



Two Penn Center
1500 John F. Kennedy Boulevard, Suite 1208
Philadelphia, Pennsylvania 19102
tel: 215 636-0600

7 March 2025

Philadelphia Art Commission
1515 Arch Street, 13th Floor
Philadelphia, PA 19102

Re: SEPTA Three Trolley Stations ADA Improvement - 22nd Street Station Art Commission Review

Dear Members of the Philadelphia Art Commission:

We are requesting have the above-referenced project placed on the agenda for the Art Commission meeting scheduled for May 14, 2025, to obtain approval for the renovations and additions to be performed at this SEPTA station.

The CDM Smith design team has been working closely with SEPTA over the last eighteen months to design the work required to make the 22nd Street station handicapped accessible and to provide permanent canopy enclosures at the four existing stairway entrances. This proposed project is part of SEPTA's program to make its system safe and accessible for the riding public.

The project at the 22nd Street station largely uses the prototypical designs for the elevator hoistway and stair enclosures that the Art Commission reviewed and approved for the 19th Street station. Minor adjustments have been made to standardize construction detailing to suit all conditions encountered at the three trolley stations (22nd, 33rd and 36th Street) that comprise our larger project.

The entry stair canopies are being provided to protect the entrances from the surrounding elements, enhancing passenger safety. Additionally, the enclosure below the canopy allows the station to be secured more completely when the trolleys are not operating. As with all SEPTA projects, the primary goals for the design and selection of materials include durability, ease of maintenance and passenger safety. At this site, there is the additional requirement to minimize visual impact to the historic cast iron guardrails. To satisfy these goals, the proposed materials include the refurbishment of the existing cast iron guardrails, the provision of new concrete curbs with applied stone veneer, stainless steel structural framing, standing seam metal roof and parallel strands of thin stainless steel aircraft cables to secure the enclosure. The resulting design allows for the historic guardrail to be visually prominent while making a clear distinction between the new and old elements.

Materials for the elevator hoistway enclosure at street level design have also been chosen for durability, ease of maintenance as well as passenger and public safety. These new structures have been designed to minimize the elevator's visual impact on the existing streetscape. Similar examples can be found at SEPTA's Tasker-Morris and Spring Garden stations on the Broad Street Line. The design will employ a stainless-steel structural frame with a mix of 8" x 8" glass block and





SEPTA: Art Commission Review Request for 22nd Street Station

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aluminum storefront with clear glazing infill. Anticipated height of the structure is approximately 15 feet, largely associated with the override required in the shaft by the elevator code.

We will forward supporting materials for the application no later than May 7, 2025. These exhibits will include photographs of existing conditions, proposed site plans, plans, elevation views and renderings indicating the new work in place.

Please note that federal funding will be used to construct these renovations and additions. Currently, public art is not planned to be included with this project due to the schedule for design and construction but none of the planned improvements at the 22nd Street station preclude the incorporation of a public art installation in the future.

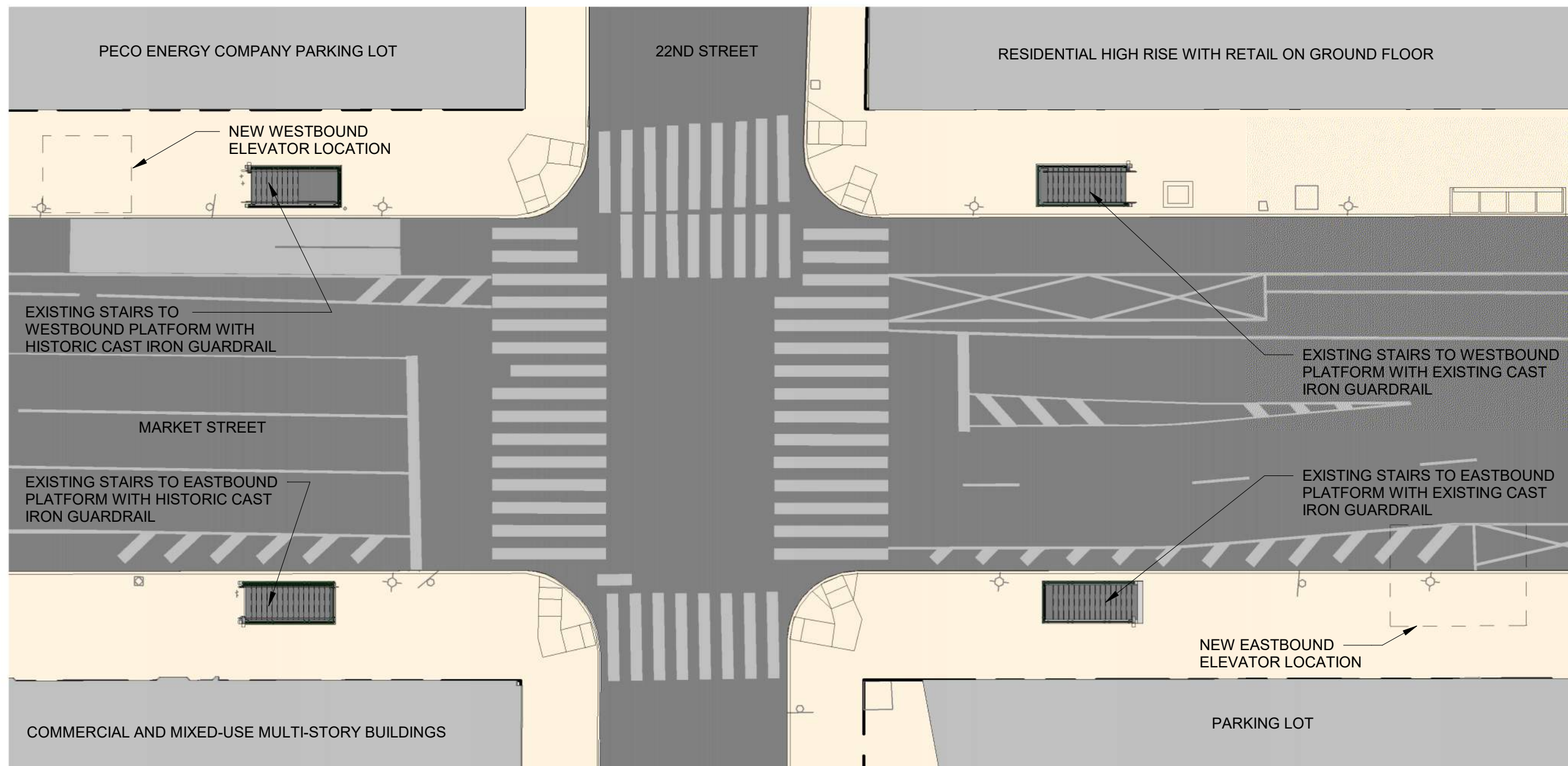
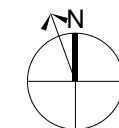
Please contact me with any questions at 215.840.1119 or by email at kalnersj@cdmsmith.com and include Will Kunkle, the SEPTA project manager (wkunkle@septa.org) on all official correspondence related to this project.

Sincerely,

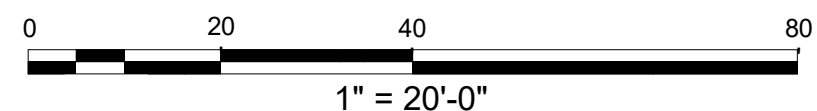
A handwritten signature in blue ink, appearing to read "Scott J. Kalner".

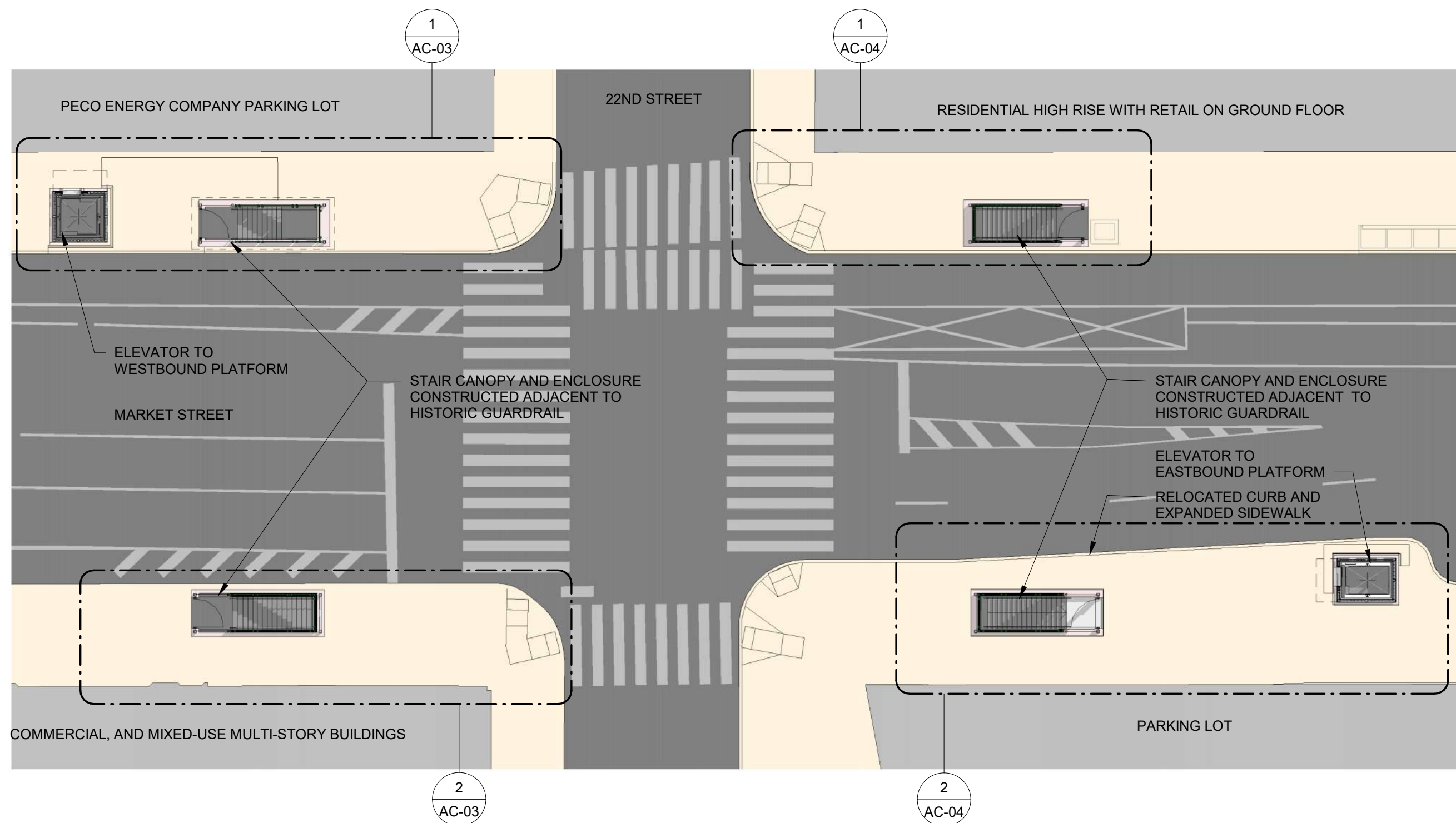
Scott J Kalner, AIA / LEED / PMP

cc: W. Kunkle, N. Green (SEPTA); A. Nardo (CDMS)

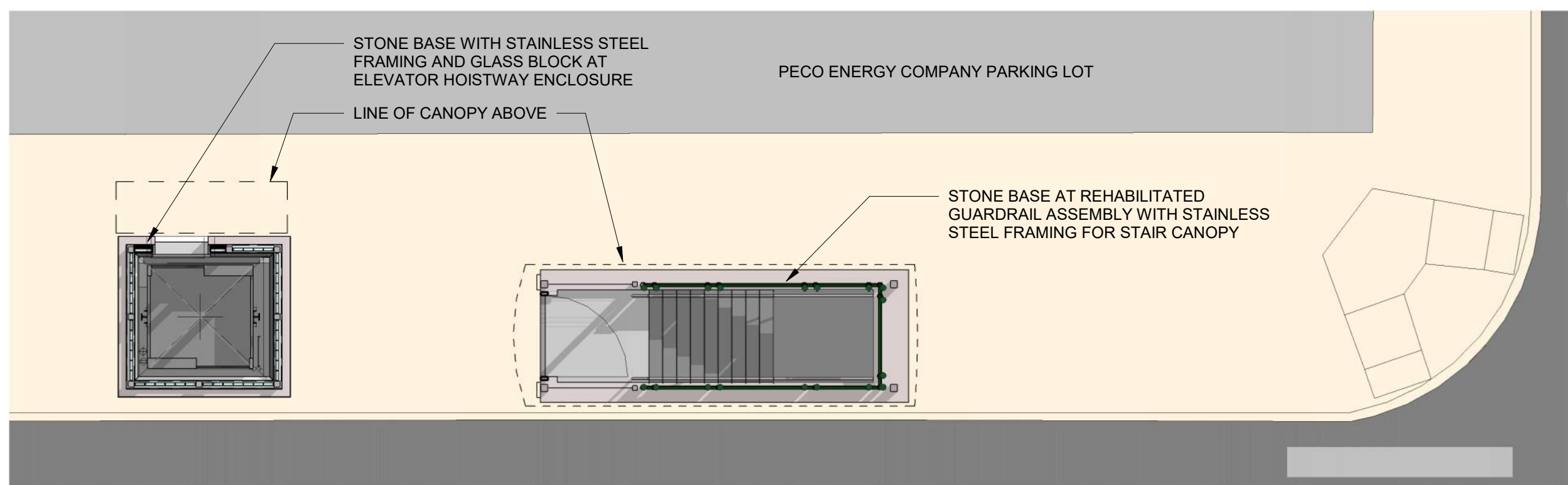


① STREET LEVEL EXISTING CONDITIONS PLAN - WEST SIDE
1" = 20'-0"

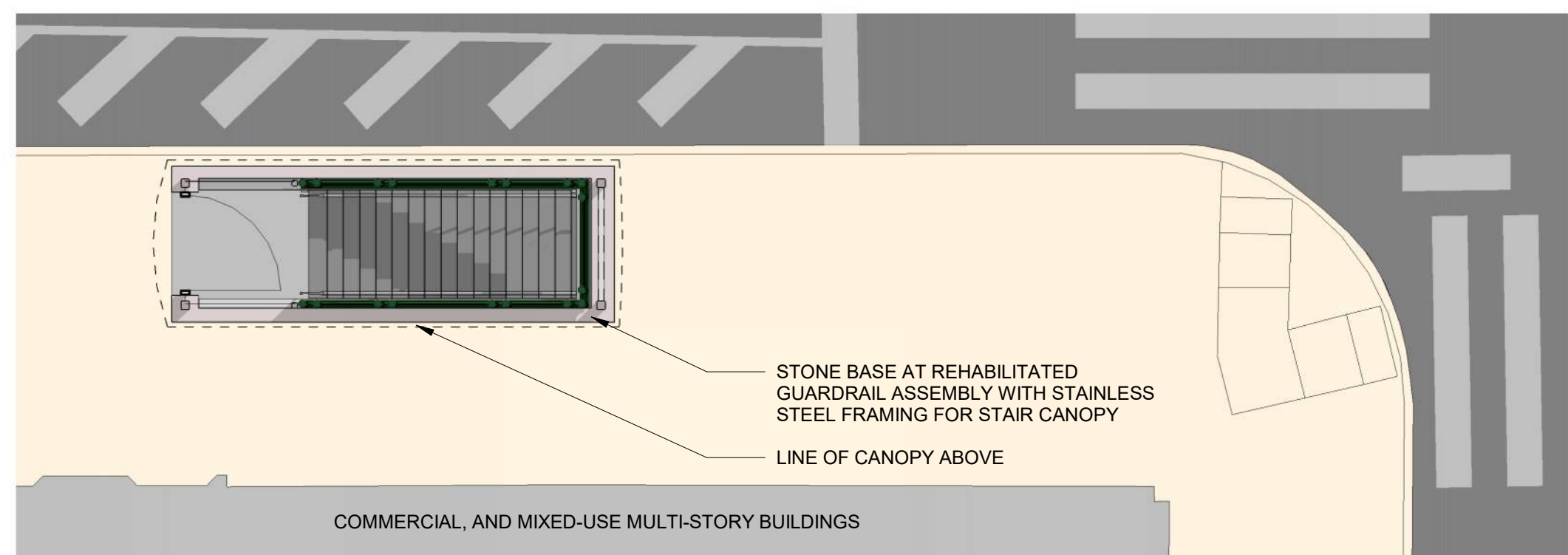




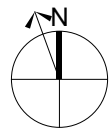
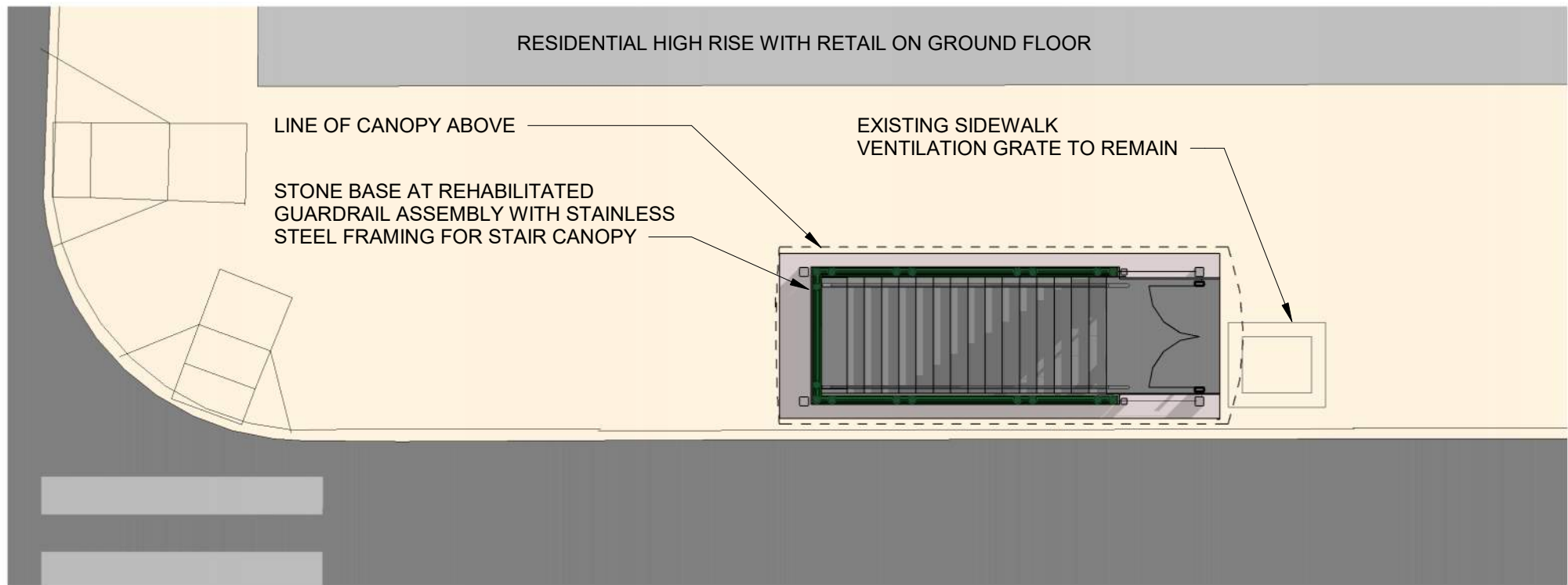
1 STREET LEVEL PROPOSED CONDITIONS PLAN
1" = 20'-0"



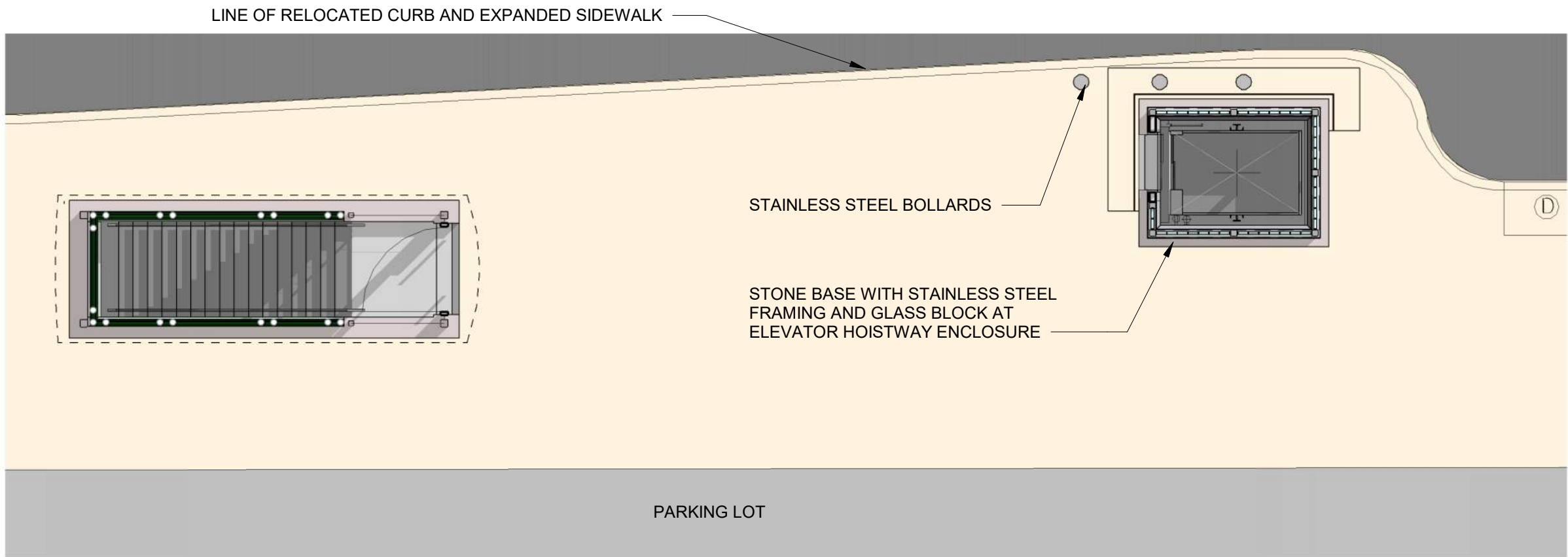
① **DETAIL STREET LEVEL PLAN - NORTHWEST CORNER**
1/8" = 1'-0"



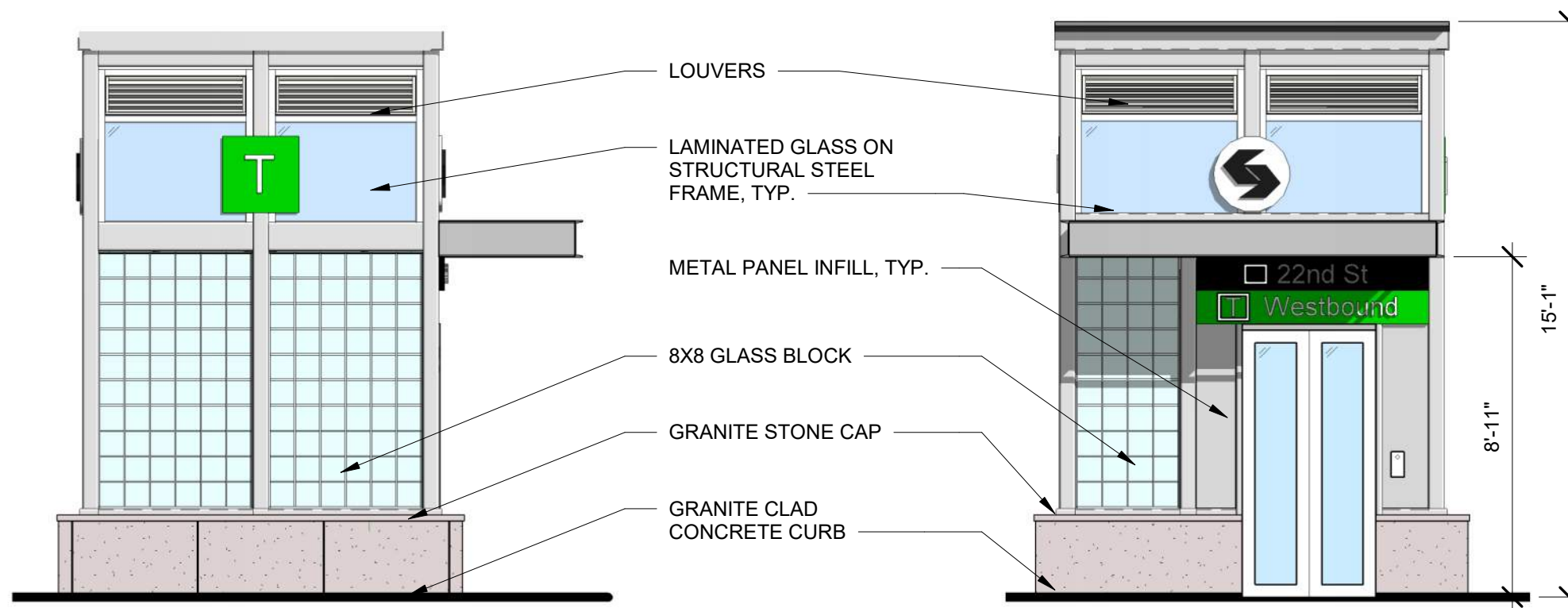
② **DETAIL STREET LEVEL PLAN - SOUTHWEST CORNER**
1/8" = 1'-0"



① **DETAIL STREET LEVEL PLAN - NORTHEAST CORNER**
1/8" = 1'-0"

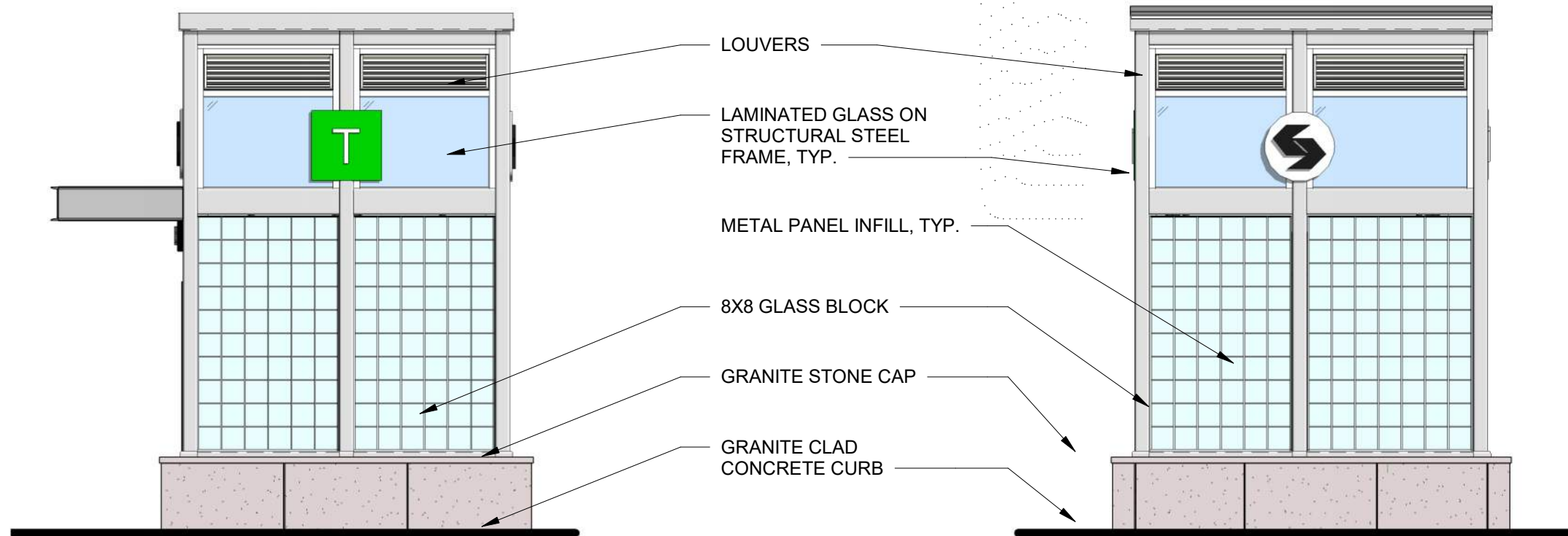


② **DETAIL STREET LEVEL PLAN - SOUTHEAST CORNER**
1/8" = 1'-0"



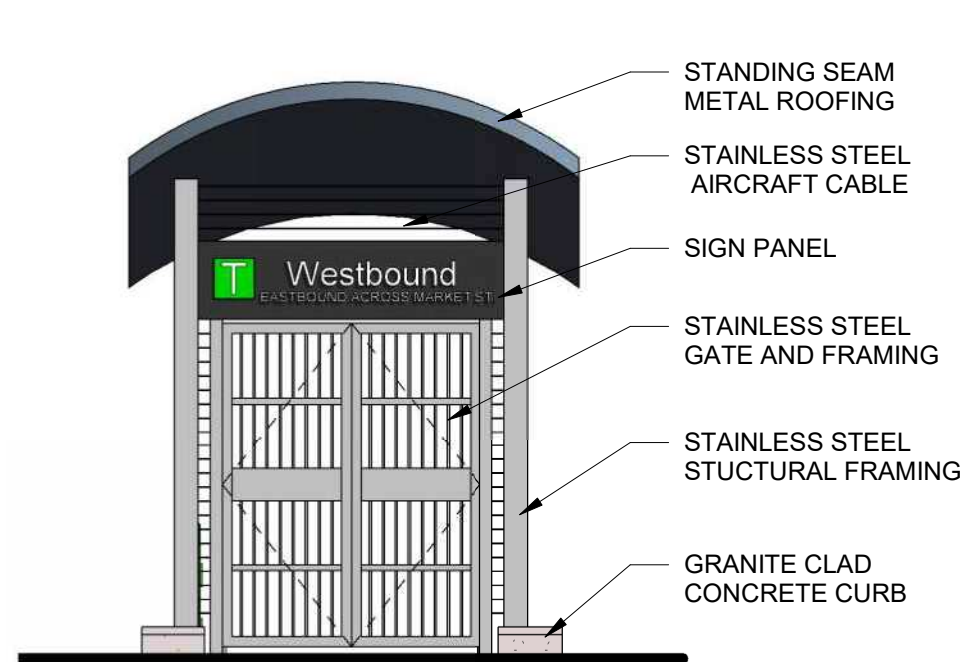
① WB ELEVATOR - EAST ELEVATION
1/4" = 1'-0"

② WB ELEVATOR - NORTH ELEVATION
1/4" = 1'-0"

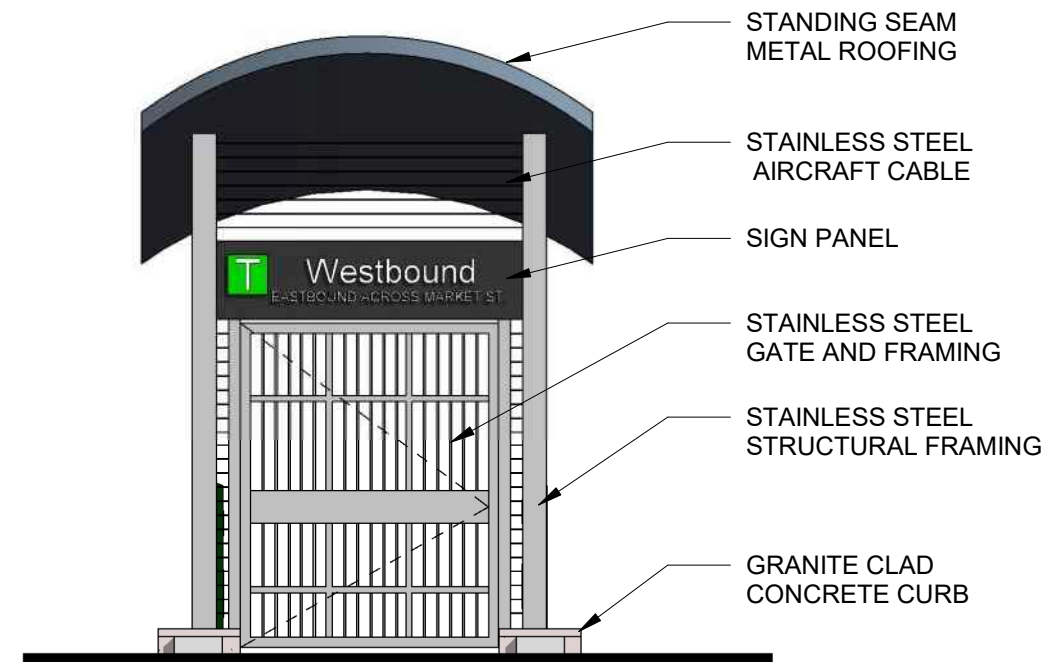


③ WB ELEVATOR - WEST ELEVATION
1/4" = 1'-0"

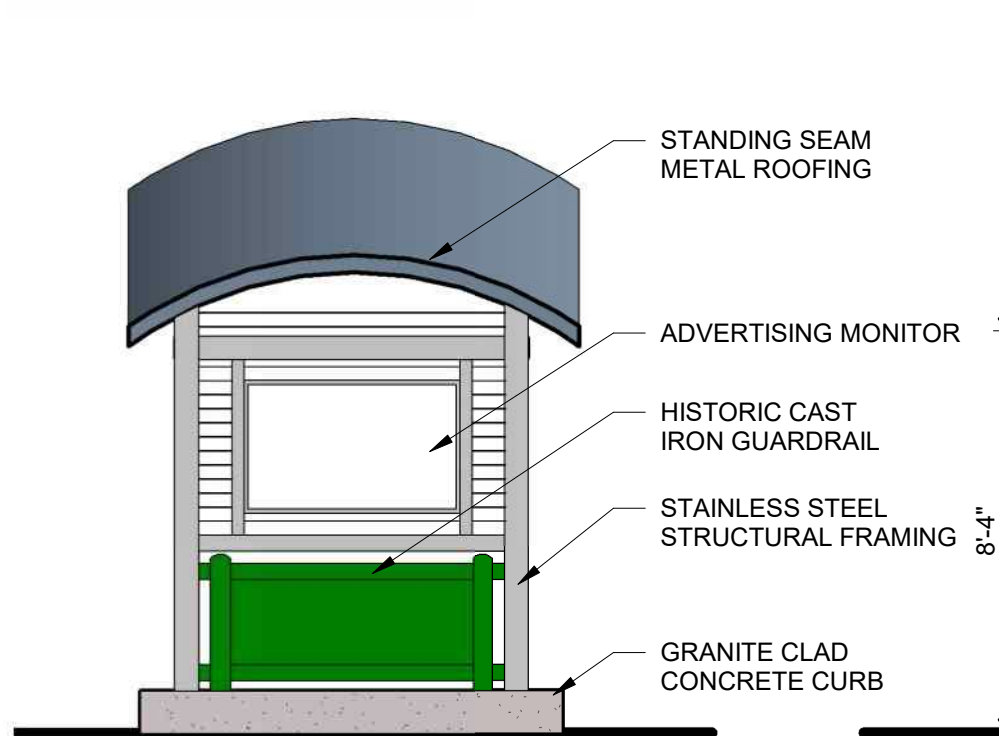
④ WB ELEVATOR - SOUTH ELEVATION
1/4" = 1'-0"



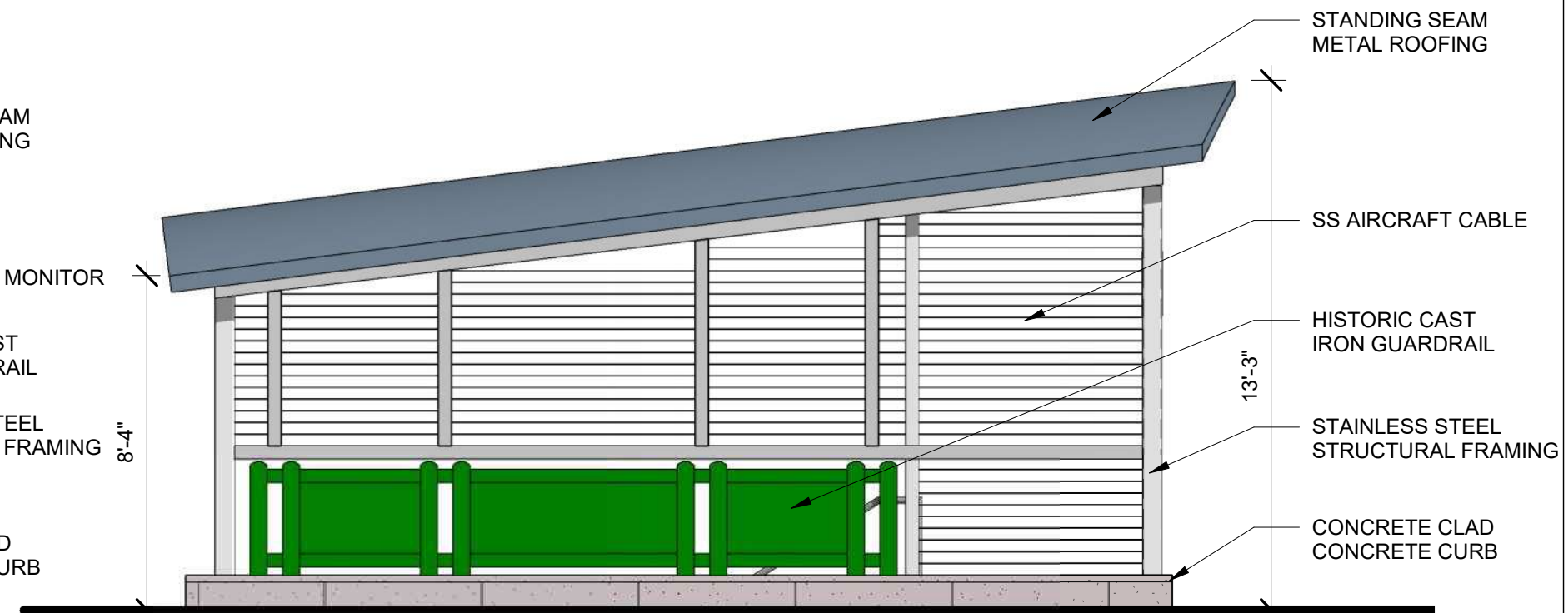
① NE STAIR - EAST ELEVATION
1/4" = 1'-0"



② NW STAIR - WEST ELEVATION
1/4" = 1'-0"



③ NW STAIR - EAST ELEVATION
1/4" = 1'-0"



④ NW CORNER STAIR - NORTH ELEVATION
1/4" = 1'-0"





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Smith**

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date:
05/14/2025

AC-08



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① NIGHTTIME PERSPECTIVE OF NORTHWEST STAIR CANOPY AND ELEVATOR
1" = 1'-0"



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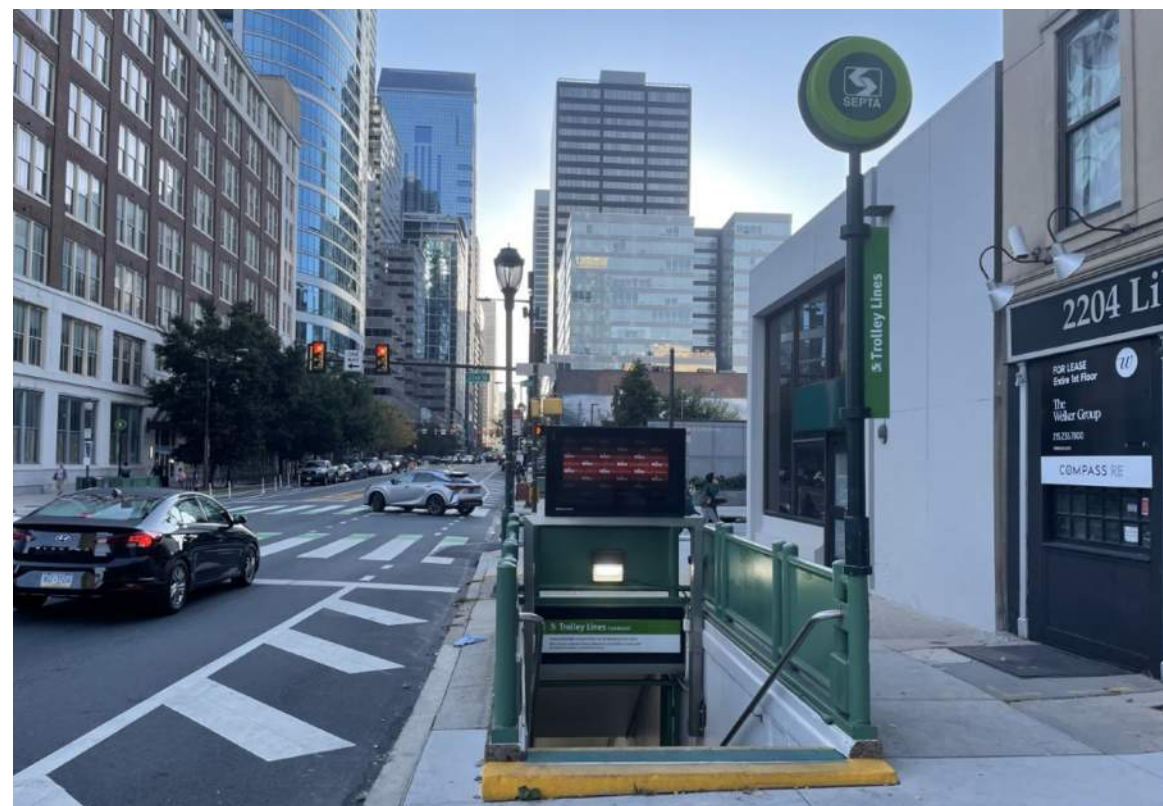
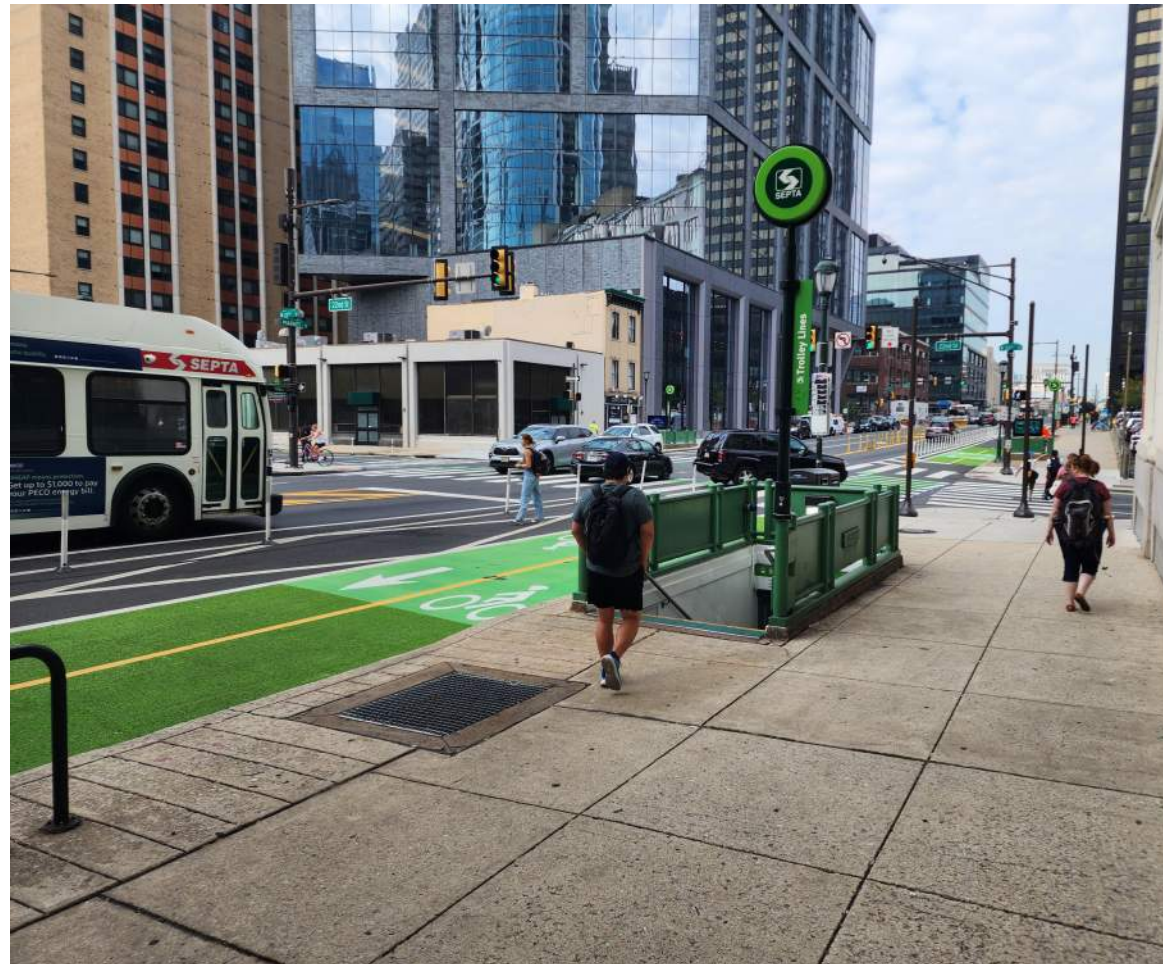
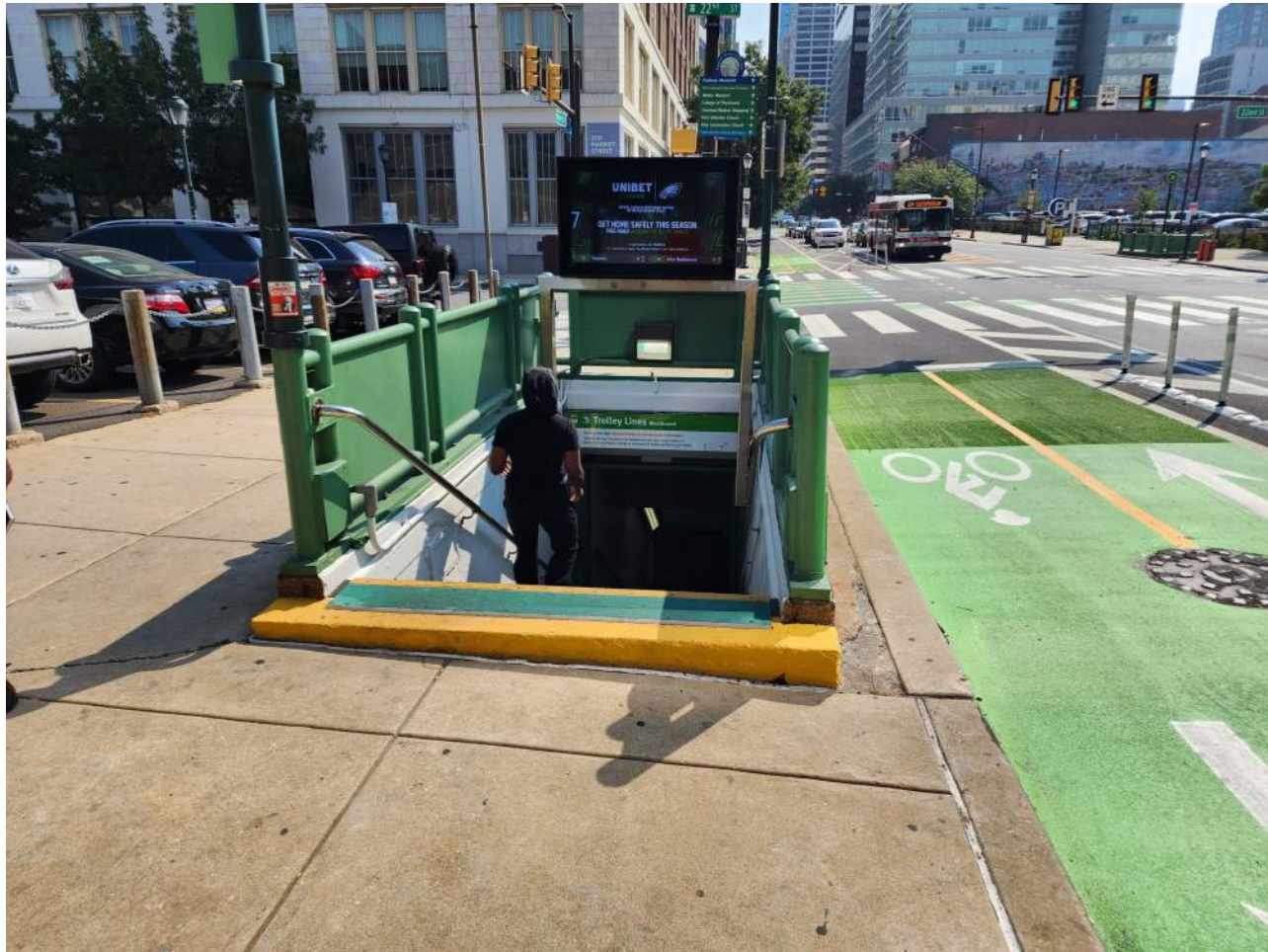


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SEPTA Trolley
Stations - 22nd St



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① EXISTING SITE CONDITION PHOTOGRAPHS
1" = 1'-0"