THE study AT UNIVERSITY CITY

Philadelphia City Planning Commission

CIVIC DESIGN REVIEW

JULY 22, 2014

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PHILADELPHIA CITY PLANNING COMMISSION
CIVIC DESIGN REVIEW

CDR PCPC

CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 579081

What is the trigger causing the project to require CDR Review? Explain briefly.

The project includes more than 100,000 of new GFA

PROJECT LOCATION

Planning District: University Southwest **Council District:** 3rd

Address: 20-40 South 33rd Street
Philadelphia, PA 19104

Is this parcel within a Master Plan District? Yes ____ No X

CONTACT INFORMATION

Applicant Name: Paul McGowan **Primary Phone:** 203-562-2220

Email: pmcgowan@hospitality3.com **Address:** 1032 Chapel Street
Suite 3a
New Haven, CT 06210

Property Owner: Drexel University **Developer** Hospitality 3, LLC

Architect: DIGSAU

SITE CONDITIONS

Site Area: 19,341 GSF

Existing Zoning: SP-INS **Are Zoning Variances required?** Yes ____ No X

SITE USES

Present Use: Drexel University James E. Marks Intercultural Center

Proposed Use:

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

Restaurant: 2,415 SF
Hotel (212 Total Guest Rooms): 105,448 SF
Hotel Back Of House/ Service/ Staff Offices: 7,268 SF
Event/ Meeting Spaces: 10,036 SF
Retail: 562 SF
Mechanical/ (1) Enclosed Loading Space: 4,783 SF

Proposed # of Parking Units:

None Proposed (parking has been accounted for as part of larger SP-INS district)

COMMUNITY MEETING

Community meeting held: Yes ____ No X

If yes, please provide written documentation as proof.

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

Date: _____ **Time:** _____

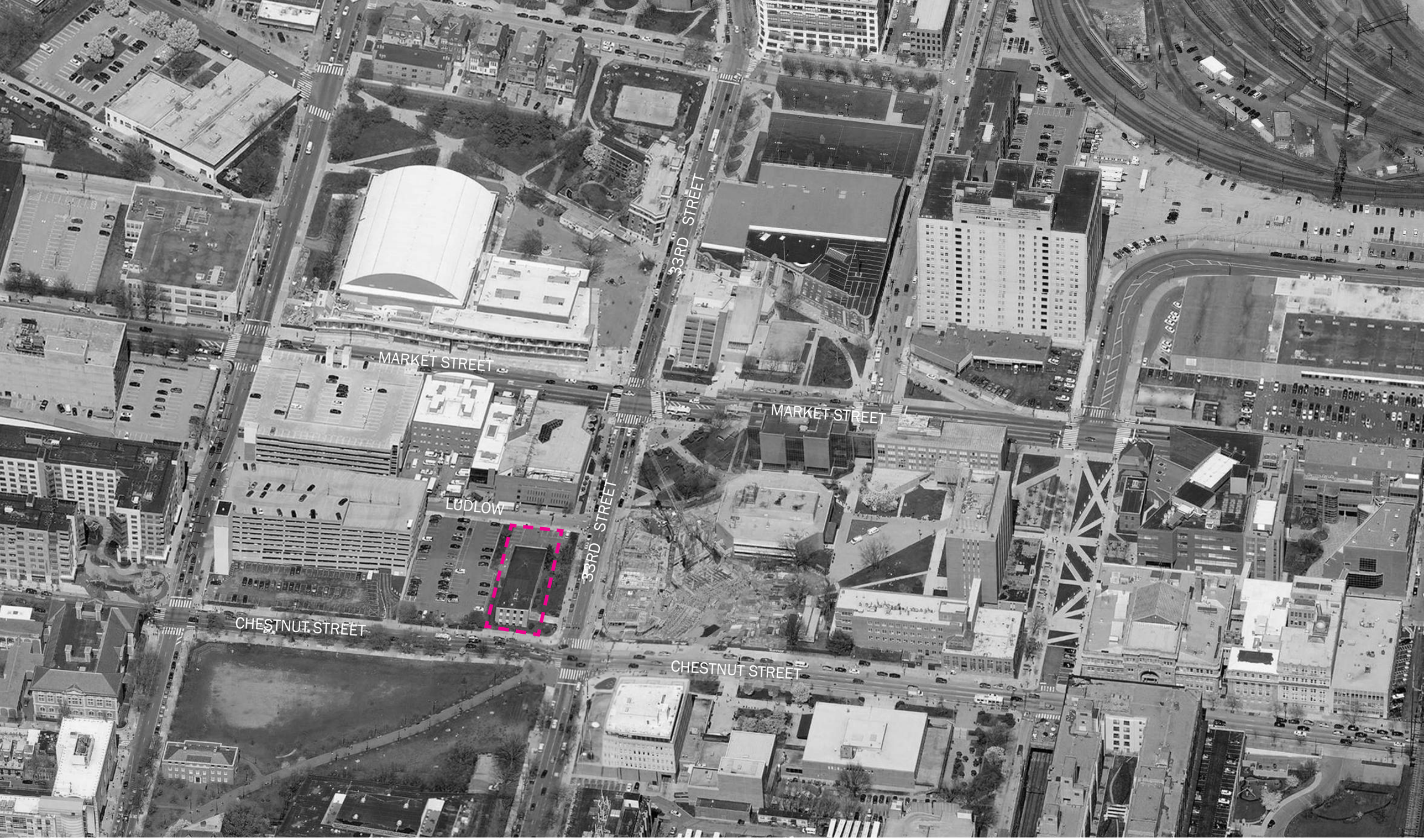
Note: We have been coordinating with Drexel University on community outreach with the local RCO and the Powelton Village Civic Association, and we will provide community letters to CDR shortly.

PROJECT DESCRIPTION

The vision for The Study at University City is inspired by the unique, vibrant and progressive spirit of University City. Located at the intersection of 33rd Street, Chestnut Street, and Woodland Walk, the building will continue Drexel's effort to activate the pedestrian experience of Chestnut Street while establishing a relationship to the skyline of Drexel's campus and the history of University City.

At 125 feet and 10 floors totaling approximately 145,000 square feet, the building has been designed to maximize its presence on the corner, creating a strong pedestrian connection and establishing a unique identity on the street.

The building's massing consists of two major elements: a tower hovering above a podium. The ground floor podium, constructed primarily of stone, consists of three discreet pavilions and includes elements meant to relate to the scale of the visitors and passers-by. The hotel entrance, living room and retail space have been located on 33rd Street, while the restaurant occupies the Chestnut Street frontage with a separate entrance to service the local community. Each of these major programmatic elements resides on one of the pavilions, bringing down the scale of the building along the street. Each of these pavilions includes large windows blur the distinction between indoor and outdoor. The living room and the restaurant gesture toward the corner, maximizing exposure to pedestrian traffic. Inside, an open stair leads guests to meeting and banquet facilities on the second floor. Here, full-height windows define the space, offering transparency to the street below. These spaces spill onto raised terraces and roof gardens, offering the flexibility of outdoor functions while providing an occupant a prospect with views down Chestnut Street to Center City.

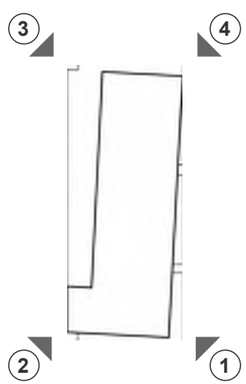


AERIAL SITE IMAGE

SITE CONTEXT

1 VIEW FROM CHESTNUT STREET AND 33RD STREET

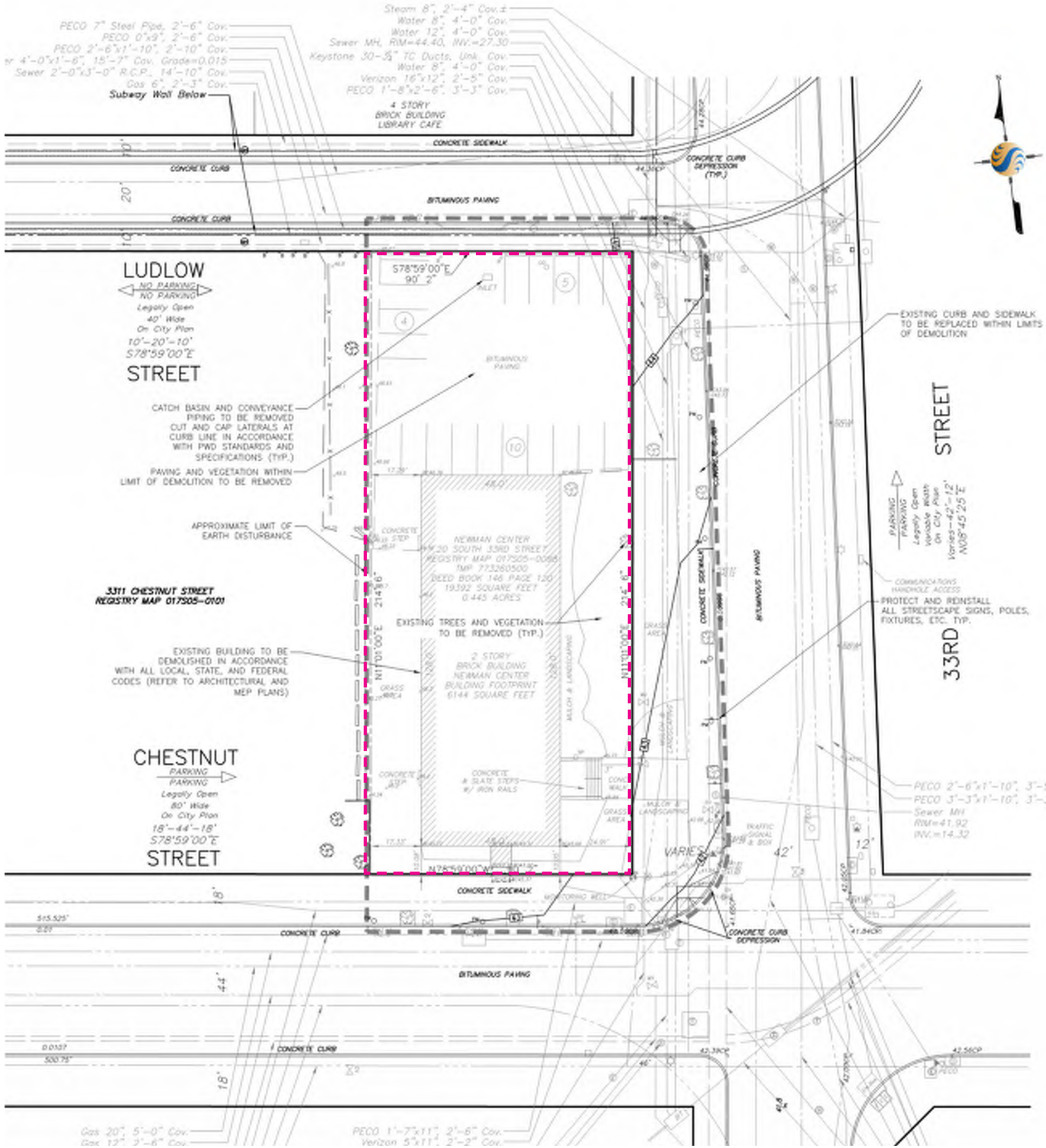
2 VIEW FROM CHESTNUT STREET



3 VIEW FROM LUDLOW STREET

4 VIEW FROM LUDLOW STREET AND 33RD STREET

SITE CONTEXT IMAGES

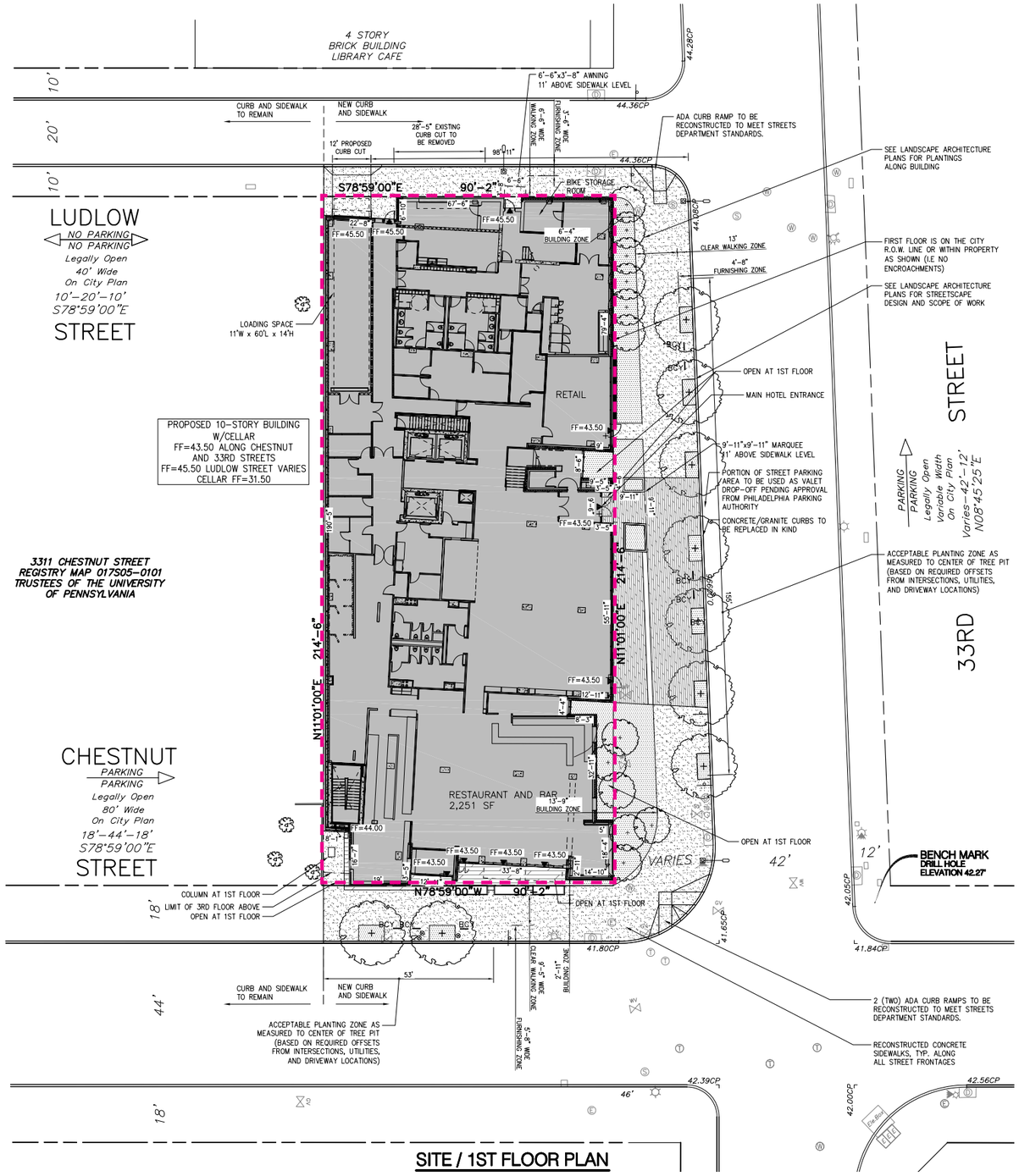


LEGEND – EXISTING FEATURES

- Existing City Curbline w/ Grades
- PGW Gas Service Line
- PWD Sewer Service Line
- PECO Electric Service Line
- PWD Water Service Line
- Hazardous Combustible Gas/Liquid Line
- Bollard
- No. 6 Grate Inlet
- 45.35CP — City Plan Elevation
- Cleanout
- Deciduous tree 10" Trunk Size
- Fire Hydrant
- Gas Manhole
- Gas Valve
- Light Pole
- Light Pole (Parking Lot)
- PECO Manhole
- Parking Meter
- Sign
- Type 'M' Inlet
- Sewer Manhole
- Storm Pipe
- Storm Manhole
- Monitoring Well
- Traffic Light
- Traffic Pole
- Water Manhole
- Water Valve
- Telephone Manhole

PROPERTY LIMIT

EXISTING SITE SURVEY



SITE / 1ST FLOOR PLAN

LEGEND – EXISTING FEATURES

- 42.39CP — Existing City Curbline w/ Gradient
- 299.88' — PGW Gas Service Line
- PWD Sewer Service Line
- PECO Electric Service Line
- PWD Water Service Line
- Verizon Communication Service Line
- Bollard
- No. 6 City Inlet
- 42.39CP — City Plan Elevation
- CO — Cleanout
- Deciduous Tree W/ Trunk Size
- Drill Hole
- Fire Hydrant
- G — Gas Manhole
- Gas Valve
- Light Pole
- Light Pole (Parking Lot)
- E — PECO Manhole
- PM — Parking Meter
- Sign
- INLET — Type "M" Inlet
- S — Sewer Manhole
- SP — Stand Pipe
- ST — Steam Manhole
- Monitoring Well
- Traffic Light
- Traffic Sign
- W — Water Manhole
- Water Valve
- T — Telephone Manhole

LEGEND – PROPOSED FEATURES

- SOLID TONE – DENOTES OVERALL BUILDING FOOTPRINT AT EACH FLOOR

SURFACE MATERIALS

- CONCRETE PAVING
- LANDSCAPING
- PAVERS
- GREEN ROOF

GRADING

- FF=43.50 — FINISHED FLOOR ELEVATION

SITE FEATURES

- DOOR LOCATION
- BCY — BICYCLE PARKING (2 BICYCLE PARKING PER RACK)
- STREET TREE

PROPERTY LIMIT

1"=20' 0' 20' 40' 80'

PROPOSED SITE PLAN

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

GENERAL PROJECT INFORMATION

1. PROJECT NAME

   The Study at University City

2. DATE

   7/16/2014

3. APPLICANT NAME

   Hospitality 3

4. APPLICANT CONTACT INFORMATION

   1032 Chapel Street | Suite 3a | New Haven | CT | 06510

   ph | 203.562.2220

   cell| 917.295.1512

5. PROJECT AREA: list precise street limits and scope

   The address of the site 20-40 South 33rd Street in Philadelphia, PA 19104.

   Entire property is enclosed by Ludlow Street to the north, 33rd Street to the east, Chestnut Street to the south and private property to the west. Dimensions of property are 90'-2" x214'-6".

   The project includes the construction of a roposed 10-story hotel with 212 rooms. The will be a lobby and restaurant on the first floor and meeting rooms/hotel amenities on the second floor. Mechanical rooms will be located in the basement below grade.

6. OWNER NAME

   Paul McGowan, Principal

7. OWNER CONTACT INFORMATION

   Same as above

8. ENGINEER / ARCHITECT NAME

   Engineer: Stantec Consulting Services

   Architect: DIGSAU

9. ENGINEER / ARCHITECT CONTACT INFORMATION

   Engineer: Omar Rosa, PE

   1500 Spring Garden St., Suite 1100, Philadelphia, PA 19130

   215-665-7147

   orosa@stantec.com

   Architect: Jeff GoldStein, Principal, AIA LEED AP

   340 NORTH 12TH STREET | SUITE 421

   PHILADELPHIA, PA 19107

   v 215.627.0808 x102

   f 267.775.3397

   jgoldstein@digsau.com

10. 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
Ludlow St.	**33rd St.**	**90'-2" west of 33rd St.**	**Local**
33rd St.	**Ludlow St.**	**Chestnut St.**	**Urban Arterial**
Chestnut St.	**33rd St.**	**90'-2" west of 33rd St.**	**Urban Arterial**
_____	_____	_____	_____

11. Does the Existing Conditions site survey clearly identify the following existing conditions?

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

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 ☐	
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) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
Ludlow St.	10' / 10' / 10'	10' / 10'
33rd St.	12' / 24' to 29' / 24' to 29'	24' to 29' / 24' to 29'
Chestnut St.	12' / 18' / 18'	18' / 18'
_____	_____ / _____ / _____	_____ / _____

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
Ludlow St.	5' / 7' / 6'-6"
33rd St.	12' to 14'-6" / 7' / 13' per correspondence with the Planning Commision
Chestnut St.	9' / 12' / 9'-6"
_____	_____ / _____ / _____

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
Ludlow St.	28'-5" wide driveway	Middle of property
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Ludlow Street	12' wide driveway	western end of site
_____	_____	_____
_____	_____	_____
_____	_____	_____

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

17. BUILDING ZONE: list the MAXIMUM, existing and proposed Building Zone width on each street frontage. The Building Zone is defined is 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
Ludlow Street	0' / 0'
33rd Street	12' to 21' / 6'-4" to 13'-9"
Chestnut Street	1' / 2'-11"
_____	_____ / _____

18. 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
Ludlow Street	5' / 3' / 3'-6"
33rd Street	4' / 5' / 4'-8"
Chestnut Street	4' / 6' / 5'-8"
_____	_____ / _____ / _____

				DEPARTMENTAL APPROVAL	
19. 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 ☒	NO ☐	N/A ☐	YES ☐	NO ☐
▪ Lighting	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
▪ Benches	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
▪ Street Trees	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
▪ Street Furniture	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
20. Does the design avoid tripping hazards?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
21. 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 ☐	YES ☐	NO ☐
22. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
23. Does the design maintain adequate visibility for all roadway users at intersections?	YES ☒	NO ☐		YES ☐	NO ☐
24. When considering the overall design of the Building & Furnishing Component, does the design enhance the pedestrian environment?	YES ☒	NO ☐		YES ☐	NO ☐
22. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
23. Does the design maintain adequate visibility for all roadway users at intersections?	YES ☒	NO ☐		YES ☐	NO ☐
24. When considering the overall design of the Building & Furnishing Component, does the design enhance the pedestrian environment?	YES ☒	NO ☐		YES ☐	NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

BICYCLE COMPONENT (Handbook Section 4.5)

25. 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

    1. DESIGN IMPROVES SAFTEY FOR PEDESTRIANS AND BICYCLISTS:

    SIDEWALK CROSS SLOPES WILL BE DESIGNED TO MEET ADA REQUIREMENTS (CROSS SLOPE 1-2 PERCENT); CURB REVEAL WILL BE DESIGNED TO MEET STREETS DEPARTMENT STANDARDS (REVEAL IN 4" TO 8" RANGE); AND ADA CURB RAMPS WILL BE UPGRADED AS PART OF THIS DEVELOPMENT PROJECT. DRIVEWAY ENTRANCES WILL BE DESIGNED TO ALERT PEDESTRIANS AND DRIVERS TO BE AWARE OF ONE ANOTHER THROUGH USE OF DIFFERENT TYPES OF MATERIALS AND PAVEMENT SCORING PATTERNS.

    2. ENCOURAGES BIKING AND WALKING:

    WE HAVE PROVIDED BICYCLE RACKS BOTH WITHIN THE PUBLIC RIGHT-OF-WAY AND WITHIN THE BUILDING TO ENCOURAGE THE USE OF BICYCLES.

    3. PROMOTE AND ENHANCE THE ROLE OF SIDEWALKS AND STREETS AS THE PUBLIC REALM BY RE-ENVISIONING THEM AS PUBLIC SPACES FOR PEOPLE TO ENJOY.

    THE STREETSCAPE WILL BE BEAUTIFIED WITH DECORATIVE PAVEMENT AND PLANTER BOXES, MAKING THE SIDEWALKS MORE INVITING TO PEDESTRIANS AND PROVIDING A BUFFER FROM VEHICLES.

26. 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 SIDEWALK OR STREET Existing / Proposed	OFF-STREET Existing / Proposed
Ludlow Street	0	0 / 0	____ / ____
33rd Street	14 total required for overall project	0 / 8	____ / ____
Chestnut Street	14 total required for overall project	0 / 6	____ / ____
____	____	____ / ____	____ / ____

				DEPARTMENTAL APPROVAL	
27. 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 ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Buffered Bike Lane	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Bicycle-Friendly Street	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
28. Does the design provide bicycle connections to local bicycle, trail, and transit networks?	YES ☒	NO ☐		YES ☐	NO ☐
29. Does the design provide convenient bicycle connections to residences, work places, and other destinations?	YES ☒	NO ☐		YES ☐	NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

				DEPARTMENTAL APPROVAL	
30. Does the design limit conflict among transportation modes along the curb?	YES ☒	NO ☐		YES ☐	NO ☐
31. Does the design connect transit stops to the surrounding pedestrian network and destinations?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
32. Does the design provide a buffer between the roadway and pedestrian traffic?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
33. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?				YES ☐	NO ☐

SEPTA bus and trolley stops are located on the south side of Chestnut Street and the east side of 33rd Street of the site and therefore are not impacted by this development

VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
Ludlow Street	33rd St.	34th St.	10' / 10'	25 mph
33rd Street	Chestnut St.	Ludlow St.	10' / 10'	25 mph
Chestnut St.	33rd St.	34th St.	10' / 10'	25 mph
____	____	____	____ / ____	____

				DEPARTMENTAL APPROVAL	
35. What is the maximum AASHTO design vehicle being accommodated by the design?	Unknown			YES ☐	NO ☐
36. 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 ☐
37. Does the design plan incorporate roadway medians (a "high priority" vehicle / cartway design treatment for some street types)? **Any proposed median may require a maintenance agreement with the Streets Department.*	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
38. Does the design facilitate safe and accessible, deliveries to local industries and businesses?	YES ☒	NO ☐		YES ☐	NO ☐
39. Will the public right-of-way be used for loading and unloading activities?	YES ☐	NO ☒		YES ☐	NO ☐
40. Does the design maintain emergency vehicle access?	YES ☒	NO ☐		YES ☐	NO ☐
41. Where new streets are being developed, does the design connect and extend the street grid?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
42. Does the design support multiple alternative routes to and from destinations as well as within the site?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
43. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	YES ☒	NO ☐		YES ☐	NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

URBAN DESIGN COMPONENT (Handbook Section 4.8)

					DEPARTMENTAL APPROVAL	
44. Does the design incorporate windows, storefronts, and other actives uses facing the street?	YES ☒	NO ☐	N/A ☐		YES ☐	NO ☐
45. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide.	2013-THES-2392-01					
46. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4). _____	YES ☐	NO ☐	N/A ☒		YES ☐	NO ☐
47. 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 ☐
48. Does the design provide direct, safe, and accessible connections between transit stops and building access points and destinations within the site?	YES ☒	NO ☐	N/A ☐		YES ☐	NO ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

49. Identify Existing and Proposed Signal Cycle lengths

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

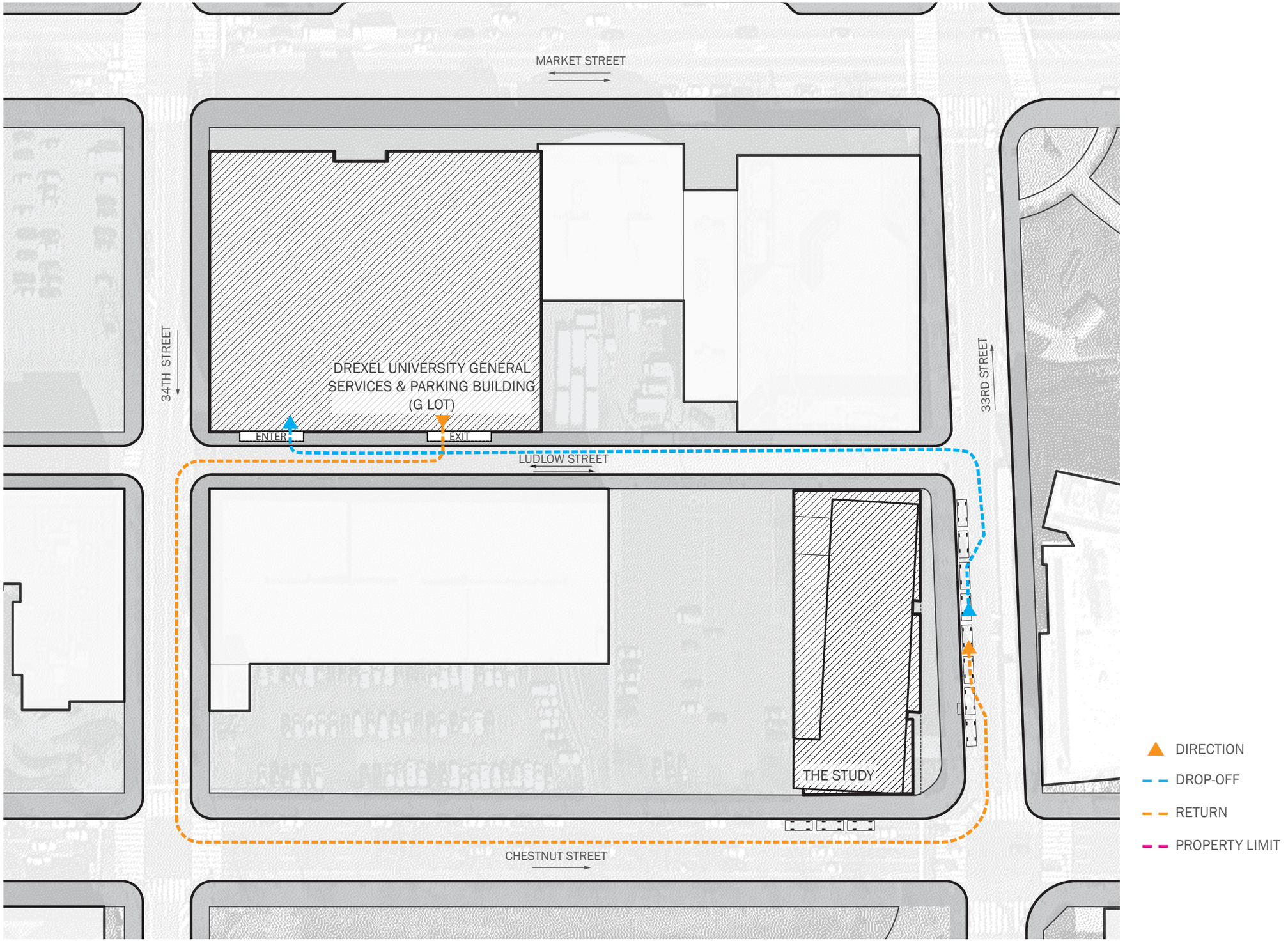
				DEPARTMENTAL APPROVAL	
50. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
51. Does the design provide adequate clearance time for pedestrians to cross streets?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
52. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings? ** If yes, City Plan Action may be required.*	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
53. 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 ☐
54. Does the plan simplify complex intersections where possible?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
55. Does the design reduce vehicle speeds and increase visibility at intersections?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
56. Overall, do intersection designs limit conflicts between modes and promote pedestrian and bicycle safety?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐

APPLICANT: Intersections & Crossings Component

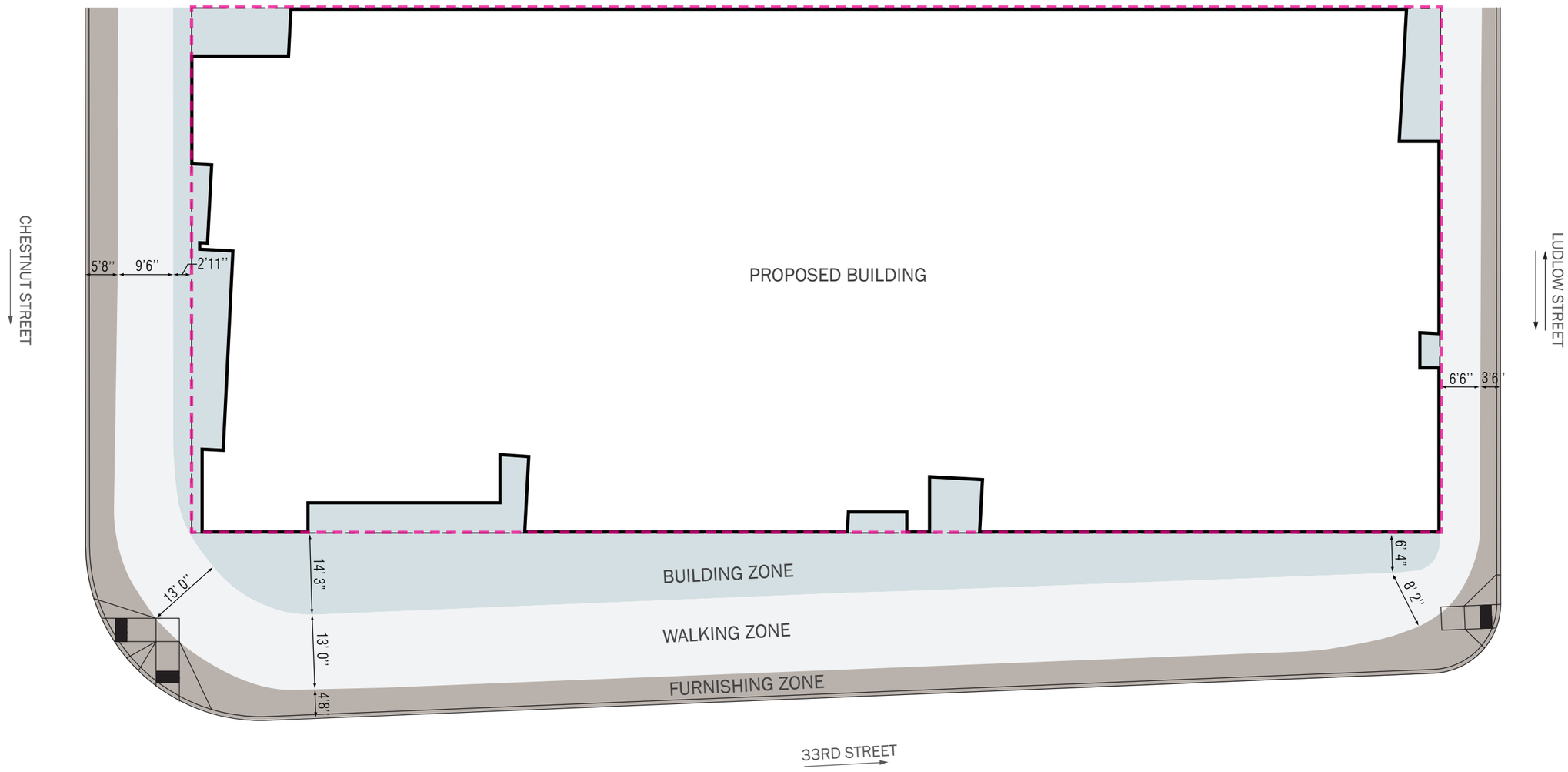
Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

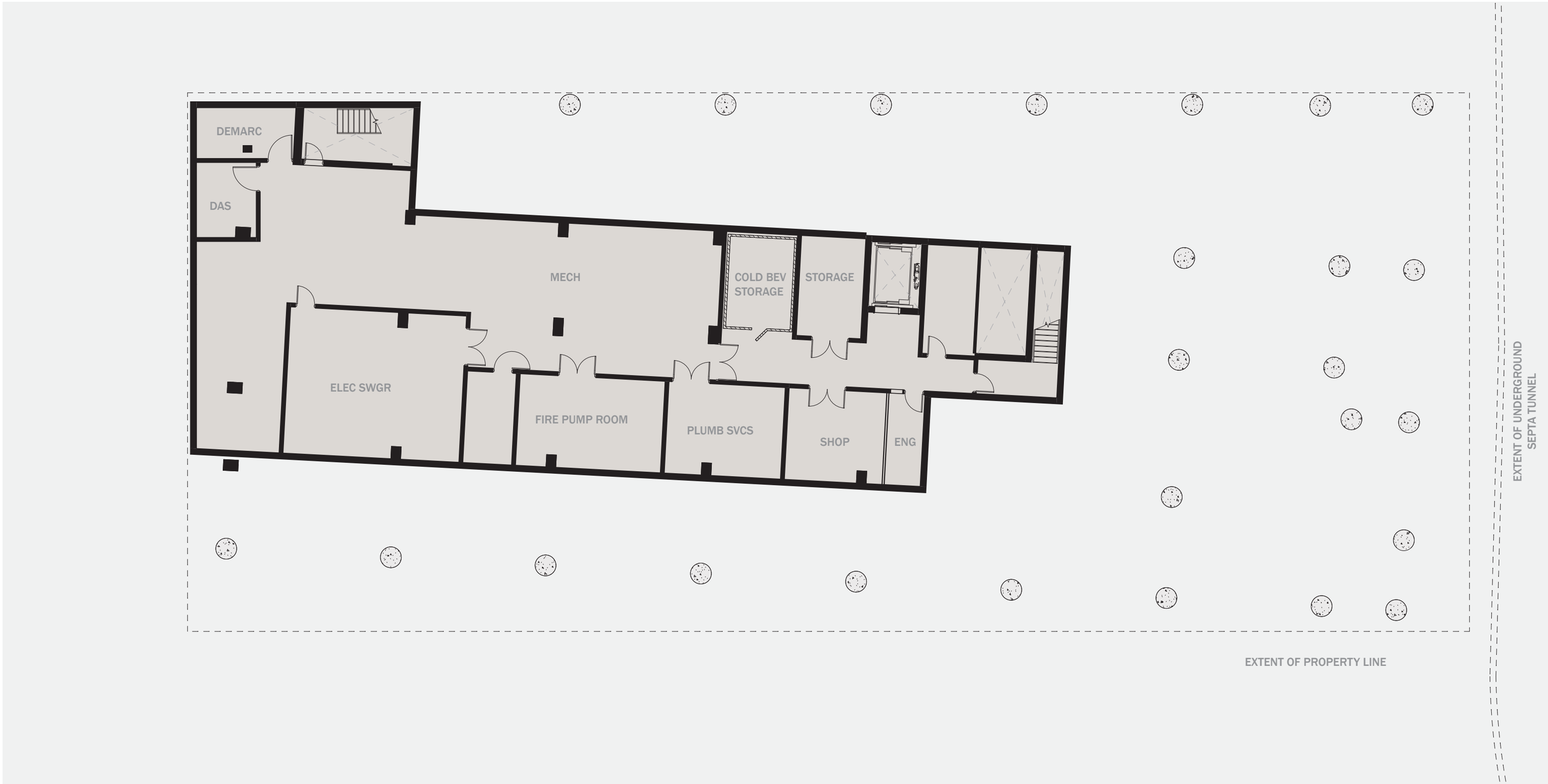


VALET PARKING DIAGRAM



SITE ZONE DIAGRAM

MASSING CONCEPT



BASEMENT FLOOR PLAN

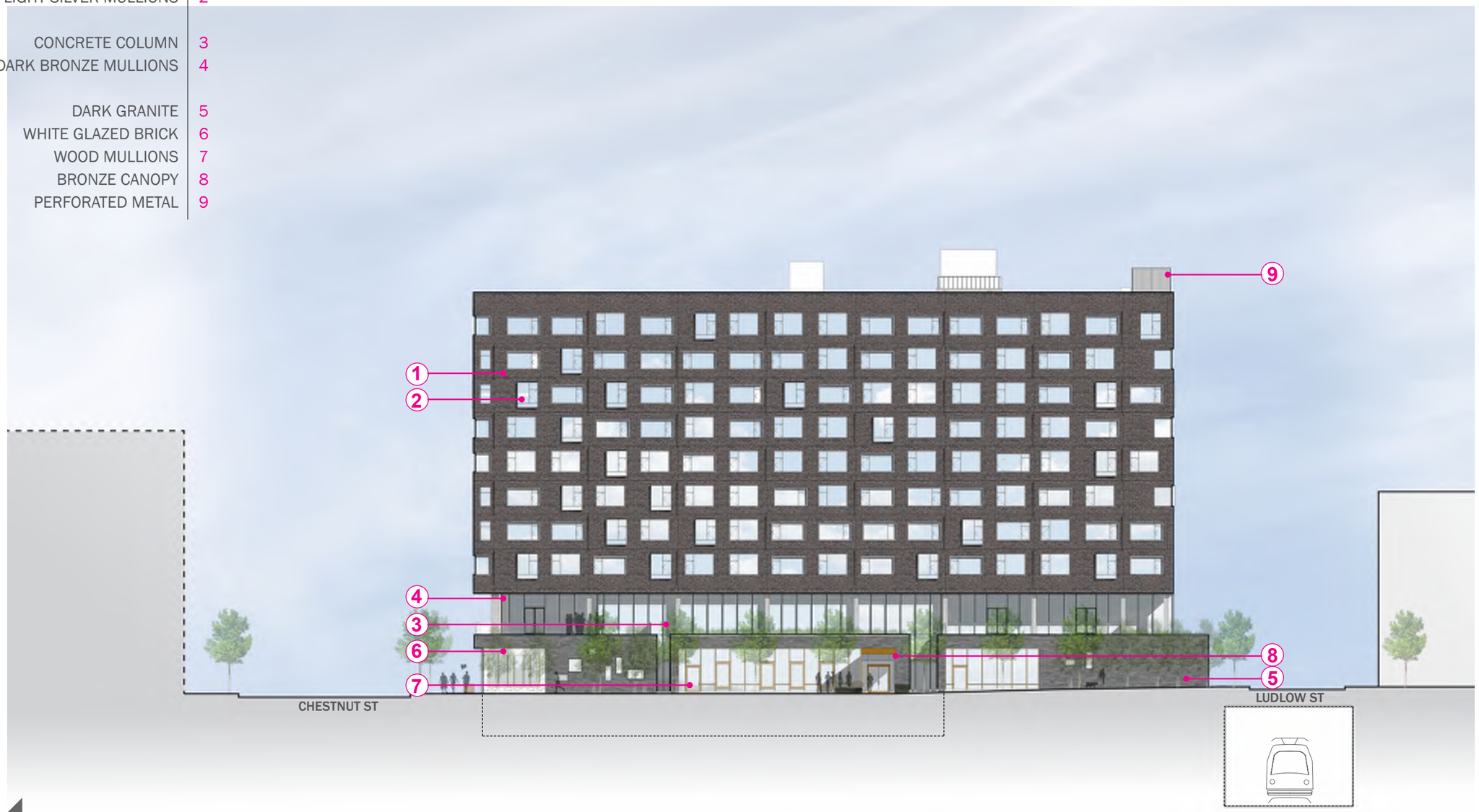
GROUND FLOOR PLAN

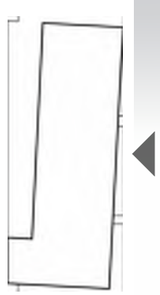
SECOND FLOOR PLAN

1' 2' 4' 8' 16'

TYPICAL TOWER GUESTROOM FLOOR PLAN

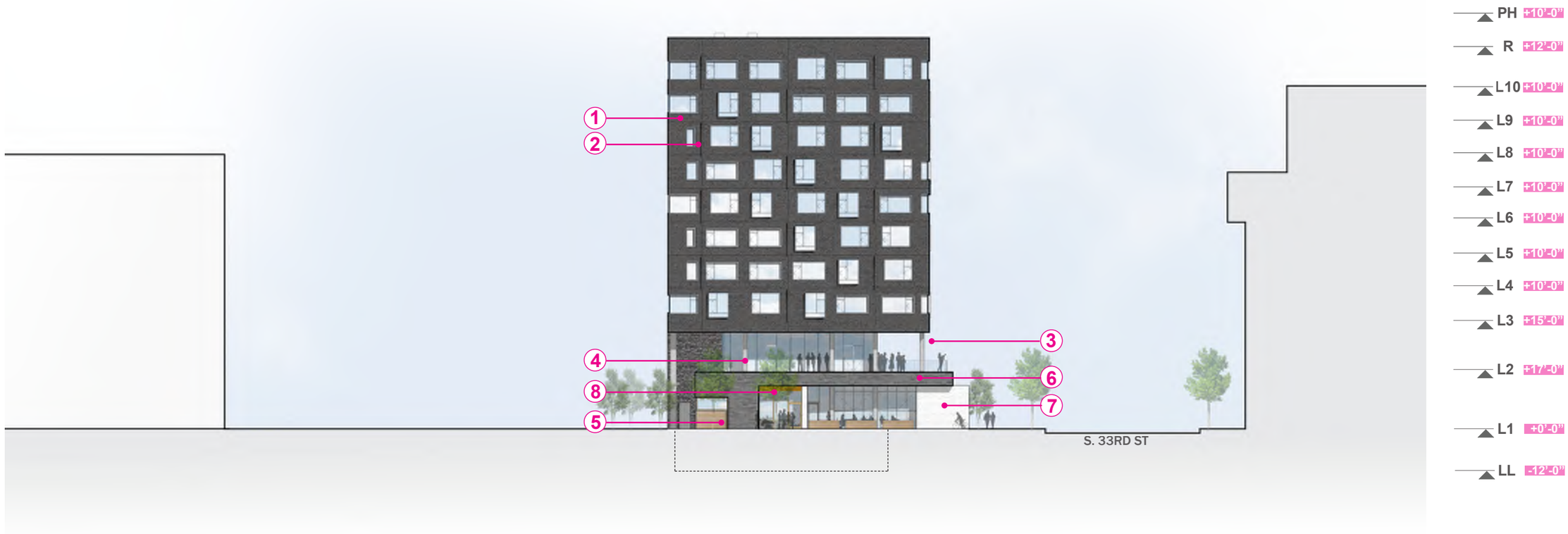
DARK IRONSPOT BRICK	1
LIGHT SILVER MULLIONS	2
CONCRETE COLUMN	3
DARK BRONZE MULLIONS	4
DARK GRANITE	5
WHITE GLAZED BRICK	6
WOOD MULLIONS	7
BRONZE CANOPY	8
PERFORATED METAL	9

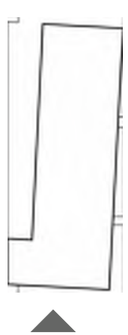




BUILDING ELEVATION, EAST

DARK IRONSPOT BRICK	1
LIGHT SILVER MULLIONS	2
CONCRETE COLUMN	3
DARK BRONZE MULLIONS	4
WOOD MULLIONS	5
DARK GRANITE	6
WHITE GLAZED BRICK	7
BRONZE CANOPY	8



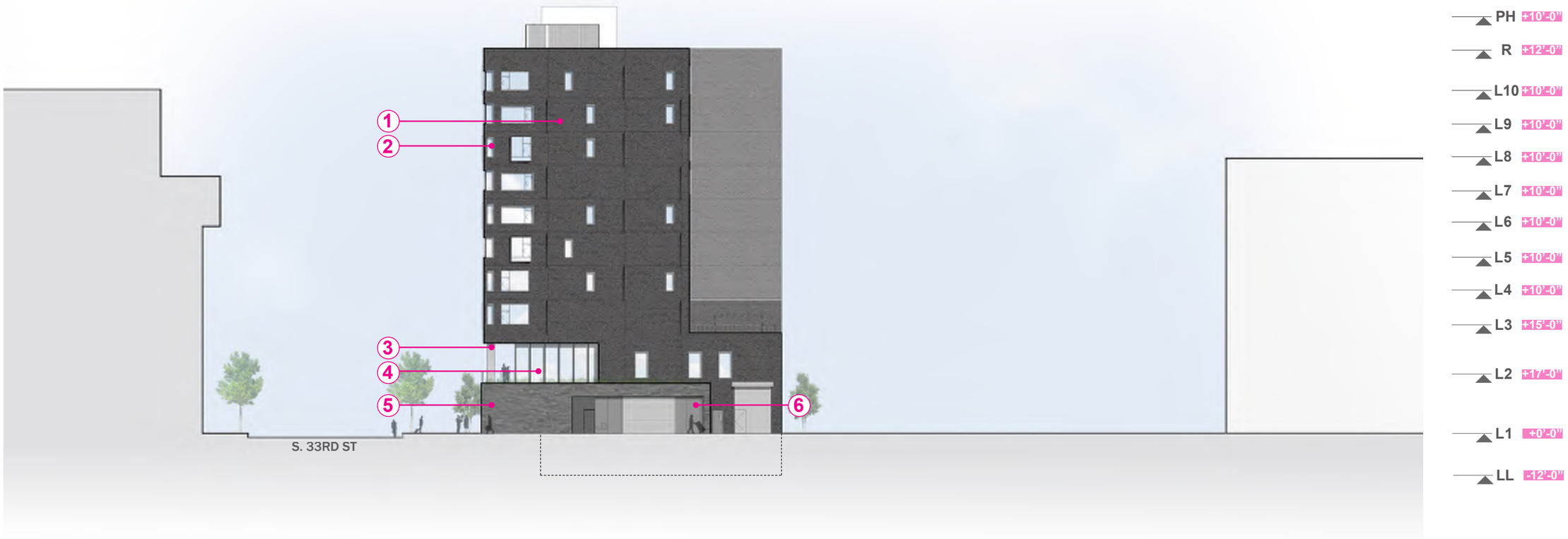


BUILDING ELEVATION, SOUTH

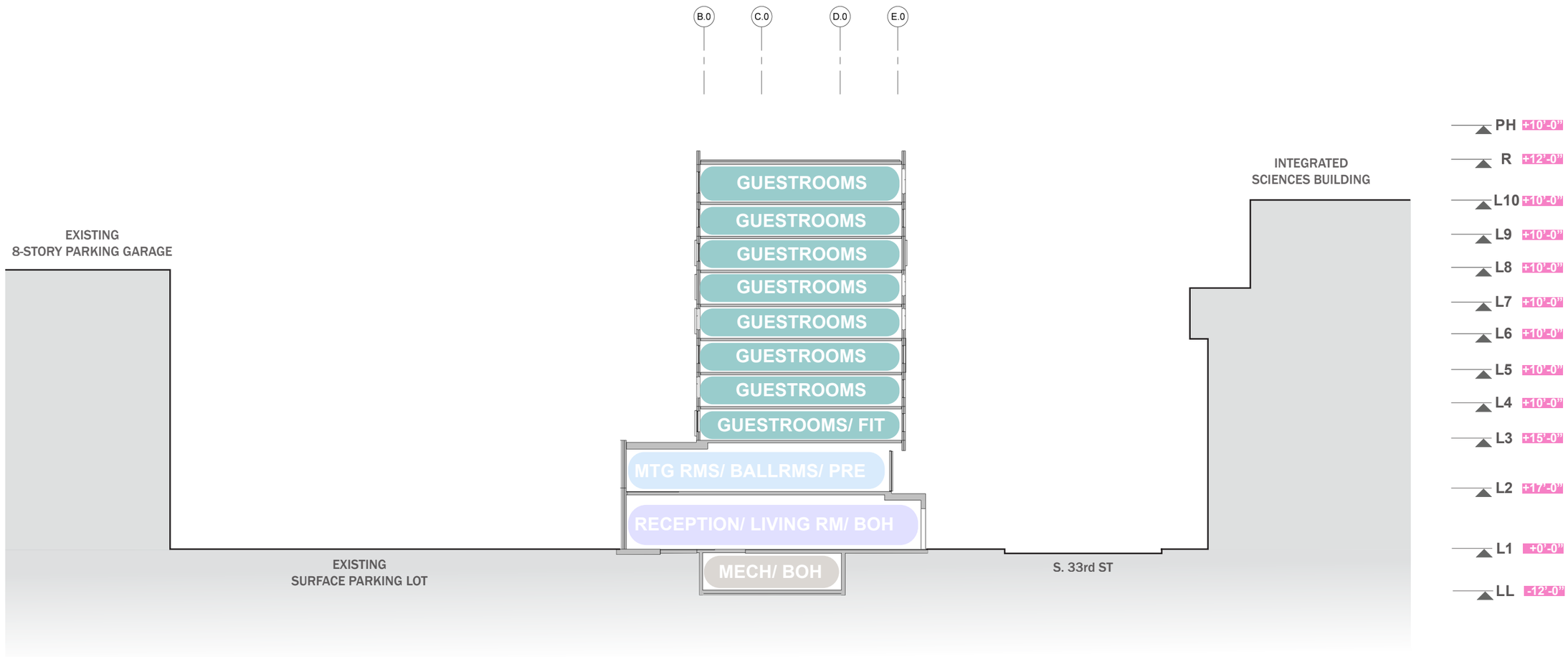
DARK IRONSPOT BRICK	1
LIGHT SILVER MULLIONS	2
CONCRETE COLUMN	3
WOOD MULLIONS	4
DARK GRANITE	5
PERFORATED METAL	6

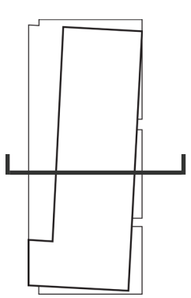
BUILDING ELEVATION, WEST

DARK IRONSPOT BRICK	1
LIGHT SILVER MULLIONS	2
CONCRETE COLUMN	3
DARK BRONZE MULLIONS	4
DARK GRANITE	5
DARK BRONZE PANEL	6

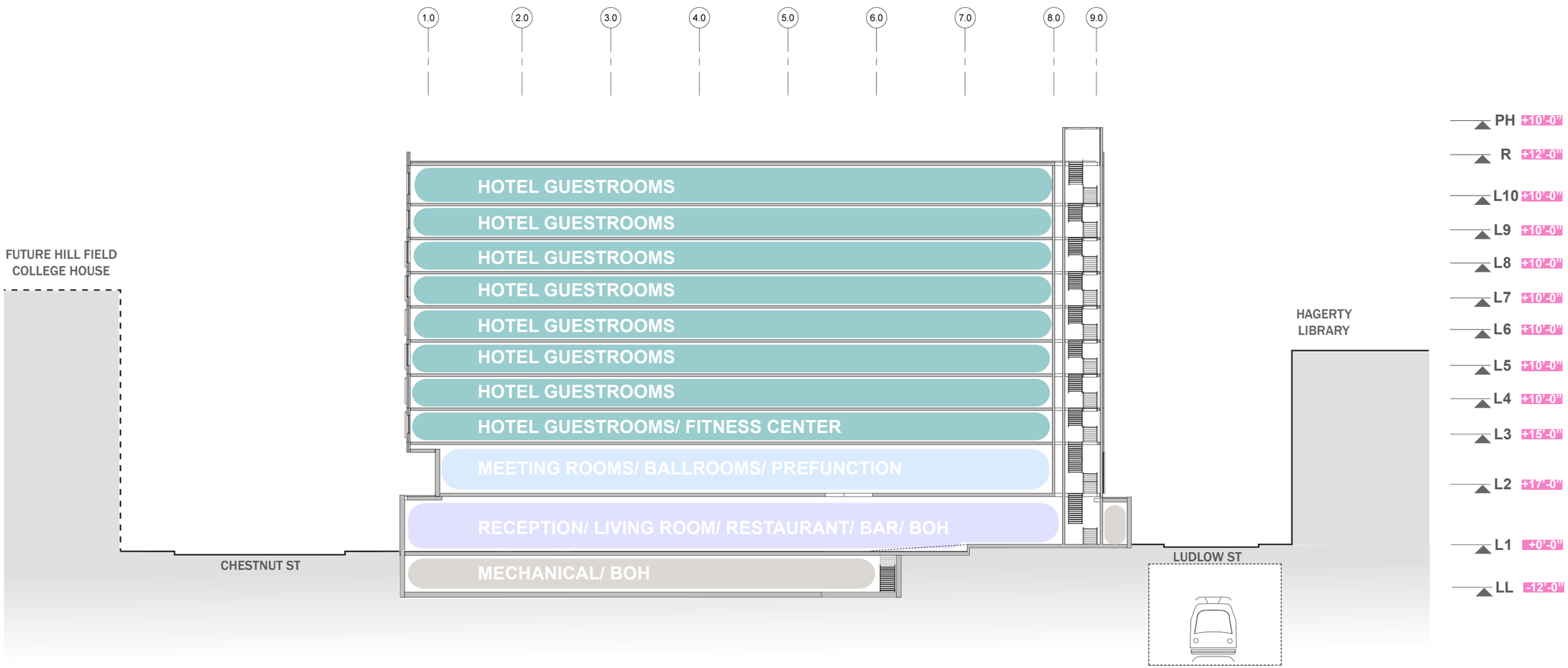


BUILDING ELEVATION, NORTH





SITE SECTION , E-W



SITE SECTION , N-S

VIEW FROM CHESTNUT STREET AND 33RD STREET

VIEW FROM LUDLOW STREET AND 33RD STREET

VIEW FROM LUDLOW STREET

VIEW FROM CHESTNUT STREET

VIEW FROM CHESTNUT STREET AND 33RD STREET

VIEW FROM CHESTNUT STREET

VIEW FROM LUDLOW STREET AND 33RD STREET

1 DARK IRONSPOT BRICK

2 BRONZE CANOPY

3 DARK GRANITE

4 WHITE BRICK

5 WOOD MULLIONS

6 LIGHT MULLIONS
7 DARK BRONZE MULLIONS

MATERIAL PALETTE

The building's tower houses 212 guest rooms. Each room has one of three window types, composed to animate the façade and diversify the experience of guests. These openings in the façade help scale the tower, and engage in a dialogue with neighboring buildings on Drexel's and Penn's campuses. The tower is clad in dark ironspot brick, set in a three-dimensional garden wall bond. This highly-textured wall offers interest across a range of viewing distances. Warm wood throughout the interior draws views deep into the building.

The open space to the east of the property shall serve as an entry garden and extend the living room to the outdoors. Inspired by the history of horticulture in University City, plantings shall contribute to the sense of a formal garden whose organization and function is tailored to strengthen the connection between the building and the sidewalk.

1 DARK IRONSPOT BRICK

2 BRONZE CANOPY

3 DARK GRANITE

4 WHITE BRICK

5 WOOD MULLIONS

6 LIGHT MULLIONS
7 DARK BRONZE MULLIONS

8 EXPOSED CONCRETE COLUMN

BUILDING MATERIALS, COLORS, TEXTURES

PLANTING PLAN

HEDGES

BUXUS SEMPERVIRENS - AMERICAN BOXWOOD

ARISTOLOCHIA LITTORALIS - DUTCHMAN'S PIPE

PRUNUS LAUROCERASUS - CHERRY LAUREL

ORNAMENTAL TREES

BETULA NIGRA - RIVER BIRCH

CARPINUS BETULUS - EUROPEAN HORNBEAM

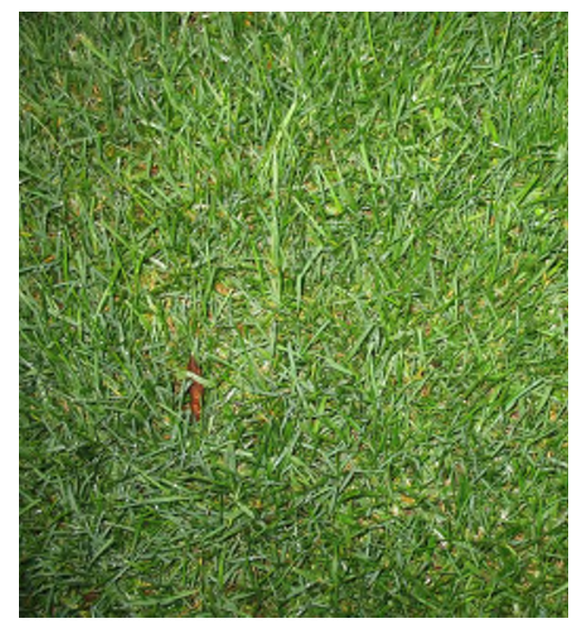
STREET TREES

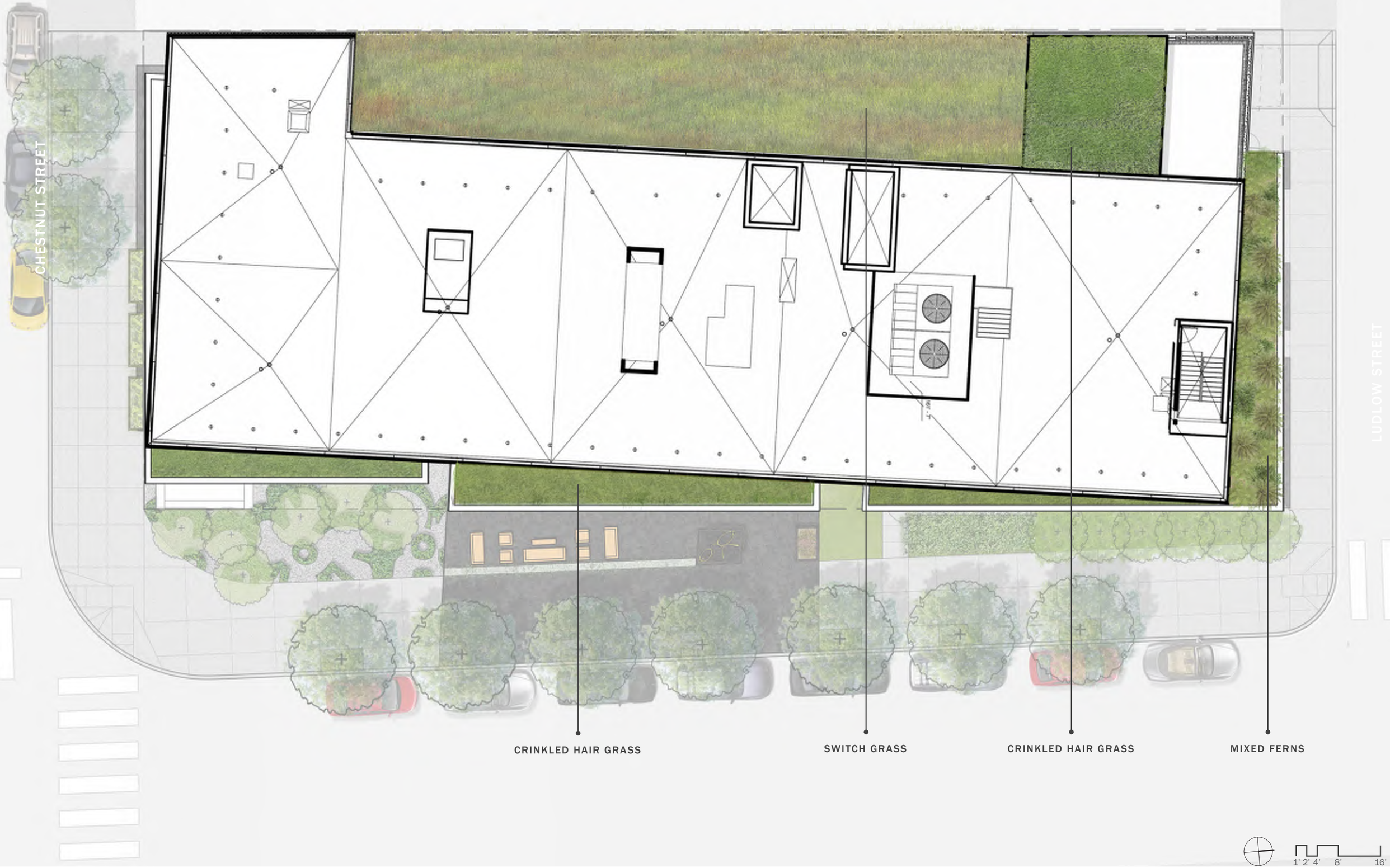
ULMUS AMERICANA - AMERICAN ELM

PLATANUS × ACERIFOLIA - LONDON PLANE TREE

GROUNDCOVER

SPOROBOLUS HETEROLEPIS - PRAIRIE DROPSEED


POA PRATENSIS - KENTUCKY BLUEGRASS
FESCUE



CONCEPTUAL ROOF LANDSAPE PLAN

NORTH ROOF

POLYSTICHUM ACROSTICHOIDES - CHRISTMAS FERN

DRYOPTERIS FILIX-MAS - MALE FERN

THELYPTERIS NORMALIS - SOUTHERN WOOD FERN

EAST ROOF

DESCHAMPSIA FLEXUOSA - CRINKLED HAIR GRASS

WEST ROOF

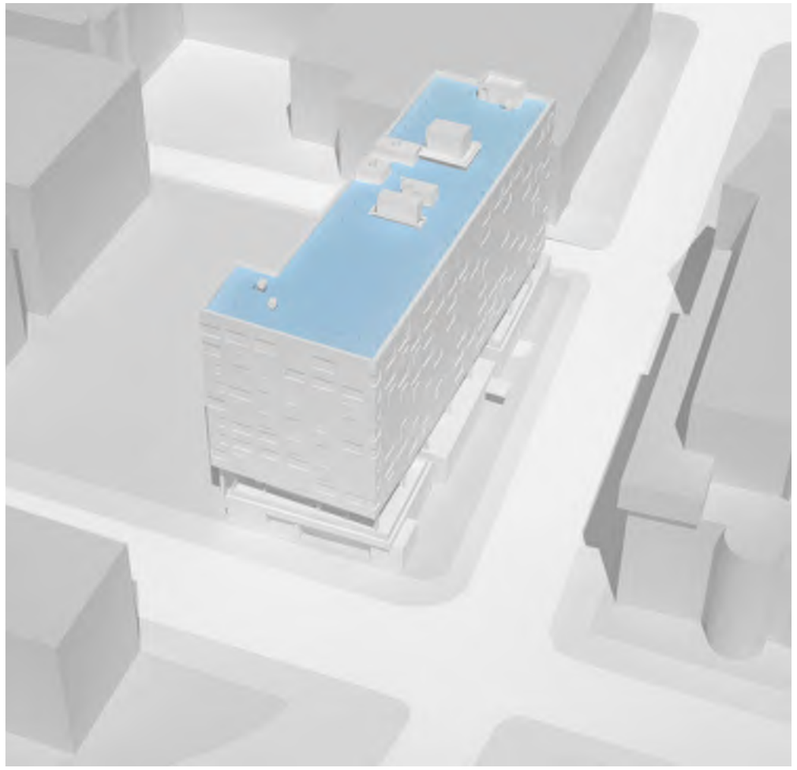
PANICUM VIRGATUM 'SHENANDOAH' - SWITCHGRASS

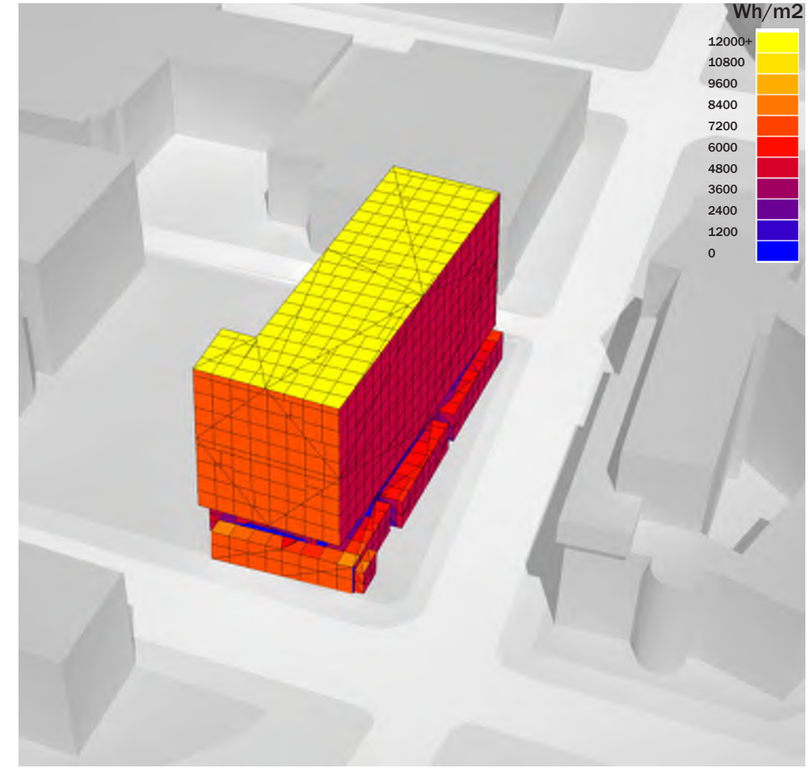
LANDSCAPE PLANT SPECIES, GREEN ROOF

ENTRY SECTION

LIVING ROOM SECTION

CAFE SECTION

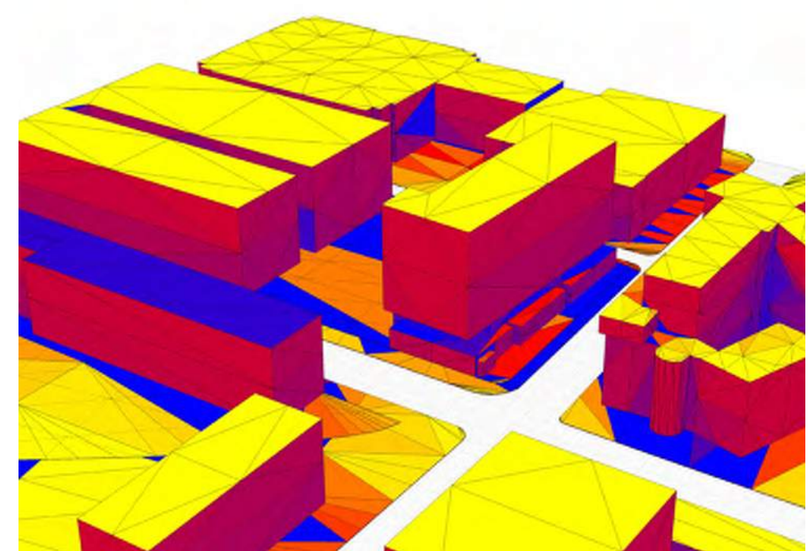




Sustainability Approach

A combination of innovative storm water management solutions are employed to protect the municipal sewer system and maintain the project's high performance building envelope standard. Intensive green roofs at lower roof levels will improve the quality of storm water runoff while reducing the urban heat island effect. The upper roof will utilize a non-vegetated 'blue roof' system to detain and slow storm water runoff during peak rainstorms. Coupled with light colored roofing material the system will similarly provide sustainable benefits through rooftop cooling. Entry level exterior gardens and plantings will further mitigate site runoff and enrich the urban pedestrian experience.

Much of the tower precast and brick construction materials are regionally sourced and manufactured. High performance window systems are optimized based on exposure and overhangs and combined with low emissivity glazing minimize energy loss and solar heat gain through the building envelope. Operable windows in each guestroom will provide natural ventilation reducing dependence on the centralized mechanical systems for cooling loads and enhancing the indoor air quality of each room. High efficiency heat pumps, coordinated with a central heat recovery system will further reduce the demand on building systems for conventional heating and cooling.



THE STUDY ENTRANCE

CO OP
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