

March 22, 2024

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

RE: SEPTA South Broad ADA Improvements – Lombard-South Station

Dear Alex,

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

- **Lombard-South**
500 S Broad Street
Philadelphia, PA

Presently, the SEPTA Lombard-South 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.

Lombard-South station features existing, original "Broad Street Line" cast-iron railings listed on the Philadelphia Register of Historic Places at two stair entrances (SW, SE). These railings 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 SE stair entrance also features an existing entrance canopy which is to remain as is. The SW stair entrance is 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. All stair treads and handrails will be replaced. Where feasible, stainless steel bar stock security gates are located at the sidewalk level. If available sidewalk depth and clearance are limited, the gates are located on the first intermediate stair landing below street level.

The NE and NW stair entrances have existing enclosures 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 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

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 placed to minimize the impact on the existing sidewalk. The new elevator headhouse will be located directly in front of an existing Senior Center covered porch. The required extents of construction will require partial demolition and salvaging of existing planters in front of the covered porch. The brick planters will be reconstructed out of salvaged materials and new materials to match existing conditions and construction.

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

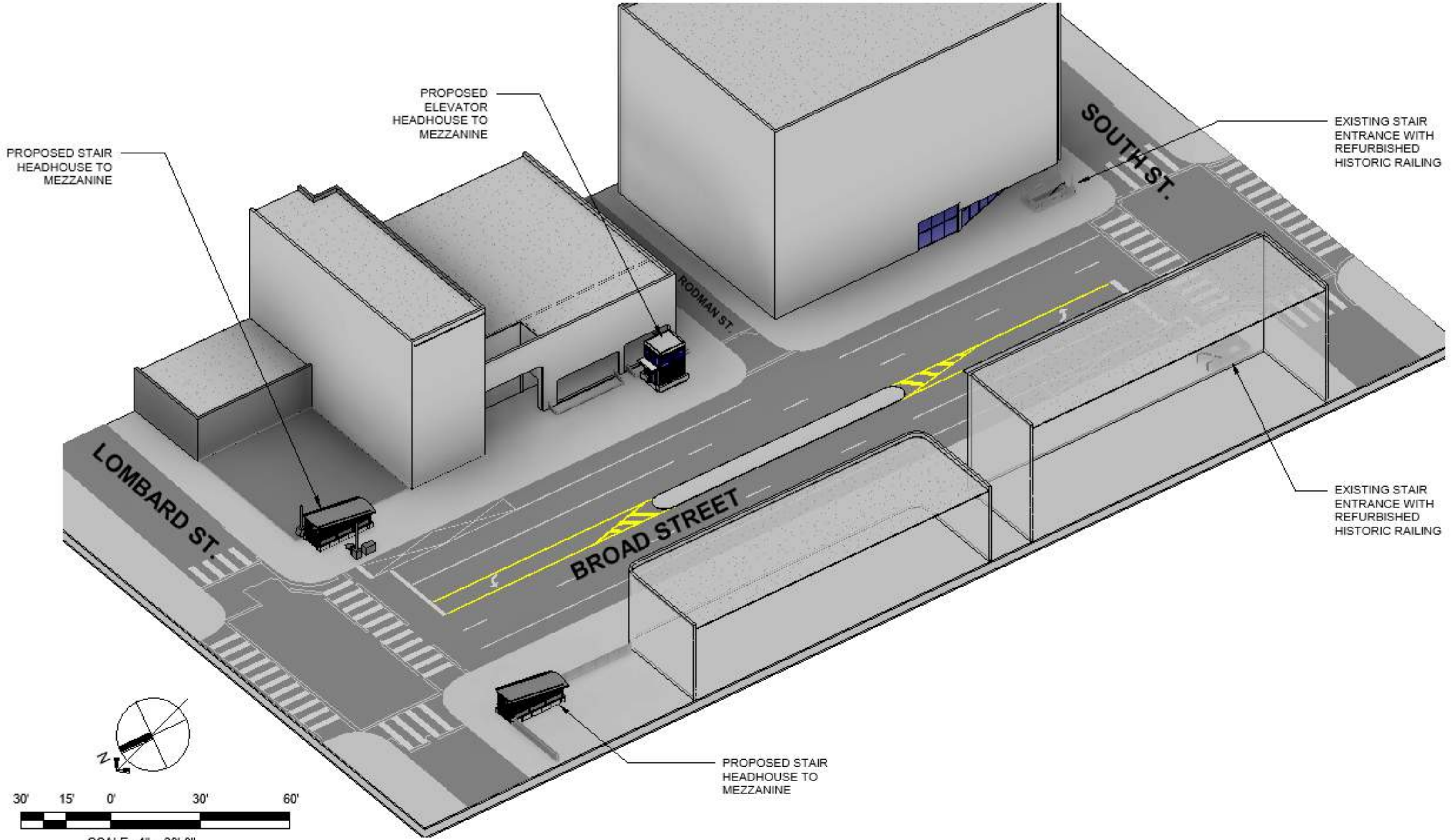
Julia Guerrero, Civic-Centered
Matt Morong, RA, Jacobs
Fred Kaulbach, RA, Jacobs



**LOMBARD-SOUTH STATION
ADA IMPROVEMENTS**

PHILADELPHIA ART COMMISSION PRESENTATION

Jacobs



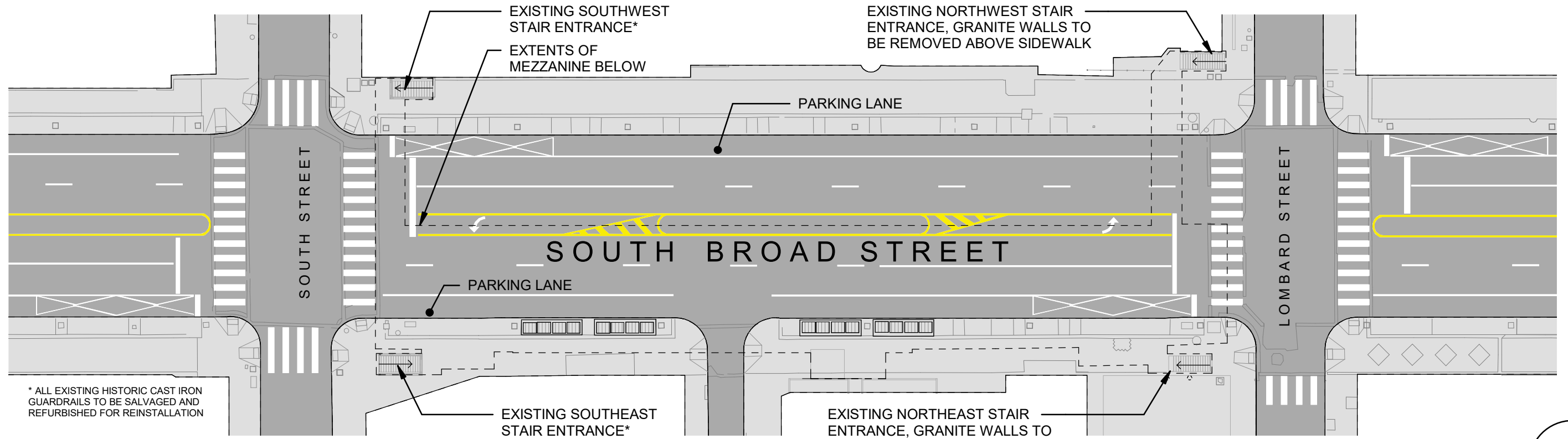
STREET LEVEL AXONOMETRIC

LOMBARD-SOUTH STATION

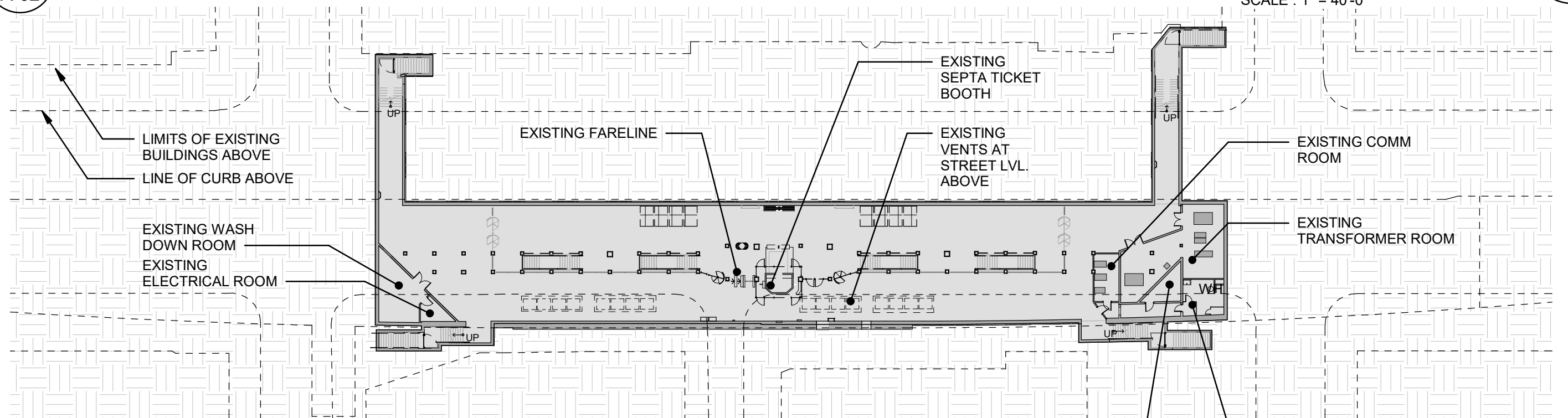
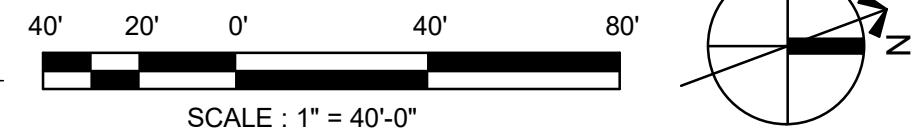
MARCH 13, 2024

A-01

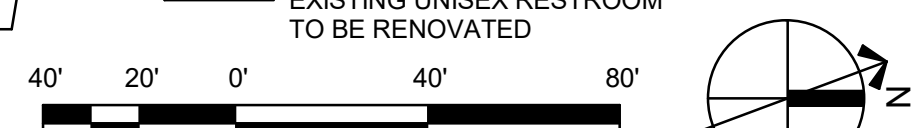




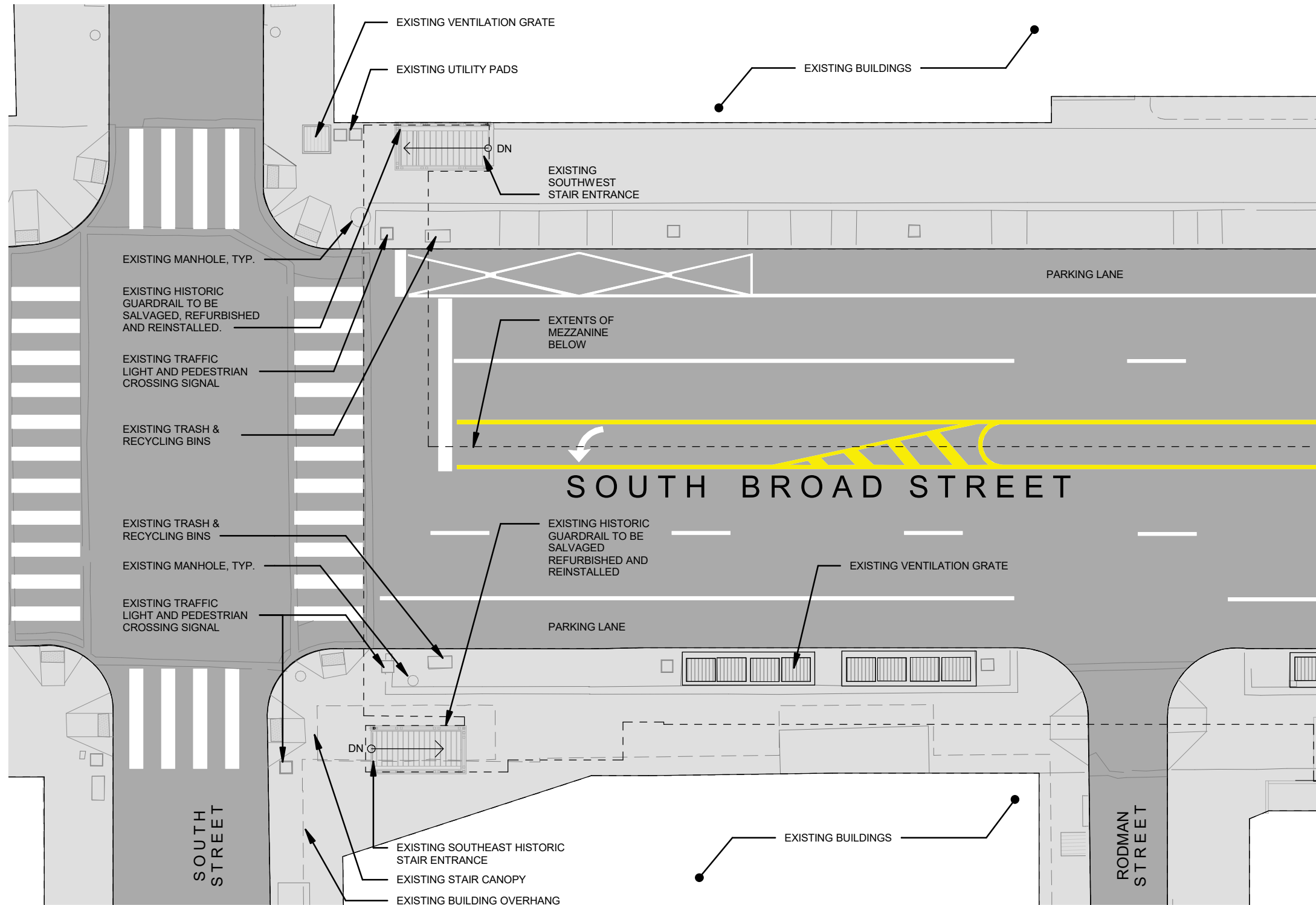
1 EXISTING OVERALL STREET LEVEL PLAN
A-02 SCALE: 1" = 40'-0"



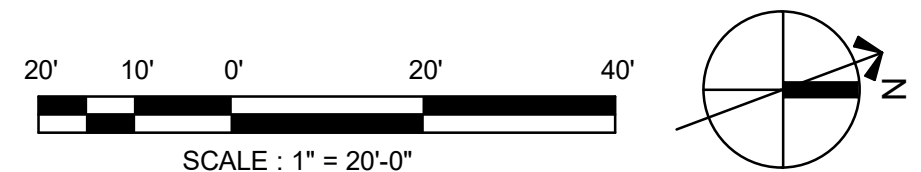
2 EXISTING OVERALL MEZZANINE LEVEL PLAN
A-02 SCALE: 1" = 40'-0"



EXISTING OVERALL PLANS
LOMBARD-SOUTH STATION
 MARCH 13, 2024
 A-02



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

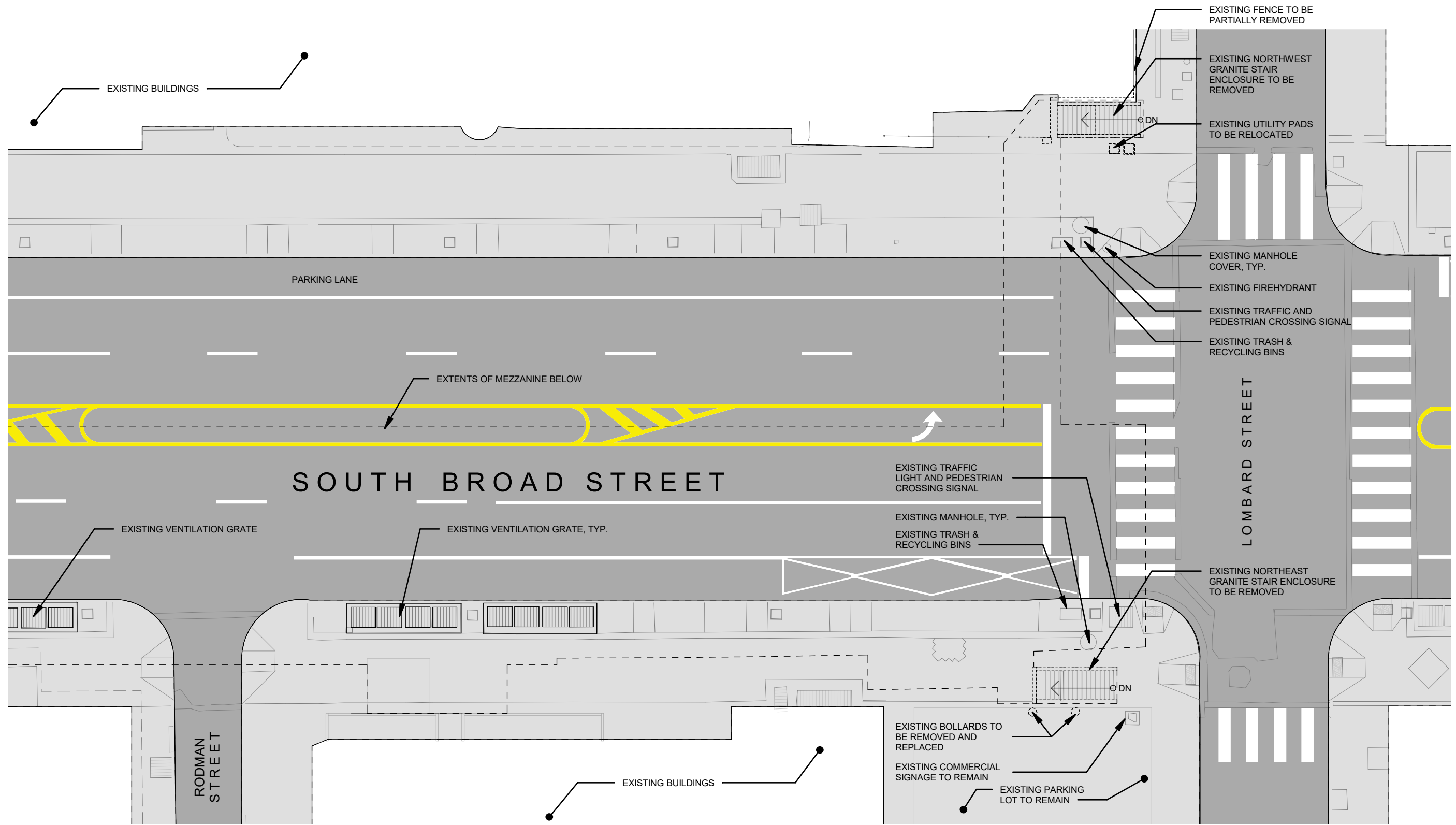


EXISTING STREET LEVEL PLAN - SOUTH

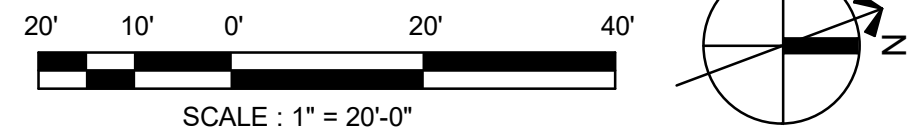
LOMBARD-SOUTH STATION

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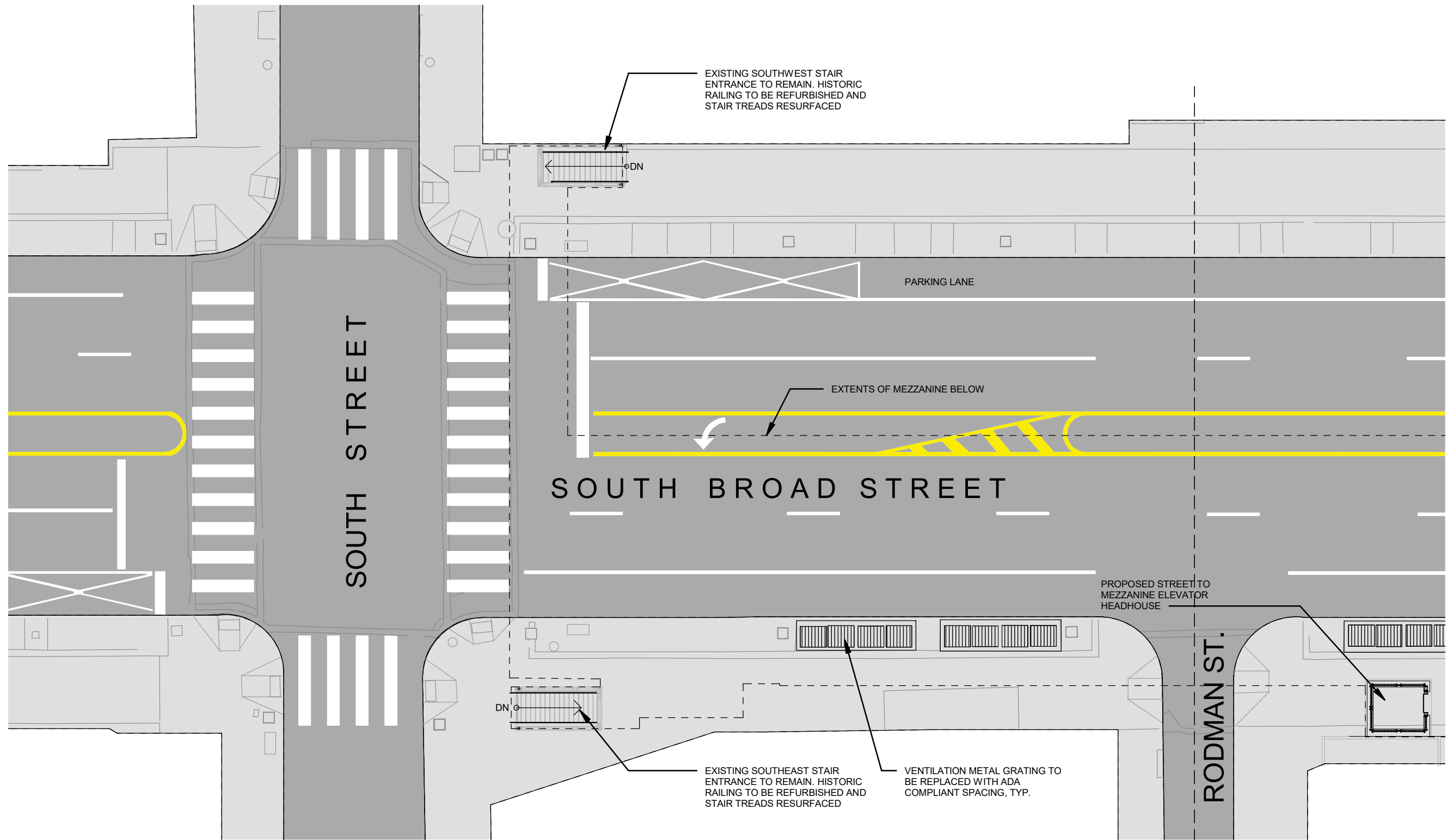
A-03



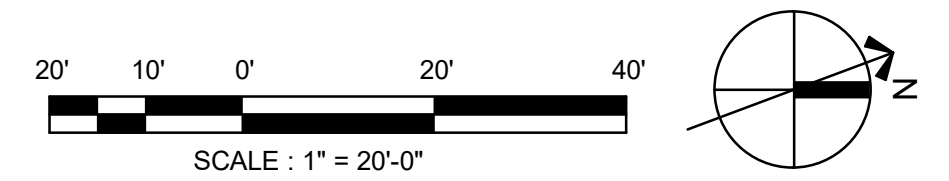
1 EXISTING STREET LEVEL PLAN - NORTH
 A-04 SCALE: 1" = 20'-0"



EXISTING STREET LEVEL PLAN - NORTH
LOMBARD-SOUTH STATION
 MARCH 13, 2024
 A-04



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

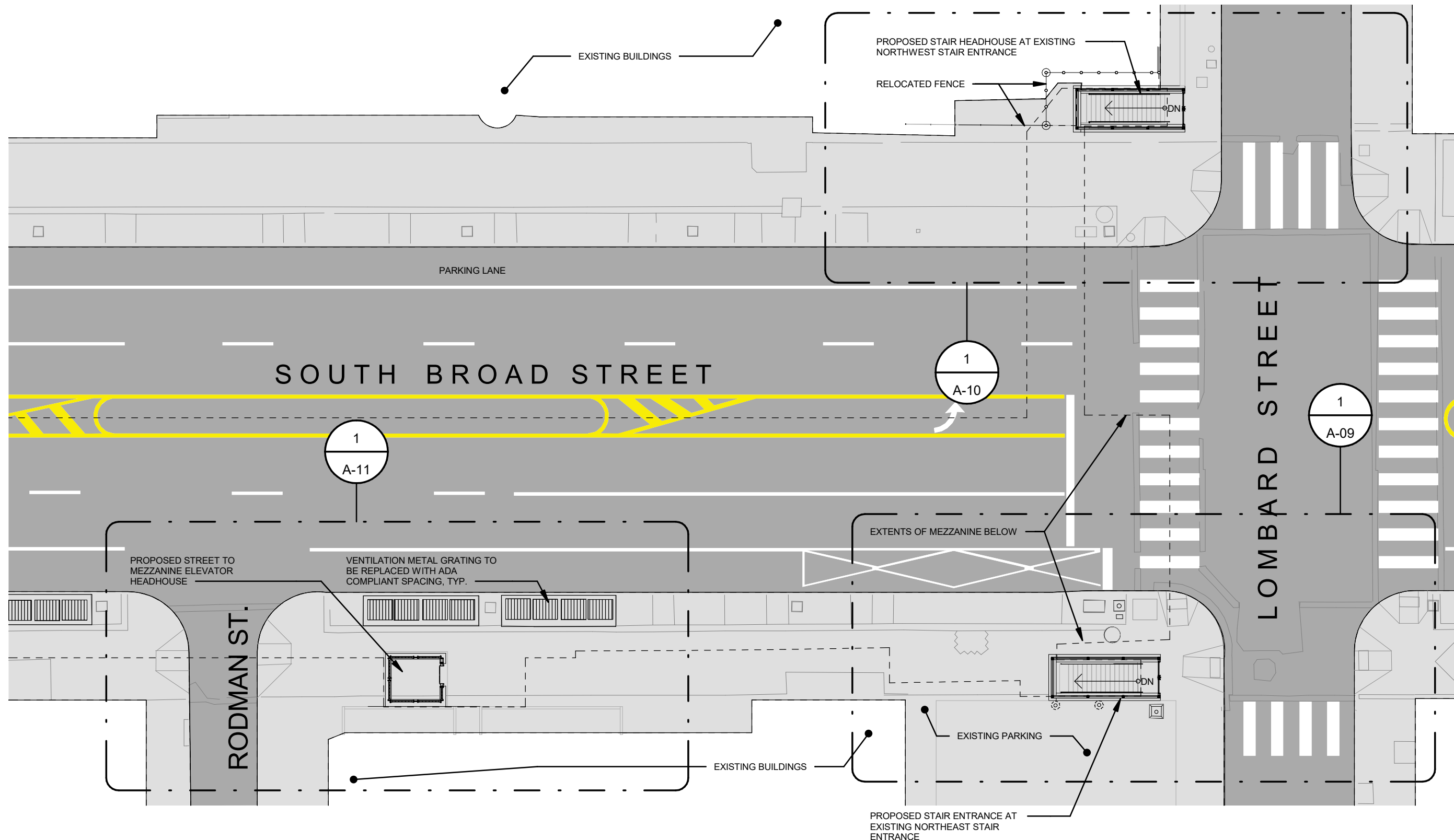


PROPOSED STREET LEVEL PLAN - SOUTH

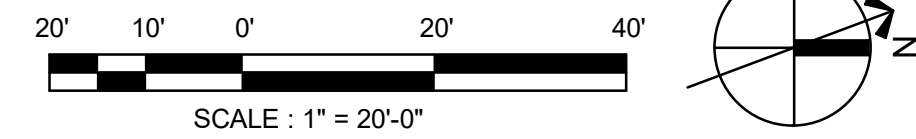
LOMBARD-SOUTH STATION

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A-05



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

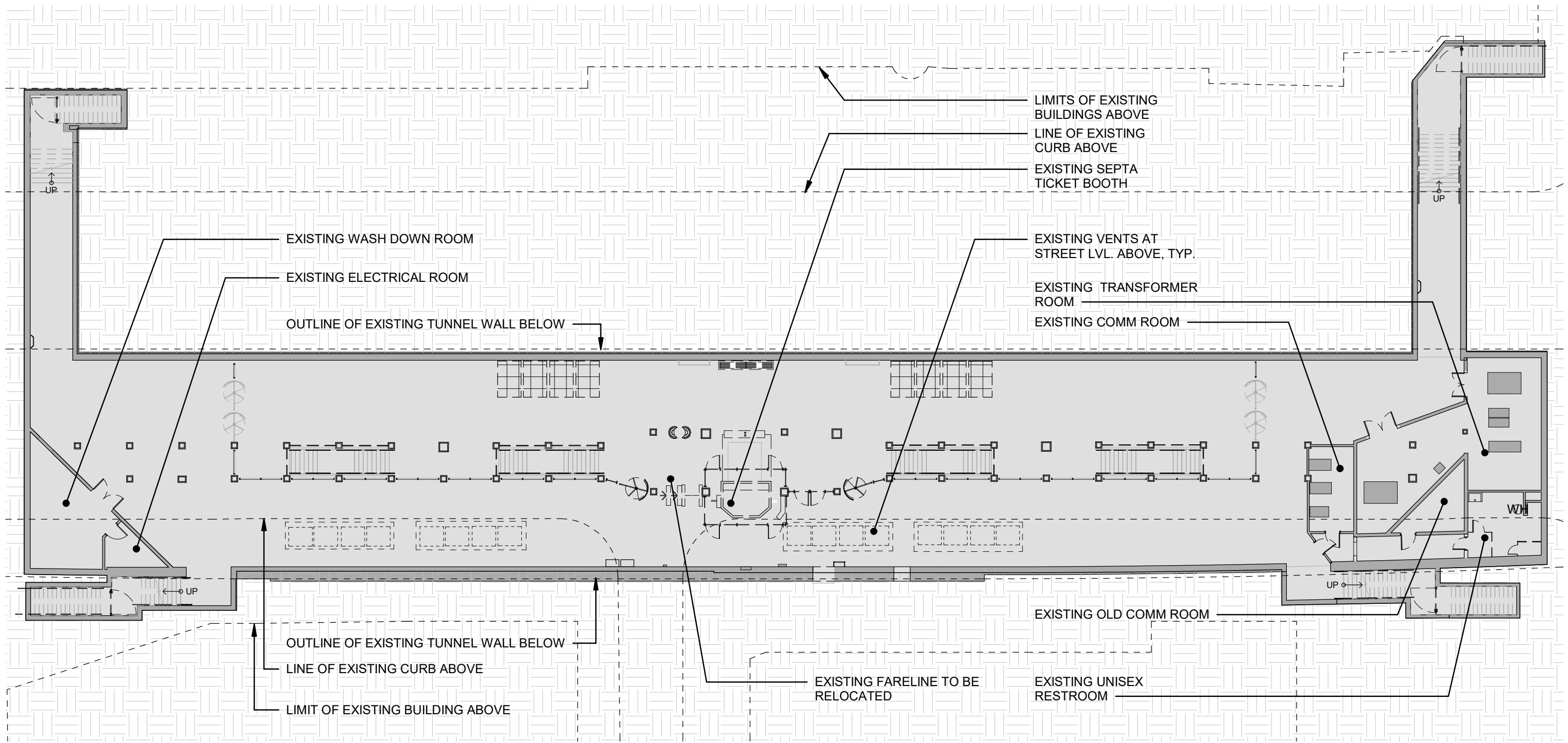


PROPOSED STREET LEVEL PLAN - NORTH

LOMBARD-SOUTH STATION

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A-06



LIMITS OF EXISTING BUILDINGS ABOVE
 LINE OF EXISTING CURB ABOVE
 EXISTING SEPTA TICKET BOOTH
 EXISTING VENTS AT STREET LVL. ABOVE, TYP.
 EXISTING TRANSFORMER ROOM
 EXISTING COMM ROOM

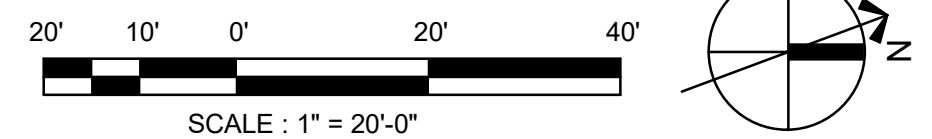
EXISTING WASH DOWN ROOM
 EXISTING ELECTRICAL ROOM
 OUTLINE OF EXISTING TUNNEL WALL BELOW

OUTLINE OF EXISTING TUNNEL WALL BELOW
 LINE OF EXISTING CURB ABOVE
 LIMIT OF EXISTING BUILDING ABOVE

EXISTING OLD COMM ROOM
 EXISTING UNISEX RESTROOM

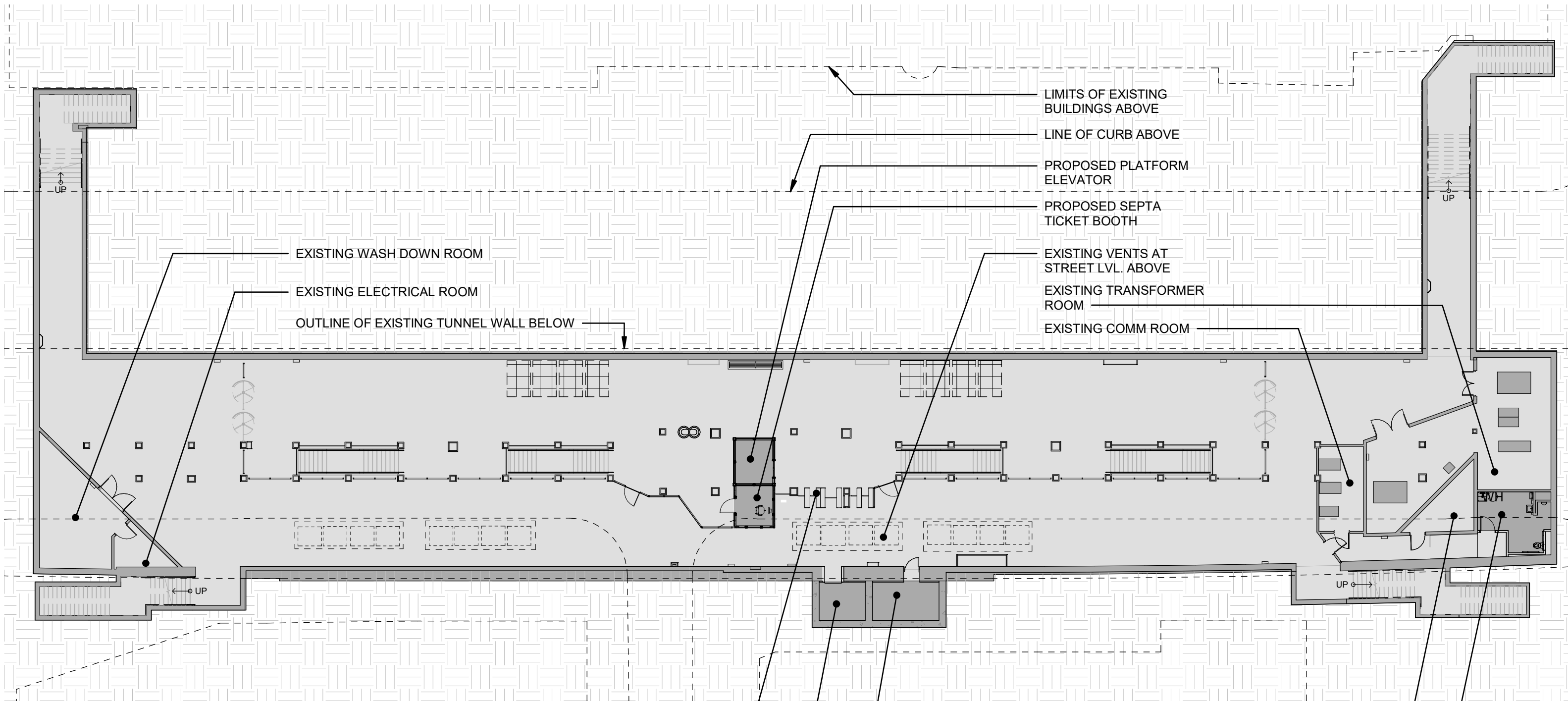
EXISTING FARELINE TO BE RELOCATED

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



EXISTING MEZZANINE LEVEL PLAN
 LOMBARD-SOUTH STATION
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 A-07





EXISTING WASH DOWN ROOM

EXISTING ELECTRICAL ROOM

OUTLINE OF EXISTING TUNNEL WALL BELOW

LIMITS OF EXISTING BUILDINGS ABOVE

LINE OF CURB ABOVE

PROPOSED PLATFORM ELEVATOR

PROPOSED SEPTA TICKET BOOTH

EXISTING VENTS AT STREET LVL. ABOVE

EXISTING TRANSFORMER ROOM

EXISTING COMM ROOM

PROPOSED FARELINE

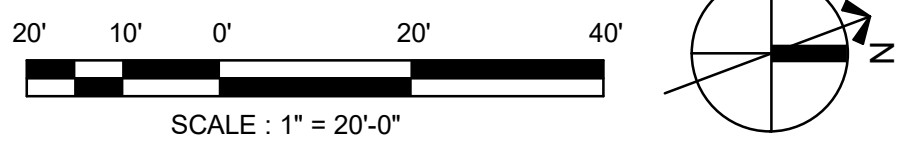
PROPOSED STREET ELEVATOR

PROPOSED COMBINED ELEVATOR MACHINE ROOM FOR STREET AND PLATFORM ELEVATORS

OLD COMM ROOM

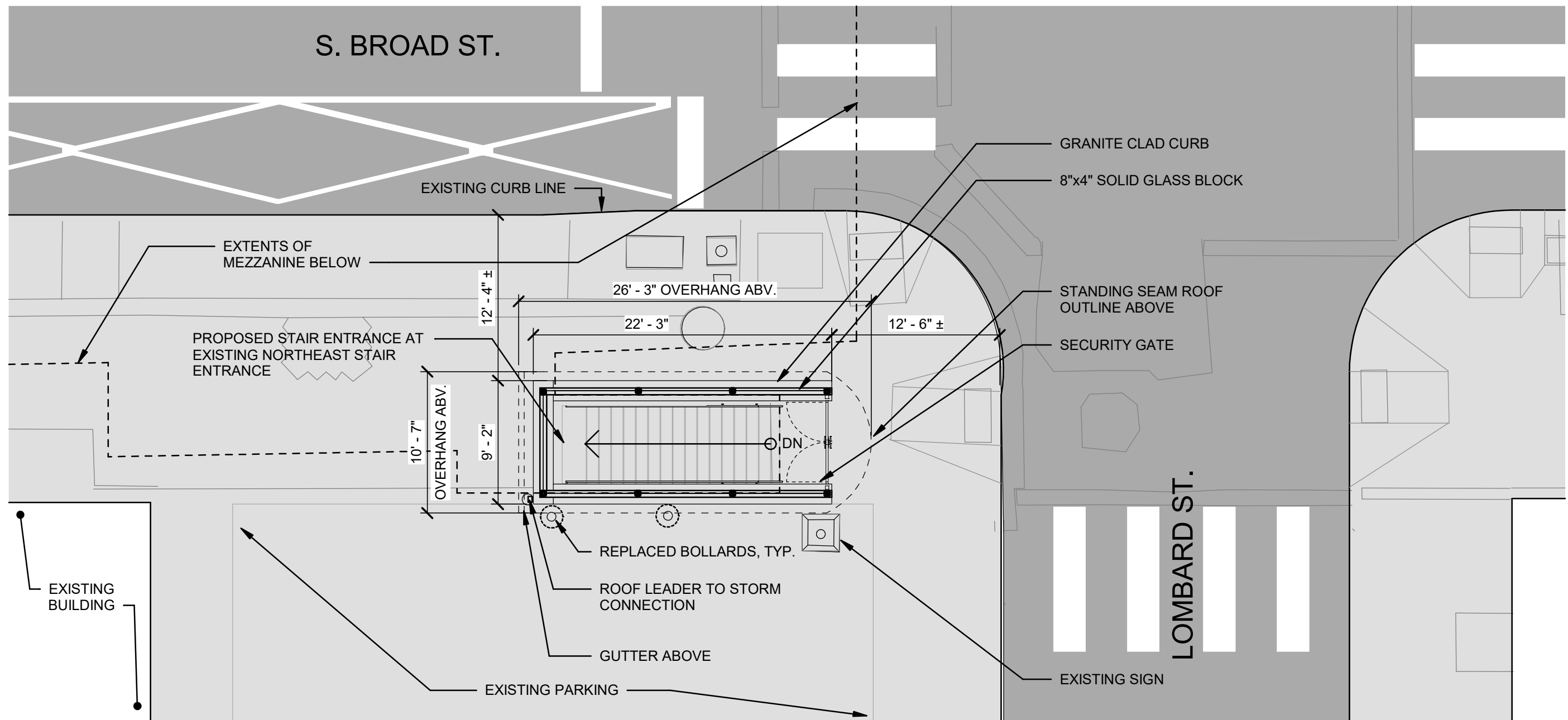
RECONFIGURED RESTROOM

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

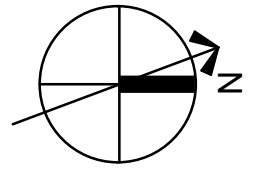
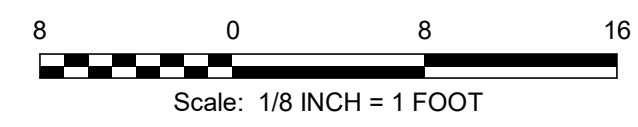


PROPOSED MEZZANINE LEVEL PLAN
LOMBARD-SOUTH STATION
MARCH 13, 2024
A-08





1 ENLARGED NORTHEAST CORNER HEADHOUSE - STREET LEVEL PLAN
 A-09 SCALE: 1/8" = 1'-0"

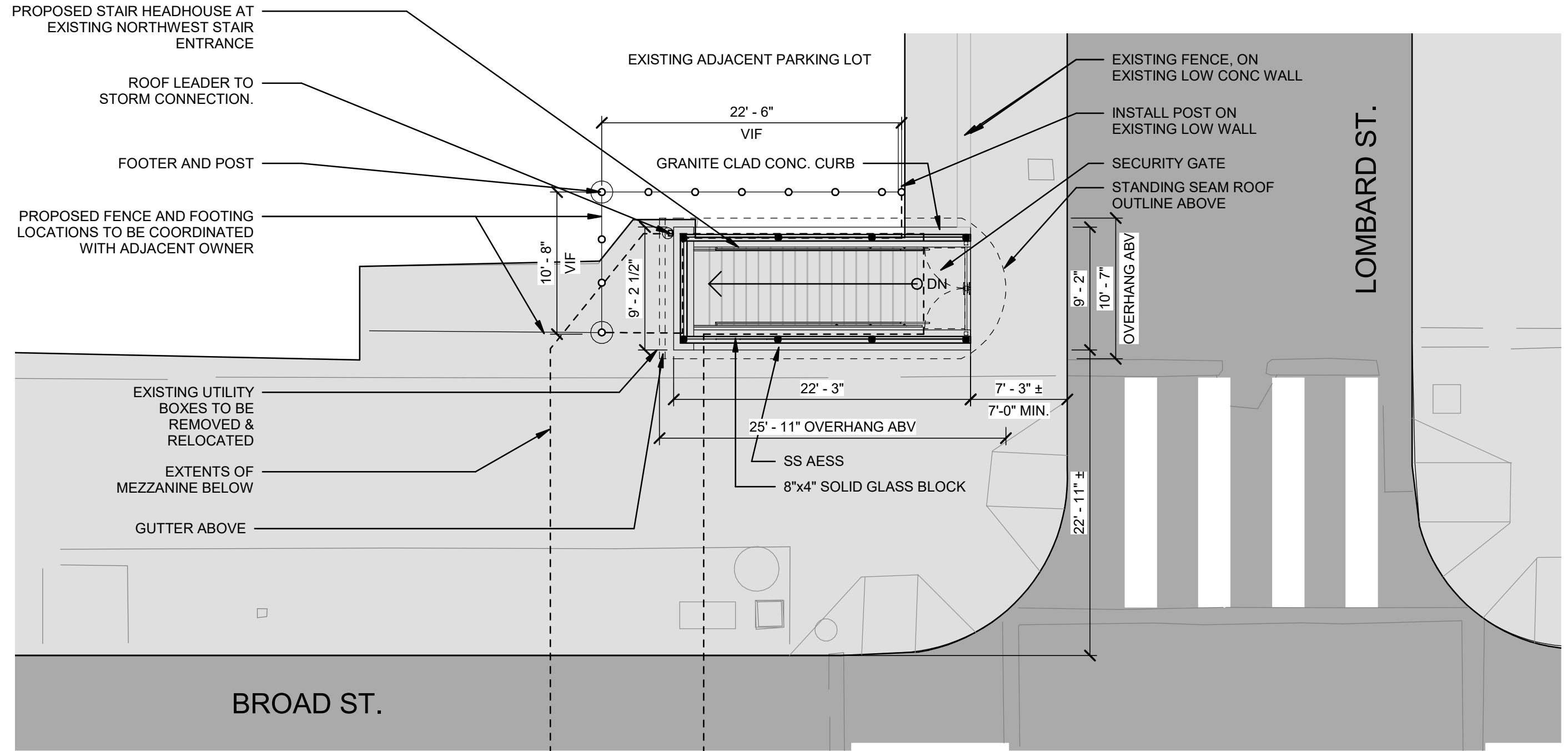


ENLARGED PLAN NE CORNER HEADHOUSE

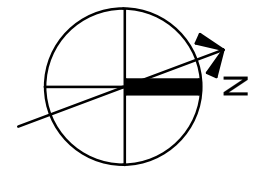
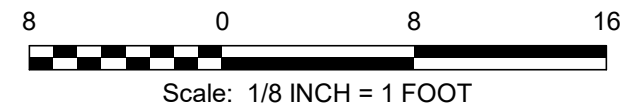
LOMBARD-SOUTH STATION

MARCH 13, 2024

A-09



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

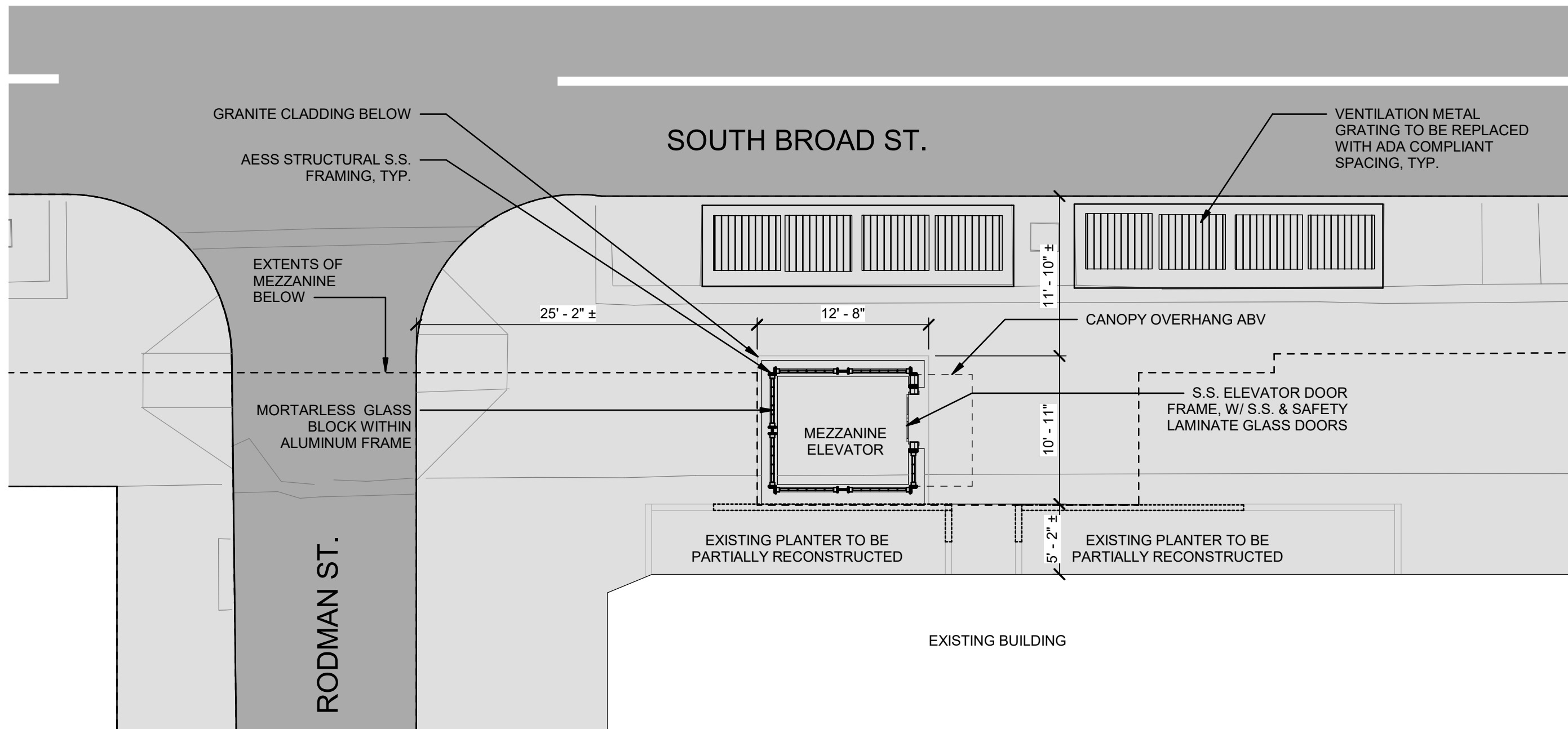


ENLARGED PLAN NW CORNER HEADHOUSE

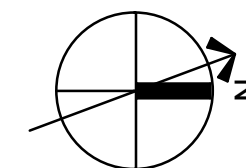
LOMBARD-SOUTH STATION

MARCH 13, 2024

A-10



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

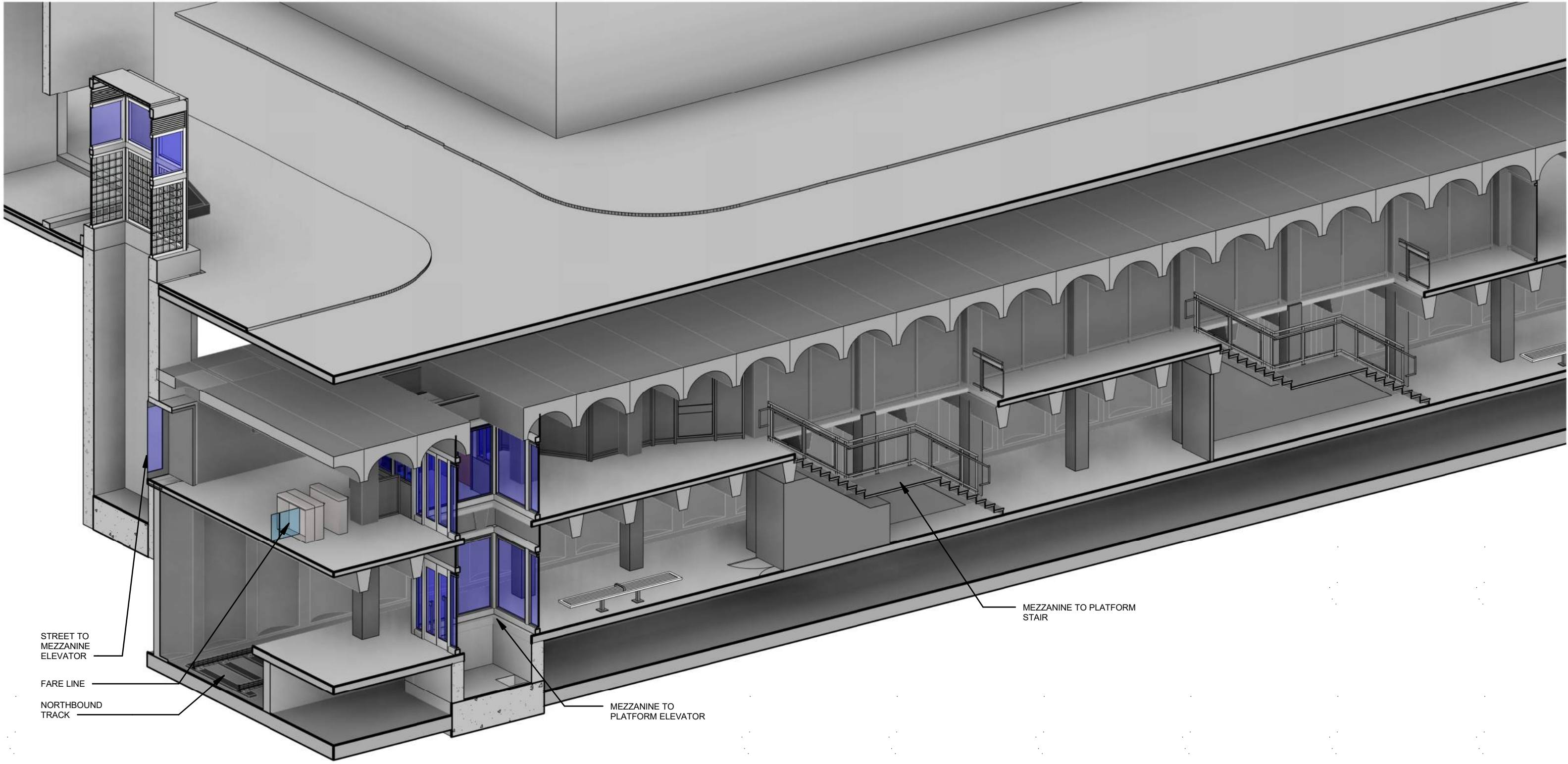


ENLARGED PLAN ELEVATOR HEADHOUSE

LOMBARD-SOUTH STATION

MARCH 13, 2024

A-11



STREET TO
MEZZANINE
ELEVATOR

FARE LINE

NORTHBOUND
TRACK

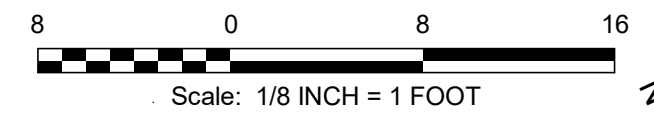
MEZZANINE TO
PLATFORM
ELEVATOR

MEZZANINE TO PLATFORM
STAIR

1
A-12

AXONOMETRIC SECTION THROUGH ELEVATORS

SCALE:



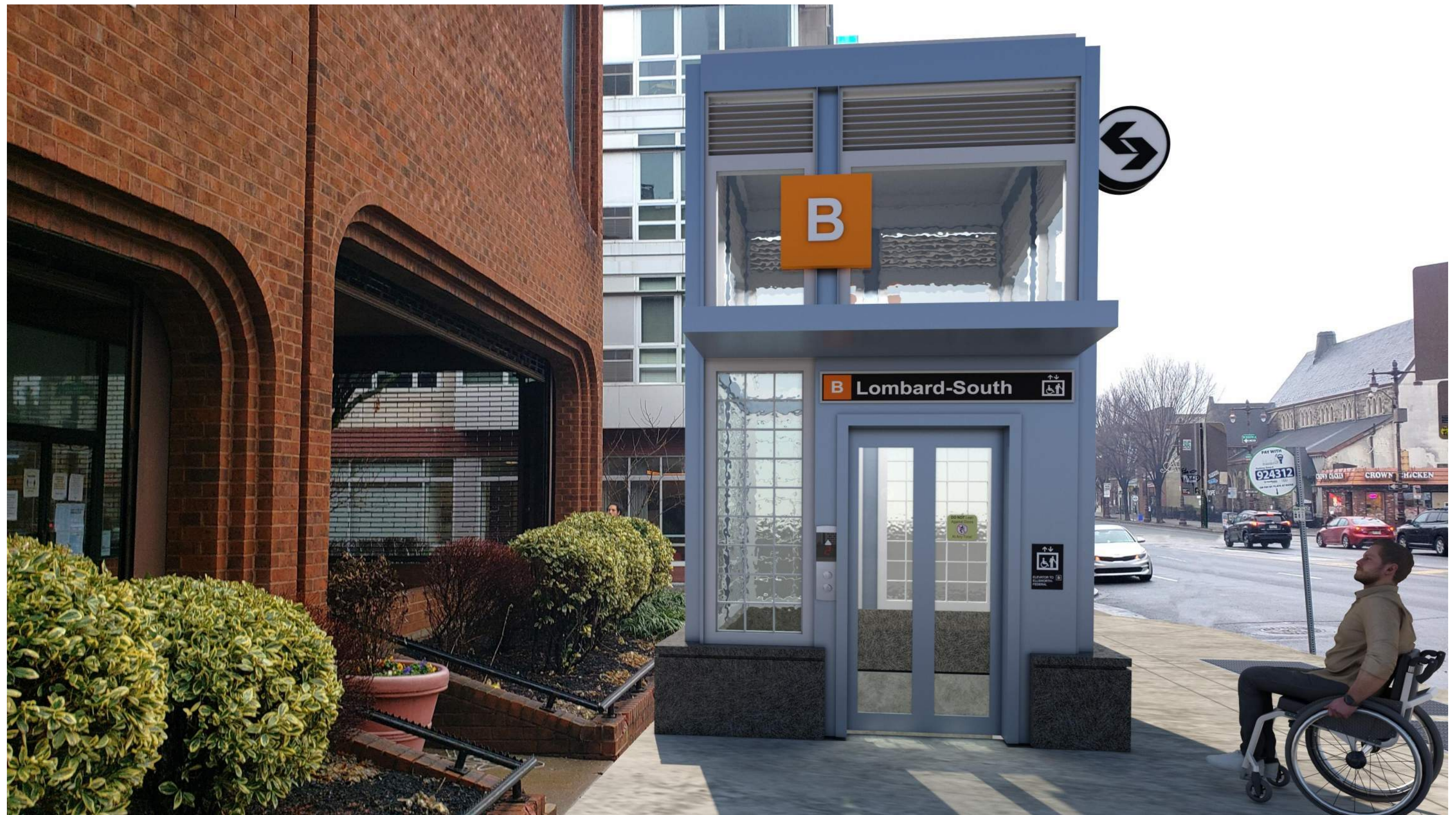
AXONOMETRIC SECTION THROUGH ELEVATORS

LOMBARD-SOUTH STATION

MARCH 13, 2024

A-12





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

PROPOSED PERSPECTIVE 1 - LOOKING SOUTH
LOMBARD-SOUTH STATION
MARCH 13, 2024
A-13



1 STREET ELEVATOR APPROACH FROM SOUTH STREET LOOKING NORTHEAST
A-14 SCALE: 12" = 1'-0"

PROPOSED PERSPECTIVE 2 - LOOKING NORTHEAST

LOMBARD-SOUTH STATION

MARCH 13, 2024

A-14



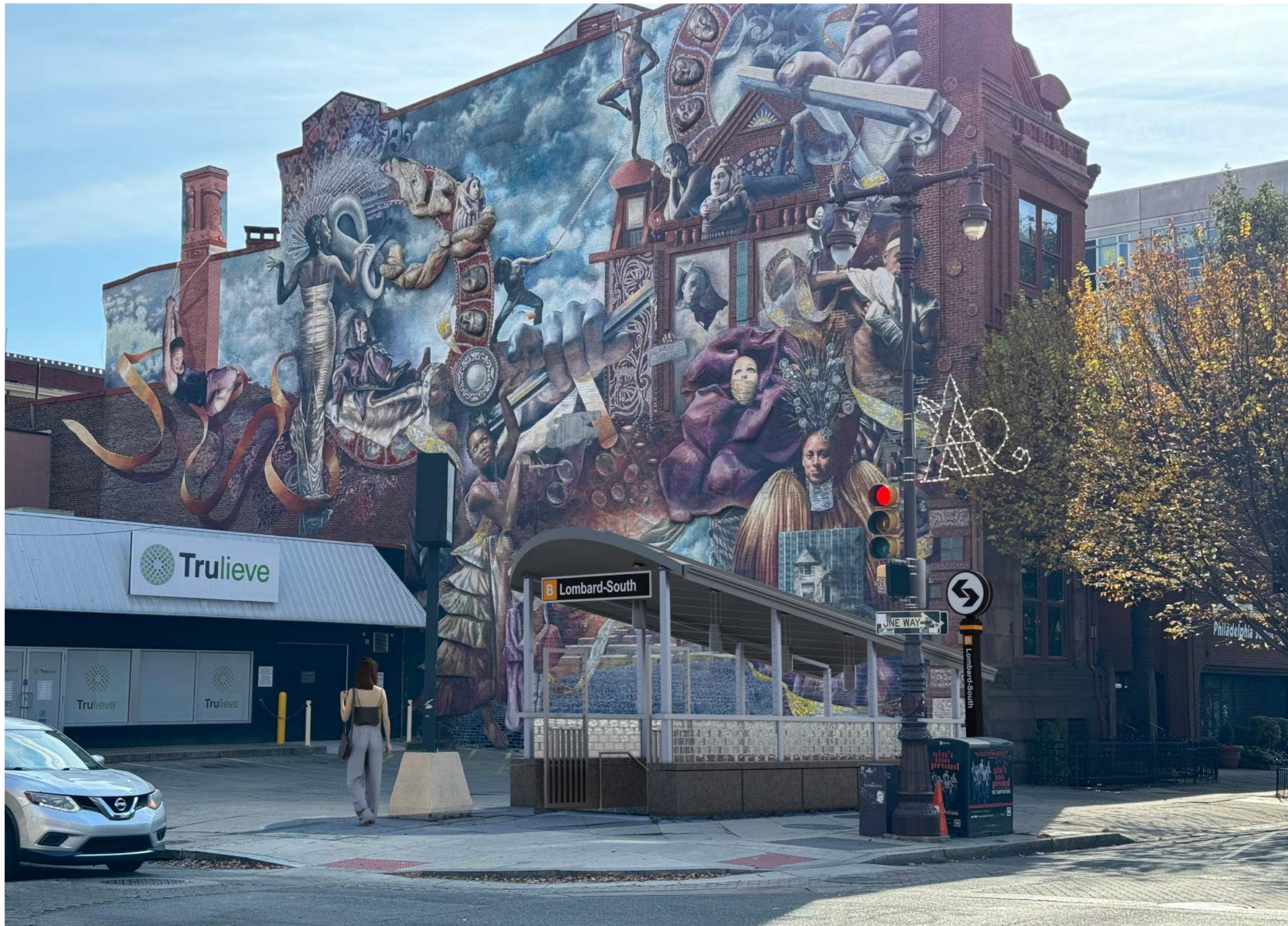
1 NW CORNER STAIR APPROACH FROM LOMBARD STREET LOOKING SOUTHWEST
A-15 SCALE: 12" = 1'-0"

PROPOSED PERSPECTIVE 3 - LOOKING SW

LOMBARD-SOUTH STATION

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A-15



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

PROPOSED PERSPECTIVE 4 - LOOKING SOUTHEAST

LOMBARD-SOUTH 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

LOMBARD-SOUTH STATION

MARCH 13, 2024

A-17



1 PLATFORM ELEVATOR APPROACH FROM NORTH PLATFORM LOOKING SOUTH
A-18 SCALE: 12" = 1'-0"

PROPOSED PERSPECTIVE 6 - LOOKING SOUTH

LOMBARD-SOUTH STATION

MARCH 13, 2024

A-18



1 NORTH MEZZANINE APPROACH FROM FARE GATE LOOKING NORTHWEST
A-19 SCALE: 12" = 1'-0"

PROPOSED PERSPECTIVE 7 - LOOKING NW

LOMBARD-SOUTH STATION

MARCH 13, 2024

A-19



1 SOUTH MEZZANINE APPROACH FROM SW CORNER STAIR LOOKING NORTH
A-20 SCALE: 12" = 1'-0"

PROPOSED PERSPECTIVE 8 - LOOKING NORTH

LOMBARD-SOUTH STATION

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A-20



1 PLATFORM STAIR, LOOKING NORTH
A-21 SCALE: 12" = 1'-0"

PROPOSED PERSPECTIVE 9 - LOOKING NORTH

LOMBARD-SOUTH STATION

MARCH 13, 2024

A-21



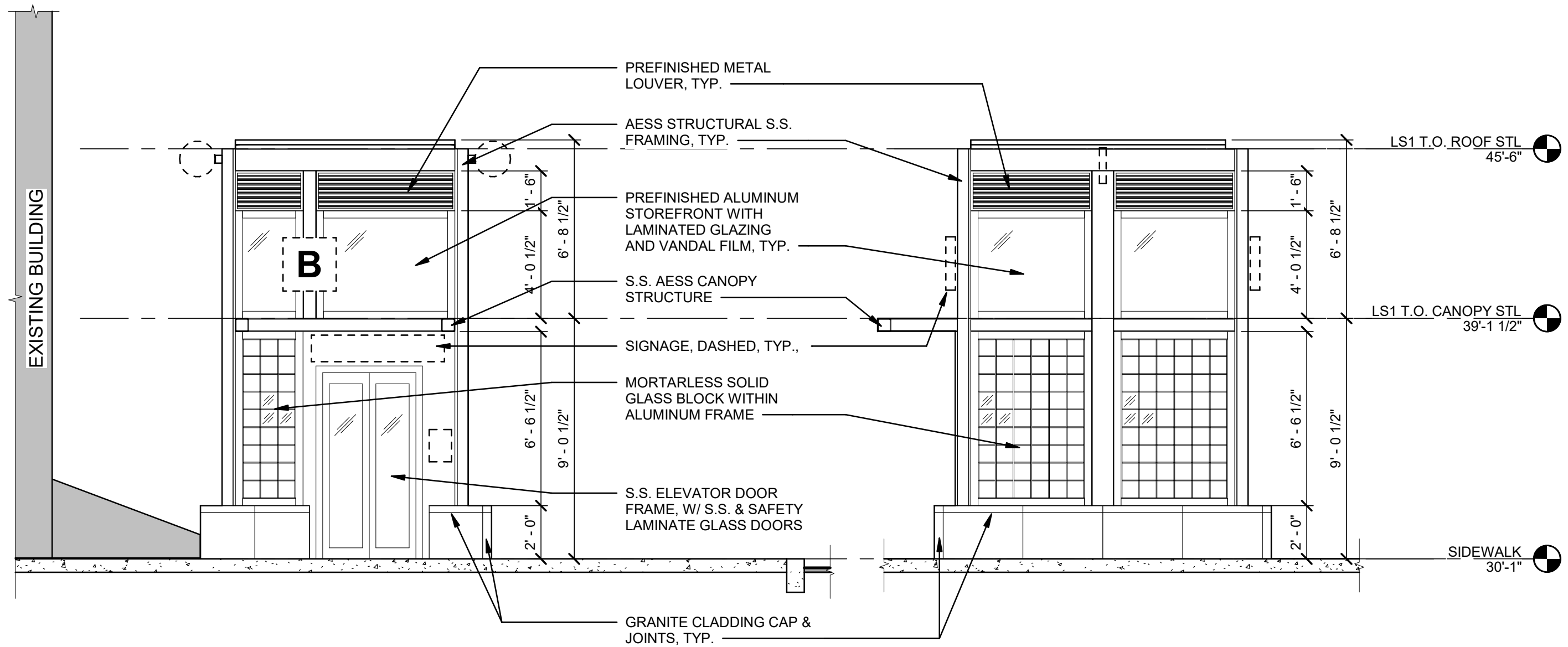
1 PLATFORM, LOOKING NORTH
A-22 SCALE: 12" = 1'-0"

PROPOSED PERSPECTIVE 10 - LOOKING NORTH

LOMBARD-SOUTH STATION

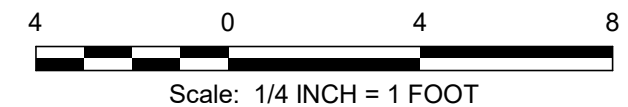
MARCH 13, 2024

A-22



1 STREET ELEVATOR - NORTH ELEVATION
A-23 SCALE: 1/4" = 1'-0"

2 STREET ELEVATOR - WEST ELEVATION
A-23 SCALE: 1/4" = 1'-0"

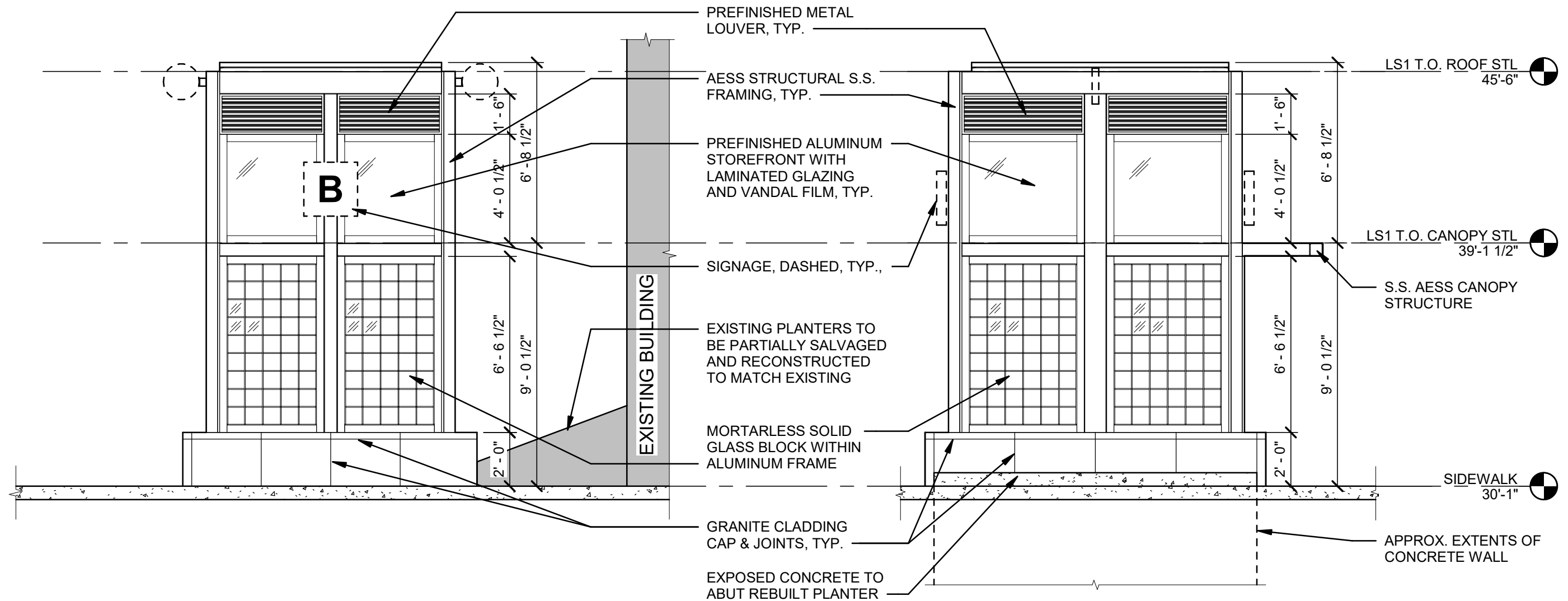


ELEVATOR HEADHOUSE ELEVATIONS 1

LOMBARD-SOUTH STATION

MARCH 13, 2024

A-23



1 STREET ELEVATOR - SOUTH ELEVATION
 A-24 SCALE: 1/4" = 1'-0"

2 STREET ELEVATOR - EAST ELEVATION
 A-24 SCALE: 1/4" = 1'-0"

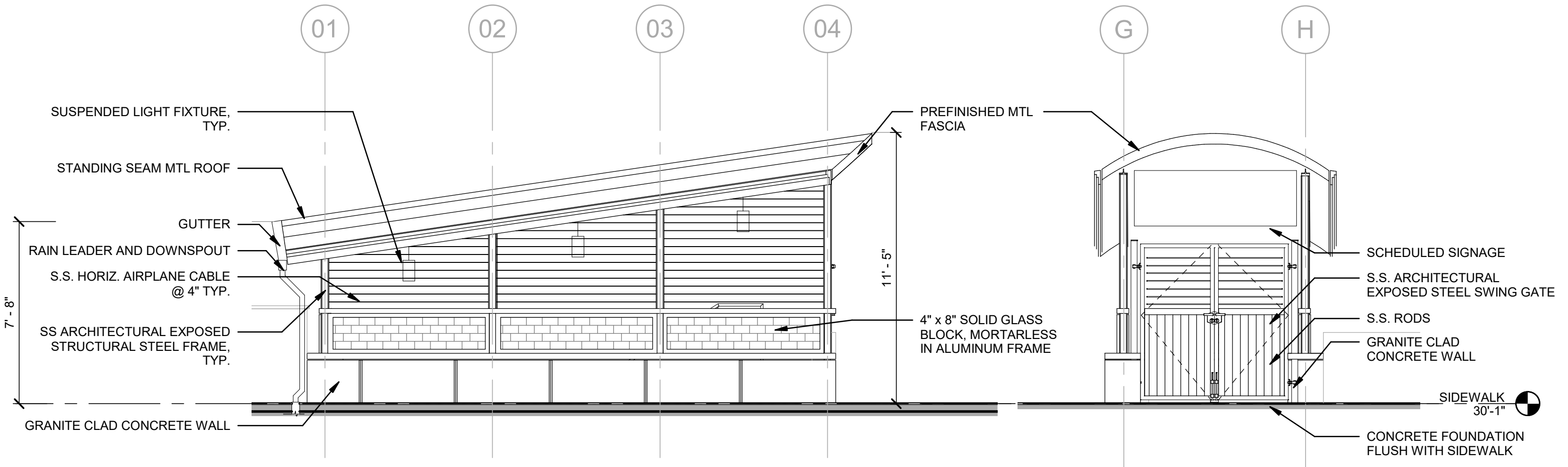


ELEVATOR HEADHOUSE ELEVATIONS 2

LOMBARD-SOUTH STATION

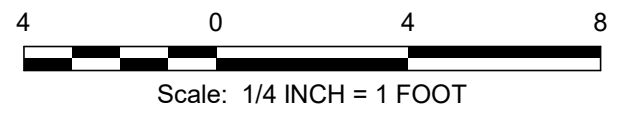
MARCH 13, 2024

A-24



3 STAIR HEADHOUSE - TYP. EAST ELEVATION
 A-25 SCALE: 1/4" = 1'-0"

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



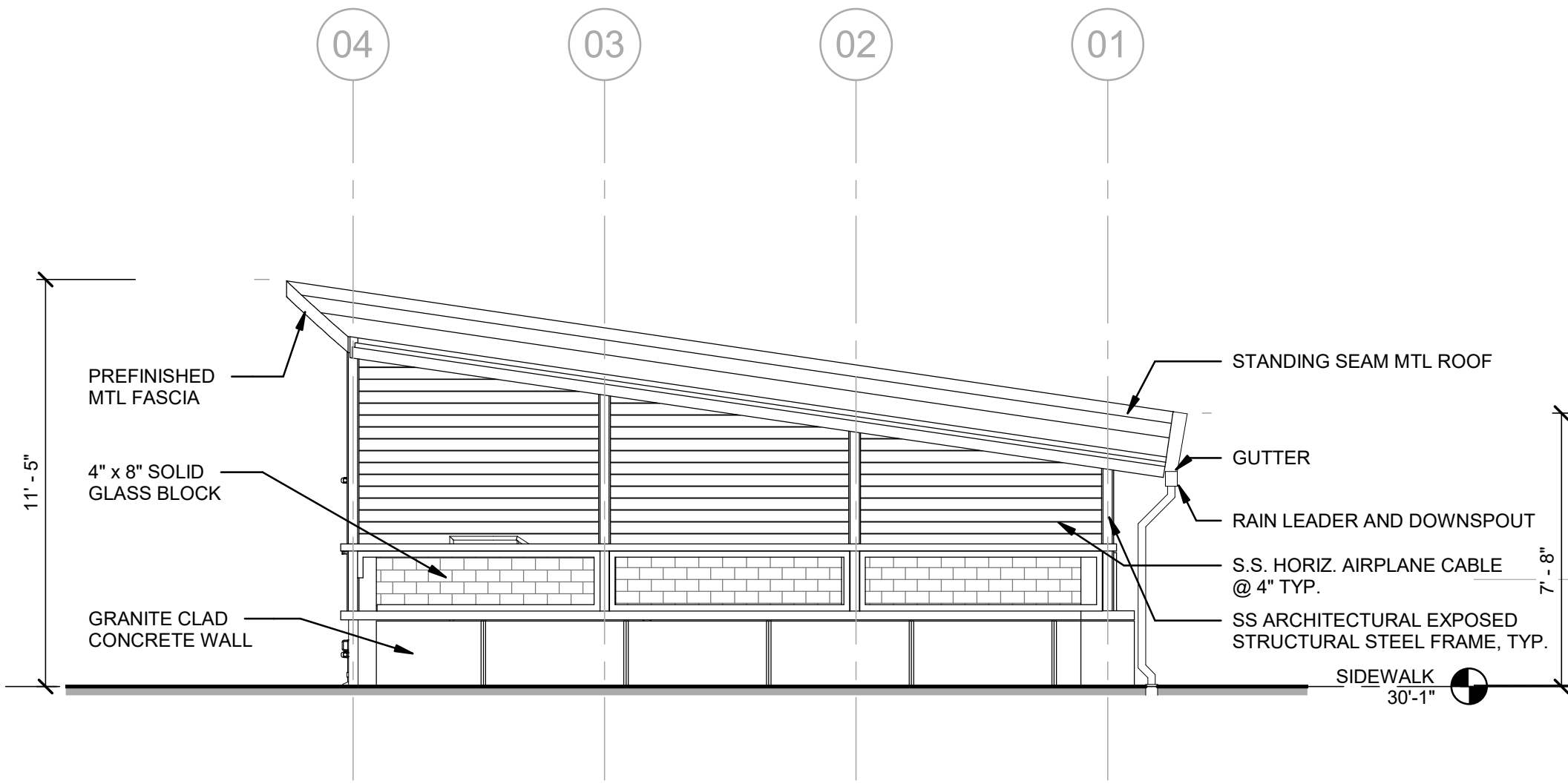
STAIR HEADHOUSE TYPICAL ELEVATIONS 1

LOMBARD-SOUTH STATION

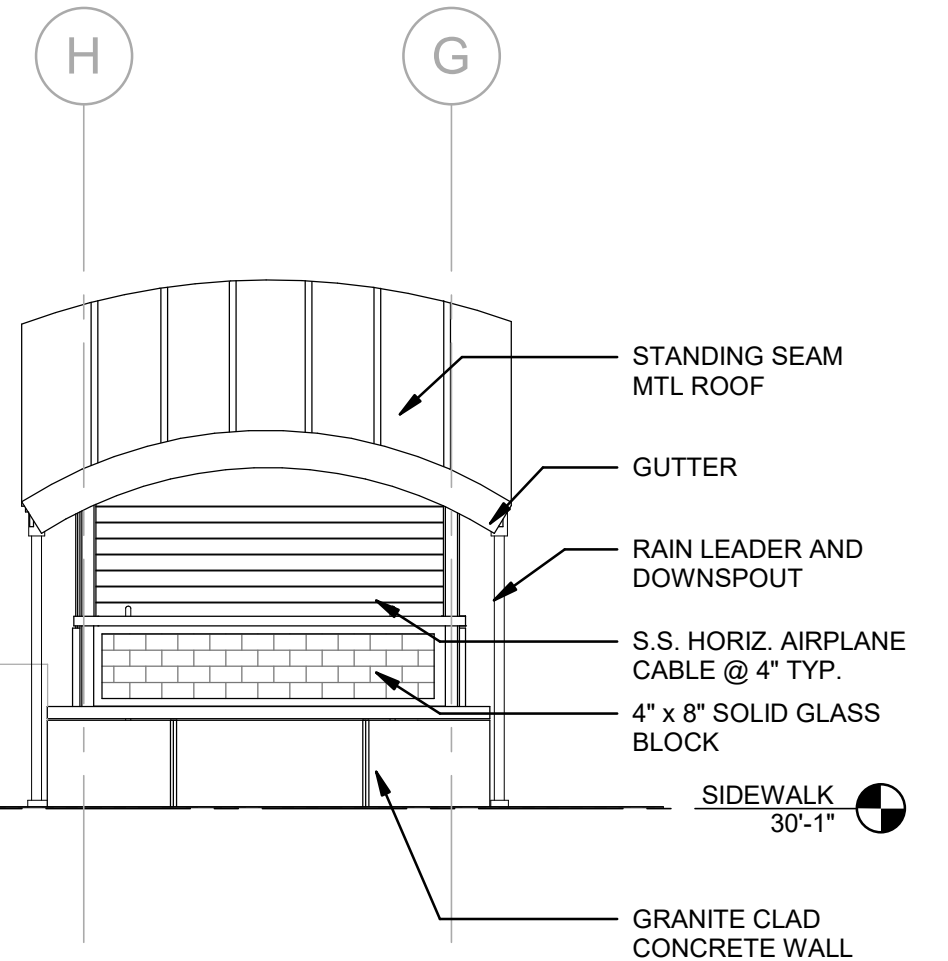
MARCH 13, 2024

A-25

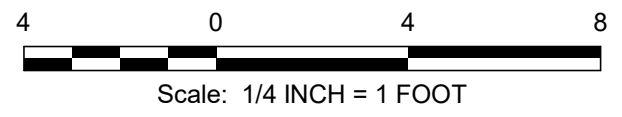




1 STAIR HEADHOUSE - TYP. WEST ELEVATION
 A-26 SCALE: 1/4" = 1'-0"



2 STAIR HEADHOUSE - TYP. SOUTH ELEVATION
 A-26 SCALE: 1/4" = 1'-0"



STAIR HEADHOUSE TYPICAL ELEVATIONS 2

LOMBARD-SOUTH 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

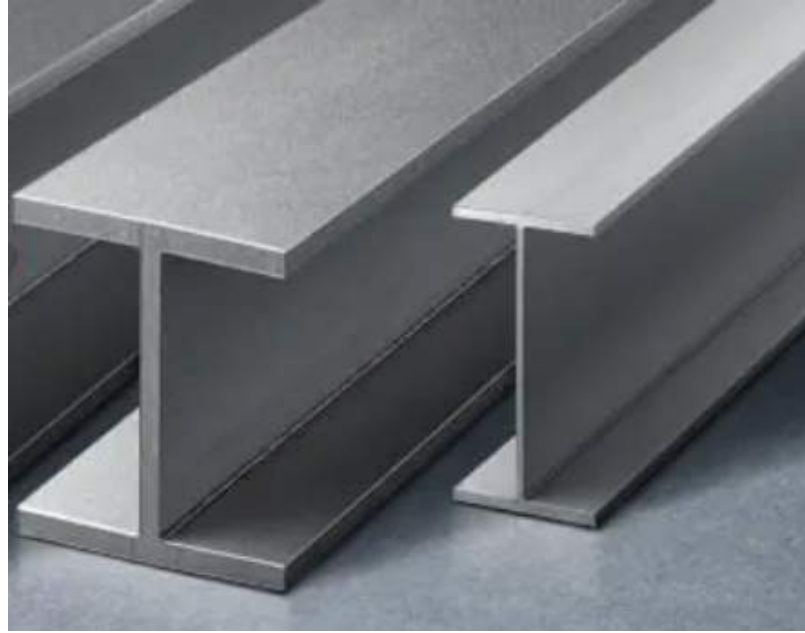


3 PERSPECTIVE OF EXISTING SENIOR CENTER LOOKING NE
A-27



4 PERSPECTIVE OF EXISTING SENIOR CENTER LOOKING SOUTH
A-27

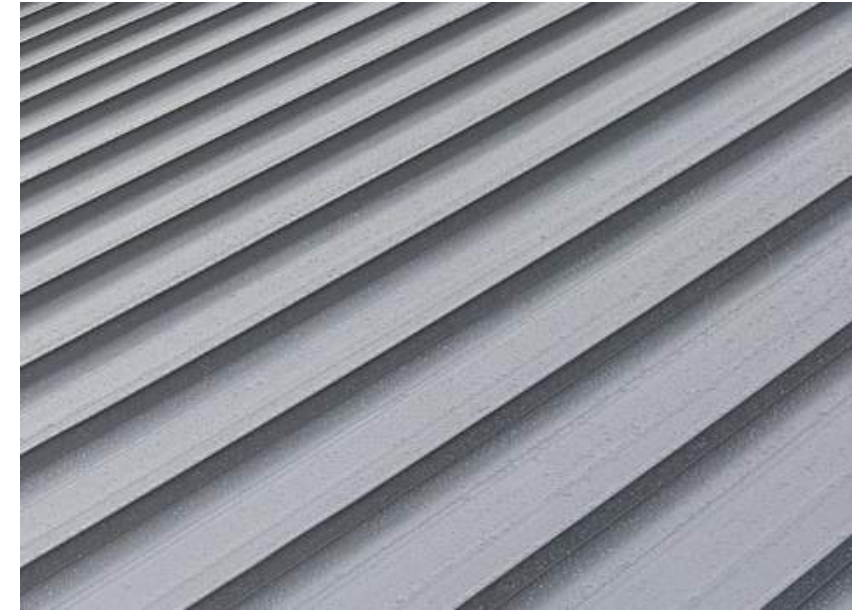
EXISTING PERSPECTIVES
LOMBARD-SOUTH STATION
MARCH 13, 2024
A-27



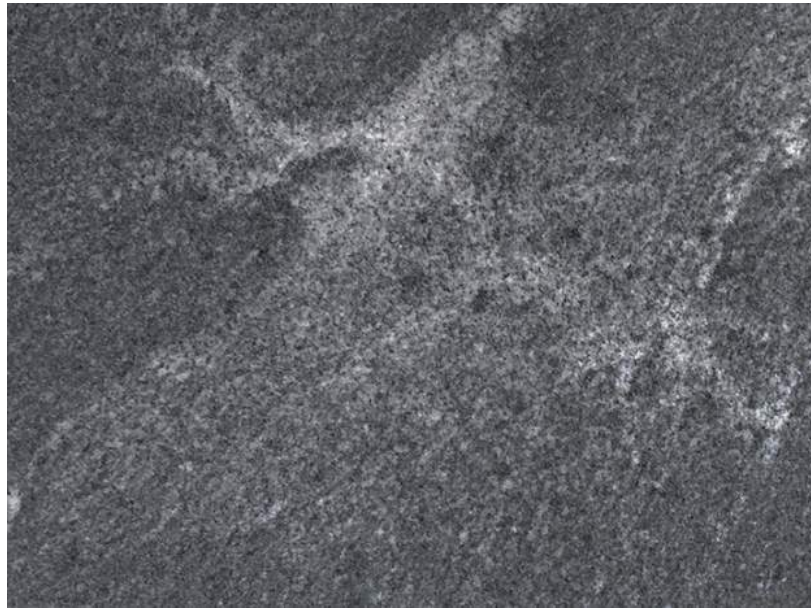
STAINLESS STEEL



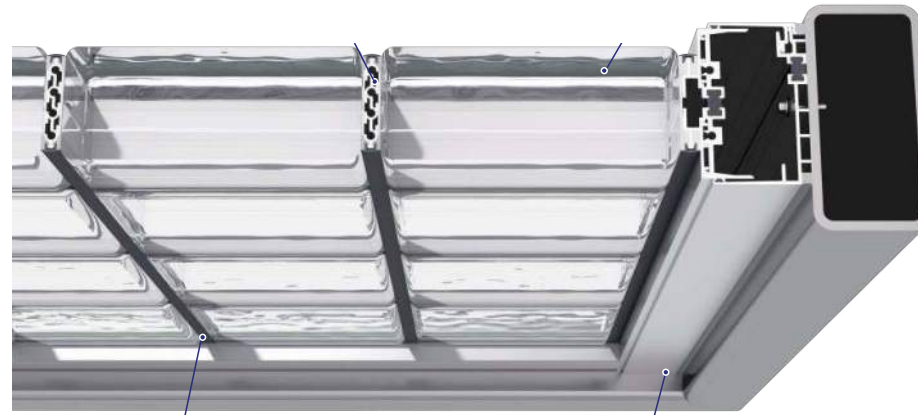
SS AIRCRAFT CABLE



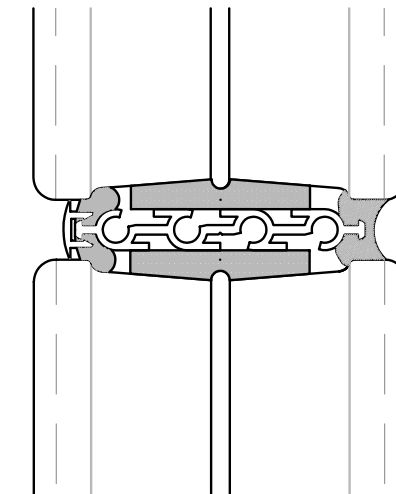
STANDING SEAM ROOF



GRANITE CLADDING



**MORTARLESS
GLASS BLOCKS 8x8**



**MORTARLESS
GLASS BLOCKS 4x8**