



SUMMARY REPORT: STAKEHOLDER REVIEW OF THREE VISION ALTERNATIVES

August 24, 2015

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1.0 INTRODUCTION

Launched in the summer of 2014, the Philadelphia 30th Street Station District Plan is a long range joint master planning effort led by Amtrak, Brandywine Realty Trust, Drexel University, the Southeastern Pennsylvania Transportation Authority, and the Pennsylvania Department of Transportation (“Principals”) to develop a comprehensive vision for the future of the 30th Street Station District in the year 2040. The Principals are joined by a coalition of adjacent property owners, governmental entities and departments and non-profit entities serving on project committees to provide guidance and direction for the District Plan.

Over the last year of the project, the Planning Team (SOM in association with Parsons Brinckerhoff, HR&A Advisors, and OLIN) has focused on analyzing the existing conditions in the District and collecting stakeholder feedback to assist them in the creation of three distinct vision alternatives. Now approximately halfway through the planning process, the Planning Team developed and publicly presented three alternative visions which demonstrated the breadth of discrete design elements available for inclusion in a final, preferred vision for the 30th Street Station District Plan. These three alternatives were evaluated in a committee workshop with District Plan committee members, at a peer review with industry experts, and at a public open house followed by an online survey.

Feedback from these review processes will shape the development of the final preferred alternative. The stakeholders responded most positively to two alternatives: CBD2 and Schuylkill Crossing. Their responses suggest that a preferred alternative should be a hybrid mainly of the best design components from CBD2 and Schuylkill Crossing.

This report summarizes the stakeholder review process and feedback. The following sections will introduce the three initial vision alternatives, explain the distinct stakeholder review events, summarize the feedback for each alternative, and describe which most successful design components should be included in a preferred vision.



June 5, 2015 - Committee Workshop

Credit: The Planning Team



June 10, 2015 - Peer Review

Credit: Drexel University

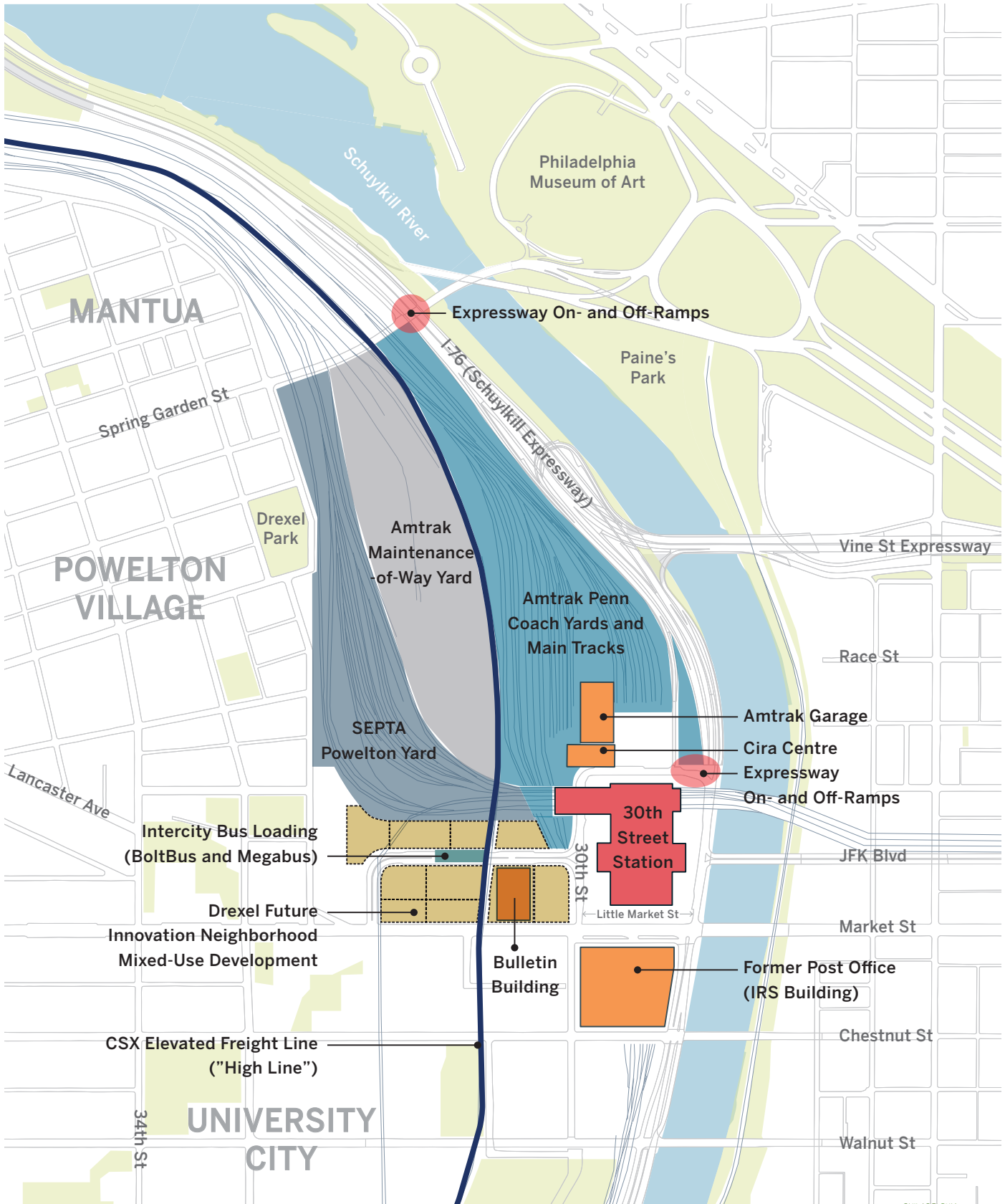


June 17, 2015 - Public Open House

Credit: Amtrak

EXISTING CONDITIONS MAP

Key features of the District are illustrated on the following existing conditions map to serve as a cross-reference to features and terms used throughout this report.



2.0 THREE VISION ALTERNATIVES

The Planning Team developed three initial District Plan alternatives using extensive stakeholder input, including a committee workshop on goal-setting in December 2014 and a public open house in January 2015 (see Appendix C for a summary of comments from the first public open house).

The three alternatives comprise different design elements which can be considered individually for inclusion in a final preferred alternative. The Planning Team purposefully designed the alternatives to approach development, station expansion, circulation and connections, and open space from distinct perspectives to elicit divergent feedback on the negative and positive aspects of each. This design strategy should facilitate identifying the most-popular as well as the least-liked elements of each alternative.

Each of the three alternatives embraces a unique identity:

- **Central Business District 2 (CBD2):** A dynamic new Central Business District as an expansion of University City and Center City
- **Schuylkill Crossing:** A new urban neighborhood, an excellent setting for residential development
- **Innovation City:** Continued growth of the Innovation Neighborhood over the rail yards for R&D, incubator space, high-tech firms and other innovative uses

The alternatives' different approaches to development, station expansion, circulation and connections, and open space are described in the following overviews.

COMMON CIRCULATION FEATURES

While the three alternatives differ in how they address open space, development, and station expansion, there are a few proposed circulation changes that are common to all schemes. These are:

- **A** Bi-directional traffic around station perimeter
- **B** Protected bike lanes on Market Street and others; larger network to be determined
- **C** Extend 31st Street between Market and Chestnut
- **D** Extend JFK Boulevard to 32nd Street
- **E** New north-south connections to Spring Garden Street and I-76 ramps



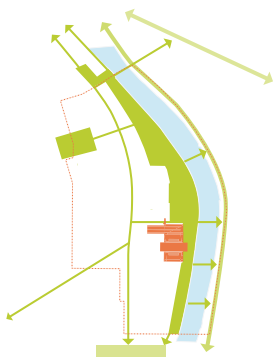
Illustrative background map is alternative CBD2

2.1 CBD2 Overview

This alternative proposes a dynamic new central business district (CBD) as an expansion of University City and Center City, two of the most successful and attractive economic centers on the Northeast Corridor. It provides a flexible framework of blocks and lots suitable for a variety of uses that can respond to demands for commercial office, residential, hotel, or other uses which will change over time.

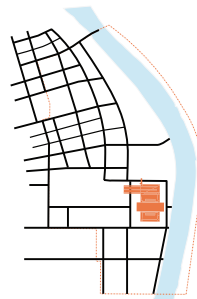
Key District Features

- ① Seamless street extensions from surrounding neighborhoods into the rail yard development
- ② Expanded Drexel Park with dramatic views of Center City
- ③ Second “Central Business District” with office and mixed-use buildings over the rail yards
- ④ Riverfront park – the Schuylkill Bluffs stretching from Walnut Street north past Spring Garden Street as a cap over I-76
- ⑤ New bridge to Center City connecting to Philadelphia’s existing CBD at Winter Street
- ⑥ New station concourse and plaza anchoring development north of Arch Street
- ⑦ Grand riverfront plaza to mark 30th Street Station’s formal front door
- ⑧ Innovation-focused, mixed-use development anchored by a new square and JFK Boulevard, right outside of 30th Street Station’s west entrance



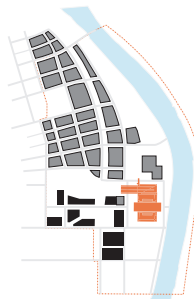
OPEN SPACE NETWORK
Riverfront Focus

±30 Acres of New Open Space



CIRCULATION + CONNECTIONS
Extension of City Grid

New Vehicular and Pedestrian
Bridges to Center City



DEVELOPMENT
Urban Business District

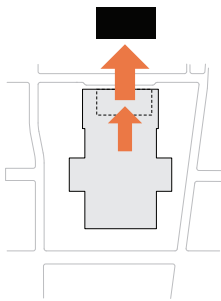
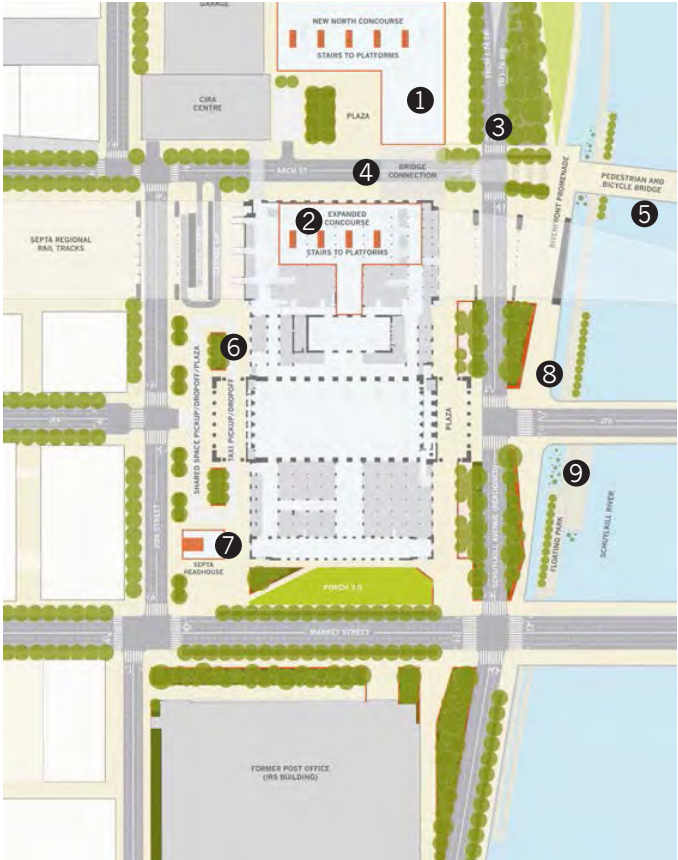
±15-20 Million GSF

Key Connectivity Features

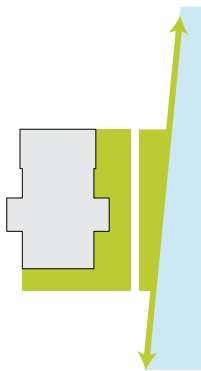
- Extension of neighborhood street grid into the rail yards
- New vehicular bridge connection from Race Street to Winter/Vine Streets
- Realignment of I-76 on- and off-ramps and new signalized entrance
- Straighten alignment of Schuylkill Avenue
- New pedestrian and bicycle bridge at Arch Street

Key Station Features

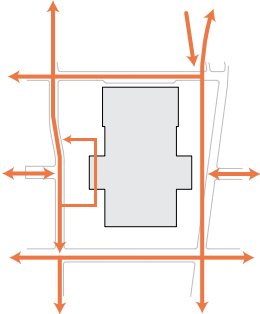
- 1 New north concourse bridging from the station across Arch Street, providing access to Amtrak trains, and anchoring future office development
- 2 Expanded concourse repurposing the valet parking area as a passenger waiting space, with access down to Amtrak and up to SEPTA Regional Rail
- 3 Relocated I-76 on- and off-ramps simplifying the intersection at Schuylkill Avenue, increasing throughput to the highway, and creating additional space for riverfront public space
- 4 Two-way traffic around the station to provide better access to the station and surrounding neighborhoods
- 5 New pedestrian and bicycle bridge connecting across the river at Arch Street
- 6 Reconfigured taxi and drop-off areas on the west side of the station
- 7 Relocated SEPTA headhouse on the east side of 30th Street, providing direct access from trolleys and Market-Frankford Line to the station plaza
- 8 Grand riverfront plaza to mark 30th Street Station's formal front door
- 9 Floating river park on platforms extending over the water



STATION EXPANSION
Biased North



OPEN SPACE
East Riverfront Plaza



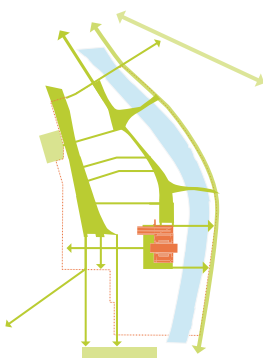
CIRCULATION
Drop-Offs at West

2.2 Schuylkill Crossing Overview

This alternative proposes the creation of a new urban neighborhood. It provides an excellent setting for residential development with great open space, walkability to University City, and regional transit access. To do so, it relies on two great linear parks covering major portions of the rail yards.

Key District Features

- 1 New pedestrian bridges create a web of park spaces to connect to the Art Museum and augment Fairmount Park
- 2 New residential, mixed-use neighborhoods above Amtrak's rail yards
- 3 Linear recreational park bridging over SEPTA's rail yards and creating a unique neighborhood amenity
- 4 Dramatic overlook park spanning the Northeast Corridor and providing views of the river and Center City
- 5 Permanent intercity bus facility with direct access to I-76 and 30th Street Station
- 6 Dynamic terraced connections from the new green corridor down into the existing city
- 7 Campus neighborhood that weaves green corridors between Market Street and an enhanced JFK Boulevard
- 8 Western station plaza creates a new civic space between 30th Street Station and the neighborhood



OPEN SPACE NETWORK
Web of Linear Parks

±25 Acres of New Open Space



CIRCULATION + CONNECTIONS
Key Neighborhood Links

New Pedestrian Bridges
to Center City



DEVELOPMENT
New Neighborhoods

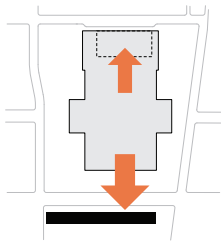
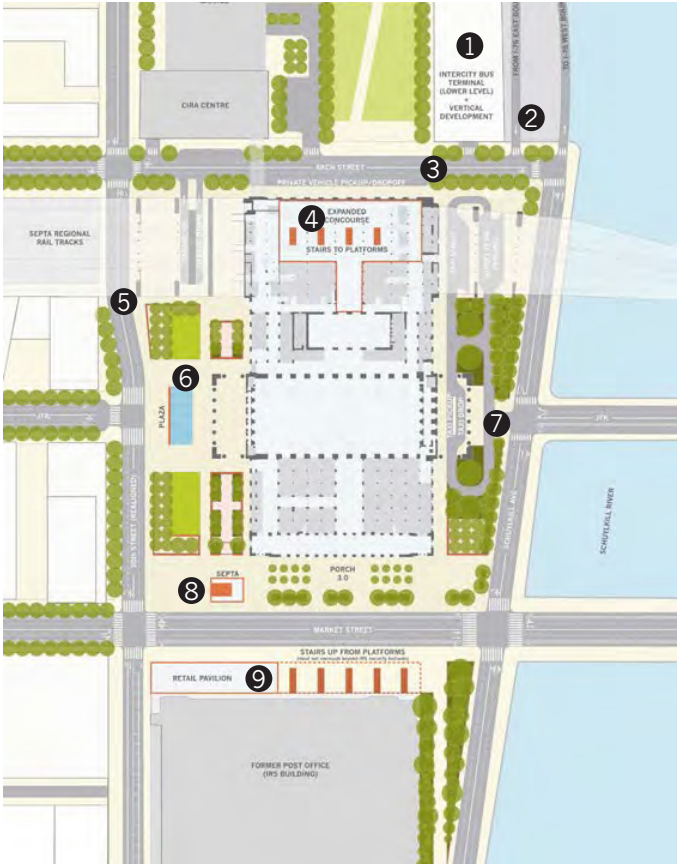
±10-15 Million GSF

Key Connectivity Features

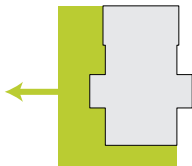
- New westbound off-ramp at Spring Garden Street
- New pedestrian and bicycle bridge connecting to Fairmount Park
- Extension of key neighborhood streets into the rail yards
- Split upper + lower level roadways within the rail yards
- New pedestrian and bicycle bridge at Race Street
- Realignment of I-76 off-ramp
- New intercity bus facility on Arch Street, adjacent to I-76 ramps
- Realignment of 30th Street

Key Station Features

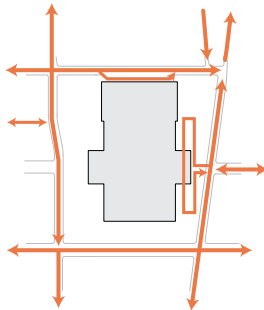
- 1 Permanent intercity bus facility with direct access to I-76 and 30th Street Station
- 2 Relocated I-76 off-ramp provides a larger development parcel adjacent to Cira Centre, with connection directly into 30th Street Station
- 3 Two-way traffic around the station to provide better access to the station and surrounding neighborhoods
- 4 Expanded concourse repurposing the valet parking area as a passenger waiting space, with access down to Amtrak and up to SEPTA Regional Rail
- 5 Re-alignment of 30th Street to expand the public space and provide access into the rail yards
- 6 Western station plaza creates a new civic space between 30th Street Station and the neighborhood
- 7 Reconfigured taxi and drop-off areas remain on the eastern side of the station but are simplified and streamlined
- 8 Relocated SEPTA headhouse on the east side of 30th Street, providing direct access from trolleys and Market-Frankford Line to the station plaza and connecting to a refurbished tunnel
- 9 New south pavilion for emergency exit from Amtrak platforms and new retail space between Market Street and the former Post Office



STATION EXPANSION
North and South



OPEN SPACE
Western Square



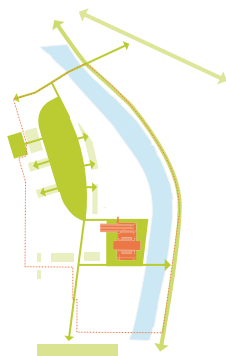
CIRCULATION
Drop-Offs at East

2.3 Innovation City Overview

This alternative anticipates the continued growth of the future Drexel Innovation Neighborhood mixed-use development beyond its current boundaries. It provides clusters of blocks that could be suitable for large-footprint, flexible spaces that are often needed in innovation districts, including research facilities, incubator space, or new headquarters for high-tech firms.

Key District Features

- ① A great green park at the heart of the rail yards, with space for Amtrak maintenance functions below
- ② Expanded Drexel Park providing new recreational and cultural amenities
- ③ Campus clusters extending to the rail yards built on the success of early phases and offering flexible space for major tenant use or large-footprint cultural venues
- ④ Permanent intercity bus facility connected to new office development adjacent to Cira Centre
- ⑤ Skybridge connections to create a place that is interconnected at all scales, with seamless walkability between the rail yards and the Innovation Neighborhood
- ⑥ District focused on innovation with tight-knit clusters of institutional, research, office, and incubator space defined by their unique architecture
- ⑦ The City's "Sixth Square" in a City Hall-style space wrapping around 30th Street Station



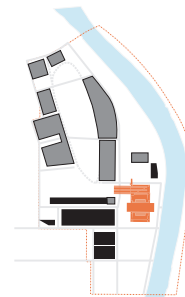
OPEN SPACE NETWORK
Central Green

±35 Acres of New Open Space



CIRCULATION + CONNECTIONS
Upper + Lower Roadways

No Additional Connections
to Center City



DEVELOPMENT
Campus Clusters

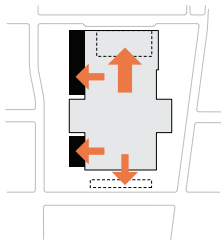
±8-10 Million GSF

Key Connectivity Features

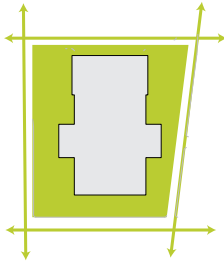
- New westbound off-ramp at Spring Garden Street
- Lower level service roads under deck
- Upper level access roads connect development clusters
- New intercity bus facility on deck north of Arch Street
- Realignment of 30th Street

Key Station Features

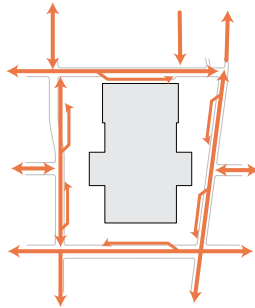
- 1 Permanent intercity bus facility with direct access to I-76 and 30th Street Station
- 2 Two-way traffic around the station to provide better access to the station and surrounding neighborhoods
- 3 Curbside drop-off and pick-up for all modes on all street frontages, opening up the area around the station for pedestrians
- 4 Expanded concourse repurposing the valet parking area as a passenger waiting space, with access down to Amtrak and up to SEPTA Regional Rail
- 5 Re-alignment of 30th Street to expand the public space and provide access into the rail yards
- 6 Station expansion in two glass pavilions that provide access up to SEPTA regional rail and down to the Market-Frankford Line
- 7 The City’s “Sixth Square” in a City Hall-style space wrapping around 30th Street Station
- 8 Major bike station and facility offering storage, rental, and other bicycle amenities
- 9 South emergency exit stairs connecting Amtrak platforms up into an expanded Porch



STATION EXPANSION
Biased West



OPEN SPACE
Four-Sided Square



CIRCULATION
Lay-by Lanes

3.0 STAKEHOLDER REVIEW PROCESS

The three alternatives were submitted to a three-pronged review process: a committee charrette, a peer review, and a public open house with an online survey. The purpose of the stakeholder review process was not to assess the alternatives as whole schemes, but rather to evaluate individual components of the different designs. Highly successful components could be used as a basis for developing a final preferred alternative for a District Plan. Components that the review process identified as lacking value or detail could either be eliminated or be refined further to embrace the District Plan goals.

Committee Charrette

The committee charrette took place on June 5th, 2015, at the headquarters of the Delaware Valley Regional Planning Commission (DVRPC) in Philadelphia. Members of the Coordinating Committee and Technical Committees attended. There were 39 participants representing Amtrak, Brandywine, the City of Philadelphia, Drexel, DVRPC, NJ TRANSIT, the Pennsylvania Department of Transportation (PennDOT), Philadelphia Industrial Development Corporation (PIDC), the Southeastern Pennsylvania Transportation Authority (SEPTA), University City District, and the University of Pennsylvania (UPenn). Following a rotation through three poster sessions where members of the Planning Team introduced the alternatives, the participants engaged in small group discussions



PEER REVIEW, JUNE 2015
Credit: Drexel University

where they evaluated the positive and negative aspects of each alternative according to four categories: development, station expansion, circulation and connections, and open space. A summary of the charrette feedback, as well as a list of participants, can be found in Appendix A.

Peer Review

Shortly after the charrette, the peer review took place on June 10, 2015, at Drexel University. The Principals invited a panel of outside experts to consider and comment on the three alternatives. The peer review experts were Alan Greenberger, Deputy Mayor for Economic Development and Director of Commerce, City of Philadelphia; José Almiñana, Principal, Andropogon; Elisa Picca, Chief Planning Officer, MTA Long Island Rail Road; and Lori Katzman, Vice President – East Side Access/Special Projects, MTA Long Island Rail Road. The panelists answered key questions prepared by the Planning Team and participated in general discussion with the Planning Team, the Principals and each other to identify major issues for consideration, suggest moves which could be early wins to catalyze development, and recommend which design elements to include in the final preferred alternative. The Lindy Institute for Urban Innovation at Drexel University convened the peer review and prepared a summary report, which can be read in Appendix B.



VISIONING CHARRETTE, JUNE 2015
Credit: The Planning Team

Public Open House + Online Survey

The third part of the review process – the public open house – took place on June 17, 2015, at 30th Street Station. Over 200 people attended and participated in a sticky-note exercise where they noted what they liked and did not like about each alternative. The public could also leave comments on comment cards or submit them via email. The open house was followed by a month-long public comment period where anyone could complete an online survey. From the open house and the online survey, nearly 1,400 comments were submitted from close to 400 individuals. A summary of the feedback from the public open house and online survey can be found in Appendix C.



PUBLIC OPEN HOUSE, JUNE 2015
Credit: Amtrak



PUBLIC OPEN HOUSE, JUNE 2015
Credit: Amtrak

4.0 SYNTHESIS OF STAKEHOLDER COMMENTS

Feedback from the review processes are summarized for each alternative in four categories: development, station expansion, circulation and connections, and open space. A summary matrix for each alternative is also included, identifying main comments from the three review processes.

4.1 CBD2 Feedback

CBD2 was the best-received alternative across the stakeholder review process, receiving consistent praise from the committee workshop, the peer review, and the public commenters. The most successful element from this alternative was the standard street grid, followed by appreciation for the significant riverfront park. Respondents' primary concern was the "hole" over the SEPTA tracks which many saw as detrimental to development and placemaking.

MAJOR COMPLIMENTS + CRITICISMS



- ① PRO: Standard street grid
- ② PRO: Waterfront access and promenade
- ③ CON: Hole over SEPTA tracks

Development

While members of the committee workshop and peer review appreciated the development potential outlined in CBD2, participants in the public comment process were skeptical that Philadelphia could sustain a second dense business district. Public commenters also requested more mixed-use development. A common criticism from all three review processes was the "hole" over the SEPTA tracks. Stakeholders in the charrette and experts in the peer review warned this could be a major detriment to development and to the experience of the place.

Station Expansion

The public commenters approved of the new North Station Concourse north of Arch Street in CBD2. They also liked the concept of using the east portico as a station "front door" which faces the river. Members of the committee workshop highlighted the need to include multiple entrances and exits to the SEPTA subway, including direct connections to Drexel's campus. They also suggested caution when making changes to the façade of historic 30th Street Station.

Circulation + Connections

The most-lauded component of the scheme was the extension of a standard street grid across the rail yards. The grid extension creates seamless connections with Powelton Village and Mantua, as well as provides a flexible framework for development to occur. Reviewers also liked the new vehicular bridge across the Schuylkill River. However, public commenters identified the lack of a bus terminal in the District as a problem.

Open Space

The open space scheme presented in CBD2 was also popular. From the committee workshop, peer review, and public comment, respondents lauded capping the Schuylkill Expressway to create a large park which enables river access for residents and visitors. There was consistent praise for creating waterfront access, building a promenade, and the expansion of Drexel Park. The peer reviewers suggested leveraging parks as focal points for developments and developing the riverfront park in a scalable way so that it could leverage funding as it became available. However, participants in the committee workshop felt that some of the development proposed in CBD2 would harm the view shed from Drexel Park.

SUMMARY MATRIX OF CBD2 COMMENTS

	Committee Workshop	Peer Review	Open House + Online Survey
Development	<ul style="list-style-type: none"> + Respects the historic plans for high-rise growth around the station + Can be an extension of existing neighborhoods – in a better way than Schuylkill Crossing + Continuation of street grid from West Phila. over the rail yards + Development tapers down to respect scale and character of existing neighborhoods + Incorporate river’s edge - Should consider better mix of uses than currently envisioned * How to connect to/across Powelton Yard? 	<ul style="list-style-type: none"> + Most flexible (because of grid) and able to respond to market conditions - “Hole” over SEPTA tracks is weakness for development and experience 	<ul style="list-style-type: none"> + High density + Reclaiming space above rail yards for commercial development + Capping majority of rail yards - Large “hole” over SEPTA tracks - Too much vacant office space in Center City to have a 2nd CBD - Needs more mixed used space to create a neighborhood with diversity - Too many large buildings abutting residential Mantua/Powelton Village
Station Expansion	<ul style="list-style-type: none"> * SEPTA subway should have multiple exits, connecting to Drexel, station, etc. * Be careful about building additions and punching holes in the monumental façade 		<ul style="list-style-type: none"> + North concourse + 30th Street Station front door facing the river
Circulation + Connections	<ul style="list-style-type: none"> + Many new connections between neighborhood and rail yards + Real street grid creates more regular developable parcels + Race Street to Winter Street connection is great, but must consider: height of walls on bridge may not be nice, safety concerns, technical feasibility, etc + Shift of Schuylkill Avenue + New north connection and access to Spring Garden is good - Need to incorporate an intercity bus terminal 	<ul style="list-style-type: none"> + Logical street grid over the rail yards supports development + Vehicular bridge from Race Street to Winter Street supports connectivity to overbuild + North-South connection between Spring Garden Street and Market Street, especially when paired with improvements to the I-76 on-/off-ramps + Transition from Powelton Village and Mantua into rail yard development 	<ul style="list-style-type: none"> + Street grid extension + New bike/pedestrian bridges + Protected bike lanes + Reconfigured taxi & drop-off areas - No intercity bus terminal - Lack of bike stations - Two-way traffic around station
Open Space	<ul style="list-style-type: none"> + Best open space in rail yards from connections with the grid + Contributes to Fairmount Park + Connection to Innovation Neighborhood via Woodland Walk diagonal + Reinforcement of the river’s edge at the station is good. But could this connect to the river farther north with greenways? + Greenway along the High Line - Open spaces are too wide for pedestrians and not useful. Must protect neighborhood from encroaching development - Impacts view from Drexel Park * Make JFK bridge more pedestrian friendly 	<ul style="list-style-type: none"> * Make parks key focal points and make riverfront park and promenade scalable to funding availability 	<ul style="list-style-type: none"> + Riverfront park over the Schuylkill Expressway, boardwalk, promenade, and floating river park + Expanded Drexel Park + Waterfront access

+ Positive Feedback - Negative Feedback * Question/Suggestion

4.2 Schuylkill Crossing (SC) Feedback

Schuylkill Crossing was the second most popular alternative receiving high praise for new pedestrian bridges across the Schuylkill River, however respondents felt that the western linear park in the scheme acted more to divide communities than to connect them and should be redesigned to be more compact.

Development

Reviews of the development scheme were mixed. While public commenters appreciated the residential development and thought the transition from residential to new business development was accomplished gracefully, participants in the committee workshop were skeptical that the new development integrated well with existing neighborhoods because of few street connections and grade changes to the rail yards.

MAJOR COMPLIMENTS + CRITICISMS



- ① PRO: New pedestrian/bike bridges
- ② PRO: Partial covering of “hole” over SEPTA tracks
- ③ CON: Western linear park is too wide

Station Expansion

The committee workshop members and peer reviewers did not offer significant praise or criticism for the station expansion plans in Schuylkill Crossing. Public commenters did praise the expansion of the station to the south and also approved of the design for a plaza on the west side of the station.

Circulation + Connections

The reviewers strongly praised the new pedestrian bridges across the Schuylkill, especially to the Art Museum. The peer review experts recommended including at least one pedestrian bridge in the final plan and prioritizing its construction as one of the early, catalyzing moves for the District. Participants in the committee workshop supported realigning 30th Street to foster more logical circulation, but they felt that taxi service should be on the west side of the station so the east portico could be reserved for a plaza facing the city. Public commenters approved of a permanent intercity bus facility.

Open Space

The western linear park in Schuylkill Crossing drew mixed reviews. While some appreciated the expanded open space and said the new park could unify neighborhoods, others felt the park was too wide, would be underutilized, and would divide existing neighborhoods from new rail yards development. The peer review experts appreciated how the linear park bridged the “hole” over the SEPTA tracks which are shown in CBD2. They recommended including the western linear park in the final plan, but making it thinner, perhaps like Commonwealth Avenue in Boston. Public commenters criticized the lack of waterfront access in this alternative.

SUMMARY MATRIX OF SCHUYLKILL CROSSING COMMENTS

	Committee Workshop	Peer Review	Open House + Online Survey
Development	<ul style="list-style-type: none"> + Green edge is good for the neighborhood - Grade change is difficult from rail yards to JFK Blvd – platform is pretty high up * Don't want Battery Park City, where development is isolated from neighborhoods. * Should have balance of retail / Make a decision about whether retail is focused on JFK Blvd and/ or Market Street 		<ul style="list-style-type: none"> + Dense residential + Good transition between residential neighborhood and new business district + Covering majority of rail yards - Cap should extend to the river - Needs to incorporate more business/retail - Need more parking alternatives * Will there be mixed-income housing?
Station Expansion			<ul style="list-style-type: none"> + Southern station expansion + Western station plaza
Circulation + Connections	<ul style="list-style-type: none"> + Re-aligning 30th Street for more logical movement. Celebrating that this is 30th Street Station. - Better to have taxis on 30th Street side and plaza on east side with Center City focus - Significant costs for new ped connections instead of making existing ones better. Which connections will maximize impact? - West side drop-off is preferred 	<ul style="list-style-type: none"> + Pedestrian bridges are good, particularly the one to the Art Museum 	<ul style="list-style-type: none"> + Better connection to Drexel + Dedicated intercity bus terminal + New bike/pedestrian bridges & access across the river + Access to Fairmount Park/Art museum - Concern with bi-directional traffic - Vehicular circulation looks difficult - Vehicular access along Schuylkill separates people from the river
Open Space	<ul style="list-style-type: none"> + Connected network of green spaces all around the District + New walking connections to Center City and beyond + Open space brings together new and existing neighborhoods + Western station plaza as a main gateway to the Innovation Neighborhood is generally liked, although some prefer the eastern station plaza concept from CBD2 + Pedestrian bridges improve access to Fairmount Park and Center City - Open space makes clear divide between neighborhoods - Access/connections not as good as CBD2 – feels disconnected * How do you create spaces to linger around the station? 	<ul style="list-style-type: none"> + Part of park overbuild which bridges “hole” to connect to Innovation Neighborhood is good - Western linear park will not be well used because it does not connect to eastern river park and can only be used primarily by the adjacent communities * Consider thinner western park, like Boston Commonwealth Ave 	<ul style="list-style-type: none"> + Western linear park abutting existing neighborhoods + Dynamic terraced connections from the rail yard development down to JFK Blvd. + Additional landscaping/green space around 30th Street Station + Overlook Park - More green space along the Schuylkill River is needed - The linear park on the western edge physically separates the new development from the existing city grid - Green space seems focused on the University when so much activity will be to/from station

+ Positive Feedback - Negative Feedback * Question/Suggestion

4.3 Innovation City (IC) Feedback

Innovation City was the least popular alternative, receiving strong criticism for its approaches to development, circulation and connections, and open space.

Development

Reviewers criticized the creation of super blocks and the lack of density. They also did not like that the new development ignores the riverfront. Participants in the committee workshop felt that the development plan proposed may handicap development in the long run, even though it could offer an expedient development plan in the near term. The peer reviewers also criticized this development plan for locating the heaviest overbuild over the most complex construction areas.

Station Expansion

Reviewers did like that the proposed atrium-like glass expansion to the south and the west could provide covered access between 30th Street Station and SEPTA Market-Frankford line, however some were skeptical that the glass expansions could be added in an architecturally graceful way.

Circulation + Connections

Participants were critical of moving all pick-up/drop-off operations to the perimeter of the station plaza, saying it would increase congestion on the streets and that passenger loading should take place under a covered portico. They also criticized the use of sky bridges and the lack of street connectivity to existing neighborhoods, but praised the inclusion of an intercity bus facility.

MAJOR COMPLIMENTS + CRITICISMS



- 1 PRO: Inclusion of permanent intercity bus facility
- 2 CON: Major park isolated from nearby neighborhoods
- 3 CON: Lack of riverfront access
- 4 CON: Pick-up/drop-off operations at station perimeter

Open Space

While some commenters complimented the size of the green space proposed, most noted that the park is insular, lacking connections to nearby neighborhoods, and would primarily serve employees of the adjacent business developments. Reviewers also noted the lack of river access as a negative for Innovation City's open space scheme. The alternative did receive some praise for open space components around the station plaza.

SUMMARY MATRIX OF INNOVATION CITY COMMENTS

	Committee Workshop	Peer Review	Open House + Online Survey
Development	<ul style="list-style-type: none"> ⊖ Superblock development structure feels set apart ⊖ Back turned against river ⊖ Wide agreement that development falls short of meeting the planning goals of connectivity and community ⊖ Too reliant on potential near-term opportunities in tech, education, and health sectors which may handicap long-term development opportunities 	<ul style="list-style-type: none"> ⊖ Least preferred alternative for the rail yards development because it locates heavy overbuild over complex construction areas (i.e., tracks) 	<ul style="list-style-type: none"> ⊖ Too much uncovered track and expressway ⊖ Too little development/density ⊖ Plan turns it back on river ⊖ Density is too low and this plan is too reliant on Tech, ED, and Health industry incubators to be viable as a fully functioning part of the City.
Station Expansion	<ul style="list-style-type: none"> ⊕ Internal SEPTA connections to 30th Street Station are good ⊖ Glass expansions on station may not be done well, and it blocks access to portico 		<ul style="list-style-type: none"> ⊕ Covered connection between SEPTA subway/trolley and 30th Street Station.
Circulation + Connections	<ul style="list-style-type: none"> ⊖ Misses goal of connectivity ⊖ This is not City Hall, but a major transit hub. Access to the station, with covered drop-off areas, is important to maintain. ⊖ Removes pick up/drop under portico ⊖ Moving all drop-offs to curbside locations adds to roadway congestion 		<ul style="list-style-type: none"> ⊕ Permanent Intercity bus facility ⊕ Addition of bike station ⊖ No street network – where’s the connectivity? ⊖ Not enough connections to Center City ⊖ Sky bridges will make the neighborhood feel crowded ⊖ Design seems to be least friendly towards pedestrians & bicyclists
Open Space	<ul style="list-style-type: none"> ⊕ Can do relatively quickly; springboard to other development ⊕ Like the components of the plan near the station square ⊖ Open space seems to be only for employees, not a public amenity ⊖ Too big, out of scale with development ⊖ Central park is too insular ⊖ No weather protection for pedestrians in the station plaza ⊖ Open space design for the station plaza diverts from the transportation focus of the station 		<ul style="list-style-type: none"> ⊕ Consolidated green space makes for a true park ⊖ Is this amount of recreation space needed so close to Fairmount Park? ⊖ Green space should be closer to the river ⊖ Great green park seems insular without connections to Schuylkill River

⊕ Positive Feedback ⊖ Negative Feedback ⊗ Question/Suggestion

4.4 General Feedback

Some feedback from the review process applied to all three alternatives or to planning goals.

Development

The peer reviewers advised focusing the most complex structural overbuild over the Amtrak Maintenance-of-Way yards, where construction and staging could be most easily accommodated. Over tracks, they suggested easier overbuild, such as open space. In the committee charrette, participants suggested incorporating retail throughout the development, but to avoid creating retail islands. The peer reviewers advised focusing the retail strategy on the station, with purposeful connections to Market Street, JFK Boulevard, and future Innovation Neighborhood destinations. Public commenters advocated

strongly for mixed-use development, with significant residential, and including amenities which would ensure nightlife in the District.

Station Expansion

Station expansion was identified as positive in all the alternatives. The peer reviewers advised that the station plaza should support efficient circulation, but to avoid prioritizing cars over people. Public commenters wanted to see the historic façade of the station preserved in any expansion.

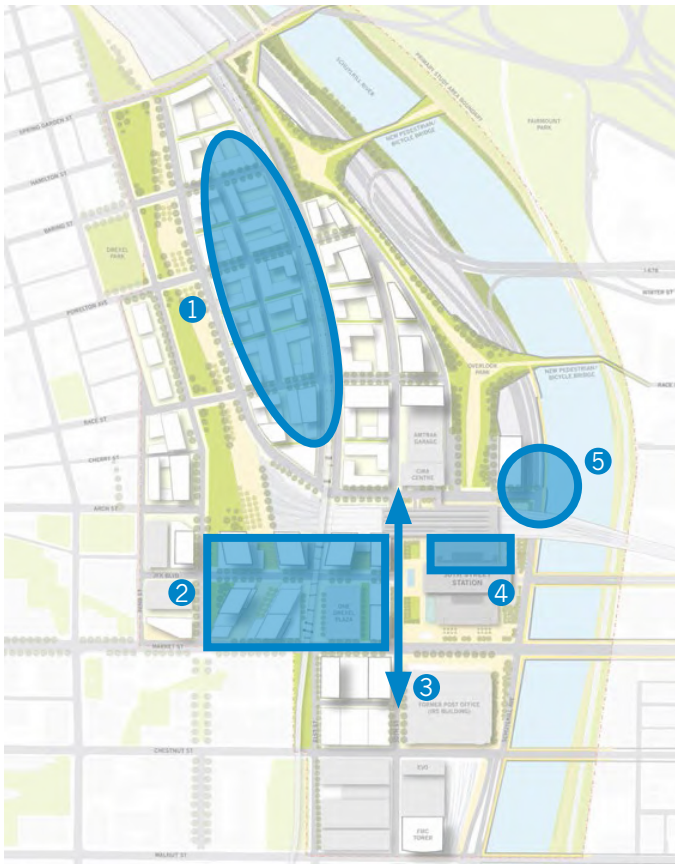
Circulation + Connections

Other repeated comments included support for realigning 30th Street, a desire to reduce space dedicated to taxis, and affirmations that the on- and off-ramps to the expressway need to be improved. Peer reviewers also recommended evaluating the role of intercity buses, planning more for transit than for cars, and providing minimal vehicle parking. Public commenters stated that cyclists and pedestrians should be prioritized over vehicles around the station and in the new development. They also supported opening a direct, underground connection between the station and the SEPTA subway/trolley station as well as for building a permanent intercity bus facility.

Open Space

In the committee charrette and the peer review, participants noted the lack of civic space in the Innovation Neighborhood. Both groups saw the need to include open space there, and the peer reviewers suggested elevating this open space to act as a welcoming gateway to Drexel's campus. Public commenters supported creating as much green space as possible, especially along the Schuylkill River.

MAJOR RECOMMENDATIONS



- ① Concentrate heaviest overbuild on Maintenance-of-Way yards
- ② Include civic space in Innovation Neighborhood
- ③ Realign 30th Street
- ④ Reduce space for taxis
- ⑤ Improve Schuylkill Expressway on- and off-ramps

SUMMARY MATRIX OF GENERAL COMMENTS

	Committee Workshop	Peer Review	Open House + Online Survey
Development	<ul style="list-style-type: none"> ⊖ Should there be a civic component to the Innovation Neighborhood? ⊗ Retail should be interspersed, but not islands ⊖ Need more balanced mix of uses 	<ul style="list-style-type: none"> ⊗ Retail strategy should focus on the station, with defined connections to JFK, Market, and future Innovation Neighborhood destinations ⊗ Amtrak Maintenance-of-Way yards should be focus of structural overbuild, locate heaviest deck on least complicated area ⊗ Focus on getting first three floors right to cultivate urban experience 	<ul style="list-style-type: none"> ⊗ Focus on mixed-use development which includes residential, retail, and office ⊗ Incorporate amenities which will keep the District lively at night
Station Expansion	<ul style="list-style-type: none"> ⊕ Expansion of access to station in all schemes is good 	<ul style="list-style-type: none"> ⊗ Consider a winter garden over "Little" Market Street ⊗ Station plaza should serve circulation purposes, but don't prioritize cars over people 	<ul style="list-style-type: none"> ⊗ Protect the historic façade of the station in any future changes
Circulation + Connections	<ul style="list-style-type: none"> ⊕ Realigning 30th St makes sense ⊗ Must continue to study whether taxi service can be reduced at the station 	<ul style="list-style-type: none"> ⊗ Reduce space for taxi services at the station ⊗ Consider what the role will be of intercity buses, including Greyhound and more ⊗ Plan for more transit use than automobile use, provide minimal car parking ⊗ Improve expressway ramps at Spring Garden and 30th Street ⊗ Include more bike planning ⊗ JFK extension to 32nd Street could be pedestrianized ⊗ Consider underground connection between subway and station ⊗ Find ways to overcome "hole" over the SEPTA tracks shown in CBD2 	<ul style="list-style-type: none"> ⊗ Prioritize bikes, peds, and transit over vehicles ⊗ Include an intercity bus facility ⊗ Create direct, weather-protected connection between the station and SEPTA's MFL and trolleys ⊗ Include new pedestrian bridges across the Schuylkill River ⊗ Add a direct SEPTA transit route between Fairmount and the station ⊗ Make sure new development is served by transit
Open Space		<ul style="list-style-type: none"> ⊗ There should be a central square announcing entry to Drexel's campus; a good candidate is the Bulletin Building parking lot. ⊗ Prioritize public space connectivity to the station to catalyze development ⊗ Green the retaining wall of the Schuylkill Expressway to improve view from the east side of river 	<ul style="list-style-type: none"> ⊗ Enhance the area by maximizing green space, especially along the Schuylkill River ⊗ Create more waterfront access

⊕ Positive Feedback ⊖ Negative Feedback ⊗ Question/Suggestion

5.0 TOWARDS A PREFERRED VISION

From the reviewer feedback, CBD2 and Schuylkill Crossing have the most promising elements for inclusion in a final preferred alternative. The preferred alternative will be a hybrid of their strongest components, including: a standard street grid; a new vehicular bridge; a new pedestrian bridge; improved expressway ramps; a riverfront park over the expressway; a modified version of a western linear park; dense, mixed-use development; and an expanded station.

Future **development** must balance community desires, market needs, and construction constraints. The heaviest, most complex rail yards decking should take place on the parcels where staging and construction would be the simplest – over the Amtrak Maintenance-of-Way yards, as seen in Schuylkill Crossing. Future development should be high density and mixed-use. New residential units will relieve expected housing pressure on Mantua and Powelton Village and will help create

demand for nightlife activities. New retail will offer amenities to existing and future residents and employees in the District. The retail strategy should first focus on the station, with intelligent expansion along Market Street, the Innovation Neighborhood, and eventually into the rail yards development.

The **station and its plaza** will need to change to better meet the needs of future users. A station expansion should be included in a way that respects the historic architecture of 30th Street Station. The plaza should be reconfigured to provide more civic space, expanding on the success of the Porch, which would also enhance the station’s ability to attract retail customers. However, the plaza should still prioritize the circulation of station users. This should include reducing space available to vehicles and taxis as the pedestrian presence will continue to grow, attracted by transit-oriented development in the Innovation Neighborhood. While vehicles should not be

DESIGN COMPONENT EVALUATION

Based on the stakeholder feedback process, the final alternative should combine the most successful design elements identified in the three alternatives. Unsuccessful components should be eliminated or refined until they meet project goals. The table below summarizes the most successful and unsuccessful components of the plans.

Successful Components	Unsuccessful Components
Development	
High density development in CBD2 Mixed-use and residential development in SC Focus development over Maintenance-of-Way yards like in SC Retail strategy centered on station, then expanding outward	“Hole” over SEPTA tracks in CBD2 Superblocks in IC
Station Expansion	
Expanding the station in some form Direct connection to SEPTA Market-Frankford Line	Moving passenger loading out from under the porticos Moving all passenger loading curbside at station as in IC
Circulation + Connections	
Street grid in CBD2 Vehicular bridge in CBD2 Pedestrian bridges in SC Improving expressway ramps North-south connection between Spring Garden and Market Realign 30th Street Include an intercity bus facility Reduce space for taxis Supporting bikes, peds, and transit over vehicular travel	Sky bridges in IC Lack of connecting streets in IC
Open Space	
Riverfront park over expressway in CBD2 Waterfront access in CBD2 Thinner version of western linear park in SC Expanded Drexel Park	Lack of civic space in Innovation Neighborhood Lack of riverfront access in IC and SC Isolated park in IC

prioritized over pedestrians, there should remain at least one covered drop-off and pick-up area.

A new **street network** will be the backbone not only for connectivity in the District, but also for future development. The standard street grid in CBD2 received the most robust praise of any design element across the groups. This grid fosters strong connections to nearby neighborhoods such as Mantua and Powelton Village while also creating a street network which will enable development to respond flexibly to future market changes. The street network can be enhanced by new bridges across the river, fostering a stronger relationship between the 30th Street Station District and Center City as well as the Art Museum. At least one of these bridges will be pedestrian, preferably to the Art Museum, and another should be vehicular, such as the Winter-Race street bridge in CBD2. The expressway on- and off-ramps should be improved through realignment which makes vehicular movements more logical and less treacherous. Realigning 30th Street is another crucial move to facilitate connections into the rail yards. Connectivity is not only defined by vehicles on streets. Transportation in the new District should emphasize transit over driving, limit parking, and should support multi-modalism by including a permanent intercity bus facility.

Finally, new **open space** will be critical to the success of future development. Open space will be an amenity to existing communities and an attraction for new residents, employees, and visitors. The District should touch the river through new waterfront access, such as riverfront promenade along with a new park capping over the Schuylkill Expressway. On the western edge of the District, a linear park should bridge the divide between the existing neighborhoods and future development. This park should be a thinner version of the park laid out in Schuylkill Crossing. This park should also deck over the critical “hole” above the Powelton Yard identified as a significant issue in CBD2. An expanded Drexel Park will add to the high quality open space in the District, further enhanced by an iconic view shed to the Art Museum. Furthermore, a great civic space in the Innovation Neighborhood could be the front door to Drexel’s expanded campus and act as the gateway between district and station.

The stakeholder review processes provided valuable feedback on what elements should be carried into a final preferred alternative. The feedback gave strong support for extending a standard street grid across the yards, creating new bridge connections over the Schuylkill River, opening access to the river through a promenade and waterfront park, and strategically locating mixed-use, high density development on the most feasible parcels for construction in the rail yards.



PERSPECTIVE OF CBD2'S RIVERFRONT PLAZA



Participant at Public Open House in June 2015
Credit: Amtrak

APPENDIX A COMMITTEE WORKSHOP II JUNE 5, 2015

Committee Workshop II Overview	A-2
Pro / Con Summary Matrix	A-4
Raw Comments / Hand-Written Matrices	A-6

COMMITTEE WORKSHOP II OVERVIEW

On June 5, 2015, the Planning Team held the Committee Workshop II at DVRPC’s headquarters in Philadelphia. The purpose of this charrette was to present the three plan alternatives and solicit feedback from stakeholders on the coordinating and technical committees.

After an introductory presentation by the Planning Team, the stakeholders divided into three groups and rotated through three poster sessions where they learned more detailed information about the three alternatives from Planning Team members of SOM, Parsons Brinckerhoff, OLIN, and HR&A. After a short break, the three groups participated in an evaluative discussion where stakeholders commented on the pros and cons of development, circulation and connections, and open space for each of the alternatives. A summary matrix of these comments, as well as original notes from the discussions can be found at the end of this appendix.



Workshop Participants

Name	Organization	Name	Organization
Matt Bergheiser	UCD	John Haak	City of Philadelphia
Rina Cutler	Amtrak	Mark Kocent	UPenn
Steve D’Antonio	SEPTA	Adam Krom	Amtrak
Ryan Debold	Drexel	Daniel Nemiroff	SEPTA
Jeff Gerlach	Amtrak	Joe Ritchie	Brandywine
Jennie Granger	PennDOT	David Schaaf	City of Philadelphia
Prema Gupta	UCD	Dawn Summerville	City of Philadelphia
Gary Jastrzab	City of Philadelphia	Nancy Trainer	Drexel
Michael Klufas	NJ TRANSIT	Cynthia Brey	Amtrak
Anish Kumar	Amtrak	Suzanne Coyle	Amtrak
Betsy Mastaglio	DVRPC	Johnette Davies	Amtrak
Keith Orris	Drexel	Alex Flemming	Amtrak
Harris Steinberg	Drexel	Harry Garforth	Amtrak
Alan Urek	City of Philadelphia	Karen Gelman	Amtrak
Jeff Weinstein	Brandywine	Joanne Maxwell	Amtrak
Jennifer Barr	SEPTA	Mary Montgomery	Amtrak
Janet Campbell-Lorenc	Amtrak	Paul Roddy	Amtrak
Byron Comati	SEPTA	Chuck Simmers	Amtrak
Tom Dalfo	PIDC	Beth Termini	Amtrak
Denise Goren	City of Philadelphia	Natalie Shieh	Amtrak

Planning Team Facilitators

Name	Organization
Kristopher Takacs	SOM
Daniel O'Shaughnessy	SOM
Jenny Joe	SOM
Peter Denitz	PB
Anna Lynn Smith	PB
Alexis Howland	PB
Victoria Harris	PB
Zack Billet	PB
Lucinda Sanders	OLIN
Scott Dismukes	OLIN
Michael Miller	OLIN
Eric Rothman	HR&A
Erin Lonoff	HR&A



THE DISTRICT SCALE

Workshop Pro / Con Summary Matrix

<p>What are the PROs + CONs of each alternative in relation to the following?</p>	<p>Alternative “CBD 2”</p>	<p>Alternative “Schuylkill Crossing”</p>	<p>Alternative “Innovation City”</p>
<p>DEVELOPMENT: Beyond the Yards</p> <ul style="list-style-type: none"> Type, scale and character of development Ground floor uses and street level experience Transition to existing neighborhoods 	<ul style="list-style-type: none"> PRO: Respects the original plans for high-rise growth around the station CON: Should consider better mix of uses than currently envisioned 	<ul style="list-style-type: none"> Should have balance of retail / “Main Street” between JFK and Market Should there be a civic component to the Innovation Neighborhood? 	
<p>DEVELOPMENT: Within the Yards</p> <ul style="list-style-type: none"> Type, scale, and character Ground floor uses and experience Transition to existing neighborhoods Impacts on rail functions Cost of air rights development 	<ul style="list-style-type: none"> PRO: Can be an extension of existing neighborhoods – in a better way than Schuylkill Crossing PRO: Integration of street grid from West Philadelphia PRO: Development will naturally taper toward neighborhood Incorporate river’s edge How to connect to/across Powelton Yard? 	<ul style="list-style-type: none"> PRO: Green edge is good for the neighborhood CON: Grade change is difficult down to JFK – platform is pretty high up Don’t want Battery Park City. How can development fit better into neighborhoods? Retail should be interspersed, but not islands Need more balanced mix of uses 	<ul style="list-style-type: none"> CON: “Superblock” feels set apart CON: Back turned against river CON: Wide agreement that development here falls short of meeting the planning goals Don’t want to handicap good development in the long term with what is expedient in the near term
<p>CIRCULATION + CONNECTIONS</p> <ul style="list-style-type: none"> Vehicular traffic Transit Network and Services Pedestrians and Bicycles District-to-City connections 	<ul style="list-style-type: none"> PRO: Many new connections between neighborhood and rail yards PRO: Real street grid creates more regular developable parcels PRO: Powelton to Winter St connection is great, but there are issues: height of walls on bridge may not be nice, safety concerns, technical feasibility, etc 	<ul style="list-style-type: none"> PRO: Re-aligning 30th St for more logical movement. Celebrating that this is 30th Street Station. CON: Better to have taxis on 30th St side and plaza on east side with Center City focus CON: Significant costs for new ped connections instead of making existing ones better. Which connections will maximize impact? 	<ul style="list-style-type: none"> CON: Misses goal of connectivity
<p>OPEN SPACE</p> <ul style="list-style-type: none"> Achieving the Sixth Square Connected network of open spaces Active vs. passive recreation Accessibility – who are the users? 	<ul style="list-style-type: none"> PRO: Most successful open space in rail yards because of connections PRO: Contributes to Fairmount Park PRO: Connection to Innovation Square via Woodland Walk diagonal CON: Open spaces are too wide for pedestrians and not useful. Must protect neighborhood from encroaching development and consider equity CON: Impacts great view from Drexel Park 	<ul style="list-style-type: none"> PRO: “Emerald Necklace” of connections with green space all around PRO: New walking connections to Center City and beyond PRO: Open space brings together two neighborhoods CON: Open space makes clear divide between neighborhoods 	<ul style="list-style-type: none"> PRO: Can do relatively quickly; springboard to other development CON: Open space seems to be only for employees, not a public amenity CON: Too big, out of scale with development CON: Just dropping a park in is too insular

SUMMARY

THE STATION SQUARE SCALE

<p>What are the PROs + CONS of each alternative in relation to the following?</p>	<p>Alternative “CBD 2”</p>	<p>Alternative “Schuylkill Crossing”</p>	<p>Alternative “Innovation City”</p>
<p>STATION EXPANSION</p> <ul style="list-style-type: none"> Accommodating transportation growth Passenger + station visitor amenities Historic preservation 	<ul style="list-style-type: none"> SEPTA subway should have multiple exits, connecting to Drexel, station, etc. Careful about addition and punching holes in the monumental façade 	<p>Expansion of access to station in all schemes is good</p>	<ul style="list-style-type: none"> PRO: internal SEPTA connections to 30th St Station are good CON: Glass bubble on station may not be done well, and it blocks access to portico
<p>CIRCULATION + CONNECTIONS</p> <ul style="list-style-type: none"> Vehicular traffic Passenger drop-off and pick-up Intermodal Connections (SEPTA, Amtrak, Buses, Bicycles, etc.) Pedestrians and Bicycles 	<ul style="list-style-type: none"> PRO: Shift of Schuylkill Avenue PRO: New north connection and access is good Need to incorporate bus terminal 	<ul style="list-style-type: none"> CON: West side drop-off is preferred <p>Realigning 30th St makes sense Must continue to study whether taxi service can be reduced at the station</p>	<ul style="list-style-type: none"> This is not City Hall, but a major transit hub. Access to the station, with covered drop-off areas, is important to maintain. CON: Removes pick up/drop under portico CON: Moving all drop-offs to curbside locations adds to roadway congestion
<p>OPEN SPACE</p> <ul style="list-style-type: none"> Achieving the Sixth Square Public plazas vs. green spaces Accessibility – who are the users? 	<ul style="list-style-type: none"> PRO: Reinforcement of the river’s edge at the station is good. But could this connect to the river farther north with greenways? PRO: Greenway along the High Line Make JFK bridge more pedestrian friendly 	<ul style="list-style-type: none"> PRO: West access to Innovation Neighborhood with open space is generally liked, although some prefer the east plaza scheme PRO: Pedestrian bridges are done well, offer access to Fairmount Park, Center City CON: Access/connections not as good as CBD2 – feels disconnected How do you create spaces to linger around the station? 	<ul style="list-style-type: none"> PRO: Like the components of the plan near the Station Square CON: No weather protection for peds-diverges from transfer of station

THE DISTRICT SCALE

Workshop Raw Comments / Handwritten Matrices

	Alternative "CBD 2"	Alternative "Schuylkill Crossing"	Alternative "Innovation City"
<p>What are the PROs + CONS of each alternative in relation to the following?</p> <p>DEVELOPMENT: Beyond the Yards</p> <ul style="list-style-type: none"> Type, scale and character of development Ground floor uses and street level experience Transition to existing neighborhoods 		<p>Should have balance # of retail / main street between streets 5th & Market</p> <p>← Civic components in UN? →</p>	
<p>DEVELOPMENT: Within the Yards</p> <ul style="list-style-type: none"> Type, scale and character of development Ground floor uses and street level experience Transition to existing neighborhoods Impacts on rail functions Cost of air rights development 	<p>Can be an extension of existing neighborhoods - in a better way than Schuylkill crossing</p>	<p>Retail should be interspersed, but not islands</p> <p>Want mix of uses</p> <p>Don't want Battery Park City</p>	<p>Most restricted It's a campus</p>
<p>CIRCULATION + CONNECTIONS</p> <ul style="list-style-type: none"> Vehicular traffic Transit Network and Services Pedestrians and Bicycles District-to-City connections 			
<p>OPEN SPACE</p> <ul style="list-style-type: none"> Achieving the Sixth Square Connected network of open spaces Active vs. passive recreation Accessibility - who are the users? 			

THE DISTRICT SCALE

<p>What are the PROs + CONs of each alternative in relation to the following?</p>	<p>Alternative "CBD 2"</p>	<p>Alternative "Schuylkill Crossing"</p>	<p>Alternative "Innovation City"</p>
<p>DEVELOPMENT: Beyond the Yards</p> <ul style="list-style-type: none"> Type, scale and character of development Ground floor uses and street level experience Transition to existing neighborhoods <p><i>Notes: NINE SE connections & new fr. st. growth</i></p> <p>DEVELOPMENT: Within the Yards</p> <ul style="list-style-type: none"> Type, scale and character of development Ground floor uses and street level experience Transition to existing neighborhoods Impacts on rail functions Cost of air rights development 	<p>Verticality → respect original plans for station growth</p>	<p>green edge good for neighborhood</p> <ul style="list-style-type: none"> buffer - in park edge grade Δ down to JFK → platform 15 pretty high up 	<p>"Superblock" feels set apart</p> <ul style="list-style-type: none"> back turned against river
<p>CIRCULATION + CONNECTIONS</p> <ul style="list-style-type: none"> Vehicular traffic Transit Network and Services Pedestrians and Bicycles District-to-City connections <p><i>Notes: * focus on 30th st. where are taxis going to? * alternative to Schuylkill (not abandon current) * SEPTA more headwist headwist</i></p>	<p>street grid from in Phila</p> <ul style="list-style-type: none"> Integrat. in good incorporate river's edge how connect to/ across Pomeroy yard? <p><i>Notes: * new connections</i></p>	<p>axis on 30th St side</p> <ul style="list-style-type: none"> portal on E side Center City focus realign 30th St ↓ more logical movement → celebrate 30th St. 	
<p>OPEN SPACE</p> <ul style="list-style-type: none"> Achieving the Sixth Square Connected network of open spaces Active vs. passive recreation Accessibility – who are the users? 	<p>1st. □ connectivity connect on diagonal</p> <ul style="list-style-type: none"> reinforce river edge make JFK bridge more ped friendly don't lose great view from Drexel Park 	<p>"Ensmall" of connections - green space all around</p> <ul style="list-style-type: none"> walking connections - Center City & beyond 	<ul style="list-style-type: none"> can do relatively quickly; Springfield other developed like 30th St. Station in □ by itself but - no weather protection for peds - diverges from transp. fix of station


THE DISTRICT SCALE

<p>What are the PROs + CONs of each alternative in relation to the following?</p>	<p>Alternative "CBD 2"</p>	<p>Alternative "Schuylkill Crossing"</p>	<p>Alternative "Innovation City"</p>
<p>DEVELOPMENT: Beyond the Yards</p> <ul style="list-style-type: none"> Type, scale and character of development Ground floor uses and street level experience Transition to existing neighborhoods 	<p>CON - Consider better mix of uses than envisioned</p>	<p>→</p>	<p>→</p>
<p>DEVELOPMENT: Within the Yards</p> <ul style="list-style-type: none"> Type, scale and character of development Ground floor uses and street level experience Transition to existing neighborhoods Impacts on rail functions Cost of air rights development 	<p>PRO - Development will naturally taper toward neighborhood</p>		
<p>CIRCULATION + CONNECTIONS</p> <ul style="list-style-type: none"> Vehicular traffic Transit Network and Services Pedestrians and Bicycles District-to-City connections 	<p>PRO - Real Street Grid More regular developable parcels</p>	<p>CON - Should be separation/zone of transition CON - significant costs for ped connection → could make existing ones better → figure out one connection to maximize impact</p>	<p>CON - Misses goal of connectivity</p>
<p>OPEN SPACE</p> <ul style="list-style-type: none"> Achieving the Sixth Square Connected network of open spaces Active vs. passive recreation Accessibility - who are the users? 	<p>PRO - contributes to Fairmount Park CON - open space too wide for pedestrians but not use full space + Doesn't protect neighborhood from encroaching development Must consider equity</p>	<p>PRO - open space brings together two neighborhoods CON - makes clear divide between neighborhoods CON - Negative impact on neighborhood</p>	<p>CON - Open space only for employees CON - Too big, out of scale with development</p>

GROUP ONE THE STATION SQUARE SCALE

<p>What are the PROs + CONs of each alternative in relation to the following?</p>	<p>Alternative "CBD 2"</p>	<p>Alternative "Schuylkill Crossing"</p>	<p>Alternative "Innovation City"</p>
<p>STATION EXPANSION</p> <ul style="list-style-type: none"> • Accommodating transportation growth • Passenger + station visitor amenities • Historic preservation 	<p>← Expansion of access to station in all scenarios are good →</p>	<p>± Septa expands to 30th St Station lateral connections - generally good</p> <p>- Glass bubble on station would likely not be done well Blume down to porties</p>	<p>Isolated open space in East Yards Other scenarios offer more</p> <p>- Just dropping a park in Too insular</p>
<p>CIRCULATION + CONNECTIONS</p> <ul style="list-style-type: none"> • Vehicular traffic • Passenger drop-off and pick-up • Intermodal Connections • (SEPTA, Amtrak, Buses, Bicycles, etc.) • Pedestrians and Bicycles 	<p>Shift of Schuylkill - yes!</p> <p>Need to incorporate bus terminal</p> <p>Septa Access many want to bury Septa</p> <p>North Regional connection of access - good</p>	<p>Also: yes to align 30th St.</p>	<p>open space - [W v. E.]? many say W, some want East</p> <p>How do you create spaces to linger around the station? → access to I.N. East - access to Park, Fairmount, Center City - Access/connections not as good as CBD2 Feels disconnected - Does pedestrian bridge well</p>
<p>OPEN SPACE</p> <ul style="list-style-type: none"> • Achieving the Sixth Square • Public plazas vs. green spaces • Accessibility - who are the users? 	<p>2</p> <p>- Most successful open space in East Yards because of connections</p> <p>- Maybe connect to tower at north of greenway?</p> <p>- like highline greenway</p> <p>- potential to winter connection - great! ↳ East - heights of walls may not be nice on bridge ↳ safety issues?</p>	<p>→</p>	<p>→</p>

THE STATION SQUARE SCALE

<p>What are the PROs + CONS of each alternative in relation to the following?</p>	<p>Alternative "CBD 2"</p>	<p>Alternative "Schuylkill Crossing"</p>	<p>Alternative "Innovation City"</p>
<p>STATION EXPANSION</p> <ul style="list-style-type: none"> • Accommodating transportation growth • Passenger + station visitor amenities • Historic preservation 	<p>- SEPTA Subway should have multiple exits, connecting to Drexel, station, etc. - Careful about addition and puncturing holes in the monumental facade</p>		
<p>CIRCULATION + CONNECTIONS</p> <ul style="list-style-type: none"> • Vehicular traffic • Passenger drop-off and pick-up • Intermodal Connections • (SEPTA, Amtrak, Buses, Bicycles, etc.) • Pedestrians and Bicycles 	<p>- Can't reduce taxi service.</p>	<p>- Can't reduce taxi service - West side drop off preferred - Realigning 30th St. makes sense, please vote</p>	<p>- Drop-off @ the plaza edge is an issue. Not covered like the portico. This is not City Hall, but transit hub. - Realigning 30th St. makes sense, please vote</p>
<p>OPEN SPACE</p> <ul style="list-style-type: none"> • Achieving the Sixth Square • Public plazas vs. green spaces • Accessibility – who are the users? 			

GROUP THREE THE STATION SQUARE SCALE

<p>What are the PROs + CONS of each alternative in relation to the following?</p>	<p>Alternative "CBD 2"</p>	<p>Alternative "Schuylkill Crossing"</p>	<p>Alternative "Innovation City"</p>
<p>STATION EXPANSION</p> <ul style="list-style-type: none"> • Accommodating transportation growth • Passenger + station visitor amenities • Historic preservation 			
<p>CIRCULATION + CONNECTIONS</p> <ul style="list-style-type: none"> • Vehicular traffic • Passenger drop-off and pick-up • Intermodal Connections • (SEPTA, Amtrak, Buses, Bicycles, etc.) • Pedestrians and Bicycles 			<p><i>Con- removes pick up/drop under portico + moving all to curb adds to congestion</i></p>
<p>OPEN SPACE</p> <ul style="list-style-type: none"> • Achieving the Sixth Square • Public plazas vs. green spaces • Accessibility – who are the users? 			

APPENDIX B PEER REVIEW PANEL JUNE 10, 2015

Peer Review Session I Summary Report

B-3

PHILADELPHIA
30TH STREET STATION
DISTRICT PLAN

SOM in association with
Parsons Brinckerhoff, OLIN, and HR&A

PEER REVIEW PANEL

June , 2015



PEER REVIEW SESSION I SUMMARY REPORT

PREPARED BY



DREXEL UNIVERSITY
Lindy Institute
for Urban Innovation

PEER REVIEW PANELISTS

Urban Design	ALAN GREENBERGER City of Philadelphia Deputy Mayor for Economic Development and Director of Commerce
Landscape Architecture + Sustainability	JOSÉ ALMIÑANA Andropogon Principal
Transportation	ELISA PICCA MTA Long Island Railroad Chief Planning Officer
Infrastructure + Engineering	LORI KATZMAN MTA Long Island Railroad Vice President - East Side Access/Special Projects

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	DANELLE HUNTER Amtrak, Communications Manager
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Peer Review Coordinators	HARRIS STEINBERG Drexel University, Lindy Institute for Urban Innovation, Executive Director
	RYAN DEBOLD Drexel University, Lindy Institute for Urban Innovation, Project Manager

**PennDOT and Drexel University also serve as Project Principals*

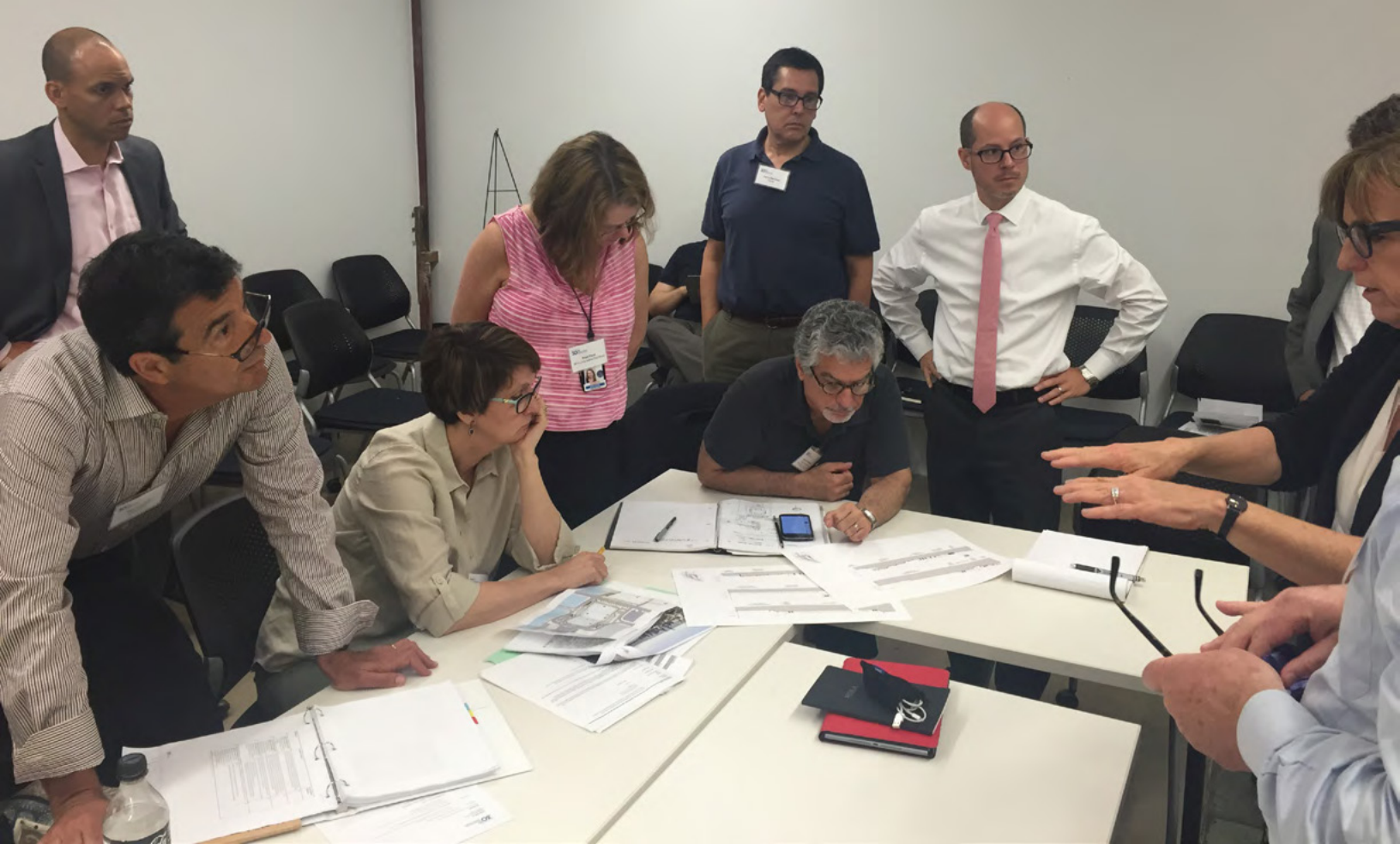


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EXECUTIVE SUMMARY

The Philadelphia 30th Street Station District Plan (District Plan) is a long-range joint master planning effort by Amtrak, Brandywine Realty Trust, Drexel University, the Pennsylvania Department of Transportation (PennDOT), and the Southeastern Pennsylvania Transportation Authority (SEPTA) (jointly referred to as “the Principals”).

The District Plan study area encompasses an approximate 700-acre area surrounding 30th Street Station. Over the approximate two-year planning process which began in June 2014, the Principals will strive to create a unified vision of a future where the station is at the epicenter of a dynamic, urban neighborhood full of opportunities for community development, economic growth and improved transportation connections.

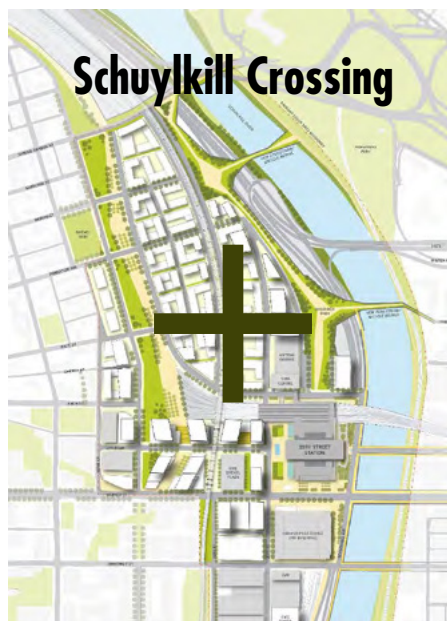
The Principals invited a panel of outside experts to participate in a two-part peer review process to evaluate and offer constructive critique of the design approaches being considered by the District Plan. The first Peer Review Session occurred on June 10, 2015 to assess three concept alternatives for the District, developed by a Design Team led by Skidmore, Owings and Merrill in association with Parsons Brinckerhoff, HR&A Advisors and OLIN Studio. The second Peer Review will take place once a preferred alternative has been developed for the District Plan.

At Peer Review Session I, the Panel learned about the District, through a walking tour and presentation by the Design Team, and the components of three unique concept alternatives:

- Central Business District (CBD) 2 - A dynamic new Central Business District as an expansion of University City and Center City
- Schuylkill Crossing - A new urban neighborhood, an excellent setting for residential development.
- Innovation City - An innovation district over the rail yards for R&D, incubator space, high-tech firms and other innovative uses.

The panelists, Design Team, and project Principals engaged in a general discussion about the District and the three alternatives. Subsequently, the panelists evaluated several key planning questions that the Design Team has been challenged to address in the District Plan.

Panelists on the whole preferred elements in the CBD2 and Schuylkill Crossing alternatives, citing characteristics such as the configurable street grid, open space connections, overbuild feasibility, and market demand flexibility. CBD2 was favored between the two. Over the following months, the peer review comments will be considered and harmonized with additional feedback from institutional stakeholders and the public into a draft preferred vision. At that time, the Principals will welcome the Peer Review panel once again to evaluate the preferred vision.



GENERAL DISCUSSION

The Design Team opened the peer review session with a presentation on the three concept alternatives for the District. The Panel and Design Team engaged in a general discussion of first impressions of the alternatives. Six discussion topics emerged during the dialogue.



1 THE FUTURE OF TAXIS

Regarding taxis, Alan Greenberger indicated the most recent medallion sale in Philadelphia had no bidders. This suggests a shift towards alternative car services and rideshare services, such as Uber and Lyft. As such, he expressed skepticism for maintaining or expanding the existing space allotted to taxi parking and queuing. The Panel agreed the Design Team should carefully calibrate the amount of space dedicated to taxi and car services.

[No bidders for \\$475K taxi medallions, Paul Nussbaum, Philadelphia Inquirer](#)

[The Price of a Philadelphia Taxi Medallion Keeps on Dropping, Joel Mathis, Philadelphia Magazine](#)



The IBM Building (590 Madison Avenue) Atrium is an example of a publicly accessible privately-owned atrium space.

2 ENCLOSING LITTLE MARKET STREET

Regarding southward expansion of the station, Alan Greenberger suggested that the Design Team consider a winter garden concept that only encloses Little Market Street and otherwise leaves The Porch open to the sky. The Panel agreed this solution could accommodate the need to increase the Station's capacity to accommodate forecasted ridership growth while maintaining The Porch as a civic space.



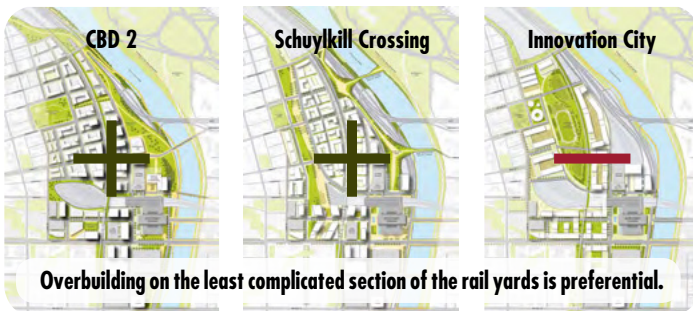
The Porch at 30th Street Station has become a popular summer-time lunch destination. Photo Credit: University City District.

3 REGARDING RETAIL

The retail strategy for the District needs to ask two fundamental questions: who is the retail serving, and who is trying to capture this demand from a market perspective? Retail now and in the near future will serve transit riders, office workers, and students. Furthermore, pent-up market demand for dining establishments is already prevalent in the form of food trucks on the Porch and nearby Market Street. Therefore, the retail strategy needs to be centered on the Station, with defined relationships between Market Street and JFK Boulevard to connect the Station to existing and future Innovation Neighborhood destinations.

4 MAINTENANCE OF WAY YARD

Lori Katzman and Elisa Picca advised, based on their experience with the New York Hudson Yards project and others, that the Maintenance of Way Yard should be the focus of the structural overbuild. Strategically locating the heaviest deck on the least complicated section of yard is favorable for staging and construction. For that reason, the Innovation City alternative is the least preferred from a constructability perspective.



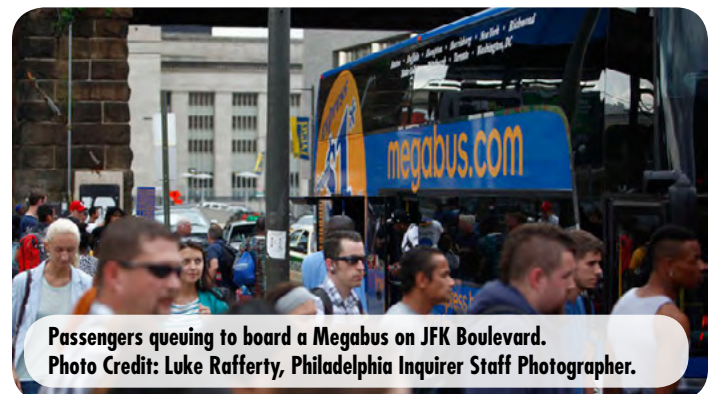
6 INTERCITY BUS FACILITY

Alan Greenberger encouraged the District Plan Project Team to engage the City in a conversation about the future of all intercity buses, including Greyhound, in Philadelphia and what role should the District play in that future.

Bus travel is picking up, aided by discount operators, Theodore Schleifer, Philadelphia Inquirer

5 PARKS AS A NEIGHBORHOOD TRANSITION

José Almiñana expressed concern that the large western linear park in the Schuylkill Crossing alternative would be underutilized, as it is not as well-connected as the eastern park and only serves the community immediately adjacent. The connections north to south, particularly bridging to the Innovation Neighborhood development at JFK Boulevard, however, were praised. It was suggested that a thinner version of this park could be successful. The panelists suggested Boston Commonwealth Avenue as a successful comparable to consider.



KEY PLANNING QUESTIONS

The Panel was asked to answer five key planning questions that were raised by the Design Team. The discussion points are numbered and keyed to the corresponding elements on the maps provided in the following pages; for the purpose of illustrative consistency, the CBD2 alternative serves as the base map.

1. WHAT MODAL SPLIT BETWEEN CARS AND TRANSIT/BIKES/PEDS SHOULD THE DISTRICT PLAN ENCOURAGE?

- 1 The panelists unanimously advised to plan for more transit rather than automobile use to leverage the robust transit access available at 30th Street Station.

Alan Greenberger cited the Comcast Center as an example of a highly successful 1.2 million rentable square feet office development that only provides (roughly) 87-120 parking spaces because of the robust transit access. Also of note is Cira Center South's parking garage for the IRS Building (the Old Post Office building), tenants who specifically requested the garage, yet sees infrequent use due to most workers preferring rail travel. AG: It would be wise to plan for minimal car parking [based on the above examples and proximity to 30th Street Station]. Creating a mix of uses makes the case for even less parking.

[Comcast Center Development Fact Sheet, Liberty Property Trust](#)
[Comcast Center Property Information, Liberty Property Trust](#)

[Elegant Complexity at Cira South, Nathaniel Popkin and Bradley Maule, Hidden City Philadelphia](#)

One of the additional constraints is an 11 story parking garage built to service the employees of the IRS. But not only is the garage unattractive, it's proven...to be functionally unnecessary: because of the concentration of transit, far fewer IRS employees drive to work than were anticipated when the agency moved from its previous location on Roosevelt Boulevard in 2010. Some of the garage's spaces will be available to tenants of the Grove. Sweeney wonders how many will use them; the building will offer ample bicycle parking. "The question will be how many people will want to have a car versus a bike," he says. "You can really make the case that people don't need much parking."

[FMC Tower begins to climb out of its hole at 30th and Walnut, Sandy Smith, PhillyLiving.com](#)

"A 2,000-car parking garage, which was built by Brandywine Realty Trust for use by Internal Revenue Service staff housed in the former main post office at 30th and Market streets but which is underutilized by the IRS, will be combined with FMC Tower to provide parking for all the new office workers. However, the building is close to both the Amtrak/SEPTA Regional Rail and Market-Frankford Line stations at 30th Street, which should handle a sizable portion of workers coming from points further out in the city and the suburbs."

- 2 Although transit connections should be the priority emphasis, the Schuylkill Expressway entrances and exits at Spring Garden St and 30th Street Station need to be rationalized and improved to better facilitate vehicular access to the site.
- 3 Heavy preference has been given to transit in the alternatives, but what about more considerations for bikes, particularly in an area of the city with some of the larger modal splits for biking to work? What are the potentials of expanding Indego Bike Share to facilitate the "last mile" connection?

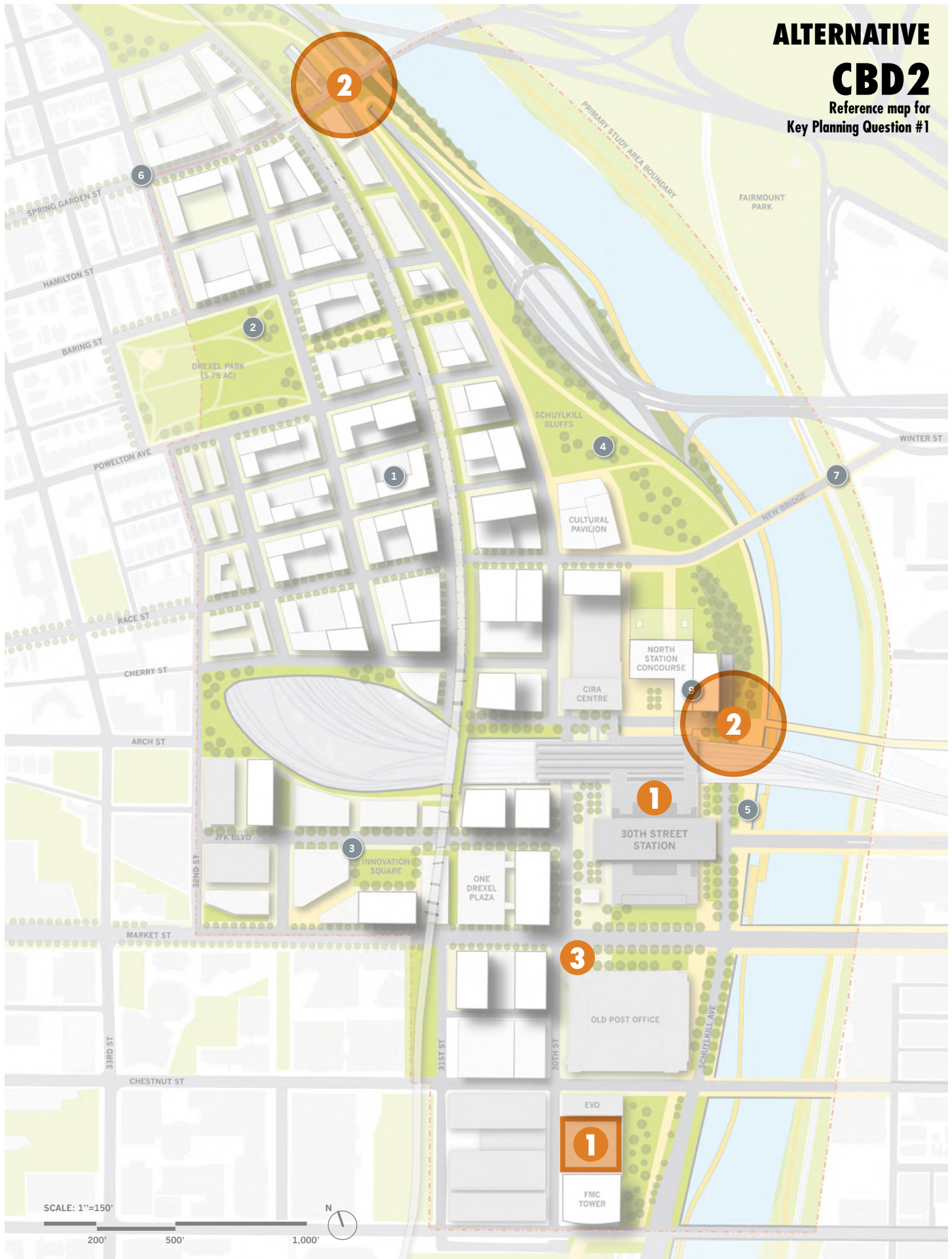
More information about University City biking statistics and Indego Bike Share can be found at the following:

[2014 BIKE PHL FACTS, Bicycle Coalition of Greater Philadelphia](#)
[Indego Bike Share Station Map](#)

[There Have Been 65,000 Philly Bike Share Trips Since Indego Launched, Holly Otterbein, Philadelphia Magazine](#)
[Philly bike-share program outpacing those in other cities, Jim Saska, PlanPhilly](#)

ALTERNATIVE CBD2

Reference map for
Key Planning Question #1



KEY PLANNING QUESTIONS

2. WHAT TYPE, SCALE AND DENSITY OF DEVELOPMENT ARE MOST BENEFICIAL FOR THE DISTRICT? THE CITY?

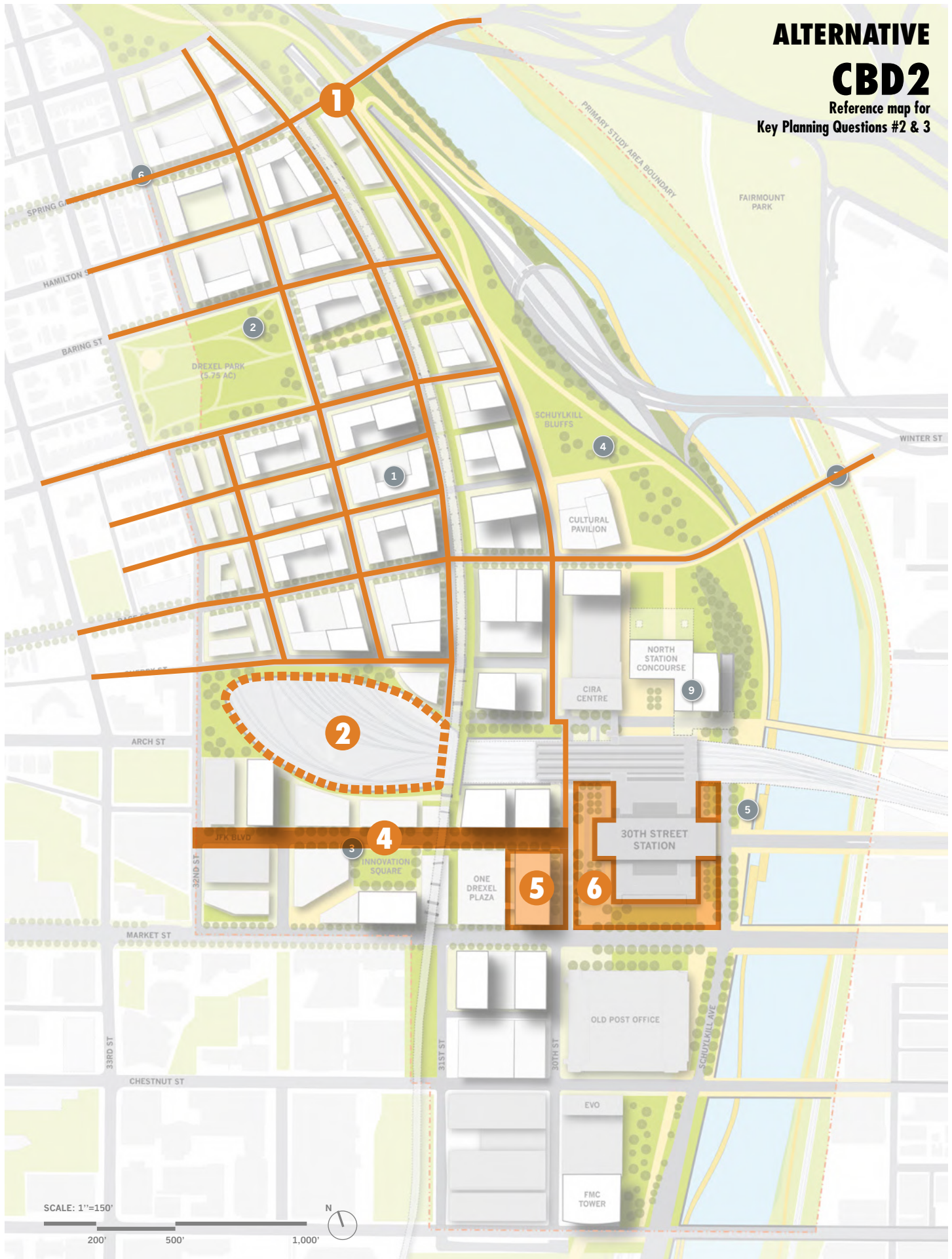
- 1 From a development perspective, the panelists favored the CBD2 alternative because of its flexibility (through the continued gridded street system) and ability to respond to market conditions.
- 2 However, the weakness of the CBD2 concept is the “hole” over the SEPTA tracks. The District Plan must reduce the size of this gap for a cohesive development and experience.
- 3 The panelists advised that we do not try to predict the ‘right’ density or mix of land uses. Ultimately the market will decide. The District Plan should instead focus on the getting the first three floors right to cultivate a positive urban experience throughout the District.
 - On getting the first three floors right: Harris Steinberg asked whether the emphasis should be on Market Street or JFK Blvd. In response the panelists stated it should not be an either/or situation; each has an important role.
 - On development density: The Plan should conduct scenario analysis to identify the circumstances that make this Plan a 25-year, 50-year or 75-year proposition.
- 4 JFK Blvd, even when extended, is a short street between 30th Street and 32nd Street (terminating at the Armory). This suggests it can be pedestrianized in scale, providing adequate traffic capacity is planned for the other circulation streets.

3. HOW SHOULD THE DISTRICT PLAN APPROACH THE CONCEPT OF THE “SIXTH SQUARE” – A CENTRALIZED MOMENT OR A COLLECTION OF MOVES THROUGHOUT THE DISTRICT?

- 5 There should be a centralized square associated with Drexel to announce the entry into their campus. The parking lot in front of the Bulletin Building would make a great square and civic gateway for someone leaving 30th Street Station and arriving in the Innovation Neighborhood. This could be “Drexel Square.”
- 6 Let the station plaza serve the circulation function it was meant to serve, however improve the experience through the plaza by adopting a European-like approach where pedestrians, bicycles, and cars share the space equally, i.e. do not prioritize cars over people.

ALTERNATIVE CBD2

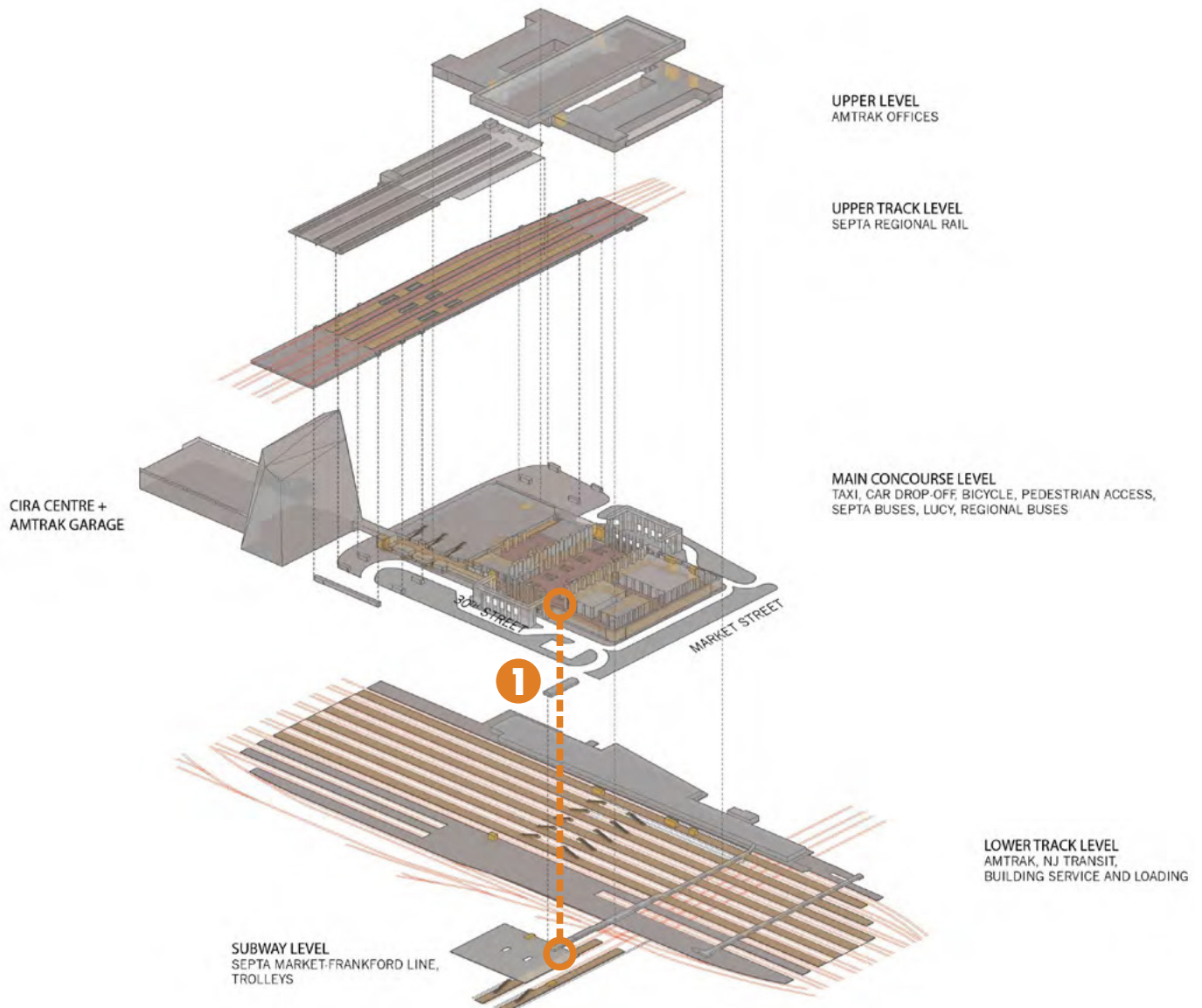
Reference map for
Key Planning Questions #2 & 3



KEY PLANNING QUESTIONS

4. WHICH DISTRICT-TO-CITY LINKAGES SHOULD THE DISTRICT PLAN PRIORITIZE?

- 1** Alan Greenberger suggested for the SEPTA subway to 30th Street Station connection, to evaluate whether a connection can be made rising gently from the subway concourse level to the 30th Street Station lower platform level (as opposed from the current condition of the closed pedestrian tunnel which goes from subway concourse level, down to subway track level, back up to 30th Street Station street level).
- 2** Panelists unanimously favored the vehicular bridge from Race St to Winter/Vine St to create a new east-west bridge between Market St and Spring Garden St. (As shown in CBD2). It was also pointed out that this could act as multimodal vehicular-bicycle-pedestrian connection across the Schuylkill.
- 3** Panelists supported the pedestrian bridge concepts, particularly the bridge to the Art Museum. (As illustrated in the Schuylkill Crossings alternative; locations shown on map to the right).



EXPLODED AXONOMETRIC OF 30TH STREET STATION

Reference Diagram for Key Planning Question #4

ALTERNATIVE CBD2

Reference map for
Key Planning Question #4



KEY PLANNING QUESTIONS

5. AS IMPLEMENTERS, WHICH CATALYTIC PUBLIC INFRASTRUCTURE AND PRIVATE DEVELOPMENT OPPORTUNITIES SHOULD THE PRINCIPALS PURSUE FIRST?

The Panel advised prioritization of the following public infrastructure moves to create an armature for District development. These should be considered early wins:

- 1 North-south road connecting Spring Garden Street to Market Street, particularly the Spring Garden on/off-ramps
- 2 Race St to Winter/Vine St Vehicular Bridge
- 3 Pedestrian bridge to the Art Museum area
- 4 Parks at key focal points, such as the overlook park to the Art Museum and “Drexel Square.” This is similar to the Central Delaware River Master Plan approach of a park at every half-mile of waterfront. Make the riverfront park and promenade scalable to respond to availability of funds at time of implementation.
- 5 Public space connectivity to 30th Street should be a priority, and a potential catalyst for development
- 6 Consider area-wide TIF. The TIFs and other funding mechanisms employed in Denver’s Union Station plan were cited as a potential case study.

[Value Capture Case Studies: Denver’s Historic Union Station Linchpin of the West, by Kathleen McCormick, Urban Land Magazine](#)
[Denver Transit Hub Is a Test Case for Funding, by Kris Hudson, Wall Street Journal](#)



Denver Union Station Train Platforms. Photo by Isaac Kim. [Retrieved from https://commons.wikimedia.org/wiki/File:Denver_Union_Station_Train_Hall.jpg]

**ALTERNATIVE
CBD2**
Reference map for
Key Planning Question #5



“WHAT-IF” SCENARIOS

The three alternatives assume that much of the District’s current infrastructure remains as is. For each of the following “what-if” scenarios, the Panel was asked whether the benefits would justify the costs and whether the District Plan should include them.

RELOCATE OR SUBMERGE THE CSX HIGH LINE?

An early task of the Design Team was to assess at a conceptual level the feasibility of relocating or modifying the CSX High Line. Based on the findings, the Design Team recommends rehabilitating the high line in its current configuration. The panel supports the Design Team’s conclusion. The District Plan can still be very successful without undertaking this massive infrastructure project.

RELOCATE OR SUBMERGE THE SCHUYLKILL EXPRESSWAY?

The Design Team also assessed at a conceptual level the feasibility of relocating or modifying the Schuylkill Expressway and concluded the Expressway should be rehabilitated in its current configuration. The Panelists support this conclusion and furthermore, felt that the Design Team has shown how to get to the river’s edge without having to move the Schuylkill Expressway.

In addition, José Almiñana recommends greening the retaining wall to improve the view from the east side of the river.

SUBMERGE THE SEPTA REGIONAL RAIL TRACKS?

Harris Steinberg advocated that this move would enable a level surface that opens up far more opportunity for development of the rail yards.

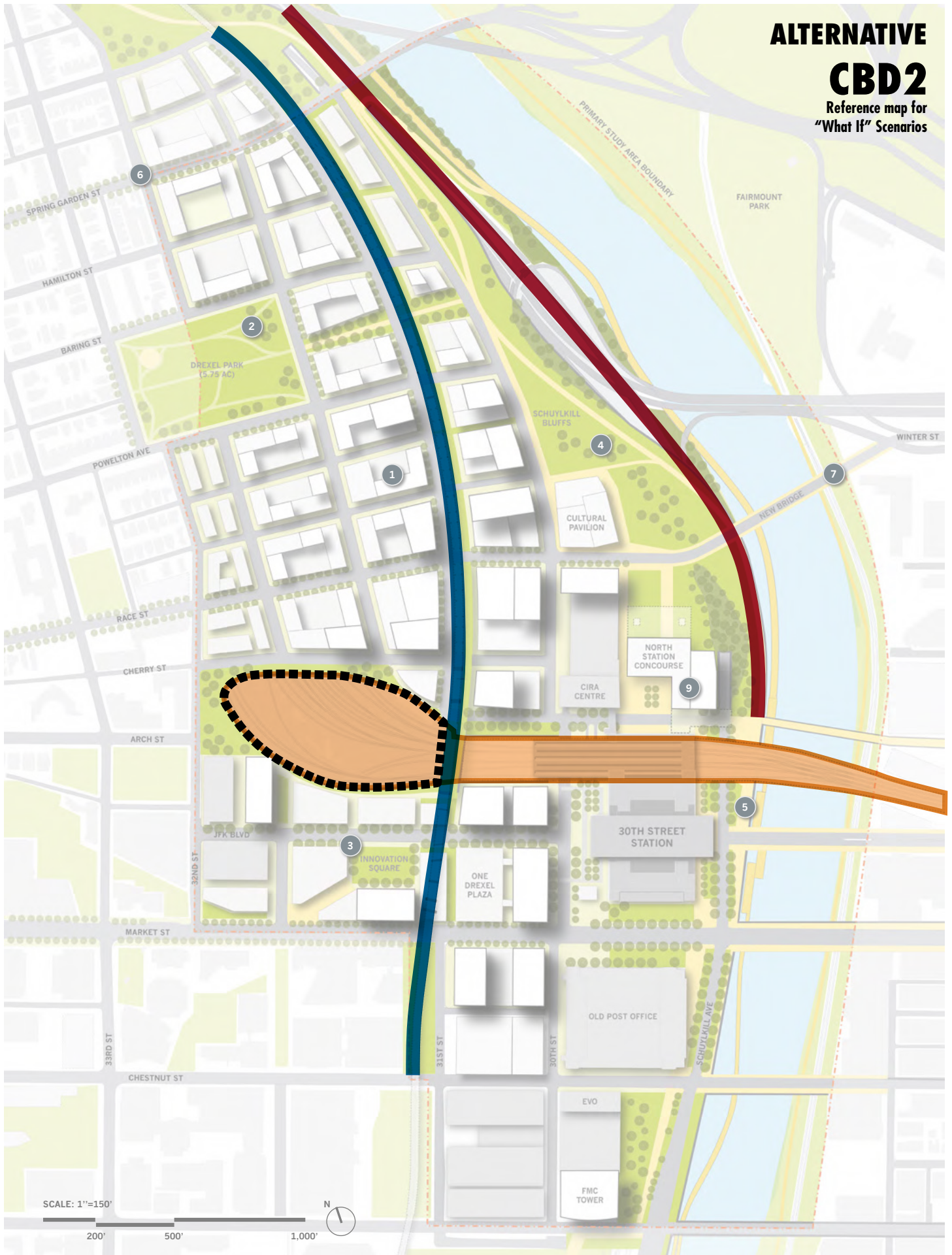
Both Elisa Picca and Lori Katzman indicated that this is extremely expensive proposition. Staging the construction and continuing commuter rail service is nearly impossible. The SEPTA yards serve an important mid-day storage function and finding adequate yard space is extremely difficult.



After discussion, Panelists advised finding ways to overcome the “SEPTA hole” before considering submerging the Regional Rail tracks. Panelists also suggested developing rough order of magnitude costs to inform the discussion.

ALTERNATIVE CBD2

Reference map for
"What If" Scenarios





Seamless Street Extensions
from surrounding neighborhoods into
the rail yard development

Expanded Drexel Park
with dramatic views of Center City

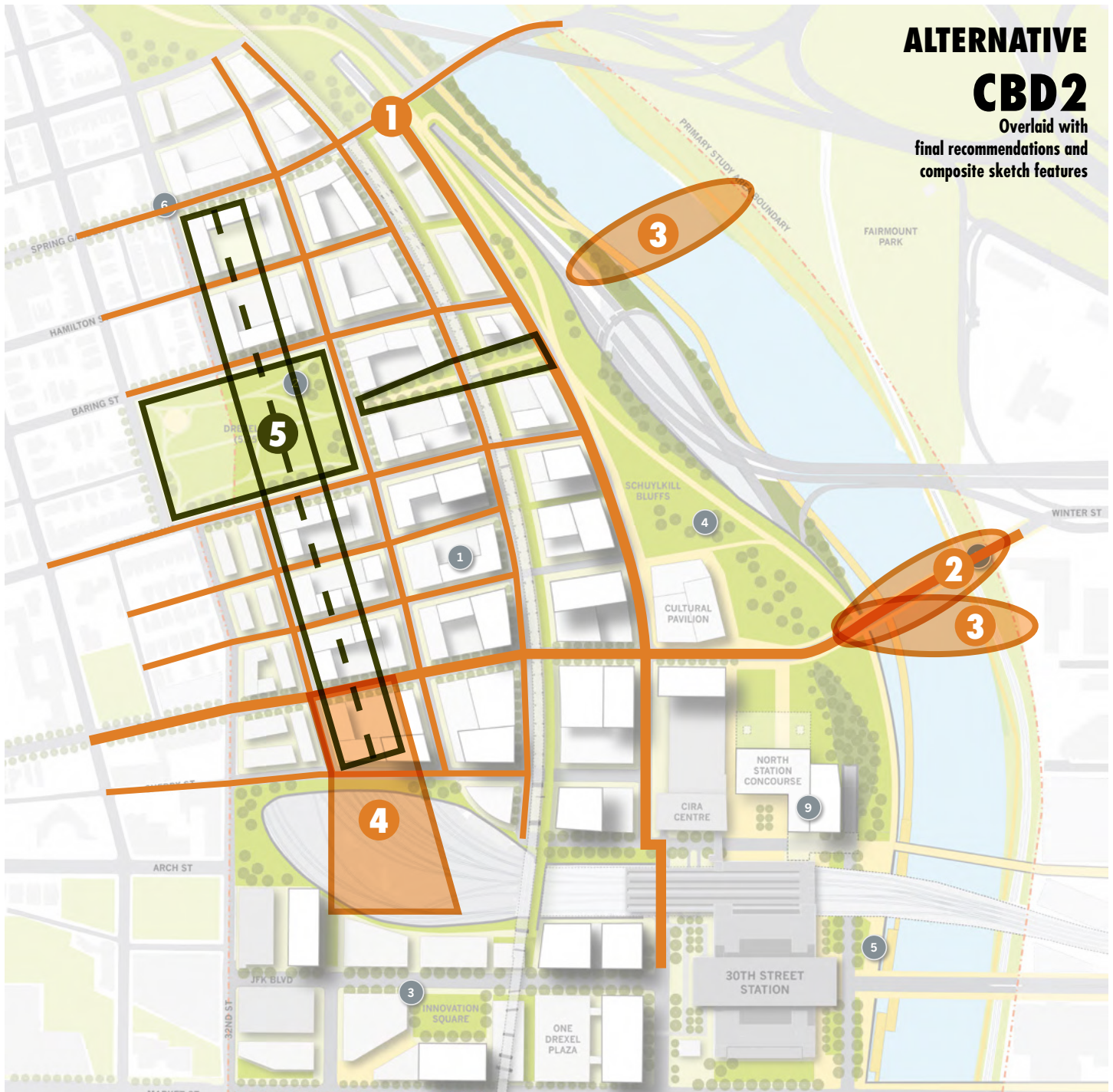
**Second "Central
Business District"**
with office and mixed-use buildings
over the rail yards

**Riverfront Park -
the Schuylkill Bluffs**
stretching from Walnut Street north
past Spring Garden Street as a cap
over I-76

New Bridge to Center City
connecting to Philadelphia's existing
CBD at Winter Street

Composite sketch illustrating combined features from CBD2 and Schuylkill Crossings

**ALTERNATIVE
CBD2**
Overlaid with
final recommendations
and composite sketch features



FINAL RECOMMENDATIONS

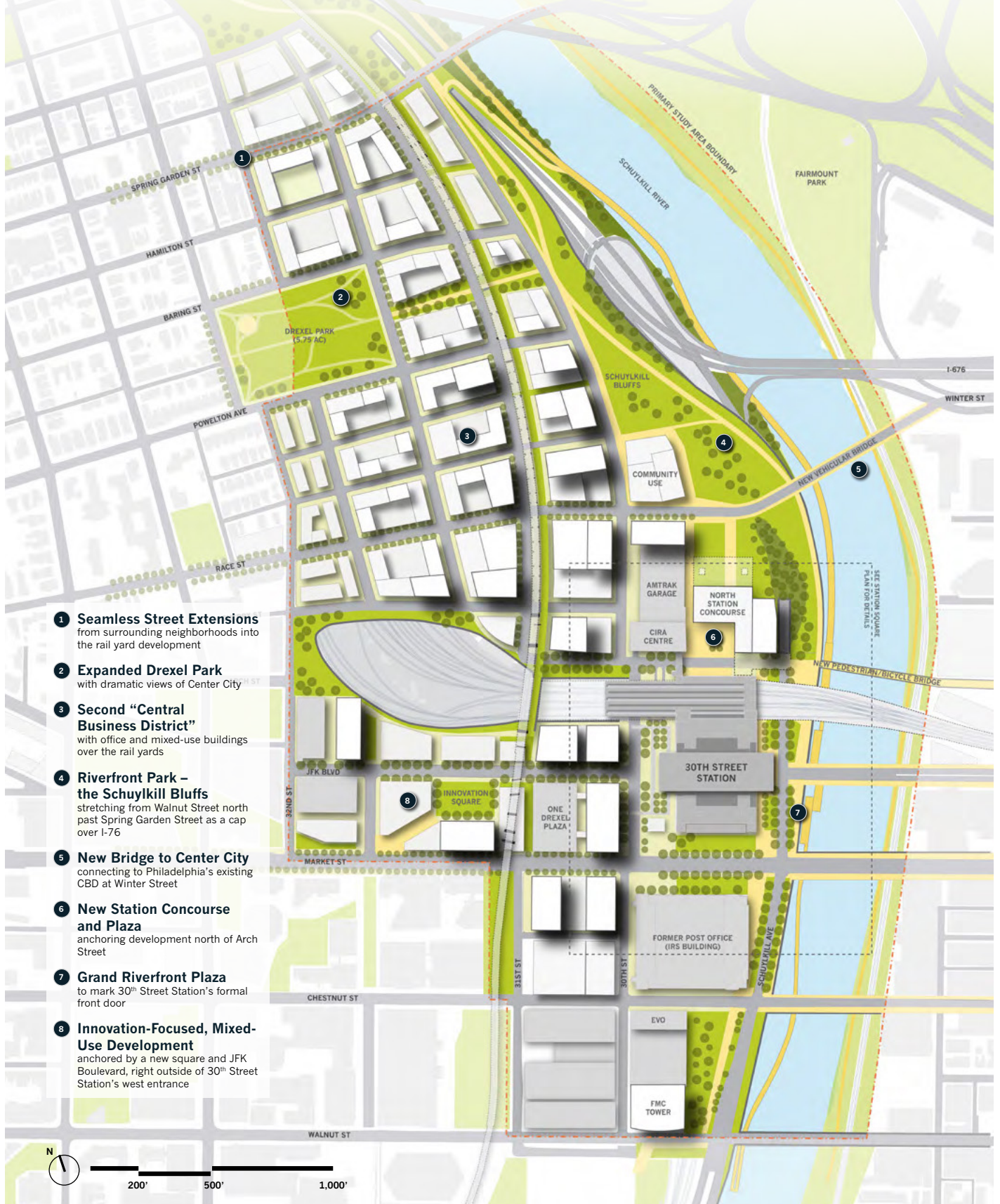
To conclude Peer Review Session I, the panelists drafted a composite sketch alternative that blends the CBD2 and Schuylkill Crossing concepts together (See composite sketches on page 18, left). In particular, the panelists recommend that the preferred alternative include the following elements:

1. Street grid from CBD2
2. Vehicular bridge from CBD2
3. Pedestrian bridges from Schuylkill Crossing
4. The components of the overbuild deck from Schuylkill Crossing that bridge over from JFK Blvd into SEPTA Powelton Yard.
5. Transition from the Powelton Village and Mantua neighborhoods into the overbuild should borrow heavily from CBD2, however consider a skinnier version of the west linear park concept from Schuylkill Crossing.

APPENDIX A: DISTRICT PLAN ALTERNATIVES

ALTERNATIVE: CBD 2

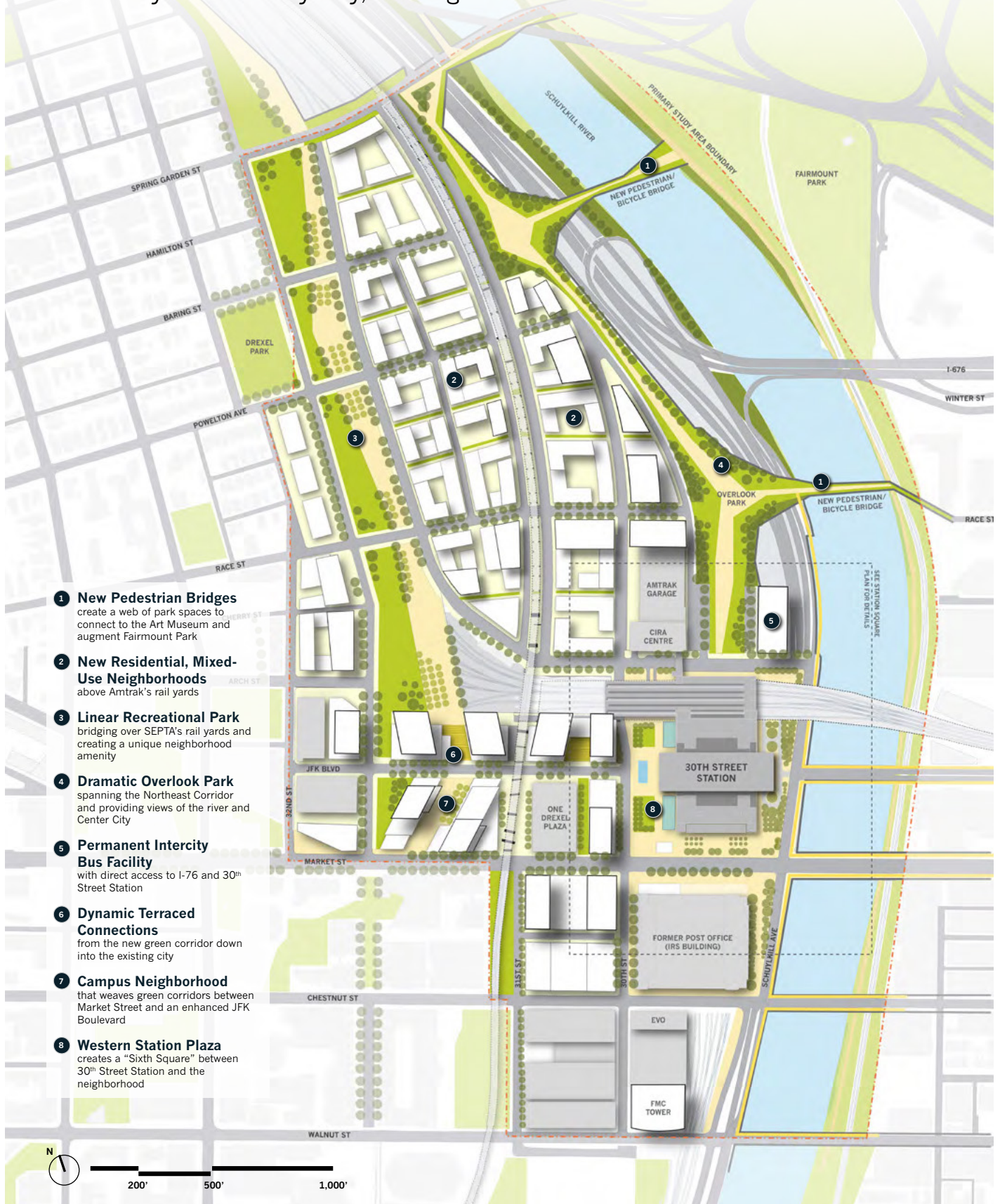
This alternative proposes a **dynamic new central business district** as an expansion of University City and Center City, two of the most successful and attractive economic centers on the Northeast Corridor.



- 1 Seamless Street Extensions**
from surrounding neighborhoods into the rail yard development
- 2 Expanded Drexel Park**
with dramatic views of Center City
- 3 Second “Central Business District”**
with office and mixed-use buildings over the rail yards
- 4 Riverfront Park – the Schuylkill Bluffs**
stretching from Walnut Street north past Spring Garden Street as a cap over I-76
- 5 New Bridge to Center City**
connecting to Philadelphia’s existing CBD at Winter Street
- 6 New Station Concourse and Plaza**
anchoring development north of Arch Street
- 7 Grand Riverfront Plaza**
to mark 30th Street Station’s formal front door
- 8 Innovation-Focused, Mixed-Use Development**
anchored by a new square and JFK Boulevard, right outside of 30th Street Station’s west entrance

ALTERNATIVE: SCHUYLKILL CROSSING

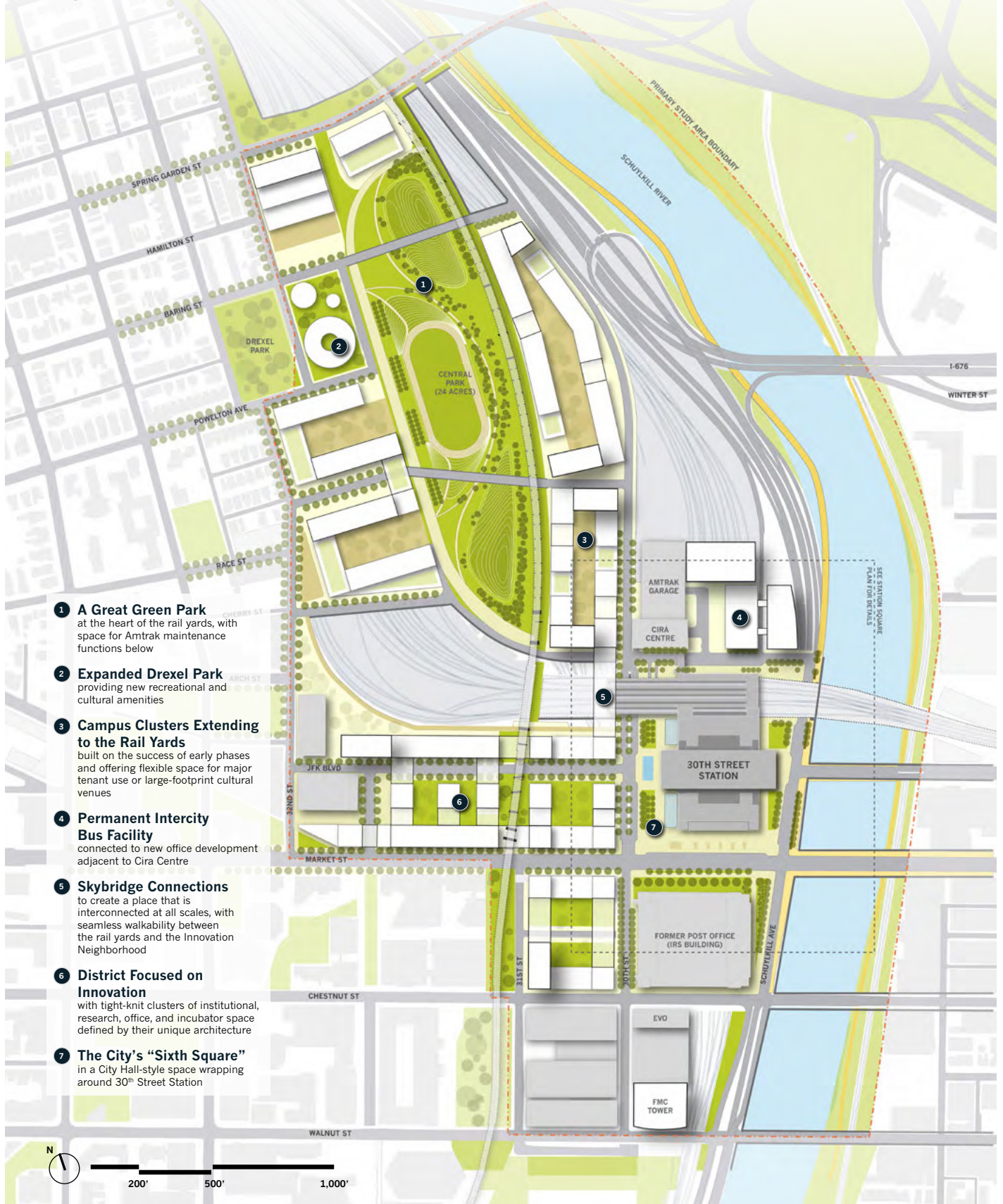
This alternative proposes the creation of a **new urban neighborhood**. It provides an excellent setting for residential development with great open space, walkability to University City, and regional transit access.



- 1 New Pedestrian Bridges**
create a web of park spaces to connect to the Art Museum and augment Fairmount Park
- 2 New Residential, Mixed-Use Neighborhoods**
above Amtrak's rail yards
- 3 Linear Recreational Park**
bridging over SEPTA's rail yards and creating a unique neighborhood amenity
- 4 Dramatic Overlook Park**
spanning the Northeast Corridor and providing views of the river and Center City
- 5 Permanent Intercity Bus Facility**
with direct access to I-76 and 30th Street Station
- 6 Dynamic Terraced Connections**
from the new green corridor down into the existing city
- 7 Campus Neighborhood**
that weaves green corridors between Market Street and an enhanced JFK Boulevard
- 8 Western Station Plaza**
creates a "Sixth Square" between 30th Street Station and the neighborhood

ALTERNATIVE: INNOVATION CITY

This scheme anticipates the continued growth of the **Innovation Neighborhood** over the rail yards for research facilities, incubator space, new headquarters for high-tech firms, and other innovative uses.



- 1 A Great Green Park**
at the heart of the rail yards, with space for Amtrak maintenance functions below
- 2 Expanded Drexel Park**
providing new recreational and cultural amenities
- 3 Campus Clusters Extending to the Rail Yards**
built on the success of early phases and offering flexible space for major tenant use or large-footprint cultural venues
- 4 Permanent Intercity Bus Facility**
connected to new office development adjacent to Cira Centre
- 5 Skybridge Connections**
to create a place that is interconnected at all scales, with seamless walkability between the rail yards and the Innovation Neighborhood
- 6 District Focused on Innovation**
with tight-knit clusters of institutional, research, office, and incubator space defined by their unique architecture
- 7 The City's "Sixth Square"**
in a City Hall-style space wrapping around 30th Street Station

PHILADELPHIA
30TH STREET STATION
DISTRICT PLAN

SOM in association with
Parsons Brinckerhoff, OLIN, and HR&A

PEER REVIEW PANEL

June , 2015



APPENDIX C PUBLIC OPEN HOUSE II + ONLINE SURVEY JUNE 17, 2015

Public Open House I Results	C-2
Public Open House II + Online Survey Summary	C-10
Public Open House II + Online Survey Raw Comments	C-17



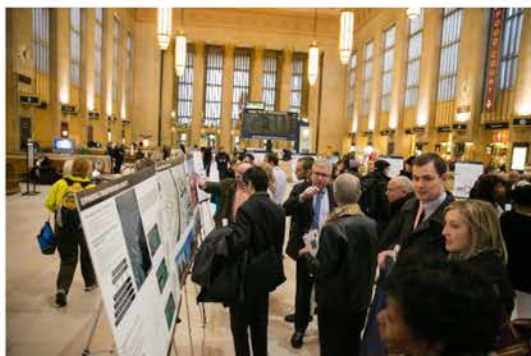
We Asked. You Answered.

Hundreds Provide Input through First Public Open House and Survey

Nearly 300 people gathered at 30th Street Station on January 28th to learn about the Philadelphia 30th Street Station District Plan. The event, which was the first of five public open house meetings, provided an opportunity for interested parties to learn about the project, meet the team, ask questions and contribute to the planning process.

Another 339 people completed a survey available at the January Open House and online from January 28 to February 27th, through the District Plan's website, www.PhillyDistrict30.com. Participants answered a range of questions about current experiences in the District and expectations for the future of the District. Click [here](#) to see the results.

Overall, hundreds of ideas for improvements to the station, transportation network and neighborhood were captured during the open house and through the survey. These ideas will be integrated into the ongoing analysis being conducted by the project team.





Sampling of Ideas Generated

Transportation:

- Reconnect the underground passage from 30th Street Station to SEPTA's Market Frankford Station
- Create shelter for Bolt Bus and Megabus riders
- Widen Spring Garden Street Bridge for pedestrians and bicycles
- Create a bike station at 30th Street Station
- Relocate the exit ramp off I-76E
- Connect Mantua Greenway to Center City

30th Street Station:

- More retail space
- Create family oriented area, especially for children
- Develop more activity inside the station- great food events, late night activity
- Fix bathrooms and concession programs
- Add a dry cleaner and shoe repair
- Keep it classic, we need to preserve our history not replace it
- Include the addition of Philly-centric foods/restaurants- ie. Capogiro, Franklin Fountain, 13th Street

Neighborhood:

- More walkable (safe-looking) path from the station to residential areas
- Beautify area around tracks and make neighborhood friendly
- Work with Mantua Greenway to beautify bike path
- 32nd Street in Powelton has the best view of Center City- enhance that
- 29th and Market streets intersection pedestrian crossing is difficult
- Connect to east side of river and Schuylkill River Trail

PHILADELPHIA 30TH STREET STATION DISTRICT PLAN

Survey Response Analysis (January 28-February 27, 2015)

Total Responses: 339

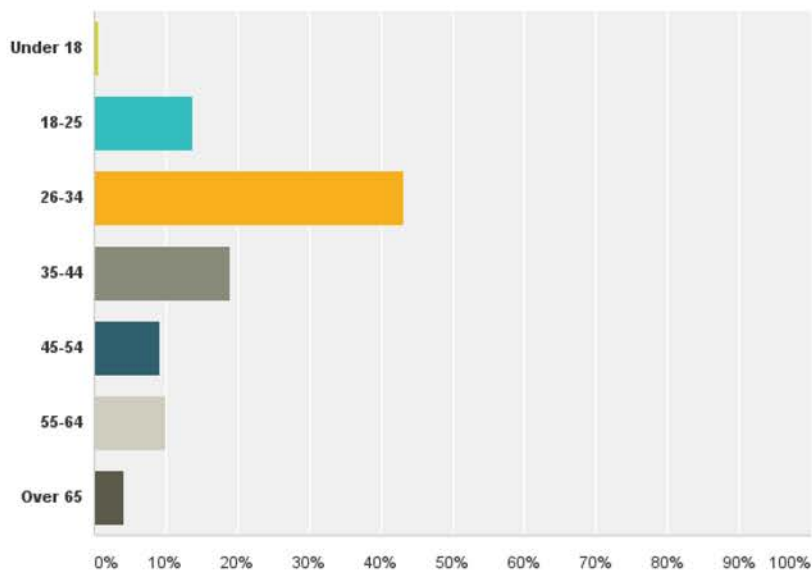
Gender of Survey Participants:

Male: 78.5%

Female: 21.5%

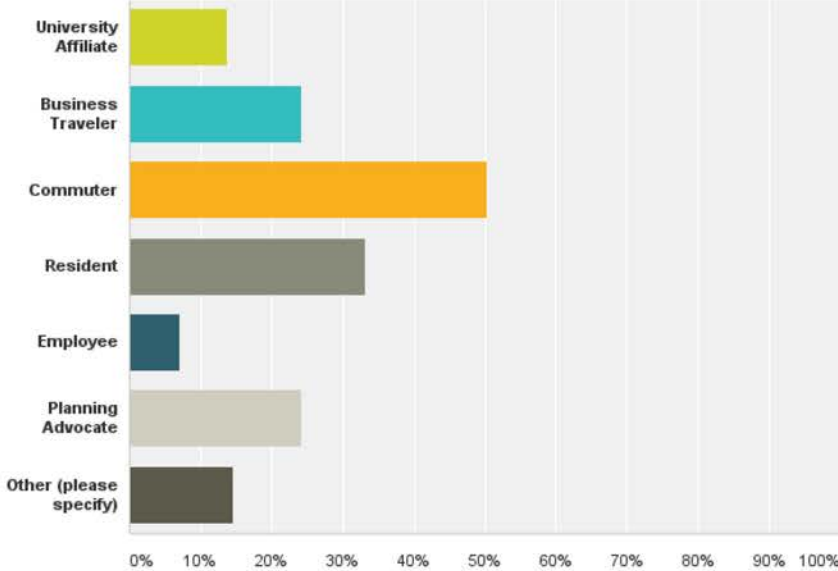
Q3 Age Group

Answered: 336 Skipped: 3



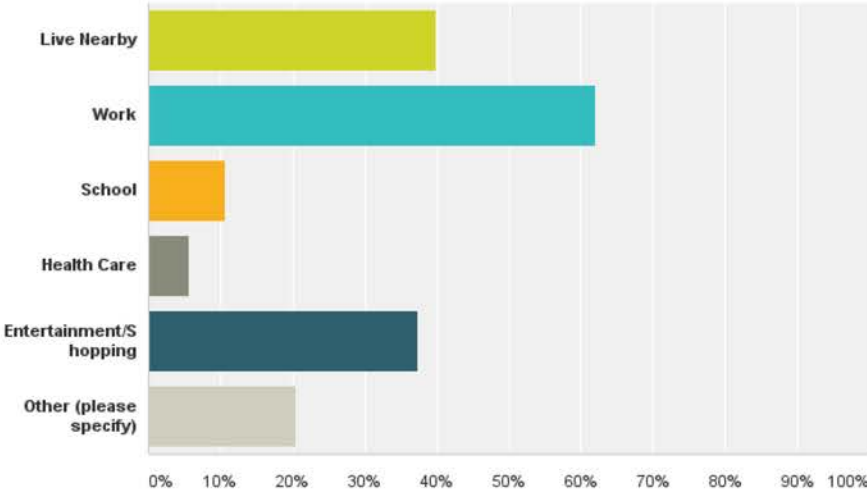
Q4 Which of the following best describes you in relation to the 30th Street Station District?

Answered: 334 Skipped: 5



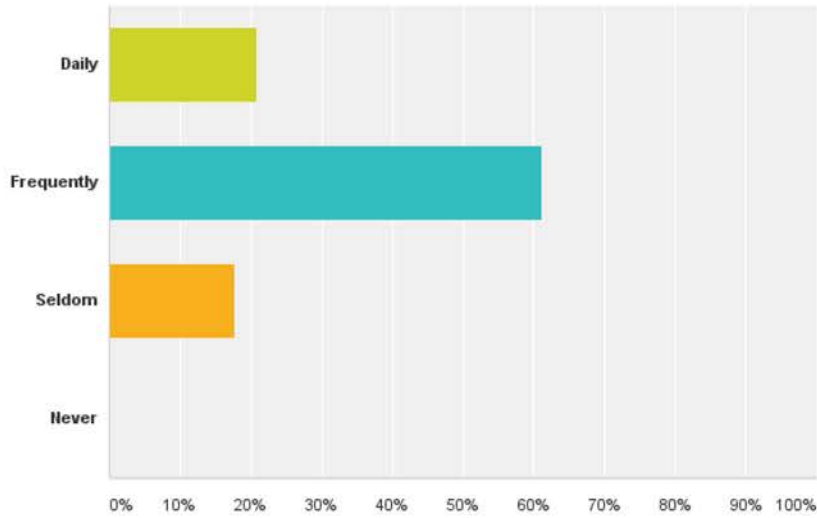
Q5 What are your primary reasons for traveling in and around 30th Street Station?

Answered: 331 Skipped: 8



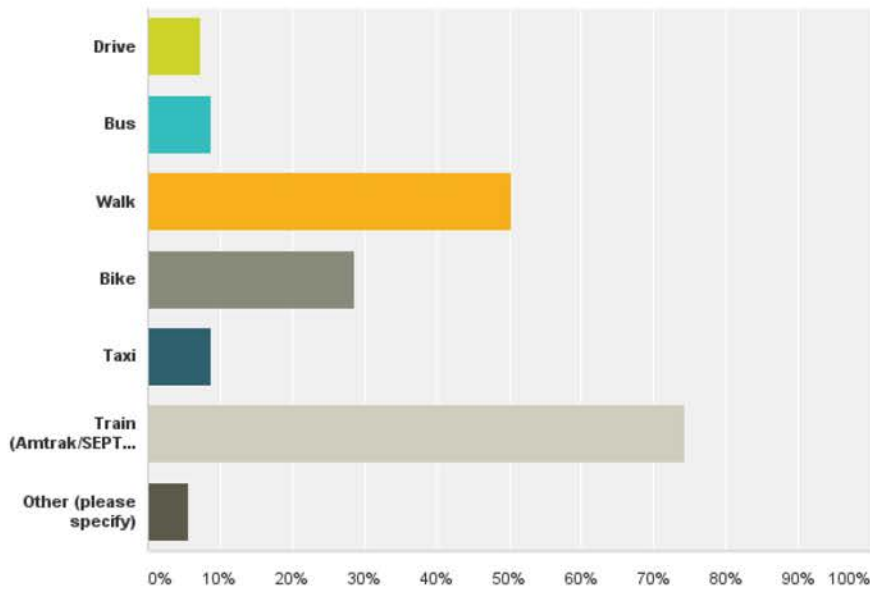
Q6 How often do you travel around the 30th Street Station Area?

Answered: 334 Skipped: 5



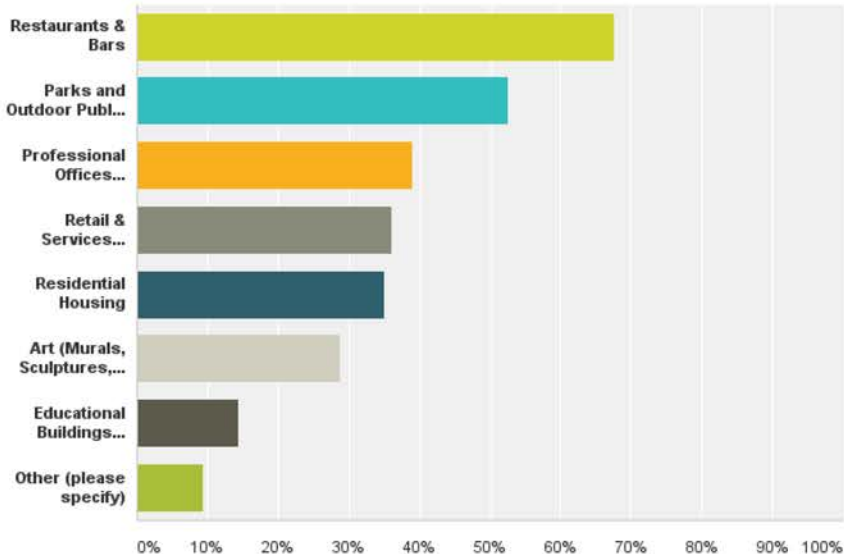
Q7 If you had a choice, what would be your preferred method of travel in and around 30th Street Station?

Answered: 332 Skipped: 7



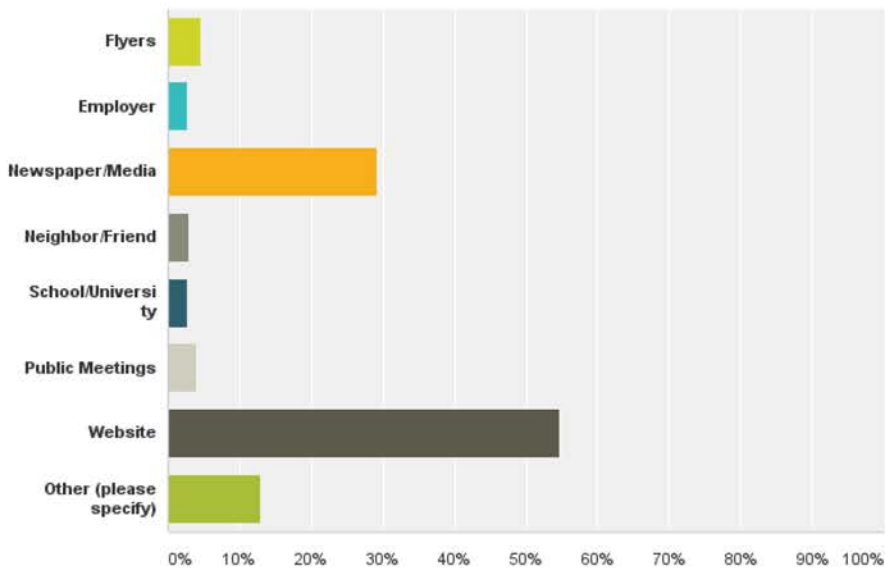
Q8 What would you like to see more of in and around 30th Street Station during the next 5-10 years? (Choose a max of 2)

Answered: 333 Skipped: 6



Q9 How did you hear about this public open house?

Answered: 333 Skipped: 6



Q10. I am interested in the project because...

Recurrent topics:

- I live nearby.
- I use the station as a commuter.
- The station is a critical transportation hub.
- Interested in the growth of University City
- Interested in development of the rail yards
- Interested in inclusion of bicycle friendly infrastructure

Q11. What would you consider to be a hidden gem (often overlooked in and around the 30th Street Station area?)

Recurrent topics:

- Lobby
- Drexel Park
- The station building and its architecture
- Underground passageway between 30th Street Station and SEPTA Market-Frankford Line
- Powelton Village
- Open land above tracks
- Neighborhoods
- Restaurants
- Proximity to the Zoo and Art Museum

Q12. What is something the 30th Street Station area is lacking?

Recurrent topics:

- Restaurants
- Pharmacy/Drug Store
- Gardens
- Grocery Stores
- Green Space/Trees
- Pedestrian friendly intersections
- Underground connection between 30th Street Station and SEPTA Market-Frankford Line
- Affordable parking

Q13. Tell us what you like most about the 30th Street Station area

Recurrent topics:

- Access to the Northeast Corridor
- Access to Drexel University and University of Pennsylvania
- The station building
- Convenience
- The Porch
- Schuylkill River
- Transportation options

Philadelphia 30th Street Station District Plan

June 17, 2015 Public Open House and Online Survey

Public Comments Summary

Over 200 people gathered at Amtrak’s 30th Street Station on June 17, 2015 to learn about the Philadelphia 30th Street Station District Plan. The event, which was the second in the series of five public open house meetings, provided an opportunity for the public to gain a better understanding of the District Plan. This was done by viewing the 28 Information Boards on display, as well as interacting with the project team and asking any questions. An important component of the open house was to gain an understanding of three early design alternatives the project team is proposing and to elicit public feedback on the alternatives.

How were people notified of the June 17, 2015 Open House?

The public was notified through various methods. Legal advertisements were placed in The Philadelphia Tribune, open house flyers were distributed to local community groups, stakeholders, posted throughout 30th Street Station, and disseminated through other means. Although the project team does not have any control in who chooses to stop and read a posted flyer, the project team has built a solid subscribers database to inform the public via email who has previously expressed interest in the project.



The following information summarizes the notification dates and awareness to the public for the June 17, 2015 Open House.

A total of three email “eBlasts” specific to the June 17, 2015 Open House was sent out to the project’s subscribers list. The eBlasts were sent out using the free service MailChimp.

June 3, 2015:

- eBlast Title: Philadelphia 30th Street Station District Plan - Public Open House - June 17, 2015
- # of Subscribers Sent to: 778
- # of Subscribers who Opened\Viewed email: 403
- Total Opens: 1,779

June 16, 2015:

- eBlast Title: REMINDER - Philadelphia 30th Street Station District Plan - Public Open House - June 17, 2015
- # of Subscribers Sent to: 907
- # of Subscribers who Opened\Viewed email: 415
- Total Opens: 1,168

June 19, 2015:

- eBlast Title: Philadelphia 30th Street Station District Plan - Online Survey
- # of Subscribers Sent to: 1,023
- # of Subscribers who Opened\Viewed email: 415
- Total Opens: 1,321

Public Input Options

The primary objective of the open house was to inform the public of three early design alternatives, and to obtain public comments on those alternatives. As stated earlier, the total number of people who signed in to the June 17, 2015 open house was 202. This was approximately 100 fewer people who attended the first open house in January 2015. Although fewer people technically showed up at the open house, this was not an indication that there was a lack of interest by the public. Input from the public was obtained from a variety of platforms. Specifically, public input on design alternatives was received from the following options:

- Open House Sticky-Note Exercise
- Open House Paper Comment Card
- Online Survey
- Project Email

Sticky-Note Exercise

The project team set-up a “Sticky-Note” exercise for those in attendance to participate in. The exercise was to have the public comment on the three alternatives. Two sets of colored sticky-notes were provided. The concept was simple, in that a person would write an aspect of one of the alternatives they liked on a green sticky-note, and/or write a comment that felt needed more work on a yellow sticky-note. Those notes would be placed by the individual in the corresponding alternative.



The sticky-note exercise resulted in 338 comments. Coincidentally, there was an exact split between positive comments (169) and comments identifying areas needing more work (169). A breakdown can be seen in the table below.

Open House Sticky-Note Exercise Comments Summary

Alternative	Positive	Needs More Work	Total
CBD2	53	52	105
Schuylkill Crossing	71	50	121
Innovation City	45	67	112
Total	169	169	338

Schuylkill Crossing received the most comments and had a greater percentage of positive comments. Innovation City had a greater percentage of their comments as needing more work.

Online Survey

For people unable to attend the public meeting on June 17, 2015 and provide input on each Alternative, an online survey was created and made available for 1 month online. The online link was placed on the project website's homepage, in addition to an email eBlast being sent out to all subscribers informing all of the available survey. The survey was pulled offline on July 17, 2015, at which time the results were analyzed.

The URL to the survey was the following:

https://www.surveymonkey.com/r/District30_Concepts_Survey

- # of People who Participated in the Online Survey: 184
- # of surveyors who provided email address to subscribe for project updates: 160

Questions Overview and Results

Which aspects of the CBD2 alternatives do you like?

- # of People who Answered: 119
- Total Comments: 248

Which components of the CBD2 alternatives need more work?

- # of People who Answered: 109
- Total Comments: 145

Which aspects of the Schuylkill Crossing alternatives do you like?

- # of People who Answered: 110
- Total Comments: 181

Which components of the Schuylkill Crossing alternatives need more work?

- # of People who Answered: 103
- Total Comments: 155

Which aspects of the Innovation City alternatives do you like?

- # of People who Answered: 101
- Total Comments: 145

Which components of the Innovation City alternatives need more work?

- # of People who Answered: 109
- Total Comments: 165

If you have general comments to share with the Project Team, please do so in the space below.

- Answered: 79

Total Online Survey Comments: 1,118

The following table is a breakdown of comment types by Alternative.

Online Survey Comments by Type

Alternative	Positive	Needs More Work	Total
CBD2	248	145	393
Schuylkill Crossing	181	155	336
Innovation City	145	165	310
Total	574	465	1,039

Similar to the Sticky-Note exercise, more positive comments were associated with the CBD2 and Schuylkill Crossing alternatives, where the Innovation City alternative had more negative comments than positive ones.

NOTE: The 79 General Comments within the online survey was not included in the table, since it was not specific to an alternative. All general comments however were reviewed by the project team as some valuable insight was gained.

Public Comments Disclaimer:

No modification, omission or alteration of public comment was made in any way. However, there were numerous instances where multiple comments were included on a single sticky note, or in a single answer box within the online survey. For example, a sticky note may have been comprised of the following bullets:

- Additional pedestrian/bike bridges
- green space
- better 76 intersection
- direct Septa access to 30th Street Station

Although the comments were technically on a single sticky note, the answer is reflecting four unique elements that cannot be categorized into a single theme (i.e. Open Space Network). For these instances, the single sticky note/survey answer was converted into four comments.

Additionally, although the sticky note exercise was explained to the public (in person and via instructions on two display boards), in that a positive comment be written on a green sticky note and placed accordingly within the Alternative, there was no guarantee that a person wrote only positive comments on green sticky notes.



Synthesis of Public Comments by Category

When combining the sticky-note and online survey comments, it can be seen that there are overall more positive comments, specifically for CBD2 and Schuylkill Crossing.

Alternative	Positive	Needs More Work	Total
CBD2	301	197	498
Schuylkill Crossing	252	205	457
Innovation City	190	232	422
Total	743	634	1,377

In order to identify emerging themes from the sticky-note and online survey comments, the project team associated each comment with one of the following categories:

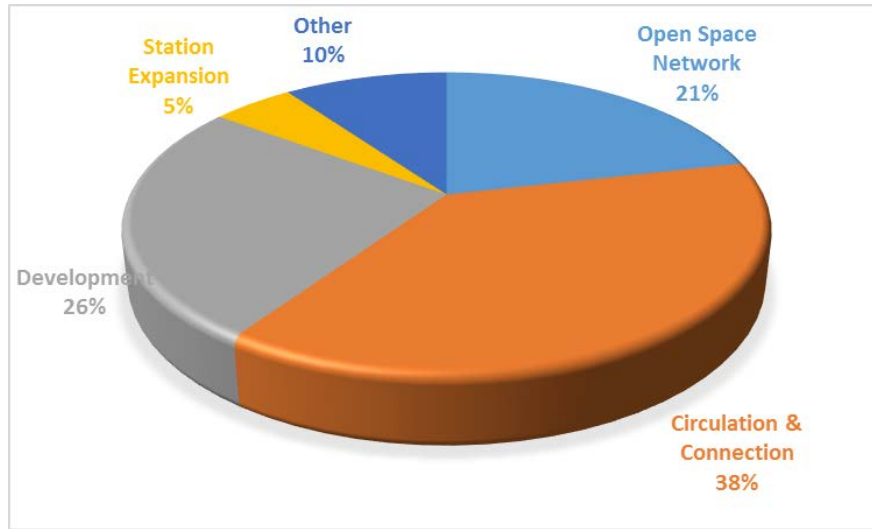
- Open space network
- Circulation and connections
- Development
- Station expansion
- Other

The identification of comments will help pinpoint areas of concern or praise by the public. The following table displays a summary of all sticky-note and online survey comments by category.

Sticky Note & Online Survey Results:

Alternative	Type	Open Space Network	Circulation & Connection	Development	Station Expansion	Other	TOTAL
CBD2	Positive	83	125	54	14	25	301
CBD2	Needs More Work	8	81	65	15	28	197
Schuylkill Crossing	Positive	48	124	53	14	13	252
Schuylkill Crossing	Needs More Work	43	71	66	10	15	205
Innovation City	Positive	64	53	30	8	35	190
Innovation City	Needs More Work	49	71	85	7	20	232
TOTAL		295	525	353	68	136	1,377

The majority of comments were associated with Circulation & Connection, followed by Open Space Network, Development, Other, and Station Expansion.



Emailed Comments

During the timeframe of June 17, 2015 – July 17, 2015, a total of 14 emails were submitted to the project email account info@phillydistrict30.com specific to the design alternatives. Only the comments that were specific in identifying things they liked and/or felt needed more work for a specific alternative was included. All comments submitted via email were submitted for review to the Project Team.

Summary of Comments Emailed Specific to Design Alternatives

Alternative	Type	Open Space Network	Circulation & Connection	Development	Station Expansion	Other	TOTAL
CBD2	Positive	2	0	3	0	1	6
CBD2	Needs More Work	0	6	0	0	0	6
Schuylkill Crossing	Positive	3	2	1	0	0	6
Schuylkill Crossing	Needs More Work	1	1	1	0	0	3
Innovation City	Positive	0	1	0	0	0	1
Innovation City	Needs More Work	2	2	1	0	0	5
TOTAL		8	12	6	0	1	27

Open House Comment Cards

A total of 31 comment cards were submitted during the night of the open house. Not all comments were applicable towards the design alternatives.

Summary of Comment Cards Referencing Alternative Categories

	Open Space Network	Circulation & Connection	Development	Station Expansion	Other	TOTAL
Comment Type	5	8	10	2	13	38

Public Open House II + Online Survey Raw Comments

CBD2 --- Things I Like	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
Transit elements seem best - Waterfront!	Sticky Note		X			
Like the greenery	Sticky Note	X				
Arts Venues	Sticky Note					X
Great new bridge!	Sticky Note		X			
Reduces industrial eyesore.	Sticky Note					X
Improve traffic patterns at 30th street station especially for pedestrians!!	Sticky Note		X			
Add/improve pedestrian access to art museum	Sticky Note		X			
Business district only. Night desert	Sticky Note			X		
Like amount of covered area and connection to the city.	Sticky Note		X			
Need both new north concourse and new intercity bus terminal!	Sticky Note				X	
Re-establish street grid. - Density support Dev. Costs	Sticky Note		X			
Like green space right along the river	Sticky Note	X				
Ditto - Like green space right along the river	Sticky Note	X				
We need more community jobs with this project	Sticky Note					X
Takes advantage of the river!	Sticky Note					X
Like waterfront focus + extension of street grid + mixed income	Sticky Note		X			
CBD2 looks promising (focus on station in periphery particular, more so than the more "business" sorts of items)	Sticky Note					X
Love the bus terminal - Combine Greyhound + redevelop north of Market @ 10th	Sticky Note			X		
Like the fine grain of the grid. Trust the grid.	Sticky Note		X			
Waterfront park is best open space idea	Sticky Note	X				
Like the increased business use of overbuild area.	Sticky Note			X		
Love the very granular street network in this one. I think it would make this area feel more manageable/like a neighborhood!	Sticky Note		X			
Covering I-76 as much as possible. New road bridge (good alignment shown)	Sticky Note		X			
Extension of Arch street.	Sticky Note		X			
Centralized office space.	Sticky Note			X		
I-76 on/off ramp relocate.	Sticky Note		X			
Ped bridge over Schuylkill.	Sticky Note		X			
New CBD is unlikely based on office demand	Sticky Note			X		
Green space. Connection over river.	Sticky Note		X			
Great street grid!	Sticky Note		X			
Green is good - Go for more!	Sticky Note	X				
Love larger Drexel park without Thur-street. Love focus on west riverfront/capping highway + making ...	Sticky Note			X		
Relocation of I-76 ramps? Yes 1000 x yes	Sticky Note		X			
Please pay attention to SEPTA concourse - wider stairs, down escalators. Good direct pedestrian connections outside + to buses (Lucy)	Sticky Note				X	
The race street bridge has height issues due to the west banks, but is needed for traffic congestion	Sticky Note		X			
The walkway bridge can be combined using the lower level of the railroad bridge to Suburban Station	Sticky Note		X			
Is best for office density and is closer to the original plans. Make the region dynamic, with a skyline . Think Global	Sticky Note			X		
Septa level house grid. Favorite Concept. CBD2 is by far the most forward thinking and ambitious. Add the ped bridge from the Schuylkill option and you're good to go!	Sticky Note		X			
CBD2 should be coupled with residential on northern periphery and campus functions to south	Sticky Note			X		
Pedestrian/bike bridge is great idea perhaps split with landing into two locations to cover entire neighborhood	Sticky Note		X			
Love the extension/connection of Powelton Village	Sticky Note		X			
CBD2 Open space network is best of 3	Sticky Note	X				
CBD2 Riverfront open space.	Sticky Note	X				
High density.	Sticky Note			X		
Street grid extension.	Sticky Note		X			
CBD2 Best Option. I like park space on river	Sticky Note	X				
Ped connection over Arch street	Sticky Note		X			
Sunken highway entrance.	Sticky Note			X		
This was a great event! Thank you	Sticky Note					X
Riverfront open space. Grid street network.	Sticky Note	X				
East riverfront plaza	Sticky Note				X	
Best SEPTA head house location of all 3	Sticky Note				X	
Schuylkill Banks + Ped like bridge	Sticky Note		X			
Love the expansion of Drexel Park and the Schuylkill Bluffs idea.	Online Survey	X				
Like the treatment of the highline through the site as a feature to be highlighted.	Online Survey					X
Believe a new vehicular crossing to Center City is necessary for any of these plans.	Online Survey		X			
The building marked for Community use is interesting, but I think the positioning is weird if it is to serve Mantua and Powelton in addition to new development.	Online Survey					X
Love the West side Recreation Path/Park along the river.	Online Survey	X				
Like the new Schuylkill Expressway entrances and exits assuming they can handle traffic volume, which is already a HUGE issue.	Online Survey		X			
Highest SF dedicated to lease-able space to get financial return.	Online Survey					X
This alternative really acknowledges the impossibly unique opportunity to expand what Philadelphia is as a city. This plan sees that this real-estate is never to be found again in Philly and maybe the NE corridor. It is in the middle of Center City and University City, and anything that does not try to densify and urbanize this area to meet and bridge the level of urbanity on either side of the Schuylkill is wasting this space.	Online Survey			X		
It makes safer for bikers	Online Survey		X			
Covering the rail yards.	Online Survey			X		
Riverfront focus, street extensions, additional pedestrian/bike bridge, reconfigured 76 entrances/exits, direct Septa access to 30th Street Station, floating river park, more office space, additional bike lanes	Online Survey		X			
Great idea!	Online Survey					X
I really like the expanded retail and business spaces and the riverfront park. This one would be such a huge improvement over what's there now. My biggest personal priority for all 3 of these is a safe bicycle bridge, and this one includes it! I think it's a fantastic plan to create a continuation of center city over the river. It'd add dynamism around 30th street station, and it'd also provide a much needed safe and pleasant way for bicyclists and pedestrians to reach the station.	Online Survey			X		
The outdoor spaces.	Online Survey	X				
Good allocation of green spaces along river edge, as well as within the development area.	Online Survey	X				
More green space.	Online Survey	X				
More bicycle/pedestrian options.	Online Survey		X			
Increased green space	Online Survey	X				
Ped connections to CC	Online Survey		X			
The path in the west side of sculykill	Online Survey		X			
Waterfront access and integration, multi-use trail connection from new development to west bank, Drexel park expansion.	Online Survey		X			
many possibilities for employment.	Online Survey					X
I like the protected bikeways on Market St. and JFK, the bicycle and pedestrian bridge.	Online Survey		X			

SUMMARY REPORT: STAKEHOLDER REVIEW OF THREE VISION ALTERNATIVES

CBD2 --- Things I Like	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
Capping the Schuylkill Expressway is also a great idea.	Online Survey			X		
The full service bicycle station should be large and include secure bicycle lockers for rent.	Online Survey		X			
Green Space	Online Survey	X				
Expansive green space	Online Survey	X				
Walkable, mixed use development on grid.	Online Survey		X			
Open space.	Online Survey	X				
Connections to Center City.	Online Survey		X			
Fine-grained street network	Online Survey		X			
large riverside park	Online Survey	X				
I really like the continuation of the streets and grid layout, it gives it a good scale.	Online Survey		X			
I also really like the amount of parks on both the east and west sides.	Online Survey	X				
river front park	Online Survey	X				
road crossing to east bank	Online Survey		X			
geometry of rail opening	Online Survey					X
potential to shift cars from market street north w/o loading up the neighborhood	Online Survey		X			
better access ramps to I-76 for UC and the station	Online Survey		X			
I like the expansion of the parks along the river and the existing park in the Drexel neighborhood.	Online Survey	X				
floating parks/walkways	Online Survey	X				
park at the river	Online Survey	X				
covering so much of the railyards	Online Survey			X		
Its connectivity to the city.	Online Survey		X			
It balances an amazing amount of parkland while promising to bring in enough new jobs/residents to be able to utilize those parks.	Online Survey	X				
Extension of city streets	Online Survey		X			
additional vehicle crossing	Online Survey		X			
open space on river	Online Survey	X				
flow/drop-off around station.	Online Survey		X			
All aspects, especially the River Bluffs park and the floating park, The river is the asset here and should be fully taken advantage of. Perhaps a water taxi to the South Street Boardwalk can also be added as well. And more connections with the East Bank is a good thing as well.	Online Survey		X			
Also more business means more jobs and more revenue for everyone concerned. As far as I'm concerned this is the best of the 3 proposals.	Online Survey					X
All of them	Online Survey					X
I like more green space along the river side, since people in park across the river will not have to look at the ugly train tracks only anymore.	Online Survey	X				
I also like the addition of new bridges (especially the pedestrian/bike bridge)	Online Survey		X			
the idea of bringing more business into University City.	Online Survey					X
tax base increase which city needs (via payroll tax)	Online Survey					X
filling up unused space because the space will be used up for offices it will push gentrified boundaries further out of center city core, there is too much neglected land and properties outside of center	Online Survey			X		
new bridges	Online Survey		X			
The overall concept - expands the area and creates a real neighborhood	Online Survey			X		
I like the idea of bringing office space retail, restaurant and housing to the west side of the schuylkill. The key is the mix, a office park that is dead after 6pm and on weekends would be a disaster.	Online Survey					X
Orientation/access to Schuylkill River	Online Survey	X				
The increased connectivity to Center City is a key aspect of this plan, and creating more opportunities for economic development and growth are strong features that should be a focus of any final plan.	Online Survey		X			
Mix of open space and development.	Online Survey			X		
Expanded street grid.	Online Survey		X			
I like the density, the connection to the neighborhood to the west, and the park along the river	Online Survey		X			
LOVE: Riverfront Park	Online Survey	X				
New Ped/Bike Bridge to Center City	Online Survey		X			
Grand Riverfront Plaza	Online Survey	X				
Arch Street Connection	Online Survey		X			
Reloacted I-76 Ramps	Online Survey		X			
Reconfigured Taxi and Drop Off Areas.	Online Survey		X			
I also love the dramatic capping of the railline area.	Online Survey			X		
The seamless street extension, the bridge to Center City, Grand Riverfront Plaza	Online Survey		X			
The extension of the west Phila. grid toward the river.	Online Survey		X			
High density	Online Survey			X		
mix of uses	Online Survey			X		
new bridges across Schuylkill,	Online Survey		X			
green space near river and throughout,	Online Survey	X				
connectivity is superb.	Online Survey		X			
The intensity of commercial development	Online Survey			X		
I like the focus on the river and schuylkill bluffs	Online Survey	X				
Everything	Online Survey					X
New bridges	Online Survey		X			
green space	Online Survey	X				
Second major zone of the city	Online Survey					X
River Park	Online Survey	X				
Economic Benefits	Online Survey					X
The street grid and improved connections to I76 are critical improvements. The grid also offers the ability to phase development more easily than the other options. It is also more walkable than Innovation City.	Online Survey		X			
Grid streets	Online Survey		X			
Waterfront park	Online Survey	X				
Bridge to Arch St	Online Survey		X			
Northern entrance to Amtrak	Online Survey				X	
Like the numerous buildings,	Online Survey			X		
park space to the right.	Online Survey	X				
This needs to be the basis of the final plan.	Online Survey					X
The CBD2 is my favorite proposal. I love the density of this project the most. Center City and University City are already very dense commercial, institutional and residential areas. This void in between them is the missing link. Fully connecting Center City to U City will create a very large integrated city core where people can work, live and play without any void in the area of development.	Online Survey			X		

CBD2 --- Things I Like	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
I also like the mix of park space along the river. The Schuylkill river is a great asset and has turned into a very attractive destination. Having the contrast between the density on both sides of the river and the open space along the river provides a nice juxtaposition to city living. I also love the expansion of Drexel park. That is an added oasis to an urban environment.	Online Survey			X		
The Density, The Trails	Online Survey			X		
I like the: New vehicular bridge; Pedestrian/bicycle bridge; North station concourse; and Riverfront plaza	Online Survey		X			
Pedestrian and bicycle areas.	Online Survey		X			
Riverfront area.	Online Survey	X				
new street connections	Online Survey		X			
new green space	Online Survey	X				
New Pedestrian / Bicycle Bridge and Floating Park	Online Survey		X			
Most economical, has lots of business areas that will make it viable to complete, helps with Drexel's master plan, also the small park is nice, most feasible plan	Online Survey					X
I think this is definitely the best proposal. It integrates the area seamlessly with the rest of the city, which is a key priority for me. It also leverages the riverside location at the same time to create a fitting complement to Schuylkill banks. Please go for this! It will create tremendous value and spur lots of private sector investment.	Online Survey					X
Engaging the river through ramps to terraces and floating parks, the amount of green space, and the general vertical heft added to the skyline.	Online Survey	X				
The most green space	Online Survey	X				
connection to river	Online Survey		X			
new bridge to center city	Online Survey		X			
the new spaces for pedestrians and recreation along the Schuylkill river	Online Survey	X				
the relocation of I-76 away from the river creating additional riverfront public space	Online Survey	X				
the floating river park	Online Survey	X				
the north concourse of 30th st. station	Online Survey				X	
the grand plaza of 30th st. station facing the river	Online Survey				X	
extension of the neighborhood street grid into the area over the rail yards:	Online Survey		X			
the extension of urban fabric north of cira center and it creates more unity between CC west and west Philadelphia:	Online Survey			X		
I Like the green space, the business activity, and with a residential and retail community built in, it won't empty out at night	Online Survey			X		
Building Density	Online Survey			X		
park space.	Online Survey	X				
The scale and texture of the street and block structure make for the district immediately recognizable	Online Survey			X		
The expansion of Drexel Park in to a full-sized Philadelphia square is great	Online Survey	X				
The transit corridor shown in the downloadable boards has lots of potential and is critical to the development of an urban district	Online Survey		X			
Taming of the Schuylkill Expressway will be a big improvement.	Online Survey		X			
Protected bike lanes on Market Street and two-way cycle track on JFK are great for car-free access; make sure they're physically protected, not just striped.	Online Survey		X			
Subway headhouse east of 30th Street is an improvement.	Online Survey				X	
Intercity bus terminal is important to have here.	Online Survey		X			
The tight turn radii shown make for safe and comfortable pedestrian crossings. As the project progresses toward implementation, don't let the traffic engineers enlarge them.	Online Survey		X			
North concourse is a good anticipation of eventually longer Amtrak trains	Online Survey				X	
Density and urban form	Online Survey			X		
Very tight street grid	Online Survey		X			
big west side schuylkill bank park	Online Survey	X				
good grid connection to Mantua	Online Survey		X			
expanded drexel park	Online Survey	X				
the floating park	Online Survey	X				
I love the expanded concourse. The septa hallway is too crowded and it would be nice to have another access to septa. I like the bike lanes but these need to be protected or they are useless.	Online Survey				X	
extending 31st and JFK	Online Survey		X			
The massing of park space toward the river. The river front trails and park space balance the park space on the opposite side of the river, which make it a destination for leisure and fitness. The completion of Drexel park works very well to draw traffic toward the river. The concept of the boardwalk with seating along the river is fantastic.	Online Survey	X				
Too much residential, not enough commerce purposes.	Online Survey			X		
Open space facing river	Online Survey	X				
The square footage, the riverside park, the lager 30th street concourse, the new SEPTA head house.	Online Survey	X				
Extends the street grid	Online Survey		X			
Innovation Square block is reconnected	Online Survey		X			
Utilizes the underground street network under 30th St	Online Survey		X			
Schuylkill boardwalk and promenade	Online Survey		X			
Arch St. pedestrian bridge	Online Survey		X			
all	Online Survey					X
Extension of neighborhood street grid into the rail yards.	Online Survey		X			
Re-alignment of I-76 on- and off-ramps.	Online Survey		X			
New pedestrian and bicycle bridge at Arch Street.	Online Survey		X			
Riverfront Park—the Schuylkill Bluffs -as a cap over I-76, esp. floating park element	Online Survey	X				
The pedestrian bridge	Online Survey		X			
the large areas that are capped	Online Survey			X		
the green spaces	Online Survey	X				
the new street grid.	Online Survey		X			
The creation of a street grid over the rail yards.	Online Survey		X			
I like the density compensated by the open/ green space.	Online Survey			X		
The bluffs	Online Survey	X				
Nice flow of the roadways through it.	Online Survey		X			
density of development	Online Survey			X		
extension or urban street grid	Online Survey		X			
reclamation of existing north concourse	Online Survey				X	
Riverfront green space.	Online Survey	X				
30th Street Station front door facing the river.	Online Survey				X	
Relocation of SEPTA MFL to east side of 30th Street.	Online Survey		X			
Taxi drop off on west side of 30th street.	Online Survey		X			
Extending Drexel Park is a smart touch to balance out the green spaces.	Online Survey	X				
I love the overall density of the site.	Online Survey			X		
I also love the green space	Online Survey	X				
the pedestrian bridge at Arch Street	Online Survey		X			

SUMMARY REPORT: STAKEHOLDER REVIEW OF THREE VISION ALTERNATIVES

CBD2 --- Things I Like	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
the Race Street bridge	Online Survey		X			
the promenade by the Schuylkill.	Online Survey	X				
Finally, I love the amount of capping done on this site. All of SEPTA's Powelton Yard and Amtrak's Penn Coach Yard, and the Schuylkill Expressway are capped.	Online Survey			X		
The park adjacent to the river provides a wonderful gateway from CC to U City	Online Survey	X				
It better connects Center City and University City	Online Survey		X			
Green space faces river	Online Survey	X				
connections to Schuylkill Banks	Online Survey		X			
expansion of Drexel Park	Online Survey	X				
reclaiming space above rail yards for commercial development	Online Survey			X		
The waterfront area near 30th street station.	Online Survey	X				
The SEPTA bus depot (even though it will cost \$\$\$\$ to cap the railyard for it)	Online Survey		X			
Continuation of street grid.	Online Survey		X			
Efforts to connect to both Center City and University City.	Online Survey		X			
Floating park, many mixed use buildings, green space along the river is a great welcome to university city, Drexel park expansion	Online Survey	X				
Biggest construction build-out; study area and station are so vital to Philly's core that every possible opportunity for growth around it has to be take advantage of.	Online Survey			X		
Eastward-facing station: 30th Street Station is the main station for the whole city, including the existing Center City core. This alignment recognizes that while not jeopardizing connections to U City/W Philly.	Online Survey				X	
The site seems to demand new high rise construction - just the type of thing that large businesses like.	Online Survey			X		
the green	Online Survey	X				
I really like the river-fronting park. The plan has a great deal of green space, which is great.	Online Survey	X				
I think this plan will look great with some sleek, modern office/mix-use towers.	Online Survey			X		
I like the density and the pedestrian bridge the most.	Online Survey			X		
I also like the riverside park & the fact the area will focus mainly on business real estate	Online Survey	X				
Also like the extended Drexel Park.	Online Survey	X				
seamless street extensions	Online Survey		X			
river front park	Online Survey	X				
new vehicular and pedestrian bridges	Online Survey		X			
I like that the majority of the rail yard is capped.	Online Survey			X		
I like that more riverfront park space is created to compliment the adjacent bank of the river	Online Survey	X				
I like that the street connections continue into the new development area.	Online Survey		X			
east facing improvement to environment, scaling down to human level, connection to center city via visuals and infrastructure	Online Survey		X			
park areas, protected bike lane	Online Survey	X				
Protected bike lanes	Online Survey		X			
new pedestrian/bicycle bridge	Online Survey		X			
density	Online Survey			X		
green space	Online Survey	X				
extension of existing grid.	Online Survey		X			
Emphasis on green space fronting the river.	Online Survey	X				
Building over the rail yard	Online Survey			X		
the riverfront green area	Online Survey	X				
improvements for access to/from Center City, both pedestrian and vehicular.	Online Survey		X			
More restaurants/cafes	Online Survey			X		
High density. Tall buildings that can rise 400-700'. Expanded north concourse	Online Survey			X		
riverfront green space: waterfronts are extremely desirable public spaces, and it would be a serious missed opportunity to not transform one of our riverbanks into a usable place.	Online Survey	X				
mixed use: crucial for a live/work/play neighborhood.	Online Survey			X		
density: makes sense so close to downtown	Online Survey			X		
Greatest minimization of rail tracks being exposed to open air. Good balance between added green space and development opportunities.	Online Survey	X				
Grid and grid extension into the Drexel neighborhood	Online Survey		X			
river park frontage	Online Survey	X				
road and pedestrian connections to CC	Online Survey		X			
The implied vision of Center City expanding, and the use of park spaces to connect to adjacent places (the river, Powelton Village)	Online Survey	X				
Extension of the street grid from Mantua.	Online Survey		X			
I like how it extends the existing city fabric and park into the new development. It does this better than the others.	Online Survey		X			
The Race Street crossing. Hopefully it would be a distinctive bridge with emphasis on pedestrian amenities	Online Survey		X			
Additional access to center city.	Online Survey		X			
Green spaces on the River Front.	Online Survey	X				
6th Sq. Mix of retail, office and Residential.	Online Survey			X		
I like the bridge at Race Street and the expansion of the street grid throughout the project area.	Online Survey		X			
connections to center city	Online Survey		X			
river front park	Online Survey	X				
street extensions	Online Survey		X			
septa head house - re-open connection to station	Online Survey		X			
I-76 ramps	Online Survey		X			
Density, prospect for growth of Philadelphia's commercial core, waterfront park	Online Survey			X		
Large park around the old rail yard area (the Bluffs)	Online Survey	X				
The pedestrian and bike bridge.	Online Survey		X			
Pick up and drop off being easy right by the train station.	Online Survey		X			
new river crossings for pedestrians	Online Survey		X			
expanded Drexel park	Online Survey	X				
concentration of buildings for business	Online Survey			X		
I like the expansion of Drexel Park. Philly's city plan has always focused on squares, Dilworth, Logan, Rittenhouse, Washington, Franklin...I suggest expanding the park and calling it Drexel Square or maybe Innovation Square.	Online Survey	X				
I also like the waterfront trail and park area to continue West River Drive trails	Online Survey	X				
I also like the grid layout of roads.	Online Survey		X			
Continuity of existing neighborhood	Online Survey			X		
Expanded SEPTA concourse. Needs escalators, elevators, great information, convenient fare payment, convenient path to concourse from street /MFL/bus stops	Online Survey				X	
Relocated MFL headhouse & direct connection into 30th St Station.	Online Survey		X			
Wall east side of I-76. Shields noise from river, residents E. side of river. But don't know if people would go down to a narrow strip of park adjacent to I-76.	Online Survey			X		
any upgrades to the current 30th station	Online Survey					X

CBD2 --- Things I Like	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
possibly the move of the exit ramp ... also the entry point to 676 / 76 should be rethought!	Online Survey		X			
I am a resident of Fairmount and would love to see a combination of Schuylkill Crossing with Innovation city. As part of the design element for this new space, I would very much like to see a few turf athletic fields be installed with lighting for night time use. An example of a design element I would love to see: http://www.longbridgepark.org/ , http://www.crystalcity.org/go/long-bridge-park . This park was a huge success in Arlington (lived there for ten years before moving back to Philadelphia). With foot/bike accessibility to those fields, I would expect both Drexel/Penn/West Philly and Fairmount/Center City residents taking advantage of them for youth sports as well as adult rec leagues (soccer, football, rugby, etc.) .	Email	X				
After reviewing these 3 diagrams, I prefer CBD2 the most. As a leading center of healthcare and education and a city poised to grow immensely in the energy sector, developing more commercial space would help to balance the explosion of residential space on the other side of the river.	Email			X		
Of the three option suggested, I would recommend the business district plan. You want to take advantage of the sites unique feature as a local and regional hub. You would want to take advantage of the fact that the area would support high density development without harming surrounding communities.	Email			X		
There are lots of areas around Center City for residential development and very few residents would need daily transportation to NYC or DC.	Email			X		
A regional business district built on the sites transportation assets seem most logical - besides most large businesses seem to prefer new construction. Adopt this plan but be patient with it - there may not be sufficient demand until the current business district expands west to the river. This is probably a 50 year plan.	Email					X
The strength of this option is the proposal of a riverfront park and promenade.	Email	X				

SUMMARY REPORT: STAKEHOLDER REVIEW OF THREE VISION ALTERNATIVES

CBD2 --- Needs More Work	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
Does not work with typography along 32nd St.	Sticky Note		X			
Do not block station track expansion for future when needed. 10, 11 + 12 are under waiting rooms + more ...	Sticky Note			X		
Restore original escalator to blue/green lines	Sticky Note		X			
Make sure housing is mixed income	Sticky Note			X		
PATCO	Sticky Note		X			
Use old post office Pen Station Expansion	Sticky Note				X	
Parking!	Sticky Note			X		
We already have a CBD	Sticky Note					X
Too many Large building abutting residential Mantua/Powelton won't have neighborhood support	Sticky Note			X		
Looks too industrial	Sticky Note			X		
Keep tall buildings between the rivers	Sticky Note			X		
Combine North station entrance with bus terminal	Sticky Note		X			
Not enough green space, trees	Sticky Note	X				
More bike friendly areas needed.	Sticky Note		X			
What are you planning to do with SEPTA and Amtrak yards? Where are you relocating the maintenance functions?	Sticky Note			X		
Two-way traffic was a ...	Sticky Note		X			
No to two-way traffic!	Sticky Note		X			
CBD: Bi directional traffic.	Sticky Note		X			
Floating river park	Sticky Note	X				
Bring PATCO into 30th Street Station	Sticky Note		X			
You can't have oil trains through any of this development on the highway. I know where it should go most clearly	Sticky Note		X			
Hire 168 hrs. of min. wage guys to reopen tunnel to SEPTA with security in a months time	Sticky Note					X
Hate the bi-directional traffic around the station perimeter. Would be a pedestrian nightmare.	Sticky Note		X			
Return loop for E-W trains would have used the cutting from 32nd st north to Spring Garden. Do not fill with foundations	Sticky Note		X			
Unclear on north - south bike thru-way to take pressure off Schuylkill Banks path which is near capacity	Sticky Note		X			
CBD2: Transition in scale granularity between new high density and Mantua. Cover more of the yards! Don't expand station further north	Sticky Note				X	
Love expanding the Mantua street grid into the new development	Sticky Note		X			
2 way streets around 30th st will congest traffic from I-76. One way JFK + one way Market street 20 -32 street + a two lane I-76 ent.	Sticky Note		X			
Residential needs to be coupled with business. Overpass on Arch is awful! Better design from an aesthetic viewpoint.	Sticky Note					X
open underground concourse to Amtrak platforms	Sticky Note		X			
Attend community meetings and consider their input	Sticky Note					X
Center city still has unused business offices. CBD is unnecessary.	Sticky Note					X
Doesn't seem to acknowledge neighborhood character in building forums	Sticky Note					X
More capacity along Schuylkill expwy needed	Sticky Note			X		
Expansion of station reopen tracks on west side. Get rid of the automobiles!	Sticky Note				X	
Add bus terminal. Keep all else	Sticky Note		X			
CBD2 is the best way + high speed rail next can NEC + NEC Phil to Chi can build it in Philadelphia	Sticky Note		X			
No additional vehicle bridges to CC - we need less cars there, not more!	Sticky Note		X			
I love the proposed dedicated bus terminals, YAY! The earlier and friendlier, the better. Make it easier to reach 30th street from there.	Sticky Note		X			
Does/will Amtrak have volume to justify North Concourse?	Sticky Note				X	
Extend Harrisburg trains to Penn Center/Suburban	Sticky Note		X			
Please do follow through on the plan to unite the SEPTA "E1" Station to the 30th Street Complex.	Sticky Note				X	
Extend transit corridor to Zoo down Market street to center city, into University city. A bypass for the trolley tunnel?	Sticky Note		X			
Some kind of education component for Mantua Residents	Sticky Note					X
CBD2 best need free st trolley on Market	Sticky Note		X			
Q: How does this improve housing affordability? There's already intense pressure from Drexel housing along Lancaster Ave - This doesn't help.	Sticky Note					X
Can the ugly parking lot south of the station be "Cloaked"?	Sticky Note			X		
Needs permanent bus facility	Sticky Note			X		
More considerations for small businesses existing in west Philly.	Sticky Note					X
Let whatever development occur here "greet and meet "the side -walk. No glass/blank brick walls /metal doors at street level	Sticky Note			X		
increase the lanes around 30th street to 3-4 (not2) as can be done combine with one way JFK + market street + Key Ped over + under. I am a full time biker + Ped + SEPTA every day to 30th street.	Sticky Note		X			
Do NOT like abrupt transition from victorian Powelton to Modern hi rise. This plan is too dense destroys + too tall - Fabric view	Sticky Note			X		
Concerned about the height/density of buildings North of Race Street in the Plan.	Online Survey			X		
Buses don't seem to be addressed, which is fine if there's a commitment to move the buses. If not, there should be a plan.	Online Survey		X			
Wonder if Race Street is a good choice for a new vehicular bridge to Center City. It is currently closed to through traffic at 33rd and isn't a natural through street in any event is a good choice.	Online Survey		X			
Circulation inadequate.	Online Survey		X			
Emphasis on the pedestrian experience EVEN MORE. Emphasis on the seamlessness of this space, in and of itself, but also between Center City and University City. How does it weave them together in all cases for pedestrians and make transitions effortless? But this must be balanced with good PLACEMAKING, which was included in the plan but needs to be even more robust and even more a tent pole. It is all too easy to believe in pedestrian primacy but to loose it in the engineering process because it is so much more fine-grained than what typical renderings and spec drawings can encapsulate.	Online Survey		X			
cameras to keep track of drivers who do not follow the rules	Online Survey					X
Direct bus/public transportation access to Fairmount/Art Museum area from West Philly/Center City. Better/shorter connectivity.	Online Survey		X			
Intercity bus terminal	Online Survey		X			
bikeshare terminal	Online Survey		X			
additional drop off/pick up space	Online Survey		X			
I'd love even more green space - why not make it a bit bigger?	Online Survey	X				
I also don't know why the "business district" couldn't have a focus on innovation, thereby folding in some of the innovation city plan.	Online Survey					X
Also: I would LOVE it if you added the bridge to fairmount park in this design. To my mind, it would then be perfect!	Online Survey		X			
Economics of vehicular reconfigurations.	Online Survey					X
More bike lanes and more bike friendly options	Online Survey		X			
Relocated SEPTA head house.	Online Survey				X	
Is there vertical space for connection between street above and RR tracks below.	Online Survey		X			
Too much commercial development. I just don't see filling all that office space.	Online Survey			X		
New vehicular bridge sounds expensive to build and maintain.	Online Survey		X			

CBD2 --- Needs More Work	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
Demonstration of a market for that much office space.	Online Survey			X		
I don't like the vehicular bridge at Winter St. I'd rather see more pedestrian/bicycle connections. The area is saturated in vehicular traffic. Efforts need to be made to encourage less vehicular traffic, not encourage more.	Online Survey		X			
Will the space by SG bridge be safe / lighted	Online Survey					X
Just about everything else. Further, the need for additional office space in this location when so much office space goes unused in Center City isn't compelling.	Online Survey					X
It's all in the details.	Online Survey					X
Maybe a little less dense, I think it could use a little more townhouse-scale residential	Online Survey			X		
I would like to see this layout but with a focus on making the buildings as mixed use as possible. I like the building layout but would like to see the buildings used for residential, retail, educational, innovation, along with the proposed office buildings.	Online Survey			X		
inter city bus logistics not resolved	Online Survey		X			
better connection to Drexel park	Online Survey		X			
view corridors from drexel park to CB-1	Online Survey					X
a sense of where in the main urban space	Online Survey					X
the "hole" over the rail yards looks like an afterthought and left over.	Online Survey			X		
CC type development is out of place in west Philadelphia	Online Survey			X		
I live in Mantua, and I think this would devastate the neighborhood--a lot of residents would be squeezed out.	Online Survey			X		
That hole over Powelton Yards	Online Survey			X		
Economic development to attract sufficient business tenants.	Online Survey			X		
The SEPTA Headhouse needs to be physically attached to the 30th Street Station due to weather conditions.	Online Survey				X	
The Septa headhouse should be physically attached to the 30th Street Station to avoid weather issues.	Online Survey				X	
I don't know how well all the tall business buildings would fit with the surrounding neighborhoods, which are more residential/campus feeling.	Online Survey			X		
it is hard to tell from the plan and it is probably too early , but would be nice to have architecturally innovative buildings in CBD, not glass boxes visible in presentation	Online Survey					X
would like the new vehicular bridge to be bike/pedestrian friendly	Online Survey		X			
It's important that all the elements - retail, residential, professional business - are integrated throughout the development, rather than having clusters of each particular type of elements (for example, retail only along 30th or Race Streets).	Online Survey			X		
I wish this plan would add a bike and pedestrian overpass from Arch St. to the pedestrian and bicycle bridge.	Online Survey		X			
Missing re-activation of underground connection to SEPTA Market-Frankford and Subway-Surface lines.	Online Survey					
I don't like the concept of an expanded business district at all. It will not bring many new residents into the Powelton Village neighborhood. The area will be deserted at night.	Online Survey			X		
There should be more of a mix between office space and residential and retail space to create a neighborhood with diversity and multiple uses and strengths. The choice should not be about choosing one of innovation, business, and residential development. There should be components of each. The problem with the Science Center area, which is now being addressed, is that much of it is a lifeless office park without much retail, residential, and ground-level activity. The new development must include all of those aspects, as well as prominent public green spaces.	Online Survey			X		
Less development around the station. Currently the vehicular traffic around the station is cumbersome - this attempts to simplify it, but does not offer a solution to volume currently handled.	Online Survey		X			
Too dense. Duplicates center city.	Online Survey			X		
It needs more connection to the other side of the river.	Online Survey		X			
I like that in the other designs there is a dedicated place for buses. Not sure if that would be possible.	Online Survey		X			
Innovation, Fixed use development	Online Survey			X		
Pedestrian accessibility to destination locations on both sides of the river. Improve pedestrian access to MLK Drive, the zoo, and the Art Museum.	Online Survey		X			
Why leave the opening to the tracks west of the station? Why not cap the entire thing? It seems silly to leave that little bit, but maybe there is a logistical reason?	Online Survey			X		
The Schuylkill River barrier separating Center City from the University District. More connections. Add residential in a neighborhood format.	Online Survey		X			
I'm concerned that Philly can't support a 2nd CBD (at least not for many years)	Online Survey			X		
Bigger cap for rail yards	Online Survey			X		
Capping the railways more	Online Survey			X		
More Bridges	Online Survey		X			
Does not seem to respect the character of Powelton Village.	Online Survey			X		
Before you go to far with suggesting major changes to the façade of 30th Street Station, I suggest you have a chat with SHPO, if you have not already done so.	Online Survey				X	
30th St is realigned at Market in the other plans and should be here as well.	Online Survey					X
I suspect this plan may fail unless you get more of the development at grade instead of on platform. The remaining tracks are not shown in any of the exhibits, but it should be much cheaper to move some of the existing rail functions than to build all the platform.	Online Survey			X		
It has taken over 300 years to develop 40M sf in the existing CBD and this plan suggests the capacity for 20M sf more. I like long term plans, but this plan will take much to long to reach at point where it can make an impact.	Online Survey			X		
River board walk, feels isolated	Online Survey		X			
car bridge to winter street, Race would be better with two way traffic to 22nd st	Online Survey		X			
Need to cover up the train tracks more. Cut down the size of the oval.	Online Survey			X		
I would like to see how this plan will revitalize the Mantua neighborhood. Mantua is one of the worst neighborhoods in the city, and this project without a doubt will be a catalyst in the revival of it. I would love to see Mantua turn into an attractive neighborhood where people can live and then walk right to their office in the CBD 2. Seeing Mantua develop into a Northern Liberties type neighborhood would be a nice finish to this development.	Online Survey			X		
Connections to Center City (Needs more Pedestrian bridges)	Online Survey		X			
More station expansion.	Online Survey				X	
More greenspace.	Online Survey	X				
very high non-residential density adjoining the existing neighborhood	Online Survey			X		
more Amenities around 30th street	Online Survey					X
I think the plan simply needs to be elaborated on, with a zoning and use plan, provisions for affordable housing, and streetscape and urban design standards that are flexible enough to encourage private investment yet well-conceived enough to create a high-quality neighborhood with a distinct urban texture.	Online Survey			X		
Lack of dedicated bus terminal, too risky on the large amount of GSF development and redirected/uncapped railyards still promote dead zones through the area.	Online Survey			X		
Needs residential and a hotel	Online Survey			X		
the emphasis on the new streets and blocks as a business district. I'd rather see it used as a residential/mixed use neighborhood.	Online Survey			X		
giant hole to expose tracks. For aesthetics or to save dough?	Online Survey					X

SUMMARY REPORT: STAKEHOLDER REVIEW OF THREE VISION ALTERNATIVES

CBD2 --- Needs More Work	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
You need to include the foot bridges to the center city side of the river in this model too. Also, can't you combine an innovation city with a residential/retail neighborhood?	Online Survey		X			
Add more park space.	Online Survey	X				
How and where do local SEPTA buses pick up and drop off? It's really important that buses be giving a very high quality experience when arriving, departing, or passing by 30th Street Station.	Online Survey		X			
Shared space is a great approach for certain environments, but with taxi and pickup/dropoff, I worry that it would just become a mess, where pedestrians are always dodging between cars. Might work, but look into it more closely.	Online Survey		X			
The Spring Garden bridge is really crappy today. For the Yards to successfully integrate to surrounding neighborhoods and connect to the Art Museum, it needs a full re-think as an urban roadway with generous sidewalks, beautiful lighting, and bike lane options. It's a little unclear in the plans (and naming) what the proposed use/character of the development is. If CBD2 implies a re-creation of Market west and Penn Center, then it's a major disappointment. If it's more like South Broad or Chestnut Street, it could be a big plus. Will be key to nicely integrate into Mantua/Powelton.	Online Survey		X			
Where are the megabus and bolt bus?	Online Survey		X			
The Amtrak Garage as shown is using prime retail closer to the station than almost anything else. I know it is existing but it should be removed. The FMC/EVO garage should also become development.	Online Survey			X		
There isn't any transit shown in this plan. Without good transit throughout the district people will want to drive and then everything will feel like Market Street does today; awful. How will this new neighborhood be connected to the station and, almost as importantly, how will it be connected to Center City?	Online Survey		X			
It feels like the pink development parcels are hemming in the station in a bad way	Online Survey			X		
The gaping hole on tracks west of 30th St. station. It would be great if even a small portion of this area could be capped as portrayed in the Schuykill Crossings concept.	Online Survey			X		
Powelton Ave. RR yard also needs cover	Online Survey			X		
lack of bike station, traffic loop should be east as west is really the one that people would want to hang out at.	Online Survey		X			
More attention to MFL connectivity and south Amtrak platform extension	Online Survey		X			
Loading spaces 30th St west side	Online Survey		X			
Overhead bridge to north concourse might not be necessary -- slow down traffic on Arch instead	Online Survey		X			
just details	Online Survey					X
Not sure at this point.	Online Survey					X
15-20 million square feet of offices is wildly optimistic, given a static 40 million square feet in Center City.	Online Survey			X		
A more creative solution is needed for entirely capping the rail yard portion west of 30th Street Station.	Online Survey			X		
I would appreciate more of a focus on retail and dining to ensure activity exists at all hours of the day and evening.	Online Survey			X		
It's ok	Online Survey					X
The exposed area of the tracks west of the station - is all that necessary?	Online Survey			X		
connection between new SEPTA headhouse and station concourse, relation of new north concourse to main station building; unclear how street changes would improve traffic flow	Online Survey		X			
That new North Concourse across Arch would have to be ADA compliant and the rendering appears to be steps only. Design might have to incorporate a ramp.	Online Survey					X
There should really be an intercity bus terminal in this proposal.	Online Survey		X			
I prefer mixed-use built similar to what is being shown in Scheme 2. This will make for a more lively environment as opposed to an office park which closes down after to and on weekends. I would also like to see some percentage of affordable housing incorporated into this project.	Online Survey			X		
Developing a reason why demand will be there for the private developments that make up most of the SQF.	Online Survey			X		
I would rather bolster the office building presence in Center City (particularly in Market East) than create a new downtown.	Online Survey			X		
New North Concourse seems unnecessary, and also dilutes the role of 30th Street Station as a central civic space.	Online Survey				X	
River crossing: not clear whether new vehicular bridge is also sufficiently friendly/convenient for ped and bike (both in design and in convenience of access to the existing river trail). Project needs some sort of diagonal per/bike crossing from study area to Parkway area.	Online Survey		X			
Presumption that development will, in fact, be mainly office/business. Center City shows that uses change (S. Broad, 2 Liberty Place, etc.), often from comm to residential, and then new class A gets built. It's important to understand that this may happen over the decades as rail yards develop and mature, and that's not a failing but rather a success of mixed-use development. All this is inevitable and should be made clear.	Online Survey			X		
Pedestrian connection to the Art Museum could be improved.	Online Survey		X			
more resident housing, more west leaning	Online Survey			X		
None, really. This one is by far the best.	Online Survey					X
I like mostly everything about this design. I do not understand the oval / spoon shaped cut out looking down on the tracks.	Online Survey					X
grand river view park at 30th st	Online Survey	X				
I think the station design of being oriented towards Center City should be reworked. A station that opens into the neighborhood would be a better fit for the community.	Online Survey				X	
I think a greater focus on non automobile based travel needs to be incorporated into the road design.	Online Survey		X			
too much structural infill over the existing train yards.	Online Survey			X		
lack of bike station	Online Survey		X			
Would love to see 1-2 aspects of these have the budget and design time to really be world class, as planning process evolves.	Online Survey					X
And would like to see more bike/ped connectivity across the river.	Online Survey		X			
More that there is assurance that vehicular access to/from The Vine will be improved, that the connection to the MFL is improved both above and underground, and that pedestrians have safer access to the station when crossing Schuykill Ave.	Online Survey		X			
Porch 3.0. Porch 2.0 seems just fine	Online Survey				X	
potential ramifications on struggling nearby neighborhoods like Mantua-- I read that in order for decking over the rails and highways to be feasible, serious increases in property values in and around the area would be required. I worry about what that means for current residents in nearby low-income neighborhoods.	Online Survey				X	
More green space on the boundaries of existing neighborhoods might be a goodwill gesture.	Online Survey	X				
There is no inter-city bus building in this plan. The retail focused area needs to be re-thought, perhaps moved one street east closer to the river. What is the condition of the area to the west of 30th St. Station with respect to the rail lines? It is unclear if this is open air or capped and covered.	Online Survey		X			
Better connection to the MFL from 30th street station and would like to see more residential mixed use to make the area more 24/7	Online Survey		X			
The concept must address whether or not the city will have capacity to absorb 20 million SF of new Class A office space over the long-term without poaching existing tenants from other nearby office centers.	Online Survey			X		
North Station Headhouse seems unnecessary.	Online Survey				X	
I would like to see a fusion of this and the Schuykill Crossing plan, mainly due to the new river crossings that also cover the tracks more.	Online Survey		X			
The new roadway on the eastern edge, between Race & Spring Garden, would make a great promenade lined with restaurants and shops. Instead of cars, people.	Online Survey			X		

CBD2 --- Needs More Work	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
Access to MFL from the station. Bus Terminal should be included in all plans as well	Online Survey		X			
Is Center City style development appropriate right next to Powelton Village? intercity bus terminal, bicycle support	Online Survey			X		
Greater mix of property types; perhaps the scale depicted feels a bit too dense; maybe it could be considered more of a mini-Center City or Center City Light as opposed to a comparable twin of Center City.	Online Survey			X		
The building scale is an essential part and is not clear here; that is, the height of the business use buildings could be so high that the views of downtown from the park are taken away. The best part of Drexel Park is the view. That must remain in Drexel Park AND in the new parks. It is also important to keep all park areas and pedestrian pathways far from areas like bus terminals that encourage loitering to avoid muggings, etc.	Online Survey			X		
All assume that 30th St Station retains its Amtrak hub; wasn't Amtrak thinking of relocating its hub to Market east to better accommodate high speed rail plans?	Online Survey		X			
Placing new business structures directly against Powelton Village and Mantua is going to meet with a lot of resistance by residents. A common problem with all development in this vicinity.	Online Survey			X		
Also, the pedestrian bridge location is not logical since there are a lot of options for pedestrians near 30th, but no access that splits the difference between market and Spring Garden.	Online Survey		X			
Green space	Online Survey	X				
2-way traffic around station - make sure it works	Online Survey		X			
Car/taxi dropoff/pickup.	Online Survey		X			
Bus stops, connections to LUCY bus.	Online Survey		X			
Should we be creating a whole new CBD or a concentration of work destinations closest to station and more residential & park further north? Residents here would be more likely to walk/bike/ride transit to work in University City.	Online Survey			X		
2-way traffic around station.	Online Survey		X			
Likely to need WB I-76 offramp to Spring Garden.	Online Survey		X			
Question (for all alternatives): are you aware of a 2008 Pennoni study for University of Pennsylvania, Penn Health System, and CHOP that looked at feasibility of new ramps to-from I-76? Found that an EB I-76 off ramp to Walnut would be feasible. (the ramp would mirror the existing Chestnut Street ramp). To construct it, Schuylkill Avenue would need to be demolished and replaced. Study did not analyze traffic impact. This ramp might reduce traffic load around 30th Street Station.	Online Survey		X			
too much residential focus	Online Survey			X		
Make Mantua Ave a continuous 2 way road from Belmont Ave, over the capped rail yard, and ending at a 4 way intersection of 30th St and Arch St.	Email		X			
Align the new vehicular bridge to connect Race St on both sides of the river, not feed into the Vine St highway system.	Email		X			
Have highway off ramps exit onto 30th St heading south, while the 76 on ramp from Schuylkill Ave enters from a 4 way intersection at Race St.	Email		X			
Slightly adjust the architecture around the new rail concourses between Arch and Race to look like a symmetric duplicate of the 30th St Station facade overlooking the Schuylkill River. Make the primary public space of the station along the river from Market to Race, joined to the boardwalk at river level, and connecting to the west bank Schuylkill River Trail.	Email		X			
The weakness is that the proposed bike/ped bridge does not appear to offer any access to Schuylkill Banks. We think it is imperative that any bike/ped river crossing proposed by Philly District30 provide access to Schuylkill Banks if it's going to connect to the street grid on the street side of CSX's tracks. The proposed bike/ped bridge also provides no integration for bicycles onto the street grid.	Email		X			
There needs to be a delineated bikeway that minimizes conflicts with pedestrians who are in the promenade.	Email		X			
We would not be in favor of any new motor vehicle bridge at Winter Street. PennDOT is likely to eliminate a travel lane on Winter Street between 22nd and 20th Street. A new bridge feeding more traffic into neighborhood streets would be a mistake.	Email		X			

SUMMARY REPORT: STAKEHOLDER REVIEW OF THREE VISION ALTERNATIVES

Schuykill Crossing --- Things I Like	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
Bridges	Sticky Note		X			
Green Space. Connection over river	Sticky Note	X				
Green Space. Community Building. Retail for all 3 models	Sticky Note	X				
Schuykill Crossing: Walkable/Bikeable access. Split level roadway. Multiple traffic outlets	Sticky Note		X			
Maxout the green space!	Sticky Note	X				
Love the new proposed ped bridge! It's so hard to get here that these would be amazing	Sticky Note			X		
Additional green space looks great.	Sticky Note	X				
Beautiful! Leaves options for development	Sticky Note			X		
Pedestrian Focus	Sticky Note		X			
Green buffer will be appealing to neighborhood. Provides more flex for large grade separation	Sticky Note	X				
New bridge great! Access to major sites of city	Sticky Note		X			
Affordable housing options?	Sticky Note			X		
Like the two new bridges over the Schuykill. Don't need open space on the deck when it's right next door at Schuykill Banks	Sticky Note		X			
I think residential is very much needed in this area (not just family hi-rise, though.) I like this option, but include a mix of housing options	Sticky Note			X		
Green space vegetation	Sticky Note	X				
Love pedestrian bridge!	Sticky Note		X			
Improve traffic at 30th Street Station	Sticky Note		X			
Love the floating walkway + street grid	Sticky Note		X			
Like the ped/bike bridges	Sticky Note		X			
Improved ped/bike Schuykill is a must. Spring Garden bridge is awful for bikers and SW too small for ped.	Sticky Note		X			
Like large residential component, but should be mixed use. Especially for pedestrians	Sticky Note			X		
Yes to bike crossings the river to Fairmount	Sticky Note		X			
Residential would be extraordinary attractive!	Sticky Note			X		
Like the Realignment of unit block N 30th St	Sticky Note			X		
Trees	Sticky Note	X				
Can work with topography along 32nd street	Sticky Note					X
Placement of development seems most informed by engineering challenges. Best connection to U. City on W. side center city on East.	Sticky Note		X			
Connecting Art Museum area with both sides of Schuykill River	Sticky Note		X			
Great balance. Place I want to go!	Sticky Note					X
Greenery is good - go for more!	Sticky Note	X				
Permanent bus terminal	Sticky Note		X			
Study Pennsylvania RR plans for a return loop south of station. This would allow east west trains to use facility. Think future high speed rail.	Sticky Note		X			
Green Amtrak garage roof. Great space.	Sticky Note	X				
Bike station! #Rideindego.	Sticky Note		X			
Strongest for housing, pedestrian, bike friendly. Fewer cars.	Sticky Note			X		
Open space.	Sticky Note	X				
Intercity bus connection.	Sticky Note		X			
Mixed use.	Sticky Note			X		
Love pedestrian bridge – and for bicyclists?	Sticky Note		X			
Love transition from scale of Powelton to mid-rise to tall.	Sticky Note			X		
Great connections across Schuykill.	Sticky Note		X			
30 street station main focus is west. East bank is split with a suburban station, SRT.	Sticky Note					X
Yes – permanent bus facility.	Sticky Note		X			
My fav of the 3.	Sticky Note					X
Love the pedestrian bridge and green space.	Sticky Note	X				
Love the 30th street alignment to spring garden in this one.	Sticky Note		X			
Extension of Drexel neighborhood.	Sticky Note			X		
Bus facility.	Sticky Note		X			
Circulation and connections is best of three.	Sticky Note		X			
I like the introduction of more green space.	Sticky Note	X				
I like the neighborhood concept. Would like to see it be more mixed use with shopping /entertainment.	Sticky Note			X		
Best street grid.	Sticky Note		X			
Yes! Bus terminal.	Sticky Note		X			
Pedestrian bridges to center city.	Sticky Note		X			
South station expansion.	Sticky Note				X	
Western square.	Sticky Note				X	
Intercity bus terminal.	Sticky Note		X			
Schuykill Drive looks like the best concept.	Sticky Note					X
More pedestrian walkways to Fairmont are a great idea.	Sticky Note		X			
Pedestrian walkway to skate park.	Sticky Note		X			
Additional bike lanes and amenities please! #bikeequality.	Sticky Note		X			
Strongest on housing, though not clear on affordability...mandatory incl. zoning?	Sticky Note			X		
More residential is crucial.	Sticky Note			X		
Go lower-rise north of Powelton Ave.	Sticky Note			X		
South Pavilion: thumbs up!	Sticky Note				X	
Bus terminal.	Sticky Note		X			
We need non student residential in the area so this kind of development is positive.	Sticky Note			X		
Pedestrian bridges to center city!	Sticky Note		X			
Consider stealing JFK to 32nd street loop and Drexel parking redev from innovation city.	Sticky Note		X			
Schuykill River trail is a really valuable part of the city. I think this option has the best connectivity from Mantua/Powelton to the river trail and creates a new segment.	Sticky Note		X			
Schuykill Crossing is good in terms of basic layout (station access, etc). I'm in for residential development and maybe a little commercial if demand arises.	Sticky Note			X		
Like the off ramp to Spring Street.	Online Survey		X			
Like the two Pedestrian/Bike crossings, though I think at least one new vehicular crossing is necessary.	Online Survey		X			
Like the Overlook park, though preferred Schuykill Bluffs	Online Survey	X				
Plan seems to show a wider/greener Spring Garden Bridge which I think is great/important to improve biking connection with Center City and the Art Museum Area, though there remains a great challenge to cyclists once they get to the other side of the bridge!	Online Survey		X			
Best arrangement and use of green space.	Online Survey	X				
Seems like a nice place to live.	Online Survey					X
Covering the rail yards.	Online Survey			X		
Additional pedestrian/bike bridges	Online Survey		X			

Schuykill Crossing --- Things I Like	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
green space	Online Survey	X				
better 76 intersection	Online Survey		X			
direct Septa access to 30th Street Station	Online Survey		X			
permanent intercity bus station	Online Survey		X			
additional bike lanes	Online Survey		X			
All of them!	Online Survey					X
Green spaces	Online Survey	X				
Pedestrian bridge	Online Survey		X			
I like the bicycle/pedestrian bridges.	Online Survey		X			
Residential housing.	Online Survey			X		
More bicycle/pedestrian choices.	Online Survey		X			
Green spaces along Schuykill River.	Online Survey	X				
West 30th Street green spaces.	Online Survey	X				
Pedestrian and bicycle bridges	Online Survey		X			
Ped connections to CC	Online Survey		X			
Dense Residential,	Online Survey			X		
Pedestrian bridges	Online Survey		X			
Amount of open space,	Online Survey	X				
inclusion of residential development,	Online Survey			X		
increased access for bicycles and pedestrians.	Online Survey		X			
balanced plan with good links to Fairmount park	Online Survey		X			
The permanent bus facility is great.	Online Survey		X			
The parks are great,	Online Survey	X				
the creation of mixed use development over the rail yard makes sense.	Online Survey			X		
Green Space	Online Survey	X				
The overall intent of creating a new residential neighborhood.	Online Survey			X		
Linear parkland/walking and biking paths.	Online Survey		X			
Neighborhood scale	Online Survey			X		
I like the amount of green space to the east and west.	Online Survey	X				
elegant linear urban place well connected to Drexel park	Online Survey		X			
pedestrian scale river front green space with pedestrial connections across the river <<<this is a very important element of connectedness	Online Survey		X			
inter city bus depot in the right location	Online Survey		X			
nice separation of office and residential uses	Online Survey			X		
I love the expansion of the parks along the river and then a new park inboard of the redevelopment.	Online Survey	X				
best design for fitting in with surrounding neighborhood	Online Survey			X		
pedestrian/bike bridges	Online Survey		X			
linear park	Online Survey	X				
fewer streets than CBD2	Online Survey		X			
Linear park.	Online Survey	X				
The extension of Drexel Park	Online Survey	X				
the pedestrian bridges.	Online Survey		X			
There seems to be a lot of green space, and I think it fits well with the overall neighborhood around it.	Online Survey	X				
I like that it looks like some developments I saw in Vancouver.	Online Survey			X		
The green space makes it attractive and appears to create a bit of green stretch along the railroad.	Online Survey	X				
This is the least risky option and would probably have the little impact on surrounding neighborhoods.	Online Survey			X		
Includes re-activation of underground connection to SEPTA Market-Frankford and Subway-Surface lines.	Online Survey		X			
I like that it is primarily residential.	Online Survey			X		
I like the linear park and the promenade over the river,	Online Survey	X				
a permanent bus terminal.	Online Survey		X			
I like the focus on pedestrian traffic and green space overlooking the Schuykill and Center City. I also think it is important to include significant residential options in the area, particularly due to the great location the space provides. Having access to 30th Street Station, local businesses, Drexel and Penn, and so on would draw tremendous interest from both young and established professionals who work in the area or in Center City. It is imperative to integrate a community feel into this newly developing space.	Online Survey			X		
Better transition between residential neighborhood and new business district.	Online Survey			X		
Mixed use. Neighborhood.	Online Survey			X		
Intercity bus terminal	Online Survey		X			
Expanded concourse	Online Survey				X	
Overlook park	Online Survey	X				
ped/bike bridge.	Online Survey		X			
The inclusion of the old IRS building, realignment of 30th street.	Online Survey			X		
Permanent Intercity Bus Facility - ONLY if it were kept CLEAN - SEPTA's 30th street station stop is filthy.	Online Survey					X
The pedestrian access across Race Street. Could be a heavily used connection for Drexel Students walking between the Museum District and campus.	Online Survey		X			
Linear parks are good, additional Schuykill River crossings are great.	Online Survey	X				
The additional crossing connecting the two Districts	Online Survey		X			
Human Scale	Online Survey					X
very good	Online Survey					X
The way the capping is in the major zone	Online Survey			X		
The Pedestrian Bridges	Online Survey		X			
The scale is much more realistic, although the quoted area of platform required seems very high compared to CBD2.	Online Survey				X	
It is a better attempt to bring people to the edge of the Schuykill. CBD2 has to much open space on platform that will probably be prohibitively expensive. Better transition is possible from Powelton Village to the new development	Online Survey			X		
Intercity Bus Terminal	Online Survey		X			
High rise development by station	Online Survey			X		
like it covers almost all of the train tracks. Combine this and the first design, and you will be good to go.	Online Survey			X		
This is my second favorite proposal. I again enjoy the added density in U city. This will fully connect Center City with its West Philly counterpart.	Online Survey		X			
I also enjoy the added connections to Center city.	Online Survey		X			
The bridges, the parks, the density	Online Survey	X				
I like the: Extensive new park areas;	Online Survey	X				
How it is more pedestrian oriented in a safer more walkable way	Online Survey		X			
New pedestrian/ bicycle bridges.	Online Survey		X			
good scale for the land area, very good green space and outdoor amenities	Online Survey	X				
New Pedestrian / Bicycle Bridge and reduced size of the Amtrak rail yard	Online Survey		X			

SUMMARY REPORT: STAKEHOLDER REVIEW OF THREE VISION ALTERNATIVES

Schuylkill Crossing --- Things I Like	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
I definitely like having some residential in the plan, and it's absolutely necessary for there to be mix uses, from residential to commercial	Online Survey			X		
By far the best aspects of this plan are the pedestrian bridges over the Schuylkill. It would be nice to incorporate those into CBD 2.	Online Survey		X			
Dedicated bus terminal, overlook and linear parks	Online Survey		X			
New ped/bike Xings across river	Online Survey		X			
pedestrian scale & connection to fairmount park	Online Survey		X			
new residential and mixed-use neighborhood	Online Survey			X		
new bridges to Center city	Online Survey		X			
extension of the street grid into the area above the railyards	Online Survey		X			
new green space along the river	Online Survey	X				
I like the connection to the other side of the river.	Online Survey		X			
Pedestrian bridges.	Online Survey		X			
I love the bike and ped bridges	Online Survey		X			
I like the park linear recreational park i think it makes a good meeting point between the new neighborhood and the existing one.	Online Survey	X				
I like the bigger plaza at 30th Street station.	Online Survey				X	
I like that there is an intercity bus facility but that location feels isolated behind the septa tracks.	Online Survey		X			
I like the scale and the urban form.	Online Survey			X		
I like the expanded concourse. That will make getting to septa much better	Online Survey				X	
I like the subway entrance being by the station. the current entrance to the subway is awful.	Online Survey		X			
The partial capping of the rail lines splitting off to the west of 30th St. station. The large pedestrian bridges are great.	Online Survey			X		
More Parking alternatives. Not all people use transit when traveling with luggage	Online Survey			X		
The crossings! Pedestrian bridges are great. The water features at 30th are also cool.	Online Survey		X			
Pedestrian bridges	Online Survey		X			
Trail connectivity, Mantua Greenway	Online Survey		X			
30th St station fountain and glass pavilions	Online Survey					X
SEPTA headhouse and tunnel	Online Survey				X	
Smartly addresses IRS building frontage with permanent retail + exits	Online Survey			X		
love it!	Online Survey					X
New Pedestrian Bridges create a web of park spaces to	Online Survey		X			
connect to the Art Museum and augment Fairmount Park.	Online Survey		X			
Dynamic Terraced Connections from the new green corridor down into the existing city.	Online Survey	X				
Permanent Intercity Bus Facility.	Online Survey		X			
The new pedestrian bridges, the new street grid, the fact that large areas are capped and the prospect of tall residential towers.	Online Survey		X			
The pedestrian bridges connecting to Schuylkill Banks are an excellent idea as well as continuing the greenspace across the bridge and into the new area west of the river.	Online Survey		X			
I like the pedestrian connections to center city.	Online Survey		X			
I like the park along the Schuylkill and it's connection to the east side of the Schuylkill.	Online Survey		X			
reclamation of existing north concourse	Online Survey				X	
Pedestrian bridges to Center City and Fairmount Park are great value adds.	Online Survey		X			
I like the concept of a mixed-use site. There is still a lot of density present.	Online Survey			X		
Mixed-use build-out.	Online Survey			X		
Pedestrian Bridges	Online Survey		X			
Its density.	Online Survey			X		
green space by river	Online Survey	X				
connection to Schuylkill Banks	Online Survey		X			
reclaiming space above rail yards for neighborhood development	Online Survey			X		
The large green corridor is a nice touch. I think of it as a more walking friendly Ben Franklin Parkway.	Online Survey		X			
Focus on residential uses.	Online Survey			X		
New pedestrian bridges.	Online Survey		X			
Permanent intercity bus facility -- a very good idea!	Online Survey		X			
The park on the western edge, while not at all my favorite, is a good option to keep on the table at the moment as engineering and logistical issues become better understood through the rest of the study period.	Online Survey	X				
Many bridges to Center City, excellent use of space, greenways with along sidewalks, many pedestrian-friendly spaces.	Online Survey		X			
Tying the site to the east and west is good	Online Survey		X			
the extra bridges	Online Survey		X			
the spread out green space	Online Survey	X				
The pedestrian bridges	Online Survey		X			
creation of a new, walkable, residential neighborhood.	Online Survey		X			
I like the fact that the tracks are more covered to the south west corner of the drawing.	Online Survey			X		
pedestrian bridges that connect at multiple points between overlook park and Schuylkill river trail	Online Survey		X			
softening the area to the immediate west of 30th ST station, more green space on both east and west sides, bridges to center city	Online Survey	X				
I like the addition of the pedestrian and bicycle bridges across the river.	Online Survey		X			
I like that the station is more oriented towards the neighborhood.	Online Survey				X	
park areas	Online Survey	X				
realignment of 76	Online Survey		X			
Protected bike lanes, pedestrian/bicycle bridges, non-vehicular paths as extension of the street grid, density, green space, connections to river trails. This is easily the best alternative. A residential neighborhood interspersed with mixed-use can serve everyone, not just 9-5/innovation workers. The active transportation infrastructure in the plan is fantastic.	Online Survey		X			
More bike/ped bridges	Online Survey		X			
Sounds like a neighborhood but still an be dense and tall where desired. Linear parks around district. Connections by bridge to east side of river	Online Survey		X			
Not much	Online Survey					X
Green space abutting existing neighborhoods	Online Survey	X				
ped/bicycle bridge is very forward-looking	Online Survey		X			
The intercity bus depot; the new pedestrian bridge across the Schuylkill; this includes a better developed main avenue through the proposed area.	Online Survey		X			
Like the mixed use but believe should better connected to Drexel and more commercial sq footage potential	Online Survey			X		
The mixed-use and residential piece. The city needs more modern housing and more full-time residents, provided its design fits appropriately into the urban landscape.	Online Survey			X		
Additional river crossings would be great!	Online Survey		X			
The river crossings, and an attempt to cover as much as the tracks as possible, tho I would like to see Race Street have vehicle crossing as in the previous plan. I think that would be very helpful	Online Survey		X			
Focus on maintaining neighborhood integrity.	Online Survey			X		
Access across the river for pedestrians/bikes.	Online Survey		X			

Schuylkill Crossing --- Things I Like	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
Expansion plan for 30th St Station. 6th Sq	Online Survey				X	
Lots of pedestrian connections	Online Survey		X			
connections to center city	Online Survey		X			
overlook park	Online Survey	X				
intercity bus terminal	Online Survey		X			
western station plaza	Online Survey				X	
I-76 ramps - new and re-routed	Online Survey		X			
Added connections across Schuylkill	Online Survey		X			
Interesting mix of green space both inland and along the river	Online Survey	X				
mix of residential, commercial and retail	Online Survey			X		
additional landscaping/green space around 30th St. Station.	Online Survey	X				
Great to have a pedestrian and bike bridge.	Online Survey		X			
Bus connector/station	Online Survey		X			
This is my favorite concept. The pedestrian bridges are very well placed, and I like how they continue the flow of Baring and Race.	Online Survey		X			
I really like the green space buffer between the neighborhoods and the development. I think this space will also allow some flexibility with the large grade separations that exist between the rail yards and 31st Street.	Online Survey	X				
Green space	Online Survey	X				
Expanded SEPTA concourse.	Online Survey				X	
Relocated SEPTA MFL headhouse. Not sure how this alternative differs from CBD2 headhouse.	Online Survey				X	
Bus terminal. but consider private auto pickup/dropoff needs for Bolt bus, Megabus etc.	Online Survey		X			
Relocated 30th Street	Online Survey		X			
76 off ramp change; 676 / 76 on ramp redesign ; also revised use of the area immediately to the left of 30th street station	Online Survey		X			
(Schuylkill Crossing) is the best as it connects more of W. Philly to the benefits of the Schuylkill Banks, limits the amount of infrastructure cost to deck over I-76 and still maintains the street grid which is highly favorable to knit the two sides of the river together.	Email		X			
Where Schuylkill Crossing could excel is not to be miserly including high density residential, but interspersed with midrise and townhome development to reach all income levels and needs (more along the proposed CBD2); consider additional mixed use buildings of office and residential similar to FMC.	Email			X		
Overlook park on Schuylkill Crossing is a more appropriately sized park.	Email	X				
Pedestrian bridge over the river. This is a bridge I have pictured in my mind for a long time now, as there are not in my opinion, enough pedestrian friendly crossings East to West in this area.	Email		X			
I do like the linear recreational park in Schuylkill Crossing, as it separates the neighborhoods, although it isn't necessary.	Email	X				
A bike/ped bridge to Schuylkill Banks above I-676 would be a welcome addition.	Email		X			
The linear park on the west side and overlook park on the east side of 30th Street would be significant improvements.	Email	X				

Schuykill Crossing --- Needs More Work	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
No to two-way traffic	Sticky Note		X			
PATCO	Sticky Note		X			
Develop open pit between Chestnut and Walnut now!	Sticky Note			X		
Parking!	Sticky Note			X		
Is there mixed-income housing?	Sticky Note			X		
How do you access the Zoo and that area of Fairmount Park? Need a stop.	Sticky Note		X			
Use old office Pen Station Expansion! Park at NW corner 30th to JFK. Cut costs for station of cap, add green.	Sticky Note				X	
No two-way traffic	Sticky Note		X			
More bike friendly areas needed	Sticky Note		X			
Funding? In favor of Schuykill Crossing - Would be great to expand rail to Reading North	Sticky Note			X		
Keep taxis on both 29th and 30th Streets for passenger tourist convenience	Sticky Note		X			
Appreciate the thoughtful consideration for public and private benefit	Sticky Note					X
Pet Parks	Sticky Note	X				
Sound barriers under 30th reduce noise from 76	Sticky Note			X		
The parking lot between the FMC building and Cira center south is an eye sore when viewed from center city. It should be screened or otherwise camouflaged	Sticky Note			X		
Always accomodate bicycles + cyclists!	Sticky Note		X			
Schuykill Crossing: No connection to SEPTA. No connection to PATCO. Parks are nice but already linked to massive park sys. Bi Directional traffic X.	Sticky Note		X			
Suggest limiting car turns - which adds to gridlock and cars blocking crosswalks.	Sticky Note		X			
Restore original escalator to blue line green line concourse	Sticky Note				X	
Residential option is great, but make it mixed -use. This would make it an actual neighborhood!	Sticky Note			X		
S. Station entrance cramped, looks like subway - expand into IRS building?	Sticky Note				X	
Loving the manage of public, private, economic and environmental benefit!	Sticky Note			X		
Consider for all models: Safety in open spaces. Sustainability of business + Commerce. Traffic patterns/congestion in redesign	Sticky Note	X				
Considering this project will be funded with city + state resources this investment should reflect both public and private benefit for future generations.	Sticky Note			X		
To attend community meetings and consider their input.	Sticky Note					X
Reopen septa platform access on west side of 30th street.	Sticky Note				X	
If you can't widen SG bridge then combine both sidewalks on south sides narrow lanes	Sticky Note		X			
Bus Terminal: Make NJ Transit terminal "If you come into PA this is where you stop"	Sticky Note					X
Can't imagine the economics would work for residential focused development	Sticky Note			X		
My favorite of the three, but need a good mix of commercial to make residential more sustainable	Sticky Note			X		
"Schuykill Crossing" sounds like "connecting to the river". However all of the vehicular access separates it from the river.	Sticky Note		X			
Ignores connection to river east of the station.	Sticky Note		X			
Line of 1/2 green parklets is unresolved and too broken up by streets - either make it a full greenspace? Or?	Sticky Note	X				
Underneath I-76 ramps connection needs to be redone. BigDig 2.0.	Sticky Note		X			
Location of the bus terminal move west.	Sticky Note			X		
Bike parking plus bike lockers (a la Ashby BART station in Berkley are needed)	Sticky Note			X		
Extend transit corridor across spring garden, serve Fairmount Park, art museum.	Sticky Note		X			
Bus station. Would this possibly also serve NJT buses; extends NJ access to University City and reduces transfers -> more ridership.	Sticky Note		X			
Linear park along 31st creates canyon, too much separation from existing neighborhood	Sticky Note	X				
Please design an elevated "Train Watchers" café over the rail yards - north of the station looks promising	Sticky Note			X		
Please plan public bathrooms in as many pedestrian - biker features of the plan as possible	Sticky Note					X
I favor the "Schuykill Neighborhood" choice for development in the station's 4 surrounding quarters, low level residential.	Sticky Note			X		
Pedestrian bridges - everywhere. Spring garden street bridge needs help.	Sticky Note		X			
Bus station (All) Bolt and Megabus have lots of auto drop off and pick up - circulation and waiting area!	Sticky Note		X			
Creating a "new" secluded neighborhood in Philly which is full of historic neighborhoods	Sticky Note			X		
CAP 76 too along this stretch. Put arena style seating facing the river.	Sticky Note			X		
Bi-directional traffic interferes with 676 northbound entrance	Sticky Note		X			
Definitely need a green public space by/ overlooking river.	Sticky Note	X				
I love the green bike/ped bridge.	Sticky Note		X			
Need a sculpture park!!!	Sticky Note					X
I really like the riverside park/recreation trail elements in the other plans and those seem missing/less extensive in this plan.	Online Survey	X				
Plan doesn't seem to make meaningful improvements to traffic from UCity headed for the Westbound Schuykill. That already causes near daily gridlock around the Spring Garden Bridge and 30th Street Station.	Online Survey		X			
The Primary Transit Corridor seems an awkward street to handle significant vehicular traffic and there is not currently much transit traffic headed north through here.	Online Survey		X			
Not sure I see the purpose of the North South Park Parallel to 31st Street. Will grant that it's always nice to have green space, but it would seem a barrier to integrating new development into the neighborhood and I think the green/recreation potential would be greater in enhancing Drexel Park and Overlook Park.	Online Survey	X				
Concerned about the height/density of development North of Race Street.	Online Survey			X		
Connections ignore the riverfront; CBD2 was better.	Online Survey		X			
It needs much more density and much more transitions. It cannot stand apart from the rest of the city.	Online Survey			X		
Direct bus/public transportation access to Fairmount/Art Museum area from West Philly/Center City. Better/shorter connectivity.	Online Survey		X			
Additional pick up/drop off space	Online Survey		X			
residential space	Online Survey			X		
floating river park	Online Survey	X				
bikeshare	Online Survey		X			
None!	Online Survey					X
I don't like this one very much. I don't think an additional residential neighborhood is really all that interesting, and it doesn't add any value to the neighborhood for the rest of Philadelphians. I want more retail, more business, and more green space.	Online Survey			X		
Economical vehicular traffic changes.	Online Survey		X			
Needs more bike lanes and bike options	Online Survey		X			
Relocated SEPTA head house. Is there vertical room.	Online Survey				X	
Too much residential: could be 1/2 to 1/3 commercial, no real connection to the waterfront, don't think the combination of short-term parking and taxi stand (esp. diagonal parking for taxi queue) will work	Online Survey		X			
Demonstration of demand for that much residential property	Online Survey			X		

Schuylkill Crossing --- Needs More Work	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
Ensure that JFK and Market St. have two-way traffic, physically protected bike lanes completely separated from vehicular traffic.	Online Survey		X			
Missing the park from Option 1 / Can't see where the bike lanes are?	Online Survey		X			
Much more green space along the Schuylkill is needed.	Online Survey	X				
Vehicular circulation looks difficult. Not well integrated into Powelton/Drexel neighborhood	Online Survey		X			
Green space is OK, but limited connection to the riverfront. Freeway still acts as a barrier	Online Survey		X			
Would like to see the buildings be used for mixed use retail along with housing	Online Survey			X		
still destroys the view corridor from Drexel park to the CB-1	Online Survey					X
should the connector roads extend south to chestnut street - if not then all the vehicles intending to use then northbound will still need to transfer via market street between 33rd and 34th which is already choked	Online Survey		X			
a better connection of the linear park to either market street or the west plaza at 30th street station might anchor the space to UCD and the station better	Online Survey		X			
The proposed towers west of the train station look horrible. These need more thought to work well as a backdrop to the train station and relate to the existing buildings west at Drexel.	Online Survey			X		
Too much land which is unlikely to be intensively used. The parkland on the west neither has enough residents close to use it nor is it an uninterrupted natural area. The pedestrian bridges are neat but would be way too expensive just to carry the paltry number of pedestrians who are walking north of 676.	Online Survey	X				
Bi-level design, why?	Online Survey			X		
This plan would only have the non-residents primarily using the Station area. Hope that it doesn't become a gated community.	Online Survey			X		
I would like to see small businesses and restaurants really mixed in with the residential buildings, otherwise people will just feel the need to cross the river to get to anything interesting.	Online Survey			X		
It clusters the green space in one location. As with my comments about CBD 2, it is important to integrate all aspects of a neighborhood development.	Online Survey	X				
But I don't see the need for more housing in Philly. There is plenty and posh skyscrapers going up all the time if you don't feel comfortable living at street level. This plan looks like it will create a neighborhood that no one currently living in the area can afford without bringing significant jobs, retail, or entertainment to the area.	Online Survey			X		
The scale of the buildings should be lower north of Powelton Avenue - for a better transition to the existing neighborhood.	Online Survey			X		
We don't need TWO additional bridges over the river - it already has too many	Online Survey		X			
Again, the choice should not be about mutually exclusive options. This space should include residential space, retail space, and office/innovation space to provide for a mixed-use, diverse, and dynamic community that will attract small businesses, big businesses, start-ups, as well as young professionals and families.	Online Survey			X		
Also, I think the plan should include both increased pedestrian and vehicle connectivity to Center City	Online Survey		X			
Less development around the station. Currently the vehicular traffic around the station is cumbersome - this attempts to simplify it, but does not offer a solution to volume currently handled.	Online Survey			X		
Skeptical that circulation around 30th Street station can work.	Online Survey		X			
I do not like the location of the taxi drop off as much as CB2. I think it takes away to the grandness and ped friendliness of the CB2 design.	Online Survey		X			
Residential use over the railyards - who would want to live there?	Online Survey			X		
Recreational access to MLK Drive trail from 30th Street station is under-emphasized.	Online Survey		X			
need to cover more of the rail yards	Online Survey			X		
I-76 really should be capped, as creates a huge physical and mental barrier. I would prefer higher densities to help fund some more improvements like the I-76 cap and the bridges across the river.	Online Survey			X		
Create residential neighborhoods with small connections - almost High-line style instead the the second long green way strip, deadly.	Online Survey		X			
More cap for rail yards	Online Survey			X		
Lack of parks	Online Survey	X				
Lack of economy	Online Survey					X
In looking at intercity bus depots in other cities, I suspect that this is totally the wrong place for that activity. Its expensive real estate and you are proposing low rent activity.	Online Survey		X			
Large park is barrier to neighborhood	Online Survey	X				
Needs a little more green covering, over 76.	Online Survey	X				
I think this alternative cuts off Mantua from the development rather than going right to the borders. Having that park/swath of open space next to the border will isolate the neighborhood. Also that may lead to potential crime issues within that park space. Also this plan needs more capping. The highway and rail yards though partially covered can still act as a deterrent for people wanting to stay in that area after 5pm. Capping as much of the rail yards and highways as possible is the best solution for creating a new vibrant neighborhood. CBD 2 does a very good job with this.	Online Survey			X		
capping to the river (too many tracks)	Online Survey			X		
Needs more extensive station expansion and expand the upper park areas closer to the river.	Online Survey				X	
not much -- this one is my favorite	Online Survey					X
Majority of Green space should be near river, and the parks on left of plan should be building:	Online Survey	X				
This plan seems too isolated from the rest of the city. A bit too much of an artificial environment that may be able to house some businesses and jobs but may lack a sense of place and discourage 24-hour activity.	Online Survey			X		
Uncapped railyard area dead zone, lack of river level promenade/terraces to connect directly to the Schuylkill, neighborhood scale development undercuts the true potential of this area	Online Survey			X		
Need more business zoning intermixed	Online Survey			X		
I like this design for what it does to the area above 30th street station (new mixed use area) and the extension of the street grid and new bridges to center city, but I like the CBD2 design better for what it does around 30th st. station and the schuylkill river itself. I like how the CBD2 design connects the station to the river and opens up public use space along the river.	Online Survey			X		
It does not appear that the green space between the end of Powelton to the west, and the new development to the east would work as a public space... it might be more of a no mans land buffer between current residents and the very upscale community you have planned.	Online Survey	X				
Too Much residential.	Online Survey			X		
I don't like that the parking garage called amtrak garage is still a garage. this is closer to the station than so many other buildings but it is a parking garage. The evo/fmc garage should also become development.	Online Survey			X		
where is the transit? How will this new neighborhood be connected to 30th street station and Center City? This feel like it is really lacking in transit connections that will keep people from driving there	Online Survey		X			
I like the bike lanes but they need to be protected or they are useless.	Online Survey		X			
The Campus neighborhood feels total disconnected from the rest of the development and like those two places wouldn't have any interaction. I don't like the diagonal buildings.	Online Survey			X		
The CBD concept really nailed the river focused open space. This concept leaves a lot to be desired with river front park space. With the expressway remaining open, this will encourage people to gravitate to this spot.	Online Survey	X				

SUMMARY REPORT: STAKEHOLDER REVIEW OF THREE VISION ALTERNATIVES

Schuykill Crossing --- Needs More Work	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
Great open space designs, but could use some more tweaking.	Online Survey	X				
Too much uncovered expressway, lonely north concourse / bus station.	Online Survey			X		
Linear park is too wide and appears cut-off from neighborhood	Online Survey	X				
Dual streets adjacent to the Highline will be unattractive and create a barrier in the area. It should more be tightly integrated	Online Survey		X			
Towers around One Drexel Plaza have too much open space	Online Survey	X				
MLK Drive solution abruptly ends at 30th St.	Online Survey		X			
none	Online Survey					X
Not sure at this point.	Online Survey					X
These will be very expensive residences adjacent to an impoverished neighborhood.	Online Survey			X		
More of I-76 needs to be covered.	Online Survey			X		
I wish there were more open/green spaces available throughout the design.	Online Survey	X				
Too much land wasted with open space. We have the largest city park in the country across the river. The open space here can be shifted over the expressway.	Online Survey	X				
connection between new SEPTA headhouse and main concourse; unclear how street changes would improve traffic flow; expressway cuts off new linear park space from river	Online Survey				X	
Bike lane connectivity should be incorporated given the residential focus and the pedestrian bridges. Drexel Park directly abutting another park, yet with a street in between, seems redundant.	Online Survey		X			
There is less capping done here. The capping of CBD 2 should be kept.	Online Survey			X		
Not enough parkland. The area deserves more green space.	Online Survey	X				
It's a little bland.	Online Survey					X
would prefer more riverfront park space, like CBD2	Online Survey	X				
The northern pedestrian bridge is unnecessary. Just expand and improve the Spring Garden bridge for better bike / pedestrian traffic. I'm ok with the Southern pedestrian bridge.	Online Survey		X			
I also doubt rent / land in this area will be expensive enough to necessitate capping the rail yards	Online Survey			X		
Seems a bit isolated from surrounding neighborhoods and uses.	Online Survey			X		
So-called Sixth Square doesn't seem to do the trick as a civic space equivalent to the original Philly squares.	Online Survey			X		
Focusing on housing when there are so many other places in the city that can support housing but not intense commercial development seems shortsighted. In order to make housing work here without significant commercial, the housing cost to the residents will have to be very high, which may defeat the purpose of expanding housing choice.	Online Survey			X		
Also, the park area along the river is far to unambitious. It's almost as if this plan is trying to create an enclave in the city instead of adding to the core. We already have plenty of residentially-focused neighborhoods in the heart of Center City as it is.	Online Survey	X				
May need more mixed-use/retail spaces. No floating park from CBD 2.	Online Survey			X		
It is a shame to waste the site's valuable transportation assets on residence which probably not use them very much.	Online Survey			X		
more residential	Online Survey			X		
The green space does not front the river, the tracks closest to the river remain uncovered.	Online Survey	X				
Personally I think the Park is pointless, especially in such close proximity to fairmount park and the parkway, and UPenns new parks off of 76. I believe I read this plan would focus more on Residential, another reason why the park buffer is not needed.	Online Survey	X				
linear recreational park separates the new residential from existing	Online Survey	X				
it would be great if you could find a way to connect east and west sides of 30th st between arch and market so that pedestrians and bikers aren't facing 4 lanes of traffic to get to the other side. You have a number of new connective routes in all of these plans but not here. To be able to get from one side of 30th to the other, e.g. to the station or away from it in a more straightforward path (like getting from 15th to City hall e.g. underground in the new Dilworth Plaza design) would be a big improvement for pedestrians especially. That would be especially helpful if the circulation density were to increase	Online Survey		X			
I think the park along the river could be more dramatic, appealing, and functional if it extended closer to the river and covered more of the railyard.	Online Survey	X				
A greater focus on pedestrian and bicycle traffic is needed in the street design.	Online Survey		X			
housing	Online Survey			X		
This should have a variety of housing types to meet different needs and form a diverse community	Online Survey			X		
Green space all seems focused on the university when so much activity will be to/from station	Online Survey	X				
Too much west side green given proximity to parkway with new bridges. Choose better transition between the two neighborhoods rather than a park	Online Survey	X				
shrimpy green corridor on eastern side of the plan doesn't extend to the waterfront, and if you're not going to do waterfront green space just don't do it at all. That trail doesn't look very user-friendly all squished up next to a highway.	Online Survey	X				
In a macro sense, the city needs more commercial space to attract employers and generate jobs rather than emphasizing housing supply. For that reason, among others, I prefer the CBD2 plan.	Online Survey			X		
Cap should be extended to the river; Drexel Park should be expanded; I think the connection from 76 to the station needs to be developed further.	Online Survey		X			
too much green buffer on the Drexel side and no additional road connectivity to CC	Online Survey	X				
The fact that the linear park on the western edge physically separates the new development from the existing city grid.	Online Survey	X				
The park separating Mantua from the new development seems like more of a wall than a joining space	Online Survey	X				
It's great that there is a park on the western edge but I feel it might isolate the development from the existing neighborhoods	Online Survey	X				
More pedestrian space needed.	Online Survey		X			
More Green Space on the river instead of West of the Station.	Online Survey	X				
Bus Terminal and access to MFL from 30thSt Station should be included in all plans	Online Survey		X			
Isn't the area too small to develop into a walkable neighborhood, as long as there's that huge barrier to the west in the park?	Online Survey		X			
traffic control and routing in the JFK/taxi/short term parking area on the east side, bicycle support	Online Survey		X			
Perhaps a slightly larger park along the river	Online Survey	X				
Not enough park space, and what is there will be most likely blocked by buildings. The view of downtown (Comcast building, etc) is essential. This will become a seedy transportation hub with this plan. Also, an essential consideration is putting the pedestrian crossings where more people will be located, and not near bus stations and other isolating areas where people loiter (think about downtown bus terminal, which can be unsafe at night).	Online Survey	X				
Housing for whom?	Online Survey			X		
Is the trail along the NE corridor disconnected from the new streets? There should be access points	Online Survey		X			
How will the view from Drexel Park/ 31st Street be affected with new buildings? Height restrictions North of Powelton might be better received by residents.	Online Survey			X		

Schuylkill Crossing --- Needs More Work	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
Perhaps a complete overhaul of Spring Garden Street bridge is needed?	Online Survey		X			
Retail	Online Survey			X		
To attend community meetings and consider their input.	Online Survey					X
Reopen septa platform access on west side of 30th street.	Online Survey				X	
If you can't widen SG bridge then combine both sidewalks on south sides narrow lanes	Online Survey		X			
Bus Terminal: Make NJ Transit terminal "of you come into PA this is where you stop"	Online Survey					X
Can't imagine the economics would work for residential focused development	Online Survey				X	
My favorite of the three, but need a good mix of commercial to make residential more sustainable	Online Survey				X	
"Schuylkill Crossing" sounds like "connecting to the river". However all of the vehicular access separates it from the river.	Online Survey		X			
Ignores connection to river east of the station.	Online Survey		X			
Line of ½ green parklets is unresolved and too broken up by streets – either make it a full greenspace? Or:	Online Survey	X				
Underneath I-76 ramps connection needs to be redone. BigDig 2.0.	Online Survey		X			
Location of the bus terminal move west.	Online Survey		X			
Bike parking plus bike lockers (a la Ashby BART station in Berkley are needed).	Online Survey		X			
Extend transit corridor across spring garden, serve Fairmount Park, art museum.	Online Survey		X			
Bus station. Would this possibly also serve NJT buses; extends NJ access to University City and reduces transfers -> more ridership.	Online Survey		X			
Linear park along 31st creates canyon, too much separation from existing neighborhood	Online Survey	X				
Please design an elevated "Train Watchers" café over the rail yards – north of the station looks promising	Online Survey			X		
Please plan public bathrooms in as many pedestrian – biker features of the plan as possible	Online Survey					X
I favor the "Schuylkill Neighborhood" choice for development in the station's 4 surrounding quarters, low level residential.	Online Survey			X		
Pedestrian bridges – everywhere. Spring garden street bridge needs help.	Online Survey		X			
Bus station (All) Bolt and Megabus have lots of auto drop off and pick up – circulation and waiting area:	Online Survey		X			
Creating a "new" secluded neighborhood in Philly which is full of historic neighborhoods	Online Survey			X		
CAP 76 too along this stretch. Put arena style seating facing the river.	Online Survey			X		
Bi-directional traffic interferes with 676 northbound entrance	Online Survey		X			
Definitely need a green public space by/ overlooking river.	Online Survey	X				
I love the green bike/ped bridge.	Online Survey		X			
Need a sculpture park!!!	Online Survey	X				
2-way traffic around station - make sure it works	Online Survey		X			
private vehicle pickup dropoff	Online Survey		X			
Are stairs up from platforms to south side of Market only open in emergency? or available at all times for IRS employees access to-from station?	Online Survey		X			
too much residential and pedestrian stuff	Online Survey			X		
The amount of space dedicated to residential housing in Schuylkill Crossing. With Mantua right next door it would make better sense to let the natural gentrification that will occur happen organically.						
Residential development will isolate other members of the city from wanting to share in an area that I feel should embrace the city as a whole.	Email			X		
Drexel Park with its "dramatic views of the city" is unnecessary if the Schuylkill Bluffs park is built. Its location makes it appear to be more of a neighborhood park	Email	X				
The proposed bike/ped bridge to Race Street lacks an access point to Schuylkill Banks. Also, it will have a significant negative impact on the neighborhood that is not reflected in the concept. because the ramp most likely would not hit grade level until 23rd Street. It's doubtful that the neighborhood would support this.	Email		X			

SUMMARY REPORT: STAKEHOLDER REVIEW OF THREE VISION ALTERNATIVES

Innovation City --- Things I Like	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
Affordable housing	Sticky Note			X		
Mag lev between buildings	Sticky Note			X		
Would it help in filling had an idea as dynamic as water fire in providence	Sticky Note					X
This is great! What can we do to make this happen in 10 years instead of 50?	Sticky Note					X
I like the focus on innovation	Sticky Note					X
Like bringing something similar with a regional rail?	Sticky Note		X			
Fewer roads helps with traffic. Helps promote trains, bikes, walk	Sticky Note		X			
Needs pedestrian and cycle x-ings over river to museum area.	Sticky Note		X			
Park concept is great	Sticky Note	X				
Innovation city is most feasible for generating jobs	Sticky Note					X
Central park	Sticky Note	X				
Phased development	Sticky Note			X		
Name of area	Sticky Note					X
Like 30th street Re-alignment	Sticky Note		X			
Like the 4-sided square but be careful to make permeable and not a station in a sea of green	Sticky Note	X				
Sixth square moved to west side of hi line.	Sticky Note	X				
Traffic flow	Sticky Note		X			
Central park on elevated structure will be underwhelming	Sticky Note	X				
Sky bridge? Yes please!	Sticky Note		X			
Yes permanent bus facility	Sticky Note			X		
Kudos on great green park.	Sticky Note	X				
Great concept. Will unite University City to the CBD	Sticky Note		X			
I vote for Innovation City!	Sticky Note					X
Love new central park space	Sticky Note	X				
Love gigantic green park.	Sticky Note	X				
Great access for Mantua residents	Sticky Note		X			
Green space/park over train tracks	Sticky Note	X				
It's more ecosystem friendly!	Sticky Note					X
The open space "Sixth Square" similar to City Hall would work.	Sticky Note	X				
Leaves open the opportunity to redevelop the park in the future after other changes can be measured.	Sticky Note			X		
Let's do this! Need more dedicated green space	Sticky Note	X				
Green space = good	Sticky Note	X				
Creating better links for more transit lines gets cars off the streets #lessCongestion	Sticky Note		X			
4-sided square is best of 3.	Sticky Note	X			X	
Development plan is best of 3.	Sticky Note			X		
Combine porch access with the reopening of underground concourse	Sticky Note				X	
Covered connection between MFL/Trolley and 30th Street Station.	Sticky Note		X			
Great concept. We'll bring new life to this area.	Sticky Note					X
Four-sided Square	Sticky Note	X				
Intercity Bus Terminal	Sticky Note			X		
WB I-76 off at Spring Garden more useful the more intense the development.	Sticky Note			X		
Station with 4-sides	Sticky Note			X		
Bus Station integration	Sticky Note			X		
Access to River	Sticky Note		X			
like expanded Drexel Park with cultural amenities.	Online Survey	X				
like the Recreation trail on the West Bank of the Schuykill.	Online Survey	X				
Plan suggest Spring Garden Bridge improvements/greening across the railyards. That would much enhance Bike/foot movement at least partway to the Art Museum.	Online Survey		X			
Best circulation to accommodate station vehicular and pedestrian traffic	Online Survey		X			
It is thinking outside of the box and trying to radically reinvent what this area could be	Online Survey					X
Covering the rail yards.	Online Survey			X		
Green space	Online Survey	X				
permanent intercity bus station	Online Survey		X			
skybridges	Online Survey		X			
bikeshare	Online Survey		X			
additional bike lanes	Online Survey		X			
improved 76 intersection	Online Survey		X			
good drop off/pick up space	Online Survey		X			
All of it!	Online Survey					X
Continued growth of the Innovation Neighborhood over the rail yards for R&D, incubator space, high-tech firms and other innovative uses.	Online Survey			X		
This is my second favorite. I like the idea that this design might attract new and exciting businesses to Philadelphia, which I think is something Philly needs in order to truly live up to its potential (provided the tax incentives were right!).	Online Survey					X
I also really like the huge green space.	Online Survey	X				
Green spaces west of 30th Street Station. Expanding Drexel Park.	Online Survey	X				
More open space than other alternatives	Online Survey	X				
Open plaza surrounding station.	Online Survey	X				
Huge park, seems more feasible (fewer large scale changes to existing conditions)	Online Survey	X				
large green space	Online Survey	X				
campus for research	Online Survey			X		
The large park is very nice.	Online Survey	X				
Size of the park / 30th street station park	Online Survey	X				
The green space here is truly remarkable. Having something akin to Chicago's Millennium Park in Philadelphia would be fantastic.	Online Survey	X				
Large open space area.	Online Survey	X				
Good connections to Powelton/Drexel.	Online Survey		X			
Seems to have better connections to Drexel	Online Survey		X			
I like the park.	Online Survey	X				
preserves the view corridor from Drexel park to CB-1	Online Survey					X
what would that urban park be like after dark?	Online Survey					X
residential buildings create a wall, I am sure they can be articulated	Online Survey			X		
inter city bus depot	Online Survey		X			
separation of office and residential uses	Online Survey			X		
I like the defined central park in the middle of the development.	Online Survey	X				

Innovation City --- Things I Like	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
central park is nice	Online Survey	X				
an incubator space is a cool idea	Online Survey					X
huge open space	Online Survey	X				
It's good for the tech firms, R&D and the like.	Online Survey					X
The large green space is nice as well.	Online Survey					
I love the huge park and the emphasis on innovation and technology.	Online Survey	X				
I like the glass skywalk and bike station a lot.	Online Survey		X			
None	Online Survey					X
I think west Philly has huge potential as a tech center given the cheap rent and universities. In other words I think it is generally a good idea to push innovation and startups in West Philly.	Online Survey					X
Important emphasis on re-activation of underground connection to SEPTA Market-Frankford and Subway-Surface lines.	Online Survey		X			
I love the huge park area--this development is a great opportunity to install a major new green space for the city's residents and visitors to enjoy, and I like the idea of providing more space for innovation.	Online Survey	X				
It seems that there is an effort to create more of a civic space and programs.	Online Survey					X
Best option. Creates something unique, particular to UCity. Builds on existing district strengths. Capitalizes on Station as transportation hub for business.	Online Survey					X
Lots of open space.	Online Survey	X				
I like the front of the station.	Online Survey					X
Intercity bus facility.	Online Survey		X			
West bound off ramp at Spring Garden Street	Online Survey		X			
30th Street Station Expansion - only if it's kept clean! SEPTA at 30th street is filthy and too many homeless people	Online Survey				X	
Pedestrian access to 30th Street Station from Drexel/Powelton Village.	Online Survey		X			
The green space is nice.	Online Survey	X				
Like covering up the rail yards, expand it like Park Avenue in NY.	Online Survey			X		
Natural extension of the Science Center	Online Survey			X		
Central green	Online Survey			X		
Nothing	Online Survey					X
Scale is more appropriate than CBD2.	Online Survey					X
Tunnel between septa MFL and 30th st	Online Survey		X			
Not much	Online Survey					X
Though this is still an improvement over the current situation, this proposal is my least favorite. The only real positive I see is the increased amount of park space which will add to Philadelphia's grand list of recreational activities.	Online Survey	X				
huge park, wont bring in the tax money.	Online Survey	X				
The large pedestrian friendly park area and the high-tech firms attractiveness.	Online Survey	X				
good outdoor green space, possibly the most feasible in scale	Online Survey	X				
Central Park (24 acres)	Online Survey	X				
I like the idea of creating new spaces for research and development, but this plan does not do this in the best manner	Online Survey			X		
This plan is certainly an improvement upon what's there now, perhaps well-suited to some custom-built laboratories or technology facilities.	Online Survey			X		
Dedicated bus terminal	Online Survey		X			
large public park and plaza	Online Survey	X				
technology at the forefront of this development (a good risk)	Online Survey			X		
I like this concept best: R&D, incubator, tech to attract talent to Philly	Online Survey					X
wide open space for recreation	Online Survey	X				
the park design is pretty	Online Survey	X				
Well, it is thinking big	Online Survey					X
The big park.	Online Survey	X				
There is a permanent intercity bus facility. The rest of this is so weak compared to the other two	Online Survey		X			
The consolidated green space makes true park.	Online Survey	X				
Best option for future progress, and could help pay for transition:	Online Survey					X
Nice big park, but it should be riverside.	Online Survey	X				
Bike facilities at the Porch	Online Survey		X			
Generous space given to 30h St Station west plaza	Online Survey	X				
Most efficient solution to 30th St loading areas	Online Survey		X			
i like this one too	Online Survey					X
New pedestrian and bicycle bridge connecting to Fairmount Park.	Online Survey		X			
Extension of key neighborhood streets into the rail yards.	Online Survey		X			
Re-alignment of I-76 off-ramp.	Online Survey		X			
New intercity bus facility.	Online Survey			X		
Love the large green recreational area.	Online Survey	X				
Nothing particularly moves me about it - it's the least expensive looking option which makes it the most possible right now.	Online Survey					X
I appreciate the green space planned.	Online Survey	X				
Nothing really.	Online Survey					X
reclamation of existing north concourse	Online Survey				X	
clearer connection to SEPTA services	Online Survey		X			
further development of urban plaza space surrounding the station	Online Survey				X	
rationalization of intercity bus service	Online Survey		X			
Extension of Drexel Park.	Online Survey	X				
The extension of The Porch at 30th Street Station.	Online Survey				X	
Lots of green space!	Online Survey	X				
Trying to come up with something good about it that neither of the other alternatives also have and frankly can't I feel like this is the most feasible use of the land. Drexel / Upenn will be forced to expand either into Mantua (and would drive current residents out = bad), or north of 30th Street. I believe that Drexel / Upenn's consistent need for expansion coupled with deep-pocketed donors will make a north campus a reality faster than area land values will make it an attractive place for private development.	Online Survey			X		
I also like the giant park area. It would definitely offset the storm water runoff of the surrounding concrete	Online Survey	X				
Leaving a good section of the rail yards exposed is likely.	Online Survey			X		
Lots of green space.	Online Survey	X				
Lower density.	Online Survey			X		
Intercity bus facility.	Online Survey		X			
Huge green space reminds me of Millennium Park in Chicago.	Online Survey	X				

SUMMARY REPORT: STAKEHOLDER REVIEW OF THREE VISION ALTERNATIVES

Innovation City --- Things I Like	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
High rise office development	Online Survey			X		
lots of green	Online Survey	X				
The big park.	Online Survey	X				
I do not like the Innovation City plan. Unless Drexel is getting a Football team and that would be a NCAA Stadium. That would be good.	Online Survey					X
direct access to MFL and 30th st station, 30th st station Sixth Square	Online Survey		X			
I like the large park in the center of the design.	Online Survey	X				
I like that the station is focused on opening in all directions, to the community and towards center city	Online Survey		X			
so much green space added	Online Survey	X				
bike station	Online Survey		X			
Protected bike lanes.	Online Survey		X			
Giant green space	Online Survey	X				
It's an attempt to grow a new and emerging economic sector into the city.	Online Survey			X		
blends with existing Drexel innovation neighborhood	Online Survey			X		
Large green space	Online Survey	X				
intercity bus depot.	Online Survey		X			
Like the bus depot	Online Survey		X			
Not much, really.	Online Survey					X
its nice to see what appears to be a sports park, but it should be used to cap the tracks	Online Survey					X
It's the most forward thinking and unique option presented. This proposal most fully takes advantage of the potential of this space to jettison Philadelphia to the forefront of industrial cities looking to the future through innovation, good use of public space, and integration of all stakeholders' interests. Existing neighborhood and commercial spaces are plentiful in Philadelphia versus other northeast cities but the opportunity to create this space as a unique space for innovation is what Philadelphia needs to not only keep pace with, but also surpass peer cities.	Online Survey					X
While I like the large green space, It's poorly located and too big. I like the plans for the Station Expansion in this plan.	Online Survey				X	
I don't really like this plan at all.	Online Survey					X
intercity bus facility	Online Survey		X			
sky bridges	Online Survey		X			
sixth square	Online Survey		X			
Septa connection	Online Survey		X			
Large green space	Online Survey	X				
Large park space	Online Survey	X				
buildings hopefully less likely to cover the view of the downtown area from both Drexel Park and the new Central Park. Great ideas, beautiful layout, sparse buildings but enough to have many people present.	Online Survey			X		
Proximity of tech work to universities is great.	Online Survey		X			
Pedestrian and bike bridge is also essential. There is room and pedestrians are not closed in, which is safer	Online Survey		X			
The extension of West River Drive Path	Online Survey		X			
Open space/running track in park	Online Survey	X				
Green space and housing	Online Survey	X				
Expanded SEPTA concourse	Online Survey				X	
Bike Share. not sure of bet location for this.	Online Survey		X			
Bus terminal. but think about private vehicle dropoff pickup for these buses	Online Survey		X			
Relocated 30th Street	Online Survey			X		
Innovation Square has a central depot for buses. This is sorely needed as the current system is disorganized and not as cohesive as it should be with the train station.	Email		X			

Innovation City --- Needs More Work	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
There's already so much open space in this area. This feels a little like overkill. (Schuylkill Banks, PennPark)	Sticky Note	X				
Grade separation of green area is not inviting	Sticky Note	X				
No skybridges please	Sticky Note		X			
Broad street line to Airport	Sticky Note		X			
Has CSXT been officially contacted regarding construction coordination, costs and requirements?	Sticky Note			X		
The blocks in this plan are too big. I think the finer grain is necessary since access to this area is already difficult	Sticky Note			X		
No to 2-way traffic	Sticky Note		X			
Least constrained development site is used for a park – Better for buildings on solid ground	Sticky Note			X		
Not pedestrian friendly.	Sticky Note		X			
No crossing over river	Sticky Note		X			
Pedestrian and bike friendly bridges	Sticky Note		X			
Central park too big	Sticky Note	X				
Parking!	Sticky Note			X		
Need pet parks	Sticky Note	X				
Use old post office for station expansion	Sticky Note				X	
Does not work with topography along 32nd street	Sticky Note					X
PATCO	Sticky Note		X			
More bike friendly areas needed	Sticky Note		X			
To restore original escalator to blue/green lines inside station.	Sticky Note				X	
How does innovation city address lower income populations (outside of potential city rev. to find progress)	Sticky Note					X
Amtrak. It is time to have a "real" national railroad system	Sticky Note		X			
Drexel already planning innovation district. More mixed use the better	Sticky Note			X		
Lacks character. Drexel still has space to grow	Sticky Note			X		
Too little areas from the east bank of the river	Sticky Note			X		
Green space too concentrated at great green park	Sticky Note	X				
Open space overkill	Sticky Note	X				
Need to connect east and west sides of river. Too boxie	Sticky Note		X			
Will this push out west Philly businesses and residents?	Sticky Note			X		
Too much vertical dispersal of pedestrian sky bridges and lower level service roads are anti urban!	Sticky Note			X		
Concentrate on fewer pedestrian walkways and enhance the remaining proposed walks. Locate them in terms of path of least resist	Sticky Note		X			
Create a SEPTA/Private off street bus terminal (on JFK boulevard?) to complement the proposed inter-city terminal. SEPTA passengers from KOP, Delco, West & SW Phila can rapid transit to access center city. Limits bus congestion downtown.	Sticky Note		X			
Attend community meetings and considered their input.	Sticky Note					X
Location of bus terminal – Move west.	Sticky Note			X		
Seems like an awkward extension of grid.	Sticky Note		X			
Too much area dedicated to park space.	Sticky Note	X				
Too little development/density.	Sticky Note			X		
With Fairmount Park so close, is a huge new open space necessary?	Sticky Note	X				
This service plan and a city needs a true professional taxi service. Welcome center!	Sticky Note		X			
Is this amount of recreation space needed so close to Fairmount Park?	Sticky Note	X				
Too much uncovered rail.	Sticky Note					X
Bad use of Riverfront.	Sticky Note					X
More city-centric civic spaces.	Sticky Note			X		
Who's using the bus terminal? Will Bolt Bus & MegaBus have to by terminal space?	Sticky Note			X		
Stairs to platforms outside of station? Not worth it! Don't kill The Porch over a security risk.	Sticky Note				X	
How will you help community members who will face new high property taxes?	Sticky Note					X
New possibilities for student living?	Sticky Note			X		
No street network – where's the connectivity?	Sticky Note		X			
How will innovation neighborhood support small business?	Sticky Note					X
Room for startups and big name companies in the innovation space.	Sticky Note			X		
Need a fair amount of green space.	Sticky Note	X				
Great opportunity to connect University City to the CBD.	Sticky Note		X			
The idea of a park is nice but the area is already so close to Fairmont Park that I think this aspect needs to be reconsidered.	Sticky Note	X				
Financeable.	Sticky Note					X
Too much green space.	Sticky Note	X				
Forces development to platform.	Sticky Note			X		
Not enough density to make a viable.	Sticky Note			X		
Good concept but would like to see more mixed use development/residential.	Sticky Note			X		
Extend Regional Rail platforms, add entrances at both ends, leave room for more platforms for Amtrak.	Sticky Note				X	
This version has no riverside focus – does not solve riverfront issues.	Sticky Note					X
Before an expensive cap – park over tracks. Remember that a rail yard is a legitimate vista to 21st century folk.	Sticky Note			X		
Unused cut from 32nd street & JFK to Spring Garden would have been part of the E.W. train loop. Do not fill with foundations.	Sticky Note			X		
Need more pedestrian/bike access across river.	Sticky Note		X			
Area looks isolated by highway/buildings.	Sticky Note			X		
Central park too enclosed.	Sticky Note	X				
Not enough connections to center city.	Sticky Note		X			
Innovation city is more high-end development – R&D, incubators –where is much needed affordable housing (working professionals).	Sticky Note			X		
While the huge open space would be a community asset. This alternative seems to have students & middle/upper-wealth & "creative.	Sticky Note	X				
Not sure the Central Park makes sense it doesn't serve to connect the site to the river. Would be better to selectively use green space to connect to the river, enhance existing Drexel Park (which you've proposed) and improve connections to Fairmount Park.	Online Survey	X				
You seem to have proposed development on a site at SE Corner of Spring Garden and 31st Street which was just built on by New Age Realty.	Online Survey			X		
Inefficient arrangement and application of tech and green space.	Online Survey	X				

SUMMARY REPORT: STAKEHOLDER REVIEW OF THREE VISION ALTERNATIVES

Innovation City --- Needs More Work	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
It is by-and-large flawed at its very core. It is a waste of this opportunity because it makes such prime real estate and opportunity for IDENTITY into a buzzword and a nebulous concept of what would take place there.	Online Survey			X		
Philly doesn't need a center of innovation. It doesn't need a mini Silicon Valley. It needs more city. Provide more city and the city will fulfill these roles. The city is the platform, and it doesn't need a special neighborhood carved out for a good idea. It will carve out that space if it arises organically.	Online Survey			X		
Direct bus/public transportation access to Fairmount/Art Museum area from West Philly/Center City. Better/shorter connectivity.	Online Survey		X			
Riverfront focus, floating park,	Online Survey	X				
additional bridges between Center City and University City	Online Survey		X			
The waterfront!	Online Survey					X
I want there to be a bike/pedestrian bridge. That's #1. (And honestly, how can you lure innovative business and tech companies without providing a safe bike route to center city? That demographic rides bikes!).	Online Survey		X			
I also worry that it would become a campus that's only used by the people who work in those buildings. It'd therefore be giving Philadelphia's business community a lift, but it wouldn't really add much to the neighborhood for the rest of us. As I mentioned above, I think you should combine this with the CB idea and set aside part of that business district for innovative businesses.	Online Survey			X		
Too little green space along Schuylkill River. Possibly too much green space north west of 30th Street Station that seems to have limited public visibility and access.	Online Survey	X				
Needs more bike lanes and more bike options	Online Survey		X			
No new connections to CC.	Online Survey		X			
Aesthetics of expanded station on west side.	Online Survey				X	
Seems like a lot of green space. Needs more density?	Online Survey	X				
Not enough connection to riverfront, should include some residential	Online Survey		X			
demonstration of need for that much research space, whether tradeoffs with residential or commercial development can be supported	Online Survey			X		
However, the large central park may be too large, with not enough residents with enough proximity to fully take advantage of that much space. Think about how underused large parts of Fairmount Park are due to poor accessibility to the park system.	Online Survey	X				
are those roads going through the park / what is the track for?	Online Survey		X			
As a general statement, the creation of a hub for Megabus and Bolt should be included in all of the plans.	Online Survey			X		
As for the Innovation City idea - I think this could be covered by smart expansion by the University of the Sciences further west.	Online Survey			X		
Connections to Center City.	Online Survey		X			
Density looks light.	Online Survey			X		
vehicular movement looks inconvenient.	Online Survey		X			
Bike and ped system could be further developed.	Online Survey		X			
Design doesn't seem to support retail on Market.	Online Survey			X		
Better connections to river are needed. Doesn't do much to beautify riverfront	Online Survey		X			
The buildings do not seem to be utilizing the space as effectively as the other two designs.	Online Survey			X		
could the south end of teh park punch through along teh viaduct more stongly to make a southern connection to market, chestnut and PENN park more clear and more robust?	Online Survey		X			
no enhancement to either the vehicular or pedestrian cross river connectivity	Online Survey		X			
I'm not a fan of the two open air sections of rail yards. They look left over and unplanned.	Online Survey			X		
cover more of the railyards please	Online Survey			X		
not sure this would fly--could be difficult to get investors for this design concept	Online Survey					X
Way too much open space so close to Fairmount Park. We already have way too much of our good quality park space stuck northwest of Center City, we don't need to add to that imbalance, we need more people who are close to it and can enjoy it. This also fails to connect Center City to this new park space.	Online Survey	X				
Station extensions, why? Lack of use of river front, space above Penn Yard.	Online Survey				X	
As with the Residential proposal, it seems to me that only a small sector will be using it instead of the general public.	Online Survey			X		
The green space is nice but it's too far from the river.	Online Survey	X				
I feel that it's a little too insulated from the surrounding neighborhood, perhaps because it all lean around the park.	Online Survey	X				
I feel that too much space is left unused. There is already similar Penn park few hundred yards away.	Online Survey	X				
Everything. Other than creating a massive green space, it does nothing for the neighborhood.	Online Survey	X				
Problem, huge central part would be nice but feels like an attempt to emulate west coast startup aesthetics which is really just a waste of space. This is West Philly. If it becomes an innovation hub it will look nothing like Silicon Valley.	Online Survey	X				
I also wish it had a bicycle and pedestrian path over the Schuylkill.	Online Survey		X			
I think an innovation district would be better served by discounting some space in the CBD2 to startups. But the reality is startups are more likely to thrive in Mantua then a planned innovation district.	Online Survey			X		
Again, I don't like the singular focus of this plan. The Science Center area is already devoted to innovation, and it suffers from a lack of residential and retail options. So continuing into this area exclusively with innovation space would be a mistake. The area should combine innovation space, office space for established businesses, and residential and retail space to serve people who would live and work in the area.	Online Survey			X		
I also do not like how this plan does not do much for pedestrian or vehicle connectivity to Center City.	Online Survey		X			
This is a terrible plan - in terms of potential effect on Powelton Village.	Online Survey					X
Too much open space over the rail lines - who's going to pay for construction and maintenance. Less development around the station.	Online Survey			X		
Currently the vehicular traffic around the station is cumbersome - this attempts to simplify it, but does not offer a solution to volume currently handled.	Online Survey		X			
The amount of proposed development does not seem adequate - the long skinny buildings are not going to be enough.	Online Survey			X		
Can there be another bridge crossing the river?	Online Survey		X			
The capping of the raillines is not as extensive. The fact that there is little TOD or mixed use. This is my least favorite vision. I would be disappointed if this alternative was chosen.	Online Survey			X		
Needs additional connections to Center City.	Online Survey		X			
Very limited access between Center City and University City.	Online Survey		X			
need to cover more of the rail yards	Online Survey			X		

Innovation City --- Needs More Work	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
This is the weakest proposal in my opinion. The green space is great, but how do you pay for it? More of the rail yards and the highway need to be capped to make this idea of a new neighborhood really work. The connectivity to the rest of city is sorely lacking in this proposal.	Online Survey			X		
Question the long blocks and green space barrier.	Online Survey	X				
Need the additional river crossings, even if they are just pedestrian. I don't see the Neighborhoods	Online Survey		X			
More direct connections and access to river. more caps fro rail yards. Beach space on river	Online Survey		X			
Too big of a park	Online Survey	X				
Too much railway	Online Survey		X			
Already exists in Navy Yard	Online Survey					X
Very strung out.	Online Survey					X
Once again, this plan has a lot of open space on platform. Get it down on the ground.	Online Survey	X				
I assume there are no improvements to connections to I76 in this plan.	Online Survey		X			
Lack of improved connection to the east side of the Schuylkill.	Online Survey		X			
The rail passenger improvements seem to reinstate circulation that was in place decades ago. Is this the best that can be done for a 21st Century HSR station?	Online Survey		X			
Too much open space	Online Survey	X				
Waste of valuable land right here. This has no shot of ever becoming reality.	Online Survey	X				
My reasons for not being a fan of this proposal are mainly for the lack of density and development. Much of the rail yards and highways remain untouched still leaving that huge void right along the river cutting off a portion of U city from the rest of the development. Also, I do not think the space is utilized in this proposal.	Online Survey			X		
The addition of a new park or trail is great but that huge swath of lang devoted to recreation is not really needed since the Schuylkill river and several recreational areas are right across the river. I feel like this is a missed opportunity for development. I think the ultimate goal for this plan is to integrate Center city with university city and have that development spill off into surrounding neighborhoods. The added density with a mix of recreation will create a huge successful and improved urban core.	Online Survey			X		
density, bridges, too much track	Online Survey			X		
Expand park or building areas closer to the river; and it needs a vehicular or pedestrian bridge.	Online Survey			X		
I miss the new bike/pedestrian bridges in the other alternatives	Online Survey		X			
Pedestrian / Bicycle Bridge	Online Survey		X			
Needs to be way more dense, no way this project can be done without more commercial use over the tracks to finance it.	Online Survey			X		
Green space should be near the river	Online Survey	X				
It is the most set apart from the rest of the city among the plans, and I think this overall is a weakness and would be a missed opportunity. What would be ideal is to still offer the possibility of some flexibility to diverge from standard grid and massing for CBD 2 in order to accommodate large facilities, but overall adhere to full integration with the city.	Online Survey		X			
Uncapped railyard areas	Online Survey			X		
lack of river level promenades	Online Survey					X
development should push the edge of the river	Online Survey			X		
urban wind turbines and solar panels should be integral to the buildings of this development	Online Survey			X		
Also needs residential and hotel intermixed	Online Survey			X		
campus cluster and river connection	Online Survey			X		
This is my least favorite design. I think it makes more incremental changes than the other two and adds the least to the area around 30th st. It leaves a lot of the railyards open, while the other two designs build over the railyards with green space or residential buildings.	Online Survey			X		
doesn't fully build over railyards	Online Survey			X		
no new pedestrian bridges	Online Survey		X			
no new residential or mixed use space	Online Survey			X		
leaves the area along the schuylkill (currently dominated by I-76) unchanged with very little new riverfront public use space	Online Survey			X		
almost no extension of the existing street grid into the new area	Online Survey		X			
are there any companies that are actually interested in setting up here? The Science Center has been trying to attract tech companies for 30 years, and expansion just has not happened. Also, until recently with a concerted effort to make it mixed use, the architecture was sterile, and the place dead after five... wouldn't this be the same?	Online Survey			X		
Not enough of the rail yard capped.	Online Survey			X		
This urban form is awkward and awful. Why are things in little separate pods? there isn't any way to make this a comprehensive neighborhood. There will be too may empty streets. This looks like post modern brutalism which is the absolute worst. This feels like a design that thinks Boston City Hall was a good idea. That park is awful. Why would we build a giant park and then put a track in it? Is it green space or is it active rec space? is it public or private? The park feel like it doesn't know what it wants to be. The park would be empty and weird.	Online Survey			X		
This looks like a suburban office park and why on earth would we build one of those in center city?	Online Survey			X		
How are people even supposed to walk from 39th street station into this neighborhood? Under the septa tracks along a lonely road next to the backside of a garage? nobody wants to do that?	Online Survey		X			
I hate skybridges.	Online Survey		X			
I don't like that the parking garage called amtrak garage is still a garage. this is closer to the station than so many other buildings but it is a parking garage. The evo/fmc garage should also become development.	Online Survey			X		
where is the transit? How will this new neighborhood be connected to 30th street station and Center City? This feel like it is really lacking in transit connections that will keep people from driving there	Online Survey		X			
I like the bike lanes but they need to be protected or they are useless.	Online Survey		X			
The park space is not focused toward the river. Much more of the rail yard and expressway need to be capped for this concept to be worthwhile.	Online Survey	X				
JFK Blvd. access needs removed and new access bridge over Rail yard to direct access to Arch St., also more coverings over RR yards. Powelton and Penn Coach Yards.	Online Survey		X			
Add more river Green space as in River Design.	Online Survey	X				
Seems like the building closest to river wall people off from the river	Online Survey			X		
Way too much uncovered track and expressway. Sky bridges will make the whole neighborhood crowded.	Online Survey		X			
Inefficient building use.	Online Survey			X		
Not enough access far north.	Online Survey			X		
Not Enough Density, plan is unrealistic from the start	Online Survey			X		
Platform exits at the Porch could interfere with space programming	Online Survey				X	
I-76 offramp at Arch St isn't moved	Online Survey		X			

SUMMARY REPORT: STAKEHOLDER REVIEW OF THREE VISION ALTERNATIVES

Innovation City --- Needs More Work	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
do not know	Online Survey					X
Not sure at this point.	Online Survey					X
With UCSCs expansion to the west, the Drexel innovation neighborhood to the south and the Penovation South Campus a bit further south, it's unlikely that even more land is needed for incubator space and start-ups.	Online Survey			X		
It doesn't go as far as the previous two concepts in terms of maximizing the new available real estate.	Online Survey			X		
I feel the density is not significant enough to justify the expense of covering the rail yards.	Online Survey			X		
Again, too much wasted open space. Building placement isn't attractive. Probably the cheapest proposal since you aren't covering as much of the train yard and none of the expressway.	Online Survey	X				
unclear how street changes would improve traffic flow, unnecessary chances to the historic façade; scale of new development (large footprint, fewer connections to street grid)	Online Survey		X			
Does not address connectivity across the river. 30th Street facing is suboptimal. Proportion of green space seems inordinately high given the close proximity to Fairmount Park, notwithstanding connectivity issues.	Online Survey		X			
Nothing else. This concept comes nowhere close to the other two. There is much less capping, less density, and less area to generate tax revenue. This is my least favorite of the three.	Online Survey			X		
I don't see this as taking advantage of a once-in-a-lifetime opportunity to enhance the development's location adjacent to the river. Once the build-out is completed, the river access is lost forever.	Online Survey			X		
density/grid	Online Survey			X		
Too much open space.	Online Survey	X				
This plan turns its back on the river - this goes against the positive momentum building over the past decade of reclaiming our riverfronts for public use.	Online Survey			X		
Needs green space by the river and connections to Schuylkill Banks.	Online Survey	X				
I'm not sure what innovation actually means, other than that the office workers would be innovating. It seems that this alternative confuses the use with the layout. I assume that some future CBD2 office workers could actually be innovating or something. This layout seems under thought and underdone.	Online Survey					X
It may end up being the most practical or physically possible, but dropping a huge landlocked park in the middle of the site, and ignoring the potential for park along the west bank of the river, seems wrong. Along with development and increased tax base and jobs, etc., this project has the opportunity to mitigate the ugly and soul-sucking vista that faces people on the east bank now. The charm of the river trail and the magnificence of the Art Museum/Waterworks area suffers from the ugliness of the west bank, and I'd like to think that someday future citizens won't have to look at it and hate it as much as I do.	Online Survey			X		
Finally, the sixth square concept is dubious. It's not necessary to have the station surrounded on all sides by as much open space as possible. City Hall itself has Dilworth and possibly the north apron as open space, not all four sides (you don't have a square anymore when there's a building in the middle, no matter whether the building or the open space was there first.	Online Survey	X				
No one will use the waterfront park if I-76 isn't mitigated with sound barriers (that are hopefully green).	Online Survey	X				
Most of this plan is park. That's a very expensive park. I think people will be soured on the idea after the Penn's Landing capping eventually gets done. (It will run over budget since capping a freeway is expensive, and people won't want to do it again).	Online Survey	X				
Not clear if this concept can sustain a lively civic atmosphere in the evening.	Online Survey					X
Insufficiently connected to Center City.	Online Survey		X			
Not many mixed-use buildings, no floating park, no pedestrian bridge to center city, less of the rail yards are covered than the other plans.	Online Survey			X		
I'm not sure that innovation requires new high rise buildings.	Online Survey			X		
nor bridges, and residential	Online Survey		X			
Not ambitious enough; too much track left uncovered; no pedestrian bridges over the river; no real connection to the river. It's the weakest proposal by a mile.	Online Survey		X			
Way too much open space. Seems like a waste of potential. I am for some buildings being used for Innovation and research, but in a more dense way. This is practically Center City. We only get one. Lets develop it densely. As Philly continues to gentrify there will be plenty of space further out for more suburban style campuses eg. The Navy Yard.	Online Survey	X				
Great green park seems insular without connections to Schuylkill river	Online Survey	X				
I do not think the extra ramp from I76 will help alleviate traffic issues in the area.	Online Survey		X			
This design seems to be the least friendly towards pedestrians and bicyclists.	Online Survey		X			
some of it might be better put to use on the east side of the station, at the river level eg floating parks.	Online Survey			X		
park further away from the water	Online Survey			X		
Too much green space which limits density. Fairmount Park is just across the river if you want a large park. The plan is not nearly dense enough to make a vibrant, walkable district. There is poor street connectivity and the street grid isn't well connected. Focusing too much on expansion of the Innovation Neighborhood leaves out other types of people. It is important for an urban district to be diverse and have opportunities and amenities for all types of people, and not just be a 9-5 district. Also, this alternative does not contain any new bridges, which are fantastic additions to the other alternatives (especially ped/bike bridges).	Online Survey			X		
Giant green space is enclosed and basically private to Drexel.	Online Survey	X				
Park space too big.	Online Survey	X				
The central green seems too insular, and this concept needs to address whether it will complement or compete with the University City Science Center.	Online Survey	X				
a big park surrounded on all sides by introverted research and innovation labs will not feel accessible to the public or the surrounding neighborhoods. why would anyone go there?	Online Survey	X				
too much area still allowed to exist as rail yard; not enough development opportunities; street conditions do not appear to provide areas for good flow of traffic.	Online Survey			X		
Too much green space and failure to capitalize on the infrastructure cost. No CC connections added and not good use of the river for park/pedestrian way	Online Survey	X				
Park seems over-scaled and redundant with Fairmount Park so close. Blocks of new development look too big.	Online Survey	X				
lack of connection to the river and surrounding neighborhoods. Don't like the massing. Uninspired layout.	Online Survey		X			
Massing seems to imply mega-blocks. no	Online Survey		X			
Additional access to both center city and Fairmount Park.	Online Survey		X			
Density is too low and this plan is too reliant on Tech, ED, and Health industry incubators to be viable as a fully functioning part of the City. More retail/residential/office space. Riverfront access.	Online Survey			X		
The entire thing needs to be scrapped.	Online Survey					X
connection of central green space to city outside of innovation city	Online Survey		X			
For some reason it seems uninviting - like the entire area is a private corporate campus as opposed to part of the fabric of the city; footprint of buildings seems too large; feels more suburban.	Online Survey			X		

Innovation City --- Needs More Work	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
Better access to train station for convenient drop off and pick up for those with heavy bags would be helpful. The station should not be less welcoming than it is right now. Making it like a City Hall can be a negative - City Hall is pretty uninhabited in later hours, and does not feel welcoming or safe.	Online Survey		X			
This is my least favorite concept. I think the large green space separation from grade, will not get used by the general public. It replicates what Penn has done south of Walnut, which feels exclusive to university students and faculty and not inclusive of the general public. There is a lot of potential for this area, and it would be squandered with this design.	Online Survey	X				
How does UCity's Science Center play with this expanded Innovation City?	Online Survey			X		
Retail space	Online Survey			X		
2-way traffic - curbside pickup will mean frequent parking maneuvers impacting travel lane and people circulating and slowing to search for curb space or stopping in travel lane waiting for someone to pull out of a curb space.	Online Survey		X			
Think about incorporating some mixed use & residential	Online Survey			X		
SEPTA headhouse - should have identity and convenience to street for riders not using 30th Street Station	Online Survey		X			
Stairs up from platform up to Porch and pickup dropoff on Market St seem to eliminate Porch.	Online Survey		X			
Bus stops and LUCY access.	Online Survey		X			
The City's "Sixth Square". NE side of station seems least promising for plaza space; most people come from south and west and east side has the I-76 ramps. 30th Street Station's first function is transportation.	Online Survey		X			
too much emphasis on the work above the rail yards	Online Survey			X		
Innovation City feels to suburban; we don't need more open space in that format, and puts green space away from the river view which is unfavorable. I like being able to see the trains move in and out of the decked area, to remind us of our heritage, commerce and activity.	Email	X				
The 24 acre park is a gross misuse of the space of Innovation City. The space would not feel as if it served a city, but instead just serves the employees surrounding it.	Email	X				
While "innovation districts" are this decade's fad, I wouldn't build a long range plan based only on this. I think Innovation can just as easily happen in rehabbed old factories - it doesn't need new high rise buildings.	Email			X		
This option has too few bicycle facilities and has major conflicts on Market and Arch Street. It also turns its back on the River and we would not be in favor of it. We would prefer an improved CBD2 and Schuylkill Crossing over this option.	Email		X			
Design elements of a protected intersection for bicycles	Email		X			

SUMMARY REPORT: STAKEHOLDER REVIEW OF THREE VISION ALTERNATIVES

Online Survey General Comments	Source
I'm very concerned about the process that has been put together for this District Plan and the exclusion of Neighborhood Representatives from involvement. Powelton Village is a key stakeholder for the success of this proposed development we need to be participating in project planning at the table and not just in a limited fashion through Public Meetings. Existing Mechanisms for "Community" feedback for this stakeholder group are NOT sufficient. Your plan states that it will "respect the uniqueness" and contribute positively to the surrounding neighborhoods." How can it purport to do that if representatives from Powelton/Mantua are not at the table staking claim to these issues.	
Will complement the team on the Design Objectives. From a Powelton perspective the transition of scale to meet the neighborhood context is of critical importance.	Online Survey
Nice work so far. Take the best of all three as indicated via my comments and you have a beautiful, viable project for a City of the First Class!	Online Survey
Anything other than an effort to urbanize this space with higher densities that meet and bridge the densities of Center City and University City is a waste of this never to be repeated opportunity. A transit station is a hub of movement and an impossibly unique attractor of people. That means urbanity and density. Density for density's sake is a false idol, but if there is any part of Philadelphia that can support more density and more of the things that make living car-free, with an ample supply of the very basic things that make a city vibrant and wonderful, then it is this space. This space is: A Transit Hub, A Riverfront, A Central Bridge between the two most important and most dense districts of the city. All these are reasons that it could and should be a place of density but also of low density of auto-use, a place of seamless transitions for pedestrians as they use and enjoy a monumental and lofty train station, a waterway through the city, a university culture, and a bridge to the heart of Philadelphia.	
The CB2 vision has the general thrust of what this space should be: more city, and more REWARDING city for pedestrians, whether tourists, workers, residents, or passers-through.	
The other plans miss the mark.	Online Survey
Direct bus/public transportation access to Fairmount/Art Museum area from West Philly/Center City. Better/shorter connectivity.	Online Survey
None	Online Survey
Thank you for looking out for our wonderful city.	Online Survey
Bike bridge(s) are a must! Green space is great. I really hope that you pursue an approach that would add value to that area for EVERYONE -- not just people who happen to work or live there. That's why I support the first approach (CB) -- it blends a bit of everything.	
I really hope this moves forward! Thanks for all your work!	Online Survey
Overall improvements that could help most people include direct SEPTA train/trolley/bus connections, better vehicular flow, more above or below street-level short-term parking options (but street-level lay-by space would prevent more green spaces) and safer bicycle and pedestrian channels. Overall green spaces along Schuylkill River would most enhance the area. Be careful to contain quantity, mix and quality of retail spaces. Do whatever can be done to contain visible vehicles. Many thanks for incredibly well thought out proposals.	Online Survey
While I understand the idea is to create a unified district feel, I think the are could be at least somewhat more balanced between residential and commercial development. There was no alternative that tried.	Online Survey
Currently the "last 100 feet" from the street grid to the station is very awkward, with crossings poorly aligned and requiring (eg. at JFK) unnatural sideways movements. Bike traffic has no natural direction of flow at all to reach station parking on either side of the station. These aspects ought to be corrected in a news design, and linked to a new bicycle lanes on access streets. Similarly, the access from the Schuylkill trail to the station is almost impossible for bike commuters, involving either crossing active traffic without signals or signs, or sidewalk travel.	Online Survey
I think whichever route you decide to take in developing this site, it should be done with pedestrians and bicyclists as the major priority. No matter what changes you make to the traffic structure, or how many additional vehicular bridges you add, it will all simply fill to vehicular capacity and continue to clog the area with more cars.	
Less automotive infrastructure and significantly more pedestrian and bicycle access needs to be the major priority here. I support anything that takes Philadelphia further away from automotive-dominance.	Online Survey
hey please include bike lines and push for a SEPTA route to come from fairmount	Online Survey
I think mixed use is ideal, with more green space in the residential model than the current one suggests.	
A pedestrian bridge across the Schuylkill would be great.	
A central, user-friendly hub for Megabus and Bolt buses would also be ideal.	
If the only way to bridge 30th Street Station and the 30th Street Market-Frankford Line is to move the stairway to the east side of 30th Street, so be it. But it would be nice to make that corridor more welcoming... with retail, attractive lighting, etc.	Online Survey
Think this is great.	Online Survey
Thanks for the transparency, thanks for the opportunity to comment!	Online Survey
I like how the various options expand upon the parks flanking the Schuylkill River.	Online Survey
PLEASE increase Mantua involvement in this process. We have a civic association--Mantua Civic Association. I'm concerned about the potentially negative effects this development could have on my neighbors.	Online Survey
CBD2 is by far the best option. It makes use of the transportation assets already in the area, it provides new amenities for the neighborhoods and opportunities for city growth.	Online Survey
Thanks for sharing and inviting input.	Online Survey
The Schuylkill River can and should be utilized here. Schuylkill Bluffs can become a destination with spectacular views of CC and may even spur more growth along the West Bank making it a mini-Thames like in Central London	Online Survey
I think CBD2 is the best choice for the city, it will grow tax base and will push the residential development further from the city core, any one taking Amtrak north out of the city knows there is a wasteland out there, we need to start filling it and CBD2 will help to do that in indirect way.	Online Survey
I think a mixed retail, office space, and residential development with green space in the vicinity would be ideal. Of course it is all about getting the right balance and hoping that people and businesses invest in the location. One thing none of the plans did was prioritize walking and biking over cars in area. Obviously you cannot do remove cars from 30th street Station but if the rest of the area as biking and walking only it would increase the green space and make the neighborhood unique in Philly which would give it an identity which might draw the mix of innovative businesses and residents to the area.	Online Survey
Regardless which alternative is picked, there must be re-activation of underground connection to SEPTA Market-Frankford and Subway-Surface lines. However, the alternative I liked the best is Innovation City.	Online Survey
This should be a mixed-use area with significant green public space but also a combination of innovation space, office space, residences, and retail space to create a vibrant, dynamic community that offers a great deal of variety for people of all professions and interests.	Online Survey
Two-way traffic around 30th Street Station is a bad idea. There will be tremendous confusion, and constant blockage of flow due to double parking.	Online Survey
Traffic in and out of the train station does not seem to have been considered.	Online Survey
Would like more information on the interior station design as well as the connect between SEPTA MFL and the main 30th Street Station. Overall, great job. This is an extremely exciting project.	Online Survey
Whatever is done, it needs to be kept clean. SEPTA's 30th street station is filthy and stinks of urine. Too many homeless people (i.e., Blanketman) need to be removed. I commute daily and there isn't a day where I don't have to maneuver around a panhandler.	Online Survey
Thanks for your work	Online Survey

Online Survey General Comments	Source
Please get this done!	Online Survey
All of the plans seem to accept the current track configurations and modest improvements to the station. Where is the bold idea related to having a first class High Speed Rail Station that will carry the City forward for the next 80 years?	Online Survey
Find people and companies willing to invest.	Online Survey
Combine the first two design ideas. Ditch the of the innovation neighborhood one. Critical thing is to promote density. Recommend at least one supertall 1,000+ tower for the area. Like the covering of 76 with the park. Take away the oval over the tracks and put in a park there as well.	Online Survey
I love the idea of capping the rail yards and creating a vibrant new city district. I am finishing my studies at Drexel University and I know the partnership between Drexel, Brandywine and the other involved teams will end in a success. I know there will be careful planning involved and I am excited to see how these diagrams evolve over the next year to maximize the potential use for this site.	Online Survey
What ever is done, mix business, park, housing, and events and it'll be a success. cap as close to the river as possible to keep down track interference with the view of the river	Online Survey
nice.	Online Survey
Make the space as walker and biker friendly as possible.	Online Survey
Great ideas so far! The main goal should be to create a new neighborhood that emphasizes research and development, while also providing residential spaces and park space near the river to make it livable. Also, gentrification of the surrounding area should be taken into account, so affordable housing should be a must	Online Survey
Great job so far! Thanks for all your work and thoughtful planning. Please keep trying to set high goals and work your hearts out identifying the funding approaches needed to meet them!	Online Survey
The three plans all have great key components to them but I believe the Innovation Neighborhood is the main idea that should be cultivated with all railyard areas completely capped, development out to the edge of the river including floating parks and west side river promenade to match the east side river trail. Dedicated bus terminal is needed and a grand processional entrance to the neighborhood from the station concourse similar to the stair shown in the CBD 2 rendering would lend a sense of power and importance to transition between transit and tech sections of the development.	Online Survey
A mix of residential, business, and R&D/tech would be best; plus more hotel space is always needed in Philly	Online Survey
I like both the CBD2 and the Schuylkill Crossing designs much, much better than the Innovation District design. The first two designs are truly radical re-imaginings of the current riverfront. I think either the CBD2 or Schuylkill Crossing could integrate the railyards area with both West Philadelphia by extending the street grids, enhancing public access to the river by adding riverfront public space, and connecting the area with center city by adding new bridges. In contrast, the Innovation District does none of these things. It leaves the entire riverfront mostly unchanged, and creates a new business district that I think would be pretty but ultimately isolated from the residential neighborhoods around both west and across the river from it. I think the team should focus on combining the first two designs into a final plan. I would prefer to see the new streets and blocks be dedicated to residential and mixed use rather than fully business-oriented. If the new neighborhood is somewhere people want to live, I think it could be a vibrant and exciting addition to West Philadelphia and quickly attract students and professionals associated with both universities who would want to live there. I know I'd be interested in living in the neighborhood described by Schuylkill Crossing (I am currently a graduate student at Penn and I live in Center City because, honestly, the neighborhoods there are much more attractive and have so much more going on). Lastly, I think one of the great tragedies of Philadelphia is that it has two rivers and so little public riverfront access. The only truly accessible riverfront path, along the east side of the Schuylkill, is one of the popular spots in the city and gets incredibly crowded. I think that beautiful public riverfront space along the west side of the schuylkill would be incredibly popular with families, bikers, and pedestrians. Both the CBD2 and the Schuylkill Crossing designs add public riverfront space and I think elements of each should be combined into a final design.	Online Survey
all the plans have to tie the area into the east bank of the river, and all have to be mixed use, or the place will die after 5 pm. do you have companies interested in setting up there, or is this just wishful thinking at this stage? There has to be green space on the west bank of the river.	Online Survey
Keep up the good work and find the best parts of all the plans. Thanks.	Online Survey
There needs to be more thought given to how this development will fit into the city as a whole. I saw there was a transit corridor line on some of the diagrams but that is a pretty weak effort. This development has to be connect by transit not just to 30th Street Station but to Center City and to other parts of the city. This is going to be a huge investment and it can't be isolated, it has to be connected. If it is isolated it won't be as popular as it needs to be, it will feel empty, it will be just 9-5, and it will be full of people driving there. I want to see more about how this space is going to work from the street level. will there be cars? will there be transit? why couldn't this development have a major transit piece? It would be so stupid to spend all this money and effort and build a place that is just as full of cars and parking as everywhere else. the bicycle infrastructure also feels like a major afterthought. In some neighborhoods in west Philadelphia a quarter of people bike to work. Bike infrastructure can't be a tack on, it has to be a key part of the plan. This plan should consider the best parts of Philadelphia and recreate them around 30th Street station. Walnut Street, Chestnut Street, Rittenhouse Square, the Gayborhood. This plan should avoid the planning mistakes of the past: Market Street west of city hall, JFK boulevard, the parkway, and big square lifeless buildings like the JFK House and 1500 Market or the PNC building. This plan should avoid loading zones in pedestrian spaces and build small scale retail that can be filled with yoga studios and paper stores and shoe stores and doesn't require big stores. This plan should be full of restaurants. This plan should have an elementary school and a magnet high school and a grocery store and everything that a person needs to live in the neighborhood without a car and without going anywhere else. this plan needs lots of buses or a new trolley line or something to connect people to the station and to center city. The best neighborhoods are those with easy walking and easy transit to center city and that's not an accident. The diagrams are one thing but the treatment of street when a person is walking on it is a completely different thing and probably much more important.	Online Survey
The CBD gets the flow right. Increasing the green space toward river will make this area a true destination within the city. Thank you for your effort.	Online Survey
its about time Philadelphia invested in Western portion of Center city, East has been on the books too long.	Online Survey
Wow, this is really impressive. I appreciated the knowledgeable people at the open house, and I hope this project moves forward on schedule!	
Things to note: nice emphasis multimodal transit but it seems like busses need highway access, which forces an emphasis on cars for some reason i prefer mixed use areas, with strong commercial/residential mix but included corporate campuses are not bad. don't sabotage existing architecture! (i.e. don't put anything too high in front of Cira)	Online Survey
1) Consider adding a SEPTA Regional Rail station at Spring Garden St, at the border of the rail cap development and Mantua. Would serve as northern counterpart to Univ. City Station.	
2) At 30th St Station, reopen the closed upper platform west end exits leading directly to the area under the overpass.	
Also consider rebuilding the upper platform platform extensions to accommodate longer trains in the future.	
3) When using the underground 30th St as transit from University City to CBD2, include a stop with direct connection to the Amtrak platforms and the MFL station via the underground tunnel. Also consider building a ramp connecting the underground street to Arch St to access the intercity bus terminal. CBD2 has the most potential and should become the preferred alternative, but the pros from the other plans should be included too.	Online Survey
well done	Online Survey
Like the Porch project, start small, analyze the results, improve and expand incrementally and hope the economy stays strong.	Online Survey
CB2 is the best proposal and probably the most expensive.	Online Survey
The public has spoken - there needs to be a direct, seamless (and weather-protected) connection to the SEPTA MFL & Trolley station if the plan is to improve connections between modes. 30th Street Station is unique in its direct access from the main concourse down to the train platforms, placing its core transportation functions at the center of the station, in a grand architectural setting. Reclaiming the existing north concourse is a great idea, but any further expansion should not lessen the focus on the main concourse as the hub of activity - nor should any expansion of retail or other amenities lessen the place of transportation as the stations core function. (i.e. whatever you do, don't turn a beautiful train station into a beautiful shopping mall.) And hands off the historic façade!	Online Survey

SUMMARY REPORT: STAKEHOLDER REVIEW OF THREE VISION ALTERNATIVES

Online Survey General Comments	Source
You've created a really exciting potential future for this area. I hope you maintain your focus on connectivity with respect to intermodal transportation opportunities that will distinguish this area from other neighborhoods in the city. I also encourage you to continue to build upon the assets already in the area, notably the river and Fairmount Park.	Online Survey
I think CBD 2 is the way to go; however, an intercity bus terminal really should be added within the vicinity of 30th Street Station.	Online Survey
I'm a one note guy: maximize green space adjacent to the river and include a lot of mixed-use development that includes enough residential that the area evolves into its own neighborhood. I guess I'm really a two note guy.	Online Survey
Creating pedestrian bridges between Center City and University City is important.	Online Survey
Well done! There are many good ideas here, and in the end just having a plan, no matter what it is exactly, will be the most important thing. I hope I live to see it all happen, I'll try to eat more salads.	Online Survey
Ideally, you would combine some of the best features of all three plans. Regardless of the specific use that dominates the district, I would emphasize: 1. Lots of parks and public squares that can serve as civic spaces. 2. New pedestrian connections to Center City. 3. An intercity bus facility. 4. Improving 30th Street Station, but not diluting its role as a civic space by, for example, building a separate North Concourse. 5. Maintaining and strengthening connections to University City and West Philadelphia, as well as Center City. 6. Whatever the specific overall plan, including the sort of uses and amenities that will keep the district lively in the evening.	Online Survey
I would like to see a rough timeline of when you think land values in the city will make capping the rail yards competitive / economically feasible.	Online Survey
CBD 2 is my favorite of the plans. If you could incorporate a pedestrian-only street or greenway that is lined with restaurants and retail (possibly along the river), it would be near perfect. Thanks!	Online Survey
Be patient. Don't try go do it all at once - take it in phases. Learn from Penns Landing.	Online Survey
Shoot for the stars. This is a great opportunity to develop a whole new neighborhood. I hope you effectively balance density with open green space. CONNECTING WITH THE RIVERFRONT IS IMPORTANT! I also hope you also think vertically. This would be a great location for some signature skyscrapers to complement the Cira towers.	Online Survey
Thanks for the opportunity to share our thoughts and comments on this project.	Online Survey
I think this looks great. my only concerns are how long it will take, I want to start enjoying today, and the traffic.	Online Survey
LEAVE NO RAIL UNCAPPED. Cover it all. This is a legendary project, lets do it right. And congratulations on getting to design a whole new neighborhood in the city, that is pretty rare.	Online Survey
I think that one of the most important aspects to consider with any of the plans is to accommodate multi modal transportation and not focus primarily on automobile traffic in the new construction.	Online Survey
love the innovative ideas. I love coming and going to and from 30th St every day and would love to see further development of green and soft spaces at the human level :-) thanks	Online Survey
Schuylkill Crossing is by far the best alternative out of the three. One of Philadelphia's great assets is its housing affordability, and providing more housing will help keep the city affordable, especially in already existing neighborhoods. This alternative extends the street grid well and has fantastic bicycle and pedestrian infrastructure (especially the ped/bike bridges - we need these!) Mixed-use residential means that the district will have something for everyone, and not just offices that shut down on nights and weekends. Center City has still plenty of room for office space (especially east of Broad), so let's instead create new opportunities for people to live close to downtown. Let's make Philadelphia a great place to live, first and foremost, then focus on jobs and innovation.	Online Survey
All three of these options look promising	Online Survey
Waterfront open space is really attractive in a city, and since we have effectively three city/water boundaries in Philly we should open up the third one to its highest and best use. Providing density and mixed use right behind that gorgeous waterfront space is a winning combination. I know it's the most bold/expensive combination but this is a huge swath of land that could determine whether Philly really grows and thrives in the next few decades. Getting all the academic institutions in West Philly involved somehow could lend stability and financial power to this idea.	Online Survey
Would like to see more on dedicating ROW for future transit such as HR or LRT using the railyard below	
believe that in general this is missing on the whole and should be a factor	Online Survey
Seems all to be well thought out. Keep away from meg-blocks and more street friendly scales. I would have liked to see I76 pulled away from the river all together, but... Definately like the CBD 2 plan best but like the river crossing of Schuylkill Crossing plan.	Online Survey
There are elements of all three that i find appealing. The best parts of plans 2 and 3 should be incorporated into CBD2, notably, the bus terminal, access to the MFL/Septa, and station renovations from the Innovation plan.	Online Survey
Very strongly support Innovation City right now based on the plans. The others simply seem like they are conducive to incredibly large buildings that cover the views from Drexel Park, which is a gem as it is. Convenient and safe travel by bike is also important, and thinking about making it welcoming and not risk leading to an austere appearance like City Hall.	Online Survey
I think its great how the public is being included. I hope that cost does not become a driving factor of the design options, and the benefit of the greater good is considered.	Online Survey
With high speed rail changes expected, will 30th Street remain hub for passengers travelling Northeast corridor?	Online Survey
Great ideas and presentation. Good luck with the next steps	Online Survey
I think you are thinking way to big here. Put in place a smaller series of improvements that do not drain capital. Things like safety first; 76 exit redesign, 676 / 76 onramp redesign. More efficient use of dead space, like the area to the south of 30th street station before Market. Don' focus on new walkways. It's the traffic, thats the fix. For more phases, possible new tower next to 30th street.	Online Survey

Comment Card Comments	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
Activate Riverfront, Minimize elevated open space, Improve ped experience @ Cira, Ped Bridge over Schuylkill, More jobs/less homes	Paper Comment Card	X	X	X		
Suggest providing some Empirical metrics to answer question: If funding was available, what is the projected cost and schedule for each Alternative? * Folks will want to know what is the quickest Alternative plan to will minimize impact to the existing community	Paper Comment Card					X
Thanks for taking the time to solicit public input. I would like you to expand your attention to the space between Schuylkill Avenue and the multilevel parking structure bounded by the EVO building + FMC building. How about a roof over the tracks here with a sitting area overlooking Center City? Or bolt a trellis to the east wall of the parking structure, and plant wisteria or trumpet vine. I'd love to see the ugly view of the parking garage disguised with a green wall of vines	Paper Comment Card			X		
Excellent presentations. Hopefully there will be a new city built ...	Paper Comment Card					X
I best liked the Schuylkill Crossing Alternative as the universities expand neighborhoods are slowly disappearing - making a new mixed-use, mid-scale neighborhood with focus on residents could take some development pressure off Mantua, Walnut Hill etc. and add to the Center City style housing options without displacing existing row house neighborhoods. Enough land and space remains for tall office development in Market West, we don't need it west of the river too.	Paper Comment Card			X		
I would like to see scooter pod to ride to the parking especially to the Art Museum, which is NOT easily accessible by foot without going around about way (other) Boat rides in the Schuylkill River where you can board and unboard at 30th Street. Combine Schuylkill Crossing and Innovation City extension of Powelton Village, Powelton Heights and Central Park - go for character and ambience NOT Futuristic City like around CHOP. DONT KILL the space with too many mammoth buildings.	Paper Comment Card		X			
Thank you for this opportunity to re-imagine everything in the envisions of our Philly treasure 30th Street Station. I favor neighborhood development over business towers and technology centers. (we have lots of those on the nearby campus) Grass, meadows, potlies, bike trails, safe, ... walking, ... to "sit and enjoy the view." GREAT! THANKS!	Paper Comment Card			X		
Overall, good and needed project will provide a much needed facelift to a Philadelphia icon.	Paper Comment Card					X
Please place me on mailing list.	Paper Comment Card					X
It's always good to get input from the public which is most effected by all change	Paper Comment Card					X
I like a hybrid of the Innovation City and Schuylkill Crossing approaches. The CBD would be redundant. Center city isn't at full capacity. Thank you.	Paper Comment Card					X
My vote is for Innovation City by a far margin. It plays to the already existing makeup of the Ucity with Drexel and Penn. CBD2 is too focused on office space which is only going to lead to a glut. The amount of square footage and green space in innovative city is perfect.	Paper Comment Card	X		X		
I use the MFL to commute to the Cira Center daily. My concern is the safety of the ... arrangement of the MFL station to Cira. None of the proposals seem to address the dangerous eye-sore underneath the rail area that a pedestrian encounters walking N. 30th St. AMTRAK vehicles(?) park on the sidewalk leaving 2 options for the ped. 1) Walk the harsh ... path along the gate/walk or 2) walk the narrow 10 inches of sidewalk adjacent to traffic. We use the W. side of 30th because the crossing of Arch at Cira is SO dangerous. This forces us to walk through the station. Aside from the increase in time - it points toward larger issues of neglect. "Big Dreams" are nice but how about we improve the small things first: the handicap accessible station doors that don't work, the ... on 30th, the water drainage at Market and 30th.	Paper Comment Card	X				
Compliments on the open charrette. All three alternatives have merit but I think two items are primary importance: 1) maintaining a transportation hub - this means that a permanent bus terminal is indispensable. 2) residential (non-student) must play a part in developing the surrounding area. If it is only business/innovation, the area will become a ghost town after 6:00pm, which is what happens in the science center.	Paper Comment Card		X	X		
Good to see a public process	Paper Comment Card					X
I appreciate that green space retention and bike access and accommodations are considered, but I think further consideration for both are still needed. Bike lockers would be handy for long distance commuters (like they have at the Ashby Bart stop in Berkeley.) I would also love to see the 30th St. MFL/Trolley stop included inside (or connected to) the actual station.	Paper Comment Card	X	X			
Of the three, I prefer Schuylkill Crossing. 34th street is underappreciated gateway. SC alignment of 30th St to SG St. is a great idea. Reopen stairwells to SEPTA Platforms on west side of 30th so people do not have to cross 30th St. reopen underground concourse from el/SSL to lower level platforms. Security concerns are bogus. Amtrak should move boarding activity to platform level. Green Amtrak garage roof. Retail in north ... room, invite food trucks back to 30th in St. parking lot. Work with PennDOT for Reading Keystone.	Paper Comment Card		X		X	
The project team should have the nearby civic association involved in the planning, since the project will impact the neighbors. Overflowing traffic (pedestrians, cars, etc.). Over burden roads up to 38th St. (in Mantua and Powelton Village). Other concerns during the development (all phases).	Paper Comment Card		X	X		
Don't forget to engage the community - Specifically Powelton Village!	Paper Comment Card					X
1) Please consider reopening the underground tunnel and include better lighting and retail shops to keep it open to more activity day and night. 2) Any plans for 30th street Station should include the option one day for true high speed rail lines in the Northeast or Maine to Florida. 3) Any new school in the area should include neighborhood children - they need a ... 4) The character of Powelton Village should be maintained, it was a wonderful area to grow up in and it would be disappreciated if it was changed by this development. 5) Please keep the area open to green open space, Plant trees and flowers after any new buildings. The open aerial view for the Powelton Village neighborhood is wonderful. I understand that access to transportation is important to the plans for the area, but the view is priceless, ramps to I76 over the railyard would take that open view away.	Paper Comment Card	X				
The project team should look at ... to incorporate and benefit the neighborhood west of university city. How will west Philadelphia residents benefit? How will their neighborhoods benefit? Good questions that I will take to my councilwoman. How will businesses in West Philly benefit?	Paper Comment Card					X
My Plan: expand into IRS building for additional platforms (high speed, connect via concourse with food. Simplify taxi access, separate arrivals from departures, allow taxi access to Market street and south. New neighborhood should be ... residential and at least one hotel adjacent to station, housing should be 33% high, 33% need med, 33% low-income, NO CONSTRUCTION INSIDE WAITING ROOM. Restore original functions to space. No to new business district, not able to be connected to city. New neighborhood should include at least one theater complex. Flow of passengers is paramount	Paper Comment Card			X	X	
Why a bus station - Our goal is to encourage transit Septa use not private business that ...	Paper Comment Card		X			
Nice Ideas just keep people Safe!!	Paper Comment Card					X
One comment I have is that people in America will not be able to ... without pleasable cause so I will donate 35 billion dollars for this project. I am million dollar man b**** get wit it or get lost. I hate ... b**** a** Septa, but I will donate money cause I'm a nice person to please don't come with. :)	Paper Comment Card					X
Amazing work all! This looks great. Next time, more space between boards; it was a little cramped.	Paper Comment Card					X

SUMMARY REPORT: STAKEHOLDER REVIEW OF THREE VISION ALTERNATIVES

Comment Card Comments	Source	Open Space Network	Circulation & Connection	Development	Station Expansion	Other
All looks amazing - just be sure to reopen the tunnel from 30th Street Station to SEPTA subways and post a badly needed sign in SW corner of main hallway area directing passengers to the subway. Only says "Market St" and "Food Court".	Paper Comment Card		X			
Are there any plans for relocating the maintenance activities for the SEPTA and Amtrak yards? From the plans it seems they are being eliminated.	Paper Comment Card			X		
I think a combination of the first and second plans is best to make the most of this prime area.	Paper Comment Card					X
As this project is completed throughout the planning and implementation consider the safety aspect (which I did not view). We should also consider the community and the neighborhood surrounding the area. Maybe this is not the forum however where is the true affordable housing not just student housing. It would be nice for SEPTA (elevated trains to once again connect to 30th Street underground, But once again when opening that tunnel you are also opening access for all individuals. Visually it looks great 30th Street as a true transportation hub and space for public outings just make sure that safety (real Safety) is intertwined in the designed for Amtrak, SEPTA, the Colleges and the People who call this area home! (don't move the low-income out.)	Paper Comment Card			X		

PHILADELPHIA
30TH
STREET STATION
DISTRICT PLAN

Public Open House

Wednesday, June 17, 2015 • 4:00pm - 7:00pm
Amtrak 30th Street Station
2955 Market Street, Philadelphia, PA 19104

COMMENT CARD

Please share your comments with the Project Team:

Continued on other side...