

**Allen's Lane Station Improvement Project
Chestnut Hill West R -8 Line**

LANDSCAPE PLAN

July 10, 2007

Alina Alencastro (WMAN), Charles Brenton (WMAN), Wendy Green (SEPTA), Kim Kennedy (SEPTA), Doris Kessler (WMAN), Laura Morris Siena (WMAN), Victor Sylvester (SEPTA), and Margaret Warpinski (Lichtenstein/Transystems) met at Coffee Junction (Allen's Lane Train Station) at 10 A.M. on July 10th to discuss the WMAN Street Trees Committee's review of station improvement plans (90 % Engineering Plans dated 3/30/2007) as prepared for SEPTA by Lichtenstein Consulting Engineers. The following is a summary of the discussion:

1. Design

Standards: in discussing the design generally it became evident that criteria and standards for planting near the railroad right-of way (R.O.W.) are not clearly established and are a "work in progress". SEPTA representatives acknowledged that it would be desirable to have a set of (written) standards that could be followed by professionals such as Landscape Architects and community residents living along the R.O.W. Wendy Green indicated that PECO needs to be included in the discussion because it is responsible for maintenance of power lines within the R.O.W.

There was general agreement that a clear understanding of what is permissible adjacent to the R.O.W would help reduce future incidents of inappropriate planting and friction with the community. Furthermore, station landscaping consistent with such a set of standards could be a model and reference for residents along the R.O.W.

Lawn Area: Charles Brenton presented a sketch proposal for landscaping the lawn area including an alternate design for the corner of Allen's Lane and Cresheim Road. Victor Sylvester took a copy of the rendering and will distribute it to relevant parties. Charles Brenton will also send him the file in digital format.

Specific Design Issues: in the absence of the Project Landscape Architect, discussion of specific design issues was deferred until a September meeting when she/he would be present.

* SEPTA (Victor Sylvester) representatives will look into the issue of standards.

2. Maintenance and Sustainability

Typical post warranty maintenance: Kim Kennedy described typical maintenance routines and schedules as consisting of twice monthly mowing, twice yearly mulching and weeding, and hedge trimming as required. The maintenance period extends from

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March to December. Maintenance of flower beds is not a part of the work. Pruning is handled separately in another contract and consists primarily of dealing with emergencies (fallen trees, broken limbs) and insuring that clearances are the required 12 feet.

Maintenance during the warranty period: Victor Sylvester stated that the typical warranty period (period during which the contractor is responsible for maintaining the planted area in an attractive and healthy condition) is now 18 months. Kim Kennedy observed that new installations generally decline in quality after the initial installation, and that monitoring of the quality of contractor performance during the warranty period is minimal.

Laura Siena suggested that the community would be prepared to monitor the condition of new installation during the warranty period and would contact SEPTA if upkeep were needed. Victor Sylvester agreed that this would be helpful and that he would be the contact person.

* WMAN, WMAN Street Trees Committee, and Allen's Lane Station Neighbors will need to organize a monitoring program during the warranty period. Once this period has passed, the groups will need to identify and assume responsibility for maintenance in partnership with SEPTA, performing work that falls outside that which is routinely performed by SEPTA.

Specific Maintenance Issues Related to Plants and Plant Selection: in the absence of the Project Landscape Architect, discussion of these issues was deferred until a September meeting when she/he would be present.

4. Answers to Specific Questions

- The retention area beneath the lawn has been eliminated.
- Plants at the lower end of the lawn area (near Coffee Junction) will be removed. It is SEPTA's intention to retain as many of the other plantings in that area as possible.

3. Coordination with Penn DOT

After the meeting had ended Meg Warpinski returned and pointed out to those remaining (Laura Siena and Doris Kessler) that Lichtenstein /Transystems is the engineering firm consulting in the PennDOT capital project to restore the Allen's Lane Bridge. This brought up the importance of coordinating the phasing of landscape improvements with the PennDOT project in order to conserve resources and reduce duplication of effort. This issue will need further discussion.

4. Follow Up

Wendy Green suggested that SEPTA and Lichtenstein/Transystems representatives take the WMAN Street Trees Committee's written questions and recommendations and the issues raised during the meeting back to their respective departments for discussion and

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resolution, with a follow up meeting including the Project Landscape Architect to be scheduled for September. This will allow for any agreed upon adjustments before submission of the 100% complete documents scheduled for October. A meeting to inform the larger community of developments in the project will be scheduled to follow. All present agreed with this course of action.

Doris Kessler, Chair, WMAN Street Trees Committee

7.13.07