

Appendix A: Riverbank Assessments

Darby Creek Confluence to Philadelphia International Airport (PHL):

There was a traffic road and train bridge crossing the creek at the confluence and a tidal wetland just upstream from the confluence.

The operative businesses along this section of the river, in order and heading upstream, were the West End Boat Club, Corinthian Yacht Club, Lagoon Night Club, Riverside Yacht Club, Anchorage Marina, and Philadelphia International Airport.

The yacht clubs had marinas, docks, boat moorings, parking lots, and club houses. The Lagoon Night Club had a restaurant, hotel for 100 guests, Castaways Café, shower and laundry facility, live music, two large decks, a marina, and eighty boat slips.

Upstream from the Corinthian Yacht Club was the Governor Printz Park, Essington, PA. This seven acre park is on the site of New Sweden, the first European settlement in Pennsylvania. There was a three foot retaining wall with a set of steps leading to the river. The park's lawn was mowed to the edge.

An abandoned pipeline extending to a cement structure was noted upstream from Anchorage Marina.

Spadderdock (*Nuphar luteum*), was present along this whole section with pockets of eelgrass (*Vallisneria Americana*) present in the submerged littoral zones. Cormorants and herring gulls were perched on old dock posts. There were no fish, filamentous algae, smells, barriers, or trash noted along this section.

Philadelphia International Airport (PHL) to Fort Mifflin:

Looking downstream from the United Parcel Service (UPS) complex lies a long, thin island in the middle of the river known as Little Tinicum Island. The island's vegetation consisted of trees and bushes and there were sandy banks showing signs of boater activity.

A UPS building and parking lot located on Hog Island Road was approximately 100 feet upstream from Little Tinicum Island and on the banks of the Delaware River.

The banks near UPS were flat and sandy and the vegetative coverage consisted of common reed (*Phragmites* sp.), spadderdock (*Nuphar luteum*), and deciduous trees. Spadderdock was noted throughout this section as well as adequate tree canopy. Wildlife seen this day was Canadian geese and a blue heron.

A stone fortified wall began just upstream of UPS and continued for approximately 250 feet upstream. There was one outfall and an old railroad track pier, 175 feet long, with pipes running beneath. Further upstream was an abandoned pumping station on a 300 foot concrete dock with a barge docked at its banks. Following the river upstream, the Stena Victory tanker was docked just downstream of a large number of oil/fuel tanks.

Fort Mifflin, located at 1 Fort Mifflin Road and Hog Island Road, had a stone wall bank with grass and shrub vegetative coverage with very little tree coverage. There were several fort-like, historical structures as well as a waterway with bridges, hills, and bunkers on this section of the river bank. Living history events and tours are held from March 1 to December 1 at the Fort.

Fort Mifflin to Philadelphia Port Authority:

Upstream from Fort Mifflin was the Army Corps of Engineers' Delaware River location, which continues along West Fort Mifflin Road to the Schuylkill River confluence. There were two twin concrete docks, three tug boats, multiple buildings and parking facilities, and a barge along a side dock. There was very little vegetation on the banks and large areas of impervious cover. There was an abandoned bulkhead approximately 300 feet downstream from the Schuylkill confluence. There was a large patch of land just before the confluence that was used for dredge material.

Directly upstream of the Schuylkill River confluence was the Aker Philadelphia Shipyard. Noted were multiple cranes, ships, boats, docks, cement bulkheads, and residences. There was almost zero vegetation along this section until the residential area, where there were some trees and lawns. Aquatic species consisted primarily of patches of eelgrass. There was also an abandoned structure located at the upstream end of the Navy Yard.

Continuing upstream was the Philadelphia Regional Port Authority where tractor trailers were being unloaded. There were many piers, some looked operational (e.g., Conrail Pier 122 and Keystone Cocoa Center Pier 84) and some that appeared abandoned (e.g., Pier 98 and Pier 92).

The Walt Whitman Bridge extended across the river at this section and the naval ship, "SS United States," was docked at the Port Authority.

Many birds were noted along this section, such as cormorants, herring and laughing gulls, mallard ducks, and seagulls. No other fish or wildlife was observed.

Port Authority to the Penn's Landing - Pier 36 Heliport:

There were five identifiable/operational piers along this section. Piers 80, United States Lines, and 78, Philadelphia Port Corporation, were directly off East River Street and were surrounded by parking areas. The U.S. Coast Guard pier had boat mooring docks, coastal equipment on their pier, and a parking lot that had stormwater Best Management Practices in place. Piers 40 and 38 were un-named but seemed operational.

Two outfalls, D67 and D65, were observed with missing debris screens. There were many abandoned piers along this section, some falling apart into the river and others covered with wild vegetative growth. There was one broken bulkhead downstream of the U.S. Coast Guard Pier.

The Penn's Landing – Pier 36 Heliport, located off of South Columbus Boulevard, between Catherine and Fitzwater Streets appeared well-maintained.

Penn's Landing – Pier 36 Heliport to the Waterfront Square Condominiums:

The operative businesses along this section of the river, in order and heading upstream, were the Dockside Luxury Apartments, Charthouse Restaurant, Moshulu Restaurant, Seaport Museum, Pier 3 Condominiums, Pier 5 Condominiums, Hibachi Restaurant, Dave & Buster's, Cavanaugh's River Deck, and Waterfront Square Condominiums. Parking areas are prevalent along this section with minimal green space incorporated into the design. There were ample docking facilities at each condominium building.

Penn's Landing, an outdoor space for festivals and events, was located along this section, as was Municipal Pier 9 which appeared neglected, possibly abandoned. There was one abandoned pier, Pier 11, overgrown with vegetative growth, directly downstream from the Ben Franklin Bridge. The Ben Franklin Bridge extended across the river at this section. Two amphibious "Ride the Ducks" vehicles were noted just below the bridge.

Waterfront Square Condominiums to Westway Terminal Co. Inc.:

Upstream of the Waterfront Square Condominiums was a submersed boat that was directly next to a collapsed pier. Derelict or abandoned piers and bulkheads were a common theme along this reach of the river.

There was an unidentified outfall twenty feet upstream of the submersed boat. Outfalls D39 and D38, which was missing its debris screen, were further upstream. Continuing upstream were outfalls D25 and D24 which were both missing their debris screens (i.e. near Delaware Ave. and E. Cambria Streets). There was one more unidentified outfall just upstream of the Westway Terminal Co., which was also devoid of a debris screen.

Approximately 250 yards upstream of the Waterfront Square Condominiums was Penn Treaty Park, and area defined by adequate tree canopy and a large parcel of mowed land. Just upstream were the Philadelphia Electric Co. buildings which appeared abandoned. The Westway Terminal Co. appeared operational. There was a large amount of storage tanks on the Westway property and the surrounding ground cover was either impervious concrete or asphalt.

Several abandoned vehicles were sighted along this section. Concrete and steel remnants were prevalent as well as general trash debris. A railroad bridge extended across a small inlet in front of outfalls D25 and D24.

There were many bird species noted, such as the mallard duck, cormorants, blue heron, and geese.

Westway Terminal Co., Inc. to Bridesburg Outboard Club

The Streets Department's W heatsheaf Lane Sanitation Yard was just upstream of the Westway Terminal, Delaware and East Allegheny Avenues. There was no vegetation visible and it appeared that the grounds were completely covered with asphalt. Continuing upstream between Castor Avenue and Lewis Street was the Philadelphia Water Department's sludge transport barge and a Philadelphia Electric Co. building. Directly next to the Philadelphia Electric Co. was the Northeast Wastewater Treatment Plant.

There were two bridge barriers along this section. One was the New Jersey PATCO line located just downstream of the Frankford Creek confluence. This region was littered with tires, old debris, and a "stripped" jeep. The other was the Betsy Ross Bridge just upstream of the Frankford Creek confluence. The rocky bank under the Betsy Ross Bridge had a 4 foot diameter pipe coming off the bank.

Approximately 100 yards upstream of the Betsy Ross Bridge was a trucking facility and outfall D15. Upstream of the trucking facility was a suspected concrete dumping site approximately 250 feet long, an old railroad track pier, and an old railroad track pier with an abandoned brick structure. Directly upstream of this pier was a vegetated inlet filled with spadderdock.

One quarter mile upstream of the Betsy Ross Bridge was the Bridesburg Outboard Club. Six boats were moored approximately 10 feet off the bank. The bank was rocky and there were stairs leading up from a pier to a parking lot.

Numerous Canada geese and laughing gulls were noted along this section.

The Bridesburg Outboard Club to the Wissinoming Yacht Club

Just upstream of the Bridesburg Outboard Club was a large leveled area consisting of dirt and grass seed adjacent to a dilapidated boat launch. This tract of land could be part of the Bridesburg Outboard Club.

Continuing upstream were Sun Oil Company and Rohm & Haas. There was a petrochemical barge alongside the Sun Oil dock as well as storage tanks. A building adjacent to Rohm & Haas had two 6 inch pipes discharging a clear liquid down a sluice into the river. The Frankford inlet intercepted at this point and had a train bridge crossing the stream.

Approximately 100 yards upstream of the Frankford inlet was the artifacts of the Frankford Arsenal boat launch. Further upstream were the Frankford Arsenal, S M Inc., and United Metal Traders Inc. Each property had buildings, trailer beds, storage

tanks and asphalt parking lots. The bank area of S SM Inc. and United Metal Traders Inc. had a lush vegetative coverage of trees and shrubs.

Next to S SM Inc. was the old Kieser's Tire & Battery facility where an old pipeline was noted extending outward 50 yards from the bank.

Directly upstream of Kieser's Tire & Battery was the Wissinoming Yacht Club which had 16 boats moored. There was minimal vegetative coverage on the bank with the remainder of the property covered by concrete, asphalt and two buildings.

There were three outfalls (D13, D11 and D07) and two CSO regulators (R13 and R14) along this section. A green heron was noted on the Rohm & Haas bank and 20 Canada geese were on the Frankford Arsenal bank. No other fish or wildlife was observed.

*2010 Update: The PA Fish & Boat Commission removed floating docks and walkways located at the Frankford Arsenal boat launch in November of 2009.

Wissinoming Yacht Club to the Pennypack Confluence

The River's Edge Memorial Park was just upstream from the Wissinoming Yacht Club. The majority of the property was mowed grass and vegetative cover was poorly represented. Adjacent to the park was the 4.5 acre Lardner's Point Park which had minimal tree and shrub coverage, areas of mowed grass, wild grasses/weeds covering the banks, and what appeared to be an abandoned boat launch. There was also a parking lot and an active pumping station, Lardner's Point Pumping Station, at this site.

The Tacony Palmira Bridge was directly upstream of Lardner's Point Park. Approximately 350 yards upstream from the Tacony Palmira Bridge a large amount of tires and concrete wheels were used for bank stabilization which continued for 500 yards going upstream. This stretch of the river housed what appeared to be a junk yard, a trucking facility and multiple warehouses. The bank was tree-lined throughout this section with large areas of impervious cover from the tree-line extending back to Interstate 95.

Continuing upstream at Princeton Avenue was a public boat launch. Quaker City Yacht Club was just upstream with 23 boats moored the day of the assessment. Fifty yards upstream of the Quaker City Yacht Club was the 25 acre Morris Iron & Steel facility with Waste Management directly adjacent. In the river, in front of the Waste Management facility there was an abandoned barge that was heavily covered with vegetated growth. Continuing upstream a vacant warehouse with a large amount of open space was noted.

Approximately 50 yards upstream from the vacant warehouse was Pennypack Park. There was a fishing pier, soccer fields, and a gazebo viewed from the river. Directly behind the park were the buildings of the Philadelphia prison system. The Pennypack confluence ran through this cluster of buildings.

The vegetation, Spadderdock, was noted at the Tacony Palmira Bridge, the Quaker City Yacht Club and Pennypack Park. Wildlife that day was Canada geese, cormorants, and swallows.

The Pennypack Confluence to the Poquessing Confluence

Pennypack Park continued for approximately one mile on the north side of the Pennypack confluence. This area was heavily vegetated and had an adequate tree canopy. Adjacent to the park, going upstream, was the Pennypack Pumping Station. One quarter mile further upstream was the Baxter Raw Water Intake and Sedimentation Basin. A dredging barge was noted in front of the basin. Upstream at Linden Avenue was the Linden Avenue boat launch which is a public boat launch. This area had a road and parking lot for 50 vehicles. Directly behind the parking lot was Pleasant Hill Park which had a baseball field, minimal tree coverage and mowed lawn areas. Also at Linden Avenue was Outfall D09205, a large cement wall, sandy banks and a waterfront café.

Continuing upstream for a 3-mile stretch was a series of condos, townhouses and single homes. Accompanying these residential areas were benches, playgrounds, parking lots and two in-ground swimming pools. All lawn areas were mowed to the bank.

The Delaware River Yacht Club, located at Fidler Street, had 14 boats moored. Further upstream was the Poquessing confluence and the Glen Foerd Mansion. There was good vegetative growth at the mansion.

There were 2 osprey nests on navigational buoys. One osprey was seen in flight as well as one heron.

Appendix B-1: Steering Committee

Delaware Direct River Conservation Plan Steering Committee

Updated September 2008

Chuck MacIntosh	Army Corps	charles.p.macintosh@usace.army.mil
Ben Ginsberg	Center City District	bginsberg@centercityphila.org
Nancy Goldenberg	Center City District	ngoldenberg@centercityphila.org
Victor Banks	DCNR	abank@state.pa.us
Carolyn Wallis	DCNR	cwallis@state.pa.us
Barbara McCabe	Dept. of Rec.	barbara.mccabe@phila.gov
Jessica Sanchez	DRBC	Jessica.Sanchez@drbc.state.nj.us
John Yagecic	DRBC	John.Yagecic@drbc.state.nj.us
Sarah Thorp	DRCC	smthorp@drcc-phila.org
Stephanie Craighead	Fairmount Park	stephanie.craighead@phila.gov
Maurice Hartley	Mayfair CDC	
Bill Kunze	Nature Conservancy	bkunze@TNC.ORG
Sandy Salzman	New Kensington CDC	ssalzman@nkcdc.org
Reed Davaz McGowan	Norris Square NeighProject	rdm@nshp.com
Maitreyi Roy	PA Horticultural Society	mroy@pennhort.org
Tom Minehart	PA House of Representatives	tminehart@pahouse.net
Tony Payton	PA House of Representatives	tpayton@pahouse.net
Susan Patrone	Passyunk Square Civic	susan.patrone@yahoo.com
Marge Rosenblum	Passyunk Square Civic	margerosenblum@juno.com
Mike Thompson	PCPC	michael.thompson@phila.gov
Alan Urek	PCPC	Alan.Urek@phila.gov
Patrick Starr	PEC	pstarr@pecpa.org
Andrew Goodman	PennPraxis	agoodman@design.upenn.edu
Michael Greenle	PennPraxis	greenle@pobox.upenn.edu
Harris Steinberg	PennPraxis	harrisst@design.upenn.edu
Glen Abrams	PWD	glen.abrams@phila.gov
Joanne Dahme	PWD	joanne.dahme@phila.gov
Glen Devil	Wissanoming Civic Association	

Delaware Direct RCP Steering Committee
Nov 15 Launch Meeting Agenda (draft v3)

- I. Welcome and Introductions – PWD (Tiffany) [10 min]**
- II. Purpose/Vision of RCP and Steering Committee – PHS (Michael) [20 min]**
 - a. Outline purpose and flow of tonight’s meeting.
 - b. Goal and Vision:
 - Display DCNR RCP goal language.
 - Display our goal statement, based on DCNR and this watershed.
 - Note ways in which Delaware Direct RCP is special (i.e., multiple existing plans to utilize, and focus on advancing implementation).
 - c. Role of Steering Committee
 - Expectations re: time commitment and tasks we’ll ask them to do.
 - List various purposes and responsibilities (e.g., “buy-in” for future support, guidance on process and particulars, involve and inform constituencies, etc.).
 - d. Feedback on above [**Action**]
- III. RCP Team Process and Progress – PHS (Michael) [20 min]**
 - a. Note what we’ve done so far (e.g., inventorying existing plans, starting to extract data on community input and watershed resources).
 - b. Identify three main existing plans (GreenPlan, North Delaware, Central Delaware) and show list of all others. Individual Steering Comm members give very brief description and status of each.
 - Feedback on list of plans. [**Action – Mark up poster**]
 - c. Outline our process, using North Delaware Greenway as model.
 - Criteria, Inventory, Analysis, Synthesis
 - d. Note potential for various “focus groups,” as needed to fill data gaps.
 - e. Describe what we will be doing with this information (i.e., will yield model projects to be explored in design charrettes).
- IV. Model Project Types and Sites – Cahill (Wes) [40 min]**
 - a. Define and describe selection criteria (i.e., common features, replicable, currently part of problem and/or opportunity for improvement).
 - b. List examples (e.g., rowhomes, streetscape, large-scale riverfront residential, big box with parking lot, vacant lot, park/open space, etc.).
 - c. Discussion and begin to brainstorm possible model project types and specific locations. [**Action**]
- V. How to Maximize Impact of This Effort – PHS (Joy?) [15 min]**
 - a. What specific skills, programs do you bring to this process? [**Action**]
 - b. What special audiences, interests, experts, or other stakeholders should we include in the process? [**Action**]
- VI. Next Steps (10 minutes) – PHS (Michael) [10 min]**
 - a. List future agenda items.
 - b. Note tasks that may have been assigned during meeting.
 - c. Set next meeting.

November 15, 2007

Delaware Direct Watershed RCP Steering Committee launch meeting

Committee members present: Victor Banks (DCNR), Stephanie Craighead (FPC), Ben Ginsberg (Center City District), Andrew Goodman (PennPraxis), Chuck MacIntosh (Army Corps), Marge Rosenblum (Passyunk Square Civic), Patrick Starr (PEC), Mike Thompson (PCPC), Sarah Thorp (DRCC), Alan Urek (PCPC), Carolyn Wallis (DCNR).

Cahill Associates: Wes Horner, Courtney Marm

PWD: Glen Abrams, Joanne Dahme, Tiffany Ledesma Groll

PHS: Todd Baylson, Joy Lawrence, Michael Leff

Comments during presentation:

- Additional steering committee members suggested:
 - DVRPC, which provides planning and implementation grants. Maybe Chris Lynn or Patty Elkis.
 - Community for central part of the City seems not to be well represented (e.g., Society Hill, and some other CC resident groups). If not added to steering committee, should at least cover through focus groups.
 - Special topics of interest to community groups (e.g., basement flooding). May have a focus group on such topics and get community participation that way.
 - Delaware River Port Authority?
 - School District representative?

- In GreenPlan, sustainability framework and interweaving of social/economic and environmental factors is the future and thoughtful...good planning work to learn from. The tool is relevant to other efforts.

- North Delaware initiative (DRCC) has \$23 million for roads and trails.

Additions to Model Project Types and Sites:

- Wetland/habitat restoration (e.g., Pleasant Hill Park).
- Green Streets – What do they look like? Push the idea; means different things to different people; we want environmental function; maximize stormwater management potential; connectors.
- Greening Schoolyards – ID'ed in GreenPlan. What are the institutional barriers?
- GreenPlan creating analysis – High qualities of disadvantage (DVRPC methodology) + challenged access to open space; greened schoolyards could be solutions.

- Highway-related vacant land (30+ acres in Bridesburg) that is just mowed or weeds. Related, there are viaducts (Amtrak viaduct is an eyesore).
- Acknowledgment that these are not always populated places, so maybe not highest priority, but still great opportunities.
- 17-unit infill housing proposal in N Phila. draining stormwater into an underground cistern. Resulted in zero stormwater footprint with no contribution to combined sewer. Was not funded and idea needs to be explored more, but this is likely the future of housing in CSO areas.
- Intermediate-to-larger scale redevelopment sites (e.g., Philly Coke site). They are promoting a drain filter solution for managing stormwater because of high cost of building utilities. The result could be urban blight instead of the green vision that was originally proposed in North Delaware plan. Could bring suburban-style development to urban riverfront.

Maximizing impact of this effort:

- Who else should we be speaking to individually, or in organized focus groups?
 - Developers
 - SEPTA
 - School District
 - PennDOT / I-95
 - CDCs
- What do you want the Delaware Direct RCP process to address?
 - **Tidal wetland** restoration... It's in the river, so is it part of the watershed? (Patrick Starr)
 - The **river's edge** needs to be discussed. What should it look like – hard edge? pilings? natural?
 - More **public access** to rivers, esp. due to threat to public access by large-scale development. (Joanne Dahme, Ben Ginsberg)
 - **Green Streets**, located where they could hold stormwater (prevent from going into sewer) to help alleviate basement and neighborhood flooding, etc. (Joanne Dahme)
 - Need **Green Street** prototypes to help focus on what works here in Philadelphia and pushing the early projects we have done (e.g., West Phila tree trench). (Glen Abrams)
 - **Educational component** illustrated by PWD part of presentation was great and highlighted connection between big picture environmental issues and basement backup flooding. People who see this would get that connection. (Alan Urek)
 - See more **physical greening** happen here. (Tiffany Ledesma Groll)
 - New innovative suggestions for **maintenance**. Critically important issue. (Stephanie Craighead)
 - Related: **Low-maintenance** landscapes and public spaces.

- Finding collaborative **funding** sources and ways to identify and share grant finding/writing and eventually receiving.
- Major **funding** is out there (e.g., I-95 reconstruction) and could be tapped for landscape.
- **Water quality** to make river swimmable/fishable and enjoyable and safe for workers. Find new shared **funding** for WQ. (Mike Thompson)
- Importance of **new zoning code**, because despite support for vision plan, same folks still support standard development like Sugarhouse Casino.
- New thinking on “**green infrastructure.**” Can Green Streets be the new stormwater infrastructure that houses tie into? (Glen Abrams)
- Plans and newly proposed **green infrastructure** need to be coordinated. If one area is corrected or modified, it could impact areas downstream. (Chuck MacIntosh)
- **Green roofs** bundled at a neighborhood scale/districts. What are the incentives to help organize that and reduce its costs? Seeing that sort of physical improvement get translated into a reduced water bill will be important. (Carolyn Wallis)
- Concerns about implementation. **Education** and **coordination** are key. How will stakeholders feed into plan and help with coordination (e.g., SEPTA and school district), so that they will modify their own activities/practices? Separate entities are working on all these different agendas; coordinating perspectives and resources will be needed to realize the culmination of all these plans. How will people be motivated to care? (Victor Banks)
- The signature idea from PennPraxis Central Delaware plan involves open space designed with **environmental functionality** that serves **multiple purposes**. Create these. (Andrew Goodman)
- Making these planning efforts **important** to people is critical. The **community engagement** process will need to make this **relevant**.

Notes submitted by Michael Leff (PHS)

Delaware Direct RCP Steering Committee

February 20, 2008

Agenda

- 5:30 **I. Welcome and Introductions** (Tiffany Ledesma Groll, PWD)
- 5:45 **II. Overview** (Michael Leff, PHS)
- Preview tonight's meeting
 - Recap Nov 15 launch meeting: highlights & outcomes
 - Snapshot of team progress (Wes Horner, Cahill Associates)
 - Report structure
 - Content – what we'll need from committee
- 6:00 **III. Steering Committee Member Updates** (Michael Leff, PHS)
- New City Administration
 - Making contact – who, when, how, by whom?
 - GreenPlan Philadelphia (Alan Urek, PCPC)
 - Central Delaware Riverfront Vision (Harris Steinberg, PennPraxis)
 - North Delaware Riverfront Greenway (Sarah Thorp, DRCC)
 - New Kensington Riverfront Plan (Sandy Salzman, NKCDC)
 - Others?
- 6:20 **IV. Focus Groups** (Joy Lawrence, PHS)
- Purpose and vision
 - Four (or five) group themes:
 1. Natural Environment (April)
 2. Built Environment (May)
 3. Healthy Neighborhoods & Communities (June)
 4. Mobility/Connectivity (July)
 5. Policy & Programming – Steering Comm as “5th focus group”
 - Split into four breakout groups by focus group theme:
 - Brainstorm – participants, recruitment, event structure, date, time, location
- 7:20 **V. Next Steps** (Wes Horner)
- Schedule: project phases and completion benchmarks
- 7:30 **Adjourn**

DDirect
Steering Committee Consolidated notes from small work groups
Steering Committee February 20, 2008

Group 1 Natural Lands

BMP Examples

- Rivers Edge
 - how to reclaim bulkheads and piers
 - stormwater outfalls, pipes remain - how to make an amenity
 - soften hard edges, where, how?
- Wetlands
 - Creation, rehabilitation
 - Along river but also upstream
- Parkland and rec sites
 - Stormwater infiltration, disconnects, amenities
- Urban forests
 - Forest areas and individual trees
 - Boston Urban Wilds
- Streams
 - Daylighting
 - Streambank stabilization
 - Riparian and upland buffers
- Indigenous vegetation

Invitees

- Experts from elsewhere
 - NYC Highlands [CORRECT?]
 - Local experts, Andropogon, WRT
- Army Corps Engineers
- PA Dept Environmental Protection
- US Environment Protection Agency
- US Fish & Wildlife Service
- Nat'l. Oceanic & Atmospheric Administration
- PA Fish and Boat
- Coast Guard
- Developers
 - Tim McDonald, Onion Flats
- Artists
 - Public Art in Natural Spaces
- City Sustainability Coordinator
- Phila Muni Agencies
 - PDR, CPO, FPC
- Community and Friends groups
- Land Trusts
 - Partnership for the Delaware Estuary

Issues/Special concerns

- Maintenance, stewardship
- Flooding
- Abandoned lands
 - RR corridors, structures, brownfields
- Dumping

Safety

Natural Lands - issues (cont)

- Development pressure vs. preservation
- Riparian rights
- Access
- Ownership & land use - private/public
- Restoration/ re-creation

Materials/Resources

- GreenPlan Opportunities Map
- BMP Images
- PWD Wetland registry
- Riverfront and edge images
- Natural Areas Inventory (from GreenPlan)

Meeting Day/Time/Location

- On river, Glen Foerd, Penn's Landing, Fort Mifflin, Pennypack on Del, Seaport Museum, Boat
- Week day - morning or afternoon

Group 2 Buildings and Parcels

BMP Examples

- Green roofs
- Zoning code, cost, policy
- LEED
- Parking
- Policy cost-share
- Cost, who pays city or private
- Residential rain barrels, container gardens
- Private waterfront (mostly)
- Market, how to?
- Policy will drive private sector to implement bmp's
- Green area ratio
- Generate energy off the grid

Issues/Special Concerns

- Incentives - economics
- Policy structure must be implemented throughout
- Zoning
- The Market
- Spot zoning
- Community benefit agreements

Invitees

- Private Land owners
- Conrail
- Port Authority
- Jim Anderson
- Penns Landing Corp
- Casinos

Zoning code commission
Office of sustainability

Buildings and Parcels - Invitees (cont)

Phila Industrial Development Corp
Building Industry Assoc
ULI
Rubin/PREIT
Goldenberg (Ikea)
Condos on pier
District Reps PlanPhilly
Riparian issue rights
ACE
Del Valley Green Building Council
Realtors
Design Advocacy Group
Am Inst Architects
PCA

Materials/Resources

BMP's from other cities
Info on issues, fact sheets
List of provocative questions to be provided to participants in advance with all background info.
State, city, businesses to attend to make meeting more desirable to participants

Meeting Day/Time/Location

Breakfast/Lunch - during workday
In city
Hyatt
SeaPort Museum
Penns Landing Corp Board Room
Host?
WRT, Rubin, PRIET

Group 3 Mobility

BMP Examples [NOTE: Beware of shifting focus to "good planning" overall, as opposed to strictly related to preserving/protecting natural resources.]

Bike sharing, car sharing
Bike system, network
Light rail
Regional connections
Water taxi
Complete streets
Local streets, grid
Inter-neighborhood travel, intra-neighborhoods
TOD

Invitees

Philly car share, zip car
SEPTA
TMA
Phila Industrial Development Council, Navy Yard

Philly Bike Coalition Hanz, Alex, John
East Coast Greenway
Phila Streets Dept
Fairmount Park Council

Mobility - Invitees (cont)

PennDOT
Delaware Valley Regional Planning Commission Barry, Chris
Phila Dept Rec
Planning
Bike/Ped Coordinator/Task Force
CDC's - Neighborhood groups
Delawre River Port Authority
Phila School District
Clean Air Council
Phila Water Dept
Penn Environmental Council
Schuylkill River Development Corp
Delaware River Basin Commission
Center City District

Issues/Special Concerns

Riverfront access cutoff
Intra neighborhood mobility
Equitable access/trails
Design of trails/streets are not pedestrian scale
Parks need connections not isolation
Awareness of users
Regional draw of trail - provide parking etc.
Enhancing riverfront access - relates to entire city and mobility issues citywide
Long term vision for mobility
Liability for safety, maintenance
Zoning

Materials/Resources

Previous planning efforts
Central, North, NKCDC graphics
PennDOT Plans
City bike and ped plan
DVRPC regional map
GreenPlan map

Day/Time/Venue

4th of July
July hard month, late June or end of July
Daytime meeting
30th Street station [NOTE: Wrong watershed]
Seaport Museum
Convention Center [NOTE: Good one]

Group 4 Healthy Neighborhoods

BMP Examples

- Tree planting
- Corridor greening
- Cleanliness ~ anti-litter ~ combat creeping ugliness
- Buffering between incompatible uses
- Green buildings
 - green walls, terraces, "chia" walls

Healthy Neighborhoods - BMP (cont)

- Zoning and variance process needs predictability
- Incentivize efficiency/lower energy use
- Building Property maintenance codes/enforcement
- Green infrastructure vs. grey
- Policies to reduce litter,
 - Improved recycling
- Improved trash collection
 - Management contract issues
- BMPs need to include community especially concerning maintenance and stewardship
 - Community buy-in

Invitees

- Phila branch of Integrated Pest Management [NOTE: Seems overly specific]
- Folklore project
- Del Val Green Building Council
- Health Dept
- Air Management
- Frankford Historical Society
- Business Assocs
 - Frankford and Tacony
- Parks friends groups
- Tacony Tookenay Frankford Partnership
- Northern Liberties Neighborhood Association Clean and Green
- Special Services districts
 - CCD, UCD, Stadium, South Street, Headhouse Sq. CLIP program
- PCPC community partners
- All active civics in watershed

Issues/Special Concerns

- Zoning
 - Environment Benefit/Designation area
- Eliminate nuisances
 - How? Who's responsible?

Materials/Resources

- Obstacles
 - Existing zoning
 - Culture, language, social barriers
 - Information/education
 - Funding for maintenance
 - Lack of enforcement
- Pathways
 - Zoning reform
 - Build service capacities within cultural communities

Webpage, other outreach efforts

Meeting Day/Time/Location

Not a weekend

Lithuanian Music Hall in Port Richmond

Schools, Libraries, Church halls

February 20, 2008

Delaware Direct Watershed RCP Steering Committee- 2nd Meeting

Overview (Michael Leff)

- noted 6 new faces at tonight's meeting
- Provided a brief overview of the 11/15 Steering Committee meeting
- Discussed Model Project Types: on the ground, implementable strategies to protect/preserve/enhance the natural resources in the watersheds

Report Structure (Wes Horner)

- Introduced the RCP / DCNR process noting that this was a vastly unique study area
- Explained the DCNR template for preparing RCPs
- Handed out 1st draft outline that tries to meet all the DCNR requirements
- Goal is to be short and sweet in the body of the report
- We will be borrowing/coordinating from previous planning efforts
- The RCP can be the clearinghouse for the electronic gathering of information
- M. Leff mentioned that the RCP would seek to advance other plans and provide momentum

Steering Committee Member Updates

Given the new City administration, who should the RCP focus contact

1. **PWD** (Joanne Dahme) is/has had conversations with Council reps about flooding problems; the Office of Sustainability will be key for the RCP
 - The RCP will be another means to implement other plans
2. **Philadelphia Planning Commission** (Alan Urek) – provided report update; currently in somewhat of a holding pattern while refining draft document; Plan release landed in between administrations has created the need for time extensions;
 - Pritchett – new Planning hire at Mayor's office; Gillen – Senior Advisor at Economic Development; and Andrew Altman - new Commerce Director;
 - GreenPlan cannot be released until Altman (Director of the new Office of Sustainability) has reviews and is on board
 - Future Actions –more money needs to be budgeted for the Fairmont Park Commission; more money needs to be included in a capital program; more money needs to be allocated for GreenPlan implementation
 - It seems that the new administration is focusing on healthy cities which is key to GreenPlan implementation;
3. **PennPraxis** (Harris Steinberg) –Central Delaware Civic Vision

- Civic Associations wanted voice in the process; more funding has been allocated to maintain the civic voice;
 - Working on an Action Plan for May release – *Ten Steps to Implement the Civic Vision*
 - PennPraxis can serve as a liaison as a greater source for the entire riverfront
 - Coalition for Philadelphia Riverfront – CPR – reached out to PEC, etc. as technical advisors, then will reach out to other riverfront groups
 - Many projects are in the wings (most are struggling with funding issues)
 - Goal is to release the 10-step plan in May, along with a simultaneous implementation project.
- 4. Dept. of Recreation** (Barbara McCabe) – DCNR has provided funding for installation of a new pier railing (at what location?); noted that it is difficult to keep public involved b/c of time required when waiting on funding.
- 5. North Delaware** (Sarah Thorp) – has ‘received’ \$30 million federal funding (but there is a lot of paperwork and red tape in order to get the money) for a 2-mile section of trail design.
- DCNR has identified an early action project in Pennypack Park along the Delaware, which will be complete by Fall
 - Lardner’s Point Park – mitigation money is arriving late spring; Phase I for new park in Fairmont Park Commission network
 - 50 new street trees are being installed along a Green Connector Street (Orthodox Street) across from Westrum site.
 - Delaware Avenue Extension – one mile new road; currently in final design with construction anticipated in Early 2009; Adding new road to City Plan
- 6. New Kensington CDC** (Joe McNulty) – provided a PPT presentation
- Knowing they needed an intermediate step between the Civic Vision and the future Master Site Plans, they (NKCDC) hired WRT and prepared a plan for the 4-miles of Riverfront, connecting the neighborhoods to the riverfront

Focus Groups (Joy Lawrence)

Description – there have been many previous planning efforts in the City; this RCP seeks to leverage the efforts – use their wisdom and provide a summary for the RCP. First though, let us step up a level (on the cake of thinking) and best serve our partners interest’s and tap into some new thinking.

Model project types are defined as broad categories – a side implication of which is the focus group categories. Essentially these are our aggregated classes of themes; big classes of ideas; use to think in new dynamics, ultimately to move into the charette and implementation of projects.

The Steering Committee broke into 4 focus group themes: Natural Environment; Built Environment; Healthy Neighborhoods & Communities; and Mobility/Connectivity. Steering Committee members self-selected into one of the four groups and brainstormed the following categories: BMP Examples; invitees; issues/special concerns; material/resources; meeting day, time, and location. [see PHS notes from meeting]

**Delaware Direct Steering Committee
September 24, 2008**

Agenda

Welcome/Introductions

Staffing Updates

Partner Updates

 Civic Vision and Action Plan for Central Delaware

 North Delaware Greenway

 Green Plan

 Others _____

Review of Project Activities

Outline of Next Steps and Final Report

Philadelphia Water Department – Goal Setting

Conclusion/Next Steps

Adjourn

Appendix B-2: Workshops

Invitation List DE RCP Focus Group #1 - April 30, 2008

Contact	Agency/Org
Andrew Altman Andrew Goodman Barbara McCabe	Director of Commerce and Deputy Mayor for Planning and Economic Development Penn Praxis Phila Dept of Recreation
Ben Ginsberg	Center City District (Mgr. of Planning & Transport.)
Carmen Zappile	PIDC
Carol Ann G Davis, Jeff Lapp, or Carol Petrow	US EPA
Carolyn Wallis [Steering Comm]	PA DCNR
Christine Knapp	PennFuture
Chuck MacIntosh [Steering Comm]	Army Corps Engineers
Colin Franklin, Carol Franklin, or Marita Roos	Andropogon
David Burke [Steering Comm] Desiree Henning-Dudley; Ken Anderson; Abdel Nassani or someone from engineering and permitting?	PA DEP
David Velinsky, Rich Horowitz, Roland Wall	Academy of Natural Sciences
Flavia Rutkosky; Rick McCorkle	US Fish and Wildlife
Harris Steinberg [Steering Comm]	Penn Praxis
Howard Neukrug	Philadelphia Water Dept
Janice Woodcock	Phila. City Planning
Janina Narayanan	City Planning
Jeff Featherstone, Mary Myers, Lynn Mandarano	Temple University
Jenn Adkins and Danielle Kreeger	Partnership for Delaware Estuary
Jennifer Lewis	NLNA Pres
Jessica Rittler Sanchez or John Yagecic [Steering Comm]	Delaware River Basin Commission
Jim Schmid Joan Blaustein, Tom Witmer [Stephanie Craighead reps FPC on Steering Comm]	Schmid & Company Fairmount Park
Joe Syrnick	SRDC

Contact	Agency/Org
John Haak	Philadelphia Planning Commission
John Keene	U of Penn
John Pedrick	PA Fish and Boat
Jon Edelstein AND Andy Toy	Phila Dept of Commerce
Karen Black	May 8 consulting
Kathy Enggasser, <i>President</i>	Bridesburg Civic Association
Keith Bowers	Biohabitats
Lance Butler or Eric Haniman	Philadelphia Water Dept
Mami Hara	Wallace Roberts Todd
Marc Stier	Northern Liberties Neighbors?
Maya van Rossum or Tracy Carluccio, Dick Albert	Delaware Riverkeeper
Mindy LeMoine [Patrick Starr reps PEC on Steering Comm]	EPA / Pennsylvania Environmental Council
Monica Santoro	Penn's Landing Corp (Marina) - Naval Ship and Vessel Coordinator; Marina Director
Pat Cahill	Philadelphia Marine Center (Marina)
Phyllis Martino	Impact Services
Regina Gorzkowski-Rossi	Friends of Pulaski Park
Rob Fleming	Philadelphia University
Robin Mann	Sierra Club
Sam Reynolds	Army Corps Engineers
Sam Simpkin	Washington West Civiv
Sandy Salzman or Joe McNulty [Steering Comm]	New Kensington CDC
Sandy Wiggins	Consilience
Sarah Robb Grecco	TTF Watershed
Sarah Thorp [Steering Comm]	Delaware River City Corporation
Scott Page	Interface Studio
Simeon Hahn and/or Craig Woolcott	NOAA
Susan Patron	Keating Environmental Management
Terry McKenna	
Tim McDonald	McDonald Bros. Real Estate Development
Wendell Pritchett or Keri Salerno	Philadelphia Sustainability Coordinator Society for Ecological Restoration USGS

Email subject line:

Delaware River Conservation Plan invitation

Email body:**Will you join us?**

You've received this invitation because we'd particularly like to include you in an important focus group at the Pennsylvania Horticultural Society (100 N. 20th St, Philadelphia) on the morning of **Wednesday, April 30th, 8:30-11:30**. The topic involves the ecology and natural resources of the river's edge and surrounding lands. Please read on for details.

The Delaware Direct Watershed is an area that comprises much of Philadelphia's riverfront and surrounding neighborhoods. The Philadelphia Water Department (PWD) with funding from the Pennsylvania Department of Conservation and Natural Resources (DCNR) is leading a River Conservation Plan for this watershed area. The purpose of a river conservation plan is to provide a comprehensive approach to preserving and improving the natural and community resources of the waterway and its surrounding land area.

In the past several years, as you know, many important riverfront plans have been proposed. PWD and their planning partners, Cahill Associates and the Pennsylvania Horticultural Society (PHS), recognize the opportunity to build on this work. Beginning this month, a series of focused conversations will bring together experts and stakeholders to assess resources and develop next steps.

On April 30, this first focus group will consider the broader topic of waterfront opportunities and river edge ecology by taking a closer look at current proposals for the area. Through a more detailed investigation of a carefully selected riverfront location, we will explore a variety of challenges and opportunities that are likely to be encountered along the waterfront – including wetland restoration, reestablishing natural shorelines, adaptive reuse of abandoned piers and bulkheads, and reclamation and restoration of industrial landscapes.

DCNR, PWD, Cahill Associates, and PHS invite you to help move an inspired vision a step closer to reality. Please join us for an engaging morning exchange of information and ideas.

RSVP to Tiffany Ledesma Groll at PWD (215-499-3756, ledesmagrolltd@cdm.com).

For more information or to suggest other people you think we should invite, please contact Michael Leff or Joy Lawrence at PHS. (215-988-8795, mleff@pennhort.org, or 215-988-8898, jlawrence@pennhort.org).

Hope to see you then!

Michael Leff & Joy Lawrence
Pennsylvania Horticultural Society
100 N. 20th Street - 5th Floor
Philadelphia, PA 19103

Invitees to DE RCP Focus Group #1 - April 30, 2008

Contact	Agency/Org	RSVP	Small Group
Andrew Altman	Director of Commerce and Deputy Mayor for Planning and Economic Development		Green
Andrew Goodman	Penn Praxis	Yes	Blue
Barbara McCabe	Phila Dept of Recreation	Yes	Green
Ben Ginsberg	Center City District (Mgr. of Planning & Transport.)	Yes	Green
Carmen Zappile	PIDC	Yes	Maroon
Carolyn Wallis [Steering Comm]	PA DCNR	Yes	Blue
Christine Knapp	PennFuture	Yes	Maroon
Chuck MacIntosh [Steering Comm]	Army Corps Engineers	Yes	Maroon
Craig Woolcott	NOAA		Blue
Danielle Kreeger	Partnership for Delaware Estuary		Maroon
David Burke	PA DEP	Yes	Blue
David Velinsky	Academy of Natural Sciences	yes	Maroon
Flavia Rutkosky	US Fish and Wildlife	Yes	Green
Glen Abrams	PWD	yes	Maroon
Howard Neukrug	Philadelphia Water Dept	Yes late	Green
Janina Narayanan	City Planning	Yes	Maroon
Jeff Featherstone	Temple University		Blue
Jeff Lapp	US EPA	Yes	Blue
Jenn Adkins	Partnership for Delaware Estuary		Green
Jennifer Lewis	NLNA Pres		Blue
Jessica Rittler Sanchez or	Delaware River Basin Commission		Green
Jim Schmid	Schmid & Company		Maroon
Joe Syrnick	SRDC		Maroon
John Haak	Philadelphia Planning Commission	Yes	Green
John Keene	U of Penn		Maroon
John Pedrick	PA Fish and Boat	Yes	Maroon
John Yagecic [Steering Comm]	DRBC		Green
Jon Edelstein	Phila Dept of Commerce	Yes	Green

Contact	Agency/Org	RSVP	Small Group
Karen Black	May 8 consulting		Red
Kathy Enggasser, <i>President</i>	Bridesburg Civic Association		Blue
Keith Bowers	Biohabitats	Yes	Green
Kristen Ford	Brown and Keener	yes	Blue
Lance Butler	Philadelphia Water Dept	yes	Red
Marc Stier	Northern Liberties Neighbors?		Blue
Maya van Rossum	Delaware Riverkeeper	yes	Red
Paul Racette	PEC Penn's Landing Corp (Marina) - Naval Ship and Vessel Coordinator; Marina Director	yes	Green
Monica Santoro		Yes	Blue
Pat Cahill	Philadelphia Marine Center (Marina)		Green
Phyllis Martino	Impact Services		Blue
Regina Gorzkowski-Rossi	Friends of Pulaski Park	Yes	Red
Rich Horowitz	Academy of Natural Sciences		Blue
Rob Fleming	Philadelphia University		Red
Robin Mann	Sierra Club		Green
Roland Wall	Academy of Natural Sciences		Blue
Sam Reynolds	Army Corps Engineers	Yes	Red
Sam Simpkin	Washington West Civiv		Blue
Sandy Salzman	New Kensington CDC	Yes	Green
Sandy Wiggins	Consilience		Blue
Sarah Lowe	Fairmount Park		Green
Sarah Robb Grecco	TTF Watershed	Yes	Blue
Sarah Thorp [Steering Comm]	Delaware River City Corporation		Red
Simeon Hahn	NOAA	yes	Blue
Susan Patron	Passyunk Neighborhood	Yes	Green
Terry McKenna	Keating Environmental Management		Blue
Tim McDonald	McDonald Bros. Real Estate Development		Green
Wendell Pritchett	Director of Policy, Research, and Planning	yes	Blue

Attendees Delaware Direct RCP April 30, 2008		
Ecology and Riverfront Design - Case Study Pulaski Park		
Contact	Agency/Org	Group
Andrew Goodman	Penn Praxis	Wetland
Barbara McCabe	Phila Dept of Recreation	Parking
Carmen Zappile	PIDC	Bulkheads and Piers
Carolyn Wallis	PA DCNR	Wetland
Courtney Marm	Cahill Associates	Wetland
Chuck MacIntosh	Army Corps Engineers	Bulkheads and Piers
David Burke	PA DEP	Bulkheads and Piers
Flavia Rutkosky	US Fish and Wildlife	Bulkheads and Piers
Glen Abrams	PWD	Parking
Howard Neukrug	Philadelphia Water Dept	Bulkheads and Piers
Janani Narayanan	City Planning	Parking
Jeff Lapp	US EPA	Wetland
Jim Schmid	Schmid & Company	Parking
Joanne Dahme	PWD	Bulkheads and Piers
John Haak	Philadelphia Planning Commission	Bulkheads and Piers
Jon Edelstein	Phila Dept of Commerce	Parking
Joy Lawrence	PHS	
Keith Bowers	Biohabitats	Wetland
Kristen Ford	Brown and Keener	Parking
Lance Butler	Philadelphia Water Dept	Wetland
Maya van Rossum	Delaware Riverkeeper	Wetland
Michael Leff	PHS	
Paul Racette	PEC	Bulkheads and Piers
Monica Santoro	Penn's Landing Corp (Marina) - Naval Ship and Vessel Coordinator; Marina Director	Parking
Regina Gorzkowski-Rossi	Friends of Pulaski Park	Parking

Contact	Agency/Org	Group
Rich Horowitz	Academy of Natural Sciences	Wetland
Sam Reynolds	Army Corps Engineers	Wetland
Sandy Salzman	New Kensington CDC	Wetland
Sarah Robb Grecco	TTF Watershed	Parking
Simeon Hahn	NOAA	Wetland
Susan Patron	Passyunk Neighborhood	Bulkheads and Piers
Tiffany Ledesma Groll	PWD	Bulkheads and Piers
Todd Baylson	PHS	Parking
Tom Witmer	Fairmount Park	Parking
Wesley Horner	Cahill Associates	Bulkheads and Piers

Group 1 – Blue: Wetland Restoration

Facilitator: Courtney Marm (Team Leader - Simeon Hahn/NOAA, Note Taker - Carolyn Wallis/DCNR)

To start off the meeting off, Lance (PWD) asked about the mapped discrepancy b/w proposed wetland areas on maps (11x17 site map versus large wall poster). He clarified that the PWD undertook bathymetric sounding for the larger area which was the outline of the proposed wetland. He was unsure about the source of the smaller area.

Lance followed the comment up by stating that the CSO outfalls were a major problem – stating that wetland veggies are not likely to remain w/out significant re-engineering of the CSO outfall or elimination of the outfall (unlikely). PWD is not planning to move outfall at this time.

1. Specific Investigations (This group was very action-oriented and thorough; in fact, it seemed that the group were ready to jump in and craft the RFP!)

- a. Consider establishing goal to maximize the wetland creation; phase it out by cost estimates and phases of wetland creation OR by type of wetland vegetation
 - Ownership - who is owner of submerged lands?
 - low water mark
- b. Goals of the design – ecology and/or recreation; (the use of the site - public boating access, kayaking, or birdwatching – will influence the restoration goals)
- c. Geotech investigation of soils:
 1. soil texture
 2. sediment transport
 3. presence of contaminants or toxicity levels
- d. water depth / bathymetry
- e. Hydrology/hydraulics – wave energy or coastal marine engineering investigations
- f. PNDI survey
- g. Utility survey
- h. Habitat Functional Assessment (pre and post development)
- i. Archeological
- j. RR gantries – Act 106; NEPA
- k. Discover reference site – other wetlands in the area; and history
- l. Plants and Animal survey – seasonal fish survey; plants
 - i. Improvement of habitat for existing species
- m. Potential of removal of fill at the stream edge to expand the wetland/park
 - i. Hardline at edge
 - ii. Can we remove the parking lot? (Maya question) – The Consultant should consider the opportunity for park expansion; 20 years down the line, the parking lot could potentially be removed and allow the River to get back to what it historically may have been.

General Comment from the community rep: This community really wants active recreation kayak or canoeing within proposed wetland area.

2. Skills and Expertise

- a. Civil engineers for infrastructure
- b. Restoration Ecologists
- c. Wetland Biologist
- d. Hydrologist
- e. Surveyor
- f. Title
- g. Chemical Lab to read/interpret analysis
- h. Geotechnical engineer specializing in coastal engineer
- i. Permit/regulatory "guru"
- j. Historic resources
- k. Community outreach
- l. Landscape Architects

3. Data Sets

- a. Hydrologic sets – CSO overflow volumes or modeling (from PWD)
- b. Water quality/chemical concentrations in CSOs (NURP, DRBC, PWD)
- c. Existing bathymetry charts (NOAA)
- d. Land use history/background; detailed title search (DVRPC)
- e. PNDI – bugs/bunnies
- f. Tidal data (USGS and NOAA)
- g. DuPont's report (2008) compilation Delaware Estuary datasets
- h. PA heritage conservatory – natural resource inventory for the Delaware (City's GreenPlan)
- i. Sediment/contaminant data; information from the Dredging/deepening studies (ACOE)
- j. TMDL study (DRBC)
- k. Aerials; Civic information (MOIS)
- l. Aerial photography; Historic review of change in landuse (DVRPC)
- m. Nonpoint source runoff from surfaces
- n. Fish, birds, etc habitat and species data (ANS)
- o. Environmental sensitivity indices from NOAA
- p. Characterize streambank and shoreline edge (could be a part of survey)
- q. Review existing restoration success monitoring data/reference sites

4. Technical refs (mixed with #3)

- a. Vegetation guides from Partnership for the Delaware Estuary
- b. Virginia Institute of Marine Sciences – examples of intertidal wetland restorations sites; shoreline stabilization guides
- c. Projected Sea Level rise – 2005 source for the Bay [issue of veggie's surviving with water rise / salinity – brackish is an issue but group did not reach consensus.]
- d. Climate change – issue is frequency of storm events and potential impact
- e. Corp of Engineers – source of technical data

- f. NOAA
- g. After the Athos Oil Spill, someone collected data on wetland restoration sites – NOAA and the Partnership is source

5. Regulatory (this section took a lot of time to work through!)

- a. Clean Water Act 404 (ACOE)
- b. L and I regs
- c. Section 105 (DEP)
- d. sediment and erosion control (PWD)
- e. infrastructure / drainage right of way (PWD/City)
- f. Riparian Rights – Submerged Lands License
- g. Expansion of navigable waters needs a permit (under 404)
 - a. Sam explaining important issue – Section 10 authority covers any work in navigable waters. The consultant will have to address what's going on within the limits of federal waters / mean high water b/c it's tidal.
 - i. Any work in the water requires authorization from ACOE under Section 10
 - ii. Placing any things into water = CWA Section 404
 - iii. Could design project with work, no discharge of dredge or fill = covered by the Section 10 permit
 - iv. Pipe extension, driving pilings, planting in water = Section 10
 - v. Permitting and regulatory requirements directly relates to project COST (Sam stressed this point multiple times).
 - vi. Placement of fill by bringing elevations up is covered under Section 404
 - vii. Design project to meet ACOE Nationwide Permit 27 which will reduce costs/ use for restoration projects – bank restoration work is not eligible for this permit; loss of resource/replacement
 - viii. **Sam's advice – the design team should design the project to minimize regulatory involvement**

Permits, cont'd

- Any improvements to pier will need permits;
- Federalizing the entire project even though it's upland work.
- If wetland restoration is part of park restoration then ACOE can federalize the entire project
- Other things get involved; section 106 and national historic act is called into; Endangered Species Act – (sturgeon); consistency determination with State;
- NEPA regulation - questionable if it's needed, and who would be responsible to prepare. ACOE must do it for analysis but if Congress gives Federal money then the federal entity has to do the NEPA document
- For Master Planning purposes, the project must have a consultant team experienced in planning for permits; consultant will evaluate permits, but will not apply for permits

Group gets sidetracked on conceptual master planning feasibility versus the permitting and future implementation; The outcome of the project will either be a "10% Plan for funding" or a "30% conceptual site design"; Permits are potential obstacles; Carolyn advocates for Option-oriented approach which will shape the implementation phase.

MASTER PLAN (10%) versus CONCEPTUAL SITE DESIGN (30%)

RFP should go further into design process / or Phase the project
 Prioritize the phases – Aquatic restoration is 1;
 Regulatory issue directly relates to scope;

The group realized that they thought the project was more about a "design" yet the directions called for master plan creation; there was much discussion about which process would provide a better project outcome.

Funding Resources for Implementation is great background document. Someone commented that there are parties/developers looking for wetland creation sites (example of airport). It was pointed out that a developer does not want to be encumbered by the details outlined in this process. Maya reminds the group that a developer cannot truly pay for wetland restoration when they are destroying habitat.

6. Communication and Input

- a. Inform community every step of the way; make it two-way; make it regular.
- b. Problem is the distance from neighborhoods – people tend to forget that the neighbors do care;
- c. Pre-conceptual phase – involve the community as an informational resource
- d. Neighborhoods in the area: Bridesburg; Port Richmond
- e. Business Community - Tioga Terminal; tank farms; Anderson land
- f. Sim reminds the group that this is in-stream design;
- g. Birdwatching +fishing: is this appealing for kids as an "attractive nuisance"
- h. Wetlands can filter but they cannot do everything
- i. Proper communication for upland and in-stream water issues
- j. Lance – think long-term b/c PWD's water quality standards must be met and the long term planning is helping
- k. Need to make the area bigger (parking lot) and well lit b/c it's an attractive nuisance
- l. Community knows that it's a long-term project
- m. Need honest discussion about recreation vs ecological benefits (no boating in restored wetland). Help people understand that boating could be wrong for ecological restoration
- n. Education should be part of outreach; it has started with Central and NKCDC; those processes did not have successful outreach with businesses
- o. Regulatory process forces public input
- p. Maya – allow communication to happen early in process, well before permit stage;
- q. Input must be sincere – make it a real two-way conversation

- r. Momentum is critical; the community groups stay involved
- s. Community workshop after field work and data assessment – with consultants to provide info and get feedback
- t. Wide array of stakeholders – not just locals; this is one location designed to restore river as a whole

7. Scope of Work / Cost

- a. This project should be a 30% Concept Design not a Master Plan which implies 10% vision
- b. It is difficult to develop a fee without knowing what is ultimately being designed
- c. It's easier to have concept design that the consultant can then flesh out.
- d. The group had a healthy discussion on the semantics b/c each has its own process.
- e. The group agreed that there was a need for consistency with consultant – both in planning, concept, design and engineering.
- f. Estimate of \$500,000 per acre for design and construction (\$3.5 million at 7 acres); 20% of that for design [backing into conceptual design fee]
- g. \$100,000 seems reasonable (NOAA) – others think it's too light – Bowers thinks it's doable;
- h. For a wetland concept only – \$100,000 is feasible (that assumes no shoreline manipulation or CSO extension or utility work etc). If one were to include those items, then the project would increase to about \$200,000
- i. And, if any CSO infrastructure re-working would become part of the project then the price would go up even more.
- j. CEM note – I think there was confusion in the group b/w Total Project Cost and Cost per Acre; I am unsure if the final agreed number is \$100,000 per acre (which is written down on the notes) or just \$100,000 in total.

Timeline

- a. one year/ 12 months (\$100,000 concept)
- b. six months for permits and future

Group 2 – Red: **Piers/Bulkheads/Revetments (Water/Land Interface)**

Though our geography was simply the land-water edge/interface, seems to me that Red Team has to understand its area of interest as including the land area of the existing park and possibly some areas beyond. Blue was the in-water wetland area and Green was parking lot but Central and New Kensington and other plans all show a Pulaski Circle which seems to extend considerably beyond existing sliver of park and extend into adjacent parcels substantially to the north and west and south. Somehow this question of “study area” I think is very important – just how far should this study extend, with study answers influencing how far plan actions will extend.

I. Tasks for Consultant

Identify specific ownership of parcels

Explain levels of ownership.bundles of rights that might vary with pierhead line vs bulkhead line and by various time period/effective laws at the time

Understanding different levels of ownership and the different levels of regulation imposed on this ownership becomes critical – as we are seeing in casino mess

Todd’s investigations in who “owns” what demonstrate how confused and confusing all of this is

Environmental Assessments:

Identify existing hydrology, water level/tidal fluctuations, flooding issues, ice jams, etc.

Need to make sure we understand both the technical and regulatory issues surrounding removal of bulkheads/piers – will flooding worsen, etc.

Issues surrounding currents, bathymetric studies?

Issues surrounding sediments, quantity and quality

Issues surrounding global warming (sea level, salinity, etc.)

Identify water quality issues

Floral and faunal inventories/assessments

Archaeological and Historical Studies

Piers and other improvements

Cultural Importance

Land Use

Historical at site

Adjacent land use story

Areawide context

Planning Array

Various plans as per our inventory

Historical planning

Pending proposals

Market/Highest-Best Use Issues

Transportation and Utilities context

Immediate access

Neighborhood and regional access

- Parking issues
- Recreational Inventory and Assessments
 - Existing rec use
 - Active and passive
 - Fishing, trails, other
 - Existing supply of rec facilities
 - Neighborhood/City/Regional Needs
- Engineering Assessments:
 - Structural/built forms inventory and assessment of conditions
 - History, materials used, current condition, history of filling, etc.
 - Geotechnical analyses: quantitative, bearing capacities
 - Contamination of Structures and Site: Phase I and Phase II
 - Identify CSO outfalls and related issues
- Regulatory Issues
 - Federal
 - Clean Water Act
 - Wetlands
 - Done under a nationwide permit
 - NEPA, Section 106
 - Alternatives
 - Mitigation
 - Minimization
 - Removal of fill?
 - Wetland restoration in water displaces other aquatic habitat
 - State
 - Submerged lands licenses?
 - Bulkhead and pier lines and rights and regulations
 - Wetlands
 - Stream/water encroachment permitting
 - Other?
 - Local/City
 - Land use controls
 - Existing and new Zoning
 - Depts. Planning and Commerce
 - Other?
- Other Issues
 - What about 100 ft buffer?
 - Wes: this whole question of 100 ft buffer is going to have to delve into this complex ownership and regulation issue – 100 ft from what? Based on who's ownership? Already being regulated by whom and in what ways?
 - Technically, how would we define this buffer? Seems probably that it would look quite different than Chester County headwaters/US Forest Service type of buffer, with some sort of blend between hard and soft edges, possibly some bulkheading, whatever – this becomes maybe a charrette unto itself – maybe someone has already done this?

Furthermore, the watershed functionality of buffer along the Delaware, with matrix of CSOs, becomes rather different than buffer functions in rural headwaters.

Costs: construction and O&M

Skills and Expertise

Multi-disciplinary team approach

Subs

Reflects the outline above!

Multiple engineering types

Geotechnical

Marine

Hydrologists, water resources

Environmental specialists

Biologists, marine geochemists

Wetlands (jurisdictional and restoration), landscape ecologists, landscape architects

Planners: urban, recreational, regulatory

Cultural resources experts

Maritime attorney

Issue of ownership and regulation of shoreline critical

Consult UWAG – Urban Waterfront Action Group

Data Sets and References (Combined)

Identify data gaps – essential

Existing sources/studies/data sets

Sampling and data development

Site testing/sampling

Structural assessments

Existing plants, biota

River edge, instream, landward

Communication/Inputs

First inventory/assess all previous outreach/educational efforts, results – minimize

Duplication

K&T and East Coast Greenway processes; highlight these

What is purpose of Communication/Inputs

We haven't talked much yet about this concept plan and goals/objectives of this concept plan – who decides/answers these important questions

Environmental vs recreational vs etc etc

Develop partnerships (existing civics and others)

Take plan to them/use their forums

Must maintain delicate balance between trying to control the process vs being open and welcoming

Meetings – perhaps 4 public by major phase of planning

User surveys might be useful, especially for recreation needs/elements

Media: email, local papers, etc.

Make sure folks understand substance of requirements, such as the importance of understanding NEPA requirements for mitigation, importance of avoidance, importance of alternatives, before you get to compensatory mitigation and mitigation elsewhere (see our friend from USFWS)

Scope of Work

Big Picture focus – ecological restoration of wetlands plus recreational elements with parking

Think through whether this is feasibility study or concept design or both

There may be multiple steps/stages where outcomes (of feasibility) determine the next steps in concept design

Process/planning will need to be flexible, able to adjust to these different

Outcomes

Budget and Timeline

At least 12 to 18 months

There may be several different tasks requiring data development/site and structure sampling which require considerable time and money

Very difficult but \$250,000-500,000 seems likely

Group 3 – Green: Parking Lot

1) Specific Investigations:

- Parcel boundaries
- Ownership
- Verify ongoing activities (PRPA sign on building, they are a state authority, they probably lease to a user).
- Investigate history of land uses and implications. Some history is known. The fire boat used to dock there, it was the central fire boat docking area.
- Soil testing for potential contaminants, for stability.
- Test of the history of the fill activity, when it was done. Dig a series of pits to see the profile.
- Flip questions to put regulatory stuff first. Any material movement (the testing) will require permitting.
- Ensure you are not “taking” water that would need to be “added” elsewhere like a mitigation.
- Explore political boundaries and where they break. Council members break at Allegheny. State senate may break in the area. Keep that in mind constantly.
- Explore infrastructure/active industrial use there and its use and what that means – setbacks, off loading requirements. Regulations come from ATF, homeland security issues etc. + zoning.
- Is it designated a port or a public access facility?
- What is the port security requirement?
- Is there a prospect of adjacent land uses changing, and if so what do those mean?
- What are the prospects for connecting with other open spaces, and human and ecological features? This is a very important connection (planned) so the scope should have deliberate connections made.
- Clear understanding of the various plans out there and the role Pulaski Park will play in connecting them.
- Identify a project sponsor. The port, others.
- Does it make sense to take away industrial waterfront to make more space for public recreation in a place like this? Are there other opportunities to do a swap that might make more sense? We are presuming there is an excess. + This is just an impound lot. Why couldn't they coexist?
- Are there precedents for coexistence of open space, ecology and industrial use?
- Can we consider ourselves pioneers by converting industrial land to recreation? A playground was destroyed by I95 and the community is impatient and something needs to happen fast.
- User needs need to be explored. Do they need additional parking? Boat ramps? Could that be an issue? What is the demand for use? Will that require a structure?
- Investigate expanding to the south, not the north. Revisit the dialogue and disagreements about expanding to the north that occurred in the Central Del Vision.
- Contemplate if its possible to excavate the parking lot and bring the water in.
- Generate clean energy on the site? Windmills etc.
- Does DRPA have any say in this part of the land and/or jurisdiction?

2) Skills and expertise

- Environmental/geotechnical survey
- Legal and regulatory expertise
- Community participation and facilitation
- Land use /environmental planning
- Negotiator between city and land owners and other parties
- Development/fundraising director or someone with knowledge about funding, grant programs, federal, fish and wildlife funding
- Lobbyist!!!! To get significant enough amounts of \$. Direct federal \$
- Army Corp of Engineers
- DRCC and Penn's Landing to explore partnerships to seek funding.
- Cobble together local funding to find a match
- Developers who are trying to build in water who need a mitigation project including ports, casinos
- Ecological restoration and construction expertise – wetland + land area work e.g. a meadow
- Historian to explore cultural, neighborhood and economic history
- Translation skills e.g. polish in this area
- Water mineral testing
- Structural engineer pier stability testing

3) And 4) Data sets and Technical References

- Existing Plans: 7 on the screen +
- No concrete neighborhood plan.
- The New Kensington Plan
- Delaware Riverfront Greenway Plan
- Plan or vision for the Delaware River Port Authority? E.g. tram docking station would allow Pulaski to be a
- Organizations: Clean Air Council, DRPA, PRPA, Sunoco, Other active industrial users, leaseholders, NOAA, Delaware River Basin Commission (sets water quality standards via Trenton), Delaware Estuary, Fish and Boat Commission, Coast Guard, Army Corp of Engineers, DCNR, PA DEP, Academy of Natural Sciences, Western PA Conservancy,
- Community Orgs: PROPAC (port Richmond Civic), friends of Pulaski Park, Proarte Associates (Regina's org.)
- What are the standards and research and standards of performance of ecological restoration in terms of pollution mitigation from other projects, from ecology experts, environmental restoration experts.
- Technical experts: bird watchers to see and understand habitat, Academy of Natural Sciences, PWD, Audobon Society
- Existing plan from 2004 done by Polish American Community. They hoped to inspire other communities.

5) Regulatory

- DCNR,
- PA DEP - Land under water is owned by State of PA
- Pier Inspection – every square inch inspected by underwater dive team
- Maintenance of pier inspection twice a year annually
- Homeland Security / ATF. Allowable buffers.
- Army Corp related to floodplain issues, bulk head lines, riparian lines etc.
- State legislators can grant leases for some of the state-owned land
- PWD
- PCPC
- License and Inspections – Zoning, Code Enforcement, Building
- City Council
- Dept. of Recreation
- Streets Department
- Historic Commission

6) Communication and Input

- We are not at the starting point, the community is frustrated and needs to see something happen
- Don't leave behind other groups of residents
- Engage different groups separately so they are comfortable and so we can identify conflicts and common interests
- Incorporate Polish community's community vision from 2004
- Identify a project sponsor. The port? others?
- Engage existing surrounding landowners esp. industrial users. Ask them general questions.
- Based on that create your 3 proposals/options
- Choose 3 developers/designs/options via RFQ/RFP process...and share with community and invite input
- Some number of private stakeholder meetings, some number of public community meetings

7) Scope of Work

- Background
- Synthesize Issues
- Stakeholder and Public Forums
- Alternative Conceptual Plan
 - Articulate givens + contemplating other ideas
 - 3 alternative proposals for all of the parking areas
 - Rough cost range – very broad brush , high, medium and low

- Final Design
 - Specifications
 - Design drawings
 - Phasing plans

- Action Plan
 - Order of magnitude costs
 - Permits needed?

8) Timeline

3 years.

Other)

- Create a marketing piece to say “we have this project, and need a marketing piece to describe the mitigation possibilities etc.”
- Maintenance of pier inspection twice a year annually
-

**Pulaski Park Design Development Project
DRAFT pre-RFP**

1. Team Composition – Describe via an Organization Chart that Details Each Team Member’s Expertise and Role

Consultant teams should include the following types of professional expertise documented in a project organizational chart with attendant descriptions of roles and relevant expertise. If you believe one or several of these areas of knowledge are not required (and are therefore absent from your team) please explain why.

- a. Civil engineers for infrastructure
- b. Geotechnical Engineer specializing in coastal engineering
- c. Marine Engineer (structural?) specializing in infrastructure along and in water
- d. Restoration Ecologist with actual implementation/construction experience
- e. Wetland Biologist with both aptitude for jurisdictional and restoration issues
- f. Marine Geochemist (?)
- e. Hydrologist and Water Resources Specialists
- f. Permit/regulatory specialist familiar with local environment and last 18 months
- g. Historian and/or Cultural Resource Specialist
- h. Community Outreach/Meeting facilitation specialist
- i. Landscape Architects
- j. Landscape Ecologist
- k. Land Use/Environmental Planner specializing in recreational planning
- l. Maritime Attorney familiar with local environment and last 18 months
- m. Negotiator between city, land owner(s), and other parties
- n. Development/fundraising director or someone with knowledge about funding, grant programs, federal, fish and wildlife funding
- o. Lobbyist –needed to get significant enough amounts of \$ and direct federal \$
- p. Translator (adjacent community speaks polish and significant spanish-speaking populations are in the area)

Your team should also identify professional sources (not necessarily part of your team) for the below tasks:

- a. Lab(s) to read/interpret various analyses
- b. Surveyor to create survey of vicinity
- c. Real estate professional to clarify Title and ownership matters

2. Identified Data, To Be Retrieved By Consultant Team – Compile a Master List that Catalogues the Relevant Data and its Source and Summarizes Germaine Information

The project steering committee has identified the following resources that the consultant team should retrieve from the identified organizations and digest and incorporate in your work *prior* to commencing the specific investigations described in Section 3 below.

Specific technical resources and data:

- a. Hydrologic sets – CSO overflow volumes and existing modeling - PWD
- b. Water quality/chemical concentrations in CSOs - NURP, DRBC, PWD
- c. Existing bathymetry charts - NOAA
- d. Land use history/background - DVRPC, PCPC
- e. Detailed title search - City of Phila, Dept. of Records
- f. Tidal data - USGS and NOAA
- g. Delaware Estuary 2008 dataset compilation report - DuPont
- h. PA Heritage Conservatory Natural Resource Inventory for the Delaware River - PCPC, GreenPlan
- i. Sediment/contaminant data from assorted dredging/deepening studies - ACOE
- j. TMDL study - DRBC
- k. Most recent aerial photography - MOIS, City of Phila.
- l. Historic aerial photography to review land use changes over time - DVRPC
- m. Fish and bird habitat and species data - ANS
- n. Environmental sensitivity indices - NOAA
- o. Review existing restoration sites and monitor their data - organizations unknown
- p. Vegetation guides - Partnership for the Delaware Estuary
- q. Data collected about wetland restoration sites post-Athos Oil Spill – NOAA Partnership for the Delaware Estuary
- r. Projected Sea Level rise (issue of increase in water salinity and impact on vegetation) – 2005 information from Source for the Bay
- s. Existing Land Use, Concept, Master, Neighborhood Greenway and Area Plans covering the area that speak about the future (including in this case)
 - The New Kensington Riverfront Plan
 - Central Delaware Plan
 - North Delaware Greenway Plan
 - GreenPlan Philadelphia
 - Northern Liberties Neighborhood and Waterfront Plans

More general resources that will be of value include:

- a. Army Corp. of Engineers – source of various types of technical data
- b. Virginia Institute of Marine Sciences – examples of intertidal wetland restorations sites and author of shoreline stabilization guides
- c. NOAA
- d. UWAG – Urban Waterfront Action Group

- e. DRCC (potential management/operations and funding partnerships)
- f. Penn's Landing (potential management/operations and funding partnerships)
- g. Academy of Natural Sciences
- h. Philadelphia Water Department
- i. Audobon Society
- j. Various Community and Business Organizations (including in this case):
 - Clean Air Council
 - DRPA
 - PRPA
 - Sunoco
 - Other active industrial users, landowners and leaseholders
 - Delaware River Basin Commission (sets water quality standards via Trenton),
 - Delaware Estuary
 - Fish and Boat Commission,
 - Coast Guard
 - DCNR
 - PA DEP
 - Western PA Conservancy
 - PROPAC (port Richmond Civic)
 - Friends of Pulaski Park
 - Proarte Associates (Regina's org.)

Unknown:

PNDI – bugs/bunnies

3. Undertake Specific Investigations – Describe Findings in a Technical Memorandum

Consultant proposals shall include a detailed description of how and in what sequence the following specific investigations will be undertaken:

General

- a. Assess which of the below specific investigations will require permitting and proceed to secure the appropriate permits accordingly.
- b. Survey of specific and current land parcel boundaries/extents throughout the vicinity¹ and ownership of those parcels. Explain levels of ownership.bundles of rights that might vary with pierhead line vs. bulkhead line and by various time period/effective laws at the time

¹ Vicinity means the existing park land, the adjacent parking lot, and areas underwater adjacent to these land features as well as those areas (both land and water) within or buffered by a 45 feet boundary on all sides. Where this buffered area hits another land or water feature, such as a road, river inlet (created by land or pier) or building, the furthest edge of that feature, even in excess of 45 feet, will be considered part of the vicinity.

c. Survey of recent case law and relevant regional riverfront projects to provide road map for determining who owns submerged lands in the Pulaski vicinity. Then the consultant should propose a process and the specific steps needed to determine ownership of submerged lands in the Pulaski vicinity. This process should anticipate likely challenges and via the specific investigation position this project to refute them. This process should be synced with the consultant's regulation assessment process described below.

d. Survey soil conditions throughout vicinity via Geotech investigation in order to learn:

- i. presence of contaminants or toxicity levels
- ii. soil texture
- iii. sediment transport, quality and quantity, esp. regarding underwater soils
- iiii. Soil stability.

e. Survey the vicinity for existing hydrology and hydraulic conditions, water levels, currents and tidal fluctuations to understand extent of waters impact on land, river's edge and in-water areas. This should be done in general as well as with a specific eye towards the ability to establish wetlands and other ecological restoration projects.

f. Survey potential for archeological findings throughout the vicinity. Study local historical holdings, Sanborn maps and other historic records to inform decision about extent of investigation. Work with existing local ethnic community groups who have abundant historical records.

g. Survey and map underground and above ground utilities and utility easements throughout the vicinity.

h Survey, inventory and assess flora and fauna and animals including seasonal fish throughout the vicinity.

i. Survey, create an inventory of, and assess the condition of the structures and built form of Pulaski Park and the vicinity including its history, land use history, materials used, history of fill (assess by digging pits and other below ground assessments) current conditions, etc. Then create a summary of the implication of this task for moving forward.

j. Survey to verify currently ongoing activities (Including in this case there is a PRPA sign on building adjacent to parking lot and Pulaski Park, they are a state authority so they probably lease to a user that should be reached out to). This survey should identify any active industrial/port uses and any associated ATF or Homeland Security regulations including setback requirements, direction about public access, on and off loading requirements and security measures. Then create a summary of the implication of this task for moving forward.

k. Survey non-point source runoff surfaces in the vicinity.

l. Analyze/evaluate flooding history

- m. Analyze/evaluate history of ice jams (really?)
- n. Analyze/evaluate water quality issues including those related to global warming (sea level, salinity etc.)
- o. Survey relevant plans for historical intentions, good ideas, pending proposals and aspirational connections. What are the prospects for connecting with other open spaces, and human and ecological features?
- p. Survey market conditions to understand the highest and best use/investment context for adjacent land areas and to understand susceptibility to change for adjacent lands. Summarize the prospects of significant land use changes in the future and the implications. Then create a summary of the implication of this task for moving forward.
- q. Survey transportation features throughout the neighborhood including parking, neighborhood and regional access, and the friendliness of pedestrian connections.
- r. Specifically locate CSO outfalls and observe their performance during heavy rain event
- s. Perform a Phase I and Phase II assessment of the park land and the adjacent parking lot.
- t. Perform a geotechnical analysis of the bearing capacity of the various lands throughout the Pulaski vicinity with an eye to determining which are most susceptible to what types of changes in the future.
- u. Survey habitat function pre-development throughout the vicinity via a Habitat Functional Assessment. Document baseline conditions and set the stage for a post-development follow up assessment.
- v. Survey user needs and existing opportunities in the neighborhood that meet, over supply or under supply those needs including recreational uses (active and passive) parking, boat ramps, and other types of needs and demands.
- w. Understand City/regional recreational needs and extent to which Pulaski park meets or could meet them.
- x. Identify any gaps in data and knowledge that will need additional resources to understand and plug.
- y. Survey potential funding resources for implementation. In this case could windmills be placed on the site and used to generate energy which would be sold for revenue to upkeep an expanded park.
- z. Survey for relevant precedents (In this case the coexistence of open space, ecology and industrial use)

Wetland-related

- a. Clarify realistic extent of potential wetland by working with PWD
- b. Determine low water mark, vicinity water depths and bathymetry (**what this mean?**)

River's Edge-related

- a. Survey streambank and shoreline edge, piers, and other remnants of prior uses, Photo-document conditions there and characterize sections of the river's edge through quantitative and qualitative analyses.

Parking lot related

- a. Contemplate if its possible to excavate the parking lot and bring the water into new pools excavated in the land and/or fill for programming, ecological restoration and other purposes.

Unknown:**PNDI survey****4. Catalogue Potentially Applicable Regulations/Approvals and the Steps Needed to Satisfy Them – Describe Findings in a Technical Memorandum and Create an All-In Permit Application Booklet**

Consultant proposals shall include a detailed description of their approach to catalogue any and all potentially applicable regulations, including those listed below and others as of yet unknown.

The first priority will be identifying any regulations and/or permitting steps that will be required in order to begin the specific investigations described above in Section 3. Anticipate spending time securing the appropriate permits after the majority of the regulations have been catalogued (so that site investigations can commence) but before writing the technical memorandum.

A technical memorandum describing their approach should demonstrate how the consultant will catalogue each regulation independently, understand its intent, how it is applied, who it is applied by, what needs to be done to satisfy it, define any timeline associated with said regulation, and describe how the project will need to comply. The approach should describe how it will identify contact information for the appropriate monitoring or regulatory agency responsible for each regulation. A successful approach, once implemented, will cover all necessary steps to satisfy all applicable regulations to enable the proposed project to proceed with no unanticipated regulatory-related delays.

- a. Clean Water Act 404 (ACOE)
- b. City of Philadelphia License and Inspections regulations, ordinances and permits
- c. Section 105 (DEP)
- d. Sediment and erosion control (PWD)

- e. Infrastructure / drainage right of way (PWD/City)
- f. Riparian Rights – Submerged Lands License
- g. Expansion of navigable waters needs a permit (under 404)
Section 10 authority covers any work in navigable waters. The consultant will have to address what's going on within the limits of federal waters / mean high water b/c it's tidal. (this information was from Sam in Courtney's group)
- h. Any work in the water requires authorization from ACOE under Section 10
- i. Placing any things into water = CWA Section 404
- j. Pipe extension, driving pilings, planting in water = Section 10
- k. Wetland restoration or creation-related regulations, including the displacement of other aquatic habitat and other related issues as well as the likely overlap of federal, state and local regs.
- l. NEPA including specifically section 106 as well as likely others.
- m. Regulations related to removing or moving fill, includes Section 404 (of what?), potentially others as well as the likely overlap of federal, state and local regs.
- n. City of Philadelphia existing zoning, building code, code enforcement, and variance processes
- o. City of Philadelphia relevant agency reviews including PCPC, PWD, Streets, Historic Commission, Dept. of Recreation and potentially others.
- p. Bulkhead and pier line rights and regulations and the appropriate organizations.
- q. Stream and water encroachment permits that may be required and the appropriate organization.
- r. Any ATF or Homeland Security regulations including setback requirements, on and off loading requirements and other attendant security measures.
- s. DCNR regulations and requirements
- t. PA DEP regulations and requirements
- u. Stringent pier inspections by underwater dive teams – regulatory org. unknown

v. Army Corp of Engineer regulations and requirements including floodplain issues, bulk head lines, riparian lines etc.

There are a number of less specific regulatory-related matters the consultant should anticipate. Please prepare a narrative that describes your approach to addressing, and where required, creating, the below items:

a. Permitting and regulatory requirements directly relate to project cost. The consultant should describe all relevant and achievable specific ways in which they can minimize specific costs in order to reduce specific regulatory oversight.

b. Satisfying one or several regulations could create a confusing, unclear or competing set of outcomes (e.g. the answer to satisfying one regulations will likely create a circumstance or outcome in violation of other applicable regulations). The consultant's approach will describe how it will identify those potential regulation-conflict points and the involved organizations with regulatory oversight and articulate how to resolve the conflict so that the project can anticipate such potential delays and enter implementation with a game plan for resolving them.

c. The consultant will prepare the client to, but not actually apply for, relevant permits. Therefore the consultant shall create a **Permit Application Booklet** which will enable the client to follow all the necessary steps to satisfy all applicable regulations with no unanticipated regulatory-related delays.

d. Many regulations require varying types and scales of community input. The narrative should describe how these requirements will be seamlessly and efficiently synced with ongoing community communications efforts to be described in response to section 7 below.

e. Matters related to submerged lands remain murky. Although clarifying these matters is described as a need under specific investigations above, the likelihood of this murky issue holding up the project down the road requires that it be analyzed in the context of the regulatory environment as well.

Unknown/Not Sure How to Fit In:

- Could design project with work, no discharge of dredge or fill = covered by the Section 10 permit
- RR gantries – Act 106; NEPA (from specific investigations)
- Design project to meet ACOE Nationwide Permit 27 which will reduce costs/ use for restoration projects – bank restoration work is not eligible for this permit; loss of resource/replacement.
- If wetland restoration is part of park restoration then ACOE can federalize the entire project
- NEPA regulation - questionable if it's needed, and who would be responsible to prepare. ACOE must do it for analysis but if Congress gives Federal money then the federal entity has to do the NEPA document

- Any improvements to pier will need permits;
- Federalizing the entire project even though it's upland work.
- Other things get involved; section 106 and national historic act is called into; Endangered Species Act – (sturgeon); consistency determination with State;

5. Articulate Project Goals – Describe Goals which Optimally Blend Competing Interests Given Analysis of Site, Possibilities and Ongoing Dialogue in a Narrative

a. Recreation vs. ecological restoration. What goal or set of goals will arrive at the right balance for this project, setting, community and circumstances?

6. Propose Optimal Solutions to Certain Difficult Decisions Arrived at via Careful Evaluation to Inform Project Implementation – Describe findings in a Technical Memorandum and in a Concept Plan

Consultant proposals shall include a detailed description of the evaluation process they will undertake to answer the below questions based on: the specific investigations, various technical information, the regulatory environment and the steps described in the Permit Application Booklet, anticipated costs, the anticipated project schedule and community input. The consultant should be prepared to put forth defensible and informed answers to the below questions that will withstand the inevitable scrutiny.

- a. Can fill be removed along the river's edge to expand the area available for potential wetland? In what places does fill exist and where could fill be removed?
- b. Can the hard edges of the existing park and landscape be removed?
- c. Should the project move forward without knowing whether or not the adjacent parking lot will be available for park expansion? Can it?
- d. Does it make sense to take away industrial waterfront to make more space for public recreation in a place like this? Are there other opportunities to do a swap that might make more sense?
- e. Must the park area be bigger to make it widely used and remove it as an "attractive nuisance"?
- f. Can a wetland be built near an existing CSO outflow? What will be needed for such an intervention to be stable in that environment?
- g. If any wetland restoration or creation work is undertaken, should its success or failure be measured by wetland size or the type of vegetation that prospers, or what combination of the two?

h. What phasing, if any, will optimize the project? Some have claimed that in-river restoration work should occur before any physical improvements on the land. Others claim land-based improvements will lead to more users and stewardship, which are needed for a successful ecological restoration to prosper. What makes the most sense?

i. Will the restoration of Pulaski Park and the vicinity, including yet to be made decisions about whether or not to include adjacent land areas such as the parking lot or the extent of ecological restorations possible and desired there, be best served by a Master Plan or a Conceptual Site Plan with varying options.

j. Could Pulaski be expanded to the south, not the north? This will require revisiting the dialogue that occurred in the Central Del Vision process and disagreements about expanding to the north into arguably more active industrial areas.

7. Compile Existing Community (both citizen and business) Input and Propose Means for Outreach and Communication to Community (both citizen and business) – Summarize Existing Community Input in a Narrative and Create and Manage a System for Ongoing Communications

Consultant proposals shall include a detailed description of how they will compile existing community input as well as establish and manage an ongoing and meaningful system for communicating as project planning and implementation occur. A kickoff meeting with the client and consultant will set the tone for project communications and clarify the purpose, aspirations and scope of this aspect of the project.

The consultant approach should include the following:

- a. Channels and systems for regular sincere two-way communication (community to project and project to community)
- b. The ability to communicate with neighbors/constituents who may live relatively far away from the actual project site.
- c. The ability to utilize community knowledge and expertise as a part of the project in interesting ways.
- d. The ability to include multiple adjacent neighborhoods including Kensington, Bridesburg; Port Richmond
- e. The ability to include the Business Community - Tioga Terminal; tank farms; Anderson land, and others. These stakeholders have not often enough been reached out to.
- f. The ability to communicate to, *and about*, upland in-river water issues

- g. The ability to educate users as project planning unfolds about balance issues such as recreation vs. ecological benefits (no boating will be able to be allowed in a restored wetland if it is to survive).
- h. The ability to educate the general public about the substance of NEPA and other regulatory requirements which will dictate to a certain extent the process of such projects including mitigation, the importance of avoidance and the generation of alternatives, before compensatory mitigation and mitigation elsewhere are considered.
- i. The ability to empower and partner with existing and new community partners in order to leverage resources and maintain momentum. Existing partners include: Delaware River City Corp., NKCDC, Penn's Landing, and the Central Delaware Planning Process led by Penn Praxis. New partners should start with the business community.
- j. The ability to sync ongoing efforts with regulation-required community outreach processes seamlessly and efficiently. (see above)
- k. A plan and resources allocated to host up to four community workshops/meetings after initial field work and specific investigations have been completed in order to garner informed feedback to inform conceptual design as well as some number of private stakeholder meetings, some number of public community meetings.
- l. Summary of existing outreach/educational efforts and results highlighting these efforts.
- m. A plan for taking the communication process to reluctant partners and their forums such as high level meetings with nearby businesses.
- n. A plan for undertaking user preference/programming surveys
- o. A plan for outreach to local media/newspapers as well as email/website based outreach
- p. The ability to engage different groups separately so they are comfortable and so we can identify conflicts and common interests
- q. A plan for identifying project sponsor(s)

8. Create a Scope of Work for Project Implementation with Order-of-Magnitude Costs To Guide Next Steps

Courtney's grp below:

- a. This project should be a 30% Concept Design not a Master Plan which implies 10% vision
- b. It is difficult to develop a fee without knowing what is ultimately being designed
- c. It's easier to have concept design that the consultant can then flesh out.
- d. The group had a healthy discussion on the semantics b/c each has its own process.

- e. The group agreed that there was a need for consistency with consultant – both in planning, concept, design and engineering.
- f. Estimate of \$500,000 per acre for design and construction (\$3.5 million at 7 acres); 20% of that for design [backing into conceptual design fee]
- g. \$100,000 seems reasonable (NOAA) – others think it's too light – Bowers thinks it's doable;
- h. For a wetland concept only – \$100,000 is feasible (that assumes no shoreline manipulation or CSO extension or utility work etc). If one were to include those items, then the project would increase to about \$200,000
- i. And, if any CSO infrastructure re-working would become part of the project then the price would go up even more.
- j. CEM note – I think there was confusion in the group b/w Total Project Cost and Cost per Acre; I am unsure if the final agreed number is \$100,000 per acre (which is written down on the notes) or just \$100,000 in total.

Timeline

- a. one year/ 12 months (\$100,000 concept)
- b. six months for permits and future

Todd's Group below

• Alternative Conceptual Plan

- Articulate givens + contemplating other ideas
- 3 alternative proposals for all of the parking areas
- Rough cost range – very broad brush , high, medium and low
- Choose 3 developers/designs/options via RFQ/RFP process...and share with community and invite input

• Final Design

- Specifications
- Design drawings
- Phasing plans

• Action Plan

- Order of magnitude costs
- Permits needed?

8) Timeline

3 years.

Wes's grp below:

Scope of Work

Big Picture focus – ecological restoration of wetlands plus recreational elements

with parking

Think through whether this is feasibility study or concept design or both

There may be multiple steps/stages where outcomes (of feasibility)

determine the next steps in concept design

Process/planning will need to be flexible, able to adjust to these different

Outcomes

Budget and Timeline

At least 12 to 18 months

There may be several different tasks requiring data development/site and structure sampling which require considerable time and money

Very difficult but \$250,000-500,000 seems l

Costs: construction and O&M

8. Other Comments I Could Not Find a Good Slot For

- Birdwatching +fishing: is this appealing for kids as an “attractive nuisance”
- Lance – think long-term b/c PWD’s water quality standards must be met and the long term planning is helping
- Create a marketing piece to say “we have this project, and need a marketing piece to describe the mitigation possibilities etc.”
- Maintenance of pier inspection twice a year annually
- General Comment from the community rep: This community really wants active recreation kayak or canoeing within proposed wetland area.
- Someone commented that there are parties/developers looking for wetland creation sites (example of airport). It was pointed out that a developer does not want to be encumbered by the details outlined in this process. Maya reminds the group that a developer cannot truly pay for wetland restoration when they are destroying habitat.
- Ensure you are not “taking” water that would need to be “added” elsewhere like a mitigation.
- Does DRPA have any say in this part of the land and/or jurisdiction?

wes’s issue about 100ft buffer:

Other Issues

What about 100 ft buffer?

Wes: this whole question of 100 ft buffer is going to have to delve into this complex ownership and regulation issue – 100 ft from what? Based

on who's ownership? Already being regulated by whom and in what ways?

Technically, how would we define this buffer? Seems probably that it would look quite different than Chester County headwaters/US Forest Service type of buffer, with some sort of blend between hard and soft edges, possibly some bulkheading, whatever – this becomes maybe a charrette unto itself – maybe someone has already done this?

Furthermore, the watershed functionality of buffer along the Delaware, with matrix of CSOs, becomes rather different than buffer functions in rural headwaters.

Usefulness of meeting: Ability of potential user to planners who may actually seek to have this type of work done in future projects along the Delaware.

FOUND PARTICIPATION IN THE WORKSHOP TO BE HIGHLY BENEFICIAL IN LEARNING OF PROPOSED AQUATIC RESTORATION PROJECTS. WOULD LIKE TO PARTICIPATE IN FUTURE WORKSHOPS THAT MIGHT ADDRESS SUBJECTS/TOPICS RELATED TO CURRENT/PROPOSED PROJECTS ON THE WATERFRONT.

SAM REYNOLDS (PHILA. DIST. / USACE)

Great Workshop!

→ good learning process for all in our group

Do it again!

I think that these types of "mind-works", in the long run, make much better projects. Any time that I can fit meetings in, valuing "visions" in to my schedule, it is a plus. Happy to help with anything I can bring to the table.

MEETING FEEDBACK

NEVER INVOLVED IN A PROCESS LIKE THIS
TO RECOMMEND FOR RFP PROCESS

WHAT WAS GOOD WAS THE VARIETY
OF PARTICIPANT BACKGROUND EXPERIENCE
TO INFORM BROAD PERSPECTIVE

Open Team:

Comments

I appreciated timeliness.

Part perspective was necessary. Directions for

Team were clear

Good meeting.

Thank you

GREAT EXERCISE. VERY INTERESTING.

I LEARNED A LOT + WAS
ABLE TO CONTRIBUTE AS WELL.

Monica Santoro

Very insightful
Educational

FROM PAUL PRACETTE, PEC ^{PRACETTE}
~~OR PEEPA~~
076

WE ARE WORKING ON AN
ECOLOGICAL ASSESSMENT OF THE
NORTH DELAWARE WATERFRONT.
A MAPPING AND PRIORITIZATION
PROJECT. PURPOSE IS TO
IDENTIFY ECOLOGICAL RESTORATION
OR ENHANCEMENT OPPORTUNITIES
ALONG THE WATERFRONT.
WORKING WITH PLW, NOAA,
EPA, AND OTHERS.

- GREAT WAY TO BRAINSTORM ABOUT THE PROJECT: TO DEVELOP ARE RFP. FOR THIS SITE: FUTURE SITES
- WHILE I SEE THE MERITS OF BREAKING UP INTO SMALLER GROUPS TARGETING SPECIFIC AREAS, IT DOES TAKE AWAY FROM LOOKING AT THE SITE FROM A WHOLISTIC PERSPECTIVE.
PERHAPS LESS TIME IN THE BREAKOUT GROUPS + MORE TIME AS A WHOLE GROUP

- Great mix of folks on team.
- Good directions - Cahill is doing a great job.
- Good timing for mtg.
- Should set up a web site to track topics.

FEEDBACK

An incredible wealth of resources in this room... Can you please circulate notes / minutes to participants? And even share everyone's email addresses so we can ~~be~~ continue to correspond?

I think to focus group format worked really well for this topic, but may not work well for some of the future topics. There were people here who had incredible method expertise, but do the same people exist in Philly for topics for big box retrofitting? Might be harder to do.

Name	Affiliation	
Joe McNulty	New Kensington Community Development Corporation - Delaware Riverfront O	
Stephanie K. Craighead	Fairmount Park Commission	
Carolyn Wallace	DCNR	
Sarah Thorp	Delaware River City Corporation	
Nacima Boukenna	Philadelphia Parking Authority	
Andrew Goodman	PennPraxis	
Alison Hastings PP/AICP	Delaware Valley Regional Planning Commission - Planner	
Chris Linn	DVRPC	
Stephanie Krueel, AICP	Philly Car Share - Community Relations Coordinator	
Tina Roberts	Tower Inv.	
Laura Rozumalski	PWD	
Glen Abrams	PWD	
Lisa Beyer	PWD	
Jeanne Waldowski	PWD	
Tiffany Ledesma Groll	PWD	
Eric Werfel	PWD	
Patrick Starr +3	PEC	
	PEC	
	PEC	
	PEC	
David Fecteau, AICP	Philadelphia City Planning Commission	
McCrea Dunton	DCNR Intern	
Miachel Thompson	Philadelphia City Planning Commission	
Sarah Corlett	New Kensington Community Development Corporation - Delaware Riverfront O	
Jennifer Martell	WRT	
Courtney Marm	Cahill	
Wes Horner	Cahill	
Todd Baylson	PHS	
Joy Lawrence	PHS	
Meghan Weir	PHS	
Nando Micale	WRT	
Mami Hara	WRT	
Kent	WRT	Joy to invite
Glen		
	Rubin/PREIT	Left message with dev
Jessica	PWD	
Suzanna Randalls	PWD	
Jack Thrower	Bower Lewis Thrower	
Megan Delevan	Bower Lewis Thrower	
Cecil Baker	Cecil Baker Partners	
Alexandra Fazio	Cecil Baker Partners	
Charles MacIntosh	TNC	
Robert Keppel	Cope Linder Architects	
John S. Gattuso	Liberty Property Trust	
Bill Fisher	Liberty Property Trust	
Linda Dottor	Community Design Collaborative	

Name	Affiliation
Dan Garafolo	DVGBC President/PENN Env'tl Sustainability Coordinator
John Elfrey	Streets/L&I
David Perri	Streets/L&I
Eileen Evans	Streets/L&I
	Goldenberg
	Goldenberg
Tina Roberts	Tower Investments
Bart Blatstein	Tower Investments
Rob Irons	Bohler Eng. - Schmidt's
Jessica Brooks	PWD
Suzanna Randalls	PWD
Martine Belanger	Philadelphia Planning - Parking Lots
Harry Aponte	Deputy Director - CPO
Rick Tustin	Director - CPO
Susan Baltake	ULI
Susan Baltake	ULI
Terry McKenna	Keating Development
Carmen Z.	PIDC
Karen Black	Building Industry Assoc./May 8 Consulting
Kiki Bolender	DAG and AIA
	DAG and AIA
	DAG and AIA
Natalia Olson	Planning Zoning and DVRPC
Natalie Beckwith	DVGBC Administrative and Programs Assistant
Jill Kowalski	DVGBC Exec. Dir.
Heather Blakeslee	
John Claypool	AIA Executive Director
Jim Cuorato	Brandywine Realty
	Westrum
	Ikea
	Rubin/PREIT
	Condos on pier ??
	District Reps PlanPhilly
	Realtors
	Design Advocacy Group http://www.designadvocacy.org/contact.asp
Mark Alan Hughes	Office of Sustainability
Christine Knapp	PennFuture

Delaware Direct River Conservation Plan Focus Group #2 The Built Environment

Advanced Parking Lot Design

New stormwater regulations, restructured utility fees, new urban design standards - all of these will require and inspire different approaches to how we use and store our automobiles. Although we are a long way from abandoning the car-centric culture, residents, urban designers, and economists are recognizing that vibrant healthy communities are rooted in the pedestrian experience. This workshop will explore innovations that create attractive, functional and cost saving parking solutions that work for cars, neighborhoods and people. We will look specifically at select sites in and around Columbus Boulevard in South Philadelphia.



Santa Monica Civic Center Parking Garage - on track to become a LEED first

**Independence Seaport
Museum
211 Columbus Blvd.
Philadelphia PA 19106**

Wednesday June 4, 2008

8:30 Registration and
continental breakfast

9:00 - 11:00 AM

Seating is limited - RSVP
requested

RSVP by May 30, 2008

Tiffany Ledesma-Groll 215.499.3756 LedesmaGrollTD@cdm.com
Joy Lawrence, PHS 215-988-8898 jlawrence@pennhort.org

This is the second in a series of four workshops exploring conservation design opportunities for the Delaware Direct watershed. Sponsored by Philadelphia Water Department, Cahill Associates, Inc. and Pennsylvania Horticultural Society.

Big Building	Big Lot	BID
Y	O	P

Alison Hastings PP/AICP	DVRPC	Y
Andrew Goodman	PennPraxis	O
Carolyn Wallace	DCNR	O
Chris Linn	DVRPC	P
David Fecteau, AICP	PCC	O
Eric Werfel	PWD	O
Glen Abrams	PWD	P
Jeanne Waldowski	PWD	Y
Jennifer Martell	WRT	O
Joe McNulty	NKCDC	P
Laura Rozumalski	PWD	P
Lisa Beyer	PWD	P
McCrea Dunton	DCNR	O
Meghan Weir	PHS	P
Michael Thompson	PCC	Y
Nacima Boukenna	PPA	Y
Paul Racette	PEC	O
Patrick Starr	PEC	P
Jessica Anderson	PEC	P
Sarah Corlett	NKCDC	Y
Sarah Thorp	DRCC	O
Stephanie K. Craighead	FPC	O
Stephanie Kruel, AICP	Philly Car Share	Y
Tiffany Ledesma Groll	PWD	P
Tina Roberts	Tower	Y
Todd Baylson	PHS	Y
Wes Horner	Cahill	P
Joy Lawrence	PHS	
Courtney Marm	Cahill	O
Meghan Weir	PHS	
Leah Stine	PHS	
Brian Shuster	PHS	

Delaware River Conservation Plan
Focus Group #2 Built Environment
June 4, 2008
Advancing Parking Lot Design

Agenda

8:30 - 9:00 Breakfast

9:00 - 9:20 Welcome/Introduction

Parking Lots - Program and Design Solutions Overview

9:20 - 10:40 Working Groups

10:40 - 11:00 Review and Next Steps

11:00 Adjourn

Next Focus Group Coming in July - Transit and Mobility

Advanced Parking Lot Design

Delaware Direct RCP Focus Group #2 Built Environment Meeting Plan/Agenda

Introduction/Welcome
9:00 - 9:30

Review of Parking Lot considerations (Todd and Courtney to review)
% Watershed impervious
parking lots, parking spaces - # cars (quantify what we are talking about)
environmental impacts - primarily water related, heat island,
social - encourage cars, discourage pedestrian, undermine mass transit
cultural/aesthetic - street dynamics

Brief overview of alternative approaches (possible guest?)

Financing and Policy

Break Out Groups
9:30 - 10:45

Group 1 (aerial of Ikea, Walmart, Target or other similar)
Your client will be retrofitting their large retail/commercial existing parking lot to achieve zero stormwater runoff. The client wants to leverage this investment in order to maximize good PR and provide additional amenities that will make the parking the new “green greeting” entryway for customers. Your team will consider possible means to achieve this outcome, and describe the qualifications and scope of services that will be used to select a consultant who can deliver the stormwater design, and meet the new program goals for customer experience.

Group 2 (find a tower with associated surface parking)
Your client is building a new 175 unit residential condominium. The developer wants to have as many parking spaces for tenants, guests, service providers as possible. However, the site is not large, and everything has to fit on the parcel. The developer is also looking for LEED certification for her building and wants the parking structure to add points. Your team will describe the qualifications and scope of services that will direct the consultant investigations and proposals to maximize on-site parking, and gain LEED credits.

Group 3 (strip mall off Washington Ave)
Your client is a strip mall owner who gets constant complaints from his retail tenants about the parking lot. Some tenants feel that they are paying for parking they don't use, others feel their customers are crowded out; the largest tenant, a busy restaurant, says his customers are harassed by other business owners. The property owner expects to pass along the new stormwater fees to these tenants, but is looking for a way to make an equitable distribution, and help resolve the ongoing arguments. Your team will create a strategic approach for your client to address tenant issues and assign fair costs.

RETROFIT GROUP - Parking Lot as a Customer Service Big Box on the Delaware

Your client is interested in retrofitting their large retail/commercial existing parking lot to achieve zero stormwater runoff. The client wants to leverage this investment in order to maximize promotional opportunities and provide amenities that will make the parking lot the new “green gateway” for customers. Your team is to describe the qualifications and scope of services that will be used to select a consultant who can create a state-of-the-art stormwater design, and meet the new program goals for creating a new level of customer experience.

1. Consider various ways in which the parking facilities might be retrofitted as a green gateway. Describe any **specific investigations** the consultant should be directed to undertake to evaluate approaches and determine feasibility. This list should include any knowledge gaps that need to be filled.
2. **Skills and expertise:** List the professional skills and expertise that will be required by the consultant (team) and any subcontractors.
3. **Technical references:** List known technologies, research materials, reference sites, technical manuals, other projects etc. that the consultant should reference that are specific and relevant to parking lot issues for high volume retail and/or commercial riverfront development that could be investigated in an efficient manner by a consultant working within a budget.
4. **Communication and Input:** Describe elements of effective public input/community engagement process for the overall project. Keep in mind the project’s goal of creating customer amenities and awareness, balanced with the fact that this is privately held and managed property.
5. **Regulatory:** List specific permitting, regulatory or governance issues that will likely impact project planning and design. Identify gaps in knowledge about regulatory matters that will need to be explored by the consultant to prevent project delays
6. Summarize the **scope of work** and expected outcomes from the consultant’s study work. What, in the group’s estimation, is a reasonable **budget** and **timeline** for this work?

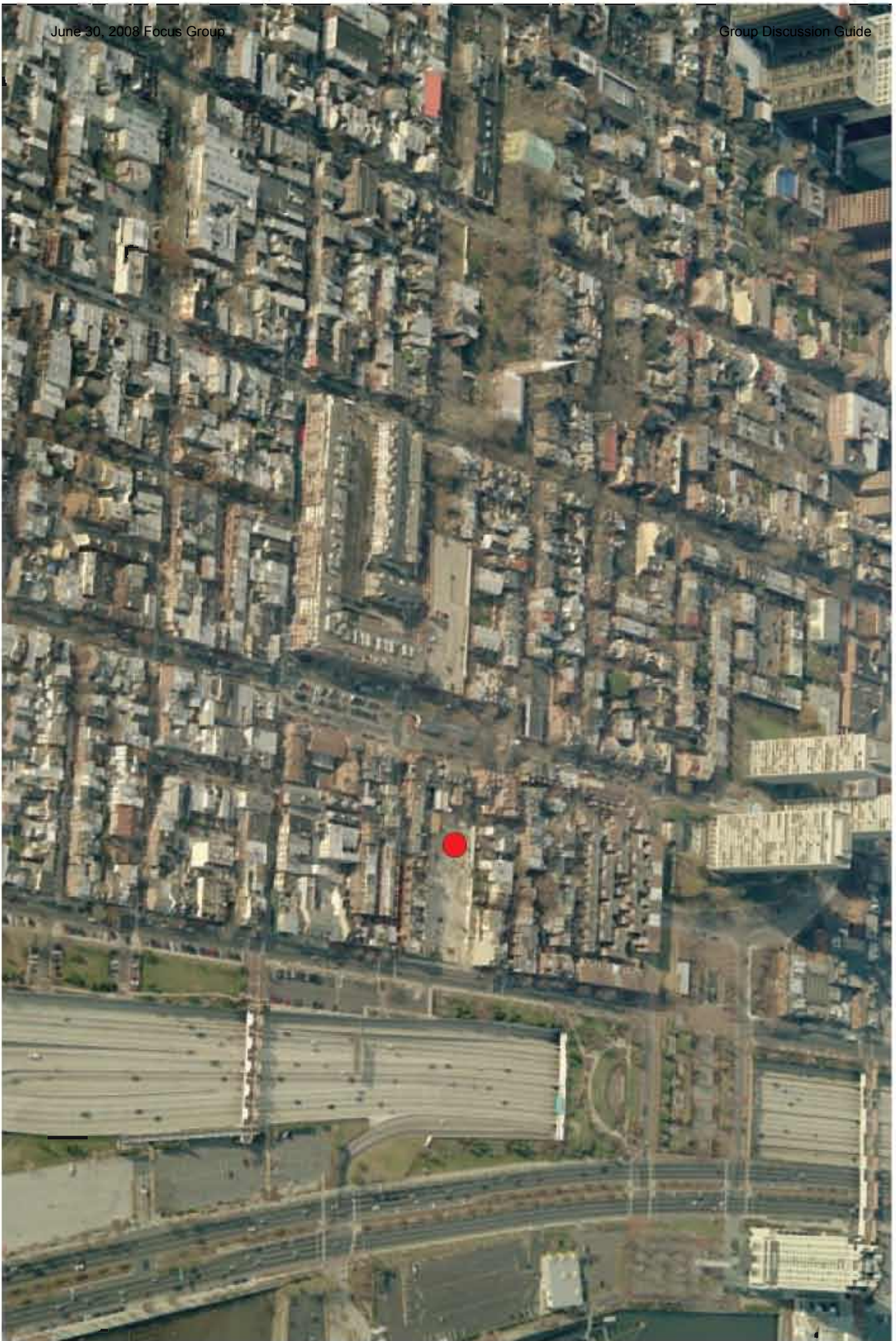


BIG BUILDING GROUP - Efficient and Effective Design

Scaling for the neighborhood

Your client has proposed a new 70 unit residential condominium and 100 room hotel. The developer wants to have as many parking spaces for tenants, guests, service providers as possible. However, the site is not large, and the parcel is in a dense residential neighborhood. The developer wants to work with the community to minimize and offset traffic and parking impacts. Your team will outline a scope of services for a parking consultant to investigate and propose approaches that will maximize parking and minimize neighborhood impacts by consider the neighborhood's existing parking infrastructure, and approaches for creating new parking.

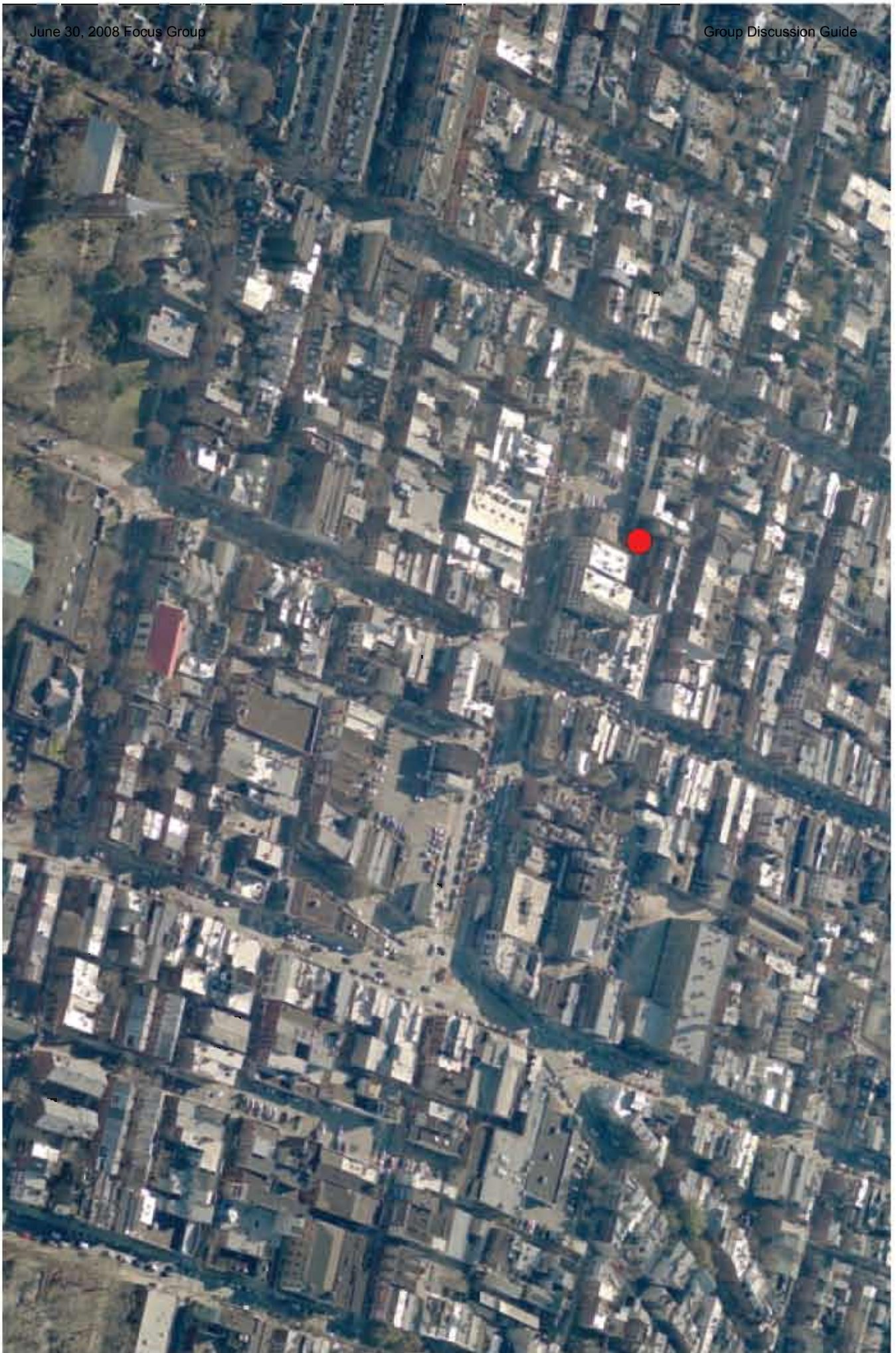
1. Consider possible options for parking on-site and sharing existing, modifying or creating parking facilities off-site. Describe **specific investigations** the consultant should be directed to explore approaches and determine feasibility. This list should include any knowledge gaps that need to be filled.
2. **Skills and expertise:** List professional skills and expertise that will be required by the consultant (team) and any subcontractors.
3. **Technical references:** List approaches and technologies, such as reference sites, manuals, academic studies, similar projects, etc. that would be helpful to develop a successful approach(es) to integrating larger scale buildings into residential neighborhoods - with a particular eye to resolving parking issues.
4. **Communication and Input:** Describe an effective public input/community engagement process for the overall project. Keep in mind how the project might present off-site parking solutions to the community.
5. **Regulatory:** List specific permitting, regulatory or governance issues that will likely impact project planning and design. Identify gaps in knowledge about regulatory matters that will need to be explored by the consultant to prevent project delays
6. Summarize the **scope of work** and expected outcomes from the consultant's study work. What, in the group's estimation, is a reasonable **budget** and **timeline** for this work?



LEED PARKING GROUP - Commercial Parking + Business district parking solutions

Your client is a Business Improvement District (BID) interested in providing more parking for its restaurant district in order to draw customers and keep them for longer visits. They have proposed transforming an existing surface lot into a multi-story garage that will quadruple the number of spaces available. Your team will outline a scope of services for a design consultant to create a parking garage that will be embraced by businesses and neighbors, enhance the experience of visitors, reflect the character and values of the neighborhood, and go for Gold LEED certification.

1. As relates to design and construction of a new multi-story parking facility - describe any **specific investigations** the consultant should be directed to undertake to consider approaches and determine feasibility. This list should include any knowledge gaps that need to be filled.
2. **Skills and expertise:** List the professional skills and expertise that will be required by the consultant (team) and any subcontractors.
3. **Technical references:** List approaches and technologies, such as reference sites, manuals, academic studies, similar projects, etc. that would be helpful to develop a successful approach(es) to designing a LEED building for cars.
4. **Communication and Input:** Describe an effective public input/community engagement process for the overall project. .
5. **Regulatory:** List specific permitting, regulatory or governance issues that will likely impact project planning and design. Identify gaps in knowledge about regulatory matters that will need to be explored by the consultant to prevent project delays
6. Summarize the **scope of work** and expected outcomes from the consultant's study work. What, in the group's estimation, is a reasonable **budget** and **timeline** for this work?



Group 1 – Yellow: Big Building, Stamper Square

1. Specific investigations and knowledge gaps:

- Liaison with parking authority to expand permits, control on street parking and other solutions.
- Transportation impact analysis: number of cars in and out per day and time series; interface with SEPTA/ mass transit
- Parking inventory: three blocks in each area; assess utilization of existing and sharing opportunities; convert existing land uses to new parking
- Trip to PCPC: global issues associated with development
- Massing pf building/ hotel specific design
- Residential versus hotel demand/ need: zoning regulatory and market demand and distance from transit (TOD); extended stay versus overnight; anticipated clientele
- Historic analysis of appropriate building type/ design
- Pending and proposed development in neighborhood
- Existing stormwater runoff conditions of adjacent residential
- Market analysis, target market and clients
- Hydrology study: groundwater; underground infrastructure; ID problematic conditions (might result in adjacent ROWs being laid)
- Explore impact fees for: traffic signals and traffic impact; PA legislation about traffic fees; environmental impact; per residence; need a new school or other public amenities. (Capacity may already exist)

2. Skills and expertise:

- Community liaison: negotiation- community demands and what can be accommodated; education- real versus perceived impacts
- Traffic engineer: traffic signal timing; parking specs and regulatory environment
- Shared parking options: community liaison identifies parking and landowners
- Transportation specialist- to encourage progressive parking: maybe traffic engineer- very progressive though; team including architect/ LEED oriented; likely full service firm with a proven track record and urban focus; maybe a special sub consultant, will liaison with SEPTA, bicycle coalition; explore alternatives to standard moves.
- Architect, potentially full service
- PE/ hydrology/ stormwater: full service firm; specialized engineering firm; contemplate green roof/ pervious surfaces
- Developer: talking to community; building the right team (environmental, community, architect, engineer); both local and non-local on team to get innovation and familiarity with the process and what is feasible here
- LEED AP: to document for certification; might be a part of the team
- Landscape Architect: relationship of building to ground and street; plantings to manage stormwater

3. Technical references:

- Shuttle-parking article

- Wash-West area buildings: street level retail/ building wrap; successful (St. James) and not so successful (Chestnut St and 11th)
 - Rittenhouse Square 10: preserved façade; parking off alley/ street – no curb cut
 - 2nd and Girard: mixed use Tower Developments with first floor retail and residential wrapping parking structures
 - The HUB – 40th and Chestnut: no parking at all; they got 100 percent parking variance and saved money
 - Engineering blue book
 - Talk with developers who know costs
 - Center city parking study
4. Communication and input process:
- Educate the community to reduce expectations and alley fears that new residents and cars will overwhelm the neighborhood
 - Let people know about some options like PPA medallion
5. Regulatory constraints:
- Zoning – unpredictable
 - Not even regulatory matters but councilman... and privilege
 - Agencies need to understand times and fuel costs change, and tenants don't all want cars anymore
 - New stormwater regulations
6. Scope of work, budget and timeline:
-
7. Policy options:
- Pass legislation that says one carsharing parking space satisfies requirement for 50 residential units and automatic 25 percent reduction in parking requirements
 - Reintroduce stalled...
 - Zoning code commission embracing center city parking study
 - Shuttle service to and from anchor destinations and institutions (such as NoLibs and Temple)
 - If a development is above a certain size they should look at shuttle options and sharing such services – TMA
 - Help developers build less parking, which many of them want to do because they can't finance the parking costs and parking for residence does not produce a cash flow.

Group 2 – Orange: Big Lot, WalMart Shopping Center Lot

1. Specific investigations and knowledge gaps:

- Green roofs
- Green medians / bioswales
- Suppliers' vehicles
- Customer shuttles
- Stacked structures
- Reduce number of spaces – study requirements
- Permeable surfaces
- Trees
- Create park/stormwater collection zone
- Retrofit building to maximize space
- Shade structures
- Renewable energy – solar/wind
- Develop public open space along river
- Marina
- Ferry stops
- Amenities for boaters
- Ownership
- Wetland banking requirements
- Wetlands along riverfront to collect water from rooftops and parking
- Re-use of piers
- River habitat
- Transportation/ traffic/ parking usage studies
- Soil/ geotech
- Philly carshare spaces
- Existing stormwater modeling and CSOs
- Rooftop drainage
- Recreation opportunities (bikes, paddle craft)
- Market research – benefit to businesses
- Vending – alternative retail

2. Skills and expertise:

- Landscape architect
- Architect/ structural engineer
- Alternative energy expert
- Hydraulic engineer
- Ecologist – wetlands expert
- Recreation
- Traffic engineer
- Soil/ geotech specialist
- Economist
- Marketing

- Urban planner
- Marine engineer
- Civil engineer
- Health
- Interpretation and education

3. Technical references:

- PWD stormwater BMP manuals
- GIS data layers – PWD PAMap
- Portland BMPs
- PNDI
- Philly natural resources inventory
- Precedents from other countries
- Green roof manuals
- Permeable paver manuals
- Historic river uses
- Trade group/ industry standards
- National association of shopping centers
- ULI
- CNU
- Zoning
- Phoenix – big box store zoning classification
- PWD wetland registry
- Central Delaware Plan
- Philly Green Plan
- Ford Motor Company River Rouge
- USGBC
- Friends Center
- Pleasant Hill Park
- Saylor's Grove
- John Heinz refuge

4. Communication and input process:

- Leadership from stores
- CDCs
- City council/ politicians
- Central Delaware Advisory group
- Penn Praxis
- Community and designers charette/ visualizations
- Universities
- Public agencies
- Health community
- Foxwoods and other neighboring uses/ landowners
- Marketing/ branding industries

- Environmental groups (Audubon)
- Philly Carshare
- SEPTA
- Boating community
- Bicycle coalition

5. Regulatory constraints:

- PWD stormwater regulations
- Stormwater fees
- Army corps
- DEP – wetlands, NPDES, EPA
- DRBC
- Planning Commission
- Art commission
- Historic commission
- Zoning, L & I, setbacks

6. Scope of work, budget and timeline:

- Feasibility and site analysis, investigations
- Master planning – design, phasing, concept
- Cost benefit analysis
- Site design
- Financing
- Bidding
- Construction

Additional notes

- More than just a shopping center
- Reduce impervious surface/ zero runoff
- Cost benefit to client
- Integrate renewable energy

Group 3 – Pink: LEED Parking, Commercial Parking for Business Improvement District

1. Specific investigations and knowledge gaps:

- Distinguish between residential parking versus short-term parking
- Consider potential for reorganizing the angled or non-angled parking on Bainbridge and reconfigure other on-street parking
- Identify actual demand and what the specific shortfall is through a parking study
- Identify ownership and usage of existing lots
- Consider options that may be presented if parking is consolidated (ie- lots converted to parks, etc.)
- Compile study of traffic counts and patterns
- Identify what is allowed with current zoning
- Consider other transportation options and related issues

2. Skills and expertise:

- Knowledge of standards – local and national
- Appropriate parking structure for this location
- LEED certification and knowledge
- Transportation planners
- Civil engineers
- Stakeholder facilitator
- Designers/ architects
- Economic analysis
- Urban planners

3. Technical references:

- Research façade treatments
- Inventory place-based references
- Ventilation systems and technologies
- Vehicle organization technologies (stacking, automation)
-

4. Communication and input process:

- Identify existing neighborhood plans
- Find/ conduct surveys about parking needs and attitudes – businesses, residents, and visitors
- Meeting- outreach and fact finding, follow-up, design alternatives and feedback, final presentation (four meetings total).
- Website, polling, signage at the site, mailings

5. Regulatory constraints:

- Zoning
- Stormwater management
- Building codes (especially challenges presented in using innovative materials)

6. Scope of work, budget and timeline:

Year 1:

- Assessments – parking spaces, costs, residential versus visitor parking
- Identify existing plans
- Identify demand boundaries and service area
- Identify regulatory issues
- Site characterization, traffic studies, case studies
- Consider alternatives- shuttles, connections to existing parking options and transit lines
- Present alternatives and survey the public

Year 2-4

- Design and build

(The group chose not to discuss budget do to lack of expertise.)

Additional notes

Elements that a well designed parking structure will include:

- Appropriate scale for the physical structure of the neighborhood
- Wrapping with retail or mixed use
- Attractive appearance and materials
- Green roof
- Stormwater management practices
- Solar panels
- Efficient air exchange technology
- Innovative materials
- Special parking space designations for compact/hybrid
- Incentives for use of new vehicle technologies (ie- charging stations for electric)
- Real time signage indicating the number of spaces available or where customer must park

First Name	Last Name	Affiliation	Comments
Victor	* Banks	DCNR	
Antonio	Fiol-Silva	Wallace Roberts & Todd	Principal
Andrew	* Goodman	Penn Praxis	Attended #2
Alison	Hastings	DVRPC	Attended #2
Adam	Kromm	Wallace Roberts & Todd	Also invite other WRT folks that Adam has mentior
Alan	* Urek	Philadelphia City Planning Cc	(Janani Narayanan will attend.)
Ariel	Ben-Amos	Mayor's Office of Transportati	PennDesign MCP Candidate, intern
Barbara	* McCabe	Department of Recreation	
Bob	Borski	Delaware River City Corp.	
Ben	* Ginsberg	Center City District	
		Bicycle Coalition of Greater P	
Bridget	Keegan	Penn Praxis	
William	* Kunze	The Nature Conservancy, PA	
Carolyn	Johnson	Philadelphia City Planning Cc	PennDesign MCP Candidate, transportation and p
Chuck	Davies	Penn DOT	Can also select other DOT staff
Charlie	Denny	Phila Dept of Streets	Primary Traffic Engineer
Chuck	* Macintosh [CK]	Army Corps of Engineers	
Chris	Linn	DVRPC	Attended #2
Carolyn	* Wallis	DCNR	Attended #2
Carmen	Zappile	PIDC	
David	Burke	PA DEP	Attended #1
Darin	Gatti	Phila Dept of Streets	
Dave	Fecteau	Phila	Attended #2
David	* Ortiz	Philadelphia City Planning Cc	
Dave	Perri	Phila Dept of Streets	Adam Kromm says Perri can recommend engineer
David	Schaaf	Philadelphia City Planning Cc	Has knowledge of historical issues in this area
David	Lange	National Park Service	
Debby	Schaaf	Philadelphia City Planning Cc	Strategic Planning and Policy, Chair, Bicycle/Pede:
Dave	Fogel	SEPTA	Planning Director for SEPTA
David	Kantor	Center City District	or other steering committee member, Ben Ginsberg
Denise	Goren	Michael Baker	VP of Project Development (previous Deputy Mayc
Donnie	Maley	Mayor's Office of Transportati	PennDesign MCP Candidate, intern
Donna A.	Stewart	Greeley and Hansen	
Elaine	Elbich	Penn DOT	
Eric	Werfel		Attended #2
Eva	Gladstein	NTI	
Fran	Hanney	Penn DOT	
Flavia	Rutkosky	US Fish and Wildlife	Attended #1
Nando	Micale	Wallace Roberts & Todd	
Frank	Jaskiewicz	JtZI	Adam Kromm's favorite traffic engineer, also recor
Glen	* Abrams	PWD	
Michael	* Greenle	Penn Praxis	
Harris	* Steinberg	Penn Praxis	
Howard	Neukrug	PWD	From Adam Kromm's suggestions, not on steering
Janani	* Narayanan	Philadelphia Planning Commi	Attended #1
Jim	Schmid	Schmid & Company	Attended #1
Jeanne	Waldowski		Attended #2
Jessica	* Sanchez	Delaware River Basin Commi	
Jennifer	Martel	Wallace Roberts and Todd	Attended #2
Joe	* McNulty	New Kensington CDC	Attended #2
Joan	Blaustien	Fairmount Park Commission	
Joanne	* Dahme	PWD	
Joe	Minott	Clean Air Council	
John	Haak	Philadelphia Planning Commi	Attended #1
John	* Yagecic	DRBC	
Jon	Edelstein	Phila Dept of Commerce	
Julie	Thompson	Penn Praxis	PennDesign MCP Candidate, intern
Karen	Randal	Phila Dept of Commercial De	Manager

First Name	Last Name	Affiliation	Comments
Karen	Black	BIA (Building Industry Association)	May 8 Consulting
Kieth	Bowers	Biohabitats	Attended #1
Maya	van Rossum	Delaware River Keeper	Attended #1
Kyle	Gradinger	Wallace Roberts & Todd	
Kimberly	Long	DEP	
Christine	Knapp	Penn Future	
Kristen	Ford	Brown and Keener	Attended #1
Lance	Butler	PWD	Attended #1
Jeff	Lapp	US EPA	Attended #1
Laura	Rozumalski	City	Attended #2
Mindy	Lemoine	EPA/PEC	
Linda	Meckel	Parsons Brinkerhoff	PennDesign MCP Candidate, intern
Lisa	Beyer	City	Attended #2
Lynn	Mandarano	Temple University - Center for	
Maggie	Allio	Delaware River Basin Commission	
Marge	* Rosenblum	Passyunk Square Civic	
Marian	Maxfield Hull	URS	
Mark	Focht	Fairmount Park Commission	
Mark	Rhoads	URS	
McCrea	Dunton		Attended #2
Mami	Hara	Wallace Roberts & Todd	
Mike	* Thompson		Attended #2
Michael	Miller	Olin Partnership	Penn Design MCP and MLA candidate, intern
Maitreyi	* Roy	PHS	
Monica	Santoro	Penn's Landing Corp	Attended #1, Naval ship and vessel coordinator, m
Michael	Tweed	Wallace Roberts & Todd	
Nancy	* Goldenberg	Center City District	
Patty	Elkis	DVRPC	
Paul	Racette	PEC	Attended #2
Patrick	* Starr	Pennsylvania Environmental Protection Agency	Paul Racette as backup.
Reed Davaz	* McGowan	Norris Square Neighborhood	North Phila
Rina	Cutler	Mayor's Office of Transportation	
Robert	Allen	Fairmount Park Commission	
Rose	Gray	APM	
Sebastian	Martin	PEC	PennDesign MCP Candidate, intern
Simeon	Hahn	NOAA	
Simeon	Hahn	NOAA	Attended #1
Sean	Jalosinski	Philadelphia Sports Complex	
Shawn	McCaney	William Penn Foundation	
Sarah	* Thorp	Delaware River City Corp.	Attended #2
Sandy	* Salzman	New Kensington CDC	
Shanta	Schachter	New Kensington CDC	
Stephanie	* Craighead	Fairmount Park Commission	
Stephanie	Kruel	Philly Car Share	Attended #2
Steve	Buckley	Mayor's Office of Transportation	
Susan	* Patrone	Passyunk Square Civic Association	
Nikki	Thorpe	Michael Baker	PennDesign MCP Candidate, intern
Tina	Roberts	Tower Investments	Attended #2
Tom	* Minehart	State Representative	
Tony	* Payton	State Representative, inc. North Philadelphia	North Phila
Vadim	Fleysh	Phila Dept of Streets	
Vukan	Dr. Vuchic	Penn Engineer	
Win	Akeley	Friends of Penn Treaty Park	Checking PHS Parks Team.
Maggie	Allio	Delaware River Basin Commission	

*Steering Committee

July 31, 2008 Focus Group

PERMIT

Fairmount Park Commission

Meeting Park Permit
CASE Building, West Park
4301 Parkside Avenue
Philadelphia, PA 19131

All permits granted shall be subject to all applicable laws, rules and regulations. The persons to whom such permits are granted shall be bound by said laws, rules and regulations. Any persons or assignees to whom such permits are granted shall be liable for any loss, damages or injury sustained by any person whatsoever by reason of the act or omission of the permittee or assignee.



No sales permitted.
Grounds to be left in a clean and orderly condition.
No person shall commit disorderly conduct of any kind.
This Permit is subject to withdrawal without notice.

Mr. Todd Baylson
Pennsylvania Horticultural Society
100 N. 20th Street, 5th Floor
Philadelphia, PA 19103

Date Issued July 27, 2008

SE081868

Telephone / Fax Number: 215-988-8895/215-988-8810

PERMISSION IS HEREBY GRANTED FOR (NAME OF PERSON OR ORGANIZATION)

Pennsylvania Horticultural Society ("Organizer")

ACTIVITY AND NUMBERS OF PARTICIPANTS

Mobility and Connections Workshop (the "Event") 60

DATE

Thursday, 7/31/2008

TIME **8:00:00 AM to 1:00:00 PM**

LOCATION

Penn Treaty Park, District# 1S (the "Park")

PRIVILEGES

Permission granted for the above event, the organizer must have all necessary city permits and licenses before the start of the event. A certificate of insurance with the minimum limits approved by the City of Philadelphia, naming the City of Philadelphia and the Fairmount Park Commission as additionally insured must be forwarded to the City's Risk Manager and a copy to the Fairmount Park Special Events Office. The permit is null & void without the certificate. No vehicles or heavy equipment on the grass areas of the Park. All areas must be left clean of litter. No rain dates will be scheduled due to the volume of requests. All permits are granted on a rain or shine basis. **KEEP THIS PERMIT WITH YOU AT ALL TIMES DURING THE EVENT.**

Coordinate all activities with Sam Curry, District #1S Manager at 215-685-1660. Advise all participants that no road closures have been approved for this event. Organization must have all required city licenses and permits.

*Call Doc
Pence Drop*

215-988-8810

CC: Park Police (2), Bessler, Bldg.Maint., Rec.,OL&M,Info,Property,Rangers,MKTG,MDO,City Rep., EMS,WW, PMA, Dist.# 1S, file

July 31, 2008 Focus Group

Meeting Park Permit

PLEASE READ CAREFULLY BEFORE SIGNING

No Infringement. Organizer warrants and represents that any and all information, images, video and audio files and event access that it provides does not violate any third party's intellectual property rights, including, but not limited to trademarks, patents, copyrights or trade secrets. Any violation of this provision shall be considered a material breach of this Permit. Organizer further warrants and represents that it has obtained ASCAP, BMI, SESAC, and similar performance licenses, required for the use of copyrighted or licensed material in connection with the Event, or otherwise required in connection with the use of the Park for the Event.

Compliance. Organizer warrants and represents that its offer and promotion of these events does not violate any local, state or federal laws, including, without limitation, consumer protection and obscenity laws. Any violation of this provision shall be considered a material breach of this Permit.

Charges. Fairmount Park charges a fee for its overtime services, as specified in the attached invoice. Organizer authorizes Fairmount Park to deduct its fees for all services from the security deposits, if Organizer fails to pay for invoiced services.

Indemnification. Organizer shall indemnify, defend and hold harmless the City of Philadelphia, the Fairmount Park Commission, and their respective officers, employees and agents from and against any and all losses, costs (including, but not limited to, litigation and settlement costs and counsel fees), claims, suits, actions, damages, liability and expenses, occasioned wholly or in part by Organizer's act or omission or negligence or fault or the act or omission or negligence or fault of Organizer's agents, subcontractors, suppliers, employees or servants in connection with the Permit.

No Implied Warranties. The content and functionality of the Fairmount Park site is provided on an "as is" basis without warranties of any kind, either express or implied, including but not limited to warranties of merchantability and fitness for a particular purpose. Neither this Permit or any documentation furnished under it is intended to express or imply any warranty that the services will be uninterrupted or that the Fairmount Park site will provide uninterrupted or error free service.

Third Party Providers: Fairmount Park uses third party providers and provides no warranty and accepts no liability for losses/failures resulting from non-performance or failures of those providers.

LIMITATION OF LIABILITY. FAIRMOUNT PARK SHALL NOT BE LIABLE FOR ANY LOSS OF BUSINESS, PROFITS OR GOODWILL, INTERRUPTION OF BUSINESS, OR FOR ANY INDIRECT, SPECIAL PUNITIVE, CONSEQUENTIAL, OR INCIDENTAL DAMAGES THAT RESULT FROM ORGANIZER'S USE OR INABILITY TO USE FAIRMOUNT PARK'S SERVICES. FAIRMOUNT PARK'S LIABILITY TO ORGANIZER SHALL NOT, FOR ANY REASON, EXCEED THE FEES CHARGED BY FAIRMOUNT PARK FOR ITS SERVICES DURING THE PRECEDING 12 MONTH PERIOD.

Force Majeure. Fairmount Park shall not be liable for any delay or failure in performance under this Permit resulting directly or indirectly from acts of God or any causes beyond its reasonable control.

Termination for Convenience. Fairmount Park shall have the right to terminate this Permit for convenience via written notice to Organizer.

Termination for Cause. If Organizer breaches this Permit and fails to cure such breach within ten (10) days of notice of such breach, Fairmount Park may terminate this Permit. Organizer's warranties and representations and the Indemnification provision of this Permit shall survive any termination of the Permit.

Entire Agreement; Successors and Assigns. This Permit, and the terms and documents incorporated by reference, constitutes the entire agreement between the Fairmount Park and Organizer relative to the subject matter hereof and shall be binding upon the parties hereto and upon their heirs, administrators, representatives, executors, successors and assigns, and shall inure to the benefit of said parties. Any previous agreement or negotiations between Fairmount Park and Organizer concerning the subject matter hereof is superseded by this Permit.

Governing Law. This Permit and the obligation hereunder shall be governed by and construed in accordance with the laws of the Commonwealth of Pennsylvania.

Notices. Any notice required or permitted hereunder must be given in writing, by telegram, overnight courier, email or facsimile transmission. Failure of Organizer to notify Fairmount Park of any change in contact information shall constitute a breach of this Permit.

Modification. Only a written instrument signed by both parties may amend any provision of this Permit.

Waiver. No waiver of any kind under this Permit shall be deemed effective unless contained in writing signed by the party charged with such waiver, and no waiver of any right arising from any breach or failure to perform will be deemed to be a waiver or authorization of any other breach or failure to perform or of any other right arising under this Permit.

IN WITNESS WHEREOF, the parties have executed this Permit by signing, dating below and faxing or mailing the originally signed document to Fairmount Park.

For Organizer:
Organizer (Legal Name of Organization): _____
Name of Authorized Signing Party: _____
_____ Title/Position: _____

Event Date:	7/31/2008
Permit # :	SE081868

Signature: _____ Date: _____

Please sign and date on the above line. Returned the signed permit along with a check payable to Fairmount Park in the amount of the total cost line on page 4. The permit will be countersigned by Fairmount Park and returned to you prior to your event.

For Fairmount Park:

Date: _____

Joseph Callan, Special Events Manager



Fairmount Park Special Events Service Request



SE081868

Event Mobility and Connections Workshop **Date of Event** 7/31/2008 to 7/31/2008

Contact Person Todd Baylson **Telephone** 215-988-8895/215-988-8810

Starting Time 8:00:00 AM **Ending Time** 1:00:00 PM

Location Penn Treaty Park **District(s)** 1S

Insurance Commission Approval **License Agreement**

Service Requested

O. & L. M. Clean up before and after event.	Bldg. Maint. Electrician
Police FYI	Rangers FYI
Commission	City Services



Fairmount Park Special Event



Fairmount Park Commission

CASE Building, West Park
4301 Parkside Avenue
Philadelphia, PA 19131
215-685-0060

SE081868

Event Mobility and Connections Workshop **Date of Event** 7/31/2008 to 7/31/2008

Starting Time 8:00:00 AM **Ending Time** 1:00:00 PM

Contact Person Todd Baylson **Organization** Pennsylvania Horticultural Society

Address 100 N. 20th Street, 5th Floor **City** Philadelphia **State** PA **Zip** 19103 **Telephone** 215-988-

8895 **Location** Penn Treaty Park **District(s)** 1S

Item	Hourly Rate	# of Hours	# of Hours (1.5)	# of Hours (2X)	Cost
Electrician	\$30.65	0	0	0	\$ 0.00
Plumber	\$30.65	0	0	0	\$ 0.00
Ground Worker	\$27.24	0	0	0	\$ 0.00
Grounds Supervisor	\$33.43	0	0	0	\$ 0.00
Special Event Mgr.	\$36.60	0	0	0	\$ 0.00
Jeep	\$10.00	0			\$ 0.00
Pick-up	\$10.00	0			\$ 0.00
Trash Truck	\$43.50	0			\$ 0.00
Front End Loader	\$32.00	0			\$ 0.00
Generator	\$56.00	0			\$ 0.00
Contribution	Waived by MAF				\$ 0.00
Misc. Charge					\$ 0.00
Security Desp.	(Refundable after the site inspection.) Waived by MAF				
Total Cost					\$ 0.00

The security deposit will be returned upon satisfactory post-event inspection of the site.

This is an estimated invoice based on services requested on the application.

The invoice will increase with a request for additional services. Fairmount Park personnel will inspect the event location following your event. The area must be left clean and all trash removed.

There are no charges for services against Security Deposit for this event. Security Deposit may be returned.

Please charge the event for the following for services performed

ACCOUNTING USE ONLY

Attach supporting documentation for deposit and return

Deposit Amount: _____

Deposit credit of: _____

Date sent to Acctg: _____

District Manager **Date**

Special Events Manager

Greetings,

On behalf of the Delaware Direct River Conservation planning team, I would like to invite you to join Pennsylvania Horticultural Society, Pennsylvania Department of Conservation and Natural Resources, and the Philadelphia Water Department for a special workshop on **Mobility and Connections** that will take place the **morning of Thursday July 31st**. Breakfast at 8:30 AM, presentations and workshops 9:00 AM - 11:30 AM. Thanks to Fairmount Park and the Friends of Penn Treaty Park for helping us host this event at Penn Treaty Park. This spectacular riverfront location is one of our city jewels, and we are delighted to be able to offer the opportunity to conduct a workshop in such a magnificent location. Please mark your calendars right away.

One of the most consistent challenges to emerge from neighborhood and riverfront planning is the desire of our citizens to strengthen ties to the river. At the meeting on July 31st, we are challenging you, the workshop attendees, to take this challenge head-on and make your way to Penn Treaty Park using means and modes other than an automobile. And if you don't normally use an automobile, try an alternate to your typical mode of transit. Your experience will be the launching point for the rest of the morning's activities.

We expect this will be a fun and interesting morning for policy and planning professionals with expertise in traffic planning and engineering, as well as a variety of interested stakeholders. The goal of the Delaware Direct River Conservation Plan is to leverage and advance the good work of the many plans already in place by taking next steps on key priorities that will affect the watershed. Connections to the river, in particular green and complete streets are without question, one of the most frequently cited specific recommendations for Philadelphia's neighborhoods. Please join us, and join in the effort to respond to this challenge.

RSVP Please! jlawrence@pennhort.org or ledesmagrolltd@cdm.com We will be following up with important meeting materials and details.

Best,

Joy Lawrence
Manager Environmental Initiatives, Philadelphia Green
Pennsylvania Horticultural Society
100 N. 20th Street
Philadelphia PA 19103

215-988-8898

Visit Philadelphia Green on the web...

www.philadelphiagreen.org

2009 Philadelphia Flower Show, March 1-8

"Bella Italia"

Getting to Penn Treaty Park



Invitation Map



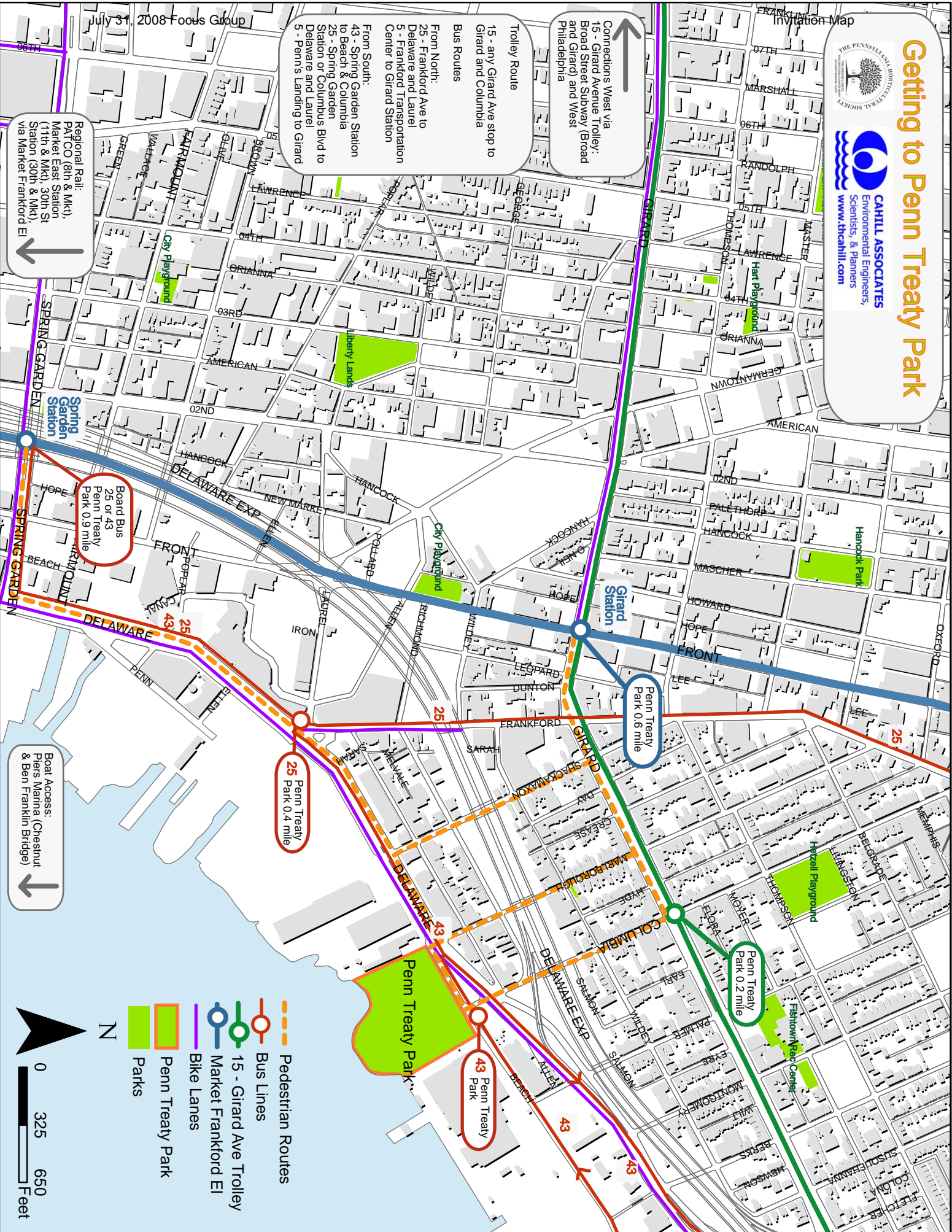
July 11, 2008 Focus Group

Connectors West via
15 - Girard Avenue Trolley
Broad Street Subway (Broad and Girard) and West Philadelphia

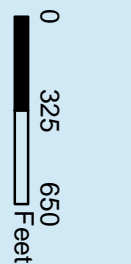
Trolley Route
15 - any Girard Ave stop to Girard and Columbia
Bus Routes

From North:
25 - Frankford Ave to Delaware and Laurel
5 - Frankford Transportation Center to Girard Station
From South:
43 - Spring Garden Station to Beach & Columbia
25 - Spring Garden Station or Columbus Blvd to Delaware and Laurel
5 - Penn's Landing to Girard

Regional Rail:
PAT CO (8th & Mkt),
Market East Station
(11th & Mkt), 30th St
Station (30th & Mkt)
via Market-Frankford EI



Boat Access:
Piers Marina (Chestnut & Ben Franklin Bridge)



- Pedestrian Routes
- Bus Lines
- 15 - Girard Ave Trolley
- Market-Frankford EI
- Bike Lanes
- Penn Treaty Park
- Parks

Check In			Break out Group	#
	Abrams	Glen*	Red	2
	Akeley	Win	Blue	4
	Allen	Robert	Yellow	3
	Baylson	Todd		
	Blaustien	Joan	Yellow	3
	Boyle	John	Red	2
	Butler	Lance	Green	1
	Chiorean	Stephanie	Yellow	3
	Clapper	Judy	Red	2
	Clark Stuart	Sarah	Red	2
	Cooper	Shari	Green	1
	Dahme	Joanne*	Yellow	3
	Dement	Tammy Leigh	Blue	4
	Elbich	Elaine	Green	1
	Fecteau	David	Blue	4
	Finch	Spencer	Red	2
	Flemming	Alex	Yellow	3
	Ford	Kristen	Red	2
	Ginsberg	Ben	Yellow	3
	Girman	Michael J, III	Red	2
	Hara	Mami	Green	1
	Keegan	Bridget	Yellow	3
	Kelly	Tim	Blue	4
	Knapp	Christine	Green	1
	Krom	Adam		

	Kruel	Stephanie		2
	Lampton	Cara		3
	Lawrence	Joy *		4
	Ledesma Groll	Tiffany		3
	Marino	Joseph		4
	Martin	Sebastian		4
	Maxfield Hull	Marian		1
	McCabe	Barbara		1
	McCoubrey	Stephen		2
	Meddin	Russell		4
	Neukrug	Howard		3
	O'Brien	Mike		3
	Olson	Natalia		1
	Patrone	Susan		3
	Randall	Suzanna*		1
	Rahn	Anne		4
	Rominger	Leah		
	Roy	Maitreyi		
	Rutkosky	Flavia		3
	Salzman	Sandy		
	Schuster	Brian		
	Schaaf	David		1
	Starr	Patrick		1
	Thorp	Sarah		4
	Washington	Mark		1
	Weir	Meghan		

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? _____
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other_____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other_____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other_____

5. How much total time _____(hours:minutes) and how much total distance
_____ (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

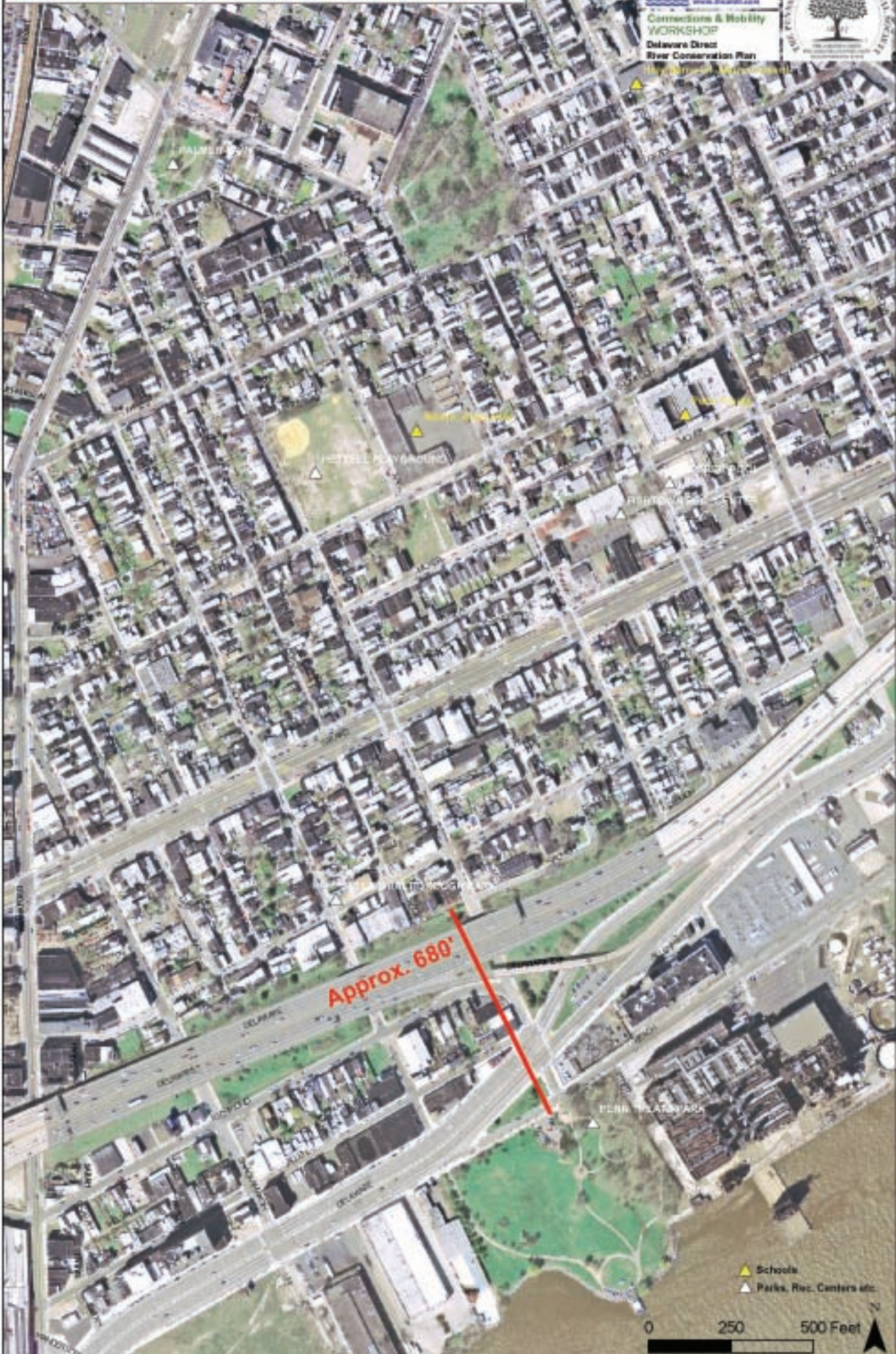
8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

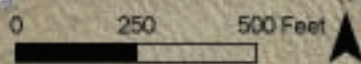
Getting to Penn Treaty Park





Approx. 680'

- ▲ Schools
- ▲ Parks, Rec. Centers etc.



Check In			Break out Group	#
X	Abrams	Glen	Red	2
X	Akeley	Win	Blue	4
	Allen	Robert	Yellow	3
✓	Baylson	Todd		
X	Blaustien	Joan	Yellow	3
X	Boyle	John	Red	2
	Butler	Lance	Green	1
X	Chiorean	Stephanie	Yellow	3
	Clapper	Judy	Red	2
X	Clark Stuart	Sarah	Red	2
X	Cooper	Shari	Green	1
X	Dahme	Joanne	Yellow	3
X	Dement	Tammy Leigh	Blue	4
X	Elbich	Elaine	Green	1
X	Fecteau	David	Blue	4
	Finch	Spencer	Red	2
X	Flemming	Alex	Yellow	3
	Ford	Kristen	Red	2
X	Ginsberg	Ben	Yellow	3
	Girman	Michael J, III	Red	2
	Hara	Mami	Green	1
X	Keegan	Bridget	Yellow	3
X	Kelly	Tim	Blue	4
	Knapp	Christine	Green	1
X	Krom	Adam	Red GREEN	

Buck, Marlene
 Roy, Maitreyi
 Gradinger, Kyle

(NKCDC)

WRT → (RED)

~~Shanta~~
 Shanta Schakke

	Kruel	Stephanie		2
λ	Lampton	Cara		3
-	Lawrence	Joy		4
X	Ledesma Groll	Tiffany		3
	Marino	Joseph		4
	Martin	Sebastian		4
X	Maxfield Hull	Marian		1
	McCabe	Barbara		1
X	McCoubrey	Stephen		2
X	Meddin	Russell		4
-	Neukrug	Howard		3
X	O'Brien	Mike		3
	Olson	Natalia		1
X	Patrone	Susan		3
X	Randall	Suzanna		1
X	Rahn	Anne		4
u	Rominger	Leah		
	Rutkosky	Flavia		3
X	Salzman	Sandy		
u	Schuster	Brian		
X	Schaaf	David		1
	Starr	Patrick		1
X	Thorp	Sarah		4
X	Washington	Mark		1
X	Weir	Meghan		
X	Werfel	Eric		4

NAME NEIGHBORHOOD / ADDRESS PHONE EMAIL

Elaine Elbich	7000 Georges Blvd, Koff P, PA 19406	610-205-6846	eelbichestate.pa.os
Dave Fecteau	1515 Arch St. 13th Fl. Phila, PA 19102	215 683-4670	Dave.Fecteau@phila.gov
Glen Abrams	2200 Arch St. #408 Phila 19103	215-685-6039	Glen.Abrams@phila.gov
Russell Meddin	2118 Race Street 19103	215-567-6767	russellmeddin@yahoo.com
Marlene Buck	4658 Edge Mont St 19125	215-433-6452	MBuck@KCCDC.org
Marie Washington	PHILA. STREETS DEPT. Rm 920MSB TRAFFIC ENGINEERING 1401 JFK Blvd 19102	215-686-5536	mark.washington@phila.gov
Tim Kells	135 S. 19th St., South Joe 19103	215-587-4004 #103	tkells@clear.com
Shari Cooper	PWD	215-685-4949	Shari.Cooper@phila.gov
David Schaaf	city Planning Commission	215-683-4658	david.schaaf@phila.gov
Kyle Gradinger	WRT	215-772-1479	Kgradinger@ph.wrtdesign.com
Marion Hull	WRS 1628 JKK Blvd 21st Fl. 19102	215-940-9270	Marion_hull@wscorp.com
Adam Krom	WRT	215 430-5065	akrom@ph.wrtdesign.com
Sarah Stuart	Belmont Hill River Pen Alliance Bike Coalition	215-561-0483	SCSPA@comcast.net
Mike Boyle	House of Representatives Bicycle Coalition 180 S Broad St Phila, PA 19110	215 523 3245	MikeBoyle@phila.gov
John Boyle		215-242-39253	John@bicyclecoalition
Tiffany Ledesma Groll	PWD	215-499-3756	ledesmagrolltd@cdm.com
Win Akeley	1210 Marlborough	215-291-0909	Win_akeley@ccghw.com

NAME NEIGHBORHOOD / ADDRESS PHONE EMAIL

Maitreyi Roy	100 N 20th St.	215 988 8873	mroy@pennhort.org
Stephen McCubrey	229 S. 42nd St.	215-387-0454	smccov@verizon.com
Cara Clampton	135 S. 19th St.	215 567-4004	clampton@cleanair.org
SARA THORP	1138 Shackamaxon St.	215 779 5515	smthorpeduce-phil.org
Susan Patrone	1529 S. 13th St.	215 467-3011	Susan.Patrone@yha
Eric Werfel	901 S 49th	215-370-4904	
SANDY SZELMAN	1231 MARLBOROUGH	215-427-0350	SSA2ZMAN@WKDC.org
Suzanna Randall	1101 MARKET (PND)	215.685.4949	Suzanna.Randall@phil.gov
Lance Butler	1101 market (PND)	215. 685. 4947	Lance Butler @ phil.gov
JOAN BLAUSTEIN	7145 LINCOLNDR - MT AIRY 1515 ARCH ST (EAL)	215-683-0215	JOAN.BLAUSTEIN @ PHILA.GOV
Joann Dahm	1101 Market St	215-685-4944	joann.dahm @ phil.gov
Alex Flemming	SEPTA	215-580-3604	aflemming@septa.org
Anne Rahn	Earth Force	215-884-9888	anne.rahn@verizon.net
STEPHANIE KRUZE	1515 MIFFLIN ST	215 730 0988 x116	stephanie.phillyearshare.org

NAME	NEIGHBORHOOD / ADDRESS	PHONE	EMAIL
Stephanie Chiorean	5008 Walnut Ave, Phila / W. Philly	814 883.1909	stephanie.chiorean@philabio.org
Ben Grinsberg	CDS 660 Chestnut St	215-440-5532	bginsber@centcityphila.org
Tammy Leigh Desmet	PHS		
Bridget Keegan	PENN PRAXIS	267-577-5070	bkeegan@design.upenn.edu
Shantel Schachter	NKCDC	215-427-0350 x125	schachter@nkcdc.org
Sarah Corlett	NKCDC	215-427-0350 ext 111	s.corlett@nkcdc.org

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin?

19143
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 040 (hours:minutes) and how much total distance
6 mi. (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

bike lane in chestnut

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19125
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 8 (hours:minutes) and how much total distance
1/2 (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

stop @ Canvas to get coffee on the way

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

walking down Columbia Ave.

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

It was surprised to see so many users in the park at 8:30 am (small groups of people recreating together) including 3 hispanic guys sitting with a case of beer)

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19119 / corner of Sherman & Sedgwick Sts
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 45 (hours:minutes) and how much total distance 10 (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

I look forward to it everyday.

7. Would you use this route again, and/or recommend it to others? Yes No

I bike from Mt Airy to 1515 Arch & back everyday

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

I can't think of a thing

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

bus, et and walking

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

met other bikers that share information regarding their commute

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin?

19143
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 30 (hours:minutes) and how much total distance

_____ (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

Better ~~trip~~ ~~eng~~ engineering on bike lanes for bike
-bike boxes, protected bike lanes

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

nothing suitable for grandmother - possibly the bus.

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19107
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other EL

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other EL

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other EL

5. How much total time 15 min. (hours:minutes) and how much total distance 1 1/2? (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

Better signage to the park. A map with a list of major destinations outside of EL stations.

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

Maybe a taxicab. EL stations are not very friendly to the elderly.

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

No.

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin?

19104
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 30min (hours:minutes) and how much total distance

6mi. (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

More Public Transportation

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

Public Transportation

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

Took less time than expected

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19102
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 0:10 (hours:minutes) and how much total distance
2 MILES (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No
(I TOOK 1-676)

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?
RIDE A BIKE OR A SCOOTER. TAKE A SCENIC ROUTE

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

TAKE SEPTA'S MARKET-FRANKFORD LINE TO ~~SPRING GARDEN~~ STATION
TAKE SEPTA'S ROUTE 43 BUS TO PARK (DIRECT FROM WEST PHILA.)

(IF COMING FROM PHILA. VIA SEPTA SUBWAY)

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

NO

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19107
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 30min (hours:minutes) and how much total distance
10 miles (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

I would have Biked

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

Same one I took today

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

yes. The amount of proposed development along this particular part of the Riverfront.

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19103
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 20 (hours:minutes) and how much total distance
3.0 (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

The heat

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

If using a bike, the same

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

I was difficult turnig left from Spring Garden to Delaware Ave.

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19122
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 4 (hours:minutes) and how much total distance
1 mile (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

underpass @ I-95; gateway @ river

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

walk or 91 to Gerard, then walk

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19128
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:
Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:
Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:
Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 25 (hours:minutes) and how much total distance
10 (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19119
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 1:15 (hours:minutes) and how much total distance
20 ? (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

SAME - BUT WAIT FOR GIRARD TROLLEY INSTEAD
OF WALKING

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19095
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 45 (hours:minutes) and how much total distance
_____ (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

Take the bus

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

bus

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19144
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle all that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 40 (hours:minutes) and how much total distance
7 (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

include trolley

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

Same or w/ trolley & walk

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

How pretty the river is once you get there

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19012
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other EI

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 0:50 (hours:minutes) and how much total distance
16 (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

waiting for the EI - shorter wait + a cooler (temperature-wise) wait

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

Regional Rail + a cab

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

enjoyable walk from Girard Station to Penn Treaty Park

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY
 July 31, 2008

1. Where did your journey begin? 19107
 (Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other Heavy Rail

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other Heavy Rail

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other Heavy Rail

5. How much total time 20-25 min (hours:minutes) and how much total distance 2 miles? (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

Very little - perhaps better transit facilities at Spring Garden.

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

Any route w/ few stairs and not too crowded (off-peak)

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

Not really - someone asked me for directions to Phila. Com. College. I had the 43 bus schedule + provided directions how to get there. (east from Spring Garden St.)

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19123 - Waterfront Square
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 10 min (hours:minutes) and how much total distance

1/4 mi. (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember *it was okay - not overly pleasant.*

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

walking.

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

There is a lot of room for streetscape improvements: like on Delaware Ave. - lots of positive opportunities for changing the character of Del. Ave

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19147
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time: equal

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time :35 (hours:minutes) and how much total distance
2.4 (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

crossing Delaware was horrible!

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

That they drive

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY July 31, 2008

1. Where did your journey begin? 19119
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle all that apply:

Walk Bike Bus Trolley Regional Rail Auto Other SEPTA R7 The "EL"

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 1:15 (hours:minutes) and how much total distance _____ (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember
except when I was lost

7. Would you use this route again, and/or recommend it to others? Yes No
After I figure out the mistakes

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?
Remember my map, bring coffee, make sure the bus lines are running (the 25 is not)

9. What route or method would you recommend to your grandmother, or a neighbor with young children?
Drive

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):
When your lost people will try to help.
The River is completely disconnected from the neighborhood crossing under 95 was terrifying to walk.

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19143
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle all that apply:
Walk Bike Bus Trolley Regional Rail Auto *carpool w/ 3 people* Other _____

3. Circle the mode that covered the greatest distance you travelled:
Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:
Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 0:45 (hours:minutes) and how much total distance _____ (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember *short trip from center city*

7. Would you use this route again, and/or recommend it to others? Yes *part of* No
8. What one thing would you change that would have made your trip more pleasant and enjoyable today? *I don't have a car so, I would take the trolley then the El then walk*

Nothing

9. What route or method would you recommend to your grandmother, or a neighbor with young children?
Depending on where my grandmother was coming from. - I am not sure
From the neighborhood, walk or bike

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):
Not really, although I have been here before, about 2 years ago and this park did not look as clean and kept up! It looks great!

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19123
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time: N/A

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 5:00 (hours:minutes) and how much total distance

5 (estimated miles) from start to finish.

I wanted to walk, but got caught up @ my house, so had to drive b/c I would have been late otherwise. (i)

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes

Next time I would walk + leave extra early.

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

Time

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

Walk

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

Next time I will wake up much earlier to make up for the extra time it would take to walk.

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 08648
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle all that apply:

Walk Bike Bus Trolley Regional Rail Auto

Other Hitch Hiked on Girard Ave with friend

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto

Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto

Other _____

5. How much total time _____ (hours:minutes) and how much total distance _____ (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

Walk could be better - more aesthetic

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

Car / Route 1 took

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19145
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle all that apply:

Walk Bike Bus Trolley Regional Rail Auto Other SUBWAY

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other SUBWAY

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 45 (hours:minutes) and how much total distance 4-5 ? (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

Shade while waiting for the bus

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

Same route

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

I thought the #15 was a trolley, but it was a bus!

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19125
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 5' (hours:minutes) and how much total distance
3 blocks (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

slower crossing @ Delaware Ave.

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

car

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19147 - E. of Broad
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 30 (hours:minutes) and how much total distance 3? (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

Fewer speeding cars/trucks / tree shade

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

Public trans -

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

Riverfront... beauty/decay / fragility of ecosystem -
Character of past industry/manufacturing sites -
possibilities!!

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 9131
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 25 (hours:minutes) and how much total distance
10 (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

More traffic today b/c of Phila Soul on Parkway

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

drive

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin?

19125
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 5 min (hours:minutes) and how much total distance

1 mile (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

To have walked

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

walk if possible

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

No

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19125
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle all that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other airplane

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 3 min (hours:minutes) and how much total distance
1 (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

Upgrade of I-95 on Marlborough St.

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

same

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

No

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin?

08010
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto

Other Light Rail PATCO, MFL

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto

Other Light Rail

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto

Other Light Rail

5. How much total time 1:18 (hours:minutes) and how much total distance

2/mile (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

Single fare Instrument

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

From my zip code Drive

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

Need to extensive local transit knowledge to complete

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin?

19103
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other _____

Subway?

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other _____

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 25 (hours:minutes) and how much total distance

3.5 (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

I'm tired!

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

Sign on Del. Ave directing to The Park
Make Spring Garden Del. Ave intersection safer for bikes create a bikebox +

down on left hand turn lead

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

bus or subway

red. interval w/ ped/bike signal

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19104
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other Subway

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other Subway

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 45 (hours:minutes) and how much total distance
5 (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

more better ventilation/cooler air in subway stations

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

Subway + Girard trolley

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

I had sand at some points along walk from Girard Station @ Penn Treaty
Park is very pretty - first time here

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19711 (Newark, DE)
(Zipcode)
2. Circle the mode(s) you used to travel here today - circle *all* that apply:
 Walk Bike Bus Trolley Regional Rail Auto Other Subway
3. Circle the mode that covered the greatest distance you travelled:
 Walk Bike Bus Trolley Regional Rail Auto Other _____
4. Circle the mode that required the most travel time:
 Walk Bike Bus Trolley Regional Rail Auto Other _____
5. How much total time ~2 hrs (hours:minutes) and how much total distance
 _____ (estimated miles) from start to finish.
6. Did you enjoy the trip?: Yes No Don't remember
7. Would you use this route again, and/or recommend it to others? Yes No
8. What one thing would you change that would have made your trip more pleasant and enjoyable today?
less distance to cover! not much else, other than that
9. What route or method would you recommend to your grandmother, or a neighbor with young children?
I recommend regional-rail and walking w/in the city
10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

I usually get off at suburban station, so traveling to market East station, I was less enthused about the physical state of the station (especially the subway section) - I thought it ~~was~~ looked old, & in disrepair. I have never been to the park and I find it wonderful!

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin?

19103
(Zipcode)

2. Circle the mode(s) you used to travel here today - circle *all* that apply:

Walk Bike Bus Trolley Regional Rail Auto Other EI

3. Circle the mode that covered the greatest distance you travelled:

Walk Bike Bus Trolley Regional Rail Auto Other EI

4. Circle the mode that required the most travel time:

Walk Bike Bus Trolley Regional Rail Auto Other _____

5. How much total time 20 (hours:minutes) and how much total distance

4 (estimated miles) from start to finish.

6. Did you enjoy the trip?: Yes No Don't remember

7. Would you use this route again, and/or recommend it to others? Yes No

8. What one thing would you change that would have made your trip more pleasant and enjoyable today?

More street trees (Girard Ave.) & signage directing route to river

9. What route or method would you recommend to your grandmother, or a neighbor with young children?

Not quite sure, but it would be a method that didn't rely on so much walking

10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):

There are no signs or clues of how to get to river, but every now and then you'd get glimpses of "openings" through I-95. Crossing Columbus/Delaware was daunting

PENN TREATY ALTERNATE ROUTE CHALLENGE SURVEY

July 31, 2008

1. Where did your journey begin? 19103 - 6460
(Zipcode)
2. Circle the mode(s) you used to travel here today - circle *all* that apply:
Walk Bike Bus Trolley Regional Rail Auto Other _____
3. Circle the mode that covered the greatest distance you travelled:
Walk Bike Bus Trolley Regional Rail Auto Other _____
4. Circle the mode that required the most travel time:
Walk Bike Bus Trolley Regional Rail Auto Other _____
5. How much total time 30 (hours:minutes) and how much total distance
2.5 (estimated miles) from start to finish.
6. Did you enjoy the trip?: Yes No Don't remember
7. Would you use this route again, and/or recommend it to others? Yes No
8. What one thing would you change that would have made your trip more pleasant and enjoyable today?
Advanced Stop Lines (Bike Box) at all right turns from Spring Garden.
Keep bike lane on 22nd Marked through the Parkway intersections.
9. What route or method would you recommend to your grandmother, or a neighbor with young children?
Probably ~~use~~ Green Street (at least west of Broad) but bike lanes on Spring Garden
are nice.
10. Did you have any unusual or unexpected experiences or insights on your trip today? Explain briefly (use the other side of page if needed):
I was almost struck by a library truck that turned right
while I was in the bike lane.

DELAWARE DIRECT RIVER CONSERVATION PLAN

Mobility and Connections July 31, 2008

Group 1 green: Green and Complete Streets - Policy and Permitting flowchart.

Facilitator: Suzanna Randall

Q: Planning proposals and initiatives have called for Philadelphia to create a new street grid, and enhance existing streets by adding pedestrian scale amenities and alternative stormwater infrastructure. Your task today is to consider the current permitting and oversight protocols that are in place for Philadelphia now, with the goal of amending and streamlining the process to better facilitate the design and construction of green and complete streets.

Consider the various steps required to conceive and execute a green/complete street project including planning, design, permits, funding, infrastructure, approvals and maintenance after completion. How are city, state and federal agencies involved in, and in what capacity:

Setting design standards

Design proposal review

Permitting

Implementation/Inspection

Operation/Maintenance/Management

List current steps, guidelines or processes for streetscaping projects that are currently in place.

Does the process differ between redevelopment and new development? Is scale an issue?

Map an ideal process/flow chart for design, permitting and implementation for new street development and/or redevelopment of complete/green street.

What considerations need to be addressed in order for multi-functional streetscapes to be effectively managed and maintained?

List criteria that will help determine city/state or private agencies/organizations that will need to invest over the long-term in care and maintenance?

DELAWARE DIRECT RIVER CONSERVATION PLAN

Mobility and Connections July 31, 2008

Group 2 red: Redesign Columbia Ave as a Complete and Green street.

Facilitator: Glen Abrams

Q: Columbia Ave is an important neighborhood street that moves people through the neighborhood and operates as public space. It is highlighted in several plans as a connector street between the Kensington neighborhood and the Delaware riverfront at Penn Treaty Park. Your task for today is to outline a process to develop complete/green street concept plan for Columbia Ave. between Frankford Ave. and Penn Treaty Park.

List specific elements that should be considered in order to create Columbia Ave. as a complete (mobility and connections for people, bikes and cars) and green (offering a lush living landscape and ecologically functional) street.

List real world criteria that will form the basis for inclusion/exclusion of each of these elements on Columbia Ave?

List any investigations, analyses, research that will be required to create realistic conceptual plans? Describe a sequence and/or prioritize the various investigations.

List the professional competencies, areas of expertise that will be required to move from concepts to actual design documentation.

Estimate the time and budget required to create a) full concept plan for Columbia Ave and b) detailed design documents for Columbia Ave.

How will the concept and design development for Columbia Ave. differ from street to street - neighborhood to neighborhood. What processes would be different for creating a brand new green/complete street?

DELAWARE DIRECT RIVER CONSERVATION PLAN

Mobility and Connections July 31, 2008

Group 3 yellow: Columbia Avenue Green and Complete street Partnerships**Facilitator:** Joanne Dahme

Q: Complete and green streets will require coordination among various agencies and funders. Your task today is to propose a partnership model that will allow government, private corporations, non-profit agencies, foundations, and community to collaborate more efficiently and effectively, leverage discreet resources, and achieve the goal of Columbia Ave. as a model green and complete street.

List known sources of funding for streets and corridor improvements and transportation projects. Consider federal, state and local resources as well as private/non-profit sources. Consider how placemaking (streets as part of the public realm as well as transportation infrastructure) fits into the picture.

For each source listed above, note what elements of a “complete” street each source could potentially fund. E.g. Main Street programs will fund tree planting and street furnishings.

Partnership and collaboration require commitment, communication and coordination. Create a list of potential partners for the Columbia Avenue green/complete street project. Consider funders, technical assistance providers, project managers and stakeholders.

Propose the mechanisms for how these various partners will engage - who will meet, how often, and what is to be discussed and what are the desired outcomes.

List criteria that will help determine what agency/organization should lead the partnership.

List subcommittees or groups that would need to organize around specific agendas/topics.

How would a partnership to develop complete streetscape project on Columbia Ave. differ if it were a) another street in the same neighborhood b) a street in a different neighborhood c) development of a project on an entirely new street?

Will the project design and implementation organization be ongoing? How would the partnership facilitate long term oversight of management and maintenance issues?

DELAWARE DIRECT RIVER CONSERVATION PLAN

Mobility and Connections July 31, 2008

Group 4 blue: Temporary solutions for Columbia Ave during I-95 reconstruction project.

Facilitator: Joy Lawrence

Q: There are a variety of streets that will be temporarily closed, opened and re-routed during the I-95 construction project. PennDOT and the City have expressed an interest in working with NKCDC and others to think about what types of temporary treatments, installations and ideas could be implemented during the construction project in order to keep Columbia Ave. as a safe and effective riverfront access street. Your task today is to outline an approach to creating temporary solutions that will maintain or even enhance Columbia Ave. as a connector corridor to the riverfront and Penn Treaty Park during the I-95 construction project.

In what ways could investment in temporary solutions contribute to long-term benefits? Consider potential impacts to watershed health, community engagement, increased awareness of issues and concerns related to neighborhood revitalization, complete streets, parks, riverfront access, etc.

List information, references, technical data that should be gathered and evaluated to establish criteria for potential solutions?

List any agencies, organizations, individuals who should be considered as stakeholders in the development and implementation of temporary solutions.

What technical competencies should be represented in the development of temporary design solutions?

List criteria that will help determine what agency or organization would be best positioned to act as a project leader.

Columbia Ave. is one of several connector streets that will be affected by I-95 construction. In what ways could temporary solutions for other connector streets differ from Columbia Ave? In what ways might they be the same or overlap?

Group 1 – Green: Green and Complete Streets - Policy and Permitting flowchart.
Facilitator: Suzanna Randall

What are the Steps?

- Plan
- Fundraising to do plan and implement
- Engage community / community participation
- Defining materials, colors, aesthetics, sense of place
- Maintenance and ownership – City versus PennDOT versus private
- Bid
- Perceived obstacle with doing something different – PennDOT
- Traffic study requirements
- Developer pays
- Street regulations – through Streets Department specs; signals and markings – through state
- Federal guidelines
- State mandated requirements

Obstacles?

- Requirements / standards
- Liability
- Operations and maintenance
- Replacement costs

PennDOT Projects – What is review process?

- Roadway design – meet City Streets specs
- Traffic control device – meet PennDOT
- State Roads designed by PennDOT – do environmental requirements and environmental impact
- Permit process with PennDOT – depends on who pays – can do something new but need to pay

Scale of Green Streets?

Steps in process?

- Create joint task force on Green Street process:
DVRPC; Streets and PennDOT; DEP; PWD; PHDC; PIDC / Commerce; PCPC;
SEPTA; Mayor's office, Sustainability; CPO; TRB
- Standards developed
- Designating historic interiors
- Policy
- Legislation

Look at other processes to develop policy. Identify impediments to Green Streets. Look at process from other committees. Look at specs and policies.

Asset management, BCA, TRB – Transportation Research Board

Set up Maintenance organization / department for Greening – ILMA, PHS

Follow the money

1. Plan: Funding Strategy

2. Design: bus shelters; bike racks; trees; materials street print/ i.e. innovative designs; engineering to city specs; stormwater management / green streets

3. Maintenance and operation: contractor liability and indemnity – traffic signals needed; city specs / federal guidelines and state requirements; traffic signals, sidewalk construction; funding for future re-installs; contract agreement with PennDOT for future maintenance costs (what is standard versus non-standard?)

What are the steps?

- The City: create a joint task force (see above for details); look at other processes that have changed (other cities, other countries); cost benefit analysis for Philadelphia (asset management)
- Develop review coordination: all relevant agencies meet with applicant (eg- waterfront development / permitting, VRAG, Board of Highway Sup., Development Review Commission)
- Concierge service, interdepartmental checklist

Group 2 – Red: Redesign Columbia Ave as a Complete and Green street.
Facilitator: Glen Abrams

Elements

- Signage / wayfinding: banners, sidewalk paint, signs; “interpret river and access to river
- Two-way dedicated bike access
- Exciting underpass experience: art, lighting, etc.
- Shorter crossing distances: bump outs, mid-street safety haven; especially Girard and Delaware
- Traffic calming; slow down the cars so there is less competition with bikes
- Pedestrians should have crossing priority: allow enough time to cross, automatic cross light without pressing button, countdown
- Trees, other landscape elements
- Traffic calming on Delaware: traffic speeds and is intimidating to pedestrians
- Bike racks, especially at nodes like playground
- Public art

Real-world criteria

- I-95 reconstruction: improvements, art, etc.; would have to be temporary
- How is street used? – residential area, commercial, playground
- How many pedestrians?
- How many cars?
- Parking need – residential and commercial; need for parking precludes using street for other uses
- Neighborhood trends
- Street row – very narrow

Investigations

- Parking study: existing number of spaces, opportunities for shared parking, identify nearby opportunities for alternative parking, occupancy rate at different times of day
- Investigations of alternative row configurations, such as angle parking
- Neighborhood plans, studies
- Road safety audit – DVRPC experts, considering crossings, etc.
- Survey – average time to find parking, willingness to use alternative
- Wayfinding plan
- Identify opportunities for temporary art – “interpret” the river

Competencies

- Bike / pedestrian planning
- Landscape architects
- Civil engineer
- Community outreach
- Experts with experience designing complete streets

- Form steering committee with city agencies, community groups, artists
- Artists, public art

Is Columbia Avenue already a complete street? Maybe is just needs some minor design modifications.

Need to consider neighborhood character, topography, geology, etc.

Process

- 9 months – concept design documents
- 2.5 years – complete reconstruction - \$6 million

Group 3 – Yellow: Columbia Avenue Green and Complete street Partnerships
Facilitator: Joanne Dahme

Focus on: “function and beauty” and “honoring the river”

Funding

- Identify local funding opportunities through City Council, from DVRPC
- Check in with local civic groups, such as NKCDC
- William Penn Foundation
- Establish a “Main Street manager / program”
- Safe route to school program (DVRPC)
- CZM
- DCNR / DEP
- Commercial Development Block Grants (CDBG)
- Main Street to Elm Street funding
- Business improvement districts
- Future waterfront agencies (Penn’s Landing Corporation?)
- Fairmount Park and Treevitalize for tree funding
- PWD for infrastructure funding (stormwater management)
- Corporate sponsorship, advertising
- Local businesses on Columbia Avenue
- SEPTA
- Penn DOT
- Streets – demo products and first time installations; Knight and other foundations

Components of complete / green streets

- Artistic interpretations
- Stormwater management: bump outs, traffic calming; pervious paving on walkways, parking spots; planters, trees
- Trees
- Bike lanes
- Pedestrian street lights
- Bus stops and shelters
- Recycling and trash bins
- Striping, especially for pedestrians

Safety for pedestrians

- Amenities to activate space
- Bike racks, parking, storage
- Manageable, realistic operations and maintenance through public and private entities
- Sitting spaces, benches
- Wayfinding, signage, invite to the park on the other side of Delaware Ave
- Pedestrian countdown timer on signals

- Raised crosswalks
- Education campaign: partner with schools and university; info kiosk

Mechanism

- New Kensington CDC – lead group
- Office of Sustainability
- City and council support
- Friends of Penn Treaty Park

Sub-committee / Agendas

- Marketing – “Honor the river” and Penn Treaty Park
- Stormwater management, environment, river
- Transit, traffic
- Biking, pedestrian, multi-modal
- Economic development, cost/benefit analysis on BMPs and amenities

If different location...

- Template to be created by partnership (all players)
- Share template with other areas, streets, neighbors

Organizing, operations and maintenance

- Discuss initiation of process so it is developed on parallel track with “greening” projects
- Self sustaining materials throughout to keep maintenance low

Group 4 – Blue: Temporary solutions for Columbia Ave during I-95 reconstruction project.

Facilitator: Joy Lawrence

Permanent Outcomes of Temporary Solutions

- Preserve what is here, protect during construction
- Minimize road closings, preserve access to business corridor
- Provide an alternate route to access roads
- Single cross street closings
- Provide a visual key for direction; “follow the yellow brick road”
- Paint the route before construction starts – create a habit

Organized thinking about route marking

- Construct a mobile tunnel to protect pedestrians on sidewalk – make it interesting and inviting with art work, map, light; invite community participation
- Screening from construction
- Provide an alternative place for construction vehicles that can later turn into open space
- Demolish PECO unused site

Create more open space by working with PECO space

- If design can be amended suggest modifications to offer more green and preserve open space
- Marlborough and Delaware – paint direction guidelines or create a cross connection

Create a series of new connections to feeder and connector streets

- Add signage to alert cars to pedestrians
- Rubber bumpers or some other form of traffic slow down (calming)
- Incorporate storm water management as traffic calming that creates a greenway
- Across long stretches (Delaware, Columbia, Allen) create a pedestrian “rest zone” so the scramble across high traffic zones is not necessary
- At triangle, no man’s land behind fence, create public, accessible green space, park, and dog run
- Landscape berm to make it attractive, reduce litter and trash
- Connection at Palmer – create a cross walk
- When removing roadway, try to connect open space to create a greenway or new park land
- Create a greenway as mitigation / PennDOT investment from Palmer Park to Penn Treaty Park
- Improve median along Delaware with plantings and trees, herbaceous, decorative: screen construction with exterior and green screens; murals on screen – decorative; make construction an asset
- Under I-95 create art corridor, business, etc. to add amenities to the neighborhood

Psychological barriers (remove)

- Let people know
- Inform people – time line and updates in local paper, signage, website
- Programming – hold a festival on blocked streets; construction crew / neighborhood picnics as a way to dissipate anger and frustration
- Focus / outreach – advertising, voucher so construction workers use local restaurants and businesses
- Engage: NKCDC, Port Richmond Neighborhoods, other stakeholders, PennDot
- Meeting – community organizations and PennDOT: already happening, strengthen and formalize to extend Penn Treaty efforts “across the street”; articulate wish list and important concepts; ask PennDOT to review plan with these recommendations in mind

Important learnings:

- Have a plan and alternative, don't just say no
- Reduce hate – we're all trying to improve
- Create a coalition
- Engage government officials
- Pre-plan info ahead of time, reduce shock, and reduce neighborhood pushback

Event Setup, 07/30/2008



Event, 07/31/2008







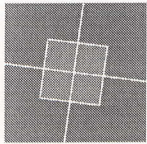
Appendix B-3: Public Meeting

DD Watershed community groups

Marsha Bacal	Society Hill Towers
Caryn Hunt	NABR
Rene Goodwin	Pennsport Civic
Joe McNulty	NKCDC
John Scorsone	River's Edge Community Association
Laura Lanza	Port Richmond
Brian Abernathy	Councilman Frank DiCicco
Jeremy Beaudry	Fishtown Neighbors Association
Steve Weixler	Society Hill Civic
Dave Schaaf	Philadelphia City Planning Commission
Harris Steinberg	PennPraxis
Harris Sokoloff	Penn Project for Civic Engagement
Michael Greenle	PennPraxis
Bridget Keegan	PennPraxis
Andrew Goodman	PennPraxis

First Name	Last Name	Organization
Marsha	Bacal	Society Hill Towers Management Office
Jeremy	Beaudry	Fishtown Neighbors Association
Kirk	Brown	Dickinson Narrows Civic Association
Theresa	Costello	Port Richmond
Fred	Druding, Jr.	Whitman Council
Rene	Goodwin	Pennsport Civic Association
Caryn	Hunt	Neighbors Allied for the Best Riverfront
Laura	Lanza	Port Richmond on Patrol & Civic Assn.
Joe	McNulty	New Kensington CDC
Jim	Moss	Society Hill Civic Association
Jim	Penza	Whitman Council
Shawn	Rairigh	Neighbors Allied for the Best Riverfront
Jeff	Rush	Queen Village Neighbors Association
Sandy	Salzman	New Kensington CDC
Joe	Schiavo	Old City Civic Association
John	Scorsone	River's Edge Community Assn.
Sarah	Thorp	Delaware River City Corporation/Fishtown
Ira	Upin	Northern Liberties Neighbors Association
Steven	Weixler	Society Hill Civic Association

Brian	Abernathy	Councilman Frank DiCicco
Joan	Reilly	Pennsylvania Horticultural Society
Christine	Knapp	Penn Future
Patrick	Starr	Pennsylvania Environmental Council
Michael	Leff	Pennsylvania Horticultural Society
Shawn	McCaney	William Penn Foundation
Karen	Black	May 8 Consulting
David	Schaaf	Philadelphia City Planning Commission



Center for Architecture

Event Rental Agreement

Lessee:

PENNSYLVANIA HORTICULTURAL SOCIETY
 Organization
JOY LAWRENCE, PROGRAM MANAGER
 Name & Title
100 N. 20TH ST 5TH FL PHILADELPHIA PA 19103
 Address
215-988-8898 jlawrence@penhort.org
 Phone # Email

According to the conditions stated below, the Center for Architecture hereby lets unto the above named organization or individual the facilities described in this Rental Agreement.

FULL FACILITY
 Facility(ies)
DELAWARE DIRECT - HEALTHY NEIGHBORHOODS
 Event Name
DEC 3 4-6:30
 Official Event Date(s) & Time(s)
3:00 7:00 ASAP! 100 \$300
 Setup Start Time Cleanup Departure Time Estimated # of attendees Rental Fee

Conditions:

1. The organization or individual renting facilities at the Center for Architecture shall be referred to as the "lessee" in this Rental Agreement.
2. The Center for Architecture's responsibility is limited to opening the building, having an employee or representative of the Center for Architecture on site during the event, and performing reasonable setup and cleanup **assistance**. Unless listed in the "Special Accommodations" section below, no other accommodations will be made by the Center for Architecture.
3. The lessee must provide setup and departure times for their use of the facilities. There is a minimum rental time of 3 hours, whether or not the full time is used by the lessee. An inconvenience fee of \$50 will be assessed for every 15 minutes used beyond the agreed upon departure time. Any event starting or ending after 5pm is charged at the evening rate.
4. In conjunction with the execution of this agreement, the lessee must submit to the Center for Architecture both of the following documents:
 - a. The "Hold Harmless" agreement signed by the lessee
 - b. A "Certificate of Insurance" issued by the lessee's insurance company which confirms coverage of at least \$1 million for the date and location of the rental.
5. A required deposit of at least 50% is due at the time of booking, with the remaining 50% balance due upon arrival on the first day of the event. Rentals will not be made official until the required deposit has been received and cleared. Checks will be made payable to "Center for Architecture".
6. In the event of cancellation, fees will be charged to the lessee using the following guidelines:
 - a. More than 3 week's notice: 100% refund of required deposit
 - b. 3 weeks notice or less, but more than 1 week's notice: 50% refund of required deposit
 - c. 1 week's notice or less: 0% refund of required deposit

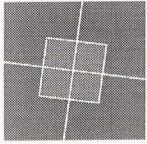
- 7. The lessee is responsible for the conduct of all persons in attendance at the event(s).
- 8. The lessee acknowledges that the Center for Architecture is a functioning office, gallery, rental hall and store and that employees, visitors, other lessees, and/or the public may occasionally walk through, by, or near the rented facilities and that occasional noise may enter the rented facilities due to the normal, daily operations of the Center for Architecture.
- 9. The use of the Center for Architecture's facilities does not imply endorsement or sponsorship of the event by the Center for Architecture. Therefore, publicity shall be designed in such a way that no suggestion of endorsement and/or sponsorship is implied.
- 10. Admission fees shall not be charged unless indicated in the "Special Accommodations" section below.
- 11. The Center for Architecture assumes no responsibility for property brought into the facilities.
- 12. Changes in the appearance of the premises including, but not limited to, decorating, the hanging of ornaments and/or displays is not permitted without the written permission of the Center Coordinator. All surfaces must be fully protected against damage.
- 13. Smoking is not allowed inside the Center for Architecture or within 20 feet of it entrances.
- 14. Alcohol is not to be served unless indicated in the "Special Accommodations" section below. Liability related to the serving or consumption of alcohol at the Center rests solely with the lessee, who should have proper insurance to cover such liability. The Center for Architecture **strongly** recommends that a licensed, insured bartender be hired to serve alcohol at the lessee's event.
- 15. _____
Special Accommodations (Catering, Alcohol, Admission Fees, Decorations/Displays, etc)

10' x 3' paper poster

6-8 11" x 17 signs for stations

Requested Amenities (Not all amenities may be available for your event. Indicate quantity next to desired amenities):
Main Hall only:

- _____ Wireless Microphone (1) _____ House Computer (1) _____ DVD/VHS Player (1) _____ Conference Phone (1)
- Full Facility:
- 12 ~~10~~ 42"x42" Tables (13) 3 18"x60" Tables (5) 20 Stackable Chairs (149) _____ Executive Chairs (24)
- _____ Portable Projector (1) _____ DMX Lighting (board & lights not provided) (1) _____ Use of Refrigerator (1)



Center for
Architecture

“Hold Harmless” Agreement

Society

(Name of Lessee): Joy LAWRENCE on behalf of Pennsylvania Horticultural

hereby assumes entire responsibility and liability for any and all damage or injury of any kind or nature to persons, whether employees or otherwise, and to property, real or personal including adjoining property caused by or resulting from the use by the lessee of the Center for Architecture facilities and agrees to indemnify, defend, and hold harmless the Center for Architecture, its agents and/or its employees from and against any and all claims, suits, actions, liability, loss, expense, damage, or injury to persons or to property caused directly or indirectly by the above named lessee, its agents, members or employees, its property or equipment, or any and all persons acting in the lessee's behalf or under their supervision or control, whether direct or indirect.

Signed

JOY LAWRENCE, PROGRAM MANAGER

Name & Title

PENNSYLVANIA HORTICULTURAL SOCIETY

Organization

Date

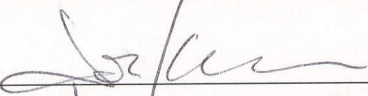
December 1, 2008

Note:

In conjunction with the execution of this “Hold Harmless” Agreement, the lessee must submit to the Center for Architecture both of the following documents:

1. A completed “Event Rental Agreement” signed by the lessee
2. A “Certificate of Insurance” issued by the lessee’s insurance company which confirms coverage of at least \$1 million for the date and location of the rental.

It is understood that violation of any of the above conditions will void this Event Rental Agreement. The parties hereto intend to be legally bound by the above conditions.

Signed		Signed	
	Joy Lawrence, Program Manager		David Bender, Center Coordinator
Name & Title	PENNSYLVANIA HORTICULTURAL SOCIETY	Name & Title	Center for Architecture
Organization		Organization	
Date	12/1/2008	Date	

DD RCP Healthy Neighborhoods - Dec 3 Public Meeting

Load in at 3 pm - break down and out by 7pm

Open house hours 4- 6:30

Center for Architecture

1216 Arch Street

There will be a short (15 minute) convening session at 6 PM to present overview of DD RCP, impact of the evening activities, ways to stay connected.

Passive Displays

Prepared and set by PHS

1. Big poster map of Philadelphia by zipcode x
2. Poster map Philadelphia by neighborhood x
3. **Post it wall** – large blank paper; photos of various neighborhood type amenities pinned up x. **Crayons, waterbased markers, post-it notes, pencil/pens** Open graffiti-like invitation to draw, post comments, thoughts, reflections etc.

Conversation Stations

Interactive stations featuring partner projects

1. PEC Water trail – Jessica Anderson, PEC
2. Central Delaware Vision/Action – Bridget Keegan, Penn Praxis (computer)
3. North Delaware Greenway – Sarah Thorpe, ND
4. Zoning Matters – web voting (unmanned)

Activities – PHS/CH2MHill

1. Make a neighborhood tour – Brian Schuster, Todd Baylson, Courtney Marm - computer stations live web mapping (2-3 computer stations?)
2. Neighborhood values survey, rolling power point with **survey sheets** – Joy Lawrence (computer, projector)
3. Green Carpet Interview – Margaret Funderberg, (Shawn Kilgallon) “What’s the biggest environmental or quality of life issue on your block?” “Can you describe how that issue connects to air, water or land?” - digital video set up (computer link? Projector?)
4. Invest your Cash (chip voting) – attendees receive chips on entering and deposit in ballot boxes by the door as they exit. (**chips, voting boxes - Joy**)

Registration – PHS/PWD

Available **handout on the DD RCP; Sign in sheet with contact info** (email preferred) , **name tags** (first name and city zipcode), - distribute chips/money (also remind exiting visitors to invest their cash) - Travis Alexander, Tiffany Ledesma-Groll

Hospitality

John Tabasco – beverages, cheese platters and cookies \$200 budget

NAME	NEIGHBORHOOD / ADDRESS	PHONE	EMAIL
MILKE THOMPSON	6630 WALKER 19035 / PCC	215-683-4632	MICHAEL THOMPSON @ PHILADELPHIA
Marsha Breal	220 Forest St 19106 CDAG		mb2205@aol.com
Judith Robinson	2112 N. Woodstock St. 19121	(610) 235-6517	judithbrnsn@AOL.com
Carryn M. Golden	921 Marlyn Road 19151		carryn@cdesigninc.org
MARK ALEXANDER	GRADUATE HOSPITAL 2322 SAINT ALBANS PLACE PHILLY 19146	215 546-2577	MARKAL5@VERIZON.NET
ROBERT ALLEN	PAIRMOUNT PARK CHESTNUT HILL SECTION 19118	215-683-4619	robert.allen@phila.gov
ELAINE ULMER	Bella Vista 726 FIBER 19147	215-985-4285	eulmer@mjm-architects
Christ Lwong	Millburne PA 19082	215 592 7020x10	klung@pep.org
PAUL RACETTE	PIC / UPPER DUBLIN TWP.	615-592-7020 112	PRACETTE@PICPA.ORG
JADE WALKER	Mill Creek Farm		
Antonio Federici	Germanatown	215 367 2574	antonio-federici@urscorp.com
Jason Brach	University City	215-508-3310	jason.brach@sierraclub.org
MAG/ELLEN KIRKWOOD	NORTHWOOD	215 288 1902	
Alan Wnek	City Planning Comm.	215 683 4628	alan.wnek@phil.gov

NAME	NEIGHBORHOOD / ADDRESS	PHONE	EMAIL
Tom Stikelecker	Chingston / N 9th St	513 266 6692	stomstike@gmail.com
Carolyn Wallis	Art Museum	215-560-1182	cwallis@state.pa.us
KEITH WATKINS	2029 ^s . 8 th STREET	215-468-6111	keithwatkins@acsep.org
FRANK MARKER	5165 D ST	215-324-8942	SOME TH VOICERACTIVITY
Glen Abrams	Logan Square / 2200 Arch St.	215-694-7857	gen.abrams@phila.gov
Joann Deane	fwd	215-685-4944	joann.deane@phila.gov
Usa Maiello	KSNAC / 1314 N. 4TH ST	215-370-0071	LDMAIL@EARTHINK.NET
JACQUELINE "LOTUS MARI" GRANVILLE	Center City / Northern Liberties	215-467-8405	granville180@hotmail.com
Patrick Hauck	Preservation Alliance 1616 Arch St	215 546 1146 x 4	patrick@preservationalliance.com
Danere Messna	169 Cotton St	215 483-9238	dmessina@alumni.upenn.edu
Tiffany Ledesma Groll	401 Olive St. Philadelphia	215-499-3756	ledesmagrolltd@cdm.com
Liz Reed	914 N. American St.	215 627 0110	larread@yahoo.com
Nora	" "	" "	" "
Maureen Wellner	237 Brown St. 19123 N. Liberties	215 592-7793	maureen@wellnerphoto.com
TOM LENNON	" "	" "	tom@bylennon.com
Shanda Schachter	NCCBC / 2515 Frankford Ave Phila 19125	215.477.0350	sschach@frankfordphila.org
DAVID BENDER	1218 Arch St., PHILA, PA 19107	215-569-3186	DAVID@AIAPHILA.ORG

NAME	NEIGHBORHOOD / ADDRESS	PHONE	EMAIL
John Ennis	1120 Cross St.	215-551-1774	Terenure@Autma.com
Joanne Ennis	"	"	ENNISMI@YAHOO.COM

What Measures the Health of *Your* Neighborhood



TAKE THE POLL

Rate the importance of the following things are to you for measuring the health of *your* neighborhood?

Circle a number from 1 – 10 that best describes how important you think that issue is to making your neighborhood healthy.

1 = Not important

10 = Really important

READY TO START?

You need a **pen or pencil** and the Healthy Neighborhood **answer sheet** with 16 rows of 1-10 answers.

HERE WE GO!

16 slides

You will have 10 seconds to answer

Rank each on a scale of 1 – 10

1 = Not important to me

10 = Really important to me

1. There is plenty of free and easy parking for cars in my neighborhood.

1 = not important

10 = really important



2. My community has safe and reliable public transit. Even without a car, everyone is able to get where they need to go.

1 = not important

10 = really important



3. Children can easily walk to the neighborhood school .

1 = not important

10 = really important



4. My community has safe and well kept playgrounds and/or play spaces for children .

1 = not important

10 = really important



5 . My community is bike friendly – it's safe and easy to get around on a bike and to get from our neighborhood to other areas of town.

1 = not important

10 = really important



6 . My community has at least one safe and well kept park or green space in walking distance.

1 = not important

10 = really important



7 . My community has a vibrant commercial center that features local merchants.

1 = not important

10 = really important



8 . My community is friendly – people recognize each other, greet each other on the street, and are willing to help each other out.

1 = not important

10 = really important



9. My community looks like people care – streets are cleaned, there’s not much litter, people pick up after themselves.

1 = not important

10 = really important



10. Most people in my neighborhood are employed and many have good jobs.

1 = not important

10 = really important



11. My community rarely has problems with air quality. Kids and folks with respiratory problems can breathe easy in my neighborhood.

1 = not important

10 = really important



12. My community has a lot of local events and activities. You can usually find something interesting going on.

1 = not important

10 = really important



13. There are many different kinds of food choices and restaurants in my community. Finding fresh produce, heart healthy and organic choices is not difficult.

1 = not important

10 = really important



14. People who live in my neighborhood really like living here. Even if they could afford to live elsewhere, many people would choose to stay.

1 = not important

10 = really important



15. My neighborhood is safe and friendly for seniors and younger children. Street crossings are not too wide. Pedestrian crossings are clearly marked. Walk signals are long enough to allow for safe crossings.

1 = not important

10 = really important



16. My community has a mix of growth and stability. There are new buildings going up, but many great older buildings are being preserved or restored.

1 = not important

10 = really important



Is there anything else?

Use the reverse side of your answer sheet to write down any other qualities that you think are important to making your neighborhood healthy.

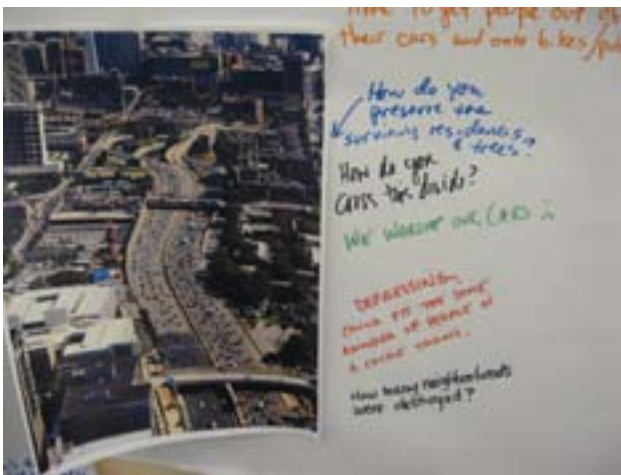
OK – that's it! Please be sure to drop your answer sheet in the box.

Will you be sure to write your residential zipcode at the top?

Event, 04/30/2009







HEALTHY NEIGHBORHOODS POLL

Circle the number that most describes how important the issue is to the health of your neighborhood. 1 = not important 10 = very important.

#1) Parking	1	2	3	4	5	6	7	8	9	10
#2) Public Transit	1	2	3	4	5	6	7	8	9	10
#3) Walk to School	1	2	3	4	5	6	7	8	9	10
#4) Playgrounds	1	2	3	4	5	6	7	8	9	10
#5) Bike Friendly	1	2	3	4	5	6	7	8	9	10
#6) Walk to Parks	1	2	3	4	5	6	7	8	9	10
#7) Commerce	1	2	3	4	5	6	7	8	9	10
#8) Friendly	1	2	3	4	5	6	7	8	9	10
#9) Clean	1	2	3	4	5	6	7	8	9	10
#10) Jobs	1	2	3	4	5	6	7	8	9	10
#11) Clean Air	1	2	3	4	5	6	7	8	9	10
#12) Local Events	1	2	3	4	5	6	7	8	9	10
#13) Food Choices	1	2	3	4	5	6	7	8	9	10
#14) Choose to Stay	1	2	3	4	5	6	7	8	9	10
#15) Safe Streets	1	2	3	4	5	6	7	8	9	10
#16) Preservation	1	2	3	4	5	6	7	8	9	10

HEALTHY NEIGHBORHOODS POLL

Circle the number that most describes how important the issue is to the health of your neighborhood. 1 = not important 10 = very important

#1) Parking	<input checked="" type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input type="radio"/> 6	<input type="radio"/> 7	<input type="radio"/> 8	<input type="radio"/> 9	<input type="radio"/> 10
#2) Public Transit	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input type="radio"/> 6	<input type="radio"/> 7	<input type="radio"/> 8	<input type="radio"/> 9	<input checked="" type="radio"/> 10
#3) Walk to School	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input type="radio"/> 6	<input type="radio"/> 7	<input type="radio"/> 8	<input type="radio"/> 9	<input checked="" type="radio"/> 10
#4) Playgrounds	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input type="radio"/> 6	<input type="radio"/> 7	<input type="radio"/> 8	<input type="radio"/> 9	<input checked="" type="radio"/> 10
#5) Bike Friendly	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input type="radio"/> 6	<input type="radio"/> 7	<input type="radio"/> 8	<input type="radio"/> 9	<input checked="" type="radio"/> 10
#6) Walk to Parks	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input type="radio"/> 6	<input type="radio"/> 7	<input type="radio"/> 8	<input type="radio"/> 9	<input checked="" type="radio"/> 10
#7) Commerce	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input type="radio"/> 6	<input type="radio"/> 7	<input checked="" type="radio"/> 8	<input type="radio"/> 9	<input type="radio"/> 10
#8) Friendly	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input type="radio"/> 6	<input type="radio"/> 7	<input type="radio"/> 8	<input checked="" type="radio"/> 9	<input type="radio"/> 10
#9) Clean	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input type="radio"/> 6	<input type="radio"/> 7	<input type="radio"/> 8	<input type="radio"/> 9	<input checked="" type="radio"/> 10
#10) Jobs	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input type="radio"/> 6	<input type="radio"/> 7	<input type="radio"/> 8	<input checked="" type="radio"/> 9	<input type="radio"/> 10
#11) Clean Air	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input type="radio"/> 6	<input type="radio"/> 7	<input type="radio"/> 8	<input type="radio"/> 9	<input checked="" type="radio"/> 10
#12) Local Events	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input type="radio"/> 6	<input type="radio"/> 7	<input checked="" type="radio"/> 8	<input type="radio"/> 9	<input type="radio"/> 10
#13) Food Choices	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input type="radio"/> 6	<input type="radio"/> 7	<input type="radio"/> 8	<input checked="" type="radio"/> 9	<input type="radio"/> 10
#14) Choose to Stay	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input type="radio"/> 6	<input type="radio"/> 7	<input checked="" type="radio"/> 8	<input type="radio"/> 9	<input type="radio"/> 10
#15) Safe Streets	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input type="radio"/> 6	<input checked="" type="radio"/> 7	<input type="radio"/> 8	<input type="radio"/> 9	<input type="radio"/> 10
#16) Preservation	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5	<input checked="" type="radio"/> 6	<input type="radio"/> 7	<input type="radio"/> 8	<input type="radio"/> 9	<input type="radio"/> 10

HEALTHY NEIGHBORHOODS POLL

Circle the number that most describes how important the issue is to the health of your neighborhood. 1 = not important 10 = very important

#1) Parking	1	2	3	4	5	6	7	8	9	10
#2) Public Transit	1	2	3	4	5	6	7	8	9	10
#3) Walk to School	1	2	3	4	5	6	7	8	9	10
#4) Playgrounds	1	2	3	4	5	6	7	8	9	10
#5) Bike Friendly	1	2	3	4	5	6	7	8	9	10
#6) Walk to Parks	1	2	3	4	5	6	7	8	9	10
#7) Commerce	1	2	3	4	5	6	7	8	9	10
#8) Friendly	1	2	3	4	5	6	7	8	9	10
#9) Clean	1	2	3	4	5	6	7	8	9	10
#10) Jobs	1	2	3	4	5	6	7	8	9	10
#11) Clean Air	1	2	3	4	5	6	7	8	9	10
#12) Local Events	1	2	3	4	5	6	7	8	9	10
#13) Food Choices	1	2	3	4	5	6	7	8	9	10
#14) Choose to Stay	1	2	3	4	5	6	7	8	9	10
#15) Safe Streets	1	2	3	4	5	6	7	8	9	10
#16) Preservation	1	2	3	4	5	6	7	8	9	10

HEALTHY NEIGHBORHOODS POLL

Circle the number that most describes how important the issue is to the health of your neighborhood. 1 = not important 10 = very important

#1) Parking	1	2	3	4	5	6	7	8	9	10
#2) Public Transit	1	2	3	4	5	6	7	8	9	10
#3) Walk to School	1	2	3	4	5	6	7	8	9	10
#4) Playgrounds	1	2	3	4	5	6	7	8	9	10
#5) Bike Friendly	1	2	3	4	5	6	7	8	9	10
#6) Walk to Parks	1	2	3	4	5	6	7	8	9	10
#7) Commerce	1	2	3	4	5	6	7	8	9	10
#8) Friendly	1	2	3	4	5	6	7	8	9	10
#9) Clean	1	2	3	4	5	6	7	8	9	10
#10) Jobs	1	2	3	4	5	6	7	8	9	10
#11) Clean Air	1	2	3	4	5	6	7	8	9	10
#12) Local Events	1	2	3	4	5	6	7	8	9	10
#13) Food Choices	1	2	3	4	5	6	7	8	9	10
#14) Choose to Stay	1	2	3	4	5	6	7	8	9	10
#15) Safe Streets	1	2	3	4	5	6	7	8	9	10
#16) Preservation	1	2	3	4	5	6	7	8	9	10

HEALTHY NEIGHBORHOODS POLL

Circle the number that most describes how important the issue is to the health of your neighborhood. 1 = not important 10 = very important.

#1) Parking	1	2	3	4	5	6	7	8	9	10
#2) Public Transit	1	2	3	4	5	6	7	8	9	10
#3) Walk to School	1	2	3	4	5	6	7	8	9	10
#4) Playgrounds	1	2	3	4	5	6	7	8	9	10
#5) Bike Friendly	1	2	3	4	5	6	7	8	9	10
#6) Walk to Parks	1	2	3	4	5	6	7	8	9	10
#7) Commerce	1	2	3	4	5	6	7	8	9	10
#8) Friendly	1	2	3	4	5	6	7	8	9	10
#9) Clean	1	2	3	4	5	6	7	8	9	10
#10) Jobs	1	2	3	4	5	6	7	8	9	10
#11) Clean Air	1	2	3	4	5	6	7	8	9	10
#12) Local Events	1	2	3	4	5	6	7	8	9	10
#13) Food Choices	1	2	3	4	5	6	7	8	9	10
#14) Choose to Stay	1	2	3	4	5	6	7	8	9	10
#15) Safe Streets	1	2	3	4	5	6	7	8	9	10
#16) Preservation	1	2	3	4	5	6	7	8	9	10

HEALTHY NEIGHBORHOODS POLL

Circle the number that most describes how important the issue is to the health of your neighborhood. 1 = not important 10 = very important

#1) Parking	1	2	3	4	5	6	7	8	9	10
#2) Public Transit	1	2	3	4	5	6	7	8	9	10
#3) Walk to School	1	2	3	4	5	6	7	8	9	10
#4) Playgrounds	1	2	3	4	5	6	7	8	9	10
#5) Bike Friendly	1	2	3	4	5	6	7	8	9	10
#6) Walk to Parks	1	2	3	4	5	6	7	8	9	10
#7) Commerce	1	2	3	4	5	6	7	8	9	10
#8) Friendly	1	2	3	4	5	6	7	8	9	10
#9) Clean	1	2	3	4	5	6	7	8	9	10
#10) Jobs	1	2	3	4	5	6	7	8	9	10
#11) Clean Air	1	2	3	4	5	6	7	8	9	10
#12) Local Events	1	2	3	4	5	6	7	8	9	10
#13) Food Choices	1	2	3	4	5	6	7	8	9	10
#14) Choose to Stay	1	2	3	4	5	6	7	8	9	10
#15) Safe Streets	1	2	3	4	5	6	7	8	9	10
#16) Preservation	1	2	3	4	5	6	7	8	9	10

HEALTHY NEIGHBORHOODS POLL

Circle the number that most describes how important the issue is to the health of your neighborhood. 1 = not important 10 = very important

#1) Parking	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
#2) Public Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
#3) Walk to School	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
#4) Playgrounds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
#5) Bike Friendly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
#6) Walk to Parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
#7) Commerce	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
#8) Friendly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
#9) Clean	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
#10) Jobs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
#11) Clean Air	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
#12) Local Events	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
#13) Food Choices	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
#14) Choose to Stay	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
#15) Safe Streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
#16) Preservation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

HEALTHY NEIGHBORHOODS POLL

Circle the number that most describes how important the issue is to the health of your neighborhood. 1 = not important 10 = very important

#1) Parking 1 2 3 4 5 6 7 8 9 10

#2) Public Transit 1 2 3 4 5 6 7 8 9 10

#3) Walk to School 1 2 3 4 5 6 7 8 9 10

#4) Playgrounds 1 2 3 4 5 6 7 8 9 10

#5) Bike Friendly 1 2 3 4 5 6 7 8 9 10

#6) Walk to Parks 1 2 3 4 5 6 7 8 9 10

#7) Commerce 1 2 3 4 5 6 7 8 9 10

#8) Friendly 1 2 3 4 5 6 7 8 9 10

#9) Clean 1 2 3 4 5 6 7 8 9 10

#10) Jobs 1 2 3 4 5 6 7 8 9 10

#11) Clean Air 1 2 3 4 5 6 7 8 9 10

#12) Local Events 1 2 3 4 5 6 7 8 9 10

#13) Food Choices 1 2 3 4 5 6 7 8 9 10

#14) Choose to Stay 1 2 3 4 5 6 7 8 9 10

#15) Safe Streets 1 2 3 4 5 6 7 8 9 10

#16) Preservation 1 2 3 4 5 6 7 8 9 10

HEALTHY NEIGHBORHOODS POLL

Circle the number that most describes how important the issue is to the health of your neighborhood. 1 = not important 10 = very important

#1) Parking	1	2	3	4	5	6	7	8	9	10
#2) Public Transit	1	2	3	4	5	6	7	8	9	10
#3) Walk to School	1	2	3	4	5	6	7	8	9	10
#4) Playgrounds	1	2	3	4	5	6	7	8	9	10
#5) Bike Friendly	1	2	3	4	5	6	7	8	9	10
#6) Walk to Parks	1	2	3	4	5	6	7	8	9	10
#7) Commerce	1	2	3	4	5	6	7	8	9	10
#8) Friendly	1	2	3	4	5	6	7	8	9	10
#9) Clean	1	2	3	4	5	6	7	8	9	10
#10) Jobs	1	2	3	4	5	6	7	8	9	10
#11) Clean Air	1	2	3	4	5	6	7	8	9	10
#12) Local Events	1	2	3	4	5	6	7	8	9	10
#13) Food Choices	1	2	3	4	5	6	7	8	9	10
#14) Choose to Stay	1	2	3	4	5	6	7	8	9	10
#15) Safe Streets	1	2	3	4	5	6	7	8	9	10
#16) Preservation	1	2	3	4	5	6	7	8	9	10

HEALTHY NEIGHBORHOODS POLL

Circle the number that most describes how important the issue is to the health of your neighborhood. 1 = not important 10 = very important

#1) Parking	1	2	3	4	5	6	7	8	9	10
#2) Public Transit	1	2	3	4	5	6	7	8	9	10
#3) Walk to School	1	2	3	4	5	6	7	8	9	10
#4) Playgrounds	1	2	3	4	5	6	7	8	9	10
#5) Bike Friendly	1	2	3	4	5	6	7	8	9	10
#6) Walk to Parks	1	2	3	4	5	6	7	8	9	10
#7) Commerce	1	2	3	4	5	6	7	8	9	10
#8) Friendly	1	2	3	4	5	6	7	8	9	10
#9) Clean	1	2	3	4	5	6	7	8	9	10
#10) Jobs	1	2	3	4	5	6	7	8	9	10
#11) Clean Air	1	2	3	4	5	6	7	8	9	10
#12) Local Events	1	2	3	4	5	6	7	8	9	10
#13) Food Choices	1	2	3	4	5	6	7	8	9	10
#14) Choose to Stay	1	2	3	4	5	6	7	8	9	10
#15) Safe Streets	1	2	3	4	5	6	7	8	9	10
#16) Preservation	1	2	3	4	5	6	7	8	9	10

17) Missing here is a healthy mix of people / diversity / intergenerational
 * SOCIAL HEALTH *

HEALTHY NEIGHBORHOODS POLL

Circle the number that most describes how important the issue is to the health of your neighborhood. 1 = not important. 10 = very important

#1) Parking	1	2	3	4	5	6	7	8	9	10
#2) Public Transit	1	2	3	4	5	6	7	8	9	10
#3) Walk to School	1	2	3	4	5	6	7	8	9	10
#4) Playgrounds	1	2	3	4	5	6	7	8	9	10
#5) Bike Friendly	1	2	3	4	5	6	7	8	9	10
#6) Walk to Parks	1	2	3	4	5	6	7	8	9	10
#7) Commerce	1	2	3	4	5	6	7	8	9	10
#8) Friendly	1	2	3	4	5	6	7	8	9	10
#9) Clean	1	2	3	4	5	6	7	8	9	10
#10) Jobs	1	2	3	4	5	6	7	8	9	10
#11) Clean Air	1	2	3	4	5	6	7	8	9	10
#12) Local Events	1	2	3	4	5	6	7	8	9	10
#13) Food Choices	1	2	3	4	5	6	7	8	9	10
#14) Choose to Stay	1	2	3	4	5	6	7	8	9	10
#15) Safe Streets	1	2	3	4	5	6	7	8	9	10
#16) Preservation	1	2	3	4	5	6	7	8	9	10

HEALTHY NEIGHBORHOODS POLL

Circle the number that most describes how important the issue is to the health of your neighborhood. 1 = not important 10 = very important

#1) Parking	1	2	3	4	5	6	7	8	9	10
#2) Public Transit	1	2	3	4	5	6	7	8	9	10
#3) Walk to School	1	2	3	4	5	6	7	8	9	10
#4) Playgrounds	1	2	3	4	5	6	7	8	9	10
#5) Bike Friendly	1	2	3	4	5	6	7	8	9	10
#6) Walk to Parks	1	2	3	4	5	6	7	8	9	10
#7) Commerce	1	2	3	4	5	6	7	8	9	10
#8) Friendly	1	2	3	4	5	6	7	8	9	10
#9) Clean	1	2	3	4	5	6	7	8	9	10
#10) Jobs	1	2	3	4	5	6	7	8	9	10
#11) Clean Air	1	2	3	4	5	6	7	8	9	10
#12) Local Events	1	2	3	4	5	6	7	8	9	10
#13) Food Choices	1	2	3	4	5	6	7	8	9	10
#14) Choose to Stay	1	2	3	4	5	6	7	8	9	10
#15) Safe Streets	1	2	3	4	5	6	7	8	9	10
#16) Preservation	1	2	3	4	5	6	7	8	9	10

HEALTHY NEIGHBORHOODS POLL

Circle the number that most describes how important the issue is to the health of your neighborhood. 1 = not important 10 = very important

#1) Parking	1	2	3	4	5	6	7	8	9	10
#2) Public Transit	1	2	3	4	5	6	7	8	9	10
#3) Walk to School	1	2	3	4	5	6	7	8	9	10
#4) Playgrounds	1	2	3	4	5	6	7	8	9	10
#5) Bike Friendly	1	2	3	4	5	6	7	8	9	10
#6) Walk to Parks	1	2	3	4	5	6	7	8	9	10
#7) Commerce	1	2	3	4	5	6	7	8	9	10
#8) Friendly	1	2	3	4	5	6	7	8	9	10
#9) Clean	1	2	3	4	5	6	7	8	9	10
#10) Jobs	1	2	3	4	5	6	7	8	9	10
#11) Clean Air	1	2	3	4	5	6	7	8	9	10
#12) Local Events	1	2	3	4	5	6	7	8	9	10
#13) Food Choices	1	2	3	4	5	6	7	8	9	10
#14) Choose to Stay	1	2	3	4	5	6	7	8	9	10
#15) Safe Streets	1	2	3	4	5	6	7	8	9	10
#16) Preservation	1	2	3	4	5	6	7	8	9	10

HEALTHY NEIGHBORHOODS POLL

Circle the number that most describes how important the issue is to the health of your neighborhood. 1 = not important 10 = very important

#1) Parking	1	2	3	4	5	6	7	8	9	10
#2) Public Transit	1	2	3	4	5	6	7	8	9	10
#3) Walk to School	1	2	3	4	5	6	7	8	9	10
#4) Playgrounds	1	2	3	4	5	6	7	8	9	10
#5) Bike Friendly	1	2	3	4	5	6	7	8	9	10
#6) Walk to Parks	1	2	3	4	5	6	7	8	9	10
#7) Commerce	1	2	3	4	5	6	7	8	9	10
#8) Friendly	1	2	3	4	5	6	7	8	9	10
#9) Clean	1	2	3	4	5	6	7	8	9	10
#10) Jobs	1	2	3	4	5	6	7	8	9	10
#11) Clean Air	1	2	3	4	5	6	7	8	9	10
#12) Local Events	1	2	3	4	5	6	7	8	9	10
#13) Food Choices	1	2	3	4	5	6	7	8	9	10
#14) Choose to Stay	1	2	3	4	5	6	7	8	9	10
#15) Safe Streets	1	2	3	4	5	6	7	8	9	10
#16) Preservation	1	2	3	4	5	6	7	8	9	10

HEALTHY NEIGHBORHOODS POLL

Circle the number that most describes how important the issue is to the health of your neighborhood. 1 = not important 10 = very important

#1) Parking	1	2	3	4	5	6	7	8	9	10
#2) Public Transit	1	2	3	4	5	6	7	8	9	10
#3) Walk to School	1	2	3	4	5	6	7	8	9	10
#4) Playgrounds	1	2	3	4	5	6	7	8	9	10
#5) Bike Friendly	1	2	3	4	5	6	7	8	9	10
#6) Walk to Parks	1	2	3	4	5	6	7	8	9	10
#7) Commerce	1	2	3	4	5	6	7	8	9	10
#8) Friendly	1	2	3	4	5	6	7	8	9	10
#9) Clean	1	2	3	4	5	6	7	8	9	10
#10) Jobs	1	2	3	4	5	6	7	8	9	10
#11) Clean Air	1	2	3	4	5	6	7	8	9	10
#12) Local Events	1	2	3	4	5	6	7	8	9	10
#13) Food Choices	1	2	3	4	5	6	7	8	9	10
#14) Choose to Stay	1	2	3	4	5	6	7	8	9	10
#15) Safe Streets	1	2	3	4	5	6	7	8	9	10
#16) Preservation	1	2	3	4	5	6	7	8	9	10

Parking	4	1	5	3	3	8	6	7	5	2	4	8	3	6	7	72
Public Transit	4	10	10	10	10	8	8	9	10	10	10	10	10	10	10	139
Walk to School	6	10	8	3	3	7	4	8	10	10	10	10	10	7	6	112
Playgrounds	7	10	9	3	4	5	7	8	10	10	10	10	10	10	7	120
Bike friendly	7	10	8	10	4	6	6	9	10	10	10	10	10	10	7	127
Walk to parks	8	10	10	7	10	8	8	8	10	10	10	10	10	10	10	139
Commerce	8	8	10	6	10	10	9	9	5		10	10	10	9	7	121
Social friendly	8	9	7	4	10	6	10	10	10	1	10	10	10	10	9	124
Clean	9	10	7	7	10	3	10	9	10	1	10	10	10	10	9	125
Jobs	8	9	10	6	8	6	10	8	9	10	10	6	10	7	6	123
Clean Air	8	10	8	8	9	5	8	9	10	10	10	9	10	9	7	130
Local events	7	8	6	9	7	5	6	8	9	10	9	7	10	10	6	117
Food choice	6	9	8	9	8	8	6	8	5	10	9	10	10	8	7	121
Would choose to stay		8	9	6	8	7	9	9	10	10	10	10	10	6	9	121
Safe streets	8	7	10	5	10	2	10	9	10	10	10	10	10	10	9	130
Preservation	6	6	8	8	8	7	9	8	10	10	10	10	10	8	9	127
Diversity of people										10						

Appendix B-4: Watershed Walks

Watershed Walks

Introduction

Watershed walks provide an opportunity to engage community in an exploration of real world conditions as they relate to specific issues. In the many planning processes that have involved the Delaware Direct communities and neighbors, issues related to connectivity – particularly the links from neighborhoods to the riverfront have been a priority concern. Reflecting the importance of this issue, watershed walks were focused on this issue.

Two opportunities to experience first-hand the realities of the highly urbanized Delaware Direct watershed were offered as part of the RCP process. The first, as a prelude to the July 31, 2008 Focus/Workshop on transportation, invited participants to use a provided transit and trail map to travel to Penn Treaty Park using an alternate mode of transit. Participants were eager to share their experiences and 35 participants submitted travel data. Many found their way for the first time to historic Penn Treaty Park, and 100% agreed that it was worth the effort.

A second watershed experience was hosted as part of the first annual Shad Festival, a celebration designed to emphasize the importance of the river as a fishery – both historically and as a goal for the future. Participants were recruited from festival attendees and invited to join three different guided tours of the neighborhood around Penn Treaty Park. Each walk was hosted by a representative from the Central Delaware Advocacy Group (consisting of the Pennsylvania Horticultural Society, Penn Praxis, and the North Delaware River Corp.). One group walked south along Delaware Avenue to gain a first-hand pedestrian while visualizing future development opportunities. The second tour walked north to consider the future development of greenways, buffers and future riverfront trails. The third group walked west on Columbia Street to learn about the potential for green and complete streets that would connect neighborhoods to the riverfront.

Watershed Walk #1: July 31, 2008

Location: From multiple destinations to Penn Treaty Park

Attendees: Estimated 40 participants.

The first watershed walk took a slightly unorthodox approach, inviting participants to make their way to Penn Treaty Park on the Delaware riverfront by an alternate method of transport. For most participants, this meant finding their way to Penn Treaty Park using something other than an automobile. All attendees to the July 2008 focus group were provided with a specially created transit map to make options easier to find. Participants



completed a user survey upon arrival at the park.

Participants gave high praise to the map, and suggested that many riverfront destinations could benefit from something similar. Ideally, a riverfront map could be updated and available on the web. As for the travel experience, there was universal agreement that Delaware Avenue was anything but a user-friendly environment. Pedestrians and bicyclists found the speed and volume of traffic daunting. For those seeking to travel from the south or north on Delaware Ave. by bus, finding the right bus stop was another big challenge. The most pleasant trip was had by those walking to the park (aided no doubt by the sunny and breezy summer weather). Most of these travelers had local trips, but several walked for at least a portion of a longer journey. For many the park itself was a revelation – about half the attendees had never been to this six-acre public park, but all found it to be well worth the trip. Anecdotally, and reiterated later in the workshop discussion, many noted that access to Penn Treaty Park must come from Delaware Avenue, and that access can be both improved and expanded.

Watershed Walk #2: April 25, 2009

Location: From Penn Treaty Park through near neighborhoods of Fishtown

Attendees: Estimated 200 participants.

Participants were recruited from festival attendees and invited to join three different guided tours of the neighborhood around Penn Treaty Park. Each walk was hosted by a representative from the Central Delaware Advocacy Group (Pennsylvania Horticultural Society, Penn Praxis and the North Delaware River Corp.). One group walked south along Delaware Avenue to experience first-hand the pedestrian experience and imagine a different future. The second tour walked north to consider the greenways, buffers and future riverfront trails. The third group walked west on Columbia Street to learn about the potential for green and complete streets to connect neighborhoods to the riverfront.

Getting to Penn Treaty Park



CAHILL ASSOCIATES
Environmental Engineers,
Scientists, & Planners
www.thcahill.com

←
Connections West via
15 - Girard Avenue Trolley:
Broad Street Subway (Broad
and Girard) and West
Philadelphia

Trolley Route

15 - any Girard Ave stop to
Girard and Columbia

Bus Routes

From North:
25 - Frankford Ave to
Delaware and Laurel
5 - Frankford Transportation
Center to Girard Station

From South:
43 - Spring Garden Station to
Beach & Columbia
25 - Spring Garden
Station or Columbus Blvd to
Delaware and Laurel
5 - Penn's Landing to Girard

↓
Regional Rail:
PATCO (8th & Mkt),
Market East Station
(11th & Mkt), 30th St
Station (30th & Mkt),
via Market Frankford El

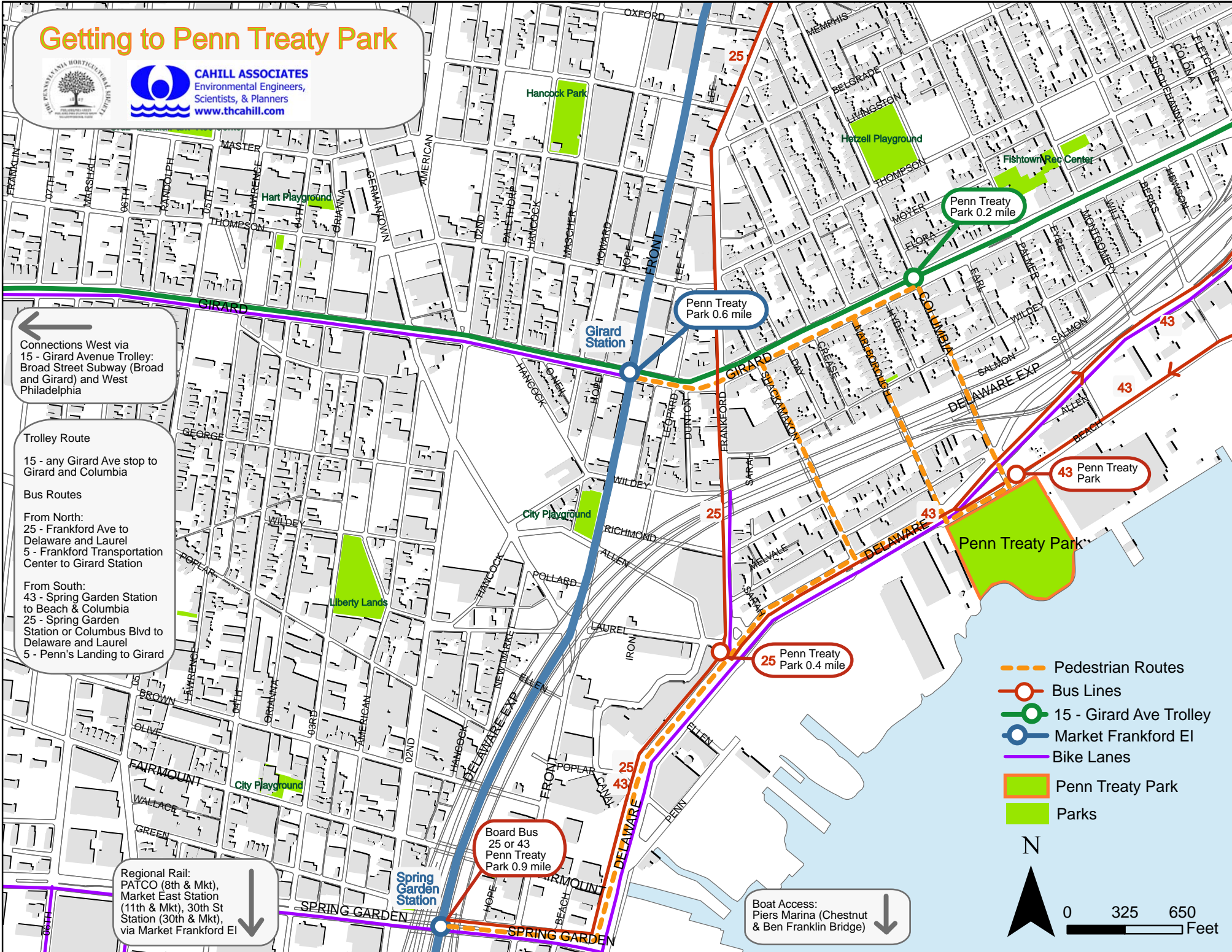
Board Bus
25 or 43
Penn Treaty
Park 0.9 mile

Boat Access:
Piers Marina (Chestnut
& Ben Franklin Bridge)

- Pedestrian Routes
- Bus Lines
- 15 - Girard Ave Trolley
- Market Frankford El
- Bike Lanes
- Penn Treaty Park
- Parks

N

0 325 650
Feet



**Appendix C:
CERCLIS Sites in the
Delaware Direct Watershed**

CERCLIS Sites Located within the Delaware Direct Watershed		
EPA ID	Site Name	NPL Status
PASFN0305549	FRANKLIN SLAG PILE (MDC)	Currently on the Final NPL
PAD046557096	METAL BANKS	Currently on the Final NPL
PAD981939200	PUBLICKER INDUSTRIES INC	Deleted from the Final NPL
PAD048613368	2314 N AMERICAN ST	Not on the NPL
PAN000305658	2514 ORTHODOX ST SITE	Not on the NPL
PA0000569202	3200 N 22ND ST	Not on the NPL
PAN000306647	7327 STATE ROAD ELECTROPLATING	Not on the NPL
PA0000103812	ABANDONED DRUM USCG MSO PHILADELPHIA	Not on the NPL
PAD987387669	ABBOTT PLATING COMPANY	Not on the NPL
PAN000305882	ABSCO SCRAP YARD	Not on the NPL
PAD014624654	ACE SERVICE CORP	Not on the NPL
PAD982363863	ADELPHIA STEEL	Not on the NPL
PAD987277829	AERNAL WAREHOUSE	Not on the NPL
PASFN0305512	ALLEGHENY TRAIN E R	Not on the NPL
PAN000306701	AMERICAN ALLOYS CO	Not on the NPL
PAD981939267	AMERICAN ST TANNERY	Not on the NPL
PAD980539563	ANZON INC	Not on the NPL
PA0001096189	APCO DRUM RECYCLING COMPANY	Not on the NPL
PA0001312784	ARSENAL BUSINESS CENTER	Not on the NPL
PAD980552251	ASHLAND CHEMICAL COMPANY	Not on the NPL
PAN000306199	ATLANTIC METALS CORPORATION	Not on the NPL
PAD087094561	AUTO SHOW COLLISION CENTER	Not on the NPL
PAD980692750	B & P MOTOR EXPRESS PHILA TERMINAL	Not on the NPL
PAD987323441	BATH & KINGSTON DRUM DUMP	Not on the NPL
PAD002282713	BECK ENGRAVING COMPANY THE	Not on the NPL
PA0000569244	BOYLE GALVANIZING	Not on the NPL
PAD987327152	BRIDGE ST CHEMICAL SPILL	Not on the NPL
PASFN0305517	BROWN ST PCB SITE	Not on the NPL
PAN000306202	CAR-MOR METAL COMPANY	Not on the NPL
PAD980539688	CASSAR EDWARD H	Not on the NPL
PASFN0305417	CIONE PARK	Not on the NPL

PAD987390523	COLEMAN COMPANY	Not on the NPL
PA0001186907	COLFAX INC	Not on the NPL
PAD987388568	CONTAINER RECYCLER INC	Not on the NPL
PAN000305980	CSX DIESEL FUMES SITE	Not on the NPL
PAD987277225	DELAWARE RIVER DRUM REMOVAL	Not on the NPL
PAD987390036	DEPT OF STS PIER LEAK	Not on the NPL
PAD054733597	DODGE FOUNDRY CO	Not on the NPL
PAD987366499	DRUM LOCATION 1-13-92	Not on the NPL
PAD002277655	DWORKIN ELECTROPLATERS INC	Not on the NPL
PAD987271194	E Z CHEMICAL	Not on the NPL
PAD981035660	E CUMBERLAND ST SITE	Not on the NPL
PA0002269678	EAST ALBERT ST	Not on the NPL
PAN000306582	ELECTRIC STORAGE BATTERY SITE	Not on the NPL
PAD987394921	ELLEN KNUITSEN CUMENE SPILL	Not on the NPL
PAD002268944	FALKENSTEIN ELECTROPLATING	Not on the NPL
PA0001745827	FLOAT DRUM, DELA RIVER/PA FISH BOAT COM	Not on the NPL
PA0002392892	FLOATING DRUM EMERGENCY RESPONSE	Not on the NPL
PAD077078210	FRANKFORD ARSENAL	Not on the NPL
PASFN0305581	FRANKFORD ARSENAL BUILDING 108	Not on the NPL
PAD002280725	FRANKLIN SMELTING	Not on the NPL
PAD987280138	FRONT ST WAREHOUSE	Not on the NPL
PAD987279726	GATX TERMINALS CORP	Not on the NPL
PAD981044894	GENERAL ELECTRIC CO	Not on the NPL
PAN000306637	GENERAL SMELTING COMPANY	Not on the NPL
PAN000306579	GIRARD SMELTING COMPANY	Not on the NPL
PAD987311883	GORDON/DAVIS LAUNDRY ER	Not on the NPL
PA0001017144	GRANT CHEMICAL SITE	Not on the NPL
PAD002269090	GRYPHIN PAINT SITE	Not on the NPL
PAD987283520	HENSHELL CORPORATION	Not on the NPL
PAD070283023	IMPERIAL METAL & CHEMICAL CO	Not on the NPL
PAD980832547	INDEPENDENT WIRING	Not on the NPL
PASFN0305399	INTERNATIONAL CHEMICAL CORP	Not on the NPL
PA0001090315	JO ELM CUMENE SPILL	Not on the NPL

2010

PAN000306638	JOHN T LEWIS & BROS	Not on the NPL
PAD000432542	KERR-MC GEE CHEMICAL	Not on the NPL
PAD982364416	KOMAK/ONTARIO ST	Not on the NPL
PAD987347549	LAUREL PRODUCTS	Not on the NPL
PAN000306653	LEFEVRE ST CONTAINER	Not on the NPL
PAD987312428	MAGGIO CHEESE COMPANY	Not on the NPL
PAD987279833	MARINE SAFETY OFFICE-PHILA (USCG)	Not on the NPL
PAD980538672	MARTIN MARIETTA CORP PHILADELPHIA	Not on the NPL
PAD981034317	MASTER MANUFACTURING CO	Not on the NPL
PAD002277077	MC CLOSKY VARNISH CO	Not on the NPL
PAD981106099	MCDONNELL DOUGLAS PESTICIDE	Not on the NPL
PAD002279008	MCFADDEN, LAWRENCE CO	Not on the NPL
PAD987322534	MERIT PRODUCTS SITE	Not on the NPL
PA0002195295	MET THEATER PCB SITE	Not on the NPL
PAD981737166	METAL BANK OF AMERICA	Not on the NPL
PAN000306198	MINK SMELTING AND REFINING WORKS	Not on the NPL
PASFN0305427	MSO E R USCG MSO PHILADELPHIA	Not on the NPL
PA0000283713	MSO PHILA TWO DRUM EMERGENCY RESPONSE	Not on the NPL
PAD002289619	NATIONAL CHEMICAL INSPECTION	Not on the NPL
PA5170090018	NAVAL AVIATION SUPPLY OFFICE (ASO)	Not on the NPL
PAD980539381	NL IND INC TATHAM BROTHERS	Not on the NPL
PAD980539746	NL IND INC THOMAS SPARKS CO	Not on the NPL
PAD980538557	NL IND INC WESTERN WHITE LEAD	Not on the NPL
PAD981740046	NOROC ENTERPRISES	Not on the NPL
PAN000306696	NORTH AMERICAN LEAD SMELTING	Not on the NPL
PAN000306654	P E RECYCLING	Not on the NPL
PAD067399378	PATHAN CHEMICAL SITE	Not on the NPL
PAD987366846	PECO UNDERGROUND LINE	Not on the NPL
PAN000305885	PENN GALVANIZING	Not on the NPL
PAD987358611	PENN PETROLEUM COMPANY	Not on the NPL
PAN000305681	PENNSYLVANIA ENGINEERING HOWARD ST	Not on the NPL
PA0002371276	PHILA MSO 9-29 E R	Not on the NPL
PA0001407113	PHILA ST DEPT YARD	Not on the NPL

Source: United States Environmental Protection Agency, Region 3,

PAD980539324	PHILA CITY DUMP	Not on the NPL
PA0001401538	PHILADELPHIA EXTRACT COMPANY	Not on the NPL
PAD987339728	PHILADELPHIA MSO DRUM SITE - 12/30/96	Not on the NPL
PAD987332830	PIER 12 GASOLINE SPILL	Not on the NPL
PAD987327129	PINE OIL	Not on the NPL
PAD987389632	PUBLIC STORAGE	Not on the NPL
PAD987277498	PUROLITE CHEMICAL	Not on the NPL
PAD980832117	QUALITY CONTAINER CORPORATION SITE	Not on the NPL
PAD001739986	QUICKWAY INC	Not on the NPL
PA0001407899	RANDOLPH ST DRUM ER	Not on the NPL
PAD987399185	READING TERMINAL	Not on the NPL
PA0002373108	RED PHOSPHOROUS FIRE AT JUNKYARD	Not on the NPL
PA0000321208	REFRIGERATED ENTERPRISES	Not on the NPL
PAD980539621	REMINGTON RAND UNIVAC	Not on the NPL
PAD002310043	RICCIARDI & SONS CO INC AL	Not on the NPL
PA0000569145	RICHMOND ST RESPONSE	Not on the NPL
PAD980829758	RICHMOND ST SITE	Not on the NPL
PAD980707038	RICHMOND TOWN GAS	Not on the NPL
PAD077883346	ROHM & HAAS - PHILA PLT	Not on the NPL
PAD980829741	ROXBOROUGH CINDER	Not on the NPL
PAD982364234	SABLE DIAMONDS/US METAL & COINS	Not on the NPL
PAD987366507	SANSOM ST JEWELRY FIRE	Not on the NPL
PAD987353596	SANTIAGO JUNK YARD	Not on the NPL
PAN000306593	SCHISLER RECREATION CENTER	Not on the NPL
PAD000000190	SKF IND INC SPEC BEARING DIV	Not on the NPL
PA0001325877	SOUTH 3RD ST DRUM SITE	Not on the NPL
PAD981103898	SOUTHEAST INCINERATOR	Not on the NPL
PAD987327087	SOVEREIGN OIL SPILL	Not on the NPL
PAD982364283	SPEEDY MUFFLER	Not on the NPL
PAD002279040	STATE ROAD SITE	Not on the NPL
PAD987352564	SUGARHOUSE REALTY, INC	Not on the NPL
PA0001186063	T&T TRANSPORTOR & WAGNER	Not on the NPL
PAD980919179	TACONY CRUCIBLE PROPERTY	Not on the NPL

PA0210000931	TACONY WAREHOUSE	Not on the NPL
PASFN0305480	TALCO METALS	Not on the NPL
PAD002300556	TECHNITROL INC	Not on the NPL
PAD147320824	THE FORGE COMPANY	Not on the NPL
PAD987268646	THOMPSON ST TRAILER SITE	Not on the NPL
PA0000452474	TIOGA MARINE TERMINAL EMERGENCY RESPONSE	Not on the NPL
PA0001405190	TIOGA ST TIRE FIRE	Not on the NPL
PA0001745306	TIOGA TERMINAL ER	Not on the NPL
PAD987348869	TULIP ST	Not on the NPL
PAD087098653	UNITANK TERMINAL SERVICE	Not on the NPL
PAN000306201	UNITED SMELTING AND REFINING COMPANY/LEAD SMELTERS INITIATIVE	Not on the NPL
PASFN0305460	USCG MARINE SAFETY OFFICE - DRUM RESPONSE	Not on the NPL
PA4170022418	USN PHILA NAVAL SHIPYARD	Not on the NPL
PAN000305629	VERDICT CHEMICAL SITE	Not on the NPL
PAN000305657	WALTER WAREHOUSE SITE	Not on the NPL
PAN000305935	WASHINGTON COMPRESSED STEEL	Not on the NPL
PA0000939801	WEST GLENWOOD ST E R	Not on the NPL
PA0000068247	WESTMORELAND RAILYARDS DUMP	Not on the NPL
PAN000305638	YORK METAL FINISHING	Not on the NPL