

## **Q & A Response: The Bellwether District Public Meeting – March 26, 2024**

Below are questions received during The Bellwether District's March 26, 2024, virtual public meeting. During the meeting, development, environmental remediation, workforce, and community focused updates were provided. The questions below are copied directly as asked.

### **Q1: Are there plans to include electrical vehicle charging ports integrated into any of the parking areas?**

A: Yes, we intend to provide electric vehicle (EV) charging stations at both the logistics and innovation campuses. On the innovation campus, we are targeting approximately five percent of employee parking spaces to have EV charging stations. On the logistics campus, we are planning for electric vehicle charging stations in the employee parking area and potentially in the trucking area as well.

### **Q2: You mentioned that the innovation campus will have an urban design. I see a lot of parking. How might this design differ from a typical suburban office park?**

A: The new internal street grid considers Philadelphia's complete street guidelines, including the incorporation of substantial sidewalks and buffered bike lanes to support pedestrian and bicycling modes of transportation. Additionally, street trees and furniture will be incorporated, creating an urban framework within which buildings will be developed. While the initial phases are anticipated to be low rise buildings with surface parking, we are considering the position of buildings to actively engage the streetscape, creating an urban feel and experience. Landscaped plaza areas will also be included, providing opportunities for both active and passive open spaces.

### **Q3: Have you decided to lobby for a rail transit to or near the district? Perhaps you could use existing freight rail lines, at least during the day, extend the Broad Street subway west, or plan a light rail along the major east-west street that intersects with the Broad Street Line?**

A: We have been actively engaging with SEPTA to develop a strategy to provide transit service to and through the site in the medium- and long-term. In the near-term, shuttle service may be provided to connect to existing SEPTA lines. In addition to bus service, potential connections to rail will be explored for future development. One aspect of our transit study is to understand where people traveling to the site are coming from, including key commuter rail transit hubs throughout the city, and this information will help inform future potential bus and transit connections.

### **Q4: Are you planning to reuse some of the reclaimed material for artwork on the campuses like they often do with these kinds of redevelopments of industrial sites?**

A: Yes, as part of our decommissioning and deconstruction activities, we saved a number of artifacts from the former refinery which we plan to incorporate into future site design.

### **Q5: Can you send out the call for summer internships to South Philadelphia community organizations, so we can advertise them to our neighbors directly?**

A: Yes. We distributed our internship flyer to a number of organizations including local schools and community-based organizations with which we work including our Community Advisory

Panel. We will also share the flyer with tonight's meeting attendees and would appreciate your help spreading the word.

**Q6: What are the connection points to access the site from the city? Vare, from my knowledge, ends on a very car-heavy area, so the bicycle lanes seem kind of out of place unless you're connecting them to more populated parts of the city.**

A: There are two key connection points to the innovation campus, one from the north and one from the south. The connection point to the north will come in from 34<sup>th</sup> Street and tie into Warfield Street, which ultimately connects into Grays Ferry Avenue. There is an existing bike lane on Grays Ferry Avenue and, as part of a future phase, we intend to improve that bicycle connection down to Warfield, thereby accessing the city's existing bike network. At the second connection point, coming in from the south, Vare Avenue will tie into 28<sup>th</sup> Street and Passyunk Avenue. Today, Vare Avenue is a one-way street. Our plans are to convert Vare Avenue into a two-way street allowing access from both the south and north. Similar to the 34<sup>th</sup> Street connection, we plan to make bicycle and sidewalk improvements down 28<sup>th</sup> Street and Passyunk Avenue where there is already an existing bike lane.