



August 7, 2013

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

RE: Civic Design Review for 1919-43 Market Street, (Appl. No. 472906)

Dear Mr. Williams:

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 mixed-use residential development with an accessory parking garage located at 1919-43 Market Street.

The site is currently a vacant lot, and had been excavated previously. The proposed development will create 278 residential units, and a parking garage for 223 cars in an attached 5-story structure. The entire project will include about 456,739 square feet of new construction on a site of about 33,627 square feet. Almost 100% of the site is proposed to be covered with structure.

At its meeting of August 6, 2013, the Civic Design Review Committee made a favorable motion concerning the project, subject to the following comments and concerns, to be reported to the full City Planning Commission at a future meeting:

1. Above Grade Parking Garage:

The CDR Committee asked the developers to further explore the option of locating all parking below grade, given that the site had been excavated previously. With concerns rooted in the Committee's charge to assess the quality of the public realm, the members discussed the detrimental effects that an above grade parking garage would cause on the streetscape. While acknowledging that the information to evaluate the economic feasibility of below grade parking was not provided, they questioned whether the proposal achieved a balance between public benefit and the development's programming needs. The final outcome of the discussion was a recommendation that the development team address the parking garage specifically at the August 20th City Planning Commission meeting. In addition, the CDR Committee wanted the City Planning Commission as a whole to comment on the meaning of giving a Special Exception Approval for this use.

Gary J. Jastrzab
Executive Director

Alan Greenberger, FAIA
Chair

Joseph Syrnick
Vice-Chair

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2. Ground Floor Transparency:

The second emphasis of the review concerned the transparency of the ground floor. Recommendations were made to increase the transparency and pedestrian interest along Commerce Street and at the IBX plaza elevation, perhaps by locating mechanical space below grade. Even if these must remain opaque, the design and detailing of these facades at the ground level should be developed further as they will be extremely visible to passers-by.

In addition, there was a question about the level of transparency that the tinted grey glazing that comprises the majority of the ground floor elevation would offer. The development team responded that it would be completely transparent, and that their renderings were faulty in indicating that the glass would be so dark.

3. Façade Elevations:

The Committee specified that if an above grade parking garage was proven to be necessary, then the resulting elevations needed to be of the highest quality possible. Therefore, the following recommendations were made toward improving the proposed elevations:

- South Façade (Market Street)
The residential entrance on Market Street could be emphasized through enhanced architectural expression. The proposed retail and lobby space will activate the streetscape.
- North Façade (Commerce Street)
The panel system might wrap around the northwest corner of the garage in order to continue the façade design part-way along Commerce Street. There were questions about the visual and functional impact of the metal louver system that screens the garage to provide ventilation for automobile exhaust.
- East Façade (IBX Plaza)
The metal louvers were questioned once more in terms of the quality that this material would offer to the public space. The applicant said that the louvers were necessary to ventilate the garage. It was suggested that a possible restaurant use and programming in the lobby would help to activate the plaza.
- West Façade (20th Street)
The street tree placement on 20th Street near the lay-by lane was questioned because sufficient space was not offered for both pedestrians on the sidewalk and for people getting dropped off by car. One tree at the lay-by will be removed.

PHILADELPHIA CITY PLANNING COMMISSION

CIVIC DESIGN REVIEW

After the discussion, the Committee made two motions. First, they moved that the staff summary findings be adopted. These findings are within the text above. Secondly, the Committee moved that the PCPC staff analyze the parking requirements in the CMX-5 zoning district in greater depth for the upcoming 1-year review of the zoning code.

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 Committee
Daniel Garofalo, Vice Chair, Civic Design Review Committee
Michael Fink, Deputy Commissioner, Department of Licenses and Inspections
Jeanne Klinger, Code Administrator, Department of Licenses and Inspections
Sarah Kaiser, Plan Examiner, Department of Licenses and Inspections
Ronald Patterson, Klehr Harrison Harvey Branzburg, LLP
Bruce Adelsberger, Barton Partners Architects
William Kramer, Development Division Director, PCPC
R. David Schaaf, Urban Design Division Director, PCPC



August 9, 2013

Mr. Carlton Williams
Commissioner of Licenses and Inspections
Municipal Services Building, 11th Floor
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RE: Civic Design Review for 501 North 22nd Street, (Appl. No. 475980)

Gary J. Jastrzab
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Alan Greenberger, FAIA
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Joseph Syrnick
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Nancy Rogo Trainer, FAIA, AICP
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Rob Dubow
Patrick Eiding
Bernard Lee, Esq.
Elizabeth K. Miller
Richard Negrin
Nilda Iris Ruiz, MBA

Dear Mr. Williams:

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 mixed-use residential/commercial development with an accessory parking garage located at 501 North 22nd Street.

The site is currently occupied by a motel and ancillary parking. The proposed development will create 293 residential units, a grocery store and accessory restaurant, retail, a financial institution and a parking garage for 494 cars partially below grade. The entire project will include about 553,000 square feet of new construction on a site of about 127,000 square feet. About 93% of the site is proposed to be covered with structure at or below grade.

At its meeting of August 6, 2013, the Civic Design Review Committee made a favorable motion concerning the project, subject to the following comments and concerns, to be reported to the full City Planning Commission at a future meeting:

1. The Committee urged that there be additional "urban space" developed along the Pennsylvania Avenue façade, and that one consistent glass façade with openings only at either end was not pedestrian-friendly.

The architect agreed that the possibility of additional door openings and active urban space will be explored (but also noted that there are inherent difficulties with creating further perforations at this edge due to temperature and humidity concerns of grocery stores). He noted that there are plans to include dining areas within the public sidewalk along this edge.

The Committee stated that the notch at the north of the Pennsylvania Avenue façade should be thought of as an opportunity to make an active urban place; this could mean enlarging the "notch" or some other solution, and would not require additional perforations.

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2. Though some amount of underground parking will be provided for this proposed residential and commercial use (170 spaces), some on the Committee wanted to know why all 494 spaces could not be placed below grade, especially since the marginal cost for additional underground parking, once the development team committed to 170 spaces, is minimized. The committee further questioned the need for parking for the residential units at a rate more than twice that required by the zoning code.
3. Attorney Michael Sklaroff listed the many ways that the project would benefit the community, even if there were above grade parking in a garage along a small perimeter of the block. He stated that the store would give life to the Parkway, that the project supports the goals of the new Parkway Plan in offering just the amenities that are included in this residential/commercial mix, that the “Whole Foods” store itself performs as a community forum, and that the project as currently conceived exhibits “really good design” that can mend a distressed section of the Parkway, as well as provide a number of jobs.
4. Some Committee members suggested that since the building almost fills the footprint of the site itself, respecting all street walls, that “there was not much for the public in the public realm.” The Committee asked that the building “inflect” to offer some public space within the block, perhaps at the entrance to the residential lobby.
5. The Committee and the two RCOs (Logan Square Neighbors Association and Spring Garden Civic Association) concur that the stucco elevations on the single-loaded corridor that links the two residential towers, apparent on both the north and east elevations, be reconsidered in terms of both design and materials. Comments were offered that suggested that this “hyphen” between the major residential towers is not complementary to the glass articulation of much of the building as well as the skin of the parking garage along 21st Street. The RCOs both agreed that there was too much dissonance in the many expressions of the architecture – especially from at the east elevation.
6. The Committee wanted to know why a LEED certification of some sort was not being sought for this project, especially since the “Whole Foods” grocery ethos promotes environmental sustainability. There was no definitive answer to this question from the design team.
7. The RCOs suggested, and the Committee agreed, that pedestrian-scale lighting be included on all four sidewalks surrounding the development.

PHILADELPHIA CITY PLANNING COMMISSION

CIVIC DESIGN REVIEW

After the discussion, the Committee moved that the staff summary findings be adopted. Those findings are within the preceding text.

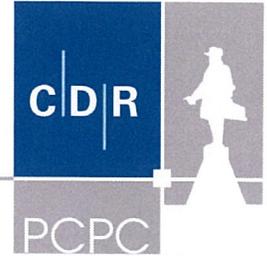
In conclusion, the Civic Design Review process has been completed for this project. Please contact me if you have any questions about the Committee's action.

Sincerely,



Gary J. Jastrzab
Executive Director

cc: Nancy Rogo Trainer, Chair, Civic Design Review Committee
Daniel Garofalo, Vice Chair, Civic Design Review Committee
Michael Fink, Deputy Commissioner, Department of Licenses and Inspections
Jeanne Klinger, Code Administrator, Department of Licenses and Inspections
Paulose Issac, Plan Examiner, Department of Licenses and Inspections
Michael Sklaroff, Esq. Ballard Spahr
Eileen Quigley, Esq. Ballard Spahr
William Kramer, Development Division Director, PCPC
R. David Schaaf, Urban Design Division Director, PCPC



August 7, 2013

Mr. Carlton Williams
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RE: Civic Design Review for 2413-29 North Broad Street, (Appl. No. 484956)

Dear Mr. Williams:

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 development with accessory parking located at 2413-29 North Broad Street.

The site consists of a vacant lot and an unused one-story commercial structure. The proposed development will create 90 multi-family residential units, with 2,000 square feet of ground-floor retail space, and two accessory parking spaces. The project will include 79,650 square feet of new construction.

At its meeting of August 6, 2013, the Civic Design Review Committee made a favorable motion concerning the project, subject to the following comments and concerns, to be reported to the full City Planning Commission at a future meeting:

1. The Committee agreed with the overall scale, height, and massing of the building proposal in relationship to nearby structures.
2. The Committee asked the applicant to reconsider the design of some façade elements, especially the aluminum screen placed over the recesses in the North Broad Street façade. The Committee also asked the applicant to carefully consider the use of EIFS in the recesses, and to choose colors that will age well and not fade excessively.
3. The Committee urged the applicant to consider installing hardscape instead of landscape in the proposed six-foot wide planting strip at the corner of Broad and Boston Streets. Some members felt that this was too small an area to maintain with landscaping in a high-traffic pedestrian zone.
4. The Committee asked the applicant to submit a landscaping plan for the remainder of the planting strip on the Boston Street side when the strip widens from six feet to somewhat over nine feet.

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CIVIC DESIGN REVIEW

5. The Committee remarked that because the ground-floor Boston Street façade is mostly devoid of windows, it could be made more inviting to pedestrians walking along the southern boundary of the site on the Boston Street sidewalk. The Committee also noted that the landscape plan in Item 4 could address this concern.
6. The Committee asked the applicant to include outdoor bicycle racks.

After the discussion, the Committee moved that the staff summary findings be adopted as well. Those findings are included in the summary above.

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 Committee
Daniel Garofalo, Vice Chair, Civic Design Review Committee
Michael Fink, Deputy Commissioner, Department of Licenses and Inspections
Jeanne Klinger, Code Administrator, Department of Licenses and Inspections
Sarah Kaiser, Plan Examiner, Department of Licenses and Inspections
Janet Stearns, Project HOME
William Kramer, Development Division Director, PCPC
R. David Schaaf, Urban Design Division Director, PCPC