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April 13, 2016

Mr. David Perri
Commissioner of Licenses and Inspections
Municipal Services Building, 11th Floor
1401 John F. Kennedy Boulevard
Philadelphia, PA 19102

Re: Civic Design Review for 1001-09 South Broad Street, Application #658972

Dear Mr. Perri:

Pursuant to Section 14-304(5) of the Philadelphia Zoning Code, the Civic Design Review (CDR) Committee of the City Planning Commission completed the required review of a proposed residential and commercial mixed-used development at 1001-09 South Broad Street. The project's proposed location is a vacant lot bounded by Broad, Carpenter, and South 13th Streets, and Washington Avenue.

This is a 4.4 acre site, and the proposal is for a podium of structured parking and retail with a roof deck with additional retail and housing, as well as a 32-story residential tower. The total project square footage is approximately 1,800,000 sf, with 143,000 sf of retail, 25,000 sf of commercial office, 260,000 sf of structured parking, and 1,082,000 sf of residential units. The lot is zoned CMX-5 and L&I has issued a refusal for special exceptions for a non-residential roof deck and for a parking garage within a CMX-5 zoning district.

The Registered Community Organization (RCO) for the proposal, Hawthorne Empowerment Coalition, submitted the required letter documenting that an RCO meeting had taken place previously, and an RCO representative was seated with the Committee during the Civic Design Review deliberation for this project.

The project was initially reviewed on March 1, 2016, and asked to return for a second review. At its second and final review meeting of April 5, 2016, the Civic Design Review Committee offered the following comments:

1. **Reconsider Fundamental Design Decisions for the Project**
   The CDR Committee urges the development team to consider different options for fundamental design decisions for composing the block including: developing a single large block while subdividing it with either a new street or pedestrian path, the location of the parking garage (and its relationship to grade), the placement of the high rise tower, and the size and placement of retail spaces. Additional details for these conditions are more fully developed in comments below.

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2. **Changes Since the Prior Submission**
The CDR Committee noted that some positive changes had been made to the proposal since the CDR review of March 1, 2016. The Committee stated that the development team could take advantage of several additional opportunities to make further improvements.

3. **Concerns with Height, Scale, and Neighborhood Context**
The CDR Committee members expressed concerns with the height of the project, the lack of intervening streets, and also noted that the zoning of the surrounding blocks, that does not allow for this kind of concentrated density, is not consistent with the scale of the proposed project.

4. **Appropriateness of Use and General Location of Building Masses**
The CDR Committee members expressed support for creating a dense, commercial, and residential mixed-use project at this location. However, the Committee also expressed concerns that the current arrangement of building masses and vehicular access to the site caused many of the problems of height and scale noted in comment #2 above. The Committee urged the study of alternate massing placements to mitigate these impacts.

5. **Parking Design**
The CDR Committee urged the development team to reconsider the count and placement of parking levels. The number of spaces being provided exceeds Zoning Code minimums, and the Committee urged a reduction in their number. The Committee also recommended the placement of one level of parking below grade to mitigate the impact of large areas of parking enclosed by building facades which can be seen from the street.

6. **Impact of Project on Adjacent Properties**
The CDR Committee members noted that the scale, height, and opaque facades of the proposal were not complementary to the existing rowhomes across South 13th Street. The Committee members urged the development team to explore design solutions that could aid in transitions between the existing lower scale rowhomes and the density and uses of the proposed development.

7. **Opaque Facades and Future Façade Reviews**
The CDR Committee members had concerns with large expanses of blank and/or opaque walls of the podium that both residents and visitors to the area would regularly experience, and that would not create a welcoming public realm. The CDR Committee members urged the development team to incorporate greater transparency in the design of facades. Additionally, the CDR Committee members directed PCPC staff to encourage greater transparency of the elevation of the podium level in any future review associated with the building permitting process.

8. **The Size and Placement of Smaller Scale Retail**
   The CDR Committee members agreed with the intention to create a smaller scale retail environment, but urged the development team to consider placing these smaller venues along prominent street frontages at the ground level, thereby supporting greater street activity for pedestrians. The Committee also encouraged the development team consider the creation of intervening streets and/or pedestrian pathways within the block, which would further support small scale retail.

9. **The Use of LEED Guidelines**
   The CDR Committee urged the development team to follow through and apply for LEED certification, as was noted on the development team's submission materials.

10. **PCPC Staff Comments**
    In addition to the CDR Committee member comments above, the Committee adopted the comments of PCPC staff. These comments include:

    a. **Washington Avenue Frontage**
       The frontage is lengthy -- over 500 feet -- but has a small number of public points of access. Additionally, egress staircase points of exit form dead spaces;

    b. **South 13th Street Lay-by Lane and Curb Bump-out**
       Consider removing the lay-by lane, as it is not needed for a mid-rise residential use. Consider shortening the length of the curb bump-out, as it causes a traffic bottleneck on a street with bicycle sharrows;

    c. **Elevator Banks to Upper Retail Level at 13th Street and Washington Avenue**
       The route to the elevator banks is obstructed by columns and landscaping. Additionally, its location, in close proximity to entry drive, raises safety concerns for pedestrians whose likely walking routes could conflict with vehicular ingress and egress;

    d. **Monumental Staircase at 13th and Washington Avenue**
       The monumental staircase is positioned in such a way that it is not very visible from either Broad Street or 12th Street. Additionally, the monumental staircase jogs and turns, offering no direct sightlines between the sidewalk level and the retail level above.

    e. **Above Grade Level Retail**
       The proposed above grade retail contains a network of pedestrian circulation, where the PCPC staff had concerns about visibility, safety, and shading. There are many pinch points, blind corners, hidden spaces and a 90-foot long publicly accessed tunnel which poses concerns for general wayfinding, as well as safety and security. Additionally, the PCPC staff notes that most public circulation spaces are in shadow for the majority of the day and the year, which could make the pedestrian environment less welcoming. Also, the use of grass pavers throughout this level could pose maintenance challenges, especially during winter months, where their appearance could become less welcoming.

In conclusion, the Civic Design Review process has been completed for this project. Please contact me if you have any questions about the Committee's action.

Sincerely,

Gary J. Jastrzab
Executive Director

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April 13, 2016

Mr. David Perri
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Re: Civic Design Review for 900-934 Callowhill Street, Application No. 642224

Dear Mr. Perri:

Pursuant to Section 14-304(5) of the Philadelphia Zoning Code, the Civic Design Review (CDR) Committee of the City Planning Commission completed the required review of the residential and commercial mixed-use development proposed at 900-934 Callowhill Street by Wing Lee Realty Investment.

The proposed project's location is bounded by Callowhill Street to the north, 9th Street to the east, Carlton Street to the south, and Ridge Avenue to the west. The site is currently occupied by several one-story warehouses and some vacant land.

The site is 0.81 acres in size, and the proposal is for a single building that includes seven floors on its north boundary, and six floors on its south. The structure includes 142 dwelling units totaling 128,083 square feet, and 12 ground floor retail spaces totaling 19,231 square feet. There are 67 parking spaces and 50 bicycle parking spaces proposed in an below-grade parking garage that is entered from 9th Street. The structure is organized around a series of open-air courtyards. In total, the proposal includes 173,913 square feet of new gross floor area.

The Civic Design Review Committee first reviewed this project at its meeting on February 2, 2016, and requested that the development team return for a second meeting. At its meeting of April 5, 2016, the Civic Design Review Committee offered the following comments, and voted to complete the CDR process:

1. **Incoming and Outgoing Flow of Goods**
   The Civic Design Review Committee members, as well as the representatives of the Registered Community Organizations (RCO) reviewing the project, expressed concerns over how well the development could manage deliveries, trash removal, and other back-of-the-house functions. Noting that the current design forces all incoming deliveries and outgoing trash directly through the courtyard, the Committee noted that the quality of the space could be severely compromised by those types of activities. The amount of trash storage and location of trash removal chutes from the residential area was also called into question, as was the adequacy of the site's single off-street loading zone.

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The Committee cautioned the design team to be aware of these types of activities when planning the way goods enter and exit the site, so as to maintain good quality space, both within the site and on the adjacent public realm.

2. **Interior Courtyard Design**
The Committee had concerns about the design of the long interior courtyard around which the building's residential and commercial units are organized. They noted that the outdoor hallways seemed too narrow to accommodate the volume of foot traffic that would result from a development of this size. They also noted that the open area of the courtyard was very narrow and deep which would result in it receiving very little, if any, sunlight at its base. In addition, noises could reverberate and create a very loud environment.

   The Committee recommended further design study of the courtyard to get a better idea of the qualities that space would have when built. They also recommended that a potential strategy for allowing more light in the interior courtyards would be to further open the walls separating the exterior entry courts to the interior courtyard with more transparency or openness.

3. **Location of the Parking Level Entry**
An RCO representative stated that the community had concerns over the planned location of the entrance to the parking garage, as it would be perceived as a disruption to the neighborhood and residences to the south along 9th Street.

4. **Improvements to the Public Right-of-Way Around the Site**
The Committee echoed concerns of the PCPC staff that the development team needed to make sure to reconstruct the sidewalks that form the periphery of this site. The current state of the sidewalk is heavily deteriorated at some places, several old curb cuts need to be removed, and new curbs need to be installed.

5. **Transparency of the Facade**
The Committee noted that there was a lack of transparency on the upper floors of the building facing the intersection of 10th Street, Ridge Avenue, and Callowhill Street, and recommended the addition of windows in residential units at this location, which is visually prominent corner of the site.

6. **Location of Bicycle Parking**
The Committee noted that the location of the bicycle parking on the site was remote, and that by locating it in the below-grade garage among the automobile parking spaces would encourage the bicyclists to use the auto ramp creating a potentially dangerous situation. The Committee recommended the relocation of the bicycle parking to a more centrally-located place on the ground floor of the building.

7. **Improvement in the Design**
The Committee stated that the design team had made several changes to the proposal for this second hearing, which constituted improvements over their first submission in February. These including moving the loading and parking entrances, redesigning the commercial facades, and recessing the building's entrances.

In conclusion, the Civic Design Review process has been completed for this project. Please contact me if you have any questions about the Committee's action.

Sincerely,

Gary J. Jastrzab
Executive Director

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April 13, 2016

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Re: Civic Design Review for 1222 North 2nd Street, Application No. 660861

Dear Mr. Perri:

Pursuant to Section 14-304(5) of the Philadelphia Zoning Code, the Civic Design Review (CDR) Committee of the City Planning Commission completed the required review of the mixed used project at 1222 North 2nd Street by Blackstone Development.

The development team first brought this project to the CDR Committee on March 1st, 2016, but was asked to return due to community and Committee member concerns regarding density, scale, and architectural design elements.

The proposed project location fronts three streets: North American Street to the west, Thompson Street to the north and North 2nd Street to the east. The southern portion of the site is bounded by rowhomes. The development team is proposing to demolish a one-story warehouse, and build a 5-story, mixed-use building with two commercial spaces (6,934 sq. ft.), seven live/work loft units (9,144 sq. ft.), and 64 residential units (77,072 sq. ft.) totaling 95,064 square feet of new gross floor area. The site is 0.56 acres in size, and includes 55 mechanical vehicular parking spaces, as well as 29 on-site bicycle parking spaces. Additionally, the development provides rooftop access from the 2nd and 4th floors.

At its meeting of April 5, 2016, the Civic Design Review Committee offered the following comments, and voted to complete the CDR process:

1. **Approve the Project with the Updated Design**
   The development team responded to the ground floor uses by minimizing the commercial spaces, removing one of the live/work lofts, and minimizing balconies and rooftop amenities. This allows for more open area on the ground floor, providing a more cohesive design in regard to pedestrian and vehicular conflicts, and allowing for more light and relief on the ground floor. The Committee stated that these adjustments made the project better.

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2. **Community Input**
   The Committee had requested another meeting between the development team and the community RCO after the first Civic Design Review meeting. This meeting was held on March 23rd, and a new letter was provided by the RCO. The CDR Committee encouraged the ongoing discussion and were pleased to see changes based on this discussion.

3. **Material Choices**
   Several Committee members requested the materials to be of high quality, specifically for their longevity and asked for the development team to keep high-end materials in mind moving forward.

4. **Façade Treatment – 2nd Street**
   The CDR Committee highlighted the façade treatment along 2nd Street. They were encouraged with the updates, and stated that the live/work units looked and felt more like commercial spaces, which will activate and enliven the streetscape. They stated that the ground-floor façade no longer looks residential in scale, allowing the live/work function to work as an element of a commercial corridor.

5. **Balconies**
   Overall, the CDR Committee wanted to compliment the development team for the sensitively-configured balconies that offered animation to the façade and that provide additional outdoor space for residents.

6. **Roof-Top Amenity Decks**
   The Committee had a concern about access to the 4th floor amenity deck, stating that visitors might disrupt residents while gaining access to the deck through a long hallway, but overall were satisfied with the redesigned site configuration.

7. **Mechanical Parking**
   Several Committee members made favorable comments concerning the innovative mechanical parking design, which could provide a great benefit for the residents.

8. **Third Party Sustainability Certification**
   The project does employ some sustainability measures, such as a green roof. The Committee recommended LEED or another 3rd party sustainability certification, but the development team had not yet committed to any recognized certification.

In conclusion, the Civic Design Review process has been completed for this project. Please contact me if you have any questions about the Committee's action.

Sincerely,

Gary J. Jastrzab
Executive Director

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April 13, 2016

Mr. David Perri
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Re: Civic Design Review for 1950 East Logan Street, Application No. 609854

Dear Mr. Perri:

Pursuant to Section 14-304(5) of the Philadelphia Zoning Code, the Civic Design Review (CDR) Committee of the City Planning Commission completed the required review of a residential project at 1950 E Logan Street.

The proposal is bounded by East Logan Street to the north, Ruscomb Street to the south, and North 20th Street to the east. The proposal includes the partial reuse of a vacant industrial warehouse currently on the site.

The site is approximately 2.3 acres in size, and the proposal is for a single, three-story building consisting of 111 new dwelling units and one small commercial space. The proposal includes a surface parking lot with 45 parking spaces and 45 bicycle parking spaces.

The project was first seen at the Civic Design Review meeting of March 1, 2016. Because the Committee believed that some unresolved design issues could be further developed, the project was asked to return for a subsequent meeting. At its meeting of April 5, 2016, the Civic Design Review Committee offered the following comments, and voted to complete the CDR process:

1. **Interface with the Public Right-of-Way**
   The Committee recommended that the site's perimeter sidewalk be modified to include a four-foot planting strip between the sidewalk pavement and the curb. This arrangement, which is typical for nearby adjacent streets, would accommodate existing utility poles while maintaining a six-foot clear path for pedestrians.

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2. **Natural Light in Dwelling Units**
   The Committee applauded the fact that the design team would be engaging a LEED sustainability consultant to assist in maximizing the energy efficiency of the structure. However, it was noted that many of the units still do not have natural light in both kitchens and living room areas, and that this is the hallmark of housing that is sub-standard in quality. The applicant was urged to find a way to introduce light into spaces that would normally enjoy such an amenity.

3. **Surface Parking Lot Modifications**
   The surface parking lot alongside the building was modified to align with the building frontage at East Logan Street, and will provide direct access to the lower-level lobby. In addition, a small entrance plaza was developed along East Logan Street in order that residents and visitors can enter the building directly from the street.

4. **Entrance Lobby and Plaza**
   The Committee expressed concern about the adjacency of the building's major trash room with the entrance lobby. It was noted that refuse odors had the potential to enter the lobby. The architect acknowledged that this could be the case, and proposed to enlarge or reconfigure another trash storage area to accomplish the same necessary function.

5. **Custodial Storage Area**
   The Committee noted that there was a discrepancy between the janitor's storage area at the second floor and an aerial perspective of the same portion of the building that indicated that this room was tucked beneath the cantilevering third floor above it. The architect stated that the plan is correct and that the perspective was in error.

6. **Rooftop Mechanical Screens**
   The Committee recommended that the screens of the mechanical units on the roof be a neutral color, and not a color that would further call attention to a systems function that should appear self-effacing.

7. **ADA Compatibility**
   The Committee asked the architect to ensure full ADA compatibility for hallways - including their width and at turnarounds for wheelchairs.

8. **Additional Staff Comments**
   The Committee asked that staff comments be adopted. The only remaining staff comment not directly addressed by the Committee was to suggest to the development team that specific sustainability goals be identified for the project.

In conclusion, the Civic Design Review process has been completed for this project. Please contact me if you have any questions about the Committee's action.

Sincerely,

Gary J. Jastrzab
Executive Director

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