



PHILADELPHIA  
**30<sup>TH</sup>** STREET STATION  
DISTRICT PLAN

SUMMARY REPORT:  
STAKEHOLDER REVIEW OF  
THE DRAFT PHYSICAL FRAMEWORK

MARCH 2016

SOM | SKIDMORE, OWINGS & MERRILL LLP  
in association with  
Parsons Brinckerhoff, OLIN, and HR&A Advisors



# CONTENTS

<b>1.0</b>	<b>INTRODUCTION</b>	<b>2</b>
<b>2.0</b>	<b>THE DRAFT PHYSICAL FRAMEWORK</b>	<b>5</b>
2.1	Framework Overview	6
2.2	District Connections	8
2.3	District Public Space Network	9
2.4	Development Parcels	10
2.5	The Station and Station Plaza	11
<b>3.0</b>	<b>STAKEHOLDER REVIEW PROCESS</b>	<b>12</b>
<b>4.0</b>	<b>SUMMARY OF STAKEHOLDER COMMENTS</b>	<b>14</b>
4.1	Technical Committee Member Feedback	14
4.2	Community Advisory Group Reviews	16
4.3	Public Open House III + Online Survey	18
<b>5.0</b>	<b>MOVING TO A DRAFT PLAN</b>	<b>20</b>
<b>APPENDIX A</b>	<b>TECHNICAL COMMITTEE MEMBER FEEDBACK</b>	<b>A-1</b>
	Technical Committee Member Raw Comments	A-2
<b>APPENDIX B</b>	<b>CIVIC ADVISORY GROUP</b>	<b>B-1</b>
	Minutes from CAG Meeting #1	B-2
	Minutes from CAG Meeting #2	B-6
<b>APPENDIX C</b>	<b>PUBLIC OPEN HOUSE III + ONLINE SURVEY</b>	<b>C-1</b>
	Draft Physical Framework Blank Sample Survey	C-2
	Survey Results	C-10
	Raw Survey Comments	C-16

## 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 18 months of the project, the Planning Team (SOM in association with Parsons Brinckerhoff, HR&A Advisors, and OLIN) analyzed existing conditions in the District, created three distinct vision alternatives, collected stakeholder feedback on the three alternatives, and prepared a Draft Physical Framework embodying the building blocks for a preferred vision for the District.

Approximately three-quarters of the way through the planning process, the Planning Team publicly presented the Draft Physical Framework for the 30th Street Station District Plan.

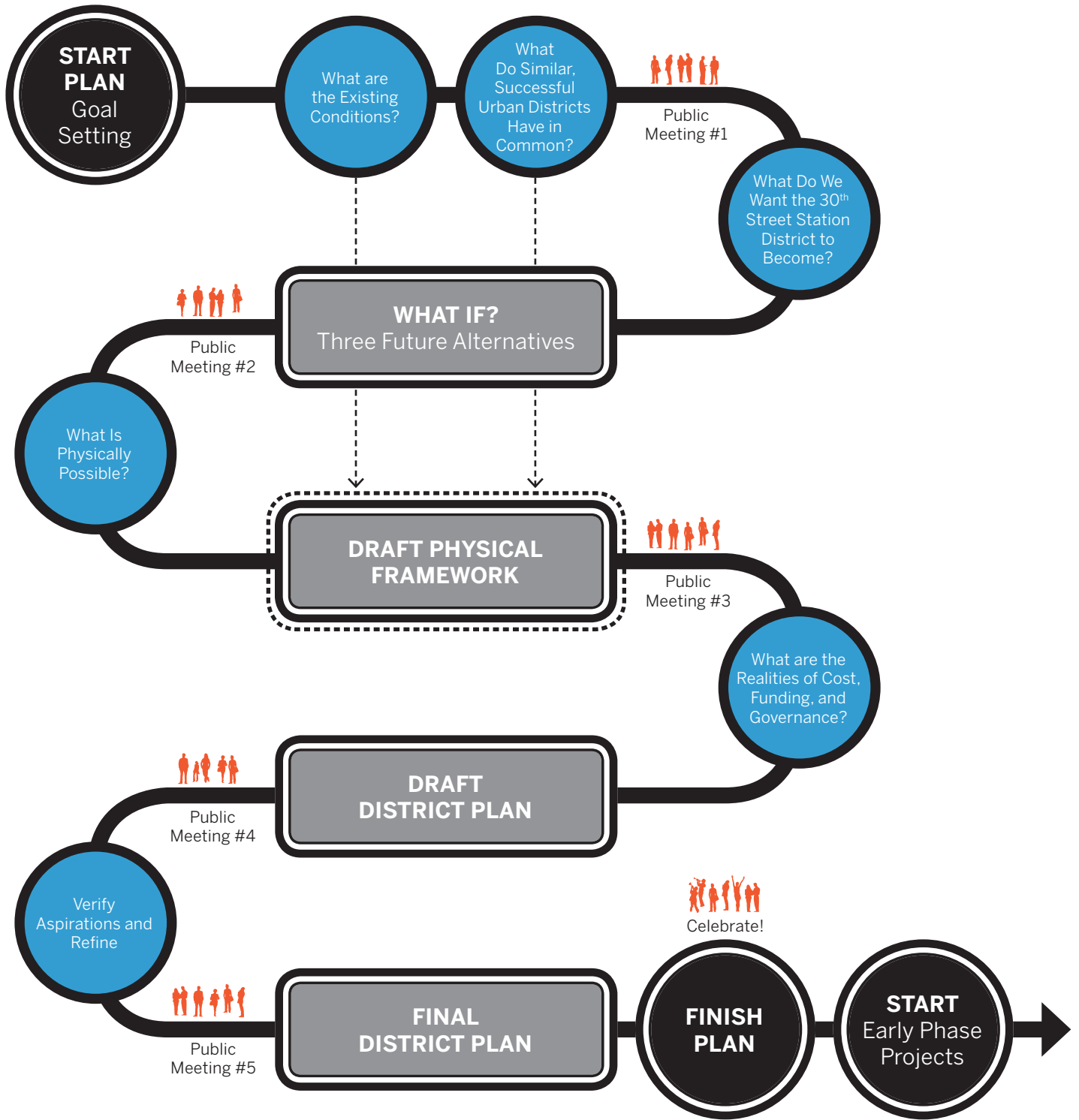
The Draft Physical Framework was evaluated by technical committee members, at two Civic Advisory Group meetings with representatives of community organizations, and at a public open house followed by an online survey. Feedback from these review processes will help to refine and fully develop the Draft District Plan.

This report summarizes the stakeholder review process and feedback for the Draft Physical Framework. The following sections will introduce the Draft Physical Framework, explain the distinct stakeholder review events, and summarize the feedback from the stakeholders.



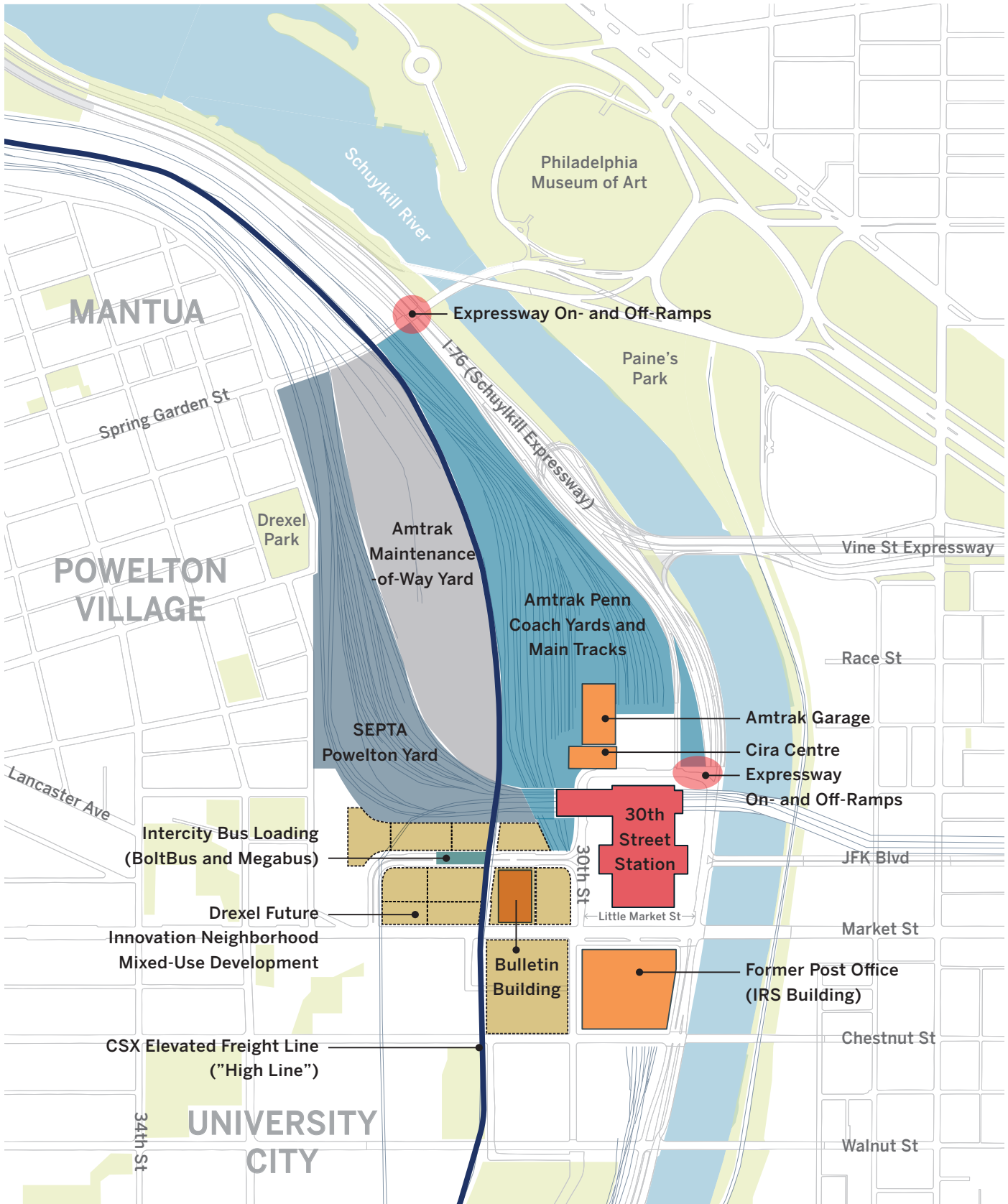
PUBLIC OPEN HOUSE, DEC 2015  
Credit: Amtrak

# THE PLANNING PROCESS



## 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 THE DRAFT PHYSICAL FRAMEWORK

The Draft Physical Framework for the 30th Street Station District Plan represents a significant milestone in a two-year process of discovery, consultation, and planning. It is a significant step towards a long-term vision to realize the aspirations and objectives of the extraordinary diversity of organizations, institutions, design professionals, and citizens who comprise this District – resolute to be both daring in its vision and achievable in its details. The ultimate vision will reflect a shared conviction that the fortunes of Philadelphia and the opportunities of the Northeast Corridor have aligned to warrant transformational growth in this urban area.

The Draft Physical Framework was borne of extensive, inclusive engagement with numerous individuals, agencies, and civic organizations. This discourse has yielded an understanding of the goals and objectives that stakeholders share in common. It has also allowed joint exploration of three “what if” future alternatives, each offering a menu of planning moves to achieve those objectives. The proposed physical framework endeavors to harmonize the ideas and needs expressed by a diverse group of stakeholders into a cohesive future concept for the District.

The Draft Physical Framework sets forth a proposal for achieving a future that is physically attainable, yet extremely bold in aspiration. The draft physical framework is offered to elicit further stakeholder and public feedback on whether it succeeds as a foundation for the final vision and District Plan. The resultant District Plan will be a roadmap to realize the vision for a thriving, mixed-use urban neighborhood anchored by a great civic realm and future-ready, multi-modal transportation complex at 30th Street Station.

The following section summarizes main features of the Draft Physical Framework, but a detailed report on the Framework is available at [PhillyDistrict30.com](http://PhillyDistrict30.com).

### THREE FUTURE ALTERNATIVES

Three future alternative visions for the District were developed and shared with stakeholders and the public during the summer of 2015. Feedback on these alternatives shaped what is the Draft Physical Framework. A full description of these alternatives and the resulting stakeholder feedback can be read in the *Stakeholder Review of Three Vision Alternatives* available on [PhillyDistrict30.com](http://PhillyDistrict30.com).



**Central Business District (CBD) 2**



**Schuylkill Crossing**



**Innovation City**

## 2.1 Framework Overview

The most promising elements of the three conceptual “what if” alternatives, as identified by stakeholders, were drawn together and subjected to a technical review to understand the parameters of physical feasibility. The review included studies of rail yard development issues and constraints, overbuild geometry and structural approaches, near-term traffic analysis and sensitivity testing, transportation operations planning, station programming, and a process of “right-sizing” the various park spaces. The resulting Draft Physical Framework is a series of potential physical improvements, transportation and infrastructure changes, and new development that collectively drive toward one vision for the future of the 30th Street Station District.

Based on stakeholder and public review processes to the three vision alternatives, strong support was given for the following ideas, which are all represented in the Draft Physical Framework:

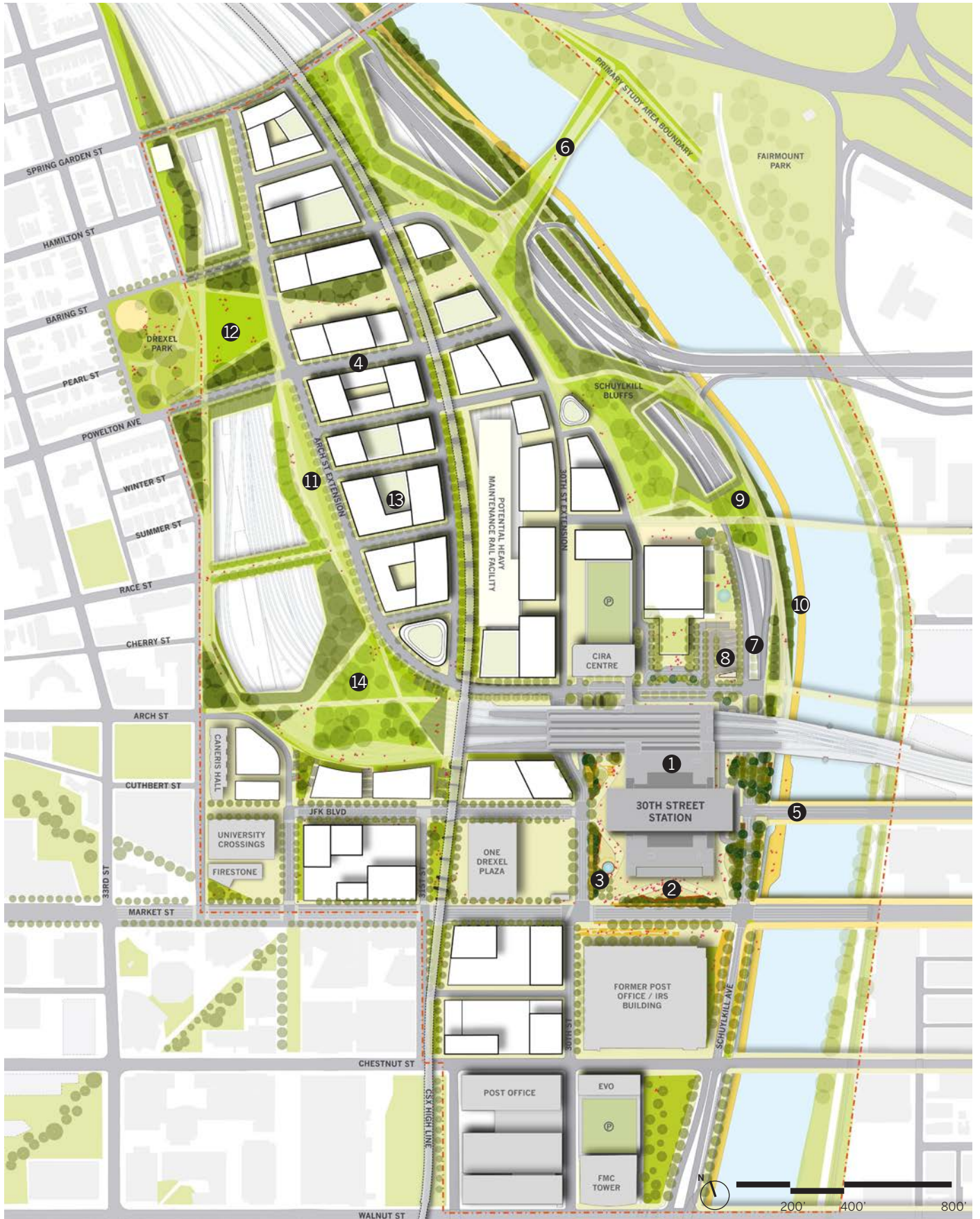
- ① An expanded station as District anchor
- ② A great, pedestrian-friendly public space around the station
- ③ Improved connection to the Market-Frankford Line
- ④ To the extent possible, a regularized street grid extending from the neighborhood
- ⑤ Improved vehicular connectivity with Center City
- ⑥ One or more new pedestrian bridges to Center City
- ⑦ Improved Schuylkill Expressway ramps serving, and integrated with the District road network
- ⑧ An intercity bus facility with passenger amenities
- ⑨ A new riverfront park capping over the expressway
- ⑩ New direct waterfront access on an elevated promenade and/or riverfront boardwalk
- ⑪ A new linear park along/above the Powelton Yard
- ⑫ An expanded Drexel Park to serve as a neighborhood amenity
- ⑬ New dense, mixed-use development in the most feasible at-grade parcels within and in the air rights above the rail yards
- ⑭ Limited gaps in the overbuild deck above the rail yards to promote continuity of development and public realm.



POTENTIAL CONCEPT: STATION PLAZA EYE LEVEL VIEW



# ILLUSTRATIVE DRAFT PHYSICAL FRAMEWORK



## 2.1 District Connections

There is broad stakeholder agreement that a standard street grid within and around the rail yards – related in scale and orientation to the existing Philadelphia grid – is critical to the overall plan. The grid fosters strong connections to nearby neighborhoods such as Mantua and Powelton Village, while creating a flexible development framework for future development. Also important is the creation of a transit line through the rail yards.

### Key Connectivity Features

- ① Changing the one-way circulation loop around the station to a two-way urban street network
- ② Aligning the I-76 ramps and Schuylkill Ave
- ③ Extending 31st Street north to JFK and south to Chestnut Street
- ④ Reducing the size of JFK to improve the pedestrian experience
- ⑤ Adding dedicated bicycle lanes to select streets
- ⑥ An extension of Arch Street west and then north to Spring Garden, to serve as a main development spine in the West Yards
- ⑦ An extension of 30th Street north to serve as a main spine of development in the East Yards
- ⑧ Extension of Powelton Avenue and Baring Street – the north and south borders of Drexel Park – over Powelton Yard to serve rail yard development
- ⑨ Building three new pedestrian and bike bridges
- ⑩ Developing a new multi-modal transportation center with an intercity bus facility
- ⑪ Creating a new transit line serving the rail yards with a dedicated right-of-way



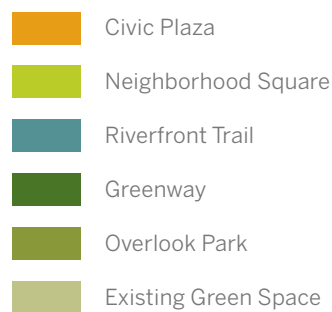
- █ Existing Roads to Improve
- █ Removed Roads
- █ Realigned/Proposed New Roads
- █ Pedestrian Connections
- █ Service/Drop-off Roads
- █ New Transit Alignment

## 2.2 District Public Space Network

New public space is critical to the success of future development, creating an amenity to existing communities and an attraction for new residents, employees, and visitors. In total, the public space network accounts for approximately 30 percent of the District’s land area – comparable to benchmark developments like Battery Park, New York (30%), and Kings Cross, London (39%).

### Key Public Space Features

- ① Expanding the station plaza to serve as a central civic space for the District
- ② Accessing the water through a new riverfront promenade on the Schuylkill River’s west edge
- ③ Covering part of the Schuylkill Expressway with a 13-acre park built on deck
- ④ A new greenway connection below the CSX High Line
- ⑤ A linear park bridges the divide between existing neighborhoods and future development
- ⑥ Drexel Park expands, contributing to a total of 16 new acres of public space in the District

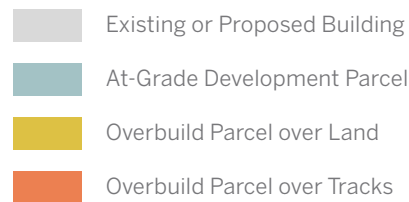
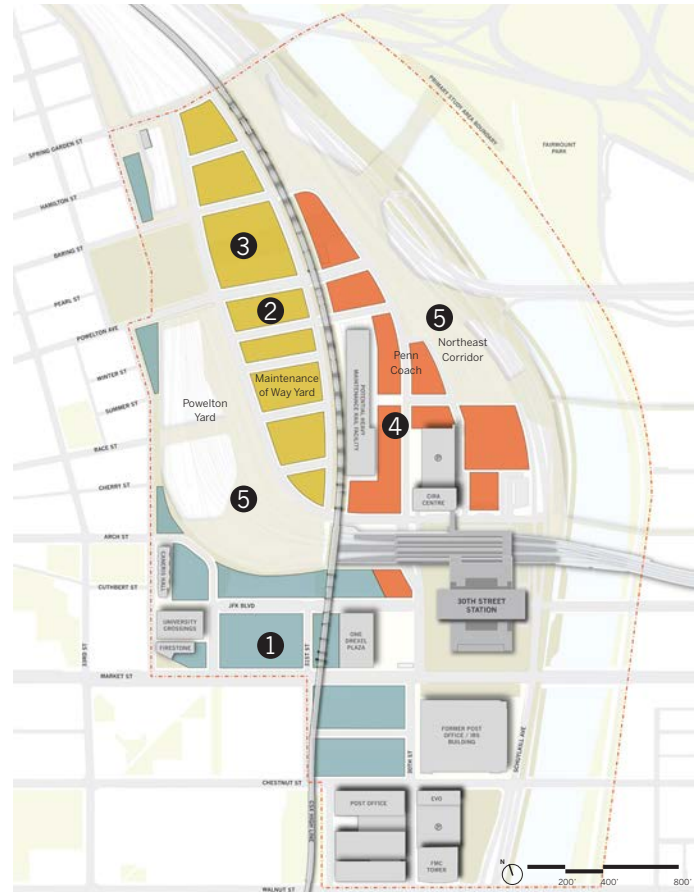


## 2.3 Development Parcels

Planned development must balance community desires, market needs, and unique construction constraints. Near-term development will likely be focused at-grade firm sites west of 30th Street, south of Market Street, and edge parcels between 32nd Street and Powelton Yard. Major infrastructure investments within the rail yards will create new city fabric and help unlock their value as development sites. Future development should be high density and mixed use to unlock the potential of this land and to promote the type of urban vibrancy called for by stakeholders.

### Key Development Features

- ① At-grade parcels have the potential to achieve approximately 10 million square feet of new development over many years
- ② The Amtrak Maintenance of Way Yard should contain the most ambitious development, potentially including high-rise buildings, because staging and construction would be the simplest in that location
- ③ An accessible lower-level maintenance area must be maintained for Amtrak in the Maintenance of Way Yard
- ④ The Penn Coach Yard is more complex due to the maintenance tracks and equipment, maintenance and servicing functions, but still includes ample opportunity to coordinate building columns and cores with track locations below.
- ⑤ SEPTA's Powelton Yard and the Northeast Corridor are highly complex, extremely costly, and operationally challenging development areas. Except for limited areas where these constraints are not present, development within these areas should be limited to lightweight decking for landscape or bridges rather than buildings.

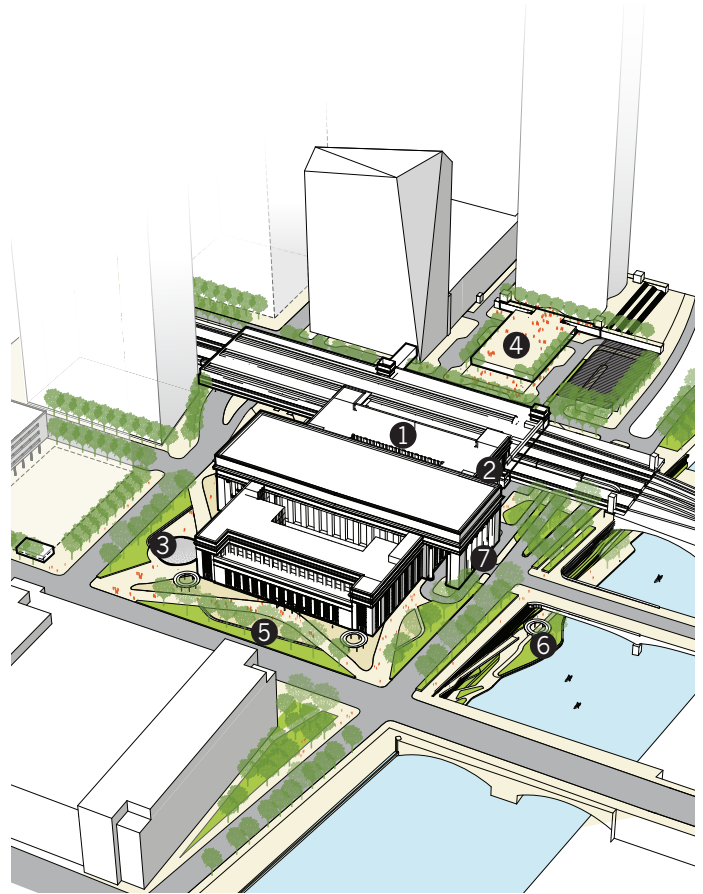


## 2.4 The Station and Station Plaza

The long-term success of the District will depend, to a large degree, on the success of 30th Street Station and its immediate urban edges. The station must expand and upgrade infrastructure to offer improved passenger services. The urban edges of the station must balance transit functions with some of the highest-density development in the District.

### Key Station and Station Plaza Features

- ① The North Concourse reopened as passenger facility
- ② Eastern portion of SEPTA Mezzanine will be reopened to increase access to regional rail platforms
- ③ A rebuilt tunnel with a new retail concourse will connect the Market-Frankford Line to the Main Hall
- ④ A new “far north” concourse which connects to an intercity bus facility
- ⑤ An expanded station plaza acts as a great public space
- ⑥ New water access with a riverfront promenade on the west side of the Schuylkill River
- ⑦ Reorganized curbside operations for taxis and passenger pick-up and drop-off

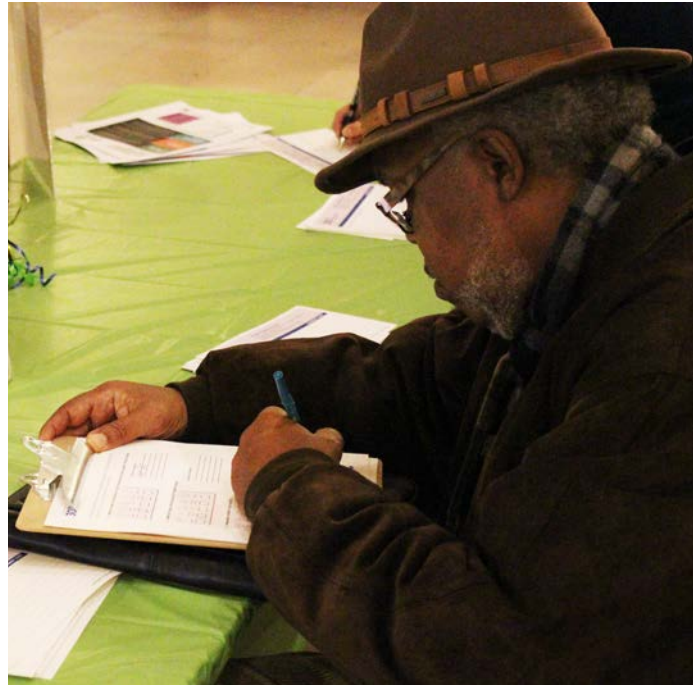


### 3.0 STAKEHOLDER REVIEW PROCESS

The Draft Physical Framework was evaluated by technical committee members, at a public open house with an online survey, and at two Civic Advisory Group meetings. The purpose of this evaluation process was to refine the vision for the District before full development of the Draft District Plan. Evaluators were able to comment on the perceived strengths and weaknesses of the Draft Physical Framework, and make suggestions on how to enhance projects or features. Comments from this process will shape the output of the Draft District Plan.

#### *Technical Committee Member Review*

Technical Committee Members received the draft physical framework in November 2015 to review individually and then submit comments to the Planning Team. The Draft Physical Framework was distributed to representatives of Amtrak, Brandywine Realty Trust, Philadelphia City Planning Commission (PCPC), CSX Transportation (CSXT), Drexel University, the Delaware Valley Regional Planning Commission (DVRPC), NJ TRANSIT, the Pennsylvania Department of Transportation (PennDOT), Philadelphia Industrial Development Corporation (PIDC), Schuylkill River Development Corporation (SRDC), the Southeastern Pennsylvania Transportation Authority (SEPTA), University City District (UCD), and the University of Pennsylvania (UPenn). Comments from the Technical Committee Members related to five categories:



PUBLIC OPEN HOUSE, DEC 2015  
Credit: Amtrak

connections, development, phasing/funding, public space, and the station. A record of the technical committee member comments can be found in Appendix A.

#### *Civic Advisory Group Meetings*

On December 10, 2015, at the Metropolitan Baptist Church, the Civic Advisory Group (CAG) convened for the first time. CAG includes representatives from the following civic organizations: Drexel Area Property Owners Association RCO, Lancaster Avenue 21st Century Business Association, Mantua Civic Association, Mount Vernon Manor, People’s Emergency Center, Powelton Village Civic Association, West Powelton Concerned Community Council, and West Powelton/Saunders Park RCO. The purpose of CAG is for community leaders to offer input and feedback on the District Plan. At the first meeting, attendees participated in small group discussions to identify their priorities for the District. CAG met again on January 13, 2016 to provide feedback on the Draft Physical Framework. After a presentation on the Framework, attendees participated in small group discussions focused on neighborhood/city connections, public space, and the new mixed-use neighborhood. The minutes from both meetings are available in Appendix B.



COMMUNITY ADVISORY GROUP, DEC 2015  
Credit: Amtrak

### *Public Open House III + Online Survey*

The third public open house of the District Plan process took place on December 16, 2015, at 30th Street Station. Nearly 200 people attended the event, where they were able to learn about the main features of the Draft Physical Framework and offer feedback. The public was asked to evaluate how well the draft physical framework addressed five stakeholder priorities: improving the connection between 30th Street Station and the SEPTA subway/trolley station, improving public spaces around 30th Street Station, creating a permanent intercity bus facility, building pedestrian bridges over the Schuylkill River, and developing a new neighborhood above the rail yards. The open house was followed by a month-long public comment period where anyone could respond to the same questions in an online survey. Approximately 100 people responded to the questions at the open house and a little over 300 people completed the online survey. The feedback from the public open house and online survey can be found in Appendix C.



PUBLIC OPEN HOUSE, DEC 2015  
Credit: Amtrak

## 4.0 SYNTHESIS OF STAKEHOLDER COMMENTS

Feedback from the review processes are summarized in the following section. Supplemental information for each review event is available in Appendices A, B, and C.

### 4.1 Technical Committee Member Review

Technical committee members were most positive about the standard street grid in the rail yards development. However, they asked for more east-west vehicular connections over the rail yards and felt that three pedestrian bridges across the Schuylkill River were excessive. They also applauded the new underground connection between the station and the Market-Frankford line and were generally positive of the public space plan. They were concerned about adequately accommodating curbside operations at 30th Street Station and were skeptical of the development plan's financial and political feasibility.

#### MAJOR COMPLIMENTS + CRITICISMS



- ① PRO: Standard street grid
- ② PRO: Underground connection to Market-Frankford line
- ③ CON: Question of adequate space for curbside operations
- ④ CON: Too many pedestrian bridges

#### Connectivity

Respondents appreciated the continuation of the street grid from Powelton Village and Mantua into the rail yards development, as well as the extension of 31st Street between JFK Boulevard and Chestnut Street. However, there was concern that a potential Amtrak high speed rail maintenance facility in the rail yards would disrupt the grid and limit connections between the east and west yards. Respondents also expressed desire for more east-west connections to Powelton Village and Mantua. There was also skepticism that three pedestrian/bicycle bridges were needed across the Schuylkill River and that all could be artfully designed. There was consensus that the Pearl Street pedestrian bridge was a more valuable to connection than the Arch Street or Race Street pedestrian bridge. Other major concerns focused on whether there was adequate vehicle drop-off/pick-up and short-term parking space at 30th Street Station. Respondents commended the inclusion of a permanent intercity bus facility, but noted that Amtrak Thruway service should be clearly accounted for in the plans.

#### Mixed-Use Development

Overall, the respondents positively appraised the development framework, but expressed skepticism about the political and financial feasibility to execute the plan. A major concern again included a potential Amtrak high speed maintenance facility which many felt impeded development potential in the rail yards by reducing developable space and by negatively impacting adjacent developments, by limiting access and through potential sound or visual clutter. Commenters also questioned the clearance requirements for both yards, but in particular Powelton Yards, and asked whether these could be modified. Others noted that a positive byproduct of the rail yards development might be the opportunity to reorganize Amtrak's Maintenance of Way yard to make it more logical and functional.

#### Phasing/Funding

Respondents recommended that the District Plan not preclude possible high speed rail alignments identified in the NEC Future report. They also suggested creating phasing along five-year development increments that could be revised based on market demand, financial feasibility, or other constraints. They asked that early phasing include achievable improvements which will build support for the plan and allow longer-term phases to remain adaptable to future opportunities.



*Public Space*

Overall, commenters applauded the public space framework and noted its ambition. They were particularly appreciative of new river access. However, there were several criticisms, repeated by different respondents. Some were concerned that the Drexel Plaza in the Innovation Neighborhood would compete with the new civic space on the Station Plaza. They questioned whether there was adequate programming to support one or both of the spaces and if the adjacent development could ensure sufficient nighttime activity. Other criticized the expansion of the Porch, which they argued undermined the current successful creation of intimate public space. Finally, many respondents were concerned about the technical and regulatory feasibility of putting a recreational trail under or adjacent to the CSX High Line, placing large planters and large trees on the deck of the station plaza, and building a river walk which could accommodate tidal movements and flooding.

*The Station*

The most lauded aspect of the station framework was the new underground connection with retail between the Station and SEPTA's subway and trolley services. However, some questioned whether there would be adequate foot traffic to support the retail. Other concerns included adequate access to the station with the closure of the west portico to vehicular traffic. While commenters appreciated the inclusion of the intercity bus facility, they felt it did not provide enough bus bays, lacked adequate waiting space for passengers, and did not provide seamless multimodal transfers. Relatedly, Amtrak representatives noted that Amtrak Thruway service is currently accommodated conveniently under the west portico and that would need to be addressed in the plan. Respondents also noted that safety concerns should be addressed including appropriate egress from the station and platforms as well as ensuring that emergency vehicles have access to all sides of the station.

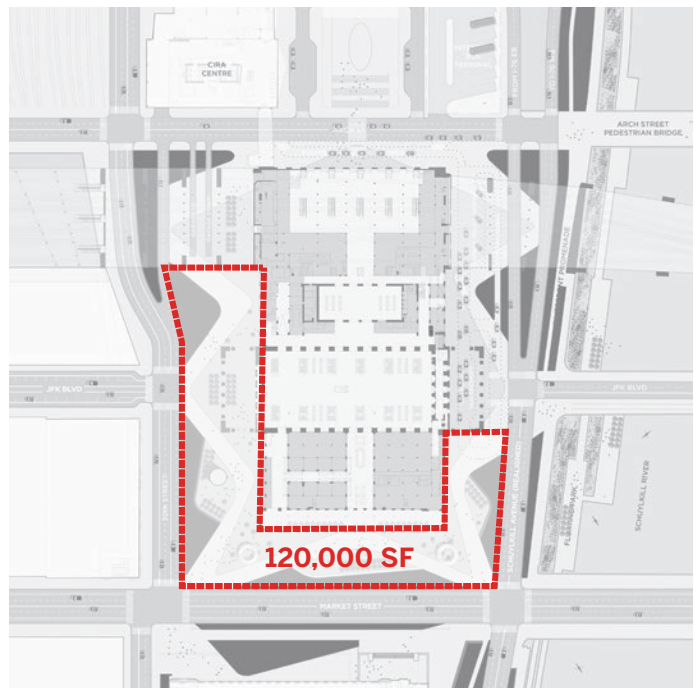
**STATION PLAZA EXPANSION**

The Draft Physical Framework significantly expands public space around the station, creating a new civic space in Philadelphia.

Existing Public Space



Proposed Public Space: 4X Larger



## 4.2 Civic Advisory Group

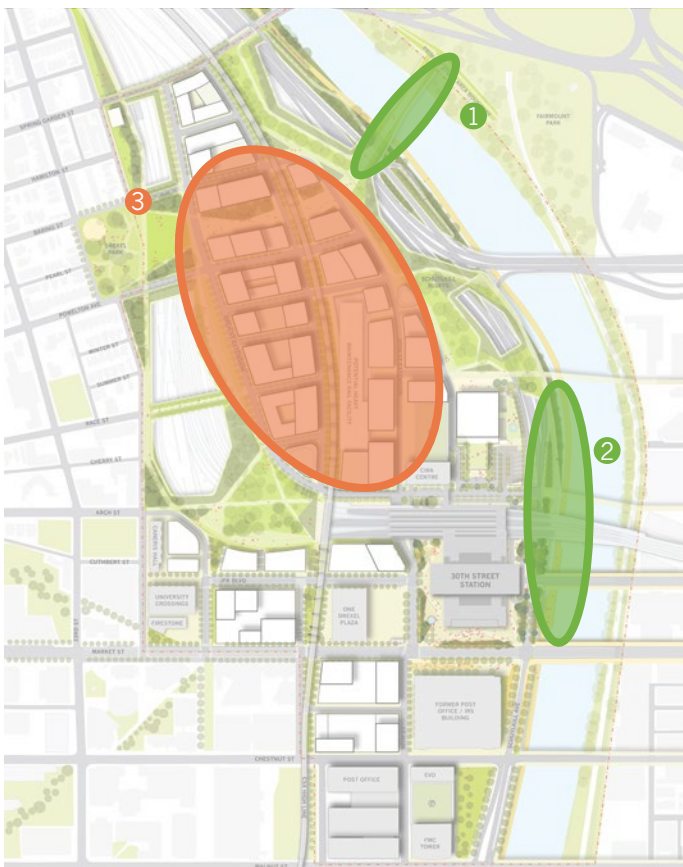
CAG met in December 2015 and January 2016 to discuss the Draft Physical Framework. At the first meeting, CAG member identified their organization's priorities for the District. At the second meeting, CAG members participated in three small group discussions on connectivity, public space, and mixed-use development.

### CAG Priorities

CAG members identified many priorities for the District. Some of the main issues identified include:

- Address safety in the neighborhood and new development
- Create more and improve existing public space
- Improve connectivity, especially with new bike facilities
- Encourage walkable development that creates foot traffic
- Foster small business opportunities and access to jobs

## MAJOR COMPLIMENTS + CRITICISMS



- ① PRO: Proposed Pearl Street pedestrian bridge
- ② PRO: More public space, especially access to the river
- ③ CON: Concern about affordability of housing and retail

There are additional policy priorities that are of great importance to the CAG. These include job creation, workforce development, small business opportunities, affordability, youth engagement, and education. Although these major policy topics cannot be directly addressed by the Plan, which is a blueprint for the physical development of the District, the Project Principals will continue to engage with the CAG in discussions on how the Plan's future successes can have a positive influence on these issues.

### Connectivity

CAG members generally agreed that the Draft Framework Plan laid out a walkable vision for the District. Attendees felt that the Pearl Street pedestrian bridge would be the most utilized and second most used would be the proposed Race Street bridge. There was consensus that the Arch Street pedestrian bridge would not be as useful because of its close proximity to the JFK Boulevard and Market Street bridges. Attendees desired more detailed information about the proposed surface transit line, where it would stop, and whether it would be noisy.

### Public Space

CAG members agreed that public open space is vital to the neighborhoods, and that access to the riverfront is especially important. They advocated bringing food trucks to Drexel Park and hiring an event manager to coordinate activities on the proposed riverfront promenade. They also requested the inclusion of other amenities which would improve the public space, including bench seating, playgrounds, historical markers, a farmers' market, a jogging path, and scattered exercise equipment. At the Station Plaza, attendees supported removing Little Market Street and expanding the Porch.

### Mixed-Use Neighborhood

CAG members agreed that the preferred modes within the new development should be walking, biking, and transit. They supported retail space for small business and suggested shared office space for small business startups. They requested a mix of retail and restaurants that would be affordable for families. They also requested that housing be inclusive through adequate supply of affordable units and units for seniors. They generally

agreed that taller buildings should be closer to 30th Street Station, and buildings farther north and closer to existing neighborhoods should be shorter, closer to the height of the existing neighborhoods. Attendees agreed that new development should not interfere with the views from Drexel Park.

## PUBLIC OPEN HOUSE II

At Public Open House II in June 2015, community members provided feedback on the three future alternatives. This feedback shaped the Draft Physical Framework.



PUBLIC OPEN HOUSE, JUNE 2015  
Credit: Amtrak

## 4.2 Public Open House III + Online Survey

From comments received at Public Open House III and the subsequent online survey, the public expressed mainly favorable opinions of the Draft Physical Framework.

### 30th Street Station + SEPTA Subway/Trolley Connection

Commenters were very supportive of creating an underground connection between the SEPTA subway/trolley and 30th Street Station. Many were also excited about the skylight which would allow natural light into the underground space. However, many were skeptical that below-grade retail would be successful and some commenters even felt it may detract from street-level activity.

### Public Space

Again, the overall public space plan around the station primarily

received positive support. Commenters were especially enthusiastic about new riverfront access, but added that visual and noise pollution from I-76 would need to be blocked for this space to be the most successful. There was mixed feedback on changes to the station plaza: some participants applauded wrapping public space around the station building, others were concerned about the impact this would have on vehicular traffic, and a third group was concerned that bikes were not adequately accommodated with sufficient covered parking and other facilities.

### Intercity Bus Facility

Inclusion of a permanent intercity bus facility was well-received. While supportive of a facility, people were concerned that the facility was too small, that it did not have adequate waiting space for passengers, that it was too far from public transit, and that Arch Street would be dangerous for pedestrians to cross. Some people also suggested that this facility should also accommodate buses from the Center City location. A minority of respondents did not like the intercity bus facility because they worried about traffic impacts.

## MAJOR COMPLIMENTS + CRITICISMS



- ① PRO: Underground connection to Market-Frankford Lin
- ② PRO: Inclusion of permanent intercity bus facility
- ③ PRO: Expansion of Drexel Park
- ④ CON: Uncapped portions of Powelton Yards
- ⑤ CON: Too many pedestrian bridges

### Pedestrian Bridges

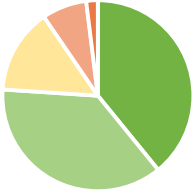
The pedestrian bridges were very popular, though many people thought that three new bridges were excessive. The proposed Pearl Street bridge was the most popular, followed by the Race Street bridge. Many commenters said the Arch Street bridge was redundant due to its proximity to the JFK Boulevard bridge. Many people also suggested that separated bike lanes be included on the bridges to minimize conflicts between pedestrians and cyclists.

### Mixed-Use Neighborhood

Commenters were very positive about the public space provided, especially the expansion of Drexel Park. However, some were concerned that the new development would block the skyline views currently seen at Drexel Park. Others criticized the plan for not fully capping Powelton Yards and not having more direct river access. Participants were moderately positive about the proposed road network, with some saying they were concerned about traffic impacts and others requesting that protected bike lanes be included. Commenters were also supportive of the pedestrian bridges crossing the Powelton Yards.

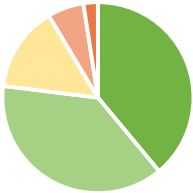
## SUMMARY OF SURVEY RESPONSES

At Public Open House III and in an online survey, members of the public were able to rate how well the Draft Physical Framework addressed five different stakeholder priorities. There were around 400 responses to each question. These charts summarize their evaluations.



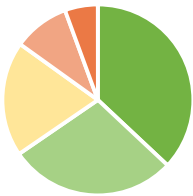
#1: Improved Connection Between 30th Street Station and the SEPTA Subway/Trolley Station

Perfect: 39% Almost There: 39% OK: 14% Getting There: 8% Try Again: 2%



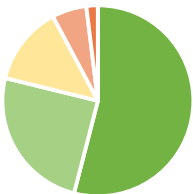
#2: Improved Public Space Around 30th Street Station

Perfect: 39% Almost There: 38% OK: 14% Getting There: 6% Try Again: 2%



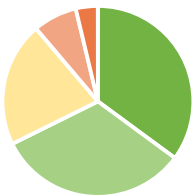
#3: Permanent Intercity Bus Facility

Perfect: 37% Almost There: 28% OK: 19% Getting There: 9% Try Again: 6%



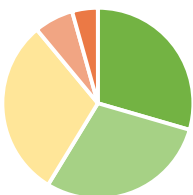
#4: Pedestrian Bridges Over the Schuylkill River

Perfect: 54% Almost There: 25% OK: 13% Getting There: 6% Try Again: 2%



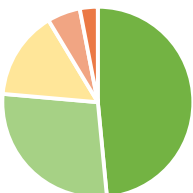
#5A: New Urban Neighborhood Above the Rail Yards: New Parks/Landscape Features

Perfect: 35% Almost There: 33% OK: 21% Getting There: 7% Try Again: 4%



#5B: New Urban Neighborhood Above the Rail Yards: Road Extensions

Perfect: 29% Almost There: 29% OK: 30% Getting There: 7% Try Again: 4%



#5C: New Urban Neighborhood Above the Rail Yards: Pedestrian Bridges Over Powelton Yard

Perfect: 48% Almost There: 28% OK: 15% Getting There: 6% Try Again: 3%

## 5.0 MOVING TO A DRAFT PLAN

Feedback on the Draft Physical Framework will shape the vision for the area around 30th Street Station in the upcoming Draft District Plan. Ideas from the framework will be refined to best meet the needs of stakeholders while still accommodating any physical design constraints identified by technical reviews.

The **public space** realm envisioned in the Draft District Plan should largely mirror the plan of the Draft Physical Framework. Riverfront access, an expanded Drexel Park, a partially covered Schuylkill Expressway, as well as a more pedestrianized station plaza will be key features.

A strong street grid should be the backbone of **connectivity** in the District. However, fewer pedestrian bridges will be included in the final plan to reduce redundant infrastructure. To enhance multimodality, bicycle infrastructure, including dedicated bike lanes, will be clearly identified in the street plans. Additionally, the intercity bus facility will be right-sized to meet future estimated demand for bus travel.

A dense, **mixed-use development** is vital to the success of the District. This neighborhood should be comprised of walkable,

bikeable streets that connect to housing, retail, office space, and 30th Street Station. The Draft District Plan will include massing plans demonstrating how development will concentrate along with views of the growing city skyline.

**The station** should grow to accommodate more visitors and foster more connections to different modes. Visions for the underground tunnel with retail connecting the SEPTA subway/trolley to 30th Street Station will illustrate the potential for this much applauded feature. While a new plaza will provide a warm welcome to commuters, visitors, and residents, the Draft District Plan should optimize curbside operations to ensure seamless access to the station for people arriving on all modes.

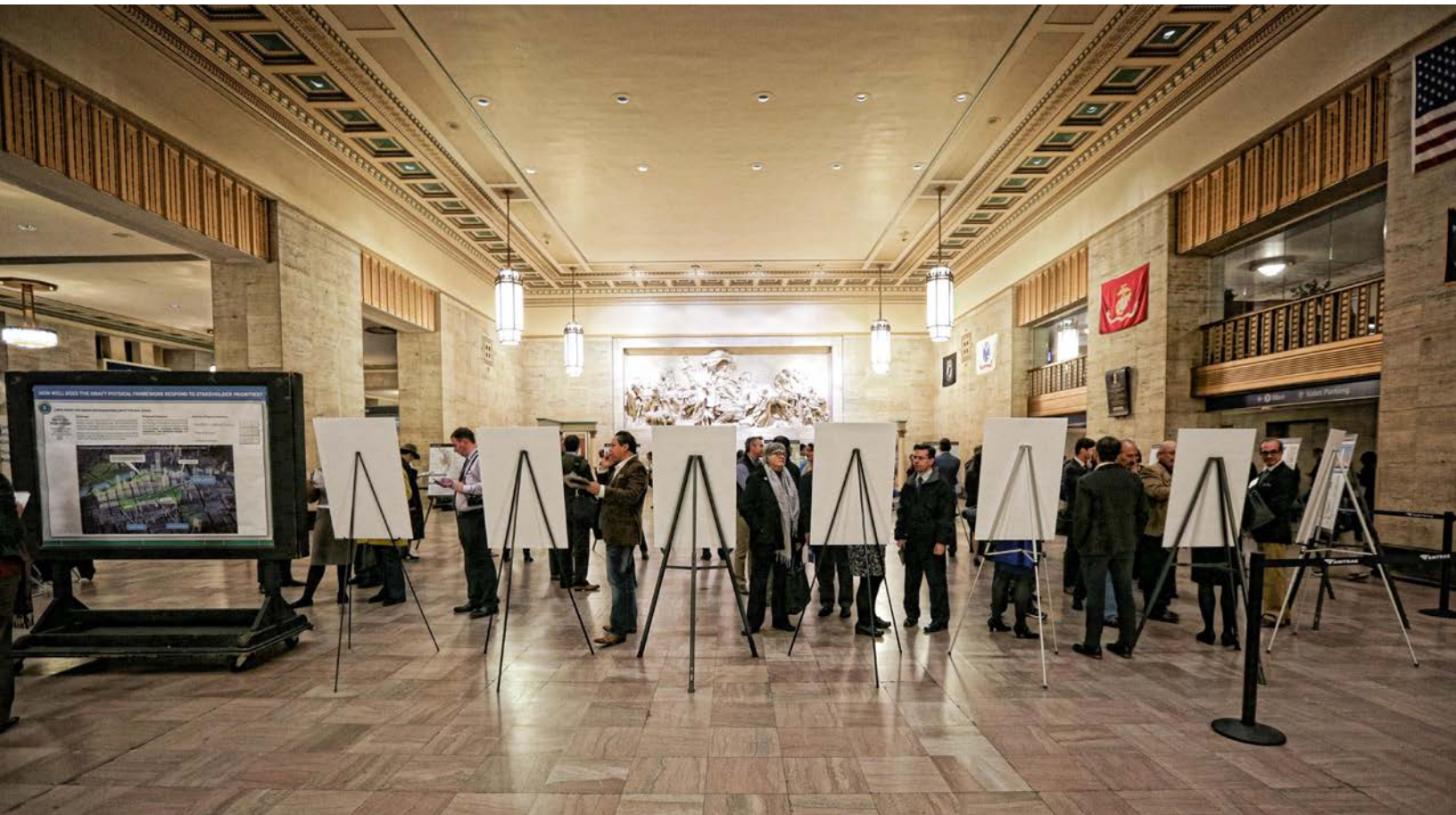
The stakeholder review process offered valuable guidance on how the framework should be adjusted to create a bold plan for the future of the District. Due to the extensive stakeholder outreach process, the final plan will offer a strong, shared vision of what 30th Street Station and the surrounding neighborhoods have the potential to achieve.



POTENTIAL CONCEPT: MULTILEVEL RIVERFRONT PROMENADE



POTENTIAL CONCEPT: RIVERFRONT PUBLIC SPACE EYE LEVEL VIEW



Participants at Public Open House in December 2015

Credit: Amtrak



**APPENDIX A      TECHNICAL COMMITTEE MEMBER FEEDBACK** NOVEMBER 2015

Technical Committee Member Raw Comments

A-2

PHILADELPHIA 30TH STREET STATION DISTRICT PLAN DRAFT PHYSICAL FRAMEWORK REPORT STAKEHOLDER COMMENT FORM			
Organization	Dept	Report Section	Page # Topic
			<b>Comment</b>
			New pedestrian bridges across Schuylkill River (or across Expressway and rail yard) have to be designed in a manner that reinforces safety but must be beautiful, sculptural and fit in the way that the Millennium Bridge is over the Thames in London. Can all three bridges meet that criteria?
POPC		Draft Physical Framework Illustrative Plan	11 Connections
Drexel		Draft Physical Framework Illustrative Plan	11 Connections
Drexel		Draft Physical Framework Illustrative Plan	11 Connections
Drexel		Draft Physical Framework Illustrative Plan	11 Connections
Drexel		Draft Physical Framework Illustrative Plan	11 Connections
DVRPC		Draft Physical Framework Illustrative Plan	11 Connections
POPC		District Connections	12 Connections
Amtrak	Connectivity	District Connections	12 Connections
Amtrak	Engineering Structures	District Connections	13 Connections
Amtrak	Police	District Connections	13 Connections
Drexel		District Connections	13 Connections
DVRPC		District Connections	13 Connections
DVRPC		District Connections	13 Connections
POPC		District Connections	13 Connections
POPC		District Connections	13 Connections
POPC		District Connections	13 Connections
POPC		District Connections	13 Connections
POPC		District Connections	13 Connections
DVRPC		District Public Space Network	15 Connections
Amtrak	Connectivity	Station Improvements	20 Connections
Amtrak	Engineering Structures	Station Improvements	21 Connections
Amtrak	Engineering Structures	Station Improvements	21 Connections
SEPTA	Connectivity	Station Improvements	21 Connections
Amtrak	Connectivity	Station Improvements	21 Connections
Amtrak	Connectivity	Station Improvements	21 Connections
SEPTA		Station Improvements	23 Connections
SEPTA		Station Improvements	24 Connections
Amtrak	Connectivity	Station Improvements	25 Connections
Drexel		Station Improvements	27 Connections
DVRPC		Station Improvements	27 Connections
DVRPC		Station Plaza Improvements	29 Connections
POPC		Station Plaza Improvements	30 Connections
Amtrak	Engineering Structures	Station Plaza Improvements	30 Connections
Amtrak	Police	Station Plaza Improvements	30 Connections

PHILADELPHIA 30TH STREET STATION DISTRICT PLAN  
**DRAFT PHYSICAL FRAMEWORK REPORT**  
**STAKEHOLDER COMMENT FORM**

Name: Master Comment List  
 Org: All  
 Date: November 2015

Organization	Dept	Report Section	Page # Topic	Comment
Amtrak	Police	Station Plaza Improvements	30 Connections	<p>Parking. Basically I saw none. I understand from the conversations that there is a prediction or expectation that people will not be driving and parking at 30th Street Station to travel, but will instead use alternate transportation. I don't necessarily fall into that camp at this time. Has a parking study been done of the parking lots around 30th Street? If not they should be done and should be done over the next few years to measure any decrease or increase to support any prediction of a decline of people driving and parking at the station. Also we must consider the development of the area. The buildings that will spring up around the station will bring in thousands of employees and others doing business in those buildings as well as 30th Street. They all will not be taking public transportation or cabs. Also the employees at 30th Street all do not take trains or public transportation to work. A good number because of their work hours. This is part of the traffic issue, but needs it's own bullet. Emergency Services are going to need easy access to the station and surrounding buildings. In 1981 there was a 6 alarm fire at 30th Street Station bringing dozens of pieces of fire equipment to the scene. Such a thing can happen again. Also emergency medical services respond frequently to 30th Street Station for medical emergencies on trains, and in the station to include employees on the upper floors. Where will ambulances pull in to render aid? Right now the Philadelphia FD responds to the station and when called request what side of the station they should arrive for the fastest access to the incident. From the plan I saw the 30th Street side of the station will have virtually no vehicle traffic. Also emergency consolidated taxi drop-off and ability to re-join the queue after drop-off is a real improvement in taxi circulation. Still, are there enough parking spaces around the building for 15-30 minute parking for drop-off/pick-up?</p> <p>Pedestrian flow from Center City also occurs on JFK.</p> <p>Taxi pick-up and drop-off are different functions. Ideal circulation should be that taxi drops off, then driver has option to queue for a new fare or else exit the station. Is the proposed new subside vehicle drop off (23 cars) along the north side of the station adequate for current and future demand?</p> <p>Clarify on and off movements from I-76. How are ramps reconfigured? How/where does an eastbound I-76 auto access center city?</p> <p>All appropriate and necessary traffic improvements. I note that item #10 indicates removing "Little Market Street" - but is there really a "clear fire access lane around the full station perimeter"? Does this mean that a fire truck will not have any impediments if it needs to drive onto the apron around the Station? - there is station been evaluated for its impact on the broader circulation network, including but not limited to rush hour access to I-76 and I-676?</p> <p>The overall traffic impact of the proposed circulation patterns should be modeled for all modes of travel. In particular, has the two-way traffic pattern around the station been evaluated for its impact on the broader circulation network, including but not limited to rush hour access to I-76 and I-676?</p> <p>Appreciate, very much, that intercity buses are part of the plan - and that they would have fairly direct access to the Expressway.</p> <p>Is there more of an opportunity to think of Arch Street as a "real street" -- not just a conduit for droppoff?</p> <p>The word "Thruway" is never mentioned in the report, and it needs to be added as a functional topic related to bus operation. Thruway is the long-established Amtrak marketing term for through-ticketing between buses and trains, with over 1.5 million tickets sold each year. The primary opportunity for Amtrak with buses at Philadelphia is Thruway connections to non-rail cities such as Reading, Allentown, Scranton, etc. Thruway passengers are Amtrak-ticketed passengers, and therefore Amtrak must provide certain station services, such as assistance to passengers with special service requests. The current Thruway Could #12 become part of the West Bank/Mantua Greenway (I prefer Mantua Greenway nomenclature)?</p> <p>The 40' height requirement over SEPTA Powelton Yards creates elevation and distance connection challenges similar to those at I-95 and Penns Landing. Given the infrastructure and cost constraints, it would be helpful to prioritize the proposed public amenity spaces over these Yards shown as #3, 4, 5, 7, 8 on pg 46.</p> <p>The Schuylkill Expressway ramps and structure create an elevation challenge to spanning for apparent access to the river, which may be 40+ ft above the ground level. Cross section is the only place to see how Arch and 30th Streets differ physically and functionally - this should be highlighted elsewhere in more detail.</p> <p>Fixed guideway transit line references - If this is a high priority, it should be detailed more on how it works and why it's important. It's not a high priority, reference a width that can be flexible -- open space or future fixed guideway.</p> <p>I've written this before but I want to respond to this item of the Framework once more. 4. "Pedestrian bridges where vehicular bridges are not possible, to reduce the impact of the void and ensure full connectivity back to the neighborhoods. All new bridges would be accessible per ADA standards." The manner in which pedestrian bridges are designed and built do not underscore safety and potential chaos that can ensue when these bridges are used in a manner that is not intended. A pedestrian bridge that connected the Philadelphia Zoo with the Schuylkill River West Trail over the Schuylkill Expressway was hit by a truck, damaged badly and PennDOT removed it, and never replaced it. Ordinary concrete and chain-link fences will not work in these situations. Also, I understand that our Streets Department does not like to have such a bridge covered on top, because people tend to walk on the roof of the bridge -- again use that is not Great idea in extending 30th Street north as a spine for development in the yards.</p> <p>"New pedestrian bridges at Arch St. and Race St. ...." I believe I've been complete in my reaction to them.</p> <p>There is very little connectivity between East and West Yard overbuilds.</p> <p>Skip Type 4 - it adds cost/structure but still precludes crossing. If the plan is to be aspirational, cover it.</p> <p>Incorporate a potential redevelopment vision for the two blocks south of Chestnut St within the primary area of study, including the interim Post Office, Horizon House, AFSCME, and the overbuild potential of the tracks east of Cira Centre South.</p> <p>Why does the framework plan show Drexel building on corner of 32nd and Powelton (the little triangular site) converted to green space? It seems like a good place for a building -- perhaps a larger one -- providing eyes on the park. (Perhaps that I am sitting in a building in this location as I write this column my trees. Remember most of this landscaping is being built on what is essentially a bridge structure. Tall trees have root systems that are as deep as the tree is tall. This completely artificial landscape that we live with at 30th St. Station cannot support the trees that the team envisions - it makes a very compelling Do we know more about what the land use split could be within mixed use? How is development sited; is it different in different areas of the site?</p> <p>Building on terra firma - very positive, and leading that it could yield 10 million sq ft of new space - on ground that buildings can be conventionally built on - looking forward to seeing how Drexel's Master Developer wants to configure this. In MOV yard - most Amtrak buildings beneath that overbuild are Butler buildings (inexpensive and utilitarian), placed in an ad hoc manner as is the parking for Amtrak functions. This is an opportunity for Amtrak to envision a new MOV facility that is much more organized (can it be compacted?) and may have greater utility than what we see now. Concerning Powelton Yards and its constraints - not sure what report means by "lightweight decking for landscape or bridges rather than buildings." OK to no buildings, but I still think that any Overbuild of rail yards can only be proposed when it is determined that proper ventilation, lighting, smoke evacuation, fire and life safety and egress capabilities can be maintained with an overbuild. Formidable challenges to maintain proper conditions below the over build exists and will impact developable SF area. Expect at least 10-15% of the footprint of that area to be taken with ventilation and other requirements for safety and environmental concerns. While this percentage can be adjusted as more information becomes available, the physical requirements to sustain such capabilities should not be battered for real The heavy maintenance facility seems to be an impediment not only to connections, but also to future development.</p> <p>It would be helpful to understand, even in a general way, at what land values -- and at what densities -- each kind of development makes sense. Articulating a clearer understanding of this could be one of the major, lasting benefits of the plan.</p> <p>Parking adjacent to 1 Drexel Plaza should be blue, very developable</p>
Amtrak	Police	Station Plaza Improvements	30 Connections	
Amtrak	Police	Station Plaza Improvements	30 Connections	
PCPC	Connectivity	Station Plaza Improvements	30 Connections	
Amtrak	Connectivity	Station Plaza Improvements	30 Connections	
UPENN	Connectivity	Station Plaza Improvements	30 Connections	
DVRPC	Connectivity	Station Plaza Improvements	31 Connections	
PCPC	Connectivity	Station Plaza Improvements	31 Connections	
UPENN	Connectivity	Station Plaza Improvements	31 Connections	
DVRPC	Connectivity	Station Plaza Improvements	31 Connections	
Drexel	Connectivity	Multimodal Transportation Center Concept	36 Connections	
Drexel	Connectivity	Multimodal Transportation Center Concept	39 Connections	
Drexel	Connectivity	Multimodal Transportation Center Concept	39 Connections	
Amtrak	Connectivity	Multimodal Transportation Center Concept	39 Connections	
SEPTA	Connectivity	Multimodal Transportation Center Concept	42 Connections	
UPENN	Connectivity	Rail Yards Development	43 Connections	
UPENN	Connectivity	Rail Yards Development	43 Connections	
DVRPC	Connectivity	Rail Yards Development	46 Connections	
DVRPC	Connectivity	Rail Yards Development	46 Connections	
PCPC	Connectivity	Rail Yards Development	46 Connections	
PCPC	Connectivity	Rail Yards Development	48 Connections	
Drexel	Connectivity	Rail Yards Development	49 Connections	
DVRPC	Connectivity	Rail Yards Development	51 Connections	
UPENN	Connectivity	Executive Summary	5 Development	
Drexel	Connectivity	Draft Physical Framework Illustrative Plan	11 Development	
PCPC	Connectivity	Draft Physical Framework Illustrative Plan	11 Development	
DVRPC	Connectivity	District Development Parcels	16 Development	
PCPC	Connectivity	District Development Parcels	16 Development	
Amtrak	Engineering Structures	District Development Parcels	17 Development	
Drexel	Engineering Structures	District Development Parcels	17 Development	
DVRPC	Engineering Structures	District Development Parcels	17 Development	

PHILADELPHIA 30TH STREET STATION DISTRICT PLAN  
**DRAFT PHYSICAL FRAMEWORK REPORT**  
**STAKEHOLDER COMMENT FORM**

Name: Master Comment List  
 Org: All  
 Date: November 2015

Organization	Dept	Report Section	Page # Topic	Comment
PCPC	Development	District Development Parcels	17 Development	Very clear illustration that enables one to understand developable parcels and potential overbuilds at a glance.
DVRPC	Station Improvements	Station Improvements	27 Development	Is #6 part of the Innovation Neighborhood? Parcel is very developable
Amtrak	Engineering Structures	Station Plaza Improvements	33 Development	Ensure that you get comments from the Facilities Group to inform assumptions about future needs in the Penn Coach Yard. Is the new intercity bus facility one that accommodates BOLT, MEGABUS, etc. - simply the ones that currently load on JFK Blvd - or is this supposed to be a facility to handle more carriers? I wish the plan had been able to show the relationship of the entrance to the Schuylkill Expressway in relationship to the What are the missing assumptions for the towers shown in the background west of the station?
PCPC	Multimodal Transportation Center Concept	Multimodal Transportation Center Concept	36 Development	Does the Far North Concourse and Platform Access allow for patron queuing for trains, as well as for office staff that work in the building to load onto elevators? - this area of the plan looks tight. Is there a waiting area for trains associated with the new Far North Concourse? The intercity bus facility looks as if it will only accommodate 6 buses - is this enough? The relationship between the bus ticketing and waiting area and the buses themselves is not optimum. The bus ticketing and waiting structure appears to be very small for these functions. Beaux-Arts symmetry of the Multimodal Transportation Center reinforces the Proposed new tower east of the existing Amtrak garage would benefit from a weather protected connection to SEPTA/30th St Station, possibly via the existing ped bridge. Cira upper lobby and Amtrak garage.
UPENN	Multimodal Transportation Center Concept	Multimodal Transportation Center Concept	36 Development	I'm confused about the 10 million sq ft of new development ("sites west of 30th Street, redevelopment sites south of Market Street and edge parcels between 32nd Street and Powelton Yards") - this quote on pg. 16, and what is stated on pg. 40, that allows for 5 million sq ft of new development on the land between Just a thought about Pt. #9 - Engage the CSX High Line in creative ways to activate spaces below and adjacent the viaduct. I would offer that public art and murals are not compatible with this environment. The massive engineering that is the viaduct speaks for itself as art - repairing the structure and perhaps painting it would be enough - trying to augment what is already splendid as a structure may be a mistake. Light the structure either continuously or at strategic The proposed inter-city bus location still seems like an awkward compromise. Is there no alternative in which the "creative expression" of this popular, student-focused transportation mode couldn't be integrated into future surface or subsurface development at a more central, pedestrian- and transit-friendly location
PCPC	Multimodal Transportation Center Concept	Multimodal Transportation Center Concept	39 Development	This graphic truly explains the complexity of this project - and the demands. This is one of the most "chilling" illustrations in the volume - reality really strikes Concerning the Amtrak MOW Yard and the Penn Coach Yard: Statement of "safeguard vertical clearance for maintenance structures, to be integrated with development." It will take years to develop the overbuild - currently the structures within the Amtrak MOW Yard are mostly Butler buildings that will be obsolete or near the end of their useful lives by that time. The yard can be reordered - structure of the overbuild can be coordinated with Amtrak's wishes however - This is an opportunity for Amtrak to rationalize their yards, demolish and/or replace their existing structures, rationalize vehicular circulation, including trucks and cars into surface parking lots that are paved, and clear the yards of accumulated railroad debris, trash and volunteer vegetation. The maintenance yards have a real chance to be more attractive if railroad patrons are going to see them from arriving SEPTA trains - I am assuming that the side of the overbuild All development strategies in the yards, at the high line and over the expressway are sound.
UPENN	Rail Yards Development	Rail Yards Development	43 Development	Are there other suitable locations along the NEC to locate the proposed HRS Maintenance facility?
PCPC	Rail Yards Development	Rail Yards Development	43 Development	"Selective decking over the Powelton Yards as a critical component underlying the success of any future overbuild." This overbuild is going to have to be more than 40' above SEPTA's tracks. Is this real? Infrastructure of this sort is not built to support a park or any open space - it is too expensive for the use and to How does the scale of proposed development over the MOW yard respond to the existing residential scale of Powelton/Mantua neighborhood?
UPENN	Rail Yards Development	Rail Yards Development	46 Development	Excellent diagram - still, are passengers in SEPTA trains looking into the "underbelly" of the MOW yard, or are they looking at a designed wall that is very tall?
PCPC	Rail Yards Development	Rail Yards Development	47 Development	This needs to be designed and has not been addressed. I don't think looking at either one of the solutions would be particularly enjoyable - that is, no masking Overall the maintenance facility appears to be an afterthought and a placeholder in the general thrust of the report. While in concept and perhaps even in footprint the maintenance facility might "look" like a rectangle, but its use is more complex and as such has impacts on the physical framework around it. As such the Draft Physical Framework is not complete without a better informed notion of what this maintenance facility looks like. It is worth delving more into the opportunities and precedent for having an active industrial use in such close proximity to public areas, as well as the challenges. Consider that this maintenance facility has the potential to be a "billboard" for Amtrak's services, and a testament to the history of railroading in Philadelphia. There are formidable communication, technical, and logistical challenges for integrating this facility but it is insufficient to allow it to be a place holder by the end of this master plan process. The design team should look to other examples of other maintenance facilities so that they are conversant about the needs for this type Excellent diagram. Road framework looks real. Pedestrian bridges at Arch and Race are dubious. Maybe the Pearl Street ped bridge will work if it is designed as a significant gateway connecting Drexel Park with the Schuylkill Banks on the east side of the river? New Park space above NEC and Schuylkill In what ways can the visual and acoustic impacts of the elevated CSX active freight line be mitigated as it passes through the new development?
PCPC	Engineering Structures	Rail Yards Development	49 Development	As noted in the minutes of the Nov 12th joint meeting (3.e.), when N.R. Trainer asked about depressing the SEPTA tracks, the response was entirely about tunneling under AMTRAK and the River. I think intent of the question might have been less ambitious, and not to be conflated with H. Stenberg's proposal. I think the intent was: what if parts of the Powelton Yards could be systematically lowered by x feet (e.g. 5', 8') over a long period of time in order to minimize Most points in "Towards a Unified Vision" are appropriate, and indeed desirable, however the last metric "Limited gaps in the overbuild deck above the rail yards to promote continuity of development ..." is probably not going to happen with SEPTA requiring a 40' clearance rail to structure. Building parks upon expensive long-span structure is likely not to happen anywhere. Not only is there the expense to build the park, but to maintain it as well.
PCPC	Conceptual Alternatives	Conceptual Alternatives	8 General Comment	Stormwater management should be an important design consideration in all areas. Use of green infrastructure techniques will be critical for safely managing Stormwater management should be an important design consideration in all areas. Use of green infrastructure techniques will be critical for safely managing jumps, etc.). There are some subway upgrades, which is great, but the key question is how to reduce auto traffic generated by the surrounding land uses and the permanently congested Schuylkill Expressway. I realize it is perhaps a bridge too far for this plan, but if we are serious about congestion, we need to At grade development could happen at the SW corner of 30th St. and Market St. - but that corner is now occupied by the building that houses the Thompson Institute. Is there a plan to move this function? I understand that this is a long-term vision - but this large 2-story building has been at that location probably since the late 19th-century. Could this more properly be a preservation effort? - or a portion of this building remain? I do agree that the structure, as handsome as it is, is the wrong scale for all proposed new buildings near it. It's the last reminder of what the intersection of 30th and Market was in perhaps the late 19th Diesel emissions will need to be factored into all designs that involve building over tracks - expanding or enclosing platform areas - Potential environmental permitting issues and significant public health issues may be raised with elevated or concentrated emissions.
Amtrak	Environment & Sustainability	Draft Physical Framework Illustrative Plan	10 General Comment	The Rail Yards Development graphic is a very user-friendly presentation of the Yard areas. Existing curb line - does that mean all those curb lines will be removed? A line labeled proposed curbline (even if drawn at the edge of the orange roadways) would be very helpful to highlight the recommendations.
Amtrak	Connectivity	District Connections	12 General Comment	These diagrams really underscore the constraints of this project. With a 40' clear to bottom of structure over the entire Powelton Yards, I can't see anything being built there. I assume that much of the adjacent hillside at Mantua to the west is somewhat less than 40' off the bed of the SEPTA rail - but perhaps not much - the vehicular connection of Baring St. and Powelton Ave. to Arch Street extended is very important
PCPC	District Development Parcels	District Development Parcels	17 General Comment	
Amtrak	Environment & Sustainability	Station Improvements	25 General Comment	
Amtrak	Environment & Sustainability	Station Plaza Improvements	29 General Comment	
SEPTA	Station Plaza Improvements	Station Plaza Improvements	31 General Comment	
PCPC	Rail Yards Development	Rail Yards Development	44 General Comment	



PHILADELPHIA 30TH STREET STATION DISTRICT PLAN  
DRAFT PHYSICAL FRAMEWORK REPORT

STAKEHOLDER COMMENT FORM

Name: Master Comment List  
Org: All  
Date: November 2015

Organization	Dept	Report Section	Page # Topic	Comment
DVRPC		#N/A	General Comment	Plan includes the kitchen sink which may be needed in some places, but not all (ie, more pedestrian crossings over the river might not be better). A sense of hierarchy is needed to see which are vital to catalyzing meeting more objectives vs which are just nice add-ons. More i.e., at-grade, or below grade connection to MFL, # of greenways and open space, size and location of proposed mixed use developments.
Amtrak	Engineering Structures	#N/A	General Comment	"Overbuild" connects that the development proposed is too much, suggest referring to those parcels differently, not so catchy a phrase, but perhaps support re-activating Station spaces that is consistent with the historical use of the building, such as re-activating stairs from SEPTA platforms, east concourse, railroad retail use of the current water parking, etc. This has been a consistent theme throughout project planning.
Amtrak	Engineering Structures	#N/A	General Comment	At the end of the document there needs to be a combined vision map that shows the entire district plan area in 2040. The "next steps" or "Draft Physical Framework" slide from the presentation would be great here.
SEPTA		#N/A	General Comment	I found reading this document very exciting and inspirational, but the presentation lost some of that momentum. I'm not sure why, but the many great, inventive, transformative and doable ideas in this plan cannot get lost in the bureaucracy or minutia. This plan needs to gain excitement and momentum with the public, the realization of the visionary plan will be assisted by the creation of achievable 5 year development increments, informed by: physical constraints/opportunities, market demand, and financial feasibility. Early phase achievements can create momentum for longer term while being flexible to
UPENN	Executive Summary	2	Phasing/Funding	Set goal to revisit the plan no less frequently than every 5 years to evaluate and respond to new opportunities.
UPENN	Executive Summary	2	Phasing/Funding	High infrastructural and active rail overbuild costs will require above market rate rents and/or major public subsidies to be competitive. Determine which improvements or sites are the highest priority to advocate for public support.
UPENN	Executive Summary	4	Phasing/Funding	Integrate the findings of the NEC FUTURE report and its proposed High Speed Rail alignments through Philadelphia. The proposed route through 30th Street Station, if chosen, could offer significant positive market impact on phasing and funding for this 30th St Station District plan.
DVRPC	Station Improvements	24	Phasing/Funding	Confirm references to NEC Future are consistent with recently released DEIS.
PCPC	Conceptual Alternatives	7	Public space	Drexel Central Square immediately adjacent a grand Station Plaza may be too much open space in the same place - both may be diminished by the presence of the Civic Plaza - we encourage the use of material other than hardscape throughout; rain gardens and other non-lawn green options will help with stormwater management and improved temperature (e.g. if material doesn't reflect sun).
Amtrak	Environment & Sustainability	10	Public space	There are very few buildings bordering the extension of Drexel Park. How can this be designed, programmed and managed to avoid becoming a "no man's land"?
Drexel	Draft Physical Framework Illustrative Plan	11	Public space	The West River Bank trail seems very far reaching. Suggest showing the public gathering space along the river as a fixed space rather than as a linear parking be accommodated elsewhere? Same question for the valet parking. I agree with the proposed change in use, I just wonder where the parking would go.
DVRPC	Draft Physical Framework Illustrative Plan	11	Public space	I appreciate the use of underground space for additional retail, rather than in a street-level addition. If the retail re-purposes a portion of the garage, would that parking be accommodated elsewhere? Same question for the valet parking. I agree with the proposed change in use, I just wonder where the parking would go.
Amtrak	District Connections	13	Public space	I love the idea of river access.
Drexel	District Public Space Network	14	Public space	Expanded Drexel Park between Powelton Ave and Baring Street is a win. Good idea of the CSX High Line greenway connection as well.
Drexel	District Public Space Network	14	Public space	We should embrace and accommodate bicycle travel, not only with bike lanes, but also by providing ample bike racks and hosting bike share kiosks.
PCPC	District Public Space Network	14	Public space	Provide ample of a "high line" greenway that exists under an active freight railroad as is proposed for the CSX High Line Greenway. If none exists, then what analogous condition exists that combines the challenges of access, environmental concerns, safety, security with such a public amenity. Known structural
Amtrak	Environment & Sustainability	15	Public space	Rerouting the Mantua Greenway so that it hugs the Arch Street Extension and converges with existing green space under the high line might be more "green" than the route along 32nd Street which is very narrow.
Amtrak	District Public Space Network	15	Public space	I don't understand the difference between the "Neighborhood Square" - Drexel Park, and the Overlook Park(s) is the Drexel Park solid ground? (I think yes) and the overlook parks something else? Overlook Park is about the SEPTA yards and will be more than 40 ft in the air - the other called "Schuykill Bluffs" (over the NEC - that I read in other sections of the document is difficult to establish columns for to support over a rail curve), similarly lofty - they read beautifully in the #3 Retail Concourse. Love this idea - will there be a rendering/image for this concept? This seems like a "quick win" and visuals will help build momentum.
SEPTA	Station Improvements	20	Public space	#18 is this the Old Nelson space? This needs to be tied to the Key - new payment technologies. How can we move this forward in a timely manner? This
SEPTA	Station Improvements	22	Public space	In addition to creating a great new public space, the design of Station Plaza should acknowledge/accommodate/facilitate the east-west traffic along Market. As currently illustrated, it impedes pedestrian continuity along Market Street. One of the strengths of the Porch is that you can walk through it without feeling like you are being diverted from the path between Port A and Point B -- important to those who commute on foot.
Drexel	Station Improvements	27	Public space	Love the connection to the river.
Drexel	Station Improvements	27	Public space	Great drawing - showing all potential development at the Station. Notice how the Drexel Innovation Campus open space abouts the newly enlarged greater space around the Station? Would a building be better on the Drexel site? - or less open space than is shown? - it looks large (and undefined), in relationship to all other public spaces. I think this is a handsome drawing, but the landscape is unrealistic. Big trees, and the number of trees indicated is shaky. PennDOT often liked to remind PCPC (when we proposed such landscaping in the "Station Square" effort (2017)), and we working with BCJ Architects that most of what
PCPC	Station Improvements	27	Public space	Balance the area re-allocated for access/drop off to the station with the goal of expanded public amenity space. Many visitors to major transportation centers primarily seek convenient and safe access to the center while changing mode of travel from car, taxi, bus, subway, bike etc. In particular, the area around and including the grand west portico, one of the most gracious inter-modal transfer points in the City, has been repurposed and compromised in this plan.
UPENN	Station Plaza Improvements	28	Public space	Market Street pedestrian continuity should be a higher priority. And (in the drawings at least) the Porch seems to have been completely subsumed by a much
Drexel	Station Plaza Improvements	29	Public space	is pedestrian traffic through the West Portal being de-emphasized too much?
Drexel	Station Plaza Improvements	29	Public space	Beautiful and compelling drawing - though I would edit out most of the trees (Forest Garden plantings) if they are on the active rail overbuild or over the Schuykill Expressway. The Intercity Bus Terminal does not look large enough - and its support building is too small and has a difficult relationship to the buses themselves. The Arch Street pedestrian bridge is indicated as wide as Arch St. itself - it should probably be shown much narrower than indicated. The proposed building to the north of the Station, with its forecourt multi-modal transportation center is a handsome counterpart to the Station, and I enjoy the fact that you have emphasized the symmetry of the axis of this development with the Station. I don't know what to make of the floating park in the Schuykill River - if the park is going to include interstitial standing water between platforms, reverse the direction of the enclosure, so that when the Schuykill's flow comes past the park, that debris and garbage do not collect in the enclosed basins you're creating. I hesitate to comment on this, and I think what you have drawn is appealing for NOW - but will the proposed "Google" star-shaped L.A. paving pattern around the Station plaza stand the test of time? It's fashionable now, and I think
PCPC	Station Plaza Improvements	29	Public space	Who will program this much larger public space around the Station? I would be interested in hearing from UCD their thoughts about how much programming
Drexel	Station Plaza Improvements	32	Public space	Increasing the size of The Porch by 4X's has the potential to change what is currently a somewhat intimate public space to a grander, civic space which might
DVRPC	Station Plaza Improvements	32	Public space	be contrary to the Porch's success. Consider describing and illustrating breaking up the proposed 120,000 sf public space into "rooms".

PHILADELPHIA 30TH STREET STATION DISTRICT PLAN  
DRAFT PHYSICAL FRAMEWORK REPORT

STAKEHOLDER COMMENT FORM

Name: Master Comment List  
Org: All  
Date: November 2015

Organization	Dept	Report Section	Page #	Topic	Comment
PCPC		Station Plaza Improvements	32	Public space	Note: "Large trees planted in raised planting beds to improve shade and reduce heat island effect?" I would urge caution on the weight of planters that would be able to support large trees. The steel platform that the station is built upon and all adjacent streets (and bridges) was probably not designed for the weight that is being envisioned. I applaud the goal - however, I think you need to assess the structure (and the condition of the structure) to actually achieve this. This One of the successes of the Porch has been introduction of a human, intimate scale - I'm not sure where that will exist in the proposed plan.
Drexel		Station Plaza Improvements	33	Public space	Ambitiously-scaled trees!
PCPC		Station Plaza Improvements	34	Public space	Achieving this would be...fantastic.
DVRPC		Station Plaza Improvements	34	Public space	Consider stepping the retaining wall into one or two bleacher-like seat walls close to street level for those with limited time or physical ability to descend all the way down to the floating space. Would engage street level interest in space.
PCPC		Station Plaza Improvements	34	Public space	The lower level boardwalks and barges will need to be attached to pilings that will allow them to rise and fall with not only the tide of the Schuylkill River, but flood stage as well. This is a lovely idea, but will require high maintenance. The vegetated, structural sound wall installed adjacent the Schuylkill Expressway will need to be irrigated - and bottom-most part of the sound wall will have to be designed so that the barge can move against it - therefore I would assume very sound, exhaust, limited sun, and fending hurdles.
UPENN		Station Plaza Improvements	34	Public space	The vision for pedestrian-oriented waterfront amenities, connections and boardwalks on the west side of the river will need to overcome elevation changes, 1-76
PCPC		Station Plaza Improvements	35	Public space	The floating boardwalks and barges will probably not allow planting as large as a tree within them - tides will have to lift and lower these elements daily.
SEPTA		Station Plaza Improvements	36	Public space	Love this idea! Highlight this concept. Are SRDC, Philadelphia Parks & Recreation and Fairmount Park Conservancy on board/been briefed? They could be "A deck level" river overlook" as an edge to development and buffer from the highway - this is aspirational in the best sense, and I really appreciate the idea, but in reality, there just are too few dollars to build infrastructure to support a park.
PCPC		Rail Yards Development	48	Public space	The open space/greenway under and adjoining the CSX High Line needs to do double duty as a SAFETY buffer and maintenance/repair access way for the freight line. There should also be consideration given, from a security perspective, to avoiding the placement of major facilities for public assembly/sensitive concerns. One is that it might be driven to be a very tall building, which generally might be preferable along Market Street. Another is that the lower floors should have a high degree of transparency to preserve the visual connection between 30th Street and the Art Museum/Eakins Oval area.
PCPC				Public space	I strongly believe the proposed removal of the 2nd main entrance to vehicular traffic is not a good idea for the following reasons: From a station operations and customer experience perspective, Amtrak passengers arriving by personal car should have the benefit of arriving at one of the 2 existing main entrances under a sheltered area for purposes of loading and offloading passengers and baggage. Both entrances need to remain accessible to vehicular traffic in the event of major occurrence that may affect one of the two entrances, the other can always be utilized. When the railroad experiences service disruptions it is critical to be able to move large volumes of passengers, at times by bus, and they should be loaded and offloaded from the main entrances of the facility, and into the Sample. Provide comments here.
Amtrak	Marketing and Sales	Executive Summary	5	Station	I prefer the current at-grade skylight/MFL tunnel entrance to the previously proposed building addition, particularly in conjunction with a new entrance from the east-west movement of SEPTA passengers can be made at the platform level? There are three platforms to accommodate this directional axis flow of Amtrak
Amtrak	Engineering Structures	District Public Space Network	15	Station	Number 16 - The location of the new SEPTA fare control arrays at the top of the stairs to the east mezzanine instead of at platform access stairs was presumably proposed due to the lack of space as compared to the west mezzanine. However, this may present a safety concern if it is effectively tunneling all east mezzanine passengers through a singular fare array - especially at the top of stairs or an escalator.
Amtrak	NECID	District Development Parcels	17	Station	It's good to see the greatness of the existing station acknowledged -- it would be even better to see the preservation of its essential, character-giving qualities more firmly articulated in the list of planning aspirations. Listing "respect the historic value of the station" as 9th among 10 planning aspirations appears to undervalue the resource. (In fairness, the specific plans are quite sensitive to the existing building -- so maybe it is just a matter of strengthening the language Planning Aspirations for the Station are a delight to read - thank you! - its lucky that the station was designed to handle twice as many passengers as it does today. I think the vision for what the existing station might become can be realized.
Amtrak	NECID	District Development Parcels	17	Station	The SEPTA fare gates are mentioned just once in the document, and only in passing. However, the fare gates are one of the key station circulation challenges currently before us. It is recommended that several points be made in this document. First, Amtrak desires to have seamless connections to SEPTA, and therefore the gates should be designed to be interoperable with Amtrak tickets. Second, the fare gates could have serious circulation issues on the commuter rail platforms, especially if ridership increases, due to new fencing near the platform edges that constrains circulation. Narrow platforms and platform barriers are one of the key operational problems with Penn Station New York. Third, since the faregates reduce circulation on the existing upper concourse, it is Substantiate that all schemes of new and renovated spaces allow for IBC and NFPA (the latter being stricter) requirements for egress and life safety in the next submission. Concepts shown in these report should now be tested for feasibility against these codes and requirements and potential "fatal flaws" identified now, rather than later, so that life safety and egress requirements are not an afterthought and become a stumbling block to clear design progress.
Amtrak	Connectivity	Station Improvements	18	Station	Plans for the station building itself seem on the mark -- and I like what reopening the north concourse could do for Arch Street.
Amtrak	Engineering Structures	Station Improvements	19	Station	The "Expanded, Revitalized Station" - all sounds likely and real, there is nothing mushy in these aspirations, thank you once more!
Drexel		Station Improvements	19	Station	Bus station program needs to be accurate and drawn realistically.
PCPC		Station Improvements	19	Station	- Adequate berms for all carriers, including southern New Jersey. Current carriers are Megabus, Bolt, Greyhound, NJT, Bieber, Susquehanna, Martz, Yo, others? - Enough room to turn buses, and safe circulation at the facility. - Restrooms - Ticketing - Waiting - Driver room - Package room - Office and cash room
Amtrak	Connectivity	Station Improvements	19	Station	- Note: one reason that PRR bought Greyhound in the early 20th Century was economy of station operations, as the bus passengers used the same station
Amtrak	Connectivity	Station Improvements	19	Station	Suggest to show some retail counters along the station platform stairs and/or north wall. Can be open-air retail as opposed to walled-in.
Amtrak	Connectivity	Station Improvements	19	Station	Shows upper concourse waiting room as remaining retail space instead of passenger waiting space.
PCPC		Station Improvements	20	Station	Very well imagined connection of Station to MFL - the stair and escalator to main concourse is great from MFL. Nicely achieved.
PCPC		Station Improvements	21	Station	Appreciate that the new connection to below-grade retail concourse and MFL tunnel will have an east entrance within Station Plaza will not touch the building - but will be an exciting counterpoint to the structure. Also relocating the existing headhouse of MFL into a new structure in the Innovation Neighborhood is just All efforts to reuse 30th Street Station as it was originally designed and make it work on all its sides is a real win - both for function and preservation.
PCPC		Station Improvements	21	Station	

PHILADELPHIA 30TH STREET STATION DISTRICT PLAN  
**DRAFT PHYSICAL FRAMEWORK REPORT**

**STAKEHOLDER COMMENT FORM**

Name: Master Comment List  
 Org: All  
 Date: November 2015

Organization	Dept	Report Section	Page # Topic	Comment
PCPC	Station Improvements		21 Station	Second SEPTA Concourse is much needed - it's nice to know that the Station can allow this so gracefully (East Mezzanine)
PCPC	Station Improvements		21 Station	Repurposing a portion of the existing tunnel infrastructure is positive, and cutting it off before it can make the dog-leg with stairs and elevators (very visible)
Amtrak	Connectivity		21 Station	No space for bus operations or emergency vehicles indicated on station apron. Suggest to clearly demarcate spaces, access, circulation flow.
Amtrak	Connectivity		21 Station	Recommend that primary station driveways be two lanes wide, to accommodate breakdowns.
Amtrak	Connectivity		21 Station	If Schuylkill Ave were two-way, then the station taxi driveway could have slip-exit at the southern end of the taxi area. It is not necessary to route all cars to the We direct question the term "multi-modal" transportation center for the proposed north of Arch St. facility. This appears to be more of an intercity bus terminal, with direct access to Amtrak, via far north platform access. However, there are (and are likely to be) relatively very few transfers between intercity rail and intercity bus as they largely overlap in their functionality, with the exception of thruway services. Much more important "feeder modes" to intercity bus and rail seem to be excluded, such as SEPTA or a future NJT bus system, which would greatly benefit from a dedicated facility - a bus loop or sawtooth bay area. SEPTA City Transit could provide input as to site preference. Moreover, given its size and orientation, the "multi-modal" center does not appear to be able to serve the SEPTA Regional Rail east access is reopened, the retail reconfiguration at the SE corner of the station could include a new public corridor from the Main Hall to the SE building entrances for commuters heading to Market Street, similar to the busy corridor in the west end of the station.
Amtrak	NECIID		21 Station	Hall to the SE building entrances for commuters heading to Market Street, similar to the busy corridor in the west end of the station.
UPENN	Station Improvements		21 Station	Will removing vehicular access from the West Porch have significant effects on use of that portal? I'm frankly ambivalent about removing the reason detre of
Drexel	Station Improvements		22 Station	Connection from primary commuter/Cira concourse should have access to north concourse. Stairs appear to exist for eastern SEPTA concourse connecting to
Amtrak	Connectivity		22 Station	Commuter platform for tracks 34/narrows at eastern end. Staircase down to east concourse should not encroach on platform edge. Suggest revision. This
Amtrak	Connectivity		23 Station	Platform level should show replacement of deteriorated ends of upper level platforms.
Amtrak	Connectivity		23 Station	Track configuration (switches) not shown accurately?
UPENN	Station Improvements		23 Station	Advancing the potential redevelopment of the existing upper level Amtrak office space may help to invigorate the station building, (ie - boutique hotel, residences, co-working space). Planning for new uses now might inform drop-off, wayfinding, parking, and proposed retail mix to accommodate these potential
Drexel	Station Improvements		25 Station	Will transit access between SEPTA and the Station provide enough business for the planned underground retail? It seems, other than the food area, that the
UPENN	Station Improvements		26 Station	retail in the basement of the Comcast Center is always struggling....how would traffic numbers here compare to those?
Amtrak	Connectivity		30 Station	The limited volume of IRS employees may not support a below grade retail concourse connection below Market Street to IRS building, which will also have
Amtrak	Connectivity		30 Station	Moving layby parking to curb lane will increase friction with street traffic and make it more difficult for passengers with baggage to board and exit cars (cannot
Amtrak	Connectivity		38 Station	Suggest need for truck circulation and loading space diagrams.
Amtrak	Connectivity		38 Station	Number 12 - It seems as if the baggage tunnels are retained on the northern end of the platforms. This would greatly impede passenger access from the new
Amtrak	Connectivity		39 Station	far northern access stairs / escalators to the rest of the platform - it may not even be ADA accessible regarding clearance from the platform edge. Furthermore,
Amtrak	Connectivity		39 Station	passengers using the far north access points will still have to walk a considerable distance down the platforms as the primary stopping point for Amtrak / NJ
Amtrak	Connectivity		39 Station	trains will still be centered at the primary staircases to provide direct boarding for majority of passengers. This may negate the intended benefit of these new
Amtrak	Connectivity		39 Station	northern platform access points. Amtrak may well lengthen trains in the future, but they would then be unable to efficiently use other stations - 30th Street
Amtrak	Connectivity		39 Station	Intercity bus station configuration appears too small for turning buses and the building is too small for the program needs (waiting, ticketing, office, packages,
Amtrak	Connectivity		39 Station	Number 6 - See earlier questions regarding functional suitability of the intercity bus site and the design. It looks very difficult for intercity buses to negotiate the
Amtrak	Connectivity		39 Station	light confines of the facility, particularly given their turning radius, and the proposed "stacking" arrangement.
Amtrak	Connectivity		42 Station	Reduce Amtrak ticketing area footprint - what does that mean?
PCPC	Engineering Structures	#N/A	various	General concepts for expansion and modernization of Amtrak and SEPTA passenger and support facilities in the Station are good.
PCPC	Engineering Structures	#N/A	various	There is no mention of service disruptions or trackwork buses. Recommend: - Amtrak service disruption - board at least five buses, probably on west side of station, but other options possible. - NJT - three buses - SEPTA - at least three buses, operating in a board and go flowing pattern. - Off-site staging for buses not ready to board would be preferred as well.
Amtrak	Connectivity	#N/A	Various	Preference is for station driveways to have broader curves and multiple lanes to facilitate circulation, and for ability to easily reconfigure station apron in
Amtrak	Connectivity	#N/A	Various	



**APPENDIX B COMMUNITY ADVISORY GROUP** DECEMBER 2015 + JANUARY 2016

Minutes from CAG Meeting #1	B-2
Minutes from CAG Meeting #2	B-7

**MEETING RECORD**

MEETING DATE:	December 9, 2015	SUBJECT:	Civic Advisory Group Meeting #1
LOCATION:	Metropolitan Baptist Church		
TIME:	6:00 pm – 8:00 pm		
PREPARED BY:	Kevin Narvaez (Envision)		

ATTENDEES (\* Project Team)

<b>Name</b>	<b>Organization</b>
*Natalie Shieh	Amtrak
*Danelle Hunter	Amtrak
*Keith Orris	Drexel
*Brian Keech	Drexel
*Victoria Malaszecki	Envision
*Kevin Narvaez	Envision
*Nicole Johnson	Envision
*Jennifer Barr	SEPTA
De'Wayne Drummond	Mantua Civic Association
Henry Nesmith	Mantua Civic Association
Lucia Esther	West Powelton/Saunders Park RCO
Chuck Bode	West Powelton/Saunders Park RCO
Jenny Chen	Mount Vernon Manor
Kevin Musselman	PEC
Michael Thorpe	Mount Vernon Manor
Danielle Kalish	Powelton Village Civic Association
Helma Weeks	Powelton Village Civic Association
Tom Dilsheimer	Drexel Area Property Owners Association RCO
Jabari Jones	West Powelton Concerned Community Council
John Leatherberry	West Powelton Concerned Community Council

The following constitutes our understanding of items discussed and decisions reached. If you have any questions, please address them to the author. The minutes will stand as a record of the meeting unless corrections are received within **Seven (7) Days** after receipt.

**Scheduled Agenda:**

6:00pm – 6:15pm: Arrivals and Networking

6:15pm – 6:35pm: Presentation

6:35pm – 6:45pm: Q&A Session

6:45pm – 7:00pm: Break

7:00pm – 7:45pm: Break-Out Sessions

7:45pm – 8:00pm: Wrap - Up

1. 6:00pm – 6:15pm: Arrivals and Networking

2. 6:15pm – 6:35pm: Presentation

a. Danelle Hunter (Amtrak) began the meeting with a welcome and introduced Nicole Johnson of Envision Consultants as the facilitator for the meeting. Nicole introduced herself and asked that everyone within the room introduce themselves, identifying the organization they were representing, and to state what they hoped to get out of the night's meeting. Nicole presented the purpose of the Civic Advisory Group, and an overview of the 30th Street Station District Plan.

b. Natalie Shieh (Amtrak) presented a general introduction to the project and details of the Draft Framework to the group. The presentation concluded around 6:35 pm, which was immediately followed up by a Q&A session.

3. 6:35pm – 7:00pm: Q&A Session

a. The following were some initial questions asked by the group to the Project Team.

i. Chuck Bode: Mr. Bode asked if the 30th Street Station District Plan will become an official city plan.

Natalie Shieh: Ms. Shieh explained that it is not an official city plan.

ii. Chuck Bode: Mr. Bode asked the question as to whether any studies or research has been done on building height. He asked if the team knew "What is the right height to build?" Mr. Bode gave the example that tall buildings become sterile and produce no life at night, and that would be a potential problem.

Natalie Shieh: Ms. Shieh said that she knew of no specific study but that the Project Team will look into it.

iii. Tom Dilsheimer: Mr. Dilsheimer asked if there was any dialog with Drexel University.

Natalie Shieh: Ms. Shieh said that the project team is collaborating with Drexel and that the two have shared planning principles and share a philosophy. Keith Orris (Drexel) commented that Drexel was actively involved with the Project.

iv. Helma Weeks: Ms. Weeks asked if the Project Team have taken master plans into consideration.

Natalie Shieh: Ms. Shieh responded by saying yes.

v. Danielle Kalish: Ms. Kalish mentioned that during the presentation she understood that Innovation City was not the preferred alternative, but was wondering if any of the Innovation City components were incorporated into the Draft Physical Framework.

Natalie Shieh: Ms. Shieh clarified that it was not an all or nothing process. Certain favorable elements were taken out of Innovation City and incorporated into the Draft Physical Framework.

- vi. Chuck Bode: Mr. Bode commented that buildings typically start on the ground. However, if buildings were elevated up in the air, that would separate bikes from the car/truck traffic making it safer.  
  
Natalie Shieh: Commented that it is a good idea, but there will certainly be engineering constraints that may impact the ability to do that.
- b. 7:00 pm concluded the Q&A session. A 5 minute break was provided before the breakout session.
- 4. 7:00pm - 7:05 pm: Break
- 5. 7:05pm – 7:45pm: Break-Out Session (Group Discussions)
  - a. The members were broken out into 2 groups. It should be noted that it was requested that multiple people from the same organization was to be split up. The goal of the breakout session was to understand what people thought was their top priority of the plan.
  - b. Victoria Malaszecki (Envision) led 1 group (Group A), while Nicole Johnson (Envision) steered the second group (Group B) in discussion. Additional members of the Project Team were available to provide input or clarification to the groups. Each group wrote their top priorities of the plan on flip-chart paper and presented it to the entire room at the conclusion of the meeting.
  - c. The following is a general synopsis of what the two groups wrote down as consideration of top priorities. It should be noted that there was initial confusion with the exercise within Group B. Initial responses were focusing with the idea of “How does this District Plan benefit me?” After clarification, it was stated that this meeting was not about how the plan will benefit individuals such as “how many jobs will result from this”, but more so, “What is your vision for the 30th Street Station District”.
  - d. **Group A Synopsis:**
    - i. Safety:
      1. Terroristic threats through transportation
      2. Neighborhood
      3. Evacuation
      4. Education (K-12-College)
    - ii. People Space:
      1. Access to quality green space (active recreation, benches for rest, water front parks, not losing views)
      2. Lighting\Safety
      3. Bus stop (safety\quality wait times for transportation)
      4. Affordable Housing
      5. Jobs
      6. Retail Space (Promise Zone)
    - iii. Community Benefits Agreement:
      1. Jobs
      2. Funding local schools
      3. Getting Philadelphia youth involved
      4. Getting Universities involved
    - iv. Connectivity:
      1. Bicycle safety\crossings
      2. Managing bicycle users
      3. Dedicated bike lanes on existing bridges
      4. Parking
    - v. Stations:

1. Elevators to SETPA Market Frankford Line on same side of Street as 30<sup>th</sup>.
- vi. Retail Opportunities:
  1. Having small businesses (SEPTA side)
  2. Encouragement of small business throughout retail space of Plan
  3. Restaurants in Mantua
  4. Incentives for smaller SQ FT
  5. Outdoor seating
- vii. Northern Tier Retail:
  1. New construction (shops\restaurants catering to neighborhood)
  2. Two Hubs for Amenities (North of Spring Garden/Station)
  3. Room for development on Mantua Avenue overlooking river
- viii. Parking Lot items that were brought up of importance but not specifically relevant to the night's exercise.
  1. Refer to Democratic National Convention (DNC) for bicycles (safety & planning).
  2. Ensure the Project Team is aware of Mantua Greenway Project.
- e. Group B Synopsis:**
  - i. Green Space
  - ii. Bike Lanes
  - iii. Foot Traffic
  - iv. Preserving the Drexel Park view
  - v. Safer Ways to get to the station (Public Safety)
  - vi. Neighborhood Business District (Connectivity)
  - vii. Better Traffic Patterns (especially around the Station)
  - viii. Walkability
  - ix. Clean Inviting Space
  - x. Having public gathering spaces.
  - xi. Provide housing for seniors near the station, with gardens and community rooms. There are examples in Germany of this. Emphasis that it is not "senior housing".
  - xii. Queuing of people to\from station
  - xiii. Provide lively surrounding (ex: Porch)
6. 7:45pm - 8:00pm: Wrap-Up
  - a. Groups presented their results in front of all group members.
  - b. Participants were thanked for their attendance and reminded of the Public Open House on December 16, 2015. They were also asked to discuss the project with their neighborhood constituents and to bring back comments, ideas, etc to the next CAG meeting.
  - c. Danelle Hunter (Amtrak) followed up with the CAG on 12/10/2015 via email. Email provided the schedule of remaining CAG meetings and a questionnaire that was an outgrowth of discussion at the meeting on 12/9/2015. The questionnaire was for the group's use in soliciting input from their representative Organizations regarding their vision for the 30th Street Station District in the year 2040. This feedback would be provided to the Project Team during the next Civic Advisory Group meeting on January 13, 2016.

**MEETING RECORD**

MEETING DATE:	January 13, 2016	SUBJECT:	Civic Advisory Group Meeting #2
LOCATION:	Metropolitan Baptist Church		
TIME:	6:00 pm – 8:00 pm		
PREPARED BY:	Kevin Narvaez (Envision)		

ATTENDEES (\* Project Team)

<b>Name</b>	<b>Organization</b>
*Natalie Shieh	Amtrak
*Danelle Hunter	Amtrak
*Keith Orris	Drexel
*Brian Keech	Drexel
*Victoria Malaszecki	Envision
*Kevin Narvaez	Envision
*Nicole Johnson	Envision
*Byron Comati	SEPTA
*Jeffrey Weinstein	Brandywine
*Peter Denitz	WSP Parsons Brinckerhoff
Henry Nesmith	Mantua Civic Association
Scott Maits	Mantua Civic Association
Chuck Bode	West Powelton/Saunders Park RCO
Jenny Chen	Mount Vernon Manor
Michael Thorpe	Mount Vernon Manor
Danielle Kalish	Powelton Village Civic Association
Helma Weeks	Powelton Village Civic Association
James Wright	People’s Emergency Center
Jabari Jones	Lancaster Avenue Business Association

The following constitutes our understanding of items discussed and decisions reached. If you have any questions, please address them to the author. The minutes will stand as a record of the meeting unless corrections are received within **Seven (7) Days** after receipt.

**Scheduled Agenda:**

- 6:00pm – 6:05pm: Introductions
- 6:05pm – 6:20pm: CAG Report-Outs
- 6:20pm – 6:30pm: Physical Framework Presentation
- 6:30pm – 6:35pm: Short Break
- 6:35pm – 7:50pm: Group Discussions
- 7:50pm – 8:00pm: Recap / Wrap-Up

1. 6:20pm – 6:25pm: Introductions
  - a. Due to late arrivals, the start of the meeting was delayed to ensure as many people could participate as possible.
  - b. Nicole Johnson (Envision) started off the meeting with a brief introduction with the purpose of the meeting, followed up by asking each individual in attendance to introduce themselves and the organization they are representing.
2. 6:25pm – 6:35pm: CAG Report-Outs
  - a. At the conclusion of the 1<sup>st</sup> Civic Advisory Group meeting on 12/9/2015, a questionnaire was provided to each person for them to solicit input from their representative Organization regarding their vision for the 30th Street Station District in the year 2040. The questionnaire was sent out to the group in an email via Danelle Hunter (Amtrak). Nicole Johnson asked that each organization provide a quick summary of the survey responses.
  - b. Danielle Kalish representing Powelton Village Civic Association said that the following were of importance to her group; Having a safe walkable and biking environment; having wide streets and walkways; having the area along all paths well lighted to improve public safety; and to have the pedestrian paths interesting, to encourage walking. Danielle also said that it was important to not overwhelm the existing neighborhood.
  - c. Helma Weeks (Powelton Village Civic Association) said that accessibility to the Riverfront was important, and liked the idea of the expansion of Drexel Park – but to not obstruct the view from the park.
  - d. Jabari Jones (Lancaster Avenue Business Association) reported out that there was concern over the affordability of new residential and retail/office space. Mr. Jones mentioned that their group was planning on submitting a proposal to Amtrak regarding an internship program to expose West Philadelphia high school students to valuable work experiences.
  - e. Chuck Bode (West Powelton/Saunders Park RCO) commented that his organization was using the online survey that was posted on the website to provide their input.
  - f. Scott Maits (representing on behalf of Mantua Civic Association) said that Powelton is concerned with the traffic going into the community. Mr. Maits suggested utilizing Haverford Avenue as a means to alleviate some of the traffic congestion, as Spring Garden would not be able to handle the extra traffic.
3. 6:35pm – 6:50pm: Physical Framework Presentation
  - a. Natalie Shieh (Amtrak) began the presentation by providing a recap of the study, emphasizing that the goal of the day's meeting was to talk about the framework and identify any issues from the community that they wanted to address.
  - b. There were a few questions during the presentation.





need to be considered and that a variety of destinations are being looked at, such as the zoo.

- c. Topic: Public Space: This session was broken up into two separate groups. Kevin Narvaez (Envision) and Peter Denitz (WSP Parsons Brinckerhoff) facilitated the discussion.
- i. The group was initially presented with the statement that the planning team has identified roughly 30 acres of green space within the Draft Physical Framework. When asking the group to identify their preferred open space areas to focus on, there was no consensus in that the planning team should only focus on one area or to remove unnecessary space. The group believed that all open space areas are important and that the pocket parks are great in tying the area together. Additionally, it was said that infrastructure often dictates where public space should end up.
  - ii. When asked how the group could utilize the open space areas and what amenities are important to add, the following were mentioned:
    - It was noted that utilization of space concepts should be pulled from Austin, Texas. Austin has many restaurants & shops having an open-air market appearance along its streets. This could be nice around the Drexel Park area. Poor concept examples can be found in Dallas, Texas, as there are long stretches of concrete walls creating a desolate feeling.
    - The addition of food trucks around Drexel Park will strengthen the location as a destination place. Midway Food Park in Austin, TX is an area that has a variety of food trucks. The park has many amenities for kids creating a family friendly atmosphere. This is something Drexel Park could become.
    - Good examples of space utilization near rail lines were found around Calgary Tower (Alberta, Canada), and in Charlottesville, Virginia.
    - It was suggested that there should be an event manager for the riverfront area. Similar to how Penn's Landing has a person who coordinates events (i.e. concerts).
    - The Riverfront park would make an excellent setting for watching fireworks.
    - Create a jogging path for exercise and scatter exercise equipment around the path.
    - Add bench seating overlooking river.
    - Add playgrounds.
    - Add historical markers around the area.
    - Bring a farmers market to the area. (It was stated that a farmers market used to be at the IRS building, and it would be nice to see a return of the market again).
    - Take away the driving land around 30<sup>th</sup> Street Station and expand The Porch.
    - Add a supermarket along the potential Surface Rapid Transit trolley line.
    - Make the pedestrian areas interesting to walk along.
  - iii. General consensus was that access to the riverfront was very important for the neighborhoods to have. Access to open space should not stop along the neighborhood boundaries.
- d. Topic: Mixed Use Neighborhood: This session was broken up into two separate groups. Victoria Malaszecki (Envision) facilitated the discussion.
- i. The consensus amongst both groups regarding the preferred mode to the retail area was Walking, Bicycling and Trolley (need greater accessibility via additional connections and efficient North/South travel mobility). The types of retail envisioned by the CAG members are as follows:

- Small businesses, not large chains
  - Match scale to existing communities
  - Professional office space for small business and shared office space for small business/start up/technology/innovation
  - Niche markets – Boutiques (Art/culture studios, café's, “funky”)
  - A selection of restaurants ranging in ethnicity and price ranges focused on affordability
  - Exclude automotive retail
  - Grocery store
  - Daycare
  - Recreational – GYM – small not a chain
  - Movie house
  - Performing arts center
  - Retail should be located street level, connections and entrance via ground level. Retail located around 30th
  - Mixed housing – affordability, Senior, >55, affordable housing for families ensuring diversity and being inclusive of all
- ii. In regards to building height, the planning team suggested that it is better to have the larger buildings closer to the station with smaller ones closest to the neighborhoods. The group was asked if they agreed with this statement. The following was the general consensus:
- Preserving the view of Drexel Park was discussed. The following are suggestions in preserving the views of the park.
  - Between Spring Garden Street and Baring Street it was suggested to keep building closest to neighborhood around 3-4 stories, while buildings closest to the river should be 4-7 stories. This would maintain the view of the Art Museum.
  - Within Drexel Park (Baring Street to Powelton Avenue), no buildings should be built. This area should be a gateway similar to The Porch.
  - From Powelton Ave down to Arch Street, buildings closest to the neighborhood should be between 4-7 stories.
  - It was noted that the team needed to be considerate of the wind dynamics in relation to the scale of the buildings.
- iii. The group was asked to name another neighborhood (in any locale) that could be envisioned as the District. The following were mentioned:
- 13th Street
  - Housing in Seattle reflecting affordability, access and mixed demographics
  - Open – Farmers Market like Head House Square
  - Greenspace and lighting around Baltimore avenue
6. 8:00pm: End of Meeting
- a. Participants were thanked for their attendance.

## **APPENDIX C PUBLIC OPEN HOUSE III + ONLINE SURVEY** DECEMBER 16, 2015

<b>Draft Physical Framework Blank Sample Survey</b>	<b>C-2</b>
<b>Public Survey Results</b>	<b>C-10</b>
<b>Raw Survey Comments</b>	<b>C-16</b>

# Draft Physical Framework Survey

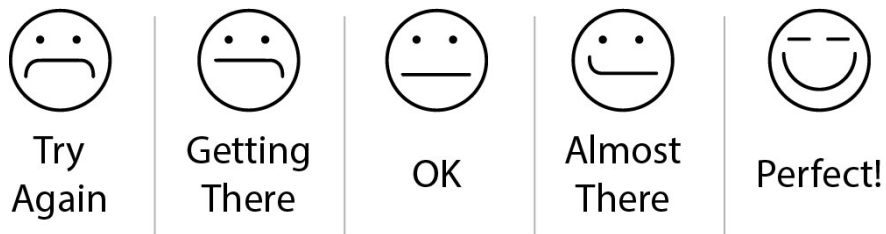


## HOW WELL DOES THE DRAFT PHYSICAL FRAMEWORK RESPOND TO STAKEHOLDER PRIORITIES?

---

Five priorities were identified by the stakeholders (YOU!). We want to know how well the Draft Physical Framework responds to those stakeholder priorities.

Please navigate through the following sections by clicking on the 'NEXT' button at the bottom of the page to advance through each stakeholder priority. You will be selecting your appropriate rating for each priority based on the rating scale below.

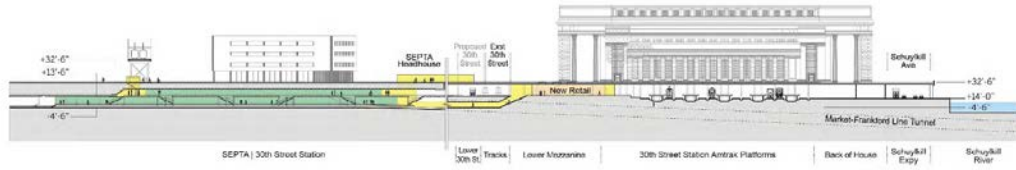


### IMPROVED CONNECTION BETWEEN 30TH STREET STATION AND THE SEPTA SUBWAY / TROLLEY STATION

PRIORITY 1:

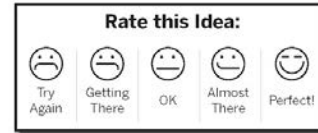


## IMPROVED CONNECTION BETWEEN 30TH STREET STATION AND THE SEPTA SUBWAY / TROLLEY STATION



### Key Features:

- Covered, underground connection with sunlight
- New retail in underground concourse
- Skylight for natural light into concourse



### 1. PRIORITY 1 RATING

Please select only ONE answer.  
Check all that apply.

- Try Again
- Getting There
- OK
- Almost There
- Perfect!

### 2. Priority 1: Optional Comment

.....

.....

.....

.....

.....

NOTE: Should you need a closer look at the priority image, please click the link below to access the full Feedback Exercise PDF:  
[http://www.phillydistrict30.com/s/DistrictPlan\\_Dec162015\\_OpenHouse\\_Feedback\\_Exercise\\_Poster\\_Web.pdf](http://www.phillydistrict30.com/s/DistrictPlan_Dec162015_OpenHouse_Feedback_Exercise_Poster_Web.pdf)

## IMPROVED PUBLIC SPACE AROUND 30TH STREET STATION

### PRIORITY 2:



## IMPROVED PUBLIC SPACE AROUND 30TH STREET STATION



The drawings presented here reflect the work of the consultant team and are offered to inspire suggestions for the District vision.

### Key Features:

- Civic space on all four sides of the station
- Bicycle pavilions
- Multilevel riverfront park

### Rate this Idea:



### 3. PRIORITY 2 RATING

Please select only ONE answer.  
Check all that apply.

- Try Again
- Getting There
- OK
- Almost There
- Perfect!

### 4. Priority 2: Optional Comment

.....

.....

.....

.....

.....

NOTE: Should you need a closer look at the priority image, please click the link below to access the full Feedback Exercise PDF:

[http://www.phillydistrict30.com/s/DistrictPlan\\_Dec162015\\_OpenHouse\\_Feedback\\_Exercise\\_Poster\\_Web.pdf](http://www.phillydistrict30.com/s/DistrictPlan_Dec162015_OpenHouse_Feedback_Exercise_Poster_Web.pdf)

## PERMANENT INTERCITY BUS FACILITY

# PRIORITY 3:



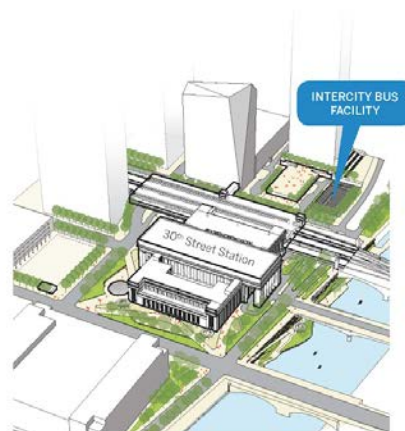
## PERMANENT INTERCITY BUS FACILITY



Example of a covered outdoor bus station in Aarau, Switzerland.

### Key Features:

- Direct access to I-76
- Covered customer waiting area
- Access to 30th Street Station via Arch Street



### 5. PRIORITY 3 RATING

Please select only ONE answer.  
Check all that apply.

- Try Again
- Getting There
- OK
- Almost There
- Perfect!

### 6. Priority 3: Optional Comment

.....

.....

.....

.....

.....

NOTE: Should you need a closer look at the priority image, please click the link below to access the full Feedback Exercise PDF:  
[http://www.phillydistrict30.com/s/DistrictPlan\\_Dec162015\\_OpenHouse\\_Feedback\\_Exercise\\_Post\\_or\\_Web.pdf](http://www.phillydistrict30.com/s/DistrictPlan_Dec162015_OpenHouse_Feedback_Exercise_Post_or_Web.pdf)

## PEDESTRIAN BRIDGES OVER THE SCHUYLKILL RIVER

# PRIORITY 4:



**Stakeholder**  
**4**  
**Priority**

## PEDESTRIAN BRIDGES OVER THE SCHUYLKILL RIVER



*Example in Toronto, Humber Bridge*



**Key Features:**

- Pearl St crossing to Art Museum
- Race Street Crossing
- Arch Street Crossing

**Rate this Idea:**

				
Try Again	Getting There	OK	Almost There	Perfect!

### 7. PRIORITY 4 RATING

Please select only ONE answer.  
Check all that apply.

- Try Again
- Getting There
- OK
- Almost There
- Perfect!

### 8. Priority 4: Optional Comment

.....

.....

.....

.....

.....

NOTE: Should you need a closer look at the priority image, please click the link below to access the full Feedback Exercise PDF:



## HELP US WITH A DESIGN CHALLENGE!

Learn about a unique design challenge and our proposed solutions to address it. Select the appropriate rating and provide comments for each of the three solutions.

### The Challenge

---

Development over the Amtrak Penn Coach Yards is physically feasible, however development over SEPTA Powelton Yard is extremely challenged due to a unique combination of factors relating to topography, track configuration, and rail operations.

Bridge crossings, parks, and landscape features above SEPTA Powelton Yard are feasible and can connect to Amtrak Penn Coach Yard development, but only in some areas.

### Proposed Solutions

---

The Draft Physical Framework recommends connecting a new neighborhood over Amtrak Penn Coach Yard to adjacent neighborhoods through parks / landscape features, road extensions, and pedestrian bridges over SEPTA Powelton Yard.

### Solution Rating Scale



Try  
Again



Getting  
There



OK



Almost  
There



Perfect!

---

NOTE: Should you need a closer look at the priority images, please click the link below to access the full Feedback Exercise PDF:

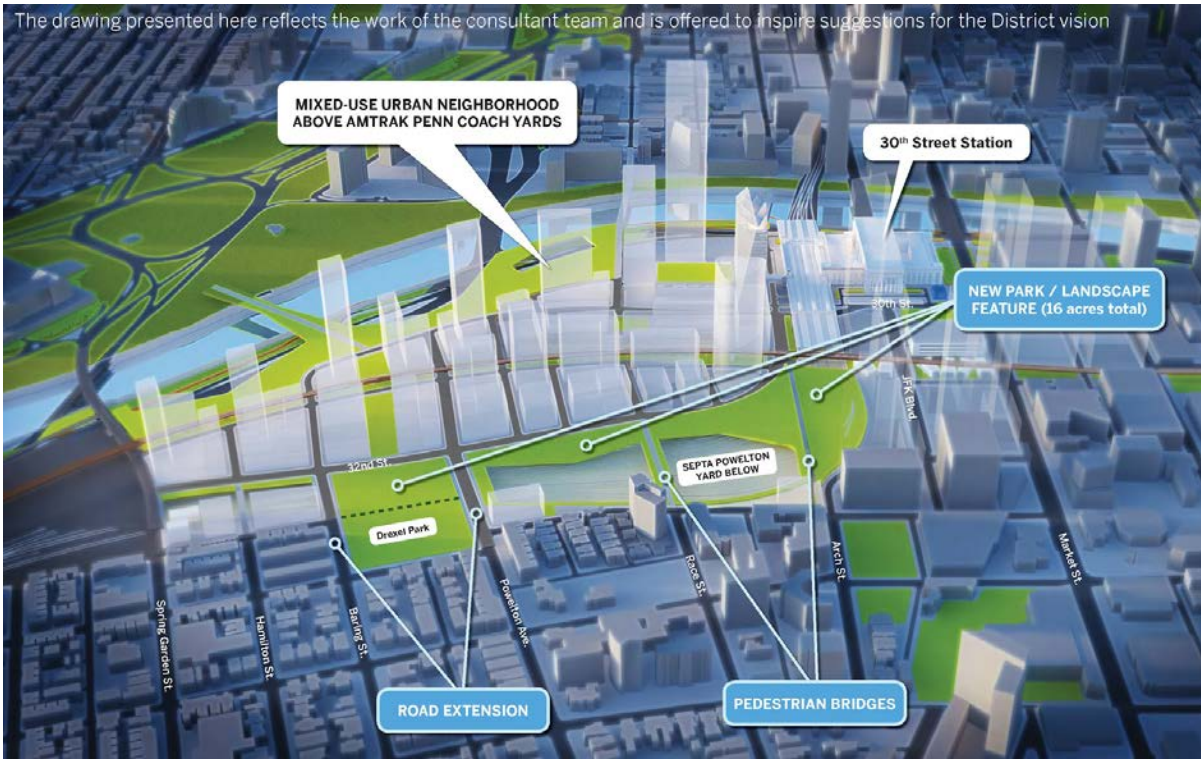
[http://www.phillydistrict30.com/s/DistrictPlan\\_Dec162015\\_OpenHouse\\_Feedback\\_Exercise\\_Poster\\_Web.pdf](http://www.phillydistrict30.com/s/DistrictPlan_Dec162015_OpenHouse_Feedback_Exercise_Poster_Web.pdf)

## A NEW, MIXED-USE URBAN NEIGHBORHOOD ABOVE THE RAIL YARDS

---

PRIORITY 5:

The drawing presented here reflects the work of the consultant team and is offered to inspire suggestions for the District vision



9. New Parks / Landscape Features

Please select only ONE answer.  
Check all that apply.

- Try Again
- Getting There
- OK
- Almost There
- Perfect!

10. Comment:

.....

.....

.....

.....

.....

11. Road Extensions

Please select only ONE answer.  
Check all that apply.

- Try Again
- Getting There
- OK
- Almost There
- Perfect!

12. Comment:

.....

.....

.....

.....

.....

13. Pedestrian Bridges

Please select only ONE answer.  
Check all that apply.

- Try Again
- Getting There
- OK
- Almost There
- Perfect!

14. Comment:

.....

.....

.....

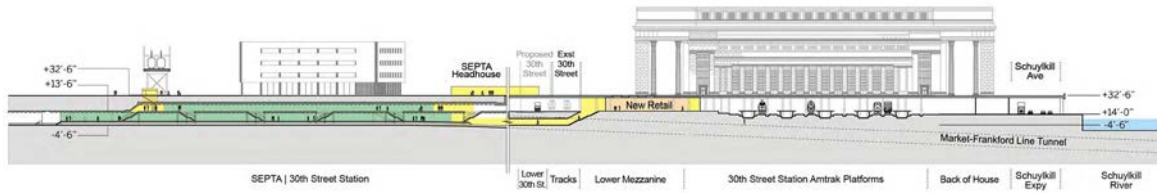
.....

.....

# SURVEY RESULTS: PRIORITY 1



## IMPROVED CONNECTION BETWEEN 30TH STREET STATION AND THE SEPTA SUBWAY / TROLLEY STATION



**Key Features:**

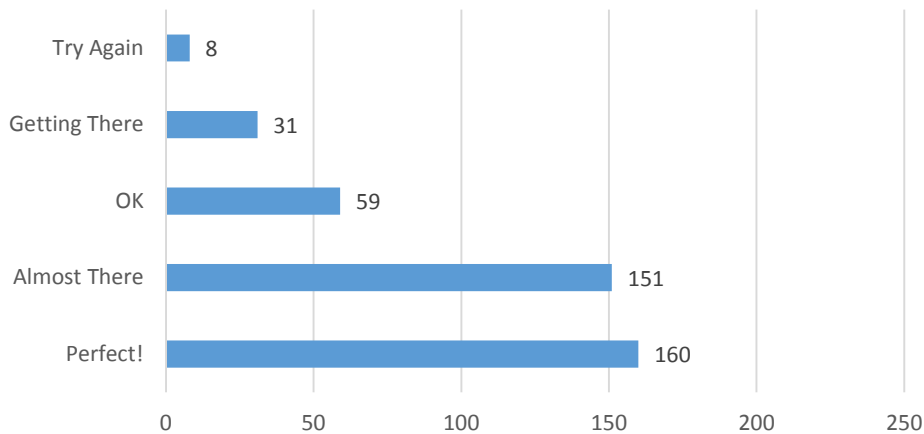
- Covered, underground connection with sunlight
- New retail in underground concourse
- Skylight for natural light into concourse

**Rate this Idea:**

Try Again	Getting There	OK	Almost There	Perfect!

### Priority 1: MFL-30th Street Station Connection

Total Responses: 409



## SURVEY RESULTS: PRIORITY 2



### IMPROVED PUBLIC SPACE AROUND 30TH STREET STATION

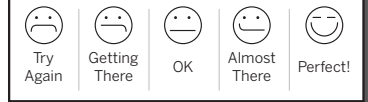


The drawings presented here reflect the work of the consultant team and are offered to inspire suggestions for the District vision.

**Key Features:**

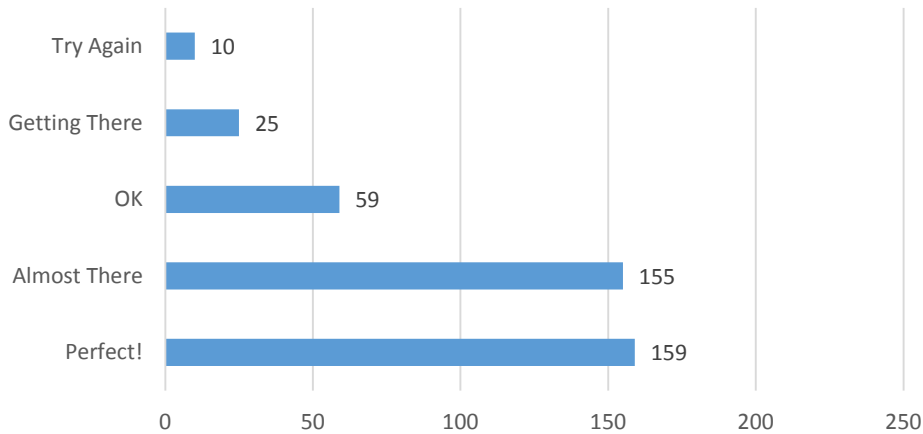
- Civic space on all four sides of the station
- Bicycle pavilions
- Multilevel riverfront park

**Rate this Idea:**



### Priority 2: Public Space at 30th Street Station

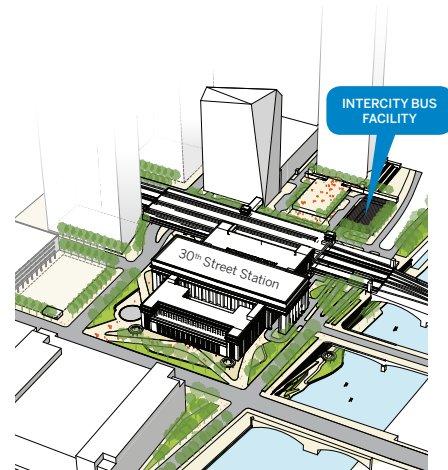
Total Responses: 408



## SURVEY RESULTS: PRIORITY 3



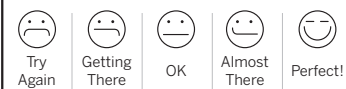
### PERMANENT INTERCITY BUS FACILITY



**Key Features:**

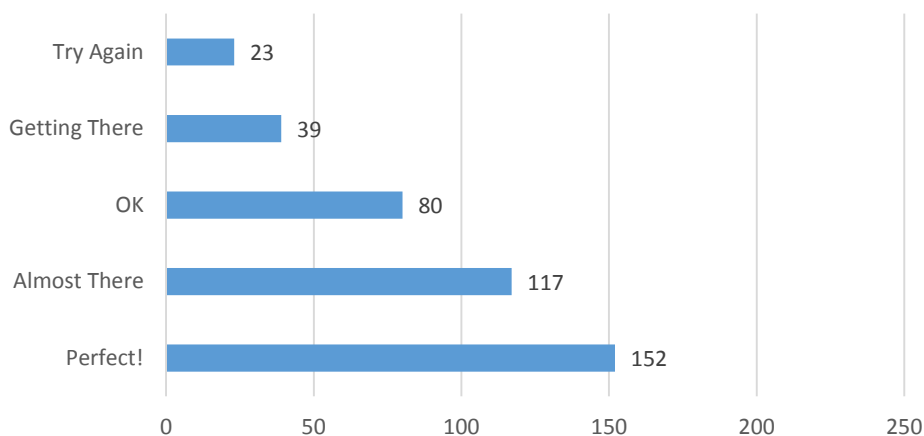
- Direct access to I-76
- Covered customer waiting area
- Access to 30th Street Station via Arch Street

**Rate this Idea:**



### Priority 3: Intercity Bus Facility

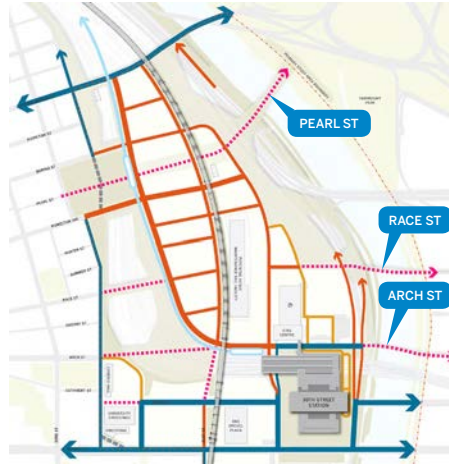
Total Responses: 411



# SURVEY RESULTS: PRIORITY 4



## PEDESTRIAN BRIDGES OVER THE SCHUYLKILL RIVER

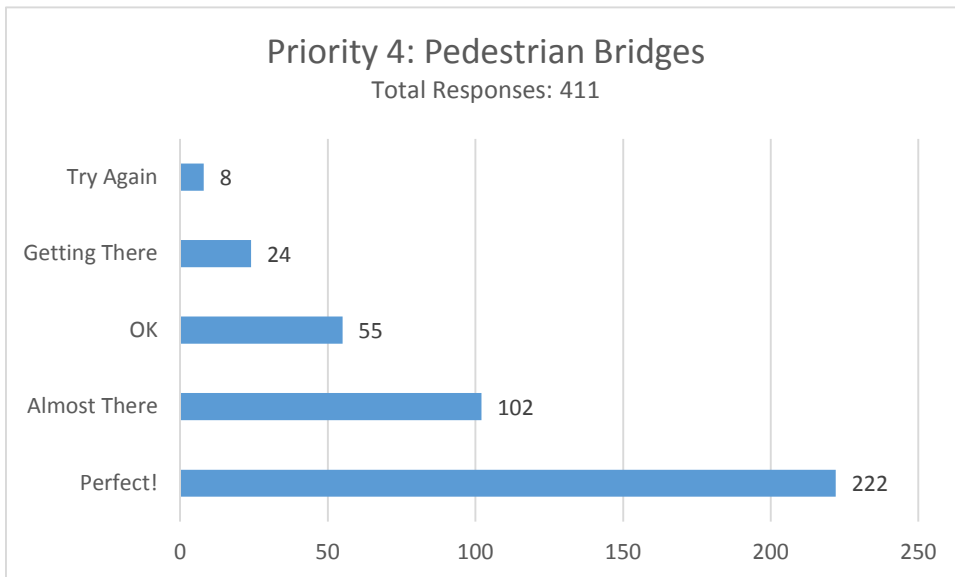


**Key Features:**

- Pearl St crossing to Art Museum
- Race Street Crossing
- Arch Street Crossing

**Rate this Idea:**

Try Again	Getting There	OK	Almost There	Perfect!



# SURVEY RESULTS: PRIORITY 5



## A NEW, MIXED-USE URBAN NEIGHBORHOOD ABOVE THE RAIL YARDS

**Help us with a design challenge!**

CONNECTING NEW AND EXISTING NEIGHBORHOODS

**Challenge:**

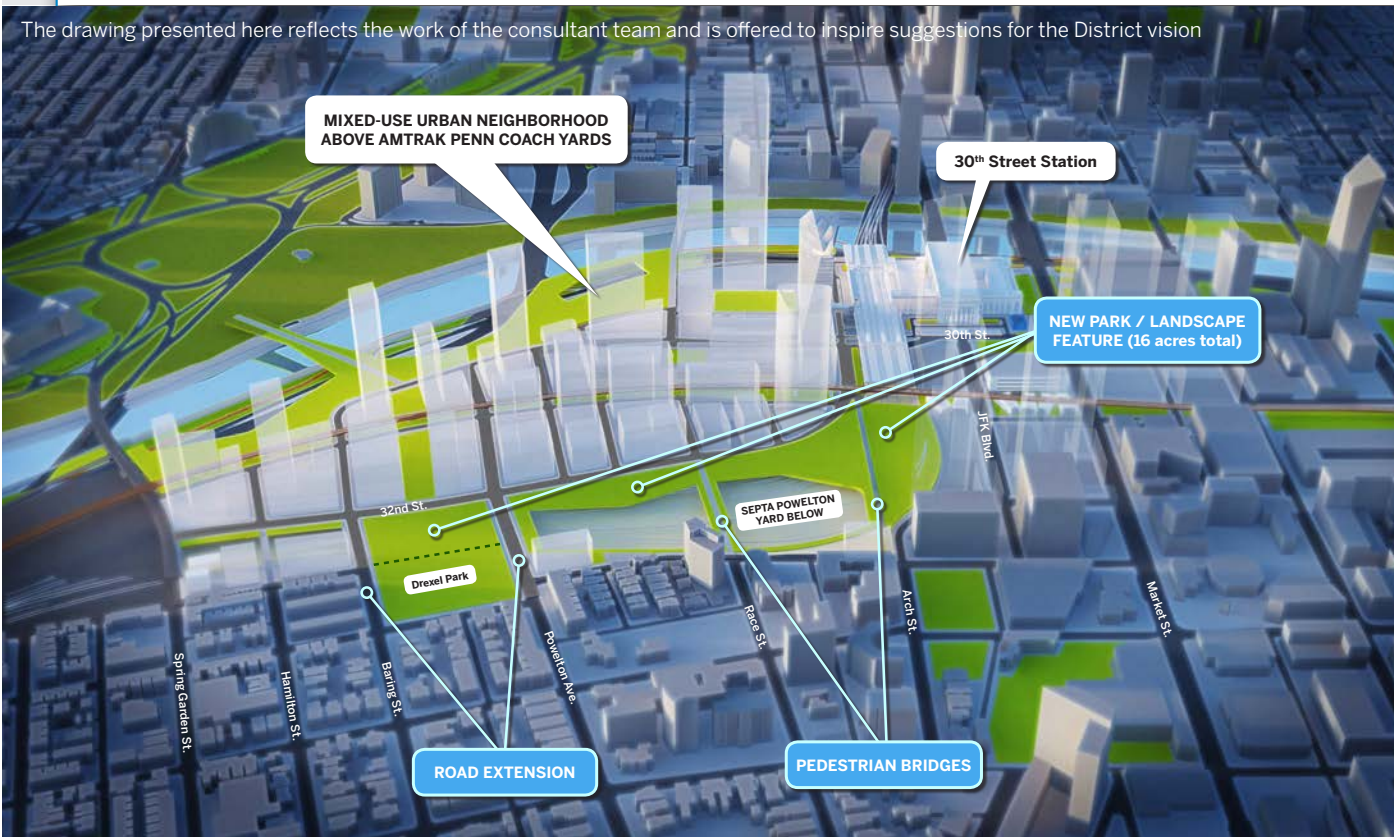
Development over the Amtrak Penn Coach Yards is physically feasible, however development over SEPTA Powelton Yard is extremely challenged due to a unique combination of factors relating to topography, track configuration, and rail operations.

Bridge crossings, parks, and landscape features above SEPTA Powelton Yard are feasible and can connect to Amtrak Penn Coach Yard development, but only in some areas.

**Proposed Solutions:**

The Draft Physical Framework recommends connecting a new neighborhood over Amtrak Penn Coach Yard to adjacent neighborhoods through **parks / landscape features, road extensions, and pedestrian bridges** over SEPTA Powelton Yard.

The drawing presented here reflects the work of the consultant team and is offered to inspire suggestions for the District vision



**Rate the Proposed Solution:**

- New Parks / Landscape Features
- Road Extensions
- Pedestrian Bridges

Try Again	Getting There	OK	Almost There	Perfect

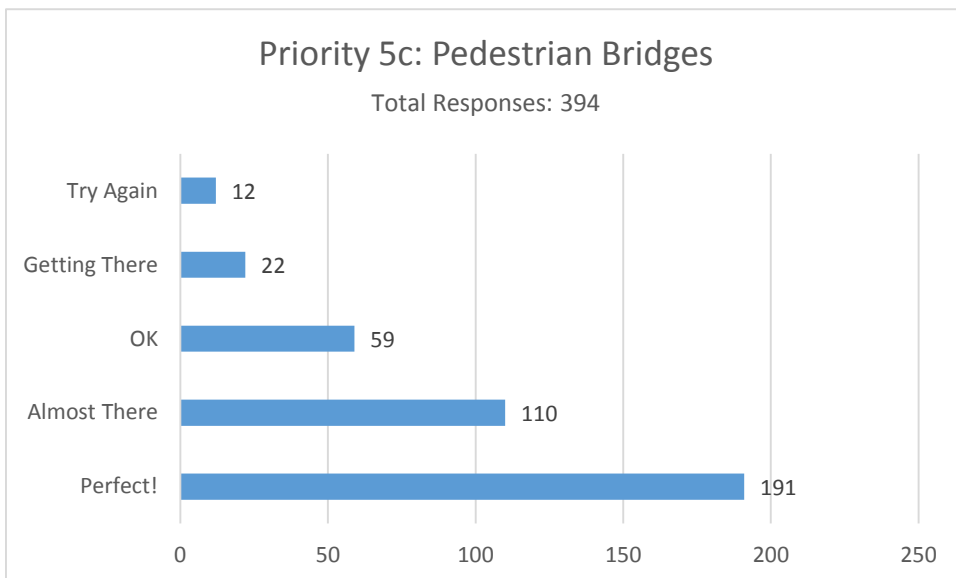
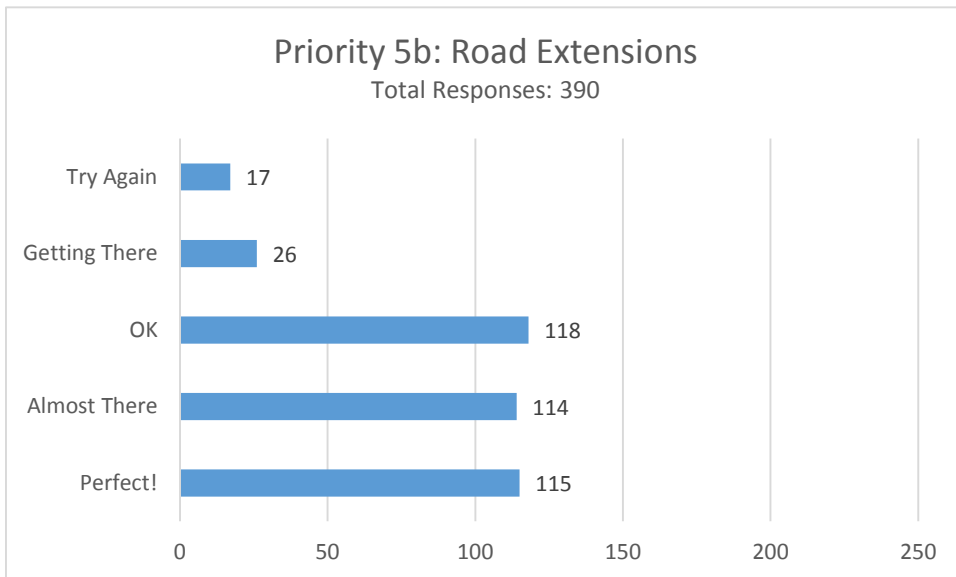
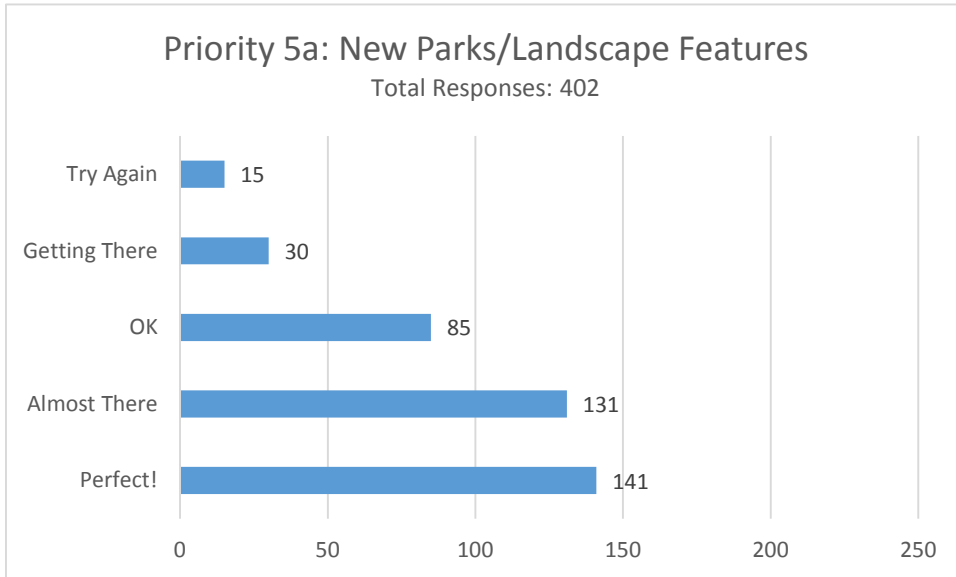
  

Try Again	Getting There	OK	Almost There	Perfect

Try Again	Getting There	OK	Almost There	Perfect





ID #	Priority 1 Rating	Priority 1: Optional Comment
6	Getting There	Why not re-open the existing connection?!!
23	Getting There	Going up and down isn't ideal.
24	Almost There	Definitely needed!
25	OK	New retail downstairs isn't helpful.
33	Perfect!	Yes, no more need to cross traffic at grade
39	Perfect!	Love the natural sunlight concept. I think this idea is critical to keep access fresh and safe and not a dingy highway for nerdownells
40	Perfect!	As long as it is well lit!
41	Getting There	They won't use what's existing - what's the point here?
42	Perfect!	The potential for a creative solution to the direct SEPTA connection is a real credit to the project team. Thank you!!
43	Almost There	Difficult to comment on - not sure of the current lower level where rail component would be
44	Almost There	The retail experience will really depend on how well lit, clean and nice the concourse is - if it is a typical SEPTA concourse don't bother putting retail down there!
45	Almost There	I like the retail component made the skylight concept
46	Perfect!	I have always wondered why I have to go outside to access 30th Street Station from SEPTA - highly desirable!!!!
47	Try Again	This includes above ground sidewalk over 29th Street Station (like the Cira Centre Sidewalk) to connect to 30th Street Station/Market & Frankford Line.
48	Almost There	Is there really no way to maintain mezzanine levels?
49	OK	Could the subway station move east so that each train platform could have a stair direct to the subway platform?
50	Almost There	This is very important to me!
51	Perfect!	Wonderful to have a cover separate grade connection to subway! YES!!
52	Perfect!	Very important to restore this connection - I remember using it all the time in the 1970's when U had just came to Philly as a university student and always thought it was a short sighted stupid idea to close it off for "safety reasons" rather than opening lighting and safety personnel in the connector space.
53	Perfect!	Love the idea of retail - day light with a skylight - I would have just been happy with a connection but this is great!
54	Perfect!	Love the use of natural sunlight
56	Getting There	I like what I see
59	Perfect!	This is a project that needed to be a priority!!!
61	Almost There	Tunnel yes!!!!!!!
62	Almost There	Be sure way finding is tied to both SEPTA and Amtrak retail.
64	Almost There	Need provisions for in person security
68	Almost There	This is awesome but more retail would be better - anything would be better than what exists!
70	Almost There	People movers? it is far with kids and shopping bags, etc.
72	Perfect!	I think the skylight area is a similar view to the one at Dilworth Park - is a good way to connect the stations.
73	Almost There	A must to connect subway with 30t Street below ground - make sure way finding is adequately addressed! Lots of visitors
76	Almost There	Concept is good- where are details?
78	Perfect!	Good!!!!!!
79	Perfect!	Thank you for giving this another look and I love the connection to the main mall and the skylight
80	OK	Think retail is essential so it doesn't feel empty like some of the tunnels.
84	Perfect!	About time!!! Yes - go for it!
86	Almost There	Inside connections without rain & snow - elevators for handicap and baggage
87	Almost There	It's an odd situation either way - I cannot think of anything better
88	Perfect!	Great!
89	Almost There	Maintenance of space is key - would connection be ADA accessible?
90	Getting There	Strange passenger experience - ramps/stairs/elevators need to be simplified - why not make it look like a great space?
91	Almost There	I set a high priority on the connection being clear with no blind corners - good slopeage - disability access looks good all away around
92	Getting There	SEPTA has said no the existing tunnel - its just not a good tunnel
93	Getting There	More openings to the sky
95	Perfect!	Much needed!!!
99	Perfect!	Amtrak high speed network is a possible factor to consider in office zoning and congestion ideas if they use the station
100	Getting There	Would like to see less underground more - example *****
107	Almost There	Important to ensure consistent branding/improve aesthetic quality of septa MFL station. The main goal here should be increasing mode-to-mode transfers and steering people away from taxis to get to center city after leaving Amtrak/Regional Rail.
108	Perfect!	Or reopen old passageway between MFL and 30th--what is QUICKER
109	Try Again	Connection needs to be animated rather than jus ta tunnel.
110	Almost There	can this retail oculus be further connected to 3001?
114	Perfect!	Police surveillance should be a must. No reason whatsoever for anyone to be afraid to use a concourse.
116	Almost There	upgrading subway area, dont use regional rail or amtrak often

ID #	Priority 1 Rating	Priority 1: Optional Comment
121	Perfect!	A seamless connection between 30th Street Station and the Market-Frankford Line seems like a no-brainer. It would greatly improve the experience of switching between modes.
122	Almost There	Proper execution of the skylight will be essential to preserve the consistency of the exterior of the historic 30th Street building. I would hate for it to look like a spaceship landed outside the station.
123	Getting There	What is the point when no use is made of the current connector?
131	Almost There	The connectivity is good; would like to be mindful of the lower 30th or 31st street section as this has the ability to be leveraged as a new HR line and key transit nexus with subway-surface and MFL lines. FWIW I have developed a wish list map for a new HR line leveraging mostly existing ROW. See link <a href="https://www.google.com/maps/d/edit?mid=zNG4WyRIq_Oo.k1JXjX9gyltI&amp;usp=sharing">https://www.google.com/maps/d/edit?mid=zNG4WyRIq_Oo.k1JXjX9gyltI&amp;usp=sharing</a>
132	Almost There	I dislike the idea of below-ground retail in the concourse. Instead, dense ground-level retail should be encouraged for all developments around the station to create the street activity needed to make the proposed public spaces vibrant and safe.
136	OK	The first question was not answerable. The pdf is password-protected and will not open. This survey is non-functional.
145	Perfect!	Retail underground can be very difficult to maintain. Most of the retail in the concourse around suburban station towards city hall is trashy and changes quite frequently. I love the addition of natural light and hopefully this can bring a tenant that will want to stay!
146	OK	It would be nice, but not at the expense of other improvements
151	Almost There	Huge improvement here - activating the existing pedestrian connection with retain uses is a great strategy, and meets multiple objectives at once.
157	Almost There, Perfect!	please make sure that there is escalators and moving walkways increase travel
160	Perfect!	solution does exactly what the priority asks for - an improved connection
169	Perfect!	Good idea to use the missing gate in the main hall as the new portal, as well as the circular skylight headhouse. Possibly use the retail corridor to extend to the IRS building.
174	Almost There	retail optional. i just want a tunnel.
183	Getting There	Great idea, but the inclusion of retail is a TERRIBLE idea- will be perpetually low-rent or vacant due to low visibility and will draw customers away from the station, which itself needs retail upgrades.
186	Almost There	The leader line to the skylight shown on the plan is not correct, but great to see that a skylight is provided for the underground space. Something to consider is how will that skylight be treated at grade? Does it add to the re-energizing of the plaza or become dead space?
188	Almost There	Safety concerns with underground @ night.
190	OK	The connectivity between various modes of transportation should be first and foremost.
191	Getting There	Safe, secure access should be priority over aesthetic value
194	Almost There	Please keep in mind maintaining this area and keeping it clean.
195	Getting There	Who keeps it safe, clean and smelling good? Wont all the panhandlers upstairs now work here instead?
196	OK	30th street north of market is a big wonky and during the renovation should be reconfigured to align properly with the rest of 30th street seen south of market.
204	Perfect!	Retail is vital. No dead corridors!!
224	Perfect!	This is a much needed improvement. Love the skylight idea!
247	Perfect!	This is a necessary fix for the shortsighted closure of the original connection.
263	Perfect!	yes! I like the use of natural light.
276	Almost There	Incorporate security
280	Almost There	Ensure that entrance from station is simple to access, visible, and inviting to encourage use - not continuing to use surface crossing. If large and visible then it deserves perfect rating
293		
300	Almost There	Great, as long as this is open during all operating hours of the lines.
302	OK	Although this is a nice change I don't think it is critical to greater flow of the area.
307	Perfect!	This is excellent. Please pursue this.
311	Perfect!	Yes, connectivity is king! This should be implemented ASAP!
329	Almost There	underground retail between MFL and 30th unnecessary. underground connection with natural light is more than enough
330	Almost There	Very good. Nothing is perfect.
344	Almost There	It seems the most cost affect goal considering the tunnel is already existing.
348	OK	I don't know
357	Getting There	Safety underground and near river must be a #1 concern. We can't just bring the deserted area around the existing bus station downtown up to W. Philly. Lighting, cameras, and much security presence will be needed. Right now, Schykill Trail isn't even safe for women at dusk or later.
364	Almost There	I quite like the idea of retail, but please let it be something better than a dollar store or beauty supplle store or some of the other stores you see connecting 15th street and suburban station
369	Almost There	Seems far
371	Perfect!	The connection to the Septa trolley & El is the #1 priority, in my opinion. Integrating this circulation on the same side of the street as the station and having natural light via skylights would be a huge transformation. Ultimately, it would be great to carry this renovation all the way through to the tile finishes on the platforms of the existing Septa stations.
372	Perfect!	Long overdue!
377	Perfect!	This would be SO nice! Just having an all-underground passage between regional rail and subway/trolley would be a huge improvement.

3

<b>ID #</b>	<b>Priority 1 Rating</b>	<b>Priority 1: Optional Comment</b>
386	Almost There	The designs look great. For this to succeed, it needs built-in security measures for people commuting underground, especially at night.
387	Perfect!	I think this is an important necessary step to improvements in Public Transportation in and around 30th Street Station.
390	Perfect!	I like the idea that it's not just a tunnel to the MFL. The skylight is great. I would hope there could be greenery and artwork down there. The brighter and more attractive, the better. Very important for the part that IS a tunnel.
394	Almost There	I have legitimate concerns about the viability of underground retail. My experience with underground retail is that it tend to be the bottom of the barrel (Dollar Stores and Fried Chicken). I'd be happy to be proven wrong, however. I love the idea of reconnecting the stations underground, though.
399	Almost There	I can't tell whether the tunnel connects with south side of Market. A SS connection would be VERY helpful for people getting off an east-bound bus or trolley and wanting to go to train station.
410	Perfect!	The proposed connection between subway and station is such an obvious missing link. The street level passage is unpleasant in bad weather or heavy traffic, and confusing to visitors. It will get heavy pedestrian use so should work well for retail. Ed Bacon would approve.
415	Try Again	not critical

ID #	Priority 2 Rating	Priority 2: Optional Comment
4	OK	No reference to wind or solar for energy self-reliant buildings. Every roof must generate electricity or be a green roof.
23	OK	Still too roadway oriented.
28	OK	Overkill. What has been good to this point sufficient.
39	Perfect!	Rivers should be a focus for parks throughout the city. Design should be comprehensive. Porch and market bridge recent improvement look more hodge podge than thought out.
40	Perfect!	Movement of traffic at better pedestrian facilities
41	Try Again	This is nuts! The cars need space.
43	OK	The Waterfront Promenade is unnecessary - park space at **** level is better
44	Perfect!	Food/food trucks outside? Also please preserve the Philly frp, getting the space and make them be aware of the physical station a focal point
45	Almost There	Riverfront Park looks great! Park north of JFK between high line and 32nd Street may prove to be a barrier and close off the new neighborhood.
46	Almost There	"Bicycle pavilions" will it be secure bike storage for when I take a weekend trip away? We desperately need cameras - surveillance and lots of bike parking!
50	Almost There	Looks good - very important
51	OK	Good ideas but need more explanation - what are these bicycle pavilions?
52	Almost There	Good pedestrian emphases all around station - but need to improve drop off access for drivers brining passengers or picking up - also Riverfront park, bike trail needs to be connect to trails to south - not just be in dead ends
53	Perfect!	I love the porch along Market but having over more places to hang out around the station would make it really feel like a destination - love it!
54	Perfect!	Looks great!!
55	Almost There	Looks great! Difficult to visualize,
56	Almost There	Open space to a **** element in trying to make the area more interesting and attractive to visitors.
57	Perfect!	Great!!!
61	Getting There	Need to accommodate bikes on the inner roadway -do not sacrifice bike facilities for pedestrian space :)
67	Almost There	Need better bike routes around facility
68	Perfect!	Terrific!!
70	Almost There	Pubic space may not be necessary on all four (4) sides - ensure bicycle parking is not too distant from flow of road access to station - is vehicle traffic properly addressed? todays car volume barely works for pick up and drop off
72	OK	Would like to see more park like space
73	Almost There	What are you doing for public bathrooms?
76	Almost There	Any additional public space and river connections are good - how will expressway allow access?
79	OK	I question the priority of making a west side river level trail - seem like a lot of engineering and cost for what may be a strange question (next to a walled up highway)?
85	Perfect!	Put evergreen for screening for multi-level river park
86	Almost There	Plants have been a big improvement!
88		Needs ***** mixed use - not a pop up events
89	Almost There	Is Riverfront Park localized or linear along Riverfront? Localized will get lots of use
90	Almost There	Needs more dimensions - hills - terrain, terraces, etc.
91	Perfect!	I love the porch and the swings! Thanks for thinking about reducing visibility of cars
93	Almost There	Pedestrian & bike access are priorities!
95	Perfect!	Builds on the success of the porch
98	Almost There	Additional staircase from Riverfront Park to JFK
104	Try Again	This is a primarily a transportation facility. It needs to offer easy access to travelers whether they are driving, walking, taking a taxicab, bus, or subway ride. The amenities are nice but in some ways they detract from the primary mission of the station.
108	OK	Nice, but not essential.
109	OK	Perhaps all four sides don't need it, but river access is fantastic
116	Perfect!	space that could potentially be used for concerts along the river, or a bar
119	Almost There	Really like the riverfront park!
121	Almost There	While improved connections to the river are great, improvements to and expansion of public areas around the station at street level strike me as more important.
122	OK	A little concerned that the lack of programmed space - combined with the fact that the "multilevel riverside park" is really only a long, narrow strip - raises the possibility that this space becomes a vacuum is filled with less than ideal activities.
123	Try Again	This is nuts. Where are the cars supposed to go?
129	OK	Crossing Schyukill ave on Market is a nightmare for both cars and people, what are you doing at that intersection?
131	Almost There	Not sure on the costs for lower river frontage. Unless some useful use I believe this could be a not well used site as its not well connected and isolated. Additionally the 76 traffic could be a noise hinderance so to me that is the lowest priority

ID #	Priority 2 Rating	Priority 2: Optional Comment
132	Getting There	Public space & green space for the sake of it is lazy. Moreover, excessive public space is useless without sufficient density of uses to activate it. There are a lot of boundaries around the site that will discourage people from using all the space proposed (The highway/river to the east, the elevated SEPTA tracks to the north, the post office & Market street to the south). The most sensible location for a public plaza is on the west side of the station, which conveniently dovetails with the connection to the SEPTA 30th st. concourse. Rather than spreading the plaza (and resources) out on four sides, concentrate it on one side and center development opportunities there to guarantee success rather than dilute it.
136	Try Again	No way. Trees in front of the station obscure its architecture, and will create an obstacle for people with luggage, and something for muggers or terrorists to hide behind. Terrible idea. I thought it was made clear to do NOTHING to disrupt the design of the building.
140	Perfect!	I love the riverfront park
145	Perfect!	Crucial to an inviting train station and a mixed use neighborhood. This is the front door for some to our city and should reflect where Philadelphia is headed. Pedestrian access is key to a city and for too long it has been cars. This must change!
146	Perfect!	I really like the Porch so far!
151	OK	Multilevel riverfront park a great way to connect over the expressway and down to the river, but station plaza areas need more development, clarification with relation to vehicle circulation and station access.
159	OK	need to fix the drainage along Market Street and at the 30 & Market intersection so people can walk across the intersection without a big lake and so people do not get splashed by passing cars on Market Street during rain
160	Perfect!	renderings show a much softer approach to the station all around, a nice touch
168	OK	I think the riverfront park is a great idea, but traffic noise from nearby I-76 may be a huge drawback
169	Almost There	The segment of 30th St abutting the station should be shifted west to align with south of Market and the northern extension and create more space. Also should be narrowed to two lanes + loading spaces. Consider a monumental fountain element in front of the west colonnade. Reduce the number of trees on the east side. Eliminate curbs and height elevations wherever possible.
173	Almost There	This is an excellent development. It has opportunities also for seasonal events, farmers market stalls, and high pedestrian use. Greening, pedestrian safety and interesting spaces for children to play will a great benefit - which was so well accomplished in projects like Race Street Pier and Sister Cities Park.
179	Try Again	It is not clear to me what this will look like and how it will look different. It looks like there is a large platform over the river. What is the purpose of that? Not clear to me.
184	Almost There	Need to expand usefulness and ease, and have outdoor spaces compliment indoor spaces in terms of use - make outdoor area more approachable by foot and make streets easier to cross in area.
186	Getting There	The drawings did not seem to show the existing "Front Porch" that is currently on Market Street, which seems to be working.
188	Getting There	Philly's future needs to address 21st century thinking. Cars should in no way continue to be a priority! The graphic isn't making that clear to me.
190	Try Again	I think that you forget that this is transportation facility. What is needed is to make it easy for people to access and use it. While it may be nice to create open public facilities, it is not as important as making it easy for people to use the transportation facilities.
191	Getting There	MUST traffic calm and make more secure for pedestrian and bicycle traffic
193	Almost There	Can't tell from the rendering, but does it nix the surface parking area between the Station and The Porch? If so, it's Perfect. If not, I'll give it an Almost There. It'd be a shame to invest so much in this area without fixing that small but important blighting element.
194	Almost There	Don't block the architecture of the building with too much greener
204	Almost There	Waterfront park is only useful if it connects, in a real way, to either SRT across the river, or Fairmount Park West to the north; OR is designed as a destination in itself with its own attractiveness (think small-scale Spruce Street Waterfront pop-up park), rather than a portion of a linear park/trail.
224	Almost There	This is greatly needed. More greening. What can be done about that big parking lot to the west of the station? Also, any plans for the sidewalk area where megabus leaves from? Megabus needs to sponsor trash cans, coverings and other amenities.
235	Perfect!	Multi-level river front park is awesome!
247	Almost There	Much is needed to curb the negative effect the on/off ramps for highway below has on this area. A park setting is wonderful but most importantly is not getting hit by a car!
267	Almost There	The space utilizing waterfront should be of utmost priority. The mock-up shows what appears to be the absence of I-76. If that is possible that would be amazing.
274	Almost There	Needs to expand pedestrian access to the river; larger/more pedestrian crossings needed.
280	Almost There	Can't tell from the images if green storm water infiltration is integrated into design. For instance, tree trenches vegetated islands provide an opportunity for some infiltration, even if a relatively flat site. Curb inlets along west and north side would direct water to trenches. The recent Dilworth design could have implemented much more GSI than it did. This plan has similar aspects and they should be taken advantage of.  Consider vegetated barriers to prevent pedestrian crossing at uncontrolled locations between Market and JFK.
294	Getting There	That picture needs to show 500 times more cars. There needs to be better separation between pedestrian areas and the car traffic.

ID #	Priority 2 Rating	Priority 2: Optional Comment
302	Almost There	As UC grows into its own "Second City" improved public spaces and beautification is a welcomed change to our current concrete slab. Again this feels secondary to the greater issues of traffic flow that still plague the 30th Street area.
307	Perfect!	This is excellent. Please pursue this.
308	Perfect!	I like that the west side of the river will allow for walkways and parks. The sealing off of the schyulkill expressway has been long overdue as the noise level impacts those walking on the current east side park.
311	Almost There	Yes, we need to integrate the station into the fabric of the neighborhood. There's way too much speeding traffic to make the station a destination for pedestrians. Look at Union Station in DC! Much better.
330	Almost There	See previous comment. And anything would be better than what is there now. The idea of civic space on all four sides is wonderful.
333	OK	The civic space is looks nice and is an improvement on what currently exists, but there needs to be supporting business or activities to entice people there. No one is going to come to the station just to hang out around imposing office buildings if there aren't improved food options or some sort of activity, like a small playground, dog run, or game.
336	OK	Green space is good, don't overcrowd it with expensive cafes and restaurants.
353	Almost There	reroute the 76 and 676 ramp behind the building to make better connectivity to the water
357	Getting There	Need not just trees, but public usable space, like the porch, but with more real green. Trees dotted along are not enough: Actual green leisure areas with something to do is essential. Otherwise, this turns into the walk across the JFK bridge, with homeless sleeping and no one else around as early as 7pm. I see lots of trees and concrete in the pictures, but not much showing actual relaxing or activity space. Should be welcoming for small outdoor concerts, events, etc.
361	OK	There's certainly an increase in open space but scale, ratio to adjacent building height, materials, and programming need to be explored. Access and visibility to riverfront park should be intuitive.
369	Perfect!	Outstanding
371	Perfect!	The key improvement here is to limit the taxi and vehicular access to the east and north sides of the station as you've done. The access road that currently circles around the south side of the building is an odd remnant now that the Porch is in place. How great would it be to have the portico on the west side of the station limited to pedestrian use and landscaping as you've shown?
372	Getting There	Doing a nice job at 30th Street Station, but the IRS/old post office area still needs the same kind of attention, the lovely landscaping on the east side notwithstanding (it seems to be more of a smoking ghetto than anything else, unfortunately).
387	Perfect!	Again I think all of these ideas will make the station and the area around it a much more attractive public space. The renderings show significant tree canopy and I finding ways of getting significant tree cover into the space I would be a difficult, possibly expensive, but worthwhile component to the plan.
390	Perfect!	Yes - to all the human space and connections instead of it feeling like a traffic circle for motor vehicles.
394	OK	Two thoughts: I love the idea of making the north side of the station more appealing, but only if the traffic situation is greatly improved. Right now it feels like the exit to the expressway (because it is). Also, the riverfront park idea is appealing, but only if it makes a logical connection to other aspects of the design and is screened physically and acoustically from the expressway.
396	Perfect!	The multilevel waterfront is a great access to the river. How will civic space on the north side work? It is cut off from most pedestrian activity. It is only used by taxis.
406	Try Again	Please please please bring back the food truck service to the pavilion outside 30th street station!!!! Not the single food truck that paid money to be there and was not very good. My co workers and I loved trying all the different trucks month after month. the food selection in 30th street is sub par. There isn't even a real pizza place. The people who work in center city have such wide variety of options which we do not. The food trucks gave us reason to stick around this part of the city for the lunch. The new food truck is not good and seems to have failed. Please bring the trucks back! that's of they will come back since they were scheduled through the end of 2016 but were told not to come back in June. Poor decision!
410	OK	I'm all for creating lively, improved urban space around 30th St station, but don't think that the green park-like setting on all sides as shown is the right approach. Treatment of landscape along Market should respond to the context of the street. An allee of trees lining Market makes more sense to me than repeating the irregular grove, which works better on the east and west sides.
417	Almost There	put a green roof on the station with restaurants and cafes and open seating with river views

ID #	Priority 3 Rating	Priority 3: Optional Comment
1	Almost There	Certainly big improvement over current!
8	OK	Connection between bus and subway is weak.
12	OK	This is a great idea.
20	OK	There is no easy bus service from the Art Museum area to 30th Street Station. It is a hardship.
33	Almost There	Looks good lowest priority for me
37	Almost There	Connection to sub/RR/Amtrak?
38	Getting There	Nothing was addressed for I-76. This idea will be difficult without addressing I-76
39	Perfect!	Get them out of JFK
41	Try Again	This is also nuts! The location is poor and a long walk from MFSE
42	Getting There	I am greatly in favor of area bus terminal! But it should include sufficient capacity to include Amtrak Terminal - may also consolidate with current service at the 10th Filbert Terminal.
45	Almost There	This is needed. It is important to do - traffic studies ****as this area gets backed up
46	Perfect!	Yes - for Megabus etc.? this would definitely improve the experience and help intergrade modes.
47	Almost There	The factory needs to **** or at least 3 sides to protect against that adjust to sunlight to provide daytime sunscreen.
48	OK	Does the job design dictate how well station fits into streetscape? Relocate Greyhound service.
49	OK	Why not replace the existing lot across the street with a bus facility accessible from all tracks?
50	OK	Get these freeloader companies off our streets. The current situation is obnoxious!!!
51	Almost There	Roof for Megabus! YES! but add indoor waiting area
52	Almost There	Good idea to create a better designed facility for inner city buses - because current use along JFK Blvd really is inadequate!
53	Perfect!	This is so important!! The current bus area is very frustrating and stressful.
54	Perfect!	Very much needed - the current bus pick up is inadequate!
55	OK	What will be the impact on traffic?
56	Almost There	Very much needed!!!
57	Perfect!	Great idea!!!
59	Perfect!	This project is a great idea to eliminate ***laying over Arch street and JFK Blvd.
64	Almost There	Move Filbert Street bus station there
66	OK	What is the issue with current situations? is this a serious need?
67	Almost There	What about cars dropping off & picking up passengers?
68	Almost There	Like the looks of this but more retail would be great!
70	Almost There	we get snow and ice - need better protection for passengers with baggage
73	Almost There	Worried about fumes and noise - busses are nasty! What's adjacent?
76	Almost There	Much needed to accommodate large volume of buses - is access to I-76 really feasible?
77	Try Again	Buses will deter pedestrians from using Arch Street
79	Perfect!	yes
84	Perfect!	Great!!!
85	Almost There	Should include all SEPTA/Mega Bus/China Bus/Bolt Bus and Grey Hound buses.
86	Almost There	Benches for long wait
87	Getting There	Worried **** too for removed - put public on the *** for the CHOP bus
88		Absolutely! Bolt & Mega Bus situation not healthy as is
89	OK	Traffic impacts/implications - can more direct access be provided to I-76 WB on -ramp and EB off-ramp?
90	OK	Good idea but how will traffic be migrated into this odd area?
91	OK	Lots of questions - intermodal connection ease - protection from the weather - seating and tickets - do not want to cross traffic street left between 30th Street and bus terminal
93	OK	More passenger seating
95	Almost There	Also needs to incorporate Greyhound at 10th & Filbert
99	Almost There	The location is near the I-76 on ramp increasing congestion - also is this bus facility coordinated with the Market East Plan?
100	Try Again	Should be fully interacted and accessed to crossing the street bridge
104	Getting There	The question needs to be asked where do intercity bus riders want to go after they leave the bus. This location is far from the subway station and does it offer easy access to other SEPTA services. How is parking? How will people drop off and pick up passengers? There are a lot of questions that need to be answered.
107	Getting There	It looks like this purpose needs more space. Buses need adequate holding areas between trips, and preferably feeder streets for them should not be able to impact traffic flow for passenger loading at amtrak/septa. Here it looks like that could be a big problem.
108	OK	Concentrate on rail, please.
109	Getting There	Seems like bus facility takes up prime waterside property
114	Perfect!	a long time coming!



ID #	Priority 3 Rating	Priority 3: Optional Comment
121	Almost There	I really like the idea of a new intercity bus facility, and I think that the immediate vicinity of 30th Street is great location for it due to highway access (getting buses out of Center City/University City streets), and great in the interest of facilitating mode changes and movement throughout the region and beyond. I just have more questions about the facility: would it replace Greyhound (10th and Filbert)? (if yes, great). If operators beyond those of the curbside variety will be using the station, it seems the facility should be entirely shielded from the elements, like a Port Authority (NYC) kind of situation. The design above looks a bit like a gas station. The architecture of this bus facility should be beautiful, and deferential and respectful 30th Street Station.
122	Try Again	Looks like there is no room for growth, with lots of choke-points in the vehicular traffic flow. Also very concerned about the character of the building juxtaposed with 30th Street. Nevertheless, the Cira Center is there...
123	Try Again	This is idiotic. The current Center City location works well. This one would be harder to access by public transit (twice the walk), no closer to a train station, and would be impossible trafficwise because of the extreme congestion there. It also is much farther from I-95 which most of the buses use.
126	Perfect!	Great idea!
131	OK	To me this is great if funding is there and is a good option. Would this integrate the current bus terminal as well from Chinatown? That to me would make far more sense to make this feasible. Other options would be multi-use of the new Northern Septa/Amtrak concourse for services leveraging the current pedestrian brodge to Cira as a walkway to some scaled down bus shed opening up larger development potentials for this space in the current plan. Another potential alternative would be somehow taking buses below the main station and repurposing one or two track sets for bus loading zones containing all within one facility. 31st street below gradecould be an option for this though to me is better tasked as HR ROW for future HR expansion.
132	OK	I like the idea of a covered waiting area for buses, but too much space is wasted with this idea. The Greyhound terminal downtown is the same idea as this, and the area around there is dead/seedy. A covered terminal should be integrated with development, not set apart on it's own parcel. Could it be moved under the existing elevated tracks? Can a building be built over it? Can Arch St be bus only and the shelters built parallel to the road to allow the parcel to still be developed? The number of developable parcels should be increased, not limited, and this means more creative thinking on how to combine goals.
140	Almost There	I like the covering, but I'd love to see some trees or other greenery.
142	Almost There	There should be a climate controlled indoor area with comfortable seating and retail options, similar to 30th Street Station itself.
145	Perfect!	Although I am not against the current Megabus, Bolt bus stop now if it were built up with covers for waiting passengers. However, this plan and location would be wonderful for bus access connected to the subway, to the regional rail and airport via train! Awesome spot.
146	Perfect!	This will make bus travel more obvious and encourage ridership
151	OK	Location, access, and connection to main station all look about right, but will need further development.
153	OK	Seating would be nice. Bus passengers often wait extended periods of time.
155	Almost There	Seating in the covered waiting area.
157	Almost There	As long as passengers can wait inside the reopened 30th street hall I like it.
159	Almost There	Need seats for while waiting, restrooms
160	Perfect!	definitely improves on the situation now which is people standing outside next to a parking lot on JFK between Schuylkill Ave and 31st street
162	Getting There	Not clear how to get to and from there on foot and if large enough for amount of busses local and regional
165	Perfect!	this is perfect and very needed
168	Perfect!	The intercity bus facility is much needed for Megabus and other bus services. It's not clear what kind of pedestrian access via Arch Street will look like. If possible, it should be a very direct route with clearly labeled signs to Amtrak, Septa Regional Rail, and the El/trolley. There are many people who catch the megabus via public transit and the pedestrian pathway to the bus facility should be given much planning detail to make it easy to navigate
169	OK	Consider using the new Arch St bridge for coach buses to improve JFK and Schuylkill Ave circulation. Number of bus spaces should be expanded to relieve the Chinatown facility, ideally expanded to the scope of Boston's South Station. Consider a dedicated entrance ramp from I-76N and utilization of lower 30th St for access from south.
174	Perfect!	good idea.
179	Getting There	Needed
184	Perfect!	Sorely needed. Ideally would include Greyhound and other bus operators that currently use Center City and other locations. Make 30th the hub for all intercity buses.
186	Almost There	Glad to see this addressed and that the covering is "architectural" in character. Could the shade structure consist of solar films/fabric to help power the street lights at night further enhancing the green energy goals for the project?
188	Perfect!	ANYTHING that improves public transit is a +++
190	Try Again	The buses are still a distance from the train station which makes intermodal connections difficult. It would make more sense to have an bus station be part of the existing train station. How can this be incorporated? This would preclude the need to construct a new facility.
191	Getting There	Define "Access to 30th Street Station via Arch Street"
194	Getting There	Great idea, Need to design the canopy better.
195	Getting There	Will this be used for Philly resident for Septa for their King of Prussia and Roxborough services; or do these folks still wait at the curb?

ID #	Priority 3 Rating	Priority 3: Optional Comment
196	OK	Ok, but buses in general are not ideal and efforts should be placed on more attractive modes of public transportation such as additional trolley lines.
201	Almost There	Proximity to MFL/TRL connections should be improved
204	Almost There	Looks nice. Good modern design. Ongoing maintenance/upkeep is extremely important. Will this be big enough for Philly's buses? The station in Boston is much larger, in a smaller city...
209	Try Again	Needs to be closer to 30th St. Station with covered walkways to/from station.
217	Try Again	Indoor bus space with enclosed connection to all other modes is preferable, similar to the Port Authority Bus Terminal in NYC
224	Perfect!	Scratch my last comment!!! You got it, a real station for the megabus, great job. Now, will there be adequate ped connectivity between that and the subway or will passengers have to roll their luggage through pot holes and puddles between the station and the subway? Also, wayfinding signage will be absolutely necessary for that site
229	Almost There	Would be perfect if this could be located closer to the Market-Frankford Line.
247	Almost There, Perfect!	As I stood in the pouring rain waiting for the Megabus I wondered why it was that in Philadelphia we either waiting literally on the side of the road or in the case of Greyhound we are still using a station that has no business being in Center City.
250	Perfect!	This would be GREAT. It's such a disservice to our great city that people traveling on popular bus lines like Bolt have to stand by a cyclone fenced parking lot for Drexel.
254	Almost There	I am concerned about seating and comfortable spaces to wait and then once that is solved how to maintain a safe and comfortable space for passengers versus folk seeking shelter
261	Try Again	The bus facility should be more advanced than a shelter. It should be a building with hvac, restrooms, waiting areas, and food.
263	Almost There	location seems a little strange. Maybe just hard for me to imagine.
270	Getting There	Need to improve traffic flow from the expressway and around the station before adding addition bus traffic to the area
274	Try Again	Station appears to be very far away from the Amtrak or regional rail entrances, should be directly accessible from the building, such as the Union Station intermodal hub. Consider placement closer to 30th street MFL/Trolley station for transit connections.
280	Perfect!	Great idea. Be sure of safe pedestrian access
294	Getting There	How does one get to that area? Definitely a needed feature though.
302	Perfect!	As a resident of UC/WP this to me is a no brainer and feel it should be priority 1. The existing drop-off and loading for Mega and Bolt are unsafe and completely irrational. The high traffic from vehicles and pedestrians alike along JFK is totally out of control. This plan solves that problem and drastically improves the look of the property West of 30th St.
305	Almost There	Heaters for cold winters or shield from the wind.
307	Getting There	I think the placement is fine, but I would much rather see the intercity-bus passengers have a true indoor station. If the intercity-bus passengers in this model can use 30th St Station to wait for their buses and they can have a designated waiting area, then I am generally okay with this. The placement of this bus-loading/-unloading zone so close to I-76 is perfect.
308	Almost There	About time to have a permanent facility for the various buses . I location placing it just off the expressway makes a lot of sense.
311	Perfect!	This is an affordable way to make bus transit more appealing! We need more nodes in the transportation network because trains are at capacity for the next 25 years (thank you Gov Christie for killing the ARC!)
325	Almost There	I like the protection from rain in the example but traffic on 76 can cause buses to be extremely late. Benches or an enclosed space that has heat and a/c would help make the bus system feel more equal to the trains and trolleys.
330	Almost There	Wow. very cool. Hard to tell how easy the access to Arch will be, but I'll trust you on that.
332	Getting There	Will need significant pedestrian access planning. That location is currently very pedestrian unfriendly.
344	Almost There	I have two concerns; first the planned expansion of the Bus Terminal on Market East and second is traffic congestion in the area to accommodate bus traffic at the proposed location. The second concern is the greatest because of the tight turning space for vehicles coming off of 29th Street and onto to Arch; as well as the entrance ramp onto the Westbound Schuylkill Expressway and Vine Street Expressways. Is there a place for an entrance that is less likely to cause congestion. Sincerely John L Hemphill III
348	Almost There	I don't know
353	Getting There	improving on highway connectivity in a way that solves the traffic problem would have to come first. Wouldn't this bring more buses to the area. I'm not sure I like that.
357	Getting There	Very concerned about safety around bus terminal. Bus terminals in NY, Boston, Baltimore, D.C., and Philly thus far, are all very unsafe - lots of people waiting around, and most not heading on a bus. Unsafe to walk at night, and because there is shelter (cover from rain), this becomes an ideal area for loitering and things more serious than loitering. The waiting areas must be integrated into 30th St. Station enough that security will not simply protect the station and forget about the bus area. Bright lighting and restaurants and amenities should be around the bus area, not just 30th St. (Rail) Station.
358	Getting There	Like the open space/cover for weather. Must be maintained as secure and safe, well lit, and with nearby retail and amenities, so folks aren't just waiting; have something to do.
364	Getting There	Renderings of what will be at 30th street would be nice.
369	Getting There	The train bridge seems to separate the bus station from 30th street pedestrian traffic. The street separating the two by the north exit is always busy with large blindspots. could be an issue

ID #	Priority 3 Rating	Priority 3: Optional Comment
371	OK	I think this is probably the most logical location given the access from 76/676. Will sure beat the current situation with idling buses west of the station and treacherous situations for pedestrians! My only criticism is that it took me a few times searching back through the presentation to even realize this was included in the design. Needs more prominence and probably a little more design development.
372	Perfect!	Much needed!
377	Try Again	Not a convenient location
387	Almost There	there isn't enough detail here to necessarily call this perfect, but I think there needs to be a plan for intercity buses which at this point have just taken over sidewalks and streets in a haphazard fashion. Will laws compel these companies to use the facility? Is there enough access to the site to allow for significant pickup/drop off traffic?
390	Perfect!	Yes, this really helps it be a multi-modal facility. We do need SEPTA buses to stop at the station too. Covered waiting areas are so needed.
394	Almost There	Are Mega Bus and Bolt Bus a fad or a longterm transportation trend? A question worth pondering. Anything that provides a safer and more attractive area for them is good in my book though.
399	Getting There	It's an excellent idea. How will the structure be maintained? Won't the top surface accumulate a LOT of dirt and debris? It could quickly become very ugly and depressing.
407	Getting There, OK	Isn't there a concern regarding increased traffic in an area that is already congested??
410	OK	An improvement over the scrum for Bolt Busses on JFK.

ID #	Priority 4 Rating	Priority 4: Optional Comment
2	OK	Makes sense just to have the one south of Spring garden.
5	Almost There	Have on existing bridges.
6	Perfect!	Build these first!!
9	Perfect!	Really love to see this happen one day.
15	Almost There	There is no need for an Arch Street bridge since JFK is near by.
24	Perfect!	Each bridge should have access to Riverwalk on west bank.
28	OK	Need more vehicular access.
34	Perfect!	if accessible for bikes
37	Almost There	Bikes lanes?
39	Perfect!	Pearl crossing should be top priority as an anchor for whole district.
40	Perfect!	As a runner this is fantastic!!!!
41	Getting There	Bridges to where?
42	Perfect!	A many connections as filling the **** and fit - written the budget please!
44	Almost There	Nice! bikes and pedestrians please!
45	Almost There	Will there be dedicated bikes lanes?
46	Almost There	Love this! But please provide room for bikes if you can? Maybe too costly?
47	Almost There	I love it! Please add glass panels on the sides to prevent people from jumping or throwing debris from the bridge.
48	Perfect!	Ensure that crossings are worthy of the purpose (use highway bridges)
49	OK	Cheaper to hang these from Vine Street Bridge and railroad bridge?
51	Perfect!	Wish there could be one south of Arch Street - include bike lanes
52	Perfect!	Very important so I say - perfect even though more thought is needed here on how Pearl Street Crossing really ties into Center City/Art Museum neighborhood - the connection with Center City by Arch/Race Streets crossing is essential to success at the whole scheme to into Center City - psychologically & economically - important for both this development for Center City - I would recommend though to place the Arch Street connection on top of existing rail bridge as a large "Ponte Vecchio" type of development - with shopping mall & even residential and pedestrian ways overlooking the river on both sides.
53	Perfect!	pearl street crossing is brilliant! and absolutely spot out! the Arch Street and race Street connections seem less important but very welcomed!!
54	Perfect!	Perfect! with bike and pedestrian access.
55	OK	Maybe only 1 or 2
56	Try Again	I do not think this can get implemented - high costs and long time from completion.
57		They made no comment
59	Perfect!	Better access is needed across the river especially to the Parkway Area.
61	Getting There	The connection to Schuylkill to 11th Avenue does not seem feasible - need more detail.
66	Perfect!	Looks great!!!
67	Perfect!	Do it!
68	Perfect!	Awesome -make sure bike lanes are included - **dedicated**
72	Almost There	Bridges are good - would love to see more vertical paths - no direct pedestrian route opening
73	OK	Lighting, security, feeling safe if your the only one on the bridge
76	Almost There	Great ideas!!!
77	Almost There	Not sure both Race and Arch Street Bridges are necessary from day one
82	Almost There	Need explicit plans for bicycles - they are not pedestrians and need special consideration!!
86	Almost There	Separate rails for bicycles
87		Great!!
88	Perfect!	Great
89	OK	Nice idea - due to electrical lines will these need protective barrier when makes them less inviting?
90	Perfect!	Do it!
91	Perfect!	Yes!! Thank you!!
95	Perfect!	Would be nice to have but the above three are more important
98	Almost There	maintain air rights to build additional pedestrian bridges over railguard in long term (Hamilton)
99	Almost There	Arch street and Race Street are good but the Vine Street Bridge clearance over the expressway is not enough unless moved to Baring Street
101	Try Again	***** multimodal bridge want to make people feel like they want to walk across - create *****
104	Try Again	This is an expensive undertaking. What other options are there for pedestrians to access these facilities?
108	Perfect!	Beautiful, but connection between subway/30th street station more urgent
116	Almost There, Perfect!	add some green elements or color to bridge design
119	OK	No road crossing? Perhaps over Race street to better connect this new neighborhood with center city. Otherwise it's going to be extremely difficult to get (by car or bus) to this neighborhood from center city.
121	OK	Will the density of this area and the potential number of walkers warrant these bridges? Is it realistic that THREE of these bridges will be built with PennDOT funds? I really like the direct connection to the Art Museum, which heretofore has been somewhat difficult to access via 30th street (though I hypothesize this might be the least used of the three). Are bikes allowed? Automobiles still have overwhelmingly the dominant share of commute mode types in Philadelphia - does it make sense that all of these would be pedestrian only? Could a bridge open to vehicles (designed to allow cyclists and pedestrians ample, comfortable, and protected space) relieve traffic on bridges to the north (Spring Garden) or south (JFK, Market, etc.)?

ID #	Priority 4 Rating	Priority 4: Optional Comment
122	Getting There	Bridges - good. Example design - bad. It would be terrible to ruin the existing Schuylkill with poorly executed designs for the pedestrian bridges. Maintain consistency with the existing crossings. Don't design in isolation. Especially the Arch Street crossing.
123	Try Again	Again nuts. Bridges to from where to where? Above Vine Street there are no nearby residential neighborhoods, only park, and not much there to go to. Note that the planners did not even attempt to show destinations.
126	OK	Good idea. Should make sure to extend the grid as much as possible. Also, why are there large gaps for the rail yards?
129	Getting There	please consider Market and Schuylkill Ave intersection.
131	Almost There	I like the connections. To me this could be overzealous; potentially reducing one of the bridges would be cost saving without diminished utility. To me the Arch street connector is most redundant as the JFK crossing is close by and could be connected via a ramp on the east side with new development on the other side of the river. The Race street connection would be beneficial to also have auto access though may present a challenge on the east side with the rail and current structures. Though Race would provide easier eastern direction through traffic from the new development and also access via the 23rd street 676 exit potentially alleviating more 30th street traffic. The Paine's park connection is nice to have but not mandatory IMHO; especially if the SG connection is enhanced on the Art Museum side to better connect to the trail itself.
132	Getting There	Only the Pearl St. bridge makes sense as pedestrian only; the 45 degree angle of the approach to the Museum will be an instant hit with tourists, not to mention the backdrop of CC towers the orientation allows. This is the bridge where people will want to stop for photos and linger. Race St. and Arch St. should match Market, Chestnut, Walnut, and South as having a mix of vehicular, pedestrian, and bicycle traffic to truly integrate it with the street grid of CC. Don't be afraid of vehicular traffic, just don't let those modes dominate the bridge. All the bridges need protected bike lanes separated from auto traffic and generous sidewalks so people feel comfortable crossing.
134	Almost There	Are all three crossings needed?
136	Getting There	One at Race Street looks like unnecessary duplication, what does the one at Pearl Street connect to on the other side?
140	Perfect!	The pedestrian bridges are one of my favorite aspects of the whole project. Well done!
142	Perfect!	The bridges should be well designed, adding iconic structures to the area. Stay far away from purely utilitarian construction, such as the South St. Bridge.
145	Almost There	Not sure if arch street is needed so close to the market street bridge. Maybe use funds to improve that instead? Having a bridge on Pearl street would be the best thing! Really connecting this neighborhood with the trail would be ideal.
146	Almost There	Nice, attractive, but not at the expense of other improvements. We already have wide sidewalks on Walnut, Chestnut, etc. bridges.
151	OK	Prioritization/phasing?
159	OK	need to keep bicycles and pedestrians separated so pedestrians do not get hit by bicycles. Lane markers
160	Perfect!	nice spread of bridges to provide multiple crossings
164	OK	You say these are pedestrian bridges, do you intend to allow bicycles too, most cyclists in the area do not obey road signs to stay in bike lanes so I fully expect people to be run over by inconsiderate bikes if you build these bridges
165	Almost There	This will be cool, but this bridge should be very cool architecturally, something for philadelphia to hang their hat on
168	Perfect!	This is probably one of my favorite parts. This part of the city will be so lively with activity from the Schuylkill river trail and boardwalk. The green space from this project seems like it will attract not only the surrounding neighborhoods, but those from across the river. Kudos!
169	OK, Almost There	Consider a Powelton Ave - I676 connection.
171	Almost There	Is the arch st bridge necessary? there is sidewalk on market, so it seems superfluous.
173	Almost There	1. A clear separation of pedestrian and bike uses will relieve problems that plague other such bridges (such as the Williamsburg bridge in NYC). This can be achieved with brightly colored paint or by creating a clear physical divide. 2. Crowds like to congregate at the middle of bridges to look at views creating jams and hazards. A small extended viewing area in the center can relieve this.
174	Perfect!	yay! this i like.
179	Getting There	AT least not more traffic if pedestrian.
181	Perfect!	Love the Pearl St. crossing. This should be contingent on decent lighting and easy access to Schuylkill River Trail (and better lighting thereof)
184	Almost There	I have zero faith this will actually happen; it is the kind of nice amenity that gets included in plans but then never makes it to reality because of cost constraints.
186	Getting There	I see these at the least realized aspect of the project and the one item likely to get cut from the project due to funding busts. Unless a group like the Consortium of Museums along Ben Franklin Parkway buy into this and get behind the design/funding for one of the bridges, I don't see these happening. They look nice in the plan, but new bridges over the river are least likely to get realized.
188	Getting There	Pedestrian as in NO BIKES? You're joking, right?
190	Try Again	This is an expensive undertaking. It would be better to see how existing pedestrian facilities could be improved in order to provide improved access.
191	Getting There	Great idea but way expensive to cross Schuylkill Expressway. Cut to two.
193	Perfect!	Love this!

ID #	Priority 4 Rating	Priority 4: Optional Comment
194	OK	Like the idea but the design should compliment the existing bridges.
195	Almost There	Same thing. Who maintains and provides security? Looks great tho!!
196	Almost There	At least one of these crossings should also include vehicular traffic.
203	Getting There, OK	This seems unfeasible given that the one proposed for Penn Park never went through and there aren't any others. I don't see why this should be a focus until after the new neighborhood is partially or mostly developed.
204	Almost There	LIGHTING. Make sure there's adequate lighting, let's not repeat the Manayunk Bridge trail going on now (closes at dusk, WTF)
218	Almost There	I like the idea of a pedestrian bridge but would rather see it look less contemporary and more "historic" or "traditional" to go along with other classic bridge and architecture designs in the city.
224	Almost There	Nice addition, especially for tourists. Not sure it's the biggest bang for your buck for residents though.
247	Almost There	Public Transportation to the Art Museum area is terrible , this would open up 30th street Subway, Trolley and trains to an entire section of the city by foot. Must build this !
254	Almost There	Why do we need new bridges - could we save money by adding better pedestrian access to existing bridges. Also I wonder is we have considered river access on the 30th St station side.
258	Perfect!	This will be great!!!
261	OK	This is fine, but what will be on the other side of the bridges? Any development? Will there be anything worth walking to (with my suitcase), or should I just hail a taxi?
263	Perfect!	I would like to see dedicated bike lanes in the middle. Maybe planters to dived bikes from pedestrians. Also bump outs with benches for people to sit and relax.
270	OK	One or two needed, three is overkill
274	Almost There	Consider bridges directly to Schuylkill Banks, particularly for the Pearl St. bridge.
275	OK	We need better public transportation options between west philadelphia and the art museum.
280	Perfect!	Excellent bridge design. On east side of river trains often block access point at Race. Trains continuing to do so will cause a problem is multiple access points are not considered, i.e. stairs down to Schuylkill River Trail AND to Race street surface. Cost worth putting in Arch bridge with JFK and Race?
291	Almost There	Need a (curving?) pedestrian bridge from under 676 on East side to Race Street on West side.
294	OK	Are they for bikes too?
300	Almost There	Some provision should be made for bicyclists.
302	OK	No sure these are really necessary at this point
307	Perfect!	Improving pedestrian access and walking opportunities is essential. I hope that you pursue this.
308	Almost There	A big gap exists and I would propose an additional Winter St bridge. While only pedestrian, you might want to consider a few of them to be or cars and eldest rials.
311	Perfect!	If you want to make the river active, you need to bring to the human scale. Look at Il De la City in Paris or Esfahan, Iran!
330	Almost There	Wow: looks like London!
332	Almost There	Pearl would be GREAT. Arch seem limited, but would help with access to proposed bus station. Race seems superfluous and much too isolated.
344	Almost There	The Arch Street Pedestrian Bridge may be the most cost affective; it simply can use the 2nd deck of the Railroad Commuter Bridge. The Suburban Lines use the upper deck of the Railroad Bridge for Regional Rail use however there may be a lower deck that is accessed from 29th Street near the Train Station and the proposed Bus Terminal; and it lets out above the Schuylkill Park path; about 70 feet up; all that needs to be done is minor work and the building of an eastern access point. The Race Street Bridge is very possible; it will be very high because the West Bank is so much higher then the East Bank that height elevations can cause a problem. The Pearl Street Bridge will be the most difficult; I just passed the site a few hours ago. Not only is the West Bank Elevation much higher than the East Bank but also the Schuylkill Expressway rises at that location to accommodate for the Vine Street Expressway underpasses; as a result a Pearl Street Bridge would be even higher on the West Bank then Arch Street and Race; the only way to get around that is to build this bridge north of Pearl Street; if the Bridge is made at Hamilton Street or even Baring Street then it can connect right into the Paine Skate Park; it would be a very long bridge but the elevation on both the East and West Banks as well as the contours of the highway would allow for the bridge with the best possible change of clearance to trunks on the highway. Sincerely John L. Hemphill III
357	OK	There is too great a risk of increased car traffic just West and North of the rail station. And too much risk of drop-offs being done there instead of the designated areas, as a result. There MUST be amenities, restaurants, etc. at the connection to that bridge, and a safe, protected place to lock bikes nearby. Without amenities and neighborhood restaurants, and security, this bridge becomes a dangerous trap for walkers and bikers in the evening.
358	Getting There	This will include bikes, too? It should.
361	Almost There	Prioritize; three is probably excessive.
371	Almost There	I love the idea of the Pearl St bridge as an extension of the green space all the way from Drexel Park (which currently has some of the best views as the city). The Race & Arch St connections are fine assuming there's existing infrastructure. However, the piece that I'm really missing here is a connection down to the river on the west side that would allow for easy access to MLK Drive. This would be a game changer for me in terms of how we can access the park spaces along the Schuylkill--perhaps this is what is shown at the north end of the green space near Spring Garden? If so, this connection should be made more explicit in your presentation!

<b>ID #</b>	<b>Priority 4 Rating</b>	<b>Priority 4: Optional Comment</b>
372	Perfect!	Preferably with a dedicated bike lane or no bikes allowed.
375	OK, Almost There	just a pearle and arch street bridge are enough.
379	Almost There	Hard to judge the connections at either end, so can't tell...but having more crossings is definitely a plus.
387	Perfect!	I love the idea of additional pedestrian/bike crossings over the river, especially given how poorly the Spring Garden Bridge serves this purpose. I do worry that with all the additional development envisioned in this plan, the UCity Square plan and the Innovation Neighborhood plan that there is no provision for additional vehicular crossings. the Market Street and Spring Garden Bridges are over capacity and Grid Lock during rush hour and cannot take more traffic and this significantly disrupts traffic flow through the neighborhood.
390	Perfect!	That would be amazing.
394	Almost There	I love this! Additional connections between Powelton Village and Center City would be wonderful. I question a connection at Pearl street though rather than Powelton or Baring, which seem to be more logical connection points.
396	Perfect!	These would be amazing!
399	Almost There	This is a great idea! I'd say perfect if I were sure the bridge wouldn't quickly rust or get dingy& if I knew that bicycles, if permitted, would have their own lane.
410	OK	One would be great. More than two seems excessive, and could be less safe if pedestrian traffic is diffused. Should include a bike lane.

ID #	Priority 5.A Rating	Priority 5.A: Optional Comment
1	OK	Love Drexel Park, glad to see it expand. Sorry to lose broad view of center city skyline. Good that bike/ped access is allowed. Good access to "cliffs". Important and need amenities on cliffs - seating, etc.
4	OK	Need a retail bike shop offering "while you wait", especially bike lockers to stow bike while in meeting.
8	Almost There	No relationship to neighborhood.
15	OK	Need more details.
17	Perfect!	Dont build large parking structures.
23	Almost There	Love it.
24	OK	What are height limitations on new buildings? Will the park be obviously accessible to the public or blocked off by mixed-use development?
28	Almost There	Expand the Business District.
33	Almost There	Looks good - thinking construction will be very challenging
36	OK	Big question is the money
37	Getting There	Low income housing
39	Perfect!	Love the expansion of Drexel Park & the Green space buffer between neighborhood and New City.
40	Perfect!	The ***** of green space as green space is fantastic and will be a great neighborhood asset.
41	Try Again	Why a park down the middle - hard to orient to
42	Almost There	If anything with the excellent connectivity across the river the east side of the districts us OVER supplied with open space
45	Almost There	The parks north of JFK to the south and west of the rail yard may be too much of a barrier - if possible try to add some small scenic development on Arch, Race, Powelton Ave & Barring Streets to better connect the new neighborhood with the old. I know there are engineering concerns.
46	Almost There	Does this mean parks and buildings? I would like to know more about the structures before I say there "perfect" but I loathe idea!
47	OK	I like the concept. It is similar to the annex at Penn Station (NYC) Please include cut out space between the ****along the *** route. This is to provide light along the railroad. This *****a tunnel effort.
48	Almost There	1) Why is heavy maintenance facility allowed to break Race Street? 2) Why is heavy maintenance facility there in the first place?
50		This seems extremely ambiguous!
51	Perfect!	Move Jone Jacobs and less le Corbusier here!! YES!!
52	Almost There	The plan needs to be even bolder, providing for a total cap for park and land along the Powelton Yard connection to existing neighborhoods. It is a pennywise and pound foolish not to plan for spending the money at the start to reorient tracks or develop better engineering to provide for a hotel cover. The increased value to the development will be worth many times the incremented costs of providing for early planning of hotel cap (which people will eventually be lobbying to do at greater cost later)
53	Perfect!	Expanding the Riverfront Trail infrastructure is amazing and would beautifully mirror the Schuylkill River banks connected to existing investments at the Mantua Greenway would truly leverage the investments being made there - love it!!
54	Almost There	Maximize the Green Space more but love the *****use.
55	Almost There	Rail yards are ugly - Drexel Park is a great idea!
57	Almost There	I think it is great to utilize this space - it would of been a great location for a stadium too!
58	Getting There	Will there be affordable housing for low income residents?
62	Perfect!	Shade!!!
64	OK	Hard to visualize - will it feel safe enough though?
65	Perfect!	I love the ideas!!!
66	Almost There	Confused about the plan and what will be there
67	Almost There	No big buildings - they will limit the view of the sky view for all at West Philadelphia
68	Almost There	This is really good - I like that some rail exposure is left - like the pedestrian crossing too!
70	Almost There	Study sun/shadow effects - what is the long term viability of structures over railroad and it is infrastructure? Costs to maintain?
72	Almost There	hits on all them - large focus on commercial rather than community space
73	OK	Seems pretty difficult so I guess the numbers work?? Expensive development!
76	Almost There	Best land use option
79	Perfect!	Particularly Drexel Park
80	OK	Scale needs to feel safe and not empty park
81	OK	Too dense - towers too tall (I know this is all conceptual) but the density height as the largest building display is disappointing to say the least
82	OK	It sounds good although I am not familiar enough with that are to be able to judge.
85	Almost There	Need super market (Wegmans) that is in walking distance currently none walking distance and need to drive to market to buy everything
86	Perfect!	Yes
88		Must have received percentage of low income housing to prevent further racial & *****segregation of West Philadelphia
89	OK	Due to expense or building over rail yard life of structures must e lengthy and structures must be maintained - clearly define maintenance responsibilities
90		Have you thought about different zones, public amenities and civic space?
91	Almost There	Lets' go!!!! THANK YOU!!!! Happy Holidays!!!
92	OK	I hear that is is not easy to cover the west side of the rail yard for a park but it would be nice!



ID #	Priority 5.A Rating	Priority 5.A: Optional Comment
96	Try Again	As an Amtrak Employee use a great deal of thought in over build phase - to be able to continue to operate diesel power to commuters in & out of station and yards
99	Perfect!	This is perfect! but the zoning - once the sites zoned and for range?
104	Try Again	I am afraid that this will increase the costs of housing for those living nearby. It might also impact the amount of sunlight that other areas nearby now receive. I don't see an advantage for the residents who live nearby and I fear that they me be displaced by the new housing.
108	OK	Powelton is small scale dense residential. Low height. Keep the "eyes on the street."
119	Try Again	Can we figure out a solution to cover all the rail yards? I understand it's more difficult to do than the other areas, but even if the cap were purely visual, it'd be much better than having a gapping hole in the group for the next 50 years like over the vine street expressway. Honestly, I think this is a huge oversight of this plan.
121	OK	Assuming that these would come before much of the development in the new 30th Street Station district, I worry that the new green space would just become desolate, unused and unkempt. I like the expansion of Drexel Park, and the idea of it in the future being surrounded on most sides by development. But I'm unsure about the partial block-long cappings between JFK, Arch, Race, Powelton, and Spring Garden - five whole blocks of what could well become dead, vibrancy-neutralizing space in the middle of what we want to become a vibrant new neighborhood. I'm thinking of (what I at least percieve as) the redundancy of open space around Dilworth Park, Municipal Services/Reyburn Plaza/Penn Center plazas/Love Park, surrounding which is quite profound density. Even at full realization of the 30th Street plan with full development, this is quite a lot of empty space to fill, a lot of structure to maintain, grass to mow, etc. Of course, the characteristics of the yards underneath prohibit other uses. So, why build the parks in these areas at all?
		Another consideration regarding capping the rail yards with parkspace that may see minimal use: I like the idea of - rather than hiding the railyards (in the proposed new park areas) - highlighting the rail yards, trains, and rail infrastructure as another defining feature of the neighborhood. If 30th Street Station is the heart of the neighborhood (and the region's transportation network), this space is a major artery. For a parallel, think of the Fairmount Dam, the Waterworks, and the Fairmount reservoir: massive public utilities that fed one another. Their relationship and their importance to Philadelphians' quality of life was celebrated, and Philadelphians were (and are still) invited to interact with these public utilities - whether by actually walking the grounds (waterworks), or viewing from a trail or sidepath (the dam). This built a constituency around the sites, and made them (and these massive public utilities) personal to Philadelphians.
		Getting people out over the railyards, looking at them every day while walking to the office or to the station or whoever - I could see this as building a constituency of people who feel a daily personal connection with trains, with Amtrak and SEPTA. This could all be done with just road extensions over the yards that safely and comfortable accommodate all users, and clear views below. I suppose it could also be done with partial caps which provide views. Maybe the constituency thought is reaching. I just hypothesize low use of these spaces, so it seems like an expense better allocated elsewhere.
122	OK	Would like to see more detail on how the parks will be programmed.
123	Try Again	There already is a block square park near here, and another to the south. What is the point of creating extensions to overlook rail yards, for train buffs? And why would anybody want a park at the southern portion, along Arch Street, when land is becoming scarce in that area? Office buildings would be appropriate, not more parkland.
126	OK	Feels too separated from the surrounding neighborhoods. More like an island trying to stay connected with center city/art museum, scared of the neighborhoods to the west.
131	Almost There	Lots of green space is great but to much can be detrimental. If maintaining the amount additional uses would be valuable. Ball fields, basketball courts, tennis courts etc. Also creating dedicated space for things like food trucks would be beneficial and offer flexibility. The powelton green section is large and most challenging. Creating a day to night environment is key to making this active nights and weekends. Potentially more functional dedicated space that can be seasonal like a beer garden as an example for night and weekend vibrancy which would likely include some form of public restrooms. Also maybe some homage to rail with old rail cars as museum or function space might be interesting. Also call this the gateway to Fairmont Park and get a Statue of Liberty replica (maybe kid friendly) as a centerpiece. Just random thoughts but this has the ability to be active if incorporated correctly. Lastly maybe some outdoor stage for events, pops, university concerts etc.
132	Try Again	Way way way too much parkland. This development is immediately adjacent to Fairmount park! This part of the city needs new homes, new businesses, centers of employment, not more vacant land! Why waste resources bridging the tracks if the land can't be put to productive use? If parkland is needed, then put that money into the park we already have! Maybe you can't support a skyscraper over the tracks, but what about rowhouses or 3-4 storey midrises? Not every new building needs to be a steel & glass tower. Try again.
135	Almost There	Cover SEPTA yard
140	Perfect!	The addition of all of this green space will be transformative to the area.
145	Almost There	As much waterfront access as possible should be given. Also the Septa Powelton yard should be covered as much as possible to better connect the neighborhood.
148	OK	A little less emphasize on new parks not facing the river. But could allow private developers to build over gaps in the rail yard if they are interested in doing so.

ID #	Priority 5.A Rating	Priority 5.A: Optional Comment
151	OK	Explanation of physical constraints was very good (placement of development parcels, roadway connections, & west-side parks all seem logical) with one exception: why not more capping of the expressway to provide an improved river connection?
155	Almost There	What kind of residential? What combination of condos and rental? What range of prices? Will there be a combination of market-rate and subsidized?
169	OK	More Schuylkill Bluffs land should be given over to development, since riverfront parcels are more desirable and will attract more developers. Full capping of Powelton Yard and I-76 for at least parks, however difficult, should be the endgoal.
173	Getting There	Given the importance of the connection of Drexel Park to the new pedestrian bridge, much would be gained by keeping the entire area between Baring and Powelton as open space. The currently plan reduces this to a mere walkway between 31st and 32nd streets. The open scape will be a powerful addition - please keep that block ALL PARKLAND!
174	Almost There	i wonder if that isn't too much park, actually. might be better to integrate more with adjacent neighborhood.
179	Try Again	Scale is CRAZILY big. Why do this AT ALL??? If the only way to get back the money invested in putting a platform over the rail yards is to build a bunch of 30 story buildings, then don't put a platform there. Invest in the existing neighborhoods!! We are connected enough already. As connected as we need to be. Have we run out of land in Philadelphia? I don't think so. There is tremendous vacancy in N. Philadelphia and further west. FORGET this crazy plan. I notice all of the tall buildings are suggested in a kind of ghost drawing. Very crafty.
186	OK	These need some additional thought on the context surrounding the parks and how each one can meet needs of the neighborhood. Will one have a dog run? Will one have a playground suitable for a variety of ages and disabilities? Will one have courts for tennis or basketball? Will one be sized for a baseball field? Will these parks become spaces used by Drexel University?
188	Almost There	Don't see bike paths?
190	Try Again	I want to know who wins and who loses. It seems like a real estate developers dream but it may a nightmare for everyone else.
194	Perfect!	This needs to happen ASAP
195	Almost There	Athletic fields for Drexel?
203	Getting There	The new parks over the rail yards (particularly the one closest to JFK Blvd), seem relatively unimportant and unlikely to be very nice given how small they are. Why not just focus on the bridges (pedestrian and vehicular) and the Drexel Park extension, which looks much better?
250	Getting There	I wouldn't put too much emphasis on new parks and landscaping. Some small park might be nice, but it looks like quite a lot of landscaping is involved here, which is worrisome. Too much of this can act like a barrier to break up a cohesive neighborhood, which is no good.
263	Perfect!	like all the green space
270	Almost There	Love this thought. The original plan from the late 80's/early 90's focused on this adding a ball field (Pittsburgh) to the mix. Again, traffic flow a concern
274	Getting There	Parks appear to be separating the development from the surrounding area, should be more integrated, or utilized as more than green space, i.e. Penn Park.
275	OK	more open
286	OK	More space interspersed in built up portion?
300	Perfect!	More park space would be great.
302	Almost There	More park space is always welcomed
303	OK	Parks require maintenance, and lighting to be safe. I hope these costs are taken into consideration.
307	Perfect!	Please ensure that the design of these parks is inviting enough that they become destinations at all times of the day/night and are not simply just green spaces that become pedestrian deadzones.
308	Almost There	I would go so far as to recommend having the cover and parks continue north of Spring Garden St.
325	Almost There	There is a lot of park crowded in one area. I would hope any park that size would have amenities around the perimeter to give people more incentive to use the green space (food/drink takeout for a picnic for example)
330	Almost There	Parks are great if they're maintained.
332	Getting There	Lots of questions about the architecture, zoning, and commercial use proposals for the proposed building stock illustrated. I won't hesitate to endorse acres and acres of green space. Can do nothing but create value for the neighboring areas and help relieve stresses caused by increasing occupancy in the area related to increasing development nearby.
333	Getting There	More green space is always a plus, especially as a replacement for an uninviting industrial landscape. The structures I take issue with, as they look to be primarily luxury high rises or corporate office buildings. Who will be living and working here? Do we need an encroachment of luxury apartments and residences into a middle to low income neighborhood? Who will the increased property values displace? Will priority be given in retail spaces to local and minority owned businesses, or will there be upscale coffee shops and cupcake stores? The land parcel abuts the Promise Zone; how will this development contribute to the needs of the area, and will job priority be given to PZ inhabitants? The proposal leaves many questions to be answered.
334	Getting There	its really hard to judge how well this will function as a mixed use neighborhood at this time level of generality. it looks to me like the green and pedestrian connections linking existing neighborhoods to the waterfront could be increased...right now there is only one green/pedestrian cut through the high-density new development which makes the new development look like a big wall between the neighborhood and the river.
336	Try Again	This development will drive up rent prices for people who have lived in Mantua/Powelton Village their whole lives. Move this to the suburbs.
339	Getting There	More parks & greenspace

ID #	Priority 5.A Rating	Priority 5.A: Optional Comment
357	Try Again	One of the worst parts of the plan is that the buildings to the East and South of Drexel Park are way too tall. They will not only create wind and other issues like that off the river, but they will destroy the view from Drexel Park of the city. This would be a terrible result. Doing this near the train station is one thing, but north of Cherry will ruin the use of Drexel Park.
358	Try Again	The scale doesn't work from the train station over to Spring Garden. It is clear that the Drexel Park expansion won't work and the park will not be used to its potential if the view to the city is blocked. As planned, it looks like the view will be blocked.
371	Perfect!	These park spaces would be fantastic, especially the connection from Powelton Village down to the river via Drexel Park
372	Almost There	Would noise levels likely be higher here for residents than, say, neighborhoods adjacent to the CSX lines?
379	OK	Regret the loss of Drexel Park's spectacular expansive view of center city. How the park feels will depend a lot on how it interacts with, and the design quality of, the construction around it. Will it feel like Rittenhouse Sq, or some empty plaza? Green space "bluffs" overlooking the river have some promise, but again, alot depends on design.
387	OK	I love the park and landscape features along the river and the extension of Drexel Park as well as the strip of green space extending from Spring Garden to South of Arch. I'm concerned about the barrier the open sections of the Septa railyard would cause and would love to see that dealt with in some creative way that makes this an attraction.
394	Perfect!	The buffer between the low rise Powelton Village and dense development of the overbuild is a good idea.
396	Almost There	This would certainly fill the void around 30th street. The scale of the buildings represented in the rendering dwarf the neighborhoods from Spring Garden to Powelton. Addition access to a public waterfront for this proposed section would be worth considering.

ID #	Priority 5.B Rating	Priority 5.B: Optional Comment
1	Almost There	Cant say perfect since I dont know what that'd be like.
2	OK	Suggested 2 way traffic patterns around the station make sense and should alleviate traffic. Current layout is garbage.
17	OK	Limit cars in new areas - encourage bicycles & public transit.
39	Almost There	I think grade separations prevent better flow further south and hope open rails do not create barrier/feeling like a new "Chinese Wall" of West Philly.
40	Perfect!	It is important to intergrade so well with the existing street grid
42	Almost There	Where roads make 90 degree turns - (Arch/32nd, Baring/30th) angles should be sharper to enable pedestrian crossings, increase developed space and calm traffic - also the realistic point of 30th Street to Square - the grid at Market should be reintroduced
43	OK	Depends on final circulation pattern to keep the district from being congested/isolated
45	Almost There	See above comment - line with retail if possible
46	Almost There	Same sort of idea - but would be necessary in the whole scheme of things
48	Almost There	Make sure you retain easements across Powelton Yards to prevent headaches 50-75 years down the line.
51	Almost There	Weirdly does not fit with the street grid
52	Almost There	If cost sharing arrangements need to be worked out between SEPA and Amtrak to see costs are corrected that is essential for the planning effort. It would be better to have roads connect more closely with neighborhoods on both sides in Arch Street area especially.
53	Perfect!	Looks good! gotta correct the development to the existing neighborhood so these make sense.
55	OK	Roads needed with all of the transportation?
57	Almost There	I think having this permanently will greatly enhance the view of the neighborhood - mixed use development - great connections to park!
59	Getting There	Need better access to the Schuylkill Expressway to reduce traffic congestion.
62	Perfect!	Bike and pedestrian priority crossing at Baring & Race Streets.
68	Perfect!	Need to have great bike lanes
70	OK	Not certain we handle the volume today - awful exit/entrance to I-95 - how is it being improved?
72	OK	More pedestrian/bike only - push for less cars is something people want - re: Pope not necessary to add - call there new auto streets transit does not have to be case
73	OK	Important so not to have worse traffic bottlenecks near market Street - have you tried to turn left toward the Expressway entrance at 5pm on a Friday?
76	OK	Any new roads will encourage auto use and traffic - bike/pedestrian connections will be best!
78	Perfect!	Good!!
82	Perfect!	It sounds good although I am not familiar enough with that are to be able to judge.
83		Make more mention of bike lanes with this questions - but good!
86	Perfect!	Yes
88	hia	Fine
90	Almost There	Need wider aerial road for traffic migration
91		I do not have a clear picture of what happened here
107	Try Again	There is way, way too much asphalt in this plan. If I read map scale correctly, you are creating many smaller-than-usual blocks. Any developer that takes on using this space is going to want to do something remarkable, creating a different sort of lifestyle. It makes sense to make sure there are connections to major streets, but this is overkill. I see the need to have clear separation between people accessing the transit stations to drop-off/mode-switch from everyone else. Adding additional road connections that can tap into the transit stations will cause bottlenecks, and very undesirable driving practices (see also, tons of taxis) in the residential section.
108	OK	De-emphasize automobiles.
109	Getting There	The Spreing Garden Bridge is a mess now ; additional volumes will be catastrophic
112	Almost There	I'm not sure...looks like it will invite gridlock
119	Getting There	I worry that the lack of road access to this neighborhood will cut it off from the rest of the city and make it quite desolate.
121	Perfect!	I like the road extensions.
122	Almost There	The more connectivity, the better.
123	Getting There	The street extensions may make sense, it there is a new community to access.
126	OK	Feels too separated from the surrounding neighborhoods. More like an island trying to stay connected with center city/art museum, scared of the neighborhoods to the west.
131	OK	Consider two additions; a race street bridge with auto access both ways and also a connection to the West River drive directly from the development. The powelton side roads seem to make sense though would also allow auto access two way on Race through as a key east west connector to both UCity and CC.
132	Try Again	Too few ways in and out of the development. It's isolated, not integrated. This will doom it to little more than a glorified office park, like the Navy Yard is quickly becoming. And again, don't be afraid of vehicular traffic. Separating & segregating uses is a 20th century approach. We need complete streets that can be flexible and accommodate all modes of transportation, even cars. Cars are not the enemy, bad design is. Also, we need more than a collection of superblocks. Block sizes should be varied for different lot sizes. Look at the immediate neighborhood to see the various lot and street configurations typical of the city and emulate that.
142	OK	The new development needs better connections with U City/Powelton. Currently there are roads but parkland (without retail, housing or other active use facilities) on either side leaves a gap in continuity for the pedestrian.

ID #	Priority 5.B Rating	Priority 5.B: Optional Comment
146	Perfect!	As long as there's plenty of room for bikes too.
148	Try Again	Would have liked to seen better connection to the street grid like the previous CBD #2 plan
151	OK	While perhaps not ideal at first glance, the boards do a good job of explaining why this may very well be the best solution possible within physical constraints.
169	Getting There	30th St extension should continue all the way to Spring Garden and not terminate at Baring, like in the CBD2 plan. Arch St should be contiguous across lower Powelton Yard (12% grade), not just a pedestrian segment, and Race St should connect across the future maintenance facility. Also, consider easement to allow for new Regional Rail station at Spring Garden.
173	Getting There	There are concerns among neighbors of this funneling too much traffic down small residential streets like Baring St and into Powelton Vilalge, rather than directing traffic down the larger use streets like Powelton and 32st. Baring Street in particular is a quiet residential street at the gateway to Powelton Village and designs should preserver those valued qualities.
179	Try Again	See comment above.
186	Perfect!	I like how the roads are shown and knit the area into the nearby urban grid.
188	Getting There	Again, make auto driving/ownership more difficult in Philly, NOT easier! If you insist on extending roads for automobiles, make certain to include SEPARATED PROTECTION bike lanes.
190	Try Again	Improve the existing road system.
192	OK	Is there only 1 direct connection to the highway with this high density development?
195	OK	Needed but worried about design and how they connect towards JFK.
203	OK	Would be nice if possible to extend 31st St north, but I understand the proposals here are driven by site constraints
208	Almost There	Bike lanes?
233	Getting There	Please address the traffic impacts on the Spring Garden St Bridge
236	OK	Traffic needs to connect onto market street.
240	Getting There	From the plan, it only looks like there will be one new crossover. There will be a lot more traffic in this area, so I think an additional bridge will help.
270	Perfect!	Access is a concern
276	OK	Need clarity on road extensions.
291	OK	How would traffic & bus traffic influence it? Parking?
300	Perfect!	Improved connectivity between neighborhoods would help greatly.
302	Almost There	The additional roadways would be extremely helpful as traffic along Market, Chestnut, Walnut, and Spruce has only increased significantly over the last decade. These added routes would help alleviate some of this traffic with Northern origination.
308	Perfect!	See below!
329	Almost There	wider spring garden bridge would be amazing. or at least a way to expedite traffic onto 76W
330	Almost There	Hard to imagine how these work -- but that's my limitation, not yours.
333	OK	I don't drive, so I can't really critique this knowledgeably.
357	Getting There	Too much increased traffic in the area just East of the Spring Garden Bridge and Drexel Park. Too many risks of drop-offs for rail and bus that intrudes on the nearby neighborhoods. The new bus terminal is concerning because of the history of bus terminals in other cities -- without the proper local retail and amenities and strong security presence, these will devolve into unsafe areas not worth the large investment.
365	Try Again	road extensions are unnecessary
371	Almost There	Generally I think these road extensions are the right response. My only hesitation would be the Arch St extension and whether this would be a shortcut up to Spring Garden with speeding traffic. Maybe some traffic calming measures to make sure the pedestrian crossing is safe on the east edge of Drexel Park?
387	OK	I'm concerned that the road extensions run parallel to Drexel Park on both sides. I presume they'd carry significantly more traffic than the current roads do and might be a barrier to enjoyment of the park.
390	Almost There	My biggest concern is over-providing parking, when getting here by anything but a car is so easy -- and will become ridiculously easy and convenient. Don't mess it up by creating a demand for parking.
394	Perfect!	Seems logical to me.
396	Almost There	I like the configuration of the pedestrian bridges and the road extensions. They give preference to the pedestrian traveling to 30th Street Station.

ID #	Priority 5.C Rating	Priority 5.C: Optional Comment
17	Perfect!	The more the better!
39	Perfect!	This needs to be the start to the grander plans. Spring Garden and Market are horrible for bikes and pedestrians.
40	Perfect!	Making lookdowns to the Powelton - yours is a really cool idea that pays homage to the city's industrial history
42	Almost There	Acceptable alternatives where street extensions cannot run, but perhaps are more between Race & Powelton Streets to make the grid more finely grained there.
45	OK	Seem like these could be "no mans land" at night - besides lighting what else can prevent this?
46	Almost There	I want pedestrian bridges all down Chestnut/Walnut Streets. :)
47	OK	The four (4) bridges include for pedestrians only (skateboards, bikes, hoverboards or motorized bikes and the other for bikes, boards, etc. (they should be clearly marked and separated by some protective boarder)
48	Getting There	1) Pedestrian Crossing at Penn's Landing filled the purpose but are not pleasant 2) Green cap over southwest corner fundamentally a good idea 3) Powelton Green Space needs to be considered transitioned in nature (better from yard, replaceable with development in the long run.
50	Perfect!	Excellent!
52	Perfect!	As mentioned on other side, I think an additional connection could be made by a "Ponte Vecchio" type development over the existing rail bridge across Schuylkill River with shopping mall & maybe even residences and pedestrian walkways over looking out to river on north /south sides - also additional revenue to SEPTA - these are critical to success of project in where rating this area with Center City - I think it is important to the economic success of the new development. Also important to Center City in order to have political buying for the public costs of project.
53	OK	I worry that the pedestrian bridges over the Powelton Yard may seem isolated and dangerous with very little around. I have faith that these can get designed well to prevent that but I think this needs to get fleshed out more.
54	Perfect!	most important for me!!!
57	Perfect!	Love the connections!
61	Getting There	How will they connect to the street levels on both sides of the river?
62	Perfect!	Shade!!!
68	Almost There	the more the better! Hope ****also for bikes!
70	Perfect!	As long as we mean pedestrians/bike/skooter/wheelchair/roller blades/skates too!
72	Almost There	no vertical transport from north-south
73	OK	Not sure about this - primarily for walking communities? or joggers/exercise?
76	Perfect!	Compatible with walkable most "car-free" urban areas to be created
79	Almost There	consider the pedestrian users experience and strive for something friendlier than (example) Vine Street Expressway and 16th, 17th and 18th, etc.
80	Almost There	I like the idea for these as a design concept
82	Perfect!	It sounds good although I am not familiar enough with that are to be able to judge.
86	Almost There	Separate bridge for bicycles and wheel chairs or barriers down center to divide walk and bicycle lanes
88		Fine
90	Perfect!	Not sure where these are located - did not see in renderings - but good idea!
91	Perfect!	Yes!!! All is good!
98	Almost There	See comments on #4
99	Almost There	The Vine Street Bridge has clearance issues both east and west banks - mostly west
108	OK	Do what's quickest/safest for users. Women have been getting attacked/harassed on the Schuylkill River Trail, award winning or not.
121	OK	I wonder if these would improve connections more if they accommodated all modes (safely and comfortably for pedestrians and cyclists).
122	Try Again	See prior comment. Ped. bridges need to be consistent in character with the existing crossing, especially at Arch street. I don't want to see an out-of-context span ruin the vista across the Schuylkill, especially for a pedestrian crossing. Better nothing and walk another block than a poor design. JFK is not in character, but is low-profile so the character of the Market St. & SEPTA crossings still dominate. Take care to maintain that character.
123	Try Again	These make no more sense than the parks, and if there is no park additions they have little purpose.
126	OK	Feels too separated from the surrounding neighborhoods. More like an island trying to stay connected with center city/art museum, scared of the neighborhoods to the west.
131	Almost There	Race street needs to include two way auto traffic; the Arch and paine park should be optional as have good connections at either SG or JFK if connected properly on the Eastern side with new ramps
132	Try Again	Roads have long favored the car over the pedestrian, but don't ride the pendulum to the opposite extreme. Rather than token pedestrian connections, make a real effort to integrate the development with the adjacent neighborhoods with complete streets that accommodate all mode uses and allow for more flexibility.

ID #	Priority 5.C Rating	Priority 5.C: Optional Comment
136	Try Again	I haven't seen anything about connecting the driveway where taxis pick-up passengers to Market Street, so cabs don't have to detour around the entire station to get to it, or double back to JFK. The Porch idea has turned out terribly. The food truck there is awful. The cheap, independent trucks on the street were much more interesting and appropriate. It is offensive that this one plays loud music, has a terribly limited and overpriced menu. It is not useful. Further, too many secrets remain about this whole project. Who is going to profit? Where will that money go? Is it safe to cover over rail yards? Will this cause more gentrification? How much of the new housing will be subsidized for low and middle income? Will there be a supermarket? The intercity bus drawing does not look like a proper depot as exists on Filbert Street. What about improving pedestrian access from Market Street? Improving signage? Expanding into IRS building? Not enough transparency. The new neighborhood should be residential only, with retail. No new office buildings, drawing away from Center City. What Septa service would this new neighborhood have? What name will it have? Why hasn't the depot been renamed to something sensible to travelers, like Philadelphia Central Station?
148	Getting There	Would have liked to see better connection to the street grid like the previous CBD #2 plan
151	OK	Same as for roadways - while perhaps not ideal at first glance, the boards do a good job of explaining why this may very well be the best solution possible within physical constraints.
165	Almost There	Those uncovered parts above the rail yards on the western edge should be able to be covered eventually. Though it may be totally unfeasible for awhile, the infrastructure should be there in case someone wanted to build a building there eventually.
168	OK	This may be from the simple diagram, but the pedestrian bridges look to be dissecting the green spaces above SEPTA's yard. It may be beneficial to show potential pedestrian paths on the new park/landscape so that the feature looks more fluid.
173	OK	The plan was SO MUCH NICER, CLEANER AND EXCITING IN THE OTHER TWO VERSIONS (Crossing and Innovation City) in which these tracks were entirely covered over.
179	Try Again	See comment above and - Don't do it!!
186	Getting There	See my prior answer about the pedestrian bridges - they are the one item to be least likely to be realized unless championed by the museum consortium along the Ben Franklin Parkway.
188	Almost There	Still not for bikes?
189	Perfect!	One of the more overlooked aspects of popular parks is the view from the ground in the park - Belmont Plateau for example. Skyline views/Art Museum view for example would add value and attract photographers & artists. It is difficult to tell from the model if view was considered when determining parkland vs buildings. Also, did you consider extending Drexel Park through 31st St seamlessly to the river?
190	Try Again	They're unneeded.
191	Getting There	need more of them
195	OK	Not convinced of needs.
208	Almost There	Bike lanes?
270	Almost There	Love the thought except three bridge maybe too much
271	Perfect!	We really do need these, the traffic is crazy around the station.
286	Almost There	Where, exactly, do they connect on east side?
291	Almost There	Need at least one more.
300	Perfect!	As with road extensions, improved connectivity between neighborhoods would help greatly.
308	Almost There	A few additional bridges with some also having a roadway / street .
330	Almost There	really inviting
340	Almost There	Pedestrian and Bicycle Bridges
344	Perfect!	When it comes to real estate development if the area from Arch Street to Chestnut Street are zones and marketed to office and retail use; then the tax dollars from those office that is collected can pay for the development of more office space over the railyard; this way the city may offset the cost of building the deck and building buildings in the deck area. I suggest building in stages from the region of Chestnut Street and Arch Street and creeping the development north. Sincerely John L Hemphill III
353	OK, Perfect!	If the new mixed use development enabled private individuals to buy parcels to build single family houses of their design, the area would be very interesting and diverse. I fear an overly commercialized area will emerge atop this land that will feel sterile.
357	Getting There	Great idea and good location. Must include bicycles, which are not safe on the Spring Garden bridge.
358	Getting There	Assume bikes are allowed? They should be.

ID #	Priority 5.C Rating	Priority 5.C: Optional Comment
368		<p>Job well done A+, well thought out by way of involving comprehensively and inclusive STAKEHOLDERS. I am so sure that with designing in so far as connecting walk bridges for pedestrians to walk over the walk over is wheelchair accessible coupled with People of All Abilities can access with easy the walk over connecting bridges.</p> <p>So overdue and much smartly needed.</p> <p>Great Job, looking forward to the soon to come other designs.</p> <p>Enjoyed this summer the landscape outside the 30th Street Station.</p> <p>The swings were so soothing and comforting especially coming out from work for lunch. I had great lunch sessions at 30th Street Station outside with the colorful tables and chairs.</p> <p>Graciously, Aminata Sandra Calhoun</p>
371	Almost There	Definitely need access to the parks on the west side of the river! (MLK Drive)
379	OK	Good idea, but a lot depends on execution, good design.
384	Perfect!	yay!!
387	Perfect!	Though I would sacrifice one pedestrian bridge to get another vehicular crossing.
394	OK	I guess I would need to see a traffic study to understand why these are pedestrian and not vehicular bridges.
396	Almost There	I like the configuration of the pedestrian bridges and the road extensions. They give preference to the pedestrian traveling to 30th Street Station.





