

**MEMORANDUM**  
*Privileged and Confidential Advice of Counsel*

**TO:** Michael Decker, Chief Clerk, City Council  
**FROM:** Bob Murken, Assistant City Solicitor /RM  
**DATE:** May 16, 2012  
**RE:** Document to be kept on file pursuant to Ordinance

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The attached Categorical Exclusion Evaluation for the Philadelphia Zoo Intermodal Transportation Project is for filing with the Chief Clerk pursuant to Section 4 of a proposed Ordinance, which I anticipate will be introduced shortly, entitled:

**AN ORDINANCE**

Authorizing the Commissioner of Parks and Recreation to execute a lease with the Philadelphia Authority for Industrial Development (“PAID”), obligating PAID to execute a sublease with the Zoological Society of Philadelphia (the “Society”), under which the Society would construct, manage, operate, maintain, and repair a multi-story parking garage and related streetscape improvements along West Girard Avenue, and exempting the proposed lease from the requirements of Philadelphia Code Section 15-101 et seq., commonly called the “Open Lands Protection Ordinance,” because the Society has already satisfied the requirements of the Open Lands Protection Ordinance, all under certain terms and conditions.

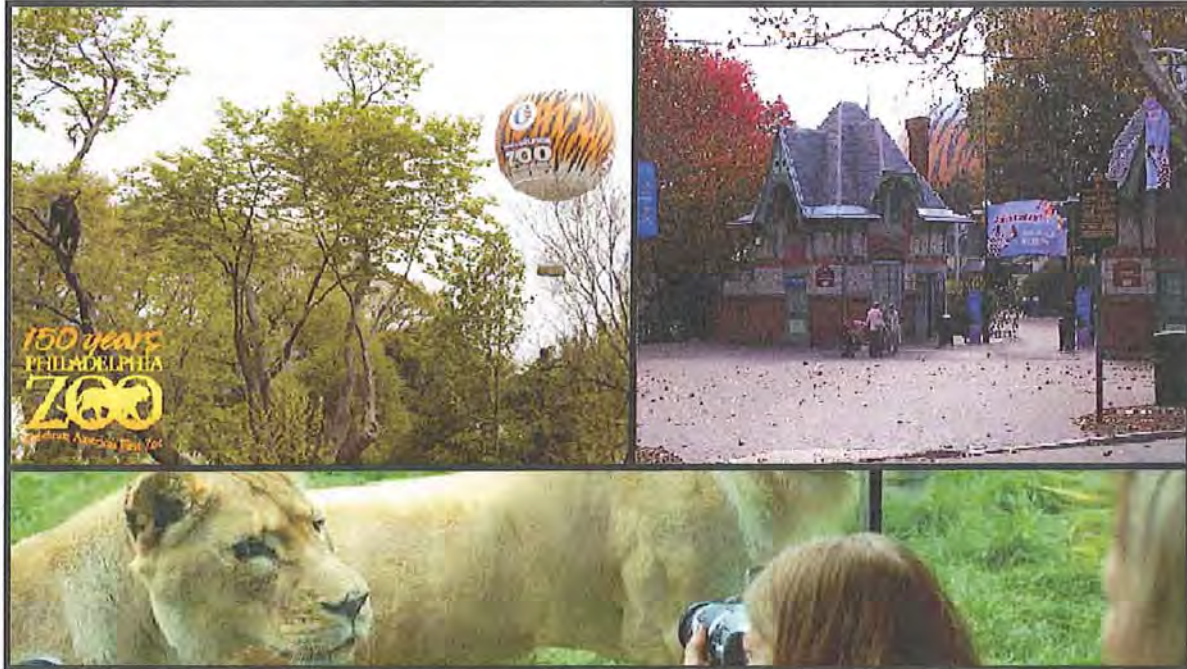
The Categorical Exclusion Evaluation is not an exhibit to the proposed Ordinance (although the ordinance will have two exhibits). Rather, it is to be maintained on file by the Chief Clerk pursuant to Section 4 of the Ordinance.

Please feel free to contact me if you have any questions.

**PHILADELPHIA ZOO**  
**INTERMODAL TRANSPORTATION PROJECT**  
*City of Philadelphia, Pennsylvania*

**Categorical Exclusion Evaluation**

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*June 2010*

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## INTRODUCTION

In accordance with CEQ Regulations and 23 CFR 771, the Zoological Society of Philadelphia (hereinafter “the Philadelphia Zoo” or “the Zoo”) recommends that the proposed Philadelphia Zoo Intermodal Transportation Project, in the City of Philadelphia, Philadelphia County, Pennsylvania, be classified as a Categorical Exclusion (CE) under 117 (d) (10).

In 2002 the Philadelphia Zoo commissioned a parking and access study for the Zoo facilities. The resultant report, prepared by Campbell Thomas & Co., et al, dated January 2003, and entitled “The Philadelphia Zoo Parking and Access Study,” includes three general recommendations for improvements to the problematic traffic volume, traffic congestion, and parking conditions at the Zoo:

1. Construct adequate parking facilities with improved, more direct access to I-76.
2. Construct as much parking as possible close to the Zoo to eliminate “parking sprawl” and improve pedestrian access to the Zoo main entry.
3. Potentially reduce the number of automobiles by improving access options via public transportation, thereby offering, and even encouraging, more environmentally sensitive alternatives to driving for current and new visitors to the Zoo.

Based on the parking and access study recommendations as well as additional studies including “The Centennial District Master Plan” and “The Centennial District Economic Development Strategy” prepared for the City of Philadelphia Commerce Department in 2004, which suggested that this area has the potential for commercial development, in 2005 the Zoo was awarded a significant transportation grant (SAFTETEA-LU) to support the creation of the proposed Intermodal Transportation Center.

The Zoo selected a Public Private Partnership (P3) team, led by BPG Properties, Ltd., to assess the highest and best land use potential for each of four surface parking lots currently in use by the Zoo (Parcels A-D) as well as a small adjacent parcel (Parcel E). Location maps and site photographs are displayed in Appendix A and Appendix B, respectively.

An environmental scoping field view for the proposed project was conducted on October 22, 2009 to discuss the anticipated impacts of the proposed project and to agree on the level of environmental documentation required for this project.

Several meetings were also conducted between the Zoo, transit agencies, and other stakeholders throughout January-April 2010.

Following an in-depth evaluation of the site, it has been concluded that the proposed project will not involve any significant negative environmental impacts to socio-economic, natural, or cultural resources. It will not induce significant alterations in land

use or affect planned growth, and will not significantly negatively impact air quality, noise levels, or travel patterns.

In accordance with the Federal Transit Administration (FTA) regulations for implementing NEPA, certain activities are 'categorically excluded' from further analysis (23 CFR 771.117). The construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks, and related street improvements), when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic, is one such activity, based upon the specific conditions of the project's setting which would indicate that no significant adverse environmental impacts would occur.

To provide a basis for the FTA's decision on whether the proposed project meets the definition and requirements to be categorically excluded from further analysis, the following information has been prepared using the FTA's Information Required for Probable Categorical Exclusion checklist.

#### **A. DETAILED PROJECT DESCRIPTION**

The proposed project will advance multi-modal accessibility in the vicinity of the Zoo, will improve vehicular entry, traffic patterns, and parking at the Zoo, and will stimulate economic growth and revitalize the surrounding areas.

The proposed traffic design includes intersection, travel lane, and signage improvements along West Girard Avenue between 34<sup>th</sup> and 39<sup>th</sup> Streets, on 34<sup>th</sup> Street between the I-76 WB off-ramp and West Girard Avenue, and on the I-76 off-ramp at 34<sup>th</sup> Street. Alterations include the modification of existing traffic signals, the installation of a new traffic signal, alterations to pavement markings, the installation of signage to properly direct motorists to the Zoo and Zoo parking, and the installation of a sign to inform motorists of Zoo parking lot conditions. Roadway widening should be necessary only at the I-76 WB off-ramp onto 34<sup>th</sup> Street. Preliminary design concept drawings are included as Appendix C.

The proposed intermodal complex on Parcel A consists of a multi-story parking garage and attached retail and office space with three (3) bus stops, a bus shelter, and bike racks. The bus stops could serve SEPTA patrons if routes 38 and 31 were modified. The proposed parking garage design will result in a net gain of 675 parking spaces, compared to the existing surface parking lot. Also, there is a branding opportunity, if the parking garage exterior is decorated in a way that associates it with the Zoo.

Best and highest use of the two existing surface parking lots within the Zoo grounds (Parcels C and D), will be achieved by maximizing parking and consolidating intermodal activity at the proposed location (Parcel A). To further this goal, Parcels B-D, all of which are already paved, will most likely undergo a reconfigured surface lot parking design in order to maximize efficiency. Under the proposed design, Parcel A will be

primary visitor parking while Parcel B will be secondary visitor parking, school bus parking, and employee parking. Parcel C will be used for events parking, back of house functions, and exhibit expansion while Parcel D will be used for member parking, zoo business parking, exhibit expansion, and future banquets/events. Parcel E could be used for retail/office space. Zoo Drive, currently used for service and employee parking, may also be used for bus parking. Photographs of existing uses for Parcels A-E are included in Appendices B and C.

The proposed project will also provide enhancements to the walkways in the vicinity of the Zoo. Walkway improvements include decorative lighting, zoo identity elements, way-finding signs, street trees, pedestrian amenities, decorative paving, decorative elements, and specialty landscaping. Preliminary design concept drawings are included as Appendix C. There will also be lighting improvements at the Zoo main entry. The developer, BPG Properties Ltd., will partner with The Lighting Practice for lighting design. The 34<sup>th</sup> Street Greenway Project, which is a separate project with separate funding, will provide street trees, specialty landscaping, and pedestrian amenities to complement a new sidewalk on the west side of 34<sup>th</sup> Street and a new bikeway on the east side of 34<sup>th</sup> Street.

Initiated by the Zoo, funding for this Public Private Partnership project will come from BPG Properties, the Zoo, FTA/FHWA (SAFETEA-LU / TEA-21), the City of Philadelphia, the Redevelopment Assistance Capital Program (RACP), the Infrastructure Development Program (IDP), Housing & Redevelopment Assistance (HRA) / Growing Greener II (GGII), and FTA Section 5309 Transit Funding.

## **B. LOCATION (INCLUDING ADDRESS)**

Parcel A is an existing surface parking lot on West Girard Avenue, bordered by Amtrak/SEPTA right-of-way to the South, by Parcel E on the east, and by a small forested area and CSX right of way to the West. Parcel B is an existing surface parking lot at the corner of West Girard Avenue and 38<sup>th</sup> Street. Parcel C is an existing surface parking lot at the southeast corner of the Zoo property, bordered by Zoological Street to the South and 34<sup>th</sup> Street to the East. Parcel D is an existing surface parking lot, also within Zoo grounds, near the main entrance at West Girard and 34<sup>th</sup> Street. Parcel E is a small triangular lot bordered by Parcel A on the west, West Girard Avenue on the north, and Amtrak/SEPTA right-of-way to the south. Location maps are displayed in Appendix A.

Currently in use as surface parking lots, Parcels A and B do not have mailing addresses but are located at 39°58'27.21" N, 75°11' 52.12" W and 39°58'29.50" N, 75°12' 02.71" W, respectively. The Zoo, which includes Parcels C and D, is located at 3400 West Girard Avenue, Philadelphia, PA 19104. Parcel C is located at 39°58'07.80" N, 75°11' 35.39" W, and Parcel D is at 39°58'23.25" N, 75°11' 41.20" W. Parcel E is located at 39°58'28.90" N, 75°11' 48.90" W.

It is important to note that the entire project area is designated as the Fairmount Park Historic District and is adjacent to a Historic Rail Corridor. Land uses surrounding Parcels A and E, the only parcels where development is being suggested at this time, include residential and commercial uses as well as railroad right-of-way.

### **C. METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY**

The proposed intermodal transportation project is included in the 2009-2012 State Transportation Improvement Program (STIP) and therefore is in compliance with the standards of the Air Quality Conformity Model.

It is expected that the proposed project will satisfy the conformity requirements of the Clean Air Act Amendments of 1990, because any increase in individual motor vehicle travel to the site due to the added amenities should be offset by the corresponding increase in use of buses and bicycles due to the placement of three bus stops, a bus shelter, and bike racks at the site.

### **D. ZONING**

The proposed intermodal transportation center on Parcel A and the retail/office space on Parcel E will be located within the G-2 (General Industrial) zoning district, as identified on the approved City of Philadelphia Zoning Map (see Appendix D). The City of Philadelphia Zoning Ordinance does not allow commercial retail uses in the G-2 zoning district and does not allow parking as the primary use of a parcel in any zoning district, so a request must be made for a Zoning Board of Adjustment variance. However, in informal discussions with Bill Kramer of the Philadelphia City Planning Commission, Mr. Kramer indicated that zoning variances are granted more often than not, and City officials have been supportive of the project thus far.

Zoning is not an issue on Parcels B, C, or D, as no development beyond parking design reconfiguration is planned for these existing surface parking lots at this time.

### **E. TRAFFIC IMPACTS**

Girard Avenue is an east-west arterial highway which provides two through travel lanes in each direction, plus a trolley lane in the median. 34<sup>th</sup> Street is a north-south arterial street with two travel lanes in each direction. Both West Girard Avenue and 34<sup>th</sup> Street have an average annual daily traffic (AADT) count of 10,000-20,000 vehicles in the project area, according to PennDOT's Internet Traffic Monitoring System.

The proposed traffic design includes intersection, travel lane, and signage improvements along West Girard Avenue between 34<sup>th</sup> and 39<sup>th</sup> Streets, on 34<sup>th</sup> Street between the I-76 WB off-ramp and West Girard Avenue, and on the I-76 off-ramp at 34<sup>th</sup> Street. Alterations include the modification of existing traffic signals, the installation of a new traffic signal, alterations to pavement markings, the installation of signage to



properly direct motorists to the Zoo and Zoo parking, and the installation of a sign to inform motorists of Zoo parking lot conditions. Roadway widening should be necessary only at the I-76 WB off-ramp onto 34<sup>th</sup> Street. Traffic planning and design concept drawings are included as Appendix C.

No negative traffic impacts are foreseen. Any increase in traffic volume due to the proposed retail and office space and due to the potentially enhanced popularity of the Zoo should be offset by an increase in use of public transportation facilitated by the placement of bus stops on Parcel A. The proposed traffic design will improve congestion and safety issues which currently exist in the area.

#### **F. CO HOT SPOTS PM<sub>2.5</sub>/PM<sub>10</sub> NON ATTAINMENT AREAS**

The proposed Intermodal Transportation Project is exempt from a detailed air quality analysis. The Philadelphia-Camden County area has been designated as a maintenance area for carbon monoxide (moderate  $\leq 12.7$  ppm). Philadelphia County has been designated as an attainment area for particulate matter (PM-10) and as a nonattainment area for particulate matter (PM-2.5) (1997 and 2006 standards). However, according to the latest version of Table 2 of 40 CFR Part 93.126, the project is considered exempt from air quality analyses. The exemption is due to the fact that the project involves the construction of small passenger shelters for mass transit and is consequently considered insignificant from an air quality perspective. No further project-level conformity determination or air quality analysis for these pollutants is therefore required.

#### **G. HISTORIC RESOURCES**

The project will have no effect or no adverse effect on historic resources. There are four National Register of Historic Places eligible or listed properties in the project area including the Fairmount Park Historic District (Philadelphia), the Parkside Historic District (Philadelphia), the Pennsylvania Railroad (Main Line), and the Philadelphia & Reading Railroad (Reading Division). See Appendix E for PHMC correspondence, dated June 8, 2010, which indicates that the proposed project will have no adverse effect on the historic districts and no effect on the railroads.

#### **H. NOISE**

A noise screening analysis for the proposed project was completed to identify noise sensitive receptors in the project area and their distance from the proposed parking garage. The procedures and criteria contained in *Transit Noise and Vibration Impact Assessment*, FTA, May 2006, were used to assess noise impacts.

Noise sensitive receptors including the Zoo, the Claybord and Lewis Playground, the historic Letitia House, and residences are located in the vicinity of Parcel A. The unobstructed noise screening distance of 125 feet from the parking facility is achieved

for all of the sensitive receptors. Accordingly, a General Noise Assessment was not necessary, and there is no need to consider noise mitigation measures for the proposed project. The noise screening analysis for the proposed transportation center is contained in Appendix F.

A noise screening analysis is not needed for Parcels B-E, as the only development planned for these Parcels at this time is parking design reconfiguration and retail/office uses.

#### **I. VIBRATION**

The proposed project does not involve new or relocated steel tracks, so vibration is not of concern for this project.

#### **J. ACQUISITIONS & RELOCATIONS REQUIRED:**

Parcel A is currently owned by the Fairmount Park Commission, so the proposed intermodal transportation center is dependent on the Commission's cooperation with long term leases or ground sales. This parcel is shown as the potential site of a zoo parking/hotel complex in "The Centennial District Economic Development Strategy," 2004, which was collaborated by the Fairmount Park Commission, so their support of this project is expected. Coordination is ongoing. Parcel B is also currently owned by the Fairmount Park Commission, on long-term lease to the Zoo, and Parcels C and D are on Zoo grounds. Communications with the Board of Revision of Taxes indicates that Parcel E is owned by the City of Philadelphia/Fairmount Park/Zoological Gardens; however, the Board of Revision of Taxes was not able to determine if the existing concrete signal tower is included on city property or is within the railroad right-of-way. Tax parcel information is included as Appendix G.

#### **K. HAZARDOUS MATERIALS**

No hazardous materials are known to exist on Parcels A, B, C, D, or E. Sanborn Maps dating as far back as 1922 and the Department of Environmental Protection's eMapPA web application were reviewed with no indication that these locations are hazardous waste sites. An Environmental Data Resources Report obtained in October 2009 was also reviewed for any hazardous waste potential in the vicinity of the project area. Toxic sites include the Zoo as a small quantity generator of hazardous waste and a storage facility for unregulated tanks of fuel oil, the Amtrak Zoo substation as an owner of unregulated tanks of fuel oil and the site of a leaking underground storage tank (LUST) which has been completely cleaned up, the Microsoft School which is in the Voluntary Cleanup Program as a land recycling location and is currently in compliance, and the Jackson Restaurant which has unregulated tanks of fuel oil. Just west of Parcel A and across from Parcel B, at 3750 West Girard Avenue, the Sunoco Service Center is a small quantity generator of hazardous waste and had a LUST.

Cleanup at the Sunoco has not been completed, but corrective action on this release is deemed by DEP to be a low priority. Groundwater sampling performed from November 1992 to December 1994 indicated that natural attenuation via biodegradation and source removal has remediated the impacted groundwater onsite and indicated that groundwater flow direction on the Sunoco site is southerly and would not appear to impact Parcels A-E anyway. A letter from DEP dated July 28, 1995 required "no further action at this time," and an underground storage tank inspection conducted by DEP in February 2009 indicated that all four tanks onsite were in compliance and utilize various approved methods of release detection. Accordingly, it has been concluded that the Sunoco Service Center is not of special concern for the potential development of Parcels A and E.

If hazardous waste is encountered on Parcels A or E during construction, the contractor shall conform to all Federal, state, and local municipal ordinances, policies, and regulations, including OSHA requirements, regarding the inspection, removal, and disposal of hazardous and residual waste material.

#### **L. COMMUNITY DISRUPTION AND ENVIRONMENTAL JUSTICE**

The proposed improvements will not result in disproportionately high or adverse impacts to minority or low-income residents or populations. According to U.S. Census Data (2000), the population of Census Tract 100 is 96.1% Black or African American, 1.7% White, and 2.2% other race. People of Hispanic or Latino ethnicity make up 1.7% of the population. In 2000, the median household income in this Census Tract was \$19,464, and nearly 28% of families were below the poverty level. U.S. Census data also shows that between 9.4% and 33.3% of the housing units in the vicinity of Parcel A and Parcel E were vacant in the year 2000.

The proposed intermodal transportation project will have a very positive impact on the operations of the Zoo and on the Philadelphia community at-large. The Zoo will benefit from an enhanced visitor experience, with improved traffic conditions, way-finding, and parking and will also rent some of the proposed office space for use by Zoo administrators. Nearby residents and the local economy will benefit from the reduced traffic congestion, improved aesthetics of the site, increased numbers of potential customers to the area, proposed retailers, and facilitated access to public transportation.

Many members of the public have been made aware of the proposed development of this area over the last several years. During the process of the Campbell Thomas Parking and Access Study (finished in 2003), which shows Parcel A with a parking garage, a Community Review Committee comprised of Councilwoman Blackwell's Office, The Fairmount Park Commission, The East Parkside Residents Association, United Block Captain's Association, The Parkside Historic Preservation Corporation, The East Parkside Coalition, and The 38th and Poplar Street Organization, met with and reviewed the progress of the study with representatives of the study team.

Parcel A was also shown with a parking garage in “The Centennial District Master Plan” and in “The Centennial District Economic Development Strategy,” prepared for the City of Philadelphia Commerce Department in 2004. During the development of the Economic Development Strategy, the consultant team met regularly with a Steering Committee comprised of the Business of Association of West Parkside, Delaware Valley Regional Planning Commission, East Parkside Community Association, East Parkside Community Revitalization Corporation, Fairmount Park Commission, Mann Center for the Performing Arts, Parkside Association, Parkside Historic Preservation Corporation, Pennrose Properties, Philadelphia Business & Technology Center, Philadelphia City Planning Commission, Philadelphia Commerce Department, Philadelphia Commerce Department—Office of Business Services, Philadelphia Commercial Development Corporation, Philadelphia Empowerment Zone, Philadelphia Industrial Development Corporation, Philadelphia Streets Department, Philadelphia Zoo, Please Touch Museum, Redevelopment Authority of the City of Philadelphia, High School of the Future, Southeastern Pennsylvania Transportation Authority, and West Philadelphia Financial Services Institution. In addition, over 50 one-on-one interviews were conducted with key community stakeholders, and the consultant team facilitated two community meetings that were well-publicized and held at convenient locations within the study area.

Mr. Kenneth Woodson, Vice President of Community and Government Affairs for the Philadelphia Zoo, provides status updates on the Zoo’s development plans periodically for various interest groups. In the second half of 2009, Mr. Woodson presented at meetings of the Parkside Historic District Coalition and for the Community Trust Board of the West Philadelphia Empowerment Zone.

Environmental justice and public involvement are not of concern for Parcels B-D, as no development beyond parking design reconfiguration is planned for these existing surface parking lots at this time.

#### **M. USE OF PUBLIC PARKLAND AND RECREATION AREAS**

No parks or recreation areas are located on Parcels A-E. All of these parcels are within the Fairmount Park Historic District, however they are all currently in use as surface parking lots or for Amtrak’s signal tower (Parcel E), so no parks or recreation areas will be directly impacted. Indirectly, the proposed site enhancements will improve accessibility to the Zoo, Fairmount Park, and several nearby attractions such as the Please Touch Museum. Parcel A is shown as the potential site of a zoo parking/hotel complex in “The Centennial District Economic Development Strategy,” which was collaborated by the Fairmount Park Commission, so their support of this project is expected. Coordination is ongoing.

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#### **N. IMPACTS ON WETLANDS**

Through a site visit and review of the U.S. Fish and Wildlife Service Wetlands Online Mapper, it has been determined that no wetlands are located within Parcels A-E; therefore, no wetlands will be impacted.

#### **O. FLOODPLAIN IMPACTS**

Through a site visit and review of available floodplain mapping, it has been determined that no floodplains are located within Parcels A-E; therefore, no floodplains will be impacted.

#### **P. IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS, & COASTAL ZONES**

Through site visits and review of available mapping, it has been determined that no streams, navigable waterways, or coastal zones are located within Parcels A-E; therefore, no navigable waterways or coastal zones will be impacted.

There will be no significant impacts to water quality caused by the proposed project. Potential temporary water quality impacts during construction will be mitigated by an approved Erosion and Sediment Pollution Control Plan, and stormwater management for the site will follow *PA Stormwater Best Management Practices*, (363-0300-002), 2006 PA Department of Environmental Protection. Also, the project area is currently almost entirely impervious; Parcels A-D are currently paved, and Parcel E has steep slopes and a relative elevation that likely prevent significant infiltration. However, some of the project elements, such as street trees and specialty landscaping along the walkways to the Zoo, will increase the amount of vegetation and therefore infiltration in the project area. Consequently, water quality in the vicinity of the Zoo may actually improve slightly due to the proposed project.

#### **Q. IMPACTS ON ECOLOGICALLY-SENSITIVE AREAS & ENDANGERED SPECIES**

A Pennsylvania Natural Diversity Inventory (PNDI) assessment was completed for parcels A-E on October 23, 2009. The results indicated that no threatened or endangered plants and/or animals are present within the project area. No further coordination is required with the Pennsylvania Game Commission, the Pennsylvania Fish and Boat Commission, the Pennsylvania Department of Conservation and Natural Resources, or the US Fish and Wildlife Service. The PNDI receipt is included as Appendix H.

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## **R. IMPACTS ON SAFETY AND SECURITY**

The proposed facilities will meet all applicable City of Philadelphia, state, and federal safety codes governing public access buildings. Safety issues related to pedestrian and vehicle conflicts and security issues for both users and employees will be specifically identified and addressed in the final design of the project.

Many visitors and employees leave the Zoo after dark, so the project designers are committed to incorporating the highest level of security features in every aspect of project planning and design. A number of active and passive security features may be included in the parking structure. Active security features may include cameras, security guard patrols, security gates, intercoms and panic buttons, and public safety escort services, among other features. Passive security measures may include maximization of visibility and openness, glass backed stair/elevator towers, and increased lighting levels, among other measures.

Enhanced lighting, designed by The Lighting Practice, will improve safety along 34<sup>th</sup> Street, at the Zoo main entry, and along West Girard Avenue.

Additionally, by making the parking facility mixed-use, this will create a more active and vibrant atmosphere, thereby reducing the opportunities for crime in the project area.

Finally, the proposed traffic design improvements will reduce the likelihood of vehicular collisions in the project area.

## **S. IMPACTS CAUSED BY CONSTRUCTION**

Construction activities could result in temporary increases in air pollution and noise levels. The greatest increases are likely to occur in the areas where the parking garage and retail/office space will be constructed. At this time, it is not known what type and amount of equipment will be used or what the time frame for construction will be. However, it is not expected that increased pollutants from trucks and site equipment will cause violations of the NAAQS or exceed the general conformity de minimis levels.

Particulate emissions (fugitive dust) during construction activities, if any, are expected to be controlled by best management practices typically observed or recommended by the Commonwealth of Pennsylvania. Operators of fugitive dust sources are expected to take reasonable precautions to prevent airborne dust such as requiring the appropriate emission-control devices on all construction equipment powered by gasoline or diesel fuel to reduce exhaust emissions.

## **CONCLUSION**

The proposed Intermodal Transportation Center project will not involve any significant environmental impacts to socio-economic, natural, or cultural resources. It will not

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induce significant alterations in land use or affect planned growth, and will not significantly impact air quality, noise levels, or travel patterns. As such, we request your concurrence in classifying this project as a Categorical Exclusion.

We concur with your determination that this project meets the criteria for a Categorical Exclusion

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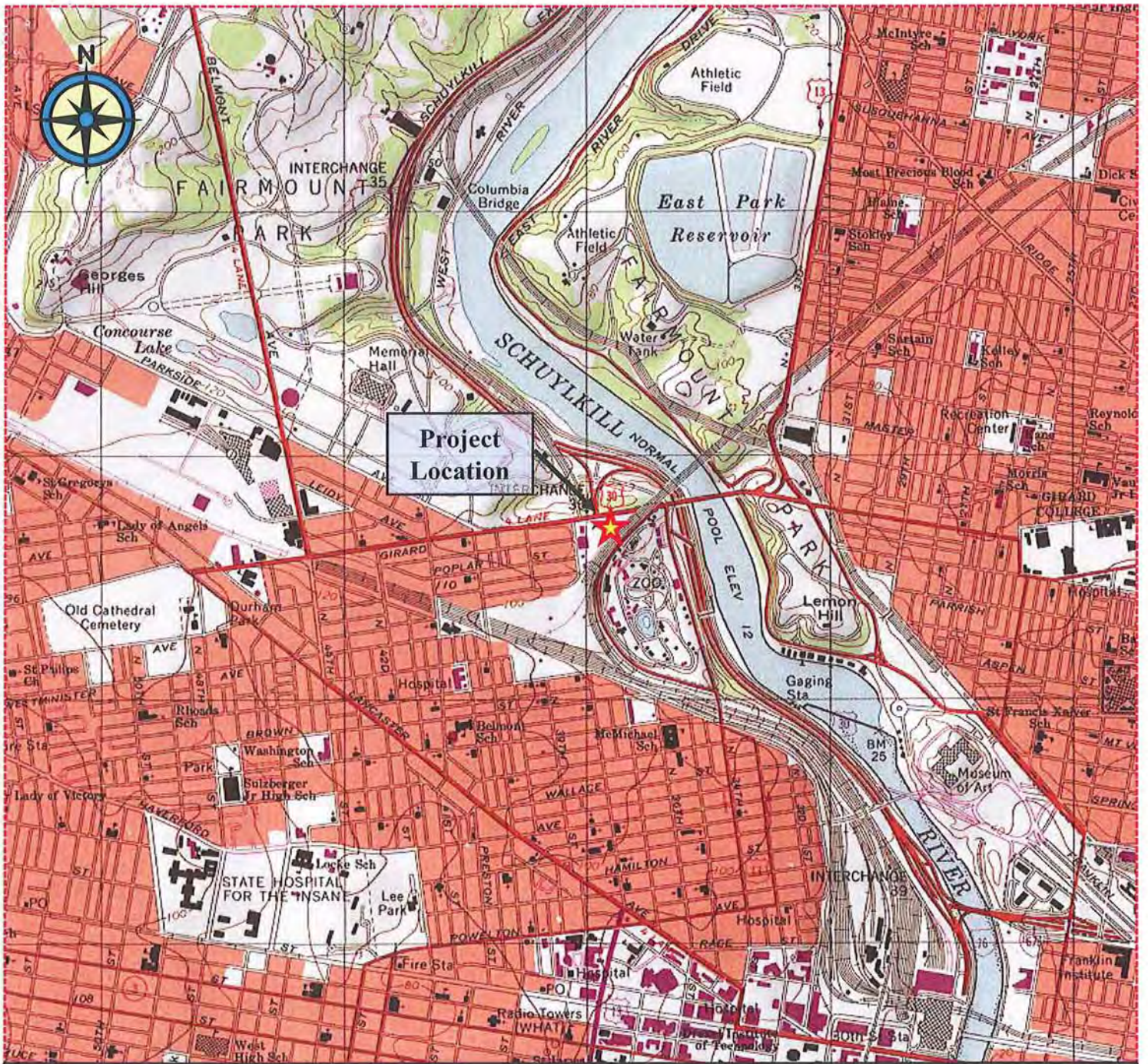
*Federal Transit Administration Representative*

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*Date*

**APPENDIX A -  
LOCATION MAPS**





## General Topographic Map

### *Philadelphia Zoo Intermodal Transportation Improvement Project*

USGS 7.5' Topographic Quadrangle Map  
Philadelphia, PA

Project Location: Philadelphia, PA  
39°58'17.81"N, 75°11'52.37" W  
Scale: 1 inch = 1584 feet

**Baker**

Engineering & Energy

**ChallengeUs.**



**Baker**

**Philadelphia Zoo Intermodal Transportation Improvement Project**

Project Location: Philadelphia, PA

39°58'17.81"N, 75°11'52.37"W

Scale: 1 inch = 400 feet

**INTERMODAL  
TRANSPORTATION  
PROJECT LOCATION**



**APPENDIX B -  
SITE PHOTOGRAPHS**



## Photograph Location Map

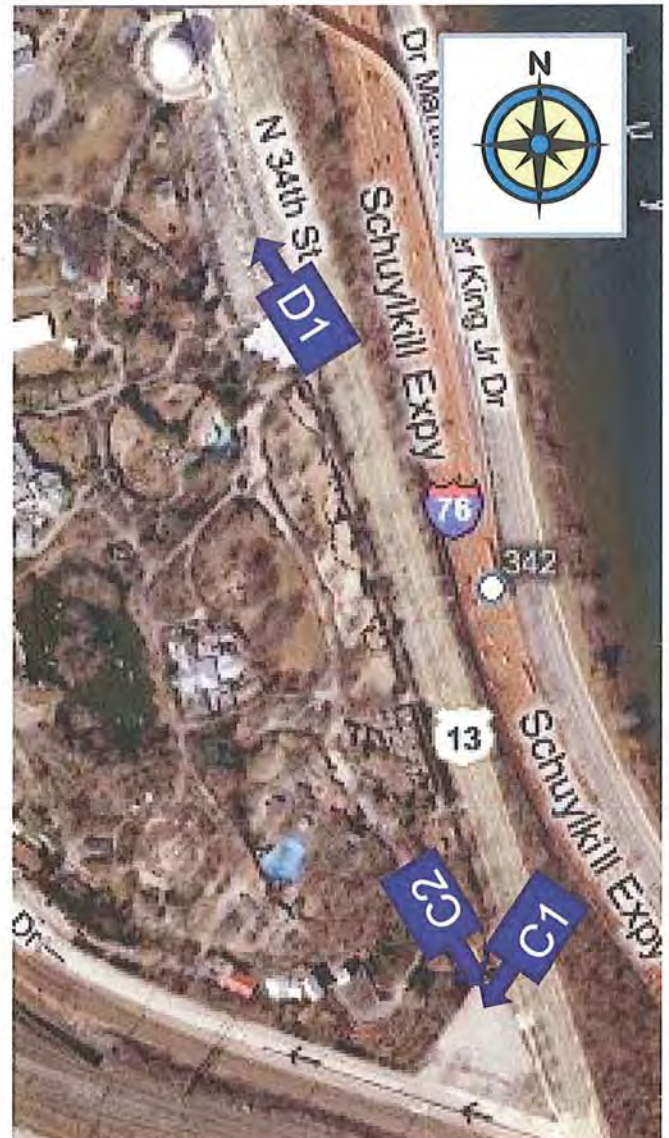
*Philadelphia Zoo Intermodal  
Transportation Improvement  
Project*

Project Location:  
Philadelphia, PA

39°58'17.81"N, 75°11'52.37" W



**ChallengeUs.**





**Photograph A1**



**Photograph A2**



**Photograph A3**



**Photograph A4**



**Photograph B1**



**Photograph C1**



**Photograph C2**



**Photograph D1**











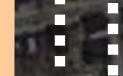
**Photograph E1**

**APPENDIX C -  
PRELIMINARY DESIGN CONCEPT DRAWINGS**

*Centennial District*

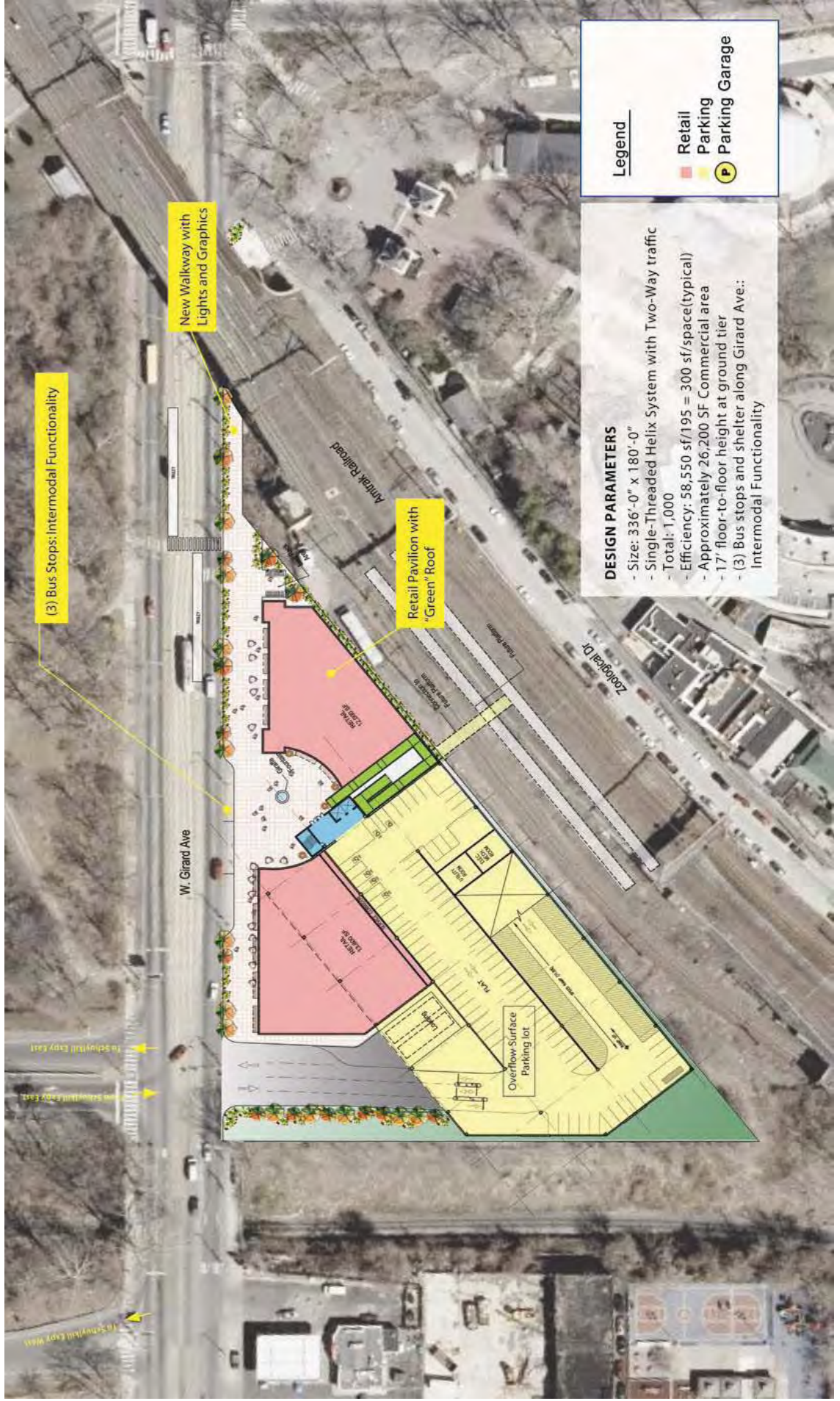


**Land Use:**

-  **A: Garage**
-  **B: Secondary Parking**
-  **C: alternate function**
-  **D: alternate function**
-  **E: Mixed Use**
-  **F: Service/Parking**
-  **Intermodal Hub**

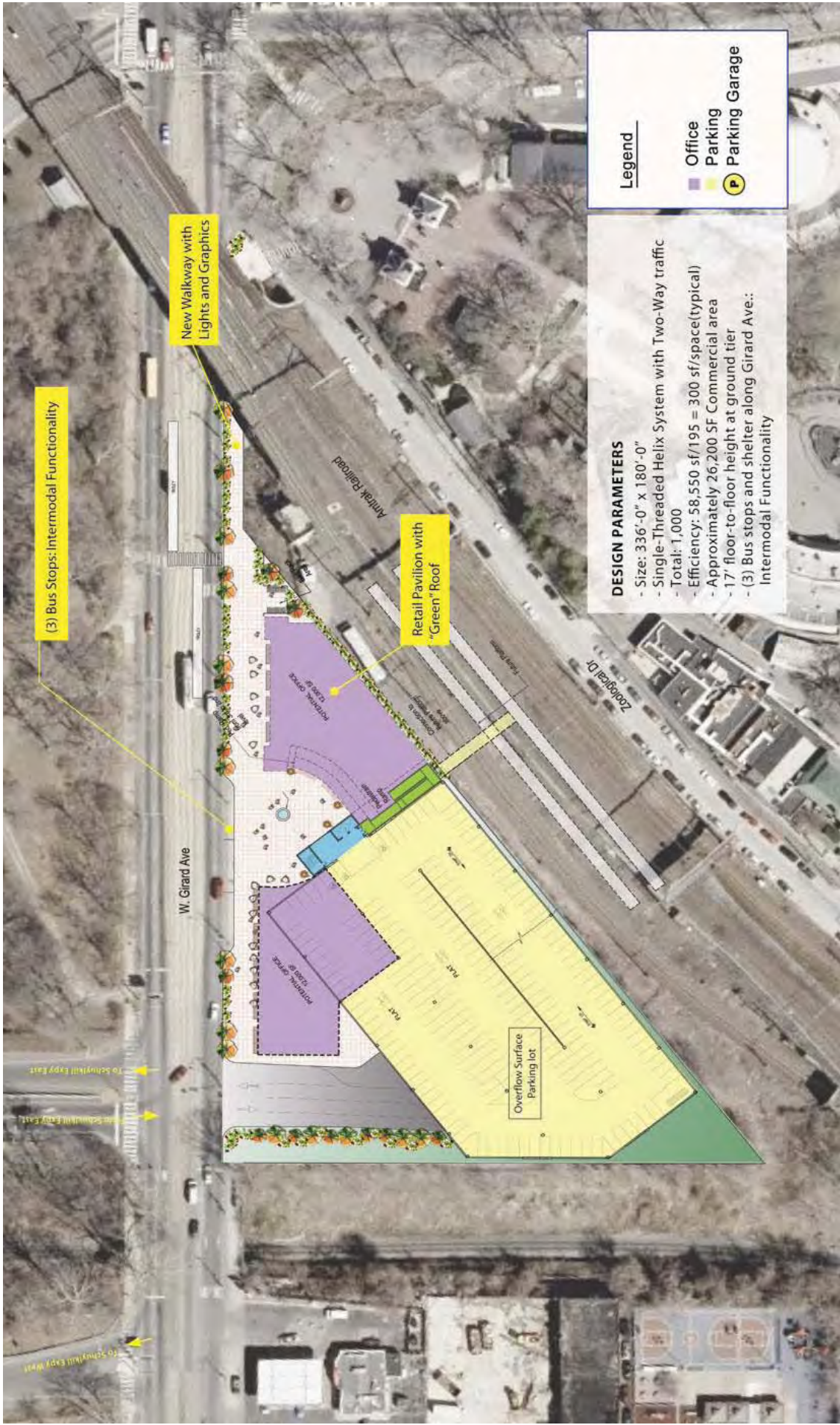
# Parking Garage/Mixed Use Concept

## Ground tier plan



# Parking Garage/Mixed Use Concept

## Second tier plan





# philadelphia zoo *intermodal*

## Architectural Design - The Intermodal Complex



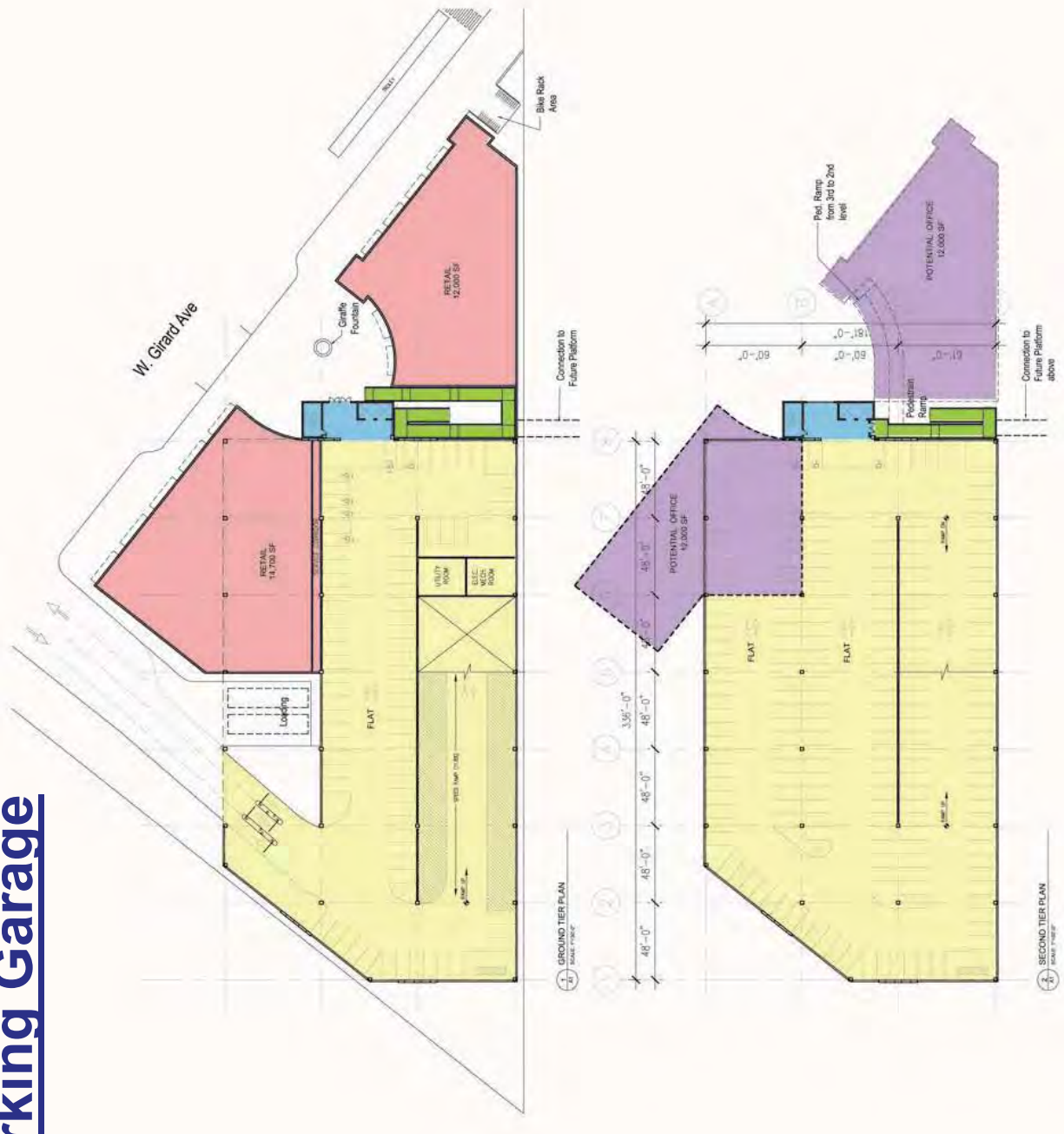


# philadelphia zoo *intermodal*

## Architectural Design - The Intermodal Complex



# Parking Garage



LEVEL	CAR TABULATION			TOTAL
	STANDARD	VAN ACC.	ACCESSIBLE	
GROUND	70	5	1	76
2ND	188	0	3	191
3RD	188	0	3	191
4TH	188	0	3	191
5TH	188	0	3	191
6TH	157	0	3	160
TOTAL	979	5	16	1000
EXIST. LOT	0	0	0	325
<b>NET GAIN</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>675</b>





W. Girard Ave

34th Street

I-76 WB Off-Ramp

- Signs on I-76 Ramp
- Signal at I-76 Ramp/34th
- Lane Striping @ 34th

**LEGEND**

- Existing Traffic Signal to be Modified
- Proposed Traffic Signal
- Provide signal to allow motorists to exit I-76 westbound ramp
- Provide two lanes on I-76 westbound ramp with overhead signage to direct motorists
- Provide updated traffic signals at 34th Street and Girard Avenue
- Revise pavement markings to provide two lanes to westbound Girard Avenue from northbound 34th Street

**TRAFFIC PLANNING AND DESIGN, INC**  
 PITTSBURGH (412)765-3717  
 POTTSVILLE (610)326-3100  
 LEHIGH VALLEY (610)925-4242  
 WWW.TRAFFICPD.COM  
 SOUTH JERSEY (856)966-4242  
 DATE: 02/24/10 | PROJECT DESIGNER: E.O. | JOB NO. 8901.00012  
 PROPOSED 34th STREET TRAFFIC IMPROVEMENTS - OPTION 1  
 THIS IS A COPY. THE ORIGINAL DRAWINGS IS ON FILE WITH TRAFFIC PLANNING AND DESIGN, INC. 34th STREET, POTTSVILLE, PA 17854  
 INCLUDING THE LATEST REVISIONS.

0 25 50 FEET







Proposed CMS signs to inform motorists of parking lot conditions

Proposed CMS signs to inform motorists of parking lot conditions

- Modify Traffic Signals
- Digital Messaging Signs
- Re-striping @ Girard

**TRAFFIC PLANNING AND DESIGN, INC.**  
 PITTSBURGH (412) 785-3717  
 LEHIGH VALLEY (610) 266-3100  
 SOUTH JERSEY (856) 966-4242  
 WWW.TRAFFICPD.COM

HARRISBURG (717) 234-1430  
 POTTSTOWN (610) 226-3100  
 SOUTH JERSEY (856) 966-4242  
 WWW.TRAFFICPD.COM

DATE: 02/29/19 PROJECT DESIGNER: ED JOB NO: BPI01.003/12  
 THE ORIGINAL DRAWING IS ON FILE WITH THE STATE PLANNING AND TRANSPORTATION DIVISION, HARRISBURG, PA.  
 INCLUDING THE LAST REVISION.

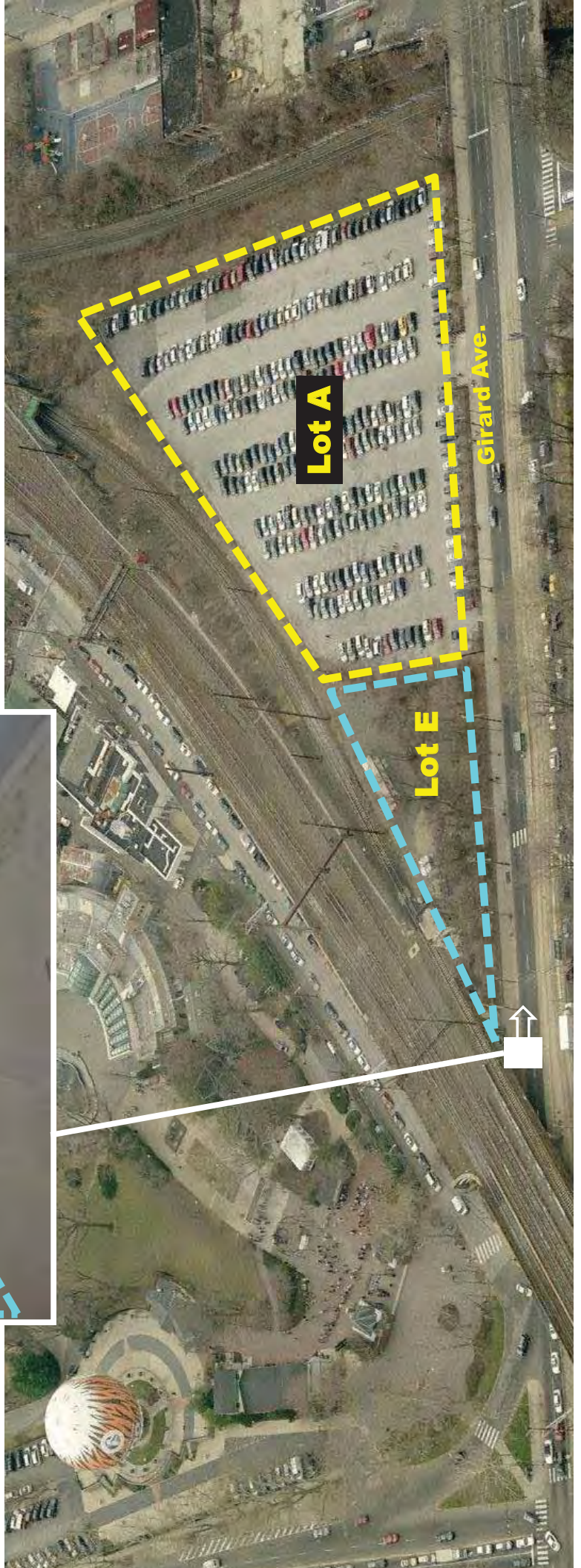


**Lot A (Zebra):**

- Primary Visitor Parking
- other parking?

**Lot E (Amtrak):**

- Mixed use retail/office





**Lot B (Giraffe):**

- Secondary Visitor Parking
- Employee Parking
- School Bus Parking



**Lot A**

**Lot B**

**Girard Ave.**

**Route 15 Trolley**



## Lot C (Frog):

- Events entry/parking
- Back of House functions
- Exhibit Expansion





## Lot D (Tiger):

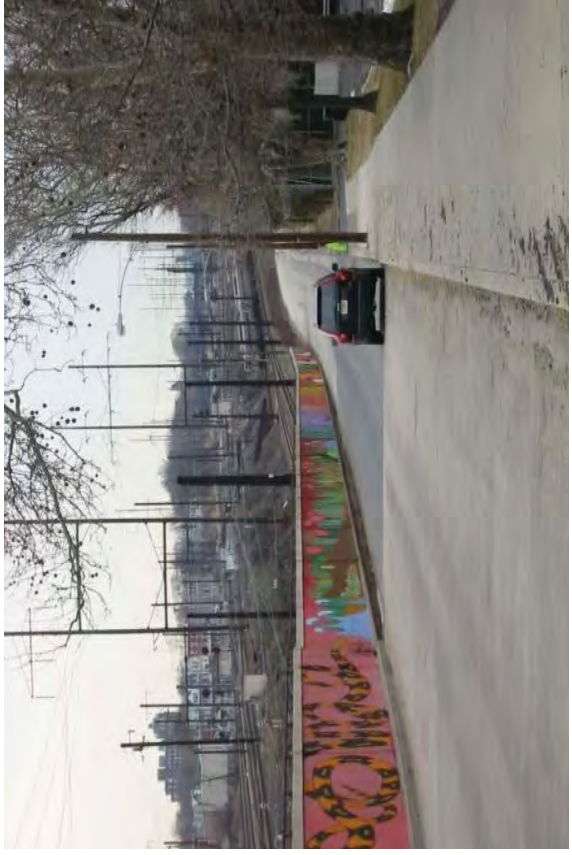
- Member Parking
- Zoo Business Parking
- Exhibit Expansion
- Future Banquet/Event





**Zoo Drive:** \_\_\_\_\_

- Service
- Employee Parking
- Bus Parking





*Centennial District*

**Zone 1**

- Decorative Lighting**
- Zoo Identity elements**
- Wayfinding Signs**
- Street Trees**
- Pedestrian Amenities**
- Decorative Paving**
- Decorative Elements**
- Specialty Landscaping**



*Centennial District*

**Zone 2**

- Decorative Lighting**
- Zoo Identity elements**
- Wayfinding Signs**
- Street Trees**
- Pedestrian Amenities**
- Sidewalk Paving**



*Centennial District*

**Zone 3**

- Decorative Lighting**
- Zoo Identity elements**
- Wayfinding Signs**

**Greenway Project:**

- Street Trees**
- Specialty Landscaping**
- Pedestrian Amenities**
- Sidewalk Paving**



*Centennial District*

**Zone 4**

- Decorative Lighting**
- Zoo Identity elements**
- Wayfinding Signs**



*Centennial District*

**Gateways**

**Zoo Identity elements**

**Wayfinding Signs**

**Decorative Elements**

**Specialty Lighting**



**APPENDIX D -  
ZONING MAP**



## Zoning Map

### Philadelphia Zoo Intermodal Transportation Improvement Project

#### Legend

- General Industrial (G2)
- Recreation (REC)
- Multi Family Residential (R9)
- Mixed Use Commercial (C2)

USGS 7.5' Topographic Quadrangle Map  
Philadelphia, PA

Project Location: Philadelphia, PA  
39°58'17.81"N, 75°11'52.37" W  
Scale: 1 inch = 1584 feet



**ChallengeUs.**

**APPENDIX E -  
HISTORIC RESOURCES**





Commonwealth of Pennsylvania  
Pennsylvania Historical and Museum Commission  
**Bureau for Historic Preservation**  
Commonwealth Keystone Building, 2<sup>nd</sup> Floor  
400 North Street  
Harrisburg, PA 17120-0093  
[www.phmc.state.pa.us](http://www.phmc.state.pa.us)

June 8, 2010

Susan E. Peters  
ASC Group, Inc.  
801 East Park Drive, Suite 102  
Harrisburg, PA 17111

TO EXPEDITE REVIEW USE  
BHP REFERENCE NUMBER

Re: ER 2010-1416-101-A  
FTA: Proposed Philadelphia Zoo Intermodal Transportation Project  
Philadelphia

Dear Ms. Peters:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999 and 2004. These regulations require consideration of the project's potential effect upon both historic and archaeological resources.

We concur with the findings of the agency that the above listed project will have no adverse effect on the following National Register of Historic Places eligible or listed properties.

Fairmount Park Historic District, Philadelphia  
Parkside Historic District, Philadelphia

Likewise, the project will have no effect on the following National Register eligible resources.

Pennsylvania Railroad, Main Line  
Philadelphia & Reading Railroad, Reading Division

We concur with the findings of the agency that no archaeological resources will be affected by this project.

Page 2  
S. Peters  
June 8, 2010

If you need further information regarding archaeological resources, please contact Mark Shaffer at (717) 783-9900. If you need further information concerning historic structures, please contact Susan Zacher at (717) 783-9920.

Sincerely,

A handwritten signature in cursive script that reads "Susan Zacher for".

Douglas C. McLearn, Chief  
Division of Archaeology &  
Protection

DCM/smz

**APPENDIX F -  
NOISE SCREENING ANALYSIS**

FTA Screening Distances for Noise Assessments*		
Type of Project	Screening Unobstructed	Distance** (ft) Intervening Buildings
Parking Facilities	125	75

\*From *Transit Noise and Vibration Impact Assessment*, FTA, May 2006

\*\* Measured from center of noise-generating activity for stationary sources



## Noise Assessment Screening Distance

*Philadelphia Zoo Intermodal Transportation Improvement Project*

USGS Aerial Photo

Project Location: Philadelphia, PA  
 39°58'17.81"N, 75°11'52.37" W  
 Scale: 1 inch = 250 feet

**Baker**  
 Engineering & Energy

**ChallengeUs.**

**APPENDIX G -  
TAX PARCEL INFORMATION**

**Welt, Angela**

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**From:** City of Phila - Board of Revision of Taxes [brt.csc@phila.gov]  
**Sent:** Friday, May 14, 2010 7:12 AM  
**To:** Welt, Angela  
**Subject:** Response to Your Inquiry #62514 for Acct# 999999999

Dear Sir or Madam:

Your recent inquiry to the Board of Revision of Taxes for the property listed below has been reviewed.

Inquiry#: 62514

Request: This is to acknowledge your inquiry regarding the legal address of properties located on W Girard Avenue.

Assigned to: Robert Vierick, (215) 686-9277, [Robert.Vierick@phila.gov](mailto:Robert.Vierick@phila.gov)

The subject area of the zoo parking lot and adjacent triangular lot used by the railroad is City-owned property. It is covered by BRT account # 783172300, 3400 W Girard Ave.

Without an actual survey and site plan, BRT cannot determine whether the buildings are on or off of the railroad right of way.

The property information for 3400 W Girard Ave is:

Address: 3400 W GIRARD AVE Zip Code: 191041139

Owner(s): CITY OF PHILA  
ZOOLOGICAL GARDENS

BRT Account Number: 783172300

Certified Values for 2010

Market Value: \$12,101,300

Assessed Land (Taxable): \$0

Assessed Improvement (Taxable): \$0

Assessed Land (Exempt): \$1,476,088

Assessed Improvement (Exempt): \$2,396,328 Total Assessment: \$3,872,416

The mailing address for Fairmount Park, City of Philadelphia is:

Fairmount Park Commission Office  
One Parkway - 10th Floor  
1515 Arch Street  
Philadelphia, PA 19102

I hope this proves helpful.

Sincerely,

The Board of Revision of Taxes - Citizens Service Center

The Curtis Center  
601 Walnut St, Suite 300 West  
Philadelphia, PA 19106

**APPENDIX H -**

**PNDI RECEIPT**



### 1. PROJECT INFORMATION

Project Name: **Philadelphia Zoo Intermodal Transportation Improvement Project**  
 Date of review: **10/23/2009 11:16:53 AM**  
 Project Category: **Transportation,Public Transit (Subways, busways, Park-n-Ride, MAGLEV, etc.)**  
 Project Area: **253.5 acres**  
 County: **Philadelphia** Township/Municipality: **Philadelphia**  
 Quadrangle Name: **PHILADELPHIA**  
 ZIP Code: **19121,19104**  
 Decimal Degrees: **39.96773 N, --75.18937 W**  
 Degrees Minutes Seconds: **39° 58' 3.8" N, -75° 11' 21.8" W**



### 2. SEARCH RESULTS

Agency	Results	Response
PA Game Commission	No Known Impact	No Further Review Required
PA Department of Conservation and Natural Resources	No Known Impact	No Further Review Required
PA Fish and Boat Commission	No Known Impact	No Further Review Required
U.S. Fish and Wildlife Service	No Known Impact	No Further Review Required

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate no known impacts to threatened and endangered species and/or special concern species and resources within the project area. Therefore, based on the information you provided, no further coordination is required with the jurisdictional agencies. This response does not reflect potential agency concerns regarding impacts to other ecological resources, such as wetlands.

## RESPONSE TO QUESTION(S) ASKED

**Q1:** Accurately describe what is known about wetland presence in the project area or on the land parcel. "Project" includes all features of the project (including buildings, roads, utility lines, outfall and intake structures, wells, stormwater retention/detention basins, parking lots, driveways, lawns, etc.), as well as all associated impacts (e.g., temporary staging areas, work areas, temporary road crossings, areas subject to grading or clearing, etc.). Include all areas that will be permanently or temporarily affected -- either directly or indirectly -- by any type of disturbance (e.g., land clearing, grading, tree removal, flooding, etc.). Land parcel = the lot(s) on which some type of project(s) or activity(s) are proposed to occur .  
Your answer is: **1. The entire project will occur in or on an existing building, parking lot, driveway, road, road shoulder, street, runway, paved area, or railroad bed.**

**Q2:** Aquatic habitat (stream, river, lake, pond, etc.) is located on or adjacent to the subject property and project activities (including discharge) may occur within 300 feet of these habitats  
Your answer is: **2. No**

### 3. AGENCY COMMENTS

Regardless of whether a DEP permit is necessary for this proposed project, any potential impacts to threatened and endangered species and/or special concern species and resources must be resolved with the appropriate jurisdictional agency. In some cases, a permit or authorization from the jurisdictional agency may be needed if adverse impacts to these species and habitats cannot be avoided.

These agency determinations and responses are **valid for one year** (from the date of the review), and are based on the project information that was provided, including the exact project location; the project type, description, and features; and any responses to questions that were generated during this search. If any of the following change: 1) project location, 2) project size or configuration, 3) project type, or 4) responses to the questions that were asked during the online review, the results of this review are not valid, and the review must be searched again via the PNDI Environmental Review Tool and resubmitted to the jurisdictional agencies. The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer impacts than what is listed on this PNDI receipt.

#### PA Game Commission

**RESPONSE:** No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

#### PA Department of Conservation and Natural Resources

**RESPONSE:** No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

#### PA Fish and Boat Commission

**RESPONSE:** No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

#### U.S. Fish and Wildlife Service

**RESPONSE:** No impacts to federally listed or proposed species are anticipated. Therefore, no further consultation/coordination under the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required. Because no take of federally listed species is anticipated, none is authorized. This response does not reflect potential Fish and Wildlife Service concerns under the Fish and Wildlife Coordination Act or other

authorities.

#### **4. DEP INFORMATION**

The Pa Department of Environmental Protection (DEP) requires that a signed copy of this receipt, along with any required documentation from jurisdictional agencies concerning resolution of potential impacts, be submitted with applications for permits requiring PNDI review. For cases where a "Potential Impact" to threatened and endangered species has been identified before the application has been submitted to DEP, the application should not be submitted until the impact has been resolved. For cases where "Potential Impact" to special concern species and resources has been identified before the application has been submitted, the application should be submitted to DEP along with the PNDI receipt, a completed PNDI form and a USGS 7.5 minute quadrangle map with the project boundaries delineated on the map. The PNDI Receipt should also be submitted to the appropriate agency according to directions on the PNDI Receipt. DEP and the jurisdictional agency will work together to resolve the potential impact(s). See the DEP PNDI policy at <http://www.naturalheritage.state.pa.us>.

