BROAD & NOBLE

427-43 Broad Street & 1327-31 Noble Street

Philadelphia, PA

October 22, 2019; Resubmitted December 13, 2019

BARTONPARTNERS
urban design + architecture + interiors

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STUDIO|BRYAN HANES
LANDSCAPE ARCHITECTURE & URBAN DESIGN

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** Denotes updated content or supplemental material added to package for December 13th, 2019

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STUDIO|BRYAN HANES LANDSCAPE ARCHITECTURE & URBAN DESIGN

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PHILADELPHIA CITY PLANNING COMMISSION
CIVIC DESIGN REVIEW

CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: 1013412

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

Creates more than 100,000 sq. ft. of new gross floor area and the creation of more than 100 dwelling units

PROJECT LOCATION

Planning District: Central District **Council District:** 1

Address: 427-33 & 435-43 N Broad Street and 1327-31 Noble Street
Philadelphia, PA 19123

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

CONTACT INFORMATION

Applicant Name: BartonPartners Architects Planners, Inc. **Primary Phone:** 610-930-2800

Email: sshaprio@bartonpartners.com, bwarwick@bartonpartners.com **Address:** 700 E Main St, Suite 301 Norristown, PA 19401

Property Owner: Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-Day Saints **Developer** 435 North Broad Associates, LLC

Architect: BartonPartners Architects Planners, Inc.

SITE CONDITIONS

Site Area: 39,047 SF (.896 Ac)

Existing Zoning: CMX4 **Are Zoning Variances required?** Yes ____ No X

SITE USES

Present Use: Surface Parking lot

Proposed Use:

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

Residential Multi-Family 282,472 GSF (368 Units) + Residential Amenity/Mechanical 23,647 GSF, 10,574 GSF Retail, 8,351 GSF Office, and Parking/Loading 46,275 GSF

Proposed # of Parking Units:

107 Accessory Parking Spaces (Underground)

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: October 22, 2019 **Time:** 6:30pm

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ____ No ____ NA__X____

If yes, indicate the date hearing will be held:

Date: ____

CDR PROJECT APPLICATION

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Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservation and energy use. Development teams should try to integrate elements that meet many goals, including:

- Reuse of existing building stock
- Incorporation of existing on-site natural habitats and landscape elements
- Inclusion of high-performing stormwater control
- Site and building massing to maximize daylight and reduce shading on adjacent sites
- Reduction of energy use and the production of greenhouse gases
- Promotion of reasonable access to transportation alternatives

The Sustainable Design Checklist asks for responses to specific benchmarks. These metrics go above and beyond the minimum requirements in the Zoning and Building codes. All benchmarks are based on adaptions from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	**Yes; The Broad Street Line and bus routes 4, 16, and BSO are within a 1/4-mile radius.**
(2) Reduced Parking Footprint	All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	**Yes; All parking is underground or under the building podium.**
(3) Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	**Yes; 5% of the provided 107 parking spaces means 6 spaces are required. 6 charging spaces are provided.**
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building's exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. **(If setback used, specify distance)**[i]	**Not Applicable.**
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	**None is provided.**

Water Efficiency		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	**Yes; The watering requirements will be reduced to 50% for the peak watering month.**
Sustainable Sites		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	**The public plaza's paving system will allow for water percolation to be collected on site. In addition, there are multiple tree pits and planting beds on site.**
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	**Development will comply with PWD stormwater management requirements.**
(9) Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	**Yes; Paving has high SRI value, and more than 50% of the area is shaded by trees or structure.**
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC.[ii]	**We will follow the following codes:** **•IBC Codes** **•ASHRAE 90.1 for Energy** **•IMC for Ventilation**

(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? [iii] •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using ASHRAE standard 90.1-2016 (LEED v4.1 metric). Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	**This building is integrating many sustainable aspects into the design. Architecturally, we are designing low E double pane glass, an efficient façade system and specifying Energy Star appliances. The infrastructure design also is energy efficient, by utilizing a heat recovery air system, LED lighting and efficient lighting controls and low flow plumbing fixtures that not only saves water, but also minimizes heat required for domestic hot water system.**
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy.iv	**Yes. The central OA unit will have MERV 13 filters.**
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	**None is provided.**
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	**We are providing public open space to energize Noble street and signify / identify a gateway to the Rail Park.**

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

INSTRUCTIONS

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

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

The Handbook and the checklist can be accessed at
http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx

PRELIMINARY PCPC REVIEW AND COMMENT: DATE

_____ _____

FINAL STREETS DEPT REVIEW AND COMMENT: DATE

_____ _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

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

Complete Streets Review Submission Requirement*:

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

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

COMPLETE STREETS

BROAD AND NOBLE / PHILADELPHIA / 2019.10.22

STUDIO|BRYAN HANES LANDSCAPE ARCHITECTURE & URBAN DESIGN

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COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

GENERAL PROJECT INFORMATION

1. PROJECT NAME
   435 N Broad
2. DATE
   10/10/2019
3. APPLICANT NAME
   BartonPartners Architects and Planners, Inc.—
   Attn: Seth Shapiro and Bill Warwick
4. APPLICANT CONTACT INFORMATION
   (610)930-2800 sshapiro@bartonpartners.com; bwarwick@bartonpartners.com
5. PROJECT AREA: list precise street limits and scope
   39,047 sf of site area along eastern side of Broad Street between Hamilton St. and Noble St
6. OWNER NAME
   Corporation of the Presiding Bishop of the Church of Jesus Christ of the Latter-Day Saints– Attn: Michael Marcheschi
7. OWNER CONTACT INFORMATION
   marcheschimh@ldschurch.org – 215-328-7592
8. ENGINEER / ARCHITECT NAME
   Engineer: Cornelius Brown Architect: Bill Warwick
9. ENGINEER / ARCHITECT CONTACT INFORMATION
   Engineer: cbrown@bohlereng.com – 267-402-3400
   Architect: bwarwick@bartonpartners.com – (610) 930 2800
10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.
    Also available here: http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/

STREET	FROM	TO	COMPLETE STREET TYPE
Broad Street	Hamilton St	Noble St	Civic Ceremonial
Hamilton Street	Broad St	N/A	Local
Noble Street	Broad St	N/A	Local

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

APPLICANT: General Project Information

Additional Explanation / Comments: The redevelopment proposes a mixed use building with retail on the ground floor and residential in the floors above. The project will have pedestrian access points on corner of Broad St. and Noble St. and vehicle access points on Noble St. The redevelopment will provide 2 levels of underground parking.

DEPARTMENTAL REVIEW: General Project Information

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
Broad Street	20' / 21.7' / 21.7'	22' / 21.7'
Hamilton Street	10' / 8' / 8'	8' / 8'
Noble Street	10'/ 10.2' / 10.2'	10' / 10.2'
_____	_____ / _____ / _____	_____ / _____

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
Broad Street	10' / 13' / 13'
Hamilton Street	5' / 5' / 5'
Noble Street	5' / 5.2' / 5'
_____	_____ / _____ / _____

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
Curb Cut	27'	Broad Street
Curb Cut	27'	Broad Street
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut	12'	Hamilton Street
Curb Cut	12'	Hamilton Street
Curb Cut	43'	Noble Street
_____	_____	

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

PEDESTRIAN COMPONENT (continued)

		DEPARTMENTAL APPROVAL
15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day?	YES ☒ NO ☐	YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: The proposed development will replace the sidewalks to provide safe and comfortable access for pedestrians

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

COMPLETE STREETS

BROAD AND NOBLE / PHILADELPHIA / 2019.10.22

STUDIO|BRYAN HANES LANDSCAPE ARCHITECTURE & URBAN DESIGN

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COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

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

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
N/A	____ / ____
____	____ / ____
____	____ / ____
____	____ / ____

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
Broad Street	**5' / 8.7' / 8.7'**
Hamilton Street	**3.5' / 3' / 3'**
Noble Street	**3.5' / 5' / 5'**
____	____ / ____ / ____

				DEPARTMENTAL APPROVAL	
18. Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?					
▪ Bicycle Parking	YES ☒	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 ☐
19. Does the design avoid tripping hazards?	YES ☒	NO ☐	N/A ☐	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 13, or requires an exception	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

BUILDING & FURNISHING COMPONENT (continued)

				DEPARTMENTAL APPROVAL	
21. 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 ☐
22. Does the design maintain adequate visibility for all roadway users at intersections?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: Furnishing zones will be maintained for this development.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

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

    N/A

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

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
Building / 435 N. Broad St.	**123**	**0 / 0**	**0 / 0**	**0 / 123**
_____	_____	_____ / _____	_____ / _____	_____ / _____
_____	_____	_____ / _____	_____ / _____	_____ / _____
_____	_____	_____ / _____	_____ / _____	_____ / _____

				DEPARTMENTAL APPROVAL	
25. Identify proposed "high priority" bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following "High Priority" elements identified and dimensioned on the plan?					
▪ Conventional Bike Lane	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Buffered Bike Lane	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Bicycle-Friendly Street	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
▪ Indego Bicycle Share Station	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐

APPLICANT: Bicycle Component

Additional Explanation / Comments: 123 bicycle parking spaces are provided within the building

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

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

There will be no change in accessibility, visibility, connectivity, and/or attractiveness of public transit

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, , identify existing and proposed lane widths and the design speed for each street frontage;

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
N/A	____	____	____ / ____	____
____	____	____	____ / ____	____
____	____	____	____ / ____	____
____	____	____	____ / ____	____

				DEPARTMENTAL APPROVAL
33. What is the maximum AASHTO design vehicle being accommodated by the design?	WB40 and Passenger vehicle			YES ☐ NO ☐
34. Will the project affect a historically certified street? An inventory of historic streets[1] is maintained by the Philadelphia Historical Commission.	YES ☐	NO ☒		YES ☐ NO ☐
35. Will the public right-of-way be used for loading and unloading activities?	YES ☐	NO ☒		YES ☐ NO ☐
36. Does the design maintain emergency vehicle access?	YES ☒	NO ☐		YES ☐ NO ☐
37. Where new streets are being developed, does the design connect and extend the street grid?	YES ☐	NO ☐	N/A ☒	YES ☐ NO ☐
38. Does the design support multiple alternative routes to and from destinations as well as within the site?	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	YES ☒	NO ☐		YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

URBAN DESIGN COMPONENT (Handbook Section 4.8)

				DEPARTMENTAL APPROVAL
40. Does the design incorporate windows, storefronts, and other active uses facing the street?	YES ☒	NO ☐	N/A ☐	YES ☐ NO ☐
41. 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 ☐
42. Does the design provide direct, safe, and accessible connections between transit stops/stations 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)

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

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

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

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: ____

BARTON PARTNERS urban design + architecture + interiors

BOHLER ENGINEERING

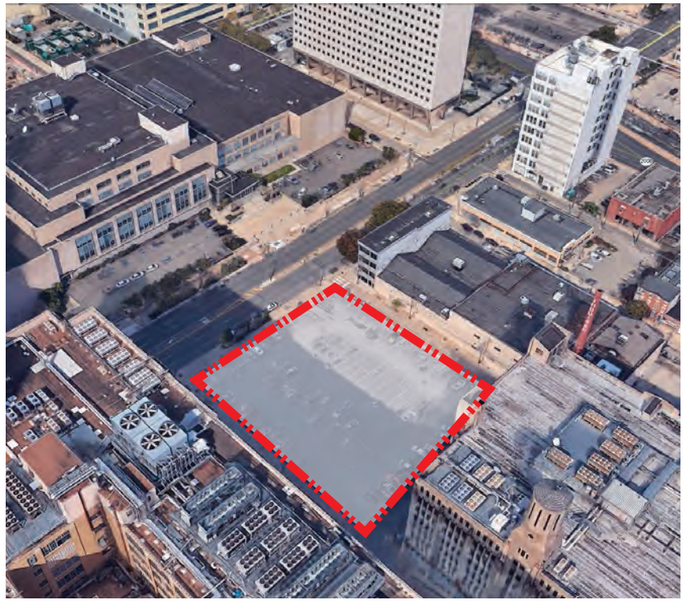
STUDIO|BRYAN HANES LANDSCAPE ARCHITECTURE & URBAN DESIGN

SITE CONTEXT

AERIAL

AXON VIEWS

Aerial View Looking North



Aerial View Looking Towards Broad Street

SITE CONTEXT

STUDIO|BRYAN HANES LANDSCAPE ARCHITECTURE & URBAN DESIGN

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Broad Street, looking down Hamilton Street

Broad Street, looking into site

Broad Street, looking down Noble Street

Hamilton Street, looking towards Broad Street

Noble Street, looking towards Broad Street

Broad Street, looking towards Noble Street

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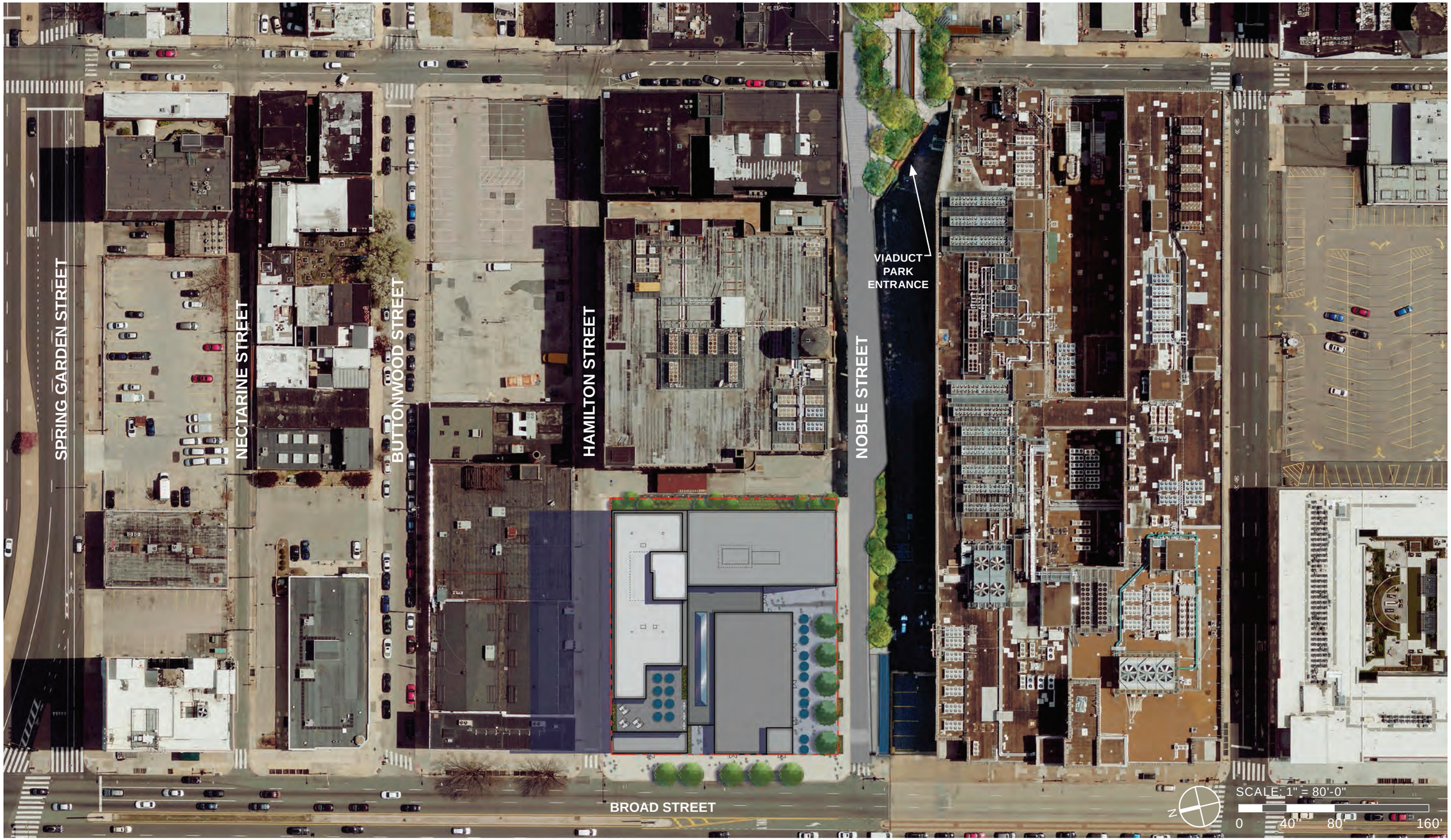
SITE CONTEXT



SITE CONTEXT WITH PROPOSAL

STUDIO|BRYAN HANES
LANDSCAPE ARCHITECTURE & URBAN DESIGN

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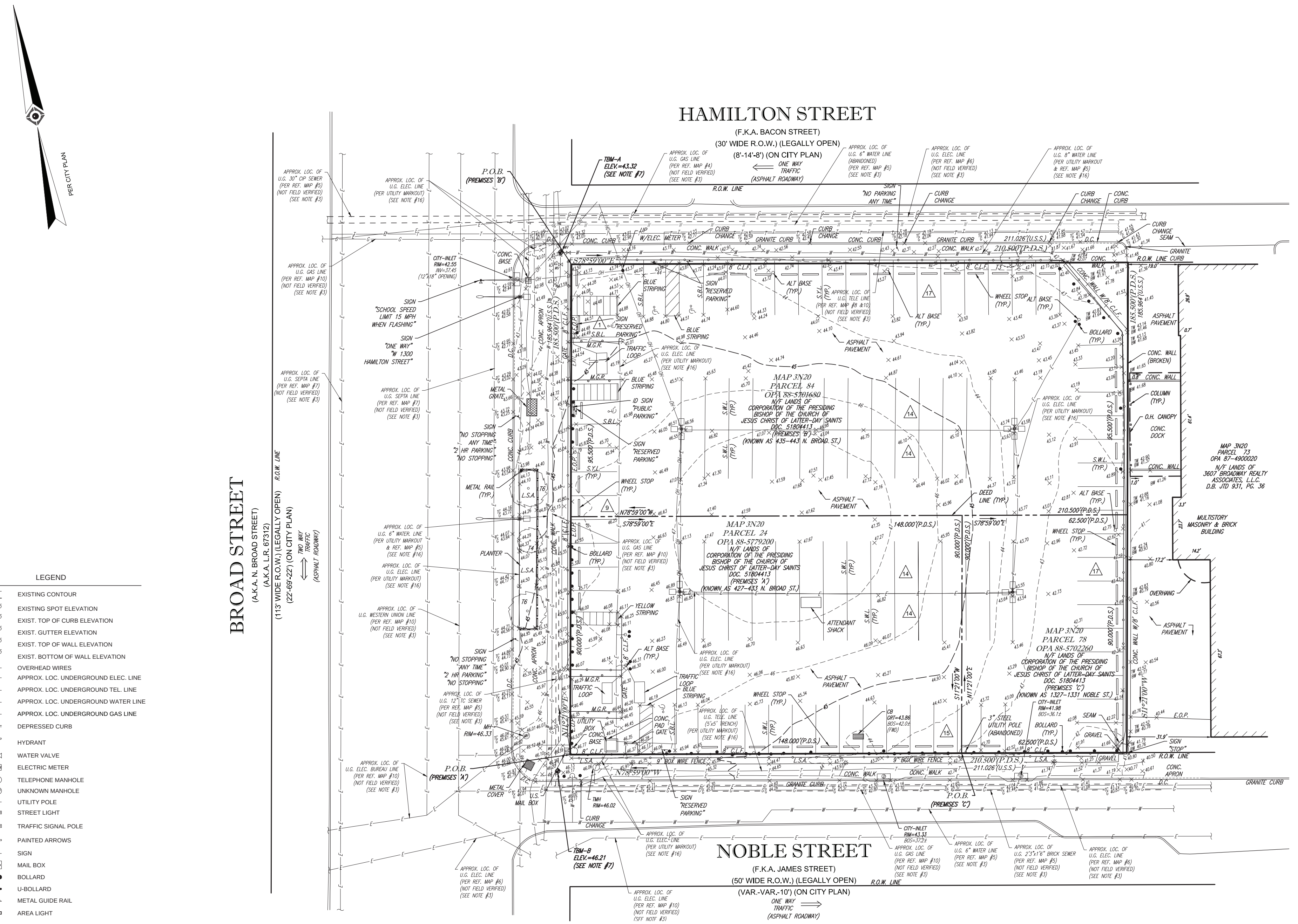
ENGINEERING

BARTON
PARTNERS



LEGEND

124 / 125	EXISTING CONTOUR
× 123.45	EXISTING SPOT ELEVATION
× TC 123.45	EXIST. TOP OF CURB ELEVATION
× G 122.95	EXIST. GUTTER ELEVATION
× TW 123.45	EXIST. TOP OF WALL ELEVATION
× BW 122.95	EXIST. BOTTOM OF WALL ELEVATION
OH	OVERHEAD WIRES
E	APPROX. LOC. UNDERGROUND ELEC. LINE
T	APPROX. LOC. UNDERGROUND TEL. LINE
W	APPROX. LOC. UNDERGROUND WATER LINE
G	APPROX. LOC. UNDERGROUND GAS LINE
	DEPRESSED CURB
	HYDRANT
WV	WATER VALVE
EM	ELECTRIC METER
TMH	TELEPHONE MANHOLE
MH	UNKNOWN MANHOLE
UP #	UTILITY POLE
	STREET LIGHT
	TRAFFIC SIGNAL POLE
	PAINTED ARROWS
	SIGN
U.S.	MAIL BOX
	BOLLARD
	U-BOLLARD
	METAL GUIDE RAIL
	AREA LIGHT
	CATCH BASIN OR INLET
T#	DECIDUOUS TREE & TRUNK SIZE
10	PARKING SPACE COUNT
C.L.F.	CHAIN LINK FENCE
D.C.	DEPRESSED CURB
E.O.C.	EDGE OF CONC.
E.O.P.	EDGE OF PAVEMENT
L.S.A.	LANDSCAPED AREA
(TYP.)	TYPICAL
S.W.L.	SOLID WHITE LINE
S.Y.L.	SOLID YELLOW LINE
S.B.L.	SOLID BLUE LINE
HT.	HEIGHT
BLDG.	BUILDING
BOS	BOTTOM OF STRUCTURE
P.D.S.	PHILADELPHIA DISTRICT STANDARD
U.S.S.	UNITED STATES STANDARD

UTILITIES:

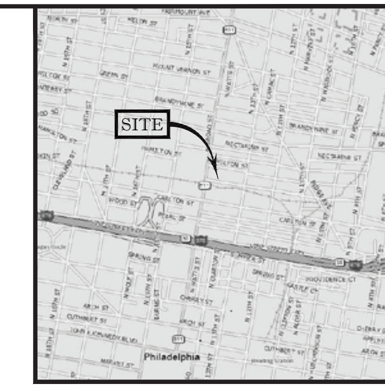
THE FOLLOWING COMPANIES WERE NOTIFIED BY PENNSYLVANIA ONE CALL SYSTEM, INC. (1-800-242-1776) AND REQUESTED TO MARK OUT UNDERGROUND FACILITIES AFFECTING AND SERVICING THIS SITE. THE UNDERGROUND UTILITY INFORMATION SHOWN HEREON IS BASED UPON THE UTILITY COMPANIES RESPONSE TO THIS REQUEST. SERIAL NUMBER(S): 20191641597

UTILITY COMPANY	PHONE NUMBER
AT & T	800-222-0400
COMCAST CABLEVISION	215-961-3800
CROWN CASLTE	215-951-2700
LEVEL 3	720-888-0165
MCI	800-888-0800
PECO	610-943-5522
PHILADELPHIA CITY WATER DEPT	215-685-6300
PHILADELPHIA DEPT OF STREETS	215-686-5503
PHILADELPHIA GAS WORKS	215-978-3000
SEPTA	215-580-7852
VEOLIA ENERGY PHILADELPHIA, INC (TRIGEN)	215-875-6900
VERIZON	215-963-6000
WINDSTREAM PA, INC.	866-255-8356
ZAYO BANDWIDTH	610-774-5151
SUNGARD RECOVERY SERVICES	215-413-1875
LIGHTOWER	703-434-8500

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.



VICINITY MAP
NOT TO SCALE

NOTES:

1. PROPERTY KNOWN AS PARCELS 24, 78 & 84, MAP 3N20 AS IDENTIFIED ON THE TAX REGISTRY OF THE CITY & COUNTY OF PHILADELPHIA, COMMONWEALTH OF PENNSYLVANIA.
2. AREA (P.D.S.) = 39,047.0 S.F. OR 0.89639 AC.
   AREA (U.S.S.) = 39,242.5 S.F. OR 0.90088 AC.
3. LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE. LOCATIONS AND SIZES ARE BASED ON UTILITY MARK-OUTS, ABOVE GROUND STRUCTURES THAT WERE VISIBLE & ACCESSIBLE IN THE FIELD, AND THE MAPS AS LISTED IN THE REFERENCES AVAILABLE AT THE TIME OF THE SURVEY. AVAILABLE AS-BUILT PLANS AND UTILITY MARKOUT DOES NOT ENSURE MAPPING OF ALL UNDERGROUND UTILITIES AND STRUCTURES. BEFORE ANY EXCAVATION IS TO BEGIN, ALL UNDERGROUND UTILITIES SHOULD BE VERIFIED AS TO THEIR LOCATION, SIZE AND TYPE BY THE PROPER UTILITY COMPANIES. CONTROL POINT ASSOCIATES, INC. DOES NOT GUARANTEE THE UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA EITHER IN SERVICE OR ABANDONED.
4. THIS PLAN IS BASED ON INFORMATION PROVIDED BY A SURVEY PREPARED IN THE FIELD BY CONTROL POINT ASSOCIATES, INC. AND OTHER REFERENCE MATERIAL AS LISTED HEREON.
5. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND IS SUBJECT TO THE RESTRICTIONS, COVENANTS AND/OR EASEMENTS THAT MAY BE CONTAINED THEREIN.
6. THE EXISTENCE OF UNDERGROUND STORAGE TANKS, IF ANY, WAS NOT KNOWN AT THE TIME OF THE FIELD SURVEY.
7. ELEVATIONS ARE BASED UPON PHILADELPHIA CITY PLAN DATUM. HELD NORTHERLY PI OF HAMILTON STREET AT THE INTERSECTION WITH BROAD STREET.
   TEMPORARY BENCH MARKS SET:
   TBM-A: MAG NAIL SET IN CONCRETE WALK
   ELEVATION=43.32
   TBM-B: MAG NAIL SET IN CONCRETE WALK
   ELEVATION=46.21
   PRIOR TO CONSTRUCTION IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT HE BENCHMARKS ILLUSTRATED ON THIS SKETCH HAVE NOT BEEN DISTURBED AND THEIR ELEVATIONS HAVE BEEN CONFIRMED. ANY CONFLICTS MUST BE REPORTED PRIOR TO CONSTRUCTION.
8. BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN FLOOD HAZARD ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER REF. MAP #2.
9. UNDERGROUND STORM SEWER AND SANITARY SEWER PIPES ARE DRAWN GRAPHICALLY ON THIS SURVEY AND SHOULD BE CONSIDERED APPROXIMATE. UNDERGROUND STORM AND SANITARY PIPES SHOULD BE VERIFIED INDEPENDENTLY AS TO THEIR LOCATION, SIZE AND TYPE BY THE CONTRACTOR OR DESIGN CONSULTANT PRIOR TO CONSTRUCTION.
10. THIS SURVEY IS PREPARED TO UNITED STATES STANDARD (U.S.S.), OTHER DISTANCES SHOWN ARE IN PHILADELPHIA DISTRICT STANDARD AND ARE MARKED (P.D.S.).
11. ENCROACHMENTS AND VAULTS, IF ANY, BELOW SURFACE NOT SHOWN HEREON.
12. THE CONVERSION FROM INCHES TO THE MORE PRECISE DECIMAL EXPRESSION MAY RESULT IN MINOR CHANGES IN THE SECOND AND THIRD DECIMAL PLACES, THESE ARE NOT ERRORS OR OVERSIGHTS BUT MORE PRECISE VALUES.
13. ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED.
14. PLAN IS MADE PER INSTRUCTION OF TOLL BROTHERS APARTMENT LIVING
15. BUILDING DIMENSIONS SHOWN HEREON ARE MEASURED AT GROUND LEVEL OF BUILDING EXTERIOR.
16. A SUBSURFACE UTILITY MARKOUT WAS PERFORMED BY CONTROL POINT ASSOCIATES, INC. TO ASSIST IN THE LOCATION OF UNDERGROUND UTILITIES FOR THE SITE ONLY. UTILITIES WERE MARKED 6-12-2019 AND FIELD LOCATED 6-19-2019. SEE REF. #11

REFERENCES:

1. MAP #3N20 OF THE OFFICIAL TAX REGISTRY OF THE CITY & COUNTY OF PHILADELPHIA, COMMONWEALTH OF PENNSYLVANIA.
2. MAP ENTITLED "NATIONAL FLOOD INSURANCE PROGRAM, FIRM, FLOOD INSURANCE RATE MAP, CITY OF PHILADELPHIA, PHILADELPHIA COUNTY, PANEL 183 OF 230", MAP NUMBER 4207570183G, MAP REVISED: JANUARY 17, 2007.
3. MAP ENTITLED "PLAN NO. 58 THE FIRST SECTION OF THE RESURVEY, 4TH SURVEY DISTRICT, PHILADELPHIA" OBTAINED FROM THE CITY OF PHILADELPHIA.
4. MAP OBTAINED THE THE PHILADELPHIA GAS WORKS, PLAN M5-41.
5. MAPS OBTAINED FROM THE PHILADELPHIA WATER DEPARTMENT, PWD #'S121564, 149751, 149752, 159400, 159470, 180482, 180483, 195091, 195092, 207733, 216619, 236781, 308595, 308599, 407270.
6. MAPS OBTAINED FROM PECO ENERGY COMPANY, PLAN 548 & 549.
7. MAP ENTITLED "BROAD STREET, CITY TRANSIT DIVISION, DUCTBANK, ELECTRICAL" PREPARED BY SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY, DRAWING NO. E-16.
8. MAP ENTITLED "HAMILTON ST., BROAD ST. TO 12TH ST., PHILADELPHIA" OBTAINED FROM VERIZON.
9. STREET STATUS CARDS OBTAINED FROM THE CITY OF PHILADELPHIA, LC006221, LC015260 & LC018292.
10. UTILITY COMPILATION MAPS OBTAINED FROM THE CITY OF PHILADELPHIA, PLAN 2262, 2618 & 2619.
11. MAP SHOWING UNDERGROUND UTILITY LOCATIONS BASED UPON A SUBSURFACE UTILITY LOCATION SURVEY PERFORMED AND PREPARED BY CONTROL POINT ASSOCIATES, INC.

THIS SURVEY HAS BEEN PERFORMED IN THE FIELD UNDER MY SUPERVISION, AND TO THE BEST OF MY KNOWLEDGE, BELIEF, AND INFORMATION, THAT THIS SURVEY HAS BEEN PERFORMED IN ACCORDANCE WITH CURRENTLY ACCEPTED ACCURACY STANDARDS.

NOT VALID UNLESS SEALED IN RED INK

JAMES C. WEED
PENNSYLVANIA PROFESSIONAL LAND SURVEYOR #SU075250

6-27-2019
DATE

FIELD DATE	6-19-2019
FIELD BOOK NO.	19-07
FIELD BOOK PG.	2-4
FIELD CREW	R.T.
DRAWN:	PV

CONTROL POINT ASSOCIATES, INC.
NEW BRITAIN CORPORATE CENTER
1600 MANOR DRIVE, SUITE 210
CHALFONT, PA 18914
215.712.9800 - 215.712.9802 FAX
WWW.CPASURVEY.COM
WARREN, NJ 908.668.0099
MT. LAUREL, NJ 609.857.2099
MANHATTAN, NY 646.780.0411
LONG ISLAND, NY 631.580.2645
SOUTHBOROUGH, MA 508.948.3000

REVIEWED:	APPROVED:	DATE	SCALE	FILE NO.	DWG. NO.
S.C.H.	B.A.R./D.K.H.	6-27-2019	1"=20'	02-190075-00	1 OF 1

SITE SURVEY

ZONING CHART		Required/Permitted		Proposed			
Zoning		CMX-4		CMX-4			
Use:	14-602(4)	Multi-Family Residential, Commercial, Office and Retail Uses as Permitted in CMX 4 and Accessory Parking (Mixed Use)		Residential Multi-Family (368 units) 10,574 GSF Retail, 107 Accessory Parking Spaces (Underground), 123 Class 1A Bicycle Spaces			
Site Area:	14-701(3)	N/A		39,047 Square Feet (.896 Ac)			
Gross Floor Area	14-701(3)	Base FAR (5) 500% = 195,430 GSF		Proposed Plan	Use	Gross SF	FAR SF
	14-702 (6)	Bonus FAR (1) 100% for providing a public space		Sub-Basement	Parking	4,225 gsf	0 sf
	14-702 (9)	Bonus FAR (2) 200% for provision of all accessory parking to be located below grade		Basement	Parking	36,800 gsf	0 sf
		GSF Allowed = 8 (800%) X 39,047 =	**312, 376 sf (FAR FEET)**	Ground Floor	Retail	10,574 gsf	0 sf
					Office	876 gsf	876 sf
					Amenity	6,216 gsf	6,216 sf
					Bldg Services	5,250 gsf	5,250 sf
					Loading	2,051 gsf	0 sf
				2nd Floor	Residential	19,778 gsf	19,778 sf
				2nd Floor	Commercial/Office	7,475 gsf	7,475 sf
				3rd Floor	Residential	19,778 gsf	19,778 sf
				4th Floor	Residential	19,778 gsf	19,778 sf
				5th Floor	Residential	19,778 gsf	19,778 sf
				6th Floor	Residential	19,778 gsf	19,778 sf
				7th Floor	Residential	19,778 gsf	19,778 sf
				8th Floor	Residential	19,778 gsf	19,778 sf
				9th Floor	Residential	19,778 gsf	19,778 sf
				10th Floor	Residential	19,778 gsf	19,778 sf
				11th Floor	Residential	19,778 gsf	19,778 sf
				12th Floor	Residential	19,778 gsf	19,778 sf
				13th Floor	Residential	19,778 gsf	19,778 sf
				14th Floor	Residential	11,284 gsf	11,284 sf
				15th Floor	Residential	11,284 gsf	11,284 sf
				16th Floor	Residential	11,284 gsf	11,284 sf
				17th Floor	Residential	11,284 gsf	11,284 sf
				18th Floor	Amenity/Common	7,889 gsf	7,889 sf
					Outdoor Amenity	2,417 gsf	0 sf
					Mechanical Penthouse	1,875 gsf	1,875 sf
				TOTALS		365,703 gsf	**312,053** sf **(FAR FEET)**
Max Occupied Area	14-701(3)	Buildings Greater than 5 stories - 100%		94.20%			
Setbacks	14-701(3)	Minimum Front Yard Depth	N/A	Front Yard Depth	0'		
		Minimum Side Width, Each	8' if used	Side Yard Width	0'		
		Minimum Rear Yard Depth	N/A	Rear Yard Depth	10'-0"		
Building Height	14-701(3)	No Limit		231'-0" to Penthouse Roof From First Floor Level			
Sky Plane	14-701(5)(b)	Hamilton Street:					
		ROW <50'	N/A				
		Noble Street:					
		50-59' ROW & Building height > 65'	100% blockage	39.1% proposed			
		& height of 65' - 90'	85% blockage	0.0% proposed			
		& height of 90' - 150'	80% blockage	0.0% proposed			
		Broad Street:					
		>100' ROW & Building height > 125'	100% blockage	56.2% proposed			
		& height 125-190'	85% blockage	10.1% proposed			
		& height 190-285'	80% blockage	0.0% proposed			

ZONING CHART		Required/Permitted		Proposed
Parking	14-802(3)	Multi-Family 3 Spaces Per 10 Units (May Be Reduced Per Below Calcs:)	111 Spaces	**107 Spaces Provided Utilizing Reductions as Listed**
		Retail	0 Spaces	
	14-802(8)(e)	1 Off Street Parking Space Reduction For Every 5 Class 1 Bicycle Spaces Provided up to 10% Of Total Parking Requirement	11 Less Spaces For Provision of 123 Bicycle Spaces **= 100 Spaces Req'd**	
	14-803(1)	Compact Spaces - Max 25% Of Total Provided	25 Spaces Allowed	19 Spaces Provided
	14-802(5)(a)	Accessible Spaces: 5 Spaces Req'd For 101 to 150 Spaces Provided	5 Spaces Req'd	5 Spaces Provided
	14-803(6)	Electric Vehicle Charging Spaces: 5% of total parking Req'd for 100 and above Spaces Provided	6 Spaces Req'd	6 Spaces Provided
	14-804(1)	Bicycle Spaces: 1 Class 1A Bicycle Parking Spaces For Every 3 Dwelling Units	123 Bicycle Parking Spaces Req'd	128 Class 1A Bicycle Parking Spaces Provided
	14-803(2)(c)	Reservoir Spaces: 3 Off-Street Reservoir Spaces Req'd for 101 to 200 Spaces Provided	5 Spaces Req'd	5 Spaces Provided
Off Street Loading	14-806(2)	Off Street Loading Spaces: 2 Spaces Req'd for Gross Floor Area Between 200,001 - 500,000 GSF	2 Off Street Loading Spaces Req'd	2 Loading Spaces Provided at 10 Feet x 40 Feet x 14 Feet
	14-806(2)(b)	Loading Space Size: Loading Spaces May Be Reduced to 10 Feet Wide by 40 Feet Long By 14 Feet High When Accessed By A Street Less Than 35 Feet Wide	Spaces May be 10' X 40' X 14' As Noble Street Is Less than 35 Feet Wide	
Public Plaza	14-702(6)(a)	Qualifying Criteria: 5,000 SF Minimum Area Minimum 30% of Area to be Landscaped 1 Tree Per 1,000 SF, plus 14-705 Requirements		5054 SF Provided 1517 SF Provided 5 Trees Provided
Street Trees	14-705(2)(c)	1 Tree per 35 Feet of Linear Frontage Spacing at or greater than 15'		5 Trees Provided along Broad Street Complies; Minimum Spacing is 19'-7"

ZONING CHART

STUDIO|BRYAN HANES LANDSCAPE ARCHITECTURE & URBAN DESIGN

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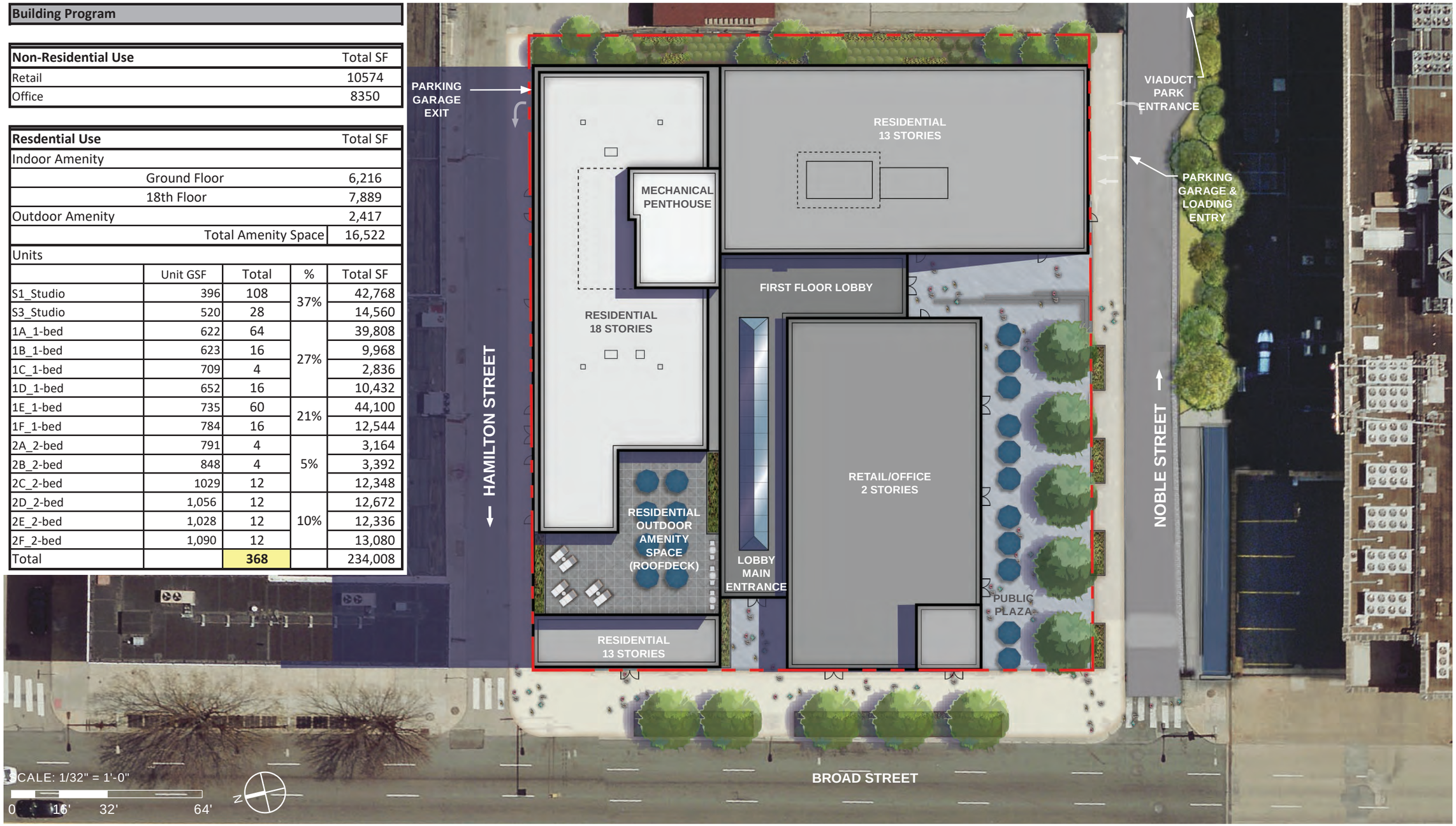
Building Program

Non-Residential Use	Total SF
Retail	10574
Office	8350

Resdential Use				Total SF
Indoor Amenity				
	Ground Floor			6,216
	18th Floor			7,889
Outdoor Amenity				2,417
		Total Amenity Space		16,522
Units				
	Unit GSF	Total	%	Total SF
S1_Studio	396	108	37%	42,768
S3_Studio	520	28		14,560
1A_1-bed	622	64	27%	39,808
1B_1-bed	623	16		9,968
1C_1-bed	709	4		2,836
1D_1-bed	652	16		10,432
1E_1-bed	735	60	21%	44,100
1F_1-bed	784	16		12,544
2A_2-bed	791	4	5%	3,164
2B_2-bed	848	4		3,392
2C_2-bed	1029	12		12,348
2D_2-bed	1,056	12	10%	12,672
2E_2-bed	1,028	12		12,336
2F_2-bed	1,090	12		13,080
Total		368		234,008



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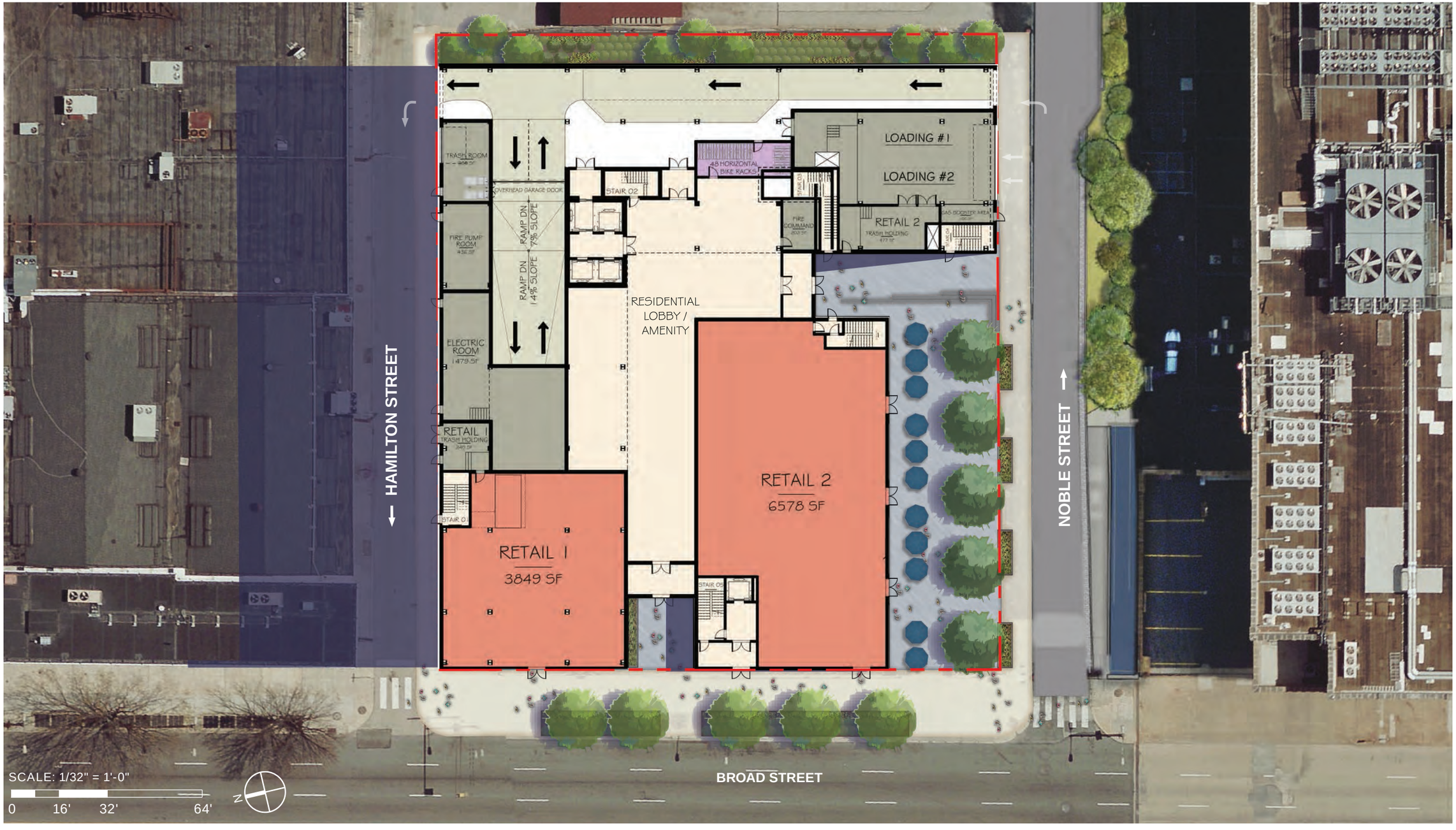
ILLUSTRATIVE SITE PLAN



GROUND FLOOR SITE PLAN OVERLAY

STUDIO|BRYAN HANES LANDSCAPE ARCHITECTURE & URBAN DESIGN

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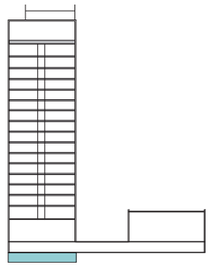

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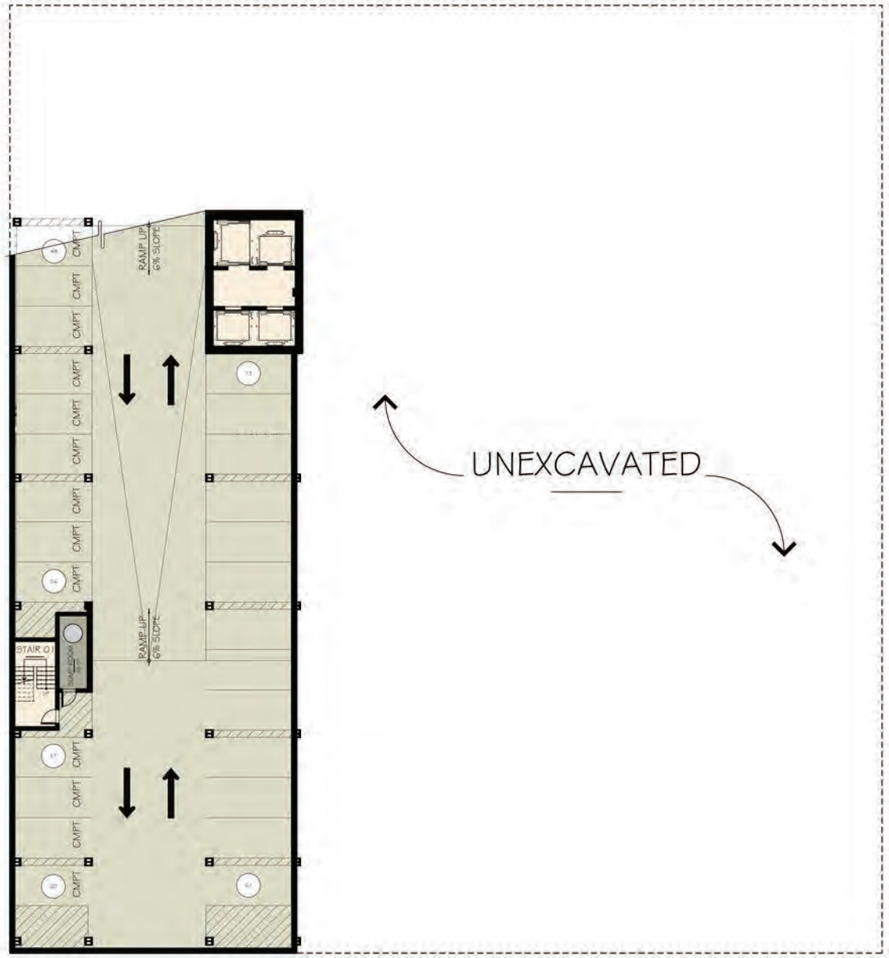

LOWER GARAGE FLOOR PLAN

BARTON PARTNERS urban design + architecture + interiors

BOHLER ENGINEERING

STUDIO|BRYAN HANES LANDSCAPE ARCHITECTURE & URBAN DESIGN

BUILDING LAYOUT

SCALE: 1/32" = 1'-0"

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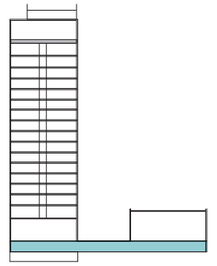


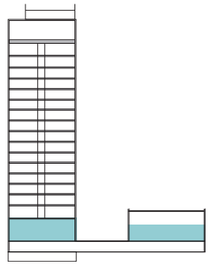
GARAGE FLOOR PLAN

BUILDING LAYOUT

STUDIO|BRYAN HANES LANDSCAPE ARCHITECTURE & URBAN DESIGN

BOHLER ENGINEERING

BARTON PARTNERS



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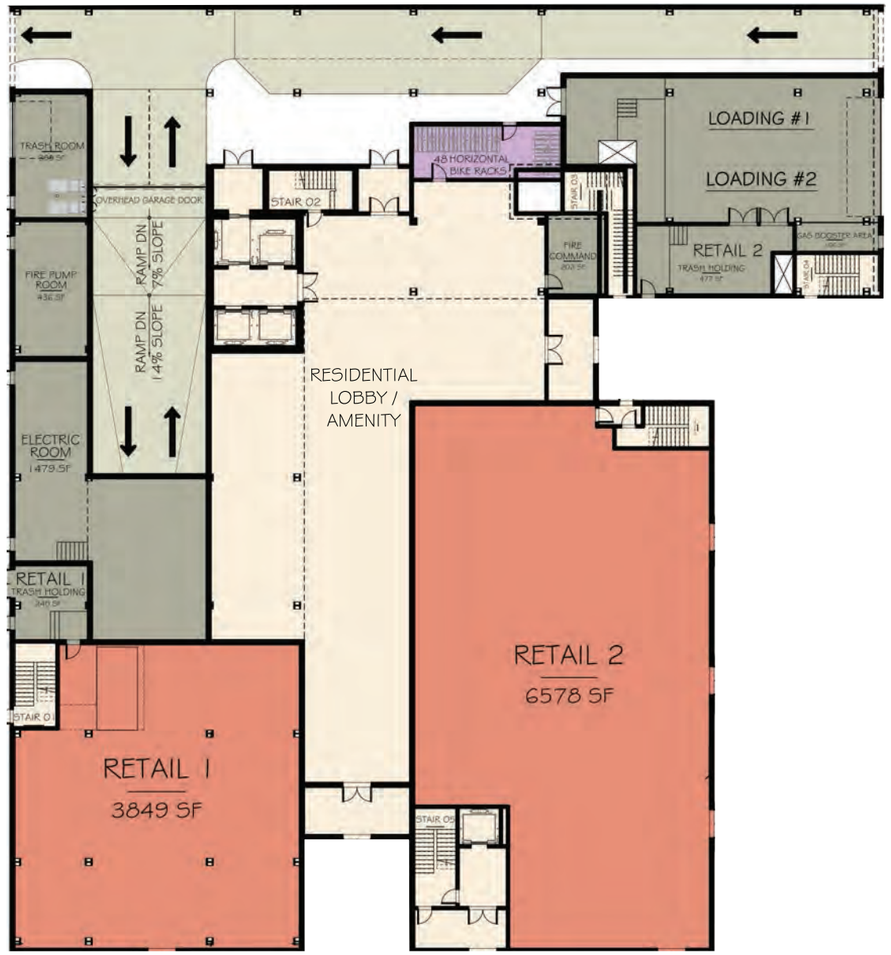

GROUND FLOOR PLAN

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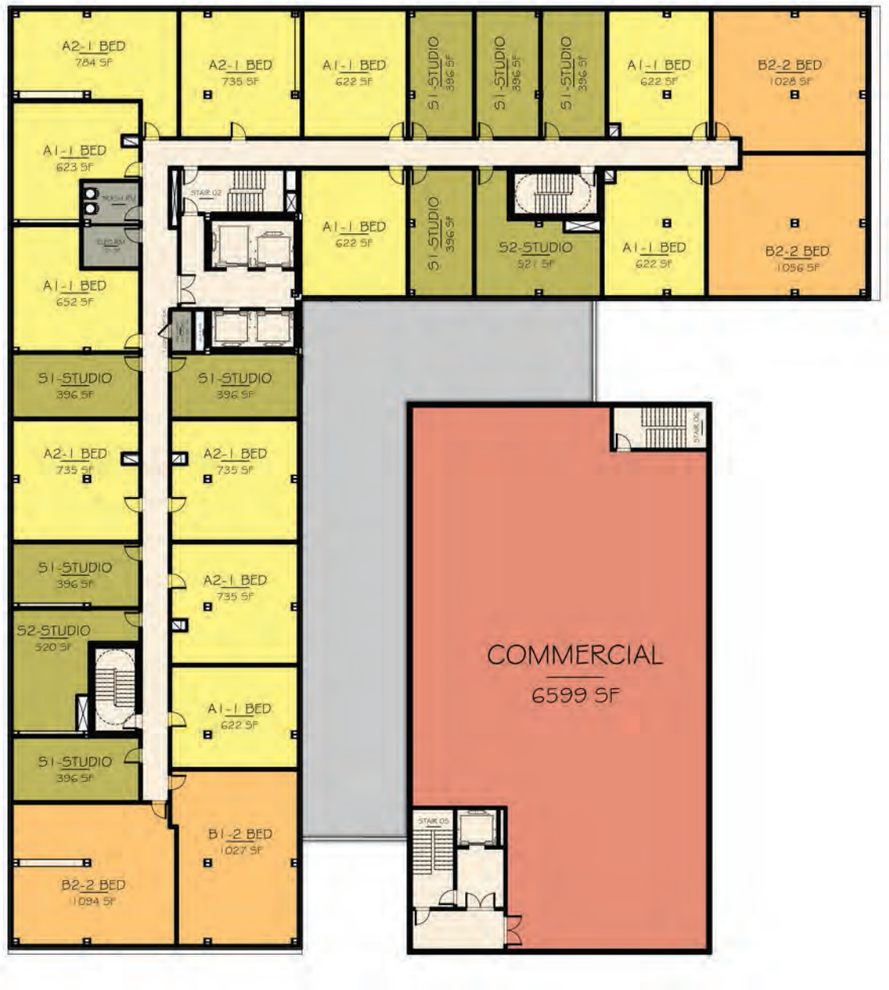
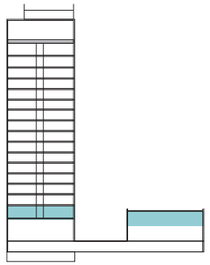
STUDIO|BRYAN HANES LANDSCAPE ARCHITECTURE & URBAN DESIGN

BUILDING LAYOUT

SCALE: 1/32" = 1'-0"

0 16' 32' 64'





SECOND FLOOR PLAN

BUILDING LAYOUT

STUDIO|BRYAN HANES
LANDSCAPE ARCHITECTURE & URBAN DESIGN

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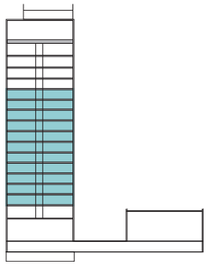
ENGINEERING

BARTON
PARTNERS



SCALE: 1/32" = 1'-0"

0 16' 32' 64'

3RD THROUGH 13TH FLOOR PLAN

BUILDING LAYOUT

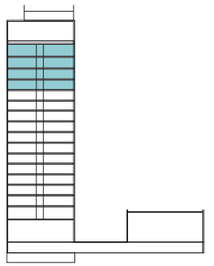
BARTON PARTNERS urban design + architecture + interiors

BOHLER ENGINEERING

STUDIO|BRYAN HANES LANDSCAPE ARCHITECTURE & URBAN DESIGN

SCALE: 1/32" = 1'-0"

0 16' 32' 64'



14TH THROUGH 17TH FLOORS

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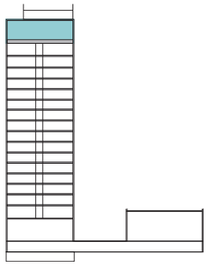

SCALE: 1/32" = 1'-0"

0 16' 32' 64'

18TH (AMENITY) FLOOR

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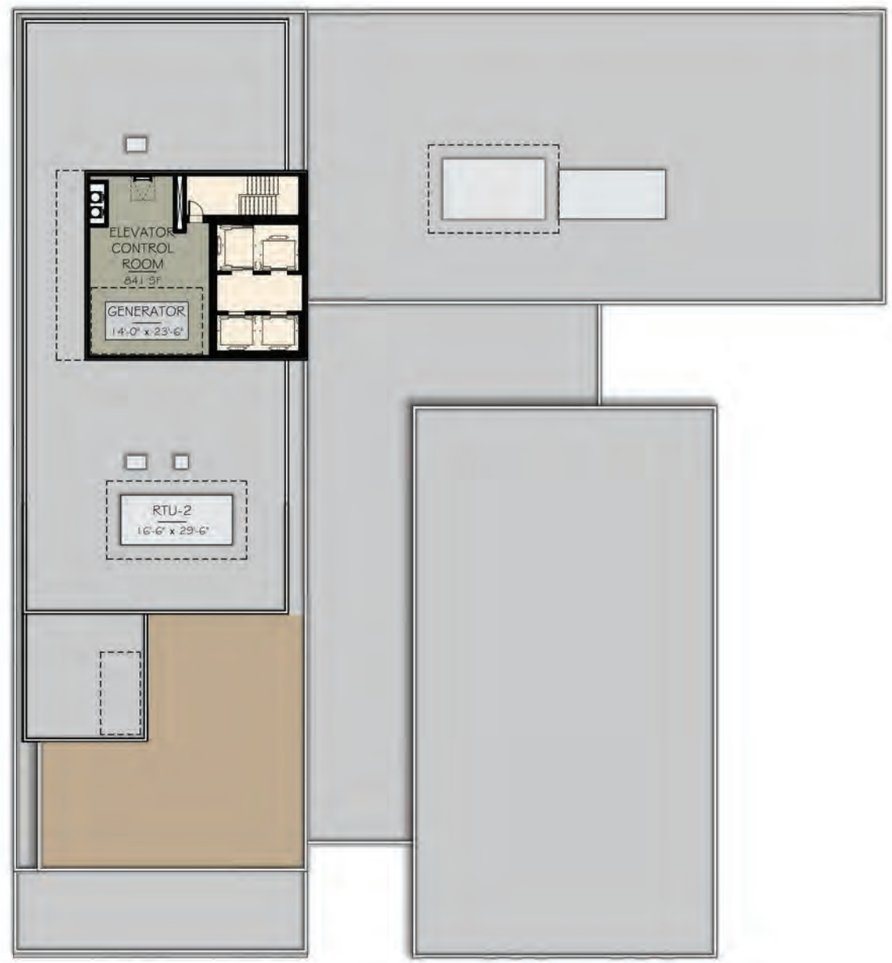
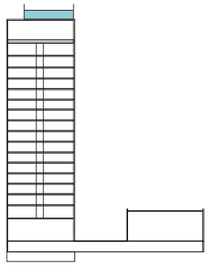
BUILDING LAYOUT

SCALE: 1/32" = 1'-0"

0 16' 32' 64'





MECHANICAL PENTHOUSE PLAN

BUILDING LAYOUT

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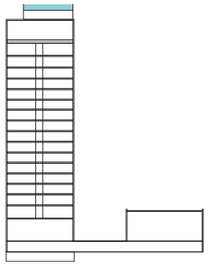
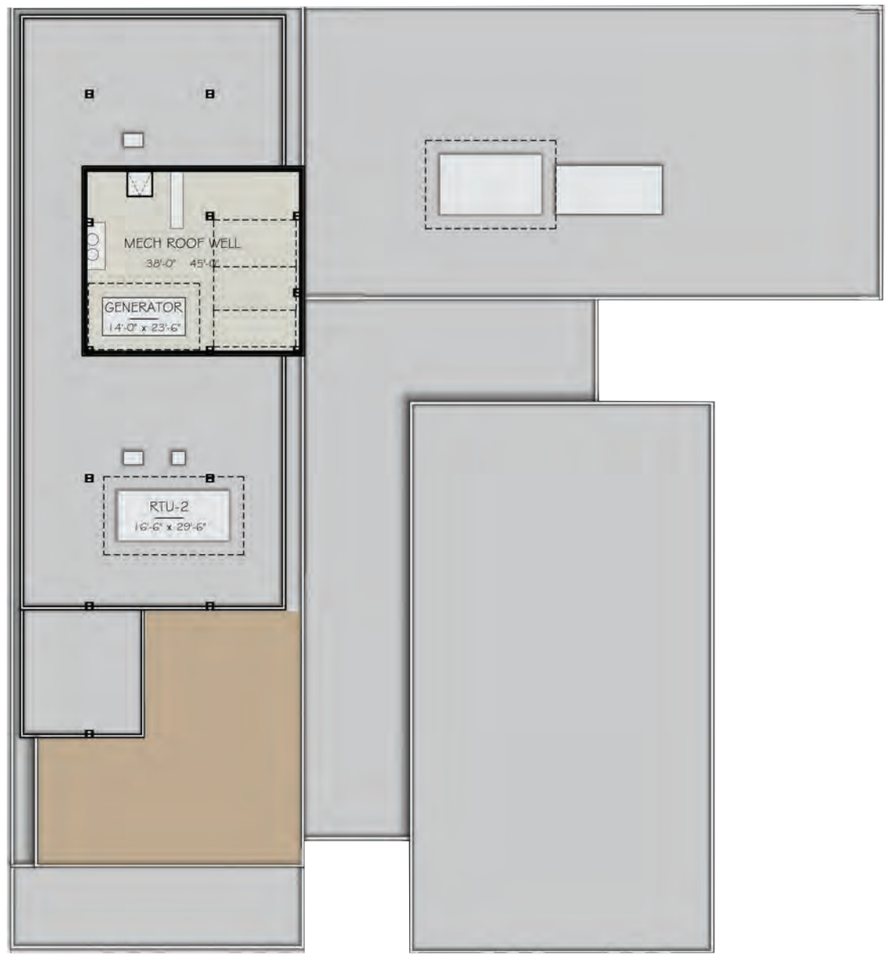


SCALE: 1/32" = 1'-0"

0 16' 32' 64'



UPPER ROOF PLAN

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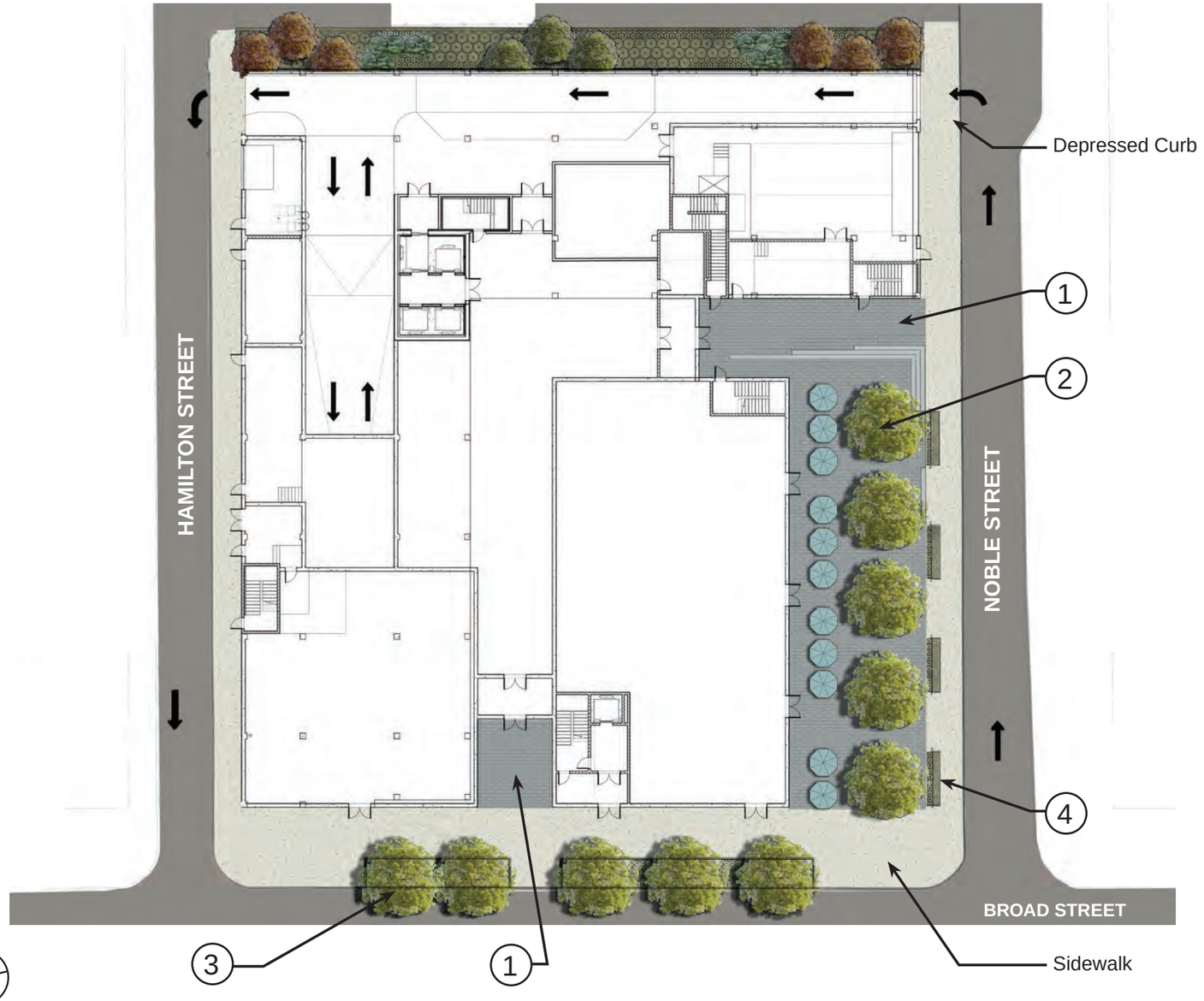
BUILDING LAYOUT



SCALE: 1/32" = 1'-0"

0 16' 32' 64'

N

LANDSCAPE PLAN

BROAD AND NOBLE / PHILADELPHIA / 2019.10.22

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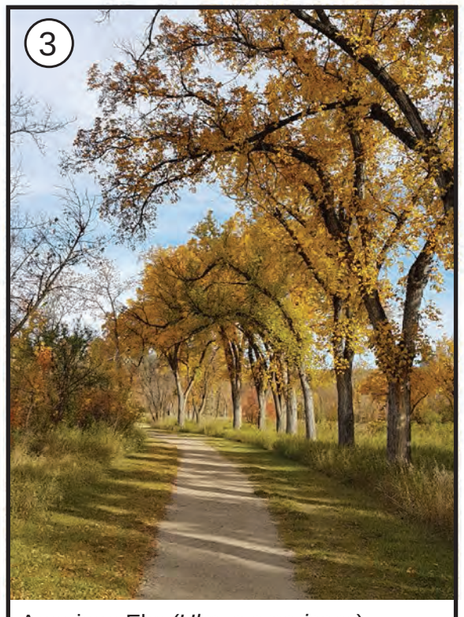
Gray Granite - Main entrance and Noble St. plaza paving

Honey Locust (*Gledistia triacanthos*) - Noble St. plaza trees



American Elm (*Ulmus americana*) - Broad St. trees

Existing Vine Screen on Noble Street

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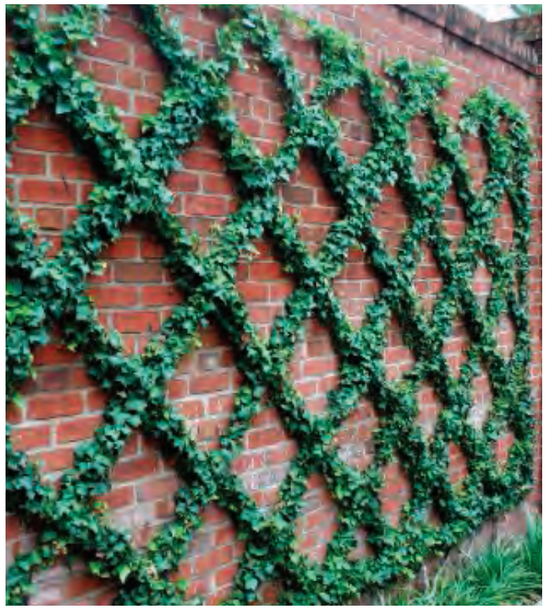
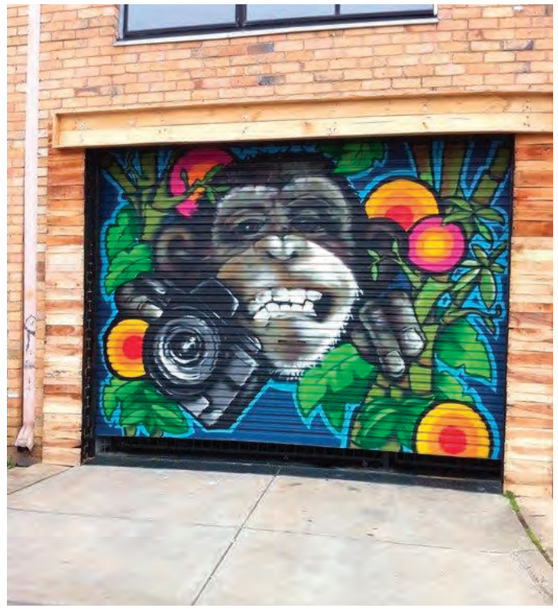
LANDSCAPE PALETTE

FEATURE WALL PRECEDENTS



GARAGE DOOR PRECEDENTS



EXTERIOR ENHANCEMENTS

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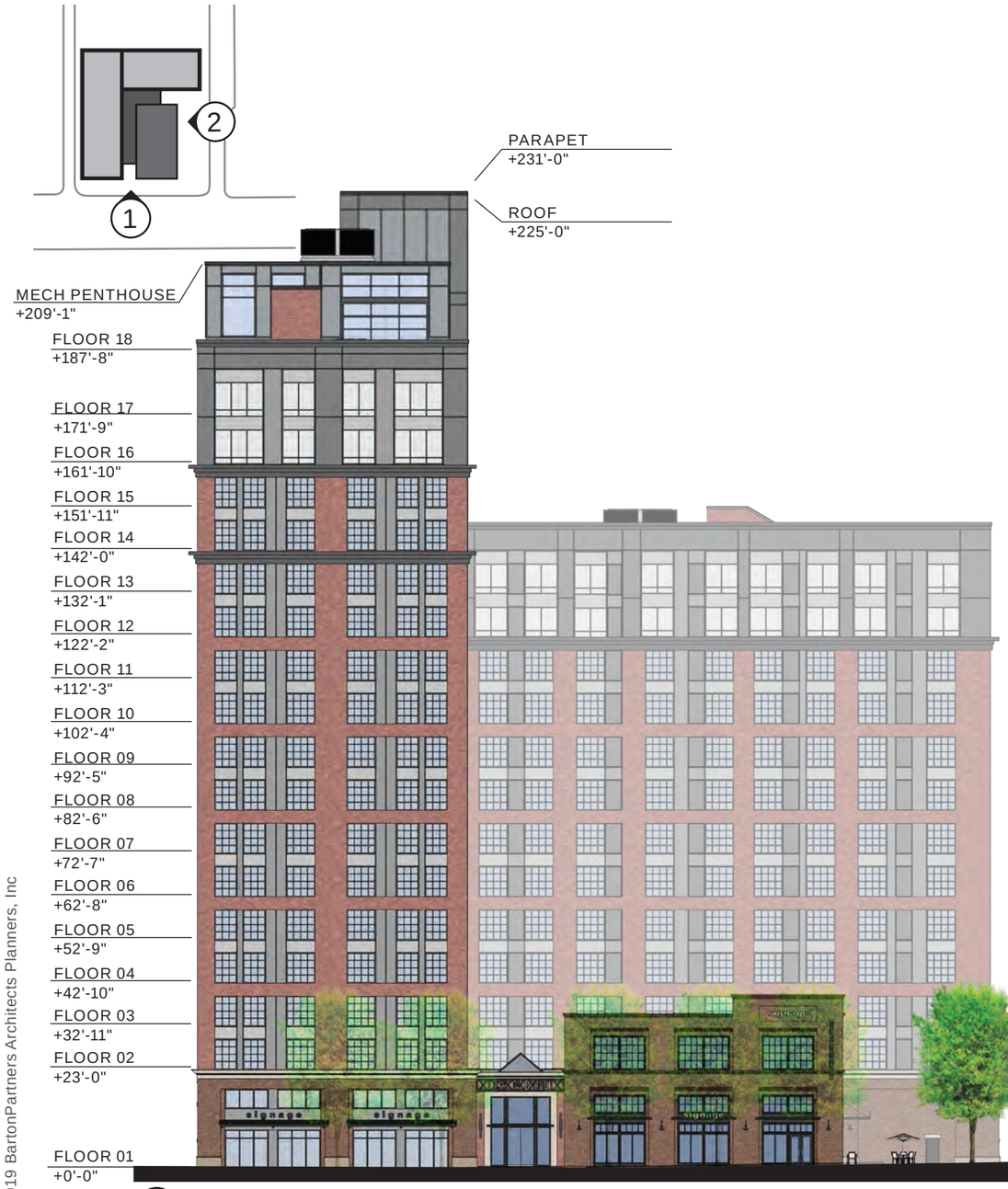
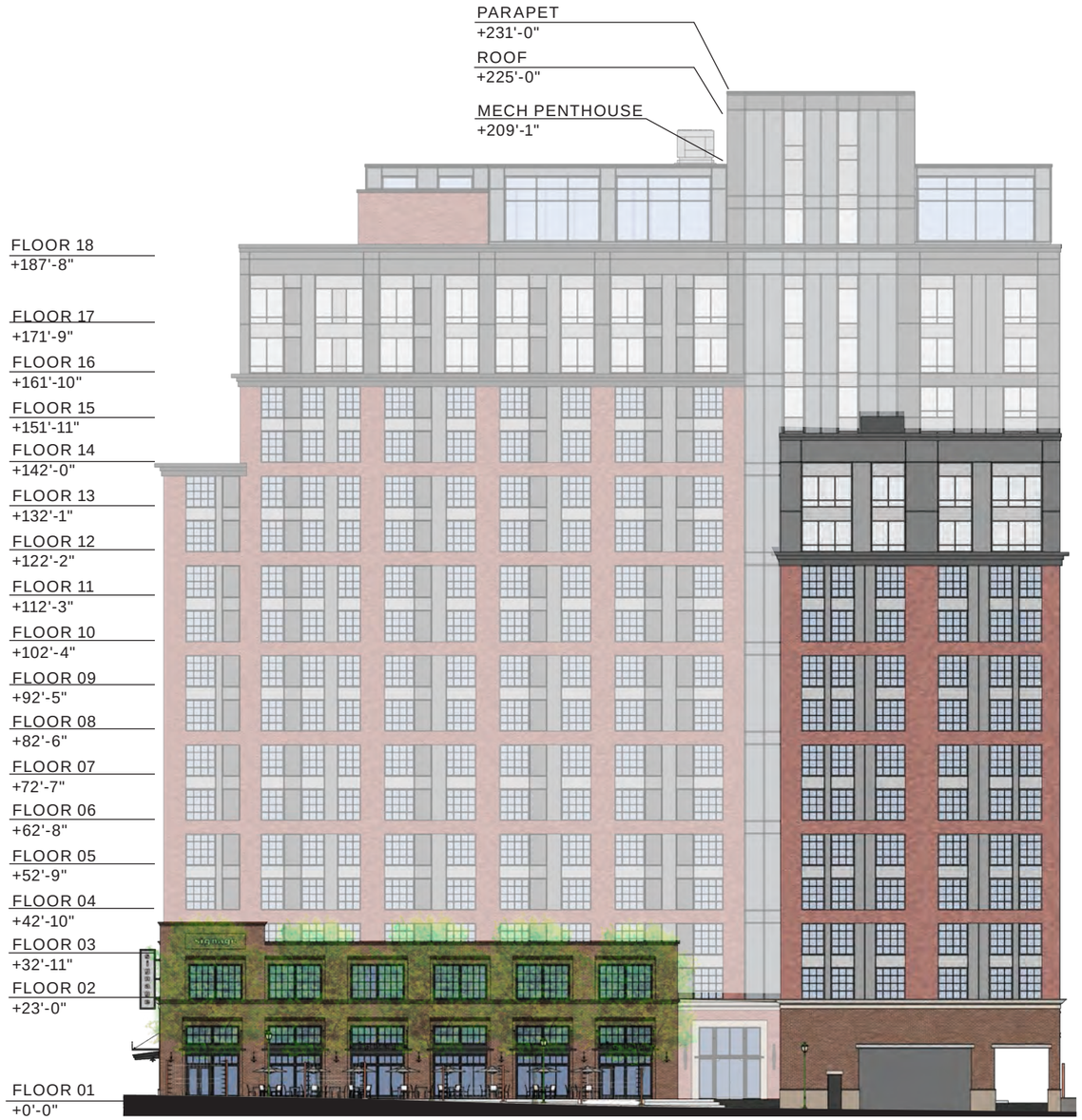


1 ELEVATION (FACING BROAD STREET)

SCALE: 1/32" = 1'-0"

0 16' 32' 64'



2 ELEVATION (FACING NOBLE STREET)

BUILDING ELEVATIONS

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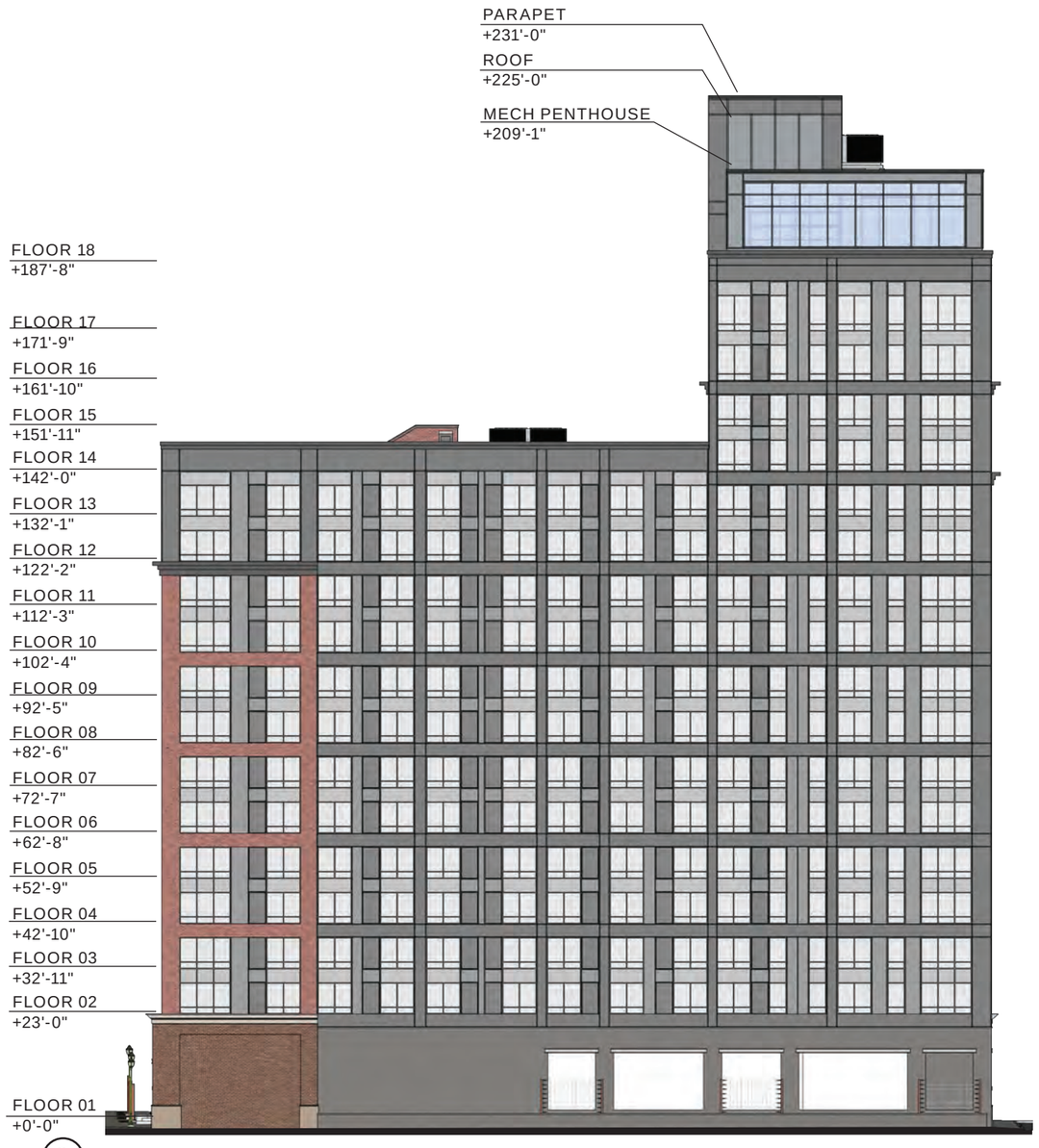
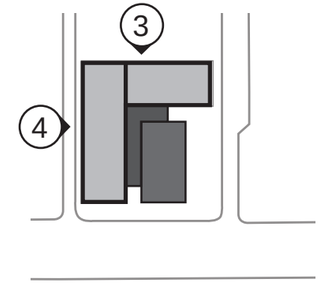
SCALE: 1/32" = 1'-0"

0 16' 32' 64'



3 ELEVATION (FACING INTERIOR OF BLOCK)



4 ELEVATION (FACING HAMILTON STREET)

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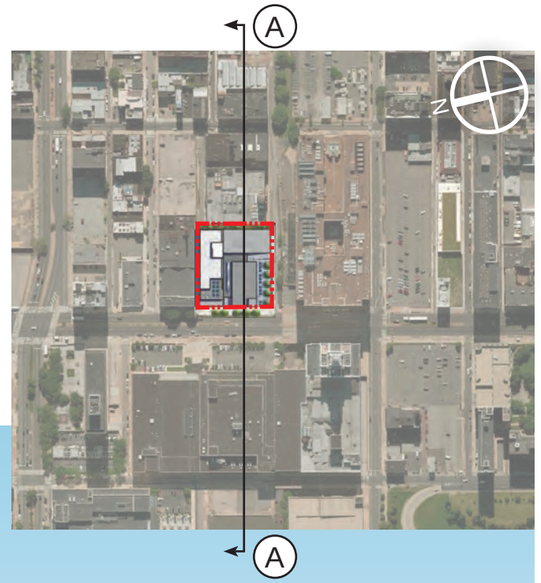
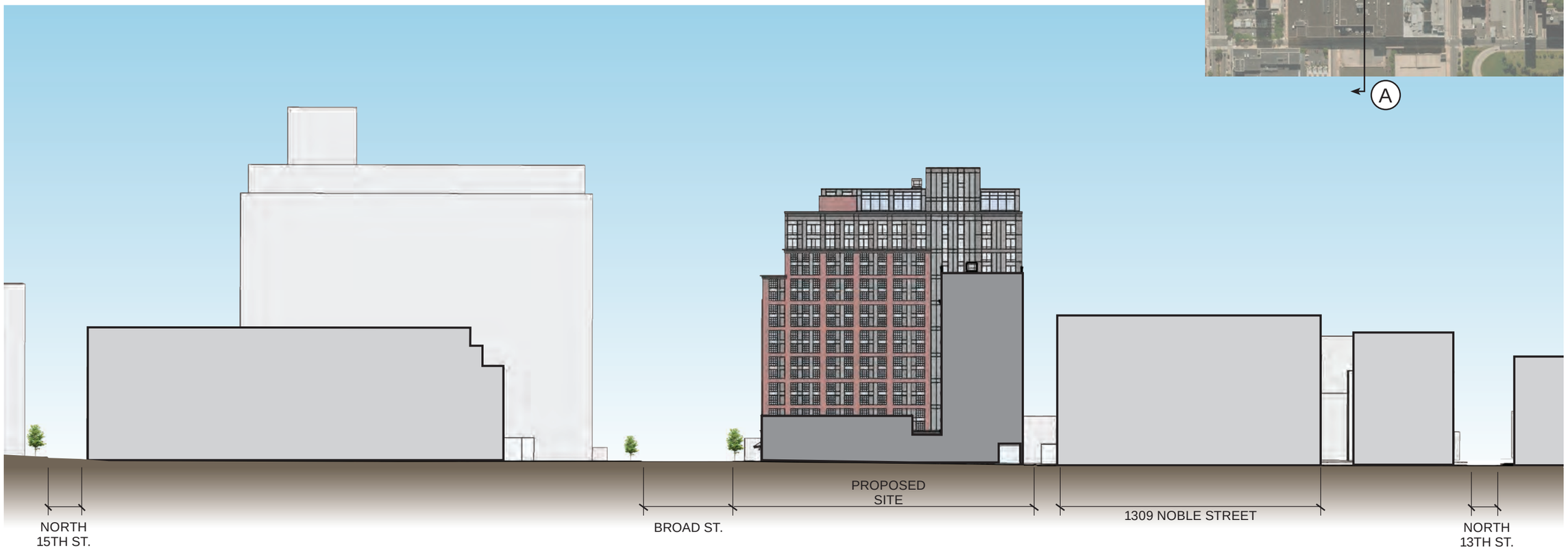
BUILDING ELEVATIONS





SCALE: 1" = 80'-0"

0 40' 80' 160'

(A) NORTH FACING SITE SECTION

SECTIONS

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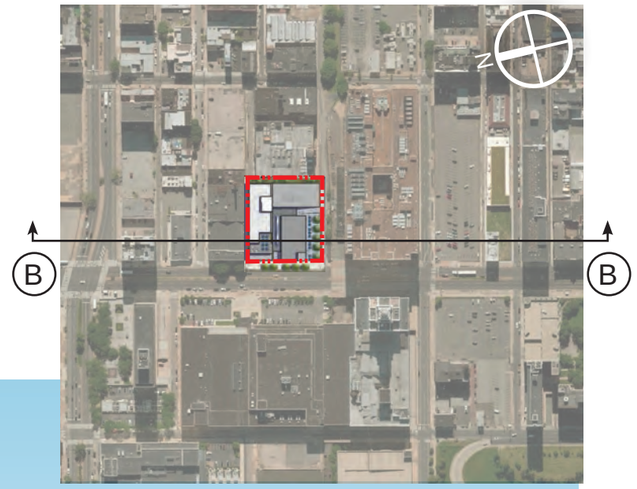

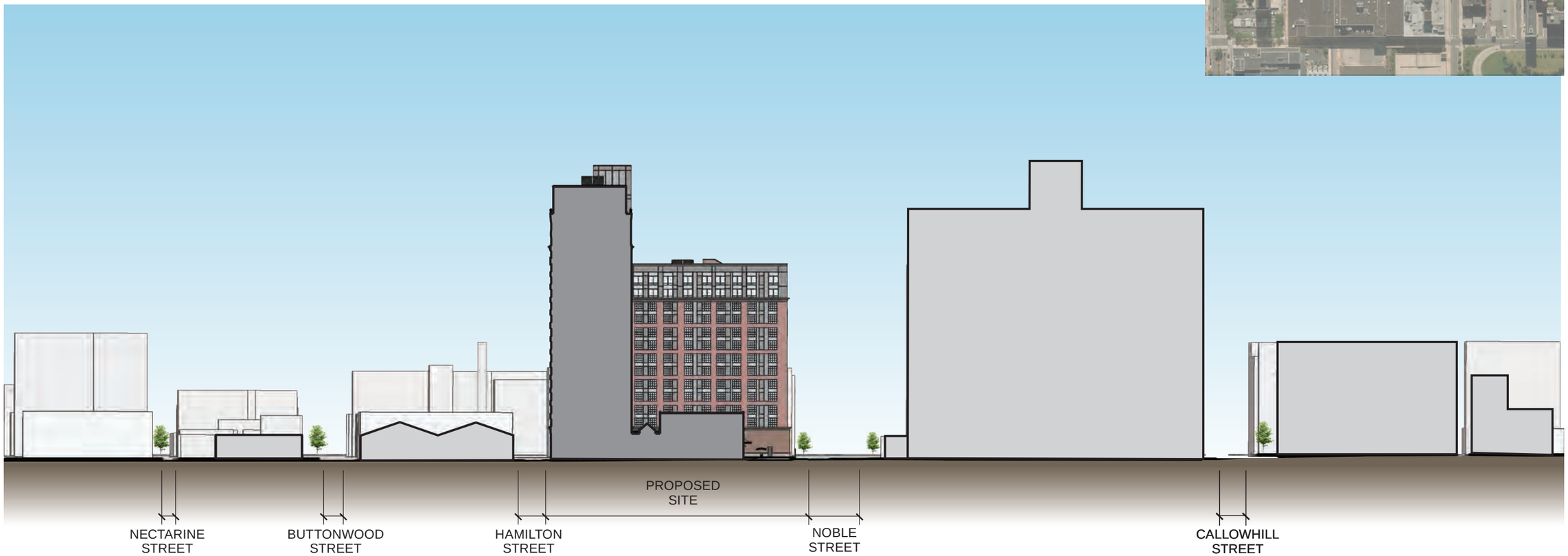

SCALE: 1" = 80'-0"

0 40' 80' 160'

(B) EAST FACING SITE SECTION

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SECTIONS

VIEW FROM BROAD STREET

1309 NOBLE ST EXISTING CONDITIONS

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DETAIL OF BUILDING ENTRANCE ON NOBLE STREET

PEDESTRIAN VIEW ON NOBLE STREET TOWARDS BROAD STREET

PEDESTRIAN VIEW FROM VIADUCT PARK ENTRANCE ON NOBLE STREET

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1309 NOBLE ST EXISTING CONDITIONS

SUPPLEMENTAL SHEET (RESUBMITTED DECEMBER 13, 2019)

PEDESTRIAN VIEW ON NOBLE STREET TOWARDS VIADUCT PARK


PEDESTRIAN VIEW ON NOBLE STREET TOWARDS VIADUCT PARK


PEDESTRIAN VIEW ON NOBLE STREET TOWARDS VIADUCT PARK

1309 NOBLE ST EXISTING CONDITIONS

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NOBLE STREET RENDERING

RENDERING

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RENDERING

RENDERING

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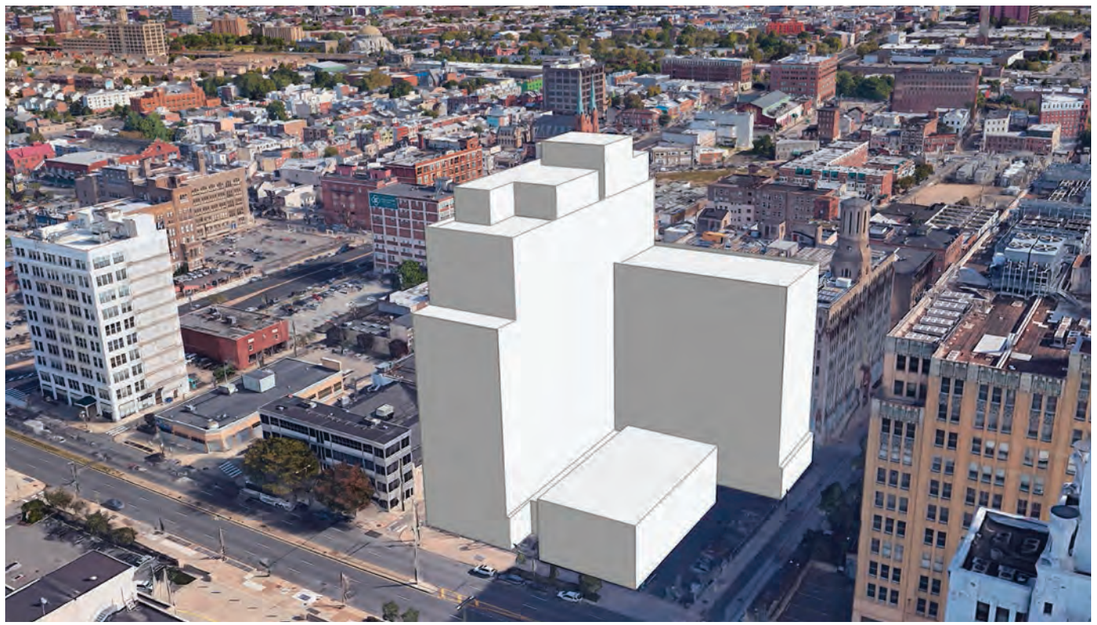
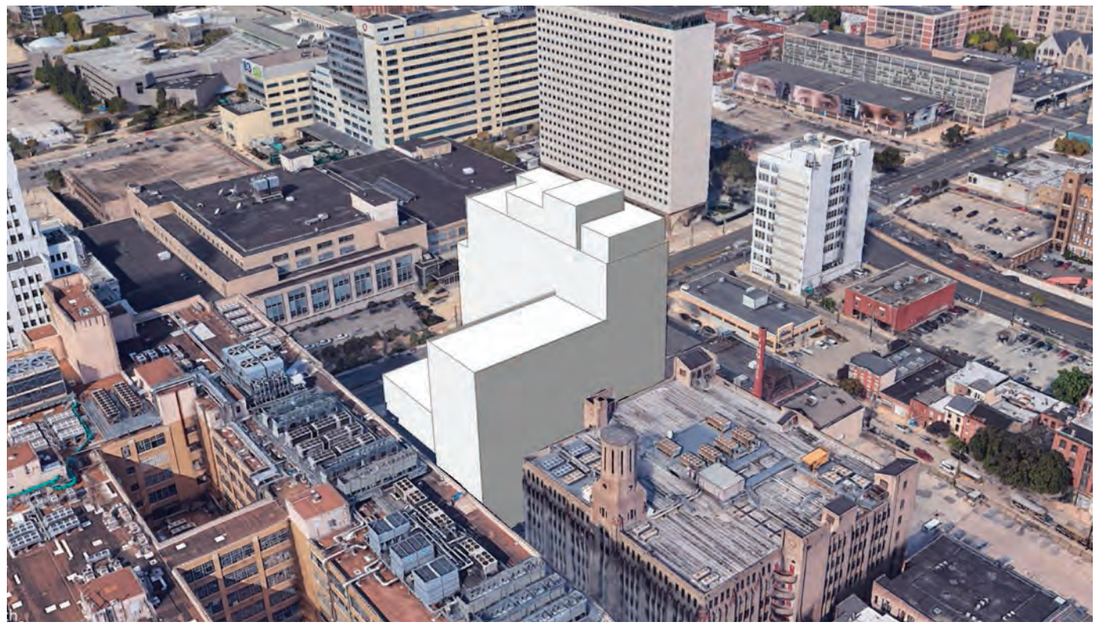
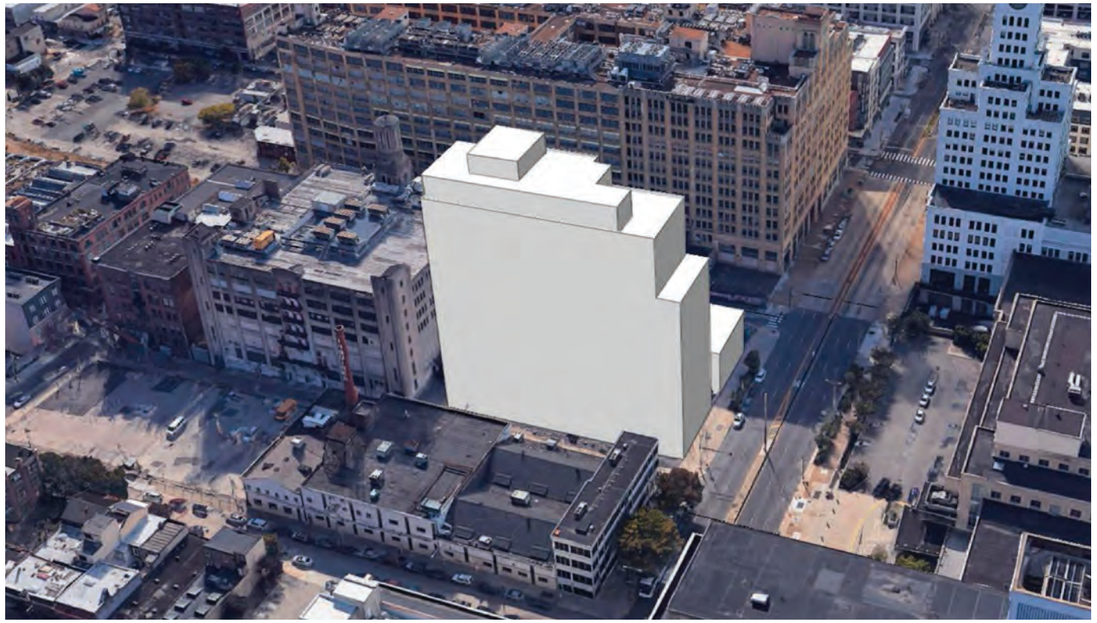
RENDERING







MASSING MODEL

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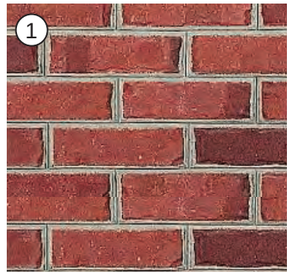
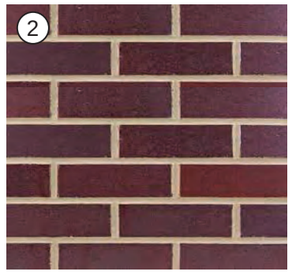


BRICK 1

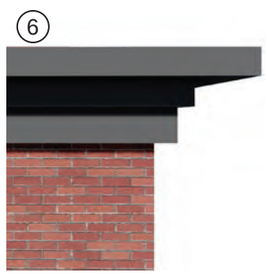


BRICK 2

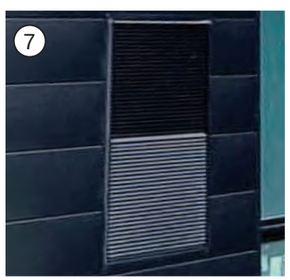
METAL PANEL 1

METAL PANEL 2

CORNICE 1 - MASONRY



CORNICE 2 - METAL



HVAC LOUVERED VENTS

WATER TABLE - MASONRY

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BUILDING MATERIALS