



401 RACE STREET

PHILADELPHIA, PA

CDR APPLICATION SUBMISSION
JUNE 23, 2015



CONTENT SEQUENCE

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CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: 611278

What is the trigger causing the project to require CDR Review? Explain briefly.

The creation of greater than 100 single-family residential dwelling units and greater than 100,000 SF of new construction.

PROJECT LOCATION

Planning District: Central Council District: 1st

Address: 401 Race Street (a.k.a. 401, 411, 421, and 431)

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

CONTACT INFORMATION

Applicant Name: Ronald J. Patterson Primary Phone: 215. 569.4585

Email: rpatters@klehr.com Address: 1835 Market Street, Suite 1400
Philadelphia, PA 19103

Property Owner: 401 Race Street Partners, LP Developer Priderock Capital Partners LLC

Architect: BartonPartners Architects Planners, Inc.

CONTINUED ON NEXT PAGE

SITE CONDITIONS

Site Area: 71,717 SF (1.65 Acres)

Existing Zoning: CMX-3 plus overlays Are Zoning Variances required? Yes X No

SITE USES

Present Use: Vacant

Proposed Use:

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):

- 216 single-family residential dwelling units
- lobby & commercial/retail on 1st floor
- 193,589 SF total

Proposed # of Parking Units:

- 184 parking spaces
- 144 spaces in underground garage
- 73 spaces on surface lot - amended to 40 spaces

COMMUNITY MEETING

Community meeting held: Yes X (April 15, 2015 and June 17, 2015) No

If yes, please provide written documentation as proof.

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

Date: Time:

WRITTEN DOCUMENTATION FOR PROOF OF COMMUNITY MEETING

ZONING NOTICE

401 Race Street (a/k/a 401, 411, 421 and 431 Race Street)

Dear Neighbor:

June 10, 2015

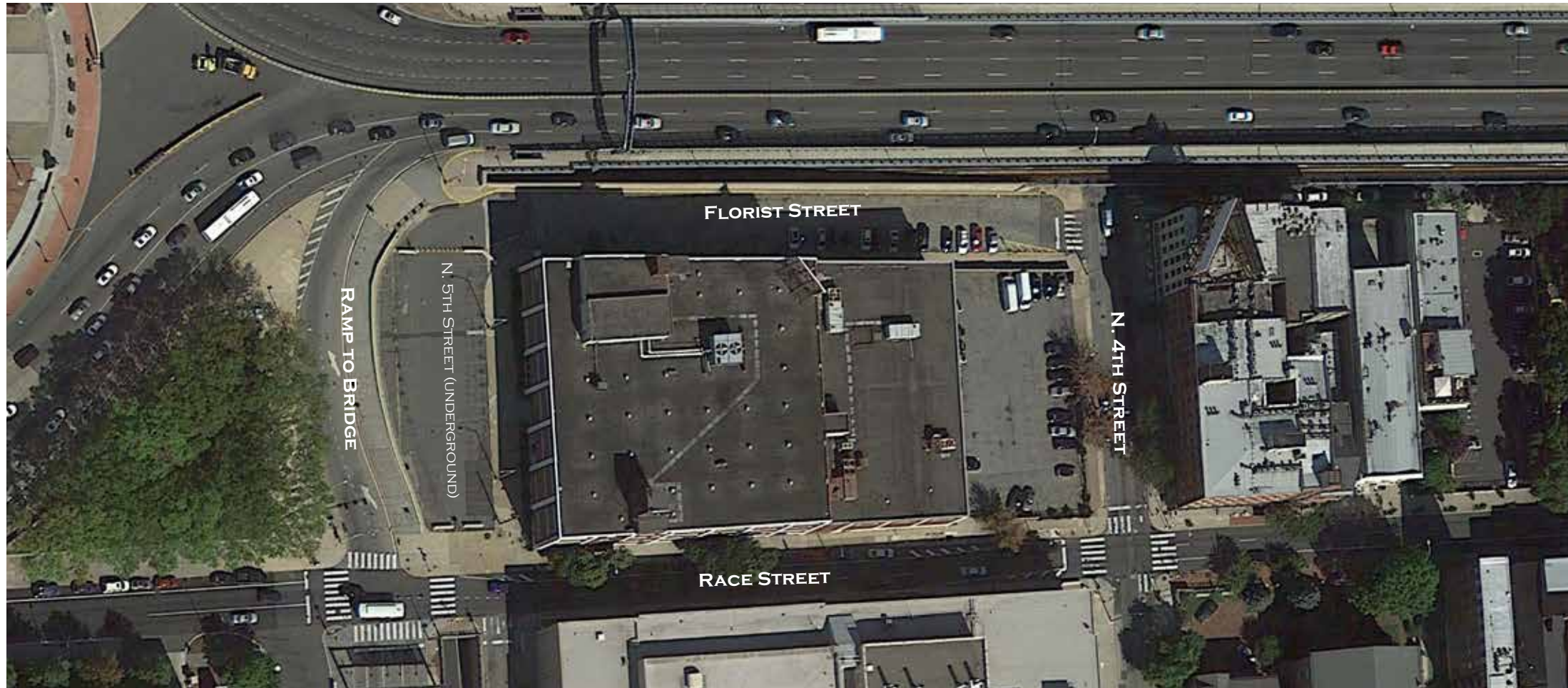
- 401 Race Street Partners, LP owns the property at 401 Race Street. Priderock Capital Partners, LLC (Priderock) is the equitable owner and proposed developer of the property.
- The property contains a vacant building and public parking lot. Priderock proposes to completely demolish the existing building, and construct a new, 4-story, 55'6" building having 216 single-family residential dwelling units; with a roof deck for resident uses and a pilot house roof access structure; with a residential lobby, fitness center and open courts on the ground level; with a below grade private garage having 144 spaces; and with a surface parking lot having 73 parking spaces.
- The property is located in a CMX-3 Commercial Zoning District, and is subject to several Special Control Overlay Districts, 2 of which restrict building heights to 65 feet (Old City Overlay) and to 45 feet (Independence Mall Overlay).
- Priderock filed a Zoning Permit Application with the Department of Licenses & Inspections (L&I) for the proposed building demolition, new building, uses, and related site improvements.
- In response to the Application, L&I issued a Refusal Letter for proposing a building having a 55'6" where the Independence Mall Overlay contains a 45' height limitation, for providing on-site loading space that is not enclosed within the proposed building; and for providing 5 instead of 6 required handicap accessible parking spaces.
- Upon receipt of the Refusal Letter, Priderock filed an appeal to Philadelphia Zoning Board of Adjustment (ZBA) for variance relief of the Refusal Letter items.
- As a neighbor within 200 feet of this property we are notifying you of this matter.
- We have contacted and notified the Old City District (OCD) and 5th Republican Ward of this Application and ZBA appeal as they are the Registered Community Organizations (RCOs) for this property as recognized by the City.
- We also notified Councilman Mark Squilla's Office at (215) 686-3458.
- You may receive notice of a public meeting that OCD will hold to discuss this matter on Wednesday, June 17, 2015 at 5:15 p.m. at its office at 231 Market Street. Please contact OCD or your District Councilperson for more information about this meeting.
- Priderock's ZBA hearing date is not yet scheduled but is expected to occur in late July 2015. Please contact OCD for further information.
- Copies of the Zoning Permit Application and related ZBA appeal information for this project can be obtained at:

The Department of Licenses & Inspections (L&I)
Attention: Cheli Dahal
Municipal Services Building – Concourse Level
1401 John F. Kennedy Boulevard
Philadelphia, PA 19102

Klehr Harrison Harvey Branzburg LLP
c/o Ronald J. Patterson, Esquire
1835 Market Street – Floor 14
Philadelphia, PA 19103 (215) 569-4585

IF YOU HAVE RECEIVED THIS NOTICE AS THE OWNER, MANAGING AGENT, OR OTHER RESPONSIBLE PERSON AT A MULTI-UNIT BUILDING, YOU ARE REQUESTED TO POST THIS NOTICE AT A PROMINENT PLACE IN A COMMON AREA OF YOUR BUILDING.

cc: 5th Republic Ward (5thwardrco@gmail.com); Old City District (greg.diehl@oldcitydistrict.org); District Council (Marie.Beren@phila.gov); City Planning Commission(RCO.NOTIFICATION@phila.gov); Zoning Board of Adjustment (via e-mail RCOZBA@phila.gov)



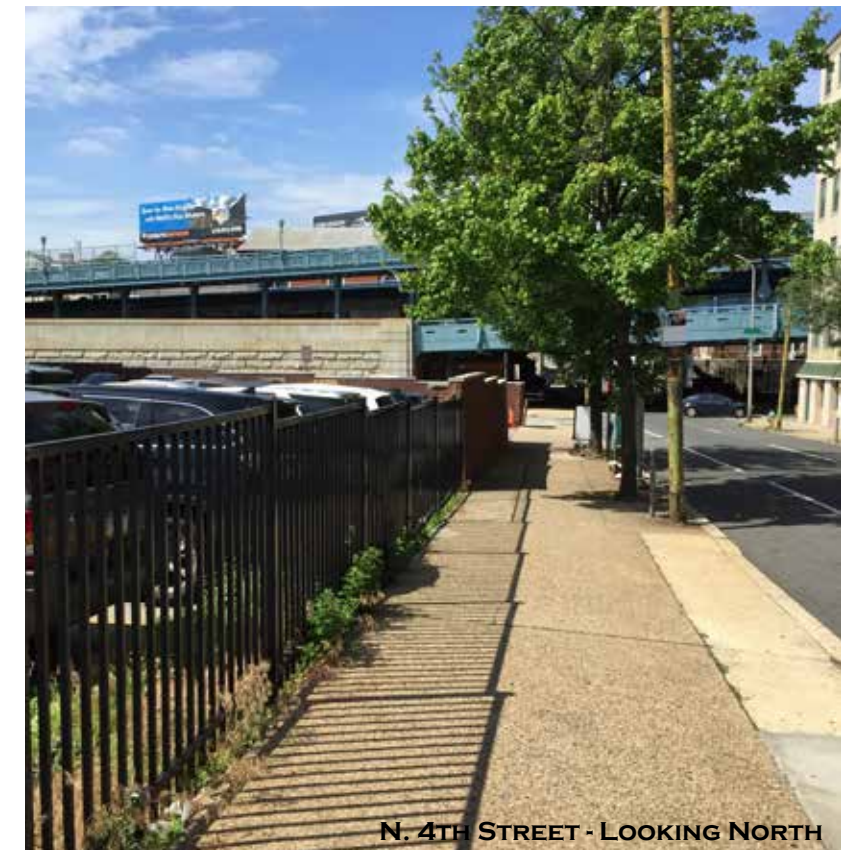
FLORIST STREET - LOOKING EAST



RACE STREET AND N. 5TH STREET - LOOKING NORTH



RACE STREET AND N. 4TH STREET - LOOKING EAST



N. 4TH STREET - LOOKING NORTH

SURROUNDING CONTEXT

PRIDEROCK CAPITAL PARTNERS, LLC



401 RACE STREET
PHILADELPHIA, PA



700 E. Main Street, 3rd Floor
Norristown, PA 19401-4122
p 610.930.2800 f 610.930.2808

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PROJECT NUMBER:

14130

DATE:

2015.06.23



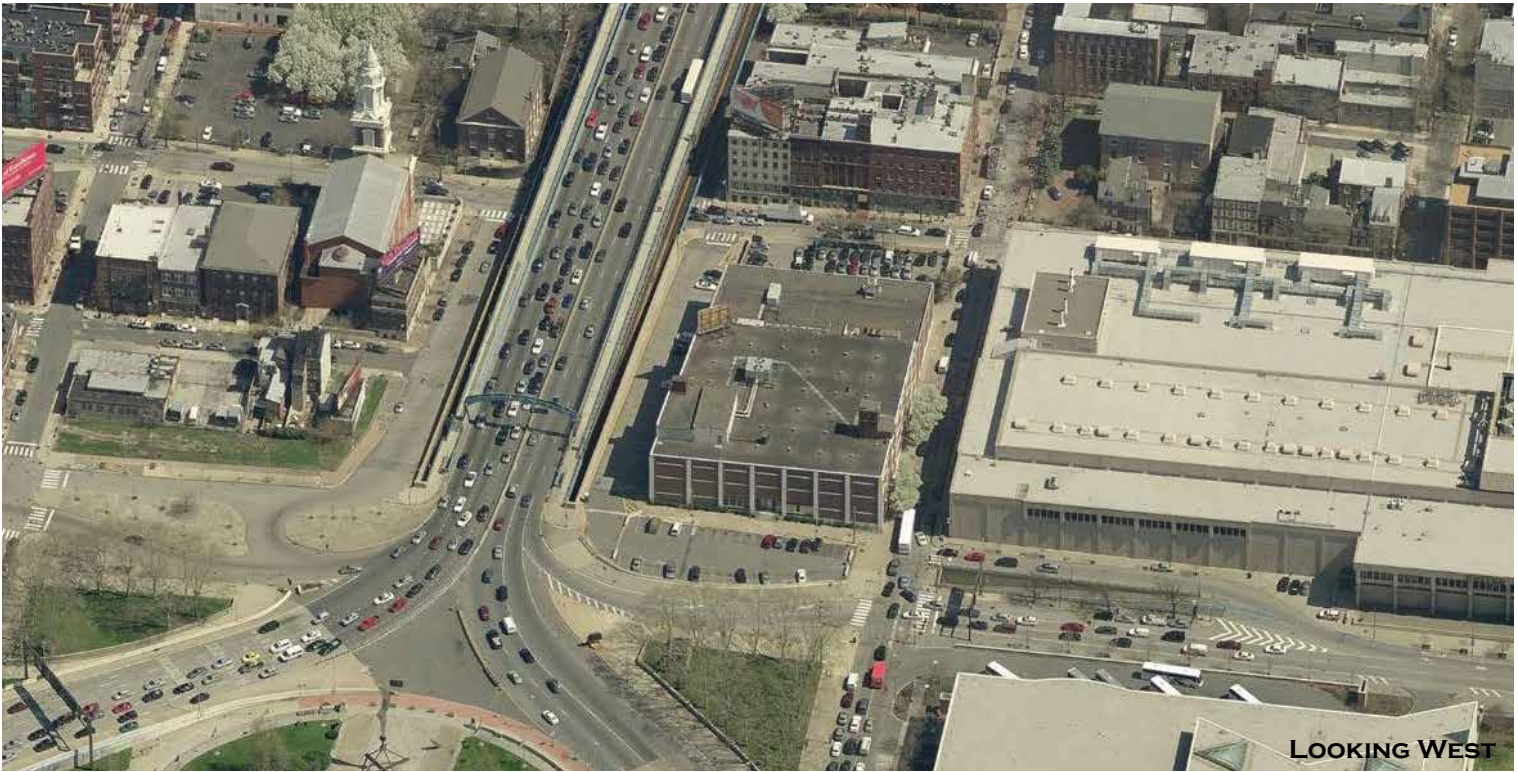
LOOKING NORTH



LOOKING EAST



LOOKING SOUTH



LOOKING WEST

OBLIQUE VIEWS

PRIDEROCK CAPITAL PARTNERS, LLC



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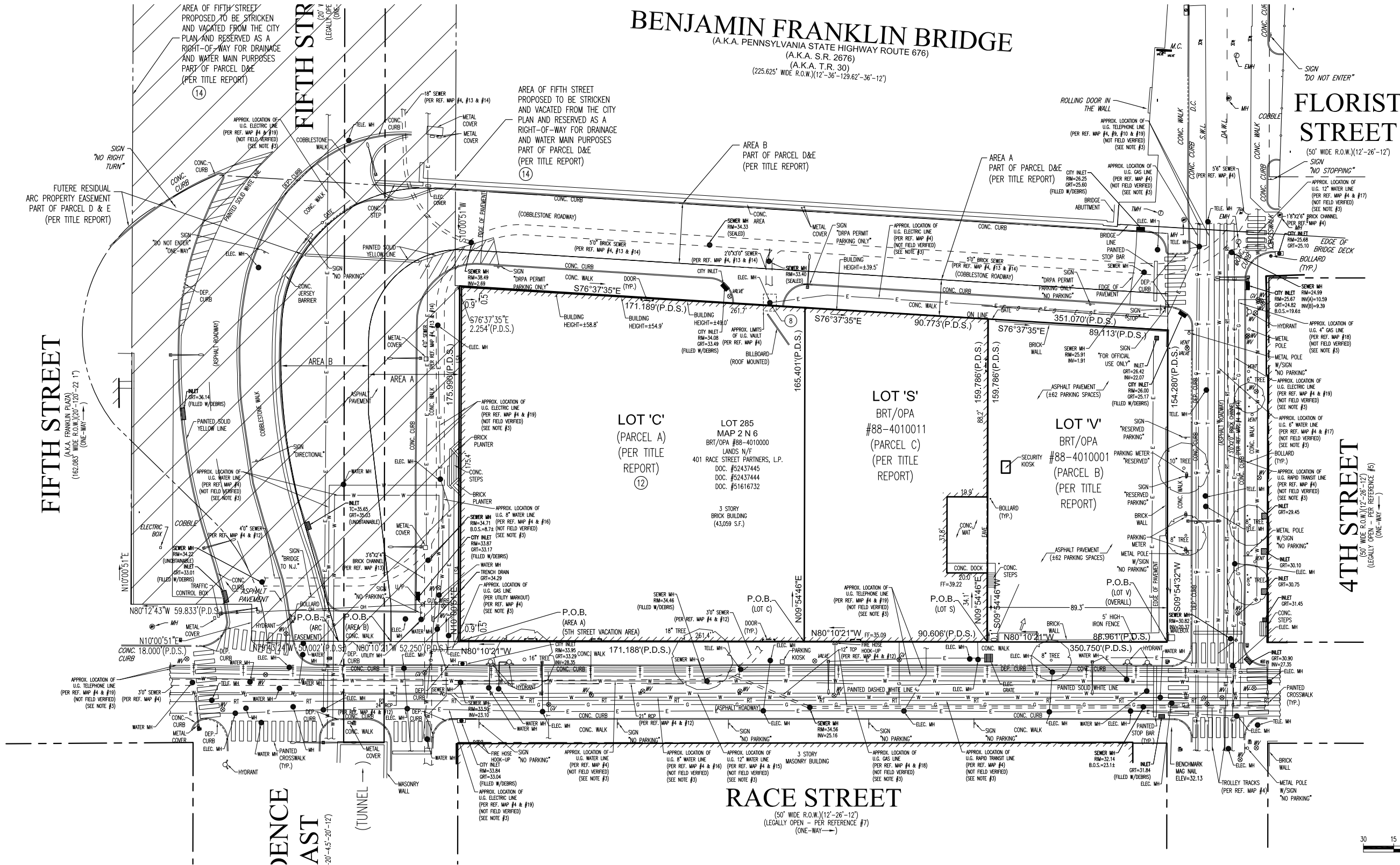
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EXISTING SITE SURVEY

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME
401 Race Street
2. DATE
June 23, 2015
3. APPLICANT NAME
Priderock Capital Partners, LLC
5. PROJECT AREA: list precise street limits and scope
North/South Limits: Rt. 676 Ramp to Ben Franklin Bridge, Race Street
East/West Limits: Entrance Ramp to Ben Franklin Bridge, North 5th Street (underground), North 4th Street
4 Story Apartment Building – New Construction
Partial underground parking
2 Courtyards
4. APPLICANT CONTACT INFORMATION
Chris Todd, Head of Real Estate Development, Priderock Capital Partners, LLC
703-277-7736
ctodd@prcpilc.com
6. OWNER NAME
Priderock Capital Partners, LLC
7. OWNER CONTACT INFORMATION
Chris Todd, Head of Real Estate Development, Priderock Capital Partners, LLC
703-277-7736
ctodd@prcpilc.com
8. ENGINEER / ARCHITECT NAME
BartonPartners Architects, Planner, Inc.
9. ENGINEER / ARCHITECT CONTACT INFORMATION
Seth A. Shapiro, Principal, Director of Urban Design, BartonPartners Architects, Planners, Inc.
610-930-2800 x 291
sshapiro@bartonpartners.com

10. 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.

STREET	FROM	TO	COMPLETE STREET TYPE
Race Street	N. 5 th Street	N. 4 th Street	Urban Arterial
N. 4 th Street	Florist Street	Race Street	City Neighborhood

11. Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?
 - a. Parking and loading regulations in curb lanes adjacent to the site YES ☒ NO ☐
 - b. Street Furniture such as bus shelters, honor boxes, etc. YES ☐ NO ☒ N/A ☐
 - c. Street Direction YES ☒ NO ☐
 - d. Curb Cuts YES ☒ NO ☐ N/A ☐
 - e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. YES ☒ NO ☐ N/A ☐
 - f. Building Extensions into the sidewalk, such as stairs and stoops YES ☐ NO ☒ N/A ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



APPLICANT: General Project Information

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (Handbook Section 4.3)

12. SIDEWALK: list Sidewalk widths for each street frontage. Required Sidewalk widths are listed in Section 4.3 of the Handbook.

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
Race Street	$\geq 12' / 12' / 12'$	12' / 12'
N. 4 th Street	$\geq 12' / 102' / 12'$	12' / 12'

13. WALKING ZONE: list Walking Zone widths for each street frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required widths.

STREET FRONTAGE	WALKING ZONE
	Required / Existing / Proposed
Race Street	$\geq 6' / 8' / 6'$
N. 4 th Street	$\geq 6' / 8' / 6'$

14. VEHICULAR INTRUSIONS: list Vehicular Intrusions into the sidewalk. Examples include but are not limited to; driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut – Parking Lot Access	31.4'	N. 4 th Street
Curb Cut – No Access	28.8'	N. 4 th Street
Curb Cut – Parking Lot Access	16.5'	Race Street

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb Cut – Parking Lot Access	24'	Race Street

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



PEDESTRIAN COMPONENT (continued)

DEPARTMENTAL
APPROVAL

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day?

YES ☒ NO ☐

YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. BUILDING ZONE: list the MAXIMUM, **existing and proposed** Building Zone width on each street frontage. The Building Zone is defined as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lawn in lower density residential neighborhoods. The Building Zone is further defined in section 4.4.1 of the Handbook.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
Race Street	0' / 2'
N. 4 th Street	0' / 2'

17. FURNISHING ZONE: list the MINIMUM, **recommended, existing, and proposed** Furnishing Zone widths on each street frontage. The Furnishing Zone is further defined in section 4.4.2 of the Handbook.

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
Race Street	≥ 4' / 4' / 4'
N. 4 th Street	≥ 4' / 4' / 4'

18. Identify proposed “high priority” building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?

- Bicycle Parking
- Lighting
- Benches
- Street Trees
- Street Furniture

YES ☐ NO ☒ N/A ☐
 YES ☒ NO ☐ N/A ☐
 YES ☐ NO ☒ N/A ☐
 YES ☒ NO ☐ N/A ☐
 YES ☐ NO ☒ N/A ☐
 YES ☒ NO ☐ N/A ☐
 YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐
 YES ☐ NO ☐

19. Does the design avoid tripping hazards?
20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (continued)

- | | | | | | |
|---|---|-----------------------------|------------------------------|------------------------------|-----------------------------|
| 21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 22. Does the design maintain adequate visibility for all roadway users at intersections? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>

The proposed design will provide 100 off-street bicycle parking spaces.

24. 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	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
401 Race Street	72	0 / 0	4 / 0	0 / 100

25. 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?

- Conventional Bike Lane
- Buffered Bike Lane
- Bicycle-Friendly Street

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐ N/A ☒

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?

YES ☒ NO ☐ N/A ☐

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?

YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

				DEPARTMENTAL APPROVAL
28. Does the design limit conflict among transportation modes along the curb?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>
29. Does the design connect transit stops to the surrounding pedestrian network and destinations?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
30. Does the design provide a buffer between the roadway and pedestrian traffic?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?				YES <input type="checkbox"/> NO <input type="checkbox"/>
<p>The proposed streetscapes for Race Street and N. 4th Street will be pedestrian-friendly with the addition of street trees, ornamental street lights, and direct-entry apartment units along Race Street.</p>				

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments: _____

Philadelphia City Planning Commission



32. If lane changes are proposed, , identify existing and proposed lane widths and the design speed for each street frontage; **If not, go to question No. 35**

33. What is the maximum AASHTO design vehicle being accommodated by the design? _____

34. Will the project affect a historically certified street? An [inventory of historic streets](#)⁽¹⁾ is maintained by the Philadelphia Historical Commission. YES ☐ NO ☐

35. Will the public right-of-way be used for loading and unloading activities? YES ☐ NO ☒

36. Does the design maintain emergency vehicle access? YES ☒ NO ☐

37. Where new streets are being developed, does the design connect and extend the street grid? YES ☐ NO ☒ N/A ☐

38. Does the design support multiple alternative routes to and from destinations as well as within the site? YES ☐ NO ☒ N/A ☐

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? YES ☒ NO ☐

YES ☐ NO ☐

Additional Explanation / Comments: _____

Reviewer Comments:

11

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

				DEPARTMENTAL APPROVAL
40. Does the design incorporate windows, storefronts, and other active uses facing the street?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; if not, go to question No. 48.

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
-----------------	--------------------------	--------------------------

				DEPARTMENTAL APPROVAL
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
46. 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?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
<i>If yes, City Plan Action may be required.</i>				
47. 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?				YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Marked Crosswalks	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Signal Timing and Operation	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____

SITE PROGRAM:

216 UNITS

184 PARKING SPACES (.85 PS/UNIT)
40 SURFACE PARKING SPACES
144 UNDERGROUND PARKING SPACES



CONCEPTUAL GROUND FLOOR AND LANDSCAPE PLAN

PRIDEROCK CAPITAL PARTNERS, LLC



401 RACE STREET
PHILADELPHIA, PA



700 E. Main Street, 3rd Floor
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BUILDING ELEVATIONS - N. 5TH STREET

PRIDEROCK CAPITAL PARTNERS, LLC



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BUILDING ELEVATIONS - RACE STREET

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BUILDING ELEVATIONS - N. 4TH STREET

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BUILDING ELEVATIONS - FLORIST STREET

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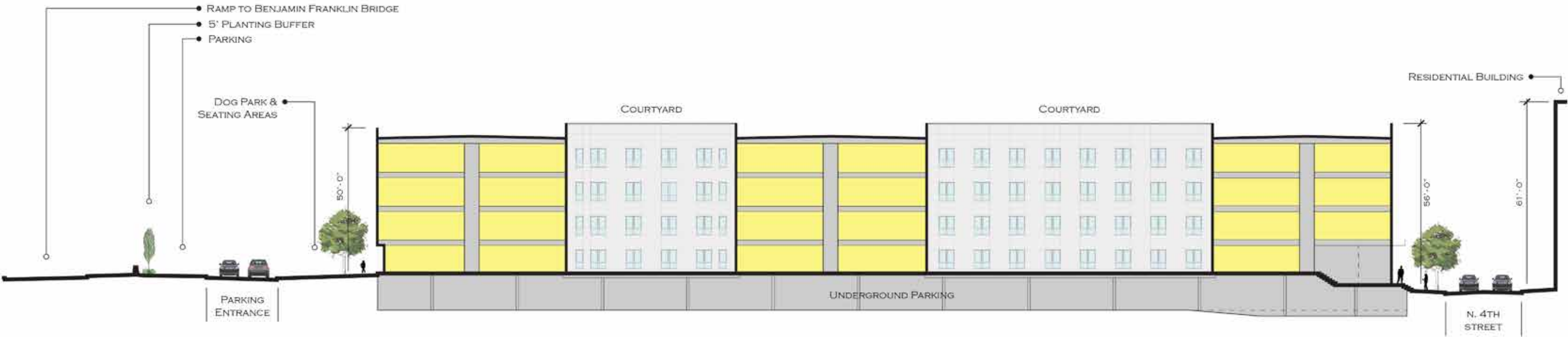
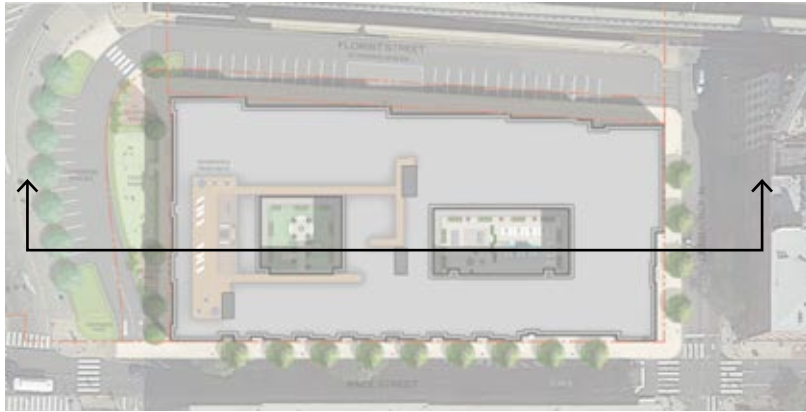
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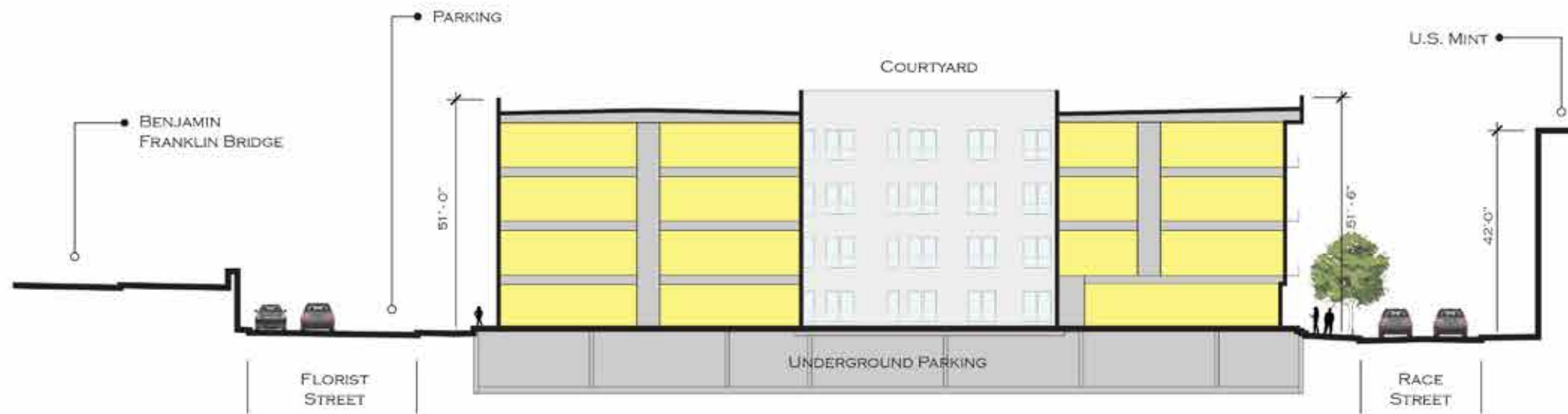
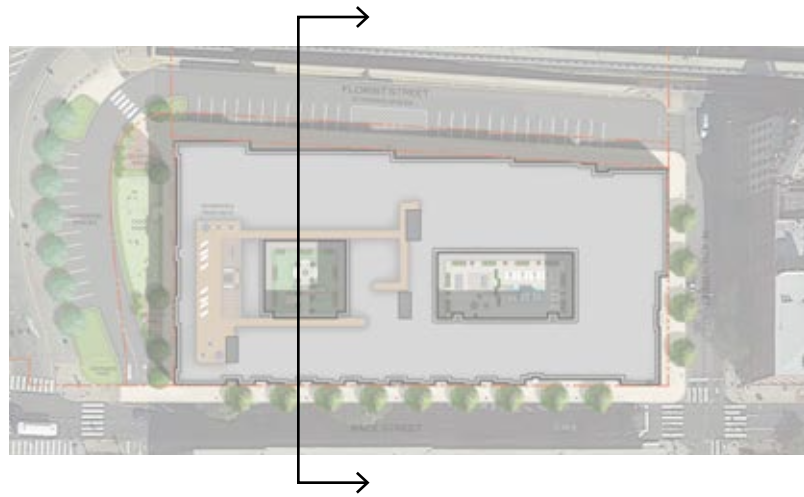
14130

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SITE SECTION - N. 5TH STREET TO N. 4TH STREET



SITE SECTION - FLORIST STREET TO RACE STREET

PRIDEROCK CAPITAL PARTNERS, LLC



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PERSPECTIVE RENDERINGS - INTERSECTION OF N.5TH STREET AND RACE STREET

PRIDEROCK CAPITAL PARTNERS, LLC



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PERSPECTIVE RENDERINGS - INTERSECTION OF RACE STREET AND N. 4TH STREET

PRIDEROCK CAPITAL PARTNERS, LLC



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BIRD'S EYE PERSPECTIVES WITH SURROUNDING CONTEXT

PRIDEROCK CAPITAL PARTNERS, LLC



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2015.06.23

INTENDED SUSTAINABLE DESIGN ELEMENTS

401 RACE STREET WILL INCORPORATE A MULTITUDE OF SUSTAINABLE DESIGN ELEMENTS. THE PROJECT, LOCATED AT A GATEWAY SITE TO THE OLD CITY NEIGHBORHOOD, AND AT THE BASE OF THE BEN FRANKLIN BRIDGE WILL INCLUDE MANY ECO-FRIENDLY DESIGN AND MAINTENANCE PRINCIPLES. THE FOLLOWING IS A LIST OF SUSTAINABLE FEATURES TO BE INCLUDED WITHIN THE PROJECT:

SITE DESIGN:

- EXCELLENT CONNECTIVITY TO MASS TRANSIT
- PROMOTE COMFORTABLE WALKABILITY ON A BLOCK PREVIOUSLY NOT KNOWN AS PEDESTRIAN FRIENDLY THROUGH THE INTRODUCTION OF DIRECT ENTRY GROUND FLOOR UNITS.
- IMPROVED STORM WATER MANAGEMENT PLAN IN CONJUNCTION WITH PWD STANDARDS.
- ECO-FRIENDLY LANDSCAPING FEATURES — DRIP IRRIGATION SYSTEMS
- USE OF NATIVE LANDSCAPING PLANTS.
- SECURE BIKE STORAGE ROOMS AND EXTERIOR RACKS. SPACE FOR APPROX. 150 BIKES WILL BE PROVIDED.
- ZIP CAR/CAR SHARE SPACES LOCATED ON SITE

BUILDING FEATURES:

- ENERGY STAR RATED APPLIANCES — THAT INCLUDES DISHWASHER, MICROWAVE, WASHER AND DRYERS.
- LOW FLOW AND WATER SAVING FIXTURES IN KITCHENS AND BATHROOMS, INCLUDING DUAL FLUSH TOILETS
- ENHANCED BUILDING INSULATION
- THERMAL DOUBLE PANED WINDOWS
- PASSIVE SOLAR DESIGNS — LARGE WINDOWS DESIGNS ALLOW FOR DAY LIGHTING OPPORTUNITIES
- LOW EMITTANCE ROOF MEMBRANE
- LED FIXTURES USED IN COMMON AREAS
- ECO-FRIENDLY CLEANING PRODUCTS USED IN BUILDING MAINTENANCE
- NO-VOC PAINTS USED WITHIN INTERIOR
- 50% OF STEEL USED IN CONSTRUCTION TO BE RECYCLED
- GREEN ROOFING ELEMENTS WITHIN THE AMENITY COURTYARDS

PROPOSED BUILDING MATERIALS

THE 4 STORY BUILDING ELEVATIONS WILL BE AN ASSEMBLY OF BRICK, METAL PANELING, TINTED GLASS, AND CEMENTICIOUS COMPOSITE PANEL SYSTEMS. THE GOAL IS CREATE A DIVERSE ELEVATION DESIGNED TO HAVE A SERIES OF SUBTLE PLANE VARIATIONS. THESE

VARIATIONS ARE INTENDED TO BREAK UP THE LARGE MASS AND FAÇADES INTO SMALLER VERTICAL SECTIONS ESTABLISHING A RHYTHM SIMILAR TO THE EXISTING ROW HOMES FOUND WITHIN THE NEIGHBORHOODS, WITHOUT DIRECTLY MIMICKING A CENTURY OLD AESTHETIC.

MAIN LIVING AREAS WITHIN THE UNITS ARE EXPRESSED BY LARGE BAY WINDOWS AND BALCONIES. THESE FEATURE ELEMENTS FURTHER HELP TO BREAK UP THE MASSING OF THE BUILDINGS. THE DESIGN ALSO INCLUDES DIRECT ENTRY UNITS AT GRADE WITH FRONT STEPS AND INTEGRATED PLANTING BEDS, ALL HELPING TO ACTIVATE THE STREET FRONTAGE THE BUILDING.

WE PROPOSED TO INCORPORATE A CONTEMPORARY COLOR PALETTE USING EARTH TONES FOUND THROUGHOUT THE ADJACENT OLD CITY NEIGHBORHOODS. THE PALETTE WILL FEATURE TERRA COTTA BRICK AND DARK BROWN ACCENT BRICK WITH WARM WOOD TONED ACCENT PANELS, AND TWO COLORS OF BEIGE /TAN CEMENTICIOUS SIDING.