APPENDIX D:
MEETING DOCUMENTATION

Meeting Minutes

Project:	Frankford Creek Greenway Study	**Date:**	May 2, 2013
Subject:	Kick-off Meeting	**Time:**	9:00 AM
		Place:	Parks and Rec. Dept.

Attendee	Representing	Phone Number	Email Address
Jeannette Brugger	PCPC	215.643.4653	Jeannette.brugger@phila.gov
Rob Armstrong	Parks & Recreation	215.683.0229	Rob.armstrong@phila.gov
Tom Branigan	DRCC	215.519.8100	tbranigan@drcc-phila.org
Dan Dunphy	Councilwoman Sanchez	215.686.3448	daniel.dunphy@phila.gov
Charles Carmalt	MOTU	215.686.6835	charles.carmalt@phila.gov
Leigh Jones	Phila. Redevelopment Authority	215.320.7880	leigh.jones@pra-phila.gov
Valessa Souter-Kline	Phila. Water Dept.	215.609.0185	Valessa.souter-kline@phila.gov
Stephanie Craighead	Parks & Recreation	215.683.0210	Stephanie.craighead@phila.gov
Charles Mottershead	Dept. of Public Property	215.683.4466	Charles.mottershead@phila.gov
Julie Slavet	TTFWP	215.380.5380	Julie@hjwatershed.org
Ian Litwin	PCPC	215.683.4609	ian.litwin@phila.gov
Dan Biggs	Toole Design Group LLC	301.927.1900 x109	Dbiggs@tooledesign.com
Liz Gabor	PIDC	215.496.8142	egabor@pidc-phila.org
Chris Stanford	Michael Baker Jr., Inc.	215.442.5333	cstanford@mbakercorp.com

Purpose of Meeting:

This was the kick-off meeting for this feasibility study. The goal of the meeting was to gain background information on the study, outline roles and responsibilities determine exact goals and lay out a schedule for future meetings.

Discussion:

1. **Roles and Responsibilities**

   The project will be jointly managed by PCPC and the PPR. Baker will be the lead consultant with support of Toole Design Group. The attendees at the meeting will serve as the Steering Committee for the study. The consultant team will look to the Steering Committee for input and feedback on the various elements of the study.

2. **Scope and Schedule**

   The scope of the project is to determine the feasibility of constructing a greenway and trail network to connect the Juniata Park area to the East Coast Greenway near the Delaware River along the Frankford Creek corridor. The main tasks involved with the study include understanding existing conditions, developing an understanding of challenges and opportunities, identifying

partnership opportunities, identifying trail alignment options, and developing an implementation strategy. It was noted that the starting point of study will be Wingohocken Avenue and modifications of the Juniata Golf Course are not included in the scope of the study.

The study is anticipated to be completed over the course of 12 months. A detailed schedule is attached to these meeting minutes.

3. Discussion of Previous Efforts

a. 2007 PWD Frankford Creek Greenway Master Plan – A brief overview of the results of the Master Plan was provided. This study was completed by PWD and included 3 levels of development. Joanne Dahme (joanne.dahme@phila.gov) from PWD was the manager of that study. This project will follow most closely to scenario 3 (attached).

b. 2011 – PCPC Frankford Creek Greenway: Land Acquisition Strategy. This document was prepared by City Staff and identified many of the critical properties/owners needed along the Greenway. It was noted that property values/appraisals were approximate and would need to be verified.

c. Other projects in the area – It was noted that a trailhead is located at Ramona and I streets. PWD is working on a stormwater improvement in the concrete island at Castor Ave/ Cayuga Street.

4. Coordination with On-going Projects

a. Trail alongside Ramp JJ – The City has been in detailed discussions with PennDOT and DRPA regarding the potential widening of an on-ramp between Aramingo Avenue and the Betsy Ross Bridge with a barrier separated area for the trail. This elevated ramp would pass over top of I-95 and would eliminate numerous conflict points for the trail and would provide a direct connection between Aramingo Avenue and Richmond Avenue. PennDOT has agreed to design and construct the ramp if maintenance and ownership of the ramp is accepted by others. A preliminary sketch of this option is attached.

   The City requested that the Baker team explore alternate trail alignments in case agreement on the trail along Ramp JJ cannot be completed.

   It was noted that DRPA has agreed to a 30’ trail easement between Richmond Street and Delaware Avenue.

b. Sidepath along Adams Avenue Connector – PennDOT has agreed to design and construct a 10’ wide sidepath with 5’ grass buffer along Adams Avenue. This trail will connect Aramingo Avenue to Torresdale Avenue. A graphic showing this area is attached.

c. Delaware Avenue Extension – The City is completing roadway and trail construction for extension of Delaware Avenue from Lewis Street to Orthodox Street. This work is anticipated to start construction in the spring of 2014. Phase 1B from Orthodox St. to Buckius Street is

also anticipated. A future study for continuation of Delaware Avenue from Buckius St. to Bridge St. is anticipated to be advanced by the City in the near future.

d. EPA Brownfields Grant – PCPC has been awarded a grant to study redevelopment of the brownfield areas between Bridge St. and the former location of the mouth of the Frankford Creek. The study is anticipated to start in late 2013.
e. Imaging Frankford – there is an ongoing mural arts program in the area as well.
f. Scrapyard Task Force – The City has an on-going effort to ensure scrapyards in the City are following appropriate laws and ordinances. Vince Dougherty (vince.dougherty@phila.gov 215-683-2021) is the contact for this effort.

5. Available Resources / GIS Data Discussion

Members of the Baker Team will contact the City project managers to coordinate acquisition of available data for the corridor.

6. Next Steps

An approximate timeline for Steering Committee Meetings is included in the project schedule attached to these minutes. A field view of the project corridor with the steering committee will be held in the next few weeks. Baker will coordinate with the committee for the best date.

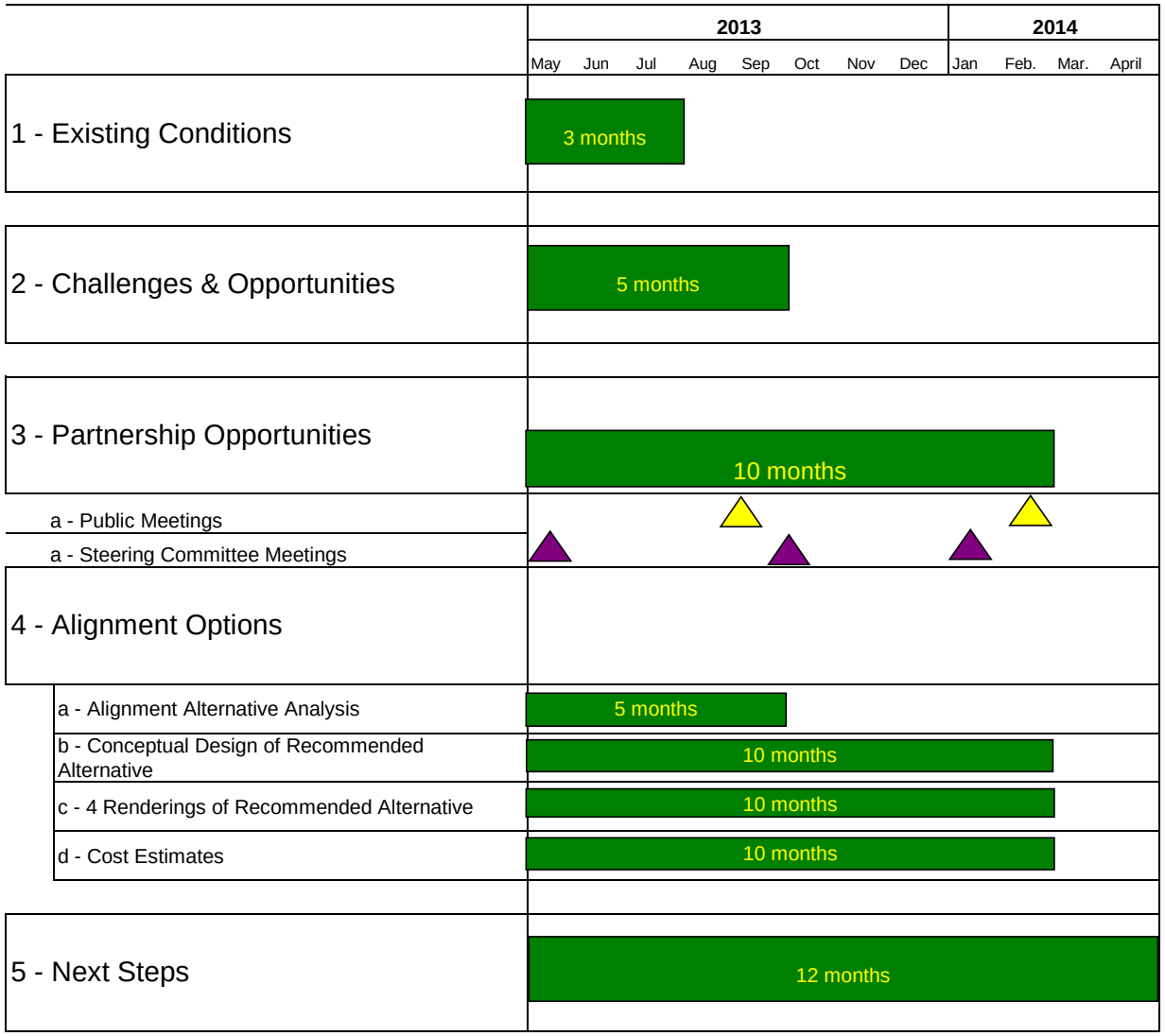
Any additions and/or corrections to these meeting minutes are to be submitted to the author within five (5) days of receipt or the minutes will be considered the final record of the meeting as written.

Sincerely,

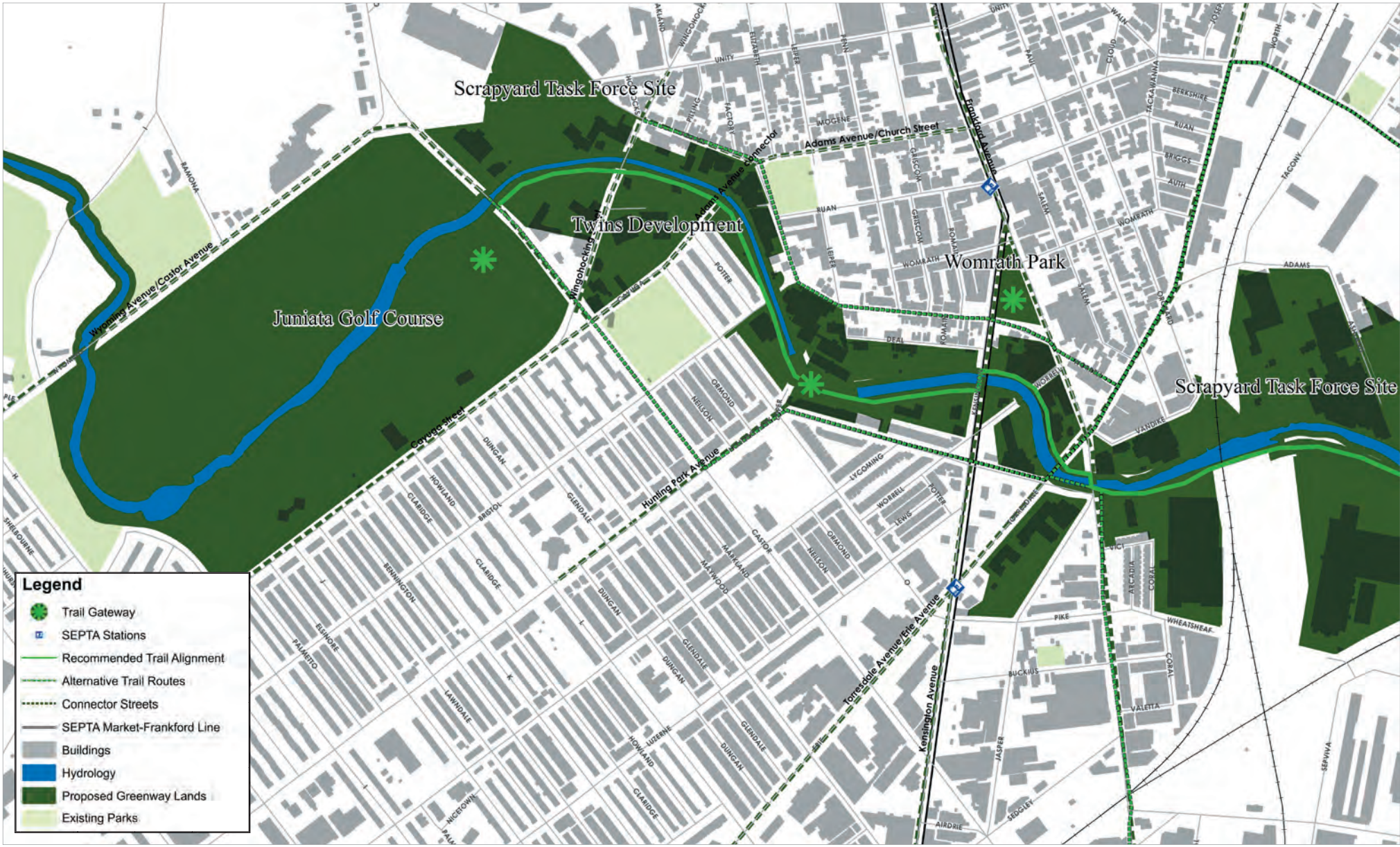
Chris Stanford, P.E., PTOE, PMP

Michael Baker Jr., Inc.
Project Manager

FRANKFORD CREEK GREENWAY FEASIBILITY STUDY



Map 3.3: Scenario 3



N. Del. Riverfront Greenway
Scrapyard Task Force Site
Scrapyard Task Force Site
Scrapyard Task Force Site
Richmond Street
Delaware Avenue Extension
Aramingo Avenue
DELAWARE EXP
DELAWARE
WILMOT
LEFEVRE
RICHMOND
ALLEN
GARDEN
FLUM
GILLINGHAM
SELLERS
BRISTOL
CROYDON
EDDINGTON
ALRESFORD
JUNIATA
BERKSHIRE
BETSY ROSS BRIDGE
HEDLEY
BALFOUR
BATH
LEWIS
LUZERNE
WHEATSHEAF
ALMOND
THOMPSON
EDGEMONT
MILLER
BELGRADE
DUNCAN
SERVIA
BERMUDA
PEARCE
MILNOR
STILES
MELROSE
95

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	PHILADELPHIA	0095	BRO	1 OF 9
CITY OF PHILADELPHIA				

REVISION NUMBER	REVISIONS	DATE	BY

AUGUST 2012

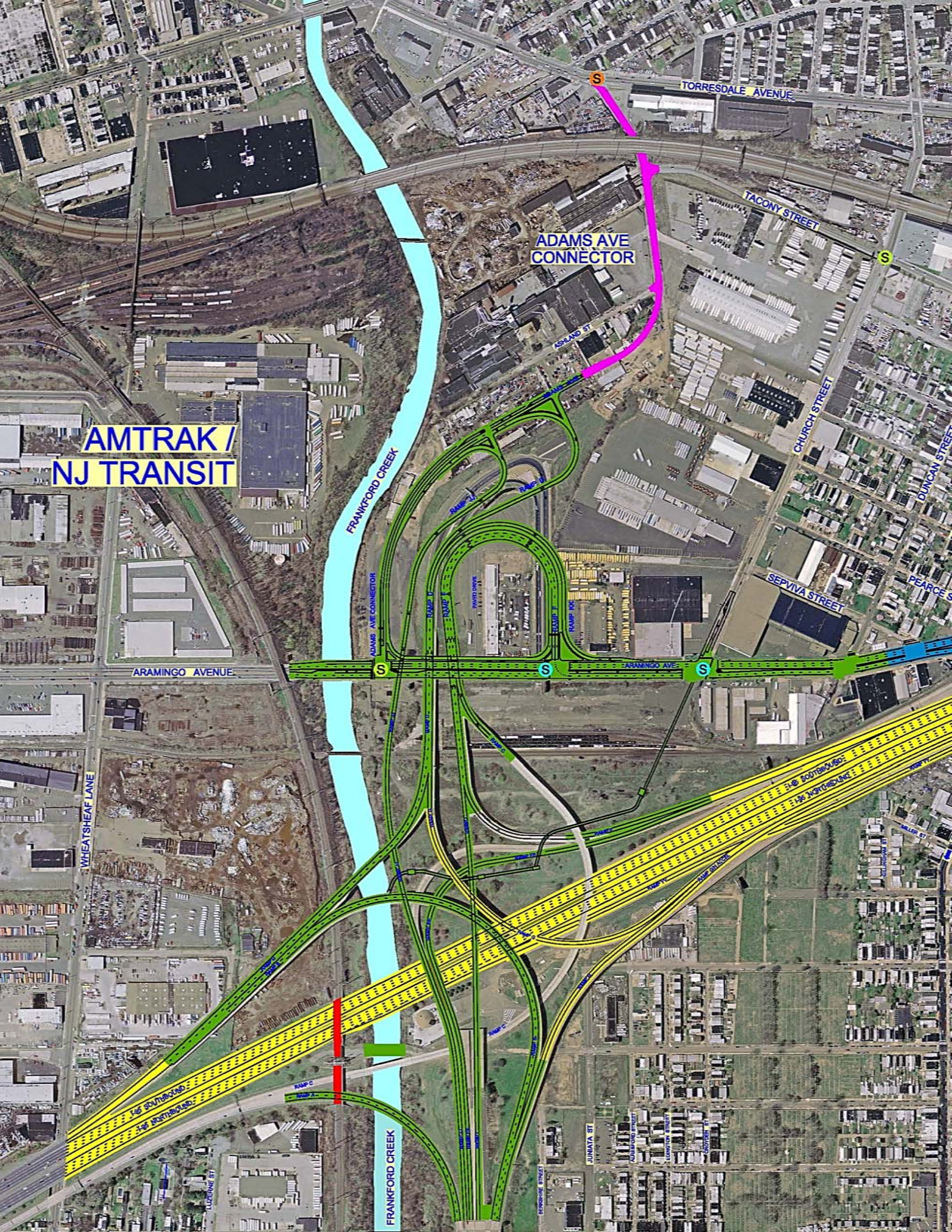
PEDESTRIAN ACCESS RAMP

CONCEPTUAL PLAN

PRELIMINARY
(SUBJECT TO CHANGE)

STV

$USER$
$TIME$
$FILE$
$DATE$


TORRESDALE AVENUE
TACONY STREET
ADAMS AVE CONNECTOR
ASHLAND ST
AMTRAK / NJ TRANSIT
FRANKFORD CREEK
CHURCH STREET
DUNCAN STREET
SEPVIVA STREET
PEARCE S
ADAMS AVE CONNECTOR
ARAMINGO AVENUE
ARAMINGO AVE
WHEATSHEAF LANE
FRANKFORD CREEK
JUNIATA ST
BERGHOFF STREET
LUZERNE ST

Meeting Minutes

Project:	Frankford Creek Greenway Study	**Date:**	June 17, 2013
Subject:	PennDOT Coordination Meeting	**Time:**	1:00 PM
		Place:	PennDOT

Attendees:

Charles Davies	PennDOT D-6	
Paul Shultes	AECOM	D-6 Consultant - Project Manager
Len Smith	STV	Designer – I-95 Section BR0
Geoffrey Stryker	STV	Designer – I-95 Section BR0
Bob Kocher	CDM Smith	Designer – I-95 Section BS3 – Aramingo Ave.
Paul Linahan	Gannett-Fleming	Designer – I-95 Section AFC
Rob Armstrong	Phila. Parks & Recreation	Owner – Frankford Creek Greenway
Jeannette Brugger	Phila.City Planning	Owner – Frankford Creek Greenway
Chris Stanford	Michael Baker	Designer – Frankford Creek Greenway
Tom Kerins	Urban Engineers, Inc	CM –I-95 Sections BRI/BSR/AFC
Nora Kerins	Urban Engineers, Inc	CM –I-95 Sections BRI/BSR/AFC

Paul Shultes opened the meeting with introductions and explained that the purpose of the meeting was to continue coordination efforts between PennDOT and the Philadelphia Parks and Recreation Department regarding the Frankford Creek Greenway and I-95 Section BRO and the Adam's Ave. Connector.

II. ROLES AND RESPONSIBILITIES

- Phila. Parks and Recreation: Owner/Administrator for the Frankford Creek Greenway; Co-management of the study
- Phila. City Planning: Co-management of the study
- Michael Baker: Design Consultant for Parks & Recreation for the Frankford Creek Greenway
- PennDOT: Reconstructing I-95 from Girard Ave to Cottman Ave. and will work with Parks and Recreation to incorporate portions of the Greenway into the I-95 Projects where appropriate.
- STV Inc: PennDOT's Design Consultant for I-95 Section BR0, which includes a portion of the proposed Frankford Creek Greenway area
- CDM Smith: PennDOT's Design Consultant for I-95 Section BS3 (Aramingo Avenue) which includes a portion of the proposed Frankford Creek Greenway area
- Gannett Fleming: PennDOT's Design Consultant for I-95 Section AFC, including utility relocations along Wheatsheaf Lane. A portion of the Frankford Creek Greenway is proposed to run along Wheatsheaf Lane.

III. SCOPE AND SCHEDULE

Mr. Stanford presented an aerial graphic of the project that showed the latest route for the proposed Frankford Creek Greenway. Within the limits of Section BR0, the Greenway would run along the south side of the Adams Ave. Connector up to Aramingo Ave; turn right onto Aramingo Ave. and head toward

Wheatsheaf Lane; turn left onto Wheatsheaf Lane and head toward Richmond St; turn left onto Richmond St and head to Lewis St; turn right onto Lewis St and continue east towards the Delaware River. Mr. Shultes noted that Section BR0 is now in final design and final plans are expected to be complete a year from now. The Frankford Study is anticipated to be completed by Spring of 2014.

IV. WHEATSHEAF LANE

The Frankford Ave Greenway was originally being planned along Ramp JJ. When the DRPA did not accept that plan, Baker was directed to find an alternate route. One alternate route under consideration is to have the Greenway run from the Adams Avenue Connector to Aramingo Ave and from there to Wheatsheaf Lane. The trail would turn onto Richmond St. and then onto Lewis St.

It is anticipated that Section BR0 and potentially AFC and PWD will have major utility/reconstruction work that will impact Wheatsheaf Lane. Full width reconstruction is anticipated. It would be beneficial to include the ultimate configuration for the Greenway in any reconstruction plans. Mr. Stanford indicated one potential option along Wheatshead is to convert the existing sidewalk area into a 10' shared use path with a 5' buffer down the Northeastern side of Wheatsheaf Lane. Wheatsheaf Lane appears to be about 40' wide with 8' for parking on either side, and a 12' to 14' sidewalk on one side. Mr. Kocher noted that Wheatsheaf Lane right of way is shown to be 70' wide on the plan at the intersection.

The bridge on Thompson Street over Frankford Creek is being removed as part of Section BR0. The PGW utilities that currently run along the Thompson St Bridge will be relocated to Wheatsheaf Lane between Richmond and Thompson St. Two 24" gas lines are anticipated to be relocated into Wheatsheaf Lane. Mr. Linahan noted that the Water Department is also interested in adding a new large facility on Wheatsheaf Lane. PWD has two large existing facilities that go at least as far as Aramingo Ave. PWD is in planning for a third. Mr. Shultes will contact Mr. Mohammad from PennDOT's Utility Unit to set up a utility coordination meeting to coordinate the PGW and PWD designs.

There's not much room for a bike path along Richmond St. and it's anticipated that bicycles and motorists will "Share the Road." The entire area below Richmond St. is owned by the PWD, so it might be possible to put a trail there.

Mr. Shultes noted that there needs to be a discussion about a Trail Agreement with PennDOT. Mr. Armstrong from PPR commented that the trail would be part of the Frankford Greenway, so the park will ultimately be responsible for maintaining it. Mr. Shulties will contact Maryann Long about getting a Trail Agreement.

Mr. Shultes noted that Synterra is on the CDM Smith team and will be preparing the Landscaping Plans for Section BRO. Mr. Shultes suggested that PPR provide them with a conceptual design for a typical section of the trail. Baker will provide a typical section. Mr. Armstrong said that PPR would be glad to provide a conceptual landscape concept. Mr. Shultes asked PPR to provide their conceptual layouts by the end of August.

Mr. Armstrong asked if PennDOT would be willing to install pedestrian scale lighting along the trail. Lighting would help trail users to feel more welcome and safer. Standard City "brown round" or Center

City District lights may be an option. Mr. Shultes suggested a dual lighting system for the roadway and trail. Mr. Davies said that PennDOT could build two lighting systems as long as PPR would maintain the lighting for the trail. Mr. Armstrong asked to see a design plan for a dual lighting system so he can present both options to PPR director, Mark Focht.

V. ARAMINGO AVE. GATEWAY / ARCH AT ADAMS CONNECTOR TRAIL

Mr. Stanford suggested adding an archway or a gateway entrance treatment for the trail where the Greenway along the Adams Ave Connector meets Aramingo Ave. A map kiosk/signage could also be added at this location. PPR has designed some gateways before and will provide Mr. Stanford with a plan. The Department agreed to install a gateway treatment. PPR will provide PennDOT with a conceptual design for incorporation into BR0. PPR also request that bikeway signage for the Greenway be installed. The Department agreed to install this signage if PPR provided the sign locations/messages. Baker/PPR will provide a concept sign plan for the Adams Ave/Aramingo intersection area.

The upper portion of the Adams Ave Connector that extends from Ashland Ave. to Tacony St and up to Torresdale Ave won't be constructed as part of BR0 and it's unlikely to be built before 2017.

VI. POTENTIAL ARAMINGO AVE. SIDEPATH

The concept of a potential sidepath along Aramingo Ave. to Wheatsheaf was discussed. The current Aramingo Ave over Frankford Creek bridge design includes bike lanes and a 6' sidewalk. The existing railroad overpass to the west of Frankford Creek has a narrow sidewalk area that may preclude a full width shared use path at that small area. There appears to be space outside the roadway for a shared use path from the railroad over pass to Wheatsheaf. This option will be explored further as part of the Greenway Study.

VII. OPEN SPACE / BASIN LOCATIONS

PPR would like to see more areas for passive green space along the Frankford Greenway and Adams Avenue Connector. There are some areas along Adams Ave. that could be used for green space. As Adams Ave gets closer to Aramingo Ave, the distance between the roadway and Frankford Creek narrows considerably. There are less opportunities to use the space between the road and the creek because of the flood plain. At the upper end of the Adams Ave connector near Ashland Street, there may be space to allow the trail alignment to meander away from the roadway. An overlook to the Frankford Creek may be feasible in that area as well. PPR will supply a sketch of this area.

VIII. AESTHETIC IMPROVEMENTS

Mr. Armstong asked if aesthetic improvements could be made to the Aramingo Ave. Bridge over Frankford Creek and other structures near the greenway. Mr. Shultes responded that no commitments have been made thus far, but there needs to be a discussion about aesthetic improvements to the bridges/structures. Mr. Armstrong said he'd like to incorporate the concrete form liners and staining that he and Mr. Kerins were able to incorporate into PennDOT's Gustine Lake Interchange Project. Mr. Kerins noted that these types of aesthetic improvements should be easy to incorporate into the project. The Aramingo Bridge over the Creek is being replaced as a part of BR0, so improvements such as form-liners

and staining could be used there. The bridge on Richmond St. isn't included in the project and neither is the AMTRAK Bridge over Adams Ave. Baker will get back to PPR on aesthetic recommendations for the bridges. Mr. Shultes noted that there is a Sustainable Action Committee (SAC) field view of the project on Wed. morning and he will advise them of these discussions.

IX. BIKE DESTINATION SIGNS

There are about 390 bike destination signs citywide. Jeanette from City Planning would like five or six signs incorporated at the intersections of this project. Baker will come up with a list of potential intersections to place signs.

X. NEXT STEPS

- Mr. Shultes will contact Utility Unit about coordinating PGW and PWD work on Wheatsheaf Lane.
- Mr. Shultes will contact Maryanne Long regarding initiating a Trail Agreement with PPR.
- PPR/Baker will provide PennDOT with a typical section for the trail, landscaping concepts, trail materials, and a conceptual plan for the archway/gateway. PPR/Baker will provide recommendations for formliners.
- PPR and PennDOT will coordinate on pedestrian scale lighting along Adams Ave. Connector
- Mr. Shultes will contact KSK and update them on the discussions held today.

Any additions and/or corrections to these meeting minutes are to be submitted to the author within five (5) days of receipt or the minutes will be considered the final record of the meeting as written.

Sincerely,

Chris Stanford

Chris Stanford, P.E., PTOE, PMP

Michael Baker Jr., Inc.
Project Manager

Frankford Creek Greenway Feasibility Study

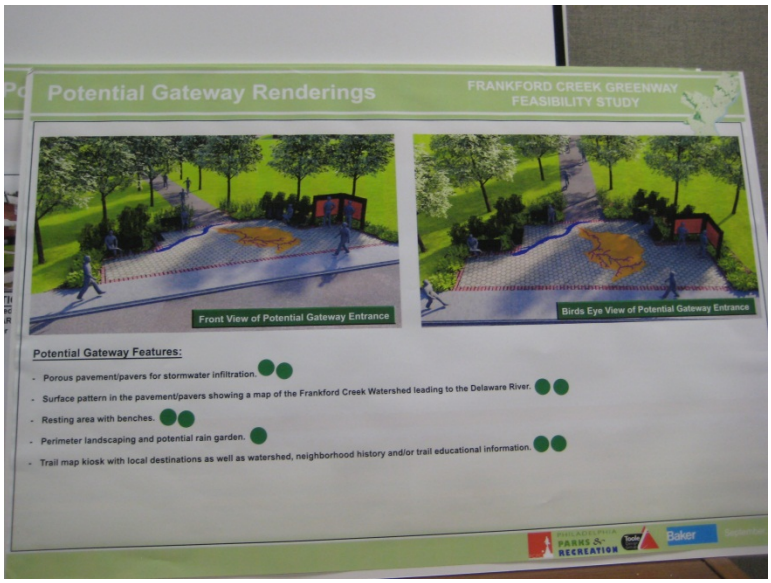
Public Meeting Sept. 30, 2013

Summary:

23 people signed in (including the project team.)

Sticker Results:

1. Gateways–



- 2 positive votes for porous paver
- 2 positive votes for surface pattern in pavement of the watershed
- 2 positive votes for benches
- 1 positive vote for perimeter rain garden and landscaping
- 2 positive votes for trail map/ educational kiosk
- No negative votes

2. Potter Street Area Options:

- 1 positive vote and 2 negative votes for sharrows on Potter St.
- 2 postive votes for sharrows on alley
- 3 positive votes for SUP on the City property

Written Comments

- 1 written comment received indicating preference to have the trail/greenway close to the Creek as much as possible and away from homes.

PCPC

Frankford Creek Greenway Feasibility Study

PHILADELPHIA PARKS & RECREATION

First Public Meeting

Juniata Golf Course
September 30, 2013

Name	Address	Email	Phone
Alix Howard	4500 Worth Street 19124	alix@tfwatershed.org	(215) 744-4453
Laura Ahramjian	123 S. Broad St, #2250 19109	lahramjian@rosli.com	(215) 790-1050
Tim Gunner	1700 Market St. Phila. 19103	timothy.gunner@aecom.com	(215) 789-2118
J. LOFTUS	NETMES		215 354 3110
LISA BORLINE	SENATOR TARTAGLIONE 19124	LBORLINE@PASENATE.COM	215-533-0440
WALT WESOLOWSKI	JUNIATA GOLF CLUB		215-535-6593
MARYANNE SEIFERT	1347 FOULKROD ST. 19124	MARYANNE SEIFERT @ VERIZON.NET	
Janice Casino	4214 Markland St 19124	Jancas@comcast.net	
Tom BRANIGAN	5301 TACONY ST 19154	tbranigan@dvrcc-phila.org	215-519-8100
J. SANDMAN	19143	SANDMAN8352@GMAIL.COM	(215) 560-3241
B SMILEY	4629 Penn		2158475306
Jim Smiley	1128 Foulkrod St 19124	jim@frankfordgazette.com	2677389559
JOSEPH BEDDIS	34 RADBURN ROAD N. VALLEY, 19006	tuf30801@temple.edu	215-380-2644
CHRIS BEDDIS	34 RADBURN RD 19006	cbedd715@yahoo.com	215-407-7276
Christine Fisher	1916 Banbridge Apt 2	cfisher@planphilly.com	603-315-8891

Frankford Creek Greenway Feasibility Study

PHILADELPHIA PARKS & RECREATION

First Public Meeting

Juniata Golf Course
September 30, 2013

Name	Address	Email	Phone
Robin Dominick	3407 Baring Street Philo, 19104	robin.dominick@aecom.com	(215) 222-7036
Ed Fagan	1515 Arch St 19102	Ed.Fagan@phila.gov	
Dan Adair	4413 Garden St 19137	Foreverlesh44@aol.com	(215) 535 5576
Chris Stanford	BAKER		
Jason Bowen	↓		
Christina Cogliano	↓		
Jeannette Drager	PCPC		
Rob Armstrong	PPR		

Frankford Creek Greenway Feasibility Study

First Public Meeting
Juniata Golf Course
September 30, 2013

COMMENT FORM

Dear Community Member:

Thank you for attending tonight's meeting on the proposed Frankford Creek Greenway. We are interested in your comments on the greenway proposals presented tonight. Staff members are available to record your opinions, and you may also complete this comment form to provide feedback.

Comments:

I don't live in the areas impacted, but as an environmental/watershed educator, the closer you can get people to the water, the better! moving trails closer to water might appeal to homeowners who are concerned about increased traffic if the path is near their house. (maybe?)

Name: Alix Howard

Address: 4500 Worth 19124

Phone/Email: alix@ttfwatershed.org

Please return completed forms to the staff tonight, or mail/fax completed form to either:

Jeannette Brugger
City Planner, Planning Division
Philadelphia City Planning Commission
One Parkway Building
1515 Arch Street, 13th Floor
Philadelphia, PA 19102
tel: (215) 683-4637
fax: (215) 683-4630
e-mail: jeannette.brugger@phila.gov

Rob Armstrong
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Alix Howard
Education and Outreach Director

Tookany/Tacony-Frankford
Watershed Partnership, Inc.

4500 Worth Street | Philadelphia, PA 19124
ph 215.744.1853 **e** alix@ttfwatershed.org
web www.ttfwatershed.org

Thank you for completing this comment form and for your interest in the Greenway!

Frankford Creek Greenway Feasibility Study
Steering Committee Meeting
Philadelphia City Planning Commission
October 11, 2013
2:00 PM

MINUTES

Attendees: Jeannette Brugger, Ian Litwin, Clint Randall (PCPC); Rob Armstrong, Stephanie Craighead (PPR); Nicole Hostettler (PWD); Charles Carmalt (MOTU); Christine Caggiano, Chris Stanford (Baker)

Jeannette opened the meeting with status updates on project partners: Rachel Brooks will be the PRA point person for the project, and Clint Randall will be the PCPC point of contact while Jeannette is on leave.

I. Existing Conditions Memo

The Steering Committee briefly reviewed the Existing Conditions and property ownership information by segment. PRA has been engaged to figure out the ownership and property lines for the Twins property. That information is expected before the end of October. Rob stated that while the area is largely open, they are interested in a 30-foot easement and space for a gateway at the end of the property. Nicole reminded the group that the bulk of PWD's stormwater management funding must go to projects that pull runoff from the CSO in order to get credit from the EPA. This area is fuzzy in terms of where the CSO boundary is and PWD would need to do a site visit to determine where exactly the area drains to. PWD stated they would check into that within the next month. Chris and Jeannette reviewed the three options available for Potter Street. For the 4066-70 Kensington Ave property, Rob asked PWD about acquiring an easement from the property owner to green some of his impervious area. Nicole stated that PWD grant funding is given to take public run-off, not to help private property owners. Rob stated that he isn't looking to have the site take public run-off; he sees the reduction in stormwater bills as potential leverage to get an easement. He requested that Nicole look into any other locations where that kind of exchange has occurred. Nicole also requested the development plat for Twins via email to help guide her research.

ACTION ITEMS: Email Twins plans to Nicole. PWD to follow up on CSO boundary and on examples of greening private property to get an easement. Jeannette and Rob to continue working with PRA on Twins ownership.

II. Results of the September 30 Public Meeting

Chris reviewed the results of the public meeting. The meeting was lightly attended by local residents, but did get positive press. While dots were used to try to gauge feedback for key areas like Potter Street, it indicated general support for adding bicycle and pedestrian infrastructure rather than strongly favoring a single intervention. The only written

comment form received thus far indicated a preference to keep the trail/greenway close to the creek as much as possible. The Steering Committee expressed concern about not having the Potter Street residents at the meeting. Stephanie suggested extra, targeted flyering to Potter Street residents now providing information and asking for comments and to invite them to the final public meeting at Globe Dye Works in January.

ACTION ITEMS: Create flyer for Potter Street residents with project information, the Potter Street alignment options, and an opportunity to submit comments.

III. Potential Alignment and Inter-agency coordination

Jeannette reviewed the alignment options for the length of the greenway. Ian asked about the timing of Adams Avenue, and Jeannette stated it is a two stage project with completion in 2020. Jeannette also said that Wheatsheaf may be rebuilt with later stages of I-95 reconstruction, and there would be continued coordination for Wheatsheaf. She also stated that DRPA has okayed the alignment under the Betsy Ross Bridge to dead-end at the Delaware Avenue Trail. The Steering Committee agreed with the overall alignment, but Ian brought up the Edgewater Dye site and the EPA Brownfields Areawide study. He suggested looking at using Frankford between Worrell and Torresdale rather than going down Worrell to capitalize on the EPA study and to green a space that is more used than Worrell. Jeannette brought up the signalization and safety issues that might come with using Frankford, which is much more heavily trafficked than Worrell. Ian agreed that those were legitimate issues, but it might be worth study.

The Steering Committee then reviewed the draft gateway renderings. Chris stated they would be larger at the start and end of the greenway with a few smaller gateway features along the greenway, such as the Leiper Street cap area and Kensington Avenue. General comments were that the renderings needed curb cuts, the group was very supportive of the idea of the watershed map in the pavement, and that it was appropriate to have some education and orientation included on the signage.

Finally, the Committee reviewed draft cross sections for Kensington Avenue, Adams Avenue at Womrath Park, and Worrell Street. At Kensington Avenue, the proposal is to keep the bike lane and convert the parking lane into more space for the greenway. There would be a landscaped or paver buffer between the greenway and traffic. On the bridge, it anticipated that the buffer are would be texturized pavement or pavers rather than planted. Off the bridge, a landscape buffer and street trees could be incorporated. Ian did not think removing the parking at this location would be an issue. For Adams Avenue at Womrath, the proposal is to take several feet of space for a full side path from the park rather than the street. On Worrell, the proposed concept is to take the parking lane, have one lane of traffic, and the side path. Stephanie asked about the land uses on that stretch, stating that taking parking in a more residential street would be more controversial. Upon looking at photos, she recommended not planting along this street since there is a significant green investment already at Womrath Park.

IV. Next Steps

The immediate next steps for the project are to continue to coordinate with PRA and PWD as well as PennDOT as construction plans continue. Baker will continue to refine the proposed alignment options and cross sections, as well as continue property and

environmental research. Coordination meetings with PWD, Streets, and PennDOT are planned in the near future. Jeannette and Rob also informed the Steering Committee that the final public meeting would be in January at Globe Dye Works.

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Sincerely,

Chris Stanford, P.E., PTOE, PMP
Michael Baker Jr., Inc.
Project Manager

Frankford Creek Greenway Feasibility Study

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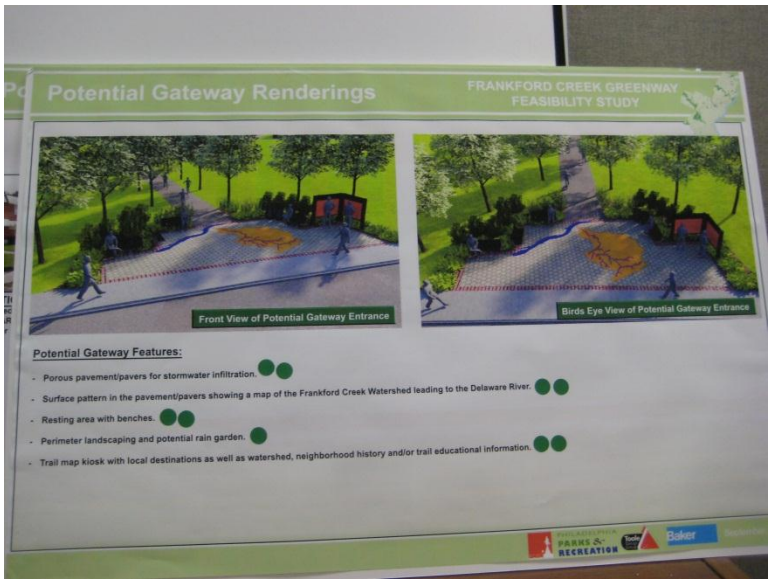
Sticker Results:

1. Gateways–



- 2 positive votes for porous paver
- 2 positive votes for surface pattern in pavement of the watershed
- 2 positive votes for benches
- 1 positive vote for perimeter rain garden and landscaping
- 2 positive votes for trail map/ educational kiosk
- No negative votes

2. Potter Street Area Options:

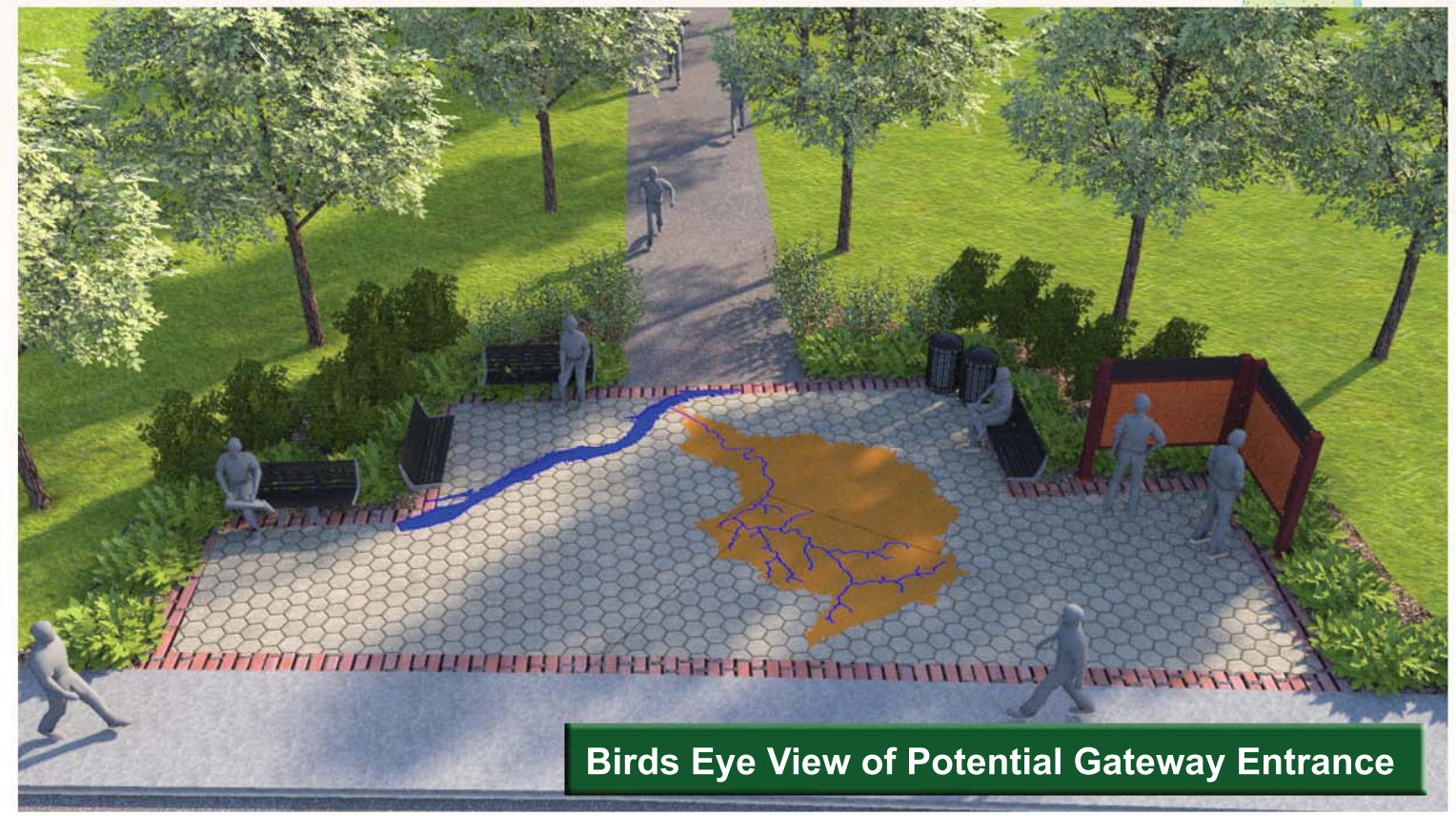
- 1 positive vote and 2 negative votes for sharrows on Potter St.
- 2 postive votes for sharrows on alley
- 3 positive votes for SUP on the City property

Written Comments

- 1 written comment received indicating preference to have the trail/greenway close to the Creek as much as possible and away from homes.

Potential Gateway Renderings

Front View of Potential Gateway Entrance



Birds Eye View of Potential Gateway Entrance

Potential Gateway Features:

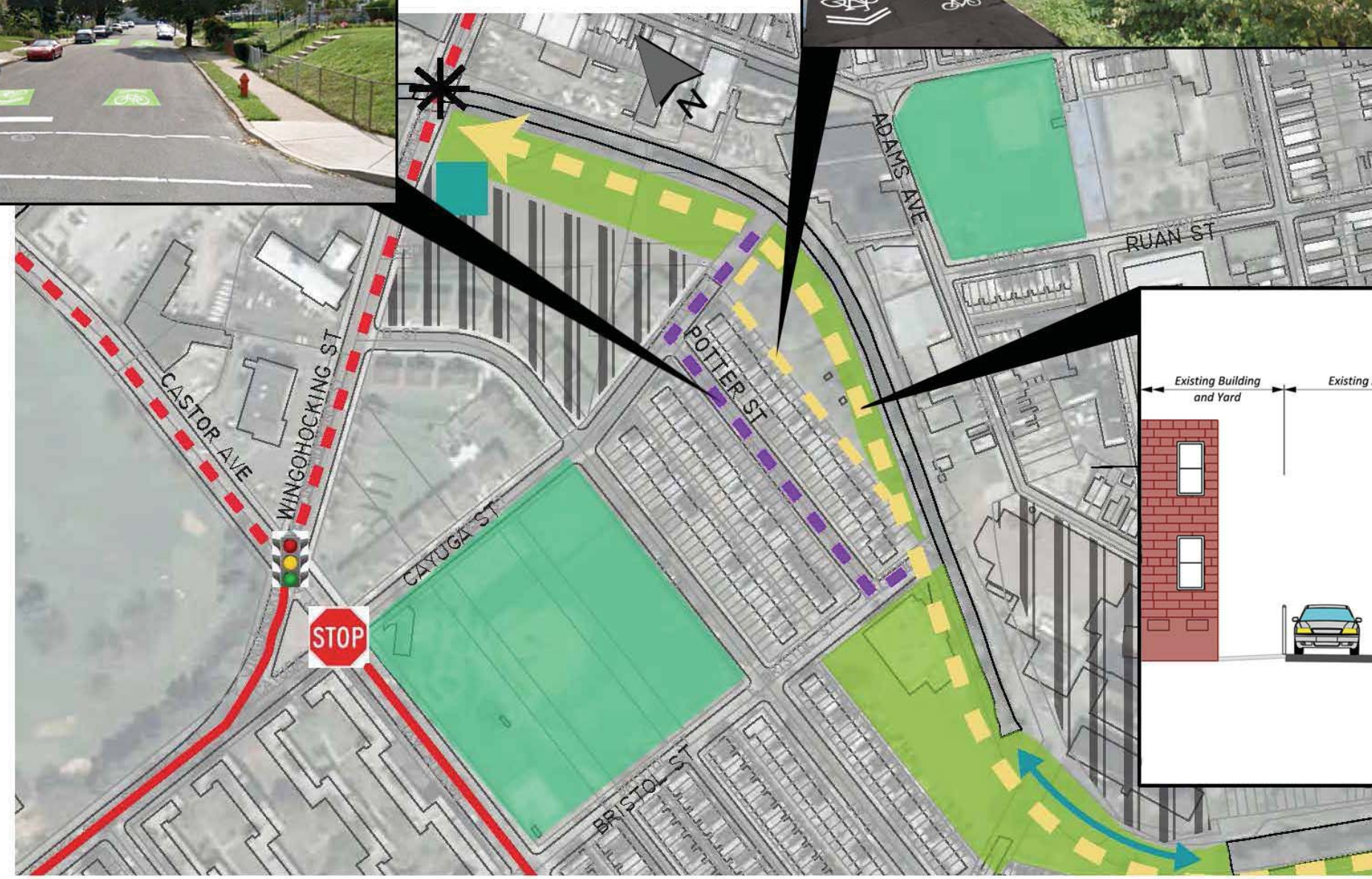
- Porous pavement/pavers for stormwater infiltration.
- Surface pattern in the pavement/pavers showing a map of the Frankford Creek Watershed leading to the Delaware River.
- Resting area with benches.
- Perimeter landscaping and potential rain garden.
- Trail map kiosk with local destinations as well as watershed, neighborhood history and/or trail educational information.

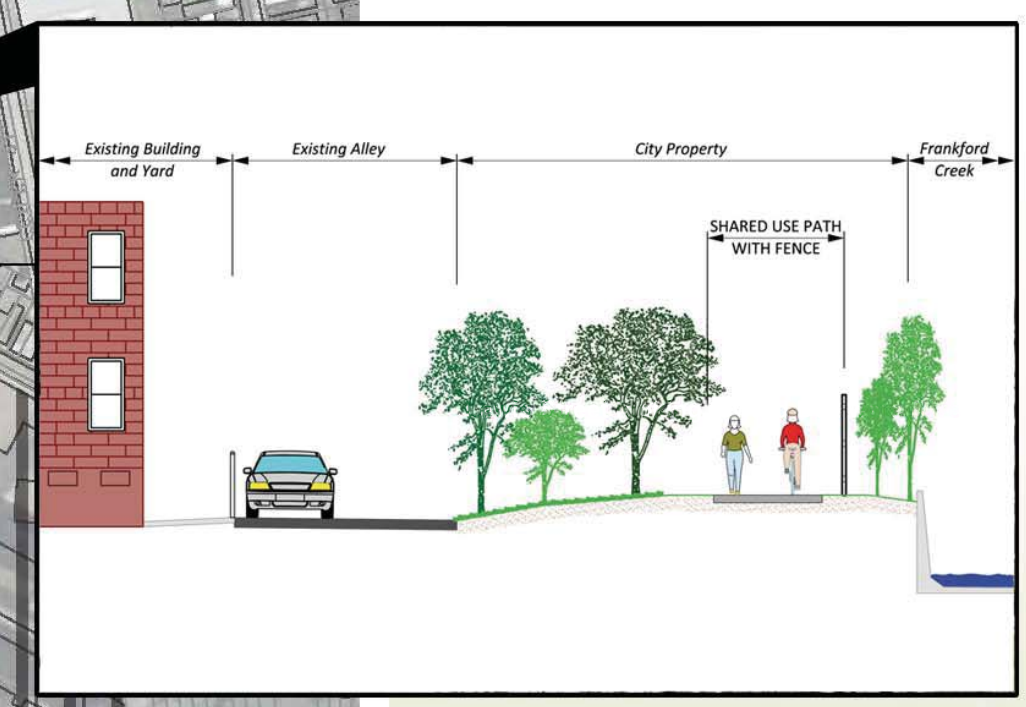
Potter Street Area - Greenway Options

FRANKFORD CREEK GREENWAY
FEASIBILITY STUDY

OPTION 1:
Shared roadway with green back "SHARROW" markings along Potter street.

OPTION 2:
Shared roadway with "SHARROW" markings along existing alley.

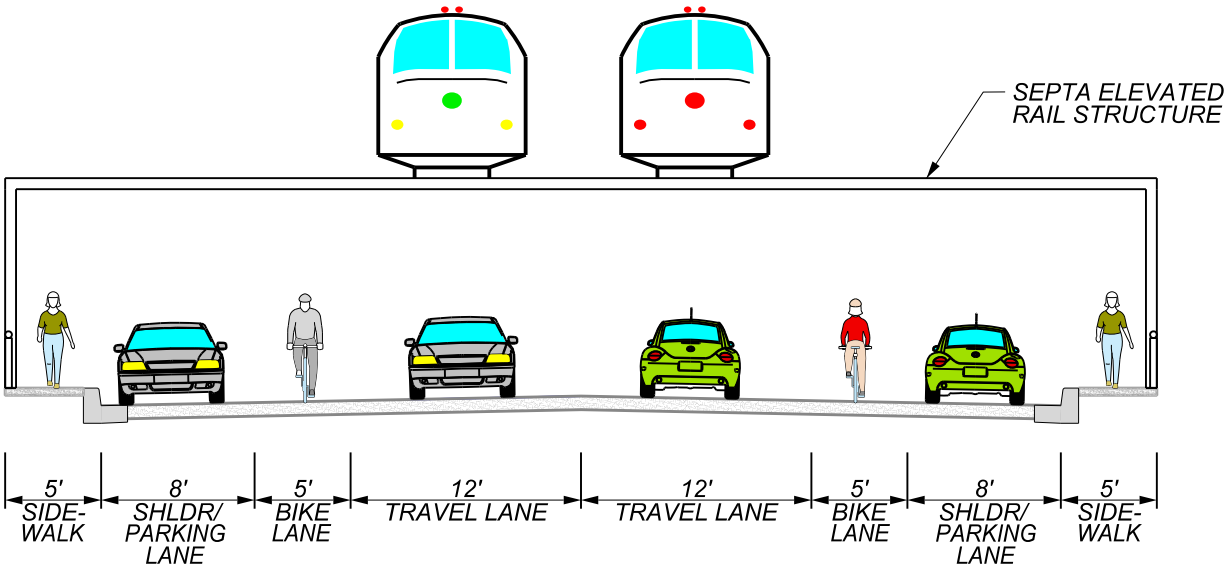




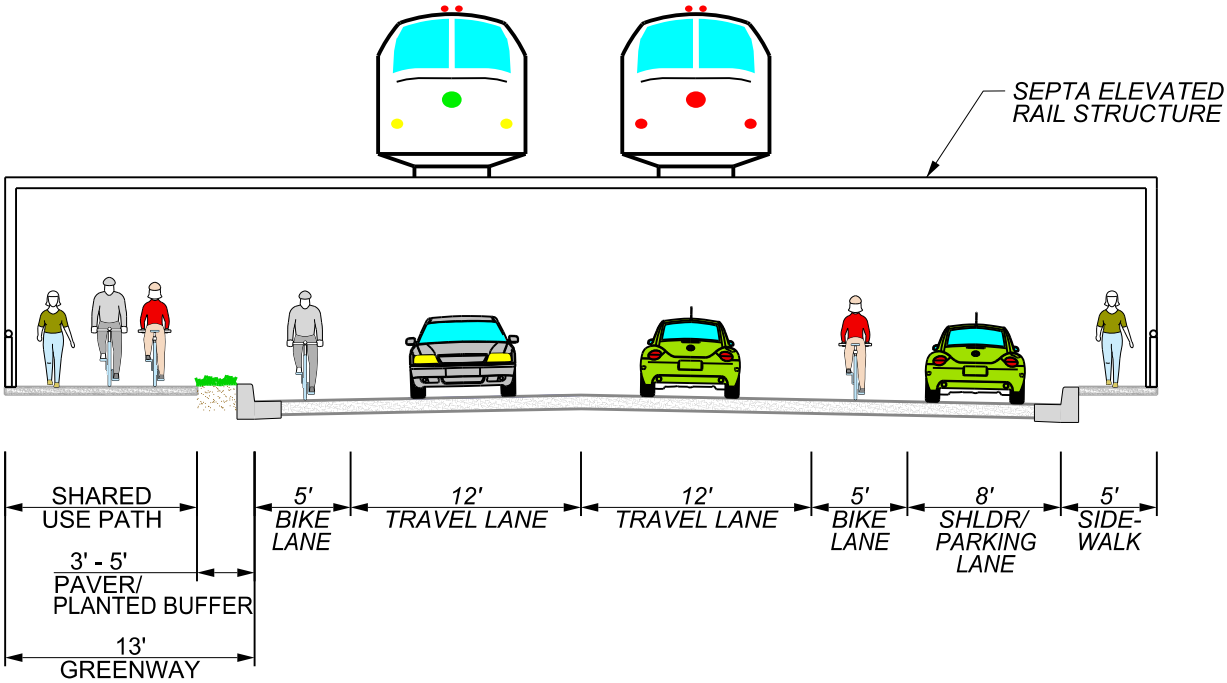
OPTION 3:
Shared Used Path through City property.

PHILADELPHIA PARKS & RECREATION
Toole Design Group
Baker

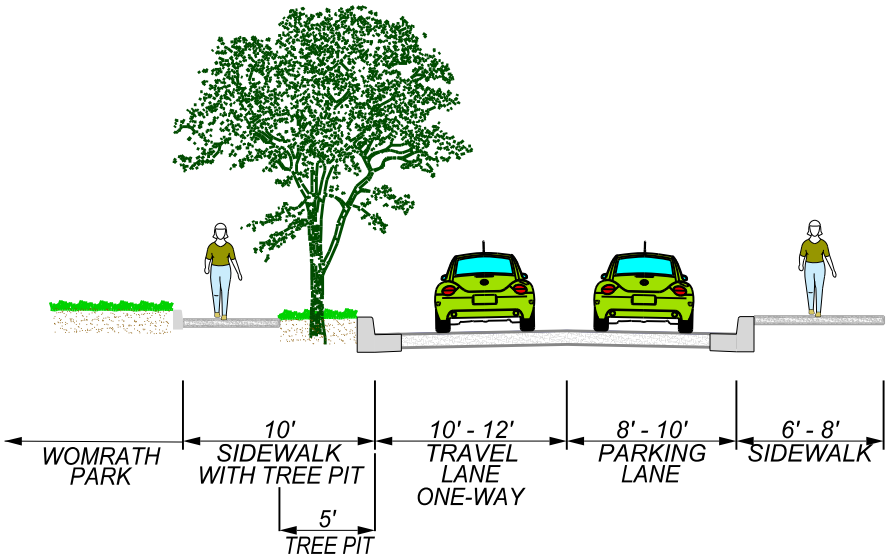
September, 2013



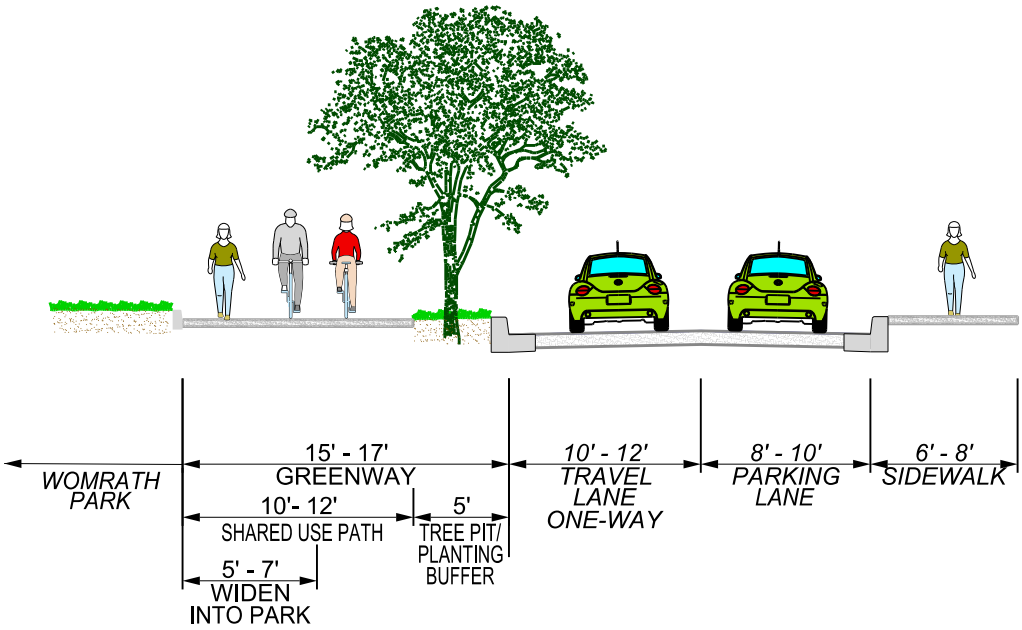
KENSINGTON AVE - EXISTING



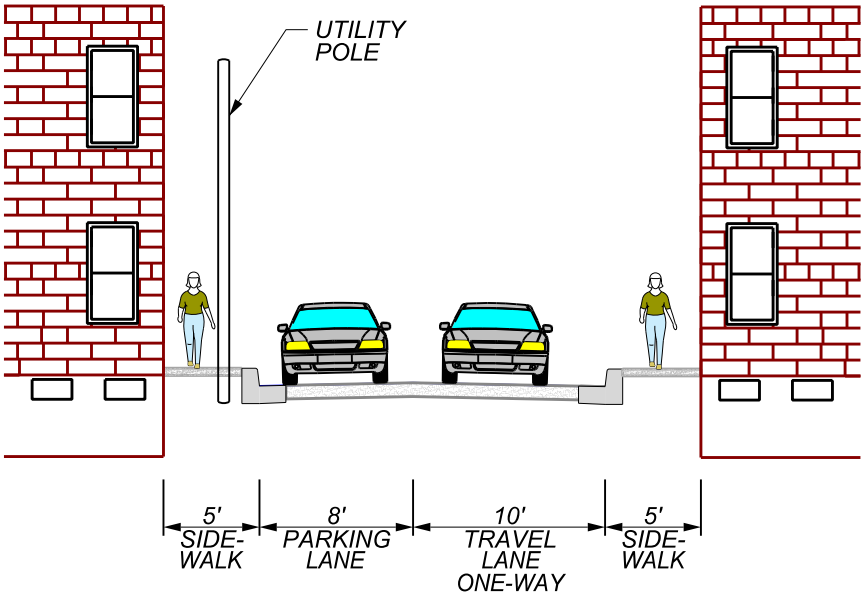
KENSINGTON AVE - PROPOSED



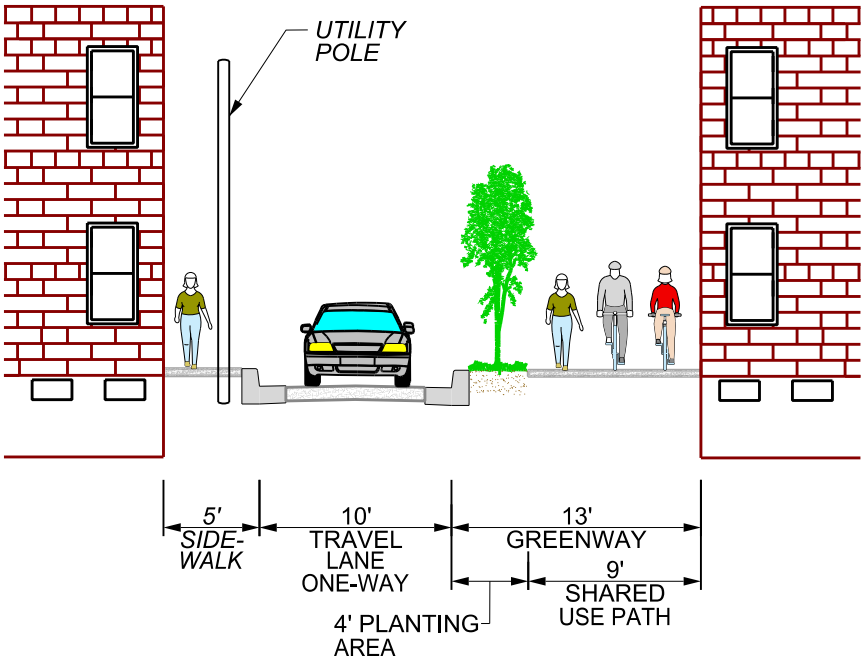
ADAMS AVE - EXISTING



ADAMS AVE - PROPOSED



WORRELL ST - EXISTING



WORRELL ST - PROPOSED

Frankford Creek Greenway Feasibility Study
Coordination Meeting
October 8, 2013
2:30 PM

MINUTES

Attendees:
Jeannette Brugger (PCPC) – 215-683-4637
Rachel Brooks (PRA) – 215-209-8673
Chris Stanford (Baker)-215-442-5333

The purpose of the meeting was to provide Philadelphia Redevelopment Authority (PRA) with an overview of the project study and get PRA's assistance with property ownership questions associated with the Twins at Powder Mills development project.

Overview – Jeannette presented a brief overview of the goals and scope of the feasibility study.

Twins at Powder Mills – The majority of the meeting was spent reviewing the plans and property information we had gathered related to this development project. See attached. The project is located near Wingohocking Street and was completed in approximately 2007. There are three parcels as well as a PWD easement that are involved with the potential greenway area near the Frankford Creek. The current ownership of those parcels and the status of the PWD easement is unclear. PRA will use their resources to find out what documentation they have on these three parcels and the PWD easement. Rachel indicated that she would try to have someone investigate these parcels and respond back to Jeannette within approximately 2 weeks.

LOT AREA TABLE

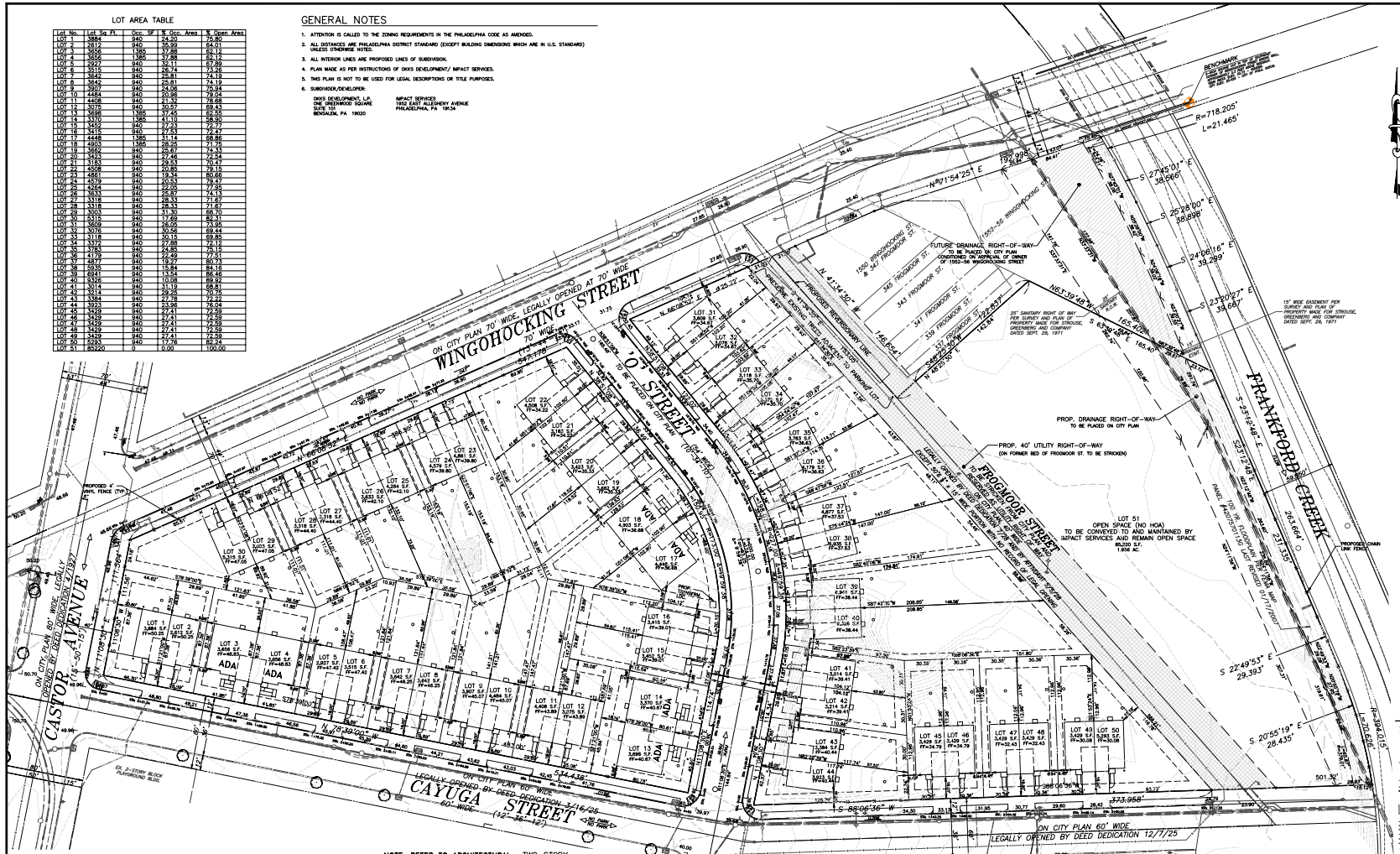
Lot No.	Lot Sq. Ft.	Occ. SF	% Occ. Area	% Open Area
LOT 1	3884	940	24.20	75.80
LOT 2	2812	940	35.99	64.01
LOT 3	3656	1385	37.88	62.12
LOT 4	3656	1385	37.88	62.12
LOT 5	2927	940	32.11	67.89
LOT 6	3515	940	26.74	73.26
LOT 7	3642	940	25.81	74.19
LOT 8	3642	940	25.81	74.19
LOT 9	3807	940	24.68	75.34
LOT 10	4484	940	20.96	79.04
LOT 11	4408	940	21.32	78.68
LOT 12	3075	940	30.57	69.43
LOT 13	3696	1385	37.45	62.55
LOT 14	3370	1385	41.10	58.90
LOT 15	3452	940	27.23	72.77
LOT 16	3415	940	27.53	72.47
LOT 17	4446	1385	31.14	68.86
LOT 18	4903	1385	28.25	71.75
LOT 19	3682	940	25.67	74.33
LOT 20	3423	940	27.46	72.54
LOT 21	3183	940	29.53	70.47
LOT 22	4508	940	20.85	79.15
LOT 23	4861	940	19.34	80.66
LOT 24	4579	940	20.53	79.47
LOT 25	4264	940	22.05	77.95
LOT 26	3633	940	25.87	74.13
LOT 27	3318	940	28.33	71.67
LOT 28	3318	940	28.33	71.67
LOT 29	3003	940	31.30	68.70
LOT 30	3315	940	27.69	72.31
LOT 31	3609	940	26.05	73.95
LOT 32	3076	940	30.56	69.44
LOT 33	3118	940	30.15	69.85
LOT 34	3322	940	27.88	72.12
LOT 35	3783	940	24.85	75.15
LOT 36	4179	940	22.49	77.51
LOT 37	4877	940	19.27	80.73
LOT 38	5935	940	15.84	84.16
LOT 39	6941	940	13.54	86.46
LOT 40	9326	940	10.08	89.92
LOT 41	3014	940	31.19	68.81
LOT 42	3214	940	29.25	70.75
LOT 43	3384	940	27.78	72.22
LOT 44	3923	940	23.96	76.04
LOT 45	3429	940	27.41	72.59
LOT 46	3429	940	27.41	72.59
LOT 47	3429	940	27.41	72.59
LOT 48	3429	940	27.41	72.59
LOT 49	3429	940	27.41	72.59
LOT 50	5593	940	17.78	82.22
LOT 51	85220	0	0.00	100.00

GENERAL NOTES

1. ATTENTION IS CALLED TO THE ZONING REQUIREMENTS IN THE PHILADELPHIA CODE AS AMENDED.
2. ALL DISTANCES ARE PHILADELPHIA DISTRICT STANDARD (EXCEPT BUILDING DIMENSIONS WHICH ARE IN U.S. STANDARD) UNLESS OTHERWISE NOTED.
3. ALL INTERIOR LINES ARE PROPOSED LINES OF SUBDIVISION.
4. PLAN MADE AS PER INSTRUCTIONS OF OKKS DEVELOPMENT/ IMPACT SERVICES.
5. THIS PLAN IS NOT TO BE USED FOR LEGAL DESCRIPTIONS OR TITLE PURPOSES.
6. SUBDIVIDER/DEVELOPER:

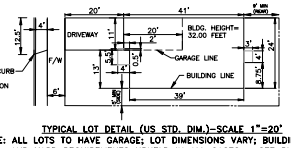
OKKS DEVELOPMENT, L.P.
ONE GREENWOOD SQUARE
SUITE 101
BENSALEM, PA 19020

IMPACT SERVICES
1855 EAST ALLEGHENY AVENUE
PHILADELPHIA, PA 19134



NOTE: REFER TO ARCHITECTURAL DRAWINGS FOR EXACT BUILDING DETAILS AND DIMENSIONS.

TWO-STORY
1ST FL:730 SF
2ND FL:940 SF
TOTAL:1670 SF

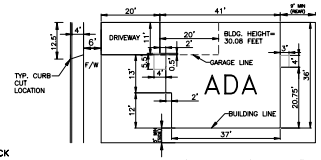


TYPICAL LOT DETAIL (US STD. DIM.)-SCALE 1"=20'

(NOTE: ALL LOTS TO HAVE GARAGE; LOT DIMENSIONS VARY; BUILDING SETBACK AND YARD REQUIREMENTS UPHELD IN ALL CASES - SEE PLANS)

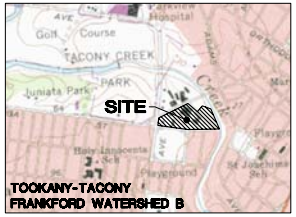
NOTE: REFER TO ARCHITECTURAL DRAWINGS FOR EXACT BUILDING DETAILS AND DIMENSIONS.

TWO-STORY
1ST FL:1175 SF
2ND FL:577 SF
TOTAL:1752 SF



TYPICAL ADA LOT DETAIL (US STD. DIM.)-SCALE 1"=20'

(NOTE: ALL LOTS TO HAVE GARAGE; LOT DIMENSIONS VARY; BUILDING SETBACK AND YARD REQUIREMENTS UPHELD IN ALL CASES - SEE PLANS)



LOCATION MAP
SCALE: 1"=1000'

PROPOSED ZONING DISTRICT REGULATIONS

1. ZONING DISTRICT CLASSIFICATION:

   EXISTING: G-2 DISTRICT , PROPOSED: R-9 DISTRICT
2. PROPOSED USE:

   SEMI-DETACHED DWELLING (FEE SIMPLE- NO HOA)
3. LOTS 1 AND 30 TO BE DEED RESTRICTED FOR RESIDENTIAL USE (NO COMMERCIAL)
4. ZONING REQUIREMENTS TABLE:

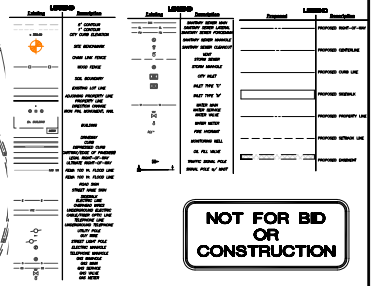
	REQUIRED
MINIMUM LOT WIDTH	15 FT
MINIMUM LOT AREA	1,440 SQ. FT
MAX. OCCUPIED AREA (INTERIOR LOTS)	70%
MAX. OCCUPIED AREA (CORNER LOTS)	80%
MIN. OPEN AREA (INTERIOR LOTS)	30%
MIN. OPEN AREA (CORNER AREA)	20%
BUILDING SETBACK	8 FT
MINIMUM FRONT YARD DEPTH	8 FT
MINIMUM SIDE YARD WIDTH	5 FT
MINIMUM REAR YARD DEPTH	9 FT
MINIMUM REAR YARD AREA	144 SQ. FT
MAXIMUM BUILDING HEIGHT	35 FT

SURVEY NOTES

1. SURVEY PERFORMED BY SCHOOR DEPALMA, INC. MAY/JUNE 2006.
2. BENCHMARK:

   2-INCH SQUARE CUT IN TOP OF SOUTHEAST CORNER OF WINGOHOCKING STREET BRIDGE WALL, APPROXIMATELY 2.3 FEET ABOVE SIDEWALK.

   FEMA RM33: ELEVATION 30.73 - NGVD-29.
   CITY ELEVATION 25.425 - CITY OF PHILADELPHIA DATUM.
   ALL DATA SHOWN REFERENCES CITY OF PHILADELPHIA DATUM.
3. LOCATIONS OF ALL WATER, SANITARY SEWER AND STORM WATER SEWER LINES SHOWN ARE INTERPOLATED FROM PLANS PROVIDED BY PHILADELPHIA WATER DEPARTMENT, DRAINAGE UNIT & LOCATIONS OF PA-1-CALL FIELD MARKINGS. LOCATIONS ARE APPROXIMATE.
4. LOCATIONS OF ALL GAS LINES SHOWN ARE INTERPOLATED FROM GAS TRANSMISSION & DISTRIBUTION PLANS PROVIDED BY PHILADELPHIA GAS WORKS & LOCATIONS OF PA-1-CALL FIELD MARKINGS. LOCATIONS ARE APPROXIMATE.
5. LOCATIONS OF ALL UNDERGROUND ELECTRICAL LINES SHOWN ARE INTERPOLATED FROM CABLE & CONDUIT MAPS PROVIDED BY PECO ENERGY COMPANY & LOCATIONS OF PA-1-CALL FIELD MARKINGS. LOCATIONS ARE APPROXIMATE.
6. LOCATIONS OF ALL UNDERGROUND TELEPHONE LINES SHOWN ARE INTERPOLATED FROM CABLE & CONDUIT PLANS PROVIDED BY A.T.&T. & LOCATIONS OF PA-1-CALL FIELD MARKINGS. LOCATIONS ARE APPROXIMATE.
7. 100 YEAR & 500 YEAR FLOOD PLAIN LIMITS TAKEN FROM F.E.M.A. FLOOD INSURANCE RATE MAP NUMBER 42079C0113-F, BEING PANEL 113 OF 230, CITY OF PHILADELPHIA, PHILADELPHIA COUNTY, PENNSYLVANIA.
8. SOIL DATA SHOWN PER PHILADELPHIA COUNTY SOIL SURVEY.
9. REFERENCE PLANS: VARIOUS CITY PLANS (DEPICTING STREET RIGHT-OF-WAYS AND BLOCK DIMENSIONS AS WELL AS CURB ELEVATIONS) PROVIDED BY THE CITY OF PHILADELPHIA, 33RD WARD, 5TH SURVEY DISTRICT, BUREAU OF SURVEYS & DESIGNS, CITY PLANS UNIT.
10. ALL DIMENSIONS ARE PHILADELPHIA DISTRICT STANDARD UNLESS OTHERWISE NOTED. US= DISTRICT STANDARD * 1.00359



NOT FOR BID OR CONSTRUCTION

ATTENTION ALL CONTRACTORS: LOCATIONS OF ALL EXISTING UTILITIES SHOWN HEREON HAVE BEEN DEVELOPED FROM UTILITY COMPANY RECORDS AND/OR ABOVE-GROUND INSPECTION OF THE SITE COMPLETENESS OR ACCURACY TYPE, SIZE, DEPTH OR HORIZONTAL LOCATION OF UNDERGROUND FACILITIES OR STRUCTURES CANNOT BE GUARANTEED. PURSUANT TO REQUIREMENTS OF PENNSYLVANIA LEGISLATIVE ACT NUMBER 38, CONTRACTORS MUST VERIFY LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES AND FACILITIES PRIOR TO START OF WORK. SERIAL NO. 1525832, 1525854, 1525968, 1525836, & 1525970

PENNSYLVANIA ONE CALL SYSTEM, INC. 1-800-242-1776 STOP-CALL BEFORE YOU DIG!

REVISION NO.	DATE	REVISION
7	4/11/07	REV. PER PWD COMMENTS
6	4/10/07	REV. PER PWD COMMENTS
5	3/27/07	REV. PER DISTRICT SURVEYOR COMMENTS
4	3/5/07	REV. PER PWD COMMENTS
3	2/28/07	REV. FOR CITY PLAN CHANGES
2	2/20/07	REV. PER SUBDIVISION PLAN REQUIREMENTS
1	2/2/07	REV. PER PWD COMMENTS

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40 0 40 80
GRAPHIC SCALE IN FEET

KRAIG HEINRICH DIENER
PROFESSIONAL LAND SURVEYOR, PA. LIC. No. SU-049360-E

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
KRAIG HEINRICH DIENER
LAND SURVEYOR
SU-049360-E

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Engineers and Consultants
NEW JERSEY • PENNSYLVANIA • NEW YORK • FLORIDA • ARIZONA • MARYLAND
DAMIANO LONG • a division of SCHOOR DEPALMA

102 PICKERING WAY
SUITE 501
EXTON, PA 19341
TEL (610)594-3500
FAX (610)594-3503

PRELIMINARY PLAT
MADE FOR OKKS DEVELOPMENT/IMPACT SERVICES
TWINS AT FRANKFORD CREEK

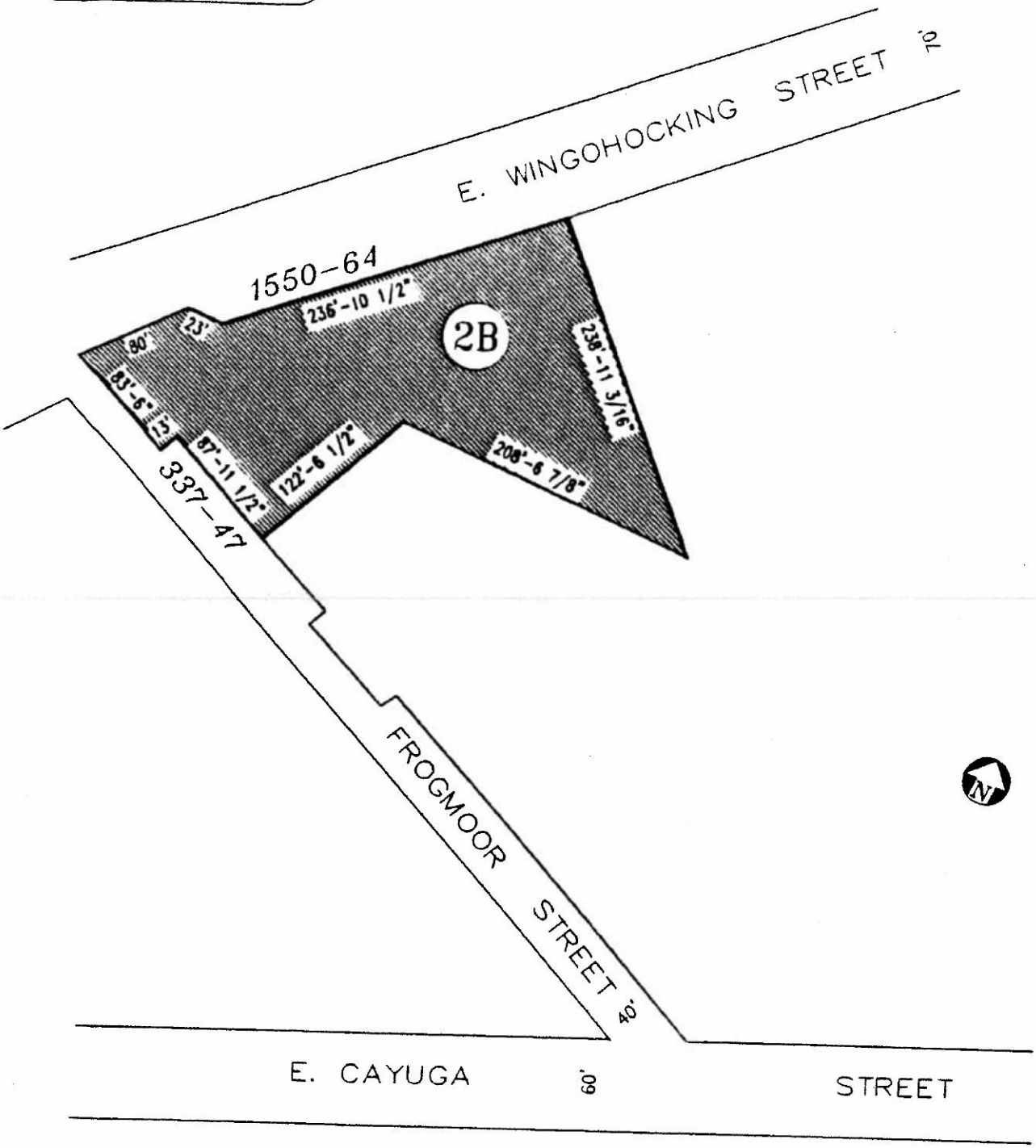
PRELIMINARY SUBDIVISION AND LAND DEVELOPMENT PLAN

PHILADELPHIA — PHILADELPHIA COUNTY, 33RD WARD — PENNSYLVANIA

PROJECT NO	050011302
DATE	01/08/07
DRAWN BY	SMM
DESIGNED BY	CWJ
SCALE	1" = 40'
CHECKED BY	KAL
SCHOOR DEPALMA	
SHEET NO.	R-1

SQ. FT.	ACRES
43804.2	1.0056

Exhibit "E-1"



NOT TO BE USED FOR TITLE
OR CONSTRUCTION PURPOSES

REDEVELOPMENT AUTHORITY of the CITY OF PHILADELPHIA

FRANKFORD CREEK URA - REVESTMENT

REDEVELOPMENT ENGINEERING SERVICES	Drawn by: LB	Date: 06-01-07
	Checked: RLB	
	Scale: 1"=100'	Parcel 2B

Exhibit "E-1"

FRANKFORD CREEK URA

Revestment

Parcel 2B

ALL THAT CERTAIN lot or piece of ground situated in the 33rd Ward of the City of Philadelphia and described as follows:

BEGINNING at a point in the bed of Frogmoor Street (40 feet wide) and the bed of Wingohocking Street (70 feet wide).

THENCE extending Eastwardly through the said bed of Frogmoor Street the distance of 83 feet 6 inches to a point,

THENCE extending Northward through the said bed of Frogmoor Street the distance of 13 feet to a point on the Northerly side of Frogmoor Street,

THENCE extending Eastward along the said side of Frogmoor Street the distance of 87 feet 11 ½ inches to a point,

THENCE extending Northward on a line at right angles to the said Frogmoor Street the distance of 122 feet 6 ½ inches to a point,

THENCE extending Eastward the distance of 208 feet 6 7/8 inches to a point,

THENCE extending Northwestward the distance of 238 feet 11 3/16 inches to a point on the South side of the said Wingohocking Street,

THENCE extending Southwestward along the said side of Wingohocking the distance of 236 feet 10 ½ inches to a point,

THENCE extending Westward into the bed of the said Wingohocking Street the distance of 23 feet to a point,

THENCE extending Southwestwardly through the bed of the said Wingohocking Street the distance of 80 feet to the point of intersection with the bed of the said Frogmoor Street being the first mentioned point and place of beginning.

BEING KNOWN AS: 337-47 FROGMOOR STREET
(Including 1550-64 E. WINGOHOCKING STREET)

CONTAINING IN AREA: 43,804.2 Sq. Ft. or 1.0056 Acres

5/14/2014 Public Meeting

A public meeting was held on Wednesday, May 14th from 5:30-7:00 PM in the Tookany/Tacony-Frankford Watershed Partnership Offices at Globe Dye Works (4500 Worth St, Philadelphia, PA 19124). 7 people were in attendance including consultants and city agency representatives. One member of the public came- the community outreach organizer for Mariana Bracetti Academy Charter School. The school is located near the trail and a discussion was started about getting the school and its students involved in community outreach and possibly some volunteering for clean-up etc. along the trail before construction.

Comments and questions focused on what opportunities existed to get students involved in the future and the safety of certain sections of the trail (Womrath Park especially).

Attached are the boards and powerpoint that were presented.

Frankford Creek Greenway Feasibility Study

Tonight's Agenda:

5:30-6:00 PM Open House

6:00-6:30 PM Presentation/Q&A

6:30-7:00 PM Open House

PCPC PHILADELPHIA CITY PLANNING COMMISSION

PHILADELPHIA PARKS & RECREATION

Baker

Frankford Creek Greenway Feasibility Study

PUBLIC MEETING – May 14, 2014

PCPC
PHILADELPHIA CITY PLANNING COMMISSION

PHILADELPHIA
PARKS & RECREATION

Baker

Presentation Overview

- **Overview of goals/objectives**
- **Scope of the study**
- **Review existing conditions and preferred alignment recommendations**
- **Implementation Strategy**
- **Short and Long Term Plans**

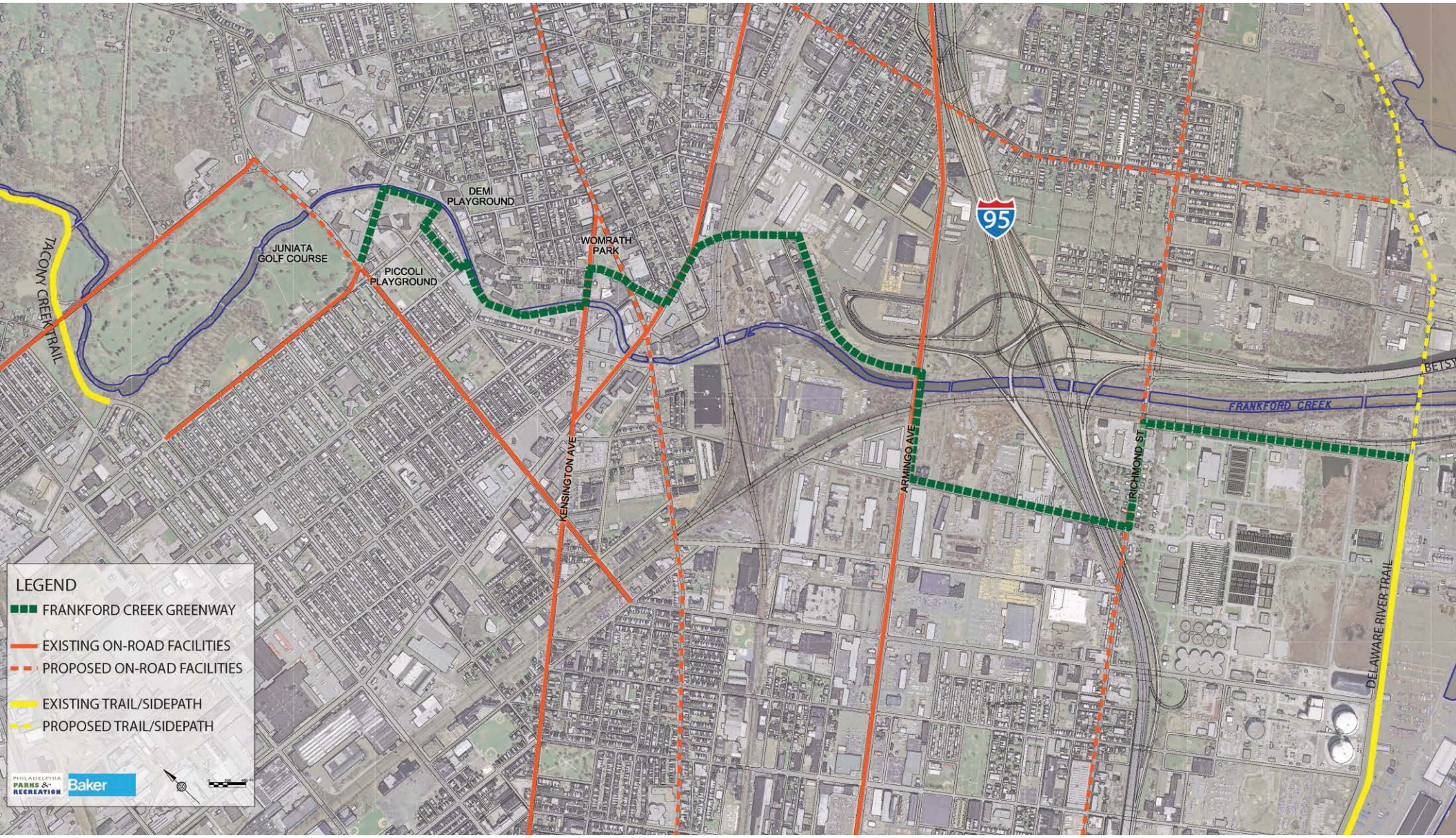
Goals and Objectives

- Develop series of alignment options
- Determine the preferred route for the Greenway
- Collect feedback from residents and incorporate into recommendations

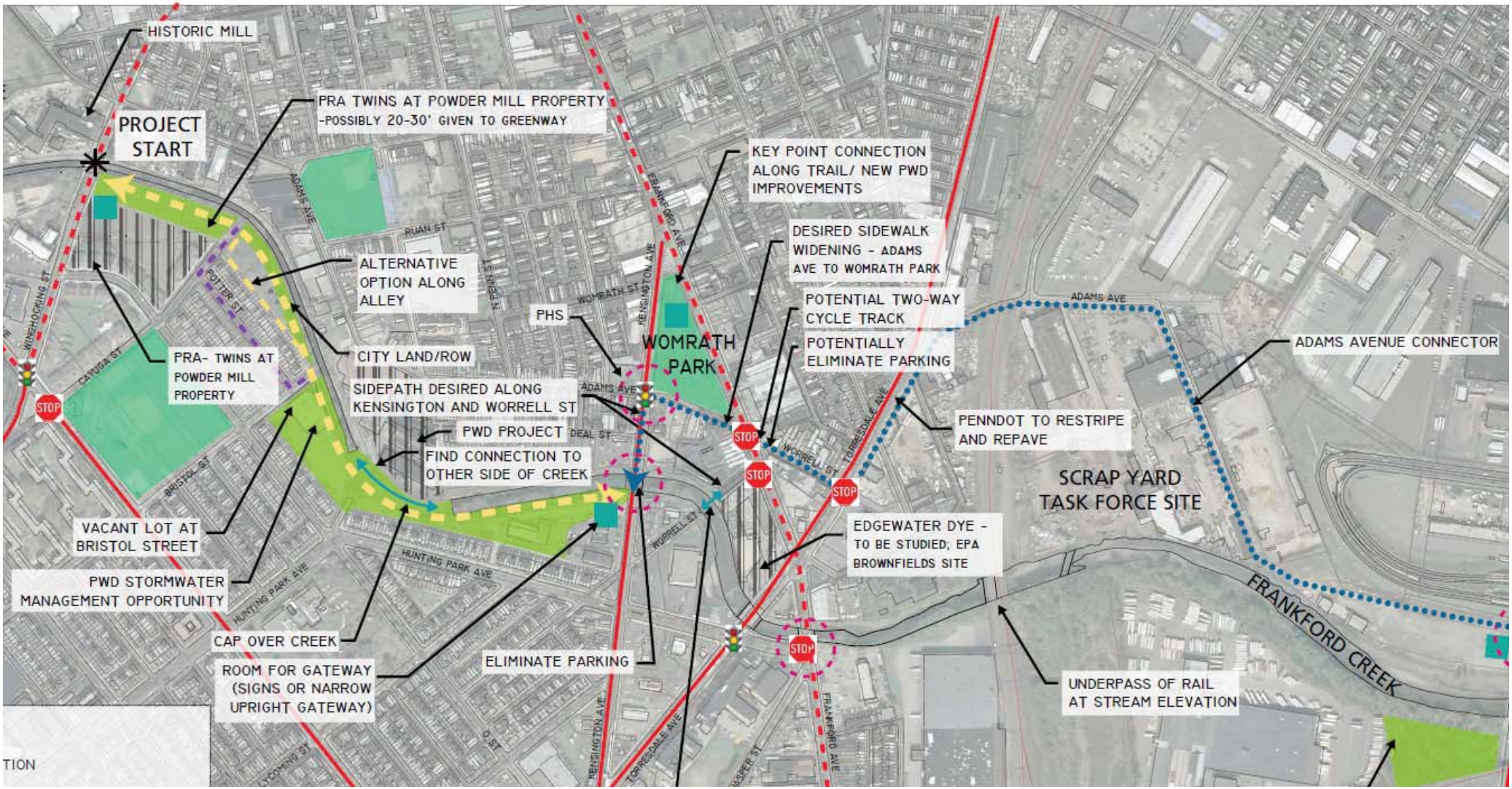
Scope of the Study

- Castor Avenue to Orthodox Street (west to east) and Juniata Golf Course to Delaware Avenue (north to south)
- Planning and alternatives analysis only (no detailed design plans)

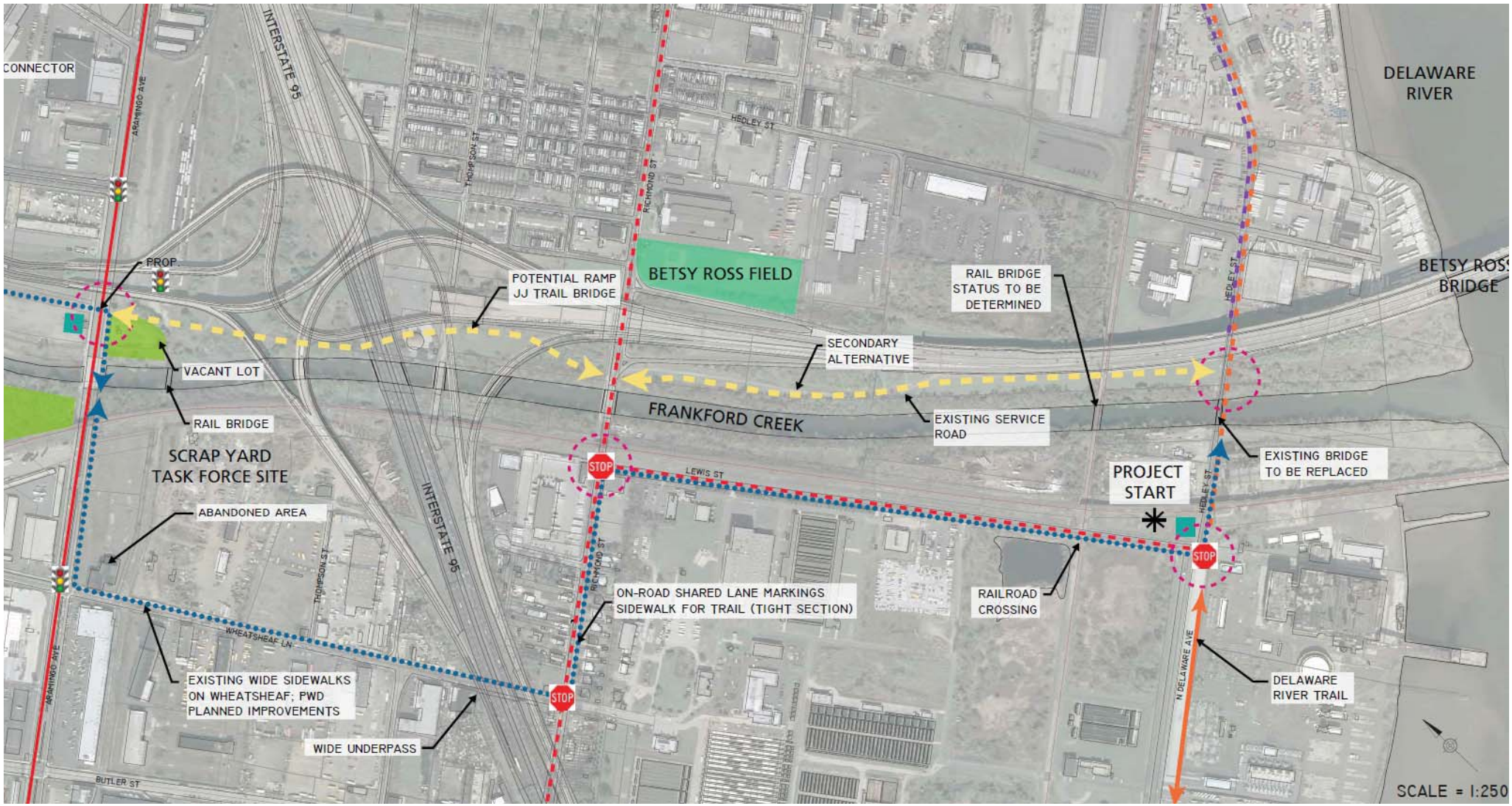
Existing/Proposed Bike Facilities



Alignment Location - North



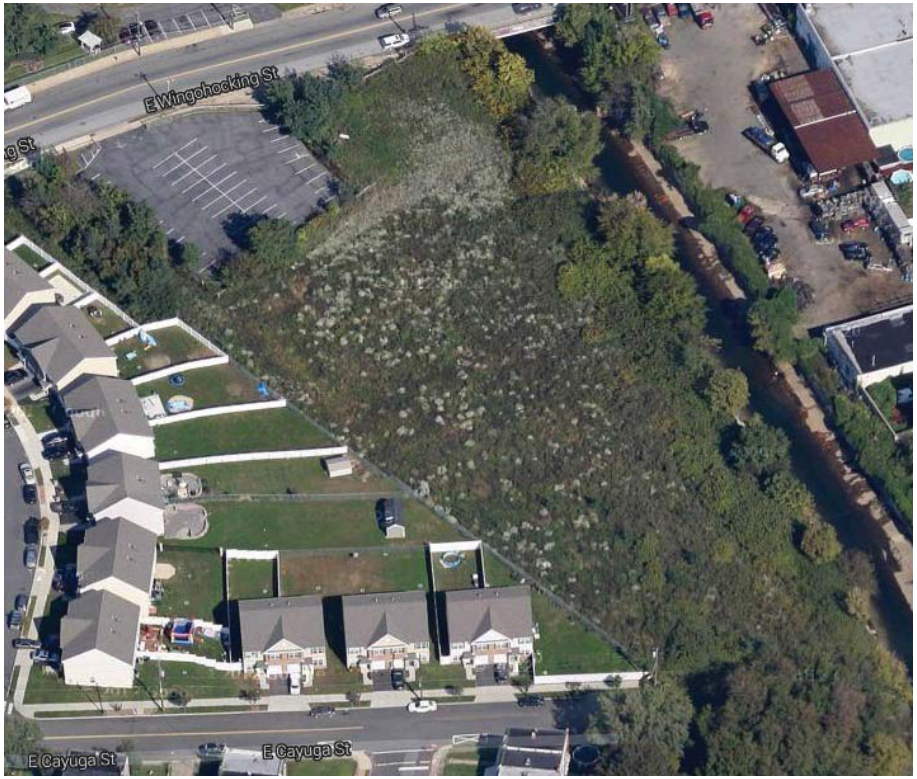
Alignment Location – south



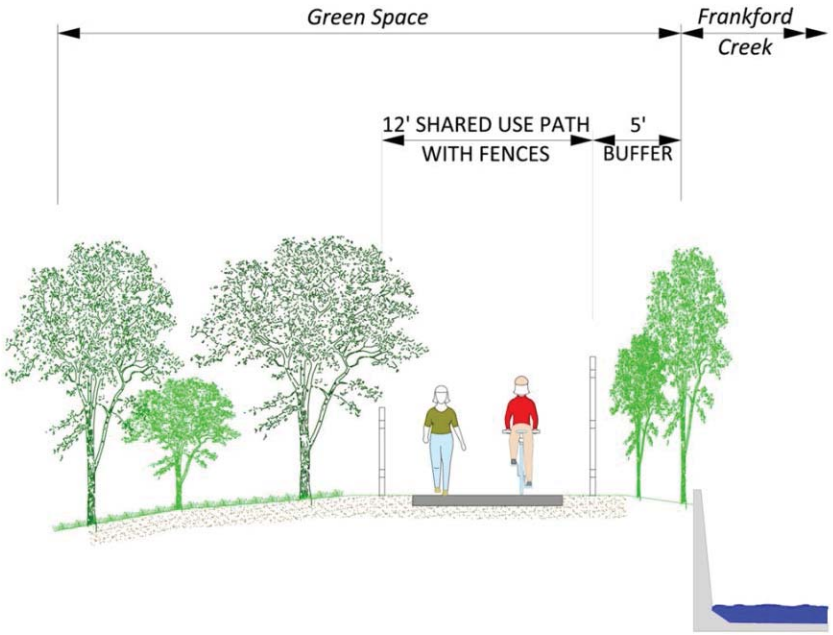
Segment 1

Wingohocking St. to Cayuga St.

Existing



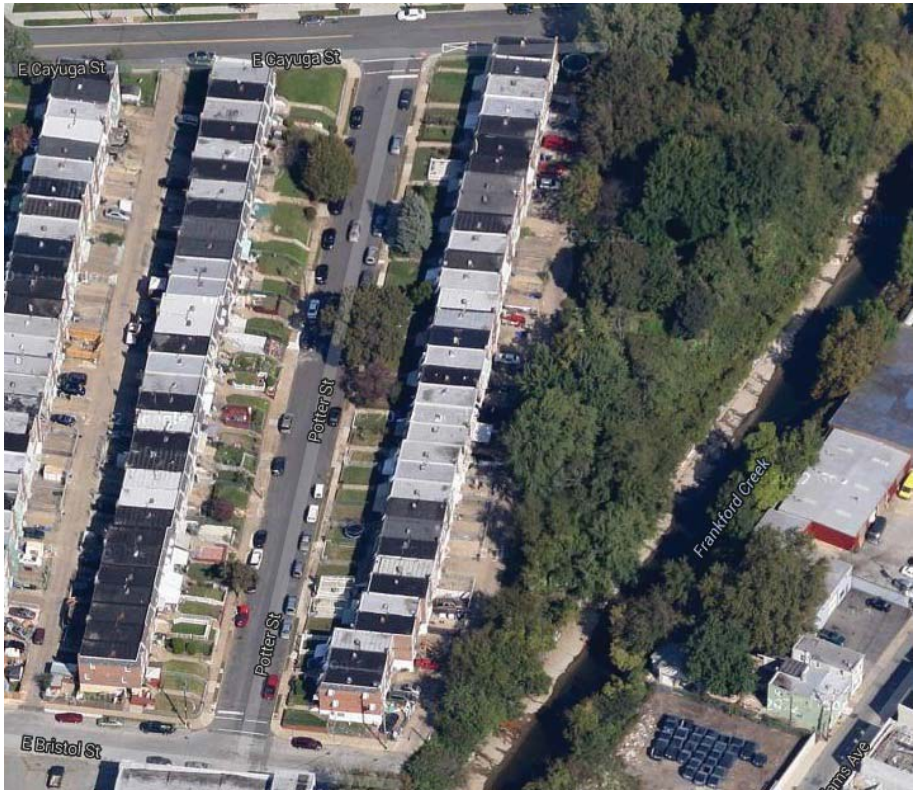
Proposed



Segment 2

Cayuga St. to Bristol St.

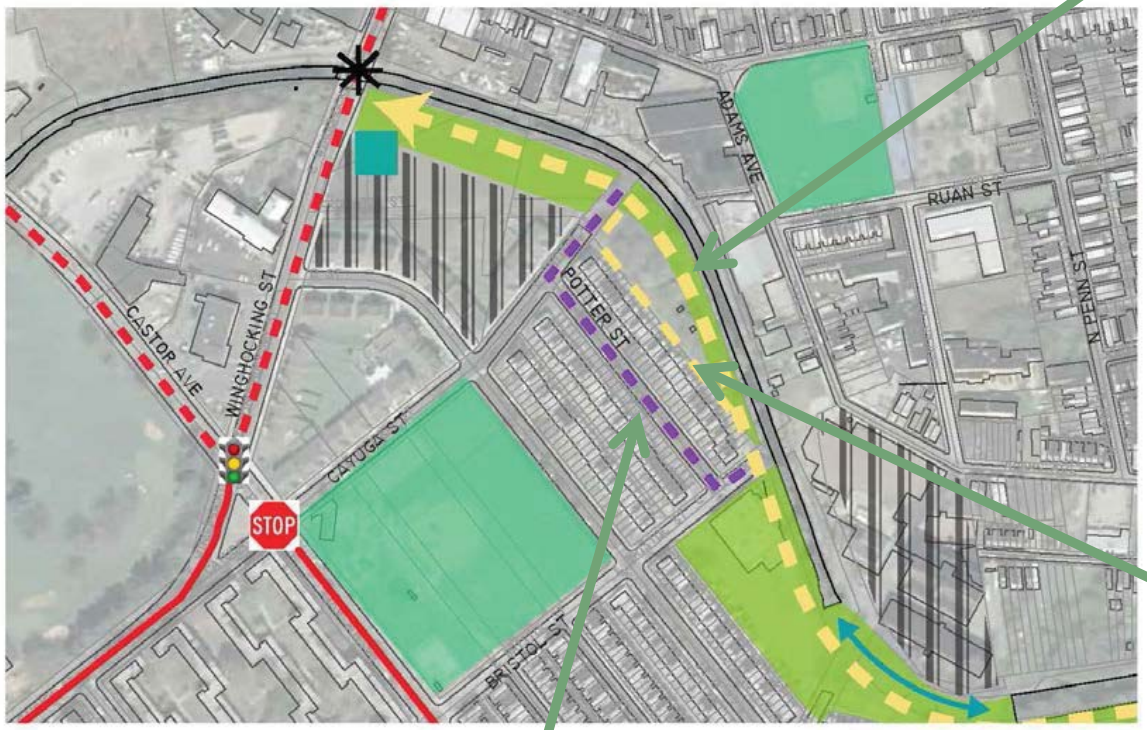
Existing

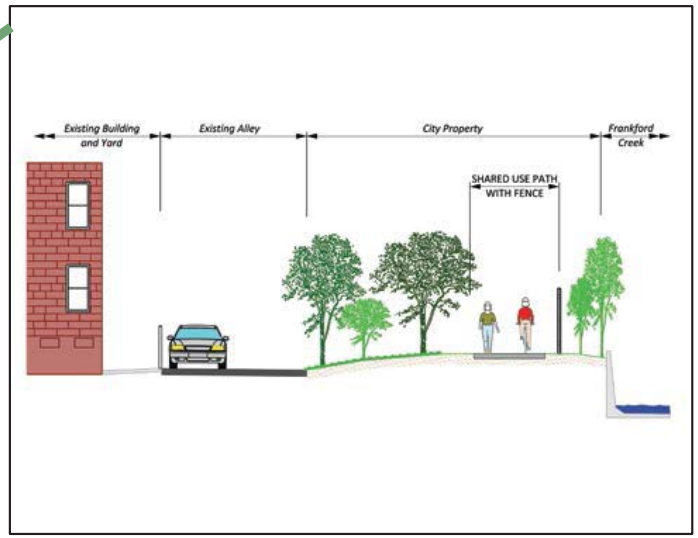


Proposed Alignment Options

- Shared use path along creek
- Shared lane within rear alley
- Shared lane along Potter Street

Potter Street Area options



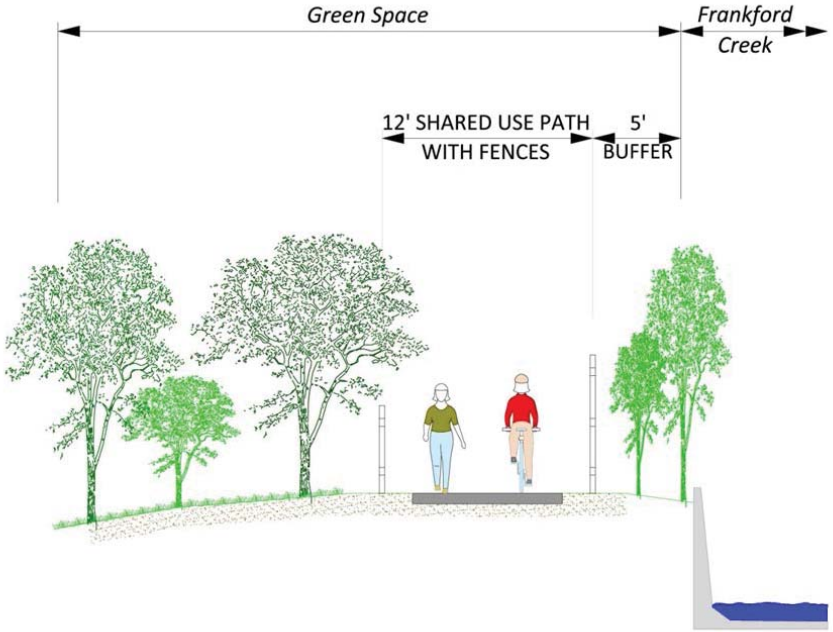


Segment 3

Bristol St. to Leiper Street Culvert

Existing

Proposed

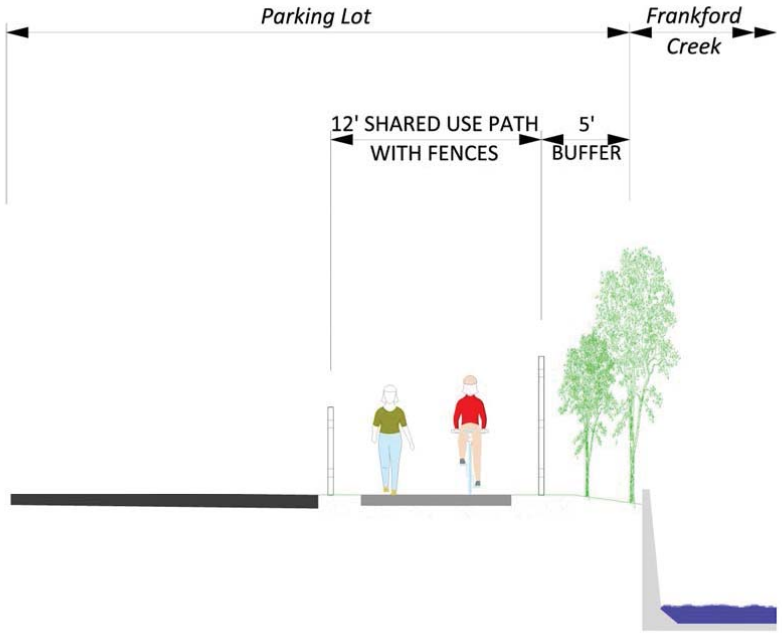


Segment 4

Southern end of Leiper St. culvert to Kensington Ave.

Existing

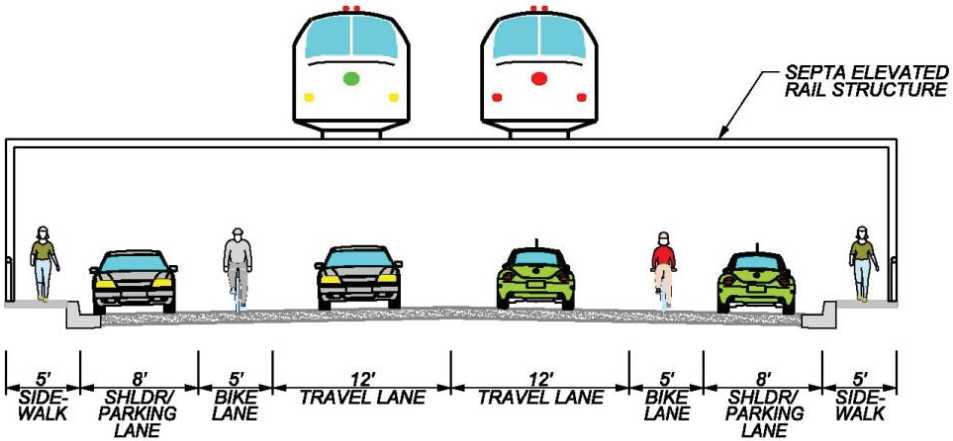
Proposed



Segment 5

Kensington Ave. from creek to Adams Ave.

Existing



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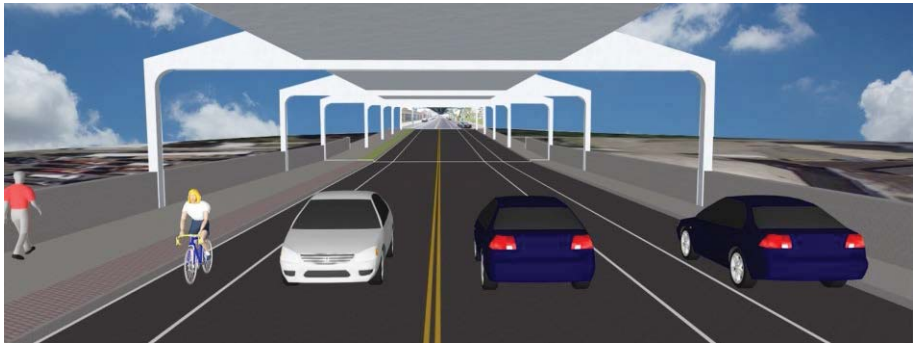
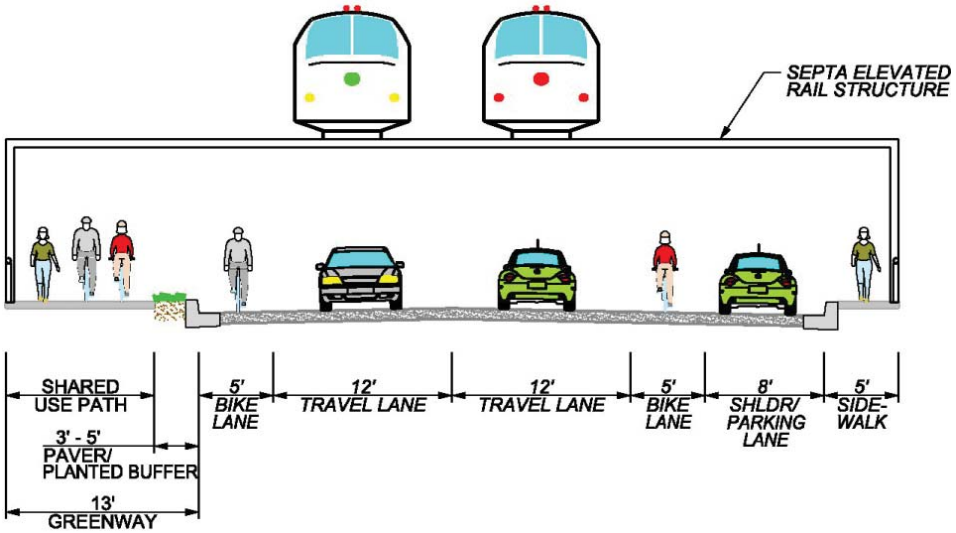
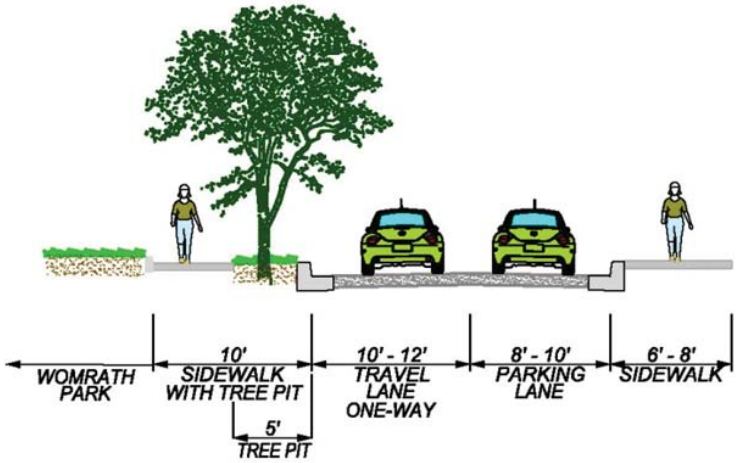




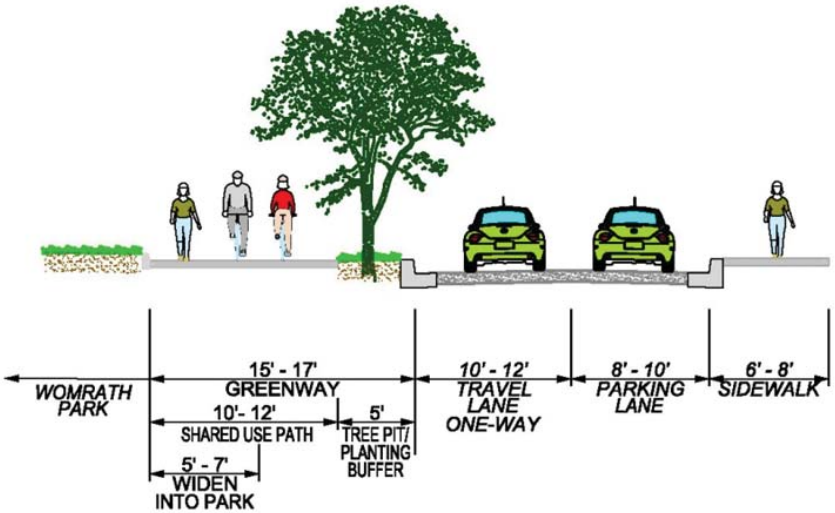
Segment 6

Adams Ave. from Kensington Ave. to Frankford Ave.

Existing



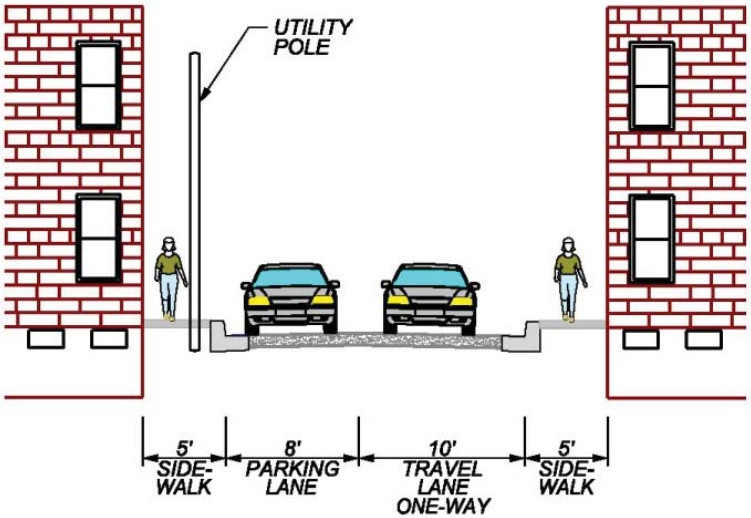
Proposed



Segment 7

Worrell St. from Frankford Ave. to Torresdale Ave.

Existing



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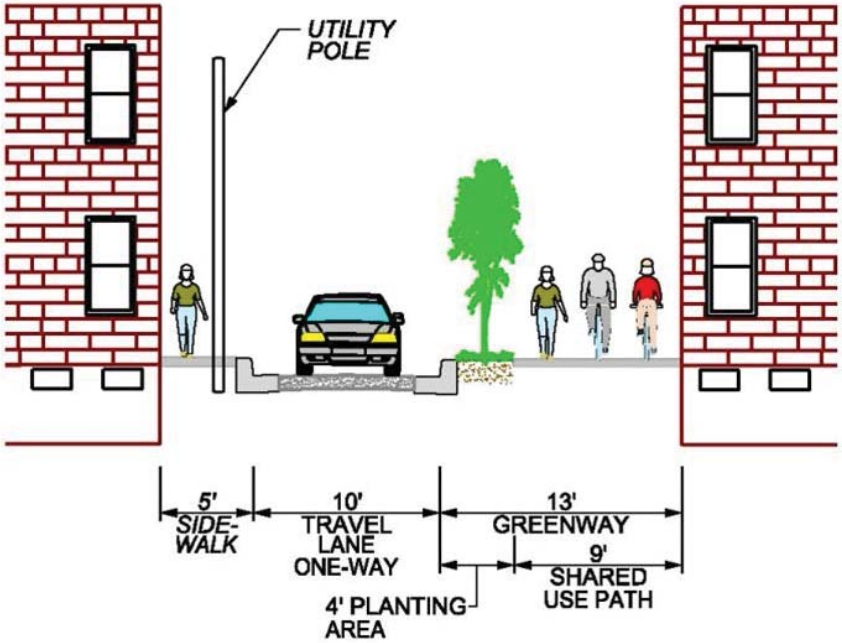


WORRELL ST - PROPOSED

Segment 8

Torresdale Ave. and Adams Ave. Connector to Aramingo Ave.

Existing

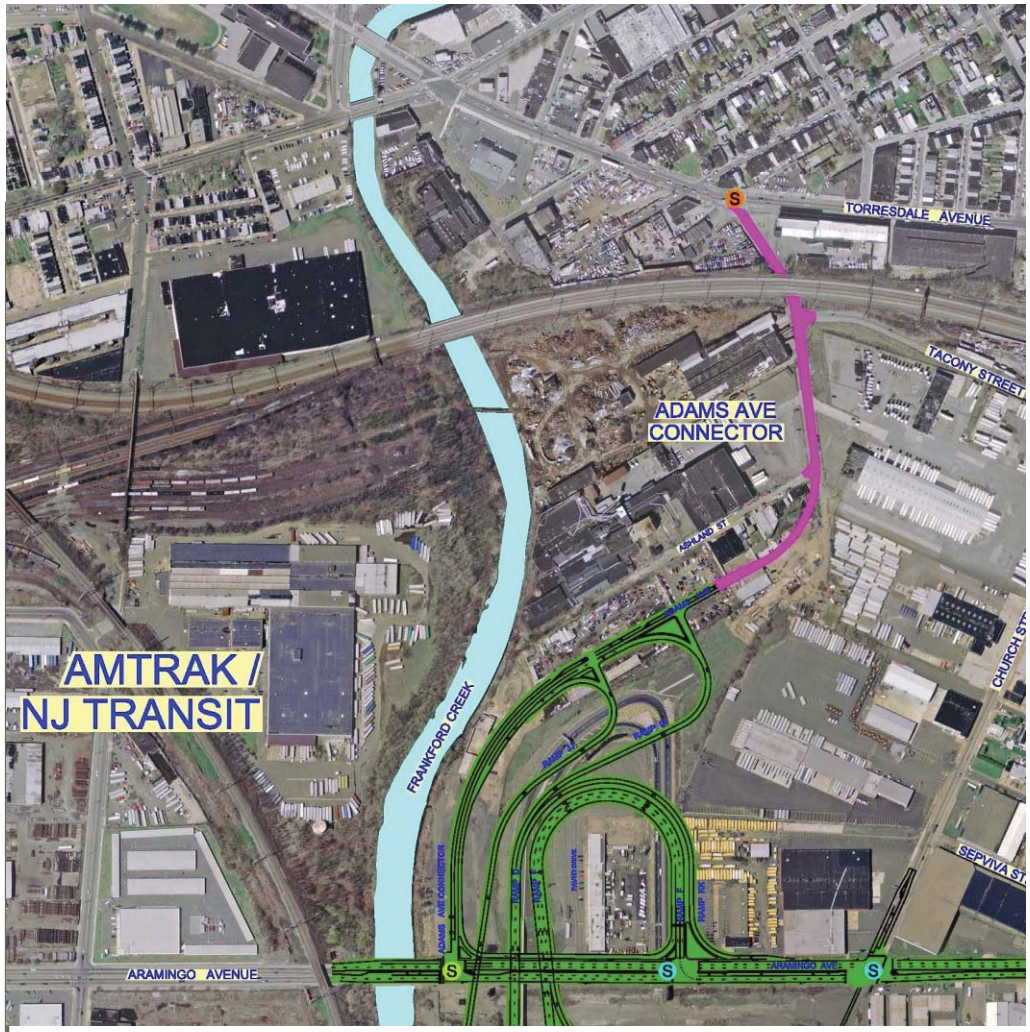
Proposed

Segment 9

Aramingo Ave. from Adams Ave. Connector to Wheatsheaf Ln.

Existing

Proposed

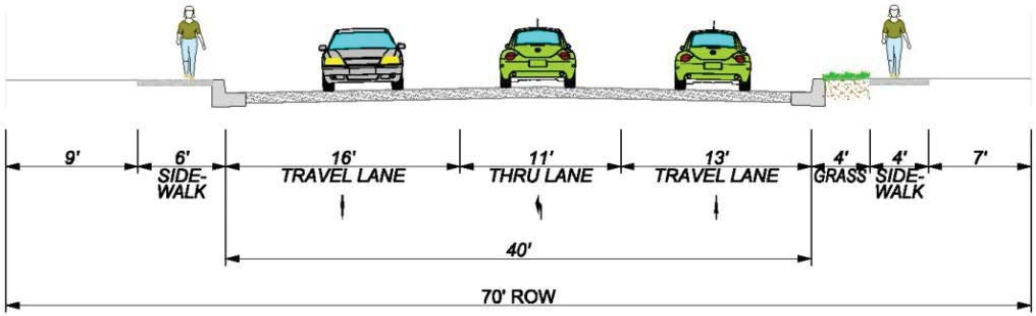


- Part of PennDOT I-95 project
- 12’ wide path with 5’ buffer on Aramingo Ave
- Connection to planned shared-use path on Wawa property corner of Wheatsheaf

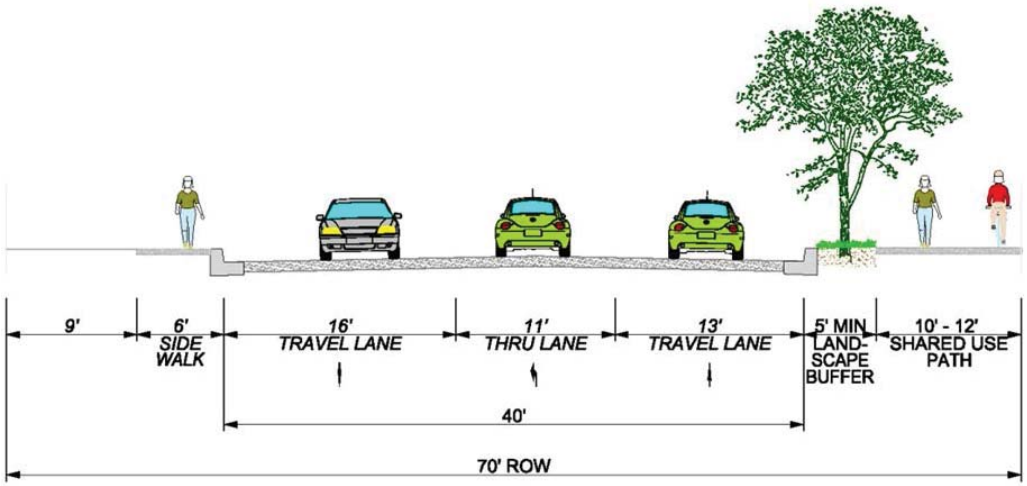
Segment 10

Wheatsheaf Ln. from Aramingo Ave. to Richmond St.

Existing



Proposed



Segment 11

Richmond St. from Wheatsheaf Ln. to Lewis St.

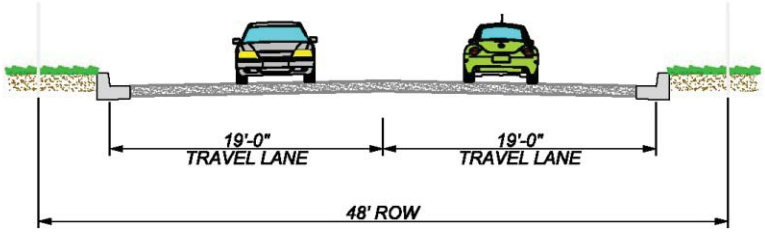
Existing

Proposed

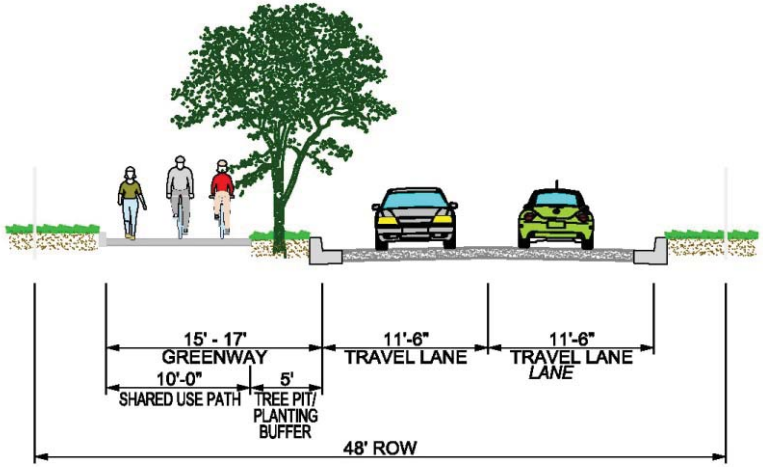
Segment 12

Lewis St. from Richmond St. to North Delaware Ave.

Existing



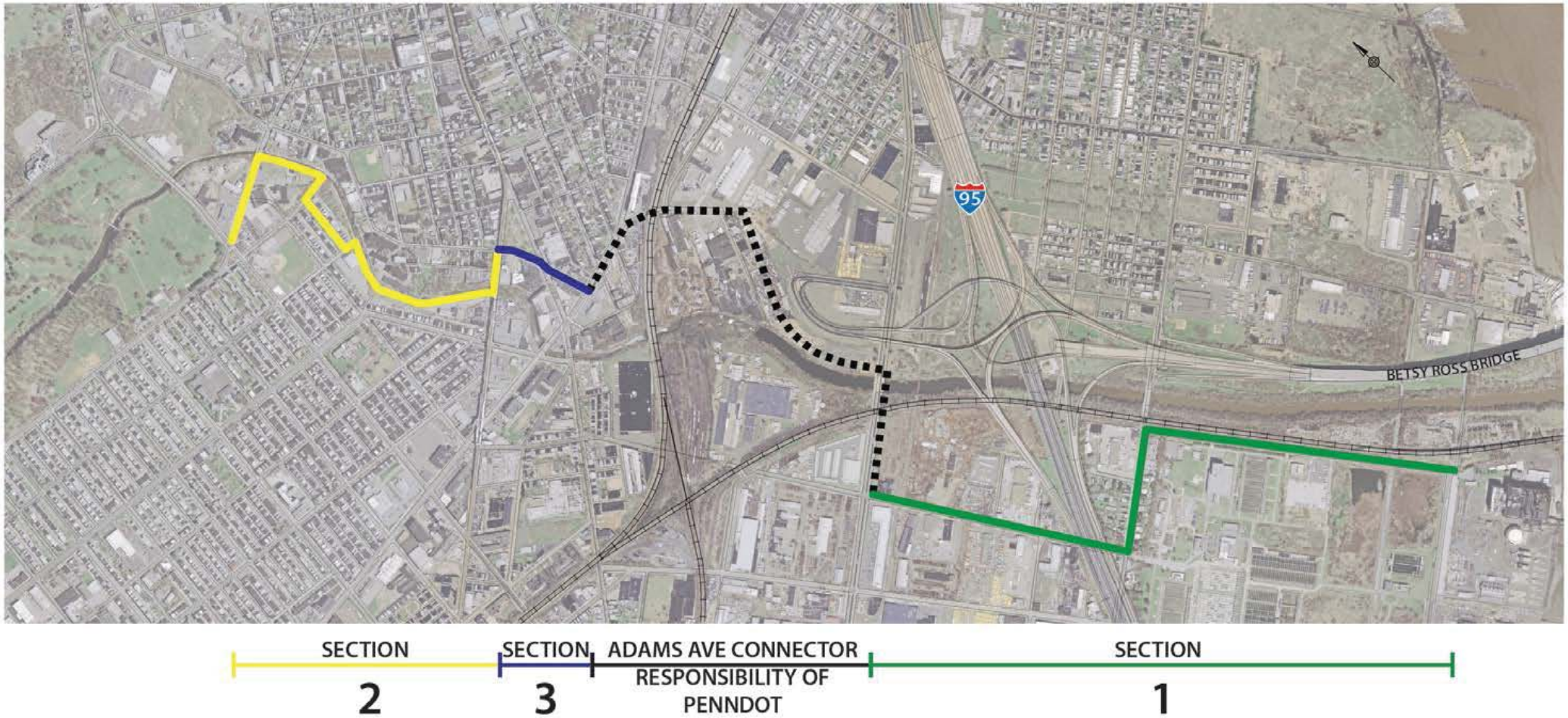
Proposed



Greenway Amenities

- Trail Gateways
- Wayfinding signage
- Landscaping / Street trees

Implementation Strategy



Short and Long Term Plans

- 1-4 years
  - Design and build Section 1
  - Acquire property in Section 2
- 4-6 years
  - Design and build Section 2
- 6-10 years
  - Design and build Section 3
  - PennDOT Adams Ave Connector Project anticipated construction

THANK YOU!

QUESTIONS/ANSWERS

Contacts:

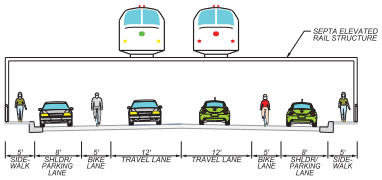
Jeannette Brugger
215-683-4637
jeannette.brugger@phila.gov

Rob Armstrong
215-683-0229
rob.armstrong@phila.gov

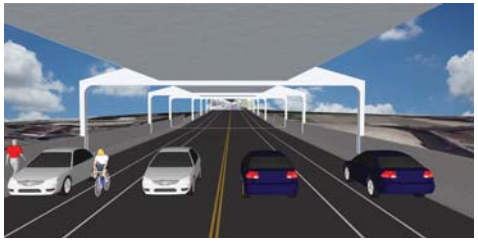
PROPOSED IMPROVEMENTS
BEFORE AND AFTER

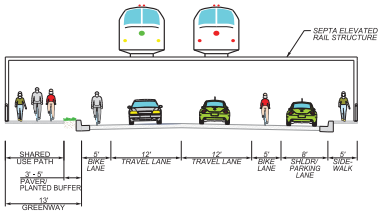
FRANKFORD CREEK GREENWAY FEASIBILITY STUDY

KENSINGTON AVENUE



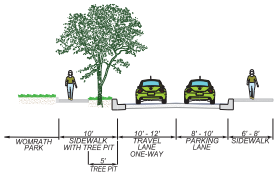
KENSINGTON AVE - EXISTING



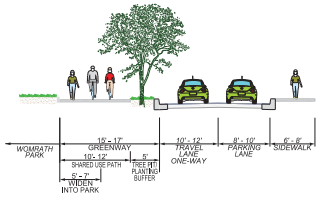


KENSINGTON AVE - PROPOSED

ADAMS AVENUE

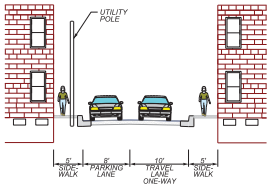


ADAMS AVE - EXISTING

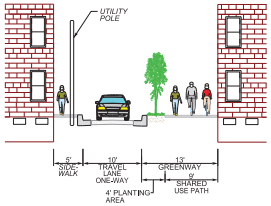


ADAMS AVE - PROPOSED

WORRELL STREET

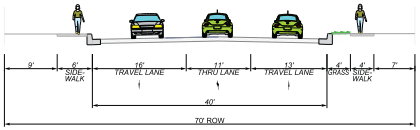


WORRELL ST - EXISTING

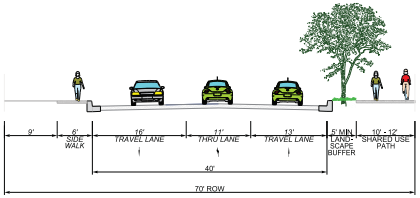


WORRELL ST - PROPOSED

WHEATSHEAF LANE



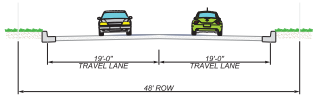
WHEATSHEAF LANE - EXISTING



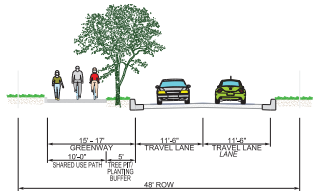
WHEATSHEAF LANE - PROPOSED

RICHMOND STREET

LEWIS STREET



LEWIS STREET - EXISTING



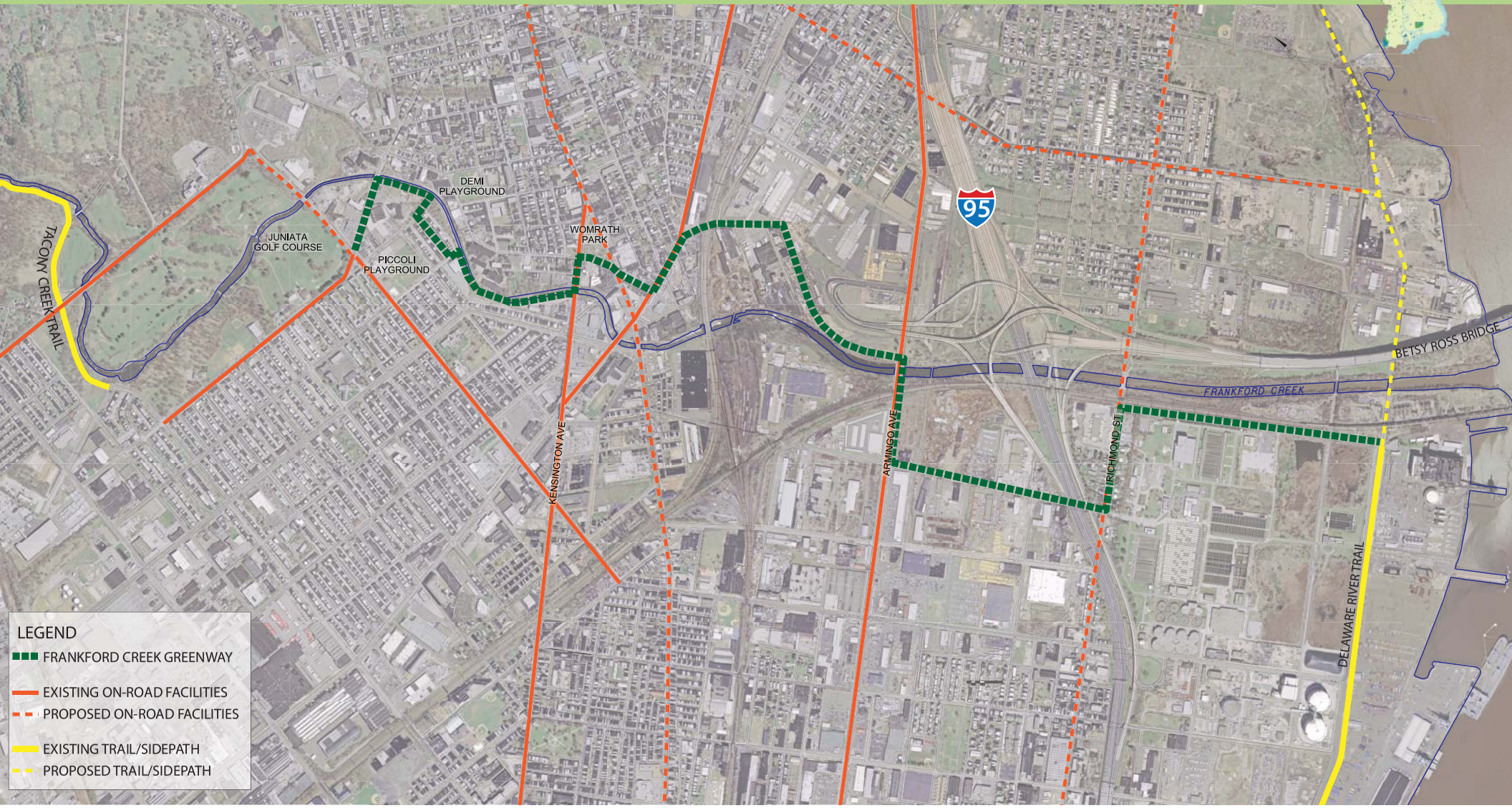
LEWIS STREET - PROPOSED

PCPC Philadelphia City Planning Commission | PHILADELPHIA PARKS & RECREATION | Baker | Toole Design Group

PUBLIC MEETING | MAY 14TH, 2014

CONTEXT MAP

FRANKFORD CREEK GREENWAY FEASIBILITY STUDY



PCPC Philadelphia City Planning Commission | PHILADELPHIA PARKS & RECREATION | Baker | Toole Design Group

PUBLIC MEETING | MAY 14TH, 2014

IMPLEMENTATION STRATEGY

FRANKFORD CREEK GREENWAY FEASIBILITY STUDY

SECTION 2

YEARS 4-6

COMPLETE FROM JUNIATA GOLF COURSE TO WOMRATH PARK

SECTION 3

YEARS 6-10

COMPLETE FROM WOMRATH PARK TO ADAMS AVENUE CONNECTOR

PENNDOT

COMPLETE 2020

PART OF I-95 RE-CONSTRUCTION: SIDE PATH ALONG ADAMS AVENUE AND ARAMINGO AVENUE

SECTION 1

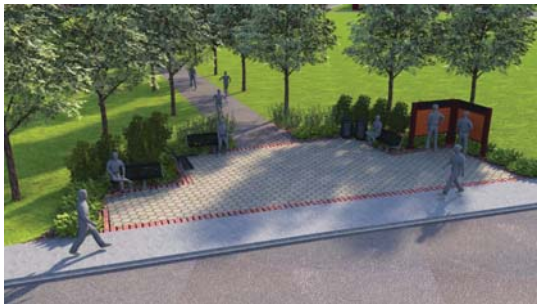
YEARS 1-4

COMPLETE FROM DELAWARE RIVER TRAIL TO BIKE LANES ON ARAMINGO AVENUE

ADDITIONAL AMENITIES

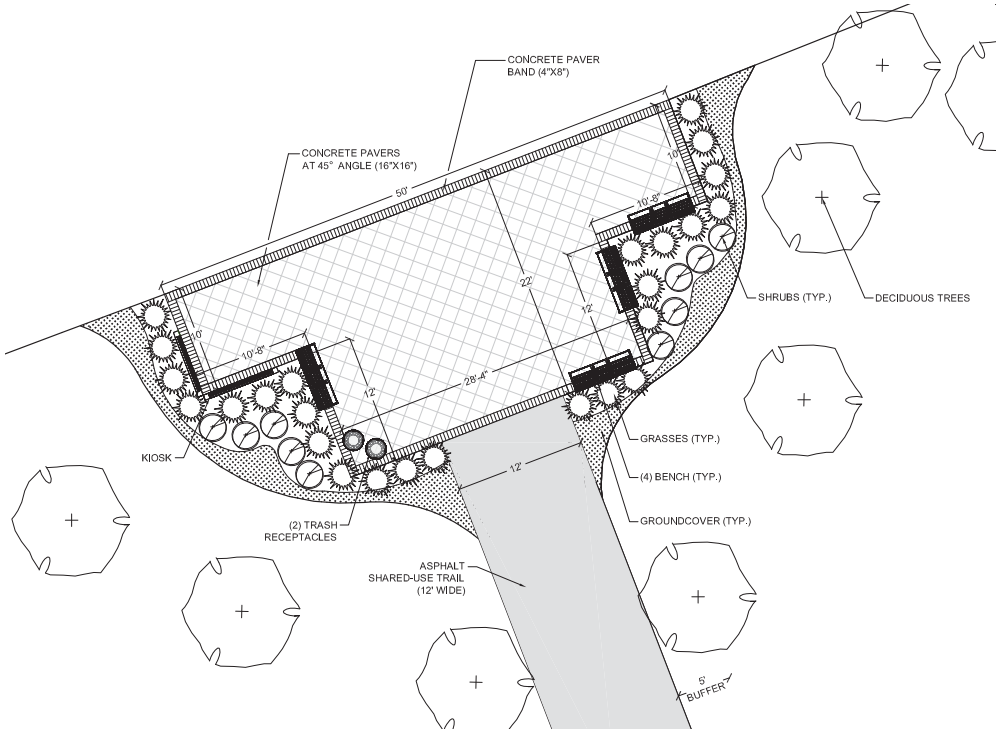
FRANKFORD CREEK GREENWAY FEASIBILITY STUDY

TRAIL GATEWAY



INFORMATION AND WAYFINDING

CULVERT PARK OPTIONS



Examples of Similar Trails

FRANKFORD CREEK GREENWAY
FEASIBILITY STUDY

Delaware River Trail at Penn Street

North Delaware Trail under construction

Sidepath Trail Design - 58th Street Greenway

SRT in East Falls along Kelly Drive

Delaware River Trail at Penn Street

Shared Roadway Design with Sharrow markings - 59th Street

SRT along Kelly Drive

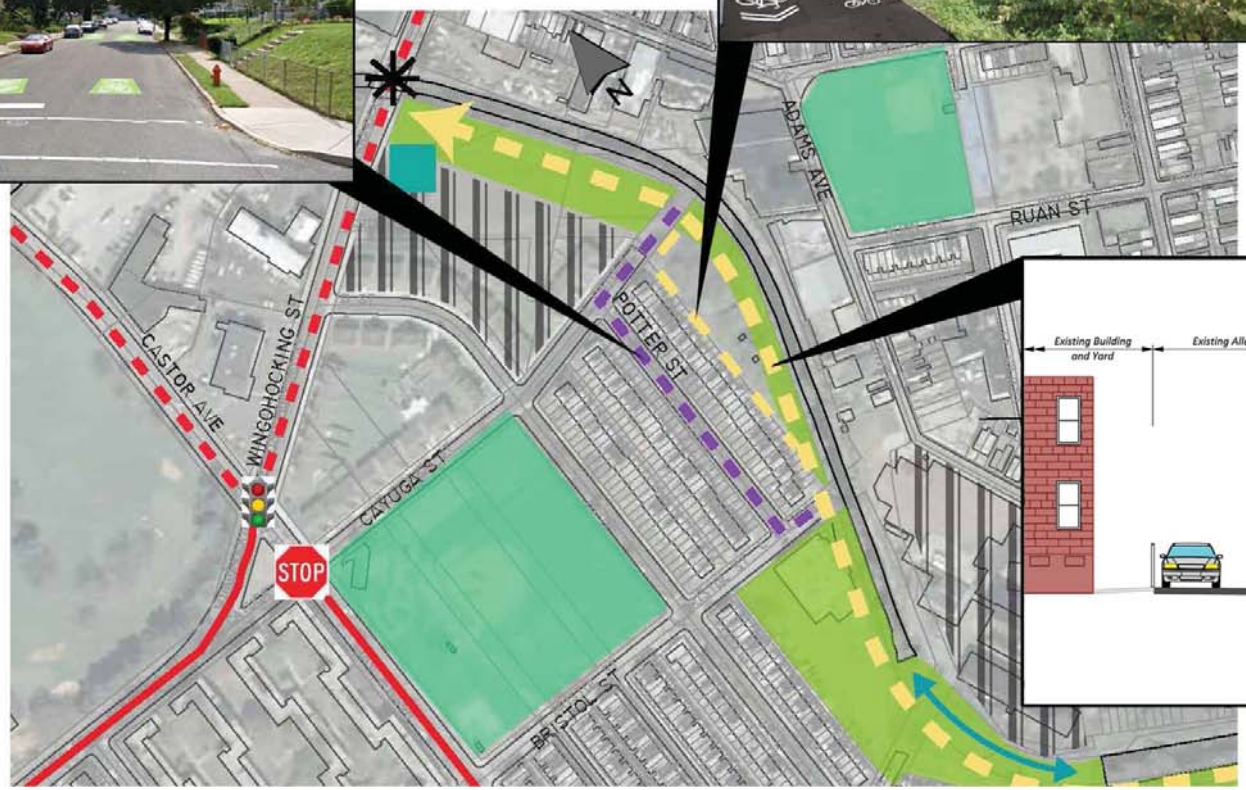
Schuylkill River Trail

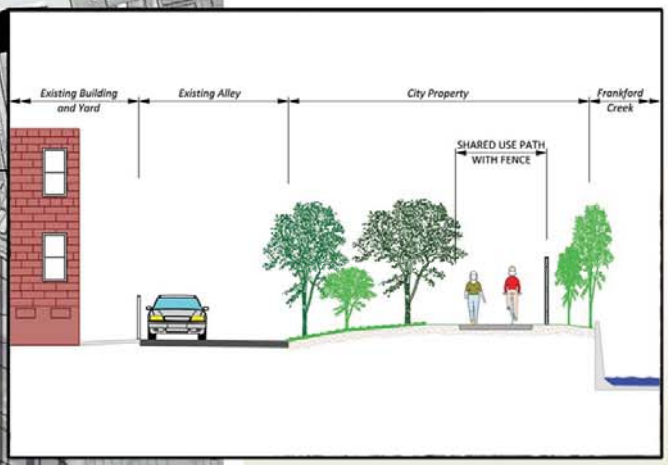
Potter Street Area - Greenway Options

FRANKFORD CREEK GREENWAY
FEASIBILITY STUDY

OPTION 1:
Shared roadway with green back "SHARROW" markings along Potter street.

OPTION 2:
Shared roadway with "SHARROW" markings along existing alley.





OPTION 3:
Shared Used Path through City property.