



November 8, 2016

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

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Leonidas Addimando  
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Anita Toby Lager, ASLA  
Michael Johns, AIA, NOMA, LEED-AP

**Re: Civic Design Review for 1000 South Broad Street (Application No. 717979)**

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 proposed building located at 1000 South Broad Street.

As proposed, the project consists of several structures, including a new 9-story building at the southern end of the site, fronting along Washington Avenue and Broad Street which wraps two sides of a structured parking garage. The site also contains a vacant historically-certified train shed to the north with frontage on Carpenter Street. This structure will have an addition on its eastern elevation that will front on South Broad Street.

The project consists of 471,460 square feet of new gross floor area. The program of the new construction includes 322 residential units, interior and exterior residential amenity spaces as well as two floors of retail space totaling 69,860 square feet. The project includes 456 parking spaces, and 144 bicycle parking spaces located within the structured parking garage at the interior of the site. The site is the entire city block bounded by South Broad Street to the east, Washington Avenue to the south, 15<sup>th</sup> Street to the west, and Carpenter Street to the north. The site is zoned CMX-3. This proposal is "by-right," and did not generate zoning refusals.

At its meeting of November 1, 2016, the Civic Design Review Committee made the following comments, and voted to complete the Civic Design Review process:

**1. Overall Building Design**

The CDR Committee, PCPC staff, and the RCO representative all made comments about the design of the 9-story building to the south of the site. The RCO asked the design team to consider breaking up the mass of the building by perhaps making it taller at Broad Street and shorter towards 15<sup>th</sup> Street. The Committee noted that the facades of two lower floors which house the retail portion of the program did not seem at all well-integrated architecturally into the rest of the building design. They also observed that the second floor was much more opaque than they thought it should be, particularly at the prime corner of Broad Street and Washington Avenue. The Committee recommended the addition of more glazing on the second floor – throughout the building, but particularly at that corner.

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**2. Concern About Curb Cuts on 15<sup>th</sup> Street**

The CDR Committee echoed staff comments that the proposal included too many curb cuts and garage openings along 15<sup>th</sup> Street. They recommended that the project team take another look at the design as it relates to 15<sup>th</sup> Street to see if the impact on the public realm could be lessened and if more active uses and entrance points could be added to the building to help activate the street. The Committee also noted that the treatment of 15<sup>th</sup> Street by this project could establish an unwelcome environment, particularly if the block across the street to the west were to eventually be redeveloped.

**3. Lincoln Walk**

The Committee recognized that the proposed space between the northern (the train shed and its addition) and southern buildings, known as “Lincoln Walk” was designed to perform double-duty as a pedestrian space and back-of-house loading space for the retail tenants. Also noted was the fact that there was little transparency facing Lincoln Walk and that there were no active uses or entrances onto it. The Committee stated that the relationship of the structured parking garage to 15<sup>th</sup> Street and Lincoln Walk would be improved with a screening system to block open views of parked cars within the structure.

**4. Public Plaza Space**

The CDR Committee noted that the plaza space included in the project for the corner of South Broad and Carpenter Streets was a very positive addition to the site. However, it recommended that the design of the plaza be further developed to make the space better serve its intended purposes and users. They also requested more information regarding the retail signage called out on the documents for the corner of South Broad Street and Carpenter Street.

**5. Maximize Walking Zone on Perimeter Sidewalks**

The Committee adopted staff comments concerning the block’s perimeter public realm. It recommended maximizing the walking zone on streets around the site, particularly at Washington Avenue and 15<sup>th</sup> Street, where space is already somewhat limited. The Committee also requested that the placement of several street trees reducing visibility and compromising pedestrian safety at the proposed curb cuts be reconsidered. The Committee strongly encouraged maintaining the existing bike lane on Washington Avenue and, if possible, expanding it to reach all the way to Broad Street. Finally, the Committee requested that the established “Avenue of the Arts” sidewalk paving design be installed along South Broad Street edge of the site.

**6. Change to Two-Way Traffic for 15<sup>th</sup> Street**

The Committee stated that any proposed changes to 15<sup>th</sup> Street, including changing the street to be bi-directional and eliminating on-street parking required further dialogue with local community groups and the Streets Department. The Committee accepted comments from the staff in not supporting the addition of back-in angled parking along Carpenter Street.

**7. Internal Retail Loading**

The Committee asked the development team to make an effort to design the loading area for retail tenants to accommodate delivery trucks (at least those of 40 feet) to turn around inside the site to prevent backing-in and out of large loading vehicles onto streets.

**8. Building Façade**

While complimenting the successful design of the residential portion of the 9-story building, the Committee noted that they wanted the developer to commit to building the façade as shown, including the 8-inch projection of some sections of metal panels.

**9. Encouraging Sustainability**

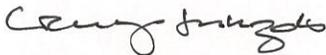
The Committee noted that the design team had made a commendable effort towards sustainability, and encouraged them to seek third party certification and to also perform energy commissioning and make an effort towards energy optimization on site.

**10. Historically-Sensitive Design**

The Committee also complimented the designers and development team on several aspects of the project, including the addition to and renovation of the site's historic train shed and the ability of the designers to successfully wrap several sides of a structured parking garage with residential uses.

In conclusion, the Civic Design Review 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

cc: Nancy Rogo Trainer, Chair, Civic Design Review, nrt23@drexel.edu  
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**Re: Civic Design Review for 3600-30 Lancaster Avenue (Application No. 721579)**

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, and voted to conclude the CDR process for 3600-30 Lancaster Avenue.

As proposed, the 3600-30 Lancaster Avenue project totals 145,596 square feet of gross floor area, and will consist of 155 multi-family dwelling units, 11,385 square feet of ground floor retail, 11,400 square feet of retail storage, and a 7,105 square-foot parking garage.

The site consists of a 1.02-acre parcel that contains existing historically-certified, mixed-use buildings and an accessory surface parking lot. The site is located between Lancaster Avenue to the north, 36<sup>th</sup> Street to the east, Warren Street to the south, and 37<sup>th</sup> Street to the West. The site is zoned CMX-2, and adjacent to a zoning overlay for the Wexford Science Center to the west and south. The proposal has zoning refusals for height, density, and the number of street trees provided.

These zoning variance requests will be considered at the City Planning Commission meeting of November 15, 2016.

At its meeting of November 1, 2016, the Civic Design Review Committee voted to complete the Civic Design Review process and offered the following comments:

**1. Communications with Local Residents**

In support of the proposal, the RCO representative from the Powelton Village Civic Association stated that many elements of the project's design are the result of multiple conversations between the developer and community members over the past year. These conversations were initiated following local historic certification of the existing three-story mixed-use buildings facing Lancaster Avenue.

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**2. North 36<sup>th</sup> Street Frontage – Multiple Comments**

The CDR Committee had multiple comments for adjustments that could be made to the proposed facade and sidewalks alongside North 36<sup>th</sup> Street. These included:

- Street trees should be placed along North 36<sup>th</sup> Street to help soften the tall podium of the parking garage. To create proper depths for street tree pits and a walking zone compliant with Complete Streets requirements, the wing of the building facing 36<sup>th</sup> Street should be moved away from the curb line to create a minimum sidewalk width of 10'-0".
- The development team should explore greater architectural articulation of the parking podium to mitigate the impacts of a tall blank surface alongside a pedestrian walkway.

**3. Loading**

No loading should take place on Lancaster Avenue due to the cumulative traffic impacts expected on a street with a trolley transit system. In coordination with the Streets Department, the development team should clarify on-street loading locations on other frontages and should insure that the loading for the project, both residential and retail, does not impact the traffic flow on Lancaster Avenue.

**4. Fenestration**

CDR Committee members expressed a preference for window units consistent with the existing historically-certified building. As a result, they recommended double-hung window units for building additions, as opposed to sliding units.

**5. Recognition and Addressing Facades of Warren Street Rowhomes**

The CDR Committee felt that the development team had not spent enough time considering the relationship between the proposal and the existing rowhomes facing Warren Street. The Committee encouraged studying those relationships and including changes in architectural details and/or materials that would be reflective of the heights and characteristics of the existing rowhomes.

**6. Vacant Area at North 37<sup>th</sup> and Warren Streets**

CDR Committee members noted that the portion of the site at 37<sup>th</sup> and Warren Streets is not being improved in this proposal. Rather than a vacant lot, the Committee recommended that the development team work with the local community to find interim uses and appropriate interim improvements to support those uses.

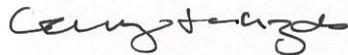
**7. Adoption of Philadelphia City Planning Commission Staff Comments**

CDR Committee members supported additional PCPC staff comments, including:

- Providing additional bicycle parking, especially on-street bicycle parking which would support ground floor retail on Lancaster Avenue;
- Pursuing third-party energy commissioning as described within the Civic Design Review Sustainability Questionnaire;
- Confirming the viability of proposed planters facing 36<sup>th</sup> Street;
- Working with SEPTA to incorporate the impacts of the trolley modification plan at 36<sup>th</sup> Street and Lancaster Avenue;
- Meeting the zoning requirements for the minimum number of street trees.

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

cc: Nancy Rogo Trainer, Chair, Civic Design Review, nrt23@drexel.edu  
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**Re: Civic Design Review for 1100 North Delaware Avenue (Application No. 709297)**

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 proposed building located at 1100 North Delaware Avenue.

As proposed, the project is "by-right" in a CMX-3 district, and is located within the Central Delaware Overlay (/CDO). The project consists of two components:

1. The renovation of the existing historically-certified Edward Rope Corner building (12,293 square feet) for 10 residential units on the second and third stories and 4,431 square feet of commercial space on the ground floor and basement.
2. A new 170,361 square feet mixed-use building (75-feet high, 6 stories). The building will contain 169 residential units and 24,200 square feet of commercial space. There are a total of 100 parking spaces with 75 below grade and 60 bicycle spaces with 36 below grade.

At its meeting of November 1, 2016, the Civic Design Review Committee made the following comments, and voted to complete the Civic Design Review process:

**1. Overall Design**

The Committee appreciated the overall sophistication of the design, specifically the inclusion of underground parking and the renovation of a historic structure.

**2. Discourage the Use of Stucco**

The Committee expressed support for the PCPC staff position to discourage the use of stucco.

**3. Building Setback**

The Committee appreciated the portion of the new building on Allen Street that is setback from the house line an additional 40 feet, for a total of 80 feet building-to-building. However, the Committee expressed concern about the portion of the building on Allen Street that is not set back from the house line, and requested additional articulation and transparency be added to the plinth.

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**4. Screening the Parking Area**

The Committee requested that the parking screen in the pedestrian and vehicular passage be fully articulated and softened with landscaping.

**5. Design Flexibility for Rock Climbing Gym**

The Committee expressed concerns about the flexibility in the design of the rock climbing gym and the ability for the space to be repurposed for other uses.

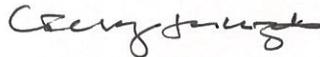
**6. Landscaping Issues**

There were several issues concerning the proposed landscaping for the site:

- a. The proposed red bud trees on Allen Street should be replaced with a more appropriate species for a street tree;
- b. Grass will probably not grow in the permeable pavers proposed for the passages beneath the building, since they will be continually in the shade;
- c. More street trees were requested to soften the mass of building.

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

Sincerely,



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