

RECOMMENDATIONS

REGIONAL ACTIONS



RAISING EDGES/Shorelines: Levees & Flood Barriers

Evaluate strategic locations for levees, berms, or hardened shorelines.

Studies should be conducted to evaluate the efficacy of a levee along the Schuylkill River and along the Crescent River Park and Trail, which can provide some measures of flood protection. However, shoreline hardening and levees are costly and can cause downstream effects, so strategically locating them and ensuring they have adaptive capacity will be key as climate projections change over time.

Meanwhile, more local barriers should be studied specifically for the upcoming commercial and industrial Bellwether District on the former PES Refinery site. Despite raising the site, flooding may still pose a problem and fortification of the Lower Schuylkill River may be required. The City, HRP Group (formerly Hilco), and other involved agencies should conduct further studies into how much additional flood protection is needed after elevating the site.



RAISING INFRASTRUCTURE

Consider elevating critical infrastructure at the waterfront.

In Grays Ferry, most of the flooding risk is located and contained to the waterfront areas. With most residential areas set back from the waterfront, only necessary, critical infrastructure should be raised. This includes freight lines connecting to the larger freight rail network and areas of Grays Ferry Avenue, which serves as major routes to other parts of the city in the event of an emergency.



CENTRALIZATION OF CLIMATE RISK INFORMATION

Establish a public, centralized platform to integrate information across city agencies and industry.

The City should have a designated clearinghouse that collects all climate-related information and tracking, including emergency management and evacuation responses, from all City agencies. This ensures a coordinated response across all City agencies in the face of an emergency and that residents are able to access accurate, real-time information before, during, and after any incident. Information can then be broken down by neighborhood to ensure that residents are able to access neighborhood-specific information easily.



NATURE-BASED SOLUTIONS

Identify shorelines and open space along the waterfront for larger nature-based solution installations.

Nature-based solutions (NBS) projects at the Grays Ferry Crescent Trail Park should be evaluated for their feasibility as future trail extensions are being built. In conjunction with a study of raised infrastructure and/or levees, riparian buffers and wetlands can be deployed in the area to help mitigate flooding. However, further study will be required at these locations as there has been a history of industrial use of the land with potential site contamination still lingering.

The City and the Philadelphia Water Department should continue to work to implement smaller NBS projects (like rain gardens, as mentioned in the toolkit) in community gardens, public parks, and right-of-ways.



IMPROVED CONNECTIVITY

Continue expansion of connectivity projects and strengthen neighborhood connections to the waterfront.

As multiple trail extension projects are completed or near completion in Grays Ferry (the Christian-to-Crescent trail and bridge, Bartram's Mile connector bridge), connectivity needs to be prioritized via safe access to these waterfront trails and spaces (see "Waterfront Access" in the toolkit section) to encourage expanded use. The City should also consider adding more on-road bike lanes and bike protection, especially along Grays Ferry Avenue, to encourage more bike use and multimodal connectivity to other areas in the city.

Grays Ferry faces potential, substantial transformation as gentrification, land use changes, and climate change reshape this once-industrial neighborhood. These regional recommendations need to be closely coordinated with smaller-scale local projects and policy changes to create a comprehensive resiliency strategy.