

UNIVERSITY / SOUTHWEST 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 ten topics within the Philadelphia2035 themes of Thrive, Connect, and Renew.

THRIVE

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

CONNECT

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

RENEW

- > **Open Space:** *Increase equitable access to our open-space resources.*
 - > **Environmental Resources:** *Fulfill city obligations to meet ambitious federal environmental standards.*
 - > **Historic Preservation:** *Preserve and reuse historic resources.*
 - > **Public Realm:** *Achieve excellence in the design and quality of Philadelphia's built environment.*
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Philadelphia City Planning Commission
October 2012

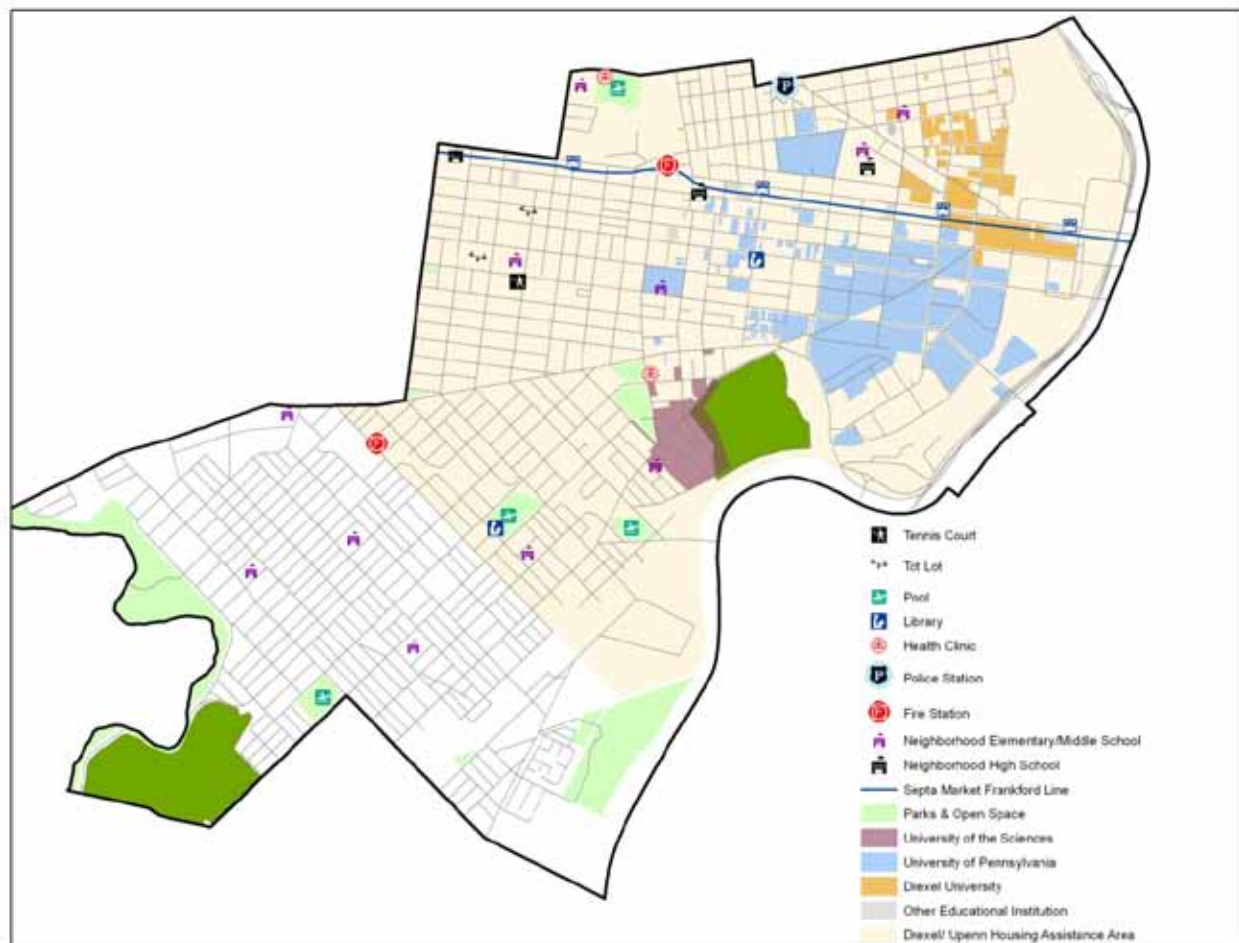
NEIGHBORHOODS

Philadelphia2035 Citywide Vision Goal: Improve neighborhood livability.

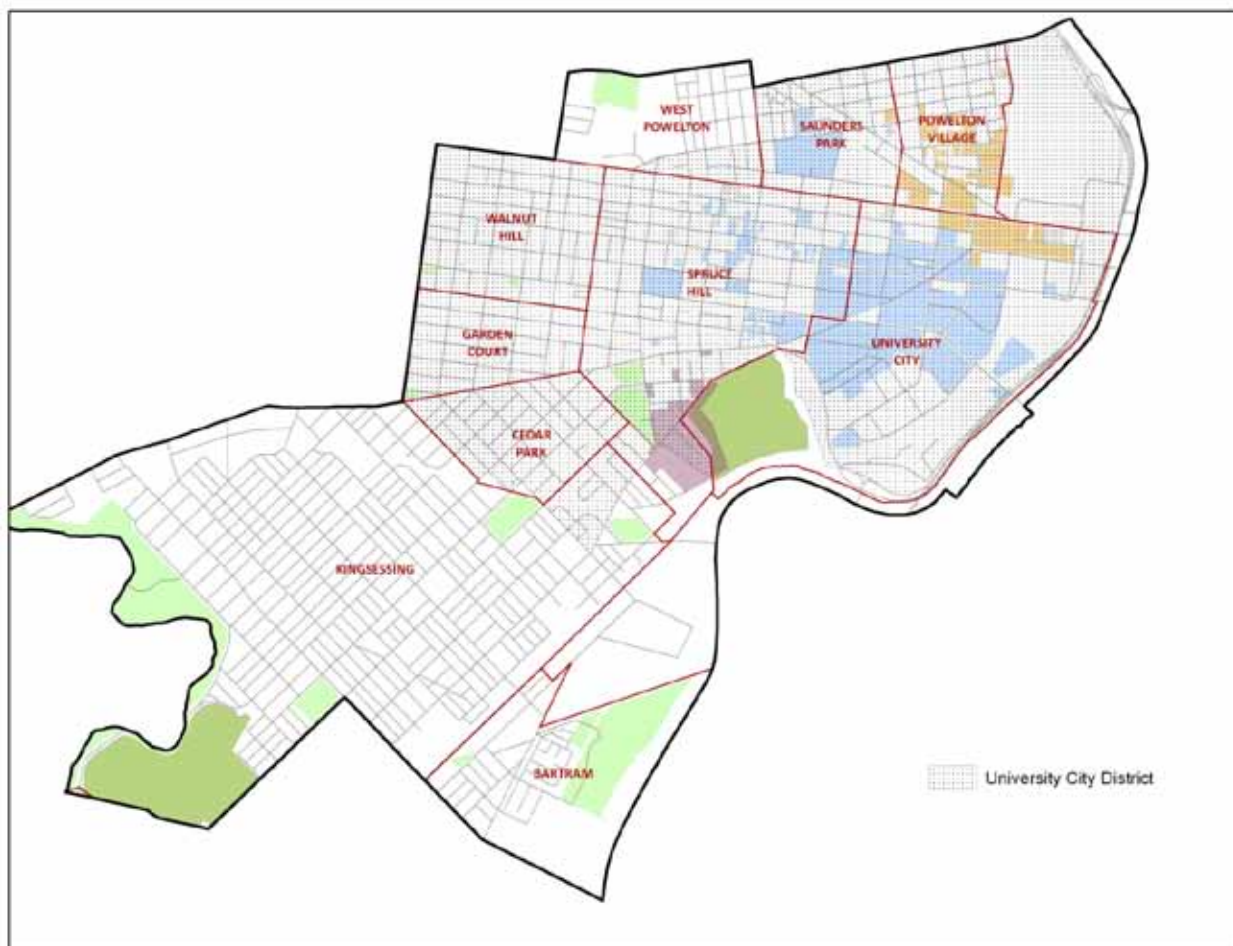
SUMMARY OF EXISTING CONDITIONS

Residents of the University Southwest district benefit from convenient access to community resources, many of which are regional in nature. Several institutional anchors including the University of Pennsylvania, Drexel University, and University of the Sciences, Children's Hospital of Philadelphia, and the Hospital of the University of Pennsylvania make their home in the easternmost part of the district. The Red Cross House at 40th and Powelton is the only of its kind one in the nation. The facility provides emergency shelter and services to families displaced by disasters. At 41st and Market, a Federal Citizenship and Immigration services office is under construction.

In addition to these resources that have a regional draw, there are a number of local community facilities in the district. The district has several recreation and community centers, including three public



pools. Some of the community serving public facilities in the district are clustered. For example the Kingessing branch Library, recreation center, pool and playing fields all share the same lot and are located is only one block away from the district elementary school. The district is rich in publicly funded services, however, community facilities and operations are subject to the fiscal challenges faced by the City. Partnerships with private and non-profit sector organizations have been effective to date in improving service delivery for education, sanitation and safety. Notably, the University City District partnership provides safety, beautification and technical support services to area residents and businesses.



KEY ISSUES

The following are the most important Neighborhood issues the University/Southwest District is facing over the next ten years:

- § Changing Demographics: University Southwest district has been experiencing gentrification for a number of decades. The socioeconomic changes in the community are likely to continue as the influence of institutional anchors continues to spread. While the physical development impacts of these changes have been largely positive, socioeconomic tensions have and are likely to continue to

be heightened. Within University Southwest, communities of mixed ethnicity, age, and economic class lack cohesion and appear to be transient in nature.

- § Single Family Conversions: Within the University City district, nearly half of all single family homes have been converted into multifamily dwellings to accommodate the burgeoning student population. Land use surveys indicate that a number of the converted structures do not conform to existing zoning. These findings raise questions about the appropriate accommodation of multi-family and student housing.
- § Corridor development: In corridors on the edge of University City, guidance is required to achieve balance in accommodating changing demand for goods and services, while enhancing quality of life and navigating "town-gown" relationships.
- § University-based homeowner programs aid in improving neighborhood quality of life but do little to extend those benefits to existing residents not associated with institutional anchors. Programs that assist existing homeowners would improve quality of life while easing town gown relations.
- § Bartram's Village: This conventional public housing site suffers from high crime and inadequate connectivity to commercial services, healthy food, and other neighborhood assets. Residents are largely isolated from outside influence.
- § Population Loss: the district experienced nearly a 3% decrease in population in spite of several new multifamily housing developments. Population loss was greatest among African American residents. Population loss has been most severe in those census tracts farthest from the universities, with the greatest losses occurring in Kingsessing. Many of the census tracts east of 50th Street saw population gains, modest population losses, or were split into multiple census tracts for the 2010 census in light of new growth.
- § Uneven distribution of City-owned recreational assets. The district has five large recreation centers, four of which are located in the south and southeastern portions of the district. This allocation leaves residents in middle, western, and northeastern areas with less-convenient access to publicly owned outdoor athletic fields and ball courts and programmed activities held indoors.
- § Poor facility conditions at the 61st Police Station impede the staff's ability stage equipment and mobilize vehicles effectively and to work in a well maintained environment.

MAJOR OPPORTUNITIES

There are opportunities in the University/Southwest District:

- § The 46th Street MFL Station Area provides the greatest opportunity for large-scale redevelopment. The surrounding blocks contain large parcels of vacant or underdeveloped, auto-oriented uses that are suitable for increased density. Redevelopment of the Provident Mutual Life site at 4601 Market Street, which is already in progress, will anchor a growing cluster of community serving municipal facilities. In addition, the Enterprise Center's planned mixed-use complex should be supported, and zoning remapping can create friendlier conditions for redevelopment of car washes and gas stations.
- § The 40th Street MFL Station: a 2006 planning study of the 40th and market node called for increased density. Specifically, the plan envisioned the NE corner of the intersection enlivened by transforming "The Market" into midrise housing development with a farmers market on the ground floor. On the opposite corner of 40th and Market, Low-Income Housing Tax Credits are expiring on a low density

affordable housing development. While an opportunity to rethink this site is welcomed and will likely lead to a more intense use of the site, a major loss of affordable housing in the University Southwest is undesirable. Moreover, high transit access at this site makes it particularly desirable for retention affordable units. Development at this node should seek to fully leverage its location by incorporating market rate and affordable housing as well as commercial uses.

- § A 1.06-acre parcel at 43rd and Baltimore could be developed into a nontraditional TOD site. The site would serve the growing population in this neighborhood as well as riders on the route 13 and 34 trolley lines. Depending on its state of repair, a development might consider incorporating the Health Center into the project to create a larger, 1.6-acre lot. A large, mixed use building with a grocery store on ground floor would be desirable at this location. The addition of a grocery store would be a tremendous resource for this part of the district which is currently one of the few remaining areas in University Southwest with no access to healthy food.
- § In 2011, West Philadelphia High School moved into a new facility, leaving behind a beautiful, historically designated structure in need of serious repair. Redevelopment of this structure is a major opportunity for adaptive reuse.
- § Public agencies (including the Philadelphia Housing Authority) own more than 700 scattered site residential properties in the district. Most of the properties are located in Kingsessing. Securing a private firm to develop this portfolio into market and moderate rate housing could attract additional investments in Kingsessing and capitalize on neighborhood transformations to its north. Those properties that are located in more stable areas of University Southwest should be preserved as long-term affordable or moderate-rate housing.

NEIGHBORHOODS (SPECIFIC TOPICS)

Neighborhood Centers

Goal 1.1: Promote strong and well-balanced neighborhood centers.

Objective 1.1.1. Strengthen neighborhood centers by clustering community serving public facilities.

The city continues to move forward with plans to move the Police Administration Building to the long-vacant Provident Mutual Life Insurance building at 4601 Market Street, consolidating the Health Department, Police administration operations, and the Medical Examiner's Office. Construction of the Philadelphia Youth Center is nearly complete on this 12-acre site.

The district has four examples of already-clustered community facilities: Health Center 4 adjacent to the Lee Cultural/Recreation Center; the Kingsessing Library on the same large parcel as the Kingsessing Recreation Center; L&I West District office in shared building with Fire Engine 5/Ladder 6; and Health Center 3 adjacent to Clark Park.

Condition of Community-Serving Facility

In the context of *Philadelphia2035*, locations that provide City-government services to the public (e.g., libraries, health centers) are identified as "community-serving facilities." Within the district there are 28

community-serving facilities consisting of approximately 75 buildings and related fixed assets. The facilities and their individual fixed assets are listed alphabetically by asset type in the table below.

Facility Name	Address	Asset ID	Asset Type
Fire Engine 5/Ladder 6	43rd and Market Streets	149	Fire Station
Fire Engine 68/Ladder 13	52nd Street and Willows Ave	411	Fire Station
Health Center 3	555 S. 43rd Street	58	Health Center
Health Center 4	4400 Haverford Ave	986	Health Center
Bartram's Garden	5443 Bartram Rd	963	Historic Site
Library Branch - Kingsessing	1201 S. 51st Street	972	Library
Library Branch - Walnut Street West	3948 Walnut Street	243	Library
L&I West District Office	4221-29 Market Street	376	L&I Office
47th and Grays Ferry Park	4700 Paschall Ave	292	Neighborhood Park
Ben Barkan Park	4936-58 Spruce Street	239	Neighborhood Park
Cedar Park	4917-53 Baltimore Ave	2092	Neighborhood Park
Clark Park	4301 Chester Ave	372	Neighborhood Park
Grays Ave Park	5301 Grays Ave	232	Neighborhood Park
Parking Lot 4716 Baltimore Ave	4716-23 Baltimore	38	Parking Lot
45th and Sansom Tot Lot	122-124 S 45th Street	266	Playground Equipment
49th and Spruce Play Lot	4801 Spruce Street	444	Playground Equipment
Sansom Street Play Lot	4700-4708 Sansom Street	449	Playground Equipment
Police 16th District	3900 Lancaster Ave	439	Police Station
Police Sub Station	3942 Chestnut Street	1740	Police Sub-Station
48th and Woodland Playground	4740 Woodland Ave	5	Recreation Center
61st and Baltimore Ave Playground	61st and Baltimore Ave	2132	Recreation Center
Deritis Playground	5655-59 Grays Ave	198	Recreation Center
Kingsessing Recreation Center	4901 Kingsessing Ave	974	Recreation Center
Lee Cultural Center	4310 Haverford Ave	985	Recreation Center
Franics J. Meyers Recreation Center	5800 Chester Ave	965	Recreation Center
Whitby Avenue Playground	Cobbs Creek Pkwy/Whitby Ave	1372	Recreation Center
Garden Court Tennis Courts	4700-10 Spruce Street	303	Tennis Courts

The conditions and needs for site improvements or modernization at each facility vary by operation and are greatly 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 FY2000 to FY2010 are cited. Over the 11-year period approximately \$22.5 million were allocated to community-serving facilities in the district.

Fire Stations

There are three fire stations in the district. Fuel pumps are located at each. Issues were documented by PCPC staff at two of the stations. Capital expenditures of \$591,500 were made between FY00 and FY10; approximately \$170,000 in City capital funding is programmed for both stations FY13-18.

- § Fire Engine 68/Ladder 13 – Roof leaks upon ice buildup in winter months.
- § Fire Engine 5/Ladder 6 – Broken and leaky windows over 50 years old. Expanded exterior lighting is needed to illuminate entrances and parking areas for staff and the public.
- § Fuel pumps are located at each site and discussed in the Land Management memo under the Municipal-Support Facilities section.
- § The Licenses and Inspections (L&I) West District office is in the same building as, but not connected via interior access to, the fire station. The L&I office is in good condition, but staff reported minor issues with drafty windows and a security door at the front entrance that is very difficult for the public to open.

Health Centers

There are two health centers in the district; together they received nearly \$5.5 million in FY00-FY10 capital funds. Approximately \$585,000 is programmed for FY13-18 capital funding for both centers.

- § Health Center 3 – Windows are approximately 50 years old and leaky and do not close properly. The center is connected to the Phipps building which has been closed for two years awaiting repair of roof and interior walls and asbestos abatement. The Phipps building formerly provided clinical space for the center and its loss has strained capacity on existing examination and office spaces. Driveway entrance has large holes and in need of repair. The center is located across 43rd Street from Clark Park and its playground equipment.
- § Health Center 4 – No reported building issues, but fencing between the center and adjacent Lee Cultural/Recreation Center presents a barrier to the buildings acting as a clustered site for City public services. Improved side paths and signage would improve overall sense of connectivity.

Libraries

There are two libraries in the district that together received more than \$7.7 million in capital funds FY00-FY10. Neither of these branch libraries is programmed for capital funding FY13-18.

- § Walnut Street Branch – Overall the library is in very good condition, but has leaks in the front masonry windows damaging the wooden sills. Poor air conditioning has caused one to two closures during extreme heat events in recent years.
- § Kingsessing Library Branch - Poor air conditioning has caused multiple closures during extreme heat events in the last several years. The library is located adjacent to the Kingsessing Recreation Center.

Recreation Centers and Other Recreational Assets

There are five multi-purpose recreation centers in the district: 48th and Woodland, Deritis, Kingsessing, Francis Meyers, and Lee. Four of the five (48th and Woodland, Deritis, Kingsessing, Francis Meyers) are located in the Kingsessing neighborhood, leaving the Lee Cultural Center to serve the northern and western half of the district. This uneven distribution of recreation centers limits access to programmed

activities, athletic fields, and ball courts for residents not in close proximity to the Kingsessing neighborhood.

Recreation centers received more than \$4.8 million in capital funds FY00-FY10 and are programmed to receive \$200,000 in capital funds for FY13-18. Conditions among the centers vary depending on the size of buildings and the different assets (e.g., basketball courts) at each site.

- § 48th and Woodlawn Playground – Grounds and entry ways were in fair condition with excessive trash, litter, and graffiti found around the site, but mostly concentrated around the rear building and playground areas. Playground equipment was quite worn and the playground surfaces hard and deteriorated. Athletic fields were uneven. Staff at the site reported a leaking roof of the Spray Ground building, ongoing water pipe leaks and open faucets, and exterior doors that are difficult to operate.
- § Francis Meyer Recreation Center – The grounds, courts and playground equipment are in good condition. Fencing along the southwest side of building is missing. Interior building computer room (Keyspot) was inoperable for several weeks in August and September. The adjacent building, a former health center, has been shuttered for three years (no interior assessment was possible). Reuse of the former health center space may provide opportunities for expanded recreation and cultural activities at Francis Meyers.
- § Kingsessing Recreation Center – The grounds, courts and playgrounds are in good condition with exception of excessive litter around the perimeter and tennis courts. The building has approximately seven significant leaks that were observed to severely damage walls and ceilings in multiple rooms/areas. The center is located on the same large city-owned parcel as the Kingsessing Library, and there is good walking access between the two with a community garden actively maintained between the two buildings.
- § Lee Cultural Center/Recreation Center – Sidewalks and concrete surfaces are in need of repair. Tennis courts are in need of resurfacing. No investigation of the interior of building was conducted. The Center is adjacent to Health Center 4 and Philadelphia Housing Authority building. The only direct connection between the center and the two sites are sidewalks along Haverford Avenue and 42nd street. Better connectivity between the center and these sites by way of paved walking paths and signage would improve operability as a clustered community-serving location.
- § In addition to the recreation centers, there are three sets of playground equipment, some of which have additional ball courts, and one stand-alone tennis court in the district. The playground and ball courts at Clark Park were the only recreation assets aside from a large recreation centers to receive capital funding between FY00-FY10 totaling \$354,906 for new equipment and improvements to ball courts. No capital funding for these particular sites is programmed for FY13-18. Tennis courts at Garden court need improvement; benches and nets are worn and need replacement.
- § City records show playground at Sampson and 47th Streets; however, the site is not a playground and is owned by the Philadelphia School District.

Parks

The conditions of parks are documented in the Parks and Open Space conditions memo. The only issues worth noting are the following sites that appear as neighborhood parks in City records. Although owned by the City, they do not serve as parks and could potentially be considered surplus, disposable property.

§ 4829-33 Paschall Ave.

§ 3901 Warren St.

§ 1418-26 S. Hanson St.

Parking Lot

The parking lot located at 4716-23 Baltimore Avenue is owned by the City, and appears to be operated by PPA. However, there are no meters or signs indicating a fee structure or hours operation. The lot should be evaluated for need by adjacent business and local community interest. Consideration may be given in the district plan for the sale of the lot to PPA to ensure that its maintenance is paid for by parking revenues, or for redevelopment purposes.

Police Stations

There is one police substation and a single police station in the district. The substation serves the University City District only and space for the operation is provided to the City by the District.

The 16th Police District at 3900 Lancaster has several structural and operational issues. The building is sandwiched between two other buildings on a triangular set of lots and has limited rear parking or staging area. A separate parking lot located to the rear of the station on Warren Street is used for police vehicles and personnel parking. According to staff, the lot is inadequate for staging equipment and mobilizing a several police vehicles at once, and provides limited number of spaces for personnel parking. The interior of the building has poor ventilation and heating. There are several holes in ceiling tiles and exposed electrical and communication wires in office areas. Site relocation may be considered in the district plan. The station received \$108,676 in capital funds in FY00-10; \$682,000 is programmed for FY13-18.

Objective 1.1.2 Strengthen neighborhood centers by developing viable commercial corridors.

The University Southwest district has been able to maintain and revitalize several healthy commercial corridors. Because the district has a strong a job center with large daytime population and student population it is seen as an attractive market for private investment. The district benefits from proximity to the metropolitan center with high speed tight transportation linkages.

Commercial corridors on the outskirts of the university hub are more challenged. In areas most distant from University City, commercial initiatives may focus on blight prevention/management, targeted public services and redevelopment, and workforce training and access. Commercial corridor initiatives should complement residential and industrial stabilization. The major traditional commercial corridors in these areas (e.g., Woodland Avenue, Chester Avenue, 58th and Baltimore, 52nd Street) still provide a workable physical foundation for serving substantial household trade areas. Additional information about commercial corridors is included in the Economic Development memo.

Objective 1.1.3. Strengthen neighborhood centers by promoting transit oriented development around stations.Subway/ Multimodal Nodes

30th Street Station is the highest density transit hub within the University/Southwest District and one of the busiest rail stations in the country. With the enactment of the new Zoning Code, a mapped area around the station is part of a larger Center City/University City Floor Area Ratio Map in which development of any CMX-5 parcel is increased to 1600% of lot area by right, with bonuses up to 2600%. The mapping of a TOD overlay in the 30th street Station area would serve to reduce parking requirements for any new developments within the mapped area by 50%, something that the 'Super-CMX-5' area does not achieve (this mapped area affects Floor Area Ratio only, and does not adjust any other development standards or design guidelines). The amount of existing structured parking in this area, the above-capacity traffic volumes on many arterial roads, and the peerless access to every mode of the regional transit system in this location are all strong reasons to take all possible steps to discourage driving to and from this location. Limiting the provision of parking – reducing supply – is a proven strategy for reducing demand. Lower parking requirements can also result in lower development costs for large projects that would otherwise need to incorporate significant square footage for parking facilities. The area around 30th Street station is predominantly built atop a platform covering railroad tracks, and as such, below-grade parking is not possible in most sites, leaving above-ground structured parking or surface lots as the only viable way to provide parking to meet the zoning code. The vision for this area as a walkable neighborhood and TOD node is in conflict with the design realities created by the physical conditions of the area.

The 34th Street MFL Station area has little development opportunity for additional TOD. A Science Center parcel on the SW corner will be developed to include a large office building which is in keeping with TOD principles. With a mix of office and retail only, parking is not required for such a development, and parking should be discouraged as a component of anything built at this site. A TOD Overlay could also be put in place here to capture this site and undeveloped sites along Chestnut.

The 40th Street MFL Station area is characterized by many small parcels. The SE corner is an opportunity as a lease agreement is expiring for the affordable housing development there which currently does not appropriately leverage its location. This plan is an opportunity to revisit this site.

As stated in Objective 1.1.1 above, the 46th Street MFL Station is an excellent TOD Overlay candidate.

Trolley/Bus Nodes

43rd and Baltimore (Routes 13 and 34 Trolleys): This site is not a traditional TOD, but it consists of several large undeveloped parcels as well as a city-owned health center facing Clark Park, one of the district's most valuable assets. The influx of additional residents into this area and the growing popularity of the Baltimore Avenue commercial corridor suggest that the surrounding neighborhoods could support an anchor type of development, while at the same time this development could serve populations coming from other destinations along multiple trolley lines. A zoning change from RM-1 to CMX 2.5 or 3 might

provide the necessary incentive for large scale development. The undeveloped parcels combined with the health center create a large development parcel stretching from Baltimore to Chester. If capital facilities analysis and discussions with the Health Department indicate that the current health center is costly and past its useful life, then the City may consider evaluating the site's suitability for a mixed-use building with the health center as an anchor tenant.

47th to 49th and Woodland Avenues (Route 11 and 36 trolleys, Bus routes 12, 52, 64): These two blocks of Woodland Avenue enjoy high frequency transit service in and out of Center City thanks to two trolley routes sharing tracks out to 49th Street. Bus routes provide additional connections to neighborhoods and employment centers across the city, including Pier 70. This would be a good location for additional housing for a variety of incomes and household types. Existing CMX-2 and ICMX zoning could be remapped to CMX-2.5 or IRMX to allow for more residential uses, and large contiguous parcels could be assembled for multi-family housing.

Regional Rail Nodes

University City RR Station: This location has the opposite challenge of other transit hubs in the district: the surrounding very-high-density development is not sufficiently served by the infrastructure. Increased headways to/from this station on some combination of the three lines serving the station (or supplemental shuttle-style service) would help incentivize transit use for commuters to the hospital complex. Bus connections to/from this rail station could also be improved with increased headways on the 40, smarter stop location for the 42, or new bus lines.

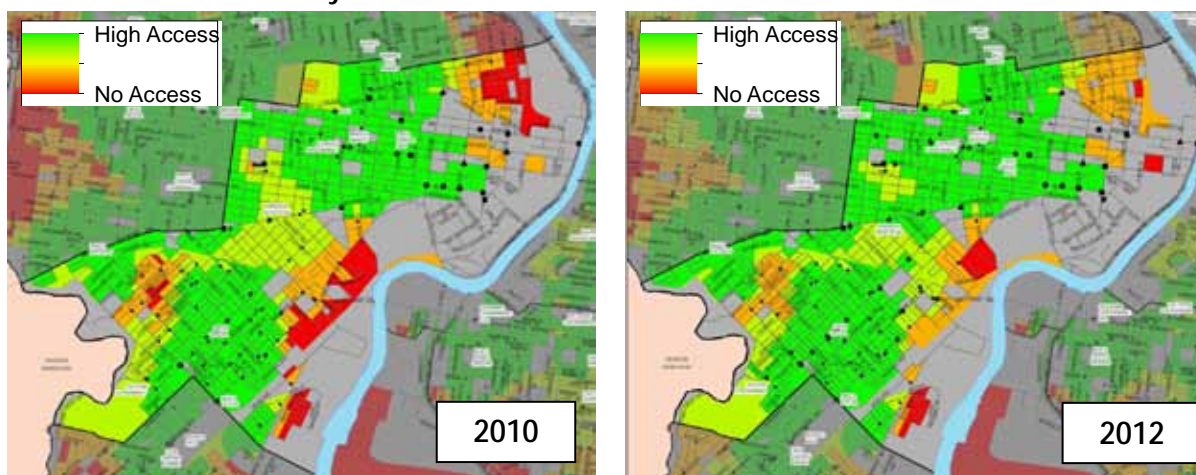
49th Street RR Station: This node is an important transfer point and an important gateway to a cluster of community facilities, but additional build-out is not possible or likely in the foreseeable future. Streetscape or wayfinding improvements would emphasize the connectivity between the rail station, other modes, and the recreation center/library complex.

Angora RR Station: There is not currently strong market demand to support new construction in this area. If the market improved, there are some large sites where redevelopment could take place to more effectively take advantage of the intersection of the regional rail line with the G bus and 34 trolley. Re-mapping the block surrounding the station to remove the CA-2 and perhaps upzone to CMX 2.5 could set the stage for future developments, but it is unlikely that dramatic change would take place within the next 5-10 years.

Objective 1.1.4. Provide convenient access to healthy food for all residents.

Since 2010, the Philadelphia Department of Public Health, along with the Food Trust, has worked to improve walkable access to healthy foods citywide. In University Southwest, a number of corner stores were converted into 'healthy corner stores', by increasing their offerings of fresh produce items. The new Clark Park farmers market at 58th and Chester has also contributed to improved healthy food access. While some food deserts remain within the district, the number of blocks with 'no access' to healthy foods has noticeably decreased.

Walkable Access to Healthy Food



Healthy food access was increased from “no access” to low access in Powelton Village through the conversion of a traditional corner store at 34th and Hamilton. Similarly, the addition of an enhanced healthy corner store at Grays Ferry and Woodland Avenues improved food access in the Kingsessing/ Saunders park area. Three healthy corner store conversions improved access in SW Kingsessing. Bartram’s Village, a conventional public housing site, was the only location in the district that saw no improvement in walkable healthy food access in the past two years.

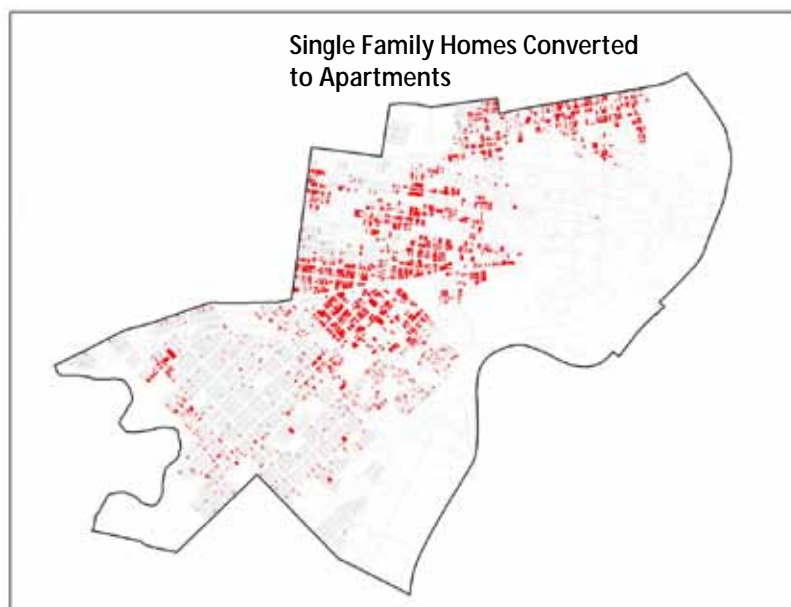
Efforts are underway to develop a grocery store in Mantua, a neighborhood just north of Powelton Village; a market in the proposed location would effectively serve most of blocks with low food access in this neighborhood. Short of that, continued corner store conversions are the most effective strategy for this area.

Housing

Goal 1.2: Improve the quality and diversity of new and existing housing

Objective 1.2.1. Stabilize and upgrade existing housing stock.

Many of the neighborhoods in the University Southwest district fall within the catchment areas for Drexel University or University of Pennsylvania’s employee housing assistance programs. The University of Pennsylvania offers up to \$7,500 in forgivable loans for home purchase or renovation. Drexel University offers a \$15,000 forgivable loan for home purchases or \$5,000 for renovations. Saunders Park, Powelton Village and portions of West Powelton are within the catchment areas for both University incentive programs. The programs are designed to attract development to neighborhoods close to the schools, while also mitigating the impact of single-family to multi-family home conversions. Both programs limit funding to owner-occupied single- or two-family dwellings.

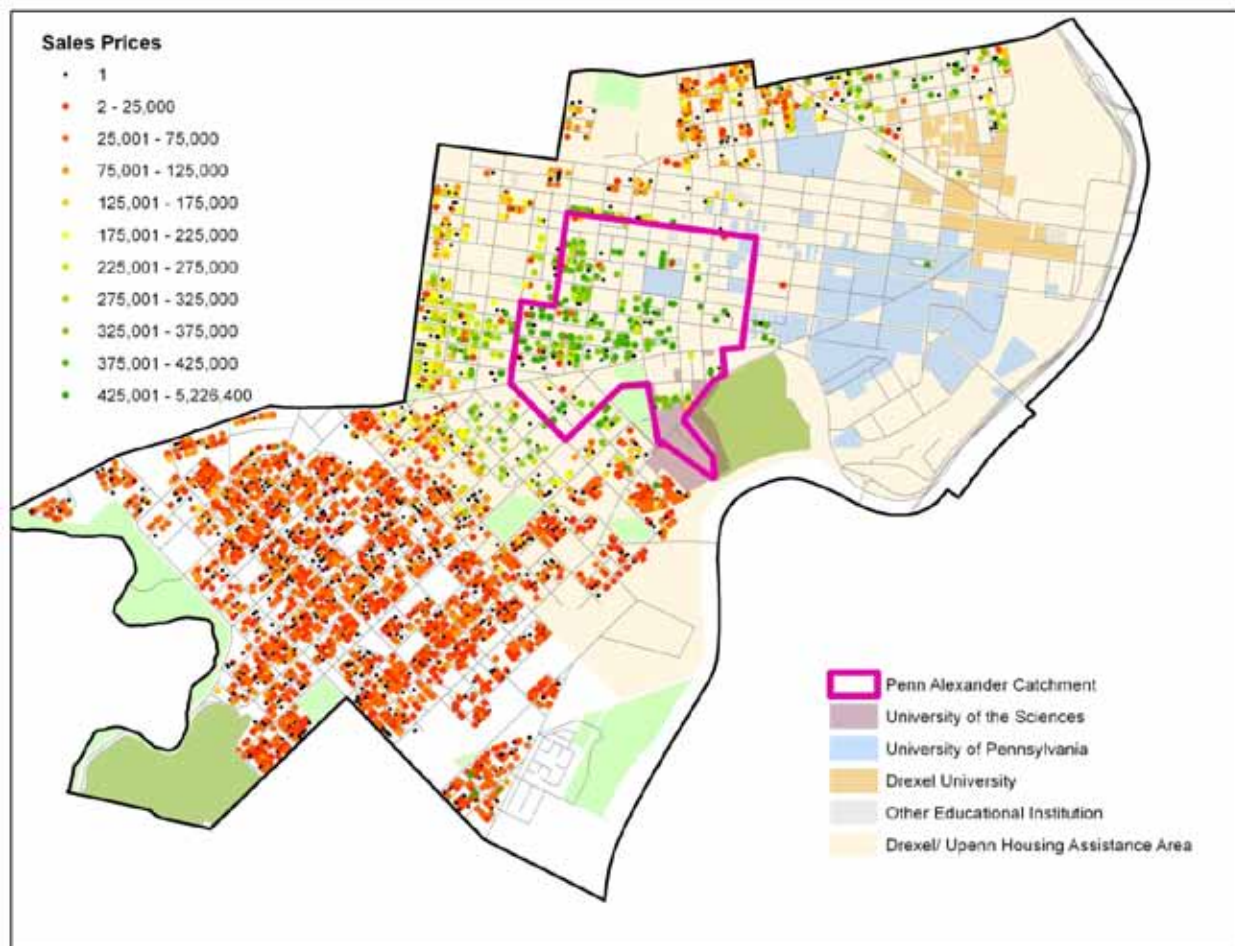


The Office of Property Assessment has recorded 2,605 property conversions from single-family homes to multi-family. The majority of these converted properties are within the University City District, where 40% of all single-family structures have been converted to apartments. Three-story, semi-detached structures were most frequently converted. Further investigation is needed to determine the proportion of owners that took the proper steps to legally convert their structures.

The past decade has seen a number of new student housing facilities at both Drexel and Penn. Recent and pending housing developments amount to more than 2,000 new beds between the universities, which should alleviate market pressure for new conversions.

Schools and access to educational opportunity have a great influence on where households choose to locate. A school district can also positively or negatively impact the value of local homes. Within University Southwest, the most sought after school is the Sadie Alexander Elementary School, typically referred to as Penn Alexander. The school, built in 2002 is a part of the Philadelphia School District but also benefits from additional financial and programmatic support from the University of Pennsylvania. Student performance at Penn Alexander earns the school a rating of '1' on the school performance index. The school is, however, challenged by its success; the school is nearing capacity which may threaten the school's ability to accommodate new students. Home prices in Spruce Hill, where Penn Alexander is the neighborhood school, averaged more than \$285,000 in the years since 2005.

While Penn Alexander thrives, other public schools in University Southwest make slow, but noteworthy progress. Eight out of twelve schools serving the district improved their School Performance Index score between 2009 and 2011. Catherine, which serves students in the Bartram neighborhood, improved its score from a '3' to a '1' within this timeframe. Locke Elementary, which serves the West Powelton, Walnut Hill and Spruce Hill neighborhoods, improved its SPI ranking the most, moving from SPI '7' to SPI '2'. This fall, Drew Elementary school, which served the University City Neighborhood, closed its doors. According to a 2010 School district facility analysis, the school had been operating at 37% capacity. Addi-



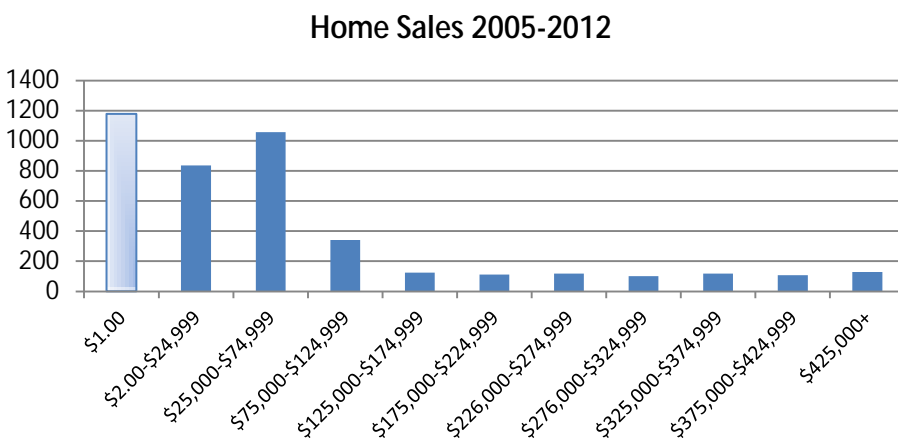
tionally, the cost to make needed repairs at the facility exceeded 80% of replacement cost for the structure. The schools' 230+ students are slated to attend other nearby schools. None are expected to be transferred to Penn Alexander.

Although no plans for closure have been proposed, the University City High School may someday suffer the same fate. University City is utilizing only 26% of its capacity and performing poorly relative to other schools. Both schools have been affected by a loss in student-age population over the past decade. Within the University City District (UCD) boundaries, there was a 26 percent decrease in the number of children under 18. Within the same time period, the number of young adults age 22-29 increased by 30 percent. This cohort aligns more closely with new family households than with the student population we expect to see in the University City area. With that in mind, it is reasonable to speculate that the school-age population may increase again within the next decade. Decision making concerning future school closures or consolidations should take this possibility into account.

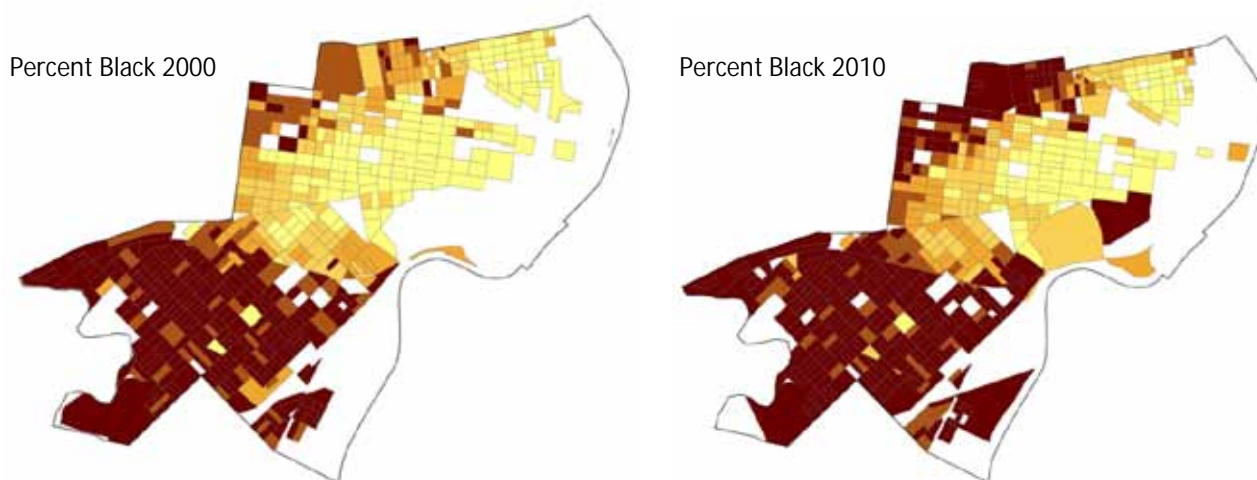
Most of the neighborhoods in University Southwest are included in the University City District service area. While the UCD boundary does not respect neighborhood, school catchment, or homeowner incentive program boundaries, the characteristics of the communities that fall within the UCD are distinct. Compared to the rest of the University Southwest district, UCD residents are more ethnically diverse. A

greater proportion of households rent within the UCD. While home sales in the University City District make up a relatively small percentage of all homes sold in University southwest, average home prices in this part of the planning district were significantly higher for home sales between 2005 and 2011. The average sales price (\$207,683) is five times greater than home sales outside of the UCD.

Three neighborhoods in University Southwest lie outside of the University City District: West Powelton, Kingsessing, and Bartram. Between 2005 and 2011, homes sales in these three neighborhoods sales accounted for more than 70% of all sales. The average home sales price in Kingsessing and Bartrum neighborhoods is \$35,000. In West Powelton, home sales average just below \$70,000.



Neighborhoods along the edges of the University City district are experiencing gentrification. Since students drive much of the population change in this part of the city, a study of household incomes does not immediately reflect neighborhood change. However, the neighborhoods outside of the immediate influence of the university cluster are heavily African American; examination of population loss within this group clearly reveals the direction of the trend. The maps below depict population changes between 2000 and 2010. During this time period the proportion of African Americans living in West Powelton and Walnut Hill decreased noticeably. Also noticeable is population change South of Baltimore



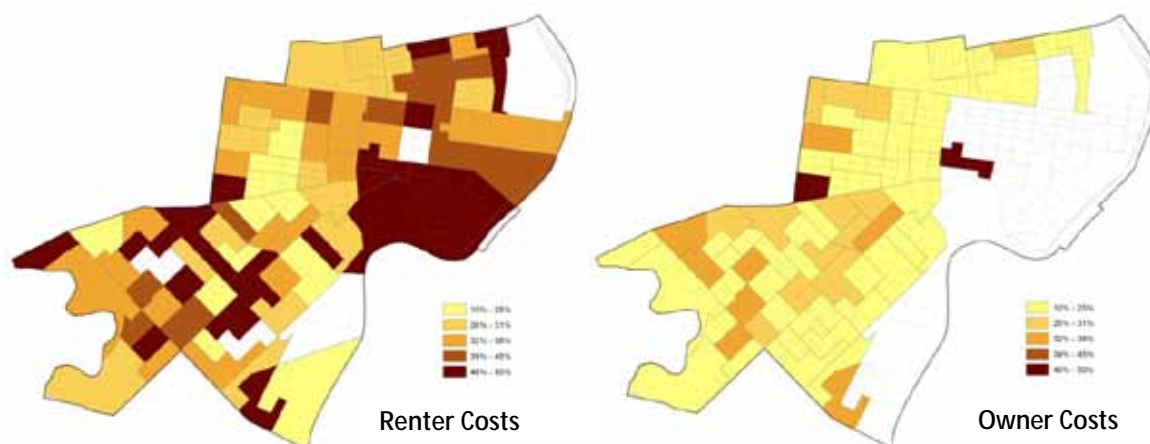
Avenue and above the rail right of way in Kingsessing. This right of way creates a significant physical barrier in University Southwest. Ninety-five percent of the residents south of the rail right of way are African-American compared to 29% to its north. 73 percent of Kingsessing residents living north of the rail right of way are black; this is down from 87 percent in 2000. This 27 block area saw white population quadruple in the past decade while black population decreased by nearly 25%. Overall there was a 10 percent decrease in population in this part of the district since 2000.

Objective 1.2.2. Ensure a wide mix of housing is available to residents of all income levels.

District wide, renter households have lower median incomes than homeowner households. Much of this can be explained by the strong presence of students within the district. Typically, this population group has little or no income. There are also a number of affordable housing developments within University Southwest, including two conventional sites managed by the Philadelphia Housing authority that have a total of more than 800 units. OHCD has provided funding for 328 units of affordable housing since 2000; most of these are rental housing.

In Kingsessing, there is a relatively small margin between median incomes for renters and owners. This is likely a reflection of both a smaller student population and lower incomes among non students in this part of the district. The greatest income disparities exist between renter and owner households in Powelton Village. Although most homeowners in the district comfortably afford their homes, housing affordability is a greater challenge for renters in the district. Many renters in Kingsessing are spending more than 46% of their income on rental costs. This is a challenge worth noting as rates of rental tenure in this neighborhood are increasing.

Median Housing Costs as a Percentage of Household Income



A number of nursing homes and affordable independent living apartments for seniors are located through the University Southwest district. The LIFE center (Living Independently For Elders) is an adult day care center enables seniors continue living in their homes while receiving comprehensive medical

care on a daily basis. The Center, run by the University Of Pennsylvania Department Of Nursing, is targeted to seniors living in the west and southwest Philadelphia area. As investments are made in neighborhoods that are changing demographically, it will be important to recognize the value of creating and maintaining affordable housing within the district. Efforts should be made to ensure that moderate and affordable housing is not sacrificed in the name of development.

PRELIMINARY RECOMMENDATIONS

- § Several neighborhoods lack active recreational sites. Four of the five large, multi-purpose recreation centers are wholly in one neighborhood. Further analysis is necessary to determine the impact and need for additional active recreation opportunities in the district.
- § The 16th Police station has inadequate parking and police mobilization capabilities at its current site. Poor interior conditions warrant renovations. Consideration should be given to site relocation, and co-location with another community-serving facility, prior to additional and significant outlays of Capital Program funding for site improvements.
- § 30th Street TOD: With auto congestion at unsustainable levels presently, measures should be taken to maximize the transit-oriented nature of this area, including the reduction or elimination of parking requirements for large projects to lower the amount of induced demand for driving. A TOD overlay in this area would serve to lower parking requirements by 50% without affecting other development standards. High density developments proposed for this area will result in enough residential and office units to warrant additional fresh food options in this area.
- § 46th Street TOD: CMX-3 would be appropriate in terms of density but also for its ability to activate a floor area bonus for mixed-income housing provision, something that is becoming increasingly crucial as property values increase and large universities and hospitals seek to recruit and retain workforces. CMX-2 parcels in this area along Chestnut and Walnut could be upzoned to 2.5 or 3.
- § Bartram's village: This PHA housing site is physically separated from most community assets, fresh food being only one of many. Incorporating small-scale neighborhood-serving retail into a redesign of this site might address this issue in part, and is an idea to pursue with PHA as plans move forward.
- § Continued conversions of single-family structures within the district should be discouraged in order to maintain a balance between families, long-term residents, and the more transient student population. Multifamily housing developments should be encouraged within existing and proposed TOD nodes including 30th street, 40th and Market and 46th and Market. Additionally, multi-family housing options within the Garden Court district and its surrounds should be expanded.
- § Develop a new arm to existing University partnerships designed to assist long-term homeowners in making façade improvements and home renovations. By helping homeowners who are not associated with the university to improve their homes, local institutions can help to develop stable mixed income communities.

ECONOMIC DEVELOPMENT

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

SUMMARY OF EXISTING CONDITIONS

The University/Southwest District (U/SW) may be considered as three distinct areas¹ with very different challenges and opportunities for economic development:

- § University City is a major economic engine of the U/SW district and the Metropolitan Center, accounting for approximately 10% of citywide jobs. A limited amount of available land and a constrained transportation system are being called upon to support planned additions to major universities, hospitals, research facilities, and business centers. The overall competitiveness of the Metropolitan Center depends in large degree upon the ability of these additions to capture net new jobs, income, and residents from outside the city and region.
- § Much of U/SW immediately west and southwest of University City continues to experience gradual reinvestment spurred by growth in jobs and student enrollment at nearby institutions. Like the extended neighborhoods of Center City, this area requires guidance to accommodate increased demand for goods, services, and housing while enhancing quality of life and navigating “town-gown” relationships.
- § In areas of U/SW most distant from University City, declining residential demand, industrial employment, and institutions suggest that economic initiatives should focus on blight prevention and management, targeted public services and redevelopment, and workforce training and access. These areas are more closely related to adjoining low-to-moderate income communities in the West and Lower Southwest Districts.

The table below highlights the relative size and recent change of the job bases of these U/SW sub-areas. Between 2002 and 2010, overall employment in U/SW increased by 10,686 jobs or 18.5 percent, growing from 57,696 jobs to 68,382 jobs. This significantly boosted the District’s overall share of citywide employment from 9.5 percent to 10.9 percent. The six tracts comprising the core of University City accounted for 89 percent of U/SW jobs in both 2002 and 2010, and also accounted for 89 percent of net job growth in U/SW, or 9,512 jobs, between 2002 and 2010.

¹ The University City area is defined as Census tracts 88.01, 88.02, 90, 91, and 369, and is generally the area east of 41st Street. The Middle area is defined as Census tracts 77, 78, 79, 86.01, 86.02, 87.01, 87.02, and 92, and is generally the area between 41st and 50th Streets. The Southwest area is defined here as Census tracts 65, 69, 70, 71.01, 71.02, 72, 73, and 74, and is generally the area west and southwest of 50th Street.

Change in Number of Jobs, University/Southwest District and Sub-Areas¹, 2002 and 2010

	YR2002	YR2010	Change	% Change
University/Southwest Total	57,696	68,382	10,686	18.5
University City Tracts	51,278	60,790	9,512	18.5
Middle Tracts	3,953	5,018	1,065	26.9
Southwest Tracts	2,465	2,574	109	4.4

U.S. Census Bureau, OnTheMap Application. 2012

KEY ISSUES

The following are important economic development issues faced by the University/Southwest District over the next ten years:

- § The combination of reduced rates of growth in national undergraduate enrollment², national health care reform, health care industry consolidation, and reduced government funding for health care, education and research may reduce institutions' pace of job creation, spending, and construction.
- § High city taxes contribute to levels of in-city technology transfer, entrepreneurship and business development that are below that of leading U.S. urban university/research centers.
- § Philadelphia had in 2006 the highest rate (10.8 percent) among the 30 largest cities of assessed property value owned by tax-exempt non-profits.³ Future additions to acreage that is exempt from property tax may complicate the city's ability to make its overall tax structure more competitive.
- § As stated in the Transportation memo, the current transportation network may have limited peak capacity to accommodate high density development envisioned in master plans⁴ for 30th Street and the Center for Health Care Sciences.
- § Expanding institutions in University City need near-term planning guidance and assistance to expand into other appropriate, accessible, underutilized sites and districts.
- § Positive relationships between communities and institutions require continued commitment from all parties.
- § U/SW areas beyond the economic sphere of University City have few remaining large, local, and stable drivers of employment, with most economic activity in commercial corridors (see APPENDIX), K-12 schools, nursing homes, and industrial enterprises along the District's numerous rail lines.

MAJOR OPPORTUNITIES

The principal economic-development opportunities in the University/Southwest District include:

² Total undergraduate enrollment in the U.S. increased 37 percent between 1998 and 2009, while enrollment is projected to only increase by 16 percent between 2008 and 2019. (National Center for Education Statistics (NCES) 2010. Digest of Education Statistics: 2009 NCES 2010-2020. Washington, D.C.)

³ P. Kerkstra. Exempt sites complicate tax fixes. *Philadelphia Inquirer*. pG1. Sept. 16, 2012.

⁴ Related master plans include the University of Pennsylvania's *PennConnects*, Drexel University's *Campus Master Plan*, Children's Hospital of Philadelphia, and Amtrak/30th St.

- § Continued city partnership with University City's well-endowed education and health-care institutions can help to weather demographic and fiscal challenges while diversifying University City's economy and promoting Philadelphia as a world-class center for education, culture, research, and technology commercialization.
- § The University City Science Center, is working to strengthen the city's and region's performance in technology development and commercialization.
- § Large U/SW institutions have increasingly structured institution-backed commercial development as taxable real estate.
- § Ongoing transit, highway, remote parking, and ped/bike improvements may help manage peak auto, bus, and truck congestion as long as additional, high-density developments are not auto-centric.
- § Master plans by major institutions and by the city identify areas to the south (Lower Schuylkill), east (Schuylkill Banks), and north (30th St. rail yards) that could accommodate longer-term expansion.
- § Major institutions appear ready to continue community collaborations in commercial and residential revitalization, K-12 and post-secondary education, purchasing, job training and hiring, and security.
- § Residents of distressed areas in U/SW have good access to external employment centers, and internal commercial and industrial corridors provide a workable physical framework for revitalization.

ECONOMIC DEVELOPMENT (SPECIFIC TOPICS)

Metropolitan and Regional Centers

Goal: Support the growth of economic centers.

University City and Center City form what *Philadelphia2035* refers to as the Metropolitan Center of a 12-county Greater Philadelphia region. This area hosts major public and private employers, high employment densities, a wide range of uses and attractions, and commuters and visitors from Greater Philadelphia and beyond. The Educational Services and Health Care and Social Assistance sectors accounted for 76.8% of U/SW jobs in 2010, up from 74.3% in 2002.⁵ PCPC forecasts call for at least 4,000 net new jobs, and more than 3,000 new residents, in U/SW over the next 25 years.

Major University City employers, with estimated district-based jobs, include:

University of Pennsylvania	16,500
Penn Medicine	13,600
Children's Hospital of Philadelphia (CHOP)	9,600
U.S. Internal Revenue Service	4,200
Drexel University, main campus	2,800
Veteran's Administration Medical Center	2,300
University City Science Center tenants	TBD
AMTRAK	TBD
University of the Sciences in Philadelphia (USP)	500

[Sources: University City District, 2012/13: DVRPC/NETS, 2010, Phila. Dept of Revenue 2012, Campus Circulation Study 2009]

⁵ See "Jobs by NAICS Industry Sector, University/Southwest District, YR2002 to YR2010" Table in APPENDIX.

A significant caveat to the District's, and city's, dependence upon "Ed and Meds" is a lack of economic diversity. Among major cities, Philadelphia is already ranked highest in terms of the percentage of employed people working in education and medicine. It is important for the city to broaden its competencies beyond life sciences and higher education.

U/SW is well-served by multiple modes of transportation, including subway/trolley, regional rail, shuttle, and interstate highway. Furthermore, recent improvements to JFK Boulevard, the Walnut Street Bridge, and South Street Bridge have improved connections between University City and Center City. However, the extensive transit system needs improvements in technology (e.g., fare system, passenger information) and amenity (e.g. Amtrak/subway interchange, shelters) to support the future growth of University City and to match systems in place in competing economic centers.

Increasing the peak capacity of the transportation system while making University City more pedestrian and bicycle friendly is an important challenge for the Metropolitan Center, particularly in the vicinity of 30th Street where high-density zoning allows for future development that may generate significant additional travel demand. A related issue is the extent to which inter-city, regional, and Airport rail access via 30th Street can be *improved* (not just maintained) should the long-term development of Northeast Corridor high-speed rail bypass 30th Street in favor of Market East.

To illustrate the magnitude of long-term development allowed by zoning in the vicinity of 30th Street, full build-out of just the four sites below would add more than 10 million gross square feet of space:

- § Cira Centre South (Penn/Brandywine) 1.1m gross sq. ft. (excluding parking), 29th-30th, Chestnut-Walnut
- § Abbotts Dairy site (Drexel) 1.5m gross square feet. 30th to 31st, Ludlow to Chestnut
- § "Superblock" (Drexel) 6.5m gross square feet, 30th to 32nd, north side JFK to north side Market
- § Penn Park (Penn) approx. 1.0m gross square feet, 29th-31st, south side of Walnut

Industrial Land

Goal: Target industrial lands for continued growth and development

The University/Southwest District has a significant industrial history, and it may potentially play a role in Philadelphia's industrial future. A number of iconic industrial activities, such as the 30th Street USPS distribution center and Breyers Ice Cream, have been replaced by non-industrial uses that could take better advantage of those locations. Other sites, such as the former Abbotts Dairy and National Heat and Power, remain vacant and available for likely repurposing for non-industrial uses. Amoroso's Bakery still operates on South 55th Street but has a strong foothold in Vineland, NJ.

Areas that warrant zoning for industrial and industrially-related activity in U/SW include: shops and yards required by AMTRAK and SEPTA; rail and utility ROW and power plants; areas along freight and passenger rail lines that have existing industrial zoning, use, appropriate vehicular access, and that serve as effective buffers between heavy rail traffic and more sensitive uses. The buffering benefit may be

particularly needed if larger volumes of freight rail traffic run through U/SW to deliver crude oil to the Philadelphia Energy Solutions refinery (former Sunoco). The University/Southwest District can be particularly attractive for contractors, repair shops, industrial service and distribution establishments, fabricators, storage, and transport firms that serve central Philadelphia residents and businesses.

A special case is the industrial area of U/SW under study by the city as part of the Lower Schuylkill master plan, a direct outgrowth of the *Philadelphia2035* recommendation to reactivate “industrial legacy” areas. The Lower Schuylkill initiative envisions industrial parcels south of Grays Ferry Avenue as being redeveloped for university-related research and development activity.

Institutions

Goal: Grow Philadelphia’s strong institutional job sector

Health and higher education institutions have clearly been the dominant economic force in U/SW. Working relationships between these institutions, the city, and host communities have at times been, and occasionally still become, strained. Yet the major institutions in University City have gradually developed approaches to community partnership that are held up as models for institutions elsewhere.

Recent master plans by Penn and Drexel, closely vetted by the city and codified in SP-INS zoning, have in most cases looked to redirect institutional growth away from likely conflicts with adjoining neighborhoods. SP-INS districts have yet to be created for USP, and Penn-Presbyterian.

Additional concerns for the institutional fabric of U/SW include a number of vacant and deteriorated churches and the unsettled K-12 school situation. Pronounced demographic shifts have left some places of worship abandoned, blighted, and likely headed for demolition. Budget and political turmoil has created uncertainty for households with school-age children. The Penn Alexander School has been a shining success in harnessing institutional partnerships around public education to strengthen community fabric, yet it is a model that would need to be repeated many more times to address the need for institutional stability outside of University City.

Cultural Economy

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

Cultural and visitor activities, lodging, and arts and arts-related education are vital and visible parts of U/SW. Degree programs at universities in U/SW include music, theater, film, fine arts, antiquities, communications, and engineering applications for increasingly tech-intensive media. The universities maintain various venues for student and non-student performers. The universities also support a wide range of athletic events and venues. The event with the largest attendance and commensurate traffic impacts, the Penn Relays, typically draws more than 100,000 athletes and onlookers to Penn’s Franklin Field during the final three days of the carnival in late April. Among the larger U/SW arts and culture facilities are:

§ Franklin Field; 60,000 seats

§ Penn Palestra; 8,700 seats

- § Drexel Armory; 5,000 seats (prospective)
- § Drexel Athletic Center; 2,500 seats
- § Irvine Auditorium; 1,200 seats
- § Annenberg Center; 900 seats
- § University of Pennsylvania Museum of Archaeology and Anthropology
- § Institute for Contemporary Art
- § Bartram's Garden

Hotels in University City include the Inn at Penn (Hilton), Sheraton, and the new Homewood Suites (Hilton). An additional hotel is a likely component of future significant development around 30th Street. A recent study by the University City District estimated a future demand for 100,000 sq. ft. of additional retail space along Market Street.

PRELIMINARY RECOMMENDATIONS

- § Facilitate the growth of U/SW education, health care, and research activities in ways that promote technology transfer, generate net new outside spending and jobs, and diversify the city's economy. Available tools include: redevelopment assistance and infrastructure modernization, UCSC programs, and promoting university-backed, non-exempt third party development.
- § Examine the allowable and likely build-out and traffic generation of parcels around 30th Street to ensure that the cumulative result of development won't exceed the capacity of increasingly pedestrian and bike friendly streets to reasonably carry traffic to, from, and thru the 30th Street area.
- § Complement efforts to arrest residential blight and abandonment in U/SW with initiatives to stabilize the establishment mix and condition of well-located commercial and industrial corridors. Corridors that are in good condition can improve residents' confidence in making needed improvements to residential property.

APPENDIX**List of Commercial Corridors, Centers, and Districts Serving the University/Southwest District**

PCPC ID	Name	Street Range
66	Woodland Avenue	58th to 67th/Greenway to Paschall
67	54th and Woodland	Woodland/52nd to 56th/
68	Chester Avenue	54th to 58th/Springfield to Kingsessing
70	58th and Florence	58th/Warrington to Florence
71	52nd and Chester	Chester/51st to 52nd
80	58th and Baltimore	Baltimore/56th to 60th
81	55th and Baltimore	Baltimore/54th to 56th
82	50th and Baltimore	Baltimore/48th to 53rd
83	46th and Baltimore	Baltimore/45th to 48th
84	30th Street	Schuylkill River to 32nd/Arch to Walnut
86	University City	32nd to 39th/Filbert to Spruce <i>proposed consolidation of previous #85 and #86</i>
87	40th Street	39th to 41st/Filbert to Spruce
88	46th Street	42nd-49th/Filbert-Locust
89	48th and Spruce	47th to 49th/Locust to Pine
92	52nd Street	49th to 54th/Arch to Pine
94	52nd and (Hazel?)	52nd/Pine to Walton
132	35th and Haverford	34th to 38th/Wallace to Spring Garden
133	48th and Brown	47th to 49th/Parrish to Aspen
134	40th and Lancaster	Lancaster/Hamilton to 44th
135	36th and Lancaster	Lancaster/33rd to Hamilton

[Source: Philadelphia City Planning Commission. Information subject to field confirmation and revision as part of U/SW district plan process.]

Jobs by NAICS Industry Sector, University/Southwest District, YR2002 to YR2010

NAICS Sector	YR2002	YR2010
Construction	214	234
Manufacturing	1,342	868
Wholesale Trade	146	171
Retail Trade	1,204	1,610
Transportation and Warehousing	264	222
Information	483	350
Finance and Insurance	990	792
Real Estate and Rental and Leasing	588	505
Professional, Scientific, and Technical Services	2,327	1,878
Management of Companies and Enterprises	111	210
Administration & Support, Waste Management and Remediation	2,115	1,064
Educational Services	23,628	24,394
Health Care and Social Assistance	19,229	28,126
Arts, Entertainment, and Recreation	392	611
Accommodation and Food Services	2,913	4,571
Other Services (excl Public Admin.)	1,690	2,059
Public Administration	53	717
TOTAL	57,696	68,382

LAND MANAGEMENT

Philadelphia2035 Citywide Vision Goal: Capitalize on land assets

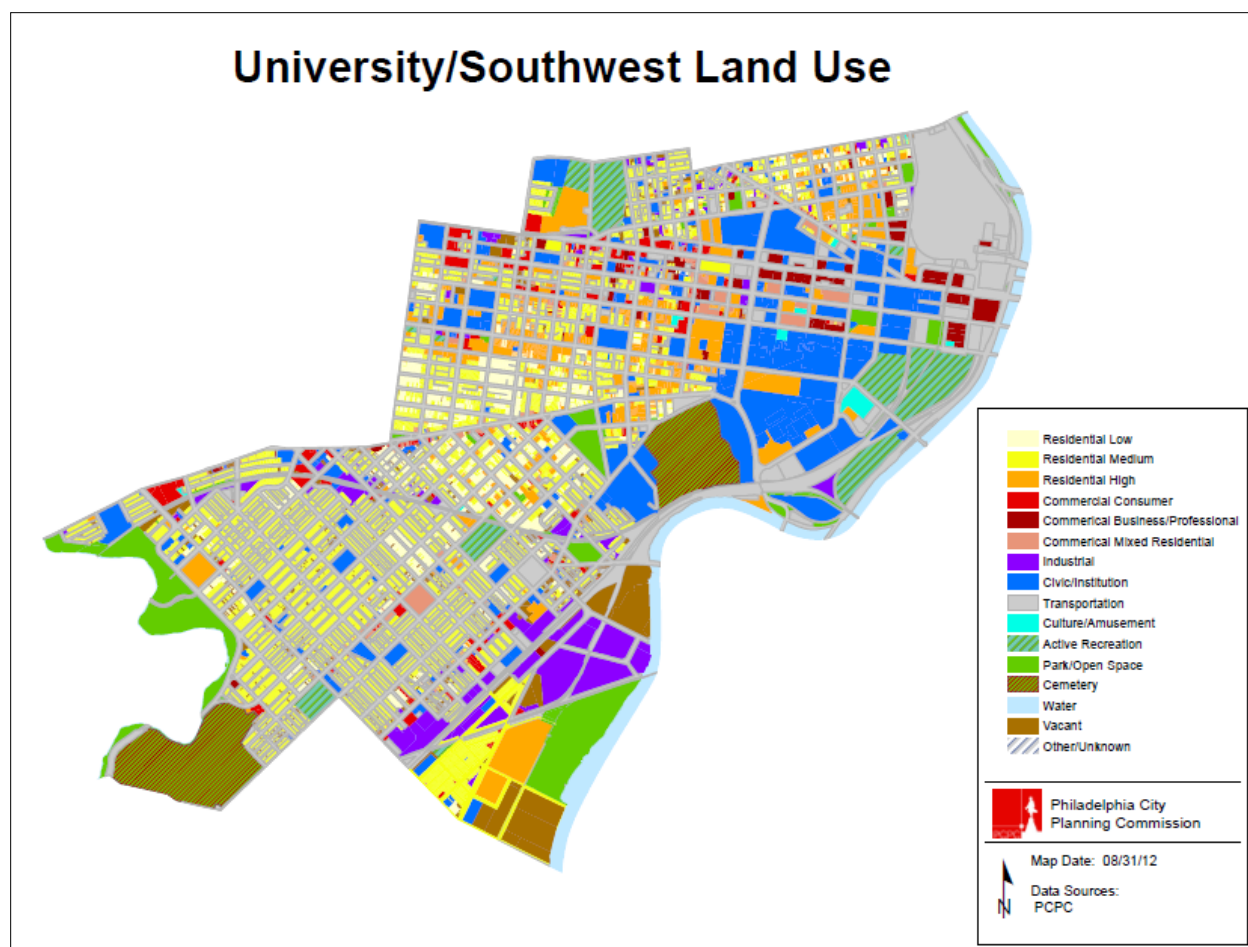
SUMMARY OF EXISTING CONDITIONS

The University Southwest District has wide array of land uses with the largest concentrations in residential medium density, civic and institutional, and parks/open space. Although assumed to be a district predominated by institutional uses, institutional land holdings equal half of all of the acres devoted to residential uses and are concentrated within University City and portions of Saunders Park and Spruce Hill neighborhoods. Single-family related land uses out number multi-family uses by almost 30 percent. The majority of multi-family uses are found in medium density housing types of rowhomes and semi-detached houses, and not in higher density apartment buildings of five units or more. Only two neighborhoods, Powelton Village and Walnut Hill, have the highest percentages of land use devoted to residential high density.

Over 3,000 properties, or 16 percent of all zoned acres, were identified as having land use inconsistent with existing base district zoning. Given the predominance of residential properties, the largest quantities are found in the residential base districts. Within Cedar Park and Garden Court, nearly 97 percent of the land uses found inconsistent are residential semi-detached housing converted to apartments and high density apartment buildings in areas zoned RSA-3. Incidents of non-conforming land use to zoning are found throughout the district, but occur at rates near 50 percent of all properties in Cedar Park and Powelton Village and rates are above 30 percent in Saunders Park and Spruce Hill.

Vacant land represents five percent of total land use, which is just above values recorded for the recently completed planning district plans. Numerous contiguous blocks of vacant lots can be found in the Kingsessing neighborhood and are almost entirely rowhome sized lots. There are four sets of large vacant parcels that are contiguous with aggregation potential: two of which are located on Market Street near 46th Street and the other two are on the lower end of the Schuylkill River. Approximately 906 fully vacant structures were documented by PCPC with an additional 111 buildings observed to have some level of partial vacancy. Vacant structures are concentrated in the Kingsessing neighborhood and the majority are residential medium density semi-detached houses or rowhomes.

There are minimal issues with regards to land suitability and future development. The zoning code has provisions to prevent development along the steep slopes of Cobbs Creek and city and federal regulation require new developments along the Schuylkill River to be built above the floodplain. Slopes in the remainder of the district range from zero to less than 15 percent and are on soils suitable for a wide range of structures. Water table depths are lowest at the Schuylkill River, but generally range from 25 to 60 feet in depth.



KEY ISSUES

The following are the most important land management issues the University/Southwest District is facing over the next ten years:

- § Ongoing need for land for institutional use. Growth of the universities is good for the economy of the city, but additional volumes of students seeking housing is likely to drive market demand for more rental units which may result in more conversions of single family homes to multi-family apartments. Blocks transitioning from majority single-family to majority multi-family can create tensions between owner-occupied neighbors and renters by increasing noise and on-street parking demand.
- § Across the district the vacant structures are overwhelmingly found on residential land uses. Kingessing has the largest number of fully vacant structures and vacant lots, many of which are contiguous creating single and multiple blocks with high levels of vacancy. Significant amounts of vacancy in the neighborhood are likely to deter new residents and business from investing in the area.
- § There are approximately 1,160 properties zoned RSA-3, but have land uses inconsistent with this zoning. Corrective zoning may be warranted on many blocks where these uses are firmly established

and desirable. In other cases, changes from single-family to multi-family uses may be resulting in undesirable results for the local community.

- § There is a lack of publicly owned active recreation land larger than one acre that is easily accessible to the residents of Spruce Hill, Walnut Hill and Garden Court.

MAJOR OPPORTUNITIES

There are significant land use opportunities in the University/Southwest District. The top five are:

- § Two sets of large adjacent parcels along the Schuylkill River: 17 and 22 acres, respectively. All parcels are owned by Philadelphia Redevelopment Authority which greatly increases redevelopment potential and ability for PCPC to influence the process through the district plan.
- § Two sets of several contiguous vacant parcels near Market Street and 46th. Owners include Enterprise Center, SEPTA and Mohawk Community Investments. The surrounding land uses make this site desirable for commercial and/or mixed use redevelopment.
- § Rezoning of residential neighborhoods to codify the existence of medium and higher density residential uses and manage their further growth and to preserve single-family neighborhoods from conversions to apartments and higher residential densities.

LAND MANAGEMENT (SPECIFIC TOPICS)

In the *Philadelphia2035 Citywide Vision*, the topic of land management did not include goals specific to land use or zoning. As the basis for planning decisions, land use and zoning are inherently addressed in many objectives. For the purposes of understanding existing conditions, an analysis of land use is necessary. Included in the assessment of existing conditions is a comprehensive summary and findings of PCPC's land use survey of the district conducted in July 2012. Land use conditions were analyzed within the context of land use categories, district neighborhood boundaries, and existing zoning.

Land Use and Zoning

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

Land Use Summary

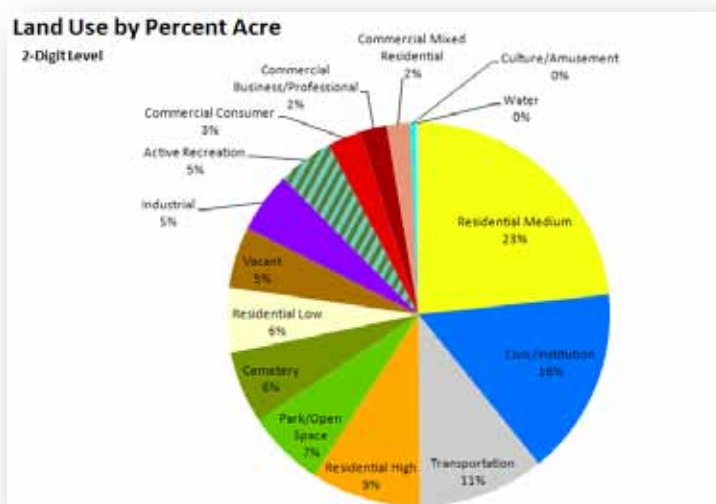
There is a diverse array of land use across the University Southwest district. Categorized at the broadest level, and aggregated by percent acres, the leading land uses in the district are: residential, civic/institution, and parks and open space. This is not surprising given the presence of three universities, two large cemeteries, Cobbs Creek Park, and large swaths of neighborhoods. The table below summarizes land use into nine broad categories by percent acres also known at the 1-digit level.

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

Land Use Code	Digit 1 Description	Total Acres	Percent of Total
1	Residential	809	38%
4	Civic/Institution	337	16%
7	Park/Open Space	268	13%
5	Transportation	227	11%
2	Commercial	150	7%
6	Culture/Recreation	110	5%
9	Vacant or Other	110	5%
3	Industrial	109	5%
8	Water	5	0.2%
Total		2,124	100%

A closer examination of land use survey results at the 2-digit and 3-digit levels allows for a greater understanding of land uses across the district and within specific neighborhoods. The following chart illustrates the most common break down of land uses by PCPC distinguishing between a range of residential and commercial uses and further subdividing recreational and open space uses. At this 2-digit level, medium residential is found to be the predominate use, followed by civic/institutional uses and transportation. With cemeteries broken out from other park and open space uses, as percent of total acreage, these two uses are found to be nearly equal in size. Similarly, active recreation uses dominate the category of culture/recreation and active recreation is mostly accounted for by the athletic fields at Penn Park and city recreation centers. The following sub-sections summarize land use conditions for each of the broad 1-digit categories, as ranked by percent acres, using analysis generated at the 2- and 3-digit levels from PCPC's field survey.

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



Residential (ranked 1st)

Due to the presence of the universities and hospitals, the land use of the district is generally presumed to be dominated by institutions and multi-family housing. While this is true for the specific neighborhoods of Saunders Park and Spruce Hill, this assumption does not hold true for the district as a whole. Approximately 809 acres of residential land exists in the district and can be defined as follows:

- § 60% Single-family use;
- § 32% Multi-family use;
- § 7% Other high density uses including dormitories, hotels, and residential care facilities.

On a district level, the spread between single-family and multi-family is roughly 30 percentage points, but when examined within individual neighborhoods, the level of difference is not so dramatic, except within two instances. The table below illustrates the composition of single-family versus multi-family residential use as a percent of total land use within each individual neighborhood. In Cedar Park, Walnut Hill and West Powelton the mix is fairly even. Only in the neighborhoods of Kingsessing and Garden Court are the differences between the two more striking statistically. Kingsessing has the lowest quantity of multi-family land uses, while Garden Court has the highest. However, the percentage of single family use in Garden Court is also comparable to four other neighborhoods.

Table 2: Percent of Residential Land Use as Single Family versus Multi Family by Neighborhood
Percentages are based on total land use for that neighborhood

NAME	Single Family	Multi Family
BARTRAM	27%	14%
CEDAR PARK	40%	38%
GARDEN COURT	67%	28%
KINGSESSING	43%	5%
POWELTON VILLAGE	13%	29%
SAUNDERS PARK	14%	23%
SPRUCE HILL	11%	29%
UNIVERSITY CITY	0	0
WALNUT HILL	21%	30%
WEST POWELTON	20%	22%

Civic\Institutional (ranked 2nd)

A closer examination of the civic\institutional findings does support the general knowledge that these uses are highly concentrated on higher education. Approximately 337 acres of civic\institutional land exist within the district, and consists of the following subcategories:

- § 69% Educational
- § 17% Health care;
- § 13% Other.

Saunders Park has the highest quantity of land use devoted to educational uses at 34 percent of total acreage in the district followed by University City at 24 percent and Spruce Hill at 23 percent. However, all institutional uses combined make the civic/institutional category the dominate land use within University City.

Park and Open Space (ranked 3rd)

Compared to other planning districts, University/Southwest has an abundance of open space. The pre-dominant sites are Cobbs Creek, Woodland Cemetery, Mt Moriah Cemetery, Clark Park, and the various small parks and green spaces maintained by the universities, which are open to the public. The total acreage of 268 of open space is almost evenly split between parks/open space at 138 acres and cemeteries at 130 acres.

Transportation (ranked 4th)

For this analysis, the acreage for roads and sidewalks were factored out of the percent of the total Transportation category. The road network is ubiquitous and calculations for this subcategory would dominate aggregated values at the 1- and 2-digit levels and obscure the significance of other land use categories. However, even with roads removed from the total acreage, all other transportation uses combined amount to a significant presence in the district. This is due to the acres of rail and dedicated rail right of ways. Approximately 227 acres of transportation land use consists of the following subcategories:

- § 75% Rail yards, rail stations and rail right-of-ways;
- § 22.5% Parking;
- § 2% is Parking with a commercial mix and 0.5% Other.

Commercial (ranked 5th)

Commercial land use is not widely diffused throughout the district, but tends to be concentrated along commercial corridors. While overall commercial uses are the fifth among all land uses, when broken down by individual subcategories at the 3-digit level, each single subcategory accounts for just two or three percent of total land use in the district. This would indicate that there is not one type of commercial use that is significantly more prevalent than the other in the district. The leading commercial uses are offices and retail stores, which would be consistent with a local economy rooted in education and health. There commercial category estimate of 150 acres is broken down as follows:

- § 31% Offices;
- § 22% Retail stores;
- § 14% Auto-related stores or services including gas stations;
- § 16% Corner store/office rowhouse structure with mixed residential;
- § 11% Commercial building with mixed residential.

The higher percentage of commercial uses devoted to offices is not surprising given the mix of education and health care operations that would support many offices and administrative functions on or near including those that that could be differentiated from general institutional uses on the university campuses. What is surprising is the lower percentage of commercial mixed residential uses among rowhouses.

There is an opportunity here to examine whether zoning is deterring the existence of corner stores/cafes or there is limited market support for these entities. Several neighborhoods including Saunders Park, Cedar Park or Garden Court would seem conducive to corner store uses.

Culture\Recreational (ranked 6th)

Uses within this category include active recreation, performing arts and other cultural or amusement activities which are almost entirely found in University City or West Powelton on the Penn and Drexel campuses. There are 56 acres of active recreation that exist solely near the Schuylkill River part of the newly established Penn Park and athletic fields. The next largest block of recreation land is found in the Kingsessing neighborhood. Approximately 15 acres of recreation land in Kingsessing is divided among three City-owned recreation centers. With the exception of five acres for the Lee Cultural Center in West Powelton, all remaining neighborhoods have two acres or less of active recreational land. This suggests a lack of active public recreation opportunities for the residents of Garden Court, Walnut Hill, upper Spruce Hill, and lower Saunders Park and Powelton Village living more than a half-mile from the four recreation centers (three in Kingsessing and one in West Powelton) or two small playgrounds located in Clark Park and Cobbs Creek Park.

Vacant Land (ranked 7th)

Discussed in the section below on Vacant Land and Structures

Industrial (ranked 8th)

As percentage of total land use, industrial activities are minimal in the district except for a concentration of industrial land found along the borders between the Kingsessing and Bartram neighborhoods. This area stretches from 49th to 58th Street and from Woodland Ave to Bartram's Gardens and north to the Schuylkill River. This area noted as "non-neighborhood" totals approximately 42 acres and consists of the following subcategories of industrial uses:

§ 35% Manufacturing including food/beverage and metal fabrication;

§ 31% Production and distribution including warehousing;

§ 36% Other including vacant buildings identified as formerly having had an industrial use.

Of the 133 properties identified in PCPC's field survey as industrial, 42 are inactive.

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 each neighborhood and also within zoning and land use categorizations. Approximately 330 acres were identified as inconsistent. This amounts to 16 percent of all acres zoned in the district. This is less than the 26 percent figure derived for the Central district, the first district for which this analysis was performed in the district planning process after the new zoning code was approved in 2011. Incidents of land uses inconsistent with zoning are found throughout the district but occur at rates near 50 percent of all properties in Cedar Park and Powelton Village and above 30 percent in Saunders Park and Spruce Hill (see table below).

Table 3: Incidence of Land Use Inconsistent with Zoning by Neighborhood

Neighborhood	Total Number of Properties	Properties Inconsistent	Inconsistent as Percent of Neighborhood Properties	Total Acres	Acres Inconsistent	Inconsistent as Percent of Neighborhood Total Acres	Inconsistent as Percent of Total District Acreage
CEDAR PARK	991	480	48%	68	35	51%	10%
POWELTON VILLAGE	540	240	44%	71	23	32%	7%
SPRUCE HILL	2092	669	32%	254	55	22%	16%
SAUNDERS PARK	605	192	32%	72	15	21%	4%
GARDEN COURT	1120	305	27%	62	19	31%	6%
WALNUT HILL	1124	258	23%	105	25	24%	7%
WEST POWELTON	973	208	21%	93	17	18%	5%
UNIVERSITY CITY	162	32	20%	373	52	14%	16%
NON-NEIGHBORHOOD	64	11	17%	200	13	7%	4%
KINGSESSING	12532	764	6%	652	69	11%	21%
BARTRAM	659	30	5%	172	11	6%	3%
Total	20,862	3,189	N/A	2,124	334	N/A	100%

Given the predominance of residential properties, the greatest number of inconsistencies are found in the residential zoning districts (see table below). For example across the district, land use inconsistent with underlying zoning is found mostly in areas zoned RSA-3, residential single-family. This is best demonstrated in Cedar Park and Garden Court, where nearly 97 percent of the inconsistent land uses are instances of residential semi-detached housing, converted to apartments, and high density apartment buildings existing in areas zoned RSA-3. By count and total acreage land use to zoning inconsistencies are also the most prevalent in Cedar Park. Similar quantities of properties zoned for single-family uses, but with multi-family housing are also found in Spruce Hill and Walnut Hill (see table below). In Powelton Village the issue is just the reverse where the prevalence of single-family detached homes are found in areas zoned RTA-1, residential two-family. In all five neighborhoods the instances of non-conformity are so numerous that whole blocks groups of blocks could be considered for rezoning (see map below).

Table 4: Incidence of Land Use Inconsistent with Zoning by Zoning District

Zoning Districts	Number Inconsistent Properties	Percent Count	Acres	Percent Acres
CA-1	69	2%	4	1%
CMX-1	16	1%	1	0%
CMX-2	442	14%	29	9%
CMX-3	49	2%	4	1%
CMX-4	74	2%	4	1%
I-2	88	3%	46	14%
ICMX	6	0%	2	0%
RM-1	138	4%	14	4%
RM-2	2	0%	1	0%
RM-4	26	1%	26	8%
RSA-2	29	1%	24	7%
RSA-3	1160	36%	89	27%
RSA-5	319	10%	14	4%
RTA-1	719	23%	64	19%
SP-INS	28	1%	7	2%
SP-PO-A	24	1%	4	1%
Total	3,189	100%	334	100%

Map 1: Example of Incidents of Inconsistent Land Use to Zoning in Cedar Park



In University City, there are a number of zoning and land use mismatches where rezoning to SP-INS or one of the CMX categories would be more appropriate. For example, up to 50 acres of health care and transportation parking uses are currently zoned RSA-2, RM-4 or I-2. There are also 25 acres of commercial mixed residential (3-digit code 231) zoned as SP-INS, which technically does not permit household living. At the gateway to University City, between 32nd and 30th Streets, is an area zoned I-2, the majority of which is rail yard, but the adjacent properties along Market Street and J.F.K. Boulevard are made up of high density residential, transportation parking (code 514) and commercial uses. The industrial zoning for this block of properties should be reconsidered if this area is to continue to develop and serve as a commercial corridor.

In addition, the creation of special district zoning for parks and recreational uses, SP-OP-P and SP-OP-A, provides an opportunity to rezone approximately 27 acres of park and recreational spaces from their existing zoning as either I-2, RSA-3 or RM-4.

The map and table below document the findings of the land use to zoning non-conformity analyses. Because there are over 3,000 instances documented, by neighborhood, corridor or by zoning district will necessary to focus planning team 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.

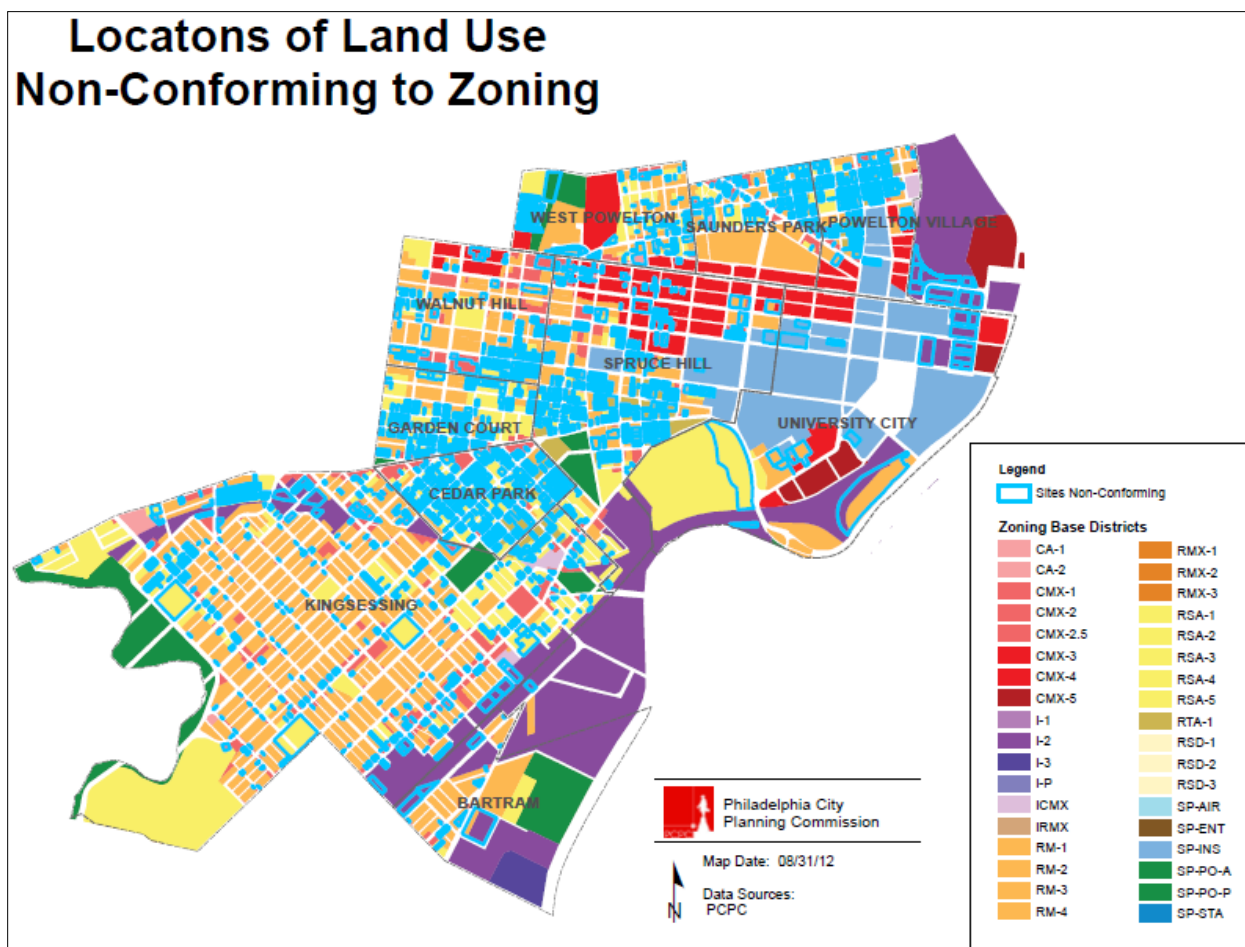


Table 5: Summary of Land Use by 3-Digit Code Inconsistent with Zoning, Ranked by Acres

3-DIGIT	Land Use (3-digit Description)	Compatible Zoning Districts	Land Use Found Inconsistent with Underlying Zoning		
			Estimated Acres	Concentration in Neighborhoods by Leading Acreage	Concentration in Zoning Districts by Leading Acreage
131	Apt. House 5+ Units	RM-1, RM-2, RM-3, RM-4, RMX-3, CMX-3, CMX-4, CMX-5	52	Spruce Hill (28%), Powelton Village (17%), Walnut Hill (15%)	RTA-1 (47%), RSA-3 (25%), I-2 (15%)
123	Residential Semi-Detached Conv. To Apts. <=3 Stories	RTA-1, RM-1, CMX-3, CMX-4, CMX-5	32	Cedar Park (42%), Garden Court (35%)	RSA-3 (97%)
112	Residential Semi-Detached	RSA-1, RSA-2, RSA-3, RSA-4, RM-1, CMX-1	27	Spruce Hill (29%), Cedar Park (21%), Powelton Village (19%)	RTA-1 (73%), RSA-5 (23%)
121	Residential Rowhouse	RSA-4, RSA-5, RM-1, CMX-1	25	Bartram (), Cedar Park (21%), Powelton Village (19%)	CMX-2 (32%), RSA-2 (27%)
231	Commercial Store/Office with Residential	CMX-1, CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5, RMX-1, RMX-2, RMX-3, IRMX	25	University City (62%), Spruce Hill (27%)	SP-INS (62%), RM-4 (23%)
411	Health Care	CMX-2, CMX-2.5, CIMX-3, CMX-4, CMX-5, CA-2, SP-INS	23	University City (76%), West Powelton (15%)	RSA-2 (67%), RM-4 (21%)
514	Transportation Parking	CMX-2, CMX-2.5, CIMX-3, CMX-4, CMX-5, CA-1, CA-2, SP-INS	21	University City (27%), Non-Neighborhood (27%), Kingsessing (21%)	I-2 (71%)
711	Park/Open Space	SP-PO-P, CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5, CA-1, CA-2, SP-INS, IRMX, ICMX	17	University City (46%), Saunders Park (32%)	I-2 (46%), RSA-3 (28%)
124	Residential Rowhouse Conv. To Apts. <= 3 Stories	RM-1, CMX-3, CMX-4, CMX-5	15	Spruce Hill (54%), Kingsessing (22%)	RTA-1 (30%), CMX-2 (27%)
221	Commercial Office	CMX-1, CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5, CA-1, CA-2, RMX-1, RMX-2, RMX-3, IRMX, ICMX, SP-INS	15	University City (41%), Non-Neighborhoods (35%)	I-2 (76%)
111	Residential Detached	RSD-1, RSD-2, RSD-3, RM-1, CMX-1	12	Cedar Park (34%), Garden Court (25%)	RSA-3 (64%), RTA-1 (17%)
136	Residential Care Facility	RM-2, RM-3, RM-4, RMX-3, CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5	11	Kingsessing (75%)	RSA-3 (56%), RSA-2 (19%)
621	Active Recreation	SP-PO-A, SP-PO-P, CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5, CA-1, CA-2, SP-INS, IRMX, ICMX	10	University City (62%), Kingsessing (28%)	RM-4 (64%), RSA-3 (28%)
417	Worship	RSA-1, RSA-2, RSA-3, RSA-4, RSA-5, RTA-1, RM-1, RM-2, RM-3, RM-4, RMX-1, RMX-2, RMX-3, CMX-1, CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5, CA-2, IRMX, ICMX	9	Kingsessing (58%), Spruce Hill and Bartram (21%)	I-2 (79%), SP-INS (21%)
137	Dormitory	RM-2, RM-3, RM-4, RMX-3, SP-INS, CMX-3, CMX-4, CMX-5, IRMX	8	Spruce Hill (70%), Powelton Village (25%)	RTA-1 (38%), RM-1 (31%)
319	Other IND	I-1, I-2, I-3, I-P, ICMX, IRMX	8	Kingsessing (27%), West Powelton (27%)	CMX-2 (54%), CMX-4 (23%)

232	Rowhouse Store/Office with Residential	CMX-1, CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5, RMX-1, RMX-2, RMX-3, IRMX	7	Kingsessing (78%)	RSA-2 (64%), RM-1 (27%)
125	Apt. House, 2-4 Units <= 3 Stories	RM-1, RM-2, CMX-3, CMX-4, CMX-5	6	Kingsessing (90%)	RSA-3 (81%), RTA-1 (12%)
132	Residential Detached and Semi-Detached Conv. To Apts >3 Stories	RM-1, RM-2, RM-3, RM-4, CMX-3, CMX-4, CMX-5, RMX-3	6	Walnut Hill (80%)	RSA-5 (59%), RTA-1 (37%)
211	Commercial Store	CMX-1, CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5, CA-1, CA-2, RMX-1, RMX-2, RMX-3, IRMX, ICMX	3	Kingsessing (71%)	RSA-5 (46%), I-2 (37%)
314	Utilities	I-2, I-3, I-P	3	West Powelton (40%), Kingsessing (40%)	RM-2 (40%), CMX-2 (39%)
318	Other Production, Distribution, Repair, Maintenance	I-1, I-2, I-3, I-P, ICMX	3	Kingsessing (26%), Saunders Park (26%), Powelton Village (21%)	CMX-2 (92%)
213	Commercial Auto	CA-2, CMX-2, CMX-3, CMX-4, CMX-5, ICMX, I-1, I-2	3	West Powelton (56%), Walnut Hill (24%)	CA-1 (56%), RM-1 (26%)
135	Hotel/Motel	CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5, CA-2, IRMX, RMX-2, RMX-3	2	University City (43%), Cedar Park (31%), Spruce Hill (18%)	SP-INS (43%), RTA-1 (25%), RM-1 (18%)
311	Manufacturing	I-1, I-2, I-3, ICMX, IRMX	2	Spruce Hill (59%), Powelton Village (41%)	RM-4 (42%), CMX-2 (41%)
412	Day Care	RMX-1, RMX-2, RMX-3, RSA-1, RSA-2, RSA-3, RSA-4, RSA-5, RTA-1, RM-1, RM-2, RM-3, RM-4, CMX-1, CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5, CA-1, CA-2, SP-INS, ICMX, IRMX	2	Bartram and Kingsessing (50%)	I-2
212	Commercial Food Service and Drinking	CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5, IRMX, ICMX, RMX-1, RMX-2, RMX-3	1	West Powelton (39%), Spruce Hill (39%)	CA-1 (39%), CMX-1 (27%)
312	Manufacturing	I-2, I-3	1	Walnut Hill (94%)	CMX-3 (94%)
315	Construction	I-1, I-2, I-3, IRMX, ICMX	1	Kingsessing (47%), Walnut Hill (38%)	CMX-3 (53%), CMX-2 (47%)
611	Performing Arts	SP-PO-P, SP-PO-A, CMX-1, CMX-2, CMX-3, CMX-4, CMX-5, IRMX, ICMX, SP-INS	1	Powelton Village and University City (50%)	RM-1 (52%), I-2 (48%)

Vacant Land and Structures

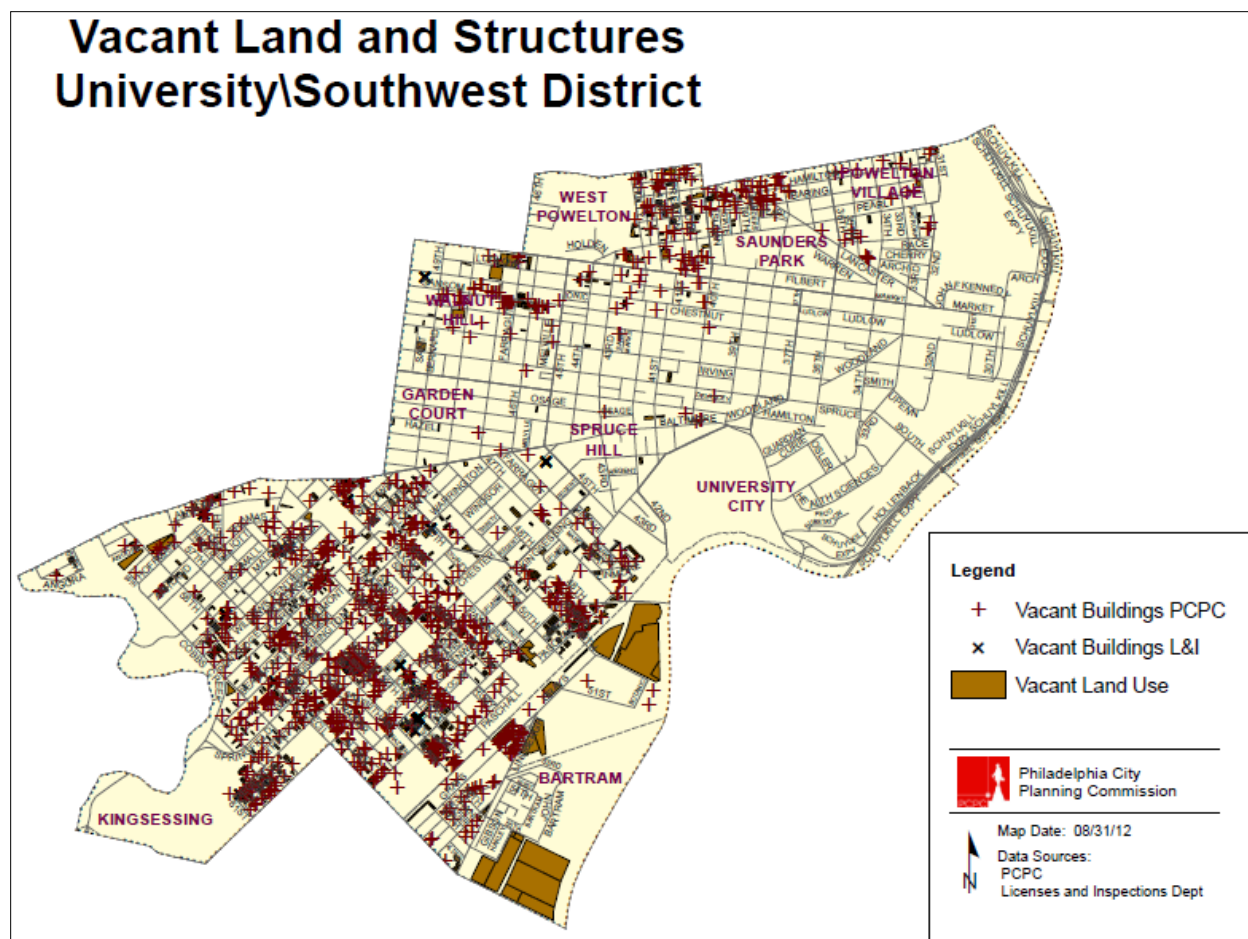
Goal: Manage and reduce vacancy

Vacant Land

Approximately 110 acres of vacant land were identified in the district. At the 2-digit level, vacant land ranks 8th out of 15 subcategories and comprises five percent of the total land use. As percentage of land use, the quantity of vacant land identified in University\Southwest is slightly above the values documented for the West Park, Central and Lower Northeast districts.

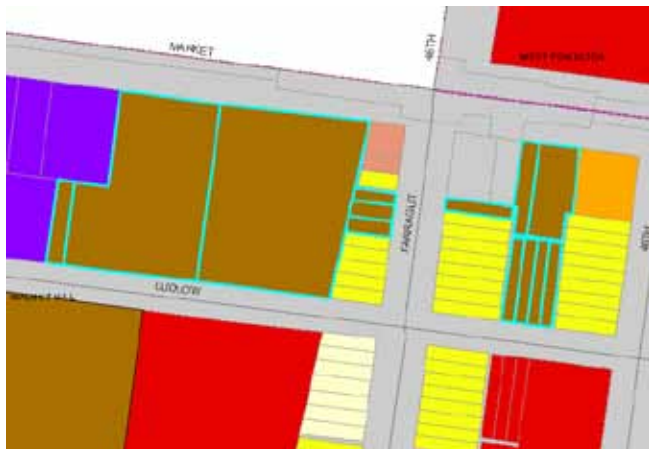
The largest number of vacant parcels, approximately 894 or 31 acres total, is found spread across the Kingsessing neighborhood. The vacant land consists mostly of small parcels of less than a quarter acre in size on medium density residential blocks. A number of the vacant parcels in Kingsessing share contiguous boundaries, which would make aggregating one or more lots possible if there was market demand for larger infill development sites. Examples of blocks with numerous adjacent lots in Kingsessing include:

- § Willows and Pentridge Streets between Cobbs Creek and 58th Street;
- § Florence and Beaumont between 57th and 56th Streets;
- § Ridgewood and Florence between 55th and 54th Streets.



Similar situations exist in Walnut Hill between Ludlow and Market on both sides of Farragut Street (see image below). These vacant properties are sounded by medium and high density residential and are likely locations for commercial and/or mixed use redevelopment. A majority of these parcels are owned by the Enterprise Center. Other owners include SEPTA and Mohawk Community Investments.

Map 2: Vacant Parcels near Market and 46th Streets



The biggest vacant parcels are located in the Bartram neighborhood and in a non-residential area to the north of the neighborhood and along the Schuylkill River (see image below). The largest of the parcels range from two to 11 acres. Along the river there are two sets of vacant parcels that share contiguous boundaries and could potentially be aggregated into single parcels for greater marketability of 17 and 22 acres, respectively. All of these parcels are owned by Philadelphia Redevelopment Authority.

Map 3: Vacant Parcels near Schuylkill River



Vacant Structures

PCPC staff documented approximately 906 fully vacant and 111 partially vacant buildings during the land use field survey. Data obtained from Department of Licenses and Inspections (L&I), current to January 2012, indicates that there are approximately 26 vacant structures in the district either licensed to be vacant or under compliance for vacancy violations with the department. Approximately 17 of the fully vacant buildings identified by PCPC staff are also in the L&I database. The survey of vacant structures compiled by PCPC with the land use should be used for reference only and requires verification on a site by site basis. Given reliability issues with the vacant structure survey, PCPC's findings in combination with L&I records, is the most current assessment within city government on vacant properties. With limited available and current data, it is difficult to put these numbers in context, but the vacant structure quantities observed in University\Southwest are higher than numbers documented in the Central, Lower Northeast and West Park.

Based on PCPC staff observations, vacant structures are overwhelmingly found on residential land. Kingsessing has the largest number of fully vacant structures, as well as vacant lots, many of which are contiguous creating single and multiple blocks with high levels of vacancy. Significant amounts of vacancy in the neighborhood are likely to deter new residents and business from investing in the area. In Kingsessing there are approximately 647 fully vacant structures. Comparing this count to the number of tax ratable properties in the neighborhood yields a vacancy rate of approximately 5 percent. This same rate is also found in Saunders Park and Powelton Village, a finding which is consistent with the higher percentages of land uses supporting apartments in these two neighborhoods (see table below). However, the higher vacancy rate in Kingsessing is among medium density rowhouses suggesting that population loss and poor market conditions have had significant negative impacts on the occupancy of single-family home in the neighborhood.

Table 6: Vacant Property Counts by Neighborhood

Neighborhood	Total Property Count in Neighborhood	Total Partially Vacant	Total Fully Vacant	Percent Total Full Vacancy
BARTRAM	659	0	60	9%
CEDAR PARK	991	3	18	2%
GARDEN COURT	1120	0	2	0%
KINGSESSING	12532	69	647	5%
POWELTON VILLAGE	540	5	19	4%
SAUNDERS PARK	605	9	37	6%
SPRUCE HILL	2092	6	29	1%
UNIVERSITY CITY	162	0	0	0%
WALNUT HILL	1124	13	38	3%
WEST POWELTON	973	5	52	5%
NO NEIGHBORHOOD	64	1	4	6%
District Totals	20,862	111	906	4%

Across the district the calculated vacancy rate varies by residential density, with a high of five percent for medium residential density, which includes detached, semi-detached and rowhomes converted to apartments. Residential medium density is the majority land use in the district.

Table 7: Vacant Property Counts by Residential Land Uses

Land Use	Property Count	Total Partially Vacant Build-ings	Total Fully Vacant Build-ings	Percent Vacant
Residential Medium	14860	31	689	5%
Residential High	876	0	24	3%
Residential Low	2137	0	50	2%

Land Suitability

Goal: Protect sensitive lands from over development

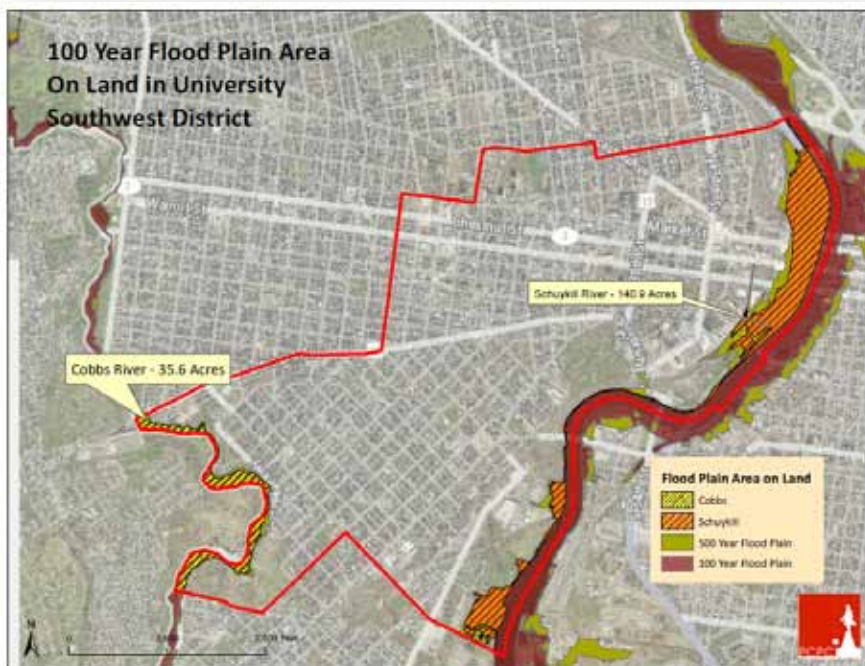
In general land is suitable for development across the district with two chief exceptions: a) areas within the flood plains of the Schuylkill River and Cobbs Creek; and b) the steep slopes along Cobbs Creek. With regards to the later, Section 14-704 (2) of the zoning code identifies the areas of Cobbs Creek to be within a "Steep Slopes Protection Area." As such, development on these lands is both highly unlikely and not permitted at slopes at 25 percent or greater and requiring an earth moving plan to mitigate erosion where slopes are between 15 and 25 percent. Flood plains are more of an immediate concern (see map below).

The 100-year flood plain of the Schuylkill River covers approximately 141 acres. Land within this flood plain has already been developed and includes mostly industrial operations, transportation (rail and highway), the active recreation uses of Penn Park, and the park/open space of Bartram's Garden. Structures of significant size and importance such as Cira Center, Cira II, the IRS operations/US Post Office, and 30th Street Station are elevated and out of reach of the floodplain. Any new construction will also have to be elevated to avoid flooding as required under regulations promulgated by the City and FEMA.

The 100-year flood plain of the Cobbs Creek includes approximately 36 acres and is mostly contained by the city-owned Cobbs Creek Park and portions of Mt Moriah Cemetery. Land potentially impacted from flooding, outside of the park or cemetery, includes seven residential properties (both single and multi-family homes) and one commercial property. The location and ownership of these properties have been documented by the Office of Emergency Management. There is a potential for re-occurring flooding on the creek due to urban development in Upper Darby and within the city. Philadelphia Water Department is currently working on storm water mitigation programs to reduce the impacts of storm events on the creek. As a result, any redevelopment near this flood plain should incorporate storm water management best practices.

Finally, the only notable impacts to development from a high water table exist in close proximity to the Schuylkill River where the table is at or above a depth of 10 feet near the banks of the river. The table depth steadily increases away from the river and by one mile the water table averages 40 to 60 feet below grade.

Map 4: 100 Year Floodplains for Schuylkill River and Cobbs Creek



Municipal Support Facilities

Goal: Locate and manage all municipal support facilities effectively

Under Philadelphia2035, operations specific to the delivery of services of city government including utilities (e.g., water and waste water treatment) are identified as municipal support facilities. Within the district there are nine separate municipal support facilities consisting of 13 different buildings, one maintenance yard, and three fuel pumps. The facilities and their individual fixed assets are listed alphabetically in the table below.

Table 8: Municipal Support Sites, Buildings and Equipment

Facility Site	Asset Name	Address	Asset ID	Asset Type
42nd Street Pumping Station	42nd Street Pumping Station	761 South 43rd Street	441	Water Pumping Station
Bartram Transfer Station\Service Bldg\Garage 290	Bartram Service Building	5014 Grays Avenue	252	Multi-Use\Office Building
Bartram Transfer Station\Service Bldg\Garage 290	Bartram Transfer Station	5014 Grays Avenue	253	Transfer Station
Bartram Transfer Station\Service Bldg\Garage 290	Garage 290	5014 Grays Avenue	255	Garage\ Maintenance Building
Bartram Transfer Station\Service Bldg\Garage 290	Fuel Site 007	5014 Grays Ave & 51st St	254	Fuel Site
Central Schuylkill Pumping Station	Central Schuylkill Pumping Station	600 University Avenue	1242	Water Pumping Station
Employee Assistance Program	Employee Assistance Program	5027 Grays Avenue	140	Multi-Use\ Office Building
Fuel Site 225	Fuel Site 225	43rd & Market Streets	150	Fuel Site
Fuel Site 227	Fuel Site 227	52nd Street & Willows Avenue	412	Fuel Site
Medical Examiner's Office / Spelman Building	Medical Examiner's Office	321 University Avenue	133	Multi-Use\ Office Building
Prisons Work Release	Prisons Work Release	600 University Avenue	1717	Housing\Group Quarters
Records Department Archive Center	Records Department Archive Center	3101 Market Street	324	Multi-Use\ Office Building
Sanitation Warehouses	Sanitation Warehouse 1	4910 Botanic Avenue	540	Warehouse
Sanitation Warehouses	Sanitation Warehouse 2	4911 Botanic Avenue	1741	Warehouse
Sanitation Warehouses	Sanitation Warehouse 3	4912 Botanic Avenue	1742	Warehouse

Sanitation Warehouses	Sanitation Warehouse 4	4913 Botanic Avenue	1743	Warehouse
West Philly Sewer Maintenance Yard	West Philly Sewer Maintenance Yard	49th Street & Paschall Avenue	273	Waste Water Storage

Three of the sites are leased by the City: Medical Examiner's Office (MEO), Records Department Archives, and Prisons Work Release at 600 University Avenue. All of three sites require specific building functionality or amenities provided at these leased sites, and there are no plans to change lease locations in the near future with the exception of the MEO. The MEO is scheduled to relocate to the 4601 Market development along with Police and Health department administrative functions and this move would streamline and operations between the MEO and the two departments. Although the MEO is in a leased space, over \$2.2 million has been expended in Capital Program funds from FY2000 to FY2010 on interior reconstruction, HVAC, plumbing, and electrical improvements and for asbestos removal of the Spelman building. These investments were deemed critical to the operations of the MEO. This is the largest amount of Capital funding expended on a leased building out of the 12 leases identified by PCPC as having received Capital funding FY00-FY10. The average expended on the 12 buildings over this 11 year period was \$357,000.

The majority of the city-owned sites in the district are maintained and used by the Streets department: four Sanitation Warehouses and Bartram Service Building\Transfer Station. The four Sanitation Warehouses are currently used to store parts for HVAC systems, carpentry, plumbing, electrical, roofing and supplies. The site includes an office area for supervisors as well as functional areas ("shops") for metal, carpentry, mechanical and electrical work. The entire operation is scheduled for relocation to the former Northeast Incinerator building at the Northeast Service Building near Delaware Avenue and Wheat-sheaf Street (River Wards planning district) in 2015. PCPC is awaiting details from Streets on use of the four warehouses after the move.

The Bartram Service Building site is currently used to receive and manage trash and recycling collections form Streets Area 1 West Philadelphia Operations. The building is house Sanitation Enforcement offices and staff. A Fleet Department shop, Garage 290, is located within the building. The building is used at full capacity. From FY00 to FY10, approximately \$508,000 of Capital Program funds were expended on boiler and window replacements, plumbing and site drainage improvements at the building. This is a relatively small amount of money over a ten year period, most of which was spent in the early 2000's. According to the Streets department the building's roof is in need of replacement. As of the FY13-18 Capital Program, this work was scheduled for 2015. The Bartram Transfer Station structure ceased operating in the 1970's and according to Streets staff should be demolished.

There are two fresh water pumping stations that service the western portions of the city and have collectively received more than \$3.1 over the FY00-FY10 period, which is consistent with spending across the city on fresh water utilities.

One of the three fuel tank sites in the district one requires near term replacement. On average fuel tanks have an expected service life of 25 to 30 years. The pump at 51st Street and Grays Avenue, located at the Bartram Transfer Station\Service Building\Garage 290 site was installed in 1983 and is near the end of service life. The pump is adjacent to the transfer station which is former incinerator building run by the City. Significant environmental contamination of the property is suspected due to prior operations. According to the Fleet department, replacement of the tank will have to coincide with remediation work around the building, initiated by a study and plan for the site. No cost estimate for the work could be provided at this time. The tank at 52nd and Willow was recently replaced in 2009 at a cost of \$104,000, and the tank at the Ladder 33 Fire Station is operable through 2029.

None of the municipal support sites, buildings or equipment is currently programmed for Capital funding through FY2018.

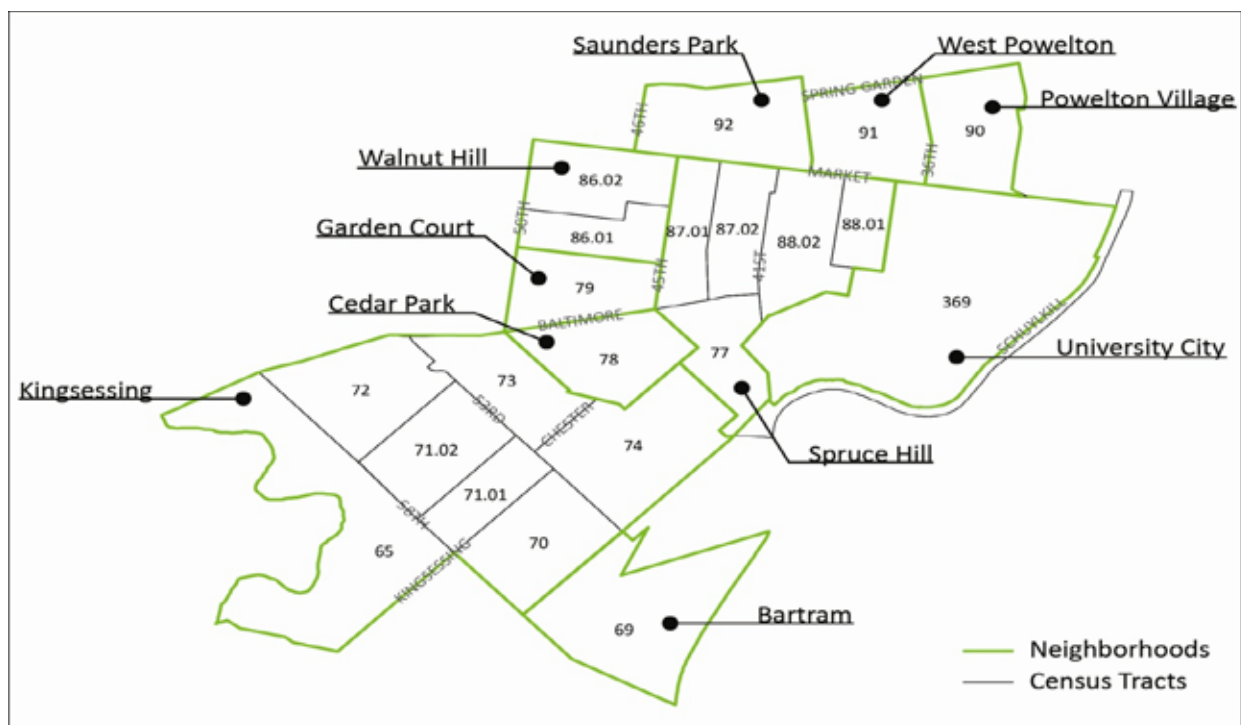
PRELIMINARY RECOMMENDATIONS

- § Examine all RSA-3 districts in Cedar Park, Garden Court, Spruce Hill and Walnut Hill and consider rezoning multiple blocks where the medium density residential land use consists of semi-detached and rowhomes converted to apartments to appropriate RM zoning.
- § Examine all RTA-1 districts in Spruce Hill, Powelton Village and Walnut Hill and consider rezoning multiple blocks with high density residential land use including apartment buildings to appropriate RM zoning.
- § Coordinate with PIDC on the aggregation and marketing of vacant industrial lands located near Schuylkill River east of Bartram Village neighborhood.
- § Vacant land to the north of Bartram's Garden presents an opportunity for a focus area. Analysis can help determine the mix of uses, access, and potential for inclusion of affordable housing.
- § Several blocks of contiguous vacant lots and properties with vacant buildings exist in Kingsessing and should be evaluated as potential focus areas to strengthen the neighborhoods and reduce vacancy rates.
- § Consider focus area for redevelopment of vacant land located between Ludlow and Market and Faragut Streets. These vacant properties are bounded by medium and high density residential and as such the vacant lots are conducive for commercial and/or mixed use redevelopment options.
- § Examine blocks of vacant land or other sites to establish additional active recreation land to serve the residents of Garden Court, Walnut Hill, and Spruce Hill primarily as the only significantly sized active public recreation areas are located further to the south in Kingsessing or further to the north in West Powelton and beyond into adjacent planning districts.
- § Consider potential recommendations for the capping and development of the 30 Street Rail Yard.
- § Support the remediation required for the replacement of the fuel tank at the Bartram Transfer Station\Service Building\Garage 290 site.

DEMOGRAPHIC ANALYSIS

SUMMARY

This demographic analysis is based on Decennial Census data (1980-2010), and American Community Survey (2006-2010) data. As of 2010, the census tract boundaries for the University/Southwest District are: census tracts: 65, 69, 70, 71.01, 71.02, 72, 73, 74, 77, 78, 79, 86.01, 86.02, 87.01, 87.02, 88.01, 88.02, 90, 91, 92, and 369.



Between the 2000 and 2010 Censuses, there were a number of changes to census tract boundaries in the area, reflecting population growth and decline. For example: In 2010, the old 2000 census tract 71 was split into tracts: 71.01 and 71.02. Other tracts like 76, 89 and 124, were consolidated into a new tract 369. These changes are important to note because the analysis of 2010 Decennial Census data and 2006-2010 ACS data, will be based on the new tract boundaries as listed above. The analysis of trend data from the 1980, 1990 and 2000 Decennial Censuses, will be based on the older tract boundaries (listed here: 65, 69, 70, 71, 72, 73, 74, 77, 78, 79, 86, 87, 88, 89, 90, 91, 92 and 124. Also note that although the newly created census tract 9800 is adjacent to the University/Southwest district, for the purposes of this analysis, it has been excluded because all of the population and housing units in that tract are located outside of the University/Southwest district. However, for purposes of the Economic Development analysis census tract 9800 will be included in the University /Southwest district, along with

tract 9809. While the population and housing in these two census tracts is outside of the University/Southwest district, there are jobs and businesses within these two tracts.

The University/Southwest District is comprised of ten neighborhoods. The boundaries of those neighborhoods are as follows (2010 tract boundaries):

- § **Bartram**- census tract:69;
- § **Cedar Park** - census tract: 78;
- § **Garden Court** - census tract: 79;
- § **Kingsessing** – census tracts: 65, 70, 71.01, 71.02, 72, 73,74,
- § **Powelton Village** - census tract: 90;
- § **Saunders Park** - census tract: 92;
- § **Spruce Hill** - census tract: 77;
- § **University City** – census tract: 369;
- § **Walnut Hill** – census tracts: 86.01, 86.02, 87.01, 87.02, 88.01, 88.02; and
- § **West Powelton** - census tract: 91

Table 1 -Major Indicators

Trend Data University/ Southwest	1980	%	1990	%	2000	%	2010	%	2010 Citywide	%
Total Population	90,920		88,138		83,639		81,145	5.36% of Citywide	1,526,006	
White	29,272	32.20	24,836	28.18	20,232	24.19	25,493	31.42	626,221	41
Black	56,455	62.09	56,855	64.51	53,265	63.68	42,673	52.59	661,839	43
Asian	3,096	3.41	5,625	6.38	6,951	8.31	9,390	11.57	96,405	6
Latino (of any Race)	1,419	1.56	1,578	1.79	2,082	2.49	2,949	3.63	187,611	12
Household Population	80,225	88.24	78,057	88.56	70,847	84.71	67,396	83.06	1,468,623	96.24
GQ Population	10,695	11.76	10,081	11.44	12,792	15.29	13,749	16.94	57,383	3.76
Total HUs	36,395		35,963		34,497		33,454	4.99% of Citywide	670,171	
Vacant HUs	4,600	12.64	4,565	12.69	4,615	13.38	4,136	12.36	70,435	11
Occupied HUs	31,795	87.36	31,398	87.31	29,882	86.62	29,318	87.64	599,736	89
Owner Occup	12,481	39.25	11,675	37.18	10,937	36.60	9,506	32.42	324,536	54.11
Renter Occup	19,314	60.75	19,723	62.82	18,945	63.40	19,812	67.58	275,200	45.89
Avg. HH Size	2.52		2.49		2.37		2.30		2.44	
Median Age	25.7yrs		N/A		30.25yrs		29.4yrs		33.5yrs	
Age <20	29,640	32.60	24,013	27.24	26,345	31.49	22,046	27.16	400,817	26.27
20 to 44	41,947	46.13	45,324	51.42	37,796	45.18	39,300	48.43	581,102	38.08
45 to 64	12,213	13.43	11,958	13.56	13,213	15.79	13,329	16.42	358,778	23.51
65+	7,123	7.83	6,835	7.75	6,286	7.51	6,470	7.93	185,309	12.14
Median HH Income	\$,9190		\$19,562		\$20,607		\$27,007		\$35,365	
% 4yrs+College	21.01%		26.91%		22.56%		31%		22%	
%Unemployed	11.54%		11.42%		14.97%		12.69%		12.1%	
%Poverty	32.56%		31.85%		33.52%		34.79%		25.08%	
%HH No Car	N/A		N/A		52.49%		47.82%		33.57%	

KEY FINDINGS

When viewing the demographic and socio-economic data for the University/ Southwest District it is important to understand that higher incidences of poverty, lower median household incomes and higher renter occupancy rates are primarily attributable to the large number of students living in the district, and not the typical signs of distress or disinvestment, usually associated with these kinds of indicators. While the student population in the district has expanded outside of the traditional boundaries of the University area, the majority of students live in dormitories and rental units in the University City, Powelton Village and Walnut Hill neighborhoods. Many students living in these areas are unemployed or under employed and despite having lower incomes and being technically classified as living in poverty by the Census, actually receive funding from other non-documented sources. Renter occupancy rates in these areas have increased because a number new rental units have been constructed to accommodate students not living dormitories, as well as other professionals working and living in the area. **However, in some neighborhoods outside of the University area, there are real issues with poverty, unemployment and disinvestment.** Those areas of the district include: the Bartram, Kingessing and Saunders Park neighborhoods. The demographic differences in the University and non-University areas can be seen when examining the data at a neighborhood level. While neighborhoods in both areas of the district have high unemployment and poverty, rates, what distinguishes the two is that the non-University areas generally have higher percentages of Black population, higher homeownership rates, lower educational attainment rates, larger average household sizes and lower percentages of one-person households. Other general issues of concern in the University/Southwest District include the loss of homeowner units and the continued decline of population. Declining homeownership rates may be attributable to: attrition of older homeowners; homes being converted to rentals to accommodate students; and increased property values making home purchases cost prohibitive for the large number of young people that live in the district. The population losses in the district are clearly a result of long-term declines in Black and White population. However, over the past decade, Whites have reversed this trend by increasing population for the first time in twenty years. The reasons for the continued loss of Black population throughout the district are not clear, and need to be explored further. **In spite of this the recent growth of White, Asian and Latino population, particularly people in the 20 to 44 age cohort, and the district's high educational attainment levels are all positives sign of the district's future growth potential.**

In 2010, with a total population of 81,145 people, the University/Southwest district comprises 5.31% of the City's total population (1,526,006). Over the past thirty years population in the district has steadily declined, although at a slower rate over the past decade (-2.98%). This population decline can clearly be attributed to the outflow of Black and White population. Between 1980 and 2010, the **district loss a total of 13,782 (or -15.31%) Black people and 3,779 (or -12.91) White people.** The biggest decrease in Black population occurred between 2000 and 2010, when Black population declined 19.89% (or by 10,592 people). During this time, every neighborhood and census tract in the district loss Black population. **Over the past decade White population increased** for the first time in 20 years, from a total of 20,232 in 2000, to 25,493 in 2010 (a 26% increase or an addition of 5,261 people).. While the district has always been fairly racially diverse in terms of the percentages of White (31.42%) and Black population (52.59%), **Asian and Latino population are now the most rapidly growing groups.** Between 1980

and 2010, Asian Population increased a total of 240% or by 6,294 people. Between 2000 and 2010, **Asian population increased in every neighborhood in the district except Kingessing.** Between 1980 and 2010, Latino Population increased a total of 108% or by 1,530 people. Between 2000 and 2010, **Between 1990 and 2010 Latino population increased in every census tract and neighborhood in the district.** When looking at the district by neighborhoods it is interesting to note that while Blacks make up the majority of district's total population, they only comprise a majority population in four of the district's ten neighborhoods (Bartam, Kingessing, Sauders Park and West Powelton). In fact, **62% (or 26,245 people) of the district's total Black population (42,673 people) live in the Kingessing neighborhood.** The remaining Black population is dispersed throughout the district. As a result, most of the other neighborhoods in the district are fairly racially integrated.

In 2010, 16.94% of the district's total population lived in Group Quarters, and 83.06% lived in households. Citywide only 3.76 % of the total population live in group quarters. with 96.24 % of the population living in households. **The University/Southwest District has the highest percentage of population living in group quarters of any district in the City.** This can clearly be attributed to the large number of dormitories in the district. While the growth of Group Quarter population has been substantial, it has not been enough to offset Household population losses. However, it has helped to slow the rate of population decline in the district (see Table 2).

With continuous population losses over the past thirty years, the district has also loss a total of 2,941 housing units. However, occupancy rates have remained relatively stable and vacancy rates have actually declined .Household sizes in the University /Southwest District have generally been smaller than the citywide average, while the percentage of one person households has been higher than the citywide average. Over the past few decades average household sizes in the district have continued to decrease, while the percentage of one-person households has continued to increase.

The University/Southwest ++District has always maintained a higher than average percentage of renters and below average percentage of owners which is a result of the large number of students and young people living in the area. Between 2000 and 2010, the number of renters in the district continued to increase, while the number of homeowners continued to decrease. Despite the loss of the total number of homeowners in the district, the number of senior homeowners has actually increased.

Between 1980 and 2010, the population in the University/Southwest District under the age 20 has decreased, while population 20 years and older has increased. Most of the increases in the 20 year and older population have been in the 20 to 44 age cohort. The district has maintained an above average percentage of population in this cohort. In 2010, nearly half of the total population (48.43%) in the district was between the ages of 20 to 44, compared to just 38.08% Citywide. Looking at the 20 to 44 age cohort in more detail you can see that, 31.40% % of the population in the district is between the ages of 20 to 29.

Educational Attainment levels for the population in the University Southwest District continue to be higher than the citywide average. Between 2000 and 2006/2010(ACS Estimate Data). The percentage of High School Graduates increased 74%, while those with Bachelor Degrees or higher increased 39%.

Based on 2006-2010 ACS estimate data: 50% of the total population 25 and older, had just a high school diploma, compared to 35.65 % citywide; and. 31% of the total population 25 years and older had 4 years or more of college, compared to 22% citywide.

Despite recent decreases, unemployment rates in the district remain higher than the citywide average. According to **2000 Census and 2006/2010 ACS data (estimate)** the Unemployment Rate for the University/Southwest District decreased from 15.05 in 2000, to 12.69%. In 2010. The 2010 citywide

Unemployment Rate was 12.45%. **Poverty Rates in the District have increased slightly over the past few decades, and remain substantially higher than the citywide average.** Based on the most recent data from 2006/2010 ACS estimates the poverty rate in the University /Southwest District was 34.79%, compared 25.08% citywide. Median Household incomes in the district have increased in the past few decades, but remain below the citywide median. According to 2006/2010 ACS data (estimate), the median household income in the University/Southwest District was \$27,007. The citywide median income was \$35,365. Median incomes by neighborhood range from a low of \$14,438 in West Powelton, to a high of \$40,115 in Garden Court. While the percentage of households in the district without a car has decreased, it is still higher than the citywide percentage. According to 2006/2010 ACS estimate data 47.82% of all households in University/Southwest District did not have a car, compared with 33.57% citywide. In 2000, 52.49% of all households in University/Southwest District did not have a car, compared with 35.74% citywide.

DETAILED ANALYSIS: POPULATION

Table 2

Neighborhood	Total Population 1980	Total Population 1990	Total Population 2000	Total Population 2010	% Change Pop 80-90	% Change Pop 90-00	% Change Pop 00-10
Bartram	2,974	2,520	2,710	2,539	-15.27%	7.54%	-6.31%
Cedar Park	5,319	4,776	4,690	4,177	-10.21%	-1.80%	-10.94%
Garden Court	5,147	4,729	4,777	4,553	-8.12%	1.02%	-4.69%
Kingsessing	39,386	36,888	31,364	28,156	-6.34%	-14.98%	-10.23%
Powelton Village	3,805	4,473	5,452	5,576	17.56%	21.89%	2.27%
Saunders Park	3,440	3,197	3,075	2,884	-7.06%	-3.82%	-6.21%
Spruce Hill	1,898	2,253	1,850	2,380	18.70%	-17.89%	28.65%
University City	4,020	3,210	5,645	6,966	-20.15%	75.86%	23.40%
Walnut Hill	22,209	23,124	21,264	21,111	4.12%	-8.04%	-0.72%
West Powelton	2,722	2,968	2,812	2,803	9.04%	-5.26%	-0.32%
District Total	90,920	88,138	83,639	81,145	-3.06%	-5.10%	-2.98%

Table 2A

Neighborhood	1980 White	1990 White	2000 White	2010 White	% White 1980	% White 1990	% White 2000	% White 2010
Bartram	1,407	251	114	61	47.31%	9.96%	4.21%	2.40%
Cedar Park	2,348	2,012	1,339	2,207	44.14%	42.13%	28.55%	52.84%
Garden Court	2,321	1,946	1,309	2,249	45.09%	41.15%	27.40%	49.40%
Kingsessing	2,239	773	490	809	5.68%	2.10%	1.56%	2.87%
Powelton Village	2,790	3,273	3,562	3,937	73.32%	73.17%	65.33%	70.61%
Saunders Park	149	156	74	345	4.33%	4.88%	2.41%	11.96%
Spruce Hill	1,027	1,153	612	988	54.11%	51.18%	33.08%	41.51%
University City	3,488	2,214	3,080	3,577	86.77%	68.97%	54.56%	51.35%
Walnut Hill	12,655	11,912	8,816	10,180	56.98%	51.51%	41.46%	48.22%
West Powelton	848	1,146	836	1,140	31.15%	38.61%	29.73%	40.67%
District Total	29,272	24,836	20,232	25,493	32.20%	28.18%	24.19%	31.42%

Table 2B

Neighborhood	1980 Black	1990 Black	2000 Black	2010 Black	% Black 1980	% Black 1990	% Black 2000	% Black 2010
Bartram	1,536	2,245	2,546	2,406	51.65%	89.09%	93.95%	94.76%
Cedar Park	2,595	2,456	2,901	1,510	48.79%	51.42%	61.86%	36.15%
Garden Court	2,502	2,475	3,037	1,735	48.61%	52.34%	63.58%	38.11%
Kingsessing	36,657	35,610	29,940	26,245	93.07%	96.54%	95.46%	93.21%
Powelton Village	882	829	992	444	23.18%	18.53%	18.20%	7.96%
Saunders Park	3,215	2,931	2,869	2,223	93.46%	91.68%	93.30%	77.08%
Spruce Hill	780	866	857	703	41.10%	38.44%	46.32%	29.54%
University City	164	521	818	776	4.08%	16.23%	14.49%	11.14%
Walnut Hill	6,471	7,262	7,784	5,460	29.14%	31.40%	36.61%	25.86%
West Powelton	1,653	1,660	1,521	1,171	60.73%	55.93%	54.09%	41.78%
District Total	56,455	56,855	53,265	42,673	62.09%	64.51%	63.68%	52.59%
Population Decrease					Population Increase			

Table 2C

Neighborhood	1980 Asian	1990 Asian	2000 Asian	2010 Asian	% Asian 1980	% Asian 1990	% Asian 2000	% Asian 2010
Bartram	13	11	2	3	0.44%	0.44%	0.07%	0.12%
Cedar Park	169	235	168	245	3.18%	4.92%	3.58%	5.87%
Garden Court	202	253	203	258	3.92%	5.35%	4.25%	5.67%
Kingsessing	186	332	241	227	0.47%	0.90%	0.77%	0.81%
Powelton Village	78	324	619	956	2.05%	7.24%	11.35%	17.14%
Saunders Park	21	102	49	188	0.61%	3.19%	1.59%	6.52%
Spruce Hill	56	221	295	583	2.95%	9.81%	15.95%	24.50%
University City	250	421	1486	2255	6.22%	13.12%	26.32%	32.37%
Walnut Hill	1949	3585	3581	4314	8.78%	15.50%	16.84%	20.43%
West Powelton	172	141	307	361	6.32%	4.75%	10.92%	12.88%
District Total	3096	5625	6951	9390	3.41%	6.38%	8.31%	11.57%

Table 2D

Neighborhood	1980 Latino	1990 Latino	2000 Latino	2010 Latino	% Latino 1980	% Latino 1990	% Latino 2000	% Latino 2010
Bartram	33	16	21	55	1.11%	0.63%	0.77%	2.17%
Cedar Park	108	113	125	203	2.03%	2.37%	2.67%	4.86%
Garden Court	71	90	129	242	1.38%	1.90%	2.70%	5.32%
Kingsessing	369	299	358	544	0.94%	0.81%	1.14%	1.93%
Powelton Village	61	88	208	231	1.60%	1.97%	3.82%	4.14%
Saunders Park	14	20	39	97	0.41%	0.63%	1.27%	3.36%
Spruce Hill	23	39	51	51	1.21%	1.73%	2.76%	2.14%
University City	111	151	319	383	2.76%	4.70%	5.65%	5.50%
Walnut Hill	597	719	742	1,044	2.69%	3.11%	3.49%	4.95%
West Powelton	32	43	90	99	1.18%	1.45%	3.20%	3.53%
District Total	1,419	1,578	2,082	2,949	1.56%	1.79%	2.49%	3.63%

- § As of 2010, with a total population of 81,145 people the University Southwest District is the tenth largest district in the City, comprising 5.36% of the Citywide population.(1,526,0060 - See Table 1).
- § Over the past thirty years population in the district has steadily declined, although at a slower rate over the past decade (-2.98%).
- § Between 2000 and 2010, population in the district declined -3%, from 83,639 in 2000, to 81,145 in 2010.
- § Between 1990 and 2000, population in the district declined - 5%, from 88,138 in 1990, to 83,639 in 2000.
- § Between 1980 and 1990 population in the district declined -3%, from 90,920 in 1980 to 88,138 in 1990. ,
- § Between 1980 and 2010, the University/Southwest District declined a total (-10.75%), or by 9,775 people). This cumulative loss can be attributed to a 15.31% decline in Black population, and a - 12.91% decline in White population, between 1980 and 2010.
- § Over the past thirty years the University/Southwest district loss 13,782 Black people and 3,779 White people.
- § Between 1980 and 1990, Black population declined a modest -.071% (or by -400 people). Between 1990 and 2000, Black population in the district declined -6.31 % (or by -3,590).
- § The biggest decrease in Black population occurred between 2000 and 2010, when black population declined -19.89% (or by- 10,592 people). During this time, every neighborhood and census tract in the district loss Black population.
- § White population in the district steadily declined between 1980 and 2000. Between 1980 and 1990, White population declined -15.15%(or by -4,436 people). The biggest decrease occurred between 1990 and 2000, when White population decreased -18.54%. (or by - 4,604 people).
- § Between 2000 and 2010, White population in district increased for the first time in 20 years, from a total of 20,232 in 2000, to 25,493 in 2010 (a 26% increase or an addition of 5,261 people).

- § Despite, substantial population losses, **as of 2010, Blacks continue to comprise the majority of the population in the University/Southwest district, representing 52.59% (or 42,673 people) of the total population.**
- § As of 2010, **Whites comprise 31.42% (or 25,493 people) of the total population** in the University/Southwest district. **Asians comprise 11.57% (or 9,390 people) of the total population; and Latinos comprise 3.63% (or 2,949 people) of the total population (See Table 1).**
- § In 2010, the Citywide population was 41% White, 43% Black, 6% Asian, 6% Other, and 12% Latino.
- § **Over the past thirty years, both Asian and Latino population, in the University/Southwest district, have rapidly increased.**
- § Between 2000 and 2010, Asian Population in the district increased a total of 240% or by 6,294 people.
- § As of 2010, Asians comprise 11.57% of the total population in the University /Southwest district. This is one of the highest percentages of Asian population in the city. Citywide, Asians only comprise 6% of the total population.
- § Between 2000 and 2010, Latino Population in the district increased a total of 108% or by 1,530 people.
- § **Because Asian(11.57%), and Latino(3.63%) population comprise a relatively small percentage of the University/Southwest district's total population, the rapid increase of population in both groups have not been enough to offset the loss of Black and White population in the district.**
- § As of 2010, the Citywide population was 41% White, 43% Black, 6% Asian, 6% Other, and 12% Latino..
- § In 2000, the Citywide population was 45% White, 43% Black, 5% Asian, 5% Other, and 9% Latino.
- § In 1990, the Citywide population was 54% White, 40% Black, 3% Asian, 4% Other, and 6% Latino.
- § In 1980, the Citywide population was 58% White, 38% Black, 1% Asian, 3% Other, and 4% Latino.

When examining population data by neighborhood, race and ethnicity, you can see in more detail where specific population change occurred. Over the past thirty years, most neighborhoods in the University/Southwest district have experienced varying levels of population decline. due to the loss of White and Black population.

- § Between 2000 and 2010, every neighborhood in the University/Southwest district loss population, except for Powelton Village, Spruce Hill and University City.
- § The 2000 to 2010 Population growth in Powelton Village and Spruce Hill is a result of increases in Asian, Latino and White population. Population growth in University City is a result of the increases in Asian and, Latino During this time, White in University City declined. Black population declined in all neighborhoods during this time..
- § Between 2000 and 2010, the biggest population losses occurred in the Cedar Park neighborhood which declined -10.94%; followed by Kingsessing which declined -10.23%.
- § The population decline in Cedar Park and Kingsessing is a primarily a result of the loss of Black population (see Table 2B). As previously mentioned, between 2000 and 2010, Black population declined in every neighborhood and census tract in the district.
- § **Between 2000 and 2010, Black population in Cedar Park declined -47.95 % ,or by -1,391 people. White ,Asian and Latino population in Cedar Park all increased during this time.**

- § **Between 2000 and 2010, Black population in Kingsessing declined -12.34%, or by -3,695 people. Asian population also declined -5.81%, or by -14 people. During this time, White and Latino population both increased. Between 1980 and 2010, Black population in Kingsessing declined by 28%(or 10,412 people).**
- § **Cedar Park and Kingsessing are the only two neighborhoods that have experienced a continuous decline in population over each decade between 1980 and 2010.** This thirty year population decline is largely attributable to the loss of Black and White population. However, between 2000 and 2010, White population in Cedar Park and Kingsessing increased, as did White population district wide.
- § **Powelton Village is the only neighborhood in the University/Southwest district neighborhood, where population has steadily increased each decade (see Table 2) between 1980 and 2010.** This steady inflow of White, Asian and Latino population is most likely a result of the increased number of students living in the area, which is consistent with the increase in Group Quarter population(see Table 3A).
- § **The only neighborhoods not to experience an increase in White population between 2000 and 2010, were Bartram and University City.**
- § **Between 2000 and 2010, the biggest numeric increase in White population, occurred in Garden Court where White population increased from 1,309 people to 2,249 people(a numeric increase of 940 people or a percentage increase of 71.81%). The biggest percentage increase in White people occurred in Saunders Park where the White population increased 366%, from 74 people to 345 people(an increase of 271 I people).**
- § **Between 2000 and 2010, Asian population increased in every neighborhood in the district except Kingsessing. Between 1980 and 2010, Asian population in the University Southwest district tripled, from 3096 people in 1980, to 9,390 people in 2010 (see Table 2C).**
- § **Between 2000 and 2010, the biggest numeric increase in Asian population, occurred in University City where Asian population increased from 1,486 to 2,255 (an increase of 769 people or by 51.75%). The biggest percentage increase in Asian population occurred in Saunders Park where the Asian population increased 283.67%, from 21 people to 55 people.**
- § **As of 2010, the largest number of Asian people lives in the Walnut Hill neighborhood (3,581 people). This neighborhood has historically had the highest number of Asian people (see Table 2C) of any neighborhood the district.**
- § **Between 1990 and 2010, Latino population increased in every census tract and neighborhood in the district.**
- § **Between 2000 and 2010, the biggest numeric increase in Latino occurred in Walnut Hill, where Latino population increased by 302 people, or 40.70 %. The biggest percentage increase in Latino people occurred in Bartram where the Latino population increased 161.90%, from 21 to 55 people(an increase of 34 people).**
- § **As of 2010, the largest number of Latino people lives in Walnut Hill (1,044);followed by Kingsessing (544).**
- § **While most of the neighborhoods in the University/Southwest district are fairly racially diverse, Blacks comprise a clear majority population in: Bartram, Kingsessing and Saunders Park(see Table 2B).**

- § As of 2010, 62% of the total Black population (or 26,245 people) in the University/Southwest District live in the Kingessing neighborhood.
- § As of 2010, Whites make up the majority of the population in: Powelton Village, Cedar Park, Garden Court, Spruce Hill, University City and Walnut Hill. With the exception of Garden Court, all of these neighborhoods have had majority White population for the past thirty years.(see Table 2A).
- § As of 2010, the largest number of White people lives in Walnut Hill (10,180).
- § As of 2010, West Powelton is these most racially diverse neighborhood with 40.67% White population, 41.79% Black population, 12.88 % Asian population and 3.53% Latino population.

DETAILED ANALYSIS: GROUP QUARTERS POPULATION

Table 3

Trend Data University/Southwest	1980	%	1990	%	2000	%	2010	%	2010 Citywide	%
Total Population	90,920		88,138		83,639		81,145		1,526,006	
Household Population	80,225	88.24	78,057	88.56	70,847	84.71	67,396	83.06	1,468,623	96.24
GQ Population	10,695	11.76	10,081	11.44	12,792	15.29	13,749	16.94	57,383	3.76

Table 3A

Neighborhood	Total Pop. 1980	Total Pop. 1990	Total Pop. 2000	Total Pop. 2010	GQ Pop. 1980	%	GQ Pop. 1990	%	GQ Pop. 2000	%	GQ Pop. 2010	%
Bartram	2,974	2,520	2,710	2,539	0	0.00	0	0.00	0	0.00	0	0.00
Cedar Park	5,319	4,776	4,690	4,177	141	2.65	215	4.50	197	4.20	204	4.88
Garden Court	5,147	4,729	4,777	4,553	45	0.87	25	0.53	47	0.98	5	0.11
Kingessing	39,386	36,888	31,364	28,156	256	0.65	366	0.99	338	1.08	299	1.06
Powelton Village	3,805	4,473	5,452	5,576	1,702	44.73	1,246	27.86	2,531	46.42	2,660	47.70
Saunders Park	3,440	3,197	3,075	2,884	191	5.55	179	5.60	42	1.37	5	0.17
Spruce Hill	1,898	2,253	1,850	2,380	235	12.38	605	26.85	322	17.41	782	32.86
University City	4,020	3,210	5,645	6,966	3,388	84.28	2,381	74.17	5,047	89.41	5,937	85.23
Walnut Hill	22,209	23,124	21,264	21,111	4,711	21.21	4,960	21.4	4,115	19.35	3,696	17.51
West Powelton	2,722	2,968	2,812	2,803	26	0.96	104	3.5	153	5.44	161	5.74
District Total	90,920	88,138	83,639	81,145	10,695	11.76	10,081	11.44	12,792	15.29	13,749	16.94

Table 3B

Neighborhood	Total Pop. 1980	Total Pop. 1990	Total Pop. 2000	Total Pop. 2010	HH Pop. 1980	%	HH Pop. 1990	%	HH Pop. 2000	%	HH Pop. 2010	%
Bartram	2,974	2,520	2,710	2,539	2,974	100	2,520	100	2,710	100	2,539	100
Cedar Park	5,319	4,776	4,690	4,177	5,178	97.35	4,561	95.50	4,493	95.80	3,973	95.12
Garden Court	5,147	4,729	4,777	4,553	5,102	99.13	4,704	99.47	4,730	99.02	4,548	99.89
Kingsessing	39,386	36,888	31,364	28,156	39,130	99.35	36,522	99.01	31,026	98.92	27,857	98.94
Powelton Village	3,805	4,473	5,452	5,576	2,103	55.27	3,227	72.14	2,921	53.58	2,916	52.30
Saunders Park	3,440	3,197	3,075	2,884	3,249	94.45	3,018	94.40	3,033	98.63	2,879	99.83
Spruce Hill	1,898	2,253	1,850	2,380	1,663	87.62	1,648	73.15	1,528	82.59	1,598	67.14
University City	4,020	3,210	5,645	6,966	632	15.72	829	25.83	598	10.59	1,029	14.77
Walnut Hill	22,209	23,124	21,264	21,111	17,498	78.79	18,164	78.55	17,149	80.65	17,415	82.49
West Powelton	2,722	2,968	2,812	2,803	2,696	99.04	2,864	96.50	2,659	94.56	2,642	94.26
District Total	90,920	88,138	83,639	81,145	80,225	88.24	78,057	88.56	70,847	84.71	67,396	83.06

- § Of the total 81,145 people living in the University/Southwest district in 2010, 16.94%(or 13,379) live in Group Quarters, and 83.06%(67,396) live in households(see Table 3).
- § The University/Southwest district has the highest percentage of population living in Group Quarters of any district in the City.
- § Citywide only 3.76% of the population lives in Group Quarters, compared to 96.24% living in Households.
- § Other districts with a higher than average percentage of population living in Group Quarters include the North Delaware district (8.36),and the Lower North district(8.49%) .
- § Over the past thirty years, the percentage of population in the University/Southwest district living in Group Quarters has increased substantially(29%), while the percentage of population living in households has declined (-16%)(see Table 3)..
- § The growth of Group Quarter population in the University/Southwest district is clearly attributable to the increased number of new dormitories constructed in the district over the past ten years.
- § The decline in Household population is a result of the declining number of households (see page 13) in the districts.
- § While the growth of Group Quarter population has been substantial, it has not been enough to offset Household population losses. However, it has helped to slow the rate of population decline in the district (see Table 2).

When looking at Group Quarter population by neighborhood it interesting to see that majority of that population is concentrated in four neighborhoods: University City, Powelton Village, Spruce Hill and Walnut Hill (see Table 3A).

- § As of 2010, with 85.23%(5,937 people) of the total population living in group quarters, University City has maintained the highest percentage of group quarter population of any neighborhood in the district .

- Over the past thirty years, Group Quarter population in University City increased a total 75%, or by an additional 2,549 people.
 - Between 1980 and 1990 group quarter population in University City actually decreased - 29.72%. or by -1,007 people
 - The biggest percentage increase in group quarter population in University City occurred between 1990 and 2000, when that population more than doubled, increasing 111.97%..or by an additional 2,666 people.
 - Between 2000 and 2010, University City experienced the biggest numeric increase in quarter population of any neighborhood in the district ,with an addition of 890 people (or a 17.62% increase).
- § **As of 2010, 47.70 % (2,660 people) of the total population in Powelton Village lived in group quarters.**
- Over the past thirty years, Powelton Village's Group Quarter population increased a total 56%., or by an additional 958 people.
 - Between 1980 and 1990, group quarter population in Powelton Village also decreased - 26.79% or by -456 people.
 - Like University City, the biggest percentage increase in group quarter population in Powelton Village occurred between 1990 and 2000, when group quarter population increased a 103.13%. or by an additional 1,285 people.
 - Between 2000 and 2010 group quarter population in Powelton Village only increased 5.10% or by 129 additional people.
- § **As of 2010, 32.86 % (782 people) of the total population in Spruce Hill lived in group quarters.**
- Over the past thirty years, group quarter population in Spruce Hill's increased a total 232.76% , or by an additional 547 people.
 - The biggest percentage increase group quarter population in Spruce Hill occurred between 1980 and 1990, when group quarter population increased 157.45%., or by an additional 370 people.
 - Between 1990 and 2000 ,group quarter population in Spruce Hill actually decreased -46.78% or by -283 people
 - Between 2000 and 2010, group quarter population in Spruce Hill increased a 142.86%, or by an additional 460 people.
- § **As of 2010, 17.51 % of the total population (3,696 people) in Walnut Hill lived in group quarters.**
- Over the past thirty years, group quarter population in Walnut Hill has been steadily declining. Although over the past decade, that population declined has some-what slowed.
 - Between 1980 and 2010, group quarter population in Walnut Hill decreased a total - 21.54%, or by -1,015 people. Between 1980 and 1990, group quarter population in Walnut Hill deceased -0.386% or by -249 people.
 - Between 1990 and 2000, group quarter population in Walnut Hill decreased -17.04% or by - 845 people.
 - Between 2000 and 2010, group quarter population in Walnut Hill -10.18%decreased or -419 people.

- § As of 2010, with the exception of Cedar Park and West Powelton, all the other neighborhoods have 1% or less group quarter population.
- § In 2010, Cedar Park had 4.88% group quarter population (204 people) , while West Powelton had 5.74% group quarter population(161 people). Group Quarter population in both these neighborhoods has been increasing very modestly over the past thirty years.

DETAILED ANALYSIS: HOUSING

Table 4

University/ Southwest Neighborhoods	1980 Tot. HU	1990 Tot. HU	2000 Tot. HU	2010 Tot. HU
Bartram	1,130	1,092	1,125	1,093
Cedar Park	2,870	2,448	2,421	2,315
Garden Court	2,398	2,427	2,392	2,301
Kingsessing	13,942	13,137	12,896	12,360
Powelton Village	1,396	1,774	1,637	1,528
Saunders Park	1,640	1,458	1,447	1,488
Spruce Hill	1,023	931	888	899
University City	368	702	501	708
Walnut Hill	9,859	10,059	9,571	9,016
West Powelton	1,769	1,935	1,619	1,746
District Total	36,395	35,963	34,497	33,454
Citywide	685,131	674,899	661,958	670,171

Over the past thirty years the total number of housing units in the University/Southwest District has declined a total 8.08% or by 2,941 units. The total number of occupied housing units declined 7.79% or by -2,477 units, while the number of vacant housing units declined 10% (or by-464 units). During this time occupancy rates have remained relatively stable (increasing slightly), while vacancy rates have declined.

- § In 2010, there were 33,454 total housing units in the University/Southwest District. In 2010, there were a total of 670,171 housing units Citywide (See Table 4).
- § In 2010, the University/Southwest District's total housing units comprise 4.99% of the City's total housing units inventory.
- § Between 2000 and 2010, the total of number of housing units in the district declined, -3.02%. Between 1990 and 2000, total housing units declined -4.08%. Between 1980 and 1990, total housing units declined -1.19%.
- § In 2010, the housing occupancy rate in the University/Southwest District was 87.64% , with a vacancy rate of 12.36%. Of the 33,454 total housing units, there were a total of 29,318 occupied housing units and 4,136 vacant units. The Citywide occupancy rate was 89% , with a vacancy rate of 11% (See Table 4A.)

- § While the University/Southwest District's 2010 vacancy rate is higher than the Citywide average, it has decreased compared to previous decades
- § In 1990 ,the housing occupancy rate was 87.31%, with a vacancy rate of 12.69%. Of the total 35,963 housing units, there were a total of 31,398 occupied housing units and 4,565 vacant unit., The Citywide occupancy rate was 89.36%, with a vacancy rate. a 10.6%.
- § In 1980, the housing occupancy rate was 87.36%, with a vacancy rate of 12.64%. Of the total 36,395 housing units, there were a total of 31,795 occupied housing units and 4,600 vacant units. The Citywide occupancy rate was 90.46%, with a vacancy rate of 9.53%

The fluctuations in total housing units and occupancy and vacancy rates can be seen in more detail when examining the data by neighborhood. While the total number of housing units in the University/Southwest District declined between 2000 and 2010, in **Saunders Park, Spruce Hill University City and West Powelton, the number of housing units actually increased. In University City and Spruce Hill the increase in housing units is consistent with the increase in population that occurred between 2000 and 2010** (See Table 4 and Table 2).

- § Saunders Park and West Powelton actually lost population between 2000 and 2010. However , it was only Black population that declined in these neighborhoods. White, Asian and Latino population all increased .(see tables 2A, 2b &2C). This may indicate that these will be areas of growth over the next decade.
- § Between 2000 and 2010, the number Occupied Housing Units increased in Saunders Park, University City and West Powelton, and decreased in all other neighborhoods in the district. In University City and Saunders Park, the increases are consistent with population gains.
- § Between 2000 and 2010, The number of vacant housing units decreased in every neighborhood , except Powelton Village, Spruce Hill, West Powelton and University City(See Table 4B).
- § Spruce Hill , West Powelton and University all experienced an increase in total housing units between 2000 and 2010, so the higher vacancy rate may reflect new units that have not been absorbed. But Powelton Village , Spruce Hill and University City also all experienced increased population between 2000 and 2010, so vacancies in these neighborhoods may also reflect older or inhabitable units.. Vacancy rates are also higher in Kingsessing and Saunders Park.

Table 4A

University/Southwest Neighborhoods	1980 Occupied HU/HH	%Occup HU_80	1990 Occupied HU/HH	%Occup HU_90	2000 Occupied HU/HH	% Occup HU_00	2010 Occupied HU/HH	% Occupd HU_10
Bartram	1,080	95.58%	999	91.48%	1,026	91.20%	996	91.13%
Cedar Park	2,436	84.88%	2,130	87.01%	2,118	87.48%	2,017	87.13%
Garden Court	2,141	89.28%	2,162	89.08%	2,150	89.88%	2,116	91.96%
Kingsessing	12,251	87.87%	11,480	87.39%	10,710	83.05%	10,328	83.56%
Powelton Village	1,108	79.37%	1,489	83.93%	1,572	96.03%	1,413	92.47%
Saunders Park	1,299	79.21%	1,138	78.05%	1,142	78.92%	1,220	81.99%
Spruce Hill	895	87.49%	800	85.93%	802	90.32%	775	86.21%
University City	350	95.11%	675	96.15%	493	98.40%	680	96.05%
Walnut Hill	8,717	88.42%	8,791	87.39%	8,387	87.63%	8,238	91.37%
West Powelton	1,518	85.81%	1,734	89.61%	1,482	91.54%	1,535	87.92%
District Total	31,795	87.36%	31,398	87.31%	29,882	86.62%	29,318	87.64%
Citywide	619,781	90.46%	603,075	89.36%	590,071	89.14%	599,736	89.49%

Table 4B

University/Southwest Neighborhoods	1980 Vacant HU	% Vacant 1980	1990 Vacant HU	% Vacant 1990	2000 Vacant HU	% Vacant 2000	2010 Vacant HU	% Vacant 2010
Bartram	50	4.42%	93	8.52%	99	8.80%	97	8.87%
Cedar Park	434	15.12%	318	12.99%	303	12.52%	298	12.87%
Garden Court	257	10.72%	265	10.92%	242	10.12%	185	8.04%
Kingsessing	1,691	12.13%	1,657	12.61%	2,186	16.95%	2,032	16.44%
Powelton Village	288	20.63%	285	16.07%	65	3.97%	115	7.53%
Saunders Park	341	20.79%	320	21.95%	305	21.08%	268	18.01%
Spruce Hill	128	12.51%	131	14.07%	86	9.68%	124	13.79%
University City	18	4.89%	27	3.85%	8	1.60%	28	3.95%
Walnut Hill	1,142	11.58%	1,268	12.61%	1,184	12.37%	778	8.63%
West Powelton	251	14.19%	201	10.39%	137	8.46%	211	12.08%
District Total	4,600	12.64%	4,565	12.69%	4,615	13.38%	4,136	12.36%
Citywide	65,350	9.53%	71,824	10.64%	71,887	10.87%	70,435	10.51%

Table 5

University/Southwest Neighborhoods	1980 Persons per Hshld	1990 Persons per Hshld	2000 Persons per Hshld	2010 Persons per Hshld
Bartram	2.75	2.52	2.64	2.55
Cedar Park	2.13	2.14	2.12	1.97
Garden Court	2.38	2.18	2.20	2.15
Kingsessing	3.12	3.18	2.82	2.71
Powelton Village	1.90	2.17	1.86	2.06
Saunders Park	2.50	2.65	2.66	2.36
Spruce Hill	1.86	2.06	1.91	2.06
University City	2.15	1.23	2.35	1.51
Walnut Hill	1.94	1.95	2.12	2.16
West Powelton	1.78	1.65	1.79	1.72
District Total	2.52	2.49	2.37	2.30
Citywide	2.66	2.56	2.48	2.44

University/Southwest Neighborhoods	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
Bartram	265	24.54%	309	30.93%	272	26.51%	285	28.61%
Cedar Park	1,164	47.78%	954	44.79%	977	46.13%	931	46.16%
Garden Court	857	40.03%	917	42.41%	895	41.63%	905	42.77%
Kingsessing	2,696	22.01%	2,323	20.24%	2,692	25.14%	3,025	29.29%
Powelton Village	563	50.81%	577	38.75%	801	50.95%	623	44.09%
Saunders Park	479	36.87%	381	33.48%	357	31.26%	464	38.03%
Spruce Hill	471	52.63%	375	46.88%	438	54.61%	341	44.00%
University City	166	47.43%	534	79.11%	408	82.76%	398	58.53%
Walnut Hill	4,474	51.32%	4,298	48.89%	4,357	51.95%	3,896	47.29%
West Powelton	939	61.86%	1,152	66.44%	862	58.16%	927	60.39%
District Total	12,074	37.97%	11,820	37.65%	12,059	40.36%	11,795	40.12%
Citywide	179,052	28.80%	190,529	31.90%	199,515	33.80%	204,714	34.13%

Household sizes in the University /Southwest District have generally been smaller than the citywide average, while the percentage of one person households has been higher than the citywide average. Over the past few decades household sizes have continued to decrease, while the percentage of one-person households has continued to increase.

§ In 2010, the average household size in the University/Southwest District was 2.30 persons compared to a citywide average household size of 2.44. In 2000, the average household size in the University/Southwest District was 2.37 persons per household, compared to a citywide average of 2.48. In 1990 the average household size in University/Southwest District was 2.49 persons compared to a citywide average of 2.56 persons. In 1980 the average household size in University/Southwest Dis-

trict was 2.52 persons per household, compared to a citywide average of 2.66 persons per household.

- § Kingsessing Bartram and Saunders Park all have larger household sizes. These neighborhoods also have majority Black population. It appears that neighborhoods with higher percentages of Black population have larger family household sizes.
- § In 2010, **40.12% of the households in the University/Southwest District** were one person households, **compared** 34.1% of all households Citywide. In 2000, the University/Southwest District had a 40.36% one-person households, compared to 33.8% Citywide.
- § By 1990, 31.9% of all citywide households were one-person households, **compared to 37.65% in the University/Southwest District.**
- § **In 1980, 37.97% of all households in the University/Southwest District. were one-person households. Citywide, 28.8% of all households were one-person households.**
- § In 2010 those neighborhoods with the highest percentage of one-person households are: West Powelton and University City(see Table 5). These are both areas with higher numbers of students.

Over the past few decades the number of female headed households in the University/Southwest District have declined. **As of 2010, only 20.91% of all households in the district were female headed compared to 22.50% Citywide.** In 2000, 50.57% all households in the district were female headed, compared to 22.25% Citywide.. In 1990, 47.30 % of all households were female headed, compared to 20.20% Citywide. In 1980, 45.25% of all households were female headed, compared to 18.50% Citywide. **In 2010, those neighborhoods with higher percentages of female households were: Bartram (49.40%), Kingsessing (37.09%), and Saunders Park (32.21%). These neighborhoods also have higher percentages of Black population.**

Table 6

University/ Southwest Neighborhoods	1980 Owner Occupied	%Owner Occupd 80	1990 Owner Occupied	%Owner Occupd 90	2000 Owner Occupied	%Owner Occupd 00	2010 Owner Occupied	%Owner Occupd 10
Bartram	449	41.57%	439	43.94%	361	35.19%	298	29.92%
Cedar Park	615	25.25%	582	27.32%	568	26.82%	538	26.67%
Garden Court	801	37.41%	723	33.44%	738	34.33%	769	36.34%
Kingsessing	8,235	67.22%	7,896	68.78%	7,126	66.54%	5,962	57.73%
Powelton Village	227	20.49%	218	14.64%	190	12.09%	122	8.63%
Saunders Park	445	34.26%	344	30.23%	436	38.18%	378	30.98%
Spruce Hill	210	23.46%	184	23.00%	173	21.57%	138	17.81%
University City	3	0.86%	7	1.04%	5	1.01%	2	0.29%
Walnut Hill	1,207	13.85%	1,028	11.69%	1,103	13.15%	1,077	13.07%
West Powelton	289	19.04%	254	14.65%	237	15.99%	222	14.46%
District Total	12,481	39.25%	11,675	37.18%	10,937	36.60%	9,506	32.42%
Citywide	378,105	61.06%	373,601	61.95%	349,633	59.25%	324,536	54.11%

The University/Southwest District has always had a high percentage of students living in rental housing units, resulting in higher than average renter occupancy rates and lower than average owner occupancy rates. This trend has continued through 2010.

- § Over the past thirty years, the number of homeowners in the University/Southwest District have steadily declined, as the number of renters has steadily increased. Looking at historical data from 1980, 1990 and 2000, it appears that the loss of homeowners units is directly related to the loss of Black population. Those neighborhoods with higher percentages of Black population, tended to have higher owner occupancy rates. This is particularly true in Kingsessing, where Black homeowners comprised 65% or more of all the owner occupied housing units. As of 2010, the owner occupancy rate in the University/Southwest District was 32.42%, with a renter occupancy rate of 67.58%. The Citywide owner occupancy rate was 54.1%, and the Citywide renter occupancy rate of 45.9%.
 - In 2000, the owner occupancy rate was 36.60%, with a renter occupancy rate of 63.40%. Citywide the owner occupancy rate was 59.3%, with a renter occupancy rate 40.7%.
 - In 1990, the owner occupancy rate was 37.18%, with a renter occupancy rate of 62.82%. Citywide the owner occupancy rate was 61.9%, with a renter occupancy rate of 38.1%.
 - In 1980, the owner occupancy rate was 39.25%, with a renter occupancy rate of 60.75%. Citywide the owner occupancy rate was 61%, with a renter occupancy rate of 39%.
- § Between 2000 and 2010, owner occupancy rates declined in every neighborhood in the University Southwest District, except for Garden Court.
- § In 2010, the biggest decline in owner occupied units occurred in the Kingsessing where -1,164 owner occupied housing units were lost.
- § In 2010, the neighborhoods with the highest percentage of owner occupied housing units were: Kingsessing, Saunders Park and Garden Court.
- § Renter occupied housing units increased in most neighborhoods in the district. However renter occupied units declined in the Cedar Park, Garden Court, Powelton Village and Walnut Hill neighborhoods.
- § In 2010, the neighborhoods with the highest percentage of renter occupied housing units were: University City and Powelton Village, which both have high percentages of student population
- § Over the past few decades, the number of senior homeowners in the University/Southwest District have increased. As of 2010, 32.30% of all homeowners in the district were senior citizens compared to a Citywide rate of 27.2%. Senior owners and renters occupy 15.48% (or 4,540 units) of the total 29,318 occupied housing units in the district. Interestingly, 67.62% (or 3,070 units) of the total 4,540 senior occupied housing units are owner occupied. The remaining 1,470 (32.37%) senior occupied housing units are rental units.
- § As of 2000, 25.37% of all homeowners in the district were seniors, compared to 30% Citywide. As of 1990, it was 20.02%, compared to a 31.3% Citywide. *Note: 1980 Senior Homeowner data is not available*
- § In 2010, Kingsessing (36.38%) and Powelton Village (35.25%) had the highest percentage of senior homeowners.

Table 7

University/ Southwest Neighborhoods	1980 Renter Occupied	%Renter Occupd 80	1990 Renter Occupied	%Renter Occupd 90	2000 Renter Occupd	%Renter Occupd 00	2010 Renter Occupd	%Renter Occupd 10
Bartram	631	58.43%	560	56.06%	665	64.81%	698	70.08%
Cedar Park	1,821	74.75%	1,548	72.68%	1,550	73.18%	1,479	73.33%
Garden Court	1,340	62.59%	1,439	66.56%	1,412	65.67%	1,347	63.66%
Kingessing	4,016	32.78%	3,584	31.22%	3,584	33.46%	4,366	42.27%
Powelton Village	881	79.51%	1,271	85.36%	1,382	87.91%	1,291	91.37%
Saunders Park	854	65.74%	794	69.77%	706	61.82%	842	69.02%
Spruce Hill	685	76.54%	616	77.00%	629	78.43%	637	82.19%
University City	347	99.14%	668	98.96%	488	98.99%	678	99.71%
Walnut Hill	7,510	86.15%	7,763	88.31%	7,284	86.85%	7,161	86.93%
West Powelton	1,229	80.96%	1,480	85.35%	1,245	84.01%	1,313	85.54%
District Total	19,314	60.75%	19,723	62.82%	18,945	63.40%	19,812	67.58%
Citywide	241,676	38.99%	229,474	38.05%	240,438	40.75%	275,200	45.89%

§ Based on 2005-2009 ACS data, 49.35% of the housing units in **University/Southwest District** were built before 1939, compared to 40.04% citywide.

- 24.56% of the units were built between 1940 and 1949; compared to 16.1% Citywide
- 11.98% between 1950 and 1959, compared to 18.04% Citywide;
- 4.25% between 1960 and 1969; compared to 10.51% Citywide
- 5.13% between 1970 and 1979, compared to 6.72% Citywide;
- 1.38% between 1980 and 1989, compared to 3.93% Citywide;
- 1.51% between 1990 and 1999, compared to 2.24% Citywide;
- 0.74% between 2000 and 2004, compared 1.58% Citywide; and
- 1.10% in 2005 or later, compared to 0.93% Citywide.

§ In 2010, the neighborhoods with the highest percentage of units built before in 1939 or earlier were: Powelton Village (68.94%), Cedar Park (62.96%) and Walnut Hill (62.85%) have the highest percentages. Not surprising, University City (20.22%) has the highest percentage of units built in 2005 or later.

DETAILED ANALYSIS: AGE

Between 1980 and 2010, the population in the University/Southwest District under the age 20 has decreased, while population 20 years and older has increased. Most of the increases in the 20 year and older population have been in the 20 to 44 age cohort. The district has maintained an above average percentage of population in this cohort. In 2010, nearly half of the total population (48.43%) in the district was between the ages of 20 to 44, compared to just 38.08% Citywide. Looking at the 20 to 44

age cohort in more detail you can see that, 31.40% % of the population in the district is between the ages of 20 to 29. Despite increases in population in the 45 to 64 and 65 years and older age cohorts , the district still has a below average percentage of population in those cohorts. As population 20 years and older has increased, the median age for population in the district has also increased, from 25.7 years in 1980, to 29.4 years in 2010.

Table 8

University/Southwest Neighborhoods	2010 Pop <20yrs	% <20yrs.	2010 Pop 20-44yrs.	% 20-44yrs.	2010 Pop 45-64yrs.	% 45-64yrs.	2010 Pop 65+	% 65+
Bartram	970	38.20%	810	31.90%	603	23.75%	156	6.14%
Cedar Park	560	13.41%	2,342	56.07%	900	21.55%	375	8.98%
Garden Court	762	16.74%	2,523	55.41%	912	20.03%	356	7.82%
Kingsessing	8,708	30.93%	8,857	31.46%	6,970	24.75%	3,621	12.86%
Powelton Village	2,261	40.55%	2,997	53.75%	230	4.12%	88	1.58%
Saunders Park	850	29.47%	1,223	42.41%	608	21.08%	203	7.04%
Spruce Hill	654	27.48%	1,190	50.00%	341	14.33%	195	8.19%
University City	3,325	47.73%	3,361	48.25%	159	2.28%	121	1.74%
Walnut Hill	3,608	17.09%	14,553	68.94%	2,105	9.97%	845	4.00%
West Powelton	348	12.42%	1,444	51.52%	501	17.87%	510	18.19%
District Total	22,046	27.16%	39,300	48.43%	13,329	16.42%	6,470	7.97%
Citywide	400,817	26.27%	581,102	38.08%	358,778	23.51%	183,309	12.14%

- § In 2010 , 27.16% of the population in the University/Southwest District was under the age of 20 , compared to 26.27% Citywide.
- § In 2000, 39.49% of the population in University/Southwest District was under the age of 20 , compared to 28.5 % Citywide.
- § In 1990, 27.24% of the population in the University/Southwest District was under the age of 20, compared to 26.9 % Citywide.
- § In 1980, 32.60% of the population in the University/Southwest District was under the age of 20 , compared to 29.6% Citywide
- § In 2010, 48.43% of the population in University/Southwest District was 20 to 44 years old, compared to 38.08 % Citywide .
- § In 2000, 45.18% of the population in the University/Southwest District was 20 to 44 years old, compared to 37.37% Citywide.
- § In 1990, 51.42% of the population in the University/Southwest District was 20 to 44 years old, compared to 39.4% Citywide.
- § In 1980, 46.13% of the population in the University/Southwest District was 20 to 44 years old, compared to 34.8% Citywide.
- § In 2010, 16.42% of the population in the University/Southwest District was 45 to 64 years old, compared to 23.4 % Citywide .

- § **In 2000, 15.79%** of the population in the University/Southwest District was **45 to 64** years old, compared to 20.2% Citywide.
- § **In 1990, 13.56%** of the population in the University/Southwest District was **45 to 64** years old, compared to 18.31% Citywide.
- § **In 1980, 13.43%** of the population in University/Southwest District was **45 to 64** years old, compared to .22.86% Citywide.
- § **In 2010, just 7.97%** of the population in the University/Southwest District was **65 years and older**, compared to 12.1 % Citywide ..
- § **In 2000, 7.51%** of the population in the University/Southwest District was **65 years and older**, compared to 14.08% Citywide.
- § **In 1990, 7.55%** of the population in the University/Southwest District was **65 years and older**, compared to 15.2% Citywide.
- § **In 1980, 7.83%** of the population in the University/Southwest District was **65 years and older**, compared to 14.1%% Citywide.
- § **In 2010, the median age of population in the University/Southwest District was 29.4 years.** The Citywide the Median age in 2010 was 33.5 years. In 2000 the median age of population the Southwest District was 30.25 years; and in 1980 it was 25.7 years. *[Note: Data is not available for 1990]*

When examining Age data by neighborhood, you can see the data in more detail:

- § In 2010, the median age for population in **Bartram** was 27.9 years.
- § In 2010, the median age for population in **Cedar Park** was 31.6 years.
- § In 2010, the median age for population in **Garden Court** was 31.2 years.
- § In 2010, the median age for population in **Kingsessing** was 34.5 years.
- § In 2010, the median age for population in **Powelton Village** was 20.6 years.
- § In 2010, the median age for population in **Saunders Park** was 28.1 years.
- § In 2010, the median age for population in **Spruce Hill** was 23.5 years.
- § In 2010, the median age for population in **University City** was 20.2 years.
- § In 2010, the median age for population in **Walnut Hill** was 26 years.
- § In 2010, the median age for population **West Powelton** was 29.4 years.
- § In 2010, the median age for population **West Powelton** was 29.4 years.
- § In 2010, the neighborhoods with the highest percentage of population under the age of 20 are :University City and Powelton Village.
- § In 2010, the neighborhoods with the highest percentage of population in the 20 to 44 age cohort are: Walnut Hill, Cedar Park and Garden Court.
- § In 2010, the neighborhoods with the highest percentage of population in the 45 to 64 age cohort are: Kingsessing, Bartram ,Cedar Park and Saunders Park.
- § In 2010, the neighborhoods with the highest percentage of population 65 years and older are: West Powelton, and Kingsessing.

DETAILED ANALYSIS: **EDUCATIONAL ATTAINMENT**

Educational Attainment levels for the population in the University Southwest District continue to be higher than the citywide average. Between 2000 and 2006/2010 (ACS Estimate Data). The percentage of High School Graduates increased 74%, while those with Bachelor Degrees or higher increased 39%.

- § Based on 2006-2010 ACS estimate data, **50%** of the total population 25 and older, living in the University/Southwest District, had just a **high school diploma**, compared to 35.65 % citywide.
- § **In 2000, 28.89%** of the total population 25 and older, living in the University/Southwest District,, had just a **high school diploma**, compared to 33.3% citywide
- § **In 1990, 25.90%** of the total population 25 years and older, living in the University/Southwest District, had just a **high school diploma**, compared to 32.9% citywide.
- § **In 1980, 62.71%** of the total population 25 years and older, living in the University/Southwest District, had just a **high school diploma**, compared to 33.9% citywide.
- § **The 2006-2010 ACS estimates showed an increase in educational attainment levels for college graduates in the University/Southwest District, with 31% of the total population 25 years and older having 4 years or more of college**, compared to 22% citywide.
- § **In 2000, 22.56%** of the total population 25 years and older, living in the University/Southwest District, **had 4 years or more of college**, compared to 17.8% citywide.
- § **In 1990, 26.91%** of the total population 25 years and older living in the University/Southwest District **had 4 years or more of college**, compared to 15.2% citywide.
- § **In 1980, 21.01%** of the total population 25 years and older, living in the University/Southwest District **had 4 years or more of college**, compared to 11.1% citywide.
- § Cedar Park(63%), Powelton Village (62%), Garden Court(58%),University City(56%) and Walnut Hill all have 50% or more of the population 25 years and older with Bachelor Degrees or higher.
- § Those neighborhoods with lower than average educational attainment level for Bachelor Degrees or higher were Bartram(5%) and Kingsessing(10%) and Saunders Park(17%). However between 2000 and 2006/2010 the percentage of population 25 years and older with Bachelor Degrees or higher, living in the Bartram neighborhood increased 400% from 14 people in 2000, to 70 people in 2006/2010. In Kingsessing the percentage of population 25 years and older with Bachelor Degrees or higher increased 39% from 1,324 people in 2000 , to 1,822 people in 2006/2010.

DETAILED ANALYSIS: **UNEMPLOYMENT**

Unemployment rates in the University/Southwest District remain higher that the citywide average.

- § In 1980 the Unemployment Rate was 11.54% compared to the citywide rate of 11.4%.
- § In 1990, the University/Southwest District Unemployment Rate decreased to 11.42%,compared to a citywide rate of 9.7%.
- § In 2000, the Unemployment Rate in the University/Southwest District spiked to 15.05%, compared to the citywide rate of 10.9%.

- § **Based on the most recent data from 2006/2010 ACS (estimate data) the Unemployment Rate for the University/Southwest District decreased to 12.69%. During this time, the citywide Unemployment Rate was 12.45%.**

When reviewing the 2006-2010 ACS Unemployment Data by neighborhood the highest unemployment rate was in Kingsessing (23%), and the lowest unemployment rate was Spruce Hill(1%).

- § **In the Bartram neighborhood Unemployment Rates have declined significantly over the past few decades, from a high of 24.30% in 1980; to 23.80% in 1990; to 23.27% in 2000; to just 11% in 2006/2010.**
- § **In the Cedar Park neighborhood the Unemployment Rates have fluctuated from a high of 8.49% in 2000., to a low of 5.43%, in 1990. In 1980,the Unemployment Rate was 8.05%. Based on the most recent data from 2006/2010 ACS estimates the Unemployment Rate in the Cedar Park neighborhood was 7% .**
- § **In the Garden Court neighborhood Unemployment Rates have declined over the past few decades, from a high of 8.69% in 1980, to 7% in 2006/2010.**
- § **In the Kingsessing neighborhood Unemployment Rates have steadily increased, remaining above the district wide average. In 1980 the Unemployment Rate was 15.54%. Based on the most recent data from 2006/2010 ACS estimates the Unemployment Rate in Kingsessing was 23%.**
- § **In the Powelton Village neighborhood Unemployment Rates have fluctuated from a high of 11.04% in 1990, to a low of 7% in 2006/2010.**
- § **In the Saunders Park neighborhood Unemployment Rates have steadily declined over the past few decades, from a high of 26.55% in 1980, to 14% in 2006/2010.**
- § **In the Spruce Hill neighborhood Unemployment Rates have fluctuated from a high of 13.53% in 1980, to a low of just 1% in 2006/2010.**
- § **In the University City neighborhood Unemployment Rates have fluctuated from 4.39% in 1980;, to a high of 14.04% in 1990; to 4.19% in 2000; to 6% in 2006/2010.**
- § **In the Walnut Hill neighborhood Unemployment Rates have remained relatively constant at 7.22% in 1980; to 7.26% in 1990; spiking to 12.50% in 2000. and declining to 7% in 2006/2010.**
- § **In the West Powelton neighborhood Unemployment Rates have fluctuated from 9.38% in 1980;, to 10.24% in 1990; to a high of 16.71% in 2000; down to 7% in 2006/2010.**

DETAILED ANALYSIS: POVERTY

Poverty Rates in the University /Southwest District have increased slightly over the past few decades, and remain substantially higher than the citywide average. This is most likely because of the large number of students who live in the district and tend to have lower incomes.

- § **In 1980, the Poverty Rate in the University /Southwest District was 32.56%. compared to the citywide rate of 20.6%**
- § **In 1990, the Poverty Rate in the University /Southwest District was 31.85%. compared to the citywide rate of 19.7%,**

- § In 2000, the poverty rate in the University /Southwest District was 33.52% , compared to the city-wide rate was 22.1%,
- § **Based on the most recent data from 2006/2010 ACS estimates the poverty rate in the University /Southwest District was 34.79%, compared 25.08 citywide.**

When reviewing the 2006-2010 ACS Poverty Data by neighborhood ,you can see that the Powelton Village (52.15%)and Bartram(47.87%) neighborhoods have the highest poverty rates.%.

- § **Poverty rates in the Bartram neighborhood have been historically high and have increased. This is most likely attributable to the large number of low-income people that live in the Bartram Public Housing development . In 1980 the Poverty rate in Bartram was 46.57%; 51.88% in 1990; 48.45% in 2000; and 47.87% in 2006/2010.**
- § **Poverty rates in the Cedar Park neighborhood have fluctuated: from 27.30% in 1980; to 20.16% in 1990; to 16.65% in 2000; back up to 21.45% in 2006/2010**
- § **Poverty rates in the Garden Court neighborhood have steadily declined: from 23.96% in 1980; to 17.64% in 1990; to 15.63% in 2000; down to 15.50% in 2006/2010**
- § **Poverty rates in the Kingessing neighborhood have fluctuated: from 29.90% in 1980; to 27.25% in 1990; to 29.08% in 2000; to a high of 32.02% in 2006/2010**
- § **Poverty rates in the Powelton Village neighborhood have increased fairly steadily : from 31.43% in 1980; down to 31.16%% in 1990; back up to 45.34%% in 2000;and up to a staggering 52.15% in 2006/2010. These numbers are higher because of the large number of unemployed or under employed students living in the neighborhood**
- § **Poverty rates in the Saunders Park neighborhood have been declining somewhat steadily: from 50.52% in 1980; up to 55.84% in 1990; down to 38.59% in 2000; down to 34.14% in 2006/2010.**
- § **Poverty rates in the Spruce Hill neighborhood have fluctuated: from 40.25% in 1980; down to 26.92% in 1990; back up to 46.94% in 2000; back down to 38.39% in 2006/2010.**
- § **Poverty rates in the University City neighborhood have fluctuated: from a high of 56.66% in 1980; down to 39.20% in 1990; back up to 60.72% in 2000; back down to 34.51% in 2006/2010.**
- § **Poverty rates in the Walnut Hill neighborhood have fluctuated: from 35.58% in 1980; to 41.25% in 1990; to 43.01% in 2000; to 42.02% in 2006/2010.**
- § **Poverty rates in West Powelton neighborhood have steadily increased: from 30.89% in 1980; to 31.83% in 1990; to 34.12% in 2000; to 40.43% in 2006/2010.**

DETAILED ANALYSIS: INCOME

Based on the most recent data from 2006/2010 ACS estimate data the median household income in the University/Southwest District was \$27,007 The citywide median income was \$35,365. Median incomes by neighborhood range from a low of \$14,438 in West Powelton , to a high of \$39,759 in Cedar Park

Table 9

University/Southwest Neighborhoods	Median HH Income_79	Median HH Income_89	Median HH Income_99	Median HH Income_ACS 06_10
Bartram	\$6,005	\$7,694	\$13,569	\$20,030
Cedar Park	\$10,292	\$26,300	\$28,885	\$39,759
Garden Court	\$12,403	\$27,627	\$32,380	\$40,115
Kingsessing	\$11,777	\$22,174	\$26,284	\$27,007
Powelton Village	\$9,190	\$23,187	\$13,792	\$23,315
Saunders Park	\$5,490	\$7,445	\$20,083	\$19,696
Spruce Hill	\$6,757	\$18,098	\$14,628	\$31,005
University City	\$6,154	\$12,695	\$40,899	\$33,631
Walnut Hill	\$8,943	\$18,418	\$19,612	\$27,130
West Powelton	\$6,210	\$8,774	\$17,500	\$14,438
District Total	\$9,190	\$19,562	\$20,607	\$27,007
Citywide	\$16,388	\$30,140	\$28,839	\$35,365

DETAILED ANALYSIS: VEHICLES

- § In 2000, 52.49% of all households in University/Southwest District did not have a car, compared with 35.74% citywide.
- § Based on the most recent data from 2006/2010 ACS estimate data **47.82% of all households in University/Southwest District did not have a car**, compared with 33.57% citywide.

TRANSPORTATION

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

SUMMARY OF EXISTING CONDITIONS

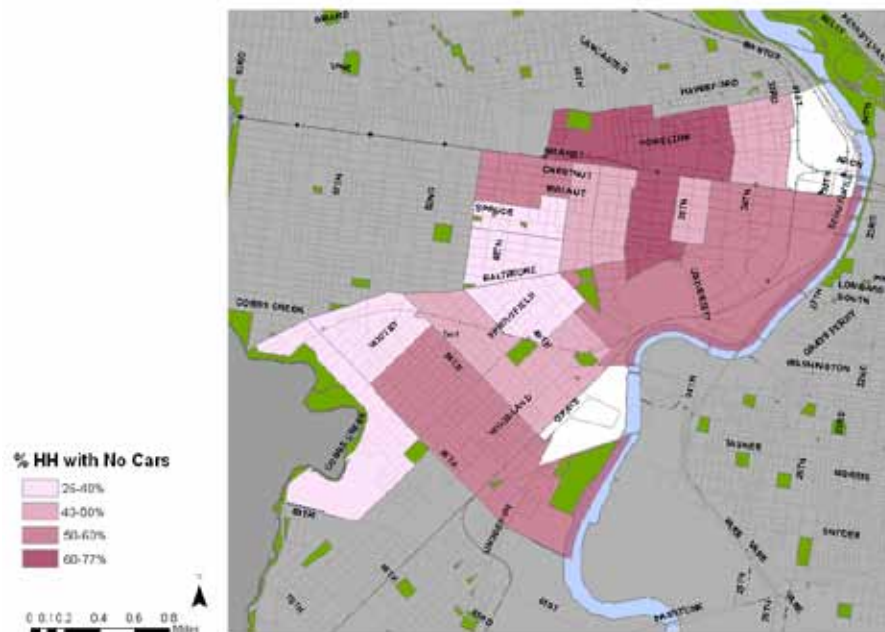
The University/SW District is bordered on its eastern edge by Interstate-76, and is served by four interchanges from Spring Garden to University Avenue. The District is well-served by transit: in addition to the well-utilized citywide transit spine of the Market-Frankford Line, the five Subway-Trolley Lines are the transit workhorses of the District.

Key household data related to auto ownership and work commute mode in the University/SW District is summarized in the table below, and compared to Citywide averages. Auto ownership in the District is lower than the City average, and auto commuting is significantly lower. District residents are more likely to use transit, walk, or bike to work than the average City resident. Residents of the western part of the district are more likely to drive to work than those in the eastern and northern areas.

	Citywide	University Southwest District
Percent of Households without Vehicles	34%	48%
No. of Vehicles Available per Household	0.97	.71
Means of Transportation to Work (%)		
Automobile	60%	35%
Public Transportation	26%	34%
Bicycle	2%	5%
Walk	8%	22%
All Other	4%	4%

Car-sharing is also actively used in University/SW. In June 2012, 3,080 ZipCar members made a reservation in the district. ZipCar estimates that 60-80% of all members reserve a vehicle within a typical 30-day period.

Households with No Cars



KEY ISSUES

The following are the most important transportation issues the University/Southwest District is facing over the next ten years:

- § Limited capacity for growth of traffic in 30th Street Station and University of Pennsylvania/Medical Campus areas: Projected growth in traffic associated with planned development would overwhelm I-76 and its interchanges. Penn's 2009 *Campus Circulation Plan* stated a need to shift 15% of trips from single-occupant auto to other modes of transportation. The *30th Street Station Gateway Circulation Study* concluded that planned development would double traffic volume on I-76, which is already at capacity.
- § Need for better bicycle connections between University City and Center City: Since many residents of the District bicycle to Center City and many students at the universities live there, the bicycling connections between the U/SW District and Center City are especially important. Although Chestnut, Walnut, South Streets and Grays Ferry Avenue have bike lanes, the connections on either end are not always adequate.
- § Poor connections to 46th Street Station on the Market-Frankford El from adjacent neighborhoods: Speeding traffic on Chestnut and Walnut Streets, along with unattractive pedestrian links from the south to the 46th Street Station discourage people from walking to the El or shopping on Market Street.
- § The character of 38th Street/University Avenue: This major arterial has been identified in several neighborhood and institutional studies as both a barrier and a bottleneck. Potential changes to the roadway must balance both concerns, along with balancing multiple transportation modes.

- § Operating constraints of the Subway Trolley Lines: Growth on the most heavily utilized transit mode in the District is constrained by the limitations of the trolley tunnel, and lack of storage space at the eastern terminus, among other things. High ridership demand, particularly west of the tunnel sections, often creates bottlenecks within the tunnel, effectively slowing down and congesting the entire Subway Trolley system and probably contributes to a certain amount of overall traffic congestion as well.
- § Lack of frequent, direct access to Philadelphia International Airport (PHL): Although PHL is a mere four miles from University City Station and only a bit further to 30th Street Station, it takes about 20 minutes to get there with only a single intermediate station, and the Airport Line runs only once every half-hour. Furthermore, most trains operate north only as far as Temple University. A 2008 DVRPC study¹ indicated that PHL's share of the rail-to-plane market was the lowest among all the world's cities with a passenger rail connection at an International airport, at about 5%.

MAJOR OPPORTUNITIES

There are significant transportation opportunities in the University/Southwest District:

- § Potential for dense development around 30th Street station as a TOD for the Northeast Corridor: The Federal Railroad Administration (FRA) is evaluating the entire Northeast (Rail) Corridor between now and mid-2015 with an eye toward improving services and travel times throughout. This assessment should lead to various recommendations to improve train services and overall accessibility for the long-term, including such things as revenue-generating land uses for railroad properties. Plans for most of the Schuylkill River bridges to be improved: The Market, Chestnut, Walnut Street, and Grays Ferry Avenue bridges are all planned for improvement by PennDOT over the next nine years. This will provide for better bicycle and pedestrian connections between University City and Center City.
- § 46th Street El Station TOD: The 46th Street El Station gets a respectable 3,800 daily users even though much of the surrounding land is vacant or underutilized. With the support of TOD zoning and associated urban design guidelines, and improved pedestrian connections to the south, this area has potential for more intensive development which can, in turn, strengthen the transit system. The possibility of redeveloping the area as a TRID (Transit Reinvestment District) has been explored and should be re-visited.
- § Revamp Subway Trolley operations: Short of straightening-out the tunnel, cheaper and more readily-implementable strategies can be employed to speed overall operations, reduce bottlenecks, and increase capacity. Such strategies should include introduction of pre-paid fare operations to speed boarding and alighting, even at surface stops; increasing the distance between surface-stop spacing (e.g., every three blocks); converting entire system to high-level platforms; ensuring new rolling stock includes articulated vehicles for additional capacity; and evaluating locations for a storage track or two in the sections of tunnel east of 16th Street.

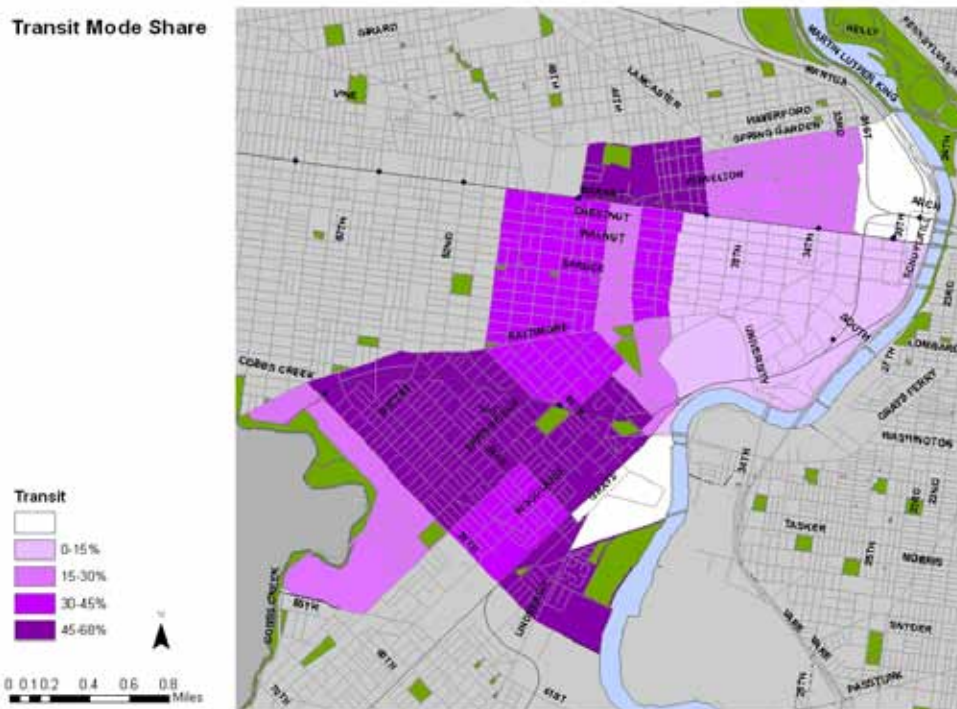
¹ PHL Ground Access Study, DVRPC 2008

TRANSPORTATION (SPECIFIC TOPICS)

Transit

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

One-third of District residents use transit to commute to work via transit. In the neighborhoods of Kingessing and West Powelton, transit commuting ranges near 50% or above.



SEPTA operates 17 bus routes with stops in the District; including the contract-operated LUCY service which has two distinct loops (Green & Gold) operating entirely within the District between 30th Street Station and the Medical Campus. The 17 routes vary greatly in weekday District ridership from the extreme low end of 40 passengers on Route 62 (Express on I-76 with a stop at 30th St Station) to the high end of 10,980 on Route 52 (52nd Street). Outside of the five Subway Trolley Lines, detailed later, the other two busiest surface routes in the District are the #21 (Chestnut & Walnut Streets) and #42 (mostly on Locust Street in the District), each with about 6,000 weekday passengers. Overall, there are 42,900 bus passengers within the District each weekday. Furthermore, 25.6% of all bus passengers in the District are riding the Route 52. Route 52 is the 6th busiest surface transit route in the City Transit Division.

The Market-Frankford El, the busiest line in the SEPTA system, passes directly through the upper third of the District, serving it with four stations, including 30th Street Station. Each weekday, about 7,000 passengers use 30th Street Subway Station. About 6,000 each use 34th Street and 40th Street Stations, while 46th Street Station has about 3,800 weekday passengers, which places each of these three stations in the mid-range in terms of Market-Frankford Line ridership.

There are also four Regional Rail Stations in the District: 30th Street, University City, 49th Street, and An-gora. However, ridership at the latter two stations has been so consistently low that as of February 2012, SEPTA cut back services at both stations. Currently, there are four rush hour trains that regularly serve each station and weekend services at 49th Street are “Flag” only, i.e., trains will only stop at the station upon request.

There is an entirely different situation at University City Station. It is the fifth busiest Regional Rail station with 5,161 weekday users. This is partly explained by the fact that there are five Regional Rail Lines that serve the station, but also it is situated far enough south of 30th Street and directly adjacent to the Medical Campus that it has its own catchment area. The station is not directly served by any bus or trolley routes, which indicates that a high proportion of University City Station users walk or possibly bike to/from the station. This station, along with 30th Street Station, are all considered “Center City” for SEPTA zonal fare purposes. This means that inter-station trips among any of the five Center City Regional Rail Stations enjoy the cheapest Regional Rail fares (currently \$4.00 one-way weekday) and relatively quick travel times, with about a 17-minute one-seat ride between the two most distant Center City stations (a distance of approximately four miles). Furthermore, all Amtrak tickets are good for travel on SEPTA Regional Rail between 30th Street and Market East at all times.

30th Street Station is actually comprised of four stations in three distinct locations: the Market-Frankford Line & the Trolley Lines have stations along a common subway right-of-way jointly accessible via connecting mezzanines all located to the southwest of the main building; the Regional Rail Lines are accessible on an elevated structure that runs alongside the northern end of the station with ramps and stairs directly connecting to the main concourse; and Amtrak trains run entirely beneath the station and are accessible via a series of stairwells and escalators from the main concourse.

Amtrak utilizes 30th Street Station for a host of intercity services including Acela, Northeast Regional, Vermonter, Pennsylvanian, and Keystone Service to Harrisburg. In fact, Philadelphia’s 30th Street Station is the third busiest in the Amtrak system.

New Jersey Transit (NJT) also runs its Atlantic City Service out of 30th Street Station, using Amtrak facilities, with 1,160 weekday combined boardings and alightings.

Average weekday ridership (combined boardings/alightings) at the 30th Street Station complex is as follows:

SEPTA Regional Rail	12,704
SEPTA Market-Frankford "EI"	7,072
SEPTA Subway Trolley Lines	10,951
Amtrak	14,550 ²
NJT Atlantic City Line	1,160
TOTAL	46,437

The total number of passengers utilizing 30th Street Station is only exceeded in the SEPTA system by the City Hall/15th Street Stations subway interchange and concourse complex in the Central District.

While the University/SW District benefits enormously from, and is shaped by, the presence of 30th Street Station and the Market Frankford EI, which serve much larger geographic areas, the transit workhorses of the District are the Subway Trolley Lines. About one-half of the 3.5-mile tunnel section is within the District and four subway stations and two portals are entirely within the District. Although all five routes operate wholly or partially within the District, Route #10 diverges northward at 36th and Ludlow and continues outside the District relatively soon after surfacing. The remaining four routes fan out to cover about two-thirds of the University/SW District. Two routes in particular have extremely high ridership in the District: Routes 13 (Chester Avenue) & 34 (Baltimore Avenue), with about 22,000 and 19,200 trips, respectively, each weekday; these are the seventh and sixth-busiest lines in the SEPTA system, respectively. About 63,600 passengers within the District utilize the five Subway Trolley lines. This is by far the most heavily utilized transit mode in the District.

The University of Pennsylvania, Hospital of the University of Pennsylvania (HUP), Children's Hospital of Pennsylvania (CHOP), Drexel University, and University of the Sciences all provide shuttles to students, faculty and patients. Some provide very intensive service on 10-minute-or-less headways during weekdays, and others operate a few times throughout the day and are primarily designed to ferry people from more remote parking facilities.

Penn Transit operates two fixed-route buses (PennBus) and four "to-door" shuttles (Penn Shuttles). Penn Bus East and Penn Bus West are evening bus services that operate on fixed schedules along established routes. Penn Bus will pick up and drop off passengers at any intersection with a stop sign or traffic signal along its route. However, it cannot deviate from its schedule or route. Penn Shuttles provide "to door" transportation to and from campus in several directions, including Center City, within Penn Transit's service area every day of the week between 6 pm and 7 am. Shuttles generally operate every 15-20 minutes.³

² Derived by dividing Amtrak 30th St annual passengers by number of weekdays in 2011 (3,782,392/260)

³ See www.pennrides.com for complete route maps and schedules.

CHOP uses a system of remote lots and shuttles to/from the lots and CHOP. There are over a dozen of these lots scattered mostly within one mile of CHOP.⁴

Drexel University bus service includes three fixed bus routes: Blue & Gold, Dragon, and Queen Lane. These services operate from 5:30 am to 11:30 pm Monday through Friday. The Blue & Gold Route provides weekend service from 4:15 pm to 11:15 pm.⁵

The University of the Sciences has contracted with the University of Pennsylvania to provide bus and shuttle services to and from various locations on and off campus. See information on Penn Transit's offerings above.

MegaBus and BOLT bus operations are currently exclusively out of the 30th Street Station area. All buses board and alight passengers on JFK Boulevard about 200 yards from the west side of 30th Street Station.

The 2009 *30th Street Station Gateway Circulation Study*, conducted by Gannett Fleming, contained a number of short- and medium-term measures including routing the LUCY bus to link to University City rail station, scheduling the LUCY for timed transfers to regional rail trains, and increasing service frequency on LUCY. For the long-term, the Gannett study recommended building an Automated Guideway Transit System from I-95 near the airport to I-476 in Conshohocken. It would use existing rail right-of-way and would cross the Schuylkill River on the Pencoyd Bridge.

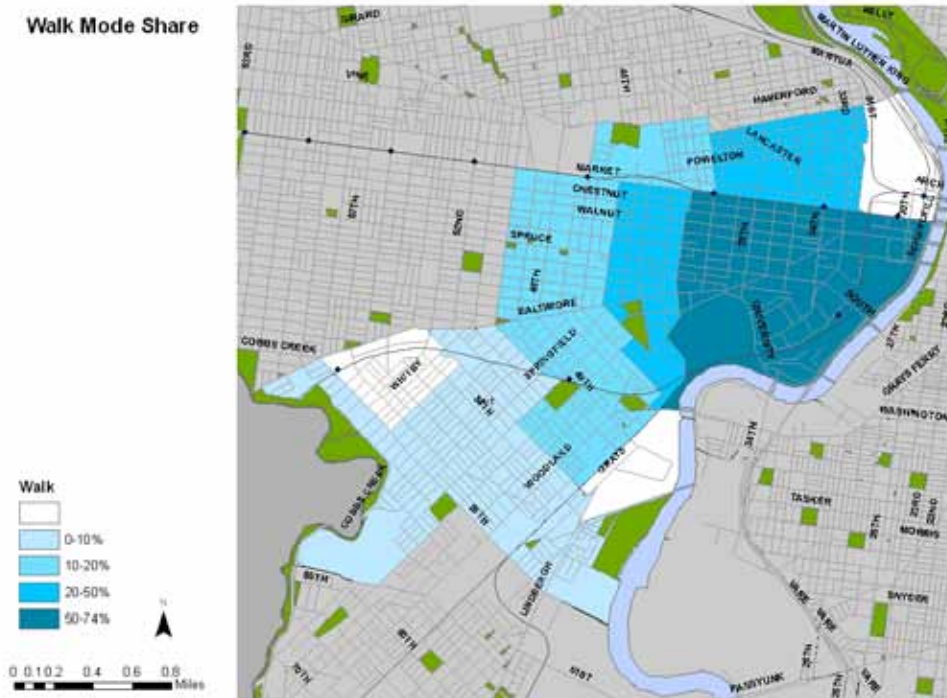
Complete Streets

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

Residents of University/SW walk and bike to work at rates two to three times the City average. In University City, the walk mode is in the 50 to 75% range, and in parts of Spruce Hill, West Powelton, Cedar Park, and Garden Court, the bicycling mode is more than 7%. Because many residents of the District bicycle to Center City and many students at the universities live there, the bicycling connections between the U/SW District and Center City are especially important. Walk mode share is shown below, while bike mode share is shown on the bike network map on page 10.

⁴ See www.chop.edu/careers/new-employee-orientation/parking-transportation.html

⁵ See www.drexel.edu/facilities/transportation/busServiceSchedules/



There are safety concerns with a number of intersections and corridors in the District, as expressed in prior plans and studies. Areas identified with a history of crashes or presenting barriers or other safety concerns to pedestrians and bicyclists include:

- 38th St/University Avenue
- Chestnut and Walnut Streets
- Spruce Street
- Powelton Avenue
- 33rd and 34th
- Market Street, especially at 30th, 40th, and 46th Street intersections
- Baltimore Avenue, especially at intersections with Cobbs Creek Parkway, Woodland Avenue

Objective 4.2.1. Implement a Complete Streets policy to ensure that the right-of-way will provide safe access for all users.

d. As streets are programmed for reconstruction, redesign and rebuild them as complete streets with integrated transit and pedestrian, bicycle, and vehicular safety measures.

Traffic signal changes to the 38th Street/University Avenue corridor were made in late 2008 in advance of the South Street bridge reconstruction. The large, complex intersection where 38th Street and University Avenue meet Woodland Avenue, Baltimore Avenue, and the VA Hospital driveway operates at 120 seconds, while the intersection of 38th Street and Woodland Walk, directly to the north, runs at 60 seconds because it is a pedestrian-only crossing, activated by a push-button. All other signals on the cor-

ridor operate with 90-second cycles. Signal cycles longer than 90 seconds create delays that are unacceptable to many pedestrians and often lead to illegal and unsafe crossings. Several previous plans and studies proposed various ideas for reconfiguring 38th Street and University Avenue. In the northern section, the Powelton Village plan would eliminate parking on one side and replace it with a cycle track, separated by a landscaped buffer. The 2004 plan for West Powelton/Saunders Park proposed a landscaped median, curb extensions, and road diet. There also has been a proposal to add a median cut at Sansom Street to facilitate bicycling. In the southern section, the Penn study recommended reconfiguring the 38th and Spruce intersection and increasing the signal cycle. The West Bank Schuylkill River Trail Feasibility Study includes a proposal for a bike/ped bridge over University Avenue south of Civic Center Boulevard.

Bridge plans for Walnut (under construction), Chestnut (in design, construction programmed for 2018-2021), and Grays Ferry (in design, construction programmed for 2019) will all improve or enhance pedestrian and bicycle accommodation. The Market Street bridge (in design, construction programmed for 2016-2020) will not include bicycle accommodation and already has a very wide sidewalk but will include enhanced pedestrian amenities.

The ReStore Philadelphia streetscape project on Market Street from 34th to 41st added bike lanes, sidewalk upgrades, pedestrian lighting, and landscaping, and removed parking east of 38th Street. A mid-block crosswalk was installed at Market and former 37th Street. The Drexel Master Plan proposes enhanced transit stops, curb extensions at most crossings, planted medians, and a new signalized crossing on Market Street where 35th Street would intersect.

In addition to the recommendations for Market Street, the Drexel Master Plan has recommendations to enhance Chestnut Street with landscaping, pedestrian amenities, and retail development. JFK Boulevard would also be significantly improved as a Complete Street, and extended west to 32nd Street as a primarily pedestrian street.

The Philadelphia Pedestrian and Bicycle plan proposes extension of bike lanes on Chestnut Street west of 34th Street, and consideration of upgrades of the Chestnut and Walnut Street bike lanes to buffered bike lanes or cycle tracks. Relocation of the Chestnut and Walnut Street bike lanes from the right side of the street to the left side of the street is also recommended to reduce conflict with buses and bus passengers. This change has recently been implemented on the Walnut Street bridge. The westward extension of bike lanes on Chestnut Street would involve a lane conversion, which should reduce speeding and make the street easier to cross on foot. However, current construction-related congestion on Chestnut is an obstacle to this proposal.

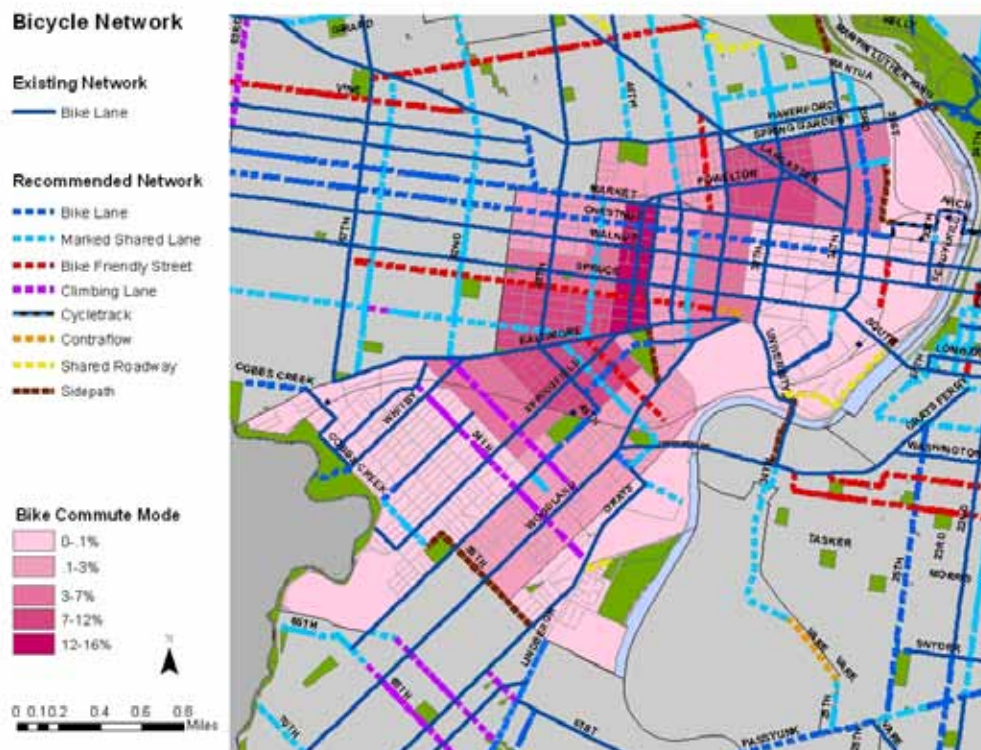
Objective 4.2.2. Expand on- and off-street networks serving pedestrians and bicyclists

- a. As recommended in the Philadelphia Pedestrian and Bicycle Plan, build the planned network of bikeways on city streets...*
- b. Fill in key gaps in the sidewalk network.*
- c. Add bike racks and bike stations.*

The *Pedestrian and Bicycle Plan* has many recommendations for expanding the already-rich bike lane network in the University/Southwest District. Both the existing network and the recommendations are shown in the map below. Some of the facilities shown as proposed have recently been completed, or are under construction, including the bike lane on 33rd Street from Market to Spring Garden and the 58th Street Greenway sidepath.

Connections between University City and Center City are particularly important for this District because of the number of residents and students that are cyclists. Aside from the extension of the Chestnut Street bike lane, another such recommendation is the proposed cycle track/sidepath on JFK Boulevard extending across the Schuylkill River bridge, around the back of 30th Street Station, then west and south to Market Street at 32nd Street. This would connect with extended bike lanes on Market from 34th to 32nd and, via a new east-west, mostly pedestrian, roadway, with the northern section of 32nd Street which is part of the West Bank Greenway.

The *Pedestrian and Bicycle Plan* also recommends bike lanes for both 52nd and 54th Streets in the District. The recommendation is for climbing lanes, which means there may not be room for bike lanes in both directions, so a bike lane is recommended in the uphill direction, with a marked shared lane (sharrows) in the downhill direction.



The *Drexel Master Plan* also recommends a multi-use trail along 31st Street from JFK to Chestnut. This would provide a north-south bicycle connection to avoid the pedestrian-only Drexel Park on 32nd Street.

The *Pedestrian and Bicycle Plan* identifies a number of sidewalk segments in the District as being high priorities for investment because they are missing sidewalks or in very poor condition, and the *Drexel Master Plan* also identified several sidewalks as needing improvement.

Finally, 30th Street Station is a prime candidate for a bike station. An intermodal facility of 30th Street Station's size and activity level would be an ideal location for bike parking, rentals, and ancillary services. PennDOT has expressed an interest in exploring sites for such a facility.

Objective 4.2.3. Improve safety for pedestrians and bicyclists and reduce pedestrian and bicycle crashes

c. Limit driveways and lay-by lanes in order to protect sidewalks and minimize points of conflict between pedestrians and motor vehicles

e. Assure that intersections are designed so that traffic operations maximize pedestrian and bicyclist safety and comfort

g. Expand the use of traffic-calming devices to slow traffic and increase safety for all roadway users...

With expanding development in University City, large garages are being built on streets that are important pedestrian corridors, including Market, Chestnut, and Walnut Streets. These streets lack the protections that prohibit garage driveways from CMX-4 and CMX-5 in Center City through the Center City Overlay. Driveways that cross busy sidewalks diminish the walking environment and are safety hazards.

Pedestrian connections recommended in prior plans include a pedestrian link from Saunders Park to Market Street and improvements to 46th and Farragut Streets to improve connections between the 46th Street Station and the Walnut Hill neighborhood to the south.

Several specific areas in the University/SW District are called out in the *Pedestrian and Bicycle Plan* for attention:

- § Walnut and Chestnut Streets at Schuylkill Avenue
- § 34th Street between Spruce and 33rd
- § 38th Street and Spruce Street
- § Lancaster Avenue/Haverford Avenue/40th Street
- § Baltimore Avenue between 49th and 50th Streets

Several prior neighborhood plans noted problems with speeding and recommended traffic calming measures. Rapid Flash Beacons have recently been added to provide safer pedestrian crossings at 33rd and Smith Walk and at 34th and Locust Streets. Specific locations cited as needing traffic calming are:

- § Powelton Avenue from 38th to 40th
- § 34th St. from Lancaster to Spring Garden

- § Baring Street from 37th to 42nd
- § Lancaster Avenue
- § 42nd Street
- § 40th Street
- § 33rd and Chestnut Streets

The 2004 plan for West Powelton/Saunders Park proposed converting both Haverford and Spring Garden to two-way, on the east side of Lancaster Avenue, to reduce speeding and improve neighborhood connections. While Spring Garden is two-way between 38th Street and Lancaster, Haverford is one-way westbound.

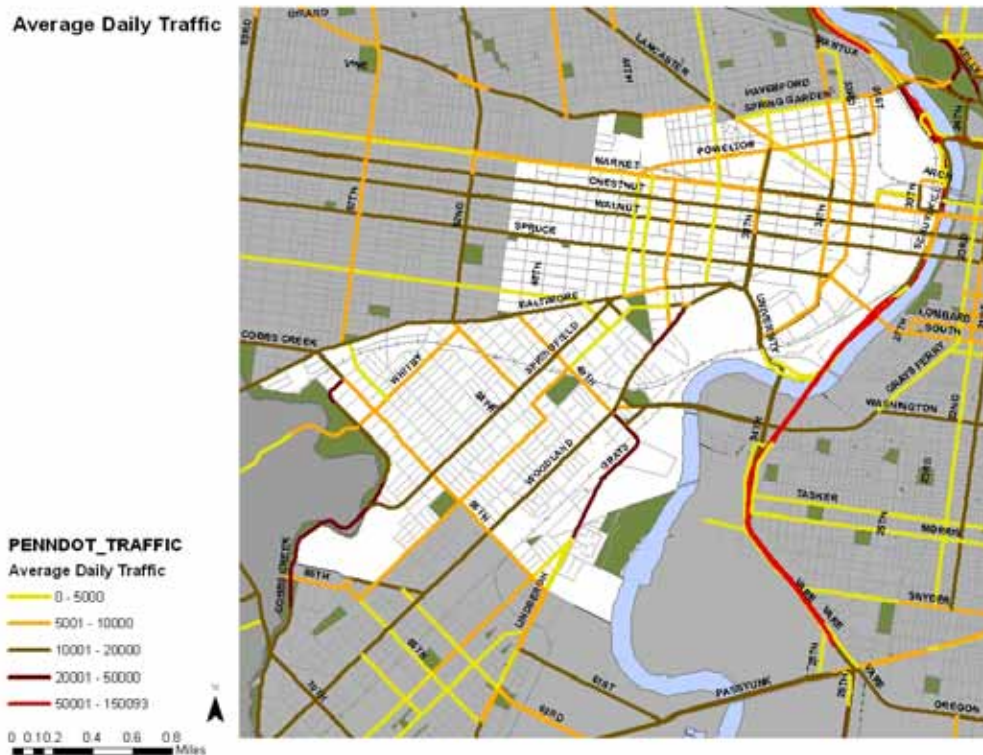
Streets and Highways

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

Objective 4.3.2. Control automobile congestion through traffic management and planning

- d. Discourage the creation and provision of surface parking lots along pedestrian-friendly and transit-accessible corridors to encourage non-automotive transportation in neighborhood centers.*

The District is served on the eastern edge by the Schuylkill Expressway, I-76, with four interchanges from Spring Garden to University Avenue. The Expressway is at capacity during peak commuting hours and at many other times. Market, Chestnut, Walnut, and South Streets are the major connectors between University City and the Central District, while Grays Ferry Avenue connects the Central and South Districts to Southwest and Kingsessing. Other heavily traveled streets in the District include Grays Avenue, Woodland Avenue, Cobbs Creek Parkway, Civic Center Boulevard, and 38th Street/University Avenue. Average daily traffic is shown in the map below.



Traffic congestion exists at I-76 interchanges with 30th St. Station, South Street, and University Avenue, all areas that will be affected by anticipated growth in University City. 38th Street/University Avenue is also congested despite its width. The most congested intersection near 30th Street Station is Market Street and Schuylkill Avenue. The left turn from eastbound Market Street at Schuylkill Avenue, headed north to access I-76, was perhaps the most critical move, but was alleviated by the creation of double left lanes in 2008. Recently, a DVRPC-managed traffic-modeling study suggested increasing the capacity of the eastbound off-ramp from I-76 to 30th Street Station by adding a second lane. However, the Streets Department and PennDOT appear to have reservations. New signal controllers were installed on Walnut, Chestnut, and Market Streets from 38th Street to Schuylkill Avenue in 2008 in preparation for the South Street Bridge reconstruction.

In 2009 Gannett Fleming completed the *30th Street Station Gateway Circulation study* of traffic, which covered the area encompassed by Spring Garden, 38th Street/University Avenue and the Schuylkill River. The Gannett study developed many multi-modal recommendations, and some of the traffic mitigation measures are underway, including the double left turn from Market Street to Schuylkill Avenue. The study projected that if all the development proposed for the next 25 years (over 19.5 million square feet) were built, traffic volume on the Schuylkill Expressway would double. Since the expressway is already near capacity, Gannett included two visionary proposals among its recommendations. One was the new transit line from the airport to Conshohocken, mentioned above in the Transit section. The other was a new by-pass roadway connecting Spring Garden Street to the 30th Street Station area and potentially back to University Avenue.

New development planned at Penn and the Medical Campus was expected to generate over 3,000 new auto trips between 2009 and 2012, although not all that has taken place yet. An additional 2,450 trips were estimated to be generated by 2025. The auto mode share for Penn employees is around 55%. The UPenn Campus Circulation study recommended widening roadways (University Avenue), adding double turn lanes, lengthening signal cycles, and adding a pedestrian overpass at Civic Center Blvd and Health Sciences Drive. Because the expressway is at capacity, the study recommends that the campus needs to shift away from auto trips to other modes. The study set a goal of moving 15% of trips from drive-alone to other modes. To accomplish this goal, recommendations included a Transportation Management Association (TMA), extended bus routes with improved service, more public information, park-and-ride lots at intercept locations, increased security, subsidized TransitCheks and increased campus parking prices.

According to the Gannett study, there were 12,066 parking spaces in University City in 2009, including both on-street and public off-street spaces, and 10,000 more spaces were under construction in the study area at the time the study was published. Although Penn currently provides more than double the total parking required by the Zoning Code, they often needed to add parking with new buildings because the old Code required that parking be within 1,000 feet of the building generating the demand. The new Code now allows parking in institutional districts larger than 40 acres to be 2,000 feet away, which should lessen Penn's need to build additional parking going forward.

Objective 4.3.3 Improve highway access for goods movement

The *Lower Schuylkill Master Plan* (LSMP), in draft, makes several transportation proposals aimed at improving the development potential of industrial areas that lie within the District. A new, two-lane roadway is proposed to connect the Grays Ferry Bridge at 47th Street (with a flyover ramp) to the riverfront south of Bartrams Garden and continuing farther south to 61st Street. The new road is intended to take some of the truck traffic off Lindbergh Boulevard and to better connect some of the numbered streets. A trail would be developed adjacent to the new road.

PRELIMINARY RECOMMENDATIONS

- § Adopt policies to limit the development of new parking in and near the most congested sections of the District. Consider extending Center City driveway limits into University City, where pedestrian volumes are high.
- § Develop a bike station in the vicinity of 30th Street Station.
- § Upgrade bike lanes on both Walnut and Chestnut by, at minimum, moving them from right to left side of street. Analyze the possibility of converting to buffered bike lane or one-way cycle track.
- § Market-Frankford Line Skip-Stop Service: There are now 15 stations in a row – including all four within the University/SW District - that accommodate all trains at all times. Since the Line is at- or over-capacity most of the time, reinstituting a more robust skip-stop service could provide much more efficient delivery and even serve to reduce congestion at the busier stations during peak times.

- § Short-term operational improvements along the Subway-Trolley Lines should include: pre-paid boarding areas and increased stop spacing. These two initial measures should also nicely complement SEPTA's current efforts for New Payment Technologies (i.e., swifter boarding, quicker service).
- § Institute elements of CityRail on Regional Rail Lines to address lack of convenient frequencies and hours of operation, and also to expand destinations reachable via the rails. The Airport Line should be a priority in any CityRail enhancements; such enhancements should also be examined as a way to potentially justify more intense service to currently under-performing stations, such as 49th Street and Angora.
- § Introduce a new roadway, as recommended in the Lower Schuylkill Master Plan, to and along the Schuylkill riverfront as parcels become available. Work with SEPTA to develop preliminary pilot services on these roadways. Short-term services should be nothing necessarily more than short line extensions of a current route or two already operating in the area.
- § Consider cutting back bus Route #12 to a point east of the Schuylkill River as the number of people in the District utilizing it is extremely low (400). Alternatively, extend it to the door of Bartram's Gardens in an effort to boost ridership on the route.
- § On Route #40, a total of 5,190 weekday passengers use the entire route; 4,940 originate or terminate within the District. Consider either discontinuing the portion of Route #40 east of The Schuylkill River, relocating the eastern terminus to 22nd & Washington or Broad & Washington, or splitting it into two new routes with the river as the basic split point.

UTILITIES

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

SUMMARY OF EXISTING CONDITIONS

The University/Southwest District is full of important utilities infrastructure. Within the borders of the District, there is a municipal fuel site, three SEPTA substations serving both City Transit and Regional Rail Divisions, Amtrak 30th Street Station physical plant, as well as Drexel University and University of Pennsylvania (Penn) physical plants. In addition, the City's huge steam delivery loop has its greatest extent outside of Center City within the District. In fact, Penn is the steam loop's largest customer; Penn is also one of PECO's largest customers.

In addition to purchasing energy, both Drexel and Penn have their own steam and chilled water plants and distribution networks.

Amtrak purchases steam from Veolia for heating 30th Street Station and ancillary buildings; and purchases electricity from PECO. Amtrak has its own chillers on-site.

KEY ISSUES

The following are the most important utilities issues the University/Southwest District is facing over the next ten years:

- § Growth in utility demand: Growing demand for all utilities will be a challenge as the District accommodates future growth and the universities and hospitals continue expanding physically.
- § Aging substations: Aging substations, particularly electric ones for Amtrak and SEPTA, mean higher maintenance costs. Possibilities to combine some types of utility generation and/or delivery systems inter-agency should be explored.
- § Duplication of efforts: Duplication of infrastructure, especially between Amtrak and SEPTA, and Drexel and Penn may be unnecessary and unsustainable.

MAJOR OPPORTUNITIES

There are significant utilities opportunities in the University/Southwest District. The most important are:

- § Both Drexel and Penn have vast physical plants that distribute – and in some cases also generate – the same types of services, including chilled water, steam, and heat. If a way were found to combine

some or all of each university's physical plants, economies of scale would be realized in co-generation, and some land could be freed for other uses, particularly along the riverside.

- § The City's steam system does not penetrate west of 40th Street or south of Baltimore Avenue. If it were to expand to serve growing university and hospital campuses, additional revenue for the City may be realized.

UTILITIES (SPECIFIC TOPICS)

The utilities generation and delivery systems in the University/SW District are extremely well-developed; for instance, some of the electric substations for SEPTA have continuously operated for over 100 years. Because so much of the District is occupied by higher education and institutional facilities, including an Ivy League university that boasts being the oldest in the United States, these educational institutions each have highly-developed utilities generation and delivery systems separate from the City's.

The City steam delivery loop extends for about 34 miles in pipes beneath the sidewalks. Slightly less than one-third of that extent is within the District. Veolia Energy operates a steam generating plant on the east bank of The Schuylkill River near Christian Street and Grays Ferry Avenue. From this generating plant, the steam runs in a tunnel beneath the river to customers in the University/SW District.

Drexel University maintains its own steam generating plant with a delivery system extending for four miles in pipes. Penn purchases 100 percent of its steam from Veolia and distributes that steam in pipes extending for 11 miles throughout the campus.

Penn maintains its own chilled water plant located at University Avenue and 34th Street Bridge. This chilled water system extends for several miles and serves nearly 200 campus facilities.

Penn is one of The Philadelphia Electric Company's (PECO's) largest customers. The university buys electricity from PECO in-bulk then distributes it via a sophisticated system of seven substations around the campus.

PRELIMINARY RECOMMENDATIONS

The University/SW District relies on several systems for its utilities generation and distribution. This is largely a product of several major institutions that all evolved independently over many years, with varying needs and markets to serve. Today, some of this infrastructure seems duplicative and a suboptimal use of real estate and resources. In-depth analyses would need to be undertaken to ascertain the level, if any, of duplication of efforts and resources. Following are some preliminary recommendations to begin a dialogue of sustainability and reliability of the University/SW District utilities infrastructure into the future.

- § A cost/benefits analysis should be undertaken to determine the feasibility of extending the City steam system. If it is determined that extension of City steam loop is feasible, some of the individual university steam infrastructure may be phased out as more steam pipes become available.

- § University co-location of physical plants should be explored in order to consolidate efforts, open new land for development, and provide more intensive utilities coverage possibly with lower costs.
- § A study should be undertaken to determine the feasibility of electric substation inter-operability between Amtrak and SEPTA.

OPEN SPACE

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

SUMMARY OF EXISTING CONDITIONS

The University Southwest District is served by several significant city and regional parks, recreation centers, and trails (see map, next page). The facilities serve the residents, employees, students, and visitors in the district. Notable large parks include: Cobbs Creek Park, Clark Park, Penn Park, and Bartram's Garden. Existing trails include: the Cobbs Creek Trail, East Coast Greenway, 58th Street Greenway, and West Bank Greenway. Recreation Centers include: Lee Cultural Center, Kingsessing Recreation Center, and Myers Recreation Center. Though these facilities are located throughout the district, there are distinct challenges in the district, such as maintaining existing facilities, locating facilities to serve population within a 10-minute walk of public open space, safety, and accessing waterfront and natural amenities now restrained by rail, industrial land, roads, and rivers.

KEY ISSUES

The following are the most important park and open space issues the University Southwest District is facing over the next ten years:

- § Maintenance of existing park and recreation resources – Philadelphia Parks and Recreation (PPR) is not able to fund all improvements that are required to make the existing facilities highly functional. For example, replacement playground equipment, benches, water fountains, and recreation center building maintenance is constrained by the City's capital and operating budgets, which do not meet the needs for improvements at City parks. Specific needs for the four recreation facilities in the district, Lee, Kingsessing, Myers, and 48th & Woodland, will be detailed later in this memo.
- § Improving accessibility to existing resources – Barriers perceived as impermeable for safety or access reasons cut off existing resources from neighborhoods. For example, limited safe crossings to the busy and high speed Cobbs Creek Parkway inhibits access to Cobbs Creek Park; frequent rail crossings and bridges separate neighborhoods and limit access between park and recreation resources in those neighborhoods; and large roadways (I-76) and industrial uses restrict waterfront recreation and inhibit access to Penn Park, Bartram's Garden, and recreation amenities across the Schuylkill in the Central and South Districts.
- § Legitimate use of Cobbs Creek Park – A combination of difficult neighborhood access and few eyes on the park leads to unauthorized uses in the park, such as ATVs and short dumping. Cobbs Creek Park is a major watershed park of over 700 acres that marks the southwestern boundary of Philadelphia. There are active and passive park features, a recreation trail, an environmental center, and indoor recreation facilities within the park, though mostly outside the University Southwest district. There are only two pedestrian or bicycle access routes to Cobbs Creek Park: across the highly-



trafficked Cobbs Creek Parkway and a roadway thoroughfare between Woodland Avenue and Market Street. Promotion of Bartram's Garden – Bartram's Garden recently added new gateway sig-

nage, a repaved entrance road (Hurley Street), and a new trail project from the parking lot to the waterway. The garden, however, still struggles with lack of connection to the adjacent neighborhood and lack of wayfinding facilities.

- § Promotion of Bartram's Garden – Bartram's Garden recently added new gateway signage, a repaved entrance road (Hurley Street), and a new trail project from the parking lot to the waterway. The garden, however, still struggles with lack of connection to the adjacent neighborhood and lack of wayfinding facilities.
- § Legitimate use of Mt. Moriah as cultural resource and recreation area-- Mt. Moriah Cemetery is a 380-acre historic cemetery in both Philadelphia and Yeadon Borough that bridges Cobbs Creek. The cemetery has fallen into disrepair due to an ownership dispute, lack of endowment for maintenance, and the sheer size of the property. The Friends of Mount Moriah Cemetery group is seeking to remedy the situation with clean-ups and increased organization structure, but there is a distinct lack of promotion and legitimate use of the park.

MAJOR OPPORTUNITIES

Major parks, recreation, and trail opportunities in the University Southwest District include maximizing the impact of existing facilities, expanding or building new trail and park facilities that connect to existing amenities, and promoting new types of recreation and park amenities.

- § Existing park and recreation facilities could have greater community impact – Bartram's Garden, Clark Park, and Penn Park are already vibrant and have recently constructed or renovated public amenities. Other facilities, such as Kingessing Recreation Center, Cobbs Creek Park, Francis Myers Recreation Center, Lee Recreation Center, 48 & Woodland Recreation Center, could benefit from strategic improvements to better serve the needs of the surrounding neighborhoods, as funding allows.
- § Waterfront recreation across and along the Schuylkill – The University Southwest District is nearly completely cut off from the Schuylkill waterfront, with the exception of a small area at Bartram's Garden. Enhanced access to the waterfront and waterfront recreation opportunities, at Grays Ferry Crescent, the Schuylkill Banks, Bartram's Garden, and other proposed park areas, as discussed below, would significantly increase recreation options in the district.
- § Increasing the access and safety of Cobbs Creek Park – Cobbs Creek Park is a significant resource of over 700 acres with a paved 5.6-mile trail (approximately 1.5 miles in the University Southwest District), several dirt trails, an environmental education center, and active recreation facilities. There are opportunities to increase usage in the park through neighborhood outreach, upgraded pedestrian and bicycle connections, signage, and community involvement.
- § Improved regional and local trails – An expanding trail network offers opportunities for bicycle-related service retail. Regional and local riders can benefit from amenities such as restaurants, bicycle repair facilities, enhanced gateway features at key intersections, increased recreation signage, and improved on-road and off-road trail and bikeway facilities. Expanded trails recently completed, in construction, or planned include the 58th Street Greenway (under construction), Bartram's Trail (completed), the West Bank Greenway (under planning study), the West Bank Greenway Zoo section

(final design), PA State Bike Route E, Bicyclist Baltimore Pike (from Delaware County), and the East Coast Greenway (on-road and expanding).

- § Rehabilitation and cultural promotion of Mt. Moriah Cemetery – The Friends of Mt. Moriah could remake the cemetery into a cultural draw with historic tours, regular minimal maintenance, enhanced security, and promotion of natural and cultural resources.
- § Filling gaps in the supply of public open space– The Walkable Access to Public Open Space Map (on next page), with data showing resident access to public open space within a 10-minute walk, shows areas within the district that do not have readily available public open space. This analysis, done as part of *Green2015* and *Philadelphia2035*, does not include privately-held public space, such as Penn Park, Drexel Park, Highline Park, and Franklin Field, as access to those areas is generally public but limited by special events or potential future development. The areas of opportunity shown in the map include: an area near the rail in Kingsessing Avenue by Elmwood Avenue, a section near Whitby Avenue and Pentridge Street, and the northwestern section of the district between Spruce Street and Market from 50th Street to 40th Street. These areas could benefit from additional open spaces or green street treatments to bring green features into the neighborhoods. Specific locations for opportunities will be discussed in the recommendations section.

OPEN SPACE (SPECIFIC TOPICS)

This section is organized around the *Philadelphia2035* topics and goals as they relate to the University Southwest District.

6.1 Watershed Parks & Trails

Complete, expand, and connect watershed parks and trails in the city and the region.

The opportunities and existing plans in this section include the following projects:

- § The 58th Street Greenway is currently under construction and will feature three facility types: bike lanes and signage from Hurley Street at Bartram's Garden to Elmwood Avenue and 58th Street, a separated sidepath with stormwater features from 58th Street at Elmwood Avenue to Myers Recreation Center at 59th Street, and an on-road shared bicycle facility and upgraded streetscape from Kingsessing Avenue to Florence Street at Cobbs Creek Parkway with sharrows. The 58th Street Greenway will enable connections between Bartram's Garden, Cobbs Creek Park, Myers Recreation Center, adjacent bike lanes on Springfield, Kingsessing, Woodland, Elmwood, and Lindbergh, and serve as new off-road section of the East Coast Greenway.
- § Cobbs Creek Park – The Philadelphia Water Department will be restoring the waterway of Cobbs Creek in the next several years. Most of the project will occur on the upper reaches of the creek, but waterway and natural lands restoration and trail reconstruction is planned for portions within the University Southwest District. The Cobbs Creek Connector project, located to the south of the district, will extend the Cobbs Creek Trail south from the current terminus at 70th Street to the John Heinz National Wildlife Refuge and will increase pedestrian and bicycle access to the park.
- § West Bank Greenway – The West Bank Greenway is planned as a compliment to the Schuylkill River Trail located on the east bank of the Schuylkill River. At present, the project is in the feasibility stage, with an alignment identified (as shown on the map) and preliminary feasibility assessment

completed for several sections of the trail from the existing West Bank Greenway at Powelton and 32nd Street to Bartram's Garden. The greenway will likely be a combination of on-road and off-road facilities, with the potential to include cycletracks and sidepaths, use of utility right-of-ways through Woodland Cemetery and behind properties parallel to Paschall between 47th and 49th Streets. Though not yet in the conceptual design or engineering phases, the feasibility study has some property owner and public support. The trail will help to address some of the gaps in green space shown on the Walkable Access to Public Open Space Map on the next page.

6.2 Waterfronts

Create improved access to our waterfronts

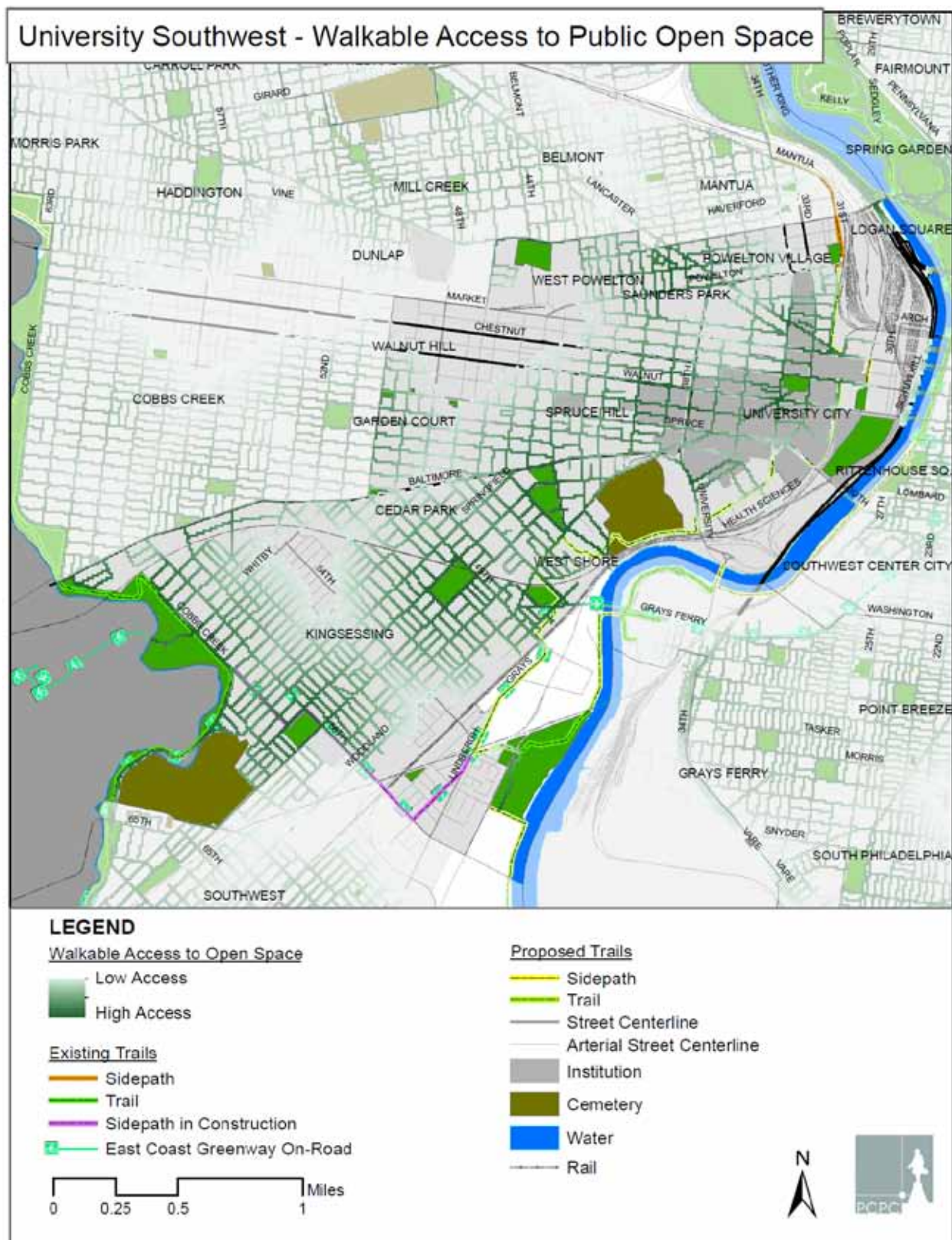
One newly constructed and several planned waterfront trail and recreation amenities will provide improved access to the Schuylkill waterfront.

- § Bartram's Garden Trail – Funded by a Transportation Investment Generating Economic Recovery (TIGER) grant and recently completed, the Bartram's Garden Trail includes a new parking area and asphalt trail within the garden area, as pictured on the map.
- § Gray's Ferry Bridge connection – The Schuylkill River Development Corporation (SRDC) completed a study in early 2012 on the feasibility of the bridge at Schuylkill Crossing, an unused turning rail bridge currently placed in the open position. A pedestrian and bicycle bridge at this location would connect Grays Ferry Crescent, a linear park on the eastern shore of the Schuylkill, to Bartram's North, described below. The SRDC study identified Truss Concept 3 as the preferred alternative, at a cost of \$4 million, which proposes to raise the existing truss in the closed position and add concrete approach spans to the east and west of the structure. SRDC is pursuing funding for design and construction of this alternative.
- § National Heat & Power Site (Bartram's North) – This property is actively marketed by The Philadelphia Industrial Development Corporation (PIDC) as an industrial property and has a trail and recreation component as the touch-down for Gray's Ferry Bridge connection and waterfront connector trail to the existing Bartram's Garden Trail. PIDC is working with Philadelphia Parks and Recreation to secure the waterfront portion of the property as the property ownership is transferred to PIDC.
- § Schuylkill South Site (Bartram's South) – This property is directly south of Bartram's Trail and will include a PPR-owned waterfront buffer for a recreation trail that will connect directly to Bartram's Garden via 56th Street. The City's capital program (\$330,000) and PA Department of Conservation and Natural Resources (DCNR) funding enabled acquisition of the property.

6.3 Neighborhood Parks & Recreation

Identify needs of and expand access to neighborhood parks and recreation

- § *Green2015* and PPR have a goal of providing new, strategically located green space to meet neighborhood park and recreation needs. There are no specific park resources in the district listed for greening at this time.



§ Philadelphia Water Department and PPR have a rolling list of priority collaboration projects for greening and stormwater improvement projects. There are no park resources in this district on the

list at this time.

- § Parks and Recreation District 8 Operations Department staff, gave the following details on the maintenance and capital needs of the major park and recreation facilities in the University Southwest District:
- Kingessing Recreation Center and Myers Recreation Center are the top most used facilities in the entirety of Operations District 8, which is significantly larger than the PCPC University Southwest district. There is no need to recruit or market these facilities to get more neighborhood use; they are generally fully utilized from a programming and field reservation standpoint during open hours, from 1pm – 9:30pm during the year and from 9am – 9 pm during the summer.
 - Kingessing Recreation Center is in need of minor repairs to the paving on walkways, pedestrian-scale lighting, and maintenance and landscaping for grassy areas. The facility complex includes a pool, new basketball courts, an open layout, a community garden, and an adjacent library.
 - Myers Recreation Center is adjacent to the 58th Street Greenway active construction project, therefore the paving and streetscape in front of the facility is being revamped. There are several safety and accessibility issues with the existing building, which is a historic institutional building reuse that is characterized by small rooms, many hallways, and sections of the building that are shut off from the public because of lack of maintenance or lack of adequate supervision. The basketball courts are newly refurbished and the pool and playground are serviceable. The playing field is not well used and it would be desirable to build a new recreation building to replace the unsafe and older existing building.
 - Lee Recreation Center is in need of significant improvement. The building, pool house, and playground are the highest priority for improvement. The playing field surface, field lights, and the building security system were recently upgraded. The facility is less used than many in the area, since Shepherd, 39th & Haverford, and Mill Creek are all more modern, upgraded, and well-used facilities that fill most of the neighborhood demand. Lee, therefore, is not a high priority for future funding, as it is the least used facility in the district.
 - The facility at 48th Street & Woodland Avenue is extremely well used, particularly by new young professionals in the neighborhood because of the close proximity to University City. The spray ground and lighting system are new. The basketball court is older and could use refurbishing, as could the playground, where PPR staff removed the swings because of the inadequate play mat surface in the area. The priorities for new amenities here include the playground surface, play equipment, and basketball courts.
 - Overall, the design of recreation buildings in this district is challenging because existing facilities are typically re-used older buildings. The ideal recreation facility has half walls, an open lobby, and a more modern design, like many YMCA buildings.
 - Clark Park is not included in the PPR analysis because it is primarily cared for by the Friends of Clark Park.

On-road Bicycle and Green Street Network

Though covered in more detail in the transportation memo, the bicycle network and green street network are relevant to parks, recreation, and trails because of the connections these facilities foster between amenities.

The streets labeled Potential PWD Green Street on the attached map indicate streets PWD has identified which could accommodate planters, swales, and other stormwater output reduction features with high impact. Identifying the streets does not guarantee them as future green streets, but indicates a willingness to partner on streetscape improvements and work with new development, parks, vacant land, and parking lot property owners to add these features to the streetscape.

The bicycle network in the University Southwest District can be improved. For instance, better bicycle and pedestrian facilities across the Grays Ferry Bridge would connect the University Southwest District more seamlessly to Grays Ferry Crescent. The Streets Department is studying the potential for a side-path and buffered bike lanes on the bridge. Other bike network improvements that will allow increased access to open space and trails include the 58th Street Greenway, buffered bike lanes on Lindbergh Avenue (newly installed from 59th to Elmwood Avenue) which connects to Bartram's Garden, buffered bike lanes and sharrows on 33rd Street (newly installed from Market to Mantua) which connects to Spring Garden Street and 34th Street (to Schuylkill Banks and West Fairmount Park, respectively), and bicycle wayfinding signage throughout the University Southwest District pointing to park and recreation facilities.

PRELIMINARY RECOMMENDATIONS

- § Support SRDC and PPR study and implementation of waterfront recreation and projects that increase access to open spaces both within and bordering the University Southwest District, such as the Schuylkill Crossing Bridge, West Bank Greenway, Cobbs Creek Park improvements, and Bartram's South and North property improvements.
- § Work with Park and Recreation staff through the district planning and capital budget processes to identify and prioritize the park and recreation facilities in most dire need of improvements or repurposing.
- § Examine ways to improve physical access to and resident use of existing park facilities like Bartram's Garden, Cobbs Creek Park, and neighborhood parks and green spaces.
- § Encourage re-use, neighborhood commitment, and cultural activities in Mt. Moriah Cemetery and Woodland Cemetery by working with the respective caretaker or friends groups.
- § Promote neighborhood use of semi-private park space, such as Drexel and Penn Parks, as appropriate.
- § Encourage green-street, trail, and bike network connections between existing green spaces to encourage resident use of green assets and seek out opportunities in strategic locations that can fill gaps shown on the Walkable Access to Public Open Space network map. In several of the large gaps areas, there are large vacant land areas that could serve as joint-use public green spaces. The opportunities for public greening include:
 - Spruce Playlot, 4800 Block Spruce St

- CHOP parcels, 4800 Block of Market (outside of but adjacent to the USW district)
- West Philadelphia Girls High School, 4500 Block of Chestnut St
- Harrington Elementary School, 5300 Block of Baltimore Ave
- Shaw Middle School, 5401 Warrington Ave
- Philadelphia School District property at 5748 Willows Avenue
- Weir Mitchell Elementary School, 5500 Kingsessing Avenue
- Waterfront parcels accessible to the public between 47th and 58th along Lindbergh Avenue

ENVIRONMENTAL RESOURCES

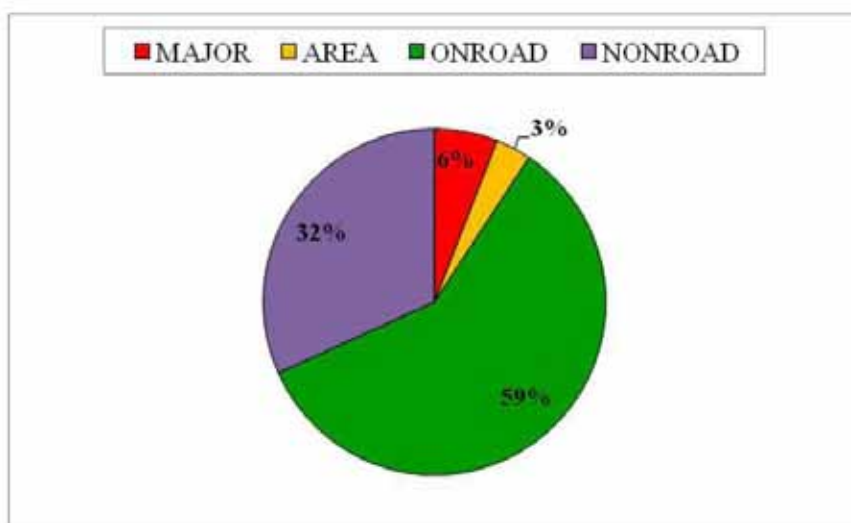
Philadelphia2035 Citywide Vision Goal: Fulfill city obligations to meet ambitious federal environmental standards.

SUMMARY OF EXISTING CONDITIONS

Sixty percent of all Hazardous Air Pollutants (HAP) in Philadelphia come from mobile sources such as cars and trucks. The overall air quality of University/Southwest is not significantly worse than that of Philadelphia as a whole. But analysis from Air Management Services (AMS) at the Philadelphia Department of Public Health (PDPH) concludes that the portion of the district north of Baltimore Avenue carries a higher cancer risk due to exposure to multiple pollutants from on-road sources. This can be attributed to the high traffic volumes resulting from the district's role as an education and employment center. However, the district's excellent transit, pedestrian, and bicycle infrastructure provide a framework for meaningful reductions in vehicle miles traveled and the negative air pollution effects that correlate to higher volumes of car and truck traffic.

There are large combined sewer outfalls (CSOs) into the Schuylkill River along the district's southern edge. Large institutional landowners and significant public property holdings offer unique possibilities for stormwater management at a large scale. District-wide tree cover is between 12%-17%. Housing types typical of the district (with rear, side, and/or front yards), wide streets, and the large institutions all present low-barrier opportunities to increase tree cover towards the city's goal of 30%.

Figure 18.2 - Sum of HAPs Sources of Emissions



At left: Citywide, 59% of Hazardous Air Pollutants (HAP) Sources of emissions come from on-road sources (motor vehicles). Source: http://www.phila.gov/health/pdfs/airmanagement/AQR_2010_Final.pdf

KEY ISSUES

The following are the most important environmental resources issues the University/Southwest District will face over the next ten years:

- § The University City area generates a high number of vehicle miles traveled (VMT) as a major employment and education area within the Metropolitan Center. Planned institutional expansions and private developments will add millions of square feet of office, research, and residential space to the district. If mitigations are not implemented, new development may exacerbate the negative impacts related to VMT.
- § Large parking garages built in recent decades by universities, hospitals, and office developers make driving a competitive choice for many commuters despite limited or non-existent capacity on roads surrounding 30th Street Station and an abundance of transportation alternatives
- § Some large institutional buildings fail to meet modern efficiency standards. Furthermore, hospital and research buildings have enormous energy footprints.
- § Tree cover is lowest in lower income areas of the district, particularly Kingsessing.

MAJOR OPPORTUNITIES

The district is well-positioned to make progress with regards to these environmental challenges:

- § Great potential to decrease VMT and overall automobile mode share to and from this area through increased provision of on-campus and campus-adjacent housing, improvements to bicycle, pedestrian, and transit facilities and services, and smart land-use planning on the part of major institutions.
- § Potential for dense development around 30th Street station as a TOD for the Northeast Corridor.
- § Large institutions have greater consistency and control with regards to tree planting, building retrofits, and waste management.
- § Semi-detached and detached housing areas provide more space for residential tree planting. Wide streets throughout the district open up possibilities for Water Department interventions.
- § Planned redevelopment along the Lower Schuylkill, coordinated through PIDC via the *Lower Schuylkill Master Plan*, can comprehensively address environmental issues, including stormwater runoff, green streets, tree planting on large lots, and investments in alternative transportation options.

ENVIRONMENTAL RESOURCES (SPECIFIC TOPICS)

Air Quality

Goal: Improve air quality within the city and region.

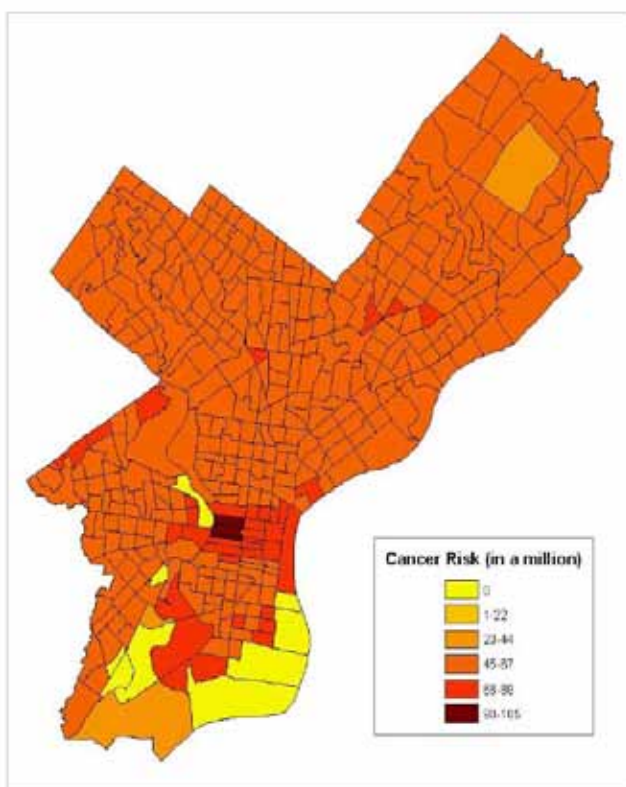
Given that the majority of emissions affecting air quality stem from vehicle miles traveled, this is an area that land use and transportation can proactively address. University City District (UCD) tracks the commuting patterns of residents within its boundaries, and the results are encouraging – less than 30% drive alone. http://universitycity.org/sites/default/files/State_of_publication_2012_online.pdf

Of course, residents within the district do not fill all of the estimated 65,000 jobs within the district. The challenge is providing greater incentives for transit, bicycle, and walking for those commuting in from outside the district (or greater disincentives to drive). Data on the commuting patterns of CHOP, HUP,

Penn, and Drexel is not currently available but hopefully forthcoming. Understanding a baseline for the entire district is essential for setting future goals for automobile reduction.

Another important case study on this matter is the IRS facility in the former post office at 30th and Market Street. UCD reports show that of the 4,325 employees in the building, 60% take transit to work. Despite the transit accessibility, the IRS required construction of a 1,662-space parking garage adjacent to its offices. Combined with the 1,525 space garage built in conjunction with Cira I, the entire complex includes nearly 3,200 spaces. The provision of parking at this scale takes up valuable land, adds considerable development costs to projects, and encourages driving to the most congested location in the district. Frequent breaking and accelerating produces more emissions than flowing traffic.

**Figure 18.1 - 2005 EPA NATA
Total Cancer Risk for Philadelphia**



The map at left shows that overall cancer risk is slightly higher in the northern section of University/Southwest as compared to Philadelphia as a whole. Automobile and truck emissions are the primary source.

Many of the strategies highlighted under objectives 7.1.1, 7.1.2, and 7.1.3 of *Philadelphia2035 Citywide Vision* can be addressed at a high level in this district thanks to the large landowners that have the ability to adjust their own transportation policies and incentive programs. Chief among them is limiting the amount of parking provided in future developments, particularly around 30th Street Station and other transit hubs. Coordinated investments in the pedestrian and bicycle environment must be made to lower additional barriers, perceived or real, to commuting without cars. The Schuylkill River Development Corporation (SRDC), University City District (UCD), the Streets Department, and others are already im-

plementing positive changes to the public realm in this area. New improvements include the Porch at 30th Street Station, a redesign of the Walnut Street Bridge, and painting a new left-side buffered bike lane on Walnut Street. Bike sharing could be a transformative project for this district, given the existing bike infrastructure and large numbers of people making short trips for work, school, or commuting from farther out in West Philadelphia or Center City. Better understanding of the commuting patterns of those working within this district would inform specific location recommendations.

Water Quality

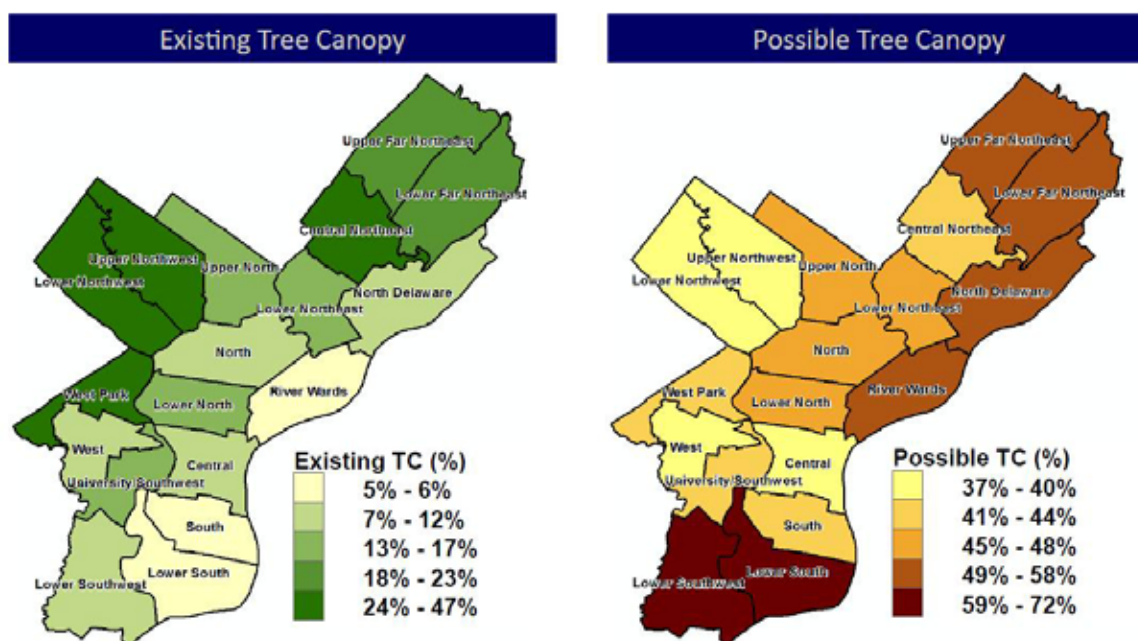
Goal: Improve the quality and management of our water and wetland resources

The University/Southwest District includes a portion of Cobbs Creek on its western edge and a large swath of Schuylkill River waterfront along its eastern edge. With the implementation of the new Zoning Code, stronger regulations are in place to protect against development in areas directly adjacent to such water features.

Objective 7.2.3 of *Philadelphia2035 Citywide Vision* is most applicable to this district: **Support regulations set by the PWD to capture stormwater on site and reduce flooding damage.**

Tree Cover

Goal: Increase tree coverage equitably across the city



Source: A Report on Philadelphia's Existing and Possible Tree Canopy, 3/18/11, report available: N:\PHILA2035\PH2035.DISTRICT PLANS\DISTRICTS\University Southwest\Analysis\Environmental Resources\UTC Report Philadelphia.pdf

Objective 7.3.1 of *Philadelphia2035 Citywide Vision* recommends utilizing city-owned land for tree nurseries along with other strategies for increasing the tree cover to 30% citywide. The district contains significant city-owned property that could be redesigned for this reason while still accommodating existing or planned uses:

- § A portion of the Kingsessing Recreation Center block
- § A portion of Comegys recreation center
- § Open space in the redevelopment of 4601 Market
- § Open space in the redevelopment of lands along the Lower Schuylkill
- § Large land-owning institutions could also be engaged about tree nurseries as an interim use

The existing TreePhilly program is well suited to the district given the prevailing housing types.

PRELIMINARY RECOMMENDATIONS

- § Zone to permit higher density housing in locations where transit infrastructure can support it (e.g. 47th- 49th and Woodland, 46th and Market, 43rd and Baltimore)
 - Large vacant lots could accommodate multi-family at 43rd, 47th, 49th, along 49th and on connecting side streets
- § Designate the 30th Street Station area with a Transit-Oriented Development overlay to further reduce the parking requirements in this area to discourage additional traffic
- § Analyze parking demand vs. capacity for the new IRS offices. Use this data to help project parking demand for future development around 30th Street station.
- § Implement cycle tracks and other highly visible and aggressive bicycle infrastructure on major University/Southwest arterial streets as recommended in the *Bicycle and Pedestrian Plan* (Walnut/Chestnut)
 - Limit on-street parking on only one side of Walnut/Chestnut east of 40th Street to allow for more robust sidewalk/bike lane infrastructure
- § Increase frequency of Regional Rail service to University City Station, either by increasing frequency on existing lines or supplementing service on the central trunk if possible.
- § Install major bicycle parking facilities at 30th Street Station and on Penn and Drexel's campuses
- § Make University/Southwest a major focus of future bike-share efforts
 - Bike-share locations must reflect student and employee populations
- § Expand or diversify home ownership incentive programs through Penn, Drexel, and USP to retain a greater percentage of the workforce within an area that encourages non-automotive commuting
- § Use zoning and other tools to provide mixed-income housing options within walking, cycling, and easy transit distance of these major employment centers
 - CMX-3 TOD Node potential around 40th and 46th Street MFL Stations.
- § Provide an incentive for universities to participate in the funding of bike/ped infrastructure
 - Lower or eliminate parking requirements within SP-INS districts in exchange for shared funding of bicycle and pedestrian projects (or revise parking regulations at Drexel, Penn, and USP specifically)
 - Colleges help pay for bikeshare, all of their employees/students ride free!
- § Prioritize tree-planting in least-covered areas

- Identify streets that can accommodate tree trenches as part of larger Philadelphia Water Department work (Chester, Kingsessing, Woodland, numbered cross streets)
- § Kingsessing Recreation Center could be remade with sustainable improvements.
 - Tree cover could be intensified
 - Courts could be made permeable

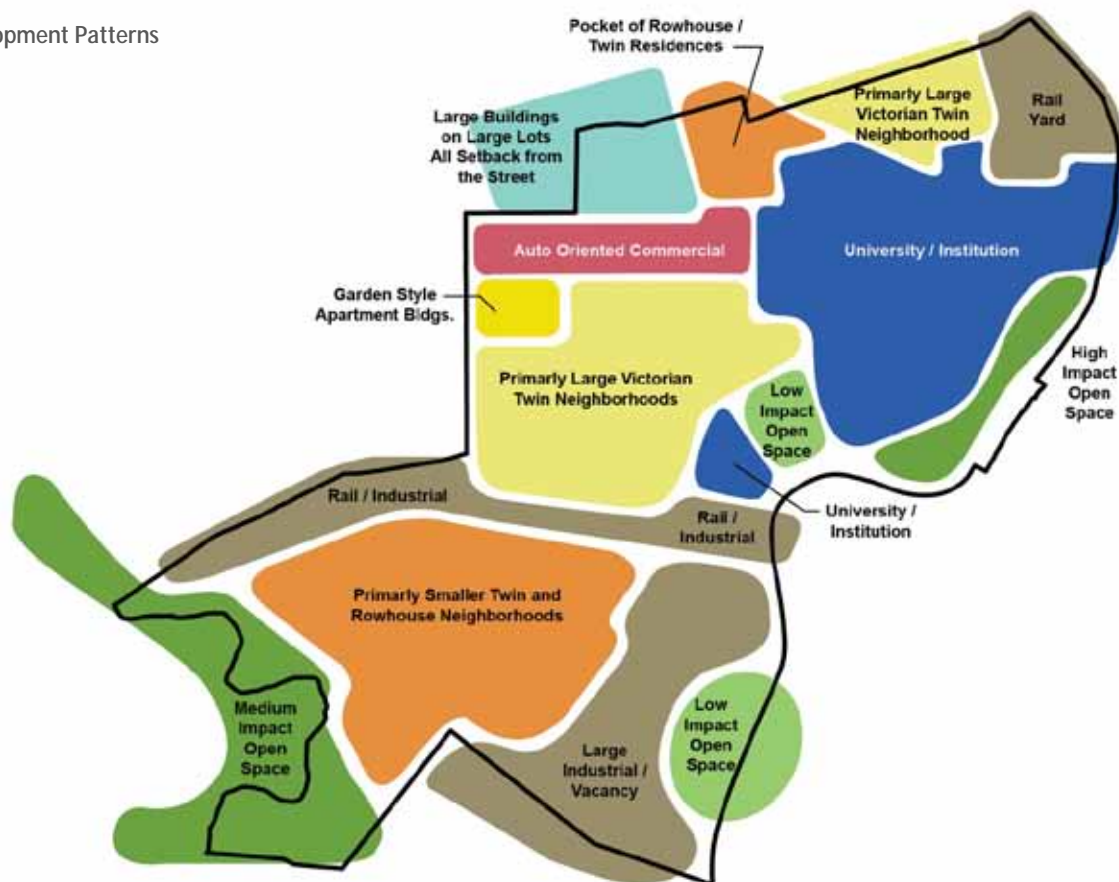
PUBLIC REALM

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

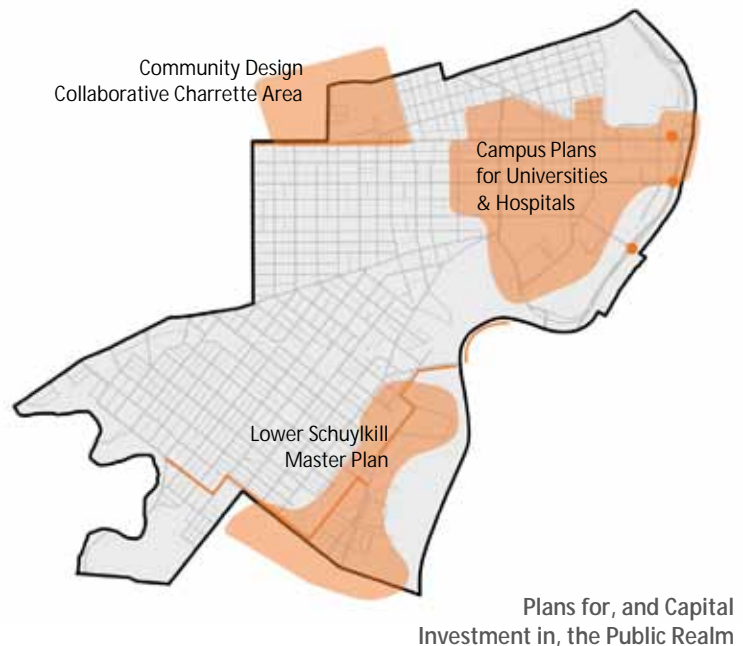
SUMMARY OF EXISTING CONDITIONS

The University/Southwest District's public realm is best explained by dividing the district into areas of similar development patterns and describing them individually (see map below). These large, distinct areas include rail yards, university and hospital campuses, industrial land, neighborhoods with highly dense housing and those with less dense housing. Many of these areas have current plans – master plans, neighborhood plans, development plans, etc - and there has been recent, significant capital investment in the public realm in discrete areas in the district (see map next page). The areas vary in quality from the superior public realm in University City to areas without streets and sidewalks in the industrial areas.

Development Patterns



Examples of an excellent public realm can be found throughout University City and in some residential areas. The university and hospital node of institutional buildings creates a high-quality, large-scaled streetscape. Buildings generally have first-rate façade materials, and the streetscape is a dynamic mix of historic and modern architecture. Sidewalks are complete with pedestrian amenities such as lights, trash cans, and quality paving and landscaping. At a smaller, residential scale, the neighborhood of Spruce Hill contains a desirable public realm with well-maintained landscaping and walkable streets.



In stark contrast, places that need the most public realm improvements include the large scale industrial area on the west bank of the Schuylkill River south of the Gray's Ferry Bridge and the small scale residential neighborhood of Kingessing. The majority of the industrial area is vacant, which makes envisioning public realm improvements here particularly timely. Kingessing is a mix of vacant and occupied properties, safe and distressed housing stock, which calls for particularly sensitive public realm improvements.

KEY ISSUES

The following are the most important Public Realm issues the University/Southwest District is facing over the next ten years:

- § **Development at El Stations:** Most of the El stations are busy public spaces in the day time, but they are empty at night and therefore attract crime. Safety is a concern at the stations. SEPTA has recently made infrastructure improvements to the stations, now transit-oriented development needs to follow in order for the stations to become active, community nodes.
- § **Overcome Physical Barriers:** Active rail lines and industrial corridors create clear boundaries that often divide successful neighborhoods from struggling ones. For example, neighborhoods north of the R3 Regional Rail Line have and continue to experience private investment that has helped to stabilize those neighborhoods, those investments have been slow to penetrate south beyond the rail line.
- § **Abandoned industrial land:** Public access to the large, former industrial areas needs clarity. In some locations streets unexpectedly become barricaded, while in other locations a car can easily drive onto land that is not maintained for public use. As new development arrives to these areas (beyond the next ten years), three public realm concepts will become important: continuing the street grid in

order to break up the superblocks, accessing the Schuylkill River and trail, and preserving the viewshed towards Center City across the river.

- § **Streetscape consistency in areas with town and gown issues:** Neighborhoods such as Powelton Village and Spruce Hill are a mix of rental properties (mostly students) and homeownership. In some areas historically certified properties are also part of the mix. Having the streetscape remain consistent throughout a neighborhood is important in creating its identity, but is challenging in these areas.
- § **Auto-Oriented uses and inappropriate building forms on key commercial corridors:** There are stretches of Market Street (approximately 40th- 46th Streets) where car washes, gas stations, car dealerships, etc dominate the street with large setbacks, surface parking, and multiple curb cuts. Similarly, on Chestnut and Walnut Streets (approximately 40th -50th Streets) many of the building forms are not conducive to pedestrian sidewalk activity but are located on key commercial corridors. The one way direction of traffic on these streets and their overly broad cartways have created "highway" conditions, further encouraging auto-oriented uses and site configurations.

MAJOR OPPORTUNITIES

There are significant public realm opportunities in the University/Southwest District. These six could be considered for focus areas in the district plan:

- § **46th and Market Streets:** This node is an opportunity to consistently develop the El station area using the enormous amount of public investment as a catalyst. Pedestrian circulation and access within the superblocks to the north, circulation north to south across Market Street, and streetscaping on Farragut Street and 46th Street could be component of the study.
- § **Kingsessing Recreation Center & Library:** The recreation center and library are co-located at the geographic center of the district; they are also located along the R3 Regional Rail Line, one of the biggest barriers, that separates stable neighborhoods from distressed neighborhoods. Public Realm improvements made to the surrounding streets can facilitate a better transition between neighborhoods. Additionally, the city owned facility is large enough to absorb more uses and programs potentially becoming a bigger draw for surrounding neighborhoods.
- § **Baltimore Ave and 52nd Streets:** A study of the blocks around Baltimore Avenue from 50th Street to 52nd Street could illustrate how appropriate infill development could expand west to connect two important neighborhood commercial corridors – Baltimore Avenue and 52nd Street.
- § **Woodland Avenue:** Woodland Avenue south of Gray's Ferry could perhaps benefit by being better connected to the successes that are predicted to result from the expansion of the Schuylkill River Trail. It is one of the closest streets to the river amenities and could help strengthen the link between the future trail, Bartram's Garden, and the Kingsessing neighborhood.
- § **Industrial areas east of the railroad and west of the Schuylkill River:** Integrating these industrial areas either into the existing, smaller-scaled neighborhood fabric, or back into the natural environment of the Schuylkill river bank, could be explored in an urban design study but must be coordinated with the recommendations made in the Lower Schuylkill Master Plan.
 - Potential soft sites: PHA Bartram housing, U.S. Gypsum site, National Heat site

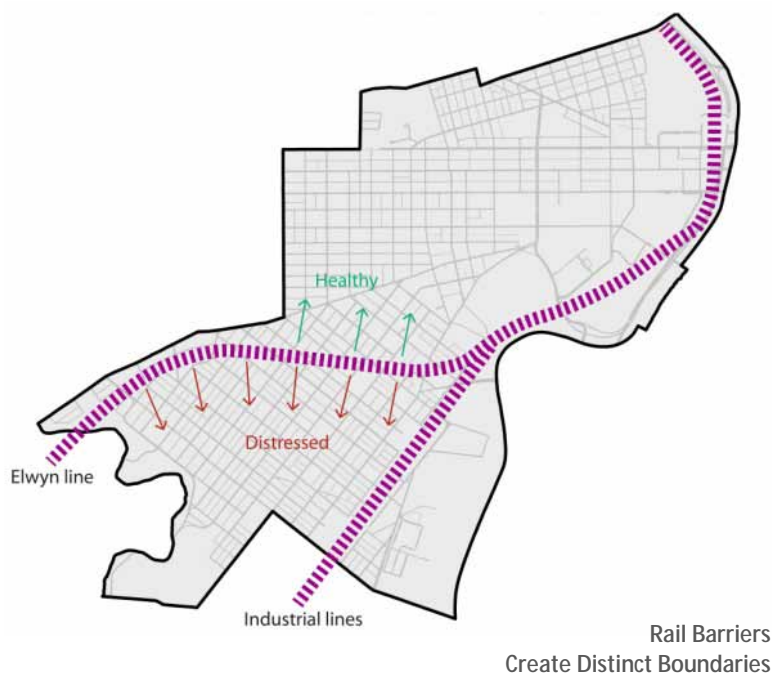
§ **Chestnut and Walnut Streets:** Design guidelines could be developed to improve the streetscape in these commercial corridors between 40th and 50th Streets. There should be some continuity on Chestnut and Walnut Streets as one travels across the Schuylkill River.

PUBLIC REALM THEMES

Despite having multiple development patterns, there are a few themes in the built environment that apply to the whole district. One unifying theme is the history of the district's diagonal avenues. Southwest Philadelphia served as the arrival-shed to Central City and its ancient approach roads tell that story: Lancaster Avenue (the road to Lancaster), Baltimore Avenue (the road to Baltimore), and Chester Avenue (the road to Chester). These roads pre-date the orthogonal street grid that was extended from Center City, now they serve as neighborhood commercial corridors.



Much of the District's built environment is disrupted by railroad lines, an existing condition that separates neighborhoods rather than uniting them. The railroad cuts for industrial lines between Woodland Avenue and Lindbergh Boulevard, and the railway trench of the R3 line form distinct demarcations between economically healthy and struggling areas of the district. Additionally, both industrial and residential parcels alongside the railway cuts have a high incidence of vacancy, which furthers the perception of a spatial barrier between neighborhoods on either side of a railway trench.



Another broad theme is the district's stranded assets, especially natural assets. Mt. Moriah Cemetery is a stranded pocket of green space that will quickly become inaccessible if it is not paired with other open space improvements in the near future. For example, if it were better connected to Cobbs Creek Park, it would be integrated into a successful open space system. Similarly, Woodland Avenue is a stranded, struggling corridor, and could benefit by being paired with improvements to the Schuylkill River Trail that are planned to occur nearby. Bartram's Garden is a National Historic Landmark that includes about 50 acres of preserved botanical history, but is completely disconnected from the rest of the district and the city. At a smaller scale, there is an unbalanced distribution of hardscape and green space in the district. While some areas of the District, such as Garden Court and Spruce Hill seem to have a wealth of street trees, garden frontages, backyards and sidewalks verges, there are other areas of the district that lack all of those amenities.

The map below identifies significant built form qualities that define the character of the district. This represents our "first impressions" of the district that ultimately helped us develop our ideas about key issues and major opportunities.

Character-defining Qualities of the District's Built Form

