Civic Design Review

1001 S. Broad Street

Philadelphia, PA

Tower Investments, Inc.
817 N. 3rd Street
Philadelphia, PA 19123

Cope Linder Architects LLC
1700 Market Street, Suite 2005
Philadelphia, Pennsylvania 19103
www.Cope-Linder.com

BOHLER ENGINEERING
1515 Market Street, Suite 920
Philadelphia, PA 19102

16 February 2016

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PHILADELPHIA CITY PLANNING COMMISSION

CIVIC DESIGN REVIEW

CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 658972

What is the trigger causing the project to require CDR Review? Explain briefly. Case #1:

1.) Creating greater than 50,000 sf of new GFA

2.) Creating greater than 50 dwelling units.

PROJECT LOCATION

Planning District: South **Council District:** 2nd

Address: 1001 S. Broad Street
Philadelphia, PA

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

CONTACT INFORMATION

Applicant Name: Ronald J. Patterson, ESQ. **Primary Phone:** (215) 569-4585

Email: rpatterson@klehr.com **Address:** Klehr Harrison Harvey Branzburg, LLP
1835 Market Street, Suite 1400
Philadelphia, PA 19103

Property Owner: NH Philadelphia Properties
Natixis Real Estate Company **Developer** Tower Investments, Inc.

Architect: Cope Linder Architects, LLC

CONTINUED ON NEXT PAGE

SITE CONDITIONS

Site Area: 195,694 SF

Existing Zoning: CMX-5 **Are Zoning Variances required?** Yes X No ____

SITE USES

Present Use: Vacant Lot

Proposed Use: Mixed use-Commercial/ Residential Development

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
Includes +/- 1000 Residential Units, +/- 77,000 SF Retail at Ground level, +/- 66,000 SF Retail/ Restaurants at Podium (4th level Roof), +/- 25,000 SF Multi-tenant Office Space,

Proposed # of Parking Units: +/- 620 Parking Spaces

COMMUNITY MEETING

Community meeting held: Yes X No ____ 11+ Meetings

If yes, please provide written documentation as proof.

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

Date: February 25, 2016 **Time:** 7:30pm

Introduction

1001 South Broad Street is a proposed mixed-use development located at Washington Avenue, traditionally viewed as a "gateway" intersection between South Philadelphia and Center City. The site is bounded by South Broad Street to the west, Washington Avenue to the south, N. 13th Street on the east and Carpenter St. to the north. The conceptual massing, Gross Floor Area and the complement of accessory parking for the proposed redevelopment of this presently-vacant parcel, is well within the permitted FAR (Gross Floor Area) and bulk standards. The project encompasses both residential lobbies and commercial retail spaces at the street level, with retail frontages arrayed along both Broad St. and Washington Avenue. The larger 34 story, 800-unit luxury apartment tower will have a dramatic residential entry and lobby, at the corner of Broad and Carpenter Streets, identified by a marquee canopy. Residents will be afforded a compelling array of common area amenities. A smaller residential building with approximately 60 units will be located along S. 13th Street with residents entering through a modest street-level lobby and ascending to the forth level with additional lobby amenities and an outdoor veranda. Additional commercial/retail and dining establishments are proposed on the fourth level "Village" with its main public entrance portal at the NW corner of Washington and 13th Street. The "Village" is contemplated to include graciously-sized, internalized outdoor gathering spaces and more intimate meandering landscaped exterior pathways lined with small retail boutiques and both formal and casual dining establishments, reminiscent of a village in Provence. Overlooking the pedestrian streets of the "Village" just below will be two-stories of quaint but luxurious "walk-up" apartments with a total of approximately 100-120 additional units. In addition, there will be available office space for modestly-sized business concerns and "co-working" users. These are located in the lower levels of the building, poised above the Broad & Carpenter and 13th & Washington corners. Accessory parking is proposed on three (3) levels of a structured self-park garage that is concealed from public view. The garage will accommodate approximately +/-625 spaces for the use of residents, retail customers and visitors alike. Vehicle access to both the parking facility and the numerous internal off-street loading dock facilities is proposed to be through curb-cuts and entrance portals, two of which are along Carpenter Street and one along Washington Avenue. No curb cuts are proposed along S. Broad Street or S. 13th Street.

1001 South Broad Street holds the promise to be a truly sophisticated, elegant and vibrant, "live, work and play" environment, providing tremendous amenities and convenience for both its tenants and the residents of the larger neighborhood alike.

Mixed-Use SF Program Summary

Total Proposed Gross Building Area +/-1,800,000 SF (including normally exempt retail and loading areas)
Retail: Ground Level- +/-77,000; Fourth, "Village Level"- +/-66,000;
Total Retail: +/-143,000 SF
Parking: +/-260,000 SF (+/- 625 spaces)
Residential: +/-1,082,055 SF (950-1,000 units)

Zoning Data

District: CMX-5 and Center City Overlay District- Center City Residential District Control Area (14-502(2)(b)(.30)); Center City Commercial Area (14-502(2)(b)(.3)); Broad Street Area South (14-502 (2)(b)(.18)); Residential Parking Control Area (14-502(2)(b)(.20))
Lot Area: 195,694 SF (+/- 4.4 acres)
Maximum Allowable FAR (1200% Lot Area): 2,348,328 SF Gross Floor Area
Height Limit: None applicable

The proposed project will require zoning variance relief for the proposed parking garage (which is not permitted on S. Broad Street) and using roof decks for non-residential uses. The project also requires zoning "Special Exception" relief for the parking to be located within an above-ground garage, and which special exception relief also requires the submission of a Traffic Impact Study. The development will provide ample and dedicated off-street loading spaces for all the contemplated uses, however technical variance relief will be required, with respect to loading dock depth as the facility has been designed to accommodate 30' box trucks for routine deliveries. To clarify the loading dock depth reduction was not part of the original zoning application and refusal. Therefore, we will amend the plans at the ZBA hearing.

Signage shown on this application is for illustrative purposes only and will be subject to separate and subsequent approvals once specific retail tenants have been identified.

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Regional Location Map

Neighborhood Location Map

View Southeast

View Southwest

View North

Aerial

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Site Location & Context

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View from Washington Avenue looking East

View from Broad Street looking North

View from Washington Avenue looking West

View from Washington Avenue looking North

Site Photographs

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1001 S. Broad Street

Site Photographs

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UTILITIES

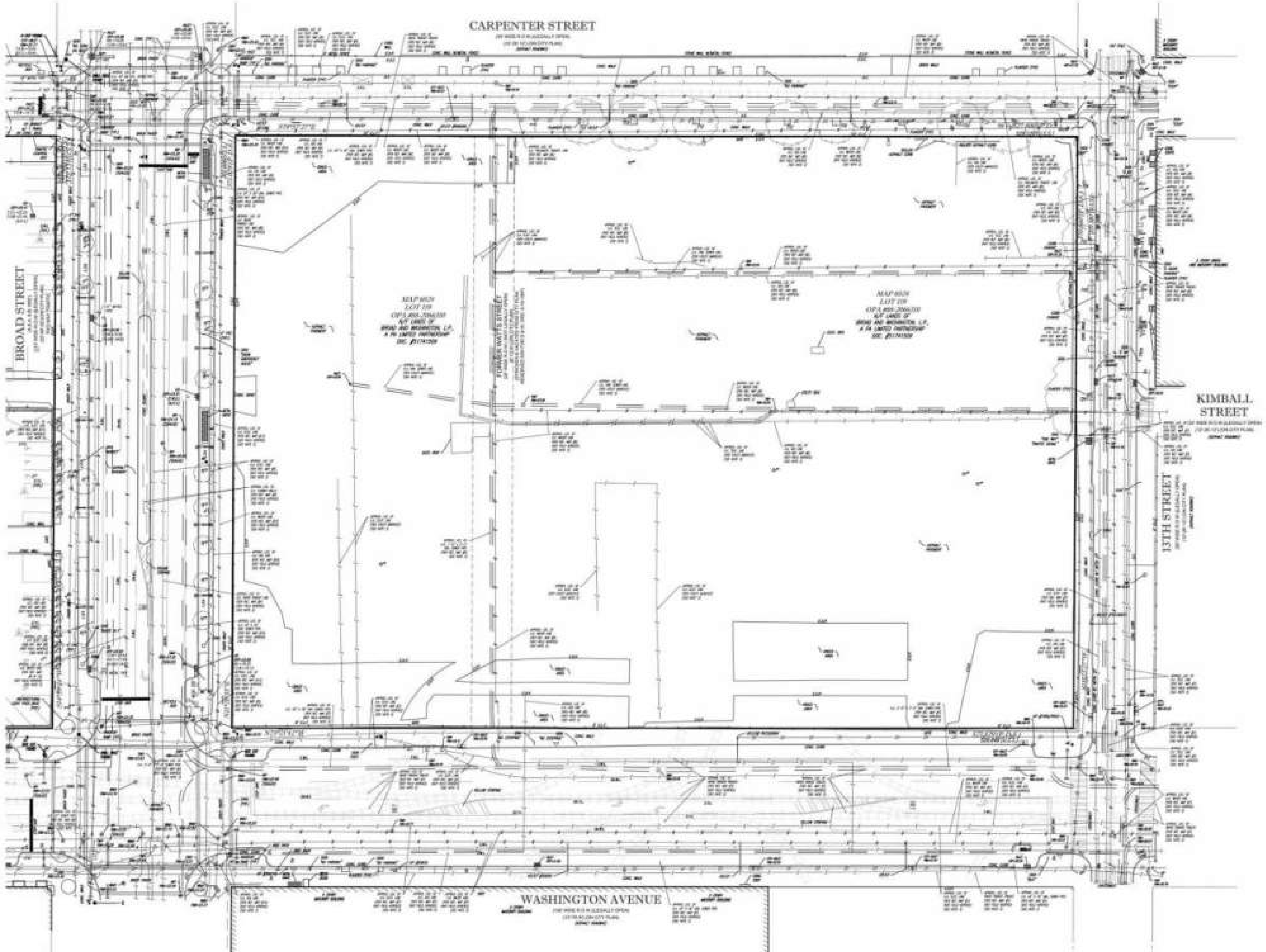
THE FOLLOWING COMPANIES WERE NOTIFIED BY THE PENNSYLVANIA ONE CALL SYSTEM (1-800-242-1776) AND REQUESTED TO MARK OUT UNDERGROUND FACILITIES AFFECTING AND SERVICING THIS SITE. THE UNDERGROUND UTILITY INFORMATION SHOWN HEREON IS BASED UPON THE UTILITY COMPANIES RESPONSE TO THIS REQUEST. SERIAL NUMBER: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

UTILITY COMPANY	PHONE NUMBER
AT & T	800-222-0400
COMCAST CABLEVISION	215-961-3800
PECO	610-543-5522
PHILADELPHIA GAS WORKS	215-978-3000
PHILADELPHIA CITY WATER DEPT	215-685-6300
PHILADELPHIA DEPT OF STREETS	215-686-5503
SEPTA	215-580-7800
VERIZON	215-963-6000
ZAYO BANDWIDTH	919-776-0101

ZONING INFORMATION
DISTRICT ZONING CMX-3 - "COMMERCIAL DISTRICT"
SOURCE: PHILADELPHIA ZONING AND PLANNING

ITEMS	REQUIRED
MIN LOT AREA	N/A
MIN FRONTAGE	N/A
MIN FRONT YARD DEPTH	N/A
MIN SIDE YARD WIDTH	IF USED: BUILDINGS = OR < 4 STORIES WITH THREE OR FEWER DWELLING UNITS = 5; OTHERS = 8
MIN REAR YARD DEPTH	N/A
MAX OCCUPIED AREA (% OF LOT)	BUILDINGS = OR < 3 STORIES WITH THREE OR FEWER DWELLING UNITS = 5; OTHERS = 8
MAX FLOOR AREA	1200 [illegible]
MAX BUILDING HEIGHT	N/A
MIN CORNICE HEIGHT	N/A

NOTE: ZONING CRITERIA IDENTIFIED HEREON ARE BASED UPON PRELIMINARY RESEARCH AND PRESENTED FOR REFERENCE ONLY. SAME MUST BE CONFIRMED WITH LOCAL ZONING OFFICIAL AND LEGAL COUNSEL TO CONFIRM VALIDITY.



VICINITY MAP
NOT TO SCALE

NOTES:

1. PROPERTY KNOWN AS LOT 119, MAP 6 S 24, OPA #88-2066310 AS IDENTIFIED ON THE TAX REGISTRY OF THE CITY & COUNTY OF PHILADELPHIA, COMMONWEALTH OF PENNSYLVANIA.
2. AREA (P.D.S.) = 194,691 SQUARE FEET OR 4.46944 ACRES
AREA (U.S.S.) = 194,670 SQUARE FEET OR 4.47049 ACRES
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.
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 TOWER INVESTMENTS.
15. BUILDING DIMENSIONS SHOWN HEREON ARE MEASURED AT GROUND LEVEL OF BUILDING EXTERIOR.

REFERENCES:

1. MAP 6 S 24 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, PENNSYLVANIA, PHILADELPHIA COUNTY, PANEL 183 OF 230, MAP NUMBER 4207570183G, MAP REVISED: JANUARY 17, 2007.
3. CITY STATUS CARDS "LC00[illegible], 13TH ST. FROM ELLSWORTH ST. TO CARPENTER ST.", "LC00[illegible], BROAD ST. FROM ELLSWORTH ST. TO CARPENTER ST.", "LC00[illegible], CARPENTER ST. FROM BROAD ST. TO 13TH ST.", "LC00[illegible], WASHINGTON AVE. FROM BROAD ST. TO 13TH ST.", PROVIDED BY THE CITY OF PHILADELPHIA.
4. MAP ENTITLED "CITY OF PHILADELPHIA BOARD OF HIGHWAY SUPERVISORS, ROOM 1013, CITY HALL ANNEX, 14-S-12", PROVIDED BY THE CITY OF PHILADELPHIA, REVISED DATE 1-28-[illegible].
5. MAP ENTITLED "CITY OF PHILADELPHIA BOARD OF HIGHWAY SUPERVISORS, ROOM 1013, CITY HALL ANNEX, 14-S-11-A", PROVIDED BY THE CITY OF PHILADELPHIA, REVISED DATE 5-14-[illegible].
6. MAP ENTITLED "CITY OF PHILADELPHIA BOARD OF HIGHWAY SUPERVISORS, ROOM 1013, CITY HALL ANNEX, 13-S-12", PROVIDED BY THE CITY OF PHILADELPHIA, REVISED DATE 5-10-[illegible].
7. MAP ENTITLED "CITY OF PHILADELPHIA BOARD OF HIGHWAY SUPERVISORS, ROOM 1013, CITY HALL ANNEX, 13-S-11-A", PROVIDED BY THE CITY OF PHILADELPHIA, REVISED DATE 6-8-[illegible].
8. MAP ENTITLED "DRAWINGS FOR CONSTRUCTION OF STATE ROUTE 0291, SECTION MOO IN PHILADELPHIA COUNTY", PREPARED BY COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION, DATED APRIL 27, 1987, SHEETS 1, 2 & 8 OF 10.
9. MAP ENTITLED "DRAWINGS FOR CONSTRUCTION OF LEG. ROUTE 67073, SECTION 007 IN PHILADELPHIA COUNTY AND STATE ROUTE 67072, SECTION 007 IN PHILADELPHIA COUNTY", PREPARED BY COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION, DATED MARCH 1, 1970, SHEETS 1, 4, 47 & 48 OF 132.
10. MAPS ENTITLED "CONDUIT MAP, BROAD ST. & WASHINGTON AVE.", "CONDUIT MAP, WASHINGTON AVE. & 13TH ST.", CONDUIT MAP, BROAD & CARPENTER STS.", PROVIDED BY PECO.
11. MAP OBTAINED FROM THE CITY OF PHILADELPHIA WATER DEPARTMENT ENTITLED "BROAD ST. W.H.L. CARPENTER TO N.H.L. CHRISTIAN", SHEET 1 OF 1, PLATE 24-A & B, DATED REVISED 6-11-[illegible].
12. MAP OBTAINED FROM THE CITY OF PHILADELPHIA WATER DEPARTMENT ENTITLED "CARPENTER ST. W.H.L. BROAD ST. TO E.H.L. 13TH ST.", SHEET 1 OF 1, PLATE 22 & 22A, 14-W, DATED 2/1/[illegible].
13. MAP ENTITLED "BROAD STREET, CITY TRANSIT DIVISION DUCTBANK, ELECTRICAL", PREPARED BY SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY ENGINEERING, MAINTENANCE AND CONSTRUCTION, DWG. [illegible].
14. MAP ENTITLED "KIMBALL ST. WATTS ST. TO 13TH ST., PHILADELPHIA", PROVIDED BY VERIZON, DATED 12-8-40.
15. MAP ENTITLED "13TH ST. CHRISTIAN ST. TO ELLSWORTH ST., PHILADELPHIA, PROVIDED BY VERIZON DATED 2-[illegible].
16. MAP OBTAINED FROM THE CITY OF PHILADELPHIA WATER DEPARTMENT ENTITLED "SEWER RECONSTRUCTION BUILT IN BROAD STREET (WEST SIDE) FROM CARPENTER ST. TO CHRISTIAN ST., 30TH WARD, PHILA., PA".
17. MAP ENTITLED "ALTA/ACSM LAND TITLE SURVEY, 1001-33 WASHINGTON AVE., 1300-42 CARPENTER STREET & 1001-29 S. BROAD ST., CITY OF PHILADELPHIA, PHILADELPHIA COUNTY, 2ND WARD, PENNSYLVANIA" PREPARED BY BARTON & MARTIN ENGINEERS, DATED 2-10-07, REVISED 4-27-07, PROJECT #[illegible].

LEGEND

× 10.00	EXISTING SPOT ELEVATION
× TC 10.00	EXIST. TOP OF CURB ELEVATION
× G 10.00	EXIST. GUTTER ELEVATION
× TW 10.00	EXIST. TOP OF WALL ELEVATION
× BW 10.00	EXIST. BOTTOM OF WALL ELEVATION
	OVERHEAD WIRES
—G—	APPROX. LOC. UNDERGROUND GAS LINE
—E—	APPROX. LOC. UNDERGROUND ELEC. LINE
—S—	APPROX. LOC. UNDERGROUND SAN. LINE
—T—	APPROX. LOC. UNDERGROUND TEL. LINE
—W—	APPROX. LOC. UNDERGROUND WATER LINE
	DEPRESSED CURB
	HYDRANT
	WATER VALVE
	WATER METER
	GAS VALVE
	GAS METER
	ELECTRIC METER
DMH	DRAINAGE/STORM MANHOLE
SMH	SANITARY/SEWER MANHOLE
TMH	TELEPHONE MANHOLE
EMH	ELECTRIC MANHOLE
MH	UNKNOWN MANHOLE
WMH	WATER MANHOLE
	CLEAN OUT
	POST
	VENT & NUMBER OF VENTS
UP	UTILITY POLE
UPLP	UTILITY POLE/LIGHT POLE
	GUY WIRE
	STREET LIGHT
	TRAFFIC SIGNAL POLE
	TRAFFIC SIGNAL
	PAINTED ARROWS
	SIGN
	BOLLARD
	BIKE RACK
	METAL GUIDE RAIL
	MONITORING WELL
	AREA LIGHT
	CATCH BASIN OR INLET
	DECIDUOUS TREE & TRUNK SIZE
	PARKING SPACE COUNT
U.G.	UNDER GROUND
BB CURB	BELGIUM BLOCK CURB
C.L.F.	CHAIN LINK FENCE
D.C.	DEPRESSED CURB
E.O.C.	EDGE OF CONC.
E.O.P.	EDGE OF PAVEMENT
MC	METAL COVER
(TYP.)	TYPICAL
D.W.P.	DETECTABLE WARNING PAD
S.W.L.	SOLID WHITE LINE
S.Y.L.	SOLID YELLOW LINE
D.Y.L.	DOUBLE YELLOW LINE
HT.	HEIGHT
DA.W.L.	DASHED WHITE LINE
DA.Y.L.	DASHED YELLOW LINE
BLDG.	BUILDING
	TITLE REPORT EXCEPTION
(P.D.S.)	PHILADELPHIA DISTRICT STANDARD
(U.S.S.)	UNITED STATES STANDARD

GRAPHIC SCALE
(IN FEET)
1 inch = 20 ft.

I HEREBY CERTIFY THAT 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. THAT THE PROPERTY LINES AND RELATIONSHIP OF BUILDINGS AND OTHER STRUCTURES TO THE PROPERTY LINES AND THE LAND INDICATED HEREON IS CORRECT, AND THAT THERE ARE NO ENCROACHMENTS OF BUILDINGS OR STRUCTURES ONTO SAID LAND EXCEPT AS SHOWN.

THE OFFSETS SHOWN ARE NOT TO BE USED FOR THE CONSTRUCTION OF ANY STRUCTURE, FENCE, PERMANENT ADDITION, ETC.

NOT VALID UNLESS SEALED IN RED INK

JAMES F. HENRY — DATE
PENNSYLVANIA PROFESSIONAL LAND SURVEYOR NO. SU[illegible]

FIELD DATE	2-8-2016
FIELD BOOK NO.	CP15-16
FIELD BOOK PG.	112
FIELD CREW	P.H.
DRAWN	P.V./M.C.B.

BOUNDARY & LOCATION SURVEY
TOWER INVESTMENTS
1001-1029 SOUTH BROAD STREET
OPA #88-2066310, LOT 119, MAP 6 S 24
CITY & COUNTY OF PHILADELPHIA
COMMONWEALTH OF PENNSYLVANIA

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CONTROL POINT ASSOCIATES, INC.

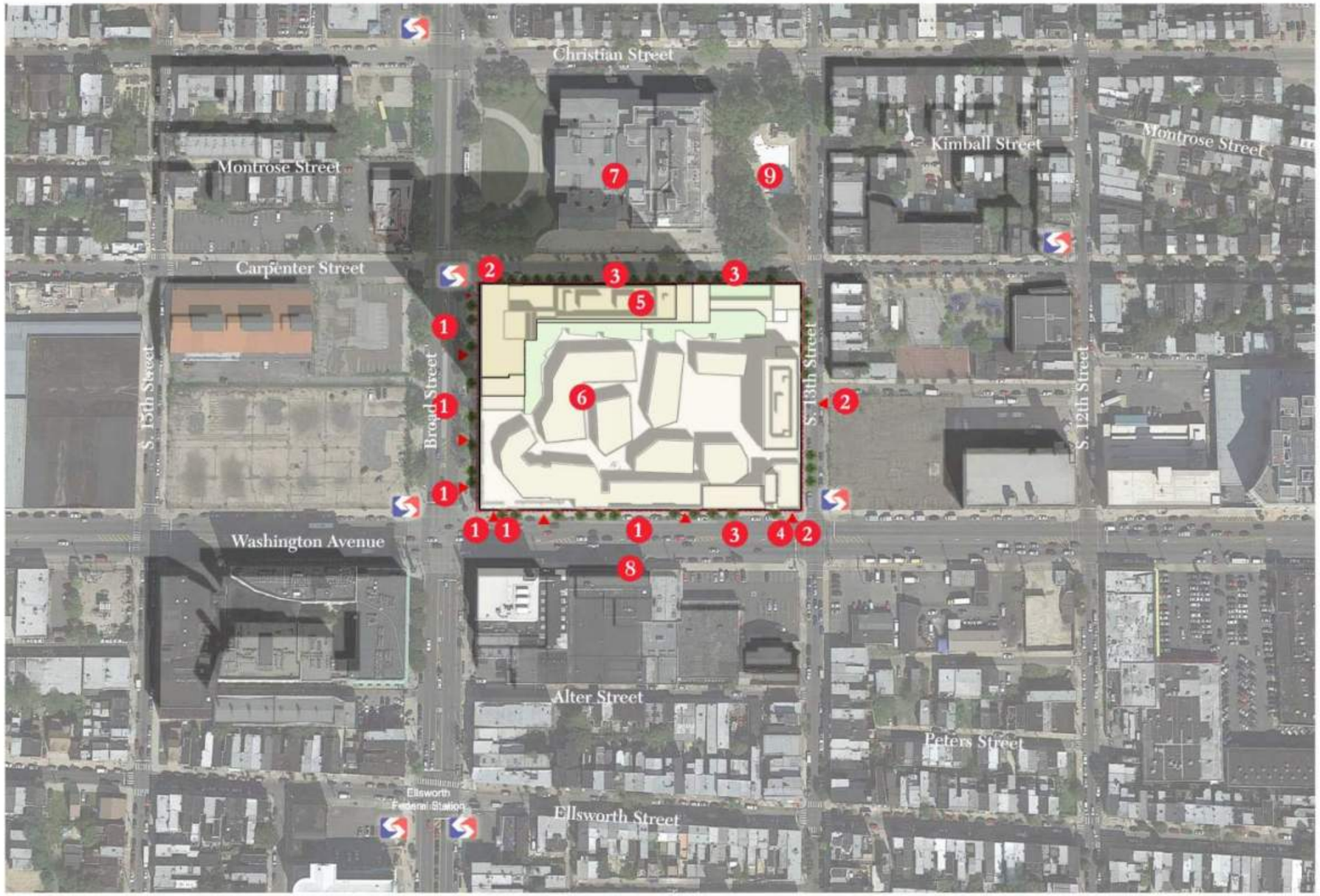
REVIEWED	APPROVED	DATE	SCALE	FILE NO.	DWG. NO.
S.C.H.	J.F.H.	2-12-2016	1"=20'	02-140374-00	1 OF 1

CONTROL POINT ASSOCIATES, INC. - ALL RIGHTS RESERVED

Key

1. Retail Entrances
2. Residential Entrance
3. Entrance to Parking
4. Village Entrance
5. Bike Parking
6. Village
7. Philadelphia High School for the Creative and Performing Arts
8. Existing Bike Lane
9. Public Pool

Existing Septa Bus Stop/ Broad Street Line Stop



0 20 40 80 160 240 4

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1001 S. Broad Street

Site Plan

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Street Level Floor Plan

0 15 30 60 90

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Street Level Floor Plan

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Light Fixtures

Proposed along Washington, 13th & Carpenter

Eggp Post

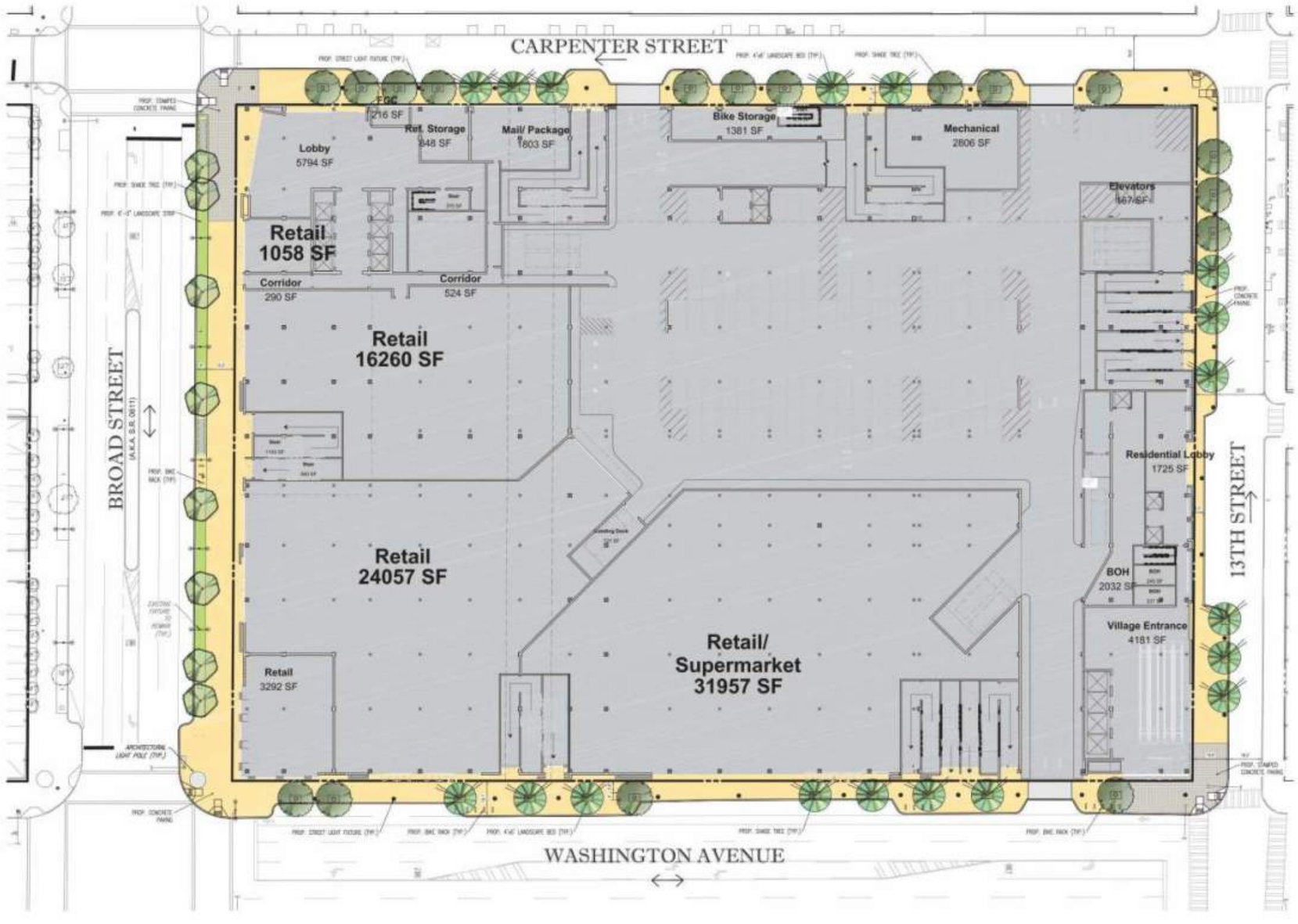
Existing fixtures to remain along Broad

Paving

Stamped Concrete Paving

Furnishings

Bike Racks



Trees & Groundcover

N

E

W

S

0 15 30 60 90

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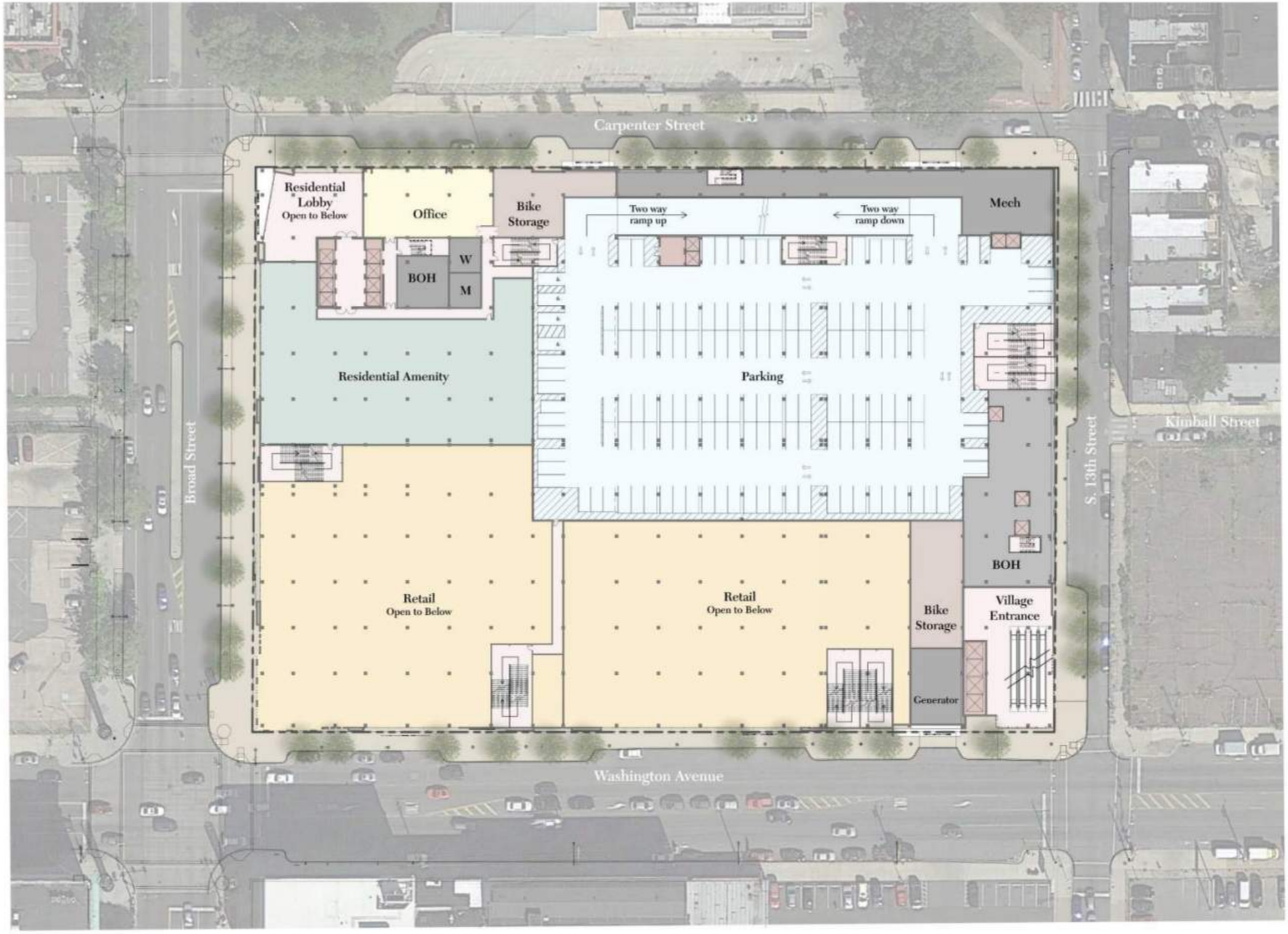
Streetscape Plan
16 February 2016

Tower Investments, Inc.
917 N. 3rd Street
Philadelphia, PA 19123

1001 S. Broad Street

Streetscape Plan

BOHLER ENGINEERING
1600 MANOR DRIVE, SUITE 200, CHALFONT, PA 18914
PHONE: (215) 996-9100 FAX: (215) 996-9102



P-2 Parking Tier

0 15 30 60 90

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P-2 Parking Tier

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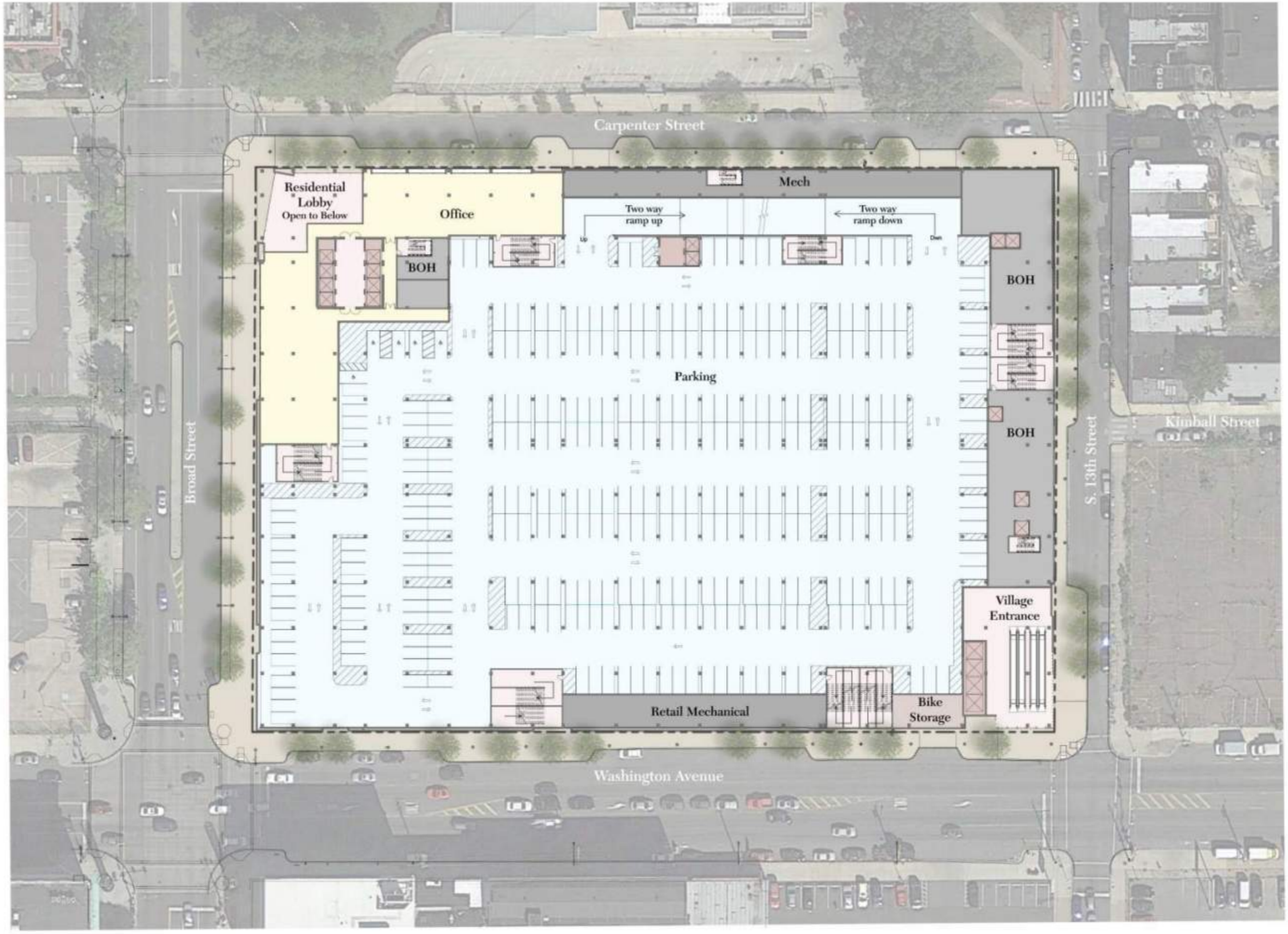

P-3 Parking Tier

0 15 30 60 90

8

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1001 S. Broad Street

P-3 Parking Tier & Mechanical Level

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4th Floor Village

0 15 30 60 90

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1001 S. Broad Street

4th Floor Village

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Residential Floors 5-6

0 15 30 60 90

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Residential Floors 5-6

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Residential Floors 7-11

0 15 30 60 90 11

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Residential Floors 7-11

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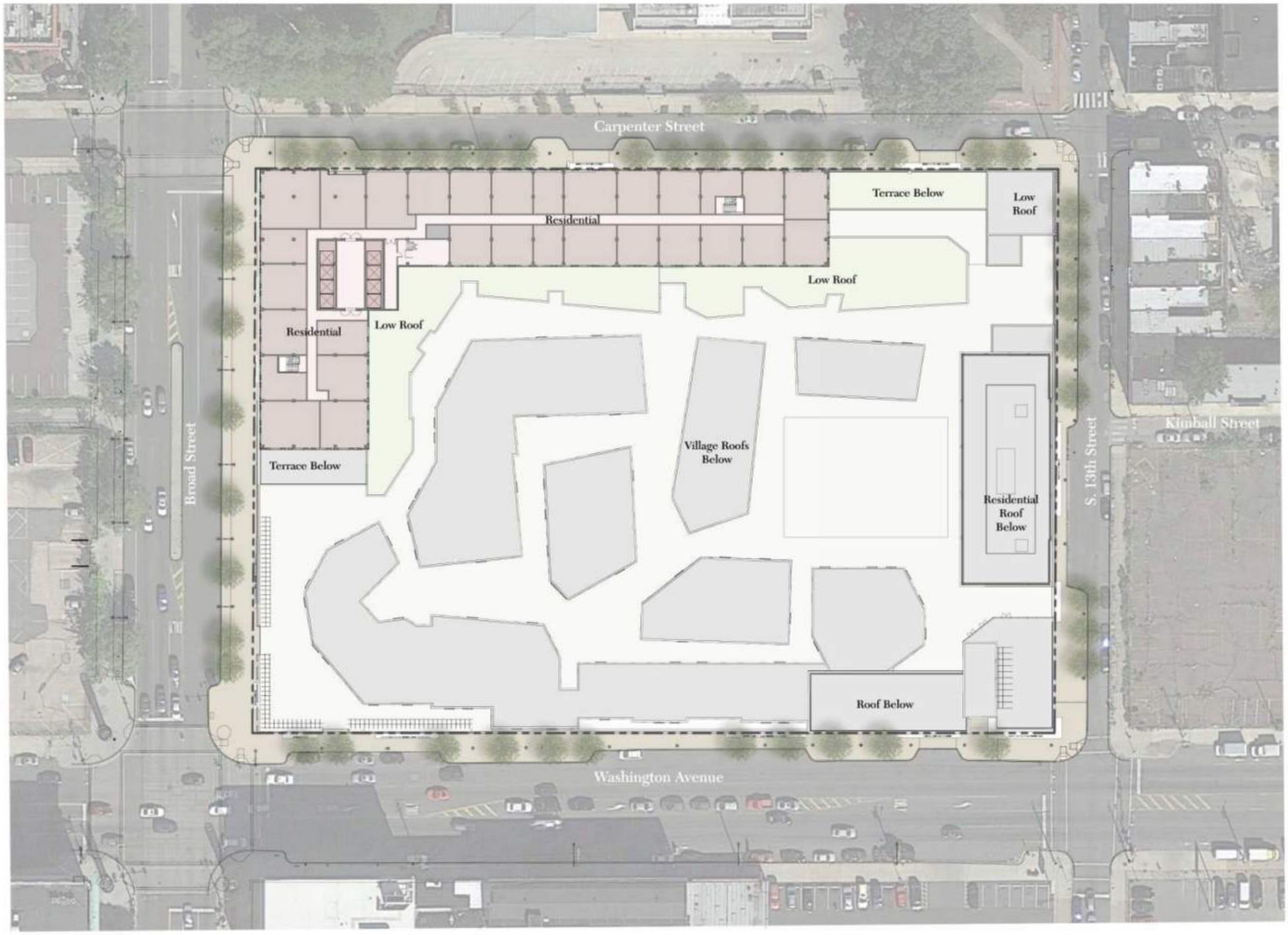

Residential Floors 12-15

0 15 30 60 90 12

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Residential Floors 12-15

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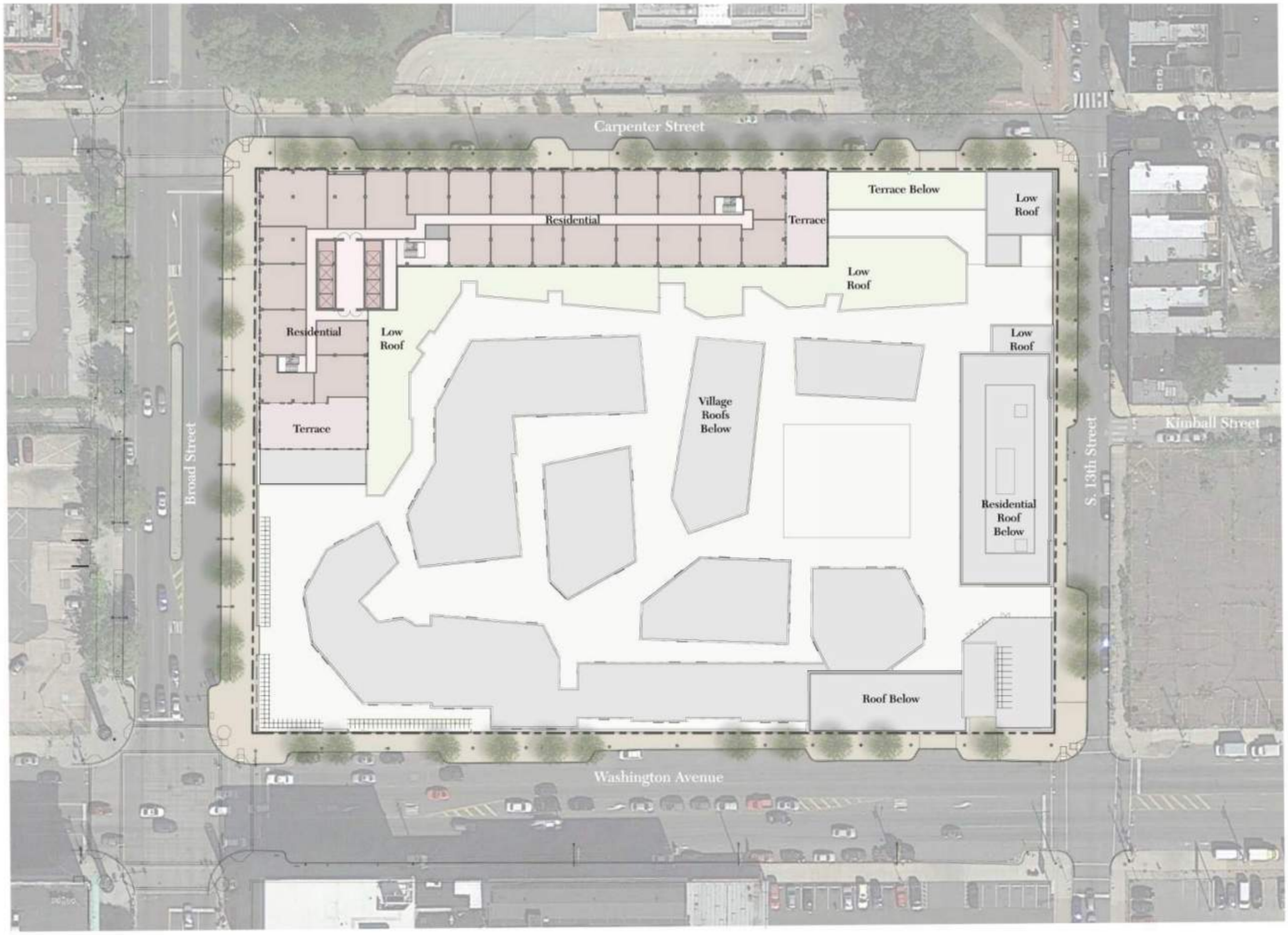

Residential Floors 16-32

0 15 30 60 90 13

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Residential Floors 16-32

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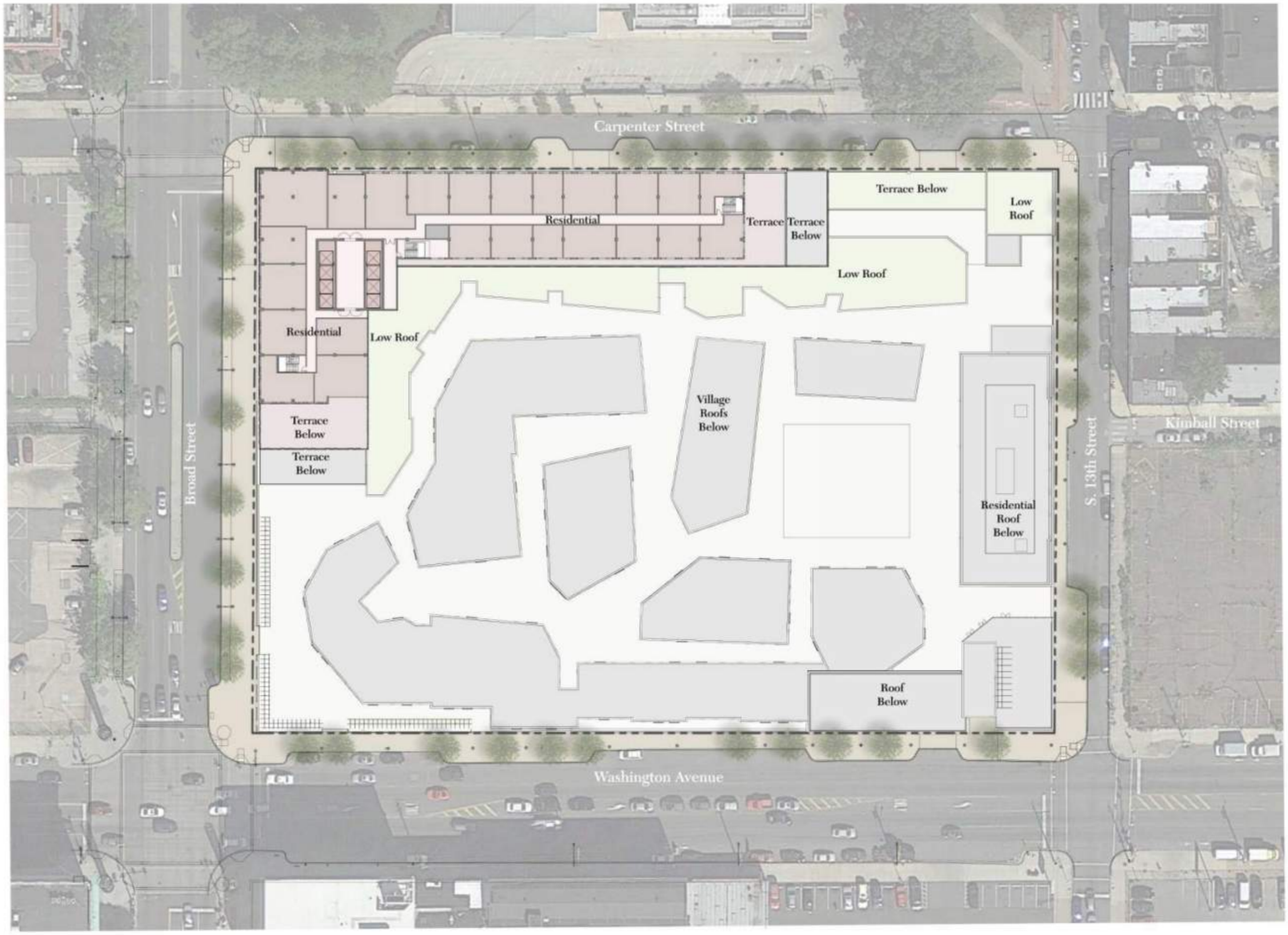

Residential Floors 33-34

0 15 30 60 90 14

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1001 S. Broad Street

Residential Floors 33-34

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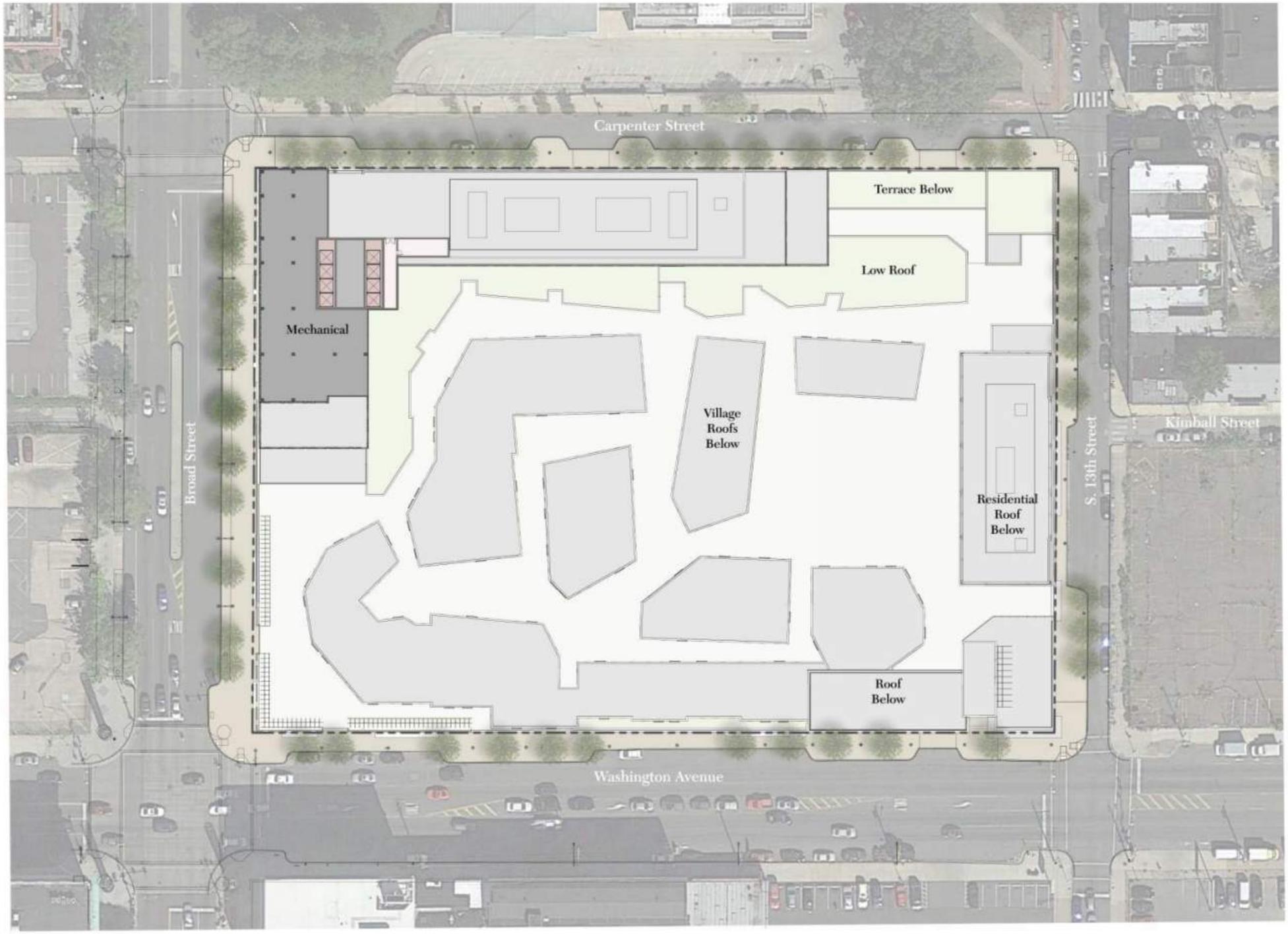

Composite Roof Plan

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Composite Roof Plan

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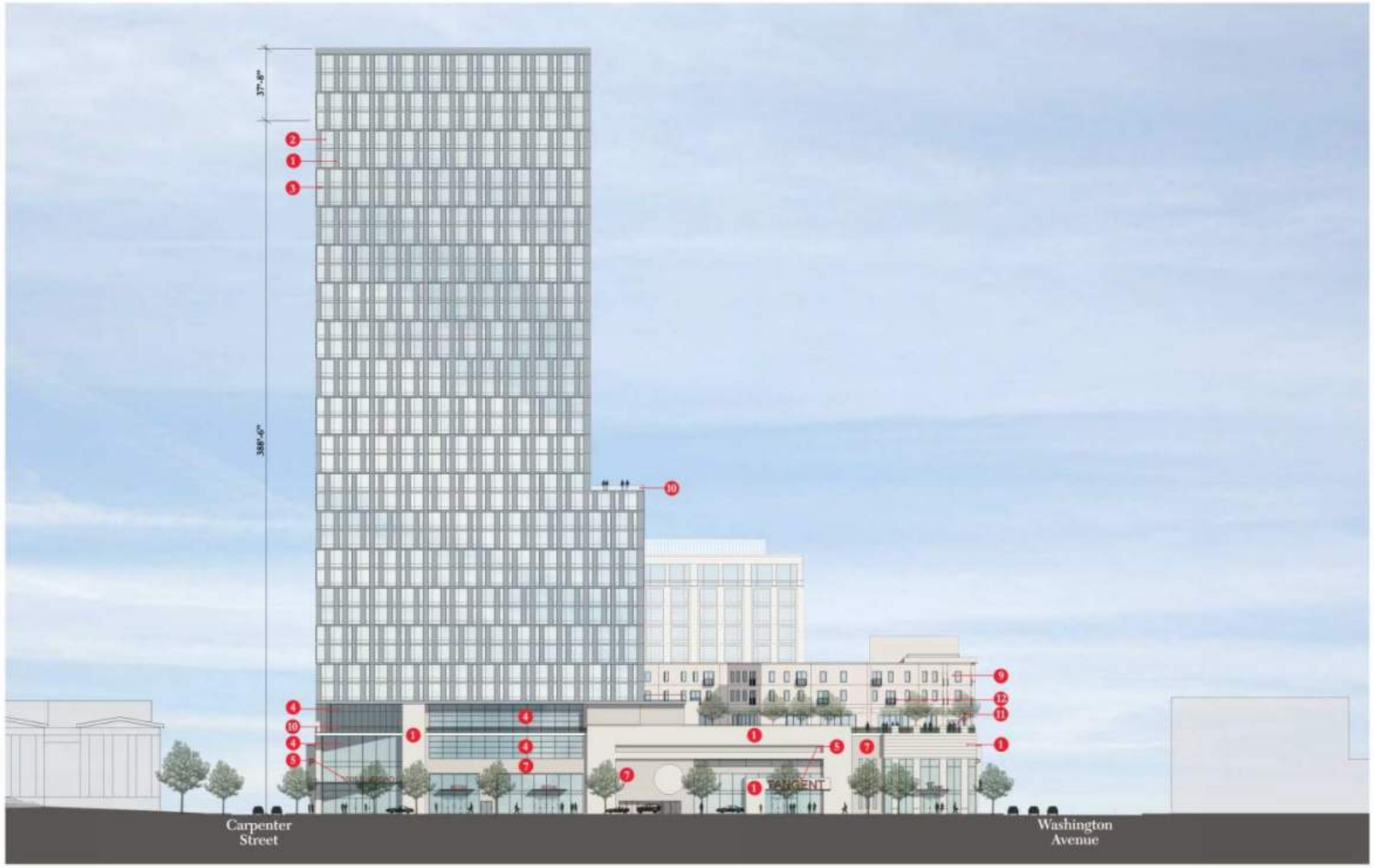
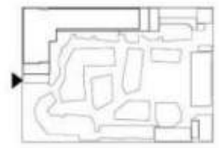


Key

1. Architectural Compositie Metal Panel
2. Unitized Window Wall System
3. Metal Slab Edge Cover
4. Curtain Wall
5. Architectural Break Metal
6. Pre-Fabricated Gasketed Metal Wall Panel System
7. Architectural Precast/ Terracotta
8. Ventilation Grill
9. Stucco
10. Glass Guardrail/ Balustrade
11. Cable Guardrail
12. Juliet Balcony
13. Metal Mechanical Screen Enclosure
14. Green Screen



West Elevation

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West Elevation

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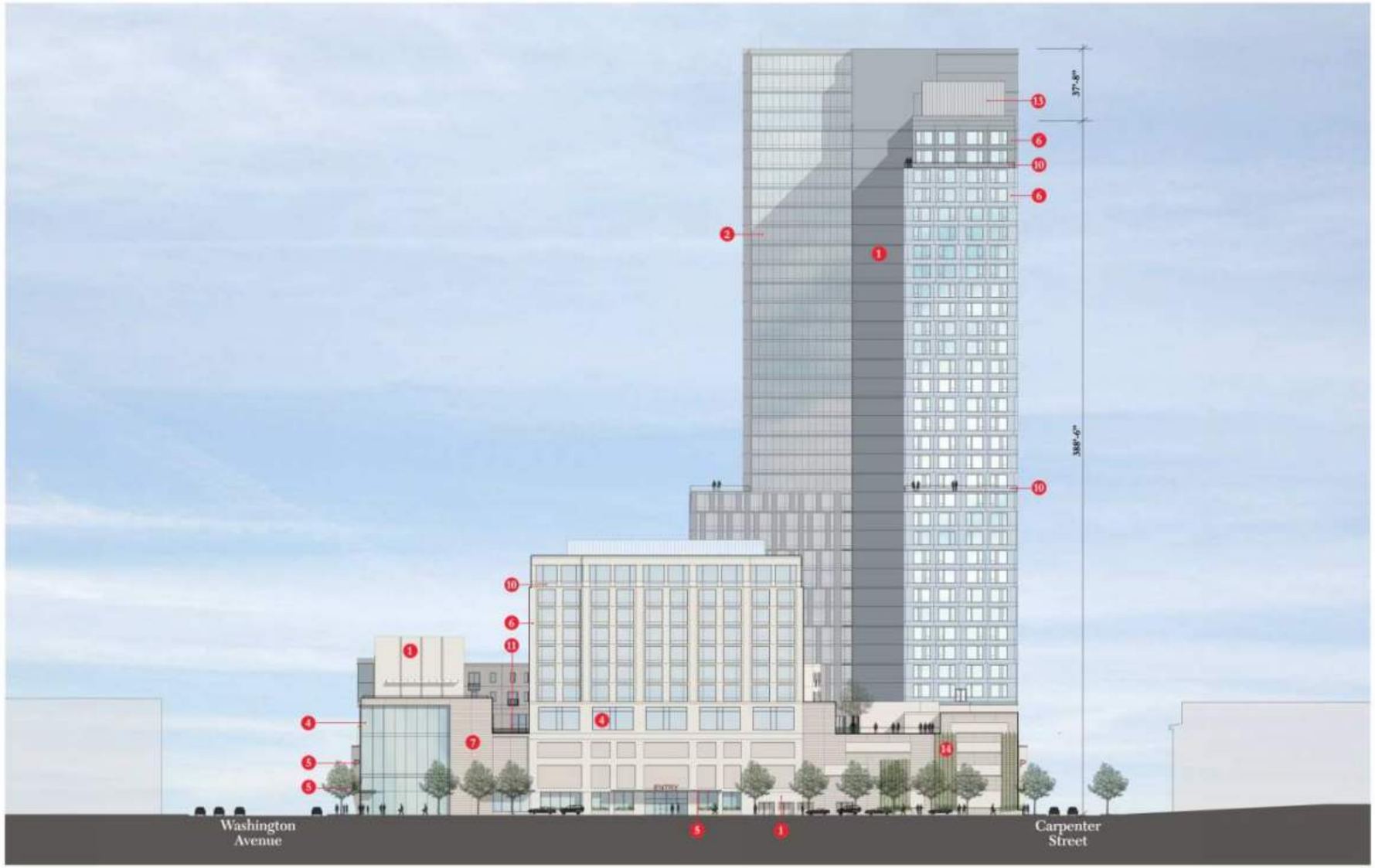

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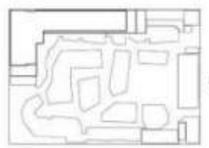

East Elevation

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East Elevation

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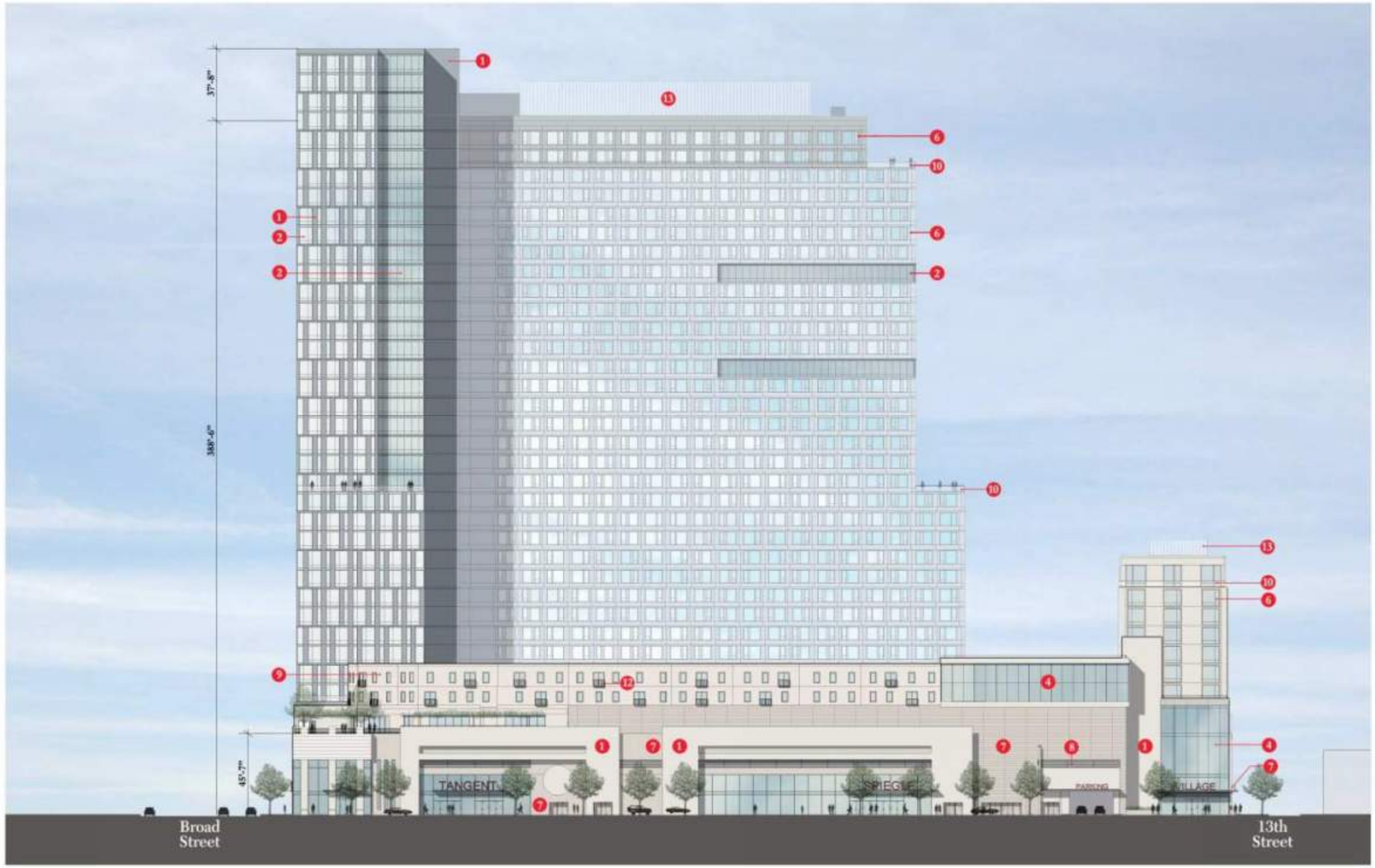

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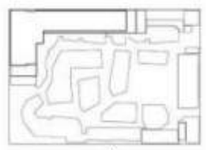

South Elevation

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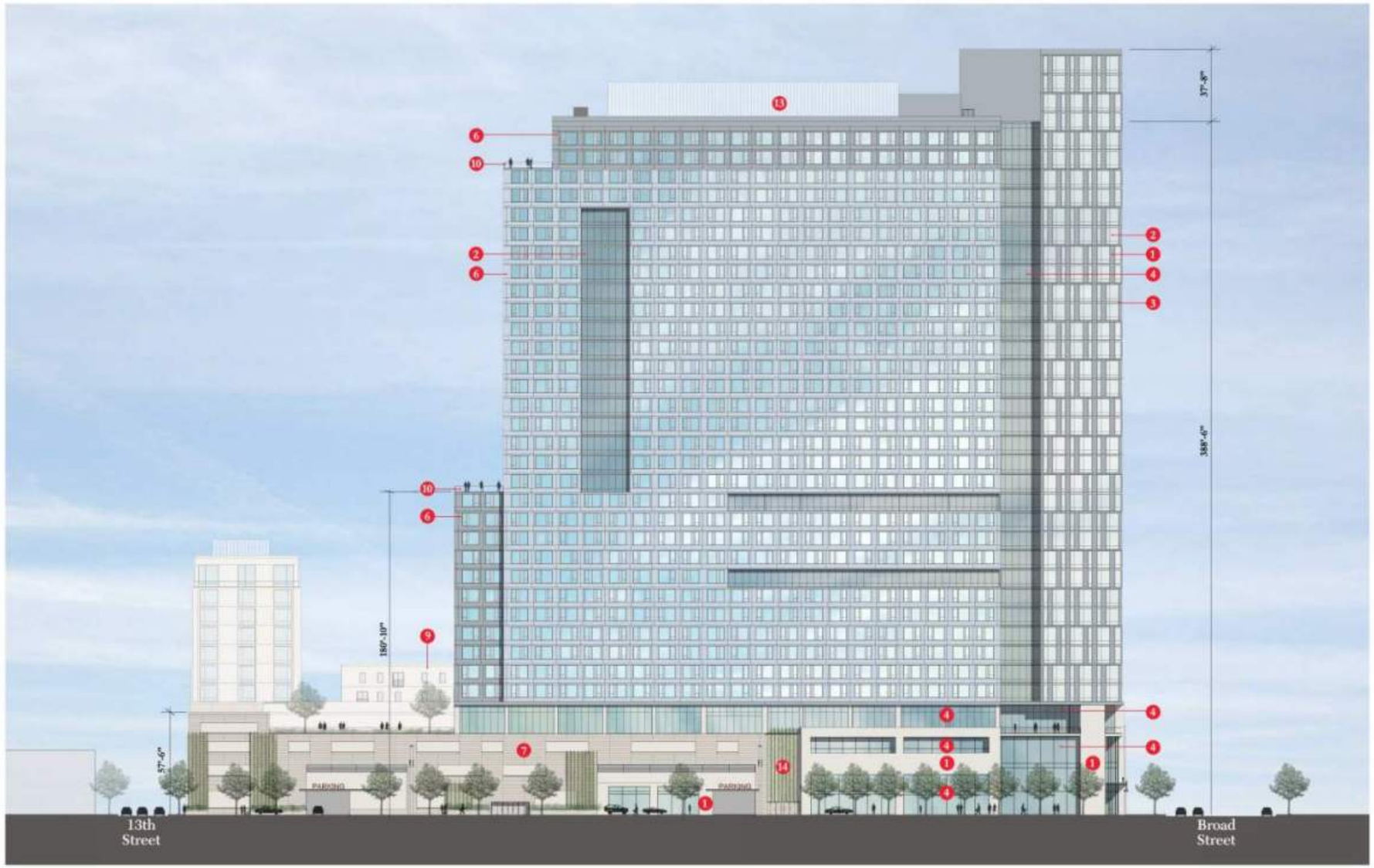

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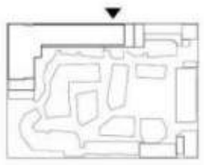

North Elevation

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North Elevation

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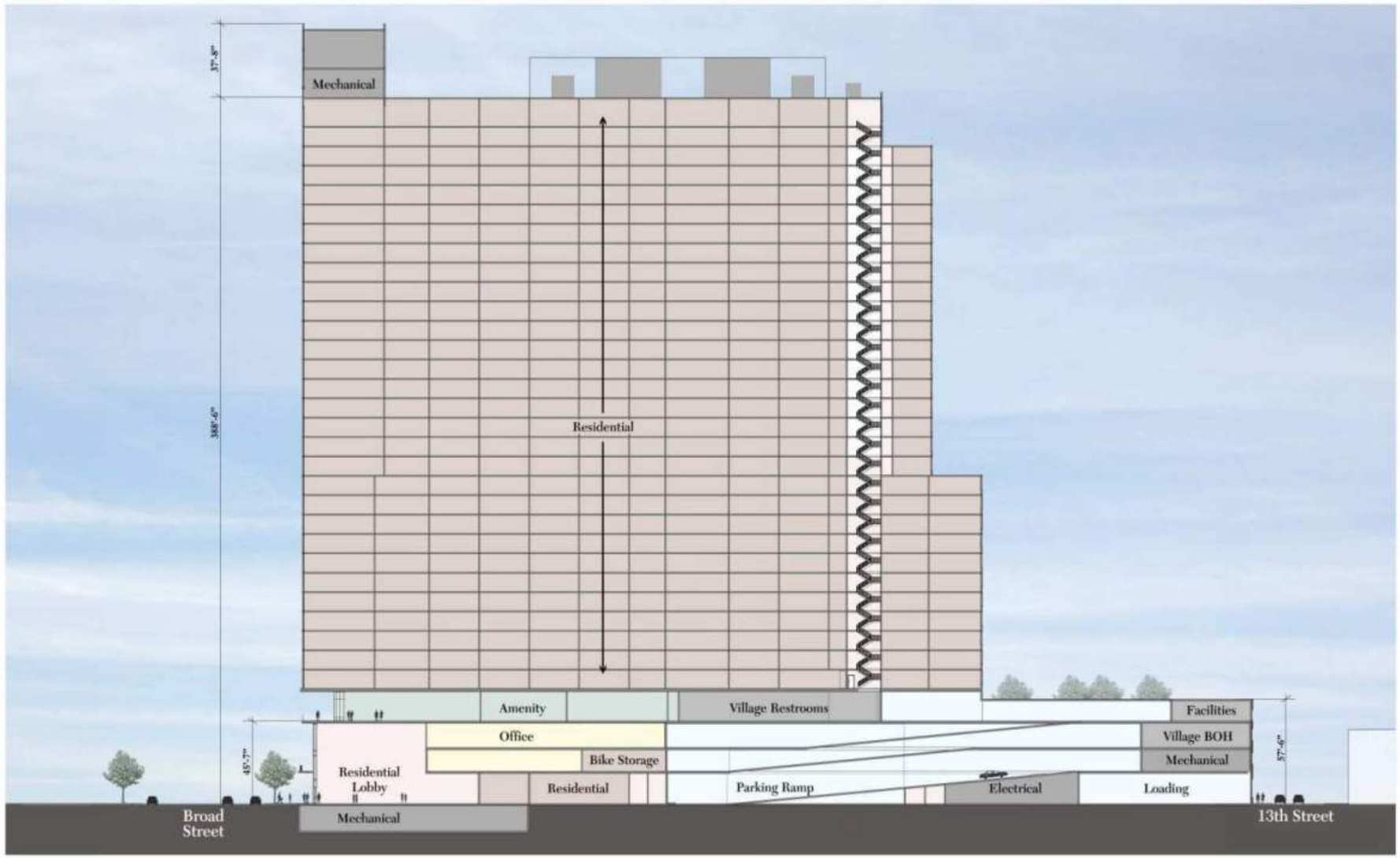

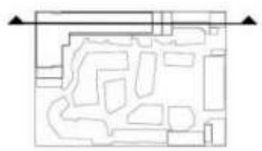

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1001 S. Broad Street

E-W Section thru Tower

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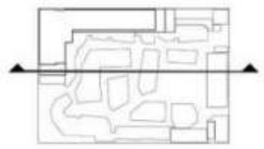

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E-W Section thru Village

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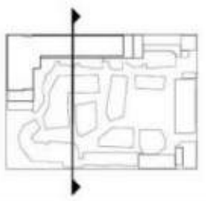

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N-S Section thru Tower

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N-S Section thru Tower 2

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1001 S. Broad Street

View from Broad and Washington

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1001 S. Broad Street

View from Broad and Carpenter

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Building Materials

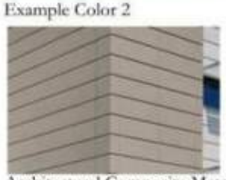
1001 S. Broad Street building materials will encompass a combination of materials and textures. The tower will be a combination of a unitized window wall system with composite metal panels, and a pre-fabricated gasketed wall panel system. The podium will incorporated composite metal panels and architectural terracotta panels; with full height curtain wall glass at street level to connect to the urban fabric. The "Village" facades on levels 4 thru 6 will be a combination of stucco with limestone and cast stone trim, curtain wall, glass doors with juliet balconies, and punched clad wood windows with painted trim. The overall colors of the materials will be a combination of warm earth tones to complement the adjacent neighboring context.

Note that the specific architectural design elements for this building will continue to be developed as the project evolves.

Architectural Terra Cotta/ Precast Example

Example Color 1

Example Color 2



Architectural Composite Metal Panel Example (Entry Porticos)

Stucco Examples

Curtain Wall Example (Storefronts and Offices)

Structural Gazing Example (Lobbies)

Unitized Window Wall System Example

Architectural Composite Metal Panel Example

Architectural Break Metal Entrance Canopy Example

Village Storefront, Awning, and Facade Example

Green Screen Example

Juliet Balcony Example

Glass Guardrail Example

Cable Guard Rail Example

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1001 S. Broad Street

Building Materials

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Intended Sustainable Design Strategies
1001 South Broad Street is being designed to meet the US Green Building Council's LEED requirements. This will provide a more efficient and healthier environment for the occupants and city. Below is a list of sustainable strategies the project is being designed to incorporate:

Sustainable Site:
The site is located in an urban environment with close connectivity to a number of public transportation options including SEPTA's Broad Street Subway and number bus routes. The project will incorporate a number of parking options for different modes of transportation. For example there will be parking for low-emitting and fuel efficient vehicles, secure bike storage rooms for residents, and bike racks on site for retail customers and visitors.
The building will utilize high albedo roofs (white roofs) the use of these materials will help to reduce the heat island effect on the surrounding areas.
Since the proposed building encompasses a City block, the proposed stormwater management system will be comprised of a subsurface storage tank and will discharge to the existing PWD combined sewer system. The stormwater management system will detain runoff from the site and will be designed to meet the PWD water quality, slow release and flood control requirements. The paved and landscaped areas on the 4th floor village level will be collected and conveyed to a media filter prior to being managed by the subsurface storage tank. The roof areas will be collected and conveyed directly to the subsurface storage tank. The installation of landscaped areas on the 4th floor village level will assist with reducing the impact of runoff to the existing combined sewer system.

Water Efficiency
The building will utilize low flow fixtures and faucets to increase the water efficiency in the building. Also, the landscaping will be designed to incorporate native plants that will require less irrigation.

Energy and Atmosphere
The mechanical systems and appliances will be selected in order to increase energy efficiency. Also, the exterior of the building will utilize enhanced building insulation and thermal double paned windows to further increase the energy efficiency of the building and reduce moisture infiltration.

Materials and Resources
The building will provide ample area for the storage and collection of materials generated by residents and merchants which will reduce the amount added to the waste stream.

Indoor Air Quality
The building will utilize eco-friendly cleaning products in their maintenance operations to reduce the amount of harmful containments in the air.
The residential and retail spaces will have large windows to allow for natural daylighting which will make for healthier and more comfortable environment. This will also reduce the amount of electrical lighting required.
Specifications will focus on the use of low VOC materials and indoor materials, sealants, and adhesives will be selected in order to reduce amount of harmful containments in the air.
Operable windows will be used to allow for increased natural ventilation in the residential units.

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Aerial

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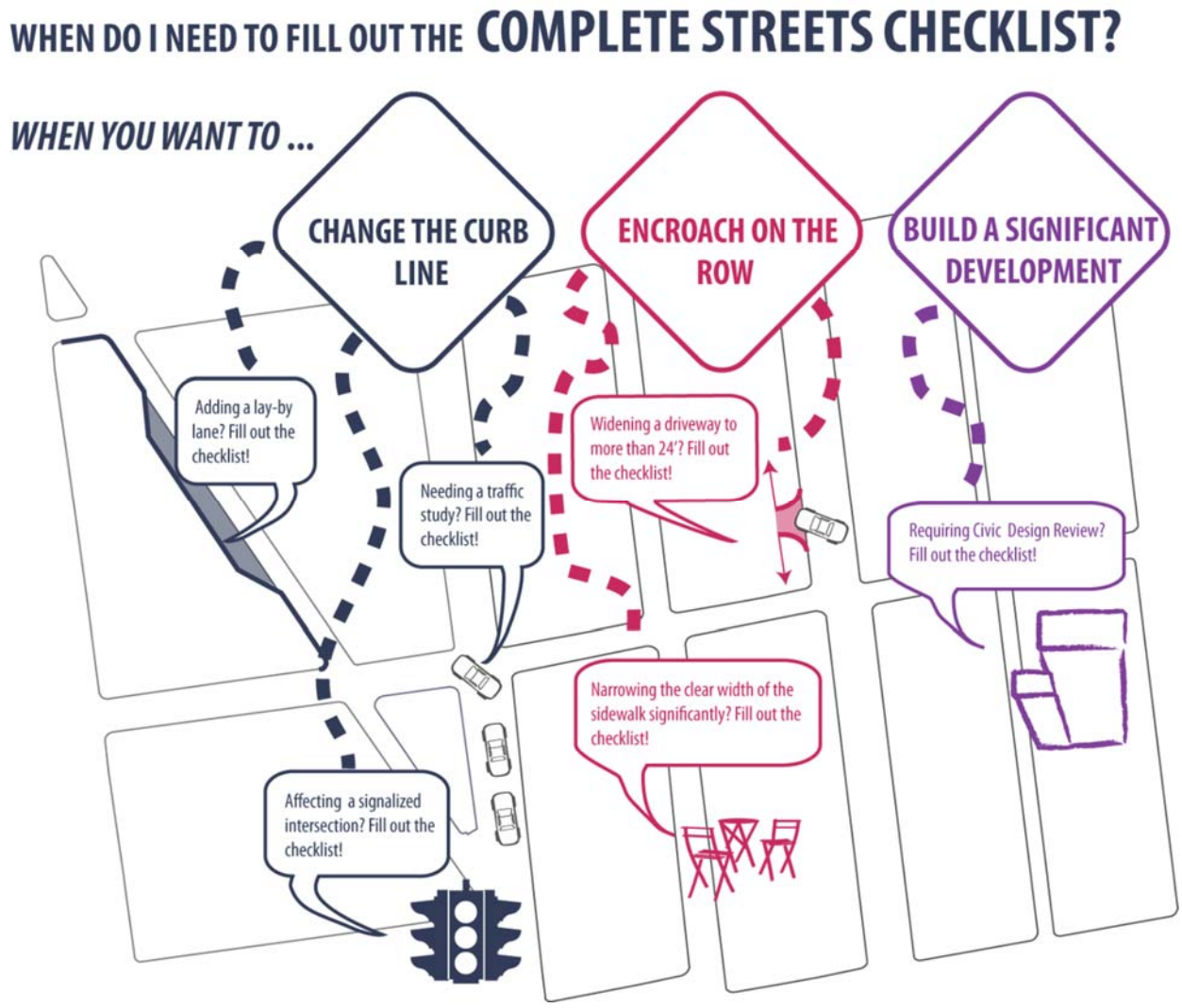
COMPLETE STREETS CHECKLIST

City of Philadelphia

The City of Philadelphia's Complete Streets policies are designed to ensure that city streets are safe, comfortable and convenient for people of all ages and abilities, whether they travel by car, bus, train, bike, or foot (see §11-901 of The Philadelphia Code).

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

The Philadelphia City Planning Commission reviews and comments on preliminary Complete Streets Checklists as part of the Civic Design Review (CDR) process. The Philadelphia Streets Department must then approve a final Complete Streets Checklist, during final review, prior to the issuance of a building permit by the Department of Licenses and Inspections. Approval of Complete Streets checklists occurs concurrently with approval of design plans. The Complete Streets Checklists required of projects *not* going through CRD are reviewed solely by the Streets Department as part of Plan and/or Project Review.



Preliminary Planning Commission Review and Comment

Comments: _____ Date: _____

Final Streets Department Review and Approval

Approval: _____ Date: _____

COMPLETE STREETS CHECKLIST

City of Philadelphia





PROJECT INFORMATION (PLEASE PRINT)			
Project Name: Proposed Mixed Use Development			
Contact Person: *First* Tina	*Middle* Click here to enter text.	*Last* Roberts	*Suffix* Click here to enter text.
Address (include State Route Numbers): 1001-29 S. Broad Street, City and County of Philadelphia 19147			
Additional Street Frontages (include State Route Numbers): Washington Ave, 13th Street, Carpenter Street			
Project Limits: *On Street* Click here to enter text.	*From Street* Click here to enter text.	*To Street* Click here to enter text.	

OWNER INFORMATION (PLEASE PRINT)			
First Tina	*Middle* Click here to enter text.	*Last* Roberts	*Suffix* Click here to enter text.
Company or Agency Name: Tower Investments, Inc.			
Address: 817 N. 3rd Street, Philadelphia, PA 19123			
Phone#: (215) 467 - 4600 ext. 105		Fax#: ( ) -	
Company: Tower Investments, Inc.		Email: tinaroberts@towerdev.com	

DESIGN PROFESSIONAL OF RECORD (PLEASE PRINT)			
First Robert	*Middle* Click here to enter text.	*Last* Irons	*Suffix* Click here to enter text.
Company or Agency Name: Bohler Engineering			
Address: 1515 Market Street, Suite 920, Philadelphia, PA 19102			
Phone#: (267) 402 - 3400 ext.		Fax#: ( ) -	
Company: Bohler Engineering		Email: rirons@bohlereng.com	
Relationship to Owner: Consultant		Pennsylvania License Number: PE048804R	
Profession: Engineer			

COMPLETE STREETS CHECKLIST

City of Philadelphia





COMPLETE STREETS TRIGGERS *Trigger names are in italics for later reference*	
Are you proposing *"Large" Curb Cuts* (greater than 24 feet wide)?	No
Does this project propose the creation of a *Lay-by Lane*?	Yes
Does the project propose *"Narrow Walking Zones"* (does not meet minimum walking zone requirements)?	No
Is project subject to *Civic Design Review*, as required by the Zoning Code?	Yes
Have you been requested, or are you required, to submit a *Traffic Impact Study* per PennDOT thresholds? *Answer yes for all sites expected to generate any of the following: 3,000 trips/day (1,500 vehicles/day), 100 trips/peak hour (entering), 100 trips/peak hour (exiting), 100 additional trips/peak hour (entering and exiting a redevelopment site), or as required by the Streets Department or other City agencies (applies to all city and state routes).*	Yes
Does this project impact a *Signalized Intersection*?	No
Is this a *Capital Project* (City of Philadelphia) involving a City Plan Action?	No
Is this a Philadelphia *Streets Department Project*?	No

PLAN REQUIREMENTS

CDR Projects Only: Planning Commission Review

- Submit separate Existing Features Survey and Currently Proposed Features Site Plans
  - Full sized plans, dimensioned at an identified standard engineering scale
  - Curb cut/driveways/lay-by lanes
  - Tree pits, landscaping
  - Bicycle racks/bike share stations/bike storage areas
  - Transit shelters/stairways
- Include additional sheets or plans, as may be required

All Projects: Final Streets Department Submission Requirements

- All plans submitted to the Streets Department, Right of Way Unit, will conform to the current plan review standards, as published separately on the customer service page: http://www.philadelphiastreets.com/customer-service/downloads-and-links
- Any project that changes the curb line may require a City Plan Action. An application to the Streets Department for a City Plan Action is required when a project plan proposes to create a new street/utility right of way, or remove an existing street/utility right of way, change the roadway grades, curb lines, or widths.

COMPLETE STREETS CHECKLIST

City of Philadelphia

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. Attach additional sheets as needed.			
Street	From Street	To Street	Complete Street Type
Broad St.	Carpenter St.	Washington Ave.	Civic/Ceremonial
Washington Ave.	Broad St.	South 13th St.	Urban arterial
South 13th St.	Washington Ave.	Carpenter St.	City neighborhood
Carpenter St.	Broad St.	South 13th St.	Local

EXISTING CONDITIONS Do the plans clearly identify the following EXISTING conditions, with dimensions?	
Parking and loading regulations in curb lanes adjacent to the site?	Yes
Street Direction	Yes
Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.	Yes
Building Extensions into the sidewalk, such as stairs and stoops	Not Applicable
Street Furniture such as bus shelters, honor boxes, etc.	Yes

Curb Cuts/Driveways and Lay-By Lanes (List All Below)		Yes
Type *(Curb Cut or Lay-By)*	Width	Location
Curb Cut	23.30'	Washington Ave., 134.47' from Broad St.
Lay-By	481.36'	Washington Ave.
Curb Cut	25.75'	Carpenter St., 210.90' from 13th St.
Click here to enter text.	Click here to enter text.	Click here to enter text.

COMPLETE STREETS CHECKLIST

City of Philadelphia

PROPOSED CONDITIONS (General) Do the plans clearly identify the following PROPOSED conditions, with dimensions?	
Parking lanes and loading zones	Yes
Street Direction	Yes
Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.	Yes
Building extensions into the sidewalk, such as stairs and stoops	Not Applicable
Sidewalks and corner curb ramps, complying with current City, PennDOT, and Americans with Disabilities Act (ADA) standards (*subject to separate Streets Department approval*).	Yes
Does the design avoid pinch points? Pinch points are locations where the Minimum Walking Zone width (next page) is less than required, or requires an exception.	Yes
Do street trees and/or plants comply with street installation requirements? *See sections 4.4.7 & 4.4.8 for guidance.*	Yes
Does the design maintain adequate visibility for all roadway users at intersections?	Yes
Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits. *"High Priority" Complete Streets treatments (see Handbook) must be shown and dimensioned on plans.*	Yes
▪ Bicycle Parking	Yes
▪ Street Lighting	Yes
▪ Street Trees	Yes
▪ Street Furniture (Ordinance of City Council may be Required)	No
▪ Benches (Ordinance of City Council may be Required)	No
Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	Yes

Curb Cuts/Driveways and Lay-By Lanes (List All Below)			Yes
Type *(Curb Cut or Lay-By)*	Width	Location	
Curb Cut	24'	Washington Ave., 85.7' from 13th St.	
Curb Cut	24'	Carpenter St., 229.9' from Broad St.	
Curb Cut	24'	Carpenter St., 80.7' from 13th St.	
Lay-by	278'	Washington Ave	
Lay-by	180'	13th Street	
Lay-by	273'	Carpenter Street	

COMPLETE STREETS CHECKLIST

City of Philadelphia

How does the overall design create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day? See guidance below. Attach separate sheets, as needed.
Buildings are accessible along street fronts for pedestrians as well as from the parking garage within the site. Street lighting is proposed along Washington, 13th and Carpenter streets and minimum walking zones are provided along each street to provide a safe environment for pedestrians. Also, curb ramps at each intersection will be replaced where necessary to provide ADA compliant ramps.

Guidance: Any project that calls for the development and installation of green stormwater infrastructure, medians, lay-by lanes, curb bump-outs, pedestrian bridges, tunnels, or other such features in the right-of-way may require a maintenance agreement with the Streets Department, prior to approval. Be sure to include a PWD Work Number for Green Streets projects, where permanent maintenance responsibilities for green infrastructure will be by the Philadelphia Water Department.

COMPLETE STREETS CHECKLIST

City of Philadelphia

SIDEWALKS (Handbook Section 4.3 & 4.4) ***(All dimensions in feet)***													
Street Frontage	Actual Sidewalk Width			City Plan Width	Minimum Furnishing Zone			Minimum Walking Zone			Maximum Building Zone	
	Required	Existing	Proposed	As Designated	Recommended	Existing	Proposed	Required	Existing	Proposed	Existing	Proposed
Broad St.	20’	22.5’	22.5’	22’	5’	6.66’	6’	10’	15.2’	16’	N/A	N/A
Washington Ave.	12’	12.72’	12.9’	8’	4’	4’	4’	6’	8.17’	6’	N/A	N/A
13th St.	12’	13.17’	12’	12’	4’	4.31’	4’	6’	8.92’	6’	N/A	N/A
Carpenter St.	10’	12.88’	12.6’	12’	3.5’	4.59’	4’	5’	8.26’	7’	N/A	N/A
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Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
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COMPLETE STREETS CHECKLIST

City of Philadelphia

    

Justify all pinch points, where the minimum walking zone cannot be maintained. Also list proposed improvements necessary to compensate for each pinch point (e.g., to accommodate passing). Attach separate sheets, as needed. N/A; the minimum walking zone is provided along each street.
Planning Commission Review Comments:

All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Complete Streets Handbook).

STOP: Applications with only the following triggers: *Large Curb Cuts, Lay-by Lanes, Narrow Walking Zones*

CONTINUE: Applications with any of the following triggers: *Civic Design Review, Traffic Impact Study, Signalized Intersection, Capital Projects, and Streets Department Projects*

COMPLETE STREETS CHECKLIST

City of Philadelphia

    

BICYCLE PARKING (Handbook Section 4.5)

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	Bicycle Parking Spaces			On-Street Bicycle Parking		Off-Street Bicycle Parking	
	Required	Existing	Proposed	Existing	Proposed	Existing	Proposed
1001-29 S. Broad St.	17	0	0	0	0	0	17
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.

List elements incorporated from the Pedestrian and Bicycle Plan, located online at
http://phila2035.org/wp-conteAbbey0427nt/uploads/2012/06/bikePedfinal2.pdf

Off-site (within street right-of-way) and on-site (interior to building) bike parking is provided for the development to promote connectivity of the existing bike lane along Washington Ave. Off-site bike parking for retail uses is located in close proximity to building access and within close proximity to transit locations. Also, the minimum walking zone is provided along each street.

PROPOSED CONDITIONS (Bicycles & Curbside Management, Handbook Sections 4.5 & 4.6) Do the plans clearly identify the following PROPOSED conditions, with dimensions?	
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?	Not applicable
▪ Conventional Bicycle Lane	Not applicable
▪ Buffered Bike Lane	Not applicable
▪ Bicycle-Friendly Street	Not applicable
Does the design provide bicycle connections to local bicycle, trail, and transit networks?	Yes
Does the design provide convenient bicycle connections to residences, work places, and other destinations?	Yes
Does the design limit conflict among transportation modes along the curb?	Yes
Does the design connect transit stops to the surrounding pedestrian network and destinations?	Yes
Does the design provide a buffer between the roadway and pedestrian traffic?	Yes

COMPLETE STREETS CHECKLIST

City of Philadelphia

    

List how the plan affects the accessibility, visibility, connectivity, and/or attractiveness of public transit:
The proposed mixed use development proposes multiple access points to the building and within close proximity to transit locations. The minimum walking zone is provided along each street and street lights are proposed along Washington, 13th & Carpenter to promote greater visibility and connectivity to public transit.
Planning Commission Review Comments:

Travel and Parking Lane Changes (Handbook Section 4.7)					
Complete the table below *only if* lane changes are proposed (*including all curb bumpouts)*. Identify existing and proposed lane widths and the design speed for each street frontage.					
Street	**From Street**	**To Street**	**Existing Lane Widths**	**Proposed Lane Widths**	**Design Speed**
	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.

What is the maximum AASHTO design vehicle being accommodated by the design?	SU 30
Will the project affect a historically certified street? An inventory of historic streets is maintained by the Philadelphia Historical Commission.	No
Will the public right-of-way be used for loading and unloading activities?	No
Does the design maintain emergency vehicle access?	Yes
Where new streets are being developed, does the design connect and extend the street grid?	Not applicable
Does the design support multiple alternative routes to and from destinations as well as within the site?	Yes
Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	Yes

COMPLETE STREETS CHECKLIST

City of Philadelphia

    

Urban Design Component (Handbook Section 4.8)	
Does the design incorporate windows, storefronts, and other active uses facing the street?	Yes
Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?	Yes
Planning Commission Review Comments:	

STOP: All applications with only the following triggers: *Civic Design Review, Traffic Impact Study, Capital Projects, and Streets Department Projects*

CONTINUE: <u>All</u> applications that impact a *Signalized Intersection*

COMPLETE STREETS CHECKLIST

City of Philadelphia

    

Intersections & Crossing Component (Handbook Section 4.9)		
Signal Cycle Locations: List all signals locations *only where* signal cycle changes are proposed. Attach additional sheets as needed.		
Signal Location	Existing Cycle Length	Proposed Cycle Length
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Does the design minimize the signal cycle length to reduce pedestrian wait time?		Not applicable
Does the design provide adequate clearance time for pedestrians to cross streets?		Not applicable
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, a City Plan Action may be required.*		Not applicable
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?		Not applicable
▪ Marked Crosswalks		Not applicable
▪ Pedestrian Refuge Islands		Not applicable
▪ Signal Timing and Operation		Not applicable
▪ Bike Boxes		Not applicable
Does the design reduce vehicle speeds and increase visibility for all modes at intersections?		Not applicable
Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?		Not applicable

STOP: All applications. Add any attachments directly to this document for review and posting.