

76 PLACE
at Market East

CIVIC DESIGN REVIEW
11/10/2023

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SUBMISSION DOCUMENTS AND PROCESS

This submission is being made pursuant to Philadelphia City Planning Commission regulations and Zoning Code section 14-304(3)(e)(.1)(.c)(ii), in which CDR is triggered for master plans prior to zoning ordinance passage and approval of a master plan

Per Planning Commission regulations and Zoning Code, master plans are not reviewed on the same timeline or level of detail of the traditional CDR procedure outlined in Zoning Code section 14-304(5), which triggers CDR later in the design process prior to the issuance of a zoning permit



Civic Sustainable Design Checklist – Updated September 3, 2019

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 adaptations 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 project site directly above the SEPTA Jefferson Station.
(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.	All parking areas within the Arena masterplan will be sub-grade.
(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.	The project is in Master Plan phase. It is anticipated that this benchmark can be met, but will be further developed once the masterplan progresses.
(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	The project is in Master Plan phase. It is anticipated that this benchmark can be met, but will be further developed once the masterplan progresses.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	The project is in Master Plan phase. It is anticipated that this benchmark can be met, but will be further developed once the

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: [Redacted]

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

This proposal includes an overlay with a master plan which triggers Civic Design Review pursuant to Section 14-304(3)(e)(.1)(.c)(.ii).

PROJECT LOCATION

Planning District: Central Council District: District 1

Address: 1000-19 Market St, 1025 Market St & 1001-25 Filbert St.

Is this parcel within an Opportunity Zone? If yes, is the project using Opportunity Zone Funding? Yes No Yes No

CONTACT INFORMATION

Applicant Name: Alex Kafenbaum Primary Phone: 516-996-1990

Email: alexkafenbaum@hbse.com Address: 3 Banner Way, Camden NJ 08103

Property Owner: Keystone Philadelphia Properties, LP & 1001-1025 WEST FILBERT ST Developer CBL Real Estate LLC

Architect: Gensler

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



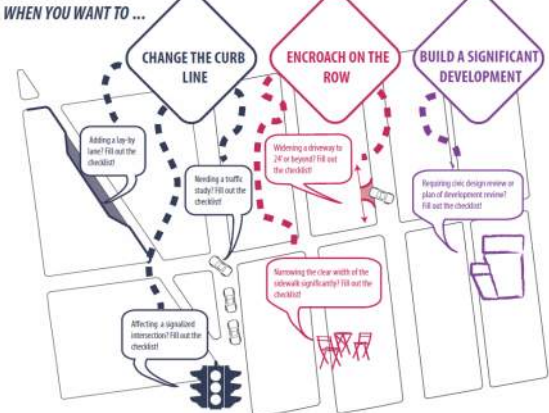
INSTRUCTIONS

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

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

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

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



PRELIMINARY PCPC REVIEW AND COMMENT: DATE

FINAL STREETS DEPT REVIEW AND COMMENT: DATE

EXISTING CONTEXT | AERIAL PHOTOGRAPH

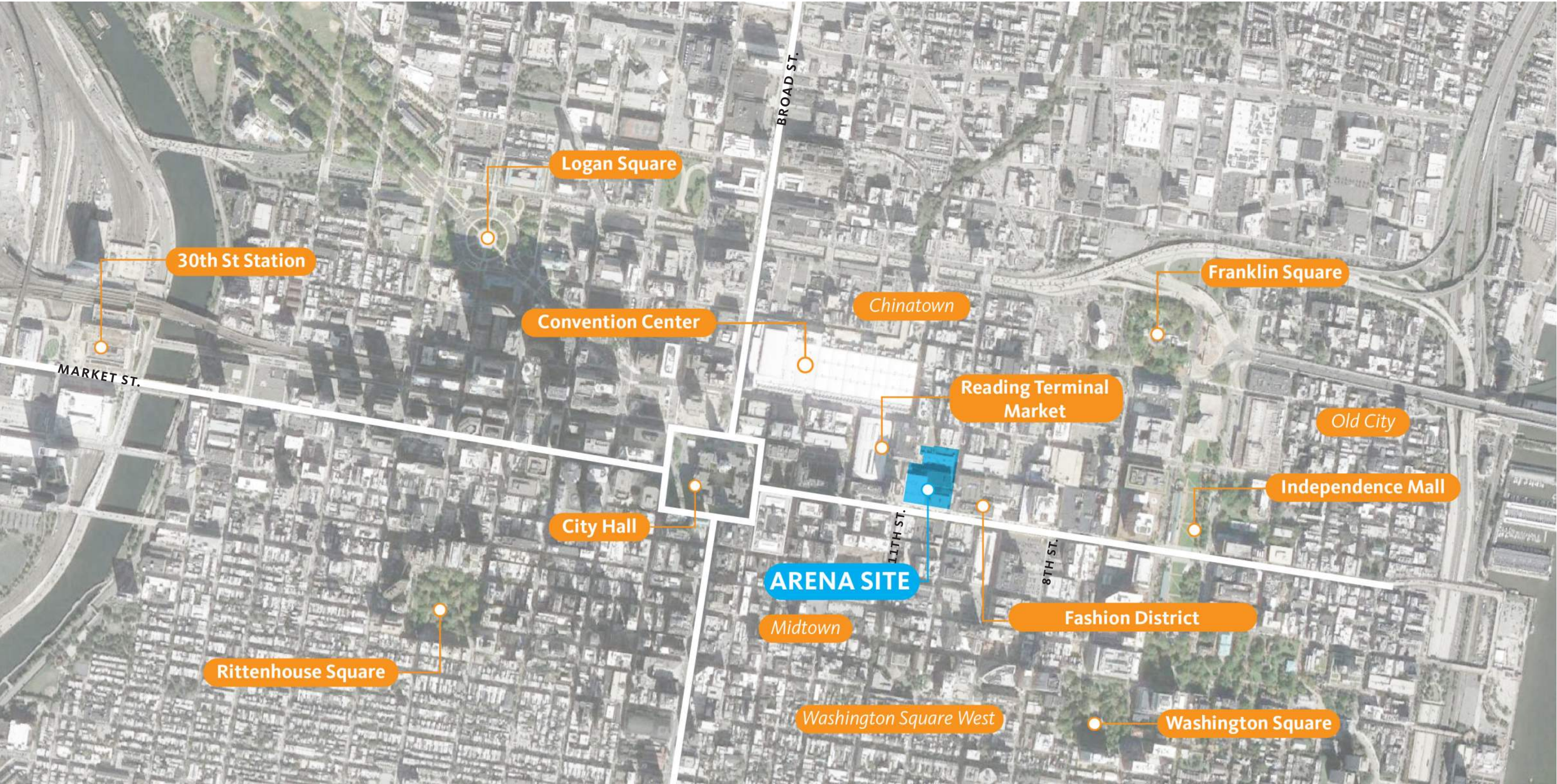


EXISTING CONTEXT | AERIAL PHOTOGRAPH



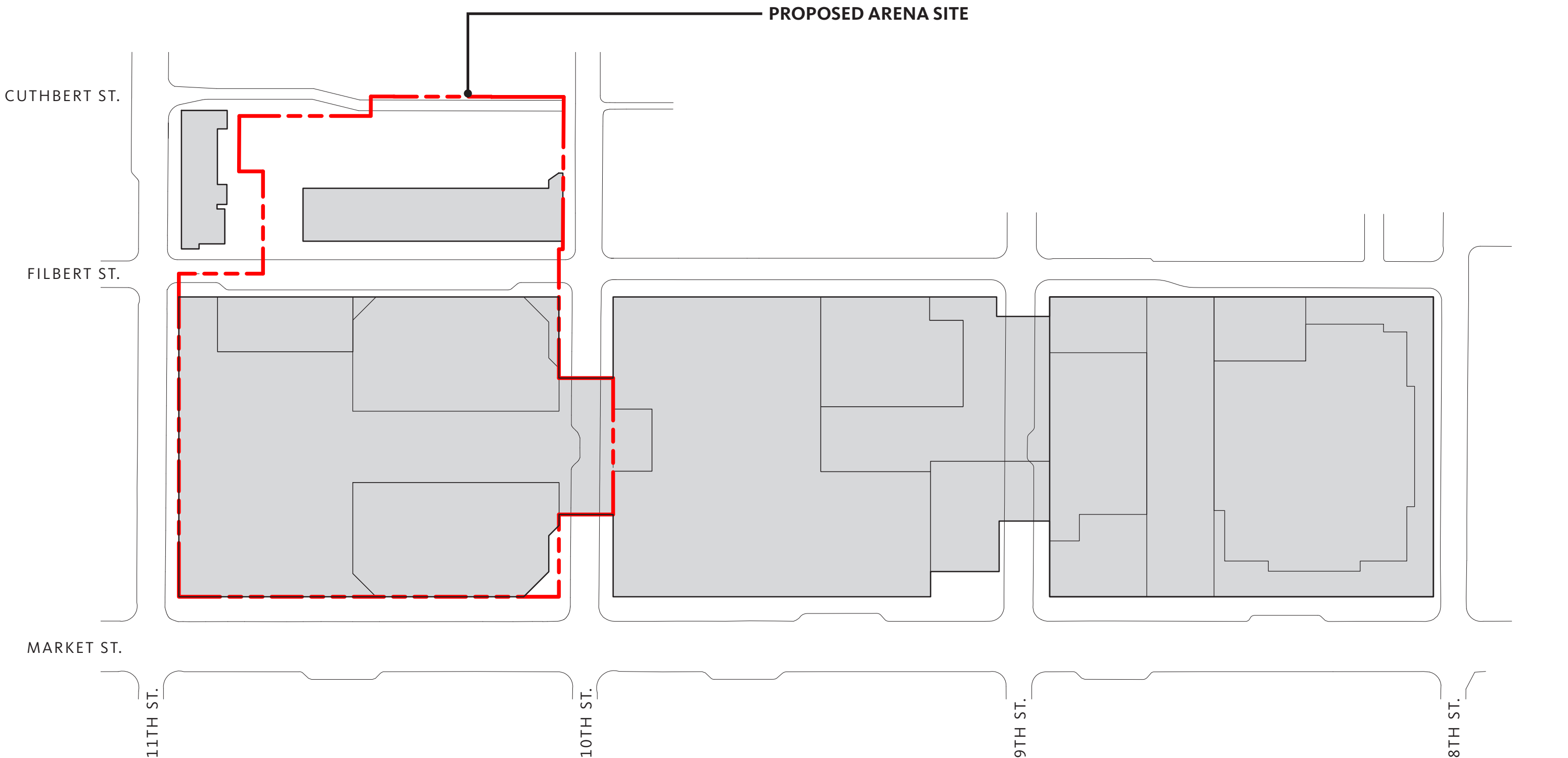
THE LOCATION OF 76 PLACE CREATES OPPORTUNITIES TO EXTEND CLIMATE FRIENDLY STRATEGIES TO THE LARGER DISTRICT FURTHERING THE PROJECT’S IMPACT ON PHILADELPHIA. 5

EXISTING CONTEXT | LOCATION PLAN



EXISTING CONTEXT | LOCATION PLAN - FASHION DISTRICT

SCALE 1:100



EXISTING CONTEXT | LOOKING NORTHWEST ON MARKET ST.



EXISTING CONTEXT | LOOKING EAST ON MARKET ST.



EXISTING CONTEXT | LOOKING WEST ON FILBERT ST.



EXISTING CONTEXT | LOOKING SOUTH ON 10TH ST.



EXISTING CONTEXT | LOOKING SOUTH ON CUTHBERT ST.



EXISTING CONTEXT | LOOKING EAST ON FILBERT ST.



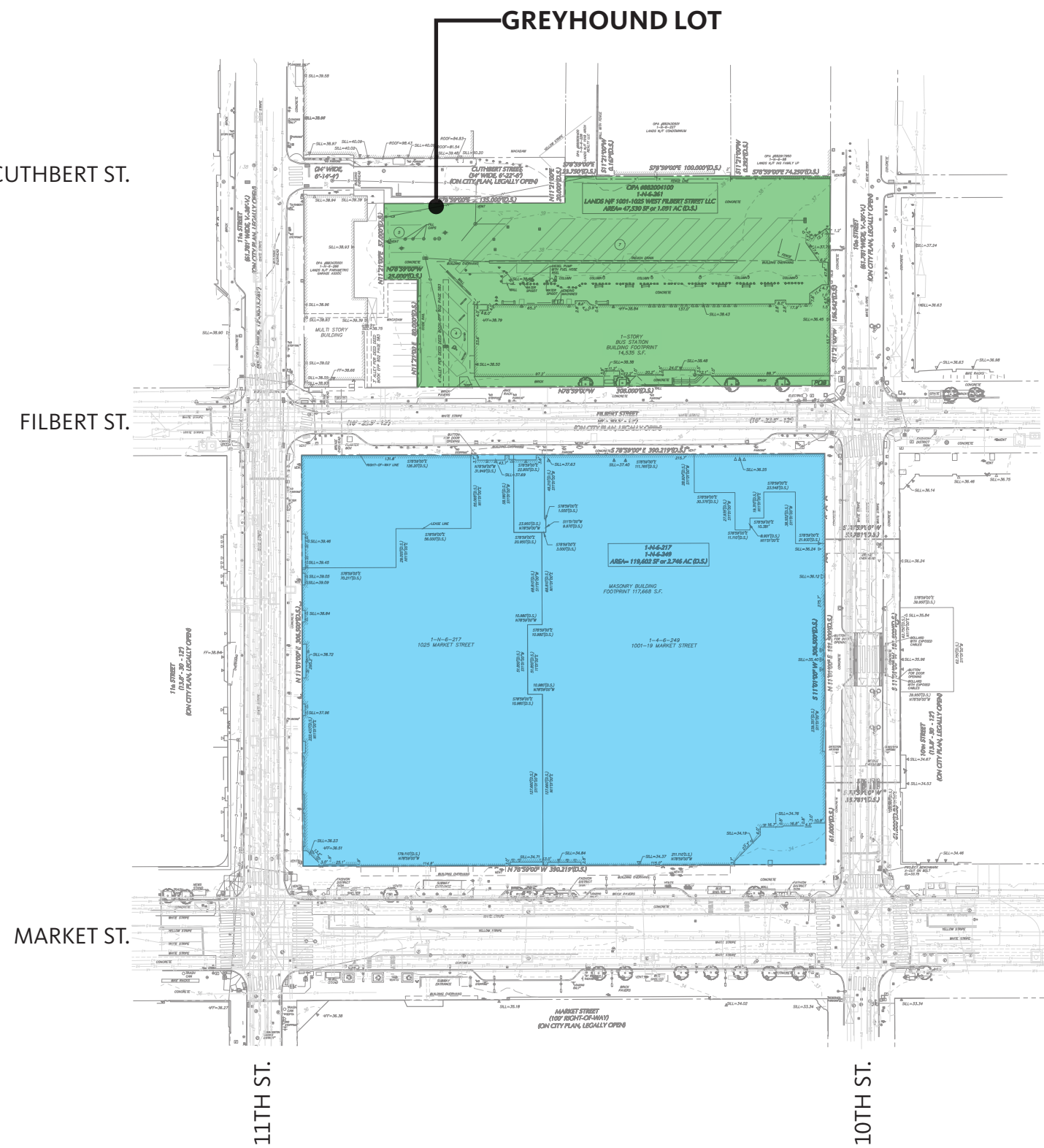
EXISTING CONTEXT | LOOKING SOUTH ON 11TH ST.



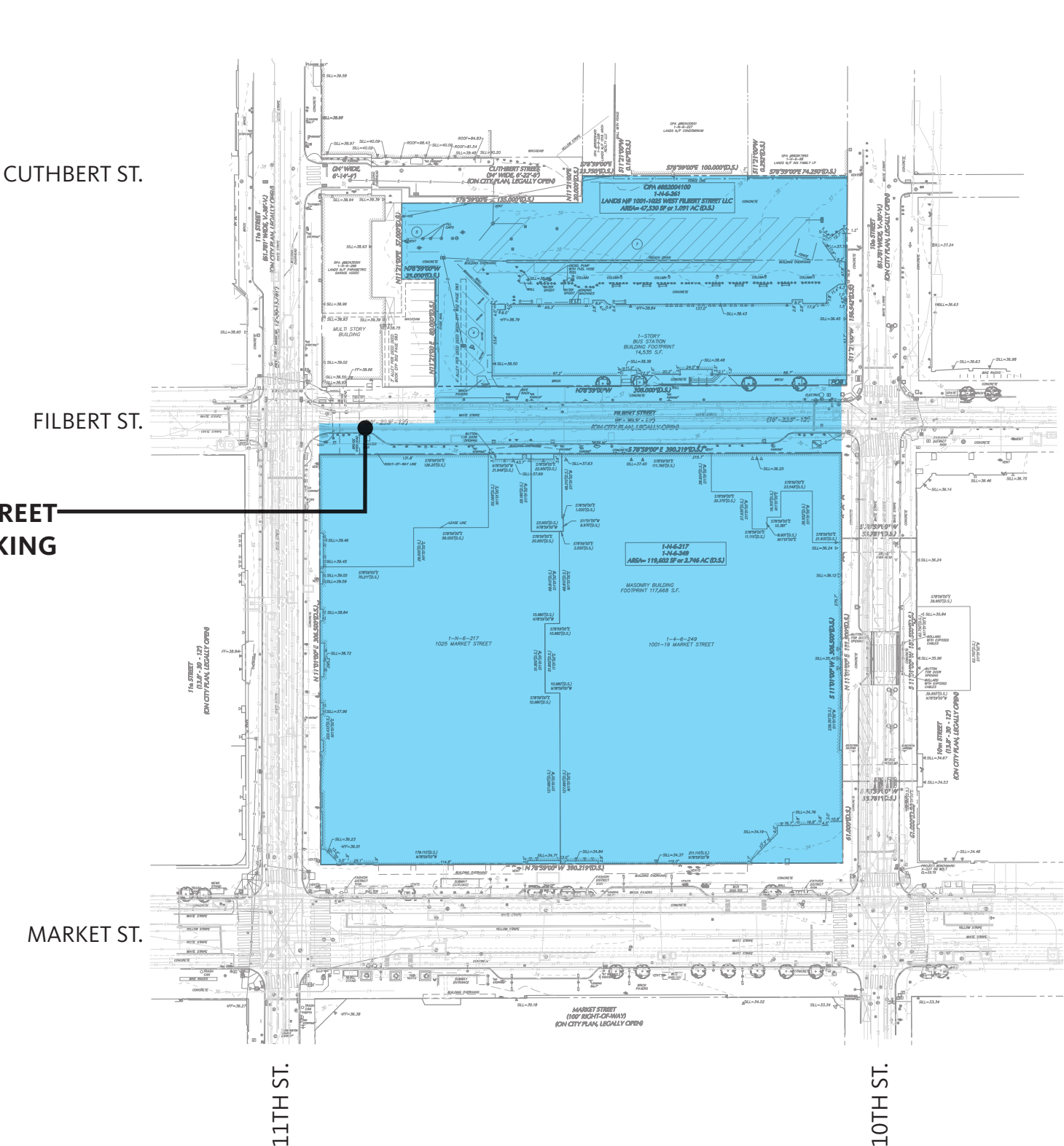
76 PLACE
at Market East



PROPOSED | LOT CONSOLIDATION PLAN



EXISTING LOT PLAN



PROPOSED LOT CONSOLIDATION PLAN



PROPOSED | MASTER PLAN

SCALE 1:80

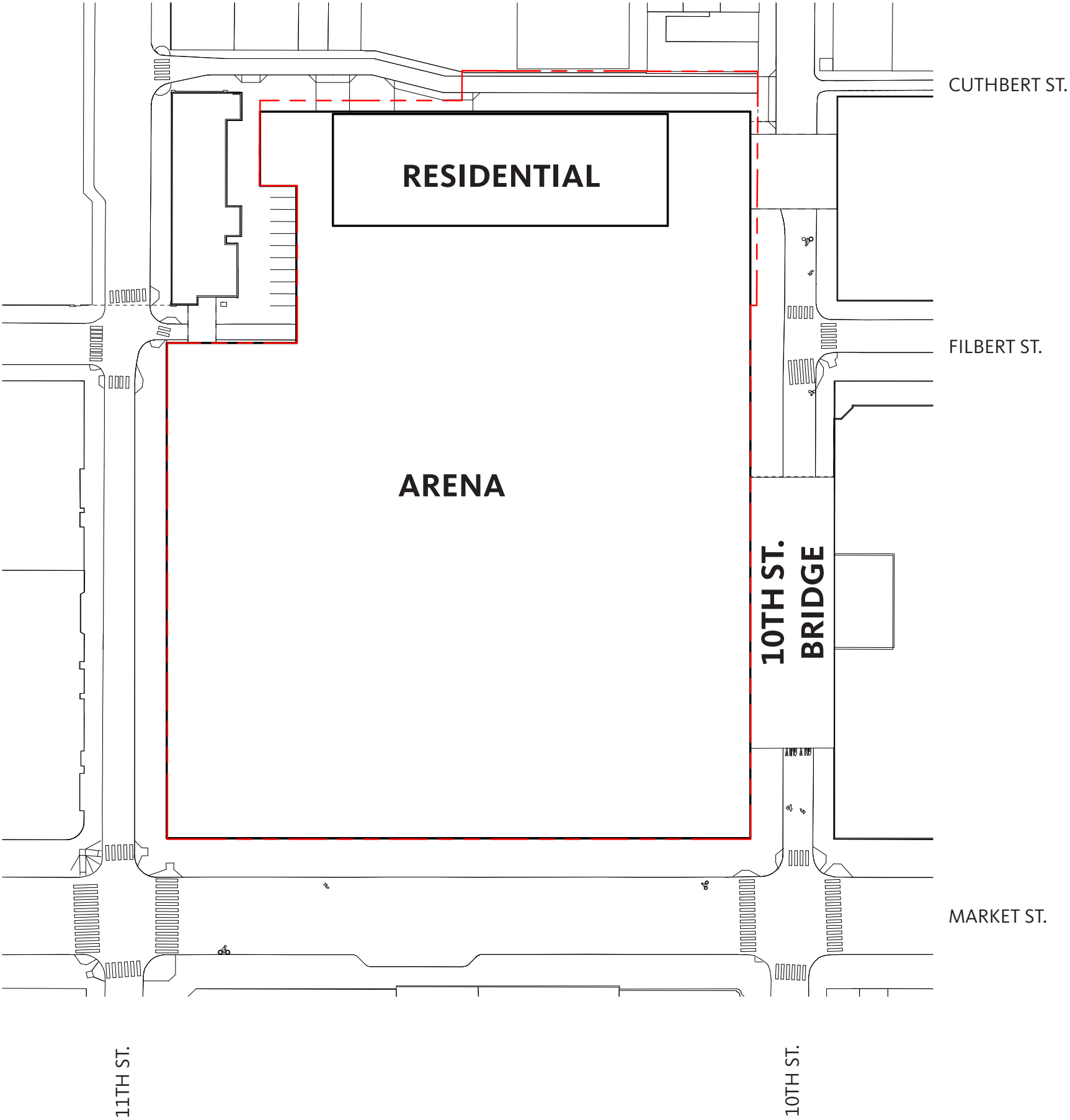
LOT
Lot Area: 185,558 SF

ARENA
Gross Floor Area: 1,126,000 SF

10TH ST. BRIDGE
Gross Floor Area: 14,000 SF

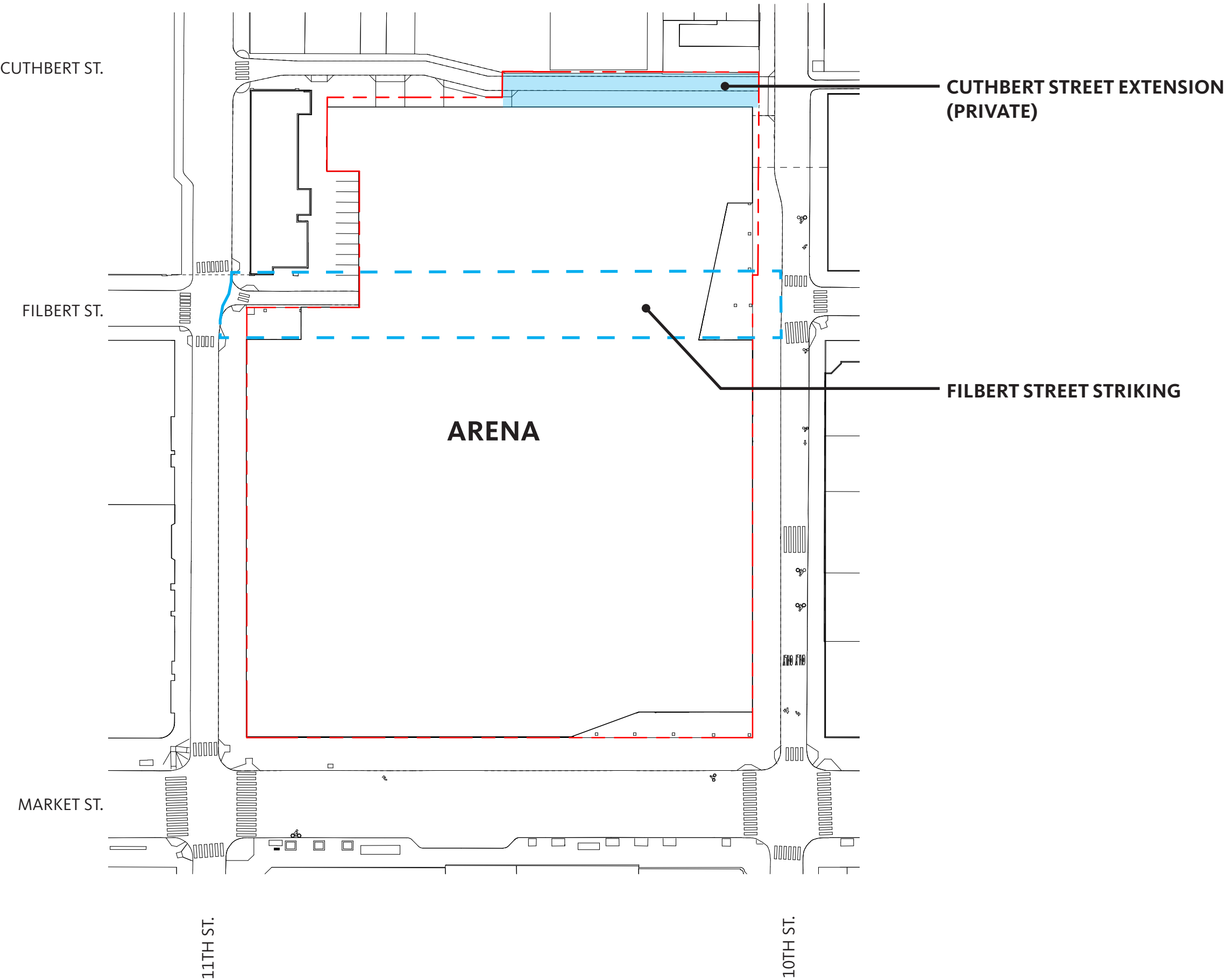
RESIDENTIAL
Gross Floor Area: 465,000 SF

TOTAL
Gross Floor Area: 1,605,000 SF
FAR: 865%



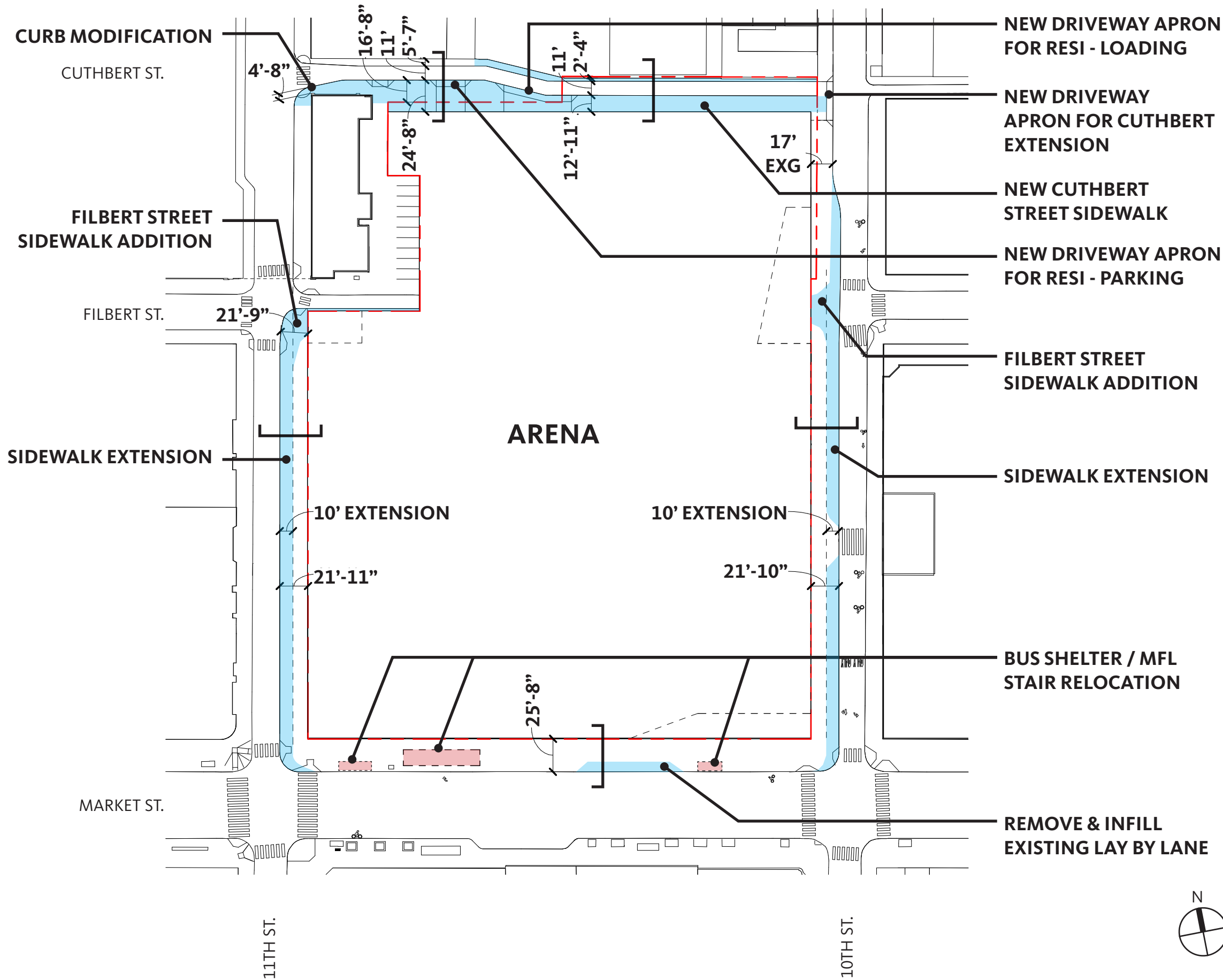
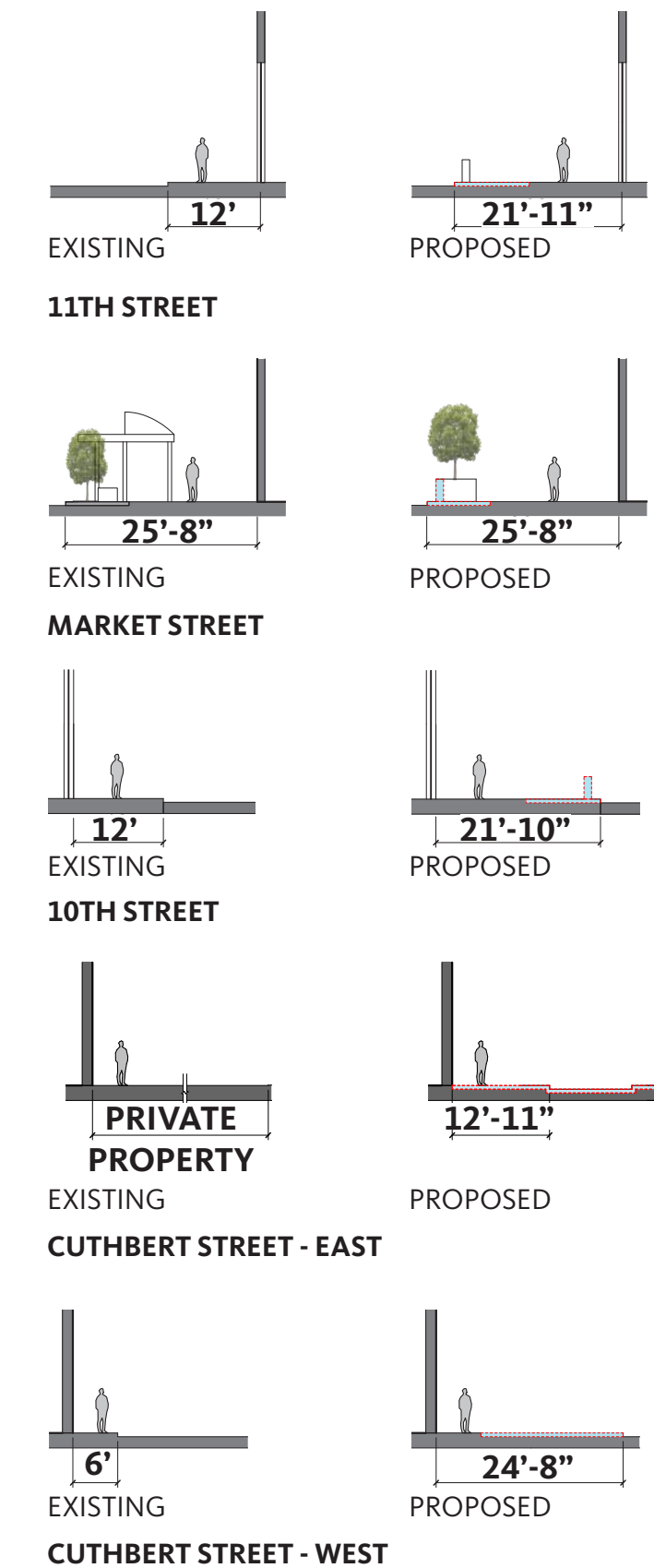
PROPOSED | STREET MODIFICATIONS

SCALE 1:80



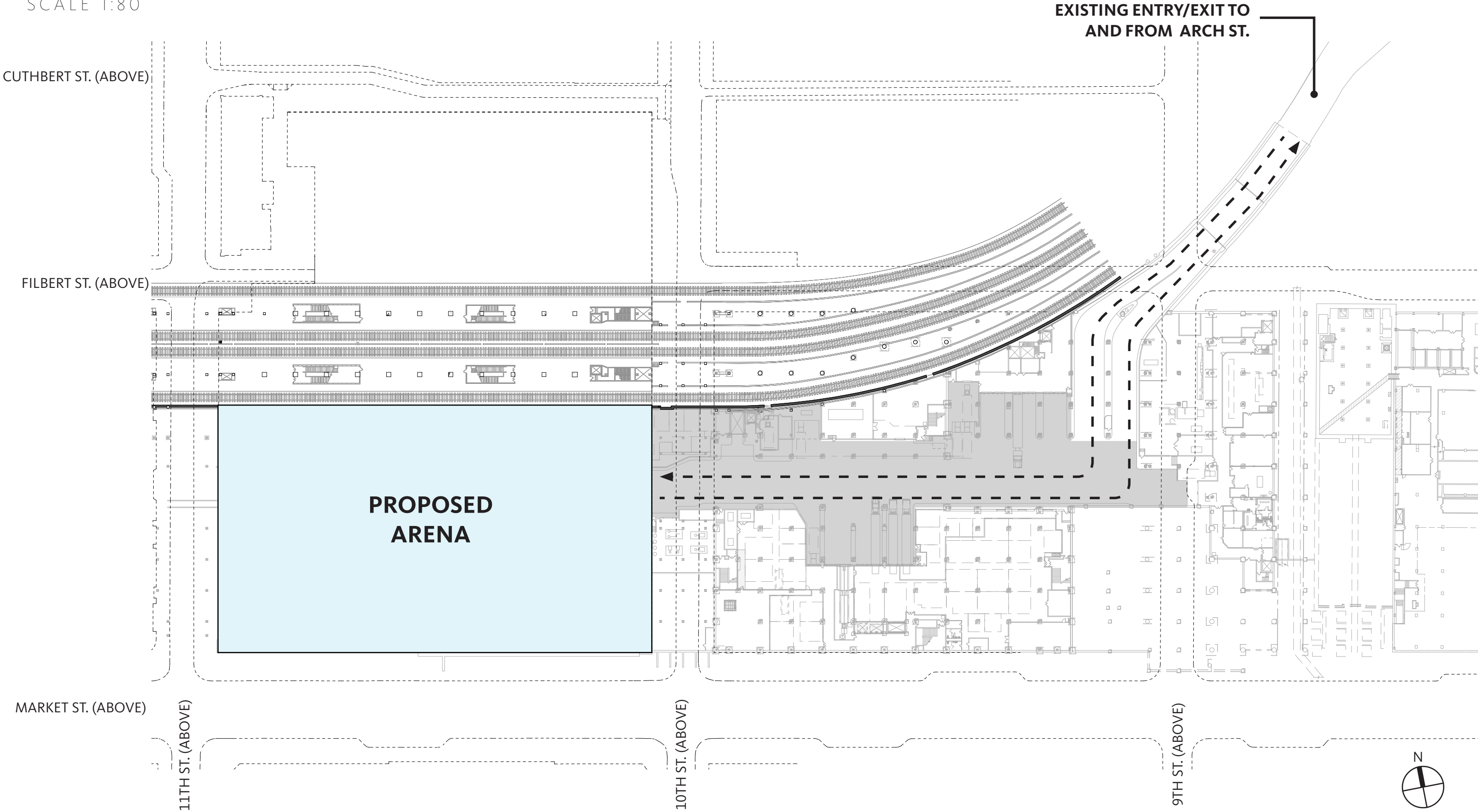
PROPOSED | SIDEWALK MODIFICATIONS

SCALE 1:80



PROPOSED | EXISTING SITE LOADING (2 LEVELS BELOW ST.)

SCALE 1:80



PROPOSED | AERIAL RENDERING

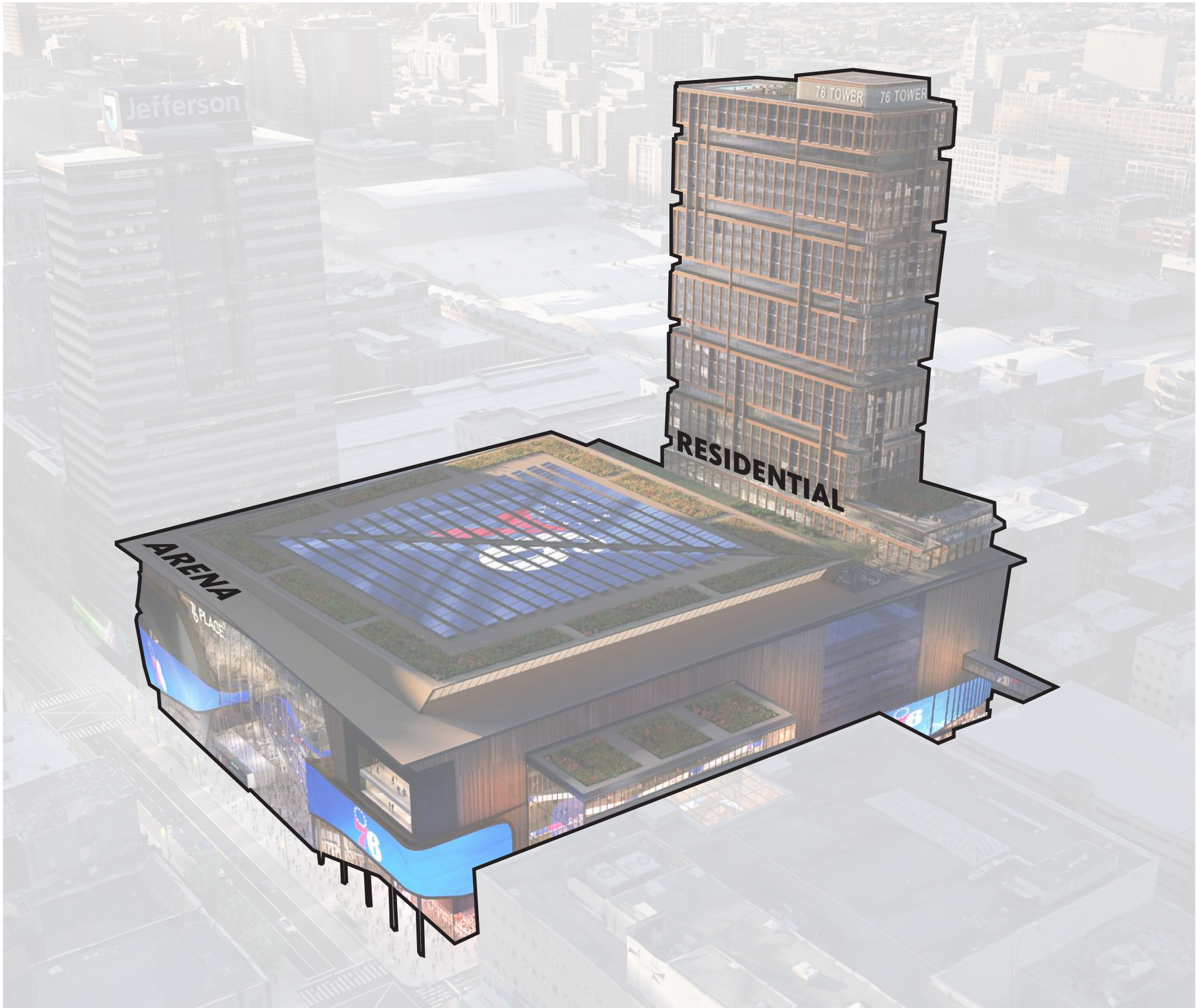


PROPOSED | AERIAL RENDERING

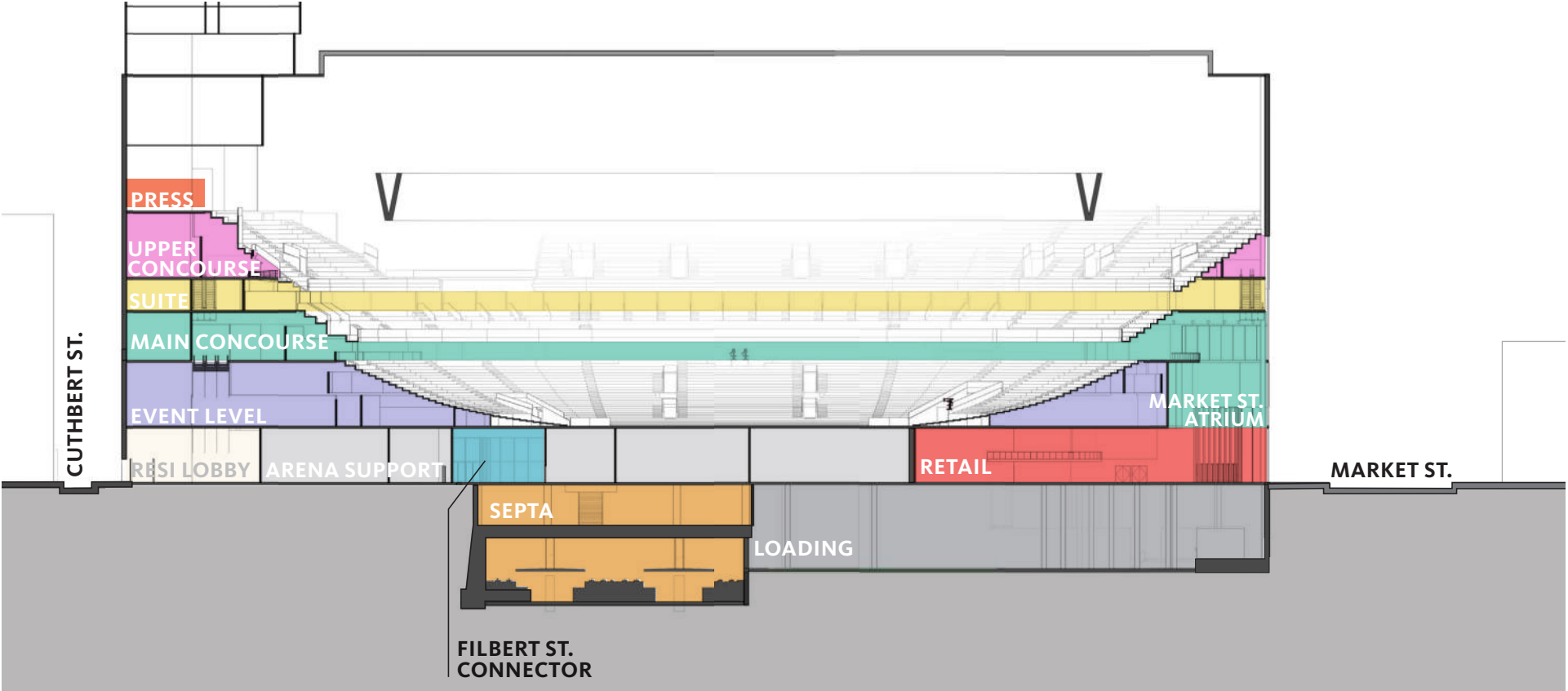


ARENA DESIGN TO EMBODY CORE PRINCIPLE OF SUSTAINABILITY AT ALL LEVELS; DESIGN, CONSTRUCTION, OPERATIONS, COMMUNITY IMPACT, AND FAN ENGAGEMENT.

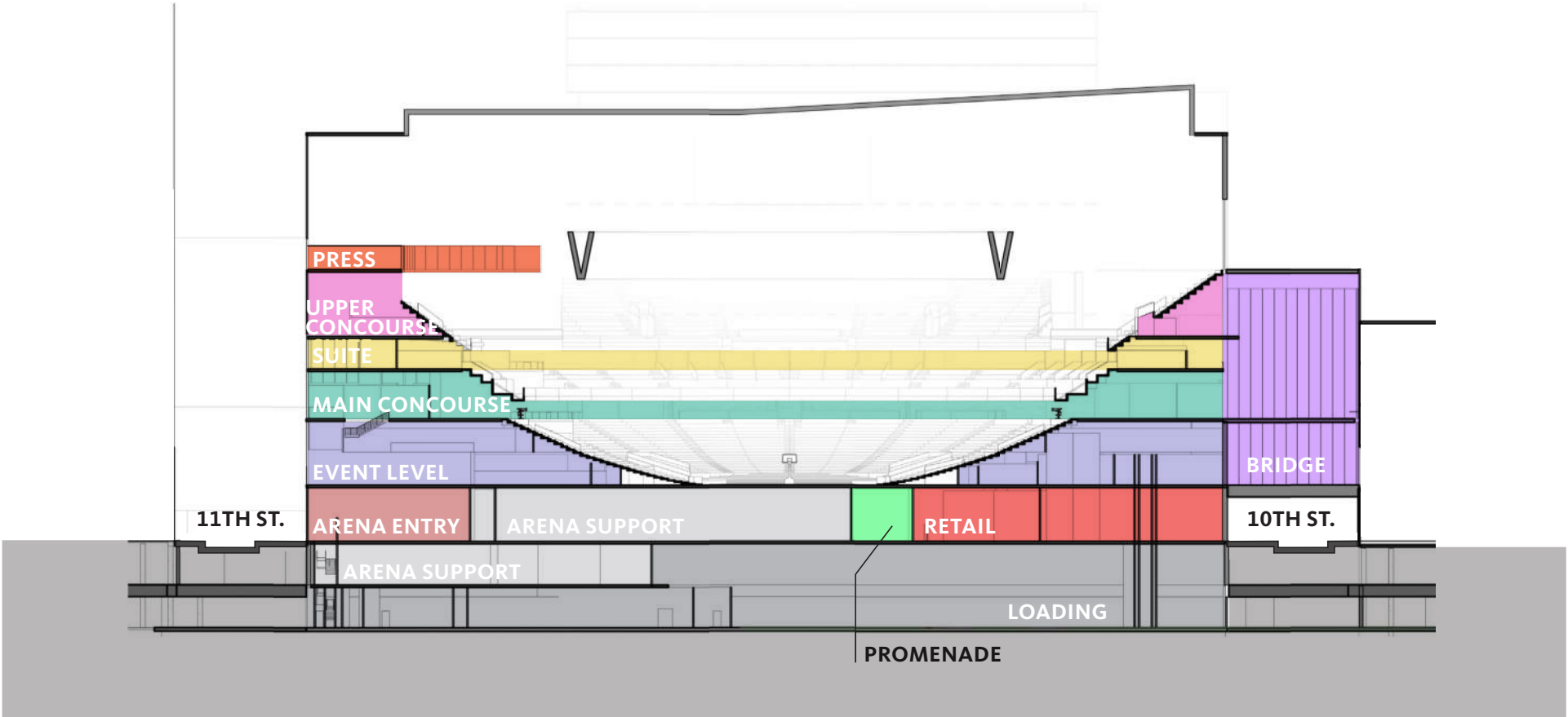
PROPOSED | MASSING - ARENA & RESIDENTIAL



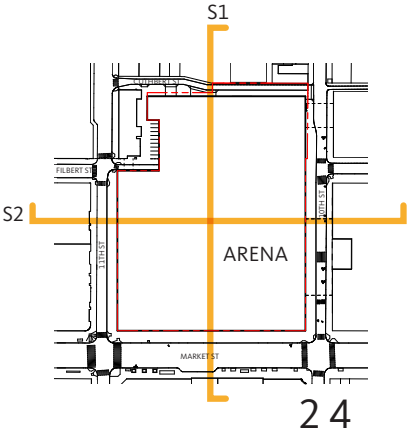
PROPOSED | MASSING - PROGRAM SECTION



SECTION 1 - LONGITUDINAL



SECTION 2 - CROSS



PROPOSED | PLAN - BRIDGES

SCALE 1:80

- EXISTING BRIDGE AREA
- PROPOSED BRIDGE BOUNDARY AREA

EXISTING BRIDGE LEGAL BOUNDARY:
28' - 1"
EXISTING BRIDGE PHYSICAL LOCATION:
18' - 9"
13' - 7"

PROPOSED BRIDGE BOUNDARY

PROPOSED ARENA

PROPOSED BRIDGE BOUNDARY
MAXIMUM WIDTH OF BRIDGE UPON CONSTRUCTION TO BE NO MORE THAN 20; WITHIN STATED 50' BOUNDARY

EXISTING BRIDGE PHYSICAL BOUNDARY
159' - 1"
EXISTING BRIDGE LEGAL BOUNDARY
180' - 9"
73' - 9"
61' - 2"

PROPOSED BRIDGE BOUNDARY WITHIN EXISTING BRIDGE BOUNDARIES

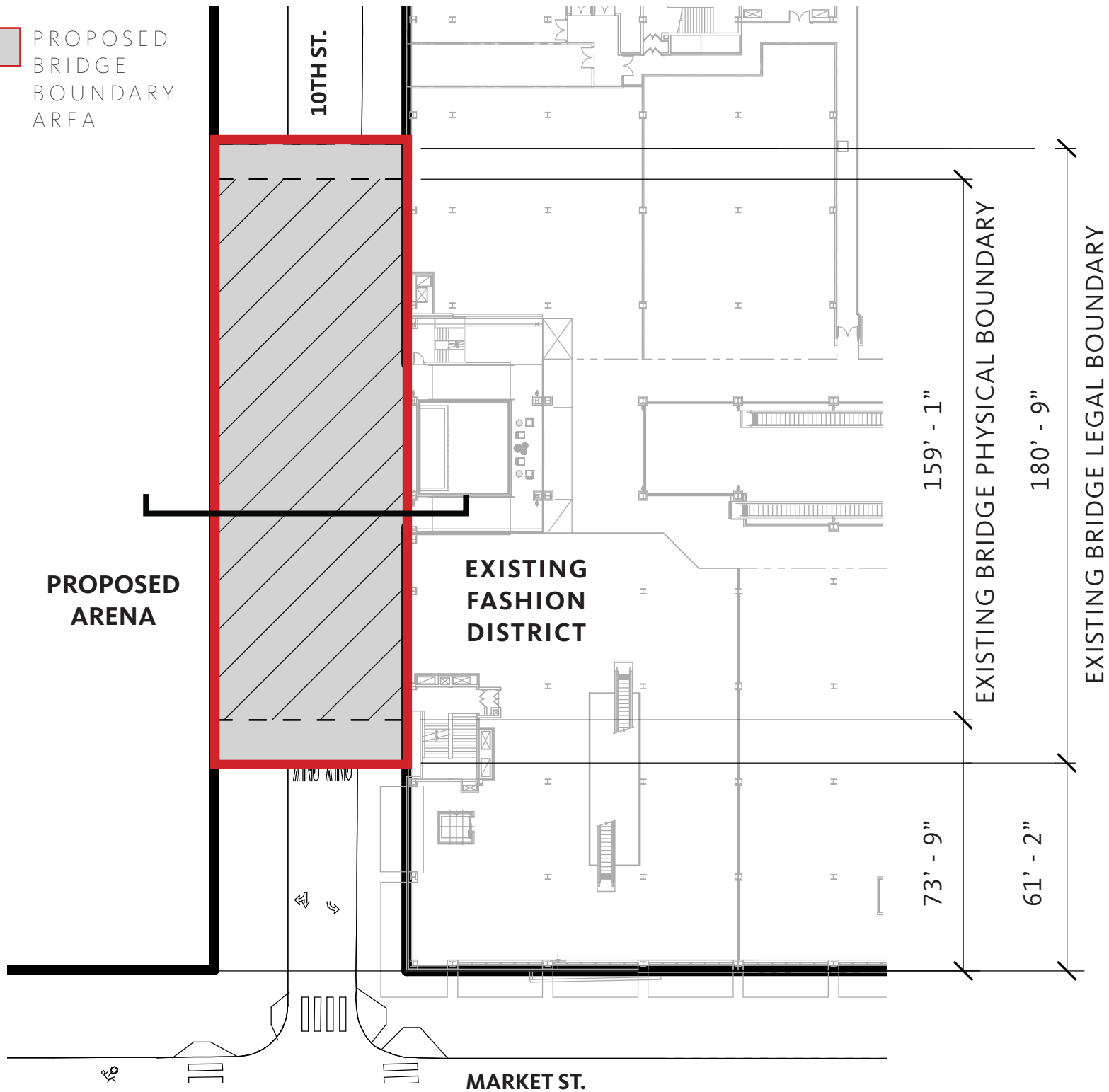


PROPOSED | MASSING - 10TH ST. MALL BRIDGE

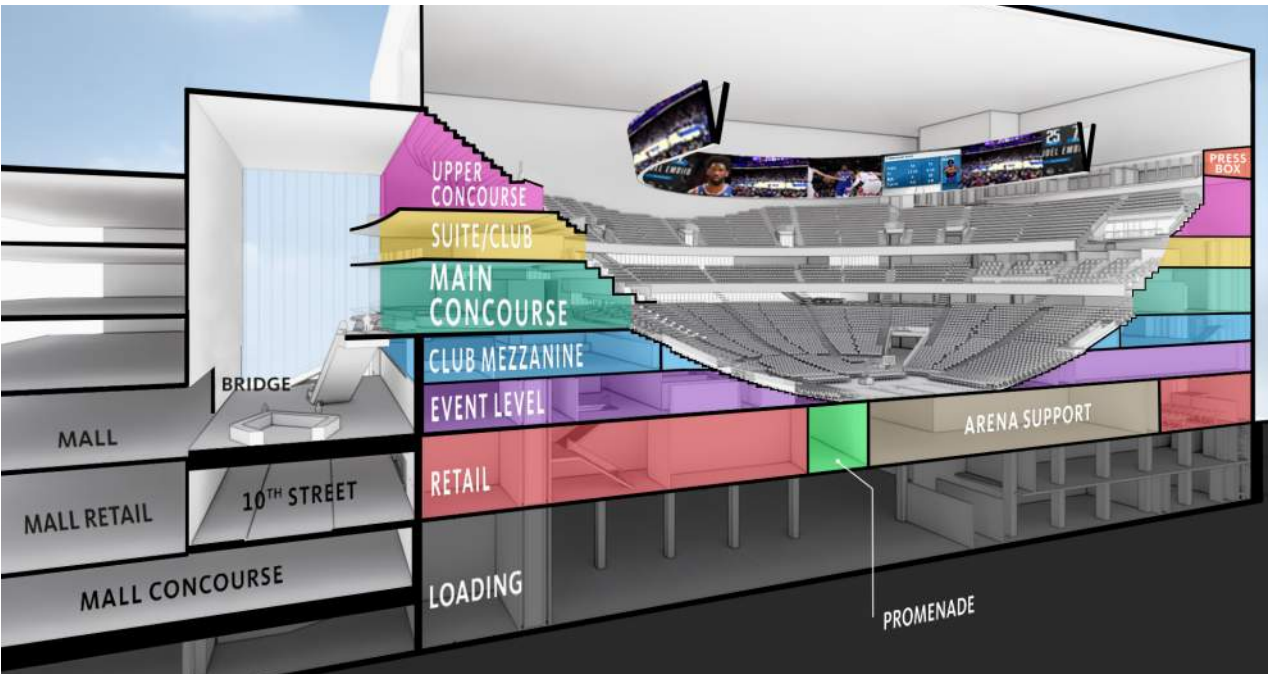
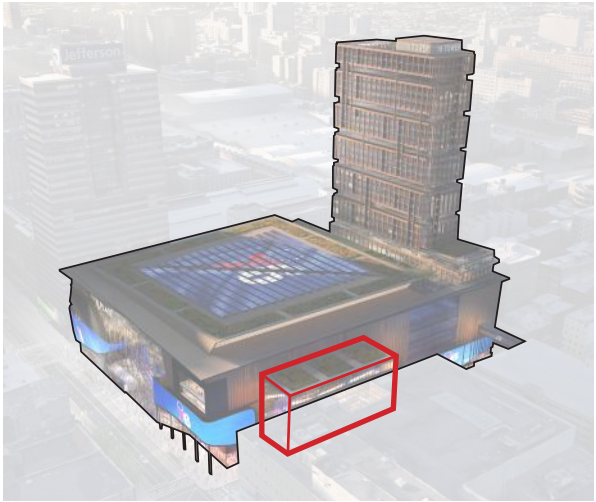
SCALE 1:40

EXISTING BRIDGE AREA

PROPOSED BRIDGE BOUNDARY AREA



PLAN - PROPOSED 10TH ST. BRIDGE BOUNDARY



PERSPECTIVE - PROPOSED 10TH ST. BRIDGE

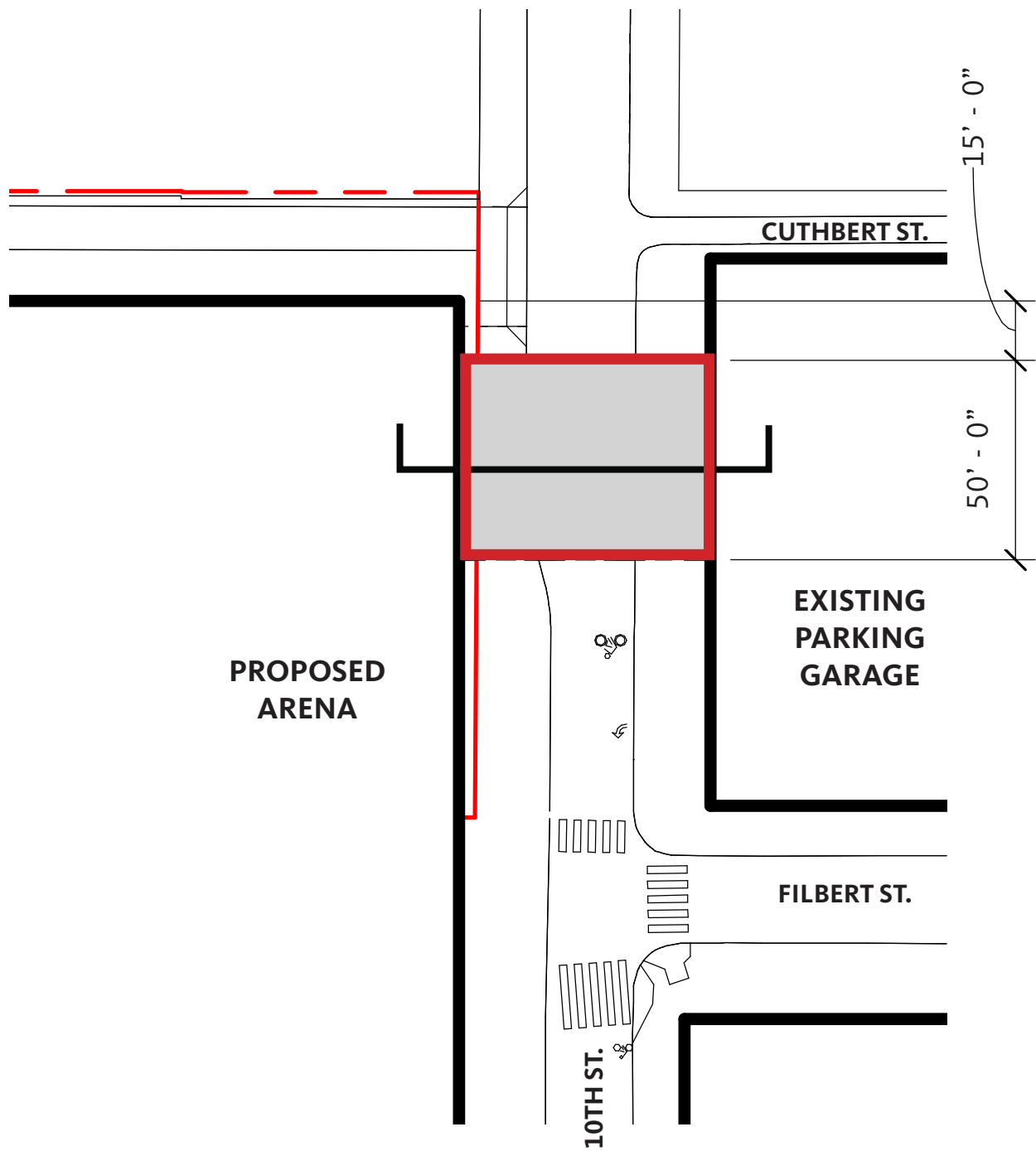
PROPOSED | MARKET ST. AT 10TH ST.



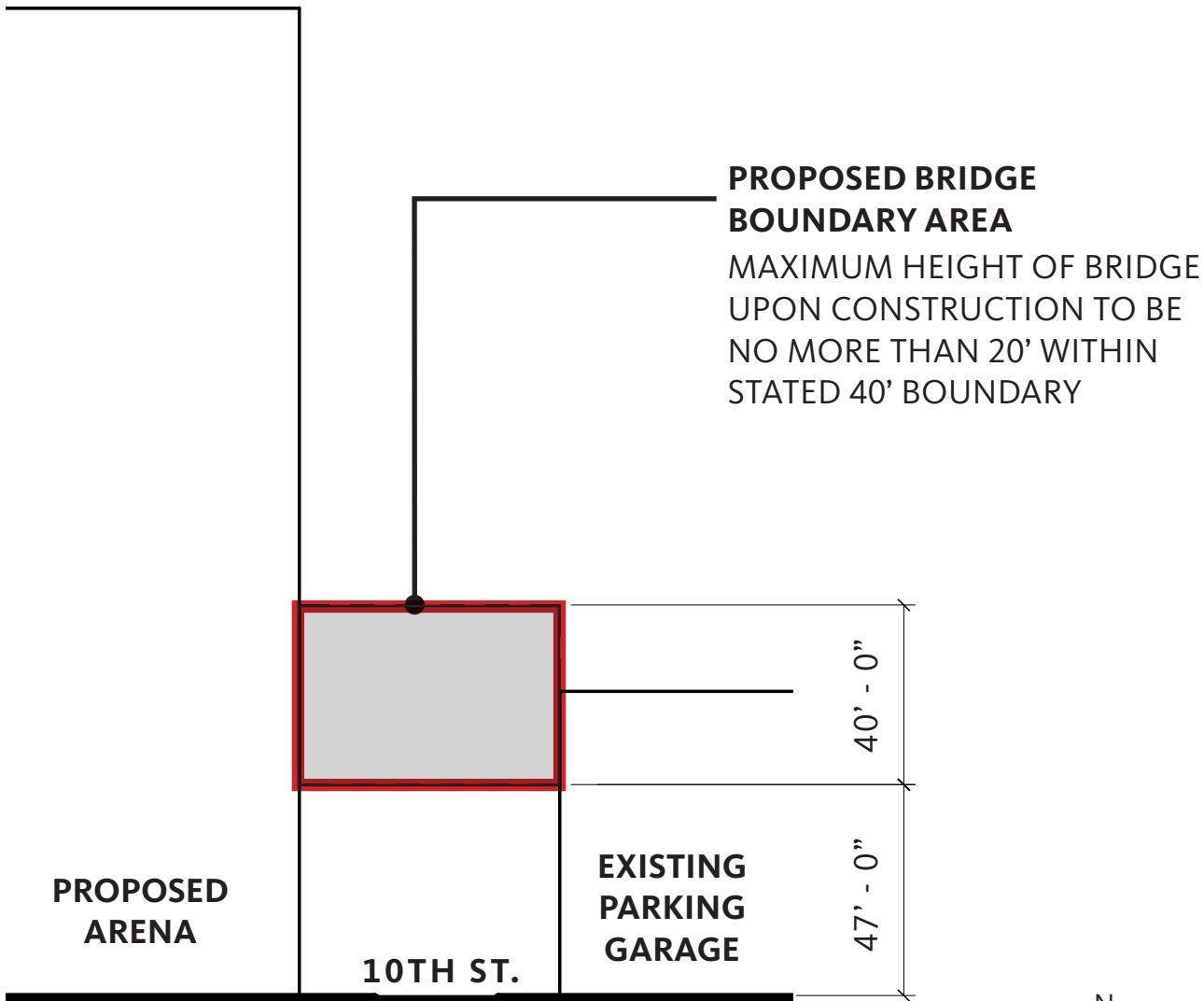
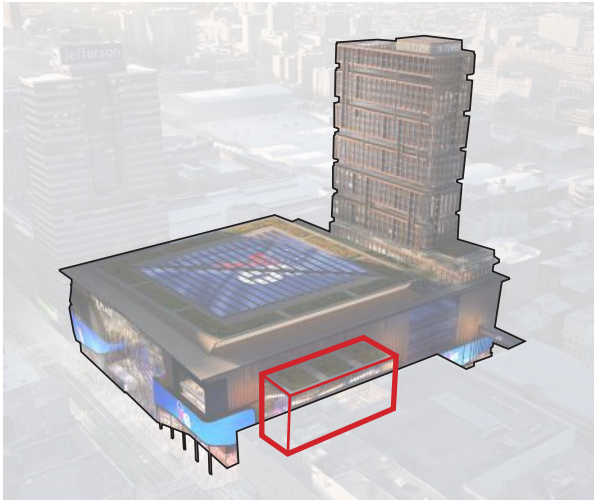
PROPOSED | MASSING - 10TH ST. PPA GARAGE BRIDGE

SCALE 1:40

PROPOSED BRIDGE
BOUNDARY AREA



EW PLAN - PROPOSED BRIDGE BOUNDARY



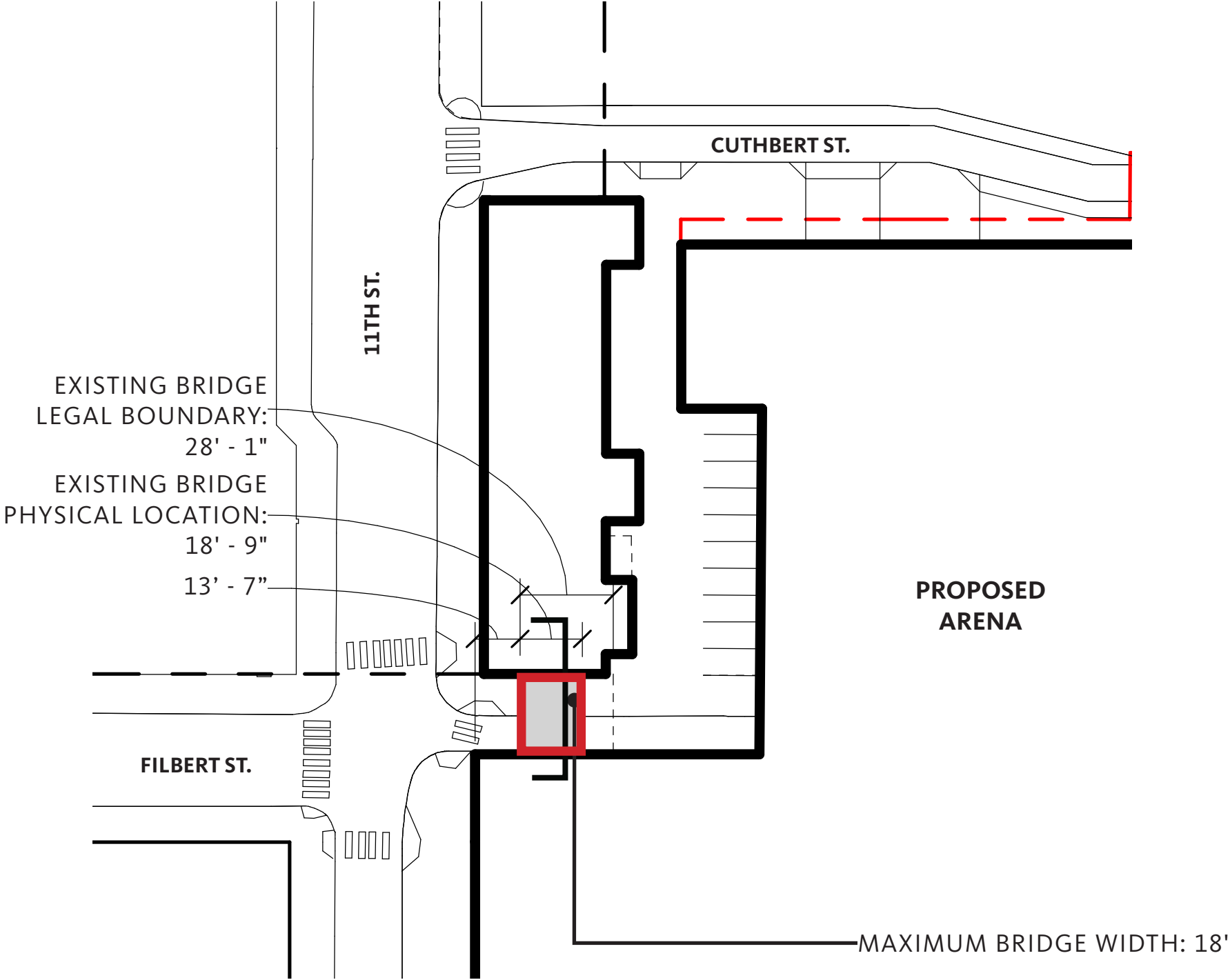
SECTION - PROPOSED BRIDGE BOUNDARY



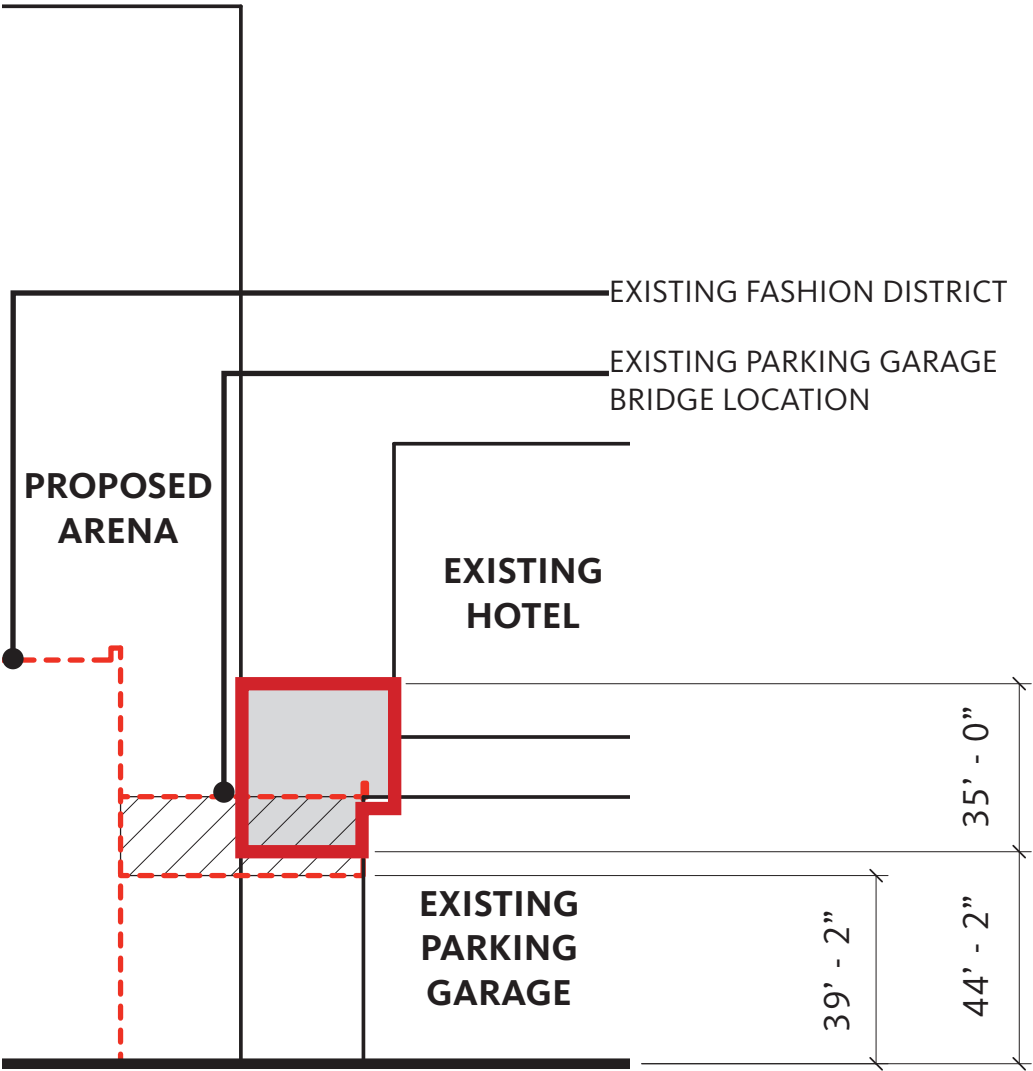
PROPOSED | MASSING - PARAMETRIC GARAGE

SCALE 1:40

PROPOSED BRIDGE
BOUNDARY AREA



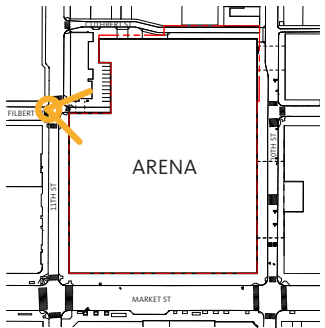
PLAN - PROPOSED BRIDGE BOUNDARY



SECTION - PROPOSED BRIDGE BOUNDARY

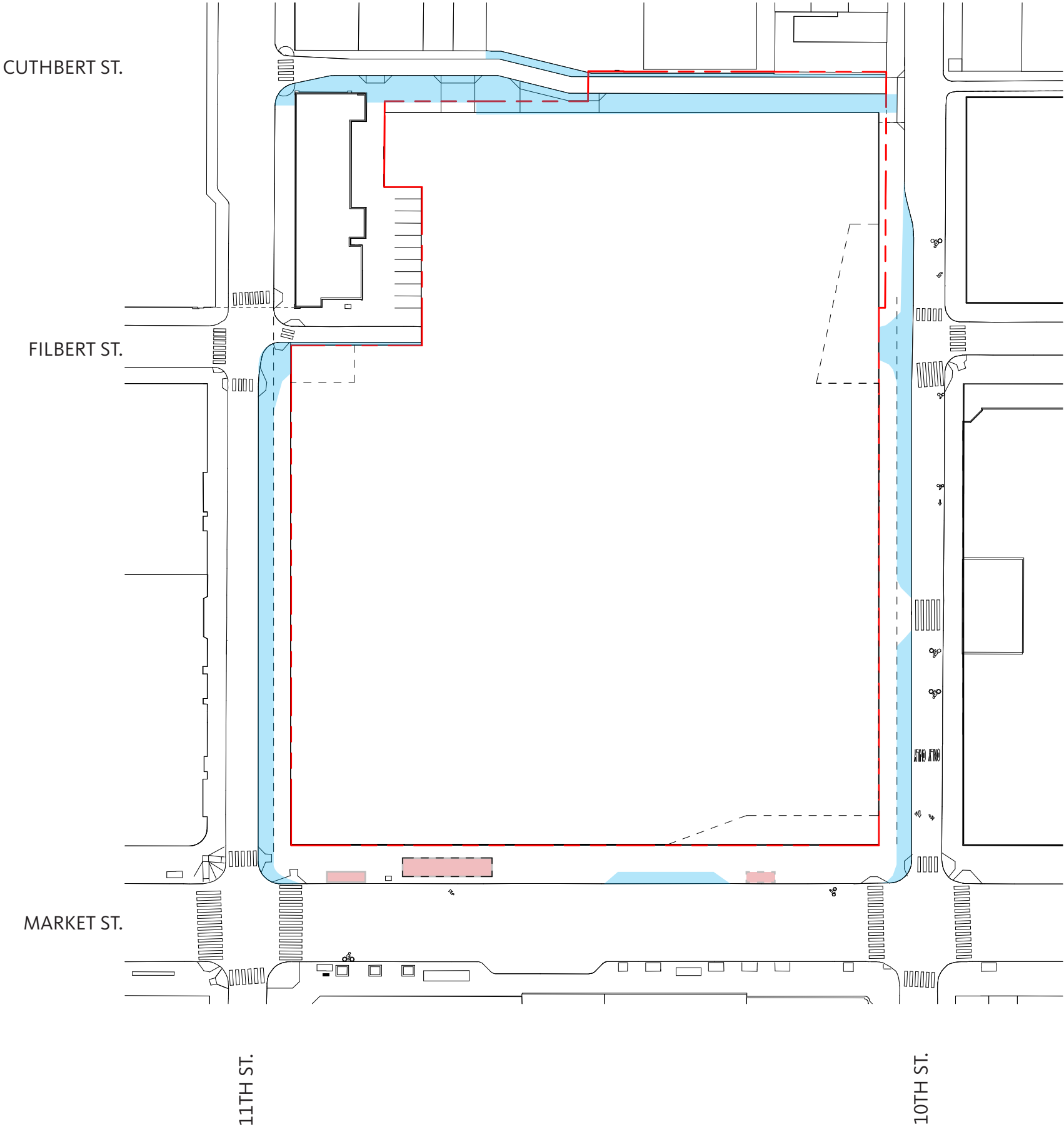


PROPOSED | 11TH ST. LOOKING SOUTHEAST



PROPOSED | SIDEWALK MODIFICATIONS

SCALE 1:80



PROPOSED | SITE PLAN

SCALE 1:80



PLANTERS



BIKE RACK



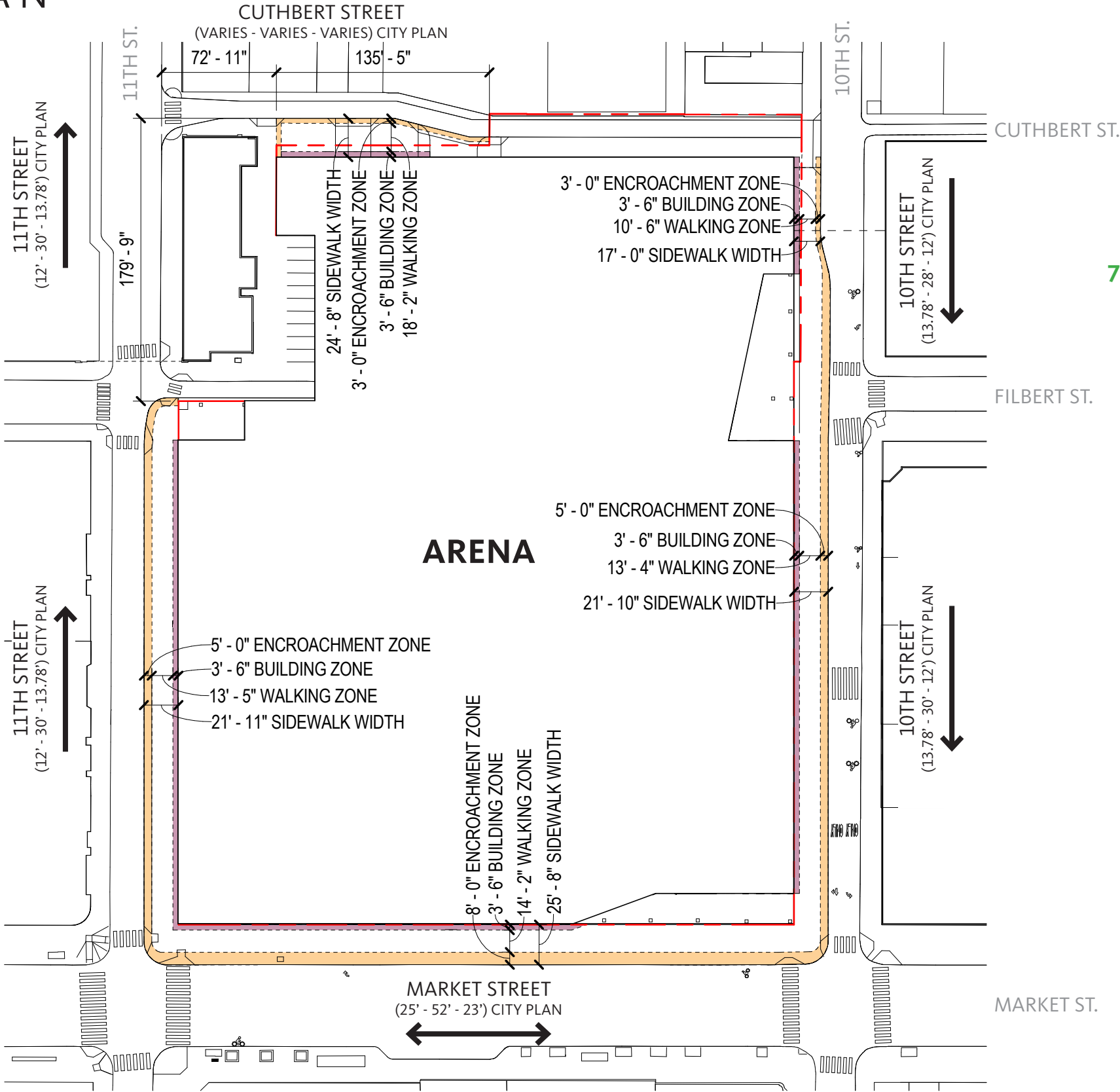
BOLLARDS



PEDESTRIAN LIGHTING



WAYFINDING SIGNAGE



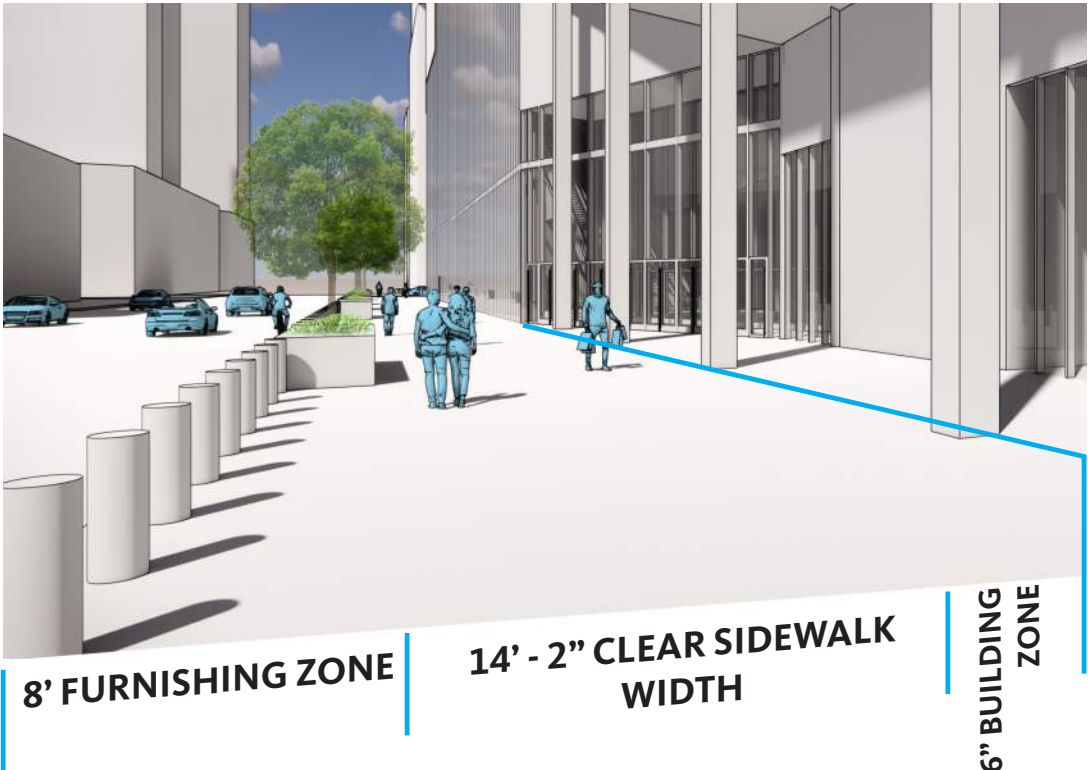
76 Place will incorporate sustainable carbon strategies balancing nature and technology driven solutions.

NOTE

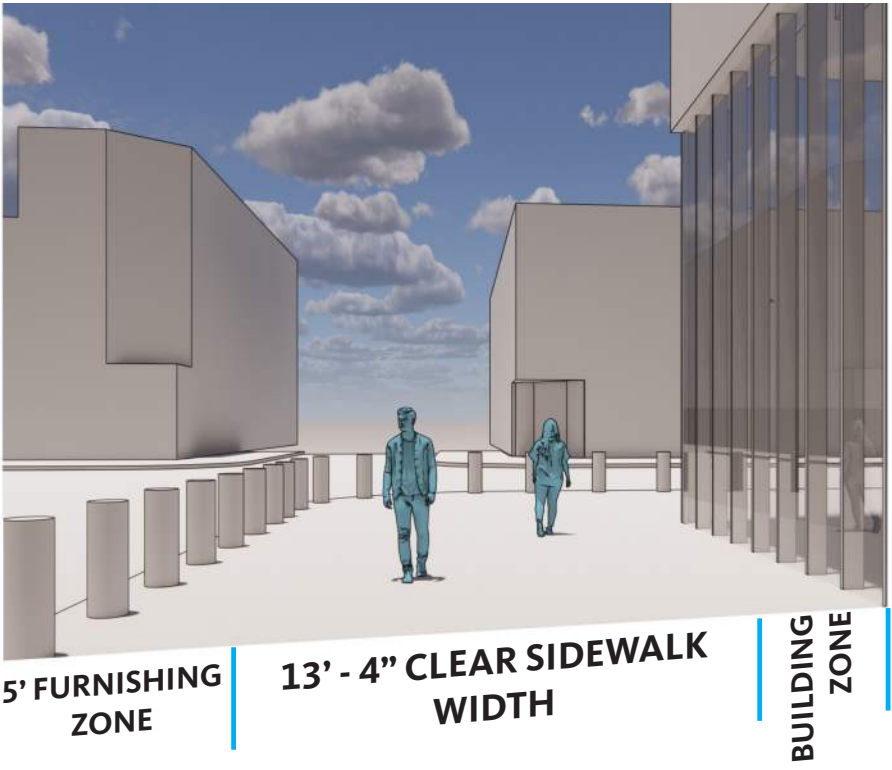
1. FURNISHING ZONE TO BE THE SAME WIDTH AS THE ENCROACHMENT ZONE
2. CITY PLAN SIDEWALK & STREET WIDTHS NOTED UNDER STREET NAME ARE EXISTING



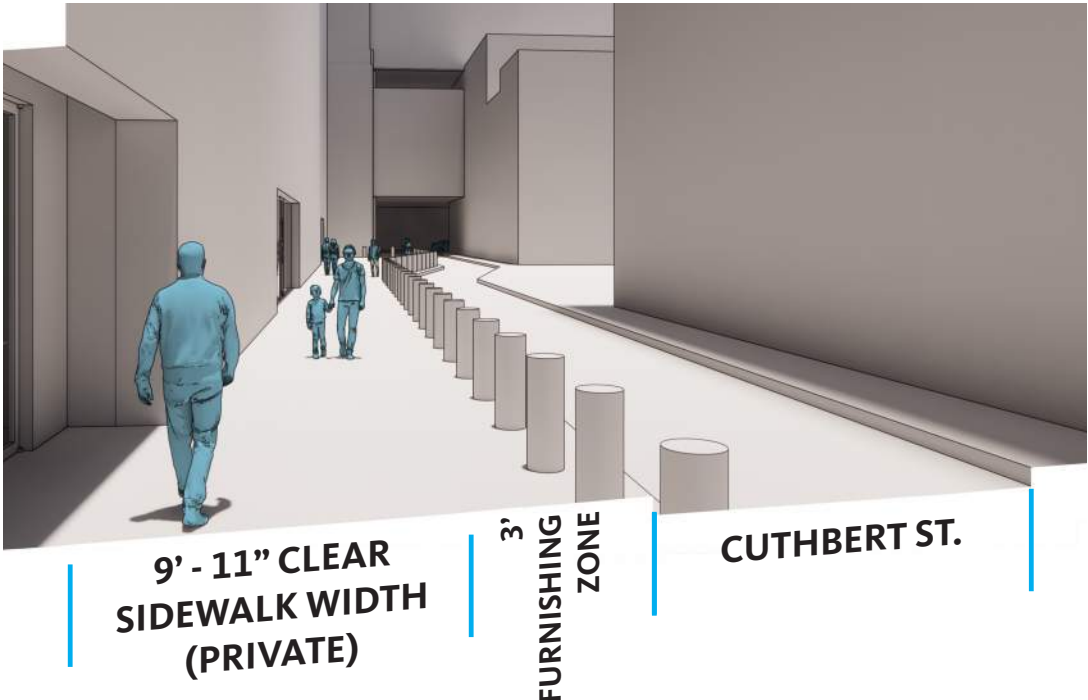
PROPOSED | PEDESTRIAN - STREET LEVEL SECTIONS



VIEW 1 - MARKET ST. LOOKING WEST



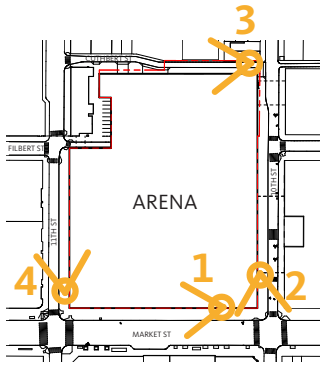
VIEW 2 - 10TH ST. LOOKING SOUTH



VIEW 3 - CUTHBERT ST. LOOKING WEST

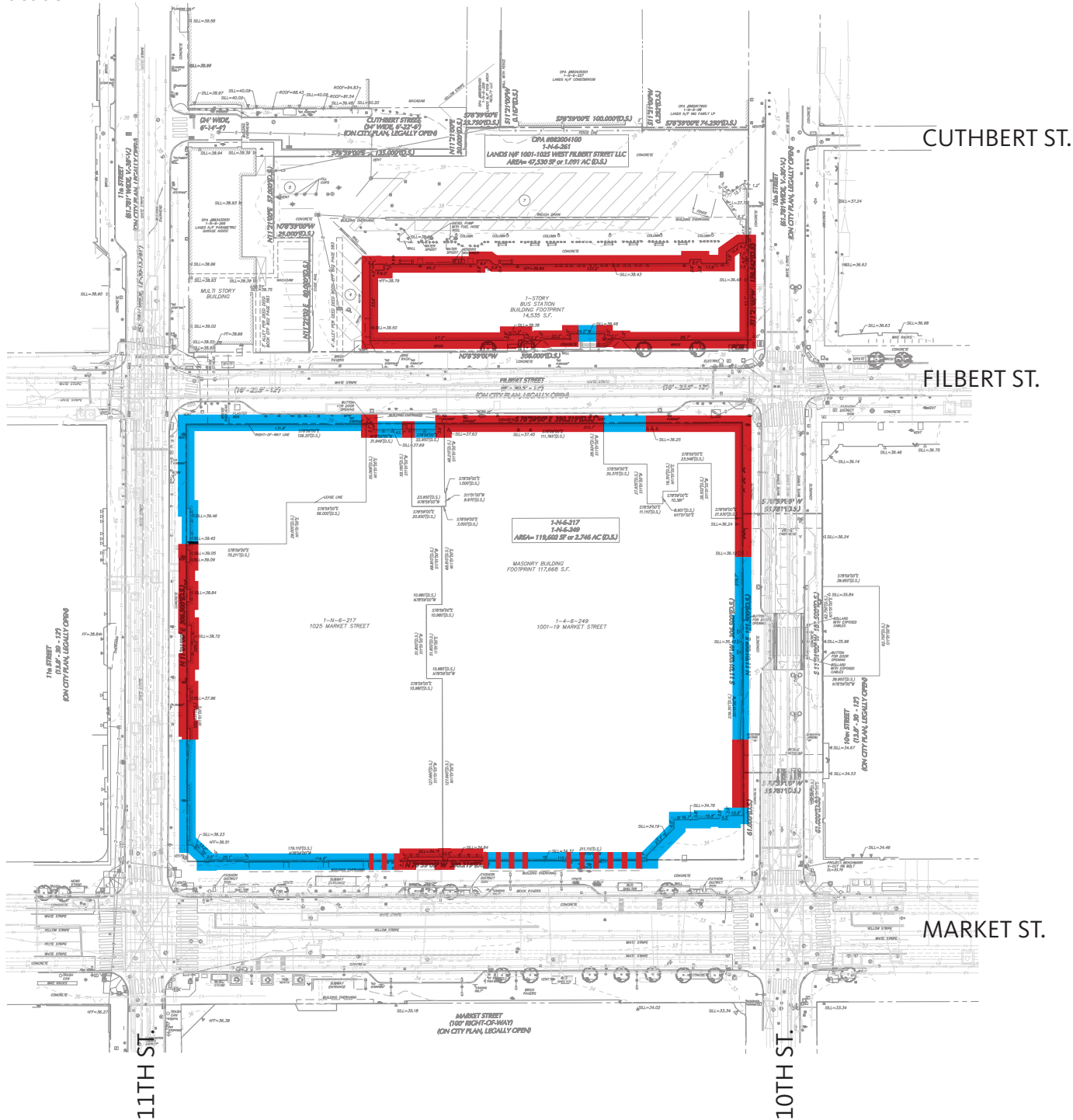


VIEW 4 - 11TH ST. LOOKING NORTH

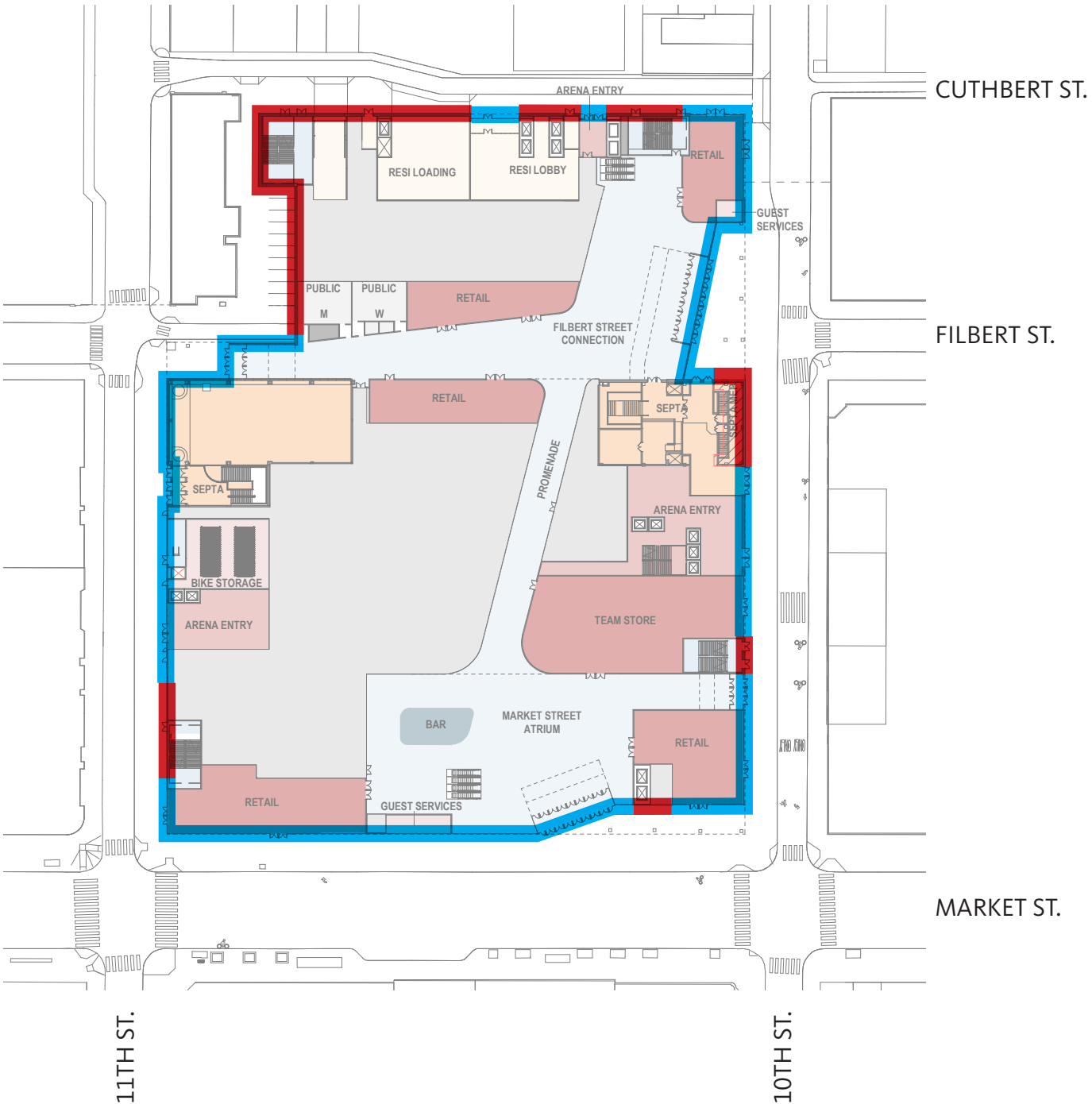


PROPOSED | STREET FACADE TRANSPARENCY

- Solid Facade
- Glass Facade



EXISTING STREET TRANSPARENCY



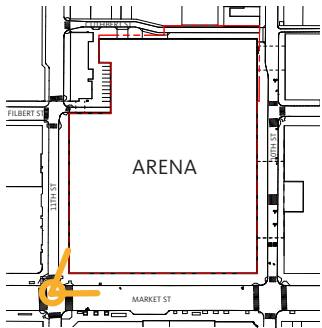
PROPOSED STREET TRANSPARENCY



PROPOSED | MARKET ST. AT 11TH ST.



76 Place will be the leader in transparency and reporting of our performance data.



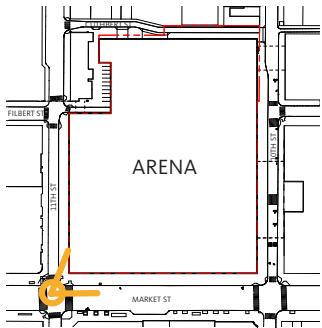
PROPOSED | MARKET ST. AT 11TH ST.



EXISTING VIEW - MARKET ST. AT 11TH ST.

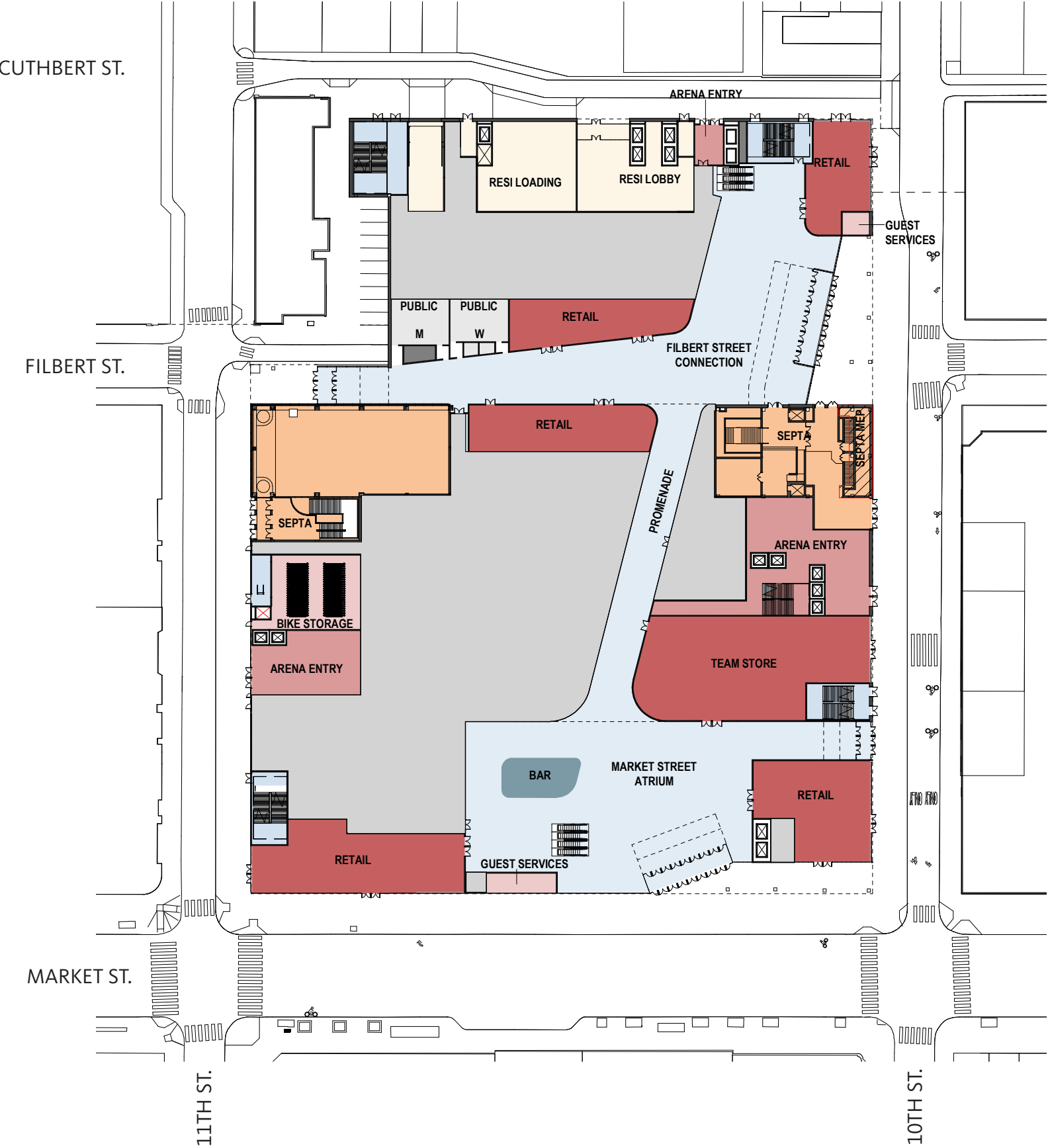


PROPOSED VIEW - MARKET ST. AT 11TH ST.



PROPOSED | PLANS - STREET LEVEL

SCALE 1:80



The design of 76 Place will incorporate sustainable carbon reduction strategies balancing nature and technology driven solutions within the arena framework.



PROPOSED | MARKET STREET ENTRY



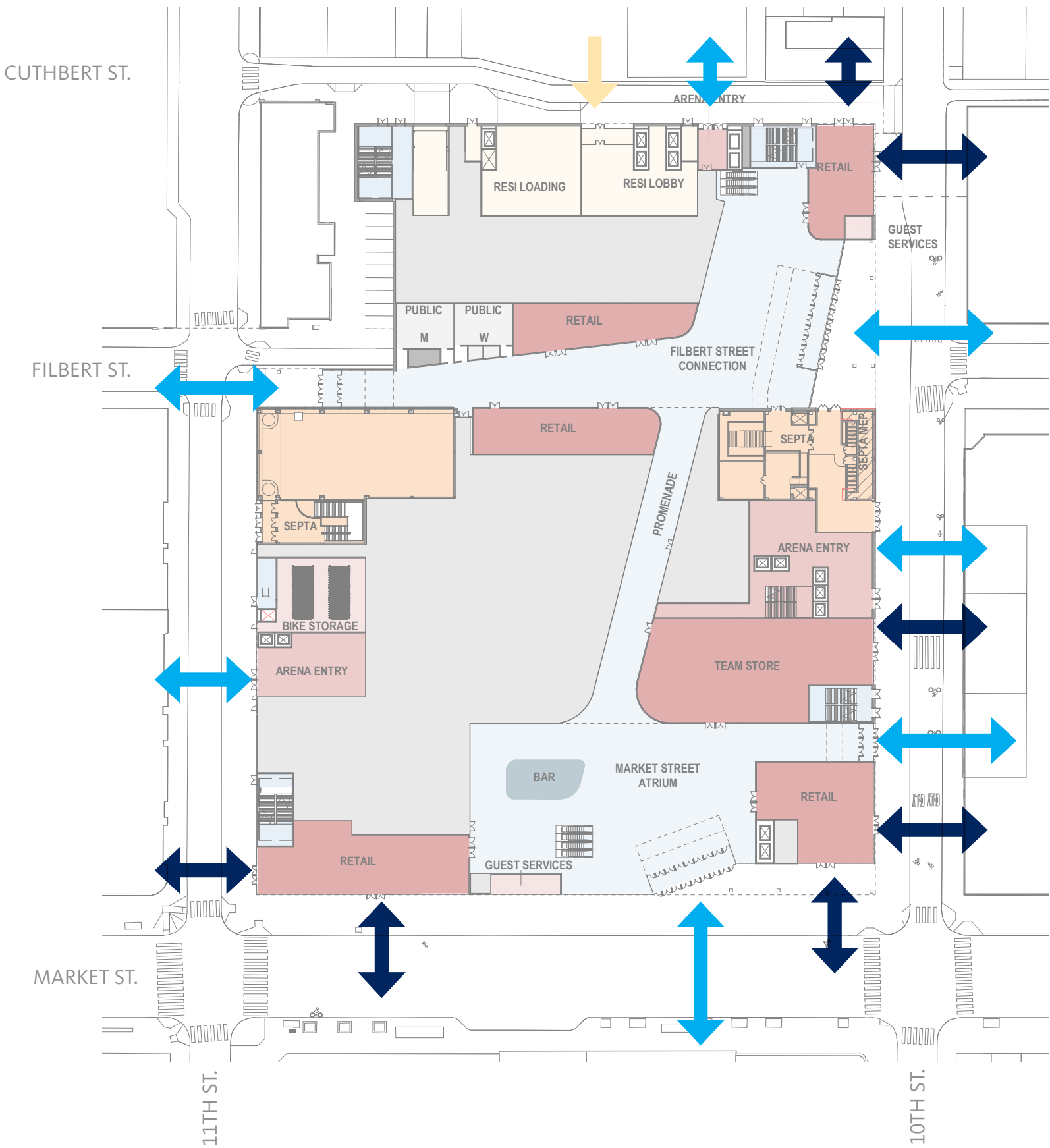
PROPOSED | FILBERT STREET CONNECTION



CIRCULATION | PEDESTRIAN - STREET LEVEL EVENT DAY

SCALE 1:80

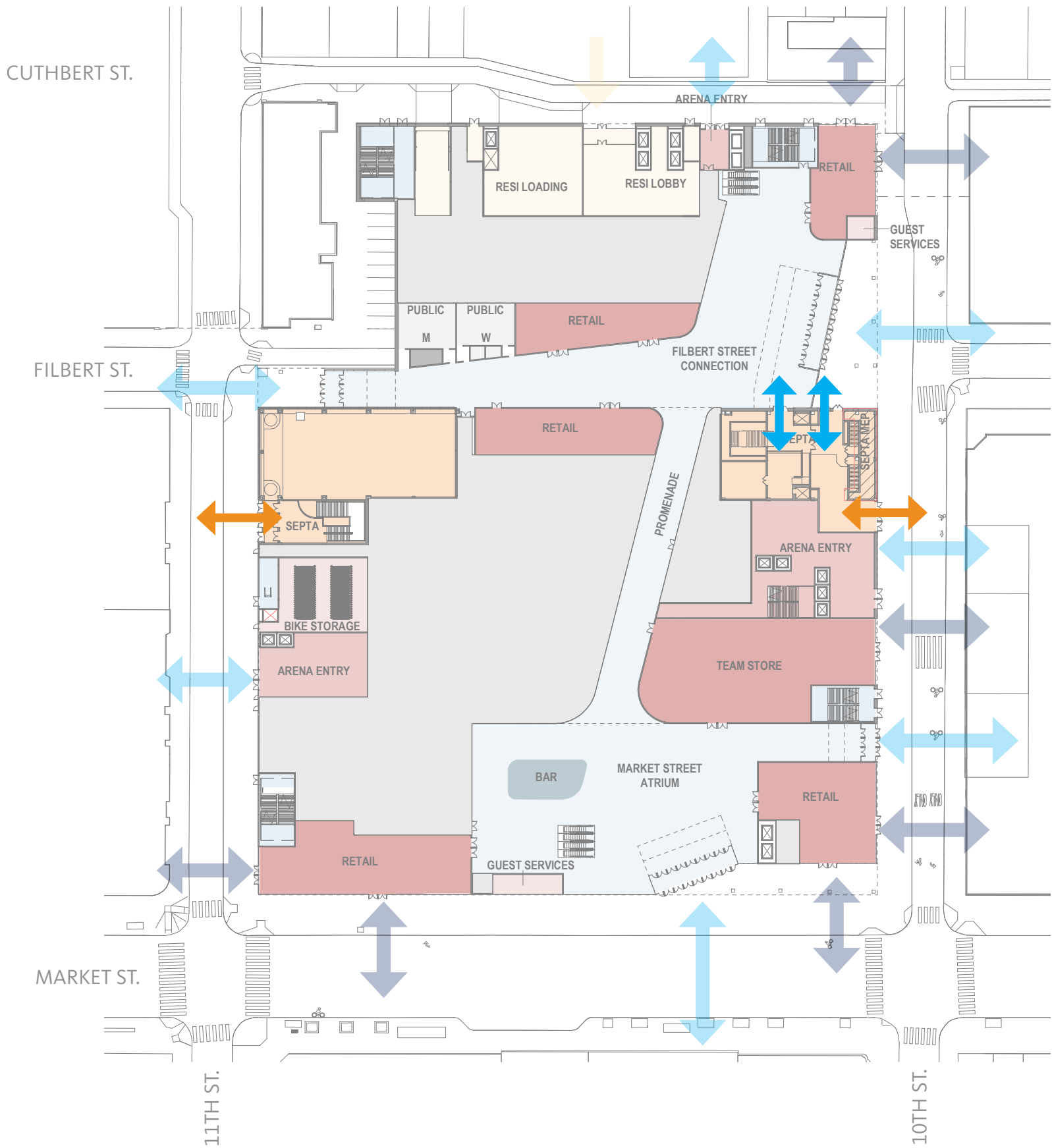
- Event Day Ticketed Access
- Non-Ticketed Circulation (Public)
- Residential Entrance



CIRCULATION | PEDESTRIAN - STREET LEVEL EVENT DAY

SCALE 1:80

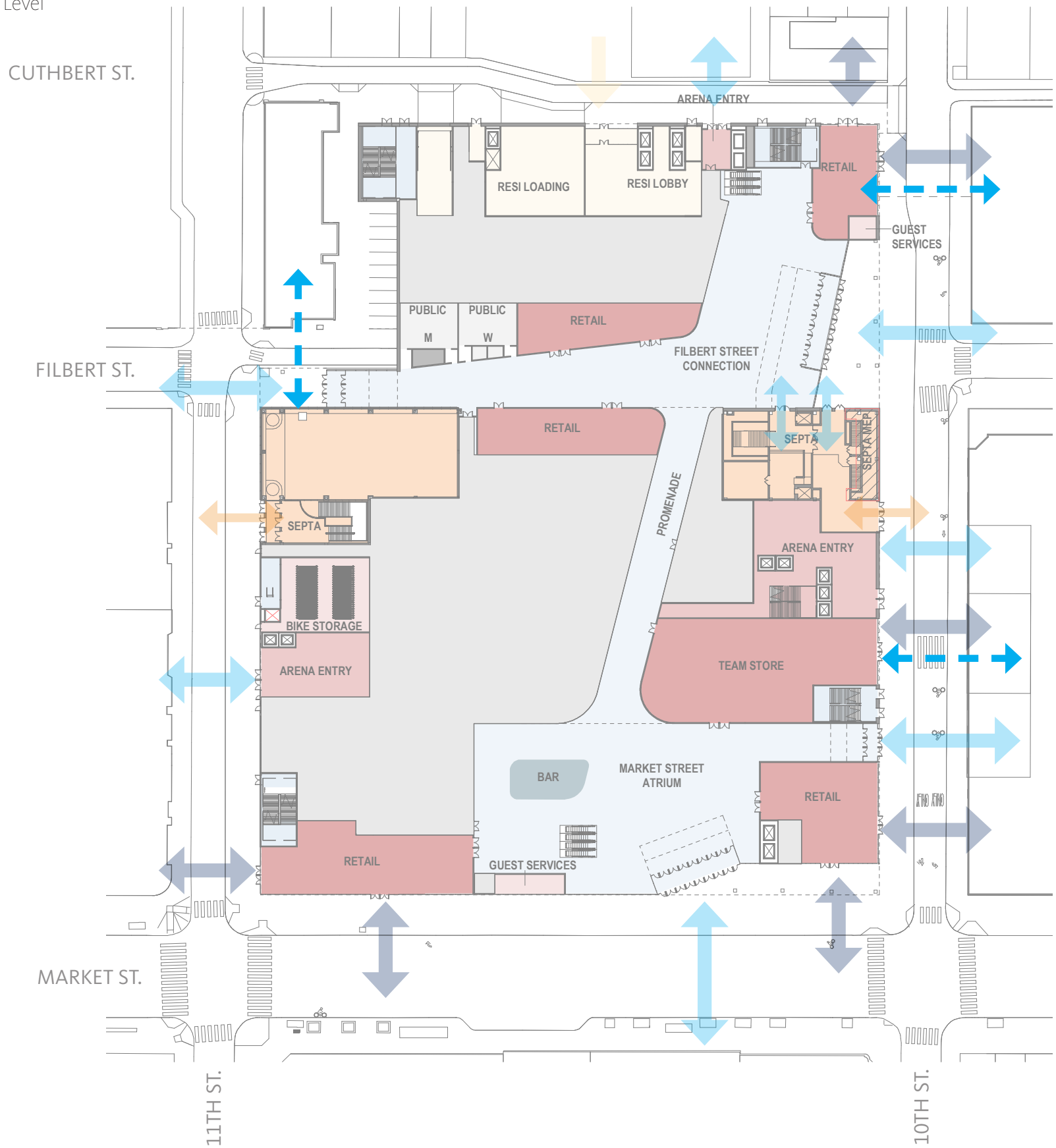
- Event Day Ticketed Access
- SEPTA Access



CIRCULATION | PEDESTRIAN - STREET LEVEL EVENT DAY

SCALE 1:80

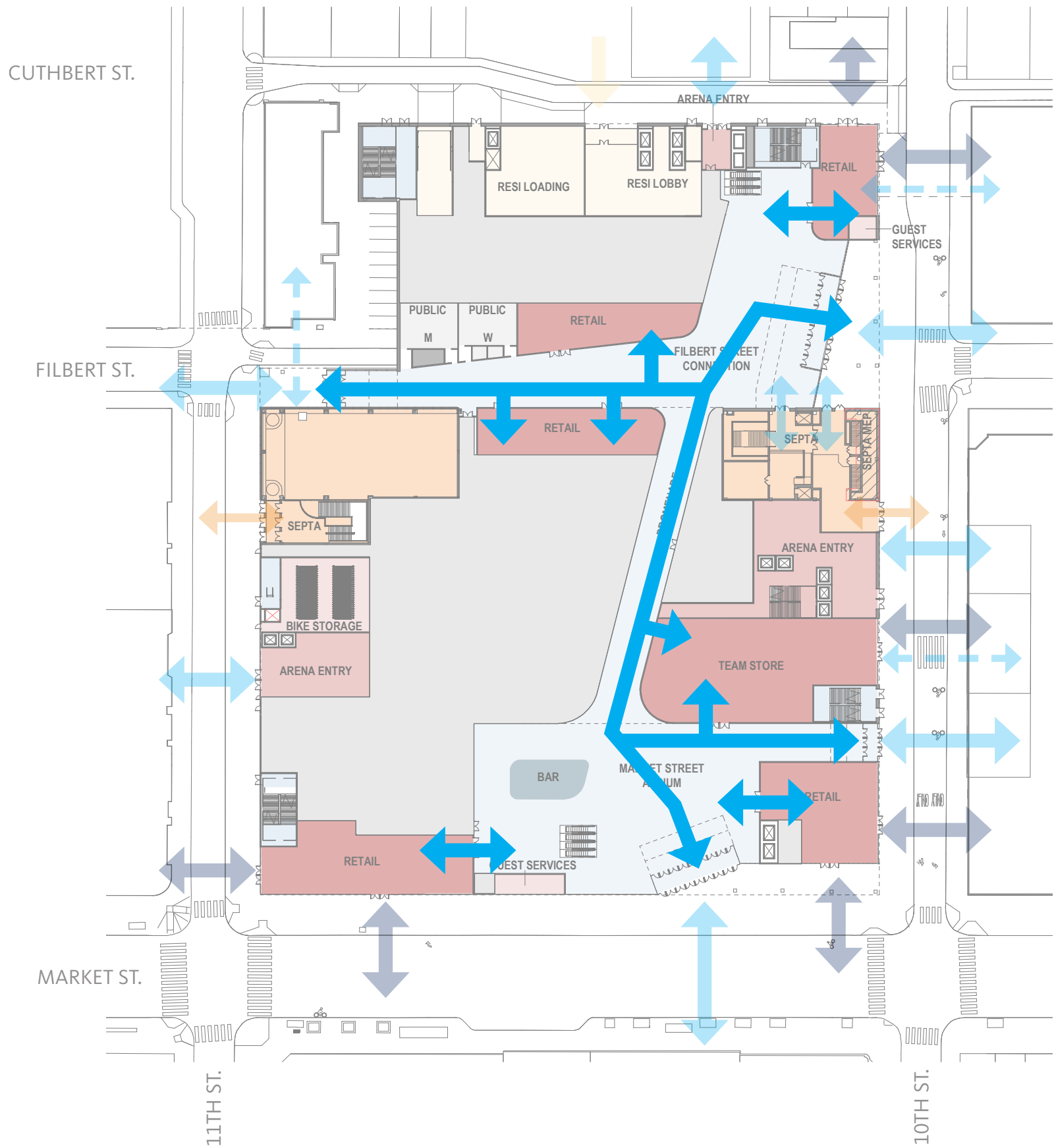
➡ Event Day Ticketed Bridge Access Above Street Level



CIRCULATION | PEDESTRIAN - STREET LEVEL EVENT DAY

SCALE 1:80

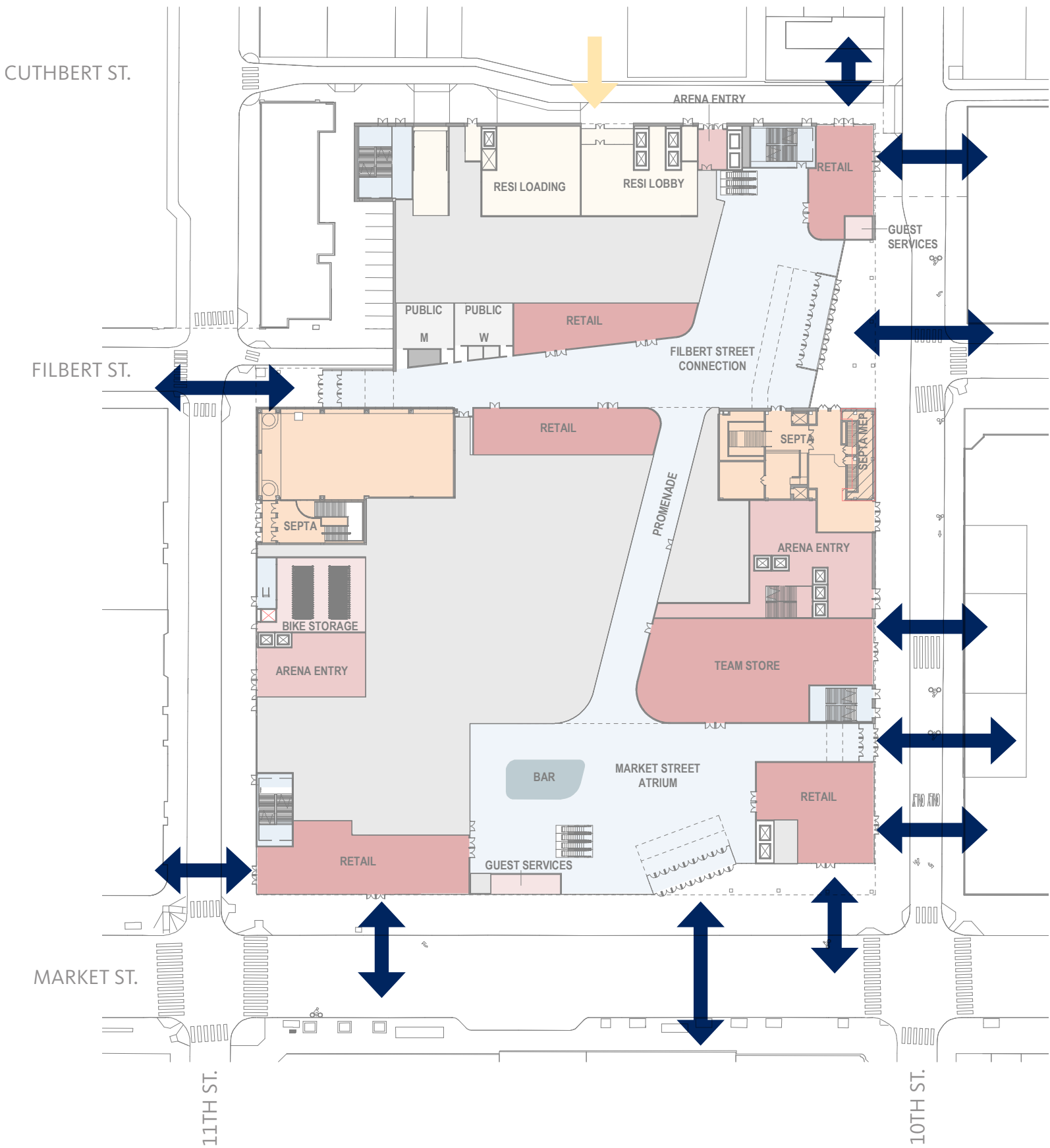
➡ Event Day Ticketed Access



CIRCULATION | PEDESTRIAN - STREET LEVEL NON-EVENT DAY

SCALE 1:80

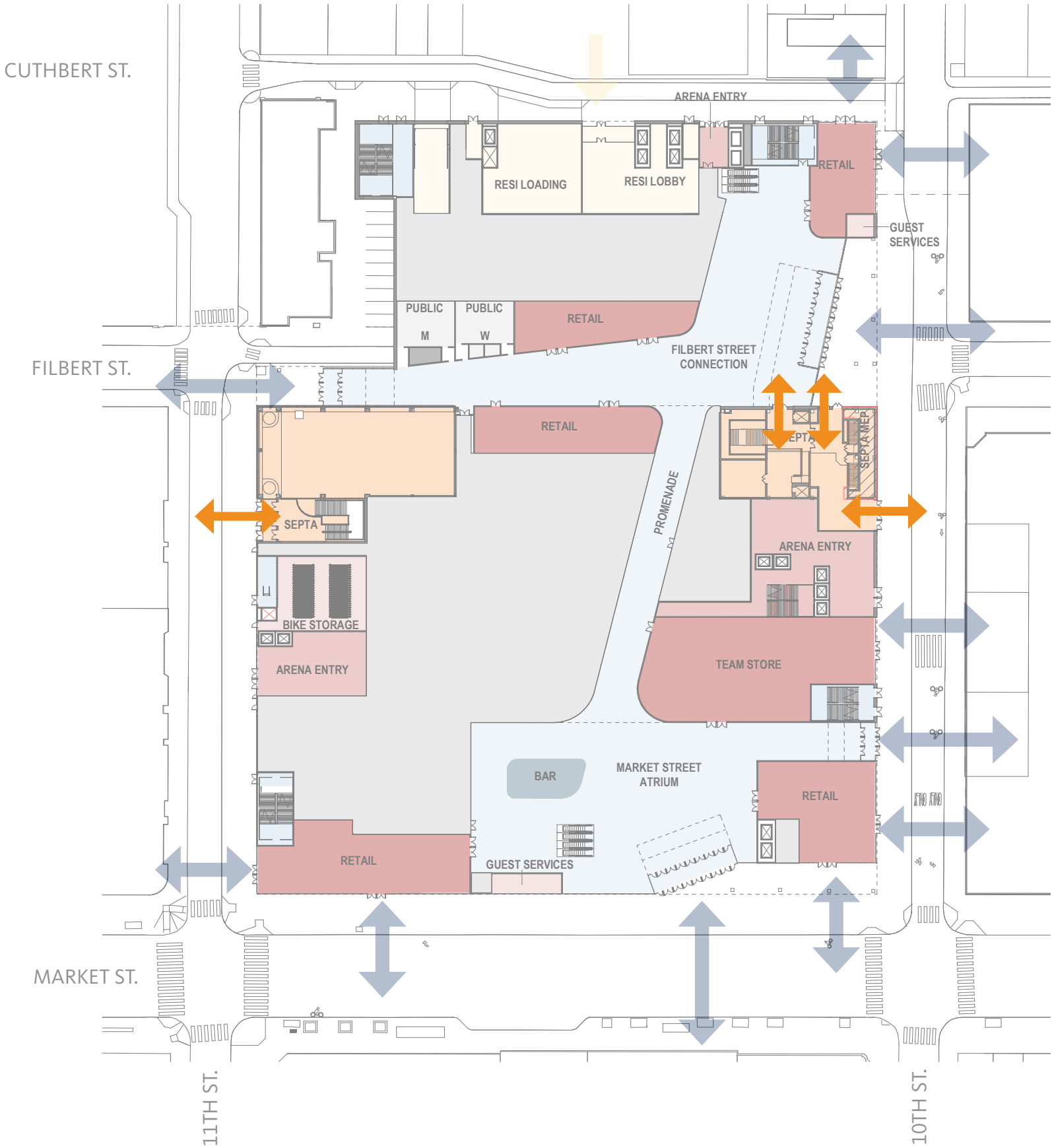
- ➡ Non-Event Day Circulation (Public)
- ➡ Residential Entrance



CIRCULATION | PEDESTRIAN - STREET LEVEL NON-EVENT DAY

SCALE 1:80

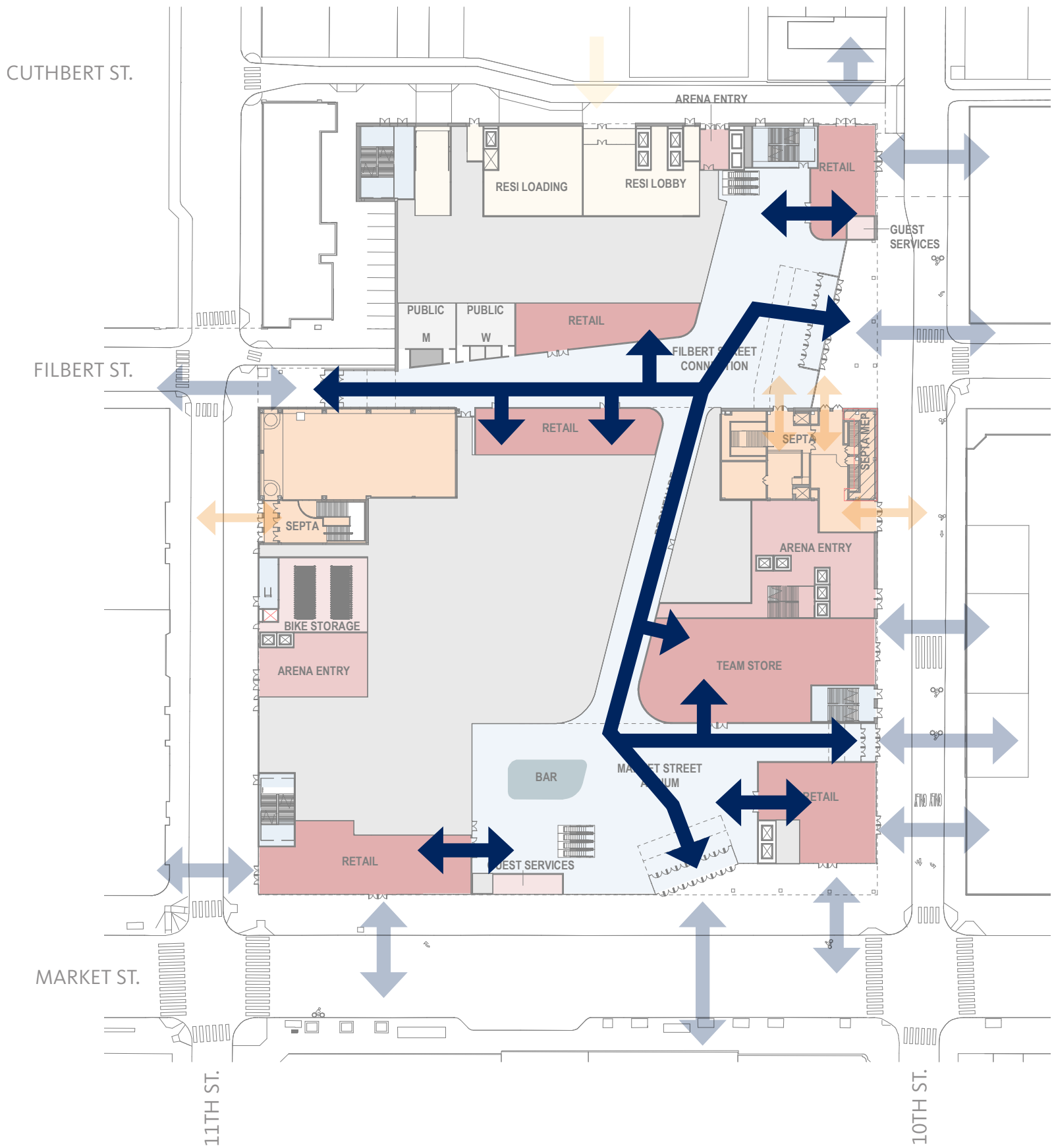
→ SEPTA Access



CIRCULATION | PEDESTRIAN - STREET LEVEL NON-EVENT DAY

SCALE 1:80

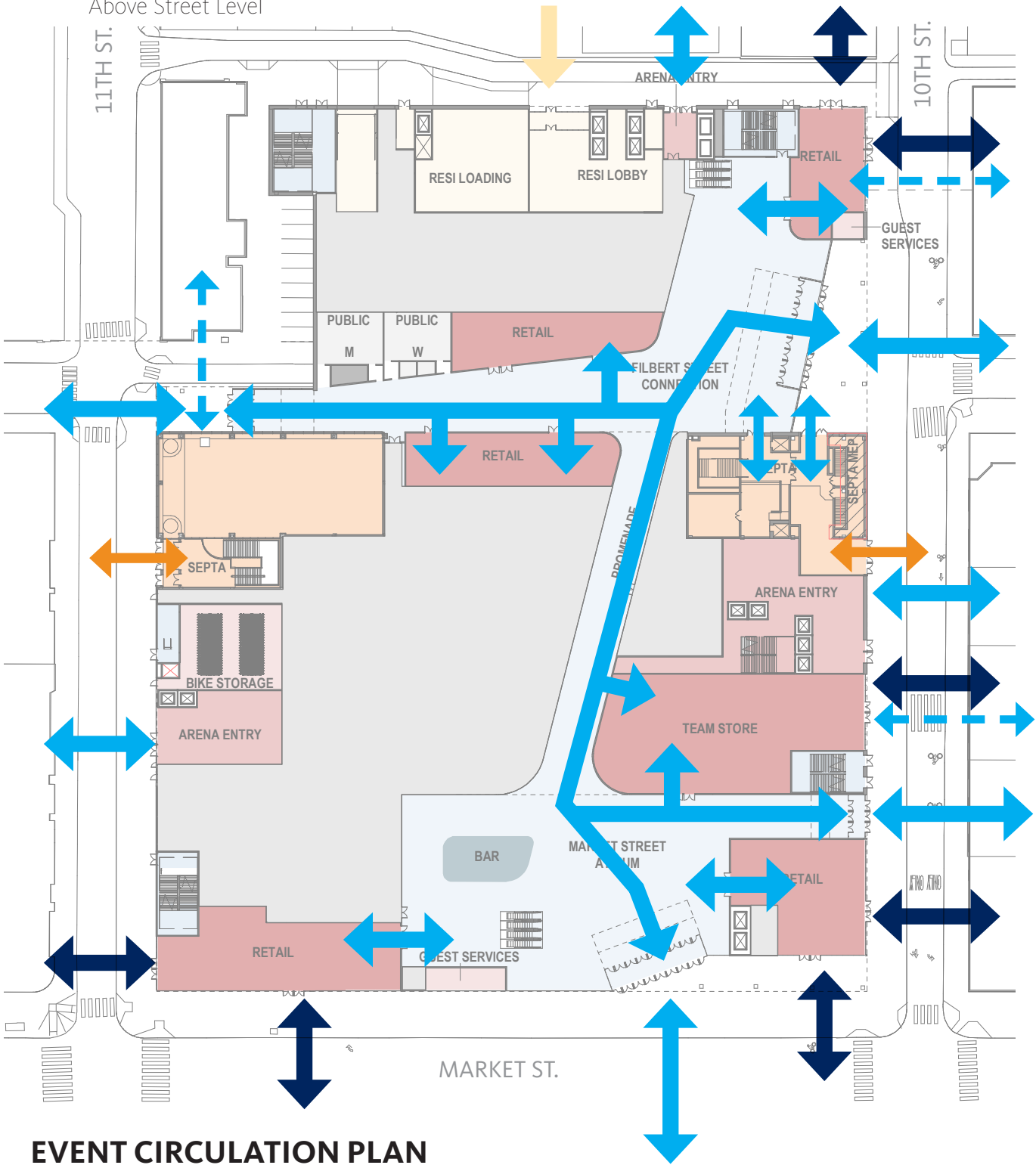
➡ Non-Event Day Circulation (Public)



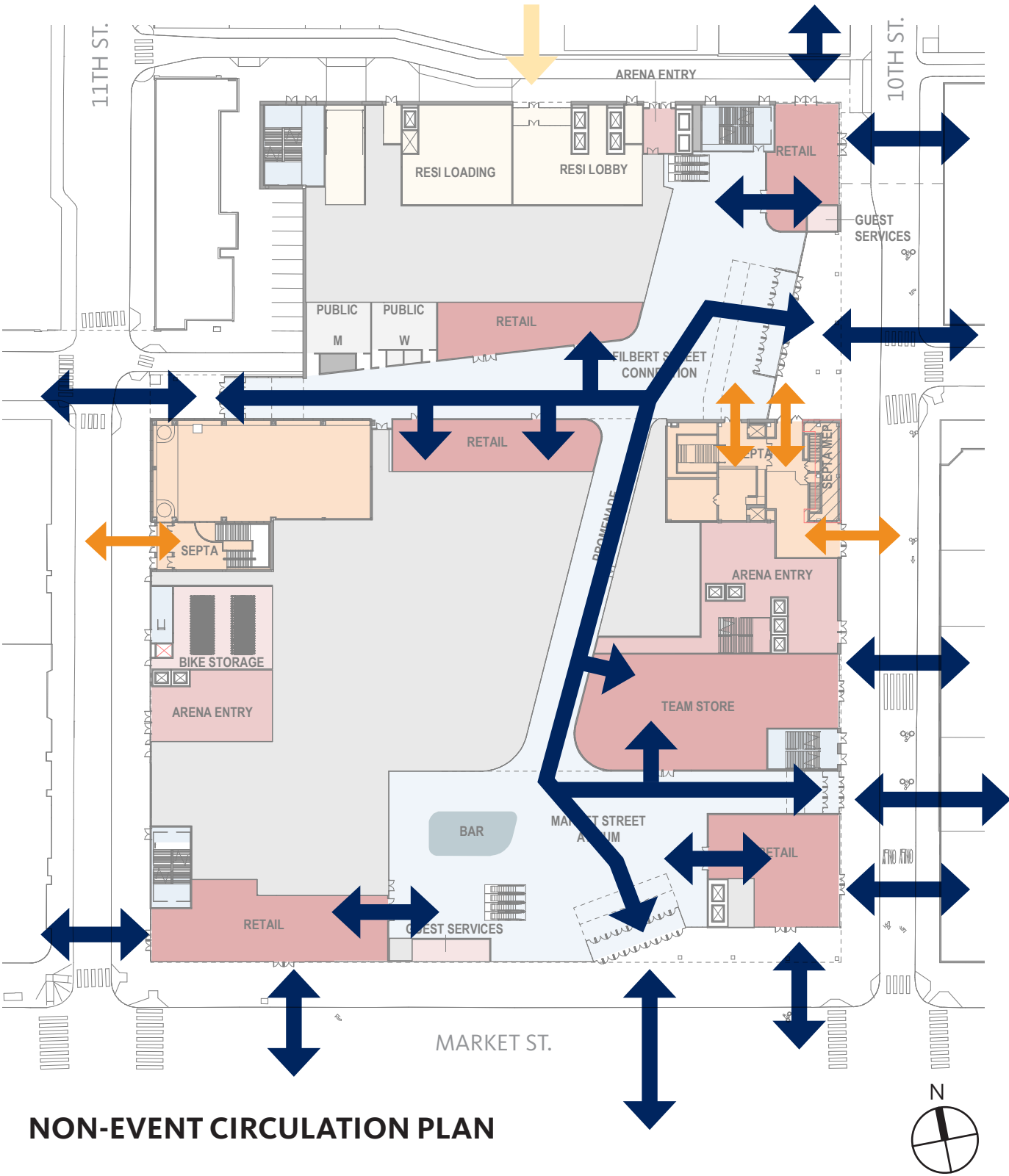
CIRCULATION | PEDESTRIAN - STREET LEVEL

SCALE 1:80

- Event Day Ticketed Access
- SEPTA Access
- Non-Event Day or Non-Ticketed Circulation (Public)
- Event Day Ticketed Bridge Access Above Street Level
- Residential Entrance

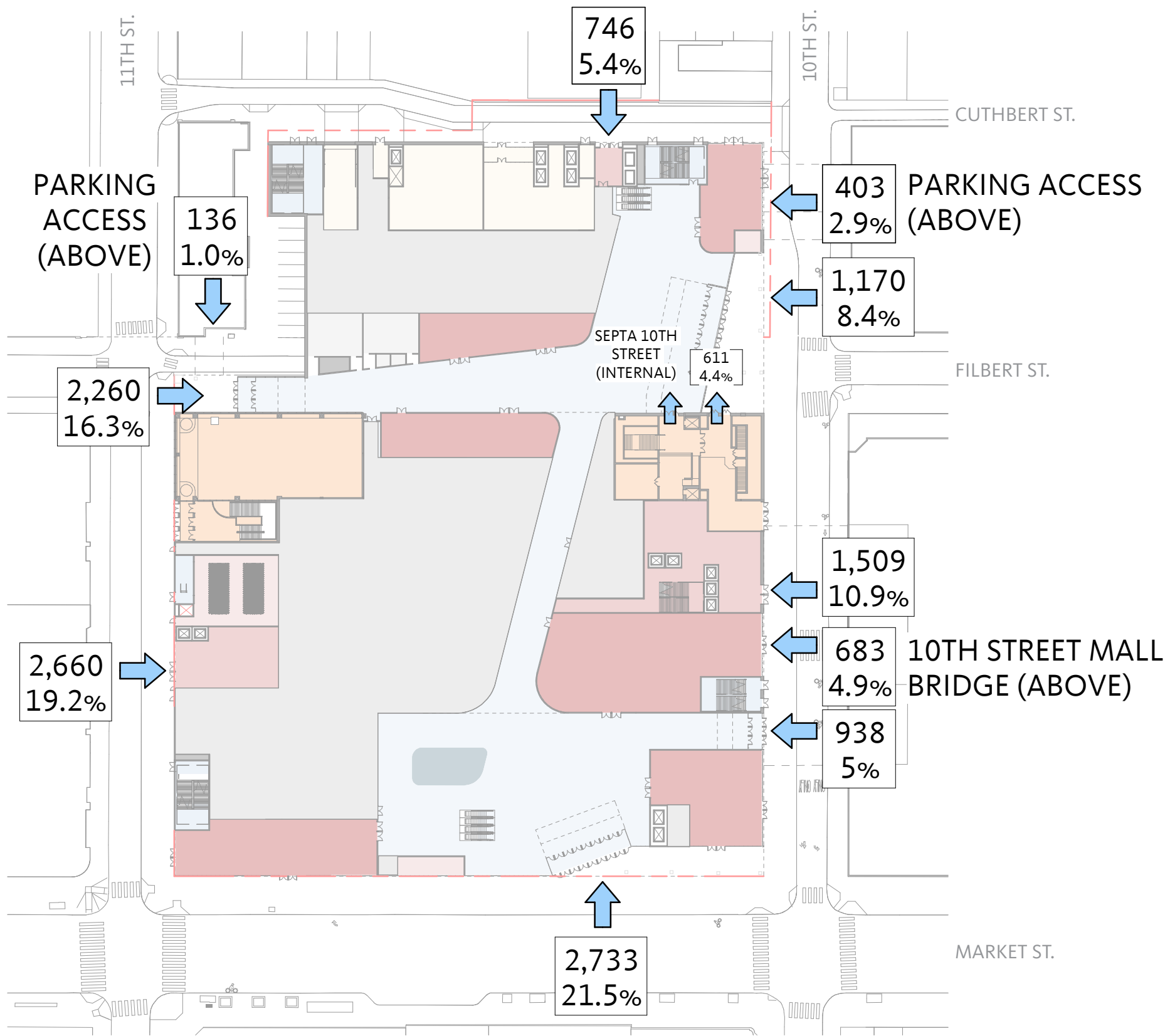


EVENT CIRCULATION PLAN



NON-EVENT CIRCULATION PLAN

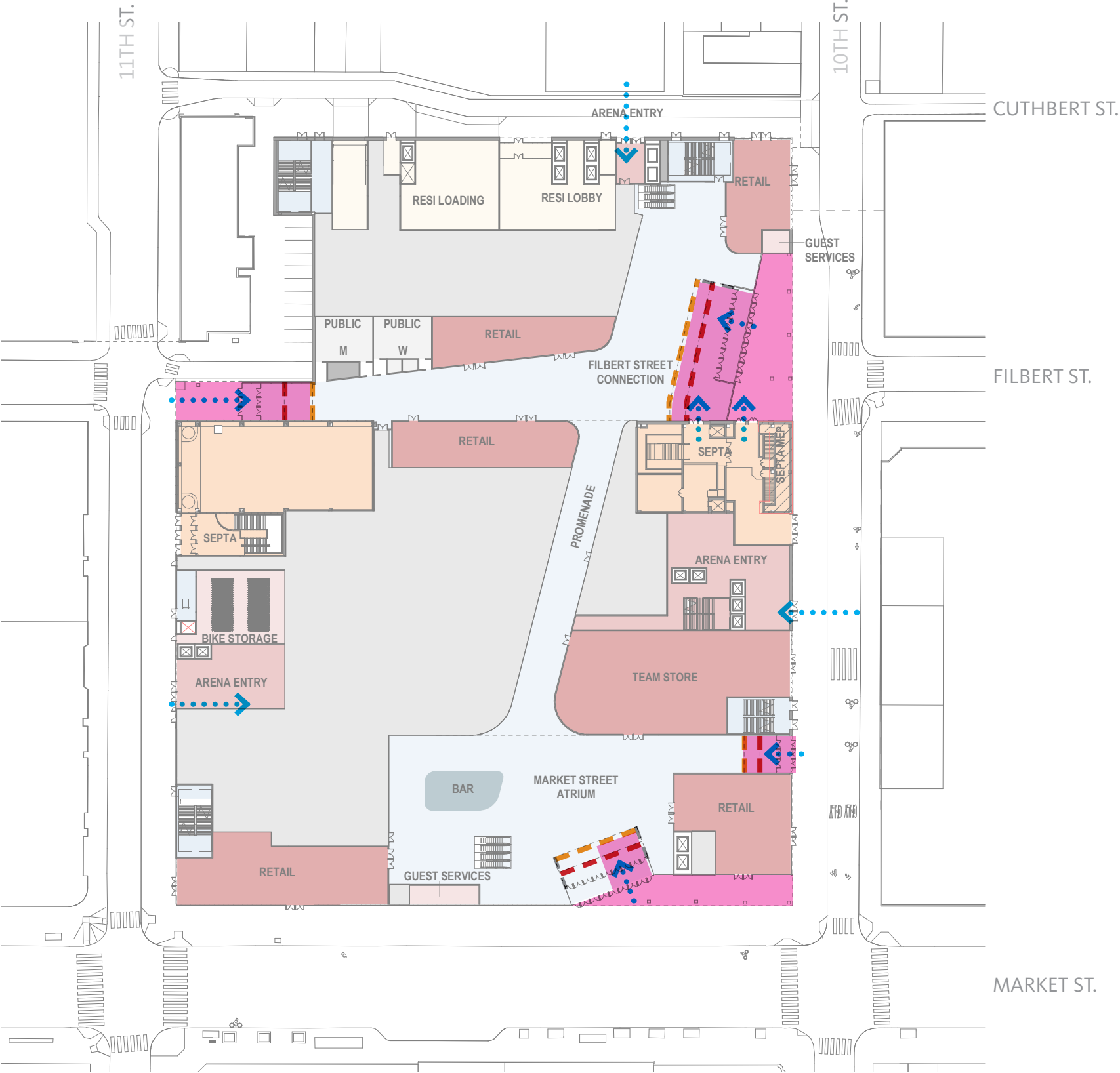
CIRCULATION | PEDESTRIAN STUDY ARRIVAL DOOR SPLITS



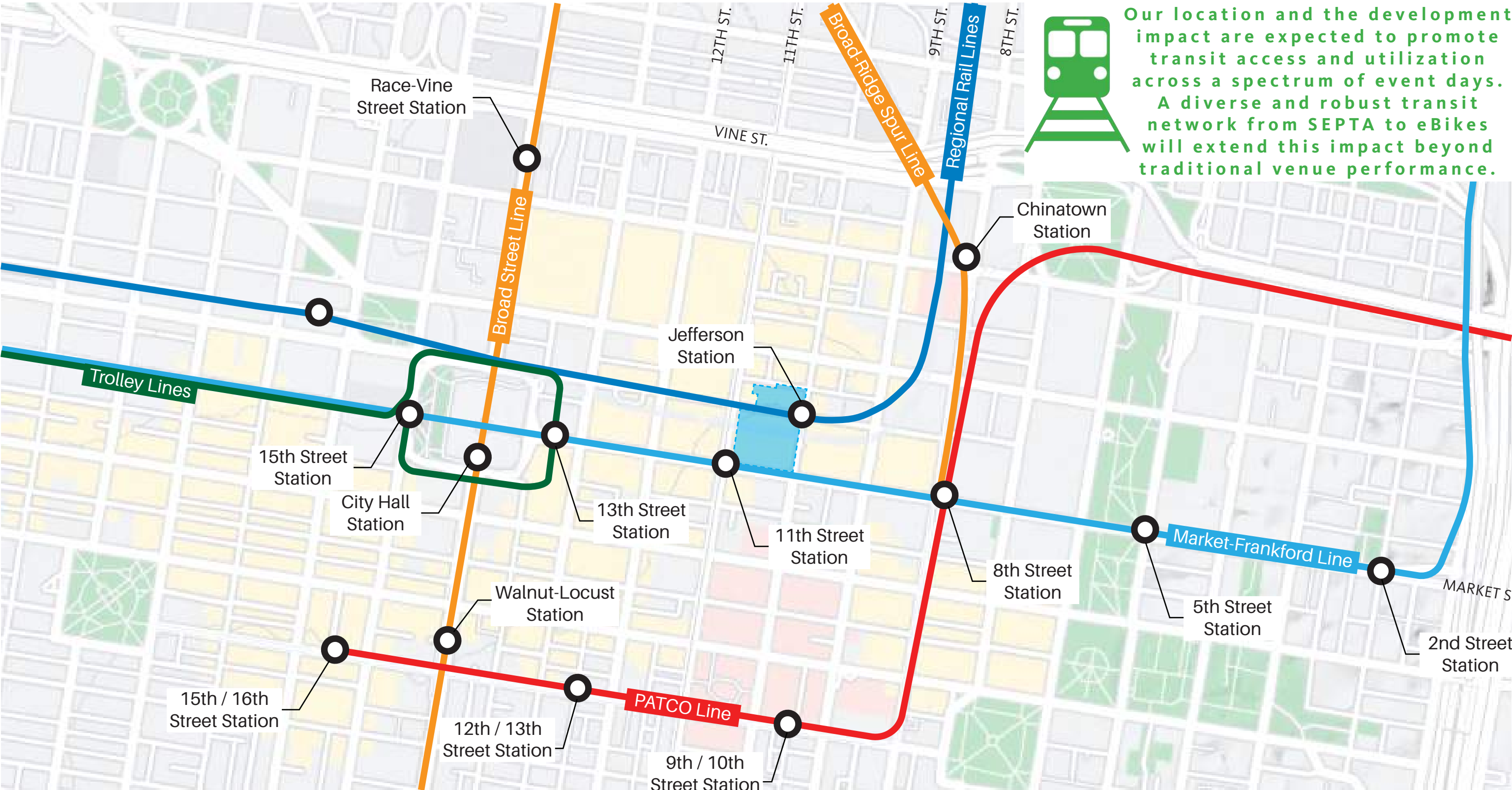
CIRCULATION | PEDESTRIAN - STREET LEVEL QUEUING

SCALE 1:80

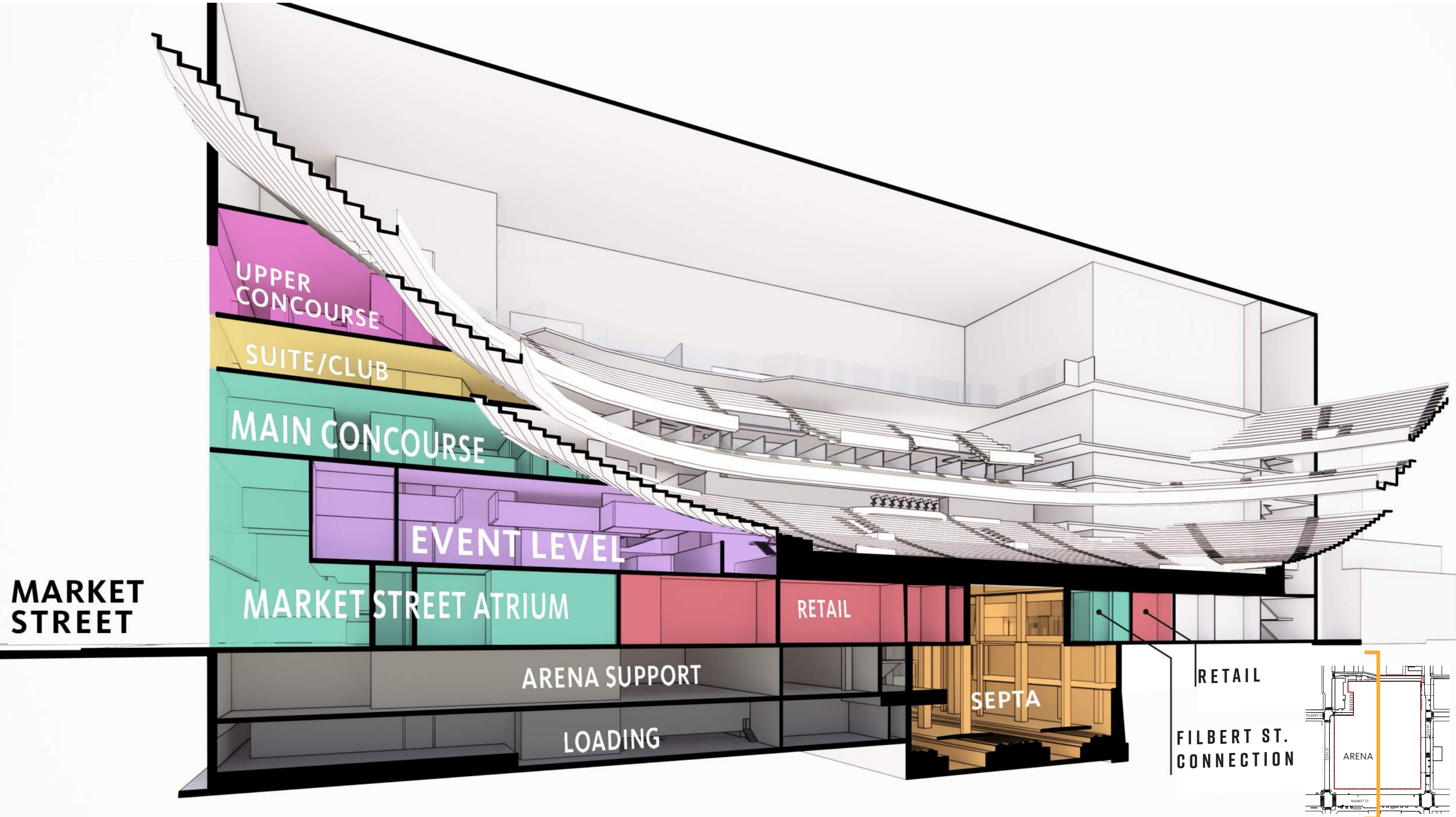
- Entry Path
- Security Line
- Ticketing Line
- Projected Exterior Queuing Area - Pre-Game



CIRCULATION | RAIL - ROUTE MAP



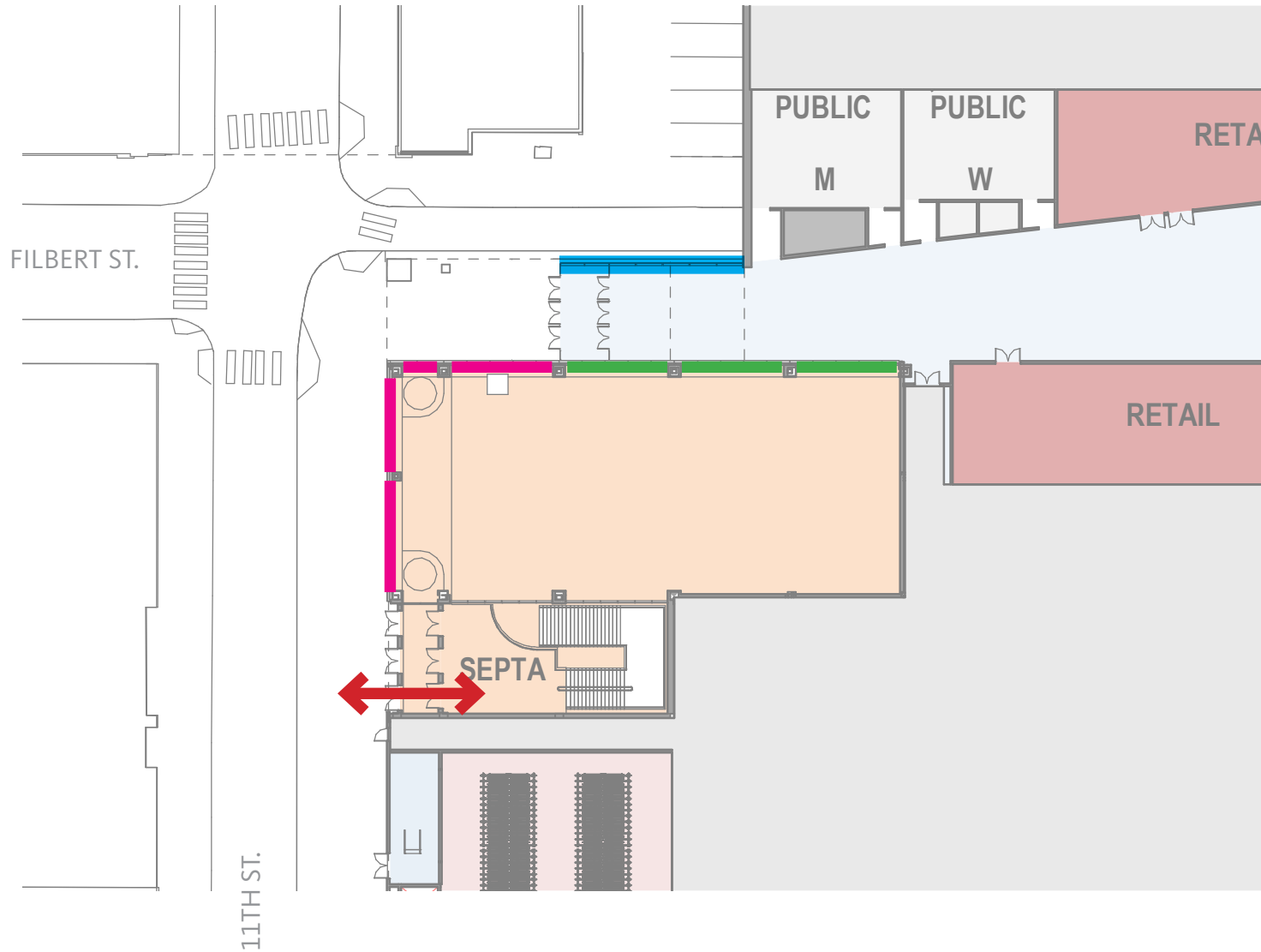
CIRCULATION | RAIL - N/S SECTION AT JEFFERSON STATION



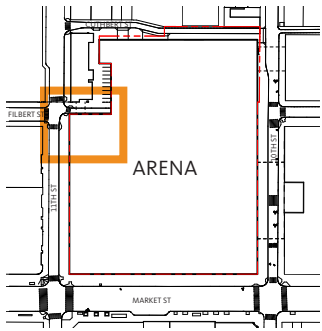
CIRCULATION | RAIL - JEFFERSON STATION DAYLIGHT

SCALE 1:40

- Existing Glazing to Remain - Daylight
- Existing Glazing to Remain - Borrowed Light
- Glass Facade

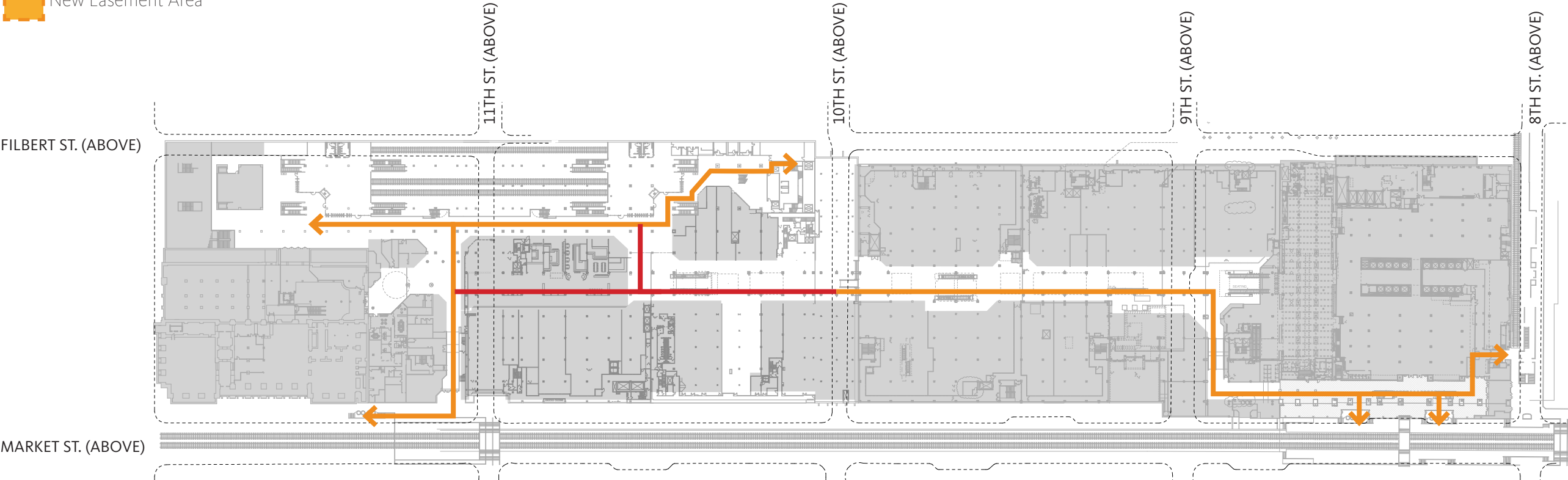


SEPTA 11TH ST. ENTRY

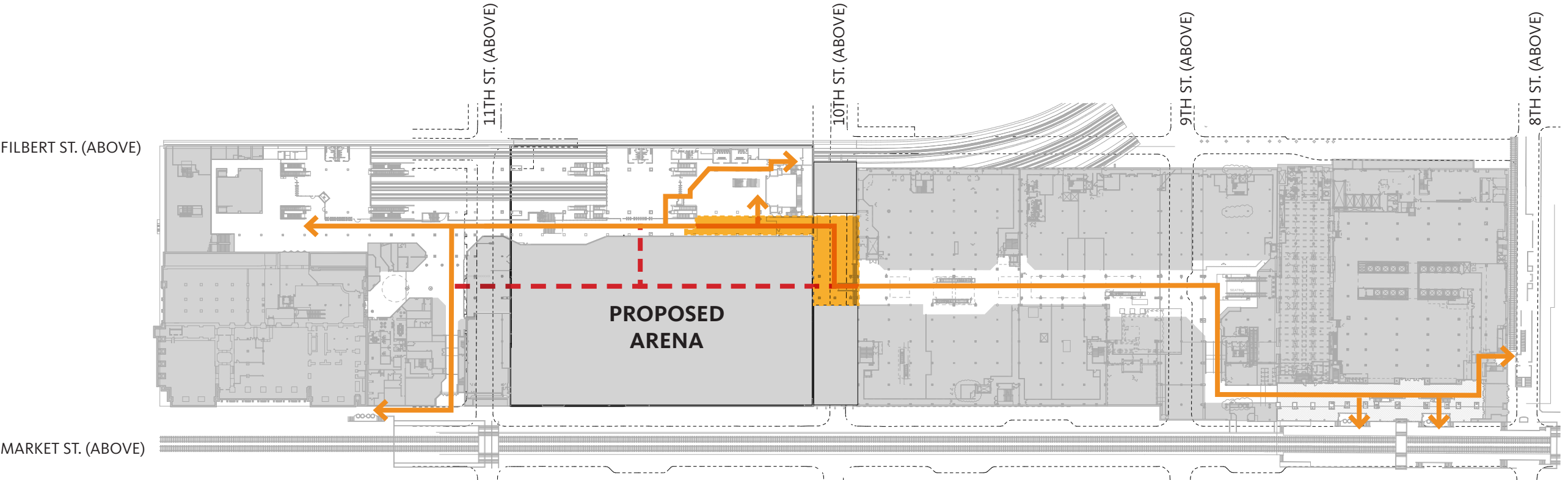


CIRCULATION | RAIL - SEPTA EASEMENTS

 New Easement Area



EXISTING CONCOURSE LEVEL

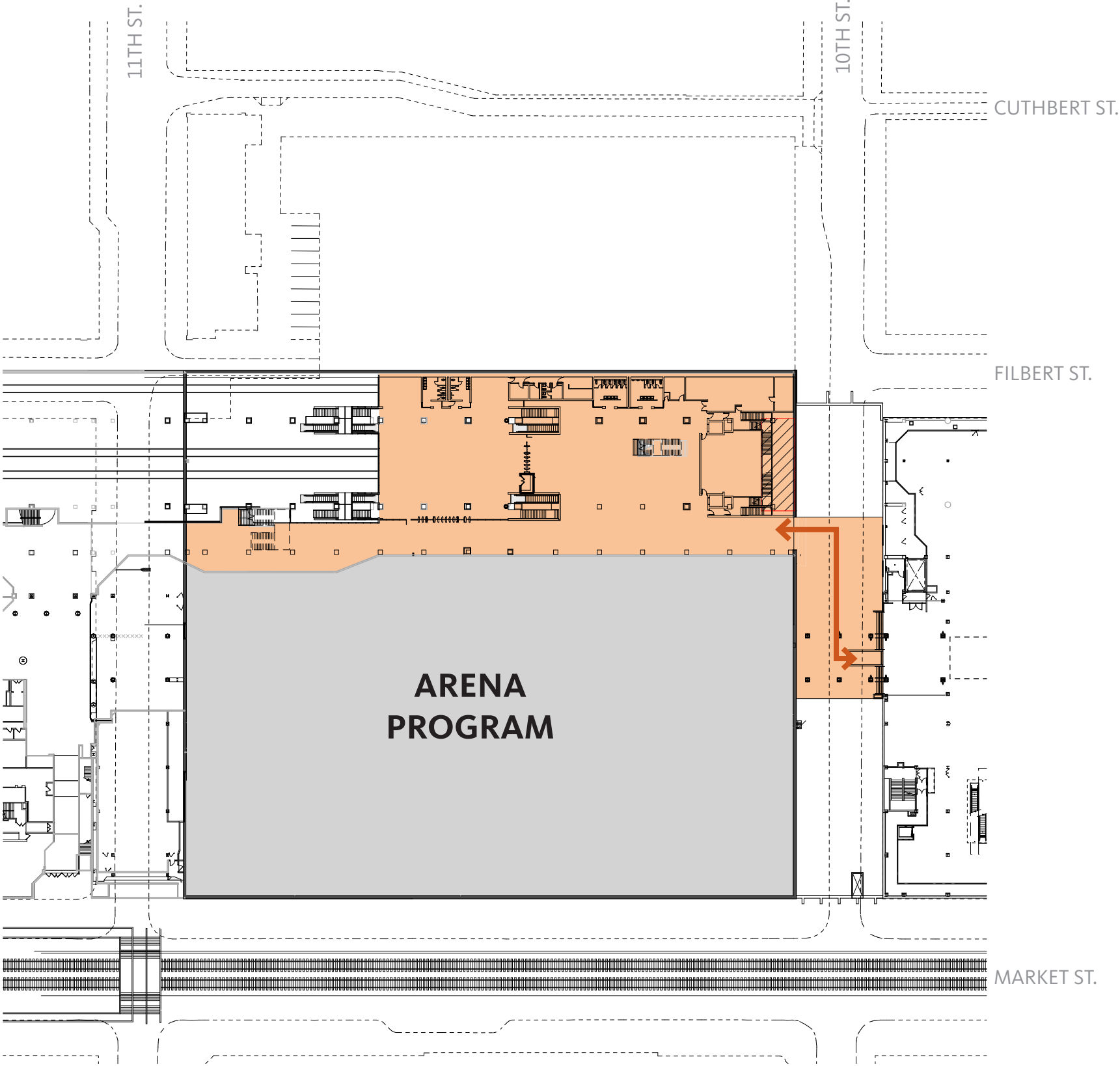


PROPOSED CONCOURSE LEVEL



CIRCULATION | RAIL - SEPTA CONCONOURSE (1 LEVEL BELOW ST.)

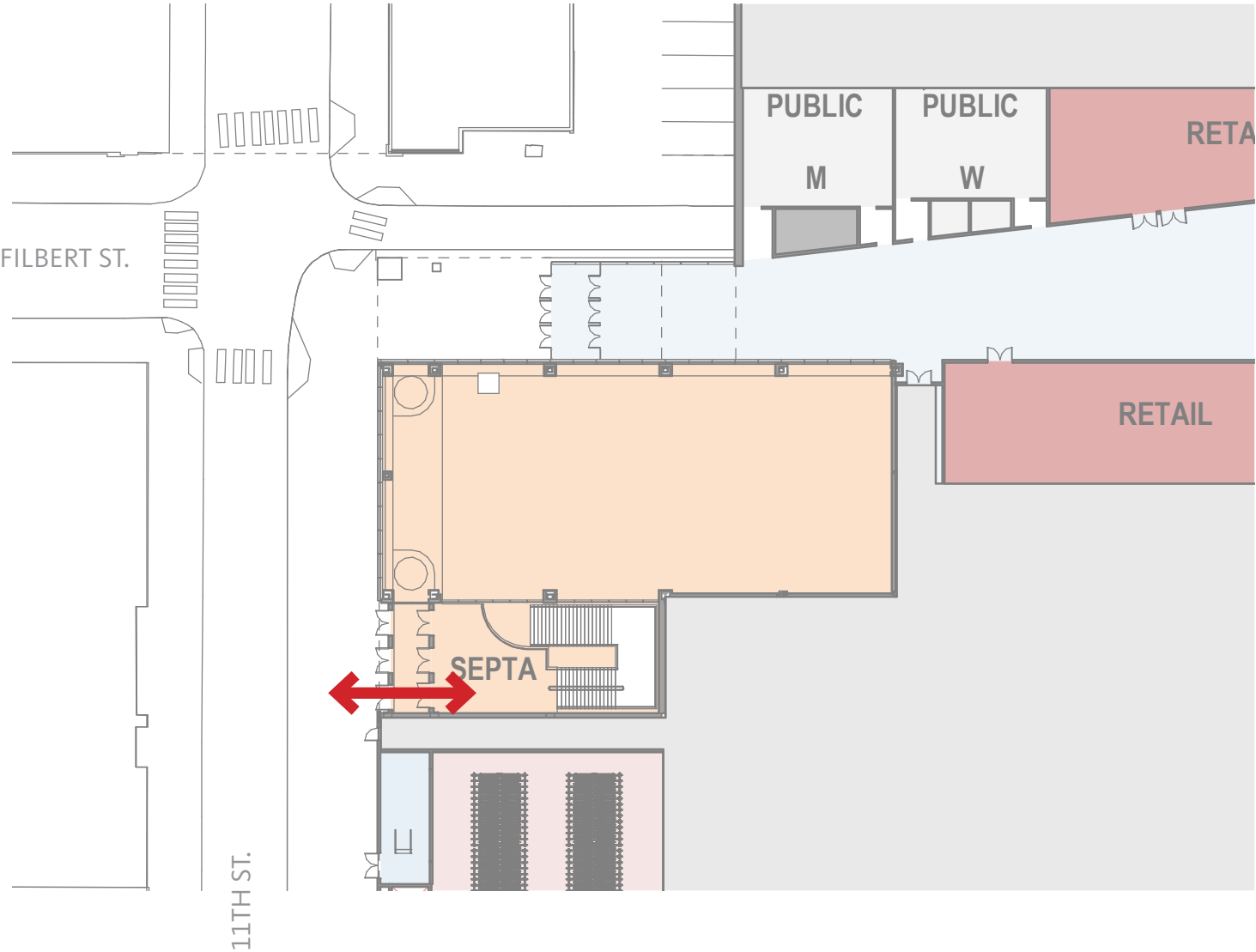
SCALE 1:80



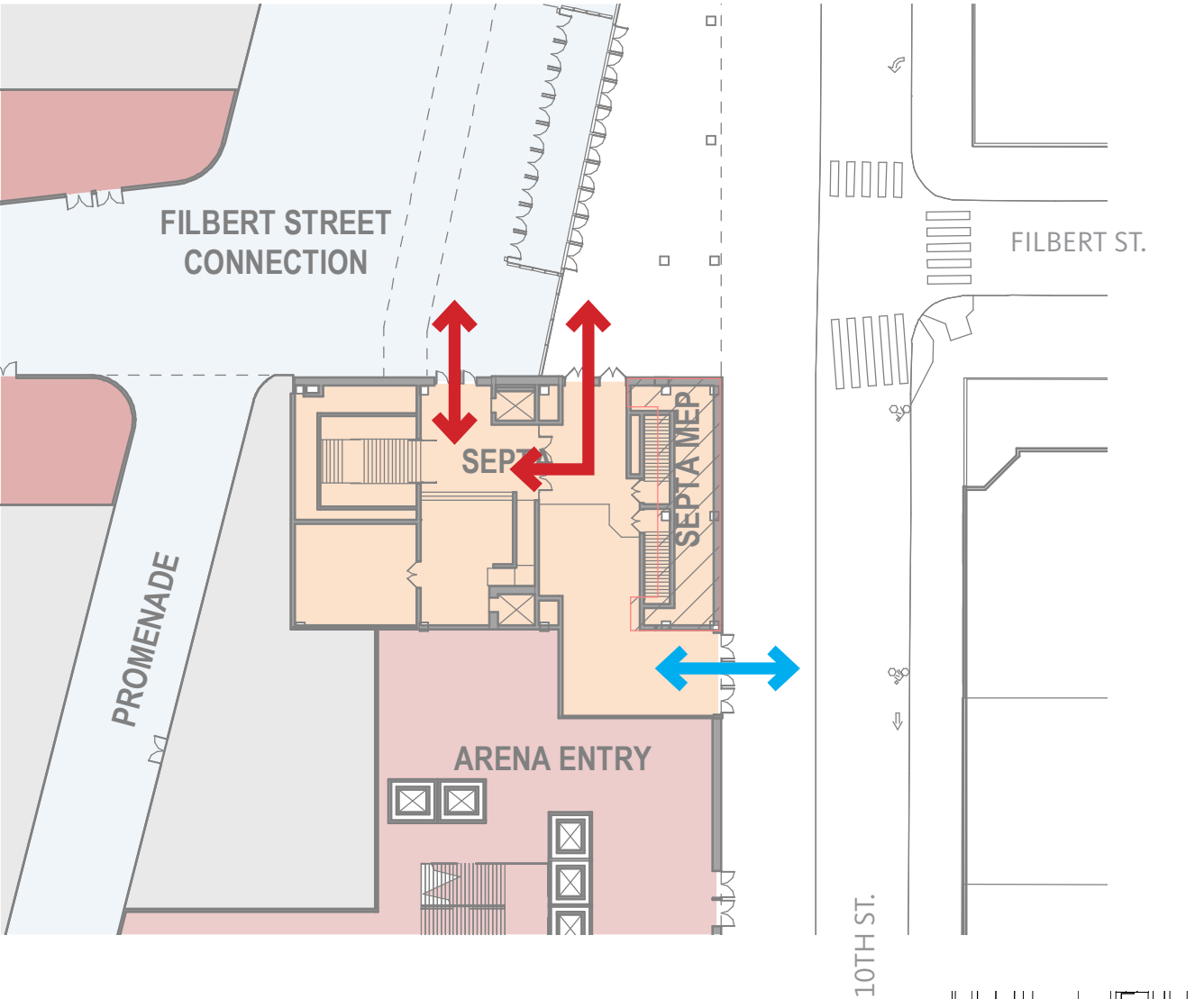
CIRCULATION | RAIL - STREET LEVEL ACCESS

SCALE 1:40

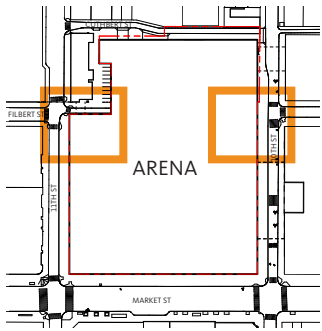
- ↔ Existing Jefferson Station Entry
- ↔ New Jefferson Station Entry



SEPTA 11TH ST. ENTRY

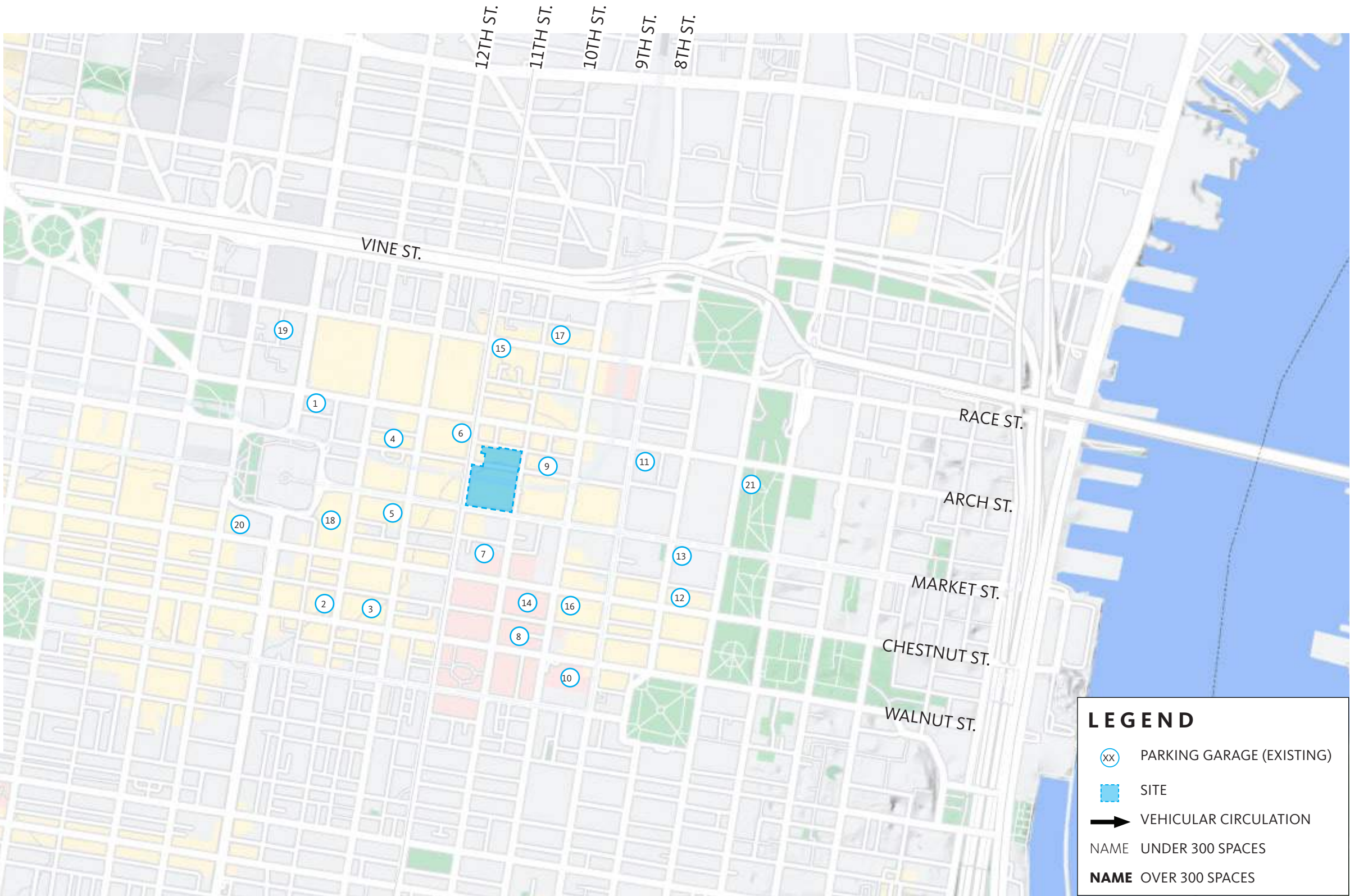


SEPTA 10TH ST. ENTRY



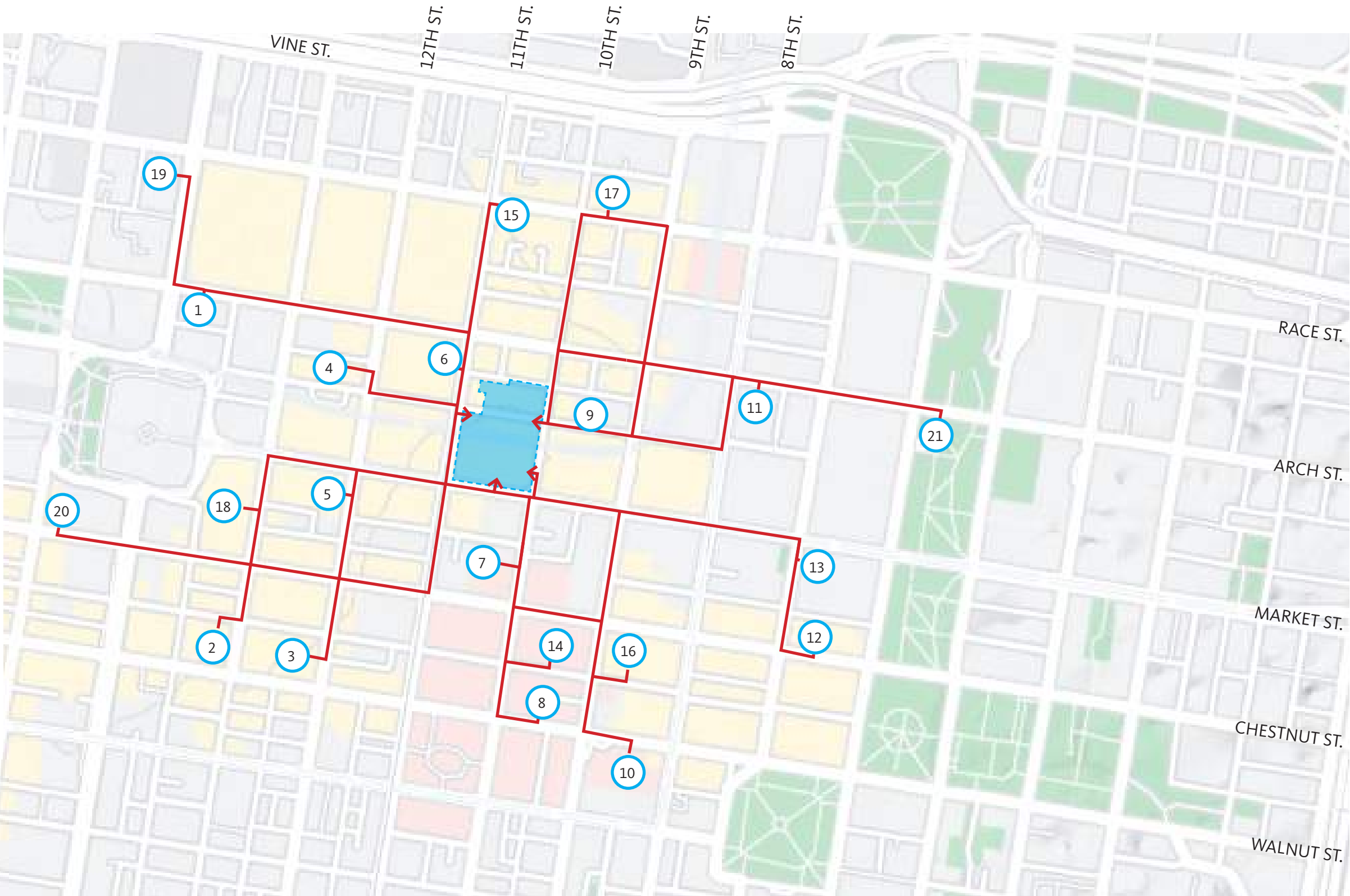
CIRCULATION | CAR - PARKING GARAGES

- 1 Realen Convention Center Garage
- 2 Patriot 1305 Walnut Garage
- 3 **Parkway 12th and Walnut Street**
- 4 **Parkway 12th and Filbert Garage**
- 5 SP+ Loews Philadelphia Hotel Garage
- 6 **SP+ Convention Center Garage**
- 7 PPA Autopark at Jefferson Garage
- 8 iParkit 925 Walnut Street
- 9 **PPA The Autopark at the Fashion District**
- 10 **Parkway Walnut Towers Garage**
- 11 **PPA Parkade on 8th Garage**
- 12 Parkway 100 Independence Mall Garage
- 13 Bex Park 618 Market Garage
- 14 **iParkit Jefferson Garage**
- 15 Park America Chinatown Garage
- 16 The Franklin Garage
- 17 929 Race Garage
- 18 **LAZ Parking Wanamaker Garage**
- 19 Parkway Broad & Race Garage
- 20 LAZ Parking 1441 Chestnut Street Garage
- 21 **PPA Autopark Independence Mall (PPA Garage)**

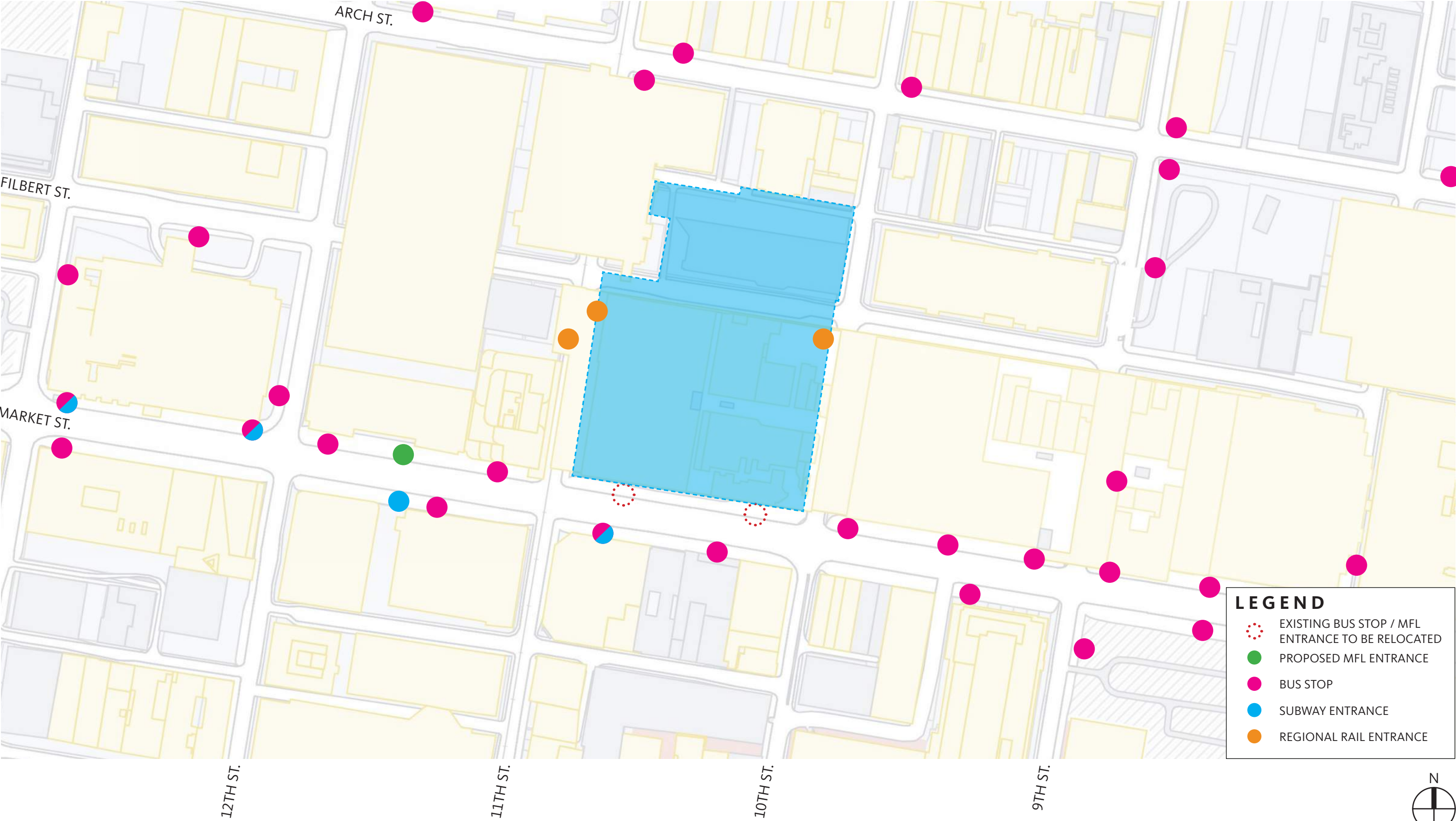


CIRCULATION | CAR - PARKING GARAGE PEDESTRIAN ARRIVAL

- 1 Realen Convention Center Garage
- 2 Patriot 1305 Walnut Garage
- 3 **Parkway 12th and Walnut Street**
- 4 **Parkway 12th and Filbert Garage**
- 5 SP+ Loews Philadelphia Hotel Garage
- 6 **SP+ Convention Center Garage**
- 7 PPA Autopark at Jefferson Garage
- 8 iParkit 925 Walnut Street
- 9 **PPA The Autopark at the Fashion District**
- 10 **Parkway Walnut Towers Garage**
- 11 **PPA Parkade on 8th Garage**
- 12 Parkway 100 Independence Mall Garage
- 13 Bex Park 618 Market Garage
- 14 **iParkit Jefferson Garage**
- 15 Park America Chinatown Garage
- 16 The Franklin Garage
- 17 929 Race Garage
- 18 **LAZ Parking Wanamaker Garage**
- 19 Parkway Broad & Race Garage
- 20 LAZ Parking 1441 Chestnut Street Garage
- 21 **PPA Autopark Independence Mall (PPA Garage)**



CIRCULATION | BUS - ADJACENT STOPS



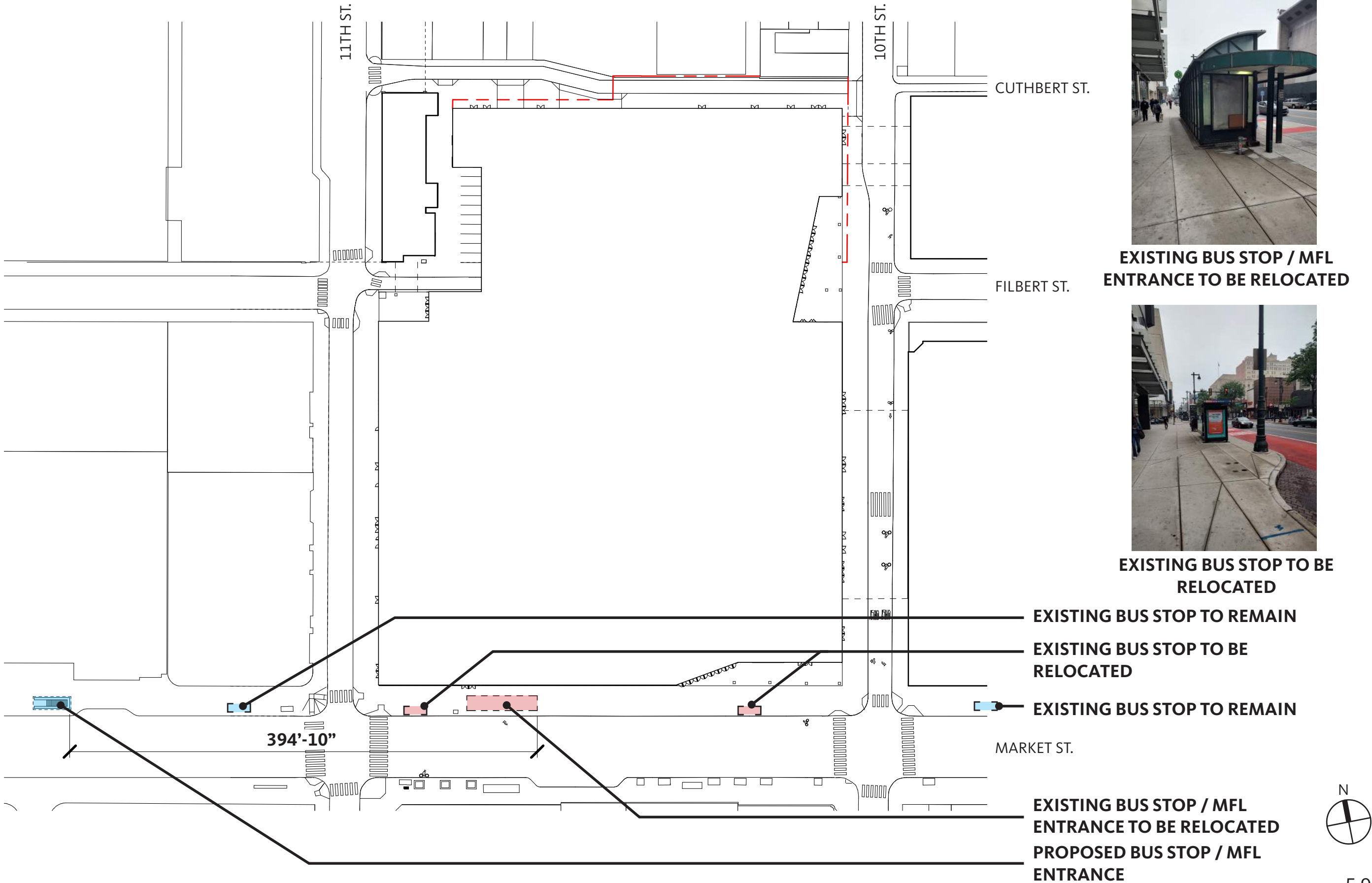
LEGEND

- EXISTING BUS STOP / MFL ENTRANCE TO BE RELOCATED
- PROPOSED MFL ENTRANCE
- BUS STOP
- SUBWAY ENTRANCE
- REGIONAL RAIL ENTRANCE



CIRCULATION | BUS - MARKET ST. SHELTER RELOCATION

SCALE 1:80

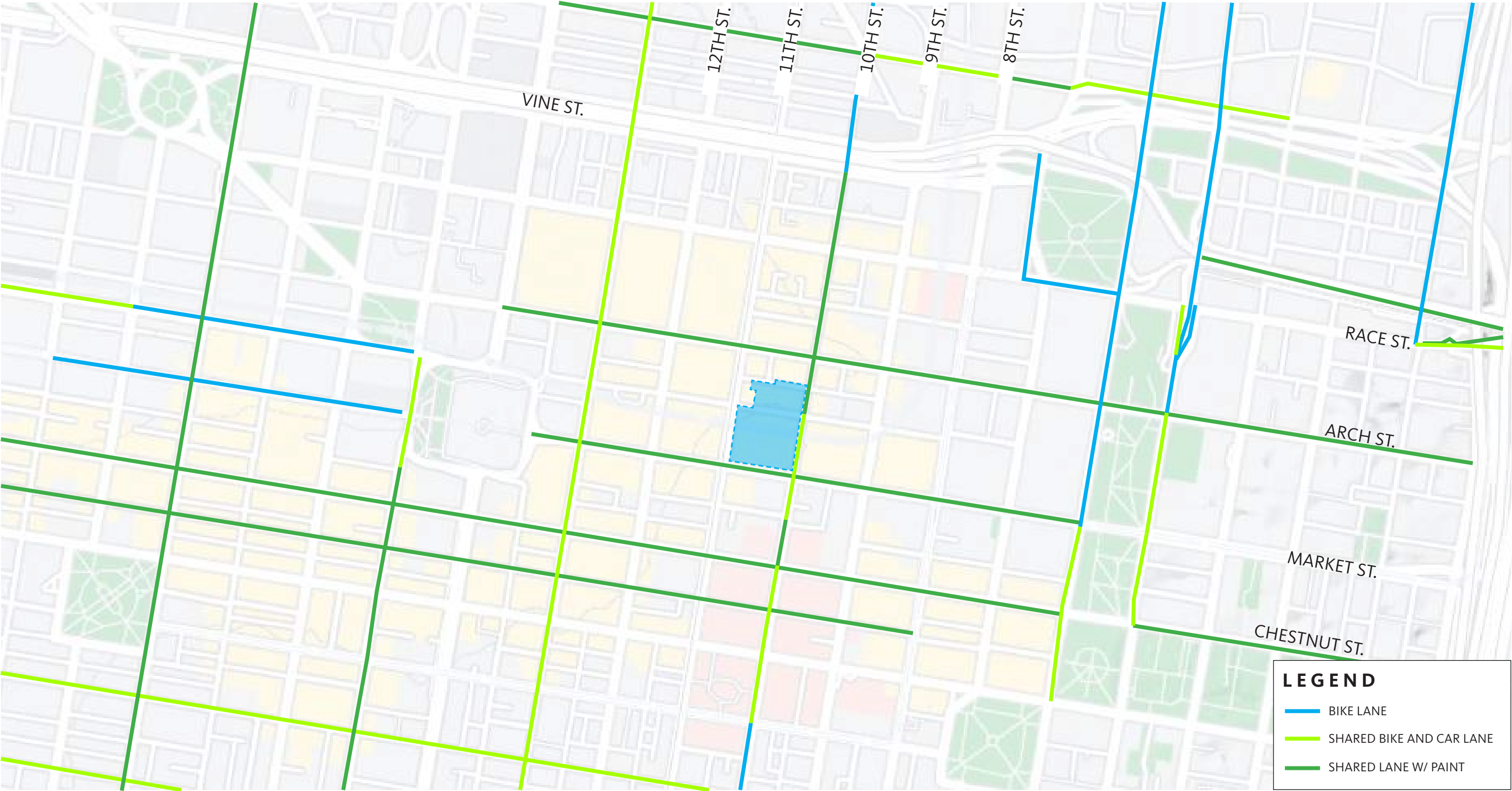


EXISTING BUS STOP / MFL ENTRANCE TO BE RELOCATED



EXISTING BUS STOP TO BE RELOCATED

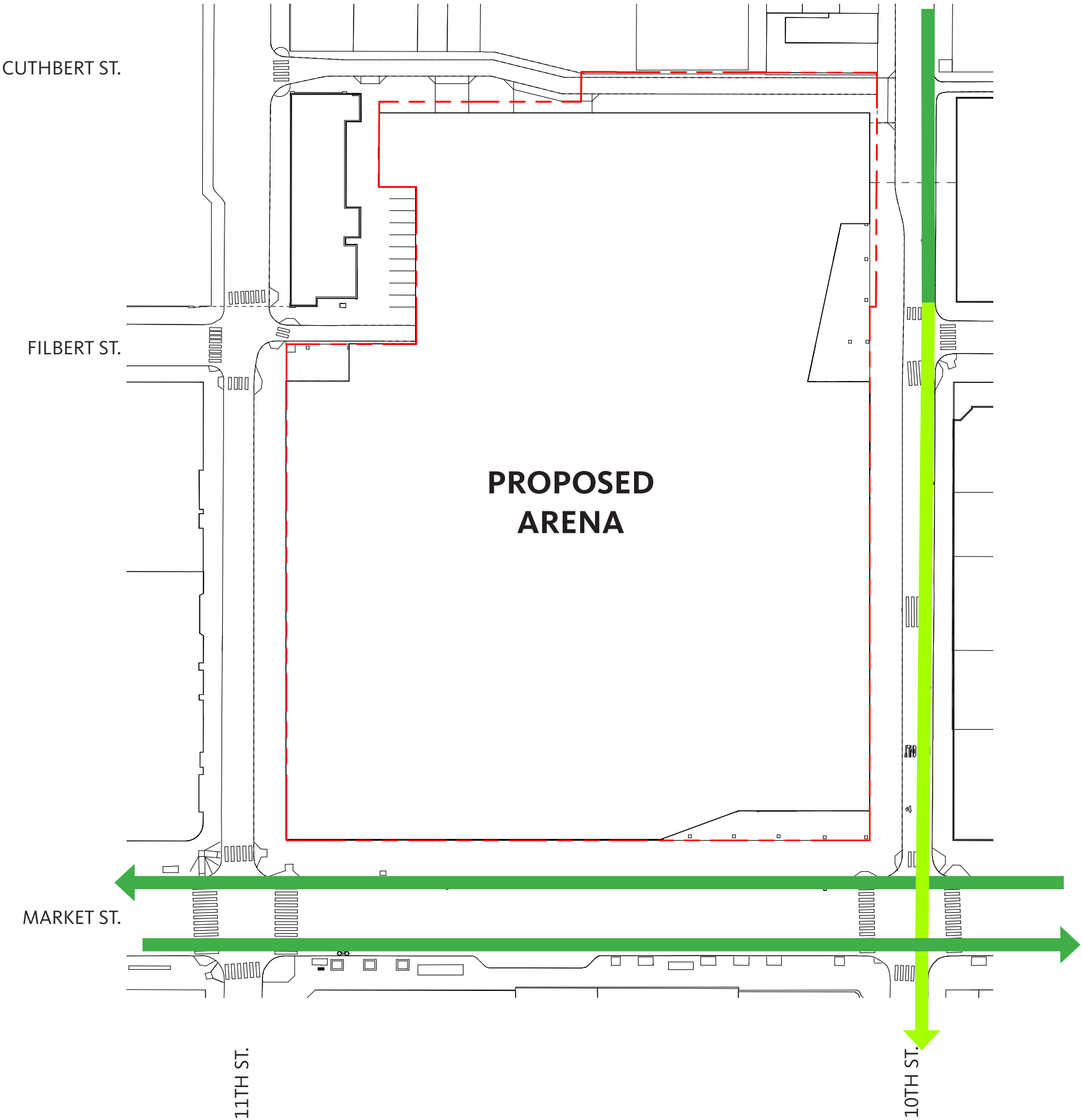
CIRCULATION | BICYCLE - ROUTE MAP



CIRCULATION | BICYCLE - SITE PLAN (EXISTING TO REMAIN)

SCALE 1:80

- SHARED BIKE & CAR LANE
- SHARED LANE W/ PAINT





76 PLACE

76

76

RESTAURANT

BOX OFFICE