 MARKET STREET

• DATE: 07 OCTOBER 2014
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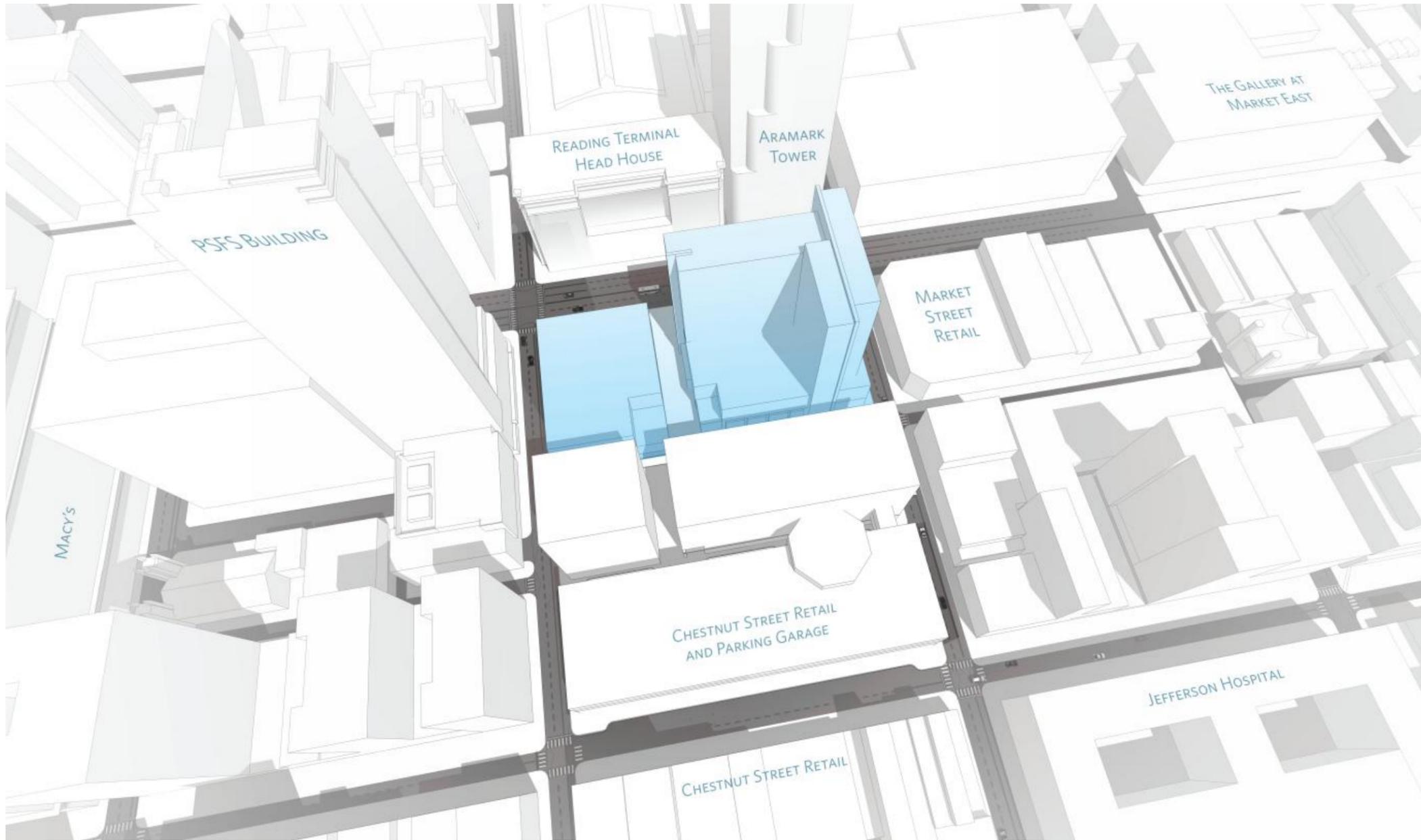
12TH AND LUDLOW RENDERING



• EAST MARKET
• 1101 MARKET STREET

• DATE: 07 OCTOBER 2014
• PROJECT 1313000





MASSING MODEL IN CONTEXT



• EAST MARKET
• 1101 MARKET STREET

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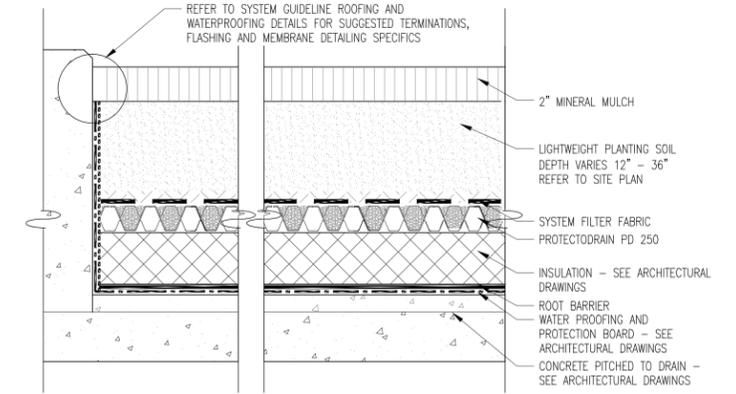


Sustainable Design Elements

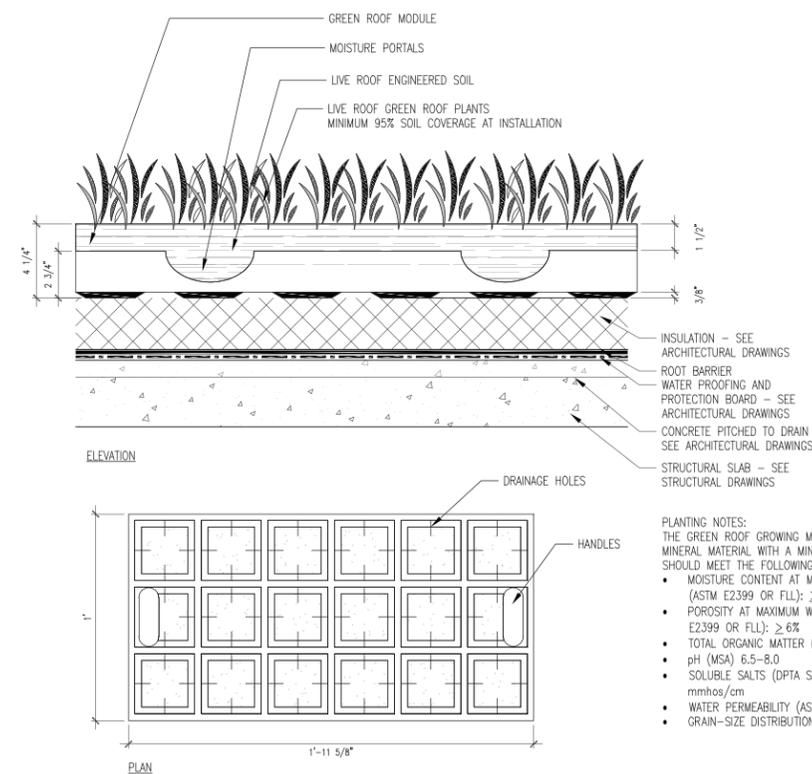
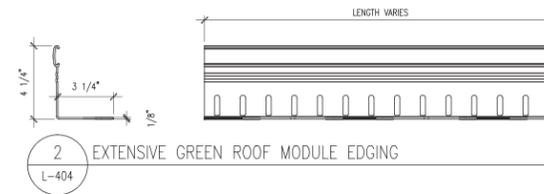
East Market is a full block re-development in the heart of Center City Philadelphia as bounded by Market Street to the north, 11th and 12th Streets to the east and west, and Ludlow Street to the south. Once completed, the project will breathe new life into the historic Market East corridor, located just blocks from iconic Philadelphia City Hall, Independence Mall, the landmark Reading Terminal Market and Headhouse, and the Pennsylvania Convention Center. From the late 19th century through the first half of the 20th century, Market Street east of City Hall was dominated by retail uses, including several Philadelphia-based department stores. In fact, for many years the Girard Square site was the home of Snellenburg's department store. When new development in Center City shifted to areas west of Broad Street beginning in the 1970's and continuing through the 1990's, the Market East corridor began a steady decline. However, East Market is positioned to reverse that trend and to replace blighted storefronts with an exciting, vibrant mixed-use project, highlighted by large format digital signage along Market Street.

The project offers over 100,000 square feet of retail space within east and west retail podiums that are split to provide a pedestrian connection from Market Street to the newly opened Ludlow Street. With 396' of frontage along Market Street, East Market will capitalize on the allowable 9,504 square feet of animated illumination and digital signage of the Market Street East Sign Regulations. The privately owned Ludlow Street will be re-opened to public traffic allowing for entry to the residential tower. The east podium, Market and 11th Streets, supports a new 366-unit, 17-story, residential apartment tower while the western podium, Market and 12th Streets, is being built with the infrastructure to support continued vertical expansion. The roof of the eastern retail podium serves as an outdoor green roof amenity for the residents as well as providing a portion of the storm water management for the site. Sustainable features include:

- The project is located across from Jefferson Station and offers convenient access to public transportation
- Bike storage is provided in excess of the zoning requirements and each storage room includes a bike tuning station
- Six (6) car charging stations are provided within the underground garage
- Over 16,000 square feet of vegetated green roofs for storm water management
- Bio-retention basins with stormwater outflow filters
- Plant selections made to minimize irrigation requirements
- Light-colored roofing and pavers specified, where no vegetated roofing, to reduce heat island effect
- The project includes energy efficient mechanical systems.
 - Efficiency measures include the use of natural ventilation for the residential units as well as condensing boilers and other equipment that exceeds the minimum efficiency requirements.
 - Natural ventilation avoids the need to condition and supply ventilation air and reduces the costs associated with conditioning the residential units by as much as 40%.
 - The project's boiler plant will be at least 10% more efficient than the energy code requires and the project's cooling equipment will also be more efficient than code.
 - The retail is serviced by a four-pipe loop HVAC system
- An energy efficient lighting system, using primarily LED lamping, and lighting controls will add to the project's overall energy performance.



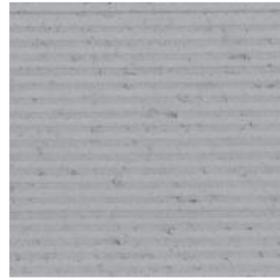
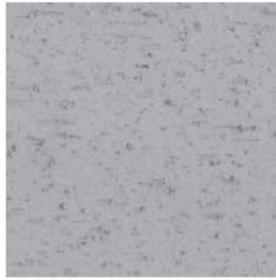
- PLANTING NOTES:
THE GREEN ROOF GROWING MEDIUM SHOULD BE A LIGHTWEIGHT MINERAL MATERIAL WITH A MINIMUM OF ORGANIC MATERIAL AND SHOULD MEET THE FOLLOWING STANDARDS:
- MOISTURE CONTENT AT MAXIMUM WATER HOLDING CAPACITY (ASTM E2399 OR FLL): $\geq 35\%$
 - POROSITY AT MAXIMUM WATER HOLDING CAPACITY (ASTM E2399 OR FLL): $\geq 6\%$
 - TOTAL ORGANIC MATTER (MSA) 3-8%
 - pH (MSA) 6.5-8.0
 - SOLUBLE SALTS (DPTA SATURATED MEDIA EXTRACTION ≤ 6 mmhos/cm
 - WATER PERMEABILITY (ASTM E2399 OR FLL): ≥ 5 in/min
 - GRAIN-SIZE DISTRIBUTION, AS RECOMMENDED BY FLL



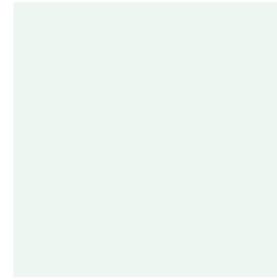
3 INTENSIVE GREEN ROOF SYSTEM
L-404

1 EXTENSIVE GREEN ROOF MODULE
L-404

INTENDED SUSTAINABLE DESIGN ELEMENTS



PODIUM - TERRACOTTA
-Three Tone Random Blend



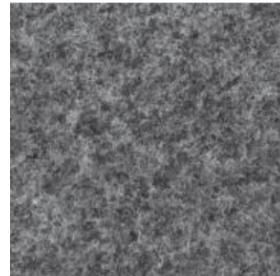
PODIUM & TOWER - GLASS
-Viracon VE1-2M



PODIUM - BRICK
-Interstate, Golden Buff, 2 1/4" Emperor



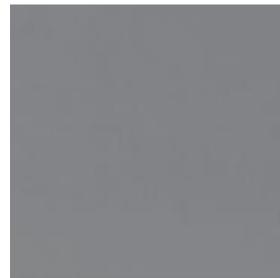
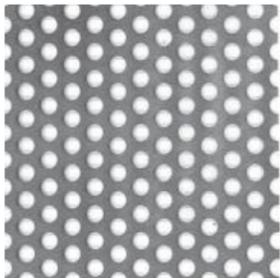
PODIUM & TOWER - PRECAST
-PCI Sample 163



PODIUM - GRANITE BASE
-Coldspring, Mesabi Black, Daimond 10 Finish



TOWER - PRECAST
-PCI Sample 162



PODIUM & TOWER - METAL
-PPG Duranar Sunstorm Gray Velvet
-All Curtain Wall & Window Mullions
-Future Signage Bands & Canopies
-Louvers

EXTERIOR MATERIALS



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