

CENTRAL NORTHEAST 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 nine topics within the Philadelphia2035 themes of Thrive, Connect, and Renew. An additional memo highlights demographic characteristics.

THRIVE

- > **Neighborhoods:** *Improve neighborhood livability.....2*
- > **Economic Development:** *Make Philadelphia more competitive in the metropolitan region.....13*
- > **Land Management:** *Capitalize on land assets.....18*

CONNECT

- > **Transportation:** *Improve transportation safety, efficiency, and convenience.....33*
- > **Utilities:** *Adapt utility services to changing technology and consumption patterns.....42*

RENEW

- > **Open Space:** *Increase equitable access to our open-space resources.....44*
 - > **Environmental Resources:** *Fulfill city obligations to meet ambitious federal environmental standards.....48*
 - > **Historic Preservation:** *Preserve and reuse historic resources.*
 - > **Public Realm:** *Achieve excellence in the design and quality of Philadelphia's built environment.....51*
 - > **Demographic Analysis.....59**
-



Philadelphia City Planning Commission

June 2013

NEIGHBORHOODS

Philadelphia2035 Citywide Vision Goal: Improve neighborhood livability.

SUMMARY OF EXISTING CONDITIONS

- Neighborhood and regional commercial centers in the Central Northeast overall appear to be doing well, considering lingering effects from the recession in Philadelphia, and larger industry trends putting pressure on “bricks and mortar” retail.
- CNE has gained about a half million square feet of floor area (gross leasable area) devoted to consumer-oriented goods and services (excluding car sales and service) since 1995. This may be attributed to the conversion of non-commercial properties, new infill developments on various corridors, and the Target-anchored redevelopment on Bustleton Avenue.
- All areas of CNE appear to provide access to convenience goods and services, as most people in the district travel by car. There are at least 12 supermarkets within or close to CNE.
- Community-serving facilities are generally in good condition with new buildings and recreational amenities at the Pelbano Recreation Center and NE Older Adult Center.
- Home prices within the district are stable. Over 40 percent of householders are long time residents, having moved into the district before 2000. This is on par with citywide trends.

KEY ISSUES

The following are important neighborhood issues the CNE District is facing over the next ten years:

- The current, overall commercial vacancy rate of 14 percent is about twice as high as the CNE vacancy in 1995, but it is still lower than most districts PCPC has surveyed so far as part of *Philadelphia2035*.
- At least two neighborhood serving commercial corridors require focused attention. Five Points has experienced a decline in the quality and range of goods and services. The Bustleton and Castor corridor has high vacancy and a number of poorly maintained properties.
- Along several commercial corridors, sidewalks (and associated landscaping, or lack thereof) appear old and near the end of their useful life.
- The Northeast Regional Library and Health Center #10 are ideally located next to one another on Cottman Avenue, a major arterial. However, pedestrians who park in the shopping center do not find the location for crossing at nearby intersections convenient, and make hazardous mid-block crossings through five lanes of traffic.
- The number of renters and the number of new residents have both increased significantly in Census tract 314.01 in Castor Gardens. Decentralized property management due to individual homeowners becoming landlords may increase quality of life issues. Where properties have shared spaces such as driveways and alleys, stewardship becomes increasingly important.

MAJOR OPPORTUNITIES

Opportunities to improve neighborhood conditions in CNE District include:

- The addition of highly visible crosswalks and bus shelters at the city health center and library, and controls for the delay of traffic intersection signals at all fire stations, would better integrate public facilities into the community.
- Cottman and the Boulevard presents numerous opportunities to: reinforce the existing Macy's, Sears, Target, and other anchors; stabilize/reuse underutilized properties and sites; create a more

attractive environment for customers and residents, and; perhaps evolve into a more competitive, mixed-use and transit-friendly "town center" in conjunction with improved transit on Roosevelt Boulevard.

- One thread common to commercial centers in the CNE is the presence of small 1950's or 1960's era multi-tenant commercial-mixed structures. With proper guidance these buildings could be physically improved to highlight and celebrate their "retro" designs and reinforce community pride. Many of these buildings provide a measure of pedestrian-oriented character in corridors that have otherwise become auto-oriented.
- More than 40 percent of the district's 28,200 resident workers travel to jobs located southwest of the district, toward and including the "Metropolitan Center" comprised of Center City and University City. This suggests that transit investments could facilitate higher rates of transit usage and provide multiple benefits to this district.
- City-owned properties long-used and/or maintained by other entities could be transferred or sold to improve utilization and management. These include the parking lot at Fox Chase transit station, the small parcel occupied by the Maternity BVM Catholic Church, and Solly Stables.

NEIGHBORHOODS (SPECIFIC TOPICS)

Neighborhood Centers

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

The district has a number of community serving facilities including libraries, fire stations and numerous recreational resources. Recreational assets are most numerous among the public serving facilities and total more than 88 different holdings including park buildings, sets of playground equipment, and athletic courts. Chief among the recreational assets is Pennypack Creek Park and the Northeast Older Adult Center, which was built in the last five years. The Park is categorized as a facility, but it also contains a number of operations or sites considered as individual facilities, as discussed below.

Community-Serving Facilities

In the context of *Philadelphia2035*, sites that provide city-government services to the public are identified as "community-serving facilities" (e.g., libraries). Within the district there are approximately 25 facility sites consisting of approximately 97 fixed assets including buildings, structures and fixed equipment (e.g., playground equipment). The major facilities and their number of fixed assets are listed alphabetically in the table below.

Facility Site	Address	Number of Fixed Assets
Barnes & Loney Park	7966 Oxford Ave	1
Bradford Park	Faunce & Bradford Streets	1
Burholme Driving Range	401 W COTTMAN AVE	5
Burholme Park	7370 CENTRAL AVE	9
Fire Engine 18	8205 Roosevelt Boulevard	1
Fire Engine 56	Rhawn Street & Verree Road	1
Fire Engine 71 / Ladder 28	Lorretto & Cottman Aves	1
Fox Chase Farm	Pine Road & Shady Lane	2
Fox Chase Rec Center	601 Borbeck Ave	12
Fox Chase SEPTA Station	442 Rhawn St at Rockwell	1
Fox Chase Station Parking Lot	440 Rhawn St	1
Frankford & Solly Playground	8300 FRANKFORD AVE	3
Health Center 10	2230 Cottman Ave	1
Jardel Recreation Center	1400 Cottman Ave	9
Jeanes & Rhawn War Memorial	501 Rhawn Street	1
Library Branch Fox Chase	501 Rhawn Street	1
Library Regional Northeast	2230 Cottman Ave	1
Northeast Older Adult Center	7522 Castor Ave	1
Pelbano Playground	8101 Bustleton Ave	8
Pennypack Creek Park	3100 Rhawn St	28
Pennypack Environmental Center	8600 Verree Rd	3
Solly Stables	1140 Solly Ave	3
Verree & Susquehanna Playground	Susquehanna Rd & Verree Rd	3
Total Fixed Assets		97
Total Number of Facility Sites		25

The conditions and needs for site improvements or modernization at each facility vary by operation and are determined by recent capital expenditures. PCPC staff visited several facilities and performed cursory visual assessments, informed by on-site staff when available. For context, Capital expenditures for the period FY2007 to FY2012 (the most recent figures available from the Budget Office) were analyzed. Over the six year period approximately \$4.3 million were allocated to community-serving facilities in the district. This compares to approximately \$68,252,438 citywide as calculated by PCPC (excluding aviation and expenditures not specific to City-owned buildings). Most of this expenditure was for Pelbano Recreation Center.

For the upcoming Capital Program FY2014 to FY2019, funds were requested for nine assets across seven facilities. These requests are discussed where applicable in the subsections below. The figures presented in the table below represent amounts from the Recommended Capital Program, and should be viewed as estimates, not commitments for funding.

Asset or Site Name	Address	Capital Program Requested for FY14-19
Fire Engine 18	8205 Roosevelt Blvd	\$240,000.00
Fire Engine 56	Rhawn St & Verree Rd	\$40,000.00
Fire Engine 71/Ladder 28	Lorretto & Cottman Ave	\$210,000.00
Health Center 10	2230 Cottman Ave	\$140,000.00
Library Branch - Fox Chase	501 Rhawn St	\$369,000.00
Pennypack Creek Park - Guard Box	8751 Pine Rd	\$144,000.00
Pennypack Creek Park - Kline House	8598 Verree Rd	\$661,000.00
Burholme Park - Ryerss Mansion/Library	Central & Cottman Ave	\$365,000.00
Total		\$2,169,000.00

Fire Stations

There are three fire stations in the district, and two of them have fuel pumps. All sites are in relatively good shape. As with most city buildings there are repair needs for flooring and ceiling tiles, or other fixtures. All the funds requested in FY2014 -2019 for fire stations are for new breathing apparatus (this applies to stations citywide). No significant Capital Expenditures were made on these facilities from FY2007-FY2012. Issues noted by PCPC in site visits include:

- All stations could benefit from light signal delays for safe egress and entry of vehicles. This is of particular importance for Engine 18 at Roosevelt Blvd and Solly Rd.
- Fire Engine 71/Ladder 28 – Roof leaks occur periodically.

Health Centers

Health Center #10 is located in the district on Cottman Avenue across from Roosevelt Mall and adjacent to the Northeast Regional Free Library. The center serves the population of Greater Northeast Philadelphia and is the busiest of the eight centers in the system. The number of unique patients that visited the center in 2012 was 58,648. The single major issue for the facility is accessibility. There is no patient parking at the site ; patients arriving by car park across Cottman Avenue at the Roosevelt Mall. If parked directly across from the center, the nearest cross walks from the mall parking lot are approximately 200 feet to Oakland Street or 350 feet to Bustleton Avenue, the length of a typical city block. Patients tend to take the most direct route and walk directly across the Cottman through traffic.

- Use of painted crosswalks and crossing signals positioned between the Health Center and Regional Library should be considered to improve pedestrian safety.
- A bus shelter is needed to serve both the health center and library patrons.

Libraries

The Northeast Regional Library is located adjacent to Health Center 10 on Cottman Avenue and is in walking proximity to portions of the Castor Gardens neighborhood and close to a major set of bus route interchanges at Cottman and Castor Avenues. The regional library serves a large immigrant population and focuses on their particular needs, such as English and computer classes for foreign languages. The building is over 50 years old with three major issues:

- Aging elevators (\$112,000 to replace controls)
- Daily water seepage through east building wall into mechanical room.
- Pedestrian access issues same as Health Center #10. Patrons would benefit from visible cross marking on street and bus shelter.

The Fox Chase Library is a good example of a municipal anchor as it is located in the heart of the Fox Chase neighborhood and is within walking distance from a transit station and small parks. Structural issues requiring future Capital Program funding were related by library staff. Fox Chase – New roof and boiler (funds requested in FY14-19 Capital Program).

Parks, Recreation Centers and Other Recreational Assets

There are three multi-purpose recreational centers, two sets of playgrounds (or non-programmed recreation sites), driving range, and an older adult center in the district, all managed by the Department of Parks and Recreation. Conditions among the recreational resources vary depending on the size and age of building and other fixed assets as described below.

- Fox Chase Recreation Center – In good condition with a number of recreational amenities. A lease agreement with the Fox Chase School permits the sharing of tennis courts, street hockey courts and a set of basketball courts. Staff indicates that the center is at capacity with after school and summer camp programs and use by soccer, baseball, softball, football, basketball and cheerleading leagues. Adult and youth hockey is played on the street hockey rinks at the center. A community advisory group makes decisions on how programming dollars are spent and raises funds for improvements including a new wooden floor for dance classes.

Major work was done at the site between FY00 and FY10, with over \$900,000 in Capital funds spent on the site during that time period. However, there are significant issues impacting operations and which may lead to costly Capital repairs if unchecked:

- Failed heating of rear half of building resulting in cancelled classes during cold weather events.
- The children's sprayground equipment has a broken drain pipe lateral. Water is migrating from the lateral to the adjoining playground causing damage to the play surface and sinking of the equipment into the ground.
- New air conditioner in gym has associated roof leaks and pipe leaks occur in the mechanical room located on the roof.
- Jardel Recreation Center – Staff noted leaks around the gym door entrance, and poor drainage at outside hockey court produces flooding during rain events. More benches in the playground area are needed. No Capital improvements at Jardel recorded since FY00.
- Pelbano Recreation Center – In very good condition and located next to the Northeast Older Adult Center. Built over six years ago with ADA accessibility, but without air conditioning in the gymnasium or windows that open to the space, the center hosts a pre-school program in addition to after school and summer camp programs. Approximately \$400,000 was spent between FY07-FY12 in Capital funds on HVAC, plumbing and exterior construction improvements.
- Northeast Older Adult Center (formerly Northeast Community Center) – Built at the Pelbano Recreation site five years ago at a cost of over \$4,000,000. The center serves an estimated 200-250 senior residents per day. Staff reported that more parking is needed for the Center.
- Burholme Park
 - Playground equipment – Playground surfaces show signs of significant wear and use. One set of swings was missing at time of PCPC field survey in February 2013.
 - Ryerss Museum and Library – The museum and library are one building and are maintained and staffed by PPR, with some financial support from the Friends of Ryerss non-profit group. Approximately \$365,000 has been requested in the FY14-19 Capital Program for roof repair/replacement.
- Burholme Driving Range – The site is comprised of a driving range, batting cages, miniature golf course, snack bar/café/pro shop building. The entire facility is leased for ten years and open to the

public. The current operator has made investments in the café/retail building and in the miniature golf course.

- Verree and Susquehanna Playground – While the equipment is in relative good shape, the basketball court appears to be little used and in need of new hoops and resurfacing.
- Frankford and Solly Playground – Appears to have little use or equipment.
- Pennypack Park
 - The Verree House historic house was rehabbed in the last ten years using Capital funding. Over \$530,000 was spent on construction, a new HVAC system, asbestos removal and roofing.
 - The Klein historic house is shuttered but a roof replacement has been requested for the FY14-19 Capital Program.
 - Krewstown House - Used for meetings and as a semi-residence for the local Pennypack Alcoholics Anonymous chapter which leases the site and pays utilities.
 - Environmental Center – No pressing needs at the site were communicated by Parks and Public Recreation (PPR) for this assessment. No documented Capital funding has been recorded since FY00, and no funds are requested for FY14-19.
 - Former Axe Factory buildings – A new maintenance building used by PPR sits on the site of the old Axe Factory site and is in good condition. The former Axe Factory Office building is still intact and is used by the Northeast Chamber of Commerce, the exterior condition is somewhat deteriorated in appearance.
 - Krewstown Stables – The stables are now jointly used by PPR and the Police Department. Police has requested \$1.4 million in the FY14-19 Capital Program for reconstruction of the barn to board the horses of the Mounted Unit, which was reformed in 2010. The reconstruction plan includes sustainable building components. The horses for the unit are currently boarded at a private facility due to lack of space within the city-owned Solly Stables (see below).
 - Maternity BVM Catholic Church – The church building is located at the edge of the park and has been used by the parish for decades via an agreement with the city prior to 1950. There is currently no formal lease or payment. At one time the parish paid \$10/year for its use. The parish maintains the building and yard, and pays all utilities. The parish plans to rehabilitate the exterior, which has some water leaks.
- Barnes and Looney Park – Also known as Fox Chase Park. Located at the intersection of Looney and Oxford Avenues, the park is small and in good condition, over \$18,000 of Capital funds were used on the pavilion and park restoration.
- Solly Stables – The stables are owned by the city and maintained by PPR. Horses are boarded at the site for fees set by PPR. The three buildings all appear worn and potentially in need of repair/replacement. Approximately \$5,100 was spent on an interior construction project in FY09-FY10.
- Fox Chase Farm – the site is owned by the City, but leased to the School District of Philadelphia and operations are closely affiliated with the Swenson High School. Students from the school work as guides and manage the gardens with a friends group. There are no recent Capital Budget expenditures or requested for the FY14-19 Capital Program.

The conditions of parks are further documented in the Parks and Open Space conditions memo.

Parking Lots

A City-owned, PPA managed parking lot is located at 440 Rhawn Street and is adjacent to and used by commuters of the Fox Chase SEPTA transit station. The pavement is in good condition. No documented

Capital expenditures have been recorded after FY00. Observation suggests the lot is well utilized but not optimally configured or integrated into the adjacent Fox Chase commercial corridor.

Commercial Corridors

The main retail-service destination in Central Northeast is the consolidated "Cottman and the Boulevard" district (#324, listed below). This is a 1.6 million square foot *Regional Center* type of commercial center, yet it also hosts a library and health center along Cottman Avenue and contains at least 160,000 sq. ft. of convenience-oriented retail goods and services. Overall physical and store mix conditions remain good. Overall vacancy is 16 percent, higher closer to Castor and lower closer to the Boulevard.

The next significant area surveyed for CNE is Roosevelt/Cottman-Tyson (#328), a 254,000 square foot *Community Center* anchored by K-Mart and several category-killer stores. This area is just outside CNE boundaries but adjoins #324 and serves CNE customers.

Commercial Corridors, Centers, and Districts Serving the Central Northeast District, 2013

PCPC ID	Name	Type of Center	Gross Leasable Area (sq. ft.)	Vacancy Rate (%)
298	Bustleton and Harbison	Neighborhood	89,000	9.1
299	Castor and Tyson	Neighborhood	75,000	12.2
300	Castor and Magee	Neighborhood	200,000	19.4
305	Oxford and Unruh	Neighborhood	43,000	0.0
307	Lawndale	Neighborhood	235,000	14.2
308	Five Points	Neighborhood	275,000	14.8
310	Fox Chase	Neighborhood	100,000	4.7
311	Rhawn and Verree	Neighborhood Subcenter	20,000	0.0
312	Dungan Road	Neighborhood	82,000	23.8
314	Bustleton and Castor	Neighborhood	105,000	31.5
316	Pennypack Circle	Neighborhood	160,000	6.7
317	Bustleton Ave-Rhawnhurst	Neighborhood	82,000	8.1
318	Castor and Rhawn	Neighborhood Subcenter	45,000	13.5
320	Castor and Glendale	Neighborhood	94,000	11.7
321	Cottman/Loretto-Pennway	Neighborhood Subcenter	57,000	10.0
324	Cottman and the Boulevard	Regional	1,600,000	16.3
328	Roosevelt/Cottman-Tyson	Community	254,000	8.1

Source: PCPC. Philadelphia Shops inventory, 2012-2013

Five Points (#308), with 275,000 square feet, may be viewed as a very large neighborhood center anchored by a supermarket and a couple of chain drug stores. While overall conditions remain good and vacancy is about average (15%), there has been a decline in the quality and range of the store mix. This was also observed in adjoining Lawndale (#307), surveyed for the Lower Northeast District.

Fox Chase (#310) is a 100,000 sq. ft. neighborhood center in the Lawndale/Five Points/Fox Chase/Rockledge corridor that extends into Montgomery County. Fox Chase's neighborhood center benefits from recent streetscape improvements and low vacancy. Yet the area needs a broader mix of

food stores and additional targeted site improvements around and integrated with the Regional Rail station to gain an "excellent" rating.

Pennypack Circle (#316) is a 160,000 sq. ft. neighborhood center spread over several blocks. The area has only 7% vacancy and shows signs of recent reinvestment. Targeted streetscape and some building improvements could earn this area an "excellent" rating.

The most visually problematic area in CNE is the consolidated #314 "Bustleton and Castor", a neighborhood center of 105,000 sq. ft. with 31 percent vacancy. Although the core of the corridor, the Bells Market shopping center, is well tenanted and recently renovated, a number of other neighborhood corridor properties appear poorly maintained with significant vacancy.

Transit-Oriented Development

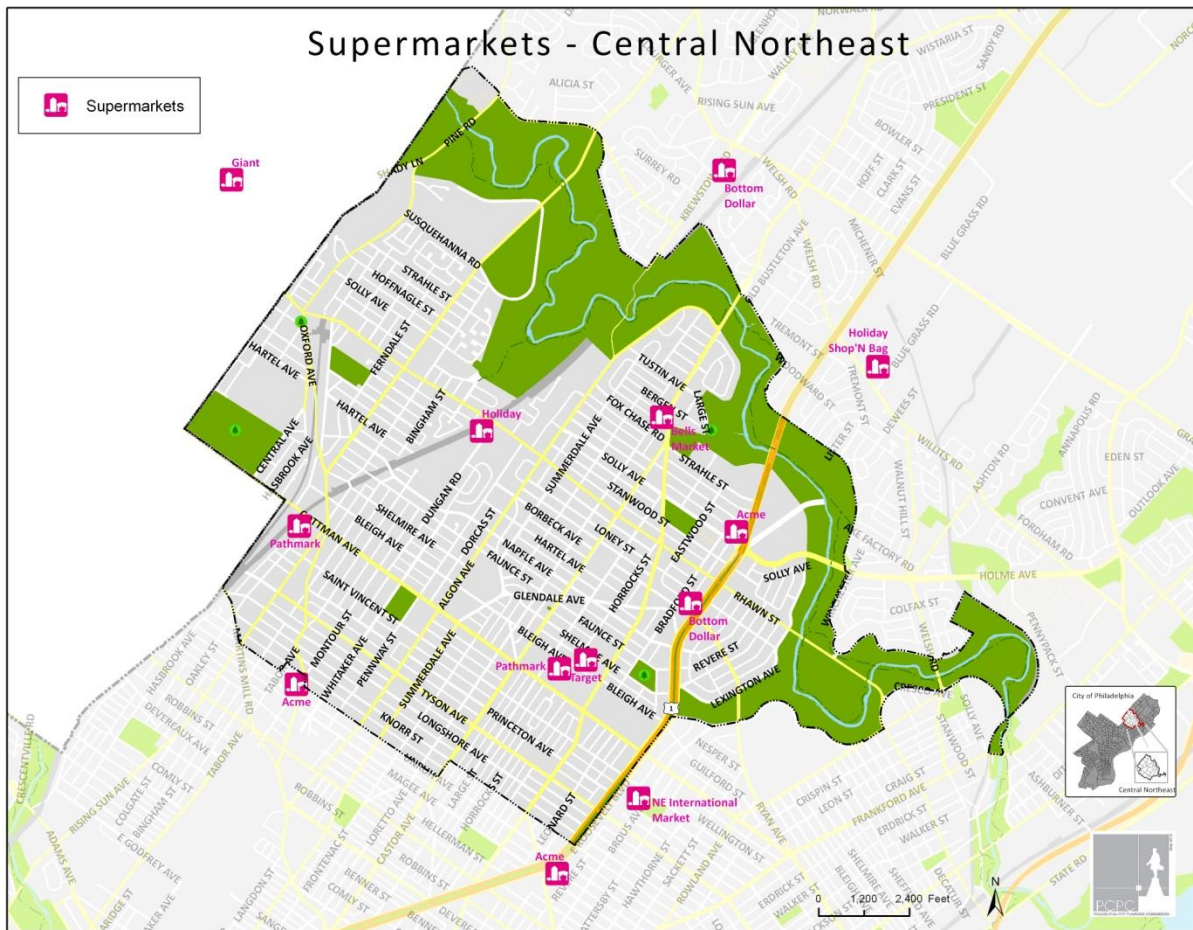
There are few opportunities for significant transit-oriented development (TOD) within the Central Northeast given current land use patterns and the lack of any rapid rail transit within the district. There are however, two locations where changes to the physical environment could maximize the benefits of existing or planned transit service:

- **Fox Chase Regional Rail Station** on the Fox Chase Line is located in the traditional town center of the Fox Chase neighborhood. This station has been recently improved but has a severely constrained parking capacity, limiting the ability for commuters to use this as a Park and Ride facility. Exploring strategies to expand parking in close proximity to the station would enable greater ridership on this line.
- The **Cottman and the Boulevard** district, with its many stores, services, and multi-directional bus lines, is another area that would benefit from TOD improvements. Improved transit service along the Roosevelt Boulevard, regardless of mode, could support a more intensive mix of land uses within the existing properties in this district.

Healthy Food Access

The Department of Public Health measured and analyzed walkable access to sources of healthy food citywide in 2010 and 2012. The purpose was to identify areas of inadequate access and to determine where the most vulnerable populations live, as defined by those who both lack convenient walking access and live in areas of high poverty.

The Central Northeast District is strongly-oriented toward automobile access rather than pedestrian access, and the District is served by as many as 12 supermarkets. Yet it is important to consider that not all residents drive or have access to a car. This is particularly true of older residents, those younger than 16 years of age, and those with limited incomes. For these residents of the Central Northeast, the Philadelphia Department of Public Health (PDPH) and the Philadelphia City Planning Commission (PCPC) support and promote the ability to access healthy food and other goods and services on foot.



As of 2012, Department of Public Health analysis indicated two small areas in the Central Northeast District that combine low-to-no pedestrian access Census blocks with Census blocks of high poverty: The very northern edge of the Bells Corner neighborhood and the easternmost corner of the Rhawnhurst neighborhood. In both areas, opportunities may be considered for healthy food options to be placed within a short walk of residents.

Housing

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

L&I Activity

Within the last five years there have been very few (40) new construction permits in the Central Northeast. During this time period 1,400 building permits were issued for new construction, additions and alterations combined. The Department of Licenses and Inspections (L & I) reports 2,816 rental properties with active licenses; the 2010 Census reported approximately 12,000 rental units within the district.

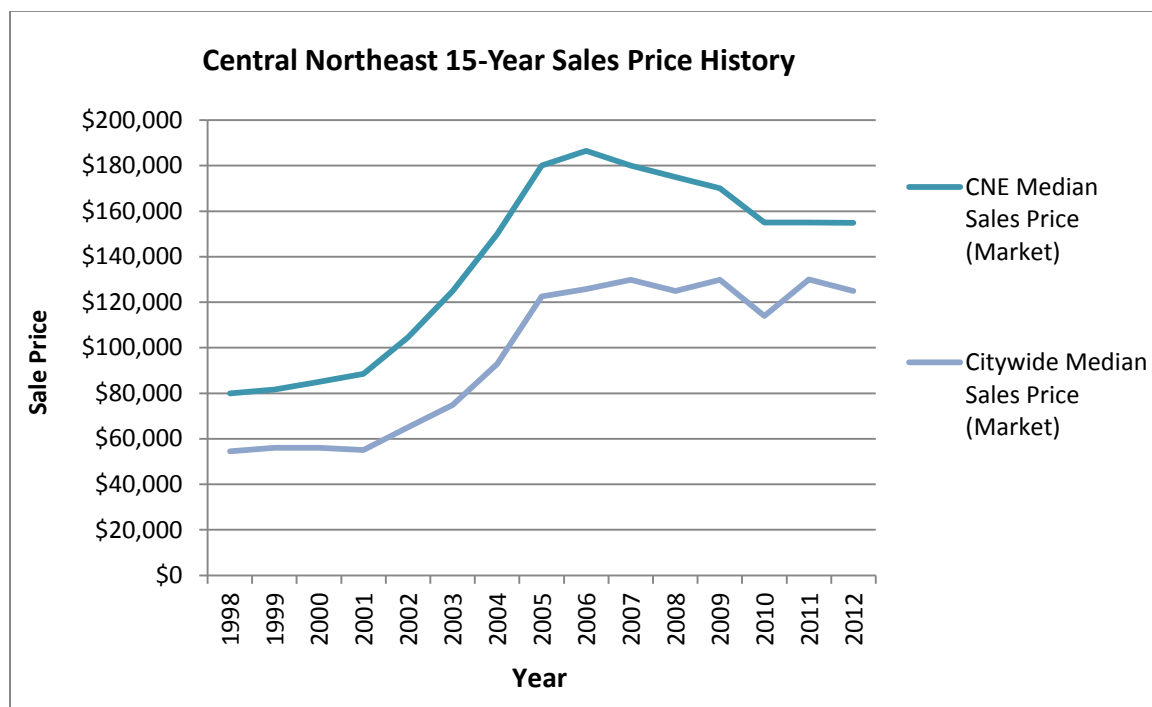
Sales Prices and Trends

Since 1998, home prices in the Central Northeast have nearly doubled. During the same time period home prices citywide increased by 230 percent. There is minimal volatility in the housing market in this

district; mean and median sales prices have been consistently close and the price peak during the national housing bubble was modest. 2012 market home sales reveal predictable variation in home prices based on housing type, with detached homes reporting a higher mean sales price.

According to Census2010 figures, the number of new residents and the number of households who rent housing has increased noticeably since 2000 in tracts 314.01 and 314.02 in the Castor Gardens neighborhood. At 71%, the proportion of new residents in tract 314.01 is significantly higher than in other parts of the CNE District. Twenty-eight percent of all rental licenses in the district were issued within Tracts 314.01/.02. The primary structure type in this part of the district is the single family rowhouse.

2012 Mean Sales Price by Housing Type		
	<i>Central Northeast</i>	<i>Citywide</i>
Detached SF	\$200,173	\$301,333
Semidetached-SF	\$156,189	\$189,456
Row SF	\$105,775	\$140,362
Multifamily	\$228,109	\$448,379
Mixed Use Residential	\$193,037	\$259,891
All Market Sales	\$159,296	\$221,681



Recommended Follow-Up

- Commerce Department staff can work with commercial corridors to encourage the creation of business associations. Storefront improvement financial incentives provided through Commerce may not be applicable to CNE tracts that are not CDBG eligible.
- Further study land ownership, tax delinquency, and mix of uses surrounding Fox Chase Station.

- Work with shopping center operators/owners at Cottman and the Boulevard to assess shopping patterns and parking utilization to identify options for diversifying and intensifying land uses in the area without compromising the functionality and viability of the shopping areas.
- Undertake a more detailed analysis of car ownership patterns within the district to identify the most vulnerable areas in access to healthy foods and other daily necessities. Analyze land use and zoning changes in the Rhawnhurst neighborhood that could help improve accessibility to healthy food.
- Analyze micro trends in Census Tract 314.01 to understand the dynamics behind properties being transitioned into rental housing rather than being placed in the housing market for sale.

ECONOMIC DEVELOPMENT

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

SUMMARY OF EXISTING CONDITIONS

The Central Northeast District, like many areas in the city and suburbs, hosts several important economic anchors yet primarily serves as a “bedroom community” for residents who commute to jobs in other parts of the city and region.

- District employment is concentrated in and around three areas: the Fox Chase Cancer Center and Jeanes Hospital complex; Nazareth Hospital; and the Cottman and the Boulevard shopping district anchored by Macy’s, Sears, and Target.
- The Central Northeast is located within a 30 minute drive (non-rush hour) from the Metropolitan Center (Center City/University City) and other job centers in the city and suburbs.
- In 2010, the district had 28,200 employed residents. About 1,900 (7 percent) of employed residents held jobs within the district. The difference between the remaining 26,300 (93 percent) of employed residents who commuted out of the district and the 15,600 workers who commuted into the district resulted in a net outflow of 10,700 workers. This net outflow was comparable to other stable communities similarly located between Center City/University City and larger suburban job centers. Examples include Cheltenham Township (-4,500), Ardmore and Havertown (-11,300), and Merchantville/Maple Shade (-4,800). (Source: OnTheMap Application)
- Central Northeast residents were employed in a wide range of sectors in 2010.

Business, professional, administrative, and related services	24 percent
Health care and social assistance	21 percent
Retail, food services, lodging, arts and recreation	20 percent
Manufacturing, wholesale, other industrially-related fields	18 percent
Public Administration	9 percent
Educational Services	8 percent
- Of the 28,200 Central District residents with jobs in 2010, 15,500 (55 percent) commuted to jobs in other parts of Philadelphia, 4,500 (15 percent) traveled to jobs in Montgomery County, and 2,300 (8 percent) held jobs in Bucks County. Philadelphia, Montgomery, and Bucks Counties also accounted for similar percentages of commuters into the district. (Source: OnTheMap Application).
- The total number of jobs within the Central Northeast District appears to have at least remained stable between 2002 and 2010 (average of OntheMap and DVRPC data). Reported gains in the health care and social assistance sector likely countered losses in the sectors of retail trade and professional, scientific, and technical services. The District’s overall share of citywide employment remained at about 3 percent during this period. (Source: On the Map Application, DVRPC)

Number of Jobs, Central Northeast District, YR2002 and YR2010

	YR2002	YR2010	Change	% Change
OnTheMap	18,700	17,469	-1,232	-6.58%
DVRPC	16,112 (YR2000)	21,937	5,825	36.2%
Average	17,406	19,703	2,297	13.2%

[Sources: OnTheMap; DVRPC, YR2010, YR2000]

KEY ISSUES

The following are important economic development challenges facing the Central Northeast District:

- Large health care institutions located in the district will continue to deal with competitive, fiscal, and regulatory pressures, creating uncertainty for employment levels and facility plans.
- The district's 10.5 percent unemployment rate was below the city's rate of 13.4 in 2010, but it exceeded the metropolitan area's rate of 8.9 percent. A significant number of Central Northeast residents lack skills necessary to obtain employment and/or lack reasonable access to appropriate jobs that may be available throughout the city and region. (Source: ACS 2007-2011)
- Commercial property owners and tenants have shown resiliency in keeping the Cottman and the Boulevard area viable as a regional shopping destination, yet continued changes may be needed to strengthen the destination's overall competitiveness for customers and value to the community.

MAJOR OPPORTUNITIES

Economic development opportunities in the Central Northeast District include:

- Recent and forecasted growth in the district's population should create additional local demand for goods and services, including retail, dining, personal and business services, professional services, building contractors, auto service and repair, etc.
- The presence of large health care institutions and senior living facilities may help the Central Northeast capture a larger segment of the medical service and housing market created by the city and region's aging cohort of 'Baby Boomers'.
- Significant acreage within the Cottman and the Boulevard regional shopping center remains underutilized and available for repurposing for more intensive commercial, community, and perhaps residential use. This could occur in conjunction with improved highway and transit access along Cottman Avenue and Roosevelt Boulevard.

Major Employers, Central Northeast District

Fox Chase Cancer Center	2,700
Nazareth Hospital	1,200
Jeanes Hospital	1,000
Baptist Home of Philadelphia	375
Sears	350
Golden Slipper Uptown Home	300
Evangelical Manor	230
Macy's	220
Northeast High School	200
CORA Services	185

[Source: DVPRC 2010, PCPC]

ECONOMIC DEVELOPMENT (SPECIFIC TOPICS)

Metropolitan and Regional Centers

Goal: Support the growth of economic centers

The Central Northeast District is located between larger, more regionally-significant employment centers, and job opportunities for Central Northeast residents are strongly linked to these other centers.

More than 40 percent of the district's 28,200 resident workers travel to jobs located southwest of the district, toward and including the "Metropolitan Center" comprised of Center City and University City. Another 14 percent of resident workers travel north and northeast to Abington, Lower Moreland, Lower Bucks County, and the Far Northeast districts of Philadelphia. It is noteworthy that the nearby "Regional Center" at Boulevard/Grant/Woodhaven, clustered around the Northeast Philadelphia Airport, has a net inflow of 14,700 workers. (Source: OnTheMap Application)

Smaller employment centers within the Central Northeast District (e.g. the Rising Sun/Oxford Avenue corridor; Cottman and the Boulevard; Pennypack Circle) are viable locations for new job-producing investments. However, the amount of new employment in these Central Northeast centers may be influenced more by the growth of population and income in and around the district than by the ability to compete with larger regional and metropolitan job centers. The table below reflects the generally local-serving nature of jobs in the Central Northeast, with the relatively high employment in Health Care and Social Assistance (attributed largely to Fox Chase, Jeanes, and Nazareth) suggesting a specialized ability to serve demand from outside the district.

Jobs by NAICS Industry Sector, Central Northeast, YR2002 to YR2010

NAICS Sector	YR2002	YR2010
Construction	282	214
Manufacturing	158	64
Wholesale Trade	395	329
Retail Trade	4,303	3,171
Transportation and Warehousing	148	53
Information	271	110
Finance and Insurance	787	648
Real Estate and Rental and Leasing	197	207
Professional, Scientific, and Technical Services	1,304	706
Management of Companies and Enterprises	1	615
Administration & Support, Waste Management and Remediation	837	599
Educational Services	946	1,437
Health Care and Social Assistance	6,937	7,606
Arts, Entertainment, and Recreation	52	99
Accommodation and Food Services	1,314	1,100
Other Services	759	503
Public Administration	9	8
TOTAL	18,700	17,469

[Sources: LEHD, On The Map Application.

Note: Shifts in jobs between sectors may result from changes in the way establishments identify and report activity.

Educational services include charter schools.

Industrial Land

Goal: Target industrial lands for continued growth and development

The Central Northeast District has relatively little employment-generating industrial land at present. One notable industrially-zoned area is between Dungan Road and the CSX freight rail line. This area is currently zoned I-2 and has had healthy industrial activity in the past. However, significant frontage on Dungan Road has been converted to retail use and the headquarters for units of the Police Department.

A large pharmaceutical manufacturing plant has recently been sold to overseas interests as part of a larger corporate buyout.

Additionally, a portion of land along Rockwell Avenue in Fox Chase is zoned I-1. This designation is appropriate for current uses, which include automotive service, construction contractors, custom iron work, and distributors.

Maintaining these industrially-zoned areas could help retain and attract new and more diverse employers for the Central Northeast district and accommodate locally-serving uses that need industrially-zoned land.

Institutions

Goal: Grow Philadelphia's strong institutional job sector

Healthcare institutions provide a strong economic foundation for the Central Northeast District. Specifically, Fox Chase Cancer Center, Jeanes Hospital and Nazareth Hospital are the three largest employers in the district. It is important that zoning and infrastructure improvements appropriately support these institutions.

Under the city's new zoning code, the SP-INS district (special purpose institutional use) is available for institutions with an approved master plan. This process creates more predictability for institutions as well as adjoining neighborhoods. Currently, Fox Chase Cancer Center is zoned as SP-INS. Jeanes Hospital and Nazareth Hospital may be considered future candidates for SP-INS zoning.

The Central Northeast is also home to a number of facilities for senior living and care, with overall combined employment of more than 1,300 workers. Demand for senior facilities is expected to grow as the Baby Boom generation ages. Senior facilities that anticipate future expansion may also be candidates for SP-INS zoning.

Cultural Economy

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

Cultural and tourism activities play a relatively small role in the CNE economy. There are no hotels and venues that regularly draw significant attendance from outside the district. However, there are a number of smaller-scale resources that do contribute to the economy and the cultural life of the district:

- Blooming Artist Studio provides basic fine arts classes.
- The Knowlton Mansion is a historic building with large, modern event space that serves a regional clientele.
- The historic Ryerss Museum and Library houses artifacts from around the world.
- Neighborhood commercial districts feature stores, restaurants, and worship spaces that reflect the changing nationalities of surrounding neighborhoods and also serve as venues for activities.
- Northeast High School has a large stadium that hosts the annual Central vs. Northeast football game on Thanksgiving Day. The school also has a significantly sized auditorium.
- The Northeast Older Adult Center recently relocated to a new facility at 8101 Bustleton Ave.
- The Pennypack Environmental Center and Fox Chase Farm provide educational and community programs on environmental protection and agriculture.
- The Pennypack amphitheater provides a popular, seasonal venue for outdoor entertainment.

Recommended Follow-Up

- Engage major health care and senior living institutions to understand projected needs for physical development and infrastructure and to identify supportive and community-compatible zoning changes and public investments.
- Work with stakeholders of the Cottman and the Boulevard regional shopping district to identify future challenges and opportunities for the district, including: customer base, mix of land uses, appearance, amenities, and access. Consider the implications of enhanced Roosevelt Boulevard transit service to improve connections to and from larger employment centers.
- Identify specific building and streetscape improvements that can help the district's many neighborhood commercial corridors (see table, following page) retain and attract customers and establishments. Examples include: historically-sensitive façade improvements to 1950s-1960s era mixed commercial-residential properties; updates of old sidewalks and fixtures, and improved connections between parking areas and business establishments.
- Assess the capacity of existing I-1 and I-2 industrially-zoned properties to accommodate future, modern industrial uses
- Identify potential gaps in the ability of existing cultural resources to adequately serve the Central Northeast and adjoining communities.

LAND MANAGEMENT

Philadelphia2035 Citywide Vision Goal: Capitalize on land assets.

SUMMARY OF EXISTING CONDITIONS

The Central Northeast is primarily a residential district with low density units making up the majority of the land use. The presence of Pennypack Creek Park provides the district with a large amount of open space nearly equal to residential uses. All other land uses are fairly well distributed, and rank comparatively equal to one another by percent of district acreage, but well below residential uses. There are minimal quantities of vacant land or vacant buildings in the district of which the largest fall within the steep slope protection areas of Pennypack Creek Park, established under the zoning code (Section §14-704). As a result there is limited development potential in the district via the use of vacant land or open space: Additional development potential lies instead in the more intensive use of existing commercial, institutional, and residential properties.

KEY ISSUES

Important land management issues facing the Central Northeast District include:

- A large number of residential detached housing units are zoned as RSA-3, creating potential for single-family residential uses to convert to multifamily use.
- Existing large-sized parcels, or consolidations of similarly-zoned adjacent parcels, could potentially host new and more intensive development.
- Due to limited availability of vacant land, and protected steep slope areas, institutional land owners may need to seek modernization or expansion of operations through increased density of land use (e.g., taller buildings, parking garages, additions), where permissible by zoning.
- Corrective zoning is needed to align zoning districts with existing land use.

MAJOR OPPORTUNITIES

There are significant land use opportunities in the Central Northeast District.

- Corrective zoning may help preserve existing single family land uses and direct multi-family uses near transit and other consumer services.
- Institutions in need of modernization and expansion can use the new SP-INS zoning district to establish predictable development expectations for the institutions and surrounding communities.

LAND MANAGEMENT (SPECIFIC TOPICS)

Land Use and Zoning

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

Land Use Summary

The Central Northeast District (CNE) is primarily residential. Categorized at the broadest level, and aggregated by percent acres, the leading land use is for residential housing. This is not surprising given the suburban like development of the district and distance from the denser urban core of the city. The presence of parks and open space are also quite significant due to the tracts, used to define CNE, that

include the majority of the Pennypack Creek Park. All other land uses fall significantly below both the total acreage and percent of total acreage of residential and park/open space uses. The table below summarizes nine broad categories by percent acres at the 1-digit level. Note that aggregated acreages for streets and sidewalks have been removed from the Transportation category and the remaining values represent only parking, transit and related transportation uses. The acreage of streets and sidewalks is removed from subsequent land use analysis as street rights of way are ubiquitous across the city, and if included equally among other land uses, would skew interpretation of the data too heavily towards transportation.

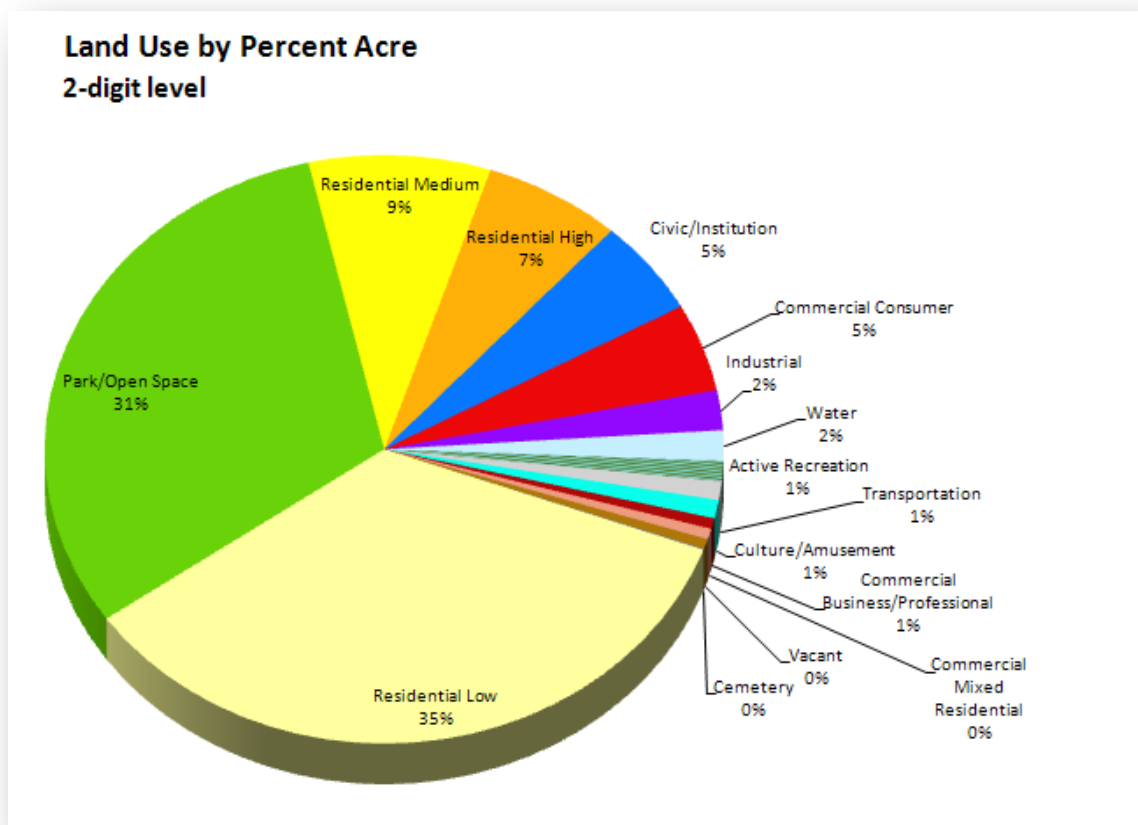
The following analysis and data are based upon the field survey work conducted by PCPC staff December 2012 through February 2013.

Table 1: Percent Total of Land Use by Acre at 1-Digit Level

Code	Digit 1 Description	Total Acres minus streets	Percent of Total
1	Residential	2,079	50%
7	Park/Open Space	1,300	31%
2	Commercial	251	6%
4	Civic/Institution	219	5%
3	Industrial	91	2%
6	Culture/Recreation	88	2%
8	Water	70	2%
5	Transportation	43	1%
9	Vacant or Other	23	1%
Total		4,164	100%

A closer examination of land use at the 2-digit and 3-digit levels allows for a greater understanding of land uses across the district. The following chart illustrates the most common breakdown of land uses distinguishing between a range of residential and commercial uses and further subdividing recreational and open space uses.

Chart 1: Percent Total of Land Use by Acre at 2-Digit Level



At the 2-digit level, low density residential (35 percent) is by far the predominate use, followed closely by park/open space (31 percent). With over 65 percent of the land area made up of single-family and park/open space uses, the Central Northeast district is one of the least densely developed of the eight districts studied so far under *Philadelphia2035*. Nearly half of the land use categories account for one percent or less of total land use by acreage. With such a number of land uses including commercial business/professional occupying minimal acreages in the district, the prevalence of residential low density makes it the most significant physical development characteristic of the Central Northeast.

The percentages of civic/institutional and commercial uses are comparable to those found citywide, at five percent of total land use. Similarities may be drawn between Central Northeast and the West Park district, which has 29 percent park/open space due to the presence of West Fairmount Park entirely within its boundary, and nearly five percent civic/institutional and three percent commercial uses.

Table 2: Percent Total of Land Use by Acre at 2-Digit Level

Code	Digit 2 Description	Total Acres	Percent of
			Total
11	Residential Low	1,444	34.7%
71	Park/Open Space	1,297	31.2%
12	Residential Medium	361	8.7%
13	Residential High	274	6.6%
41	Civic/Institution	219	5.3%
21	Commercial Consumer	202	4.8%
31	Industrial	91	2.2%
81	Water	70	1.7%
62	Active Recreation	46	1.1%
51	Transportation	43	1.0%
61	Culture/Amusement	42	1.0%
22	Commercial Business/Professional	25	0.6%
23	Commercial Mixed Residential	24	0.6%
91	Vacant	23	0.6%
72	Cemetery	2	0.1%
TOTAL		4,163	100%

The following subsections examine land use under the rankings of the 1-digit categorization (by percent total acreage), but explore in greater detail various subcategories from PCPC's 3-digit categorization of land use.

Residential (ranked 1st)

Approximately 2,079 acres of the district are devoted to residential uses. Residential uses may be examined where 3-digit codes align to zoning districts generally categorized as single-family and multi-family uses. By percent acreage, single and multi-family residential uses are aggregated as follows:

- 78% Single-family
- 22% Multi-family

Within the 78 percent of residential land use grouped as single-family, semi-detached homes are the predominate housing type at 53 percent of the total. Another 35 percent is made up of residential detached homes. Both types of structures represent relatively low density residential land use in Philadelphia, and they account for this category's top ranking among land uses by percent acreage under the 2-digit breakdown (see Table 2 above). Rowhomes have modest representation in the district and are just 10 percent of the total land uses grouped as single-family.

Within the 22 percent of residential land uses grouped as multi-family, apartment houses and apartment or condominium complexes are the leading residential uses at nearly 70 percent of the total. Conversions of attached or semi-attached homes account for just 14 percent of the total of multi-family uses. PCPC staff documented very few conversions of single family homes to multi-family uses over the course of the land use survey of the district.

Park/Open Space (ranked 2nd)

Pennypack Park is approximately 1,300 acres and comprises almost all of the land use identified as park or open space in the district. The remainder of designated city park land, Burholme Park and Bradford

Park, make up less than one percent of the total acreage of park/open space land use. The preponderance of single-family detached homes with relatively large front or rear yards may give the appearance of more open space than the actual acreage of parcels specifically devoted for park or open space use.

If the Pennypack Park were removed from the land use calculations completely, all residential uses would reorder to be the top three ranking land uses across the district as follows: Residential Low (50 percent); Residential Medium (12.6 percent); Residential High (6.6 percent). All other land uses remain in the same order as depicted in Table 2 above with only slight increases in individual percents of total acres (e.g., Civic/Institution increases from 5.3 percent to 7.6 percent).

Commercial (ranked 3rd)

The Cottman and the Boulevard commercial district has a large footprint, and business activity appears to dominate the commercial sections of Castor, Cottman, Bustleton, Rising Sun, Roosevelt and Oxford Avenues. However, commercial land uses account for just six percent of a land use as percentage of total acres. Commercial land use is not widely diffused throughout the district, and is concentrated along commercial corridors and in the Cottman and the Boulevard commercial district. When individual subcategories of commercial uses are examined at the 3-digit level, the overwhelming use is for retail goods and services. Mixed commercial and residential uses are relatively limited in the district and are located primarily along Cottman, Castor, and Bustleton Avenues. A breakdown of commercial uses by percent of total acreage within the category is as follows:

- 65% Commercial retail
- 11% Auto-oriented retail (including gas stations, car repairs, sales and washes)
- 10% Offices and commercial services
- 10% Commercial mixed residential, including:
 - 4% Commercial buildings with mixed residential
 - 6% Detached, semi-detached or rowhome buildings with mixed residential
- 5% Food and drinking establishments

Civic/Institutional (ranked 4th)

Education and health care are the leading civic and institutional uses at 78 percent of this category by percent of acres. This percentage is similar to that of the University Southwest district, but in this case instead of colleges/universities, the majority of educational uses are for K-12 programs and the land is primarily owned by the School District of Philadelphia. Health care uses are spread throughout the district, but the two largest activities are found on opposite edges of the district's boundary: Fox Chase Medical Center/Jeanes Hospital, and Nazareth Hospital. The approximately 220 acres of civic/institutional land within the district consists of the following subcategories:

- 46% Educational
- 32% Health care
- 15% Worship
- 4% Daycare
- 3% Other

Within this land use are a number of large parcels (see table below). A cursory assessment of the percent of land area developed for each parcel indicates that expansion within some existing property boundaries may be possible, except where otherwise not allowed without a variance under existing zoning regulations.*

Table 3: Sites with Potential for Expansion

Site	Acres	Estimate Percent Parcel Developed	Currently Zoned
Jeanes Hospital – 7715 Burholme Ave	35	31%	RSA-1
Sisters of the Holy Family – 2703 Holme Ave	7	37%	RSA-2
Medical Mission Sisters – 8400 Pine Rd	45	5%	RSD-1
Holy Redeemer Health – 900 Pine Valley Blvd	30	16%	RSD-3
Evangelical Manor – 8401 E Roosevelt Blvd	12	41%	RSA-1
Residential Care Facility – 8400 E. Roosevelt	4	40%	RSA-1

*Based on GIS-based calculation of PWD parcel boundaries and calculated impervious surface values.

Industrial (ranked 5th)

As a percentage of total land use, industrial use is limited in the district. Half of the land use found to be industrial was identified by PCPC as the PECO right-of-way and is categorized as utility sub-use. The remaining industrial sub-uses are fairly equally divided as shown below:

- 50% Utilities
- 13% Wholesale trade
- 13% Manufacturing
- 13% Other
- 11% Warehousing and distribution

Culture\Recreational (ranked 6th)

Uses within this category include active recreation, performing arts and other cultural or amusement activities and are evenly distributed across the district. The largest use in this category is active recreation at 52 percent and this is attributed to the aggregated total 46 acres of city-owned recreation center and playground space in the district. A comparable percentage of cultural and natural history uses is found in two land holdings: Fox Chase Farm (40 acres), although it is technically within Philadelphia Parks and Recreation's boundary for Pennypack Creek Park; and Knowlton Mansion. The breakdown by percent acre within this category is as follows:

- 52% Active recreation;
- 45% Cultural and natural history; and
- 2% Amusement.

Water (ranked 7th)

Approximately 70 acres of land area is allocated to the water resources of the Pennypack Creek. This calculation is derived from data supplied by PWD and incorporated into PCPC's land use database.

Transportation (ranked 8th)

For this analysis, the acreage for roads and sidewalks were factored out of the percent total for Transportation uses. The road network is ubiquitous and the presence of roads and sidewalks would otherwise obscure the significance of other land use categories, including specific transportation sub-uses. With roads removed, all other transportation land uses combined amounted to just one percent of the total land use. Within the transportation category, the breakdown of uses is as follows:

- 75% Rail yards, rail stations and rail right-of-ways (ROW);
- 21% Parking (non-accessory); and
- 5% Truck, bus or taxi garages and dispatch.

The percent totals for rail and parking are similar to those found in the University Southwest District estimated in 2012 at 75 percent for rail ROW and 22 percent for non-accessory parking.

Vacant Land (ranked 9th)

Discussed in the section below: Vacant Land and Structures.

Zoning Summary

The Central Northeast district is mainly a mix of residential, commercial, and active recreational zoning districts. Similar to the land use, by percentage of total acreage, the leading zoning districts are residential and recreational. Residential zoning covers 59 percent of the district, with RSA-3, residential low-density single-family detached/semi-detached, accounting for 37 percent of all zoning. Over several years PCPC has documented many zoning remappings that have reduced the density of residential use. Under the previous zoning code several residential zoning districts changed from multi-family to single-family (R-9 to R-9A) and others were remapped from medium density residential attached and semi-detached single-family housing to less dense fully-detached single-family residential (R-5 to R-3 and R-1, respectively). See table below.

Table 4: Approved Zoning Remappings

Area	Bill No.	Date Signed	Summary
Upper Northwood I	750	9/17/73	Converted multi-family units to single-family and revised commercial zoning along Castor
Upper Northwood II	1105	3/25/74	Revised commercial areas
Upper Northwood IV	1379	9/25/74	Converted multi-family units to single-family
Fox Chase I "A"	1469	10/2/78	Reduced single-family residential density
Fox Chase I "B"	1470	10/2/78	Reduced single-family residential density
Fox Chase II	1735	3/5/79	Reduced single-family residential density and altered some commercial/industrial
Lower Burholme	1739	3/5/79	Converted industrial land to residential and altered some commercial areas
Central Northeast	382	11/25/80	Converted some commercial to residential and vice-versa

Thirty-two percent of land area is zoned SP-PO-A, which includes Pennypack Creek Park, Burholme Park, Fox Chase Recreation Center, Jarrel Recreation Center, and Bradford Park. Corresponding with the observed land use, commercial zoning accounts for six percent of land area, and it is generally concentrated around major corridors. Industrial zoning accounts for just two percent of the district, and there are two institutional areas that take up one percent of the district (see zoning map and table below).

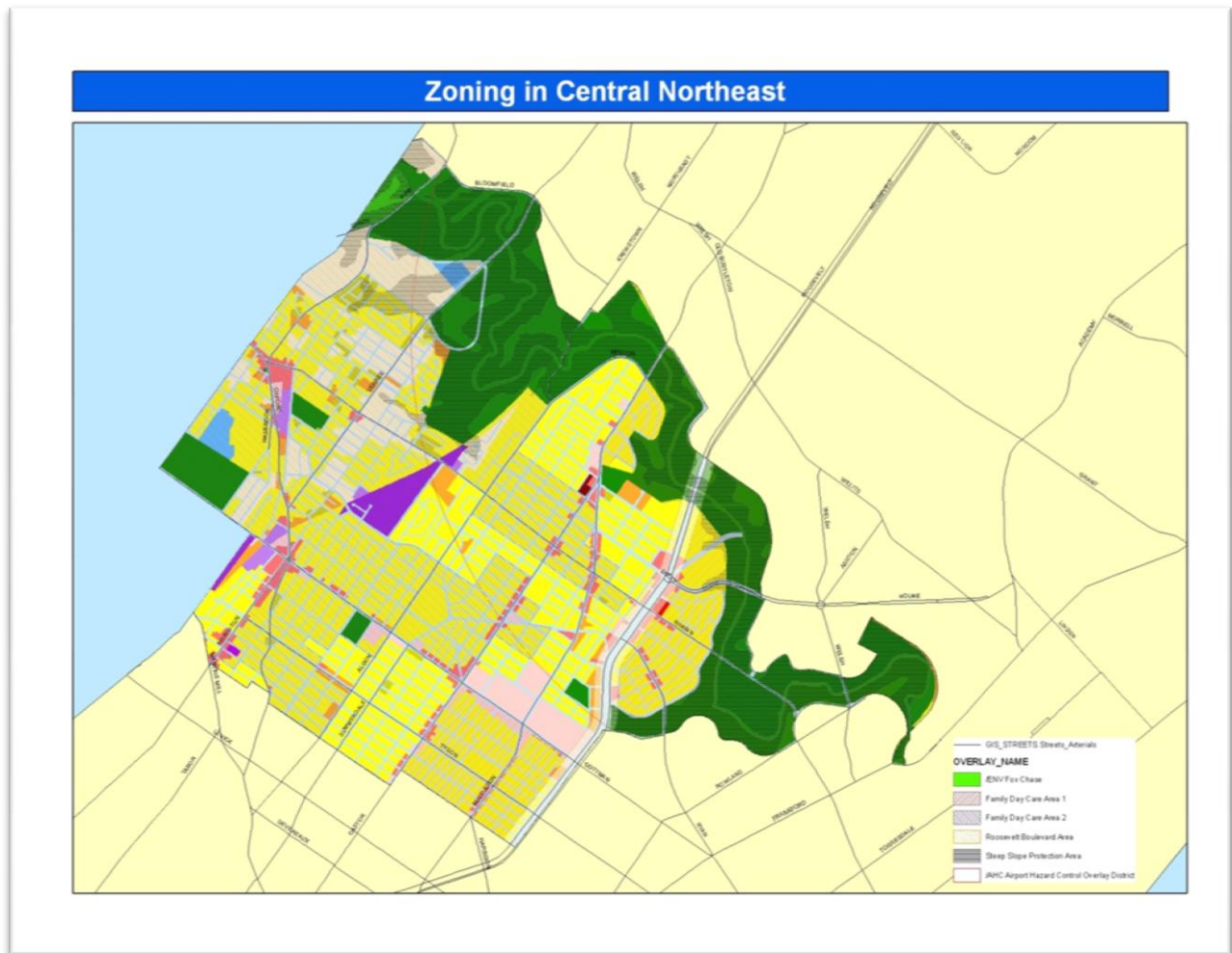
There are a series of overlays that impact the Central Northeast including: a steep slope control area; environmental controls of Fox Chase Farm; Northeast Airport height controls; Roosevelt Boulevard controls; and two family day-care overlays (see map below). The steep slope control area encompasses and extends at various distances from the boundary of Pennypack Creek Park. The implication of this

control is that developers cannot disturb earth on slopes greater than 25 percent; however, there are not many areas of developable land affected by this regulation in the district. The Fox Chase Farm environmental controls only apply to Fox Chase Farm (between Pennypack Creek, Pine Road, Shady Lane, and the County Line), and permits only parks and open space-type uses, educational facilities, and non-commercial agricultural uses. The Airport Hazard Control Overlay District extends well into the district and is intended to prevent hazards that may result from the height of structures to aircraft navigating to and from Philadelphia Northeast Airport. The controls are mainly applicable to the height of signs and buildings. The district is not within the noise control overlay for the airport. The Roosevelt Boulevard overlay applies only to signs, and adds the regulatory review of signs by the Art Commission. In the Family Day Care overlay districts, providers are limited to the care of four or fewer children.

Table 5: Zoning Categories by Acre and Percent Acre

2012 Zoning Classification	Previous Zoning Classification	Acreage	Percent of Zoned Land
CA-1	NSC, C-7	35	1 %
CA-2	ASC	125	3 %
CMX-1	C-1	12	0 %
CMX-2	C-2	105	2 %
CMX-3	C-3	3	0 %
CMX-4	C4	3	0 %
I-1	L-1, L-2, L-3	25	1 %
I-2	G-1, G-2	61	1 %
ICMX	L-4	2	0 %
RM-1	R-9, R-10B, R-19	18	0 %
RM-2	R-11A, R-13	110	3 %
RM-3	R-14	1	0 %
RSA-1	R-3	110	3 %
RSA-2	R-4	140	3 %
RSA-3	R-5	1,622	37 %
RSA-5	R-9A, R-10A R-20	183	4 %
RSD-1	R-1	90	2 %
RSD-2	R-1A	34	1 %
RSD-3	R-2	197	5 %
RTA-1	R-5A	44	1 %
SP-INS	IDD	31	1 %
SP-PO-A	REC-A	1,398	32 %
TOTAL		4,350	100 %

Map 1: Zoning Overlays



Analysis of Land Use Inconsistent with Zoning

The land use of each parcel, as documented in the field survey by PCPC staff, was compared to the parcel's existing zoning classification. Instances of land use inconsistent with underlying zoning were summarized by count of properties and acreage within zoning and land use categorizations.

Inconsistency is based on whether the land use (or residential building type) is allowed under the existing zoning code. Approximately 545 acres were identified as inconsistent. This amounts to 10 percent of all acres zoned in the district.

Potential land use to zoning inconsistencies are mainly found within the RSA-3 single-family zoning district (see table below). This is due to the quantity (by acre) of multi-family residential including apartment houses or condominium complexes and residential single-family housing converted apartments. The top four land uses estimated to be inconsistent with RSA-3 zoning, as a percentage of the 2,104 properties or 255 acres estimated to be inconsistent within this zoning district are as follows:

- 32% Apartment house or condo 2 to 4-units of less than 3-stories, or duplex or quadplex;
- 23% Apartment house or complex greater than 5-units; and
- 16% Residential semi-detached housing converted to apartments less than 5-units

Table 6: Land Use Inconsistent to Zoning

Zoning District	Estimated Count of Inconsistent Properties	Percent of Total Count	Acres	Percent Acres
CA-1	41	1%	24	4%
CMX-1	35	1%	3	0%
CMX-2	98	3%	23	4%
I-1	8	0%	8	2%
I-2	52	2%	13	2%
RM-1	6	0%	3	1%
RSA-1	8	0%	5	1%
RSA-2	24	1%	12	2%
RSA-3	2104	70%	255	47%
RSA-5	74	2%	4	1%
RSD-1	3	0%	58	11%
RSD-2	2	0%	0	0%
RSD-3	71	2%	72	13%
RTA-1	464	15%	37	7%
SP-INS	2	0%	10	2%
SP-PO-A	2	0%	18	3%
Total	2,994	100%	545	100%

Estimated inconsistencies with other zoning districts were found to be minimal and overall land uses tend to be consistent with zoning. Because there are nearly 3,000 instances estimated in the spatial analysis by PCPC, further examination of these results by neighborhood block is necessary to focus planning resources on areas where aligning zoning to the current land use will either help preserve favorable existing conditions or assist in achieving redevelopment goals for these areas.

Vacant Land and Structures

Goal: Manage and reduce vacancy

Vacant Land

Approximately 23 acres of vacant land were identified in the district. Vacant land comprises less than one percent of the total land use. This is the least amount of vacant land observed in a single district by PCPC at this point in the *Philadelphia2035* district planning process.

Thirty-five separate vacant lots were observed scattered across the district with no discernable concentration. The average size is approximately a half-acre. The largest properties are both over six acres in size and located adjacent to the Pennypack Creek Park in the Bells Corner and Lexington neighborhoods (see image below). One of the tracts is accessible from Strahle Road (entrance to Wills Eye Center), bordered on two sides by a housing development and the park, respectively and is owned by Pennypack Associates. The other is found adjacent to the park, the Nazareth Hospital, and

Evangelical Manor, but does not appear to be accessible by a city street and is owned by Sisters of the Holy Family. The latter property falls within the steep slope protection area of the Pennypack Creek and only its most western portion may prove to be developable.

Map 2: Large Parcels of Vacant Land



Vacant Buildings

A small number of vacant structures was observed across the district by PCPC staff during the land use survey. Staff conducted windshield surveys for signs of long-term vacancy and qualified observations as either fully vacant or partially vacant (see table below). Vacancies were found almost equally among residential and commercial land uses. A negligible count of vacancies was observed on other land uses.

Table 7: Vacant Building Counts from PCPC Field Survey

Vacant Buildings	Percent of Vacant	
	Count	Building Total
Fully Vacant	35	71%
Partially Vacant	14	29%
Total	49	100%

A review of both vacant licenses and violations data maintained by the Department of License and Inspections (L&I) suggests that the quantity of vacant buildings in the district could be larger than that observed by PCPC. The department issues licenses for both vacant buildings and vacant lots, but there is no distinguishing between the two types in the L&I database. There are currently 15 active licenses for vacant land or buildings in the district, and this quantity represents less than 1 percent of the licenses citywide.

L&I does differentiate between vacant lots and buildings for violations, and as a result, an analysis of violations may be used to estimate the number of additional fully vacant buildings. In the L&I database, there are 42 buildings that are non-compliant for one or more of 14 different vacant building violations issued between March 2011 and April 2013. This number is approximately 0.4 percent of noncompliant vacant building violations citywide over the same time period. Only two of these vacant buildings were identified in the survey by PCPC.

Combining the L&I active violations with the PCPC survey, the estimated number of fully vacant buildings in the district ranges from 40 to 75. This number is quite small compared to the total number of parcels with building structures (23,587) in the district.

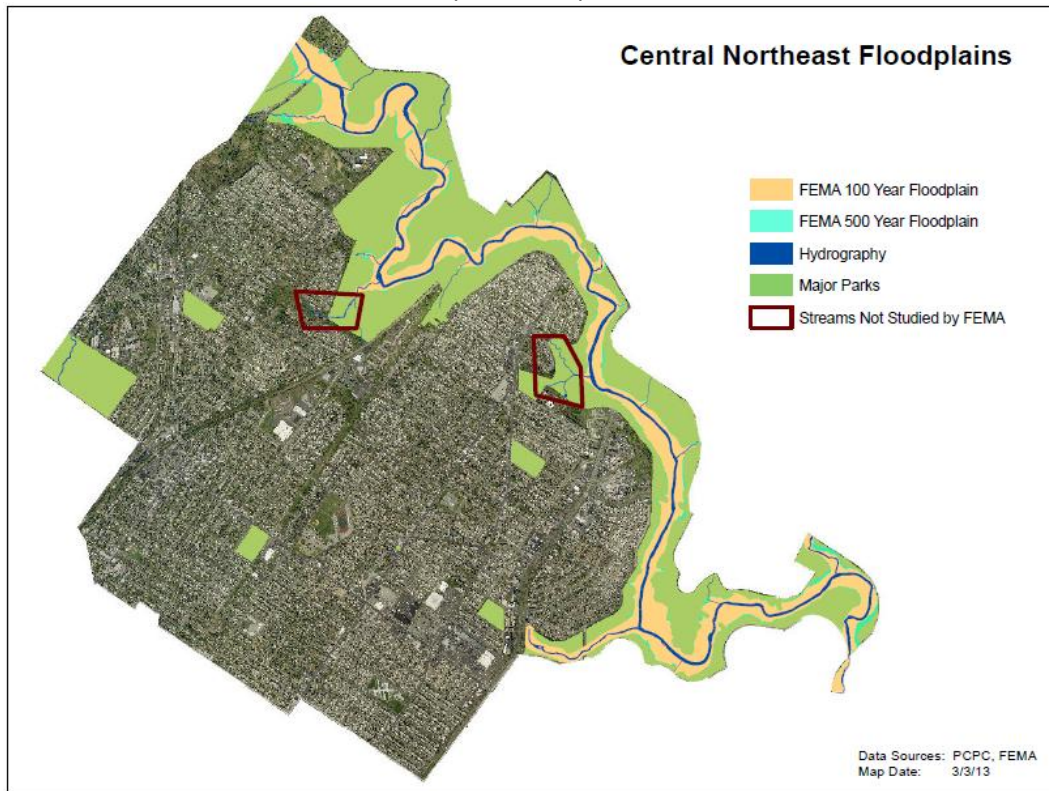
Land Suitability

Goal: Protect sensitive lands from over development

Land is suitable for development across the district with two chief exceptions: a) areas within the Floodplains of the Pennypack Creek Park; and b) the steep slopes along the Pennypack Creek. With regards to the latter, Section 14-704 (2) of the zoning code identifies the areas surrounding the Pennypack Creek to be within a "Steep Slopes Protection Area." Development on these lands is both highly unlikely and not permitted at slopes of 25 percent or greater and requires an earth moving plan to mitigate erosion where slopes are between 15 and 25 percent. Floodplains are more of an immediate concern (see map below).

Pennypack Creek and adjacent land is covered by the FEMA floodway. According to Section 14-704(4) of the Philadelphia Zoning Code, no encroachment (including fill, new construction, or any development) is permitted within the floodway, except public utilities, trails, roadways, and bridges are permitted so long as these structures do not contribute to an increase in the Base Flood Elevation. There are two small tributary branches of the Pennypack which have no FEMA flood study associated with them (see map below). One of the small streams is present between Tabor and Solly Avenues and Stanwood Street. The other exists between Strahle and Horrocks and Evarts and Tustin Streets. These areas may be as prone to the flood conditions as studied areas of the creek, and are mainly within park land.

Map 3: Floodplains



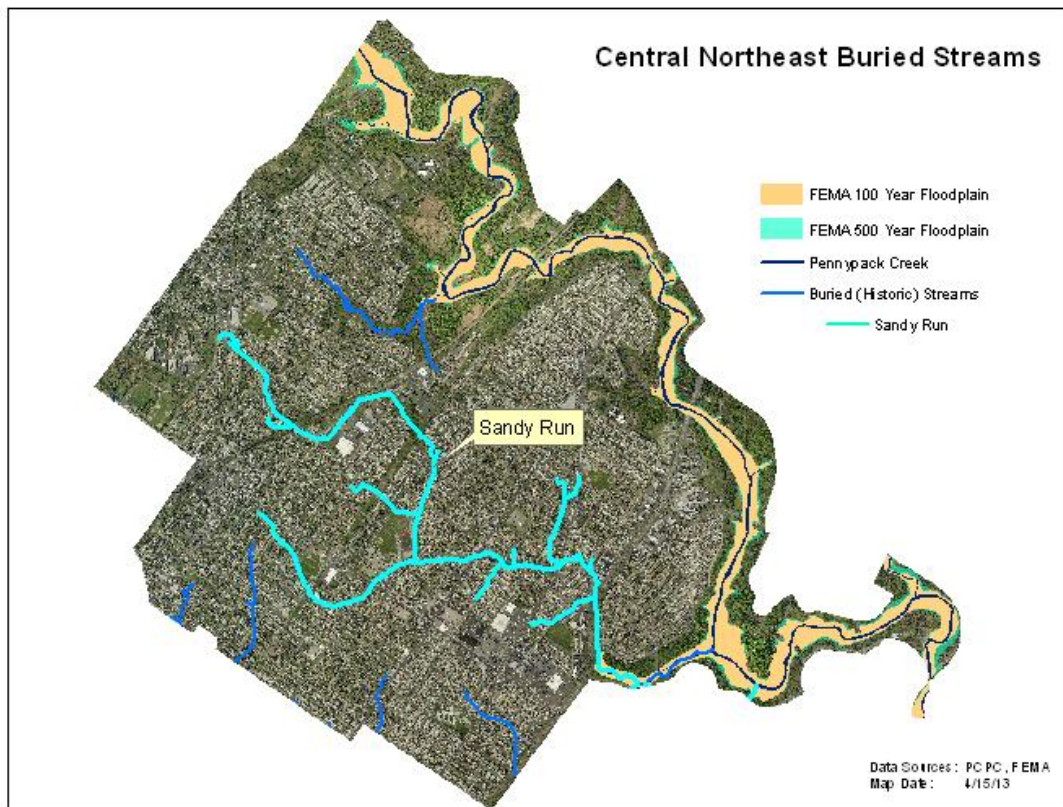
The creek and floodway is also flanked by the 100-year and 500-year floodplains. Land impacted by both the 100 and 500-year floodplains lies almost entirely within Pennypack Creek Park except for a total of 3.5-acres of residential land, spread across the portions of three to four parcels south of Autumn Hill and Pleasant Hill Roads. Also within the park and 500-year floodplain is the Fox Chase Farm. Approximately eight acres of farm is in the floodplain.

Land within the floodplains may also be impacted by flooding events of the creek further upstream in Montgomery County. Any new construction will have to be elevated to avoid flooding as required under regulations promulgated by the City and FEMA.

There are approximately nine miles of buried streams in the district including Sandy Run, Wakeling Creek and small segments of Wissinoming Creek. Sandy Run is the largest among the buried streams, at one time flowing over seven miles, and covering a wide geography due to its many former branches (see highlighted segments in the map below). Where these streams existed, specific engineering controls for proposed structures should be evaluated and put in place to ensure that subsidence or groundwater infiltration does not occur.

There is no notable impact to development from high water tables. The water table depths range from 60 feet (along the Pennypack Creek) to an average of 180 feet elsewhere thorough the district.

Map 4: Buried Streams

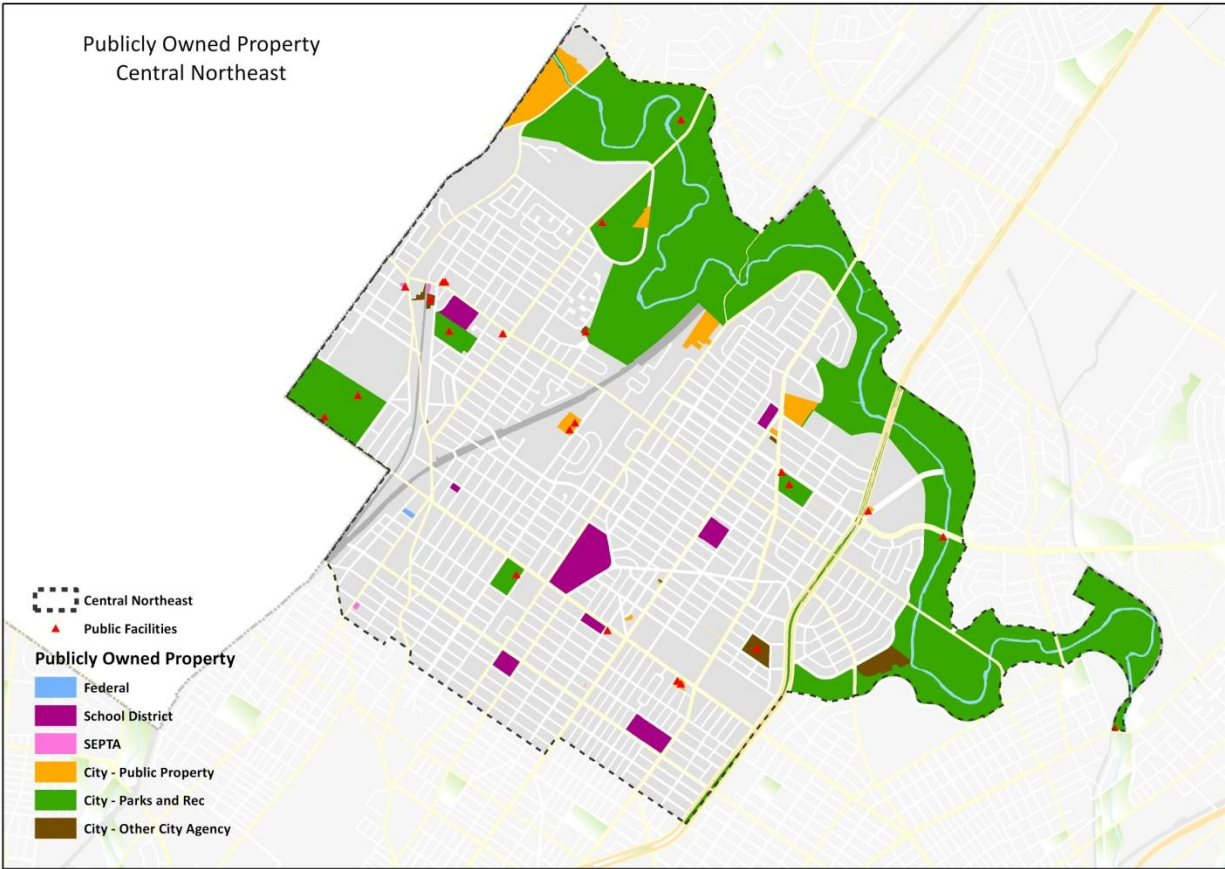


Soils are mainly urban fill, with the exception that areas within Pennypack Creek Park consist of original soils. Planning for erosion control and landscaping should consider soil type.

Municipal Support Facilities

Goal: Locate and manage all municipal support facilities effectively

Under *Philadelphia2035*, operations specific to the delivery of services by city government are identified as municipal support facilities. Within the district there are two municipal support buildings both of which are operated by the Police Department and located adjacent next to one another on Dungan Road: Police Internal Affairs and the Integrity Control Unit. Both buildings are owned by the City and employ approximately 140 staff collectively. Significant remodeling work was done on the Internal Affairs building in 2000 and 2001 including roofing, HVAC, electrical, plumbing, and purchase of new office furnishings. Staff noted that external doors do not shut properly and require extra security efforts. No work was documented on the Integrity Control Unit. No funds are requested for either building for the FY14-19 Capital Program. There are no pressing needs to relocate or expand either of the operations. The following map displays all public facilities as well as publicly owned property in the district.



TRANSPORTATION

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

SUMMARY OF EXISTING CONDITIONS

The Central Northeast District is bordered on its eastern edge by the City's most heavily travelled non-interstate roadway (Roosevelt Boulevard), and its commuting patterns are substantially auto-oriented. Although several surface transit lines provide good service with connections to the Broad Street Subway and the Frankford El, transit ridership is low, considering the population density.

Key Census data related to auto ownership and work commute mode in the Central Northeast District is summarized in the table below, and compared to citywide averages. Auto ownership in the District is 40% higher than the City average, and auto commuting is one-third higher. District residents are less likely to use transit, walk, or bike to work than the average City resident.

	Citywide	Central Northeast District
Percent of Households without Vehicles	34%	16%
No. of Vehicles Available per Household	0.96	1.34
<u>Means of Transportation to Work (%)</u>		
Automobile	60%	80%
Public Transportation	26%	13%
Bicycle	2%	1%
Walk	9%	4%
All Other	3%	2%

KEY ISSUES

The following are important transportation issues faced by the Central Northeast District over the next ten years:

- A number of important roadways lack safe accommodations for either pedestrians or bicyclists.
- Roosevelt Boulevard functions more as a barrier than an amenity for immediately adjacent residents, though it is a major open space and transportation asset for the Greater Northeast.
- Transit ridership is low relative to the density of development; a major contributing factor may be that surface transit moves too slowly due to overall traffic congestion and therefore cannot compete with the convenience of the automobile in an area.

MAJOR OPPORTUNITIES

There are significant transportation opportunities in the Central Northeast District:

- Upgraded transit service should be part of Roosevelt Boulevard's future, and an implementable first step will be studied in the near future. In addition, the incorporation of a shared-use path on the east side of the Boulevard (see Map on page 37) would provide an amenity for the community and visitors to Northeast Philadelphia. New development along the Boulevard should be designed at a scale and type that is appropriate for a major transportation corridor.

- The transit signal prioritization project on Bustleton Avenue offers the possibility of improving the speed of service on Route 58, the second most heavily used bus route in the District.
- Traffic management will benefit all users but should focus on facilitating transit movement for the greatest impact.

TRANSPORTATION

Goal: Improve transportation safety, efficiency, and convenience

Transit

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

Central Northeast Philadelphia, although served by transit, is not “well-served” geographically by standards of the rest of the City. SEPTA’s Service Standards define “well-served” if a stop is no more than ¼ mile (1,320-feet) from passenger’s origin point. This is about a 5-minute walk for the average person. In Central Northeast, the average spacing of transit lines is 3,820 feet, which means that a potential passenger living at the midpoint between two routes would have to walk at least 1910 feet, about 8 minutes to reach the closest stop and maybe longer to reach a preferred bus route. Longer walks are considered acceptable for rail service, but rail service is limited to the western edge of the district.

The Central Northeast District population is a little over 78,000 in the six-square-mile area, an average density per square mile of about 13,000. This is a relatively high density, certainly orders of magnitude more dense than any of the country’s newer cities in the south and west. Such a density could return a very respectable transit ridership; however, that is not the case. Even the most popular transit locations in the District are not all that busy by standards of the rest of the City. Roosevelt Boulevard and Cottman Avenue is the busiest transit hub in the district with several hundred boardings and alightings each weekday. Other transit hubs are located along Roosevelt Boulevard at Rhawn Street, Solly Avenue, and Strahle Street; along Cottman Avenue at Rising Sun Avenue, Whitaker Avenue, and Oxford Avenue, at Oxford/Loney/Rhawn and at Bustleton and Castor/Bell’s Corner.

Regional Rail

The Fox Chase Regional Rail Line runs along the western periphery, serving the District with three stations, Cheltenham, Ryers and the Fox Chase terminus. These three stations generate 4,082 daily riders, which is 80% of the total ridership on the Fox Chase Line. The line ranks 12th out of 13 Regional Rail Lines for weekday passenger ridership. Factors contributing to the low ridership include the lower densities surrounding the outer stations on the line; the relative inaccessibility of stations by means other than walking (buses only feed the terminus); and the lack of parking availability. Of the 420 total spaces for the three stations in the District, only 36 are free SEPTA spaces. The Fox Chase Line has a base weekday frequency of 60-minutes, 30-minutes in AM Peak, 23-minutes in PM Peak, which is comparable to lines with higher ridership.

Bus and Trackless Trolley

Twelve surface routes – 11 bus and one trackless trolley – operate within the District. Due to a lack of rapid transit anywhere north of Frankford Transportation Center (FTC) on the Blue Line and the historic role of FTC as a transit hub, seven of the 12 surface routes connect to FTC and another connects to the smaller hub of Margaret-Orthodox, one station south of FTC on the Blue Line.

The heaviest-used bus route in the Central Northeast District, in terms of weekday passengers, is Route 70. This route connects the Fox Chase, Burholme, Rhawnhurst, Torresdale and Tacony neighborhoods with Fern Rock Transportation Center – the northern terminus for the Orange Line subway – via Cottman Avenue in the District. This route moves 6,617 weekday passengers within the District. The base frequency of service is every 15 minutes, with AM Peak frequency of every four minutes. Weekend service frequency is good, about every 18 minutes.

Routes 58 and 59 are the District's 2nd and 3rd-heaviest used with 5,183 and 3,749 weekday passengers within the District, respectively. Both lines have good service: 12-15 minutes base weekday frequency and 6-10 minutes at peak periods. Route 58 runs along Bustleton Avenue and feeds the Frankford Transportation Center (FTC). Route 59 is a trackless trolley route running along Castor Avenue to FTC. Trackless trolleys are vehicles that utilize rubber tires (no tracks) and receive power from overhead catenary. New vehicles were recently delivered for the Northeast Philadelphia trackless trolley routes and have the advantage of off-wire capability for up to two miles. This means that in cases of emergencies or detours they do not need to draw power from the catenaries, but can maneuver like a standard bus for up to two miles. Since these vehicles qualify as "fixed guideway" modes, they receive additional federal dollars toward maintenance. Route 59 is wholly-owned by the City of Philadelphia since its inception in the early 20th-Century as "The Bustleton Surface Line" which was conceived as a short-term interim solution to address mobility in the (then) largely rural Northeast until densities justified an "El" extension one day. Today, the northern terminus is Bell's Corner at Castor and Bustleton, only about four miles from end-to-end, making it one of the shortest lines in the entire system.

Three of the twelve surface routes operating in the District offer a 24-hour "owl" service. These are routes 14, 18, and 20. Route 14, primarily on Roosevelt Boulevard in the District, has a base service frequency of 10 minutes with AM Peak frequency of 4 minutes. This route serves both Oxford Valley and Neshaminy Malls. Route 18, running primarily on Rising Sun Avenue in the District, serves Cedarbrook Plaza and Fox Chase Station. The base weekday frequency is 15 minutes and AM peak frequency is 5 minutes. Route 20, running primarily on Roosevelt Boulevard in the District, has a base weekday frequency of 10-minutes and operates a weekday express service with 13-minute average frequencies. Route 20 serves Franklin Mills Mall and Parx Casino.

An important point with regards to trip patterns - and therefore transit usage - is the multi-focus of employment centers. No longer is Center City the primary commute destination. Rather, people are now using transit to get to dispersed job centers, or "reverse-commuting". This situation has led to more complex patterns of demand for transit service, as well as traffic congestion that is more generally widespread and less predictable, creating new challenges for SEPTA's schedulers. SEPTA has recently attempted to address this situation through introduction of various "express" and "limited" bus routings, particularly on Roosevelt Boulevard.

Roosevelt Boulevard Transit

Roosevelt Boulevard's prime function for mobility and its central location within Northeast Philadelphia makes it a regular candidate for inclusion in plans for transit expansion. As the population and density of Northeast Philadelphia grew in the early 20th Century, the plans for high-speed trolleys quickly turned into a call for rapid transit. In the mid-1960s, the City relocated all underground utilities in anticipation of a subway. In 1970 a bond was floated for transit improvements that included both a southern and a northern (Boulevard) extension to the Broad Street Subway system, but only the southern extension was built. Plans for the northern extension were dropped at the end of the 1970s citing cost and

resident opposition. Several studies since then have further explored the idea, but high capital cost has remained an obstacle to progress beyond the planning stage. DVRPC is will examine the feasibility of Bus Rapid Transit (BRT) along the corridor this year.

Investment in Existing Infrastructure

In a system as old, large and complex as SEPTA's, all parts are in constant need of attention. SEPTA's State-of-Good-Repair (SOGR) Program aims to maintain a safe and reliable network. SEPTA – like all transit agencies – depends on a mix of federal, state, and local funding; the latter of which can typically leverage up to 200-times the amount of funds contributed by the City.

SEPTA projects that will enhance the existing transit infrastructure in the Central Northeast District include new buses citywide (FY2018-2025 \$400m), and New Payment Technologies that will modernize and improve SEPTA's current fare payment and collection system by offering riders a variety of payment choices to suit their travel needs. Recently completed projects include catenary rehabilitation on the Fox Chase Line.

The Mayor's Office of Transportation & Utilities (MOTU) working with SEPTA and the Streets Department will implement priority signalization on two corridors in the city, including Bustleton Avenue in the District. The project will equip transit vehicles with emitters that can actuate the green light, within limits. This will reduce running time on the route 58 and should make it more attractive for potential riders. The plan for Bustleton Avenue divides it into two segments, north and south of Pennypack Creek. The Bustleton Avenue South project is projected to cost \$1m to design and \$6.95m to construct beginning in early 2014. Federal TIGER III monies were awarded for this project. This project is considered an initiative of the City/SEPTA joint Transit First program, which seeks to enhance transit operations through various operating improvements.

The Philadelphia2035 CityRail concept (perhaps we could develop a graphic that highlights CityRail, Transit First, (mentioned above) and Transit Stop Management Study, Bus Rapid Transit, City Rail Concept mentioned later) could greatly benefit the CNE District by introducing more frequent services on the Fox Chase Line. Bus service, in turn would be enhanced to provide reliable feeder services to the line.

The City's 2004 Transit Stop Management Study recommended citywide new bus/trackless stop placement standards, roughly every three blocks instead of the current every block. This recommendation could arguably have a greater impact on expediting transit service in Central Northeast than in other, older parts of the City where narrow streets and frequent all-way stop signs limit its effectiveness.

Extend and introduce new technological advances to the transit network to serve new markets

Conceived as a temporary surface extension of the Frankford El, the "35th Ward High-Speed Line" and later "Bustleton Surface Line" was originally a high-speed trolley operating on partially private ROW between Margaret-Orthodox Station and north to Lott Street when it opened in 1922. Today's Route 59 trackless trolley, although performing an important function in the District as a main north-south route and a feeder to the El, has relatively small ridership considering the dense rowhouse neighborhoods it serves. The Route 59 could be a good test case to gauge local residents' response to service and route improvements. For instance, trackless arrival and departure times from the El could be better-timed to meet trains, or the route might enjoy a higher functionality if it were extended a bit further north towards Pennypack Park or the shopping centers near Grant Avenue.

Given the District's blend of dense development with auto-oriented accommodation, perhaps traffic management is the best strategy for transit improvement. This can be done through various means, including signal timing, transit signal prioritization, transit-oriented development, and traffic calming. The TIGER III project mentioned in the preceding section is a good example, by upgrading traffic signal control and adding transit signal preemption on Bustleton Avenue. Creating an exclusive transit lane is another option; this will be explored for Roosevelt Boulevard.

Coordinate land use decisions with existing and planned transit assets to increase transportation choices, decrease reliance on automobiles, increase access to jobs, goods and services, and maximize the benefits of transit

Transit-Oriented Development nodes should be planned even before the proposed Roosevelt Boulevard rapid transit is designed and built. The City's 2003 Roosevelt Boulevard study proposed a Town Center at Cottman and the Boulevard that would serve the entire Northeast as a mixed use retail/office center. This vision can be facilitated through appropriate zoning, to a degree even without a rapid transit service. If a rapid transit-style service were to run along Roosevelt Boulevard, this would force the substantial improvement of bus/trackless services throughout the Northeast as buses and trackless trolleys would need to run much more frequently to carry higher loads of passengers accessing the rapid transit system. Improved bus/trackless service in turn would attract more ridership on the system, as wait times become shorter and transfers become easier.

Complete Streets

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

Compared to most of the City, the Central Northeast District is strongly auto-oriented, and developing complete streets is challenging. Most of the streets have sidewalks, but there are some significant gaps. Similarly, there has been a good start on a bike lane network, but there are many gaps, and some of the most obvious connections are on roadways with heavy traffic. Central Northeast residents have complained that traffic on many streets, including those that traverse predominately residential areas, moves at excessive speeds. In such locations, traffic calming to improve safety for pedestrians and bicyclists would be helpful.

Pedestrian and Bicycle Networks

The existing bike lane network in Central Northeast is strongest for north-south routes, including Verree, Pine Road, Rockwell, Rising Sun and Oxford on the west side, and numerous shorter north-south segments through the middle of the district: Loretto, Summerdale, Dungan, and Whitaker. Bustleton Avenue has bike lanes north of Castor, and Castor has marked shared lanes (sharrows) from Bustleton to Cottman. The only existing east-west bike lane of any length is Tyson Avenue, from Oxford to the Boulevard. The Pennypack Trail serves as an important east-west recreational bike route.

The *Pedestrian and Bicycle Plan* has many recommendations for expanding the bike lane network in the Central Northeast District. The major north-south bike lane routes recommended by the plan are Loretto, Summerdale, and Whitaker. All of these will connect to a proposed east-west bike lane on Magee, just south of the district. Napfle is also proposed as an east-west bike lane connector from Dungan to the Boulevard, with Bicycle-Friendly Street treatment connecting it to the Five Points area on the west. The Bicycle-Friendly Street treatment is a combination of sharrows, signs, and bicycle-friendly traffic calming. Solly Avenue is also recommended to get this treatment for another east-west connector.

Rhawn Street, Cottman Avenue, and Holme Avenue were all designated for “Further Study Required,” as they would be desirable connections in the network, but it is not clear whether the level of traffic on these streets can permit safe accommodation of bicycling. The recommendation on Krewstown Road is for climbing lanes, which means there may not be room for bike lanes in both directions, so a bike lane is recommended in one direction, with sharrows in the other direction. Last, but not least, a sidepath is recommended along Roosevelt Boulevard. This would involve improving the sidewalk on one side and converting it to a multi-use trail. This recommendation is one of the high priority bicycle recommendations in the *Pedestrian and Bicycle Plan*. Both the existing network and the recommendations are shown in the map below.

Bicycle Network

Existing Network

— Bike Lane

Recommended Network

— Bike Lane

— Marked Shared Lane

— Bike Friendly Street

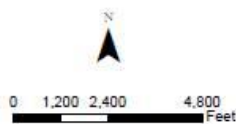
— Climbing Lane

— Cycletrack

— Contraflow

— Shared Roadway

— Sidepath



Missing sidewalks have been a recurring complaint from neighbors in the Central Northeast District. The sidewalk inventory conducted as part of the *Pedestrian and Bicycle Plan* revealed that sidewalks are missing on long segments of several arterials and connectors in the Central Northeast District, notably Oxford Avenue, Krewstown Road, Pine Road, Verree Road, and Winchester Avenue. In cases where these roads travel through parkland, e.g., Krewstown and Verree, it may be acceptable to have a sidewalk on only one side of the street.

The *Pedestrian and Bicycle Plan* identifies a small number of the missing sidewalk segments, or sidewalk segments in very poor condition, as being high priorities for investment because of their proximity to

schools, transit stations, parks, or senior center. In the Central Northeast District, the high priority segments for sidewalk improvements are Oxford Avenue from Borbeck to Hartel, Bustleton from Hoffnagle to Benson, Large St. from Tustin to Bergen, Winchester from Tremont to Winchester, Winchester from Holme to Stamford, and Roosevelt Blvd at intersection with Princeton. The last four sections are fully or partially publicly owned.

Pedestrian and Bicycle Safety

Crossing Roosevelt Boulevard is very difficult for pedestrians and has been a focus of the Roosevelt Boulevard Safety Task Force (see below). A 2007 Roosevelt Boulevard Corridor Study by DVRPC examined five “mid-block” crosswalks and three signalized intersections in the Central Northeast District. Follow-up studies by the Task Force recommended that crosswalks at Longshore Avenue and Loney Street be removed; that the two unsignalized crosswalks between Princeton and Friendship and between Friendship and St. Vincent be removed and replaced with a new, signalized crosswalk at Friendship Street; and that a signalized crosswalk be added between Shelmire Avenue and Faunce Street. The crosswalk improvements were completed in 2012. All pedestrian signals on the Boulevard were upgraded to countdown signals in 2008.

Two intersections on Roosevelt Boulevard were called out in the *Pedestrian and Bicycle Plan* for attention: Rhawn Street and Cottman Avenue. Recommended improvements included:

- widened sidewalks with buffers;
- better delineation of driveways from sidewalk areas;
- upgrading painted medians to pedestrian refuge islands;
- consideration of Leading Pedestrian Intervals (a 3-4 second interval in a signal cycle to give pedestrians a head start before turning traffic gets the green light); and
- adding bus shelters.

The section of Cottman Avenue near the Roosevelt Mall needs additional provisions for safe pedestrian crossings. Health Center and Library patrons park at the shopping center and then cross without benefit of any traffic control or median refuge island.

A nexus of pedestrian safety issues was identified near the west end of Cottman Avenue. This section has heavy traffic volume and it is difficult for passengers using the Ryers train station to cross the street. Near the station but across the street, Hasbrook Avenue provides access to a health care facility. Hasbrook is the county border, on the south side of Cottman Avenue, and has no sidewalk on the City side. Employees commuting by transit face several obstacles in getting safely to and from work.

Streets and Highways

Goal: Provide a safe and efficient road network that supports planned land uses.

Traffic Management

The street network of Central Northeast is mostly a grid system with some loops and curves, but generally well-connected. There are just a few streets that depart from the grid, most notably Oxford and Bustleton Avenues; and these tend to result in the formation of the difficult “Five Points” intersections. The most important barriers to transportation are the railroads, Pennypack Park, and Roosevelt Boulevard.

The Boulevard is the dominant transportation feature of the district. It separates the Lexington neighborhood and the easterly portions of Pennypack Park from the rest of the Central Northeast. Roosevelt Boulevard was originally envisioned as a grand vehicular artery with rapid trolleys in the median. The rapid transit never came, but the roadway's scale is truly grand for Philadelphia. The twelve-lane boulevard carries traffic volumes ranging up to nearly 90,000 vehicles per day in the Central Northeast District, a level that rivals many grade-separated limited access highways. As the transportation spine of Northeast Philadelphia, Roosevelt Boulevard is often seen as being both necessary and problematic. Its width can be daunting for both motorists and pedestrians, though the twelve lanes are separated by three landscaped medians.

The Roosevelt Boulevard Safety Task Force was formed in 2002 due to concerns about a cluster of pedestrian fatalities, as well as two Boulevard intersections (not in the Central Northeast District) being named to State Farm's Top 10 Most Dangerous Intersections national list. Over the past decade, the Task Force has worked to make Roosevelt Boulevard safer, assisted by generous earmarks of funding that have supported supplemental traffic enforcement, as well as a comprehensive safety education campaign. In addition to the crosswalk analysis, described above, the 2007 DVRPC safety study of the Boulevard examined the crossovers between the inner and outer lanes. Approximately one-third of the crossovers were recommended for elimination and another third for expansion. The study also briefly evaluated an alternative configuration that would reduce the roadway from 12 lanes to 10 lanes and eliminate the side medians. Over the past few years, the City and PennDOT have worked together to improve signal timing along the Boulevard. This project is complete from north of Whitaker Avenue.

Aside from the Roosevelt Boulevard, streets in the Central Northeast that carry significant volumes of traffic include Cottman, Oxford, and Holme Avenues, Rhawn Street and Verree Road.

The TIGER III project on Bustleton Avenue mentioned above will upgrade traffic signal controllers, connecting them to the City's existing traffic control center via fiber optic cable, and install traffic monitoring cameras. It will also upgrade Americans with Disability Act (ADA) compliant ramps and install pedestrian countdown signals. The project is intended to improve general traffic flow and provide shorter travel times for transit riders.

Another major transportation project is the replacement of the Holme Avenue bridges over Roosevelt Boulevard at Pennypack Circle. The traffic circle configuration will be removed and a more conventional signalized interchange between Holme Avenue and Roosevelt Boulevard is planned. Intersection improvements are proposed at both approaches.

Other Transportation Improvement Program (TIP) projects in Central Northeast include Phase 3 of the Fox Chase/Rockledge Streetscape Improvements and the Tyson Avenue Signal Modernization project, which will include 21 intersections from Rising Sun to Torresdale.

As noted above under the Transit section, traffic management is a key strategy to improve transit operations. Conversely, increasing transit ridership will help to reduce traffic congestion by substituting transit for automobile use. The TIGER project on Bustleton Avenue has been funded, and a study of Bus Rapid Transit for Roosevelt Boulevard will start this year. Other major roads with traffic management issues that might benefit from attention include Cottman Avenue, Oxford Avenue, Holme Avenue, and Rhawn Street. All of these streets have also been identified, in whole or in part, for further study for bicycle accommodation.

Goods Movement

The CSX Trenton Subdivision is a single-track freight line that carries more than 20 trains a day through the Central Northeast District. A major project to create double-stack clearance has been underway for several years. The project features 'undercutting' to lower the elevation of the rail bed plus modifications to bridge overpasses. The final stages of the project are expected to commence in 2013 or 2014 in the vicinity of Bleigh Street and Cottman and Oxford Avenues.

The Trenton Subdivision carries trains passing through Philadelphia to points north and south along the northeast corridor as well as trains originating in and destined for CSX facilities in South Philadelphia. The line is expected to be utilized in the future for unit trains bringing domestic crude oil to the Philadelphia Energy Solutions refinery.

RECOMMENDATIONS FOR FOLLOW-UP

- Consider the addition of mid-block crossings to Cottman Avenue in the vicinity of the shopping center. Pedestrian refuge islands are one of only two pedestrian-specific safety measures on FHWA's list of Nine Proven Crash Countermeasures.
- Explore the potential enhancement and possible expansion of trackless trolley service (Route 59), highlighting its transit advantages and contributions to "place-making" along Castor Avenue.
- Tie bike network recommendations and missing sidewalks to trail recommendations.
- Work closely with the DVRPC on the upcoming study of potential Bus Rapid Transit on Roosevelt Boulevard.
- Look into "branding" SEPTA's trackless trolleys to capitalize on this unique set of assets. A graphic "signature" may go a long way toward instilling a sense of place and pride in the CNE District.

UTILITIES

Philadelphia2035 Citywide Vision Goal: Provide environmentally supportive, affordable, and reliable utility service to all customers.

SUMMARY OF EXISTING CONDITIONS

The Central Northeast District (CNE) is primarily a consumer of utility services. The District's residential, commercial, institutional, and industrial activities are fully served by electric, gas, telecom, water and sanitary sewer, and waste disposal services. For the most part, sanitary and storm sewers are separate, however, there are some combined sewers in the southern portion of the study area. There are no major utility generation, processing, or waste management sites in CNE, although the District is crossed by a major PECO transmission line and hosts a large PWD stormwater retention tank under Bradford Park. Nazareth Hospital, Fox Chase Cancer Center, and Jeanes Hospital maintain on-site power plants, which generate their power for heating and cooling. Parcels with large amounts of impervious surface face higher stormwater management charges as part of the city's plan to comply with EPA regulations.

KEY ISSUES

Noteworthy utility issues in the Central Northeast District include:

- How can properties in the district contribute to *Greenworks Philadelphia* and *Philadelphia2035* goals to reduce citywide building energy consumption, retrofit existing buildings for energy efficiency, increase the use of alternative energy sources, and manage stormwater to meet federal standards?
- Some components of systems built to accommodate the initial development of the Central Northeast may now be outdated for a community forecasted for continued population growth.

MAJOR OPPORTUNITIES

The Central Northeast District may have significant utility opportunities in:

- Properties built in the 1940s through 1960s are prime candidates for energy-efficiency retrofits.
- Aging institutional power plants and large flat roofs on commercial and institutional properties are candidates for conversion to more efficient plants and solar arrays.
- Required upgrades to utility components may also provide additional amenity, such as usable open space, for adjoining neighborhoods.

UTILITIES (Specific Topics)

Consumption, Capacity, and Condition

With major hospital complexes, more than three million square feet of retail space, and 30,000 households, the Central Northeast District has a significant amount of building floor area that consumes energy for heating, cooling, lighting, and operating appliances and equipment.

The existing building stock in CNE presents few barriers to energy-efficiency retrofits, generally the most cost-effective energy and cost-saving strategy given current energy prices. Since a large proportion of CNE properties were constructed in the 1940s through 1960s, the potential energy savings achieved via thoughtful retrofits may be substantial. Additionally, the presence of many existing flat roofs provides

CNE with a large supply of potential locations for solar PV and solar hot water systems. Generally, steady improvements in solar technology and pricing may make deployment of solar systems more common. In Philadelphia, the zoning and permitting process has been improved to encourage and guide investments in alternative energy.

Further discussion with utility providers is needed to identify any specific capacity or condition barriers to serving present and future CNE customers.

Broadband

There are no known issues related to broadband infrastructure at this time.

Recommended Follow Up

- Confirm with PECO, PGW, and PWD that existing infrastructure is modern and adequate to service forecasted growth in CNE population.
- Identify any major pieces of utility infrastructure slated for modernization, and consider potential related community impacts or benefits.
- Seek Mayor's Office of Sustainability (MOS), Commerce Department, and EEB Hub office input into energy efficiency programs that may be particularly appropriate to the building stock of CNE.
- Consider how property owners might incorporate innovative stormwater management techniques when making upgrades to their properties.

OPEN SPACE AND TRAILS

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

SUMMARY OF EXISTING CONDITIONS

Parks, Recreation, and Open Space

There are significant passive and active open spaces in the Central Northeast District, including Pennypack Park, Jardel Recreation Center, and Burholme Park. These major public open spaces and recreation facilities offer green and historic assets for public enjoyment and programming for youth, adults, and seniors in the district (see accompanying map).

Major Parks

Pennypack Park is the main park in the district and one of the largest watershed parks in Philadelphia at approximately 1,600 acres (1,300 acres within CNE). The park is mostly passive recreation space with the 11-mile, Pennypack Creek Trail, several playgrounds, Pennypack Environmental Center, an amphitheatre and picnic and seating areas. There are several maintenance issues in the park, not uncommon for a park of this size. There are nine full-time maintenance workers employed by Philadelphia Parks & Recreation, but maintenance needs often strain staff time and resources. The park is heavily impacted by major storm events and flooding; low-lying soft and hard surface recreation paths and facilities are damaged by rising waters and trees are downed and damaged from storms, resulting in blocked recreation paths. Major fence and building repairs are needed throughout the park and staff maintenance equipment needs include a crane. For example, the building in the park near Frankford and Solly is beyond repair and needs to be removed. Several major trailheads are within the District at the Pennypack Park, including Pine Road, Verree Road, Solly and Tabor, Krewstown Road, Roosevelt Boulevard, Holme Avenue, and Frankford Avenue. Sidewalk access to these locations is generally acceptable, but there are some sidewalk gaps to access the trailheads, discussed in more detail in the Transportation Memo.

Burholme Park, a 64 acre active and passive park property in Fox Chase, is adjacent to the Fox Chase Cancer Center and Jeanes Hospital. The Ryerss Mansion in Burholme Park dates from 1859. It currently functions as a museum and independent library hosting a collection of historic artifacts and antiquities collected by the Ryerss family. The mansion is open to the public and often hosts public gatherings. The mansion's location in the park is the highest points in the district offering views of Center City from the mansion's cupola. The park also includes several baseball/softball fields, a picnic area, playground, concession stand, driving range, batting cages and a large passive recreation field.

Fox Chase Farm is one of Philadelphia's few city owned working farms. It is located near Pennypack Creek and Park and extends past the municipal boundary on Pine Road. The farm is open to the public for limited events but is mostly used as a teaching farm for school programs.

Bradford Park is another large park property in the District, between Bustleton Avenue and Roosevelt Boulevard at Faunce Street. The park is currently a passive recreation space for the neighborhood.

Recreation Facilities

Several major recreation facilities serve the population of the district, including the Jardel, Fox Chase, and Pelbano Recreation Centers and the Northeast Older Adult Center.

Jardel Recreation Center is an approximately 10-acre facility on Cottman Avenue that is intensely used by the surrounding community. The facility includes a hockey rink, pool, basketball courts, multi-purpose fields, and tennis courts. Programming includes adult, senior, youth, and special-needs activities six days a week throughout the year.

The Fox Chase Recreation Center is a large recreation center in the Fox Chase neighborhood run by Philadelphia Parks & Recreation in coordination with the Fox Chase Advisory Council, the Fox Chase Soccer Club, and the Fox Rok Athletic Association. The center is adjacent to the Fox Chase Train Station and the Fox Chase Elementary School. The facility offers after-school programs, art and computer learning programs, and adult and youth sports programming. The center serves the Fox Chase neighborhood as well as Lawncrest and Burholme and nearby residents in Rockledge, Montgomery County, , as well as those neighborhoods that do not offer the range of programs and facilities available at Fox Chase Recreation Center. The programming and facilities are operating at capacity and there are several minor building issues, such as aging heating and electrical systems and roof leaks.

The Pelbano Recreation Center was built in 2007 as a handicapped accessible recreation center with extensive youth and adult recreation programming, including a large summer camp, yoga, zumba, a fitness room, special needs sports program, and partnerships with local schools and community groups for ESL and SAT prep classes and bible study. There are several major facility issues in the building, including inadequate air conditioning, roof leaks, and drainage problems in the sports fields.

The Northeast Older Adult Center is a major hub for seniors in the district in the Rhawnhurst neighborhood, directly adjacent to Pelbano Recreation Center. It is on Bustleton Avenue at Solly Avenue and is sponsored by Philadelphia Parks & Recreation with funding support from Philadelphia Corporation for Aging and the PA Department of Community and Economic Development. The center is a congregate meal center with recreation, volunteerism, and limited health and social programming and services on site.

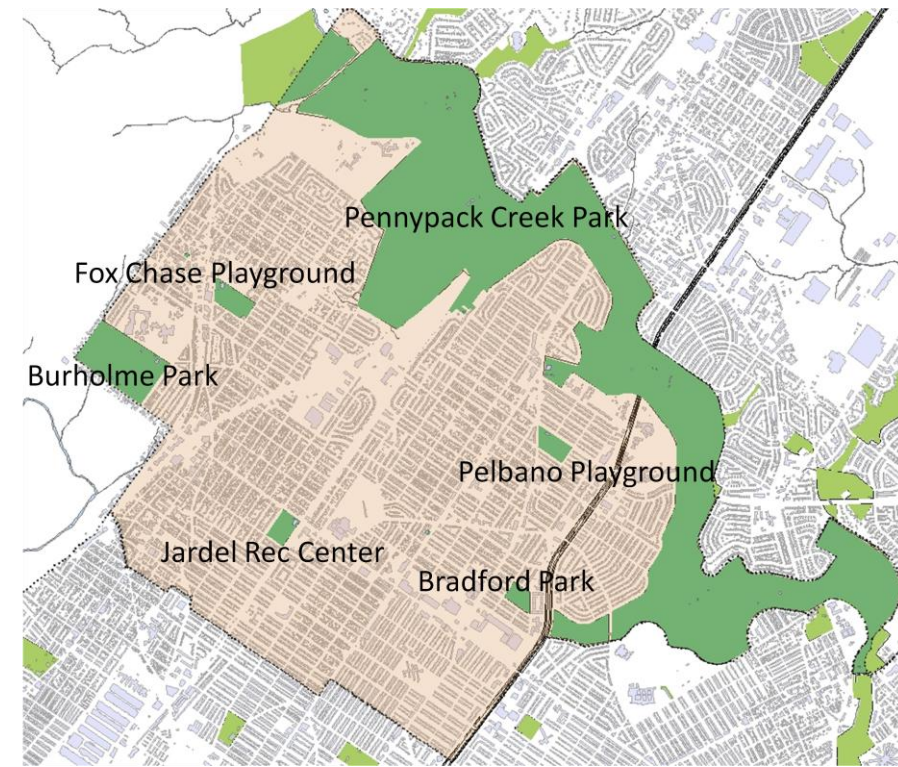
Trails

There are significant linear open space assets in the CNE district, including one of Philadelphia's longest trails, the Pennypack Trail. These assets are concentrated along the northern boundary of the study area, with little access to linear open space in the remainder of the study area. Several trails are proposed that will expand and link existing open spaces and trails to other neighborhoods in the District.

Existing

Pennypack Park Trail is an 11-mile paved trail that runs the northern border of the district and extends east to the Delaware River through Pennypack Park. There are also more than 30 miles of soft surface trails in the park, for mountain bikers, runners, and hikers.

The Pennypack Lorimer Connector Trail is a soft surface trail link that runs from the terminus of the Pennypack Trail, at Pine Road, to meet the Lorimer Trail in Montgomery County, directly west of the city boundary along the Pennypack Creek. This is an important inter-municipal connection to the larger regional trail network.



Proposed

Proposed trails in the district include the Tacony Pennypack Connector Trail, the Pennypack Poquessing Connector Trail, the Fox Chase Lorimer Trail, and the Roosevelt Boulevard Sidepath. Each of these trails fills a gap in the *Green2015* Walkable Access to Public Open Space Map, would increase access between residential areas and open space amenities, and could serve as links in the pedestrian and bicycle transportation networks. For more information on these trails, please see the *Philadelphia Trail Master Plan*.

The Tacony Pennypack and the Pennypack Poquessing Connector Trails would run along a utility right of way between the Tacony/ Pennypack and Pennypack /Poquessing Parks, respectively, to connect these major regional parks to each other and adjacent neighborhoods.

The Fox Chase Lorimer Trail would run from the Fox Chase Train Station along the abandoned SEPTA right- of- way to the Lorimer Trail, approximately one mile northwest. This would link the Fox Chase neighborhood to the Lorimer and Pennypack Trails which comprise more than 13 miles of total trail, and would offer new transportation and recreation options for neighborhoods along the route.

The Roosevelt Boulevard Sidepath is a proposed combined pedestrian and bicycle facility—a sidepath—along the length of the street-grade level boulevard through north and northeast Philadelphia, approximately 11.9 miles. There are significant segments of the Boulevard without pedestrian amenities such as sidewalks, crosswalks, or ADA accessible curb ramps. There is also a lack of direct bicycle routes across this area of Philadelphia. A sidepath along the Boulevard would connect neighborhoods, employment centers, recreation and shopping destinations, transit stops and encourage safe bicycle and

pedestrian movement along the Boulevard. Construction of the sidepath would primarily occur within the street right-of-way and would require Streets Department, PennDOT, and adjacent property owner coordination.

Walkable Access to Public Open Space

As part of *Green2015*, Philadelphia Parks & Recreation performed an analysis of residential areas in the city to determine residents' easy access to public open space, as defined by ¼-mile or a 10-minute walk. This analysis was included in *Philadelphia2035* to identify areas of deficiency in public open space. As shown on the accompanying map, there are several areas in the district where residents cannot walk easily to public open space. Major gaps in walkable access to open space are detailed later in this memo.

KEY ISSUES

The following are important park, recreation, and trail issues that the CNE District is facing over the next ten years:

- Maintenance and operations of park and recreation sites
- Areas identified as needing capital investment and programming attention
- Gaps in walkable access to public open space
- Walkability and access between public open spaces and recreation centers to enhance usability for the youth and elderly population
- Increasing linear trails in the district

MAJOR OPPORTUNITIES

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

- Improvements to existing parks' and recreation centers' major deficiencies.
- Filling the gaps in the Walkable to Public Open Space Map by promoting trail development. The Tacony Pennypack Connector, Pennypack Poquessing Connector and Roosevelt Boulevard Sidepath fill most of the gaps in the map.
- Increased walkability and access between schools, commercial areas, and open space and recreation facilities by way of targeted signage and sidewalk improvements. Expanding the bicycle wayfinding signage and closing sidewalk gaps.

FOLLOW UP

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

- Focusing capital improvement spending on the most-needed park and recreation assets, as identified by Park & Recreation staff stakeholder interviews and firsthand observation.
- Filling gaps in Walkable Access to Public Open Space, particularly in the following areas:
 - Oxford/Rising Sun and west
 - Along Pine Road/Medial Mission Sisters Home
 - Center of District north of Northeast High School and through to Rhawn St., though limited public field usage at Northeast High partially fills this gap
 - Center of District south of Cottman Avenue to Knorr
- Continuing to encourage public use of open space by improving wayfinding signage, such as bicycle and loop promotion signage for local walking and cycling routes

ENVIRONMENTAL RESOURCES

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

SUMMARY OF EXISTING CONDITIONS

The Central Northeast district has no acute environmental issues or threats. However, the district's general, automobile-oriented pattern of development and transportation contributes to the city's overall challenges in meeting federal standards for air and water. Central Northeast residents, employers, and stores are heavily dependent upon automobile transportation. Physical characteristics that support this dependence include relatively low density development, wide streets, and large parking lots. These characteristics are part of what many residents have traditionally liked about the Central Northeast. Over the long term, however, the cumulative effects of many small decisions in the Central Northeast can help the district and the city improve its air quality, water quality, and tree cover without significantly altering the physical fabric of the community.

KEY ISSUES

The following are important environmental issues facing the Central Northeast District (CNE):

- Air quality data show the CNE as comparable to much of the rest of Philadelphia, where nearly 60% of all harmful air pollutants are traceable to motor vehicle emissions. These pollutants prevent Philadelphia from attaining EPA standards for ozone and fine particulates. Changes in land use patterns, employment locations, and transportation options can help improve air quality, but need to be implemented on a broad, citywide and regional scale to have a meaningful impact.
- The CNE is a study in contrasts with regards to stormwater management and tree cover: The Pennypack Park and Creek is a watershed park of regional significance that provides significant air quality, tree cover, and recreational benefits. Major private land holdings – most notably the large parcels with vast impervious parking surfaces within the Cottman and the Boulevard commercial district - utilize the existing combined sewer collection system, and are not currently designed to manage stormwater runoff. The Pennypack Park area has substantial tree cover which raises the average coverage of the district but does not address the heat island effect and other issues facing impervious and developed areas with minimal tree cover. A look at the existing tree cover canopy maps in the Tree Cover section below reveals that parts of the district have less than the recommended 30% cover.

MAJOR OPPORTUNITIES

Large-scale opportunities to improve environmental outcomes in the CNE include:

- Big parcels at Cottman and the Boulevard can be modified to manage stormwater, expand tree cover, and create a greater intensity of uses within a walkable area.
- Other large parcels and rights of way may provide the Philadelphia Water Department with additional locations and partners for creating new stormwater management infrastructure.
- Improved transit connections along Roosevelt Boulevard may increase the viability of non-car commuting to and from the Central Northeast, thereby reducing auto use and emissions.

ENVIRONMENTAL RESOURCES

Air Quality

Citywide Goal: Improve air quality within the city and region

According to the Philadelphia Department of Public Health's Air Management Services Division, Philadelphia's overall air quality appears to be improving. Its 2010 report (http://www.phila.gov/health/pdfs/airmanagement/AQR_2010_Final.pdf) reveals that the city and county are in attainment for air toxics, with the exceptions of ozone and particulate matter. These two harmful air pollutants are closely tied to motor vehicle emissions. Isolated interventions are unlikely to change people's transportation choices enough to significantly reduce the proportion of harmful air pollutants associated with motor vehicles at the regional level. Nevertheless, land use changes and transportation investments within this district can help advance city policy to increase transportation choice to achieve a variety of environmental, public health, and economic benefits.

The Central Northeast District (CNE) contains several predominantly auto-oriented residential neighborhoods and business districts. The most recent ACS data indicate that nearly 85% of households within CNE own at least one vehicle. Closely related, 80% of residents commute to work alone in a car. In this context, there are unavoidable environmental impacts related to vehicle emissions. In the short term, there is little that can be done to reduce dependence on car usage in the district, particularly for commuting purposes. Current land use patterns and the locations of employment nodes do not make cycling a viable commute option for most (0.52%), though a significant proportion of CNE residents workers do report walking to work (3.62%). Transit accounts for 13% of all work trips, thanks in large part to the proportion of employed residents who work in the Metropolitan Center (see "Economic Development" memo for details).

Water Quality

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

The district's northern boundary is Pennypack Park, one of Philadelphia's major watershed parks and a major piece of natural infrastructure for protecting water quality. Protections against steep slope development and other regulations already in place are intended to ensure that development projects will not negatively impact the water source.

Tree Cover

Goal: Increase tree coverage equitably throughout the city

Additional tree cover benefits the environment by improving stormwater management, cleaning the air, and reducing summer temperatures. A 2011 report to the Philadelphia Department Parks and Recreation (http://www.fs.fed.us/nrs/utc/reports/UTC_Report_Philadelphia.pdf) ranks the Central Northeast in the highest quintile for existing tree cover (24-47%) with three other planning districts (Upper Northwest, Lower Northwest, and West Park). Pennypack Park raises the district's overall tree cover percentage, and provides many benefits detailed above, but the fact remains that tree cover is inconsistent across the district.

The most abundant tree planting opportunities are typically along publicly held properties and rights of way, within existing and planned park areas, and within private properties in situations where the uses and layouts are compatible with the planting of additional trees.

Recommended Follow-Up

The CNE District Plan can help to communicate the environmental (and other) benefits of gradual, coordinated shifts in land use and transportation. Changes in land use can work together with changes

in transportation to enable more people to drive shorter distances or less frequently, walk, bike, and take transit.

- Identify land use and zoning strategies for reducing automobile reliance, including strengthening neighborhood-serving commercial services near housing concentrations, and intensifying the mix of uses at the Cottman and the Boulevard shopping district, already a significant trip generator.
- Explore investments in new transit service and/or parking facilities around transit stations to make transit use and transit-oriented development more attractive. In the near-term, traffic studies might reveal signal modifications to reduce congestion and/or idling times.
- Document the role that PWD's Bradford Park stormwater infrastructure plays in its particular watershed, and the specific goals that PWD needs to achieve in the Central Northeast to meet its regulatory requirements.
- Encourage large commercial property owners who face increased PWD stormwater fees to consider parcel reinvestment strategies that improve stormwater management and lower these fees.

Philadelphia2035: Central Northeast District Plan

Existing Conditions, Issues, and Opportunities—FINAL DRAFT May 2013



PUBLIC REALM

Philadelphia2035 Citywide Vision Goal: Achieve excellence in the design and quality of Philadelphia's built environment.

SUMMARY OF EXISTING CONDITIONS

The Central Northeast District's public realm is characterized by its automobile-oriented environment with mid to low-density residential neighborhoods with garages that are divided from one another by commercial corridors, infrastructure rights of way, Roosevelt Boulevard and the meandering nature of Pennypack Park. The predominant residential development pattern is twins with front-yard setbacks and parking off rear driveways. Significant regional destinations located across the district are Bustleton Cottman Shopping Center, Northeast High School, Burholme Park, Pennypack Park, and three hospitals: Jeanes, Nazareth and the Fox Chase Cancer Center. The public realm could benefit from expanded multi-modal transportation opportunities across the entire district including improved pedestrian and vehicular circulation at key intersections and commercial areas.



Figure 1 SWOT Analysis

KEY ISSUES

The following are important public realm issues the Central Northeast District is facing over the next ten years:

- Address Cottman Avenue from Roosevelt Boulevard to Castor Avenue with a focus on vehicular and pedestrian issues related to the Bustleton Cottman Shopping Center and the co-located facilities of the Northeast Regional Library and Health Center No. 10 across the street. Particular attention is needed regarding streetscape improvements, vehicular circulation and parking, gateways, transit access, and pedestrian amenities.
- Increase access to Pennypack Park both regionally and from within the district. Trail heads could be improved through signage, amenities, and parking. Identifying connector streets and new trails that lead to the trail heads is also critical to expanding access. Bicycle networks need to be expanded and completed. Consider adding the PECO right of way to this network.
- Improve multi-modal connections to train stations from employment centers such as For Chase Cancer Center and Jeanes Hospital and attractions such as Burholme and Pennypack Parks.



Figure 2 Open Space Analysis

MAJOR OPPORTUNITIES

There are significant public realm opportunities in the Central Northeast District.

- Opportunity 1:
 - Streetscape improvements to Cottman Avenue from Roosevelt Boulevard to Castor Avenue for the Bustleton Cottman Shopping Center and the co-located facilities of the Northeast Regional Library and Health Center No. 10
 - Will need to assess: amount of retail parking and patterns of circulation (both vehicular and pedestrian): parking availability for public facilities; and pedestrian crossings
 - Gateway opportunities at three intersections with Cottman Avenue, Castor, Roosevelt Boulevard and Hasbrook. Design guidelines for Cottman Ave, in part, or along entire length, given variations in development patterns and use
 - Sidewalk treatments to soften the surfaces
- Opportunity 2:
 - Multi-modal network that links railroad stations, schools, and parks via roads and infrastructure ROWs
 - Create an on and off-road trail network with Solly Avenue and Tyson Avenues connected by the PECO ROW (aka trail alignment) and Pine Road.
 - Cheltenham rail station near the terminus of Tyson Avenue and the Fox Chase station near Solly Ave via Pine Road. Solly connects to the trail head at Pennypack Park here and intersects further east at Tabor Avenue near another trail head.
 - Algon Avenue along the entire length of the district.
- Opportunity 3
 - Fox Chase Station “Town Center”
 - Two municipal parking lots adjacent to station on either side of the tracks can support a higher and better use of public/private development that could also incorporate additional parking to address the current shortage.
 - Fox Chase Rec Center, Fox Chase School, and commercial corridors on Rhawn and Oxford near Loney Park
 - Gateway opportunity site at Rhawn Street and Oxford Avenue
 - Provide multi-modal connections to Fox Chase/Jeanes Hospitals
 - Improve streetscape along Pine Road for connections to trail head at Pennypack Park
- Opportunity 4
 - Streetscape improvements within the Five points intersection and along Cottman Avenue from Bingham street and Ryers Station to Burholme Park
 - A war memorial stands in the traffic median at the intersection of Rising Sun, Cottman, and Oxford Avenue with minimal crossings and no space for reflection.
 - Consider study of traffic intersection redesign for improved pedestrian crossings and new location for war memorial.
 - Improve signage, circulation, and multi-modal connections at several locations
 - Within the Five Points Intersection along Oxford, Rising Sun, north and south of Cottman Avenue
 - Cottman Avenue between Bingham Street, , Ryers Station, and Burholme Park



Figure 3 Street Hierarchy

PUBLIC REALM

Development Patterns

Goal: Enhance and improve the walkable form with buildings and spaces that have appropriately scaled heights, massing, and setbacks

- Walkable scale of the city
 - Block Structure
 - Typically twins or row houses with front yards and privately-owned service alleys that provide access to private driveways or garages, although few blocks have driveway parking in the fronts of the houses.
 - Infrastructure impediments
 - Due to the organic nature of Pennypack Park and the PECO ROW alignment, the northern half of the district is separated into east and west sides. None of the streets north of Rhawn Avenue run all the way across the district. The condition is similar south of Rhawn as well due to the CSX railroad tracks that prevent smaller scale residential streets from connecting east-west across the district.
 - Multi-modal infrastructure
 - Need for more bicycle lanes and usage in the District. Many streets are wide enough to accommodate them.
 - Need to connect bicycle lanes to train stations.
 - Sidewalks are generally present throughout the neighborhoods, but absent on a few roads with large agricultural or open space such as Pine Road

- Development reinforces a traditional urban scale
 - Residential development patterns are mixed throughout the district, usually determined by major streets or infrastructure as boundaries. Some blocks have mixes of twins and single family.
 - Some pockets of low-density single-family detached houses are located along edges that back up to the PECO ROW, Pennypack Park, CSX railroad tracks, and Roosevelt Blvd. In these low density housing areas the street grid is replaced by cul-de-sacs. .
 - There is a concentration of single family row houses generally located in the southeast section of the district. This area provides single-family housing on parcels that have verdant front yards with an abundance of gardens.
 - Many of the commercial streets in CNE that have front loaded off-street parking do not have strong pedestrian usage. This could be due to the general worn out nature of the current existing structural fabric, including sidewalks, parking areas, store signage and facades. The width, speed, and suburban style development of the existing street system supports the convenience store but does not adequately support the traditional commercial corridors within the district. Some intersections have significant concentration of multi-story apartment buildings (Bustleton and Glendale, Bustleton and Tustin).
 - Some blocks have inconsistent street frontage.
- There are important intersections throughout the district where pedestrian usage is higher due to a concentration of neighborhood resources such as neighborhood commercial centers, busy intersections (e.g., Bustleton and Tustin, Five Points) and transit nodes (e.g., the Fox Chase station). Many of these neighborhood commercial areas consist of genuine 1950's and 1960's era structures that could use additional "storefront improvement" resources to reestablish their unique qualities.
- The larger scale commercial streets are located on the eastern and western edges of the district. The center of the district is comprised of residential use and neighborhood scale commercial corridors.
 - North-South streets:
 - Roosevelt Blvd and Verree Road are on the eastern and western ends of the district, respectively.
 - The Castor Ave commercial corridor runs through Lower Northeast and merges with Bustleton Avenue near Pennypack Park.
 - The Rising Sun commercial corridor continues through the Lower Northeast District into CNE and ends just north of Cottman Avenue at the "Five Points Intersection". Traffic continues onto Oxford Avenue, a diagonal, district-wide commercial street, and then intersects with the beginning of Verree Road, another diagonal residential street.
 - East-West streets:
 - Cottman Avenue and Rhawn Street run the entire length of the district, passing through Roosevelt Blvd to continue westward into Bucks and Montgomery counties and also eastward to the North Delaware Riverfront and bridges into South Jersey communities. The western end of Rhawn Street intersects with Pine Road and Oxford Avenue, creating a triangular "Rockledge/Fox Chase" town center near the Fox Chase train station.

- Major residential streets:
 - North-South Streets:
 - Algon Avenue is one of the few residential streets that run the entire length of the District, located in the geographical center of the District. Northeast High School is located at its intersection with Cottman Avenue. There is a parking lot and Pennypack Park trail head near the intersection with Krewstown road just above the bridge.
 - East-West streets:
 - Tyson Avenue, a residential tree-lined street south of Cottman Avenue, runs from Roosevelt Blvd to the county line and terminates near the Cheltenham rail station. This street has bike lanes along most of its length, but would benefit by extending along the entire length. The typology of the houses in this residential street changes from twins to single family. This is a major east-west street south of Cottman.
 - Longshore, Knorr and St. Vincent streets run uninterrupted across the district and into the North Delaware District.
 - Bleigh Avenue runs from just beyond Oxford Avenue to the Roosevelt Blvd. It is interrupted by Northeast High School and west of the school is primarily a residential street. East of the school the street runs along the north side of the Bustleton Cottman Shopping Center.
 - Solly Avenue, a residential tree-lined street north of Rhawn Street, is not continuous because it is bisected by the CSX tracks and the PECO right of way. Solly Avenue's western end intersects with Algon Avenue and a Pennypack Park trail head. The eastern end of Solly Avenue crosses the Roosevelt Boulevard at the Pennypack circle and continues as Holme Avenue to I-95 and the North Delaware Riverfront.



Figure 4 Development Patterns

Urban Design

Goal: Elevate public demand for good design in the public realm

- Sound design principles to guide development
 - The retail area between the Roosevelt Boulevard and Castor Avenue on the north side of Cottman Avenue is almost one mile long and includes large, medium and small sized stores from Macy's to Jim's Steaks. A large, long-term vacant building at Castor Avenue and additional vacancy exists within this section of the corridor. Recent redevelopment of the former Orleans 8 movie theater in this area added large free standing stores with a significant area developed for parking. These developments were assembled and built, separate from each other. There is a contiguous retail presence of strip malls, some with little to no pedestrian amenities within each retail location. It is not easy to walk great distances between or within these retail areas due to the lack of public amenities like pedestrian landscaped aisles, connecting sidewalks and unwelcoming parking areas.
 - There is insufficient parking for the Northeast Regional Library and the Health Center 10 on the south side of Cottman Avenue.
- Create welcoming, well-designed public spaces, gateways, and corridors
 - Gateway opportunities:
 - Cottman Avenue and Roosevelt Boulevard

- Cottman Avenue and Castor Avenue
- Five Points intersection
- Fox Chase station area
- Corridor opportunities:
 - PECO ROW
 - This stretch of generally open green space beneath the PECO masts could become a linear park that varies along its length in this District from on-street bike lanes to off-street trails with playgrounds. This effort needs a Friends group to adopt it as a project.
 - Solly and Tyson Avenues
 - Opportunities for bicycle lanes along their entire lengths to better connect schools, parks, and stations.
 - Pine Road
 - This road which leads out of the District provides a scenic connection between the trail head and Fox Chase station.
- Strengthen Trail Head Gateways at these locations:
 - Pine Road—existing, obscure location; consider tying to Fox Chase station
 - Susquehanna & Verree Roads
 - Solly and Tabor Avenues
 - Algon Ave/Krewstown Road
- Link public art with major capital initiatives
 - Five Points intersection has a war monument located in the center of a small traffic island but it needs a new respectable home.
- Ensure maintenance and protection of public works of art
 - This district is underrepresented in public art compared to other districts.

FOLLOW UP

- Recommend consistent housing typologies and parking strategies per block for new housing and redevelopment that strengthens street activity.
- Develop focus areas as described above.
- Promote PECO ROW as a potential linear open space/trail system.
- Encourage more public art installations.

DEMOGRAPHIC ANALYSIS

This demographic analysis is based on Decennial Census data (1980-2010), and American Community Survey (2006-2010 and 2007-2011) data for the CNE District. Between the Census in 2000 and 2010, there were a number of changes to census tract boundaries in the area, reflecting population growth and special designation of park and public land. These changes are important to note because the analysis of 2010 Decennial Census data and the ACS data will be based on the new tract boundaries, while the analyses of census data from 1980 -2000 will be based on the old census tract boundaries. As of 2010, the census tract boundaries for the CNE District are: census tracts: 307, 308, 310, 314.01, 314.02, 333, 334, 335, 336, 337.01, 337.02, 338, 339, 340, 341, 342, and 9802.

The CNE District is comprised of a number of neighborhoods including: Upper Northwood, Castor Gardens, Rhawnhurst, Burholme, Fox Chase, Bell's Corner and Lexington. However, because neighborhood boundaries vary, for purposes of this analysis, all geographic references will be limited to the census tracts as listed above.

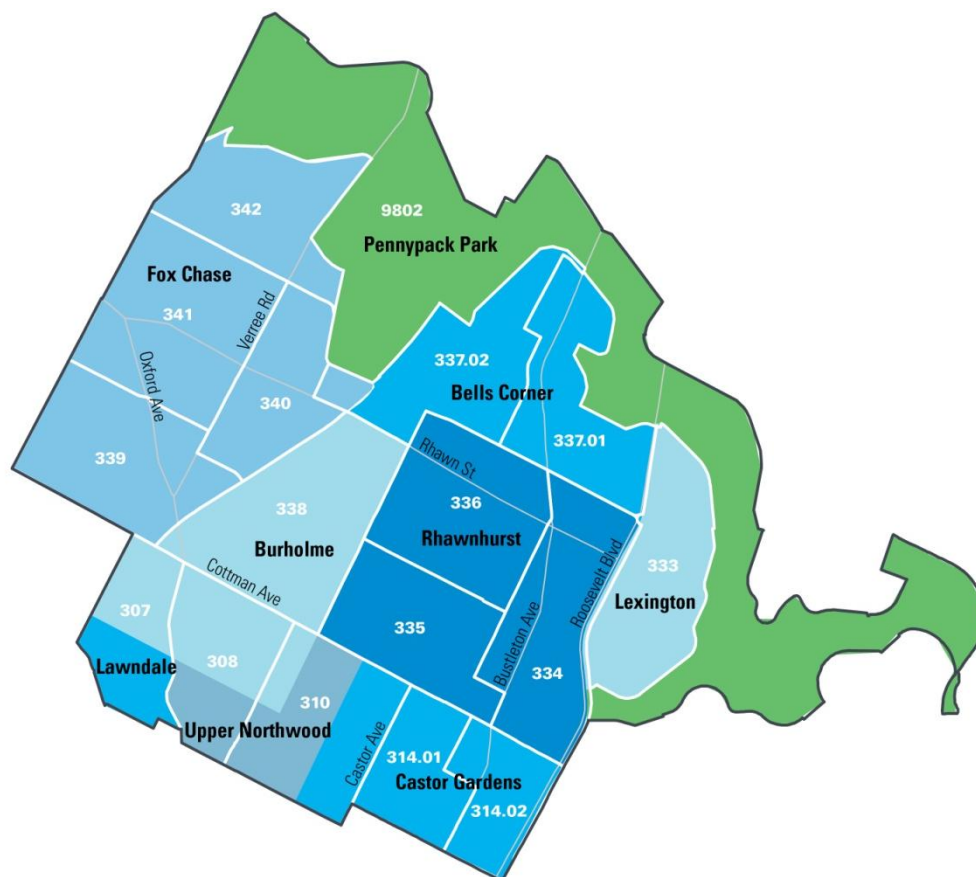


Table 1 Major Indicators – Central Northeast District

Trend Data Central Northeast	1980	%	1990	%	2000	%	2010	%	2010 Citywide	%
Total Population	72,420		69,542		72,179		78,266	5.13% of City	1,526,006	
White	71,457	98.67	67,404	96.93	62,957	87.22	52,743	67.39	626,221	41
Black	162	0.22	472	0.68	2,789	3.86	9,652	12.33	661,839	43
Asian	468	0.65	1,288	1.85	3,491	4.84	9,295	11.88	96,405	6
Latino (any Race)	574	0.79	1,155	1.66	3,745	5.19	8,638	11.04	187,611	12
HH Population	71,082	98.15	68,029	97.82	70,433	97.58	76,644	97.93	1,468,623	96.24
GQ Population	1,338	1.85	1,513	2.18	1,746	2.42	1,622	2.07	57,383	3.76
Total HUs	30,275		30,952		31,462		31,888	4.75% of City	670,171	
Vacant HUs	718	2.37	1,064	3.44	1,252	3.98	1,597	5.01	70,435	11
Occupied HUs	29,577	97.63	29,888	96.56	30,210	96.02	30,291	94.99	599,736	89
Owner Occup	19,971	67.57	20,020	66.98	19,524	64.63	18,190	60.05	324,536	54.11
Renter Occup	9,586	32.43	9,868	33.02	10,686	35.37	12,101	39.95	275,200	45.89
Avg. HH Size	2.49		2.32		2.35		2.54		2.45	
Median Age	43.6yrs		N/A		40.3yrs		38.7yrs		33.5yrs	
Age <20	14,233	19.65	13,608	19.57	16,487	22.84	19,122	24.43	400,817	26.27
20 to 44	21,038	29.05	23,104	33.22	23,680	32.81	26,123	33.38	581,102	38.08
45 to 64	20,263	27.98	13,667	19.65	14,996	20.78	19,934	25.47	358,778	23.51
65+	16,886	23.32	19,163	27.56	17,016	23.57	13,087	16.72	185,309	12.14
Median HH Income	\$16,481		\$29,318		\$36,659		\$50,339		\$36,957	
% 4yrs+College	11.72%		16.12%		19.13%		19.90%		22.6%	
%Unemployed	7.71%		5.00%		6.37%		10.47%		13.44%	
%Poverty	6.2%		7.2%		10.7%		12.6%		25.6%	
%HH No Car	N/A		N/A		20.8%		15.6%		33.7%	

Key Findings

With a growing population, fueled by an increase in Blacks, Asians and Latinos, the CNE District is transitioning into one of the most racially and ethnically diverse districts in the city. For many years the CNE District was a racially homogenous community, with a majority White population. In 1980, 99% of the population was White; 0.22% Black; 0.65% Asian; and 0.79% Latino. Over the past thirty years, the White population in the district declined 27 % (or by 18,714 people), while Black Asian and Latino population increased at exponential rates. As of 2010, the district was 67% White, 12% Black, 12% Asian and 11% Latino.

Despite changes in the racial and ethnic composition of the population, the CNE District remains an economically stable area characterized by higher than average median household incomes, and lower than average poverty and unemployment rates. While renter occupancy and housing vacancy rates have increased, the district still maintains higher than average homeownership rates and a lower than average vacancy rates. Educational attainment rates have increased, as have the percentage of households with a car. Younger population in the district is growing, resulting in a lower district wide

median age. While elderly population in the area has declined, the district still maintains a higher than average percentage of population over the age of 65. With the current growth of population in the 45 to 64 age cohort, population over the age of 65 may also increase over the next decade. Based on these trends, the CNE District will continue to be an economically stable and growing district.

POPULATION

- As of 2010, with a total population of 78,266 people, the CNE District is the eleventh largest district in the City, comprising 5.13% of the Citywide population (1,526,006 - See Table 1).
- Between 1980 and 2010, population in the CNE District increased 8.07 %, or 5,846 people. After a brief period of decline (between 1980 and 1990), population in the CNE District has continued to increase.

RACE

- Despite population losses, Whites continue to comprise the majority of the total population in the CNE District (67.39 %, down from 98.67% in 1980).
- Over the past thirty years, the steady increase of Black, Asian and Latino population has been enough to offset the loss of White population. During this period Black, Asian and Latino population increased in every census tract in the district.

HOUSING

- In 2010, the CNE District had a total of 31,888 housing units, comprising 4.75% of the total housing units in the city (670,171).
- Over the past thirty years the number of total housing units in the Central Districts increased 5.32% (or by 1,613 units), from a total of 30,275 housing units in 1980 ,to 31,888 housing units in 2010.
- Housing Vacancies in the CNE District increased from 2.37 % in 1980 to 5.01% in 2010. This still remains well below the Citywide vacancy rate of 11%. Over the past thirty years, Homeownership rates in the CNE District have declined, while Renter Occupancy rates have increased. As of 2010, the Owner Occupancy rate in the district was 60.05%, down from 67.57% in 1980. Citywide the Owner Occupancy rate was 54.11% in 2010, down from 61% in 1980.
- Household sizes in the CNE District have generally been smaller than the Citywide average. However, in 2010, with 2.54 persons per household, the CNE District had larger than average household size. Citywide the Average Household Size was 2.45 persons per household.
- The percentage of One-Person Households in the Central District increased from 26.47% in 1980, to 30.81% in 2010 Citywide, 28.80% of all households were One Person Households in 1980, compared to 34.13% in 2010.

AGE

- Between 1980 and 2010, the population in the Central District under the age 20 has increased, as did the population in the 20 to 44 age cohort. Despite these increases, population in these two cohorts still remains below the Citywide average.
- As of 2010, 24.43% of the population in the district was under the age of 20, compared to 26.27% Citywide. In 1980, 19.65 % of the population in the CNE District was under 20 years, compared to 29.6% Citywide
- In 2010, 33.38% of the population in the district was 20 to 44 years old, compared to 38.08% Citywide. In 1980, 29.05% of the population in the district was 20 to 44, compared to 34.85% Citywide.
- Historically, the CNE District has had a higher percentage of older population. However, over the past thirty years, population in the 45 to 64 years old cohort, and the 65 years and older cohort has

decreased. Despite these decreases, the percentage of population in these two cohorts remains above the Citywide averages.

- In 2010, 25.47% of the population in the district was 45 to 64 years old, down from, 27.98% in 1980. In 2010, 23.51% of the Citywide population was 45 to 64 years old, down from 22.86% in 1980.
- In 2010, 16.72% of population in the district was 65 and older, down from 23.32% in 1980. In 2010, 12.14% of Citywide population was 65 years and older, down from 14.10% in 1980.

EDUCATION

- Although Educational Attainment levels for the population in the CNE District have increased, they are below the Citywide average. According to 2007-2011 ACS data (estimate), only 19.90% of the population 25 years and older had Bachelor Degrees or higher, compared to 22.6% Citywide.
- Interestingly, the below average Educational Attainment levels in the CNE District have not negatively impacted the Median Household incomes in the district.

INCOME AND EMPLOYMENT

- Median Household incomes in the CNE District have increased in the past few decades, and are currently well above the Citywide median income. According to 2007-2011 ACS estimate data, the Median Household Income in the CNE District was \$50,339. The Citywide median income was \$35,365.
- Although the Unemployment Rate in the CNE District has increased, it remains below the Citywide average. According to 2007-2011 ACS estimate data, the Unemployment Rate for the CNE District was 10.47%, compared to 13.44% Citywide.
- Despite increases, the Poverty Rate in the CNE District remains substantially lower than the Citywide rate. Based on 2007-2011 ACS estimates, the poverty rate in the CNE District was 12.6%, compared 25.6% Citywide.

AUTOMOBILE OWNERSHIP

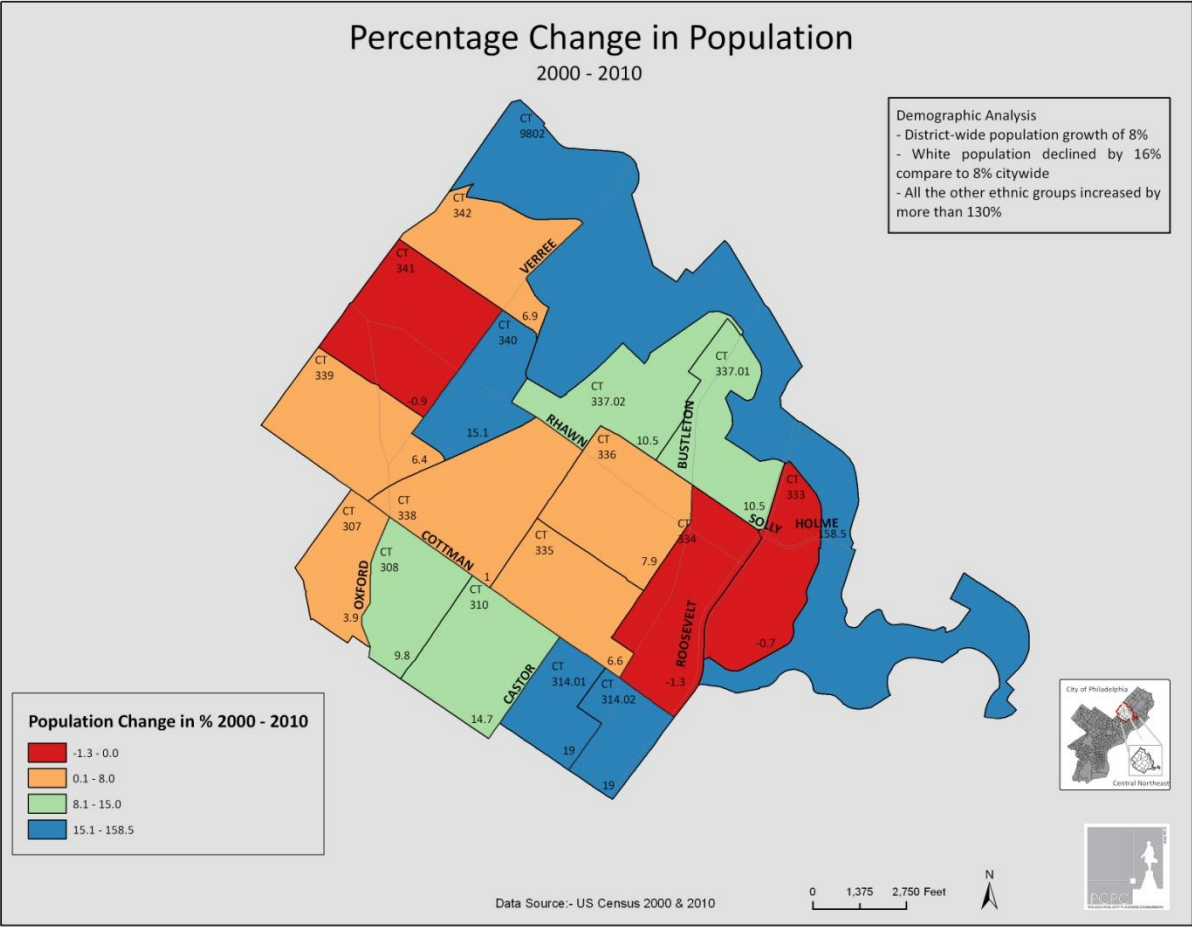
- More households in the Central District now have cars. Based on 2007/2011 ACS estimates, the percentage of households in the CNE District without a car decreased to 15.6%; down from 20.8% in 2000.

Detailed Statistics

POPULATION

- **As of 2010, with a total population of 78,266 people the CNE District is the eleventh largest district in the City, comprising 5.13% of the Citywide population(1,526,0060 - See Table 1).** With a population increase of 8.43% between 2000 and 2010, the district is the third fastest growing district in the city behind the Lower South and Central districts.
- **Between 1980 and 2010, Population in the CNE District increased 8.07 %(or by 5,846 people). After a brief period of decline (between 1980 and 1990), population in the CNE District has continued to increase.** Between 1980 and 1990, population in the district declined -3.97 %.(or by - 2,878 people). However, between 1990 and 2000, the district's population increased 3.79 %(or by 2,637 people), and another 8.43 %(or by 6,087 people) between 2000 and 2010.
- **As of 2010, census tracts 314.01, 314.02 and 310, are the most racially and ethnically diverse.**
 - In Census Tract 314.01: 38.96% of the total population is White; 22.10% is Black; 22.09 % is Asian; and 21.02% is Latino. In Census Tract 314.02: 42.22% of the total population

is White; 15.92% is Black; 28.65 % is Asian; and 17.19% is Latino. In Census Tract 310: 44.82% of the total population is White; 23.72% is Black; 20.96 % is Asian; and 15.77% is Latino.



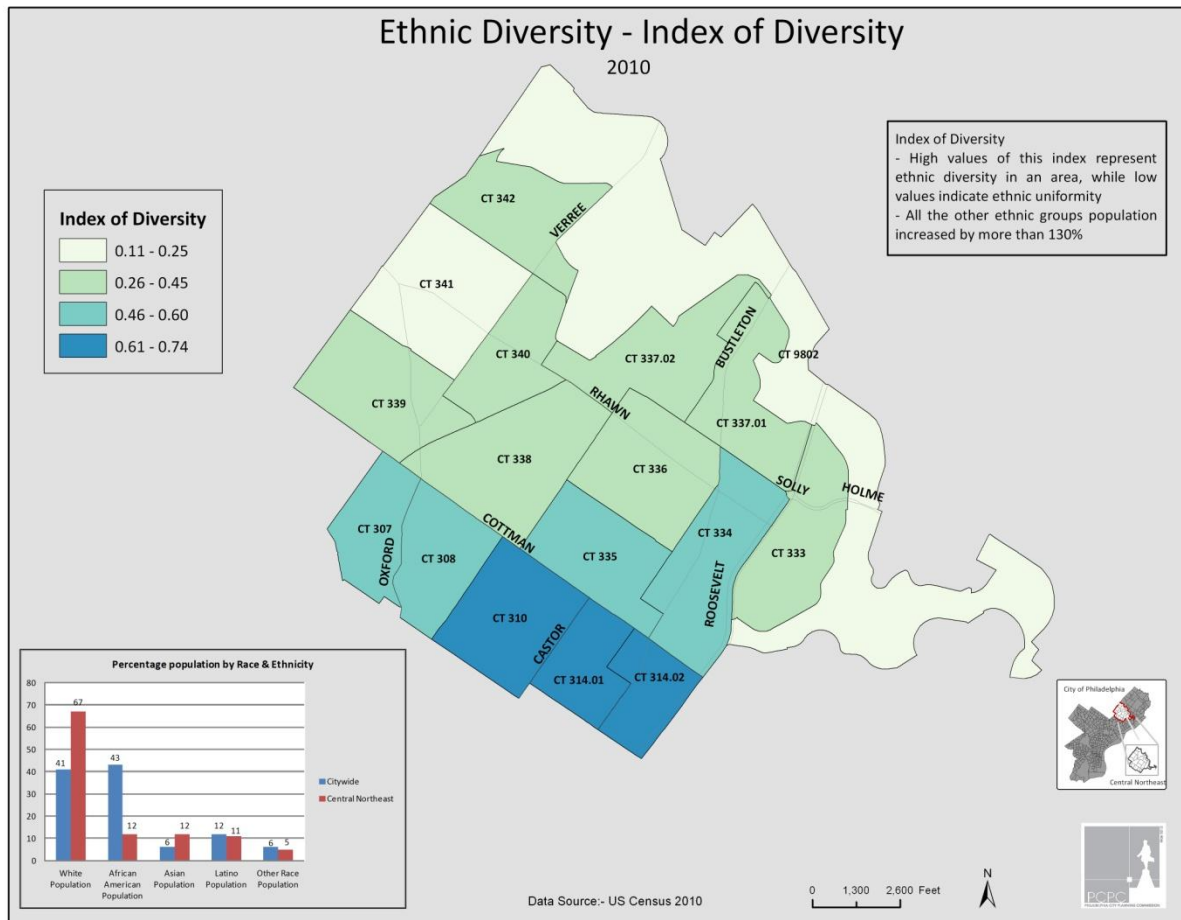


Table 2A

Census Tract	1980 White	1990 White	2000 White	2010 White	% White 1980	% White 1990	% White 2000	% White 2010
307	2,860	2,861	2,649	1,923	97.18%	97.68%	85.07%	59.44%
308	4,358	4,324	3,863	2,854	98.82%	98.21%	87.00%	58.56%
310	5,688	5,483	4,748	2,960	98.51%	97.29%	80.64	43.82%
314	10,058	9,182	8,090		99.22%	95.90%	78.56%	
314.01				2,596				38.96%
314.02				2,362				42.22%
333	3,739	3,844	3,744	3,479	97.32%	95.50%	87.64%	81.97%
334	4,742	4,193	3,925	3,141	98.55%	94.10%	81.86%	66.35%
335	3,458	3,330	2,990	2,361	99.34%	97.94%	86.59%	64.16%
336	6,668	6,040	5,801	5,171	98.77%	98.24%	91.15%	75.31%
337	9,586	8,794	8,487		99.12%	97.44%	90.98%	34%
337.01				4,152				80.97%
337.02				3,864				74.67%
338	5,606	5,334	5,562	4,788	99.13%	97.67%	92.99%	79.27%
339	2,991	2,803	2,532	2,379	98.26%	97.94%	92.11%	81.36%
340	2,799	2,496	2,392	2,411	99.26%	99.13%	95.87%	83.95%
341	5,701	5,372	5,145	4,928	98.72%	96.50%	91.43%	88.36%
342	3,032	3,180	2,841	2,898	96.75%	95.39%	89.34%	85.26%
343	171	168	188		100%	110%	96.41%	
9802				476				94.44%

Table 2B

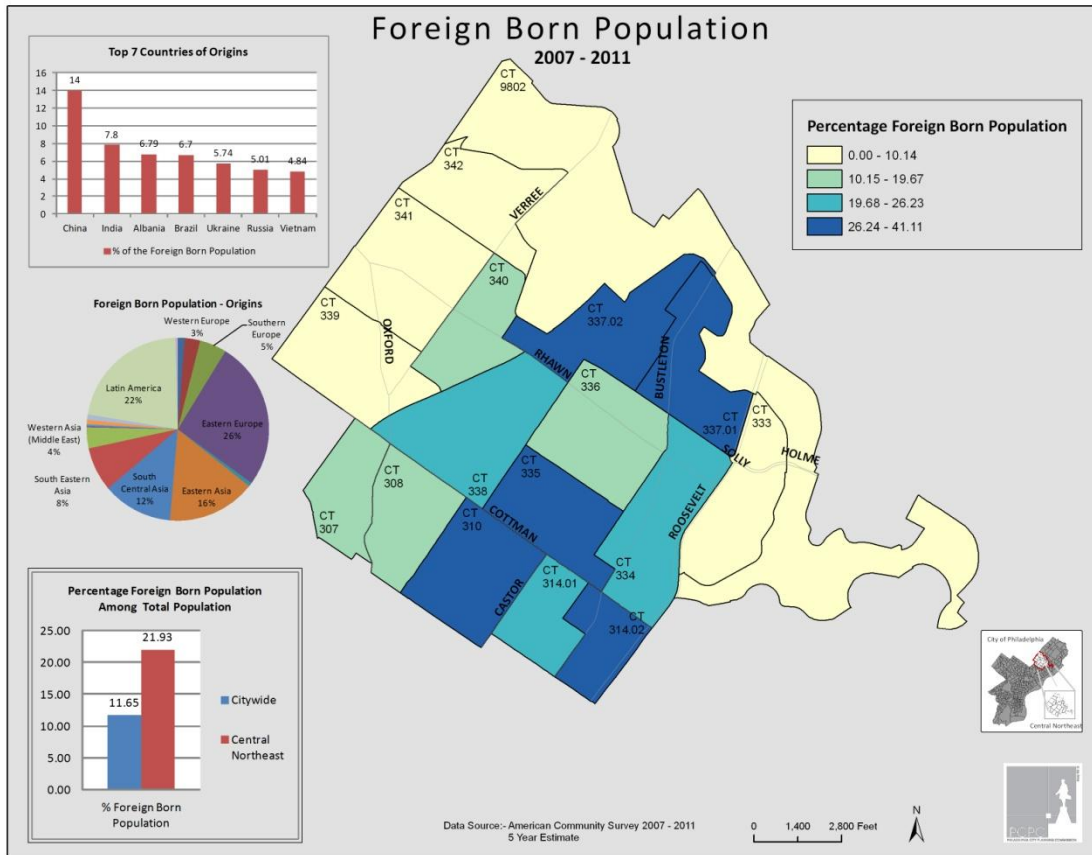
Census Tract	1980 Black	1990 Black	2000 Black	2010 Black	% Black 1980	% Black 1990	% Black 2000	% Black 2010
307	23	8	196	724	0.78%	0.27%	6.29%	22.38%%
308	2	1	167	920	0.05%	0.02%	3.76%	18.88%
310	3	17	334	1,602	0.05%	0.30%	5.67%	23.72%
314	3	10	563		0.03%	0.10%	5.47%	
314.01				1,473				22.10%
314.02				891				15.92%
333	14	72	277	404	0.36%	1.79%	6.48%	9.52%
334	16	74	328	550	0.33%	1.66%	6.84%	11.62%
335	0	12	117	350	0%%	0.35%	3.39%	9.51%
336	7	26	137	585	0.10%	0.42%	2.15%	8.52%
337	5	17	168		0.05%	0.19%	1.80%	
337.01				287				5.60%
337.02				430				8.31%
338	0	26	131	538	0%	0.48%	2.19%	8.91%
339	14	2	48	222	0.46%	0.07%	1.75%	7.59%
340	0	7	18	108	0%	0.28^%	0.72%	3.756%
341	9	85	132	271	0.16%	1.53%	2.35%	4.86%
342	66	115	170	287	2.11%	3.41%	5.35%	8.44%
343	0	0	3		0%	0%	1.54%	
9802				10				1.98%

Table 2C

Census Tract	1980 Asian	1990 Asian	2000 Asian	2010 Asian	% Asian 80	% Asian 90	% Asian 00	% Asian 10
307	44	43	124	216	1.50%	1.47%	3.98%	6.68%
308	34	64	219	647	0.77%	1.45%	4.93%	13.27%
310	44	98	468	1,416	0.76%	1.74%	7.95%	20.96%
314	40	310	902		0.39%	3.24%	8.76%	
314.01			1,472					22.09%
314.02			1,603					28.65%
333	73	92	123	139	1.90%	2.29%	2.88%	3.28%
334	31	144	316	694	0.64%	3.23%	6.59%	14.66%
335	10	45	243	588	0.29%	1.32%	7.04%	15.98%
336	42	58	201	555	0.62%	0.94%	3.16%	8.08%
337	39	157	328		0.40%	1.74%	3.52%	
337.01				364				7.10%
337.02				641				12.39%
338	20	85	92	287	0.35%	1.56%	1.54%	4.75%
339	29	50	87	118	0.95%	1.75%	3.16%	4.04%
340	3	9	49	210	0.11%	0.36%	1.96%	7.31%
341	46	89	223	192	0.80%	1.60%	3.96%	3.44%
342	13	44	113	144	0.41%	1.31%	3.55%	4.24%
343	0	0	3		0%	0%	1.54%	
9802				9				1.79%

Table 2D

Census Tract	1980 Latino	1990 Latino	2000 Latino	2010 Latino	% Latino 1980	% Latino 1990	% Latino 2000	% Latino 2010
307	24	48	191	503	0.82%	1.64%	6.13%	15.55%
308	25	46	198	586	0.57%	1.04%	4.46%	12.02%
310	66	85	460	1,065	1.14%	1.51%	7.81%	15.77%
314	106	234	960		1.05%	2.44%	9.32%	
314.01				1,401				21.02%
314.02				962				17.19%
333	44	63	145	245	1.15%	1.57%	3.39%	5.77%
334	26	125	312	495	0.54%	2.81%	6.51%	10.46%
335	9	65	162	409	0.26%	1.91%	4.96%	11.11%
336	62	112	267	679	0.92%	1.82%	4.20%	9.89%
337	73	142	425		0.75%	1.57%	4.56%	
337.01				502				9.79%
337.02				407				7.86%
338	31	49	257	508	0.55%	0.90%	4.30%	8.41%
339	33	40	93	273	1.08%	1.40%	3.38%	9.34%
340	25	30	72	202	0.89%	1.19%	2.89%	7.03%
341	13	70	123	272	0.23%	1.26%	2.19%	4.88%
342	37	44	75	117	1.18%	1.31%	2.36%	3.44%
343	0	2	5		0%	1.19%	2.56%	
9802				12				2.38%



Census Tract	Foreign Born Population	% N Europe	% W Europe	% S Europe	% E Europe	% E Asia	% S Central Asia	% SE Asia	% Middle East	% Latin Am	% Central Am	% South Am
307	635	0.00%	2.68%	0.00%	71.97%	8.35%	0.00%	0.00%	0.00%	12.76%	0.00%	5.35%
308	843	0.00%	1.54%	8.66%	17.08%	33.10%	15.18%	2.85%	6.29%	14.00%	1.66%	5.58%
310	2,142	0.00%	2.19%	0.00%	5.14%	9.20%	21.71%	19.70%	2.05%	33.29%	0.00%	21.15%
314.01	1,723	0.00%	0.00%	3.25%	8.65%	32.44%	3.54%	9.17%	1.16%	39.87%	2.96%	4.41%
314.02	1,722	0.00%	0.00%	7.61%	10.16%	37.92%	22.07%	6.85%	0.41%	14.17%	0.00%	10.28%
333	420	0.00%	3.33%	28.57%	14.29%	11.67%	7.38%	19.52%	0.00%	8.57%	1.43%	0.00%
334	1,065	0.94%	1.78%	3.19%	24.69%	30.61%	4.60%	7.89%	3.94%	21.69%	3.38%	13.90%
335	1,190	0.00%	0.00%	10.92%	23.61%	14.62%	5.21%	4.45%	0.00%	30.50%	5.55%	9.66%
336	1,244	0.80%	3.78%	3.70%	34.65%	14.55%	7.32%	7.40%	13.34%	9.81%	0.00%	6.03%
337.01	1,894	4.22%	0.63%	0.63%	69.59%	2.27%	7.23%	4.54%	4.54%	6.34%	0.00%	6.34%
337.02	1,667	0.96%	3.00%	1.38%	33.23%	7.20%	15.90%	7.56%	4.02%	23.52%	0.00%	21.78%
338	1,402	1.00%	3.64%	11.84%	33.02%	0.00%	15.62%	0.00%	2.85%	31.24%	10.13%	13.98%
339	175	0.00%	6.29%	0.00%	5.71%	28.57%	0.00%	38.86%	0.00%	20.57%	16.57%	4.00%
340	625	4.96%	8.00%	3.20%	9.92%	8.80%	30.08%	0.48%	18.08%	12.96%	0.00%	7.04%
341	532	7.71%	18.80%	2.44%	15.98%	0.00%	11.47%	1.50%	0.00%	30.45%	11.09%	10.53%
342	196	6.12%	23.47%	6.12%	13.78%	0.00%	19.90%	19.90%	1.53%	9.18%	6.63%	0.00%
9802	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
TOTAL	17,475	1.22%	2.73%	4.78%	26.26%	15.67%	12.45%	7.80%	3.67%	21.99%	2.38%	10.94%

GROUP QUARTERS POPULATION

Table 3A

Central Northeast	1980	%	1990	%	2000	%	2010	%	2010 Citywide	%
Total Population	72,420		69,542		72,179		78,266		1,526,006	
Household Population	71,082	98.15	68,029	97.82	70,433	97.58	76,644	97.93	1,468,623	96.24
Q Population	1,338	1.85	1,513	2.18	1,746	2.42	1,622	2.07	57,383	3.76

- The percentage of population living in households and group quarters has remained relatively stable between 1980 and 2010. As of 2010, 97.93% of the population lived in households, with 2.07% of the population in the living in Group Quarters.
- Between 2000 and 2010, the actual number of people living in Group Quarters in the CNE District declined -7.10% or by 124 people. This was the first decrease in Group Quarter Population over the 30 year period between 1980 and 2010, and is probably due to attrition.
- During this time Group Quarter population decreased in every census tract in the district, except census tracts: 342 and 9802.
- The CNE District has a below average percentage of population living in Group Quarters. As of 2010, 3.76%, of the Citywide population lived in Group Quarters, with 96.24% living in Households.

- The **Group Quarter** population in the CNE District is concentrated in **census tracts: 9802(with 66.27%GQ Pop.-Pine Valley) and 333(16.52% GQ Pop.-Dear Meadows).**

Table 3B

Census Tract	Total Pop. 1980	Total Pop. 1990	Total Pop. 2000	Total Pop. 2010	GQ Pop. 1980	%	GQ Pop. 1990	%	GQ Pop. 2000	%	GQ Pop. 2010	%
307	2,943	2,929	3,114	3,235	147	4.99	167	5.40	167	5.36	71	2.19
308	4,410	4,403	4,440	4,874	0	0	0	0	0	0	3	0.06
310	5,774	5,636	5,888	6,755	0	0	0	0	8	0.14	8	0.12
314	10,137	9,575	10,298		0	0	0	0	11	0.11		
314.01				6,664							2	0.03
314.02				5,595							1	0.03
333	3,842	4,025	4,272	4,244	491	12.78	699	17.37	728	17.04	701	16.52
334	4,812	4,456	4,795	4,734	361	7.50	356	7.99	371	7.74	215	4.54
335	3,481	3,400	3,453	3,680	14	0.40	24	0.71	23	0.67	8	0.22
336	6,751	6,148	6,364	6,866	0	0	0	0	23	0.36	15	0.22
337	9,671	9,025	9,328		36	0.37	0	0	38	0.41		
337.01				5,128							9	0.18
337.02				5,175							10	0.19
338	5,655	5,461	5,981	6,040	0	0	0	0	22	0.37	12	0.20
339	3,044	2,862	2,749	2,924	69	0	0	0	8	0.29	0	0
340	2,820	2,518	2,495	2,872	50	1.77	50	1.99	72	2.89	28	0.97
341	5,775	5,567	5,627	5,577	12	0.21	10	0.18	83	1.48	12	0.22
342	3,134	3,369	3,180	3,399	158	5.04	207	6.14	192	6.04	193	5.68
343	171	168	195		0	0	0	0	0	0		
9802				504							334	66.27
Districtwide	72,420	69,542	72,179	78,266	1,338	1.85	1,513	2.18	1,746	2.42	1,622	2.07

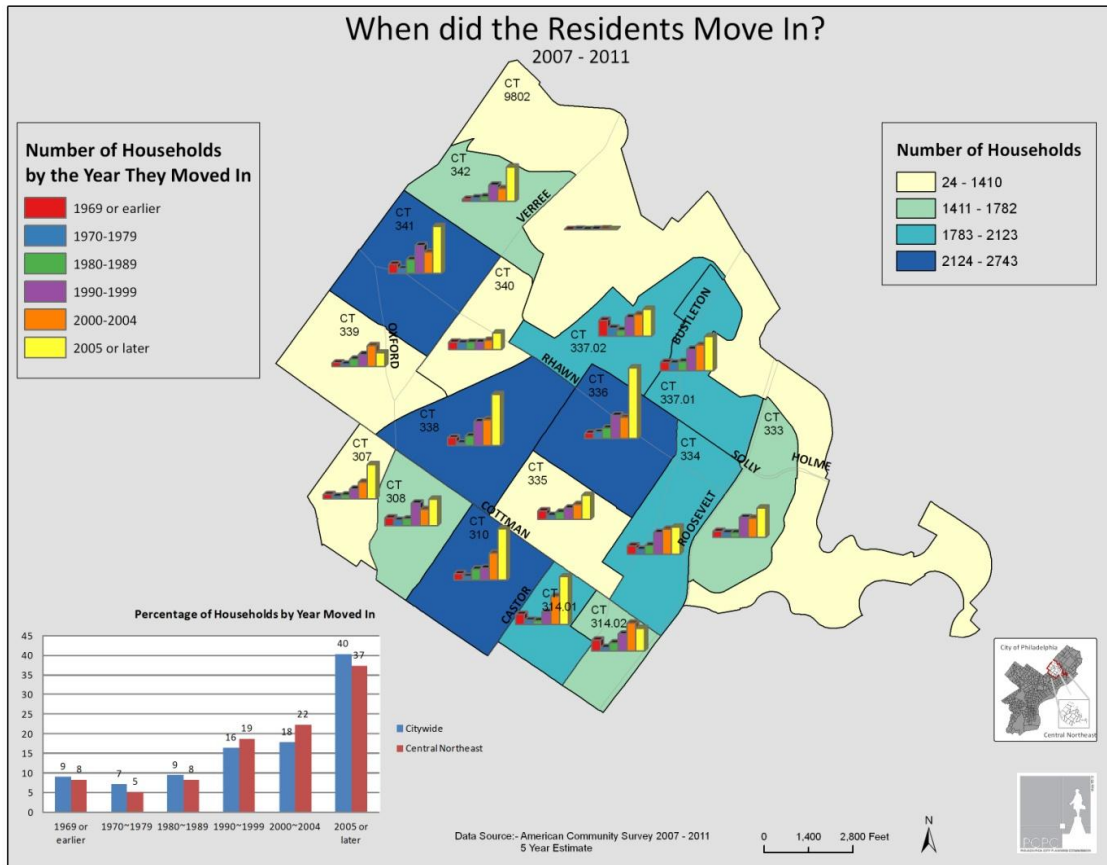
Table 3C

Census Tract	Total Pop. 1980	Total Pop. 1990	Total Pop. 2000	Total Pop. 2010	HH Pop. 1980	%	HH Pop. 1990	%	HH Pop. 2000	%	HH Pop. 2010	%
307	2,943	2,929	3,114	3,235	2,796	95.01	2,762	94.30	2,947	94.64	3,164	97.81
308	4,410	4,403	4,440	4,874	4,410	100	4,403	100	4,440	100	4,871	99.94
310	5,774	5,636	5,888	6,755	5,774	100	5,636	100	5,880	99.86	6,747	99.88
314	10,137	9,575	10,298		10,137	100	9,575	100	10,287	99.89		
314.01				6,664							6,662	99.97
314.02				5,595							5,594	99.98
333	3,842	4,025	4,272	4,244	3,351	87.22	3,326	82.63	3,544	82.96	3,543	83.48
334	4,812	4,456	4,795	4,734	4,451	92.50	4,100	92.01	4,424	92.26	4,519	95.46
335	3,481	3,400	3,453	3,680	3,467	99.60	3,376	99.29	3,430	99.33	3,672	99.78
336	6,751	6,148	6,364	6,866	6,751	100	6,148	100	6,341	99.64	6,851	99.78
337	9,671	9,025	9,328		9,635	99.63	9,025	100	9,290	99.59		
337.01				5,128							5,119	99.82
337.02				5,175							5,165	99.81
338	5,655	5,461	5,981	6,040	5,655	100	5,461	100	5,959	99.63	6,028	99.80
339	3,044	2,862	2,749	2,924	2,975	97.73	2,862	100	2,741	99.71	2,924	100
340	2,820	2,518	2,495	2,872	2,770	98.23	2,468	98.01	2,423	97.11	2,844	99.03
341	5,775	5,567	5,627	5,577	5,763	99.79	5,557	99.82	5,544	98.52	5,565	99.78
342	3,134	3,369	3,180	3,399	2,976	94.96	3,162	93.86	2,988	93.96	3,206	94.32
343	171	168	195		171	100	168	100	195	100		
9802				504							170	33.73
Districtwide	72,420	69,542	72,179	78,266	71,082	98.15	68,029	97.82	70,433	97.58	76,644	97.93

HOUSING

- **Over the past thirty years the number of Total Housing Units in the Central Districts increased 5.32% (or by 1,613 units),** from a total of 30,275 Housing Units in 1980, to 31,888 Housing Units in 2010(see Table 4).
 - Most of that growth occurred in census tracts 342, which added 550 new housing units; census tract 338, which added 260 units; census tract 333, which added 242 units; census tract(s)337(337.01/337.02) which added 228 units; census tract 307,which added 130 units; and census tract 340 which added 112 units.
 - Census tracts: 334,336 and 339 all saw small declines in the number of Total Housing Units between 1980 and 2010.

- Census tract 9802 has the fewest housing units (65).
- **Between 1980 and 2010 the total number of Occupied Housing Units (Households) in the CNE District increased 2.48% (or by 734 units), from 29,557 Households in 1980 to 30,291 Households in 2010 (see Table 4A).**
- **Between 2000 and 2010, the total number of Households increased 0.27% (or by 81 units), from 30,210 Households in 1980 to 30,291 in 2010.**
 - Although the total number of housing units and the total number of households increased, between 2000 and 2010, **the occupancy rate decreased slightly, from 96.02% in 2000, to 94.99% in 2010.** Despite this decline, the occupancy rates in the district remain above the Citywide occupancy rate of 89%.
 - Occupancy rates range from a high of 96.93% in census tract 340, to a low of 87.81% in census tract 307.
- Between 2000 and 2010, the number of vacancies and percentage of vacancies in the district increased **from 3.98 % (or 1,252 vacant units) in 2000, to 5.01% (or 1,597 vacant units) in 2010.**
 - Vacant Housing Units increased in every census tract in the district, except census tract 9802. The biggest increase occurred in census tract 307, 334, 314.01 and 314.02 (See Table 4B).
 - Vacancy rates range from a high of 12.19% in census tract 307, to a low of 0% in census tract 9802.
 - Although the Districtwide vacancy rate in 2010 remains well below the Citywide vacancy rate of 11%, the reason for the increase should be examined further. It could be a result of any number of factors. What we do know is that between 1980 and 2010 population in the district increased by 5,846 people, while new housing units only increased by 1,613 units. Therefore the new residents had to move into some of the older housing units and some new units as well. We also know that the average household sizes increased from 2.35 persons per household in 2000, to 2.54 persons per household in 2010. As a result, more people are living in the housing units that are occupied. The higher vacancy rate may also be because new units have been built and not sold; or existing residents moved out of older units into newer units thereby vacating older units; or older residents died or moved out of area vacating older units and new residents moved into newer units.
 - Both census tract 314.01(70%) and census tract 314.02 (81%) have a high percentage of units built before 1960, however, in census tract 307 only 32% of the housing units were built before 1960.
 - Census tract 307(12.19%) which has the highest vacancy rate in the district, also has the highest percentage of rental units which may contribute to higher vacancy rates as units turn over.
- **In 2010, the housing occupancy rate in Central Northeast District was 94.99%, with a vacancy rate of 5.01%.** Of the 31,888 total housing units, there were a total of 30,291 occupied housing units and 1,597 vacant units. The Citywide occupancy rate was 89%, with a vacancy rate of 11% (See Table 4A.)



Census Tract	Occupied HU /Number of HH	% HH Moved In 2005 or later	% HH Moved In 2000-04	% HH Moved in 1990-99	% HH Moved in 1980-89	% HH Moved in 1970-79	% HH Moved in 1969 or earlier
307	1,410	48.16%	23.12%	13.76%	5.39%	3.48%	6.10%
308	1,695	31.03%	18.94%	26.31%	8.08%	6.43%	9.20%
310	2,221	20.89%	11.71%	14.09%	6.21%	3.42%	5.27%
314.01	2,119	44.74%	26.29%	11.85%	3.49%	4.06%	9.58%
314.02	1,782	25.20%	30.98%	18.97%	9.03%	3.70%	12.12%
333	1,671	35.13%	22.68%	23.88%	5.57%	5.57%	7.18%
334	1,923	28.08%	25.95%	22.72%	9.31%	5.10%	8.84%
335	1,371	34.87%	21.15%	16.27%	9.92%	5.69%	12.11%
336	2,743	51.11%	15.46%	16.95%	7.77%	4.85%	3.86%
337.01	2,123	32.08%	23.88%	20.21%	8.67%	7.30%	7.87%
337.02	1,946	27.39%	21.99%	19.27%	6.37%	8.58%	16.39%
338	2,399	42.31%	21.34%	19.76%	7.79%	2.25%	6.54%
339	1,206	22.55%	34.74%	19.98%	12.27%	4.15%	6.30%
340	1,088	30.15%	16.91%	13.51%	13.42%	12.22%	15.53%
341	2,447	38.01%	17.12%	22.60%	11.16%	3.76%	7.36%
342	1,477	46.11%	17.26%	22.14%	6.23%	4.94%	3.32%
9802	24	0.00%	50.00%	16.67%	0.00%	33.33%	0.00%
Districtwide	28,235	35.46%	21.40%	18.94%	7.96%	5.13%	8.29%
Citywide	578,125	40.25%	17.83%	16.39%	9.38%	7.13%	9.01%

Table 4

Census Tract	1980 Total Housing Units	1990 Total Housing Units	2000 Total Housing Units	2010 Total Housing Units
307	1,388	1,439	1,454	1,518
308	1716	1,742	1,768	1,798
310	2,286	2,249	2,280	2,295
314	4,120	4,099	4,119	
314.01				2,222
314.02				1,908
333	1,530	1,620	1,836	1,772
334	2,076	2,104	2,113	2,025
335	1,411	1,554	1,564	1,444
336	3,028	2,870	2,866	2,999
337	4,265	4,424	4,373	
337.01				2,430
337.02				2,063
338	2,391	2,401	2,633	2,651
339	1,310	1,319	1,286	1,305
340	994	1,022	1,020	1,,106
341	2,591	2,601	2,628	2,622
342	1,115	1,450	1,449	1,665
343	54	58	73	
9802				65
Districtwide	30,275	30,952	31,462	31,888
Citywide	685,131	674,899	661,958	670,171

Table 4A

Census Tract	1980 Occupied HU/HH	%Occu p. HU_ 80	1990 Occupied HU/HH	%Occu p. HU _ 90	2000 Occupied HU/HH	% Occup. HU_ 00	2010 Occupied HU/HH	% Occup. HU_ 10
307	1,326	95.53%	1,347	93.61%	1,366	93.95%	1,333	87.81%
308	1,672	97.44%	1,707	97.99%	1,713	96.89%	1,717	95.49%
310	2,210	97.16%	2,197	97.69%	2,201	96.54%	2,174	94.73%
314	4,063	98.62%	3,992	97.39%	3,937	95.58%		
314.01							2,118	95.32%
314.02							1,834	96.12%
333	1,482	96.86%	1,578	97.41%	1,768	96.30%	1,684	95.03%
334	2,037	98.12%	2,013	95.67%	2,033	96.21%	1,921	94.86%
335	1,385	98.02%	1,518	97.68%	1,511	96.61%	1,388	96.12%
336	2,943	97.19%	2,744	95.61%	2,734	95.39%	2,848	94.96%
337	4,199	98.45%	4,316	97.56%	4,208	96.23%		
337.01							2,291	94.28%
337.02							1,992	96.56%
338	2,339	97.83%	2,294	95.54%	2,544	96.62%	2,533	95.55%
339	1,268	96.79%	1,283	97.27%	1,221	94.95%	1,243	95.25%
340	979	98.49%	996	97.46%	993	97.35%	1,072	96.93%
341	2,522	97.34%	2,483	95.46%	2,505	95.32%	2,498	95.27%
342	1,072	96.14%	1,364	94.07%	1,408	97.17%	1,580	94.89%
343	51	94.44%	56	96.55%	68	93.15%		
9802							65	100%
District-wide	29,577	97.63%	29,888	96.56%	30,210	96.02%	30,291	94.99%
Citywide	619,781	90.46%	603,075	89.36%	590,071	89.14%	599,736	89.49%

Table 4B

Census Tract	1980 Vacant HU	% Vacant 1980	1990 Vacant HU	% Vacant 1990	2000 Vacant HU	% Vacant 2000	2010 Vacant HU	% Vacant 2010
307	62	4.47%	92	6.39%	88	6.05%	185	12.19%
308	44	2.56%	35	2.01%	55	3.11%	81	4.51%
310	65	2.84%	52	2.31%	79	3.46%	121	5.27%
314	57	1.38%	107	2.61%	182	4.42%		
314.01							104	4.68%
314.02							74	3.88%
333	48	3.14%	42	2.59%	68	3.70%	88	4.97%
334	39	1.88%	91	4.33%	80	3.79%	104	5.14%
335	28	1.98%	36	2.32%	53	3.39%	56	3.88%
336	85	2.81%	126	4.39%	132	4.61%	151	5.04%
337	66	1.55%	108	2.44%	165	3.77%		
337.01							139	5.72%
337.02							71	3.44%
338	52	2.17%	107	4.46%	89	3.38%	118	4.45%
339	42	3.21%	36	2.73%	65	5.05%	62	4.75%
340	15	1.51%	26	2.54%	27	2.65%	34	3.07%
341	69	2.66%	118	4.54%	123	4.68%	124	4.73%
342	43	3.86%	86	5.93%	41	2.83%	85	5.11%
343	3	5.56%	2	3.45%	5	6.85%		
9802							0	0%
Districtwide	718	2.37%	1,064	3.44%	1,252	3.98%	1,597	5.01%
Citywide	65,350	9.53%	71,824	10.64%	71,887	10.87%	70,435	10.51%

- Household sizes in the CNE District have generally been smaller than the Citywide average. Between 1980 and 2000, the average number of persons per household in the CNE District decreased. However, between 2000 and 2010, population in the CNE District increased 8.43% or by 6,087 people, while, **the total number of Housing Units only increased 1.35% (or 426 units)**. As a result, **the average household size increased to 2.54 persons per household, up from 2.35 in 2000**. Citywide, the Average Household Size actually decreased between 2000 and 2010, from 2.48 in 2000, to 2.46 persons per household in 2010.

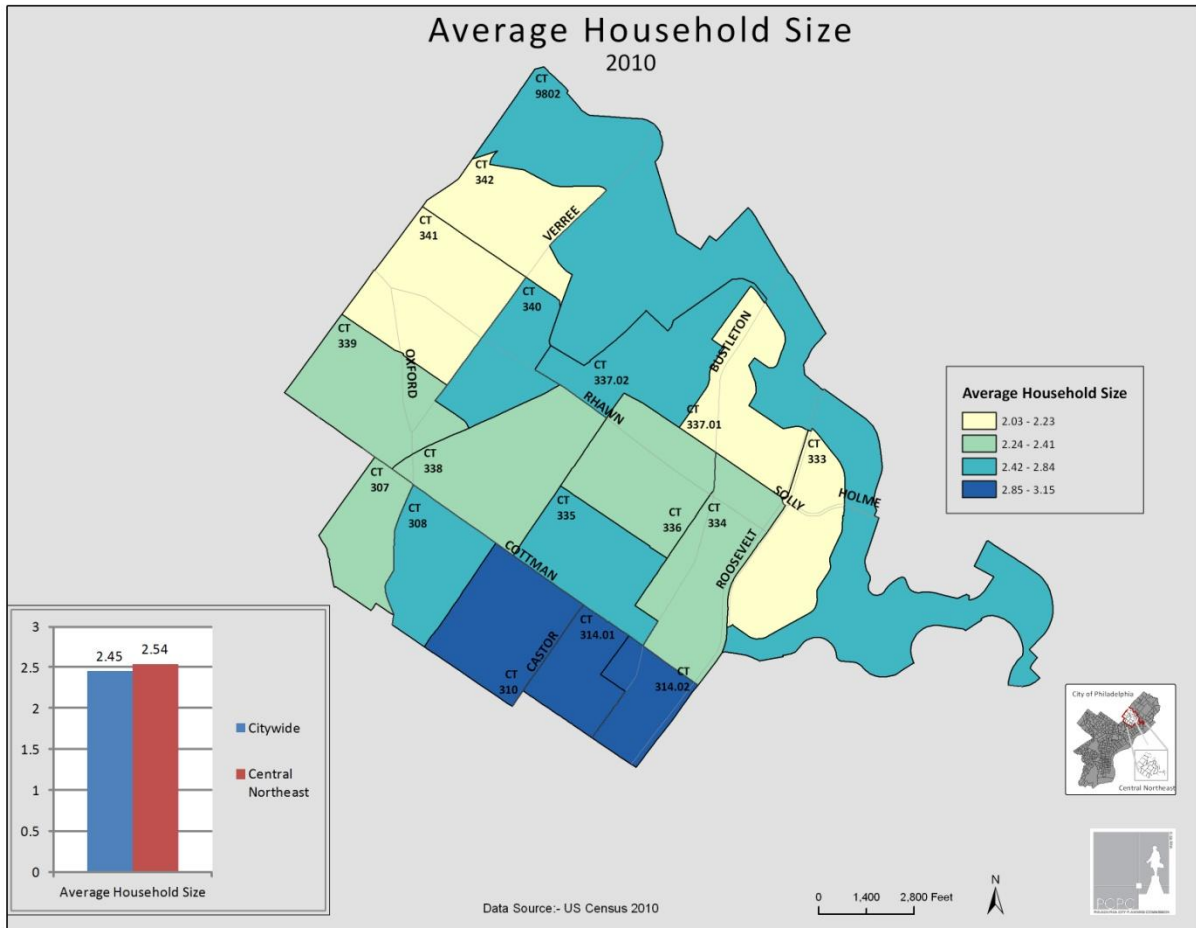


Table 5

Census Tract	1980 Persons per Hshld	1990 Persons per Hshld	2000 Persons per Hshld	2010 Persons per Hshld
307	2.11	2.00	2.20	2.37
308	2.64	2.60	2.60	2.84
310	2.60	2.60	2.70	3.10
314	2.49	2.40	2.60	
314.01				3.15
314.02				3.05
333	2.26	2.10	2.00	2.10
334	2.19	2.00	2.20	2.35
335	2.51	2.20	2.30	2.65
336	2.29	2.20	2.30	2.41
337	2.29	2.10	2.20	
337.01				2.23
337.02				2.59
338	2.42	2.40	2.30	2.38
339	2.35	2.20	2.20	2.35
340	2.83	2.50	2.40	2.65
341	2.29	2.20	2.20	2.23
342	2.78	2.30	2.10	2.03
343	3.35	3.00	2.90	
9802				2.62
Districtwide	2.49	2.32	2.35	2.54
Citywide	2.66	2.56	2.48	2.45

Between 1980 and 2000, the number of One-Person Households in the CNE District increased, but in **2010**, as the number of larger households increased, **the number of One-Person Households decreased (see Table 5A).**

- In 1980, 26.47% of all households in Central Northeast District were One-Person Households. In 1990, 32.50%; In 2000, 34.07%; and **In 2010, 30.81% of all households in district. were One-Person Households.** In 2010, 34.13% of Citywide households were one-person households.
- In 2010 the census tracts in the CNE District with the highest percentage of one-person households were:
 - Census tract 307: which has a higher than average percentage of renters, and smaller household sizes.
 - Census tract 342: which also has a higher than average percentage of renters, and smaller household sizes. ,
 - Census tract 333: which does not have a high percentage of renters, but it does have, smaller than average household sizes, and a higher percentage of population over the age of 65. Probably elderly living alone.
 - Census tract 341: which has a higher than average percentage of renters, and smaller household sizes.

Table 5A

Census Tract	1980 One Person HH	% One Person HH_80	1990 One Person HH	% One Person HH_90	2000 One Person HH	% One Person HH_00	2010 One Person HH	% One Person HH_10
307	535	40.35%	618	45.88%	579	42.39%	460	42.39%
308	343	20.51%	420	24.60%	442	25.80%	382	22.25%
310	426	19.18%	501	22.80%	560	25.44%	409	18.81%
314	749	18.43%	1,025	25.68%	1,050	26.67%		
314.01							381	17.99%
314.02							375	20.45%
333	425	28.68%	534	33.84%	744	42.08%	672	39.90%
334	574	28.18%	742	36.86%	737	36.25%	640	33.32%
335	341	24.66%	530	34.91%	553	36.60%	413	29.76%
336	950	32.28%	982	35.79%	983	35.95%	965	33.88%
337	1,170	27.86%	1,546	35.82%	1,502	35.69%		
337.01							895	39.07%
337.02							553	27.76%
338	673	28.77%	718	31.30%	906	35.61%	868	34.27%
339	393	30.99%	442	34.45%	439	35.95%	431	34.67%
340	158	16.14%	247	24.80%	269	27.09%	268	25.00%
341	921	36.52%	956	38.50%	988	39.44%	958	38.35%
342	163	15.21%	449	32.92%	535	38%	648.	41.01%
343	3	5.88%	4	7.14%	7	10.29%		
9802							14	21.54%
Districtwide	7,824	26.47%	9,714	32.50%	10,294	34.07%	9,332	30.81%
Citywide	179,052	28.80%	190,529	31.90%	199,515	33.80%	204,714	34.13%

- The CNE District has always had a higher than average percentage of owner occupied households and lower percentages of renter occupied households. However, over the past thirty years homeownership rates in the district have declined, while renter occupancy rates have increased (See Tables 5B & 5C). Homeownership rates declined in every tract in the district except census tracts: 337.02 and 339, which both increased slightly.
- As of 2010, the Owner Occupancy rate in the district was 60.05%, down from 67.57% in 1980. Citywide, the Owner Occupancy rate was 54.11% in 2010, down from 61% in 1980.
- As of 2010, the Renter Occupancy rate in the district was 39.95%, up from 32.43% in 1980. Citywide the Renter Occupancy rate was 45.89% in 2010, up from 39% in 1980.

Table 5B

Census Tract	1980 Owner Occupied	%Owner Occupd 80	1990 Owner Occupied	%Owner Occupied 90	2000 Owner Occupied	%Owner Occupied 00	2010 Owner Occupied	%Owner Occupied 10
307	580	43.74%	576	42.76%	566	41.43%	515	38.63%
308	1,371	82%	1,423	83.36%	1,379	80.50%	1,329	77.40%
310	1,819	81.90%	1,807	82.25%	1,756	79.78%	1,510	69.46%
314	3,633	89.42%	3,476	87.07%	3,206	81.43%		
314.01							1,196	56.47%
314.02							1,282	69.90%
333	1,002	67.61%	1,085	68.76%	1,093	61.82%	1,046	62.11%
334	1,303	63.97%	1,265	62.84%	1,224	60.21%	1,090	56.74%
335	1,071	77.44%	1,086	71.54%	1,048	69.36%	939	67.65%
336	1,509	51.27%	1,462	53.28%	1,467	53.66%	1,385	48.63%
337	2,471	58.85%	2,576	59.68%	2,486	59.08%		
337.01							933	40.72%
337.02							1,513	75.95%
338	1,500	64.13%	1,500	65.39%	1,552	61.01%	1,491	58.86%
339	812	64.04%	814	63.45%	773	63.31%	797	64.12%
340	891	91.01%	893	89.66%	869	87.51%	950	88.62%
341	1,375	54.52%	1,397	56.26%	1,414	56.45%	1,409	56.41%
342	597	55.69%	606	44.43%	625	44.39%	744	47.09%
343	37	72.55%	54	96.43%	66	97.06%		
9802							61	93.85%
Districtwide	19,971	67.57%	20,020	66.98%	19,524	64.63%	18,190	60.05%
Citywide	378,105	61.06%	373,601	61.95%	349,633	59.25	324,536	54.11%

Table 5C

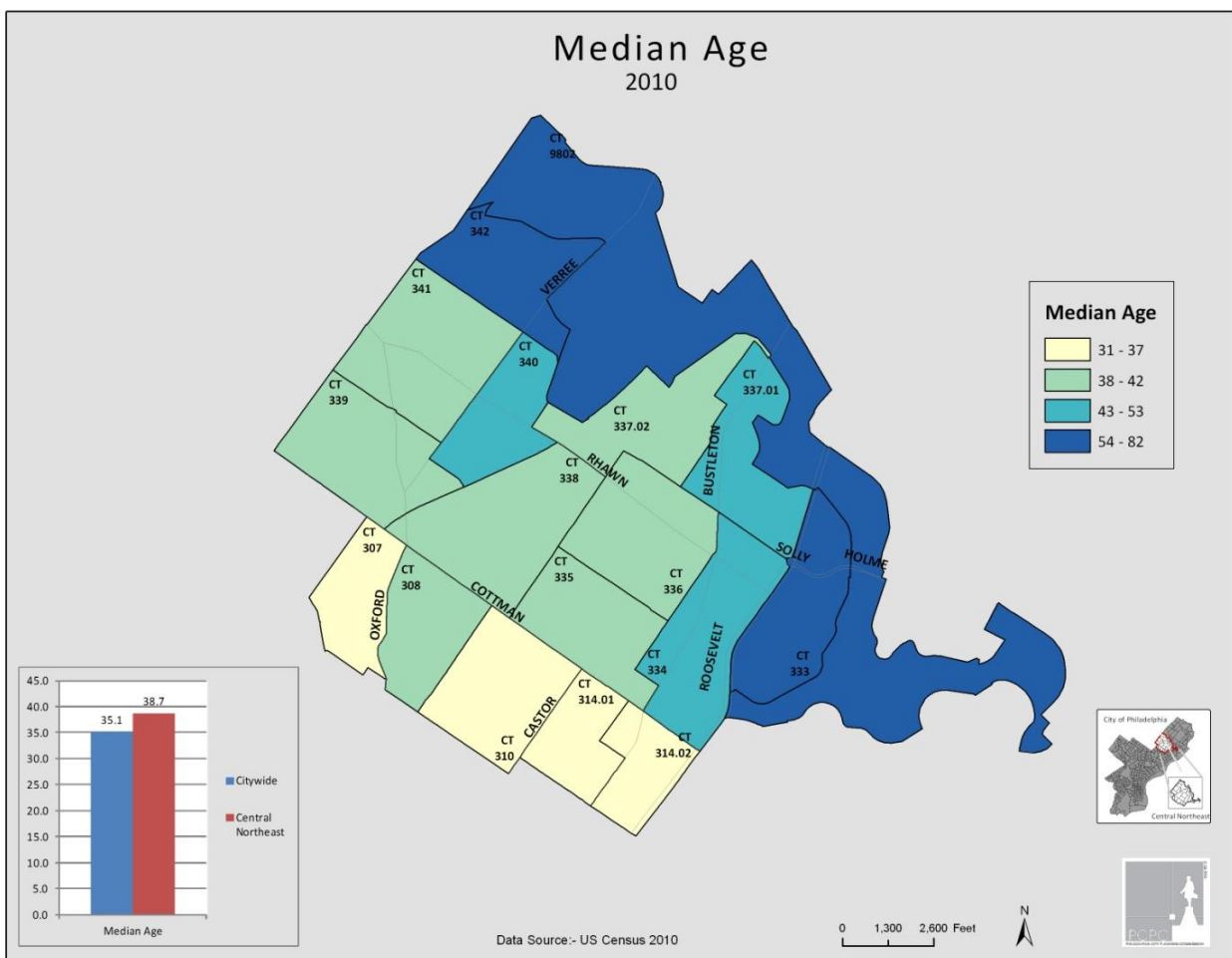
Census Tracts	1980 Renter Occupied	%Renter Occupied 80	1990 Renter Occupied	%Renter Occupied 90	2000 Renter Occupied	%Renter Occupied 00	2010 Renter Occupied	%Renter Occupied 10
307	746	56.26%	771	57.24%	800	58.57%	818	61.37%
308	301	18%	284	16.64%	334	19.50%	388	22.60%
310	402	18.10%	390	17.75%	445	20.22%	664	30.54%
314	430	10.58%	516	12.93%	731	18.57%		
314.01							922	43.53%
314.02							552	30.10%
333	480	32.39%	493	31.24%	675	38.18%	638	37.89%
334	734	36.03%	748	37.16%	809	39.79%	831	43.26%
335	312	22.56%	432	28.46%	463	30.64%	449	32.35%
336	1,434	48.73%	1,282	46.72%	1,267	46.34%	1,463	51.37%
337	1,728	41.15%	1,740	40.32%	1,722	40.92%		
337.01							1,358	59.28%
337.02							479	24.05%
338	839	35.87%	794	34.61%	992	38.99%	1,042	41.14%
339	456	35.96%	469	36.55%	448	36.69%	446	35.88%
340	88	8.99%	103	10.34%	124	12.49%	122	11.38%
341	1,147	45.48%	1,086	43.74%	1,091	43.55%	1,089	43.59%
342	475	44.31%	758	55.57%	783	55.61%	836	52.91%
343	14	27.45%	2	3.57%	2	2.94%		
9802							4	6.15%
Districtwide	9,586	32.43%	9,868	33.02%	10,686	35.37%	12,101	39.95%
Citywide	241,676	38.99%	229,474	38.05%	240,438	40.75%	275,200	45.89%

- **Over the past few decades, the number of Senior Homeowners in the CNE District has declined.** This correlates with the 23.09% decline in the senior population in the district between 2000 and 2010. **As of 2010, 27.8% of all homeowners in the district were senior citizens compared** to a Citywide rate of 27.2%. Those census tracts with higher than average percentage of senior owners are: 333, 334 and 337.01. As of 2000, 39.07% of all homeowners in the district were seniors, compared to 30% Citywide. As of 1990, it was 41.95%, compared to a 31.3% Citywide. *Note: 1980 Senior Homeowner data is not available.*
- **While there is some historic housing in the CNE, most of the housing is not as old as housing in other parts of the city. Based on 2007-2011 ACS data, only 11.85% of the housing units in district were built before 1939, compared to 40.04% Citywide.**
 - Those census tracts with higher percentages of housing units built in 1939 or earlier area: 341, 314.01, 307 and 308.
 - Those census tracts with higher percentages of housing units built in 2000 or earlier area: 342, 9802, 340, 337.02 and 307.
 - **12.31% of the units were built between 1940 and 1949**, compared to 16.1% Citywide.
 - **40.57% between 1950 and 1959**, compared to 18.04% Citywide;
 - **18.51% between 1960 and 1969**, compared to 10.51% Citywide
 - **8.45% between 1970 and 1979**, compared to 6.72% Citywide;
 - **3.24% between 1980 and 1989**, compared to 3.93% Citywide;
 - **2.77% between 1990 and 1999**, compared to 2.24% Citywide;

- **1.29% between 2000 and 2004**, compared 1.58% Citywide; and
- **1.00% in 2005 or later**, compared to 0.93% Citywide.

AGE

Between 1980 and 2010, the population in the Central District under the age 20 increased, as did the population in the 20 to 44 age cohort. Despite these increases, the percentage of population in these two cohorts still remains below the Citywide averages. **Historically, the CNE District has had a higher percentage of older population. However, over the past thirty years population in the 45 to 64 years old cohort, and 65 years and older cohort has decreased. Despite decreases, the percentage of population in these cohorts remains above the Citywide average.** As younger population in the district increased, **the median age the district decreased**, from 43.6 years in 1980, to 38.7 years in 2010.



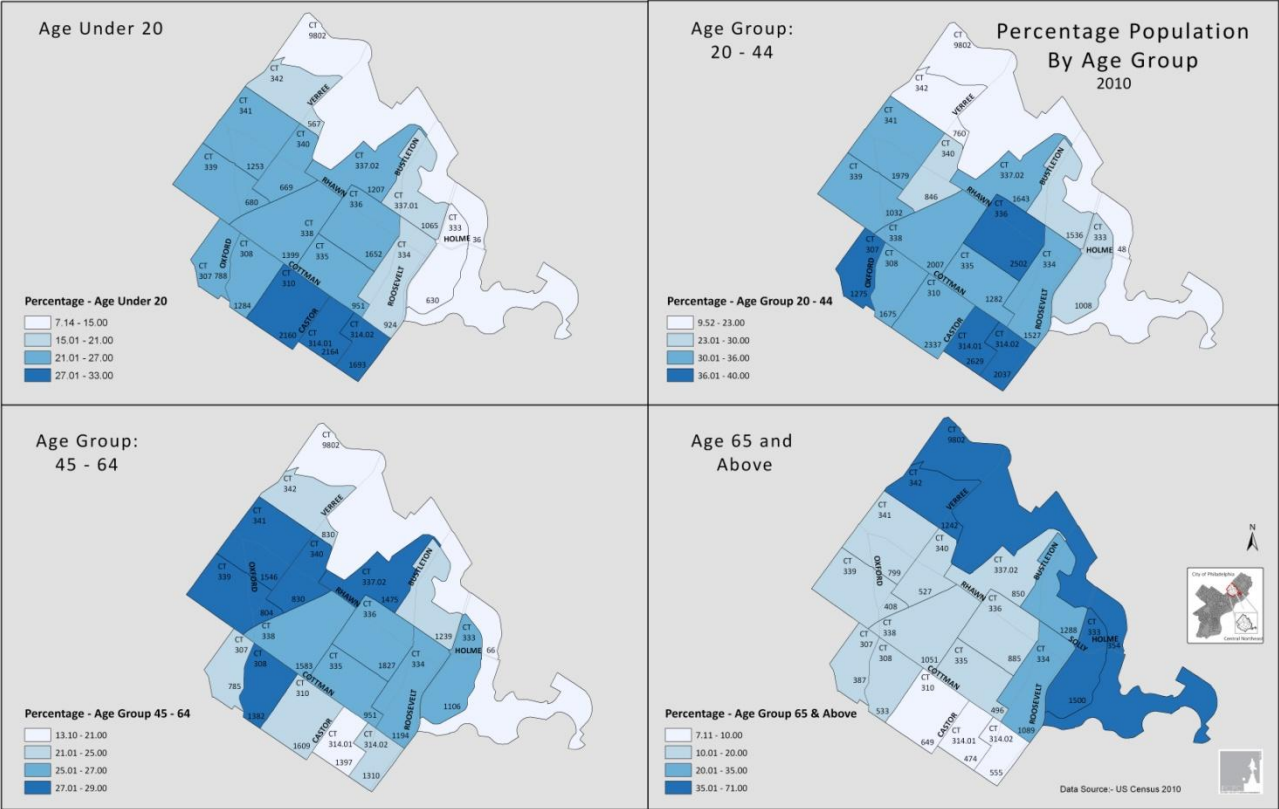


Table 6

Census Tracts	2010 Pop <20yrs	% <20yrs.	2010 Pop 20-44yrs.	% 20-44yrs.	2010 Pop 45-64yrs.	% 45-64yrs.	2010 Pop 65+	% 65+
307	788	24.36%	1,275	39.41%	785	24.27%	387	11.96%
308	1,284	26.34%	1,675	34.37%	1,382	28.35%	533	10.94%
310	2,160	31.98%	2,337	34.60%	1,609	23.82%	649	9.61%
314.01	2,164	32.47%	2,629	39.45%	1,397	20.96%	474	7.11%
314.02	1,693	30.26%	2,037	36.41%	1,310	23.41%	555	9.92%
333	630	14.84%	1,008	23.75%	1,106	26.06%	1,500	35.34%
334	924	19.52%	1,527	32.26%	1,194	25.22%	1,089	23%
335	951	25.84%	1,282	34.84%	951	25.84%	496	13.48%
336	1,652	24.06%	2,502	36.44%	1,827	26.61%	885	12.89%
337.01	1,065	20.77%	1,536	29.95%	1,239	24.16%	1,288	25.12%
337.02	1,207	23.32%	1,643	31.75%	1,475	28.50%	850	16.43%
338	1,399	23.16%	2,007	33.23%	1,583	26.21%	1,051	17.40%
339	680	23.26%	1,032	35.39%	804	27.50%	408	13.95%
340	669	23.29%	846	29.46%	830	28.90%	527	18.35%
341	1,253	22.47%	1,979	35.49%	1,546	27.72%	799	14.33%
342	567	16.68%	760	22.36%	830	24.42%	1,242	36.54%
9802	36	7.14%	48	9.52%	66	13.10%	354	70.24%
Districtwide	19,122	24.43%	26,123	33.38%	19,934	25.47%	13,087	16.72%
Citywide	400,817	26.27%	581,102	38.08%	358,778	23.51%	183,309	12.14%

- In 2010, 24.43% of the population in the CNE District was under the age of 20, compared to 26.27% Citywide. Census tracts: 310 and 314 have higher percentage of population under the age of 20 years. In 2010, 33.38% of the population in the CNE District was 20 to 44 years old, compared to 34.08 % Citywide. In 2010, 25.47% of the population in the CNE District was 45 to 64 years old, compared to 23.4 % Citywide. In 2010, 16.72% of the population in the CNE District was 65 years and older, compared to 12.1 % Citywide. Census tracts: 9802, 342,333 and 337.01, all have higher than average percentages of population 65 years and older.
- In 2010, the Median Age of population in Central Northeast District was 38.7 years. The Citywide Median Age in 2010 was 33.5 years. In 2000 the Median Age of population in the CNE District was 40.3 years; and in 1980 it was 43.6 years. [Note: Data is not available for 1990]

EDUCATIONAL ATTAINMENT

Although Educational Attainment levels for the population in the CNE District have increased, they are still below than the Citywide average. According to 2007-2011 ACS estimate data, 19.90% of the population 25 years and old had Bachelor Degrees or higher, compared to 22.6% Citywide. Based on 2007-2011 ACS estimate data, 39.63% of the total population 25 years and older, living in the CNE District, had just a High School Diploma, compared to 35.65 % Citywide.

UNEMPLOYMENT

Although the Unemployment Rate in **the CNE District** has increased, it remains below the Citywide average. **According to 2007-2011 ACS estimate data, the Unemployment Rate for the CNE District was 10.47%,** compared to 13.44% Citywide. **In 2000, the Unemployment Rate for the district was 6.37%,** compared to the Citywide rate of 10.9%. **In 1990, the Unemployment Rate for the district was 5.00%,** compared to a Citywide rate of 9.7%. **In 1980 the Unemployment Rate for the district was 7.71%** compared to the Citywide rate of 11.4%. When reviewing the 2007-2011 ACS estimate Unemployment Data by census tract, **the highest unemployment rates were in census tract 9802 (22.81%), which has a high percentage of elderly population; and census tract 314.01 (14.80%).** The census tract with the lowest unemployment rate was: 333 (3.91%).

POVERTY

Despite increases, **the Poverty Rate in the CNE District remains substantially lower than the Citywide rate. Based on 2007-2011 ACS estimates, the poverty rate in the CNE District was 12.6%, compared 25.6% Citywide.**

INCOME

Based on the most recent 2007-2011 ACS estimate data the Median Household Income in the CNE District was \$50,339 The Citywide Median Household Income was \$36,957. Median Household Incomes by census tract range from \$26,354 in census tract 337.01, to \$60,875 in census tract 340. Census tract 9802, which only has 65 households, is somewhat of an anomaly with a median household income of \$143,889.

Table 7

Census Tract	Median HH Income_79	Median HH Income_89	Median HH Income_99	Median HH Income_ACS 07_11
307	\$15,893	\$25,500	\$31,649	\$46,649
308	\$19,287	\$36,615	\$47,311	\$55,949
310	\$19,357	\$35,668	\$41,412	\$55,016
314	\$16,519	\$28,065	\$34,048	
314.01				\$47,801
314.02				\$43,549
333	\$16,481	\$31,051	\$34,947	\$43,018
334	\$14,642	\$28,330	\$34,267	\$41,214
335	\$17,324	\$28,344	\$41,228	\$50,339
336	\$14,334	\$28,023	\$35,471	\$53,342
337	\$14,737	\$26,233	\$35,000	
337.01				\$26,354
337.02				\$54,485
338	\$14,747	\$29,208	\$35,080	\$44,865
339	\$14,732	\$31,758	\$36,659	\$48,088
340	\$21,264	\$37,872	\$43,576	\$60,875
341	\$15,563	\$29,318	\$37,236	\$51,125
342	\$23,086	\$32,065	\$44,196	\$52,841
343	\$26,838	\$75,412	\$68,750	
9802				\$143,889
Districtwide	\$16,481	\$29,318	\$36,659	\$50,339
Citywide	\$16,388	\$30,140	\$28,839	\$36,957

VEHICLES

- Based on the most recent data from 2007-2011 ACS estimates, **15.61% of all households in Central Northeast District do not have a car**, compared with 33.57% Citywide.
- In 2000, 20.81% of all households in Central Northeast District did not have a car, compared with 35.74% Citywide.