HANOVER NORTH BROAD
PHILADELPHIA, PENNSYLVANIA
FEBRUARY 4, 2014
CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 508539

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

The application includes more than 100,000 SF of new gross area and includes more than 100 new dwelling units.

PROJECT LOCATION

Planning District: Central  Council District: 5

Address: 322-344 North Broad Street, 1419-1431 Wood Street,
         327 North 15th Street, and 329 North 15th Street

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

CONTACT INFORMATION

Applicant Name: The Hanover Company  c/o Adam Harbin

Primary Phone: (713) 580-1260

Email: harshrin@hanoverco.com

Address: 5847 San Felipe, Suite 3600
         Houston, Texas 77057

Property Owner: Parkway Corporation

Developer: The Hanover Company

Architect: Design Collective Inc.

SITE CONDITIONS

Site Area: 64,108 SF

Existing Zoning: CMX-4  Are Zoning Variances required? Yes  X  No

SITE USES

Present Use: Public Surface Parking Lot

Proposed Use: 6-story mixed-use building (max. height 88’) with cellar

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
Trash and utility areas and 2 fully enclosed loading docks (Callowhill Street and Wood Street), 11,024 SF of retail space, lobby for residential apartments on levels P-0 and P-1; residential amenities (lounge, courtyard, pool, fitness room, etc.) and 41 residential units on Level 1; 47 residential units/floor on Levels 2-5 (for a total of 229 units including studio and 1-2 bedroom apartments), and acc. storage, rooftop mechanical equipment, and stair/ elevator penthouses at roof level.

Proposed # of Parking Units: 130 accessory and 126 non-accessory parking spaces (256 total spaces including 10 handicap spaces) and 77 interior bicycle spaces on levels P-0 and P-1

COMMUNITY MEETING

Community meeting held: Yes  X  No

If yes, please provide written documentation as proof.

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

Date: Tuesday, Feb. 4, 2014  Time: 1 PM
CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 508540

What is the trigger causing the project to require CDR Review? Explain briefly.
The application includes more than 100,000 SF of new gross area and includes more than 100 new dwelling units.

PROJECT LOCATION
Planning District: Central
Council District: 1
Address: 339 North Broad Street

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

CONTACT INFORMATION
Applicant Name: The Hanover Company Primary Phone: (215) 972-7732
C/o Tony Forte
Email: tforte@saul.com Address: Centre Square West, 38th Floor
Philadelphia, PA 19102

Property Owner: Parkway Corporation Developer: The Hanover Company

Architect: Design Collective Inc.

SITE CONDITIONS
Site Area: 30,800 SF
Existing Zoning: CMX-4 Are Zoning Variances required? Yes X No

SITE USES
Present Use: Public Surface Parking Lot
Proposed Use: 6-story mixed-use building (max height 85.92') with cellar
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
Trash and utility areas and fully enclosed loading dock (Callowhill Street), 6,122 SF of retail space, lobby for residential apartments on levels P-0 and P-1; residential amenities (including courtyard) and 22 residential units on Level 1; 22 residential units/floor on Levels 2-5 (for a total of 110 units including studio and 1-2 bedroom apartments), and acc. storage, rooftop mechanical equipment, and stair/elevator penthouses at roof level.

Proposed # of Parking Units: 58 accessory and 56 non-accessory parking spaces (114 total spaces including 6 handicap spaces) and 38 interior bicycle spaces on levels P-0 and P-1

COMMUNITY MEETING
Community meeting held: Yes X No
If yes, please provide written documentation as proof.
If no, indicate the date and time the community meeting will be held:
Date: Tuesday, Feb. 4, 2014 Time: 1 PM

CONTINUED ON NEXT PAGE
GENERAL PROJECT INFORMATION

1. PROJECT NAME
HANOVER NORTH BROAD (WEST)

2. DATE
1-10-2014

3. APPLICANT NAME
HANOVER R.S. LIMITED PARTNERSHIP

4. APPLICANT CONTACT INFORMATION
ADAM HARBIN (PH: (713) 580-1260, EMAIL: AHARBIN@HANOVERCO.COM)

5. PROJECT AREA: list precise street limits and scope
THE PROJECT IS LOCATED ON A 60,140 SF GROUPING OF PARCELS AT 322-344 NORTH BROAD STREET, 1419-1431 CALLOWHILL STREET, 323-327 NORTH 15TH STREET, AND 329-331 NORTH 15TH STREET. THESE FOUR PARCELS FORM A "L" SHAPE AND ARE BOUNDED BY CALLOWHILL STREET TO THE NORTH, NORTH 15TH STREET TO THE WEST, WOOD STREET TO THE SOUTH, AND NORTH BROAD STREET TO THE EAST. A 40-FOOT-WIDE FORMER RIGHT-OF-WAY ASSOCIATED WITH FORMER CARLISLE STREET (STRICKEN FROM THE CITY PLAN ON JULY 21, 1952) WILL BE CONSOLIDATED WITH THE OTHER FOUR (4) PARCELS AS PART OF THIS PROJECT.

6. OWNER NAME
PARKWAY CORPORATION

7. OWNER CONTACT INFORMATION
ROSS WILSON (PH: (215) 575-4081, EMAIL: RWILSON@PARKWAYCORP.COM)

8. ENGINEER / ARCHITECT NAME
STANTEC CONSULTING SERVICES INC. (ENGINEER) / DESIGN COLLECTIVE INC. (ARCHITECT)

9. ENGINEER / ARCHITECT CONTACT INFORMATION
ENGINEER: BERNADETTE CALLAHAN, PE (PH: (215) 665-7181, EMAIL: BERNADETTE.CALLAHAN@STANTEC.COM); ARCHITECT: JENNIFER JEWELL (PH: (410) 685-6655, EMAIL: JJEWELL@DESIGNCOLLECTIVE.COM)

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.

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH BROAD STREET</td>
<td>WOOD STREET</td>
<td>CALLOWHILL STREET</td>
<td>CIVIC/CEREMONIAL</td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>NORTH BROAD STREET</td>
<td>NORTH 15TH STREET</td>
<td>CITY NEIGHBORHOOD</td>
</tr>
<tr>
<td>WOOD STREET</td>
<td>NORTH BROAD STREET</td>
<td>NORTH 15TH STREET</td>
<td>LOCAL</td>
</tr>
<tr>
<td>CARLTON STREET</td>
<td>NORTH BROAD STREET</td>
<td>NORTH 15TH STREET</td>
<td>LOCAL</td>
</tr>
<tr>
<td>NORTH 15TH STREET</td>
<td>WOOD STREET</td>
<td>CALLOWHILL STREET</td>
<td>CITY NEIGHBORHOOD</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required / Existing / Proposed</td>
<td></td>
</tr>
<tr>
<td>NORTH BROAD STREET</td>
<td>22' / 22' / 22'</td>
<td>22' / 22'</td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>16' / 16' / 16'</td>
<td>16' / 16'</td>
</tr>
<tr>
<td>WOOD STREET</td>
<td>10' / 10' / 10'</td>
<td>10' / 10'</td>
</tr>
<tr>
<td>CARLTON STREET</td>
<td>8' / 8' / 8'</td>
<td>8' / 8'</td>
</tr>
<tr>
<td>NORTH 15TH STREET</td>
<td>12' / 12' / 12'</td>
<td>12' / 12'</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Required / Existing / Proposed</td>
</tr>
<tr>
<td>NORTH BROAD STREET</td>
<td>10' / 16.5' / 10.55'</td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>6' / 10.54' / 8.33'</td>
</tr>
<tr>
<td>WOOD STREET</td>
<td>5' / 2.55' / 2.55'</td>
</tr>
<tr>
<td>CARLTON STREET</td>
<td>5' / 5.45' / 5.45'</td>
</tr>
<tr>
<td>NORTH 15TH STREET</td>
<td>6' / 9.15' / 9.15'</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH BROAD STREET</td>
<td>17.01'-WIDE DRIVEWAY</td>
<td>CENTER</td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>21.85'-WIDE DRIVEWAY</td>
<td>WEST</td>
</tr>
<tr>
<td>WOOD STREET</td>
<td>39.47'-WIDE DRIVEWAY</td>
<td>WEST</td>
</tr>
<tr>
<td>CARLTON STREET</td>
<td>40.51'-WIDE DRIVEWAY</td>
<td>CENTER</td>
</tr>
<tr>
<td>NORTH 15TH STREET</td>
<td>28.10'-WIDE DRIVEWAY</td>
<td>EAST</td>
</tr>
</tbody>
</table>

PROPOSED VEHICULAR INTRUSIONS

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH BROAD STREET</td>
<td>23.5'-WIDE DRIVEWAY</td>
<td>CENTER</td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>12'-WIDE DRIVEWAY</td>
<td>CENTER</td>
</tr>
<tr>
<td>WOOD STREET</td>
<td>30'-WIDE DRIVEWAY</td>
<td>CENTER</td>
</tr>
<tr>
<td>STREET</td>
<td>MAXIMUM BUILDING ZONE WIDTH</td>
<td>DEPARTMENTAL APPROVAL</td>
</tr>
<tr>
<td>--------</td>
<td>----------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>NORTH 15TH STREET</td>
<td>16'-WIDE DRIVEWAY</td>
<td>SOUTH</td>
</tr>
</tbody>
</table>

14. Does the design limit block lengths to 500 feet or less?  YES  NO  N/A  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  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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH BROAD STREET</td>
<td>0' / 5.75'</td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>0' / 0'</td>
</tr>
<tr>
<td>WOOD STREET</td>
<td>0' / 0'</td>
</tr>
<tr>
<td>CARLTON STREET</td>
<td>0' / 0'</td>
</tr>
<tr>
<td>NORTH 15TH STREET</td>
<td>0' / 0'</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MINIMUM FURNISHING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH BROAD STREET</td>
<td>5' / 5.70' / 5.70'</td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>4' / 5.40' / 7.87'</td>
</tr>
<tr>
<td>WOOD STREET</td>
<td>3.5' / 7.45' / 7.45'</td>
</tr>
<tr>
<td>CARLTON STREET</td>
<td>3.5' / 5.92' / 5.92'</td>
</tr>
<tr>
<td>NORTH 15TH STREET</td>
<td>4' / 2.85' / 2.85'</td>
</tr>
</tbody>
</table>

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
- Lighting
- Benches
- Street Trees
- Street Furniture

<table>
<thead>
<tr>
<th>TREATMENT</th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Parking</td>
<td>YES</td>
</tr>
<tr>
<td>Lighting</td>
<td>YES</td>
</tr>
<tr>
<td>Benches</td>
<td>YES</td>
</tr>
<tr>
<td>Street Trees</td>
<td>YES</td>
</tr>
<tr>
<td>Street Furniture</td>
<td>YES</td>
</tr>
</tbody>
</table>

19. Does the design avoid tripping hazards?  YES  NO  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  YES  NO

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)  YES  NO  YES  NO

22. Does the design maintain adequate visibility for all roadway users at intersections?  YES  NO  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. The following “high priority” elements identified and dimensioned on the plan?
   - Conventional Bike Lane
   - Buffered Bike Lane
   - Bicycle-Friendly Street

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

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

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

27. Does the design limit conflict among transportation modes along the curb?

28. Does the design connect transit stops to the surrounding pedestrian network and destinations?

29. Does the design provide a buffer between the roadway and pedestrian traffic?

30. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH BROAD STREET</td>
<td>WOOD STREET</td>
<td>CALLOWHILL STREET</td>
<td>10' / 10'</td>
<td>25 MPH</td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>NORTH BROAD STREET</td>
<td>NORTH 15TH STREET</td>
<td>10' / 10'</td>
<td>25 MPH</td>
</tr>
<tr>
<td>WOOD STREET</td>
<td>NORTH BROAD STREET</td>
<td>NORTH 15TH STREET</td>
<td>10' / 10'</td>
<td>25 MPH</td>
</tr>
<tr>
<td>NORTH 15TH STREET</td>
<td>WOOD STREET</td>
<td>CALLOWHILL STREET</td>
<td>10' / 10'</td>
<td>25 MPH</td>
</tr>
</tbody>
</table>

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

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

34. 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.

35. Does the design facilitate safe and accessible, deliveries to local industries and businesses?

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

37. Does the design maintain emergency vehicle access?

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

39. Does the design support multiple alternative routes to and from destinations?

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

(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.

42. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4).
### INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

44. Identify existing and proposed signal cycle lengths

45. Does the design minimize the signal cycle length to reduce pedestrian wait time? YES NO N/A

46. Does the design provide adequate clearance time for pedestrians to cross streets? YES NO N/A

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? YES NO N/A

* If yes, City Plan Action may be required.

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.

- Marked Crosswalks
- Bicycle Refuges
- Signal Timing and Operation
- Bike Boxes

49. Does the design simplify complex intersections where possible? YES NO N/A

50. Does the design reduce vehicle speeds and increase visibility at intersections? YES NO N/A

51. Overall, do intersection designs limit conflicts between modes and promote pedestrian and bicycle safety? YES NO N/A
### GENERAL PROJECT INFORMATION

1. **PROJECT NAME**
   - HANOVER NORTH BROAD (EAST)

2. **DATE**
   - 1-10-2014

3. **APPLICANT NAME**
   - HANOVER R.S. LIMITED PARTNERSHIP

4. **APPLICANT CONTACT INFORMATION**
   - ADAM HARBIN (PH: (713) 580-1260, EMAIL: AHARBIN@HANOVERCO.COM)

5. **PROJECT AREA:** list precise street limits and scope
   - THE PROJECT IS LOCATED ON A 30,800 SF PARCEL AT 339 NORTH BROAD STREET. THE PARCEL IS RECTANGULAR IN SHAPE AND BOUNDED BY CALLOWHILL STREET TO THE NORTH, NORTH BROAD STREET TO THE WEST, CARLTON STREET TO THE SOUTH, AND COMMERCIAL PROPERTIES TO THE EAST.

6. **OWNER NAME**
   - PARKWAY CORPORATION

7. **OWNER CONTACT INFORMATION**
   - ROSS WILSON (PH: (215) 575-4081, EMAIL: RWILSON@PARKWAYCORP.COM)

8. **ENGINEER / ARCHITECT NAME**
   - STANTEC CONSULTING SERVICES INC. (ENGINEER) / DESIGN COLLECTIVE INC. (ARCHITECT)

9. **ENGINEER / ARCHITECT CONTACT INFORMATION**
   - ENGINEER: BERNADETTE CALLAHAN, PE (PH: (215) 665-7181, EMAIL: BERNADETTE.CALLAHAN@STANTEC.COM); ARCHITECT: JENNIFER JEWELL (PH: (410) 685-6655, EMAIL: JJEWELL@DESIGNCOLLECTIVE.COM)

10. **STREETS:** list the streets associated with the project. Complete Street Types can be found at [www.phila.gov/map](http://www.phila.gov/map) under the “Transportation and Utilities” field. Complete Street Types are also identified in Section 3 of the Handbook.

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<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH BROAD STREET</td>
<td>CARLTON STREET</td>
<td>CALLOWHILL STREET</td>
<td>CIVIC/CEREMONIAL</td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>NORTH BROAD STREET</td>
<td>NORTH 13TH STREET</td>
<td>URBAN ARTERIAL</td>
</tr>
<tr>
<td>CARLTON STREET</td>
<td>NORTH BROAD STREET</td>
<td>NORTH 13TH STREET</td>
<td>LOCAL</td>
</tr>
</tbody>
</table>

### 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.

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<th>TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH BROAD STREET</td>
<td>22' / 22' / 22'</td>
<td>22' / 22'</td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>12' / 11' / 11'</td>
<td>11' / 11'</td>
</tr>
<tr>
<td>CARLTON STREET</td>
<td>10' / 5'-10'' / 5'-10''</td>
<td>5'-10'' / 5'-10''</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
<th>Required / Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH BROAD STREET</td>
<td>10' / 16.5' / 12.7'</td>
<td></td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>5' / 5.28' / 5.1'</td>
<td></td>
</tr>
<tr>
<td>CARLTON STREET</td>
<td>3' / 2.38' / 2.38'</td>
<td></td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>EXISTING VEHICULAR INTRUSIONS</th>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH BROAD STREET</td>
<td>30'-26'-WIDE DRIVEWAY</td>
<td>CENTER</td>
<td></td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>24'-09'-WIDE DRIVEWAY</td>
<td>WEST</td>
<td></td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>15'-WIDE DRIVEWAY</td>
<td>WEST</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROPOSED VEHICULAR INTRUSIONS</th>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH BROAD STREET</td>
<td>15'-WIDE DRIVEWAY</td>
<td>CENTER</td>
<td></td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>13.67'-WIDE DRIVEWAY</td>
<td>WEST</td>
<td></td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>14'-WIDE DRIVEWAY</td>
<td>EAST</td>
<td></td>
</tr>
</tbody>
</table>

14. **Does the design limit block lengths to 500 feet or less?**
   - YES □ NO □ N/A □

15. **When considering the overall design, does the design create a pedestrian environment that provides safe and comfortable access for all pedestrians?**
   - 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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
<th>EXISTING / PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH BROAD STREET</td>
<td>0' / 3.45'</td>
<td>/</td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>0' / 5.72'</td>
<td>/</td>
</tr>
<tr>
<td>CARLTON STREET</td>
<td>0' / 5.9'</td>
<td>/</td>
</tr>
</tbody>
</table>

**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.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM FURNISHING ZONE WIDTH</th>
<th>RECOMMENDED / EXISTING / PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH BROAD STREET</td>
<td>0' / 5.5' / 5.9'</td>
<td>/</td>
</tr>
<tr>
<td>CALLOWHILL STREET</td>
<td>0' / 5.72' / 5.9'</td>
<td>/</td>
</tr>
<tr>
<td>CARLTON STREET</td>
<td>0' / 5.9' / 3.45'</td>
<td>/</td>
</tr>
</tbody>
</table>

**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
- Lighting
- Benches
- Street Trees
- Street Furniture

**19. Does the design avoid tripping hazards?**

- Pinch points and encroachments on right-of-way on design plans.

**20. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)?**

**21. Does the design maintain adequate visibility for all roadway users at intersections?**

### 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/bikehoffinal2.pdf**

1. **DESIGN IMPROVES SAFETY 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. All parts of the 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 parking garage 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.

**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
- Buffered Bike Lane
- Bicycle-Friendly Street

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

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

### CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

**27. Does the design limit conflict among transportation modes along the curb?**

**28. Does the design connect transit stops to the surrounding pedestrian network and destinations?**

**29. Does the design provide a buffer between the roadway and pedestrian traffic?**

**30. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?**

**SEPTA BUS STOPS ARE LOCATED AT NORTHEAST AND NORTHWEST CORNERS OF NORTH BROAD STREET AND CALLOWHILL STREET AND THEREFORE ARE NOT IMPACTED BY THIS DEVELOPMENT.**

---

**HANOVER NORTH BROAD**

**PHILADELPHIA, PENNSYLVANIA**

**FEBRUARY 4, 2014**

**COMPLETE STREETS HANDBOOK CHECKLIST**

**Philadelphia Streets Department**

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**COMPLETE STREETS CHECKLIST | EAST**

**Philadelphia Streets Department**

---

**DEPARTMENTAL APPROVAL**

YES ☑ NO ☐ N/A ☐
**COMPLETE STREETS HANDBOOK CHECKLIST**

**Philadelphia Streets Department**

### VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH BROAD STREET</td>
<td>CARLTON STREET</td>
<td>CALLLOWHILL STREET</td>
<td>10' / 10'</td>
<td>25 MPH</td>
</tr>
<tr>
<td>CALLLOWHILL STREET</td>
<td>NORTH 13TH STREET</td>
<td>NORTH BROAD STREET</td>
<td>10' / 10'</td>
<td>25 MPH</td>
</tr>
<tr>
<td>CARLTON STREET</td>
<td>NORTH 13TH STREET</td>
<td>NORTH BROAD STREET</td>
<td>10' / 10'</td>
<td>25 MPH</td>
</tr>
</tbody>
</table>

**DEPARTMENTAL APPROVAL**

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

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**URBAN DESIGN COMPONENT (Handbook Section 4.8)**

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>41. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide:</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>42. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4).</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>43. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
</tbody>
</table>

---

**INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)**

<table>
<thead>
<tr>
<th>STREET LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
<th>DEPARTMENTAL APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>)—</td>
<td>)</td>
<td>)</td>
<td></td>
</tr>
</tbody>
</table>

**DEPARTMENTAL APPROVAL**

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>44. Identify existing and proposed signal cycle lengths</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>45. Does the design minimize the signal cycle length to reduce pedestrian wait time?</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>46. Does the design provide adequate clearance time for pedestrians to cross streets?</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>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?</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>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.</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>• Marked Crosswalks</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>• Pedestrian Refuge Islands</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>• Signal Timing and Operation</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>• Bike Boxes</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>49. Does the design simplify complex intersections where possible?</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>50. Does the design reduce vehicle speeds and increase visibility at intersections?</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>51. Overall, do intersection designs limit conflicts between modes and promote pedestrian and bicycle safety?</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
</tbody>
</table>

---

**ADDITIONAL COMMENTS**

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Additional Explanation / Comments:</th>
</tr>
</thead>
</table>

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**DEPARTMENTAL APPROVAL**

<table>
<thead>
<tr>
<th>Additional Reviewer Comments:</th>
</tr>
</thead>
</table>

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**HANOVER NORTH BROAD**

**PHILADELPHIA, PENNSYLVANIA**

**FEBRUARY 4, 2014**
HANOVER NORTH BROAD
PHILADELPHIA, PENNSYLVANIA
FEBRUARY 4, 2014

WEST BUILDING | NORTH BROAD ELEVATION

Materials Key
1. Face Brick 1
2. Face Brick 2
3. Painted Aluminum Composite Panel 1
4. Painted Aluminum Composite Panel 2
5. Painted Aluminum Composite Panel 3
6. Painted Aluminum Window
7. Painted A.E.S.S. Canopy
8. Stone Trim
9. Painted A.E.S.S. Railing
10. Fiber Cement Panels 1
11. Fiber Cement Panels 2
12. Custom Metal Roll up Door - Painted
13. Storefront Glazing System & entry doors
14. Painted Aluminum Windows & Door
15. Painted Metal Mesh 1
16. Painted Metal Mesh 2
17. Vinyl window

Elevation Key

3/64" = 1'-0"
Materials Key
1. Face Brick 1  11. Fiber Cement Panels 2
2. Face Brick 2  12. Custom Metal Roll up Door - Painted
5. Painted Aluminum Composite Panel 3  15. Painted Metal Mesh 1
7. Painted A.E.S.S. Canopy  17. Vinyl window
8. Stone Trim
9. Painted A.E.S.S. railing
10. Fiber Cement Panels 1

ELEVATION KEY

HANOVER NORTH BROAD
PHILADELPHIA, PENNSYLVANIA
FEBRUARY 4, 2014
Materials Key
1. Face Brick 1
2. Face Brick 2
3. Painted Aluminum Composite Panel 1
4. Painted Aluminum Composite Panel 2
5. Painted Aluminum Composite Panel 3
6. Painted Aluminum Window
7. Painted A.E.S.S. Canopy
8. Stone Trim
9. Painted A.E.S.S. railing
10. Fiber Cement Panels 1
11. Fiber Cement Panels 2
12. Custom Metal Roll up Door - Painted
13. Storefront Glazing System & entry doors
14. Painted Aluminum Windows & Door
15. Painted Metal Mesh 1
16. Painted Metal Mesh 2
17. Vinyl window
Hanover North Broad
Philadelphia, Pennsylvania
February 4, 2014

Materials Key
1. Face Brick 1
2. Face Brick 2
3. Painted Aluminum Composite Panel 1
4. Painted Aluminum Composite Panel 2
5. Painted Aluminum Composite Panel 3
6. Painted Aluminum Window
7. Painted A.E.S.S. Canopy
8. Stone Trim
9. Painted A.E.S.S. railing
10. Fiber Cement Panels 1
11. Fiber Cement Panels 2
12. Custom Metal Roll up Door - Painted
13. Storefront Glazing System & entry doors
14. Painted Aluminum Windows & Door
15. Painted Metal Mesh 1
16. Painted Metal Mesh 2
17. Vinyl window

West Building | 15th Street Elevation

The Hanover Company Design Collective
Materials Key

1. Face Brick 1
2. Face Brick 2
3. Painted Aluminum Composite Panel 1
4. Painted Aluminum Composite Panel 2
5. Painted Aluminum Composite Panel 3
6. Painted Aluminum Window
7. Painted A.E.S.S. Canopy
8. Stone Trim
9. Painted A.E.S.S. railing
10. Fiber Cement Panels 1
11. Fiber Cement Panels 2
12. Custom Metal Roll up Door - Painted
13. Storefront Glazing System & entry doors
14. Painted Aluminum Windows & Door
15. Painted Metal Mesh 1
16. Painted Metal Mesh 2
17. Vinyl window

Hanover North Broad
Philadelphia, Pennsylvania
February 4, 2014
Materials Key
1. Face Brick 1
2. Face Brick 2
3. Painted Aluminum Composite Panel 1
4. Painted Aluminum Composite Panel 2
5. Painted Aluminum Composite Panel 3
6. Painted Aluminum Window
7. Painted A.E.S.S. Canopy
8. Stone Trim
9. Painted A.E.S.S. railing
10. Fiber Cement Panels 1
11. Fiber Cement Panels 2
12. Custom Metal Roll-up Door - Painted
13. Storefront Glazing System & entry doors
14. Painted Aluminum Windows & Door
15. Painted Metal Mesh 1
16. Painted Metal Mesh 2
17. Vinyl window
Materials Key

1. Face Brick 1
2. Face Brick 2
3. Painted Aluminum Composite Panel 1
4. Painted Aluminum Composite Panel 2
5. Painted Aluminum Composite Panel 3
6. Painted Aluminum Window
7. Painted A.E.S.S. Canopy
8. Stone Trim
9. Painted A.E.S.S. railing
10. Fiber Cement Panels 1
11. Fiber Cement Panels 2
12. Custom Metal Roll up Door - Painted
13. Storefront Glazing System & entry doors
14. Painted Aluminum Windows & Door
15. Painted Metal Mesh 1
16. Painted Metal Mesh 2
17. Vinyl window

3/64" = 1'-0"
Materials Key
1. Face Brick 1
2. Face Brick 2
3. Painted Aluminum Composite Panel 1
4. Painted Aluminum Composite Panel 2
5. Painted Aluminum Composite Panel 3
6. Painted Aluminum Window
7. Painted A.E.S.S. Canopy
8. Stone Trim
9. Painted A.E.S.S. railing
10. Fiber Cement Panels 1
11. Fiber Cement Panels 2
12. Custom Metal Roll up Door - Painted
13. Storefront Glazing System & entry doors
14. Painted Aluminum Windows & Door
15. Painted Metal Mesh 1
16. Painted Metal Mesh 2
17. Vinyl window
HANOVER NORTH BROAD
PHILADELPHIA, PENNSYLVANIA
FEBRUARY 4, 2014

WEST BUILDING | NORTHEAST CORNER AT DUSK
HANOVER NORTH BROAD
PHILADELPHIA, PENNSYLVANIA
FEBRUARY 4, 2014

WEST BUILDING | 3-D MODEL VIEWS

1 | VIEW FROM NORTH BROAD LOOKING SOUTHWEST
2 | VIEW FROM NORTH BROAD LOOKING NORTHWEST
3 | VIEW FROM CALLOWHILL LOOKING SOUTHEAST
4 | VIEW FROM 15TH STREET LOOKING NORTHEAST

VIEW KEY
HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

EAST BUILDING | 3-D MODEL VIEWS
Sustainable Design Elements

This new mixed-use residential development will incorporate a variety of sustainable design strategies at multiple scales. These strategies will benefit the residents that live here, the retail tenants and that provide services here, as well as the greater Center City and Philadelphia Communities. Through experience-based design approaches to the project site, building massing, mechanical systems, façade design, and building equipment and finishes selection, this project will achieve National Green Building Standard Certification.

The site will be dramatically improved by this new project by eliminating two large, existing surface parking lots and introducing new buildings with light colored roofing and new landscaped courtyards to help alleviate the current heat-island affect and storm water run-off of the surface lots. Stormwater strategies will include both quantity and quality control measures to help reduce and improve the total amount of water leaving the site. Stormwater management practices will be designed for both quantity and quality control. Specifically, stormwater runoff will be managed through the use of vegetated planter boxes located within the internal building courtyards as well as underground detention basins located within the parking garage. New streetscape improvements including landscaping and street trees will help to minimize the total hard-scape area while also providing shading for the sidewalk and buildings. Landscaping materials will include local and indigenous plants to help reduce the need for potable water irrigation. When irrigation systems are used, high-efficiency drip irrigation systems will be used in lieu of sprinkler systems. The new covered and screened parking garage will house charging stations for electric vehicles to help encourage and support bicycle use by the building’s residents and the general public patronizing the retail, multiple bike storage areas are included in the project.

The buildings’ massing and fenestration has been designed to optimize daylight and views for all of the building’s users. The facades will include a combination of stone, masonry, and fiber cement skins with large, high-efficiency, thermally broken windows utilizing Low-E glazing to optimize energy performance and reduce the need for artificial lighting. The design team will endeavor to specify regional materials that are within 500 miles of the site to help reduce the shipping distances and minimize greenhouse gas emissions.

For the mechanical systems, high efficiency heat pumps will be used and individual units will have control of the heating and cooling within the unit. The units will include energy star rated appliances and low-flow fixtures to help conserve resources. Light fixtures utilizing both LED and compact fluorescent technology will reduce the electrical consumption of the building. In order to optimize indoor air quality, low VOC materials will be specified.

During construction, waste and debris will be diverted to recycling centers to reduce landfill impacts, and high quality materials made of recycled content will be specified whenever possible for many of the new building materials on the site.

Building Materials

The proposed building materials for this project are a combination of masonry, stone trim, metal wall panels, and fiber-cement panels. The windows at the retail along north broad street will be a dark gray to create a strong contrast to the predominantly light colored masonry facade. This light white brick is then accented by a dark grey brick at the jambs of the windows to further emphasize the openings within the light masonry. The large glazed areas of the retail spaces are framed with a dark cast stone trim to help create a crisp transition between the retail glazing and the light masonry facades. A horizontal regulating line is established at this level with a series of dark metal canopies that announce entrances to the retail spaces and residential lobbies.

The masonry facades are accented by special architectural features like large “urban bay window” and vertical tower elements that are clad in metal wall panels. The building utilizes an elegant, neutral palette of grays and whites that are accented by terra-cotta colored panels at special locations in the façade to help break down the massing and to create a strong visual element that ties the two buildings together across north broad street. The two corners at north broad and callowhill streets are accented by vertical towers clad in dark gray metal wall panels and large areas of aluminum glazing to help create a gateway as one approaches downtown from the north.

The facades along callowhill and wood street are treated much the same way, but the window patterns become more grid-like, picking up on the architectural language of the adjacent historic facades. Subtle accents of dark masonry and cast stone and recessed brick courses add to the level of detail and richness to these facades. The top floors of these facades are clad in a dark colored fiber cement panel to help reduce the perceived height of the building. The ground-floor garage facades along these streets are clad in an architectural perforated metal in alternating light and dark gray colors to provide an elegant visual screen to the garage while still allowing the passage of light and air.
APPENDIX - SUPPLEMENTAL INFORMATION
Callowhill streetscape and garage screening details

- Residential window
- Light colored masonry
- Dark gray cast stone trim
- Architecturally exposed painted steel frame structure
- Concealed wall-washing light fixture
- Prefinished perforated metal mesh in two colors (alternating)
- Steel cable garage barrier
- Dark gray cast stone walls
- Planting bed with drip irrigation system
HANOVER NORTH BROAD
PHILADELPHIA, PENNSYLVANIA
FEBRUARY 4, 2014

GARAGE SCREENING PRECEDENTS