

Michael Baker

I N T E R N A T I O N A L

March 6, 2024

Henry Felsman
Philadelphia Art Commission
City of Philadelphia
1515 Arch Street
Philadelphia PA 19102

RE: SEPTA North Broad ADA Improvements

Dear Henry,

Michael Baker International (MBI) has been contracted by SEPTA to lead the design of this project. On behalf of SEPTA, MBI respectfully requests the review of SEPTA's North Broad ADA Improvements Project. The entire scope of the project includes Hunting Park, Wyoming, and Logan stations. This submission includes the following two stations:

- Hunting Park
4200 N. Broad Street
Philadelphia, PA 1914
- Wyoming
4700 N. Broad Street
Philadelphia, PA 19141

These existing stations are not currently accessible and are serviced by stairs only. Each station has four uncovered stair entrances at each corner of their respective intersections. The proposed ADA Improvements project includes the addition of two new elevators at each station, one servicing each platform. Existing stair entrances are to receive a new, gated headhouse enclosure, where possible. All stair treads and handrails will be replaced. Hunting Park has existing railings listed on the Philadelphia Register of Historic Places. A concurrent package is being submitted to the Philadelphia Historic Commission for their review. These railings are intended to remain and design approaches for each location are described below. This project will also implement SEPTA's system-wide signage and wayfinding standards.

The stations are located in series and are generally intended to read cohesively along this northern stretch of the SEPTA's Broad Street Line. The architecture uses similar design elements, intended to be used as a kit of parts, and responds to key design goals including ease of maintenance, durability, longevity, security, and repeatable easy-to-replace elements. The proposed stair headhouse design closely follows SEPTA's standard design including a sloped standing seam metal roof, structural steel angle posts with aircraft cables for the perimeter, a bar stock gate at street level, and new granite-clad curbs. The elevator headhouse design has a similar appearance using structural steel angle posts. Other elements include glass block on the lower portion of the elevator, granite-clad curb, canopy over the door, and bollards for pedestrian safety where needed. An additional elevator headhouse feature is the

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illuminated angled metal ceiling at the top of the elevator to create a glassy beacon for ease of identification and wayfinding. Both headhouses feature stainless steel finishes.

Hunting Park

The proposed elevator for the northbound platform is situated at the northeast station entrance at the Bristol Street triangle near the historical stair entrance, creating a visible station entrance and providing ease of access to the adjacent bus stop. This location also creates no impact to local businesses. This location also has created the opportunity to improve bus stop waiting and elevator queuing area by enhancing a small amount of existing hardscaping. The second elevator is located at the southwest station entrance along N. Broad Street. This location also does not impact businesses or driving sightlines. The wide width of the sidewalk along N. Broad Street also provides required clearances without impacting curb lines.

This station has one historic railing remaining at the existing northeast entrance and a portion of a historic railing at the northwest station entrance. Both historic elements are intended to be cleaned, repainted, and reinstalled in place on a new granite-clad curb. The stainless steel stair headhouse design respects and complements the existing historic railing, following the rhythm of its existing balustrades using structural steel angles, a shape used to provide a delicate appearance. At the northwest stair where the historical railing fragment is located, a new railing is proposed to emulate the scale and repetition of elements, while providing a distinct modern appearance. This entrance does not receive a covered headhouse nor street-level gates due to the adjacency of the existing building and business entrance.

Wyoming

The proposed elevator for the northbound platform is positioned on the southeast corner of N. Broad and created a central entrance for the station stair entrance and elevator queuing. This location does not impact the existing church property and provides ease of access to the bus stop. The proposed curb bump out, aligned to match the extent of the curb across N. Broad Street, provides a layer of pedestrian safety and allows users to circulate on either side of the elevator. The southbound elevator is located on the southwest corner, also creating a central station entrance without impacting existing properties.

All four existing stair entrances are proposed to have the new headhouse enclosure with street-level gates.

Michael Baker

I N T E R N A T I O N A L

Supplemental documents will be submitted by March 6, 2024 for your review. Please advise if the project will qualify for administrative approval or if we must present the project at the March 13, 2024 meeting.

Please feel free to contact me with any questions at 215-385-6348 or by email at cfrances@septa.org or Chantal.frances@mbakerintl.com.

We look forward to presenting this project.

Warmly,



Chantal Frances, AIA
Project Manager, Michael Baker International

CC: Sean McMahon, SEPTA
Glen Hair, Gannet Fleming



PHILADELPHIA ART COMMISSION SUBMISSION - 03/06/24

HUNTING PARK
ADA IMPROVEMENTS
4200 N. BROAD STREET
PHILADELPHIA, PA 19140

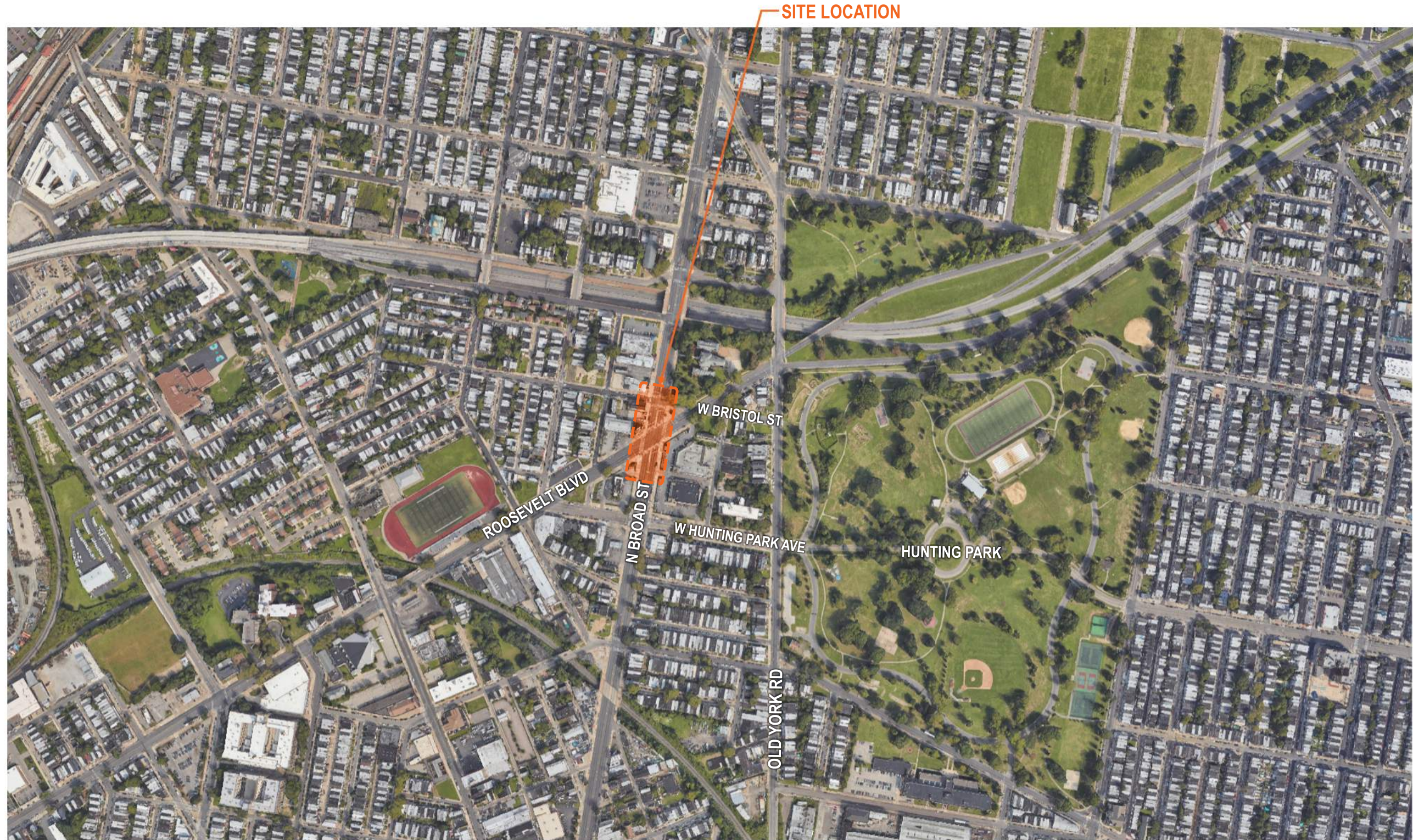
PREPARED BY:

Michael Baker

INTERNATIONAL

1818 MARKET STREET, SUITE 3110
PHILADELPHIA, PA 19103





SCALE: N.T.S.



SOUTHWEST STATION ENTRANCE



NORTHWEST STATION ENTRANCE



SOUTHEAST STATION ENTRANCE



NORTHEAST STATION ENTRANCE

PHOTOGRAPHS TAKEN: 02/28/24

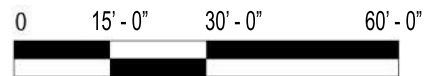
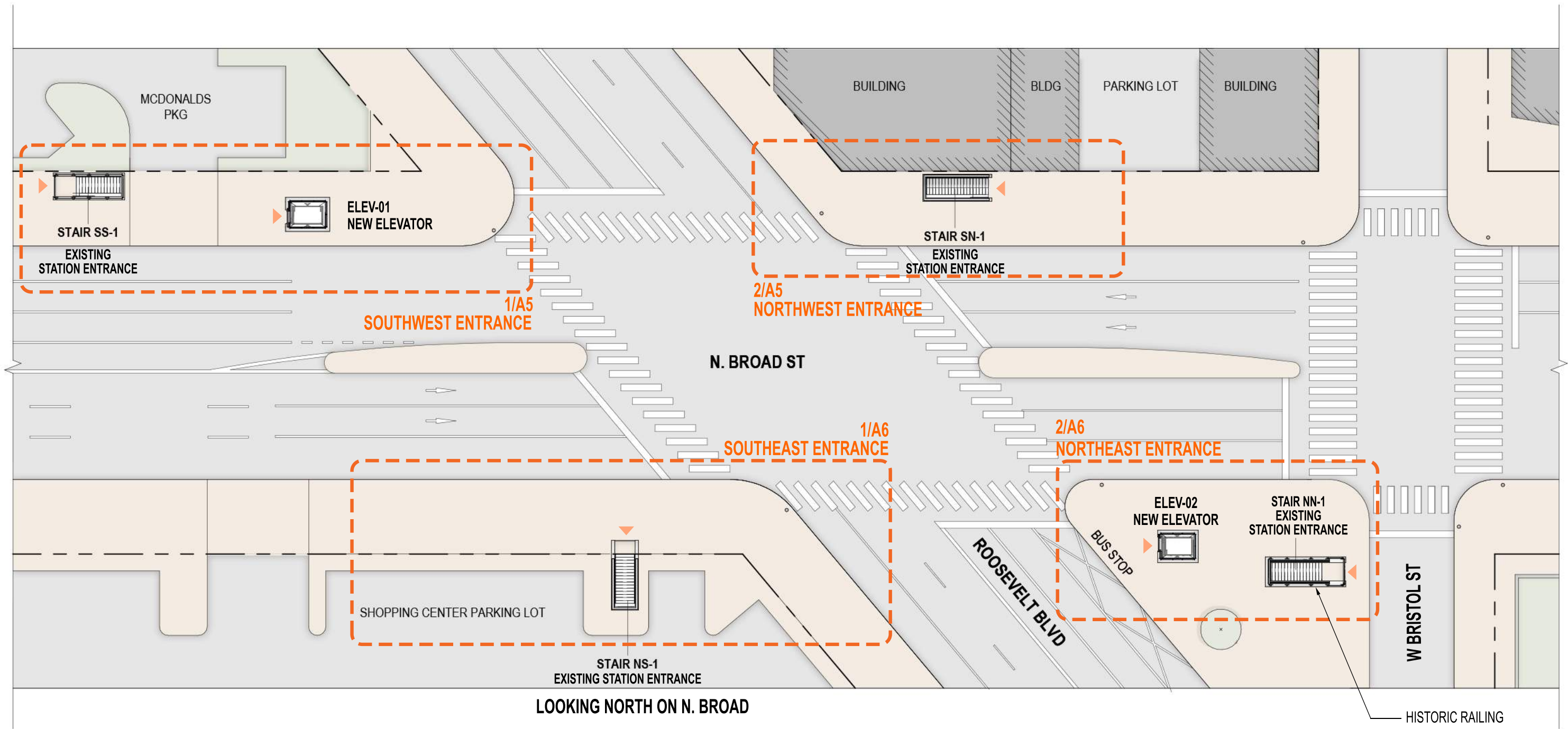


LOOKING SOUTH ON N. BROAD ST



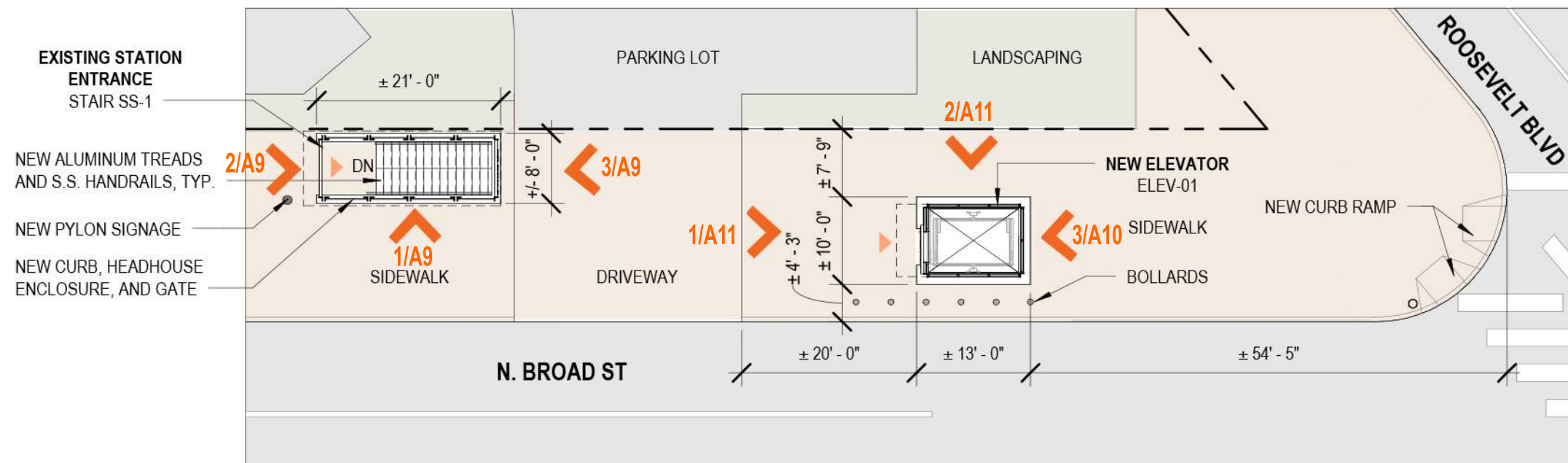
LOOKING NORTH ON N. BROAD

PHOTOGRAPHS TAKEN: 02/28/24

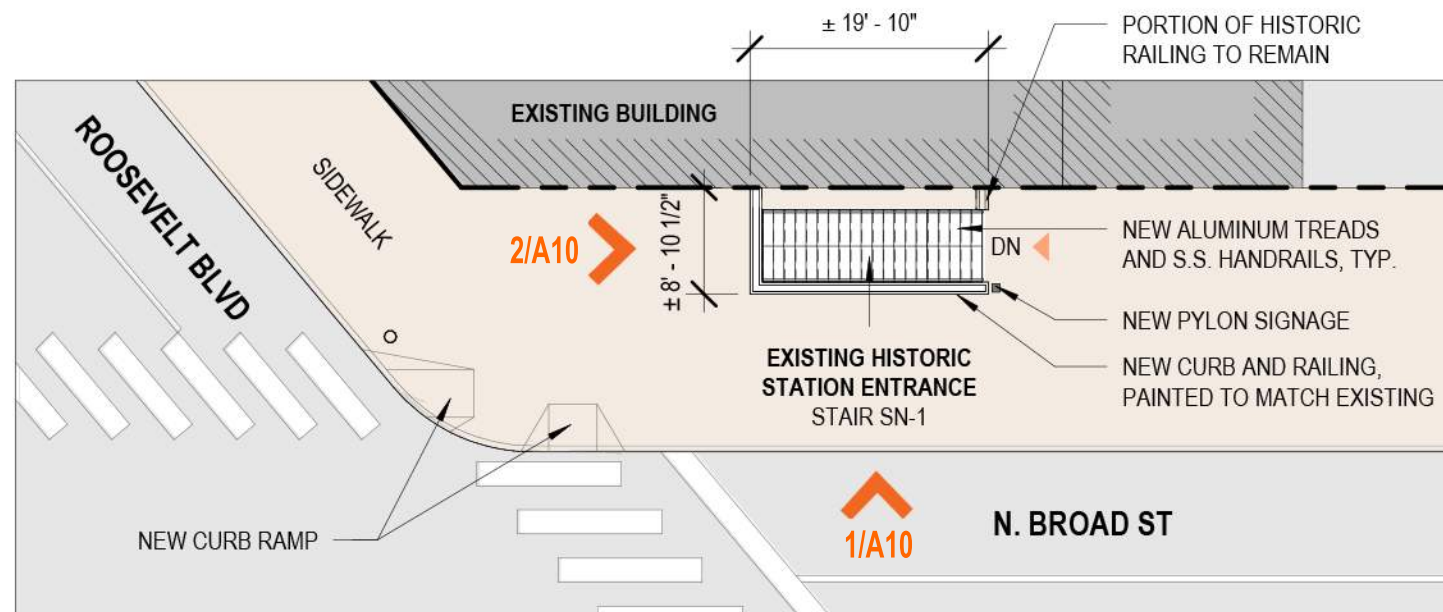


SCALE: 1" = 30'-0"





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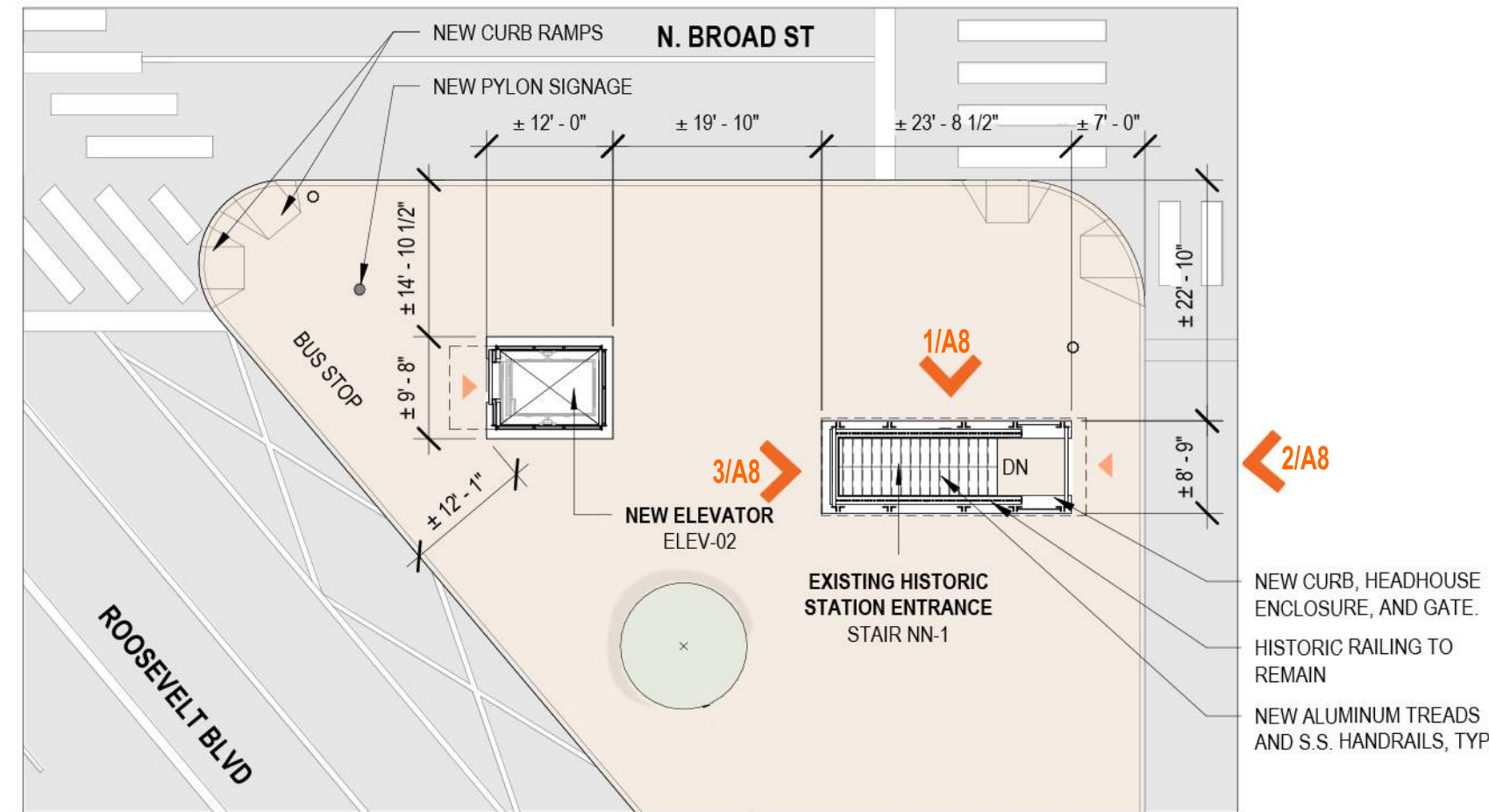
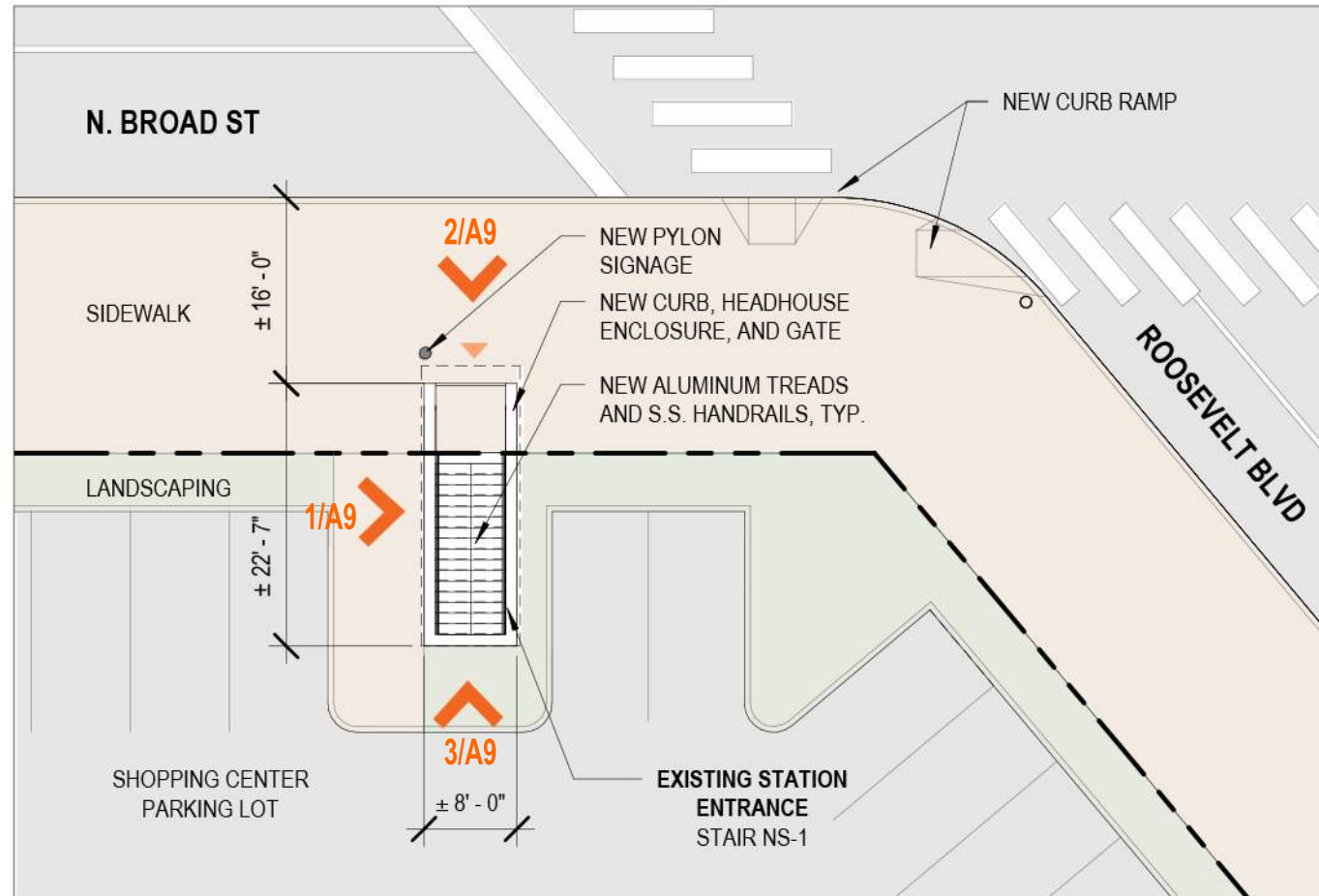


2 | NORTHWEST STATION ENTRANCE



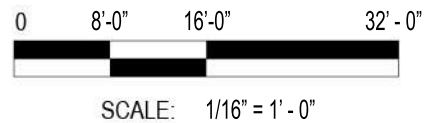
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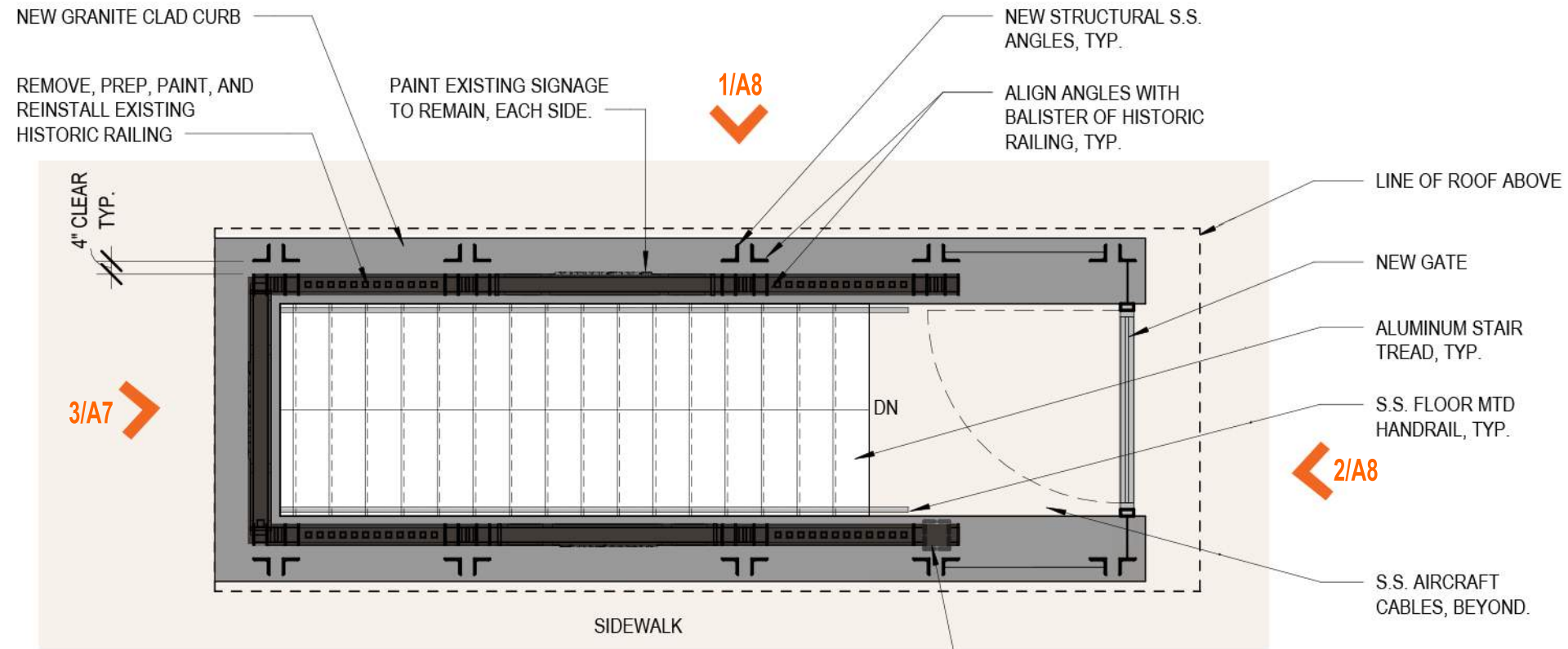




1 | SOUTHEAST STATION ENTRANCE

2 | NORTHEAST STATION ENTRANCE

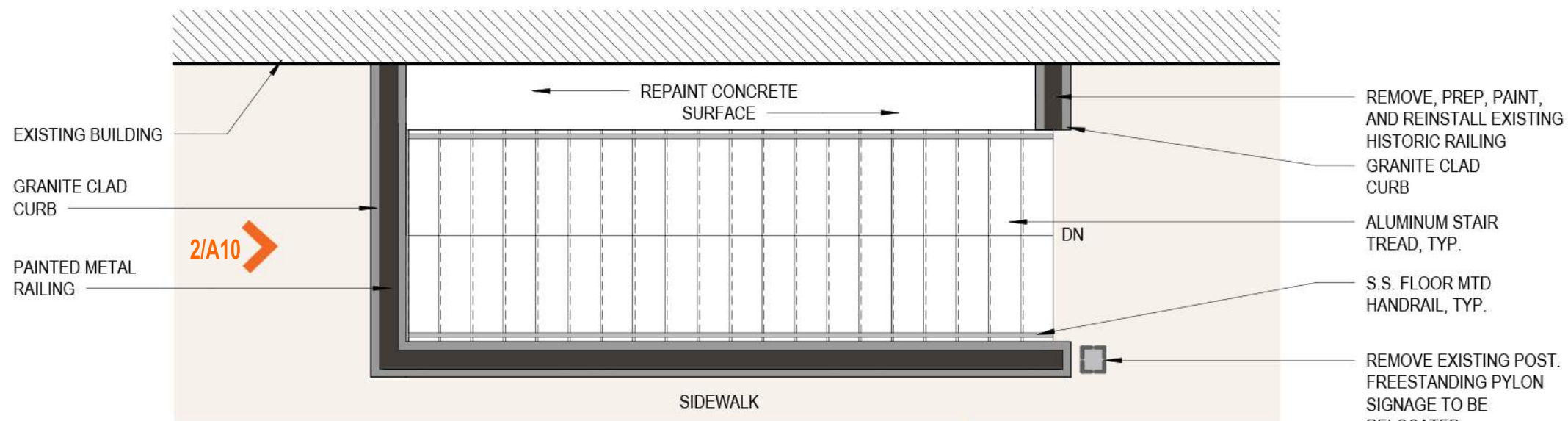




1 | STAIR NN-1 STATION ENTRANCE WITH HISTORIC RAILING



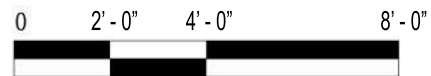
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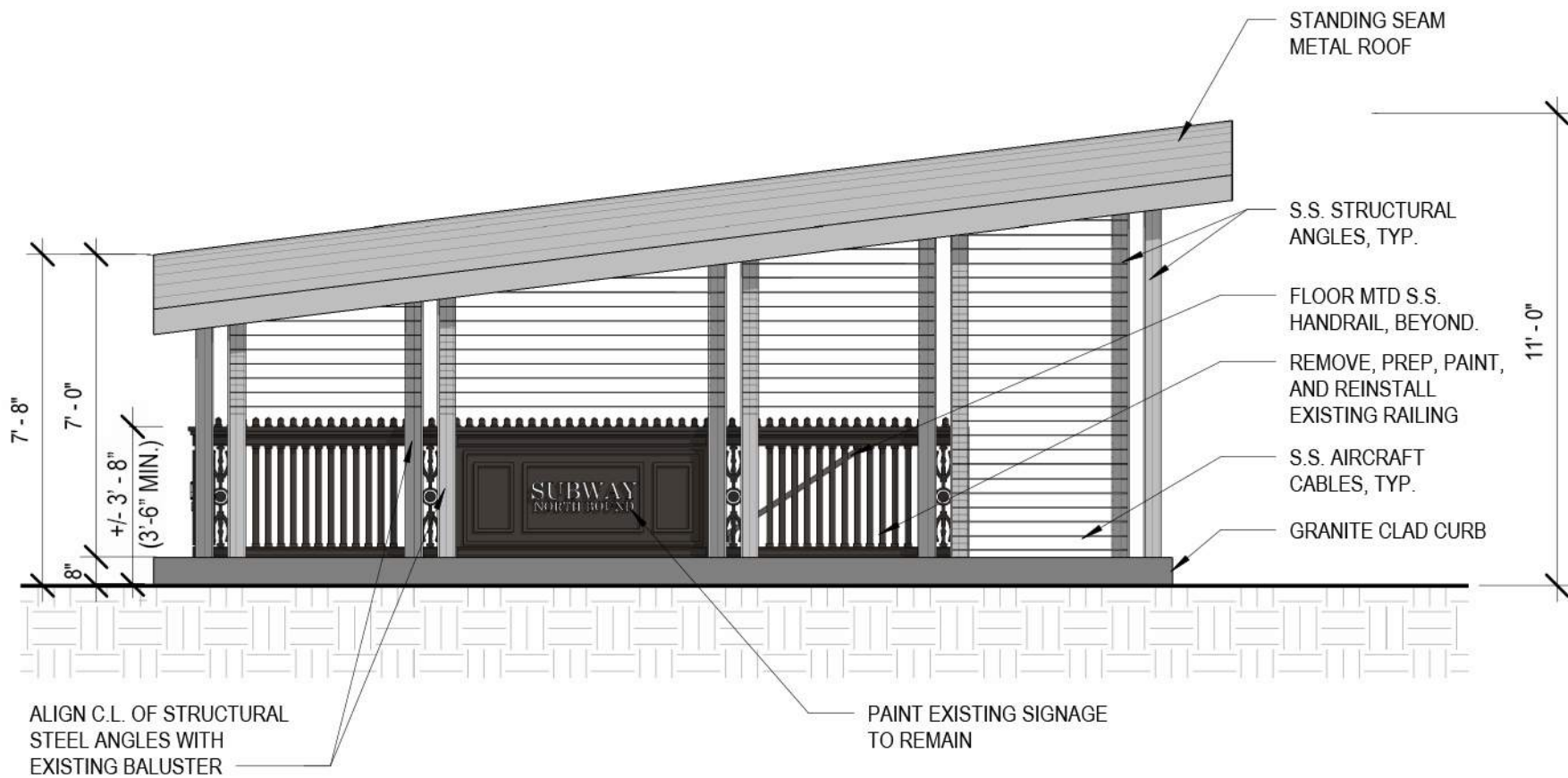


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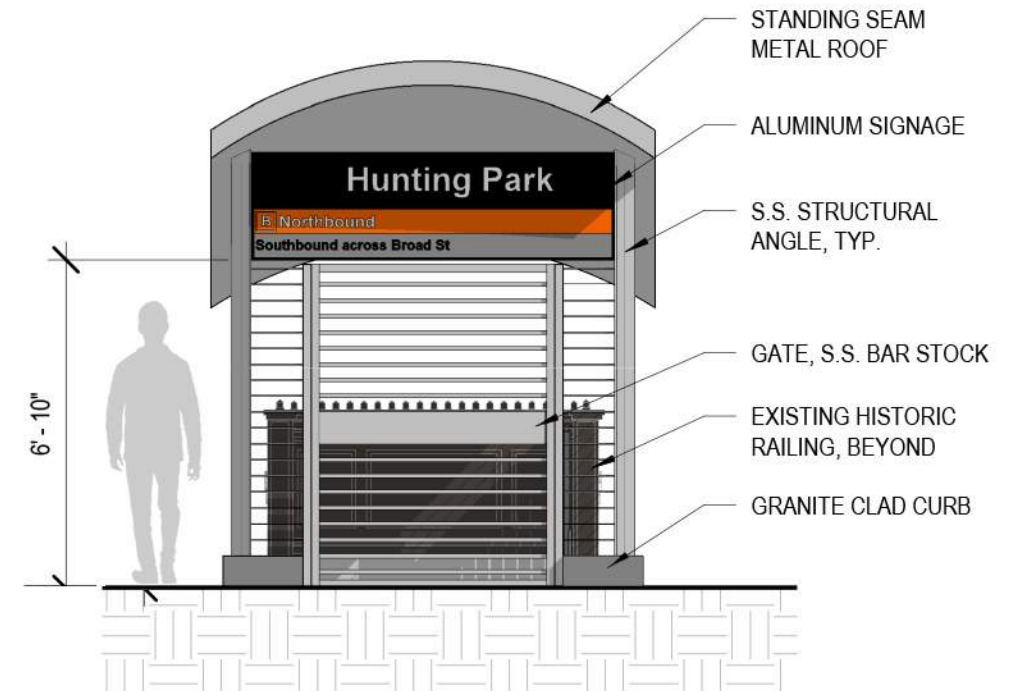


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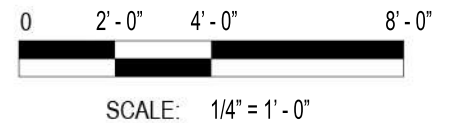
1 | SIDE ELEVATION

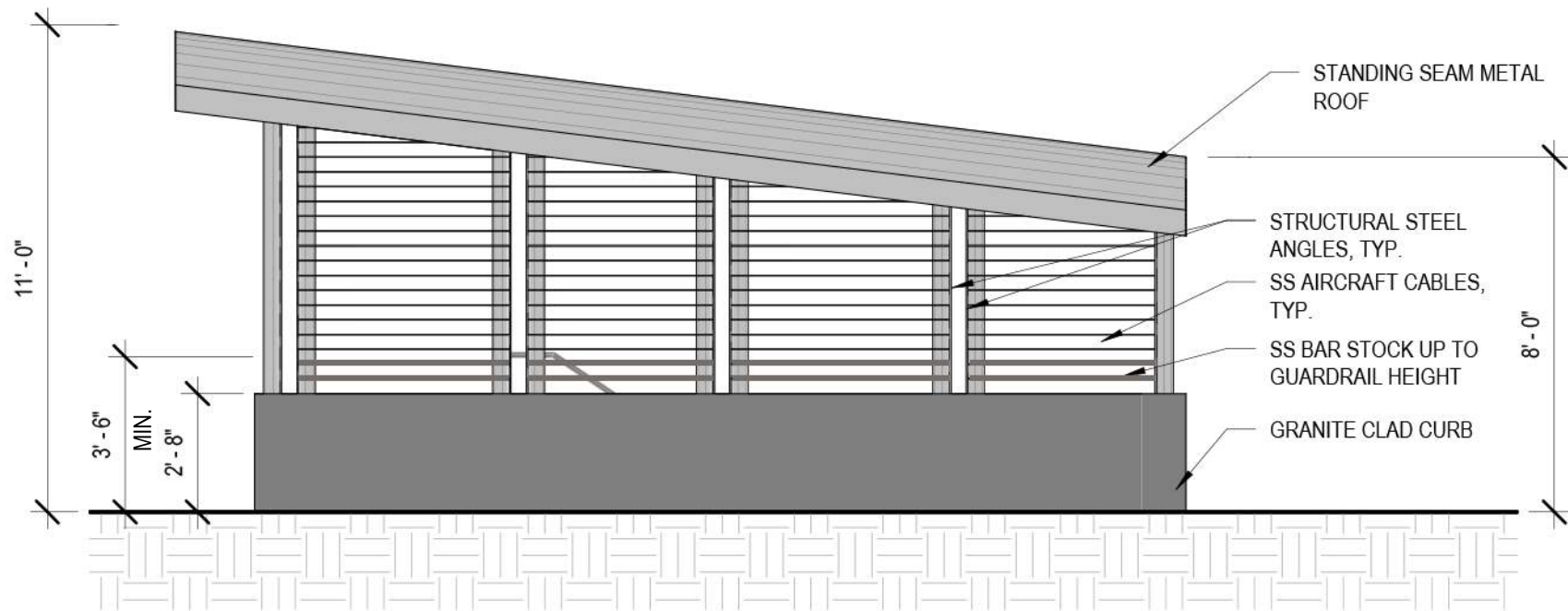


2 | FRONT ELEVATION

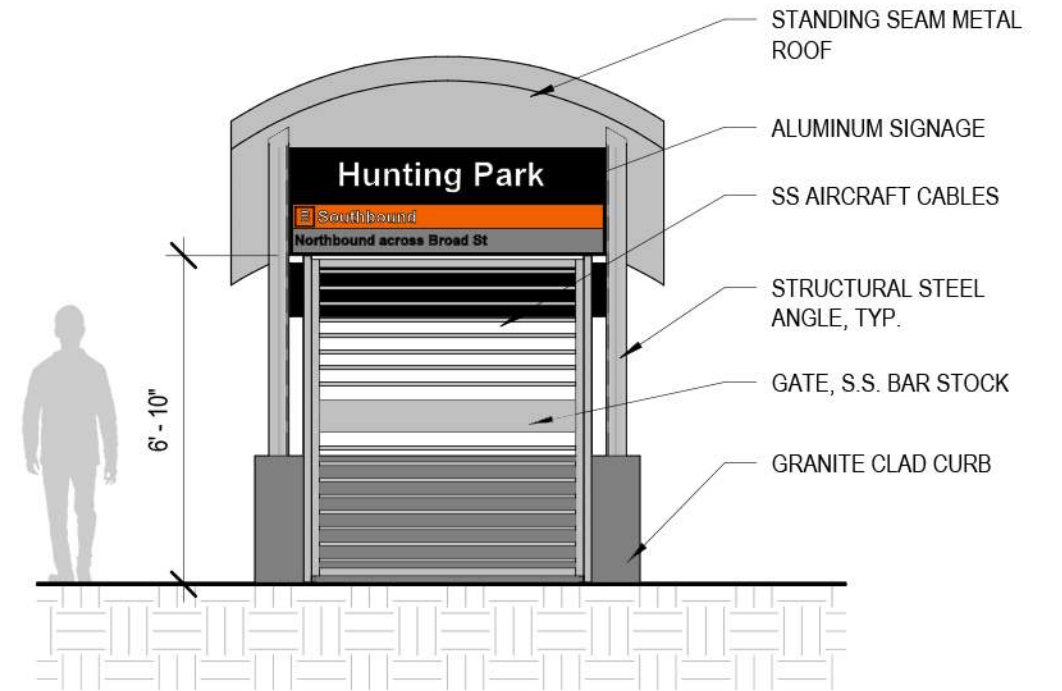


3 | REAR ELEVATION

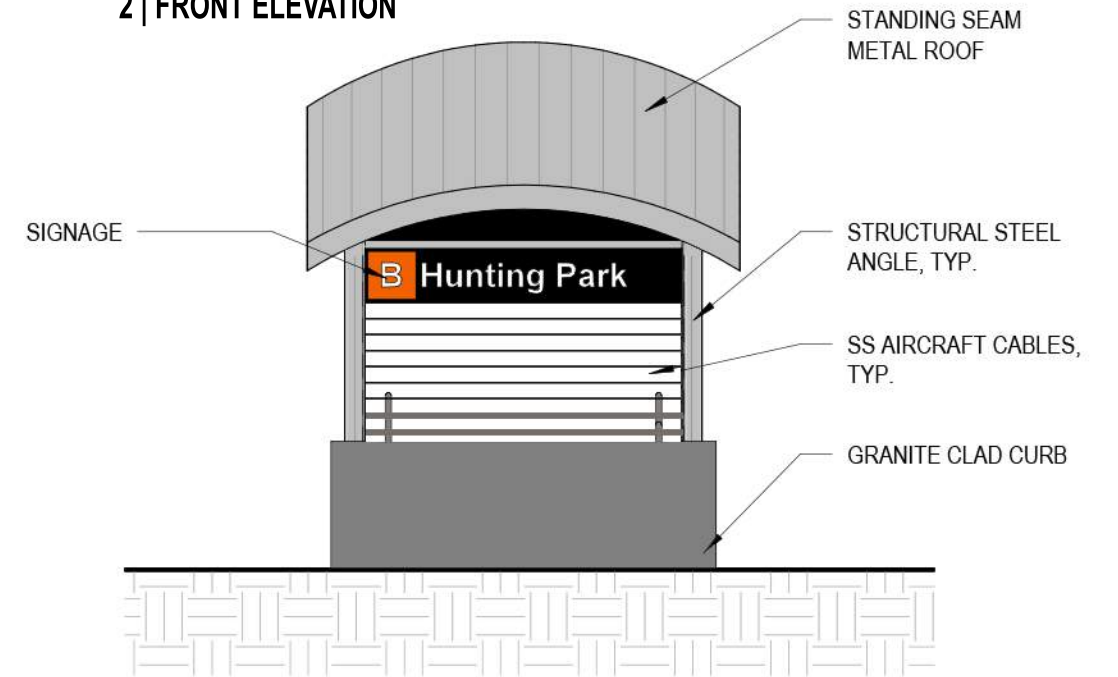




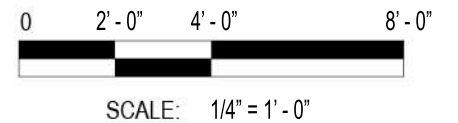
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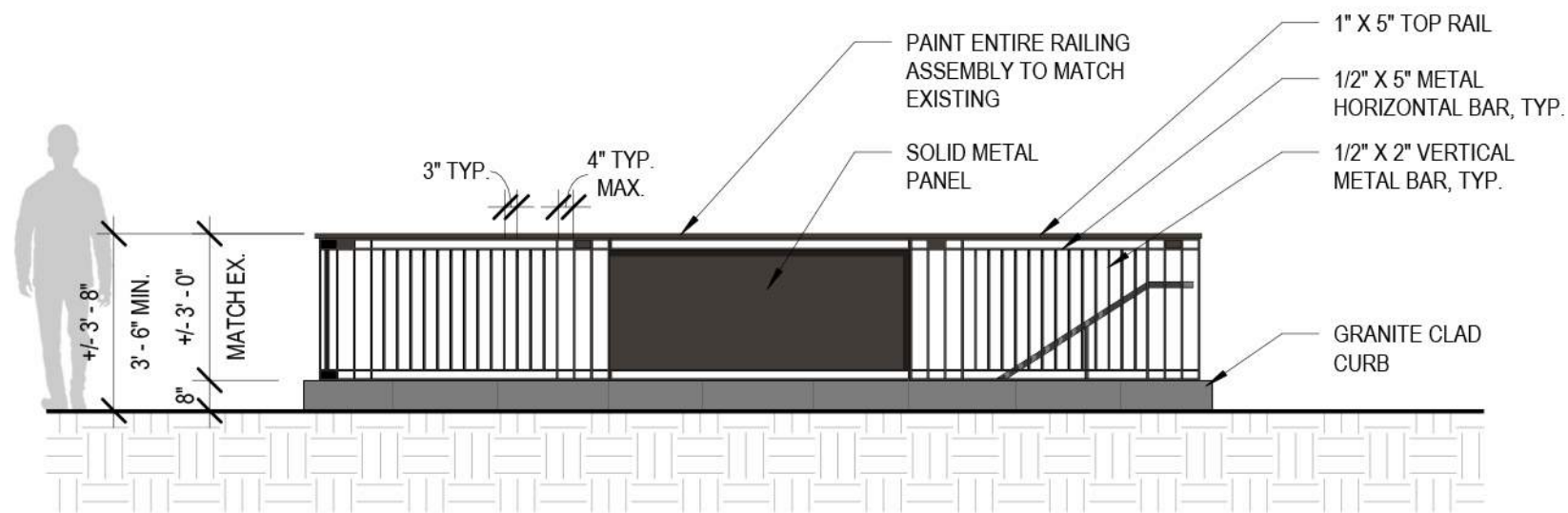


2 | FRONT ELEVATION



3 | REAR ELEVATION

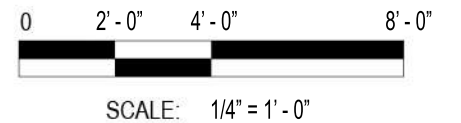


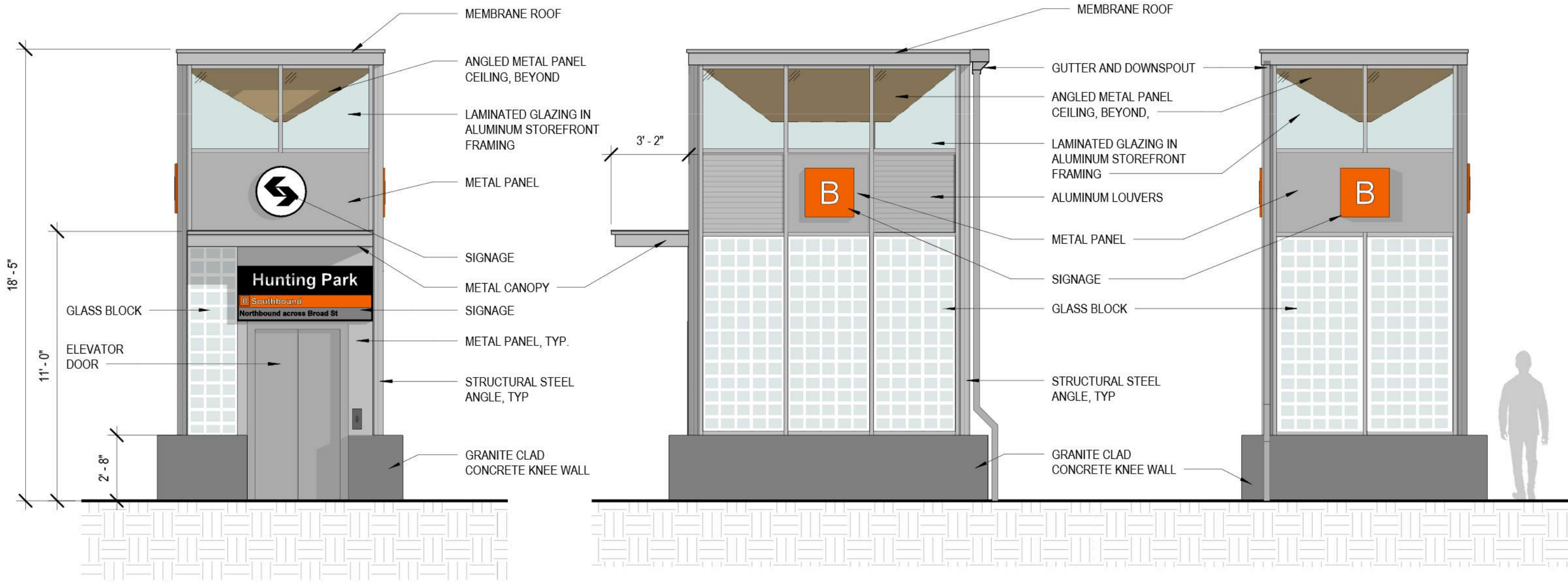


1 | SIDE ELEVATION



2 | REAR ELEVATION

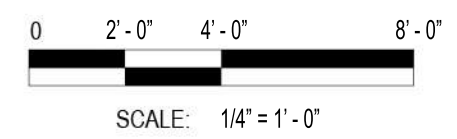




1 | FRONT ELEVATION

2 | SIDE ELEVATION

3 | REAR ELEVATION













PHILADELPHIA ART COMMISSION SUBMISSION - 03/06/24

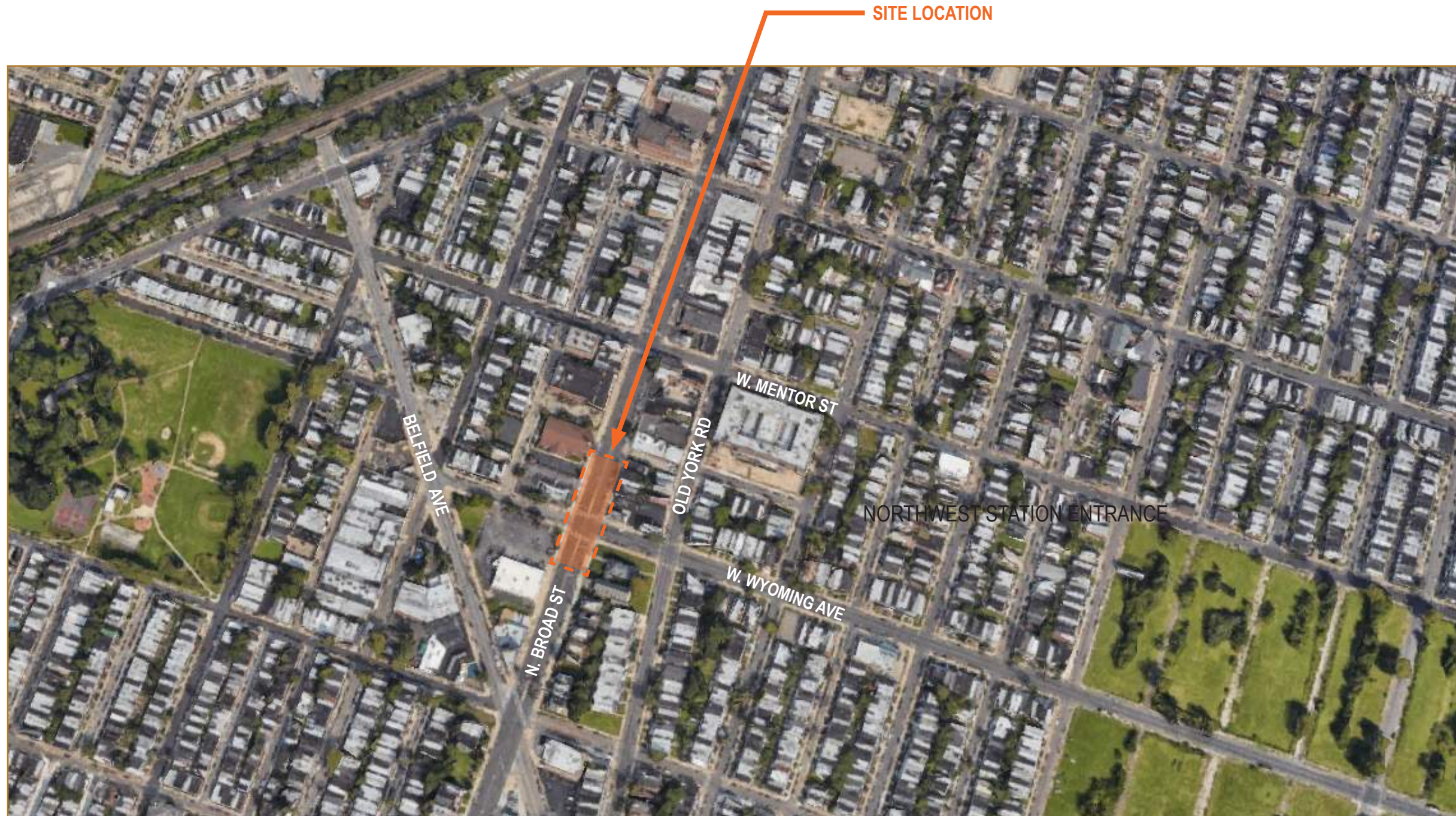
WYOMING
ADA IMPROVEMENTS
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PREPARED BY:

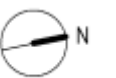
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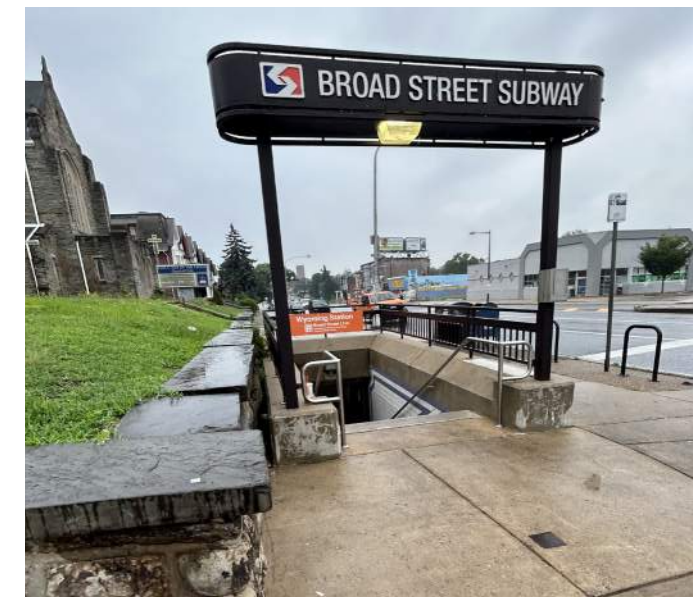
NORTHWEST STATION ENTRANCE



NORTHEAST STATION ENTRANCE



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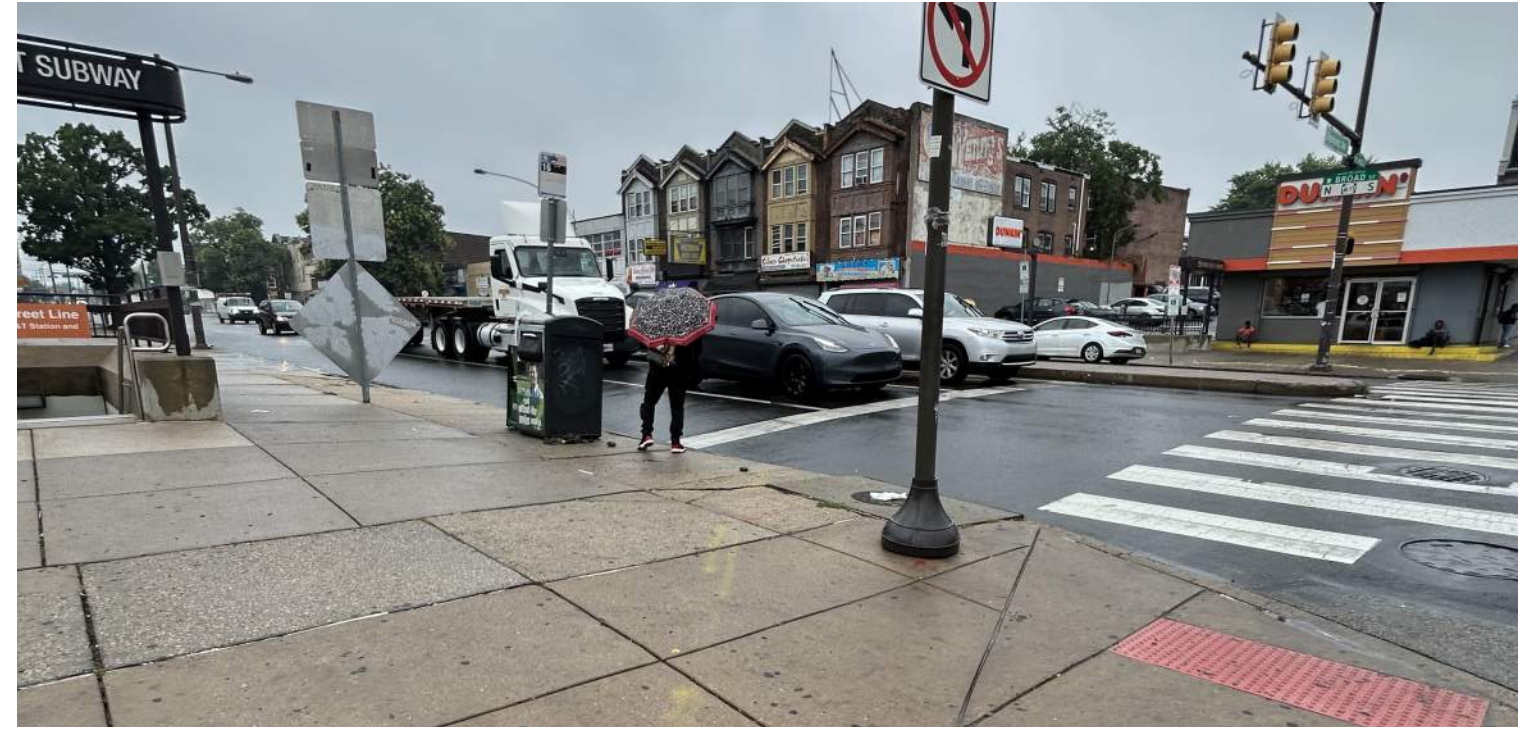
SOUTHEAST STATION ENTRANCE



PHOTOGRAPHS TAKEN: 07/19/23 AND 02/26/24



LOOKING EAST ON WYOMING AVE.



LOOKING NORTHEAST ON NORTH BROAD ST.

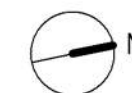
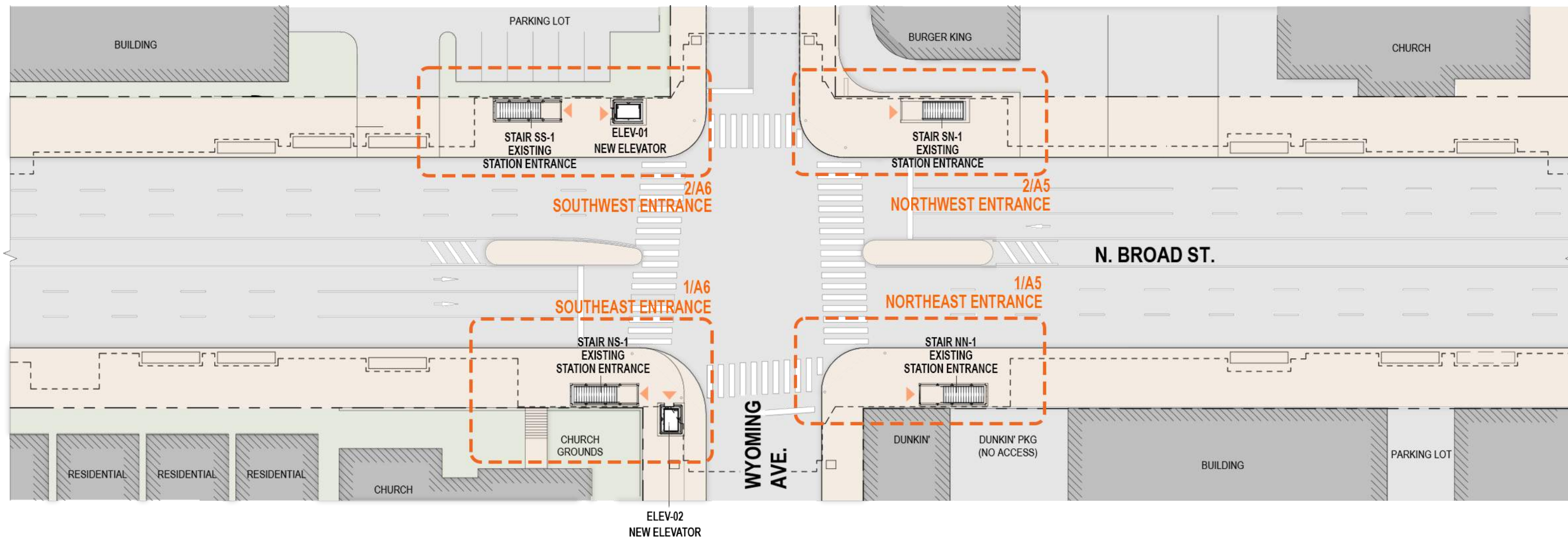


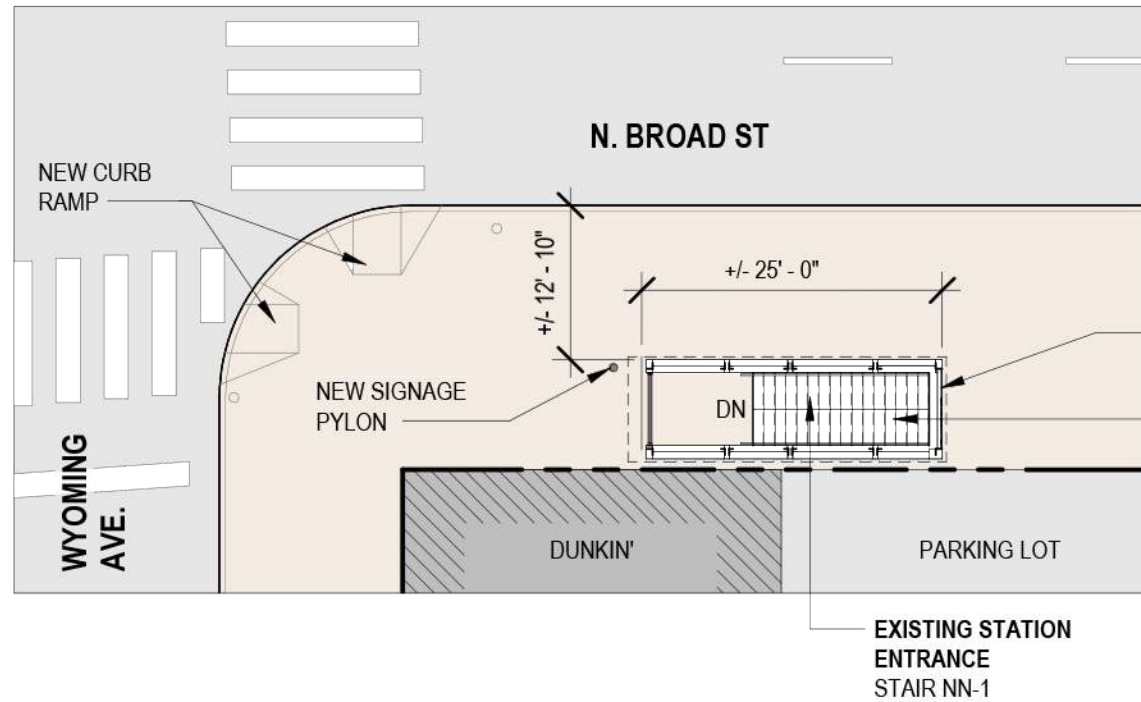
LOOKING SOUTH ON BROAD ST.



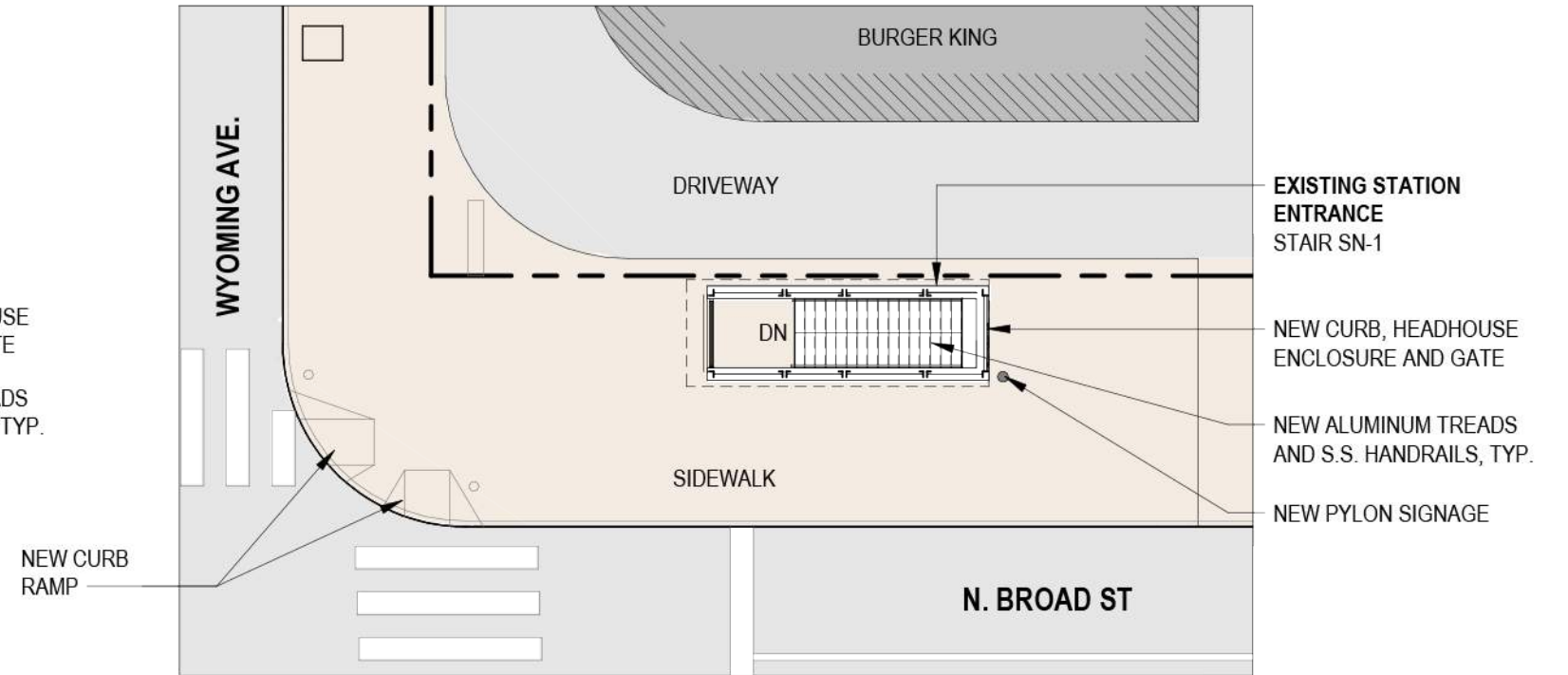
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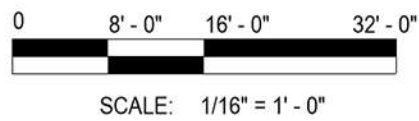


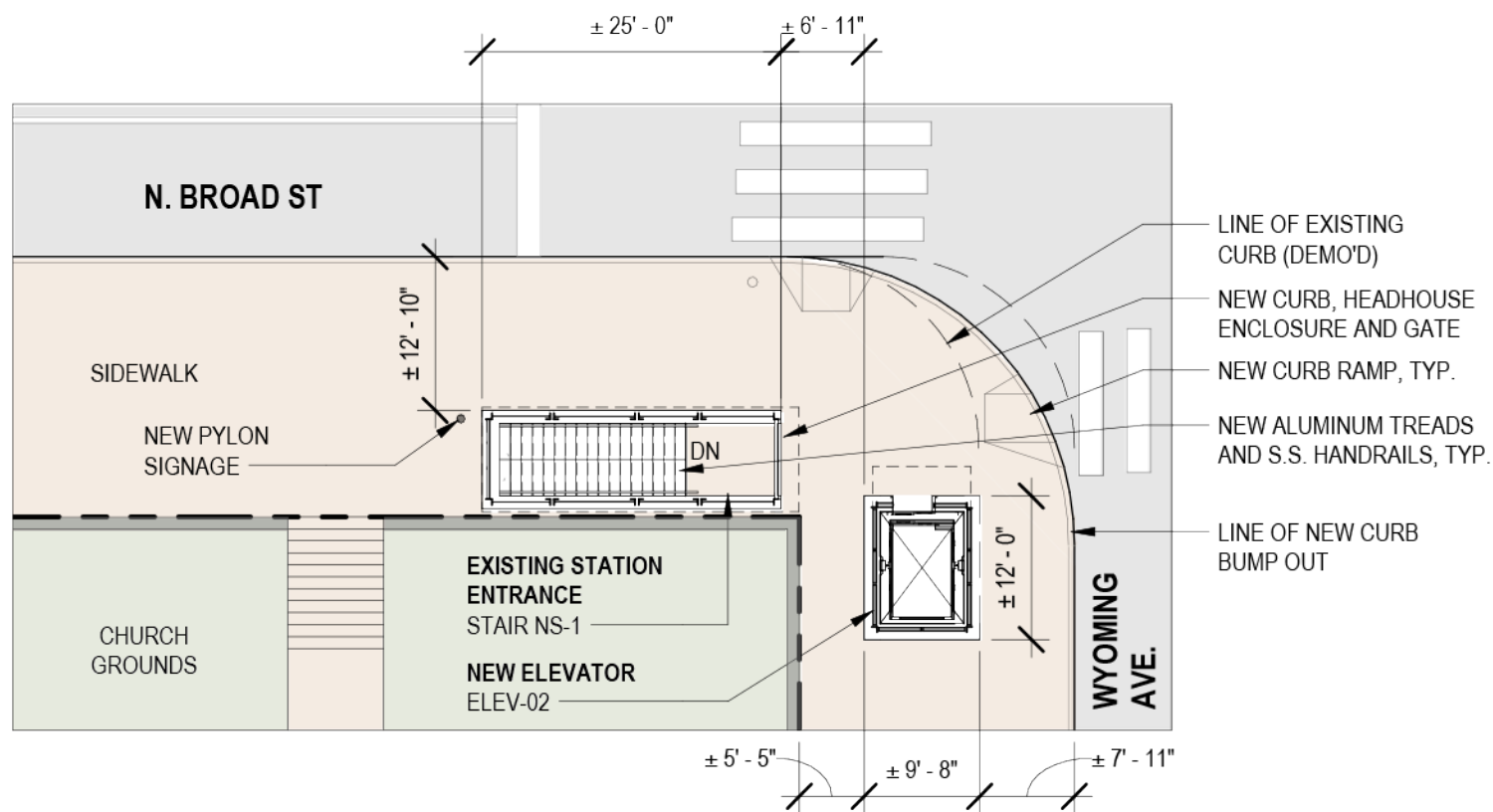


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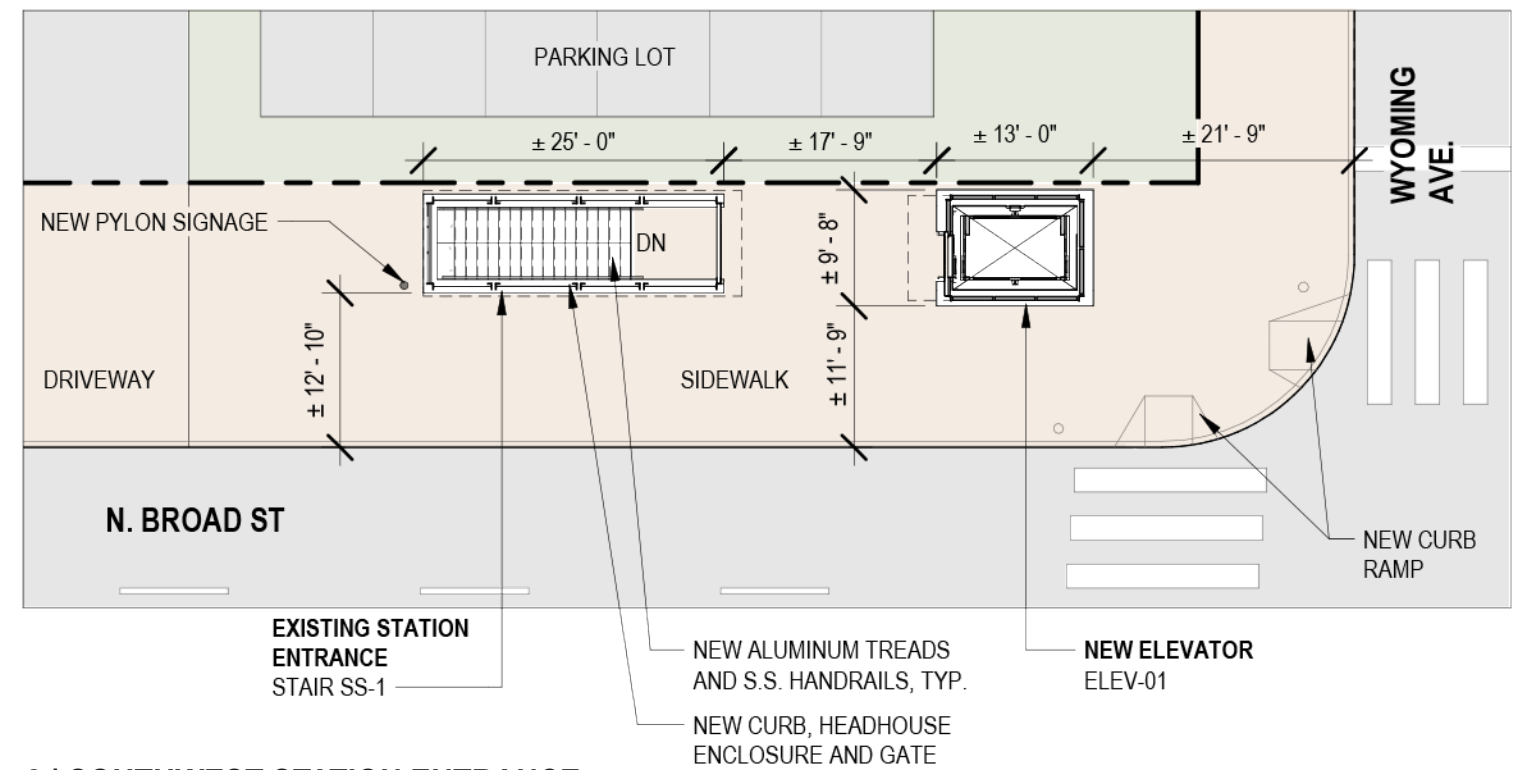


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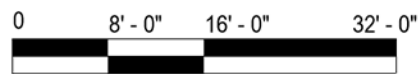




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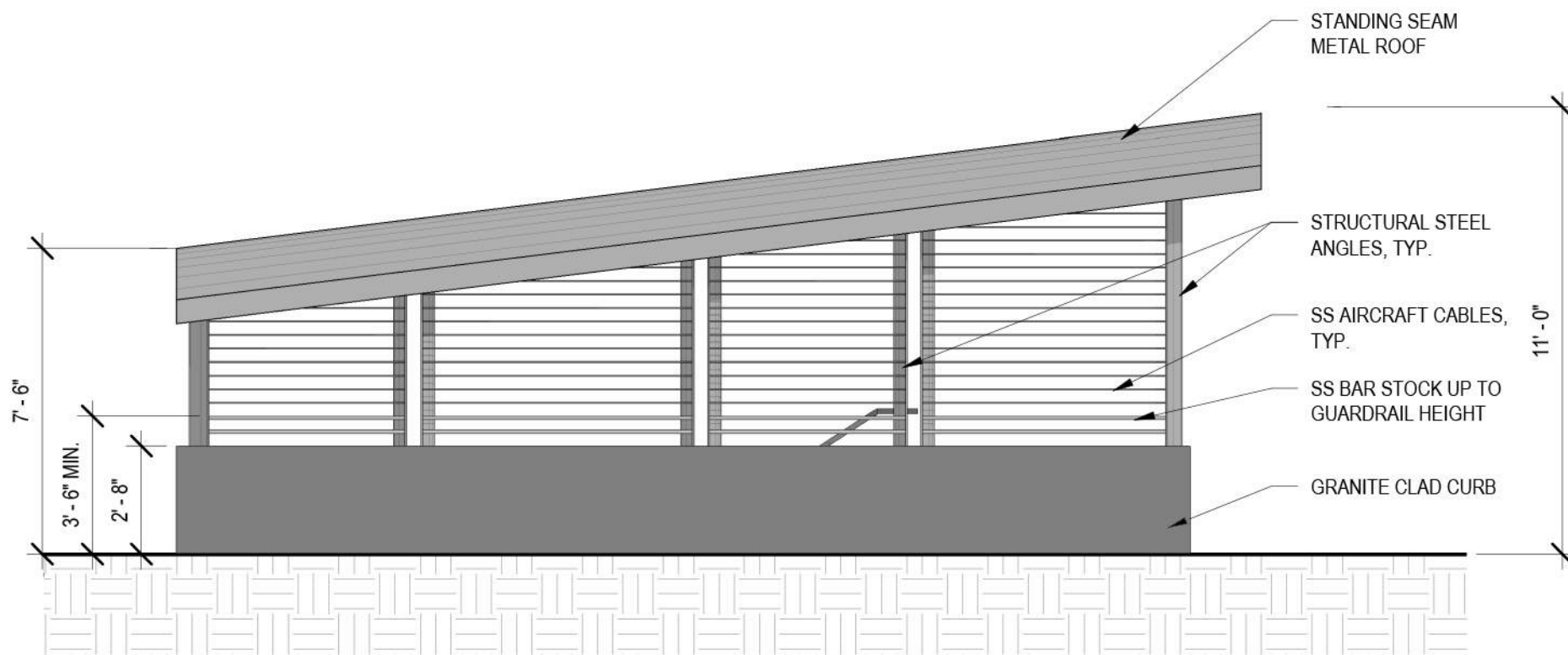


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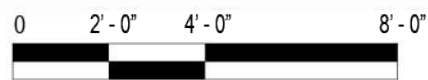


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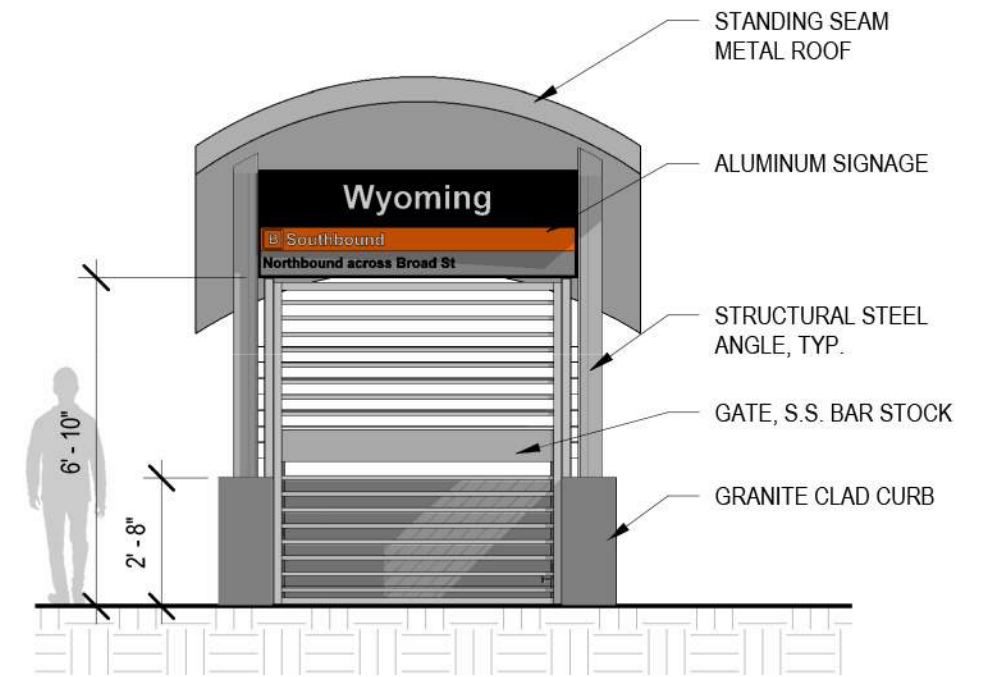




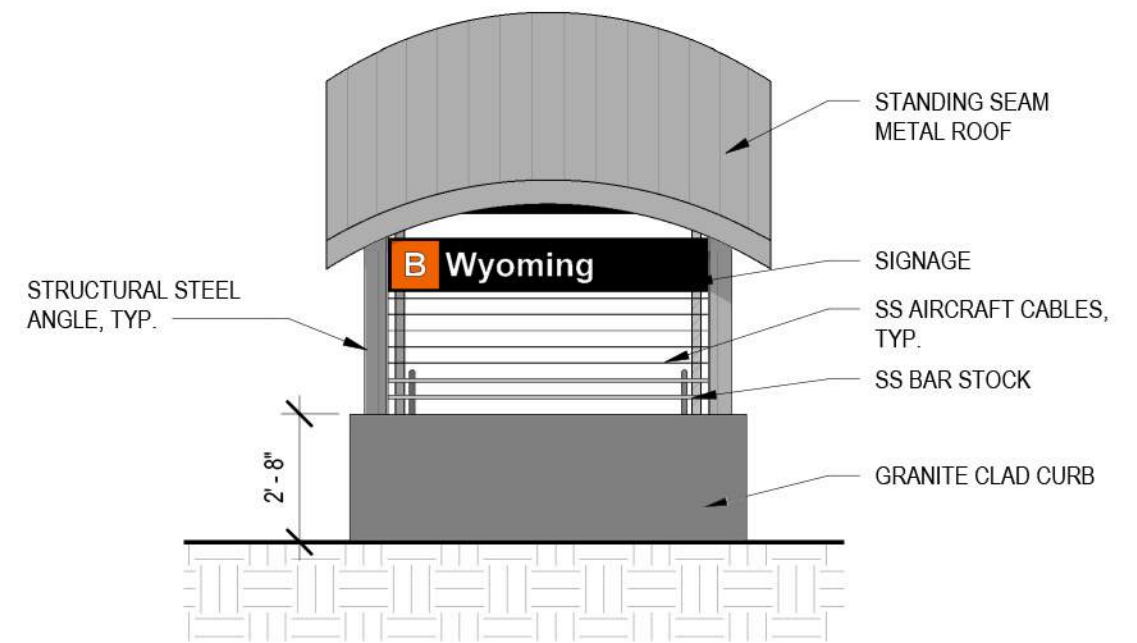
1 | SIDE ELEVATION



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

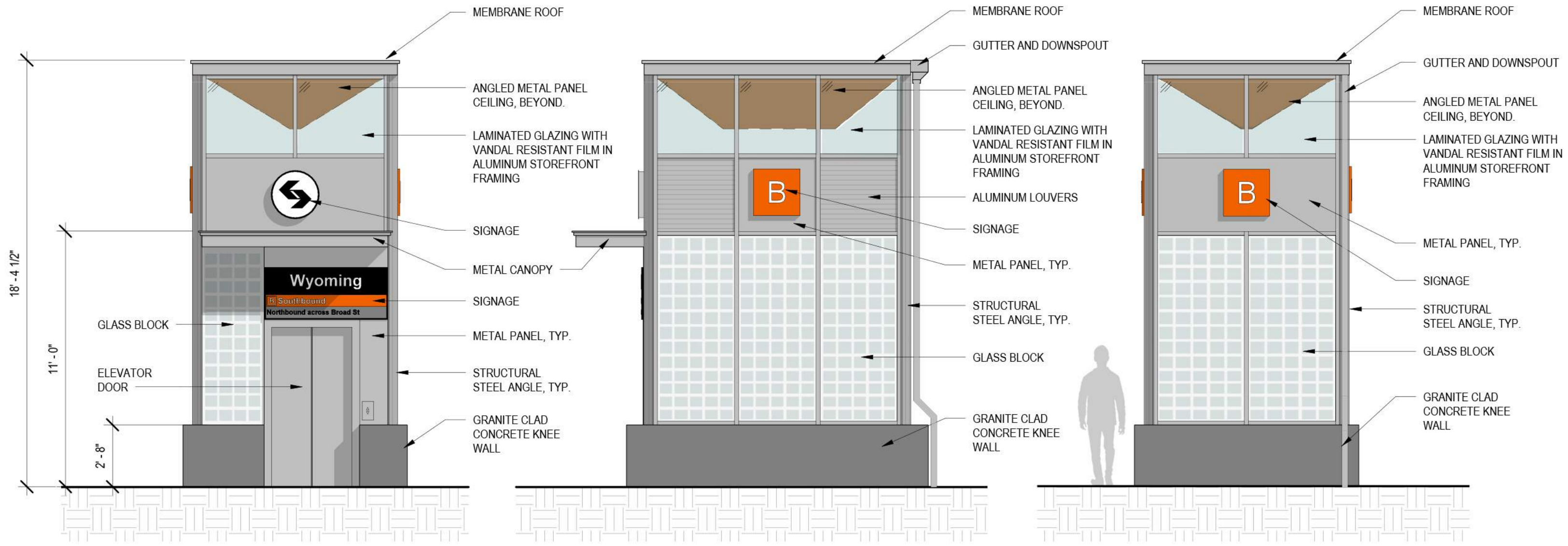


2 | FRONT ELEVATION



3 | REAR ELEVATION





1 | FRONT ELEVATION

2 | SIDE ELEVATION

3 | REAR ELEVATION





Michael Baker
INTERNATIONAL



NORTH BROAD STATION ADA IMPROVEMENTS

WYOMING

SOUTHWEST ENTRANCE - EVENING RENDERING

03/06/24

A10





