



Questions submitted during the forum but not answered during the Q&A session.

**Q. The sound level experienced when crossing under I-95 is disturbing. Is there consideration of sound mitigation when considering improving connections under I-95?**

**Q. If we build up to and under I-95 (with walkways and residential), how do we deal with noise? Isn't it very expensive to wall the highway?**

A. Noise mitigation is one of many strategies that we intend to use to enhance the bicycle and pedestrian experience along streets connecting neighborhoods to the waterfront. PennDOT has installed sound barriers in many locations along I-95 and this is a consideration for additional sections. However, sound barriers are high and can block views of the riverfront, so these types of barriers will be discussed on a case-by-case basis with neighborhood residents and businesses.

**Q. How can we make the Ben Franklin Bridge a national landmark, much like the Golden Gate?**

The Benjamin Franklin Bridge is on the National Register of Historic Places but it is not a National Historic Landmark. The identification of potential historic landmarks and districts is an important component of the next phase of the master planning process. There are both historic preservation and archaeological specialists on the project team who will focus on identifying these assets and including preservation efforts in the master plan.

**Q. You mention the need for landmarks. Why not overlay the existing arch at Penn's Landing? The governor is interested in calling it the Keystone State Arch and making it a state memorial. After all, the state of Pennsylvania took root here. How about our arch of triumph?**

A. We are aware of the proposal for the Keystone State Arch. When detailed recommendations are made for appropriate uses at Penn's Landing, the future of the tram support pier must also be addressed.

**Q. What percentage of your project area will directly benefit children and their growth?**

A. Currently, we have not established a percentage of land use that would be dedicated to the needs of children. However, please be assured that we are committed to using the master plan to identify new recreation and educational opportunities that will benefit children. It is our belief that increasing

opportunities for Philadelphians to access to the waterfront – through new types of recreation or to learn about the ecology and cultural resources of the Delaware River – will have only positive benefit our city's youth.

If you have specific ideas about how the master plan might address the needs of children and youth please feel free to send us an email: [info@delawareriverwaterfrontcorp.com](mailto:info@delawareriverwaterfrontcorp.com). We would love to hear from you!

**Q. Does your plan envision a green beltway right at the water or a string of parks with residential/commercial in between?**

A. We are already working on establishing a continuous multi-use trail along the entire waterfront, and additionally the consulting team will be making recommendations for new parks. A robust system of public space is an important part of the design team's approach to generating alternatives, which is their task in the second phase of planning. The products of this second phase of planning will be discussed at the second public forum scheduled for September 22, 2010.

**Q. Having attended planning meetings since we moved here four years ago, I am curious to know when the planning is due to end and the work on larger projects scheduled to begin?**

A. In undertaking a large-scale urban plan, it is essential that all community stakeholders be consulted and that their input is incorporated into the goals of the plan. This is a process which takes time.

The DRWC is happy to report that quite a few waterfront projects are currently underway. This spring the DRWC and the Center City District officially opened a multi-use waterfront trail connecting Pier 70 Boulevard and Washington Avenue. At the end of the summer the area around Pier 53 (which is at the end of Washington Avenue) will be transformed to a small park area focused on ecology. We will also break ground in early fall on a new \$6 million new park project on the Race Street Pier. Lastly we are in the design phase of the Race Street Connector project, which will identify improvements to Race Street between 2<sup>nd</sup> Street and Columbus Boulevard which will connect the Old City neighborhood to the new Race Street Pier. We are thrilled about these three 'early action' projects as they are instrumental in beginning to effect positive change along the Delaware riverfront.

For more information on each of these projects visit the DRWC website.

Also, PlanPhilly has provided in-depth coverage on each of these projects.

Multi-Use Trail: <http://planphilly.com/first-section-waterfront-trail-officially-open>

Pier 53: <http://planphilly.com/invisible-becomes-visible-pier-53>

Race Street Pier: <http://planphilly.com/race-street-pier-nears-groundbreaking>

**Q. How can PA and NJ work together to get federal money to improve the river?**

One idea that has been suggested is designating the Tidal Delaware River Basin as a National Recreational area, akin to the Golden Gate National recreation Area in the San Francisco area. This would require participation from multiple levels of government in Pennsylvania, New Jersey, and Delaware, and in the end will require an act of Congress. Designation could open new opportunities for federal funds. The Pennsylvania Environmental Council has convened an advisory group to investigate this opportunity, which is widely supported among many stakeholders, including Congresswoman Allyson Schwartz.

**Q. Port expansion will necessitate an increase in large rigs to deliver products to the Delaware Valley and beyond. How will you integrate this increase in your transportation studies?**

A. The future needs of the ports will of course be considered in the plan, in terms of both transportation and future land use recommendations. We are coordinating the master plan with the Philadelphia Regional Port Authority to ensure that our transportation and traffic plans take future port expansion into account.

**Q. How do you plan to design the waterfront of Philadelphia so that it becomes timeless, not dated, and so it becomes an example to other cities around the US and the world instead of a city that is simply following other examples?**

A. In order to ensure the timelessness of the waterfront design, we have assembled a consulting team of very experienced and renowned planners, architects, and landscape architects. They all have worldwide experience and are exploring progressive ideas for the Delaware waterfront. For example, the Olin Partnership (our landscape architecture firm) is working with the Sustainable Sites Initiative to explore a progressive approach to designing open space that is based on the “performance” of the landscape, or how parks and open space can achieve multiple goals besides recreation, including storm water management, wildlife habitat creation, and carbon sequestration. Likewise, other members of our consulting team are using best practices from around the world to inform their design and we are confident that this combination of talent will be instrumental in developing a master plan that is precedent setting and at the same time authentic to Philadelphia. In addition, your participation will be an essential factor in ensuring that this master plan represents our city.

**Q. Are there plans to have individual meetings/focus groups with residents and business owners of the neighborhoods that abut the riverfront?**

The Delaware River Waterfront Corporation (DRWC) is working closely with the Central Delaware Advocacy Group (a coalition of the 14 civic associations that abut the waterfront) to work with the neighborhoods throughout the planning process. Towards the end of each of the three phases of the master planning work, DRWC and CDAG are sponsoring “Civic Cluster” meetings that will be held in a northern location and a southern location on the waterfront to specifically engage neighborhood residents and business owners. Additionally, DRWC is holding a series of focus groups on various topics, including boating, other recreation, business, and historic preservation/archeology. We specifically targeted waterfront businesses for the business focus group, and the meeting notes will be posted in the “Current Work” section of the website.

**Q. What thought has or will be given to including new public schools as key pieces of Philly's riverfront development?**

A. Because the master plan is primarily a land use plan, we are not making specific recommendations on broad public policy topics such as public schools, libraries, and fire and police stations. These types of social issues are typically addressed in comprehensive planning for cities. The Philadelphia City Planning Commission is currently engaged in the first overhaul of the City's Comprehensive Plan in 50 years. We encourage you to participate in the comprehensive planning process. They have set up a Facebook page to keep the public informed. You can access it at <http://www.facebook.com/Phila2035?ref=ts>

The master plan will absolutely advocate for vibrant mixed use communities and public institutions such as schools, libraries, and recreation centers, which are instrumental additions to mixed use neighborhoods. At this point in time, the master plan will not be making specific recommendations for new capital projects. However, it is our goal that the city adopts this master plan and that as future capital projects are brought to the drawing board the city considers the needs of the communities along the waterfront.

**Q. How will the big box shopping centers factor into the plan?**

A. There are several existing big box shopping centers located in the project area and these retail facilities provide valuable shopping facilities for Philadelphia residents. When these stores were built, we did not have a master plan in place to provide a design framework. Upon completion, this master plan will give us an opportunity to consider new approaches to future development along the waterfront. We anticipate that the future of the Delaware riverfront will be urban in scale and feature mixed use development.

**Q. Will the plan incorporate affordable housing?**

A. The plan will most likely include recommendations for a mix of housing options, though the planners have not gotten to that level of detail at this point in the planning process.

**Q. Will any features from past architecture be re-created/rebuilt?**

A. At this point, it is premature to address the specific physical features of buildings along the waterfront. Future development will be guided by development standards that ensure high quality architecture consistent with the scale and typologies of the surrounding neighborhoods and Philadelphia as a whole.

**Q. Will there be consideration for development of enclosed dog runs?**

A. Yes, dog runs will be considered as an integrated part of a larger open space network.

**Q. The new Sugarhouse casino appears to have bypassed "good ecological design." Can anything be done to rectify this situation?**

A. We are not entirely sure what is meant by “good ecological design” in this question. SugarHouse has approval to build their Phase 1 casino, and we have ensured that the consultants have the latest copies of these plans. There may be opportunities for the city to work with SugarHouse to alter future phases of development as more specific development recommendations emerge from the planning process.

**Q. How will you stop the toxic waste (from gas frak drilling) from contaminating the river?**

A. Throughout this planning process, the health of the Delaware River is of paramount concern. Although the type of pollution addressed in your question falls beyond the scope of master plan, we are partnered with a variety of organizations to advocate for the continued improvement of the health of the river and its environs.

**Q. How will the new Petty’s Island nature lands be included in your plan?**

A. Petty’s Island is not within our project area and is under New Jersey’s jurisdiction. One of the aspects of the plan will consider how to best coordinate resources of all types on both sides of the Delaware River. This would include Petty’s Island, as well as the newly rejuvenated Camden waterfront.

**Q. What, if any, planning is being considered for Piers 38 and 40 considering they are within the city’s control?**

A. Piers 38 and 40 are owned by the Philadelphia Regional Port Authority. The identification of future land uses is a central element of the next phase of the master planning process, and we will work with the port to identify the appropriate recommendations for these piers.

**Q. Looking ahead to commercial and residential development, will there be specific “green” codes to which they (the businesses) will have to adhere? (e.g. sustainable architecture, waste production, energy, etc.)**

A. Green and sustainable building practices have become increasingly popular in the past decade. Our consultants are exploring all options for incentivizing this type of development. Simultaneous to this project, the city is working to update its zoning code. Be sure to visit the Zoning Reform Commission’s website (<http://www.zoningmatters.org/>) to see how the commission is addressing this issue. Zoning Matters is a great resource and will alert you to opportunities to get more involved with zoning reform.

**Q. Any plans for new marinas?**

A. The future locations of aquatic recreation are under consideration in the planning process. This includes marinas as well as kayak launches and other aquatic uses.

**Q. How does Sugarhouse fit in with your vision of an ideal plan?**

A. Although controversial, the Sugarhouse Casino can serve as an asset along the waterfront insofar as it provides public access to the waterfront, is a year-round regional attraction, and provides substantial tax revenues that may be used to fund future enhancements along the waterfront and in the surrounding neighborhoods. It is important to note that though this project was underway prior to the start of the

master planning process, the master plan will identify the opportunities surrounding casino development and will also recommend mitigation measures for the surrounding areas.

**General Comment. Three core principles: The three things required, whatever else is included, to ensure the success of a development initiative: 1) capable of regional draw 2) marquee feature like “Space Needle,” “Giant Ferris Wheel,” or some like thing and 3) address the hostilities of the highways and boulevards that separate the city from the riverfront.**

**Missed the meeting? Have more questions? For full coverage of the June 7<sup>th</sup> Public Meeting, visit PlanPhilly. Through PlanPhilly you can access video excerpts from the public meeting .**