

February 28, 2024

To: The Philadelphia Art Commission
1515 Arch Street
12th Floor
Philadelphia, PA 19102

Re: SEPTA 11th Street Station ADA Improvements – Cover Letter

To Whom it May Concern:

JMT and subconsultant Sowinski Sullivan have been contracted by SEPTA to provide design services for the installation of two new street level elevators; one within 1101 Market Street, serving the westbound platform, and one at the southeast corner of 11th and Market Street, serving the eastbound platform, to provide ADA accessibility to the station. In addition, the two stair headhouse enclosures on Market Street east of 11th Street will be reconstructed to match the aesthetic of the elevators and a future new third stair and headhouse will be constructed midway between 11th and 12 streets on the north side of Market Street.

Presently, the SEPTA 11th Street Station is not ADA compliant and due to tight overhead constraints; two elevators are required to provide access to each platform. Based on a review of the existing utilities at this intersection, SEPTA infrastructure at platform level, and the position of the station below Market Street, the possible locations for the new elevators were found to be limited to a tight footprint. The locations identified for these vertical circulation elements limits the impact on the existing utilities while improving and access to the station.

A key goal of the headhouse structures is to improve upon the public safety and security of the station, two considerations which are being addressed by incorporating a locking gate at street level as part of the headhouse structures to allow for the station to be secured at street level as opposed to secured below grade when it is out of service. The general design approach combines visual security with an open structure. The base features granite cladding and glass block and the open-air upper section is secured with stainless steel aircraft cable spanning between structural stainless steel columns supporting a standing seam roof above. The roof form has been developed to deter pedestrians from scaling the roof structure during parade or similar events.

The materials chosen for this project were selected out of consideration for durability, ease of maintenance and pedestrian safety. The material palette consists of concrete with a stone veneer, stainless steel, glass block, steel aircraft cable and laminated safety glass. The size and proportion of the elevator head house is driven by the requirements of a hydraulic type elevator, SEPTA's preferred type of elevator for new construction due to its reliability. This submission reflects the standard design for new elevators and stair headhouses being constructed at SEPTA below-grade stations, most recently the 19th Street trolley station.



SEPTA received final approval of a previous concept for the elevators and headhouses at 11th Street on September 9, 2020, however the revisions are enough to warrant a new submission.

Funding for the project will be provided at the state level. No federal or Philadelphia capital funds are anticipated. Opportunities for implementing public art as part of the SEPTA art in transit program are currently being evaluated and a defined scope and budget for the program will be established as the project continues to develop.

Please feel free to contact me with any questions about the project in advance to the meeting on February 14th. We look forward to discussing the project with the Philadelphia Art Commission.

Sincerely,

Brian Fey

Cc: Jack McElwee, SEPTA
Chantal Francis, SEPTA
Corey Hull, JMT
Michael Grabenstein, JMT

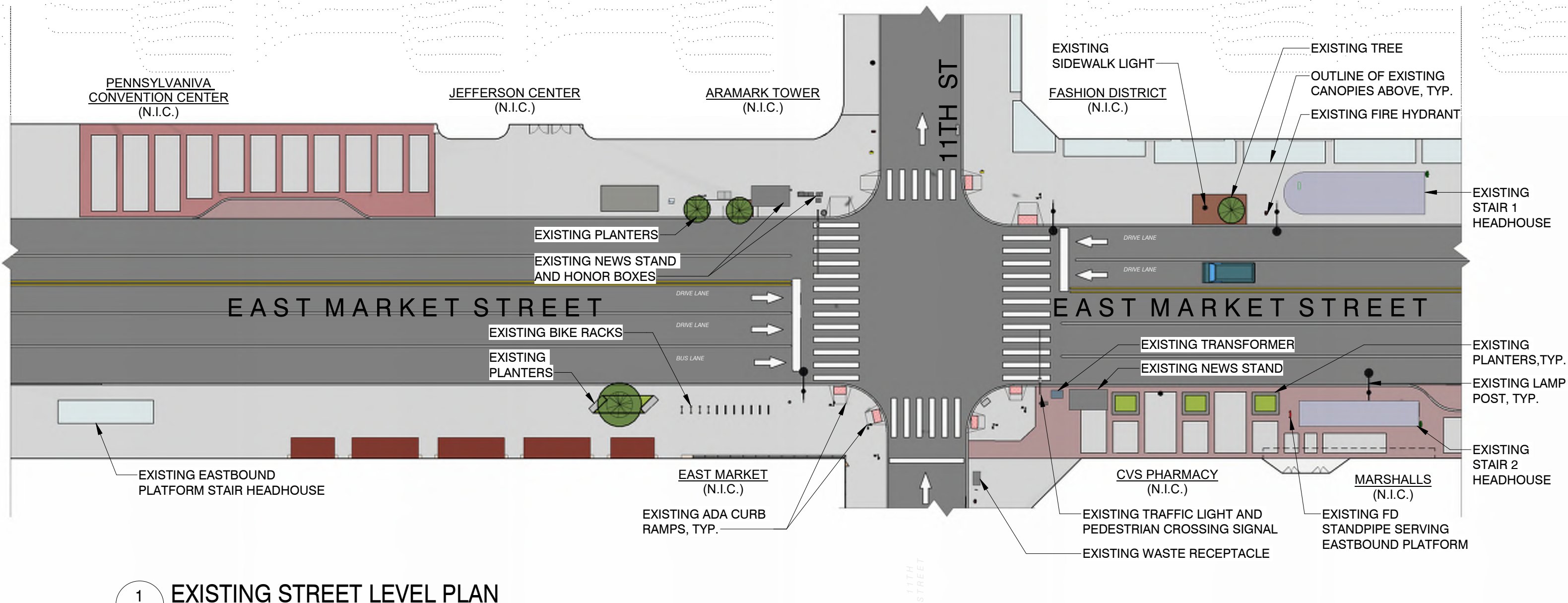


11TH STREET STATION

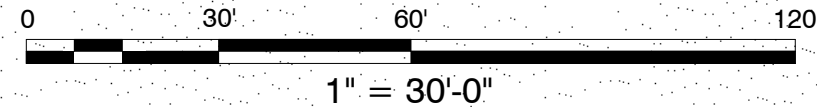
11TH STREET IMPROVEMENTS
ART COMMISSION PRESENTATION

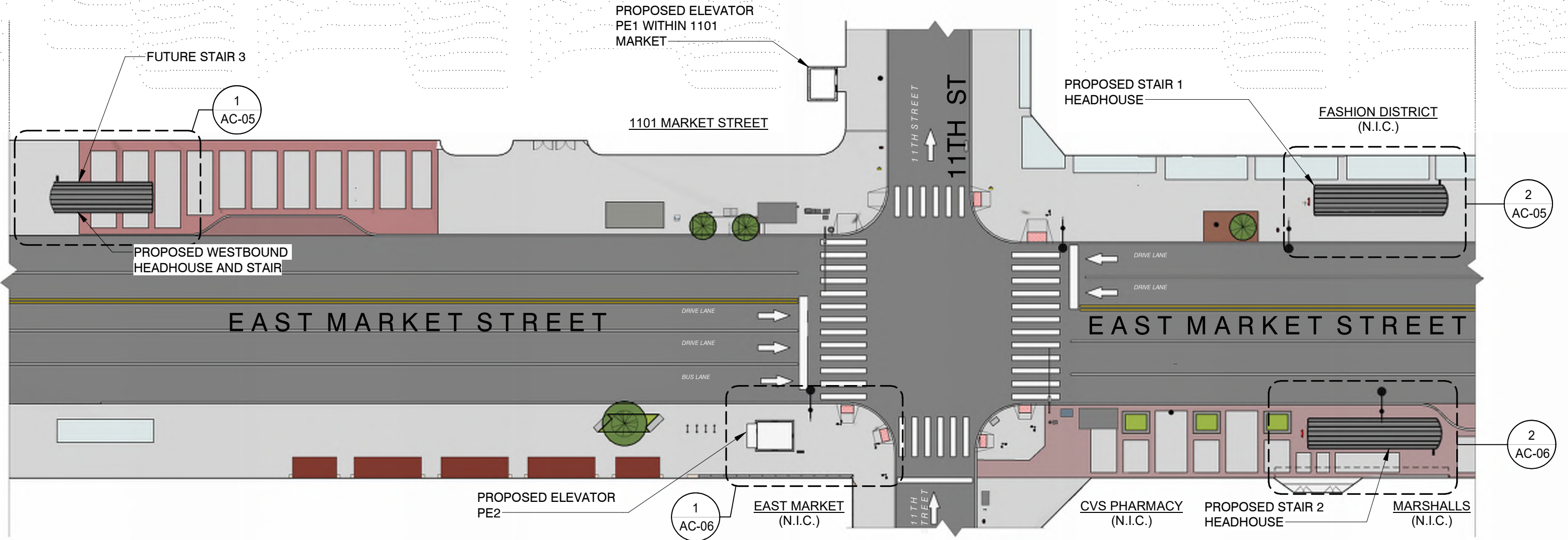
MARCH 13, 2024



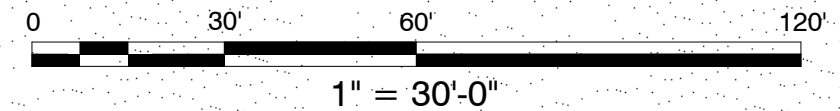


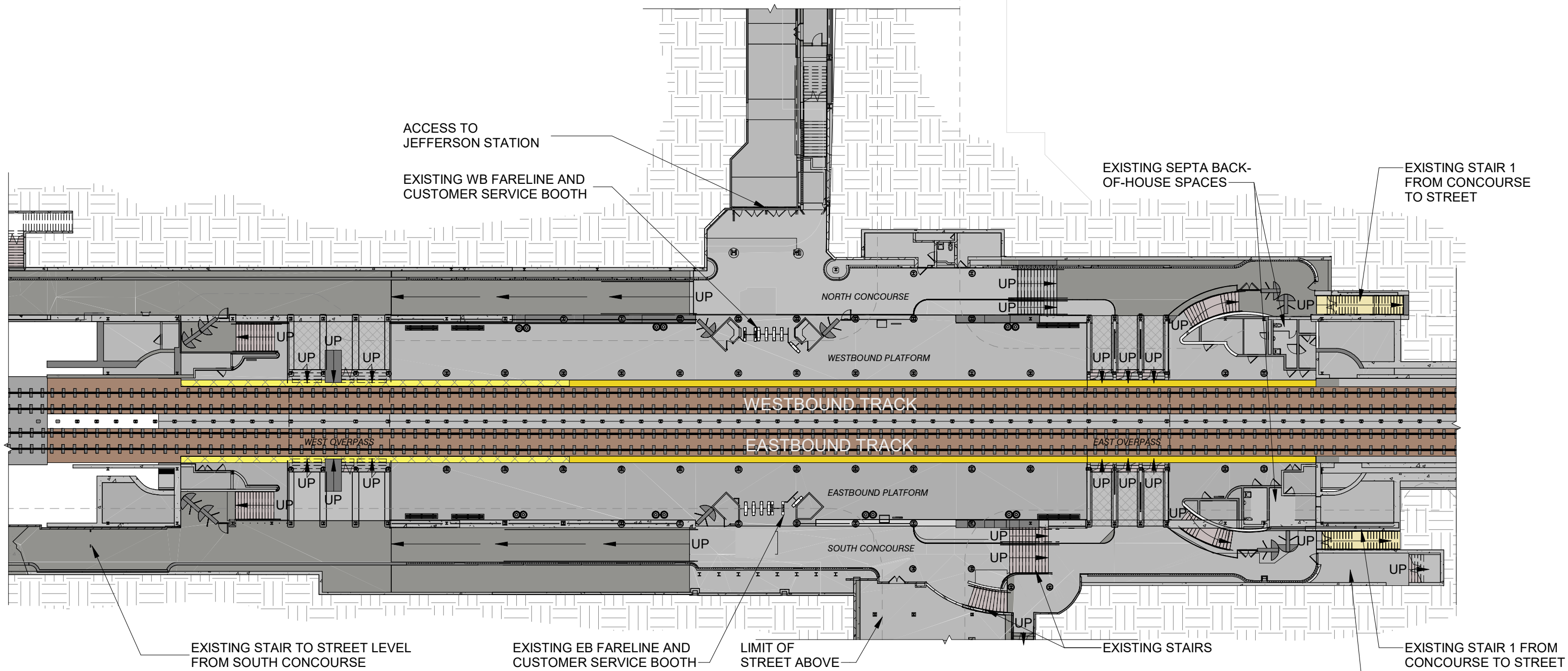
1 EXISTING STREET LEVEL PLAN
 AC-01 SCALE: 1" = 30'-0"



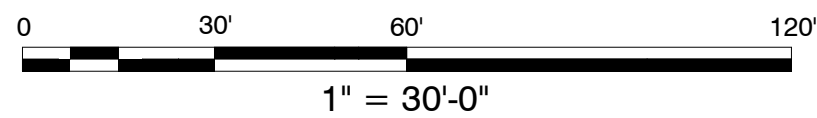


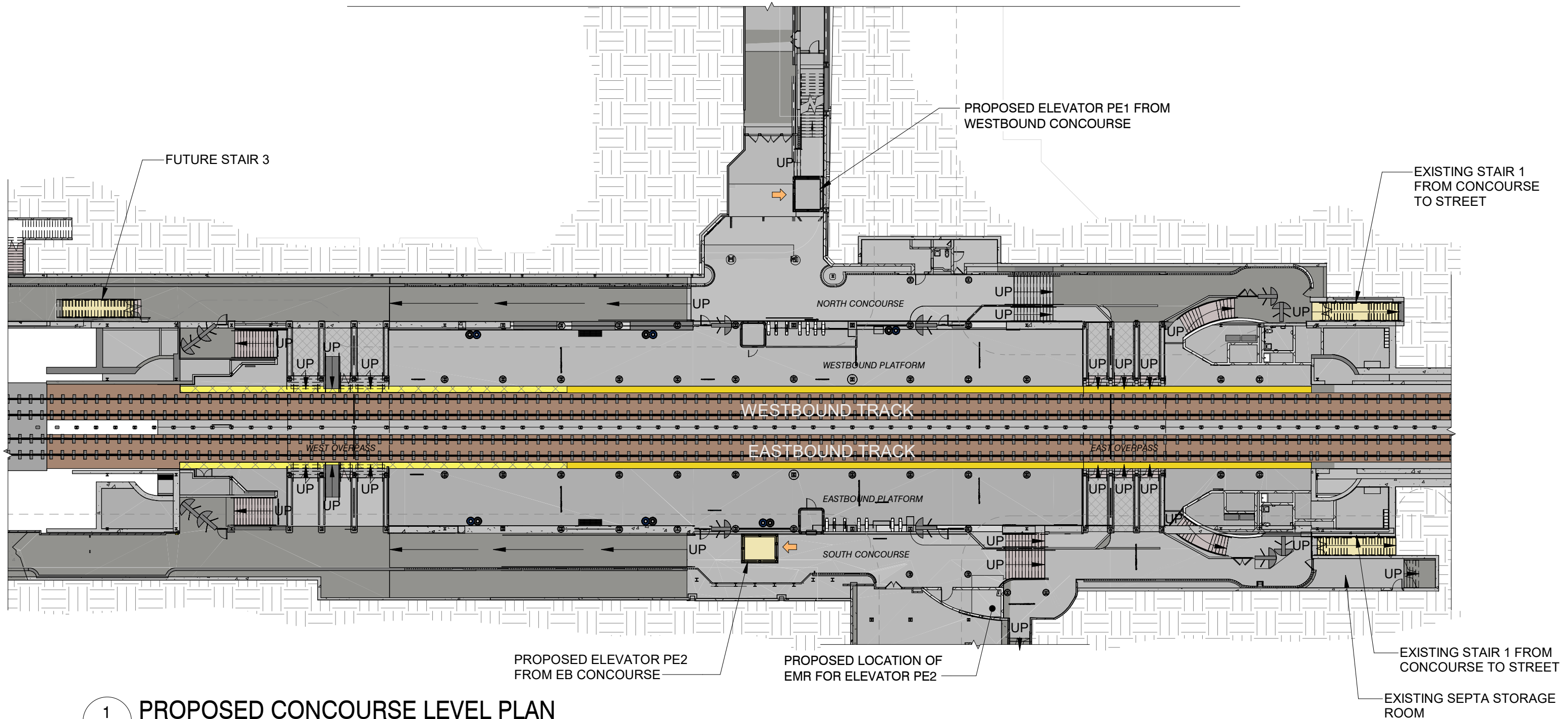
1 PROPOSED STREET LEVEL PLAN
 AC-02 SCALE: 1" = 30'-0"



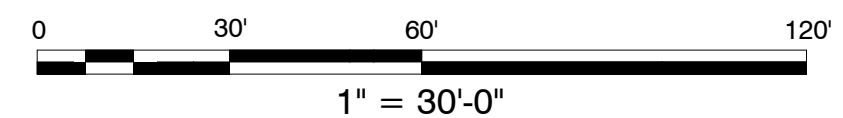


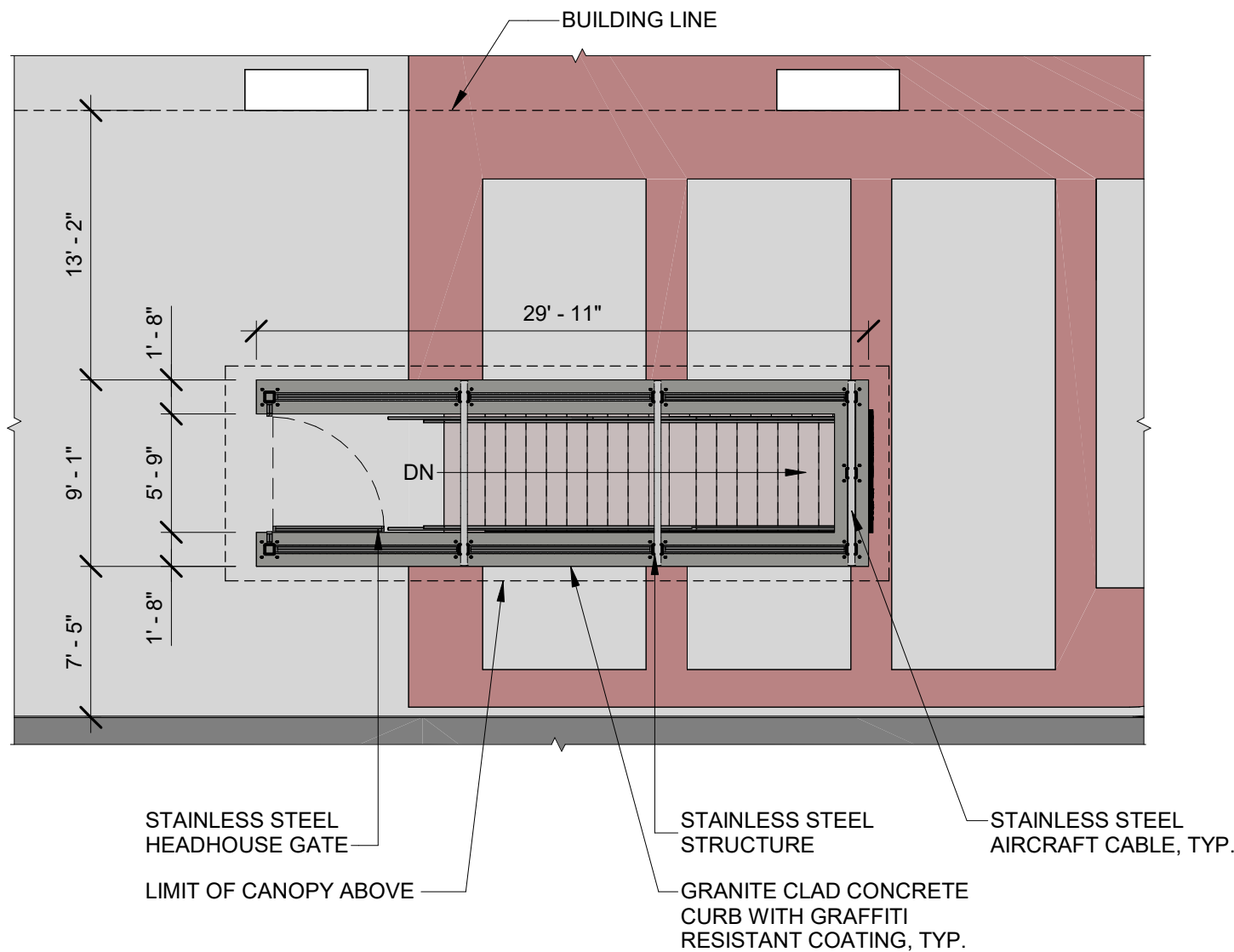
1 EXISTING CONCOURSE LEVEL PLAN
 AC-03 SCALE: 1" = 30'-0"



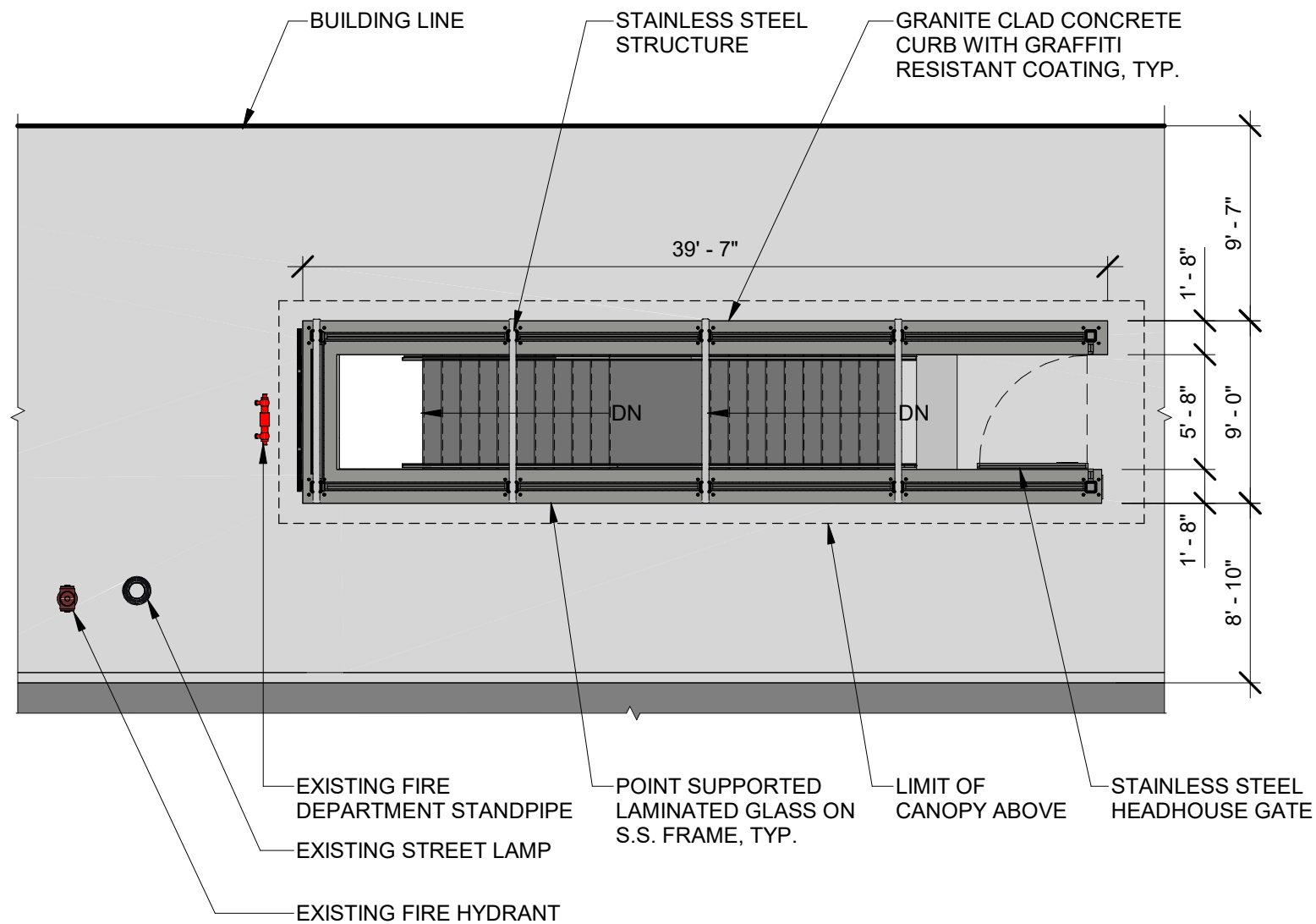


1 PROPOSED CONCOURSE LEVEL PLAN
 AC-04 SCALE: 1" = 30'-0"

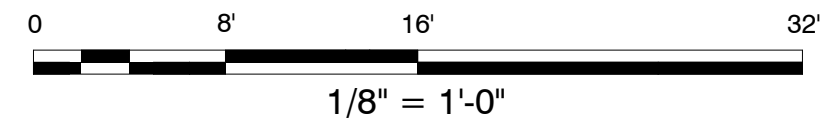


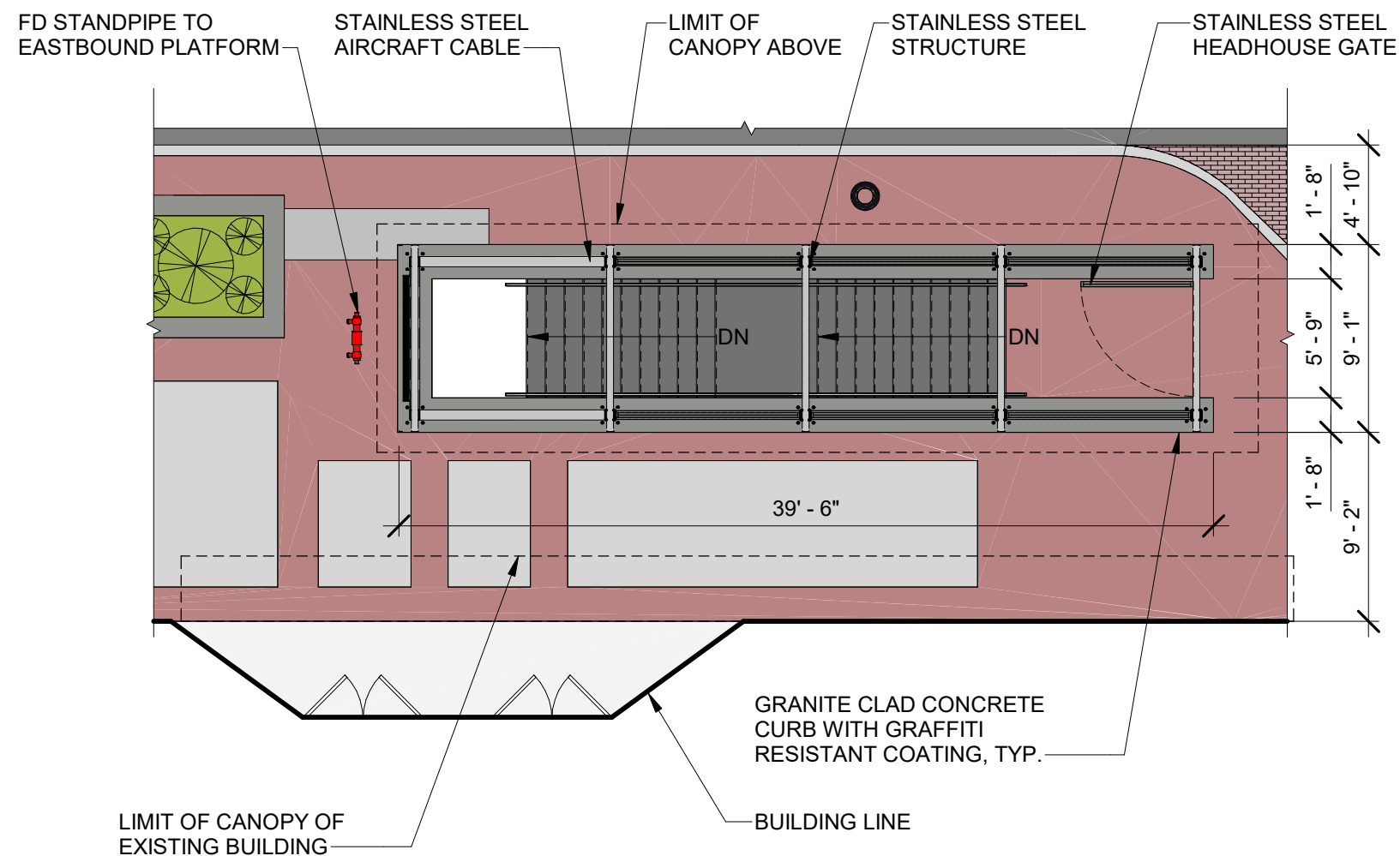
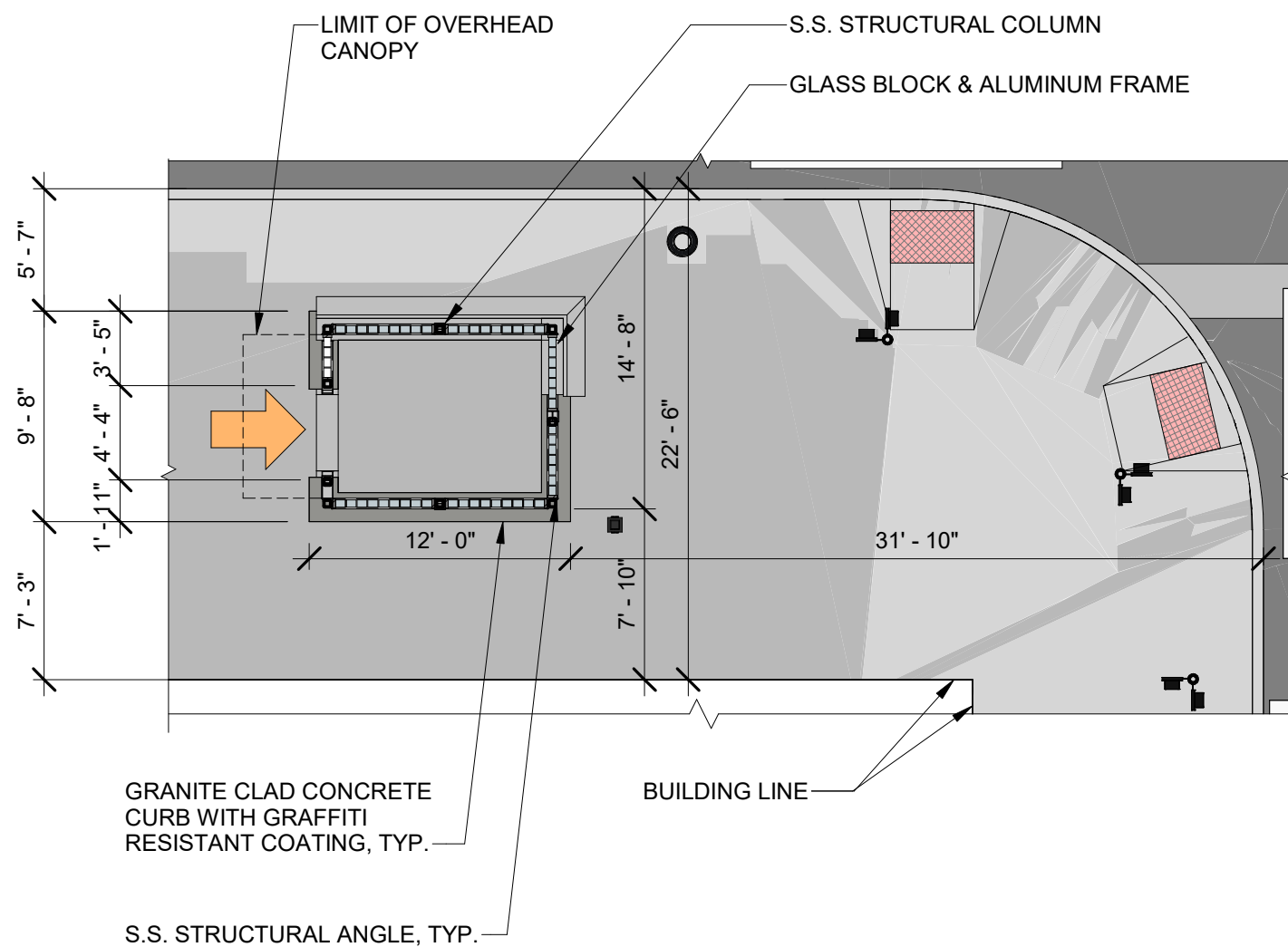


1 STAIR 3 PLAN AND HEADHOUSE- FUTURE
AC-05 SCALE: 1/8" = 1'-0"



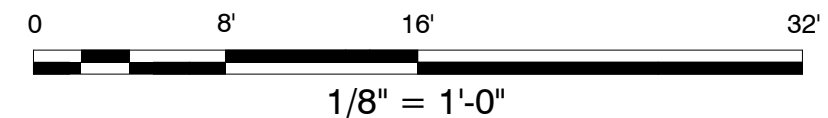
2 STAIR 1 HEADHOUSE PLAN
AC-05 SCALE: 1/8" = 1'-0"

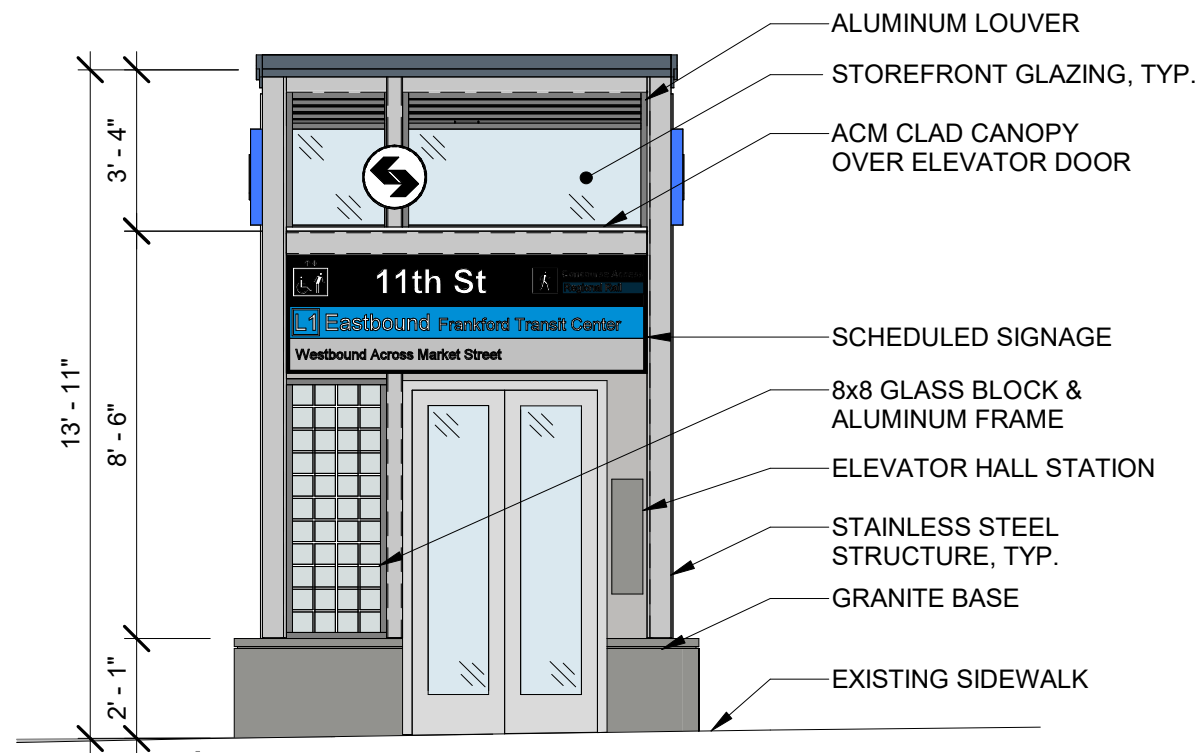




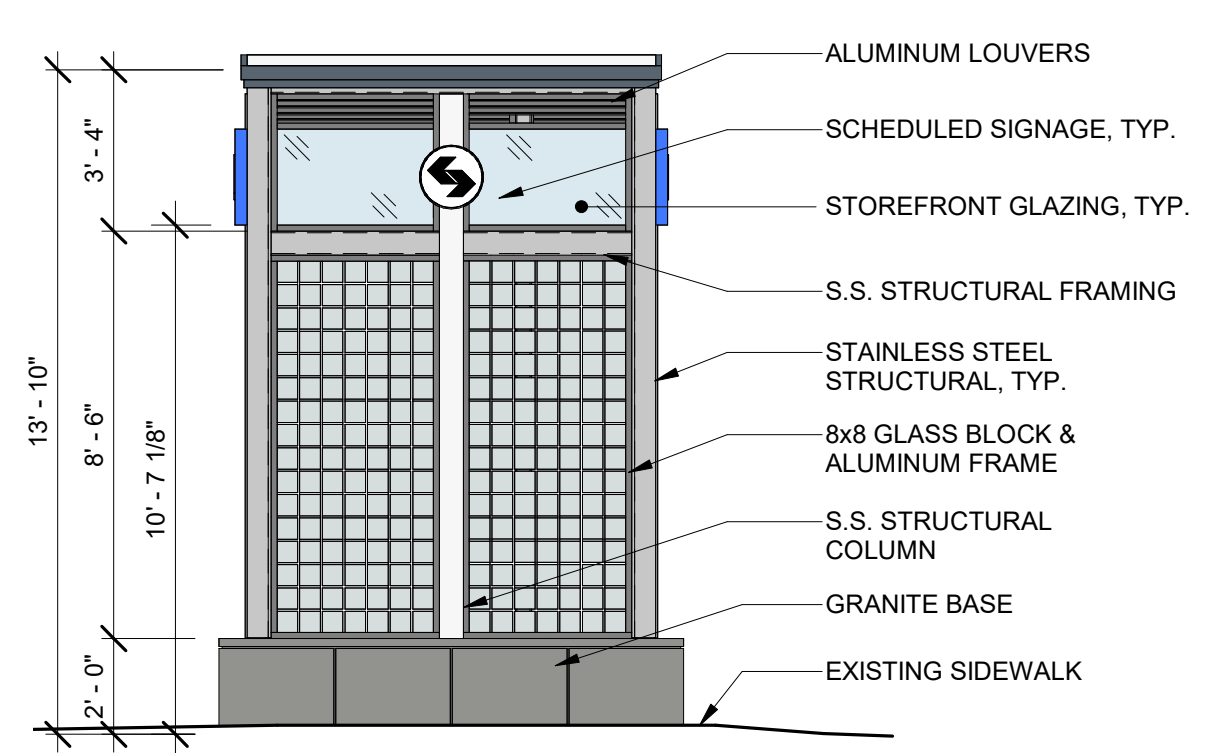
1 ELEVATOR PE2 PLAN
 AC-06 SCALE: 1/8" = 1'-0"

2 STAIR 2 HEADHOUSE PLAN
 AC-06 SCALE: 1/8" = 1'-0"

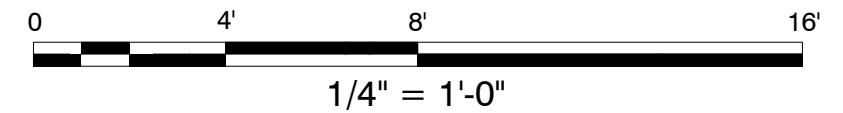


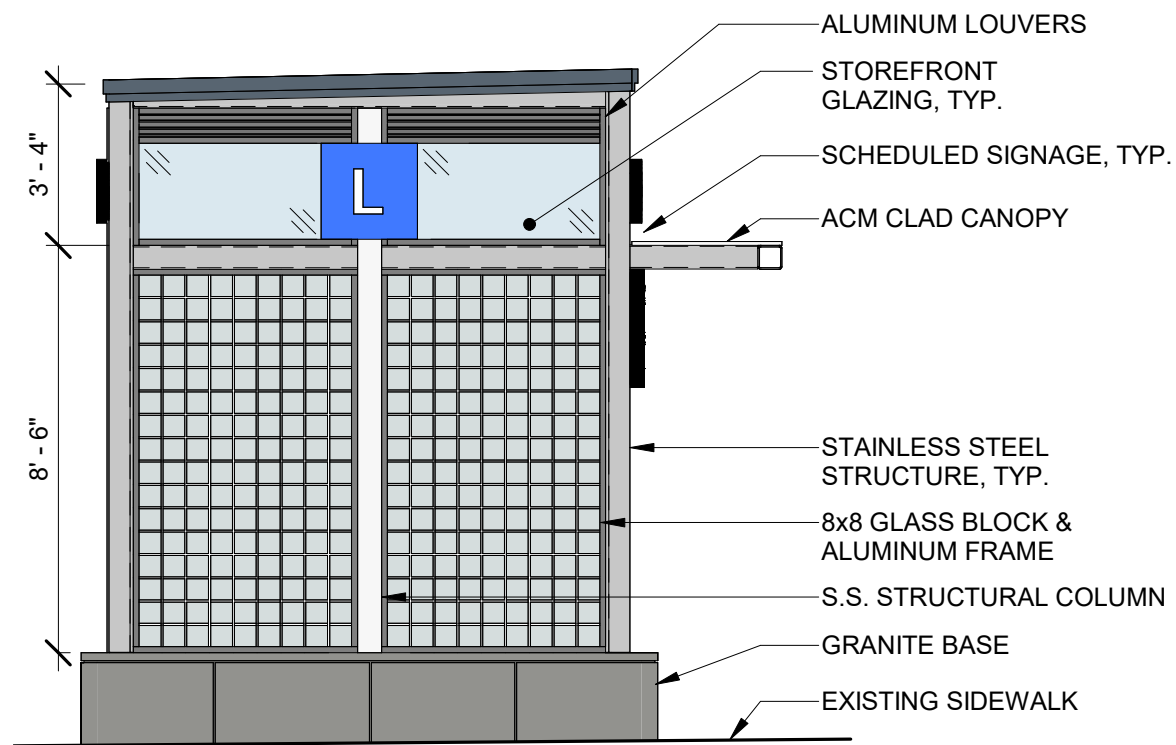


1 ELEVATOR PE2 WEST ELEVATION
AC-07 SCALE: 1/4" = 1'-0"

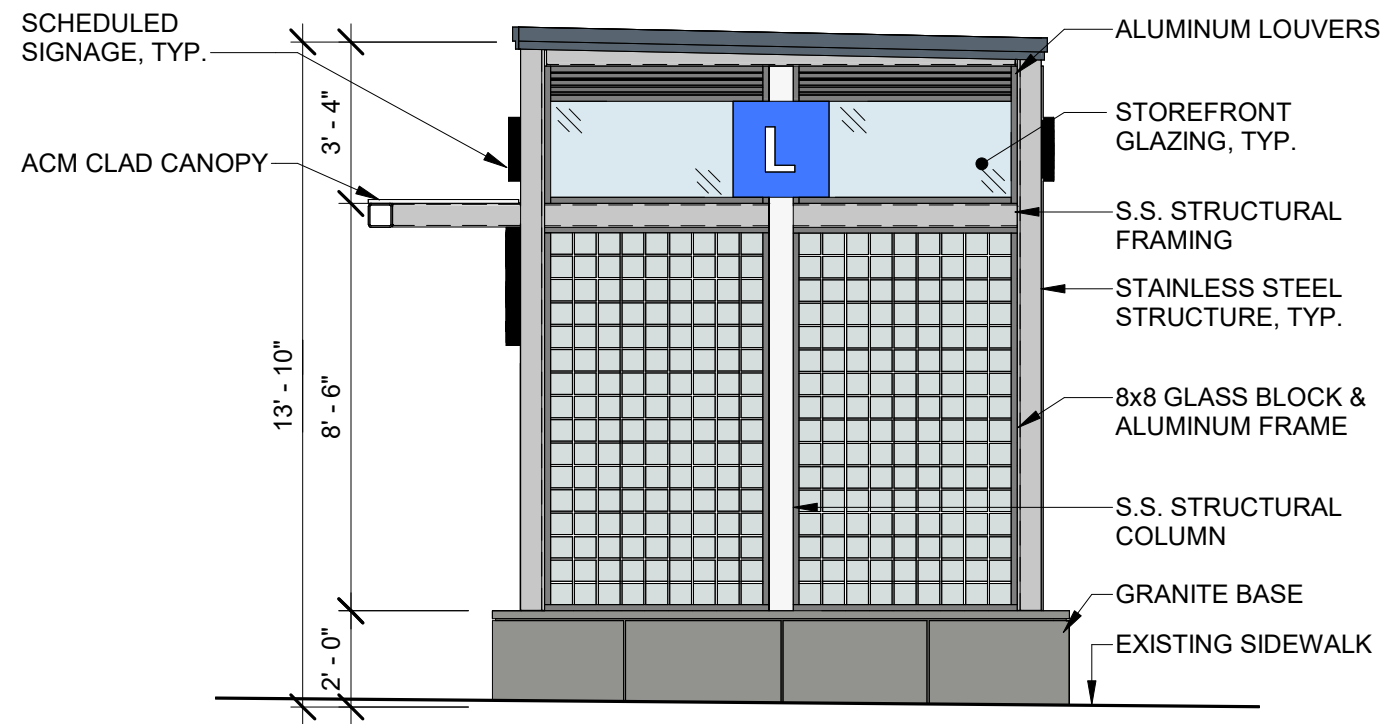


2 ELEVATOR PE2 EAST ELEVATION
AC-07 SCALE: 1/4" = 1'-0"

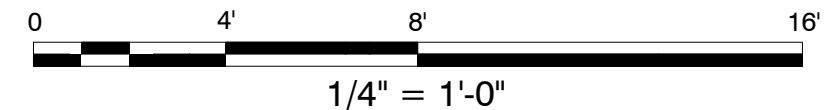


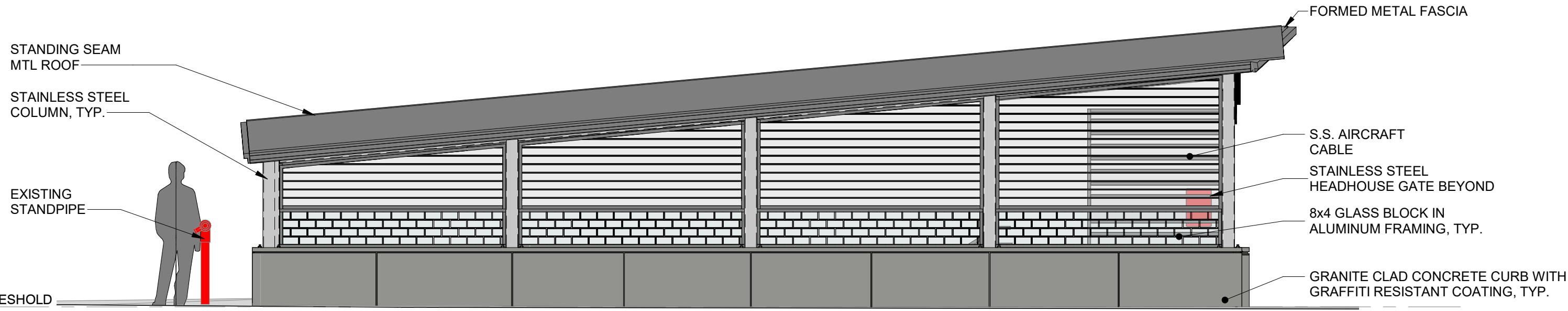


1 ELEVATOR PE2 NORTH ELEVATION
AC-08 SCALE: 1/4" = 1'-0"



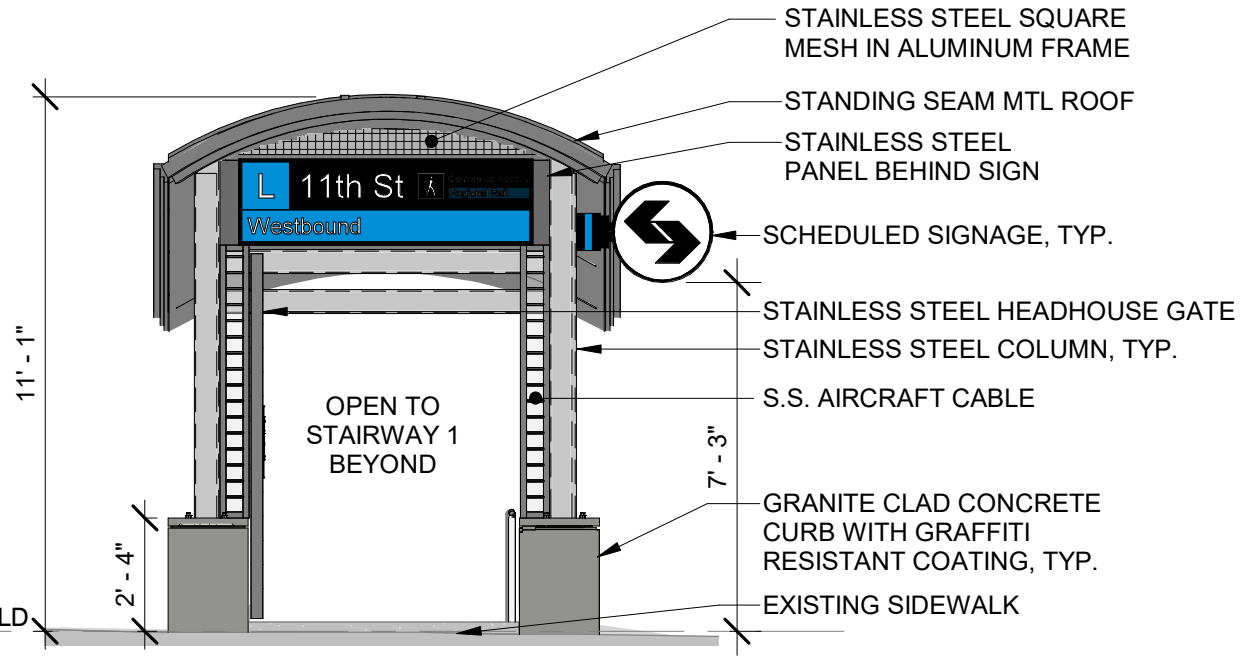
2 ELEVATOR PE2 SOUTH ELEVATION
AC-08 SCALE: 1/4" = 1'-0"





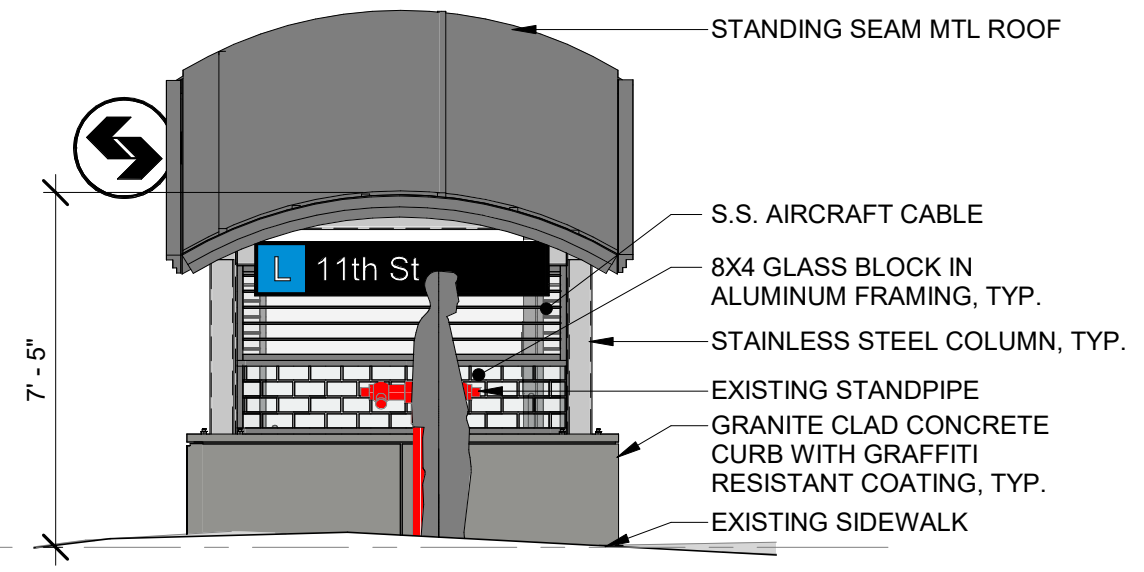
1 STAIR 1 HEADHOUSE SOUTH ELEVATION

AC-09 SCALE: 1/4" = 1'-0"



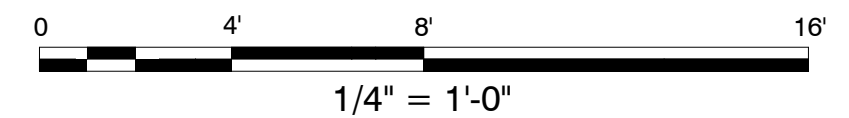
2 STAIR 1 HEADHOUSE EAST ELEVATION

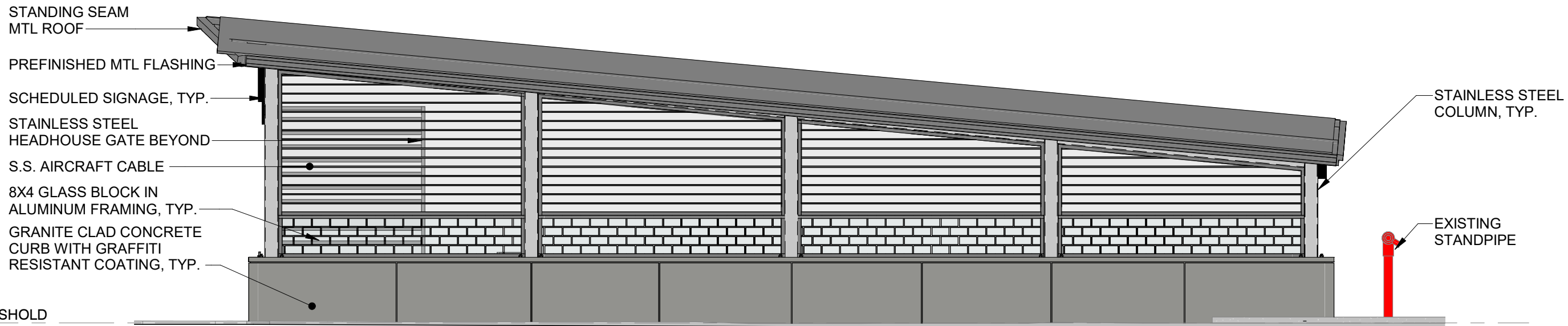
AC-09 SCALE: 1/4" = 1'-0"



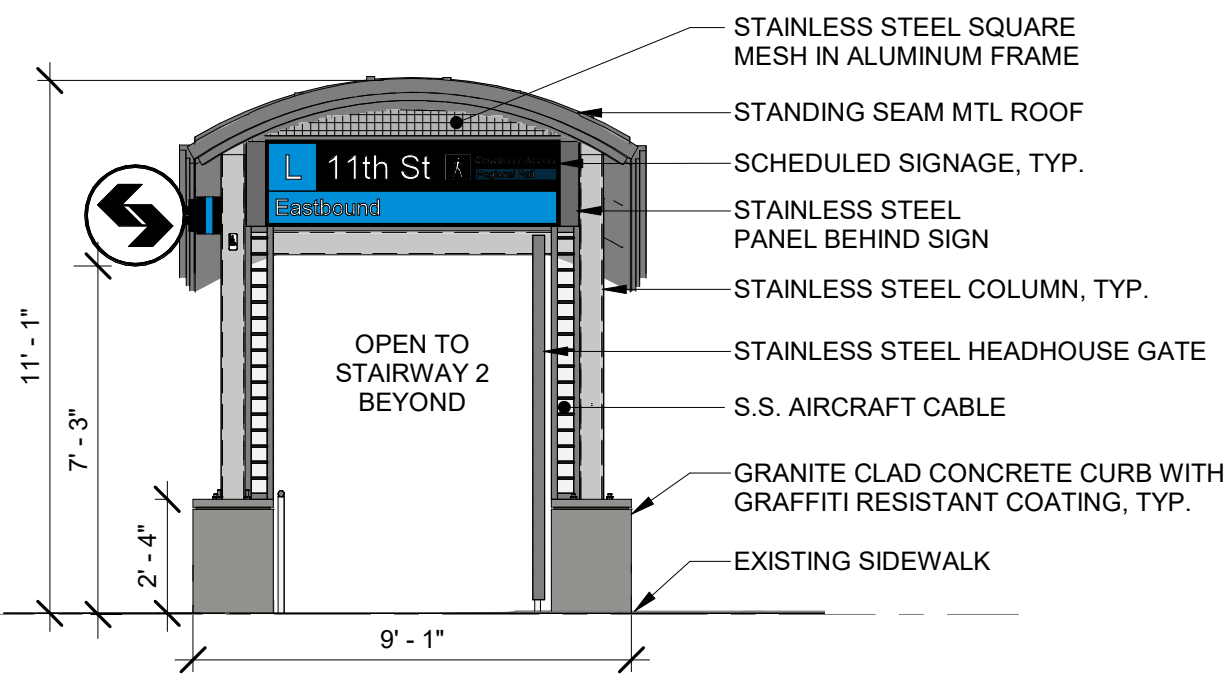
3 STAIR 1 HEADHOUSE WEST ELEVATION

AC-09 SCALE: 1/4" = 1'-0"

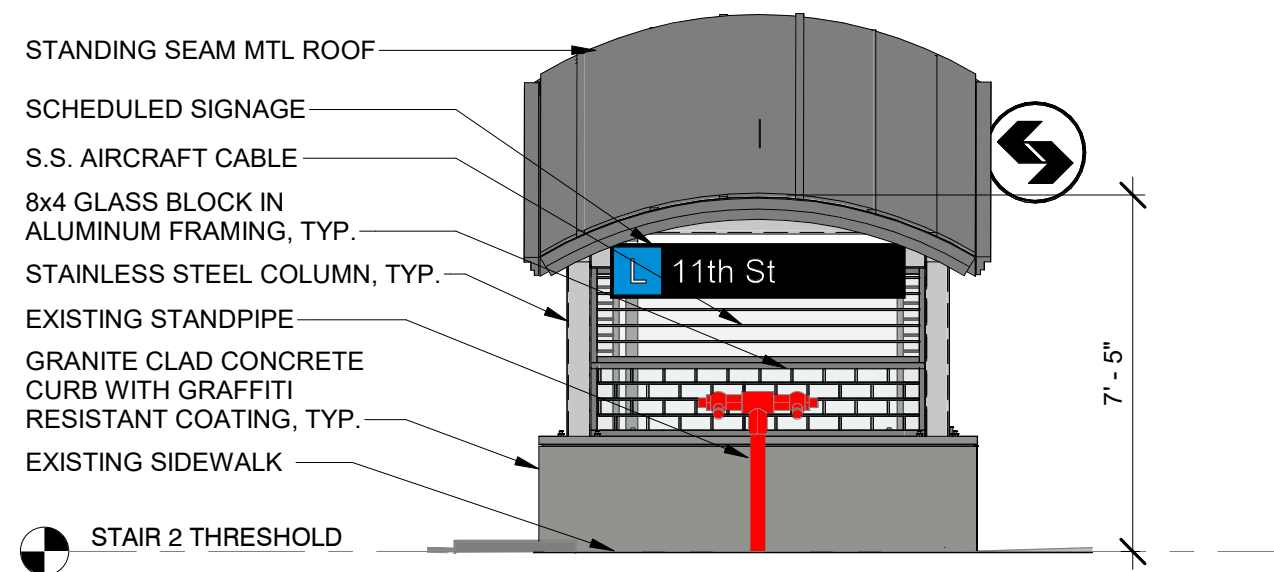




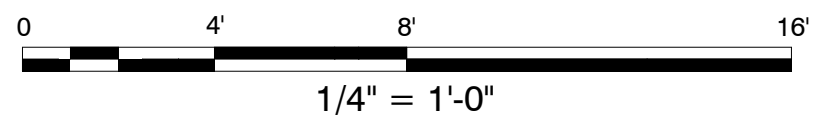
1 STAIR 2 HEADHOUSE NORTH ELEVATION
 AC-10 SCALE: 1/4" = 1'-0"

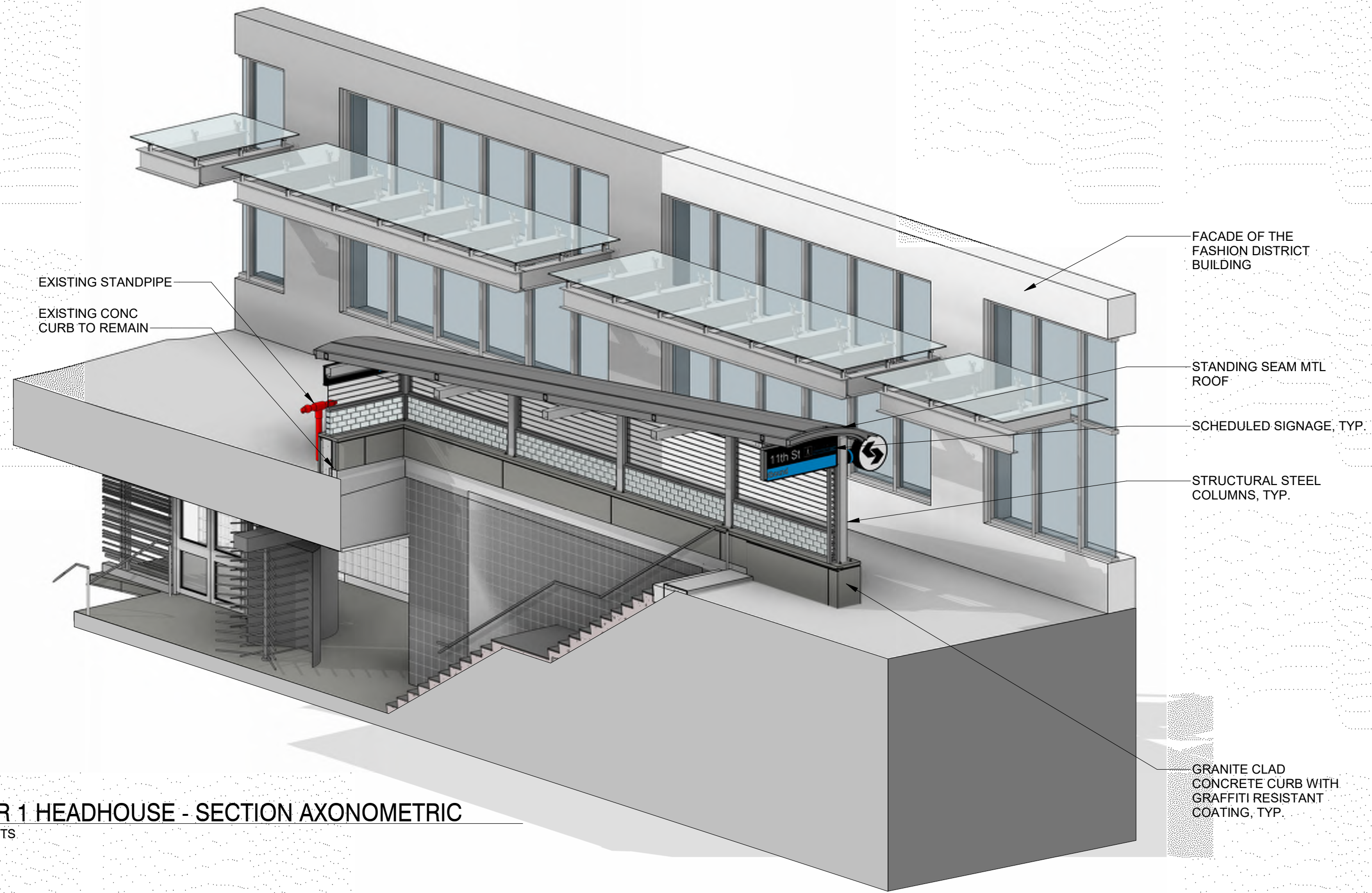


2 STAIR 2 HEADHOUSE EAST ELEVATION
 AC-10 SCALE: 1/4" = 1'-0"



3 STAIR 2 HEADHOUSE WEST ELEVATION
 AC-10 SCALE: 1/4" = 1'-0"





1 STAIR 1 HEADHOUSE - SECTION AXONOMETRIC
 AC-11 SCALE: NTS



AERIAL RENDERING - LOOKING WEST



STAIR RENDERING - LOOKING NORTHWEST



ELEVATOR - LOOKING NORTHEAST



NW CORNER OF 11th AND MARKET STS. - LOOKING WEST



SW CORNER OF 11th AND MARKET STS. - LOOKING WEST



EXISTING SOUTH HEADHOUSE - LOOKING WEST



EXISTING NORTH HEADHOUSE - LOOKING EAST

EXISTING CONDITIONS



8" x 8" GLASS BLOCK



4" x 8" GLASS BLOCK



AIRCRAFT CABLES

MATERIALS