

March 22, 2024

Alex Smith
Philadelphia Art Commission
City of Philadelphia
1515 Arch Street
Philadelphia PA 19102

RE: SEPTA South Broad ADA Improvements – Ellsworth-Federal Station

Dear Alex,

Jacobs has been contracted by SEPTA to provide architectural design and engineering services at the Ellsworth-Federal station on South Broad Street to improve ADA accessibility. On behalf of SEPTA, Jacobs respectfully requests the Art Commission's review of SEPTA's Ellsworth-Federal Station ADA Improvements Project. This submission includes the following station and location:

- **Ellsworth-Federal**
1200 S Broad Street,
Philadelphia, PA

Presently, the SEPTA Ellsworth-Federal Station is not ADA compliant. The station has four existing stair entrances, one at each corner of their respective street intersections (NW, NE, SW, SE). The major components of the proposed ADA improvements include the insertion of two stair headhouses and two elevators, one from sidewalk to station mezzanine with headhouse and one from station mezzanine to center platform. The sidewalk elevator entrance (with canopy) faces down the sidewalk to allow queuing down the sidewalk, instead of across the sidewalk towards the street. Existing ventilation metal grating in the sidewalk will be replaced with ADA compliant grating. This project will also implement SEPTA's system-wide recently redesigned signage and wayfinding standards, including ADA compliant requirements.

Ellsworth-Federal station features existing, original "Broad Street Line" cast-iron railings listed on the Philadelphia Register of Historic Places at three stair entrances (NW, SW, SE). These historic cast iron guardrails are intended to be salvaged, refurbished off-site, and reinstalled in similar locations. A parallel submission is being provided to the Philadelphia Historic Commission for their review. The SW + SE stair entrances are not intended to receive a headhouse due to proximity to the adjacent building.

Two existing stair entrances (NW + NE) are to receive a new, SEPTA-standard headhouse with metal panel standing seam roof and stainless steel bar stock security gates. All stair treads and handrails will be replaced. The stair headhouses differ slightly from stair location to stair location due to existing site constraints and clearances to adjacent buildings and street curbs. The standard kit of parts has been adjusted from location to location including overall headhouse length, headhouse height, and gate location. SEPTA standard glass block is omitted at NW stair headhouse due to re-use of existing historic cast-iron guardrail. Due to limited available sidewalk depth and clearance, the security gate at the NW stair entrance is located on the first intermediate stair landing below street level.

The NW historic railing is intended to be removed, salvaged, cleaned, repainted, and reinstalled in place on a new granite-clad concrete foundation. The NW foundation will support the posts for the new headhouse roof. The NW stair headhouse has been modified from the SEPTA standard due to limited clearances to an existing building overhang and to preserve a pedestrian pass through under the overhang.

The NE stair entrance has an existing enclosure of granite walls and a partial granite roof. This granite will be demolished down to the first existing joint below sidewalk level. This granite is to be replaced with the proposed SEPTA standard stair headhouse design, which includes granite clad concrete wall and solid glass blocks. The security gate is located at the sidewalk level.

The existing stair entrances at SW and SE corners feature historic cast iron guardrails and are to be salvaged, refurbished off site, and reinstalled in place. The SW and SE corners are not to receive new headhouse enclosures due to limited clearances to adjacent buildings.

Upon review of the existing utility locations and existing structural elements, the street to mezzanine elevator is located on the Eastern sidewalk due to the off-center (East) position of the existing tunnel below South Broad Street. Safe, accessible, and feasible function of the renovated station requires the street elevator be located near the center of the length of the mezzanine, and is further limited by locations of existing building entrances and existing cross streets. The size and proportion of the elevator head house is driven by the requirements of a hydraulic type of elevator, SEPTA's preferred type of elevator for new construction due to its reliability.

The new street elevator connects the street and mezzanine levels and is located to minimize the obstruction on the existing sidewalk width. The new elevator headhouse will be located directly in front of an existing community social services building and near an existing residential stoop. The covered entrance for the elevator faces back towards an open expanse of sidewalk in front of the social services building. The headhouse has been sized and positioned in a sensitive manner to minimize impacts during construction to the stoop and the social services building.

The platform elevator is located near the center of the mezzanine, close to the fare gates and cashier booth for accessibility and safety. It is also located near the center of the platform to allow ADA compliant egress around the elevator hoistway enclosure on the platform.

The materials chosen for this project are intended to continue a cohesive look and feel across SEPTA Broad Street stations. SEPTA and Jacobs selected these materials out of consideration for durability, ease of maintenance and pedestrian safety. The material palette reflects SEPTA's standard stair and elevator headhouse designs including granite cladding, exposed stainless steel posts and aircraft cables, standing seam metal roofing, and mortarless solid glass block. The solid glass block patterns are different between the elevator and stairs. The elevator has an 8"x8" grid pattern while the stairs have an 8"x4" running bond pattern.

Please feel free to contact me with any questions about the project in advance to the next meeting on April 10th. We look forward to discussing the project with the Philadelphia Art Commission.

Sincerely,

Brian J. Fitzhenry, PE

Senior Project Manager – Rail Buildings & Structures

1-215-514-8957

Brian.Fitzhenry@jacobs.com

Jacobs

Two Commerce Square

2001 Market St, Suite 900

Philadelphia, PA 19103

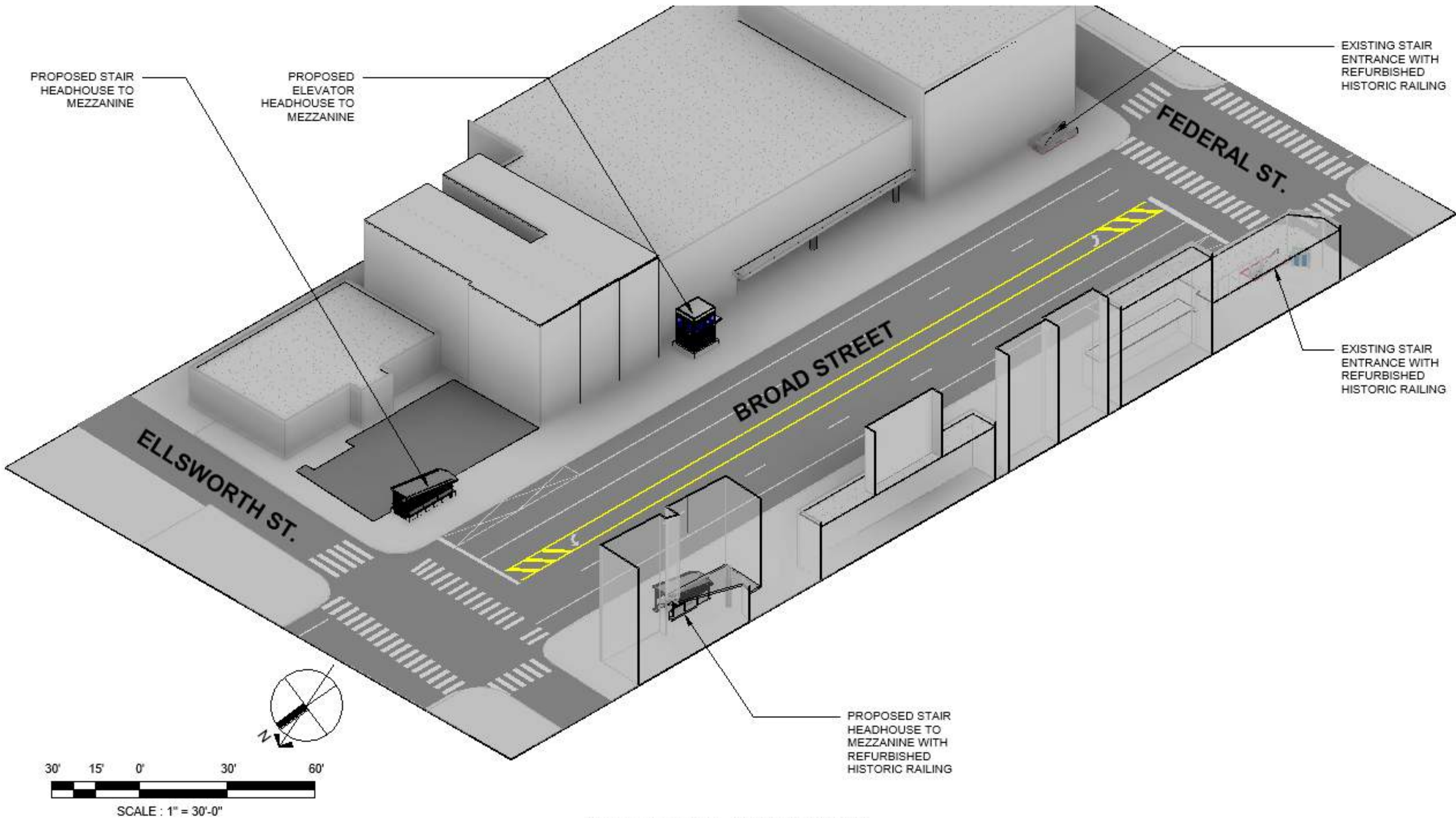
CC: John McElwee, SEPTA
Sean McMahon, PMP, SEPTA
Victoria Lupica, SEPTA
Julia Guerrero, Civic-Centered
Matt Morong, RA, Jacobs
Fred Kaulbach, RA, Jacobs



**ELLSWORTH-FEDERAL STATION
ADA IMPROVEMENTS**

PHILADELPHIA ART COMMISSION PRESENTATION

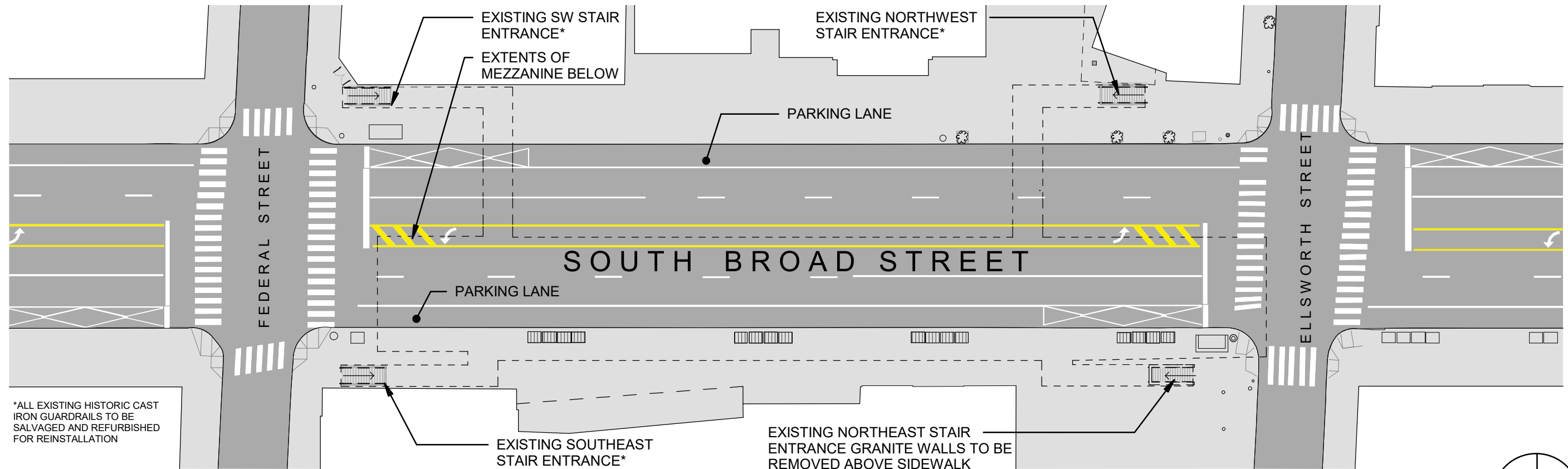
Jacobs



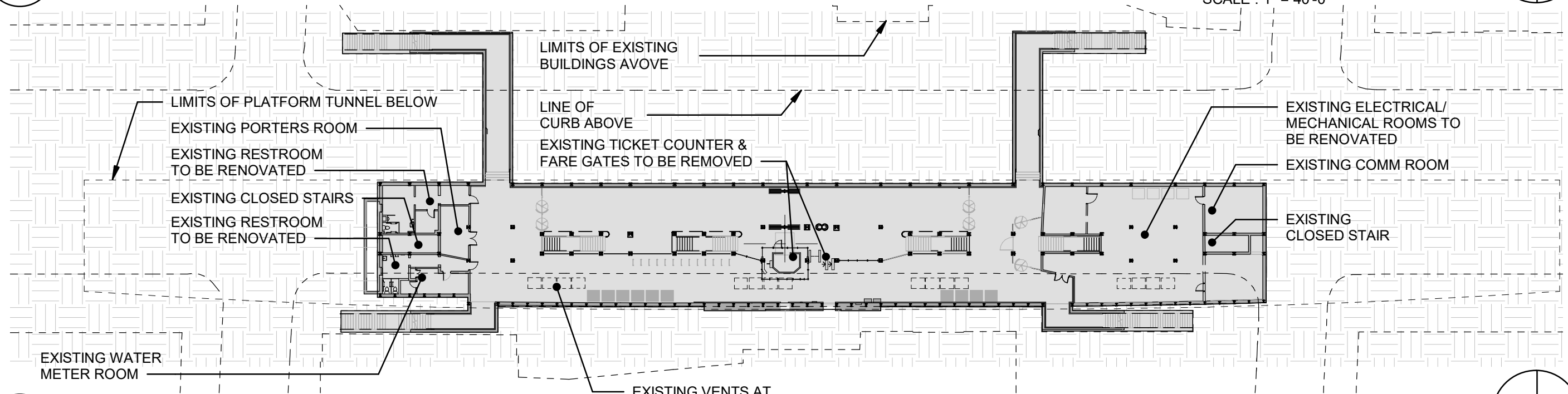
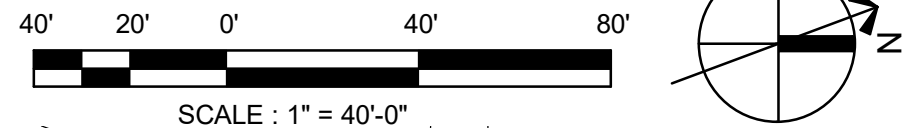
STREET LEVEL AXONOMETRIC
ELLSWORTH-FEDERAL STATION

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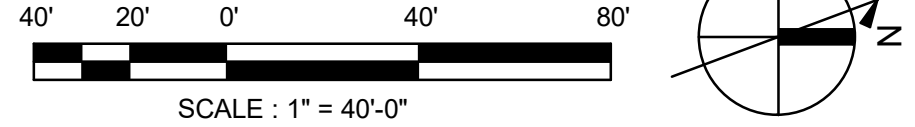
A-01



1 EXISTING OVERALL STREET LEVEL PLAN
A-02 SCALE: 1" = 40'-0"

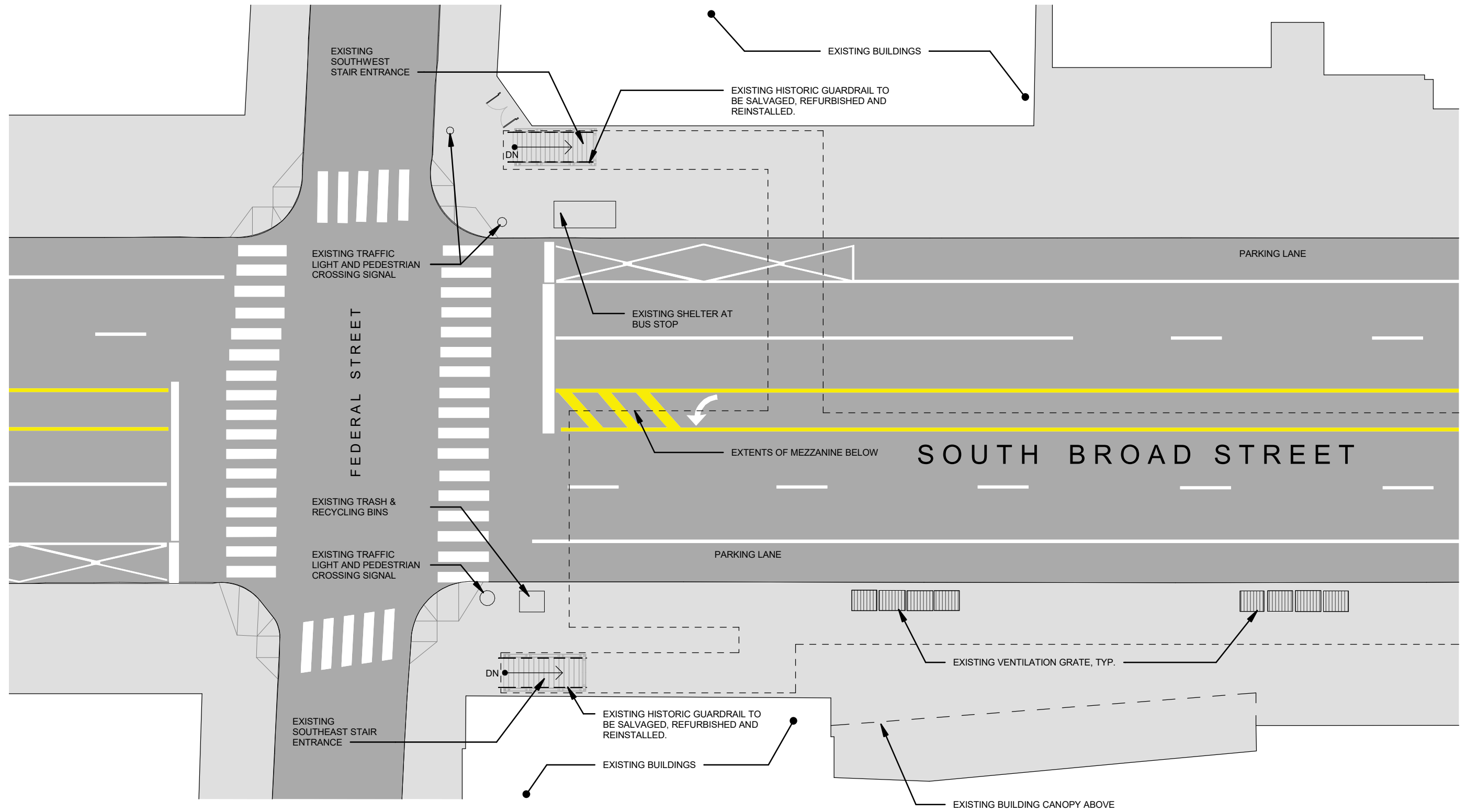


2 EXISTING OVERALL MEZZANINE LEVEL PLAN
A-02 SCALE: 1" = 40'-0"

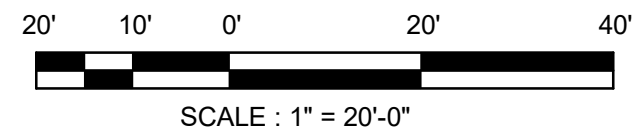


**EXISTING OVERALL PLANS
ELLSWORTH-FEDERAL STATION**

MARCH 13, 2024
A-02

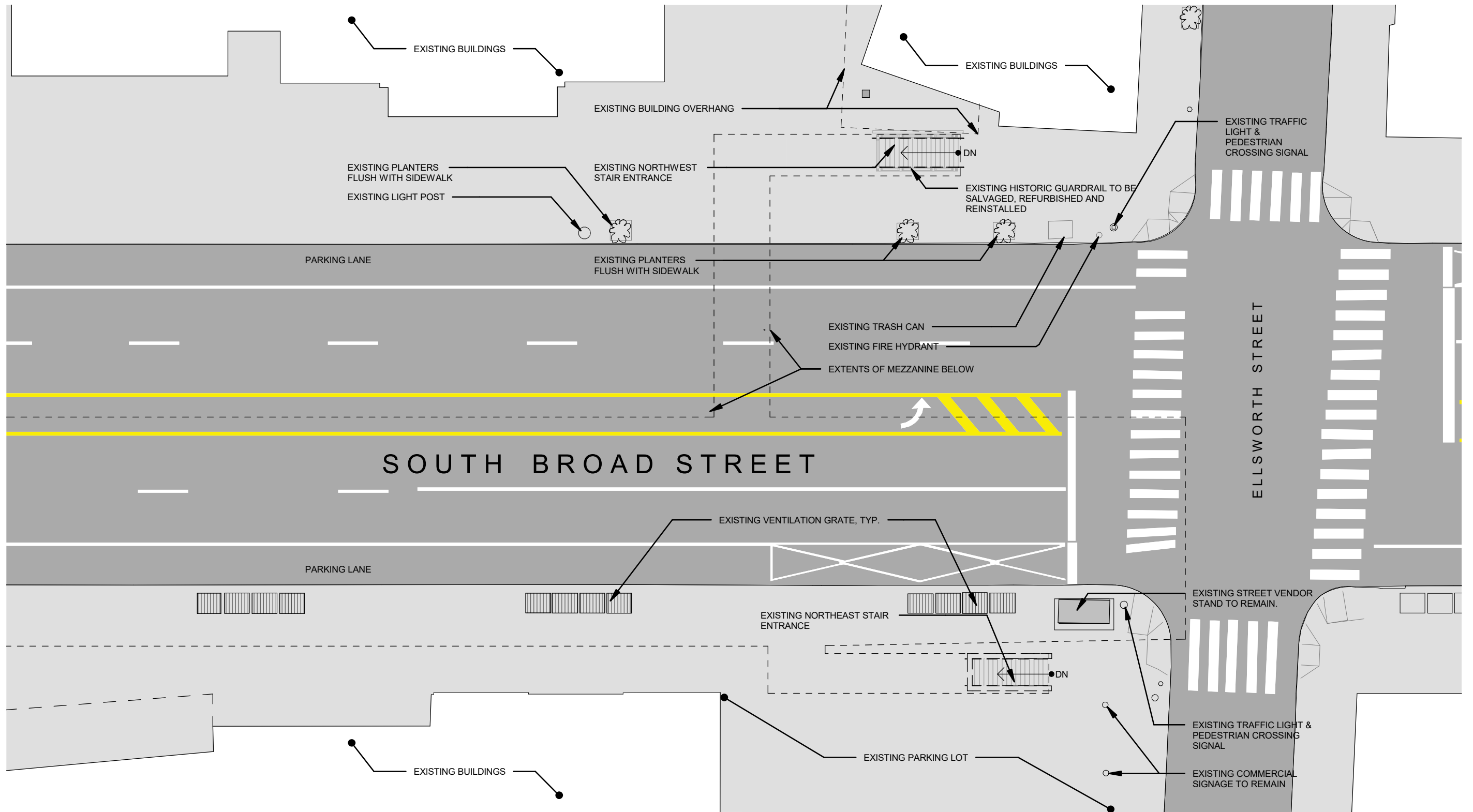


1
A-03 EXISTING STREET LEVEL PLAN - SOUTH
SCALE: 1" = 20'-0"

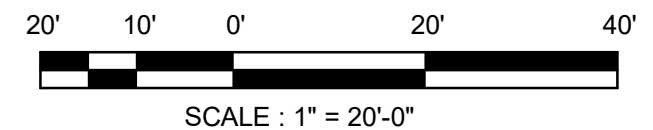


EXISTING STREET LEVEL PLAN
ELLSWORTH-FEDERAL STATION

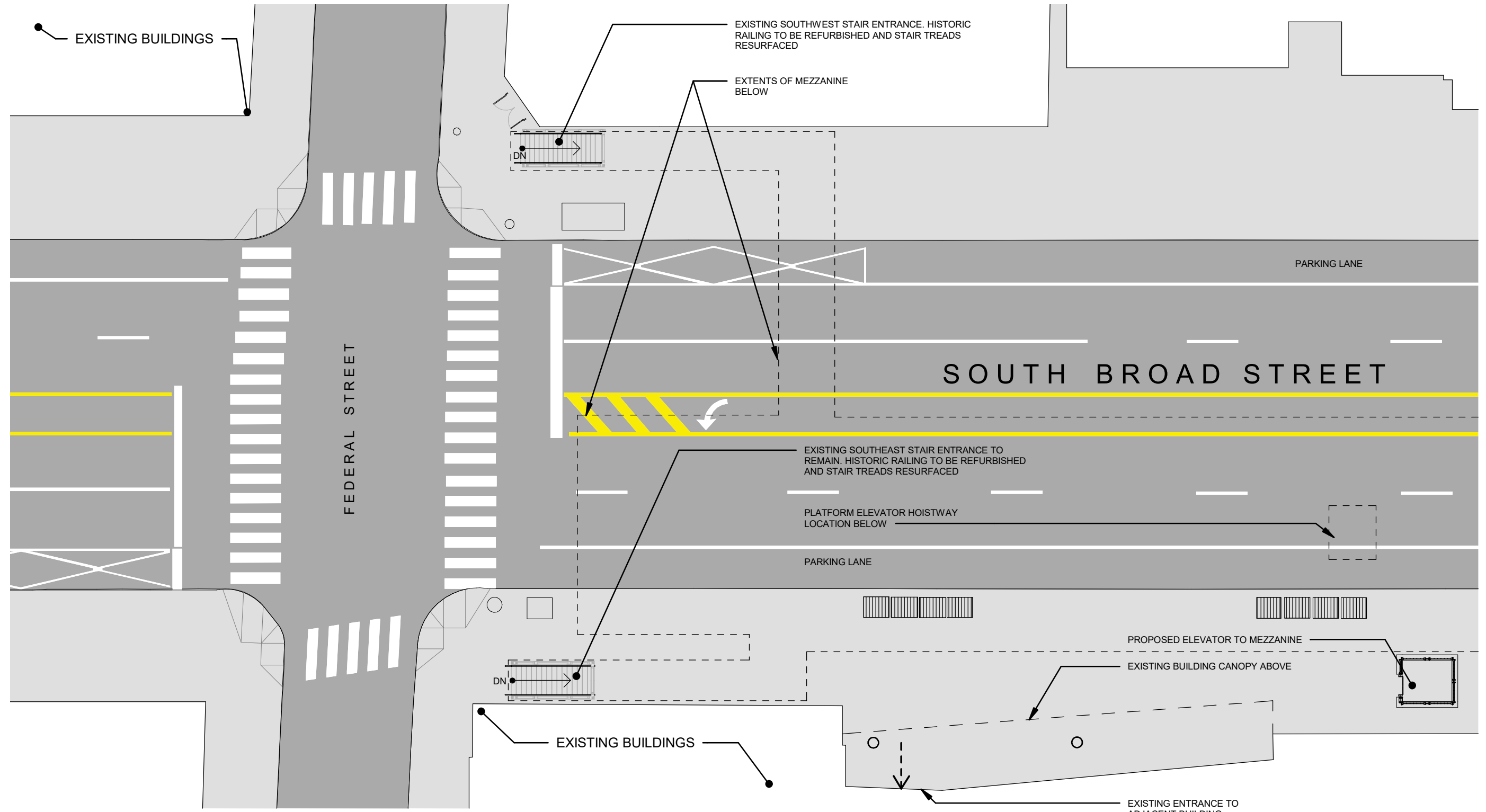
MARCH 13, 2024
A-03



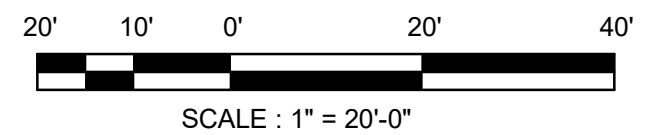
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A-04 EXISTING STREET LEVEL PLAN - NORTH
SCALE: 1" = 20'-0"



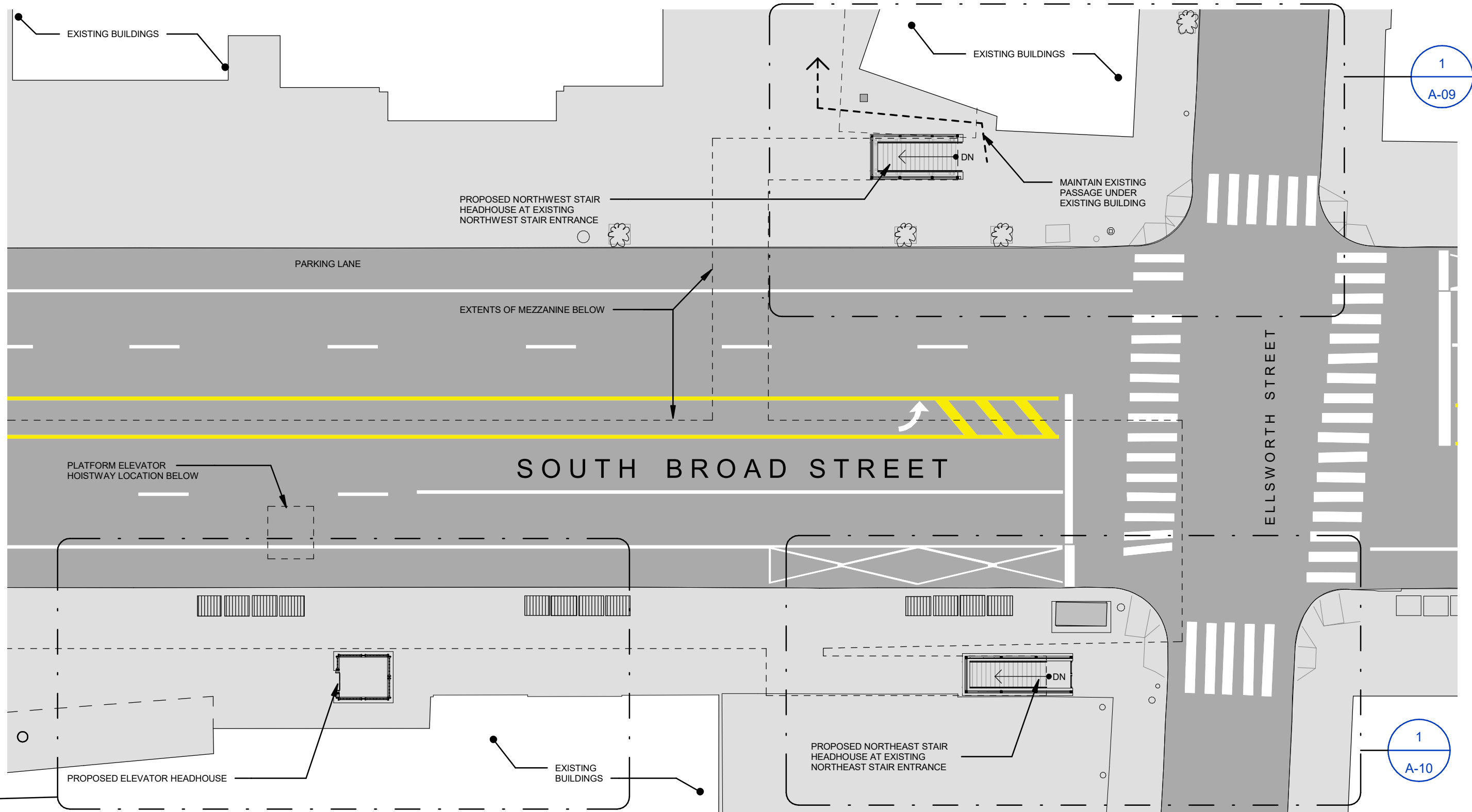
EXISTING STREET LEVEL PLAN
ELLSWORTH-FEDERAL STATION
 MARCH 13, 2024
 A-04



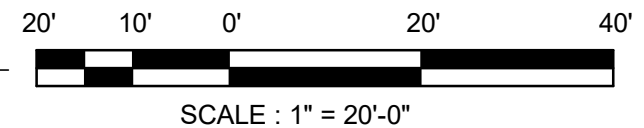
1 PROPOSED STREET LEVEL PLAN - SOUTH
 A-05 SCALE: 1" = 20'-0"



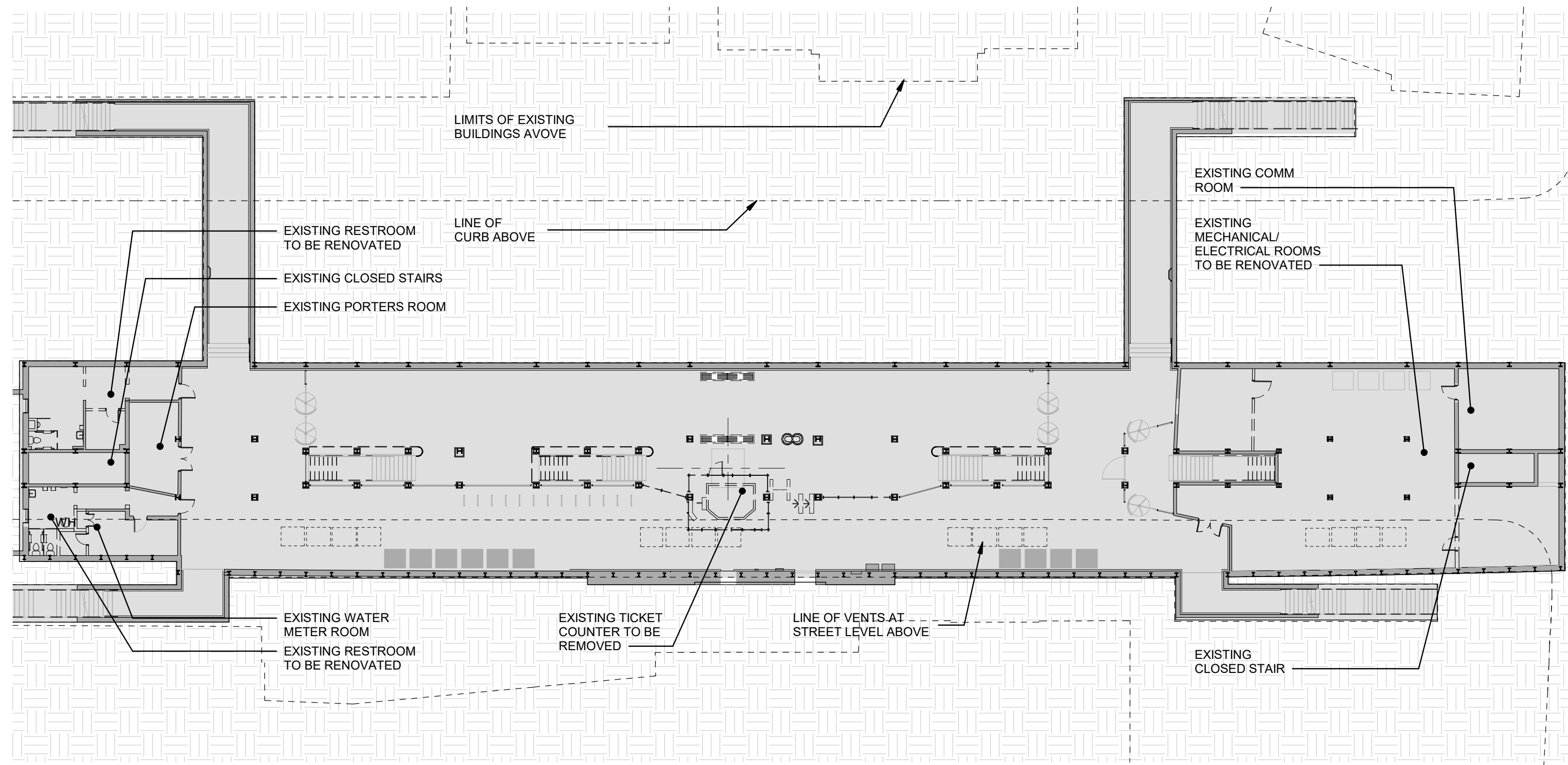
PROPOSED STREET LEVEL PLAN
 ELLSWORTH-FEDERAL STATION
 MARCH 13, 2024
 A-05



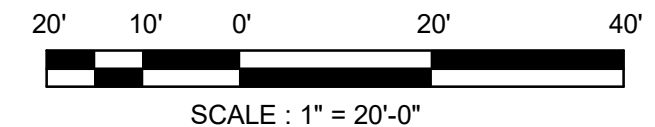
1 PROPOSED STREET LEVEL PLAN - NORTH
 A-06 SCALE: 1" = 20'-0"



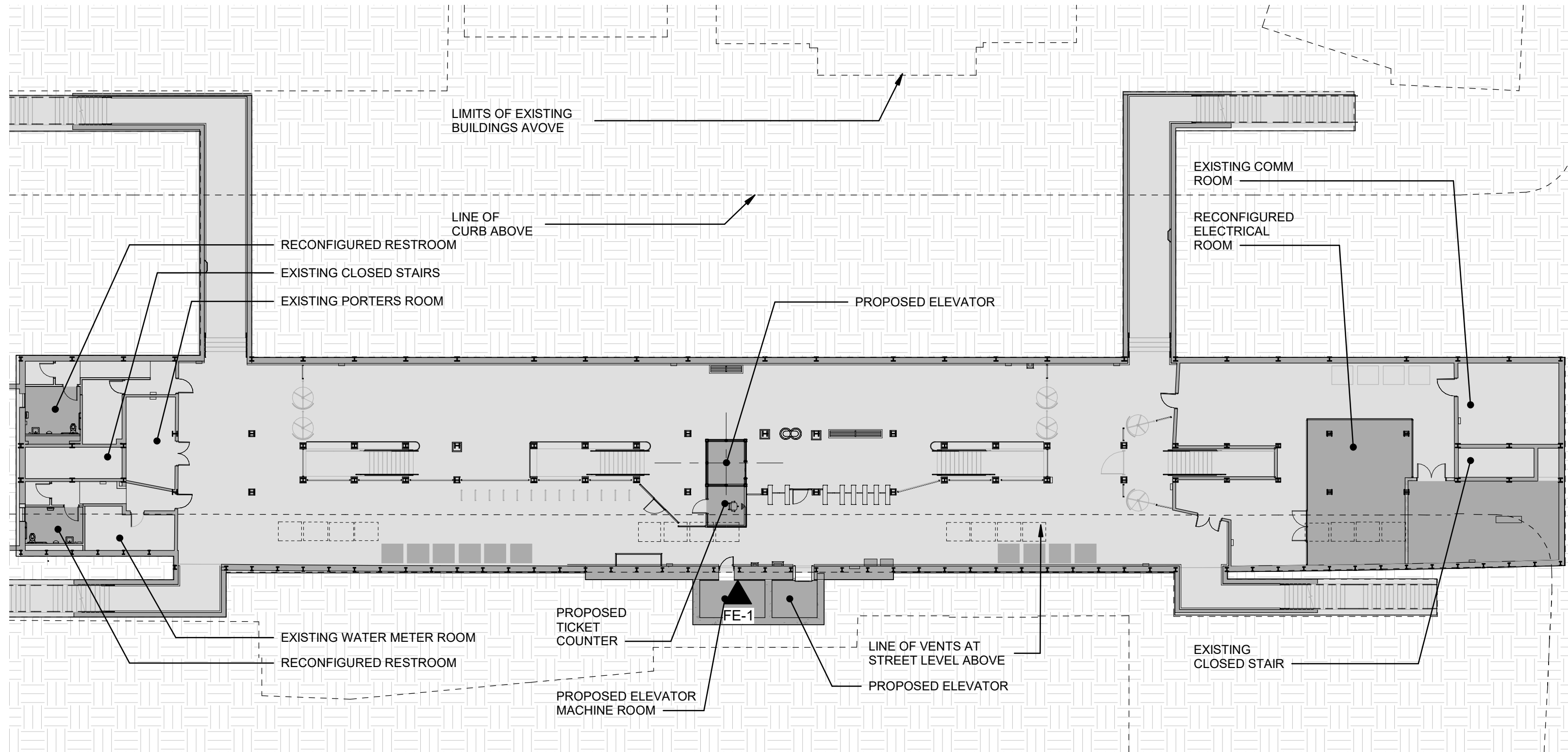
PROPOSED STREET LEVEL PLAN
ELLSWORTH-FEDERAL STATION
 MARCH 13, 2024
 A-06



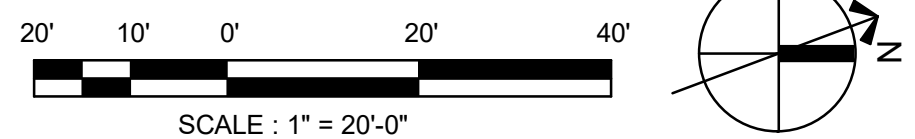
1 EXISTING MEZZANINE LEVEL PLAN
 A-07 SCALE: 1" = 20'-0"



EXISTING MEZZANINE LEVEL PLAN
 ELLSWORTH-FEDERAL STATION
 MARCH 13, 2024
 A-07

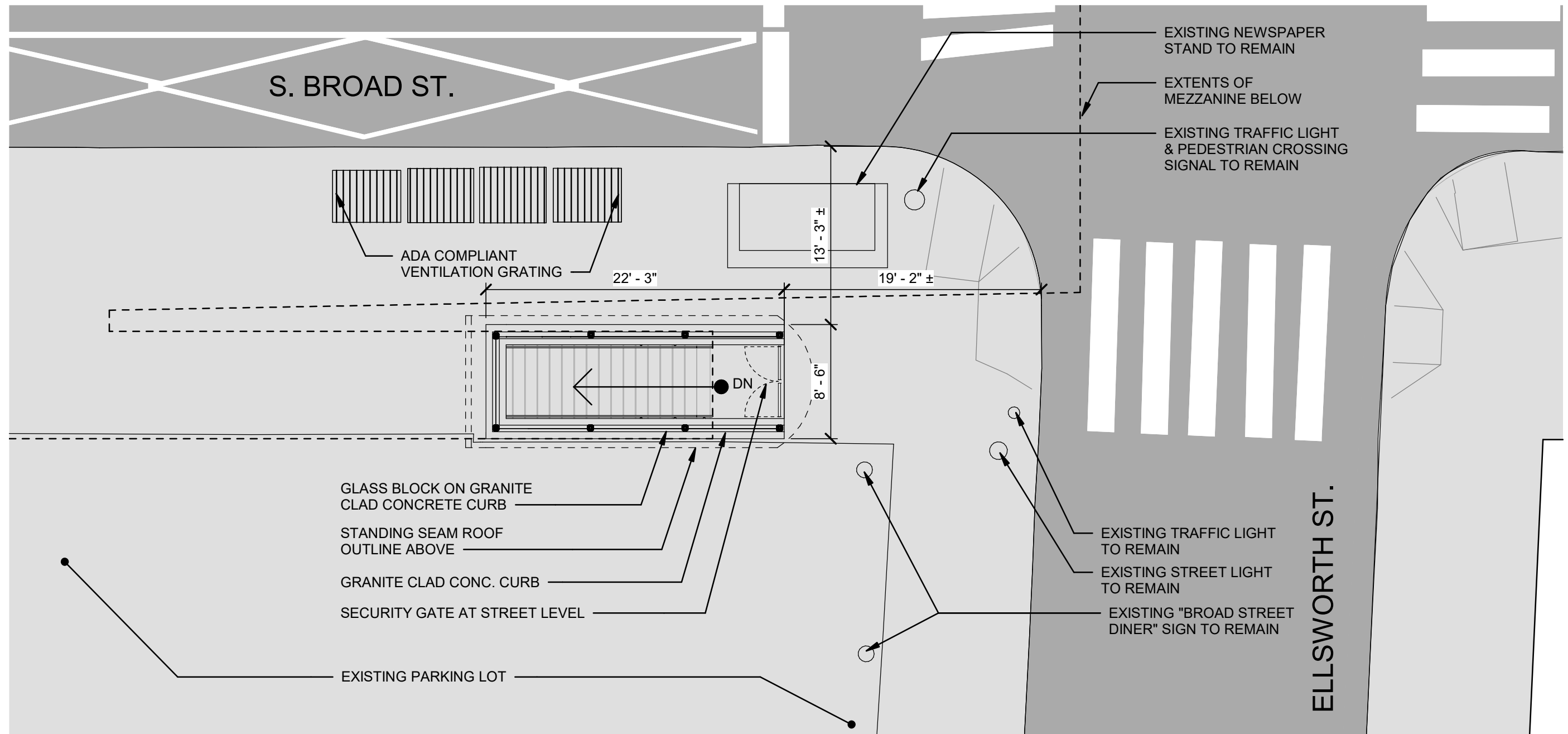


1 PROPOSED MEZZANINE LEVEL PLAN
 A-08 SCALE: 1" = 20'-0"

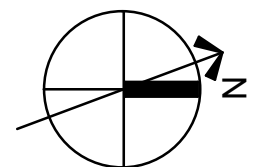
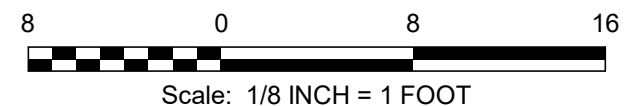


PROPOSED MEZZANINE LEVEL PLAN
ELLSWORTH-FEDERAL STATION
 MARCH 13, 2024
 A-08



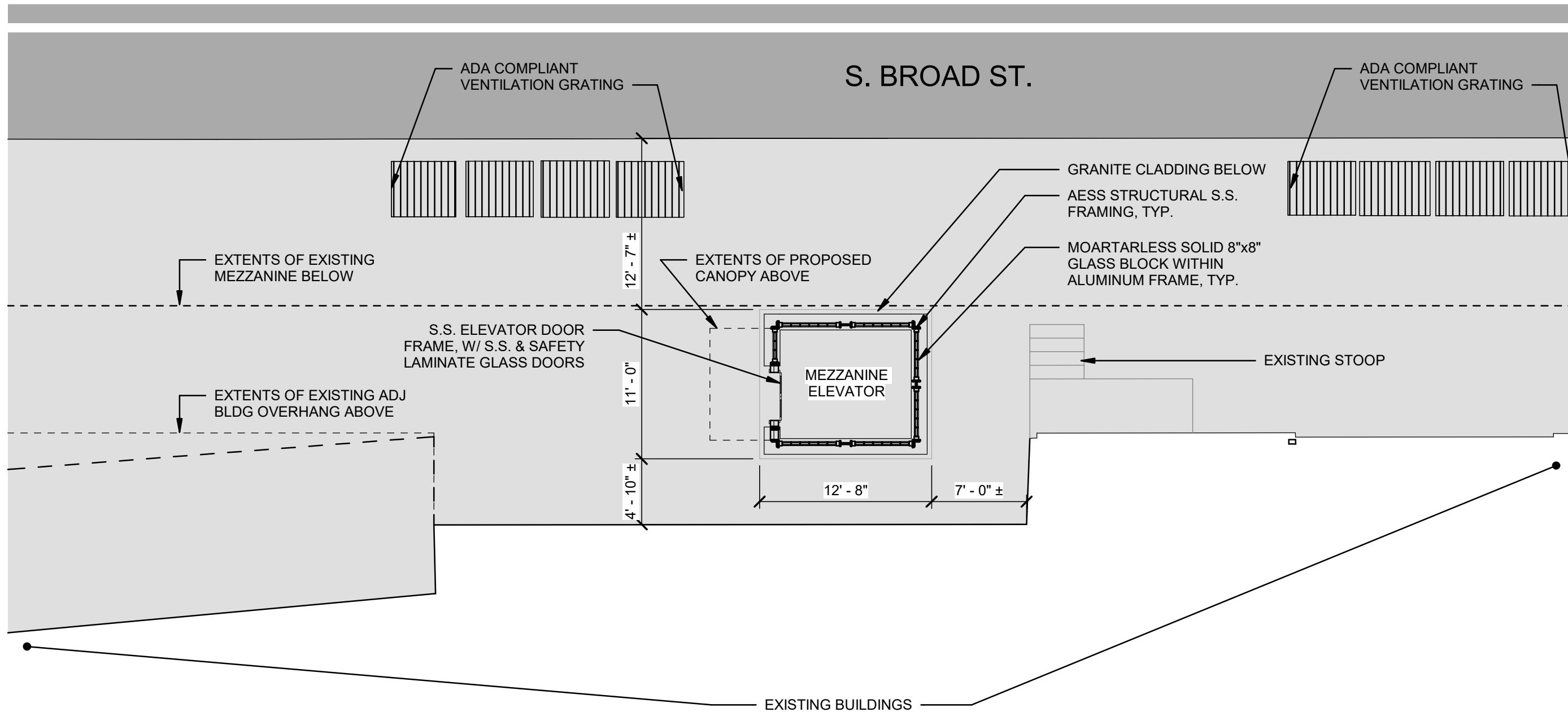


1 ENLARGED NORTHEAST CORNER HEADHOUSE - STREET LEVEL PLAN
 A-10 SCALE: 1/8" = 1'-0"

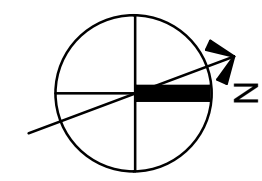
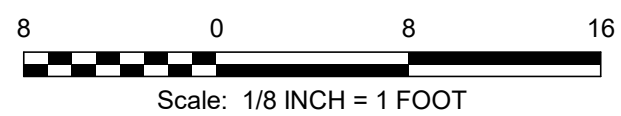


ENLARGED PLAN NE CORNER HEADHOUSE
 ELLSWORTH-FEDERAL STATION

MARCH 13, 2024
 A-10



1 ENLARGED ELEVATOR HEADHOUSE - STREET LEVEL PLAN
 A-11 SCALE: 1/8" = 1'-0"



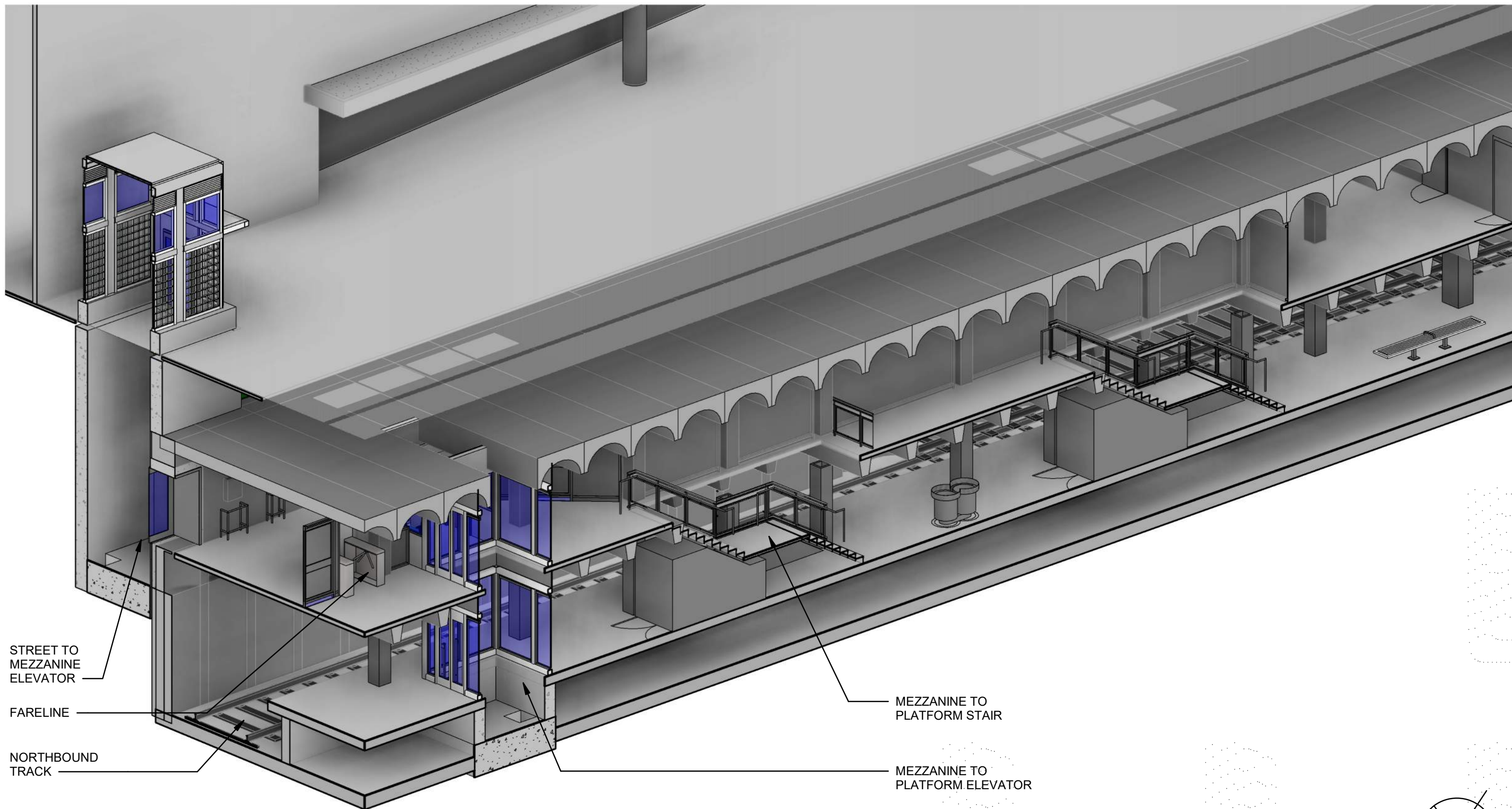
ENLARGED PLAN ELEVATOR HEADHOUSE

ELLSWORTH-FEDERAL STATION

MARCH 13, 2024

A-11





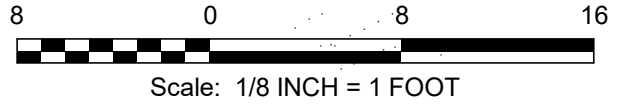
1 AXONOMETRIC SECTION THROUGH ELEVATORS
 A-12 SCALE:

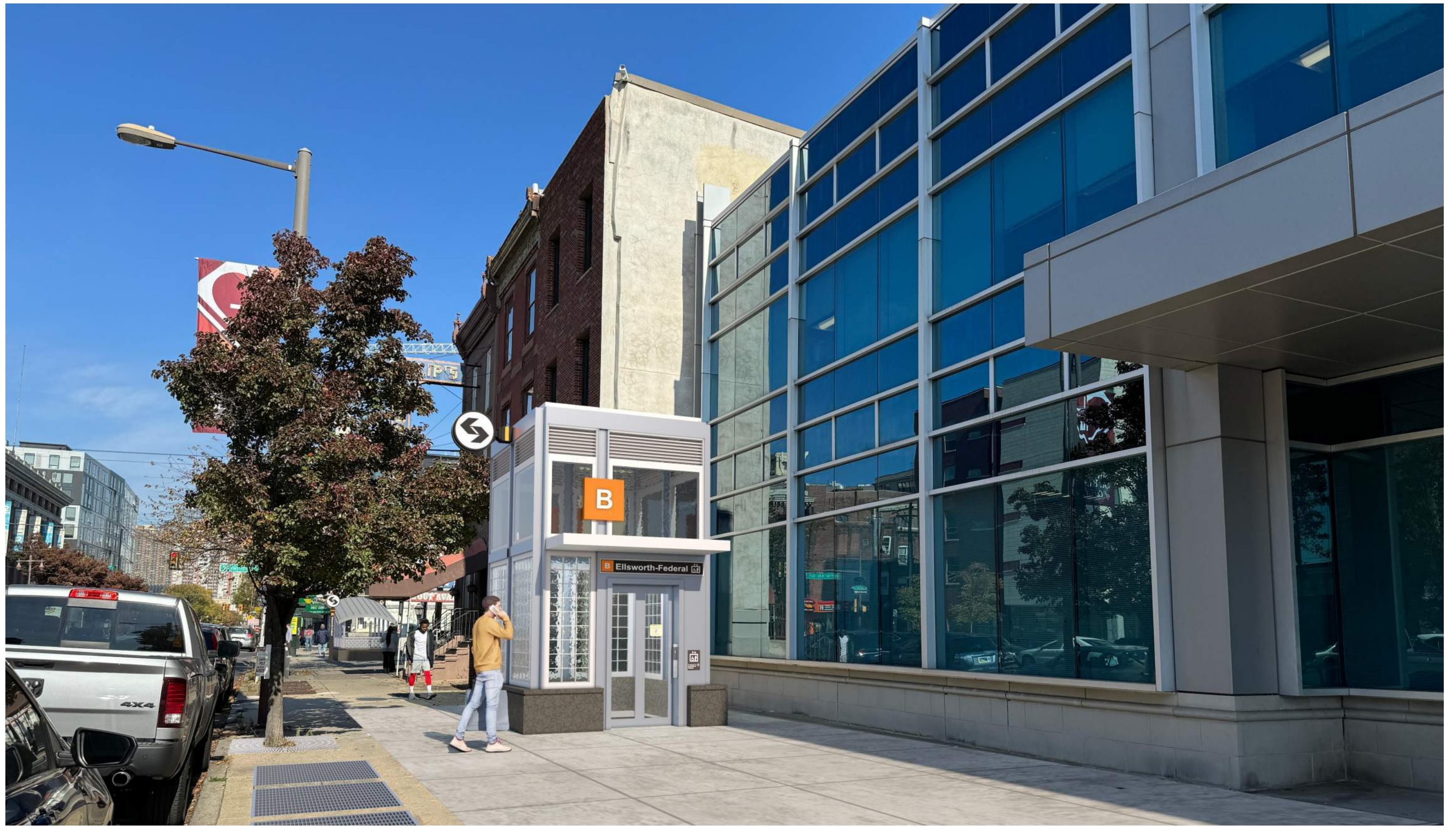
AXONOMETRIC SECTION THROUGH ELEVATORS

ELLSWORTH-FEDERAL STATION

MARCH 13, 2024

A-12





1 STREET ELEVATOR APPROACH FROM FEDERAL STREET LOOKING NORTH
A-13 SCALE: 12" = 1'-0"

PROPOSED PERSPECTIVE 1 - LOOKING NORTH

ELLSWORTH-FEDERAL STATION

MARCH 13, 2024

A-13



1
A-14

STREET ELEVATOR APPROACH FROM ELLSWORTH STREET LOOKING SOUTH

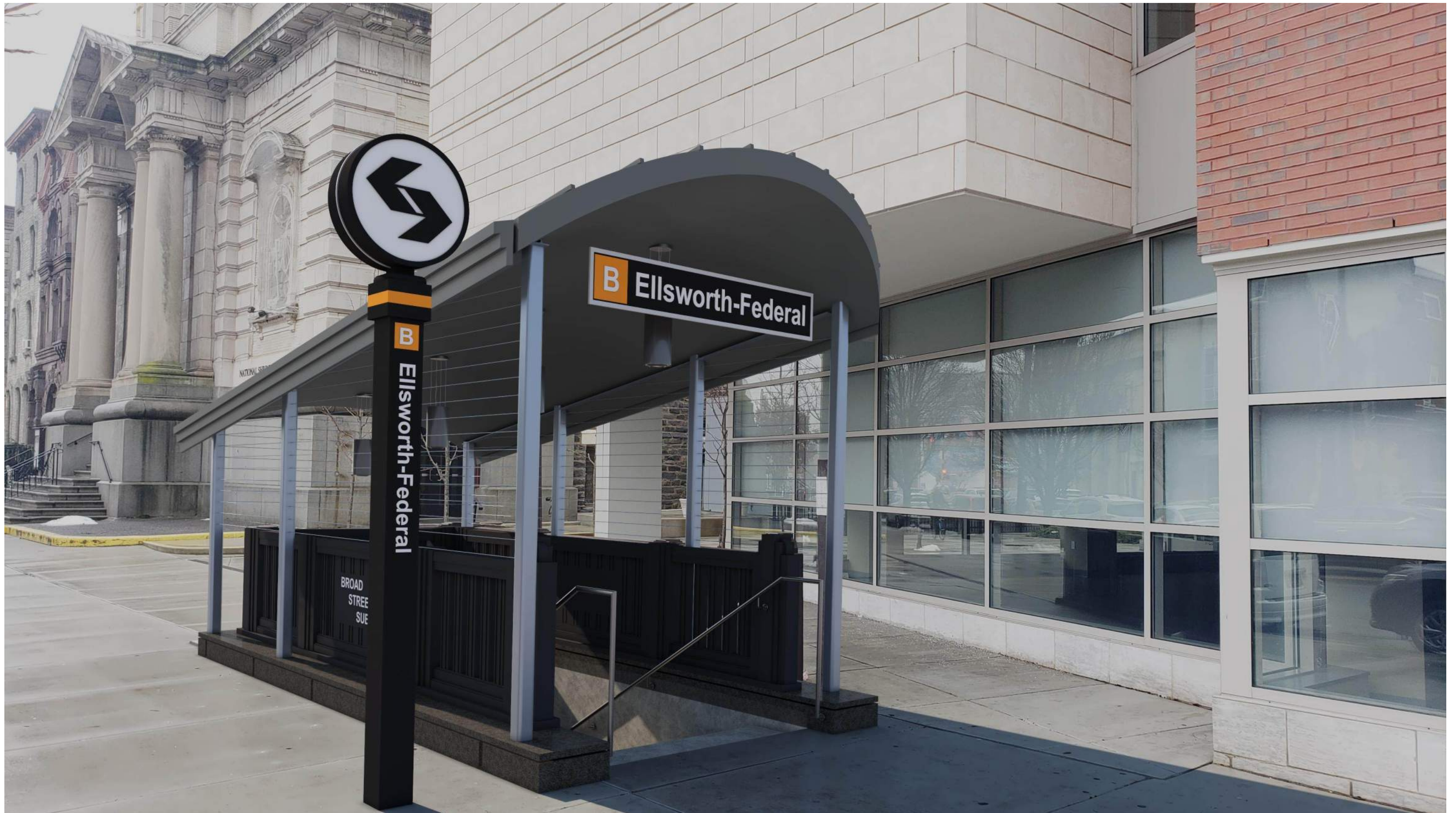
SCALE: 12" = 1'-0"

PROPOSED PERSPECTIVE 2 - LOOKING SOUTH

ELLSWORTH-FEDERAL STATION

MARCH 13, 2024

A-14



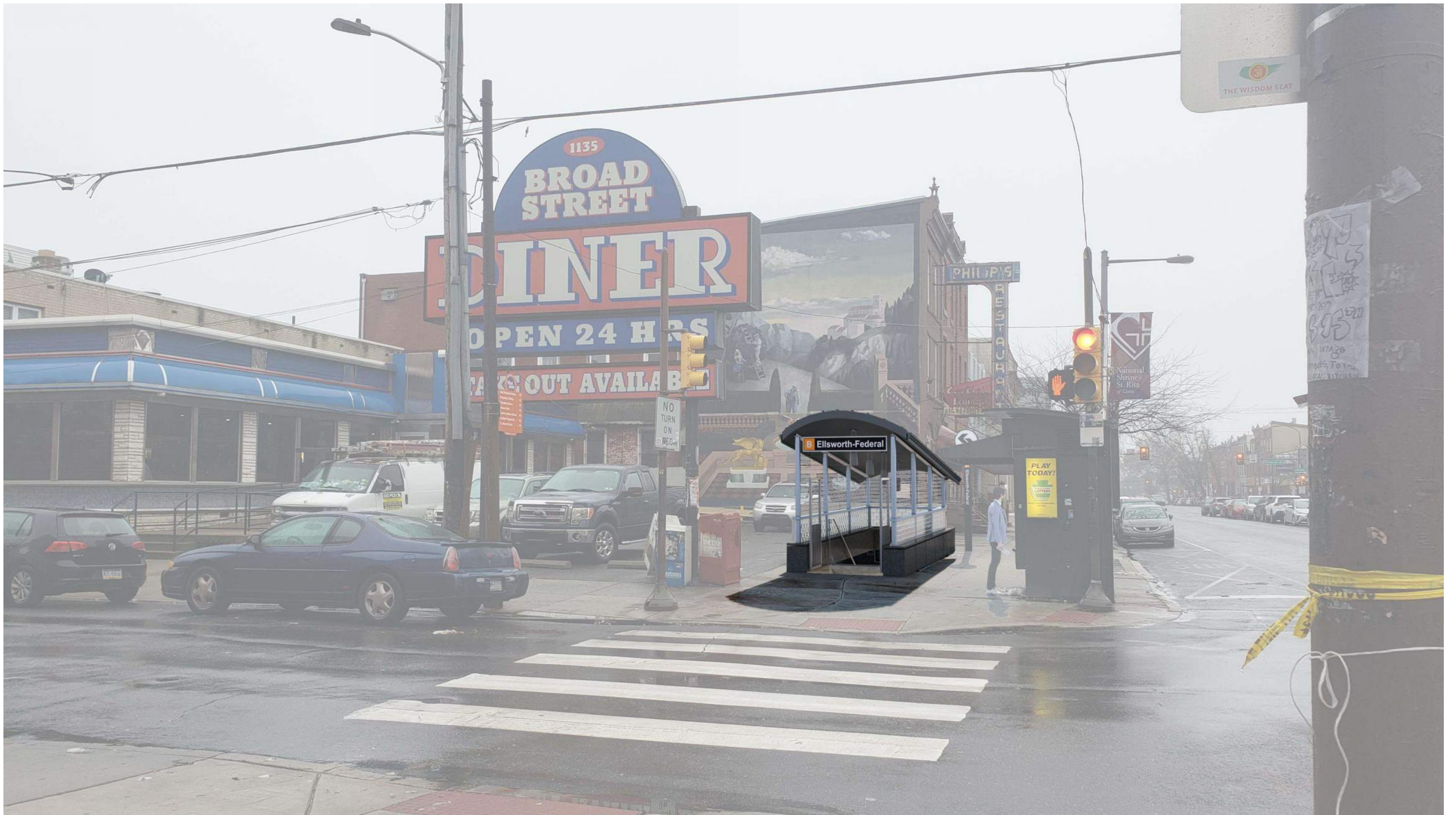
1 NW CORNER STAIR APPROACH FROM ELLSWORTH STREET LOOKING SOUTHWEST
A-15 SCALE: 12" = 1'-0"

PROPOSED PERSPECTIVE 3 - LOOKING SOUTHWEST

ELLSWORTH-FEDERAL STATION

MARCH 13, 2024

A-15



1 NE CORNER STAIR APPROACH FROM ELLSWORTH STREET LOOKING SOUTHEAST

A-16 SCALE: 12" = 1'-0"

PROPOSED PERSPECTIVE 4 - LOOKING SOUTHEAST

ELLSWORTH-FEDERAL STATION

MARCH 13, 2024

A-16



1 NE CORNER STAIR APPROACH FROM ELLSWORTH STREET LOOKING SOUTHEAST
A-16 SCALE: 12" = 1'-0"

PROPOSED PERSPECTIVE 4 - LOOKING SOUTHEAST

ELLSWORTH-FEDERAL STATION

MARCH 13, 2024

A-16



1 PLATFORM ELEVATOR APPROACH FROM NORTH MEZZANINE LOOKING SOUTHEAST
A-17 SCALE: 12" = 1'-0"

PROPOSED PERSPECTIVE 5 - LOOKING SOUTHEAST

ELLSWORTH-FEDERAL STATION

MARCH 13, 2024

A-17



1
A-18

PLATFORM ELEVATOR APPROACH FROM NORTH PLATFORM LOOKING SOUTH

SCALE: 12" = 1'-0"

PROPOSED PERSPECTIVE 6 - LOOKING SOUTH

ELLSWORTH-FEDERAL STATION

MARCH 13, 2024

A-18



1 EAST MEZZANINE APPROACH FROM SE STAIR LOOKING NORTHWEST
A-19 SCALE: 12" = 1'-0"

PROPOSED PERSPECTIVE 7 - LOOKING NORTHWEST

ELLSWORTH-FEDERAL STATION

MARCH 13, 2024

A-19



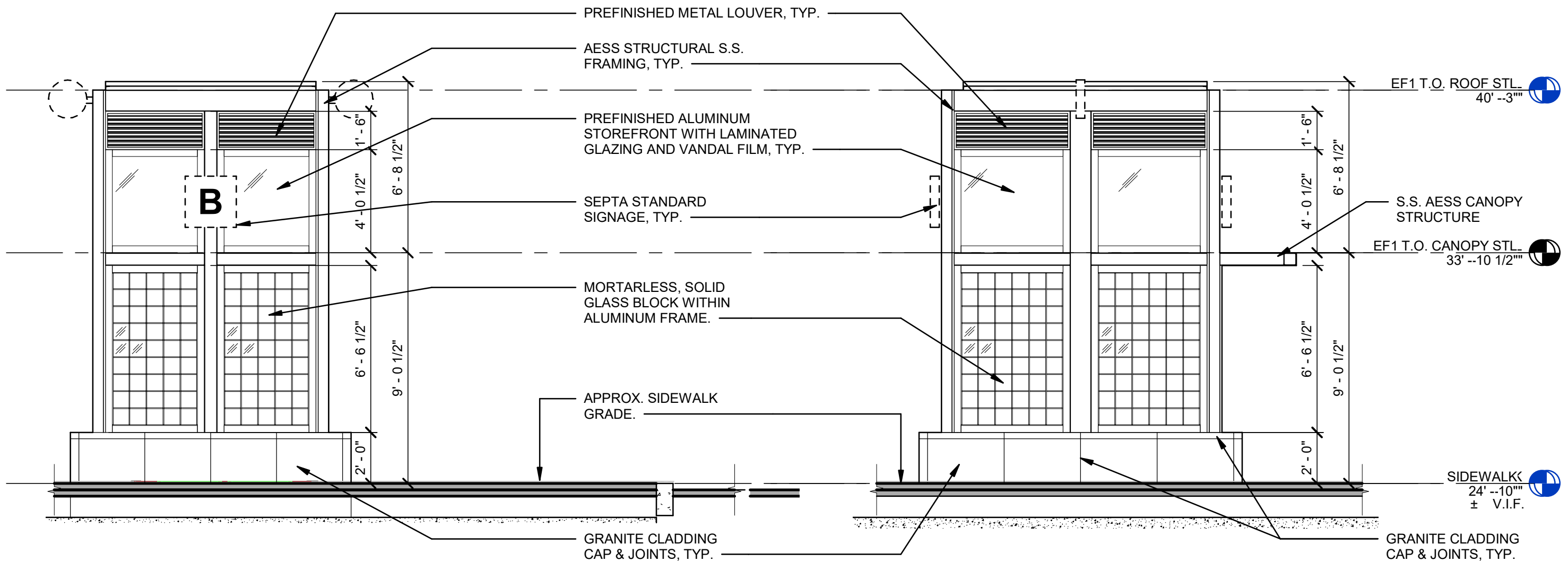
1 PLATFORM STAIR, LOOKING SOUTH
A-20 SCALE: 12" = 1'-0"

PROPOSED PERSPECTIVE 8 - LOOKING SOUTH

ELLSWORTH-FEDERAL STATION

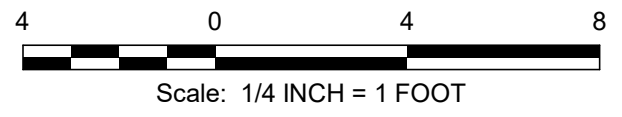
MARCH 13, 2024

A-20



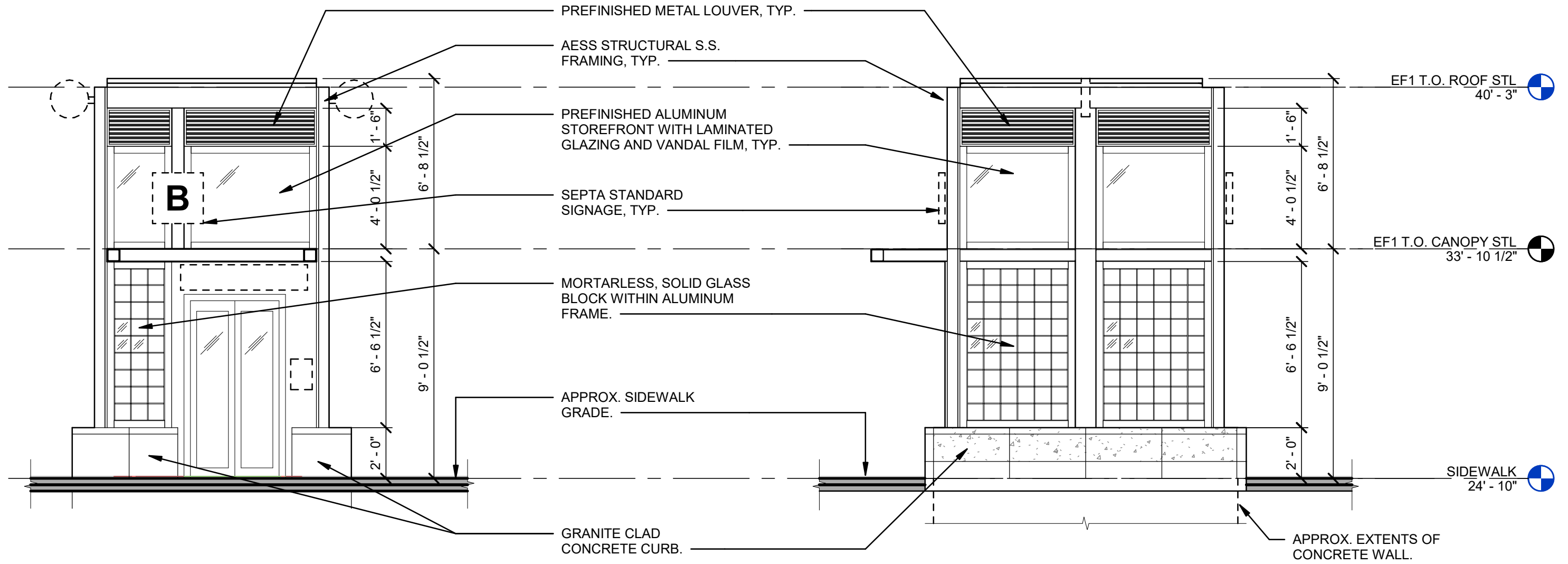
1 STREET ELEVATOR - NORTH ELEVATION
A-21 SCALE: 1/4" = 1'-0"

2 STREET ELEVATOR - WEST ELEVATION
A-21 SCALE: 1/4" = 1'-0"



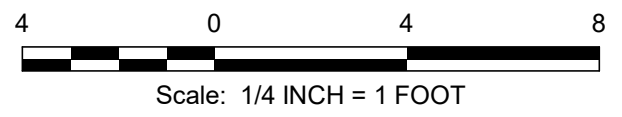
ELEVATOR HEADHOUSE ELEVATIONS 1
ELLSWORTH-FEDERAL STATION
 MARCH 13, 2024
 A-21





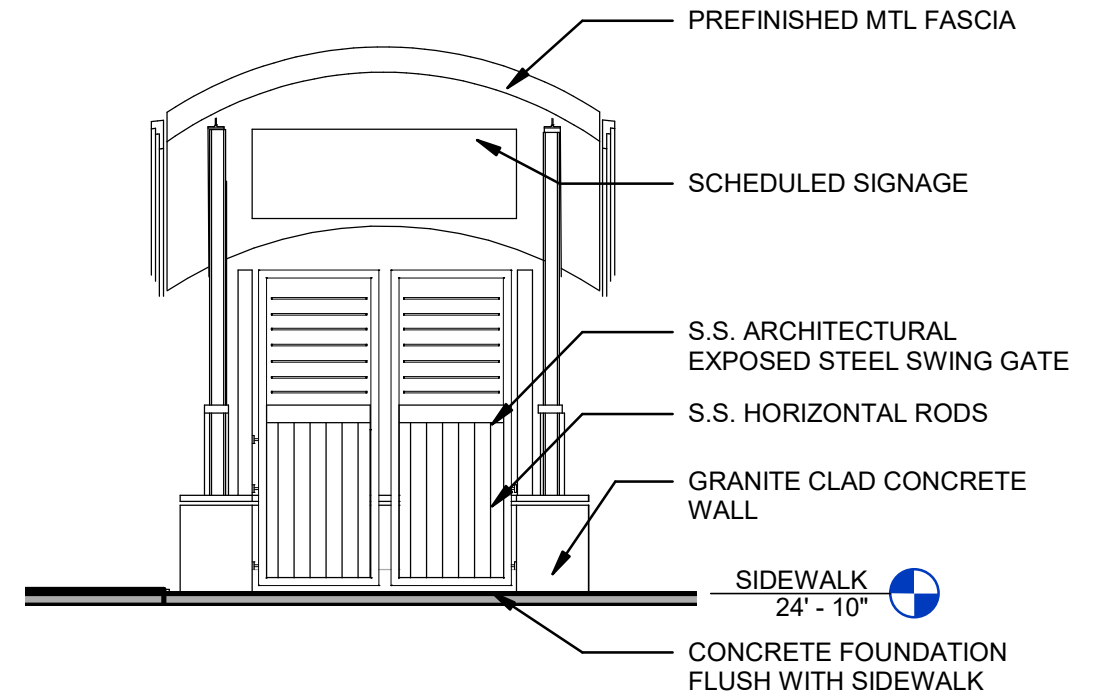
1 STREET ELEVATOR - SOUTH ELEVATION
 A-22 SCALE: 1/4" = 1'-0"

2 STREET ELEVATOR - EAST ELEVATION
 A-22 SCALE: 1/4" = 1'-0"

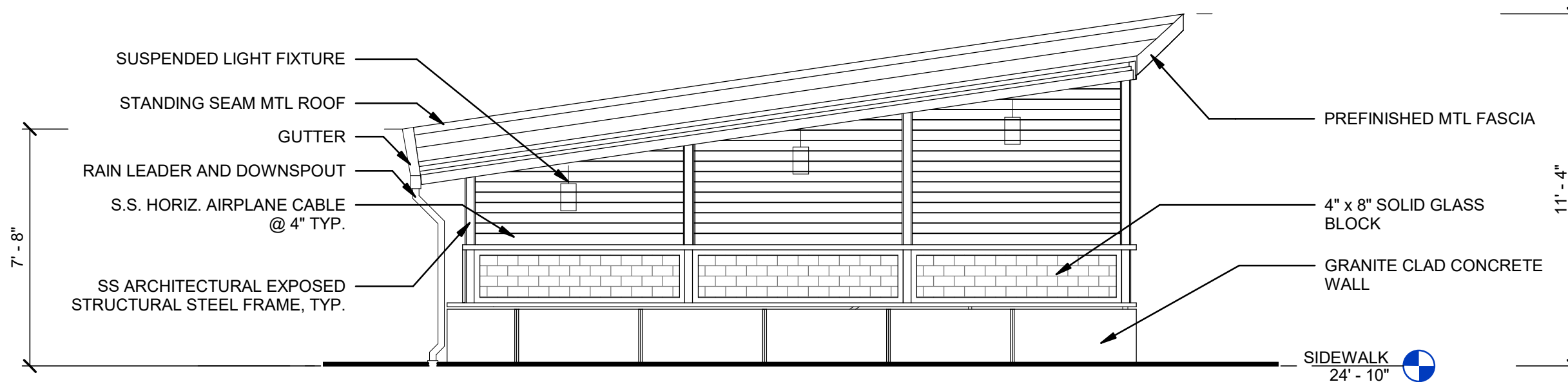


ELEVATOR HEADHOUSE ELEVATIONS 2
 ELLSWORTH-FEDERAL STATION
 MARCH 13, 2024
 A-22

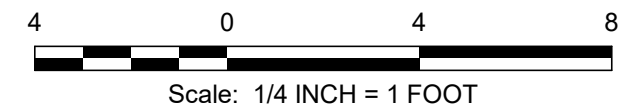




2 NORTH EAST STAIR HEADHOUSE - NORTH ELEVATION
 A-23 SCALE: 1/4" = 1'-0"



1 NORTH EAST STAIR HEADHOUSE - EAST ELEVATION
 A-23 SCALE: 1/4" = 1'-0"

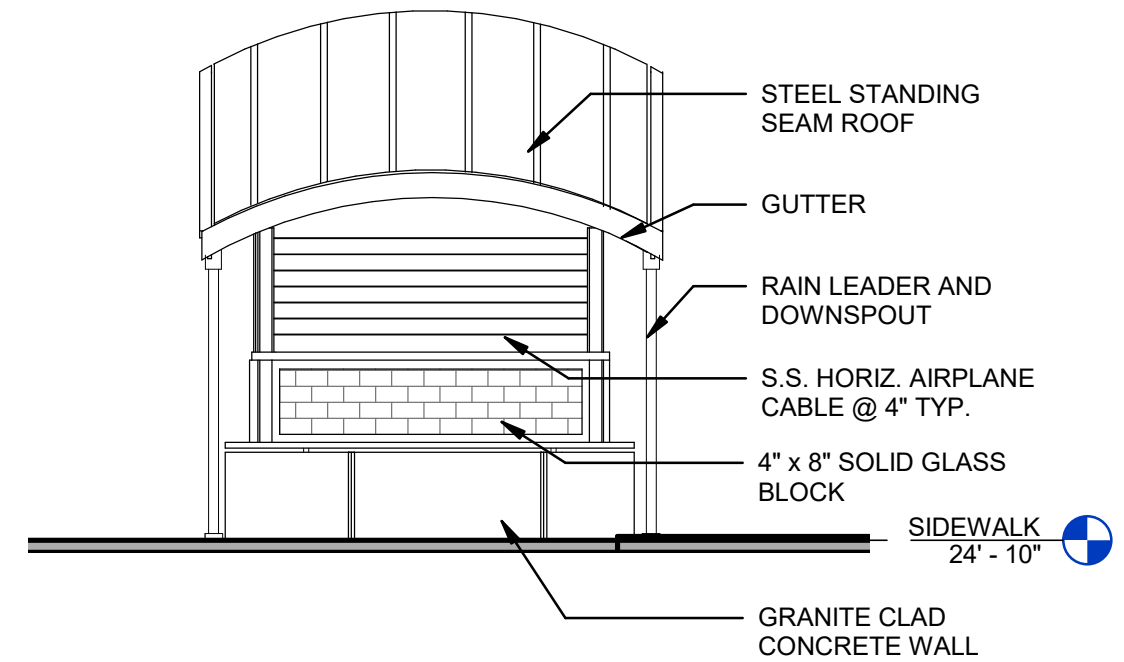


NE STAIR HEADHOUSE TYPE 1 - ELEVATIONS 1

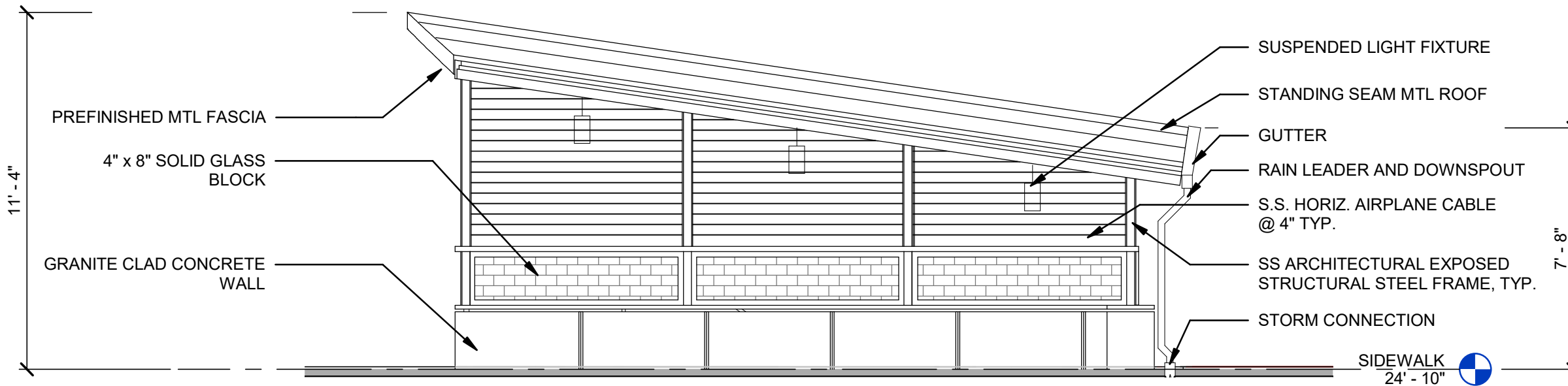
ELLSWORTH-FEDERAL STATION

MARCH 13, 2024

A-23



1 NORTH EAST STAIR HEADHOUSE - SOUTH ELEVATION
 A-24 SCALE: 1/4" = 1'-0"



2 NORTH EAST STAIR HEADHOUSE - WEST ELEVATION
 A-24 SCALE: 1/4" = 1'-0"

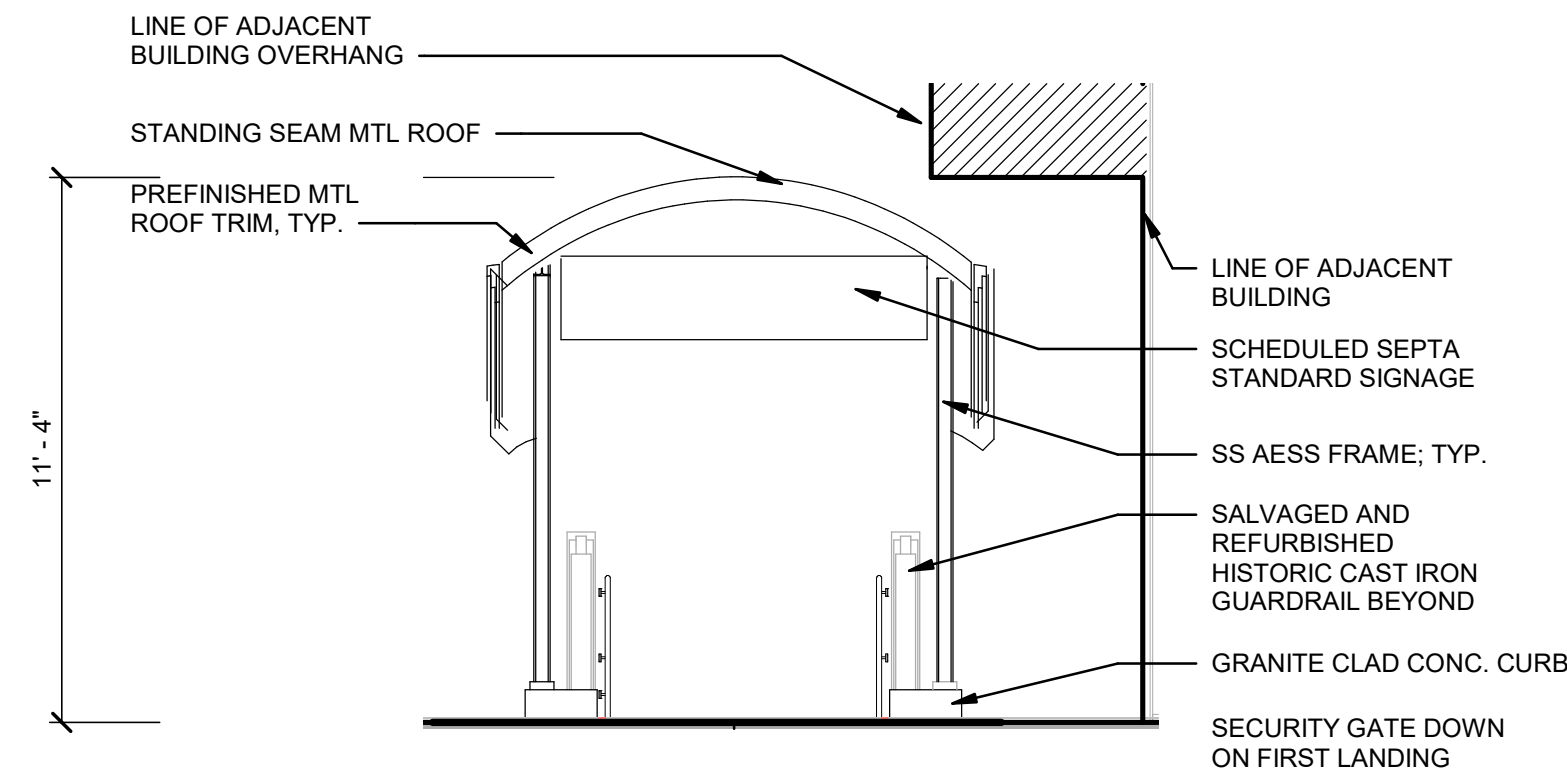


NE STAIR HEADHOUSE TYPE 1 - ELEVATIONS 2

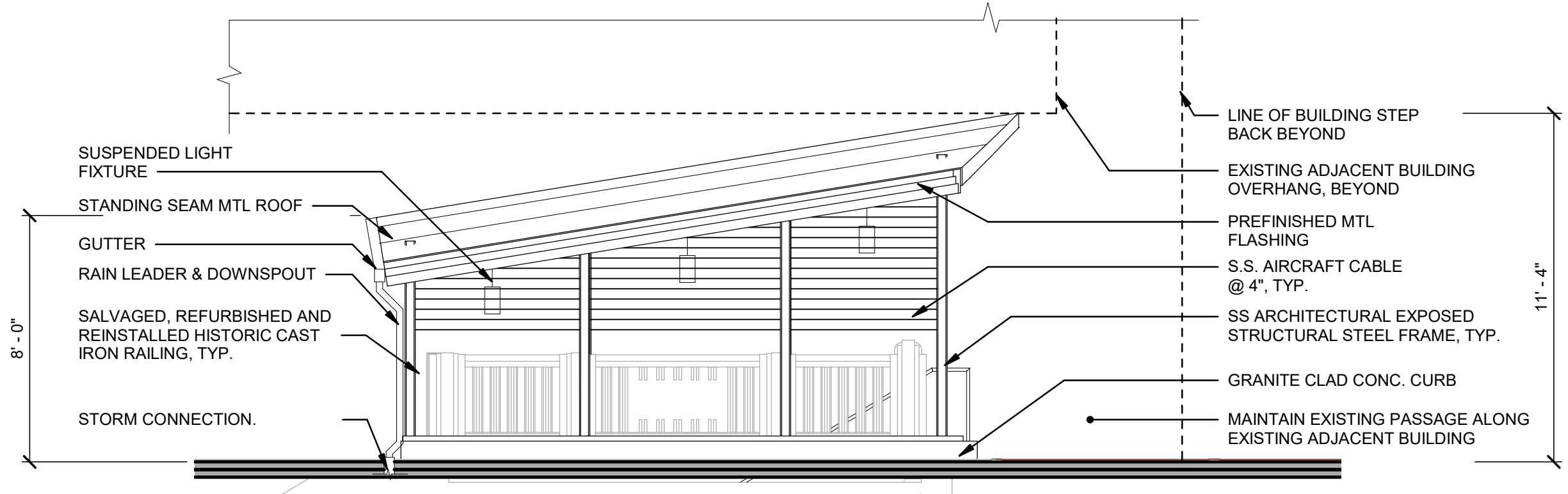
ELLSWORTH-FEDERAL STATION

MARCH 13, 2024

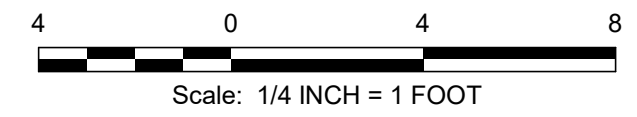
A-24



1 NW STAIR HEADHOUSE - NORTH ELEVATION
 A-25 SCALE: 1/4" = 1'-0"



2 NW STAIR HEADHOUSE - EAST ELEVATION
 A-25 SCALE: 1/4" = 1'-0"



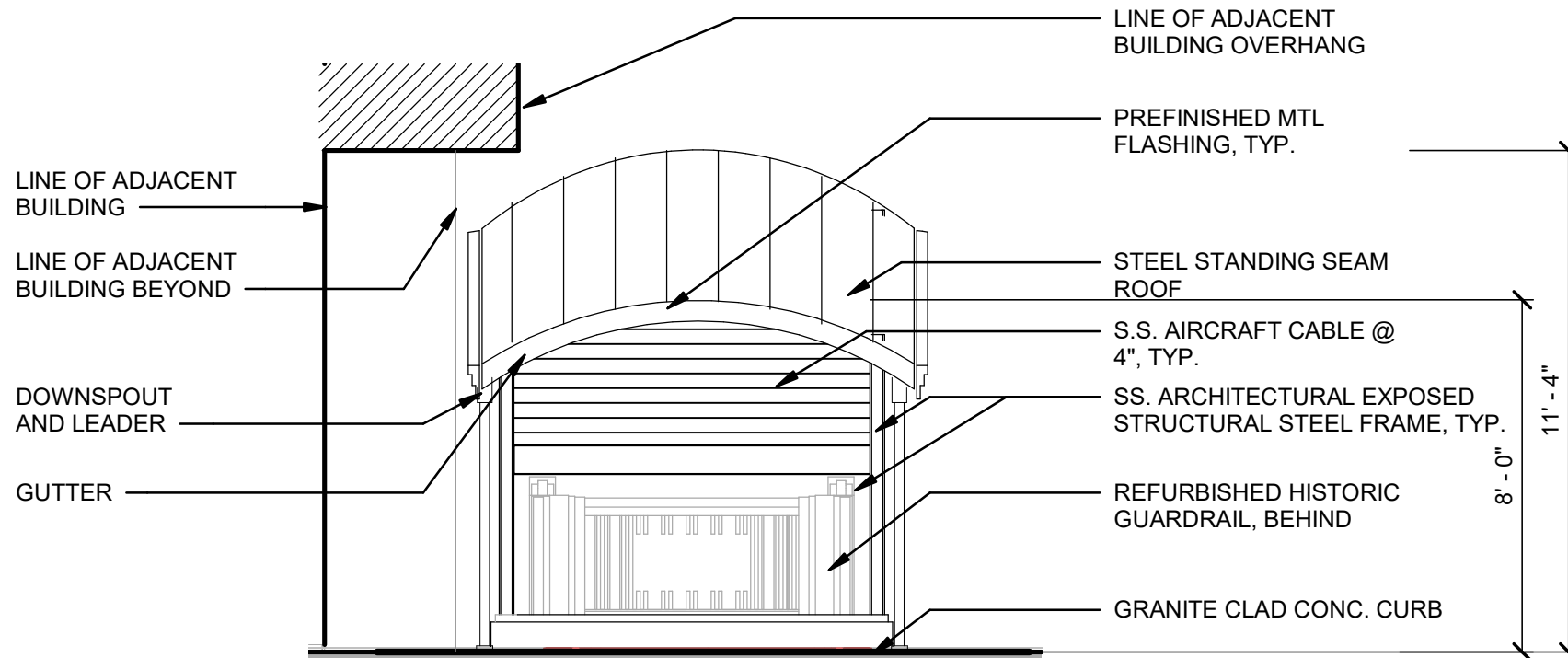
NW STAIR HEADHOUSE TYPE 2 - ELEVATIONS 1

ELLSWORTH-FEDERAL STATION

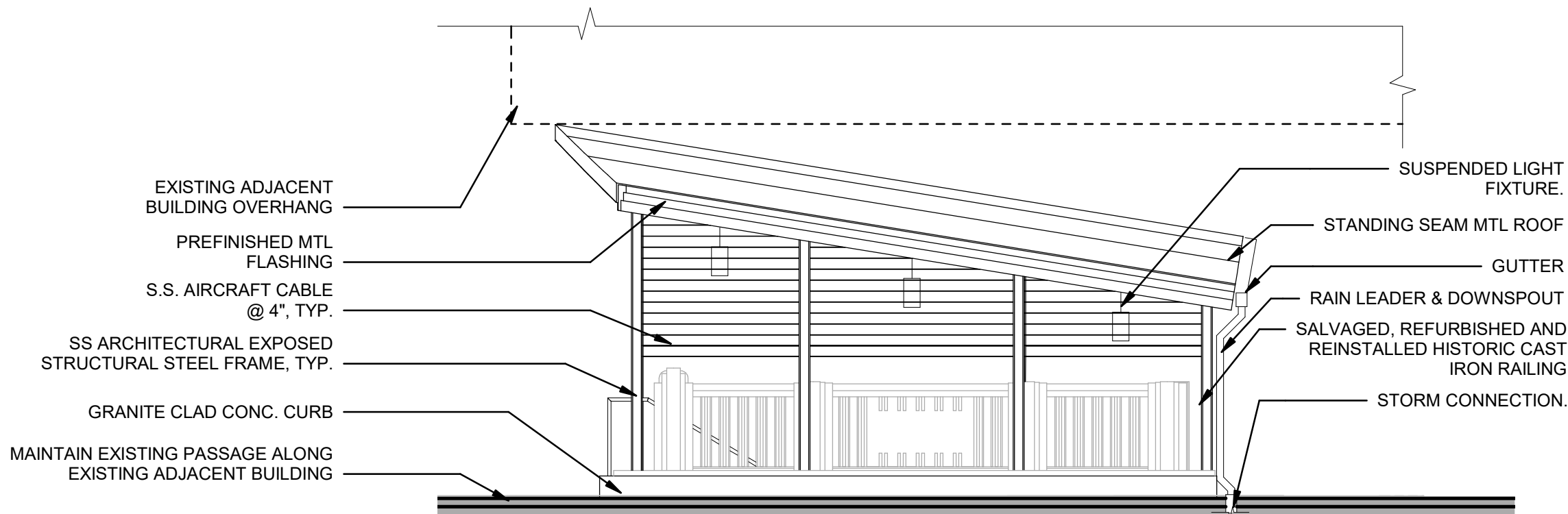
MARCH 13, 2024

A-25





1 NORTH WEST STAIR HEADHOUSE - SOUTH ELEVATION
 A-26 SCALE: 1/4" = 1'-0"



2 NORTH WEST STAIRHEADHOUSE - WEST ELEVATION
 A-26 SCALE: 1/4" = 1'-0"



NW STAIR HEADHOUSE TYPE 2 - ELEVATIONS 2

ELLSWORTH-FEDERAL STATION

MARCH 13, 2024

A-26



1 PERSPECTIVE OF EXISTING NW STAIR LOOKING SW
A-27



2 PERSPECTIVE OF EXISTING NE STAIR LOOKING SE
A-27

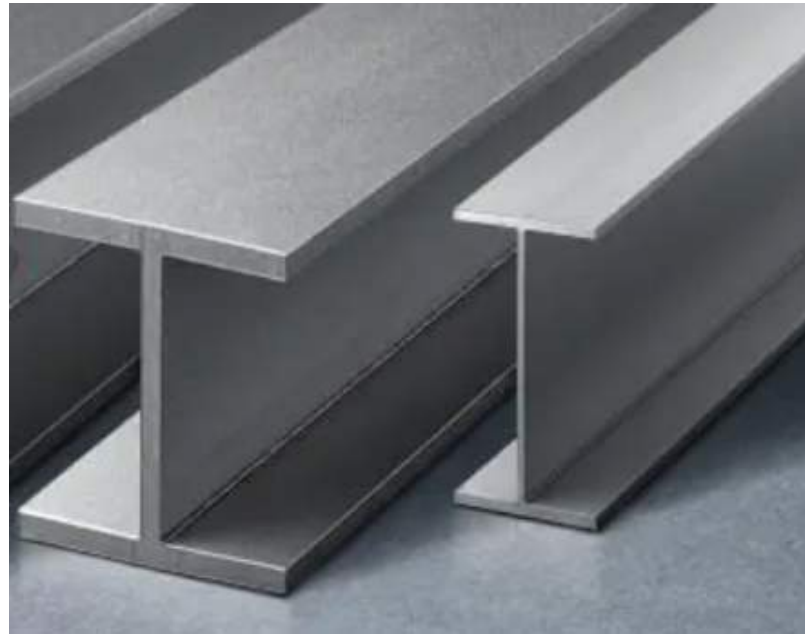


3 PERSPECTIVE OF EXISTING STOOP LOOKING SOUTH
A-27



4 PERSPECTIVE OF PROPOSED ELEVATOR LOCATION, LOOKING NE
A-27

EXISTING PERSPECTIVES
ELLSWORTH-FEDERAL STATION
MARCH 13, 2024
A-27



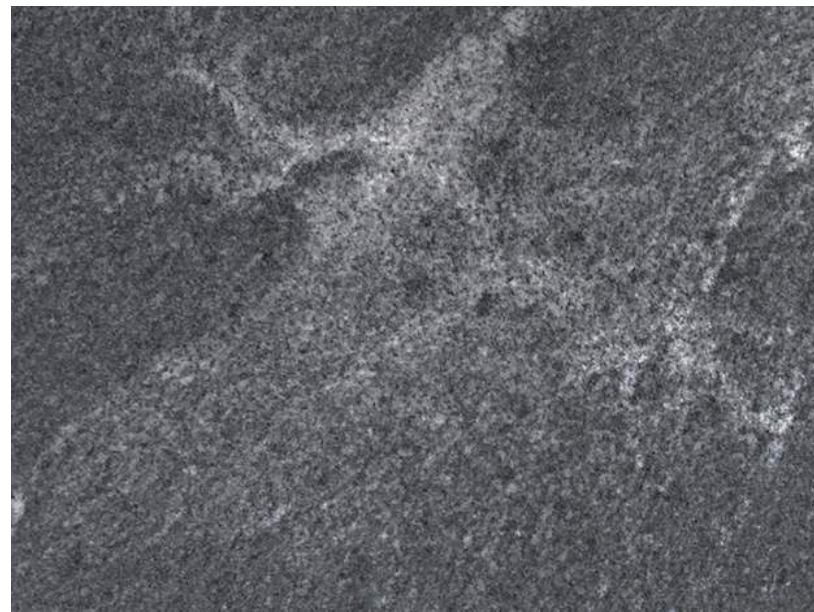
STAINLESS STEEL



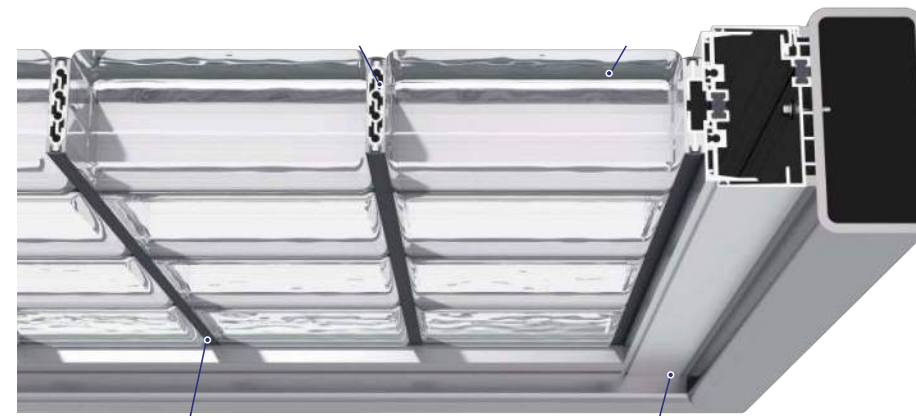
SS AIRCRAFT CABLE



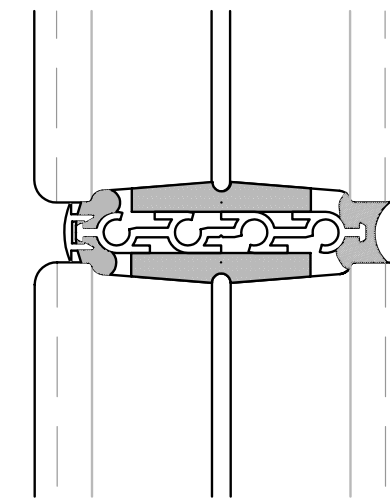
STANDING SEAM ROOF



GRANITE CLADDING



**MORTARLESS
GLASS BLOCKS 8x8**



**MORTARLESS
GLASS BLOCKS 4x8**

MATERIAL PALETTE

ELLSWORTH-FEDERAL STATION

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A-28