

76 PLACE
at Market East

CDR RESUBMISSION
03/05/2024

INDEX

COVER	
GOAL & CHANGES	3
PROPOSED	
Plans - Street Level Event / Non-Event	4-5
Street Level Activation Precedent Imagery	6
Promenade Rendering	7
Market St. at 11th Renderings	8-9
Aerial Rendering	10
Existing Zoning Map	11
Existing Context Building Height	12
Proposed Building Height	13
Residential Tower - Shadow Study	14-16
Aerial Rendering	17
Site Plan & Site Furnishing Precedent Imagery	18-19
CIRCULATION	
Modal Splits	20
Traffic Assessment & Level of Service	21-22
Pedestrian Assessment & Level of Service	23-24
Parking Garage Pedestrian Arrival	25-26
Transportation Event Management Plan	27
Proposed Ride Share Pedestrian Arrival	28
Bus - Adjacent Stops	29-30
11th Street Modifications	31
10th Street Modifications	32
Arena Pre-Game Ingress	33-34
Arena Post-Game Egress	35-36
Queuing Zones	37
Pedestrian - Street Level Sections	38
PROPOSED	
Master Plan	39
Massing - Program Section	40
Rail - Jefferson Station Daylight	41
THANK YOU	42
APPENDIX	43-106





**OUR GOAL IS TO PROVIDE INFORMATION EARLY
IN THE PROJECT TIMELINE TO ENCOURAGE
DIALOGUE AND RECEIVE FEEDBACK THAT CAN
INFORM OUR PROJECT.**

Changes since last submission:

- Increased retail and modified entrance locations to better encourage activation on non-event days and connect with the existing built environment.
- Sidewalk and entrance modifications for pre- and post-event queues and inclusion of pedestrian modeling analysis.
- Modal split precedent, parking allocation and traffic management concepts from the Traffic Impact Study.
- Pedestrian and auto traffic assessment updates and modifications to proposed street closures.

PROPOSED | PLANS - STREET LEVEL (NON-EVENT)

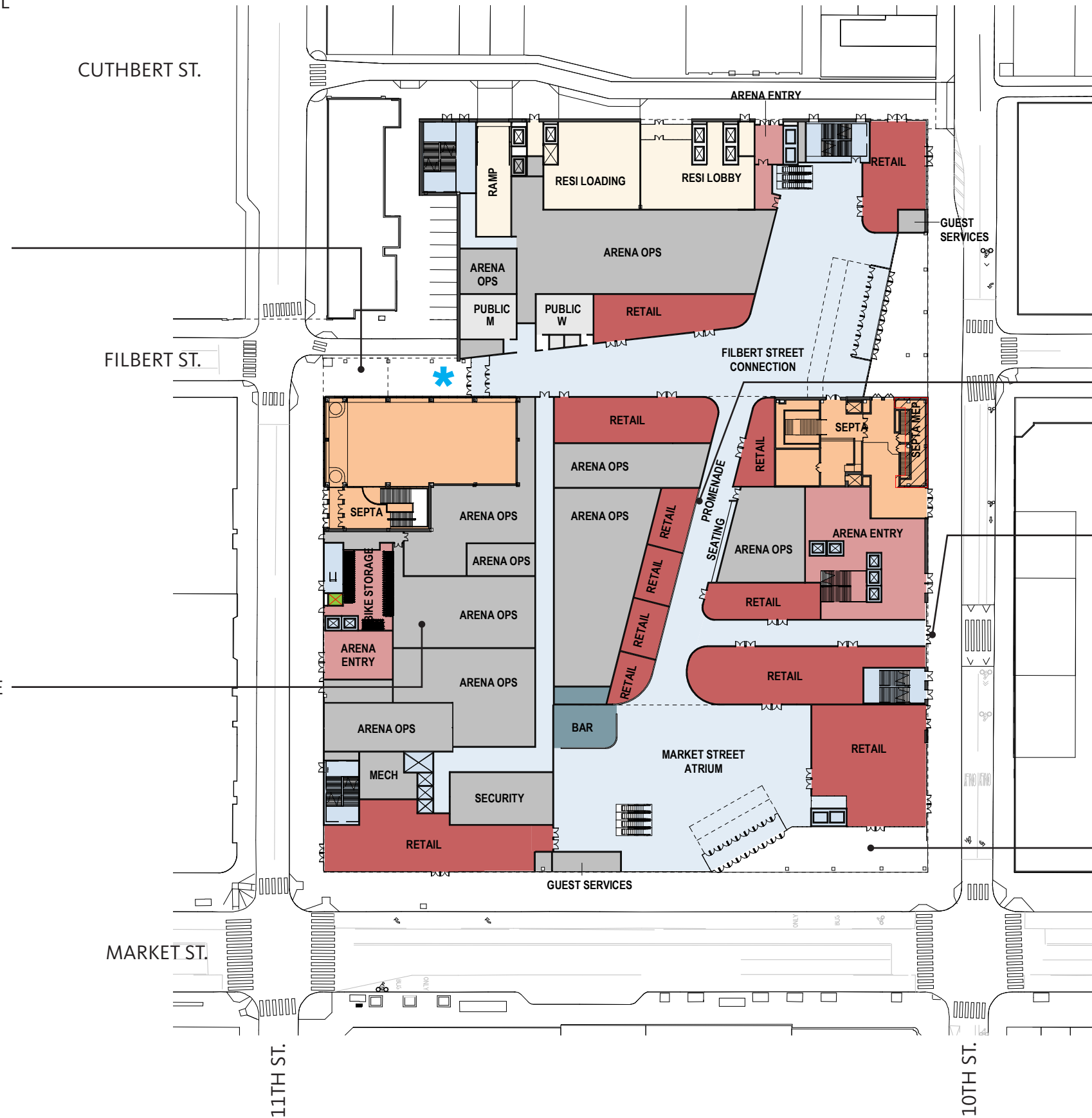
SCALE 1:80

* 11TH ST FACADE RELOCATION STILL BEING COORDINATED WITH SEPTA

REVISED ENTRY TO ALLOW MORE DAYLIGHT TO JEFFERSON STATION ATRIUM & TO CREATE ADDITIONAL QUEUING AREA.

ARENA OPERATION COULD INCLUDE

- MAINTENANCE
- SECURITY
- MEDIA SUPPORT
- STAFF OFFICES



ADDITIONAL RETAIL PROVIDED AT PROMENADE TO FACILITATE INCREASED ACTIVATION

MODIFIED EAST ENTRY WITH ADDITIONAL RETAIL CONNECTING DIRECTLY TO EXISTING FASHION DISTRICT

INCREASED OUTDOOR PLAZA DEPTH BY 10'



PROPOSED | PLANS - STREET LEVEL (NON-EVENT)

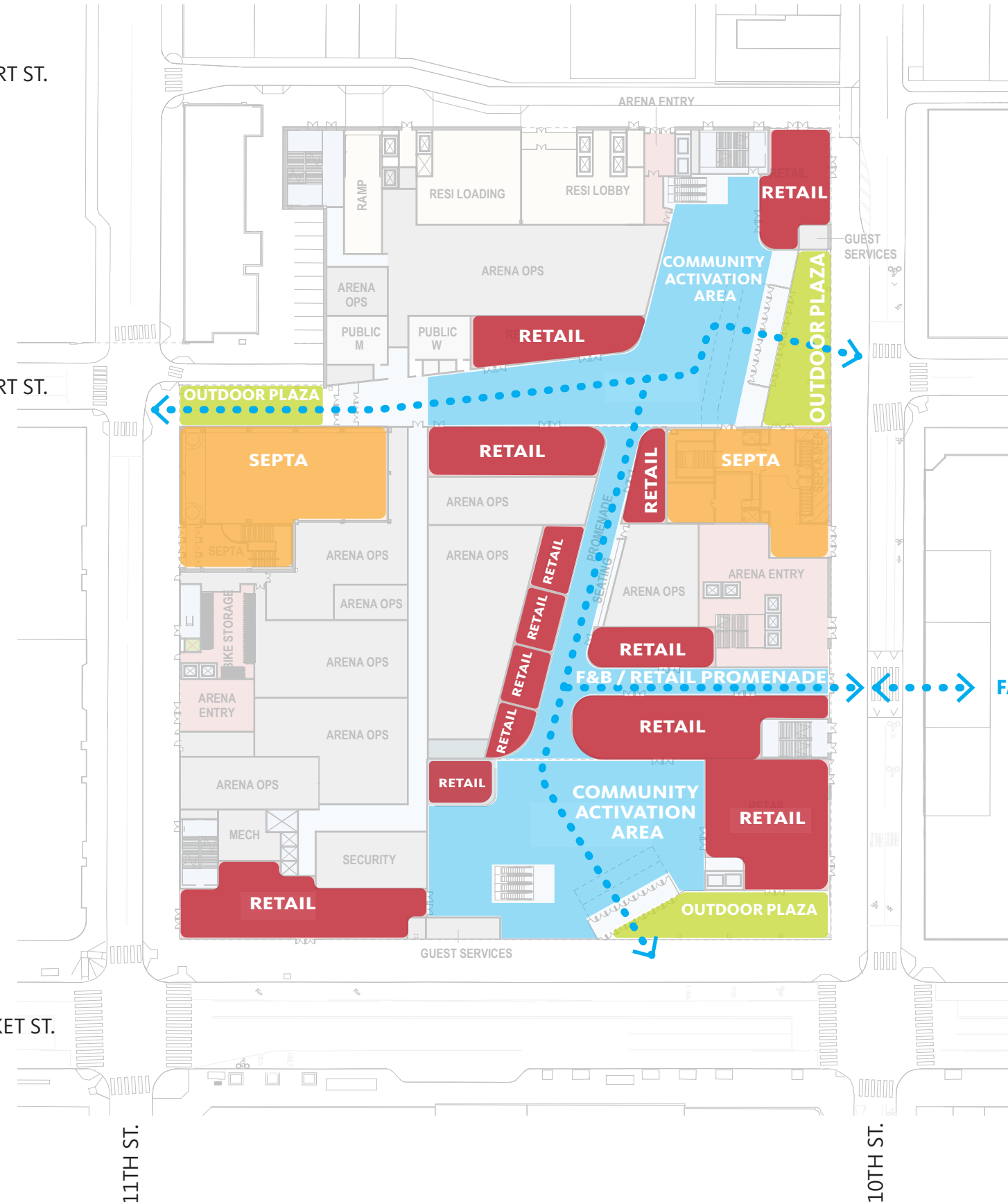
SCALE 1:80

- OUTDOOR ACTIVATION
- OPEN RETAIL DURING NON-EVENT DAYS
- COMMUNITY ACTIVATION
- PEDESTRIAN CIRCULATION
- SEPTA

CUTHBERT ST.

FILBERT ST.

MARKET ST.



FASHION DISTRICT CONNECTION

11TH ST.

10TH ST.



PROPOSED | STREET LEVEL ACTIVATION PRECEDENT IMAGERY (NON-EVENT)



F & B



F & B



F & B



ARTS FESTIVAL

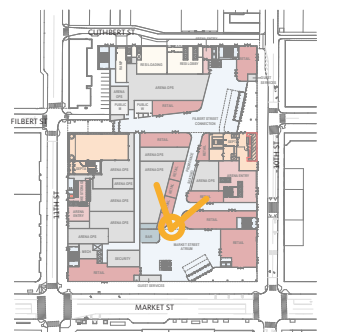


INDOOR FARMERS MARKET

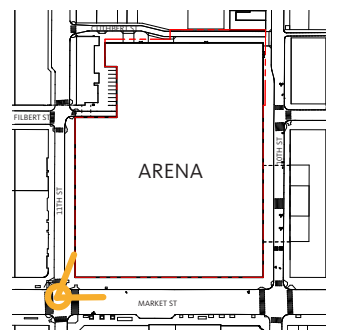


CAREER FAIR

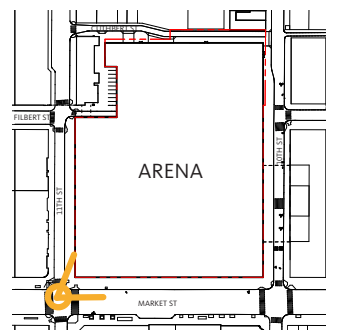
PROPOSED | PROMENADE (NON-EVENT)



PROPOSED | MARKET ST. AT 11TH ST. (EVENT)



PROPOSED | MARKET ST. AT 11TH ST. (NON-EVENT)



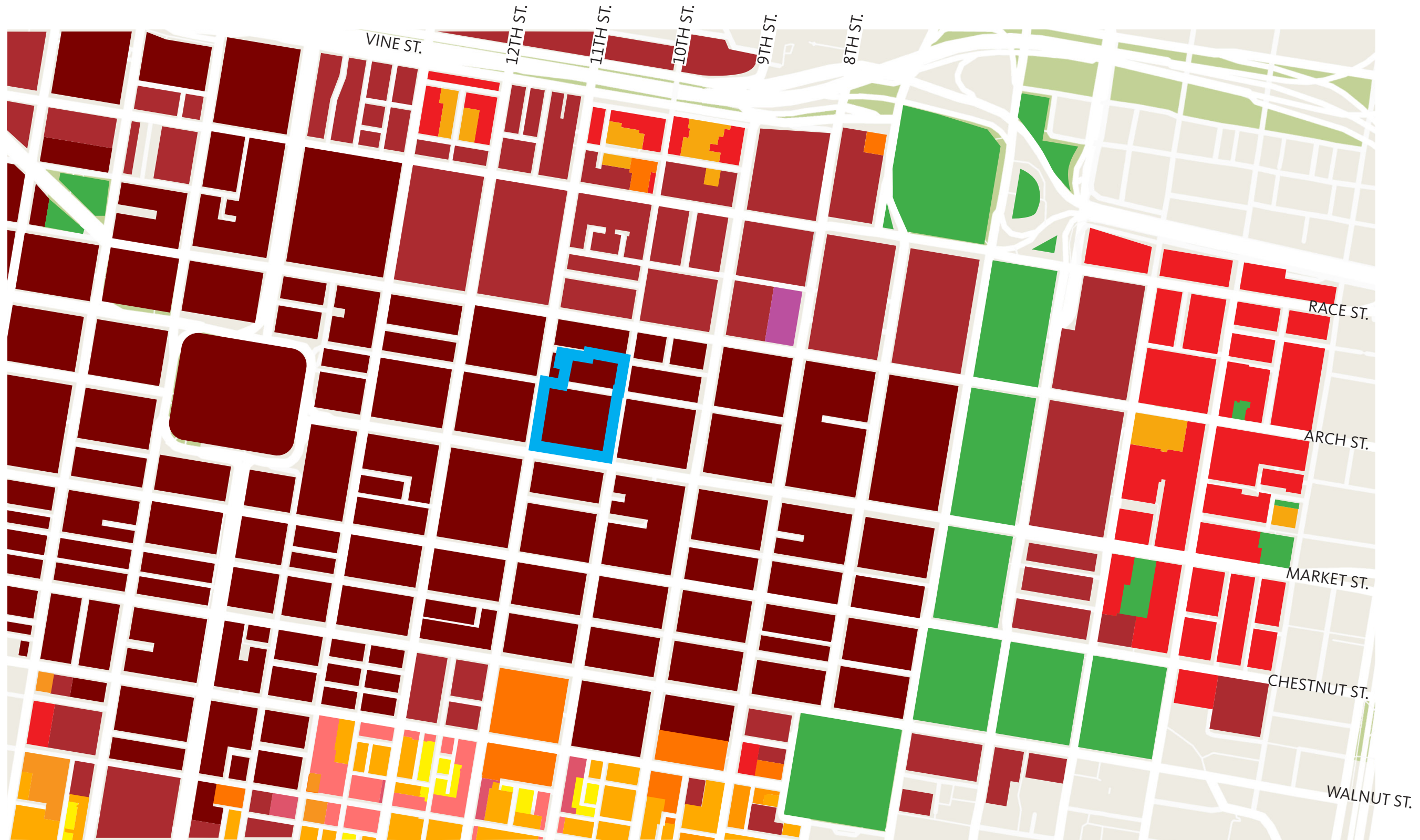
PROPOSED | AERIAL RENDERING



EXISTING | ZONING MAP

LEGEND

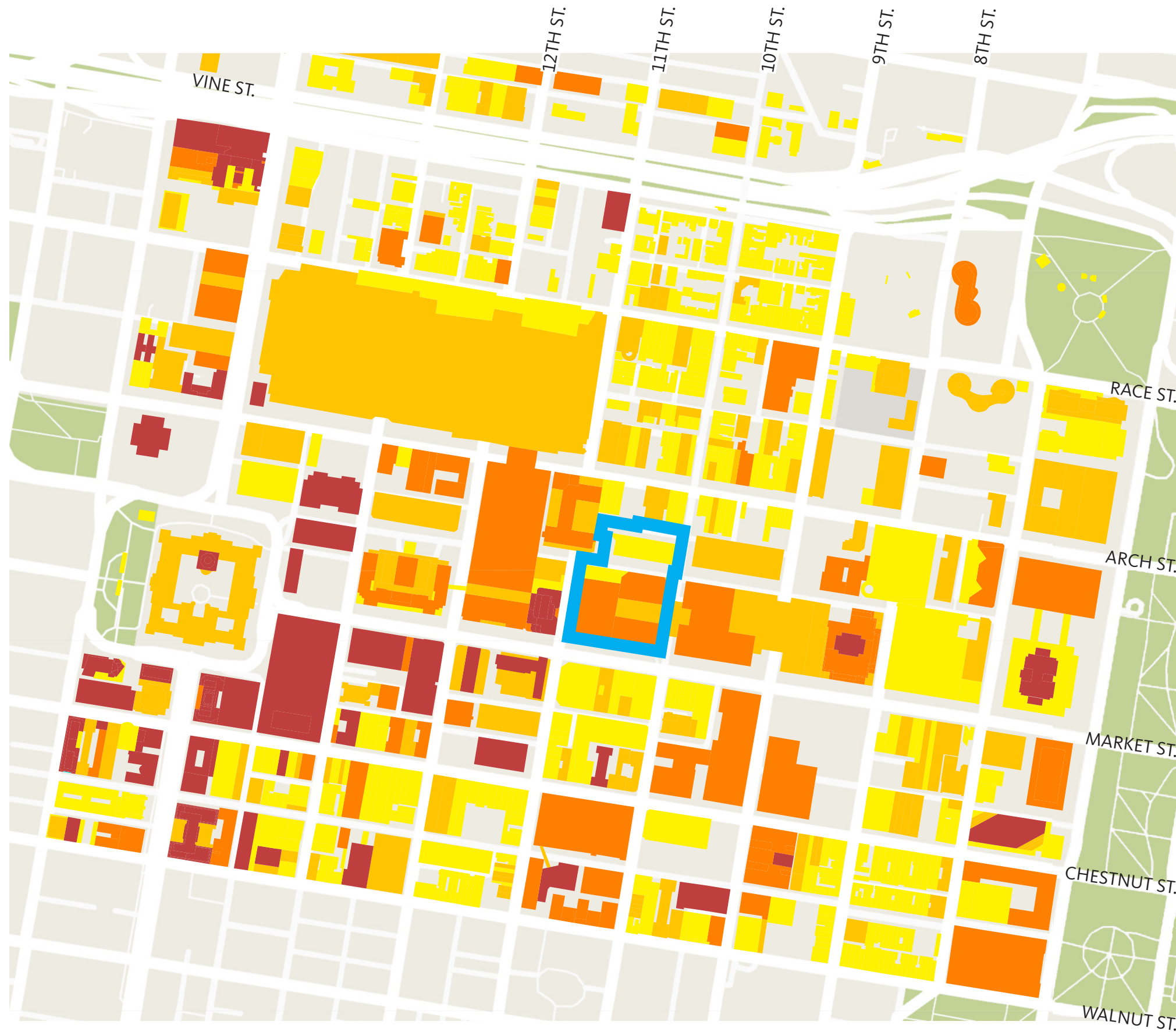
- CMX-5**
1,600% FAR available
Max 100% lot coverage
- CMX-4**
500% FAR available
Max 100% lot coverage
- CMX-3**
500% FAR available
Max 75-80% lot coverage
- CMX-2**
38' Height Max
Max 75-80% lot coverage
- CMX-1**
Requirements are based on the adjacent residential neighboring zoning Districts
- ICMX**
500% FAR available
Max 100% lot coverage
- RMX-3**
500% FAR available
Max 90% lot coverage
- RM-1**
38' Height Max
Min. Open Area 20-25%
- RSA-5**
38' Height Max
Min. Open Area 20-25%
- SP-PO-A**
Parks and Open Space, Active



EXISTING | CONTEXT BUILDING HEIGHT

LEGEND

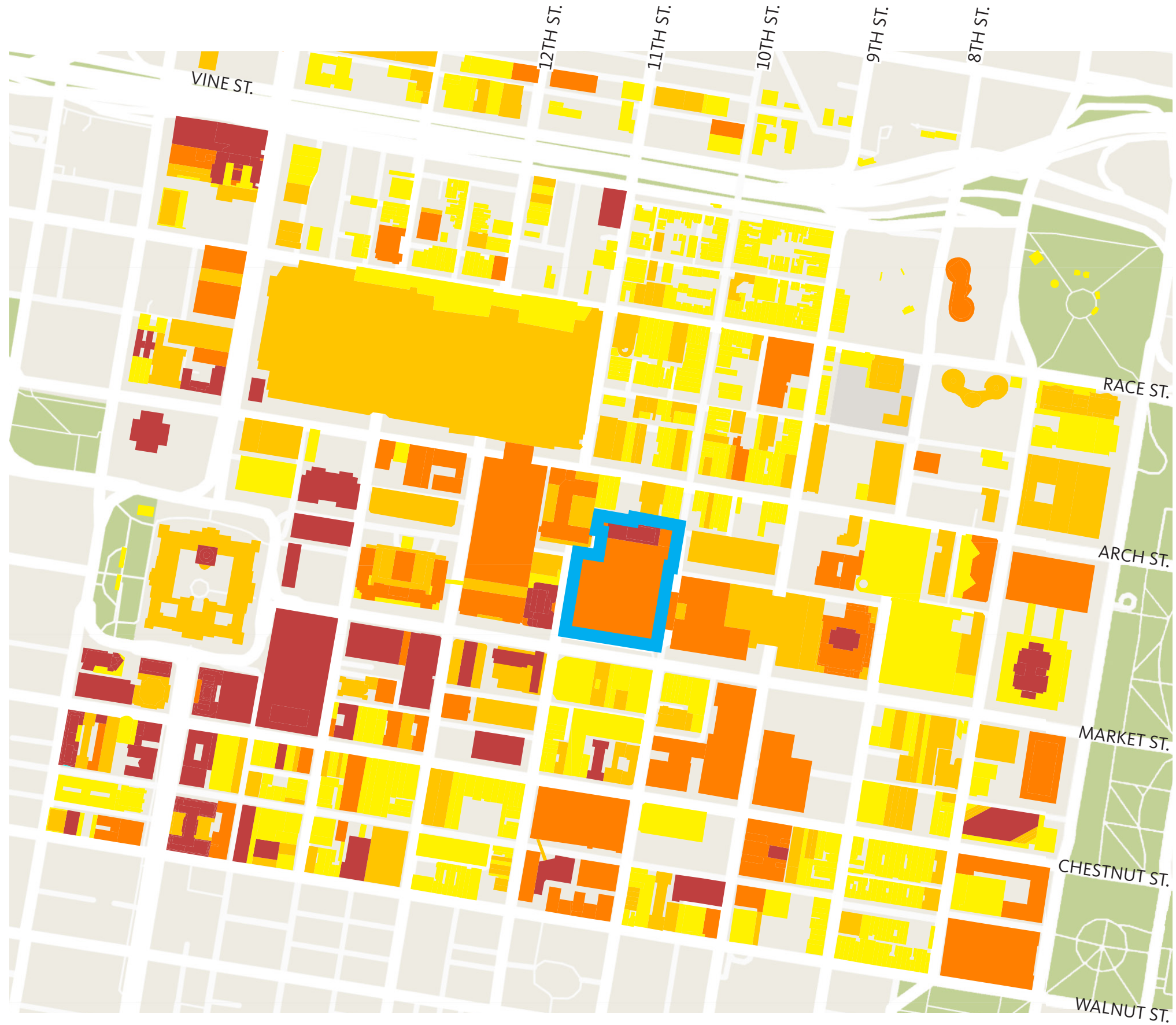
- 0-49'
- 50-99'
- 100-199'
- 200'+



PROPOSED | BUILDING HEIGHT

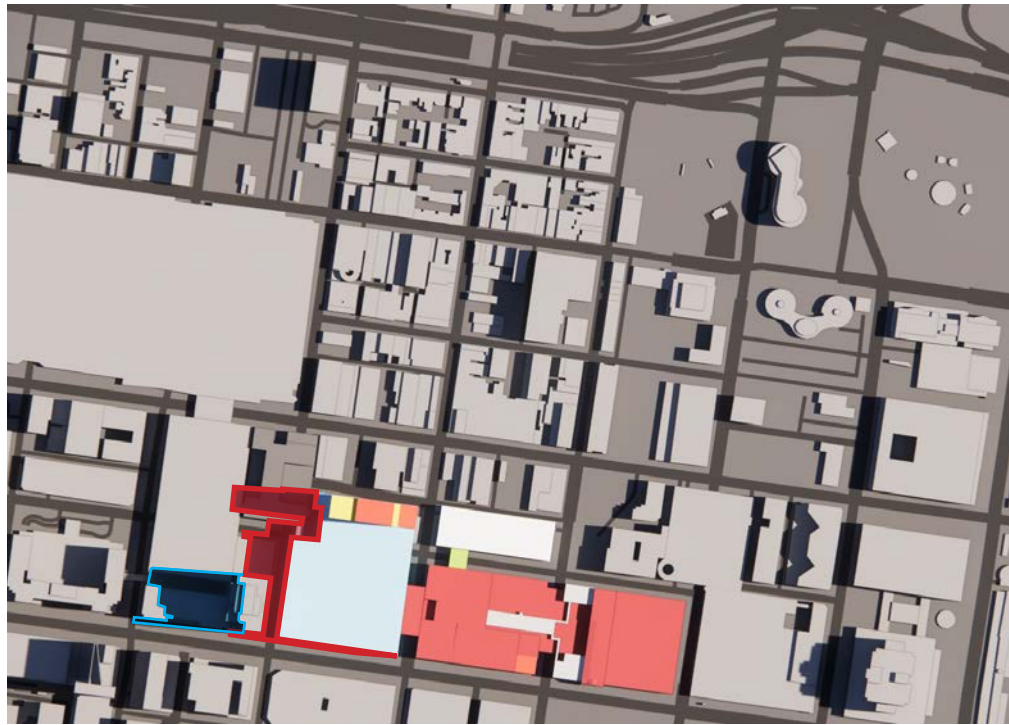
LEGEND

- 0-49'
- 50-99'
- 100-199'
- 200'+



PROPOSED | RESIDENTIAL TOWER JUNE SHADOW STUDY

- ARENA & RESIDENTIAL TOWER SHADOW
- EXISTING BUILDINGS SHADOW



9 A M



12 P M

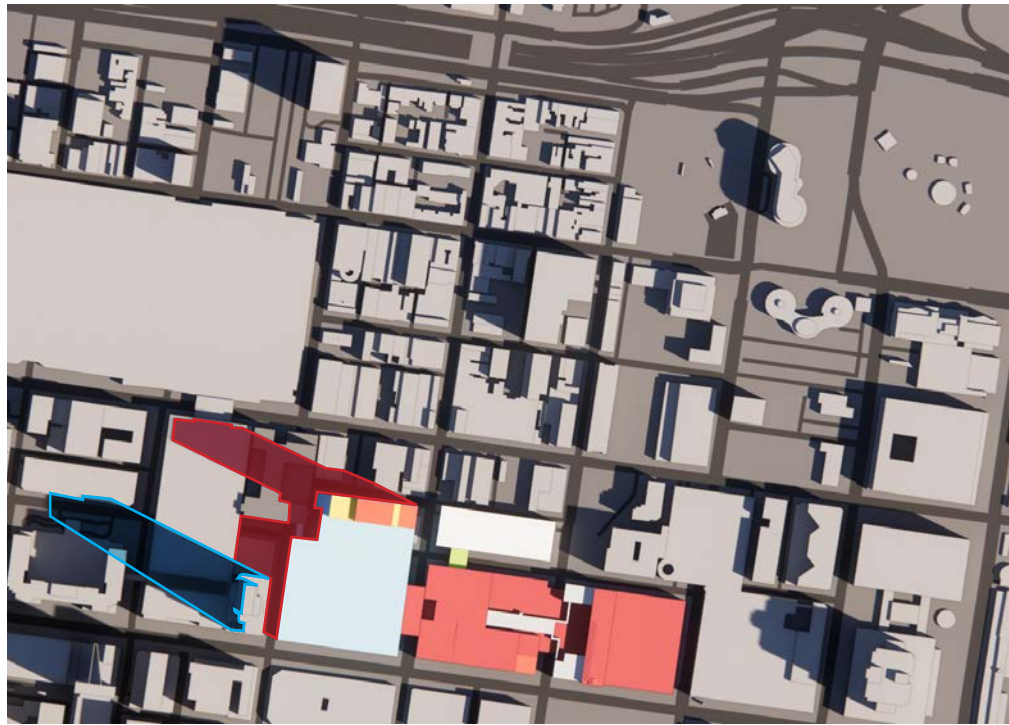


3 P M



PROPOSED | RESIDENTIAL TOWER MARCH / SEPTEMBER SHADOW STUDY

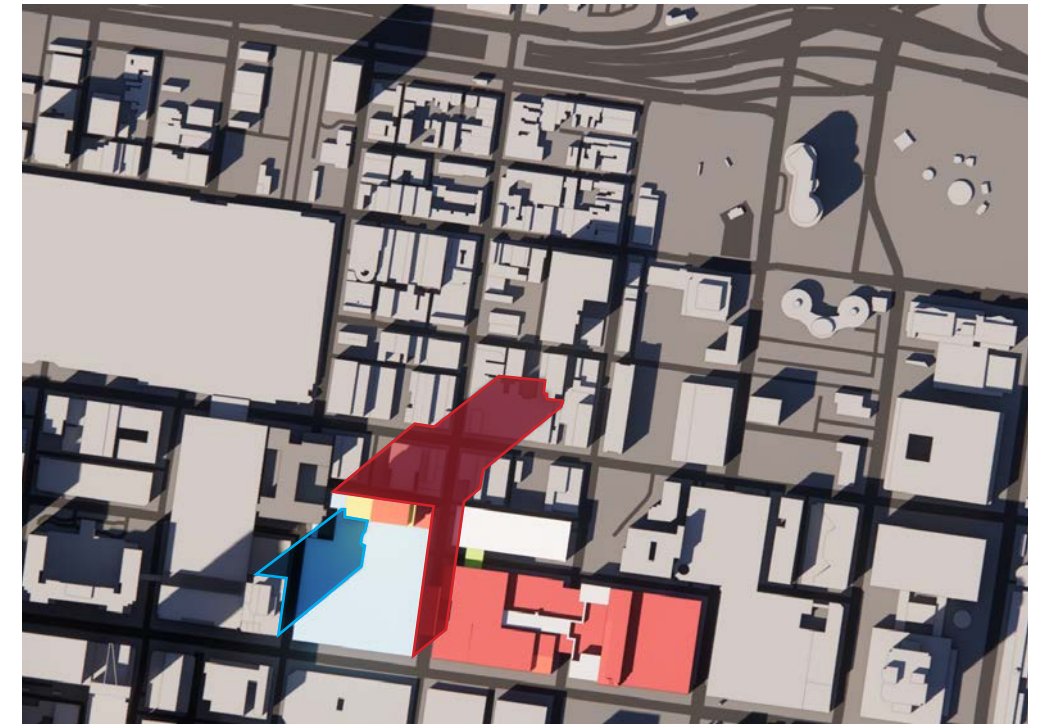
- ARENA & RESIDENTIAL TOWER SHADOW
- EXISTING BUILDINGS SHADOW



9 A M



12 P M

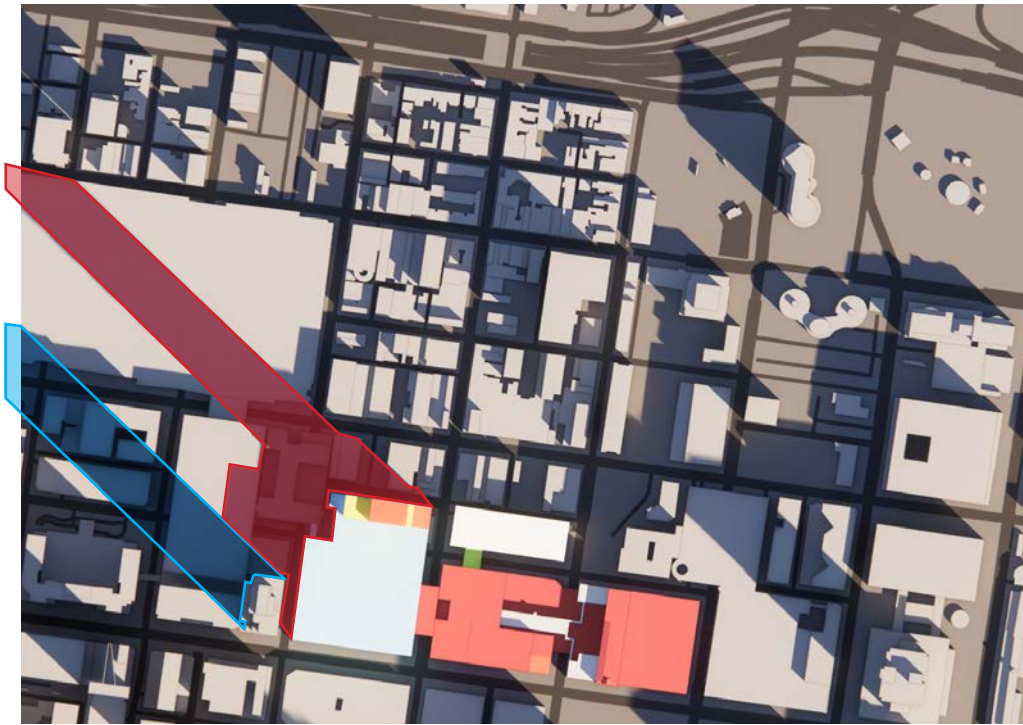


3 P M



PROPOSED | RESIDENTIAL TOWER DECEMBER SHADOW STUDY

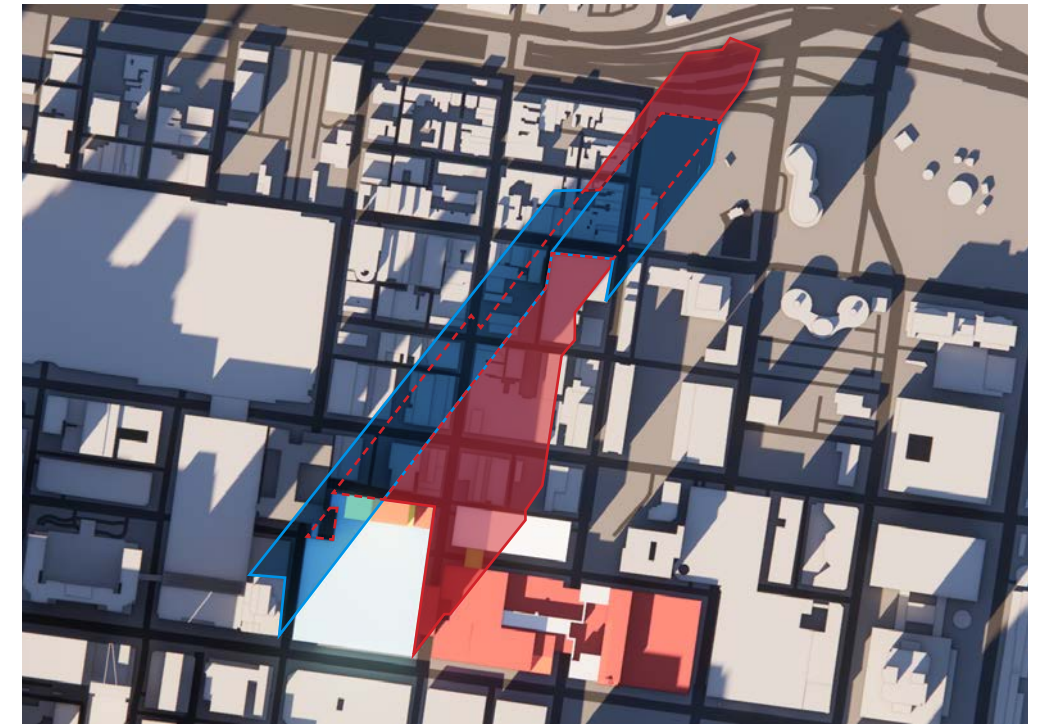
- ARENA & RESIDENTIAL TOWER SHADOW
- EXISTING BUILDINGS SHADOW



9 A M



12 P M



3 P M

- EXISTING CMX-5 ZONING CONTEMPLATES HIGH-DENSITY USE BY PROVIDING A BASE FAR OF 1600% AND NO HEIGHT LIMIT.
 - AS OF RIGHT DEVELOPMENT COULD BE SIGNIFICANTLY LARGER THAN WHAT IS PROPOSED.
- 76 PLACE IS PROPOSING TO USE JUST HALF OF TOTAL ALLOWABLE DEVELOPMENT RIGHTS.
 - MASSING SITUATED TO FALL WITHIN EXISTING SHADOW CAST FROM 1101 MARKET ST. WHERE POSSIBLE.



PROPOSED | AERIAL RENDERING



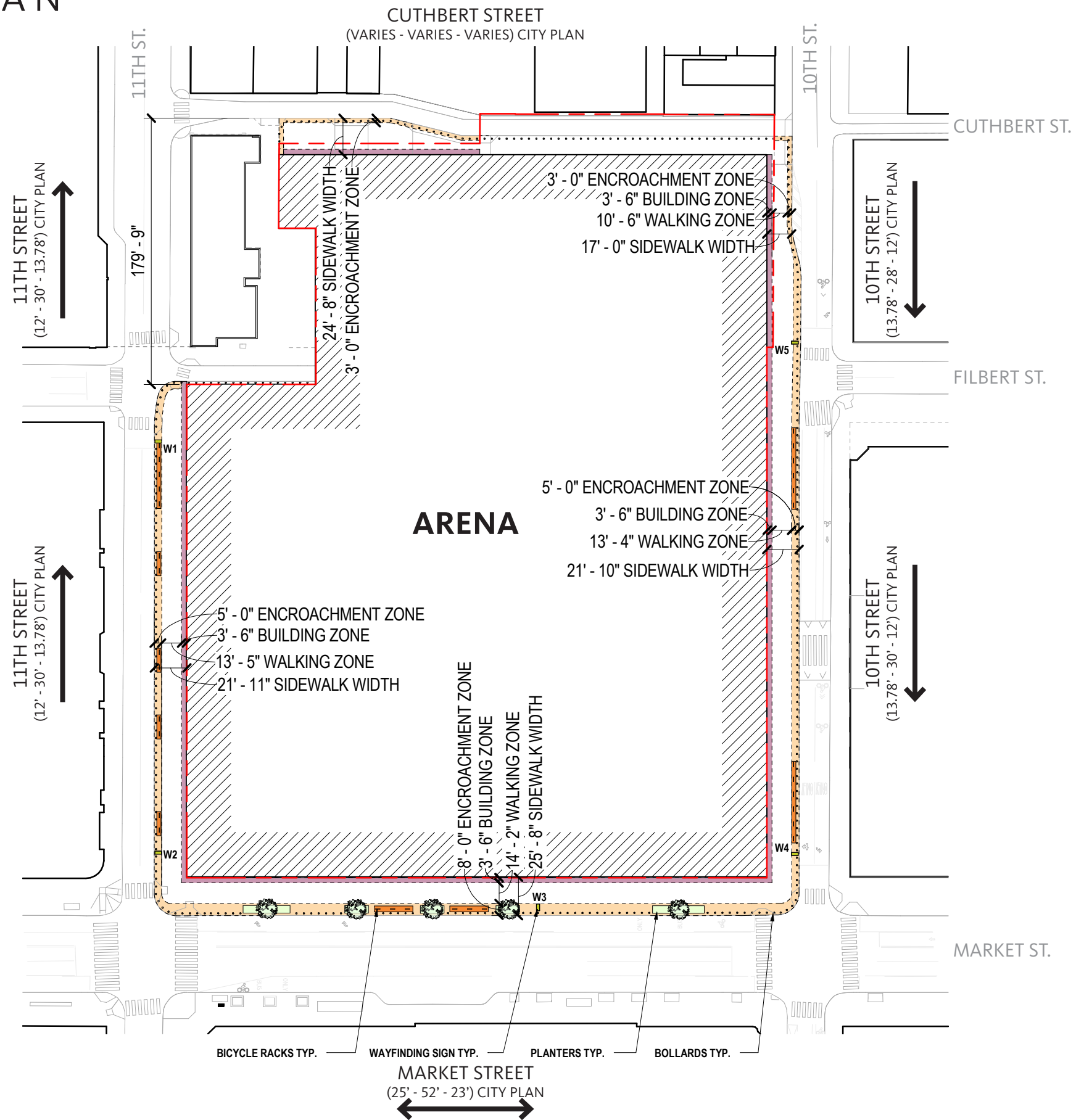
PROPOSED | SITE PLAN

SCALE 1:80

-  BOLLARDS
-  ENCROACHMENT ZONE
-  BUILDING ZONE
-  PLANTER
-  BICYCLE RACK
-  FREESTANDING SIGN
4'-6"W x 2'-2"L x 10'-0"H (TYP.)

NOTES

1. CITY PLAN SIDEWALK & STREET WIDTHS NOTED UNDER STREET NAME ARE EXISTING
2. CONCEPTUAL LAYOUT OF ENCROACHMENTS, EXACT LOCATIONS SUBJECT TO CHANGE AS DESIGN PROGRESSES



PROPOSED | SITE FURNISHING PRECEDENT IMAGERY



PLANTER



BICYCLE RACK



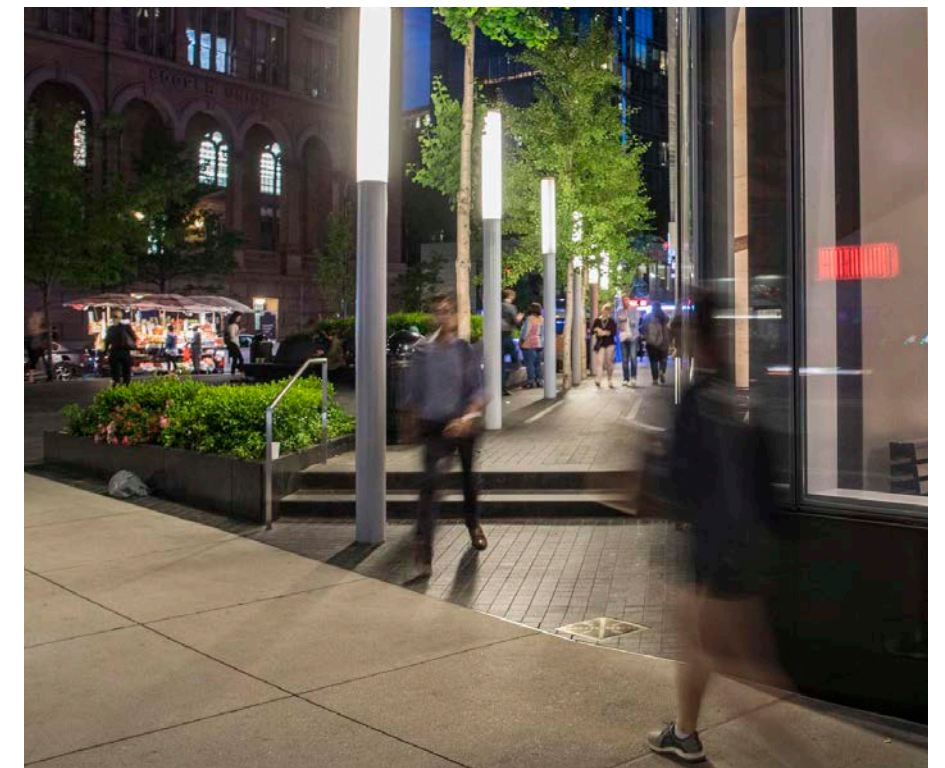
FREESTANDING SIGN



BOLLARDS



PLANTER / SEATING



STREET LIGHTING

CIRCULATION | MODAL SPLITS

TRAVEL MODE	76 PLACE	BARCLAYS CENTER	MADISON SQUARE GARDEN	CHASE CENTER
AUTO	40%	32%	34%	45%
TAXI OR RIDESHARE	10%	6%	10%	
PUBLIC TRANSIT	40%	52%	47%	55%
WALK-ONLY / OTHER	10%	10%	10%	
TOTAL	100%	100%	100%	100%

ARENA MODAL SPLITS based on recently completed studies for projects with similar arena or stadium land uses and comparable geographical transit accessibility.

- o Barclays Center (Brooklyn, New York)
- o Madison Square Garden (Manhattan, New York)
- o Chase Center (San Francisco, California)

CIRCULATION | TRAFFIC ASSESSMENT

76

INTERSECTIONS STUDIED
AT PEAK (1-HOUR BEFORE
& AFTER EVENT)

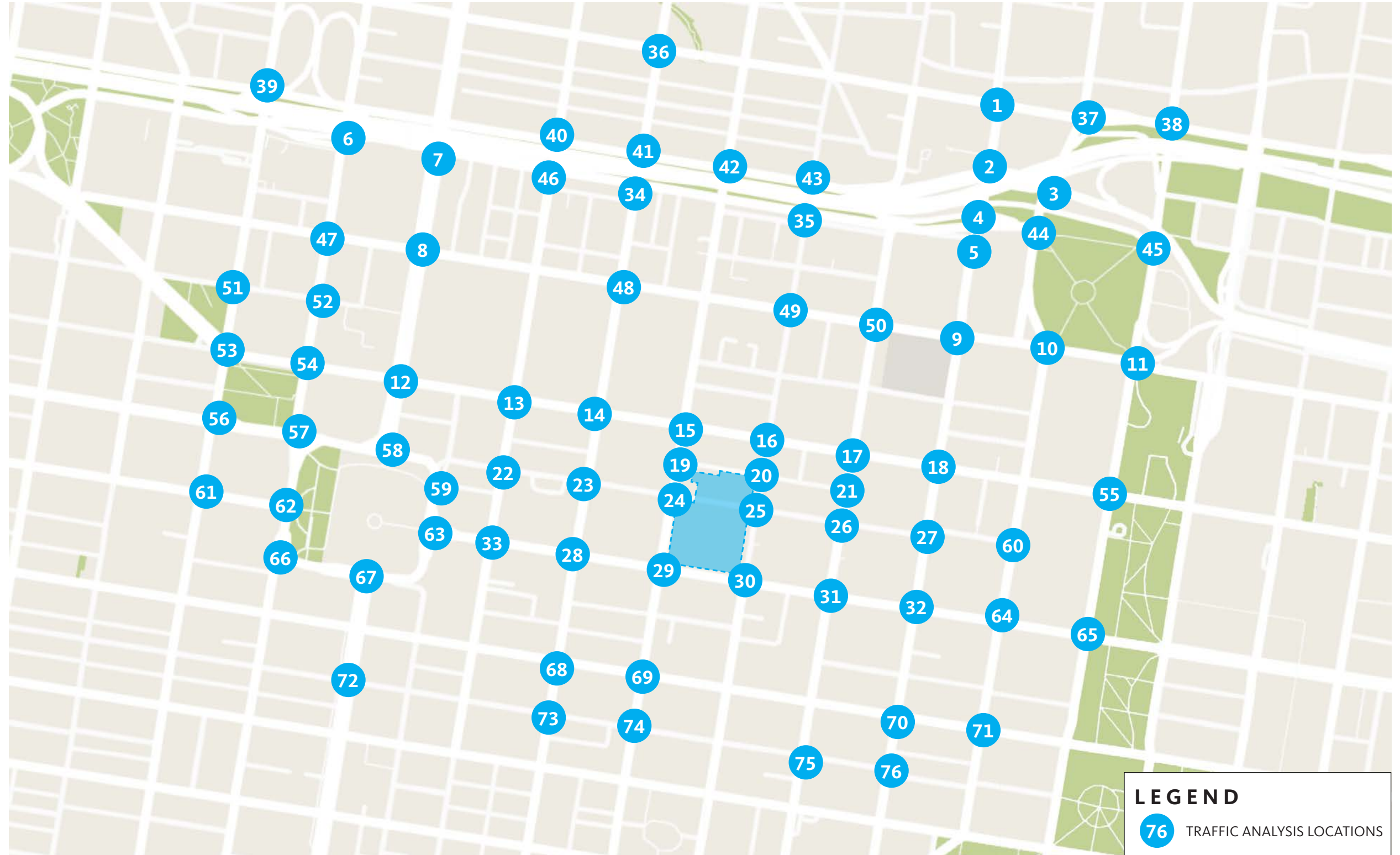
LOS D

PHILA. STREETS DEPT
& PENNDOT
ACCEPTABLE LEVEL OF
SERVICE FOR DOWNTOWN
URBAN SETTINGS

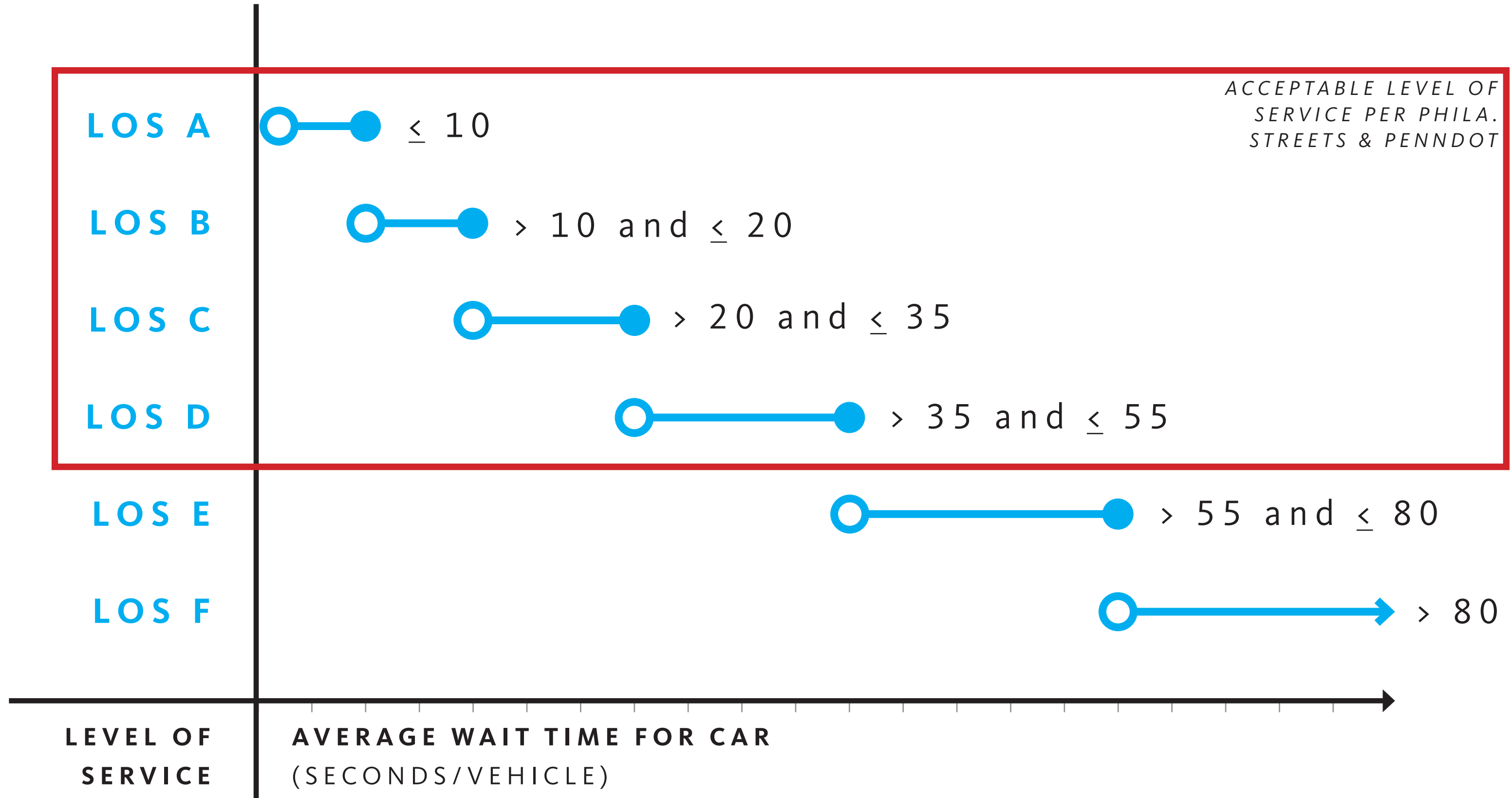
75/76

INTERSECTIONS WILL
OPERATE AT OR BETTER
THAN ACCEPTABLE LEVEL

ANTICIPATED ARENA
DEMAND IS ONLY **1%**
OF AVERAGE DAILY
VEHICLES IN CENTER CITY



CIRCULATION | TRAFFIC LEVEL OF SERVICE



CIRCULATION | PEDESTRIAN ASSESSMENT

45

INTERSECTIONS STUDIED
AT PEAK (1-HOUR BEFORE
& AFTER EVENT)

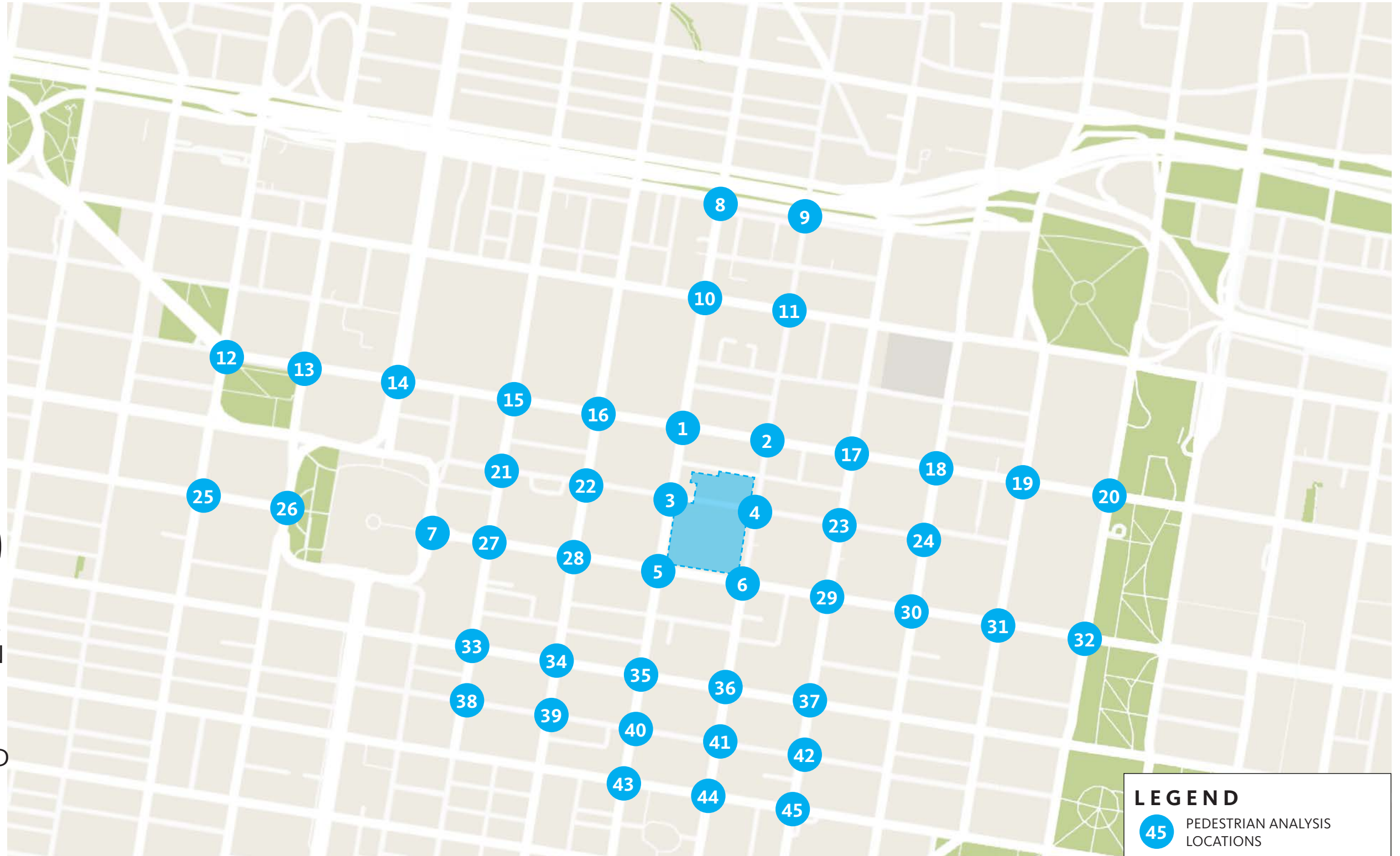
LOS D

PHILA. STREETS DEPT
& PENNDOT
ACCEPTABLE LEVEL OF
SERVICE FOR DOWNTOWN
URBAN SETTINGS

687/690

PEDESTRIAN ELEMENTS WILL
OPERATE AT OR BETTER THAN
ACCEPTABLE LEVEL

ANTICIPATED ARENA DEMAND
IS ONLY **5% OF AVERAGE**
DAILY PEDESTRIANS IN
CENTER CITY



CIRCULATION | PEDESTRIAN LEVEL OF SERVICE



LOS A
> 60 (ft²/p)



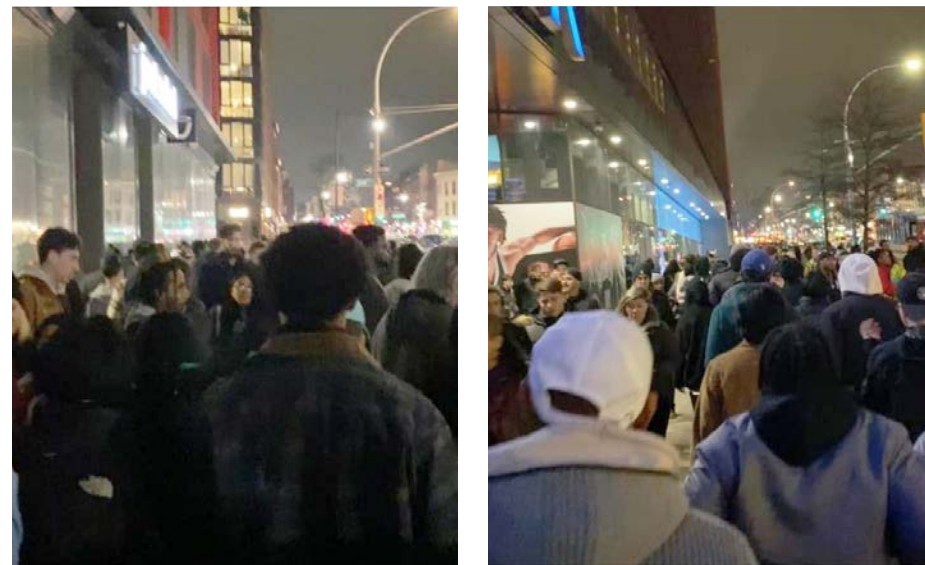
LOS B
> 40-60 (ft²/p)



LOS C
> 24-40 (ft²/p)



LOS D
> 15-24 (ft²/p)



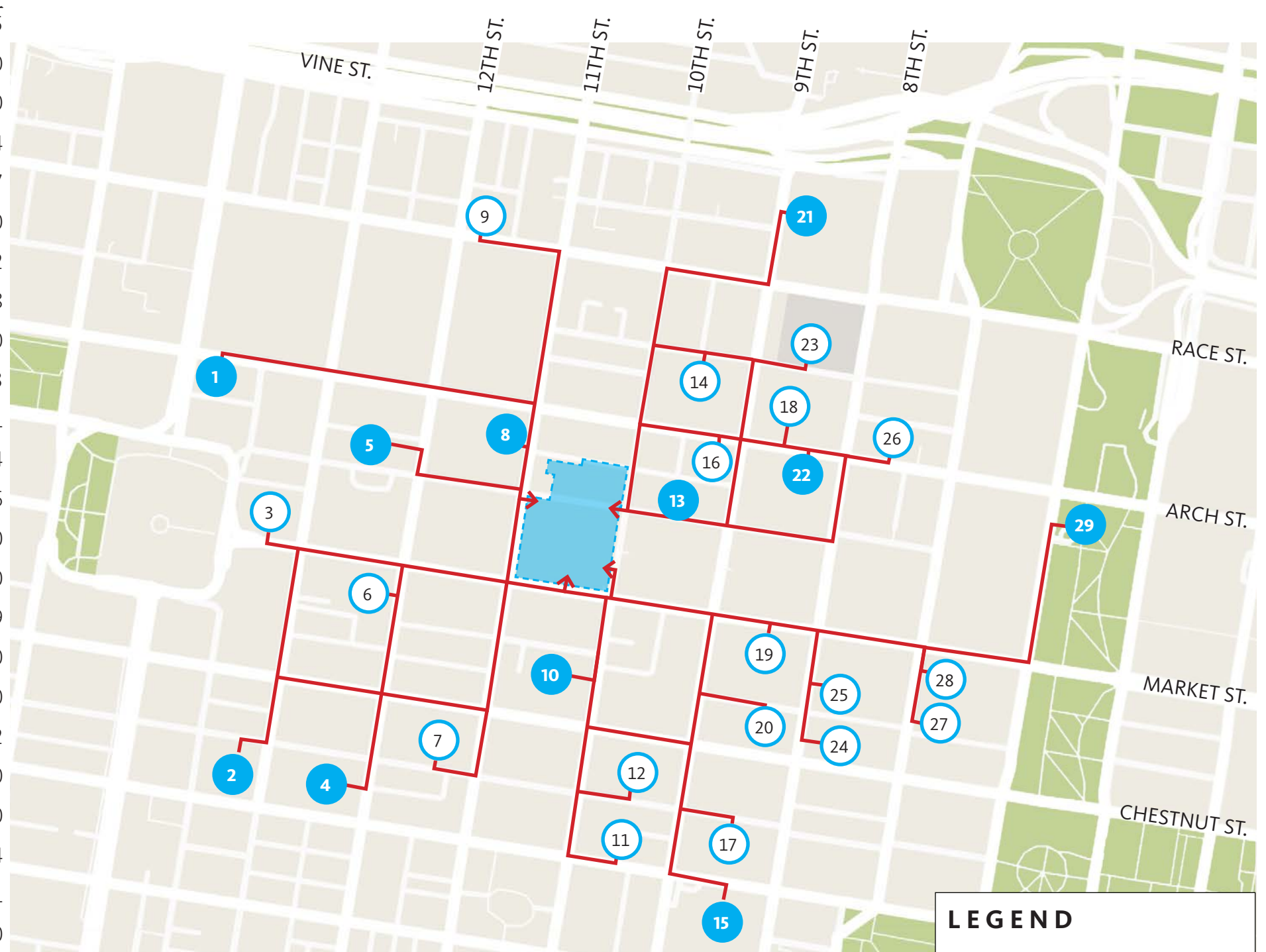
LOS E
> 8-15 (ft²/p)



LOS F
≤ 8 (ft²/p)

CIRCULATION | TRAFFIC IMPACT STUDY SUBM.#1-PARKING GARAGE ALLOCATION

	Capacity	Avail. Spaces	Spaces Req. for Project
1 The Convention Center Parking Garage	584	391	155
2 Patriot Parking	550	220	0
3 1301 Market Street	106	35	0
4 Parkway 12th and Walnut Garage	580	276	224
5 Parkway 12th and Filbert Garage	908	507	507
6 Loews Philadelphia Hotel Parking	320	160	160
7 iParkit	61	12	12
8 Convention Center Garage	658	468	468
9 Parkway 1127 Race Lot	264	187	0
10 AutoPark at Jefferson	385	323	323
11 iParkit 925 Walnut Street	34	21	21
12 iParkit TJU Lot	69	4	4
13 The Autopark at the Fashion District	736	496	336
14 Hua Da Parking Lot	25	13	0
15 Parkway Walnut Towers Garage	473	326	0
16 912 Arch Street Parking Lot	75	39	39
17 Parkway Walnut Street Theater Lot	143	114	0
18 Parkway 9th and Arch Lot	129	90	90
19 8th and Market Lot	206	131	62
20 8th and Chestnut	80	57	0
21 E-Z Park	473	267	0
22 Parkade on 8th	575	474	474
23 Parkway TUSPM	131	101	101
24 733 Chestnut Garage	182	161	0
25 8th and Ludlow	30	7	3
26 Parkway 8th and Arch Lot	183	166	166
27 Parkway 100 Independence Mall West	57	42	0
28 618 Market Street Garage	288	81	0
29 Autopark Independence Mall (PPA)	590	455	0
Total:	8,895*	5,624	3,142



3,142
SPACES REQUIRED:
ARENA - 2,960
RESIDENTIAL - 182

1/2 mi
ALL GARAGES ARE
WITHIN 1/2 MILE OF
THE ARENA

5,624
TOTAL AVAILABLE
SPACES INCLUDING
SURFACE LOTS

LEGEND

- xx PARKING GARAGE (EXISTING)
- xx PARKING GARAGE (EXISTING) OVER 200 SPACES AVAILABLE
- Site



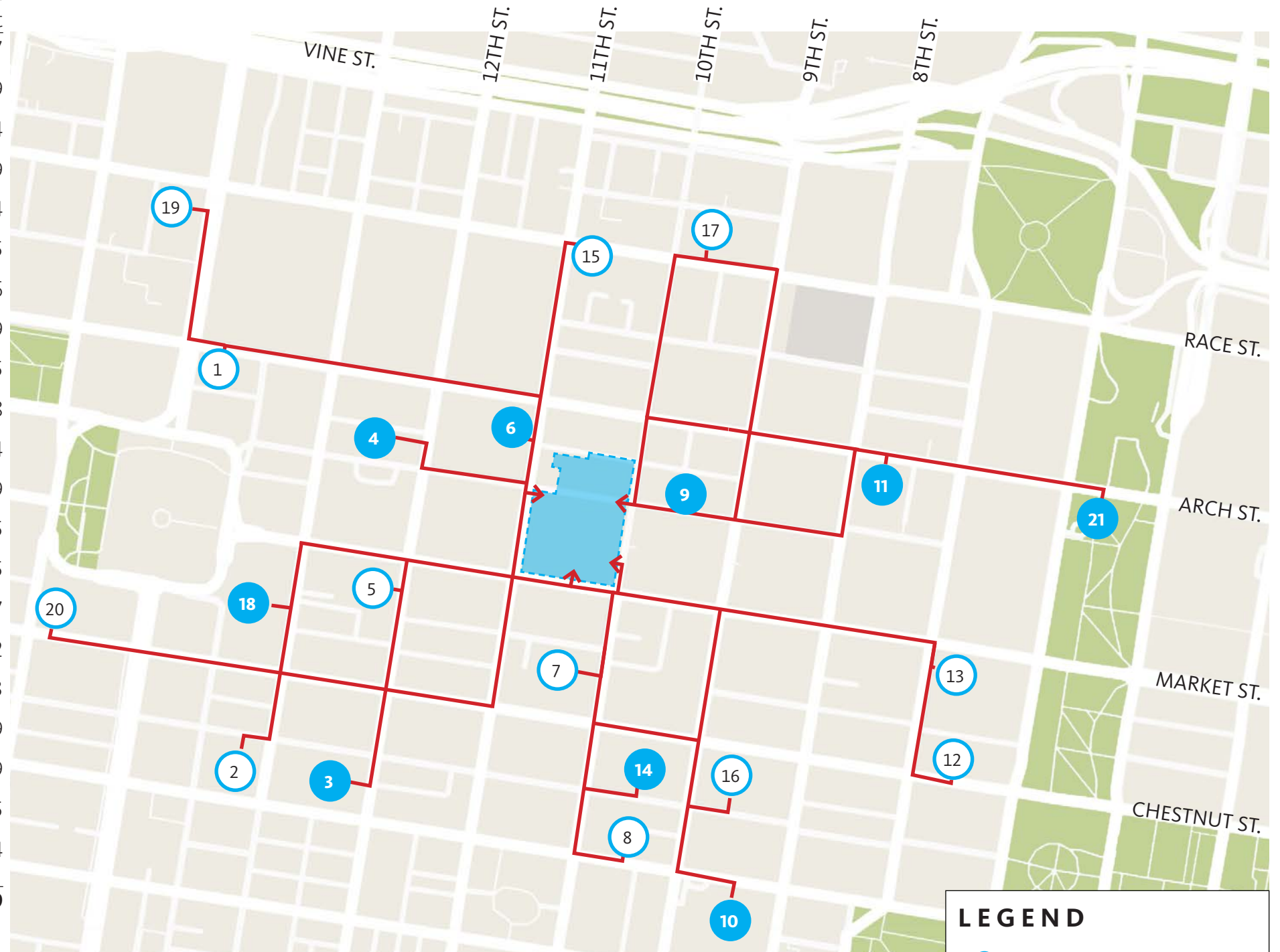
* Total capacity reflects reduction for monthly spaces. Actual capacity for all garages is 10,172.

CIRCULATION | TRAFFIC IMPACT STUDY SUBM.#2 - SCENARIO PLANNING

	Capacity	Assumed Avail. Spaces*	Spaces Req. for Project
1 Realen Convention Center Garage	540	189	187
2 Patriot 1305 Walnut Garage	430	151	149
3 Parkway 12th and Walnut Street	616	216	214
4 Parkway 12th and Filbert Garage	862	302	299
5 SP+ Loews Philadelphia Hotel Garage	300	105	104
6 SP+ Convention Center Garage	735	257	255
7 PPA Autopark at Jefferson Garage	450	158	156
8 iParkit 925 Walnut Street	200	70	69
9 PPA The Autopark at the Fashion District	850	298	295
10 Parkway Walnut Towers Garage	598	209	208
11 PPA Parkade on 8th Garage	1,222	428	424
12 Parkway 100 Independence Mall Garage	111	39	39
13 Bex Park 618 Market Garage	330	116	115
14 iParkit Jefferson Garage	676	237	235
15 Park America Chinatown Garage	223	78	77
16 The Franklin Garage	151	53	52
17 929 Race Garage	96	34	33
18 LAZ Parking Wanamaker Garage	660	231	229
19 Parkway Broad & Race Garage	402	141	139
20 LAZ Parking 1441 Chestnut Street Garage	110	39	35
21 PPA Autopark Independence Mall (PPA Garage)	612	214	154
Total:	10,174	3,561	3,469

* Per the direction of City and State agencies, this number reflects average daytime availability of spaces pre-Covid and assumes a 65% utilization rate.

** Excluding surface lots for the analysis in anticipation of future development, per guidance from PCPC.



3,469

SPACES REQUIRED:
ARENA - 2,960
RESIDENTIAL - 182
EMPLOYEE - 327

1/2 mi

ALL GARAGES ARE WITHIN 1/2 MILE OF THE ARENA

3,561

TOTAL AVAILABLE SPACES EXCLUDING SURFACE LOTS **

LEGEND

- xx PARKING GARAGE (EXISTING)
- xx PARKING GARAGE (EXISTING) OVER 200 SPACES AVAILABLE
- SITE



CIRCULATION | TRANSPORTATION EVENT MANAGEMENT PLAN

A Transportation Event Management plan will be prepared to efficiently handle **parking, vehicle, and pedestrian traffic during project-related events** and will be developed and managed in coordination with the City and State.

Some of the highlights of the plan:



Police officer and crossing guard staffing



Variable Message Signs with direction to parking facilities



Emergency Vehicle Preemption, Transit Signal Priority, and Gridsmart cameras



Dedicated ride share zones



Smartphone app integration

CIRCULATION | PROPOSED RIDE SHARE PEDESTRIAN ARRIVAL

1,480

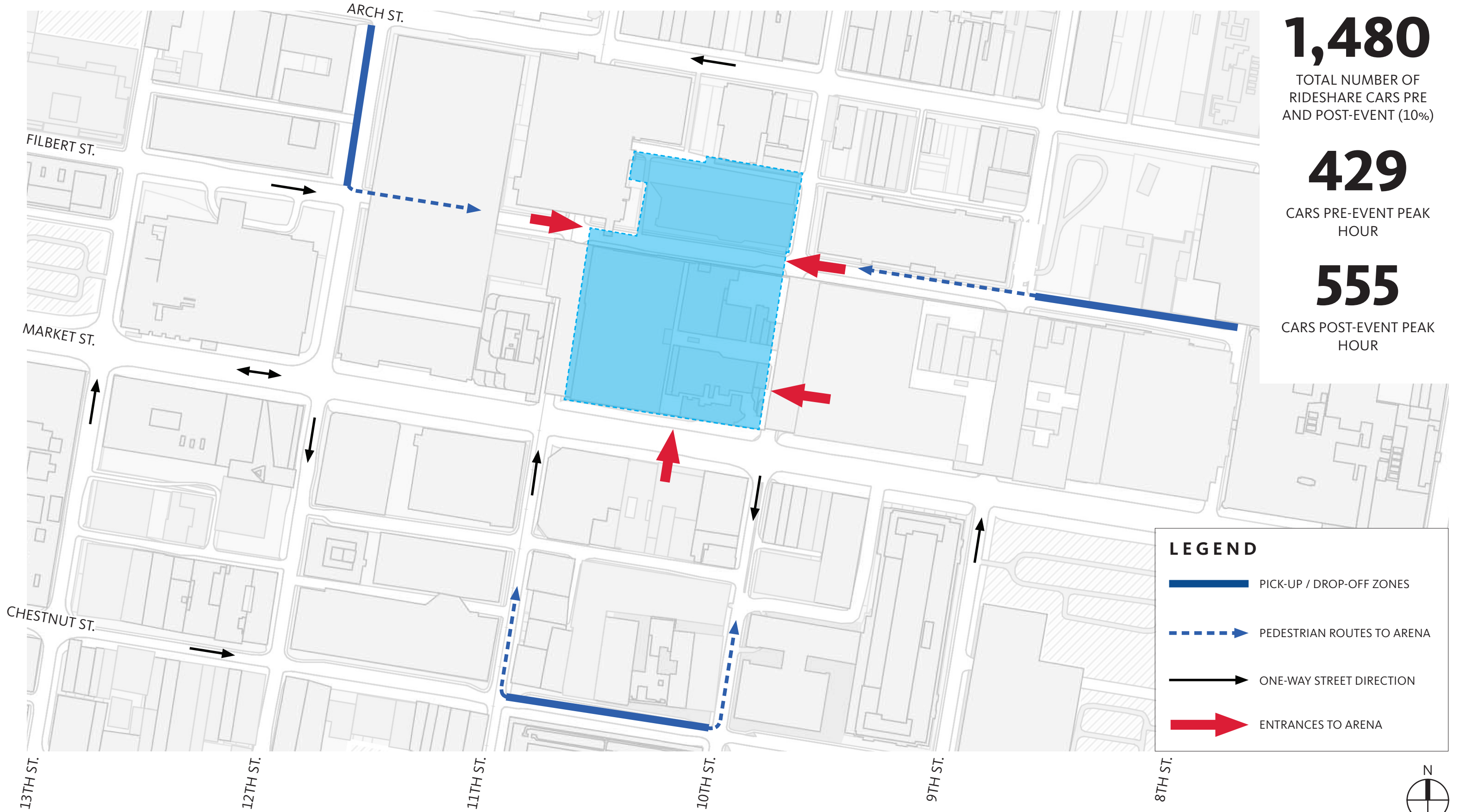
TOTAL NUMBER OF RIDESHARE CARS PRE AND POST-EVENT (10%)

429

CARS PRE-EVENT PEAK HOUR

555

CARS POST-EVENT PEAK HOUR



LEGEND

- PICK-UP / DROP-OFF ZONES
- PEDESTRIAN ROUTES TO ARENA
- ONE-WAY STREET DIRECTION
- ENTRANCES TO ARENA



CIRCULATION | BUS - ADJACENT STOPS



LEGEND

- ⋯ EXISTING BUS STOP ENTRANCE TO BE RELOCATED
- ⋯ EXISTING MFL ENTRANCE/BUS SHELTER TO BE RELOCATED
- PROPOSED MFL ENTRANCE/BUS SHELTER
- BUS STOP
- SUBWAY ENTRANCE
- REGIONAL RAIL ENTRANCE

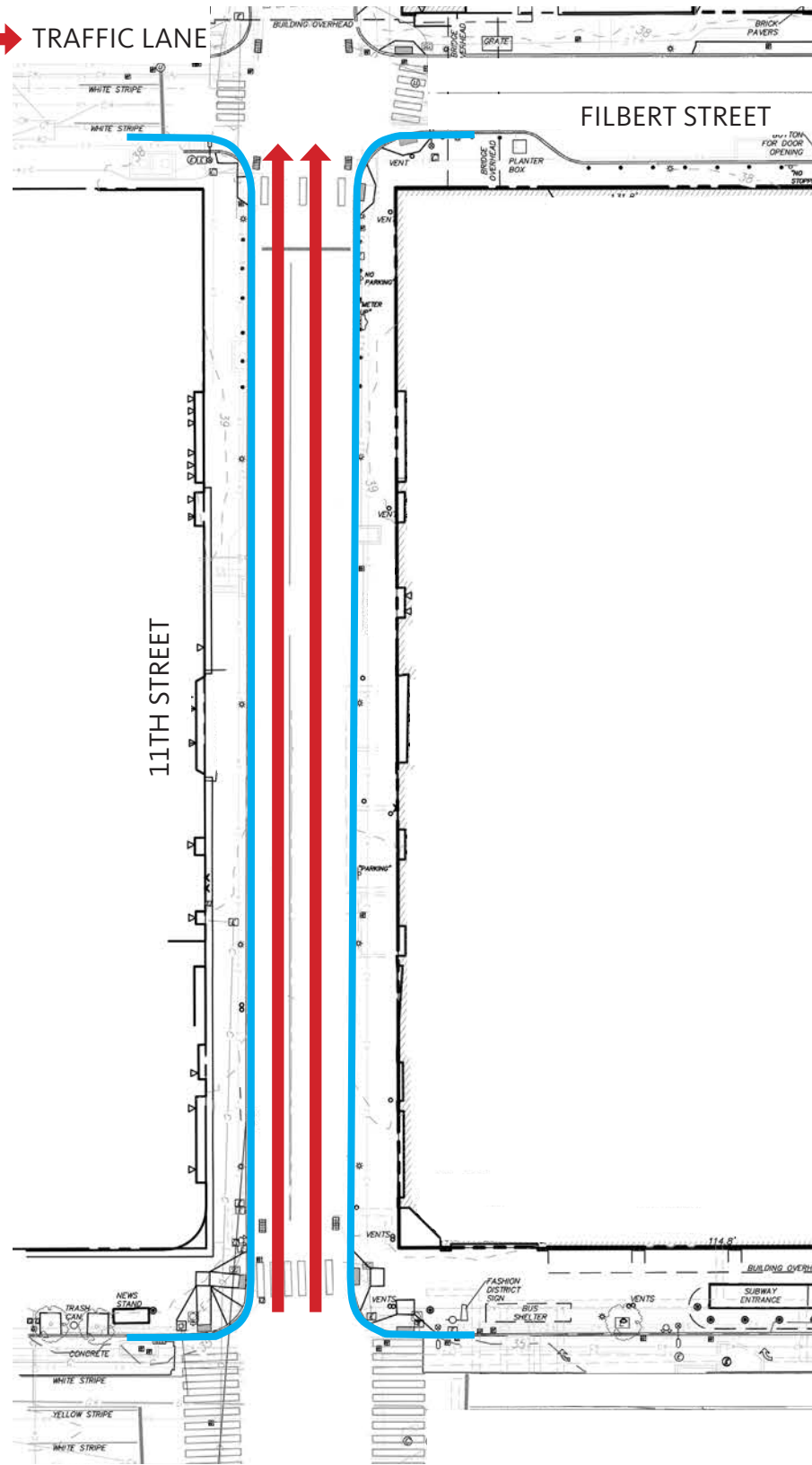
CIRCULATION | BUS - ADJACENT STOPS (BUS REVOLUTION)



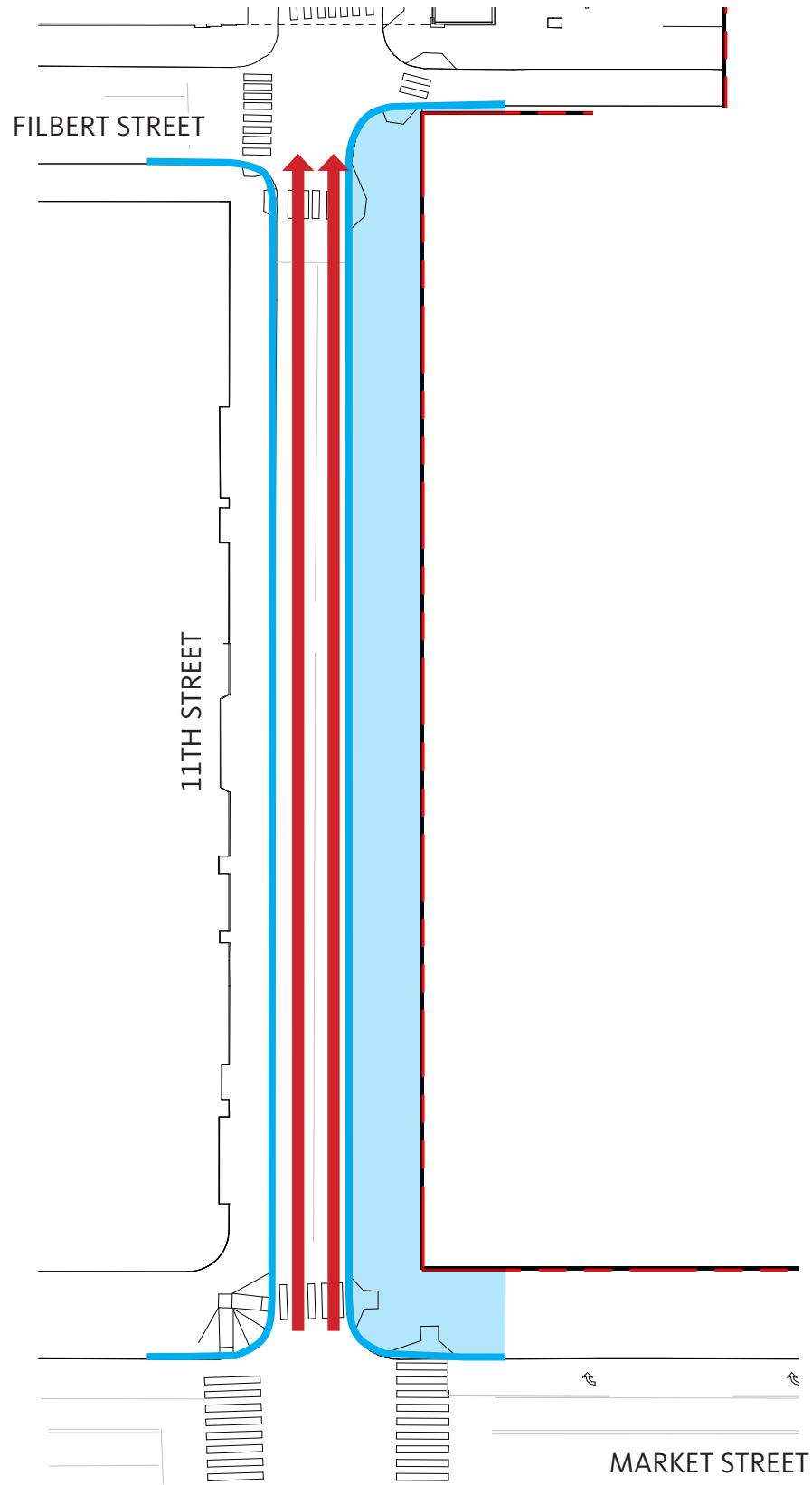
CIRCULATION | 11TH STREET MODIFICATIONS

SCALE 1:50

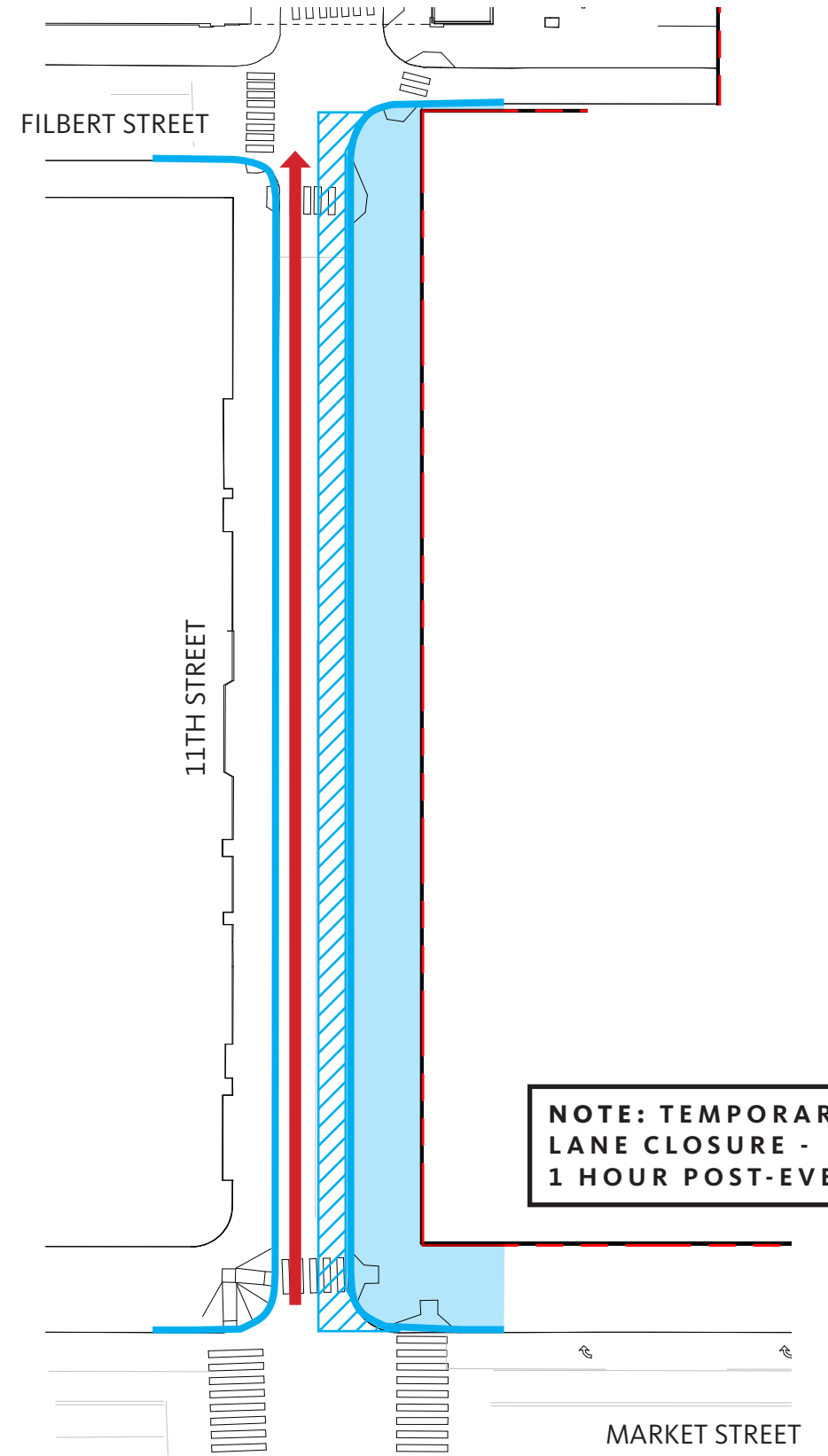
→ TRAFFIC LANE



EXISTING



PROPOSED

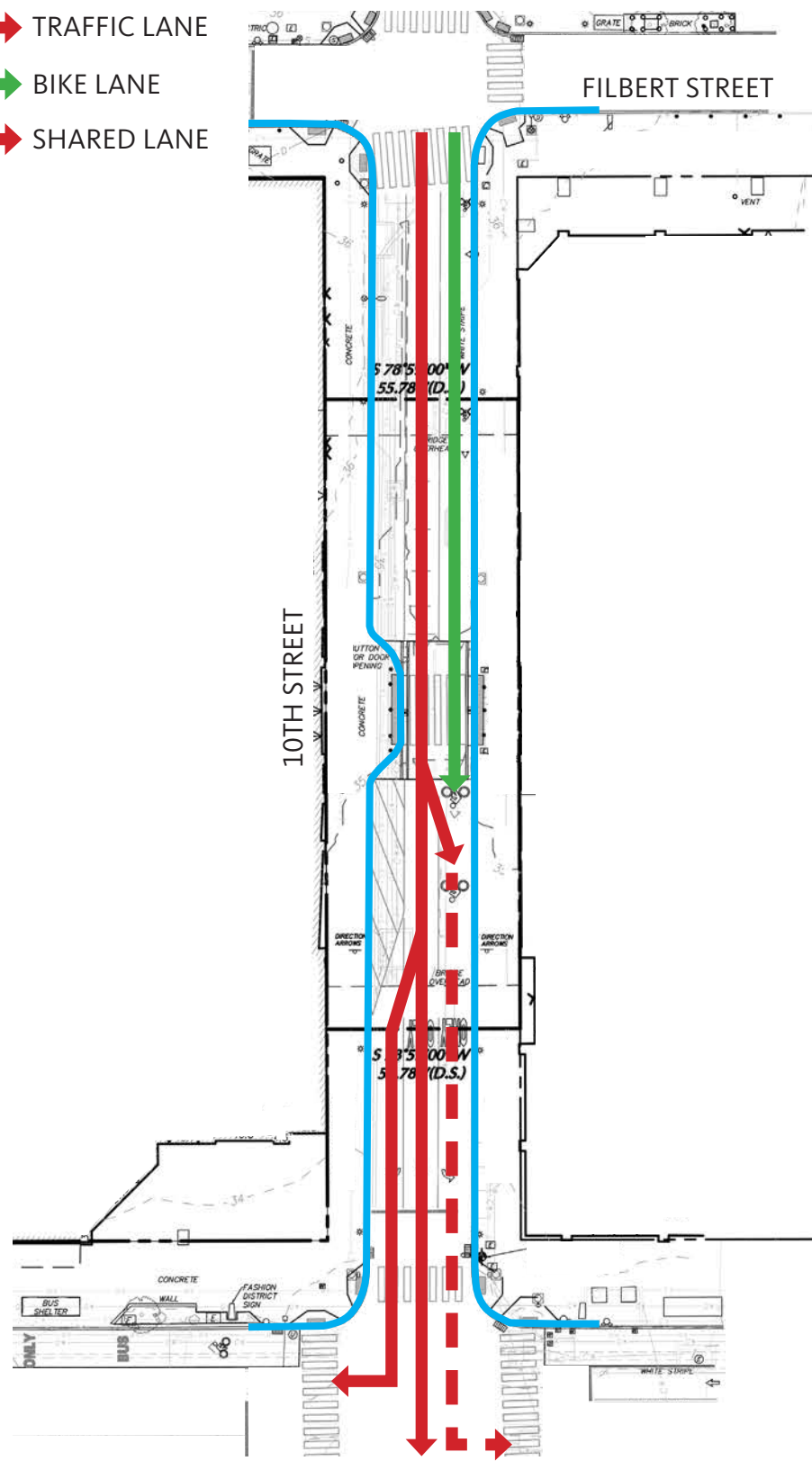


PROPOSED - POST EVENT (TEMPORARY)

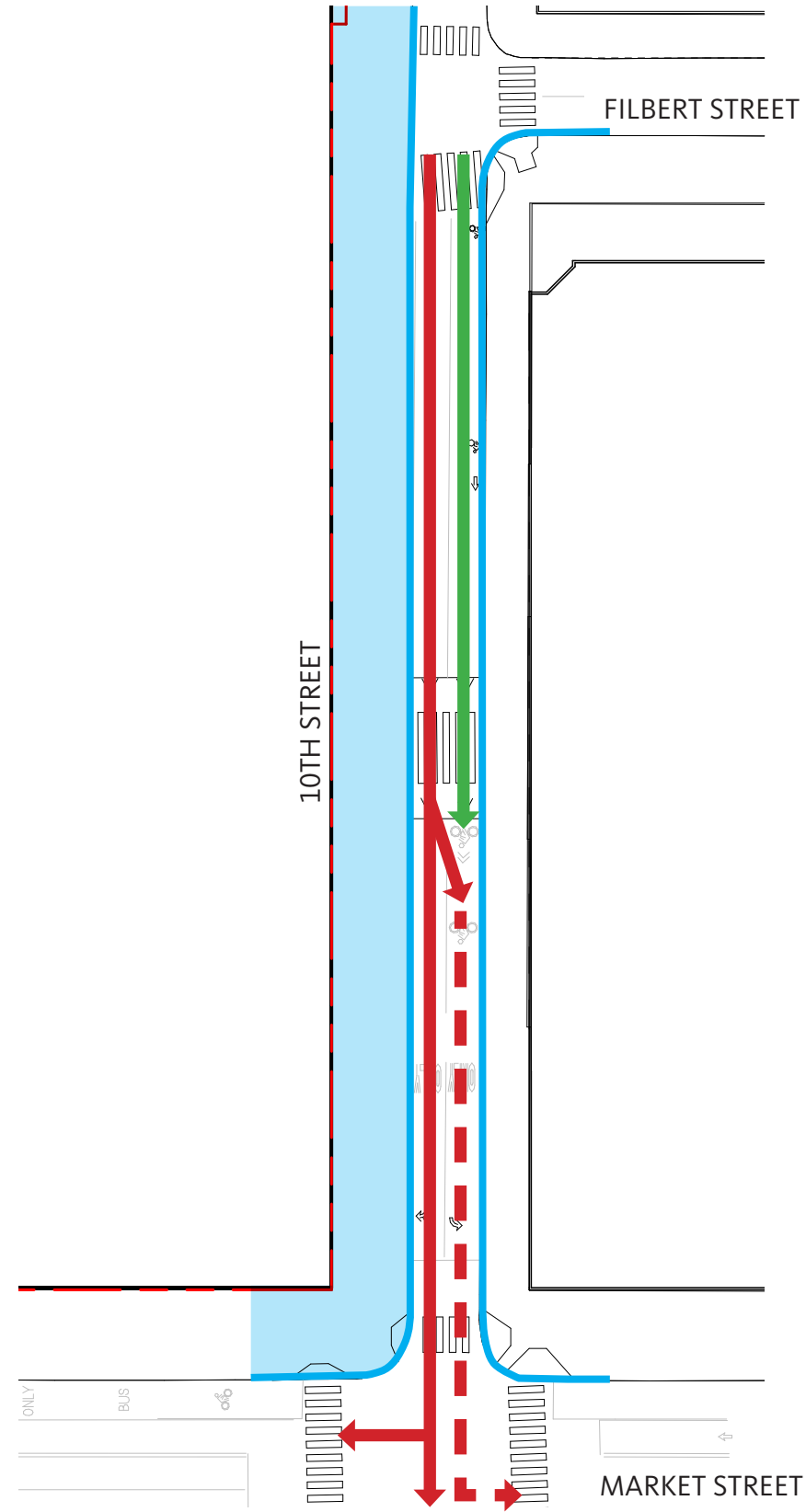
CIRCULATION | 10TH STREET MODIFICATIONS

SCALE 1:50

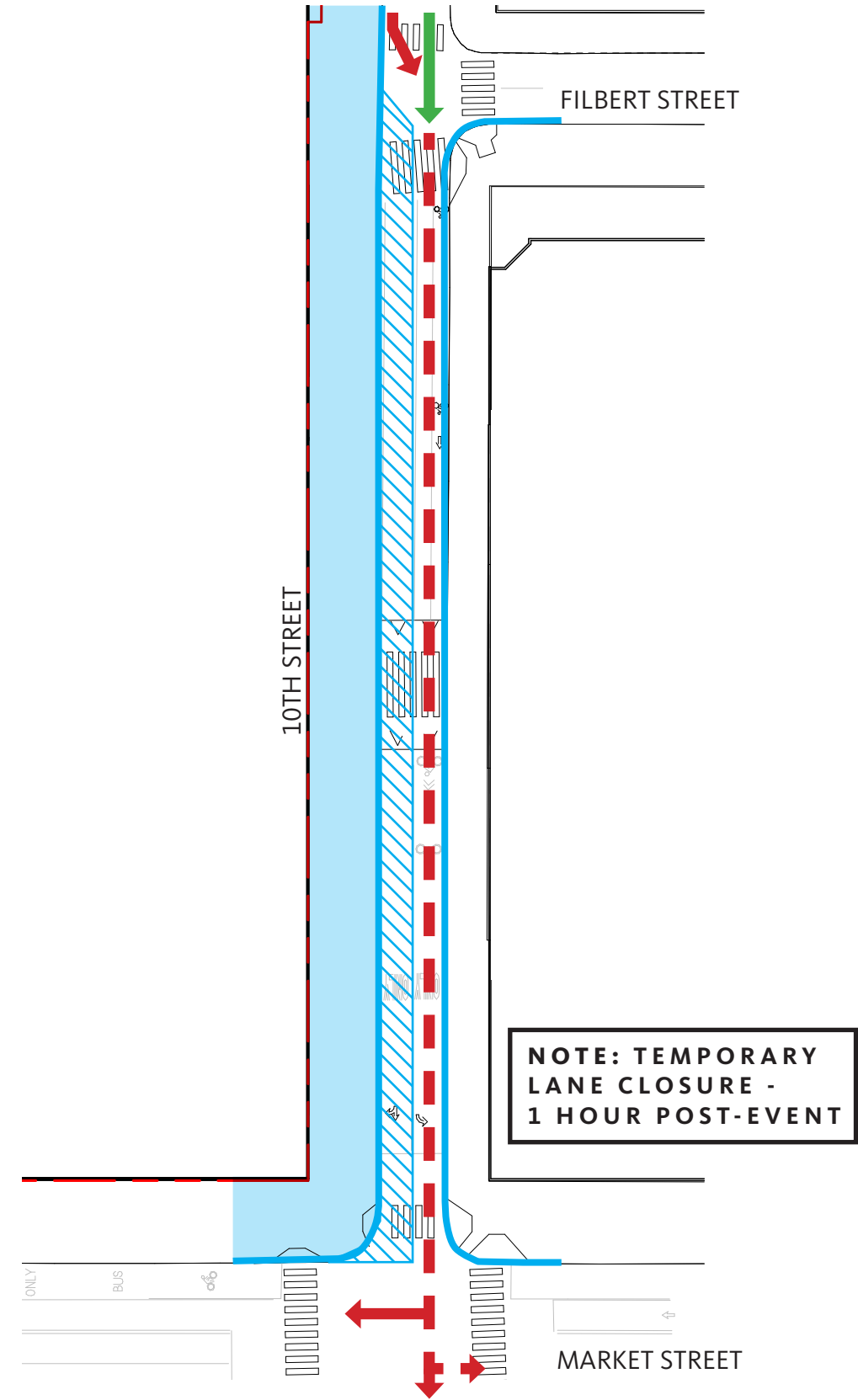
- ➔ TRAFFIC LANE
- ➔ BIKE LANE
- ➔ SHARED LANE



EXISTING



PROPOSED

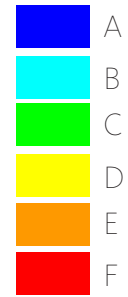


PROPOSED - POST EVENT (TEMPORARY)

CIRCULATION | ARENA PRE-GAME INGRESS

SCALE 1:80

LEVEL OF SERVICE

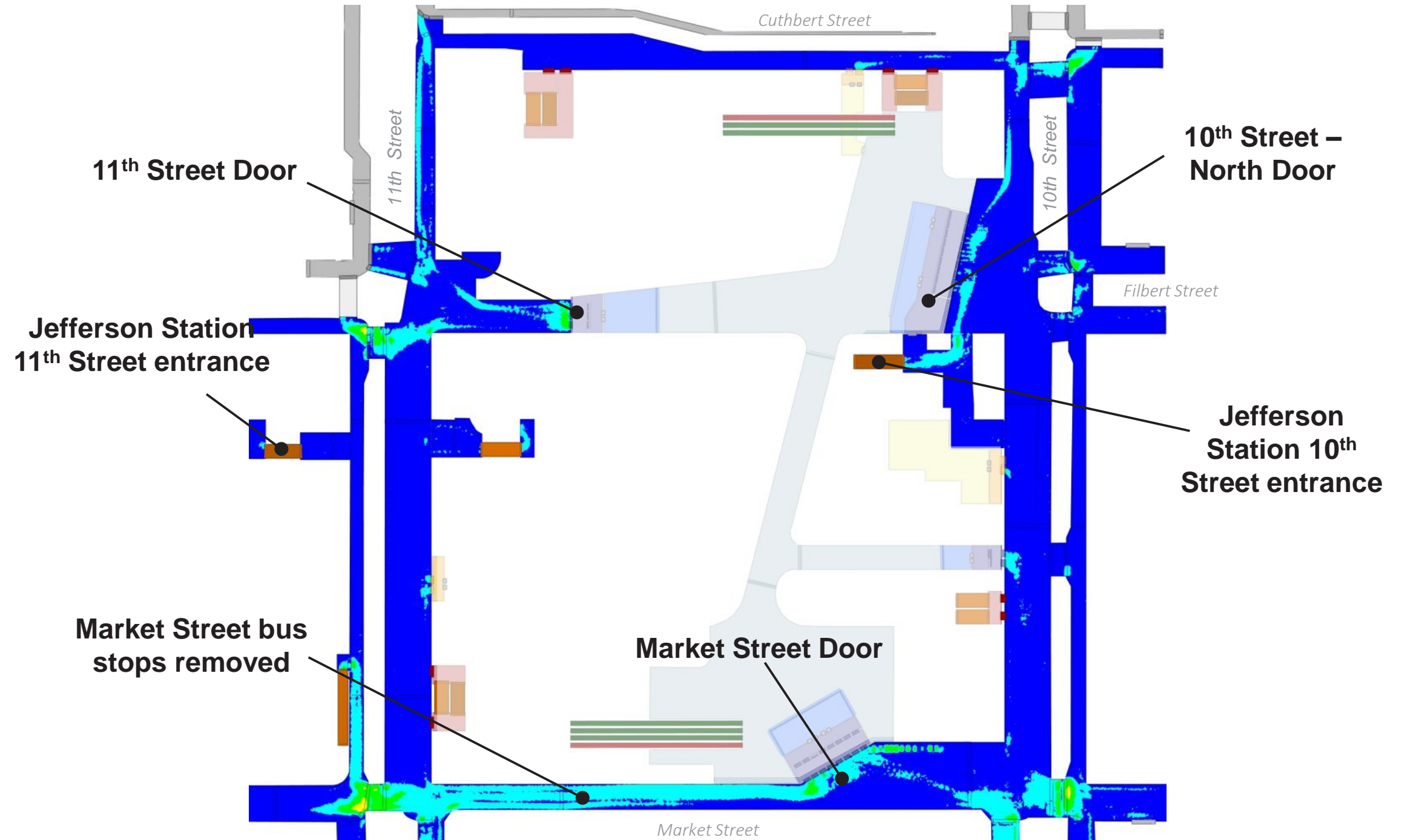


SIDEWALKS - LEVEL OF SERVICE (WALKWAYS)

- People can freely circulate around the site as visitors arrive to enter 76 Place.
- Sidewalks around the arena site operate at Level of Service A/B during pre-game ingress, with busy crosswalks operating at LoS C.
- Crosswalks heading towards the arena experience consistent queuing.
- Notable queuing occurs outside Jefferson Station exit on west side of 11th St. As patrons alighting trains are held at crosswalk.

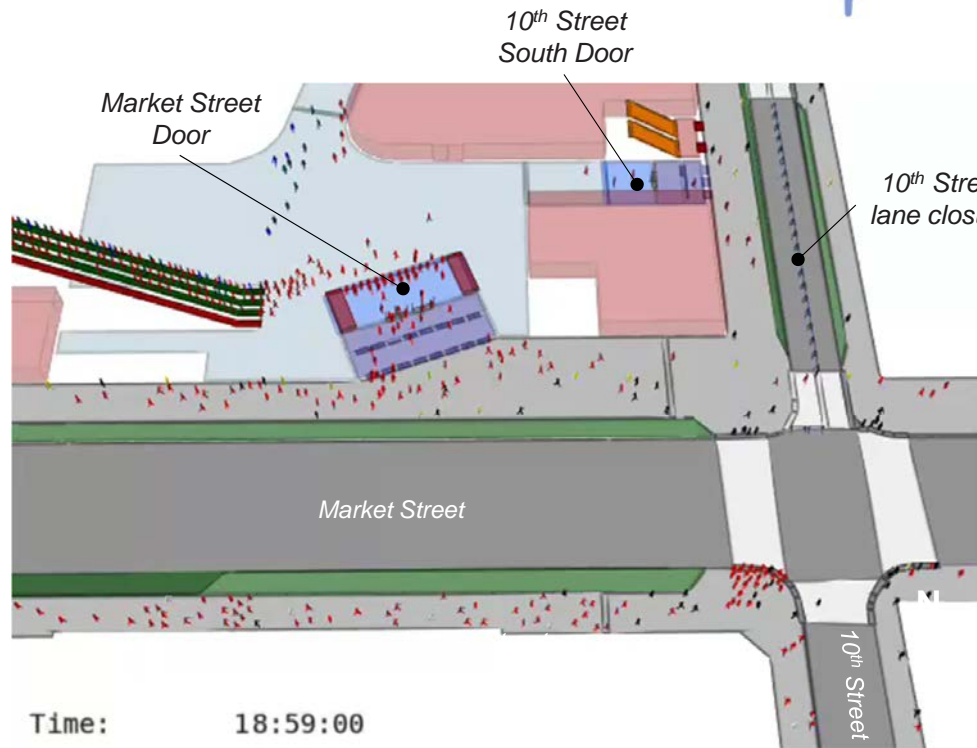
PERFORMANCE SUMMARY

- Providing entrances on all sides of the arena spread demand around the site and minimizes external circulation,
- Active management required in Jefferson Station to direct arena patrons to 10th St.
- **With assumed door throughput and active management within Jefferson Station, queues clear quickly and are unlikely to impact pedestrian circulation on sidewalks surrounding the arena site.**



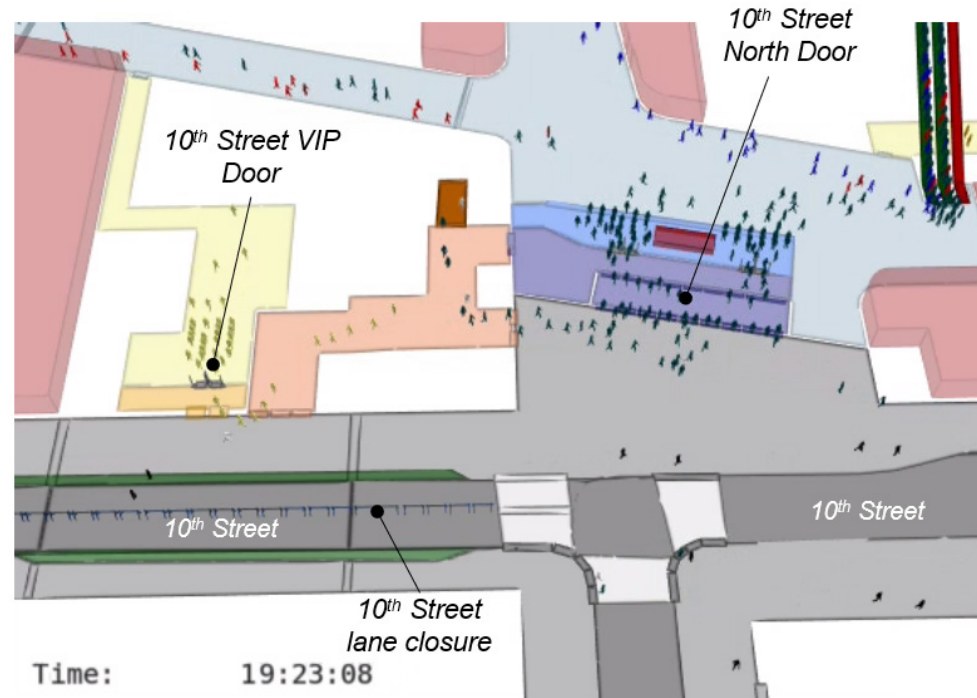
NOTE: AVERAGE LEVEL OF SERVICE SHOWN OVER PEAK 15-MINUTE PERIOD DURING PRE-GAME INGRESS.

CIRCULATION | ARENA PRE-GAME INGRESS



MARKET ST. DOOR

- Largest entrance to arena.
- Assigned the highest portion entrance demand of all entrance doors.
- Handles surges of demand from passengers alighting from Market-Frankford Line 11th St. Station.
- Market St. setback provides space to handle any potential queues that may form.
- Space is available to expand throughput and reduce queue size.
- As primary entrance to arena, patrons will be encouraged to use door during pre-game ingress.



10TH ST. NORTH DOOR

- Consolidated with SEPTA door.
- Arena patrons entering from Jefferson Station exit to sidewalk to enter arena.
- Increases numbers of arena patrons entering through 10th St. North door.
- New forecourt provides additional queue space for arena patrons during pre-game ingress.
- Increased capacity and queue space ensure larger entry demand does not impact sidewalk circulation.



11TH ST. DOOR

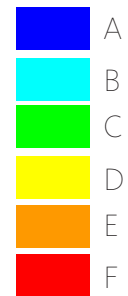
- Spatially constrained by Jefferson Station entrance immediately south.
- Exits on both sides of 11th St. expected to use this entrance.
- Active management required to direct patrons to other arena doors under normal operations to manage queues.



CIRCULATION | ARENA POST-GAME EGRESS

SCALE 1:80

LEVEL OF SERVICE

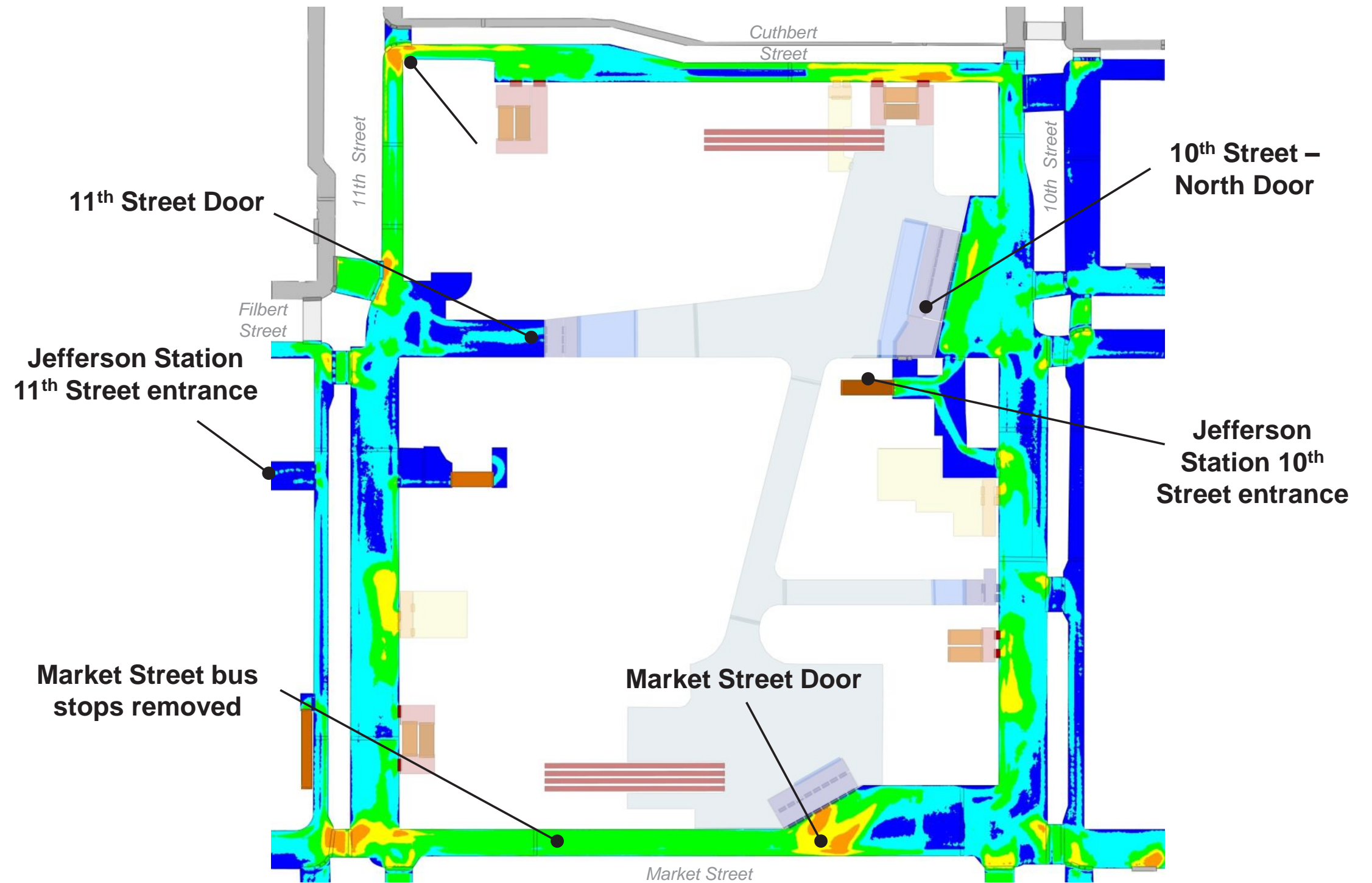


SIDEWALKS - LEVEL OF SERVICE (WALKWAYS)

- People can freely circulate around the site on most sides of the arena, even as people leave 76 Place.
- Sidewalks generally operate at LoS C around the arena, except immediately outside arena doors.
- Crosswalks are busy on all sides, subject to frequent queues.
- Congestion occurs around arena doors on 10th St. and 11th St., as well as 10th St. Jefferson Station entrance.

PERFORMANCE SUMMARY

- **75% of visitors will exit arena within 15 minute post-game.**
- Porous arena design allows patrons to exit on all sides of building.
- Internal VCEs provide intuitive exit routes for patrons in most directions.
- Sidewalks surrounding the arena site generally operate at LoS C during post-game egress.
- Some congestion is noted outside the Market St. door.
- Single lane closures on 10th St. and 11th St. both provide additional circulation space around arena site.
- Jefferson Station platforms are busy following event conclusion. Market-Frankford Line 11th St. Station is busy, with relatively high service level clearing passengers.



NOTE: AVERAGE LEVEL OF SERVICE SHOWN OVER PEAK 15-MINUTE PERIOD DURING POST-GAME EGRESS.



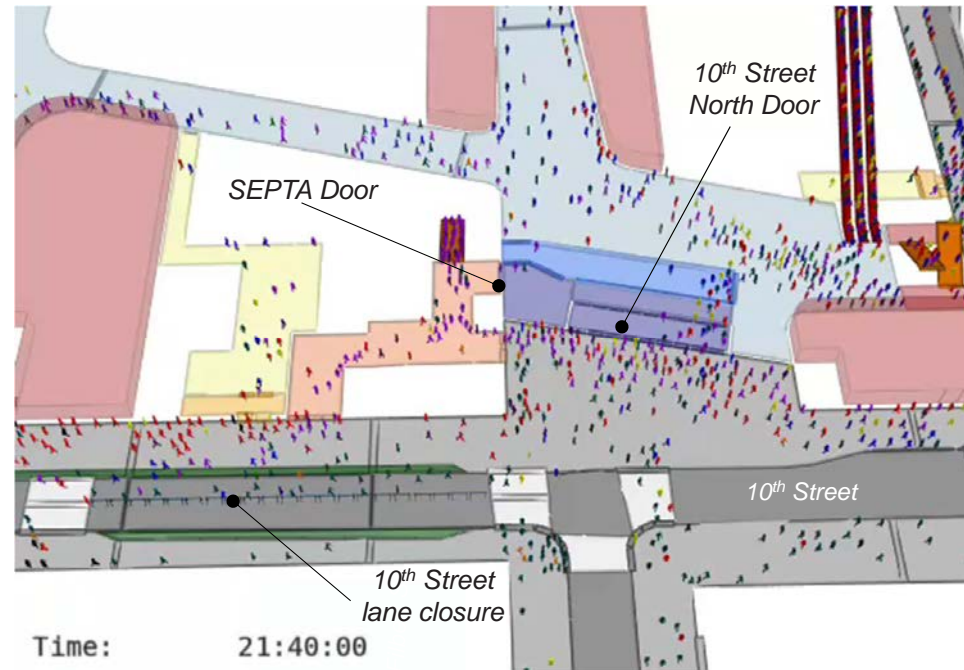
CIRCULATION | ARENA POST-GAME EGRESS

Arena Interior	Escalator	Destination South of Arena	Boarding Transit at MFL Station
Arena Interior (Pre-Security)	Stair	Destination Northeast of Arena	Rideshare User
Ticket Scan Queue Area	Sidewalk	Destination Northwest of Arena	Background Pedestrian
VIP Entrance Interior	Street Closure	Boarding transit at Jefferson Station	Background Transit User
Crosswalk			



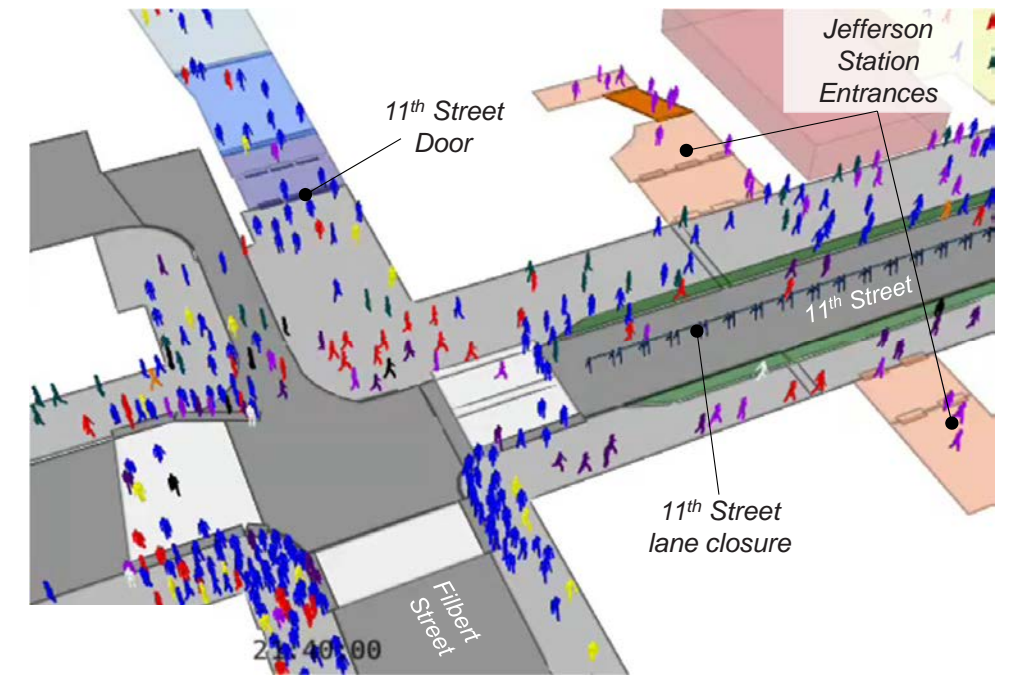
MARKET ST. DOOR

- South set of escalators land immediately adjacent to Market St. door.
- Most patrons coming down four escalators expected to exit through Market St. door.
- As a result, door and sidewalk outside are busy.

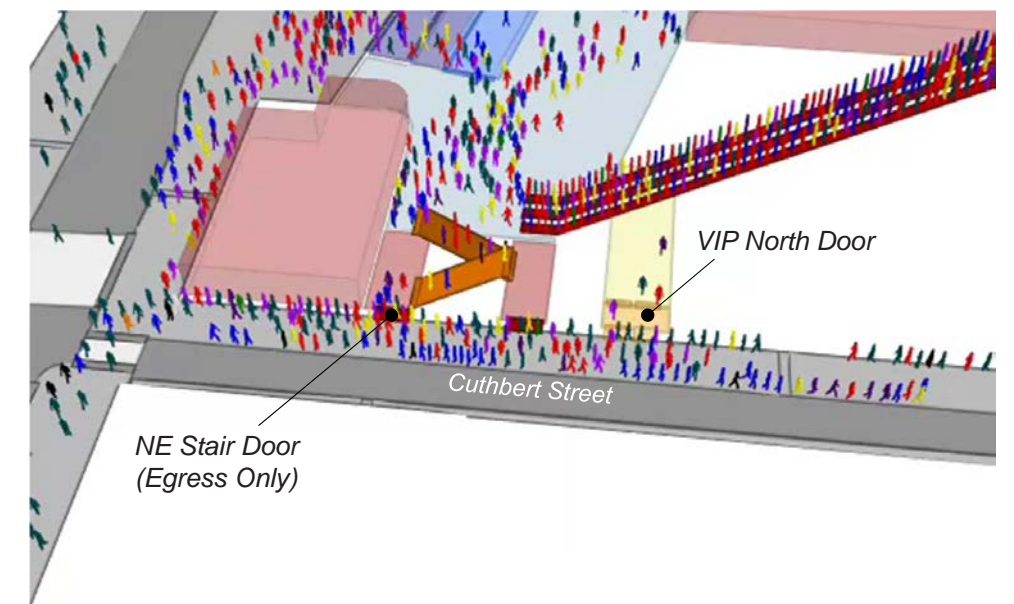


10TH ST. NORTH DOOR

- North escalators land facing these two arena doors.
- Most patrons coming down these escalators are expected to exit using these doors.
- Doors expected to be busy as a result.
- Some congestion noted immediately outside the 10th St. North door as patrons orient themselves upon exiting arena; however, no performance issues are noted.
- Improving internal wayfinding and encouraging circulation internally at street level will improve amenity.



11TH ST. DOOR



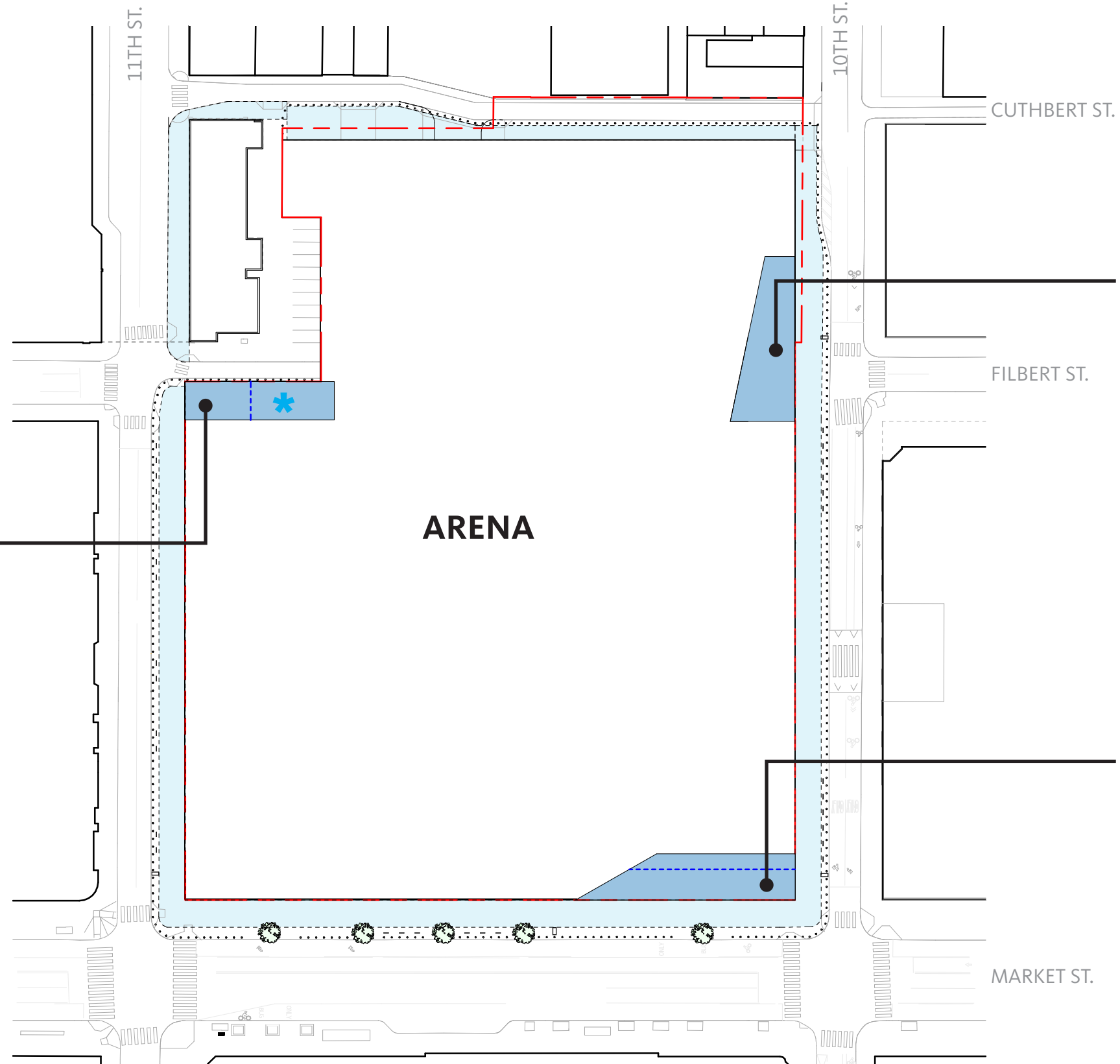
VIP NORTH DOOR

CIRCULATION | QUEUING ZONES

SCALE 1:80

- SIDEWALK CIRCULATION SPACE
- EXTERIOR QUEUING
- PREVIOUS BUILDING LINE
- * 11TH ST FACADE RELOCATION STILL BEING COORDINATED WITH SEPTA

PEDESTRIAN CAPACITY IS BASED ON 3 SF / PERSON



2,300 SF
CAPACITY: 770

PEDESTRIAN MODELING
PROJECTS **40 PEDESTRIANS**
MAX IN QUEUE AT PEAK
TIME

3,200 SF
CAPACITY: 1,000

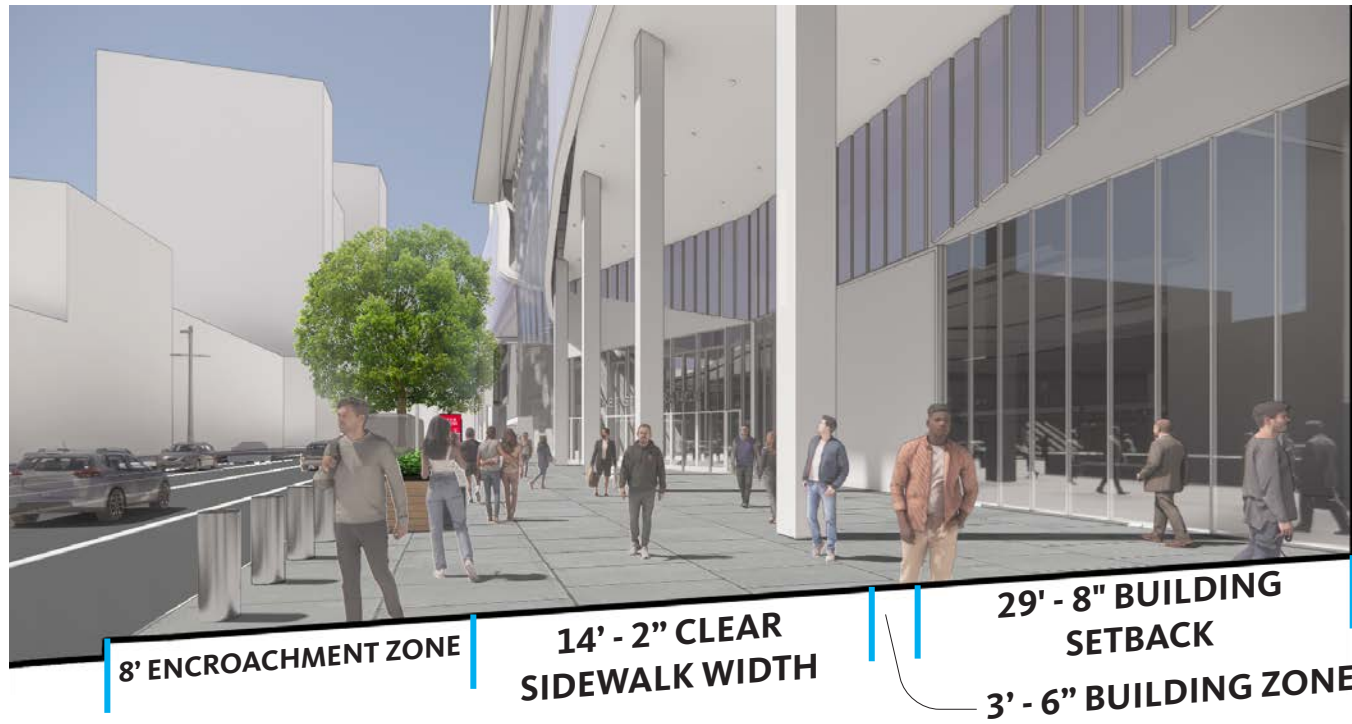
PEDESTRIAN MODELING
PROJECTS **60**
PEDESTRIANS MAX IN
QUEUE AT PEAK TIME

3,400 SF
CAPACITY: 1,100

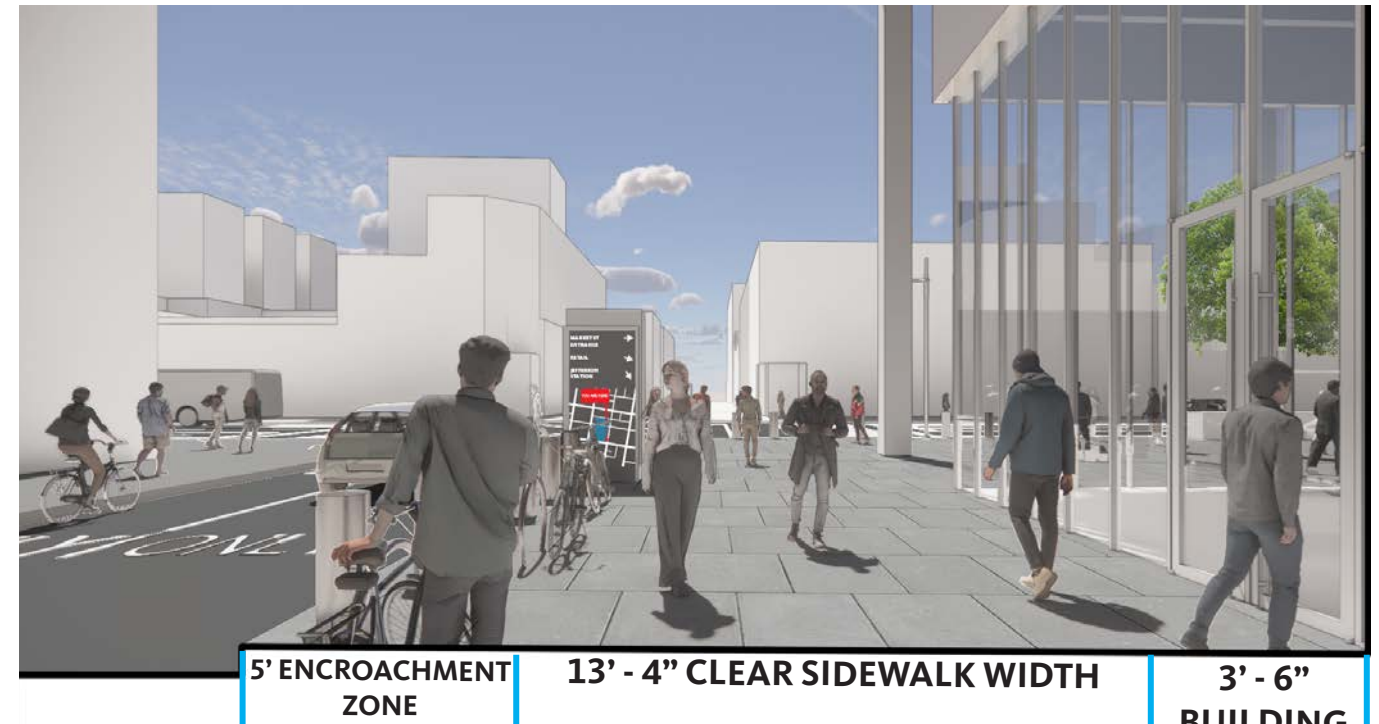
PEDESTRIAN MODELING
PROJECTS **75**
PEDESTRIANS MAX IN
QUEUE AT PEAK TIME



CIRCULATION | PEDESTRIAN - STREET LEVEL SECTIONS



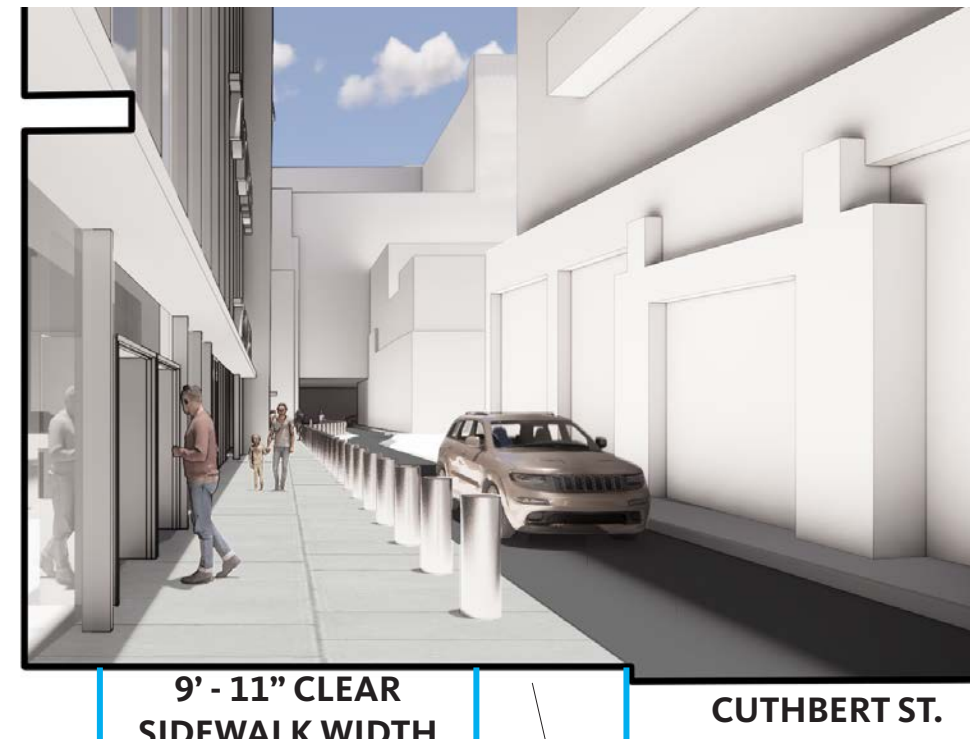
VIEW 1 - MARKET ST. LOOKING WEST



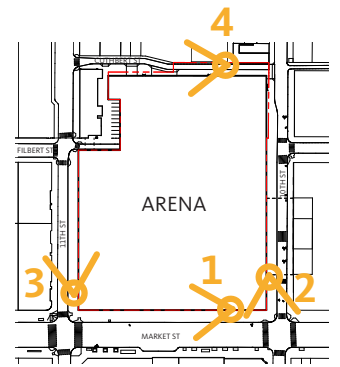
VIEW 2 - 10TH ST. LOOKING SOUTH



VIEW 3 - 11TH ST. LOOKING NORTH



VIEW 4 - CUTHBERT ST. LOOKING WEST



PROPOSED | MASTER PLAN

SCALE 1:80

LOT

Lot Area: 185,558 SF

ARENA

Gross Floor Area: 1,126,000 SF

10TH ST. BRIDGE

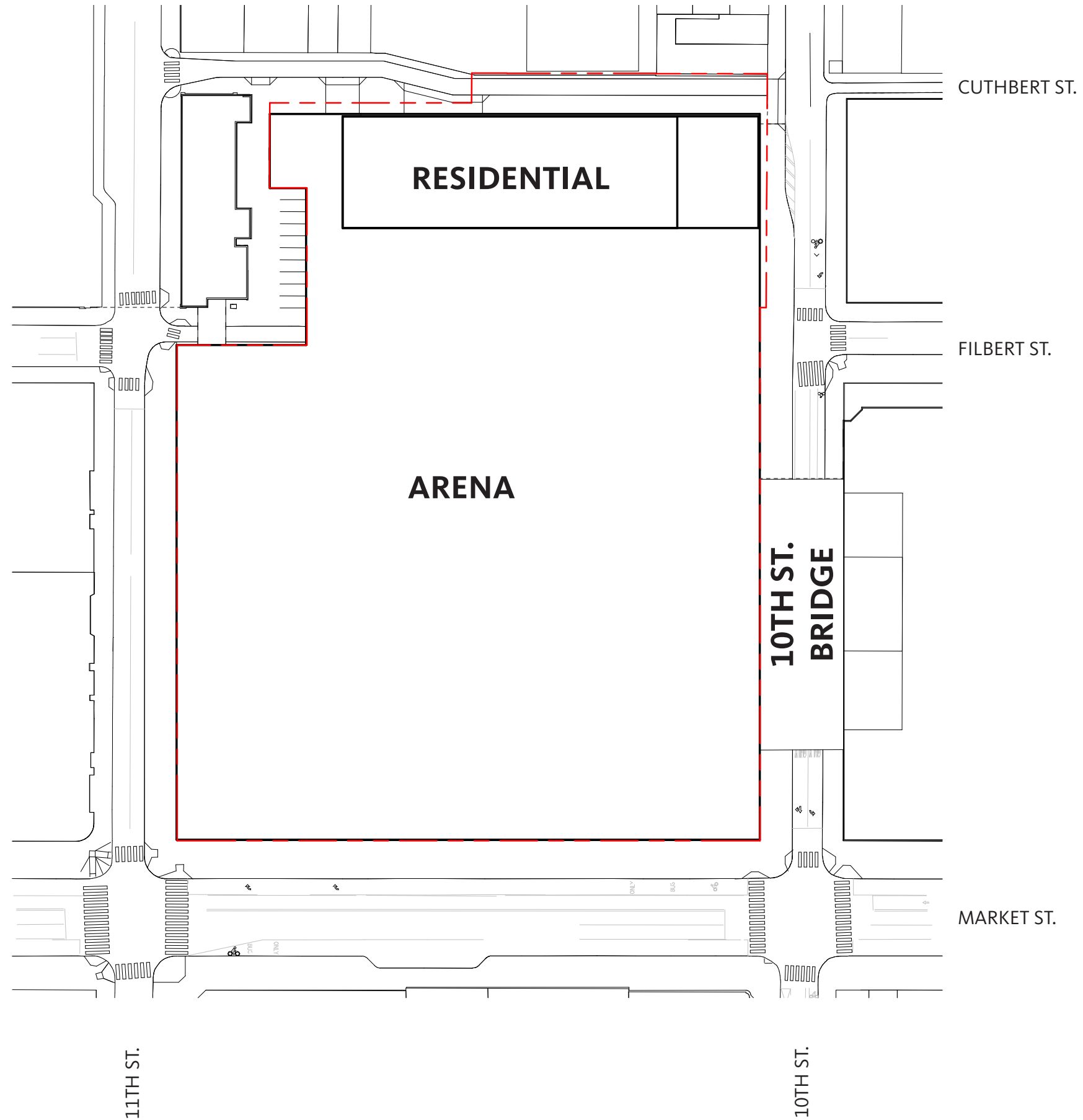
Gross Floor Area: 14,000 SF

RESIDENTIAL

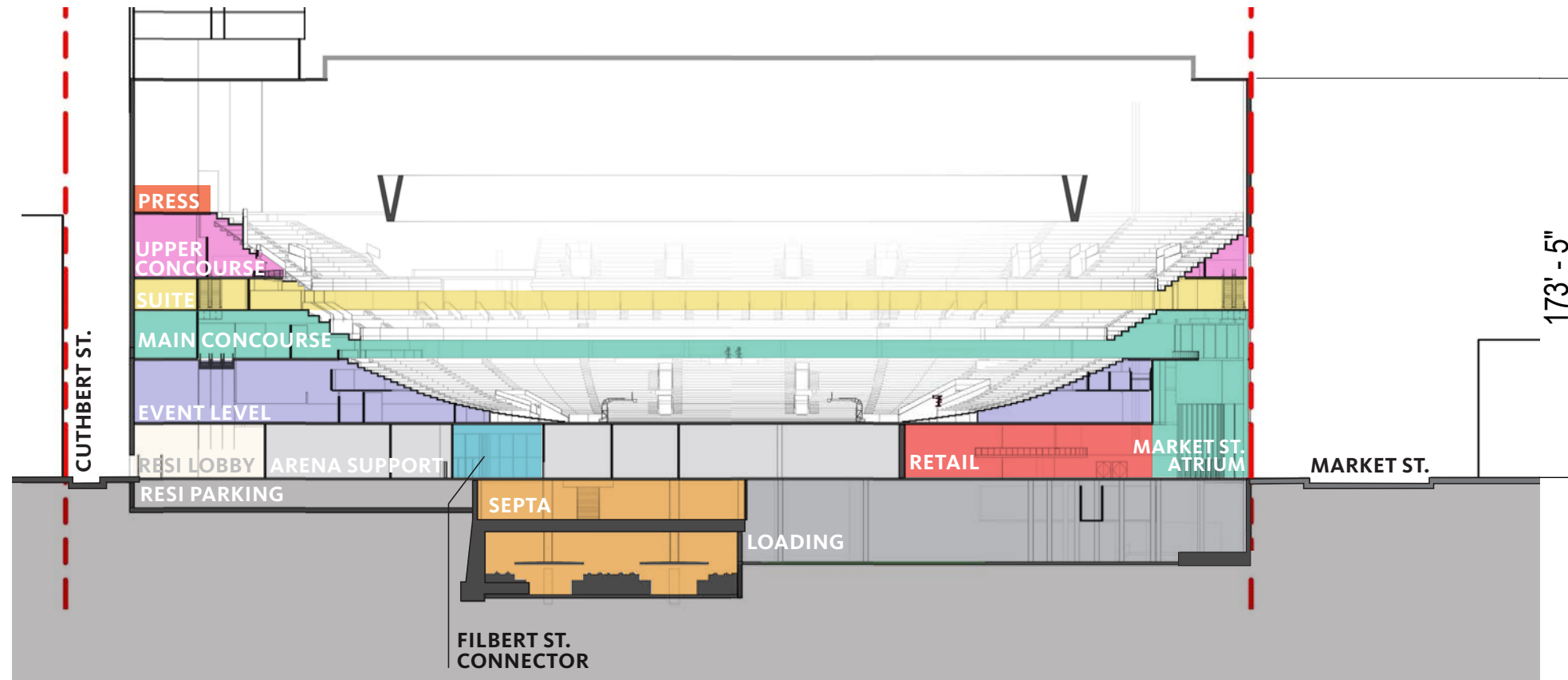
Gross Floor Area: 465,000 SF
395 Units

TOTAL

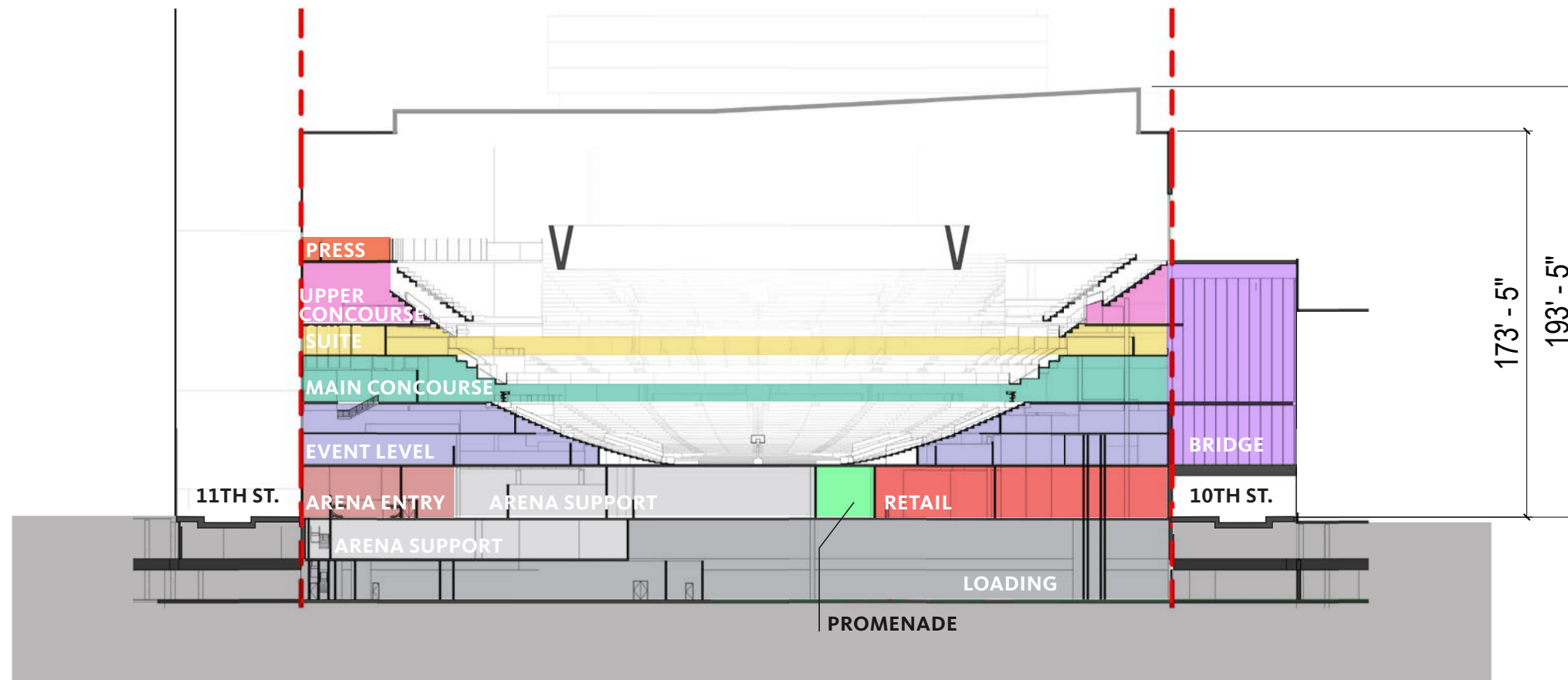
Gross Floor Area: 1,605,000 SF
FAR: 865%



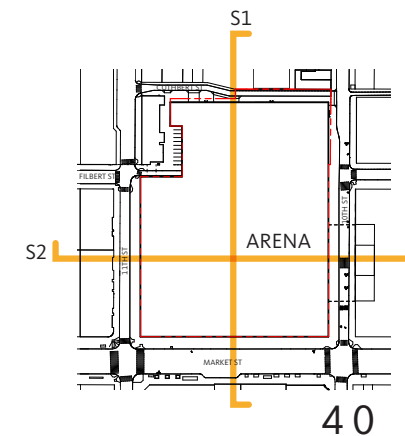
PROPOSED | MASSING - PROGRAM SECTION



SECTION 1 - LONGITUDINAL

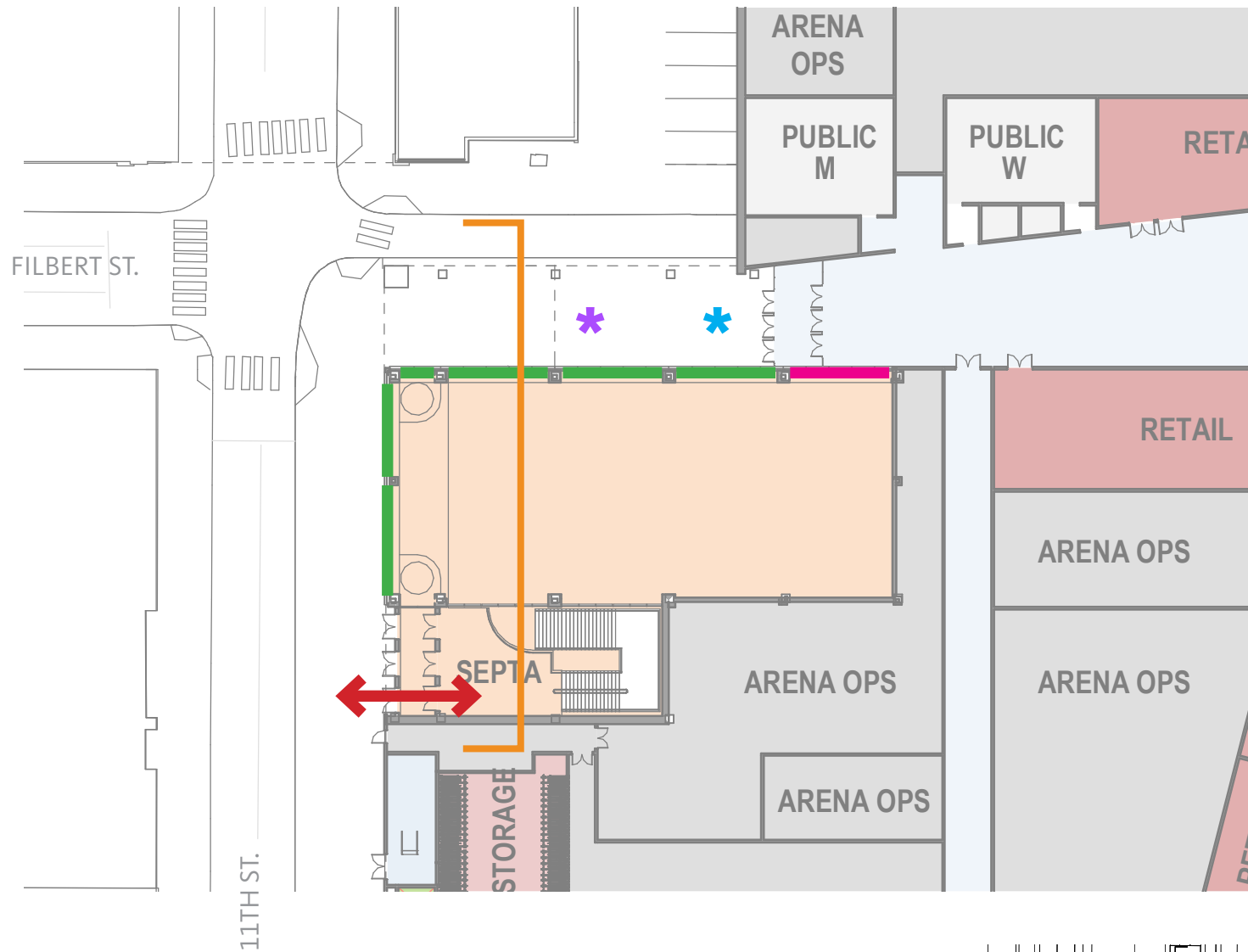


SECTION 2 - CROSS

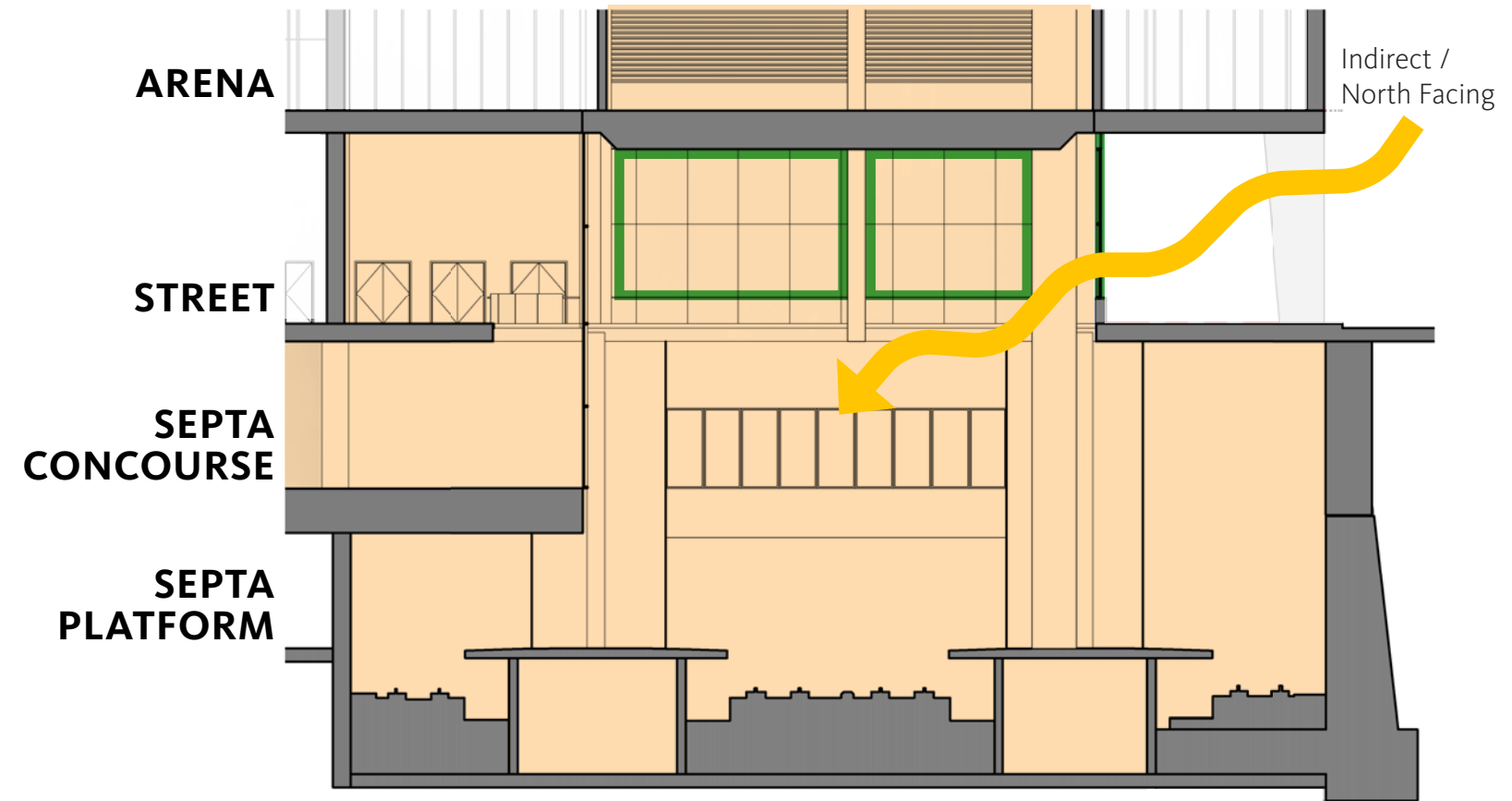
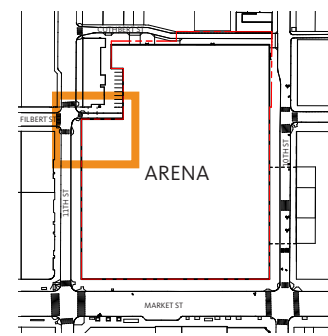


PROPOSED | RAIL - JEFFERSON STATION DAYLIGHT

- EXISTING GLAZING TO REMAIN - DAYLIGHT
- EXISTING GLAZING TO REMAIN - BORROWED LIGHT
- ✱ 11TH ST FACADE RELOCATION STILL BEING COORDINATED WITH SEPTA
- ✱ PREVIOUS ENTRY DOOR LOCATION



**JEFFERSON STATION
11TH ST. ENTRY PLAN**



**JEFFERSON STATION
ATRIUM CROSS SECTION**

THANK YOU!



LACE

MARKET ST. ENTRANCE

EVERSON
3

76

76

76

76

76

76

76

76

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76

76

76

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76

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76

76

76

76

76

76

76

76 PLACE APPENDIX
at Market East

76 PLACE
at Market East

CIVIC DESIGN REVIEW
12/18/2023

INDEX

COVER

EXISTING CONTEXT

Site Photographs (Aerial)	3-4
Location Plan	5
Location Plan - Fashion District	6
Site Photographs	7-13
Existing Conditions Survey	14

PROPOSED

Lot Consolidation Plan	15
Master Plan	16
Street Modifications	17
Sidewalk Modifications	18-19
Existing Site Loading	20
Aerial Rendering	21-22
Arena Massing	23-24
Bridge Plan, Massing, & Exterior Rendering	25-27
Exterior Renderings	28-30
Sidewalk Modifications	31
Site Plan	32
Pedestrian Street Level Sections	33
Street Facade Transparency	34
Exterior Rendering (Market St. at 11th St.)	35-36
Street Level Plan	37
Interior Renderings	38-39

CIRCULATION

Pedestrian Street Level	40-47
Pedestrian Study Arrival Door Splits	48
Pedestrian Street Level Queuing	49
Rail	50-55
Car Parking Garages	56-57
Bus Adjacent Stops	58
Bus Market St. Shelter Relocation	59
Bicycle Route Map & Site Plan	60-62

CLOSING

63



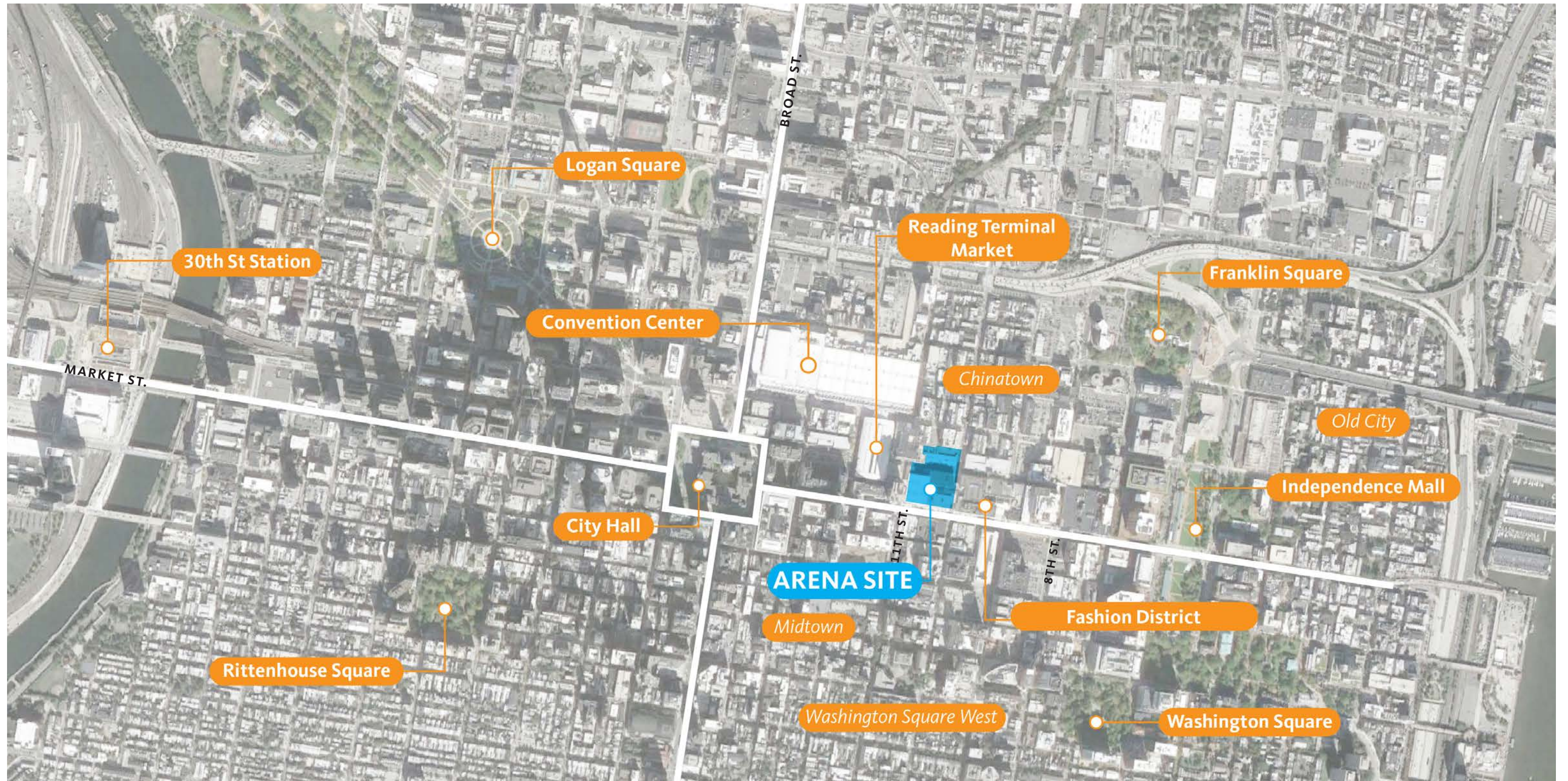
EXISTING CONTEXT | AERIAL PHOTOGRAPH



EXISTING CONTEXT | AERIAL PHOTOGRAPH

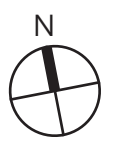
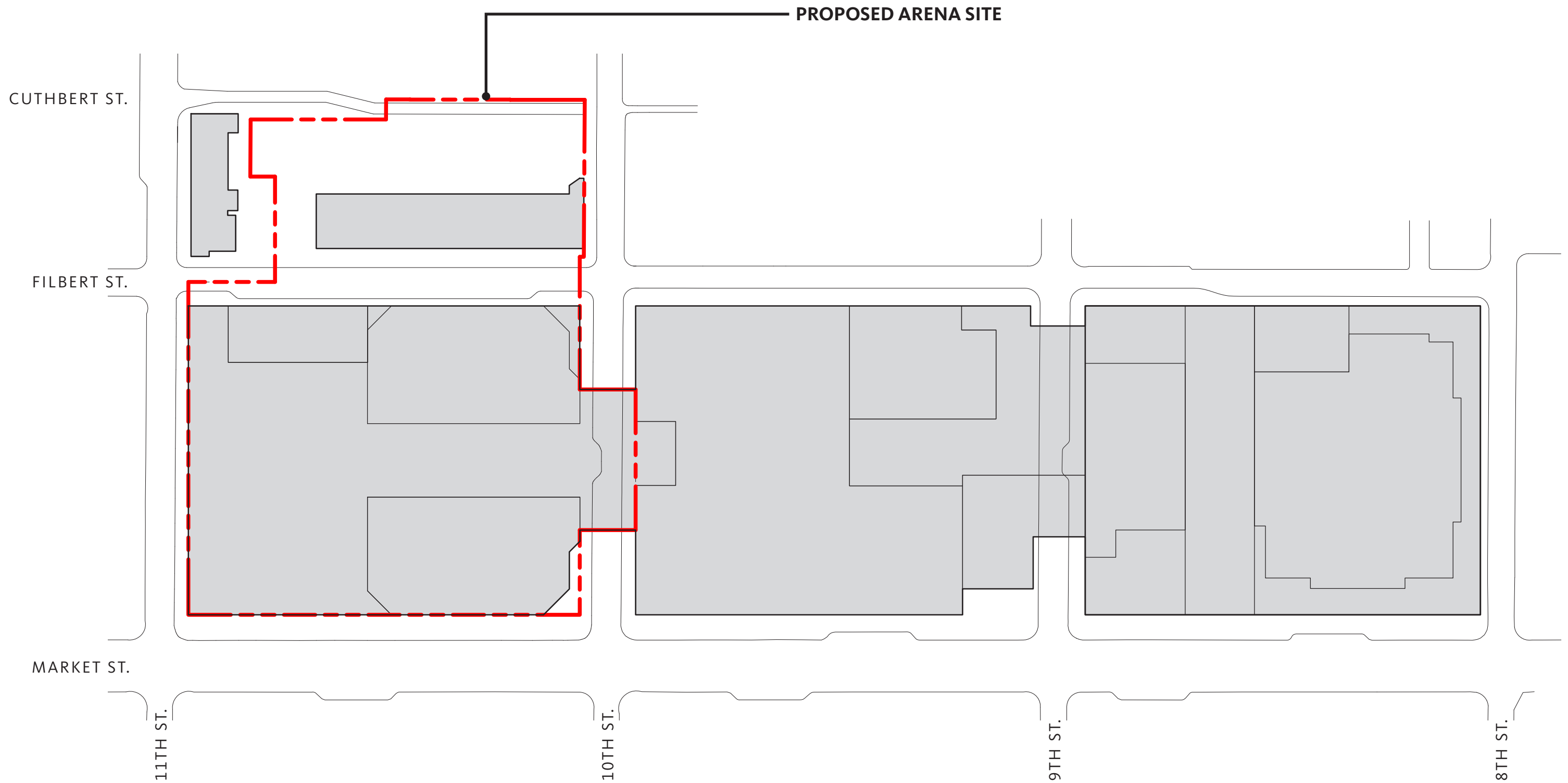


EXISTING CONTEXT | LOCATION PLAN



EXISTING CONTEXT | LOCATION PLAN - FASHION DISTRICT

SCALE 1:100



EXISTING CONTEXT | LOOKING NORTHWEST ON MARKET ST.



EXISTING CONTEXT | LOOKING EAST ON MARKET ST.



EXISTING CONTEXT | LOOKING WEST ON FILBERT ST.



EXISTING CONTEXT | LOOKING SOUTH ON 10TH ST.



EXISTING CONTEXT | LOOKING EAST ON CUTHBERT ST.



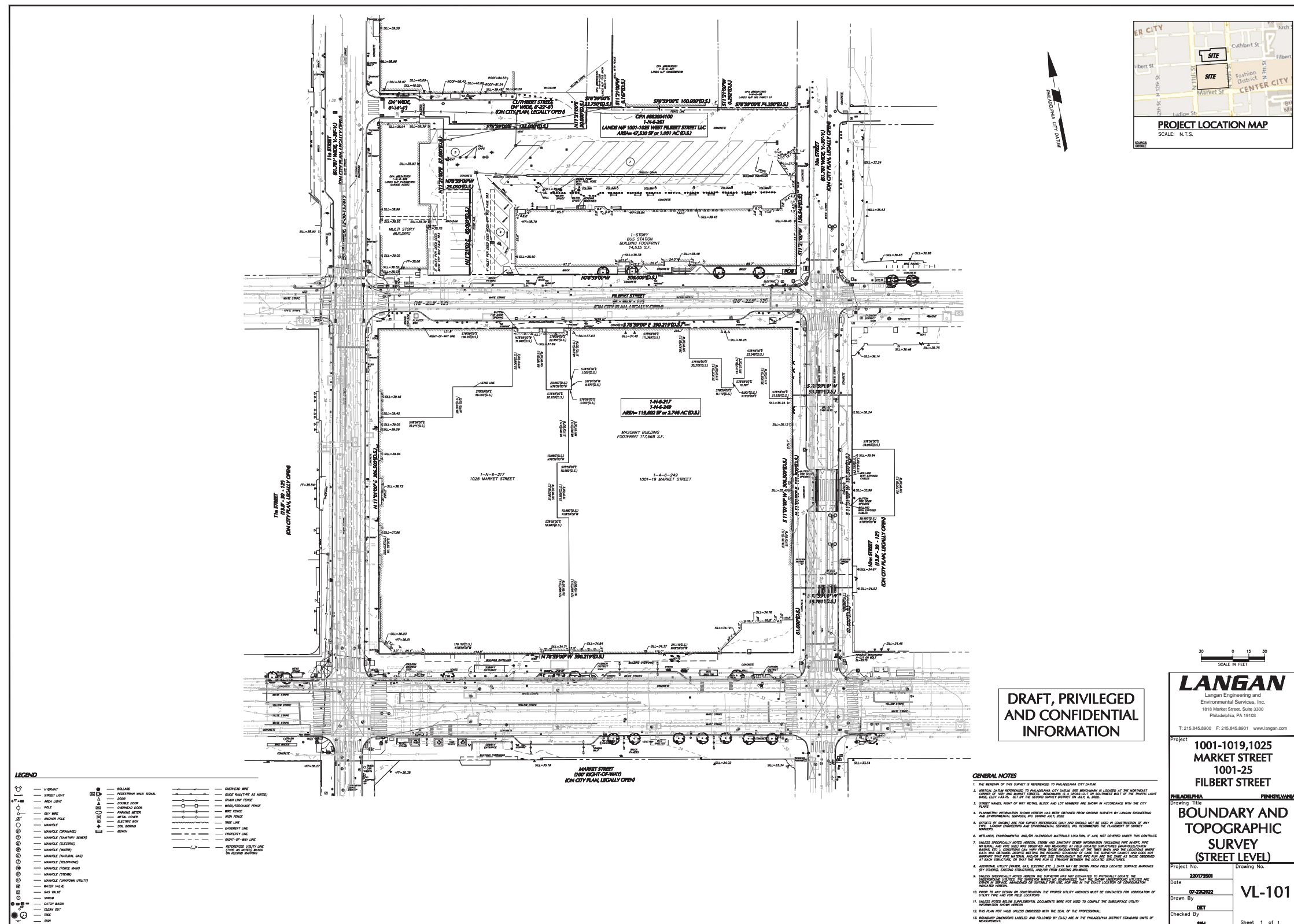
EXISTING CONTEXT | LOOKING EAST ON FILBERT ST.



EXISTING CONTEXT | LOOKING SOUTH ON 11TH ST.



EXISTING CONTEXT | EXISTING CONDITIONS SURVEY



DRAFT, PRIVILEGED AND CONFIDENTIAL INFORMATION

LANGAN
Langan Engineering and Environmental Services, Inc.
1818 Market Street, Suite 3300
Philadelphia, PA 19103
T: 215.845.8900 F: 215.845.8901 www.langan.com

Project: **1001-1019,1025 MARKET STREET 1001-25 FILBERT STREET**

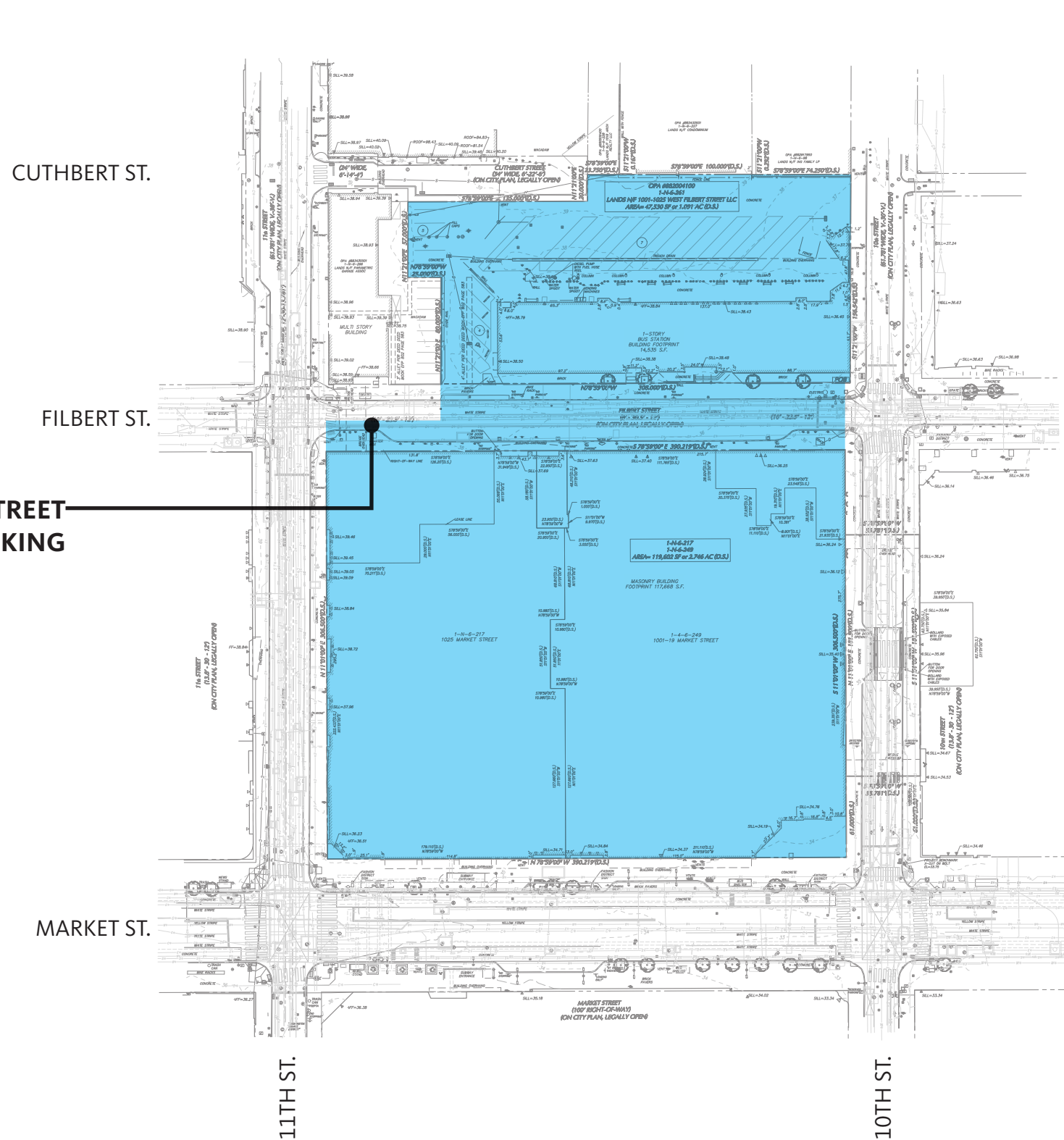
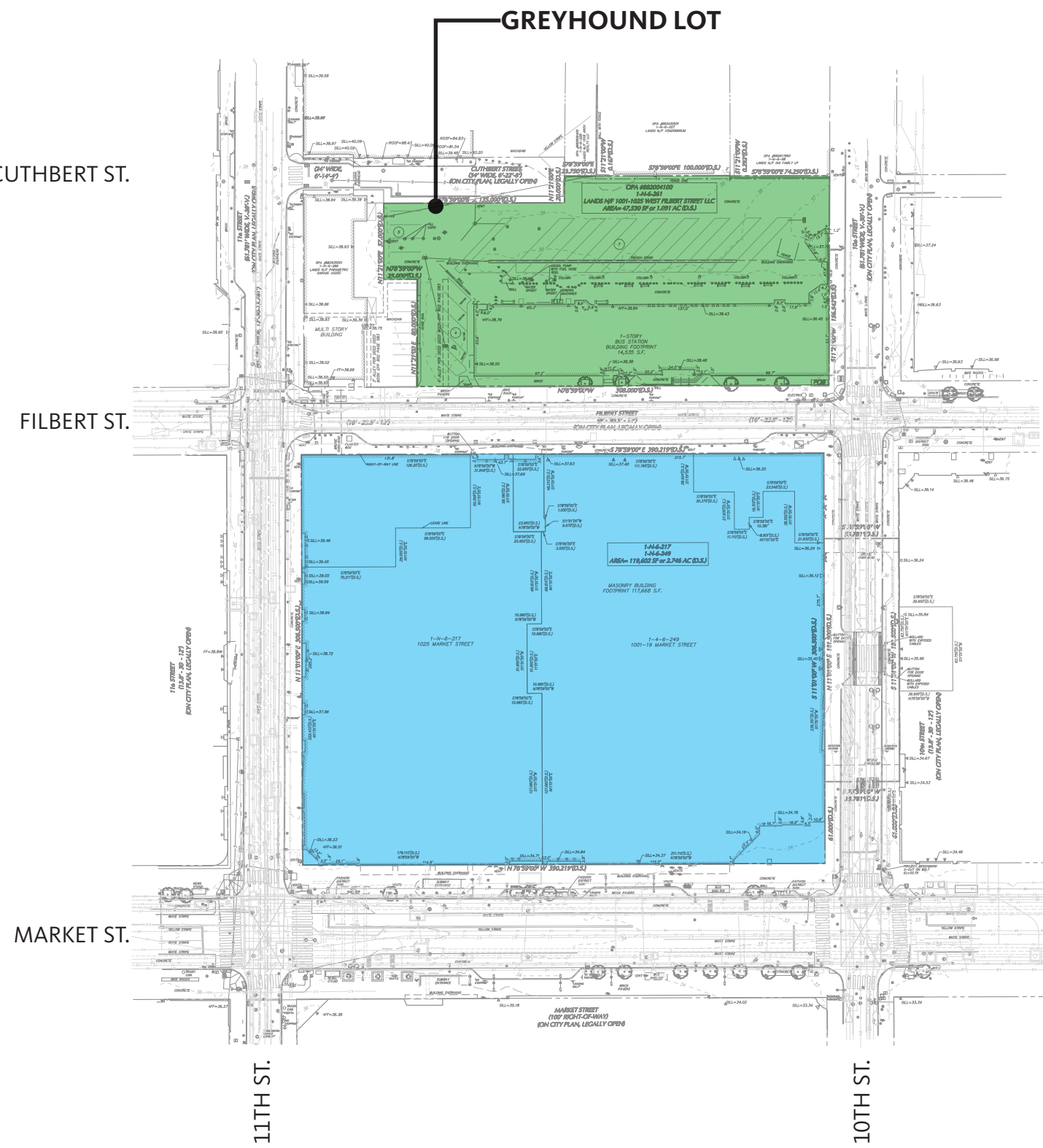
BOUNDARY AND TOPOGRAPHIC SURVEY (STREET LEVEL)

Project No. **320172601** Drawing No. **VL-101**
Date: **07-26-2022**
Drawn By: **DKT**
Checked By: **SM** Sheet 1 of 1

- GENERAL NOTES**
1. THE INTENT OF THIS SURVEY IS REFERENCED TO PENNSYLVANIA CITY DATA.
 2. ALL DATA REFERENCED TO PENNSYLVANIA CITY DATA ARE BENCHMARK IS LOCATED AT THE NORTHEAST CORNER OF 1019 AND MARKET STREETS, PENNSYLVANIA CITY TO THE EASTERN END OF THE MARKET STREET, ELEV. 328.167. SET BY THE SURVEY SERVICE ON 04.16.2022.
 3. STREET RIGID RIGHT OF WAY BOUNDARY AND UTILITY MARKING ARE SHOWN IN ACCORDANCE WITH THE CITY PLAN.
 4. PLANNING INFORMATION FROM AERIALS HAS BEEN OBTAINED FROM AERIAL SURVEYS BY LANGAN ENGINEERING AND ENVIRONMENTAL SERVICES, INC. (LANSAT) ON 06.09.2022.
 5. SURVEY POINTS ARE FOR SURVEY REFERENCE ONLY AND SHOULD NOT BE USED IN CONSTRUCTION OF ANY STRUCTURE.
 6. UNLESS OTHERWISE NOTED HEREIN, STORM AND SANITARY SEWER INFORMATION INCLUDING PIPE DEPTH AND MATERIAL IS TO BE TAKEN FROM THE PHILADELPHIA WATER AND SEWER DEPARTMENT'S (W&SD) 'PHILADELPHIA CITY' AND 'PHILADELPHIA COUNTY' DATA AND IS TO BE USED IN ACCORDANCE WITH THE PHILADELPHIA WATER AND SEWER DEPARTMENT'S STANDARDS AND SPECIFICATIONS. THE PHILADELPHIA WATER AND SEWER DEPARTMENT'S STANDARDS AND SPECIFICATIONS ARE AVAILABLE AT: <https://www.phila.gov/files/2022-08/Philadelphia-Standards-and-Specifications-for-Water-and-Sewer-Construction-2022-08-2022.pdf>
 7. ADDITIONAL UTILITY MARKING (GAS, ELECTRIC, ETC.) DATA MAY BE OBTAINED FROM FIELD LOCATED SURFACE MARKINGS OF UTILITY OWNERS, CONTRACTORS, AND/OR FROM EXISTING DRAWINGS.
 8. UNLESS OTHERWISE NOTED HEREIN, THE SURVEY HAS BEEN PERFORMED TO DETERMINE THE EXISTING UTILITY LOCATIONS AND DEPTHS AND TO BE USED FOR THE DESIGN OF THE PROPOSED UTILITY. THE SURVEY IS NOT TO BE USED FOR THE DESIGN OF ANY OTHER UTILITY. THE SURVEY IS NOT TO BE USED FOR THE DESIGN OF ANY OTHER UTILITY. THE SURVEY IS NOT TO BE USED FOR THE DESIGN OF ANY OTHER UTILITY.
 9. PRIOR TO ANY CONSTRUCTION OF THE PROPOSED UTILITY, THE PHILADELPHIA WATER AND SEWER DEPARTMENT'S STANDARDS AND SPECIFICATIONS MUST BE CONTACTED FOR INFORMATION ON UTILITY TYPE AND FOR FIELD LOCATIONS.
 10. UNLESS OTHERWISE NOTED HEREIN, DIMENSIONS WERE NOT USED TO COMPLETE THE SURFACE UTILITY INFORMATION SURVEY HEREIN.
 11. THIS PLAN HAS BEEN CHECKED AND APPROVED WITH THE SEAL OF THE PROFESSIONAL ENGINEER.
 12. BOUNDARY DIMENSIONS Labeled AND FOLLOWED BY (D.L.) ARE IN THE PENNSYLVANIA DISTRICT STANDARD UNITS OF MEASUREMENT.



PROPOSED | LOT CONSOLIDATION PLAN



EXISTING LOT PLAN

PROPOSED LOT CONSOLIDATION PLAN



PROPOSED | MASTER PLAN

SCALE 1:80

LOT

Lot Area: 185,558 SF

ARENA

Gross Floor Area: 1,126,000 SF

10TH ST. BRIDGE

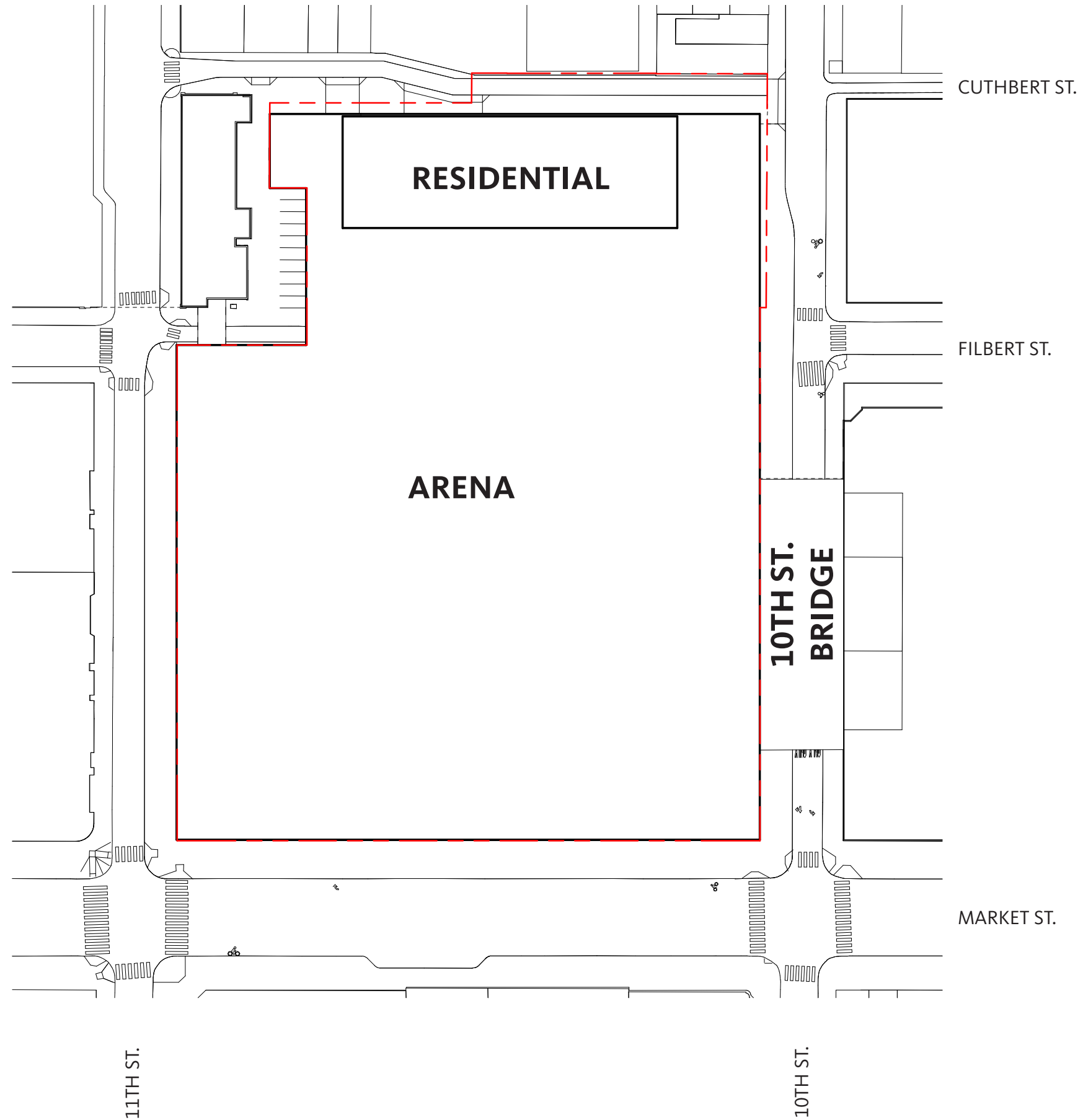
Gross Floor Area: 14,000 SF

RESIDENTIAL

Gross Floor Area: 465,000 SF

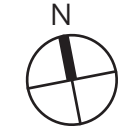
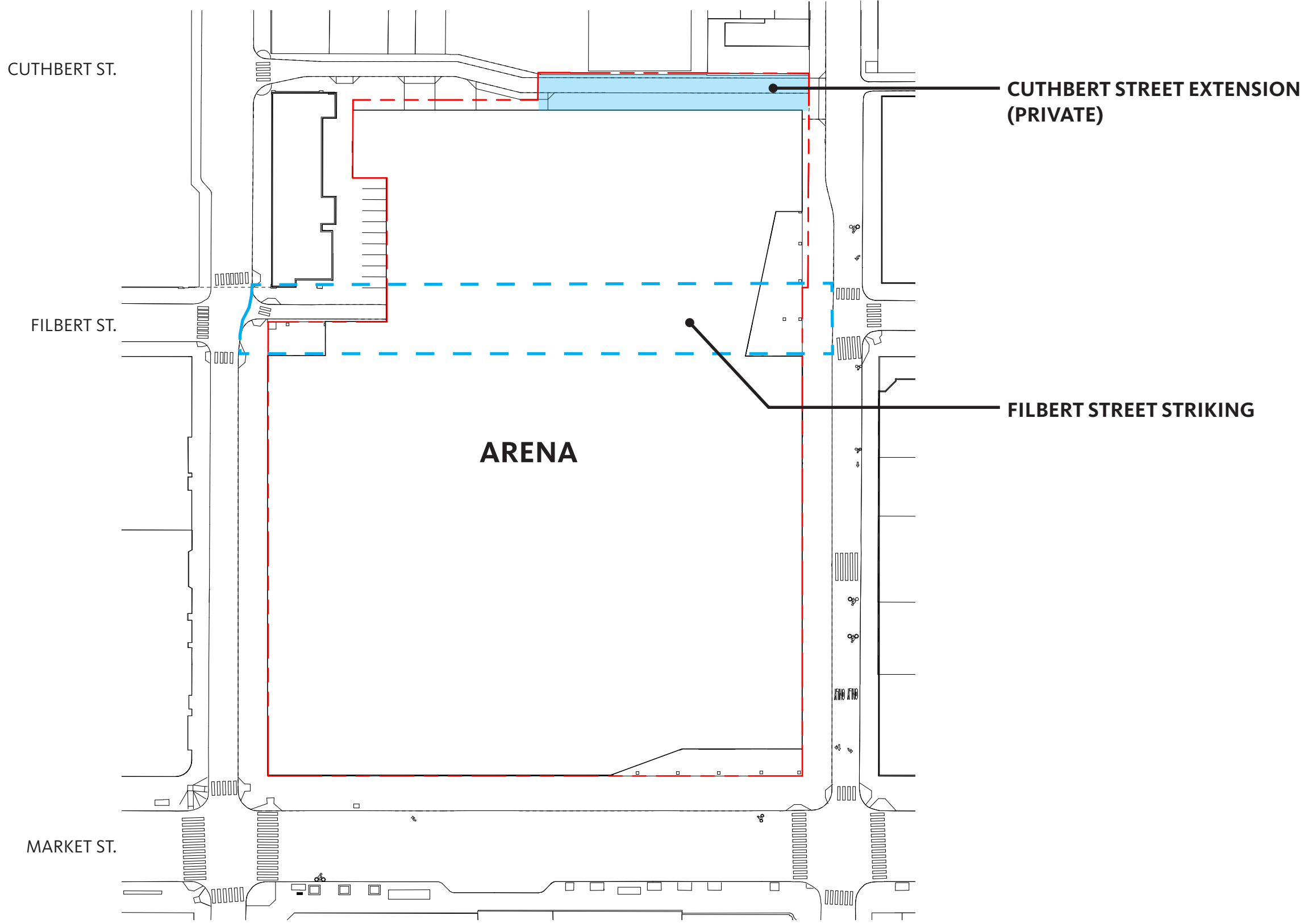
TOTAL

Gross Floor Area: 1,605,000 SF
FAR: 865%



PROPOSED | STREET MODIFICATIONS

SCALE 1:80



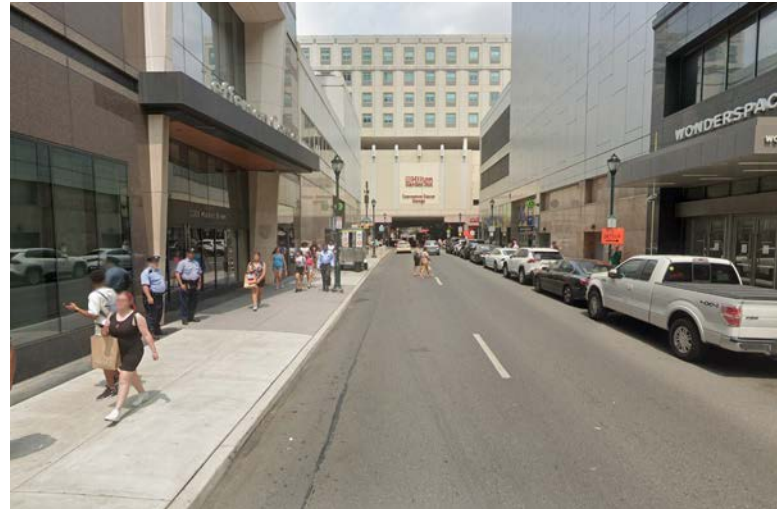
EXISTING | SIDEWALK MODIFICATIONS STREET IMPACTS



11TH ST. EXISTING



11TH & FILBERT LOOKING NORTH



11TH ST. MID-BLOCK LOOKING NORTH



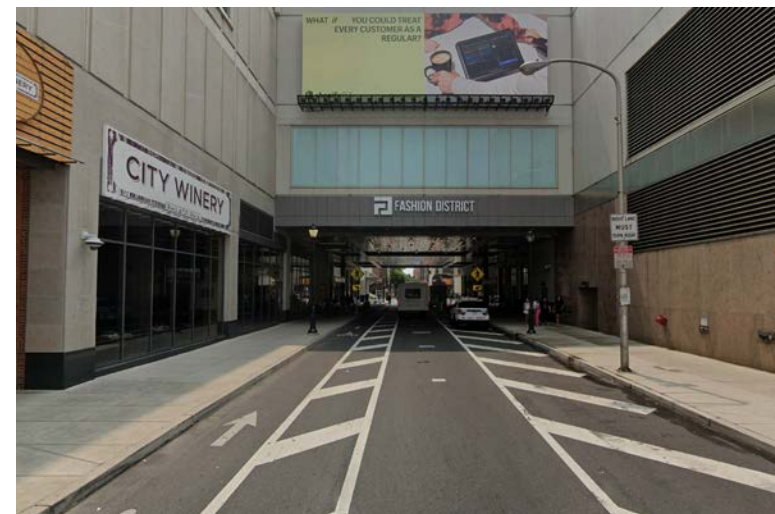
11TH & MARKET LOOKING NORTH



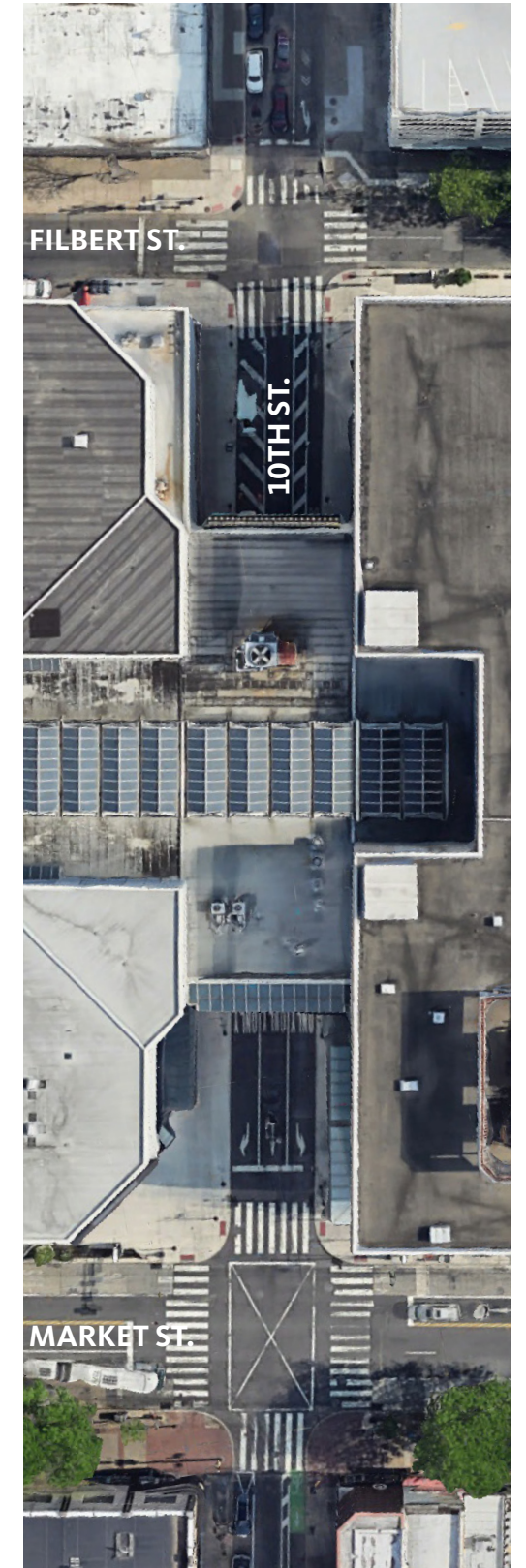
10TH & MARKET LOOKING SOUTH



10TH ST. MID BLOCK LOOKING SOUTH



10TH & FILBERT LOOKING SOUTH

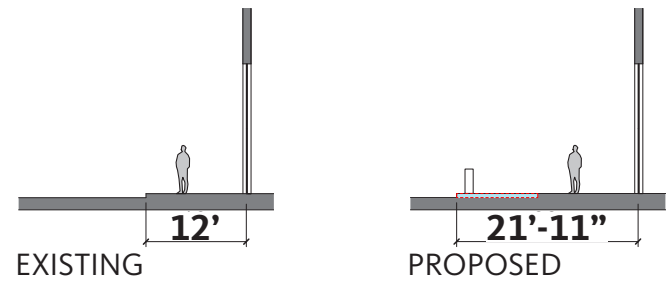


10TH ST. EXISTING

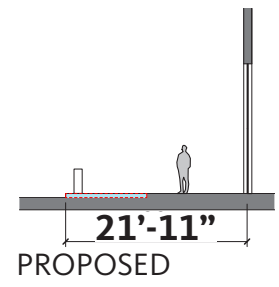


PROPOSED | SIDEWALK MODIFICATIONS

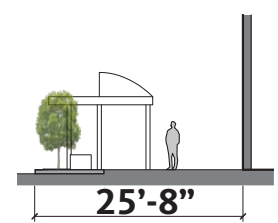
SCALE 1:80



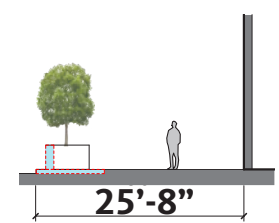
EXISTING 11TH STREET



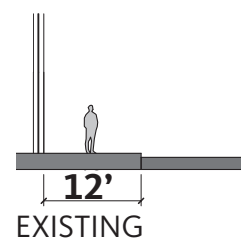
PROPOSED 11TH STREET



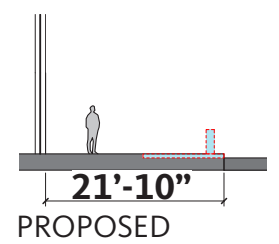
EXISTING MARKET STREET



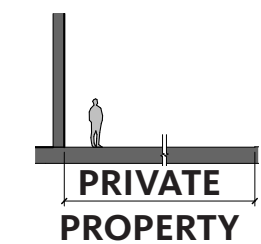
PROPOSED MARKET STREET



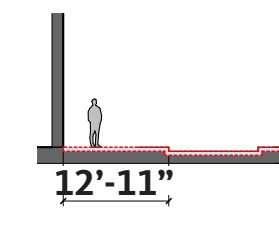
EXISTING 10TH STREET



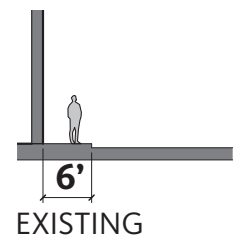
PROPOSED 10TH STREET



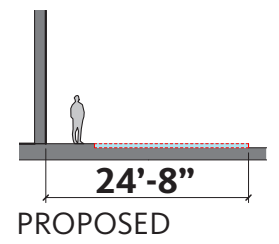
EXISTING PRIVATE PROPERTY CUTHBERT STREET - EAST



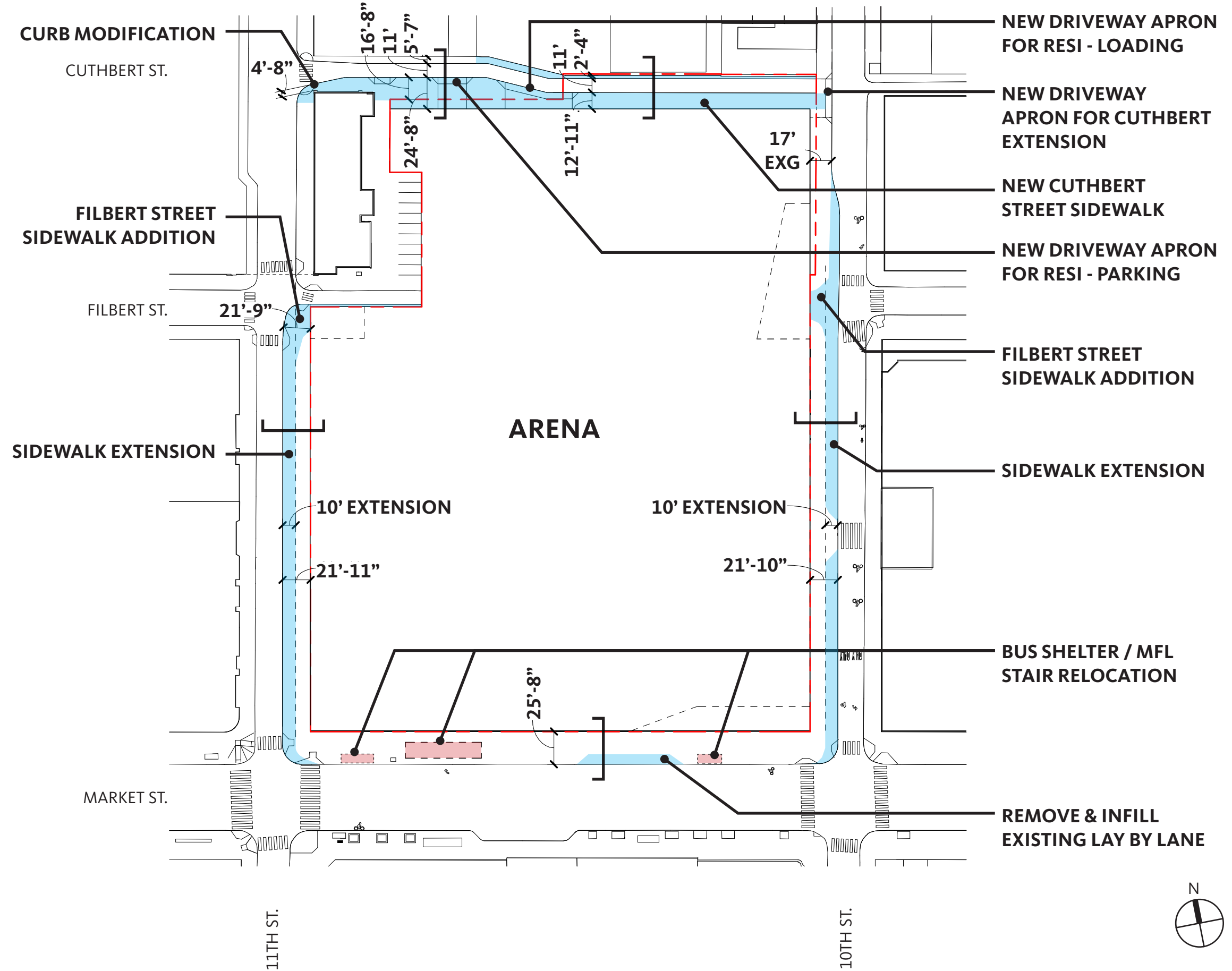
PROPOSED CUTHBERT STREET - EAST



EXISTING CUTHBERT STREET - WEST



PROPOSED CUTHBERT STREET - WEST



PROPOSED | EXISTING SITE LOADING (2 LEVELS BELOW ST.)

SCALE 1:80

EXISTING ENTRY/EXIT TO
AND FROM ARCH ST.

CUTHBERT ST. (ABOVE)

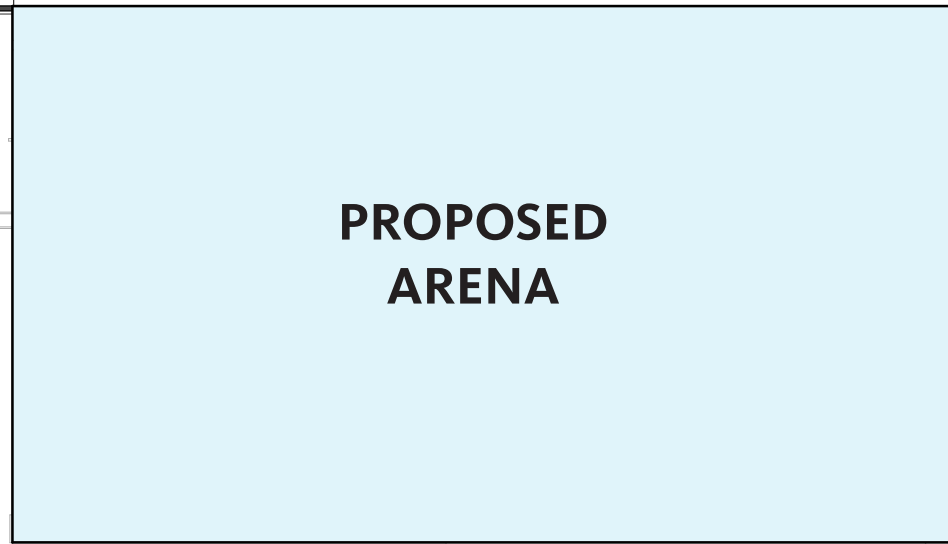
FILBERT ST. (ABOVE)

MARKET ST. (ABOVE)

11TH ST. (ABOVE)

10TH ST. (ABOVE)

9TH ST. (ABOVE)



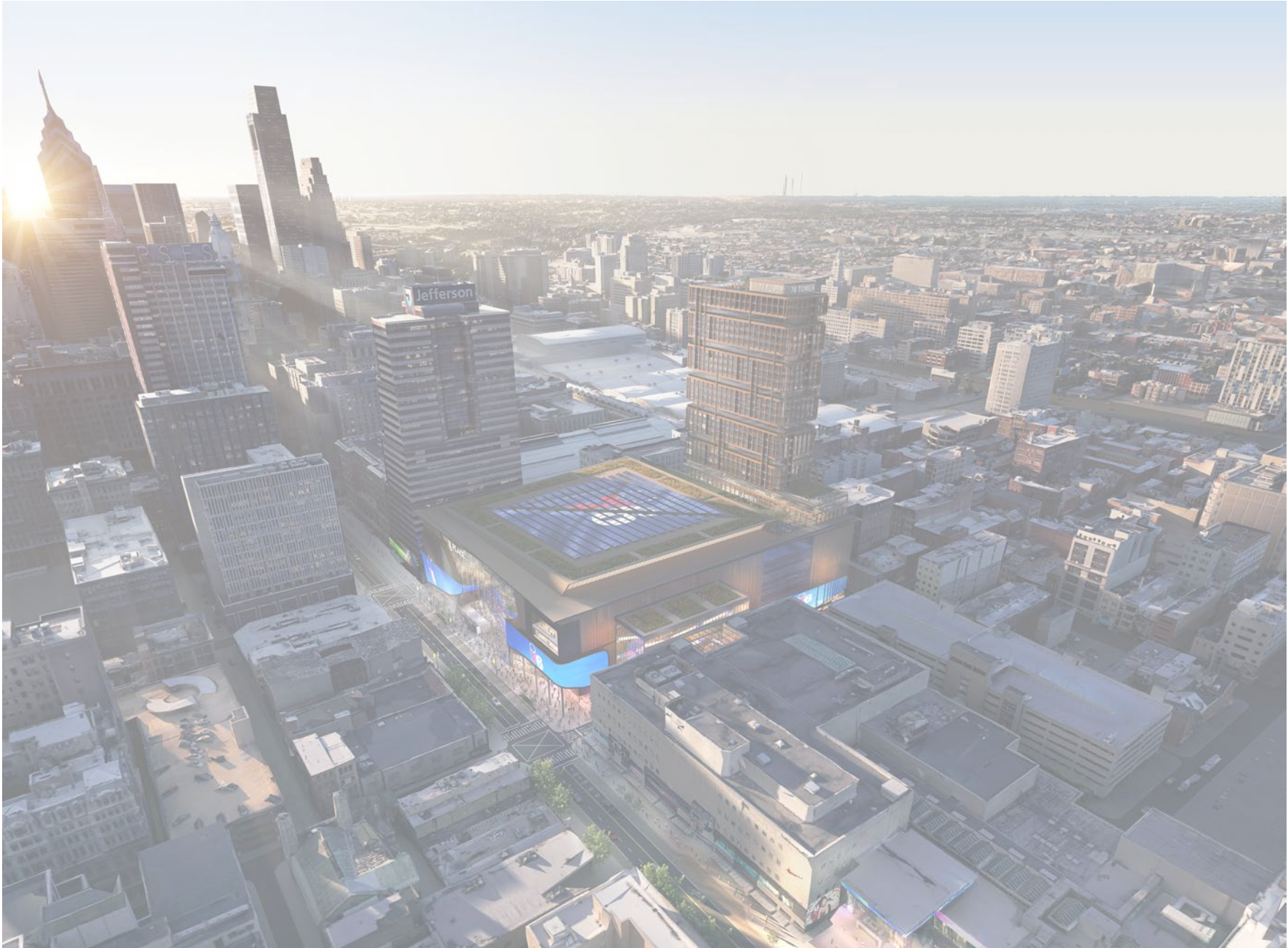
PROPOSED
ARENA



PROPOSED | AERIAL RENDERING

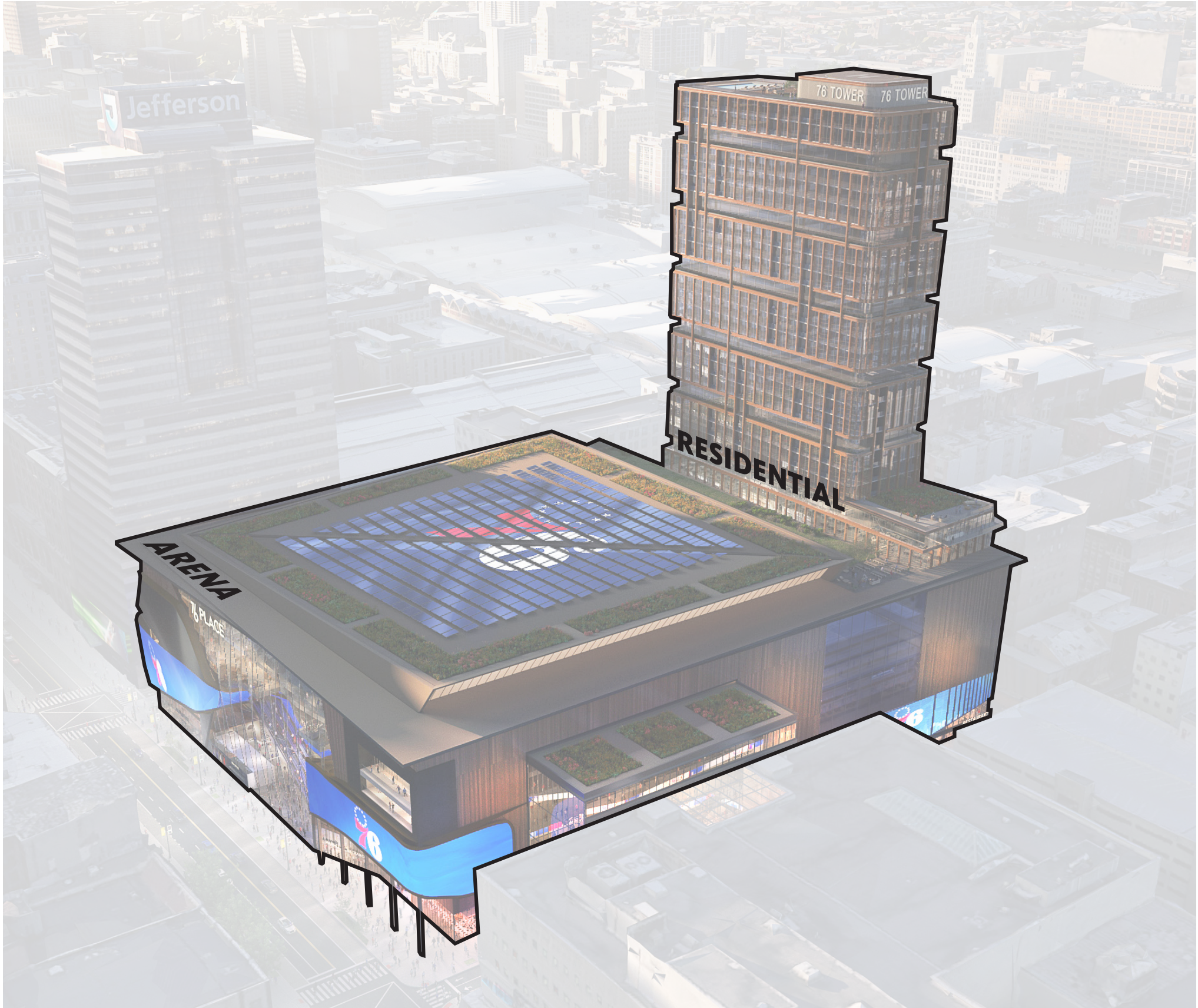


PROPOSED | AERIAL RENDERING

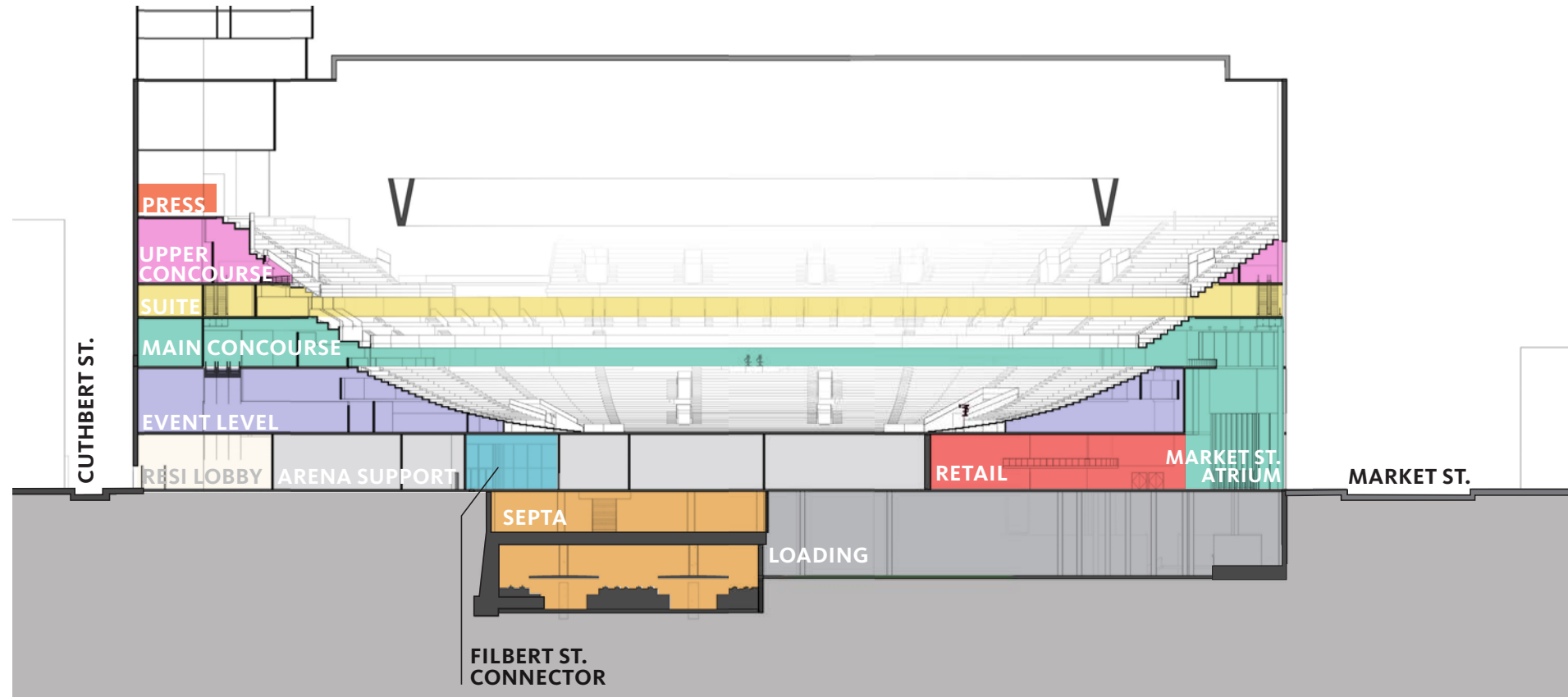


ARENA DESIGN TO EMBODY CORE PRINCIPLES OF SUSTAINABILITY AT ALL LEVELS; DESIGN, CONSTRUCTION, OPERATIONS, COMMUNITY IMPACT, AND FAN ENGAGEMENT.

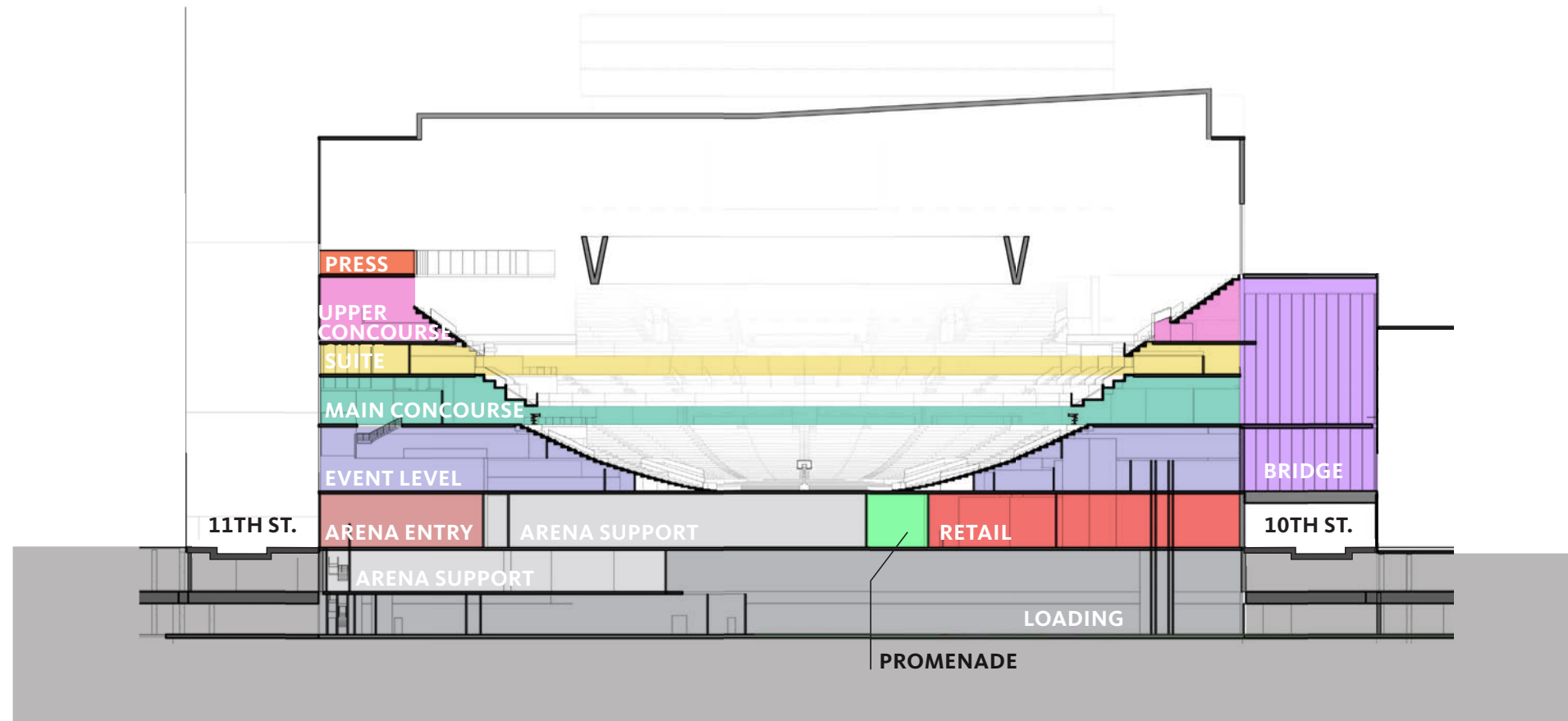
PROPOSED | MASSING - ARENA & RESIDENTIAL



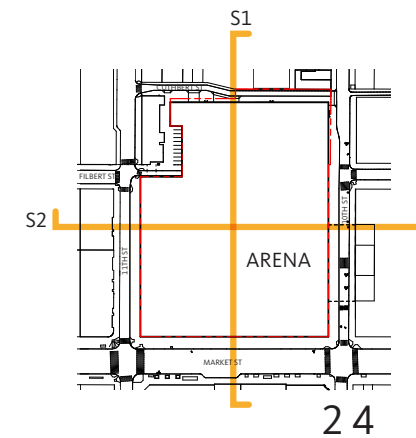
PROPOSED | MASSING - PROGRAM SECTION



SECTION 1 - LONGITUDINAL



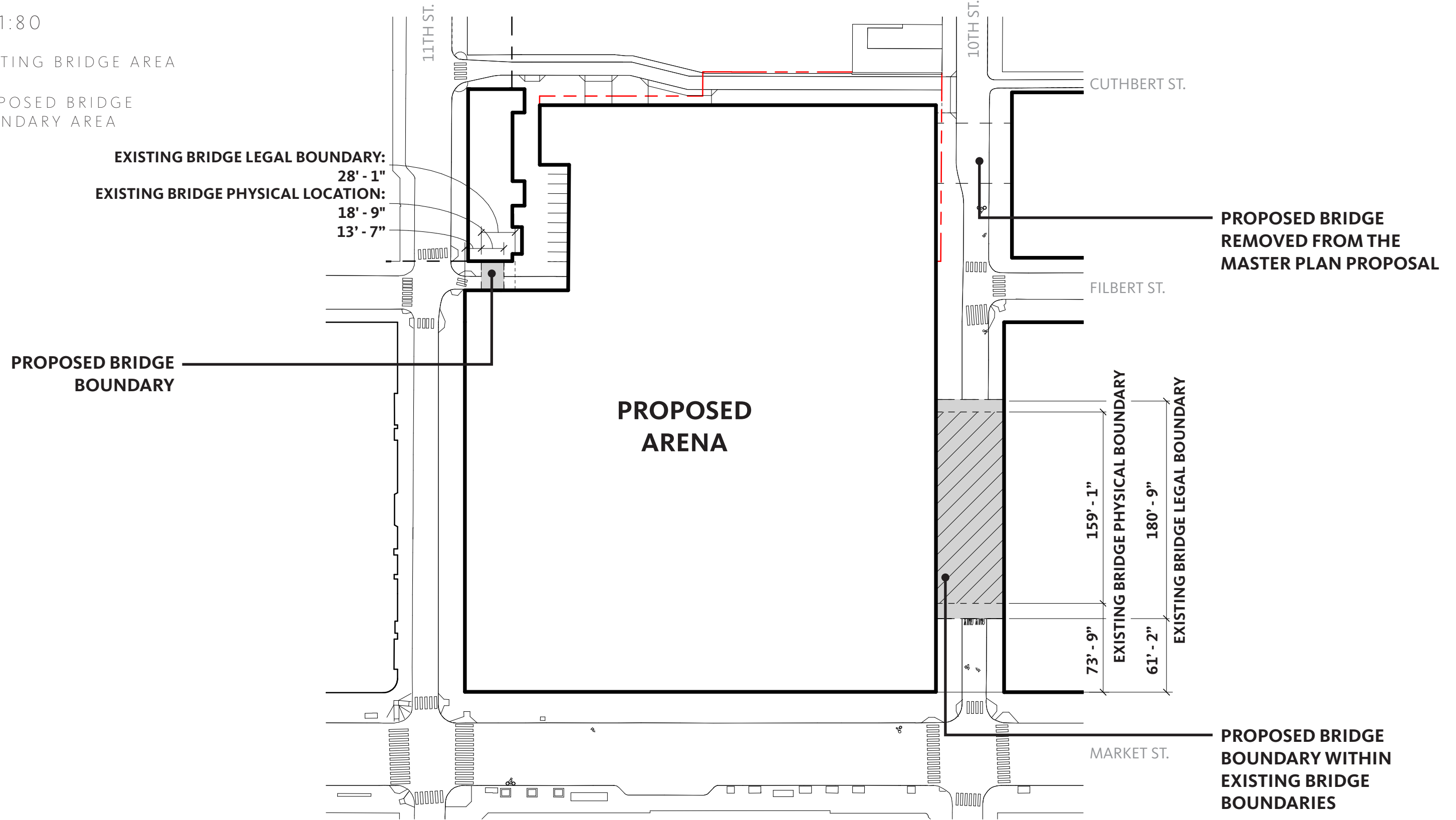
SECTION 2 - CROSS



PROPOSED | PLAN - BRIDGES

SCALE 1:80

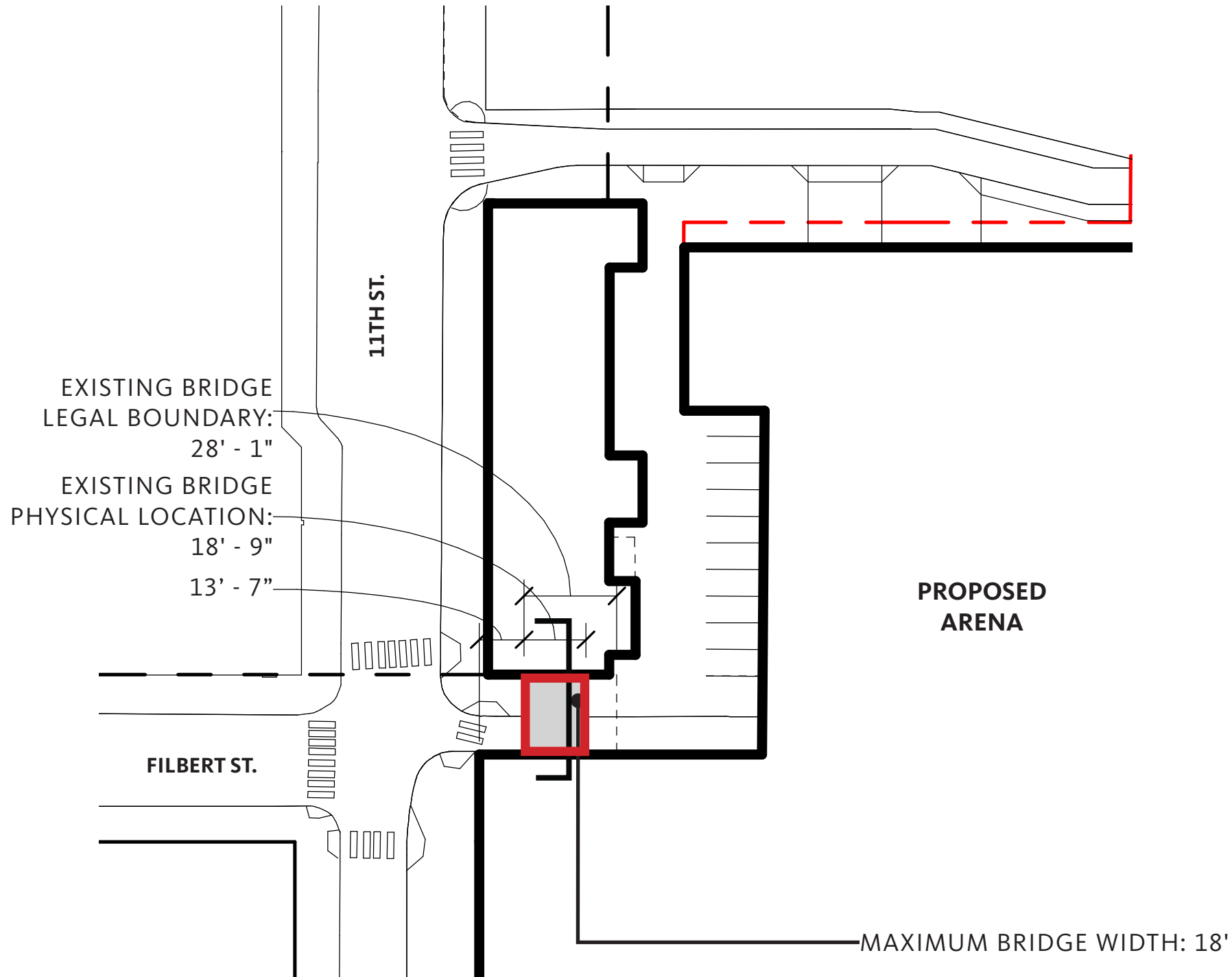
-  EXISTING BRIDGE AREA
-  PROPOSED BRIDGE BOUNDARY AREA



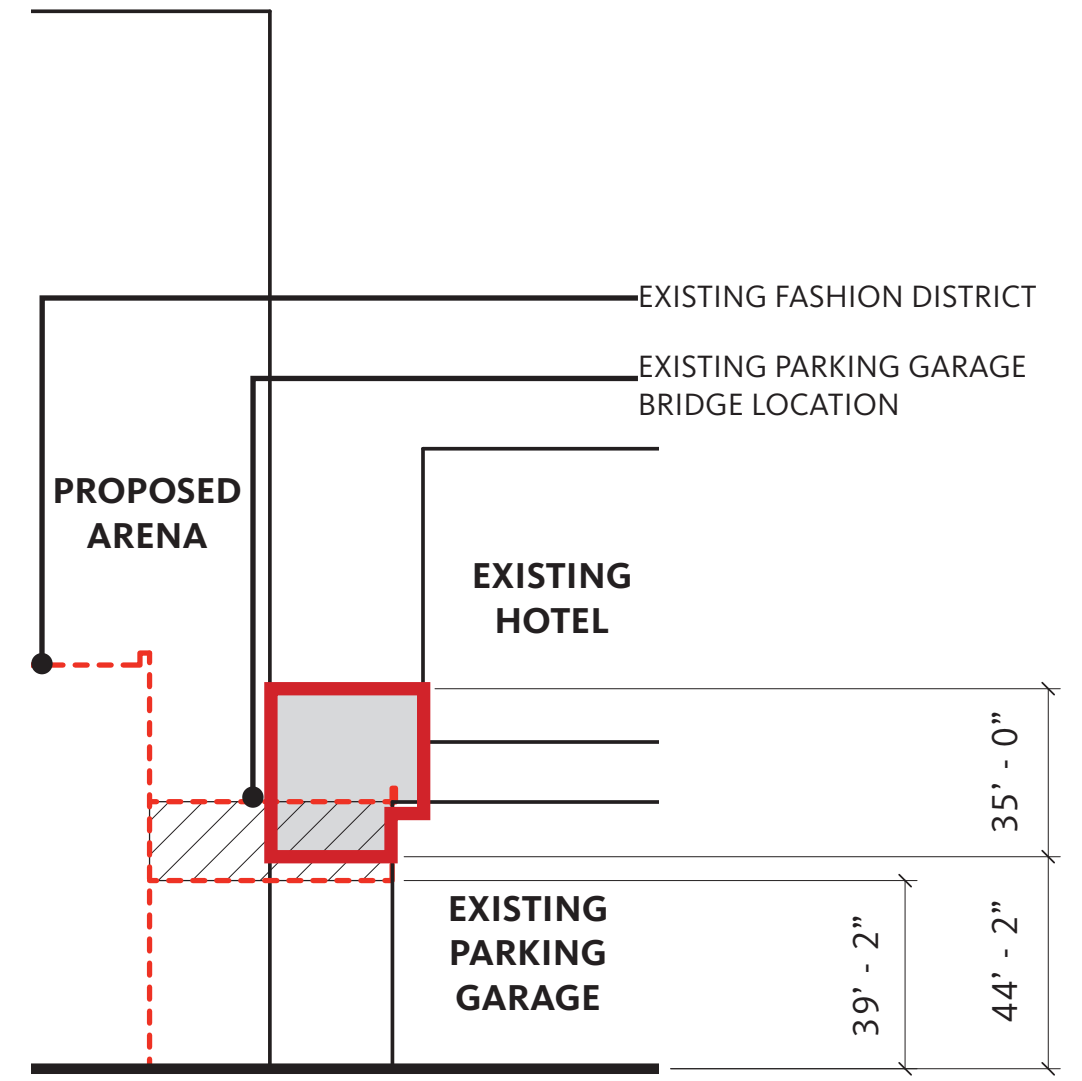
PROPOSED | MASSING - NW GARAGE

SCALE 1:40

 PROPOSED BRIDGE
BOUNDARY AREA



PLAN - PROPOSED BRIDGE BOUNDARY



SECTION - PROPOSED BRIDGE BOUNDARY

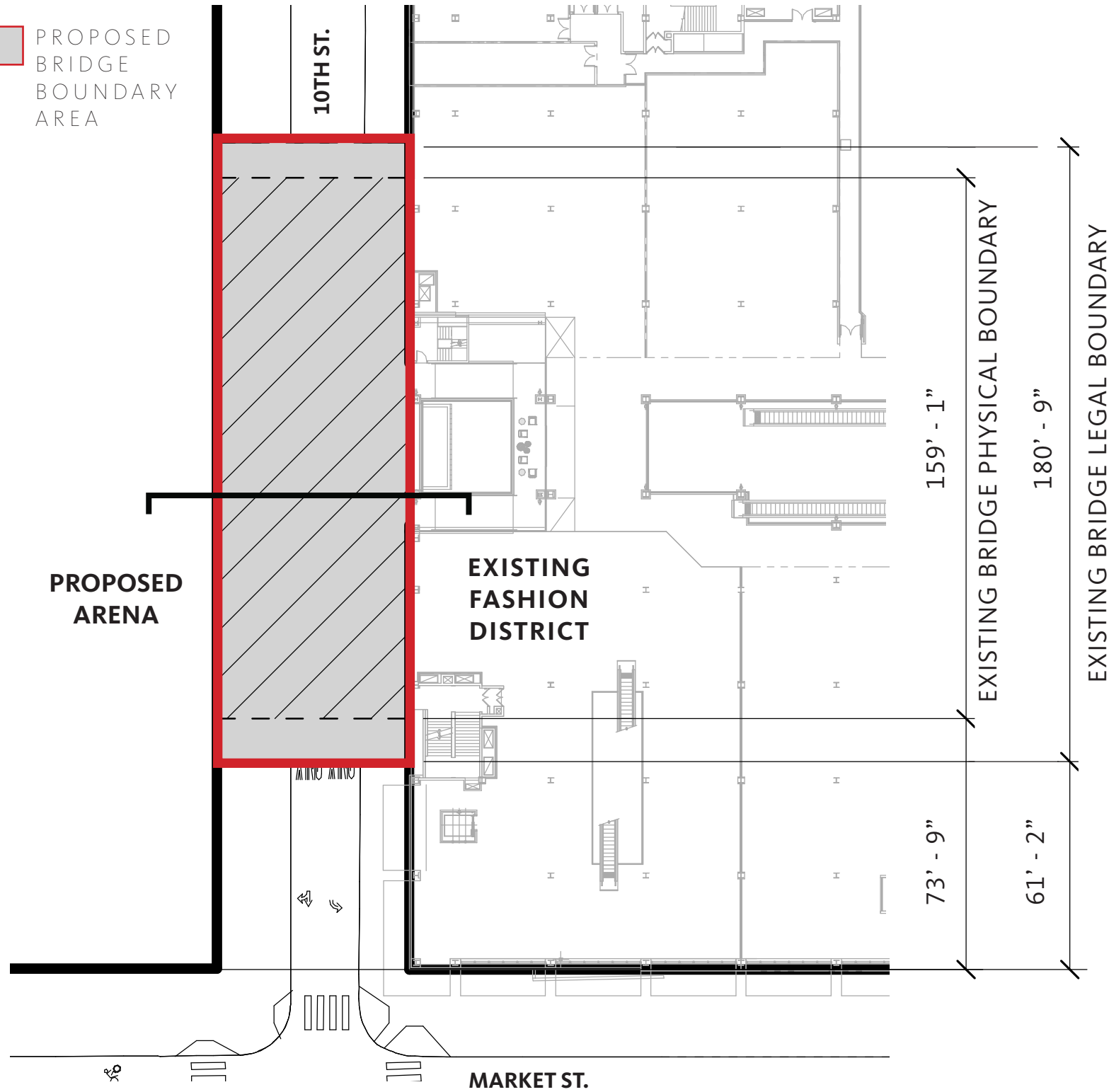


PROPOSED | MASSING - 10TH ST. MALL BRIDGE

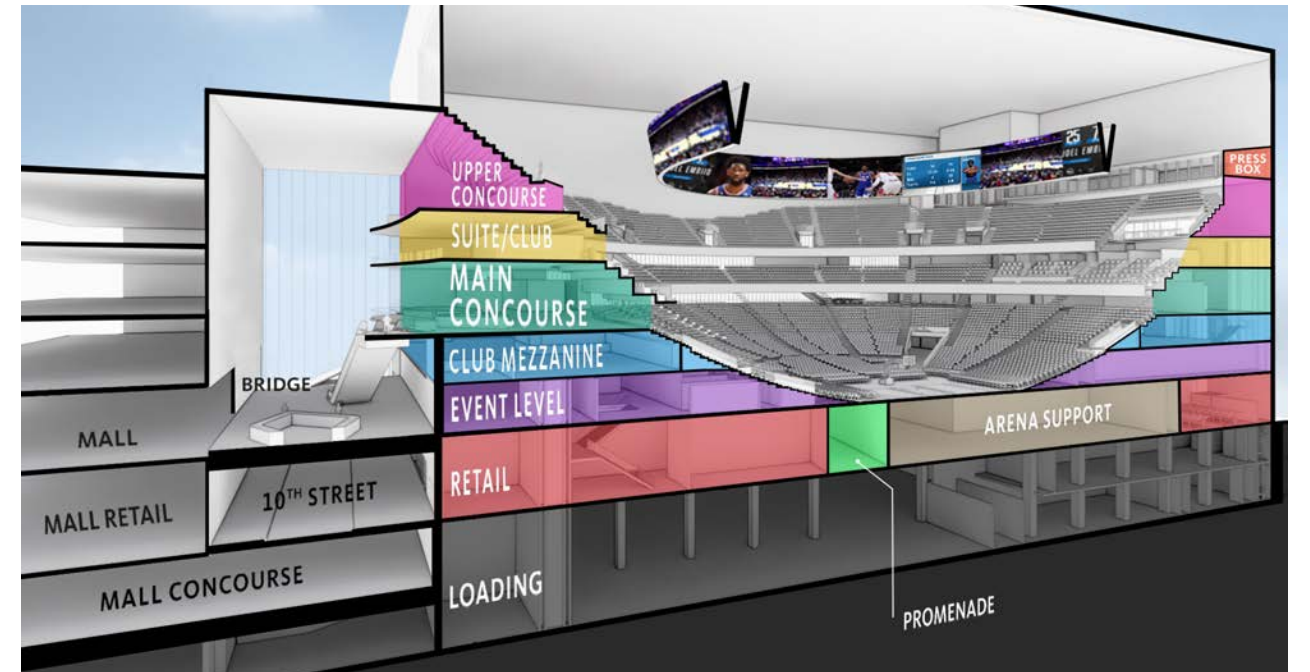
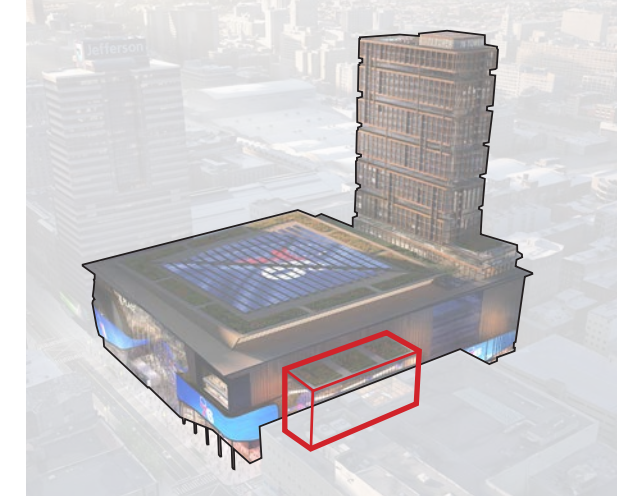
SCALE 1:40

 EXISTING BRIDGE AREA

 PROPOSED BRIDGE BOUNDARY AREA



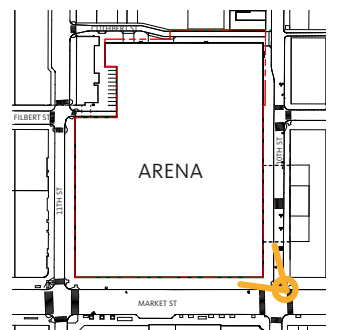
PLAN - PROPOSED 10TH ST. BRIDGE BOUNDARY



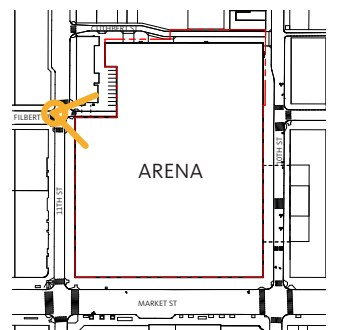
PERSPECTIVE - PROPOSED 10TH ST. BRIDGE



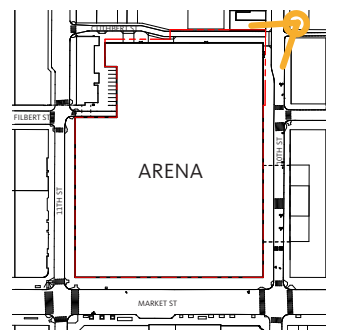
PROPOSED | MARKET ST. AT 10TH ST.



PROPOSED | 11TH ST. LOOKING SOUTHEAST

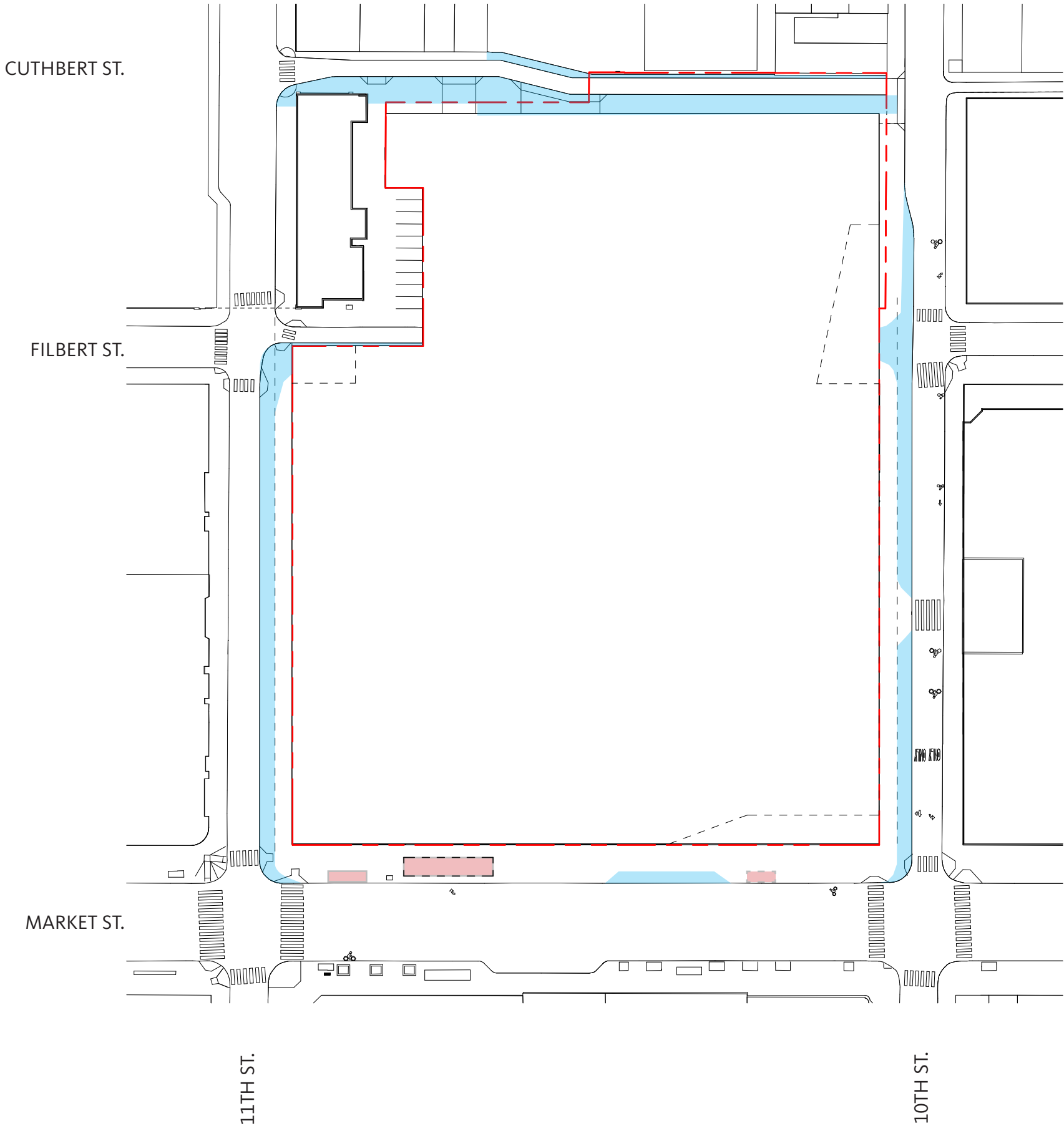


PROPOSED | 10TH ST. LOOKING SOUTHWEST



PROPOSED | SIDEWALK MODIFICATIONS

SCALE 1:80



PROPOSED | SITE PLAN

SCALE 1:80



PLANTERS



BIKE RACK



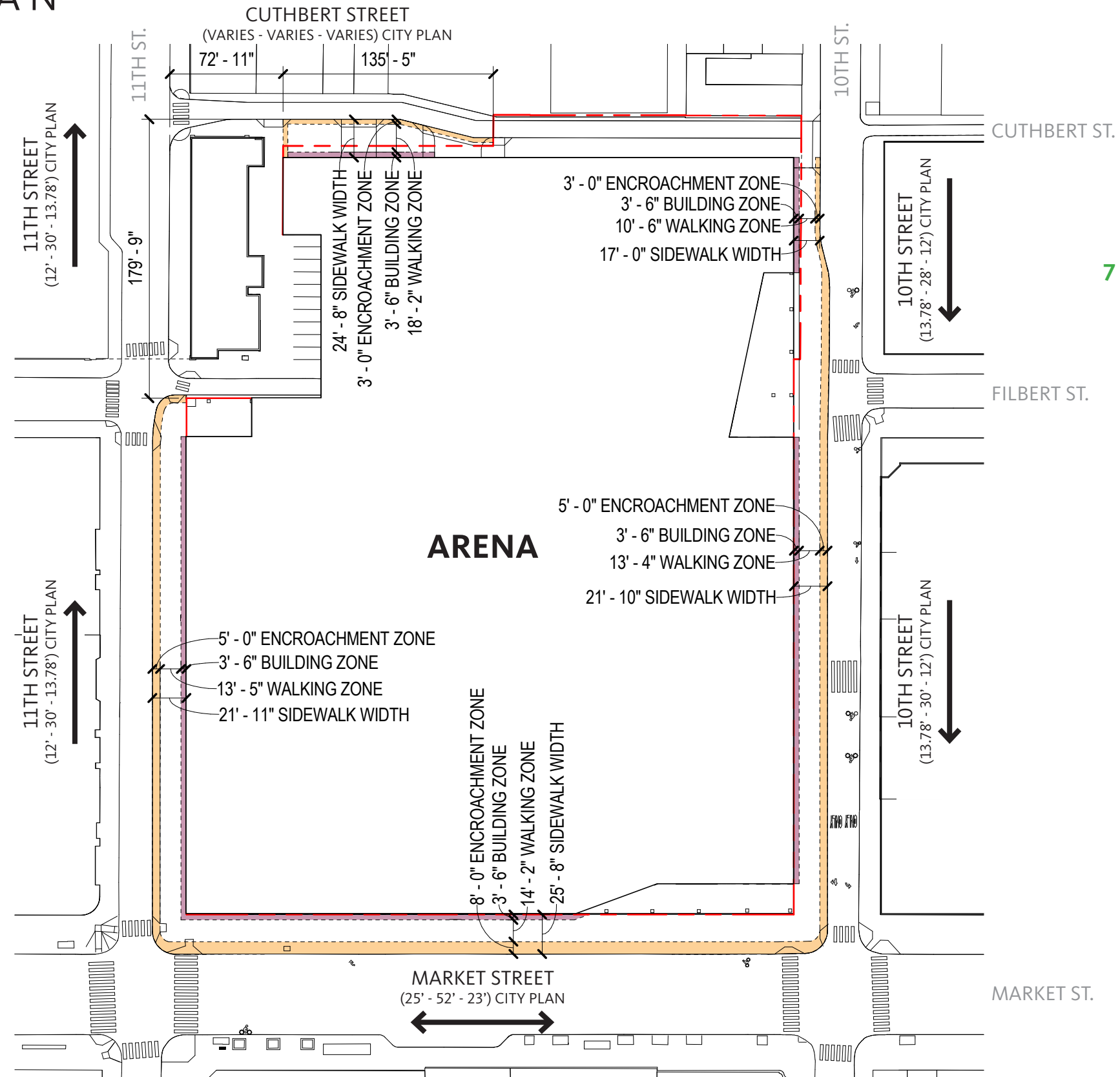
BOLLARDS



PEDESTRIAN LIGHTING



WAYFINDING SIGNAGE



NOTE

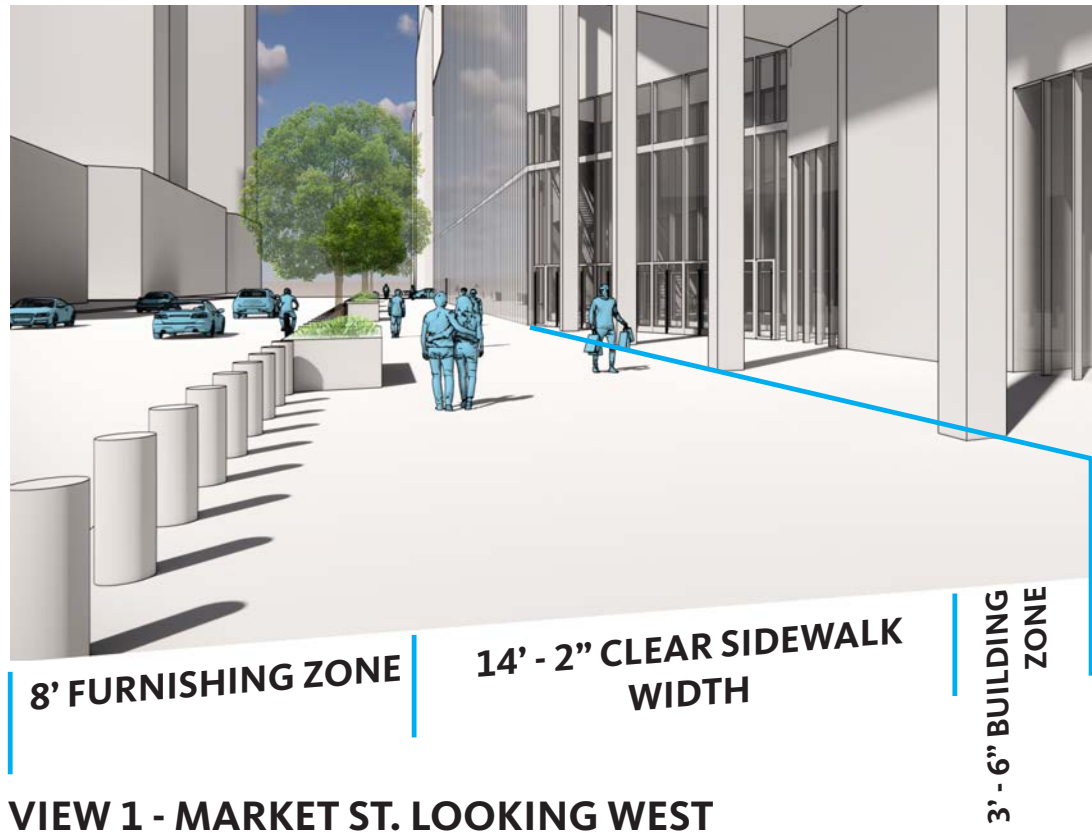
1. FURNISHING ZONE TO BE THE SAME WIDTH AS THE ENCROACHMENT ZONE
2. CITY PLAN SIDEWALK & STREET WIDTHS NOTED UNDER STREET NAME ARE EXISTING



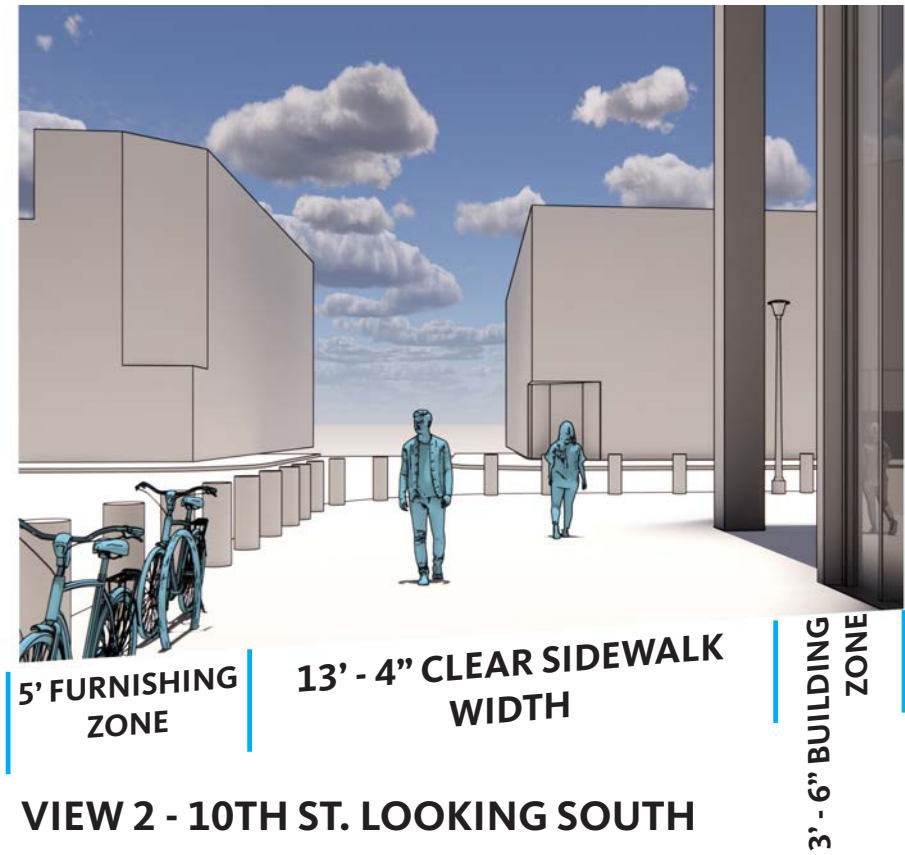
76 Place will incorporate sustainable carbon strategies balancing nature and technology driven solutions.



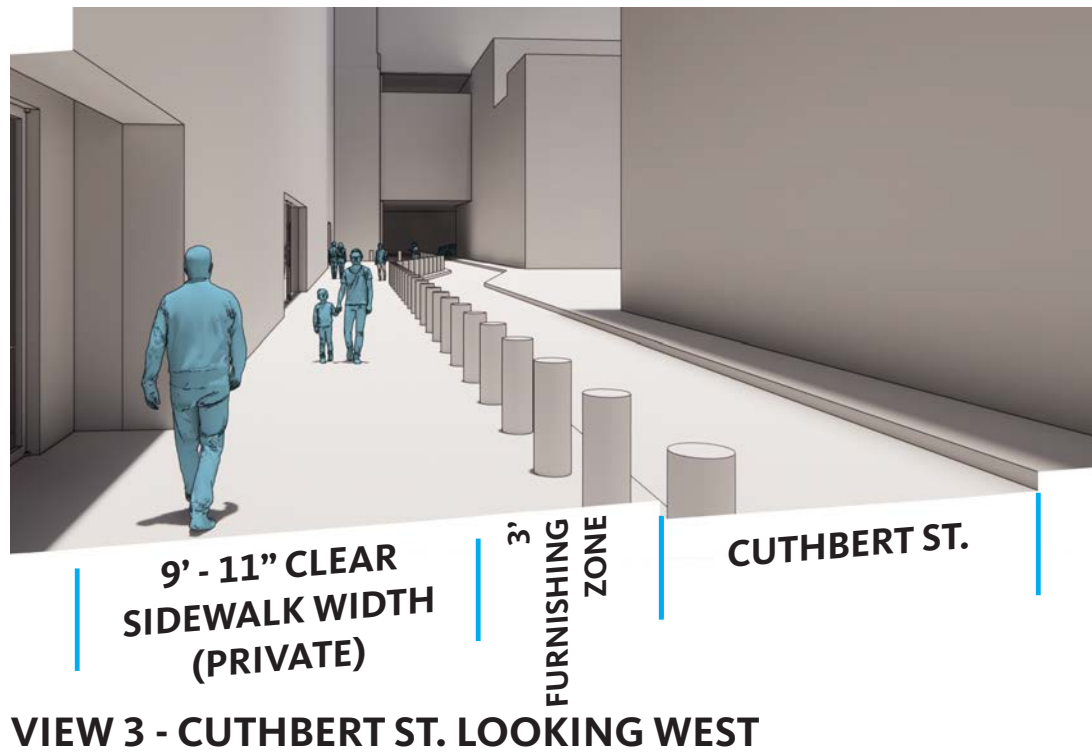
PROPOSED | PEDESTRIAN - STREET LEVEL SECTIONS



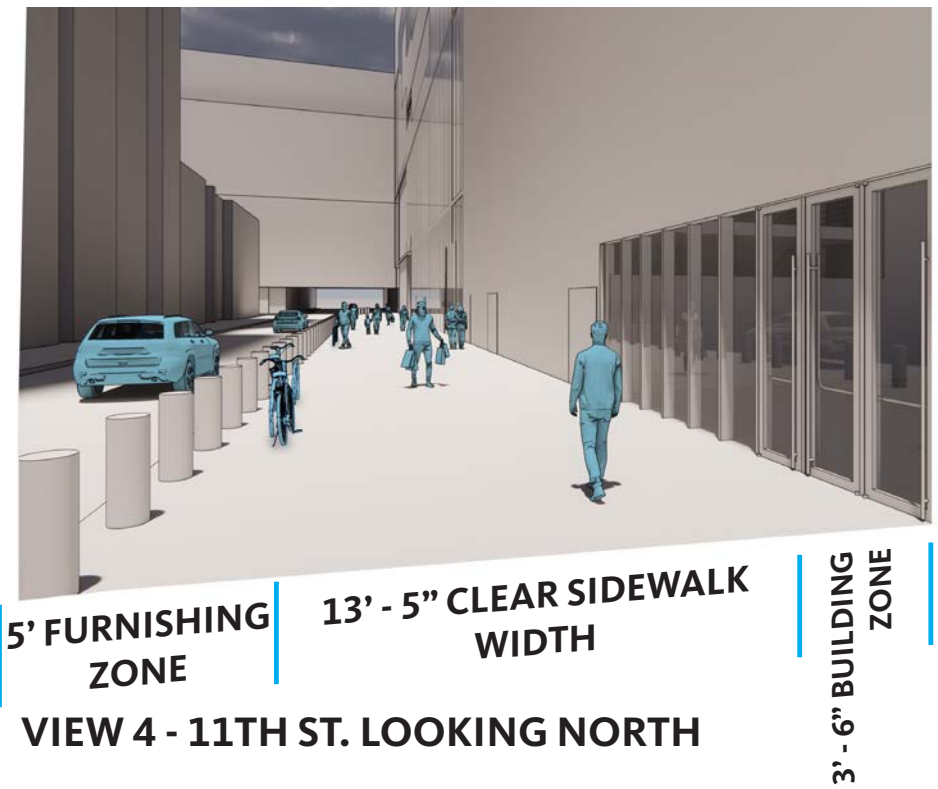
VIEW 1 - MARKET ST. LOOKING WEST



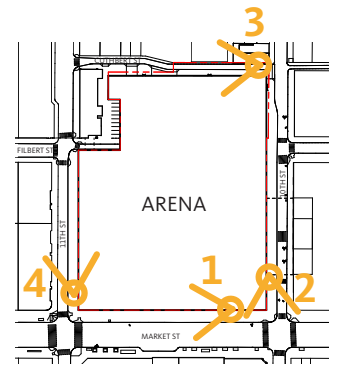
VIEW 2 - 10TH ST. LOOKING SOUTH



VIEW 3 - CUTHBERT ST. LOOKING WEST

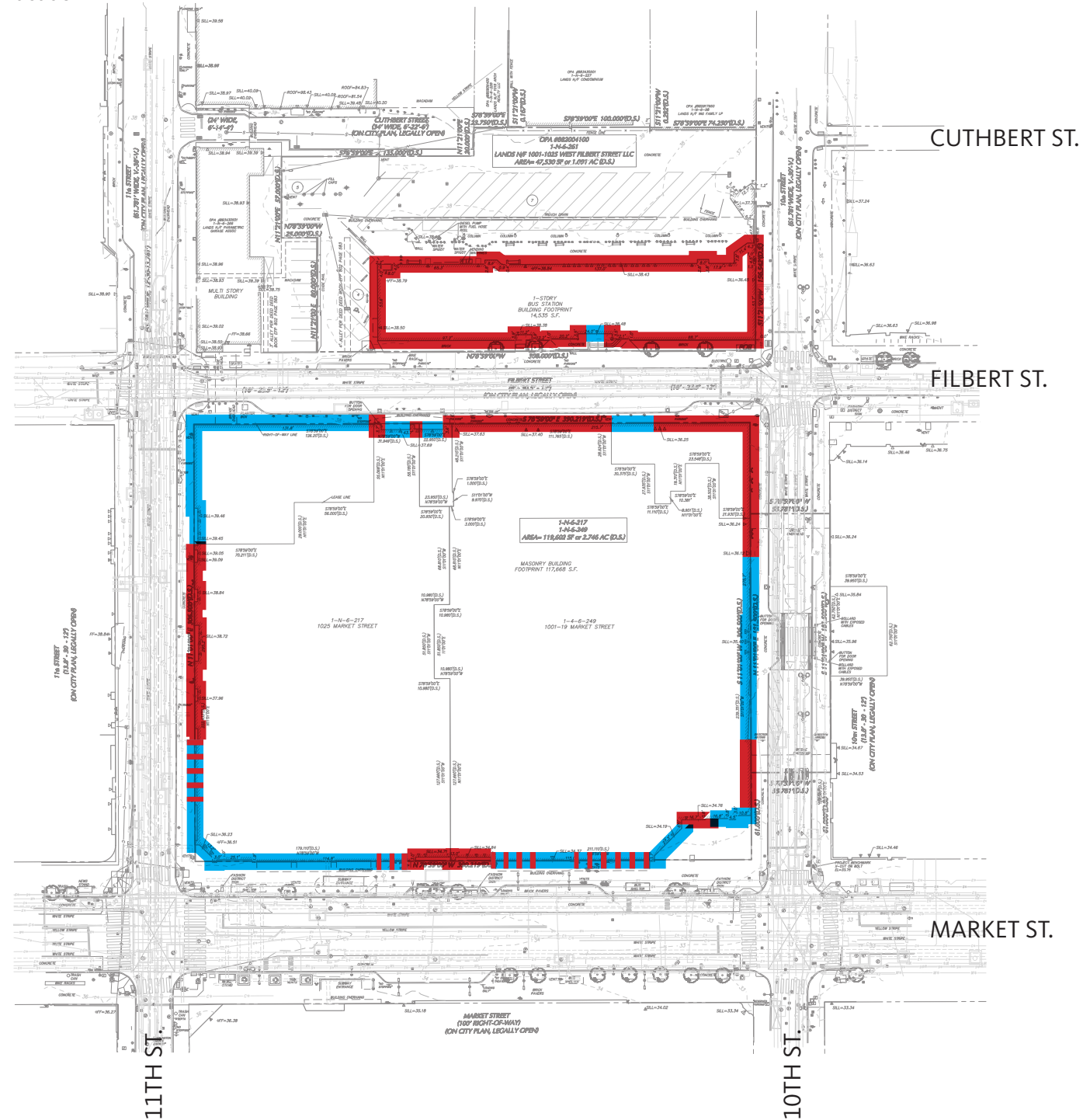


VIEW 4 - 11TH ST. LOOKING NORTH

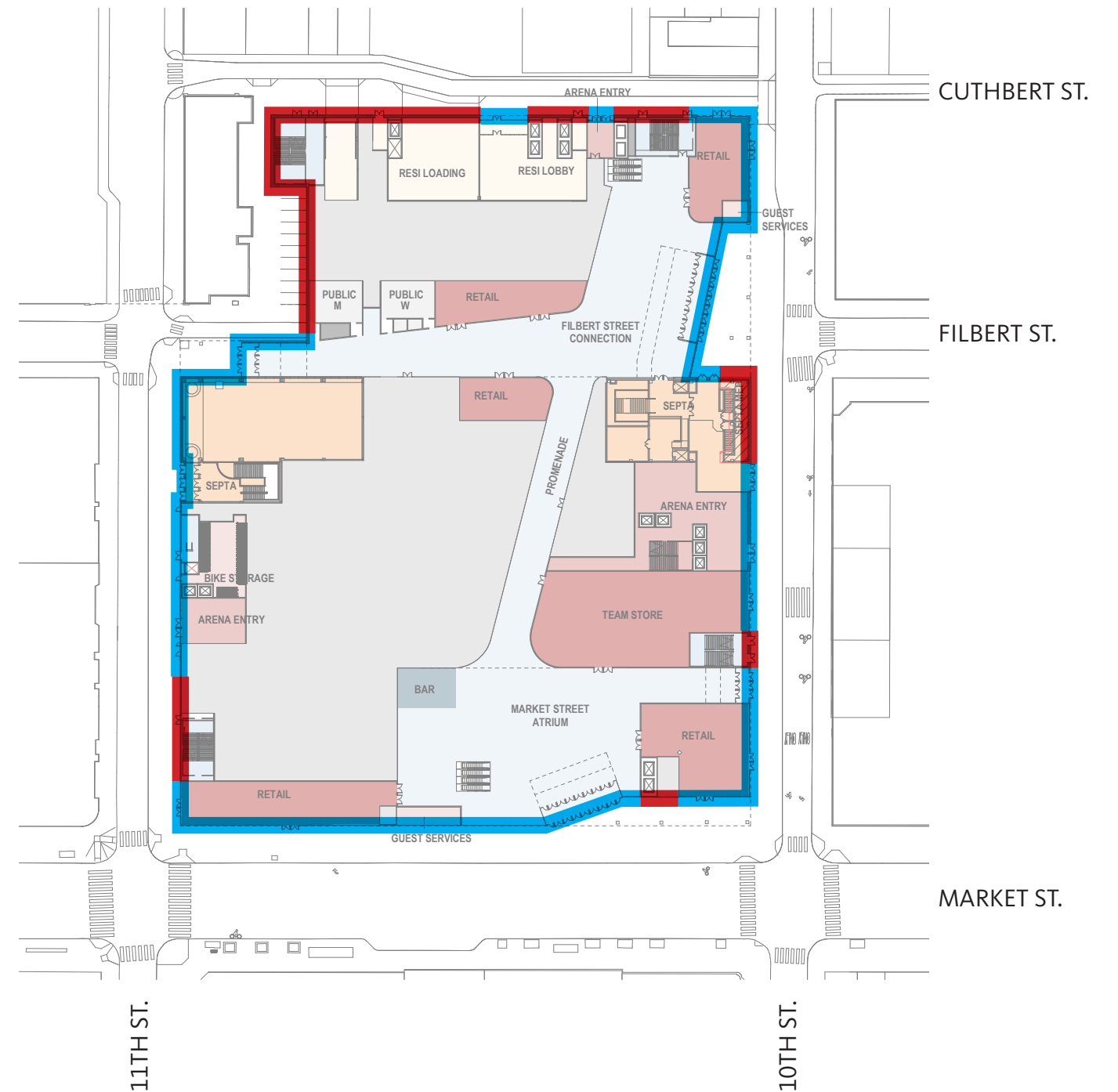


PROPOSED | STREET FACADE TRANSPARENCY

- Solid Facade
- Glass Facade



EXISTING STREET TRANSPARENCY



PROPOSED STREET TRANSPARENCY



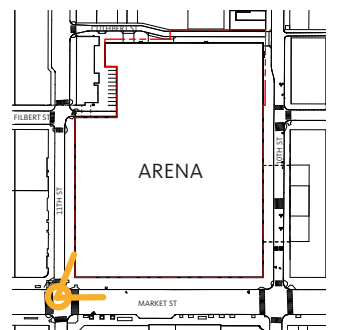
PROPOSED | MARKET ST. AT 11TH ST.



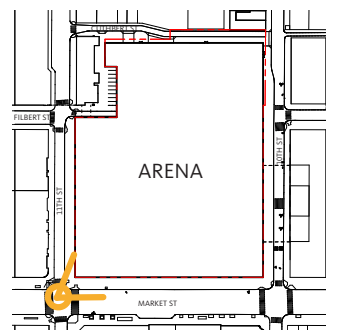
EXISTING VIEW - MARKET ST. AT 11TH ST.



PROPOSED VIEW - MARKET ST. AT 11TH ST.

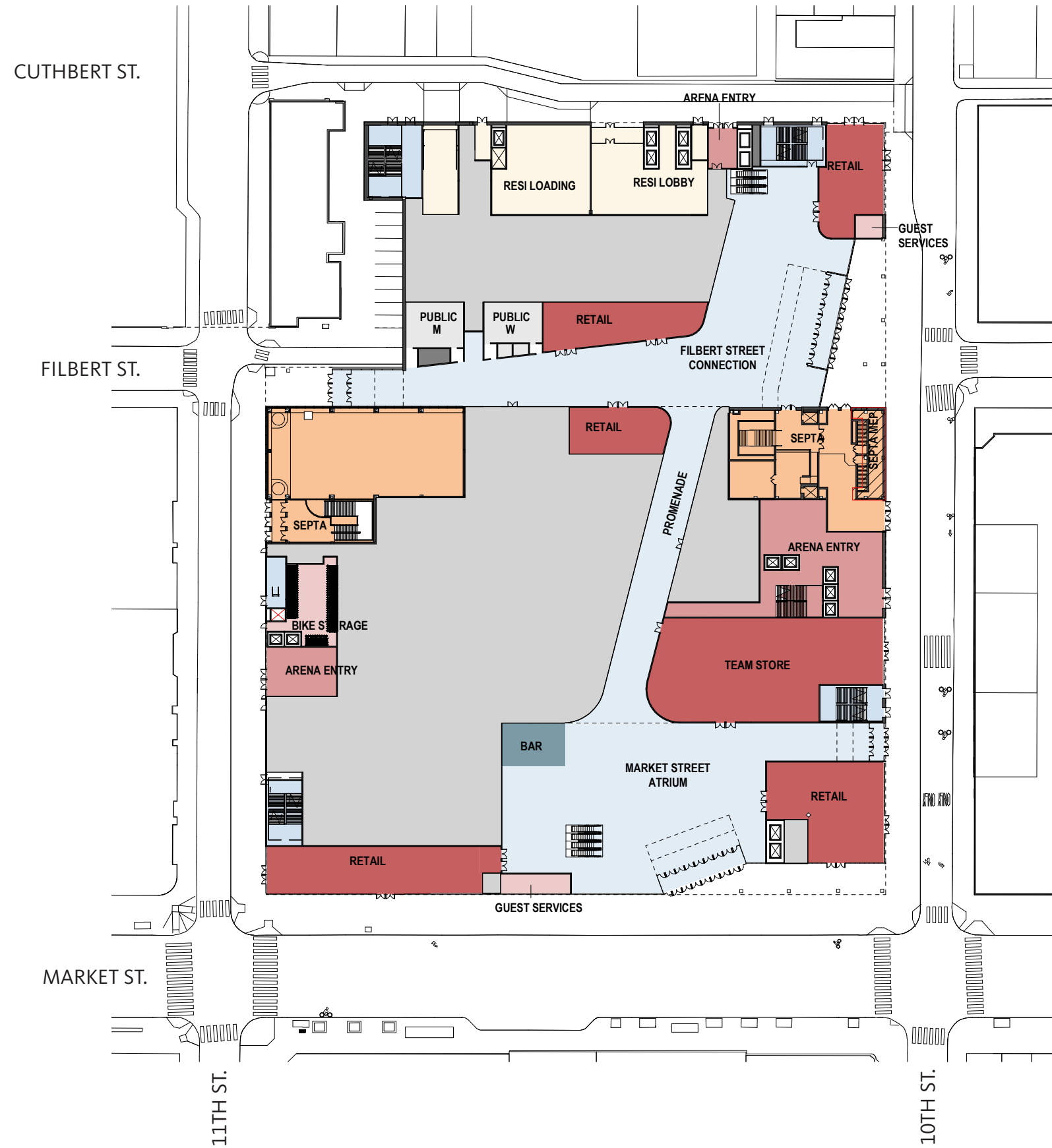


PROPOSED | MARKET ST. AT 11TH ST.



PROPOSED | PLANS - STREET LEVEL

SCALE 1:80



The design of 76 Place will incorporate sustainable carbon reduction strategies balancing nature and technology driven solutions within the arena framework.



PROPOSED | MARKET STREET ENTRY






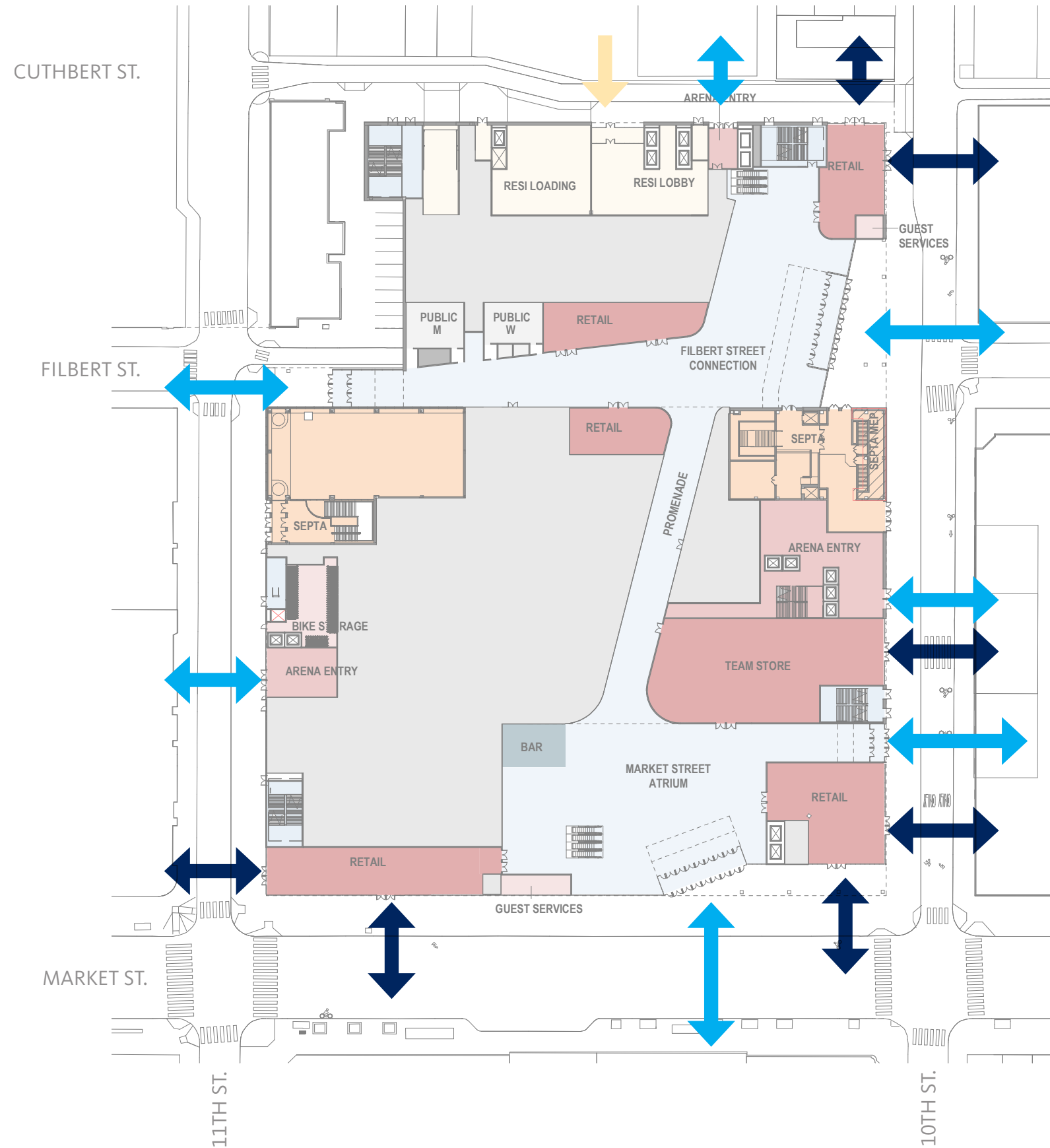
PROPOSED | FILBERT STREET CONNECTION



CIRCULATION | PEDESTRIAN - STREET LEVEL EVENT DAY



SCALE 1:80

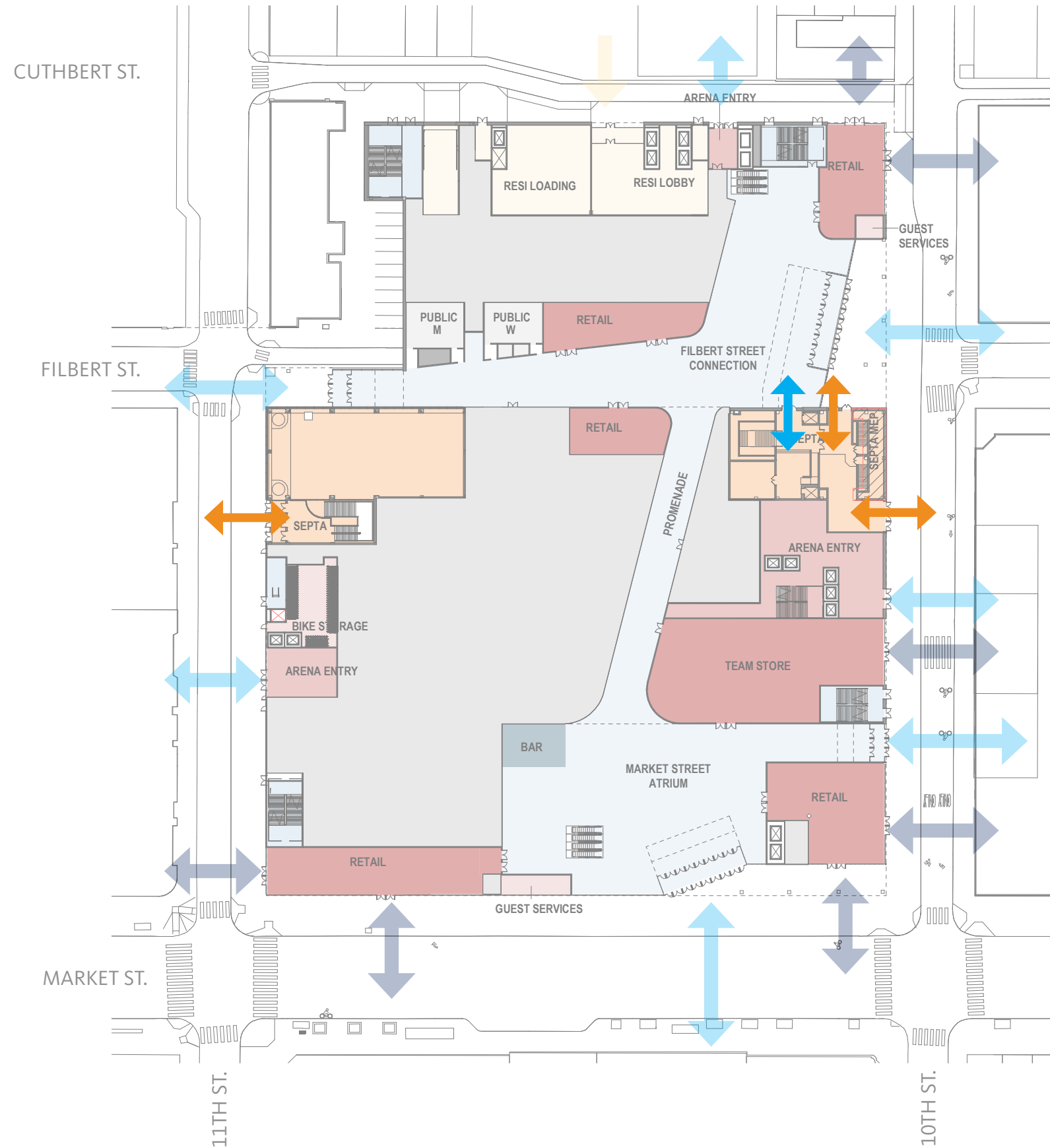
-  Event Day Ticketed Access
-  Non-Ticketed Circulation (Public)
-  Residential Entrance



CIRCULATION | PEDESTRIAN - STREET LEVEL EVENT DAY

SCALE 1:80

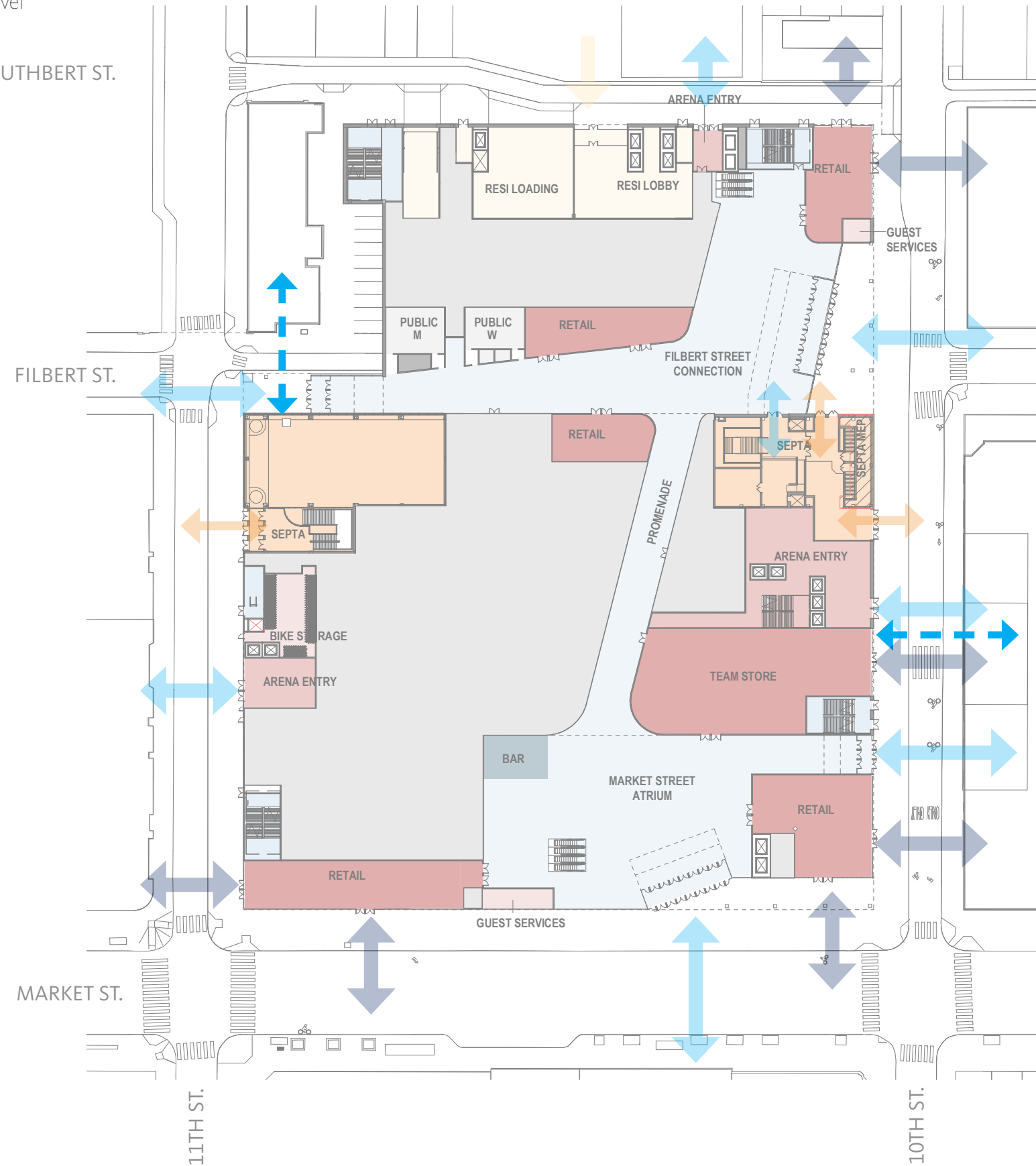
-  Event Day Ticketed Access
-  SEPTA Access



CIRCULATION | PEDESTRIAN - STREET LEVEL EVENT DAY

SCALE 1:80

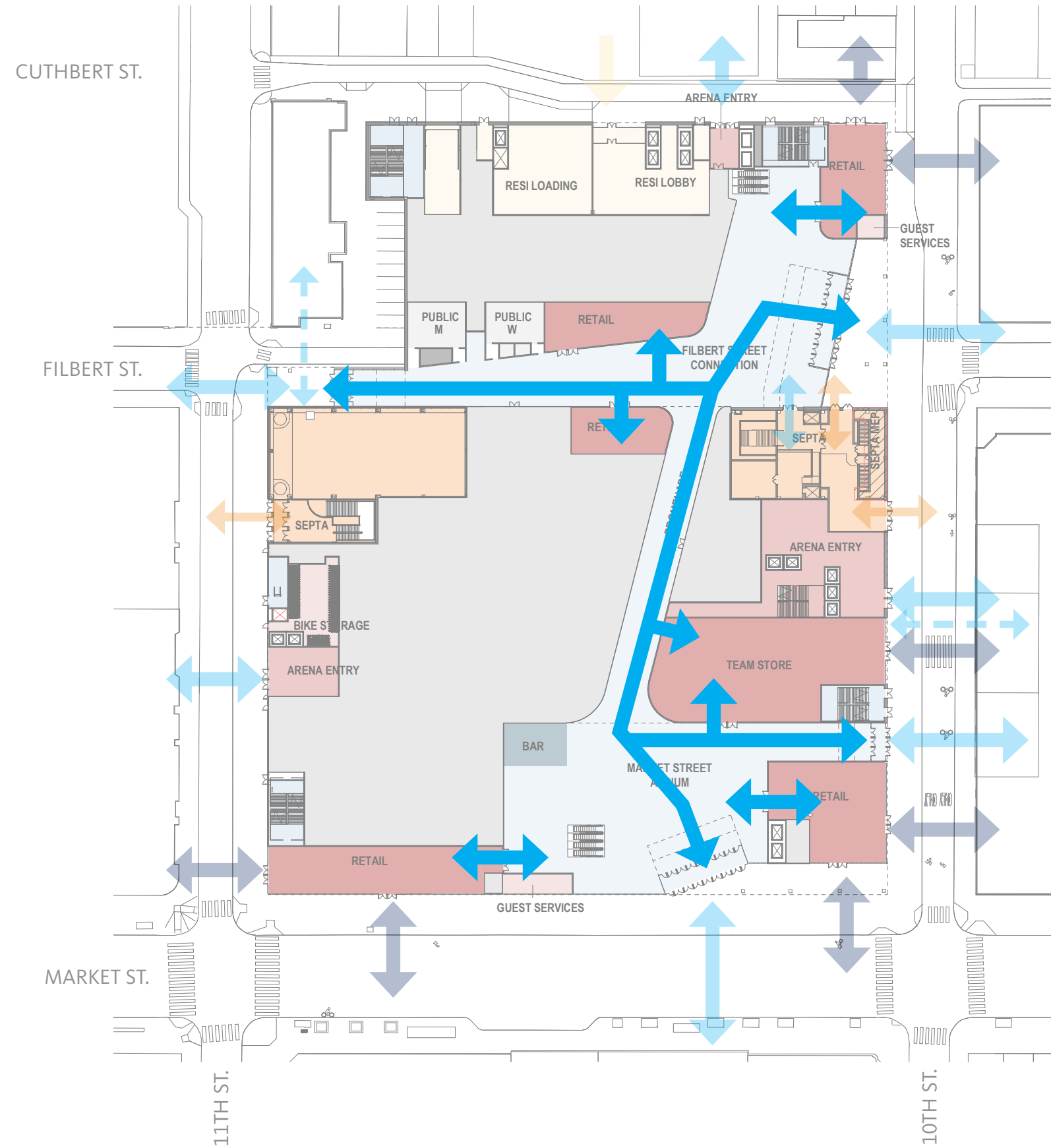
—➔ Event Day Ticketed Bridge Access Above Street Level



CIRCULATION | PEDESTRIAN - STREET LEVEL EVENT DAY

SCALE 1:80

➡ Event Day Ticketed Access

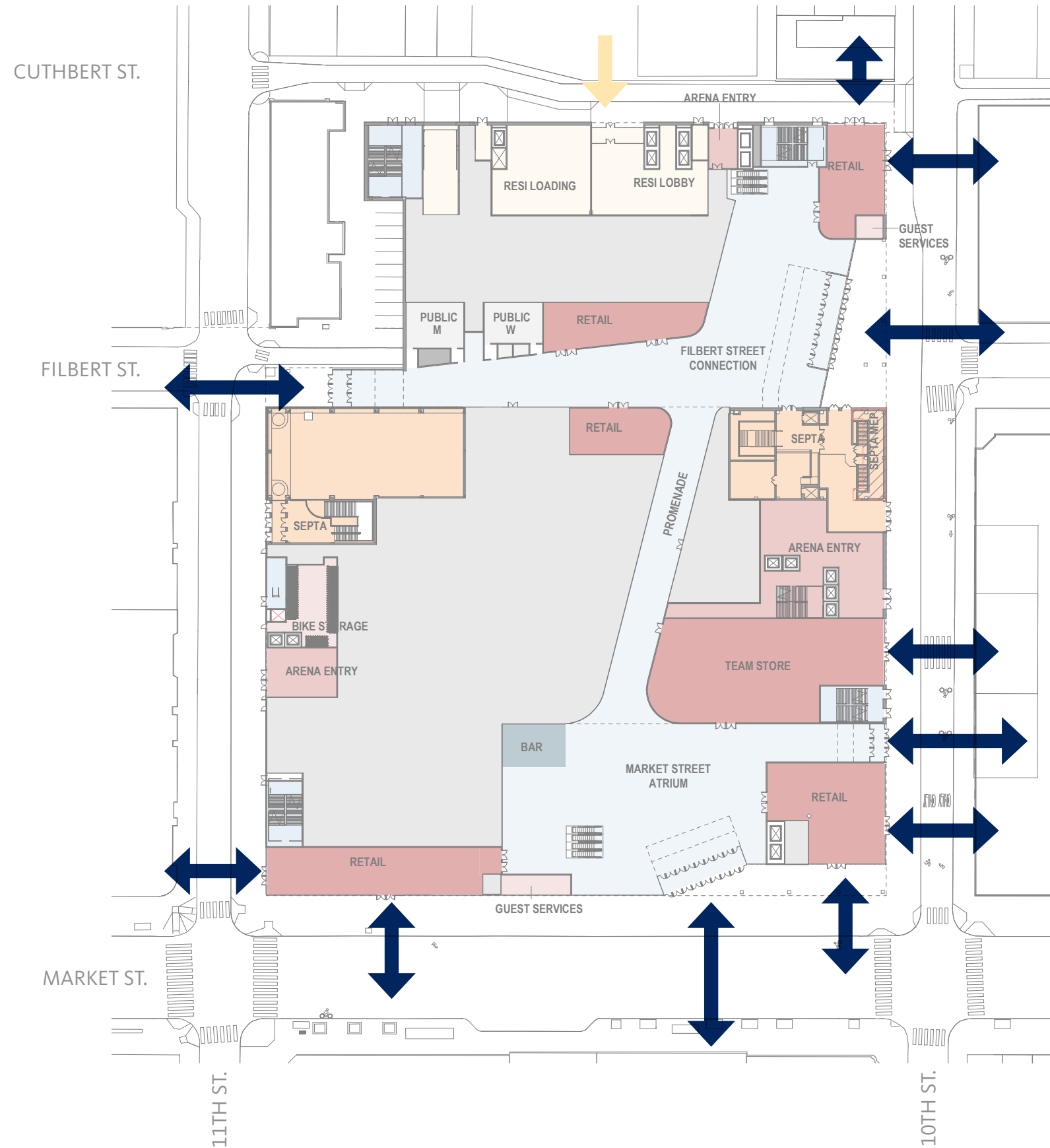


CIRCULATION | PEDESTRIAN - STREET LEVEL NON-EVENT DAY

SCALE 1:80

➡ Non-Event Day Circulation (Public)

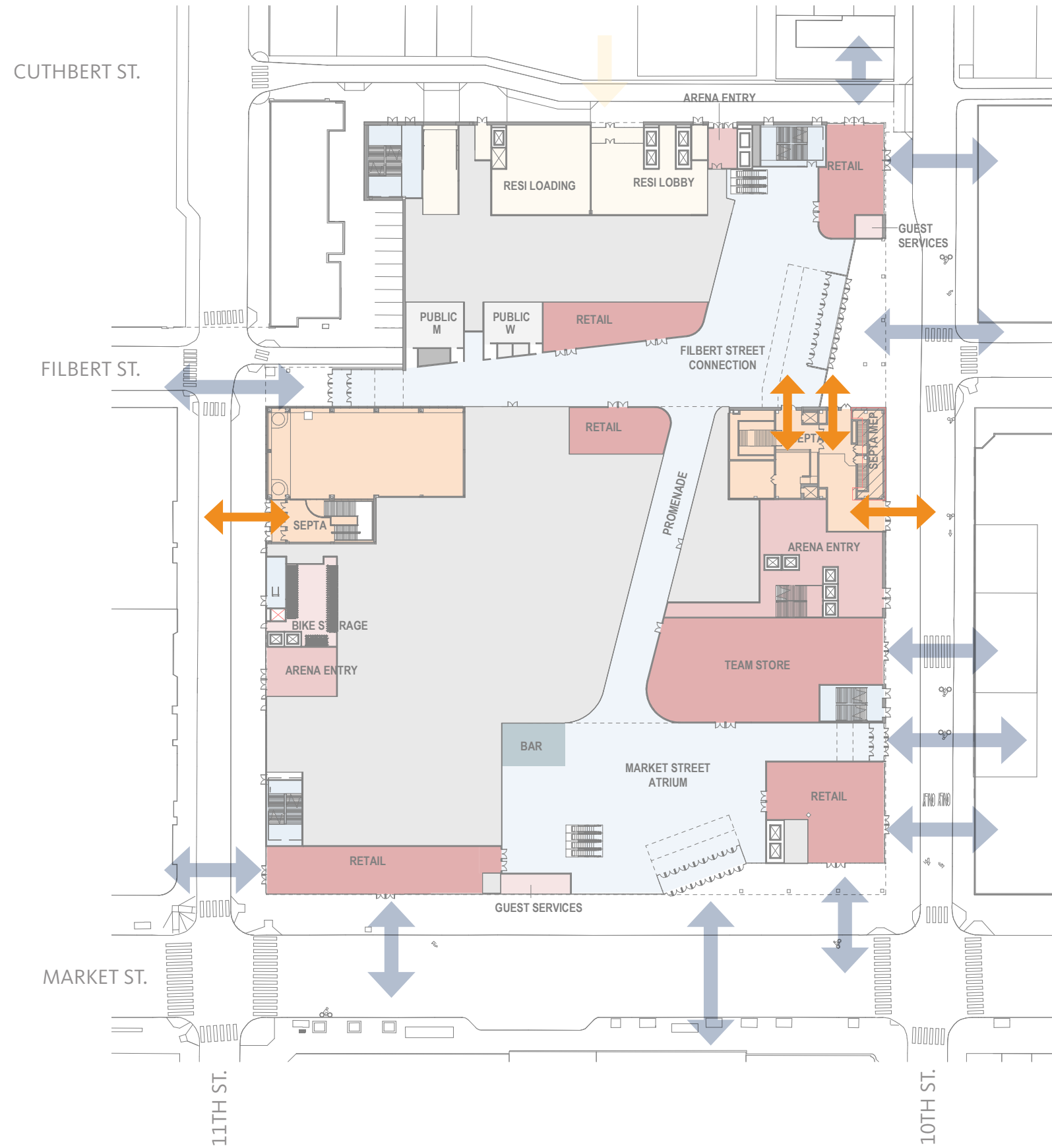
➡ Residential Entrance



CIRCULATION | PEDESTRIAN - STREET LEVEL NON-EVENT DAY

SCALE 1:80

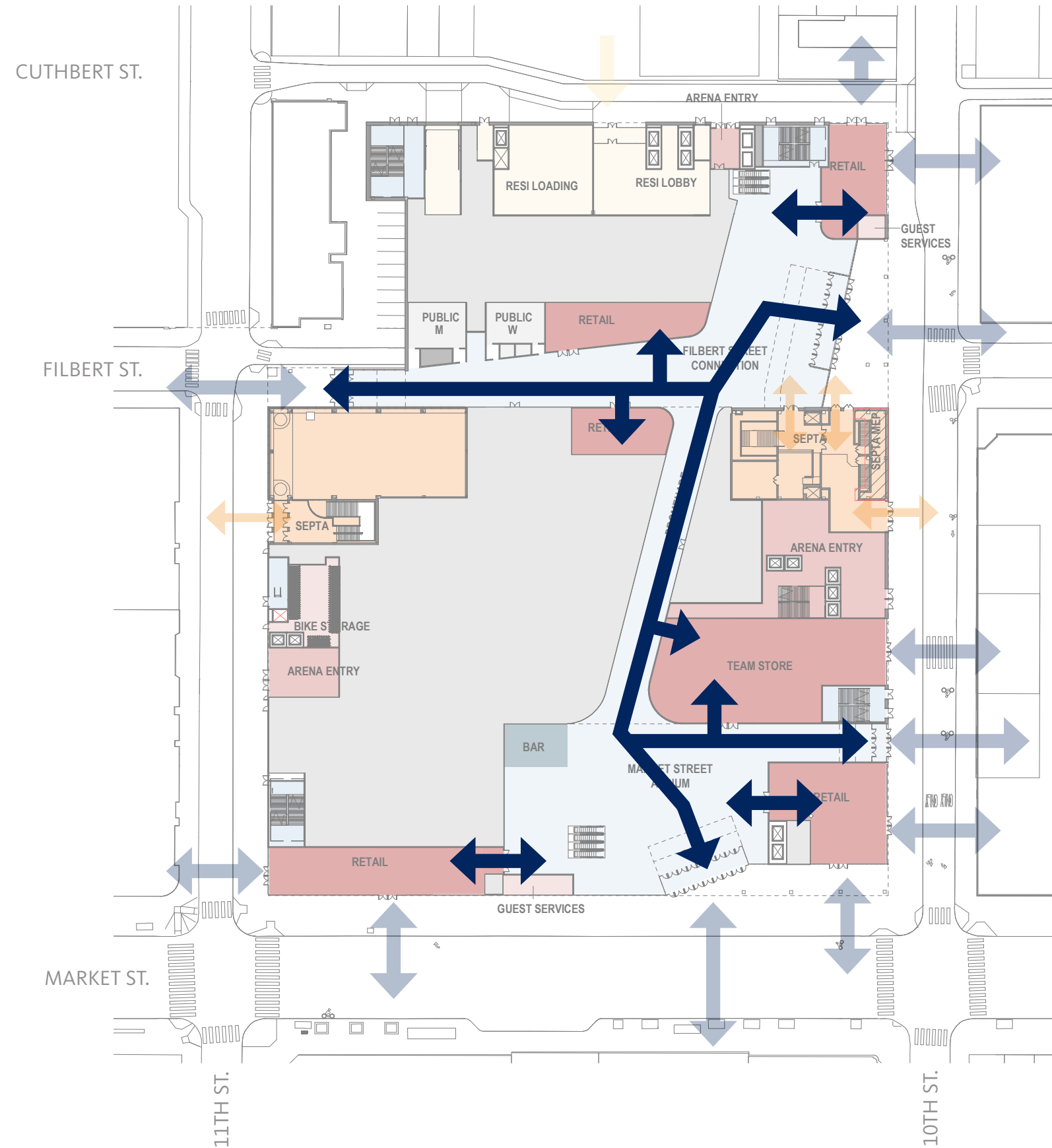
→ SEPTA Access



CIRCULATION | PEDESTRIAN - STREET LEVEL NON-EVENT DAY

SCALE 1:80

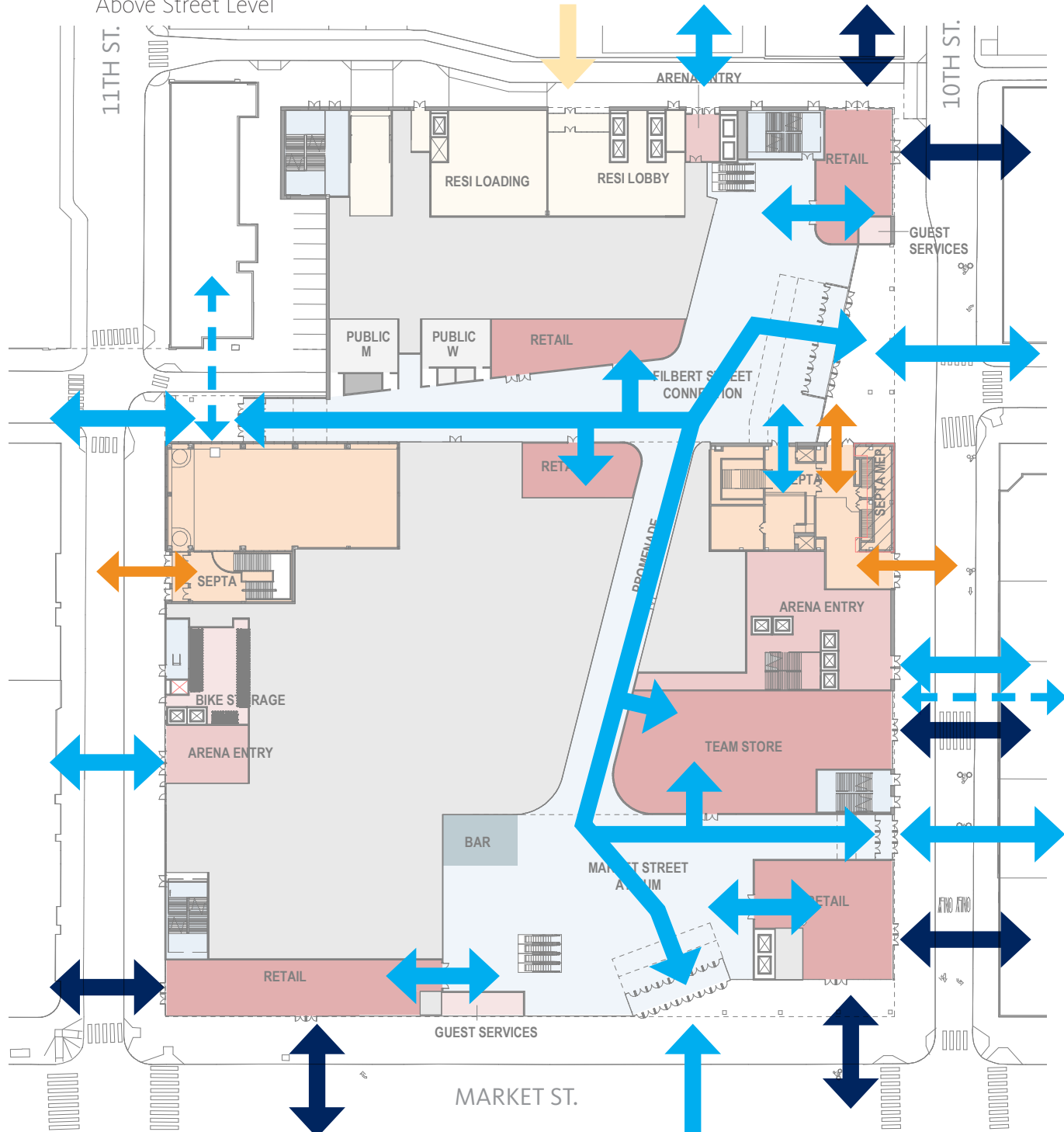
➔ Non-Event Day Circulation (Public)



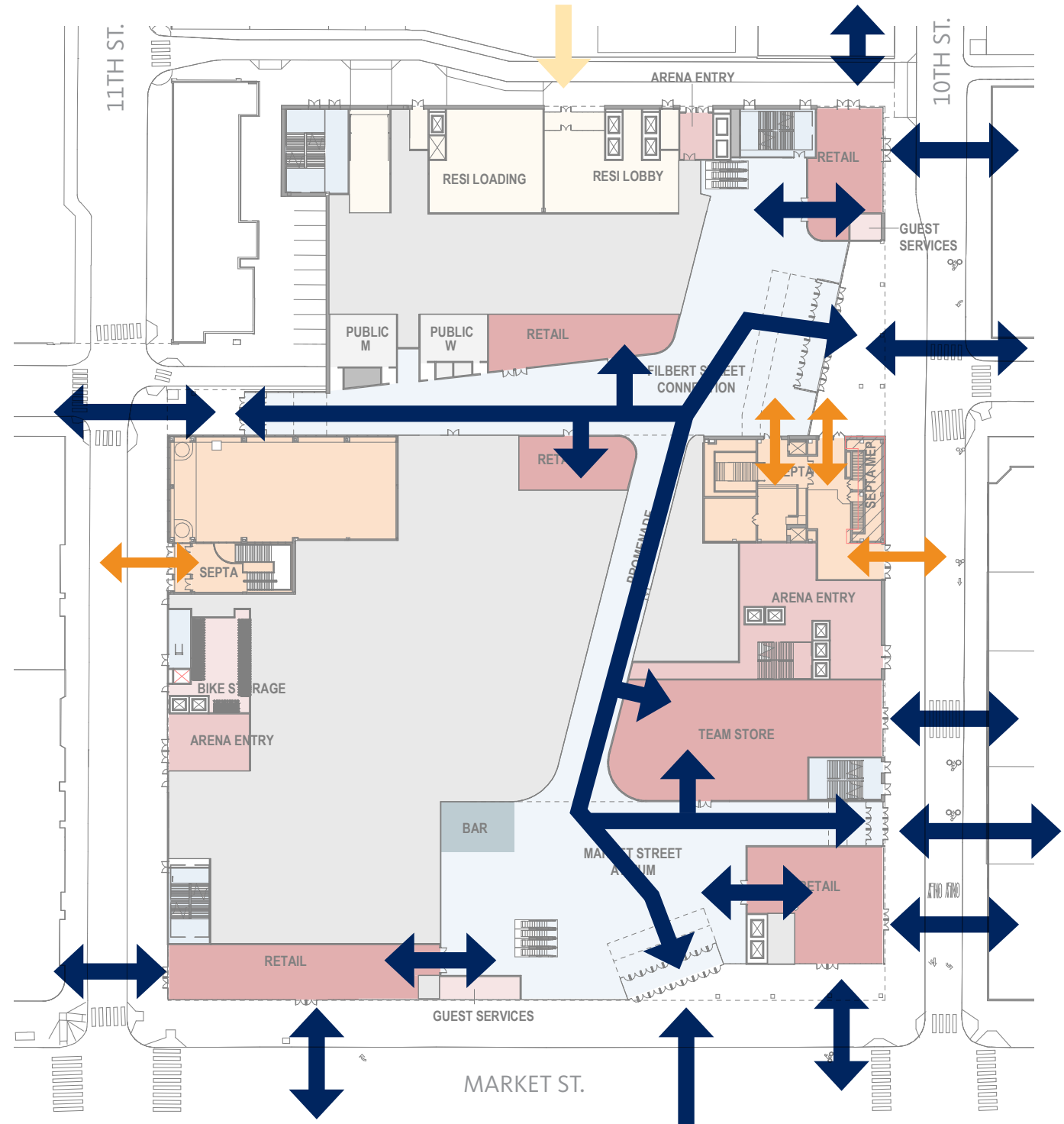
CIRCULATION | PEDESTRIAN - STREET LEVEL

SCALE 1:80

- ➔ Event Day Ticketed Access
- ➔ SEPTA Access
- ➔ Non-Event Day or Non-Ticketed Circulation (Public)
- ➔ Event Day Ticketed Bridge Access Above Street Level
- ➔ Residential Entrance

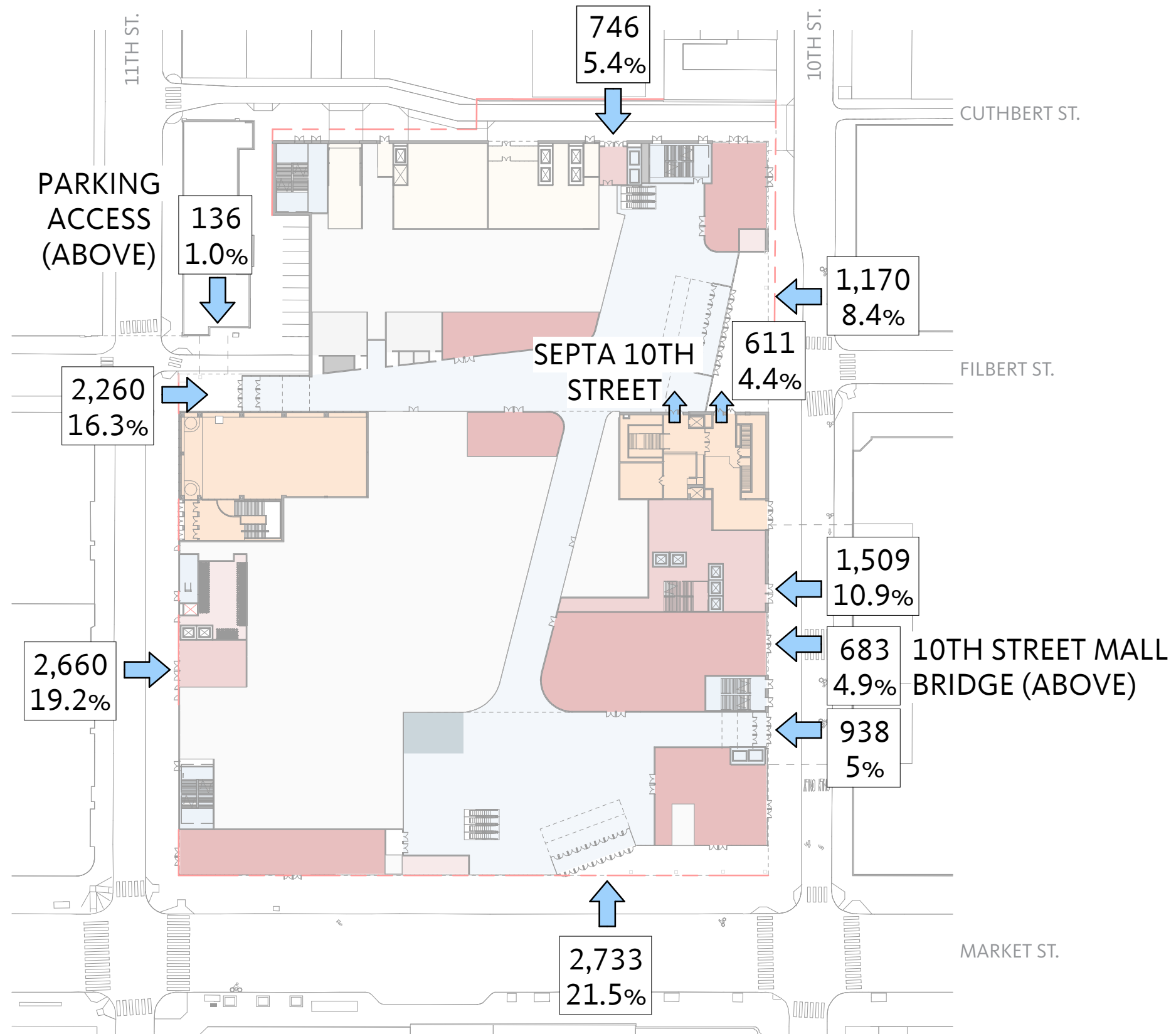


EVENT CIRCULATION PLAN



NON-EVENT CIRCULATION PLAN

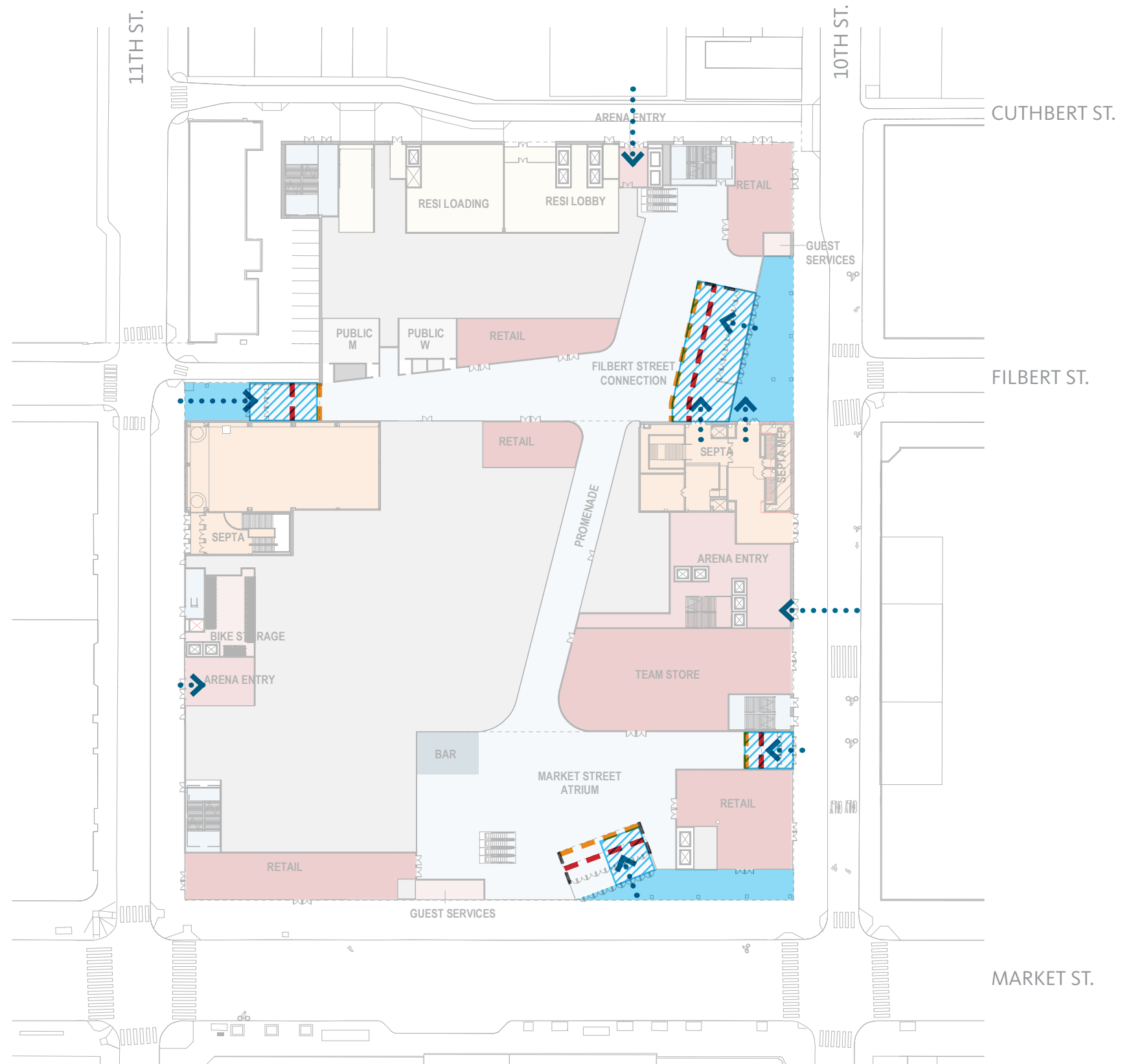
CIRCULATION | PEDESTRIAN STUDY ARRIVAL DOOR SPLITS



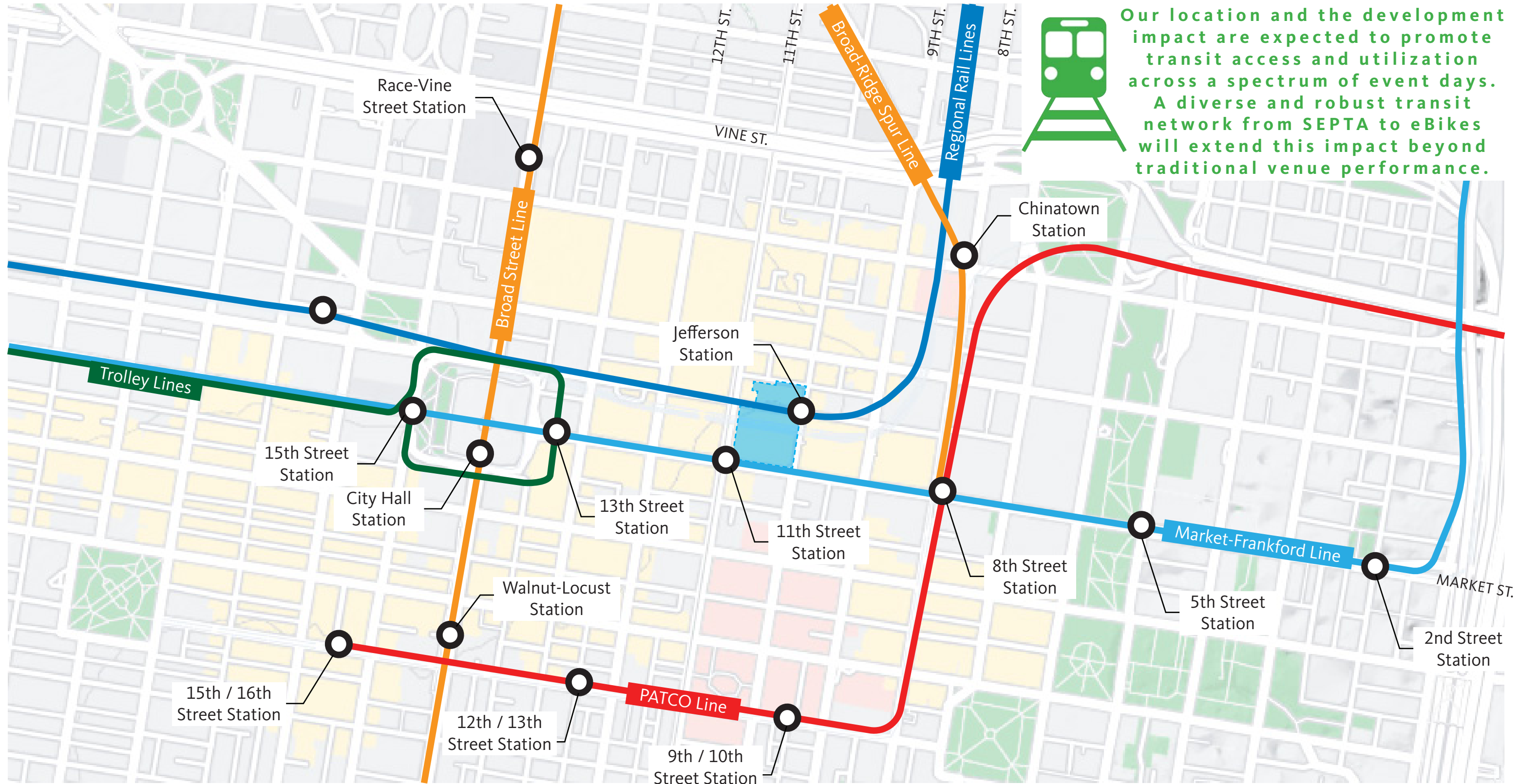
CIRCULATION | PEDESTRIAN - STREET LEVEL QUEUING

SCALE 1:80

- ➔ Entry Path
- Security Line
- Ticketing Line
- Projected Exterior Queuing Area - Pre-Game
- Projected Interior Queuing Area - Pre-Game



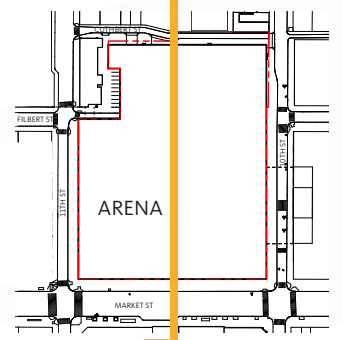
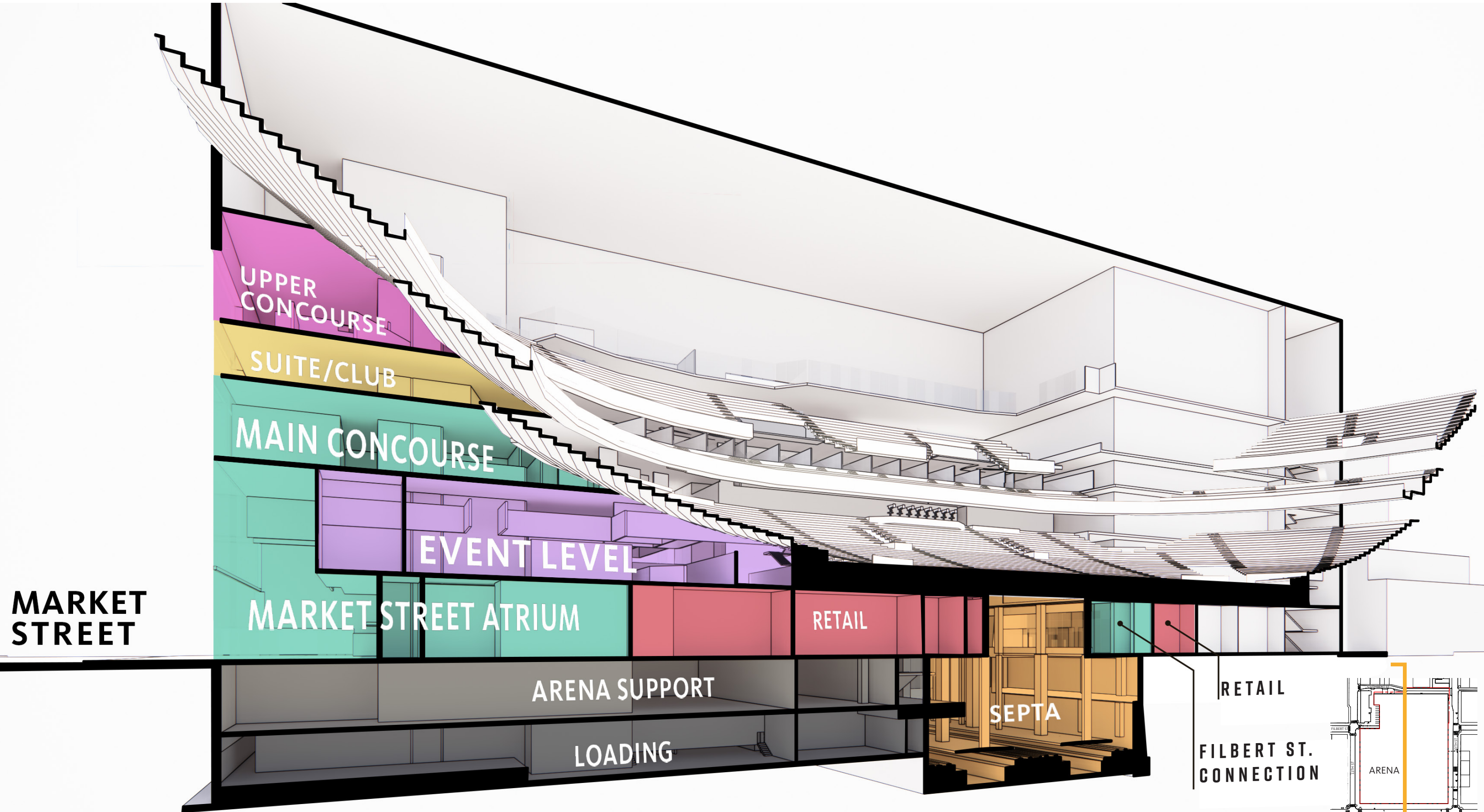
CIRCULATION | RAIL - ROUTE MAP



Our location and the development impact are expected to promote transit access and utilization across a spectrum of event days. A diverse and robust transit network from SEPTA to eBikes will extend this impact beyond traditional venue performance.



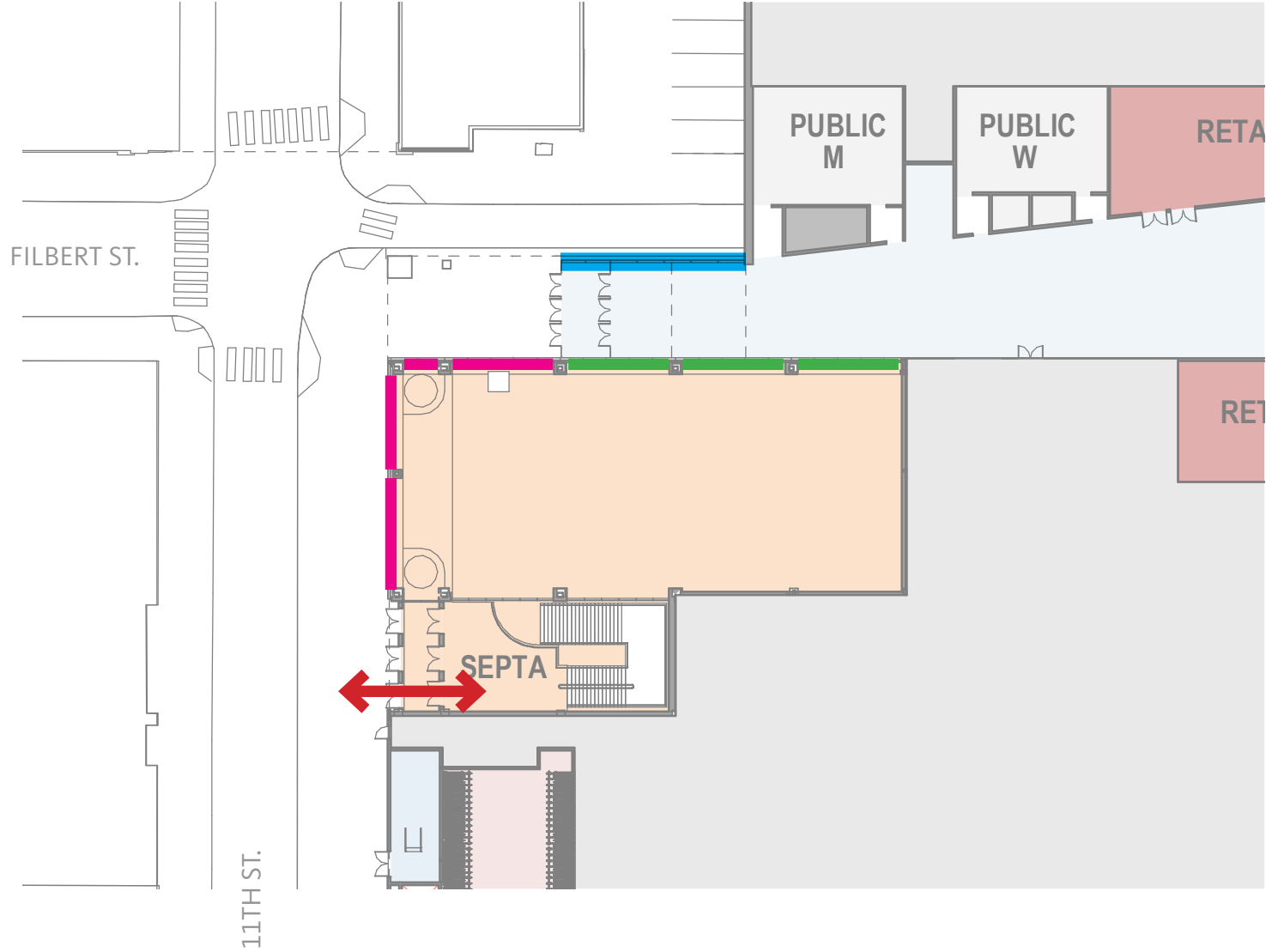
CIRCULATION | RAIL - N/S SECTION AT JEFFERSON STATION



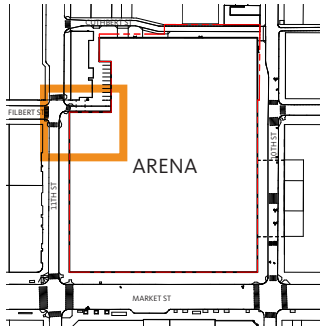
CIRCULATION | RAIL - JEFFERSON STATION DAYLIGHT

SCALE 1:40

- Existing Glazing to Remain - Daylight
- Existing Glazing to Remain - Borrowed Light
- Glass Facade

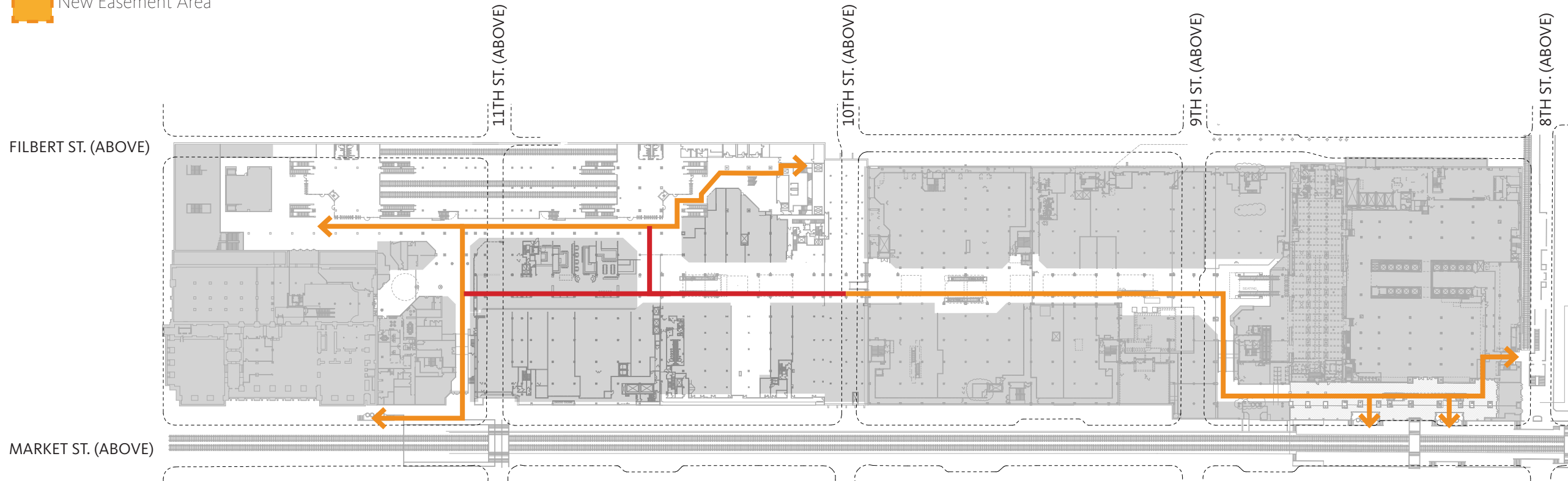


SEPTA 11TH ST. ENTRY

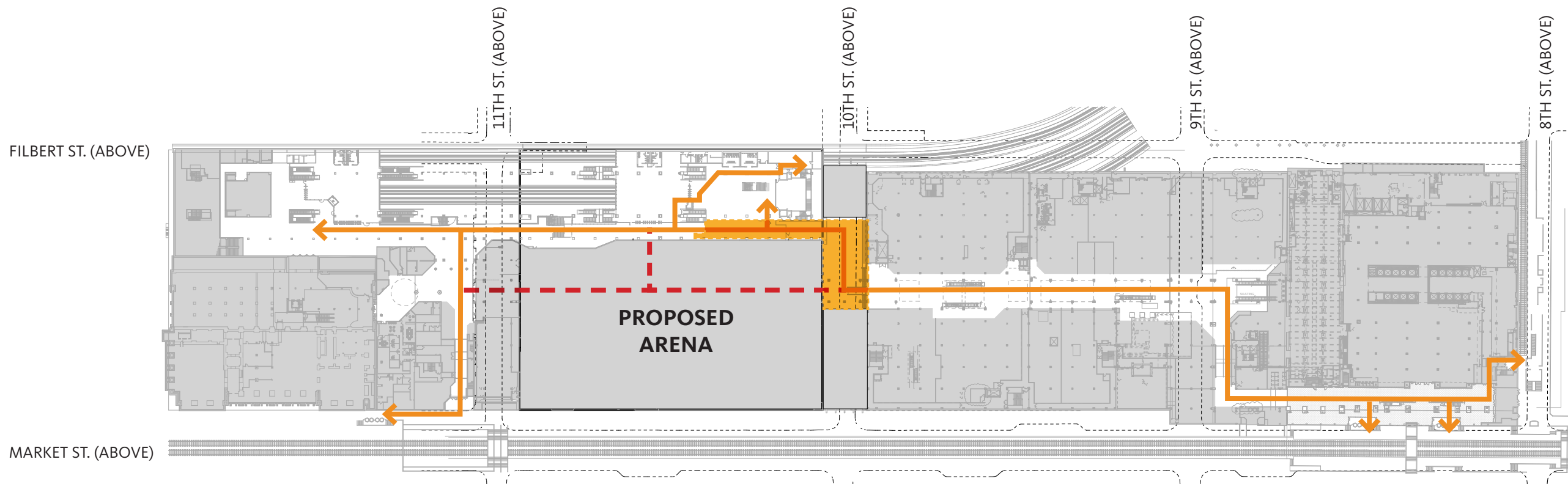


CIRCULATION | RAIL - SEPTA EASEMENTS

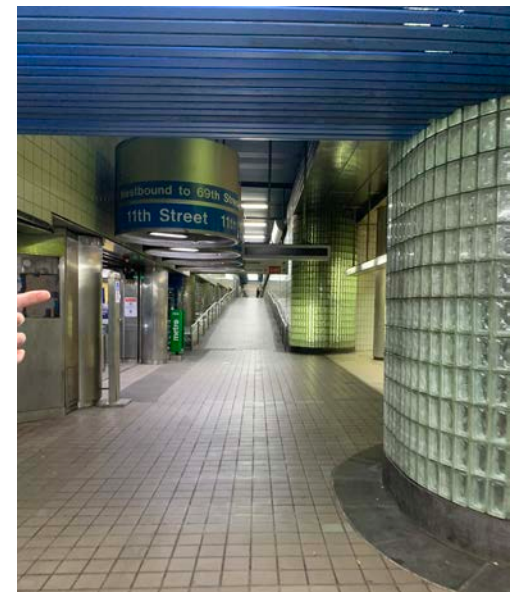
 New Easement Area



EXISTING CONCOURSE LEVEL

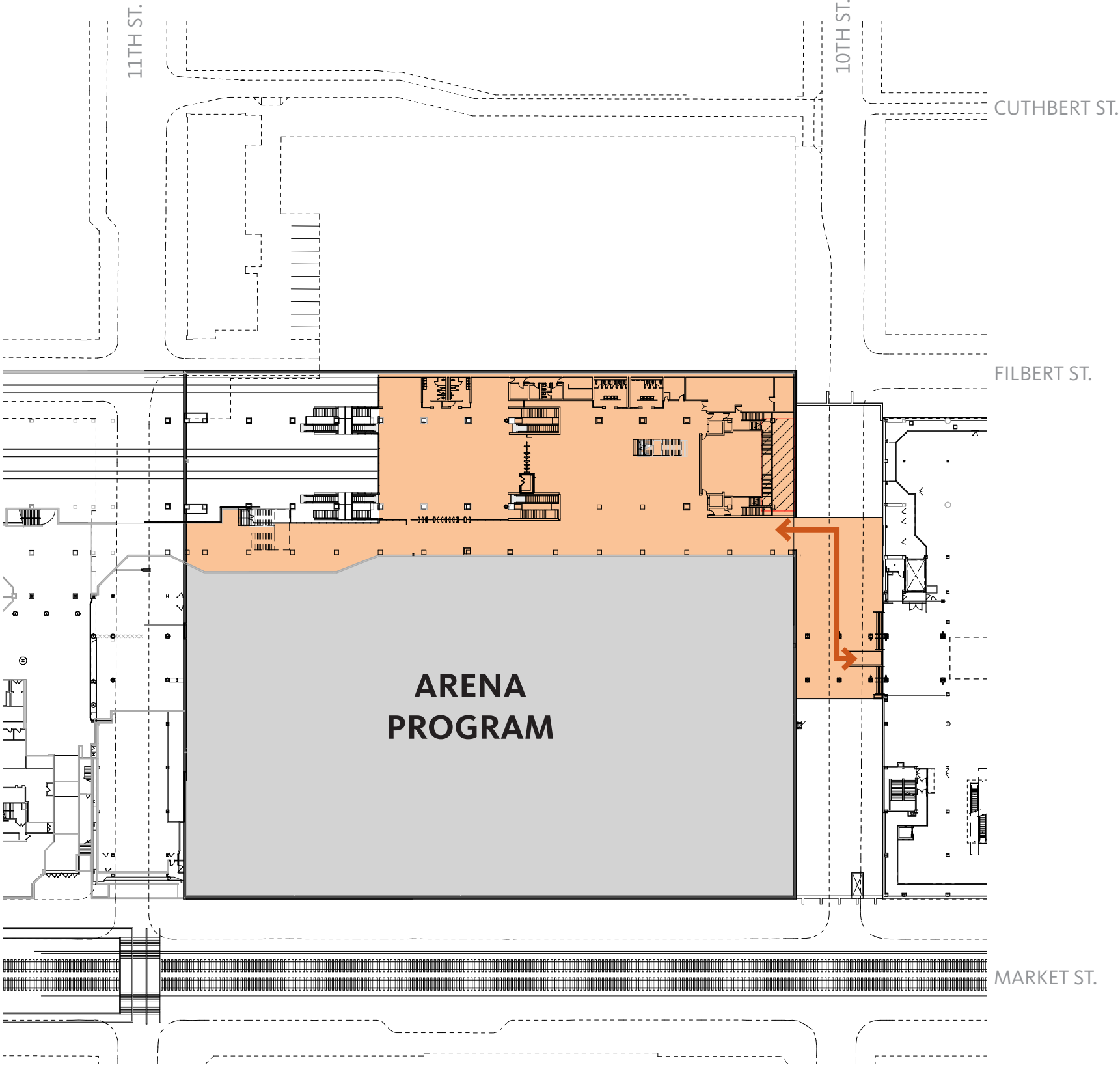


PROPOSED CONCOURSE LEVEL



CIRCULATION | RAIL - SEPTA CONCOURSE (1 LEVEL BELOW ST.)

SCALE 1:80

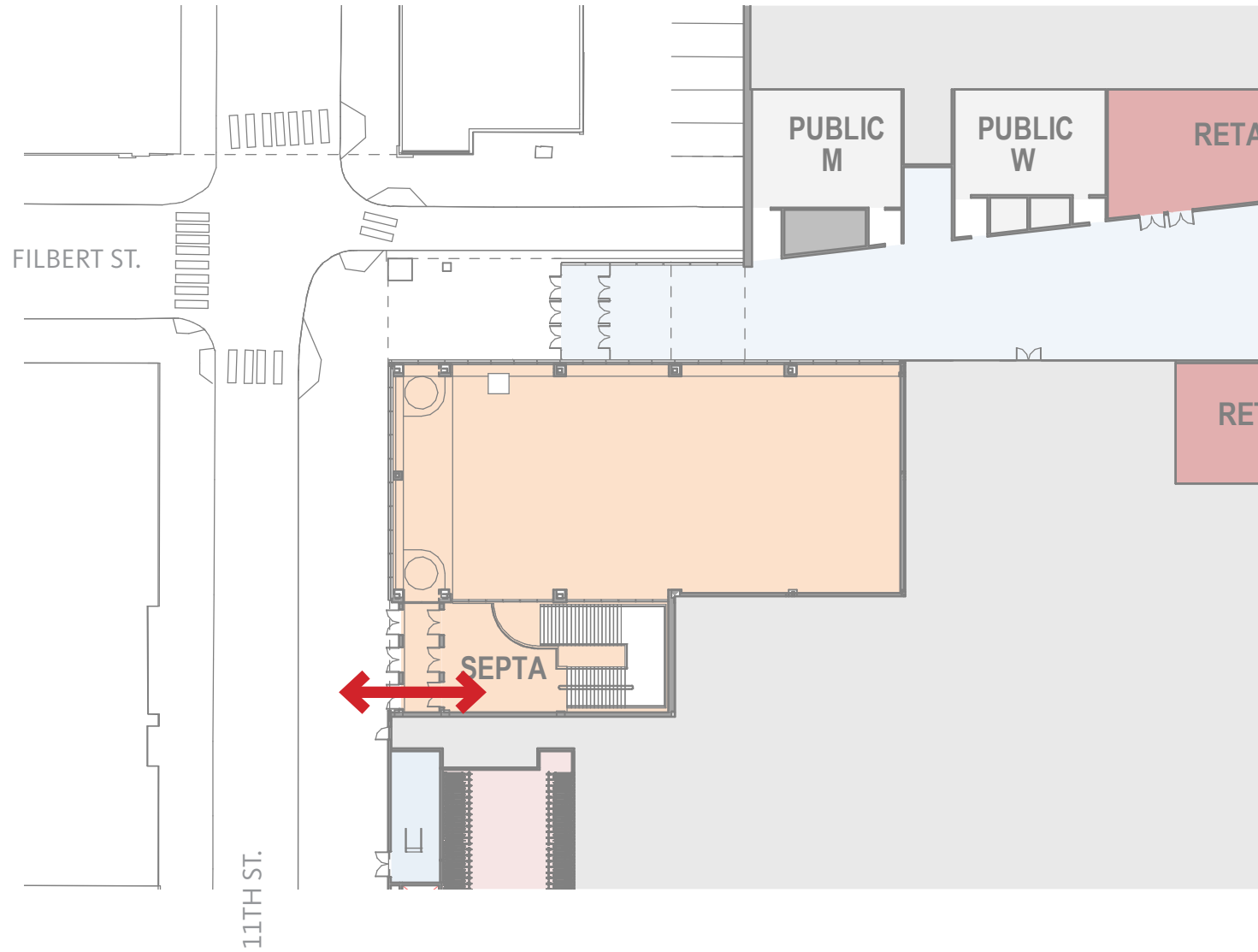


CIRCULATION | RAIL - STREET LEVEL ACCESS

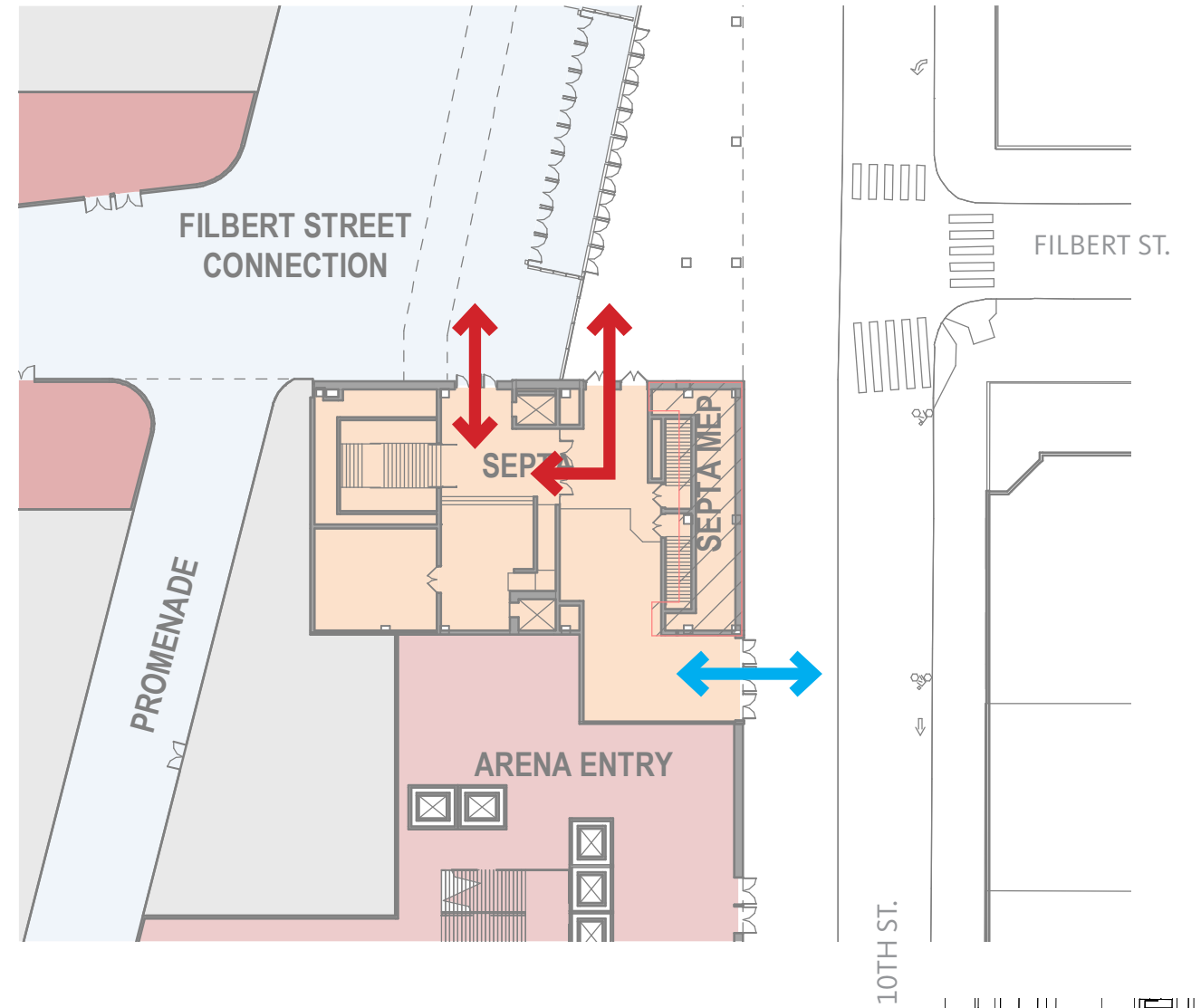
SCALE 1:40

↔ Existing Jefferson Station Entry

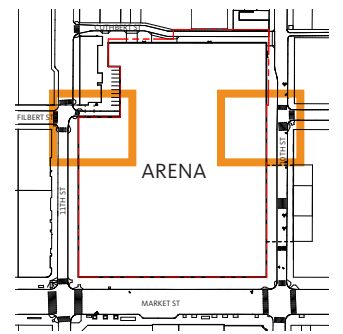
↔ New Jefferson Station Entry



SEPTA 11TH ST. ENTRY

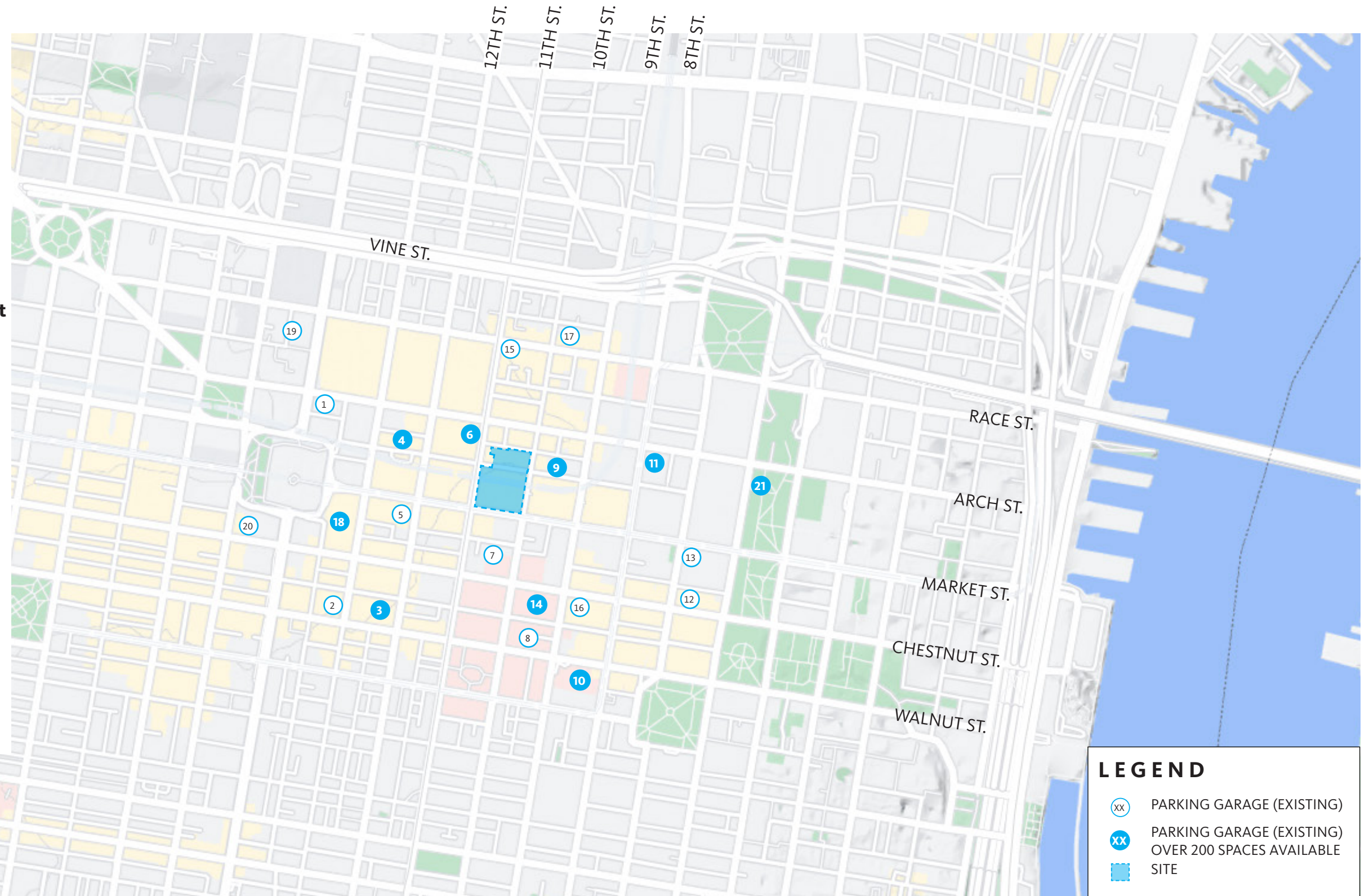


SEPTA 10TH ST. ENTRY



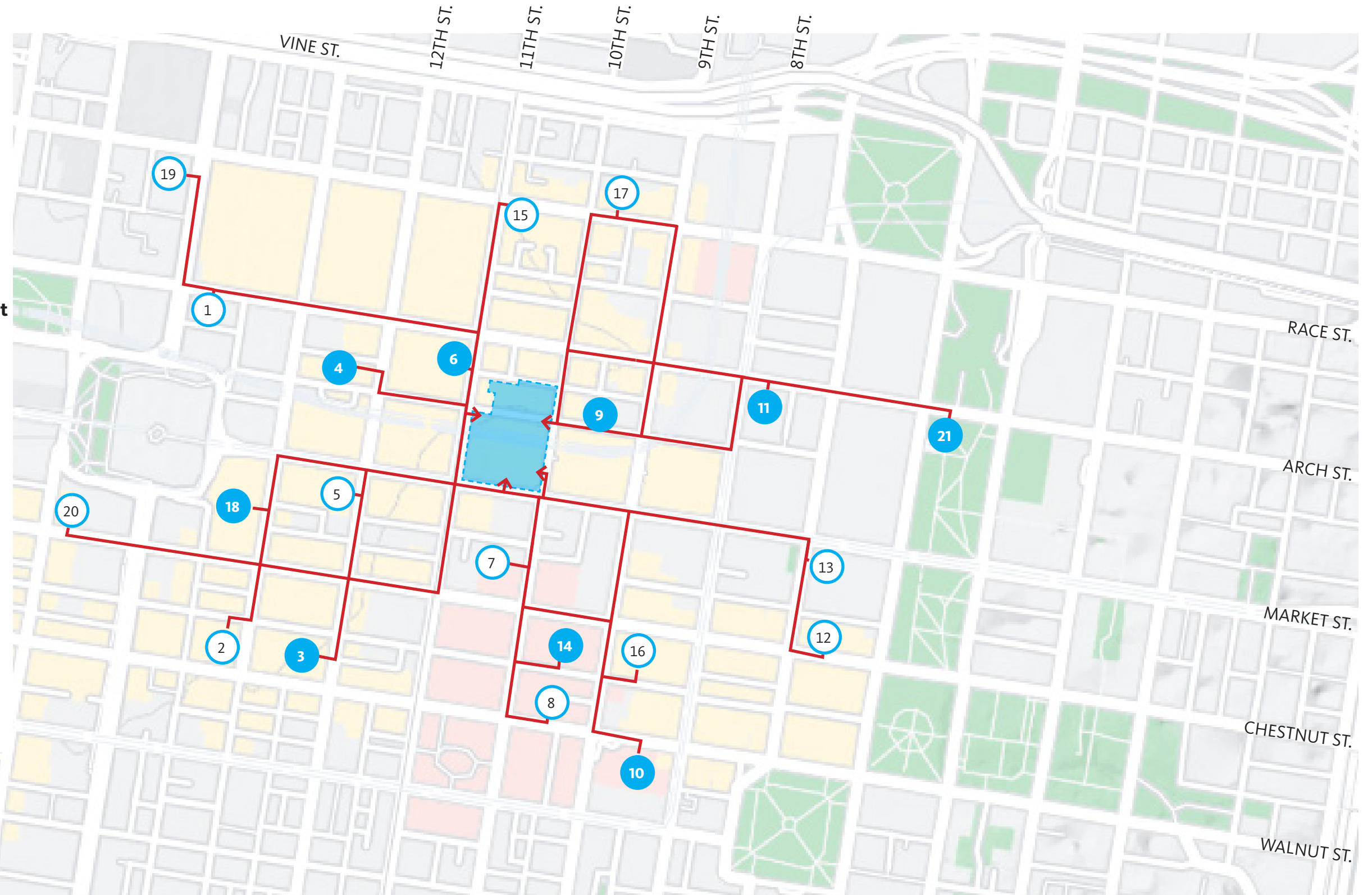
CIRCULATION | CAR - PARKING GARAGES

- ① Realen Convention Center Garage
- ② Patriot 1305 Walnut Garage
- ③ **Parkway 12th and Walnut Street**
- ④ **Parkway 12th and Filbert Garage**
- ⑤ SP+ Loews Philadelphia Hotel Garage
- ⑥ **SP+ Convention Center Garage**
- ⑦ PPA Autopark at Jefferson Garage
- ⑧ iParkit 925 Walnut Street
- ⑨ **PPA The Autopark at the Fashion District**
- ⑩ **Parkway Walnut Towers Garage**
- ⑪ **PPA Parkade on 8th Garage**
- ⑫ Parkway 100 Independence Mall Garage
- ⑬ Bex Park 618 Market Garage
- ⑭ **iParkit Jefferson Garage**
- ⑮ Park America Chinatown Garage
- ⑯ The Franklin Garage
- ⑰ 929 Race Garage
- ⑱ **LAZ Parking Wanamaker Garage**
- ⑲ Parkway Broad & Race Garage
- ⑳ LAZ Parking 1441 Chestnut Street Garage
- ㉑ **PPA Autopark Independence Mall (PPA Garage)**

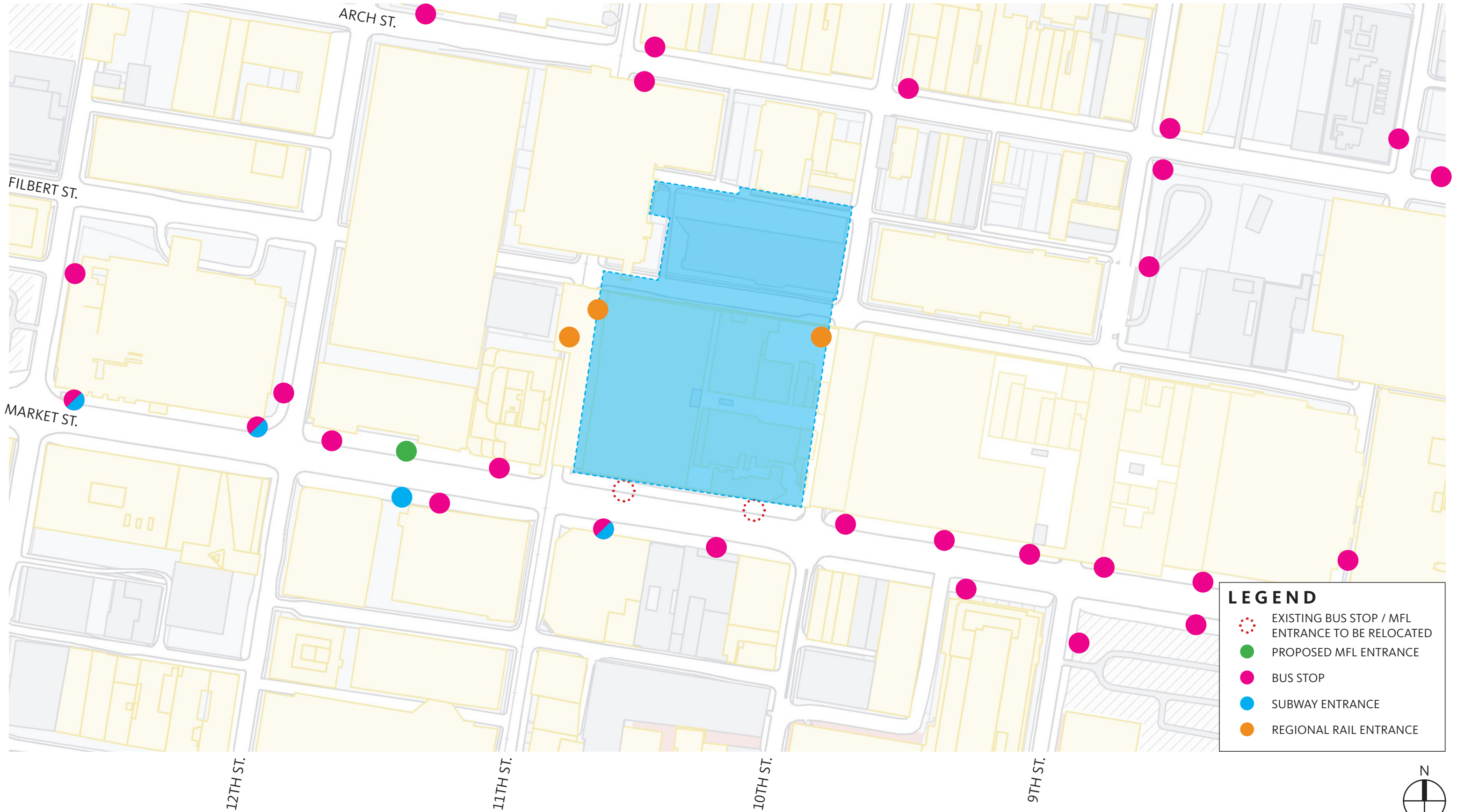


CIRCULATION | CAR - PARKING GARAGE PEDESTRIAN ARRIVAL

- ① Realen Convention Center Garage
- ② Patriot 1305 Walnut Garage
- ③ **Parkway 12th and Walnut Street**
- ④ **Parkway 12th and Filbert Garage**
- ⑤ SP+ Loews Philadelphia Hotel Garage
- ⑥ **SP+ Convention Center Garage**
- ⑦ PPA Autopark at Jefferson Garage
- ⑧ iParkit 925 Walnut Street
- ⑨ **PPA The Autopark at the Fashion District**
- ⑩ **Parkway Walnut Towers Garage**
- ⑪ **PPA Parkade on 8th Garage**
- ⑫ Parkway 100 Independence Mall Garage
- ⑬ Bex Park 618 Market Garage
- ⑭ **iParkit Jefferson Garage**
- ⑮ Park America Chinatown Garage
- ⑯ The Franklin Garage
- ⑰ 929 Race Garage
- ⑱ **LAZ Parking Wanamaker Garage**
- ⑲ Parkway Broad & Race Garage
- ⑳ LAZ Parking 1441 Chestnut Street Garage
- ㉑ **PPA Autopark Independence Mall (PPA Garage)**

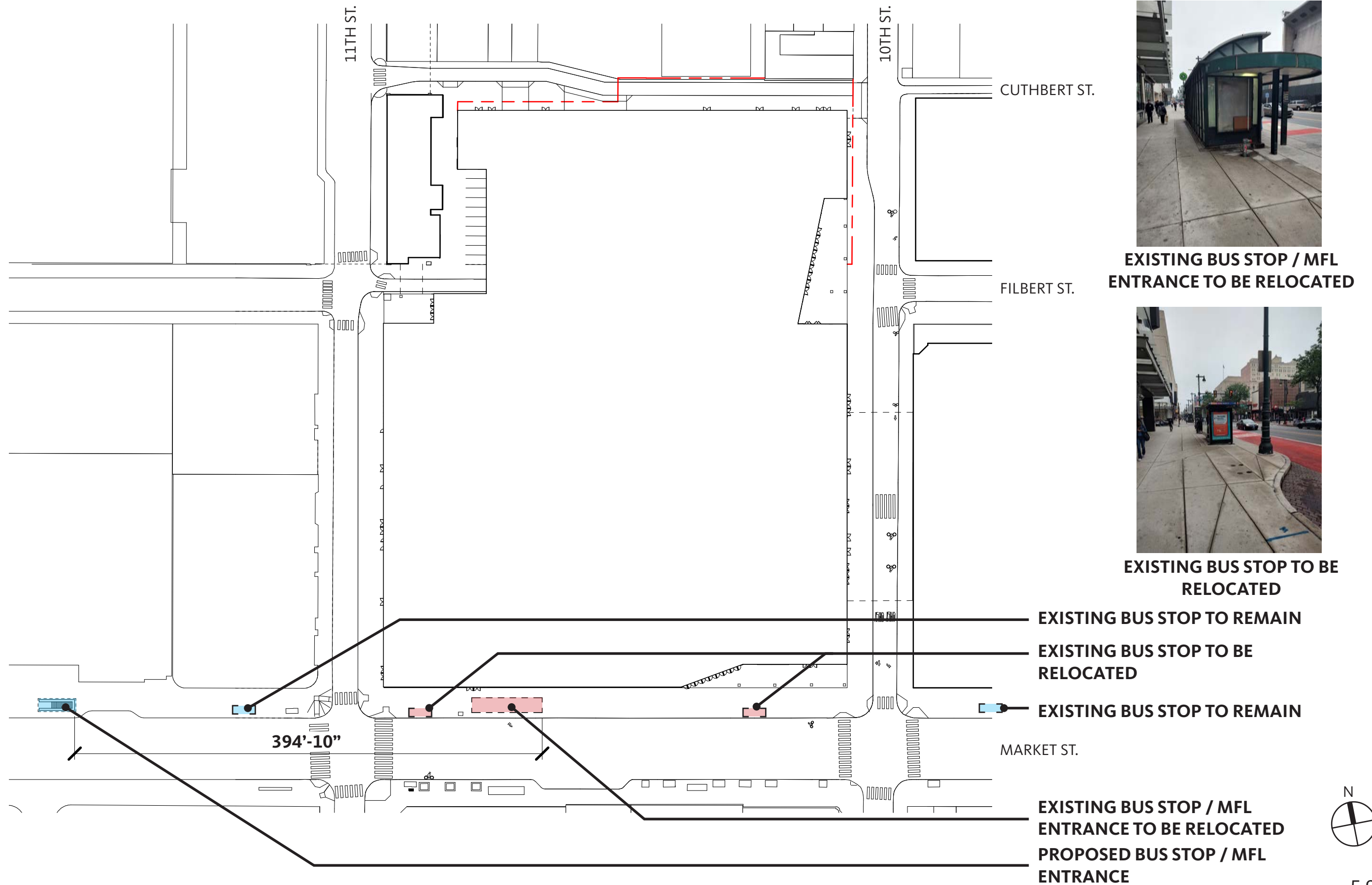


CIRCULATION | BUS - ADJACENT STOPS

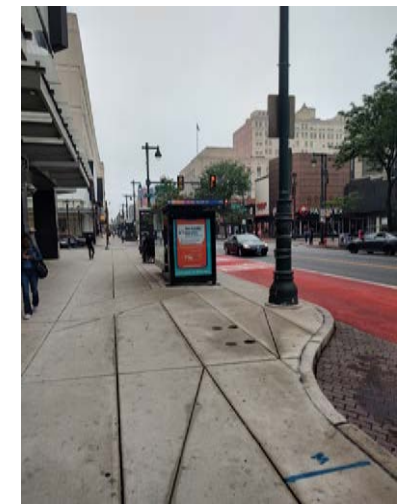


CIRCULATION | BUS - MARKET ST. SHELTER RELOCATION

SCALE 1:80



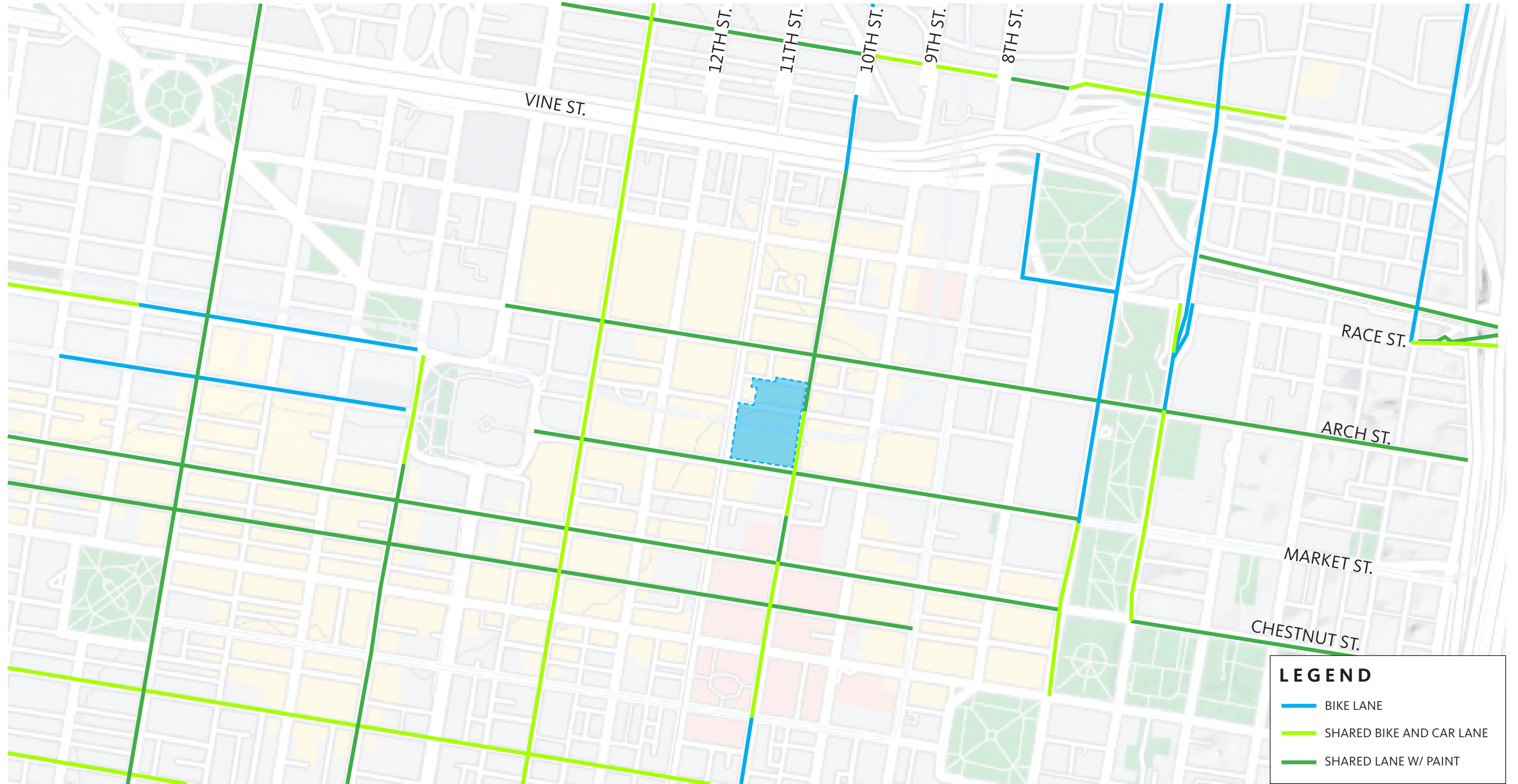
EXISTING BUS STOP / MFL ENTRANCE TO BE RELOCATED



EXISTING BUS STOP TO BE RELOCATED



CIRCULATION | BICYCLE - ROUTE MAP

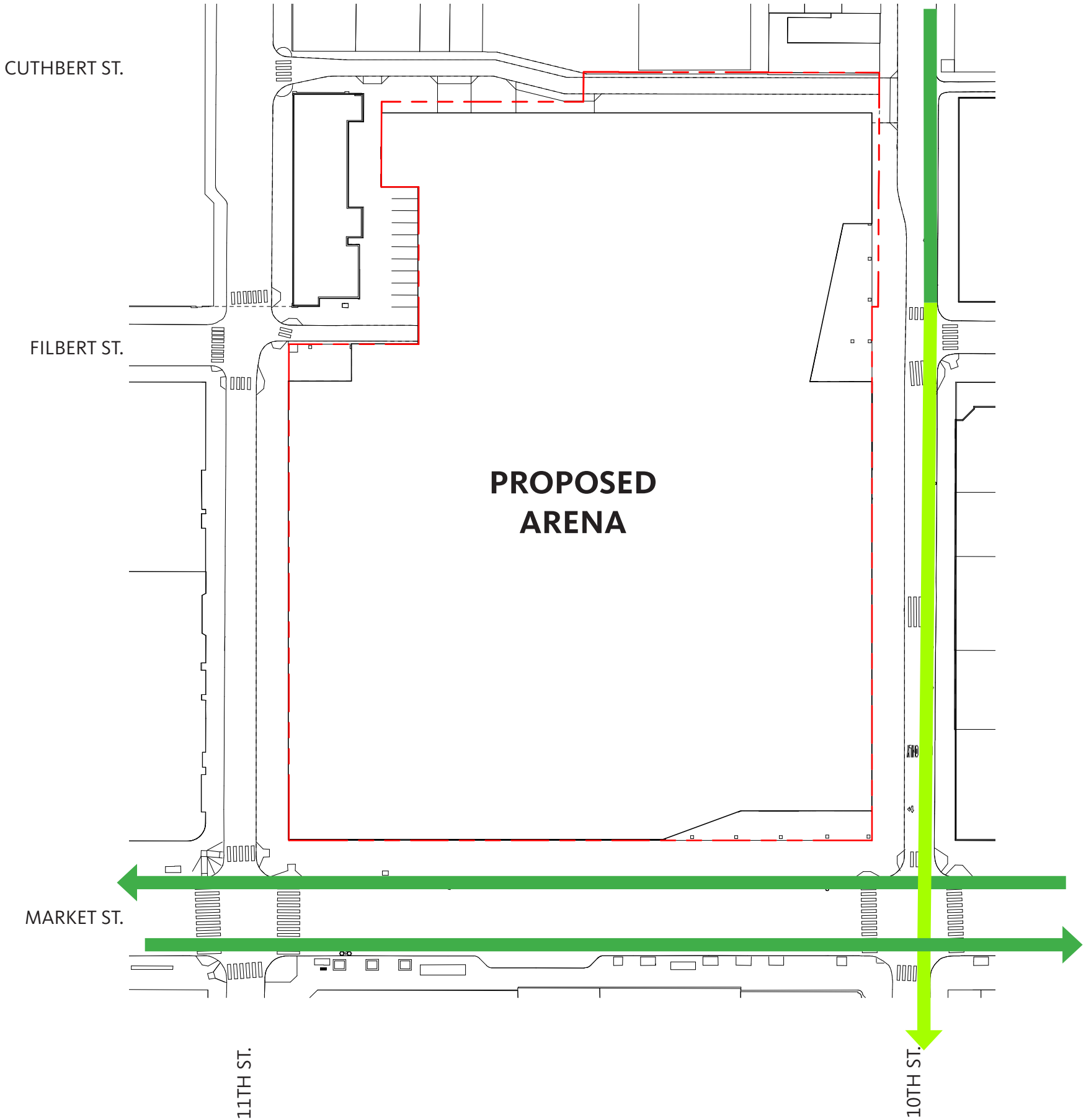


CIRCULATION | BICYCLE - SITE PLAN (EXISTING TO REMAIN)

SCALE 1:80

 SHARED BIKE & CAR LANE

 SHARED LANE W/ PAINT



CIRCULATION | BICYCLE PARKING

SCALE 1:80

 POTENTIAL BIKE RACK LOCATIONS

B1 RESIDENTIAL BICYCLE STORAGE (LEVEL BELOW GRADE)

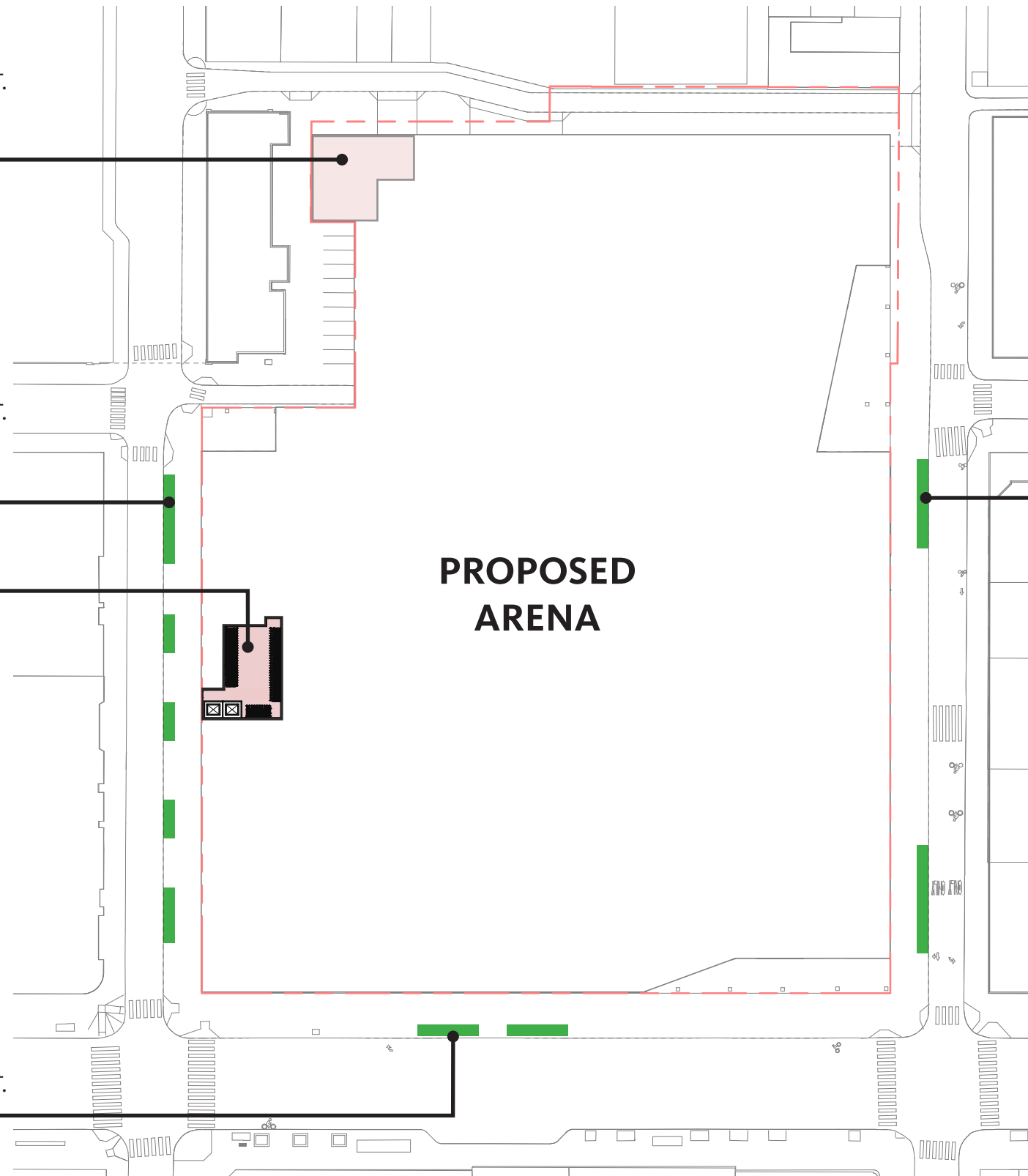
BICYCLE PARKING SPACES PROVIDED: **144**
BICYCLE PARKING SPACES REQUIRED: **132**
(BASED ON 1 SPACE PER 3 UNITS FOR 395 UNITS)

11TH ST BICYCLE PARKING
PROVIDED: **28 SPACES**

STREET LEVEL ARENA BICYCLE STORAGE
BICYCLE PARKING SPACES PROVIDED: **130**
BICYCLE PARKING SPACES REQUIRED: **114**
(BASED ON 1 SPACE PER 10,000 SF FOR 1,140,000 GSF)

10TH ST BICYCLE PARKING
PROVIDED: **22 SPACES**

MARKET ST BICYCLE PARKING
PROVIDED: **12 SPACES**



THANK YOU!



76 PLACE

76

RESTAURANT

BOX OFFICE

76

76 PLACE