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Legislation delegates to CCD (Act 45 Authority) responsibility to:

EXHIBIT A
Form of Proposed Lease
For Transfer Between the Owner and Estimated Lessee

- 1. Landlord:** The City of Philadelphia through its Department of Public Property ("City").
- 2. Tenant:** Center City District ("CCD").
- 3. Premises:** The general location of several parcels located at the site bounded by Vine Street, Lancaster Avenue, 12th Street and 13th Street, which contains an elevated railroad structure.
- 4. Commencement Date:** The date that the site in the premises passes to the City, to be confirmed by a Commencement Date Letter, which shall be received by the City.
- 5. Term:** Twenty (20) years.
- 6. Rent:** Rent shall annually be \$1.00 per year.
- 7. Improvements:** CCD shall make substantial improvements to the property, including but not limited to environmental remediation, landscaping, etc. The extent of the improvements shall be outlined in a Development Plan and attached to the Lease.
- 8. Use:** The Premises shall be used for open space, pedestrian, public use and public park program, including only activities in an environmentally sensitive park as defined in the City Code.
- 9. Utilities:** Utilities shall be provided by CCD.
- 10. Maintenance/Repairs:** CCD shall maintain and repair the premises. The City will provide public services, including but not limited to police and fire, at other parks in Center City. The Operations Plan describing the maintenance to be performed by CCD shall be completed before construction commences and shall be attached to the Lease.
- 11. Equal Economic Opportunity:** Tenant improvements to the premises will be completed in accordance with the goals established by an Equal Economic Opportunity Plan, submitted to the City's Office of Equal Opportunity, which goals will be attached to the Lease and will be provided in advance in all construction bidding on the Tenant Improvements.

- Raise funds for legal process leading to acquisition
- Raise funds for design/engineering & for renovation
- Urban Engineers/Studio Bryan Hanes
- Create, maintain & manage park
- City & CCD have executed a development agreement for implementation & will execute long-term 30-year lease

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Proceeding in partnership with Steering Committee

Philadelphia Chinatown Development Corporation
Callowhill Neighbors Association
West Poplar Neighbors
14th Ward RCO
Friends of the Rail Park
Community Engagement: Connect the Dots

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Would be 6th park CCD created since 2003



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9

CCD completed Phase 1 - \$11 million in 2018



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10

Ownership transferred from SEPTA to the City Parks & Recreation manages, programmed by Friends of the Rail Park



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Our goal is to build on the success of Phase 1



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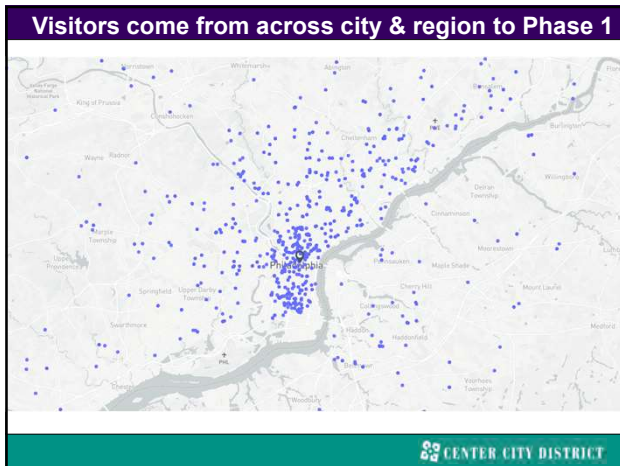
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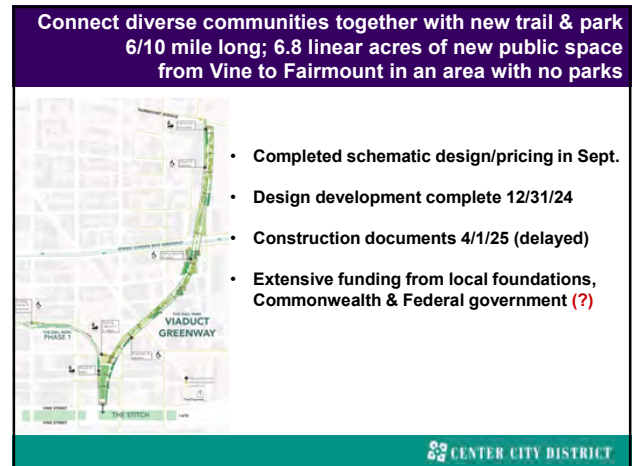
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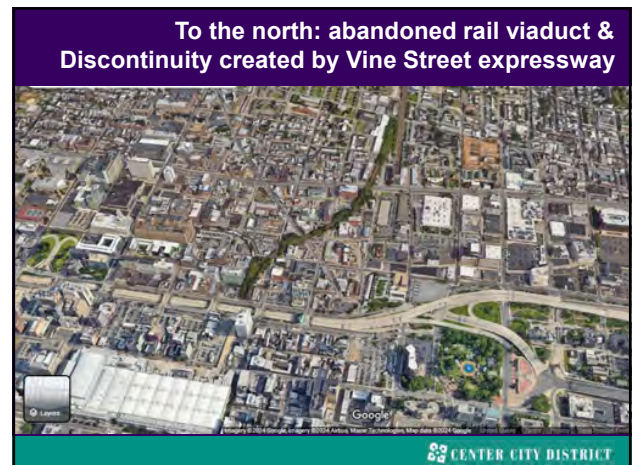
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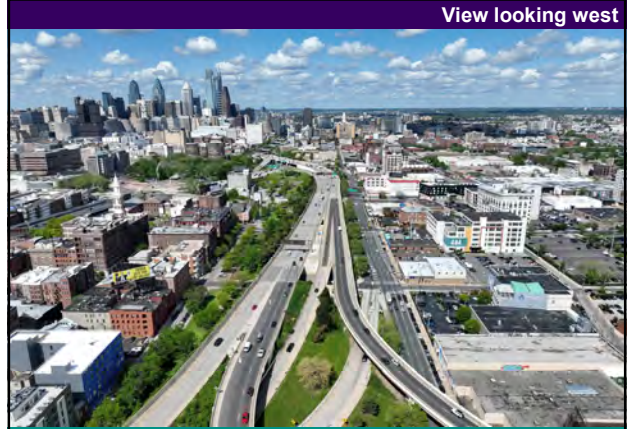
Disruption reinforced by Callowhill Industrial corridor
Highway oriented, large surface parking lots



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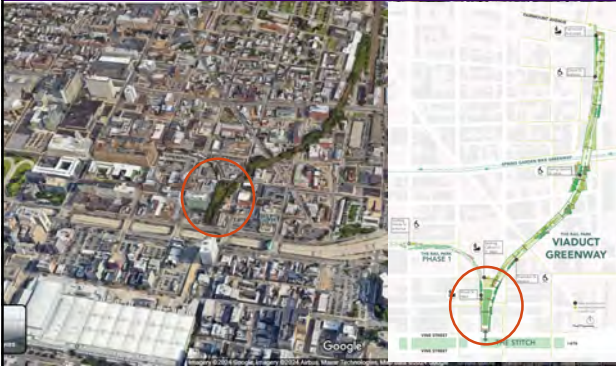
View looking west



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Our goal is a park that links things together again
Starting at Vine Street



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Across Spring Garden Street



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25

Where new developments....



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Are bringing in new residents



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27

Filling in gaps in the fabric, a few blocks from the viaduct



28

Ending at Fairmount Ave:
Bike lane connections to Temple



29

A block from long-term affordable housing
& mixed income housing in East Poplar



30

A block from long-term affordable townhouses
Richard Allen Homes



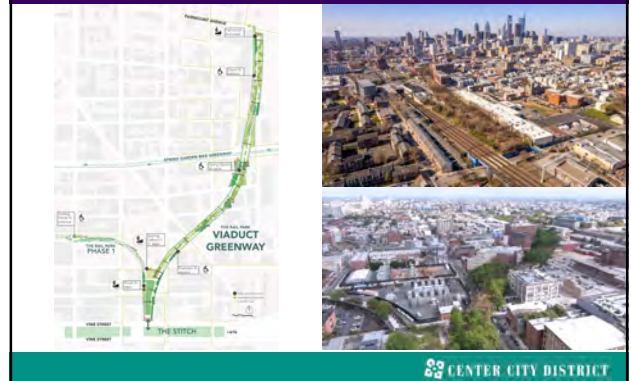
31

Immediately adjacent to market rate housing
in West Poplar



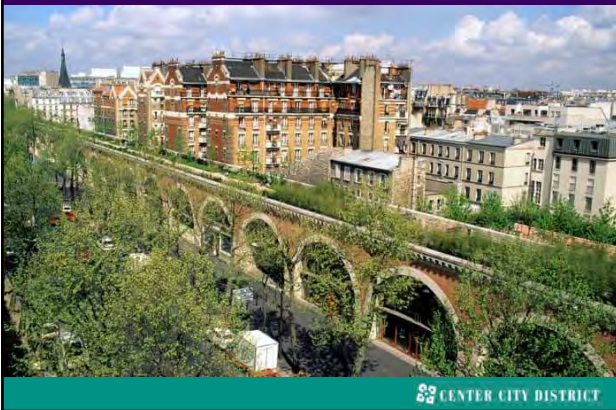
32

Trail & park that connects diverse communities together
Links them to opportunities & services in Center City



34

Precedents: Paris Promenade Plantee, 1993



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**NYC Highline started in 1999
opened in 2009, expanded 2019 & 2023**



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An anchor park for a new community



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A continuing stimulus for new development



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38

Setting for the Whitney Museum



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**More modest Atlanta Beltline
Opening in phases starting 2010**



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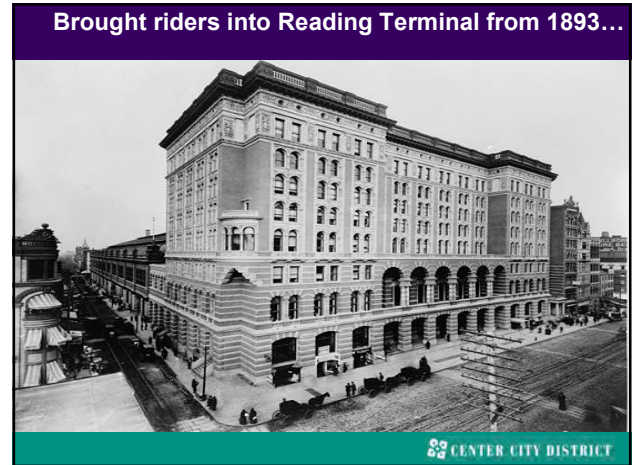
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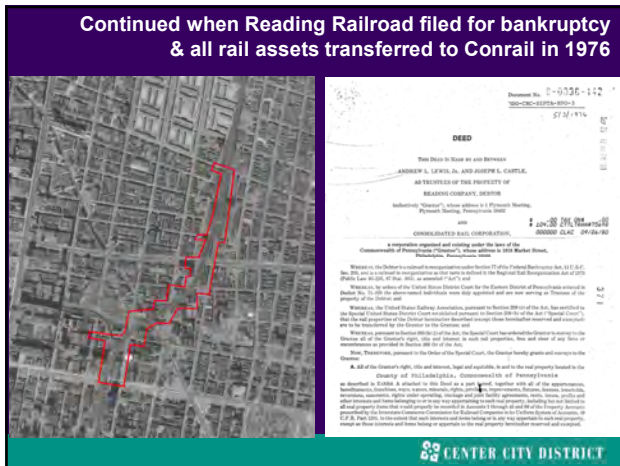
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Headhouse converted for Convention Center use: 1994



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Viaduct condemned & demolished south of Vine St
To make room for Convention Center



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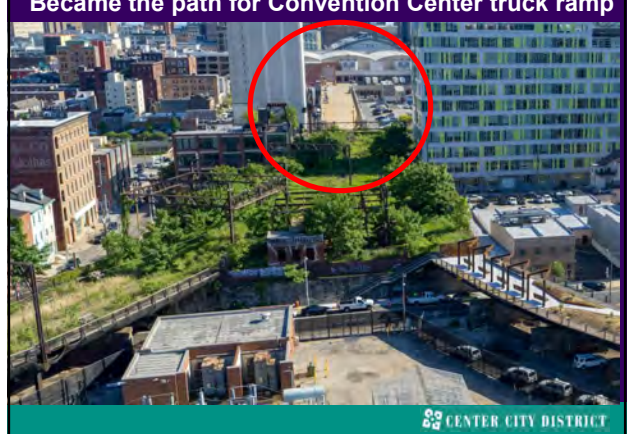
Leaving a stub end at Vine Street as well



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55

Became the path for Convention Center truck ramp



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During the last 40 years, the balance
languished, returned to a natural landscape



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Neglected with minimal maintenance 4 decades
How weeds can become trees in 40 years



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58

Blighting element that has deterred development



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59

25% of area vacant & undeveloped land



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Lower density visible in aerial views



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Created unsafe conditions in tunnels



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Scary sections under bridges



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It can become a central civic asset & connecting path for multiple neighborhoods



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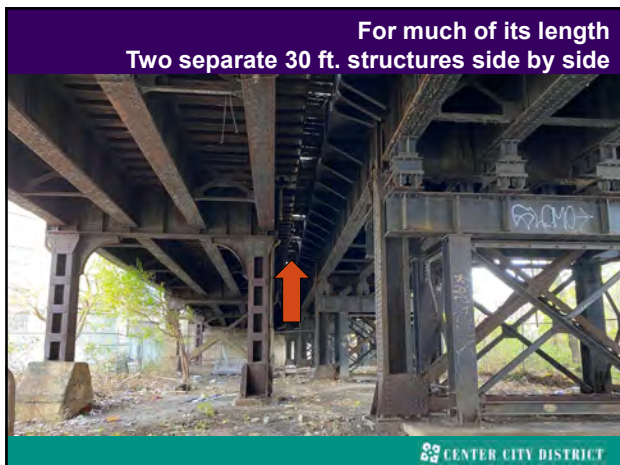
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About 40% of the cost in new amenities
Many can be deferred, added in stages later



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Schematic design cost estimate at 3 levels:
20% contingency

- (1) Base trail, modest amenities half-width: 2026-2027
\$60-\$65 million (cost of Dilworth Park)
- (2) Half-width trail, wider in some places: 4-5 years
\$70 to \$86 million
- (3) Full width trail, full amenities: 5-10 years
\$95 to \$110 million

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Proposed design & construction approach
Rather than take a decade to raise all the funds.....



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Create simple active transportation trail for biking & walking
Space allocated, reserved for later landscape & amenity upgrades



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Focused now on the basic trail

- (1) Base trail, modest amenities half-width: 2026-2027
\$60-\$65 million (cost of Dilworth Park)
- (2) Half-width trail, wider in some places: 4-5 years
\$70 to \$86 million
- (3) Full width trail, full amenities: 5-10 years
\$95 to \$110 million

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Follow Chicago: a simple park & walking trail



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But with great views of the downtown skyline



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Views of iconic landmarks



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94

Neighborhood cathedrals



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95

Start with simple path, half-width, full distance now Fencing, lighting, stairs & handicapped accessibility



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Trail weaves back and forth, from side to side Depending on where stairs and ramps work



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Designing spaces now for pop-up activation & programming



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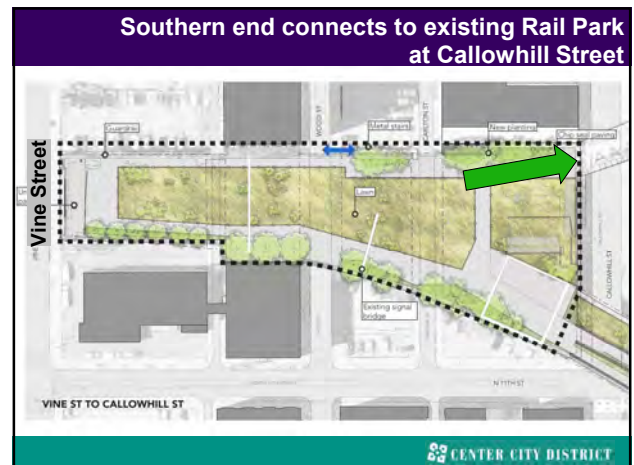
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130

Viaduct curves east towards 9th street



131

Existing conditions Spring Garden Street



133

Also a 60 foot wide continuous bridge
Simple green trail



134

Future option with full amenities



135

CMA: Future addition of maintenance facility



137

On the site where Reading demolished train station



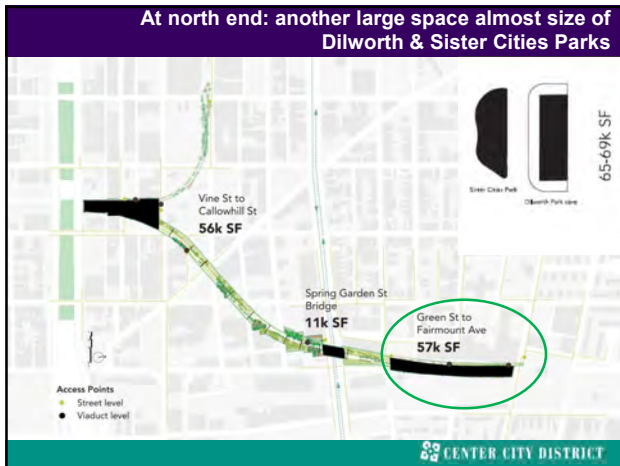
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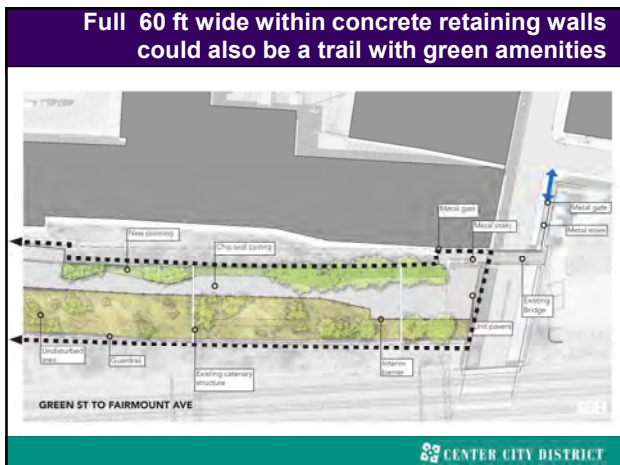
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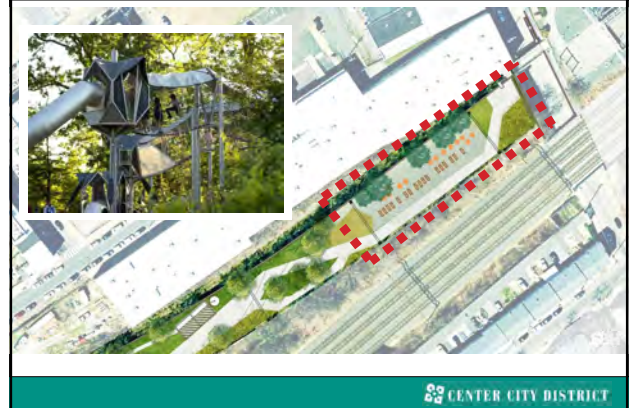
146

Future amenities: basketball or tennis courts



147

Or a children's climbing area



148

Full width with amenities

Determined thru community engagement as park comes closer to reality



150

Today's goal: simple path, half-width, full distance

Fencing, lighting, stairs & handicapped accessibility



151

Connecting to neighborhoods at multiple points



155

Northern most connection: using bridge over Fairmount



156

For a stairway facing west



157

North sidewalk 800 block, Fairmount (looking east)



158

FAIRMOUNT AVE. ACCESS
OPTION 1



159

Green Street ramp

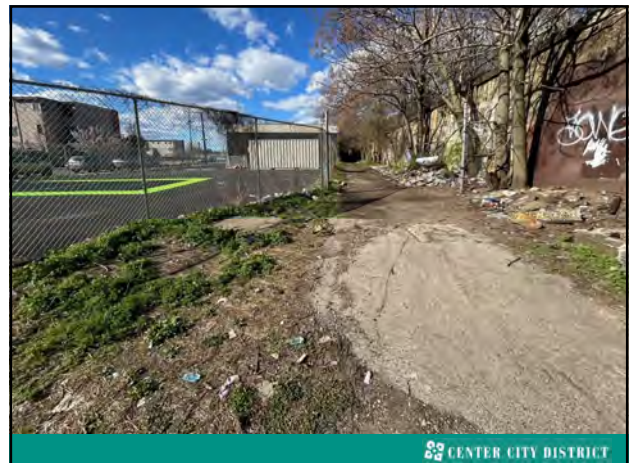


161

Adjacent to DiBruno Brothers warehouse



162



163

Making viaduct fully accessible starting at Green St



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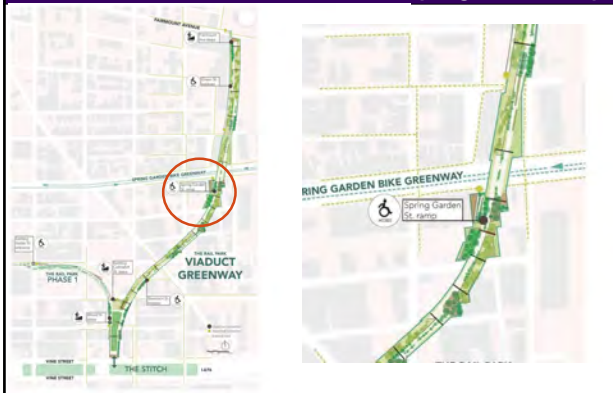
Spring Garden street



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Spring Garden ramp



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Ramp on south side of Spring Garden Street



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Ramp location



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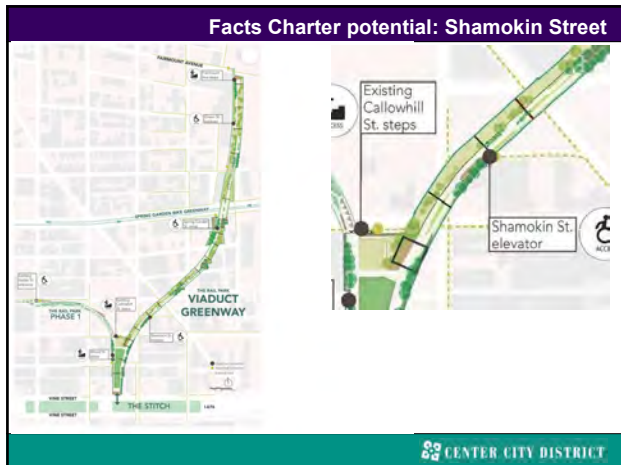
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Spring Garden, looking south



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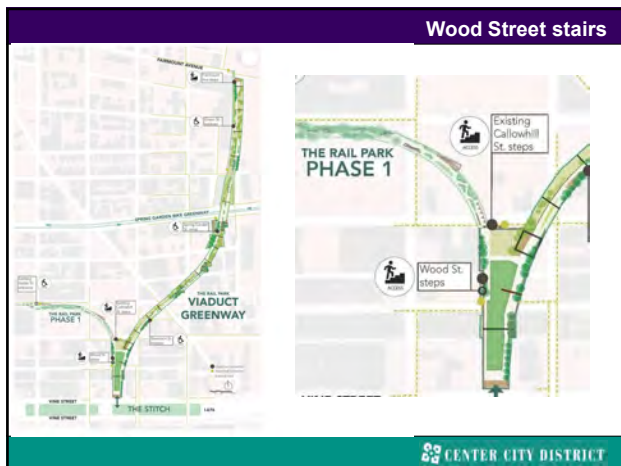
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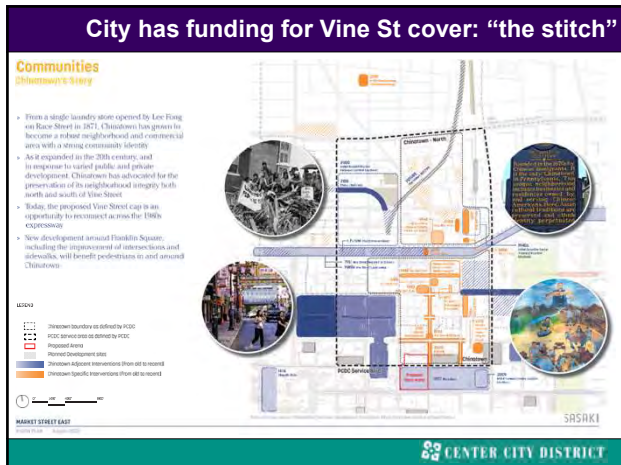
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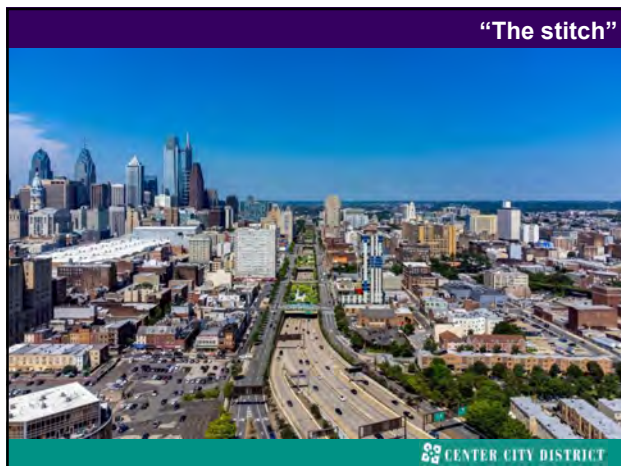
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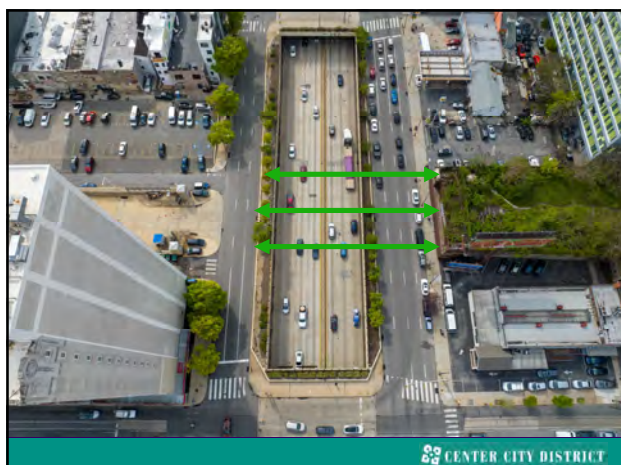
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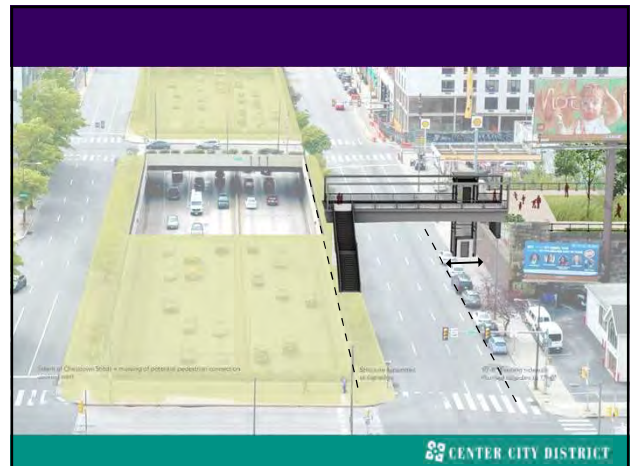
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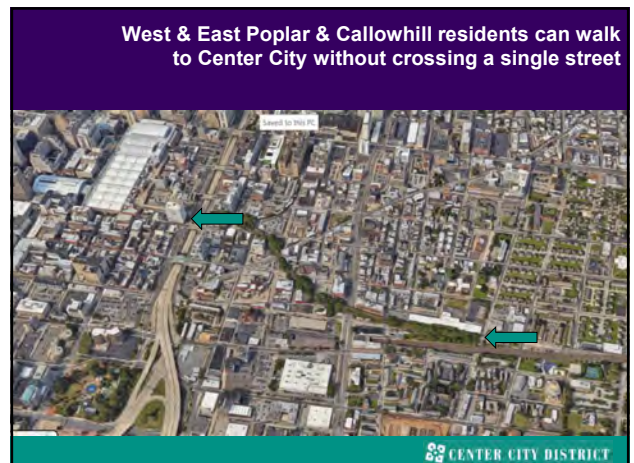
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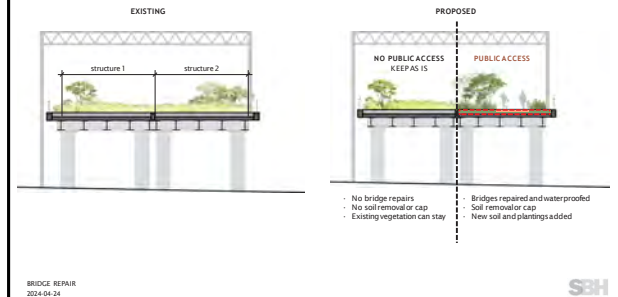
Children in Chinatown can do the same going to Facts Charter School



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Briefly: what about the other half?



SCM

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Leave it wild option: low fence?



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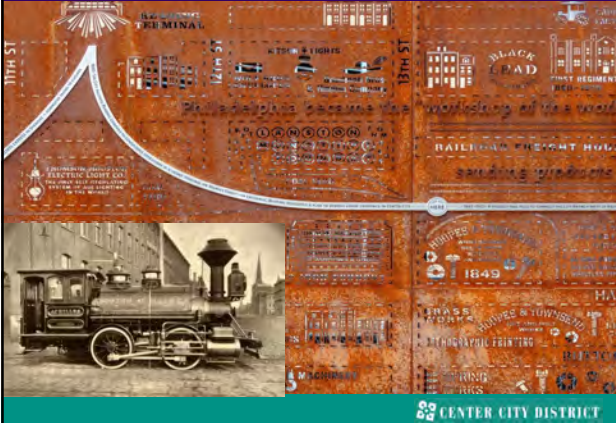
Install public art: see but not touch for environmental safety



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Install historic information panels & artifacts?



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215

Tell history of neighborhood communities Ideas under consideration



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Funding: Secured grants = \$4.4 million


- Dept of Community & Economic Development, Industrial Sites Reuse Program - STATE
 - Planning Project: \$94,912
- PECO Green Region- CORPORATE
 - Planning Grant: \$5,000
- Wyncote Foundation – FOUNDATION
 - Planning Grant: \$112,238
- William Penn Foundation - FOUNDATION
 - Planning Grant: \$110,000
- William Penn Foundation
 - Planning Grant: \$2,000,000
- Poor Richard's Charitable Trust
 - Planning Grant: \$500,000
- Connelly Foundation
 - Planning Grant: \$50,000

Federal Reconnecting Communities Grant \$2 million

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Acquisition of site City of Philadelphia approved legislation



Donation
Purchase
Condemnation
Dilworth Paxson
Kaplan Kirsch

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Reading International is a movie theater company

Holdings in Australia, New Zealand, California & NYC
Share value steadily declining
Bought former bankrupt rail assets
CCD & City have met with them multiple times since 2016






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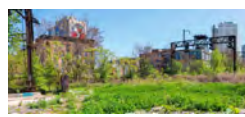


Margaret & Ellen Cotter: 2017



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Reading's negotiating stance

They have asserted that they are still a railroad therefore exempt from local taxes, codes & powers of condemnation

Our condemnation attorneys filed last spring before the federal Surface Transportation Board (STB), agency oversight of rail lines, to confirm that all railroad rights extinguished by Conrail back in 1982

Reading has removed track, demolished train station; made no repairs; viaduct severed at either end

Awaiting ruling from STB & will immediately file declaration of taking; but prefer to negotiate

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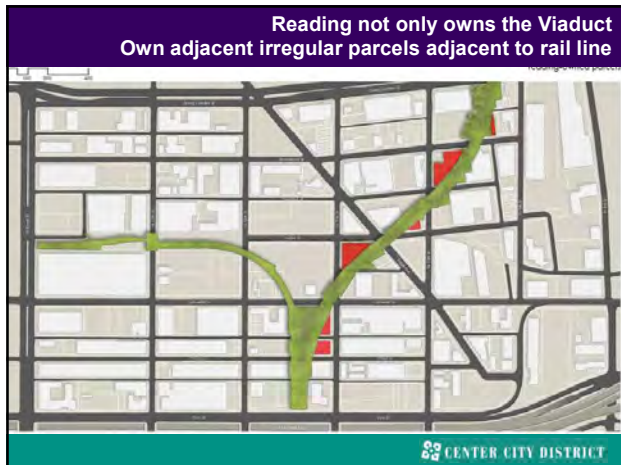
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Viaduct has been tax-free & no formal real estate parcels were recorded on City's plan



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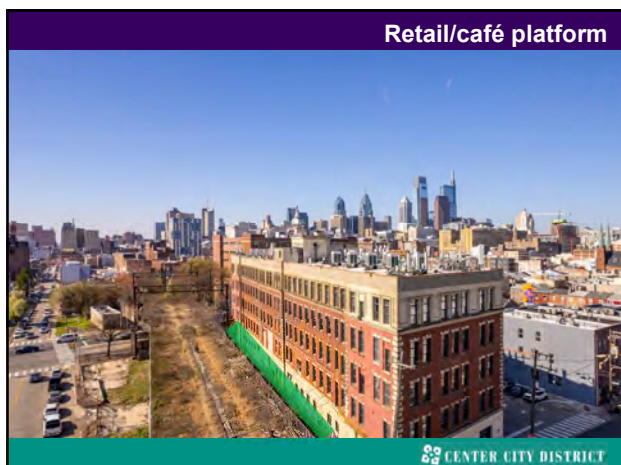
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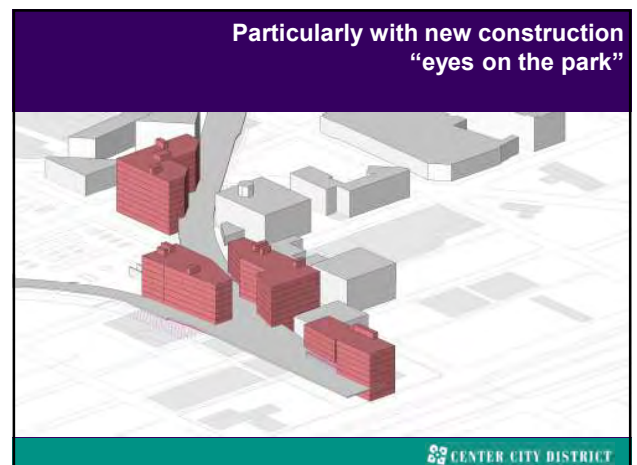
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