



HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

 **PARKWAY**
Commercial Properties
THE HANOVER COMPANY
DESIGN COLLECTIVE



CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: **508539**

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

The application includes more than 100,000 SF of new gross area and includes more than 100 new dwelling units.

PROJECT LOCATION

Planning District: Central Council District: 5

Address: 322-344 North Broad Street, 1419-1431 Wood Street,
327 North 15th Street, and 329 North 15th Street

Is this parcel within a Master Plan District? Yes No

CONTACT INFORMATION

Applicant Name: The Hanover Company Primary Phone: (713) 580-1260
c/o Adam Harbin

Email: aharbin@hanoverco.com Address: 5847 San Felipe, Suite 3600
Houston, Texas 77057

Property Owner: Parkway Corporation Developer The Hanover Company

Architect: Design Collective Inc.

SITE CONDITIONS

Site Area: 64,108 SF

Existing Zoning: CMX-4 Are Zoning Variances required? Yes No

SITE USES

Present Use: Public Surface Parking Lot
Proposed Use: 6-story mixed-use building (max. height 88') with cellar

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
Trash and utility areas and 2 fully enclosed loading docks (Callowhill Street and Wood Street),
11,024 SF of retail space, lobby for residential apartments on levels P-0 and P-1; residential
amenities (lounge, courtyard, pool, fitness room, etc.) and 41 residential units on Level 1; 47
residential units/floor on Levels 2-5 (for a total of 229 units including studio and 1-2 bedroom
apartments), and acc. storage, rooftop mechanical equipment, and stair/elevator penthouses at roof
level.

Proposed # of Parking Units: 130 accessory and 126 non-accessory parking spaces (256 total
spaces including 10 handicap spaces) and 77 interior bicycle spaces on levels P-0 and P-1

COMMUNITY MEETING

Community meeting held: Yes No

If yes, please provide written documentation as proof.

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

Date: Tuesday, Feb. 4, 2014 Time: 1 PM



CDR PROJECT APPLICATION FORM

L&I APPLICATION NUMBER: **508540**

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

The application includes more than 100,000 SF of new gross area and includes more than 100 new dwelling units.

PROJECT LOCATION

Planning District: Central Council District: 1

Address: 339 North Broad Street

Is this parcel within a Master Plan District? Yes No

CONTACT INFORMATION

Applicant Name: The Hanover Company Primary Phone: (215) 972-7732
c/o Tony Forte

Email: tforte@saul.com Address: Centre Square West, 38th Floor
Philadelphia, PA 19102

Property Owner: Parkway Corporation Developer The Hanover Company

Architect: Design Collective Inc.

SITE CONDITIONS

Site Area: 30,800 SF

Existing Zoning: CMX-4 Are Zoning Variances required? Yes No

SITE USES

Present Use: Public Surface Parking Lot
Proposed Use: 6-story mixed-use building (max height 85.92') with cellar

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
Trash and utility areas and fully enclosed loading dock (Callowhill Street), 6,122 SF of retail space, lobby for residential apartments on levels P-0 and P-1; residential amenities (including courtyard) and 22 residential units on Level 1; 22 residential units/floor on Levels 2-5 (for a total of 110 units including studio and 1-2 bedroom apartments), and acc. storage, rooftop mechanical equipment, and stair/elevator penthouses at roof level.

Proposed # of Parking Units: 58 accessory and 56 non-accessory parking spaces (114 total spaces including 6 handicap spaces) and 38 interior bicycle spaces on levels P-0 and P-1

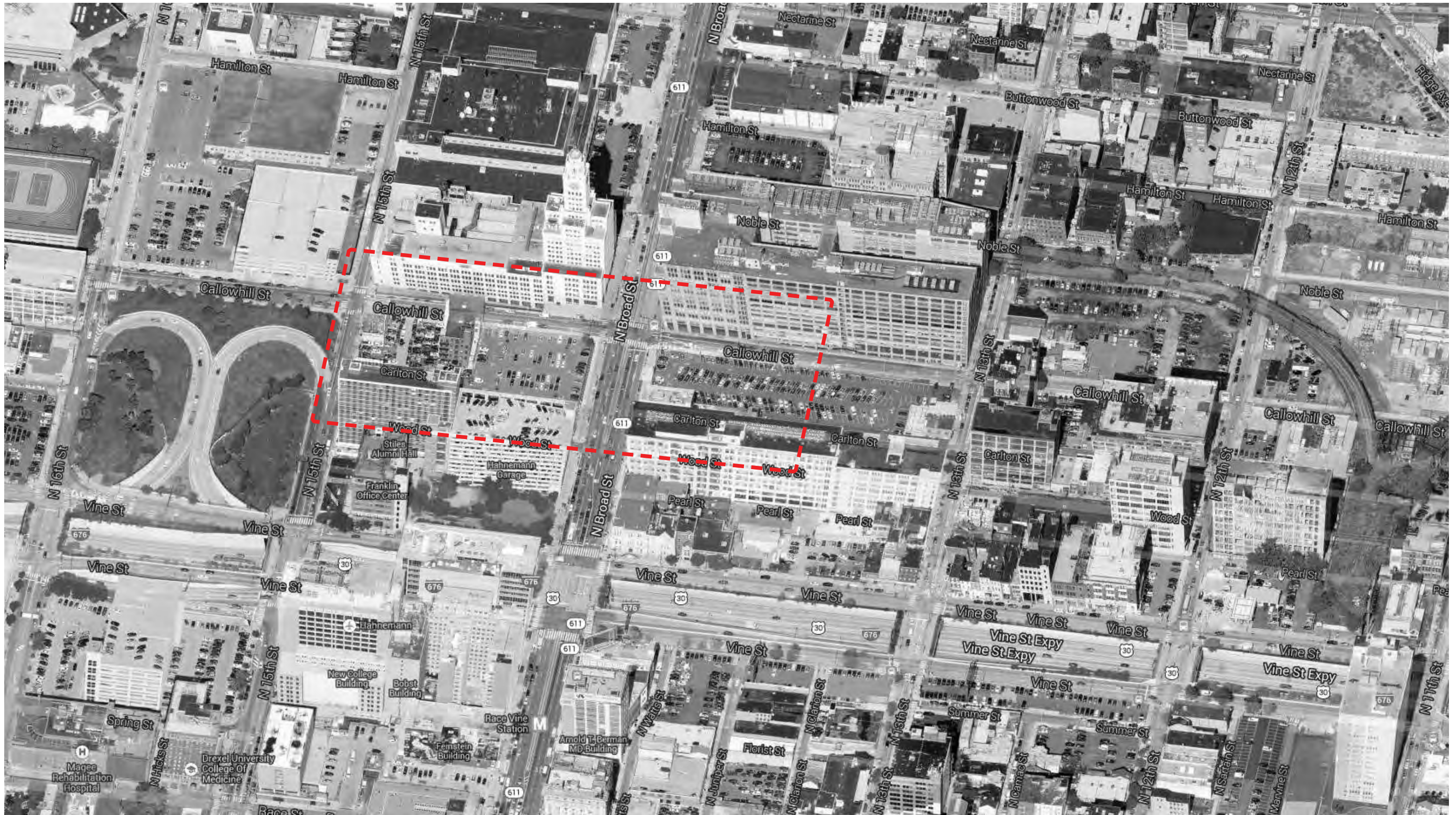
COMMUNITY MEETING

Community meeting held: Yes No

If yes, please provide written documentation as proof.

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

Date: Tuesday, Feb. 4, 2014 Time: 1 PM



HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

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AERIAL VIEW LOOKING NORTH

PARKWAY
Commercial Properties
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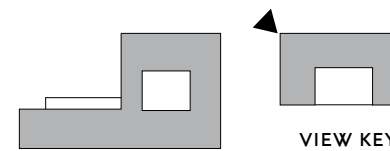
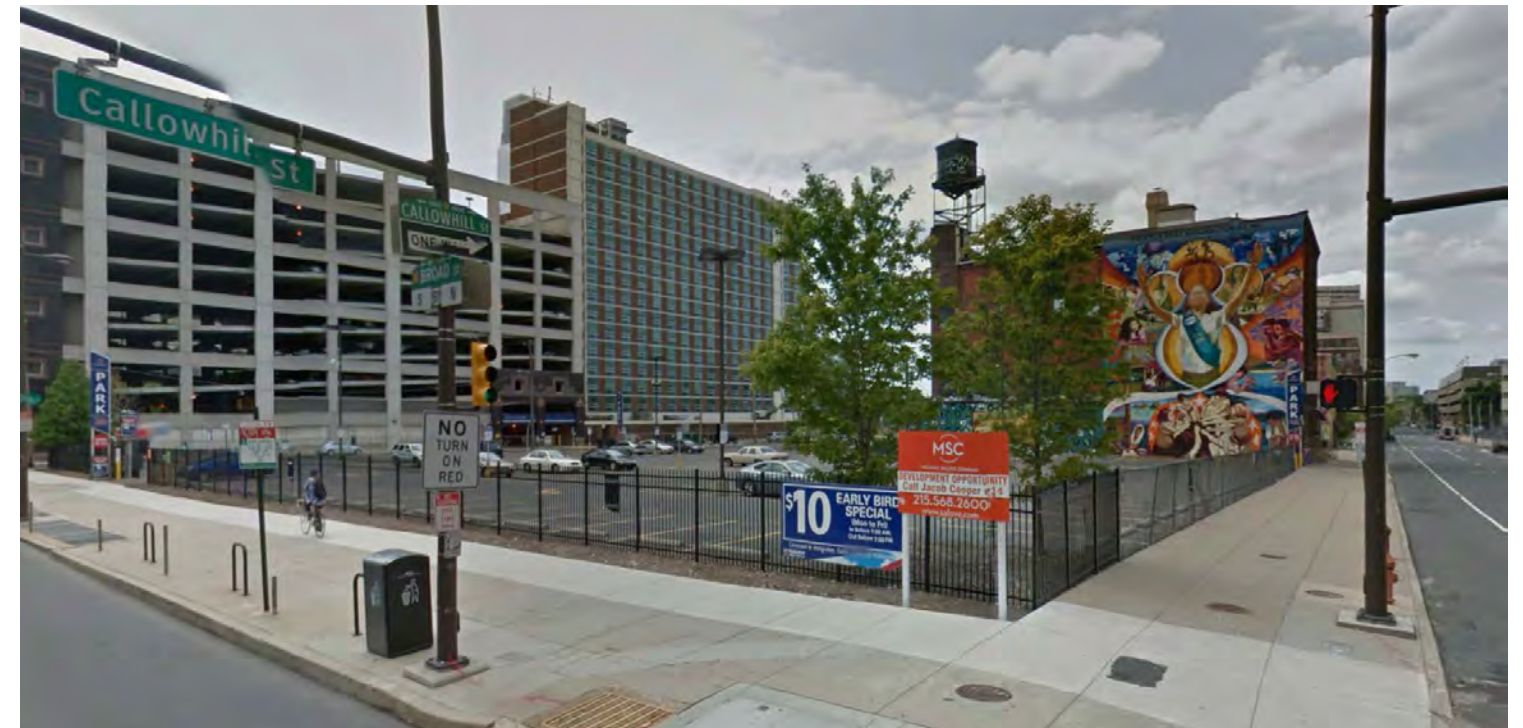
HANOVER NORTH BROAD

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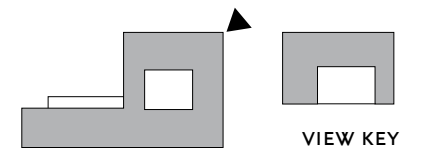
FEBRUARY 4, 2014

AERIAL VIEW


THE HANOVER COMPANY
DESIGN COLLECTIVE



EAST SITE
LOOKING SOUTHEAST FROM BROAD STREET



WEST SITE
LOOKING SOUTHWEST FROM BROAD STREET

HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

EXISTING CONDITIONS





1 | VIEW FROM NORTH BROAD LOOKING SOUTHWEST



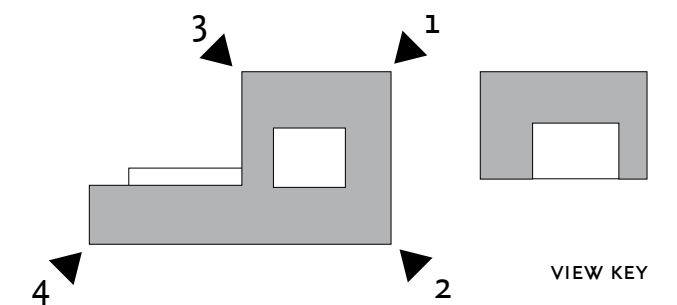
2 | VIEW FROM NORTH BROAD LOOKING NORTHWEST



3 | VIEW FROM CALLOWHILL LOOKING SOUTHEAST



4 | VIEW FROM 15TH STREET LOOKING NORTHEAST



HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

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WEST SITE | EXISTING CONDITIONS



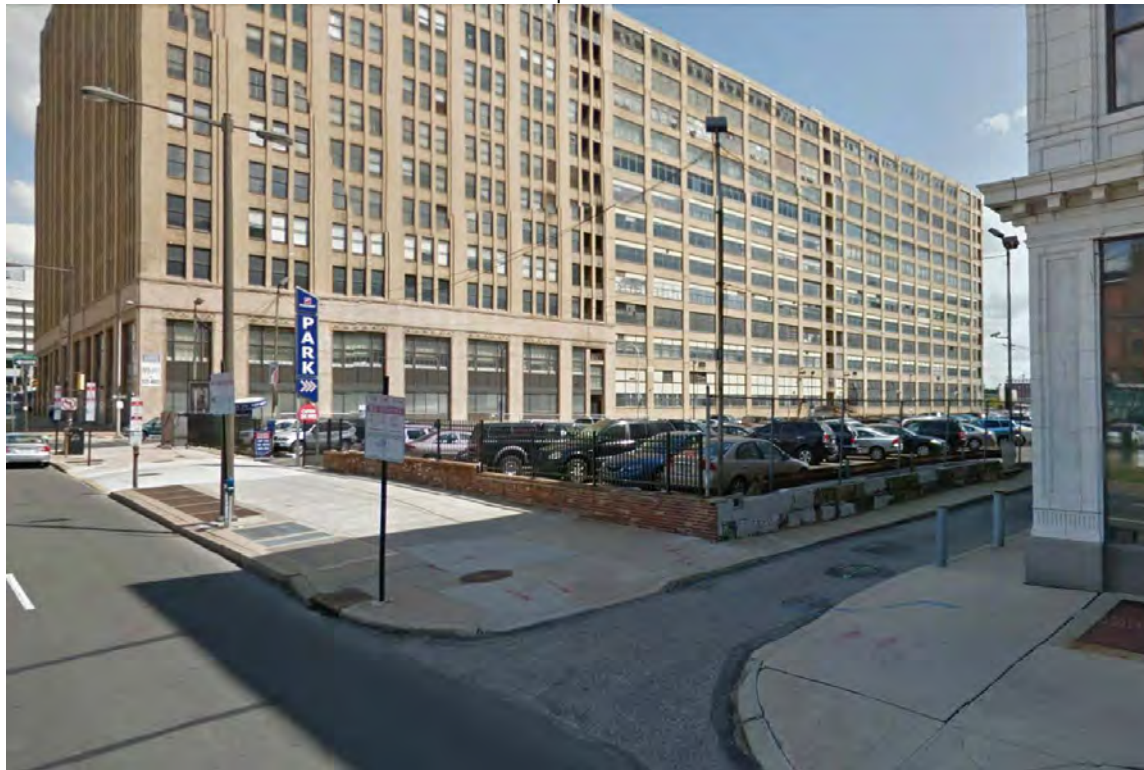
1 | VIEW FROM CALLOWHILL LOOKING SOUTHWEST



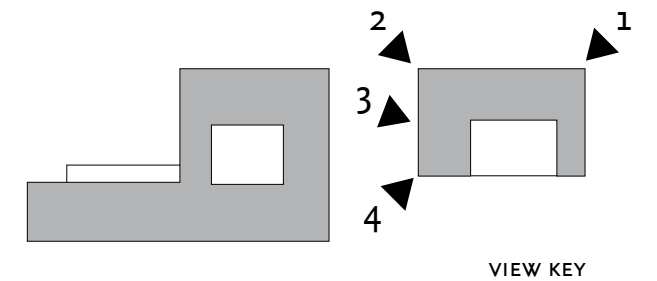
2 | VIEW FROM CALLOWHILL LOOKING SOUTHEAST



3 | VIEW FROM NORTH BROAD LOOKING SOUTHEAST



4 | VIEW FROM NORTH BROAD LOOKING NORTHEAST

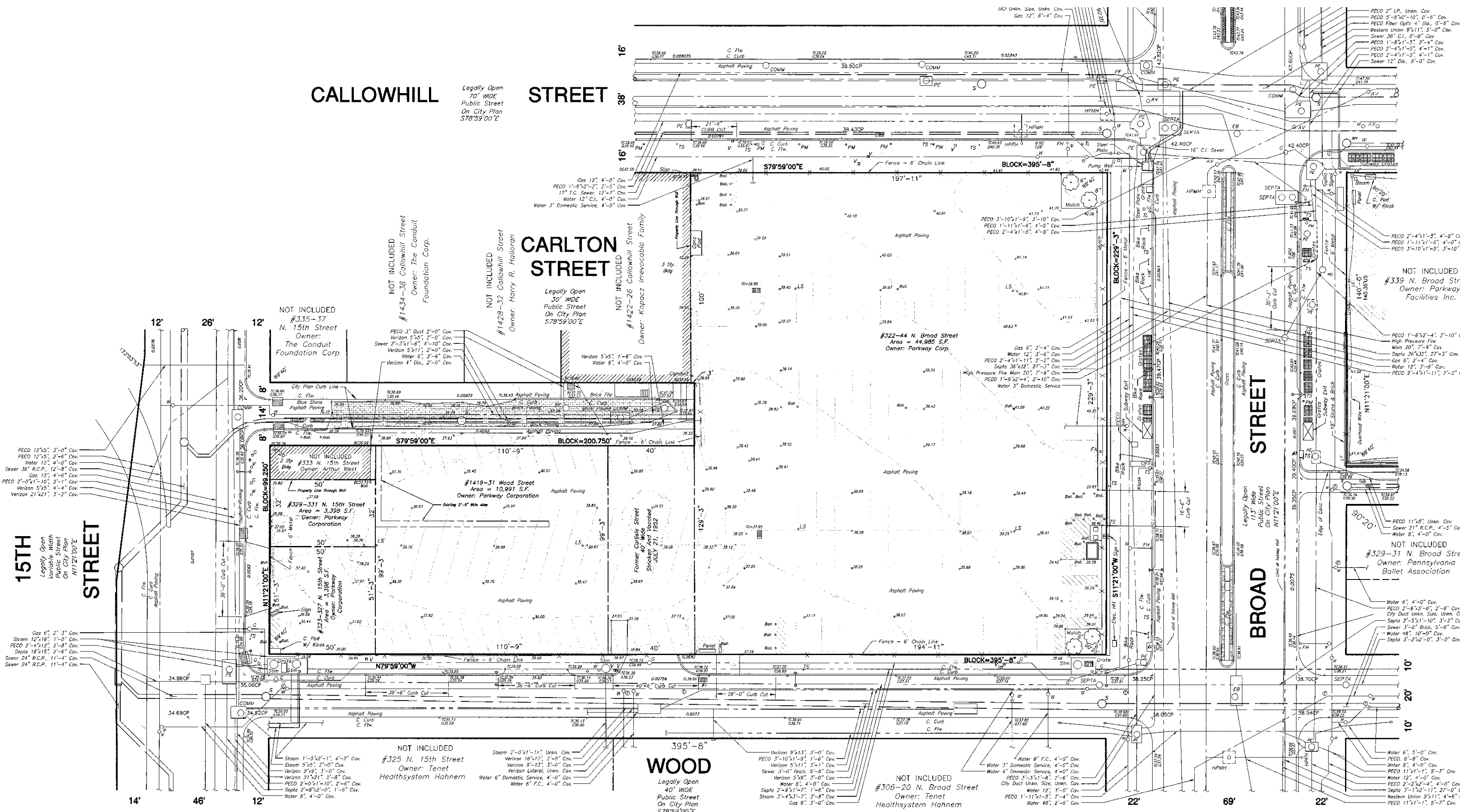


HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

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EAST SITE | EXISTING CONDITIONS



CALLOWHILL STREET
 Legally Open
 70' WIDE
 Public Street
 On City Plan
 S78°59'00"E

CARLTON STREET
 Legally Open
 30' WIDE
 Public Street
 On City Plan
 S78°59'00"E

WOOD STREET
 Legally Open
 40' WIDE
 Public Street
 On City Plan
 S78°59'00"E

BROAD STREET
 Legally Open
 113' Wide
 Public Street
 On City Plan
 N11°21'00"E

15TH STREET
 Legally Open
 Variable Width
 Public Street
 On City Plan
 N11°21'00"E

HANOVER NORTH BROAD

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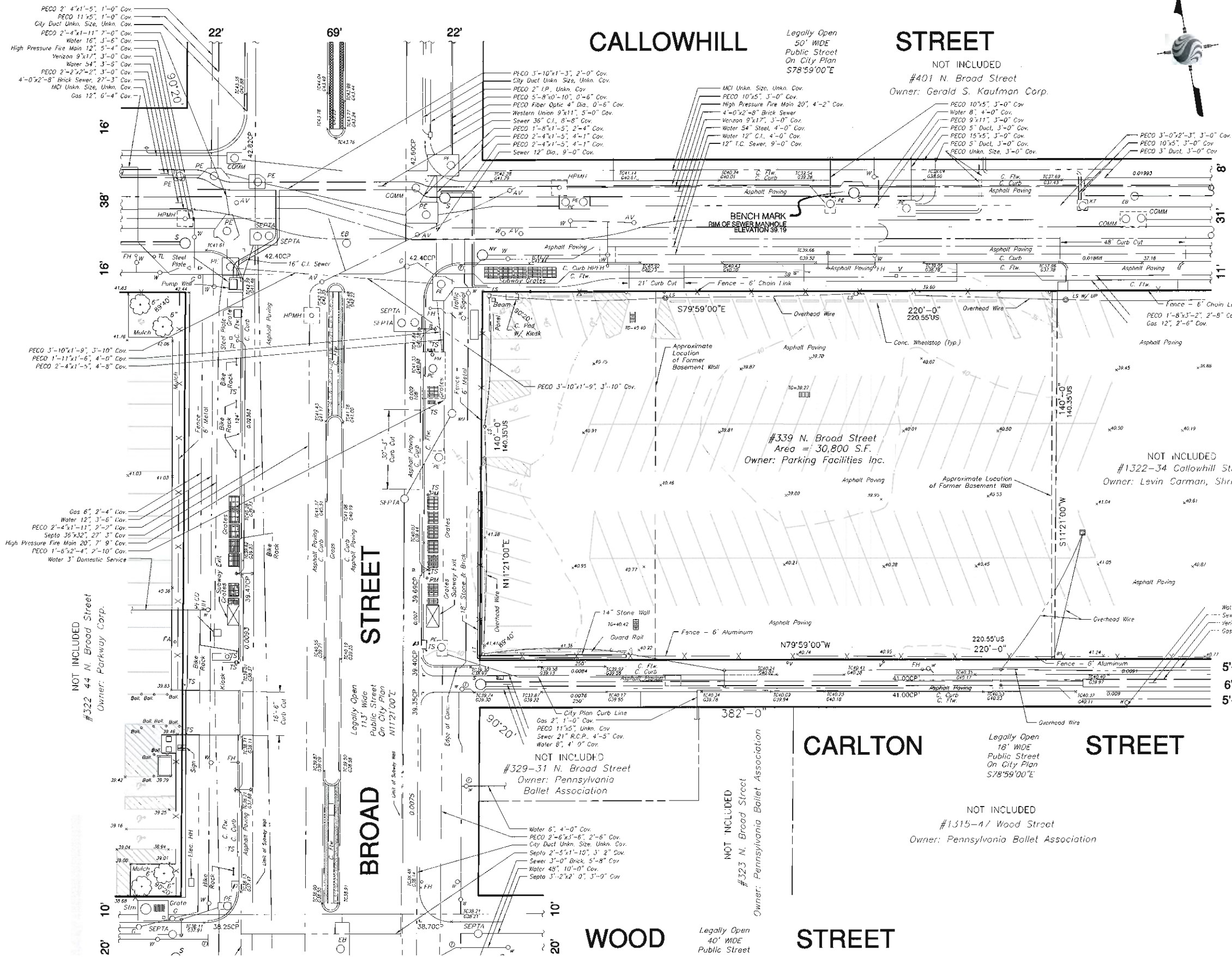
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WEST SITE | EXISTING SITE SURVEY



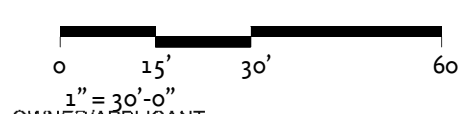
THE HANOVER COMPANY
 DESIGN COLLECTIVE

1" = 30'-0"



LEGEND – EXISTING FEATURES

- X FENCE
 - PROPERTY (LOT BOUNDARY) LINE
 - - - PROPERTY (CITY R.O.W.) LINE
 - - - APPROXIMATE LOCATION OF BASEMENT WALL
 - 156.000' CITY PLAN CURB DISTANCE TO P.L. CITY PLAN GRADIENT
 - EXISTING CONTOUR
 - SEWER, MANHOLE, INVERT ELEVATION
 - WATER MAIN, REDUCER, WATER VALVE, WATER MANHOLE, ELECTROLYSIS TESTING
 - GAS MAIN, VALVE, MANHOLE
 - ELECTRIC, TELECOM, OR CAS-E
 - HPMH HIGH PRESSURE FIRE LINE, AIR RELEASE VALVE, HIGH PRESSURE MANHOLE
 - 24.35 CITY PLAN CURB ELEVATION
 - TOP OF CURB AND GUTTER ELEVATION
 - SPOT GRADE
 - 24" TREE
 - POWER POLE
 - POWER POLE W/ LIGHT
 - HAND HOLE, GRATE
 - INLET
 - EV/EMERGENCY SUBWAY EXIT
 - SUBWAY GRATE
 - FH/HPFH FIRE HYDRANT, HIGH PRESSURE FIRE HYDRANT
- ABBREVIATIONS**
- | | | | |
|----|--------------------------|-------|---------------|
| TC | TOP OF CURB | HH | HAND HOLE |
| G | GUTTER | Boll. | BOLLARD |
| TW | TOP OF WALL | UP | UTILITY POLE |
| AV | AIR RELEASE VALVE | TS | TRAFFIC SIGN |
| HR | HAND CAP RAMP | LP | LIGHT POLE |
| KT | KEYSTONE TELEPHONE | TL | TRAFFIC LIGHT |
| BT | BELL TELEPHONE (VERIZON) | PM | PARKING METER |
| PE | PECO ENERGY COMPANY | FH | FIRE HYDRANT |
| NV | NOT VISIBLE | WU | WESTERN UNION |



HANOVER NORTH BROAD

EAST SITE | EXISTING SITE SURVEY

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



GENERAL PROJECT INFORMATION

- | | |
|---|---|
| <p>1. PROJECT NAME
<u>HANOVER NORTH BROAD (WEST)</u></p> <p>3. APPLICANT NAME
<u>HANOVER R.S. LIMITED PARTNERSHIP</u></p> <p>4. APPLICANT CONTACT INFORMATION
<u>ADAM HARBIN (PH: (713) 580-1260, EMAIL: AHARBIN@HANOVERCO.COM)</u></p> <p>6. OWNER NAME
<u>PARKWAY CORPORATION</u></p> <p>7. OWNER CONTACT INFORMATION
<u>ROSS WILSON (PH: (215) 575-4081, EMAIL: RWILSON@PARKWAYCORP.COM)</u></p> <p>8. ENGINEER / ARCHITECT NAME
<u>STANTEC CONSULTING SERVICES INC. (ENGINEER) / DESIGN COLLECTIVE INC. (ARCHITECT)</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>ENGINEER: BERNADETTE CALLAHAN, PE (PH: (215) 665-7181, EMAIL: BERNADETTE.CALLAHAN@STANTEC.COM); ARCHITECT: JENNIFER JEWELL (PH: (410) 685-6655, EMAIL: JJEWELL@DESIGNCOLLECTIVE.COM)</u></p> <p>10. STREETS: List the streets associated with the project. Complete Street Types can be found at www.phila.gov/map under the "Transportation and Utilities" field. Complete Street Types are also identified in Section 3 of the Handbook.</p> | <p>2. DATE
<u>1-10-2014</u></p> <p>5. PROJECT AREA: list precise street limits and scope
<u>THE PROJECT IS LOCATED ON A 60,140 SF GROUPING OF PARCELS AT 322-344 NORTH BROAD STREET, 1419-1431 WOOD STREET, 323-327 NORTH 15TH STREET, AND 329-331 NORTH 15TH STREET. THESE FOUR PARCELS FORM A "L" SHAPE AND ARE BOUNDED BY CALLOWHILL STREET TO THE NORTH, NORTH 15TH STREET TO THE WEST, WOOD STREET TO THE SOUTH, AND NORTH BROAD STREET TO THE EAST. A 40-FOOT-WIDE FORMER RIGHT-OF-WAY ASSOCIATED WITH FORMER CARLISLE STREET (STRICKEN FROM THE CITY PLAN ON JULY 21, 1952) WILL BE CONSOLIDATED WITH THE OTHER FOUR (4) PARCELS AS PART OF THIS PROJECT.</u></p> |
|---|---|

STREET	FROM	TO	COMPLETE STREET TYPE
<u>NORTH BROAD STREET</u>	<u>WOOD STREET</u>	<u>CALLOWHILL STREET</u>	<u>CIVIC/CEREMONIAL</u>
<u>CALLOWHILL STREET</u>	<u>NORTH BROAD STREET</u>	<u>NORTH 15TH STREET</u>	<u>CITY NEIGHBORHOOD</u>
<u>WOOD STREET</u>	<u>NORTH BROAD STREET</u>	<u>NORTH 15TH STREET</u>	<u>LOCAL</u>
<u>CARLTON STREET</u>	<u>NORTH BROAD STREET</u>	<u>NORTH 15TH STREET</u>	<u>LOCAL</u>
<u>NORTH 15TH STREET</u>	<u>WOOD STREET</u>	<u>CALLOWHILL STREET</u>	<u>CITY NEIGHBORHOOD</u>

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COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



PEDESTRIAN COMPONENT (Handbook Section 4.3)

11. 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
<u>NORTH BROAD STREET</u>	<u>20' / 22' / 22'</u>	<u>22' / 22'</u>
<u>CALLOWHILL STREET</u>	<u>12' / 16' / 16'</u>	<u>16' / 16'</u>
<u>WOOD STREET</u>	<u>10' / 10' / 10'</u>	<u>10' / 10'</u>
<u>CARLTON STREET</u>	<u>10' / 8' / 8'</u>	<u>8' / 8'</u>
<u>NORTH 15TH STREET</u>	<u>12' / 12' / 12'</u>	<u>12' / 12'</u>

12. 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
<u>NORTH BROAD STREET</u>	<u>10' / 16.3' / 10.55'</u>
<u>CALLOWHILL STREET</u>	<u>6' / 10.54' / 8.33'</u>
<u>WOOD STREET</u>	<u>5' / 2.55' / 2.55'</u>
<u>CARLTON STREET</u>	<u>5' / 5.45' / 5.45'</u>
<u>NORTH 15TH STREET</u>	<u>6' / 9.15' / 9.15'</u>

13. 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
<u>NORTH BROAD STREET</u>	<u>17.01'-WIDE DRIVEWAY</u>	<u>CENTER</u>
<u>CALLOWHILL STREET</u>	<u>21.85'-WIDE DRIVEWAY</u>	<u>WEST</u>
<u>WOOD STREET</u>	<u>39.47'-WIDE DRIVEWAY</u>	<u>WEST</u>
	<u>36.41'-WIDE DRIVEWAY</u>	<u>CENTER</u>
	<u>40.51'-WIDE DRIVEWAY</u>	<u>CENTER</u>
	<u>28.10'-WIDE DRIVEWAY</u>	<u>EAST</u>
<u>NORTH 15TH STREET</u>	<u>35.44'-WIDE DRIVEWAY</u>	<u>SOUTH</u>
PROPOSED VEHICULAR INTRUSIONS		
INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>NORTH BROAD STREET</u>	<u>23.5'-WIDE DRIVEWAY</u>	<u>CENTER</u>
<u>CALLOWHILL STREET</u>	<u>12'-WIDE DRIVEWAY</u>	<u>CENTER</u>
	<u>29'-WIDE DRIVEWAY</u>	
<u>WOOD STREET</u>	<u>30'-WIDE DRIVEWAY</u>	<u>CENTER</u>

COMPLETE STREETS CHECKLIST | WEST

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16'-WIDE DRIVEWAY

EAST

NORTH 15TH STREET

16'-WIDE DRIVEWAY

SOUTH

14. Does the design limit block lengths to 500 feet or less? YES NO N/A
15. When considering the overall design, does the design create a pedestrian environment that provides safe and comfortable access for all pedestrians? YES NO

DEPARTMENTAL APPROVAL

- YES NO
- YES NO

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	
<u>NORTH BROAD STREET</u>	<u>0' / 5.75'</u>	
<u>CALLOWHILL STREET</u>	<u>0' / 0'</u>	
<u>WOOD STREET</u>	<u>0' / 0'</u>	
<u>CARLTON STREET</u>	<u>0' / 0'</u>	
<u>NORTH 15TH STREET</u>	<u>0' / 0'</u>	

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		
<u>NORTH BROAD STREET</u>	<u>5'</u>	<u>5.70'</u>	<u>5.70'</u>
<u>CALLOWHILL STREET</u>	<u>4'</u>	<u>5.46'</u>	<u>7.67'</u>
<u>WOOD STREET</u>	<u>3.5'</u>	<u>7.45'</u>	<u>7.45'</u>
<u>CARLTON STREET</u>	<u>3.5'</u>	<u>2.55'</u>	<u>2.55'</u>
<u>NORTH 15TH STREET</u>	<u>4'</u>	<u>2.85'</u>	<u>2.85'</u>

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). The following treatments shall be identified and dimensioned on the plan.
- Bicycle Parking YES NO N/A
 - Lighting YES NO N/A
 - Benches YES NO N/A
 - Street Trees YES NO N/A
 - Street Furniture YES NO N/A
19. Does the design avoid tripping hazards? YES NO N/A

DEPARTMENTAL APPROVAL

- YES NO
- YES NO
- YES NO
- YES NO
- YES NO

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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 12, or requires an exception. Identify all pinch points and encroachments on right-of-way on design plans. YES NO N/A YES NO
21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)? YES NO N/A YES NO
22. Does the design maintain adequate visibility for all roadway users at intersections? YES NO YES NO

HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

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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>

1. DESIGN IMPROVES SAFETY FOR PEDESTRIANS AND BICYCLISTS:

SIDEWALK CROSS SLOPES WILL BE DESIGNED TO MEET ADA REQUIREMENTS (CROSS SLOPE 1-2 PERCENT); CURB REVEAL WILL BE DESIGNED TO MEET STREETS DEPARTMENT STANDARDS (REVEAL IN 4" TO 8" RANGE); AND ADA CURB RAMPS WILL BE UPGRADED AS PART OF THIS DEVELOPMENT PROJECT. DRIVEWAY ENTRANCES WILL BE DESIGNED TO ALERT PEDESTRIANS AND DRIVERS TO BE AWARE OF ONE ANOTHER THROUGH USE OF DIFFERENT TYPES OF MATERIALS AND PAVEMENT SCORING PATTERNS.

2. ENCOURAGES BIKING AND WALKING:

WE HAVE PROVIDED BICYCLE RACKS BOTH WITHIN THE PUBLIC RIGHT-OF-WAY AND WITHIN THE PARKING GARAGE TO ENCOURAGE THE USE OF BICYCLES.

3. PROMOTE AND ENHANCE THE ROLE OF SIDEWALKS AND STREETS AS THE PUBLIC REALM BY RE-ENVISIONING THEM AS PUBLIC SPACES FOR PEOPLE TO ENJOY.

THE STREETScape WILL BE BEAUTIFIED WITH DECORATIVE PAVEMENT AND PLANTER BOXES, MAKING THE SIDEWALKS MORE INVITING TO PEDESTRIANS AND PROVIDING A BUFFER FROM VEHICLES.

24. 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 YES NO N/A
- Buffered Bike Lane YES NO N/A
- Bicycle-Friendly Street YES NO N/A

25. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES NO

26. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO

DEPARTMENTAL APPROVAL

- YES NO
- YES NO
- YES NO
- YES NO
- YES NO

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

27. Does the design limit conflict among transportation modes along the curb? YES NO

28. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES NO N/A

29. Does the design provide a buffer between the roadway and pedestrian traffic? YES NO N/A

30. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? YES NO

SEPTA BUS STOPS ARE LOCATED AT NORTHEAST AND NORTHWEST CORNERS OF NORTH BROAD STREET AND CALLOWHILL STREET AND THEREFORE ARE NOT IMPACTED BY THIS DEVELOPMENT.

DEPARTMENTAL APPROVAL

- YES NO
- YES NO
- YES NO
- YES NO

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COMPLETE STREETS HANDBOOK CHECKLIST

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VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

31. For each street frontage, identify existing and proposed lane widths and the design speed.

STREET FRONTAGE	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
<u>NORTH BROAD STREET</u>	<u>WOOD STREET</u>	<u>CALLOWHILL STREET</u>	<u>10' / 10'</u>	<u>25 MPH</u>
<u>CALLOWHILL STREET</u>	<u>NORTH BROAD STREET</u>	<u>NORTH 15TH STREET</u>	<u>10' / 10'</u>	<u>25 MPH</u>
<u>WOOD STREET</u>	<u>NORTH BROAD STREET</u>	<u>NORTH 15TH STREET</u>	<u>10' / 10'</u>	<u>25 MPH</u>
<u>NORTH 15TH STREET</u>	<u>WOOD STREET</u>	<u>CALLOWHILL STREET</u>	<u>10' / 10'</u>	<u>25 MPH</u>

32. What is the maximum AASHTO design vehicle being accommodated by the design? UNKNOWN YES NO

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

34. Does the design plan incorporate roadway medians (a "high priority" vehicle / cartway design treatment for some street types)? YES NO N/A YES NO
*Any proposed median may require a maintenance agreement with the Streets Department.

35. Does the design facilitate safe and accessible, deliveries to local industries and businesses? YES NO YES NO

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

37. Does the design maintain emergency vehicle access? YES NO YES NO

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

39. Does the design support multiple alternative routes to and from destinations? YES NO N/A YES NO

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

(1) <http://www.phila.gov/historical/PDF/Historic%20Street%20Paving%20District%20Inventory.pdf>

URBAN DESIGN COMPONENT (Handbook Section 4.8)

41. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide. 2013-NORT-2161-01 DEPARTMENTAL APPROVAL YES NO

42. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4). YES NO N/A YES NO

COMPLETE STREETS CHECKLIST | WEST



THE HANOVER COMPANY
DESIGN COLLECTIVE

COMPLETE STREETS HANDBOOK CHECKLIST

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43. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? YES NO N/A YES NO

INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

44. Identify existing and proposed signal cycle lengths

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
N/A	---	---
---	---	---
---	---	---
---	---	---

45. Does the design minimize the signal cycle length to reduce pedestrian wait time? YES NO N/A YES NO

46. Does the design provide adequate clearance time for pedestrians to cross streets? YES NO N/A YES NO

47. 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 NO N/A YES NO

** If yes, City Plan Action may be required.*

48. 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 NO

- Marked Crosswalks YES NO N/A YES NO
- Pedestrian Refuge Islands YES NO N/A YES NO
- Signal Timing and Operation YES NO N/A YES NO
- Bike Boxes YES NO N/A YES NO

49. Does the design simplify complex intersections where possible? YES NO N/A YES NO

50. Does the design reduce vehicle speeds and increase visibility at intersections? YES NO N/A YES NO

51. Overall, do intersection designs limit conflicts between modes and promote pedestrian and bicycle safety? YES NO N/A YES NO

DEPARTMENTAL APPROVAL

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments:

DEPARTMENTAL APPROVAL

Additional Reviewer Comments:

HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

COMPLETE STREETS CHECKLIST | WEST



THE HANOVER COMPANY
DESIGN COLLECTIVE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



GENERAL PROJECT INFORMATION

- PROJECT NAME
HANOVER NORTH BROAD (EAST)
- DATE
1-10-2014
- APPLICANT NAME
HANOVER R.S. LIMITED PARTNERSHIP
- APPLICANT CONTACT INFORMATION
ADAM HARBIN (PH: (713) 580-1260, EMAIL: AHARBIN@HANOVERCO.COM)
- OWNER NAME
PARKWAY CORPORATION
- OWNER CONTACT INFORMATION
ROSS WILSON (PH: (215) 575-4081, EMAIL: RWILSON@PARKWAYCORP.COM)
- ENGINEER / ARCHITECT NAME
STANTEC CONSULTING SERVICES INC. (ENGINEER) / DESIGN COLLECTIVE INC. (ARCHITECT)
- ENGINEER / ARCHITECT CONTACT INFORMATION
ENGINEER: BERNADETTE CALLAHAN, PE (PH: (215) 665-7181, EMAIL: BERNADETTE.CALLAHAN@STANTEC.COM); ARCHITECT: JENNIFER JEWELL (PH: (410) 685-6655, EMAIL: JJEWELL@DESIGNCOLLECTIVE.COM)
- STREETS: List the streets associated with the project. Complete Street Types can be found at www.phila.gov/map under the "Transportation and Utilities" field. Complete Street Types are also identified in Section 3 of the Handbook.

STREET	FROM	TO	COMPLETE STREET TYPE
<u>NORTH BROAD STREET</u>	<u>CARLTON STREET</u>	<u>CALLOWHILL STREET</u>	<u>CIVIC/CEREMONIAL</u>
<u>CALLOWHILL STREET</u>	<u>NORTH BROAD STREET</u>	<u>NORTH 13TH STREET</u>	<u>URBAN ARTERIAL</u>
<u>CARLTON STREET</u>	<u>NORTH BROAD STREET</u>	<u>NORTH 13TH STREET</u>	<u>LOCAL</u>

PEDESTRIAN COMPONENT (Handbook Section 4.3)

- 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
<u>NORTH BROAD STREET</u>	<u>20' / 22' / 22'</u>	<u>22' / 22'</u>
<u>CALLOWHILL STREET</u>	<u>12' / 11' / 11'</u>	<u>11' / 11'</u>
<u>CARLTON STREET</u>	<u>10' / 5'-10" / 5'-10"</u>	<u>5'-10" / 5'-10"</u>

- 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
<u>NORTH BROAD STREET</u>	<u>10' / 16.5' / 12.7'</u>
<u>CALLOWHILL STREET</u>	<u>6' / 5.28' / 5.1'</u>
<u>CARLTON STREET</u>	<u>5' / 2.38' / 2.38'</u>

- 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
<u>NORTH BROAD STREET</u>	<u>30.26'-WIDE DRIVEWAY</u>	<u>CENTER</u>
<u>CALLOWHILL STREET</u>	<u>21.09'-WIDE DRIVEWAY</u>	<u>WEST</u>

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>NORTH BROAD STREET</u>	<u>16'-WIDE DRIVEWAY</u>	<u>CENTER</u>
<u>CALLOWHILL STREET</u>	<u>13.67'-WIDE DRIVEWAY</u>	<u>WEST</u>
<u>CALLOWHILL STREET</u>	<u>24'-WIDE DRIVEWAY</u>	<u>EAST</u>

- Does the design limit block lengths to 500 feet or less? YES NO N/A
- When considering the overall design, does the design create a pedestrian environment that provides safe and comfortable access for all pedestrians? YES NO

DEPARTMENTAL APPROVAL

YES NO

YES NO

HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

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COMPLETE STREETS CHECKLIST | EAST



COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



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	
NORTH BROAD STREET	0'	3.8'
CALLOWHILL STREET	0'	5.9'
CARLTON STREET	0'	0'
_____	_____	_____ / _____

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		
NORTH BROAD STREET	5'	5.5'	5.5'
CALLOWHILL STREET	4'	5.72'	5.72'
CARLTON STREET	3.5'	3.45'	3.45'
_____	_____	_____	_____ / _____ / _____

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). The following treatments shall be identified and dimensioned on the plan.

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

YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>

DEPARTMENTAL APPROVAL

YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>

19. Does the design avoid tripping hazards? YES NO N/A
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 12, or requires an exception. Identify all pinch points and encroachments on right-of-way on design plans. YES NO N/A
21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES NO N/A
22. Does the design maintain adequate visibility for all roadway users at intersections? YES NO

COMPLETE STREETS HANDBOOK CHECKLIST

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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>

1. DESIGN IMPROVES SAFETY FOR PEDESTRIANS AND BICYCLISTS:

SIDEWALK CROSS SLOPES WILL BE DESIGNED TO MEET ADA REQUIREMENTS (CROSS SLOPE 1-2 PERCENT); CURB REVEAL WILL BE DESIGNED TO MEET STREETS DEPARTMENT STANDARDS (REVEAL IN 4" TO 8" RANGE); AND ADA CURB RAMP WILL BE UPGRADED AS PART OF THIS DEVELOPMENT PROJECT. DRIVEWAY ENTRANCES WILL BE DESIGNED TO ALERT PEDESTRIANS AND DRIVERS TO BE AWARE OF ONE ANOTHER THROUGH USE OF DIFFERENT TYPES OF MATERIALS AND PAVEMENT SCORING PATTERNS.

2. ENCOURAGES BIKING AND WALKING:

WE HAVE PROVIDED BICYCLE RACKS BOTH WITHIN THE PUBLIC RIGHT-OF-WAY AND WITHIN THE PARKING GARAGE TO ENCOURAGE THE USE OF BICYCLES.

3. PROMOTE AND ENHANCE THE ROLE OF SIDEWALKS AND STREETS AS THE PUBLIC REALM BY RE-ENVISIONING THEM AS PUBLIC SPACES FOR PEOPLE TO ENJOY.

THE STREETScape WILL BE BEAUTIFIED WITH DECORATIVE PAVEMENT AND PLANTER BOXES, MAKING THE SIDEWALKS MORE INVITING TO PEDESTRIANS AND PROVIDING A BUFFER FROM VEHICLES.

24. 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 YES NO N/A
- Buffered Bike Lane YES NO N/A
- Bicycle-Friendly Street YES NO N/A

DEPARTMENTAL APPROVAL

YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>

25. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES NO

26. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES NO

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

27. Does the design limit conflict among transportation modes along the curb? YES NO

28. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES NO N/A

29. Does the design provide a buffer between the roadway and pedestrian traffic? YES NO N/A

30. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? YES NO

SEPTA BUS STOPS ARE LOCATED AT NORTHEAST AND NORTHWEST CORNERS OF NORTH BROAD STREET AND CALLOWHILL STREET AND THEREFORE ARE NOT IMPACTED BY THIS DEVELOPMENT.

DEPARTMENTAL APPROVAL

YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>

HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

COMPLETE STREETS CHECKLIST | EAST



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DESIGN COLLECTIVE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



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Philadelphia Streets Department



VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

31. For each street frontage, identify existing and proposed lane widths and the design speed.

STREET FRONTAGE	FROM	TO	LANE WIDTHS		DESIGN SPEED
			Existing	Proposed	
<u>NORTH BROAD STREET</u>	<u>CARLTON STREET</u>	<u>CALLOWHILL STREET</u>	<u>10' / 10'</u>		<u>25 MPH</u>
<u>CALLOWHILL STREET</u>	<u>NORTH 13TH STREET</u>	<u>NORTH BROAD STREET</u>	<u>10' / 10'</u>		<u>25 MPH</u>
<u>CARLTON STREET</u>	<u>NORTH 13TH STREET</u>	<u>NORTH BROAD STREET</u>	<u>10' / 10'</u>		<u>25 MPH</u>

- | | | |
|--|--|---|
| 32. What is the maximum AASHTO design vehicle being accommodated by the design? | <u>UNKNOWN</u> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 33. Will the project affect a historically certified street? An inventory of historic streets ⁽¹⁾ is maintained by the Philadelphia Historical Commission. | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 34. Does the design plan incorporate roadway medians (a "high priority" vehicle / cartway design treatment for some street types)?
<i>*Any proposed median may require a maintenance agreement with the Streets Department.</i> | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 35. Does the design facilitate safe and accessible, deliveries to local industries and businesses? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 36. Will the public right-of-way be used for loading and unloading activities? | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 37. Does the design maintain emergency vehicle access? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 38. Where new streets are being developed does the design connect and extend the street grid? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 39. Does the design support multiple alternative routes to and from destinations? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 40. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |

(1) <http://www.phila.gov/historical/PDF/Historic%20Street%20Paving%20District%20Inventory.pdf>

URBAN DESIGN COMPONENT (Handbook Section 4.8)

- | | | |
|---|--|---|
| 41. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide. | <u>2013-NORT-2160-01</u> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 42. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4). | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 43. 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"/> |

INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

44. Identify existing and proposed signal cycle lengths

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
<u>N/A</u>	---	---
---	---	---
---	---	---
---	---	---

- | | | |
|---|--|---|
| 45. Does the design minimize the signal cycle length to reduce pedestrian wait time? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 46. Does the design provide adequate clearance time for pedestrians to cross streets? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 47. 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?
<i>* If yes, City Plan Action may be required.</i> | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 48. 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 checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Pedestrian Refuge Islands | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" 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 checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Bike Boxes | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 49. Does the design simplify complex intersections where possible? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 50. Does the design reduce vehicle speeds and increase visibility at intersections? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 51. Overall, do intersection designs limit conflicts between 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"/> |

ADDITIONAL COMMENTS

APPLICANT Additional Explanation / Comments:
DEPARTMENTAL APPROVAL Additional Reviewer Comments:

HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

COMPLETE STREETS CHECKLIST | EAST



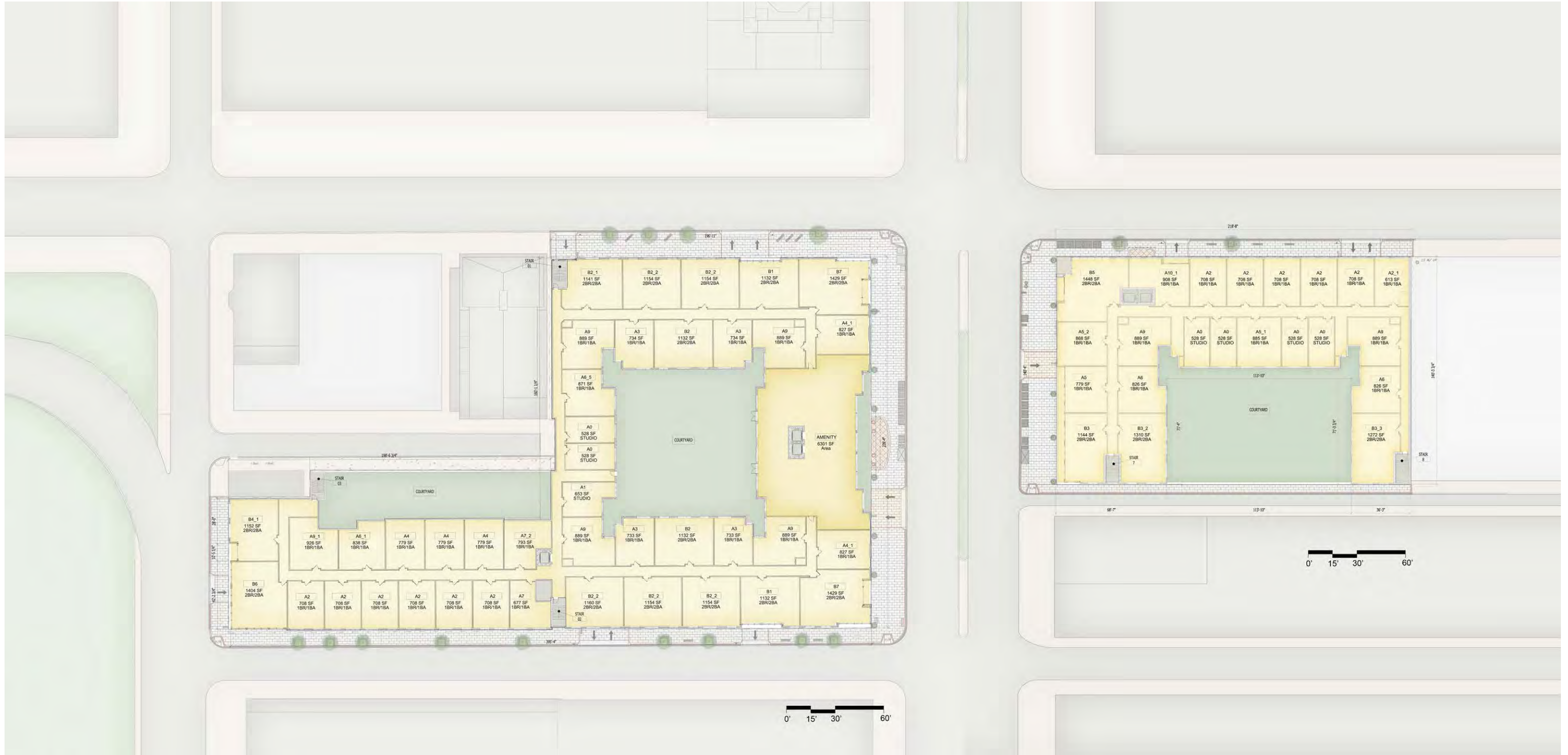


HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

PROPOSED GROUND FLOOR PLAN | BOTH SITES

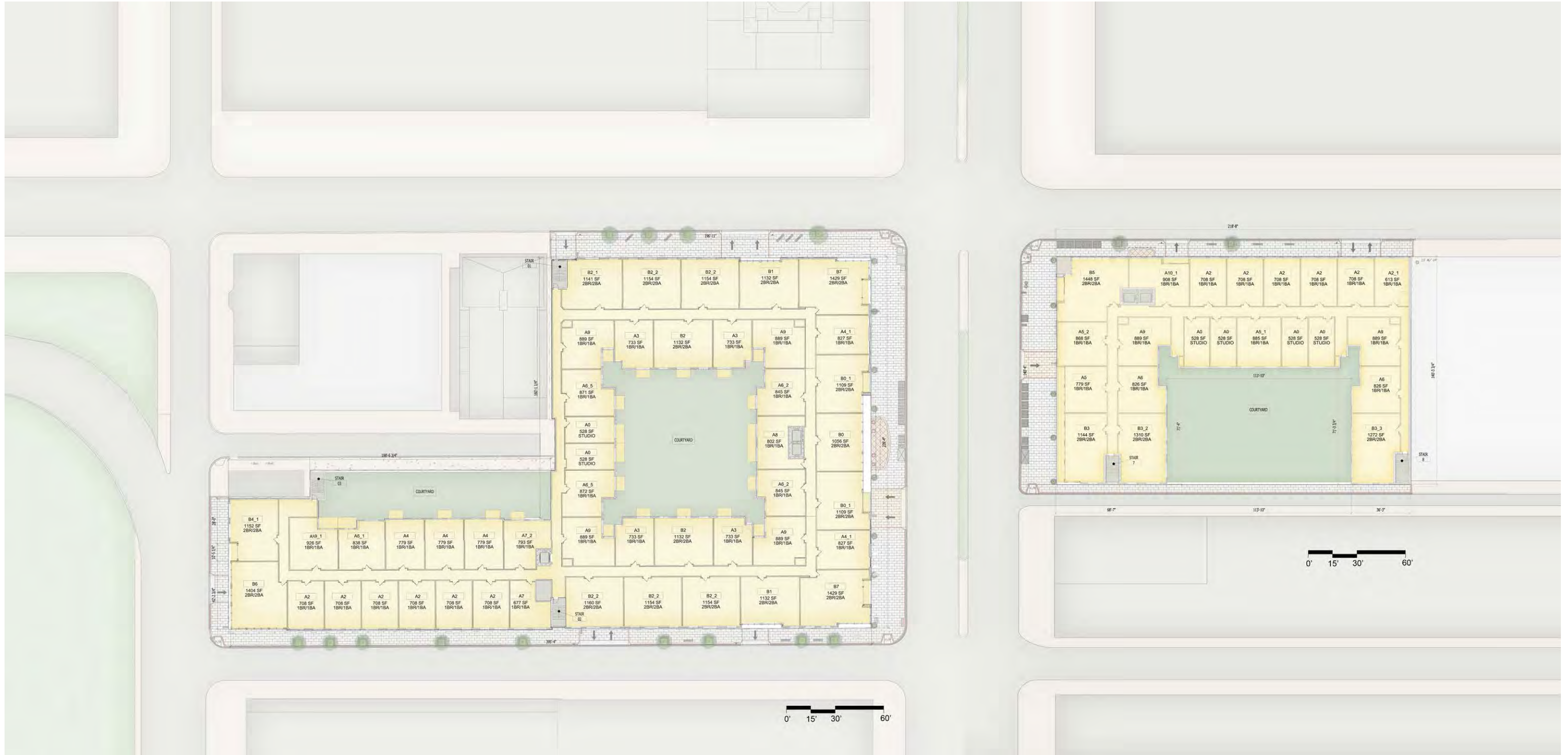


HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

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PROPOSED COURTYARD LEVEL FLOOR PLAN | BOTH SITES



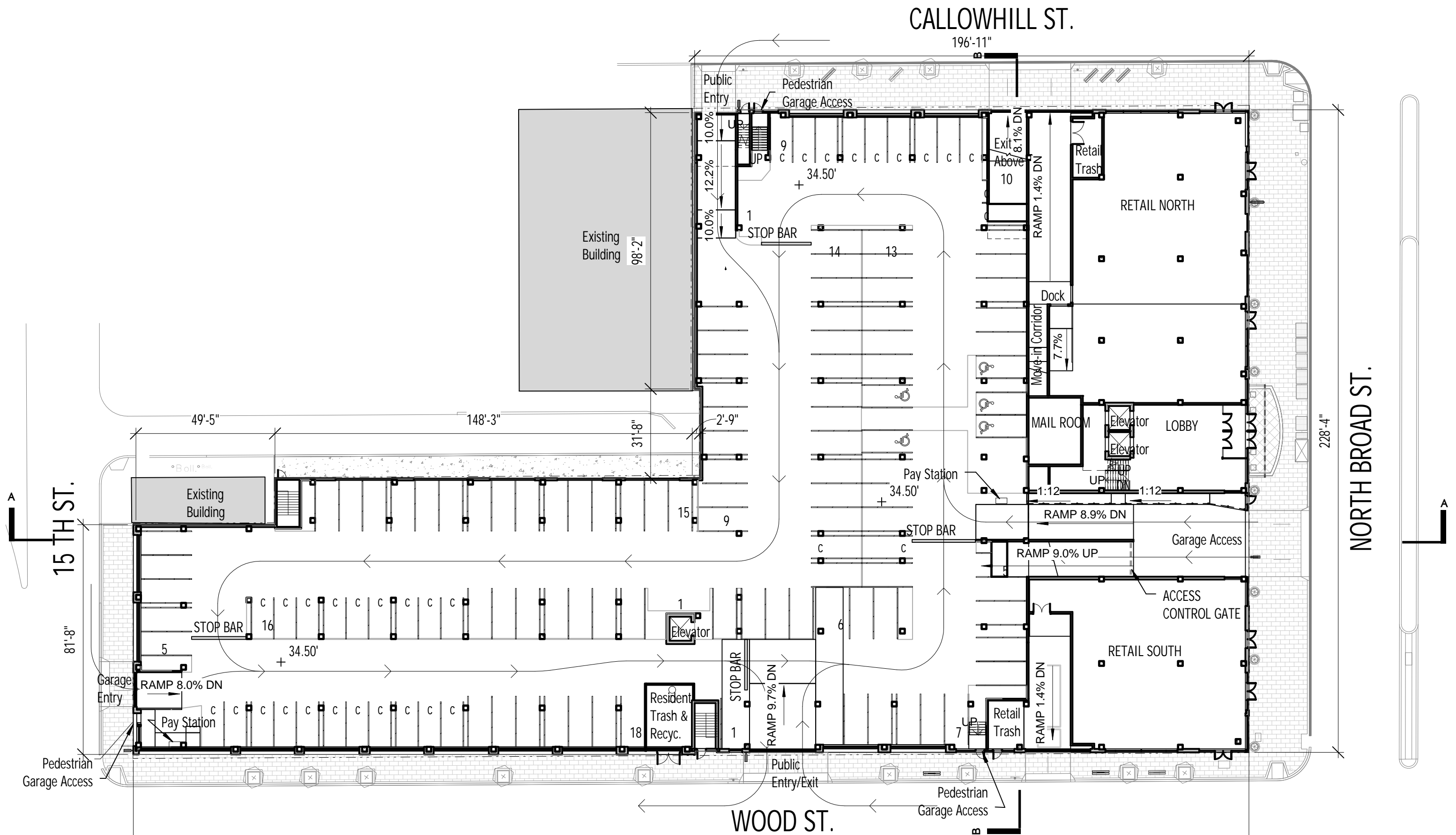
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PROPOSED UPPER LEVEL FLOOR PLANS | BOTH SITES





HANOVER NORTH BROAD

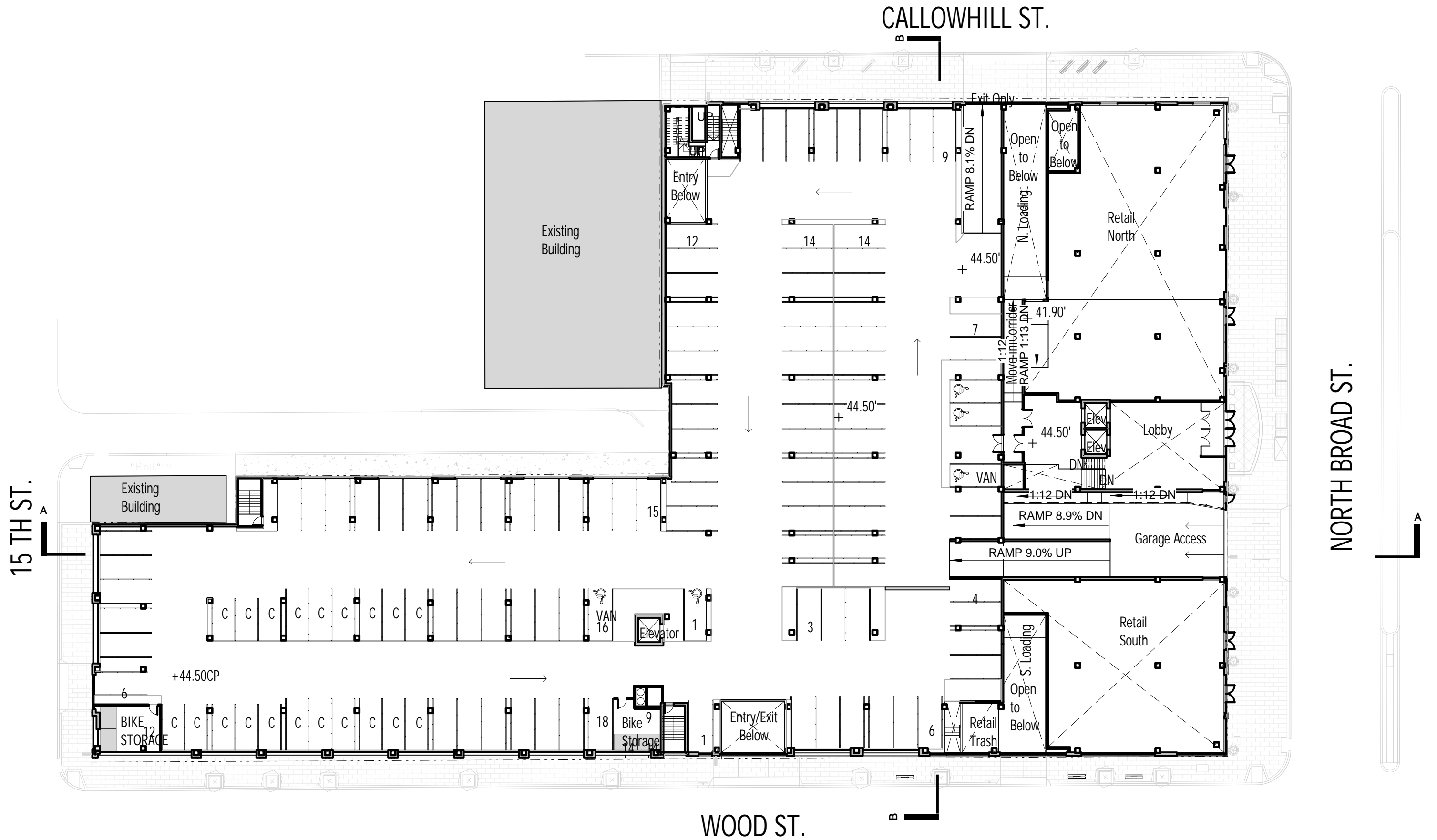
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WEST BUILDING | LEVEL P-O PUBLIC PARKING



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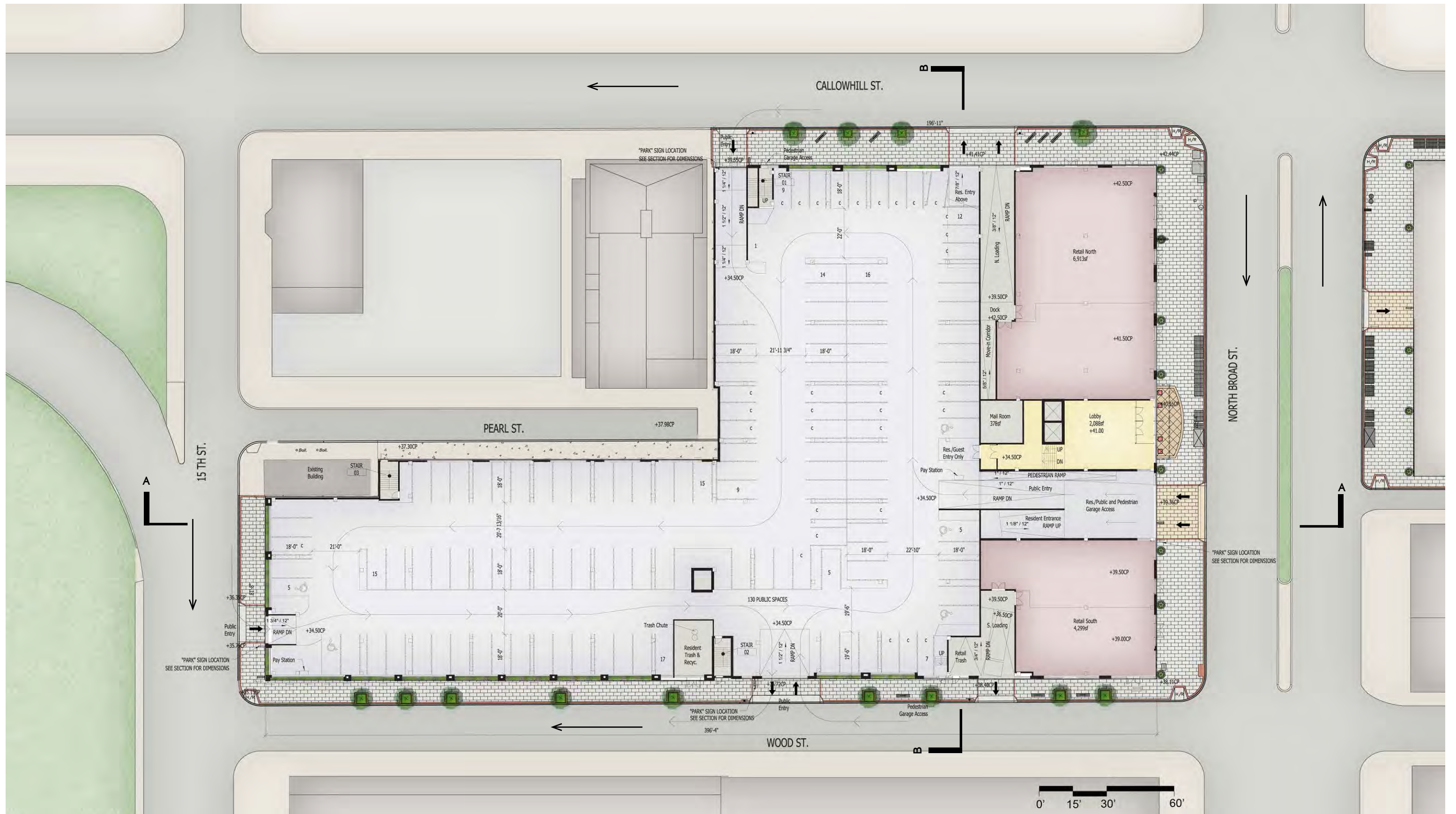
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PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

WEST BUILDING | LEVEL P-1 RESIDENTIAL PARKING





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PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

WEST BUILDING | LANDSCAPE PLAN

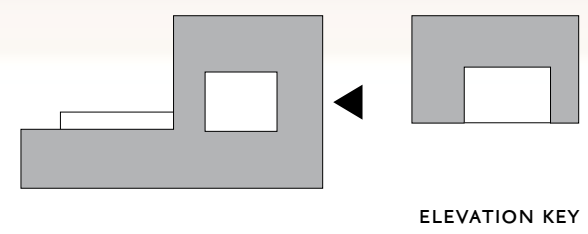


- 4
- 5
- 17
- 1
- 2
- 3
- 4
- 6
- 9
- 14
- 8
- 7
- 13
- 8

- ROOF
116' - 7 3/8"
- Level 5
105' - 6"
- Level 4
94' - 4 5/8"
- Level 3
83' - 3 1/4"
- Level 2
72' - 1 7/8"
- Level 1
61' - 0 1/2"
- Level P-1
44' - 6"
- Average Topo
38' - 6 7/16"
- Level P-0
34' - 6"

MATERIALS KEY

- | | |
|---------------------------------------|---|
| 1. FACE BRICK 1 | 10. FIBER CEMENT PANELS 1 |
| 2. FACE BRICK 2 | 11. FIBER CEMENT PANELS 2 |
| 3. PAINTED ALUMINUM COMPOSITE PANEL 1 | 12. CUSTOM METAL ROLL UP DOOR - PAINTED |
| 4. PAINTED ALUMINUM COMPOSITE PANEL 2 | 13. STOREFRONT GLAZING SYSTEM & ENTRY DOORS |
| 5. PAINTED ALUMINUM COMPOSITE PANEL 3 | 14. PAINTED ALUMINUM WINDOWS & DOOR |
| 6. PAINTED ALUMINUM WINDOW | 15. PAINTED METAL MESH 1 |
| 7. PAINTED A.E.S.S.CANOPY | 16. PAINTED METAL MESH 2 |
| 8. STONE TRIM | 17. VINYL WINDOW |
| 9. PAINTED A.E.S.S. RAILING | |



ELEVATION KEY

HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

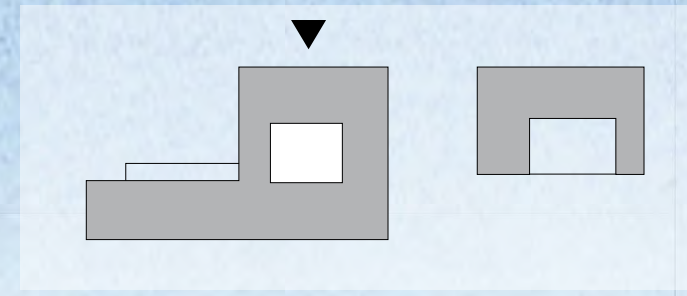
WEST BUILDING | NORTH BROAD ELEVATION

3/64" = 1'-0"



MATERIALS KEY

- | | |
|---------------------------------------|---|
| 1. FACE BRICK 1 | 11. FIBER CEMENT PANELS 2 |
| 2. FACE BRICK 2 | 12. CUSTOM METAL ROLL UP DOOR - PAINTED |
| 3. PAINTED ALUMINUM COMPOSITE PANEL 1 | 13. STOREFRONT GLAZING SYSTEM & ENTRY DOORS |
| 4. PAINTED ALUMINUM COMPOSITE PANEL 2 | 14. PAINTED ALUMINUM WINDOWS & DOOR |
| 5. PAINTED ALUMINUM COMPOSITE PANEL 3 | 15. PAINTED METAL MESH 1 |
| 6. PAINTED ALUMINUM WINDOW | 16. PAINTED METAL MESH 2 |
| 7. PAINTED A.E.S.S. CANOPY | 17. VINYL WINDOW |
| 8. STONE TRIM | |
| 9. PAINTED A.E.S.S. RAILING | |
| 10. FIBER CEMENT PANELS 1 | |



ELEVATION KEY



HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

WEST BUILDING | CALLOWHILL ELEVATION

3/64" = 1'-0"



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DESIGN COLLECTIVE



HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

WEST BUILDING | WOOD ST ELEVATION (WEST)

3/64" = 1'-0"



HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

WEST BUILDING | WOOD ST ELEVATION (EAST)

3/64" = 1'-0"

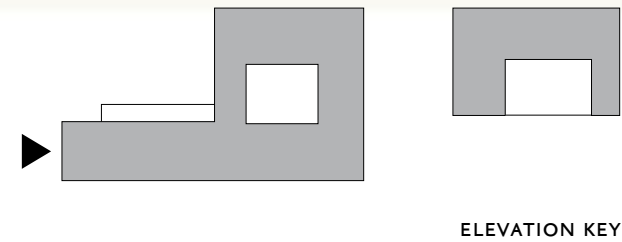


THE HANOVER COMPANY
DESIGN COLLECTIVE



MATERIALS KEY

- | | |
|---------------------------------------|---|
| 1. FACE BRICK 1 | 10. FIBER CEMENT PANELS 1 |
| 2. FACE BRICK 2 | 11. FIBER CEMENT PANELS 2 |
| 3. PAINTED ALUMINUM COMPOSITE PANEL 1 | 12. CUSTOM METAL ROLL UP DOOR - PAINTED |
| 4. PAINTED ALUMINUM COMPOSITE PANEL 2 | 13. STOREFRONT GLAZING SYSTEM & ENTRY DOORS |
| 5. PAINTED ALUMINUM COMPOSITE PANEL 3 | 14. PAINTED ALUMINUM WINDOWS & DOOR |
| 6. PAINTED ALUMINUM WINDOW | 15. PAINTED METAL MESH 1 |
| 7. PAINTED A.E.S.S. CANOPY | 16. PAINTED METAL MESH 2 |
| 8. STONE TRIM | 17. VINYL WINDOW |
| 9. PAINTED A.E.S.S. RAILING | |



HANOVER NORTH BROAD

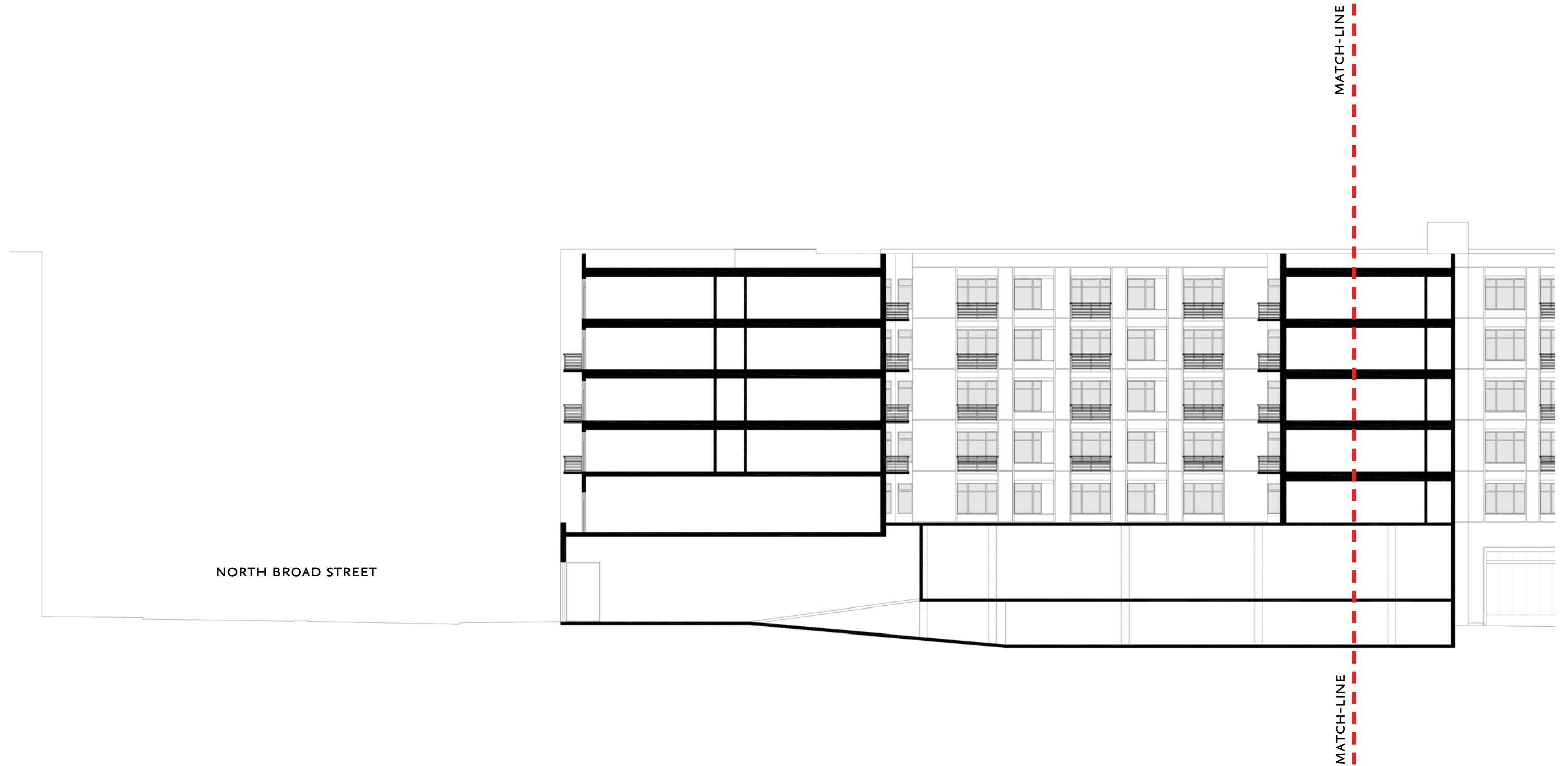
PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

WEST BUILDING | 15TH STREET ELEVATION

3/64" = 1'-0"





HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

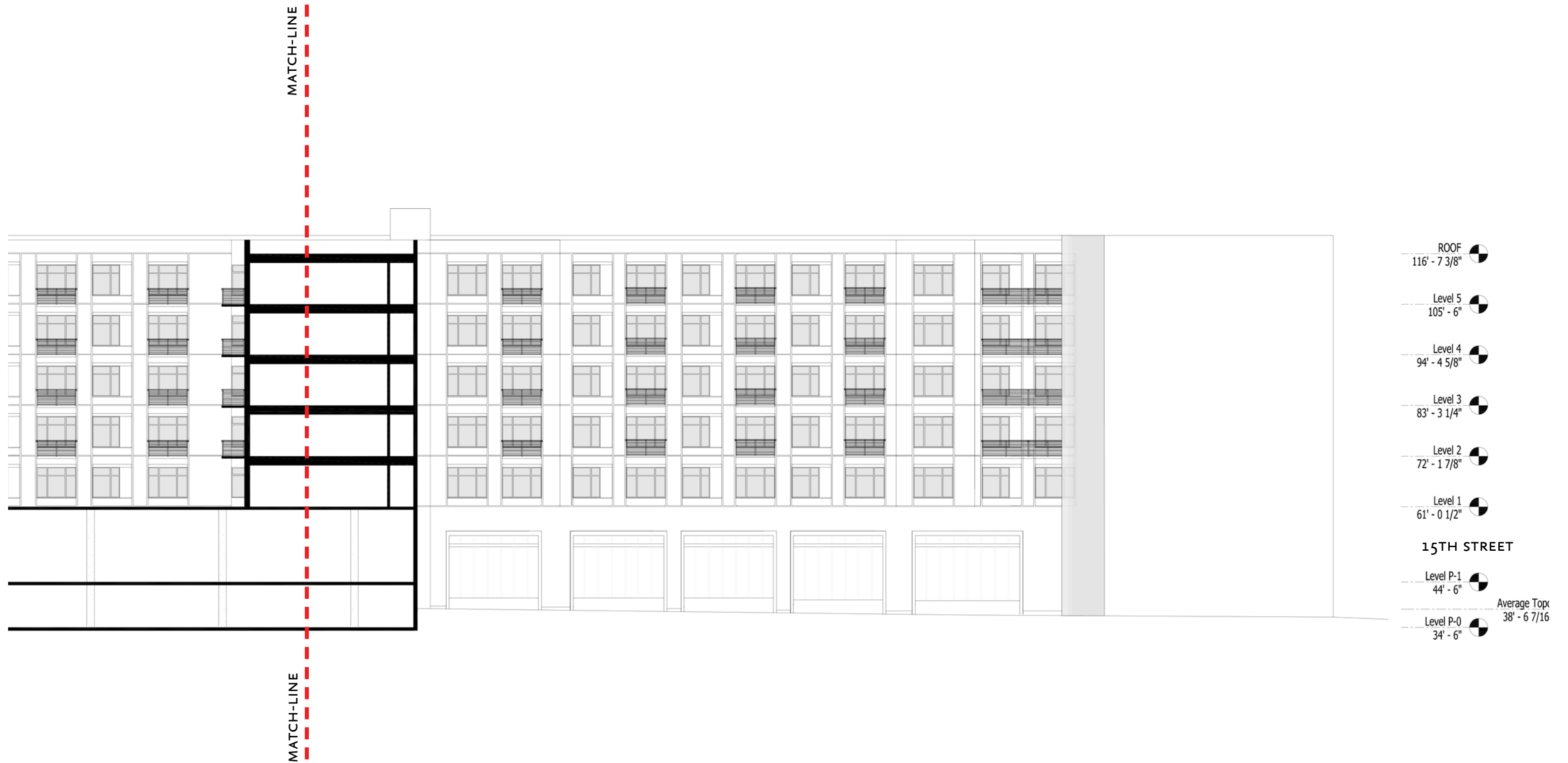
FEBRUARY 4, 2014

WEST BUILDING | SECTION A-A

3/64" = 1'-0"



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DESIGN COLLECTIVE



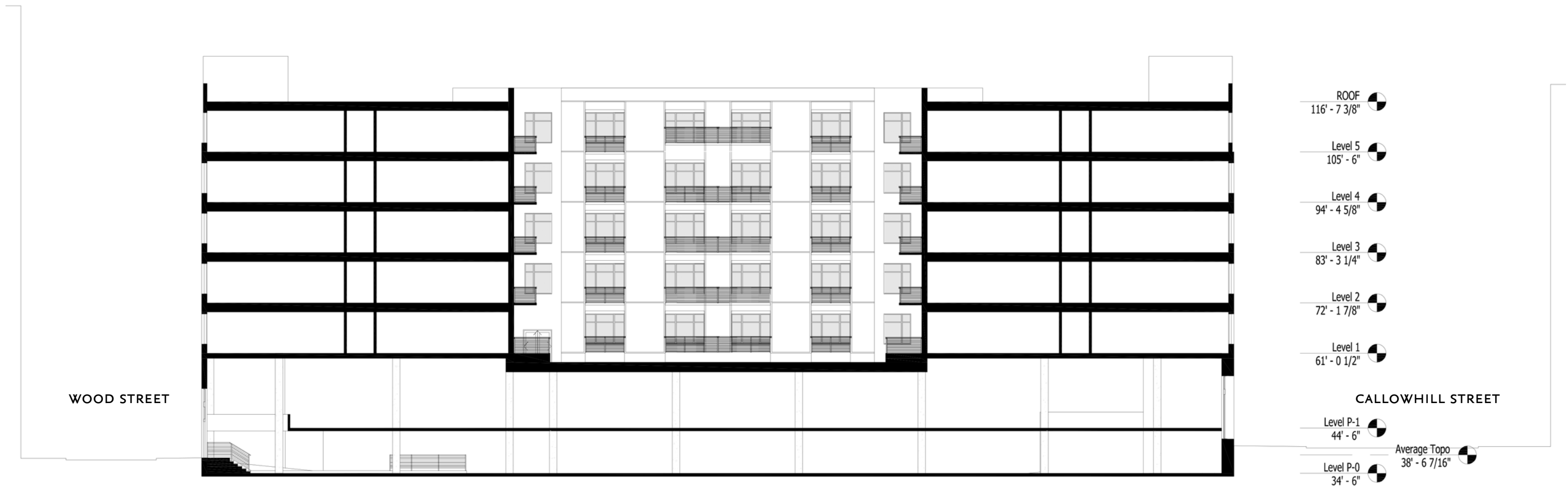
HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

WEST BUILDING | SECTION A-A

3/64" = 1'-0"



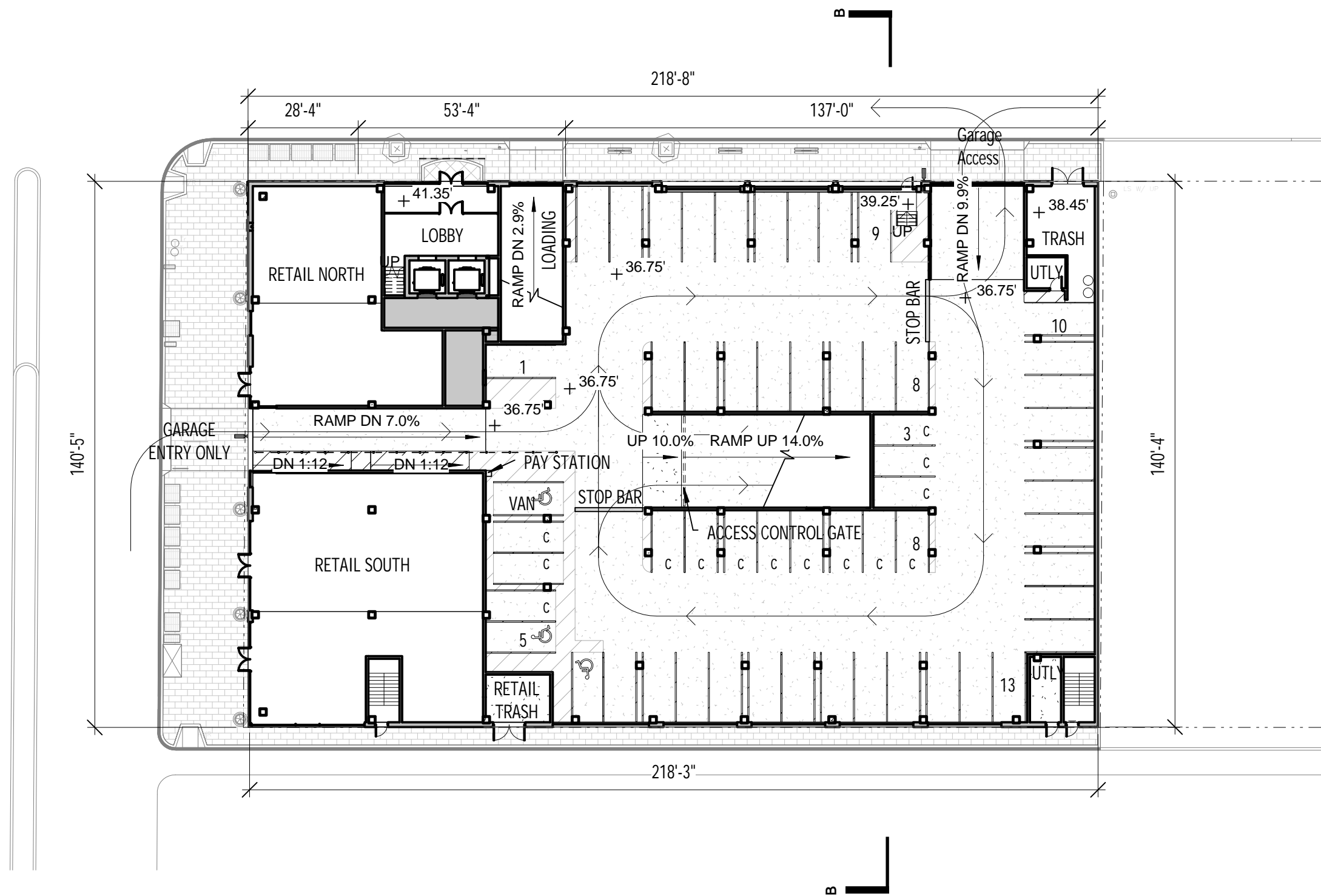
HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

WEST BUILDING | SECTION B-B

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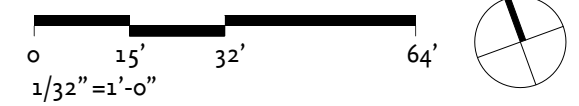


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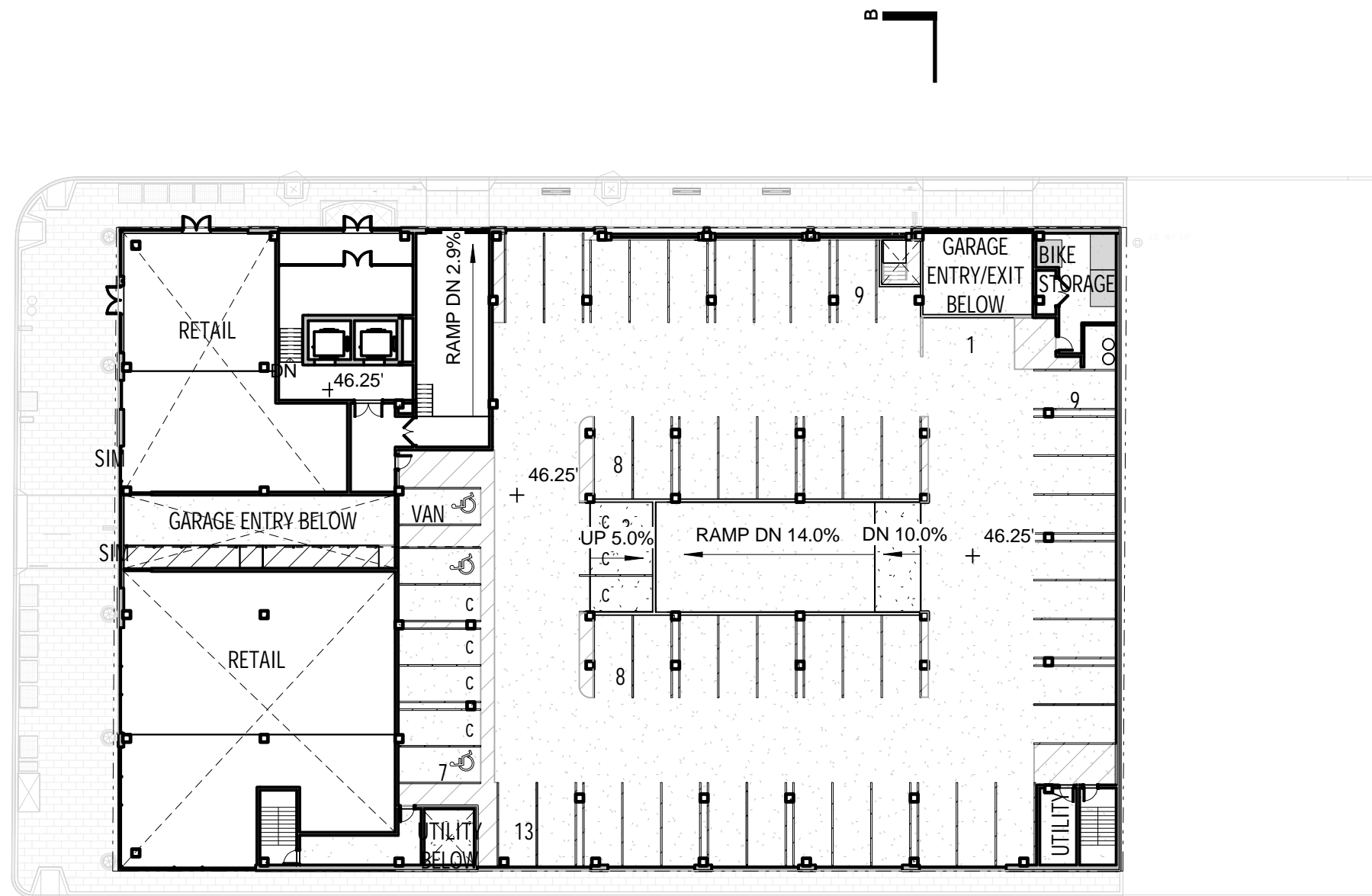
PHILADELPHIA, PENNSYLVANIA

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EAST BUILDING | LEVEL P-O PUBLIC PARKING



PARKWAY
Commercial Properties
THE HANOVER COMPANY
DESIGN COLLECTIVE

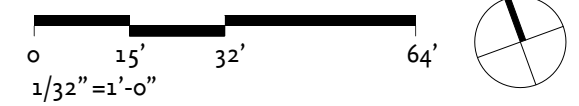


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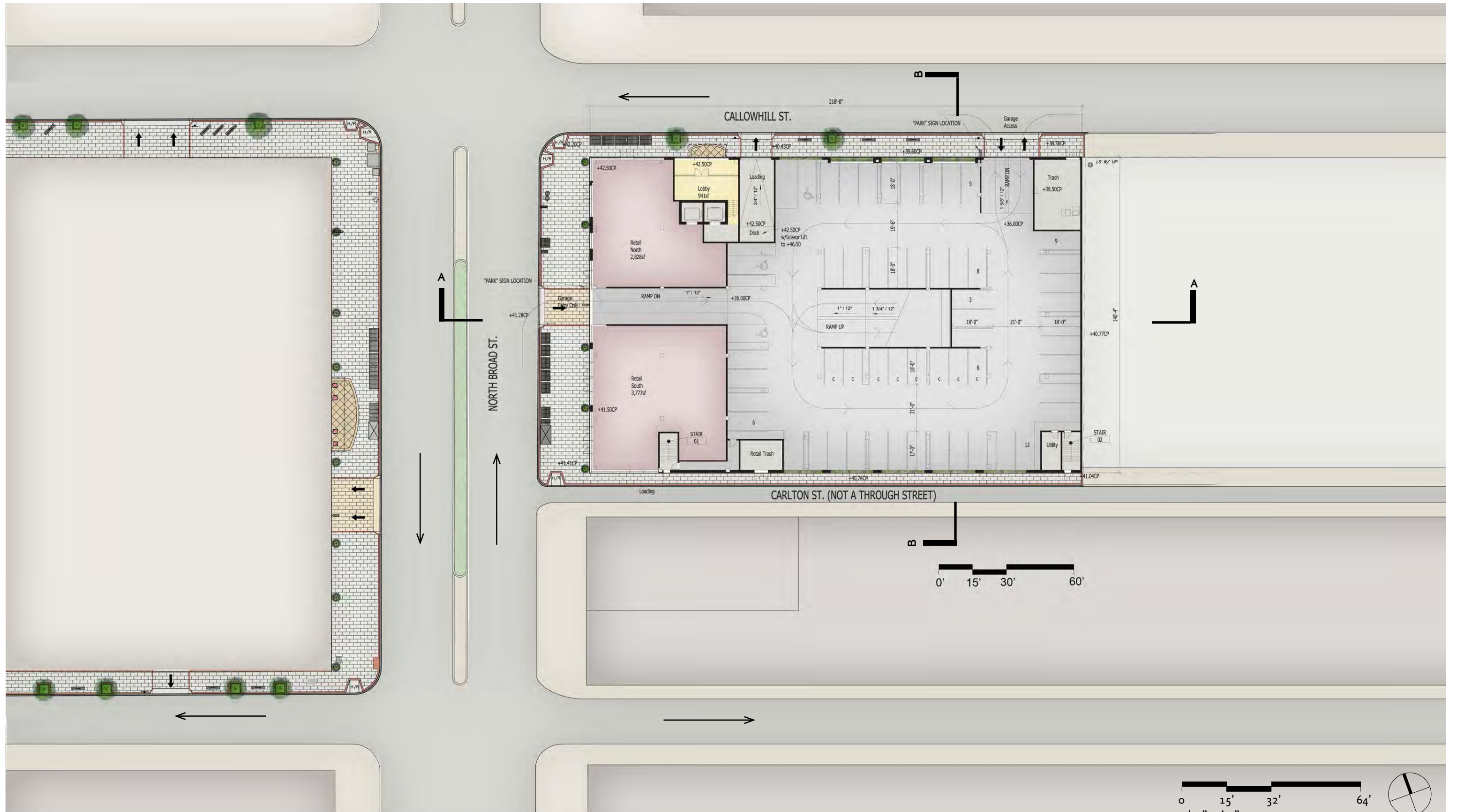
PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

EAST BUILDING | LEVEL P-1 RESIDENTIAL PARKING



PARKWAY
Commercial Properties
THE HANOVER COMPANY
DESIGN COLLECTIVE

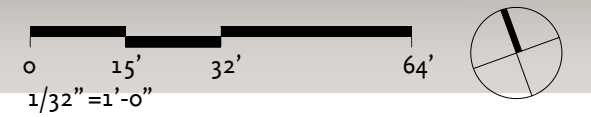


HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

EAST BUILDING | LANDSCAPE PLAN



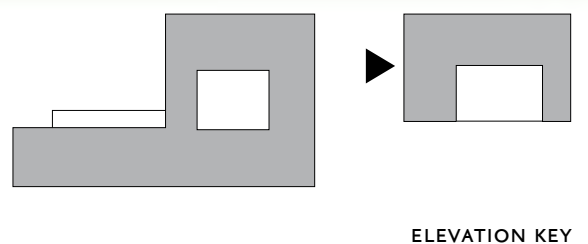
PARKWAY
Commercial Properties
THE HANOVER COMPANY
DESIGN COLLECTIVE



MATERIALS KEY

- | | |
|---------------------------------------|---|
| 1. FACE BRICK 1 | 10. FIBER CEMENT PANELS 1 |
| 2. FACE BRICK 2 | 11. FIBER CEMENT PANELS 2 |
| 3. PAINTED ALUMINUM COMPOSITE PANEL 1 | 12. CUSTOM METAL ROLL UP DOOR - PAINTED |
| 4. PAINTED ALUMINUM COMPOSITE PANEL 2 | 13. STOREFRONT GLAZING SYSTEM & ENTRY DOORS |
| 5. PAINTED ALUMINUM COMPOSITE PANEL 3 | 14. PAINTED ALUMINUM WINDOWS & DOOR |
| 6. PAINTED ALUMINUM WINDOW | 15. PAINTED METAL MESH 1 |
| 7. PAINTED A.E.S.S. CANOPY | 16. PAINTED METAL MESH 2 |
| 8. STONE TRIM | 17. VINYL WINDOW |
| 9. PAINTED A.E.S.S. RAILING | |

- 116' - 7 3/8"
- Level 5 104' - 11 1/2"
- Level 4 93' - 10 1/8"
- Level 3 82' - 8 3/4"
- Level 2 71' - 7 3/8"
- Level 1 60' - 6"
- Level P-1 46' - 3"
- Average Topo 40' - 1 15/16"
- Level P-0 36' - 9"



HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

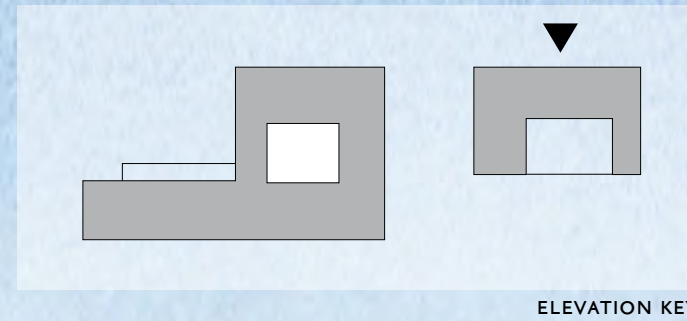
EAST BUILDING | NORTH BROAD STREET ELEVATION

3/64" = 1'-0"



MATERIALS KEY

- | | |
|---------------------------------------|---|
| 1. FACE BRICK 1 | 11. FIBER CEMENT PANELS 2 |
| 2. FACE BRICK 2 | 12. CUSTOM METAL ROLL UP DOOR - PAINTED |
| 3. PAINTED ALUMINUM COMPOSITE PANEL 1 | 13. STOREFRONT GLAZING SYSTEM & ENTRY DOORS |
| 4. PAINTED ALUMINUM COMPOSITE PANEL 2 | 14. PAINTED ALUMINUM WINDOWS & DOOR |
| 5. PAINTED ALUMINUM COMPOSITE PANEL 3 | 15. PAINTED METAL MESH 1 |
| 6. PAINTED ALUMINUM WINDOW | 16. PAINTED METAL MESH 2 |
| 7. PAINTED A.E.S.S. CANOPY | 17. VINYL WINDOW |
| 8. STONE TRIM | |
| 9. PAINTED A.E.S.S. RAILING | |
| 10. FIBER CEMENT PANELS 1 | |



HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

EAST BUILDING | CALLOWHILL STREET ELEVATION

3/64" = 1'-0"



THE HANOVER COMPANY
DESIGN COLLECTIVE



MATERIALS KEY

- | | |
|---------------------------------------|---|
| 1. FACE BRICK 1 | 10. FIBER CEMENT PANELS 1 |
| 2. FACE BRICK 2 | 11. FIBER CEMENT PANELS 2 |
| 3. PAINTED ALUMINUM COMPOSITE PANEL 1 | 12. CUSTOM METAL ROLL UP DOOR - PAINTED |
| 4. PAINTED ALUMINUM COMPOSITE PANEL 2 | 13. STOREFRONT GLAZING SYSTEM & ENTRY DOORS |
| 5. PAINTED ALUMINUM COMPOSITE PANEL 3 | 14. PAINTED ALUMINUM WINDOWS & DOOR |
| 6. PAINTED ALUMINUM WINDOW | 15. PAINTED METAL MESH 1 |
| 7. PAINTED A.E.S.S. CANOPY | 16. PAINTED METAL MESH 2 |
| 8. STONE TRIM | 17. VINYL WINDOW |
| 9. PAINTED A.E.S.S. RAILING | |

HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

EAST BUILDING | CARLTON STREET ELEVATION

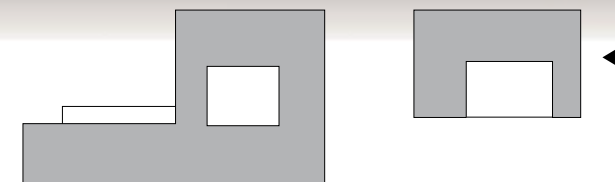
3/64" = 1'-0"





MATERIALS KEY

- | | |
|---------------------------------------|---|
| 1. FACE BRICK 1 | 10. FIBER CEMENT PANELS 1 |
| 2. FACE BRICK 2 | 11. FIBER CEMENT PANELS 2 |
| 3. PAINTED ALUMINUM COMPOSITE PANEL 1 | 12. CUSTOM METAL ROLL UP DOOR - PAINTED |
| 4. PAINTED ALUMINUM COMPOSITE PANEL 2 | 13. STOREFRONT GLAZING SYSTEM & ENTRY DOORS |
| 5. PAINTED ALUMINUM COMPOSITE PANEL 3 | 14. PAINTED ALUMINUM WINDOWS & DOOR |
| 6. PAINTED ALUMINUM WINDOW | 15. PAINTED METAL MESH 1 |
| 7. PAINTED A.E.S.S. CANOPY | 16. PAINTED METAL MESH 2 |
| 8. STONE TRIM | 17. VINYL WINDOW |
| 9. PAINTED A.E.S.S. RAILING | |



ELEVATION KEY

HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

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EAST BUILDING | EAST ELEVATION

3/64" = 1'-0"





NORTH BROAD STREET

HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

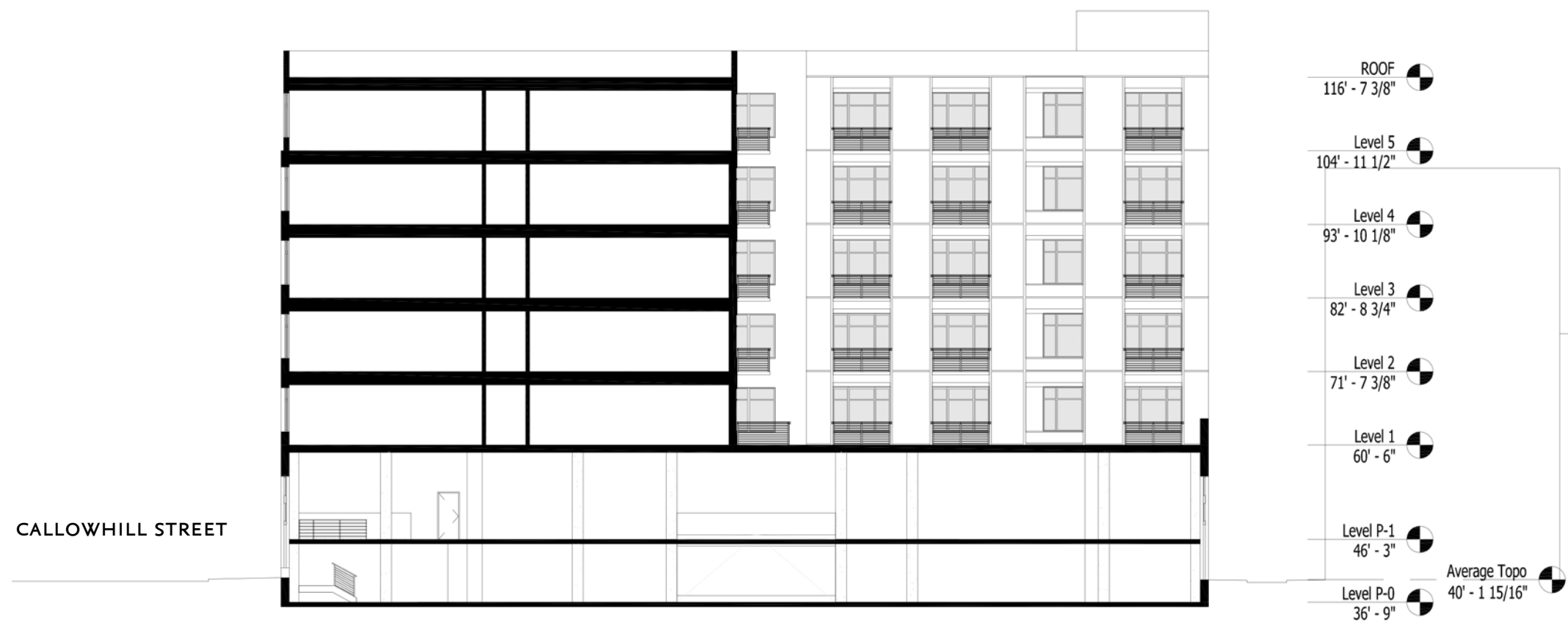
FEBRUARY 4, 2014

EAST BUILDING | SECTION A-A

3/64" = 1'-0"



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PHILADELPHIA, PENNSYLVANIA

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EAST BUILDING | SECTION B-B

3/64" = 1'-0"



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PHILADELPHIA, PENNSYLVANIA

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WEST BUILDING | NORTHEAST CORNER AT DUSK


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HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

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WEST BUILDING | VIEW FROM NORTHEAST CORNER

PARKWAY
Commercial Properties
THE HANOVER COMPANY
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HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

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EAST BUILDING | NORTHWEST CORNER


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HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

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WEST BUILDING | DETAIL ALONG NORTH BROAD STREET


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HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

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EAST BUILDING | DETAIL ALONG NORTH BROAD STREET

PARKWAY
Commercial Properties
THE HANOVER COMPANY
DESIGN COLLECTIVE



1 | VIEW FROM NORTH BROAD LOOKING SOUTHWEST



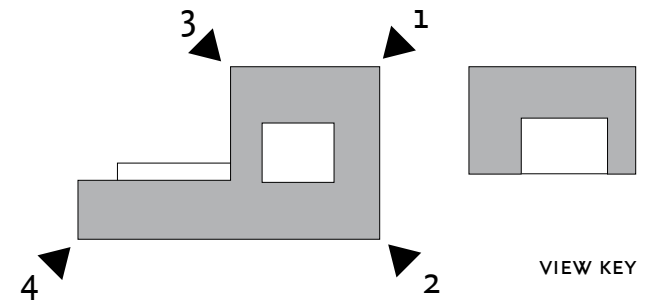
2 | VIEW FROM NORTH BROAD LOOKING NORTHWEST



3 | VIEW FROM CALLOWHILL LOOKING SOUTHEAST



4 | VIEW FROM 15TH STREET LOOKING NORTHEAST



HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

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WEST BUILDING | 3-D MODEL VIEWS



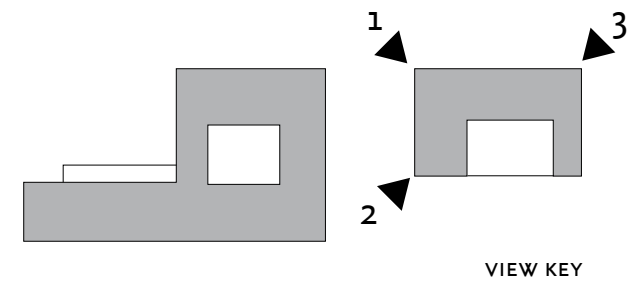
1 | VIEW FROM CALLOWHILL LOOKING SOUTHEAST



2 | VIEW FROM NORTH BROAD LOOKING NORTHEAST



3 | VIEW FROM CALLOWHILL LOOKING SOUTHWEST



HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

EAST BUILDING | 3-D MODEL VIEWS

SUSTAINABLE DESIGN ELEMENTS

THIS NEW MIXED-USE RESIDENTIAL DEVELOPMENT WILL INCORPORATE A VARIETY OF SUSTAINABLE DESIGN STRATEGIES AT MULTIPLE SCALES. THESE STRATEGIES WILL BENEFIT THE RESIDENTS THAT LIVE HERE, THE RETAIL TENANTS AND THAT PROVIDE SERVICES HERE, AS WELL AS THE GREATER CENTER CITY AND PHILADELPHIA COMMUNITIES. THROUGH EXPERIENCE-BASED DESIGN APPROACHES TO THE PROJECT SITE, BUILDING MASSING, MECHANICAL SYSTEMS, FAÇADE DESIGN, AND BUILDING EQUIPMENT AND FINISHES SELECTION, THIS PROJECT WILL ACHIEVE NATIONAL GREEN BUILDING STANDARD CERTIFICATION.

THE SITE WILL BE DRAMATICALLY IMPROVED BY THIS NEW PROJECT BY ELIMINATING TWO LARGE, EXISTING SURFACE PARKING LOTS AND INTRODUCING NEW BUILDINGS WITH LIGHT COLORED ROOFING AND NEW LANDSCAPED COURTYARDS TO HELP ALLEVIATE THE CURRENT HEAT-ISLAND AFFECT AND STORM WATER RUN-OFF OF THE SURFACE LOTS. STORMWATER STRATEGIES WILL INCLUDE BOTH QUANTITY AND QUALITY CONTROL MEASURES TO HELP REDUCE AND IMPROVE THE TOTAL AMOUNT OF WATER LEAVING THE SITE. STORMWATER MANAGEMENT PRACTICES WILL BE DESIGNED FOR BOTH QUANTITY AND QUALITY CONTROL. SPECIFICALLY, STORMWATER RUNOFF WILL BE MANAGED THROUGH THE USE OF VEGETATED PLANTER BOXES LOCATED WITHIN THE INTERNAL BUILDING COURTYARDS AS WELL AS UNDERGROUND DETENTION BASINS LOCATED WITHIN THE PARKING GARAGE. NEW STREETSCAPE IMPROVEMENTS INCLUDING LANDSCAPING AND STREET TREES WILL HELP TO MINIMIZE THE TOTAL HARD-SCAPE AREA WHILE ALSO PROVIDING SHADING FOR THE SIDEWALK AND BUILDINGS. LANDSCAPING MATERIALS WILL INCLUDE LOCAL AND INDIGENOUS PLANTS TO HELP REDUCE THE NEED FOR POTABLE WATER IRRIGATION. WHEN IRRIGATION SYSTEMS ARE USED, HIGH-EFFICIENCY DRIP IRRIGATION SYSTEMS WILL BE USED IN LIEU OF SPRINKLER SYSTEMS. THE NEW COVERED AND SCREENED PARKING GARAGE WILL HOUSE CHARGING STATIONS FOR ELECTRIC VEHICLES TO HELP ENCOURAGE THEIR USE AT THIS SITE. TO ENCOURAGE AND SUPPORT BICYCLE USE BY THE BUILDING'S RESIDENTS AND THE GENERAL PUBLIC PATRONIZING THE RETAIL, MULTIPLE BIKE STORAGE AREAS ARE INCLUDED IN THE PROJECT.

THE BUILDINGS' MASSING AND FENESTRATION HAS BEEN DESIGNED TO OPTIMIZE DAYLIGHT AND VIEWS FOR ALL OF THE BUILDING'S USERS. THE FAÇADES WILL INCLUDE A COMBINATION OF STONE, MASONRY, AND FIBER CEMENT SKINS WITH LARGE, HIGH-EFFICIENCY, THERMALLY BROKEN WINDOWS UTILIZING LOW-E GLAZING TO OPTIMIZE ENERGY PERFORMANCE AND REDUCE THE NEED FOR ARTIFICIAL LIGHTING. THE DESIGN TEAM WILL ENDEAVOR TO SPECIFY REGIONAL MATERIALS THAT ARE WITHIN 500 MILES OF THE SITE TO HELP REDUCE THE SHIPPING DISTANCES AND MINIMIZE GREENHOUSE GAS EMISSIONS.

FOR THE MECHANICAL SYSTEMS, HIGH EFFICIENCY HEAT PUMPS WILL BE USED AND INDIVIDUAL UNITS WILL HAVE CONTROL OF THE HEATING AND COOLING WITHIN THE UNIT. THE UNITS WILL INCLUDE ENERGY-STAR RATED APPLIANCES AND LOW-FLOW FIXTURES TO HELP CONSERVE RESOURCES. LIGHT FIXTURES UTILIZING BOTH LED AND COMPACT FLUORESCENT TECHNOLOGY WILL REDUCE THE ELECTRICAL CONSUMPTION OF THE BUILDING. IN ORDER TO OPTIMIZE INDOOR AIR QUALITY, LOW VOC MATERIALS WILL BE SPECIFIED.

DURING CONSTRUCTION, WASTE AND DEBRIS WILL BE DIVERTED TO RECYCLING CENTERS TO REDUCE LANDFILL IMPACTS, AND HIGH QUALITY MATERIALS MADE OF RECYCLED CONTENT WILL BE SPECIFIED WHENEVER POSSIBLE FOR MANY OF THE NEW BUILDING MATERIALS ON THE SITE.

HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

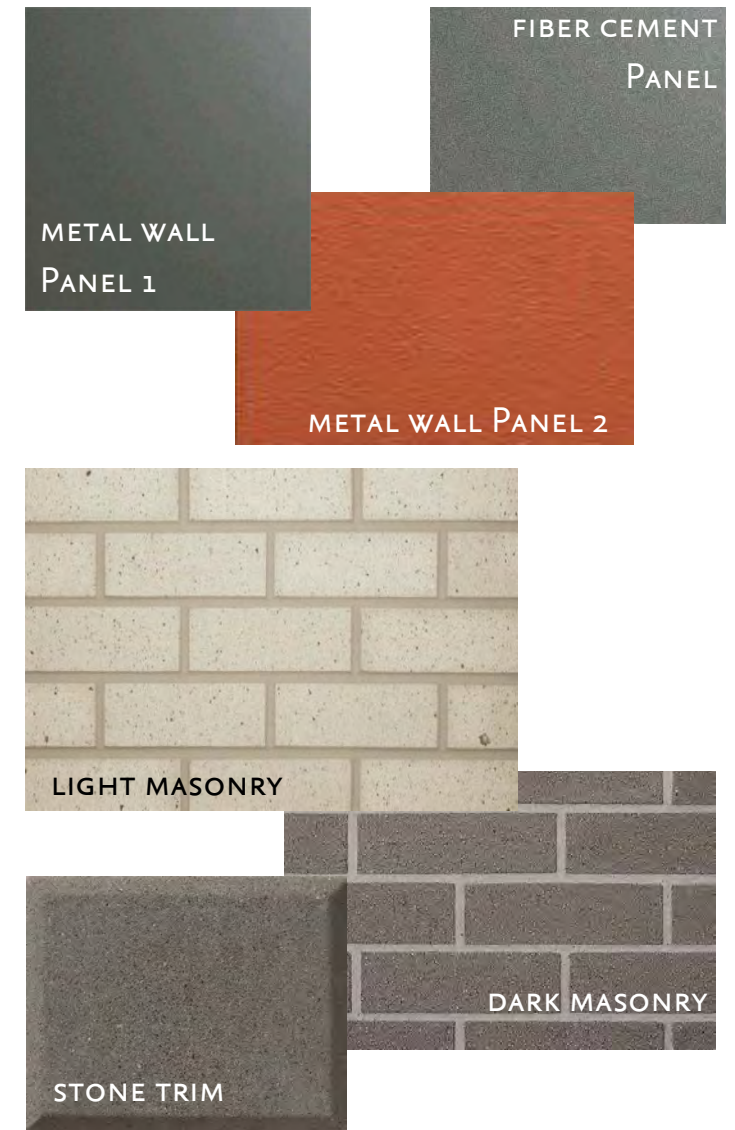
FEBRUARY 4, 2014

BUILDING MATERIALS

THE PROPOSED BUILDING MATERIALS FOR THIS PROJECT ARE A COMBINATION OF MASONRY, STONE TRIM, METAL WALL PANELS, AND FIBER-CEMENT PANELS. THE WINDOWS AT THE RETAIL ALONG NORTH BROAD STREET WILL BE A DARK GRAY TO CREATE A STRONG CONTRAST TO THE PREDOMINANTLY LIGHT COLORED MASONRY FAÇADE. THIS LIGHT/WHITE BRICK IS THEN ACCENTED BY A DARK GREY BRICK AT THE JAMBS OF THE WINDOWS TO FURTHER EMPHASIZE THE OPENINGS WITHIN THE LIGHT MASONRY. THE LARGE GLAZING OF THE RETAIL SPACES ARE FRAMED WITH A DARK CAST STONE TRIM TO HELP CREATE A CRISP TRANSITION BETWEEN THE RETAIL GLAZING AND THE LIGHT MASONRY FAÇADES. A HORIZONTAL REGULATING LINE IS ESTABLISHED AT THIS LEVEL WITH A SERIES OF DARK METAL CANOPIES THAT ANNOUNCE ENTRANCES TO THE RETAIL SPACES AND RESIDENTIAL LOBBIES.

THE MASONRY FAÇADES ARE ACCENTED BY SPECIAL ARCHITECTURAL FEATURES LIKE LARGE "URBAN BAY WINDOWS" AND VERTICAL TOWER ELEMENTS THAT ARE CLAD IN METAL WALL PANELS. THE BUILDING UTILIZES AN ELEGANT, NEUTRAL PALETTE OF GRAYS AND WHITES THAT ARE ACCENTED BY TERRA-COTTA COLORED PANELS AT SPECIAL LOCATIONS IN THE FAÇADE TO HELP BREAK DOWN THE MASSING AND TO CREATE A STRONG VISUAL ELEMENT THAT TIES THE TWO BUILDINGS TOGETHER ACROSS NORTH BROAD STREET. THE TWO CORNERS AT NORTH BROAD AND CALLOWHILL STREETS ARE ACCENTED BY VERTICAL TOWERS CLAD IN DARK GRAY METAL WALL PANELS AND LARGE AREAS OF ALUMINUM GLAZING TO HELP CREATE A GATEWAY AS ONE APPROACHES DOWNTOWN FROM THE NORTH.

THE FAÇADES ALONG CALLOWHILL AND WOOD STREET ARE TREATED MUCH THE SAME WAY, BUT THE WINDOW PATTERNS BECOME MORE GRID-LIKE, PICKING UP ON THE ARCHITECTURAL LANGUAGE OF THE ADJACENT HISTORIC FAÇADES. SUBTLE ACCENTS OF DARK MASONRY AND CAST STONE AND RECESSED BRICK COURSES ADD TO THE LEVEL OF DETAIL AND RICHNESS TO THESE FAÇADES. THE TOP FLOORS OF THESE FAÇADES ARE CLAD IN A DARK COLORED FIBER CEMENT PANEL TO HELP REDUCE THE PERCEIVED HEIGHT OF THE BUILDING. THE GROUND-FLOOR GARAGE FAÇADES ALONG THESE STREETS ARE CLAD IN AN ARCHITECTURAL PERFORATED METAL IN ALTERNATING LIGHT AND DARK GRAY COLORS TO PROVIDE AN ELEGANT VISUAL SCREEN TO THE GARAGE WHILE STILL ALLOWING THE PASSAGE OF LIGHT AND AIR.



SUSTAINABLE DESIGN AND BUILDING MATERIALS



APPENDIX - SUPPLEMENTAL INFORMATION

HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014



HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

CALLOWHILL STREETScape AND GARAGE SCREENING DETAILS



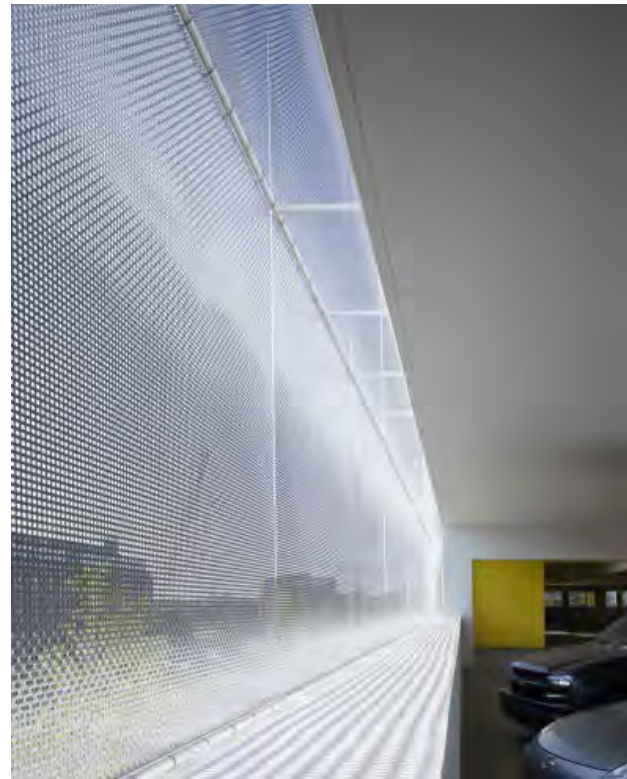
PERFORATED METAL DURING THE DAY



PERFORATED METAL DURING THE NIGHT



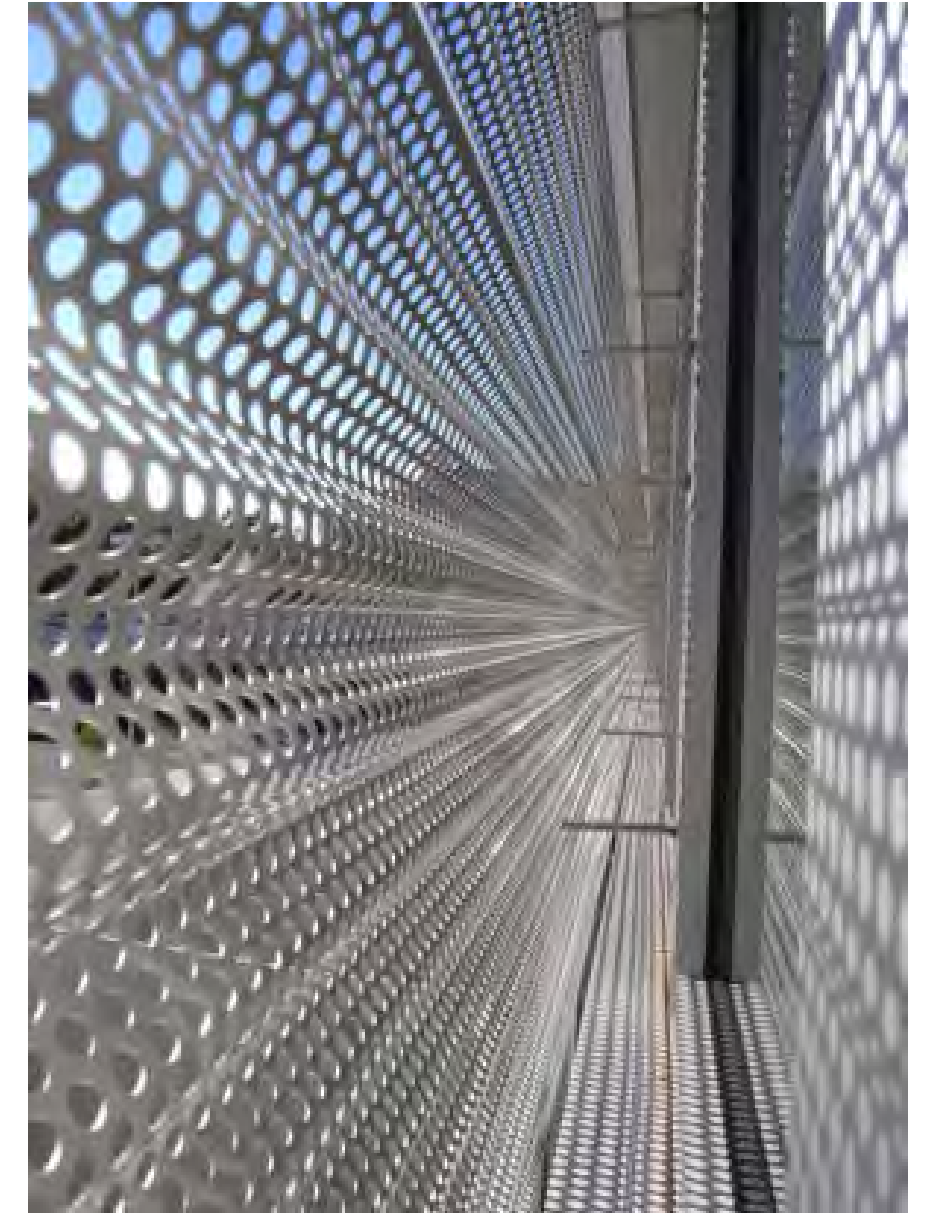
PERFORATED METAL DURING THE EVENING



SCREENING FROM INSIDE GARAGE



PATTERNS AND BREAKS IN SCALE



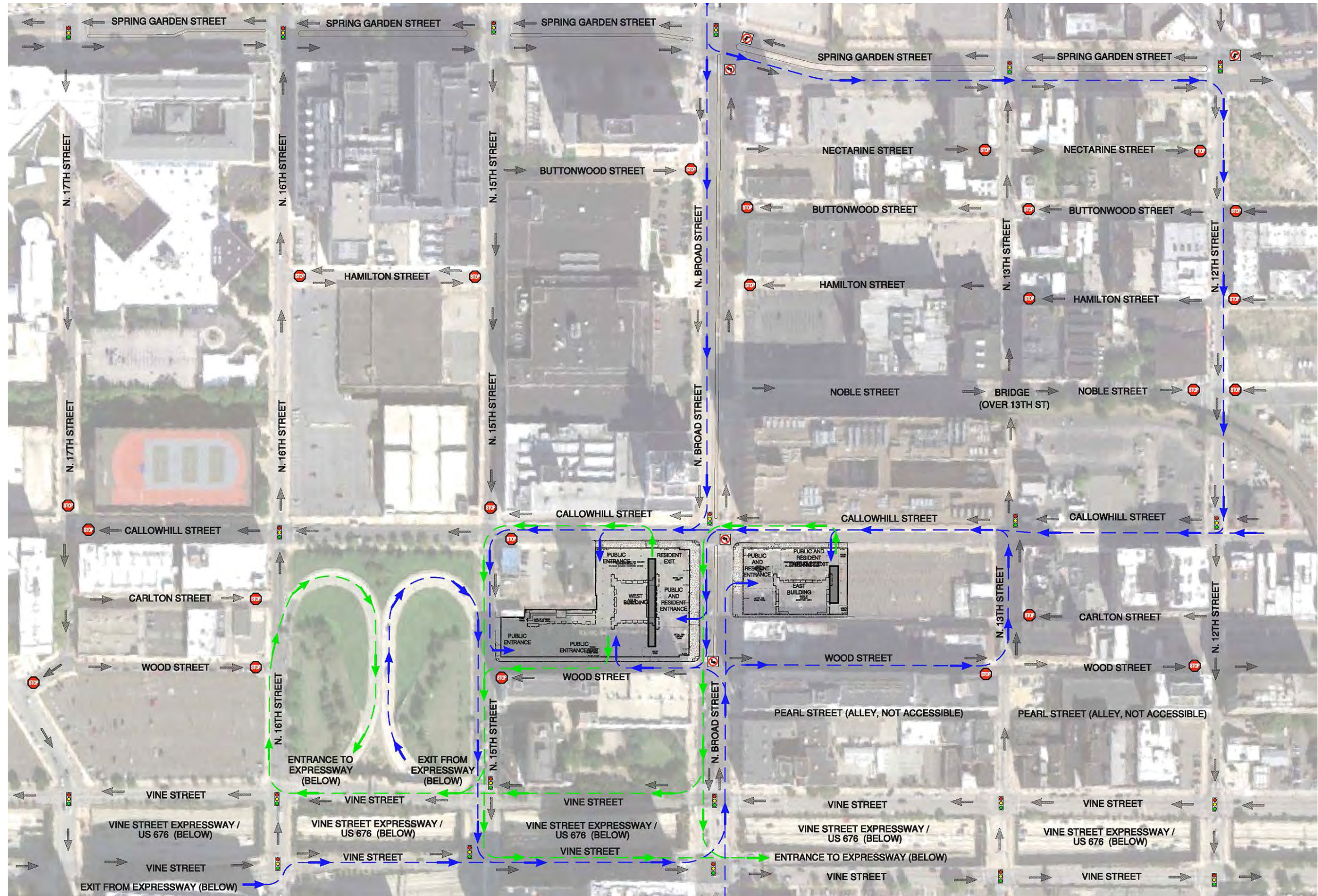
DETAIL VIEW OF PERFORATED METAL SCREEN

HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

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GARAGE SCREENING PRECEDENTS

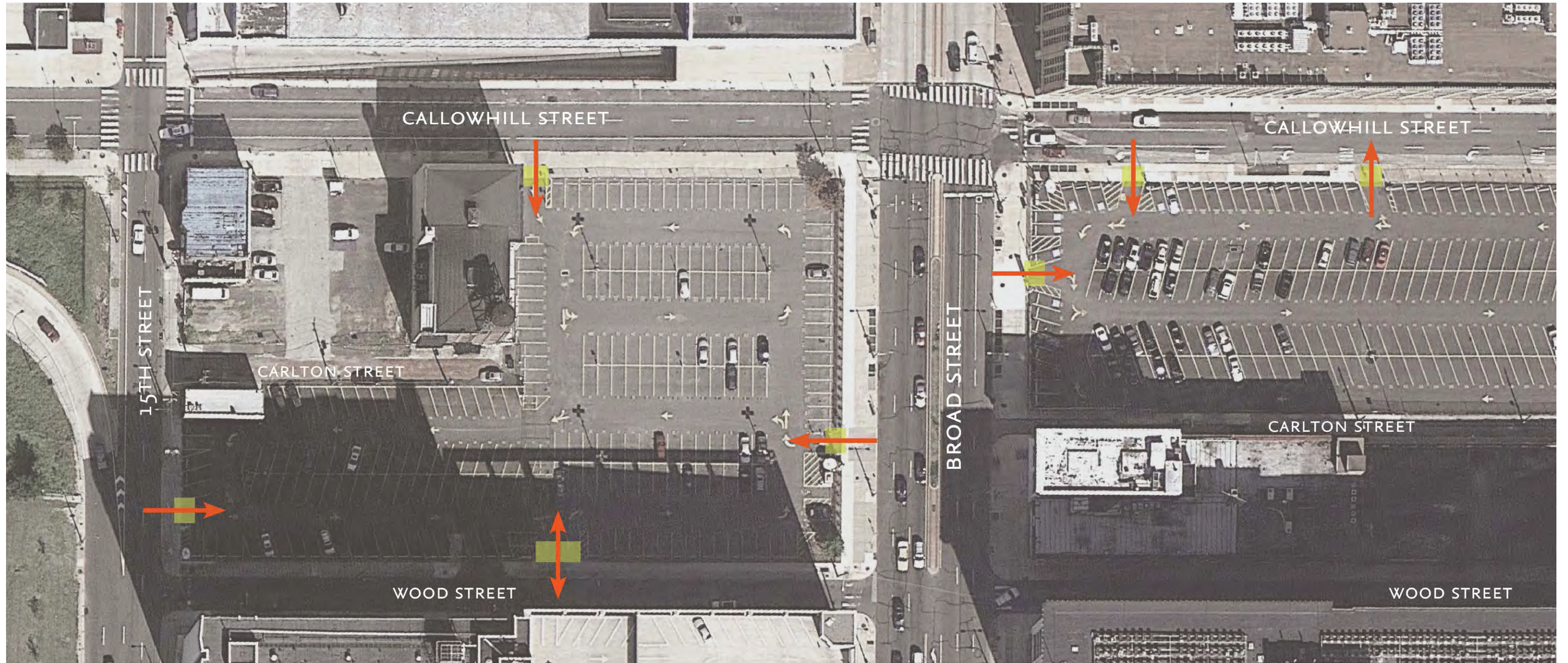


HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

TRAFFIC ANALYSIS

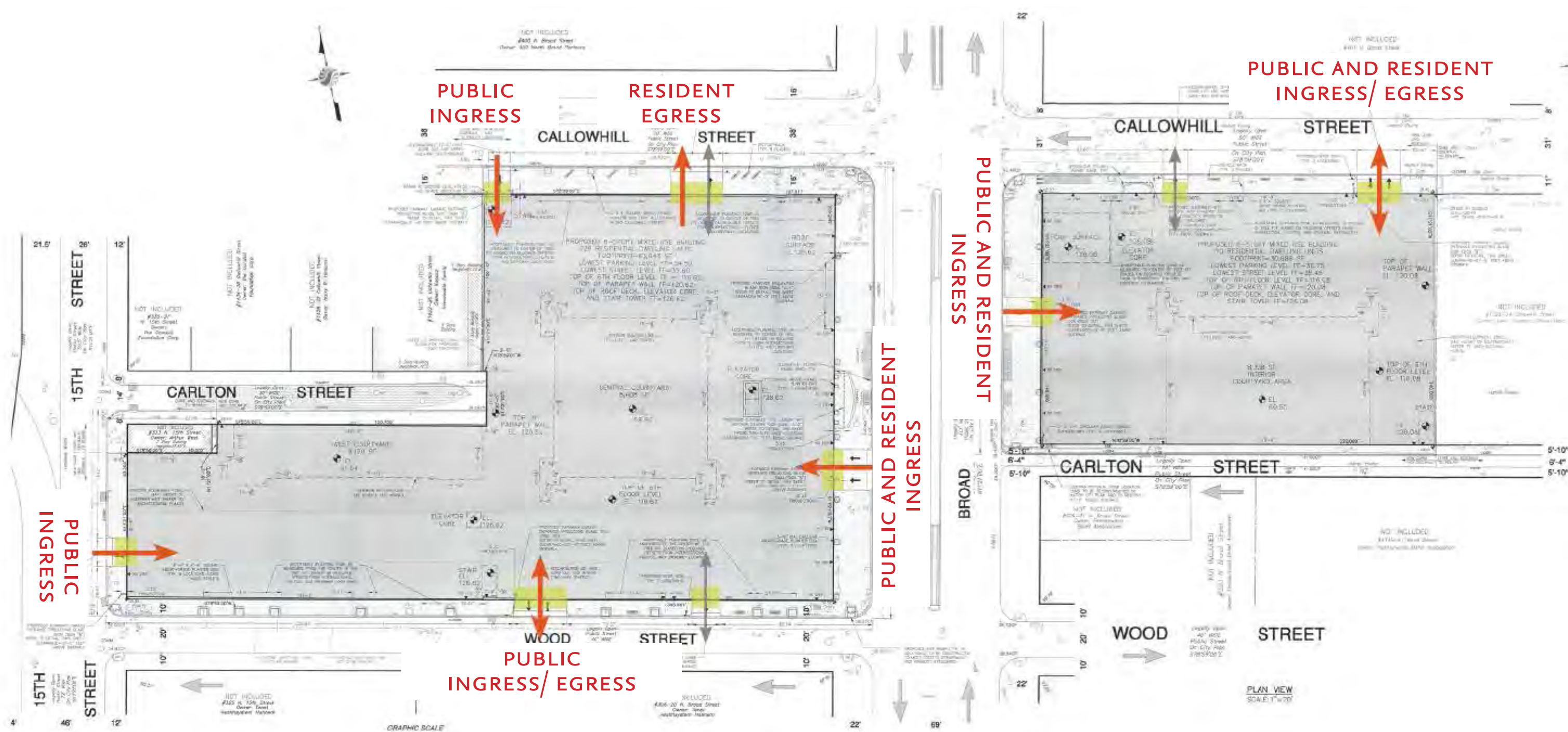


HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

CURB CUTS AND INGRESS/ EGRESS DIAGRAM | EXISTING CONDITIONS



HANOVER NORTH BROAD

CURB CUTS AND INGRESS/ EGRESS DIAGRAM | PROPOSED CONDITIONS

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014





HANOVER NORTH BROAD

PHILADELPHIA, PENNSYLVANIA

FEBRUARY 4, 2014

WEST BUILDING | NORTHEAST CORNER AT DUSK

LOOKING SOUTH ON BROAD ST.


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