



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

7 April 2025

Philadelphia Art Commission  
1515 Arch Street, 13<sup>th</sup> Floor  
Philadelphia, PA 19102

Re: SEPTA Three Trolley Stations ADA Improvement – 36<sup>th</sup> 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 36<sup>th</sup> Street station handicapped accessible and to provide permanent canopy enclosures at the two existing stairway entrances. This proposed project is part of SEPTA's program to make its system safe and accessible for the riding public.

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 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.

The project at the 36<sup>th</sup> Street station largely uses the prototypical designs for the elevator hoistway and stair enclosures that the Art Commission reviewed and approved for the 19<sup>th</sup> Street station. Minor adjustments have been made to standardize construction detailing to suit all conditions





SEPTA: Art Commission Review Request for 36<sup>th</sup> Street Station

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encountered at the three trolley stations (22<sup>nd</sup>, 33<sup>rd</sup> and 36<sup>th</sup> Street) that comprise our larger project.

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 36<sup>th</sup> Street station preclude the incorporation of a public art installation in the future. Also, as part of this project, the existing tile mural at the southern wall of the mezzanine will be salvaged for reinstallation on another wall within the mezzanine.

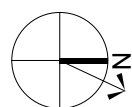
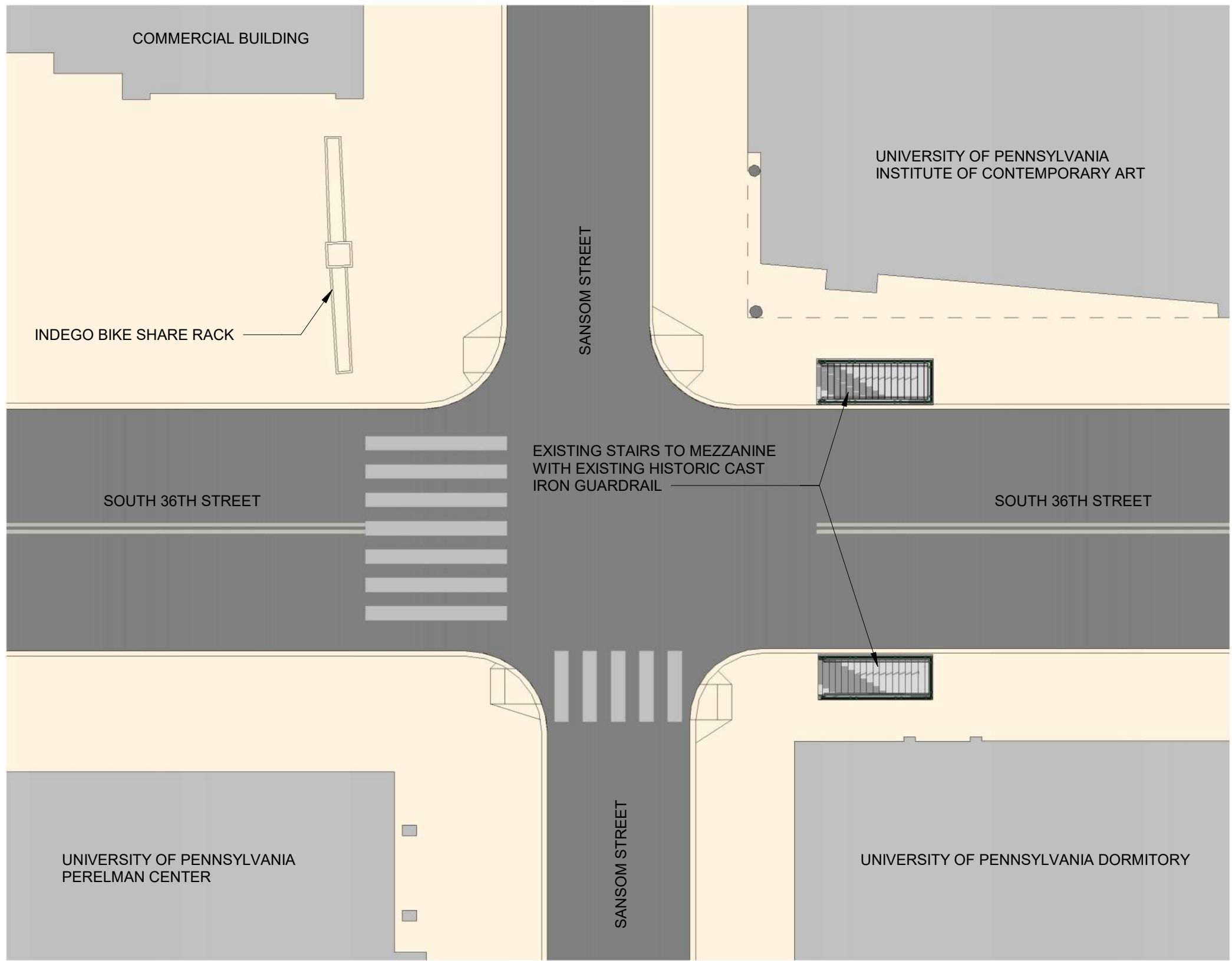
Please contact me with any questions at 215.840.1119 or by email at [kalnersj@cdmsmith.com](mailto:kalnersj@cdmsmith.com) and include Will Kunkle, the SEPTA project manager ([wkunkle@septa.org](mailto:wkunkle@septa.org)) on all official correspondence related to this project.

Sincerely,

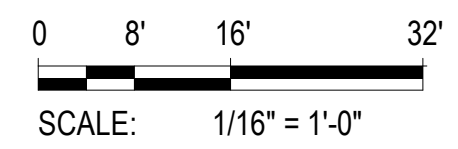
A handwritten signature in blue ink, appearing to read "Scott J. Kalner".

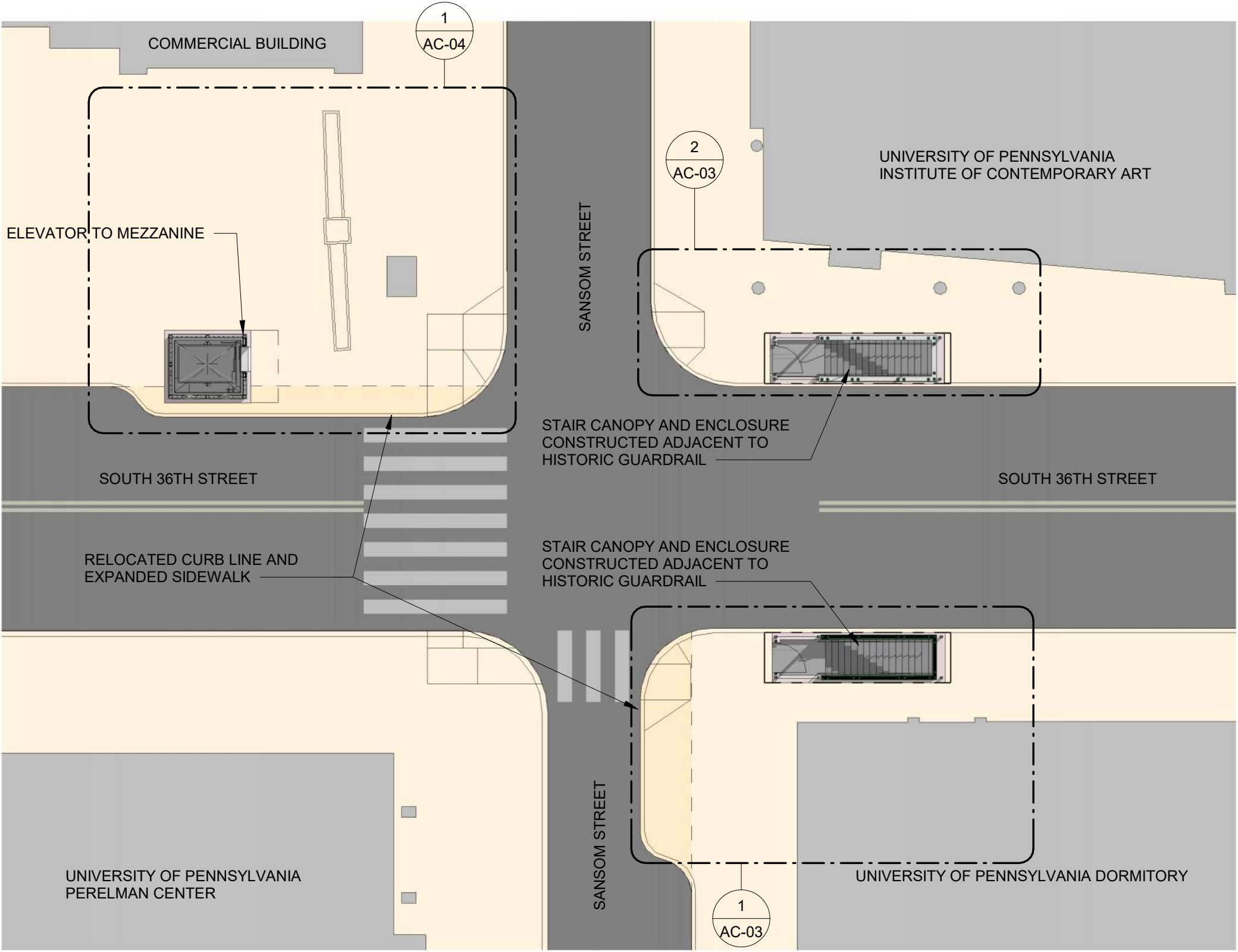
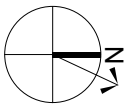
Scott J Kalner, AIA / LEED / PMP

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

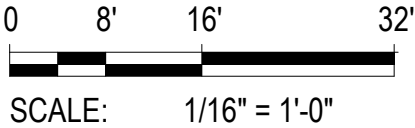


① EXISTING STREET LEVEL PLAN  
1/16" = 1'-0"

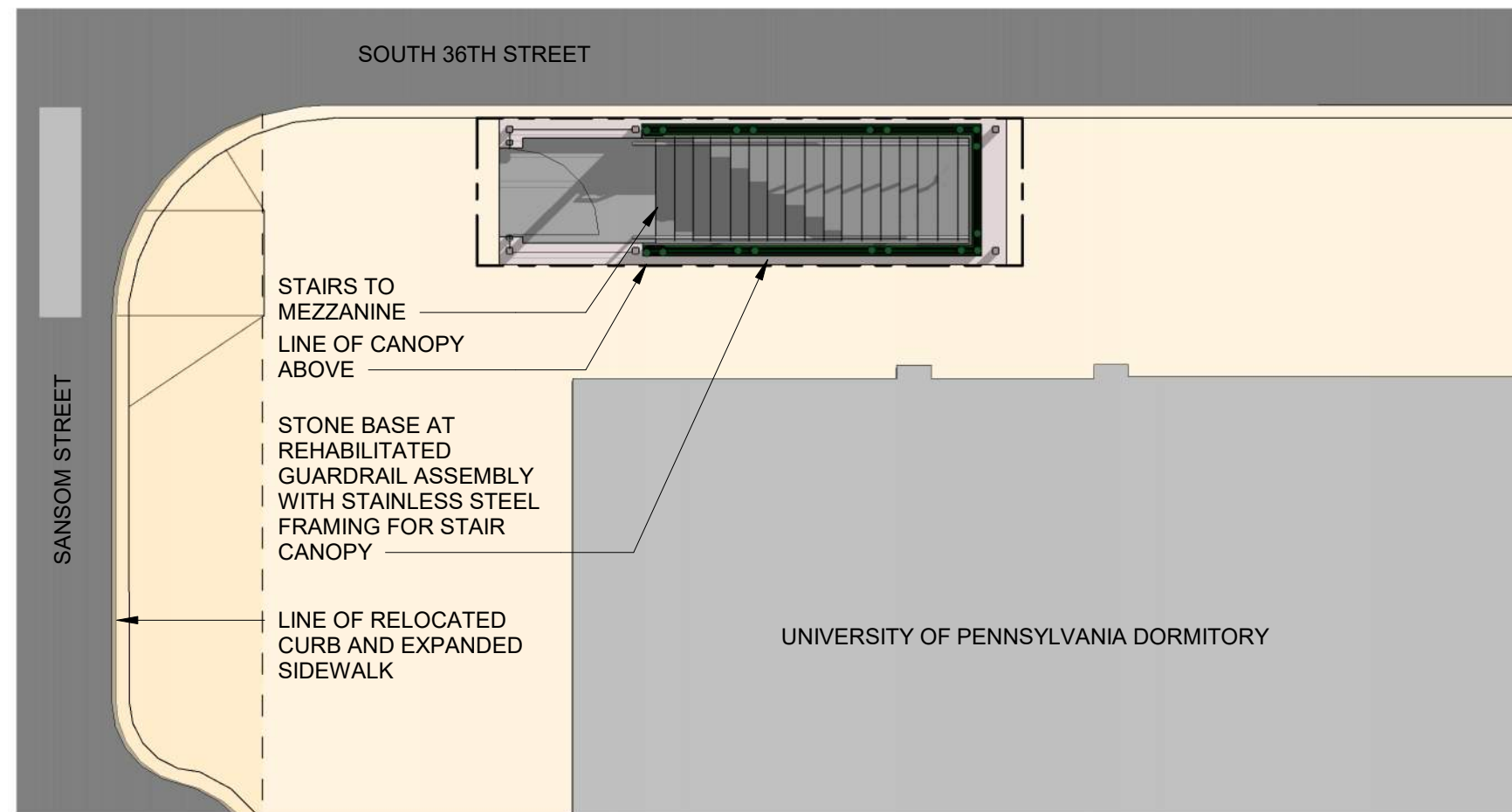




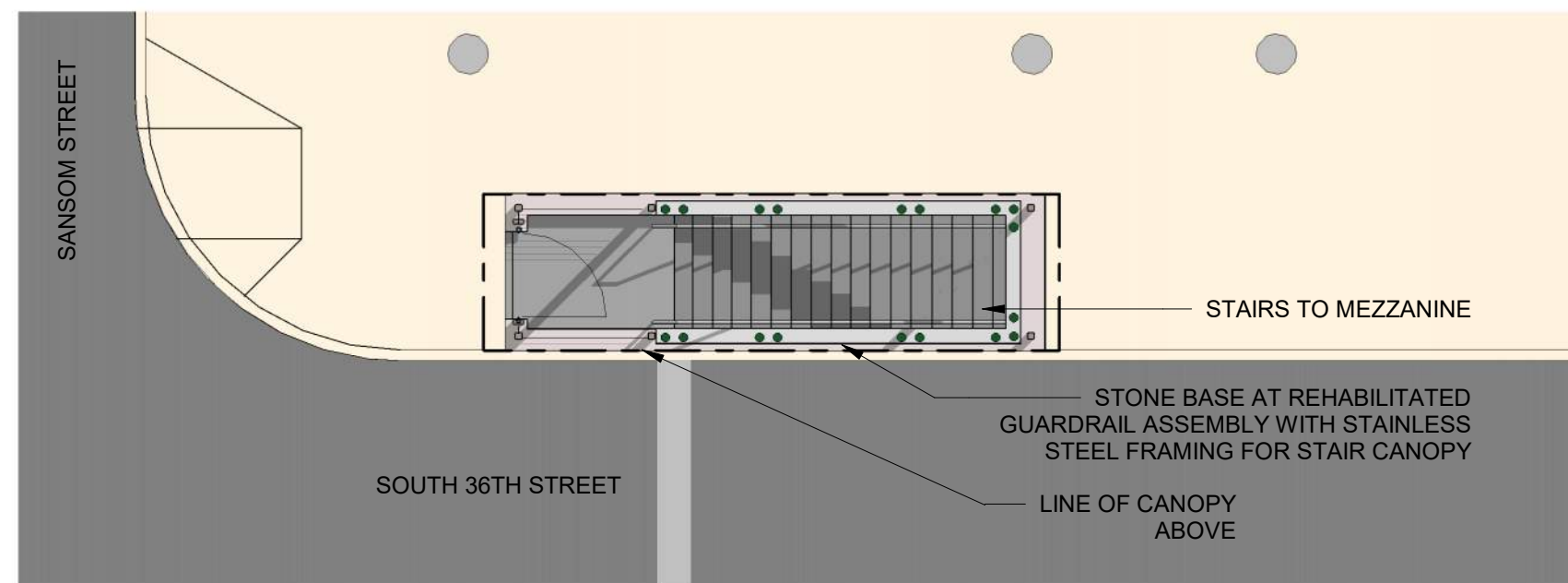
1 PROPOSED STREET LEVEL PLAN  
1/16" = 1'-0"



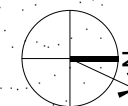
SCALE: 1/16" = 1'-0"

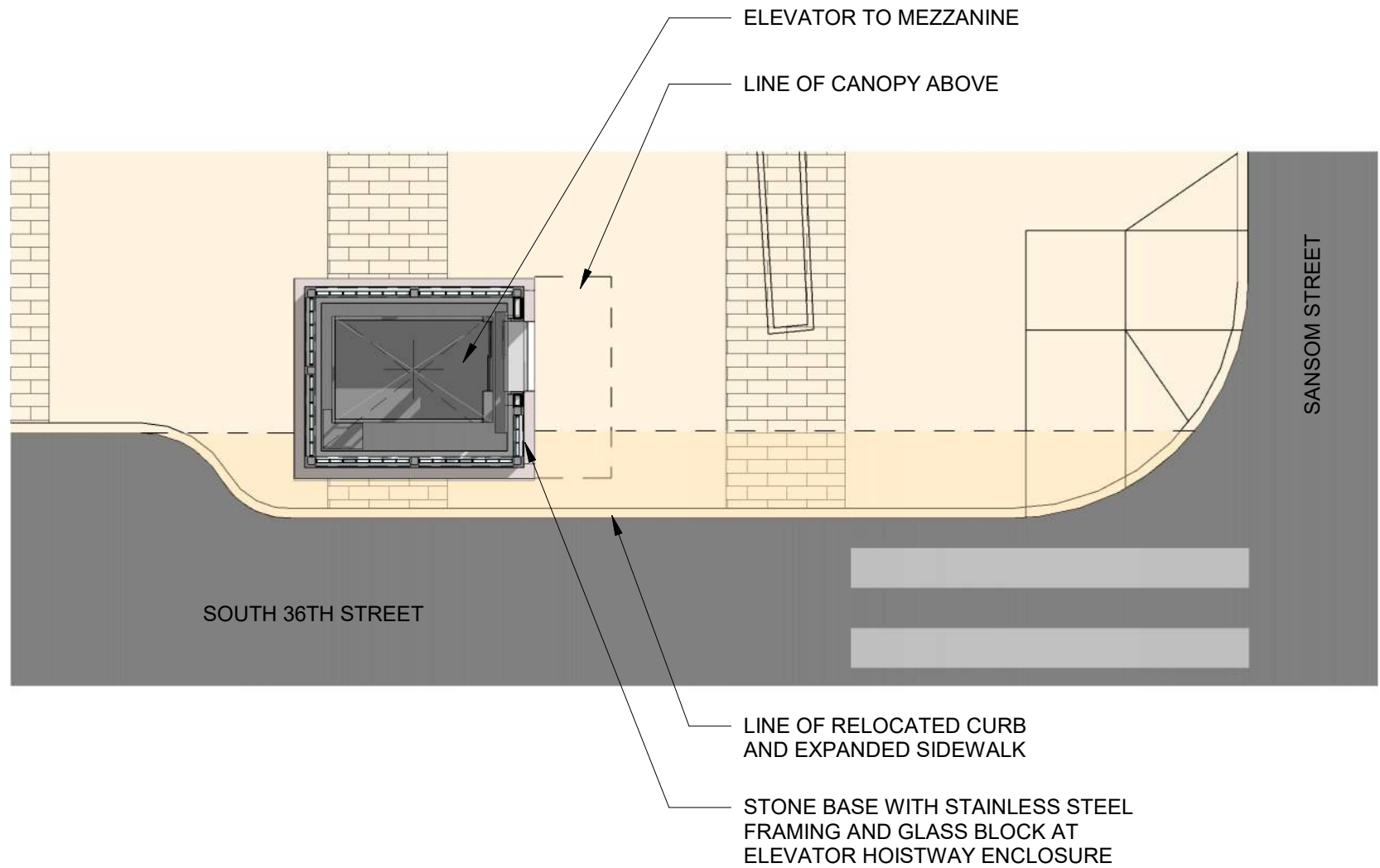
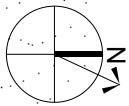


① DETAIL PLAN AT NORTHEAST CORNER  
1/8" = 1'-0"

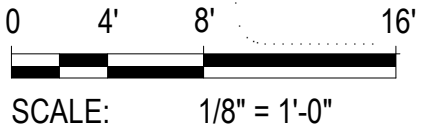


② DETAIL PLAN AT NORTHWEST CORNER  
1/8" = 1'-0"

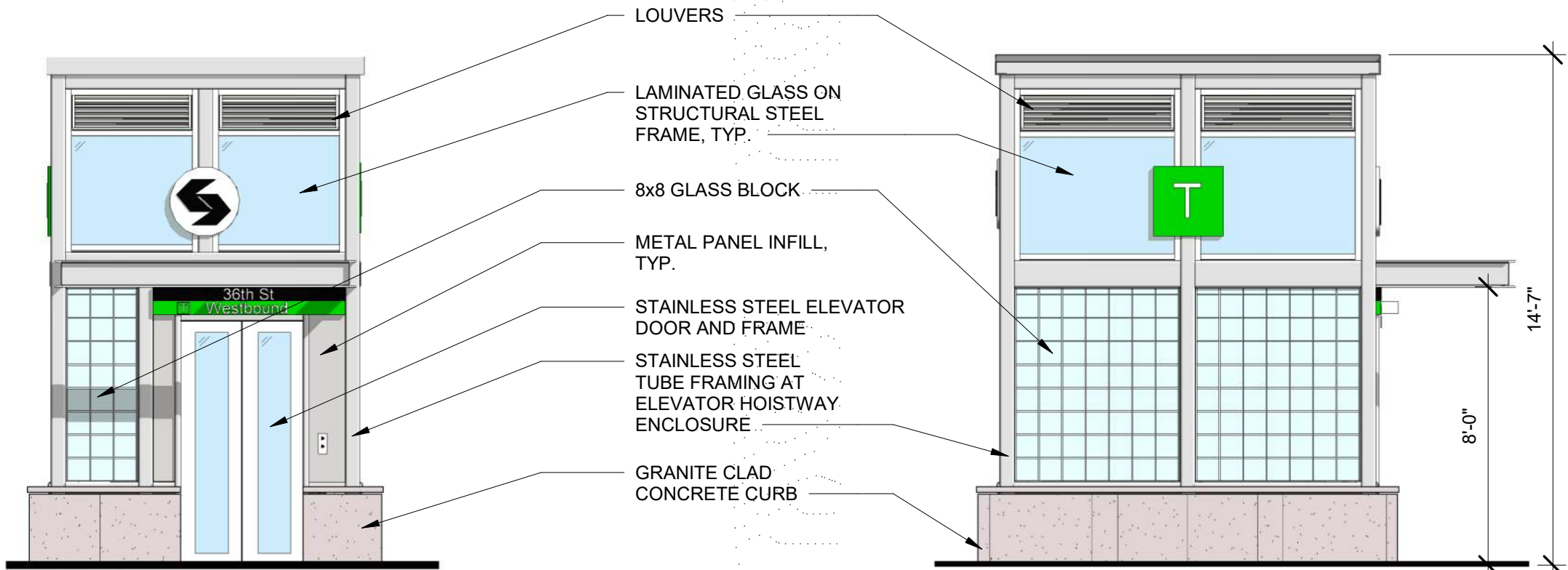




① DETAIL PLAN AT SOUTHWEST CORNER  
1/8" = 1'-0"

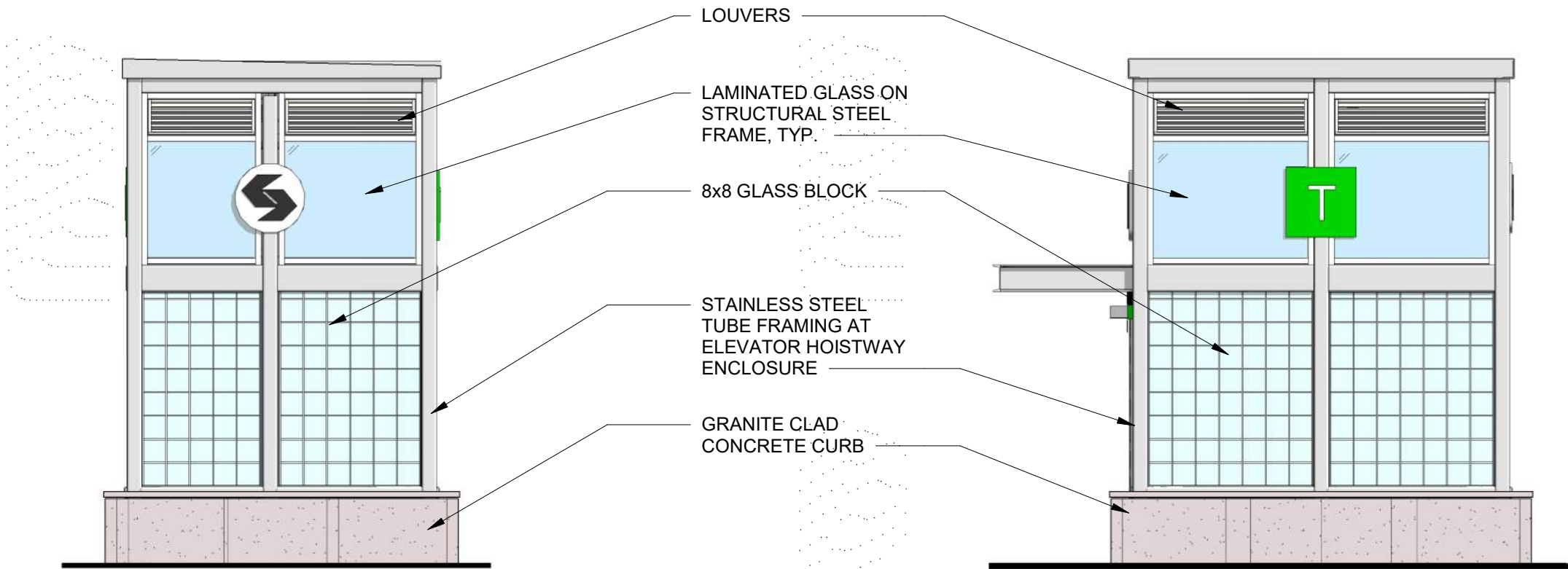






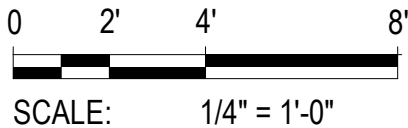
① ELEVATOR - EAST ELEVATION  
1/4" = 1'-0"

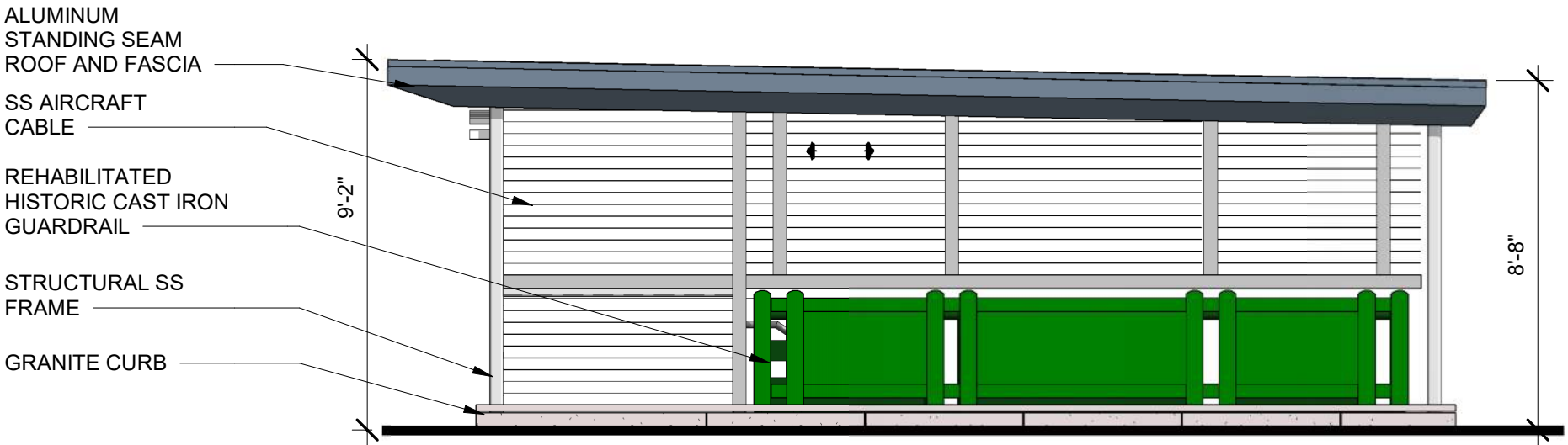
② ELEVATOR - SOUTH ELEVATION  
1/4" = 1'-0"



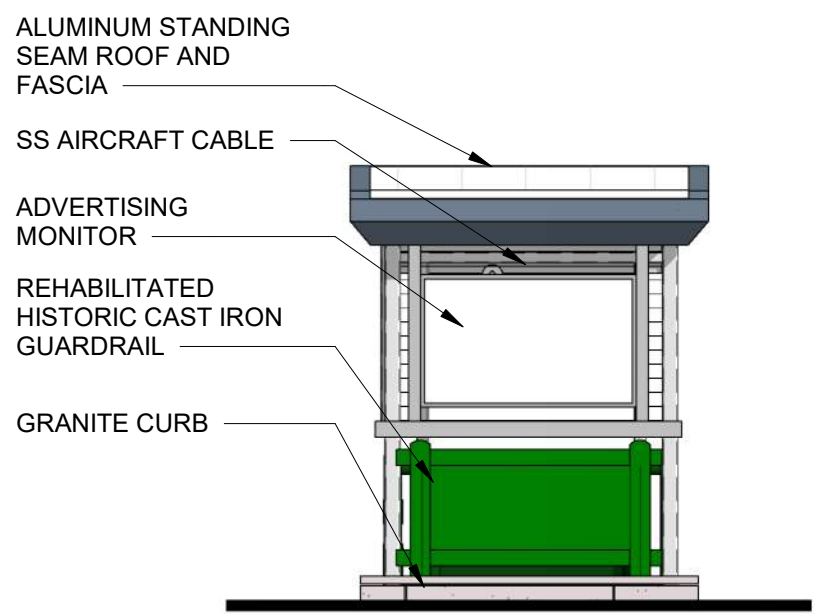
③ ELEVATOR - WEST ELEVATION  
1/4" = 1'-0"

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





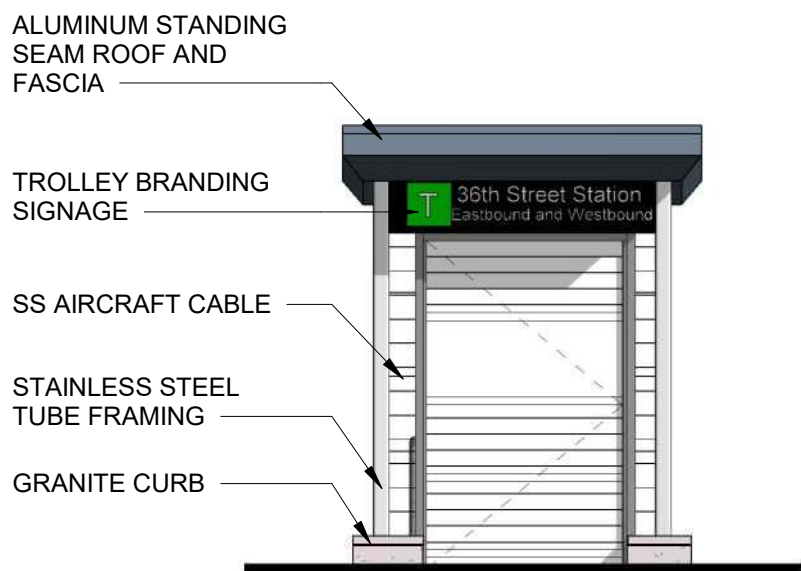
① NW STAIR HEADHOUSE -  
EAST ELEVATION  
1/4" = 1'-0"



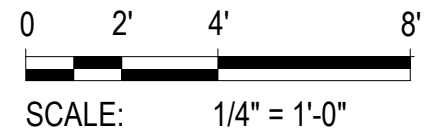
② NW STAIR HEADHOUSE -  
NORTH ELEVATION  
1/4" = 1'-0"



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



④ NW STAIR HEADHOUSE -  
SOUTH ELEVATION  
1/4" = 1'-0"







**CDM  
Smith**

**SOWINSKI  
SULLIVAN**

date:  
05/14/2025

**AC-07**

① DAYTIME PERSPECTIVE OF NORTHEAST STAIR CANOPY  
1" = 1'-0"





**CDM  
Smith**

**SOWINSKI  
SULLIVAN**

date:  
05/14/2025

**AC-08**

① DAYTIME PERSPECTIVE OF NORTHWEST STAIR CANOPY  
1" = 1'-0"









**CDM  
Smith**

**SOWINSKI  
SULLIVAN**

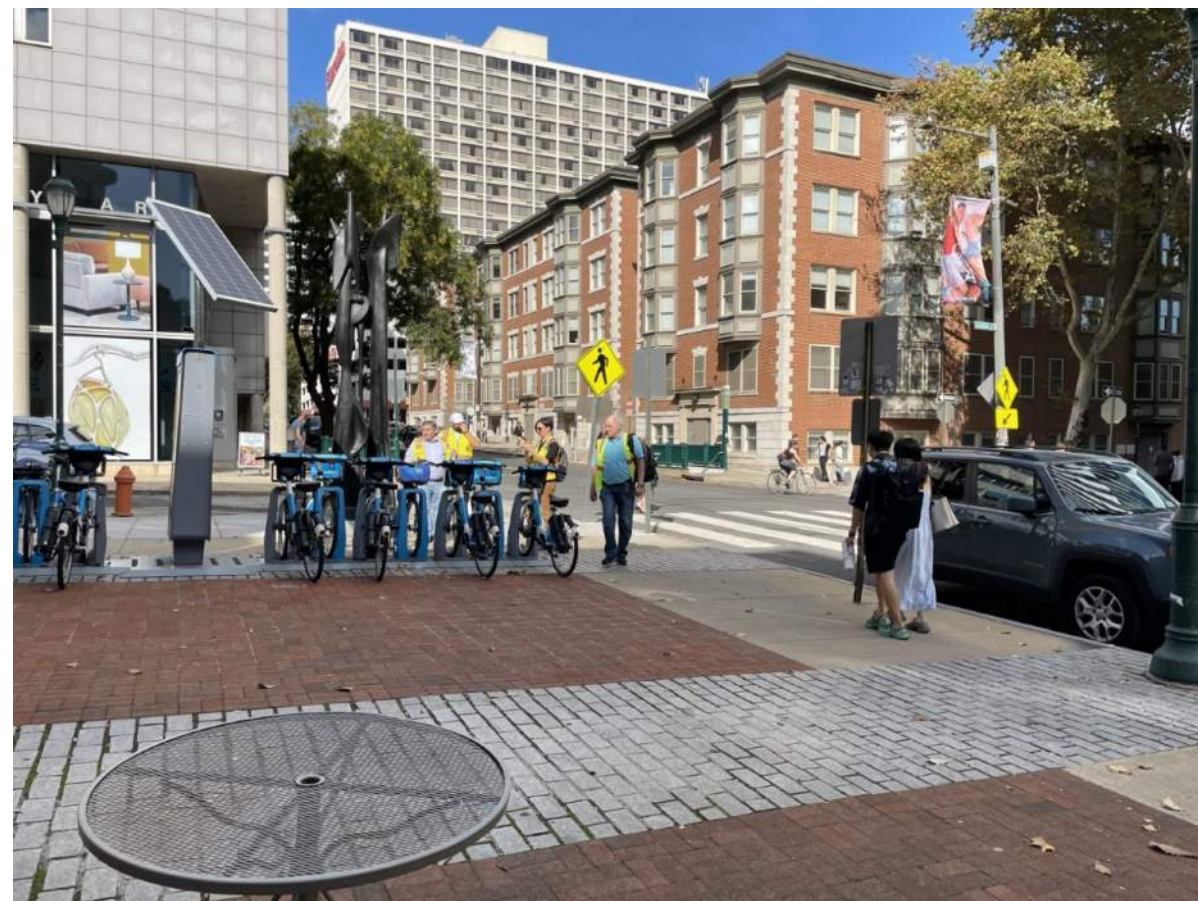
date:

05/14/2025

**AC-10**

① DAYTIME PERSPECTIVE OF ELEVATOR ON SOUTHWEST CORNER  
1" = 1'-0"





SEPTA Trolley  
Stations - 36th St



SOWINSKI  
SULLIVAN

date:  
05/14/2025

AC-11