

NORTH DISTRICT PLAN

TECHNICAL MEMORANDA: EXISTING CONDITIONS, ISSUES, AND OPPORTUNITIES

These memoranda present preliminary findings by Philadelphia City Planning Commission staff of existing conditions, issues, and opportunities, organized into seven topics within the *Philadelphia2035* themes of Thrive, Connect, and Renew. An additional memo highlights demographic characteristics.

Contributors: Philadelphia City Planning Commission, Philadelphia Historical Commission, Philadelphia Department of Public Health, Office of Transportation and Infrastructure Systems, and SEPTA

THRIVE

- > **Neighborhoods:** *Improve neighborhood livability*.....1
- > **Economic Development:** *Make Philadelphia more competitive in the metropolitan region*.....21
- > **Land Management:** *Capitalize on land assets*.....34

CONNECT

- > **Transportation:** *Improve transportation safety, efficiency, and convenience*..... 46
- > **Utilities:** *Adapt utility services to changing technology and consumption patterns*..... 66

RENEW

- > **Open Space:** *Increase equitable access to our open-space resources*.....71
- > **Environmental Resources:** *Fulfill city obligations to meet ambitious federal standards*..... 81
- > **Historic Preservation:** *Preserve and reuse historic resources* 94
- > **Public Realm:** *Achieve excellence in the design and quality of Philadelphia's built environment*..... 149

- > **Demographic Analysis**..... 166
- > **Healthy Communities**..... 182



NEIGHBORHOODS

Philadelphia2035 Citywide Vision Goal: Improve neighborhood livability.

SUMMARY OF EXISTING CONDITIONS

- A variety of community-serving public facilities are distributed throughout the North District. These include libraries, park and recreational resources, fire stations, police stations, and municipal parking lots. The district does not have a city-operated public health center.
- The district is served by about three dozen neighborhood and medium-sized commercial centers or corridors, although there are no community-scale or regional shopping areas within the district and many of the district's older, pedestrian-transit corridors continue to experience high vacancy rates and fair to poor overall conditions.
- Neighborhood centers with frequent service by the Broad Street Subway, Market-Frankford line, buses, and Regional Rail have potential to accommodate increased residential and commercial activity.
- Walkable access to healthy food, including supermarkets and other retailers is limited in Tioga, Harrowgate, Paradise and parts of Feltonville.
- The age and condition of housing contributes to respiratory and other health problems, home abandonment, and financial burden on low-income homeowners who can't afford needed repairs.
- The North experienced very little new housing construction since 2007, and only recently did home sales prices begin to recover from declines during the Great Recession.

KEY ISSUES

Important neighborhood issues faced by the North District include:

- Because of funding constraints in the City's Capital Program, resources for maintenance of public-serving facilities continue to be inadequate.
- Broad Street, the Amtrak corridor, the Roosevelt Expressway, and the Regional Rail lines may be perceived as barriers between neighborhoods or between residents and potential destinations for shopping or services.
- Much of district residents' demand for goods and services is met by large auto-oriented commercial centers outside of the district.
- The grocery store market is volatile, leading to frequent turnover in providers of healthy food.
- Indoor air quality, both from deteriorating housing and high levels of second hand cigarette smoke, is a threat to district residents' health.
- Unhealthy food and beverages and tobacco are ubiquitous and heavily marketed in the district and often more affordable and accessible than healthy food.

- Many older homes need modernization and repair, but with decreased population and household incomes in parts of the district, housing resources may be limited.
- The district has a high percentage of long-term homeowners whose homes may come onto the housing market in large numbers in a relatively short period.

MAJOR OPPORTUNITIES

Opportunities to improve neighborhood and housing conditions in the District include:

- Additional sources of capital improvement funding, such as the ReBuild program, may increase the ‘state of good repair’ of selected community-serving facilities.
- New trees, stormwater infrastructure, directional signs, and traffic-pedestrian safety improvements can help to improve connections between neighborhoods and parks and recreation facilities.
- Nearly all residential areas within the district are served by traditional commercial corridors that have the potential, guided by land use and transportation decisions, to maintain a viable, pedestrian-accessible mix of consumer goods and services.
- Opportunities may exist to improve resident access to healthy food stores. Opportunities may also exist to add farmers’ markets and healthy corner stores in underserved areas. Strategic investment in larger, permanent supermarkets can help reinforce commercial centers while filling gaps in walkable access to healthy food.
- The district’s walkability, bikeability, and transit services create a foundation for increased occupancy of buildings and redevelopment of underutilized sites in proximity to rail transit. Intersections of frequent bus routes also offer opportunities for smaller but still important transit-oriented developments and retrofits.
- A potential generational change of homeowners can spur investment in older homes.
- The Healthy Rowhouse Project and the city’s Basic System’s Repair Program are expanding funding for low and moderate income homeowners to renovate their properties. Targeted housing outreach and assistance can help preserve areas where the housing stock is stable but vulnerable to disinvestment.

NEIGHBORHOODS (SPECIFIC TOPICS)

Neighborhood Centers

Citywide Goal: *Promote strong and well-balanced neighborhood centers.*

Convenient, efficient, and attractive neighborhood centers can help to retain and attract residents and businesses. In the context of *Philadelphia2035*, neighborhood centers are comprised of community-serving facilities, commercial corridors, transit-oriented development, and outlets for healthy food.

Community-Serving Facilities

Sites that provide direct services to neighborhoods are identified as community serving facilities. The North District has approximately 48 of these sites and 151 related buildings, structures, and fixed equipment (e.g., playground equipment). The district's facilities perform many functions, from safety services to recreation, open space and libraries. Additionally, the district hosts facilities that support the City government's operations and are generally not used by the public. These thirty municipal support facilities include air management laboratories, an animal control facility, fuel sites, fleet garages, the 5th Highway District yard, pumping stations, sewer maintenance facilities, and radio towers. Many of which are clustered in the Hunting Park East industrial area. Ten facilities are inactive.

Over five years from fiscal years 2012 to 2016, approximately \$8.9M of capital funding was allocated to 40 community serving facilities in the North District. For fiscal years 2017 through 2022, approximately \$12.8M is programmed for 11 community serving facilities, with over half of this programmed for the rehabilitation and expansion of Fleet Management's Garage 134 & Fuel Site 021 at 100 E Hunting Park Avenue. However, there are 47 facilities within the district that did not receive funding in the past five-year Capital Program, nor were they programmed to receive any in the 2017-2022 Capital Program.

The conditions and needs for improvements at each facility vary by operation, and are influenced by recent capital expenditures. For the North District Plan, PCPC staff visited most of the facilities and performed visual assessments, informed by on-site staff when available. Issues with structures, mechanical systems, public access and safety were also reviewed with related department managers where applicable.

Fire, Police, & Prison Facilities

There are 14 active public safety sites in the district, all City-owned except as otherwise indicated. City-owned police and fire facilities in the North District have been appropriated \$1.72M in capital funding since FY 2000 and are programmed for \$3.9M in FY 2017-2022.

Engine 7 Ladder 10, Engine 25, Engine 50/Ladder 12, and Engine 55/Ladder 22 are stand alone fire houses. Engine 59/Ladder 18 is co-located with the 39th Police District, Background Investigation Unit, and Recruitment. The City is considering leaving Engine 59/Ladder 18. This would require the identification of a site.

The 24th/25th District is a standalone police station. The District contains several City-owned warehouses, and specialized police facilities in private facilities including SVU/SAIU, Special Operations, Tow Squad, and trailers. Philadelphia Prisons contracts two private detention facilities and one work release facility. These public safety buildings are generally in fair to good condition.

Both the Former Engine 30 at 3548 Germantown Avenue and Former 24th/25th Police District at 3300 North Front Street are vacant. Former Engine 30 is being marketed for sale by PIDC.

Libraries

The North District contains four public library branches: Nicetown-Tioga, Lillian Marrero, Wyoming, and McPherson Square. All four are over 50 years old. A fifth inactive building remains in the City's inventory – the old Widener Branch.

- Nicetown-Tioga Branch (3720-22 Broad Street): Built in 1961, it is located within the Broad, Germantown and Erie commercial district. The City has appropriated \$1,600 of capital funds for this asset since FY 2000. The building does not fully serve the operational needs of the library, and a relocation may be explored.
- Lillian Marrero Branch (601 W Lehigh Avenue): This Carnegie library was constructed in 1905. The building is undergoing major renovations. The City has allocated over \$500,000 of capital funding since 2011.
- Wyoming Branch (231-37 E Wyoming Avenue): Built in 1930, this was the last library to be funded to by Andrew Carnegie. The City appropriated \$400,000 to a major roof reconstruction over the past few years.
- McPherson Square Branch (601 E Indiana Avenue): Built in 1917, this historically designated building (local and national) sits in in a park. The building has a 100-seat meeting room in the basement. This branch, and Lillian Marrero, were renovated as part of Free Library's 21st Century Libraries Initiative.

Parks, Recreation Centers and Other Recreation Assets

The North District is home to 17 playgrounds, ten municipal recreation centers, seven neighborhood parks, two regional parks, two standalone ballfields, two older adult centers, one golf course, and one city-owned historic site. While the condition of these facilities varies, several recreation centers and playgrounds have broken equipment and play surfaces, deteriorated buildings, and poorly maintained grounds. Many of the recreation facilities are designed with large retaining walls and high fences which create harsh edges and contain stairwells that become dark, unsafe spaces at night. Five million dollars in capital funding has been appropriated to 20 parks, recreation centers, and other recreational assets in the district since FY 2000, while 26 assets have received no capital funding at all.

Below are summaries of conditions of parks, recreation centers, and other recreation assets:

Parks

- 29th & Chalmers Park (3001 W Lehigh Avenue): Overall fair condition. Features include playground, basketball courts, recreation building (in poor condition). Problems include short dumping, poor sightlines, hidden spaces, and blind corners. Received \$142,000 in capital funds between 2011-16. PWD project recently completed.
- Daly Park (3100 N 12th Street): Overall poor condition. Small triangle park. Candidate for GSI. No capital funds programmed since 2000.
- Fernhill Park (Wissahickon and Roberts): Overall fair condition. Features include picnic area, ballfields, parking lots. Walkways deteriorated/incomplete, no lighting. Roosevelt Expressway

bisects the park and it is split between the North and Upper Northwest Districts. No capital funds programmed since 2000. Improvements by PPR are in planning phase.

- Hamilton Park (547 Rising Sun Avenue): Overall poor condition. Large fenced in triangle ringed by mature street trees. A lot of litter. No capital funds programmed since 2000.
- Hope Park (201-19 E Indiana Avenue): Overall fair condition. Passive park with benches and walking path. Candidate for GSI. Received \$30,000 in capital funds in 2016 for improvements.
- Hunting Park (4101 Old York Road): Overall very good condition. Features include a recreation center, football field, baseball field, tennis courts, basketball courts, playground, community garden, walking paths, parking lots, gazebo, pavilion, historic house, pool, concession stand, garage. Received \$1.08 M in capital funds between 2012-14 for improvements.
- Merrit Square Park (1321 Steinber Street): Overall poor to fair condition. Intimate passive park ringed by rowhomes. Trees, walking paths, broken sidewalks that double as car parking. Candidate for GSI. No capital funds programmed since 2000.
- Nicetown Park (4301 Germantown Avenue): Overall good condition. Features include playground and a large lawn. Maintained by Nicetown CDC. No capital funds programmed since 2000. GSI is being planned.
- Ross Park (1000 W Glenwood Avenue): Overall poor condition. Neighborhood triangle park characterized by mature trees, broken pavement surfaces, broken benches, trash and debris. Philadelphia Water Department (PWD) has a GSI (green storm water infrastructure) project planned. It received \$5,000 in capital funds between 2015 and 2016. Improvements are in design.
- Tacony Creek Park: Overall fair condition. Passive recreation area with multi-use trail. PWD is planning a streambank restoration project.

Playgrounds and Recreation Centers

- 11th & Venango Play Lot and Park (3600 N 11th Street): Overall poor to fair condition. Features include playground (swings missing), basketball court (needs resurfacing, broken rim). No trees and a lot of unused paved surface. No capital funds programmed since 2000. GSI is being planned.
- 12th & Cambria Playground (1149 W Cambria Street): Overall good to very good condition. Features include updated playground and basketball court, pool, baseball field, recreation center and chess tables. Surrounded by vacant land. Received \$463,000 in capital funds between 2011-16. Candidate for GSI.
- 22nd & Ontario Playground (3400-02 N 22nd Street): Overall fair condition. Small pocket playground likely reclaimed from vacant land. Features include playground equipment, chess tables, benches, low walls, informal basketball court (milk crate), and fully mature fruit/flowering trees. Needs resurfacing. No signage. No capital funds programmed since 2000. Candidate for GSI.
- Feltonville Recreation Center (231-37 E Wyoming Avenue). Overall good condition. Features include recreation center, ballfields, basketball court, handball court, playground, and pool.

Minor HVAC repairs needed in building. No elevator in building. Playground surface needs repair. Received \$162,000 in capital funds between 2014-16. Candidate for GSI.

- Ferko Playground (1101 E Cayuga Street): Overall fair condition. Features include recreation building, spray ground, playground, Four Square court, ballfields, pavilion, wooded picnic area. Recreation building has significant roof leaks and not enough storage space. Received \$27,000 in capital funds between 2014-2016 PWD capital project underway.
- Franklinville Playground (3432 N 7th Street): Overall condition very poor. Large property with very small playground. Above ground pool and dumping on site, badly deteriorated sidewalks, cars parked on sidewalk, jersey barriers on periphery. No capital funds programmed since 2000. Candidate for GSI.
- Heritage Park Playground (1517-33 W Clearfield Street): Overall fair condition. Features include playground, basketball court, and a small building. Site has major changes in topography which creates accessibility issues and falling hazards. Trash issues and short dumping were observed. Candidate for GSI. Received \$15,000 in capital funds between 2014-16. Improvements by PPR are in planning phase.
- Hissey Playground (400-32 E Indiana Avenue): Overall poor condition. Features include playground (broken swings), adult fitness equipment, ballfields (in poor condition), basketball court. No capital funds programmed since 2000. Improvements by PPR are in planning phase.
- Wingohocking Park (4101 Old York Road): Overall good condition. Features include playground and chess tables. Lacks sufficient lighting. No capital funds programmed since 2000.
- Jerome Brown Playground (1927-41 W Ontario Street): Overall fair condition. Features include playground, spray ground, basketball courts, recreation building. Located against train tracks and surrounded by high vacancy. Resurfacing needed of sidewalks and surfaces needed. Some trees are past maturity/diseased/dying. Received \$40,000 in capital funds between 2015-16. Candidate for GSI.
- Kensington Ramblers Ballfield (801-41 E Atlantic Street): Overall good condition. Features include baseball fields. Well maintained, poor pedestrian access on I Street, no sidewalk on Harrowgate Plaza driveway. No capital funds programmed since 2000. Candidate for GSI.
- Kensington Ramblers Recreation Center (851 E Tioga Street): Overall good condition. Features include recreation building. All pavement – no green. Received \$30,000 in capital funds in 2016. Candidate for GSI.
- Lauretha Vaird Boys/Girls Club Recreation Center (4800 Whitaker Avenue): Overall fair condition. Two ballfields not in use. Recreation building has roof leak and large cracks in wall. No capital funds programmed since 2000.
- Maguire Playground (155-59 W Lehigh Avenue): Overall good condition. Features include basketball courts (missing nets), handball court, playground, and performance stage. Recently renovated. Received \$190,000 in capital funds in 2016. Candidate for GSI.
- Manuel Collazo Playground (130-60 W Westmoreland Street): Being reconstructed –led by The Trust for Public Land. New features will include expanded handball and basketball courts, playground, spray ground, a common area for community gatherings. Received \$692,000 in capital funds in 2015.

- McDevitt Recreation Center (3500 Crawford Street): Overall good condition. Features include handball court, roller hockey rink, tennis courts, ballfields, and playground. Some pavement cracked. Isolated location against Roosevelt Expressway. Serves East Falls (Lower Northwest District), but disconnected from neighborhoods in North District. Received \$372,000 in capital funds between 2012-16.
- McPherson Square Playground (601 E Indiana Avenue): Overall fair condition – playground equipment is rusted, paths need resurfacing. Major capital project underway (FLP-PPR-PWD collaboration).
- McVeigh Recreation Center (400-64 E Ontario Street): Overall fair condition. Features include pool, playground, basketball courts, baseball fields, adult fitness equipment, community garden, indoor gym. Playground is unusable, turf in good condition, poor HVAC condition in building. Fencing and retaining walls impede access and deter from curb appeal. Received \$65,000 in capital funds between 2012-16. Candidate for GSI.
- Panati Playground (3101-27 N 22nd Street): Overall very good condition, recently reconstructed. Features include playground, spray ground, adult exercise equipment, basketball courts, seating, GSI. Received \$870,000 in capital funds between 2013-16.
- Piccoli Playground (1501 E Bristol Street): Overall fair condition. Features include basketball courts, tennis courts, ballfields, pool, spray ground, playground, recreation building. New playground under construction. Bathrooms need upgrade. Goal post down. Poor drainage. Received \$42,000 in capital funds in 2016.
- Reed Playground (213 W Ontario Street): Overall poor condition. Features include basketball court, picnic area, and playground. No capital funds programmed since 2000.
- Rivera Recreation Center & Mann Older Adult Center (3201 N 5th Street): Overall fair condition. Outdoor features include baseball fields, basketball courts, playground, seating areas. Roof and window leaks in older adult center. Received \$113,000 in capital funds between 2011-16. Candidate for GSI. Bridge over Westmoreland Street to be reconstructed by Streets Department to provide better access.
- Scanlon Recreation Center (1099 E Tioga Street): Overall fair condition. Features include baseball fields, basketball courts (missing nets, broken court surface), playground (missing swings, uneven surface), ice rink, pool. Litter, broken glass throughout. Received \$220,000 in capital funds between 2012-16. Candidate for GSI.
- Schmidt Playground (113-23 W Ontario Street): Overall fair condition. Features include pool, playground, small recreation center. Located across the street from Cramp Elementary School. Received \$319,000 in capital funds between 2014-16.
- Shuler Playground (2901 N 29th Street): Overall good condition. Features include playground, basketball courts, pool, locker rooms, restrooms. Received \$156,000 in capital funds between 2000-16. Improvements by PPR are in planning phase.

Other Facilities

- 11th & Rising Sun (1038 W Tioga Street): Traffic triangle in fair condition. Low brick retaining wall on all sides and minimal landscaping. Possibly maintained by local church. No capital funds programmed since 2000. PWD project is in design.
- 20th & Tioga Ballfield (2001 W Tioga Street): Overall good condition. Fenced in on all sides – need permission from Rec Leader at Jerome Brown to enter (no instructions for access). Baseball field is in good condition. No street trees, no structures. No capital funds programmed since 2000. PWD project currently in design.
- 24th & Crowell: Traffic triangle in poor condition – overgrown, trash strew, no sidewalks. No capital funds programmed since 2000. Candidate for GSI.
- 2950 N Taney Street: Overall fair condition. Vacant midblock lot between two rowhomes. Locked gate, paved, narrow layout, invasive trees growing from foundation of adjacent house. No capital funds programmed since 2000. Candidate for disposition.
- 3100 N Darien Street: Overall very poor condition. Fenced in corner lot with storage shed, play equipment, and bench. No capital funds programmed since 2000.
- 3130 N Croskey Street: Overall poor condition, empty lot with no use. No capital funds programmed since 2000. Candidate for GSI or disposition.
- 3200 N 27th Street: Overall good condition. Greened median in street. Sidewalks are cracked and uneven. No capital funds programmed since 2000.
- Butler Street Play Lot (917 W Butler Street): Overall good condition. Features include small playground and benches. No capital funds programmed since 2000.
- Etting Square (3255 N Marston Street): Overall fair condition. Features include playground. Small pocket park in intimate environment ringed by rowhomes. No capital funds programmed since 2000.
- Ferry Road Tool House (3269 River Road): Overall good condition. Leased to Trolley Car Diner. Expansion planned. No capital funds programmed since 2000.
- Fish Plaza (3799 Germantown Avenue): Overall fair condition. Triangle park which contains a large SEPTA utility box and has no other use. Commerce Department will be working with PA Horticultural Society in the development of a “Placemaker Project.” No capital funds programmed since 2000. Candidate for GSI.
- Hunting Park & Carlisle (1421 W Hunting Park Avenue): Traffic triangle in fair condition. No capital funds programmed since 2000. Candidate for GSI.
- Juniata Golf Course (1101 E Cayuga Street): Overall fair to good condition. Some bridges need replacement. City does not spend capital funding at this facility. Improvements done through fundraising. PWD project is in design.
- Juniata Park Older Adult Center (1231 Sedgley Avenue): Overall good condition. Indoor facility includes computer room, billiards room, two multi-purpose rooms. Entry doors not ADA-compliant. Received \$43,000 in capital funds in 2014. Candidate for GSI.

Parking Lots

There are three publicly-owned parking lots in the North District. Two are functional and are located at 3601 Germantown Avenue (serving the Germantown Ave/Broad & Erie business district) and 3401-03 North 2nd Street (serving Fairhill). Both are asphalt lots with no landscaping. The Germantown Avenue lot is in fair condition and is metered, but was observed to be generally empty. The North 2nd Street lot is in poor condition, is free, and was observed to be used by nearby residents. The overuse or underuse observed at these locations suggests a need to investigate whether these resources are optimally priced, or in some cases, still needed.

The third lot is located at 4359-61 Germantown Avenue in Nicetown, but is no longer in use. Its curb cut was removed when sidewalks were last repaired on Germantown Avenue. It is located adjacent to the Roosevelt Expressway and Nicetown Park and may be a candidate to sell. No capital funds have been programmed for these assets since 2000.

Municipal-Serving Facilities

There are several facilities in the North District that support City operations. They include the following: Streets Department's 5th Highway District Yard and Garage Complex, Traffic Shop, and Street Lighting Shop; Fleet Management's Garage 134 & Fuel Site 021, Garage 266 & Fuel Site 23, Garage 233 & Fuel Site 040, and Garage 159 & Fuel Site 041; Philadelphia Water Department's Bureau of Laboratory Services and Sewer Maintenance Headquarters; Animal & Vector Control Facility; Philadelphia Gas Works' North Philly Customer Service Center; Air Management Laboratory; North Philadelphia Municipal Services Building (privately-owned building); Licenses and Inspection's Clean Ops North; an Office of Supportive Housing office; and Public Property Zones 2 and 11 Headquarters.

Since 2000, significant capital investments have been made at the following locations:

- Garage 134 & Fuel Site 021 (\$1.475 million)
- Garage 159 & Fuel Site 041 (\$630,000)
- Bureau of Laboratory Services (\$977,000)

The following sites are programmed for improvements in the upcoming fiscal years of 2017 through 2022:

- Garage 134 & Fuel Site 021 (\$6.5 million)
- Garage 159 & Fuel Site 041 (\$60,000)
- Air Management Laboratory (\$300,000)

Commercial Corridors

The North District has about five million square feet of floor area for establishments that provide consumer-oriented goods and services. Approximately 1.8 million square feet is located just outside of the district in centers and corridors nearby. Auto-oriented commercial centers are generally newer and provide a managed mix of goods and services. Increasingly, auto-oriented developments have been introduced within or adjacent to traditional, walkable neighborhood centers within the district.

According to an update of the City Planning Commission's Philadelphia 'Shops' inventory, 35 commercial corridors or centers that serve the North District range from small neighborhood subcenters to medium-sized community-scale retail centers. These include approximately 15 medium-to-large size supermarkets existing or under construction. Vacant former grocery stores remain at Broad Street and Glenwood Avenue, 2nd Street and Lehigh Avenue, and 10th Street and Erie Avenue. The overall vacancy rate for commercial spaces serving the district is 22 percent.

The North District has no large regional shopping centers or community-scale shopping districts within its immediate boundaries. However, department or discount department store-anchored centers at City Avenue (600,000 sf), Adams Avenue and Roosevelt Boulevard (720,000 sf), Aramingo Avenue (1,600,000 sf), and Market East and Market West (5,000,000 sf) are no more than four miles from the district's main crossroads at Broad Street and Erie Avenue. These centers also offer supermarkets or general merchandise stores with grocery departments.

Several shopping centers and corridors within or adjoining the North District may be classified as community-scale shopping areas. They provide a balance between comparison goods (e.g. clothing, accessories, furnishings) and convenience goods (e.g. groceries, prescriptions), and draw customers from outside their immediate neighborhood. They include: Hunting Park West (325,000 sf), Erie Avenue and Torresdale Avenue (300,000 sf), Kensington Avenue and Allegheny Avenue (300,000 sf), Broad Street, Germantown Avenue, and Erie Avenue (260,000 sf), Germantown Avenue and Lehigh Avenue (255,000 sf), N. 22nd Street/Hope Plaza (232,000 sf), Hunting Park Avenue/Juniata Park (215,000 sf), Front Street and Kensington Avenue (207,000 sf), and 5th Street and Lehigh Avenue (165,000 sf). Recent vacancy rates in these areas range from zero percent in Hunting Park West to more than 30 percent at Germantown Avenue and Lehigh Avenue and at Front Street and Kensington Avenue.

Another group of consumer-oriented goods and services, in or near the North District, is identified as neighborhood centers due to the predominance of convenience-oriented goods and services in their mix of stores. These include: Broad Street and Logan Broad Street Station/Wyoming Broad Street Station (300,000 sf), 5th Street and Lindley Avenue (215,000 sf), North Broad Street (183,000 sf), Broad Street and Hunting Park Avenue (175,000 sf), and Front Street and Allegheny Avenue (140,000 sf).

The following table lists commercial corridors, centers, and districts serving the North District.

Commercial Corridors, Centers, and Districts Serving the North District, 2016.

PCPC ID	Name	Type of Center	Gross Leasable Area (sq. ft.)
165	Strawberry Square	Neighborhood	92,000
168	West Lehigh	Neighborhood Subcenter	77,000
170	N 22 nd Street/Hope Plaza	Community	232,000
171	Hunting Park West	Community	325,000
172	20 th and Hunting Park	Neighborhood Subcenter	60,000
173	Germantown Ave/Nicetown	Neighborhood Subcenter	72,000
174	Broad and Hunting Park	Neighborhood	175,000
175	Scotts Lane	Specialty	158,000
176	Broad, Germantown, and Erie	Community	260,000
177	Broad and Allegheny	Neighborhood Subcenter	45,000
178	5 th , Erie, and Rising Sun	Neighborhood Subcenter	65,000
179	Broad, Lehigh, and Glenwood	Neighborhood	183,000
180	Germantown and Lehigh	Community	255,000
181	5 th and Lehigh	Community	165,000
183	2 nd and Lehigh	Neighborhood	80,000
184	'C' and Allegheny	Neighborhood Subcenter	45,000
185	Front and Allegheny	Neighborhood	140,000
186	5 th and Allegheny	Neighborhood	85,000
190	Front and Kensington	Community	207,000
194	Kensington and Somerset	Neighborhood Subcenter	100,000
197	Kensington and Allegheny	Community	300,000
198	Kensington Ave/Harrowgate	Neighborhood Subcenter	25,000
199	Harrowgate Plaza	Neighborhood Subcenter	60,000
200	Hunting Park Ave/Juniata Park	Community	215,000
201	Erie Torresdale	Community	300,000
230	East Falls	Neighborhood	153,000
233	Falls Center/EPPI	Specialty	10,000
240	Broad and Logan/Wyoming	Neighborhood	300,000
243	5 th and Wyoming	Neighborhood	165,000
244	Front, Wyoming, and Rising Sun	Neighborhood	130,000
245	'D' and Wyoming	Neighborhood Subcenter	56,000
247	Duncannon and Mascher	Neighborhood	60,000
249	5 th and Lindley	Neighborhood	215,000
279	Rising Sun Avenue/Olney	Neighborhood	90,000
284	Castor and Wyoming	Neighborhood	152,000
TOTAL			5,002,000

Source: PCPC. Philadelphia Shops inventory, 2011-2016.

The 'Shops' update indicates that several smaller neighborhood centers and neighborhood subcenters serving the North District appear to be in poor condition or at risk of declining from fair to poor condition. Even though each of these areas has seen some recent private investment, the condition of their public spaces, buildings, and store mixes does not support neighborhood livability. These centers include: West Lehigh Avenue, Germantown Avenue/Nicetown, Kensington Avenue and Somerset Street, Kensington Avenue and Allegheny Avenue, Kensington Avenue/Harrowgate, 'D' Street and Wyoming Avenue, and Duncannon Avenue and Mascher Street.

Transit-Oriented Development

The North District has potential to promote in-fill development and increase occupancy of structures to reinforce neighborhood centers around transit-nodes. The district is well served by SEPTA's Broad Street Line, Market-Frankford El, bus system and regional rail. With stabilized or increased market demand, it may be feasible to redevelop transit-oriented sites with greater density and mixes of compatible activity. Commercial centers around the North Broad and Erie Broad Street Subway stations, the Erie-Torresdale and Kensington and Allegheny MFL stations, and the North Philadelphia, North Broad, and Allegheny regional rail stations could accommodate increased utilization of properties and sites.

Healthy Food Access

Access to Healthy Foods

Philadelphia lags behind other large US cities in several diet-related health categories. Within Philadelphia and across the US, low-income and racial-ethnic minorities are disproportionately burdened by health issues related to poor diet. Access to healthy food is an essential step towards meeting residents' nutritional needs. To support Philadelphia's goal to improve neighborhood livability, the Citywide Vision recommends promoting convenient access to healthy food for all residents by:

- Identifying suitable supermarket, healthy corner store, community garden, and urban farming sites
- Improving access to healthy food sources through multimodal transportation improvements and location of new stores near transit stations
- Permitting and encouraging on-street produce displays, farmers' markets and urban agriculture on City-owned properties

The Philadelphia Department of Public Health (PDPH) and the Philadelphia City Planning Commission have been working since 2010 to identify geographic gaps in access to healthy food. Through Citywide Vision's strategies, and the Health Department's incentives program to equip corner stores with healthy foods (Healthy Corner Stores Initiative), substantial progress has been achieved.

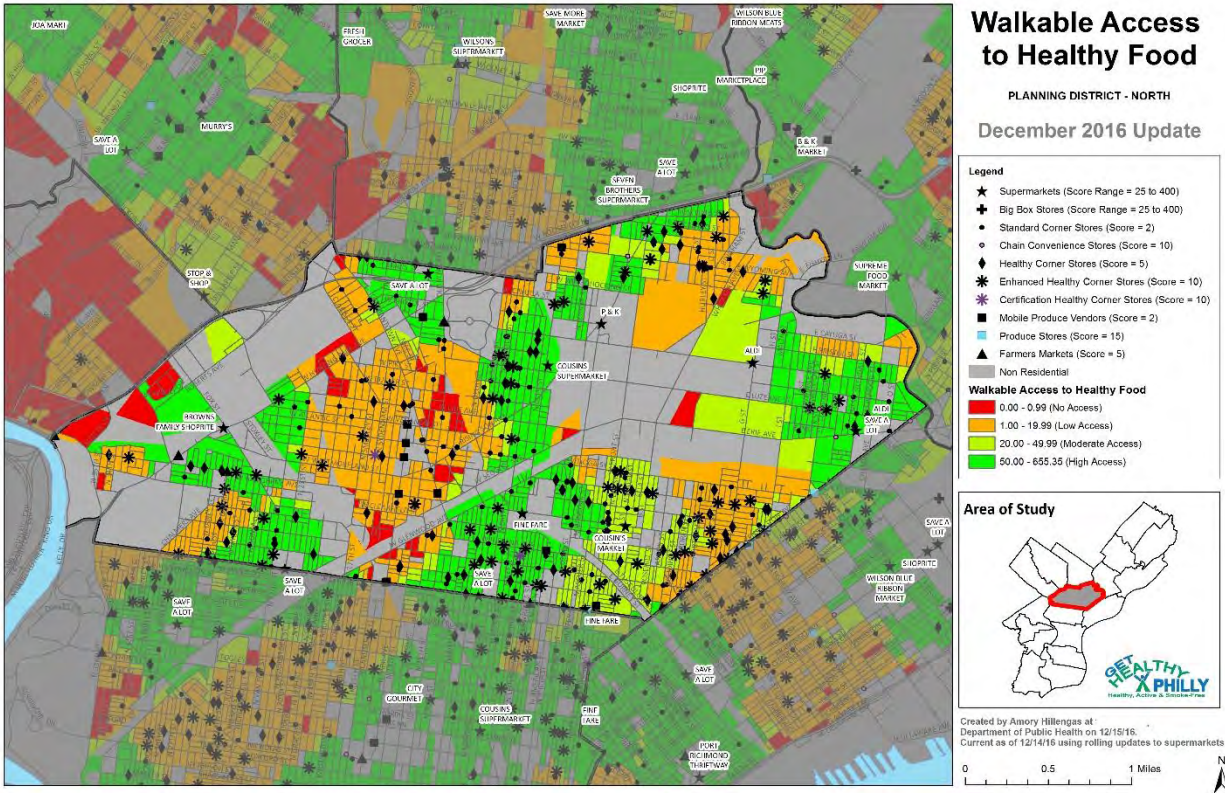
The North District has been adversely affected by several chain supermarkets going out of business. Along with the Department of Commerce and various community partners, PCPC and PDPH work to promote supermarket and other food source development in areas of poor access, particularly where

there is also a concentration of poverty. Additionally, the prevalence of vacant land in the North District offers opportunities for community gardening, which helps promote nutrition, physical activity, and interaction while improving the condition of vacant properties.

Walking to a grocery store provides exercise and is an environmentally beneficial choice, but for people without access to cars, or with disabilities that prevent them from driving, it is essential. Virtually all areas of the North District that experience low or no walkable access to healthy food also have over 20 percent of households below the Federal Poverty Level, except for Paradise in the southwestern portion of the district. Tioga and Harrowgate have lacked walkable access to a major supermarket, and healthy food overall, since PDPH began tracking walkable food access. These neighborhoods are on subway lines, but the cost and inconvenience of transporting groceries from a distant grocery store via transit may cause some residents to seek less healthy options closer to home. Parts of Feltonville also have low access, but access has improved in the western part of that neighborhood with several corner stores participating in the Healthy Corner Stores program and addition of supermarkets just outside the district. However, accessing these supermarkets requires residents to cross Roosevelt Boulevard, which can be dangerous.

In addition to lack of access to healthy food, much of the North District has easy access to unhealthy food options – fast food and highly processed convenience foods which are high in sodium, sugar, fat, and preservatives and provide few nutrients. Residents consume sugary beverages at the highest rate in the city due to these beverages' wide availability in corner stores and delis. Like tobacco, unhealthy beverages and foods are often more ubiquitous and more prominently marketed in neighborhoods with lower incomes and higher percentages of people of color.

Both the recently enacted sweetened beverage tax and efforts by the Philadelphia Water Department and Philadelphia Parks and Recreation to provide more water fountains and bottle filling stations seek to reduce the attractiveness of sweetened beverages and promote availability and awareness of more healthful options. As PDPH continues to refine its healthy food efforts, the Healthy Corner Store program will be changing to focus on more comprehensive improvements at a smaller number of stores, as research is proving that simply adding healthy options doesn't significantly change consumption patterns, particularly if prices aren't competitive with less healthful options.



This map shows walkable access to common sources of produce and other fresh foods based on PDPH and PCPC’s knowledge as of December 2016. They do not include analysis of the food offerings of individual stores and work continues to partner with businesses to encourage marketing of healthier products.

Housing

Goal: Improve the quality and diversity of new and existing housing

With decreased population, lower household incomes and a lack of recent housing construction, the housing stock of the North District faces challenges in meeting the needs of homeowners and renters.

The demolition of derelict and obsolete housing units kept the district’s occupancy rate relatively stable between the 1980 and 2010 censuses, despite a significant loss of population. In 1980, the occupancy rate was 86.6 percent, decreasing slightly to 86.4 percent in 2010. Between these years, the district’s population declined by 20,827 people (13 percent) and owner and renter-occupied housing units decreased by 7,116 (13 percent). The number of vacant units declined from 8,250 units to 7,311 units.

With fewer people living in fewer units, household sizes remained relatively stable. The average household size decreased from 2.95 persons in 1980 to 2.93 persons in 2010. The average household size remains considerably larger than the citywide 2010 average of 2.45 persons per household. This is a result

of an above-average percentage of family households and large-family households. Based on 2010-2014 ACS 5 Year estimates, 61.6 percent of households in the North District were family households and 38.4 percent were non-family households. Citywide, 53.1 percent of households were family households and 46.9 percent were non-family households. Forty-one percent of family households in the North District had four or more people, compared to just 33 percent citywide (Also see Demographics memo for more details about population and housing)

Based on 2010-2014 American Community Survey (ACS) data, 2.7 percent (1,497 units) of the housing units in the North District were built in 2000 or later, compared to 3.9 percent citywide. At the other end of the housing age spectrum, the district had a higher than average percentage of units built in 1939 or earlier, 48.5 percent compared to 39.7 percent Citywide.

The North District had a slightly lower than average percentage of long-term residents who had lived in the district for 25 years or more. Based on 2010-2014 ACS 5 Year estimates, 20.7 percent of the population moved to the district in 1989 or before. Citywide, that number is 21.9 percent.

Between 2000 and 2010, the Census Bureau reported that the number of Renter Occupied Housing Units in the North District increased 22.5 percent from 18,072 units to 22,148 units. The percentage of units occupied by renters increased in every census tract while the share of units occupied by owners decreased in every census tract. The Renter Occupancy Rate increased from 39 percent in 2000 to 48 percent in 2010, while the Citywide rate increased to 46 percent. The number of owner-occupied housing units decreased 14.9 percent from 28,324 in 2000 to 24,116 in 2010. The 52 percent homeownership rate in the North District in 2010 was slightly lower than the citywide homeowner rate of 54 percent.

L&I Activity

Between 2008 and 2015, the Department of Licenses and Inspections (L & I) issued building permits for 382 new housing units in the North District. Of those proposed units, eight were single family structures, 192 were in twin-row house structures, 18 were two-family structures, 110 were three and four-family structures, and 54 units were structures with five or more units. Citywide, permits were issued for 16,653 new units during this period.

Two-hundred and ten permitted units were in neighborhoods west of Broad Street, while 172 permitted units were in located east of Broad Street. The majority (67 percent) were for units in census tracts 173, 174, 175 and 176 in West Fairhill/Swampoodle. Of the remaining permits issued: seven percent were in tract 195 in St. Hugh; 16 percent were in tracts 200, 201 and 202 in Tioga; 10 percent were in tract 205 surrounding the Hunting Park West Industrial District; and 0.26 percent were in tract 204 in Tioga/Nicetown.

Proposed Residential New Construction Units by Building Type – North District							Total Proposed New Units
Year	101 - Single	102 - Twin/Row	103 - 2Fam.	104 - 3/4Fam.	105 - 5+Fam.	118 - Misc. Res. Bldg.	TOTAL
2008	2	106	12	0	5	0	125
2009	6	51	3	6	0	0	66
2010	0	28	3	0	37	0	68
2011	0	5	0	0	12	0	17
2012	0	2	0	0	0	0	2
2013	0	0	0	0	0	0	0
2014	0	0	0	104	0	0	104
2015	0	0	0	0	0	0	0
Total Units by Building Type	8	192	18	110	54	0	382
Percentage of Total by Building Type	2%	50%	5%	29%	14%	0%	

Proposed Residential New Construction Units By Year	2008	2009	2010	2011	2012	2013	2014	2015	TOTAL 2008-2014	Percent by Tract
Census Tract 170										
Census Tract 171										
Census Tract 172										
Census Tract 173	5			5			104		114	29.85%
Census Tract 174	50								50	13.09%
Census Tract 175	38		31						69	18.07%
Census Tract 176		23							23	6.02%
Census Tract 177										
Census Tract 190										
Census Tract 191										
Census Tract 192										
Census Tract 193										
Proposed Residential New Construction Units By Year	2008	2009	2010	2011	2012	2013	2014	2015	TOTAL 2008-2014	Percent by Tract
Census Tract 195		27							27	7.06%
Census Tract 196										
Census Tract 197										
Census Tract 198										
Census Tract 199										
Census Tract 200		3							3	0.78%
Census Tract 201	24	13		12					49	12.83%
Census Tract 202	8								8	2.09%
Census Tract 203										
Census Tract 204					1				1	0.26%
Census Tract 205			37		1				38	9.95%
Census Tract 287										
Census Tract 288										
Census Tract 289										
TOTAL	125	66	68	17	2	0	104	0	382	100%
%Percent by Year	32.8%	17.3%	17.8%	4.4%	0.5%	0	27.2%	0		

Note: L&I reports data by 2000 Census Tract boundaries

Sales Prices and Trends

The volume of homes sales and sale prices in the North District decreased between 2007 and 2014. Sales volumes peaked in 2006 with a total of 2,297 sales. In 2015, there were 841 homes sales, a 63 percent decline over the 2006 peak sales volume, comprising 5.6 percent of the 15,081 total citywide homes sales. The Median Home Sales Price peaked in 2007 at \$50,950. This was lower than the citywide median home sale price. In 2015 and 2016, the volume of home sales and median home sale prices have increased. Based on sales reported through the second quarter of 2016, and forecasted population increases, this upward trend could continue.

Year	North District Sales Volume	North District Median Price	Citywide Median Price	Citywide Sales Volume	North District Sales as Percent of Citywide Total
2003	1,611	\$27,151	\$66,000	21,396	7.53%
2004	2,134	\$32,500	\$79,000	26,787	7.97%
2005	2,271	\$39,900	\$98,900	27,325	8.31%
2006	2,297	\$50,000	\$110,000	24,130	9.52%
2007	1,966	\$50,950	\$114,900	21,151	9.30%
2008	1,262	\$45,000	\$112,500	15,896	7.94%
2009	1,005	\$35,000	\$120,000	13,622	7.38%
2010	924	\$35,250	\$117,000	12,711	7.27%
2011	831	\$30,000	\$110,000	11,490	7.23%
2012	816	\$26,272	\$119,900	12,012	6.79%
2013	789	\$25,472	\$123,000	13,776	5.73%
2014	766	\$25,125	\$119,000	12,669	6.05%
2015	841	\$28,423	\$118,500	15,081	5.58%
2016 (thru 2 nd Qtr.)	471	\$30,000	\$122,450	7,766	6.06%

Below are home sales by census tract and neighborhood for 2015 through the second quarter of 2016. During this period 27 percent of homes sales were in the neighborhoods west of Broad Street and 73 percent were in neighborhoods east of Broad Street. Census Tract 191 in Juniata Park had the highest volume of sales and the highest median homes sales price.

Single Family Home Sales in the North District 2015 - 2016									
Census Tracts	Neighborhood	2015 Sales Volume	2015 Percent of Total Sales	2015 Median Sales Price	2016 Sales Volume (thru 2nd Qtr.)	2016 Percent of Total Sales	Total 2015/2016	2016 Percent of Total Sales	2016 Median Sales Price
Census Tract 170	Allegheny West/HP	9	1.07%	\$35,000	4	0.85%	13	0.99%	\$45,000
Census Tract 171	Allegheny West	31	3.69%	\$23,770	9	1.91%	40	3.05%	\$22,000
Census Tract 172.01	Allegheny West	28	3.33%	\$16,250	11	2.34%	39	2.97%	\$25,200
Census Tract 172.02	Allegheny West	31	3.69%	\$20,000	18	3.82%	49	3.73%	\$17,250
Census Tract 173	Allegheny West	13	1.55%	\$22,500	14	2.97%	27	2.06%	\$24,500
Census Tract 174	West Fairhill	9	1.07%	\$13,000	7	1.49%	16	1.22%	\$15,500
Census Tract 175	West Fairhill	27	3.21%	\$23,000	11	2.34%	38	2.90%	\$20,000
Census Tract 176.01	Fairhill	19	2.26%	\$20,000	10	2.12%	29	2.21%	\$26,500
Census Tract 176.02	Fairhill	15	1.78%	\$16,500	13	2.76%	28	2.13%	\$21,371
Census Tract 177.01	Kensington	29	3.45%	\$20,000	16	3.40%	45	3.43%	\$18,000
Census Tract 177.02	Kensington	41	4.88%	\$20,000	20	4.25%	61	4.65%	\$17,515
Census Tract 190	Juniata Park	76	9.04%	\$68,420	47	9.98%	123	9.38%	\$80,000
Census Tract 191	Juniata Park	80	9.51%	\$76,500	52	11.04%	132	10.06%	\$75,000
Census Tract 192	Harrowgate	66	7.85%	\$23,500	28	5.94%	94	7.16%	\$21,750
Census Tract 383	Hunting Park/Fairhill	22	2.62%	\$24,887	7	1.49%	29	2.21%	\$25,000
Census Tract 195.01	St. Hugh	21	2.50%	\$22,000	17	3.61%	38	2.90%	\$21,000
Census Tract 195.02	St. Hugh	24	2.85%	\$16,117	9	1.91%	33	2.52%	\$25,000
Census Tract 197	Hunting Park	30	3.57%	\$25,000	21	4.46%	51	3.89%	\$23,000
Census Tract 198	Hunting Park	20	2.38%	\$19,000	13	2.76%	33	2.52%	\$21,120
Census Tract 199	Hunting Park	21	2.50%	\$23,392	18	3.82%	39	2.97%	\$18,000
Census Tract 200	Tioga	5	0.59%	\$23,500	4	0.85%	9	0.69%	\$38,500
Census Tract 201.01	Tioga	17	2.02%	\$35,000	12	2.55%	29	2.21%	\$14,500
Census Tract 201.02	Tioga	21	2.50%	\$29,000	10	2.12%	31	2.36%	\$21,000
Census Tract 202	Tioga	26	3.09%	\$26,875	21	4.46%	47	3.58%	\$27,900
Census Tract 203	Tioga	21	2.50%	\$22,000	8	1.70%	29	2.21%	\$21,750
Census Tract 204	Tioga	21	2.50%	\$23,000	10	2.12%	31	2.36%	\$27,625
Census Tract 205	Tioga	11	1.31%	\$20,000	11	2.34%	22	1.68%	\$35,500
Census Tract 287	Juniata Park	14	1.66%	\$29,000	5	1.06%	19	1.45%	\$36,400
Census Tract 288	Juniata Park	24	2.85%	\$41,500	14	2.97%	38	2.90%	\$41,400
Census Tract 289.01	Juniata Park	26	3.09%	\$58,500	14	2.97%	40	3.05%	\$44,432
Census Tract 289.02	Juniata Park	43	5.11%	\$48,000	17	3.61%	60	4.57%	\$66,500
Total		841			471		1,312		
Highest Price/Volume of Sales									
Note: Sales are by 2010 Census Tract boundaries									

Recommended Follow-Up

- Engage in the implementation of the Rebuild Philadelphia and community schools initiatives, to address high priority needs for City parks, libraries, recreation centers, and playgrounds.
- Evaluate the location and service levels of community-serving public facilities to determine whether relocation of existing facilities or construction of new facilities is necessary or feasible.
- Consider the competitive impacts on walkable commercial centers of proposals for auto-oriented commercial centers
- Evaluate the recent Philadelphia ‘Shops’ updates, demand trends, and other information to prioritize zoning, corridor management, and site improvement recommendations for commercial corridors and centers.
- Assess opportunities for greater utilization of buildings around transit nodes, and for redevelopment of underused sites to help reinforce neighborhood centers.
- Confer with PDPH about extending the reach of the Healthy Corner Store Initiative to underserved areas in Tioga, Harrowgate, Paradise and Feltonville.
- Explore opportunities for agriculture, farmers’ markets, and the retention and attraction of supermarkets in underserved areas.
- Identify areas where affordable rental and sales housing, and historic or architecturally noteworthy housing stock, may be at risk due to deferred maintenance or obsolescence.

ECONOMIC DEVELOPMENT

Philadelphia2035 Citywide Vision Goal: Make Philadelphia more competitive in the metropolitan region

SUMMARY OF EXISTING CONDITIONS

The North District, like many other areas of Philadelphia, is in the late stages of a transition from a primarily manufacturing-oriented economy to a service economy that is focused on education and medicine. Areas that were previously industrial powerhouses, such as East and West Hunting Park and the northern portion of the American Street corridor, have continued to lose manufacturing jobs over the past decade, even as there has been a net increase in employment in the district, driven in large part by growth at the Temple Health Sciences campus and at St. Christopher’s Hospital.

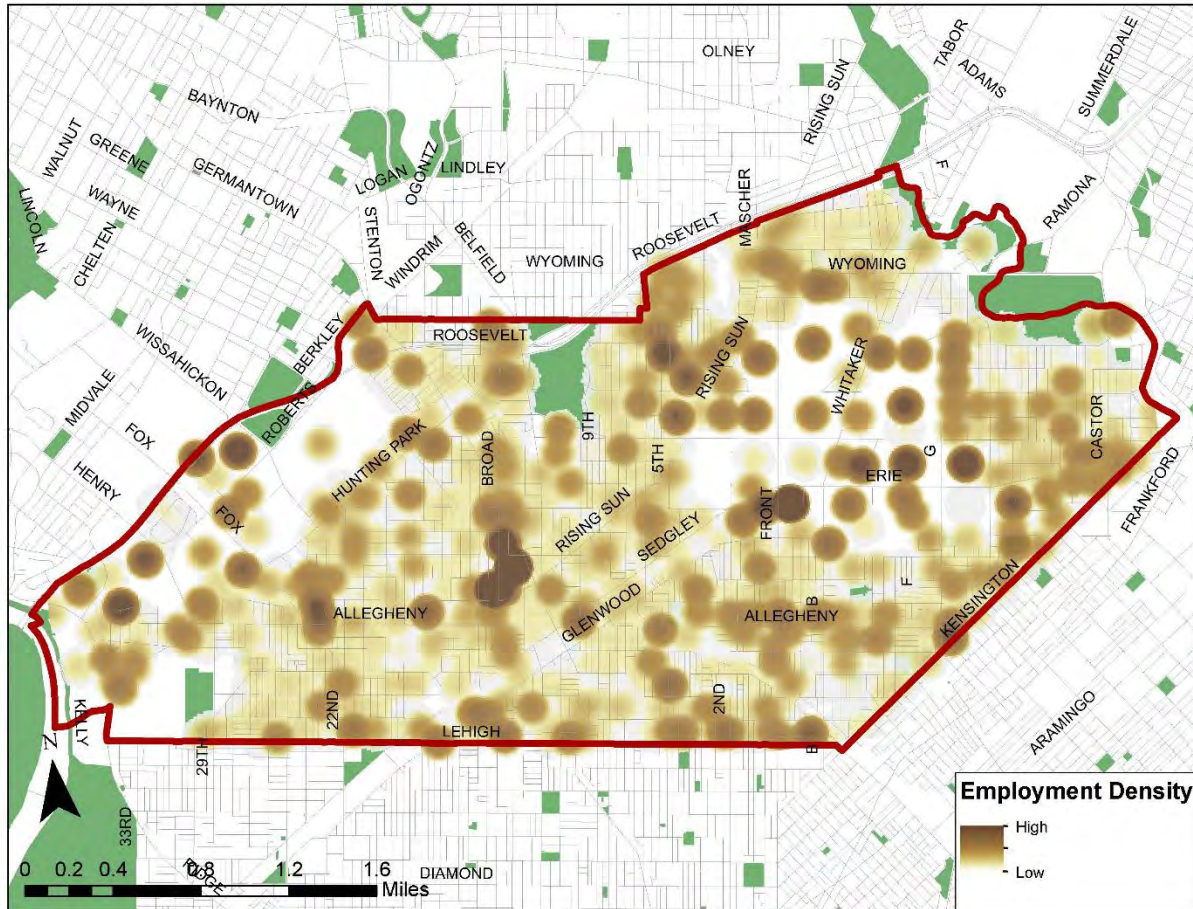
Despite the employment growth and the frequent rail transit along Broad Street and Kensington Avenue and at two regional rail stations, which provide quick access to Center City and other employment centers, the population of the district has continued to decline over the past decade. While retail employment has grown, many of the commercial corridors in the district have struggled as the loss of population and high rates of poverty, coupled with the increased competition from online and big box retailers, have reduced retail spending within the neighborhoods.

Even in areas with high commercial occupancy rates, such as stretches of Broad Street, 22nd Street, and 5th Street, corridors are dominated by relatively low-rent uses and a narrow range of businesses and services. However, improving housing markets immediately southeast and northwest of the District, as well as immediately surrounding the Temple Health Sciences campus, offer points of strength from which the District can build in order to turn around population loss and the deterioration of commercial corridors. Efforts to reinforce industrial areas and to better train and connect residents to job opportunities will be critical to stabilizing and improving the overall economic health of the North District.

- Of the 35,600 jobs in the District, more than a quarter (9,000 jobs) are located at the Temple University Health Sciences campus. The three industrial areas in the district account for a total of 16,700 jobs, including 10,600 in Hunting Park East (of which 2,700 are at St. Christopher’s Hospital for Children), 5,500 in Hunting Park West, and 600 are in the northern portion of the American Street corridor.
- 39 percent of jobs (13,900) in the District are in the Health Care and Social Assistance industrial sector, with the number of jobs in this sector more than doubling from 2002-2014 (from 6,700 jobs). Educational Services account for the next largest concentration of jobs (18 percent of the total) and the number of jobs in that sector also nearly doubled from 2002-2014 (from 3,400 jobs to 6,300 jobs).
- While the manufacturing sector constituted the third largest concentration of jobs in 2014 (9 percent), it declined dramatically from 2002, when it was the largest concentration of jobs (25 percent). The number of manufacturing jobs fell in more than half over that period, from 7,400 jobs to 3,100 jobs. Lower density industrial sectors (wholesale trade and transportation and warehousing) also declined over this period, from a combined total of 3,500 jobs in 2002 to 2,600 jobs in 2014.

- Combined, retail and food services and accommodations were a source of economic strength in the North District, growing 56 percent from 2,700 in 2002 to 4,200 in 2014. These jobs are primarily contained within the District’s many commercial corridors and a few strip retail centers (such as Bakers Centre and Hunting Park Plaza).

Figure 1: Employment Density in the North District, 2014



(Source: US Census, Longitudinal Employer-Household Dynamics)

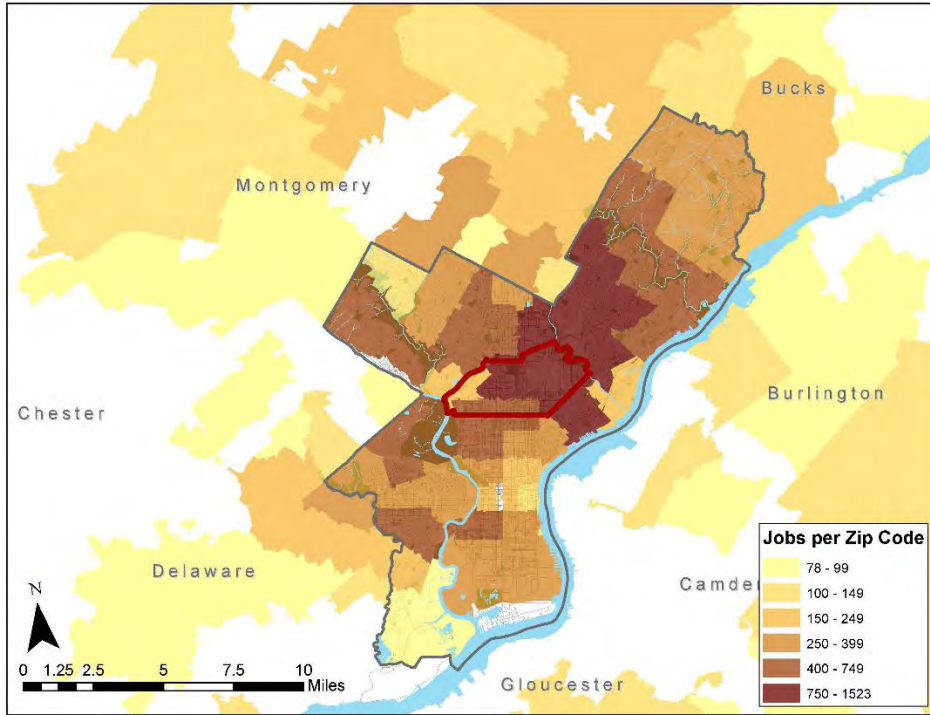
- While the number of jobs located in the District from 2002 to 2014 grew by 5,800 (19 percent), the number of employed residents fell by 2,300 (6 percent).
- The number of residents that work within the district grew slightly, by 3 percent, from 2002 to 2014.

Table 1: North District: Number of Employed Residents and District Jobs, 2002-2014

	2002	2014	Change	% Change
Employed Residents	40,693	38,355	-2,338	-5.7%
District Jobs	29,803	35,594	5,791	19.4%
Residents Employed within District	3,743	3,855	112	3.0%

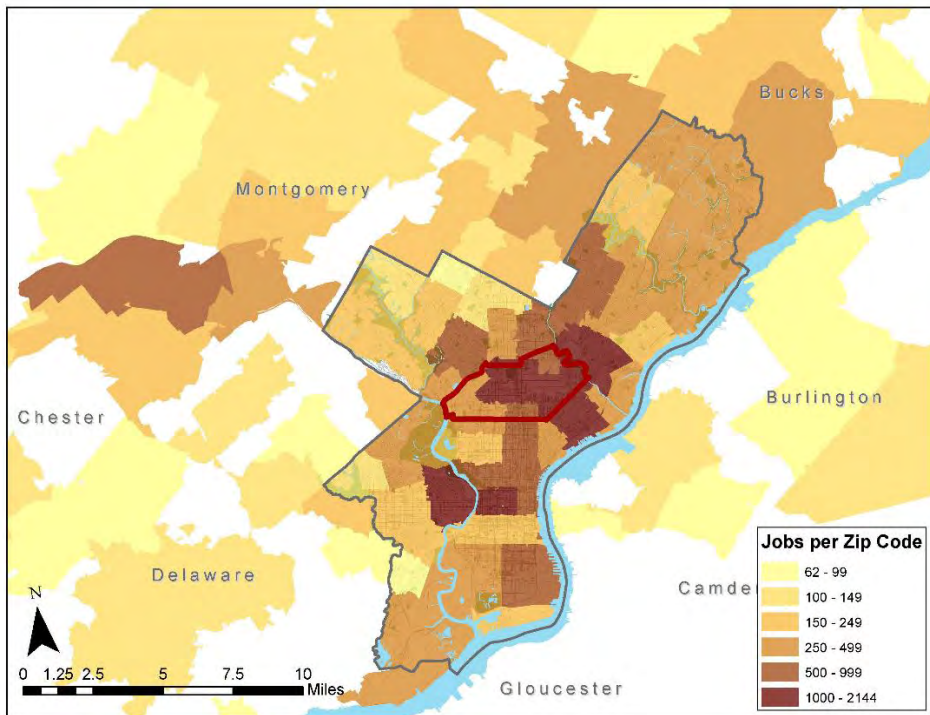
(Source: US Census, Longitudinal Employer-Household Dynamics)

Figure 2: Home Locations of Workers Employed in the North District, 2014



(Source: US Census, Longitudinal Employer-Household Dynamics)

Figure 3: Employment Locations of North District Residents, 2014



(Source: US Census, Longitudinal Employer-Household Dynamics)

- 60 percent of jobs in the North District are held by Philadelphia residents. The North District itself is home to the largest concentration of workforce, with 11 percent of district jobs held by district residents. In addition, there are large concentrations of workers commuting from the adjacent Upper North and Lower Northeast Districts. The vast majority of those who are not Philadelphia residents reside in the Pennsylvania suburbs (24 percent of all workers).
- Conversely, 63 percent of workers residing in the District are employed in Philadelphia. The plurality of these workers commute to Center City (18 percent), to which there are several rapid transit connections from the district. Within Philadelphia, the next most common commute destinations for North District residents are North District itself, (11 percent), followed by the Lower Northeast (4 percent), University Southwest (3 percent), the River Wards (3 percent) and the Lower North (3 percent). 24 percent of residents commute to the nearby Pennsylvania suburbs, especially those along the I-76 corridor (King of Prussia, Guelph Mills, and Bala Cynwd) and around Philadelphia International Airport.
- 46 percent of households in the North District (including 57 percent of renter-occupied households) do not own a personal vehicle. This is significantly greater than the average for the city (33 percent) and region (14 percent) and limits access to employment opportunities to those within walking or biking distance or accessible by transit or carpool.
- Relative to the City and region¹, a higher share of North District workers is employed in service occupations, such as building services and maintenance and food preparation and serving (33 percent for the District compared to 24 percent in the city and 17 percent region). This difference is due in part to the disproportionately high share of workers employed in healthcare support and food service & accommodations occupations. In addition, a higher share is employed in production, transportation, and material moving occupations (17 percent for the District compared to 11 percent in the city and 10 percent region).
- Relative to these comparison regions, a much lower share of the District’s workers is employed in management, business, science, and arts occupations (18 percent for the District compared to 36 percent in the city and 42 percent in the region). This includes a disproportionately *low* share of workers employed as health diagnosing and treating practitioners and in education-related occupations.
- The unemployment rate in the District is 24.2 percent, much higher than that of the city (14.9percent) and much higher than that of the region (9.9 percent).
- Overall, District residents have much lower levels of educational attainment than those of the city or region.
 - Only 5 percent have a bachelor’s degree or greater (compared to 25 percent and 34 percent citywide and region-wide, respectively). An additional 19 percent have some college and/or an associate’s degree.

¹ Throughout this document, “region” refers to the 11-county Philadelphia–Camden–Wilmington, PA-NJ-DE-MD Metropolitan Statistical Area, unless otherwise stated

- 75 percent have only a high school diploma or less (compared to 53 percent and 42 percent citywide and region-wide, respectively). This includes the 35 percent of North District residents that lack even a high school diploma or GED.

KEY ISSUES

The following are important economic development challenges facing the North District:

- Low rates of educational attainment, coupled with low rates of auto-ownership, significantly limit employment accessibility to residents of the North District, partly accounting for the disproportionately high unemployment rate.
- While the number of jobs in the District is rapidly growing, low-skill/high-wage manufacturing jobs continue to decline in numbers and are being replaced by high-skill/high wage education and health care jobs and by low-skill/low-wage service sector jobs. As a consequence of the shrinking opportunities for high paying employment for those with low educational attainment, the number of residents employed within the District has grown much more slowly than the total number of jobs.
- The District's remaining manufacturing firms report difficulty finding workers with the necessary skills and training to fill vacant positions.
- The District includes large tracts of abandoned or underutilized industrial land for which specific future uses have not yet been identified.

MAJOR OPPORTUNITIES

Economic development opportunities in the North District include:

- The district is home to major institutional employers. While many of these jobs require specialized post-graduate educational qualifications, Temple University Health Sciences campus and St. Christopher's Hospital for Children also include a great many service and administrative positions open to those with Associates Degrees or less.
- Access to the Broad Street and Market-Frankford Lines, as well as nearly every regional rail line, is a major asset for the connection of residents to employment, and for attraction of workers to employers located along these corridors. The planned extension of the Broad Street line to the Navy Yard will further enhance employment access.
- While the large tracts of underutilized industrial land are currently a drag on the economic and physical environment of the district, they also offer strong opportunities for new investment and redevelopment. Strengthening connections between these industrial districts and institutions such as Temple University may yield growth in research & development and in production, distribution & repair employment.
- Strong management by civic associations and community development corporations and new investment has helped invigorate the District's commercial corridors. Further efforts to diversify the services and support the small businesses in these corridors can help improve the quality of life for residents and expand local employment and opportunities for wealth creation.

- Recent reinvestment in Kensington (at and near the southeastern edges of District), East Falls (at and near the northwestern edges of District) and the growth of the District’s major medical/educations institutions can be leveraged to attract additional investment, population, and employment growth.

ECONOMIC DEVELOPMENT (SPECIFIC TOPICS)

Metropolitan and Regional Centers

Goal: Support the growth of economic centers

Much of the district is well linked to the Metropolitan Center through public transit, including four Broad Street Line stations, four Market-Frankford Line stations, three regional rail stations (served by eight lines), and extensive bus service. State Route 611 (Broad Street) provides a direct roadway connection from the North District to the Metropolitan Center and while Roosevelt Boulevard/Expressway (the sole limited-access highway in the district) provides only indirect access to the region’s largest employment centers, I-76 is just outside the district, which connects to both the Metropolitan Center and several of the largest regional employment centers in Montgomery County.

Despite the proximity and close connections, only 22 percent of North District workers commute to jobs in of the Metropolitan Center: Eleven percent commute within the North District and 15 percent commute to five adjacent Planning Districts (Lower Northeast, River Wards, Lower North, Upper North, and Upper Northwest, in descending order). Thirty-seven percent of workers commute to locations outside of Philadelphia, most to the nearby Pennsylvania suburbs.

Only a small share of workers employed in the North District (five percent) commute from locations within the Metropolitan Center. Instead, the plurality of the workforce of the district is based within a short bus/train trip or drive, with 11 percent commuting within the North District and another 22 percent commuting from the same five Planning Districts with which it shares a boundary that are listed above. More than 40 percent of those employed in the North District commute from locations outside of Philadelphia, primarily the Pennsylvania suburbs.

- 39 percent of jobs (13,900) in the District are in the Health Care and Social Assistance industrial sector, more the double the concentration in the region overall (18 percent) and significantly greater than of the city of Philadelphia as a whole (23 percent). In addition, the number of jobs in this sector more than doubled from 2002-2014 (from 6,700 jobs). A plurality of the jobs in this sector (approximately 5,900) are located at the Temple University Health Sciences campus, but there are also significant concentrations at St. Christopher’s Hospital for Children (2,400), the Esperanza Health Center, SpArc Philadelphia, and along commercial corridors such as 22nd St., 5th Street, and Allegheny Avenue. While these institutions offer a broad range of employment opportunities, North District residents are more likely to occupy healthcare support occupations than health diagnosing and treating practitioners, which are offer much higher wages, but also have much higher educational requirements.
- Educational Services account for the next largest concentration of jobs in the North District (18 percent of the total). These 6,300 jobs include not only those located at the Temple University

Health Sciences campus (which accounts for about 2,600 jobs in this sector), but also roughly 2,500 jobs associated with the School District of Philadelphia as well as those affiliated with the and several charter and private educational institutions. The number of jobs in Educational Services nearly doubled from 2002-2014 (from 3,400 jobs) and represents a significantly greater concentration of such jobs than in Philadelphia (13 percent) and the Philadelphia Metropolitan Statistical Area (MSA) as a whole (10 percent).

Table 2: Employment in the North District, 2002-2014

	2002		2014		% growth
	#	%	#	%	
Health Care and Social Assistance	6,735	22.6%	13,852	38.9%	105.7%
Educational Services	3,355	11.3%	6,331	17.8%	88.7%
Manufacturing	7,438	25.0%	3,106	8.7%	-58.2%
Retail Trade	1,932	6.5%	2,732	7.7%	41.4%
Accommodation and Food Services	751	2.5%	1,459	4.1%	94.3%
Wholesale Trade	2,016	6.8%	1,329	3.7%	-34.1%
Transportation and Warehousing	1,524	5.1%	1,243	3.5%	-18.4%
Administration & Support, Waste Management and Remediation	1,137	3.8%	1,085	3.0%	-4.6%
Management of Companies and Enterprises	923	3.1%	1,041	2.9%	12.8%
Other Services (excluding Public Administration)	661	2.2%	933	2.6%	41.1%
Construction	1,525	5.1%	799	2.2%	-47.6%
Professional, Scientific, and Technical Services	587	2.0%	522	1.5%	-11.1%
Finance and Insurance	553	1.9%	398	1.1%	-28.0%
Information	244	0.8%	375	1.1%	53.7%
Real Estate and Rental and Leasing	231	0.8%	235	0.7%	1.7%
Public Administration	16	0.1%	72	0.2%	350.0%
Arts, Entertainment, and Recreation	156	0.5%	64	0.2%	-59.0%
Utilities	15	0.1%	10	0.0%	-33.3%
Agriculture, Forestry, Fishing and Hunting	4	0.0%	7	0.0%	75.0%
Mining, Quarrying, and Oil and Gas Extraction	-	0.0%	1	0.0%	
Total	29,803	100.0%	35,594	100.0%	19.4%

(Source: US Census, Longitudinal Employer-Household Dynamics)

- While the manufacturing sector constituted the third largest concentration of jobs in 2014 (nine percent), it declined dramatically from 2002, when it was the largest concentration of jobs (25 percent). The number of manufacturing jobs fell by more than half over that period, from 7,400 jobs to 3,100 jobs. Nevertheless, this manufacturing still represents a strength in the district, relative to the city and the region as a whole, where this sector only represents three percent and seven percent of jobs, respectively. Nearly all of the jobs in this sector are within two industrial areas in the district with 2,400 in Hunting Park East (of which nearly 500 are at the Coca-Cola Bottling facility) and 470 in Hunting Park West. While lower density industrial sectors (wholesale trade and transportation and warehousing) also declined over this period in the District overall, (from a combined total of 3,500 jobs in 2002 to 2,600 jobs in 2014), there has been a revival within the Hunting Park West industrial area, where employment in these sectors doubled (with a net growth of 450 jobs) over this period.
- In 2014, the fourth and fifth largest sectors in the District were Retail Trade and Accommodation and Food Services, which constitute the majority of the employment opportunities within the

District’s many commercial corridors. In 2014, Retail Trade encompassed significantly more jobs than Accommodation and Food Services, but is not growing as quickly: from 2002-2014, Retail Trade grew by 41 percent (from 1,900 jobs to 2,700 jobs) as Accommodation and Food Services nearly doubled (from 800 jobs to 1,500 jobs). Overall, while commercial corridors in the district are dominated by low rent uses and a limited range of businesses and services, several of them have relatively low vacancy rates and host a growing employment base.

- There are several major industrial sectors that play a major role in the city’s and region’s economies, but which have only a minimal presence in the North District. In 2014, Finance and Insurance and Professional, Scientific, and Technical Services together represented 13 percent of jobs in the City and 14 percent of jobs Region, but combined for only 900 jobs total (less than 3 percent of all jobs), District-wide. The District’s economy, while thriving in many regards, is heavily reliant on Educational and Medical institutions and on the restaurant and retail jobs in its commercial corridors and districts, as its manufacturing base continues to play a very important, but shrinking, role.

Table 3: Employment in the North District, Philadelphia, and the Philadelphia Metropolitan Statistical Area (MSA), 2014

	North		Philadelphia		Philadelphia MSA	
	#	%	#	%	#	%
Health Care and Social Assistance	13,852	38.9%	154,854	23.3%	482,194	17.7%
Educational Services	6,331	17.8%	83,462	12.6%	267,268	9.8%
Manufacturing	3,106	8.7%	21,943	3.3%	182,139	6.7%
Retail Trade	2,732	7.7%	53,421	8.0%	303,390	11.1%
Accommodation and Food Services	1,459	4.1%	56,612	8.5%	200,220	7.4%
Wholesale Trade	1,329	3.7%	17,209	2.6%	120,265	4.4%
Transportation and Warehousing	1,243	3.5%	25,053	3.8%	91,129	3.3%
Administration & Support, Waste Management and Remediation	1,085	3.0%	30,707	4.6%	169,316	6.2%
Management of Companies and Enterprises	1,041	2.9%	12,977	2.0%	58,977	2.2%
Other Services (excluding Public Administration)	933	2.6%	23,612	3.6%	93,860	3.4%
Construction	799	2.2%	13,733	2.1%	108,870	4.0%
Professional, Scientific, and Technical Services	522	1.5%	50,948	7.7%	221,885	8.2%
Finance and Insurance	398	1.1%	35,529	5.4%	167,330	6.1%
Information	375	1.1%	14,206	2.1%	51,342	1.9%
Real Estate and Rental and Leasing	235	0.7%	8,940	1.3%	36,840	1.4%
Public Administration	72	0.2%	43,839	6.6%	96,136	3.5%
Arts, Entertainment, and Recreation	64	0.2%	11,791	1.8%	44,769	1.6%
Utilities	10	0.0%	4,720	0.7%	15,238	0.6%
Agriculture, Forestry, Fishing and Hunting	7	0.0%	83	0.0%	9,503	0.3%
Mining, Quarrying, and Oil and Gas Extraction	1	0.0%	24	0.0%	950	0.0%
All Workers	35,594	100.0%	663,663	100.0%	2,721,621	100.0%

(Source: US Census, Longitudinal Employer-Household Dynamics)

Industrial Land

Goal: Target industrial lands for continued growth and development

Once the home of industrial powerhouses, such as the Budd Company, Midvale Steel Company, Tasty Baking Company, the Keebler Company, and a major Defense Plant Corporation facility, as well as dozens of smaller establishments making products such as textiles and ball bearings, the North District has a vast supply of legacy industrial land. While production, distribution, and repair jobs still constitute a major source of employment in the North District, Coca-Cola Bottling, Simkar Corporation (lighting), Good Lad

Apparel, American Cable Company, Case Paper Company, Penn Fishing Tackle Manufacturing Company, and Menasha Packaging Company are now the only industrial firms that employ at least 150 workers. Much of the remaining industrial land is being converted to other uses (especially health care and retail) or sits underutilized or vacant. The Philadelphia Industrial Development Corporation's Philadelphia *Industrial Land and Market Strategy* (PIDC, 2010) highlights three industrial districts that lie at least partly within the North District: Hunting Park East, Hunting Park East West, and American Street.

Figure 4: Hunting Park East Industrial District

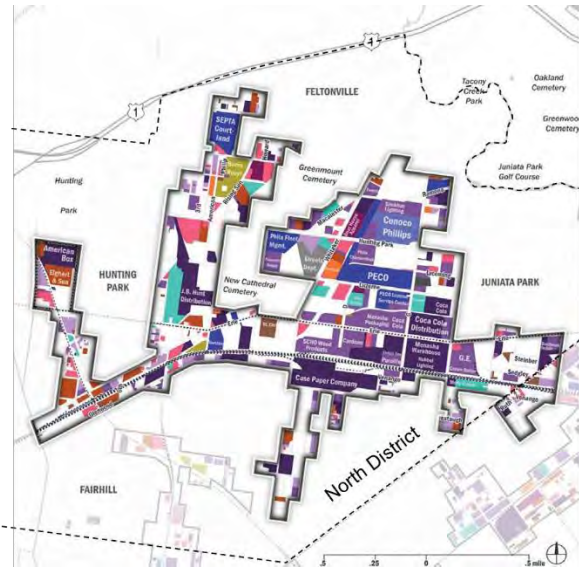


Figure 5: Hunting Park West Industrial District

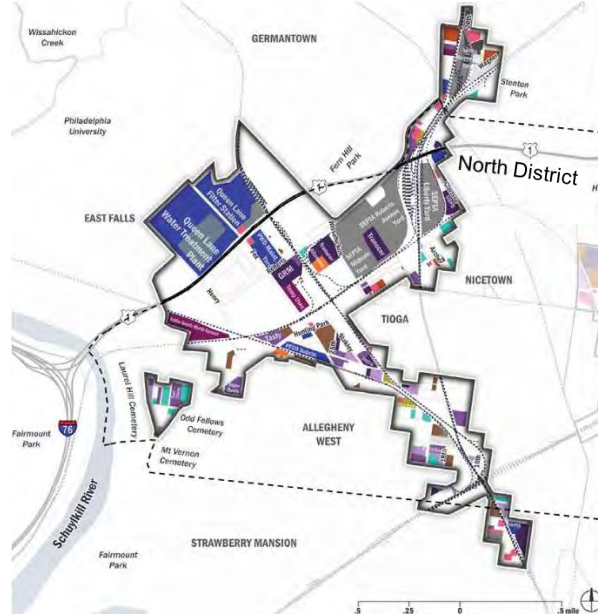
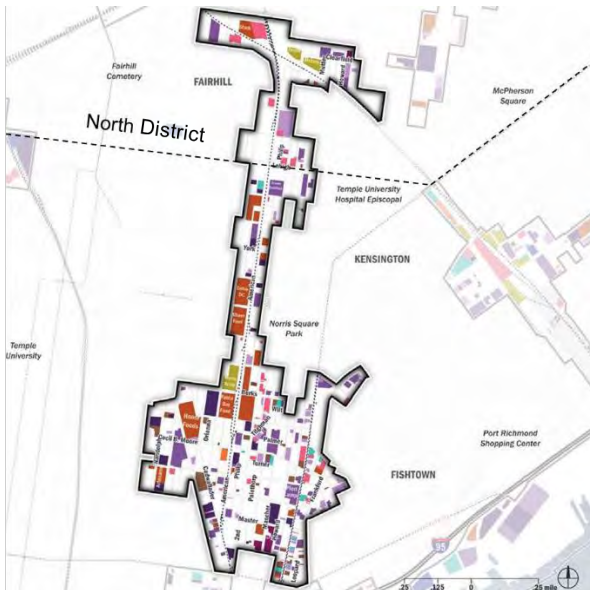


Figure 6: American Street Industrial District



Source: PIDC. Philadelphia Industrial Land and Market Strategy

The majority of the Hunting Park East Industrial District is located within the North District- only the portion east of Kensington Avenue is located in the River Wards. In 2010, this area included 821 acres of

industrial land, with industrial parcels averaging two acres each. At the time, 58 percent of that land was in industrial use, with another 10 percent vacant; only eight percent of buildings in the district were vacant.

By land area, some of the largest firms in the area are utilities and warehousing/distribution firms with few onsite jobs, including J.B. Hunt Distribution, Conoco Phillips, and PECO. However, firms such as Coca-Cola, Simkar Corporation, Case Paper Company, and Menasha Packaging Company account for a large share of the 3,800 production, distribution, and repair jobs located in Hunting Park East in 2014.

With its large parcels, horizontal building-typology, proximity to Roosevelt Boulevard and I-95, and separation from residential neighborhoods, the area continues to be an attractive location for firms engaged in packaging and distribution. Nevertheless, industrial employment here has continued to fall, with 2,900 fewer jobs than there were in 2002. Much like in other areas of the city, firms report difficulty maintaining employment levels due to changing technology, inability to find a well-trained workforce, and global competition.

St. Christopher's Hospital for Children sits on a former industrial site and several other large parcels have been converted to auto-oriented retail centers and to charter schools. This, coupled with the growing housing market at the southeast edges of the industrial district, could raise land values and threaten the viability of industrial uses. If the City wishes to preserve most of this land in active industrial uses, as is indicated in the *Industrial Land and Market Strategy*, it will need to invest more in job training and in partnerships with developers and firms which have been attracted to sites in Hunting Park East.

Likewise, the majority of the Hunting Park West Industrial District is within the North District, with small portions on the north side of Roosevelt Boulevard located in the Lower Northwest or Upper North Districts. In 2010, this district included 708 acres of industrial land, with industrial parcels averaging 3.5 acres in size, each. However, in 2010, only 38 percent of that land was in industrial use, with another 16 percent in transportation uses and 17 percent vacant. At the time, the building vacancy rate was 21 percent (owing largely to the former Budd Company site), but this predated the relocation of Tasty Baking to the Navy Yard, which raised the vacancy rate even further.

SEPTA rail yards and the Philadelphia Water Department treatment/filtration plants are the largest occupants of the industrial land in Hunting Park West, with neither accounting for a large number of jobs in the North District. Pep Boys, previously the largest employer in the area with 1,400 jobs in 2005, has since slashed its workforce to 225 and was recently acquired by Icahn Enterprises, which may move these remaining jobs. Together with the relocation of Tasty Baking, this has led to a precipitous fall in manufacturing employment in Hunting Park West, from 2,800 jobs in 2002 to only 500 jobs in 2014. However, even as manufacturing has declined, there has been some growth in other industrial sectors, with a net increase of 300 jobs in transportation and warehousing (225 percent) and 100 jobs in wholesale trade (47 percent). Proximity to Roosevelt Boulevard and I-76 has made the area attractive to distribution firms, especially those related to the food industry, where a location within a population center and near a major airport is essential.

The high quality, multi-story legacy industrial buildings may no longer be suited to these sorts of enterprises, but may be well suited to house research and development and incubator space, especially given their proximity to Temple University's Health Sciences campus. While the Industrial Land and Market Strategy suggests allowing the portions of the district south of Hunting Park Avenue to transition to non-industrial uses, it advocates for intensifying industrial uses in the northern portion of the district. Leveraging these strengths and opportunities will be essential to achieving that goal.

Only a small portion of the American Street Industrial District (the area north of Lehigh Avenue) lies within the North District. Industrial sites in this area are clustered along the CSX rail corridor and are composed largely of auto parts sales lots and scrap yards. In 2014, there were no industrial jobs located in this portion of the district and the *Industrial Land and Market Strategy* does not include any recommendations for the area. It is also the locus of one of the most infamous drug encampments in the city, which deters many legitimate uses. As such, the area is currently in limbo, unable to support active, employment-intensive industrial uses, but also unsuitable for most other land uses.

Institutions

Goal: Grow Philadelphia's strong institutional job sector

The two major medical institutions in the North District, the Temple University Health Sciences campus and St. Christopher's Hospital for Children, provide vital services to residents and account for roughly one-third of jobs in the district. While their economic impact is somewhat spatially contained, with high levels of disinvestment persisting in the neighborhoods surrounding Temple University Health Sciences and unrelated low-density industrial uses surrounding St. Christopher's, there is significant opportunity to better leverage the activity of these institutions to provide employment and training to residents and catalyze new development.

While the North District's population is shrinking, (a contributing factor in the decision to close Fairhill Elementary, Whittier Elementary, and Gillespie Middle School in the recent years), there remain 25 School District of Philadelphia-affiliated primary and middle schools in the district. In addition, there are seven such schools that are located outside the North District, but whose catchments include residences within the district. Of the two School District of Philadelphia-affiliated high schools located within the District, two are neighborhood schools (Mastery Charter School at Gratz and Thomas A Edison High School) and two draw students from across the city (Randolph Skills Center and The LiNC). A significant share of the North District is within the catchment of high schools located outside its boundaries, including Strawberry Mansion, Kensington, Aspira Olney Charter, Frankford, Roxborough, and Martin Luther King High Schools.

Non-neighborhood based charter schools in the district include Antonia Pantoja (K-8), Khepera (K-8), Pan American Academy (K-8), and Wissahickon (K-8), Community Academy of Philadelphia (K-12), KIPP Philadelphia (5-8), Multi-Cultural Academy (9-12), and Nueva Esperanza Academy (9-12) Charter Schools. Archdiocese of Philadelphia-affiliated schools include the St. Veronica School (K-8), Little Flower Catholic High School for Girls (9-12), and Mercy Career & Technical High School (K-12).

Cultural Resources

Goal: Develop tourism and the creative economy into a leading economic sector

Free Library and City Recreation Centers constitute critical cultural institutions that bind neighborhoods, and the North District hosts a great abundance of each. There are four Free Library locations in the District: Lillian Marrero (located at N. 6th Street and W. Lehigh Avenue), Nicetown-Tioga (located at N. Broad Street and Germantown Avenue), McPherson Square (located at F street and E. Indiana Avenue), and Wyoming (located at B street and E. Wyoming Avenue). In addition, the Widener Library is located immediately outside the North District boundaries, at N. 28th Street and W. Lehigh Avenue. There are six recreation centers within the North District (Feltonville, Hunting Park, McDevitt, McVeigh, Rivera and Scanlon), most of which have a wide array of athletic and cultural programming. In addition, the Salvation Army's Kroc Center represents a major community resource, with recreational, educational, and arts facilities.

Activity related to culture, arts, and entertainment in the North District is extensive compared to many of the other Districts outside of the Metropolitan Center. In total, according to the Reinvestment Fund's CultureBlocks application, the North District is home to 75 non-profit organizations that focus partly or entirely on the support of cultural institutions and the arts. These include "Friends of..." groups for the District's libraries and recreation centers, Boys & Girls Clubs, dance and performing arts centers, and organizations oriented to the support of the culture of the District's African-American and immigrant populations, especially those from Latin America. These neighborhood, educational, ethnic, and religious institutions play an important role in the cultural resources of the North District. In addition to these non-profits, there are also 95 cultural businesses in the District (including nine photography businesses, eight art galleries, five publishers, five recording studios, and two radio stations).

Recommended Follow-Up

- Work with major institutions (Temple Health Sciences campus and at St. Christopher's Hospital) and the District's manufacturing firms to craft workforce development programs and to help link District residents to employment opportunities and provide ladders for advancement beyond the lowest wage/skill occupations.
- Work with PIDC and the Commerce Department to determine which industrial lands within the District are the highest priority for preservation and, where appropriate, enact policies to ensure they are not converted to residential, retail, and educational uses.
- Work with the Office of Community Empowerment and Opportunity and Philadelphia Works to expand outreach and tailor workforce development programs to the employment opportunities in the District.
- Identify key industrial sectors and firms for attraction to the Hunting Park industrial districts, focusing on current points of strength (packaging and transportation), growth (food manufacturing), and high potential (research & development).
- Work with commercial corridor managers to diversify businesses and services and support the efforts of small, local businesses. This should include outreach and education on the Commerce Department's existing programs that could provide financial assistance.

- Expand outreach and training programs targeted toward employing neighborhood residents in the many public facilities in the District.
- Work with organizations representing the District's various immigrant groups and disadvantaged communities to help ensure better integration into the city's economy.

LAND MANAGEMENT

Philadelphia2035 Citywide Vision Goal: Capitalize on land assets.

SUMMARY OF EXISTING CONDITIONS:

The North district is a predominately residential district, where the majority of the housing is single family rowhomes. Broad Street, which is home to both commercial and residential uses, bisects the district and provides key transportation opportunities as three stops along the Broad Street Line are within the district. The four stops along the Market Frankford Line, that borders the district along Kensington Avenue, provide residents and visitors access to the commercial corridor along Kensington Avenue. Additional commercial corridors are present along Germantown Avenue, Rising Sun Avenue and a section of 22nd Street in Allegheny West/ Swampoodle.

One of the most defining features of the North district is the presence of the various rail corridors that traverse it. The land along the rail lines, particularly the Northeast Rail Corridor, displays the historical industrial legacy of the area. Both the Hunting Park West Industrial Area and the Hunting Park East Industrial Area are within the district's boundaries. Additional swaths of industrially zoned land extend along the rail line that runs from the Hunting Park neighborhood to the Fairhill, West Fairhill and St. Hugh neighborhoods. Currently, the state of the industrial land in the district in regards to occupancy and condition varies greatly across the district.

The district is home to many natural resource assets. In addition to the smaller neighborhood scale parks and green spaces, Hunting Park and Juniata Park along the Frankford Creek provide large open spaces and opportunities for programming. There are also three cemeteries located within the district's boundaries- Greenmount Cemetery, New Cathedral Cemetery and Mount Peace Cemetery. While these assets are plentiful, they are mostly located in the northern half of the district above Erie Avenue and along the edges of the district.

Worthy of particular attention is the prevalence of vacant land in the North district. Throughout the district, vacant land and buildings permeate. The residential vacancy is clustered in the Tioga and Fairhill neighborhoods while the industrial vacancy is mostly located along rail rights of way in the Hunting Park neighborhood and along Hunting Park Avenue. There are also notable vacant structures and parcels within the district such as the former Budd Company site and the Botany 500 Building.

KEY ISSUES:

- The Tioga and Fairhill neighborhoods suffer from high residential vacancy
- A high percentage of parcels in the district currently host land use inconsistent with their base zoning, particularly single-family properties that are zoned for multi-family housing
- The industrial legacy of the district has left large vacant and potentially contaminated sites, complicating their redevelopment as industry receded from the area
- Commercial zoning is currently scattered throughout the district, limiting the effectiveness of the existing commercial corridors

KEY OPPORTUNITIES:

- The large amount of vacant residential properties provides an opportunity for reinvestment in the North District.
- The existing recreational and open spaces can be made more accessible, and new more centrally located spaces such as the abandoned PECO right of way can be explored.
- Strong transportation networks and access along both the Market Frankford Line and Broad Street Line, provide the opportunity for investment and revitalization of commercial corridors and their abutting residential neighborhoods.
- Vacant industrial land and structures allows for an examination of the appropriate reuse of these sites and facilities.

LAND USE & ZONING

GOAL: Make land use the basis for sound planning and zoning decisions

Land Use

The charts and maps in this section reflect the current pattern and relative quantity of land uses within the North District, as surveyed by the Philadelphia City Planning Commission during the winter of 2016.

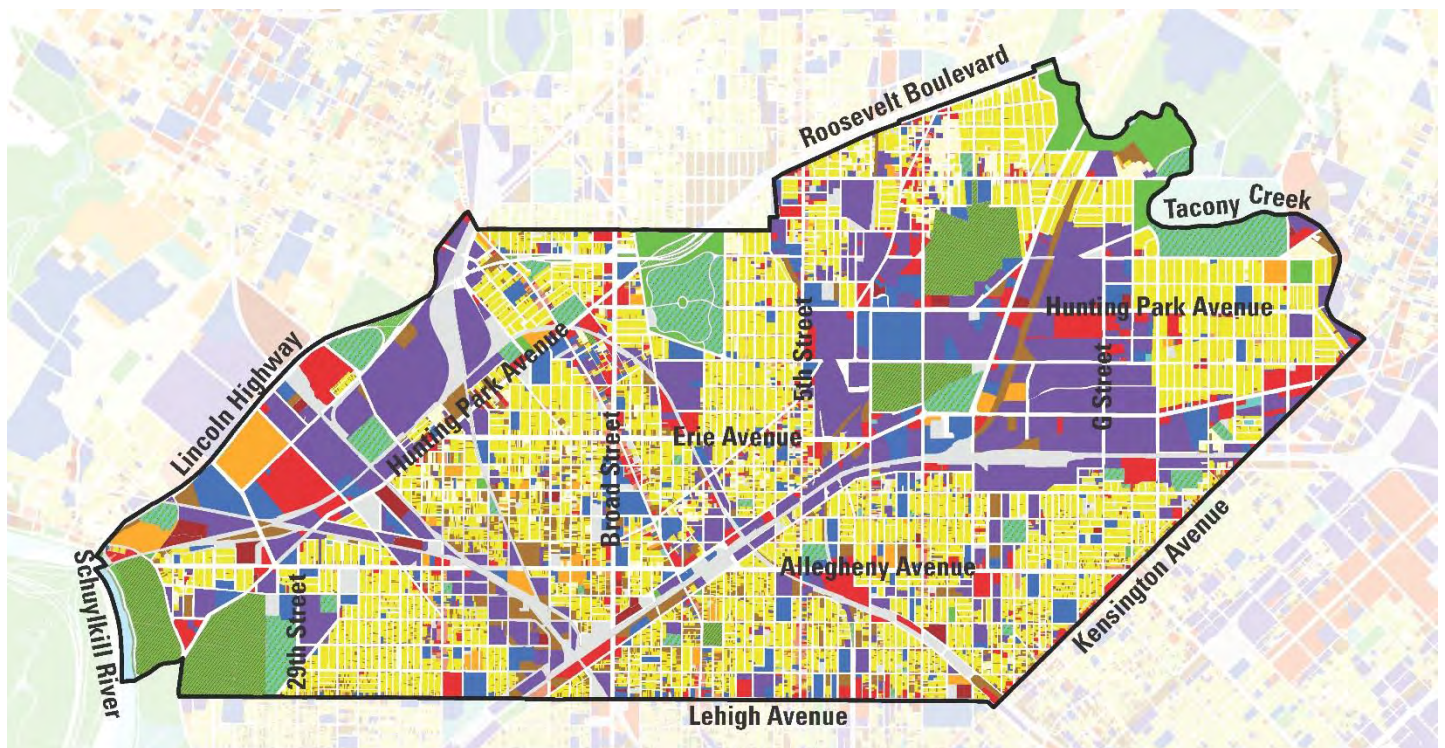


Figure 1: Map of Land Use in the North District by 2-digit Code

Land Use as Percent of Land Area

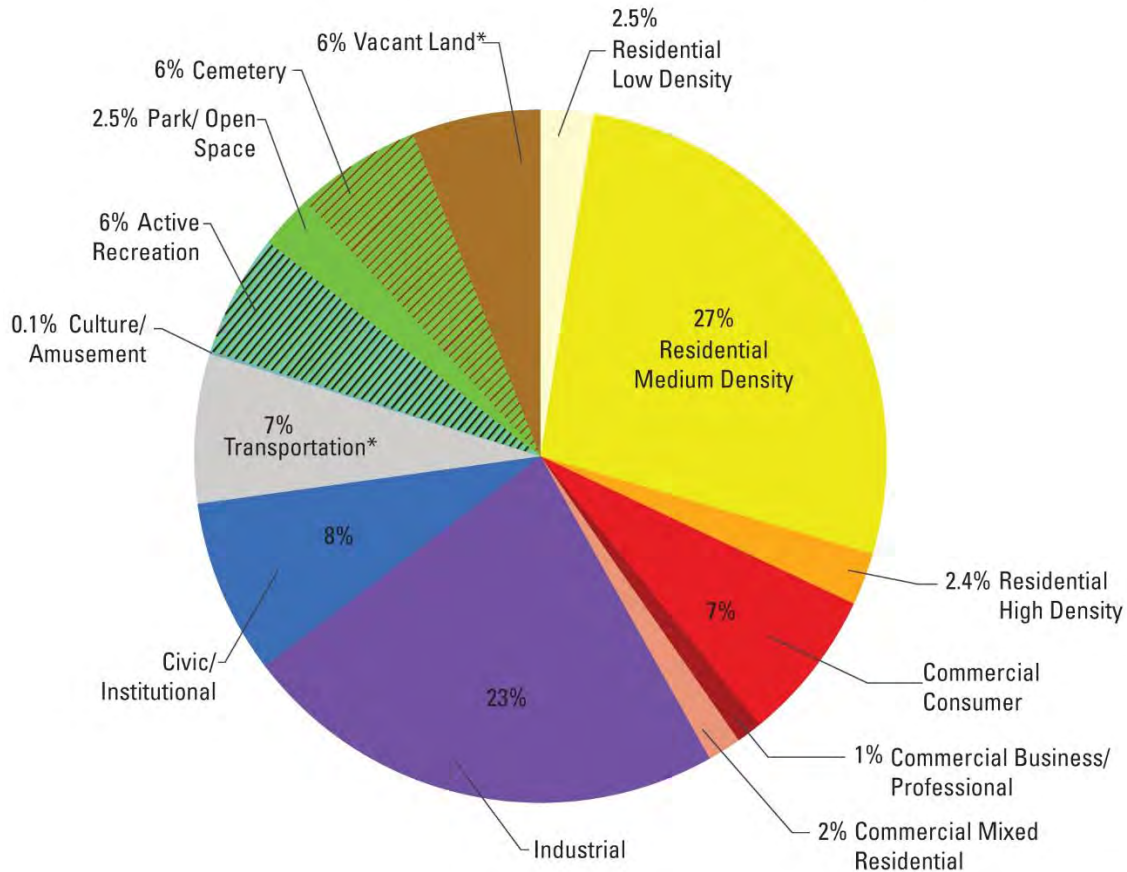


Figure 2: Land Use in the Upper North District by 2-digit code

The survey reveals that residential and industrial uses predominate throughout the district, with 32% of its land devoted to residential uses and 22.79% devoted to industrial uses. Almost 90% of all of the residential parcels in the district are residential rowhouses (25.12% of the total land in the district), making it almost exclusively the housing type in the district. Three other residential typologies make up most of the remaining housing in the district- parcels that are accessory to residences, i.e. sideyards, (3.92% of the residential land in the district, 1.08% of the total land in the district), semi-detached residential structures (3.13% of the residential land in the district, 1.78% of the total land in the district), and, residential rowhomes that have been converted to either apartments or condominiums (1.86% of the residential land in the district, 0.69% of the total land in the district). While rowhomes are spread throughout the district, the use of adjacent parcels for an accessory use is clustered below the Northeast Rail Corridor in the St. Hugh, Fairhill and West Fairhill neighborhoods. The majority of the semi-detached residential structures are located in Tioga and East Tioga and the conversion of residential rowhomes to multi-family units is scattered throughout the district although there is a small cluster along Roosevelt Boulevard.

Industrial uses occupy 22.79% of land in the district, and tend to be concentrated along the existing rail lines, particularly the Northeast Rail Corridor in the Hunting Park East and West Industrial Areas. An additional collection of industrial uses exists along the western edge of the district along Roberts Avenue. Almost three quarters of the industrial land in the district is either warehousing and distribution. The warehousing and distribution is mostly located in the Hunting Park Industrial Areas while other production, distribution, repair and maintenance uses are more evenly distributed among the industrial concentrations of land throughout the district. As compared to the clusters of industrial uses in established industrial areas, those industrial users that were not as easily identifiable tend to be located in much smaller collections of industrial parcels or even individual parcels located in a largely residential neighborhood.

Almost ten percent of the district, 9.87%, of the district is comprised of commercial uses. While they permeate the district, there are clear clusters of commercial activity along Germantown Avenue, Broad Street, 5th Street, Front Street, and 22nd Street below Allegheny Avenue, in addition to others. Of the commercial uses, 42.43%, are rowhouse structures with either a store or an office on the first floor. These commercial uses, within the district, occur mostly in clusters that are at least the length of a block although smaller clusters and single sites are present in the district. The second largest type— commercial auto – accounts for 14.80% of commercial uses in the district. While there are other sites, the majority of the commercial auto uses are in the middle of the district in an area roughly bounded by Hunting Park Avenue, Broad Street, Allegheny Avenue and 5th Street.

There are quite a few institutional and civic uses located throughout the district, occupying 8.15% of the total land use of the district. Of particular note is Temple University Hospital located mostly along Broad Street between Venango and Ontario Streets. Not only is it does its location along Broad Street, one of the main arterials within the district, make it significant, but its physical size and capacity makes Temple Hospital a key stakeholder. Over half of the institutional and civic land located within the district is home to places of worship. They are scattered throughout the district, in almost every neighborhood. Not only are they within residential neighborhoods, but houses of worship are located along commercial corridors and in industrial nodes as well. Education uses are also prominent, occupying 15.60% of all institutional and civic land uses, and include both public and charter schools. Similarly to places of worship, they are located in all different parts of the district and are surrounded by a variety of land uses, including industrial uses.

Transportation facilities, other than street rights-of-way, occupy 6.97% of the land in the district. Parking occupies 93.26% of the transportation uses in the district. This category includes all public and private parking garages but does not include parking that is accessory to individual homes unless it has shared parking. The majority of the parking is located at institutions such as Temple University Hospital, along Broad Street, and rail. The remaining transportation facilities are facilities that service trucks, busses or taxis including garages and dispatch centers such as SEPTA’s Allegheny Depot located on Allegheny Avenue between 26th and 27th Streets.

Parks and open spaces occupies an ample portion of the district, 8.37%. Almost all of the park and open space land, 89.01%, is open space available for use. The remaining 10.99% is made up of the three cemeteries within the district. In addition to the smaller neighborhood open spaces the district is home to open spaces that are quite large such as Hunting Park and Juniata Park.

The full summary of land use in the district can be seen below:

Categories of Land Use by Acres (3 Digit)		
Land Use (3-Digit Level)	Acres	Percent of Total
111- Residential Detached	23.36	0.58%
112- Residential SemiDetached	71.46	1.78%
113- Res. Condo 1 - 1.5 story	0.05	0.00%
119- Other RLD	4.03	0.10%
121- Residential Rowhouse	1,006.61	25.12%
122- Residential Detached Conv to Apts/Condo <=3st	1.77	0.04%
123- Residential SemiDetached Conv to Apts/Condos <=3st	7.12	0.18%
124- Residential Rowhouse Conv to Apts/Condos <=3st, <5 units	27.70	0.69%
125- Apt. House/Condos 2-4 Units. Residential Duplex or Quad <=3st	5.29	0.13%
129- Other RMD	36.99	0.92%
131- Apt. House 5 Units+	78.38	1.96%
132- Residential Detached and SemiDetached Conv to Apts/Condos >3st, but <5 units	0.91	0.02%
133- Residential Rowhouse Conv to Apts/Condos > 3 stories, < 5 units	0.01	0.00%

135- Hotel/Motel	0.72	0.02%
136- Residential Care Facility	10.16	0.25%
138- Correctional Facility	5.36	0.13%
139- Other RHD	2.18	0.05%
211- Commercial Store	181.29	4.52%
212- Commercial Food Service and Drinking	12.95	0.32%
213- Commercial Auto	88.71	2.21%
219- Other CC	1.57	0.04%
221- Commercial Office	43.32	1.08%
222- Commercial Service	4.74	0.12%
229- Other CBP	0.07	0.00%
231- Commercial Store/Office with Residential	25.33	0.63%
232- Rowhouse Store/Office with Residential	36.70	0.92%
233- Detached or SemiDetached Store/Office w/ Res	0.50	0.01%
239- Other CMR	0.30	0.01%
311- Manufacturing	43.07	1.08%
312- Manufacturing	48.87	1.22%
313- Manufacturing	43.01	1.07%
314- Utilities	78.26	1.95%
315- Construction	69.93	1.75%
316- Wholesale Trade	37.72	0.94%
317- Warehousing and Distribution	142.77	3.56%
318- Other Production, Distribution, Repair, and Maintenance	261.09	6.52%
319- Other IND	188.31	4.70%
411- Health Care	49.80	1.24%
412- Day Care	13.31	0.33%
413- Education	150.82	3.76%
414- Library	7.10	0.18%
416- Public Safety	10.74	0.27%
417- Worship	81.47	2.03%
418- Fraternal Org and Social Clubs	4.38	0.11%
419- Other Civic	8.87	0.22%
512- Transportation Rail ROW, Yards, Stations	179.17	4.47%
513- Transportation Truck/Bus/Taxi	9.54	0.24%
514- Transportation Parking	90.53	2.26%
611- Performing Arts	1.01	0.03%
613- Amusement	3.81	0.10%
619- Other C/A	0.24	0.01%
621- Active Recreation	228.90	5.71%
711- Park/Open Space	100.78	2.52%
721- Cemetery	234.72	5.86%
811- Water	0.30	0.01%
911- Vacant Parcels	240.52	6.00%
Total	4,006.61	100.00%

Zoning

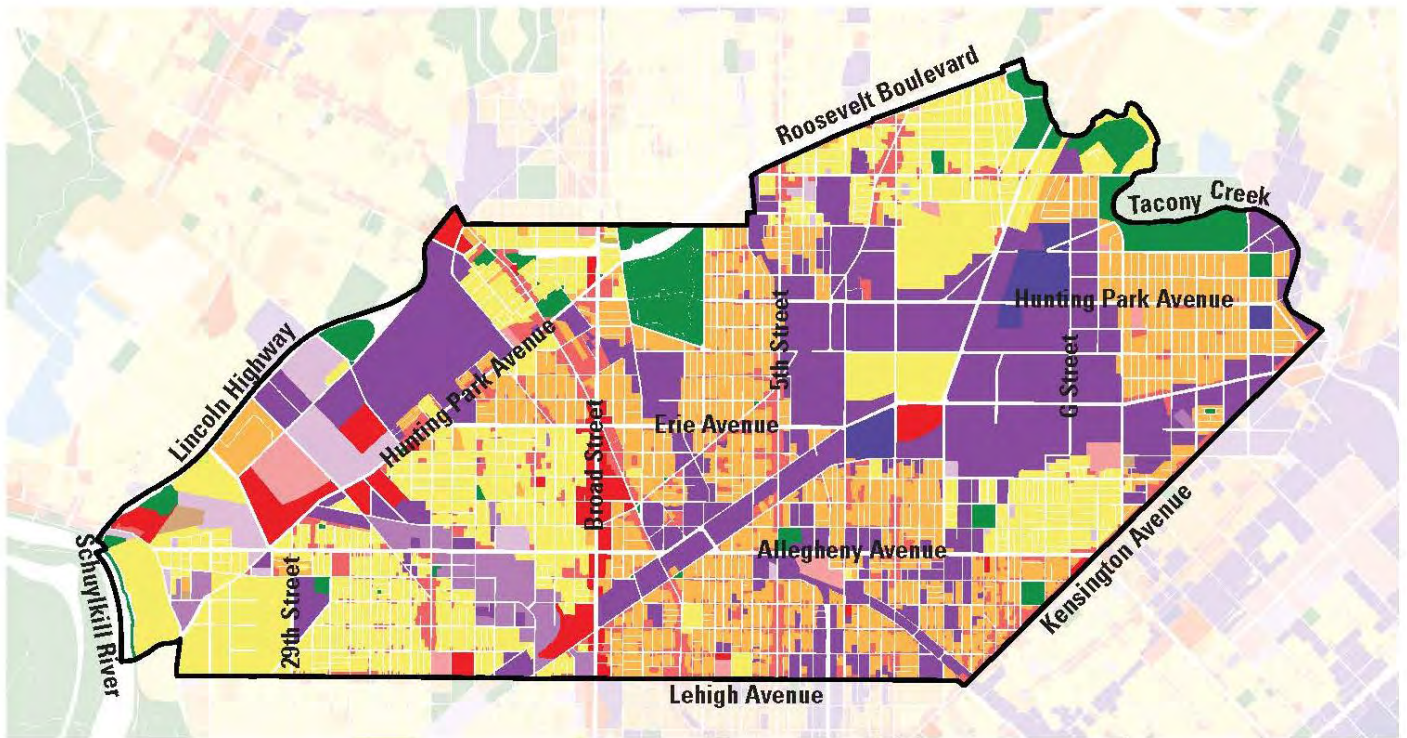


Figure 3 Zoning Map of North District

The North district is zoned predominantly for residential use, with residential zoning categories making up 44.39% of land in the district. The majority of the residential zoning (19.2% of the total district area, 43.26% of the total district area zoned residential) is zoned RM-1, a multi-family district. This zoning predominates the middle of the district in the Hunting Park, East Tioga, West Fairhill, St. Hugh, and Juniata Park neighborhoods. Most of the remaining residential zoning is either RSA-3 or RSA-5, single family zoning classifications, and is located west of Broad Street or along the border of the district in Feltonville and parts of Harrowgate.

Commercial zoning makes up 34.96% of the land area in the district. Almost half, 45.68%, of the commercial zoned land is CMX-2, a district that is intended for neighborhood serving retail and service uses. Its intended use is reflected in the zoning map as CMX-2 is scattered throughout the district in clusters within residential neighborhoods such as Fairhill, West Fairhill and Juniata Park. However, it is the zoning classification that is used along some of the existing commercial corridors such as Germantown Avenue and 5th Street. It will be worthwhile during the district plan process to examine the zoning along these commercial corridors, as well as others, to identify if a more appropriate zoning classification should be recommended to increase their economic opportunity and overall health as a corridor.

More than three quarters, 79.82%, of industrially zoned land in the district is zoned I-2, medium industrial. In relation to the district as a whole, 38.01% of the total land area of the district is indicated for industrial uses and 30.34% of the total district is zoned I-2. The industrially zoned areas which are not I-2 mostly lay west of Broad Street. The industrial land that runs along both SEPTA Regional Rail lines is zoned I-1, light industrial. There are also parcels along the western edge of the district, some of which is Baker's Square, which is zoned ICMX, an industrial and commercial mixed-use zoning district.

Special purpose districts, consisting of recreational zoning, represent 6.02% of the district.

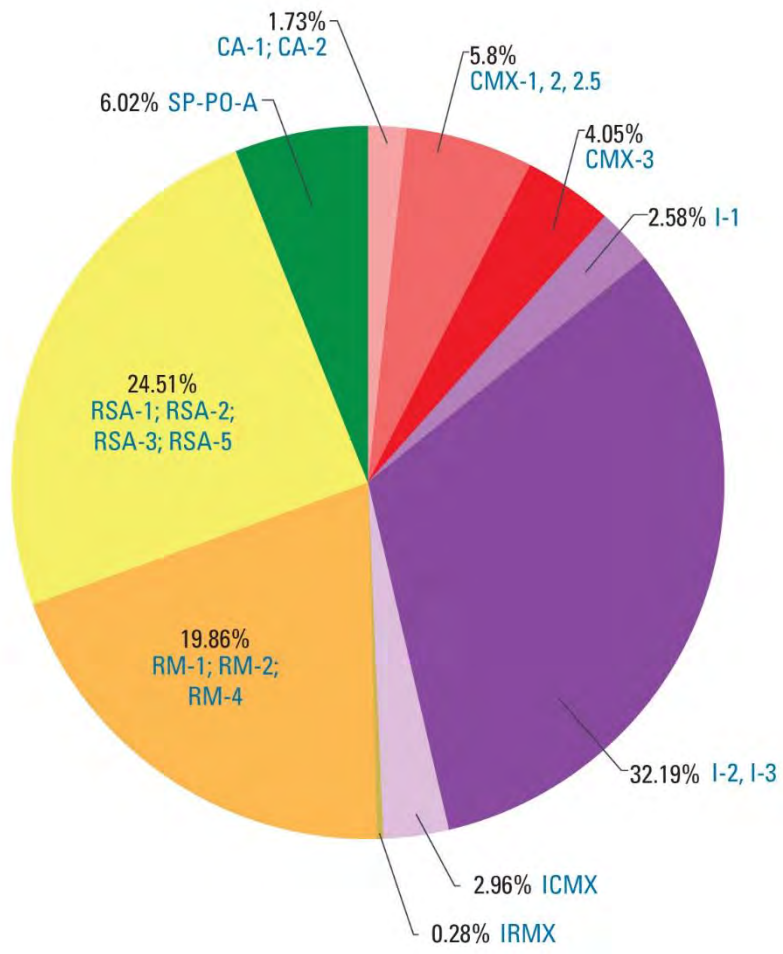


Figure 4 Existing Zoning in the North District by percentage

Existing Zoning by Acreage		
Zoning District	Total Acres per District	Percent Total Acres
CA-1	5.35	0.13%
CA-2	65.15	1.60%
CMX-1	12.02	0.30%
CMX-2	215.11	5.29%
CMX-2.5	8.62	0.21%
CMX-3	164.64	4.05%
I-1	104.97	2.58%
I-2	1233.55	30.34%
I-3	75.22	1.85%
ICMX	120.49	2.96%
IRMX	11.19	0.28%
Total Industrial & Commercial	2,005.31	49.31%
RM-1	780.88	19.20%
RM-2	26.36	0.65%
RM-4	0.39	0.01%
RSA-1	7.52	0.19%
RSA-2	153.47	3.77%
RSA-3	222.45	5.47%
RSA-5	613.10	15.08%
RTA-1	0.80	0.02%
Total Residential	1804.99	44.39%
SP-PO-A	244.96	6.02%
Total Special Purpose	244.96	6.02%
Grand Total	4066.27	100.00%

Zoning & Land Use Inconsistencies

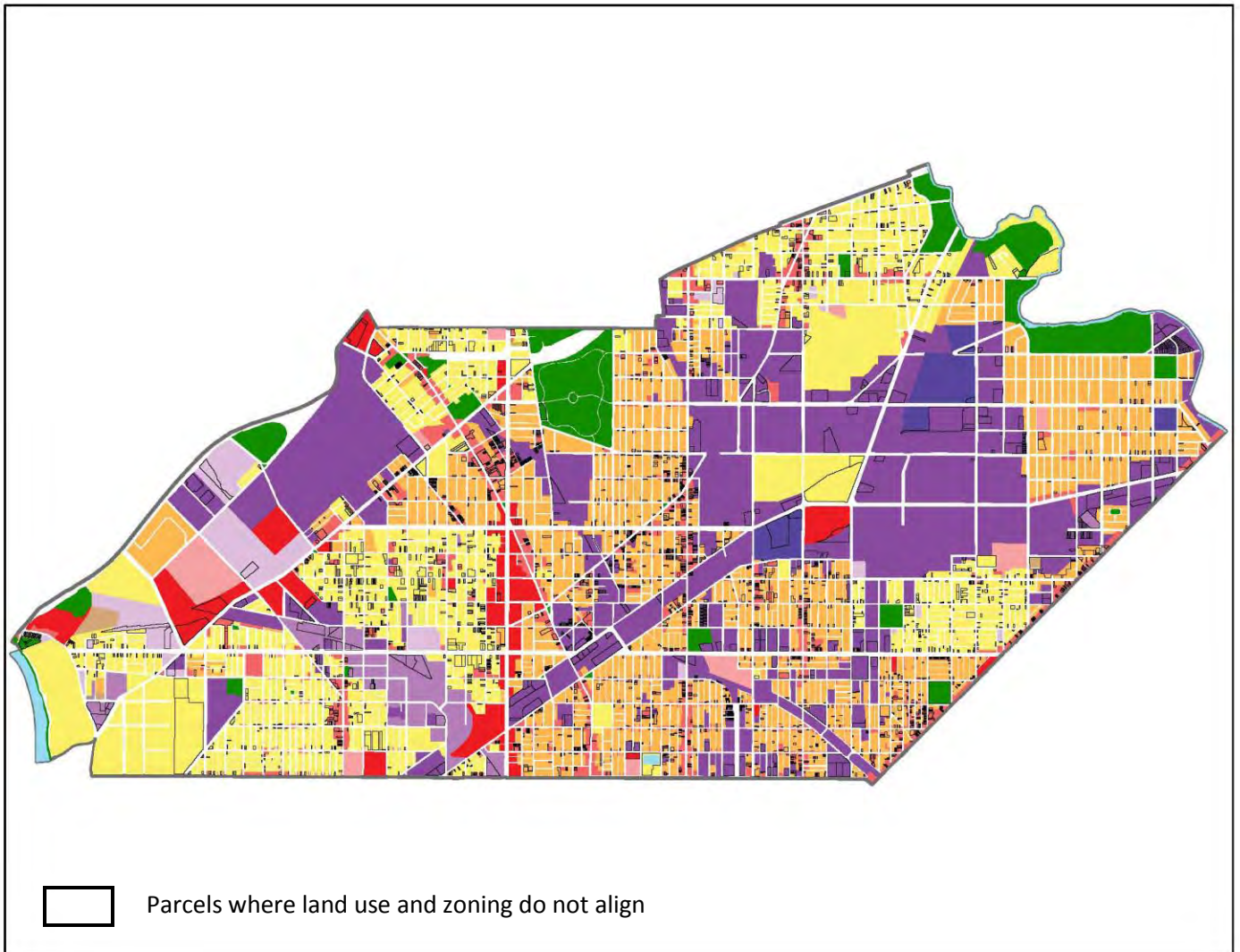


Figure 5 The highlighted parcels are those where the current land use conflicts with the underlying base zoning

On the above map, the parcels whose current land use is inconsistent with their base zoning are highlighted. 476.39 acres of land, making up 11.72% of the land in the district, currently host land uses inconsistent with the underlying base zoning, an extremely high percentage compared to the city as a whole.

The largest portion of all of the acreage that has a land use that is inconsistent with the zoning, by far, is on properties that are zoned I-2 but used for a different purpose. 37.91% of the acreage that is being used in a way that is inconsistent with its zoning is zoned I-2. This is particularly predominate in East Hunting Park and along the Northeast Rail Corridor. Many of these properties have been converted to a religious use, while others are being used for parking or commercially.

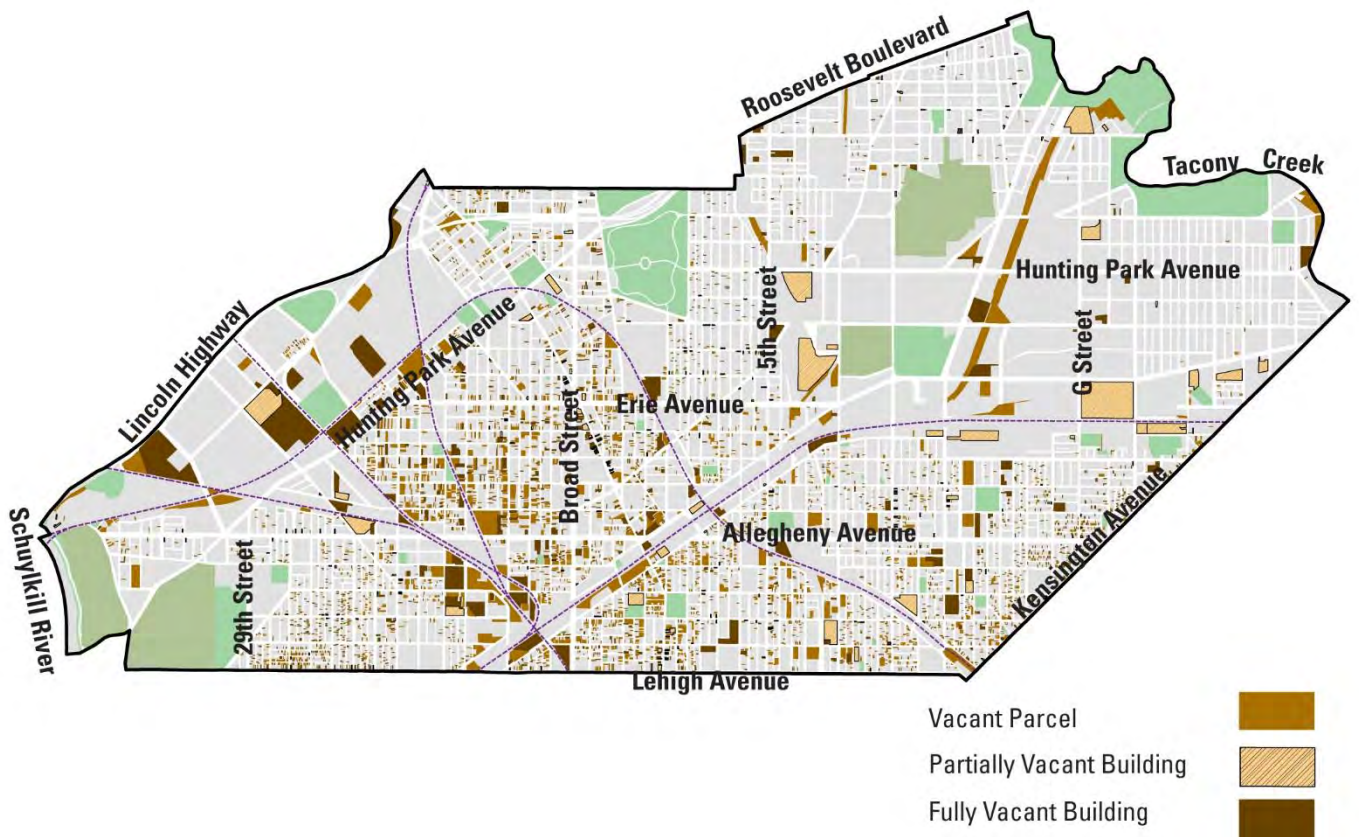
Almost 15% of the all of the land that has an inconsistent zoning and land use is zoned RSA-3. There are two pockets of RSA-3 zoning in the district- one in Feltonville and a larger one in Tioga. In Feltonville, many of the inconsistent properties now have a commercial component or are structures that are not semi-detached. Similarly, in Tioga many of the inconsistent properties are in structures that are not semi-detached. There are also some that have been converted to multi-family.

There is also a large percentage of land, 13.93%, which is zoned CMX-2 and has an inconsistent land use. These properties are scattered throughout the North District but there are small clusters along 5th Street and in Fairhill in the southeast corner of the district. Along 5th Street, particularly between Tioga Street and Luzerne Street, the majority of the CMX-2 properties are currently being used residentially. It is also the case in Fairhill that commercially zoned properties are being used residentially.

There is an important inconsistency between the zoning and the land use in the North District that is not apparent in the map above and should be taken into consideration. Much of the residential zoning in the district is RM-1, which permits multi-family housing. While it allows multi-family housing, lower density housing, single family housing, is legally permitted in RM-1. Therefore, if a property is zoned RM-1 but is being used as single family housing, it will not appear as inconsistent on the map. This is the case for most of the North district- areas that are zoned for multi-family housing are being used as single family housing. While this is not technically inconsistent, further discussion is needed to identify the appropriate land use in these residential neighborhoods to determine if the current zoning should remain.

VACANT LAND & STRUCTURES

Goal: Manage and reduce vacancy



Vacant Land

The North District contains 240.52 acres of vacant land, 6% of the total land in the district. Vacant land is present in practically every neighborhood in the district although there are clear clusters of vacancy, such as along rail lines and along Rising Sun Avenue. While 44% of the vacant land is zoned industrially, 45% of the vacant land is zoned residentially, both multi and single-family zoning classifications. There is more vacancy below Erie Avenue in the lower half of the district but as the majority of the residential areas within the district are in the southern half of the district that is to be expected. On some blocks, there are individual vacant lots however there are clusters of vacant lots, in

some instances both sides of a street may be almost completely vacant. That situation is mostly found in the Tioga and West Fairhill Neighborhoods.

Vacant Structures

The North District contains 2,104 fully vacant structures and 288 partially vacant buildings, consisting of 0.05% of the buildings in the district. The vast majority of the vacant structures, 3.26%, including both those that are fully and partially vacant, are residential. Almost 1% of the fully and partially vacant structures are commercial and the remaining fully and partially vacant structures, those that are industrial, civic or institutional, transportation or cultural or recreational make up less than half a percent of the remaining buildings in the district. While there may be a lot of vacant land in the district it is worth highlighting the structural vacancy is low, meaning that those buildings that are present are being occupied.

LAND SUITABILITY

Goal: Protect sensitive lands from overdevelopment

Floodplain and Steep Slope Areas

Tacony Creek Park contains the large majority of the extent of floodplains in the district, as well as a designated Steep Slope Protection Area. A Steep Slope Protection Area and the floodplain also impact the southwestern corner of the district on the Fairmount Park land. Due to the land's protected nature as part of the Fairmount Park system, these constraints have little bearing on development suitability.

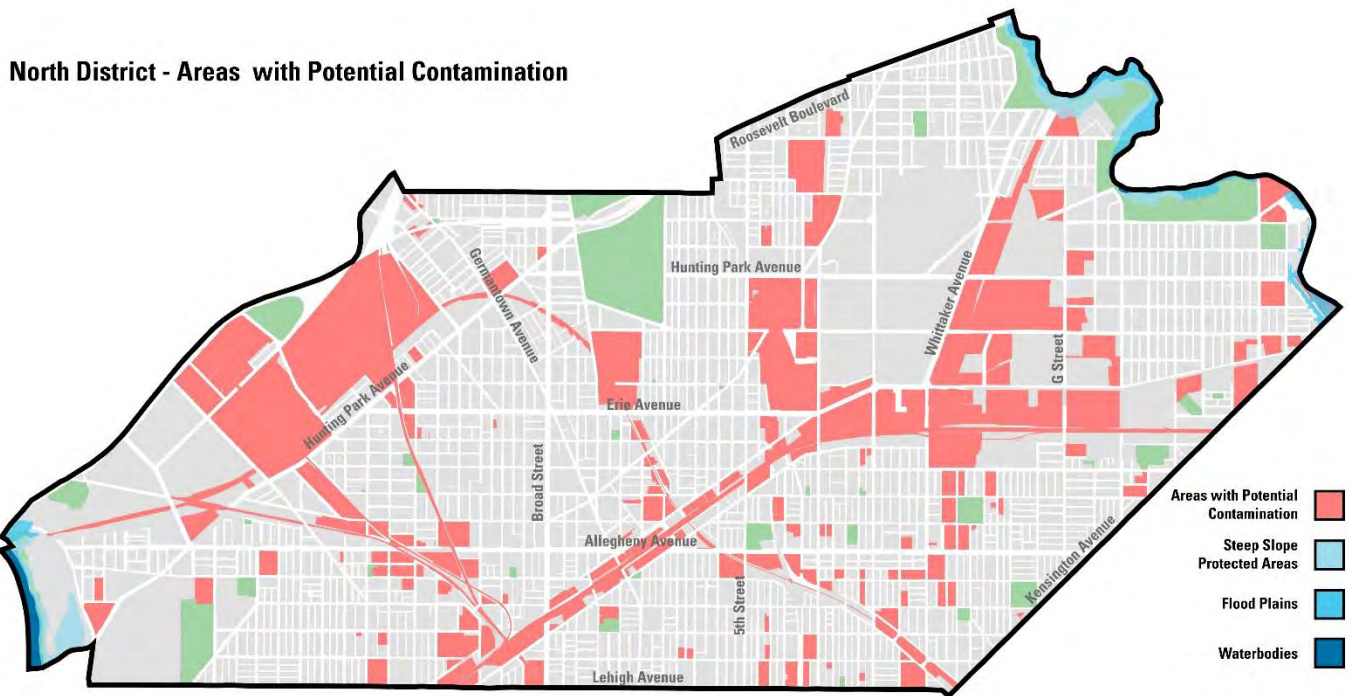


Figure 6 Summary Map of land suitability constraints in the Upper North District

Brownfields

Land that has been identified as potentially environmentally contaminated lies mostly along the existing railroad tracks and industrially zoned and used land. There are two main clusters of potentially contaminated land located within the District. The first is located in the west portion of the District between Hunting Park Avenue and Roosevelt Boulevard. This area currently contains both industrial and transportation uses. The second cluster follows the Northeast Rail Corridor beginning at the base of the district along Lehigh Avenue and then up into the Hunting Park industrial areas. These properties reflect both the industrial past of this area as well its current industrial users. This identification is no guarantee that contamination is present, but it is likely that investigation is necessary before there can be a change of use and/or site redevelopment. This is likewise true for many smaller sites throughout the district, such as dry cleaners, gas stations, and other small businesses that handle potential land contaminants.

RECOMMENDED FOLLOWUP

- Further study the potential for brownfield contamination of industrial and ex-industrial lands along railroad corridors and industrial clusters in the district
- Pursue zoning remapping to define, preserve, and strengthen neighborhood commercial corridors, steer future use of industrial lands and appropriately zone residential neighborhoods
- Pursue corrective zoning changes to protect the current built environment of intact residential neighborhoods and accurately reflect current land use where changes are not recommended
- Study potential solutions to residential vacancy in the district and the reuse of iconic structures

TRANSPORTATION – Overview

Philadelphia2035 Citywide Vision Goal: Improve transportation safety, efficiency, and convenience.

The North District is well served by many forms of transportation, although there are many opportunities for improvement. It has excellent mass transit options, with SEPTA service on subway, bus, and regional rail, access to Roosevelt Boulevard, a sidewalk network with some notable gaps, a bicycle network that was installed on roads with ample space to accommodate lanes and freight railroad.

There are some connectivity issues caused by the development patterns of the district. Railroad corridors cut through the district leading to neighborhoods that abruptly end with limited connections to other sections of the district. The bicycle network provides multiple east-west connections but provide almost no north-south connections, which leads to limited bicycle commute mode share because the network does not connect well to centers of economic activity. Access to vehicles dictates commute mode, as areas with limited vehicle ownership rely on public transit while areas with higher vehicle ownership have a higher reliance on cars. This also is evident in the breakdown of where district residents travel to work, as there is less employment in the central business district and within the district itself than there is in the outlying areas, notably Northeast Philadelphia and Montgomery and Bucks counties. Lastly, the regional rail network in the North District is underused even though it provides direct connections to both the central core and for reverse commuters in suburbs. However, the current fare structure does not boost ridership because of its higher cost per ride and ample alternatives exist in the form of subway and bus routes. This could be addressed by transit-oriented development in the vicinity of both regional rail stations and could easily be argued as well at Broad St and Market Frankford line stations.

One major obstacle to address is the number of crashes occurring throughout the district. Crashes have not decreased over the past five years even with higher attention to the issue. An opportunity exists to address high speeds, lighting issues, and poor intersection configuration in an effort to make the street a safer place for all modes, but especially for the most vulnerable users: pedestrians, bicyclists, children, families, and seniors.

Transit

Key Census data related to auto ownership and work commute modes in the North District are summarized in the following table, and are compared to citywide averages. Auto ownership in the District, as well as commute to work via car is lower than the City average. While use of public transportation is significantly higher, walking and biking are significantly lower.

	Citywide	North District
Percent of Households without Vehicles	33%	46%

No. of Vehicles Available per Household	0.97	0.72 (total cars: 33,326; total households 46,454)
Means of Transportation to Work		
Automobile	59%	54.68% 81% of those drove alone
Public Transportation	26.5%	35.93% 83.7% of those took a bus 3.6% of those took Regional Rail 12.7% of those took the subway
Bicycle	2%	0.32% Only four tracts reported bicycle commuters
Walk	8.5%	5.4%
All Other	4%	3.67%

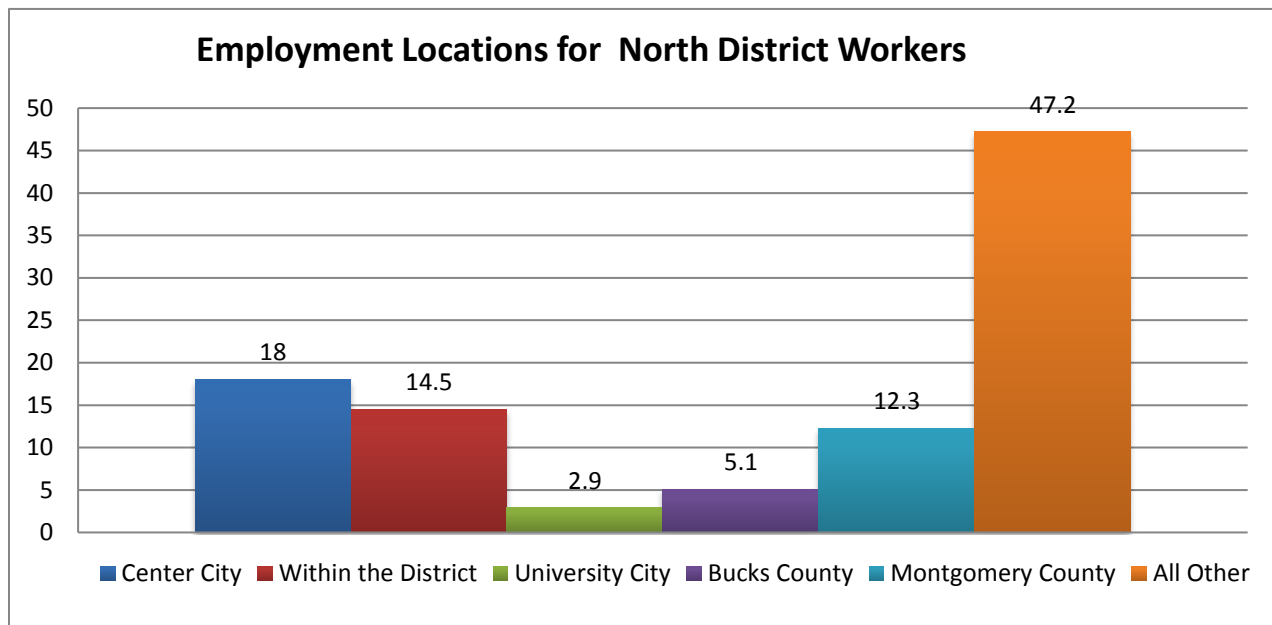
Source: U.S. Census Bureau, 2010-2014 American Community Survey

Over a third of all North District commuters take transit to work. This is higher than the city-wide average. However it is somewhat low compared to North District households without vehicle access. Almost half of all North District households have no vehicle access. Driving to work and household vehicle access seem to be closely tied; percentages between these two factors closely mirror each other. Those tracts with low car ownership have low rates of driving to work while those with more access have higher driving commute rates. This seems to transcend proximity to high-frequency transit stations.

Transit commute mode share is highest along tracts near Broad Street. The majority of transit commuters (as is typical for Philadelphia) take the bus as their primary mode. Some tracts report that 100% of transit commuters take buses to work. Those tracts are further from the Market-Frankford Line (MFL) and Broad Street Lines (BSL) and include areas of the Swampoodle, Fairhill, and Juniata Park neighborhoods.

Despite that both the MFL and BSL directly serve the North District, no tract reported that a majority of transit commuters take a subway or elevated train to work. Predictably, the tracts with the highest MFL/BSL mode share are adjacent to those lines. A somewhat surprising finding is the extremely low, almost non-existent, regional rail commute mode. Several tracts with regional rail stations located within them reported zero Regional Rail commuters, likely due to the less ideal SEPTA fare structure and schedule frequency for regional rail.

The Bureau of Labor Statistics' "On the Map" application shows workers living within the district have employment concentrations in Center City (18%), within the District (14.5%), Montgomery County, particularly Eastern Montgomery County and the King of Prussia area, (12.3%), and Bucks County with a concentration in Lower Bucks (5.1%). 62.6 % of workers are employed in the City of Philadelphia.



Center City (19107, 19103, 19102, 19106, 19130, 19123), University City (19104), within the district (19124, 19129, 19134, 19140, 19133, 19132), Bucks & Montgomery Counties (all ZIPs)

KEY TRANSIT ISSUES & MAJOR OPPORTUNITIES

Many of the key issues are also major opportunities in the North District. Following each of these topics is a discussion of items or concepts for follow-up.

- Roosevelt Boulevard Efforts:
 - Bus Rapid Transit “Light” on the Boulevard, future “up-modes” to-be-determined
 - Pedestrian Safety & Bicycle Access
 - Better organized traffic flow
 - Multi-modal supportive development
- Better multi-modal access to Regional Rail stations
 - Sidewalk connections, safe crossings, bike infrastructure, coordinated bus service & transit supportive development
- Regional Rail Operations
 - Multiple commuter rail lines in the district have long-term potential for new operational configurations that would allow more flexibility in operation and service and potentially avoid conflicts with Amtrak service.
 - There is no centralized regional rail station that provides access to the multiple lines that traverse the District. Individual stations provide access to the Manayunk-Norristown, Chestnut Hill West, Glenside Combined, Chestnut Hill East, Fox Chase, and Trenton Lines. Many of these stations are primarily used for reverse commuters and provide job access to multiple suburban employment centers. A change to the fare structure to find parity between regional rail tickets or passes with transit (bus, trolley, subway) fares would lead to improved ridership at regional rail stations in the North district.

- Improved pedestrian safety measures should be taken along Broad Street particularly around Broad Street Line Stations, especially at Broad & Erie.

TRANSPORTATION (SPECIFIC TOPICS)

Transit

Goal: Increase the use of transit to reduce environmental impacts and travel time

Regional Rail

There are four regional rail stations in the North District Plan study area: two North Philadelphia Stations one on the Chestnut Hill West Line and one on the Trenton Line (they are analyzed as one station below), Allegheny Station on the Manayunk-Norristown Line, and Wayne Junction which is served by the Glenside Combined, Fox Chase, and Chestnut Hill East Lines.

Just south of the North District boundary is the North Broad Station which is served by the Lansdale-Doylestown and the Manayunk-Norristown Line.

All demographic numbers for regional rail are from 2010.

North Philadelphia Regional Rail Station – Chestnut Hill West & Trenton Lines (also Amtrak)

- Ridership: (total weekday boards)
 - 2015 daily weekday riders: 34 (CHW), 208 (Trenton)
 - 2013 daily weekday riders: 24 (CHW), 160 (Trenton)
 - 2011 daily weekday riders: 32 (CHW), 179 (Trenton)
- Approximate Percentage Reverse Commuters: 93%
- Demographics:
 - Residents within a ½ mile: 3,740
 - Workers over 16: 1,616
 - Jobs within a ½ mile: 619
 - % of residents within a ½ mile that commute using transportation alternatives: 10.95%
- ADA Access: No
- Ticket Office: No
- Bus Connections: None, though the station is close to the Broad Street Line
- Parking: There are 100 surface parking spaces, 5% utilized. The station parking lot is zoned “CA-1 auto-oriented commercial
- Bike Parking: There is no available bicycle parking at this station

Planned Improvements: Developers have shown interest with a variety of concepts for mixed-use projects on Amtrak owned parcels adjacent to this station.

Land Use: West Glenwood Avenue to the south and Broad Street to the east are auto-centric commercial streets. Areas immediately to the west and north of the station are commercial/industrial, though areas

a bit further from the station are residential (attached single-family homes). The sidewalk network is relatively connected.

Allegheny Regional Rail Station – Manayunk/Norristown Line

- Ridership: (total weekday boards)
 - 2015 daily weekday riders: 98
 - 2013 daily weekday riders: 76
 - 2011 daily weekday riders: 74
- Approximate Percentage Reverse Commuters: 72%
- Demographics:
 - Residents within a ½ mile: 13,123
 - Workers over 16: 3,932
 - Jobs within a ½ mile: 1,370
 - % of residents within a ½ mile that commute using transportation alternatives: 53.49%
- ADA Access: Yes
- Ticket Office: No
- Bus Connections: Bus routes 33 and 60
- Parking: There is no available parking at this station.
- Bike Parking: There is no available bicycle parking at this station

Planned Improvements: None at this time, though residents have voiced interest in moving the station closer to the industrial area. This has not recently been studied in depth nor has SEPTA considered the move.

Land Use: West Allegheny Avenue to the south of the station is a largely commercial street, with many underutilized lots. Areas to the north and east of the station are residential, with a mix of stand-alone and rowhomes. Sidewalks connect the station to the community in all directions, and bike lanes run each direction on West Allegheny Avenue.

Wayne Junction Regional Rail Station

- Ridership: (total weekday boards)
 - 2015 daily weekday riders: 514
 - 2013 daily weekday riders: 527
 - 2011 daily weekday riders: 264
- Approximate Percentage Reverse Commuters: 35%
- Demographics:
 - Residents within a ½ mile: 11,344
 - Workers over 16: 3,998
 - Jobs within a ½ mile: 693
 - % of residents within a ½ mile that commute using transportation alternatives: 45.13%
- ADA Access: Yes
- Ticket Office: Yes

- Bus Connections: Bus routes 2, 23 & 53, Trackless Trolley 75
- Parking: There is no available parking at this station.
- Bike Parking: There is no available bicycle parking at this station.

Planned Improvements: SEPTA recently completed a \$31.5 million modernization project of Wayne Junction (Winter 2015). This included rehabilitation of the historic station buildings; ADA compliance including elevators, ramps and high-level platforms; upgrading power, signal and track infrastructure; restoring passenger tunnels and stairways; and improving passenger amenities including signage, lighting, the Audio Visual Public Announcement (AVPA) system; and new HVAC systems, shelters, canopies and benches.

Land Use: Immediately adjacent properties were remapped CMX -3; medium density commercial mixed use. This zoning is intended to promote mixed-use development near the station and adaptive reuse of industrial properties. Industrial properties lie to the north of the station (Germantown neighborhood) and residential rowhome with some commercial properties lie to the south (Nicetown Neighborhood). Nearby new construction includes Nicetown Court I & II, which are transit-oriented, multi-family properties.

North Broad Regional Rail Station – Manayunk/Norristown & Lansdale/Doylestown Lines

- Ridership: (total weekday boards)
 - 2015 daily weekday riders: Total: 169
58(Lansdale/Doylestown), 111 (Manayunk/Norristown)
 - 2013 daily weekday riders: Total: 103
48 (Lansdale/Doylestown), 55 (Manayunk/Norristown)
 - 2011 daily weekday riders: Total: 135
45 (Lansdale/Doylestown), 90 (Manayunk/Norristown)
- Approximate Percentage Reverse Commuters: 90%
- Demographics:
 - Residents within a ½ mile: 6,269
 - Workers over 16: 2,315
 - Jobs within a ½ mile: 2,778
 - % of residents within a ½ mile that commute using transportation alternatives: 26.89%
- ADA Access: Yes
- Ticket Office: No
- Bus Connections: Bus routes 4, 16, and 54. Also easily accessible by the Broad Street Line
- Parking: There is no available parking at this station.
- Bike Parking: There are two “U” racks directly outside of the entrance on North Broad Street

Planned Improvements: None at this time

Land Use: North Broad Street is an auto-centric, commercial street with a school and multiple community and religious centers. Sidewalks are relatively complete along Broad Street (although multiple cars are

often parked on the sidewalk to the south of the station), with a wide zebra-striped crosswalk connecting the station to the Broad Street Line on the other side of West Lehigh Avenue. Bike lanes on West Lehigh Avenue are not complemented by any type of bike infrastructure on Broad Street.

Broad Street Line

The main trunk of the Broad Street Line (BSL) was opened in 1928 (Olney to City Hall). There are four BSL stations in the North District Plan study area: Hunting Park, Erie, Allegheny, and North Philadelphia.

The presence of the BSL enables the surrounding neighborhoods to live in densely developed neighborhoods without significant need for personal automobile ownership. Employment centers such as Center City, University City, Temple University, and Temple Hospital can be reached quickly using the either the BSL only or in combination with a free transfer to the Market-Frankford Line (MFL) or Trolleys at City Hall Station.

For fiscal year 2015, the average weekday ridership for the BSL was 102,275. It is the second most highly used line in SEPTA's system behind only the MFL. The four stops on the Broad Street Line total almost 19,000 average daily weekday boards with Erie Station seeing over 40% of that total. Express service, Broad-Ridge Spur service and Sport Express Service are available at Erie Station. Allegheny Station also has Broad Ridge Spur service. Hunting Park and North Philadelphia Stations only have local service. Allegheny and North Philadelphia Stations are ADA accessible.

Service frequency, or headways, are every close as every 3 to 6 minutes during rush hour weekdays, every 10 to 12 minutes off-peak weekdays, 15 minutes or less on Saturdays and Sundays, and 20 minute headways during 24 hour late night service Fridays and Saturdays.

All demographic numbers for Broad Street Line are from 2010. There may be double counts in the census information because ½ mile radii for the stations overlap.

Hunting Park BSL Station

- Ridership:
 - 2015 Turnstile counts: Weekday, 2,953; Saturday, 2,003; Sunday, 1,562
 - 2013 Turnstile counts: Weekday, 2,893; Saturday, 1,843; Sunday, 1,419
 - 2009 Turnstile counts: Weekday, 2,847; Saturday, 1,904; Sunday, 1,412
- BSL Express Service: No
- Demographics:
 - Residents within a ½ mile: 11,923
 - Workers over 16: 3,944
 - Jobs within a ½ mile: 2,858
 - % of residents within a ½ mile that commute using transportation alternatives: 53.71%
- ADA Access: No
- Bus Connections: Bus routes 16, 53, BSO, and R

- Bike Parking: Yes, one “U” rack

Planned Improvements: None at this time

Land Use: Hunting Park Station is located within a small, low-density commercial area bordered on the north, west, and south, by residential use, and bordered by Hunting Park to the east. The station is located near the intersection of North Broad Street and West Hunting Park Avenue, and is only a block away from Roosevelt Avenue – all of which are wide, high-traffic roads.

Erie BSL Station

- Ridership:
 - 2015 Turnstile counts: Weekday, 7,861; Saturday, 4,008; Sunday, 2,947
 - 2013 Turnstile counts: Weekday, 7,730; Saturday, 3,893; Sunday, 2,746
 - 2009 Turnstile counts: Weekday, 7,533; Saturday, 3,901; Sunday, 2,667
- BSL Express Service: Yes
- Demographics:
 - Residents within a ½ mile: 13,926
 - Workers over 16: 3,950
 - Jobs within a ½ mile: 8,072
 - % of residents within a ½ mile that commute using transportation alternatives: 57.41%
- ADA Access: No
- Bus Connections: Bus routes 2, 16, 23, 53, 56, BSO, H, and XH
 - Bike Parking: Yes, four “U” racks

Planned Improvements: Planned ADA upgrade, including three elevators, new head-houses at street level, as well as improved signage, security, passenger amenities, and waterproofing. Construction is planned for 2018-2019.

Land Use: The surrounding area is a commercial hub, with stores lining North Broad Street, Germantown Avenue, and West Erie Avenue by the station. The areas a couple of blocks to the east and west of the station are residential.

Allegheny BSL Station

- Ridership:
 - 2015 Turnstile counts: Weekday, 3,844; Saturday, 2,037; Sunday, 1,637
 - 2013 Turnstile counts: Weekday, 3,870; Saturday, 1,998; Sunday, 1,541
 - 2009 Turnstile counts: Weekday, 3,840; Saturday, 1,999; Sunday, 1,516
- BSL Express Service: No
- Demographics:
 - Residents within a ½ mile: 10,523
 - Workers over 16: 3,196
 - Jobs within a ½ mile: 6,661

- % of residents within a ½ mile that commute using transportation alternatives: 63.07%
- ADA Access: No
- Bus Connections: Bus routes 4 and 16
- Bike Parking: Yes, one “U” rack

Planned Improvements: None at this time

Land Use: Temple University facilities and commercial establishments line North Broad Street to the north of the station. Land use to the south of the station is mixed residential and commercial.

North Philadelphia BSL Station

- Ridership:
 - 2015 Turnstile counts: Weekday, 4,356; Saturday, 2,513; Sunday, 2,021
 - 2013 Turnstile counts: Weekday, 4,458; Saturday, 2,469; Sunday, 1,900
 - 2009 Turnstile counts: Weekday, 3,694; Saturday, 2,193; Sunday, 1,646
- BSL Express Service: No
- Demographics:
 - Residents within a ½ mile: 11,929
 - Workers over 16: 3,685
 - Jobs within a ½ mile: 1,992
 - Percentage of residents within a ½ mile that use transit/bike/walk: 57.95%
- ADA Access: Yes
- Bus Connections: Bus routes 4, 16, 54
- Bike Parking: No

Planned Improvements: None at this time

Land Use: North Broad Street is an auto-centric, commercial street with a school and multiple community and religious centers. Sidewalks are relatively complete along Broad Street (although multiple cars are often parked on the sidewalk to the south of the station), with a wide zebra-striped crosswalk connecting the station to the Broad Street Regional Rail Station on the other side of West Lehigh Avenue. Bike lanes on West Lehigh Avenue are not complimented by any type of bike infrastructure on Broad Street.

Market-Frankford Line

The “Frankford Elevated” section of the Market Frankford Line (MFL) was opened in 1922 and renovated in a construction project that lasted from 1988 to 2003. There are four MFL stations in the North District Plan study area: Somerset, Allegheny, Tioga, and Erie-Torresdale. All the stations are fully ADA accessible.

Just like the BSL, the MFL enables the surrounding neighborhoods to live in densely developed neighborhoods without significant need for personal automobile ownership. Employment centers such as Center City, University City can be quickly reached in approximately 20 minutes or less from stations with the district.

For fiscal year 2015, the average weekday ridership for the MFL was 169,766. It is the highest used line in SEPTA's system. The four stations on the Market Frankford Line in the district account for over 13,000 daily passengers, most of whom board at Erie/Torresdale or Allegheny. The stations intersect with many SEPTA bus routes, facilitating easy transfers between modes.

There is no true express service on the MFL as it does not have multiple tracks like the BSL to provide such service; however, there is "skip-stop" service. During rush hour, some lower ridership stations are not served by every train. These stations have "A" or "B" stop designations.

Service frequency, or headways, are every close as every 4 minutes during rush hour weekdays, every 6 minutes off-peak weekdays, 10 minutes Saturdays and Sundays, and 20 minute headways during 24 hour service Fridays and Saturdays.

All demographic numbers for Market Frankford Line are from 2010. There may be double counts in the census information because ½ mile radii for the stations overlap.

Somerset MFL Station

- Ridership:
 - 2011 Turnstile counts: Weekday, 2,009; Saturday, 1,489; Sunday, 1,127
 - 2013 Turnstile counts: Weekday, 1,961; Saturday, 1,424; Sunday, 1,109
 - 2015 Turnstile counts: Weekday, 2,054; Saturday, 1,513; Sunday, 1,241
- Skip Stop Service: Yes, "B" Station
- Demographics:
 - Residents within a ½ mile: 18,739
 - Workers over 16: 8,382
 - Jobs within a ½ mile: 5,862
 - % of residents within a ½ mile that commute using transportation alternatives: 74.92%
- ADA Access: Yes
- Bus Connections: Bus routes 3, 54, and MFO
- Bike Parking: Yes, two "U" racks at the west exit on East Somerset Street.

Planned Improvements: None at this time

Land Use: South of the station is mostly industrial or vacant, while east and west is mostly residential, also interspersed with vacant lots. Businesses line high-traffic Kensington Avenue, where there is also a bike lane.

Allegheny MFL Station

- Ridership:
 - 2011 Turnstile counts: Weekday, 5,257; Saturday, 3,224; Sunday, 2,179
 - 2013 Turnstile counts: Weekday, 5,395; Saturday, 3,153; Sunday, 2,276
 - 2015 Turnstile counts: Weekday, 5,196; Saturday, 3,239; Sunday, 2,392
- Skip Stop Service: No
- Demographics:
 - Residents within a ½ mile: 24,001
 - Workers over 16: 5,731
 - Jobs within a ½ mile: 3,068
 - % of residents within a ½ mile that commute using transportation alternatives: 40.86%
- ADA Access: Yes
- Bus Connections: Bus Routes 3, 60, 89, and MFO
- Bike Parking: Yes, two “U” racks by the outbound entrance.

Planned Improvements: None at this time

Land Use: Kensington Avenue is lined with mixed residential and commercial land uses, while the surrounding areas are mostly residential (attached single-family homes) with industrial areas to the east.

Tioga MFL Station

- Ridership:
 - 2011 Turnstile counts: Weekday, 1,671; Saturday, 1,039; Sunday, 773
 - 2013 Turnstile counts: Weekday, 1,692; Saturday, 1,043; Sunday, 812
 - 2015 Turnstile counts: Weekday, 1,676; Saturday, 1,063; Sunday, 823
- Skip Stop Service: Yes, “A” Station
- Demographics:
 - Residents within a ½ mile: 16,948
 - Workers over 16: 4,720
 - Jobs within a ½ mile: 2,720
 - % of residents within a ½ mile that commute using transportation alternatives: 44.21%
- ADA Access: Yes
- Bus Connections: Bus Routes 3 and 89
- Bike Parking: Yes, two “U” racks

Planned Improvements: None at this time

Land Use: The station is bordered to the south by Harrowgate Park, and Scanlon Playground is half a block to the north. There is a small concentration of commercial areas along Kensington Avenue, with the rest of the surrounding area consisting of attached single family homes.

Erie-Torresdale MFL Station

- Ridership:
 - 2011 Turnstile counts: Weekday, 4,046; Saturday, 2,066; Sunday, 1,434
 - 2013 Turnstile counts: Weekday, 4,094; Saturday, 2,033; Sunday, 1,460
 - 2015 Turnstile counts: Weekday, 4,233; Saturday, 2,046; Sunday, 1,541
- Skip Stop Service: No
- Demographics:
 - Residents within a ½ mile: 11,453
 - Workers over 16: 3,278
 - Jobs within a ½ mile: 1,759
 - % of residents within a ½ mile that commute using transportation alternatives: 35.96%
- ADA Access: Yes
- Bus Connections: Bus routes 3 and 56
 - Bike Parking: Yes, two “U” racks on the south side of Torresdale Avenue

Planned Improvements: None at this time

Land Use: The immediate surrounding area is largely low-density commercial (much of which is dedicated to parking) as well as a school. A mix of industrial area and housing lies to the south of the station, while the north is mostly housing.

Surface Service and Operations

Twenty-two SEPTA bus and trackless trolley routes operate in the North District: 1, 2, 3, 4, 16, 23, 32, 33, 47, 48, 53, 54, 56, 57, 60, 61, 75, 89, H, J R, and XH.

Total Daily Bus and Trackless Trolley Activity in the North District

Bus Route	To/From	Total Activity in District (Boards + Alights)
1	Parx Casino to 54th & City	2,001
2	20th & Johnston to Wayne Junction or Pulaski & Hunting Park	2,945
3	33rd & Cecil B. Moore to Frankford Transportation Center	2,015
4	Broad & Pattison to Fern Rock Transportation Center	2,219
16	City Hall to Cheltenham & Ogontz	3,651
23	Center City to Chestnut Hill	10,867
32	Broad & Carpenter to Ridge & Lyceum	1,061
33	Penn's Landing to 23rd & Venango	9,192
47	Whitman Plaza to 5th & Godfrey	9,938
48	Front & Market to 27th & Allegheny	2,270
53	Wayne & Carpenter to Broad & Hunting Park/G & Hunting Park	4,623
54	Richmond & Cumberland to 33rd & Dauphin	6,204
56	23rd & Venango/Baker's Centre to Torresdale/Cottman	21,764
57	Whitman Plaza to Rising Sun & Olney/Fern Rock Transportation Center	5,210
60	35th & Allegheny to Richmond & Westmoreland	21,143
61	9th & Market to Manayunk	468
75	Wayne Junction to Arrott Transportation Center	3,802
89	Front & Dauphin to Arrott Transportation Center	1,873
H	Broad & Erie to Cheltenham & Ogontz	1,603
J	Chelten & Wissahickon to Richmond & Orthodox	65
R	Henry & Midvale/Wissahickon Transportation Center to Frankford Transportation Center	9,926
XH	Broad & Erie to Cheltenham & Ogontz	1,122
TOTAL BUS ACTIVITY		123,962

Many of these routes intersect with the Broad Street Line and Market Frankford Line. Overall, there are almost 124,000 combined boards and alights within the district. Some of the busiest routes in the district include two crosstown routes, the Route 56, which travels along Erie Avenue and the Route 60, which travels along Allegheny. Each route sees over 10,000 daily boards. The Routes 23, 33, 47, and R are nearly as busy.

Bus Facilities

There are two bus loops and one bus district/depot in the District:

- 35th & Allegheny Loop: This loop serves as the western terminus for Route 60. It was fully reconstructed in Spring 2016 and features a bus shelter and bicycle parking. Customers can walk one block west to connect to Ridge Avenue.

- 23^d & Venango: This loop serves as the terminus for Routes 33 and 56 and is a connecting stop on Routes 1 and R. It was reconstructed and made ADA compliant in 2015.
- Allegheny District: Allegheny District or Depot, one of SEPTA's five bus districts, is located between Allegheny Avenue and Clearfield Street between 26th and 27 Streets. The building covers the full square block and is fully utilized without room to accommodate additional buses or routes. The nature of the full lot coverage of the depot has led to employee parking issues in the neighborhood which is primarily single-family rowhouses.

SEPTA has explored use of the former Whittier Public Elementary School property, located directly south of the depot, to provide off-street employee parking. However, SEPTA has no need for the school building. Adaptive reuse of the school building would be greatly limited if the former schoolyard was used exclusively for SEPTA employee parking.

Routes assigned to Allegheny District/Depot are the 6, 9, 27, 33, 48, 54, 60, and 65. The building was renovated in 1986.



Freight

Philadelphia's North District is crisscrossed by several significant rail freight lines, including:

- Trenton Subdivision (CSX)
- Delair Branch
- Richmond Industrial Track

The CSX Trenton Subdivision is the major north-south rail freight line to traverse the Philadelphia region. All types of commodities are handled on this busy, interstate rail line. Other rail lines in the district offer critical connections. They include Conrail's Delair Branch which provides service to Camden and all of South Jersey and Conrail's Richmond Industrial Track which affords access to the Tioga Marine Terminal area along the Delaware River. The SEPTA Chestnut Hill West rail line had until recently accommodated some local freight activity.

The district is somewhat insulated from major highways. US 1 (i.e., the Roosevelt Boulevard), a major arterial with local and express lanes, forms the western edge of the district. I-95 runs in a north-south fashion just east of the district.

Two unique DVRPC-designated freight centers are located in the district. The Wayne Junction/Roberts Avenue Intermediate Freight Center at the western end of the district totals 369 acres in size and accounts for 1,106 jobs. Totalling 381 acres and 2,880 jobs, the Juniata/Castor Avenue Intermediate Freight Center occupies the center portion of the district (source of job estimates: National Establishment Time-Series (NETS) Database, 2012).

Retail and commercial establishments are located in various clusters in the District (e.g., along Broad Street and Hunting Park Avenue). In 2016, DVRPC created a *Philadelphia Delivery Handbook* which contains concepts and programs to better accommodate deliveries in the study areas.

Complete Streets Section

Supporting Materials

Map 1: Bicycle & Trail Network References Map

Complete Streets

Goal: Balance use of roadways to ensure safe and efficient travel by all modes.

The North District is a mix of industrial areas to the West and North and residential neighborhoods. There is defining feature of the street grid in the disruption of the street grid by the Amtrak Northeast Corridor line and three regional rail lines. There are large trail and park assets in the district, such as Hunting Park, Tacony Creek Trail, and the Schuylkill River Trail, but often no direct connection between neighborhoods and green features. There are several major

employment hubs in the district, including Temple and St. Christopher’s Hospitals and the industrial areas in East Falls and Hunting Park. The major roadways in the district include Roosevelt Boulevard, Broad Street, and Kensington, Lehigh, Erie and Hunting Park Avenues, The varying street types, traffic generators, and trail and park amenities bring up an array of bicycle and pedestrian safety considerations.

Crash Data

Crashes in North District between 2011-2015 (source: PennDOT)

Year	Crashes	Total Deaths	Major Injuries	Pedestrian Deaths	Bicycle Deaths
2011	1147	12	43	4	0
2012	1291	13	39	2	0
2013	1209	11	43	4	0
2014	1192	15	57	9	0
2015	1266	11	45	5	4
Total	6105	62	267	24	4

Crash corridors: Lehigh Ave, Roosevelt Blvd, Allegheny Ave, N. Broad Street, Hunting Park Ave, Whitaker Ave, Erie Ave, B St, 2nd St, 5th St, 17th St

Pedestrian Crash data

Pedestrian crashes with 24 deaths between 2011-2015 included 4 on Lehigh Ave (3 between American and Mascher), 5 on Broad St (3 at Erie), 2 at B & Ontario Streets, 2 at Germantown & Allegheny Ave (1 with 4 deaths), 2 at Allegheny Ave between 24th & 25th.

Sidewalk conditions

The 2012 Pedestrian & Bicycle Plan sidewalk inventory identified several gaps in the pedestrian network, including many park roads. Sidewalk condition is particularly important for students and employees at major schools and institutions, like Temple Hospital, St. Christopher’s Hospital, and in and around industrial areas. Because of the size of these land uses, there are limited routes for pedestrians to and around them.

The 2015 Pedestrian and Bicycle Plan Progress Report provides updated information on sidewalk conditions. Fairhill, Hunting Park, Tioga, and Allegheny West/Swampoodle have the highest levels of missing or very poor sidewalk segments within the district.

Pedestrian Safety & Network

Walking or bicycling to work is a limited commute option for most North District workers with the average walking and bicycle commute mode share lower than the citywide average. Some tracts report that no workers walk to jobs and no tract has more than a 15% walking mode share. The majority of census tracts reported zero bicycle commuters except for four tracts in the southern part of the district.

The variety of street types and adjacent land uses contributes to the inconsistent pedestrian conditions in the district. There are walkable commercial corridors with wide sidewalks, industrial arterials with narrow or no sidewalks, park roads with limited or no sidewalks, and low-volume neighborhood streets with dense development.

Issues to Address:

- Connections to Local and Regional Parks and Trails, in particular the Tacony Creek and Schuylkill River Trails
- Connections to Parks
- Pedestrian and Bicycle Facilities in industrial areas with high speed vehicular traffic
- Sidewalk Gaps
- North District has a north-south bicycle network gap – most significant in the city
- Potential to pair protected bicycle lane infrastructure with green infrastructure to address heat island effect.
- Lack of Street Grid Connectivity – rail road cuts, Parks, Cemeteries
- High Crash Locations
- Key new connections to the Existing Bicycle Network, SEPTA stops, and employment hubs

Bicycle Network

The bicycle network has over 20 miles of bicycle lanes in the district but lacks connectivity. This results in a much lower than average bicycle commute mode to work for district residents. The majority of the network was installed in the early 2000's where space was available in the roadway. There are several gaps in the existing bicycle network and many planned additions in both the near term and the longer-reaching vision.

Existing bicycle facilities include stretches of bicycle lanes on the following streets. As shown on Map 1, these facilities cross the district and connect many neighborhoods, institutions, and parks, but lack connectivity in key locations.

- Fox Street
- Allegheny Avenue
- Wyoming Avenue
- Lehigh Avenue

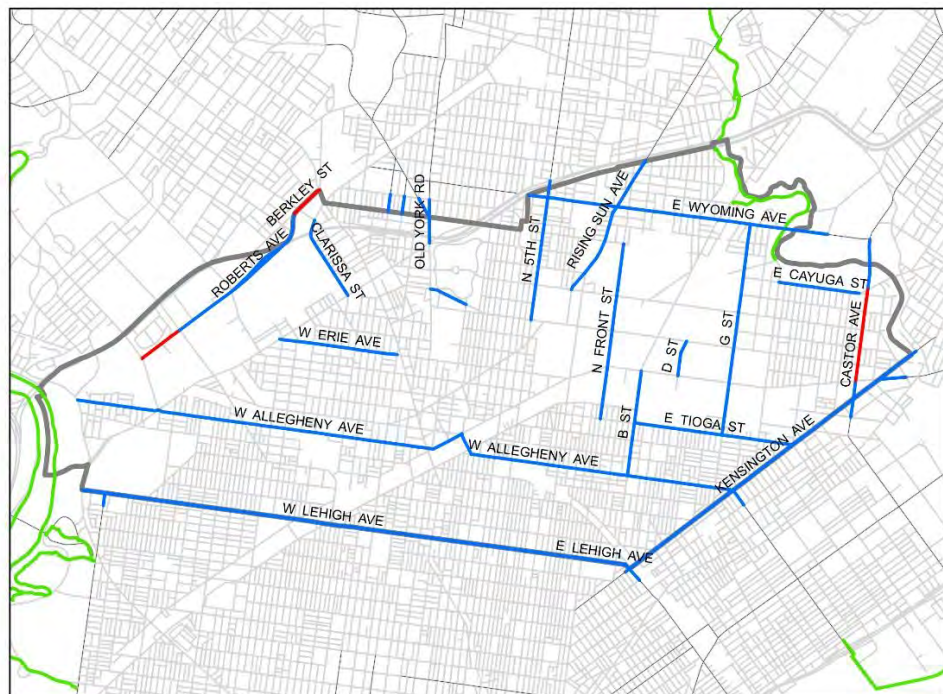
- Front Street
- Old York Road
- Cayuga Street
- N 5th Street
- Rising Sun Avenue

Legend

North District Bicycle Facilities

TYPE

- Conventional
- Sharrow
- Existing Trails
- City Wide Bike Network
- North District boundaries



New cycling facilities are installed along with resurfacing projects and as part of special projects. As part of the 2015 Pedestrian & Bicycle Plan Update, several areas in the district were identified to fill gaps in the bicycle network. The addition of these facilities will connect the those using the existing bicycle network to Tacony Creek Park and Trail, Fern Rock Transportation Center, and Wissahickon Creek Park, the Schuylkill River Trail, and Center City. Priority expansion corridors include:

- Erie Avenue
- Glenwood Avenue
- Whitaker Avenue
- Fox Street

Trails

There are limited major existing or proposed trail facilities in the district. There is a lack of linear green space and trail infrastructure in this area of the City.

Existing facilities include:

- Tacony Creek Trail – This Philadelphia Parks & Recreation Trail that connects from Montgomery County to the Juniata neighborhood, runs through Tacony Creek Park, a major Philadelphia watershed park, and forms the Northeast border of the district. The trail terminates at I & Ramona Streets at Ferko Playground.

Proposed facilities include:

- Frankford Creek Greenway – This trail will connect directly to the Tacony Creek Trail at I & Ramona and run to the Delaware River Waterfront to connect to the Port Richmond Trail. In the north district, the trail will likely include a sidepath facility on Cayuga and Wingohocking, an off-road trail adjacent to the Frankford Creek to Kensington Avenue.
- Roosevelt Boulevard Trail – As part of long range plans to revamp Roosevelt Boulevard for safety, there is a proposal for a sidepath or trail along the right-of-way to accommodate pedestrians and cyclists and connect neighborhoods, parks, and transit users. The plan is conceptual at this time, but will be developed along with the vision for the Boulevard in the next few years.
- The 2013 Philadelphia Trail Plan identified several former rail or utility corridors to provide linear green space and connect the district to the regional trail network, including the Fern Rock – American Trail and the Lehigh Viaduct Trail. These are in the conceptual planning stage at this point.

UTILITIES

Philadelphia2035 Citywide Vision Goal: Adapt utility services to changing technology and consumption patterns

SUMMARY OF EXISTING CONDITIONS

Within and adjoining the North District are a significant number of facilities that provide or support utility services and infrastructure maintenance services. This concentration arises from district's central location within the City as well as the district's topography, abundance of current and former railroad rights-of-way, and historically ample amount of industrially-zoned land. The locations and uses of the district's utility facilities have evolved, and will continue to evolve, in response to changes in technology, regulations, ownership, security requirements, and utility markets. Future decisions about utility sites, facilities, and services will have a direct impact on the district's economy and physical environment.

KEY ISSUES

Utility issues for the North district include:

- Utilities contend with regulatory requirements and limited budgets and as they work to maintain existing facilities in a state of good repair and to enhance service reliability and affordability with new technologies. Utilities are also partners in municipal and regional strategies to increase energy efficiency and the use alternate fuels to help mitigate and adapt to climate change.
- The District hosts many facilities devoted to the maintenance, repair, and dispatch of trucks and equipment for utility and infrastructure maintenance and repair. There is also at least one site (Burns, 4300 Rising Sun Avenue) that handles municipal solid (MSW) and construction and demolition(C&D) waste. Noise, dust, and fumes from these facilities and trucks can impact adjacent neighborhoods
- Most of the North District is in the combined sewer overflow (CSO) area of the Philadelphia Water Department (PWD). Impervious surfaces cover a large percentage of the district, and the district includes the headwaters of Schuylkill, Delaware, and Tacony-Frankford drain sheds identified as high priority for PWD and partnership initiatives to manage stormwater in order to decrease CSOs.
http://www.phillywatersheds.org/what_were_doing/documents_and_data/cso_long_term_control_plan
- Overhead and underground transmission lines place limitations on surface land uses. Several PECO/Exelon high-tension lines cross the district, and a petroleum distribution pipeline traverses the district to supply the Major Oil/Phillips 66 tank farm at 'G' and Hunting Park Avenue.
- The North District as a whole has trash diversion rates for recycling that are consistently below the citywide average. This constrains City efforts to save money by diverting solid waste from landfills.

MAJOR OPPORTUNITIES

The North District presents several opportunities related to utility infrastructure and services:

- With numerous utility and utility-related support facilities, the North District can play a role in putting Philadelphia on a path toward meeting Mayor Kenney’s goal of reducing carbon emissions 80 percent by the year 2050. (see *Greenworks: A Vision for a Sustainable Philadelphia*. www.phila.gov/green). Tie-ins may exist to the proposed, City energy master plan or campaign.
- PWD continues to identify ways to reduce main breaks and leaks, including a proposed increase in the number of miles of pipe replaced annually. PWD continues to identify partners and prioritize sites for green and traditional infrastructure to manage stormwater from the North District.
- Continued deployment by PECO/Exelon of ‘smart meter’ technology, and upgrades to transmission lines and transformers, can help residents and businesses reduce electricity usage and costs and improve service reliability.
- The North District’s large amount of flat land and roofing suggests new opportunities to increase the use of solar power.
- Some segments of electric transmission rights-of-way, many of which follow active or former rail lines, could be adapted for trail systems or other community resources.
- SEPTA’s proposed 8.8 megawatt, natural gas-fired combined heat and power (CHP) plant at Midvale in Hunting Park West could potentially produce steam or hot water to help power adjacent facilities.
- Utility facilities and infrastructure maintenance facilities can inform discussion about the protection of adequate amounts and locations of industrially-zoned land and truck-friendly highways.
- The district has potential for additional infrastructure or programming to boost recycling rates.
- The City’s recent franchise settlement with Comcast should provide more widely accessible and affordable broadband service to North District residents and businesses.

UTILITIES (SPECIFIC TOPICS)

Consumption, Capacity, and Condition

Citywide Goal: *Provide environmentally supportive, affordable, and reliable utility service to all customers*

PECO/Exelon, PWD, and PGW generally have capacity to meet forecasted service demands in the North District. These utilities have programs to upgrade distribution systems and encourage business and residential consumers to reduce consumption and save money.

PECO/Exelon

PECO/Exelon is responsible for electric distribution. One of its major support facilities, the Luzerne Service Center, is located in the Hunting Park East industrial district. In part due to the high demand for electricity needed during the district's industrial peak, PECO/Exelon also maintains several high-tension transmission lines through the North District as well as ten substations. All existing substations are expected to continue in service. PECO/Exelon performs regular preventive maintenance on its distribution assets as well as major upgrades to substation circuit breakers, switchgear, and transformers. Upgrades to a single facility can cost over ten million dollars.

PWD

The Philadelphia Water Department (PWD) operates a range of facilities in or adjoining the North District. These range from highly industrial facilities in Hunting Park West and Allegheny West to a campus-like laboratory in Juniata Park.

- Queen Lane Water Treatment Plant and Reservoir – Hunting Park West industrial district
- Field Office – N 29th and Cambria Streets (Allegheny West)
- Collection System Headquarters – Fox and Abbottsford (co-located with Fleet Shop) (HPW)
- 7th and Lehigh – pumping station and vacant, former reservoir
- Laboratory – Castor and Wyoming

PGW

The Philadelphia Gas Works (PGW) maintains a customer service center at 1337 W. Erie Avenue.

Pipeline

The Major Oil/Phillips 66 tank farm in the Hunting Park East industrial district is supplied by a petroleum pipeline that enters the district in the vicinity of Strawberry Mansion. No reported issues with this pipeline are known at this time.

Streets/Sanitation/Office of Fleet Management/PennDOT

Local highways, lighting, and traffic controls are maintained by the City's Streets Department. State highways are maintained by PennDOT. Solid waste is collected by the Sanitation Division of the City's Streets Department as well as private waste haulers and recyclers. The Office of Fleet Management (OFM) services City cars and trucks. USPS delivers mail. Infrastructure support facilities include:

- Streets – 4400 Whitaker Avenue yard – Hunting Park East industrial district
- Streets – Traffic Engineering – 'G' and Ramona - Hunting Park East industrial district
- Street's 4th Highway District facility at Wayne Junction, as noted in the Upper North district plan, is in a cramped location and the facilities are in relatively poor condition.
- PennDOT – The Commonwealth has a highway maintenance yard on Ruffner Street in the Hunting Park West industrial district.
- OFM – Shops 134 (Hunting Park East), 159 (Hunting Park East), and 233 (Hunting Park West)
- US Postal Service - USPS Vehicle Maintenance Facility, 4235 Clarissa Street (Hunting Park West)

SEPTA

The region's transit authority, while not primarily an energy, telecom, or waste management utility, has a significant infrastructure-support footprint in the North District and is actively engaged in energy generation, energy distribution, and environmental management. SEPTA facilities include:

- Berridge Shop – Hunting Park East industrial district
- Courtland Shop – Hunting Park East industrial district
- Roberts Shop – Hunting Park West industrial district
- Wayne Junction Shop – Hunting Park West industrial district
- Liberty Yard – Clarrisa Street – Hunting Park West industrial district
- Midvale Depot – Hunting Park West industrial district
- Proposed combined heat and power plant – Midvale – Hunting Park West industrial district
 - natural-gas fired power plant to provide electricity to SEPTA Regional Rail lines
- Allegheny Depot

(See also: *Municipal-Serving Facilities in Neighborhoods memo*)

Recommended Follow-Up

- Evaluate the future need for industrially-zoned land in the centrally-located North District to support anticipated operations of public and private establishments that provide utility services.
- Identify opportunities to repurpose surplus utility assets.
- Continue to explore, with PWD and partners, appropriate sites and strategies for green and traditional infrastructure to manage stormwater.
- Identify utility sites or rights of way where needed infrastructure upgrades may be combined with community benefits to enhance economic development, transportation, recreation and open space, and/or environmental performance.
- Explore ways for solid waste enterprises, regulators, and communities to spur improvements in residential recycling compliance and to mitigate impacts of waste management facilities on host neighborhoods.
- Apply evolving recommendations of Zero Waste Task Force to areas beset by short-dumping of tires and other debris.
- Engage district stakeholders to identify potential opportunities for cost-effective investments in the energy and water efficiency of district properties and buildings, perhaps in conjunction with City Administration and City Council collaboration on an energy master plan or campaign.
- Identify and address potential physical or funding barriers to improving broadband access for district households and businesses.

Open Space & Trails

Philadelphia2035 Citywide Vision Goal: Increase equitable access to our open space resources.

SUMMARY OF EXISTING CONDITIONS

The North District is home to dozens of identifiable, city-owned Philadelphia Parks and Recreation open space assets including neighborhood parks, recreation centers, and playgrounds. The district is also bounded by two nationally known watershed parks: Tacony Creek Park (which spans the northeast limits of the district) and East Fairmount Park (which borders the district to the south and west).

These recreational assets and open spaces range in size from less than an acre to over 300 acres (Tacony Creek Park, which spans multiple planning districts) and include a wide range of programming options, from golf to swimming pools and spray grounds. Most of the district's parks are small, neighborhood-serving squares and playgrounds and include youth related programming or athletic fields. Most are integrated within the city's street grid, while the larger watershed parks include passive open spaces which run parallel with Tacony Creek and the Schuylkill River. Additional open spaces are scattered throughout the district, including several large cemeteries.

KEY ISSUES

The following are the most important park, recreation, and trail issues that the North District will face over the next ten years:

- Maintenance, operation, and facilities identified as needing capital investment and programming.
- Gaps in walkable access to public open spaces (access between residential neighborhoods and public open spaces/recreation centers, typically inaccessible due to large blocks of industry, disconnected or poorly maintained sidewalks, or large expanses of railways)
- Feasibility of filling major gaps in Philadelphia's trail network and connecting to regional destinations, job centers, or other open spaces
- Parcel availability and funding opportunities for new open spaces or trails for underserved neighborhoods.

MAJOR OPPORTUNITIES

There are significant open space and trail development opportunities in the North District:

- Emphasize key trail or side path options as priorities within the Philadelphia Trail Master Plan (2012)
- Integrate public open spaces, agriculture, and/or trails into vacant or underutilized parcels (including legacy industrial sites)
- Integrate additional tree cover throughout the district, creating green streets or pollinator corridors as connections between existing open spaces assets
- Increase walkability and access between schools, commercial areas, and open space/recreation facilities by way of targeted bike and pedestrian infrastructure, wayfinding or interpretive signage, trails, and sidewalk improvements
- Selective improvements of major deficiencies in existing park and open space assets

- Incorporate new open space options or urban agriculture/community gardens in underserved neighborhoods

Parks and Recreation Centers

The North District is home to approximately 20 neighborhood/regional parks, playgrounds, squares, and six recreation centers. These public open spaces and facilities range in size from less than an acre, to slightly over 300 acres (Tacony Creek Park, which spans multiple planning districts and counties). The North District has minimal waterfront open space access, with just a small portion of the Schuylkill River and the Tacony Creek located within district boundaries. There are numerous youth and toddler playgrounds as well as some larger well known sport and athletic fields in the district. Additionally, Juniata Golf Club is one of the few public golf courses in Philadelphia County, which does have a unique regional draw. Most of the recreation centers, as well as neighborhood parks, range in condition and maintenance, but most have a list of priority upgrades and improvements which should be considered within the district plan. Several neighborhoods do lack recreation or open space assets including portions of the Tioga and Fernhill neighborhoods. Communities lacking open space facilities should look to implement additional open space amenities or provide walkable connections via trails, sidewalks or bicycle infrastructure to access existing outdoor amenities.

Major Parks

There are several highly used passive and active open spaces in the North District, including **Tacony Creek Park, Hunting Park, 29th and Chalmers Park, and Fernhill Park**. These major open spaces offer green and historic amenities for public enjoyment and programmed activities year round for youths, teens, adults, and seniors in the district and beyond. (See Map)

Tacony Creek Park is the largest watershed park (*Watershed Parks offer the widest range of activities on their expansive and connective acreage. These parks are typically measured in hundreds of acres, provide city and regional attractions and are organically organized around our creeks and rivers*). In the North District, Tacony Creek Park was first utilized as water resource for local mills and farms prior to 1900. In 1915, portions of the Tacony Creek green space were preserved by the City of Philadelphia as parkland in order to protect the health of the creek. Today, approximately half the park is made up of the Juniata Golf Course which first opened in 1927 and is located within the southern limits of the park. The other half of the park is made up of both meadows and forested areas with a 3.2 mile paved walking, running and bicycling trail. It is accessed by 10 neighborhood gateways including Olney, Lawncrest, Feltonville, Northwood, Juniata and Frankford.

The Tacony Creek Park does face several challenges moving forward including illegal dumping, illegal usage of ATVs and motorbikes, eroding streambanks, degraded aquatic and riparian habitat and poor water quality. The North District Plan should look to work with both state and city agencies to improve upon some of these ongoing urban watershed park challenges. Luckily several community groups including the Tookany/Tacony-Frankford (TTF) Watershed Partnership and Tacony Creek Park Keepers have active volunteers and programming focused on maintaining and restoring portions of the historic park. Additionally, several city agencies (including PPR and PWD), with several community groups have looked towards the future with restoration and maintenance plans including the *Tookany Creek Watershed Management Plan, the River Conservation Plan, and the TTF Act 167 Plan*. Portions of these plans are coming to fruition with stream bank restoration projects and invasive species removal work starting in 2017.

Lastly, it should be noted that the watershed park is a key bird migration layover open space, which should be highlighted in the plan as a regional attraction. Bird watching has the potential to draw more investment and activity to Tacony Creek Park and will encourage additional participation and volunteering in the efforts to restore natural habitats.

Hunting Park and Recreation Center is located to the northern limits of the district, but centrally located and encompasses over 10 acres of land. It is a community resource with dozens of programs for all ages. Hunting Park and Recreation Center has many facilities including a pool, a soccer field, four softball and baseball fields, a track, 10 tennis courts and eleven basketball courts. The park land was originally part of James Logan's Stenton Estate and still holds the Logan House which is started as an inn, but throughout most of the twentieth century served as a Fairmount Park Guard and Police Station. Logan was a colonial secretary to William Penn and was a founding trustee of the College of Philadelphia (predecessor of the University of Pennsylvania).

Hunting Park and Recreation Center has had recent investment through numerous sources that should be continued as a stepping stone moving forward into the North District Plan. "In 2009, the Fairmount Park Conservancy laid out a multimillion dollar Master Plan for the revitalization of Hunting Park. The plan proposed projects that would return the park to its former glory for a community that had long lacked access to safe recreational space, park amenities, and healthy, fresh food. The Conservancy recently completed Phase I of the revitalization of Hunting Park, investing \$4.5 million in capital projects and programs, including: stewardship organization (Hunting Park United), lighting, baseball fields, tennis courts, community garden and orchard, a weekly farmers market, two new playgrounds, 385 new trees, and Vick Field now home to 500 young athletes football, soccer and cheerleading programs. The improvements made at Hunting Park have already established it as a "green anchor" for the surrounding community and a model of public capital improvements through park revitalization efforts. Handball courts are in design as of fall, 2016 with construction expected in spring, 2017. Hunting Park improvements should include community support and insight from Hunting Park United which was founded in 2009 as part of the Master Plan initiative.

Major Recreation Facilities

There are six recreation facilities that serve the communities of the district and region, including McDevitt, Hunting Park (*see major parks section*), Rivera and Feltonville Recreation Centers. These centers have the highest number of programmed activities available within the North District.

McDevitt Recreation Center occupies 9.2 acres, and includes a batting cage, hockey court, two sports fields, two tennis courts and three ball fields. In 2014, McDevitt received nearly \$300,000 in upgrades to several facilities including a new playground and spray ground. With help from Councilman Curtis Jones Jr.'s office, the facility is now a major link between districts and communities including East Falls. Somewhat hidden and inaccessible due to surrounding uses, these new upgrades have the potential to help connect open space and recreational assets to an area surrounded by larger industrial parcels.

Rivera Recreation Center sits on 7 acres and includes a handball court, two ballfields, two basketball courts and two open sports fields. The recreation center also has indoor soccer facilities and a computer lab, which in 2012, worked with KEYSPOt to provide new computers and free Wi-Fi for local neighbors. The recreation center has also worked with Philadelphia's Parks and Recreation Department's Youth Urban Agriculture program providing a garden based program dating back to 2013. The project aimed to connect youths (6-12) with the natural world and help teach kids about garden critters, composting, stewardship and healthy eating.

Trails

Existing Trails

There are only a few significant linear trail assets in the North district. The largest trail in the district (at 3.2 miles) is the **Tacony Creek Trail**, which runs parallel with portions of both the Tacony and Frankford Creeks. The asphalt trail spans Tacony Creek Park in portions of the Upper North and North districts and is used both for recreation as well as educational exploration of natural habitats in the region. Access to this trail and watershed park are somewhat limited in several locations due to the lack of bicycle or pedestrian infrastructure in the area. Additionally, the Tacony Creek Park is only accessible from 10 locations (the park is over 300 acres) due to existing land uses, topography, or roadway/infrastructure conflicts. The Tacony Creek trail will soon have the opportunity to connect to a larger park network once the **Frankford Creek Greenway** is completed. This will allow for a linear connection from Montgomery County to the Delaware River in the Riverwards District.

The only other existing trail in the district is a small portion of the **Kelly Drive Trail**. Because most of the open space assets in the North district are within the localized neighborhood street grid, there are minimal long distance or connective trails for residents to utilize. The Kelly Drive Trail also has limited access from North District neighborhoods due to the vehicular nature of the surrounding area, as well as slope and topography changes. There is potential for larger connections into the neighborhood through several cemeteries including Mt. Peace Cemetery (off of W Lehigh Avenue) or Laurel Hill Cemetery.

It should be noted that **Hunting Park** does have a series of walking circuits, creating internalized trails for residents and near neighbors. Hunting Park is very accessible from south, east and west, and is a fantastic case study for both recreational and outdoor activities as well as community activism in the North District.

Proposed Trails

Due to the limited watershed parks and the street grid neighborhood contexts, there are very few proposed trails in the North District. But the trails that are proposed are vital in connecting the district to other parts of the city. Although the following proposed trails are categorized as “low priority,” the North district plan should look to recommend higher prioritization and implementation for these trails as highly beneficial assets to all of North Philadelphia.

The Fern Rock American Trail is a conceptual trail alignment along a former utility right-of-way. It would fill a clear gap in the trail network, as there is no direct north to south trail assets in the North District. The concept is to connect a wide utility right-of-way at American Street to the south with the Fern Rock Transportation Center to the north through several predominantly residential areas. There are several significant challenges to the alignment including property acquisition; existing uses, like parking and light industry, and roadway crossings. An opportunity on the alignment includes a direct connection to the Logan Triangle area which has recent zoning and development activity as well as the potential for a major public green space. Fern Rock Transportation Center is scheduled for pedestrian improvements through SEPTA’s long term planning and American Street is also in the midst of reconfiguration, complete with bicycle lanes and a more pedestrian friendly streetscape. This trail would span over three miles and is an integral part of *Philadelphia’s Trail Master Plan (2012)* as a north to south connection. This trail is very visionary and because of the larger hurdles this, trail scored low on the city’s priority trail improvements.

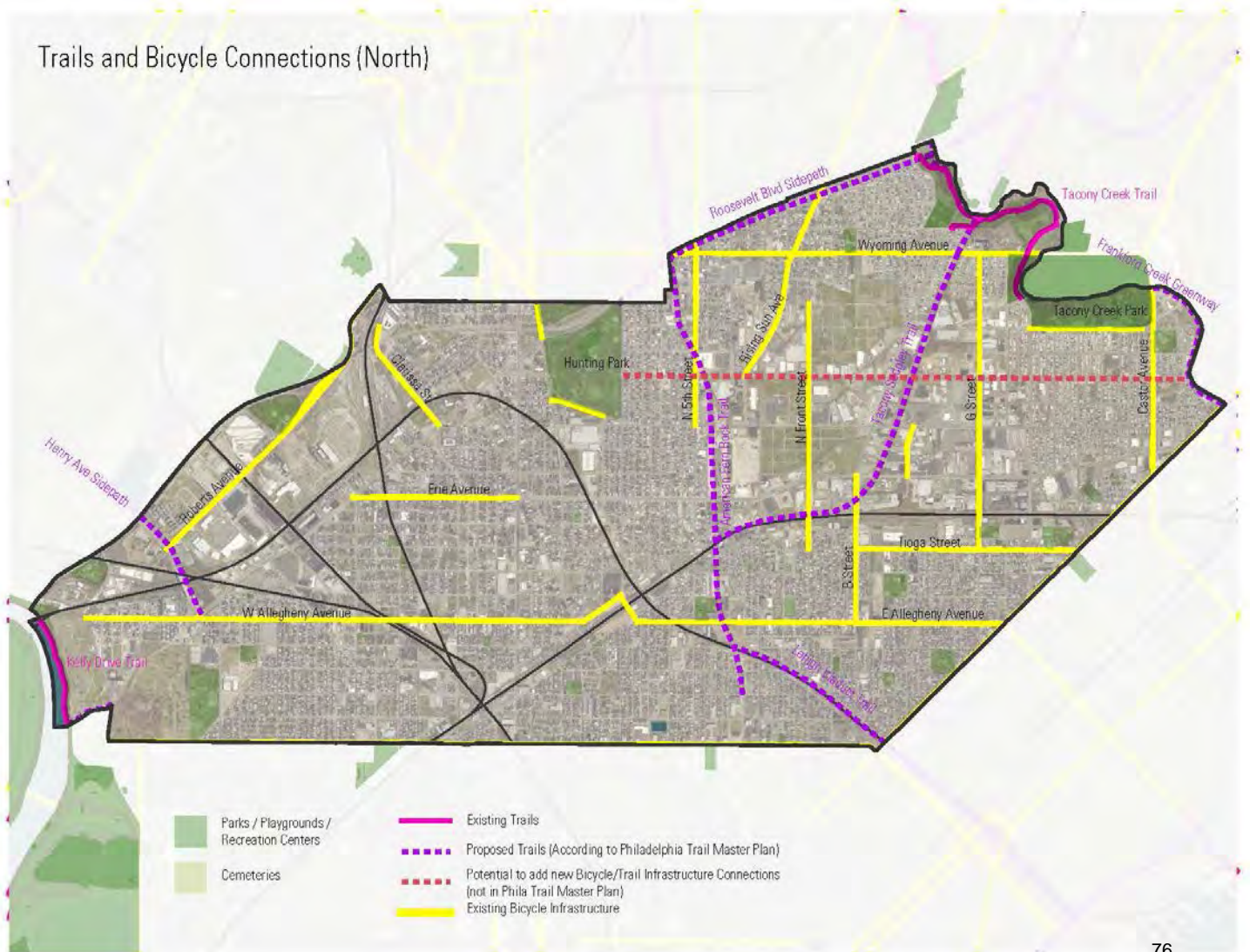
The Tacony Sedgley Trail is a conceptual trail in the Juniata Park neighborhood along another utility right-of-way that was a former railway. Portions of the alignment are clear and include graded and accessible

land, while other portions are paved over with limited access and infrastructure such as former rail bridges. Like the Fern Rock American Trail, there are significant challenges to the Sedgley Trail including property ownership and access onto the former right-of-way. The alignment would connect directly to the newly constructed portion of the Tacony Creek Trail to the north and the proposed Fern Rock American Trail to the south, through mostly industrial areas. Again the trail scored low on the priority list of the *Philadelphia Trails Master Plan* due to feasibility.

Other smaller trails are listed within the *Philadelphia Trails Master Plan* would be more connector or sidepath in nature and would adjoin to larger existing trails. Examples include **Hunting Park sidepath** or **Henry Avenue sidepath**, which are both still in the conceptual planning stages and would each run less than a mile. Lastly, the **Lehigh Viaduct Trail** was discussed heavily in the Riverwards District Plan and if studied and created, would allow residents of several districts to connect to the Delaware River.

Trail infrastructure, although currently limited, does have the potential to connect several neighborhoods and open spaces and could reuse abandoned right-of-ways, railways, or oversized roadways. The North District plan should look to improve the prioritization of the above proposed trails to help connect local neighborhoods with regional economic nodes and other recreational assets. More importantly bicycle and pedestrian infrastructure such as protected bike lanes and sidewalk improvements should be an area of focus due to the existing street grid of the North district. The map below shows gaps in the network.

Additional bicycle and transportation information can be found in the Transportation Memo.



Open Space

Undeveloped or Vacant Land

The North District has a wide range of under-utilized or fully vacant parcels ranging in size, location, and accessibility. Vacancy (which is discussed in other North District memos including *Land Use* and *Public Realm*) can be categorized into several reuse options – from residential single lots to larger legacy industrial sites ranging in sizes of twenty or more acres. These vacant parcels have the potential to be repurposed as open space assets, either for individual home owners or for larger entities such as Philadelphia’s Department of Parks and Recreation. Additionally, these parcels can be utilized as part of PWD’s *Green City, Clean Waters* program, utilizing green stormwater infrastructure strategies on applicable lands.

Residential block vacancies allow for new uses such as side or rear yards, where current home owners can purchase a vacant lot adjacent to their property and utilize it as a private open space. The process of obtaining side yards will be part of the ongoing growth of the Philadelphia Land Bank as well as with other City agencies including PCPC, PRA, and others.

Larger post-industrial sites which are privately owned would require purchasing and potential mitigation of the vacant land for reuse as open space opportunities in the district. But additional studies of the ownership, environmental and economic feasibility, these larger parcels have the potential to add needed open space assets for the North District neighborhoods.

See both the Public Realm and Land Use memos for more information regarding vacancy.

Green Streets, Tree Cover, and Pollinator Corridors

The North district plan has the opportunity to also increase PWD’s Green Streets program, helping mitigate stormwater before it enters into the city’s sewer systems. **Green stormwater infrastructure** (GSI) includes a range of soil-water-plan systems that intercept stormwater, infiltrate a portion of it into the ground, evaporate a portion of it into the air, and in some cases release a portion of it slowly back into the sewer. As part of the district plan process, working with PWD to identify and utilize GSI will help create eco-friendlier streets, which will also have the potential to help add trees and vegetation to underserved communities.

Due to the lack of tree cover in the North District, utilizing GSI programs will help create greener streets, and add vegetation to areas that lack tree cover. This dual outcome of stormwater collecting streets, and more vegetated corridors will help reduce district wide issues like heat island effects.

Additionally, with the additional vegetation and stormwater infrastructure, there are also opportunities to increase pollinator gardens and habitat for local insect species. Pollinator corridors could be a successful and useful benefit to surrounding and adjacent open spaces, creating new opportunities for pollination and education for local community groups and students.

See the Environmental resources for more information on GSI and tree cover.

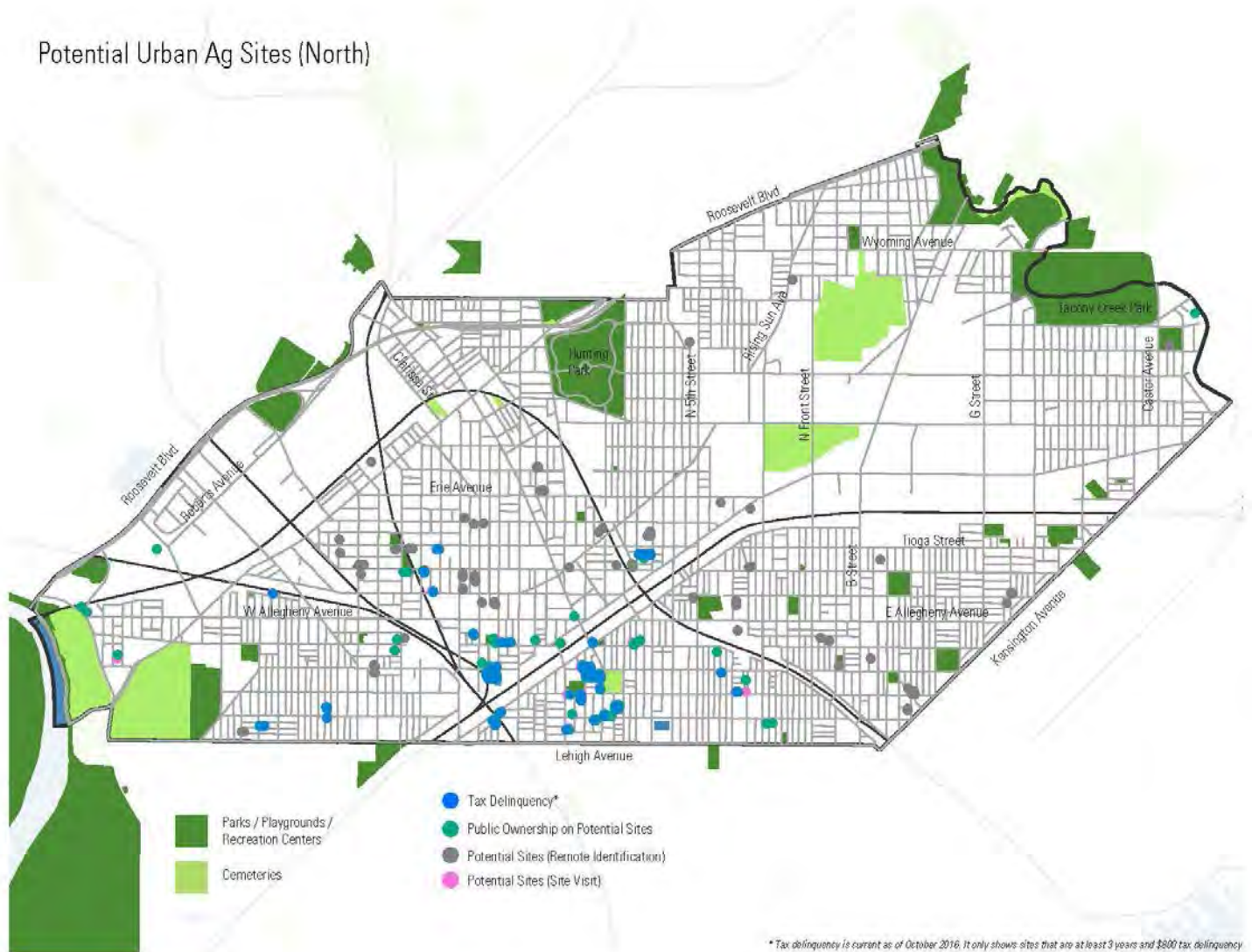
Urban Agriculture

Dating back to data from 2011, the North District already has a well-established community garden program spread throughout the district with 19 urban gardens or agriculture sites. Due to the high vacancy rates in the district, utilizing larger vacant sites could potentially increase the urban agriculture programs in the district and create a neighborhood (or even district wide) identity for garden uses.

During land use surveying of the district in 2016, Planning Commission staff was asked to review criteria for potential urban community gardens and agriculture sites. Through this research, staff investigated approximately 40 publically and/or privately owned sites that had the potential to hold future gardens or agricultural uses. These 20 sites tend to already have water access, are undeveloped or vacant, are grass sites with minimal structures or concrete, and receive full sun on flat surfaces. These characteristics are key in the functionality and feasibility of any urban garden site. Further research and review is needed both economically and environmentally and should be discussed with other agencies like the EPA, Philadelphia Water, PRA, Philadelphia Parks and Recreation and other community groups moving forward into the district planning process.

Urban gardening is an alternative option for current vacant sites or if parks or trails are not fully achievable. The programming of urban gardens differs greatly in terms of ownership, interested stakeholders and users, and has the potential to offer community members a new outdoor activity in their neighborhood. The district plan should further study how urban gardening can help create youth, adult, or senior educational programs in the district as well as the economic viability of larger production urban agricultural operations from other city agencies or private groups.

Potential Urban Ag Sites (North)



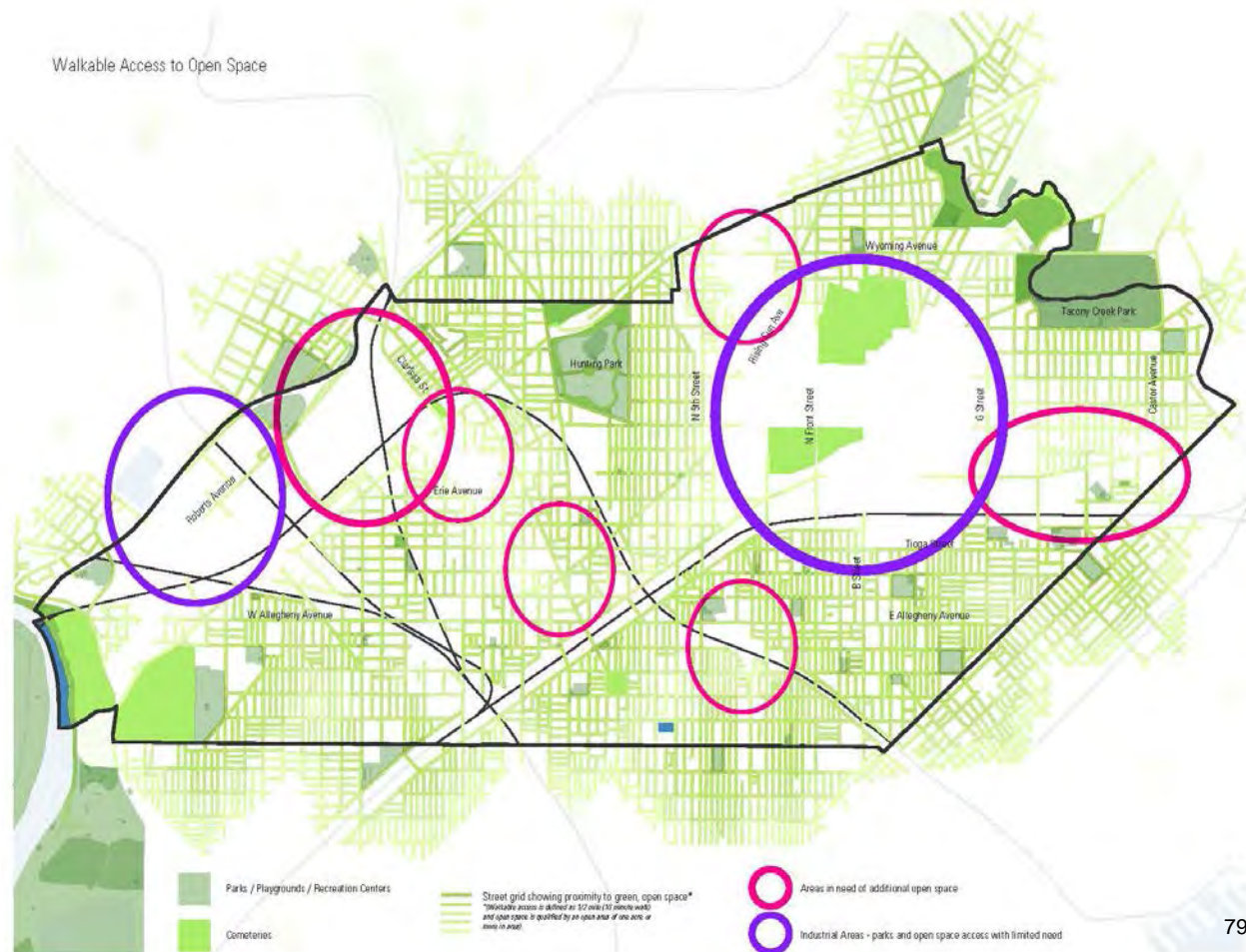
* Tax delinquency is current as of October 2016. It only shows sites that are at least 3 years and \$800 tax delinquency

Access to Public Open Space

As part of *Green2015*, Philadelphia Parks & Recreation and PCPC staff concluded a walkability analysis and study of residents' access to City owned parks and open spaces, looking at several factors including (but not limited to): accessibility, population numbers of children and seniors, and population density.

The North district findings show that there are large portions of the district that are in need of more green, open space specifically in neighborhoods adjacent to industrial uses and railways. As population numbers increase, the district will need to focus on providing additional neighborhood parks, recreation centers, and/or trails. Several neighborhoods in need of additional open space assets **include Tioga and East Tioga, Fairhill and West Fairhill as well as portions of Juniata Park**. These communities may indicate that there are recreational facilities within the neighborhood, but several lot-size playgrounds are unused, in such poor condition, or are too small that physical activity of any age group isn't possible. It should also be noted that open space for all ages and users is a concern as most neighborhood serving recreation centers or parks are focused around youth and young adult programming. Very little outdoor open spaces in the District focus on adult programming.

In addition to focusing on introducing new open space options into neighborhoods, connectivity to parks and easier access will help several of these underserved communities. Due to the district's high rate of vacancy and undeveloped land, the chance of adding new neighborhood parks is an option, but funding is a key issue, as well as continued maintenance plans of adding new facilities. Additionally, bicycle access to existing parks should be improved upon, as well as strengthening links and connections to larger watershed parks and open spaces outside of the North District. As Philadelphia's bike share program, Indego, continues to expand beyond greater center city, parks and open space assets in the North District should be considered for potential bike share stations, specifically around Hunting Park, Tacony Creek Park and several smaller neighborhood serving recreation centers.



FOLLOW UP

Next steps include targeting planning and recommendations on the key issues in this memo, including:

- Focusing capital improvement dollars on the most-needed park and recreation assets, as identified by Philadelphia Department of Parks & Recreation staff and stakeholder interviews
- Prioritize and advance park and/or trail improvement projects
 - Fern Rock American Trail
 - Tacony Sedgley Trail
 - Henry Avenue and W Hunting Park Avenue sidepaths
 - Lehigh Viaduct Trail (already discussed in Riverwards district plan)
- Look to connect Hunting Park and Recreation Center to the Frankford Creek Greenway via E Hunting Park Avenue
- Filling gaps in Walkable Access to Public Open Space, particularly in the following areas:
 - Tioga/East Tioga
 - Juniata Park
 - Fairhill and West Fairhill
 - Adjacent residential areas around Hunting Park Industrial District
 - Adjacent residential areas around the Northeast Rail Corridor
- Continuing to encourage public use of open space by wayfinding and interpretive signage, bike share programs, and educational outlets for youth programs, schools and older adult centers.
- Look to incorporate adaptive recreation equipment and universal design principles to be inclusive or residents with disabilities or restricted movement at parks and recreation facilities where feasible.

ENVIRONMENTAL RESOURCES

Philadelphia2035 Citywide Vision Goal: Fulfill city obligations to meet ambitious federal standards.

SUMMARY OF EXISTING CONDITIONS

The North District shares with other districts the same, citywide obligation to make improvements to the city and region's air and water quality, yet the North District also has a unique set of long-standing environmental challenges that require further understanding and action.

The North District is adjacent to high-volume highways, near industrial properties both active and vacant, home to developed areas that are nearly completely impervious, and is ranked among the city districts with the least amounts of tree cover. The district is also bounded by two waterways, large parks and open spaces, and green stormwater infrastructure facilities.

KEY ISSUES

The following are important environmental issues facing the North District:

- The North District is in close proximity to both mobile and stationary sources of air contamination. Changes in land use patterns, industrial practices, and transportation options can help improve local air quality, but improvements also continue to be needed on a broader, regional scale. Increased industrial activity in the North District could increase local air pollution.
- Water quality is affected by the district's combined sewer system, large percentage of impervious surface, and historic disruption of the natural drainage system through conversion of streams to sewers.
- The North District's minimal tree cover provides few benefits for air quality, stormwater management, or summer cooling, and it is greatly affected by the heat island effect.

MAJOR OPPORTUNITIES

Opportunities to improve environmental outcomes in the North District include:

- The completion of trails along the Frankford Creek Greenway as well as increased bike facilities in the North District can reduce air emissions by expanding non-motorized transportation options connecting residents to essential services and commercial corridors.
- Ongoing monitoring, compliance and partnership efforts, and management and technological innovations can continue to reduce air contamination in the North District.
- Individual development projects can help enhance air quality by incorporating energy-efficient building strategies and increasing tree cover. Projects can also reduce per-capita contributions to air pollution from transportation by creating greater intensity of uses around walkable, bikeable, and transit-served centers.

- Continued cooperation among agencies and property owners can enhance stormwater management planning and resources, spur waterfront restoration, and provide storm flood relief in areas susceptible to flooding now and in the future.
- Public facilities, public streets, and parking lots offer near-term opportunities to increase tree cover.

ENVIRONMENTAL RESOURCES

Air Quality

Citywide Goal: Improve air quality within the city and region

The 2014 Philadelphia Air Quality Report (Philadelphia Department of Public Health, Air Management Services Division) indicates that Citywide, overall air quality is improving and many air pollutants in the City are decreasing. There were 137 good days, 222 moderate days, and 6 unhealthy days in Philadelphia in 2014. However, the Philadelphia region remains non-compliant with Federal standards for ground level ozone (O₃) and fine particle pollution (PM_{2.5}). Ground level ozone, aka, smog, is formed by volatile organic compounds (VOCs) and nitrogen oxides (NOx) reacting in the presence of heat and sunlight. Ozone is particularly detrimental to the young, old, and infirmed. PM_{2.5}, or ‘fine’ particulate matter, is responsible for short term respiratory irritation, and long term respiratory and cardio-vascular disease illness. Fine particles in the air may result from fuel combustion from vehicles, power generators, and industry. Child asthma hospitalization rates in the North District are some of the highest in the city (1,655 out of 100,000 North residents vs. 1,001 out of 100,000 residents Citywide; PDPH Community Health Assessment, 2014).

Vitally-needed federal transportation funds can be withheld from the Philadelphia region if progress towards air quality compliance is not demonstrated. Land use changes and transportation investments within the North District can help continue progress toward compliance by reducing vehicle miles traveled (VMT) and reducing emissions from industries and vehicles.

Fixed Point Sources of Air Pollution

The Philadelphia Department of Public Health’s Air Management Services division regulates facility emissions through the issuance of permits and licenses that allow facilities to operate equipment that emits or controls air pollution. Within the North District, nine facilities in 2015 held the ‘Title V’ licenses for relatively heavy emissions. Most of these establishments are significant employers or service providers.

Air Emission Facilities, 2015

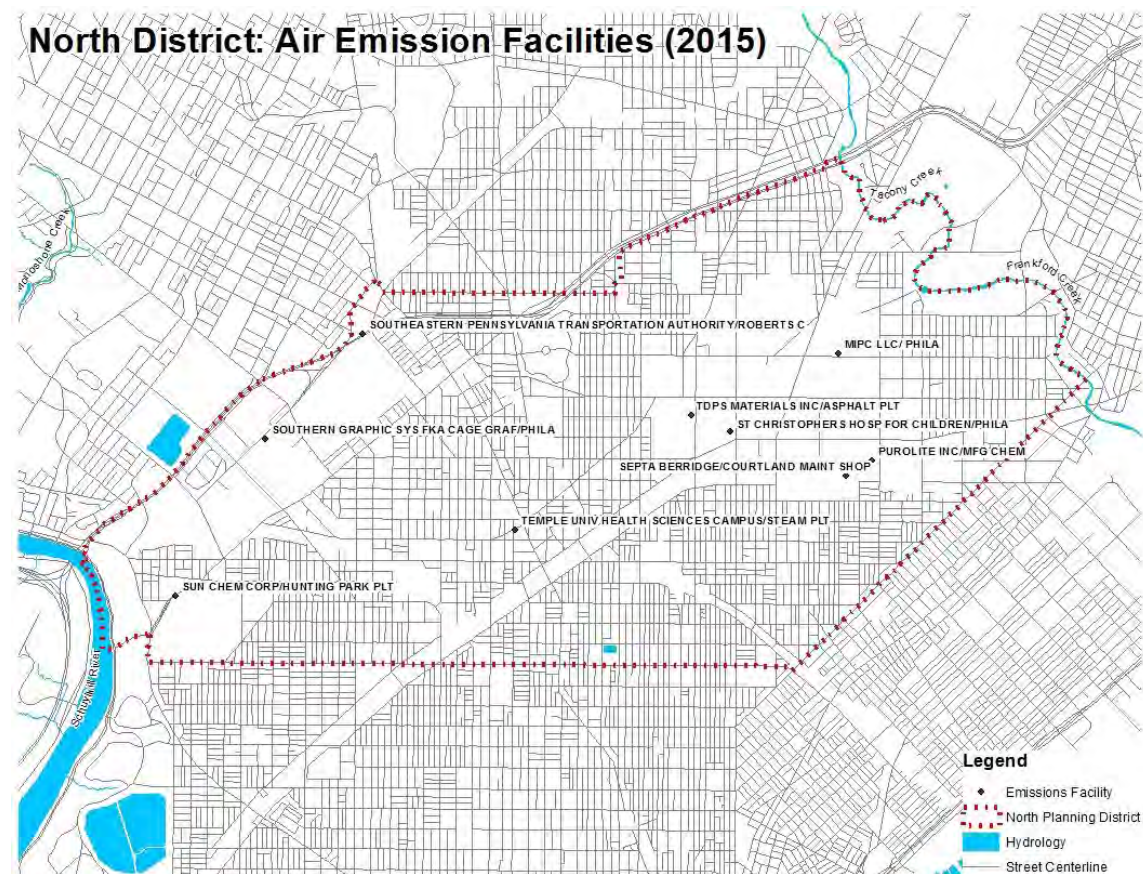
CO: Carbon Monoxide, NOX: Nitrogen Oxide, PM10: Particulate Matter less than 10 microns, PM2.5: Particulate Matter less than 2.5 microns, SO2: Sulfur Dioxide, VOC: Volatile Organic Compound						
Facility Name	Emissions in Tons					
	CO	NOX	PM10	PM2.5	SO2	VOC
MIPC LLC/ PHILA	0.0000	0.0000	0.0000	0.0000	0.0000	14.0098
SEPTA BERRIDGE/COURTLAND MAINT SHOP	1.5149	3.6875	4.3640	4.3640	0.0139	4.5455
ST CHRISTOPHERS HOSP FOR CHILDREN/PHILA	2.9735	4.5188	0.3360	0.3360	0.1057	0.2836
TEMPLE UNIV HEALTH SCIENCES	23.4512	20.2198	2.0375	2.0255	1.4280	1.4798

CAMPUS/STEAM PLT						
SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY/ROBERTS C	1.6589	1.7018	0.6509	0.6452	0.6539	0.9213
SOUTHERN GRAPHIC SYS FKA CAGE GRAF/PHILA	0.0000	0.0000	0.0000	0.0000	0.0000	11.3900
SUN CHEM CORP/HUNTING PARK PLT	0.2520	0.3000	0.6310	0.6080	0.0020	11.1855
PUROLITE INC/MFG CHEM	2.1395	2.5471	0.1936	0.1936	0.0154	2.3433
TDPS MATERIALS INC/ASPHALT PLT	6.8099	1.3500	1.2700	0.2001	0.1800	1.6600

Source: Philadelphia Department of Public Health, 2016

The largest emitter in the District is the Temple University Health Sciences Campus Steam Plant, which emits over 20 tons of both Carbon Monoxide and Nitrogen Oxide annually. In comparison, the most significant emitter in the city is the Philadelphia Energy Solutions Refinery, which emits about 1500 tons of both Carbon Monoxide and Nitrogen Oxide annually.

Within the district, of note is the continued increases in the District of PM_{2.5} and VOCs, which along with NOX forms ozone. The City remains non-compliant with Federal standards for both PM_{2.5} and ozone. The SEPTA Berridge/Courtland Maintenance Shop emits over four tons of fine particulates annually. The Monroe Interstate Pipeline Company (MIPC) facility emits over 14 tons of VOC annually, followed by the Southern Graphics Systems and Sun Chemical plants which both emit over 11 tons of VOC annually.



Non-Point Sources of Air Pollution

Highway vehicle sources refer to emissions from cars, trucks, motorcycles, and buses. Roosevelt Boulevard along the northern boundary of the district carries a high level of vehicles daily, along with the Schuylkill Expressway just to the west of the district.

Although accessed by major highways, residents of the North District are less auto-dependent than those in other parts of the city. In the North District, 55 percent of District residents who commute to work do so in automobiles, which are a major contributor to CO₂ and VOCs, compared to 59 percent citywide (2011-14 US Census). Almost half of all North District households have no vehicle access.

Many SEPTA Regional Rail lines transect the North District, including the Chestnut Hill East and West Lines, the Manayunk/Norristown Line, the West Trenton Line, the Fox Chase Line, the Lansdale/Doylestown Line, the Trenton Line, and the Warminster Line. There are three Regional Rail stations located within the boundaries of the district: Allegheny, North Philadelphia, and North Philadelphia Amtrak. These rail stations offer an alternative to driving for those employees originating in or destined for locations near regional rail stops. However, high cost, limited station parking and transit / bike / pedestrian transfers present barriers to increased use of regional rail.

Brownfields

Citywide Goal: Reposition former industrial sites for new users.

The North District has high rates of industrial vacancy and conversion to new uses in the Hunting Park West and the American Street Industrial Districts. Due to historic uses in these areas, some properties have potential contamination that may constrain future uses. There are no sites in the North District that participate in the Hazardous Sites Cleanup or Superfund Program, although there are fourteen properties in the Pennsylvania Activity and Use Limitations (AUL) Registry maintained by the DEP. The AUL Registry contains those properties required to establish and maintain an Environmental Covenant, Administrative Order, Consent Order and Agreement, Deed Restriction, Post-Remediation Care Plan or other AUL document.

Activity and Use Limitations Registry Sites in North District

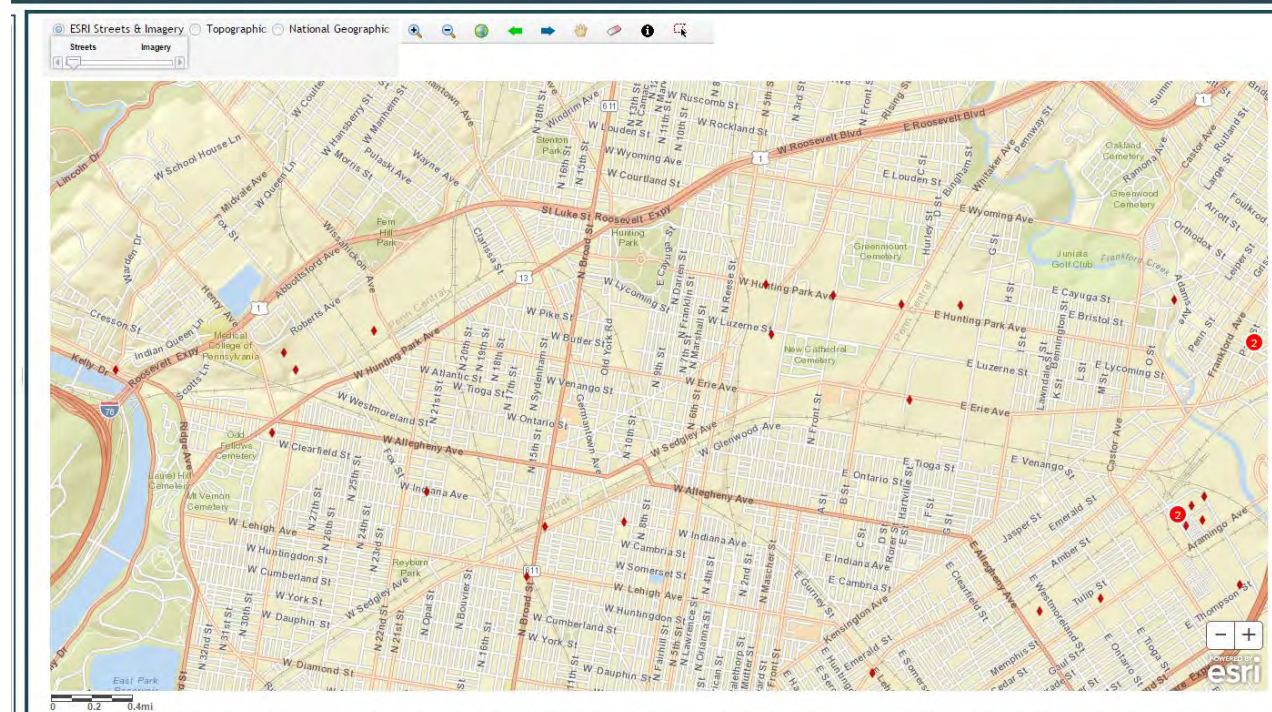
AUL Registry ID	Primary Facility ID	Primary Facility Name	Other Facility ID	Address	Contaminants
524	609469	PENN FISHING TACKLE MFG	51-42816	3028 W Hunting Park Ave	Lead, VOCs
1606	779709	TK BUDD CO SOUTHERN DIE STORAGE YARD	779709	2800 Fox St	Lead, PAHs
1648	779716	TK BUDD CO NORTHERN DIE STORAGE YARD	779716	2950 Roberts Ave	PCBs
1292	711993	SALVATION ARMY RAY & JOAN KROC COMM CTR	711993	4200 Wissahickon Ave	Arsenic, PAHs
511	608597	FORMER ALDAN RUBBER	51-28650	2701 E Tioga St	VOCs

1478	608218	SPEEDWAY 6795	51-14503	2901 N Broad St	VOCs
1084	725964	EVELYN SANDERS TOWNHOMES PHASE II	725964	Percy St & Indiana Ave	PAHs, arsenic, antimony, lead, mercury
1790	619348	REDGAP (US CAN)	1-51-0-26914	4000 N American	Petroleum hydrocarbons
179	619529	NUEVA ESPERANZA	1-51-0-28257	301 W Hunting Park Ave & 4530-54 N 5th St	VOCs
1190	608109	101 E HUNTING PARK SHELL	51-09761	101 E Hunting Park Ave	VOCs
2192	608055	4200 WHITAKER AVE	51-06899	4200 Whitaker Ave	VOCs
1189	608139	PHILLIPS 66 PHILA TERM	51-11210	4210 G St	VOCs, PAHs
2064	758576	CARDONE IND PLT 15 & PLT 16	758576	550 E Erie Ave	VOCs
217	686334	TWINS AT FRANKFORD CREEK AOC 001B&C	686334	Cayuga St and Castor Ave	VOCs, PAHs, arsenic, lead

Source: PADEP

Pennsylvania Activity and Use Limitations Registry

ns Registry 



Source: PADEP

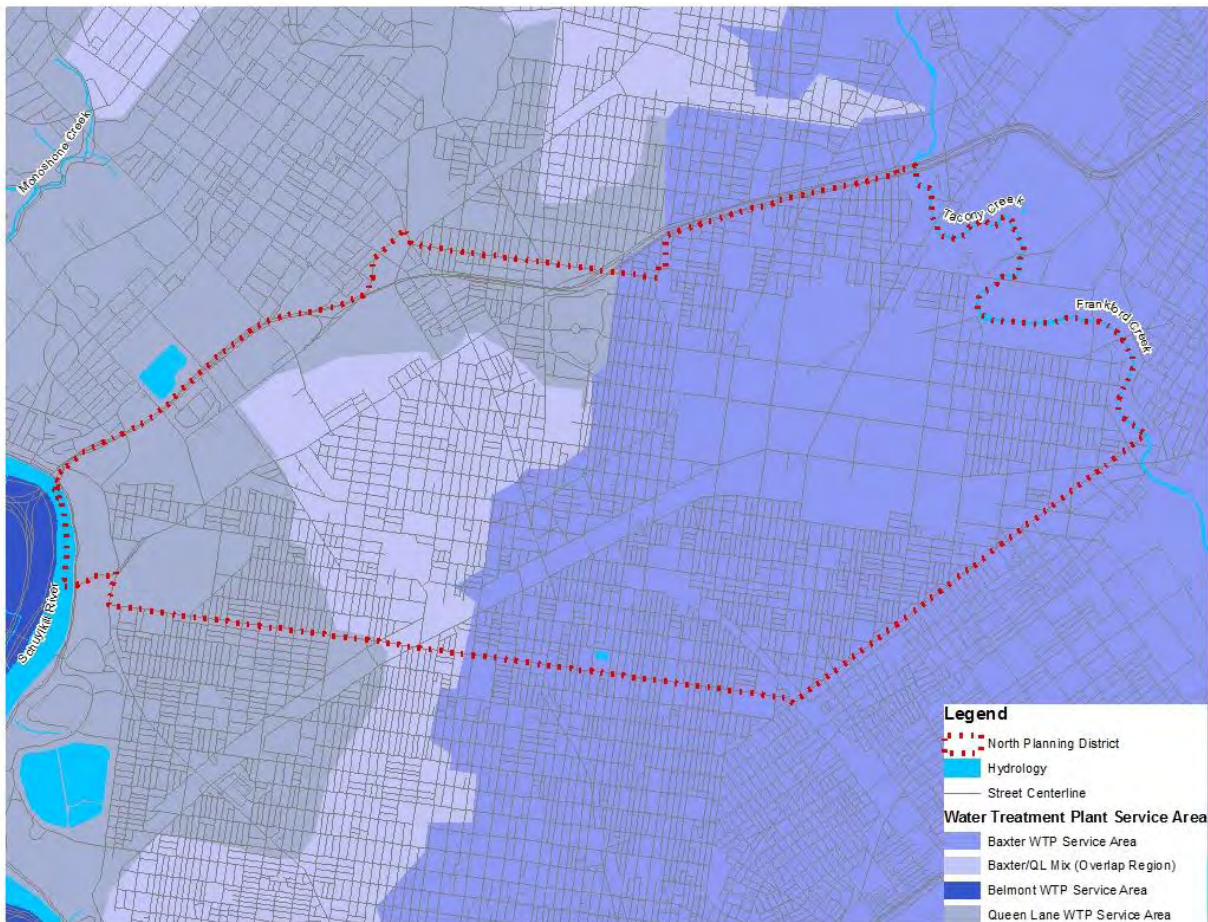
Water Quality

Citywide Goal: Improve the quality and management of our water and wetland resources

Drinking Water

Drinking water in the North District is provided by the Philadelphia Water Department (PWD) and, depending on location, is drawn from the Delaware River via the Baxter Water Treatment Plant in Torresdale, the Schuylkill River via the Queen Lane Treatment Plant in East Falls, or a combination of the two sources.

Drinking Water Sources:



EPA, PADEP and Safe Drinking Water Regulations require drinking water providers to monitor for about 100 regulatory parameters, including inorganic chemicals, synthetic organic chemicals, total organic carbon, disinfection byproducts, volatile organic compounds, bacteria, radiological contaminants, and other parameters. These regulatory parameters are defined with their maximum contaminant level (MCL) and maximum contaminant level goal (MCLG) under Federal rules. Sodium hypochlorite, a form of chlorine, is used to disinfect the drinking water as required by state and Federal laws.

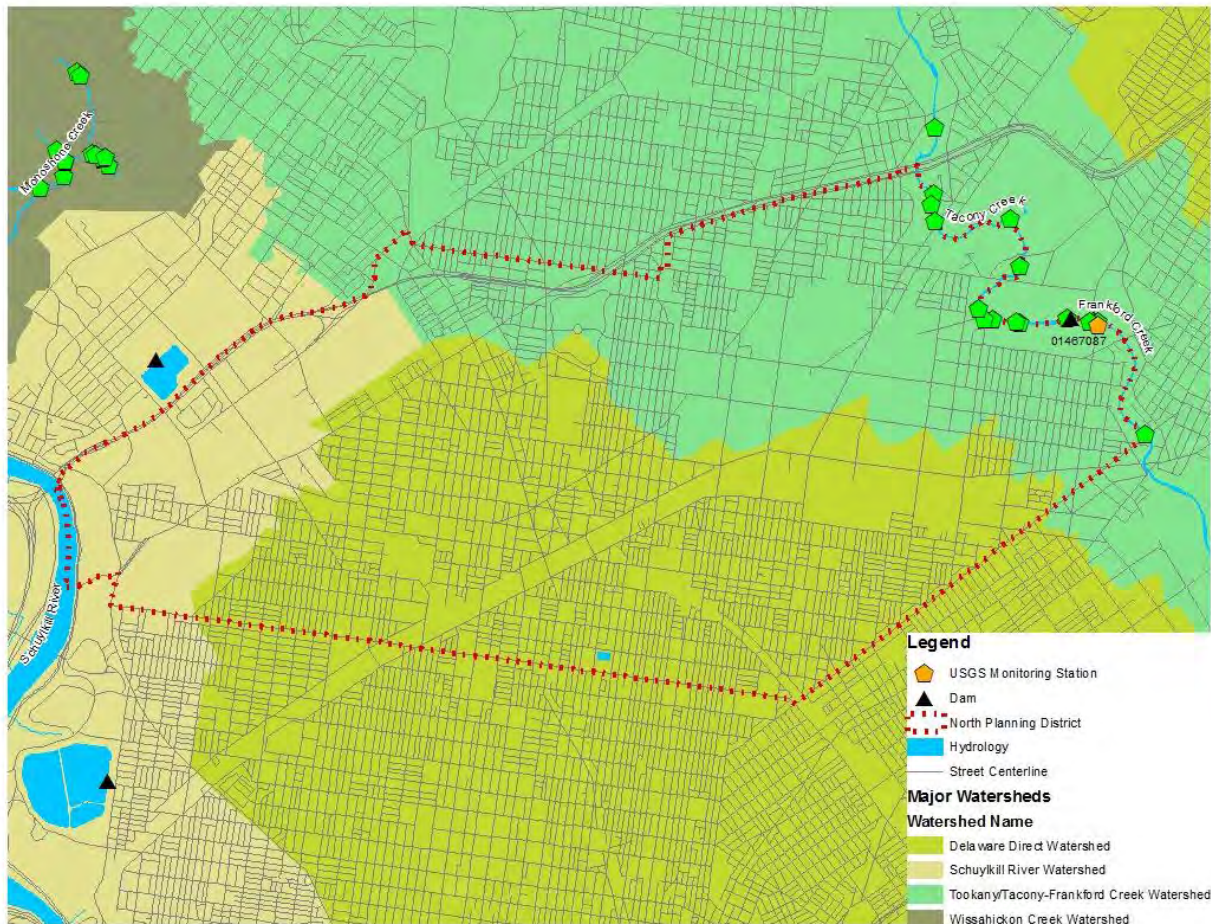
One measure of drinking water quality is turbidity (water clarity), which is an indicator for treatment plant performance. The average turbidity level of PWD drinking water has been at or below 0.06 nephe-

ometric turbidity units (NTU) since 1998. The turbidity of Philadelphia’s water in 2014 was 85 percent below the maximum level of 0.3 NTU allowed by the State and Federal Regulations and was more than 50 percent below the Partnership for Safe Water turbidity goal of 0.10 NTU (“Philadelphia Water Department 2015 Annual Drinking Water Quality Report”. www.phila.gov/water).

Surface Water

The North District falls within three watersheds: Delaware River (Delaware Direct), Tookany/Tacony-Frankford Creek, and Schuylkill River. The District is bounded by the Tacony-Frankford Creek to the east and the Schuylkill River to the west.

Watersheds



All watersheds in Philadelphia eventually drain to the Delaware River, although the Delaware Direct Watershed drains directly to the Delaware River instead of initially to a tributary. About 40 square miles of the city are within the Delaware Direct watershed. A *Delaware River Source Water Assessment* was completed in 2002, which identified and prioritized contamination sources and their threat to the water supply. A *Source Water Protection Plan* was completed in 2007, which recommended specific actions to protect the source water of the drinking water facilities. Once contaminated by sewage and heavy industry, the Delaware River water quality has rebounded, although threats remain. Some of the key issues still facing the water supply include sodium, chloride, and conductivity, which are not removed during the treatment process.

The Tookany/Tacony-Frankford (TTF) Watershed is 33 square miles in total and is located within Philadelphia and part of Montgomery County. The *Tacony-Frankford Creek Rivers Conservation Plan* was completed in 2004, followed by a *Comprehensive Characterization Report* and *Integrated Watershed Management Plan*, both completed in 2005. The *Tookany/Tacony-Frankford Act 167 Plan*, completed in 2008, addresses controlling stormwater runoff.

This waterbody is named the Tookany Creek in Montgomery County and changes its name to the Tacony Creek south of Cheltenham Avenue. It becomes the Frankford Creek at the Juniata Golf Course when it joins the historic Wingohocking Creek (now buried in a sewer) at I Street and Ramona Street, and eventually flows into the Delaware River south of the Betsy Ross Bridge. There is one dam in the District located along the Tacony-Frankford Creek called the “Debris” dam. PWD is currently working on a project to remove this dam, further discussed in the Waterway Restoration section below.

Within the North District, there is one U.S. Geological Survey (USGS) water monitoring station located on the Tacony-Frankford Creek. This USGS station monitors discharge (streamflow) daily year-round by the USGS, and PWD monitors other water quality data on a seasonal basis from March to November at this station, including gage height (flooding), specific conductance (pollution indicator), dissolved oxygen, pH (acidity), barometric pressure, photosynthetically active radiation (amount of light available for photosynthesis), and water temperature. Historic data on field samples of water quality parameters are also available at this site for the period of 1925 to 1976. Based on the most recently available data from October 2016, this station has good water quality for temperature, acidity, and dissolved oxygen, with other factors not ranked for quality. Data on average daily discharge and peak streamflow are available for the period of July 1982 to the present. The annual mean streamflow for this period is 42.2 cubic feet per second (ft³/s). The daily peak streamflow was highest on September 16, 1999, when discharge was 3,140 ft³/s due to rainfall caused by Hurricane Floyd.

Additionally, there are 15 water monitoring stations on the Tacony-Frankford Creek in the North District that were used by PWD for various water quality sampling and stream assessment activities, such as those that informed the *Comprehensive Characterization Report* and *Integrated Watershed Management Plan*.

The western section of the North District is part of the Schuylkill River Watershed, which drains a total of about 2,000 square miles before emptying into the Delaware River. A *Schuylkill River Conservation Plan* was completed in 2001, followed by a *Source Water Assessment* completed in 2002 and a *Source Water Protection Plan* completed in 2006.

Stormwater

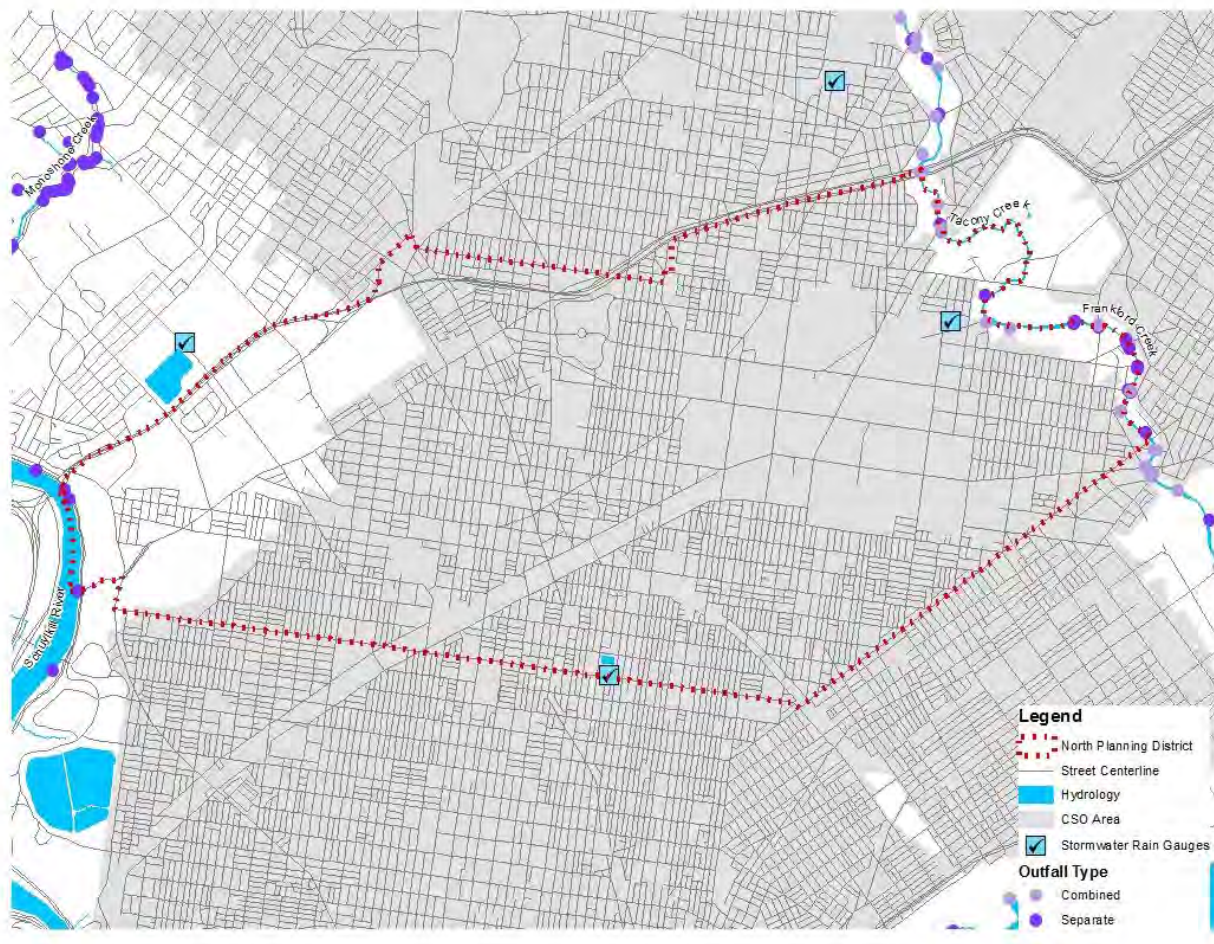
Pollution derived from stormwater runoff is one of the most significant threats to the water quality of the three watersheds of the North District, but one that is able to be remediated through public investment.

The City of Philadelphia is mandated by the EPA to reduce its Combined Sewer Overflow (CSO) discharges, which is when excess stormwater runoff during wet weather events exceeds the capacity of the combined stormwater/sewer systems and causes raw sewage to discharge into surface waters. Most of the North District is within the CSO area, with the exception of land surrounding the Tacony-Frankford

Creek and the westernmost part of the district in the Schuylkill River watershed. There are 11 combined sewer outfalls located within this stretch of the Tacony-Frankford Creek, which are all monitored for overflows by PWD. PWD maintains a network of 24 stormwater rain gauges in the city, of which there are two within the North District. The monitoring conducted through these gauges informs a public notification system used to determine the likelihood of CSO occurring.

There are an additional 13 separate sewer outfalls within this stretch as well as three separate sewer outfalls on the Schuylkill River within the North District. Although separate sewer outfalls do not face the risk of sending untreated sewage into the water system they do contribute stormwater runoff into the streams which may carry pollutants drained from buildings, paved surfaces, and streets.

Outfalls



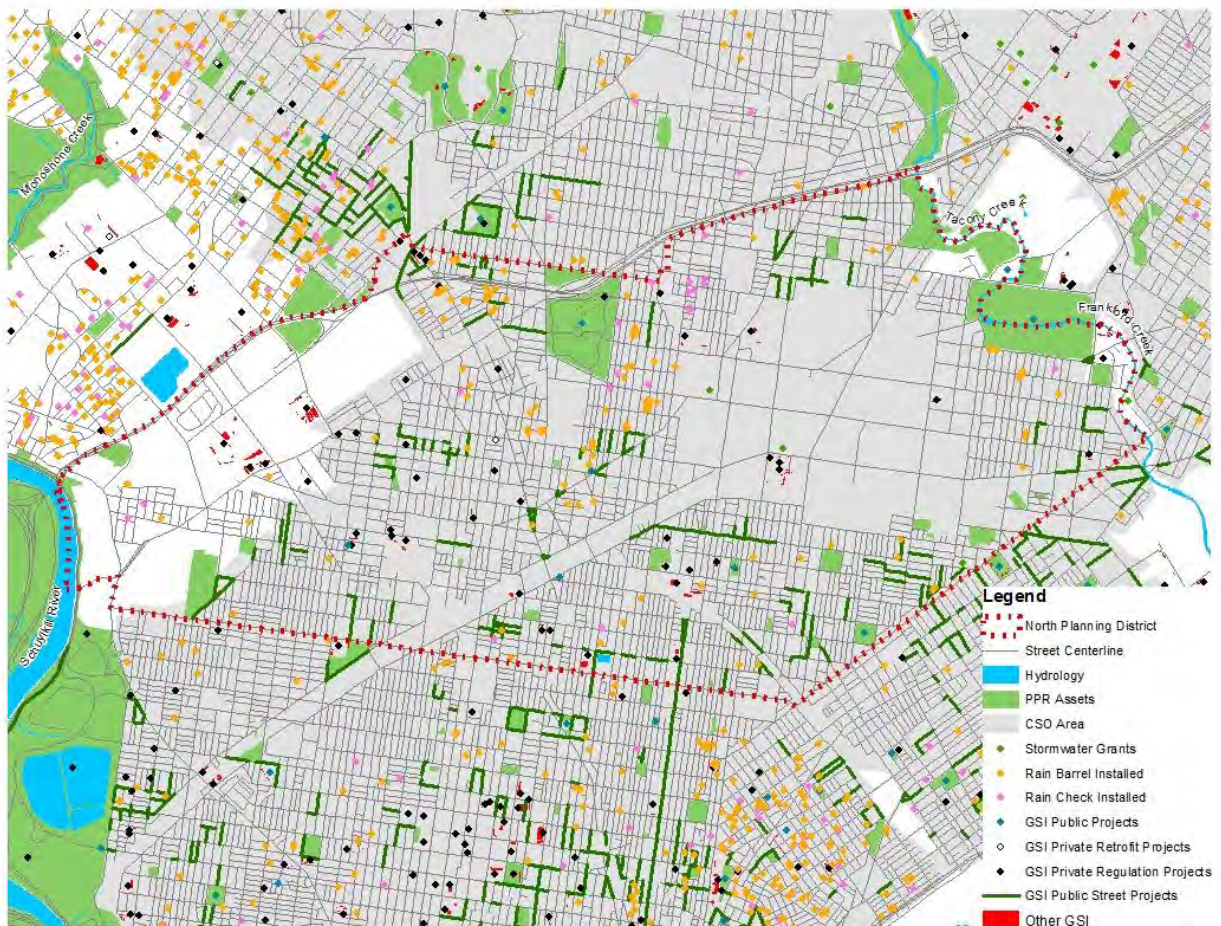
To better manage stormwater runoff and reduce CSO discharges, PWD is implementing a green stormwater infrastructure (GSI) program to install facilities including infiltration trenches, rain gardens, stormwater planters, stormwater tree trenches, and other practices to capture rainfall before it enters the sewer system.

Within the North District, there are a great number of GSI tools that have already been installed:

GSI Tool	# in North District
Stormwater Grants	3
Rain Barrels Installed	149
Rain Check Installed	21
Public Projects	7
Private Retrofit Projects	4
Private Regulation Projects	45
Public Streets Projects	39
Other GSI Projects	99

Additional opportunities for GSI exist throughout the CSO area of the district, particularly within parks and playgrounds, schoolyards, and other public sites.

Green Stormwater Infrastructure Tools Installed



Wetlands

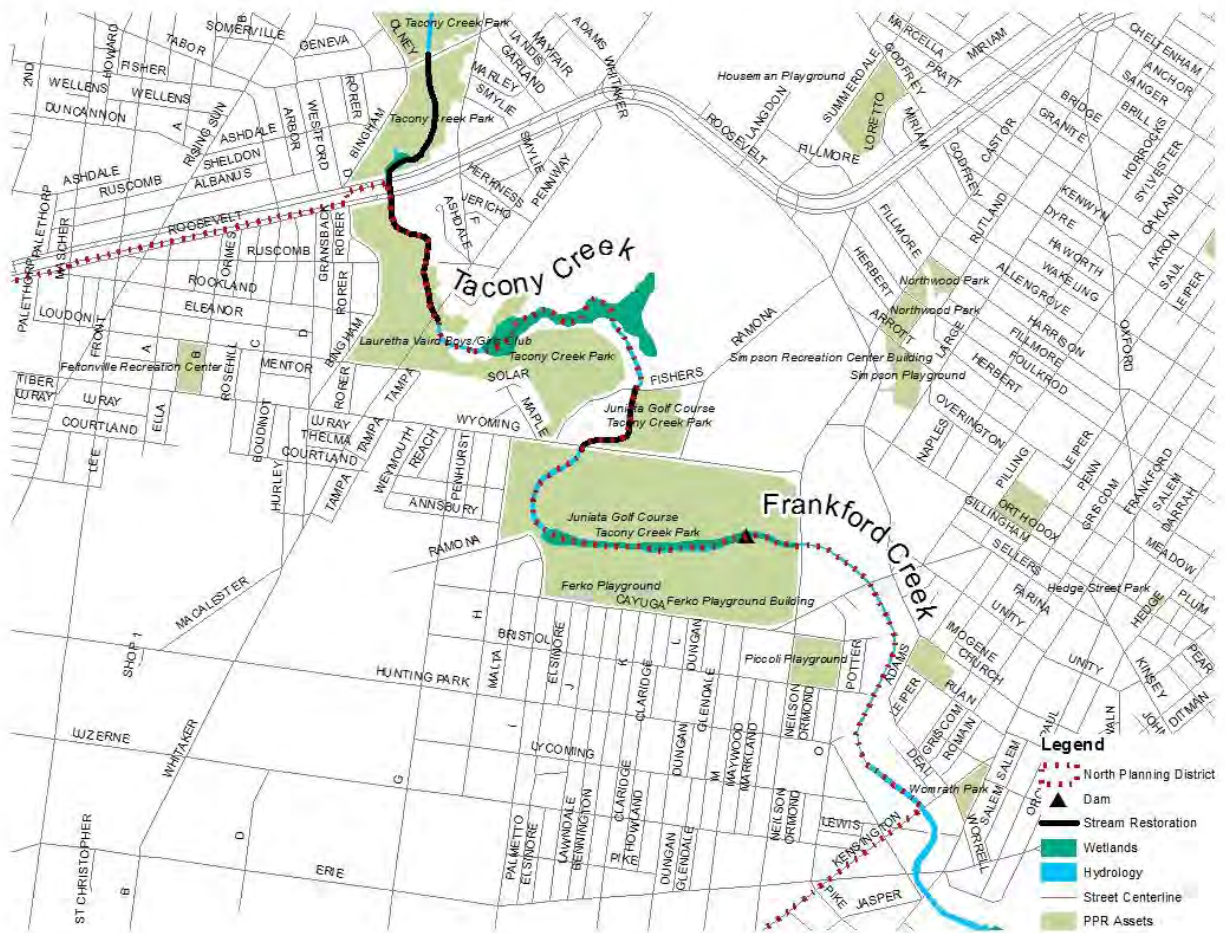
Wetlands are areas saturated with water for periods throughout the year and have unique characteristics of soils and plant species. There are generally two types of wetlands: tidal wetlands and non-tidal wetlands. Within the North District, there exist different types of non-tidal wetlands. Along the Tacony-

Frankford Creek, there are areas of riverine wetlands found just north of Roosevelt Boulevard, as well as along the creek within the Juniata Golf Course. There is also an area of freshwater forested/shrub wetlands adjacent to the Tacony Creek west of Oakland Cemetery. Last, there is a freshwater pond (another form of wetlands) at the reservoir south of Somerset Street between 6th and 7th Streets.

Waterway Restoration

The Philadelphia Water Department is working to restore and stabilize waterways throughout the city, the effect of which is to reduce erosion and sediment pollution, control floodwaters, protect habitat, and enhance the natural beauty and functions of streams. Within the North District, there are two waterway restoration projects underway along the Tacony-Frankford Creek. The first is a stream restoration project along a section of the Tacony Creek, and the second is a dam removal project.

Waterway Restoration



The stream restoration project is currently being planned for two sections of the Tacony Creek to the north and south of the wetlands area west of Oakland Cemetery. The first section will rehabilitate the stream between the Tabor Road Bridge and the Whitaker Avenue Bridge, and the second section is between Fishers Lane and Wyoming Avenue. This project will involve sewer infrastructure renovations and protection, stream bank and bed stabilization, stormwater wetland facilities, invasive species removal,

and installation of new native plants and trees. The result will be an overall habitat restoration and creation for fish, insects, birds, bats, and other wildlife. The park as a whole will be improved as well for the benefit of all those who enjoy it. This project is currently scheduled to be bid during fiscal year 2017.

The second waterway restoration project in this area includes the removal of the Debris dam, which is a Class C-3 dam located within the Juniata Golf Course in Tacony Creek Park. The dam is seven feet high and is not considered a high hazard dam. PWD is currently establishing monitoring posts (“survey monuments”) at the golf course, which will be used to survey the condition of the stream channel before and after the dam removal. If current results from this monitoring shows that there is active erosion of the banks, then PWD will plan to design a restoration project as well. The dam removal is scheduled to be bid during the Spring of 2017. The dam removal will allow fish passage up to the Adams Avenue dam, although the project primarily addresses water quality. The currently stagnant 1,400-foot stretch of stagnant impounded water behind the dam results in a dissolved oxygen sink, and the dam removal will increase the dissolved oxygen by about 5 mg/L based on hydraulic modeling. Not only will water quality be significantly improved, but this project will also reduce flooding.

Tree Cover

Goal: Increase tree coverage equitably throughout the city

Trees have the ability to improve air quality, reduce ambient air temperatures during heat waves, and absorb stormwater. Certain developments are now required by City ordinance to use cool roofing materials as well as to plant trees. The North District has some of the highest concentrations of the heat island effect in the entire city, and so finding ways to mitigate that through tree planting, green roofs, and other measures is essential.

Based on 2008 LIDAR data, the amount of tree canopy cover in the North District ranges from seven to twelve percent, roughly half the rate of the city overall (20 percent). The City’s *Greenworks2015* goal is a tree cover of at least 30 percent in all neighborhoods. A 2011 study found that the possible tree canopy in the North District could be 45-48 percent, and the city as a whole could possibly have 69 percent tree canopy. (“A Report on the City of Philadelphia’s Existing and Possible Tree Canopy”, http://www.fs.fed.us/nrs/utc/reports/UTC_Report_Philadelphia.pdf). The amount of possible tree canopy was calculated for each individual parcel based on the existing land use and zoning, with recreation parcels having the most potential for tree canopy and parking as having among the least potential.

The city overall has just 16 percent existing tree canopy within the right of way and 32 percent potential, suggesting that many opportunities exist for increasing the number of street trees. Park lands hold some of the greatest opportunities for increasing tree canopy. Within the North District, the park with the greatest possible increase in tree canopy is Hunting Park, which currently has 13-30 percent canopy but has the potential for 60-77 percent.

Recommended Follow-Up

- Identify land use and zoning strategies to reduce automobile dependence, including strengthening neighborhood-serving commercial services near housing concentrations and transit nodes.

- Explore additional steps to encourage major industrial and transportation firms to maintain progress in decreasing overall contributions to air pollution.
- Identify areas with significant traffic congestion and vehicle idling.
- Explore funding programs for white roof installation to reduce heat island effect.
- Work with PWD and partners to identify high priority stormwater management projects in the North District and identify potential co-benefits and partners.
- Encourage large commercial and institutional property owners who face higher PWD stormwater fees to consider strategies that improve stormwater management and lower stormwater costs.
- Identify areas where long-term land use and infrastructure changes may be needed to improve resiliency to projected changes in sea level and storm severity.
- Continue work on waterway and wetlands restoration.
- Document initiatives by public and private tree planting programs and work with tree advocates to address potential barriers to increased tree cover in the North District.

HISTORIC PRESERVATION

Philadelphia2035 Citywide Vision Goal: Preserve culturally, historically, and architecturally significant buildings, sites, structures, and districts.

INTRODUCTION

The Philadelphia City Planning Commission has requested that the Philadelphia Historical Commission review the historical development of the North Planning District and ongoing historic preservation initiatives in the area and then offer recommendations for enhancing those initiatives that might be incorporated into the plan, one of the 18 district plans that will accompany the overall Comprehensive City Plan, Philadelphia2035. In response to the request, the staff of the Historical Commission offers the following informal recommendations that have not been vetted by the 14-member Historical Commission itself. The review of the National Register properties was undertaken by the staff of the Pennsylvania Historical and Museum Commission, the state’s historic preservation agency.

THE NORTH PLANNING DISTRICT

The North Planning District is situated to the north of Lehigh Avenue and the west of Kensington Avenue. The District encompasses the neighborhoods of Fairhill, West Fairhill, St. Hugh, Tioga, Allegheny West, Nicetown, Hunting Park, Juniata Park, Harrowgate, Feltonville, and a portion of Kensington.

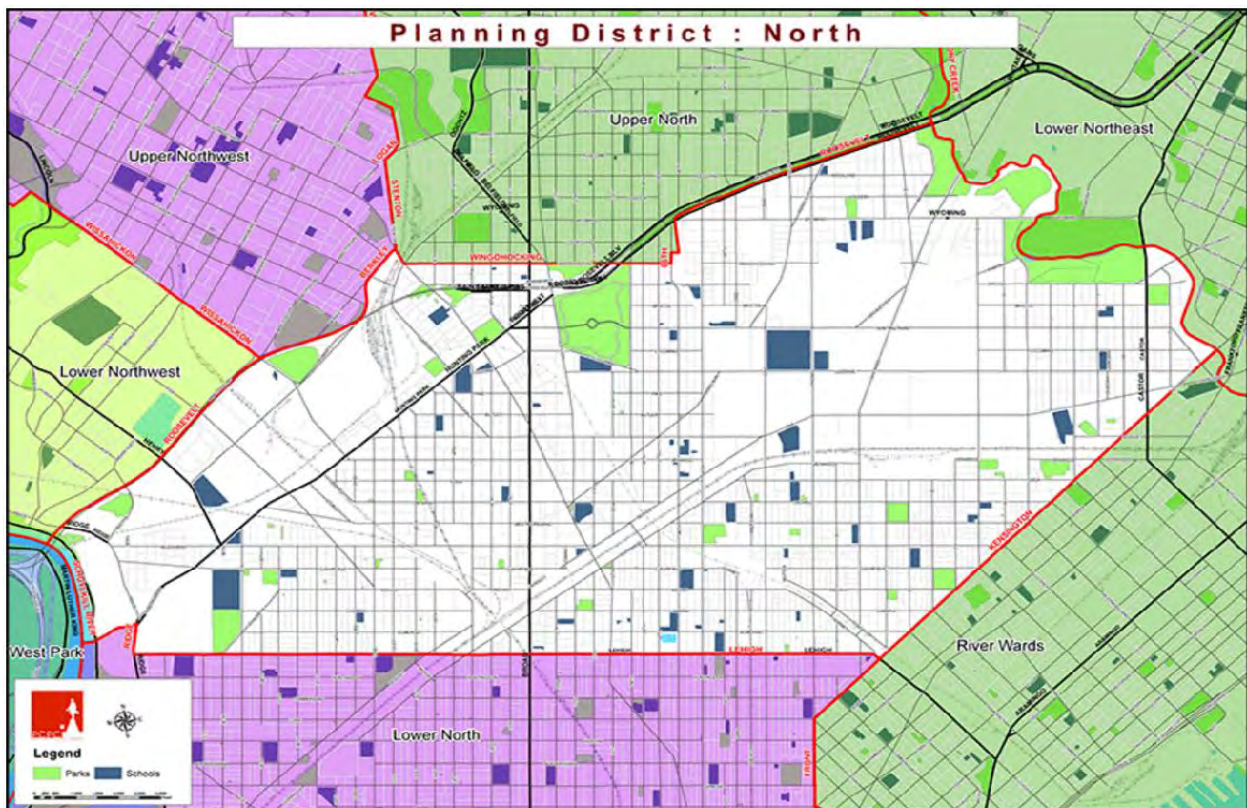


Figure 1: Map of the North Planning District

BRIEF HISTORY OF THE DEVELOPMENT OF THE NORTH PLANNING DISTRICT¹

1710s through 1820s: Country Estates and Crossroads Clusters

Unlike many other parts of what is now the city of Philadelphia, the area encompassing the North Planning District was not home to Native American tribes, nor to early European settlements owing to its relative remoteness from any major waterways. The inland waterways of Wingohocking and Penn Creeks in the district were not the focus of significant amounts of early industrial use, as they were located at the upper limits of the watersheds and provided relatively low potential power.

Following the establishment of the Pennsylvania Colony, the land of the North Planning District lay within two townships in Philadelphia County. Most of the district was located within the Northern Liberties lands, the approximate northern boundary of which is now Wingohocking Street. A smaller portion of the district, bounded roughly by what is now Roosevelt Boulevard, Wingohocking Street, and Frankford Creek, lay in Bristol Township. In 1808, Penn Township was divided from the western portion of the Northern Liberties, with Germantown Avenue as the boundary, indicating growth between this road and the Schuylkill River.

Early development in the Planning District, as with much of the outlying areas away from Center City, began with the establishment of country seats. Early roads were established through the Planning District to connect the early communities of Frankford, Germantown, and Center City. These early roads, therefore, were the first spines of development. Railroads followed, linking not only the disparate settlements of Philadelphia County, but also connecting Philadelphia with key locations to the north and further inland. The future of the district was set out by these railroads, and by the fact that the land remained largely open and undeveloped into the third quarter of the nineteenth century. By the middle of the nineteenth century, industry had begun to infiltrate the district, and would continue to be developed

there into the twentieth century.



Figure 2: Detail, Thomas Holme's 1687 Map of the Improved Part of Pennsylvania, showing the Northern Liberties, between Frankford, Germantown, and the original city.

¹ This history is summarized from the in-depth historic context statement for the North Planning District written by Emily Cooperman, Ph.D. in 2012 and available online at: <http://www.preservationalliance.com/wp-content/uploads/2014/09/NorthPhilaHC.pdf>

In the eighteenth century, the land immediately to the north of the tavern was owned by the Nice family, a name anglicized from what was likely “de Neisse” or “de Neus” for the French Huguenots. Unlike their neighbors of British descent who maintained city homes even after retiring to their country estates, the Dutch Nice family settled their land as their primary residence while forming a connection with Germantown rather than Philadelphia. The exceptions to the early pattern of large estate development in the district prior to the Revolution were two areas of smaller landholdings and denser development near Rising Sun and along the road from the Schuylkill (see Figure 3).



Figure 4: Detail, John Hills, *Plan of the City of Philadelphia and Environs, 1808*.

Following the Revolution, two important development trends affected the planning district. The first was the growth of the Schuylkill River as a fashionable villa district, which continued and complemented the use of the inland portion of the district as a well-established area of estates. New estates with names such as “Auburn Hill” and “Neptune Vale” could be found popping up throughout the district (see Figure 4). The banks of the Schuylkill River in particular witnessed a boom in fashionable suburban retreats in the post-Revolution period. These new estates were architecturally up-to-date and set on relatively small lots, compared to the large landholdings of earlier estates that also typically featured a significant agricultural component.

The second important trend that would impact the development of the planning district was what was called at the time “internal improvements,” but which today might be categorized as “infrastructure” projects. Within the planning district, this trend could be seen primarily in the creation of turnpikes from existing roads, which substantially improved travel conditions in and through the district. These roads were developed by private enterprises financed through the public offering of shares and toll collection.

Improved travel conditions led to additional development, particularly at the intersection of major roads and in the form of taverns, which served as stopping points for travelers. More concentrated development formed around these crossroads, and by the end of the first decade of the nineteenth century, the communities of Nice Town and Sun-Ville are clearly noted on area maps (see Figure 4). Not represented on the 1808 Hills atlas was a race-course near Nicetown in a portion of the Logan family estate as early as

1807, which would later become known as Hunting Park and give rise to the place name as well as the road leading to it.

1830s to 1900s: Railroads, Industrial and Residential Development to the Arrival of the Boulevard

While the establishment of the communities of Nicetown and Rising Sun/Sunville by beginning of the nineteenth century was an important sign of the increased urbanization to come in the North Planning District, it was the arrival of the railroad in the 1830s that would most significantly influence the future development of the district. The exploitation of coal for steam power in the first few decades of the nineteenth century led to a shift from canal-based transportation to rail-based systems. The development of steam powered locomotives, and the construction of railroads which replaced the earlier canal system used to transport coal from the Schuylkill County mines into Philadelphia. Coal-fueled steam power also enabled industrial facilities to expand beyond areas where water power was available. Because of the location of the North Planning District as a relatively open, flat zone between the rivers and the original Philadelphia city, Germantown, and Frankford, it became the place where the earliest rail lines crossed Philadelphia to link these places.



Figure 5: Detail, Charles Ellet Jr., *A Map of the County of Philadelphia from Actual Survey, 1843*.

One of the most significant rail lines, which shaped both the district and the city as a whole, was the Philadelphia and Reading Railroad Company line from Reading and the Pennsylvania coal country to a coal depot located in Port Richmond on the Delaware River. Reading Railroad's five mile connector from the Schuylkill at East Falls to Port Richmond was completed in 1842 through the North Planning District, running roughly parallel to Germantown Turnpike (now Avenue), through the village of Nicetown, and then turning southwest toward the Schuylkill River roughly parallel to Nicetown Lane (now Hunting Park Avenue) (see Figure 6). Growth in the city south of the Planning District and increasing demand for coal led to the establishment of another rail line in the district before the Civil War. The North Pennsylvania Railroad line, which formally opened in 1855 running north-south through the Planning District at American Street, was intended to connect the city with the Lehigh coal region.

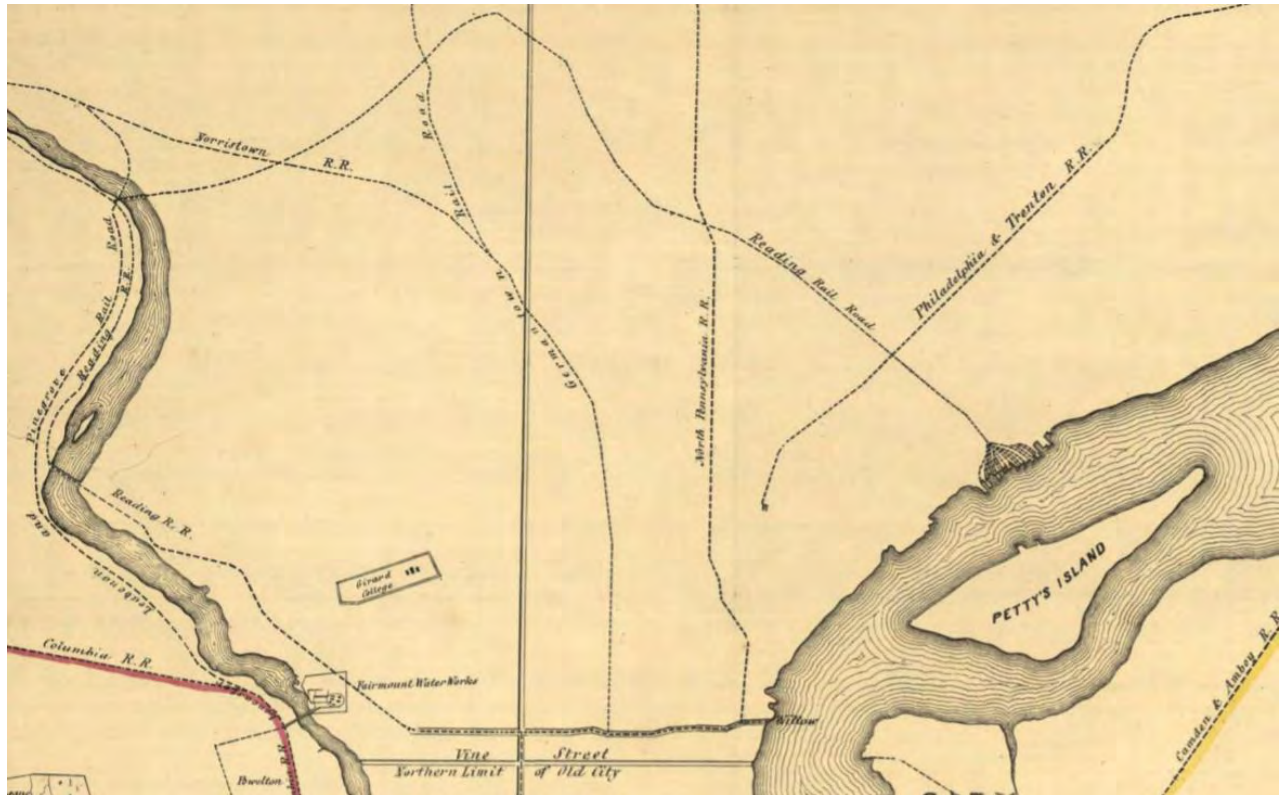


Figure 6: Detail, August Kollner, *Route of a Proposed Railroad from Powelton, West Philada. to the Philada. Gas Works . . .*, 1856. The path of the early railroads through the Planning District can be clearly seen on this mid-nineteenth-century plan.

At the same time as the advent of the railroads in the 1830s, a different sort of development was happening along the Schuylkill River—the creation of Laurel Hill Cemetery, the city’s first rural cemetery, and the national’s first such landscape to be designed by a professional, John Notman. The cemetery expanded over the years to include land from at least two country estates; the first portion of the cemetery was built on the former Sims estate, followed by the Fairy Hill estate in 1861. Laurel Hill was the first of several large cemeteries to be established in the Planning District. Among those that followed was the expanded Fairhill burial ground (originally laid out in the 1840s, and expanded in the 1850s); Mt. Vernon cemetery (immediately adjacent to Laurel Hill across Ridge Avenue), chartered in 1856; and, on the east side of the district, the Roman Catholic “New” Cathedral Cemetery, begun in 1868, and Greenmount Cemetery, founded in 1875.

In the years between the completion of the railroad lines, the first section of Laurel Hill, and the Consolidation of Philadelphia City and County in 1854, development proceeded slowly in the Planning District. Since factories during this period remained water-powered, aside from a few mills at Schuylkill Falls (now East Falls), industrial development in the Planning District was limited. In 1857, John and James Dobson constructed the first mill of a textile manufacturing complex that would come to dominate this portion of the Planning District from the Civil War until the Great Depression.

The first major industrial facility situated inland in the Planning District was the Carmichael/Potter oil cloth factory at a location corresponding today to the east side of 2nd Street between Erie Avenue and Venango Street. The enterprise became the largest oil cloth producer in the United States, if not the world.

The Carmichael/Potter factory was not alone in bringing industry into the Planning District prior to the Civil War. By 1855, a varnish factory, Benjamin C. Horner & Co., was established near the oil cloth factory. Horner advertised his factory as being located in “Cooperville,” Philadelphia, a name that still persists in

some sources to the present as a neighborhood name for this part of the district. J.D. Scott's 1855 atlas (Figure 7) also indicates another name that arose for this portion of the Planning District—"Franklinville," after the Franklin Land Company that had planned to develop the area. An appreciable number of other buildings, mostly residential plus one church, were constructed between the Carmichael and Horner factories and Germantown Turnpike by 1855. Most significantly, these new buildings were oriented to the projected continuation of the Center City grid, which is shown in Scott's map in an imagined form as extending far beyond the level of its completion by that date.

Although the area around it was not yet fully developed, the period before the Civil War also saw the creation of the first public park in the Planning District. Hunting Park race track, which had seen renowned trotters race there, had gradually become abandoned following the enactment of laws prohibiting horseracing. With the Consolidation of Philadelphia, a group of speculative developers joined together to purchase the racetrack with the intension of presenting it to the city for use as a public park, and a key amenity to growth in the area.

Despite key infrastructure expansion in the Planning District by the beginning of the Civil War—including construction of a city reservoir at 6th Street and Lehigh Avenue, railroad stations at 20th and Tioga Streets and in Franklinville near 4th and Glenwood Streets, and a horse car line up Broad Street—residential and industrial development in the area proceeded relatively slowly after the Civil War. Gridded streets around the Tioga Station were laid out, and buildings began to be constructed on them, but not to the extent that development was occurring to the south in Center City. By the late 1860s, however, two key large-scale industrial facilities were established within the district that would help spur later development.



Figure 7: Detail, J. D. Scott, Map of the Consolidated City of Philadelphia, 1855, showing grid extension and developments at Franklinville / Cooperville. The Carmichael and Horner factories are right of center in the lower image.

Opened in 1866, the Fidler, Weaver & Co. Rope and Cordage Factory at Germantown Avenue and 10th Street, along with the company's earlier facility in Kensington, produced seven tons of product daily and employed 300 men. The other, and arguably more important, factory to open in the Planning District in the late 1860s was Midvale Steel. Beginning in 1868, the William Butcher Steel Works were built in Nicetown immediately to the west of the crossing of the Philadelphia, Germantown and Norristown line and the Reading Railroad lines at Nicetown, providing direct access to the coal moving across the city and the shipment of its products. The company expanded dramatically over the years, eventually being renamed Midvale Steel, and becoming one of the most significant industrial facilities and employers in North Philadelphia. Other industrial facilities sprouted up adjacent to Midvale Steel in the 1870s, sealing

the fate of Nicetown as an industrial hub. Nevertheless, early residential construction in the Nicetown/Tioga area was of a suburban character, with free-standing or twin houses and virtually no rowhouse construction.

By 1875, another crucial element of the Planning District's infrastructure had been created: the Connection Railroad linking the Pennsylvania Railroad's West Philadelphia depot with its line paralleling the Delaware connecting to Trenton and New York (now the Amtrak line). With the completion of this line, the main railroads through the district were complete and the groundwork laid for the creation of more industrial construction with the ability to move goods.

Through the 1870s and 1880s, the large amount of open land of the district, coupled with access to railroad transportation, led to the creation of additional large industrial complexes. Further east, beyond Germantown Avenue, the land of the Planning District remained sparsely developed owing to a patchwork of large estates that retained significant landholdings. An aerial perspective published in 1887 illustrates the character of development in the area, which continued to occur according to the patterns already established (see Figure 10). The historic villages of Nicetown and Rising Sun are visible, along with newer clusters of Franklinville and Tioga. Older estate houses can be seen on Nicetown Lane, as well as industrial facilities such as Midvale Steel and Peerless Brick. It is clear that the dense, rowhouse construction of areas further south had only begun to infiltrate above Lehigh Avenue at this point, and then, only in relatively small portions.

The bucolic nature of the North Planning District remained into the early 1890s, but by 1895, the typical pattern of development of areas further south in the city had infiltrated well into the Planning District. Rowhouses, interspersed with churches and other institutions could be found up to Clearfield Street from the eastern side of the district to 17th Street. The far western and northwestern edge of the district remained open, as did the area above Allegheny Avenue east of American Street. The main exception to the latter, however, was the area bounded today by I Street on the west, Cayuga Street on the north, M Street on the east, and Lycoming Street on the south: the lots of Juniata Park had been laid out for development by the Juniata Park Land Association, although none had yet seen construction, and would not well into the twentieth century (see Figures 10 and 11).



Figure 8: Detail, Philadelphia of To-day, Burk and McFetridge, 1887.

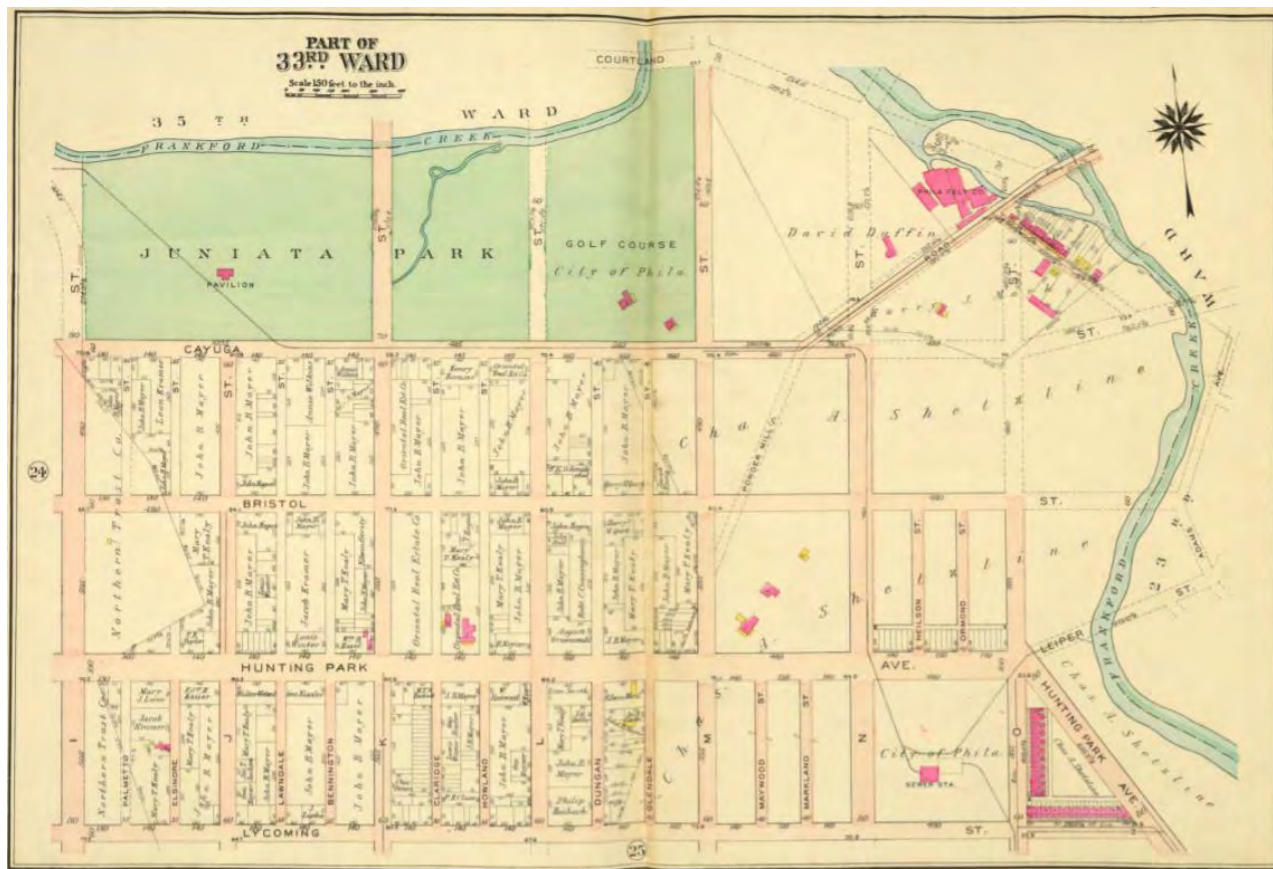


Figure 9: Plate 26, G. W. and W. S. Bromley, Atlas of the City of Philadelphia, North Philadelphia, Ward 25, 33, 37, 38, 43 & 45, 1925, showing layout of lots in Juniaata Park and extent of development of the area at this date.

1900s to the 1980s—Final Buildout, late Growth, and Decline after the 1950s

The first decade of the twentieth century saw a significant development that would affect the Planning District just as the coming of the railroad had in the period before the Civil War, and one that would signal the arrival of the automobile culture. This was the creation of what was for the period a grand roadway, called only the Northeast Boulevard and later renamed in the memory of Theodore Roosevelt. The project aligned with other progressive “City Beautiful” projects of the period, such as the creation of the Benjamin Franklin Parkway. In this mindset, the Boulevard’s break from the “checkerboard system of construction” seen throughout the city was viewed as an admirable step in creating a “more beautiful public life.”

By the time of the completion of the initial construction of the Boulevard within the Planning District, some areas of the district still remained undeveloped, particularly around Hunting Park east of Broad Street, and the area north of Erie Avenue and east of 2nd Street. A large complex for the Philadelphia Hospital of Contagious Diseases was completed in 1909 in the block bounded by Front and 2nd Streets, Luzerne Street, and Hunting Park Avenue on former estate land that was still open at the time. New factories continued to be created in this area into the eve of the Great Depression, along with new (primarily rowhouse) residential construction and related buildings, such as churches.

At the other end of the Planning District, an important cluster of new factories was created: Reyburn Manufacturing, Nice Ball Bearing, Tasty Baking, Atwater Kent, and Budd Company were all built in the 1910s and 1920s on land that had belonged to the Dobsons (see Figures 12-14).

Growth in the Planning District continued, particularly in the East Falls-Nicetown area where the 1910s-20s cluster had been built, and in the “Erie” industrial district. Despite this growth, however, the Planning District did begin to suffer with the decline of the city’s industrial economy from the Depression. A snapshot of the ethnicity and economic status of the residents of the Planning District in the period around the Depression can be seen in J.M. Brewer’s 1934 map, which indicated a mix of ethnicities and race in the district, with several concentrations worth noting. The district was predominantly white, but African-American neighborhoods had been established on the western side of Germantown Avenue, and nearby in the oldest part of Nicetown, which had been an African-American neighborhood since at least the end of the nineteenth century when the Nazarene Baptist Church was founded there. Italian-Americans could be found in concentrations around Indiana Avenue and 21st Street, and at 10th and Ontario Streets. A fairly large Jewish neighborhood had developed adjacent to the Boulevard at the far northeast corner of the Planning District.



Figure 10: Plate 10, G. W. and W. S. Bromley, Atlas of the City of Philadelphia, North Philadelphia, Ward 25, 33, 37, 38, 43 & 45, 1925, showing the extent of the Atwater Kent Company landholdings and construction at this date and the Budd Company (right).

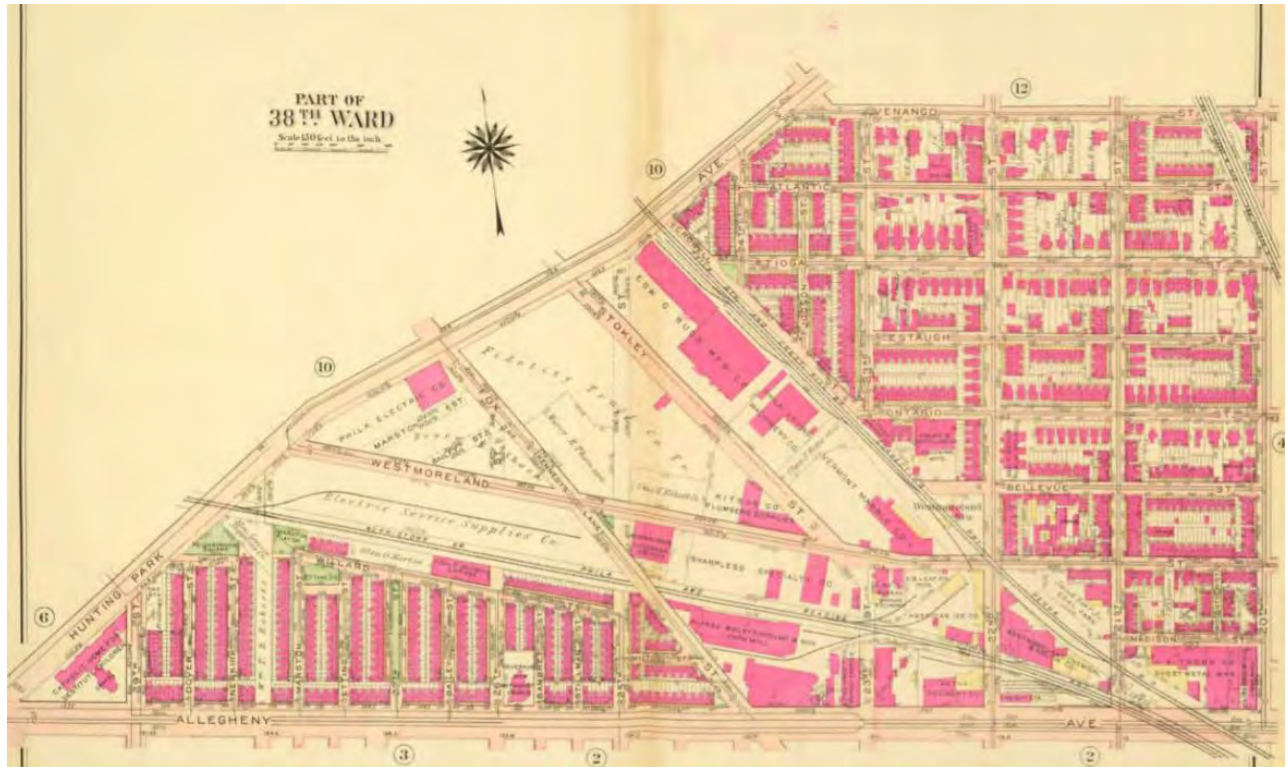


Figure 11: Plate 5, G. W. and W. S. Bromley, Atlas of the City of Philadelphia, North Philadelphia, Ward 25, 33, 37, 38, 43 & 45, 1925, showing the continuation of the Budd Company south of Hunting Park Avenue at this date.

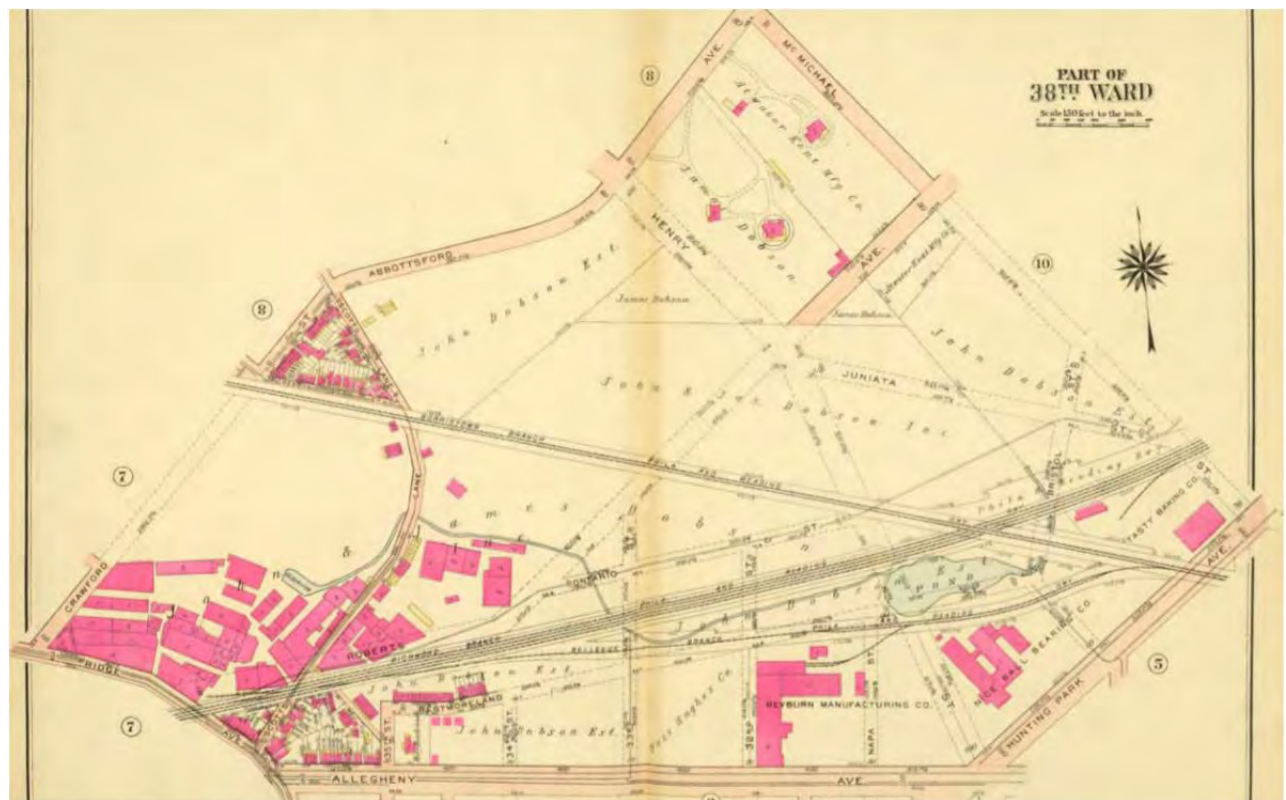


Figure 12: Plate 6, G. W. and W. S. Bromley, Atlas of the City of Philadelphia, North Philadelphia, Ward 25, 33, 37, 38, 43 & 45, 1925, showing the extent of the Dobson Mills at this date and construction of newer factories nearby.

During World War II, the federal government took over a significant portion of the East Falls-Nicetown area for defense plant use, and the Abbotsford Homes were constructed for associated workers. In the period after the war, the continued growth of industry in the Planning District was a notable exception to what was happening in other parts of the city. Beyond this, significant physical changes appeared at the upper edge of the district with the construction of the twin bridges and expressway connecting Roosevelt Boulevard at Broad Street with the Schuylkill Expressway, and the widening of the Boulevard to a multi-lane, high-speed roadway in the 1960s. After the 1960s, however, the area of the Planning District, like many other areas of the city, experienced significant economic decline and deterioration of its built fabric as the last portions of the city's industrial base collapsed.

SUMMARY OF EXISTING CONDITONS

Current Historic Preservation Activities in the North Planning District

PHILADELPHIA REGISTER OF HISTORIC PLACES

Created by City Council ordinance in 1955, reorganized in 1985, and reorganized again under Section 14-1000 of the Philadelphia Code in 2012, the Philadelphia Historical Commission is responsible for ensuring the preservation of historically significant buildings, structures, sites, objects, interiors, and districts in the city. The Commission identifies and designates historic resources, listing them on the Philadelphia Register of Historic Places, and then regulates those resources for preservation through the City’s building and other permitting processes.

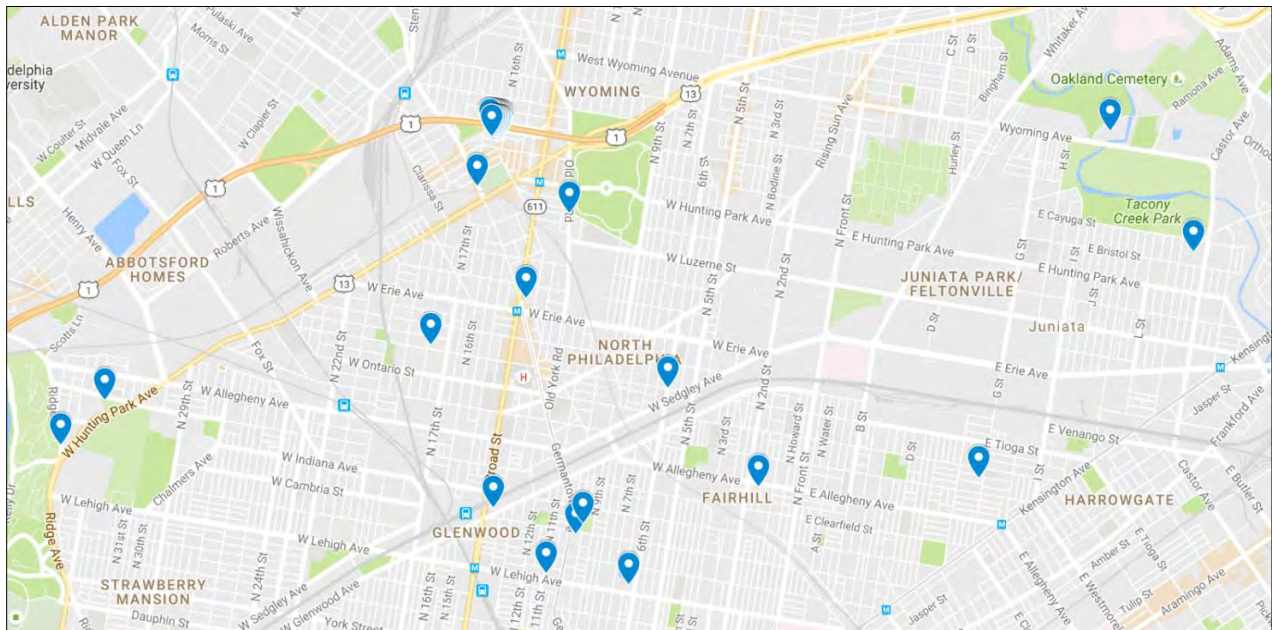


Figure 13: Properties in the North Planning District listed on the Philadelphia Register of Historic Places

Within the North Planning District, 56 properties (excluding condominium units), one site, and one historic district are listed on the Philadelphia Register. There are approximately 12,000 properties (23,000 if condominium units are included) in total on the Philadelphia Register of Historic Places. The following properties are listed on the Philadelphia Register of Historic Places:

- **2901 Germantown Avenue, Fairhill Cemetery (designated 10/28/1961, 10/26/1971):** Founded in 1703, Fair Hill is considered one of the earliest Quaker meetings in the region. The Fair Hill Burial Ground was laid out on its current site in 1843 and enlarged in 1853. Bounded by 9th Street, Germantown Avenue, Indiana Street and Cambria Street, Fair Hill Burial Ground is the final resting place for important activists in the anti-slavery movement, including Lucretia Mott, Robert Purvis and Harriet Forten Purvis.
- **2853-61 Germantown Ave, Fairhill Friends Meeting, c. 1882 (designated 10/26/1971):** The Fairhill Quaker Meeting House opposite the burial ground at Germantown Avenue and Cambria Street was built c. 1887 to replace the original Meeting House constructed in 1703.



Left: Fairhill Cemetery, 2901 Germantown Avenue; Right: Fairhill Friends Meeting House, 2853-61 Germantown Avenue

- **4128 Germantown Avenue, Rising Sun Tavern (c. 1750), designated 9/25//1962:** Likely constructed in the mid-eighteenth century, Rising Sun Tavern was strategically positioned at the intersection of York and Germantown Roads, and was the only early way station in the vicinity.
- **4101 Old York Road, Logan House, Hunting Park (c. 1795), designated 5/28/1963, 2/5/1975:** Now located in Hunting Park, Logan House was built c. 1795 for George Logan, grandson of James Logan, William Penn’s secretary. Prior to being donated to the Fairmount Park Commission in 1854, the 87 acres of land that compose Hunting Park were part of the Logan family estate, Stenton. The Fairmount Park Commission took over the Logan house in 1871 to house the Fairmount Park guards, and as a police station.



Left: Rising Sun Tavern, 4128 Germantown Avenue; Right: Logan House, 4101 Old York Road

- **3201 W Hunting Park Avenue, St. James the Less Church and Rectory (c. 1846), designated 1/24/1965:** Designed by architects George Gordon Place and John E. Carver, St. James the Less is regarded as the first example of the pure English Parish church style in America, and one of the best examples of nineteenth century American Gothic for its coherence and authenticity of design. Its influence on the major architects of the Gothic Revival in the United States is profound. It is listed on the National Register of Historic Places and is a National Historic Landmark.

- **917 E Wyoming Avenue, Rowland’s Saw Mill (c. 1835), designated 7/27/1965:** Little is known about this property, however early maps indicate it was part of the Rowland Saw Mills, which occupied the area through the nineteenth century.



Left: St. James the Less, 3201 W Hunting Park Avenue; Right: Rowland’s Saw Mill, 917 E Wyoming Avenue

- **24 individual properties on the 1600 Block of Rowan Street (c. 1895), designated 7/25/1967, and 16 properties on the 1600 block of St. Paul Street (c. 1895), designated 9/26/1967:** Formerly called St. Marks Square, the garden block of Rowan Street and the neighboring St. Paul Street were developed in the 1890s by William Shaw, a successful music publisher and devout Moravian. Shaw set out to create a tight-knit Moravian community resembling a cozy English village, but adapted to the Philadelphia rowhouse style, and utilizing the prevailing architectural style of the time, Queen Anne.



Left: 1600 block of Rowan Street; Right: 1600 block of St. Paul Street

- 3700, 3702, and 3704 Ridge Avenue, Laurel Hill Cemetery and Gatehouse (c.1836), designated 5/26/1970, 8/7/1980:** Founded in 1836, Laurel Hill Cemetery was the second major garden or rural cemetery in the United States. Constructed in an era when the city suffered from overcrowding, disease, and a scarcity of public space, Laurel Hill offered a crafted, suburban sanctuary and retreat just beyond the city limits. Scottish architect John Notman won the cemetery commission, designing a cemetery as an estate garden, based in part on English ideas of planned landscapes as transitions between art and nature. In addition to a three-tiered circulation system with a main carriage loop, secondary roads, and paths all converging near the center, Notman also added a Doric Roman Gatehouse, a superintendent's house, and a chapel. Notman's new landscape ideas and burial concepts became a model for the rural cemetery movement.



Left: Laurel Hill Cemetery; Right: Laurel Hill Cemetery Gatehouse, 3700-04 Ridge Avenue

- 1725 W Tioga Street, designated 9/28/1971, demolished 1996:** 1725 W Tioga Street, an early country house, was declared Imminently Dangerous and demolished in 1996.
- 3501-25 N 6th Street, St. Veronica's Catholic Church (c. 1907), designated 5/4/1972:** The church known today as St. Veronica's was established in 1872 as St. Michael Parish. Construction on the current building began in 1907, and the church was dedicated in 1909. Preeminent ecclesiastical architect Edwin Forrest Durang designed the church in conjunction with his son F.F. Durang, with whom he went into business in 1909. D'Ascenzo Studios designed the church's stained glass windows.



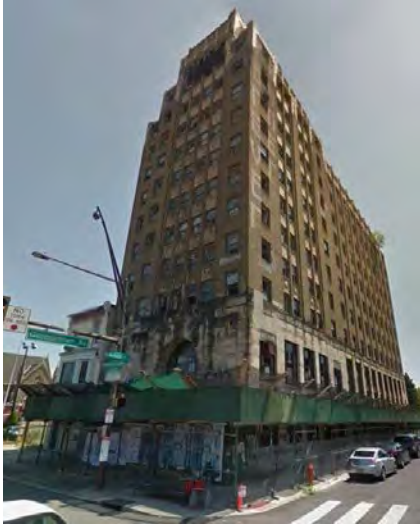
Left/Center: 1725 W Tioga Street (demolished); Right: St. Veronica's Catholic Church, 3501-25 N 6th Street

- **3330 G Street, “The Mansion”/Michael O’Rourke House/Guckin Funeral Home (1907), designated 4/25/1974:** Constructed in 1907 by municipal contractor Michael O’Rourke, “the Mansion” was the grandest private residence in Kensington when it was built, and included six bathrooms as a sign of wealth.
- **1401 E Bristol Street, Juniata Park Housing/Carl Mackley Apartments (c. 1934), designated 6/3/1982:** These four, three-story International Style apartment buildings were the first low-rent housing project constructed under Franklin D. Roosevelt’s Public Works Administration, a precursor to the Works Progress Administration. Modernist architects Oscar Stonorov and Alfred Kastner designed the buildings to contain a large number of apartments, while providing open exterior spaces between each building.



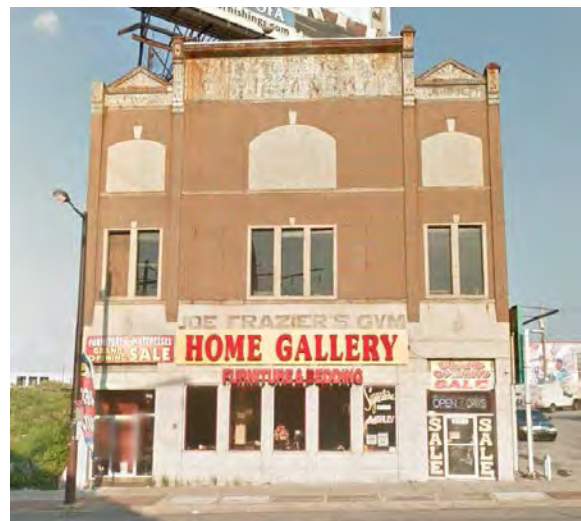
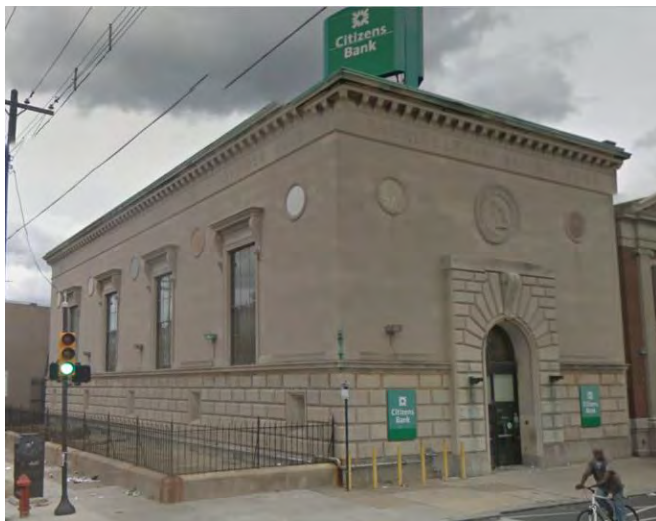
Left: “The Mansion,” 3330 G Street; Right: Carl Mackley Apartments, 1401 E Bristol Street

- **3701-03 N Broad Street, National Bank of North America/Beury Building (1926), designated 11/27/1985:** Constructed in 1926 on a design by architect William Lee, the National Bank of North America (known more commonly as the Beury building), is one of Philadelphia’s more sophisticated examples of the Art Deco style. The office building embodies an era of local pride which gave rise to numerous local business ventures, continued northward residential development, and the expansion of Temple University all along the North Broad Street corridor.
- **164-76 W Allegheny Avenue, Kensington Y.W.C.A (1911-1915), designated 3/14/1990:** Designed by important Philadelphia architects Hewitt, Granger & Paist, the Colonial Revival brick and terra cotta building is typical of Philadelphia charitable architecture in the late nineteenth and early twentieth centuries. The building was constructed early in the twentieth century as a means of extending the YWCA program and purpose as one of the most important agencies for social reform and education to the growing mill districts between Frankford and Kensington.



Left: Beury Building, 3701-03 N Broad Street; Right: Kensington YWCA, 164076 W Allegheny Avenue

- 1025 W Lehigh Avenue, Philadelphia Saving Fund (1923), designated 5/13/2011:** In 1916, architects Walter Mellor and Arthur Meigs invited George Howe to join them in a new firm named Mellor, Meigs & Howe. Within the firm, Howe was responsible for the design of a series of bank branches for the Philadelphia Saving Fund Society. Howe largely relied upon the favorite styles of the day, and his PSFS branch banks were akin to small Renaissance strongboxes, closed and strong from the outside. When Howe left the firm in 1928, he took his PSFS account, ultimately going on to design the iconic International Style PSFS building on Market Street. The Lehigh Avenue branch bank, designed in 1923, is considered an important puzzle piece in the evolution of Howe’s designs leading up to the PSFS skyscraper.
- 2917-19 N Broad Street, Joe Frazier’s Gym (1969), designated 6/14/2013:** This property was the gym and training facility (and occasional residence) of Joe Frazier—one of Philadelphia’s most celebrated athletes and important twentieth century figures. The gym played a central role in Frazier’s career and the vitality of the city’s active boxing scene in the latter part of the twentieth century.



Left: Philadelphia Saving Fund, 1025 W Lehigh Avenue; Right: Joe Frazier’s Gym, 2917-19 N Broad Street

- **601 W Lehigh Avenue, Lehigh Branch of the Free Library (1905), designated 2014:** Designed by architects Hewitt & Hewitt, the Lehigh Branch of the Free Library of Philadelphia is significant for its association with Andrew Carnegie, and was one of the first Carnegie branches constructed in Philadelphia. As such, it was a test for new concepts specific to library design.
- **Historic Street Paving Thematic District, designated 1998/2014:** Several blocks of historic street paving are located in the North Planning District. These include the: 100 block of E Erie Ave (red brick between trolley tracks); 500-800 blocks of W Erie Ave (granite block between trolley tracks); 3700-4000 blocks of Germantown Ave (granite block between trolley tracks); and the 3200 block of Palethorp Street



Left: Lehigh Branch of the Free Library, 601 W Lehigh Avenue; Right: Historic Street Paving, 500 block of W Erie Avenue

NATIONAL REGISTER OF HISTORIC PLACES

The federal government in tandem with the Pennsylvania Historical and Museum Commission, a state agency, maintains the National Register of Historic Places in the Commonwealth of Pennsylvania. The state and federal governments protect historic resources by factoring historic preservation into their decision-making whenever they are involved with construction projects directly or through funding, permits, licenses, or other indirect means that may impact historic resources listed on and eligible for the National Register.

Properties Listed in the National Register of Historic Places

Within the North Planning District there are twenty-one (21) individual buildings, one site, and one district listed in the National Register of Historic Places. In addition the district touches the eastern edge of the Fairmount Park National Register Historic District.

- Eleven (11) of the individually listed buildings are current or former public schools listed in the late 1980s. These schools were resurveyed in 2014 as part of a PHMC-led project to verify the status and condition of previously listed schools and document post-1938 schools Citywide.
- Four listed resources recall the area’s industrial history, notably Dobson Mills, Tasty Baking Company, Steel Heddle Manufacturing Facility, and the Edward G. Budd factory.

KEY #	Address	Historic Name	Resource Type	Construction Date	Listing/Survey Date
001638	2900 N Broad St.	Germantown Junction Station	Building	1896;1901	
083425	1124 W. Allegheny Ave.	Muhr, Simon, Work Training School	Building	1899	
083455	4901 Rising Sun Ave.	Feltonville School	Building	1908	
083478	600 West Hunting Park Avenue	McClure, Alexander K., School	Building	1910;C1911	
083496	3698 N. Randolph St.	Bayard Taylor Public School	Building	C1908;1907	
095004	1331 E Luzerne Ave.	Francis Hopkinson Public School	Building	C1927	
096009	800 E Ontario St.	Sheridan, Philip H., Public School	Building	1899	
096020	3001 N. 27th St.	Whittier, John Greenleaf, School	Building	1913	
096038	3901-3961 N. 18th St.	Gillespie, Elizabeth Duane, Junior High School	Building	C1925;1926	
096039	1798 Hunting Park Ave	Gratz, Simon, High School	Building	C1925;1926	
096045	4600 Rosehill St.	Barton, Clara, School	Building	1924	
157203	2917 N Broad St.	Joe Frazier's Gym	Building		
054170	3200 Henry Ave.	Woman's Medical College	Building	C1925	
077441	3701 N Broad St.	National Bank of North Philadelphia	Building	1926	
083501	1101 Venango St.	Wright, Richard L., School	Building	1905	
092112		Dobson Mills	Building	1862;1927	
096371		Kensington Y.W.C.A.	Building	1911;1915	
097830	1511 Allegheny Ave.	Saint Joseph's House for Homeless Industrious Boys	Building	1929	

140737	2450 Hunting Park Ave.	Budd, Edward G. Manufacturing Company	Building	1917;1988	
155207	2100 W Allegheny Ave.	Steel Heddle Mfg Co Complex	Building	1918;1951	2010
156265	2801 W Hunting Park Ave.	Tasty Baking Company Building	Building	1922	
001364		Fairmount Park	District	1812;C1955	
104312	4301 E Bristol St.	Mackley, Carl, Houses	District	1933;1934	
104865		Fair Hill Burial Ground	Site		

In addition to National Register listings, the North Planning District contains two National Historic Landmarks, **Laurel Hill Cemetery** and the **Church of St. James the Less**. National Historic Landmarks are distinguished from other properties on the National Register as being of national significance and are among a much smaller universe of designated historic properties; nationwide there are only approximately 2,500 National Historic Landmarks.

Properties Determined Eligible for the National Register of Historic Places

The Pennsylvania State Historic Preservation Office (SHPO) regularly evaluates properties for the eligibility to be listed in the National Register of Historic Places. These evaluations are often undertaken as part of the planning and permitting of projects that are funded, permitted, or sponsored by State or Federal agencies, but may also occur in connection with grant applications, advocacy efforts, or planning processes, or simply when a proud property owner wishes to recognize the importance of their property. An opinion of eligibility means that in the professional opinion of the SHPO staff, the property appears to meet one or more of the National Register eligibility criteria and integrity requirements and would likely be listed by the National Park Service if a formal nomination process were undertaken.

With only one exception, the A.Mecky Company Building, all of these resources were surveyed prior to 2000, meaning that the information is likely outdated and incomplete by today's documentation standards. It is also likely that some of these properties have been demolished or altered to the point that they no longer remain Eligible. The Kensington-Allegheny Historic District has been the subject of discussion in recent years, as the existing documentation is scant and it is highly likely that the boundaries should be altered and/or reduced.

KEY #	Address	Historic Name	Resource Type	Construction Date	Listing/Survey Date
106686	1201 W. Lycoming St.	Logan House	Building		1997
203532	1705 W. Allegheny Ave.	A. Mecky Company Building	Building	1910	2016
051662	5100 Wissahickon Ave.	Atwater Kent Plant	Building	C1928	1987
103077	1920 W Indiana Ave.	Lubin, Siegmund, Motion Picture Studio	Building	1911	1994
104223	3401 N 5th St.	Allen, S.L., Company Building	Building		1996
114829	3231 N 2nd St.	Brown, Thomas E., 7 Sons Knitting Mill	Building	C1900;C1920	2000
110778		Kensington/Allegheny Historic District	District	C1870;C1920	1999
086826		Diamond Park	District	C1870;C1900	1983
103286		Abbottsford Homes	District	1942	1995

Keeper Eligible Resources

The Keeper of the National Register of Historic Places has the authority to determine properties eligible for listing. This designation, which is used infrequently, effectively carries the same meaning as formal NR listing for the purposes of Federal and State projects, though does not qualify the property for rehabilitation tax credits.

KEY #	Address	Historic Name	Resource Type	Construction Date	Listing/Survey Date
082494		Midvale-Heppenstall Steel Company	Building	1867;1873	1987

Properties That Have Been Identified But Not Evaluated for National Register Eligibility

Many resources are recorded in PHMC’s database with only minimal information about location, age, and possibly materials. These details are entered into the SHPO’s Cultural Resources GIS database (CRGIS) without evaluating the property’s eligibility for the National Register, as the documentation submitted is generally lacking in the information necessary to make an informed assessment. These resources should be viewed as potentially eligible and targeted for additional recordation in order to assess eligibility. Other as-yet unidentified properties may be eligible, but have not yet been brought to the SHPO’s attention through a systematic survey effort or owner initiative. Twenty-one (21) properties have been recorded in CRGIS, but the records do not contain sufficient documentation for an eligibility evaluation. Eleven (11) of the resources are post-1938 current or former public schools surveyed by PA SHPO in 2014.

KEY #	Address	Historic Name	Resource Type	Construction Date	Listing/Survey Date
101091	601 E Indiana Ave.	Free Library of Philadelphia-McPherson Square Branch	Building	1915;1917	1993
144519	1300 W Cayuga St.	1300-1600 Blocks of Cayuga Street	District		1992
201485	3101 Henry Ave.	A. Philip Randolph Skill Center	Building	C1975	2014
201516	2900 W. Clearfield St.	E. Washington Rhodes School	Building	1969	2014
201517	1201 W. Rush St.	George Clymer Public School	Building	1964	2014
201520	601 W. Somerset St.	Fairhill Elementary School	Building	1968	2014
201522	3001 N. 6th St.	Potter Thomas Public School	Building	1969	2014
201525	3199 D St.	Elkin, Lewis Public School	Building	1971	2014
201583	1500 W. Ontario St.	Kenderton Public School	Building	1960	2014
201584	3301 Old York Rd.	Mary McLeod Bethune Public School	Building	1969	2014
201585	3449 N. Mascher St.	William Cramp Public School	Building	C1967	2014
201586	4301 Wayne Ave.	Edward T. Steel Public School	Building	1970	2014
201587	151 W. Luzerne St.	Thomas Alva Edison High School	Building	1988	2014
053468	3301 Fox St.	Queen Ln. Pumping Station	Building	C1921	
082454	2900 W Lehigh Ave.	Calvary Reformed Church	Building	C1909	
088048	2700 N Broad St.	Cohen, Joseph & Sons	Building	C1910	
088059	3101 W Lehigh Ave.		Building	C1914	

088064	3301 W Lehigh Ave.	Mount Vernon Cemetery Gatehouse	Building	C1856	
088516	2300 W Lehigh Ave.	Saint Columba's School	Building	C1898	
094760	3101 W Lehigh Ave.	Mt. Peace Cemetery Office	Building	C1914	
156811		Pennsylvania Railroad: North Phil Tower	Building	1914	2011

Archaeological Resources within the North Planning District

The North Planning District contains only one recorded archaeological site. This site is associated with a former industrial facility, the name of which is withheld in this report for site security purposes. There are pockets of High and Moderate potential for prehistoric archaeological resources throughout the district, primarily along the Schuylkill River and small current and former tributaries. There are also areas of high probability along the Tacony Creek and Kensington Ave.

Site #	Site Name	Site Type	NR Status	Meters To Water
36PH0034		Historic Industrial	Insufficient Information to Evaluate	N/A

Lack of Comprehensive Survey Information

It is important to note that a comprehensive survey of historic properties has not been undertaken in the planning area, so the resources identified in this memo should not be considered definitive or exhaustive. There are likely many more individual properties and districts within the planning area that may merit National Register listing, local designation, or both. The lists in this memo only reflect existing information at the time of preparation.

KEY ISSUES

The following are important historic preservation challenges facing the North District:

- **Large, older properties in poor condition**
 - One of the district's strengths— large beautiful historic homes and important industrial facilities— is also a challenge to owners and potential rehabilitation projects. The majority of the existing building stock is over or around 100 years in age, having been constructed between the 1890s and 1920s. While income-producing property owners may take advantage of historic preservation tax credits for substantial renovation projects, residential property owners do not have comparable incentives and may seek to complete projects in the least costly way possible, if at all. As a result, many repairs may not comply with historic preservation standards.
- **Vacant properties and vacant lots**
 - In addition to occupied properties in poor condition, there are many areas in the district where individual or multiple rowhouses have been demolished or are vacant, creating a spotty effect in the district.
- **Limited locally-designated resources (PHC)**
 - While the North Planning District has more locally-designated resources than other planning districts outside of Center City (particularly Northeast Philadelphia), the number of designated resources is small compared to the number of potentially eligible properties. While there is a de facto historic district of 40 properties within the 1600 blocks of Rowan and St. Paul Streets, few permits are pulled for work to these properties.

MAJOR OPPORTUNITIES

Historic preservation opportunities in the North District include:

- **Many well-intact blocks of homes**
 - The North Planning District is rich with unique, historic properties with great character. Of particular note are the intricately-detailed twin and rowhomes throughout the Tioga neighborhood. Interspersed among and around these are interesting institutional, industrial, and religious properties that supported the lives of the residents of the neighborhood. Despite disinvestment over the past several decades, there are a number of remarkably well preserved blocks of homes that represent the history of the district.
- **Many significant industrial, institutional, commercial, religious, and residential sites**
 - The staff of the Historical Commission has preliminarily surveyed the Planning District and finds that there are many sites that likely satisfy one or more Criteria for Designation to the Philadelphia Register of Historic Places as outlined in the historic preservation ordinance, Section 14-1000 of the Philadelphia Code. Given the cursory nature of this survey, priorities for consideration for designation have not been assigned to the potential historic resources. Additional survey work is recommended within the North Planning District to fully assess the extant historic resources in the district; areas of particular interest are described below.

HISTORIC PRESERVATION (SPECIFIC TOPICS)

Historic Districts

Goal: Evaluate eligibility of local historic or conservation districts in the Nicetown/Tioga neighborhood and Wayne Junction

- **Nicetown/Tioga Historic District:** The Nicetown/Tioga neighborhood retains significant residential and industrial fabric capable of successfully relaying the history of this important community in North Philadelphia.

History of Tioga: The construction of a Reading Railroad station around 20th and Tioga Street in 1854 prompted the first major wave of development and created an axis for subsequent development in the neighborhood. Following the death of Kenderton Smith and the division of his estate in 1851, a grid of streets had been laid out through the area—the old country roads absorbed into the urban fabric of the burgeoning city—but development had yet to commence. The railroad, along with a horse car line which ran along Broad Street and turned onto W. Tioga and then up 17th Street before heading off towards Roxborough, provided access to the area and fueled the development of a new locus of the community centered around Tioga Street. By 1862, large free-standing dwellings had begun to appear around the locus of the train station, primarily along Tioga Street between 22nd and 17th Streets, but also along Ontario Street between 21st and 19th Streets, as well as on Venango, Pacific, and Erie Avenue. In addition to homes for the wealthy, the neighborhood boasted a hotel (the Abbey Hotel at 22nd and Atlantic), and a Presbyterian Church (at present-day Tioga and N. Sydenham Streets). One of these early suburban homes was 1909 W. Tioga Street, which survived the late-19th century development boom of Tioga and later economic depression of the mid-20th century (see Residential Buildings section).

A second wave of development would soon arrive, spurred by the establishment of one of the most important factories in North Philadelphia—Midvale Steel. Founded in 1867 as the William Butcher Steel Works, Midvale Steel was originally a producer of steel wheels for railroad cars. The company selected Nicetown for its position along the existing railroad, which carried anthracite coal for steel production. The early years of the company were rocky, and in a short time, Butcher was forced out of his own company by one of its principal investors, American engineer and businessman William Sellers. Sellers changed the name of the company to Midvale Steel, and the company went on to flourish for the next hundred years until its closure in the 1970s. In 1874, the first buildings of the Blabon Oil Cloth Works were built immediately adjacent to the west of Midvale Steel, solidifying the future of Nicetown as an industrial center.³ A silk factory was also constructed within the Tioga neighborhood near 19th and Westmoreland by 1875.

Residential construction, however, remained suburban in character through the 1870s, with free-standing or twin houses and nearly no rowhouse construction.⁴ Speculative development began sporadically through the neighborhood, but was limited to small blocks or portions of blocks.

³ Hexamer survey, 1878, <http://www.philageohistory.org/rdic-images/view-image.cfm/HGSv14.1259-1260>

⁴ Hopkins, City Atlas of Philadelphia, Vol. 2, 21st & 28th Wards (Philadelphia, 1875), plate O.

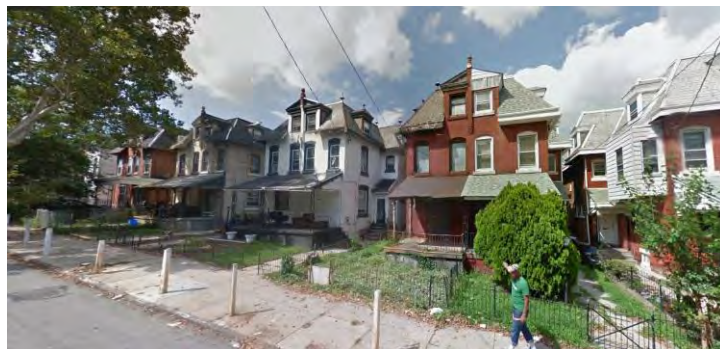


1815 W Tioga (Thomas W. Starr house), and 3400 Block of N 19th Street (speculative housing by Robert Siddall), constructed prior to 1875. The Italianate and, to a greater extent, Second Empire architectural styles were predominantly used during the period of the late 1860s-1880s.

This pattern of gradual, suburban development continued through the 1880s and into the 1890s. The dense urban fabric of rowhouses held at bay below Lehigh Avenue moved quickly north, and by 1895, full blocks of brick rowhouses began to fill blocks of the Tioga neighborhood south of Erie Avenue and east of 19th Street.⁵



The even 3530 block of N. 18th Street, and the odd 2200 block of W. Tioga Street, constructed between 1884 and 1895.



1800 block of W. Ontario Street, constructed c. 1890

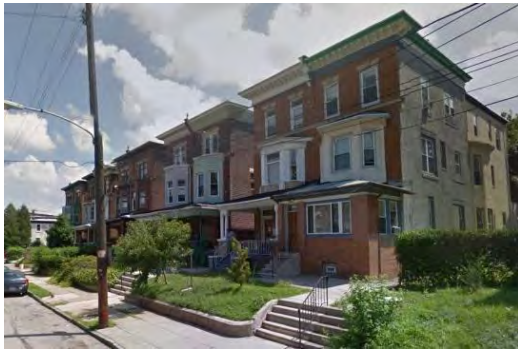
As one of the most important manufacturing centers in the world, Philadelphia grew rapidly during the industrial revolution from the mid-19th through mid-20th centuries. By the turn of the century, the dense development that had largely remained below Glenwood Avenue and the Philadelphia & Reading Railroad line to Port Richmond had pushed north, causing a boom in residential development in Tioga between 1895 and 1910. Large rowhouse developments filled in the blocks throughout the neighborhood, particularly around Erie Avenue and west of 20th Street.

⁵ To the north of Erie Avenue, at Butler between 16th and 17th Streets, a large brick yard and kilns were constructed, likely to provide bricks for the extensive development happening to the south.

Midvale Steel expanded, more than tripling in size, and additional industries appeared on the outskirts of the neighborhood along Allegheny and Hunting Park Avenues.



Two sets of eclectic Jacobean twins and a row of late-Victorian rowhouses replaced earlier dwellings along the prestigious Tioga Street during the late-19th or early 20th century.



The even side of the 2200 block of W. Tioga Street and 3216-24 N. 15th Street, constructed between 1895 and 1910.



The north side of the 1700 block of Erie Avenue, and the 3700 block of N. Bouvier Street, constructed between 1895 and 1910. The three-story rowhouse with a front porch and bay window was popular in the Tioga neighborhood during this period.



The 3700 blocks of N. 15th and N. Carlisle Streets, constructed between 1895 and 1910.



1400 block of W. Erie Avenue, constructed 1898 for speculative developers Wright & Prentzel. The similar 1500 block of W Erie Avenue (c. 1900, below) also retains significant integrity.



Smaller-scale, two-story rowhouses were also constructed throughout the Tioga neighborhood during the late 19th and early 20th centuries, although to a lesser degree than their three-story counterparts (left, 3200 block of N. Carlisle, constructed c. 1890, and the 3600 block of N. 18th St, constructed between 1895 and 1910).

- **Wayne Junction Historic District:** Straddling the northwestern edge of the North Planning District is Wayne Junction, a largely-intact industrial area significant for its cohesive concentration of noteworthy innovative industrial producers in Philadelphia. The Wayne Junction train station was the locus of mills and workshops that capitalized on rail transportation to move in raw goods and send out finished products.
 - **4481 Wayne Avenue, Wayne Junction Station (1901), Wilson Bros. & Co.:** For most of the first half of the twentieth century, Wayne Junction served as Reading Railroad's counterpart to Pennsylvania Railroad's North Philadelphia Station, two miles away. It served a very prosperous business and residential area, drawing from North Philadelphia, Nicetown, Tioga, Logan, Germantown and other points.



- **4501 Wayne Avenue, New Glen Echo Mills (c. 1885-1947):** Construction on the New Glen Echo Mills complex began in 1885 after the company, owned by William McCallum, outgrew its facilities in northern Germantown. The company, which manufactured a variety of textiles, also had the distinction of manufacturing the first Jacquard machines.



- **212-20 Robert Avenue, Max Levy Autograph (c. 1902; add. 1912-1950)**



- **4433 Wayne Avenue, Brown Instrument Company (1896-1951)**



Properties on the northwest side of Berkley Street, outside of the North District boundary

- **Left: 147-53 Berkley Street, Arguto Oilless Bearing Co. (1897-1908; c. 1910);**
- **Center: 137-45 Berkley Street, Blaisdell Paper Pencil Co. (c. 1897)**
- **Right: 113-29 Berkley Street, Moore Push-Pin (c. 1885) (individual des. 12/12/2014)**



Commercial Buildings

Goal: Consider nomination of the following potentially-eligible commercial buildings to the Philadelphia Register of Historic Places

Banks

- **820-26 E Allegheny Avenue, Beneficial Saving Fund Society (1924; additions: 1934, H. Trumbauer, 1952, P. Monaghan) Horace Trumbauer:** In 1923, Beneficial Savings Fund purchased the property at 826 and 828 E Allegheny Avenue to establish a new bank branch. The Kensington Branch, which opened its doors in 1924, was designed by internationally-renowned architect Horace Trumbauer, who had designed a new headquarters building for Beneficial at 1200 Chestnut Street eight years earlier (still extant). Trumbauer would go on to design at least one other Beneficial bank building, at S. Broad Street and Snyder Avenue, in 1929 (also extant). By 1934, the Kensington Branch was so busy, that the bank purchased the property at 824 E Allegheny and constructed an addition matching the original building. The bank was again expanded in 1952 with a compatible addition designed by Paul Monaghan.



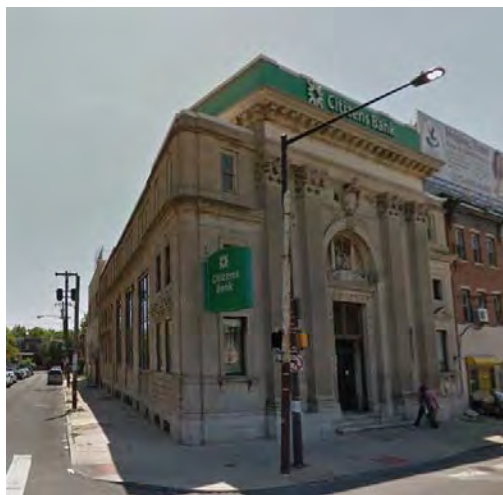
- **861-79 E Allegheny Ave, Kensington Trust Company (c. 1928), Hoffman & Henon:** With the introduction of the El train along Kensington Avenue in the 1920s, the intersection of Kensington and Allegheny Avenues became a crossroads for commerce and travel. This grand neoclassical bank building replaced a smaller Colonial Revival bank building designed by Heacock & Hokanson and constructed less than 20 years earlier.



- 3156-60 Kensington Avenue, Northeastern Title & Trust/Flomar Building (1928), Davis, Dunlap & Barney:** Founded in 1920, the Northeastern Title & Trust Company spent their first eight years working out of five adjacent properties just south of the intersection of Kensington and Allegheny Avenues. With the introduction of the EI in the 1920s, the intersection of Kensington and Allegheny Avenues became a center for commerce and travel. Rather than design a building resembling its low-slung, single-purpose neoclassical counterparts on Allegheny Avenue, the Northeastern bank company chose a high-rise design of brown brick and limestone. The building was, and remains, the tallest structure for blocks around. The bank leased the upper floors as office space to different companies over the years. In the mid-twentieth century, the building was purchased by the Flomar Corporation, which had its name carved into the building.



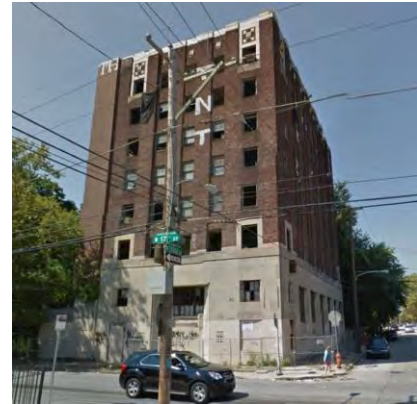
- 3711-15 Germantown Ave, North Philadelphia Trust Company (c. 1905, alts. 1918), Ballinger & Perrot; 1918 addition and front façade, Philip Merz:** Opened in 1903, the North Philadelphia Trust Company was one of the first large banks in the area and helped lead North Philadelphia's economic boom in the early twentieth century.⁶ The architecture and engineering firm of Ballinger & Perrot designed the original structure, constructed between 1901 and 1910, which featured a large dome and Ionic columns. Around 1918, Philip Merz drew up plans that altered the front façade, removed the dome, and added an additional floor.



⁶ <http://digitalhistory.hsp.org/bnktr/org/north-philadelphia-trust-company>

- **1700-06 W. Tioga Street, Tioga Trust Company (1926-7), architect: William Harold Lee**

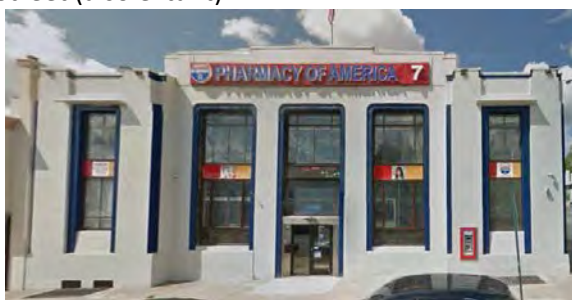
The Tioga Trust Company was organized in 1912 at the corner of 17th and Tioga Streets.⁷ Historic maps indicate that the bank first took up residence in an existing three-story stone building (likely a former residence) with frontage on Tioga Street. In 1926, the company put out a request for bids for a new multi-use bank and apartment building. It appears that architect William Harold Lee won the bid, and construction began the following year. The endeavor was ill-timed, however, as the Tioga Trust Company was acquired only two years later by the Bankers Trust Company, which would fold from the Great Depression by December 1930.⁸



- **601-13 W Erie Avenue, Erie National Bank (c. 1927):** Erie National Bank of Philadelphia opened in 1927, and soon thereafter suffered through a bank run in 1931 (see photo below, right), when hundreds of people withdrew as much money as they could from the bank. Half of commercial banks in Philadelphia closed by 1933, but Erie National Bank survived until 1935.⁹



- **4654-62 N 5th Street, Wyoming Bank and Trust Company (1924), McLanahan & Bencker:** The former Wyoming Bank and Trust Company building was designed in the Art Moderne style by architects McLanahan & Bencker in 1924. Following the death of William L. Price of Price & McLanahan in 1916, M. Hawley McLanahan joined forces with Ralph B. Bencker, who had been an apprentice and designer with the firm for over a decade. Bencker's taste in moderne architecture influenced the new firm's designs, including this building and a bank building at 6701 N. Broad Street (also extant).



⁷ "Condition of Philadelphia Trust Companies," *Trust Companies* 14 (January 1912): 496.

⁸ Dana Dorman and Faith Charlton, "The Rise and Fall of Bankers Trust Company," Historical Society of Pennsylvania, 2013, accessed January 11, 2016, <http://digitalhistory.hsp.org/bnkr/essay/rise-and-fall-bankers-trust-company>.

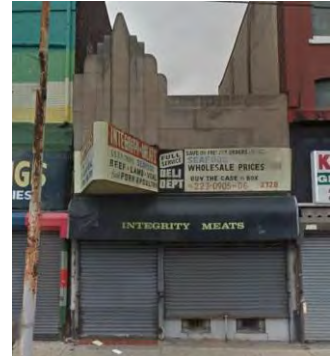
⁹ <http://philadelphiaencyclopedia.org/archive/great-depression/>

- **2809-11 Germantown Avenue, Mutual Trust Co. (1925), Heacock & Hokanson:** The former Mutual Trust Company building in the Fairhill neighborhood of Philadelphia was designed by the long-lived partnership of J. Linden Heacock and Oscar M. Hokanson, best known for their residential and school designs in the greater Philadelphia region.



Other Commercial Buildings

- **2728 Germantown Ave (refaced 1936), Albert Dobbins:** This unusual asymmetrical Art Deco façade was designed in 1936 by architect Albert Dobbins for the Grover C. Diener store. Dobbins, who was known chiefly as the architect of Methodist Episcopal church buildings, Dobbins occasionally designed commercial buildings, including the addition of some Art Deco elements to a late nineteenth/early twentieth century building at 4524-26 Frankford Avenue (extant), also for a Grover C. Diener store.



- **2700 Germantown Ave, Treacy Building (c. 1907), Clyde Smith Adams:** In the early twentieth century, a vibrant commercial district around the intersection of Germantown and Lehigh Avenues flourished as a center of North Philadelphia’s Jewish community. In 1906, Joseph Treacy, a resident of the neighborhood, purchased the property and commissioned architect Clyde Smith Adams for a new commercial building. Treacy, who died in 1907, likely did not get to see the finished three-story Roman brick structure that included four retail spaces, nine offices, four “lodge rooms,” and eight ante rooms.¹⁰



- **3635-37 Germantown Avenue (1894):** Like the intersection of Broad Street and Lehigh Avenue, the junction of Broad Street and Erie Avenue became a node of commercial life in North Philadelphia around the turn of the twentieth century. Constructed first as the Station R post office in 1894, this commercial property has been home to numerous commercial uses, including the G.A. Dentzel Carousel Company and Starr & Moss jewelers.



¹⁰ <http://hiddencityphila.org/2015/11/catching-rays-at-the-treacy-building/>

Industrial Buildings

Goal: Consider nomination of the following potentially-eligible industrial buildings to the Philadelphia Register of Historic Places

- **2450, 2525, and 2301 W. Hunting Park Avenue, Edward G. Budd Manufacturing Company (c. 1917-1940):** The Budd Manufacturing Company was one of the most important manufacturers in Philadelphia in the early 20th century. Founded in 1912, the Edward G. Budd Company became one of the leading suppliers of body components to the automobile industry and a manufacturer of stainless steel passenger rail cars. The company developed the first all-steel automobile bodies, as well as the “shotweld” technique for joining pieces of stainless steel without damaging their anti-corrosive properties. The Budd Company quickly outgrew its original location at Tioga Street and Allegheny Avenue, constructing a second plant on Hunting Park Avenue, just to the west of the Philadelphia, Germantown, and Chestnut Hill Railroad.

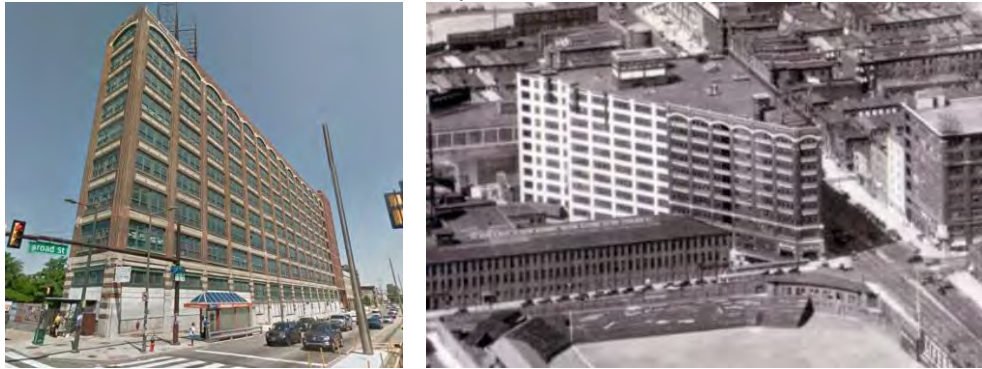


- **2801 W Hunting Park Avenue, Tasty Baking Company (1922):** Tasty Baking was founded in North Philadelphia in 1914 by Philip J. Bauer and Herbert C. Morris. The company, whose new product was called the Tastykake, was wildly successful. In 1922, Tasty Baking constructed a new, state-of-the-art, five-story plant on Hunting Park Avenue. Two additions were built within three years, and new products developed. The company remained at this location for almost 90 years, operating alongside the other major employers of the community, the Budd Company and Midvale Steel.



- **2700 N Broad, Ford Motor Company (1914), Albert Kahn:** This building was designed by architect Albert Kahn, the so-called *Architect of Ford*, who was recruited personally by Henry Ford after his impressive design of the Packard Motor Company building at Broad and Wood Streets. Designed with the heavy-duty infrastructure necessary for the manufacturing of automobiles, the plant was put into use by the United States’ Ordnance Department during WWI for the production of helmets, body armor, and machine gun trucks. In 1925, Ford left the building for a larger plant in

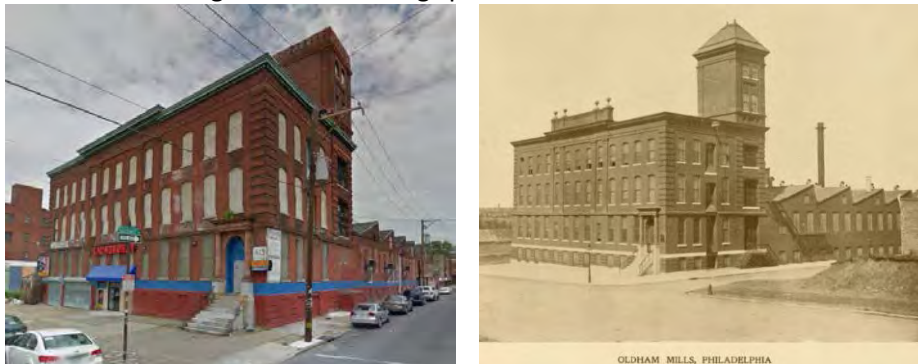
Chester, and the building was subsequently used by a variety of companies, including Botany Industries, who manufactured their Botany 500 suits at this location.



- 700 E Erie Avenue, Cuneo Eastern Press (c. 1935):** The Cuneo Eastern Press plant was in operation at this location from the 1930s through the 1970s, when it closed along with many other nearby factories. The property was featured in a 1939 WPA publication of "Philadelphia, a Guide to the Nation's Birthplace," under a section entitled "Through Industrial Philadelphia." The publication noted that the plant, which contained 70 presses, primarily produced well-known magazines such as Cosmopolitan, Good Housekeeping, and House Beautiful.



- 413-23 E Allegheny Ave, Oldham Mills/Concordia Silk Mills (c. 1899), Hales & Ballinger:** In 1899, W. & J. Sloane, a New York carpet company, commissioned architects Hales & Ballinger to design a new mill building at Allegheny Avenue and Boudinot Street. The new mill housed the equipment of the Oldham Upholstery Company of Paterson, NJ, and the Chauncey Tapestry Company of Chauncey, NY, which were abandoned for the move to Philadelphia. The structure became known as Oldham Mills 1909, Concordia Silk Mill moved from 2nd and Norris Streets to the Oldham Mills structure to secure a larger manufacturing space.¹¹



¹¹ Textile World Record, Volume 37, 1909, p. 153

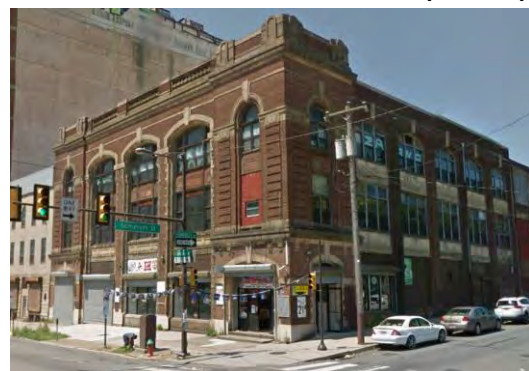
- **201-19 and 221 W Glenwood Avenue, Fletcher Textile Machinery Works (c. 1890, 1900):** Fletcher Works began operations in 1850 as Schaum & Uhlinger. Located directly on the lines of the Pennsylvania Railroad, Fletcher Works was recognized as a major producer of textile machinery. The operation, which consisted of a machine shop and iron foundry, built fabric looms, rayon throwing machines, and centrifugal extractors.¹²



- **3450 J Street, Luithlen Dye Works (c. 1899, add. 1920):** In the 1880s, Ludwig B. Luithlen established a dye works in rented space in Kensington. Around 1895, he moved to a one-story brick dye house on the corner of J and E. Estaugh Streets. The firm served the large numbers of textile industries located in Kensington throughout the twentieth century.¹³



- **2750 N Broad, Atlantic & Pacific Tea Co./Goodyear Tire and Rubber Co Warehouse (c. 1910):** Founded in 1857 in New York, The Great Atlantic & Pacific Tea Company (better known as A&P) was one of the largest supermarket chains in the United States during the twentieth century. The A&P occupied the property in the early 1920s, and by 1942, the property was occupied by the Goodyear Tire and Rubber Company.



¹² http://hsp.org/sites/default/files/legacy_files/migrated/findingaid2064fletcherworks.pdf

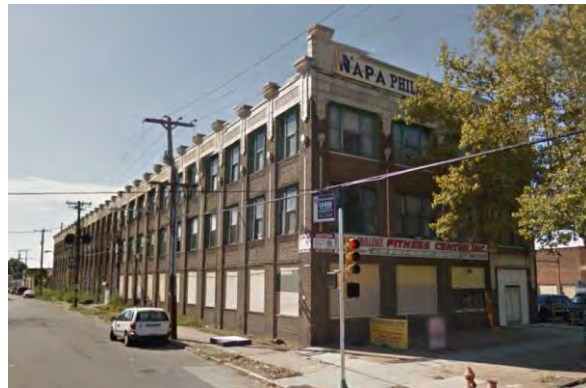
¹³ <http://www.workshopoftheworld.com/kensington/luithlen.html>

- **4055 Ridge Avenue, 3502-08 and 3510-30 Scotts Lane, Dobson Mills (c. 1864-):** Although many of the former Dobson Mills buildings have been demolished or altered over the years, several of the buildings on the more than twenty acre complex are extant, including buildings from the original Dobson Mill along Scotts Lane. Once one of the largest and most impressively sited industrial complexes in Philadelphia, Dobson Mills provided a diversified line of wool products that, in keeping with Philadelphia textile industry practice, could be varied depending on market conditions. By the 1870s, it was one of the largest individually owned woolen manufactories in the United States.



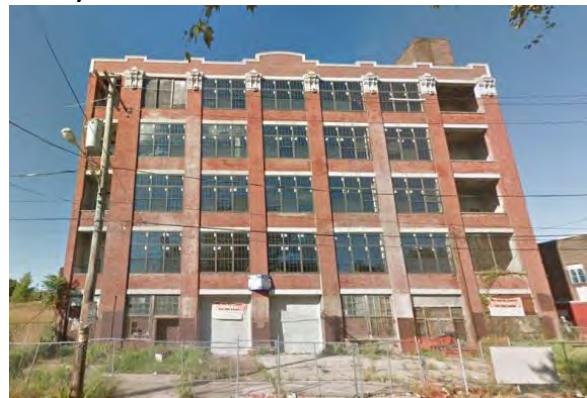
- **1600 W. Hunting Park Avenue, Bellevue Worsted Mills (c.1917)**

The property at 1600 W. Hunting Park Avenue was constructed in 1917 for the Bellevue Worsted Mills company for \$250,000.¹⁴ A one-story power house addition, designed by architect and engineer W.E.S. Dyer, was constructed in 1919.¹⁵ The company's earlier quarters were located on Belfield Avenue in Germantown.



- **1711 W Allegheny Ave, A. Mecky Company (c. 1910):**

The A. Mecky Company was well know for the "Velo-King" line of children's vehicle toys including velocipedes, scooter cycles, scooters and tot bikes. In 1928, they patented a "new and better line of Walking Pull Toys," and introduced Sambo, a toy designed after actress Farina of the Our Gang short films popular in the 1920s.



¹⁴ Engineering Record, Building Record and Sanitary Engineer: Volume 25, January 1, 1917, McGraw Publishing Company.

¹⁵ Textile World Journal: Volume 54, Issues 1-26, January 1, 1919. Bragdon, Lord and Nagle.

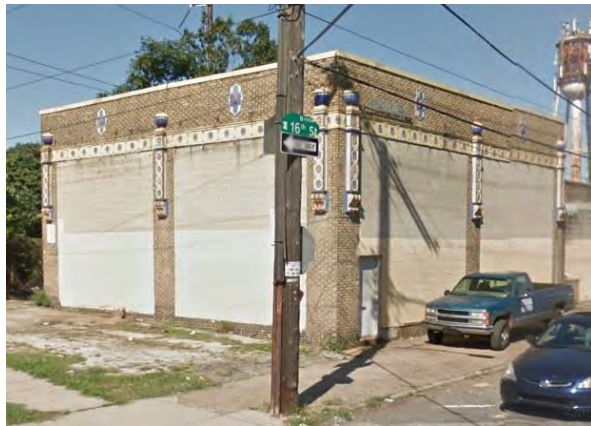
- **4002-10 Germantown Avenue, John J. Felin & Co. Garage (c. 1917)**

One of many private garages constructed around the Tioga/Nicetown neighborhood in the first few decades of the 20th century, the J.J. Felin & Co. garage could hold 50 cars and had an attached repair shop. The property was sold as part of an agreement between the Redevelopment Authority of Philadelphia and the School District of Philadelphia for the development of Nicetown redevelopment area, Nicetown urban renewal area, parcel 1A, in July 1969.



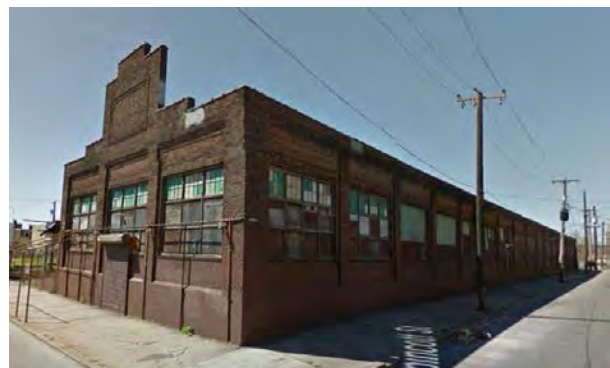
- **4100 N. 16th Street, R.H. Greenberg Garage (c. 1925), architect/engineer: Philip Scott Tyre**

By the 1920s, numerous garages could be found throughout the Tioga neighborhood, as well as up and down Broad Street. Located just to the west of Broad Street is the Art Deco R.H. Greenberg garage, designed by architect and engineer Philip S. Tyre, whose works include several other automobile-related properties, including the Packard Motor Car Building at Broad and Allegheny Avenue; Pierce Arrow Building at 1515 N. Broad Street; and the Cadillac Building at Broad Street and Ridge Avenue.



- (Left) **3039-51 B Street, Colonial Knitting Mills (c. 1925)**

- (Right) **210 E Lippincott Street, Lee Dye Works (c. 1930)**



Institutional Buildings

Goal: Consider nomination of the following potentially-eligible institutional buildings to the Philadelphia Register of Historic Places

Schools

Numerous historic public schools, dating from c. 1899 through 1930, are extant in the North Planning District. During this period, Philadelphia Board of Public Education employed three chief architects who were responsible for the designs of public school facilities—Joseph Anshutz from 1897-1900; Henry deCourcy Richards from 1906-1919; and Irwin T. Catharine from 1923-1937.

- (Left) 3339 G St, Philip Sheridan Elementary (1899; additions, 1902 & 1910), Joseph Anshutz;
- (Right): N 12th Street, near Allegheny & Germantown Avenues, Simon Muhr Work Training School (c. 1900), Joseph Anschutz



- 2834-66 N Howard Street, Isaac Sheppard School (1900), Joseph Anshutz:



- 3735 N. 19th Street, Grover Cleveland School (1908), H.D Richards:



- 4901 Rising Sun Avenue, Feltonville School #2 (1908), H.D Richards:



- 4134 N 6th Street, Alexander McClure School (1910), H.D Richards:



- 2600 W Clearfield Street, John Greenleaf Whittier School (1913), H.D Richards:



- 243-57 E Allegheny Avenue, John B. Stetson School (1916), H.D Richards:



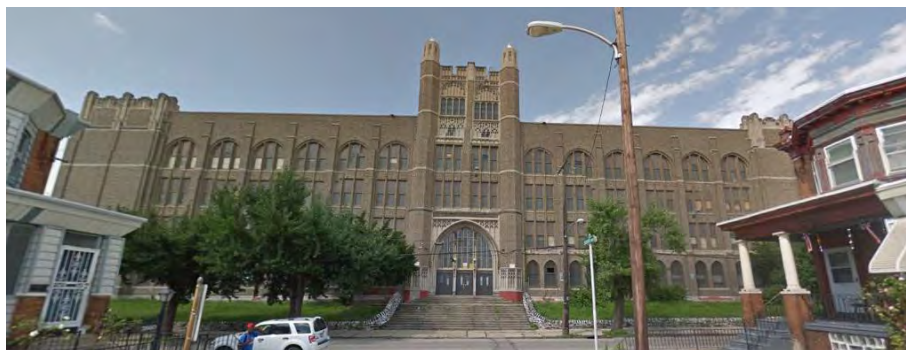
- Left: 330 E Wyoming Avenue, Clara Barton Elementary School (1925), Irwin T. Catharine:



- Right: 1301-31 E Luzerne Street, Francis Hopkinson School (1926), Irwin T. Catharine:



- 3901-61 N 18th Street, Simon Gratz High School (top) & Elizabeth Duane Gillespie Jr. High (below) (1926-7), Irwin T. Catharine::



Other Institutional Buildings

- **2800-12 N Howard Street, Lighthouse Boys Club (1900), Duhring, Okie & Ziegler:** Lighthouse Boys Club was founded in 1900 by Esther Kelly Bradford, a local philanthropist with an interest in providing social and recreational opportunities to the families of Kensington mill workers. A small fee earned boys membership to the Boys Club, which had a gym, swimming pool, basketball courts, and game rooms. Soccer was played at local fields, and became a major sport for Lighthouse in 1914, when Mrs. Bradford's brother Dr. William Kelly purchased seventeen acres of land at Front Street and Erie Avenue for the Boys Club. By 1940, the Lighthouse Boys Club soccer program was renowned worldwide, and was considered America's premier soccer organization. In addition to providing soccer talent for Philadelphia clubs at all levels for much of the twentieth century, Lighthouse also provided a model for community-based youth soccer clubs that has flourished since the 1970s.¹⁶



- **601 E Indiana Ave, McPherson Branch of the Free Library (1917):** McPherson Square Branch now resides in a domed, classically designed Carnegie building centered in a small neighborhood park known as McPherson Square. The library first opened on July 5, 1898 in an old house known as the Webster Mansion. The mansion had been the home of three generations of the prominent Webster family from 1805 until 1891, when the home and grounds were sold to the City of Philadelphia for recreational purposes. The mansion was torn down in 1915 and the current library building opened on May 25, 1917.



- **231 E Wyoming Avenue, Wyoming Branch of the Free Library (1930):** The Wyoming branch serves the Feltonville area, which became known as "Wyoming Villa" or "Wyoming Valley" around 1890. In 1927, Philadelphia City Council passed an ordinance to set aside 10,000 square feet of the playground located at "B" Street and Wyoming Avenue for the construction of the Wyoming Avenue Branch. This branch would turn out to be the last of 25 Free Library branches in Philadelphia constructed through the generosity of Andrew Carnegie. In fact, it turned out to be the last library in the world constructed with funds donated by the great library philanthropist. The winning construction bid was \$111,699, twice the cost of the Free Library's two previous Carnegie branches. Because it was the last Carnegie, it included more elaborate details than previous Free Library Carnegies, with marble instead of wood for the interior steps and the ledges under the bookshelves. The outside cornices and other decorative features are made of French limestone.



¹⁶ <https://lighthousesoccerclub.org/about-us/our-history/>
http://hsp.org/sites/default/files/legacy_files/migrated/findingaid1970lighthouse.pdf

- **2900 N Broad Street, North Philadelphia Station (1896), T.P. Chandler:** The station opened in the 1870s and was known as New York Junction and Germantown Junction. A new station, which ushered in the Beaux Arts style for new, large train stations, was built from 1896 to 1901. After a 1912–1915 enlargement, it was renamed as North Philadelphia.



- **2601 N Broad Street, North Broad Street Station (1929), Horace Trumbauer:** Located just outside the North Planning District boundary to the south of Lehigh Avenue is the former Philadelphia & Reading Railroad North Broad Street Station, constructed in 1929 for the Reading Railroad Company. The magnificent Classical Revival design reflects the tremendous influence wielded by the Reading Railroad Company in the mid-Atlantic region, while its date of construction marks the end of an extravagant era for both railroad and architect. Despite its location near a key intersection in Philadelphia (Broad and Lehigh), the station never achieved the level of passenger traffic it was designed for, and Reading sold the building in 1960.



- **4301 N Broad St, Wm. L. Elkins Masonic Orphanage for Girls/Prince Hall Grand Lodge (c. 1905), architect: Horace Trumbauer** The building was built as the William L. Elkins Masonic Orphanage for Girls. Elkins gave a \$1M Christmas gift in 1902 to the Masons for the construction of an orphanage for the daughters of Masons. The place was designed by Horace Trumbauer and was planned to begin construction in April 1903 but got delayed. Elkins died that November and gave another \$240k in his will. The place was done by 1905 and continued operating until about 1971 or so. The Prince Hall masons moved to the old orphanage from their converted phone exchange building at 17th and Diamond.



- **1515-27 W. Allegheny Avenue, St. Joseph's House for Homeless Industrious Boys (1929), Hoffman-Henon:** Established in 1888 by the Reverend Eugene V. McElhone, St. Joseph's House for Homeless Industrious boys was one of the pioneering Catholic institutions in the city focused on child welfare and education. The mission of the organization was to minister to boys over the age of 12, a population typically neglected by society and other institutions, and prepare them for industrial work with hands-on vocational training, as well as religious, moral, and secular instruction. St. Joseph's was headquartered at 723 Spruce Street until 1929, when it moved to its new facility at 1515-27 W. Allegheny Avenue. The new building was designed by architectural firm Hoffman-Henon in a late interpretation of the Romanesque Revival style, and featured an increased capacity for 200 boys.¹⁷



- **1007 W Lehigh Ave, YMCA (North Branch), (c. 1912):** The North Branch YMCA was designed by African American architect Julian Abele while he was chief designer in the office of Horace Trumbauer, according to Wilson's dictionary of African American architects.



- **(Left) 1327 W Cambria Street, Engine 50 (1901)**
- **(Right) 2201-21 W Hunting Park Ave, Engine 59 (1917)**



- **(Left) 623 W Leigh Ave, Fairhill High Service Pumping Station (c. 1910)**
- **(Right) 1335-39 W Erie Ave, Philadelphia Gas Works**



¹⁷ Perloff, Carol Benenson. "St. Joseph's House for Homeless Industrious Boys." National Register of Historic Places Nomination Form. Carol A. Benenson & Associates, Wynnewood, September 12, 1996.

Religious Buildings

Goal: Consider nomination of the following potentially-eligible religious buildings to the Philadelphia Register of Historic Places

More than four dozen churches dating primarily from the 1880s through the 1920s are extant in the North Planning District. The construction of these churches in the early twentieth century was a natural byproduct of the rapid residential population growth of the district during that period as workers flocked to the many burgeoning industrial facilities of North Philadelphia. Many religions are represented in the architecture, with the majority of the congregations having been originally Catholic, followed closely by Lutheran and Baptist, as well as Presbyterian, Methodist, Episcopal, and Methodist Episcopal. The designs of the churches were typical of early twentieth century ecclesiastical architecture, with an emphasis on Gothic Revival detailing, light stone cladding, and horizontal proportions accentuated by tall towers. Red brick and brownstone churches can also be found in the district, but to a much lesser degree.

- **(Left) 3801-19 N Broad St, St. Stephen Roman Catholic Church (1884), Willis G. Hale**
- **(Right) 3821-33 N Broad St, St. Stephen's Rectory (c. 1884)**



- **(Left) 701-21 E Westmoreland Ave, Ascension of Our Lord Catholic Church (1914), Rowland W. Boyle, Paul J. Henon Jr.**
- **(Right) 3528-34 N 16th Street, Kenderton Lutheran Church**



- (Left) 3813-21 Germantown Avenue, St. Paul's Evangelical Church (now Taylor Memorial Baptist Church) (c. 1885)
- (Right) 1327-33 W Erie Ave, St. Luke's Methodist Episcopal Church (1892)



- (Left) 3200 N Broad, Ebenezer Baptist Church (c. 1910)
- (Right) 4208-16 Germantown Ave, Nicetown Baptist Church (c. 1889)



- (Left) 3837-43 Germantown Ave, Mount Carmel Methodist Episcopal Church (1895)
- (Right) 523 W Lehigh, Fairhill Baptist Church (c. 1895)



- (Left) 2741 N 12th St, United Evangelical Church (c. 1895)
- (Right) 610 W Venango, Christ Episcopal Church (1898)



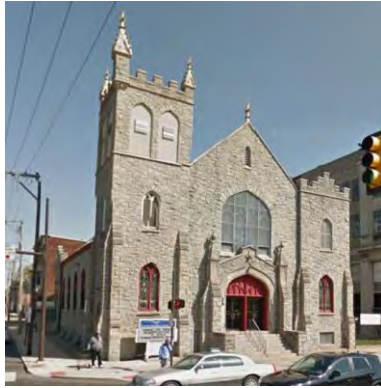
- (Left) 3001 N 5th St, Sixth German Evangelical Church (1898)
- (Right) 1127 W Lehigh Ave, Lehigh Avenue Baptist Church (1899)



- (Left) 813 W Lehigh Ave, Kreuz Lutheran Church
- (Right) 1201 W Lehigh, Church of the Transfiguration (1899)



- (Left) 3241 N Broad St, Gethsemane Methodist Episcopal Church (1904), Ballinger & Perot
- (Right) 623-25 Rising Sun Ave, Erie Avenue Methodist Episcopal Church (c. 1906), George Savage



- (Left) 700-10 E Tioga, St. Philip's Methodist Episcopal Church (1910), Ballinger & Perot
- (Right) 114 W Ontario Street, St. Ambrose Protestant Episcopal Church (c. 1904), Duhring, Okie, & Zeigler



Residential Buildings

Goal: Consider nomination of the following potentially-eligible individual residential buildings and blocks of buildings to the Philadelphia Register of Historic Places

- **1909 W. Tioga Street, Harkness Residence (c. 1852)**

The earliest remaining building in the Tioga neighborhood, 1909 W. Tioga Street was one of the first properties built on a parcel sold from the division of Kenderton Smith's estate in 1851. The lot was purchased in 1851 by William Wagner from Jacob B. Shannon, a Trustee of the Kenderton estate. In 1856, Wagner sold the parcel and a two-story stone dwelling he had erected to Joseph Johns, a merchant, and his wife Anna. It appears that Joseph Johns died soon thereafter, as Anna remarried William Harkness, a petroleum dealer, and had three children. The Harkness family remained at 1909 W. Tioga Street through the early 20th century, expanding their lot with the purchase of a 15-foot side yard from Jacob Snare in 1894. Anna Harkness lived in the house with her two adult daughters until her death in 1903. Her younger daughter Fairie died the following year, and her elder daughter Elizabeth continued to live in the house until her death in 1913. At that time, her younger brother William sold the property.



- **2100 W. Venango St, Brehm house (1896)**

2100 W. Venango was constructed by John Duncan, a builder, who lived at the property with his family and one servant from 1896 to 1917, at which time he sold the property to William Brehm, co-owner of Brehm & Stehle of the Allegheny Dye Works at E. Allegheny and Trenton Avenues.¹⁸ The Brehm family occupied the property into the 1960s.



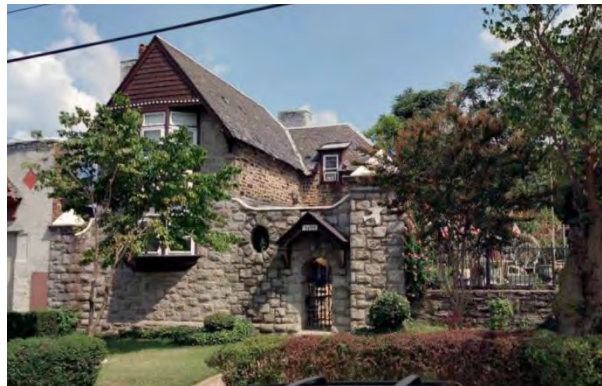
- **2224-26 W. Tioga Street, the Conkling-Armstrong house (1898)**

Designed by architect Edgar Viguers Seeler, the chateausque twin at 2224-26 W. Tioga was constructed in 1898 for the two families that owned the Conkling-Armstrong Terra Cotta Company. The highly ornamented home was an ornate showpiece for their business of architectural ornamentation. The twin's terra cotta details include columns encrusted with floral detail, ornate stringcourses and porch balustrades. The architect, Seeler, combined his training from the Philadelphia Museum and School of Industrial Art, MIT, and the Ecole de Beaux Arts in Paris.

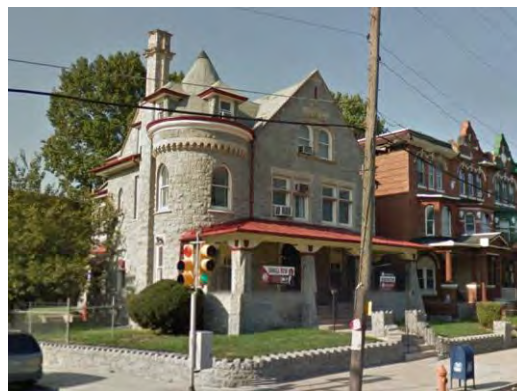


¹⁸ A survey of the property is available at the Athenaeum of Philadelphia, and online through the Philadelphia Architects and Buildings website.

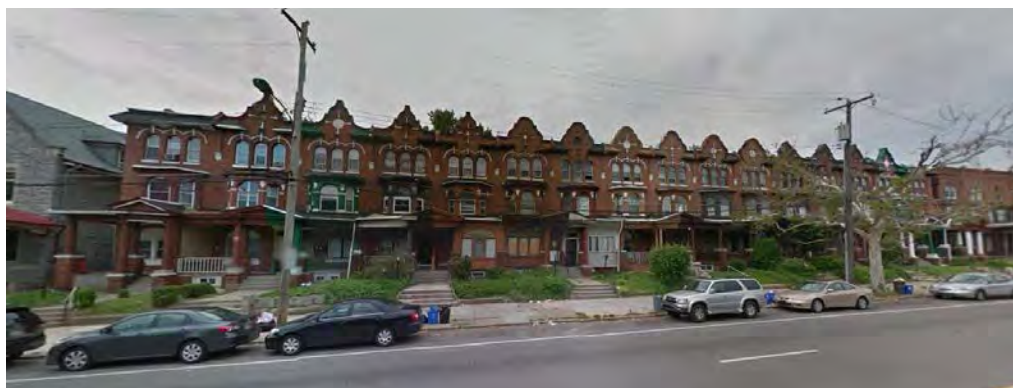
- **3429 W Allegheny Avenue, Dobson Gatehouse (c. 1900):** Although the home of John Dobson, founder of Dobson Mills at Schuylkill Falls, does not survive, the former gatehouse to his grand estate does, having been converted into a residential property.



- **1300 W Hunting Park Ave (c. 1900):** Additional research is needed on this property to determine any potential significance beyond high-style architecture.



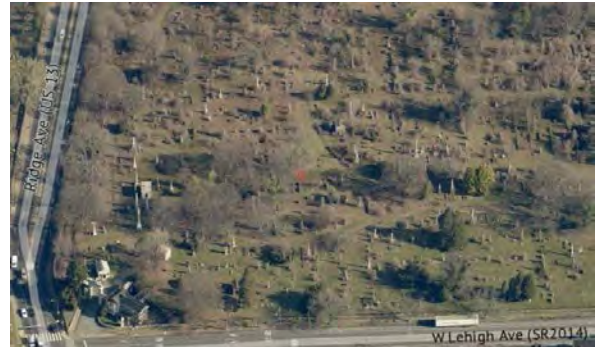
- **1300 Block of W Hunting Park Ave (c. 1900):** Similar to the residential blocks of the Tioga neighborhood, the 1300 block of W. Hunting Park Avenue is remarkably intact and architecturally significant.



Sites & Structures

Goal: Consider nomination of the following potentially-eligible sites and structures to the Philadelphia Register of Historic Places

- **Mount Vernon Cemetery (1856) & Gatehouse, NE corner of Ridge and W Lehigh Avenues:** Mount Vernon Cemetery, which opened in 1856, was designed in the rural cemetery mode popularized by the adjacent Laurel Hill Cemetery.



- **Mount Peace Cemetery, W Lehigh Avenue & W Hunting Park Avenue, east of Ridge Avenue and west of N 29th Street (1865):** Immediately adjacent to Mount Vernon Cemetery to the north and east is Mount Peace Cemetery. Also created in the tradition of rural cemeteries such as Laurel Hill, Mount Peace was designed by the Odd Fellow's Cemetery Company of Philadelphia in 1865 in order to provide respectful and affordable burials for all Philadelphians, as well as a retreat for city residents to relax and picnic and to reflect on the peaceful surroundings.



- **Railroad bridge over N Broad at North Philadelphia Station, Pennsylvania Railroad, Paul Cret:** One of the most influential forces in Philadelphia architecture during the early twentieth century, Paul Cret studied at the Ecole des Beaux-Arts in France before moving to Philadelphia in 1903. Cret is renowned for his ability to adapt monumental classical traditions and forms to modernist innovations. In addition to his contributions in the form of building architecture, Cret contributed greatly to the railroad industry in his designs of passenger trains, as well as bridges, such as this one. His most impressive bridge design is the Benjamin Franklin Bridge over the Delaware River.



Recommended Follow-Up

- **Perform additional survey and research (PHC, PHMC, community organizations)**

While this survey was based on extensive research by the staff of the Historical Commission, exclusion from this document is by no means an indication that a property lacks historical significance. Many properties that could be considered for the National Register of Historic Places may not warrant the restrictions imposed by Philadelphia Register listing.
- **Evaluate or Resurvey/Reevaluate Eligible Properties (PHMC)**

Properties that were determined eligible for the National Register more than five years ago should be resurveyed and evaluated by SHPO to confirm their eligibility status. The Pennsylvania Historical and Museum Commission should also evaluate the Philadelphia Historical Commission's list of potentially-eligible resources in this document to determine if they are eligible for the National Register. This would be particularly useful for commercial and other income-producing properties as it would qualify them for tax credits.
- **Prepare survey documentation for Undetermined Resources (PHMC)**

There are 21 previously identified, but unevaluated resources in the planning district. These resources should be surveyed and submitted to PHMC for evaluation.
- **Consider nomination of the most important historic sites to the Philadelphia Register of Historic Places (PHC, PCPC, community organizations).**
- **Encourage sensitive renovations and adaptive reuse of existing historically significant and potentially significant buildings (PHC, PCPC, community organizations)**

North District Public Realm Memo

Post Industrial Neighborhoods and Public Spaces: *Reconsidering a public realm built around industry, workforce housing, and local shopping*

Like many other areas within Philadelphia, this district has a cityscape built around industrial plants and the compact neighborhoods of factory workers. The public realm of these neighborhoods, their streets, parks, commercial corridors, public institutions, connecting bridges, underpasses, and more has been formed around a walkable and dense network of small lots, numerous crossings, narrow lanes, broad avenues, and multiple railways. Nonetheless, it has been transitioning away from a purely industrial model for several years, many of those changes accelerated by the loss of industries leading to vacancy, turnover, and changes of use.

As is covered in the Land Use memo, many of the formerly industrial properties have new uses such as health care, schools, and offices as well as marginal uses such as scrap yards and autoparts dealers. In other cases, they have retained industrial uses, but of an entirely different urban form --now based on large horizontal facilities as opposed to the multi-story brick and steel framed buildings of the 19th and early 20th centuries. All of these transitions, in conjunction with vacancies, have transformed the public realm in very challenging ways, but also raise some possibilities not available in other parts of the city.

Local residents, community stakeholders and past plans have examined many of these issues at length. They have made proposals to address vacancy, a lack of maintenance resources, the decline of commercial corridors, and more. Some of these recommendations we will restate and highlight within this memo as they apply to the public realm. As noted in their plans and in the observations of PCPC staff, there are particular spatial and environmental conditions which must be considered for the public realm, these include:

- An extensive railway network with numerous over and underpasses
- Industrial plants, both vertical and horizontal, covering multiple blocks
- Compact blocks to house industrial workers
- Dense, low scale neighborhood commercial corridors
- Iconic, large scale thoroughfares connecting to the rest of the City
- Widespread vacancy of residential, industrial, and commercial uses
- Close adjacency of disparate land uses

In the examination of these elements some issues appear repeatedly, and can operate as guidelines for the discussion of future improvements.

Public realm topics to be addressed in this memo include:

- Edges of poorly maintained and improperly enclosed industrial properties
- Differing strategies for vacant "vertical" and "horizontal" industries
- New uses on former industrial sites - integration of and guidelines for
- Potential responses to residential vacancies
- Safety and streetscape concerns for railway underpasses and overpasses
- Restoration and enhancement of commercial corridors
- Identification of areas with multiple public realm opportunities

Some Public Realm Questions



How should we classify and respond to residential vacancy?



How should we improve the 60+ railway over/underpasses?



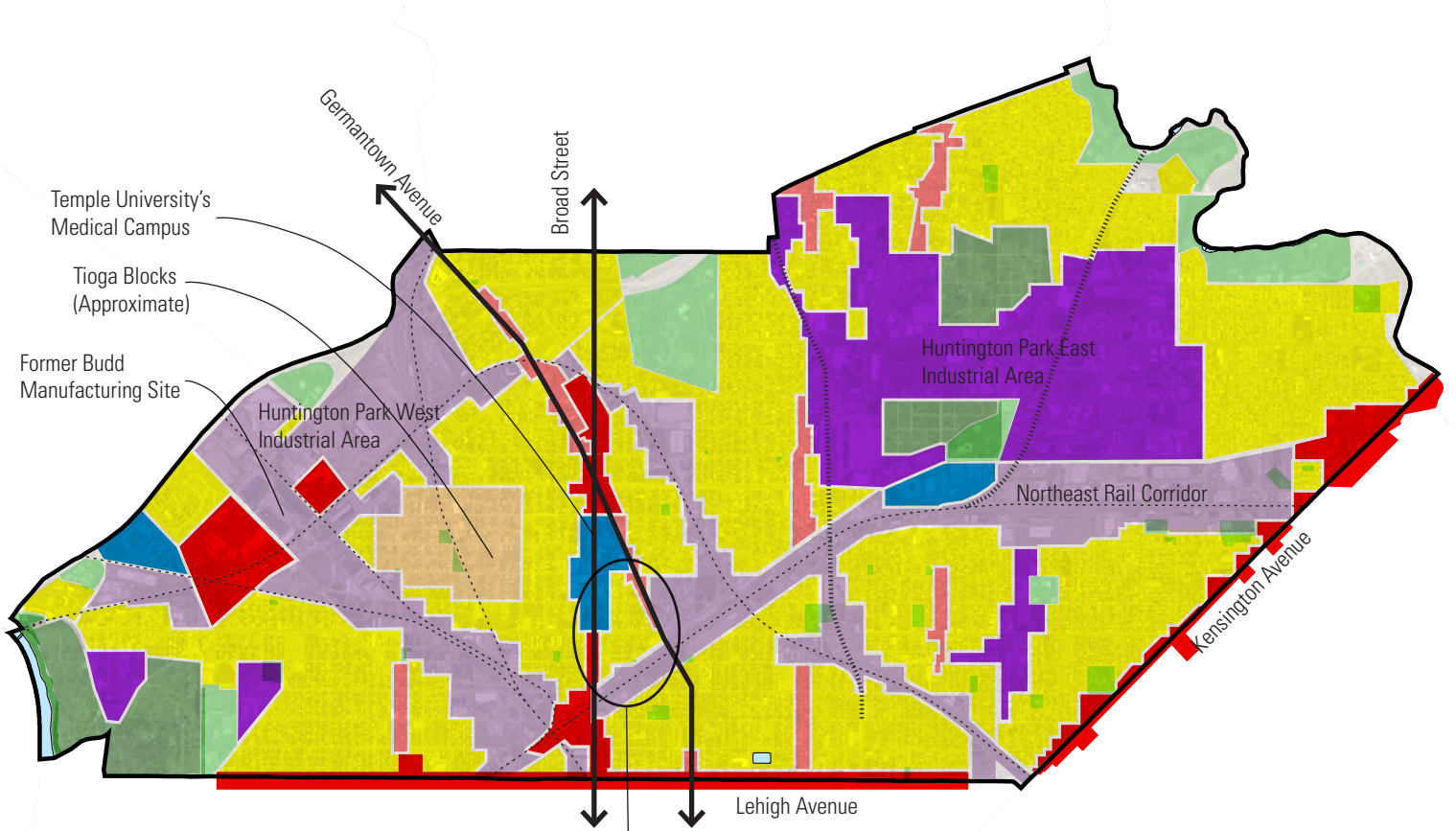
How should we respond to industrial vacancy and lack of property maintenance?



Broad and Erie, 1925: How can we restore the character of local commercial corridors and monumental thoroughfares?

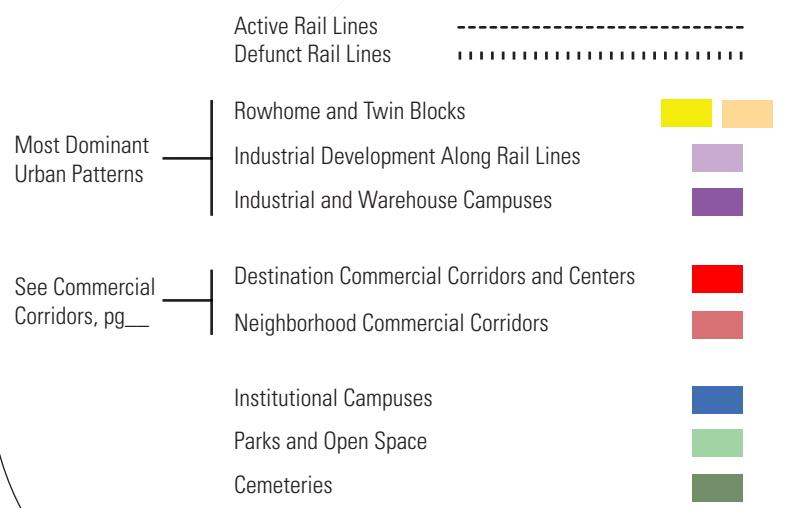
Development Patterns

A Collection of "Mill Towns" on the Railways



The primary driver of the district's urban character is the large number of railway lines which supported passenger rail as well as freight, fostering the creation of industry and workers' rowhome neighborhoods. These neighborhoods supported local commercial corridors and other civic places, which developed unique and compelling identities. Additional developments, such as the use of Broad Street as a commuting highway, Temple University's medical campus, the long linear retail blocks of Germantown Avenue, and the commercial activity under the Market Frankford Line created breaks, boundaries, and transitions in the urban pattern.

The majority of industrially zoned sites along the railways maintain few of their historic uses but leave behind large scale architecture and urban spaces that are in stark contrast to the compact rowhome blocks which sit across the street. As industrial lands become more vacant and/or transition to other uses, the public realm or streets between these two development patterns bear the most scrutiny. There are both failures as well as unique opportunities for improvements. It is also worth noting the exception of the Hunting Park East and West industrial areas, which have been identified by the Philadelphia Industrial Corporation (PIDC) for preservation. Many properties are active and need different considerations for abutting neighborhoods.



Confined Residential Pockets



Blocks hemmed in by railway infrastructure, vacant industrial sites, and struggling commercial corridors also exhibit high rates of vacancy, both vacant lots and structures. Many of these areas were already smaller blocks and lots. These present unique challenges to the public realm and a few unusual opportunities. See Page _____

The Street is the Front Yard - The Density of Workforce Housing Rowhome Blocks

As neighborhoods which housed factory workers, the majority of these rowhome blocks are among the most compact in Philadelphia, with an average density of 25-30 units per gross acre.

Occupied blocks with low vacancies are characterized by small lots and narrow streets, lack front yards, and have small backyards. Accordingly, it is often the street that becomes the most well used open space on the block. It is not unusual for rowhome residents to have a sense of ownership of the street, closing it for block parties, conversing with neighbors from their porches and generally using the street as a semi-private space. Despite its paramount importance, it is difficult to beautify with landscaping and street trees due to the abundance of underground utilities, water, power, gas, etc. which are tightly spaced due to narrow lot lines.

Typical Rowhome Block



Rowhome Patterns

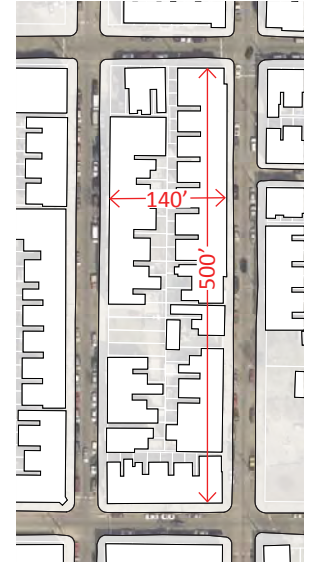
- Unbroken street walls (when vacancy is low)
- Lack of streetscape vegetation
- Range of surface materials for front facades
- No front yards but porches common
- Narrow streets and sidewalks

Predominant Zoning Districts

Residential
(RSA5, RM-1)



Common Block Dimensions



~60 units on 1.6 net acres
or 38 units/acre

Typical Dense Rowhome Block



8'-15' Depth rear yards provide limited outdoor use, often overgrown with trees at vacant houses

Porches and stoops provide primary outdoor space for families

8'-10' Sidewalks

30'-45' Rights of Way

Tight lot spacing and underground utilities inhibit street trees

Tioga Mansion Twin and Rowhome Blocks

In contrast to many of the surrounding rowhome blocks, many of the blocks of the Tioga neighborhood have a grander and more gracious scale. These include large lot twinhome blocks, many blocks of 3 story rowhomes, larger porches, generous setbacks and sizable yard spaces. The larger streets and more generous lots also support street trees and fully canopied blocks.

Twinhome and Large Rowhome Block Patterns

- Large frontages with setbacks and rear yards
- Consistent street trees and tree canopies
- Large scale homes, 3+ stories
- Porches common

Predominant Zoning Districts

Residential
(RSA5, RM-1)



The Northeast Corridor and Neighborhood Living

The Challenging Edges Between Legacy Industry and Residential Blocks

Industrially zoned properties along the Northeast Rail Corridor are often a detriment to adjacent residential blocks due to vacancy, poor maintenance, non-conforming uses, and poor fencing choices for defining the edges of their properties.

While the industrial lands bordering the Northeast Corridor railways have seen many transitions to other uses, the frontages of the properties have done little to engage and support the residential blocks that face them across Glenwood Avenue, Sedgley Avenue and other adjacent streets. Many of them exhibit opaque and/or overgrown fence enclosures, poorly maintained sidewalks, blank faced architecture, and unlandscaped parking and loading areas. This is further exacerbated by vacant properties and vacant structures, where overgrown frontages are more extreme, sidewalks tend to be discontinuous, streetlights are spaced extremely far apart, and the lack of any activity at street level keeps away pedestrians, raising safety concerns. A particular concern seems to be that newly arriving uses often do little to improve the public realm. Perhaps this is due to renovations and new construction begun before the 2012 revisions to the zoning code as well as industrial zoning districts which have fewer requirements for landscaping and pedestrian amenities.

Of additional note are the numerous underpasses, which are often poorly lit, unmaintained, and bordered by vacant and overgrown parcels. These create additional barriers to connections between communities, but conversely the overpasses with their changes in elevation often create opportunities for small vistas or views to other parts of the city.

Industrial Patterns at Railways - Concerns

- Opaque building enclosures
- Minimal or no landscape buffers
- Poor maintenance of edges facing housing
- Large fenced enclosures, often opaque with overgrowth
- Substantial loading and parking areas, usually impervious surfaces
- Lack of Street Trees and Consistent Lighting

Predominant Zoning Districts

Industrial (I-2)



Current Uses

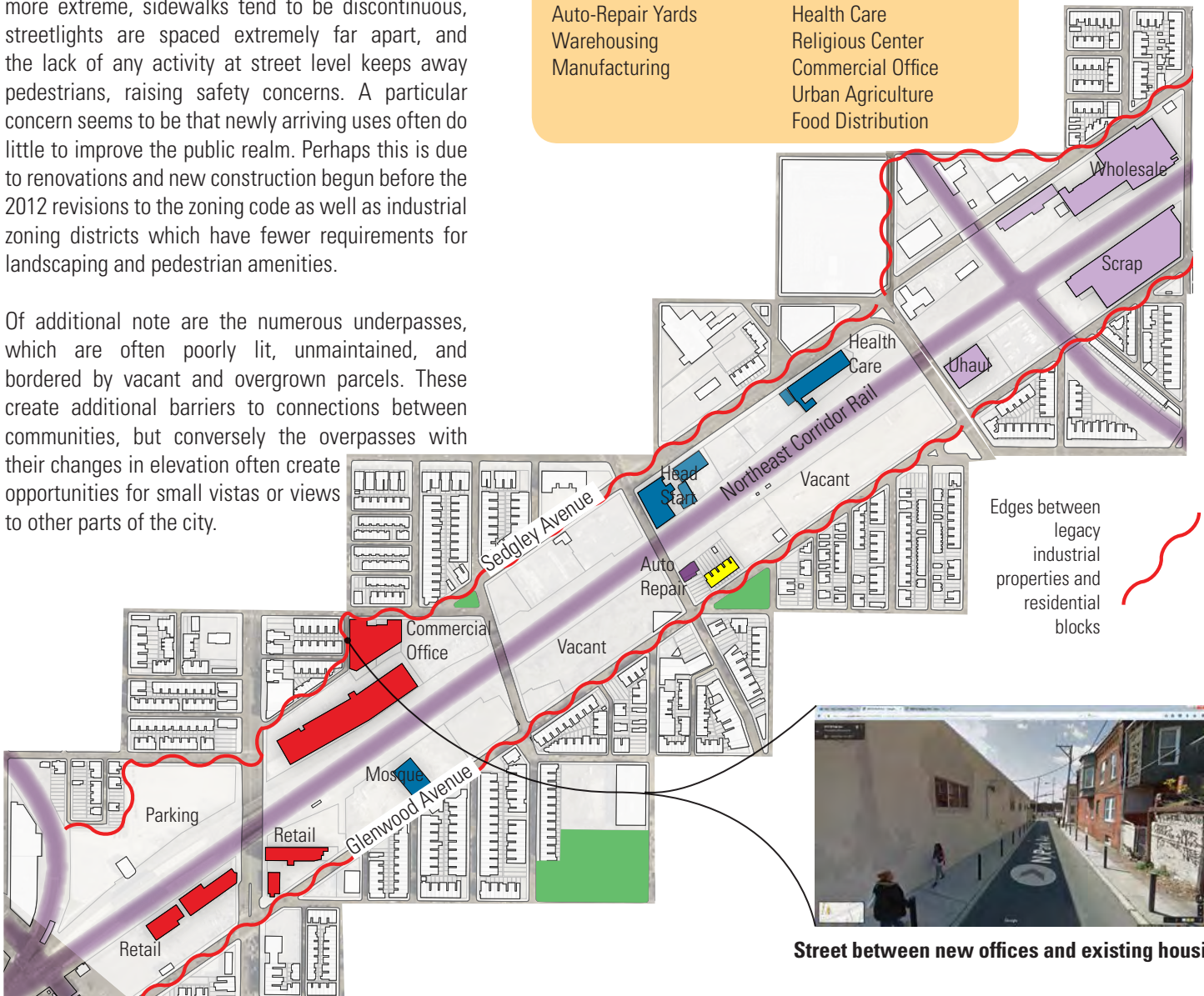
As these corridors transition, a much wider range of uses could begin to redefine the edges of the public realm.

Legacy Uses

- Service Yards
- Auto-Repair Yards
- Warehousing
- Manufacturing

Recent Arrivals

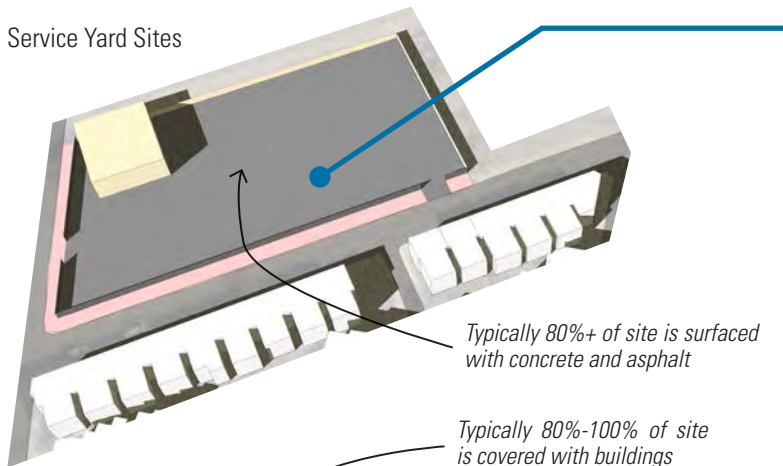
- Education
- Health Care
- Religious Center
- Commercial Office
- Urban Agriculture
- Food Distribution



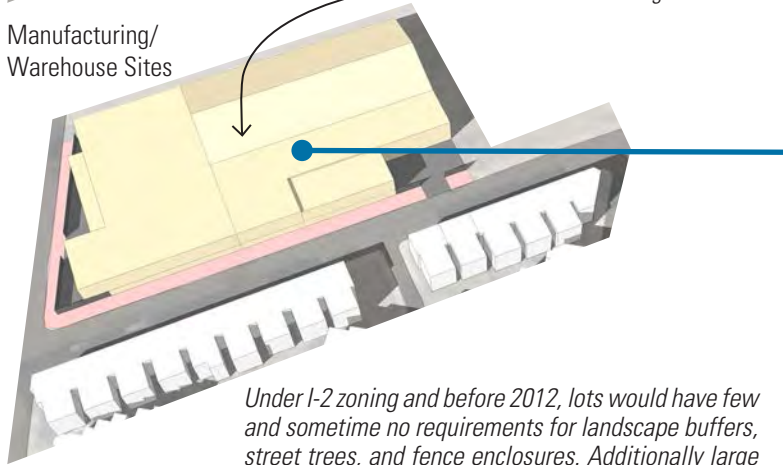
Street between new offices and existing housing

Current Conditions
Based on Past Zoning Code and Current I-2 Zoning District

Service Yard Sites

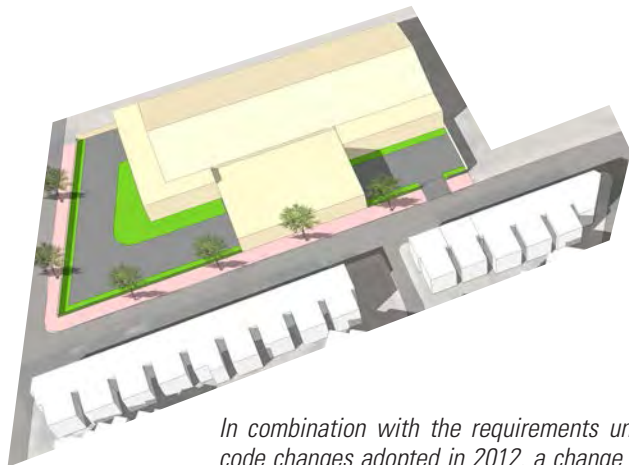


Manufacturing/
Warehouse Sites



Under I-2 zoning and before 2012, lots would have few and sometime no requirements for landscape buffers, street trees, and fence enclosures. Additionally large areas of lot coverage, either with service yards or buildings, adversely impact stormwater management and contribute to the heat island effect.

Idealized Improvements
Based on 2012 zoning code and change of zoning district



In combination with the requirements under the general zoning code changes adopted in 2012, a change of zoning district would mandate maximum percentages of lot coverage, consistent landscape buffers, street trees, and a minimum percentage of landscaped area. All of these could contribute to reducing heat island effect, improving stormwater management, and fostering welcoming edges for residential blocks while also preserving land for employment based uses.

Examples of Poor Edges Opposite Rowhomes



Unlandscaped parking and loading areas

New uses are often non-industrial in nature but are not required to provide landscaping or proper fencing due to current zoning.



Non-Compliant and Poorly Maintained

Ad hoc service yards often use non-compliant enclosures, such as shipping containers, and have fragmented and poor sidewalks



Overgrown Fencing at Vacant Parcel

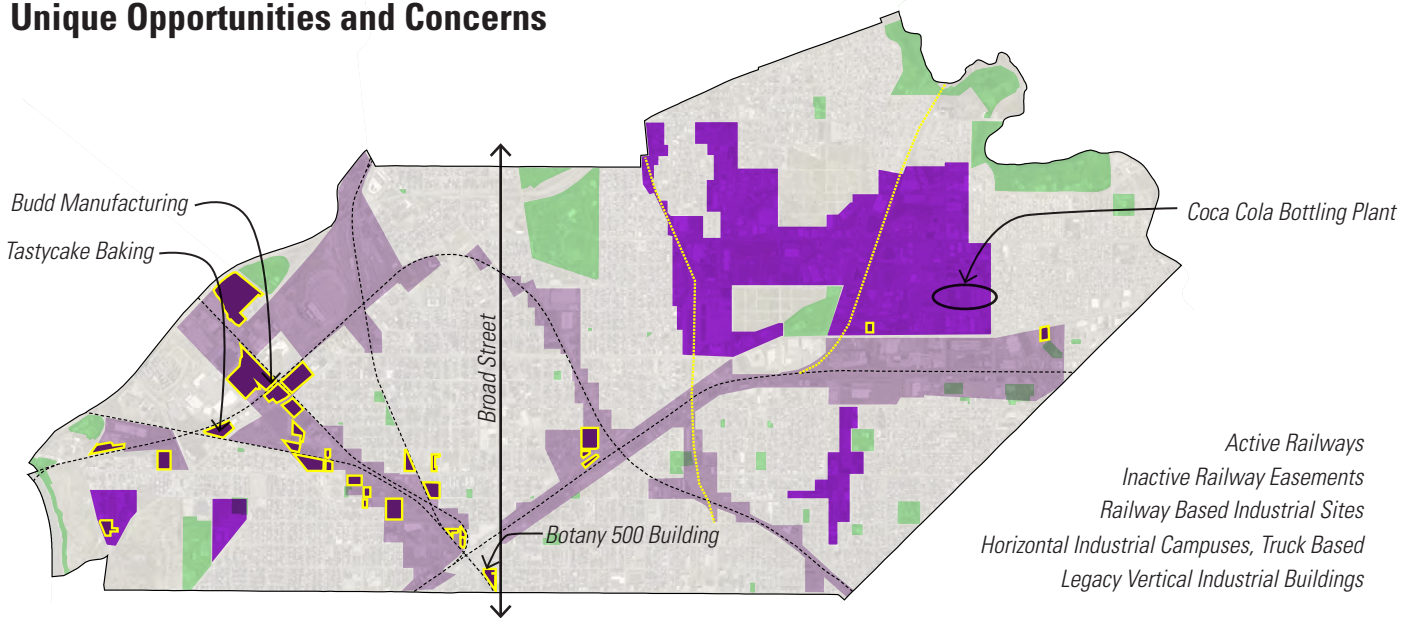
Vacant parcels often have poor maintenance with overgrowth that can conceal illicit and unmonitored activity



Typical Opaque Architecture Facing Rowhomes

Large percentages lot coverages and utilitarian architecture present blank faces to housing blocks and do little to promote street activity or improve safety

Legacy Vertical Industries and Horizontal Campuses Unique Opportunities and Concerns

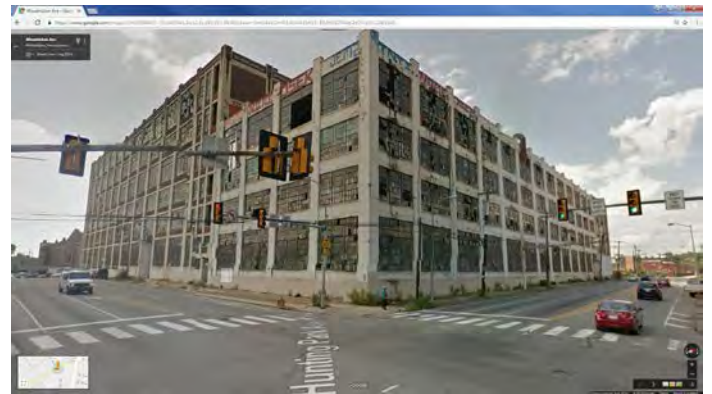


The North District has a long history of industrial development, and as a result, it also has a variety of types of industrial buildings and infrastructure which affect the public realm in very different ways. These range from older vertical arranged modes of production such as Tastycake and Budd Manufacturing, to the still operational Coca-Cola bottling facility, a single story of production spread out on 2.3 acre superblock, 1000' x 1000' in dimension.

Vertical Industrial Plants

Most vertical industrial buildings were built along the railways and are no longer active industrial and manufacturing employers. Many are vacant such as the Tastycake Factory, Botany 500 Building, and Budd Manufacturing, while others have been transitioned to new uses such as education and health care. A few have been converted to commercial uses but virtually none of them have become residences. (See the Land Use memo). Regardless of past or current use, in terms of height and scale, these industrial plants are often thought of as the monuments or icons of the district. They have an outsized impact and iconic presence in many neighborhoods reminding us of their earlier role as the primary places of employment. Often, they visually dominate both large arterial avenues and smaller residential streets. They terminate street vistas, define the edge of residential neighborhoods, mark key intersections, and/or frame views to other parts of the City. Their frontages tend to equal multiple residential blocks, and their sidewalks, if still intact, are long journeys unto themselves defining much of the pedestrian experience.

As such, vacant factory buildings with broken facades, deteriorating ground floors, and poorly maintained sidewalks have a large impact on the perceptions of safety, neighborhood character and the overall quality of life of adjacent residential blocks. Restoring these buildings to active uses that restore, maintain, and enliven their frontages could address many of these concerns.



Vacant Budd Manufacturing Site, Huntingpark and Wissahickon Avenues



Pep Boys Corporate Headquarters (Formerly Reyburn Manufacturing) Viewed from Patton Street



Botany 500 Building

A well known landmark at Broad Street and Glenwood, Avenue where Broad Street passes over the Northeast corridor railway. It remains vacant.

Horizontal Industrial Campuses

Horizontal industrial campuses are often still active industrial employers that favor large consolidated parcels of multiple acres. While some still manufacture goods, many of them are warehouse and distribution centers. They tend to front broad right-of-ways with few amenities for pedestrians as they are heavily dependent on truck traffic and an extensive automobile transportation network.

While the size of these parcels and the resulting lack of smaller scale public streets inhibit pedestrian movements, many of these sites are consolidated in the East and West Hunting Park industrial areas, creating an industrial “neighborhood” of their own. As such, their interface with residential blocks occurs only at the edges of this area, where much more could be done to create frontages that complement residential living. This includes greater facade transparency and/or architectural details, street trees, landscape buffers, carefully considered and maintained crosswalks and more. Interestingly, many of these campuses are comparable to the heights of adjacent residential blocks, creating more or less symmetrical framing of street views and vistas.

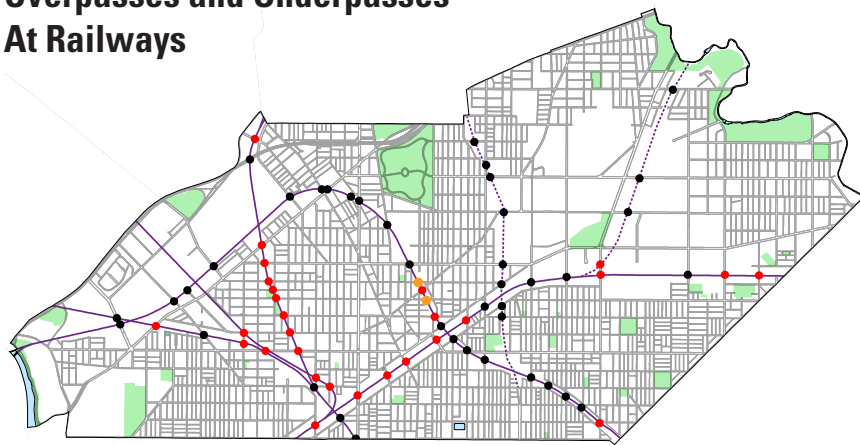


Coca-Cola Bottling Facility, I and Erie Streets

Despite the blank facade, the building is of comparable height to the rowhomes across the street



Overpasses and Underpasses At Railways



Overpasses ●
Underpasses ●
At Grade Crossings ●

The numerous railways cutting through the street grid leads to more than 60 overpasses and underpasses. Often poorly lit with large amounts of vegetative overgrowth and poor maintenance of fencing, underpasses pose significant challenges to the public realm. And yet, they also have unique opportunities as urban gateways with better wayfinding signage, improved lighting, and beautification through consistent landscaping management and fencing. The number of over and underpasses suggest that district-wide policies might better address concerns as opposed to the design of specific intersections and gateways.



Underpass in Tioga Neighborhood

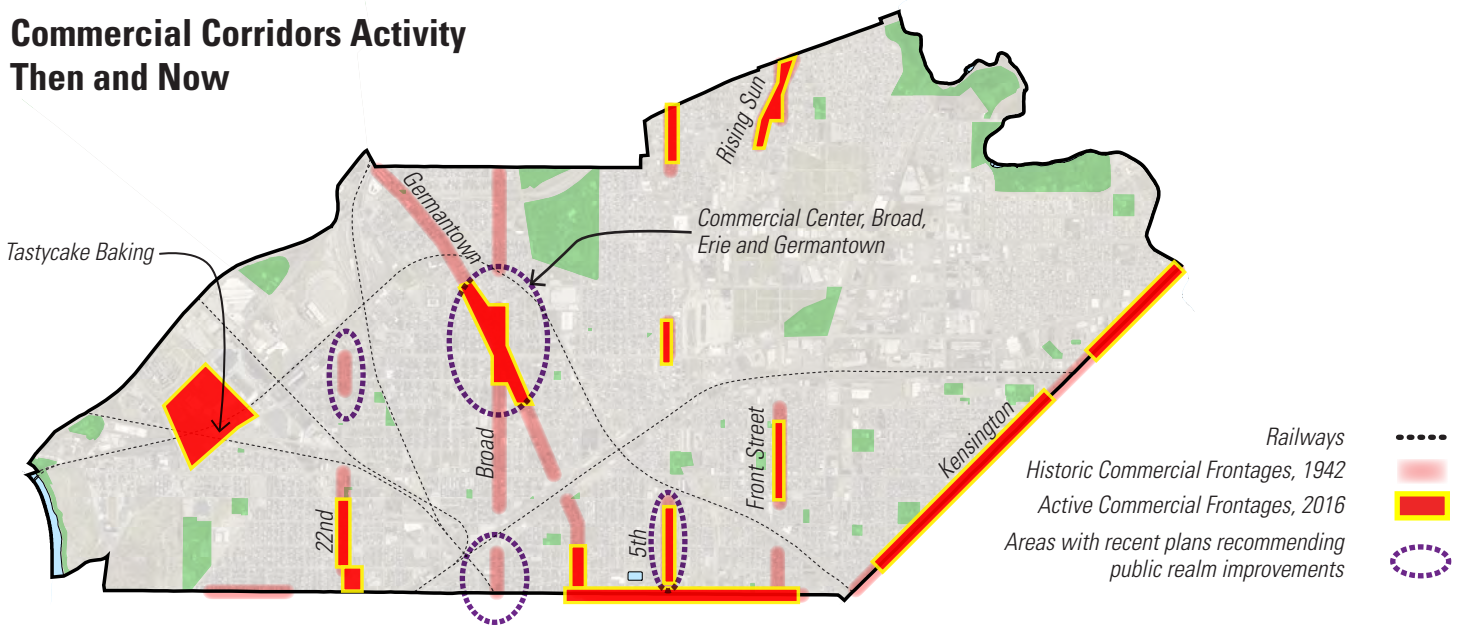


Underpass at Germantown Avenue



Overpass at Sedgley and Freight Rail

Commercial Corridors Activity Then and Now



North District Commercial Local Shopping Streets vs. “Broad” Streets

Like the main streets of small milltowns, many of the commercial corridors within the North District evolved to serve local residents. They are pedestrian scaled and walkable stretches of a small number of blocks, providing goods and services with modest scale storefronts and include well known corridors such as 5th and 22nd Streets and some portions of Germantown Avenue. In contrast urban thoroughfares such as Broad Street, other parts of Germantown Avenue, and Kensington Avenue have enormous flows of pedestrians, transit, and vehicles. These arterial streets predate the industrial era and have greater connections to the rest of the city. They often had larger parcels, and maintained iconic storefronts known throughout much of the city. Both of these commercial types have shrunk in their scope and exhibit changes in character and usage due to vacancy. They have also been affected by the types of businesses which have chosen to locate on them in recent years, including multiple fast food restaurants and fewer durable goods. This often changes the urban form, signage landscape, and sidewalk character to accommodate more vehicles and a narrower range of goods. (See Detailed Analysis of Broad and Erie Streets)

Local Shopping Streets - Converted “Rowhome” Blocks

Local shopping streets usually had no greater widths or parcel sizes than the larger residential blocks adjacent to them. Many of these stores with apartments above had the same parcel sizes as rowhouses, which allowed the two building types to mix freely on blocks with less commercial activity. This led to commercial corridors that were more intermittent, sometimes consuming all frontages on both sides of the street and at other times popping up occasionally between residential stoops, making for a varied character of public realm, some open and transparent with people congregating, other stretches more private and closed in.

One of the largest challenges and advantages faced by these corridors is their narrowness. Given the overhead and underground utilities, the density of store entrances, signage, and narrow sidewalks there is very little space for amenities such as street trees, landscaping, and street furniture. On the other hand, the closeness create both an intimate and convenient retail environment. A sense of street enclosure could be achieved in two storeys of development, and the density of shops mean that a short walk accesses a variety of goods and services.

Changing Conditions on 5th Street



5th Street near Lehigh with recent streetscape improvements



5th Street near Glenwood, storefronts converted to residences and ad hoc parking on vacant parcels

Predominant Zoning Districts

- Local Corridors: Commercial Mixed-Use (CMX-2)
- Commercial Destinations: Commercial Mixed-Use (CMX-2, CMX-3)



Typical elements that activate a neighborhood commercial corridor

Given the narrow streets, transit stops, and numerous utilities these corridors often have limited options to beautify and activate the public realm. They tend to use applied & temporary elements, such as:

- Awnings
- Signage (sometimes nonconforming)
- Contrasting Facade Materials\Colors
- Planters and Windowboxes
- Outdoor seating and Bike Parking
- Storefront and Street Lighting



Inconsistent and uncoordinated uses of these elements often creates a chaotic and less than successful public realm. Corridor management and/or the creation of design guidelines can stabilize and enhance the quality of the corridor.

Local Shopping Streets - Responses to Vacancies

However, the intimacy of these streets also call greater to attention to the shrinking of commercial districts and their vacancies, both ground floor and above. Where corridors have shrunk, residential uses have often replaced retail ground floors, such as 5th Street near Glenwood. However, many of the remaining “active frontages of these corridors also exhibit partial vacancy, which has led to poor maintenance, with occasional shuttered ground floors and boarded up upper floors.

While nothing can replace an active and open storefront, there have been improvements that have changed the appearance of the street and/or helped spur reinvestments. These include public art installations such as the painting of buildings along Germantown Avenue, as well as recent reconstruction of the sidewalks and specialty paved areas of 22nd Street between Somerset and Cambria.

Responses to Corridor Vacancy



Germantown Avenue at Somerset, Public art installations on vacant and partially vacant buildings.

Recommendations from Neighborhood Plans

The plans listed below both offer public realm recommendations for neighborhood commercial corridors, and are representative of prior community input.

17th Street - Conceptual Design for Revitalization

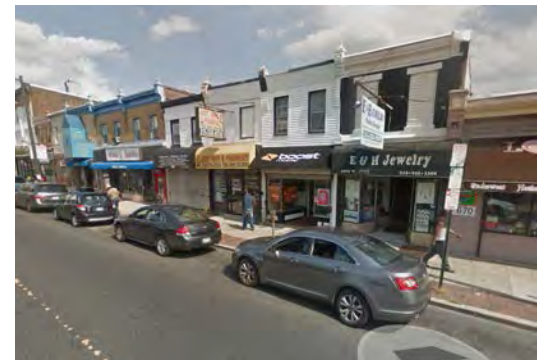
Community Design Collaborative

Recommendations for interim uses of vacant properties, streetscape beautification, and long term redevelopment of prominent sites on 17th Street.

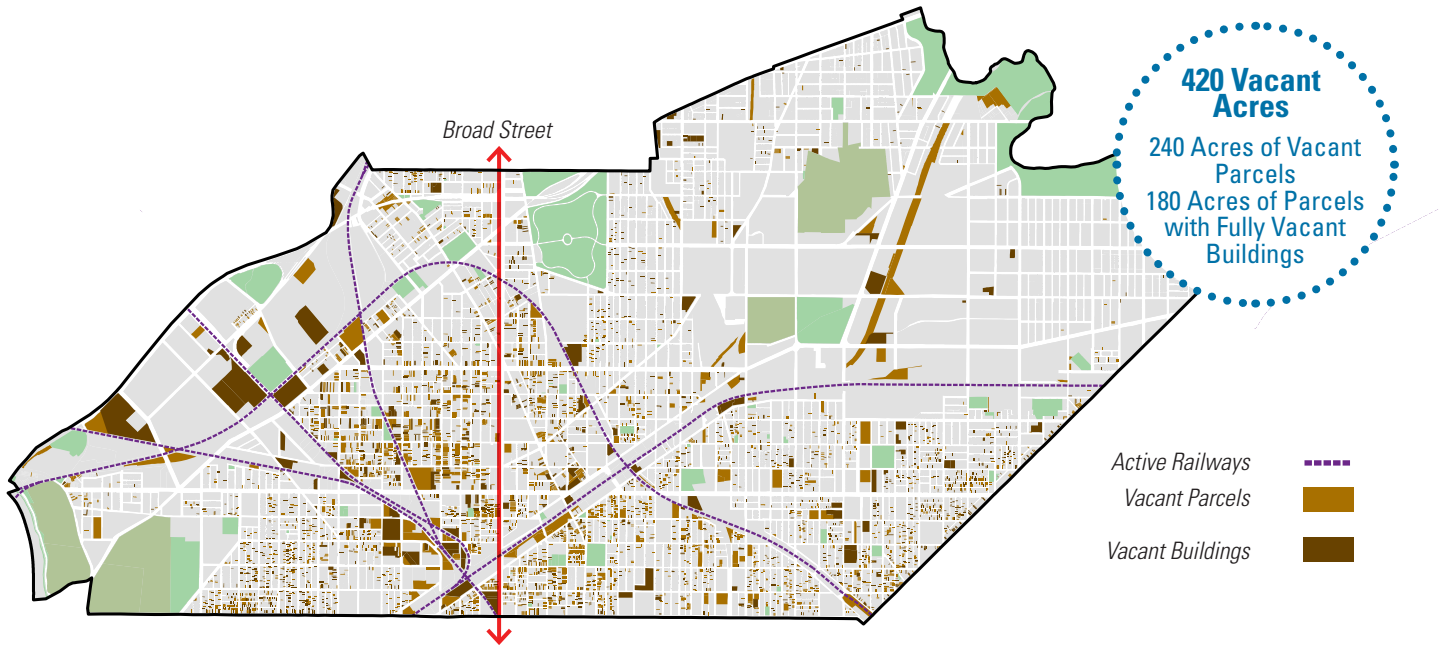
Along the Avenue,

The Economic Development Strategic Plan for Germantown and Lehigh
Interface Studios in collaboration with Philadelphia City Planning Commission, Commerce Department, and Community Partners.

Recommendations for right of way maintenance, storefront improvements, streetscape beautification, lighting and more for Germantown Avenue between York Street and Glenwood Avenue.



22nd and Cambria exhibits both the challenges and promise of these corridors. Narrow sidewalks with little room for amenities, but recently restored with new sidewalks and paving. There are upper floor vacancies, but some recently restored and re-opened ground floor retail spaces.



vacancy has some obvious impacts on the public realm. The nois created by vacant structures erode the enclosures of streets, lead to poor sidewalk and property maintenance, and create places that can be used for illicit activities. In conjunction with short dumping, diminished lighting, and ad hoc parking, these sites have a very negative impact on common spaces and the perception of public safety. Additionally in areas of high vacancy, some thought must be given for the residents who remain. Often these places have weak real estate markets, raising the question for how vacant properties can be stabilized and beautified to raise the quality of life and foster safety.

Responses to vacancy can be varied, including new housing development as well as cleaning and greening, sideyards, and urban agriculture. All of these can be positive for the public realm, if well executed and with adherence to minimum standards for landscaping, fencing, open areas, and more. It is generally recommended that in areas with high amounts of vacancy, design guidelines and/or best practices be discussed with local community members to ensure that the ad hoc reuse and adaptation of vacant properties has positive impacts on the neighborhood.



Areas of high residential vacancy often accompany vacant industrial sites, where both can impact the public realm. However, usually some housing remains, which asks the question: How can the public realm be stabilized and enhanced for those remaining residents, especially in the absence of a strong market?

Nuisance lots and structures

Long term vacancy and a lack of maintenance can lead to properties that have an extremely negative impact on the public realm as well as posing safety hazards and an adverse impact on public health. Strict code enforcement and even demolitions should be considered in these cases.



Degrees of Residential Vacancy

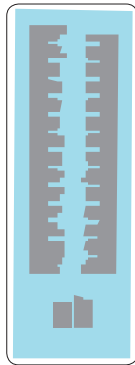
The amounts of vacancy on a block can influence decisions for how properties are purchased, acquired, consolidated, disposed of, and improved. Sometimes blocks can be stabilized with the disposition and improvement of a few parcels, others require larger scale interventions.

In the course of the district planning process, several stakeholders, including local residents and civics, will discuss a variety of strategies for addressing vacancy. In previous districts plans, the City Planning Commission has employed a range of analysis and recommendations to address the challenges of high vacancies. Shown here are three examples of vacancy classifications and recommendations that might be applicable to the North planning district.

For the purposes of the public realm, local residents may want to weigh in on how different types of interventions will affect the appearance of their streets and the character of their neighborhoods. For example, in a weak real estate market would residents prefer that vacant, deteriorating housing be demolished* and replaced with a grassy area, or would they prefer that such structures are stabilized and sealed with the long term goal of rehabilitation? Would they want vacant lots to be made available as sideyards, as common landscaped parking areas (which would require maintenance), as community garden space, or to be consolidated for the long term goal of new housing construction? Where there is enough vacancy to accommodate multiple goals, which streets and frontages should be restored with new housing, which are suitable for parking, which could benefit from the vibrancy of a well-maintained garden? All of these decisions have implications for quality of life and the character of the neighborhood as well as differing needs for maintenance and local organization.

Vacancy Types

Low Vacancy/Stable



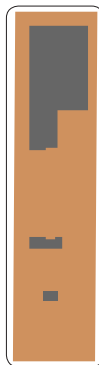
Encourage the use of vacant lots for sideyards or infill construction. Employ code enforcement of existing structures to prevent block deterioration.

Moderate Vacancy



Encourage infill construction and/or the adaptation of vacant lots in a manner compatible with residential uses. Examples include sideyards and gardens. Discourage parking and auto storage.

High Vacancy



Prioritize interventions that will stabilize the block and adjacent housing. Options can include demolitions of dangerous structures and non-residential uses such as sideyards, community parking, and urban agriculture. Explore broader environmental measures such as stormwater GSI, pollinator corridors, etc. All reuses should include fencing or landscaping. Encourage consolidation and redevelopment where feasible.

Vacancy Examples and Responses



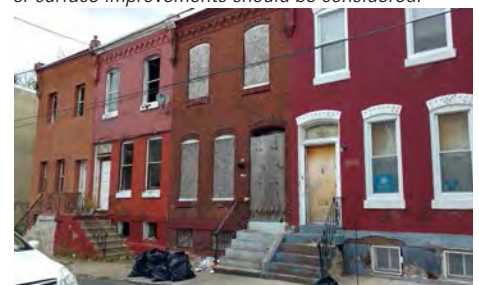
Well maintained street wall with occasional break, in this case claimed as a sideyard.



Scattered moderate vacancy, here improved as sideyards with fencing and landscaping

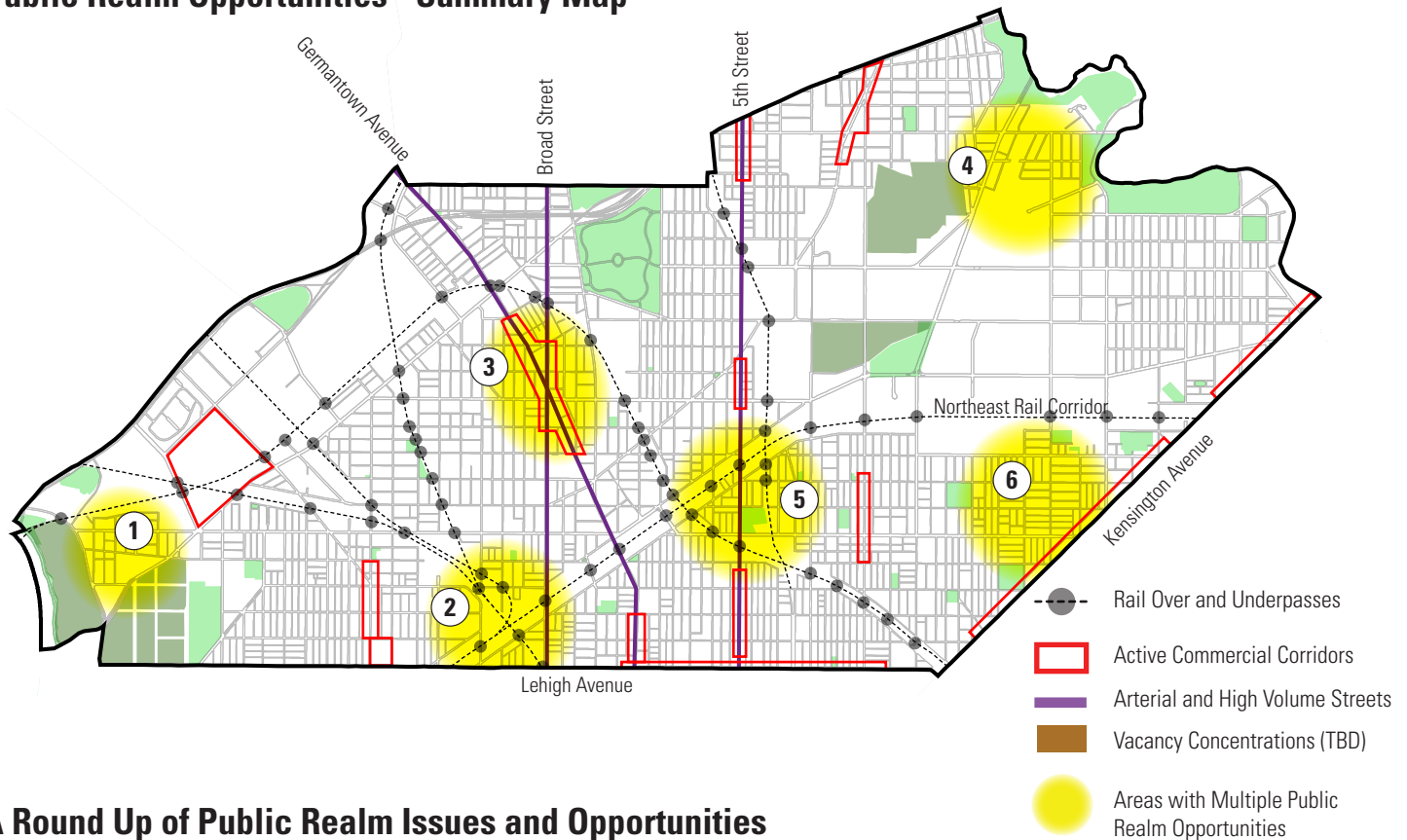


Large vacant lots and/or blocks with several vacant structures. Site stabilization through demolitions and/or surface improvements should be considered.



* The demolition of vacant housing has to meet several criteria, including those of the Department of Licenses and Inspections to validate that the structure poses a threat

Public Realm Opportunities - Summary Map



A Round Up of Public Realm Issues and Opportunities

The 10 year horizon of the district plan suggests that some issues can be addressed in the near term while initial steps can be taken for longer term challenges. In the above map, we have summarized which aspects and conditions of the public realm are likely to be discussed with stakeholders and community members for this district plan. There may be other issues that arise as the planning process proceeds.

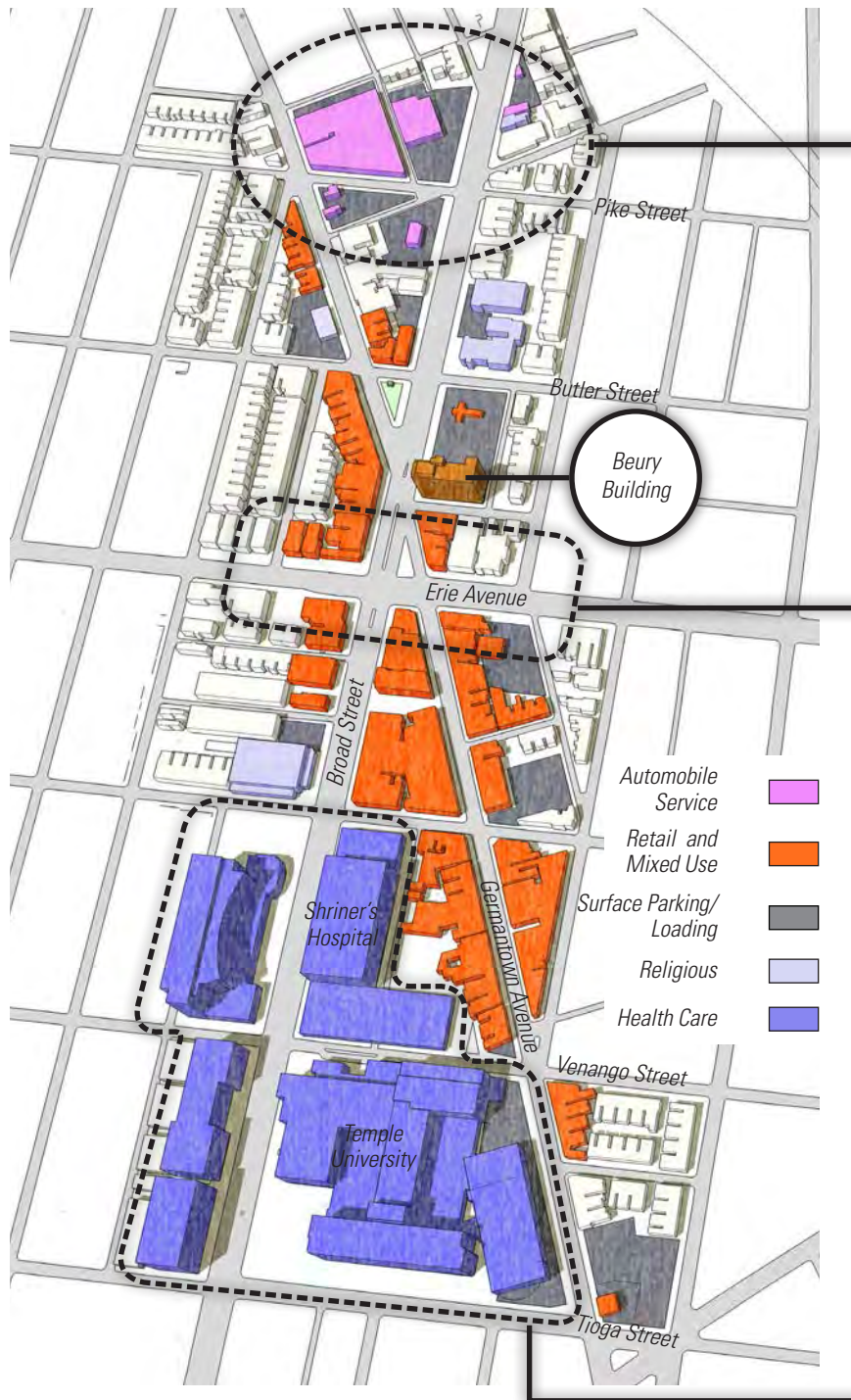
Highlighted Areas

- 1** West Allegheny.
Between two cemeteries and a freight line, a defined residential pocket with commercial and industrial uses.
- 2** North Philadelphia Railway Station
An area criss-crossed by multiple rails, with numerous over and underpasses, vacant industrial and residential lots, and the Botany 500 Building.
- 3** Broad, Erie and Germantown Junction
Historic heart of commercial activity in the district with numerous challenges and public realm concerns including vacancy, sign proliferation and more.
- 4** Tacony Creek Gateways
This neighborhood pocket sandwiched between industry and open space exhibits challenging edges and poor access at times.
- 5** Railway Pocket Neighborhood
A neighborhood pocket between 3 railway alignments. Issues include the transition away from industrial uses, the maintenance of railway frontages, the re-definition of spaces used by squatters and more.
- 6** Harrowgate and Kensington Avenue
High amounts of residential vacancy coupled with uneven condition of Kensington Avenue commercial corridor.

Questions for Further Study

1. In areas where medium and heavy industry is no longer viable, what range of land uses and zoning districts will create the best opportunities for improving the public realm and addressing quality of life concerns for adjacent residential blocks?
2. What are the preferences of local stakeholders for the reuse and/or rehabilitation of vacant residential structures and lots.
3. Should there be uniform standards or a manager for the frontages of legacy industrial sites, especially along the Northeast railway corridor? (Glenwood and Sedgley)
4. Given the large number of railway over and underpasses, what are some consistent public realm improvements that can be applied to all of them?
5. What are some ways of creating a consistent character for neighborhood commercial corridors?
6. Should there be additional limitations and uniform standards for advertising and signage at large commercial intersections (such as Broad and Erie)
7. What public realm opportunities are created by former railway lines and their easements?
8. How do we incorporate the work of local civic organizations and CDC's into the public realm recommendations of the district plan?

Transit Hubs and the Public Realm



Erosion and Transformation of the Commercial Core at Broad, Germantown, And Erie

The intersection of Broad, Germantown, and Erie was one of the central shopping and civic hubs of the district and of the city, featuring venues that once included bowling alleys, movie theaters, restaurants, and more. Grand sidewalk hugging entrances and taller buildings which embraced the sky, such as the Beury building faced the broader streets and intersections. Tiered, multi-story signage provided an additional backdrop to the crowded sightlines and night lighting of the intersection. However, these early billboards tended to be restrained in their own manner, usually referring to a single product or venue and often integrated into the neoclassical and mid-century modern architecture below.

Automobile Service Cluster at Pike Street

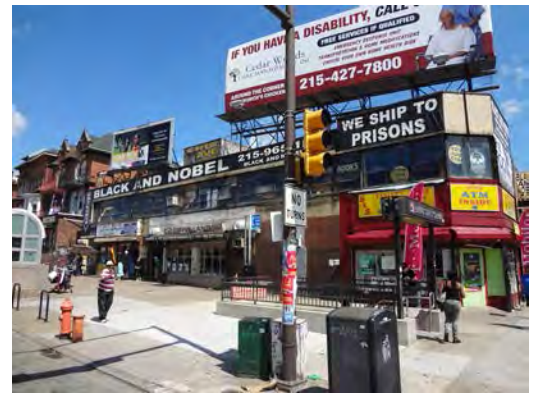


Automobile sales and services buildings fronted by large parking lots with no landscaping

Broad and Erie Venues Yesterday and Today



Great Northern Theater, 1925 Integrated signage and monumental entrances and uses.



Typical signage and street furniture proliferation, 2016

Temple University and Shriner's Health Care Cluster



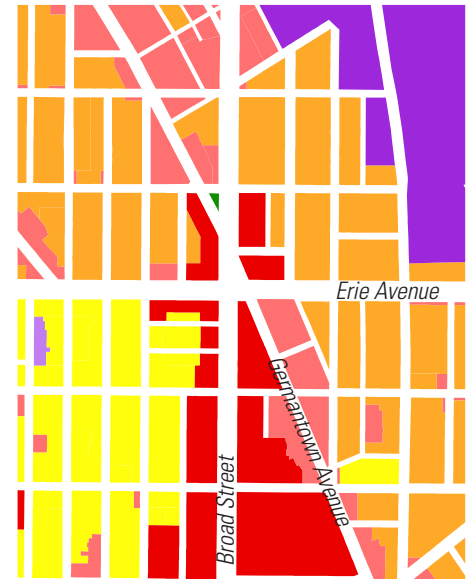
Temple University creates monumental entries on Broad Street, but shows its "back" to Germantown Ave

Today, the commercial activity has been hemmed in by vacancy and automobile services to the north and institutional growth to the south. These uses have eroded the street wall, created frontages with no active programs, limited points of entry, and/or confused signage and sidewalk landscapes. These include empty corners created by the proliferation of surface parking lots, fast food drive-throughs and the parking structures from Temple University's Health Care campus.

Signage, responding to the subdivision of larger spaces into numerous small venues, has become a vibrant but often chaotic mixture of colors, heights, and overlaid messages adding to the street life but also causing confusion as to what is an entrance and what is merely an advertisement. This sort of active but unfocused landscape continues at the sidewalk level with a thorough mixing of mismatched and unplanned street furniture including kiosks, subway entrances, light poles, vending, bike racks and more. Additionally, high rates of partial vacancies, both of shops below and units above often leads to poor maintenance and reduces both the perception and the actual amounts of street level activity.

Current zoning already allows for a greater intensity of development than is seen on many sites. This suggests that zoning incentives for new development will be less successful in improving the public realm than other measures which directly address existing buildings, their frontages, and the overall condition of public streets, intersections, and potential open spaces.

Zoning Map



Predominant Zoning Districts

Commercial Mixed Use
(CMX-2, CMX-3)



Recommendations from Neighborhood Plans for Broad and Erie



Tioga Goals and Strategies Report, 2016 (PCPC)



Broad and Erie Transportation and Community Development Plan, 2010 (PCPC)



Proposal for Beury Building Site - Shift Capital - 2016

Planning for Broad and Erie and for the surrounding Tioga Neighborhood has been ongoing for a number of years. These include proposals for public realm improvements for traffic calming and open space at Butler and Erie Streets as well as illustrating the possibility of infill construction on underutilized sites and surface parking lots.

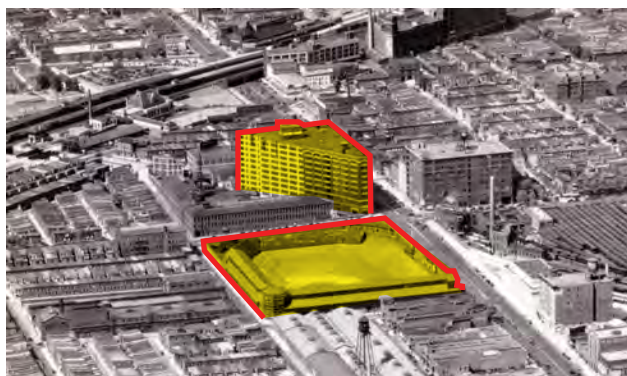
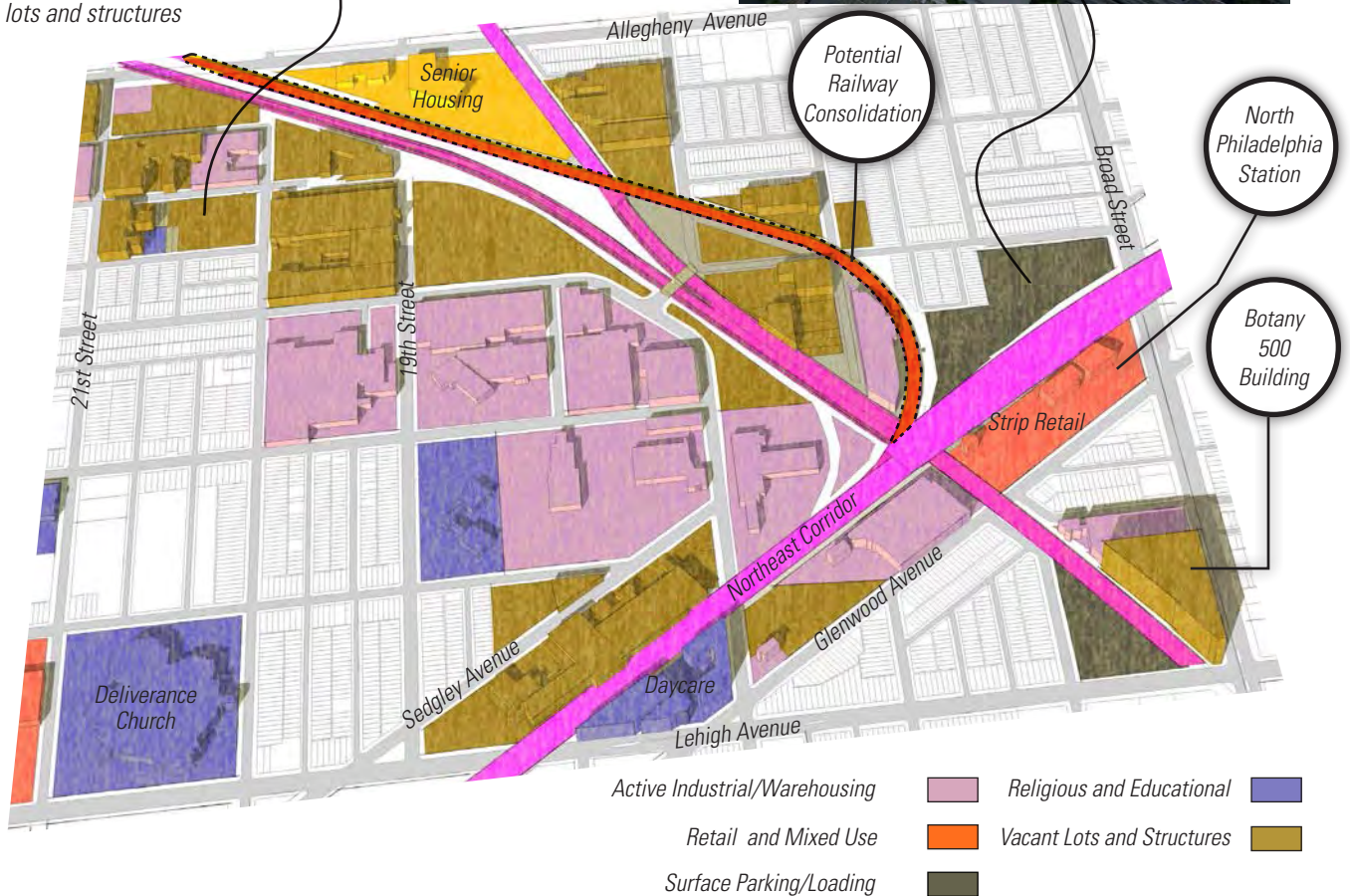
Recent speculation for the Beury site has created the possibility of new development and/or changes of use that could positively impact the public realm along Broad Street in between Butler Street and Erie Avenue.

Opportunities near North Philadelphia Station, And at the junction of freight and regional rail lines



Current industrial vacancy, lots and structures

"Broad Street Station, HFZ Capital Group Proposal for mixed-use, high density residential and commercial development, circa 2014



Botany 500 Building in Context of Baker Bowl, 1931 (Hiddencity phila.org)

Historical Legacy and Recent Speculation

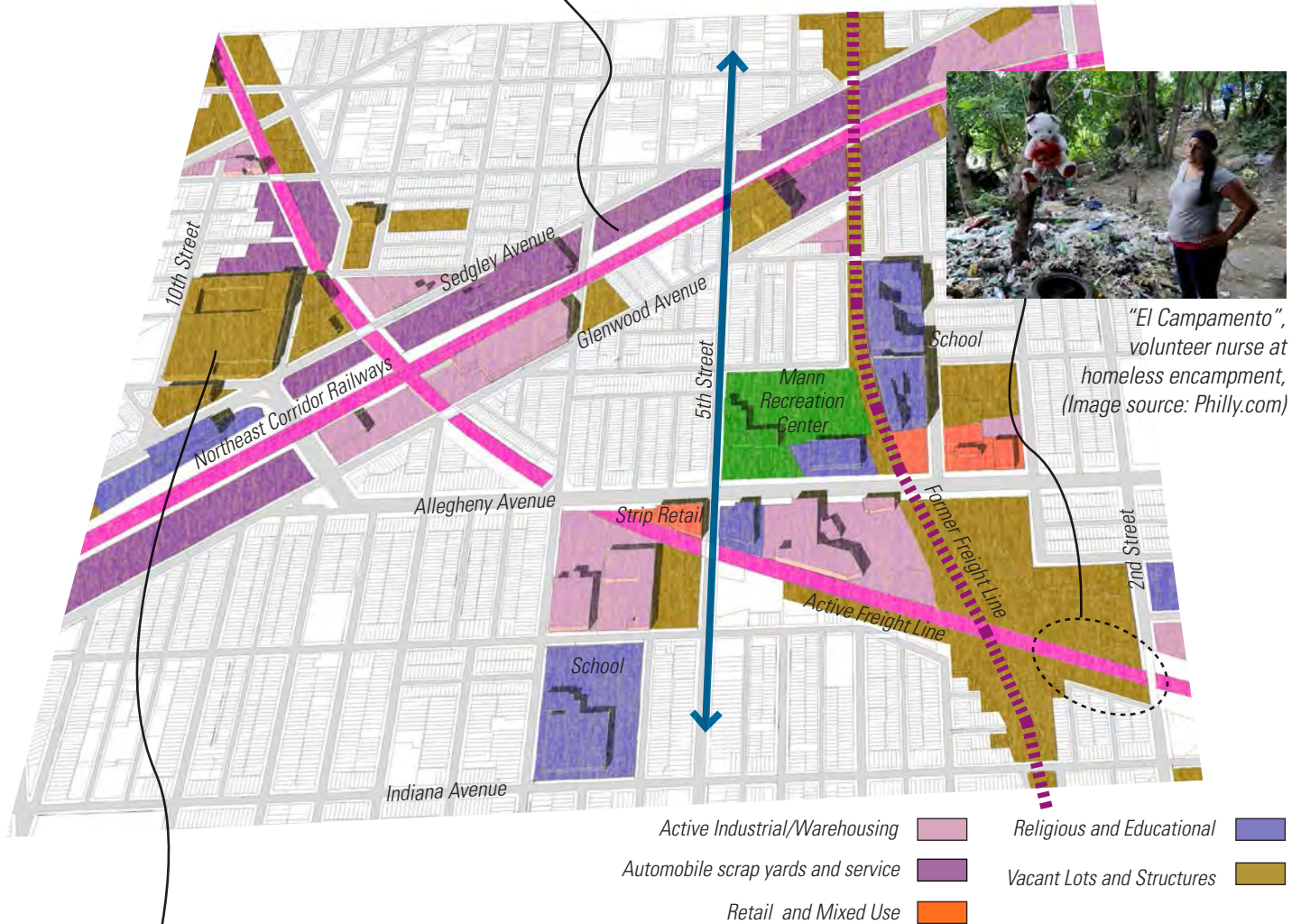
The confluence of rails around the North Philadelphia rail station was one of Philadelphia's most active industrial hubs. The Botany 500 building, originally a manufacturing and display center for Ford Motor Company and later a textile mill for suits, was a significant anchor on Broad Street. Including this landmark, there are several vacant vertical industrial structures as well as large vacant lots. The consolidated parcels of these properties still suggest the possibility of campus scale developments and/or dense transit oriented development. Such long term proposals could address the poor quality of the public realm, especially with the consolidation of rail lines which would allow greater integration into the residential blocks. In the near term, the slow market suggests that public realm improvements have a significant role to play in property stabilization through lower scale "clean and green" initiatives, sidewalk and street light restoration, landscape buffers, and urban agriculture.

Opportunities at Intersection of freight rail, North 5th Street, and Northeast Corridor

Over 21 acres of scrapyards



Typical Scrapyard with poor lot maintenance, opaque fencing, missing sidewalks, and areas of short dumping, all across the street from rowhomes



"El Campamento", volunteer nurse at homeless encampment, (Image source: Philly.com)



Vacant industrial plants and street. The public realm shows maintenance as poor as the buildings. Broken sidewalks, overgrowth, few street lights, no wayfinding or street signage.

An Isolated Pocket Neighborhood

This North District has several rail lines which often result in residential pockets trapped between the junctures of active and inactive railway easements. This particular area has importance due to the high number of scrap yards and vacant properties as well as the extension of 5th street, a key connector between established and healthy commercial districts. Within this area, the public realm is challenged on multiple fronts including: vacant structures with poor maintenance, marginal uses such as scrap yards with opaque fencing and missing sidewalks, and an informal uses such as a homeless encampment at 2nd and Indiana. This suggests an opportunity for broad brush recommendations that can link property stabilization, future development and the quality of the public realm. As properties transition to new uses and/or interventions are made to address public health and safety concerns, property owners and developers can be encouraged to improve their frontages and address their sidewalks.

DEMOGRAPHICS

SUMMARY

With a total population of 137,849 residents, the North District is the second most populous of the City's 18 planning districts. Over the past few decades, the North District's total population has steadily declined. The largest population loss occurred between 1980 and 1990 when the total population declined 6 percent (-9,529 people). However, in recent years the population loss has slowed. Between 2000 and 2010 population declined just 2.3 percent (- 3,212 people).

While the North District has always been a racially mixed area, it has changed from a predominantly Black and White community to a more ethnically diverse and increasingly foreign-born community. The decline in total population has largely been a result of the steady loss of White population, which now account for about 21 percent of the district's total population, down from 46 percent in 1980. In recent years, Black population in the North District has also declined, although at a much slower rate. In 1980 there were 67,266 Black people in the district, comprising 42 percent of the district's total population. As of 2010, there were 63,503 Black people in the North District, comprising 46 percent of the total population. Interestingly, most of the North District's population loss has been concentrated in the area west of Broad Street. With the exception of Census tracts 170 and 173, this area has seen a steady population decline that can most likely be attributed to the closing of a number of major industrial and manufacturing employers previously located in the district. With the closing of these businesses, many residents who lived and worked in the district, relocated to other areas in search of new employment. Many of the remaining residents in the district were left unemployed continue to face high unemployment and poverty rates. In fact, with 46.28 percent of the resident living below the poverty level, the North District has the highest number of people living in poverty of all the districts in the City. Amidst this change, Asian, Latino and foreign-born population have all steadily increased, with Latino population growing most rapidly. This growth is most evident in the eastern section of the district where most of the Asian, Latino and foreign born population are concentrated. Other Race population in the district also increased rapidly between 1980 and 2000, but declined slightly between 2000 and 2010. Other Race population is also concentrated in the eastern section of the district.

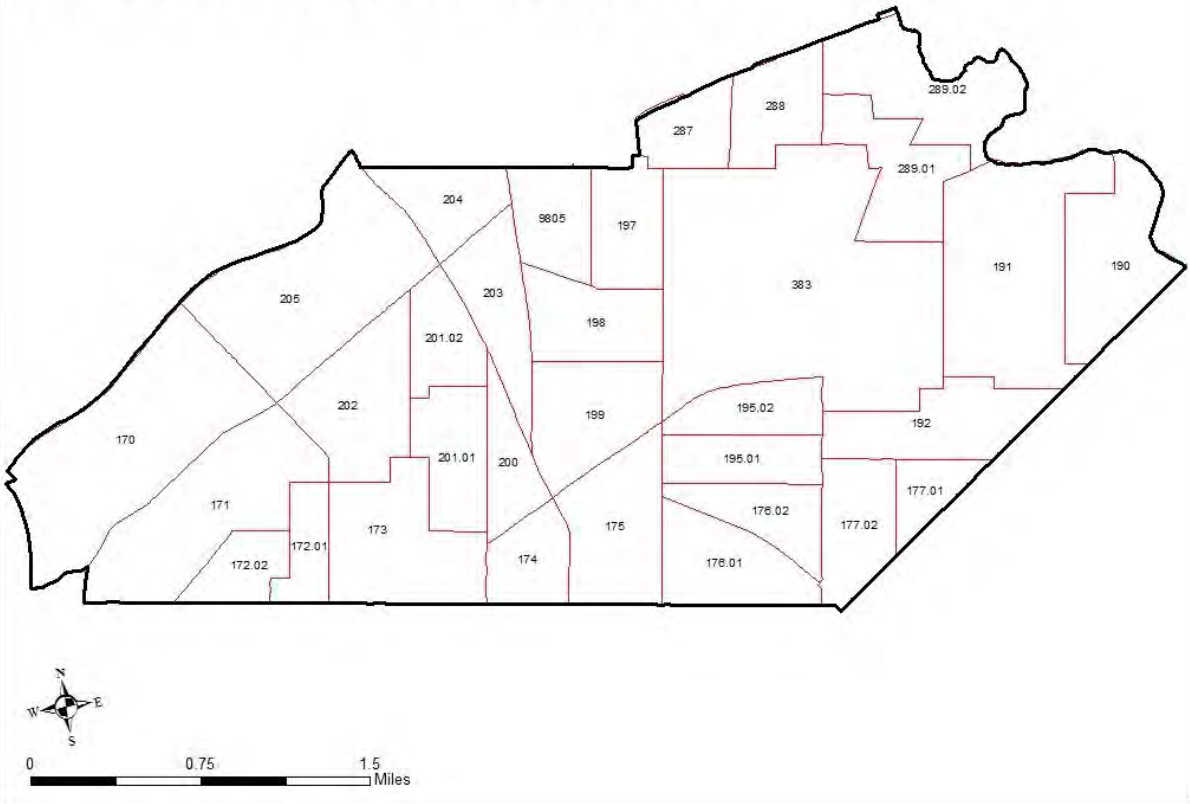
DISTRICT BOUNDARIES FOR ANALYSIS

The North District demographic analysis is based on data from the Decennial Census (1980-2010) and five-year data from the American Community Survey (ACS). Based on 2010 Census tract boundaries, the Census tracts generally associated with the neighborhoods in North District are:¹

- **Allegheny West/Hunting Park Industrial Park:** 170
- **Allegheny West:** 171,172.01,172.02
- **Forgotten Block:** 173
- **West Fairhill:** 174, 175
- **Fair Hill:** 176.01, 176.02
- **Kensington:** 177.01,177.02
- **Juniata Park:** 190, 191
- **Harrowgate:** 192
- **Juniata Park/Harrowgate/Hunting Park/Fairhill:** 383
- **St. Hugh:** 195.01, 195.02
- **Hunting Park/Fairhill:** 197,198,199,9805(park land)
- **East Tioga:** 200
- **Tioga:** 201.01, 201.02, 202
- **East Tioga/Nicetown:** 203, 204
- **Hunting Park Industrial Park:** 205
- **Feltonville:** 287,288,289.01, 289.02

¹ Between the 2000 and 2010 Censuses, population levels exceeded Census standards for certain tracts, which were split. Tracts 172, 176, 177, 195, 201 and 289 were split into the new tracts. Tracts 193,194 and 196 were consolidated into a new tract 383. A new tract 9805 was created to reflect open space /park land .

North District 2010 Census Tracts



ISSUES AND OPPORTUNITIES

As of the 2010 Census, the growth of Asian, Latino and foreign born population in the North District had not been significant enough to stem the net total population loss. However, more recent population estimates for 2015 indicate that population in the North District has increased about 1%, and is forecasted to increase a total 6% by 2045. As previously mentioned population loss has been concentrated in the western section of the North District, while population growth has been concentrated in the eastern section of the district. This population growth can be attributed to several factors. First, the district's Latino population is growing rapidly. Secondly, the North District's foreign-born population has shown consistent growth. Lastly, the district has a high percentage of large families and above average percentage of children under 20 years of age.

The North District has historically shown median household incomes that are substantially lower than the citywide median, along with higher than average rates of owner-occupied housing, family households,² and long-term homeowners. While housing vacancy rates are also slightly higher than average, poverty and unemployment rates in the North District are exceedingly high, in fact higher than all other districts in the City. Educational attainment levels in the district remain substantially lower than average.

Not surprisingly, with such high poverty and unemployment rates and lower than average median household incomes, a large percentage of owners and renters are burdened by housing costs, with owners paying an average 37.71 percent of their household income for housing costs and renters paying 63.60 percent of their household income for rental costs. With 48.51 percent of the housing units in the North District being built prior to 1939, owners and renters are further burdened with maintaining an aging and severely deteriorated housing stock. Increased educational attainment, employment and income gains for both new and existing households will be needed to reduce housing costs burdens and increase employment opportunities, and resources for housing maintenance and modernization. This may be a particular issue for the high percentage of large family households in the district saddled with high expenses associated with maintaining an older housing stock, raising children on limited incomes, and lacking the time and resources to pursue job training and further education needed to increase their income and employment opportunities. Daycare services, schools, libraries, recreational and health centers are also needed to support low-income children and families living in the district.

² A family or family household is defined by the United States Census Bureau for statistical purposes as "a householder and one or more other people related to the householder by birth, marriage, or adoption."

Table 1. Major Demographic Indicators –North District

Trend Data North District	1980	%	1990	%	2000	%	2010	%	2010 Citywide	%
Total Population	158,676		149,147		141,061		137,849	9% of Citywide	1,526,006	
White	72,416	45.64%	49,588	33.25%	29,875	21.18%	29,103	21.11%	626,221	41%
Black	67,266	42.39%	66,036	44.28%	66,980	47.48%	63,503	46.07%	661,839	43%
Asian	1,251	0.79%	2,938	1.97%	3,867	2.74%	3,954	2.87%	96,405	6%
Other Race	17,476	11.01%	30,585	20.51%	35,248	24.99%	33,202	24.09%	90,731	6%
Latino (any Race)	24,311	15.32%	39,408	26.42%	54,021	38.30%	64,708	46.94%	187,611	12%
HH Population	157,619	99.33%	148,053	99.27%	139,305	98.76%	135,265	98.77%	1,468,623	96%
GQ Population	1,057	0.67%	1,094	0.73%	1,756	1.24%	2,509	1.82%	57,383	4%
Total HUs	61,630		56,528		54,586		53,575	7.9% of Citywide	670,171	
Vacant HUs	8,250	13.39%	6,970	12.33%	8,190	15.00%	7,311	13.65%	70,435	11%
Occupied HUs	53,380	86.61%	49,558	87.67%	46,396	85.00%	46,264	86.35%	599,736	89%
Owner Occup	35,750	66.97%	33,094	66.78%	28,324	61.05%	24,116	52.13%	324,536	54.11%
Renter Occup	17,630	33.03%	16,464	33.22%	18,072	38.95%	22,148	47.87%	275,200	45.89%
Avg. HH Size	2.95		2.99		3.00		2.93		2.45	
Median Age	28.7		N/A		27.8		29.1		33.5yrs	
Age <20	56,267	35.46%	52,306	35.07%	53,731	38.09%	47,218	34.25%	400,817	26.27%
20 to 44	52,361	33.00%	55,342	37.11%	49,059	34.78%	48,153	34.93%	581,102	38.08%
45 to 64	32,003	20.17%	25,267	16.94%	25,007	17.73%	30,675	22.25%	358,778	23.51%
65+	18,045	11.37%	16,232	10.88%	13,264	9.40%	11,803	8.56%	185,309	12.14%
Median HH Income	Census 1980 \$10,474		Census 1990 \$17,133		Census 2000 \$20,681		ACS 10_14 \$22,241		ACS 10_14 \$37,460	
% 4yrs+College	3.14%		4.50%		4.36%		2.29%		24.51%	
%Unemployed	16.01%		15.50%		18.88%		24.42%		14.85%	
%Poverty	29.74%		33.40%		39.93%		46.28%		26.68%	
%HH No Car	N/A		50.2%		47.22%		46.19%		32.77%	

POPULATION

As of 2010, the North District is the second most populous district in the City, with a total population of 137,849 people, or 9 percent of the City's total population. This figure represents a decline of 20,827 residents between 1980 and 2010. While the overall population in the North District declined during this period, there are signs of population growth in the district that will result in a total population increase in the district by the next decennial census in 2020. Between 1990 and 2010, population in the Juniata Park neighborhood actually increased (census tracts: 190,191,192,383), as did population in the Feltonville neighborhood(census tracts:287 and 289). While most of the population growth in the district is concentrated in areas east of Broad street, between 2000 and 2010, population also increased in areas west of Broad Street, in census tracts 170 and 173, and in census tract 176.02 which is east of Broad Street. Current population estimates for 2015 indicate that population in the North District has increased about 1%, and is forecasted to increase a total 6% by 2045.

Population increases in the district can be attributed to growing foreign born and minority population. In 1980, the North District's Total Population was 45.64 percent White, 42.39 percent Black, 0.79 percent Asian, 11.1 percent Other Race, and 15.32 percent Latino. **As of 2010, the district's Total Population was 21.11 percent White, 46.07 percent Black, 2.87 percent Asian, 24.09 percent Other, and 46.94 percent Latino (of any race).**

Of all racial groups represented in the district, the White population is the only group to steadily decline between 1980 and the present. Since 1980, Asian and Latino population consistently increased. Other Race population in the district increased between 1980 and 2000, and then decreased between 2000 and 2010. Black population in the district has fluctuated, slightly decreasing between 1980 and 1990, slightly increasing between 1990 and 2000, and then declining between 2000 and 2010. Despite recent losses of Black population, the district maintains a majority (46.07% percent in 2010) Black population.

Between 1980 and 1990 Black population in the district decreased 1.83 percent or by 1,230 people. This population loss was concentrated in areas west of Broad Street, in the Tioga and Allegheny West neighborhoods (CTs:170, 171, 172, 173, 200, 201, 202, 203, 204). From 1990 to 2000, Black population increased 1.43 percent or, by 944 people. During this time Black population continued to decline in areas west of Broad Street while increasing in the Kensington, Juniata Park, Fairhill and Feltonville neighborhoods, all east of Broad Street (CTs: 177, 190, 191, 192, 193, 194, 195, 196, 287,288, 289). Between 2000 and 2010 Black population decreased 5.19 percent or by 3,477 people. This population decrease impacted areas east and west of Broad Street (CTs:170, 171, 172.01, 172.02, 176.01,177.01, 177.02, 197, 198, 199, 200, 201.01, 201.02, 202, 203, 204, 205, 287, 288).

While comprising a much smaller percentage of the district total population, Asian population in the North District has shown steady growth. The largest increase in Asian population occurred between 1980 and 1990, when Asian population more than doubled, increasing by 1,687 people (134.85 %) During this time Asian population increased in neighborhoods throughout the district. In subsequent decades, while the North District's overall total Asian population continued to increase, Asian population shifted, increasing in some areas and decreasing in others. Between 1990 and 2000, Asian population increased 31.62 percent (929 people). Between 2000 and 2010, Asian population growth slowed to just a 2.25% increase (87 people).

The largest increase in Other Race population occurred between 1980 and 1990, when Other Race population increased by 75.01 percent (13,109 people). From 1990 to 2000, Other Race population increased 15.25 percent (4,663 people). Between 2000 and 2010, Other Race population actually decreased - 5.80 percent or, by -2,046 people. The majority of Other Race population is clustered in the central portion of the district, east of Broad Street (CTs:175, 176.01, 176.02,177.01, 177.02, 190,191,192, 383,195.01,195.02, 197,198,199). Most of the population losses occurring between 2000 and 2010, were in those areas east of Broad Street (CTs:175, 176.01,176.02, 177.01,177.02, 195.01, 195.02, 197, 198, 199, 200), as well as a few areas west of Broad Street (CTs: 201.01, 201.02, 202, 203, 204, 205).

The Latino population in the district has steadily increased. The largest numeric increase in Latino population occurred between 1980 and 1990, when the district's Latino population increased 62.10 percent (15,097 people). Between 1990 and 2000, the district's Latino population increased 37.08 percent (14,613 people). Between 2000 and 2010, Latino population increased 19.78 percent (1,687 people), resulting in increases in Latino population in every census tract in the district, except tracts:176.01, 200 and 205. Most of the Latino population is concentrated in the Fairhill, Juniata Park, Kensington and Feltonville neighborhoods, east of Broad Street(CTs:176.01, 176.02, 177.01,177.02 190, 191,192,383, 195.01, 195.02, 197, 198 ,199, 287, 288, 289.01, 289.02).

Group Quarters Population

Total Population is comprised of population in households and population in group quarters. As of 2010, 98.18 percent (135,340 people) of the population in the North District lived in Households, with 1.82 percent (2,509 people) of the population living in Group Quarters. Group Quarters include dormitories, nursing homes, and group homes. Between 1980 and 2010, the number of people living in Group Quarters in the district steadily increased. Group Quarter population in the district peaked in 2010. The district's 2010 Group Quarters population remains below the citywide average. Citywide, 3.6 percent of the population lived in Group Quarters in 2010, with 96.4 percent of the population living in Households.

The 2,509 people living in Group Quarters in the North District are dispersed in small amounts throughout the district with a larger cluster of group quarter population in census tract 383. This may reflect group quarter population living in smaller group home facilities or half-way houses.

Population by Age

As of 2010, the North District's median age of 29.1 years was slightly lower than the citywide median of 33.5 years. Over the past thirty years, population in the North District under-20 years of age has fluctuated. Between 1980 and 1990, population in this cohort decreased, then increased slightly between 1990 and 2000, and then decreased again between 2000 and 2010. Despite these fluctuations, the North District has the highest number and percentage of population under 20 years of age of any district in the City. Population in the North District in the 20-44 age cohort has also fluctuated, increasing between 1980 and 1990, then decreasing between 1990 and 2000, and between 2000 and 2010. Population in the 45 to 64 age range decreased between 1980 and 1990 and 1990 and 2000, but increased between 2000 and 2010. Population in 45 to 65 age range is the only age cohort to show a population increase between 2000 and 2010. Over the past few decades between 1980 and 2010, population in the North District 65 years and older has steadily declined.

In 2010, the combined working-age population of the district, including the 20 to 44 and the 45 to 64 age cohorts, comprised just 30.8 percent of the population compared to the citywide total of 61.6 percent. The North District's low percentage of working age population and high percentage of dependent population contribute to the district's challenging socio-economic conditions. Over the next few decades, the North District will need to retain its younger population as it ages and begins to form households, as well as attracting new, working-age households from outside the district, in order to maintain the district's vitality and to fill housing units once occupied by older residents. To improve economic conditions in the district efforts should be made to ensure the district's large youth population is enrolled in college preparatory classes and other vocational training programs that will enable them to be gainfully employed, thereby reducing poverty and unemployment rates in the district and increasing educational attainment levels

In 2010, population under 20 years of age comprised 34.25 percent of the North District 's total population. The 20-to-44 age cohort stood at 34.93 percent, while population 45 to 64 years old comprised 22.25 percent of the total population. Population 65 years and older comprised 8.56 percent of the total population. Population in the North District in the under 20 years of age group is considerably

higher than the citywide average, while population in the 20-to 44, 45 to 64 and 65 and older age groups are lower than the citywide averages. As previously mentioned, the North District has the highest number and percentage of population under 20 years of age of any district in the city. The median age in the North District increased from 28.7 years in 1980, to 29.1 years in 2010. The current figure is considerably lower than the citywide median age of 33.5 years. In 2010, the median age for population by census tract ranged from a low of 25.5 years old in census tract 195.02 (St.Hugh) to a high of 39.2 years old in census tract 202 (Tioga). The census tracts with the highest percentage of population under the age of 20 are in the Kensington (CTs:177.01 &177.02, Juniata Park(CT:190), Harrowgate (CT:192)and St. Hugh(CT:195.02) neighborhoods.

Foreign-Born Population

Based on the most recent American Community Survey (ACS) Five Year estimate data (2010-2014), 10.16 percent (14,005 people) of the district 's total population is foreign-born. Although this is lower than the Citywide average of 12.66. percent, when compared with older ACS data it is evident that the North District's foreign born is rapidly increasing. Looking back at 2007-2011 ACS estimates only 8.76 percent (12,253 people) of the district's population was foreign born at that time. Foreign-born population in the North District increased 12.5 percent between the two ACS estimates periods. The majority of the North District's foreign-born population is from Latin America and Asia. In fact, the North District has the highest number and percentage of foreign born population from Latin America of any district in the City. Of the North District's total foreign-born population, 74.08 percent are from Latin America which includes Caribbean, South and Central America (17.55 citywide); 21.27% percent are from Asia (40.1 percent citywide); 3.63 percent are from Africa, (9.3 citywide);0.83 percent are from Europe (18.2 citywide); and 0.19% are from Northern America which includes Canada (0.65 percent citywide).

The foreign-born population in the North District is particularly visible in the eastern section of the district, in the Feltonville, Kensington and Juniata Park neighborhoods where most of the Latino and Asian population is concentrated. The Dominican Republic continues to be the primary source country for the district's foreign born population, followed by Vietnam, Guatemala and Mexico. In recent years population from Vietnam has declined, as has foreign born population from Columbia, Honduras, Nicaragua, Haiti and Costa Rica. The most rapidly growing foreign born population in the North District is from Cambodia, Guatemala, Guyana, Jamaica and the Philippines. The main source countries for North District's foreign-born are listed below in Table#2.

Table 2. North District Foreign Born Population	2007-2011 Number	2007-2011 Percent	2010-2014 Number	2010-2014 Percent
Foreign Born as % of Total Population	12,253	8.76%	14,005	10.16%
Source Country				
Dominican Republic	3,918	31.98%	5,136*	36.67%
Vietnam	1,412	11.52%	1,169*	8.35%
Mexico	1,056	8.62%	1,151*	8.22%
Guatemala	657	5.36%	1,339*	9.56%
China	369	3.01%	463*	3.23%
Columbia	357	2.91%	239	1.71%
Honduras	320	2.69%	137	0.98%
Nicaragua	306	2.50%	82	0.59%
Haiti	299	2.44%	227	1.62%
Costa Rica	298	2.43%	71	0.51%
Philippines	252	2.06%	433*	3.09%
Dominica	222	1.81%	259*	1.85%
Cuba	218	1.78%	238	1.70%
Cambodia	164	1.34%	386*	2.76%
El Salvador	183	1.49%	293*	2.09%
Jamaica	179	1.46%	250*	1.79%
Guyana	141	1.15%	245*	1.75%

*Rapidly Growing Population

HOUSING

Between 2000 and 2010, the North District's Household Population decreased 2.85 percent (3,965 people). During this time the number of occupied housing units also slightly decreased 0.28 percent (132 units). With fewer people living in essentially the same number of housing units, average household size decreased from 3.00 persons per household in 2000, to 2.93 persons per household in 2010. (See also Housing section of Neighborhoods memo.

As of 2010, the North District's vacancy rate was above the citywide average. The percentage of owner-occupied housing units in the district has declined while the percentage of renter occupied housing units has increased. This is consistent with citywide and national trends. The North District Homeowner rates are slightly below average, while the Renter Occupancy rates are slightly above average.

Housing Units and Occupancy

Between 2000 and 2010, the number of housing units in the North District decreased 1.85 percent or by 1,011 units. This decrease probably reflects the demolition of obsolete, deteriorated and structurally unsound units. Over this period, the number of vacant housing units in the district declined (10.73%), from 8,190 vacant units (15%) in 2000, to 7,311 vacant units(13.65%) in 2010. Housing vacancies decreased in every census tract in the district except census tracts: 172.01,172.02, 201.01 and 201.02. During this time, the citywide housing vacancy rate remained stable at about 11 percent.

In 2010, the North District's homeowner occupancy rate was 52.1 percent, with a renter occupancy rate of 47.8 percent. During this time, the citywide homeowner occupancy rate was 54.1 percent, and the renter occupancy rate was 45.9 percent. In 2010, the census tracts with the highest percentage or number of owner-occupied housing units were in Juniata Park (191, 190), Hunting Park/Fairhill (197), Allegheny West (171, 172.01, 172.02), West Fairhill (175) and Feltonville (289.01).

Between 2000 and 2010, renter occupancy rates in the North District increased by 22.55 percent, resulting in an increased number of renter-occupied units throughout the district. In 2010, the census tracts with the highest percentage or number of renter-occupied housing units were in Harrowgate (192), West Fairhill(175), Tioga(201.01, 202), Juniata Park (190),West Hunting Park (170) and Kensington(177.01).

Senior population in the North District declined 11% between 2000 and 2010, and the the number of senior homeowners in the district declined 17.90%. Between 2000 and 2010, the number of homeowner units in the North District occupied by senior citizens declined from 7,398 units (26.1%), to 6,074 units (25.1%). Citywide 27.2 percent of owner occupied housing units are occupied by seniors. In 2010, the census tracts with the highest percentage or number of senior homeowner units were located in Juniata Park (191) Allegheny West (171), and East Tioga/ Nicetown (203).

The number of senior renters in the North District increased. As of 2010, 2,310 (10.6%) rental housing units were occupied by senior citizens, up from 2,043 (11.3%) rental units in 2000. Citywide 13.9 percent of rental housing units are occupied by seniors. In 2010, the census tracts with the highest percentage or number of senior-occupied rental housing units were in Hunting Park (205), Tioga (201), East Tioga (203), Fairhill (176.01), and St. Hugh(195.01).

Housing Costs

Research indicates that renters generally bear a higher housing cost burden than owners. Housing costs in excess of 30 percent or more of household income are considered a burden. Consistent with citywide and national trends, renters in the North District are much more burdened by housing costs than owners according to 2010-2014 ACS 5-Year estimates.

The housing cost burden for renters in the North District remains significantly higher than for owners. Based on 2010-2014 ACS 5-Year estimates, 63.6 percent of all renter occupied households in the district pay 30 percent or more of their household income for gross rent, while just 37.7 percent of all owner-occupied households in the district pay 30 percent or more of their household income for monthly housing costs. Citywide, 52.6 percent of renter occupied households pay 30 percent or more of their household income for gross rent, while 31.9 percent of all owner-occupied households in the City pay 30 percent or more of their household income for monthly housing costs.

Renter households in the North District paying the highest percentage of their household income for gross rent are in census tracts in Juniata Park (191), West Fairhill (175), St. Hugh (195.01), Hunting Park/Fairhill (197, 199), Feltonville (289.02), and Allegheny West (172.01).

Homeowners with mortgages are more burdened than homeowners without mortgages. In the North District 55.9 percent of owner-occupied housing units with mortgage pay 30 percent or more of their household income for monthly housing costs, compared to just 25.2 percent of owner-occupied housing units without mortgages. Citywide 38.8 percent of owner-occupied housing units with mortgage pay 30 percent or more of their household income for monthly housing costs, while 21.6 percent of owner-occupied housing units without mortgages pay 30 percent or more of their household income for monthly housing costs.

According to 2010-2014 ACS data, census tracts in the district with the highest percentage or number of owner-occupied households paying 30 percent or more of their household income for monthly housing costs are in census tracts in Junaita Park (191, 190), Hunting Park/Fairhill (197), Feltonville (289.01, 289.02), East Tioga/Nicetown (204), St. Hugh (195.02), and Kensington(177.02).

Household Size and Composition

Household sizes in the North District are larger than the citywide average. In 2010, the average household size in the district was 2.93 persons per household, compared to the citywide average household size of 2.45 persons per household. With a growing immigrant population household sizes in the district are likely to increase over time, as the overall population increases

Household sizes in the district range from a low of 2.20 persons per household in census tract 201.01 (Tioga) to a high of 3.42 persons per household in census tract 289.02 (Feltonville). The North District has consistently had a lower percentage of one-person households than the city as a whole. In 2010, 33.5 percent of all households in district were one-person households compared to 39.4 percent citywide. In 1980, 24.12 percent of all households in the district were one-person households compared to 28.8 percent citywide.

The North District has an above-average percentage of family households.³ Based on 2010-2014 ACS 5-Year Estimates, 61.56 percent of all households in the North District were family households and 38.44 percent were non-family households. Citywide, 53.13 percent of all households were family households and 46.9 percent were non-family households. In fact, the North district has the highest number (6,236) and percentage of family households with five or more people (21.8%) of any of the districts in the city. Citywide just 15.1 percent of the family households have five or more people. The tracts in the district with the highest percentage or number of family households were in Juniata Park (190,191), Harrowgate (193), Hunting Park/Fairhill (9805) and Feltonville (289.02)

Based on 2010-2014 ACS 5-Year estimates, 87.14 percent of the non-family households in the North District were one-person households (or householders living alone). This is higher than the citywide average of 84.2 percent. Based on the 2010-2014 ACS data, census tracts in the district with the highest percentage or number of non-family/one-person households (or householders living alone) are in East Tioga/Nicetown (203, 204), Forgotten Blocks(173),Tioga(202), West Fairhill (175) and Allegheny West(202). Note that all of these census tracts with high percentages of one-person households are east of Broad Street.

Between 2000 and 2010, the number of female-headed households in the North District declined drastically. As of 2010, 37 percent of all households in the district were female-headed households, down from a peak of 51.2 percent in 2000. In 2010, 22.5 percent of all citywide households were female headed compared to 22.3 percent in 2000. The North District's share of female-headed households was 46.86 percent in 1990 and 41.17 percent in 1980. In 2010, census tracts in the district with high percentages/ number of female-headed households are located in Harrowgate (192), Kensington (177.01) and Hunting Park/Fairhill (197).

Based on 2010-2014 ACS 5 Year Estimate data, 20.76 percent of the population in the North District are considered long-term residents, who have resided in the District since 1989 or earlier. Citywide, 21.9 percent of the population resided in Philadelphia since 1989 or earlier. The census tracts in the district with above-average percentages of population who are long-term residents are in West Hunting Park Industrial Park (171 &170) , Allegheny West(172.01 &172.02), East Tioga/Nicetown(204),West Fairhill

³ A family or family household is defined by the United States Census Bureau for statistical purposes as "a householder and one or more other people related to the householder by birth, marriage, or adoption."

(175), Tioga (201.02) and Forgotten Blocks(173). All of these census tracts with the exception of tract 175 are located in the western section of the district.

Based on 2010-2014 ACS data, 25.2 percent of the households in the North District moved to the district in 2010 or later, compared to 25.8 percent citywide. The census tracts in the district with the highest percentage of households who moved to the district in 2010 or later are in East Tioga (200), Juniata Park (190), West Hunting Park Industrial Park (170), Harrowgate (192) and Tioga (202). The largest percentage of households moved to North District between 2000 and 2009 (36.9 percent).

Age of Housing

The North District has an older than average housing stock. Based on 2010-2014 ACS 5-Year estimates, 48.5 percent of the housing units in the North District were built before 1939, while 39.7 percent of the citywide housing units were constructed during this time. The median year of construction for residential units in the North District was 1939, compared to 1944 citywide.

- 16.69 percent of the units were built between 1940 and 1949, compared to 15.3 percent citywide.
- 13.94 percent of the units were built between 1950 and 1959, compared to 16.6 percent citywide.
- 6.87 percent of the units were built between 1960 and 1969, compared to 10.8 percent citywide.
- 4.52 percent of the units were built between 1970 and 1979, compared to 6.8 percent citywide.
- 3.28 percent of the units were built between 1980 and 1989, compared to 3.9 percent citywide.
- 3.48 percent of the units were built between 1990 and 1999, compared to 2.8 percent citywide.
- 2.33 percent of the units were built between 2000 and 2009, compared 3.4 percent citywide.
- 0.3 percent of the units were built in 2010 or later, compared to 0.4 percent citywide.

EDUCATIONAL ATTAINMENT

The North District has a substantially lower than average percentages of population 25 years and older with 4 years or more of college. Since 1980, educational attainment levels in the district have fluctuated. In 1980, 3.14 percent of the total population 25 years and older had 4 years or more of college, compared to 11.1 percent citywide. In 1990, the figure increased to 4.50 percent in the district, and 15.2 percent citywide. In 2000, the figure decreased to 4.36 percent in the district, with a citywide figure of 17.8 percent. Based on the most recent 2010-2014 ACS estimates, educational attainment levels in the District further declined with just 2.29 percent of the population 25 years and older reporting 4 years or more of college, and 24.5 percent citywide. Lower educational attainment levels in the North District are most likely attributable to the increased percentages of foreign-born population in the district with lower than average educational attainment levels.

UNEMPLOYMENT

In 1980 and 1990, the North District's unemployment rates were 16.01 percent and 15.50 percent respectively.⁴ These were considerably higher than citywide averages of 9.7 percent and 11.4 percent. In 2000, at 18.88 percent, the unemployment rate in the Northeast District was still substantially above the citywide average of 10.9 percent. Between the 2000 Census and the 2010-2014 ACS estimates, the unemployment rate in the North District peaked at 24.42 percent, while the reported citywide unemployment rate was 14.8 percent. According to 2010-2014 ACS estimates, the census tracts with the highest unemployment rates or the most unemployed people were in Hunting Park/Fairhill (199), Kensington (177.01), St.Hugh (195.01), and Allegheny West(172.01).

POVERTY

Historically, the North District poverty rates have been far exceeded citywide averages. Based on 2010-2014 ACS estimates, the North District's current poverty rate of 46.28 percent is highest poverty rate of any district in the city, and nearly double the citywide poverty rate of 26.5 percent. Poverty rates in the district range from a low of 21.41 percent in census tract 205 (Hunting Park Industrial Park), to a high of 70.98 percent in census tract 177.02 (Kensington), with the majority of census tracts in the district having poverty rates of 31 percent or higher.

VEHICLE AVAILABILTY

According to 2010-2014 ACS estimates, 46.19 percent of all households in the North District did not have a vehicle available to their household, compared with 32.7 percent Citywide.

* Note that data is not available for earlier years.

MEDIAN HOUSEHOLD INCOME

According to 2010-2014 ACS estimates, the median annual household income in the North District was \$22,241 dollars, which is well below the citywide median of \$36,255. Median household incomes have fluctuated in most census tracts throughout the district, and currently range from a low of \$12,791 in census tract 195.01 (St.Hugh), to a high of \$34,319 in census tract 289.02 (Feltonville).

⁴ The ACS estimate from the U.S. Census Bureau varies from other sources of data, such as the U.S. Bureau of Labor Statistics (BLS). The unemployment rate is calculated based on population over the age of 16 years old in the labor force.

Table 19. Median Household Income by Census Tract, 1979-2014 (not inflation-adjusted)

Census Tracts	Median HH Income 1979	Median HH Income 1989	Median HH Income 1999	Median HH Income ACS 2010- 2014
170	\$7,112	\$17,544	\$34,120	\$25,299
171	\$11,486	\$19,665	\$22,043	\$28,811
172	\$10,317	\$19,172	\$20,669	
172.01				\$21,096
172.02				\$21,875
173	\$10,313	\$20,660	\$21,731	\$20,430
174	\$8,134	\$15,750	\$15,050	\$18,319
175	\$8,008	\$11,340	\$14,294	\$15,743
176	\$6,952	\$8,333		
176.01			\$11,909	\$16,531
176.02			\$12,076	\$17,729
177	\$10,964	\$16,217	\$15,687	
177.01				\$23,385
177.02				\$14,907
190	\$15,263	\$29,363	\$24,650	\$30,702
191	\$15,815	\$25,434	\$31,902	\$29,196
192	\$11,939	\$20,377	\$19,375	\$23,359
193	\$19,000	\$40,750	\$26,563	
194	\$13,594	\$16,250	\$13,929	
196	\$10,825	\$14,107	\$15,710	
383				\$21,250
195	\$9,663	\$14,094	\$15,097	
195.01				\$12,791
195.02				\$18,196
197	\$10,613	\$17,354	\$19,877	\$17,457
198	\$10,286	\$17,133	\$20,692	\$22,607
199	\$8,471	\$11,970	\$16,780	\$20,896
200	\$8,638	\$13,866	\$22,786	\$25,917
201	\$9,047	\$15,537	\$20,436	
201.01				\$20,528
201.02				\$32,748
202	\$7,772	\$15,911	\$20,709	\$23,681
203	\$10,474	\$14,804	\$23,277	\$20,435
204	\$10,461	\$21,266	\$29,814	\$24,261
205	\$10,729	\$14,873	\$16,213	\$27,620
287	\$12,088	\$22,831	\$21,944	\$23,125
288	\$12,272	\$18,592	\$22,346	\$31,607
289	\$14,655	\$22,286	\$26,053	
289.01				\$31,750
289.02				\$34,319
9805	\$0	\$0	\$0	\$0
Districtwide	\$10,474	\$17,133	\$20,681	\$22,241
Citywide	\$16,388	\$30,140	\$29,839	\$36,255

Note: The historic data has not been adjusted for inflation.

HEALTHY COMMUNITIES

Philadelphia2035 Citywide Vision Goal: Improve neighborhood livability.

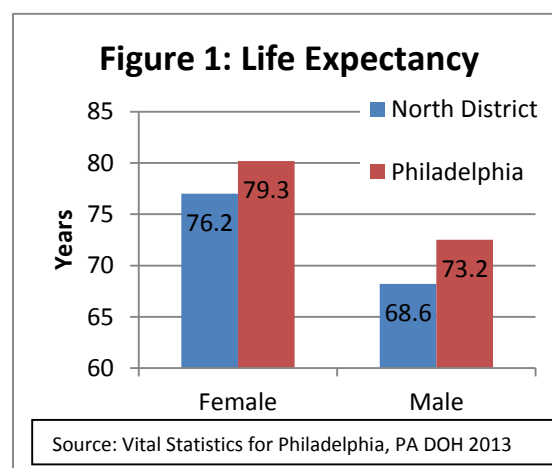
SUMMARY OF EXISTING CONDITIONS

Residents in the North District experience some of the most challenging health conditions in the city. In the Philadelphia Department of Public Health’s 2015 Community Health Assessment, the North District had the city’s highest rates of a number of health problems, including teen births, child asthma hospitalizations, child bicycle and pedestrian crashes, rat complaints, and homicide. These correlate with alarming indicators of social determinants of health, or social and economic factors that influence people’s health, as the North District is also #1 in unemployment and child poverty. These challenges contribute to a lower life expectancy and higher rates of chronic disease and overall poor health compared to city and national averages.

Despite numerous challenges, the North District also shows signs of resiliency. District residents report high levels of neighbors working together to improve the community, and most neighborhoods are dense enough to provide walkable access to shopping, transit, and civic amenities. Several notable health care institutions and a growing cluster of food industry businesses and non-profits in the district provide opportunities for economic development, increasing healthy food access and consumption, and improvements to the pedestrian realm to solidify walking and biking as preferred modes of transportation.

General Health

Life expectancy in the North District is lower than the city average for both women and men. Additionally, 30 percent of residents surveyed rated their health as fair or poor, compared with 23 percent citywide. These numbers reflect generally high levels of chronic disease as well as mental health conditions and demonstrate that the built, social, and economic environment of the district exposes residents to high levels of a number of physical and psychological stressors.

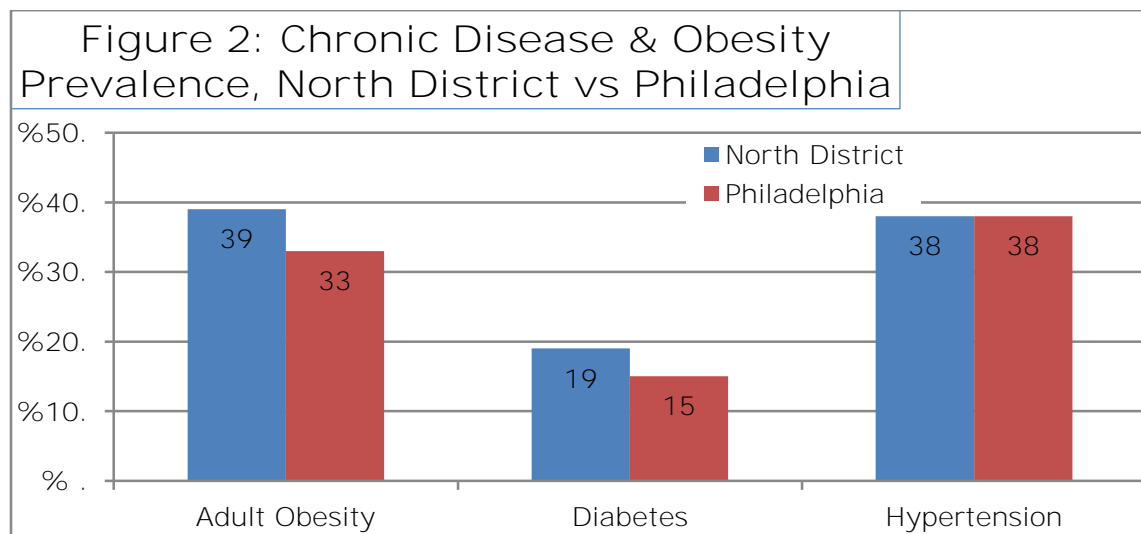


Chronic Disease

Chronic diseases are the leading cause of death and disability in the United States and disproportionately affect residents of lower income communities and people of color. City planners now recognize that the built environment has been a significant factor in the rapid increase in obesity, diabetes, and cardiovascular disease that has affected the US population since the mid-20th Century.

Growing reliance on the automobile for transportation has greatly reduced the incidental physical activity in Americans’ daily lives, while economic segregation and changes in food distribution and marketing have led to fewer opportunities for residents of lower income communities to access and consume fresh foods. While many factors contribute to a person’s weight and overall health, planning intervention can greatly increase the likelihood of residents being able to meet physical activity and dietary guidelines and therefore reduce their chances of developing health conditions or having complications if they are already living with the conditions.

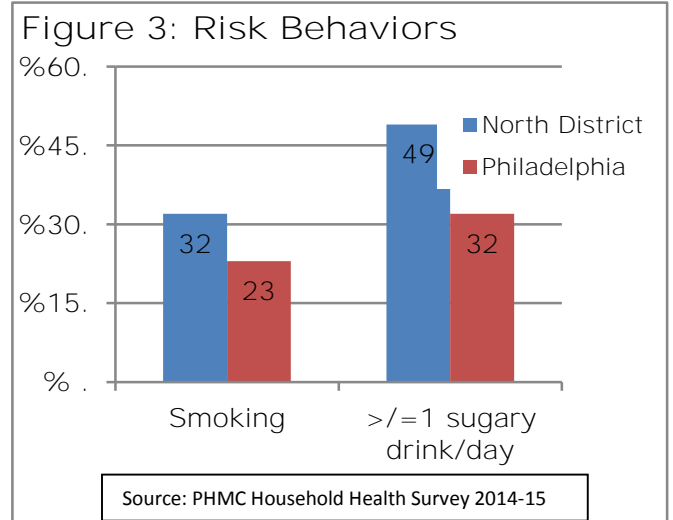
Residents of the North District have higher rates of obesity and diabetes than the city average, and Philadelphia has the highest rates of obesity, diabetes, and hypertension of the largest US cities. Hypertension affects 38% of adults in the North District, which is equal to the city average. Nearly one fifth of North District adults have diabetes. District children also suffer high rates of obesity. While the childhood obesity rate for the city in 2012-2013 was 20.3 percent according to School District of Philadelphia estimates, zip codes that are partially within the North District had rates ranging from 20.6 percent to 25.4 percent.



Source: PHMC Household Health Survey, 2012

In addition to diet and exercise, there are some specific key risk factors that affect an individual’s likelihood of chronic disease, and which are also affected by the built and social environment one inhabits. The biggest single behavioral risk factor for premature mortality is smoking. Adults in Philadelphia have the highest smoking rate of residents of the largest US cities, and North District residents’ smoking levels are even higher, 32 percent compared to 23 percent citywide. This contributes to health problems including lung cancer and cardiovascular disease for the smokers themselves as well as dangers to children and others through second hand smoke. Another specific behavioral factor that is particularly relevant to obesity and diabetes is consumption of sugar-sweetened beverages. Adults in the North District were more likely than residents of any other district to report consuming at least one

sugary drink daily, with 49 percent saying that they did, compared to 32 percent citywide. Both tobacco and sweetened beverages are readily available and widely advertised throughout the district, while healthier options such as seltzer waters or unsweetened iced teas are less available than in more affluent parts of the city. Consumption of unhealthy substances including tobacco and sugary drinks is influenced by their availability in one’s neighborhood, as well as the availability of healthier alternatives (in the case of beverages) and the social acceptability of consuming the products in public places. Healthy public spaces should encourage exercise and provide shade, smoke-free air, and plentiful access to fresh tap water.



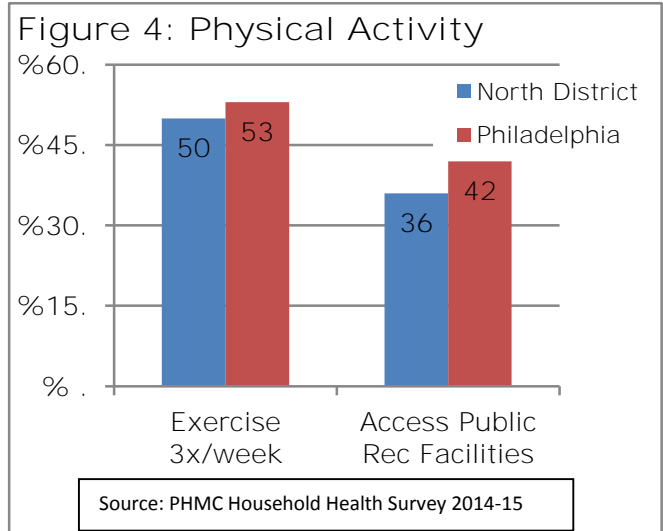
Access to Healthy Foods

Good nutrition helps prevent and manage chronic conditions like obesity, diabetes, and heart disease. Convenient access to fresh, healthy food choices is one important element of promoting a healthy diet. Many households in the North District do not have access to cars to drive to more distant grocery stores, and for those who do, being able to walk to a store for fresh produce also helps meet physical activity needs, save money on gas, and protect local air quality from automobile emissions.

In 2014, 34 percent of North District residents lived in areas with high poverty and low or no walkable access to healthy foods, compared to 20 percent of residents Citywide. Unfortunately, access to supermarkets has decreased since 2014 due to the loss of the chain that operated Pathmark and SuperFresh stores, including a Pathmark at 2900 North Broad Street that provided healthy food access for many district residents. Walkable access to healthy food is discussed in detail in the Neighborhoods memo.

Physical Activity

North District residents face a number of obstacles to achieving recommended levels of regular physical activity, including pre-existing health complications, competing demands on their time, danger from traffic and crime, sidewalks and other facilities that don't meet the needs of individuals with disabilities, and environmental hazards such as air pollution, problems associated with vacant properties including trash, pests, crime, and fall hazards, and excessive heat exacerbated by lack of tree canopy and green space.

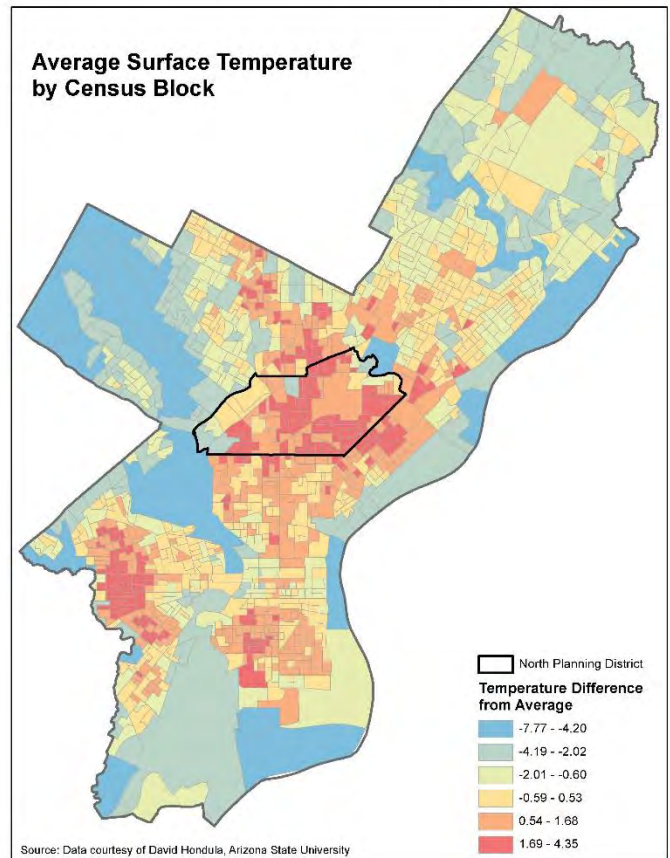


Many North District adults do not get recommended amounts of exercise. About half reported that they exercised for at least one half hour three or more times per week in the 2012 and 2014-15 PHMC surveys. The Centers for Disease Control and Prevention (CDC) recommend adults get two and a half hours of moderate physical activity per week. Residents of the North District are also less likely to report that they use public recreation facilities once a month or more (Figure 4). In addition to physical proximity, it is important to assess physical and social barriers to use of recreation facilities – which can include disruptions to the street network from railroad tracks or industrial areas, condition of facilities, air or noise pollution, criminal activity, street harassment, and cultural norms that may particularly limit women's and girls' access to outdoor physical activity.

Traffic safety – particularly the level of comfort crossing streets as a pedestrian and traveling by bicycle – has a profound impact on residents' ability to be active both for transportation and recreational purposes. The North District has the highest rate of combined pedestrian and bicycle crashes involving children of any planning district in the city, with 4.8 crashes per 1,000 children in 2013, nearly 2.5 times the city average. While the rates involving adults are more moderate compared to other city districts, there are clusters of pedestrian crashes near each of the Broad Street Line stations in the district and crash statistics don't fully account for the effects street design and driver behavior have on suppressing active transportation. Traffic interventions for pedestrian and bicyclist safety are further discussed in the Transportation memo.

Environmental Health

Asthma is a chronic condition related to poor air quality. In 2014, the three highest zip codes in the city for child asthma hospitalizations, with rates of 160 to 163 per 10,000 children compared to a citywide average of 71, were mostly within the North District. High asthma hospitalization rates may be linked to the District's aforementioned high adult smoking prevalence, indoor air quality in older residences, and air quality issues discussed in the Environmental Resources Memo. Also of note, there are substantial ethnic and racial disparities in childhood asthma hospitalizations citywide, with Black children suffering by far the highest number of serious attacks resulting in 87 hospitalizations per 10,000 children compared to 70 for Hispanic children, 27 for Asian children, and 14 for White children. As discussed in the Demographics memo, a substantial majority of the North District population is Black and/or Hispanic. Improving air quality, reducing tobacco exposure, assisting more families in making healthy renovations to older homes, and improving access to care for childhood asthma patients in the North District could have a substantial impact on these disparities.



In addition to air quality, the built environment of the North District contributes to a number of other concerns. The North District experiences some of the hottest temperatures in the city and has a very low level of tree canopy and substantial opportunities to increase greening, as discussed in the Environmental Resources memo. Trees help reduce ambient air pollution, provide shade for pedestrians, reduce surface temperatures in hot weather, and have been associated with improved mental health, reduced crime, and even safer driving. Childhood lead paint exposure is also a significant concern given the age and condition of the housing stock.

Another cause for concern is that the North District leads the city in rat complaints with a rate of 42 per 10,000 people, compared with 17 citywide. Rats can be vectors for disease, discourage outdoor activity, and even affect mental health. Rat infestation can be addressed through cleanup of litter and short dumping and maintenance of vacant buildings and lots. Integrated pest management should be used to minimize negative environmental and human side effects of rat abatement.

Access to Care

As of 2014-15, North District residents faced significant challenges to accessing health care, despite a substantial presence of medical institutions and nine Federally Qualified Health Centers (community-

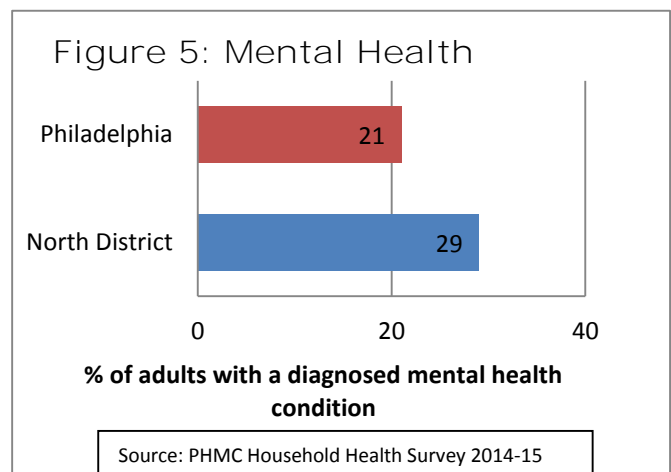
based, non-profit healthcare providers that provide care to individuals in need) located within the district.

Seventeen percent of adults in the district were uninsured, while 40 percent were insured by Medicaid, and 20 percent reported forgoing needed healthcare due to lack of ability to pay. In 2012, prior to key provisions of the Affordable Care Act taking effect, 25 percent of adults were uninsured and 25 percent reported forgoing care, while 29 percent had Medicaid coverage. The future of access to care in the district depends heavily on continued implementation of the Affordable Care Act, but needs will remain relatively high compared to other districts regardless of the insurance situation.

Efforts to bring together community organizations and health care providers in the district can help to raise awareness of the options available to district residents, including new immigrants and individuals who may not have the legal documentation needed to obtain health insurance, and reduce the costs to patients, providers, and society as a whole of avoidable medical emergencies due to inadequate access to care. To that end, the Pennsylvania Department of Human Services recently created the North Philadelphia Health Enterprise Zone, which includes most of the North District. Providers, community leaders, and other stakeholders will complete an assessment of health care needs and conditions in the zone and barriers to more effective care for the most medically vulnerable patients. At the same time, the Philadelphia Department of Commerce and others are exploring ways to capitalize on the concentration of large health care institutions including Temple University Hospital and the Shriners Hospital for Children along North Broad Street between Allegheny and Erie Avenues for economic and community development.

Mental Health

Nearly 30 percent of adults in the North District have been diagnosed with a mental health condition. This is the second highest rate in the city, after only the River Wards, which has 31 percent. In addition to being nearly 40 percent higher than the city average, this statistic should also be viewed in light of the relatively low access to care in the district and high levels of exposure to psychological stressors and trauma, including violent crime, poverty, limited access to safe spaces to exercise and enjoy nature, and a deteriorating built environment. Increased physical activity has also been demonstrated to help improve mood and reduce symptoms of depression.



Violence

Violence is not only a direct threat against our health and well-being, but indirectly, violence and the threat of violence can limit physical activity, social interaction, and ability to pursue educational and career opportunities, and raise stress levels. The North District had the second highest rate of homicide

in the city in 2015 at 36 per 100,000 people. Other violent crimes including robbery, sexual assault, and other violent assault also reduce health for both the victim and members of the surrounding community. Senior adults and children are particularly likely to have reduced activity due to existing or perceived violence in the community and, while men are more often the direct victims of violence by strangers, women are more likely than men to forego or modify exercise and other needed daily activities due to concerns about safety.

Drug and Alcohol Abuse

According to the Medical Examiner's Office, 74 North District residents died from drug overdose in 2015, a rate of 52 per 100,000 residents. This was the fourth highest rate among city planning districts. Citywide, there has been a dramatic increase in overdose deaths since 2013 and there are approximately 12 emergency room visits for every fatal overdose.

The southeast corner of the district had a high concentration of overdose deaths, including many involving people who were not residents of the city. This area is popular with suburban residents seeking to purchase heroin and other narcotics and a large homeless community with a high rate of drug addiction is located under the Conrail tracks near 2nd Street and Indiana Avenue. On a positive note, North District adults reported less excessive or "binge" drinking than the city average, with just 14 percent reporting that they had done so in the past 30 days, compared to 19 percent citywide.

KEY ISSUES

Increasing Active Living

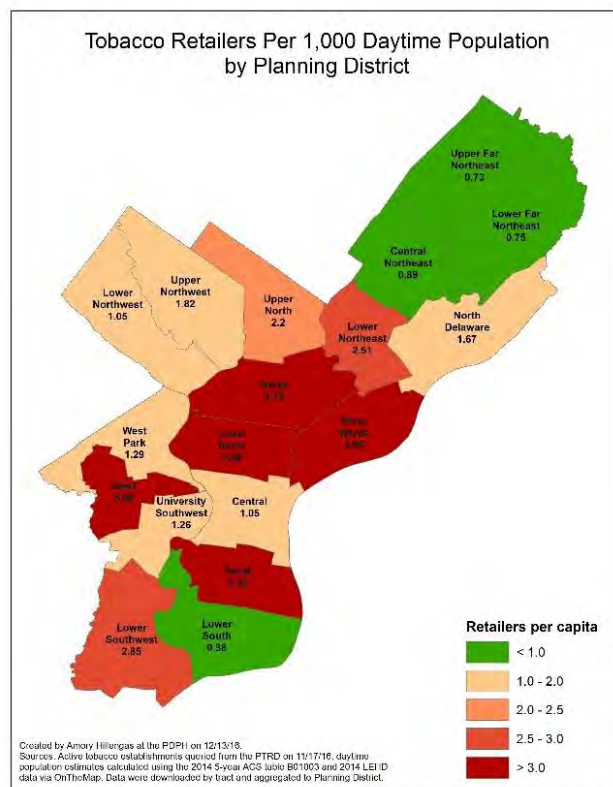
Environments that promote active travel to destinations – whether by walking, bicycling, or combining one of those with public transportation - help integrate physical activity into residents' daily routine and build fitness incrementally. It is important for walking and biking to be highly accessible, safe, and attractive for people of all ages and abilities, including those with pre-existing health conditions that may make even moderate physical activity seem like a daunting task.

While the district features many dense neighborhoods with commercial corridors, transit, and community facilities distributed throughout, there are some significant barriers to active transportation. The district is bisected by the Broad Street Line, has four Market-Frankford Line stations along its eastern edge, and has numerous bus routes and three regional rail stations within the district. Many residents use active transportation out of necessity, but others could transfer car trips to active travel or increase distances walked or biked with improvements to traffic safety, sidewalk accessibility, bicycle facilities, and transit connections. Both traffic and crime are significant deterrents to active travel that can be addressed through the plan. On the northern edge of the district, Roosevelt Boulevard is a major barrier, which is being studied through the Route for Change project.

Within the district, border vacuums such as railroad lines, other high speed arterials, industrial areas, and vacant properties create obstacles. Dangerous behavior by drivers, and older road designs that encourage inappropriate driving – such as streets designed to accommodate heavy truck traffic that now serve primarily residential or commercial traffic – are significant obstacles to walking and biking. These should be addressed through engineering along with culturally appropriate public education about the dangers of speeding and aggressive, distracted, impaired or otherwise discourteous and unsafe driving. Enhancing community facilities and the quality and mix of retail options available in commercial corridors and near transit nodes can also help make walking in the district more attractive.

Respiratory Health

Nearly one-third of adults in the North District smoke, in addition to the ambient air quality issues and limited tree cover referenced in the Environmental Resources memo. This contributes to high rates of asthma and other respiratory conditions, increases residents' vulnerability to excessive heat events, and reduces opportunities to be more physically active. The plan should take both behavioral and environmental sources of lung damage into account and work to improve air quality, particularly through community greening, promoting low-carbon transportation, and addressing the accessibility and advertising of tobacco. The north district has the highest concentration of tobacco outlets in the city, with 3.75 per 1,000 daytime residents.



Crime-related Trauma and Stress

The North District is disproportionately affected by violent crime, which causes ripple effects throughout population health. Crime Prevention Through Environmental Design (CPTED) principles can be incorporated to make the built environment as non-supportive of criminal activity as possible.

Additionally, economic and community development efforts can help reduce stressors that can contribute to mental illness, drug abuse, and various types of criminal behavior.

Access to Health Care

The North District has a bit of a mismatch – many health care providers, but also many residents who are unable to access care effectively and efficiently. Efforts such as the North Philadelphia Health Enterprise Zone and the activities of local organizations can help match patients with the care they need and make it easier for new residents to navigate the health care system, but funding will continue to be a significant challenge.

MAJOR OPPORTUNITIES

Health-Related Economic and Community Development. A number of stakeholders are engaged in projects including the Health Enterprise Zone, economic and transit-oriented development work in the Broad-Erie health care corridor, and work around distribution of fresh, local produce that can be leveraged to enhance health and healthy lifestyle opportunities for district residents.

Developing Cluster of Fresh Food-Related Businesses and Non-Profits. Existing members of this sector in the North District have plans for expansion and the vacant industrial space in the district provides opportunities for the food industry cluster to continue to grow. This can provide both jobs and dietary benefits for residents.

TOD and Transportation Improvements. Commuters can reach City Hall in only 9 minutes via the Broad Street Line express train from Erie Avenue. Numerous indicators point to potential for transit-oriented redevelopment to capitalize on the transit and health care amenities in the area around Broad and Erie, but the development will need to be structured to create jobs for neighborhood residents and avoid displacement.

Greening Underutilized Properties to Increase Tree Cover and Urban Agriculture While the North District has very low actual tree cover, it has also been identified as having high potential to add tree cover. This can help improve air quality and mitigate many of the district's other quality of life and health challenges.

RECOMMENDED FOLLOW-UP

- Analyze demographic differences in health behaviors within the district in greater detail through a survey at plan meetings. Are there significant differences between Black and Hispanic residents, women and men, or people of different ages? How can interventions be targeted to the appropriate populations?
- Involve community members in assessing and addressing environmental barriers to active transportation and other outdoor physical activity

- Continue to work with the Department of Commerce and others to replace vacated supermarkets in the district and promote varied sources of culturally appropriate healthy food within commercial corridors and neighborhoods
- Investigate ways to strategically increase tree canopy to the district's potential, including Philadelphia Parks and Recreation's TreePhilly program
- Convene health-related stakeholders in the district, including healthy food purveyors and healthcare providers, to discuss how to maximize the benefits of the district's healthy resources for North District neighbors and raise awareness about healthy lifestyle choices
- Support initiatives of the Philadelphia Department of Public Health to reduce smoking and decrease the amount and influence of tobacco retail and advertising on the district
- Work to incorporate understanding of the district's experiences with poverty, crime, and trauma into plan recommendations that support a mentally and physically healthier environment
- Find ways to increase public water access, which can support physical activity, reduce heat-related health complications, and provide a healthier alternative to sugary drinks