

**Philadelphia2035**

**Upper Northwest District Plan**

Existing Conditions, Issues, and Opportunities

Philadelphia

City Planning Commission

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## NEIGHBORHOODS

*Philadelphia2035 Citywide Vision Goal: Improve neighborhood livability.*

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### SUMMARY OF EXISTING CONDITIONS

- A variety of community-serving public facilities are distributed throughout the Upper Northwest District. These include libraries, park and recreational resources, fire stations, police stations, and municipal parking lots. The district has one City-operated public health center.
- Parts of some neighborhoods appear under-served by pedestrian-accessible, convenience-oriented goods and services, although overall the district is adequately served by stores, restaurants, and personal/professional services due in part to proximity to auto-oriented commercial attractions outside the district in Hunting Park West, City Avenue, Roxborough/Andorra, and Springfield and Cheltenham Townships.
- Commercial corridors, centers, and districts with frequent transit service have potential to accommodate increased residential and commercial activity.
- The Philadelphia Department of Public Health and City Planning Commission have been working together to identify gaps in walkable access to healthy food. As of 2014, gaps in walkable access to healthy food remained in parts of East Germantown and Lower Germantown.
- The Upper Northwest experienced very little new housing construction since 2007 and overall has among the oldest housing stocks in the City. Only recently did home sales prices begin to recover from steady declines during and after the Great Recession.

### KEY ISSUES

Important neighborhood issues faced by the Upper Northwest District include:

- Because of funding constraints in the City's Capital Program, several public-serving facilities need maintenance and repairs.
- Traditional commercial corridors have been weakened by a decrease in the district's population, a decrease in household incomes, the addition of 'bricks and mortar' commercial competition around the edges of the district, and consumers' growing preference for 'e-commerce'.
- Several commercial corridors in the district are in poor or fair condition.



- A substantial number of existing, older homes remain in need of modernization and repair, but with limited demand and generally low household incomes in many parts of the district, housing resources may be limited.
- The district has a high percentage of long-term homeowners whose homes may come onto the housing market in relatively large numbers in a relatively short period.

## MAJOR OPPORTUNITIES

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

- Additional sources of capital improvement funding (e.g. Rebuild) may increase the ‘state of good repair’ of selected community-serving facilities.
- New trees, stormwater infrastructure, directional signs, and traffic-pedestrian safety improvements can help to improve connections between neighborhoods and public-serving parks and recreation facilities.
- Nearly all residential areas within the district are served by traditional commercial corridors that have the potential, guided by land use and transportation decisions, to maintain a viable, pedestrian-accessible mix of consumer goods and services.
- The district’s walkability, bikeability and transit services create a foundation for increased occupancy of existing buildings and redevelopment of underutilized sites in proximity to Regional Rail stations and intersections of high-frequency bus and trolley lines.
- Opportunities exist to improve resident access to healthy food stores serving the district, farmers markets, and healthy corner stores in underserved areas.
- A potential generational change of homeowners can help spur reinvestment in older homes.
- Targeted housing outreach and assistance, including resources available from a proposed bond issue, can help preserve areas where the existing housing stock is stable but vulnerable to disinvestment.

## NEIGHBORHOODS (SPECIFIC TOPICS)

### Neighborhood Centers

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

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

### Community-Serving Facilities

Assets that provide direct services to the surrounding community are identified as community-serving facilities. The Upper Northwest District has approximately 54 community-serving facility sites and 120 related assets, including buildings, structures, and fixed equipment (e.g., playground equipment). Of these related assets, 36 are buildings, trails, bridges, and other assets within Wissahickon Valley Park, including Rittenhouse Town.

The Upper Northwest's facilities perform a variety of functions, including safety services such as fire and police stations, recreational and open space sites, libraries, and historic buildings. Additionally, the district is home to two facilities that support the operation of the city and are generally not used by the public: The Chestnut Hill Fresh Water Pumping Station and Philadelphia Gas Works' Belfield Station.

Over the three fiscal years FY2015 to FY2017, approximately \$2.76m of City capital funding was appropriated for twelve community-serving facilities in the Upper Northwest. For the six fiscal years FY2018 to FY2023, approximately \$3.5m is programmed for a major addition and renovation at Fire Department Engine 37 in Chestnut Hill. Additional capital dollars for general or multi-site improvements, including Rebuilding Community Infrastructure ("Rebuild") outlays, may also be allocated to the district. Of the 54 community-serving facilities within the district, 42 did not receive funding in the past three fiscal years and are not slated for funding in the FY2018 – FY2023 Capital Program.

The conditions and needs for site improvements or modernizations at each facility vary by operation, and are influenced by recent capital expenditures. For the Upper Northwest District Plan, PCPC staff performed cursory visual assessments of most of the district's facilities, informed by on-site staff when available. Issues with facility structures, building mechanicals, public access and safety were reviewed with staff on-site, and with related departmental administrative management, where applicable.

#### *Fire & Police Facilities*

There are four active public safety sites in the district including three fire houses and one police district. These public safety buildings are generally in fair to good condition. Engine 9/Ladder 21 in Mount Airy is in good condition. Engine 19/Ladder 21 in Germantown is undergoing extensive renovations. Engine 37 in Chestnut Hill is undersized but is slated to receive a major expansion including a new apparatus floor. The 14<sup>th</sup> Police District building in Central Germantown is cramped; proposals to move the District to a new or repurposed facility have been floated but no clear plan has emerged.

#### *Libraries*

The Upper Northwest District contains three public libraries: the Chestnut Hill Branch, the Lovett Memorial Branch, and the Joseph Coleman Northwest Regional Library. Each is well-located in the commercial heart of its respective neighborhood.

- Chestnut Hill Branch Library is a Carnegie Library built in the early 20<sup>th</sup> century. It features a meeting room rear addition with a capacity of about 70. It is overall in fair condition, suffering numerous roof and window leaks in recent years. It has not had a working water fountain since April

2017. Staff cite a need for more telecommunication lines. The grounds are tended by a local “friends-of” group.

- Coleman Library, located in Central Germantown, opened in 1977 to replace the former Northwest Regional Library in Vernon Park. The building serves a broad population and is well-located in the commercial and transportation hub of the Northwest. On its three levels, it includes meeting rooms, computer areas, a computer lab, and traditional book storage and presentation space. The interior design features a tall, central atrium that, while attractive, suffers from hot and cold spots on the various levels. Furthermore, changing light bulbs requires scaffolding. Overall, the building is in fair to good condition, although a breakdown in the cooling equipment closed the Library for over a month in the summer of 2017.
- Lovett was originally built in 1885 as the Mt. Airy Free Library. It merged with the Free Library of Philadelphia in 1924, underwent a major expansion in 1961, and is currently undergoing a second expansion as part of the Free Library’s 21<sup>st</sup> Century Libraries Initiative. The current project includes a total reconstruction of the 1885 and 1961 buildings and a radical reconfiguration of the interior space. An adjacent public open space is also being improved. The branch is scheduled to re-open in December 2017.

#### *Parks, Recreation Centers and Other Recreational Assets*

The Upper Northwest District is home to the northern portion of the Wissahickon Valley Park and three contiguous watershed parks. These comprise the majority of the district’s open space. In addition, the Upper Northwest has five recreation centers, five playgrounds, twelve neighborhood and pocket parks, three independently operated community facilities, a pool, and a city-owned historic mansion. While the physical condition of these facilities is generally good, some recreation facilities suffer from outdated or broken equipment, deteriorated buildings, or are just too small to serve the level of activity that they attract. Below are brief summaries of conditions at the recreation facilities. For more details on parks, see the Open Space chapter.

- Awbury Recreation Center and Park (6000 Stenton Avenue): A 27.4-acre site in East Germantown including a neighborhood park and recreation center. The center includes a baseball field and basketball courts, but its primary recreational focus is tennis. There are nine tennis courts on the lower level, three of which are in good condition and six of which appear to be abandoned. There are a further three tennis courts in an open-air exhibition stadium accessed through the recreation building. The stadium shows signs of decay, including broken seats and deteriorated playing surface. The site sits on a superblock that includes several other municipal properties, including the former Ada Lewis School. Any evaluation of uses on this site should be made in the context of the entire block. PWD has indicated an interest in building green stormwater infrastructure in this area.
- Water Tower Recreation Center (209-99 E Hartwell Lane): A 9.5-acre site in Chestnut Hill with athletic fields and courts and play equipment in addition to a large early-20<sup>th</sup> century recreation building. After-school and summer camp programs are hosted here and the building contains a

meeting room with a capacity of about 70. Overall exterior appearance is good, but deficiencies were noted with fencing and sidewalks in some locations. Improvements to the outdoor space adjacent to the building have been proposed but not designed or funded.

- Waterview Recreation Center (5826 McMahon Avenue): A 5.2-acre site in East Germantown with athletic fields and courts, play equipment, and a large sprayground in addition to a large early-20<sup>th</sup> century recreation building. This site hosts extensive youth programming including after-school and summer camp. The overall exterior appearance is good, with notable improvements in surrounding sidewalks made as part of a PWD-sponsored stormwater project. Some of the playground equipment is showing signs of age and will need to be replaced soon.
- Lonnie Young Recreation Center (1100 E. Cheltenham Avenue): A 5.2-acre site in East Germantown with athletic fields, courts, play equipment and a swimming pool. The recreation building has an older, early 20<sup>th</sup>-century section and a late 20<sup>th</sup>-century addition. The overall exterior appearance is poor, with evidence of significant short-cutting at the site perimeter and damage to the lettering at the front entrance. The play equipment and basketball courts are in very good condition and appear to have been recently installed.
- Happy Hollow Recreation Center (4740 Wayne Avenue): A 4.7-acre site in Lower Germantown featuring the City's earliest municipal recreation building plus indoor and outdoor basketball courts, a baseball field, and playgrounds. Built on the site of a 19<sup>th</sup>-century quarry, the property has an upper and lower level connected by a non-ADA-compliant ramp cut into the hillside. The recreation center hosts programming for 12 or more hours each Monday-Saturday including addiction support meetings, after-school care, and renowned basketball and boxing programs. The original building, while full of significant historic detail (and listed on the local historic register) suffers from severe deficiencies. Site staff report issues with almost all basic building systems, including plumbing, heating, electric, and building envelope. Given the level of activity at this recreation center, all opportunities for investment in the facility should be explored.
- Pickett Pool (5700 Wayne Avenue): An indoor pool owned by the School District of Philadelphia and programmed throughout the year by the Aquatics Department of Philadelphia Parks & Recreation. The pool is within a shuttered portion of the school building, so access is poor. There may be opportunities to expand recreation programming to the rest of the otherwise unused building segment to re-activate the building and corner plaza.
- Pleasant Playground (6750 Boyer Street): A 4.7-acre site in East Mount Airy including tennis and basketball courts, baseball/football fields, a playground, a sprayground, and a pool in addition to a recreation building with a 100-capacity meeting room and two additional classrooms. The equipment and recreation building were rebuilt in 2013-14 with approximately \$1 M in City capital funds and \$2 M in Redevelopment Assistance Capital Program funding from the State.
- Mt Airy Playground (7001 Germantown Avenue): A 4.1-acre site including a baseball/football field, basketball courts, two playgrounds, and a recreation building. The site has a significant grade change that is resolved with a high retaining wall. This recreation facility is the home field for well-

established baseball and football programs that dominate weekend programming for most of the year. The outdoor features are in fair to good condition, but the interior of the recreation building is in poor condition. The roof truss system on the larger building segment shows significant bowing despite reinforcement. This leads to chronic roof leaks at the low point.

- Mallery Playground – a.k.a. Daniel E. Rumph II Recreation Center (100-70 E. Johnson Street): A 3.7-acre site in East Germantown including basketball courts, baseball fields, two playgrounds and a recreation building. Overall exterior condition is fair, although pavement is in poor condition and there was evidence of short-dumping at the facility entrance. The building was not open during a site visit, so interior conditions were not viewed.
- Wister Playground (4971 Baynton Street): A 2.9-acre site in the Wister section of Germantown including a baseball field, basketball courts, a playground, adult fitness equipment, and a sprayground in addition to a recreation building. The exterior features of this playground were completely replaced in 2015-2016 (\$1.2 M total project cost) and remain in very good condition. The building was not open during a site visit, so interior conditions were not viewed.
- Morton Playground (88 E Haines Street): A 2.6-acre site in the Morton section of Germantown adjacent to the shuttered Fulton Middle School including play equipment and a baseball diamond. Overall condition of the facilities is fair. The former recreation building has been converted to an L&I office.
- Wissahickon Boys and Girls Club (328 W. Coulter Street): This facility is a former school building owned by the city but operated by the Boys and Girls Club of Philadelphia. Overall exterior and interior condition is good; however, the building suffers from leaks and plumbing drainage problems. The Wissahickon Boys and Girls Club is notable for being the only one of the original Boys' Clubs in the nation to admit African Americans.
- Center in the Park (Former Germantown Library Building in Vernon Park): This facility is owned by the city but operated by a nonprofit organization primarily focused on the needs of older residents. Overall exterior and interior condition is fair. The building, originally constructed in the early 20<sup>th</sup> century as the Germantown Library, needs significant maintenance to the exterior woodwork, and interior finishes are in poor condition.
- Allens Lane Art Center (621 W. Allens Lane): This facility is in Allen's Lane Park and is operated by a nonprofit arts organization providing community theater, sculpture, and fine arts programs. The nonprofit has been solely responsible for facility improvements since it first occupied the building in 1953.

*Closed or Undeveloped Recreation Facilities*

- The lot at 5322-34 Newhall Street, listed in the facility inventory as Newhall Park, is a vacant mid-block lot between Queen Lane and Penn Street in West Germantown. It is mowed semiregularly and is surrounded by a simple chain link fence, but otherwise has no improvements. This was intended to be developed with a playground to replace one lost in the 2015 redevelopment of the Queen Lane Homes, a former PHA high-rise located nearby.
- The lot at 5215 Greene Street, listed in the facility inventory as Howell Park, is a 1.5-acre open space with the ruins of a horse stable. The site lies at the center of a large block and does not have any prominent street frontage. This property should be considered for divestment.
- The lots at 177-85 W Price Street, listed in the facility inventory as Price Street Play Lot, is an abandoned playground and basketball court. The property is surrounded by a locked fence and could be considered for divestment. Newer play facilities are available at nearby Vernon Park.

*Other Community-Serving Facilities*

- L&I North District Office (60-86 E. Haines Street): A former recreation building that has been converted to a plan review and inspection office for the Department of Licenses and Inspections. Overall exterior condition is good, and the interior condition is very good. However, site staff note that the building is too small to accommodate the number and needs of assigned staff. For example, there is no plan exam table. Opportunities to find larger space should be explored.
- Health Center 9 (131 E. Cheltenham Avenue): A district health center. The building's exterior condition is good, and the interior condition is very good. The center is very well located in Central Germantown with convenient transit access and regularly available on-street parking. The site staff's main complaint was that the center was not large enough to efficiently serve the number of center clients. The Department of Public Health has requested funding to add an elevator and expand the building.
- Stenton Family Shelter (1314-32 E. Tulpehocken Street): This facility is an early example of a municipal homeless shelter for families. Completed in 1959, it is a series of buildings connected by breezeways. Two buildings are two-story structures with double-loaded corridors of rooming units, and the third building houses administrative and social workers' offices, a dining hall, and other communal facilities. The facility is operated by the Office of Homeless Services. While well-designed, the building appears to have suffered from a lack of maintenance throughout its lifetime, with major plumbing problems, leaks in the building envelope, and a malfunctioning cooling system. Site drainage is poor and the building's basement regularly floods.

*Parking Lots*

There are four city-owned parking lots in the Upper Northwest District. The lot at 8400 Seminole Avenue serves Highland Station on SEPTA's Chestnut Hill West Line and is operated by the Philadelphia Parking

Authority (PPA). It includes mature trees. The pavement and curbing is in poor condition, and use is low to moderate. Given ample on-street parking in this area, this may be a good candidate for divestment.

The lot at 7142 Germantown Avenue serves a busy section of the commercial corridor in Mt. Airy and is operated by PPA. The paving and curbing is in good condition. Use is moderate to high.

The lot at 5401 Archer Street in Germantown is a shallow lot adjacent to the ROW for the Chestnut Hill West Line. It is unmanaged; there are no signs indicating public ownership. Its primary use appears to be for daily and long-term storage of vehicles by nearby residents.

The lot at 4919-25 Wayne Avenue is an unmarked lot serving the Wayne Avenue commercial corridor in Lower Germantown. It is in very poor condition. There is no curbing and the lot surface is badly deteriorated.

The Philadelphia Parking Authority owns parking lots in Central Germantown near Maplewood Mall. Unlike most curbside parking in this area, these are generally not metered. Off-street parking for the Chestnut Hill commercial corridor is managed by a private operator associated with the Chestnut Hill Business association.

### *Municipal-Serving Facilities*

There are two sites in the Upper Northwest District that support City operations and serve a population broader than just the district. The facilities include the Chestnut Hill Fresh Water Pumping Station and Philadelphia Gas Works' Belfield Station.

The Chestnut Hill Pumping Station is a small one-story structure above grade with an unoccupied attic roof space and no basement. It was constructed in 1923 to provide service pressure to the highest elevations in the city. There are four pumps in the station, two of which were installed in 2013. PWD intends to replace the two older pumps in 2022 along with the electrical systems. These improvements would be limited to the inside of the building.

Philadelphia Gas Works (PGW) owns a construction yard on Belfield Avenue near Wister Street. At the time of publication, PGW had not responded to requests to share existing conditions or plans concerning this facility.

### Commercial Corridors

The Upper Northwest District is immediately served by about 3.6 million square feet of floor area available for establishments that provide consumer-oriented goods and services. This includes space in 24 districts, corridors, or centers identified in the City Planning Commission's PhiladelphiaShops ('Shops') inventory as being within or near the Upper Northwest District. These did not include commercial areas on City Avenue, Cheltenham Avenue, or Bethlehem Pike. The inventory covers auto-oriented commercial centers as well as traditional pedestrian and transit-oriented corridors.

The 24 commercial corridors or centers that directly serve the Upper Northwest range from small neighborhood subcenters to large, community-scale retail centers. The district is served by at least 10 small-to-large-scale grocery stores. Overall vacancy of 18 percent slightly exceeds the citywide average.

The Upper Northwest contains two community-scale commercial areas. Central Germantown (800,000 sq. ft.), once a 'regional' downtown shopping center boasting four department stores, remains the largest, pedestrian-transit oriented, community-scale commercial district serving the Upper Northwest District. Central Germantown retains a small number of chain, comparison-goods stores, and is unique in its full array of public and non-profit facilities and historic assets. However, despite long-standing and continuing revitalization efforts, the district appears overall to be in decline when evaluated against the expectations associated with community-scale commercial districts. Chestnut Hill (500,000 sq. ft.) is a community-scale commercial corridor that balances neighborhood-serving goods and services with specialty stores and restaurants that attract customers from a broad trade area. Chestnut Hill remains in excellent condition but is currently experiencing relatively high rates of vacancy.

Connecting Chestnut Hill and Germantown are several distinct, neighborhood-scale commercial areas along historic Germantown Avenue, all of which have seen varying degrees of public and private reinvestment. The section from Roumfort to Gorgas Streets (150,000 sq. ft.) is anchored by a supermarket and is now in excellent overall condition. Between Gorgas and Upsal Streets (130,000 sq. ft.), overall conditions have markedly improved in the past decade. Conditions have also improved along the corridor from Upsal to High Streets (125,000 sq. ft.), although vacancy has also increased. In the Lower Germantown stretch from Coulter to Rockland Streets (175,000 sq. ft.), vacancy remains high although public improvements have contributed to improved overall conditions.

The two auto-oriented, free-standing neighborhood shopping centers in the Upper Northwest appear to be in excellent condition. Both Market Square in Chestnut Hill (105,000 sq. ft.) and the new The Shoppes at LaSalle (65,000 sq. ft.) are anchored by chain supermarkets.



**Commercial Corridors, Centers, and Districts Serving the Upper Northwest District, 2017.**

PCPC ID	Name	Type of Center	Gross Leasable Area (sq. ft.)
171	Hunting Park West	Neighborhood	325,000
173	Germantown/Nicetown	Neighborhood Subcenter	72,000
212	Ridge Avenue-Roxborough	Community	274,000
216	Andorra Shopping Center	Community	300,000
218	Ridge and Bells Mill	Neighborhood Subcenter	57,000
220	Chestnut Hill	Community	500,000
222	Market Square-Chestnut Hill	Neighborhood	105,000
223	Mt. Pleasant/Cresheim-Emlen	Neighborhood Subcenter	35,000
224	Germantown/Roumfort-Gorgas	Neighborhood	150,000
225	Germantown/Gorgas-Upsal	Neighborhood	130,000
226	Germantown/Upsal-High	Neighborhood	125,000
227	Carpenter/McCallum-Sherman	Neighborhood Subcenter	24,000
228	Central Germantown	Community	800,000
229	Pelham Plaza	Neighborhood Subcenter	32,000
232	Wayne/Manheim- Wyneva	Neighborhood Subcenter	45,000
234	Wayne Junction	Neighborhood Subcenter	30,000
235	Germantown/Coulter-Rockland	Neighborhood Center	175,000
236	The Shoppes at LaSalle	Neighborhood Center	65,000
237	Chew and Chelten	Neighborhood Subcenter	90,000
238	Chew and Washington	Neighborhood Subcenter	25,000
239	Chew and Phil-Ellena	Neighborhood Subcenter	22,000
258	Chelten Ave/Ogontz-Wister	Neighborhood Subcenter	60,000
260	Stenton and Washington Lane	Neighborhood Center	160,000
262	Stenton and Mt. Airy	Neighborhood Subcenter	45,000
TOTAL			3,646,000

Source: PCPC. Philadelphia Shops inventory, 2011-2017.

Several smaller commercial nodes appear to have declined in recent years. The Chew and Chelten Avenues neighborhood subcenter (90,000 sq. ft.), closest to the new Shoppes at LaSalle, experienced a loss of commercial spaces, increased vacancy among spaces that remained, and a significant erosion of public and private physical conditions. The small section of Mount Pleasant Avenue from Cresheim to Emlen Streets (35,000 sq. ft.) saw a significant increase in vacant spaces over the past decade. Overall physical conditions on Wayne Avenue from Manheim to Wyneva Streets (45,000 sq. ft.) have improved yet the number of commercial spaces has decreased while vacancy has increased.

The above table lists commercial corridors, centers, and districts within or immediately proximate to the Upper Northwest District.

Four commercial areas are added to the 'Shops' inventory for 2017: #227 Carpenter/McCallum-Sherman; #234 Wayne Junction; #236 The Shoppes at LaSalle, and; #239 Chew and Phil-Ellena.

Wayne Junction (30,000 sq. ft.) is newly added to PCPC's commercial inventory. SEPTA's major reinvestment in the Regional Rail station has generated significant private acquisition and repositioning of nearby vacant or underutilized properties. At present, the number of commercial spaces is small. Over time, with increased residential and employment density in both Nicetown and Lower Germantown, a commensurate increase in commercial spaces and services might be expected.

Many of the older commercial corridors in the Upper Northwest District clearly continue to be challenged by newer competition and the district's generally low incomes and population decline. The 'Shops' inventory for the Upper Northwest district found that 9 of the 24 areas serving the district had vacancy rates at or above 20 percent, and some areas lost a significant number of commercial spaces. Some of these spaces were demolished while others were converted to residential use.

The 'Shops' surveys also found, however, a significant degree of reinvestment in corridors where entrepreneurs, immigrants, community development organizations, and City partners are active. These activities, including public investments in site improvements, appear to be having a stabilizing influence on many corridors. This stabilization can set the stage for investors to better respond to new market opportunities to better serve district residents, workers, and visitors.

#### Transit-Oriented Development

The Upper Northwest District has potential to continue in-fill development, and promote increased occupancy of existing structures, to reinforce commercial centers around transit nodes. The district is well served by SEPTA Regional Rail Lines and buses. With stabilized or increased market demand, it may be feasible to redevelop key, transit-oriented sites with greater density and mixes of compatible land use. Commercial centers around Wayne Junction, in Central Germantown, and Chestnut Hill might accommodate increased utilization of existing properties and sites.

#### Access to Healthy Foods

Philadelphia trails other large US cities in major diet-related health categories. Within Philadelphia and across the US, low-income and racial-ethnic minorities are disproportionately burdened by health issues related to poor diet. Access to healthy food is an essential first step towards helping people meet their nutritional needs sustainably. To support Philadelphia's goal to improve neighborhood livability, the Citywide Vision seeks to provide convenient access to healthy food for all residents by:

- Identifying suitable supermarket, healthy corner store, community garden, and urban farming sites

- Improving access to existing healthy food sources through multimodal transportation improvements and location of new stores near transit stations
- Permitting and encouraging on-street produce displays and farmers' markets and urban agriculture on city-owned properties

Walking to a grocery store provides exercise and is an environmentally beneficial choice, but for people without access to cars or with disabilities that prevent them from driving, walkable access is essential. In the Upper Northwest, areas of low walkable access to healthy food observed in 2014 were concentrated in East and Lower Germantown, East Mount Airy, and in the northwestern portion of Chestnut Hill. Since 2014, a former Bottom Dollar property did reopen as a Save-A-Lot store, improving access for East Mount Airy residents. In the areas on the outer edge of the city and bordering Wissahickon Park, average incomes and car ownership are high, and many residents live ½ mile to 1 mile from premium food outlets such as the Weaver's Way Co-op and the new Fresh Market supermarket on Germantown Avenue in Chestnut Hill. In East and Lower Germantown, however, residents face greater obstacles to accessing fresh produce, as car ownership is lower and environmental obstacles, including higher traffic injury and crime rates, make traveling longer distances to purchase food more challenging.

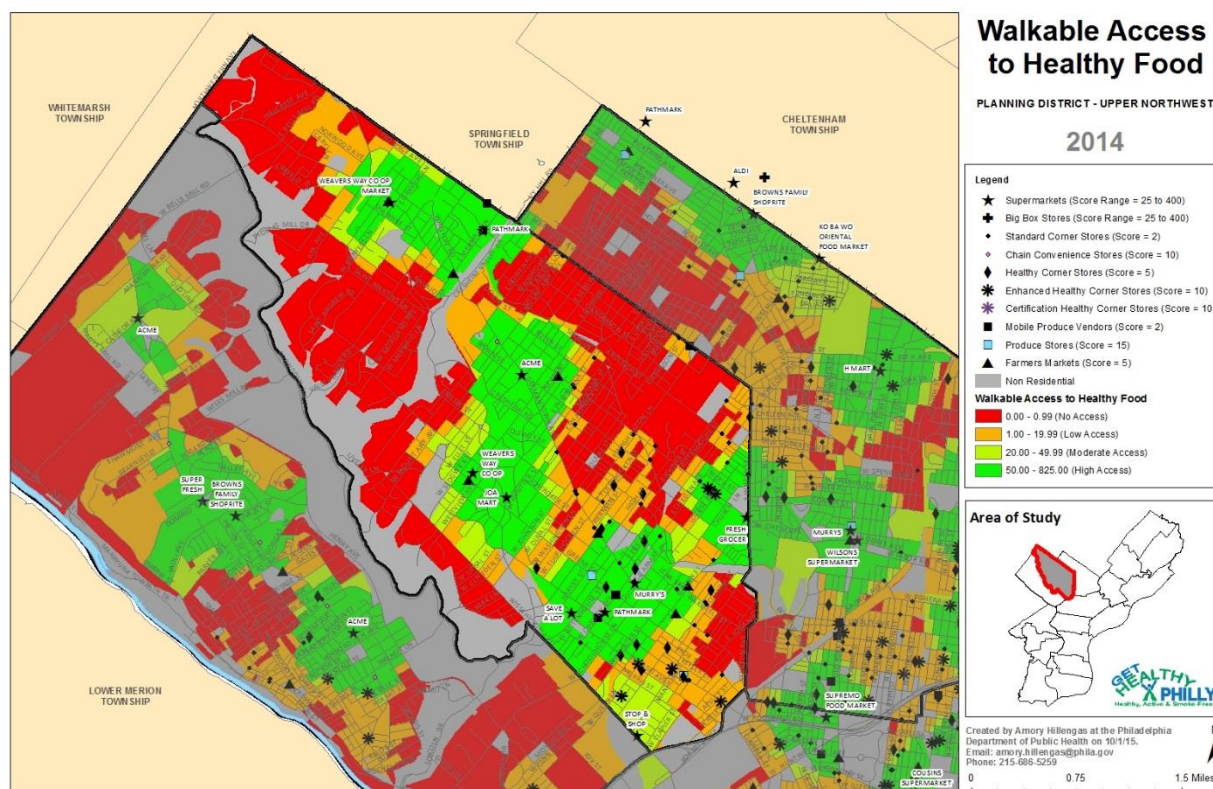
The Philadelphia Department of Public Health (PDPH) and the City Planning Commission have worked together since 2010 to identify geographic gaps in access to healthy foods. Through the strategies listed above and PDPH incentives to equip corner stores with healthy foods (Healthy Corner Stores Initiative), some progress has been achieved. However, the closing of even a single supermarket can have a substantial impact on access. Since 2010, the Upper Northwest District lost two longstanding supermarkets and saw another open but quickly go out of business. All three buildings are now occupied by new supermarket operators. With the Department of Commerce and various community partners, PCPC and PDPH continue to promote the retention and attraction of food purveyors in areas of poor access, particularly those with concentrations of poverty.

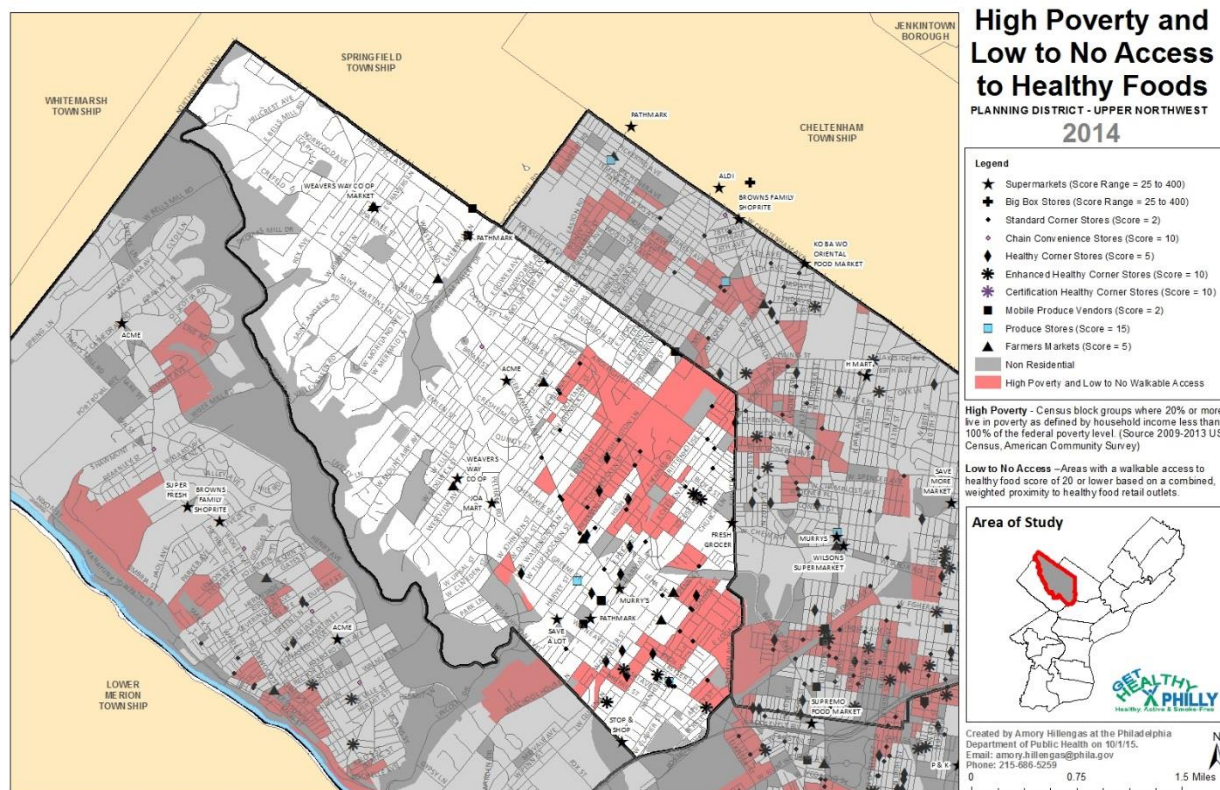
Farmer's markets and community gardens provide valuable sources of fresh, healthy food access. From May to November, there are six weekly farmer's markets in the district. Most of these markets accept SNAP, WIC, and Senior Farmer's Market Nutrition Program benefits. However, only one market in the district, at the historic Wyck House at Germantown Avenue and Walnut Lane, distributes Philly Food Bucks, which help SNAP participants increase their buying power for fresh produce.

Community gardens and the Pennsylvania Horticultural Society's (PHS) City Harvest program provide important sources of fresh, healthy food. City Harvest joins community gardeners, non-profits, and inmates in the Philadelphia prison system to distribute seedlings to gardeners who distribute fresh produce to Philadelphians in need. There are seven gardens, concentrated in the Germantown and Penn Knox areas, that partner with PHS. Many of these gardens serve the same areas that have low access to healthy food and high poverty. Small scale community gardens can help to revitalize vacant land as well as provide healthy food, but the district has relatively low levels of vacant land and therefore fewer opportunities for new gardens than some parts of Philadelphia. Community gardens at schools and recreation sites,

such as the ones at Mastery Charter School on Wayne Avenue and the Awbury Arboretum, also provide opportunities for community nutrition education.

In addition to fewer healthy food outlets, Germantown residents and public health professionals have expressed some concern about the number of retailers selling unhealthy food, alcohol, and tobacco in the neighborhood and the influences the density of unhealthy products may have on residents' overall health. This means that there is a preponderance of access to unhealthy food options – fast food and highly processed convenience foods which are high in sodium, sugar, fat, and preservatives and provide few nutrients. Unhealthy beverages and foods, as well as tobacco, and are often more ubiquitous and prominently marketed in neighborhoods with higher percentages of low income and minority populations. Both the sweetened-beverage tax, and efforts by the Health Department, Water Department, and Parks and Recreation to provide water fountains and bottle-filling stations, seek to reduce the attractiveness of sweetened beverages and promote awareness of more healthful options. As PDPH continues to refine its healthy food efforts, the Healthy Corner Store program will be focusing more on comprehensive improvements at a smaller number of stores. Research is proving that simply adding healthy options doesn't significantly change consumption patterns, particularly if prices aren't competitive with less healthful foods. *Get Healthy Philly's* Tobacco Policy and Control program also partners with non-profits to assist stores in removing tobacco products and replacing them with healthier lines of products.





## Housing

There are wide social and economic differences in the Upper Northwest District. While population has declined in most neighborhoods throughout the district, between 2000 and 2010, population in Chestnut Hill increased., Chestnut Hill and East and West Mount Airy neighborhoods are also more economically stable with higher incomes and less poverty and unemployment.

Increased poverty and unemployment in the Upper Northwest district create hardships for many homeowners and renters living in the aging and deteriorated housing stock. Based on 2011-2015 ACS 5 Year Estimate data, 32 percent of owner-occupied households and 57 percent of renter-occupied households pay 30 percent or more of their household income for housing costs. Although there has been some new housing construction in the district, the majority (65 percent) of the housing units were built in 1949 or earlier and need critical repairs and improvements. Addressing these costs would add to the financial burdens of many households in Upper Northwest District.

Between 1980 and 2010, the district's total population declined by 14,278 people or nearly 15 percent, yet the total number of ownership and rental housing units only decreased by 2,227 in these years, a decline of 6 percent. More units became vacant because of decreased demand, as the district saw an increase in housing vacancy from 9.6 to 10.9 percent during these years. Meanwhile, remaining units generally became occupied by smaller households, as the average household size decreased from 2.50 persons in 1980 to 2.20 persons in 2010. The average household size of the Upper Northwest district is smaller

than the citywide 2010 average of 2.45 persons per household. Also, the Upper Northwest district has a slightly below average percentage of family households. Based on 2011-2015 ACS 5 Year Estimate data, 49.1 percent of all households in the Upper Northwest District were family households and 50.9 were non-family households. Citywide, 53 percent of all households were Family Households and 47 percent were Non-Family Households. For more details about population and housing, see the Demographics chapter.

Based on 2011\_2015 ACS data, only 2 percent (789 units) of the housing units in the Upper Northwest district were built in 2000 or later, compared to 4 percent Citywide. By comparison, the four Planning Districts with the highest percentage of units built in 2000 or later are: the Lower South District (30), the Central District (12), the Lower North District (11), and the Lower Northwest District (6). At the other end of the housing-age spectrum, the Upper Northwest has a higher than average percentage of housing units built before 1939, with 46.8 percent of the district's housing units constructed before 1939 compared to 39.8 percent Citywide. A significant majority of the housing units in the Upper Northwest District (65 percent) were built within the two decades of the 1930s and 1940s, suggesting a need for focused attention on the specific challenges of this cohort of the housing stock.

The Upper Northwest district also has a slightly higher than average percentage of long-term residents who have lived in the district for 25 years or more. Based on 2011-2015 ACS 5 Year Estimate data, 20 percent of the population in the Upper Northwest district moved to the area 1989 or earlier. Citywide, only 18 percent of the population moved to the City in 1989 or earlier.

Based on Census data, between 2000 and 2010, the number of Renter Occupied Housing Units in the district increased 5.6 percent (or by 957 units), from 16,987 Renter Occupied Housing Units in 2000, to 17,944 Renter Occupied Housing Units in 2010. The Renter Occupancy Rate increased from 47.6 percent in 2000, to 50.4 percent in 2010. The Renter Occupancy rates in the Upper Northwest are slightly higher than the Citywide Renter Occupancy rate of 45.9 percent. During this time, the Owner Occupancy Rate in the district declined from 52.4 percent in 2000, to 49.1 percent in 2010. The number of owner occupied housing units in the district decreased 5.8 percent (or by -1,092 units), from 18,686 Owner Occupied Housing Units in 2000, to 17,594 Owner Occupied Housing Units In 2010. Homeownership rates in the Upper Northwest are slightly lower than the citywide average at 49.5 percent. The Citywide homeowner occupancy rate was 54.1 percent, in 2010.

### L&I Activity

Between 2008 and 2015, the Department of Licenses and Inspections (L & I) issued building permits for 203 units of new housing units in the Upper Northwest District. Of those proposed housing units, fifteen were single family structures, forty-four were twin-row house structures, fourteen were two-family structures, six were three and four- family structures, seventy-six were five-family structures and forty-eight were for miscellaneous structures. Citywide permits were issued for 16,653 new housing units during this period. Planning districts with high volumes of residential permits include: Central District (4,962 units); Lower North District (3,067 units); and University/Southwest District (2,513 units).



Of the two hundred and three permitted units, the majority (59 percent) were for new housing units in Census tracts: 238, 240, 241, 243, 245 and 252 in the Germantown neighborhood. Of the remaining permits issued 24 percent were for units in tracts 232, 233, 234, 235, 236 and 237 in the West Mount Airy neighborhood. Fourteen percent were for units in tracts 224, 225, 227, 228, 229, 230, 231, and 257 in Chestnut Hill. The remaining 4 percent were for units in tracts 253 and 255 in East Mount Airy. The total number of permitted units has grown rapidly over the last two years.

<b>Table 1.1. Building Permits by Building Type</b>	<b>101 - Single</b>	<b>102 - Twin/Ro w</b>	<b>103 - 2Fam.</b>	<b>104 - 3/4Fam.</b>	<b>105 - 5+Fam.</b>	<b>118 - Misc. Res. Bldg.</b>	<b>TOTAL</b>
<b>2008</b>	2	9					11
<b>2009</b>	1	1					2
<b>2010</b>		1					1
<b>2011</b>	3						3
<b>2012</b>			12	6			18
<b>2013</b>	5	6					11
<b>2014</b>	2	22			76	19	119
<b>2015</b>	2	5	2			29	38
<b>Total Units by Building Type</b>	15	44	14	6	76	48	203
<b>Percentage Of Total by Building Type</b>	7.3%	21.6%	6.8%	2.9%	37.4%	23.6%	

<b>Table 1.2. Building Permits by Census Tract</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>All Years</b>	<b>Percent by Tract</b>
Census Tract 224		1					1	1	3	1.47%
Census Tract 228				1					1	0.49%
Census Tract 385										
Census Tract 225								1	1	0.49%
Census Tract 226										
Census Tract 227		1							1	0.49%
Census Tract 387										
Census Tract 229			1		6	1			8	3.94%
Census Tract 230	1								1	0.49%
Census Tract 234					2	1	1		4	1.97%
Census Tract 386										
Census Tract 231							1	2	3	1.47%
Census Tract 232				1					1	0.49%
Census Tract 233	2								2	0.98%
Census Tract 388										
Census Tract 235				1		2			3	1.47%
Census Tract 236	1				2		1	2	6	2.95%
Census Tract 237					3	1		31	35	17.24%
Census Tract 238	2					2			4	1.97%
Census Tract 239										
Census Tract 240							55		55	27.09%
Census Tract 241							1	1	2	0.98%
Census Tract 242										
Census Tract 243						4			4	1.97%
Census Tract 244										
Census Tract 245							49		49	24.13%
Census Tract 246										
Census Tract 247										
Census Tract 248										
Census Tract 249										
Census Tract 250										
Census Tract 251										
Census Tract 389										
Census Tract 252					5				5	2.46%
Census Tract 253							7		7	3.44%
Census Tract 254										
Census Tract 255	1								1	0.49%
Census Tract 256										
Census Tract 257	4						3		7	3.44%
<b>TOTAL UPPER NORTH- WEST DISTRICT</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>18</b>	<b>11</b>	<b>119</b>	<b>38</b>		<b>203</b>
<b>%Percent by Year</b>	<b>5.41%</b>	<b>0.98%</b>	<b>0.49%</b>	<b>1.47%</b>	<b>8.86%</b>	<b>5.41%</b>	<b>58.6%</b>	<b>18.7%</b>		

Sales Volumes and Prices



The volume of homes sales in the Upper Northwest District peaked in 2005 and steadily declined, until 2013. From 2013 through the summer of 2017, the number of sales have fluctuated. Sales volumes in the district peaked again in 2015 with a total of 1,376 sales. The lowest volume of sales occurred in 2012, when there were only 636 home sales, a 53 percent difference from the district's peak sales volume in 2015 and just 0.53 percent of citywide home sales in 2012. As of August 2017, there were 593 home sales in the district. Given that the Upper Northwest District has a high percentage of homeownership units occupied by older residents, sales volumes are likely to increase as older homeowners age out of their homes and new buyers move in.

Historically, median home sales prices in the Upper Northwest District have been higher than the citywide median home sales prices, and they remain so. Median home sales price steadily increased between 2004 and 2013. Median prices declined in 2014 through 2016, and increased again in 2017. The median home sales price in the Upper Northwest District peaked in 2013 at \$160,000. The 2017 median home sales price in the Upper Northwest District price remains above the citywide median home sale price.

<b>Table 1.3. Sales Volume and Prices</b>	<b>Upper Northwest District Sales Volume</b>	<b>Upper Northwest District Me- dian Price</b>	<b>Citywide Sales Vol- ume</b>	<b>Citywide Median Price</b>	<b>Upper Northwest Dis- trict Sales as Percent of Citywide Total</b>
<b>2003</b>	968	\$91,140	21,396	\$66,000	1.47%
<b>2004</b>	1,278	\$90,000	26,787	\$79,000	1.62%
<b>2005</b>	1,376	\$107,000	27,325	\$98,900	1.39%
<b>2006</b>	1,296	\$127,050	24,130	\$110,000	1.18%
<b>2007</b>	1,186	\$150,000	21,151	\$114,900	1.03%
<b>2008</b>	893	\$150,000	15,896	\$112,500	0.79%
<b>2009</b>	677	\$150,000	13,622	\$120,000	0.56%
<b>2010</b>	663	\$140,000	12,711	\$117,000	0.57%
<b>2011</b>	609	\$150,000	11,490	\$110,000	0.55%
<b>2012</b>	636	\$157,000	12,012	\$119,900	0.53%
<b>2013</b>	771	\$160,000	13,776	\$123,000	0.63%
<b>2014</b>	748	\$134,375	12,669	\$119,000	0.63%
<b>2015</b>	819	\$116,266	15,889	\$99,640	0.82%
<b>2016</b>	788	\$104,513	14,766	\$104,379	0.75%
<b>2017 (1/17- 8/17)</b>	593	\$141,699	11,807	\$119,587	0.50%

Evictions

Philadelphia Legal Services has compiled data on the number of housing evictions filed in Philadelphia 2010 through 2014. The data has been compiled by zip code. As noted in the table below, the Upper Northwest District has had a relatively high percentage of evictions compared to citywide totals during this period. Most of these evictions were in the Germantown neighborhood. A high rate of evictions can indicate that households are overburdened by housing costs, or in some cases of rental households, that the tenant has stopped paying rent due to deteriorating conditions of the housing.

<b>Table 1.4. Frequency of Evictions</b>	<b>2010</b>		<b>2011</b>		<b>2012</b>		<b>2013</b>		<b>2014</b>	
<b>Zip code</b>	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total
<b>19118</b>	39	3.31%	57	4.17%	62	4.42%	65	5.26%	62	5.52 %
<b>19119</b>	187	15.87%	228	16.69%	242	17.26%	211	17.05%	180	16.01%
<b>19138</b>	176	14.94%	185	13.54%	185	13.19%	213	17.24%	176	15.66%
<b>19144</b>	776	65.87%	896	65.56%	913	65.12%	746	60.40%	706	62.81%
<b>Total Evictions</b>	1,178		1,366		1,402		1,235		1,124	
<b>UNW Evictions as % Occupied Units</b>	35,538	3.31%	35,538	3.84%	35,538	3.94%	35,538	3.47%	35,538	3.16%
<b>UNW Evictions as % Citywide Evictions</b>	10,732	10.98%	10,802	12.65%	10,774	13.01%	10,506	11.76%	10,845	10.36%
<b>Citywide Evic- tions as % To- tal Citywide Occupied Units</b>	599,736	1.79%	599,736	1.80%	599,736	1.79%	599,736	1.75%	599,736	1.80%

**Recommended Follow-Up**

- Monitor the development of the Kenney Administration’s Rebuilding Community Infrastructure initiative, as well as ‘community schools’ initiatives, for potential impacts on and opportunities with City parks, libraries, recreation centers, and playgrounds.
- Evaluate the location and service levels of community-serving public facilities to determine whether relocation of existing facilities or construction of new facilities is necessary or feasible.
- Explore ways to improve the commercial corridor mix of existing centers while reinforcing the ability to access goods and services on foot or via transit.
- Evaluate the recent Philadelphia ‘Shops’ updates, demand trends, and other information to develop and prioritize zoning, corridor management, and site improvement recommendations for the district’s commercial corridors and centers.
- Assess opportunities for greater utilization of existing buildings around major transit nodes, and for future redevelopment of underutilized sites to help reinforce neighborhood centers.
- Confer with PDPH about extending the reach of the Healthy Corner Store Initiative to underserved areas in East Germantown and Lower Germantown.
- Explore opportunities to preserve urban agriculture, farmers markets, and the retention and attraction of supermarkets in underserved areas.
- Identify areas where existing, affordable rental and sales housing, as well as historic or architecturally noteworthy housing stock, may be at risk due to deferred maintenance or obsolescence.

## **ECONOMIC DEVELOPMENT**

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

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### **SUMMARY OF EXISTING CONDITIONS**

Though geographically proximate, the neighborhoods of the Upper Northwest District are highly dissimilar, ranging from some of the most affluent areas of the city in Chestnut Hill to some of the most deeply impoverished in Germantown.

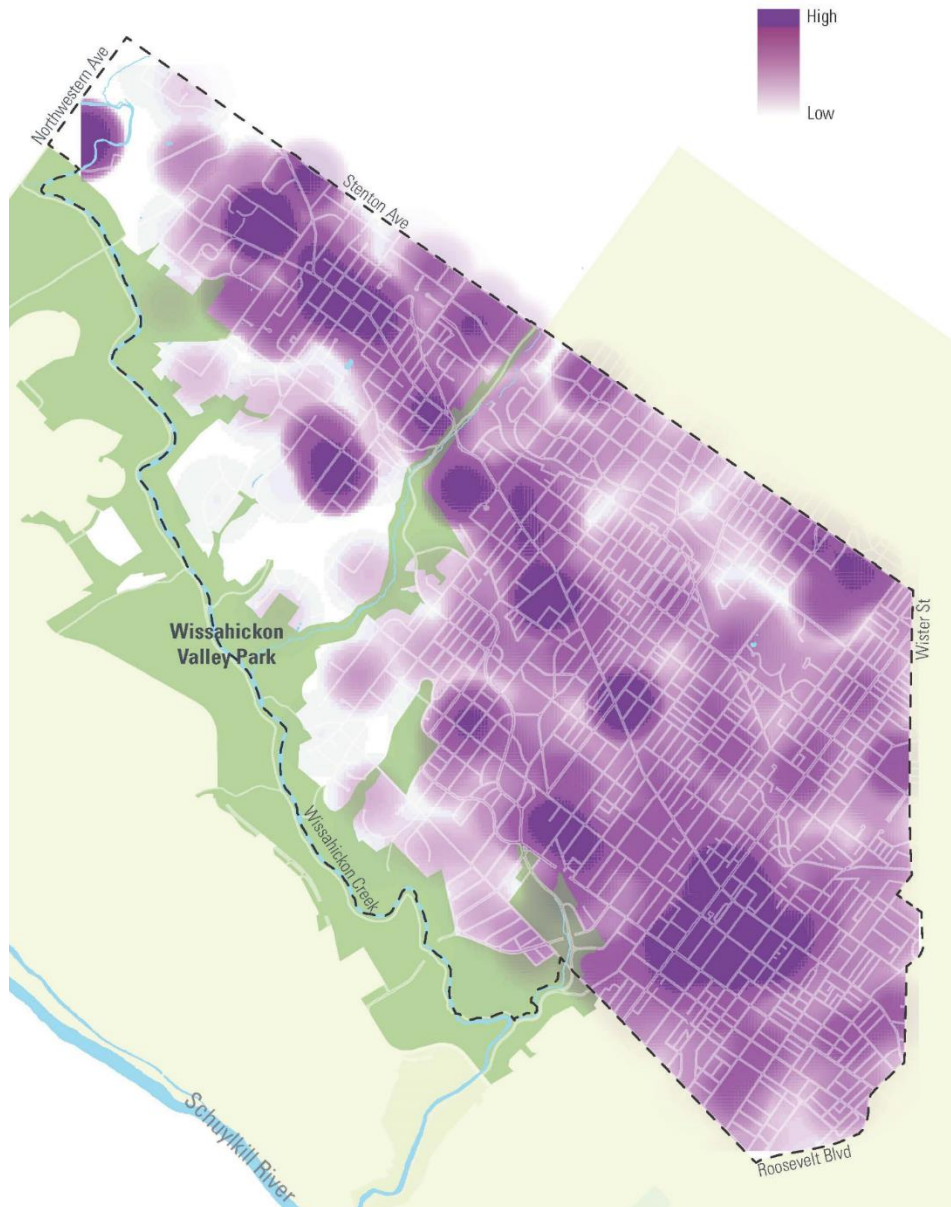
While once the home of the second largest retail agglomeration in the city (after Center City), the Upper Northwest is now a primarily residential district. Aside from the community-oriented retail along Germantown Avenue and a few small commercial nodes, the vast majority of employment within the District is based within the area's health care and educational institutions. While more than a third of jobs located in the District are held by workers who live in either the Upper Northwest District or in one of the three adjacent Districts, 93 percent of Upper Northwest residents leave the District for work. The most common destination (30 percent of workers) is the metropolitan core, to which the District is linked both by two regional rail lines and by extensive and frequent bus service connecting to the Broad Street Subway.

Healthcare and Social Assistance is the dominant economic sector in the Upper Northwest District with Educational Services and Retail/Food Services also playing important roles. These sectors account for more than three-quarters of the 16,700 jobs in the District, but are highly diffuse, with no single employer responsible for more than 800 positions.

- Forty-two percent of jobs (7,000) in the District are in the Health Care and Social Assistance economic sector. While many of these are associated with Chestnut Hill Hospital, the vast majority are scattered in smaller healthcare organizations, including rehabilitation centers, behavioral health organizations, community health centers, and assisted living facilities. From 2002 to 2015, the number of jobs in this sector grew by five percent, only solidifying its role as the dominant economic sector in the District.
- The next largest economic sector, with 2,900 jobs (17 percent of the total), is Educational Services. With nearly 1,300 jobs, the School District of Philadelphia is by far the largest employer in this sector, followed by Chestnut Hill College (500), Germantown Friends School (300), Springside Chestnut Hill Academy (300), and the Pennsylvania School for the Deaf (200). The number of jobs in this sector has remained quite stable, growing by only one percent from 2002 to 2015.

- Retail and food services and accommodations were a source of economic strength in the Upper Northwest District, representing 3,100 jobs in 2015, (19 percent of the total). Although the number of jobs in these sectors fell by five percent from 2002 to 2015, the commercial corridors along Germantown Avenue in both Chestnut Hill and Germantown Avenue remain critical to the cultural identity of the district and provide a crucial source of employment for District residents.

**Figure 2.1. Employment Density in the Upper Northwest District, 2015**



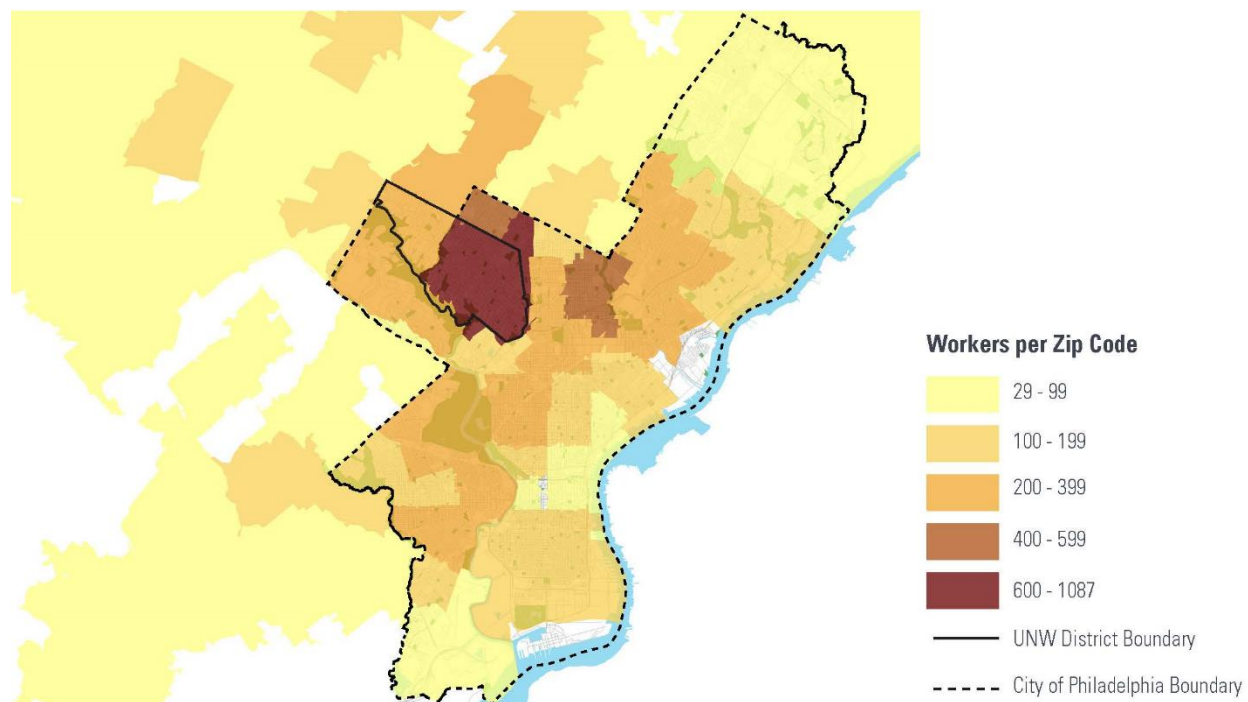
(Source: US Census, Longitudinal Employer-Household Dynamics)

- Production, distribution, and repair industries have historically played a minor role in the Upper Northwest District's employment base, combining for only 500 jobs (three percent of total) in 2015, having declined by 24 percent from 2002.
- The number of jobs located in the District from 2002 to 2015 fell by 600 (three percent), a similar rate as the number of employed residents, which declined by 1,100 (three percent).
- The number of district residents who also work in the district dropped by 18 percent from 2002 to 2015.

**Table 2.1: Upper Northwest District: Number of Employed Residents and District Jobs, 2002-2015**

	2002	2015	Change	% Change
Employed Residents	35,600	34,500	-1,100	-3.0%
District Jobs	17,300	16,700	-600	-3.5%
Residents Employed within District	3,000	2,500	-500	-18.0%

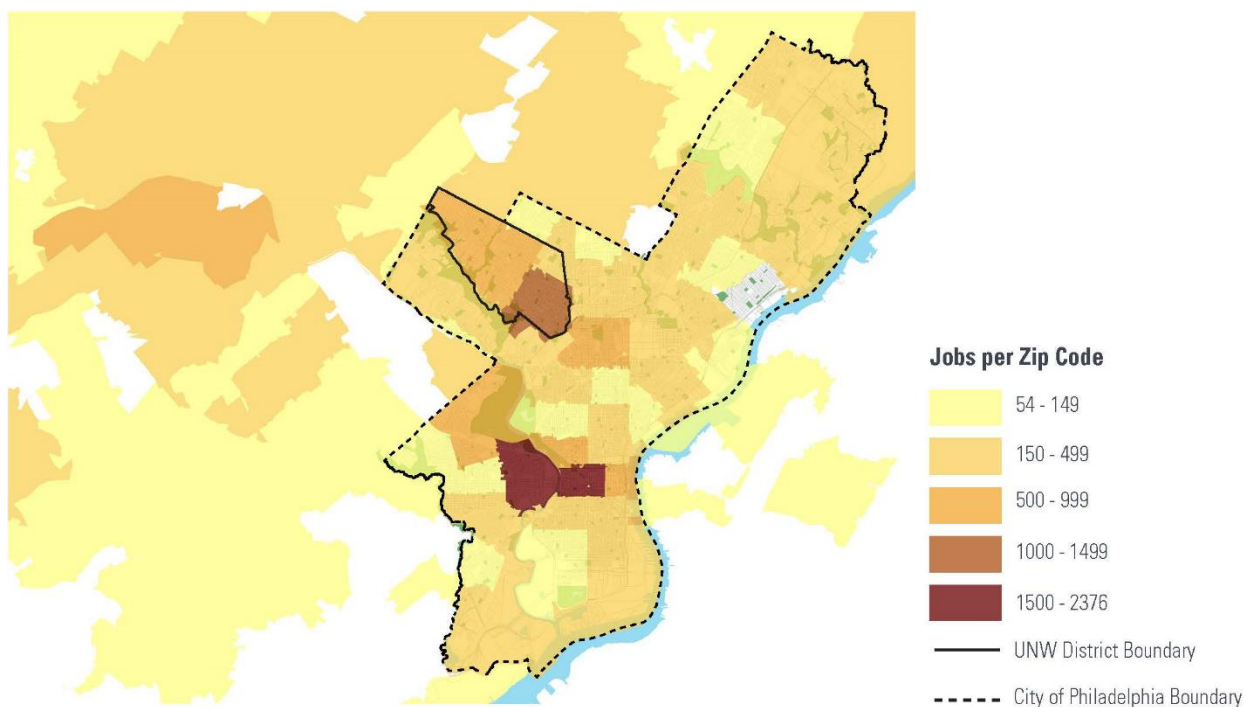
(Source: US Census, Longitudinal Employer-Household Dynamics)

**Figure 2.2: Home Locations of Workers Employed in the Upper Northwest District, 2015**

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

- Sixty (60) percent of jobs in the Upper Northwest District are held by Philadelphia residents. The Upper Northwest District itself is home to the largest concentration of workforce, but there are also large concentrations of workers commuting from the Upper North District and from adjacent portions of Montgomery County, such as Flourtown and Wyndmoor.
- An equal share (60 percent) of workers residing in the District are employed in Philadelphia. Connected by several modes of transit, the plurality (30 percent) of Upper Northwest District residents commute to the Metropolitan Center. Seven percent commute within the Upper Northwest District while 30 percent commute to the nearby Pennsylvania suburbs, especially those to regional employment hubs such as Valley Forge and Bala Cynwyd.

**Figure 2.3: Employment Locations of Upper Northwest District Residents, 2015**



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

- Seventy (70) percent of households in the Upper Northwest own at least one personal vehicle. However, similarly to the city as a whole, there is a dramatic difference in vehicle ownership rates between renters and homeowners: 47 percent of renter households have no personal vehicles and only 11 percent have two or more vehicles; only 14 percent of households that own their homes have no personal vehicles, while 41 percent have at least two. Thus, most homeowners can drive to suburban employment centers. Many renters, however, are likely to depend on public transit, walking, or biking to access jobs, which somewhat restricts their employment options to jobs that are either in the district, the metropolitan center or the few suburban employment centers to which transit connections are strong.

- Relative to the City and region<sup>1</sup>, a much higher share of the District’s workers is employed in “management, business, science, and arts” occupations (53 percent for the District compared to 40 percent in the city and 47 percent in the region). This difference is especially pronounced in the subcategory of “Education, legal, community service, arts, and media” occupations and, to a lesser extent, in “management, business, and financial” occupations.
- A significantly smaller share of district residents work in occupations related to “production, transportation, and material moving” (5 percent) than in the City (11 percent) or region as a whole (10 percent). This is likely due in part to the relative scarcity of industrial land and employment within the District or within a short commute.
- Roughly 20 percent of Upper Northwest District workers are employed in “service” occupations, which is very close to the overall average for the city (albeit somewhat higher than the average for the region). This stands in contrast to more uniformly lower income districts, where service occupations constitute the dominant category of occupations.
- The unemployment rate in the District is 12.6 percent, slightly lower than that of the city (13.9 percent) and much higher than that of the region (9.1 percent).
- Overall, District residents have significantly higher levels of educational attainment than those of the city and region as a whole.
  - Thirty-seven (37) percent have a bachelor’s degree or greater (compared to 25 percent and 35 percent citywide and region-wide, respectively). An additional 24 percent have some college and/or an associate’s degree.
  - Thirty-nine (39) percent have a high school diploma or less (compared to 52 percent and 41 percent citywide and region-wide, respectively). This includes the 13 percent of Upper Northwest District residents who lack a high school diploma or GED.

## KEY ISSUES

The following are important economic development challenges facing the Upper Northwest District:

- Disparity in wealth, crime, educational attainment, and racial composition among the District’s neighborhoods may limit access to economic opportunities and synergies within the district.

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<sup>1</sup> Throughout the Economic Development memo, “region” refers to the 11-county Philadelphia–Camden–Wilmington, PA-NJ-DE-MD Metropolitan Statistical Area, unless otherwise stated



- While the District is well connected by transit to the Metropolitan Center, regional rail is relatively expensive and less expensive forms of transit are slow and are likely to require one or more transfers. This limits employment accessibility for the many low-income renters in the district who do not have access to a personal vehicle.
- Once one of the most important retail centers in the city, the commercial center at Germantown and Cheltenham Avenues is marked by high rates of vacancy and a preponderance of low-rent tenants that offer a narrow range of goods. Revitalization of this center may be essential to stabilization of the retail and restaurant sectors in the District, which have been slowly shedding employment.
- The jobs that are located within the district are highly concentrated among a small number of economic sectors, with 42 percent within Healthcare and Social Assistance and 78 percent within that sector or Education, retail, or food service/accommodations. This lack of diversification makes the economy vulnerable if there are structural changes to these sectors.

## **MAJOR OPPORTUNITIES**

Economic development opportunities in the Upper Northwest District include:

- With its deep supply of large, high-quality, historic homes and robust network of high quality transit, and access to the Wissahickon, the District has the potential to capture a significant amount of demand and investment from young, middle-income families who “age out” of the smaller homes typical of neighborhoods closer to the metropolitan core.
- The district’s is endowed with a wide array of cultural resources, but many remain only marginally known as tourism destinations. These historic homes, sites, and natural areas can attract significant additional tourism and retail spending to the district.
- With its history of community activism and its wide array of active community-based organizations, there is significant capacity to direct actions that may improve neighborhood conditions and ensure that new investment and development have a broad and positive impact.
- There is a significant amount of vacant and underutilized land around many regional rail stations in the district which could be redeveloped to create housing and retail opportunities with strong links to the Metropolitan Center.
- The demand for rehabilitation and assisted living facilities is likely to continue to grow over the next decade; with its already dense concentration of these facilities, the Upper Northwest District stands to benefit from this trend in terms of both expanded investment and employment opportunities.

## ECONOMIC DEVELOPMENT (SPECIFIC TOPICS)

### Metropolitan and Regional Centers

*Citywide Goal: Support the growth of economic centers*

The district is linked to the Metropolitan Center through two regional rail lines with a total of eighteen stations. Each of these is only served by one rail line each, but Wayne Junction (which is served by five lines) is just outside the district boundaries. In addition, there are 8 bus lines that connect to the Broad Street line, including one that continues on to the Metropolitan Center. There are no limited access highways within the district, but the Roosevelt Expressway (which sits at its southeast boundary) and Lincoln Drive connect to the Schuylkill Expressway, providing access to the region's largest employment centers, include those in Montgomery County and near Philadelphia International Airport. See the Transportation memo for more details on these and other links.

Robust transit connections allow 30 percent of Upper Northwest District workers to commute to jobs in the Metropolitan Center, including 23 percent to the Central District and 5 percent to the University Southwest District. In total, 60 percent of workers living in the district commute to jobs within Philadelphia, including within Upper Northwest District itself (seven percent), the North District (five percent), and the Upper North District (three percent). 30 percent commute to the nearby Pennsylvania suburbs, especially those to regional employment hubs such as Valley Forge and Bala Cynwyd.

Only a small share of workers employed in the Upper Northwest District (three percent) commute from locations within the Metropolitan Center. The Upper Northwest District itself is home to the largest concentration of workforce, with 15 percent of district jobs held by district residents. Sixty (60) percent of jobs in the Upper Northwest District are held by Philadelphia residents, including a large concentration of workers commuting from the adjacent Upper North District (11 percent) and significant, but smaller, concentrations from the North (five percent), Lower Northeast (four percent), Lower Northwest (three percent), West (three percent), and Lower North (three percent). The vast majority of those who are not Philadelphia residents reside in the Pennsylvania suburbs (30 percent of all workers), especially from adjacent Wyndmoor, Flourtown, and Cheltenham.

**Table 2.2: Employment in the Upper Northwest District, 2002-2015**

	Upper Northwest				
	#	2002 %	#	2015 %	% growth
Health Care and Social Assistance	6,672	38.6%	7,013	42.0%	5.1%
Educational Services	2,822	16.3%	2,854	17.1%	1.1%
Retail Trade	2,017	11.7%	1,813	10.9%	-10.1%
Accommodation and Food Services	1,242	7.2%	1,290	7.7%	3.9%
Other Services (excluding Public Administration)	924	5.3%	773	4.6%	-16.3%
Administration & Support, Waste Management and Remediation	406	2.3%	469	2.8%	15.5%
Real Estate and Rental and Leasing	345	2.0%	425	2.5%	23.2%
Arts, Entertainment, and Recreation	528	3.1%	369	2.2%	-30.1%
Professional, Scientific, and Technical Services	411	2.4%	338	2.0%	-17.8%
Construction	561	3.2%	308	1.8%	-45.1%
Manufacturing	312	1.8%	220	1.3%	-29.5%
Finance and Insurance	245	1.4%	217	1.3%	-11.4%
Wholesale Trade	216	1.2%	208	1.2%	-3.7%
Information	282	1.6%	156	0.9%	-44.7%
Management of Companies and Enterprises	25	0.1%	155	0.9%	520.0%
Transportation and Warehousing	124	0.7%	67	0.4%	-46.0%
Utilities	133	0.8%	8	0.0%	-94.0%
Public Administration	18	0.1%	4	0.0%	-77.8%
Agriculture, Forestry, Fishing and Hunting	2	0.0%	0	0.0%	-100.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	0	0.0%	
Total	17,285	100.0%	16,687	100.0%	-3.5%

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

- Forty-four (42) percent of jobs (7,000) in the District are in the Health Care and Social Assistance economic sector, more than double the concentration in the region overall (18 percent) and significantly greater than of the city of Philadelphia as a whole (24 percent). This sector grew by five percent from 2002-2015 (from 6,700 jobs). While the largest employer in this sector is Chestnut Hill Hospital (800), the majority of these jobs are scattered in smaller healthcare organizations, including rehabilitation centers, behavioral health organizations, community health centers, and assisted living facilities.

**Table 2.3: Employment in the Upper Northwest District, Philadelphia, and the Philadelphia Metropolitan Statistical Area (MSA), 2015**

	Upper Northwest		Philadelphia		Philadelphia MSA	
	#	%	#	%	#	%
Health Care and Social Assistance	7,013	42.0%	159,755	23.6%	496,599	17.9%
Educational Services	2,854	17.1%	83,939	12.4%	265,727	9.6%
Retail Trade	1,813	10.9%	54,031	8.0%	306,029	11.0%
Accommodation and Food Services	1290	7.7%	57,920	8.5%	203,661	7.3%
Other Services (excluding Public Administration)	773	4.6%	24,306	3.6%	95,557	3.4%
Administration & Support, Waste Management and Remediation	469	2.8%	31,234	4.6%	179,587	6.5%
Real Estate and Rental and Leasing	425	2.5%	9,596	1.4%	37,433	1.3%
Arts, Entertainment, and Recreation	369	2.2%	12,183	1.8%	46,115	1.7%
Professional, Scientific, and Technical Services	338	2.0%	50,608	7.5%	225,581	8.1%
Construction	308	1.8%	13,488	2.0%	113,222	4.1%
Manufacturing	220	1.3%	20,915	3.1%	183,568	6.6%
Finance and Insurance	217	1.3%	35,802	5.3%	174,346	6.3%
Wholesale Trade	208	1.2%	16,719	2.5%	120,545	4.3%
Information	156	0.9%	15,332	2.3%	52,318	1.9%
Management of Companies and Enterprises	155	0.9%	12,910	1.9%	57,971	2.1%
Transportation and Warehousing	67	0.4%	32,563	4.8%	96,016	3.5%
Utilities	8	0.0%	5,221	0.8%	16,209	0.6%
Public Administration	4	0.0%	41,502	6.1%	93,380	3.4%
Agriculture, Forestry, Fishing and Hunting	0	0.0%	69	0.0%	9,952	0.4%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	3	0.0%	798	0.0%
All Workers	16,687	100.0%	678,096	100.0%	#####	100.0%

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

- With 2,900 jobs, Educational Services account for the next largest concentration of jobs in the Upper Northwest District (17 percent of the total). This represents a significantly greater concentration of such jobs than in Philadelphia (12 percent) and the Philadelphia Metropolitan Statistical Area (MSA) as a whole (10 percent). While the School District of Philadelphia is by far the largest employer in this sector, the Upper Northwest is also home to a large number of private educational institutions, including many of the oldest and most prestigious in the region, including Chestnut Hill College (500 jobs), Germantown Friends School (300 jobs), Springside Chestnut Hill Academy (300 jobs), and the Pennsylvania School for the Deaf (200 jobs). The number of jobs in this sector has remained quite stable, growing by only one percent from 2002 to 2015.
- In 2014, the third and fourth largest sectors in the District were Retail Trade and Accommodation and Food Services, which constitute most of the employment opportunities along Germantown Avenue and the District's many smaller commercial nodes. Combined, these sectors account for 19 percent of jobs in the District, a similar concentration as in the city and region as a whole. Although the number of jobs in these sectors fell by five percent from 2002 to 2015, the commercial corridors along Germantown Avenue in both Chestnut Hill and Germantown Avenue remain critical to the cultural identity of the district and provide a crucial source of employment for District residents. For more detail on commercial corridor conditions, see the Neighborhoods memo.
- Production, distribution, and repair industries play a minor role in the Upper Northwest District's employment base, combining for only 500 jobs (3 percent of total) in 2014, compared to 10 percent of all jobs in Philadelphia and 14 percent of all jobs in the region. While these industries have

never been a source of economic strength for the region, this represents a continued decline, falling by 24 percent, from 650 jobs in 2002.

- There are several major economic sectors that play a major role in the city's and region's economies, but which have only a minimal presence in the Upper Northwest District. In 2014, Finance and Insurance; Professional, Scientific, and Technical Services; and Public Administration together represented 19 percent of jobs in the City and 18 percent of jobs in the region, but combined for only 560 jobs total (3 percent of all jobs), District-wide.

## **Industrial Land**

*Citywide Goal: Target industrial lands for continued growth and development*

Production, distribution, and repair jobs constitute a very small share of employment in the Upper Northwest District and there are no such businesses among the District's top employers. Relatedly, there is very little industrial land in the District, either in active or inactive use. PIDC's Philadelphia Industrial Land and Market Strategy (PIDC, 2010) includes a map of all major industrial districts in the city; none of these are located within the boundaries of the Upper Northwest District. While industrial preservation and revitalization strategies are not generally applicable on a broad scale in the Upper Northwest, legacy industrial land still accommodates active firms, and some vacant portions could be reactivated to provide services to residents and businesses.

## **Institutions**

*Citywide Goal: Grow Philadelphia's strong institutional job sector*

As a primarily residential area, the Upper Northwest District is home to few major educational or medical institutions. LaSalle University accounts for approximately 6,500 jobs.<sup>2</sup> Chestnut Hill College accounts for 500 jobs on-site. In addition, the District is home to one community hospital, Chestnut Hill Hospital, which is its largest employer other than LaSalle, with approximately 800 jobs.

With only 14 school district-affiliated schools within its borders, the Upper Northwest District has few public schools relative to its population and size. These include one high school (Dr. Martin Luther King, Jr.), 10 neighborhood primary and middle schools, a magnet that serves grades 6 to 12 (Hill-Freedman World Academy), and two non-renaissance charter schools (Wissahickon Charter School's Awbury Campus, K-8; and Mastery Charter School at Pickett, 6-12). In addition, roughly half the District is within the catchment of Roxborough High School, which is in the Lower Northwest District. Germantown High

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<sup>2</sup> While the majority of LaSalle University's campus lies within the Upper North District, a few buildings are located on the west side of Wister Street, within the Upper North District.

School, closed in 2013, once served most of the district's population. The large building in Central Germantown is awaiting reuse.

While the Upper Northwest District has disproportionately few public schools, it also has far more private schools than most districts in Philadelphia. DePaul Catholic School and Holy Cross School are independent Catholic schools and the Archdiocese of Philadelphia operates Our Mother of Consolation School. There are also seven independent private schools, including some of the oldest and most prestigious in the Delaware Valley: Germantown Friends School (K-12), Springside Chestnut Hill Academy (PreK-12), Green Tree School (PreK-12), Pennsylvania School for the Deaf (PreK-12), Greene Street Friends School (PreK-8), Creffield School (7-12), and the Waldorf School of Philadelphia (PreK-8)

### **Cultural Resources**

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

Recreation centers and libraries are critical cultural institutions that bind neighborhoods. There is a dense concentration recreation centers and libraries within the Upper Northwest District which are identified and described in the Neighborhoods Memo. Many have a wide array of athletic and cultural programming. In addition, are two Boys and Girls Club locations in Germantown: Wissahickon Boys & Girls Club and Germantown Boys & Girls Club.

The Upper Northwest District has a robust network of community-based cultural, arts, and entertainment organizations. In total, according to the Reinvestment Fund's CultureBlocks application, the Upper Northwest District is home to 86 non-profit organizations that focus partly or entirely on the advancement of arts and culture. This includes "Friends of..." groups for the District's libraries, parks, and recreation centers; historical societies and institutions; and organizations devoted to the support of the visual arts, music, and dance. These neighborhood institutions play an important role in the cultural resources of the Upper Northwest District. In addition to these non-profits, there are also 221 cultural businesses in the District (including 33 architecture firms, 19 art galleries, six schools for dance, and four newspapers.).

### **Recommended Follow-Up**

- Work with commercial corridor managers to diversify businesses and services and support the efforts of small, local businesses, especially in and near downtown Germantown. This should include outreach and education on the Commerce Department's existing programs that could provide financial assistance.
- Work with the District's many community development corporations and civic associations to help link residents and business owners with the City's economic development and assistance programs.
- Foster connections among these civic and community-based organizations to align goals, improve capacity, and leverage the resources of the disparate neighborhoods of the District.

- Continue to market the District's many cultural and historical institutions and natural resources to attract additional tourism and spending and local businesses.

## LAND MANAGEMENT

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

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### SUMMARY OF EXISTING CONDITIONS

Land use in the Upper Northwest District has been shaped by topography and transportation patterns over more than three centuries of development and redevelopment. Today, the top three land uses by acreage in the Upper Northwest District are residential (59%), park/open space (18%), and civic/institution (10%).

The district is home to a variety of housing types, but single-family homes predominate. The majority (43%) of residential properties are single-family rowhouses, followed by semi-detached single-family homes (32%). While only 15% of the district's residential properties are developed with single-family detached homes, this land use makes up 48% of the total residential acreage due to their larger parcel size. There are very few multi-family parcels (9% of residential uses).

Commercial and civic/institution uses are concentrated along Germantown Avenue, which serves as the district's historic spine and primary thoroughfare. Almost a fifth of the district is parks and open space, as it is home to a wealth natural resource assets including Wissahickon Valley Park and many neighborhood parks and greenspaces.

Vacant land and both partially and fully vacant structures are highly concentrated below Washington Lane. Robust property values in Mount Airy and Chestnut Hill have traditionally mitigated conditions that lead to vacancy. Storefront vacancy tends to be higher on smaller corridors and the southern half of Germantown Avenue.

In addition to base zoning districts, four zoning overlay districts cover portions of the Upper Northwest. There are two Neighborhood Commercial Area overlays, one of which limits the types of businesses that can open in Lower Germantown and another of which regulates height, width and commercial floor area in Chestnut Hill. The other two overlays limit ground disturbance and development impacts on the Wissahickon Creek.

Inconsistent zoning, where zoning designations do not match existing land use, is mainly found in residential districts, where single-family residences zoned multi-family, and vice-versa. Germantown Avenue also contains several inconsistently zoned parcels. There have been no recent efforts to comprehensively rezone any portion of the district.

The two regional rail lines, Chestnut Hill West and Chestnut Hill East, serve much of the district. These rail lines induced much of the district's development between about 1850 and 1930. Most of the district's



larger multifamily residential buildings are located close to stops on these two lines, but many stops are areas with lower residential density and levels of commercial activity.

### **KEY ISSUES**

- Concentration of vacancy, and other land use issues, in Germantown, particularly east of Germantown Avenue
- Mismatch between zoning and land use
- Low density land use adjacent to valuable transit resources
- High vacancy rates on commercial corridors

### **MAJOR OPPORTUNITIES**

- Identify transit-oriented development opportunities near regional rail stations
- Rezone commercial corridors to increase consistency and encourage mixed-use, walkable redevelopment
- Rezone low-density areas far from commercial amenities and transit and in ecologically sensitive areas to limit new development
- Review NCA Overlays for adverse impacts on commercial activity and small businesses.

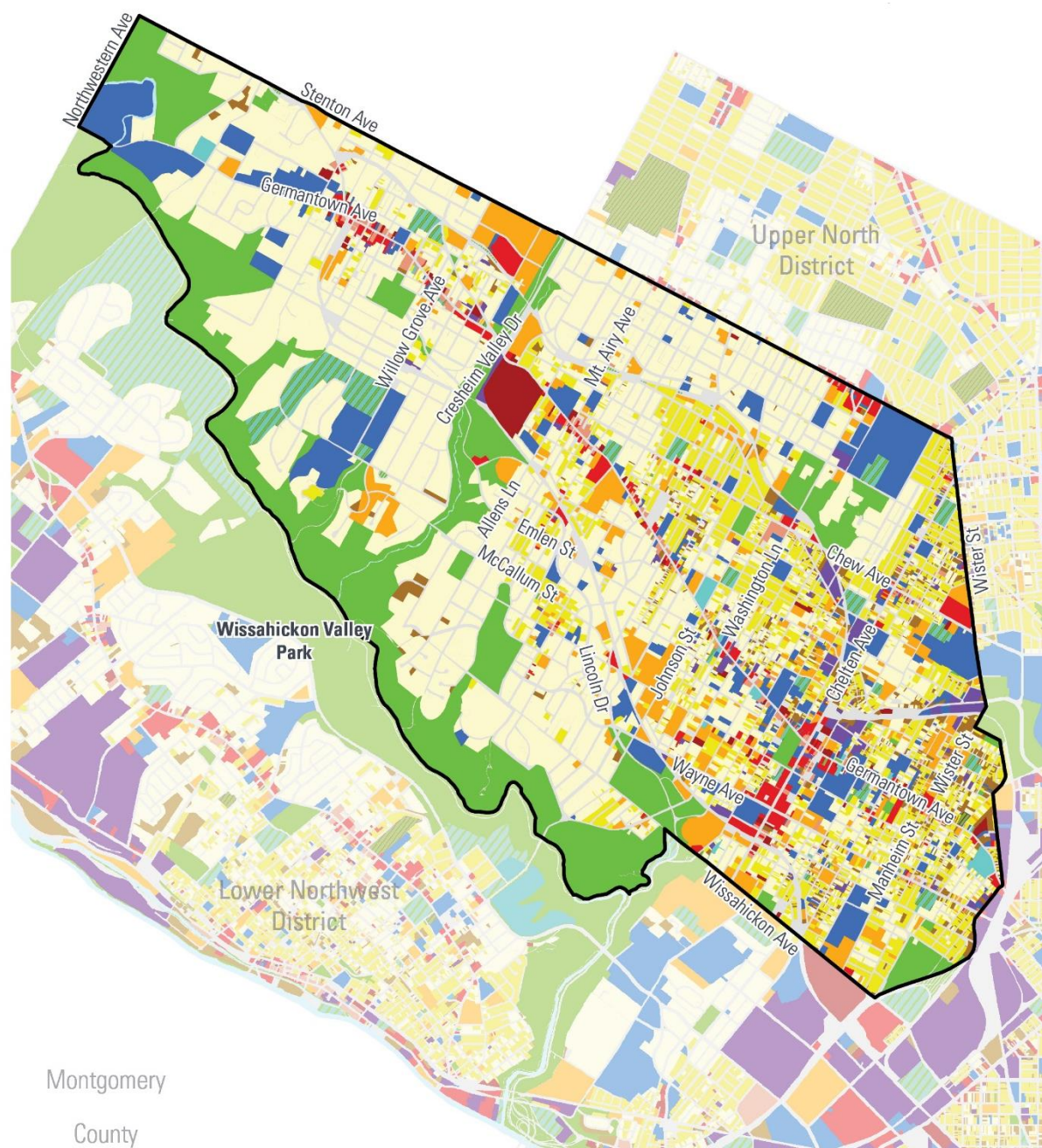
### **LAND MANAGEMENT (SPECIFIC TOPICS)**

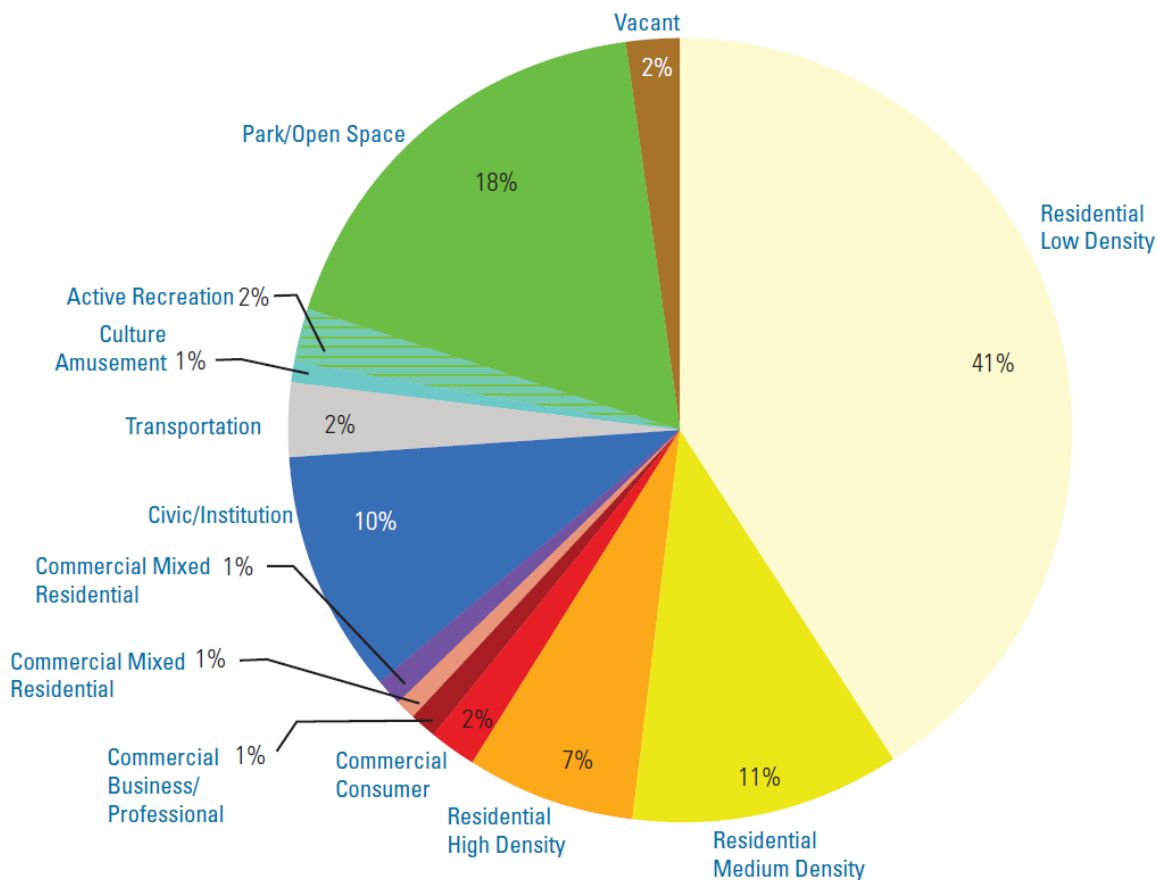
#### **Land Use & Zoning**

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

#### Land Use

The charts and maps in this section reflect the current pattern and relative quantity of land uses within the Upper Northwest District, as surveyed by the Philadelphia City Planning Commission between 2015 and 2017.

**Figure 3.1: Land Use in the Upper Northwest District**

**Figure 3.2: Land Use by Area in the Upper Northwest District**

The land use survey reveals that residential and park/open space are the main uses, with 59% of total land area used for residential, and a distant second of 18% used for park/open space. About 43% of residential parcels (38% of all parcels) are single-family residential rowhouses. Due to their compact parcel size, they comprise only 7% of the total acreage in the district. The majority of rowhouses are concentrated in the eastern end of the district, in Germantown, East Germantown, Blue Bell Hill, and East Mount Airy.

Two other types of housing make up most of the remaining residential uses in the district: twin houses (residential semi-detached) comprise 32% of residential parcels and 28% of total parcels; followed by detached houses, which are 15% of all residential parcels and 13% of the total parcels. Chestnut Hill, West Mount Airy, and the northern part of East Mount Airy contain the majority of the detached and semi-detached housing.

Though detached houses account for about an eighth of total land use by parcel, due to their larger parcel size, they comprise 28% of the total acreage in the district.

There are relatively few multi-family residential uses in the Upper Northwest District. All multi-family housing, including single-family home conversions, apartment houses or condos, and dormitories, accounts for only 9% of all residential parcels, and 8% of total parcels. Multi-family housing is scattered

throughout the district, with more multi-family residential uses in the eastern half of the district in Germantown, East Germantown, Blue Bell Hill, and East Mount Airy. Small concentrations of multi-family are visible along the eastern portion of the Chestnut Hill West line and on Greene Street in Germantown, as well as scattered parcels on Germantown Avenue.

Of multi-family buildings, 70% contain four units or fewer. Only about 1% of parcels are used for apartment houses with five or more units, and less than one tenth of one percent of district parcels are used for dormitories. Residential care facilities, where occupants receive help with physical or social needs on-site, comprise less than 1 percent of parcels.

The relatively high percentage (18%) of park/open space acreage is partly due to the inclusion of one bank of Wissahickon Valley Park in the district, and the figure is further bolstered by the district's ample neighborhood parks. Almost the totality of park and open space acreage, 99.78%, is open space available for public use, with the remaining 0.22% comprised of Hood Cemetery, 0.14%, and three parcels of other park/open space, 0.08%.

There are many civic/Institutional uses in the district—10% of the total land area—over half of which is classified as educational. This reflects the multitude of public, charter, private, and parochial K-12 schools in the Upper Northwest. Higher education facilities also contribute to the total with campuses: Chestnut Hill College is in at the northwestern end of the district, part of LaSalle University's campus extends into the district's eastern edge, and the Lutheran Theological Seminary is at the north end of Mount Airy. About a fifth of institutional and civic land in the district is used for places of worship, which are scattered throughout the district, with concentrations along Germantown Avenue. There are several larger parcels with religious uses, including the Convent of Sisters of Chestnut Hill (9701 Germantown Avenue).

Only 4% of land area in the Upper Northwest District consist of commercial uses, which are clustered along Germantown Avenue, with smaller clusters on Cheltenham, Chew, and Stenton Avenues. About three-quarters of commercial land area is used solely for consumer or business/professional uses. These uses are concentrated on Cheltenham Avenue south of Germantown Avenue, and are also peppered along Germantown Avenue amongst commercial-residential mixed uses, which comprise the remaining quarter of commercial uses. Most of these uses are rowhouse structures and larger purpose-built structures on commercial corridors, with commercial uses on the lower floors and residential above.

Transportation facilities, excluding street rights-of-way, occupy 3% of the land area in the district. The Chestnut Hill East and West Regional Rail train lines occupy most, 65%, of the district's transportation uses. Parking is the second largest transportation use, at 27%. This category includes all public and private parking garages but does not include parking that is accessory to individual homes unless it has shared parking. Parking uses are single-lots or two-to-three lot clusters, peppered mostly in Germantown. A handful of parking lots accommodate visitors to the Chestnut Hill, Mount Airy, and Germantown commercial corridors. The remaining transportation facilities are facilities that service trucks, buses or taxis, including the Chestnut Hill Loop and the Germantown Garage.

Industrial uses occupy the least amount of land out of any 1-digit code category (except for water), at less than 2% of land in the Upper Northwest. They are concentrated along the eastern end of the Chestnut

Hill East line, between the Wister, Germantown, and Washington Lane stations. The plurality of industrial uses, 32%, are “other industrial”, which are either a mix of industrial operations leaning toward traditional production or vacant industrial sites where the former use is unknown. The remaining industrial uses are evenly distributed across the following categories: construction, 18%; utilities, 17%; warehousing and distribution, 14%; and other production, distribution, repair, and maintenance, 13%.

### Zoning

Like most districts outside of the Central District, the Upper Northwest is zoned predominantly for residential use. Residential zoning categories make up 77% of the land in the district. Single-family zoning accounts for 90% of the total residentially zoned areas. Single family zoning is evenly split between low-density residential detached (RSD-1, RSD-3), and medium-density residential semi-detached or attached (RSA-1, RSA-2, RSA-3, RSA-5). RSD-1 and RSD-3 zoning districts are concentrated in Chestnut Hill and West Mount Airy, with pockets in East Mount Airy, and Blue Bell Hill. RSA-1, RSA-2, RSA-3, RSA-5 are concentrated in Germantown, East Germantown, Blue Bell Hill, and East Mount Airy, as well as in a small radius surrounding Germantown Avenue in Chestnut Hill.

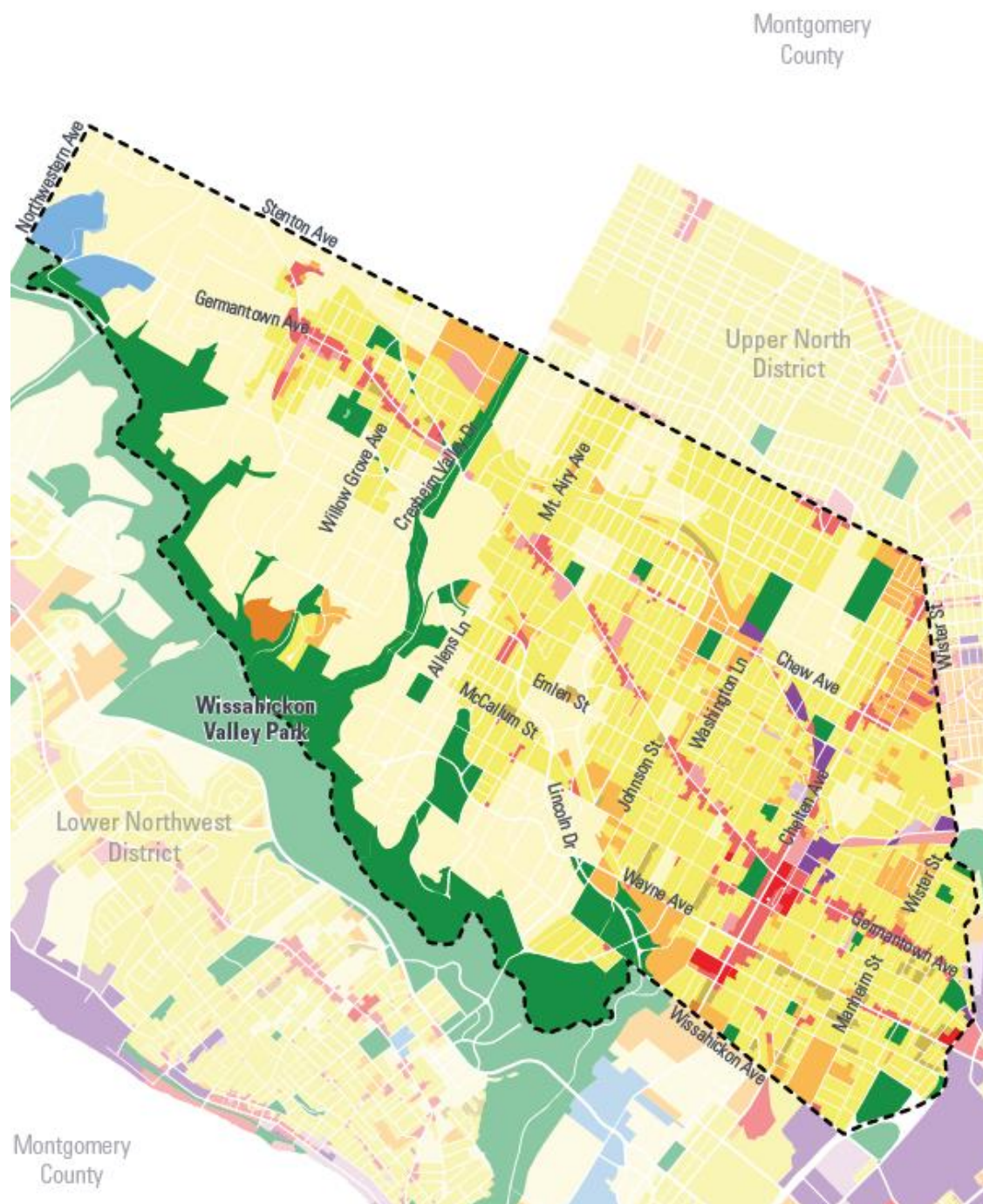
Only 10% of residentially zoned acres are zoned multi-family. Of the multi-family districts, the current zoning is split evenly between RM-1 (subdivided rowhouses), RM-2 (small apartment buildings), and RM-3 (medium-density apartment buildings). Multi-family zoning classifications are concentrated along the eastern end of the Chestnut Hill West line, between Cheltenham Avenue, Tulpehocken, and Upsal stations, as well as along the Chestnut Hill East line between Washington Lane and Stenton stations. There are several other pockets of multi-family zoning in Germantown and East Germantown, the largest of which is in the latter.

Over half the regional rail stations in the district are encircled by low- to medium-density residential and/or low-density commercial zoning districts: Carpenter, Allen Lane, St. Martins, and Highland stations on the Chestnut Hill West line; and Wister, Washington Lane, Stenton, Sedgwick, Mount Airy, Wyndmoor, and Gravers on the Chestnut Hill East line. Remapping could facilitate higher density and transit-oriented development around these transit nodes. This would also build on the recommendations of the Germantown and Nicetown Transit-Oriented Plan (PCPC, 2008) and Central Germantown Business District Beautification Plan (PCPC, 2014).

Special Purpose Parks & Open Space, SP-PO-A, is the second largest zoning district after residential, 16% of the total land. Most land zoned SP-PO-A is comprised of the Wissahickon Valley Park, with a scattering of other parcels throughout the district.



**Figure 3.3: Zoning Map of Upper Northwest District**



Commercial zoning is 6% of total acres, over half of which is CMX-2 and CMX-2.5, neighborhood commercial mixed-use for pedestrian-friendly commercial nodes and corridors. Most land zoned for commercial uses is located along Germantown Avenue. There are also smaller concentrations of neighborhood commercial mixed-use zoning on Cheltenham Avenue, particularly near the intersection with Germantown Avenue, and on Chew Avenue around the intersection with Cheltenham Avenue. Auto-oriented commercial, CA-1 and CA-2, is the next most prevalent commercial zoning district, constituting 23% of all commercially-zoned land. These zoning districts are peppered along the entire length of Germantown Avenue, and on Belfield Avenue between East Wister Street and East Church Lane, around Wister Station on the Chestnut Hill East line.

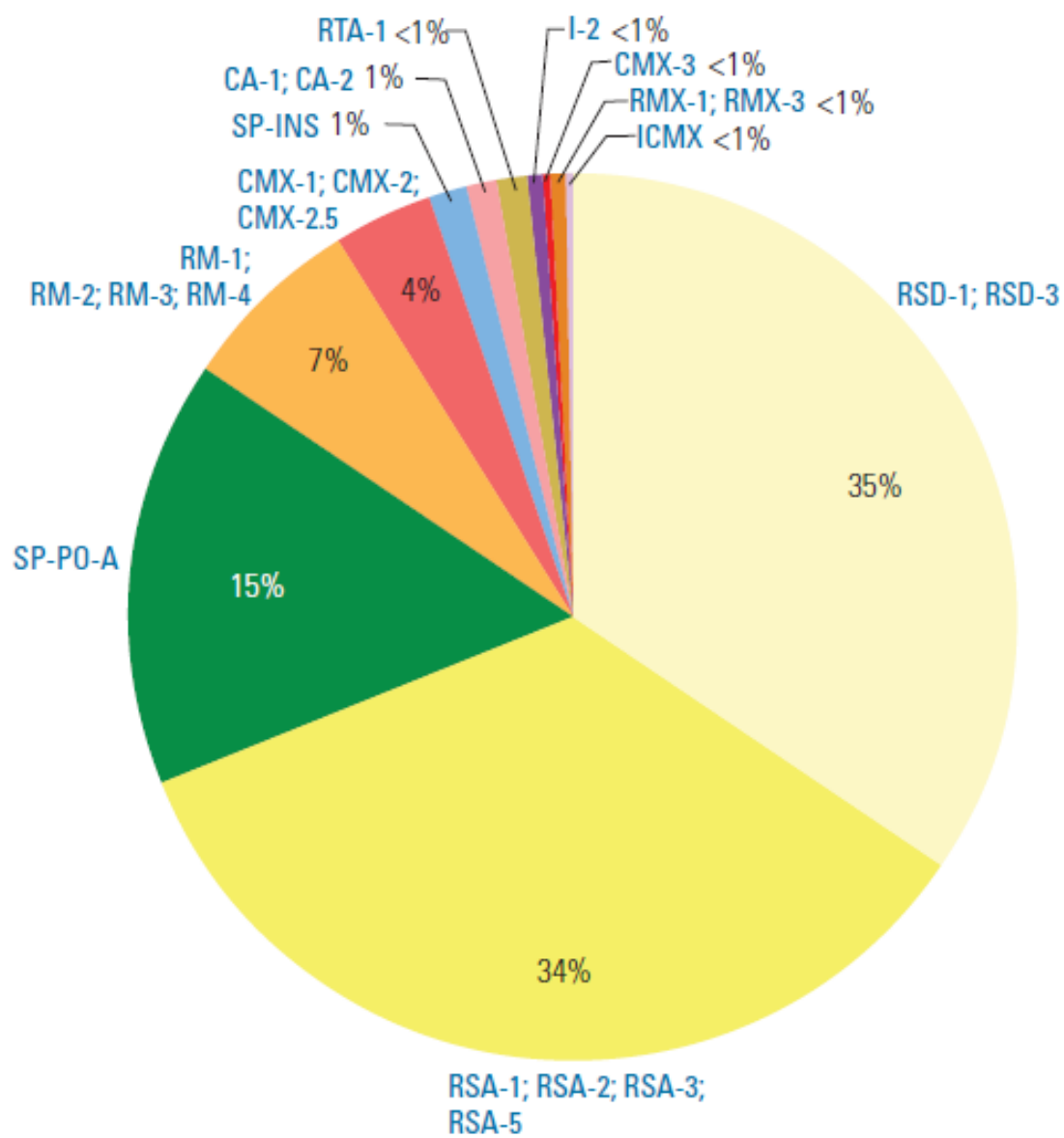
Industrial zoned land accounts for less than one percent of the total land, including I-2, medium industrial, and ICMX, light industrial-commercial mixed-use. All industrially-zoned land is in the lower section of the district, mainly in East Germantown.

There are several zoning overlays in the district:

- Wissahickon Watershed Overlay District (WWO)
- Open Space and Natural Resources - Steep Slope Protection Area (SSPA)<sup>3</sup>
- Lower and Central Germantown Neighborhood Commercial Area (NCA) Overlay district
  - Bounded by Old Stenton Avenue, Logan Street, Belfield Avenue, Baynton Street, Walnut Lane, Wayne Avenue, Rittenhouse Street, Morris Street, and Berkley Street.
  - Prohibits certain uses in Commercial districts: barber and/or beauty shops, manicure/nail salons, retail sales of beauty products and/or wigs, retail sales of telecommunications equipment, retail sales of variety/general store merchandise in stores less than 7,500 square feet, furniture stores
- Germantown Avenue NCA overlay district
  - Covers all commercially-zoned properties (except for properties zoned CMX-1) fronting on Germantown Avenue between Chestnut Hill Avenue and Cresheim Valley Drive.
  - Regulates height, limitations on floor area used for commercial purposes, and building width.

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<sup>3</sup> SSPA & WWO are coterminous. More detail in the Land Suitability section.

**Figure 3.4: Zoning in the Upper Northwest District as a Proportion of Land Area**



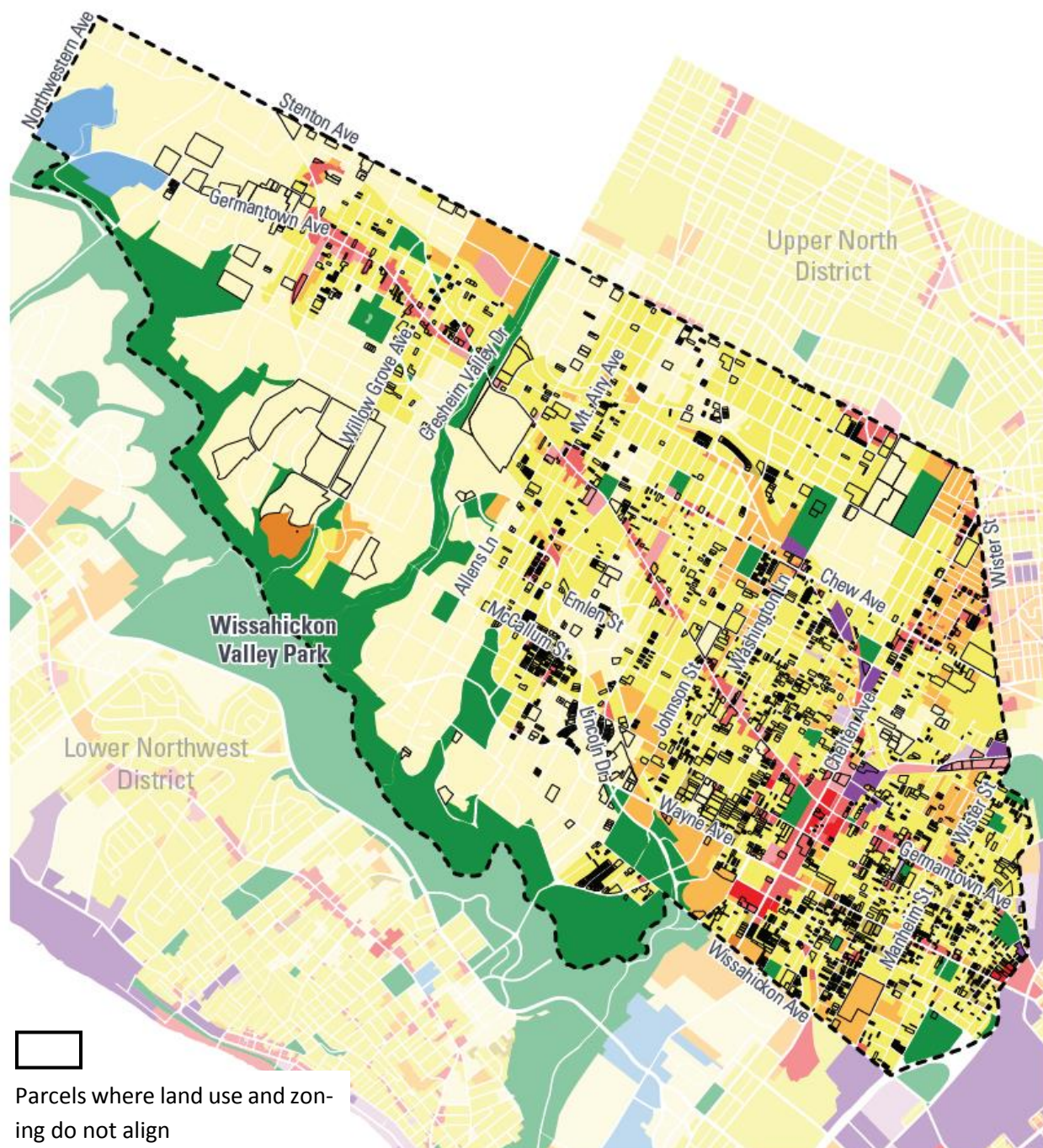
<b>Table 3.1. Existing Zoning by Acreage</b>		
Zoning District	Land Area (acres)	Percent Total Land Area
CA-1	50.01	0.93%
CA-2	16.61	0.31%
CMX-1	20.86	0.39%
CMX-2	81.93	1.52%
CMX-2.5	91.61	1.70%
CMX-3	21.68	0.40%
I-2	32.82	0.61%
ICMX	12.12	0.23%
Total Industrial & Commercial	327.64	0.06%
RM-1	140.26	2.61%
RM-2	126.83	2.36%
RM-3	91.56	1.70%
RM-4	5.27	0.10%
RMX-1	20.04	0.37%
RMX-3	1.27	0.02%
RSA-1	201.83	3.75%
RSA-2	318.63	5.92%
RSA-3	870.76	16.18%
RSA-5	457.38	8.50%
RSD-1	1173.46	21.80%
RSD-3	690.90	12.83%
RTA-1	47.99	0.89%
Total Residential	4146.19	77.02%
SP-PO-A	835.86	15.53%
SP-INS	73.57	1.37%
Total Special Purpose	909.43	16.89%
Grand Total	5383.26	100.00%

**Table 3.1 Zoning Districts Located Within Flood Areas**

Zoning District	100-Year Flood Land Area (acres)	100-Year Flood % Total Area	500-Year Flood Land Area (acres)	500-Year Flood % Total Area
SP-INS	20.21	23.40%	1.81	16.63%
RSD-1	33.02	38.24%	0.46	4.26%
SP-PO-A	33.11	38.35%	8.59	79.11%
Total	86.34	100.00%	10.86	100.00%

### Zoning & Land Use Inconsistencies

**Figure 3.5: Inconsistent Zoning.** Black outlines indicate parcels where the land use is inconsistent with the current zoning.



In the Upper Northwest, 846 acres of land, 16% of the total land area, consists of parcels where existing land uses are inconsistent with the underlying zoning district. This is an extremely high percentage compared to the city as a whole. Only two *Philadelphia2035* planning districts had a higher percentage of inconsistently zoned acres: Lower Northwest (24%) and University Southwest (16%).

Neighborhoods throughout the district have inconsistently zoned parcels, but the largest concentrations are in Germantown, East Germantown, Blue Bell Hill, and West Mount Airy.

Properties zoned RSD-1 and RSD-3 (low-density residential) make-up the largest portion, 41%, of acres that are zoned inconsistently with their land use, comprising 23% and 19% of inconsistently zoned acres, respectively.

This can be explained partially by the fact that low-density residential parcels are larger to begin with. Much of the acreage inconsistently zoned RSD are large parcels used for civic/institutional, park and open space, or active recreation, including: Philadelphia Cricket Club, Springside Chestnut Hill Academy, New Covenant Church, Chestnut Hill Hospital, the former Ada H. Lewis Middle School (1102-1196 Tulpehocken Street), part of Awbury Playground, Parkway Northwest High School, Woodmere Museum, and part of the Norwood-Fontbonne Academy campus (1 East Sunset Avenue).

Parcels inconsistently zoned RSA-3 constitute 22% of total inconsistent acreage. RSA-5, RSA-1, and RSA-2 follow shortly thereafter, with 6%, 5%, and 5%, respectively, of the total inconsistently zoned acreage. Total, RSA base districts are 38% of inconsistently zoned acres.

Throughout the district, the land use of properties inconsistently zoned RSA-1, RSA-2, RSA-3, and RSA-5 is highly varied, and include: industrial, cultural/amusement, civic/institutional, commercial, and multi-family residential. In Germantown, particularly in the area bounded by Cheltenham Avenue, Wayne Avenue, Johnson Street, and Washington Street, many of the RSA-zoned properties are being used as multi-family residential properties.

The opposite is true in East Germantown; many of the parcels zoned multi-family are used as single-family residential. In the area bounded by Cheltenham Avenue, Chew Avenue, and Wister Street, the zoning is predominantly multi-family while only one large and one rowhouse-sized parcel are being used for multi-family. The same is true for the properties surrounding Chew Avenue between East Washington Lane and East Upsal Street.

Parks and open space, SP-PO-A, comprises 5% of the inconsistently zoned parcels. These can largely be explained by properties located within parks, such as the recreation center in Fernhill Park, and the Caroline Cope Farm within Awbury Arboretum Agricultural Village.

Along Germantown Avenue, there are several instances of single-family residential zoning that are currently being used for multi-family, commercial, or commercial mixed-use, such as between East Johnson Street and East Upsal Street.

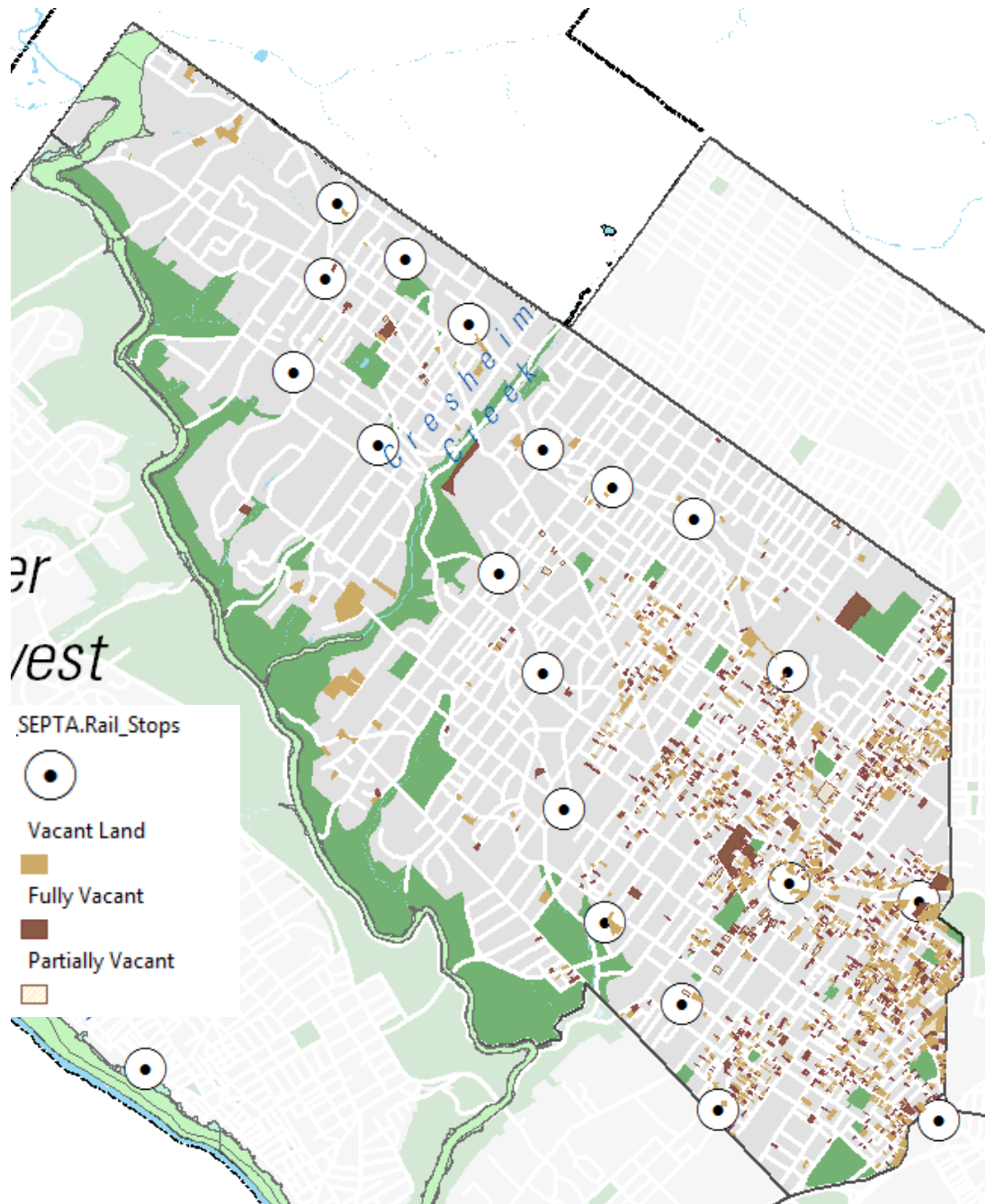
Also of note are the parcels zoned CA-1 between the Chestnut Hill East rail line, Belfield Avenue, East Church Lane, and North Wister Street, which are currently being used for transportation, industrial, and

civic/institutional. Immediately north and south of them, flanking the Wister regional rail station, are vacant industrial structures zoned I-2 and RSA-3, respectively.

### Vacant Land and Structures

Citywide Goal: *Manage and reduce vacancy*

**Figure 3.6: Vacant Land and Structures**





### Vacant Land

In the Upper Northwest, 4% of the total parcels are vacant land. The 1,184 vacant parcels constitute 126.48 acres, 2.35% of the total land in the district. These parcels are concentrated in Germantown, East Germantown, and Blue Bell Hill. A notably high concentration of vacant parcels is located in the far eastern end of the district, with multiple vacant parcels on almost every block.

There are large vacant parcels within one block of the following regional rail stations: Wister (5139 Rubicam Street, 423 East Ashmead Street—owned by PRA, 313 East Brighthurst Street—owned by Public Property), Germantown (227 Church Lane, 168-178 East Cheltenham Avenue—individually deeded except 176-78 East Cheltenham Avenue), Tulpehocken (46 Wayne Avenue), and Washington Lane (700 East Johnson Street). None of the privately-owned vacant parcels listed above are tax delinquent.

Among the commercial corridors, Cheltenham Avenue, Chew Avenue, and the southern half of Germantown Avenue, have notable concentrations of vacancy (land, buildings, and partially vacant).

There is almost no vacant land in East Mount Airy, West Mount Airy, or Chestnut Hill, specifically the part of the district west of East Mount Pleasant Avenue, and north of Chew Avenue, east of Upsal Street.

### Vacant Structures

The Upper Northwest District contains 943 fully vacant and 142 partially vacant buildings, consisting of 4% of the buildings in the district. Most fully vacant structures, 83%, are residential, while almost all the partially vacant structures, 94%, are commercial. There are 37 fully vacant industrial buildings, constituting a quarter of all industrial buildings. The 108 fully vacant and 134 partially vacant commercial buildings; together they constitute over a fifth, 22%, of all commercial buildings.

As with vacant land, vacant structures are almost entirely located within the eastern half of the district. The two largest fully-vacant structures in the district are the former Germantown High School and Ada H. Lewis school buildings. There are clusters of vacant and partially vacant properties on the eastern half of Germantown Avenue, Cheltenham Avenue south of Germantown Avenue, and Chew Avenue near the intersection with Cheltenham Avenue.

There is a 70,000-square-foot vacant building on the north side of Wister Station, owned by La Salle University, and two vacant industrial buildings, one 8,200 square feet and one 15,396 square feet, on the south side of the station, both privately owned. The 8,200-square-foot property (423-31 Collom Street) is tax-delinquent and could be considered for Sheriff's sale.

These vacant buildings, particularly the tax-delinquent one, are transit-oriented redevelopment opportunities.

## Land Suitability

Citywide Goal: *Protect sensitive lands from overdevelopment*

### Floodplain and Steep Slope Areas

Only 86 acres in the district, or 1.60% of total land, are in the 100-year floodplain, and a mere 11 acres are located in the 500-year floodplain. Over a third of 100-year floodplain acreage, and over three-quarters of 500-year floodplain acreage is zoned SP-PO-A, and is located Wissahickon Valley Park. Chestnut Hill College's campus comprises the 20.21 acres zoned SP-INS that fall within the 100-year floodplain. A section of Morris Arboretum also falls within the 100-year floodplain, and is currently zoned RSD-1, comprising the remaining third, 38%, of land in the 100-year floodplain.

The Wissachikon Watershed Overlay (WWO) covers more than half the district, and establishes limits on the amount of impervious ground cover (including buildings, paving, and streets) that can be placed on a property. The WWO also requires earth moving plans for all properties except those within Category 5 on the Impervious Coverage Map or if the earth moving or additional impervious coverage will be less than 500 square feet.

A Steep Slope Protection Area (SSPA) also covers more than half the district, and is coterminous with the WWO. Development on these parcels is not permitted at slopes of 25 percent or greater and requires an earth moving plan to mitigate erosion where slopes are between 15 and 25 percent. The vast majority of vacant parcels and structures in the district are located outside these protection areas. For the parcels that remain, or projects that add density around regional rail stations within the SSPA/WWO, construction projects will need to be evaluated on a case-by-case basis due to these environmental regulations.

Most of the district north and east of Germantown Avenue drains to the watershed of the former Wingohocking Creek, which has been entirely channelized into a sewer. The south branch of the creek valley roughly coincides with the Chestnut Hill East line's right of way. This system is heavily impacted by urban runoff, and heavy rains have overwhelmed the system.

### **Recommended Follow-Up**

- Pursue zoning remapping to define, preserve, and strengthen neighborhood commercial corridors.
- Consider a Transit-Oriented Development Overlay around certain regional rail stations, particularly those currently surrounded by larger vacant parcels.
- Pursue corrective zoning changes to protect intact residential neighborhoods, particularly where single-family residential uses are zoned multi-family, and to accurately reflect current land use where changes are not recommended.
- Review the Lower and Central Germantown NCA Overlay's impacts and impediments to commercial activity and business development.

- Consider stronger incentives for stormwater retention for properties in the Wingohocking watershed, similar to existing zoning regulations for the Wissahickon watershed.



## **TRANSPORTATION**

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

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### **SUMMARY OF EXISTING CONDITIONS**

The Upper Northwest District is predominantly residential in character. Its neighborhoods were originally developed around Regional Rail access to Center City and University City jobs. Today, while more than 60% of residents are employed in Philadelphia, a quarter of the residents find employment opportunities outside of the city in neighboring Montgomery and Delaware counties. Of the residents who commute by car, most drive alone.

The district nearly mirrors the City-wide average number of households with zero-vehicle ownership (30.4% compared to 32.8%). The Upper Northwest commute mode share also closely resembles the City-wide averages. For transportation alternatives, the bicycle network in this district has a strong trail corridor (Forbidden Drive) but lacks internal connectivity. The Upper Northwest District has a bicycle commute mode share that is lower than the city-wide average, but higher than might be expected given its distance from the Metropolitan Center. The percentage of residents who walk to work is comparable to other districts outside of Center City, due to the limited number of employment opportunities within the district.

There are long-term needs for renovation or replacement of some transportation infrastructure in the Upper Northwest including the Regional Rail stations to accommodate ADA ridership, bridges, and the repaving of numerous streets as well as the reconstruction of Lincoln Drive. The existing bus network would benefit from an effort to expand the high frequency transit network. Opportunities currently do not exist to integrate Indego bike share in the Upper Northwest; however, the number of car share stations does provide additional transportation solutions to residents and visitors to the West District without dependence on private vehicles.

Key Census data related to auto ownership and work commute modes in the Upper Northwest District are summarized in the following table, and are compared to citywide averages. District averages of auto ownership, commuting to work via car, and the number of vehicles available per household are slightly higher than city averages. While use of public transportation is also above the city average, walking and biking are significantly lower.

<b>Table 4.1.</b> <b>Transportation Comparisons</b>	<b>Citywide</b>	<b>Upper Northwest District</b>
<b>Percent of Households without Vehicles</b>	32.8%	30.4%
<b>No. of Vehicles Available per Household</b>	0.99	1.01 (total cars: 34,856; total households 34,573)
<b>Means of Transportation to Work*</b>		
<b>Automobile</b>	58.9%	59.5%  90% of those drove alone
<b>Public Transportation</b>	26.2%	28.9%  49.3% of those took a bus 37.9% of those took Regional Rail 11.9% of those took the MFL/BSL
<b>Bicycle</b>	2%	0.7%
<b>Walk</b>	8.5%	4.2%
<b>All Other</b>	4.7%	6.8%

Source: U.S. Census Bureau, 2011-2015 American Community Survey

\*Primary mode of transportation for commuting to work

According to the 2015 ACS, 59.5% of workers in the Upper Northwest District commute by automobile, with most respondents indicating that they drive alone. There are high rates of commuting by automobile throughout the district, but the highest are located along the western boundary of the district, near Wisahickon Park. Most of the tracts with higher rates of commuting by automobile are in parts of the district with lower-density residential development and higher incomes.

The district is served by two Regional Rail lines, Chestnut Hill East and Chestnut Hill West, as well as thirteen bus lines. The Regional Rail lines operate on a hub-and-spoke system, providing regular service from the district into Center City through North Philadelphia. The district's bus routes, meanwhile, have more diverse service patterns; a majority connects with the Broad Street Line, which services a central artery through Philadelphia, while also connecting the district to areas in West Philadelphia, North Philadelphia, and Montgomery County.

The share of workers indicating they commute by public transportation is relatively high throughout the district, but the mode split within this category varies largely by location. The Upper Northwest District has the highest concentration of regional rail transit commuters of any of the 18 districts. Regional Rail commuters are primarily located in the central part of the district (Mount Airy). Tracts with low rates of Regional Rail ridership largely mirror those with higher rates of bus commuting. High rates of bus commuting are largely concentrated in the southern part of the district (Germantown), where bus service and

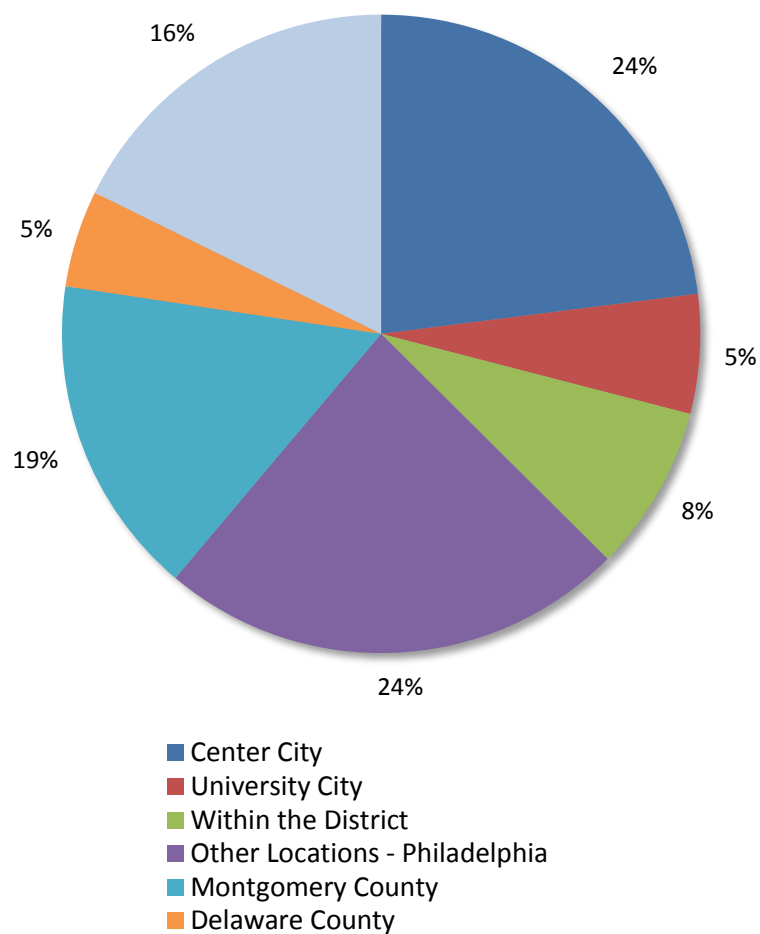
residential densities are highest. While low overall within the district, there are some tracts with a share of commuters indicating they ride the Broad Street Line. These are largely in the south of the district, near a concentration of bus lines that connect to the subway.

Compared to Philadelphia as a whole, the Upper Northwest District has similar rates of commuting by automobile and public transportation. Rates of commuting by bicycle and walking are less than the city average. Higher bicycling rates are located near the entrance to the Wissahickon Park and trail system which connect to the Schuylkill River Trail and other Philadelphia-area bicycle facilities. Higher walking rates, meanwhile, are associated with tracts near large employers. Chestnut Hill has a 22% walk-to-work rate, which is much higher than the city average of 8.5%. This rate likely corresponds to job concentrations at Chestnut Hill College and Chestnut Hill Hospital. There is another census tract in Central Germantown that has a high (15%) walking commute rate. This may correspond to the density of commercial and human services employers in the Germantown Avenue & Cheltenham Avenue corridors.

These figures, while helpful to illustrate general patterns of commuting mode share, may obscure accurate transportation preferences. Because of the structure and wording of the ACS, respondents are not able to indicate trip chains or multi-modal parts of their commute. Therefore, individuals who ride the bus to take the BSL or that walk to a Regional Rail station may only be captured in one of these general transportation commute categories. Furthermore, they do not capture any non-commuting trips such as those for shopping, worship, recreation, etc.

The Bureau of Labor Statistics' "On the Map" application shows workers living within the Upper Northwest District have employment concentrations in Center City (24%), University City (5%), within the Upper Northwest District (8%), elsewhere in Philadelphia (24%), Montgomery and Delaware Counties (24%) and in other locations outside these areas (16%). More than half of Upper Northwest District workers are employed in the City of Philadelphia (60%).

**Figure 4.1.**  
**Employment Destinations**  
**Upper Northwest Workers**



Center City (19107, 19103, 19102, 19106, 19130, 19123, 19146, 19147), University City (19104), Within the District (19118, 19119, 19144, 19138), Delaware County (all ZIPs), Montgomery County (all ZIPs)

## TRANSPORTATION (SPECIFIC TOPICS)

### Transit

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

#### Regional Rail

The entirety of the Chestnut Hill East and Chestnut Hill West Stations lie within the Upper Northwest District. Both lines were built in the 19<sup>th</sup> Century by competing private companies. The Chestnut Hill West was constructed by the Pennsylvania Railroad and the Chestnut Hill East was constructed by the Reading Railroad. Stations on both lines are spaced very close together, as are the lines themselves. This promotes walking access to the stations which generally have underutilized parking lots, if any parking at all. Many the stations are on both the National and Local Historic Registers.

Major opportunities for making the most of the Regional Rail network include:

- Increasing integration between Regional Rail and the bus network
- Directing commercial and residential growth to Regional Rail stops
- Redesigning streets to prioritize safety and ease of access for walk-up users

#### *Description of Stations - Chestnut Hill East*

There are nine Chestnut Hill East Regional Rail stations in the Upper Northwest District Plan Study Area. None of the stations are ADA accessible. Weekday service runs on 30-minutes headways during peak hours in peak directions. Saturday service is hourly during SEPTA rail operation hours, with more limited service on Sunday. Based on the 2015 Regional Rail census, it had one of the lowest average weekday boarding figures in the system with 2,487 boards, higher only than the Cynwyd Line. Most ridership occurs on weekdays, inbound towards Center City Philadelphia. Chestnut Hill East's highest ridership stations are Stenton and Wyndmoor.

1. Wister Regional Rail Station
  - Ridership: (average weekday boards)
    - 2015 daily weekday riders: 86
    - 2013 daily weekday riders: 55
    - 2011 daily weekday riders: 62
  - Approximate Percentage Reverse Commuters: 0%
  - Demographics:
    - Residents within ½ mile: 8,776

- Workers over 16: 2,728
  - Jobs within ½ mile: 1,554
  - Percentage of residents within ½ mile that use transit/bike/walk: 42.16%
- ADA Access: No
- Ticket Office: No
- Bus Connections: Bus route J
- Parking: There is no parking available at this station.
- Bike Parking: There are two bike racks available at this station.

Planned Improvements: The most recent station improvements were made in 2010 as part of the Chestnut Hill East Regional Railroad Station Amenity improvement program. Improvements include: cleaning, painting, and installing additional lighting in the pedestrian tunnel, painting the station building, replacing platform railings, and landscaping.

Land Use: The station is isolated, with limited street access. There is a great deal of vacant land the station vicinity. The eastern/outbound side of the station entrance is long walkway between light industrial uses near Belfield Avenue. This side of the station is also close to LaSalle University. The inbound or eastern side of the station faces lower-density affordable housing developments.

## 2. Germantown Regional Rail Station

- Ridership: (average weekday boards)
  - 2015 daily weekday riders: 84
  - 2013 daily weekday riders: 102
  - 2011 daily weekday riders: 87
- Approximate Percentage Reverse Commuters: 1%
- Demographics:
  - Residents within ½ mile: 8,885
  - Workers over 16: 2,460
  - Jobs within ½ mile: 3,480
  - Percentage of residents within ½ mile that use transit/bike/walk: 36.57%
- ADA Access: No

- Ticket Office: No
- Bus Connections: Bus routes J, K, and 26
- Parking: There are 38 free parking spaces available at this station, with a 61% utilization rate during a fall 2016 survey.
- Bike Parking: There are two bike racks available at this station.

Planned Improvements: The most recent station improvements were made in 2010 as part of the Chestnut Hill East Regional Railroad Station Amenity improvement program. Improvements include: painting the bridge over Germantown Avenue, cleaning and painting concrete walls, replacing rails, installing additional signage and lighting, repairing sidewalks, and landscaping.

Land Use: The station is bordered on one side by auto- and industry-oriented uses carried over from Belfield Avenue to the east. On the station's western edge, Cheltenham Avenue and adjacent Germantown Avenue are commercial corridors typified by ground-floor retail, pedestrian amenities, and mixed commercial uses. These avenues are buffered by single family attached residential neighborhoods.

### 3. Washington Lane Regional Rail Station

- Ridership: (average weekday boards)
  - 2015 daily weekday riders: 167
  - 2013 daily weekday riders: 163
  - 2011 daily weekday riders: 194
- Approximate Percentage Reverse Commuters: <1%
- Demographics:
  - Residents within ½ mile: 9,911
  - Workers over 16: 4,016
  - Jobs within ½ mile: 722
  - Percentage of residents within ½ mile that use transit/bike/walk: 39.57%
- ADA Access: No
- Ticket Office: No
- Bus Connections: Bus routes XH
- Parking: There are 41 free parking spaces available at this station, with a 100% utilization rate during a fall 2016 survey.

- Bike Parking: There are four bike racks available at this station.

Planned Improvements: The most recent station improvements were made in 2010 as part of the Chestnut Hill East Regional Railroad Station Amenity improvement program. Improvements include: modifications to the driveway, installing additional signage, landscaping, and repairing, replacing, and painting railings.

Land Use: Washington Lane Station is largely separated from the urban fabric that surrounds it. The station is bounded by the Awbury Arboretum on its outbound side, creating a green barrier to development and access, while single family attached homes line adjacent streets on the station's inbound edge. Beyond this perimeter, Washington Lane is bounded by further residential uses.

#### 4. Stenton Regional Rail Station

- Ridership: (average weekday boards)
  - 2015 daily weekday riders: 415
  - 2013 daily weekday riders: 430
  - 2011 daily weekday riders: 492
- Approximate Percentage Reverse Commuters: <1%
- Demographics:
  - Residents within ½ mile: 9,819
  - Workers over 16: 4,014
  - Jobs within ½ mile: 426
  - Percentage of residents within ½ mile that use transit/bike/walk: 33.22%
- ADA Access: No
- Ticket Office: Yes
- Bus Connections: Bus route 18
- Parking: There are 62 free parking spaces available at this station, with a 100% utilization rate during a fall 2016 survey.
- Bike Parking: There are two bike racks available at this station.

Planned Improvements: The most recent station improvements were made in 2010 as part of the Chestnut Hill East Regional Railroad Station Amenity improvement program. Improvements include: glazing



glass blocks on the existing shelter, painting the existing buildings, installing additional signage, and repairing sidewalks.

Land Use: The primary land uses around Stenton Station are single family attached and detached homes. The station's in- and outbound tracks are accessible from residential streets zoned RSA-3 and RSD-3, respectively, lending a lower-density, suburban character to the station area. Non-residential land uses in the immediate station area are limited to churches, playgrounds, and corner grocers.

#### 5. Sedgwick Regional Rail Station

- Ridership: (average weekday boards)
  - 2015 daily weekday riders: 265
  - 2013 daily weekday riders: 225
  - 2011 daily weekday riders: 245
- Approximate Percentage Reverse Commuters: 1%
- Demographics:
  - Residents within ½ mile: 8,266
  - Workers over 16: 3,532
  - Jobs within ½ mile: 1,116
  - Percentage of residents within ½ mile that use transit/bike/walk: 30.79%
- ADA Access: No
- Ticket Office: No
- Bus Connections: Bus route H
- Parking: There are 19 free parking spaces available at this station, with a 68% utilization rate during a fall 2016 survey.
- Bike Parking: There are four bike racks available at this station.

Planned Improvements: The most recent station improvements were made in 2010 as part of the Chestnut Hill East Regional Railroad Station Amenity improvement program. Improvements include: installing a new shelter and additional signage, repairing sidewalks, and landscaping.

Land Use: Medium-density residential land uses immediately border Sedgwick Station. Larger single family detached homes mingle with apartments and attached residences as blocks move further from the station

on its in- and outbound sides. Germantown Avenue, located three blocks from Sedgwick's inbound tracks, is zoned and developed for pedestrian-scale commercial use.

#### 6. Mount Airy Regional Rail Station

- Ridership: (average weekday boards)
  - 2015 daily weekday riders: 248
  - 2013 daily weekday riders: 193
  - 2011 daily weekday riders: 336
- Approximate Percentage Reverse Commuters: 0%
- Demographics:
  - Residents within ½ mile: 6,336
  - Workers over 16: 3,068
  - Jobs within ½ mile: 1,545
  - Percentage of residents within ½ mile that use transit/bike/walk: 26.32%
- ADA Access: No
- Ticket Office: Yes
- Bus Connections: Bus route 23 located two blocks from station.
- Parking: There are no parking spaces available at this station.
- Bike Parking: There are four bike racks available at this station.
- Historical Designation: Listed on the National Register of Historic Places in 1977. Built in 1875 in the Stick/Eastlake Style, its area of significance is architecture.

Planned Improvements: The most recent station improvements were made in 2010 as part of the Chestnut Hill East Regional Railroad Station Amenity improvement program. Improvements include: painting the existing building and railings, installing additional signage, repairing sidewalks, curbs, and the driveway.

Land Use: Mount Airy Station is located in a residential area, bordered on its outbound side by single family attached homes, and single family detached homes on the inbound. Germantown Avenue is two blocks from the station along Gowen Avenue, although this section of the Germantown corridor is less commercial than others in the District. Non-residential land uses near this station are primarily religious

or small-scale services. The Lutheran Seminary is nearby and may be redeveloped for other uses in the future.

#### 7. Wyndmoor Regional Rail Station

- Ridership: (average weekday boards)
  - 2015 daily weekday riders: 456
  - 2013 daily weekday riders: 471
  - 2011 daily weekday riders: 560
- Approximate Percentage Reverse Commuters: <1%
- Demographics:
  - Residents within ½ mile: 5,854
  - Workers over 16: 3,471
  - Jobs within ½ mile: 1,584
  - Percentage of residents within ½ mile that use transit/bike/walk: 24.76%
- ADA Access: No
- Ticket Office: Yes
- Bus Connections: Bus route 77
- Parking: There are 150 parking spaces available at this station. SEPTA provides 79 free spaces, with a 100% utilization rate during a fall 2016 survey. The remaining 71 spaces are independently operated, with a 93% utilization rate during the same survey.
- Bike Parking: There are two bike racks available at this station.

Planned Improvements: There are a number of programmed and funded improvements planned for Wyndmoor Station. In addition to modernizing and making the station ADA accessible, improvements also include extensive facility repairs to Wyndmoor's station building, canopy roof, and stairwells.

Land Use: Compared to other stations along the Chestnut Hill East line, there is concentrated development in the Wyndmoor Station Area. Land uses on the outbound side are zoned for multi-family residential and auto-oriented commercial uses, which manifests in a series of multi-family residential developments surrounding a shopping center on the station's boundary. Single family attached homes on Wyndmoor Station's inbound edge lead to a commercial mixed use district three blocks away along Germantown Avenue.

#### 8. Gravers Regional Rail Station

- Ridership: (average weekday boards)
  - 2015 daily weekday riders: 125
  - 2013 daily weekday riders: 124
  - 2011 daily weekday riders: 123
- Approximate Percentage Reverse Commuters: 0%
- Demographics:
  - Residents within ½ mile: 4,974
  - Workers over 16: 2,584
  - Jobs within ½ mile: 2,169
  - Percentage of residents within ½ mile that use transit/bike/walk: 24.74%
- ADA Access: No
- Ticket Office: No
- Bus Connections: Bus route L
- Parking: There are 14 free parking spaces available at this station, with a 100% utilization rate during a fall 2016 survey.
- Bike Parking: There are four bike racks available at this station.
- Historical Designation: Listed on the National Register of Historic Places in 1977. Built in 1879 in the Late Gothic Revival Style by Philadelphia-area architect Frank Furness. Its areas of significance are transportation and architecture.

Planned Improvements: The most recent station improvements were made in 2010 as part of the Chestnut Hill East Regional Railroad Station Amenity improvement program. Improvements include: painting the railing beyond platform boundaries and installing additional signage.

Land Use: Land uses around the station area vary on either side of its tracks. Lower-density, single family detached homes surround the station's outbound platform. Medium-density attached residences line tighter blocks on the station's inbound edge, which leads towards the Germantown Avenue commercial corridor three blocks away.

#### 9. Chestnut Hill East Regional Rail Station

- Ridership: (average weekday boards)
  - 2015 daily weekday riders: 215

- 2013 daily weekday riders: 229
- 2011 daily weekday riders: 261
- Approximate Percentage Reverse Commuters: N/A
- Demographics:
  - Residents within ½ mile: 2,380
  - Workers over 16: 1,270
  - Jobs within ½ mile: 2,514
  - Percentage of residents within ½ mile that use transit/bike/walk: 25.72%
- ADA Access: No
- Ticket Office: Yes
- Bus Connections: Bus routes L, 94
- Parking: There are 130 paid parking spaces available at this station. 104 are daily fee-based spaces, with a 92% utilization rate during a fall 2016 survey. The remaining 26 are permitted spaces, with a 100% utilization rate during the same survey.
- Bike Parking: There are four bike racks available at this station.

Planned Improvements: The most recent station improvements were made in 2010 as part of the Chestnut Hill East Regional Railroad Station Amenity improvement program. Improvements include: painting the unroofed canopy structure, replacing a wooden walkway with concrete, installing additional steel railings.

Land Use: The immediate station area at Chestnut Hill East is zoned to encourage multi-family residential development and commercial mixed use and the area surrounding this is classified as RSD-1. Land uses around the station include two- and three-story buildings with first floor retail, but are primarily restricted to single family detached housing.

#### *Description of Stations - Chestnut Hill West*

There are nine Chestnut Hill West Regional Rail stations in the Upper Northwest District Plan Study Area: Queen Lane, Cheltenham Avenue, Tulpehocken, Upsal, Carpenter, Allen Lane, St. Martins, Highland, and Chestnut Hill West Stations. Only three stations are ADA-accessible: Queen Lane, Allen Lane, and Chestnut Hill West. During peak hour, peak direction on weekdays, service runs on 30-minute headways. Weekend service is hourly from 7:30 a.m. to 11 p.m., with more limited service on Sunday. Based on the 2015 Regional Rail census, Chestnut Hill West was in the lower third of average weekday boarding figures in the system, with 2,971 boards. The majority of ridership occurs during weekday peak hours, AM inbound

towards Center City Philadelphia and PM outbound, with some reverse riders boarding and alighting at Queen Lane and Cheltenham Stations for Penn Charter and Germantown Friends schools. The stations with the highest ridership are Chestnut Hill West and Queen Lane.

1. Queen Lane Regional Rail Station

- Ridership: (average weekday boards)
  - 2015 daily weekday riders: 542
  - 2013 daily weekday riders: 521
  - 2011 daily weekday riders: 433
- Approximate Percentage Reverse Commuters: 6%
- Demographics:
  - Residents within ½ mile: 10,068
  - Workers over 16: 3,796
  - Jobs within ½ mile: 1,352
  - Percentage of residents within ½ mile that use transit/bike/walk: 40.8%
- ADA Access: Yes
- Ticket Office: Yes
- Bus Connections: Bus route K
- Parking: There are 51 free parking spaces available at this station, with a 100% utilization rate during a fall 2016 survey.
- Bike Parking: There are two bike racks available at this station.

Planned Improvements: Received station improvements under the FTA's Transit Enhancements Program. Renovations included: rehabilitating canopies, shelters, and a covered pedestrian bridge, repairing the station building and existing stairways, installing new lighting and signage, completing draining improvements.

Land Use: Queen Lane Station is located in a medium-density residential area. The zoning districts immediately surrounding the station are intended to accommodate both multi-family and single family attached housing. This lends a more intense residential character to the station than elsewhere in the District. There are also a number of institutional uses nearby to the station, including Jefferson University and Penn Charter High School.

## 2. Cheltenham Avenue Regional Rail Station

- Ridership: (average weekday boards)
  - 2015 daily weekday riders: 391
  - 2013 daily weekday riders: 324
  - 2011 daily weekday riders: 342
- Approximate Percentage Reverse Commuters: 3%
- Demographics:
  - Residents within ½ mile: 10,652
  - Workers over 16: 3,470
  - Jobs within ½ mile: 3,065
  - Percentage of residents within ½ mile that use transit/bike/walk: 39.6%
- ADA Access: No
- Ticket Office: Yes
- Bus Connections: Bus routes 26, J. Bus routes 53, K location one block from station.
- Parking: There are 24 free parking spaces available at this station, with a 100% utilization rate during a fall 2016 survey.
- Bike Parking: There are five bike racks available at this station.

Planned Improvements: The most recent station improvements were made in 2010 as part of a series of Chestnut Hill West Line station improvements. Improvements included: installing new lighting in stairways, installing new signage on platform and street levels, repairing and painting the platform canopy, painting concrete structures, and filling in the existing stairway window openings with glass block.

Land Use: Cheltenham Station is located in a CMX-3 commercial mixed-use district that is bounded by a range of residential densities including some high-rise apartment buildings. Cheltenham Avenue is a major commercial corridor in the area. While wide, the road is characterized by ground floor retail, pedestrian accommodations, and proximity to single family attached residential neighborhoods. The station area connects with Germantown Avenue on its outbound side and Wissahickon Creek on its inbound side.

## 3. Tulpehocken Regional Rail Station

- Ridership: (average weekday boards)
  - 2015 daily weekday riders: 189

- 2013 daily weekday riders: 171
- 2011 daily weekday riders: 158
- Approximate Percentage Reverse Commuters: 2%
- Demographics:
  - Residents within ½ mile: 7,580
  - Workers over 16: 4,037
  - Jobs within ½ mile: 1,617
  - Percentage of residents within ½ mile that use transit/bike/walk: 32.73%
- ADA Access: No
- Ticket Office: No
- Bus Connections: Bus route 53. Bus route 65 located one block from station.
- Parking: There are 32 free parking spaces available at this station, with a 100% utilization rate during a fall 2016 survey.
- Bike Parking: There are two bike racks available at this station.
- Historical Designation: Listed on the National Register of Historic Places in 1985 under the Tulpehocken Station Historic District, a six-block area near the station. Built in the late 19<sup>th</sup> and 20<sup>th</sup> Century Revival and Late Victorian styles, the District's areas of significance include community planning and development, landscape architecture, transportation, and architecture.

Planned Improvements: The most recent station improvements were made in 2010 with funding from the 2009 federal stimulus bill. Improvements included: rehabilitating the station building and canopy, replacing roof trusses, installing new roofing, installing new signage, guardrails, and a passenger shelter on the inbound platform.

Land Use: Relatively large multi-family developments abut Tulpehocken Station along its outbound edge. Single- and Two-family attached homes stretch beyond the RM-3-designated buildings, leading away from the station and towards Germantown Avenue to the northeast. The Tulpehocken Station Historic District is contained within this, bounded by the station, McCallum Street, Tulpehocken Street, and Walnut Lane. The station's inbound side is less developed, with some residential development largely outpaced by preserved open space around Wissahickon Creek. Nearby transit-oriented development includes Four Freedoms House and Co-op Apartments. A 100-unit apartment building is proposed adjacent to the station parking lot.

#### 4. Upsal Regional Rail Station



- Ridership: (average weekday boards)
  - 2015 daily weekday riders: 424
  - 2013 daily weekday riders: 440
  - 2011 daily weekday riders: 350
- Approximate Percentage Reverse Commuters: 1%
- Demographics:
  - Residents within ½ mile: 7,789
  - Workers over 16: 4,819
  - Jobs within ½ mile: 1,420
  - Percentage of residents within ½ mile that use transit/bike/walk: 33.66%
- ADA Access: No
- Ticket Office: No
- Bus Connections: Bus route H
- Parking: There are 7 free parking spaces available at this station, with a 100% utilization rate during a fall 2016 survey.
- Bike Parking: There are two bike racks available at this station.

Planned Improvements: The most recent station improvements were made in 2010 as part of a series of Chestnut Hill West Line station improvements. Improvements included: installing new concrete walkways, replacing the existing shelter roof, and painting the existing station building.

Land Use: There are a variety of land uses surrounding Upsal Station, largely divided along the path of the railroad. RSD-1 and -3 districts line the station's inbound edge and stretch south to the Wissahickon. The station's outbound perimeter contains multiple mid-density residential uses, including residential tower-in-the-park developments, four- and five-story multi-family residences, and single-family attached neighborhoods along tight street grids. Germantown Avenue is located a few blocks from the outbound side of this station, similar to others along the Chestnut Hill West Line.

## 5. Carpenter Regional Rail Station

- Ridership: (average weekday boards)
  - 2015 daily weekday riders: 395
  - 2013 daily weekday riders: 401

- 2011 daily weekday riders: 371
- Approximate Percentage Reverse Commuters: 2%
- Demographics:
  - Residents within ½ mile: 9,109
  - Workers over 16: 3,953
  - Jobs within ½ mile: 1,570
  - Percentage of residents within ½ mile that use transit/bike/walk: 33.71%
- ADA Access: No
- Ticket Office: Yes
- Bus Connections: No
- Parking: There are 93 free parking spaces available at this station, with a 43% utilization rate during a fall 2016 survey.
- Bike Parking: There are two bike racks available at this station.

Planned Improvements: The most recent station improvements were made in 2010 as part of a series of Chestnut Hill West Line station improvements. Improvements included: installing new lighting and signage, replacing the existing shelter roof, and painting the existing station building and guardrails.

Land Use: The immediate area around Carpenter Station is largely residential; single family detached homes surround the station on three sides, giving way to single family attached homes within two blocks. There is a clustered development of multi-family housing facing the station on Carpenter Lane, but this is atypical of the station area. Non-residential land uses are limited to religious and local retail services, but Germantown Avenue is located within walking distance of the station (0.5 miles).

#### 6. Allen Lane Regional Rail Station

- Ridership: (average weekday boards)
  - 2015 daily weekday riders: 302
  - 2013 daily weekday riders: 289
  - 2011 daily weekday riders: 307
- Approximate Percentage Reverse Commuters: 1%
- Demographics:

- Residents within ½ mile: 6,153
- Workers over 16: 2,801
- Jobs within ½ mile: 1,761
- Percentage of residents within ½ mile that use transit/bike/walk: 29.71%
- ADA Access: Yes
- Ticket Office: Yes
- Bus Connections: Bus route H located one block from station.
- Parking: There are six parking spaces available at this station. (All dedicated to the café tenant in the station building)
- Bike Parking: There are two bike racks available at this station.

Planned Improvements: Received station improvements under the FTA's Transit Enhancements Program. Renovations included: rehabilitating the covered pedestrian bridge, canopies, and inbound and outbound shelters, installing new lighting and signage, constructing new platforms and ramps from an accessible path, constructing drainage improvements.

Land Use: The station is blocks from the Wissahickon Creek system and is surrounded by varied residential intensities. There are a range of single family attached residential land uses to the station's inbound edge and larger single family detached homes and education/religious uses on large lots on the outbound side. There are no commercial uses within the direct station area, but Germantown Avenue is within three blocks of the station. The station is located one block from the Cresheim Trail.

#### 7. St. Martins Regional Rail Station

- Ridership: (average weekday boards)
  - 2015 daily weekday riders: 191
  - 2013 daily weekday riders: 241
  - 2011 daily weekday riders: 221
- Approximate Percentage Reverse Commuters: 0%
- Demographics:
  - Residents within ½ mile: 2,336
  - Workers over 16: 1,679
  - Jobs within ½ mile: 922

- Percentage of residents within ½ mile that use transit/bike/walk: 21.81%
- ADA Access: No
- Ticket Office: Yes
- Bus Connections: No
- Parking: There are 76 fee-based parking spaces available at this station, with a 39% utilization rate during a fall 2016 survey.
- Bike Parking: There are two bike racks available at this station.

Planned Improvements: The most recent station improvements were made in 2010 as part of a series of Chestnut Hill West Line station improvements. Improvements included: constructing new concrete stairs and walkways, installing new lighting and signage, and repairing existing concrete curbs and stairs.

Land Use: St. Martins station is located in a multi-block RSA-1 zoning district that is surrounded on three sides by single family detached development. Following Willow Grove Avenue from the station's out-bound edge leads from the single family attached district into the Germantown Avenue commercial corridor. The station is also located three blocks from the Wissahickon Valley and Cresheim Trails.

#### 8. Highland Regional Rail Station

- Ridership: (average weekday boards)
  - 2015 daily weekday riders: 56
  - 2013 daily weekday riders: 51
  - 2011 daily weekday riders: 87
- Approximate Percentage Reverse Commuters: 5%
- Demographics:
  - Residents within ½ mile: 2,406
  - Workers over 16: 1,154
  - Jobs within ½ mile: 1,358
  - Percentage of residents within ½ mile that use transit/bike/walk: 23.22%
- ADA Access: No
- Ticket Office: No
- Bus Connections: No

- **Parking:** There are 74 parking spaces available at this station, with an 18% utilization rate according to a fall 2016 survey.
- **Bike Parking:** There are four bike racks available at this station.

**Planned Improvements:** The most recent station improvements were made in 2010 as part of a series of Chestnut Hill West Line station improvements. Improvements included: installing a new passenger shelter on the inbound platform, installing new signage, and repairing concrete stairs.

**Land Use:** Highland Station is surrounded by lower density residential uses than other stations along the Chestnut Hill West line. It is primarily bounded by single family detached homes on larger lots than elsewhere in the Upper Northwest District. There are also private institutional and recreational uses to the south of the station and higher density residential and commercial uses stretching along the rail line to the station's north.

#### 9. Chestnut Hill West Regional Rail Station

- **Ridership: (average weekday boards)**
  - 2015 daily weekday riders: 447
  - 2013 daily weekday riders: 433
  - 2011 daily weekday riders: 421
- **Approximate Percentage Reverse Commuters:** N/A
- **Demographics:**
  - Residents within ½ mile: 3,649
  - Workers over 16: 1,918
  - Jobs within ½ mile: 2,294
  - Percentage of residents within ½ mile that use transit/bike/walk: 24.95%
- **ADA Access:** Yes
- **Ticket Office:** Yes
- **Bus Connections:** Bus routes 23, 77, 94, 97, L.
- **Parking:** There are 163 paid parking spaces available at this station with approximately 70% utilization.
- **Bike Parking:** There are five bike racks available at this station.

Planned Improvements: The most recent station improvements were made in 2010 as part of a series of Chestnut Hill West Line station improvements. Station improvements included: installing new signage, installing a new platform tactile edge, painting the catenary structure columns, and making extensive repairs to the station's retaining wall.

Land Use: Chestnut Hill West station is located on Germantown Avenue, a commercial mixed use corridor. It is a major transit station in the district, serving Regional Rail as well as a bus loop that accommodates five routes. The immediate station area is characterized by the walkable, pedestrian-scale, first-floor retail development typical of other parts of Germantown Avenue within the district. Single family residential attached uses buffer this area and give way to single family detached housing within a few blocks of the station on three sides. Continued single family attached and commercial uses stretch south from the station along Germantown Avenue.

#### Bus Service and Facilities

SEPTA operates thirteen bus routes in the Upper Northwest District: 18, 23, 26, 53, 65, 77, 94, 97, H, J, K, L, and XH. Every route services a Regional Rail Station and nine of the district's routes also provide service to stations along the Broad Street Line (18, 23, 26, 53, H, J, K, L, XH). There is one bus loop and one bus garage/depot in the Upper Northwest District:

*Chestnut Hill Loop* is located at the juncture of Germantown Avenue and Bethlehem Pike, adjacent to the Chestnut Hill West Regional Rail station. Originally built to service trolleys, the loop currently accommodates five bus routes: the 23, 77, 94, and 97 terminate at the loop and the L stops there.

*Germantown Garage* is located on Germantown Avenue, near Pelham Road and Phil Ellena Street. The facility contains multiple buildings onsite, including the SEPTA Germantown District Passenger Services office, which sells passenger fares during business hours Monday through Friday, and the Germantown Garage, a SEPTA maintenance and support facility for authority and contracted buses. The Germantown Brake shop services all buses, while special fleets including the LUCY and Horsham Breeze buses are maintained and stored at this location.

<b>Table 4.2.</b>				
<b>Bus Routes: Upper Northwest District (2017)</b>				
<b>Route</b>	<b>Type</b>	<b>From/To</b>	<b>Avg Weekday Ridership Full Route (2017)</b>	<b>Avg Weekday Boards, Upper Northwest Dis- trict ONLY</b>
<b>18</b>	Bus	Fox Chase to Cedarbrook Plaza	15,749	2,743
<b>23</b>	Bus	Center City to Chestnut Hill	16,390	6,849
<b>26</b>	Bus	Cheltenham Station to Frankford Transportation Center	11,700	3,570
<b>53</b>	Bus	Wayne-Carpenter to Broad-Hunting Park or G-Hunting Park	3,213	1,494
<b>65</b>	Bus	Germantown-Cheltenham to 69 <sup>th</sup> Street Transportation Center	8,666	1,994
<b>77</b>	Bus	Roosevelt-St Vincent to Chestnut Hill	855	119
<b>94</b>	Bus	Montgomery Mall to Chestnut Hill	336	110
<b>97</b>	Bus	Chestnut Hill to Norristown Transportation Center	439	28
<b>H</b>	Bus	Broad-Erie to Cheltenham-Ogontz	5,465	2,330
<b>J</b>	Bus	Cheltenham-Wissahickon to Richmond-Orthodox	2,159	637
<b>K</b>	Bus	Ridge-Midvale to Arrott Transportation Center	7,383	2,522
<b>L</b>	Bus	Erdenheim or Plymouth Meeting Mall to Olney Transportation Center	8,362	2,921
<b>XH</b>	Bus	Broad-Erie to Cheltenham-Ogontz	6,160	2,870
			Total Bus Activity within the District	28,187

<b>Table 4.3.</b>		
<b>High Ridership Bus Stops: Upper Northwest District (2015)</b>		
<b>Stop Location</b>	<b>Routes</b>	<b>Average Daily Boards (Weekday)</b>
<b>Cheltenham Ave &amp; Germantown Ave</b>	23, 23-45, 26, 45, 65, J, K	6,225
<b>Cheltenham Ave &amp; Greene St</b>	26, 65, J, K, H, H-XH, XH	2,728
<b>Cheltenham Ave &amp; Chew Ave</b>	18, 26, K	2,095
<b>Cheltenham Ave &amp; Wayne Av</b>	26, 53, 65, J, K	1,526

<b>Chestnut Hill Loop</b>	23, 23-45, 45, 77, 94, 97	1,247
<b>Chew Ave &amp; Washington Lane</b>	18, H-XH, XH	913
<b>Germantown Ave &amp; Bethlehem Pk</b>	23, 23-45, 77, L	864
<b>Germantown Ave &amp; Walnut Lane</b>	23, 23-45	736
<b>Stenton Ave &amp; Washington Lane</b>	18, L, H-XH, XH	623
<b>Germantown Ave &amp; Logan Lane</b>	23, 23-45	581

### Complete Streets

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

#### Transit First

No transit routes or corridors in the Upper Northwest have received attention for Transit First treatments in recent years. Opportunities exist for implementation of Transit First actions on long bus routes with numerous traffic signals, such as Route 23, to improve bus service reliability and the planned fiber connection for Germantown Ave would allow for transit signal prioritization.

#### Sidewalk Conditions

Throughout the district, there are 24.2 miles of missing sidewalks and 6.4 miles of sidewalks in very poor condition. Sidewalks in poor condition are dispersed throughout the district neighborhoods while missing sidewalks are concentrated in neighborhoods adjacent to Wissahickon Valley Park and the border with Montgomery County.

#### Vision Zero

The Vision Zero task force identified streets throughout the City for safety improvements based on crash data. A high-injury street network was released to help identify priorities for infrastructure investment. The following streets in the Upper Northwest District were listed in this network: Lincoln Drive, Wayne Avenue, W School House Lane, W Queen Lane, Manheim St, Wissahickon Ave and Stenton Avenue. Intersections with a high number of crashes include Germantown and Cheltenham, Lincoln and Johnson, Cheltenham and Greene, Cheltenham and Chew, Germantown and Wister, Chew and Haines, Chew and Washington, Stenton and Ivy Hill, and Logan and Germantown.



Below is a detailed chart of crashes from 2012-2016 in the Upper Northwest District. This district experienced fewer crashes than most districts and very few serious injuries or deaths. In fact, the Upper Northwest District reduced overall crashes in 2016 from 2015 by over 100 crashes, with 250 fewer people involved (both with 27% reductions), and achieved zero deaths by vehicular crash in 2016.

**Table 4.4.**  
**Crash Summary, 2012-2016**

Year	Crashes	People Involved	Deaths	Serious Injuries	Pedestrian Deaths	Bicycle Deaths
2012	431	1065	3	16	0	0
2013	458	1177	2	8	0	0
2014	411	1031	4	6	1	0
2015	433	1077	1	7	0	0
2016	315	788	0	6	0	0
<b>Total</b>	2048	5138	10	43	1	0

### Bicycle Network

The bicycle network within the Upper Northwest has been relatively static in recent years. One bicycle facility project was implemented during 2017 in the Upper Northwest District (Stenton Avenue from Mansfield Avenue to Ogontz Avenue), and one bicycle facility project is proposed in the Upper Northwest District: (Wissahickon Avenue from West Hottter St to West Hunting Park Avenue). Despite the concentration of bikeable destinations along Germantown Avenue, the corridor's Belgian block pavers and trolley rails greatly curtail its use by cyclists.

### Car Share

There are eighteen car sharing locations in the Upper Northwest District, almost all located within direct proximity of a transit stop, especially along the Chestnut Hill East and Chestnut Hill West lines, or high-density residential areas.

### **Streets and Highways**

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

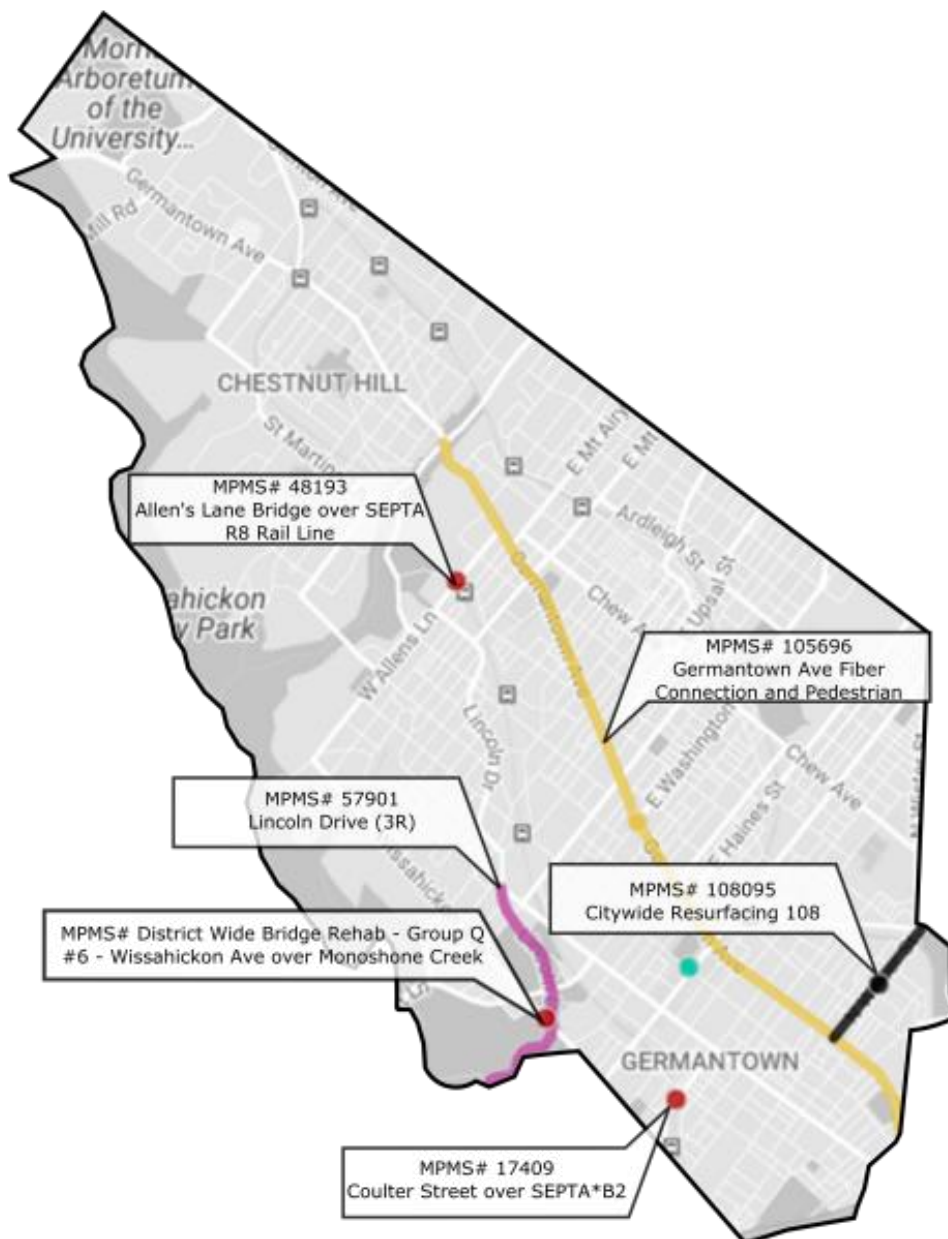
There are five PennDOT projects currently listed on the Transportation Improvement Program:

- MPMS# 17409 – Bridge: Coulter St over SEPTA\*B2

- MPMS# 48193 – Bridge: Allen’s Lane Bridge Over SEPTA CHW
- MPMS# 57901 – Repaving: Lincoln Drive (3R)
- MPMS# 102321 – Bridge: District Wide Bridge Wissahickon Ave over Monoshone Creek
- MPMS# 105696 – Signals/Communications: Germantown Ave Fiber Connection and Pedestrian

**Figure 4.2.**

**Proposed Transportation Improvement Program (TIP) Projects**



In addition, PennDOT has scheduled repaving for the following corridors:

- 2018: Chew Avenue from Mt Airy Avenue to North Broad St
- 2019: Lincoln Drive from Wayne Ave to West Allens Lane
- 2020: Germantown Ave from East Washington Lane to Bethlehem Pike
- 2020: Cliveden Street from Park Line Drive to Lincoln Drive
- 2020: Upsal Street from Germantown Ave to Cheltenham Ave

There are many streets in the Upper Northwest district with fair or poor street conditions. Potholes and utility cuts have required patching and have led to deteriorated conditions. Additional attention to repaving these roads will occur as capital funding is available as this is a city-wide concern.

### Traffic Calming

A total of 112 speed cushions were installed in the Upper Northwest district in the past 5 years. This is the bulk of the speed cushion installations for the city since the street characteristics include wide cartways and observation by the Streets Department of high vehicular speeds.

### **Freight**

Due to its predominantly residential character, Philadelphia's Upper Northwest District freight activity is primarily generated by commercial and multi-family residential land uses. Commercial activity is concentrated along the Germantown Avenue corridor.

In 2017, DVRPC published a Philadelphia Delivery Handbook which contains concepts and programs to better accommodate deliveries in Philadelphia. Three of the best practices identified in the Handbook are particularly germane to the study area:

- Curbside Orchestration, which addresses the design of streets to accommodate deliveries along commercial corridors to reduce conflict and improve efficiency of all modes
- Consolidated deliveries and pick-ups, whereby stores may act on their own or in a collaborative manner to manage and effectively reduce deliveries
- Alternate delivery sites, which provide an option to direct home deliveries

DVRPC is also working with the City of Philadelphia to address the availability of overnight truck parking facilities and spaces in the City. To meet the demands and needs of long-haul truck drivers and Philadelphia residents who drive for a living, this effort will help identify both existing and potential overnight parking locations.

The District does not host any of the designated DVRPC Freight Centers (i.e., large, identified concentrations of freight/industrial activity which are 250 contiguous acres in size or larger). The District is not

served by any major freight rail lines and relies almost entirely on trucks for deliveries. The location of the commercial corridors creates some conflict for inbound and outbound deliveries as there are few highway connections. Germantown Avenue, Chew Avenue, Washington Lane, and Bethlehem Pike deserve special attention for their ability to accommodate large truck movements in the District.

### **Recommended Follow-Up**

#### Transit Ridership

Opportunities exist to improve the transit mode share in the Upper Northwest. With a wealth of Regional Rail stations and several high-ridership bus lines, efforts to improve connections and incentivize these resources could improve the overall reliability of SEPTA's services.

- As PennDOT prepares to install fiber optic signal interconnection along Germantown Avenue, Transit Signal Priority (early/extended green lights for buses) can be considered for the Route 23 bus corridor through the district.
- Increasing the frequency of the highest ridership lines (i.e. Routes 18, 23, 26, L, and XH) to 10 minutes for 15 hours per day would provide SEPTA customers with more reliable service. Frequent service into the evening hours and on weekends would assist with more riders choosing to use SEPTA rather than personal vehicles.
- Bus connections to Regional Rail stations already exist and improved frequency could help customers choose to use the bus rather than park at stations.
- While parking availability has not become a major concern, the DVRPC license plate survey will provide better information about whether people who park at Regional Rail Stations could depend on bus rather than driving to the station.
- Reverse commuting, or traveling away from the center to reach employment destinations, is less common on the Chestnut Hill East and West lines relative to the system as a whole. An opportunity exists when SEPTA Key is fully implemented on the Regional Rail network to adjust the fare structure to allow for those with a city transit pass (not the more expensive zone 1 or 2 trail pass) to ride Regional Rail lines for their reverse commute.
- Use fixed transit assets, especially regional rail stations, to guide land use decisions regarding where to place incremental housing and commercial development

#### Street Design

There are many opportunities to improve safety, function, and economic productivity of Streets and roads in the Upper Northwest.

- Germantown Avenue is developed on both sides with retail storefronts for much of its length. However, there are relatively few crosswalks, especially in lower Mount Airy and sections of Germantown. The corridor's design currently favors motor vehicle throughput

over ease of walk-up access and pedestrian safety. The corridor's design and function should be re-evaluated comprehensively.

- Lincoln Drive also is designed to prioritize motor vehicle throughput to the detriment of pedestrian access and safety. An opportunity exists to transform the section between Al-lens Lane and Johnson Street from a high-speed road (liability) to a neighborhood boulevard (asset).
- Sidewalk conditions in this district are worse than most, so opportunities to fill in missing and/or deteriorated sidewalks (through development projects, Rebuild sites, or other strategies) should also be identified.
- Emphasize safety at intersections near transit, schools, parks, and commercial corridors.
- Repaving streets in the Upper Northwest will allow for improved designs to ensure safe speeds are used by drivers, while improving the street conditions, many of which need to be brought to a state of good repair.

## **OPEN SPACE & TRAILS**

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

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### **SUMMARY OF EXISTING CONDITIONS**

There are many treasured open spaces in the Upper Northwest District, from local neighborhood-focused parks and woodlands to the regionally significant landscapes of Wissahickon Creek Park and, Awbury Arboretum. Public open spaces and recreation facilities offer green and historic assets for public enjoyment and programming for youth, adults, and seniors in the district.

### **KEY ISSUES**

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

- Inequitable access to the Wissahickon. Access is generally poor in the southern portion of the district.
- Unsafe conditions at existing crossings into the Wissahickon. particularly at Bell's Mill Road and Lincoln Drive.
- Management of vehicular access to open space resources. Construction of new parking lots is undesirable for aesthetic and environmental reasons despite increased demand. Additionally, emergency vehicle access is limited by physical barriers in some locations.

### **MAJOR OPPORTUNITIES**

There are significant open space and trail opportunities in the UNW District.

- Continue to partner with strong allies in the district such as Friends of the Wissahickon, Mt. Airy USA, and Awbury Arboretum.
- Fund and construct the Cresheim Valley Trail.
- Improve and continue to maintain historic structures within parks and other open spaces such as that Valley Green Inn.
- Leverage stormwater management projects to enhance existing open space assets.
- Green school yards to provide neighborhood scale open space

- Revive previously existing open space connections and explore new trail connections at places like the recently restored Mt. Airy Gateway pergolas

## Major Parks

*Wissahickon Valley Park* is the largest park in the district and one of the largest watershed parks in Philadelphia at approximately 1,400 acres. Though the Upper Northwest District's southwestern boundary is formed by the Wissahickon Creek, this memo will discuss the entire Wissahickon Valley Park. The park is mostly a passive recreation space with over 50 miles of trails, including Forbidden Drive, a gravel multi-use trail on the southern bank of the Creek. The park also features seating and picnic areas, public art, concession amenities, and historic resources. There are several full-time maintenance workers employed by Philadelphia Parks & Recreation, but maintenance needs often strain staff time and resources. The non-profit Friends of the Wissahickon (FOW) assist Philadelphia Parks & Recreation in funding and maintaining the Wissahickon Valley Park and provide both staff and volunteer resources.

FOW is in the process of leading or helping on dozens of projects within the watershed park, including trail improvements, stormwater infrastructure initiatives, conservation planning, and environmental education programming. FOW has particular interest in equitable access and has developed a series of recommendations aimed at improving the physical connections between neighborhoods and the park to enable more residents to enjoy this unique asset. Safe access is fundamental; FOW has identified key intersections where safe crossing should be prioritized:

- Forbidden Drive at Bell's Mill Road
- Lincoln Drive at Wissahickon Avenue and Rittenhouse Street
- Ridge Avenue and Wigard Avenue (to Scout House)

The Upper Northwest District Plan should expand upon and reinforce FOW's and PPR's proposed improvements within the park, while considering strategies to improve access to the park.

In addition to Wissahickon Valley Park there are several other key neighborhood park assets that are vital to outdoor activity for the residents of the Upper Northwest.

*Vernon Park* is a large community park in Central Germantown. The park fronts both Germantown Avenue and Greene Street north of Cheltenham Avenue. There are several buildings and monuments within the park, including Vernon House (the estate house associated with land that became the park), monuments commemorating the Battle of Germantown in the Revolutionary War, and a former Free Library branch building (now Center in the Park). "This eight-acre park on Germantown Avenue evolved from the eighteenth-century private gardens of Melchior Meng. An avid horticulturalist, Meng planted linden, magnolia, and other specimens north of his house. In 1804, the property was purchased by James Matthews, who, a year later, constructed a Federal-style house. James Wister acquired the property in 1812 and named it Vernon (likely a tribute to the Virginia home of George Washington), preserving and expanding Meng's gardens and tree collection. In the late nineteenth century, nurseryman Thomas Meehan urged the City of Philadelphia to acquire the property for use as a public park. In 1895, the City purchased the land and, three

years later, the Germantown Branch of the Free Library of Philadelphia was relocated from its former location to the house in Vernon Park. In 1905, a section of the park was regraded to serve as the site for a new library, which was financed by the Carnegie Fund Committee and constructed in 1907, leaving the older house vacant. Between 1913 and 1917, the park was redesigned by the architectural firm Bissell & Sinkler. Three monuments were introduced in the early 1900s including a statue commemorating the Battle of Germantown. Landscape architect George Patton redesigned the park in 1962. In 2011, a rain garden was added and a 2015 renovation resulted in lighting, pathway, and playground upgrades. Today, the eastern side of the park is shaded by mature trees while the western section comprises an open lawn with athletic fields.” (*Source: Cultural Landscape Foundation*).

*Awbury Park and Awbury Arboretum* can be traced to 1852, when Quaker ship owner Henry Cope purchased 40 acres of gently rolling pasture and built a Gothic Revival-style country house. Characterized by rolling hills and open fields with few structures or trees, Cope named the area “Awbury” for his ancestral village in England. In 1870, landscape gardener William Saunders worked with members of the Cope family to design an English landscape park, with copses of trees and broad lawns framing picturesque views. Cope’s land remained a pastoral oasis in a rapidly developing urban context. Meadows, ponds, and woodlands were interspersed with the more than 20 private homes and gardens of six Quaker families. In 1916, the Cope family gave much of the property to the City Parks Association for a public garden. Arthur Cowell and the landscape firm of Harrison, Mertz & Emlen created a master plan in 1919, including a beech hollow and a stone-edged watercourse and ponds created from a spring-fed creek. Surrounded on three sides by residential development, the arboretum’s 55 acres reflect planning efforts from 1850 to 1950: a “Secret” Woodland Garden; Haines Field’s evenly spaced specimen trees; the Francis R. Cope House; and an urban agricultural village serving a large local food cooperative. The property was listed in the National Register of Historic Places in 2001 as part of the Awbury Historic District. (*Source: Cultural Landscape Foundation*).

In 1921, the adjacent 28-acre parcel was acquired by the Fairmount Park Commission. Between 1934 and 1938, the Works Progress Administration lined neighborhood streets with stone walls. In the 1940s, the park comprised a grassy hillside, playfields, and a row of canopy trees buffering its southern edge. In the 1950s, it was temporarily used by the U.S. Army for barracks, which were removed by 1965. In 1965, the Land and Water Conservation Fund (LWCF) was established by Congress to ensure that access to outdoor recreation was available to all Americans. Awbury was identified as an area in need, and, in 1969, George Patton was commissioned to design Awbury Park. With support from the LWCF, an eleven-acre section was developed as the Awbury Recreation Center (see Neighborhoods memo for assessment of current conditions). Facilities include tennis courts, ball fields, a swimming pool, a grandstand, concessions, and showers. Today, the park’s undulating topography is shaded by mature honey locust and oak while dogwood and other shrubs provide year-round interest. (*Source: Cultural Landscape Foundation*).

*Cliveden Park*, in East Mount Airy, is notable for its steep topography. The hilly landscape provides a backdrop for the vast walking paths within the park. Cliveden Park is an entire city block, allowing for spaces to serve different age groups and users. In addition to the walking paths, the park includes a bridge and jungle gym as well as substantial greened open space with mature trees. Not only does Cliveden Park’s topography influence its programming, it led to a project by the Philadelphia Water Department to locally



collect stormwater before it enters the combined sewer system. The project, which is a partnership between the Water Department, Pennsylvania Horticultural Society, the PA Department of Parks & Recreation, Friends of Cliveden Park and Bank of America, collects water not only from within the park but from adjacent streets as well. The stormwater features also help to beautify park by providing a terraced stream in the park.

*Pastorius Park* was first conceived in 1910 by George Woodward (1863-1952), a prominent developer and progressive politician. The land of the present-day park was donated by Woodward to the City. Fairmount Park Commission hired local landscape architect Frederick W. G. Peck to develop the original design. Woodward gave funds and donated materials for the actual construction of the Park and its improvements which was finally created under the direction of the Works Progress Administration (WPA) in 1937. Peck's design was heavily influenced by Frederick Law Olmstead and reflected Woodward's vision as a passive, reflective space. Major components of the Park included a constructed pond for reflection and ice skating (replacing an existing swamp), a stone warming hut, and an amphitheater for community events. After years of neglect, the park began a redesign in 1980, with funding and help by various stakeholders including the Chestnut Hill Community Association (CHCA), Friends of Pastorius Park (FoPP), Pew Memorial Trust, citizen donations, and the Woodward Family. The FoPP funded a second restoration in the mid-to-late 1990s when the pond was cleaned and re-lined and improvements were made to the path system.

*Fernhill Park* is split between the Upper Northwest and North Districts, bisected by Roosevelt Expressway. The park was originally part of Louis Clapier's estate, and still has many historic trees dating back to the 1800's. The estate was originally known for its prominent and lavish gardens with many rare plants, and has continued to attract horticulturists and arborists alike. The park is one of the larger parks in Germantown and is lined on the north and east by homes.

## Trails

Trails in the Upper Northwest serve transportation and recreation purposes to residents of Philadelphia and surrounding municipalities. The trails described below were inventoried and ranked by priority in the 2015 *Philadelphia Trail Master Plan Update*.

Wissahickon Creek Park is home to a well-used trail system consisting of Forbidden Drive and a network of soft-surface hiking trails. These trails are a major part of Philadelphia's recreation and transportation trail network, and they include several connections to the local street network and bicycle lanes in the surrounding neighborhoods. Forbidden Drive, which runs for nearly eight miles through the district, connects to the Schuylkill River Trail at the southern end and the Wissahickon Green Ribbon Trail in Montgomery County at the northern end.

As described in the 2015 *Philadelphia Trail Master Plan Update*, there are several proposed trails and sidepaths in the Upper Northwest District, including the Cresheim Valley Trail, Wissahickon Avenue Sidepath and Lincoln Drive Sidepath (between Wayne Avenue and Rittenhouse Town).

As noted the Cresheim Valley Trail is a high-priority trail project with some secured funding sources readily available to start initial studies. The trail will allow connections from Wissahickon Valley park to northern neighborhoods to the north and east, while also creating a connection to portions of the East Wissahickon Valley Park. The CV Trail will have multiple phases -- within city limits as a phase one (from Germantown Avenue north to Stenton Avenue) and phase two will look to expand the trail beyond city limits from Stenton Avenue to Cheltenham Avenue. Both phases will help connect hundreds of neighbors and commuters from East Mt. Airy, Cedarbrook and Wyndmoor into the Wissahickon and beyond to Center City.

The Wissahickon Sidepath is a long-term project that would involve numerous feasibility and engineering studies and has several pinch points along the public right-of-way. For this district plan's timeline, it should not be considered a feasible project at this point. The Lincoln Drive Sidepath was studied by PennDOT and the Streets Department in 2016 and determined to be infeasible without extensive and costly earthwork and/or bridge structures. It has since been dropped from OTIS' priority list.

## **Open Space**

### Land Preservation

Edgar Allan Poe wrote of the Wissahickon Creek, "were it flowing in England, it would be the theme of every bard . . . if its banks weren't parceled off in lots, at an exorbitant price, as building-sites for the villas of the opulent". The Fairmount Park Commission took title over much of the Wissahickon Valley to protect the city's water supply, and today the Wissahickon Valley Park is a regional open space amenity with incalculable value to all the city's residents. Acquisition of easements over private land to protect this unique landscape continues today, with the work of the Natural Lands Trust, the Chestnut Hill Conservancy, and private landowners.

Additionally, some of the City's more stringent land use regulations add an additional layer of scrutiny for land development proposals in steep areas and historic streams and swales. See the Land Management memo for more.

### Walkable Access to Public Open Space

Proximity to open space and rec centers helps residents achieve their required daily exercise. Open space and rec centers also promote socialization and community building. The "10-minute walk" used in this analysis represents the soft line between daily and less frequent park use. Barriers to park / rec access in the UNW include dead end streets, curvilinear "suburban-style" street networks, physical barriers such as long, dangerous highspeed arterial streets, and restricted access to open spaces.

Using these variables, we identified areas in the district where access to parks and recreation centers could improve (see accompanying map). There are only two locations that do not have walkable access to open space within the "10-minute walk" radius: an area on the outer northwest corner of the district

in Chestnut Hill and a small portion of east Mt. Airy. Relative to other districts, the Upper Northwest residents have very good walkable access to their open space assets.

There are several key improvements that could make access even better in the district. The suburban-style street networks of Chestnut Hill could potentially benefit from easements, or public short-cuts, through private property to improve access to the Wissahickon Park. Neighborhoods in Germantown need safer access and walking zones to reach more open spaces including Wissahickon Valley Park. A more in-depth walking analysis of access to rec and open space should be a next step as part of this district plan.

The City could also work with other land owners, such as the school district and Streets Department and oTIS, to remove barriers (i.e., safety, security, maintenance) to the public use of open space lands. An examination of existing parks and open space use could help ensure they are meeting their potential in serving the community.

Lastly, many of the existing neighborhood parks have large three to four-foot-high walls originally built in the 1930s as part of the Works Progress Administration (WPA). These walls although historic, do create several barriers for residents and visitors to access neighborhood parks. While maintaining these grand walls is priority, the district plan should look to consider other ways to remove the physical barrier to many of the neighborhoods' open space assets.

### **Recommended Follow-Up**

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

- Identify sidewalk gaps that limit walkable access.
- Prioritize proposed park or trail improvement projects.
- Focus capital improvement dollars on the most-needed park, park access, and recreation assets, as identified by Park & Recreation staff and other stakeholders.
- Develop strategies to address gaps in Walkable Access to Public Open Space, particularly in low-access areas identified above.

**Table 5.1.**  
**Park Assets**

NAME	ADDRESS	SIZE (ACRES)
ALLENS LANE ART CENTER	621 W Allens La	5.76
AWBURY PARK	6101 Ardleigh St	28.16
BRINGHURST PARK	200 E Bringhurst St	0.07
BUCKLEY PARK	8199 Germantown Ave	0.17
CARPENTER'S WOODS	7045-99 Greene St	40.06
CLIVEDEN PARK	501 E Johnson St	5.97
CLOVERLY PARK	5425 Wissahickon Ave	2.55
GILBERT STUART PARK	5132 Germantown Ave	0.27
GLEN FERN	1100 Livezey La	0.05
HOWELL PARK	5215 Greene St	1.54
KAY PARK	4712 Pulaski Ave	1.71
LOUDOUN PARK	4650 Germantown Ave	7.32
LOVETT PARK	6923-45 Germantown Ave	1.23
NEWHALL PARK	5322 Newhall St	0.14
PASTORIUS PARK	200 W Hartwell Ln	16.04
VERNON PARK	5710-18 Germantown Ave	8.39
WINSTON PARK	181-85 E Willow Grove Ave	1.02
WISSAHICKON EAST	7530 Anderson St	5.61
WOLF PARK	7018 Mc Callum St	0.24
WOODWARD PINES	7930-34 Lincoln Dr	0.98

## DEMOGRAPHICS

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### SUMMARY OF EXISTING CONDITIONS

With 85,093 residents, the Upper Northwest is the ninth most populous of the City's 18 planning districts. However, the district's population has fallen by 14,719 people since 1980. This 15 percent decline in total population has largely been the result of the loss of White population which has declined by 40 percent or by 14,278 people between 1980 and 2010. However, between 2000 and 2010 White population increased 3 percent or by 599 people. While Black residents now account for about 69 percent of the district's total population, up from 62 percent in 1980, the actual number of Black residents has declined 5 percent from 62,118 people in 1980, to 58,963 people in 2010. Amidst this change, Other Race population has declined 20 percent, while Asian population increased 53 percent, and Latino population more than doubled increasing 119 percent.

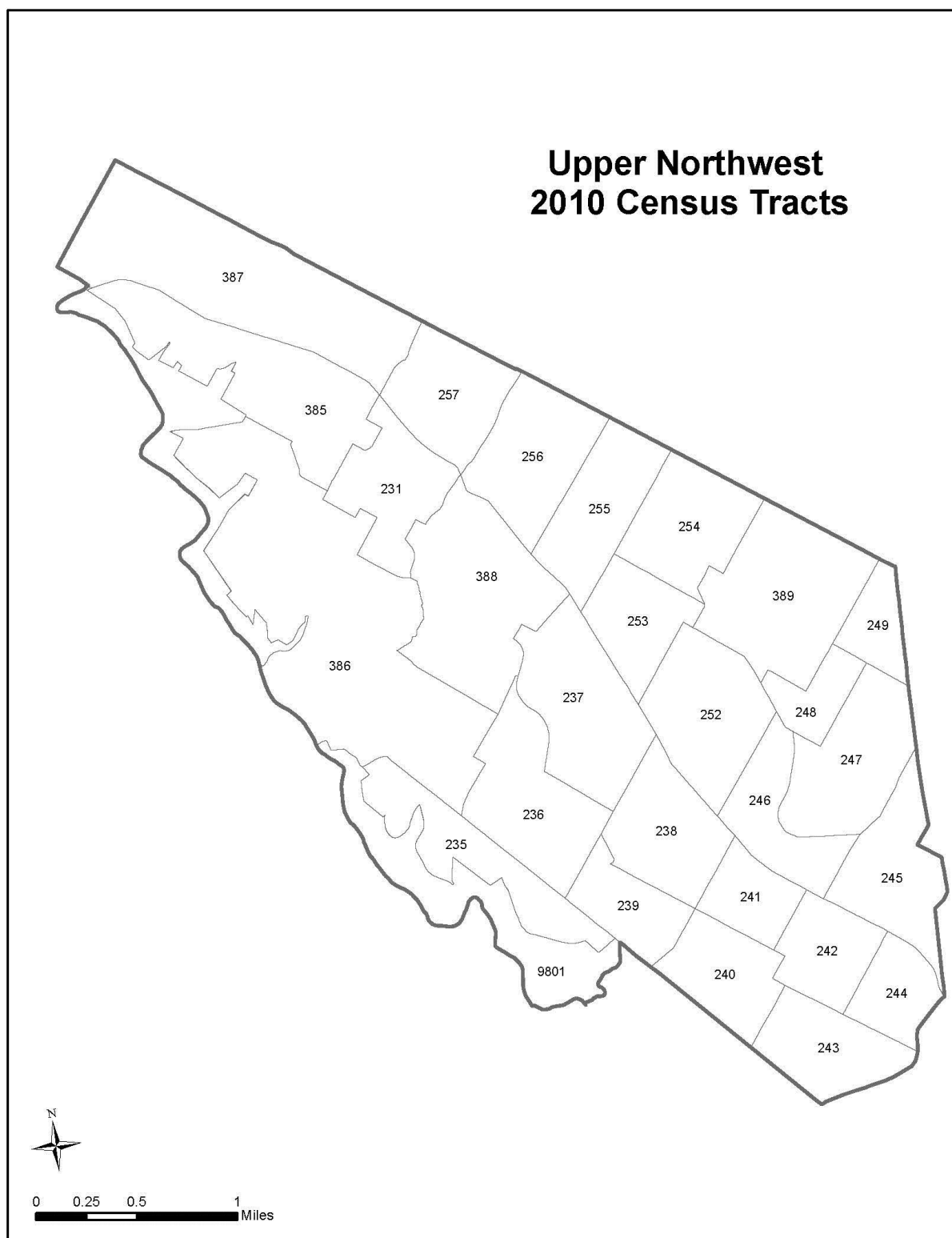
### DISTRICT BOUNDARIES FOR ANALYSIS

The Upper Northwest District demographic analysis is based on data from the Decennial Census (1980-2010) and five-year data from the American Community Survey (ACS). Based on 2010 Census tract boundaries, the Census tracts generally associated with the neighborhoods of the Upper Northwest district are:<sup>4</sup>

- **Chestnut Hill:** 224, 225, 226, 227, 228, 229, 230, 231, 257, 385, part of 386, and 387
- **West Mount Airy:** 232, 233, 234 235, 236, 237 and part of 386, 388
- **Germantown:** 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 252 and part of 389
- **East Mount Airy:** 251, 253, 254, 255, 256, and part of 389

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<sup>4</sup> Between the 2000 and 2010 Censuses, population levels fell below Census standards resulting in tract consolidations. Tracts 224 and 228 were consolidated in to a new tract 385. Tracts 225, 226 and 227 were consolidated into a new tract 387. Tracts 229, 230 and 234 were consolidated into a new tract 386. Tracts 232 and 233 were consolidated into a new tract 388.

**Figure 6.1.**

## ISSUES AND OPPORTUNITIES

Despite a downward trend in the total population, growth is forecasted for the Upper Northwest District beginning between the present and 2045. Two factors support this projection. First, while older, the Upper Northwest District, still has a good, well maintained, housing stock with wide selection of housing choices and amenity-rich neighborhoods that are attractive to family and non-family households. Second, with a high percentage of older residents, in the coming years many housing units will turn over, providing opportunities for new, younger residents to move in to the area and form households and families, thereby increasing the population over the long term.

While unemployment and poverty in the Upper Northwest have all increased in recent years, historically, socio-economic conditions in the district have been below the citywide average. Current unemployment and poverty rates in the district are still slightly lower than citywide average. Educational Attainment levels in the district are significantly higher than citywide levels. In fact, the Upper Northwest district has the third highest educational attainment levels behind the Central and Lower Northwest districts. Although current Median Household Incomes in the Upper Northwest district are comparable to the citywide median, there are wide disparities in incomes in the district. These differences can be seen by neighborhood. Several census tracts in Chestnut Hill have median household incomes higher than any median household incomes in the city. The Upper Northwest district has the third highest percentage of households with median incomes of \$2,000,000 or more. While median household incomes in Germantown are substantially lower. These disparities can also be seen in the poverty and unemployment rates and educational attainment levels. The correlations between race, poverty and income are well documented and very evident in different neighborhoods in the Upper Northwest district. The Chestnut Hill neighborhood has a higher percentage of White population with higher incomes and lower poverty rates. While the Germantown neighborhood has higher percentages of Black population with lower incomes and higher poverty rates.

Homeownership rates in the Upper Northwest district are comparable to citywide rates, as are renter occupancy and housing vacancy rates. Unfortunately, a large percentage of owners and renters are burdened by housing costs, with 31 percent of owners paying 30 percent or more of their household income for housing costs and 57 percent of renters paying 30 percent or more of their household income for rental costs. Employment and income gains for both new and existing households will be needed to reduce housing burdens and increase resources for housing maintenance and modernization.

**Table 6.2. Major Demographic Indicators – Upper Northwest District**

		1980	%	1990	%	2000	%	2010	%	2010 Citywide	%
<b>Total Popula- tion</b>		99,812		92,980		89,851		85,093	5.57 % of Citywid e	1,526,006	
<b>White</b>		35,764	35.83 %	27,190	29.24 %	20,887	23.25 %	21,486	25.25%	626,221	41%
<b>Black</b>		62,118	62.24 %	64,176	69.02 %	65,053	72.40 %	58,963	69.29%	661,839	43%
<b>Asian</b>		706	0.71%	716	0.77%	913	1.02%	1,079	1.27%	96,405	6%
<b>Other Race</b>		972	0.97%	898	0.97%	984	1.10%	777	0.91%	90,731	6%
<b>Latino (any Race)</b>		1,239	1.24%	1,437	1.55%	1,574	1.75%	2,714	3.19%	187,611	12%
<b>HH Population</b>		96,885	97.07 %	89,976	96.77 %	89,951	95.66 %	81,657	95.96%	1,468,623	96%
<b>GQ Population</b>		2,927	2.93%	3,004	3.23%	3,900	4.19%	3,436	4.04%	57,383	4%
<b>Total HUs</b>		41,797		40,739		39,760		39,903	5.95% of Citywid e HUs.	670,171	
<b>Vacant HUs</b>		4,032	9.65%	4,981	12.23 %	4,087	10.28 %	4,365	10.94%	70,435	11%
<b>Occupied HUs</b>		37,765	90.35 %	35,758	87.77 %	35,673	89.72 %	35,538	89.06%	599,736	89%
<b>Owner Occup</b>		19,664	52.07 %	19,609	54.84 %	18,686	52.38 %	17,594	49.51%	324,536	54.11 %
<b>Renter Occup</b>		18,101	47.93 %	16,149	45.16 %	16,987	47.62 %	17,944	50.49%	275,200	45.89 %
<b>Avg. HH Size</b>		2.50		2.50		2.40		2.20		2.45	
<b>Median Age</b>		34.2		N/A		39.1		41.2		33.5yrs	
<b>Age &lt;20</b>		27,714	27.77 %	24,141	25.96 %	24,752	27.55 %	19,911	23.40%	400,817	26.27 %
<b>20 to 44</b>		37,285	37.36 %	37,756	40.61 %	31,486	35.04 %	27,990	32.89%	581,102	38.08 %
<b>45 to 64</b>		19,820	19.86 %	17,533	18.86 %	20,825	23.18 %	23,458	27.57%	358,778	23.51 %
<b>65+</b>		14,993	15.02 %	13,550	14.57 %	12,788	14.23 %	12,490	14.68%	185,309	12.14 %
<b>Median HH Income</b>		Cen- sus 1980 \$17,76 8		Census 1990 \$30,660		Census 2000 \$44,405		ACS 11_15 36,750		ACS 10_15 \$36,754	
<b>% 4yrs+Col- lege</b>		24.67 %		30.90%		31.68%		36.88%		25.41%	



<b>%Unemployed</b>		10.22 %		8.86%		9.53%		12.67%		13.91%	
<b>%Poverty</b>		19.07 %		17.34%		18.53%		25.06%		26.41%	
<b>%HH No Car</b>		N/A		N/A		N/A		30.41%		32.09%	

## Population

As of 2010, the Upper Northwest District is the ninth most populous district in the City, with a total population of 85,093 people, or about 5.5 percent of the City's total population. This figure represents a decline of 14,719 residents between 1980 and 2010. In 1980, the Upper Northwest District's Total Population was 35.83 percent White, 62.24 percent Black, 0.71 percent Asian, 0.9 percent Other Race and 1.24 percent Latino. As of 2010, the district's Total Population was 25.25 percent White, 69.29 percent Black, 1.27 percent Asian, .91 percent Other Race, and 3.19 percent Latino.

Out of all racial/ethnic groups represented in the district, the White population has undergone the most significant change with a 42 percent population decline between 1980 and 2000. In 1980, White population comprised 35.83 percent of the Upper Northwest district's total population. In 2000, that number declined to just 23.25. After decades of decline, White population in the district increased by 2.87 percent by 2010. Between 1980 and 2000, Black population in the district increased, and then decreased between 2000 and 2010. Other Race population in the district has fluctuated, decreasing between 1980 and 1990, and then increasing between 1990 and 2000, and then decreasing between 2000 and 2010. Since 1980, Latino and Asian population in the Upper Northwest District consistently increased.

Since 1980, the Upper Northwest District has had a majority Black population. Despite recent losses of Black population, the district still maintains a majority (69.29 percent in 2010) Black population. The largest increase in Black population occurred between 1980 and 1990, when Black population increased 3.31 percent or by 2,058 people. Between 1990 and 2000 Black population increased 1.37 percent or by 877 people. The biggest change in Black population occurred between 2000 and 2010, when Black population in the district decreased 9.36 percent or by 6,090 people.

Asian population in the district has increased in small and steady increments. Between 1980 and 1990, Asian population increased 1.42 percent (10 people). The largest increase in Asian population occurred between 1990 and 2000, when Asian population increased 27.51 percent (197 people). Between 2000 and 2010, Asian population increased 18.18 percent (1,668 people).

The most significant change in Other Race population occurred between 2000 and 2010, when Other Race population decreased by 21.04 percent, or 207 people. From 1980 to 1990, Other Race population decreased 7.61 percent (74 people). Between 1990 and 2000, Other Race population increased 9.58 percent or, by 86 people.

Although the Latino population count remains relatively small, it has increased dramatically. From 1980 to 2010, the district's Latino population increased a total 119 percent (1,475 people). From 1980 to 1990 the district's Latino population increased 15.98 percent (198 people). Between 1990 and 2000, Latino

population in the district increased 9.53 percent (137 people). The largest increase in Latino population occurred between 2000 and 2010, when Latino population increased by 72.43 percent (1,140 people).

### Group Quarters Population

Total Population is comprised of population in households and population in group quarters. As of 2010, 95.96 percent (81,657 people) of the population in the Upper Northwest District lived in Households, with 4.04 percent (3,436 people) of the population living in Group Quarters. Group Quarters include dormitories, nursing homes, and group homes. Between 1980 and 2000, the number of people living in group quarters in the district increased. However, between 2000 and 2010 group quarter population in the district decreased 11.9 percent or, by 2,536 people. The district's 2010 group quarters population is slightly higher than the citywide average. Citywide, 3.6 percent of the population lived in group quarters in 2010, with 96.4 percent of the population living in Households.

While the group quarters population in the Upper Northwest District is dispersed throughout the district 30 percent (710 people) is concentrated in tract 387 in Chestnut Hill which is home to Chestnut Hill College. There are also significant concentrations of Group quarters populations in in tracts 241,238, 239 and 389 in the Germantown area.

### Population by Age

As of 2010, the Upper Northwest District's median age of 41.2 years was significantly higher than the citywide median of 33.5 years. Between 1980 and 1990, population in all the age cohorts have fluctuated. Between 1980 and 1990 population in the under-20, 45 to 64 and 65 and older age cohorts all decreased while population 20 to 44 increased. Between 1990 and 2000 population under 20 years of age increased, as did population 45 to 64 years old. Population 20 to 44 years old and 65 years and older decreased between 1990 and 2000. Between 2000 and 2010, population in the under 20, 20 to 44 and 65 and older age cohorts all decreased. Between 2000 and 2010, the only population to increase was in the 44 to 64 age cohort. Despite recent declines, population in the Upper Northwest district in the 65 years and older age cohort is considerably higher than the citywide average, as is population in the 45 to 64-year-old age cohort.

In 2010, the combined working-age population of the district, including the 20 to 44 and the 45 to 64 age cohorts, was 60.5 percent of the population which is slightly below the citywide total of 61.6 percent. Over the next few decades, the Upper Northwest will need to retain its younger population as it ages and begins to form households, and will need to attract new, working-age households from outside the district, to maintain the district's vitality and to fill housing units once occupied by older residents.

In 2010, population under 20 years of age comprised 24.8 percent of the Upper Northwest District's total population, which is fairly comparable to the Citywide average of 26.2 percent. The 20-to-44 age cohort stood at 32.8 percent which is considerably lower than the Citywide average of 38 percent. Population 45 to 64 years old comprised 27.5 percent of the total population which is considerably higher than the Citywide average of 23.5 percent. Population 65 years and older comprised 14.6 percent of the district total population, compared to 12 percent Citywide.

The median age in the Upper Northwest District increased from 34.2 years to 41.2 years between 1980 and 2010. The current figure is substantially higher than the citywide median age of 33.5 years. In 2010, the median age for population by census tract ranged from a low of 30.7 years old in census tract 245(Germantown) to a high of 51.1 years old in census tract 386(Chestnut Hill/W. Mount Airy). The census tracts with the highest percentage of population under the age of 20 tend to be clustered in the eastern portion of the district in Germantown and East Mount Airy, while higher percentages of population 65 years and older are clustered in the western portion of the district.

#### Foreign-Born Population

At 4.5 percent, foreign-born population comprises a relatively small percentage of the Upper Northwest district's total population and is well below the citywide average of 12.7 percent. Foreign-born population in the district has remained stable at 4.5% from the 2007-2011 ACS to the 2011-2015 ACS. The majority of the Upper Northwest District's foreign-born population is from Latin America, and the Caribbean and Asia. Of the Upper Northwest District's total foreign-born population, 39.6 percent are from Latin America and the Caribbean (32% citywide); 26.8 percent are from Asia (40.1 percent citywide); 11.6 percent are from Africa, (9.3 citywide); and 19.6 percent are from Europe (18.2 citywide). The main source countries for Upper Northwest District's foreign-born are listed below. The largest number of foreign-born population in the Upper Northwest District live in tract 257 in Chestnut Hill; tract 238 in Germantown'; and tract 388 in West Mount Airy.

<b>Table 6.3. Foreign-Born Population</b>	<b>2007-2011 Number</b>	<b>2007-2011 Percent</b>	<b>2011-2015 Number</b>	<b>2011-2015 Percent</b>
<b>Foreign-born as % of Total Population</b>	3,837	4.47%	3,830	4.50%
<b>Source Country</b>				
<b>Jamaica</b>	249	6.49%	571	14.91%
<b>China</b>	87	2.27%	244	6.37%
<b>India</b>	164	4.27%	235	6.14%
<b>Germany</b>	152	3.96%	190	4.96%
<b>Philippines</b>	99	2.58%	145	3.79%

## ENVIRONMENTAL RESOURCES

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

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### SUMMARY OF EXISTING CONDITIONS

Overall, the Upper Northwest District is a district rich in environmental resources, including the Wissahickon Park and Creek and associated wetlands and tributaries, other large parks and open spaces, and good tree cover. Although the district has good drinking water quality, water quality in streams and the condition of riparian areas could be improved.

The district is divided in terms of the quality of its environmental assets. The Chestnut Hill and Mount Airy neighborhoods have a greater percentage of tree cover and pervious surface, lower ambient air temperatures, and fewer brownfields and industrial land. Germantown contains and is closer to high-volume roads and industrial areas, has higher ambient air temperatures, less tree cover, contains more brownfields and industrial land, and is more prone to severe flooding. Improvements to environmental assets is likely to have a greater impact if concentrated in the southeastern portion of the district.

### KEY ISSUES

The following are important environmental issues facing the Upper Northwest District:

- Water quality in the district is affected by runoff and the district's combined sewer system.
- Certain areas of Germantown experience flash flooding.
- The minimal tree cover in Germantown provides few benefits for air quality, stormwater management, or summer cooling.
- Residents of Lower Germantown are near large point sources of emissions from the Hunting Park West industrial area just outside the district. A new natural gas power plant to power SEPTA regional rail trains is proposed for this area, which will further impact air quality for these residents, and many others. Residents of the same area also face higher levels of automobile emissions and less green space than residents of Chestnut Hill and Mount Airy.
- Children in the district have the city's highest rate of newly diagnosed elevated lead levels (see Healthy Communities memo).

### MAJOR OPPORTUNITIES

Opportunities to improve environmental outcomes in the Upper Northwest District include:

- Ongoing monitoring, compliance, partnership efforts, and management and technological innovations can continue to reduce air contamination in the district. The Philadelphia Department of Public Health, Air Management Services Division (AMS) recently developed a plan to develop more accurate information about the distribution and impacts of specific pollutants, as well as disparities in neighborhood-level air quality neighborhoods.
- Individual development projects can help improve air quality by incorporating energy-efficient building strategies, increasing tree cover and creating a greater intensity of uses around walkable, bikeable, and transit-served centers.
- Continued cooperation among the City, other agencies, and property owners can enhance stormwater management, riparian restoration, and storm flood relief in areas susceptible to flooding.
- Public facilities, streets, and parking lots offer near-term opportunities to increase tree cover and green stormwater management projects.

## ENVIRONMENTAL RESOURCES (SPECIFIC TOPICS)

### Air Quality

Citywide Goal: *Improve air quality within the city and region*

The 2016 Philadelphia Air Quality Report<sup>5</sup> indicates that Citywide, air quality is improving and many air pollutants are decreasing. There were 192 good, 165 moderate, and 9 unhealthy air quality days in 2016. Unhealthy days in Philadelphia are most often caused by high levels of ground level ozone (smog). Ozone irritates airways and the lungs and is particularly detrimental to the young, old, and infirm.

Philadelphia is not in full compliance with Federal air quality standards, so transportation projects in the region receiving federal funding must be reviewed for air quality impacts and conform to a regional emissions reduction plan. Land use changes and transportation investments within the Upper Northwest District can help continue progress toward compliance by reducing vehicle miles traveled (VMT) and reducing emissions from industries and vehicles.

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<sup>5</sup> [http://www.phila.gov/health/pdfs/airmanagement/AQR\\_2016%20\\_FINAL.pdf](http://www.phila.gov/health/pdfs/airmanagement/AQR_2016%20_FINAL.pdf)

### Fixed Point Sources of Air Pollution

The Philadelphia Department of Public Health's AMS division regulates facility emissions through the issuance of permits and licenses that allow facilities to operate equipment that emits or controls air pollution. The district is home to three facilities in 2015 held the 'Title V' licenses for heavy emissions. Compared to other facilities, these three have relatively moderate levels of emissions.

**Table 7.1: Air Emission Facilities, 2015**

Facility Name	Emissions in Tons					
	CO	NOX	PM10	PM2.5	SO2	VOC
<b>CHESTNUT HILL HOSPITAL</b>	2.294	1.555	0.219	0.219	0.030	0.165
<b>LASALLE WEST CAMPUS</b>	1.666	2.173	0.127	0.055	0.028	0.126
<b>SISTERS OF ST JOSEPH &amp; CHESTNUT HILL COLL</b>	2.013	2.424	0.072	0.072	0.015	0.133

Source: Philadelphia Department of Public Health

CO: Carbon Monoxide, NOX: Nitrogen Oxide, PM10: Particulate Matter less than 10 microns, PM2.5: Particulate Matter less than 2.5 microns, SO2: Sulfur Dioxide, VOC: Volatile Organic Compound

### Non-Point Sources of Air Pollution

Highway vehicle sources refer to emissions from cars, trucks, motorcycles, and buses. Residents of the Upper Northwest District are slightly more auto-dependent than the citywide average, with more than 53 percent of workers 16 or over commuting to work by driving alone compared to 51 percent citywide (2011-15 ACS). This number increases to more than 60 percent when considering those who carpool. Only about 15 percent of Upper Northwest District workers 16 and over have no vehicle access, compared to 19 percent citywide. The district is bordered in one small part by Roosevelt Expressway to the south, which carries an average of about 50,000 cars per day drive in each direction through this section. Sections of Lincoln Drive in the district carry over an estimated 21,000 cars per day and sections of Germantown, Stenton, Wayne, and Chew Avenues carry around an estimated 10,000 cars per day, all of which contribute to emissions in the district.<sup>6</sup> VMT of residents and those driving through the district contribute to CO2 and VOC emissions.

<sup>6</sup> <https://www.dvrpc.org/webmaps/TrafficCounts/>

Two railroad lines run through the Upper Northwest District, which offer an alternative to driving. However, high cost, low frequency, dispersal of preferred destinations, limited parking and limited transit/bike/pedestrian transfers present barriers to increased use of regional rail. Numerous bus routes also service the district, as well, including the 18, 23, 26, 53, 65, 77, 94, 97, H, J, K, L, and XH. About 29 percent of workers in the district take public transit using regional rail or bus. See the Transportation chapter for further discussion on the existing public transit system.

### Indoor Air Quality

Indoor air quality (IAQ) refers to the air quality within and around buildings and structures. Poor IAQ can be caused by contaminants from construction or renovation, mold, asbestos, cleaning supplies, pesticides, and other airborne chemicals. Of significance are asbestos and lead. Asbestos was commonly included in many building materials prior to 1981. Lead was a common ingredient in paint prior to 1978 and in plumbing components prior to 1986. In 2015, children under six years old in the Upper Northwest had the city's highest rates of newly identified elevated blood levels, with 8.3% of children testing in the moderate exposure range (5-9 mcg/dL) and 2.3% suffering from severe lead exposure (10 mcg/dL or higher).

Causes of poor IAQ may include poor ventilation, problems controlling temperature, high or low humidity, and recent remodeling. Poor indoor air quality has been tied to symptoms including headaches, dizziness, fatigue, trouble concentrating, and irritation of the eyes, nose, throat and lungs. Damp indoor environments that lead to mold growth has been linked to asthma. The exposure to some pollutants, such as asbestos and radon, do not cause immediate symptoms but can lead to cancer after many years.

### **Brownfields**

Citywide Goal: *Reposition former industrial sites for new users.*

The Upper Northwest District contains limited amounts of industrial land, mostly located in the southern part of the district in Germantown. Even less land is zoned industrially. There are no sites in the district that participate in the Hazardous Sites Cleanup or Superfund Program, although there are five properties in the Pennsylvania Activity and Use Limitations (AUL) Registry maintained by the Pennsylvania Department of Environmental Protection (PADEP). The AUL Registry lists properties with an Environmental Covenant, Administrative Order, Consent Order and Agreement, Deed Restriction, Post-Remediation Care Plan and/or other AUL document.

**Table 7.2: Activity and Use Limitations Registry Sites in Upper Northwest District**

<b>AUL Registry ID</b>	<b>Primary Facility Name</b>	<b>Address</b>	<b>Contaminants</b>
<b>1407</b>	EB OREILLY SERVICING CORP	28-30, rear of 12 and 22 W Highland Ave	Petrochemicals, aromatic hydrocarbons

<b>2294</b>	SUNOCO 0364 1289	6232-40 German-town Ave	Petrochemicals, aromatic hydrocarbons
<b>146</b>	GERMANTOWN FRIENDS SCH/POST OFFICE LOT	31 W Coulter St	Asbestos, PCBs, petrochemicals, aromatic hydrocarbons, solvents
<b>1886</b>	WISSAHICKON CHARTER SCHOOL	815-825 E Washington Ln	VOCs
<b>544</b>	TEXACO 100247	6301 Chew Ave	Petrochemicals, aromatic hydrocarbons

Source: PADEP

### Water Quality

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

#### Drinking Water

EPA, PADEP and Safe Drinking Water Regulations require drinking water providers to monitor for about 100 regulatory parameters, including inorganic chemicals, synthetic organic chemicals, total organic carbon, disinfection byproducts, volatile organic compounds, bacteria, radiological contaminants, and others. These regulations are defined by maximum contaminant level (MCL) and maximum contaminant level goal (MCLG) under federal rules.

Drinking water in the Upper Northwest District is provided by the Philadelphia Water Department (PWD) and is drawn from the Schuylkill and Delaware Rivers, then treated at the Queen Lane and Baxter Water Treatment Plants, respectively.<sup>7</sup> Detailed analysis of the water quality at each of these plants was conducted in 2002, but a comprehensive report has not been published since. However, the Water Department's 2016 Annual Drinking Water Quality Report states that the city's drinking water meets all federal standards for contaminants, bacteria, turbidity, disinfection by-products, and other measures.<sup>8</sup> An updated study of the water quality at the drinking water treatment plants in the city could provide greater insights into drinking water quality in the district.

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<sup>7</sup> <http://www.phila.gov/water/PDF/2016-water-quality-results.pdf>

<sup>8</sup> <http://www.phila.gov/water/PDF/2016-water-quality-results.pdf>



### Surface Water

The Upper Northwest District falls into three watersheds: the Schuylkill, Tookany/Tacony-Frankford and Wissahickon.

Most of the western part of the district is in the Wissahickon Creek Watershed. The watershed is considered one of the healthiest in the city, but suffers from conditions caused by increased urbanization such as higher volumes of outfall water containing sewage, erosion of streambanks and sedimentation from increased runoff, high levels of bacteria and nutrients from the wastewater, excessive algae growth and dissolved oxygen.<sup>9</sup> The eastern part of the district is in the Tookany/Tacony-Frankford Watershed, all of which falls into the Combined Sewer Overflow (CSO) area of the city. This watershed is considered highly impaired and suffers from the issues noted above, as well as poor quality riparian and stream habitat and wetlands, and high levels of heavy metals.<sup>10</sup>

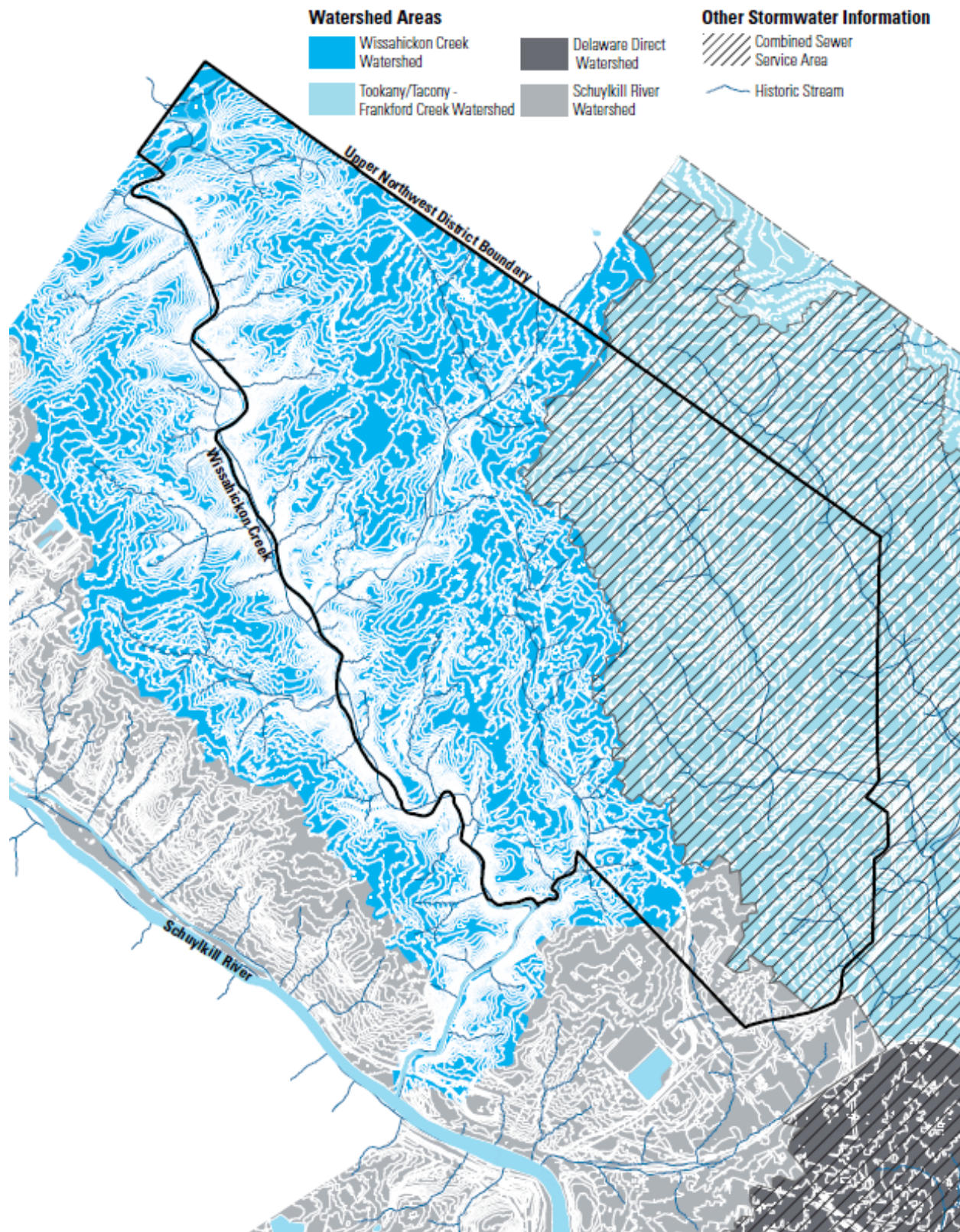
Water quality and streamflow data for Philadelphia's watersheds is monitored at 11 stream gaging stations in the city, which are maintained by the United States Geological Survey. One of these stations is at the mouth of the Wissahickon Creek at the Schuylkill River just to the south of the district. At this location, water turbidity, temperature, PH, and dissolved oxygen were considered in the "good water quality" range but discharge levels were considered in the "poor water quality range."<sup>11</sup>

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<sup>9</sup> [http://www.phillywatersheds.org/your\\_watershed/wissahickon](http://www.phillywatersheds.org/your_watershed/wissahickon)

<sup>10</sup> [http://www.phillywatersheds.org/doc/Tacony\\_Frankford\\_WMP.pdf](http://www.phillywatersheds.org/doc/Tacony_Frankford_WMP.pdf)

<sup>11</sup> <https://pa.water.usgs.gov/pwd/>, accessed October 13<sup>th</sup>, 2017

**Figure 7.1: Watersheds, CSO Area, and Historic Streams**

To protect the Wissahickon Creek Watershed from construction activity, the Zoning Code contains regulations regarding development projects in the district. Projects generally located between Ridge Avenue, Schoolhouse lane, Germantown Avenue, Mount Airy Avenue, and the Montgomery County Line are subject to §14- 510 / WWO Wissahickon Watershed Overlay District. Depending on exact location, the code restricts new impervious cover, or imposes additional stormwater management infiltration requirements. The overlay also imposes required setbacks from water courses and requires earth moving plans.

### Waterway Restoration

The Philadelphia Water Department is working to restore and stabilize waterways throughout the city, the effect of which is to reduce erosion and sediment pollution, control floodwaters, protect habitat, and enhance the natural beauty and functions of streams. Within the Upper Northwest District, there are a few projects that are in PWD design and implementation. These projects are being undertaken to restore the environment and ecosystem of the Wissahickon and its tributaries, specifically along the Cresheim Creek and at Devil's Pool. Just outside the district, PWD recently built Saylor Grove, a one-acre stormwater treatment wetland along the Wissahickon. The wetland "helps to slow down stormwater runoff [that is piped to the wetland] and filter polluted stormwater, treating an estimated 70 million gallons of urban stormwater every year."<sup>12</sup> Also outside the district, PWD is working on a stream restoration project along Gorgas Run, and bank restoration near Lincoln Drive and I-76.

Though not in the planning or design phases, PWD has recommended the removal of or modification to the Livezy Dam, downstream of the Valley Green Inn, and the Magarge Dam, upstream of the inn. Removal of or changes to the dams would allow migratory fish to move more easily upstream and prevent stream-bank erosion. Studies show the Magarge Dam increases the number of phytoplankton blooms in the stream, which reduces oxygen levels in the water, impacting habitat for plants and fish.<sup>13</sup>

### Stormwater

Pollution derived from stormwater runoff is one of the most significant threats to the water quality of the watersheds of the Upper Northwest District, but one that can be remediated through public and private investment. The City of Philadelphia is mandated by the EPA to reduce its Combined Sewer Overflow (CSO) discharges, which is when excess stormwater runoff during wet weather events exceeds the capacity of the combined stormwater/sewer systems and causes raw sewage to discharge into surface waters. More than half of the Upper Northwest District is within the CSO area.

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<sup>12</sup> [http://www.phillywatersheds.org/doc/ERU\\_3\\_Wetland\\_Creation.pdf](http://www.phillywatersheds.org/doc/ERU_3_Wetland_Creation.pdf)

<sup>13</sup> [http://www.phillywatersheds.org/doc/ERU\\_5\\_Fish\\_Passage.pdf](http://www.phillywatersheds.org/doc/ERU_5_Fish_Passage.pdf)

PWD maintains a network of stormwater rain gauges in the city, which collect real-time rainfall data, and help to determine the likelihood of a sewage overflow event occurring at combined sewer outfalls. The district contains two rainfall monitors, but no combined sewer outfalls in the district. The district does, however, contain 76 separate sewer outfalls located mainly along the Wissahickon Creek and its tributaries, such as the Cresheim Creek. Separate sewer outfalls do not face the risk of sending untreated sewage into the water system, but they do contribute stormwater runoff into the streams, which may carry pollutants drained from buildings, paved surfaces, and streets.

#### Combined Sewer Outfalls and Rain Gages

To better manage stormwater runoff and reduce CSO discharges, PWD is implementing a green stormwater infrastructure (GSI) program to install facilities including infiltration trenches, rain gardens, stormwater planters, stormwater tree trenches, and other practices to capture rainfall before it enters the sewer system. Within the Upper Northwest District, there are many GSI features that have already been installed, both private and public.

**Table 7.3: GSI Features**

<b>GSI Feature</b>	<b># in Upper Northwest District</b>
<b>Stormwater Trench</b>	57
<b>Rain Garden</b>	33
<b>Pervious Pavement</b>	24
<b>Green Streets Project</b>	18
<b>Tree Trench</b>	12
<b>Stormwater Basin</b>	8
<b>Stormwater Planter</b>	6
<b>Green Roof</b>	4

Source: PWD, 2017

Additional opportunities for GSI exist throughout the CSO area of the district, particularly within parks and playgrounds, schoolyards, and other publicly-owned sites. The following assets are PWD priorities:

- Happy Hollow Playground (PPR)
- Pleasant Playground (PPR)
- Waterview Recreation Center (PPR)
- Young Recreation Center (PPR)
- MLK High School Baseball Field (SDP)
- Emlen School (SDP)
- Ada H. Lewis School (SDP)
- Wister School (SDP)
- Fitler Academics Plus (SDP)
- 4919 Wayne Avenue (DPP)
- Chelten Green Plaza (DPP)
- 229 E Logan St (DPP)
- 152-58 W Logan St (DPP)
- 417-445 E Wister St (RDA)
- 6309 Cherokee Street (Holman Field) (DPP)

### **Environmentally Sensitive Areas**

According to 2009 data from the National Wetlands Inventory of the National Fish & Wildlife Service, there are wetlands located along almost the entire length of the Wissahickon in the district, as well as the portion that connects into the Delaware River that passes through the Lower Northwest District and further upstream in Montgomery County. Except for the segment of the Wissahickon between the county boundary and Germantown Avenue, the entirety of the Creek, and its wetlands, fall within the protected SP-POA zoning designation.

A large portion of the Upper Northwest District's western side is also under the steep slope protection area. Approximately 61% of the land in the district falls within this protection area. These regulations protect areas where slopes exceed 15% as a measure to prevent sediment from running into streams.

Many of the district's historic streams have been channelized to make way for modern development, but this encapsulation has led to hazardous flooding events in the district. The path of the historic Wingohocking Creek, one of the major tributaries of the Frankford Creek, is where most of this flooding occurs. The Wigohocking Creek ran in two branches, with Belfield Avenue approximately following the west branch and Manfield Rd approximately following the east branch. Severe rain events can cause flash floods that can get to six feet deep along certain parts of these roads. The Philadelphia Water Department is working to relieve this flooding that occurs in the district.

### **Tree Cover**

Trees improve air quality, reduce ambient air temperatures during heat waves, and absorb stormwater. Certain developments are now required by City ordinance to plant trees. The City's *Greenworks2015* goal is a tree cover of at least 30 percent in all neighborhoods. A 2011 study found that the possible tree canopy in the Upper Northwest District an estimated current 24-47 percent depending on the neighborhood, but could be shifted up to 37-40 percent in neighborhoods currently lacking trees.<sup>14</sup>

The ambient air temperatures in the Chestnut Hill and Mount Airy sections of the district are cooler than average, while temperatures in much of Germantown are average or warmer than average compared to the rest of the city.<sup>15</sup> When comparing tree canopy and temperatures, there appears to be a correlation between higher amount of vegetation and lower air temperatures, though elevation difference between the western and eastern portions of the district plays a role.

### **Recommended Follow-Up**

- Identify land use and zoning strategies to reduce automobile dependence, including strengthening neighborhood-serving commercial services near housing concentrations and transit nodes.
- Identify areas with significant traffic congestion and vehicle idling and educate residents about idling.
- Work with PWD and partners to identify high priority stormwater management projects in the CSO area based on emerging stormwater management and flood relief challenges.
- Encourage large commercial and institutional property owners who face higher PWD stormwater fees to consider strategies that improve stormwater management and lower stormwater costs.

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<sup>14</sup> "A Report on the City of Philadelphia's Existing and Possible Tree Canopy", [http://www.fs.fed.us/nrs/utc/reports/UTC\\_Report\\_Philadelphia.pdf](http://www.fs.fed.us/nrs/utc/reports/UTC_Report_Philadelphia.pdf)

<sup>15</sup> [https://beta.phila.gov/media/20161101174249/2016-Greenworks-Vision\\_Office-of-Sustainability.pdf](https://beta.phila.gov/media/20161101174249/2016-Greenworks-Vision_Office-of-Sustainability.pdf)

- Continue work on waterway and wetlands restoration along the Wissahickon and its tributaries.
- Work with PPR, PHS Tree Tenders, and other partners to increase tree canopy in the district, focusing on the more tree deficient areas and facilities.
- Explore funding programs for white roof installation to reduce heat island effect in areas of the district experiencing higher air temperatures.
- Understand steps that the largest air polluters are taking, or could take, to decrease air emissions.
- Make use of new data from Air Management Services as it becomes available to better understand air quality related environmental justice issues within the district and address disparities in pollution exposure

## **HISTORIC PRESERVATION**

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

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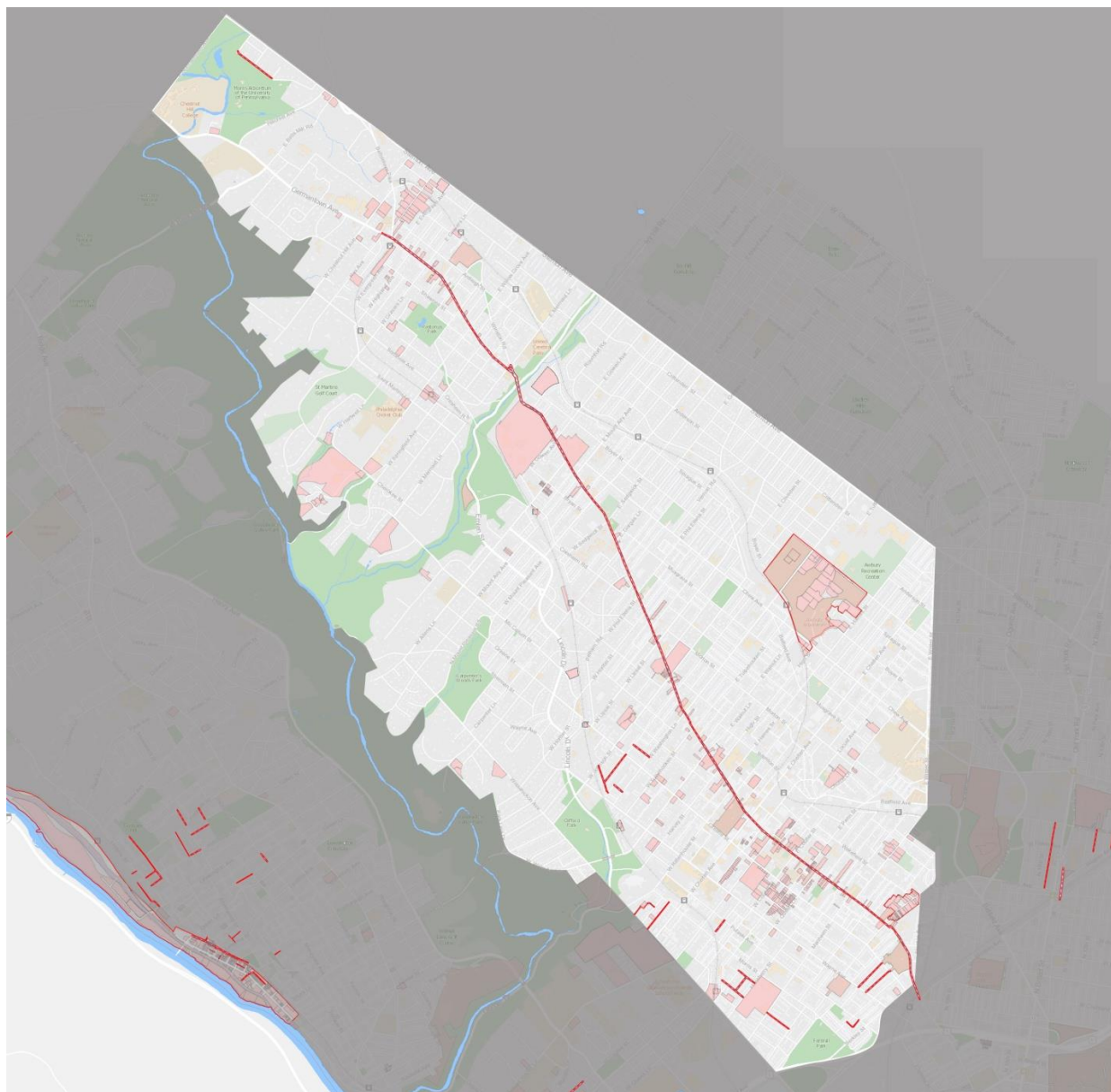
### **SUMMARY OF EXISTING CONDITIONS**

#### Philadelphia Register of Historic Places

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

There are approximately 12,000 properties (23,000 if condominium units are included) in total on the Philadelphia Register of Historic Places. Within the Upper Northwest Planning District, 550 addresses are listed on the Philadelphia Register of Historic Places, including condominium units. There are two Philadelphia Register historic districts located within the boundaries of the Upper Northwest Planning District: Awbury Historic District and East Logan Street Historic District.





**Figure 8.1.** Map showing properties already listed on the Philadelphia Register of Historic Places. Local historic districts are outlined in red. Pink parcels are properties listed on the local register. Red lines indicate historically paved streets that are listed on the Historic Street Paving Thematic District.

The **Awbury Historic District** consists of the designed landscapes, buildings, and sites of the Cope extended family enclave in the East Germantown section of the city of Philadelphia. This includes the entire Awbury Arboretum, which takes up the majority of the land area of the District, and adjacent properties developed and occupied by Henry Cope (1793-1865), son and successor to prominent Philadelphia Orthodox Quaker merchant Thomas Pym Cope (1768-1854), his near relatives, and his descendants. The District is bounded roughly by the SEPTA Chestnut Hill East rail line, Chew Avenue, Haines Street, Ardleigh Street, and the Arboretum property line northwest of Washington Lane.



Figure 8.2. Left: 900-38 E. Washington Lane, Francis Cope House. Right: 5 Awbury Road.

The **East Logan Street Historic District** is a 19th century suburban development comprised of 29 parcels containing a combined total of collection of 30 structures that includes single-family detached houses, carriage houses, garages, outbuildings, semi-detached houses and one industrial building. Running along a curvilinear east-west axis, the East Logan Street district is anchored on the western end by the Hood Cemetery. Located at the corner of East Logan Street and Germantown Avenue, the cemetery serves a dual purpose as the gateway to the neighborhood and providing a calming transition from the busy commercial character of the Avenue to the quiet of the residential neighborhood. On the eastern end the district extends to Stenton Avenue. The houses on East Logan represent at variety of styles and are arranged along the street to create a stylistic romantic landscape. The majority of houses date from the early-to-mid 19th century, but the neighborhood also contains a collection of late-Victorian and early 20th century buildings that have been well incorporated into the streetscape.



Figure 8.3. Left: 39 E. Logan Street. Right: 62 E. Logan Street.

### National Register of Historic Places

The Upper Northwest Planning District is one area of the city where there is considerable survey data for individual resources and large districts. Outside of Center City and West Philadelphia, this area of the City has the highest concentration of existing survey data in Philadelphia.

#### *Properties Listed in the National Register of Historic Places*

Within the Upper Northwest Planning District there are 47 individual buildings and ten districts listed in the National Register of Historic Places and four individual National Historic Landmarks and two NHL districts.

#### *Individually Listed Properties*

Fifteen of the individually listed buildings are also located in and considered contributing to a National Register listed historic district, primarily the Colonial Germantown Historic District and Chestnut Hill Historic District; one property (St. Peter's Episcopal, 105643) is within the Tulpehocken Station Historic District. Eleven of the listed resources are public schools listed as part of thematic nominations in 1986 and 1988. These schools were resurveyed in 2014 as part of a PHMC-led project to verify the status and condition of previously listed schools and document post-1938 schools Citywide. Four of the individually listed properties are NHLs and 3 of those resources are also contributing to the Colonial Germantown NHL District. These properties include Cliveden, Wyck, and Johnson House. The Germantown Cricket Club is also a NHL, but is not within a separately listed district.

Shaded resources are also contributing to a National Register listed district.

KEY #	Address	Historic Name
000819	319 W Chelten Ave.	Delmar Apartments
001327	6669 Germantown Ave.	Beggarstown School
001329	6504 Germantown Ave.	6504 Germantown Ave.
001330	6505-6507 Germantown Ave.	6505 Germantown Ave.
001346	5275-5277 Germantown Ave.	5275 Germantown Ave.
001353	5214 Germantown Ave.	5214 Germantown Ave.
001354	5442 Germantown Ave.	5442 Germantown Ave.
001389	Gravers Ln.	Gravers Lane Station
001391	5269 Germantown Ave.	5269 Germantown Ave.
001398	5218 Germantown Ave.	5218 Germantown Ave.
001403	29 E Penn St.	Ivy Lodge
001416	401 W Johnson St.	Mayfair House
001418	200 W Tulpehocken St.	Maxwell, Ebenezer, House
001420	6119 Germantown Ave.	6119 Germantown Ave.
001423		Monastery, The
001427	E Gowen Ave.	Reading Railroad: Station (Mt. Airy)
001433	627 St. Georges Rd.	Oakley, Violet Studio
001491	6430 Germantown Ave.	6430 Germantown Ave.
001497	5128 Wayne Ave.	Watson, Sally, House
001500	500 W Willow Grove Ave.	Wissahickon Inn
001501	5267 Germantown Ave.	5267 Germantown Ave.
001509		Anglecot, The
050813	5446 Wayne Ave.	Sharpless, William C., House
050968	6655 McCallum St.	Malvern Hall
050974		Wissahickon, The
051583	430 E Washington Ln.	Roosevelt, Theodore, Junior High School
054134	5722 Greene St.	Y.M.C.A. of Germantown
054140	221 W Johnson St.	Nugent Home for Baptists
054390	101 W Johnson St.	Presser Home for Retired Musicians
054815	6653 McCallum St.	McCallum Manor

079890	100 Pelham Rd.	Hogue, Robert M., Residence
083416	140 W Seymour St.	Filter, Edwin, High School
088897	5933 McCallum St.	Germantown Grammar School
089492	260 W Johnson St.	Seymour House
092069	4701 Germantown Ave.	Schaeffer, Charles E., School
092073	60-68 E Haines St.	Fulton, Robert, School
093363	601 W Carpenter Ln.	Henry, Charles Wolcott Public School
095023	5347 Pulaski St.	Meehan, Thomas, School
096022	6501 Chew Ave.	Emlen, Eleanor Cope School of Practice
096040	7300 Rural Ln.	Houston, Henry H., School
096048	8301-8317 Germantown Ave.	Jenks, John Story, School
096400	8765 Stenton Ave.	Welsh, John, House
104224		Grace Church, Mt. Airy
105463	6008 Wayne Ave.	Saint Peter's Episcopal Church of Germantown
113835	245 W Cheltenham Ave.	Smyser & English Pharmacy
140759	45 W Haines St.	Germantown Grammar School (Boundary Increase)
156981	4740 W Wayne Ave.	Happy Hollow Recreation Center Playground
001339	6401 Germantown Ave.	Cliveden
001404	6306 Germantown Ave.	Johnson, John House
001506	6026 Germantown Ave.	Wyck
054756	401 W Manheim St.	Germantown Cricket Club

### National Register Historic Districts

There are 10 National Register-listed districts within the planning district. Two of these districts, Colonial Germantown and Chestnut Hill, are large both geographically and in terms of contributing resources. The Colonial Germantown Historic District is unique, in that 2/3 of the district is a National Historic Landmark. The boundary was expanded in the 1980s to include the 6500-7600 blocks of Germantown Avenue, but the expanded area is listed only in the National Register and is not included in the NHL boundary. As noted above, there are 11 individually listed buildings within these two districts. Each of the districts has a detailed property-level inventory prepared as part of the nomination documentation. In addition to the individually listed properties, within each district there are a number of individual buildings were surveyed separately, either prior to or subsequent to the district's listing. There are also a several listed districts



embedded within other districts or that overlap with other listed districts. The Drum Moir Historic District, for example, is entirely within the Chestnut Hill Historic District.

The Chestnut Hill Conservancy is actively working on an updated inventory and amendments to the NR nomination to expand the period of significance to include the significant number of mid-20<sup>th</sup> century resources within the district that were not considered contributing at the time of the original nomination because of their age.

KEY #	Historic District Name	NR Status	Listing Date
001359	Druim Moir Historic District	Listed	1979
001364	Fairmount Park Historic District	Listed	1972
001369	Fisher's Lane	Listed	1980
001386	Old Germantown Academy & Headmasters Houses	Listed	1972
077375	Tulpehocken Station Historic District	Listed	1985
077453	Pennsylvania Institute for the Deaf & Dumb	Listed	1985
078552	Chestnut Hill Historic District	Listed	1985
086806	Awbury Historic District	Listed	2001
086981	Colonial Germantown Historic District (Boundary Increase)	Listed	1987
156399	Wayne Junction Historic District (partially within planning district)	Listed	2012
001384	Colonial Germantown Historic District	NHL	1965

#### Properties Determined Eligible for the National Register of Historic Places

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

There are 15 individual buildings in the planning district that have been individually evaluated for National Register eligibility. There are also 4 NR eligible structures and 5 eligible districts in the district.

KEY #	Address	Historic Name	Resource Type
051357	246 W Upsal St.	Upsal Garden Apartments	Building
051582	427 E Washington Ln.	Cheshire House	Building
051646	1025 Westview Ave.	Belvedere	Building
051662	5100 Wissahickon Ave.	Atwater Kent Plant	Building
052802		Pennsylvania Railroad: Chestnut Hill Branch: Station (Allens Lane)	Building
054132	6457 Greene St.	Ellis, Harvey, House	Building
086865	1-8 Penn's Ct.	Penn's Court	Building
087188	14 W Cheltenham Ave.	Barker Building	Building
092072	6214-6222 Wissahickon Ave.	Crease, Alfred, School	Building
095009	40 E. High St.	Germantown High School	Building
096993	5429-5443 Lena St.	Hamill Mill	Building
103710	5829 Wissahickon Ave.	Oaks Cloister	Building
119114	6245 Wissahickon Ave.	Thomas, George Clifford, Mansion	Building
157043	400 W Ellet St.	Germantown Jewish Centre	Building
206038	23-25 W. Penn St.	Germantown Boys' Club	Building
086802	8810-8860 Norwood Ave.	Dunn, Charles B., House District	District
097256	500-508 W Queen Ln.	West Queen Lane Historic District	District
097856		Penn-Knox/Wister Historic District	District
155596		Charlton - West Nippon Street Historic District	District
155597		Cresheim Road Historic District	District
137448	SR 7301		Structure
137474	SR 4013	Walnut Lane Bridge	Structure
137512	SR 7301		Structure
140912	5200-5400 Germantown Ave.	Germantown Avenue Historic Street Paving	Structure

Archaeological Resources

There are 9 recorded archaeological sites within the Planning District.

Site #	Site Name	Site Type	NR Status	Meters To Water
36PH0025	Bell's Mill	Open Habitation, Prehistoric	Insufficient Information to Evaluate	50
36PH0038		Historic Domestic Site	Insufficient Information to Evaluate	289
36PH0047	Germantown/Wister	Historic Domestic Site	Insufficient Information to Evaluate	0
36PH0050	Gardette	Historic Domestic Site	Insufficient Information to Evaluate	61
36PH0106	Paul West	Historic Domestic Site	SHPO: Eligible	4
36PH0107	Deweese	Historic and Prehistoric	SHPO: Eligible	56
36PH0155	Cliveden	Historic Military Site	Insufficient Information to Evaluate	200
36PH0156	Upsala	Historic Domestic Site	Insufficient Information to Evaluate	1600
36PH0182	Queen Lane Apartments Project	Historic Domestic Site	Insufficient Information to Evaluate	1

**KEY ISSUES**

The following are important historic preservation challenges facing the Upper Northwest District:

- There is no comprehensive survey of historic resources

It is important to note that a comprehensive survey of historic properties has not been undertaken in the planning area, so the resources identified in this memo should not be considered definitive or exhaustive. There are likely many more individual properties and districts within the planning area that may merit National Register listing, local designation, or both. The lists in this memo only reflect existing information at the time of preparation. Lack of current, complete, and consistent data about potential historic resources in the planning district makes it difficult to assess designation/listing priorities objectively and to



understand how future projects may impact historic resources. The lack of a comprehensive survey relegates consideration of historic resources to purely reactionary and does not allow for proactive regulatory mechanisms or use of funding/incentive programs.

- Limited monitoring of historically designated properties, specifically in Lower Germantown

Deferred maintenance and reduced investment in historic properties, specifically in Lower Germantown, can result in the loss of character-defining features of historic buildings.

## **MAJOR OPPORTUNITIES**

Historic preservation opportunities in the Upper Northwest District:

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

**HISTORIC PRESERVATION (SPECIFIC TOPICS)****Historic Districts – Philadelphia Register of Historic Places**

*Citywide Goal: Survey and consider nomination to the Philadelphia Register of Historic Places of potentially eligible historic districts.*

**Tulpehocken**

Tulpehocken is a historic area in Germantown which is already listed as a National Register Historic District. The district includes large houses built between 1850 and 1900 in a variety of styles including Carpenter Gothic, Italianate, Bracketed, High Victorian, and Second Empire. The National Register boundaries, encompassing approximately six square blocks bounded by McCallum Street, railroad tracks, Tulpehocken Street, and Walnut Lane, could be considered for a Philadelphia Register Historic District.



Figure 8.4. Left: 6013 Wayne Avenue, designed by G.W. Hewitt and commissioned by Henry Lister Townsend in 1887. Source: Wikimedia Commons. Right: 143 W. Walnut Lane, the Conyers Button House, designed by George T. Pearson and constructed c. 1890 in the Queen Anne style with a modern one-story addition fronting W. Walnut Lane. Source: Zillow.com.



Figure 8.5. Left: 149 W Walnut Lane, Kimball residence, designed by George T. Pearson, c. 1885. Right: 258 W Tulpehocken Street, c. 1886, attributed to G.W. & W.D. Hewitt. Source: Cyclomedia.

### French Village

French Village includes 21 houses designed in the French Norman Revival style, built between 1924 and 1930. This neighborhood is located in Chestnut Hill, just southeast of Cresheim Creek, on the edge of the Wissahickon Valley Park. The houses populate a small neighborhood on five streets: West Allens Lane, Emlen Street, Huron Street, Elbow Lane, and Gate Lane. The wooded landscape and secondary streets make up an enclosed neighborhood of houses built in this unusual romantic revival style. The planning that went into the design of this neighborhood included elements of the streetscape, much of which is extant. The houses designed for French Village reflect the 1920s trend of eclectic regional and period revivals in an unusual style inspired by the medieval farmsteads and manors of Normandy, France. Robert Rodes McGoodwin and other important Philadelphia architects, such as H. Louis Duhring, Edwyn Rorke, and the firms of Charles Willing, Joseph Sims and James Talbutt, and Marmaduke Tilden, Henry Register and George Pepper, designed houses which embraced traditional massing and forms seen in the Norman countryside. The French Village houses express a romanticized version of the native Norman vernacular architecture with exaggerated and fanciful details. Three types of residences are exhibited in the French Village: a villa or 'chateau,' a cottage, and a gatehouse.



Figure 8.6. Left: 325 West Allens Lane, also known as Gate House C. Right: 419 Gate Lane. Both properties would contribute to the French Village historic district.



### Germantown Avenue

One of the primary historic routes extending through the Northwest District is Germantown Avenue, which features a broad mix of commercial and residential buildings constructed over the course of three centuries. Along the approximately 1.3 mile stretch through the Germantown and Mount Airy neighborhoods, the route encompasses nearly five hundred properties contained within the boundaries of the old Fort Washington branch of the Pennsylvania Railroad to the north and West Apsley Street to the south. Of these properties, nearly half date from the late nineteenth century, with a significant increase in construction following the Civil War. However, Germantown Avenue predates the nation's founding, and numerous examples of colonial architecture survive along this stretch of road, including Loudoun, Grumblethorpe, Wyck, the Johnson House, Upsala, and Cliveden, among others. While largely consistent in scale and material, the stylistic range of the district fully parallels the changing fashions of American architecture from the colonial through the modern period; notable buildings of virtually every major style found in America prior to 1930 are contained within the district's boundaries. The importance of this corridor is further evident through its recognition as a National Historic Landmark.



Figure 8.7. 6401 Germantown Avenue, Cliveden (left) and 5267 Germantown Avenue, Grumblethorpe (right) are among the designated historic house museums located on Germantown Avenue. Source: [freedombackyard.com](http://freedombackyard.com).



Figure 8.8. 6363 Germantown Avenue (left) and 6344-50 Germantown Avenue (right) are examples of buildings on Germantown Avenue which are not listed on the local register. Source: Google Street View.

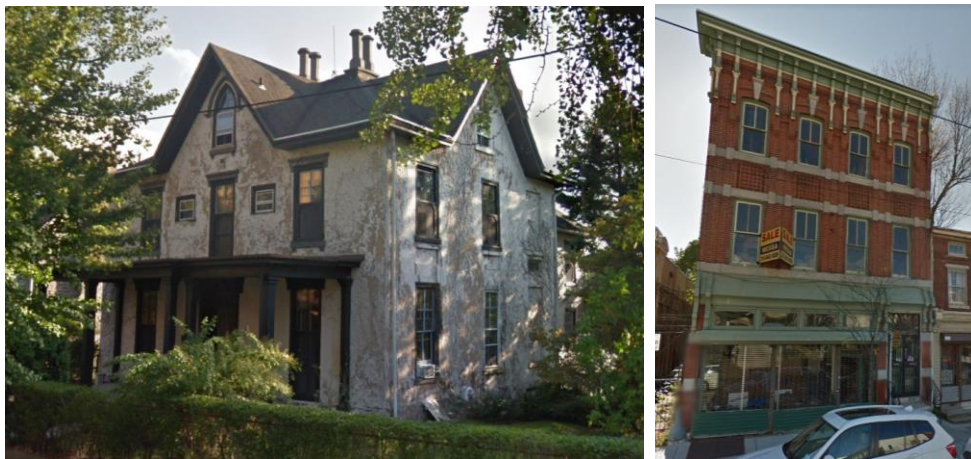


Figure 8.9. 6460 Germantown Avenue (left) and 5336-38 Germantown Avenue (right) are examples of buildings on Germantown Avenue which are not listed on the local register. Source: Google Street View.

### Chestnut Hill

Chestnut Hill's National Register Historic District boundary follows the natural boundaries of the neighborhood, being the Wissahickon and Cresheim Creeks and the city lines at Stenton and Northwestern Avenues. Over 2,600 buildings are included within the boundaries. According to the National Register Historic District, Chestnut Hill's historic significance is as follows:

Chestnut Hill is a distinct residential neighborhood that has evolved over more than two-and-a-half centuries. As early as 1711, the name "Chestnut Hill" was applied to this area in recorded land transfers. The tiny settlement grew around two roads, Germantown Pike (opened 1687) and Bethlehem Pike (opened 1703), linking Chestnut Hill with Philadelphia and with farms in the back country. The arrival of the Philadelphia, Germantown and Norristown Railroad in 1854 transformed the village into a beguiling summer retreat. Developers such as Charles Taylor and Samuel H. Austin and the summer residents they attracted hired noted Philadelphia architects for their ample dwellings. At the same time, Samuel Austin accommodated workers within the community by building homes for them on Devon Street and Germantown Avenue. In the early 1880s, the astute planning of Henry Howard Houston capitalized on the extension of the Pennsylvania Railroad to Chestnut Hill and created in the community's western portions a planned residential and social community of extraordinary quality. Concurrently, this building activity drew stone masons and other workers to Chestnut Hill, where they and their families remained, forming their own bonds to the community. Houston's son-in-law, Dr. George Woodward, enhanced Houston's work by designing innovative modest housing and attractive landscaping and courtyards, creating Pastorius Park, and constructing substantial mansions. Because of Houston and Woodward, and developers like Taylor and Austin before them, the architects these men chose, and the fine dwellings added to the community by other residents, Chestnut Hill is an uncommon assemblage of most residential styles found in the Philadelphia region. Within this rich display are excellent representations of the work of nearly every major Philadelphia architect or architectural firm, from Thomas Ustick Walter to George Howe. For the most part, architects, developers, and residents did not superimpose their roads and structures on the remarkable natural setting of Chestnut Hill's portion of the Wissahickon Valley, but allowed its features to shape the community's form.

The Philadelphia Historical Commission could consider designation of smaller historic districts within the larger Chestnut Hill neighborhood, so as to focus on the most historically significant buildings while omitting those that would be considered non-contributing in such a large district.



Figure 8.10. Left: High Hollow, located at 101 W. Hampton Road, was built in 1914-17 to a design by George Howe and was the architect's personal residence. The sprawling estate was sold at Sheriff's Sale in 2016. Source: Philly.com. Right: 5 East Chestnut Hill Ave., built not long after Chestnut Hill Railroad was completed in 1854. General Joshua T. Owen (1821-1887), who served during the Civil War, was "one of the house's occupants." Source: DiscoverFrance.net. These properties would be contributing to a local historic district, or may be eligible for individual listing on the Philadelphia Register of Historic Places.



## Pelham

Pelham consists of more than three hundred buildings located in West Mount Airy. It was founded in 1894 as a carefully conceived residential community by speculative developers Herman Wendell and Willard Smith on the former Phil-Ellena estate of George Carpenter. Wendell & Smith already had experience as the innovative developers of a large neighborhood in Wayne, Pennsylvania and had begun construction on Overbrook Farms in West Philadelphia. With Pelham, Wendell & Smith honed the policies and plans that they had established in their other developments, including wide, curving streets with homes in various designs set on large lots with minimum setback requirements and access to public transportation. Pelham homes were built of local Wissahickon schist, brick, and/or stucco, and included a wide variety of architectural styles, including Tudor Revival, Colonial Revival, Jacobean, Flemish, Italianate, and Dutch Colonial, along with an assortment of idiosyncratic late-Victorian hybrids, and additional influences of Queen Anne, Norman, Greek Revival, and East Lake. Buyers of lots in Pelham could choose from house plans already prepared by the builders' group of capable young architects, or could have one of the architects prepare a new design in keeping with the character of the neighborhood. With a clear eye for talent, Wendell & Smith hired established firms such as the Hewitt brothers, but also young architects who would go on to become some of the most widely respected architects in Philadelphia in the early twentieth century: Horace Trumbauer, William L. Price, Charles Barton Keen & Frank Mead, George T. Pearson, Hazelhurst & Huckle, and D.K. and L.V. Boyd.



Figure 8.11. Left: 100 Pelham Rd, R.M. Hogue House, c. 1900, architects Boyd & Boyd. Center: 30 Pelham Rd, “Fairelawn,” 1902, architects G.W. & W.D. Hewitt. Right: 346 Pelham Rd, McIlhenny House, 1895, George T. Pearson.

### Wayne Junction

The boundary of the Upper Northwest Planning District bisects a potential local Wayne Junction Industrial Historic District. The district was added to the National Register of Historic Places in 2012. Properties on the northwest side of Berkley Street fall within the Upper Northwest Planning District. Wayne Junction is an intact industrial area that is significant for its cohesive concentration of significant innovative industrial producers in Philadelphia, and the site exemplifies the economic heritage of the neighborhood and the City. The Wayne Junction train station (just outside of the planning district) was the locus of mills and workshops that capitalized on rail transportation to move in raw goods and send out finished products. Goods produced here ranged in size from the very large to the very small: It was home to one of the largest carpet manufacturers in the nation (New Glen Echo Mills, now Wayne Mills, just outside of the planning district boundary), in addition to the company that invented the push-pin (113-29 West Berkley Street, Moore Push-Pin, listed individually on the Philadelphia Register of Historic Places in 2014). Other contributing buildings include the Max Levy Autograph building at 212-20 Roberts Avenue, an innovative photoengraving business which relocated to Wayne Junction in 1902, and the Blaisdell Paper Pencil Company building at 137-45 West Berkley Street, which was owned by Edward Blaisdell, the inventor of the self-sharpening pencil, referred to as a “china marker” today.



Figure 8.12. Left: 212-20 Roberts Avenue, Max Levy Autograph. Source: Kim Chantry. Right: 137-45 West Berkley Street, Blaisdell Paper Pencil Company. Source: Google Street View.

### Penn-Knox/Wister

The Penn-Knox/Wister neighborhood is located in Germantown, and its approximate boundaries are School House Lane to the north, West Queen Lane to the south, Germantown Avenue to the east, and Wayne Avenue to the west. The boundaries include over 630 residential, commercial, and institutional buildings that reflect the community's 300 year history. The district's form and buildings represent three distinct periods in the history of the City, including eighteenth century houses clustered mainly on Germantown Avenue when the area was a remote colonial village, nineteenth century suburban estates from the garden suburb era, and early twentieth century houses designed to fit into the development patterns of the nineteenth century suburb. Although the most prominent building types are the detached, single house and the semi-detached twin house, the district also includes rowhouses and freestanding apartment buildings. The district contains examples of the Gothic Revival, Second Empire, Queen Anne, and Colonial Revival, and each successive style has been rendered in local Wissahickon schist.



Figure 8.13. Left: 5430 Germantown Avenue was listed on the Philadelphia Register of Historic Places in 1957. Source: Google Street View. Center: 5335 Knox Street, updated in 1887 by William Augustus Church, treasurer of the Reading Railroad, was listed on the Philadelphia Register of Historic Places in 1966. Source: Google Street View. Right: 5334 Greene Street, Gates residence. Source: Cyclomedia. All three properties could be included in a larger Penn-Knox/Wister historic district.

### Manheim

Although not as cohesive as other potential districts, the half century of building in lower Germantown could be known as Manheim, for its central street and the cricket club of the same name (now Germantown Cricket Club). Though the district was largely created as an adjunct to the fashionable housing along East Logan Street on one side and the great H. Pratt McKean house on the other, the district did not gain a focus until the construction in 1889 of the Manheim Cricket Club, by McKim, Mead and White. Another important landmark is the former Calvary Episcopal Church, one of the imitators of St. James the Less, from the pre-Civil War years, at Pulaski and Manheim, one block from the Cricket Club. Though the main, Notman-designed, McKean House (Fernhill) is gone, the district could include Fernhill Park, for its open space and its remaining outbuildings. On the south and west, Wissahickon Avenue, Roberts Road and Pulaski Streets border the estate. The district could extend along Pulaski, west side only, to Hansbury Street, south side only, then to Wissahickon Avenue along Hansbury Street. It includes the Cricket Club, the Calvary Episcopal Church, the homes of William Tilden (father of “Big Bill” Tilden, who learned tennis at the Cricket Club), Nelson Z. Groves, developer of Cape May and a manufacturer of paint, and the Solis-Cohen family, one of the patriarchs of the Jewish community. Unlike the small brick houses to the north and east, and the factories across Roberts Road, these are unified by the historical revival styles, which include both Colonial Revival and Gothic Revival mansions.



Figure 8.14. Germantown Cricket Club, 401-57 Manheim Street, was listed on the Philadelphia Register of Historic Places in 1970. Source: [Germantowncricketcatering.com](http://Germantowncricketcatering.com).



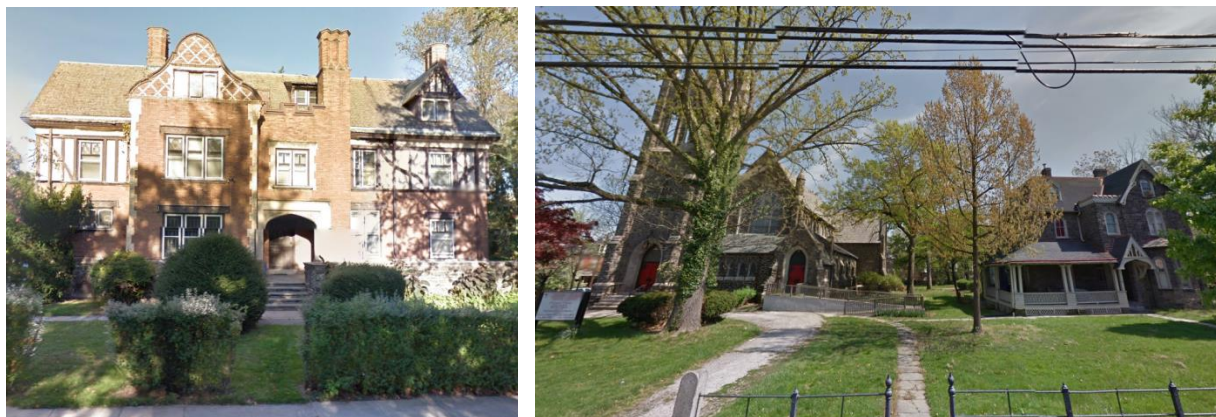


Figure 8.15. Left: 5015 McKean Avenue, Overleigh Mansion, the home of William Tilden Sr., and the birthplace of “Big Bill” Tilden (1893, George T. Pearson). Source: Google Street View. Right: 300-18 Manheim Street, Calvary Episcopal Church and parish house. Source: Google Street View.

### Sedgwick Farms

Within the first decade of the twentieth century, demand for homes in the suburbs of northwest Philadelphia had grown immensely. To capitalize on that demand, Ashton Tourison formed the Sedgwick Farms Company with his four sons. In a 1920 article featured in *American Magazine* and titled “What People Want When They Come to Buy a Home,” Tourison described the ideal house as having two stories of living space and being distinguished from its neighbors, something Tourison advocated for distinction even in rowhouse construction. The Sedgwick Farms Company developed approximately 150 acres around Chew and Stenton Avenues, along Mount Pleasant Avenue, Sedgwick Street, and Gorgas Lane.



Figure 8.16. Left: 100 E. Sedgwick Street. Source: Cyclomedia. Right: 200 block of E Gorgas Lane. Source: Google Streetview.



Figure 8.17. Left: 7000 block of Boyer Street. Right: 100 block E Mt Pleasant Avenue. Source: Google Streetview.

### George Woodward Developments Thematic District

Like his father-in-law H.H. Houston, Dr. George Woodward was a major player in the development of properties in northwest Philadelphia. Woodward, who was heavily involved in local improvement organizations, sought to develop attractive homes for renters in Chestnut Hill and the northern parts of Mount Airy. Like Houston before him, Woodward sought out talented local architects to design his houses. Unlike his father-in-law, however, Woodward's properties were often on the smaller scale, utilizing innovative and practical methods of fitting more residents into smaller spaces. Woodward's favored architects were Edmund B. Gilchrist, Robert R. McGoodwin, and H. Louis Duhring (also with the firm of Duhring, Okie, & Ziegler). As did many wealthy families of the early twentieth century, the Woodward family loved to travel to Europe whenever possible, and George Woodward was enamored with the Old World charm of medieval England and the English and French countrysides. Woodward instructed his architects to design residences with strong British and French influences, but to incorporate local materials, especially Wissahickon schist. In total, Woodward commissioned approximately 180 houses in Chestnut Hill and Mount Airy, most of which remain.



Figure 8.18. Quadruple Houses, 24-32 Benezet Street and 25-33 E Springfield Ave (1910, Duhring, Okie & Ziegler). One of Woodward's experiments in home building was the quadruple house (four units under one roof).





Figure 8.19. Twin Residences, 7800 block Lincoln Drive (1906, Frank Miles Day)

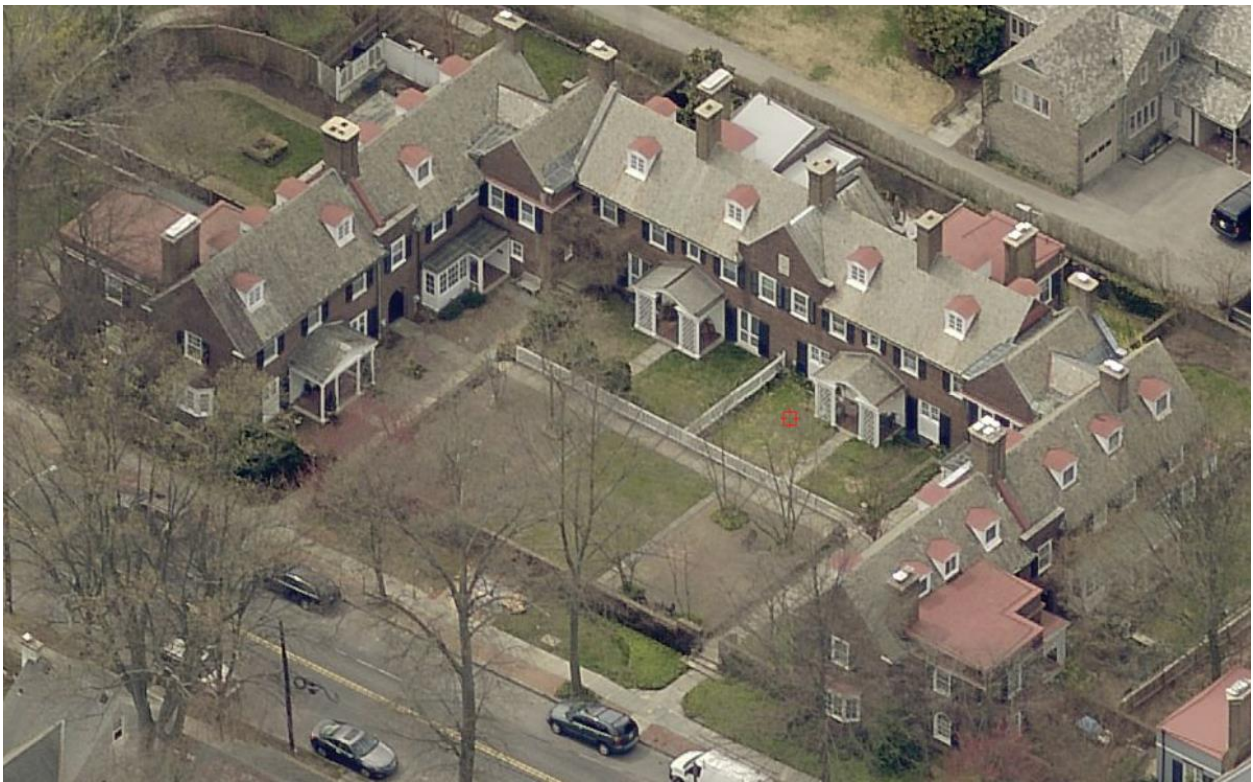


Figure 8.20. Linden Court, 103 - 133 W Willow Grove Avenue (1915-16) was one of Woodward's few (if not only) commissions in red brick. Designed in a simple Colonial Revival style, its six units bordered on a central courtyard, with two semi-attached dwellings at either end and two in the middle.





Figure 8.21. The Half Moon Group (1916-17, H. Louis Duhring) at the intersection of Lincoln Drive and Willow Grove Avenue, is composed of six stone twin houses arranged in a crescent shape around an open court.

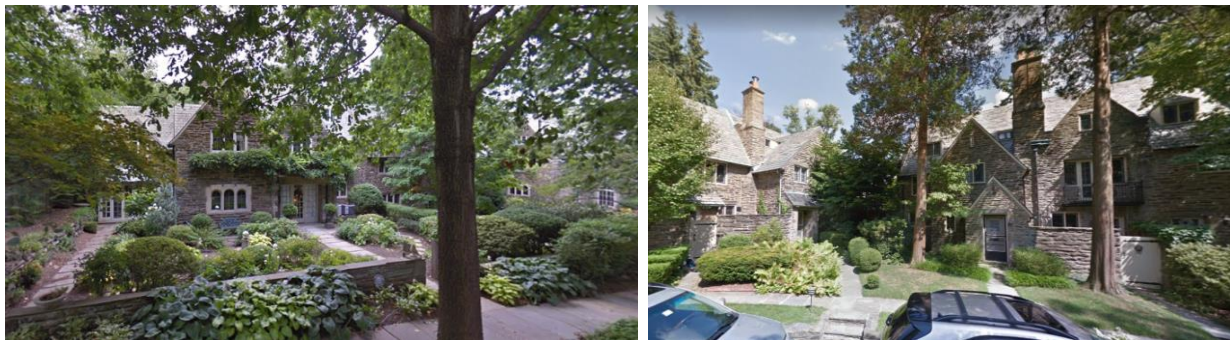


Figure 8.22. Left: Double Residences, 8000 block of Navajo Street (1916-17, Edmund B. Gilchrist). Right: 7821-35 Winston Rd (1923-26, Duhring & Ziegler), part of the Winston Road development, along with 22-32 E Springfield Avenue.



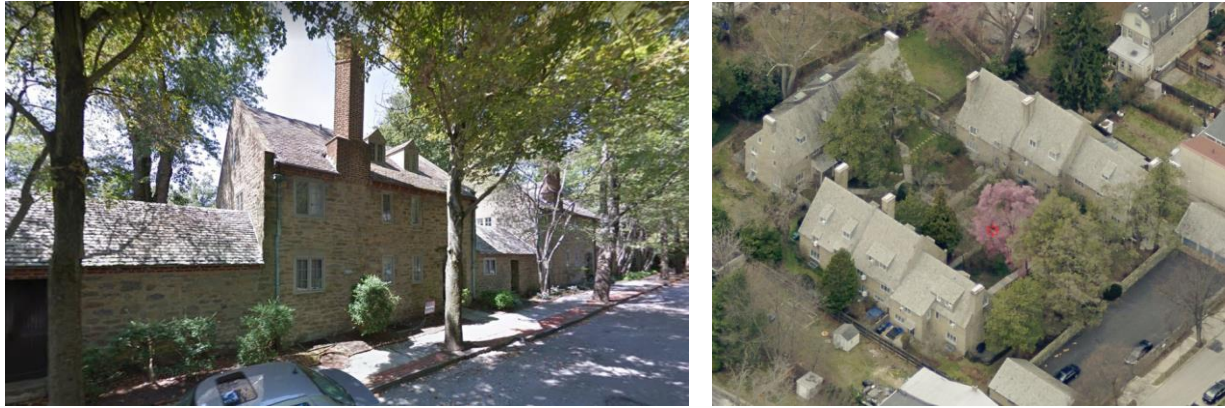


Figure 8.23. Left: Cotswold Village, 8000 Block of Crefeld Street (1921, Edmund B. Gilchrist), Right: Roanoke Court, 8014-28 Roanoke Street (1931, H. Louis Duhring). George Woodward's Cotswold Village and Roanoke Court were built of rough-cut local stone and topped with steep roofs that recalled the cottages that Woodward had admired during his trips through England's Cotswold hills.



Figure 8.24. Sulgrave Manor, 200 W Willow Grove Ave (1926, H. Louis Duhring). The Colonial Dames had a replica of George Washington's ancestral home built for the Sesquicentennial Exhibition held in Philadelphia in 1926. After the Exhibition, Woodward had it dismantled and reassembled in Chestnut Hill, renting it to Robert McLean, publisher of the *Philadelphia Evening Bulletin* for many years.

### George T. Pearson Thematic District

Prolific Philadelphia architect George T. Pearson is reported to have designed 300 houses within the first seven years after opening his own architectural office in 1880. He is chiefly known as a residential architect who designed Queen Anne style mansions for Philadelphia's mercantile and industrial capitalist elite. The majority of his commissions can be found in northwest Philadelphia, particularly in Germantown and Mount Airy. Not limited only to residences, he also designed a number of resort hotels, churches, and a few office buildings. He was also commissioned to design mixed-use commercial/residential buildings along Germantown Avenue. Many of the buildings he designed fall within the Tulpehocken Station National Register-listed historic district and within the National Register-eligible Penn Knox/Wister Historic District, while others are scattered about Germantown, Mount Airy, and lower Chestnut Hill.



Figure 8.25. Left: 244 E High Street, rectory for St. Michael's P.E. Church, 1880-81. Center: 221 W Upsal St, dwelling for Jesse A. Tilge, 1887. Right: 108 & 110 and 112 & 114 W. Johnson Street, two sets of paired dwellings, 1887.



Figure 8.26. Left: 45 E Penn St, Elizabeth Pearsall Smith house, 1881. Center: 7704-08 Navajo St, Samuel Porcher house, 1908. Right: 8425-27 Germantown Ave, Perseverance Lodge No. 46, Knights of Pythias, 1889.



### Wingohocking Heights

Tucked away on a now dead-end street known as Wingohocking Heights sits a small cluster of dwellings designed by George T. Pearson in 1887 for John T. Roberts.



Figure 8.27. The 5300 block of Wingohocking Heights. Source: Bryn Mawr College Growth and Structure of Cities Department, George T. Pearson exploratory compilation.

### Allens Lane/Cresheim Creek Mills Village

By the mid-nineteenth century, several mills were in operation along Cresheim Creek, including a powder mill, spice mill, and a spinning mill. Cresheim Road and Allen's Lane were two of the earliest roads in the area (in addition to Germantown Avenue), having been laid out as early as 1751. With the construction of the mills came residential development. Many of those buildings remain. Additionally, there is archaeological potential along the creek for foundations and artifacts associated with the mills, and potential Native American sites.

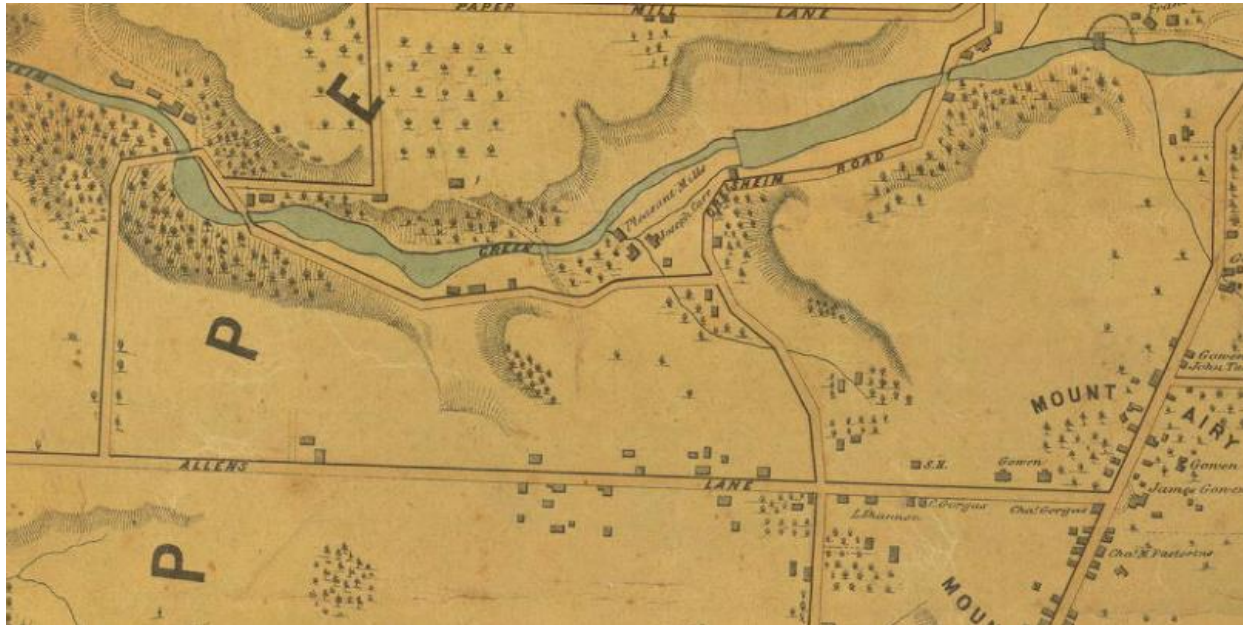


Figure 8.28. Detail from A.E. Rogerson & E.J. Murphy's Map of the Township of Germantown, 1851. Source: Germantown Historical Society via Athenaeum of Philadelphia.

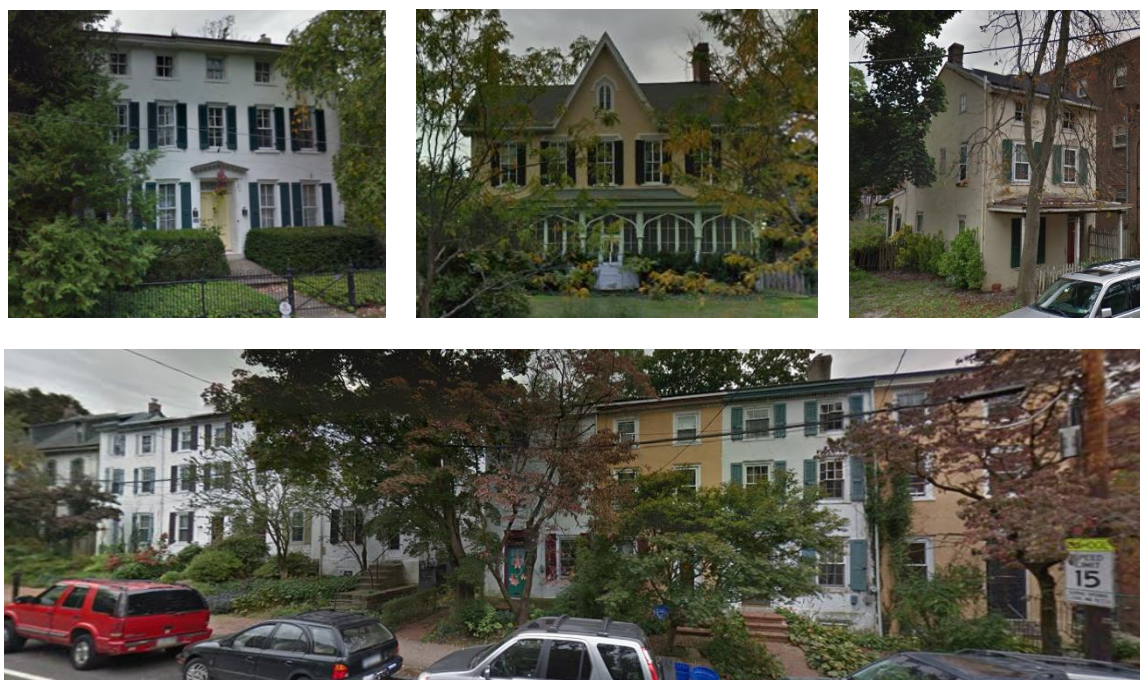


Figure 8.29. Houses on W Allens Lane, southwest of Germantown Avenue. The rowhouses in the lower image are already listed on the Philadelphia Register of Historic Places.



### Franklin Mill and Village

After the establishment of Joseph Randall & Brothers' Franklin Yarn Mills on Sharpnack Street to the north-east of Germantown Avenue in 1856, residential development along the block blossomed.



Figure 8.30. Left: Detail from A.E. Rogerson & E.J. Murphy's Map of the Township of Germantown, 1851. Source: Germantown Historical Society via Athenaeum of Philadelphia. Right: Detail from 1862 Samuel Smedley's Atlas of the City of Philadelphia, 1862. Source: Free Library of Philadelphia, via Athenaeum of Philadelphia.

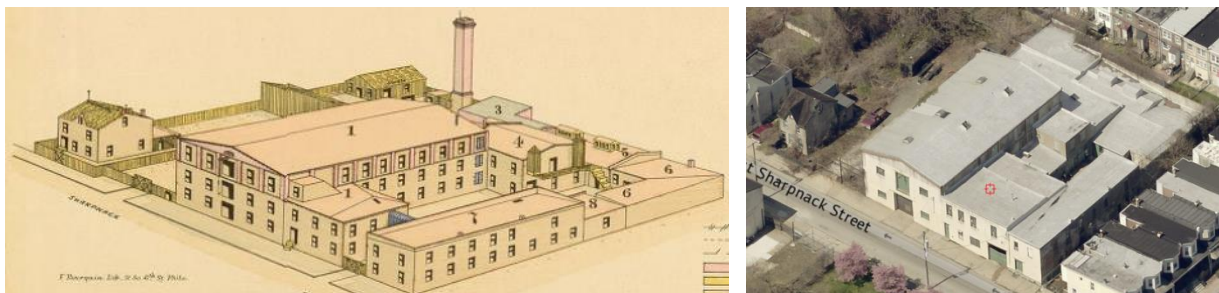


Figure 8.31. Left: 1887 Hexamer Survey for Joseph Randall & Brothers' Franklin Yarn Mills, which notes that buildings 1, 2, & 3 were constructed in 1856 and 1865, with the other buildings in the complex being constructed in between 1870 and 1882. A third floor was added to building 1 in 1886. Source: Free Library of Philadelphia via Athenaeum of Philadelphia. Right: The mill complex at 103 E Sharpnack Street and the neighboring Gothic Revival house at 97 E Sharpnack Street.

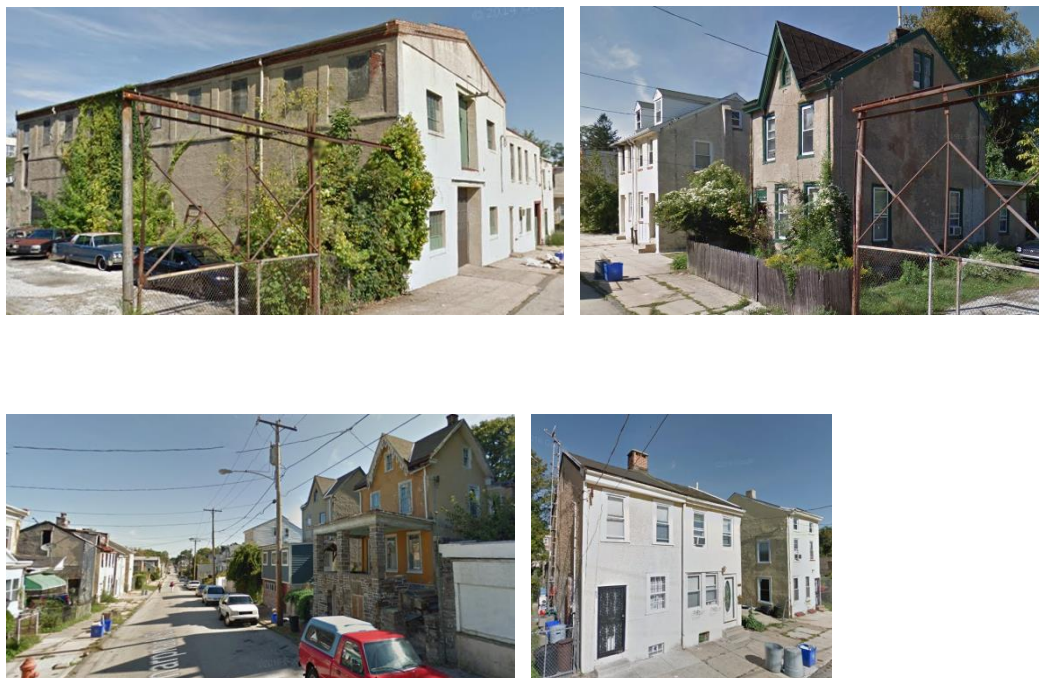


Figure 8.32. Top Left: Franklin Yarn Mill, building 1. Top Right: The Gothic Revival dwelling visible in the Hexamer survey. Bottom: Older dwellings along E. Sharpnack Street



### Herman Street

Herman Street, between Germantown Avenue and Morton Street, contains numerous early houses that may be eligible for listing on the Philadelphia Register of Historic Places.



Figure 8.33. 100 block of Herman Street (top and bottom left); 305 E. Walnut Lane, at the intersection of Herman Street and Morton Street (bottom right). Source: Google Street View.

### Mid-Century Modern Thematic District

By the mid-twentieth century, Chestnut Hill's reputation as one of the city's most exclusive neighborhoods was firmly established, and the character of its new construction began to shift. While a triumvirate of Mid-Century modern houses are already listed on the Philadelphia Register in Chestnut Hill, additional resources may warrant listing on the Philadelphia Register of Historic Places.



Figure 8.34. Left: 8220 Millman Street, Charles Woodward residence (1938, Kenneth Day), the first decidedly modernist house constructed in Chestnut Hill, inspired by the Bauhaus. Source: Cyclomedia. Right: 201 Sunrise Lane (1967, Gunter Buccholz) Source: Curbed Philadelphia, Francesca Prieto.

## Religious Properties

*Citywide Goal: Survey and consider nomination of potentially eligible religious buildings*

Multiple purpose-built historic **houses of worship** in the Upper Northwest District stand out for their architectural and/or social significance and may therefore be candidates for consideration for designation. This should not be considered an exhaustive list of all purpose-built religious buildings in the District. Some of the prominent buildings and sites in the Upper Northwest District are:

### Immaculate Conception Roman Catholic Church

Immaculate Conception Roman Catholic Church, located at Ardleigh and Price Streets in East Germantown, was constructed 1921-30 and designed by architect Paul Monaghan. Monaghan specialized in the design of Catholic churches and institutions. Stained glass windows are attributed to George Boos and D'Ascenzo Studios, and ironwork was created by Samuel Yellin. The church closed in 2012 and the future of the building appears to be uncertain.



Figure 8.35. 5728 Ardleigh Street, Immaculate Conception Church. Source: Philadelphia Church Project.

### Trinity Lutheran Church Parish Hall

Trinity Lutheran Church, located at 5300 Germantown Avenue, was listed on the Philadelphia Register of Historic Places in 1957. However, the parish hall fronting West Penn Street is on a separate parcel at 22 West Penn Street, and is not listed on the local register. The parish hall was completed in 1915 and retains a high level of integrity.



Figure 8.36. 22 West Penn Street, Trinity Lutheran Church Parish Hall. Source: Google Street View.



Chapel of the Immaculate Conception / St. Vincent's Seminary

In 1875, construction began for the Chapel of the Immaculate Conception at 526 East Cheltenham Avenue in Germantown, which was designed by architect Ephraim Francis Baldwin. The chapel was attached to St. Vincent's Seminary and originally it was to serve as a place of worship for the seminarians and priests of the Congregation of the Mission, of the order commonly known as the Vincentian Fathers and Brothers. The chapel was consecrated in 1879. At the request of Archbishop James F. Wood, it was built large enough to serve as a chapel of convenience for the surrounding neighborhood until 1902 when the local parish erected its own church. In 1927, a change in the structure of the chapel occurred. The transept area (west side of the chapel), dedicated to St. Vincent de Paul, was removed and the area enlarged. In its place Father Skelly built "Mary's Central Shrine."



Figure 8.37. 526 East Cheltenham Avenue, Chapel of the Immaculate Conception (left) and St. Vincent's Seminary (right). Source: Google Street View.

St. James Methodist Episcopal Church / Holy Rosary Italian Church

When Italians first came to Germantown, they had no church of their own. As early as 1894, however, the Italian community was apparently large enough that it required the establishment of its own ministry. That same year, the basement of the public chapel in St. Vincent's Seminary at 526 East Cheltenham Avenue was renovated and converted into a chapel for the Italians. Many of the Italian immigrants allegedly did not feel welcomed by the Irish Catholics and wanted a church of their own. Holy Rosary Parish purchased St. James Methodist Episcopal Church on the eastern corner of Musgrave and Haines streets for the purpose of converting it for their own use. The church appears to have been constructed circa 1900. The remodeled church was dedicated in 1928, and was used by Holy Rosary Italian Church until 1977. See associated school in Institutional section.



Figure 8.38. 528 East Haines Street, St. James Methodist Episcopal Church / Holy Rosary Italian Church. Source: Google Street View (left); Pinterest (right).

### St. Catherine of Siena Roman Catholic Church

The former St. Catherine of Siena Roman Catholic Church, located at 440 West Penn Street, was constructed in 1914 as an offshoot of St. Vincent de Paul Catholic Church for African Americans. It was built in the style of the Spanish missions in California with a red tile roof. It closed in 1993, and is now the home of the Church of the Lord Jesus Christ of the Apostolic Faith.



Figure 8.39. 440 West Penn Street, St. Catherine of Siena Roman Catholic Church. Source: Germantown Historical Society (left, undated); Google Street View (right).

### Summit Presbyterian Church

Organized in 1894, the church acquired property at Greene and Frank (now Westview) Streets to erect a new church. The new church was dedicated in 1911 and was designed by Duhring, Okie & Ziegler, according to an advertisement for D'Ascenzo Studios, which used the church as an example of where their stained glass may be found. Although the church design is attributed to Hazlehurst & Huckel, circa 1895, in the Philadelphia Architects and Buildings database, it appears that the design by that firm was never realized.



Figure 8.40. 6757 Greene Street, Summit Presbyterian Church. Source: Chestnut Hill Local.



## Institutional Buildings

*Citywide Goal: Survey and consider nomination of potentially eligible institutional buildings*

Several institutional buildings and sites in the Upper Northwest Planning District that are not yet locally historically designated may merit consideration for listing on the Philadelphia Register.

### Franklin School for Boys / Settlement Music School

Constructed circa 1854 for businessman Charles Magarge, 6128 Germantown Avenue has subsequently been used for various institutional purposes, including the Franklin School for Boys (1885-1890), the Young Republicans Club (1893-1913), the Germantown Colored YWCA (1917-1958), and the Settlement Music School (1958 to present). The high-style Second Empire mansion is clad in ashlar stone and boasts nearly all of its original features, including its prominent quoining, slate mansard roof, intricate dormers, and decorative cresting. The property was awarded a historical marker by the Pennsylvania Historical and Museum Commission in 2004 for its association with African American athlete Ora Washington (1899-1971) who played and taught here when the building was a YWCA.

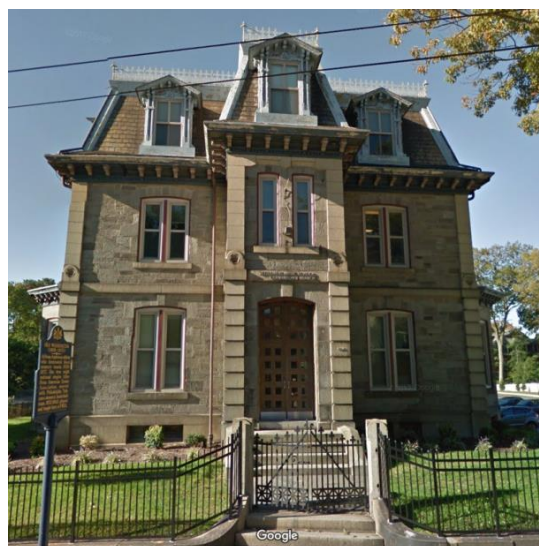


Figure 8.41. 6128 Germantown Avenue, presently the Settlement Music School. Source: Yelp (left, c. 1958); Google Street View (right).

### Morris Arboretum

Morris Arboretum of the University of Pennsylvania, located at Meadowbrook and Hillcrest Avenues in Chestnut Hill, is a cultural landscape comprised of beautiful historic and new buildings set within an internationally important arboretum. Contributors include Chandler, Cope and Stewardson, Eyre, Cret, McGoodwin, Olmsted Brothers, and Andropogon and Associates. The fernery is a signature Victorian feature, while 18th and early 19th century vernacular architecture dot the landscape, including a cottage from 1761 and mill from 1854. As agrarian land, private estate and public garden, Morris Arboretum has been a part of the community for 250 years. The 1968 demolition of the Compton mansion helped to broaden awareness of the area's burgeoning preservation movement and sparked subsequent preservation work at the Arboretum.



Figure 8.42. The Dorrance H. Hamilton Fernery is the only remaining freestanding Victorian fernery in North America. Originally built in 1899 under the supervision of John Morris, the fernery stands today as a historical time piece, documenting the British obsession with ferns and glasshouses during the Victorian era. The building was constructed using locally mined stone and utilized cutting edge technology in glass cutting, steam heating, and architectural elements. Source: Chestnut Hill Local.

### Waterview Recreation Center

This five-acre property in Germantown has served as a public recreation facility since the heirs of John S. Haines donated it to the City of Philadelphia in 1891. The park remained relatively undeveloped during its first decade of existence. Waterview's recreation building was completed in 1916. It was designed by Philip H. Johnson, the architect for the Philadelphia City Department of Public Health. Johnson's position provided him with a steady stream of commissions for municipal buildings, including recreation centers. Many of these buildings, such as C.B. Moore and Vare, are distinguished by long symmetrical wings that flank a central entrance hall. Waterview's design diverged from this template with a rectilinear body and a single transverse rear wing extending southwest toward Musgrave Street. However, the recreation center's Neoclassical architectural details are reminiscent of those that adorn several other recreation centers designed by Johnson during the first quarter of the twentieth century. These include the limestone quoining and keystone lintels at Kingsessing and the Doric columns and dentiled cornice of C.B. Moore's entrance portico.



Figure 8.43. 5826 McMahon Avenue, Waterview Recreation Center. Source: Google Street View.

### Young Men's Christian Association

The Young Men's Christian Association (Y.M.C.A.) of Germantown, located at 5722-28 Greene Street on the edge of Vernon Park, is an excellent example of the Georgian Revival style of architecture, and is an important example of the institutional work of the local architectural firm Thomas, Martin and Kirkpatrick. The building was constructed in 1928, during a major expansion of Y.M.C.A. facilities across the nation that occurred after the turn of the century, and is representative of the controlled image that the Y.M.C.A.'s National Building Bureau sought to portray to local communities. The building is currently owned by the Germantown Life Enrichment Center, which provides physical, intellectual, and social programs to the community.



Figure 8.44. 5722-28 Greene Street, Young Men's Christian Association. Source: Philadelphia Historical Commission archive (left); Kim Chantry (right).



### Philadelphia Germantown Grammar School

The former Philadelphia Germantown Grammar School, located at 5933-51 McCallum Street, was designed by Philadelphia public school architect Louis Esler in 1874. The building stands as one of the few surviving examples of school architecture dating from the 1870s. Esler was the first architect appointed Building Supervisor for the school district of Philadelphia. Prior to the creation of this official position, the School Board commissioned architects and builders to construct their school buildings, many of which were based upon the Sloan Plan. The Germantown Grammar School is larger in plan and massing than earlier Esler schools, and was slightly more sophisticated in detailing, perhaps inspired by the high style Victorian residential architecture surrounding the site of the Germantown Grammar School.



Figure 8.45. 5933-51 McCallum Street, Philadelphia Germantown Grammar School. Source: Google Street View.

### Holy Rosary Italian School

When Italians first came to Germantown, they had no church of their own. As early as 1894, however, the Italian community was apparently large enough that it required the establishment of its own ministry. In 1914 a combination school and convent was built at 334 E. Haines Street and Holy Rosary was established as a nationality parish. See associated church in Religious Properties section.

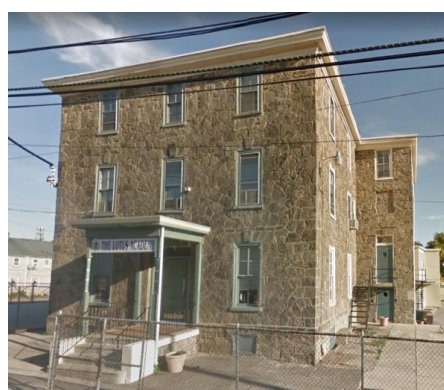
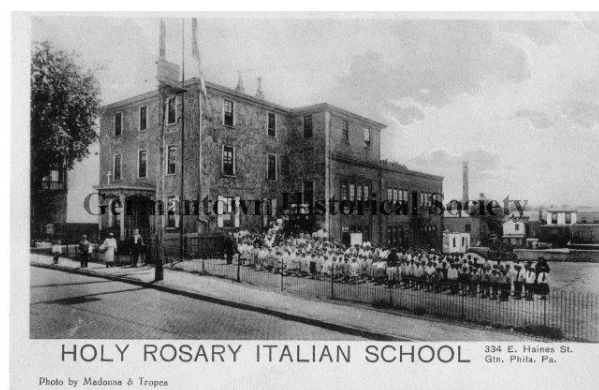


Figure 8.46. 334 East Haines Street. Source: Germantown Historical Society (left, 1925); Google Street View (right).

### Wissahickon Boys Club

The modest one-story building at the corner of Coulter Street and Pulaski Avenue was constructed in 1885 for the Pulaskitown Free Kindergarten, a school founded shortly after the Civil War by Germantown Quakers for the sons of freed slaves and black domestics working in and around Germantown. The organization soon expanded and began offering organized recreational programs and other out-of-school activities, based on the burgeoning Boys Club movement. The organization was renamed the Wissahickon Boys Club, and joined the national Boys Club Federation in 1906 as the only club serving an African-American population. The organization functioned out of the building at this location for 100 years, when it relocated a block away to the former Daniel L. Keyser Public School at 328 W Coulter Street (constructed 1886, also potentially eligible).



Figure 8.47. Left: The Wissahickon Boys Club as it appeared in 1913. Source: ExplorePAhistory.com, from J. Gordon Baugh, *Souvenir of Germantown Issued During the Fiftieth Anniversary Celebration of the Emancipation*. Right: 259 W Coulter Street as it appears today. Source: Cyclomedia.

Thomas Meehan Higher Grade Primary School

Now used by the Faith Assembly Pentecostal Church, the former Thomas Meehan Higher Grade Primary School, located at the corner of West Penn Street and Pulaski Avenue, was constructed in 1902 for use by African-American boys and girls.

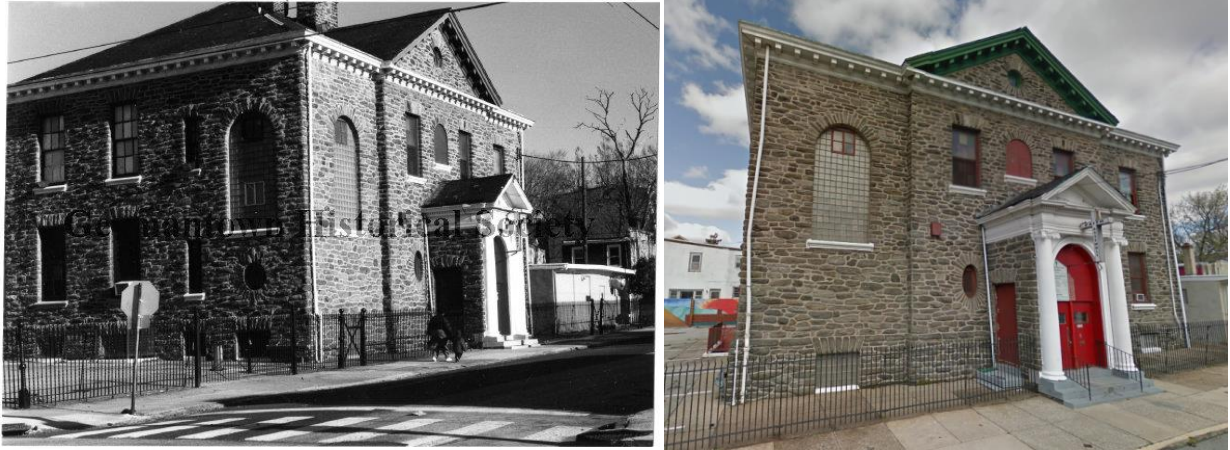


Figure 8.48. 5347-53 Pulaski Avenue, former Meehan School. Source: Germantown Historical Society (left, undated); Google Street View (right).

## Residential Buildings

*Citywide Goal: Survey and consider nomination of potentially eligible residential buildings*

The Upper Northwest District includes many residential buildings, showcasing a variety of architectural styles that may warrant designation individually or in groups, and are listed below. This is not an exhaustive list of all potentially historical significant residential buildings in the Upper Northwest District.

### Thomas Mansion

Thomas Mansion, also known as “Clifford Park,” was built in 1869 on a hill overlooking the Wissahickon by George Clifford Thomas. This large stone Gothic Revival house retains much of its original interior and exterior detailing.

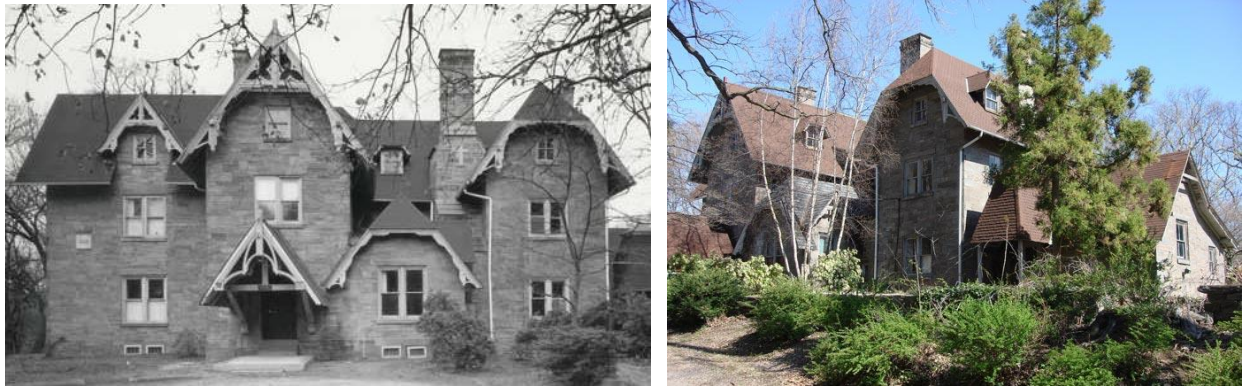


Figure 8.49. Thomas Mansion, 6245 Wissahickon Avenue. Source: Fairmount Park Historic Preservation Trust



Edgecumbe (the Stevens House)

Edgecumbe is located at 8860 Norwood Avenue in Chestnut Hill. Originally constructed circa 1862-64 in the Italian Villa style, the design of this house has been attributed to architect Samuel Sloan. The house has been altered to its present eclectic state. In 1881, owner Charles B. Dunn hired Theophilus P. Chandler to add the south wing. In 1916 Chandler also drafted plans to remodel the main house with a new three-story addition and removal of its Italian Villa tower. The house was threatened with demolition in 1980, but is now restored.



Figure 8.50. 8860 Norwood Avenue, Edgecumbe. Source: Chestnut Hill Local.

### Efnemheim

Efnemheim is located at 416 West Moreland Avenue in Chestnut Hill. Walter H. Thomas designed this French-inspired stone house for Mrs. Nathan A. Taylor in 1917. She named this new house “Efnemheim” to honor her five daughters by using the first initial of each daughter’s name to form the name of the house. Thomas, Martin and Kirkpatrick designed plans for extensive renovations to the house in 1932, following a fire. These included an addition and miscellaneous interior alterations. Current owners protected this property with the historical society with a conservation easement in 2014.



Figure 8.51. 416 West Moreland Avenue, Efnemheim. Source: Chestnut Hill Local.

### Caspar Heft House

The former Caspar Heft house, located at 2 S. Ashmead Street (formerly 5122 Germantown Avenue), was constructed in 1854 on the site of the eighteenth-century Roebuck Tavern. The Heft mansion originally sat on a much larger parcel, which was subdivided around the 1920s, when Ashmead Street was cut through, and new commercial properties constructed along Germantown Avenue.



Figure 8.52. 2 S. Ashmead Street, Heft house. Source: Google Streetview.

Horace F. Smith House

234 W Upsal Street was constructed in 1890 for Horace F. Smith on a design by J. William Shaw, who would later go on to work for the Pennsylvania Railroad Company.



Figure 8.53. 234 W Upsal Street. Source: Cyclomedia, 2017.



### Delmar Apartments

The Delmar Apartments, located at 319 West Cheltenham Avenue, were constructed in 1902 and designed by architect Frederick Fox. The apartment buildings were recently rehabilitated in a historically-sensitive manner.



Figure 8.54. 319 West Cheltenham Avenue, Delmar Apartments. Source: Philadelphia Department of Records (left, 1964); apartmentfinder.com (right).

## Commercial Buildings

Citywide Goal: *Survey and consider nomination of potentially eligible commercial buildings*

Several banks, theaters, and other commercial buildings stand in Upper Northwest Philadelphia, showcasing a wide variety of architectural styles. Some of these buildings that may be eligible for designation to the Philadelphia Register of Historic Places are listed below.

### Mount Airy Station

Designed by Frank Furness in 1883, the Mount Airy Station is an important extant example of Furness's prolific work for the Philadelphia and Reading Railroad Company, for which he designed over 125 train stations and alterations to existing train stations.



Figure 8.55. Mount Airy Station, 149 E. Gowen Ave. Source: [frankfurness.org](http://frankfurness.org) (left); [PAHouseLink.com](http://PAHouseLink.com) (right).

6616-24 Germantown Avenue

The properties at 6614-24 Germantown Avenue appear on the National Register as components of the Colonial Germantown Historic District. 6616 Germantown Avenue is an early wood frame structure with stucco exterior, and was rehabilitated in 2005. William Price designed 6620-24 Germantown Avenue for Wendell & Smith, who developed the Pelham neighborhood. Erected in 1895, the row of Flemish, brick commercial buildings received unfortunate one-story storefronts in 1926; however, the remaining architectural detailing is intact.



Figure 8.56. 6616-24 Germantown Avenue. Source: Google Street View.



### Sedgwick Theater

The Sedgwick Theater is an Art Deco movie palace, designed by Philadelphia architect William Harold Lee and constructed in 1928. It opened during a revolutionary moment in the film industry, just after the advent of motion pictures and sync sound. The theater was designed with a stage for live performance as well as a large single screen, and hosted silent films as well as “talkies.” The theater remained in operation until 1966, when it was purchased for use as a warehouse. In 1995, a Mount Airy couple bought the building and restored it for use as the Sedgwick Cultural Center. The Quintessence Theatre group took over operation of the building in 2010 for use as a live theatre space.



Figure 8.57. Left: The Sedgwick Theatre, c. 1945. Source: Athenaeum of Philadelphia, Irvin R. Glazer Theater Collection, Local ID #43-P-168-001B. Right: The Sedgwick, 2017. Source: Cyclomedia.

### George T. Pearson Commercial Buildings

Although best known for his residential work, George T. Pearson also designed several commercial/mixed-use buildings along the commercial corridors of Northwest Philadelphia, adapting the styles used in his residential design to suit commercial needs.



Figure 8.58. Left: 107 Bethlehem Pike, store and residence for Charles E. Hopkin, 1888. Right: 8532 Germantown Ave, store and residence for Frank P. Steeper, 1891.

### Mermaid Inn

The original Mermaid Inn, built in 1734, was considered to be one of the oldest public houses in the country. It was at the “Mermaid” that coaching parties stopped to have dinner while on their way to Chestnut Hill. When Mermaid Lane was changed in 1913, the historic inn was demolished, and was promptly replaced by the present structure at 7673 Winston Road.

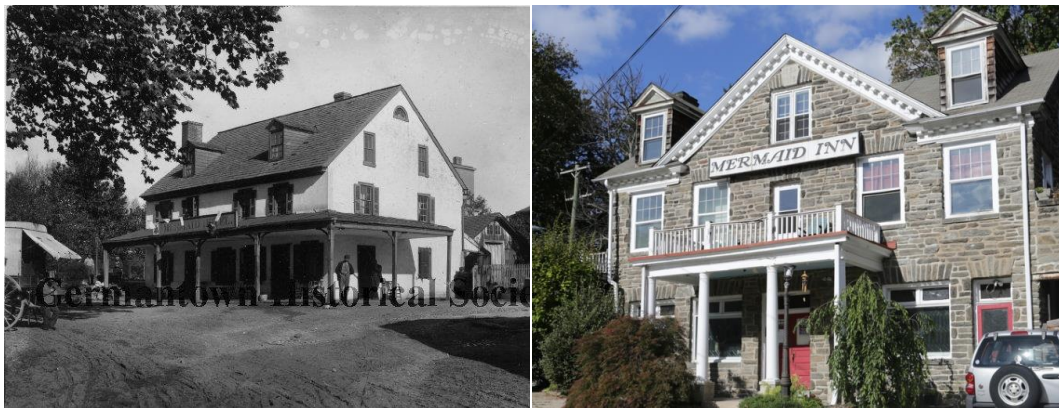


Figure 8.59. 7673 Winston Road, Mermaid Inn. Source: Germantown Historical Society (left); apartments.com (right).

## Industrial Buildings

Citywide Goal: *Survey and consider nomination of potentially eligible industrial buildings*

Although not as heavily an industrial area as Lower Northwest Philadelphia, in addition to Wayne Junction, a few industrial buildings remain in Upper Northwest Philadelphia. Some of these buildings that may be eligible for designation to the Philadelphia Register of Historic Places are listed below.

### Joseph Scatchard Sons Woolen Factory

Joseph B. Scatchard, a native of Yorkshire, England, came to America in 1840, where he pursued his calling of manufacturing woolen goods. He established a mill for this purpose at Germantown in the 1870s, which he operated with his three sons. The remaining buildings were constructed c. 1871 and 1883. The mill remained in operation through at least 1942.



Figure 8.60. 427-43 E Cheltenham Ave, Jos. Scatchard Sons Woolen Factory. Left: The mill c. 1900, Source: Hagley, Warren-Ehret Collection, Hagley ID #2002251\_060. Right: The mill as it appeared in 2016. Source: Google Streetview.



### John Bromley's Glencairn Woolen Mills

Established along the Wingohocking Creek in 1875, the Glencairn Woolen Mills was occupied by the John H. Bromley woolen yarn manufacturer and Foster & Isles worsted yarn manufacturers. It was used as a woolen mill and cloth manufactory through at least 1942, despite the fact that Wingohocking Creek was covered and converted into a combined sewer beginning in the 1880s. Belfield Avenue was eventually constructed over the former Wingohocking Creek.



Figure 8.61. 5115-39 Belfield Avenue, John Bromley's Glencairn Woolen Mills, c. 1875. Source: Pictometry (left); Google Streetview (right).

### George Peberdy's Wingohocking Hosiery Mills

Like the neighboring Glencairn Woolen Mills, Wingohocking Hosiery Mills was originally constructed along the Wingohocking Creek, which was covered and converted into a combined sewer beginning in the 1880s. Manufacturing of knit goods continued on this site through at least 1962.



Figure 8.62. 414 E. Penn Street, George Peberdy's Wingohocking Hosiery Mills, c. 1882. Source: Pictometry (left); Google Streetview (right).

### Mill Buildings, 101 East Cheltenham Avenue

These former mill buildings, constructed circa 1840-1850, were repurposed by the Whosoever Gospel Mission and Home for Rescued Men of Germantown beginning in 1895, with the assistance of the architecture firm of Brockie & Hastings in 1907 for an addition. The buildings originally housed space for broom-making and dormitories for the men.



Figure 8.63. 101 E. Cheltenham Avenue, former mill buildings shown in 1948. Source: Philadelphia Architects and Buildings.



Figure 8.64. The remaining mill buildings have been repurposed by the Whosoever Gospel Mission & Rescue Home. Source: Google Street View.



**Structures/Sites**

Citywide Goal: *Survey and consider nomination of potentially eligible historic structures*

Several historic structures in Upper Northwest Philadelphia may be eligible for designation to the Philadelphia Register of Historic Places.

West Bells Mill Bridge over the Wissahickon

This closed spandrel stone arch bridge is thought to be the oldest one in Philadelphia and the 5 surrounding counties, built in 1820 as a county bridge. Archaeological potential should also be evaluated for this area, as numerous mills were located along the Wissahickon and Cresheim Creeks. There is also the potential for Native American artifacts along the Wissahickon.



Figure 8.65. Stone bridge on West Bells Mill Road, constructed 1820. Source: bridgehunter.com.

**Recommended Follow-Up**

- Undertake a comprehensive survey of historic resources 50 years or older. The lack of current, complete, and consistent data about potential historic resources in the planning district makes it difficult to assess designation/listing priorities objectively and to understand how future projects involving State or Federal assistance may impact historic resources. It relegates consideration of historic resources to purely reactionary and does not allow for proactive regulatory mechanisms or use of funding/incentive programs.
- Perform additional survey and research on proposed historic districts to refine proposed boundaries of designation.
- Consider individual designation of the most important historic sites.
- Properties that were determined eligible for the National Register more than five years ago should be resurveyed and evaluated by the State Historic Preservation Office to confirm their eligibility status. Additionally, previously identified but unevaluated resources should be surveyed and submitted to the Pennsylvania Historical and Museum Commission for evaluation.
- Ensure the preservation and re-purposing of existing historically significant buildings to further support the development of the commercial corridor.
- Monitor more closely deferred maintenance and work to properties listed on the Philadelphia Register of Historic Places.
- Collaborate with Philadelphia City Planning Commission to ensure that existing zoning conforms to and encourages preservation of historic building stock.
- Collaborate with the Philadelphia Archaeological Forum or similar entities to determine potentially significant archaeological sites.



PUBLIC REALM

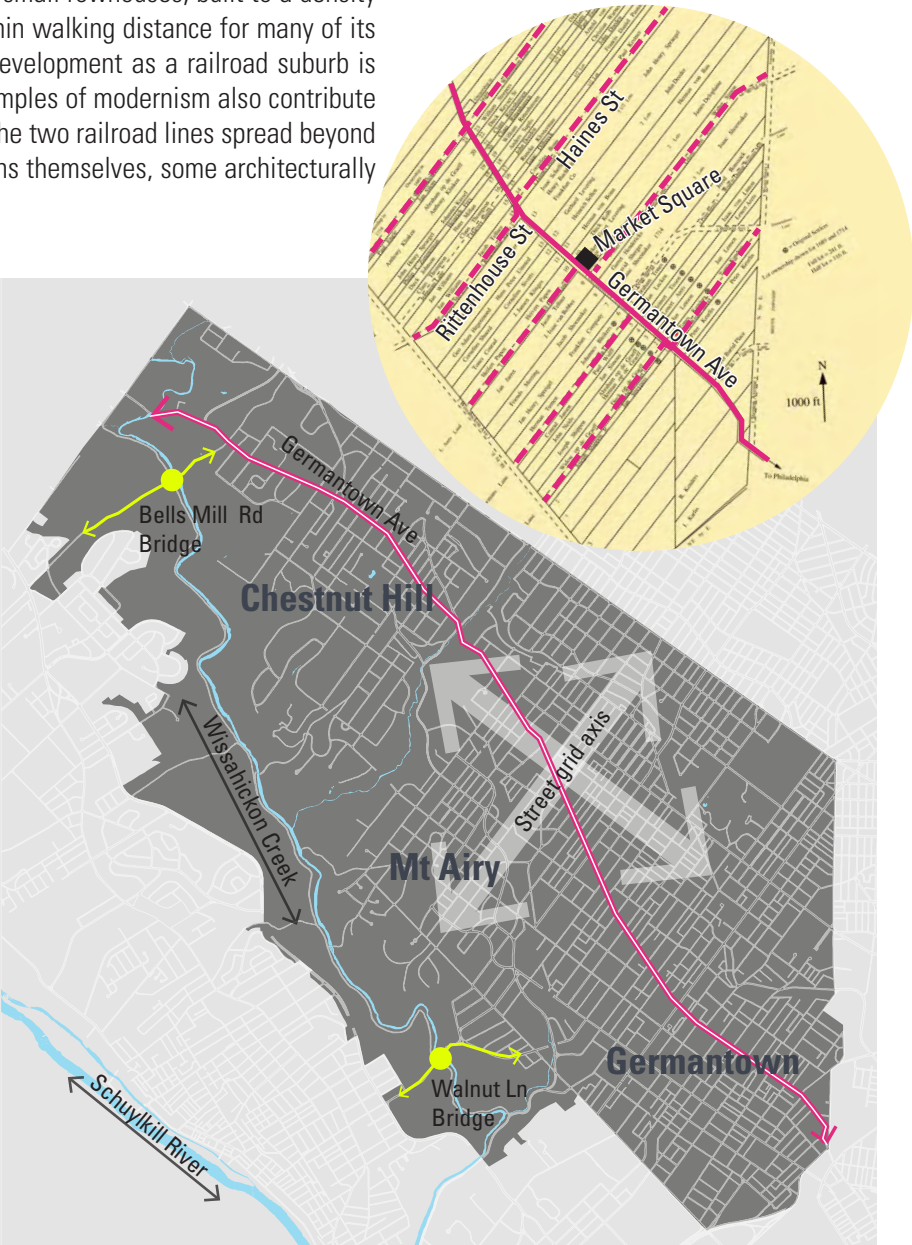
Philadelphia2035 Citywide Vision Goal: Achieve excellence in the design and quality of Philadelphia’s built environment.

Summary of Existing Conditions

In the Upper Northwest District, the public realm is the lively outcome of a complex built environment and a mature landscape sharing a strong relationship to the street. An abundance of tree-lined streets and rotated street grid axes unify the district’s public realm, yet the three major neighborhoods have distinct identities. Germantown’s colonial development is greatly celebrated, and the quality of its public realm varies as the historic building stock varies in maintenance. Germantown’s public realm also includes some of the district’s busiest commercial corridors. Mt. Airy is primarily a residential neighborhood and has a profound social reputation as being a diverse and integrated community. Related physical characteristics include a wide variety of housing types from large apartment buildings to small rowhouses, built to a density that provides transportation, shopping, and recreation within walking distance for many of its residents. Lastly, Chestnut Hill’s mid-nineteenth century development as a railroad suburb is still evident from the public realm, although important examples of modernism also contribute to the neighborhood context. The public realm benefits of the two railroad lines spread beyond Chestnut Hill, influencing the entire district. The rail stations themselves, some architecturally significant, have become part of the Upper Northwest’s identity.

The Upper Northwest’s public realm is delineated by the prevalence of Germantown Avenue and the district’s skewed street grid. The street grid is rotated about 45 degrees from William Penn’s surveyed street grid ubiquitous in Center City, and has retained its walkable scale for most of the district. The Northwest grid responds to the diagonal alignment of Germantown Avenue, once a Native American trail, which follows the area’s natural topography and is roughly parallel with the Wissahickon Creek. The numerous interruptions to the street grid, such as railroad lines, shifts in development scale and patterns, and natural barriers such as pockets of open space and topography, make the grid pattern inconsistent or just imperceptible in many areas of the district. Many of the east-west streets are discontinuous, which makes the few streets that do run the entirety between Wissahickon Avenue or the park boundary and Stenton Avenue key connectors. Similarly, only two streets span the Wissahickon Valley, which preserves the natural environment of the park and makes them key circulation routes for the district.

Plan of lots in Germantown, PA in 1689. The street grid was created by following established lot lines that fronted onto Germantown Avenue and extended either south to Wissahickon Avenue or north to Stenton Avenue (drawn with dashed lines).





Germantown Avenue is an historic reference line in the district around which much of the public realm is organized. Once named Main Street, Germantown Avenue still serves as the main street for the Chestnut Hill, Mt. Airy, and Germantown neighborhoods, as transportation, residential, commercial, and institutional activities contribute to its street life. The avenue is also periodically closed to traffic for various street festivals. The physical environment that defines the streetwall is richly varied, from common houses to renowned institutions, from the many Historic Germantown sites and public spaces that address the avenue to new 21st century mixed-use projects, from Art Deco department stores to big-box format commercial spaces. Mature street trees and fresh planters, new pedestrian lighting and faded signage, crowded bus stops and abandoned overhead trolley wires, all frame segments of the avenue. Therefore, the distinct physical characteristics of the street bed itself, composed of granite block, trolley tracks, asphalt, and concrete, serve as the common public realm palette. Unapologetic to automobiles and cyclists alike, the textured surface rattles all travelers, but offers any urban explorer, analytical observer, or leisurely stroller a glimpse of the past.

#### Public realm at Germantown Avenue and Washington Lane

Note the street trees, lighting, overhead trolley wires, banners, building materials, street furnishings, etc. The street materials themselves are historically certified.



UNW  
Topography

In terms of the natural environment, both the ridge of Germantown Avenue and the valley of the Wissahickon Park serve as spatial landmarks for the district's public realm. The Wissahickon Park gives visitors one of the most natural, rustic environments available in the city. The district also includes many vibrant neighborhood parks, some with designed landscapes and some with natural landscapes. The Upper Northwest has a robust horticultural history that peaked in the second half of the 19th century and is an integral part of the larger Philadelphia region's botanical legacy. The district's two arboretums and many historic gardens celebrate this aspect of Philadelphia's past.

Together, the continuous 300-year heritage of the built environment composed with vibrant green spaces and streets, has resulted in a dynamic public realm that has generally preserved its historic scale, and is still appreciated by today's residents and visitors.



## KEY ISSUES

The following written descriptions are important public realm challenges that the Upper Northwest district will likely face over the next ten years. The accompanying photos illustrate a positive aspect or recent improvement regarding the particular public realm issue.



1950 commercial retail building, Germantown Ave and Cheltenham Ave

a.

### • Germantown Ave and Cheltenham Ave commercial corridors

The greater area around the Central Germantown Business District has experienced some recent investment (Vernon Park, Maplewood Mall, and Cheltenham Ave and Greene St Plaza), but streetscape improvements are still needed. Among the district's neighborhoods, Germantown has the highest population, some of the densest development patterns, and has the physical framework from its legacy as a regional shopping destination. The commercial corridors' public realm deterioration needs to be reversed so that the corridors may fully function as a vibrant neighborhood commercial node once more.

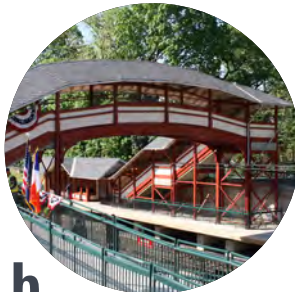
New building on the Germantown Friends School campus



e.

### • Public realm around regional rail stations

The district has many unique staircases, pedestrian bridges, seating areas, masonry retaining walls, and other infrastructure associated with the rail stations that need diligent care to maintain a desirable public realm. In addition, developing high-quality projects near stations that are compatible with the existing neighborhood context contributes to a successful public realm.



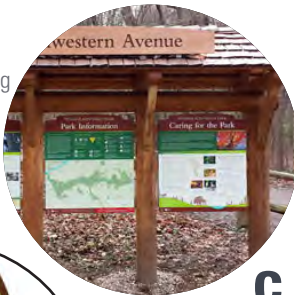
b.

Recently restored pedestrian bridge at Allen Lane Regional Rail Station

### • Institutional development

The district is home to a large number of institutions, some of which are seeking space for expansion and some have shrunk and left large, vacant buildings behind. Activating and reusing vacant institutional properties achieves preservation goals and keeps the urban fabric whole. Planning for context-sensitive design solutions for large institutions provides the neighborhood with a cohesive and vibrant public realm.

New wayfinding signage in Wissahickon Valley Park



### • Wissahickon Valley Park access roads and trailheads

Many of the streets that lead to trailheads need improvement and better multi-modal accommodations, as erosion and other environmental factors are causing deterioration. Maintaining the public realm around the recreational access areas of the Wissahickon Valley is crucial as it is a district asset enjoyed by residents and visitors alike.

c.



Historic Germantown identification signage

d.

### • Heritage tourism to Germantown and other Upper Northwest neighborhoods

In some respects, Germantown's early growth and development parallel Philadelphia's early development and reconnecting today's Old City neighborhood and historic Germantown could benefit the district as well as the city. Highlighting other district stories that are not typically seen, for example horticulture, modernism, early industrial, railroad industry, or public art and landmarks in the Wissahickon, could bring new tourism to the Upper Northwest and the city. Some of the cultural assets are physical spaces, buildings, plazas and landscapes, and therefore increasing awareness of the district's history is not only a programming issue, but also a public realm issue.



Stone staircase in Wissahickon Valley Park

f.

### • Structures that contribute to the district's character and sense of place

Currently the wide spectrum of physical conditions of built structures creates an unwelcoming public realm in key areas and streets in the district. Structures that are unique to the Upper Northwest and that may be at risk include Wissahickon and Fairmount Park structures (houses, mill remains, bridges, walls, staircases, etc.), regional rail station buildings, and historic Germantown sites.



## MAJOR OPPORTUNITIES

There are significant public realm opportunities in the district, below are some of the areas with the greatest potential to benefit the entire Upper Northwest. The last page of this section includes a map of the opportunity site locations.

### • Germantown Station Area

Located just a few blocks east of the Germantown Central Business District, the area immediately around the station has some vacancy and former rail right-of-way space that is underutilized. Creating a sense of place around the station as well as connecting the station area to the Vernon Park area is a major public realm opportunity. Potential nodes for improvement include: Cheltenham Avenue and Wayne Avenue; Germantown Regional Rail Station, and Cheltenham Avenue and Chew Avenue.

See key issues **a, b** and **d**



Vacant land adjacent to Germantown Station



### • Germantown Avenue and Haines Street

The former Germantown Town Hall and the former Germantown High School are both major civic buildings with deep history of service to the neighborhood, and both are now vacant. Located across the avenue from each other, reactivating these significant buildings could have a transformative effect on the public realm in the immediate area as well as the district as a whole.

See key issues **d, e** and **f**



Vacant land adjacent to Germantown Station





• **Block bounded by Stenton Avenue, Haines Street, Ardleigh Street, and Washington Lane**

The City of Philadelphia owns a large amount of land within this super block, which includes schools, recreational space, and other community services, much of which is ripe for change. The physical environment of this area is not well-integrated into the surrounding neighborhood, and the uses within the block are not maximizing the potential benefits of their adjacency. In addition, the intersection of Stenton Avenue and Washington Lane is a major gateway opportunity for the district that is currently underutilized. Public realm and urban design improvements to this area would benefit the Stenton Avenue commercial corridor, the multiple educational facilities, and the district as a whole.

See key issue **e**



Martin Luther King High School and adjacent land



• **7100 Block of Germantown Avenue**

The heart of “downtown” Mt. Airy, the block bounded by Germantown Avenue, Mt. Airy Avenue, Chew Avenue, and Durham Street provides a lively streetscape and activities for the neighborhood. But the “back of house” area of the block, accessed from Chew Avenue, is an underutilized, inefficient surface parking lot. Using the Sedgwick Theater’s and the NHS Human Services northwest facility’s future plans as catalysts for redeveloping this area, it has the potential to solve the commercial corridor’s parking needs and serve the adjacent businesses’ service needs more efficiently. This will help to reduce congestion on the avenue and attract more people to the “front of house.”

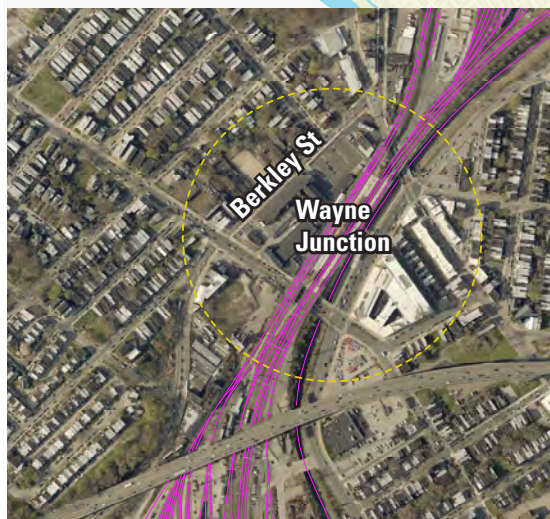
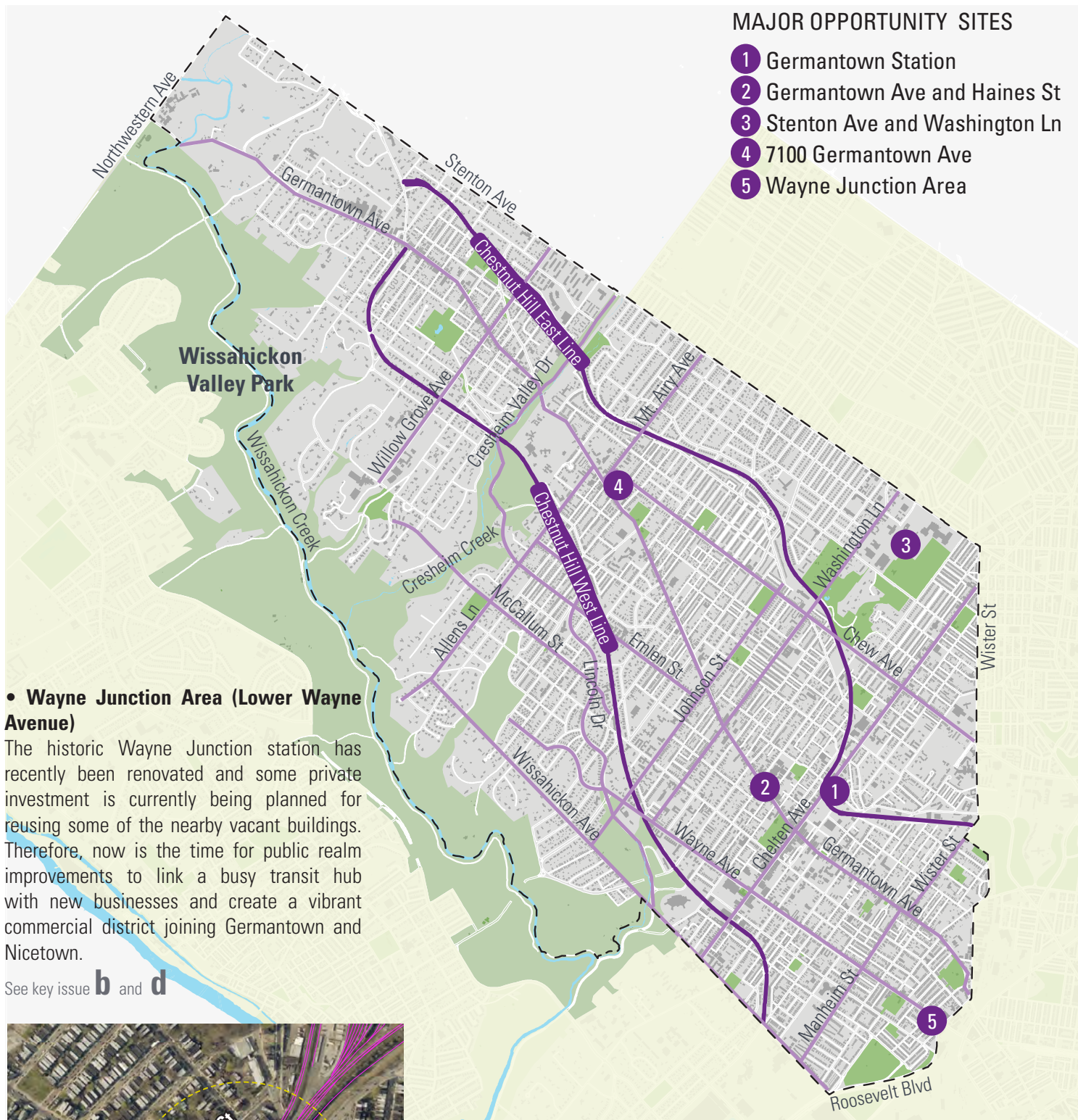
See key issues **d** and **e**



Underutilized space behind Germantown Avenue commercial corridor in Mt. Airy







Public realm and redevelopment opportunity on Berkley Street



## Philadelphia2035: Upper Northwest District Plan

### Existing Conditions, Issues, and Opportunities — November 2017

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

The built environment of the Upper Northwest includes architecture that spans American styles from colonial to modern and that has developed incrementally. Growth of the district's street grid patterns and transportation systems also developed incrementally and is well documented. Analyzing the street network and the building stock together, groups of development patterns being to emerge.

The Germantown urban fabric developed simultaneously with the initial growth of Center City but as an independent urban center. Still today, walking around Germantown feels like visiting a discrete urban village because of its high density, its complex network of smaller neighborhoods that compose greater Germantown, and its many civic nodes and buildings. Germantown's commercial development boom in the early automobile era also sets the area apart from the rest of the district. On the following map, please note the small-scale intricacy of the development patterns.

Mt. Airy was the last neighborhood in the district to earn an identity as a discrete place. Nestled between Chestnut Hill and Germantown, residential development altered the rural landscape. The variety of residential building types resulted in some unique pockets of housing patterns among the common rowhouse pattern, such as large single-family houses in Pelham and multi-family apartment buildings along Lincoln Drive. On the following map, please note the anomalies among the consistent street pattern. Also note the general pattern of larger parcels framing Germantown Avenue and larger parcels at the perimeter of the Wissahickon Valley Park.

The density of Chestnut Hill is much lower than the rest of the district. Compared to the other neighborhoods, the scale jumps significantly to include larger and fewer parcels and more open space. The less-dense development that surrounds the termini of the rail lines is partly the result of mid-19th century development by railroad owners and large country houses for the wealthy. Development booms correspond with the development of the two railroad lines, the Chestnut Hill East line being the older line. Significant mid-twentieth century modern development quietly slips into the historical context, but maintains the neighborhood's low-rise, single-family scale. There are a handful of commercial properties and multi-family buildings that disrupt the established scale. Please note on the map that the densest area of Chestnut Hill is the heart of its commercial corridor which has a high volume of pedestrian use.

In terms of transportation development patterns, remarkably, the major transportation systems in the district have parallel courses. These include Germantown Avenue, used since pre-colonial times for a wide range of transportation from horses to trolleys; both the Chestnut Hill East and Chestnut Hill West railroad lines; and Lincoln Drive, designed as a parkway for early automobile traffic, and follows the alignment of a tributary of the Wissahickon Creek that is now mostly channelized. As mentioned previously, many of the east/west streets are discontinuous and connections to the Lower Northwest district are sparse. This makes the few streets that are continuous key connectors, such as Cheltenham Avenue, Washington Lane, Mt. Pleasant Avenue, Willow Grove Avenue, and Northwestern Avenue, Bells Mill Road, and Walnut Lane.

Examples of urban patterns that are unusual within their neighborhood context:



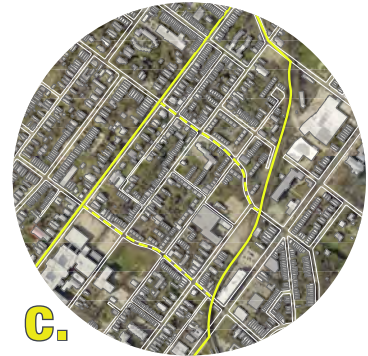
**a.** **Market Square in Chestnut Hill**

A suburban style commercial complex located off the commercial corridor and surrounding apartment complex



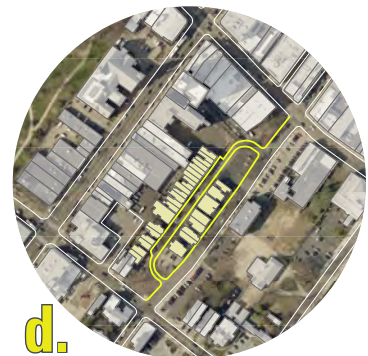
**b.** **Pelham section of Mt. Airy**

The curvilinear street pattern is the result of a late 19th century subdivision of a large early 19th century estate



**c.** **Morton Redevelopment Area in Germantown**

Certified in 1957, the redevelopment area plan proposed residential buildings, new open space, and realignment and removal of various streets.

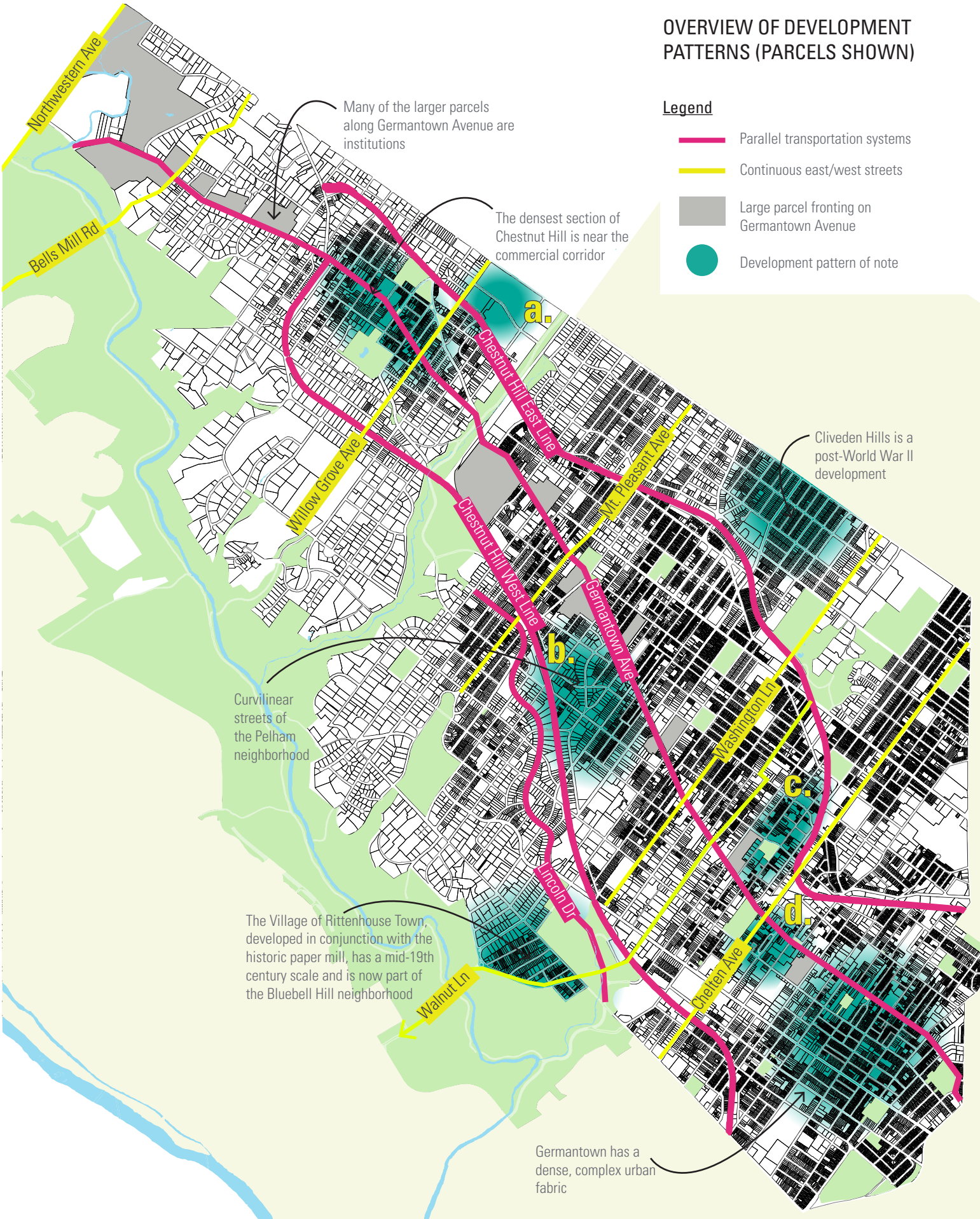


**d.** **Maplewood Mall in Germantown**

A commercial node planned as a pedestrian mall but is now open to cars



OVERVIEW OF DEVELOPMENT PATTERNS (PARCELS SHOWN)





URBAN DESIGN: Elevate public demand for good design in the public realm

Much of the urban fabric in the district has a strong relationship to the street, therefore maintaining the urban design elements that have been working for generations to provide a vibrant public realm and give the area an identity, is a priority. However, the wealth of original urban fabric creates unique challenges for keeping the district desirable and functional for today’s residents. For example, many of the residential areas have maintained contextual consistency with scale, setbacks, and proportion of open space to enclosed space. But keeping the housing stock relevant for today’s needs is both a preservation and an urban design issue for the district. Many of the major commercial streetscapes have maintained a walkable scale and a healthy density. Now, finding space for automobiles within modern store formats is a crucial design challenge.

The urban design benefits of the Upper Northwest’s older, mature neighborhoods can be found throughout the district. One of the most basic benefits is that high-quality urban design encourages residents to use their public spaces to interact as a community, on a daily-basis and for special occasions. The daily bustle of Germantown Avenue throughout the district’s neighborhoods is partly achieved by locating parking areas

Contextual Urban Design Solutions from Various Time Periods:



• Market Square, Germantown

Market Square is a public open space that has been contributing to the public realm of Central Germantown since at least 1703. It exhibits urban design principles still used today, the open space is defined by street walls on all sides, is activated by nearby civic and institutional uses, and includes public art.

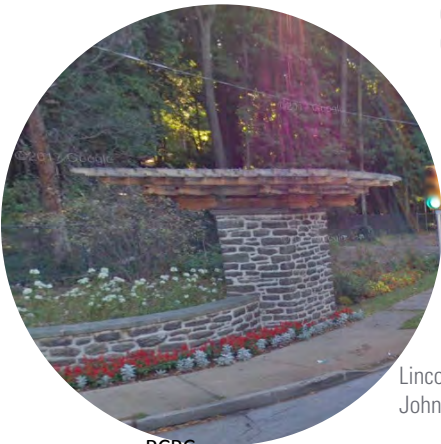
5501 Germantown Avenue



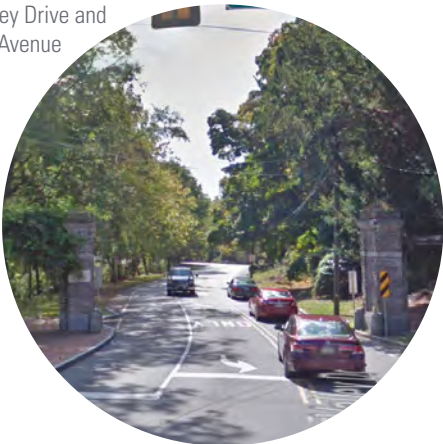
• Adaptive Reuse, Germantown

The long-vacant, former Germantown YWCA is currently being renovated for a mixed-use project comprised of ground floor commercial and apartments above. This locally-certified historic building is one component in a series of public realm investments (including adjacent Vernon Park and nearby Maplewood Mall) that when experienced together, create engaging urban spaces.

5820-24 Germantown Avenue



Cresheim Valley Drive and  
Germantown Avenue



Lincoln Drive and  
Johnson Street

PCPC

• Gateways, Mt. Airy

The district has many gateway compositions, but these two locations use urban design to achieve a sense of place along major roadways. The two sets of stone piers help to calm traffic, provide refuge for pedestrians, demarcate important crossroads between neighborhoods, and mark Fairmount Park entrances. They help to preserve the original design intentions of the roadways, as picturesque parkways, not just high-volume arterials.



behind the main street shops. Numerous street festivals occur for special occasions that are unique to the Upper Northwest, such as Mt. Airy Day, Germantown's Second Saturday festival, Battle of Germantown reenactment, Chestnut Hill's Harry Potter festival, etc. For these festivals, the public space of the street is reserved for people and the surrounding urban design elements accommodate these gatherings just as easily as they accommodate traffic.

Urban design elements that have been composing the Upper Northwest's public realm since its beginning are still considered best practices and are highly desirable for new 21st century planned communities. Conversely, inserting 21st century needs into the urban fabric in a sensitive manner is a critical challenge. New construction and modern building materials can

contribute to the urban design of a streetscape or neighborhood by incorporating contextual design elements such as façade design, massing proportion, and landscape. This will ensure that residents continue to engage with their built environment. Please refer to the examples below for a few particular urban design successes from various time periods.

#### • Lovett Library Rehabilitation, Mt. Airy

The Lovett Library is an important civic anchor but its adjacent open space has long been underutilized. The property's rehabilitation not only includes building improvements, but also revitalization of its lawn area and front plaza area. Once completed, the urban design of the public realm of this key intersection will be dramatically improved.

10 E Sedgwick St



#### • Mixed-use Development, Chestnut Hill

The first major new project for the neighborhood in decades, its site design is context-sensitive. The large-format grocery store is placed to the rear of the site and parking is placed to the side. This allows the street front to have multiple, smaller storefronts which is consistent with the commercial corridor's context. The curb cut is well-designed with elements that address pedestrian safety.

8208 Germantown Avenue



#### • Alley Revitalization, Chestnut Hill

Both the alley between the post office and the hotel, and the adjacent space to the rear of the properties has recently received investment. The space links a rear parking area with the commercial corridor. Finished with high-quality exterior materials, it is activated by fine art, sculptures, fountains, seating areas, and storefronts. It is an unexpected and delightful gathering space for visitors.

8229 Germantown Avenue (behind building)





## RECOMMENDED FOLLOW-UP

The following are a few challenges from the memo that thoughtful urban design solutions could address, but would need additional research or investigation first.

### • Institutional properties

An assessment of vacant institutional properties and their potential for reuse might help to inform planning recommendations. What are the Philadelphia School District plans for their properties? What are future charter school needs? What district institutions are seeking additional space? What properties have architectural value?

### • Germantown central commercial area

If necessary, update strategies from PCPC's Germantown Central Business District for physical public realm improvements. Consider the recent land use survey and Philashop survey information, as well as any shifts in demographics.

### • Mt. Airy commercial corridor parking

A parking study for the Germantown Avenue corridor in Mt. Airy might help to inform planning recommendations. Is there a need for more off-street parking? Can parking solutions be shared between businesses and other corridor venues and institutions?

### • Lincoln Drive traffic calming

When considering traffic safety measures for Lincoln Drive, consider the original design intentions of the roadway as a "parkway". Consider paving materials that achieve increased aesthetic and environmental values as well as promote traffic calming.

### • Curbless street design

Investigate design standards for curbless streets. Wissahickon Valley Park access roads, for example Kitchen's Lane and Rittenhousetown Lane, might be good candidates for curbless streets as they need to be more welcoming and more considerate of their natural surroundings. Environmentally-friendly paving materials, and traffic calming features would benefit multi-modal users.

### • Heritage tour transportation

Investigate the possibility of a SEPTA rail pass designed for heritage tourism. Some initial ideas include: passes that encourage regional rail use between Old City (Jefferson Station) and Germantown; passes valid for traveling within a "historic Germantown" zone; and a tour designed around the regional rail station walking radii and Historic Germantown sites.

### Mt. Airy Day

Spring time street festival on Germantown Avenue



## **HEALTHY COMMUNITIES**

*Philadelphia2035 Citywide Vision Goal: Improve neighborhood livability.*

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### **SUMMARY OF EXISTING CONDITIONS**

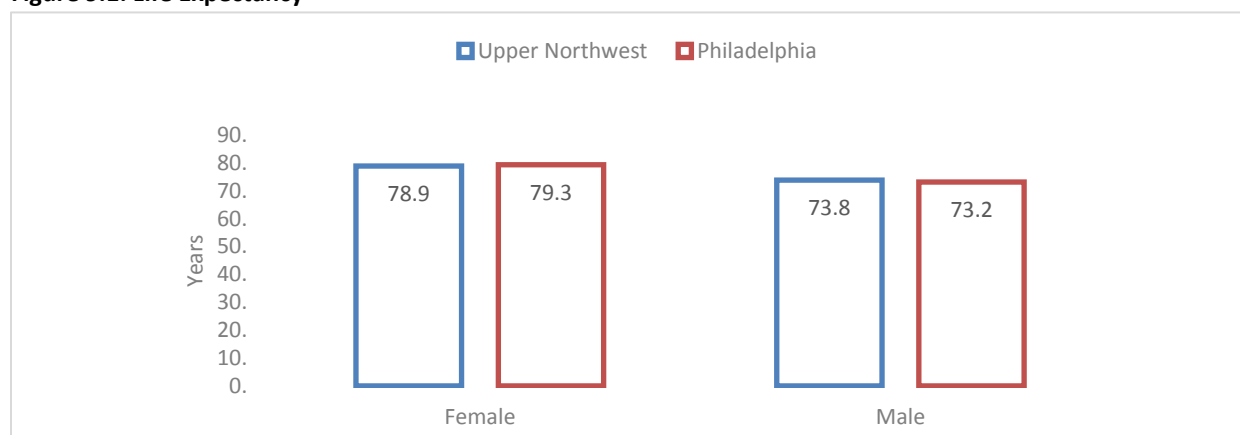
The built environment influences health in many direct and indirect ways. Planning can influence everything from the quality of the air we breathe to our likelihood of being injured in a traffic crash to our physical activity level to how likely we are to eat a healthy diet and abstain from smoking. These environmental factors in turn influence the prevalence of a myriad of medical conditions, including diabetes, heart disease, cancer, asthma, anxiety and depression.

The Upper Northwest District's neighborhoods provide many features that support healthy living – numerous public transit lines, walkable neighborhoods with sidewalks, historic streets that help control traffic speeds, ample trees and park space, and neighborhood commercial corridors providing a wide variety of goods and services in walking distance of many homes. However, these advantages are not distributed evenly across the district and the historic housing stock also poses a hazard regarding lead paint.

The district's environmental resources, strong community organizations, grid street network, and public transportation access provide opportunities for economic development, increasing healthy food access and consumption, and improvements to the pedestrian realm to solidify walking and biking as preferred modes of transportation.

#### General Health

Life expectancy in the Upper Northwest District is near city average; slightly lower for women and slightly higher for men. In the 2014-15 Public Health Management Corporation Household Health Survey, district residents were slightly less likely than city average to describe their health as fair or poor, 20.9 percent to 23.6 percent. Overall, residents of the district report health that is around or slightly better than the city average. However, burdens of chronic disease, poor air quality, unhealthy housing, crime, traffic, and other risks are not evenly distributed within the district.

**Figure 9.1: Life Expectancy**

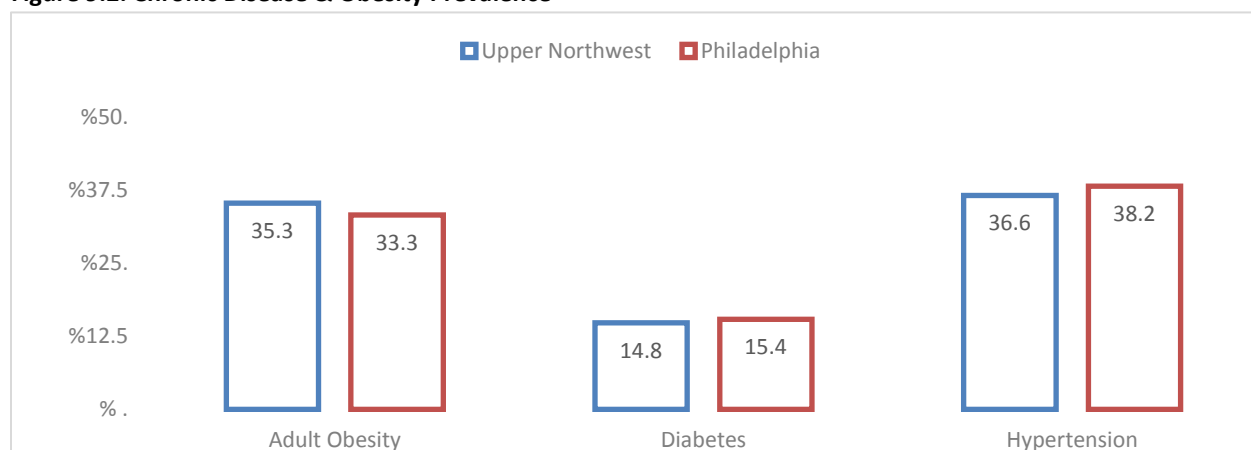
Source: Vital Statistics for Philadelphia, PA DOH 2013

### Chronic Disease

Chronic diseases are the leading cause of death and disability in the United States and disproportionately affect residents of lower income communities and people of color. City planners now recognize that the built environment has been a significant factor in the rapid increase in obesity, diabetes, and cardiovascular disease that has affected the US population since the mid-20<sup>th</sup> Century. Growing reliance on the automobile for transportation has greatly reduced the incidental physical activity in Americans' daily lives, while economic segregation and changes in food distribution and marketing have led to fewer opportunities to access and consume fresh foods. Public health research has also found a higher concentration of retailers marketing tobacco, alcohol, and unhealthy food in lower income neighborhoods, which makes it more difficult for residents to choose the healthy options that are present. While many factors contribute to a person's weight and overall health, planning intervention can greatly increase the likelihood of residents being able to meet physical activity and dietary guidelines and therefore reduce their chances of developing health conditions or having complications if they are already living with the conditions.

Upper Northwest adults have slightly lower than city average rates of diabetes and hypertension, but a slightly higher rate of obesity. Unfortunately, the city average for Philadelphia is the highest among the ten largest US cities for diabetes and obesity and in a virtual tie with San Antonio for the highest hypertension rate. According to the School District of Philadelphia, children in the Upper Northwest average lower rates of obesity than their citywide peers, with students from Chestnut Hill (19118) having one of the lowest childhood obesity rates in the city at 12.9 percent, Mt. Airy (19119) having 17.1 percent, Germantown (19144) just below average at 19.8 percent, and the 19138 Zip code that overlaps the northeast corner of the district having a slightly above average rate of 20.8 percent. The childhood obesity rate for the city in 2012-2013 was 20.3 percent.

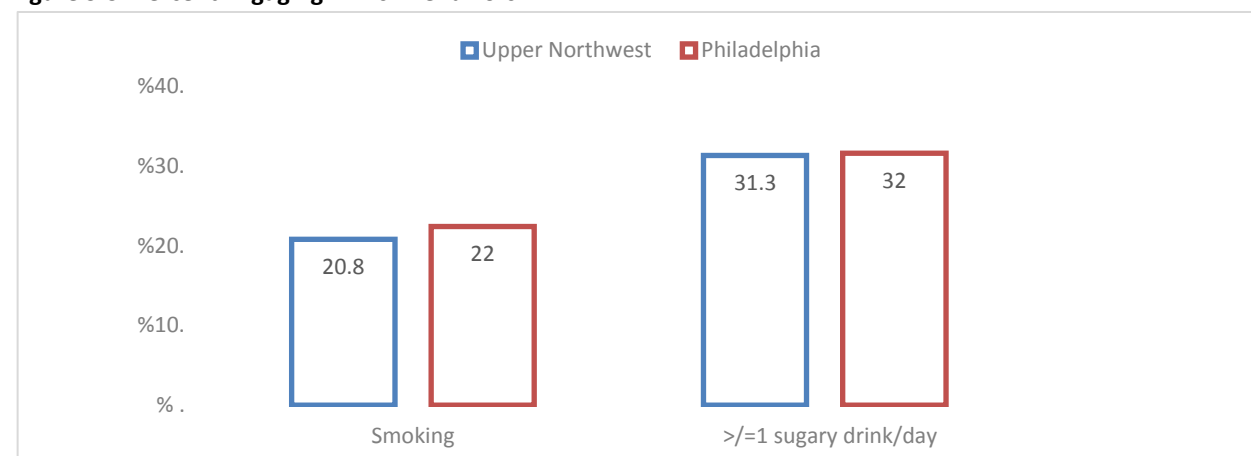


**Figure 9.2: Chronic Disease & Obesity Prevalence**

Source: PHMC Household Health Survey, 2014-15

In addition to diet and exercise, there are some specific key risk factors that affect an individual's likelihood of chronic disease, and which are also affected by the built and social environment one inhabits. The biggest single behavioral risk factor for premature mortality is smoking. Adults in the Upper Northwest smoke slightly less than the city average of 22.4 percent, but slightly more than the national average of 18.1 percent. This contributes to health problems including lung cancer and cardiovascular disease for the smokers themselves as well as dangers to children and others through second hand smoke.

Another specific behavioral factor that is particularly relevant to obesity and diabetes is consumption of sugar-sweetened beverages. Nearly 1/3 of adults in the district and the city report consuming at least one sugary drink daily. Consumption of unhealthy substances including tobacco and sugary drinks is influenced by their availability in one's neighborhood, as well as the availability of healthier alternatives (in the case of beverages), cultural norms, and the presence of psychological stressors in the environment. Healthy public spaces should encourage exercise and provide shade, smoke-free air, and plentiful access to fresh tap water.

**Figure 9.3: Percent Engaging in Risk Behaviors**

Source: PHMC Household Health Survey 2012-15

### Access to Healthy Foods

Good nutrition helps prevent and manage chronic conditions like obesity, diabetes, and heart disease. Convenient access to fresh, healthy food choices is one important element of promoting a healthy diet.

In 2014, 24.7 percent of district residents lived in areas with combined high poverty and low or no walkable access to healthy foods, compared to 22.4 percent of residents Citywide. These areas are concentrated in East and Lower Germantown. Some outer portions of Chestnut Hill also have low or no walkable access, but these are relatively low density and high-income areas where residents have high car access and relatively low-speed, low-volume residential streets may make it easier for residents who wish to walk or bike slightly longer distances to stores along Germantown Avenue to do so. Walkable access to healthy food is discussed in detail in the Neighborhoods memo.

### Physical Activity

While the Upper Northwest District has a predominantly walkable grid street network, is well-served by transit, and offers access to a variety of parks and recreation facilities, residents of the eastern sections of the district face obstacles to achieving recommended levels of regular physical activity, including danger from traffic and crime, sidewalks and other facilities that don't meet the needs of individuals with disabilities, and the influence of complications from chronic health conditions. Environmental hazards such as excessive heat, air pollution, and problems associated with vacant properties also contribute to poor health and reduced physical activity.

The Centers for Disease Control and Prevention (CDC) recommend adults get two and a half hours of moderate physical activity per week. Parks, recreation centers, and the active transportation network have a substantial influence on how much exercise the average resident of a neighborhood gets. Upper Northwest respondents to Public Health Management Corporation (PHMC) surveys from 2012-2015 reported better than average access to parks within their neighborhood, with 81.9 percent saying they had a neighborhood park they felt comfortable using compared to 73 percent citywide. In addition to physical proximity, it is important to assess physical and social barriers to use of recreation facilities – which can include streets that are difficult or unsafe to cross, condition of facilities, air or noise pollution, criminal activity, street harassment, concerns about police profiling that can deter people of color from walking or biking, and cultural norms that may limit access to physical activity for certain demographic groups, including women and girls.

Traffic safety is a major public health issue, with 369 deaths or serious injuries from traffic crashes in Philadelphia in 2016 and a driver hitting a pedestrian in the city approximately every five hours. In addition to the unacceptable cost of fatalities and injuries, a person's level of comfort walking and bicycling in their neighborhood has a profound impact on their ability to be active. Both citywide and within the district, people of color and residents of low income communities face a disproportionate burden from traffic crashes as well as exposure to noise and exhaust, even as they are less likely to own cars and benefit from the convenience of automobile infrastructure. While the Upper Northwest experiences relatively few traffic fatalities and serious injuries compared to other parts of the city, there are a few corridors that present barriers to comfortable walking and bicycling. Most of the streets in the district that are on Philadelphia's

Vision Zero High Injury Network are in or partially in Lower and Central Germantown. In addition to direct crash risk, streets such as Lincoln Drive and Wissahickon Avenue carry high speed traffic adjacent to preserved natural areas that can be a deterrent to residents walking or biking to the district's outstanding hiking trails.

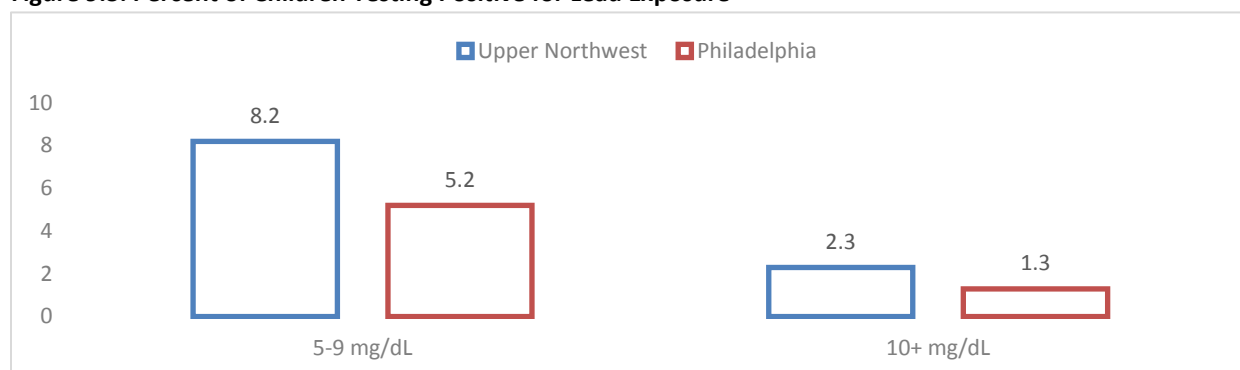
### Environmental Health

Asthma is a chronic condition related to poor air quality. In 2014, children from zip codes all or partially within the Upper Northwest were admitted to hospitals for asthma symptoms at rates near or below the citywide average of 71 per 10,000 children, with lower rates in the outer portions of the district. Children from the 19144 and 19138 zip codes in the Germantown area had rates just above city average at 84.4 and 93.1, while Mount Airy (19119) residents had a substantially lower rate at 44.9 and Chestnut Hill (19118) didn't have a large enough sample size to calculate a rate. Asthma hospitalizations can be triggered by second hand smoke, indoor air pollutants such as dust and mold, and ambient air quality issues such as regional air pollution and exhaust from cars and trucks. The Chestnut Hill and West Mount Airy areas benefit from high levels of tree cover and separation from major highways or industrial sources of air pollution, leading to both cooler ambient temperatures and less exacerbation of respiratory conditions.

There are substantial ethnic and racial disparities in childhood asthma hospitalizations citywide, with Black children suffering by far the highest number of serious attacks resulting in 87 hospitalizations per 10,000 children compared to 70 for Hispanic children, 27 for Asian children, and 14 for White children. Improving overall regional air quality, reducing tobacco exposure, reducing traffic and idling in residential neighborhoods and near schools and playgrounds, and assisting more families in making healthy renovations to older homes can help reduce disparities in asthma symptoms.

### Healthy Housing

Childhood lead paint exposure is also a significant concern given the age of the district's housing stock. Upper Northwest District children had the city's highest rates of newly diagnosed lead exposure at both moderate (5-9 mg/dL) and very high (10+ mg/dL) levels in 2015. The district had a lower than average rate of Building Construction Code violations per 1,000 occupied housing units, with 132 violations per 1,000 units in 2015 compared to 185 citywide. As the city's efforts around lead paint, which have helped to dramatically decrease the incidence of lead poisoning citywide, have historically focused in the lowest income neighborhoods and on renters and landlords, there may be a need for greater education and support for middle income homeowners regarding lead safety.

**Figure 9.3: Percent of Children Testing Positive for Lead Exposure**

Source: Pennsylvania's National Electronic Disease Surveillance System (PA-NEDSS), as reported by Environmental Health Services, Philadelphia Department of Public Health, 2016

### Access to Care

Upper Northwest residents have a higher rate of health insurance – just over 95 percent – than residents of all but two other districts in the city. However, 26.8 percent are covered by Medicaid, higher than the citywide average of 22.1 percent. Data is not available by planning district on how many residents have health insurance or subsidies through the Affordable Care Act marketplace, but those residents along with some current Medicaid recipients could be at risk of losing insurance due to changes in federal policy, which would in turn strain health care facilities in the district and across the city. District adults reported foregoing health care due to cost at a rate almost identical to the citywide rate of 13.4 percent (13.3 percent).

The Philadelphia Department of Public Health's District Health Center #9 serves the district and is located across the street from the Germantown station on SEPTA's Chestnut Hill East Line. The facility needs renovations to meet demand and improve accessibility and plans to acquire vacant land adjacent to the property to add an elevator are in the Health Department's Capital Program. Since this health center is along a neighborhood commercial corridor with excellent transit access and development potential, it is important that these renovations support walkability and commercial viability of the corridor.

There is one Federally Qualified Health Center (community-based, non-profit healthcare provider that serves individuals in need, including Medicaid recipients and uninsured patients), in the district, Covenant House, at 251 E. Brighthurst Street in Germantown. Two additional FQHCs are adjacent to the district, one just south of Fernhill Park on Wissahickon Avenue and the other just outside the city line on Stenton Avenue.

### Violence

According to the Medical Examiner's Office, the Upper Northwest had 18.6 homicides per 100,000 residents in 2015; slightly above the citywide average of 17.8. Homicides in the district were heavily concentrated in the southeast corner, where incomes are lower and overall health statistics are poorer. Other violent crimes including robbery, sexual assault, and other violent assault also reduce health for both the victim and members of the surrounding community. Exposure to violence and trauma increases incidence

of mental health problems, can exacerbate physical ailments and unhealthy behaviors, discourages outdoor physical activity and enjoyment of public spaces, and can deprive residents of affected neighborhoods of access to educational, employment, and other opportunities.

### Mental Health and Substance Abuse

According to PHMC surveys from 2012 to 2015, residents of the district are slightly more likely than city average to have been diagnosed with a mental health condition, at 21.5 percent in the district compared to 20.8 percent citywide. Reducing stress and increasing access to nature and physical activity can improve sense of well-being and help to reduce the impact of many mental health issues. Environmental interventions may particularly be warranted in the eastern portion of the district, where crime rates are higher and there is not easy walkable access to extensive natural areas such as the Wissahickon trails.

According to 2015 data from the Medical Examiner's Office, Upper Northwest residents were significantly less likely than city average to die from overdoses of opioids (17.5 deaths per 100,000 people compared to 32.7). Citywide, there has been a dramatic increase in overdose deaths since 2013 with the majority of the increase coming from opioids.

## **KEY ISSUES**

### Health Equity

The Upper Northwest has wide variations in health environment, resources, and outcomes within the district. While Chestnut Hill is often cited as a particularly healthy place to grow up with walkable streets, an abundance of healthy food retailers, ample open space, and only one tobacco retailer, parts of Germantown suffer from high traffic crash rates, uncomfortable walking and biking environments, limited access to healthy food, and an overabundance of retailers targeting youth with tobacco advertising. Not surprisingly, where health data is available at a sub-district level such as zip code, health outcomes are significantly worse in the southeastern portion of the district.

Racial disparities are also significant. Although the PHMC Household Health Survey does not provide a large enough sample size to assess racial equity within a planning district, citywide patterns are stark. Black Philadelphians are significantly more likely than their white counterparts to suffer from hypertension (48 percent to 34 percent), obesity (40 percent to 29 percent), and diabetes (19 percent to 14 percent). Historic and modern day structural inequalities, residential segregation, and disinvestment in predominantly African American neighborhoods contribute to unequal opportunities to be healthy, even among communities just a short distance apart. Some Upper Northwest neighborhoods including Germantown and Mount Airy have historically prided themselves on integration and inclusion and offer opportunities to further the work of making healthy living resources available to all district and city residents. It is crucial to continue the work of intentionally improving the built environment in ways that benefit all residents, recognize past traumas, honor grassroots work happening within communities, and promote social and physical healing.

### Lead and Healthy Homes

As other parts of the city have seen dramatic decreases in lead poisoning due to public health interventions, the Upper Northwest has become the district with the highest percentage of new cases. Outreach and community programs to promote lead paint testing and remediation and standard testing of all children under six, regardless of income or perceived likelihood of exposure, should help eliminate lead exposure, but further investigation may be warranted to determine whether there are other contributing factors. Relatively high levels of children newly testing positive may be a result of the area having been overlooked for proactive screenings in the past. In addition to lead, education and outreach to homeowners and landlords on healthy renovations should include prevention of exposure to asbestos, mold, dust, toxic chemicals, and allergens, energy efficiency, and techniques for combatting rising temperatures within the home, including white roof replacements and tree cover.

### Increasing Active Living

Environments that promote active travel to destinations – whether by walking, bicycling, or combining one of those with public transportation - help integrate physical activity into residents' daily routine and build fitness incrementally. It is important for walking and biking to be highly accessible, safe, and attractive for people of all ages and abilities, including those with pre-existing health conditions that may make even moderate physical activity seem like a daunting task. As the district features many dense neighborhoods with commercial corridors, transit, and community facilities distributed throughout, many trips currently made by car could be accomplished by walking, biking, or public transportation. The historically walkable fabric and extensive transit network serving Upper Northwest communities offer opportunities for small, relatively inexpensive improvements to make sustainable and active transportation more attractive and stress-free.

Accessibility and safety for walking and bicycling should be addressed through engineering along with well-designed public education about the dangers of those unsafe driving behaviors, such as speeding, distracted or impaired driving, and failure to yield to pedestrians, that cause the most fatalities and severe injuries. Enhancing community facilities and the quality and mix of retail options available in commercial corridors and near transit nodes and employing Crime Prevention Through Environmental Design (CPTED) principles to increase sense of safety along key corridors can also help make walking in the district more attractive.

## **MAJOR OPPORTUNITIES**

### Health Center #9

Health Center #9 provides a vital health resource to Germantown residents in an area with significant poverty but relatively few health care resources compared to some of the poorest neighborhoods in the city. Renovations are needed to provide state of the art care, and to make the entire building accessible to patients and staff with disabilities. The center also sits at an important location in the district that is ideal for transit-oriented redevelopment in the future that could revitalize the commercial corridor. The renovation project provides opportunities for enhancing the public realm and providing health benefits to the neighborhood, such as by providing outdoor gathering space or fitness equipment, as well as enhancing the streetscape to benefit neighboring businesses and encourage walking.



### Strong Community Engagement

Upper Northwest residents who took PHMC Household Health Surveys from 2012-2015 had the second highest rate of any district in the city of reporting "yes" to the question, "Have people in your neighborhood ever worked together to improve the neighborhood? For example, through a neighborhood watch, creating a community garden, building a community playground, or participating in a block party." Neighborhoods across the district and across socioeconomic categories have a strong tradition of social activism and community involvement. This not only provides the opportunity to develop grassroots projects to improve the built environment, it also benefits health by providing opportunities for social involvement and sense of belonging. With loneliness increasingly being understood as a health risk factor along with smoking, poor diet, lack of exercise, and lack of sleep, neighborhoods with strong community organizations that sponsor events, volunteer opportunities, and improvement projects give residents an advantage in staying mentally and physically healthy.

### **Recommended Follow-Up**

- Investigate ways to collect more detailed localized data to accurately assess health disparities within the district
- Involve community members in assessing and addressing environmental barriers to active transportation and other outdoor physical activity
- Support development of supermarkets and healthy corner stores in East and Lower German-town and promote varied sources of culturally appropriate healthy food within commercial corridors and neighborhoods
- Assess district residents' awareness of health-related resources available in the district, including but not limited to lead exposure prevention, physical activity opportunities, affordable healthy food sources, early childhood programs, healthy and sustainable home renovation programs, basic health care, and community support for individuals with specific chronic illnesses.
- Explore ways to mitigate the impact of excessive sales and advertising of tobacco and unhealthy foods and beverages, particularly in areas where large numbers of children are present such as surrounding schools and recreation centers
- Work to incorporate understanding of residents' experiences with poverty, crime, trauma, and feelings of disenfranchisement into plan recommendations that support a mentally and physically healthier environment
- Increase availability of hydration stations to encourage drinking water, support physical activity, reduce heat-related health complications, and provide a healthier alternative to sugary drinks

- Investigate ways to strategically increase tree canopy, particularly in the eastern portion of the district, including Philadelphia Parks and Recreation's TreePhilly program