

Philadelphia2035: Central District Plan

Existing Conditions, Issues, and Opportunities—May 2012

DEMOGRAPHICS

BOUNDARIES

This demographic analysis, based on Decennial Census data (1980-2010), and American Community Survey (2005-2009) data, is for the Central District. As of 2010, the census-tract boundaries for the Central District are census tracts: 1, 2, 3, , 4.01, 4.02, 5, 6, 7, 8.01, 8.03, 8.04, 9, 9.01, 9.02, , 10.01, 10.02, 11.01, 11.02, 12.01, 12.02, 13, 14,15, 16, 17, 18,19, 125, 131 132, 133, 134.01, 134.02, 135, 136.01, 136.02, 142, 366, 367, and 376. Between the 2000 and 2010 Censuses, there were a number of changes to census-tract boundaries in the area, reflecting population growth and decline. Where population increased, tracts were split. For example: tract 4 was split into tracts: 4.01 and 4.02. Where population declined, tracts were consolidated into new tracts (tract 367 previously consisted of census tracts: 128, 129 and 130). These changes are important to note because the analysis of 2010 Decennial Census data will be based on the new tract boundaries as listed above. While the analysis of trend data from the 1980, 1990, and 2000 Decennial Censuses, and the 2005-2009 American Community Survey (ACS), will be based on the older tract boundaries (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 125, 126, 127,128, 129, 130, 131, 132, 133, 134, 135, 136, 142, 366, 366.99).

For purposes of this analysis, the Central District is comprised of the following 16 neighborhoods. (2000 and 2010 tract boundaries):

- **Bella Vista** - census tracts: 15 and 18;
- **Callowhill /Chinatown North**- census tracts: 126, 127, 376;
- **Chinatown** - census tract: 2;
- **Fairmount** - census tracts: 135, 136, 136.01, 136.02.;
- **Francisville** - census tract: 133;
- **Logan Square** - census tracts: 3, 4, 4.02, 125
- **Market East** - census tract: 5
- **Northern Liberties** – census tracts: 128, 129, 130, 142, 367
- **Old City** - census tract: 1;
- **Poplar** - census tracts: 131 and 132;
- **Queen Village** - census tracts: 16 and 17;
- **Rittenhouse Square** - census tracts: 7, 8, 8.01, 8.03, 8.04, 12, 12.01, 12.02;
- **Society Hill** - census tracts: 10, 10.01, 10.02, 366, 366.99;
- **South of South** – census tracts: 13, 14, 19;
- **Spring Garden** - census tracts: 134, 134.01, 134.02; and
- **Washington Square West** - census tracts: 6, 9, 9.01, 9.02, 11, 11.01, 11.02.

SUMMARY

In 2010, with a total **population** of 117,132 people, the Central District is the fourth most populous district in the city behind the South, North and Upper North Districts. The Central District comprises eight percent of the city's total population (1,526,006) **(please see accompanying maps at the end of this Summary illustrating various data, followed by detailed information about demographic characteristics)**. Population in the district increased 17 percent between 2000 and 2010, making it the second-fastest growing district in the city, behind the Lower South District (19 percent). *While the Lower South District had a higher percentage increase in population due to its lower population numbers, the actual numeric increase was only 832 additional people.* With an increase of 16,944 additional people, the Central District experienced the largest numeric increase in population of any district in the city. *At a distant second was the Lower Northeast with a population gain of 6,761.* It's probably fair to say the growth of the Central District is largely responsible for the 0.56-percent increase (or 8,456 additional people) in the city's total population between 2000 and 2010. The Central District's population growth can be attributed to the increase in White, Asian and Latino population. Between 1980 and 2010, White population in the Central District increased 30 percent (18,721). The Central District is the only planning district in the city to experience continuous gains in White population over this 30-year period. Between 1980 and 2010, Asian population in the Central District increased more than 600 percent from 1,587 people in 1980, to 11,284 people in 2010. Between 1980 and 1990, Latino population in the Central District declined 10.50 percent (-517). Between 1990 and 2010, Latino population increased 44.6 percent (1,965). Black and Other Race population declined during this time. In fact, between 2000 and 2010, Black population in the Central District declined a staggering 22.63 percent or a loss of 5,428 people. Other Race population declined 20.44 percent or a loss of 485 people.

Group-quarter population in the Central District more than doubled between 1980 and 2010. This is largely due to the increased number of population living in dormitories, shelters, and the Federal Detention Center.

Between 1980 and 2010, the total number of **housing** units in the Central District increased 22 percent or by an additional 13,100 units. In 2010, the Central District had 73,084 total housing units, up from 2000, when there were 62,759 housing units, an increase of 16.45 percent or by 10,325 housing units. As of 2010, the Central District has more housing units than any other planning district in the city. The Central District's housing units comprise 11 percent of the city's total housing-unit inventory. Between 2000 and 2010, the number of occupied housing units (**households**) in the Central District increased 16.08 percent or by 9,039 households. This increase is consistent with the 16.91 percent (16,944 people) increase in population that occurred between 2000 and 2010. While the number of occupied units increased between 2000 and 2010, the actual percentage of occupied units declined very slightly. In 2010, the housing occupancy rate in the Central District was 89.28 percent, with a vacancy rate of 10.72 percent. In 2000, the housing occupancy rate in the Central District was 89.57 percent, with a vacancy rate of 10.43 percent. *In 2010 the citywide occupancy rate was 89 percent, with a vacancy rate of 11 %.* This slight decrease may be due to the surplus number of new housing units in the District that have not been sold. After a few decades of decreasing household sizes, between 2000 and 2010, the average household size in the Central District increased from 1.68 to 1.70 persons per household. **Homeowner-**

ship rates in the Central District increased 30.46 percent between 2000 and 2010. In fact, homeowner rates increased in every neighborhood in the District, and in almost every census tract. The Central District continues to have a high percentage of one-person households. In 2010, 53.14 percent of all households in the Central District were one-person households, compared to 34.1 percent citywide.

Between 1980 and 2010, the population in the Central District under the **age** 20 decreased 33.88 percent (or by 6,305 people) from 18.67 percent (or 18,607) of the total population in 1980, to 10.50 percent (or 12,302) of the total population in 2010. In 2010, the 20 to 44 age cohort continues to comprise the largest percentage of the total population in the Central District. Population in the 20 to 44 age cohort has steadily increased across the District. Between 1980 and 2010, the 20 to 44 age population in the Central District increased 52 percent, from 44,733 people (44.89 percent) in 1980, to 67,798 people or 57.88 percent in 2010. The Central District has one of the highest concentrations of people in the 20 to 44 age group. Citywide only 38.08 percent of the population are in the 20 to 44 group. In 2010, 19.54 percent of the population in the Central District was 45 to 64 years old, compared to 23.4 percent Citywide. The percentage of population in this age cohort has remained fairly steady; however, the actual number of people in the 45 to 64 age cohort increased by 3,462 people or 17.82 percent. While the percentage of population 65 and older decreased from 13.36 percent of the total population in 2000, to 12.08 percent of the total population in 2010, the actual number of people 65 and older increased 5.70 percent, from 13,385 people in 2000, to 14,148 (by 763 people) in 2010.

Educational attainment levels for the population in Central District have increased steadily over the past few decades. The Central District has the highest percentage of population with four years or more of college compared to all other districts in the City. Based on the 2005-2009 ACS Estimates, 63.86 percent of the population aged 25 years and older had a bachelor's degree or higher (four years or more of college), compared to 22 percent citywide.

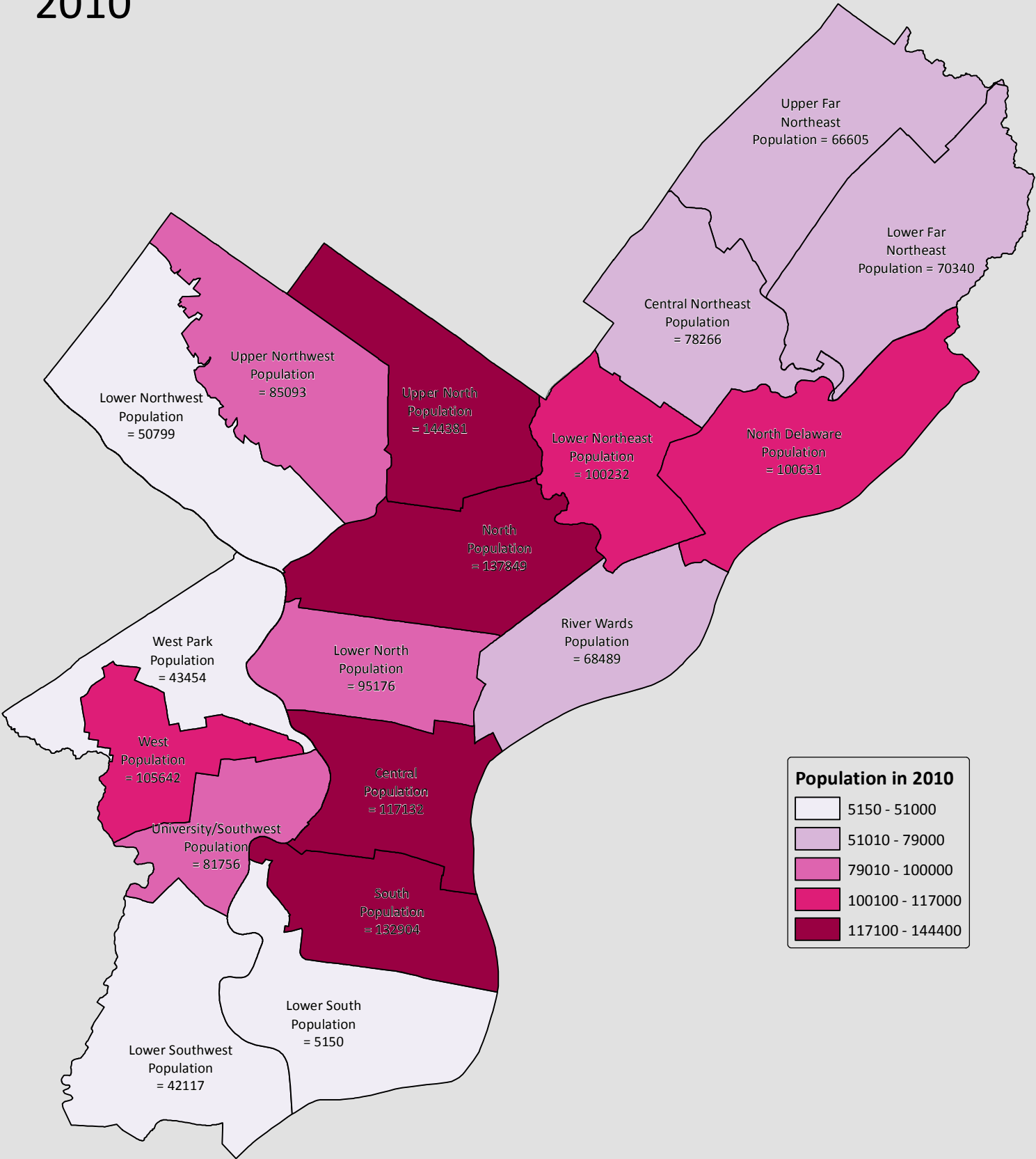
Unemployment rates in the Central District have steadily declined over the past few decades, and remain significantly below the citywide rates. Based on the 2005-2009 ACS Data, the unemployment rate for the Central District was 6.25 percent compared to the citywide unemployment rate of 12.1 percent. In 2000, Central District had an unemployment rate 7.19 percent compared to the citywide unemployment rate of 10.9 percent.

Over the past thirty years the **poverty** rates in the Central District have steadily declined, as median household **incomes** have steadily increased. As of 2009, the poverty rate in the Central District was 15.98 percent, compared to 24.16 percent citywide. During this time, the Central District's median household income was \$56,503, compared to \$36,669 citywide. In 2000, the Central District poverty rate was 19.98 percent compared to the citywide poverty rate of 22.15 percent. In 2000, the Central District median household income was \$35,625, compared to \$30,746 Citywide. When broken out by neighborhood, median household incomes in the Central District range from a low of \$16,359 in Poplar, to a high of \$99,946 in Society Hill. Between 2000 and 2010, median household incomes increased in every neighborhood in the Central District, except Poplar. During this time, poverty rates decreased in every neighborhood in the Central District except, Francisville, Old City, and Washington Square.

The number of households without a **car** in 2009 decreased slightly from 2000. Based on 2005-2009 ACS Data, 43.63 percent of all households in Central District did not have a car (*meaning 56.37 percent of households did have a car*), compared with 32.9 percent citywide.

Population by Planning Districts

2010

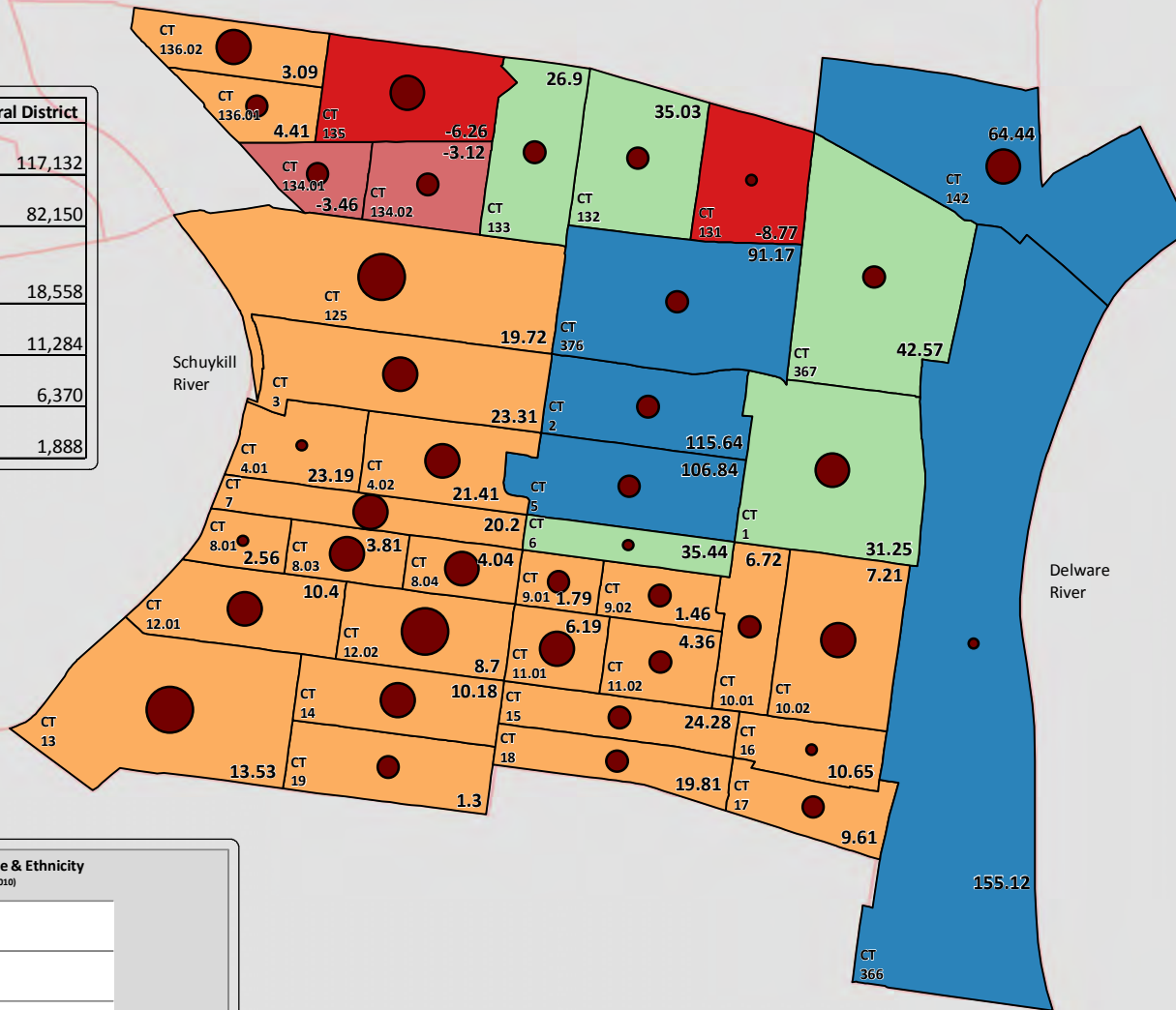
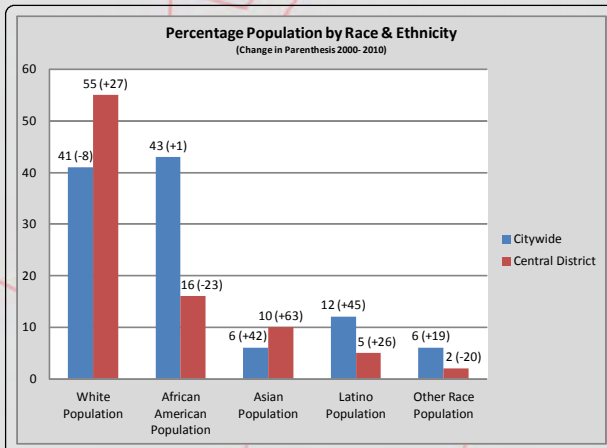
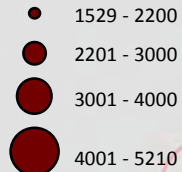


Percentage Change in Population

2000 - 2010

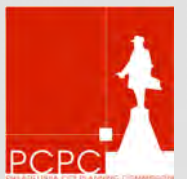
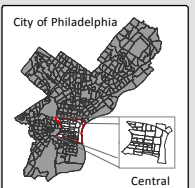
Year - 2010	Citywide	Central District
Total Population	1,526,006	117,132
White Population	626,221	82,150
African American Population	661,839	18,558
Asian Population	96,405	11,284
Latino Population	187,611	6,370
Other Population	90,731	1,888

Population 2010

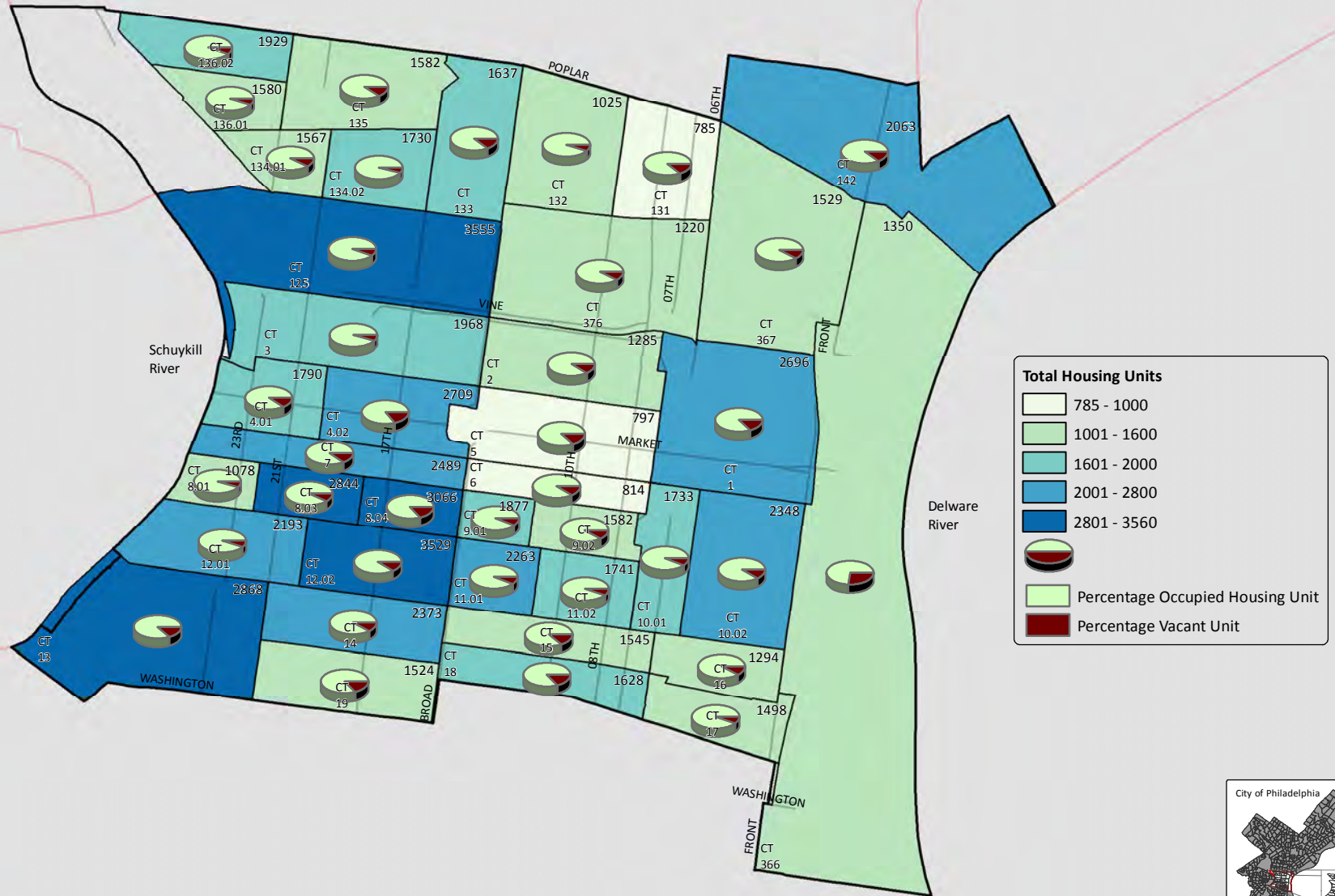


Data Source:- US Census 2000 & 2010

0 1,200 2,400 Feet



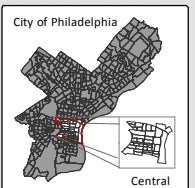
Housing Units - Occupied vs Vacant 2010



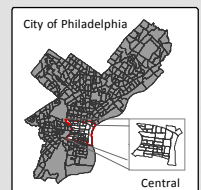
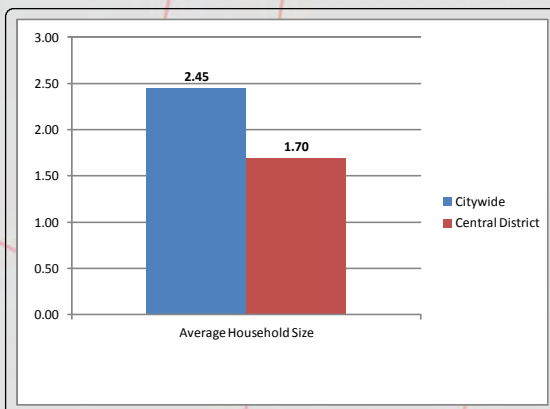
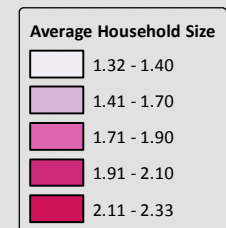
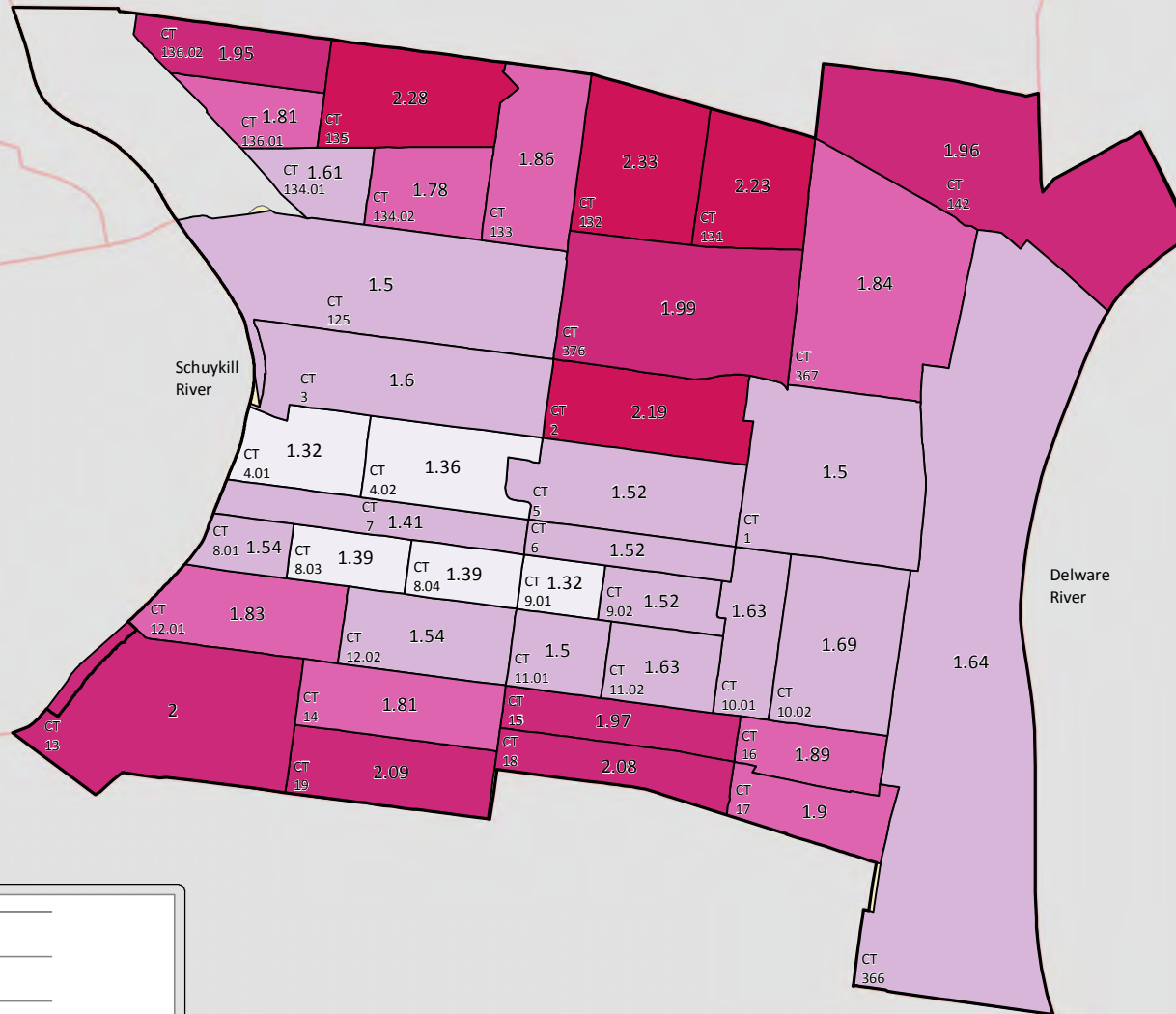
	Citywide	Central District
Housing Units	670,171	73,084 (11% of Citywide Total)
% Vacant Housing Units	10.51	10.72
% Occupied Housing Units	89.49	89.28

Data Source:- US Census 2010

0 1,250 2,500 Feet



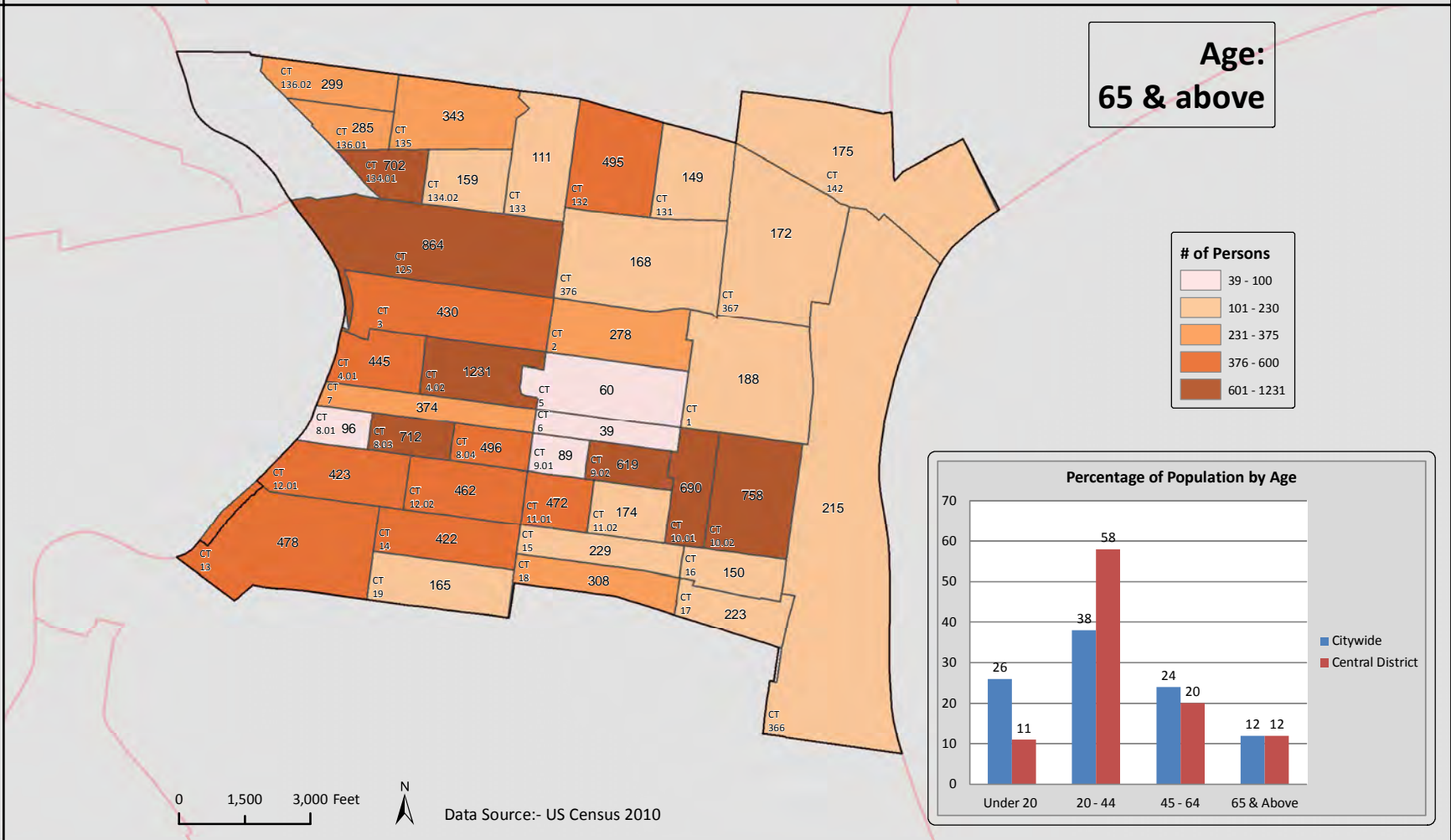
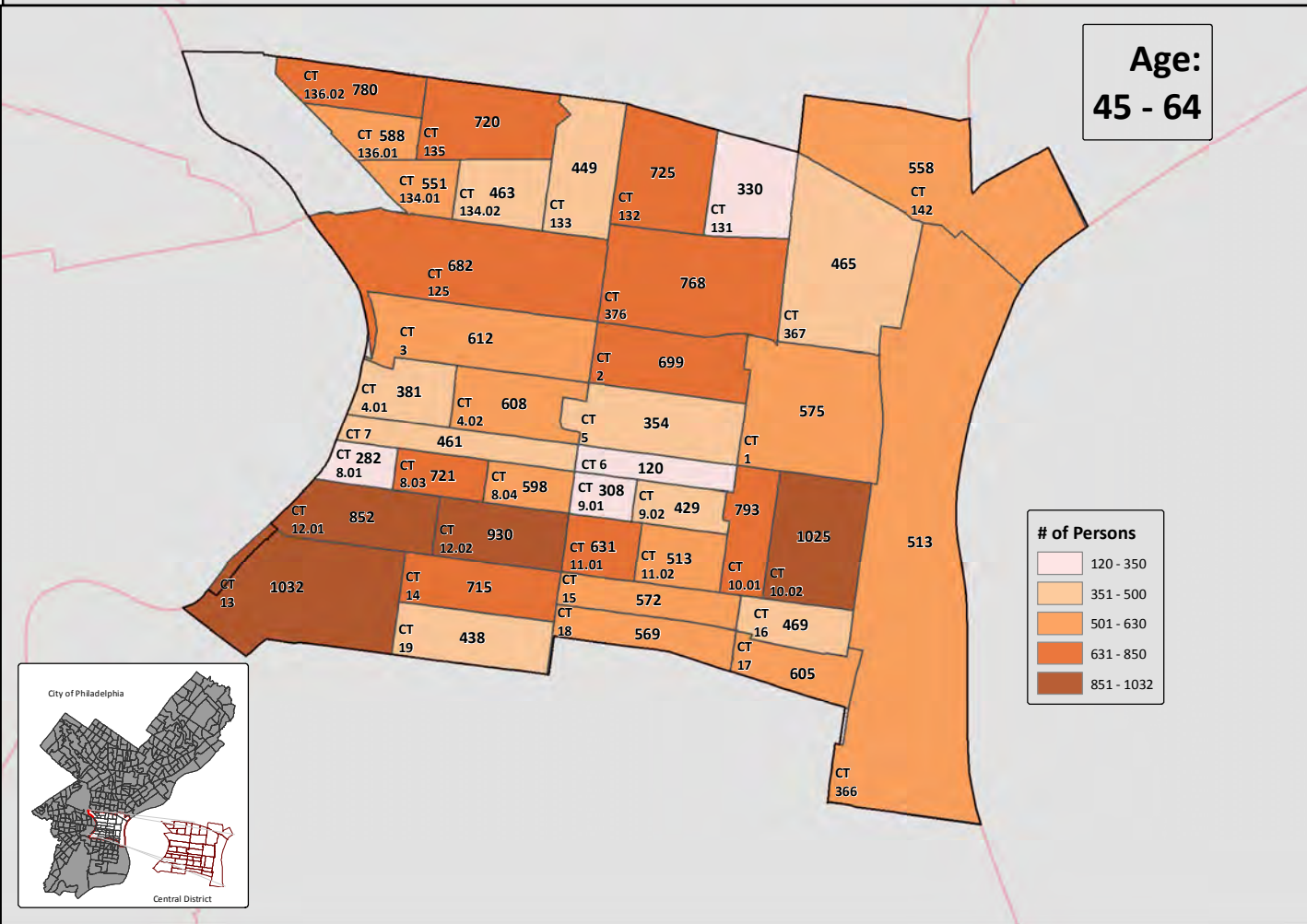
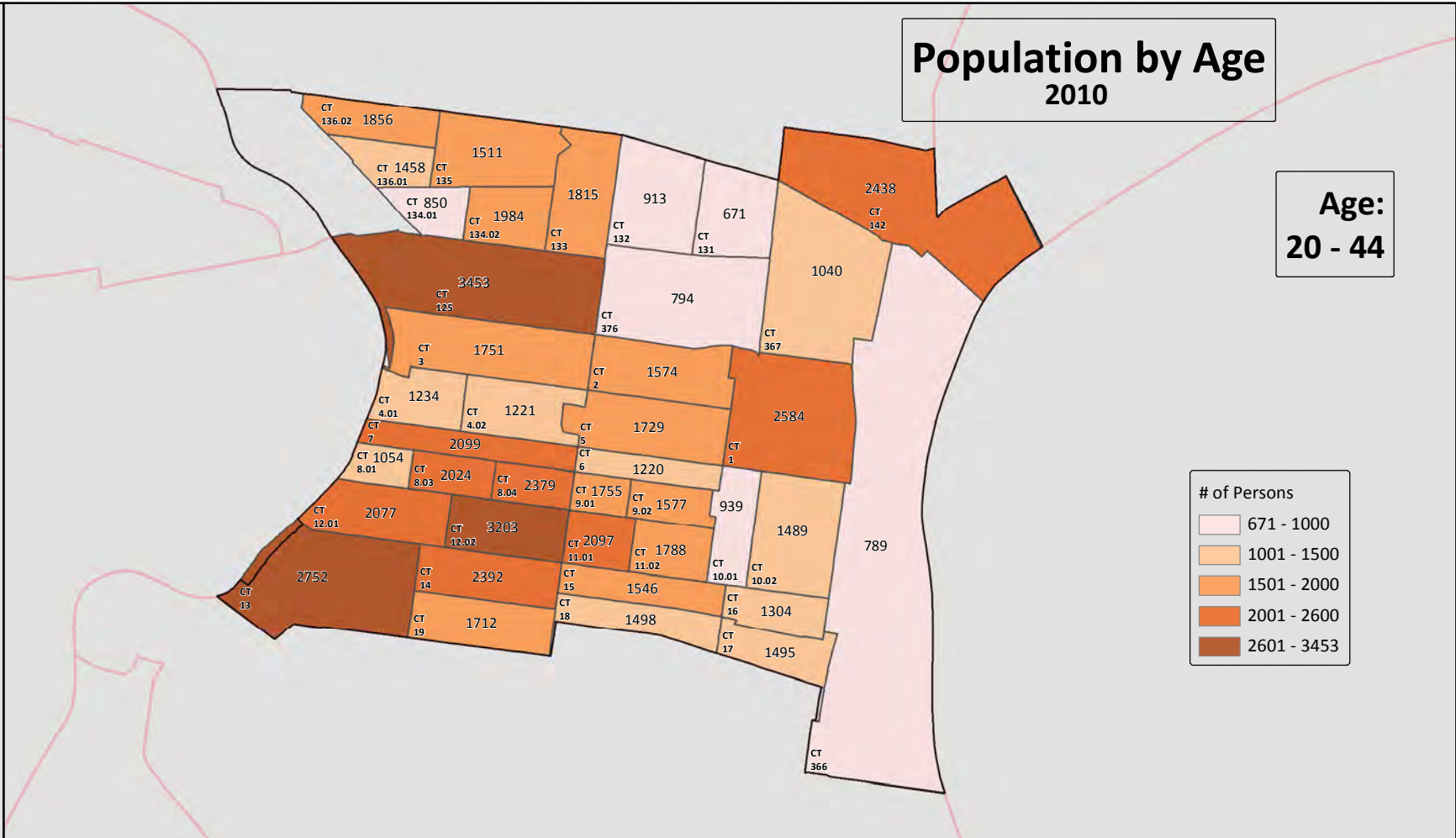
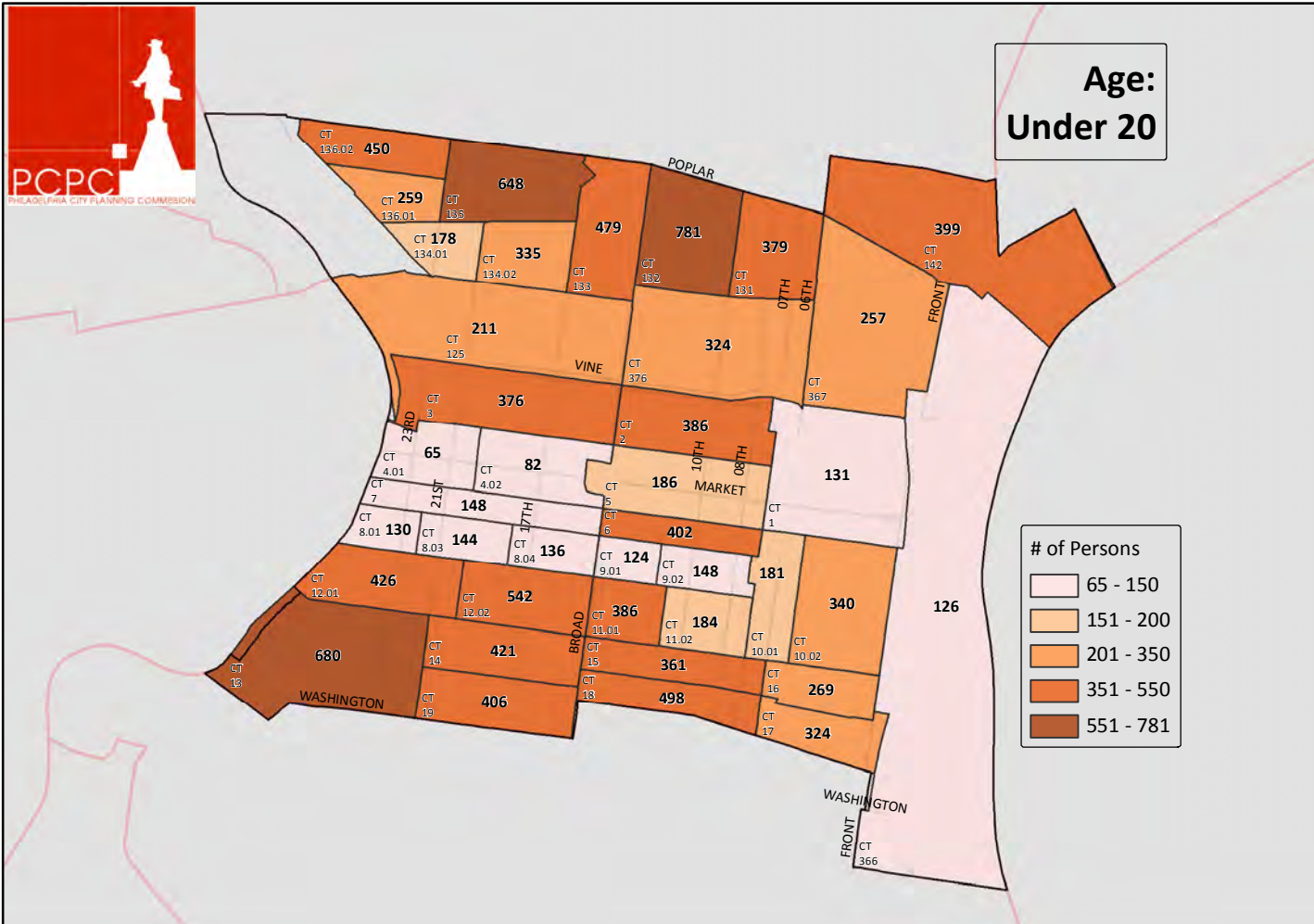
Average Household Size 2010



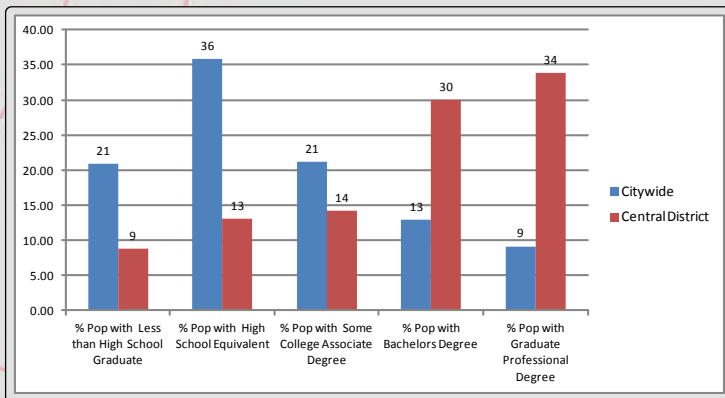
Data Source:- US Census 2010

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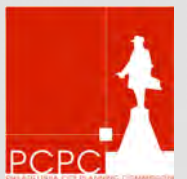




The map displays Schuylkill County, PA, divided into 36 census tracts. Each tract is labeled with a number (e.g., CT 1, CT 2, CT 3, etc.) and contains a pie chart. The pie charts use a color-coded system to represent the percentage of the population aged 18-24. The colors are: Green (0-10%), Yellow (11-20%), Orange (21-30%), Red (31-40%), and Grey (41-50%). The map also shows major roads (Front, Market, Broad, Vine, 10th, 17th, 21st, 23rd, Washington) and rivers (Schuylkill River, Delaware River). A legend on the right side of the map provides the key for the pie chart colors. A small bar chart at the bottom left shows the total population for two categories: 30 and 34.

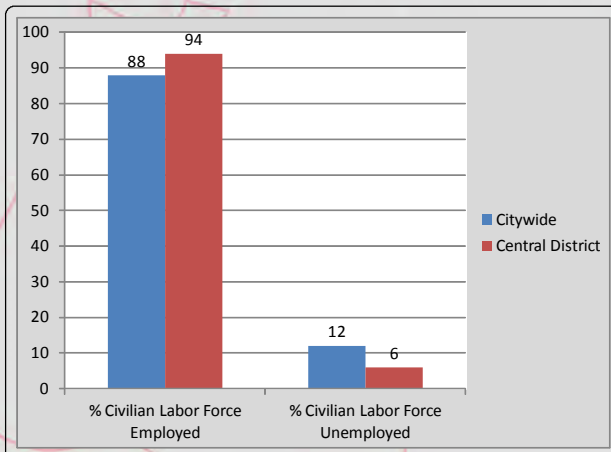
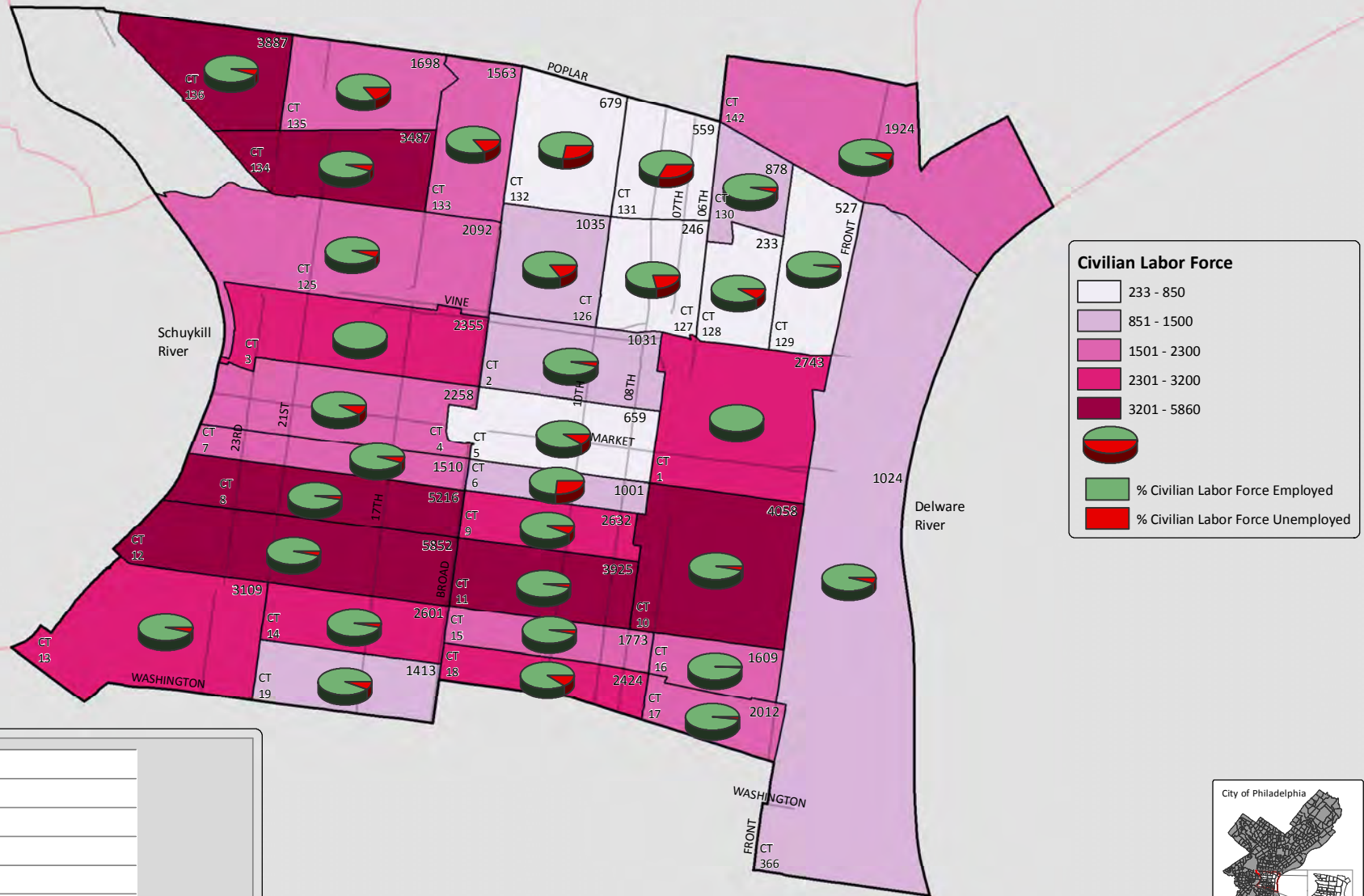


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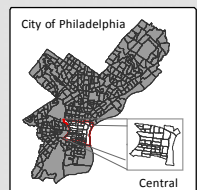
Civilian Labor Force - Employed vs Unemployed

2005 - 2009



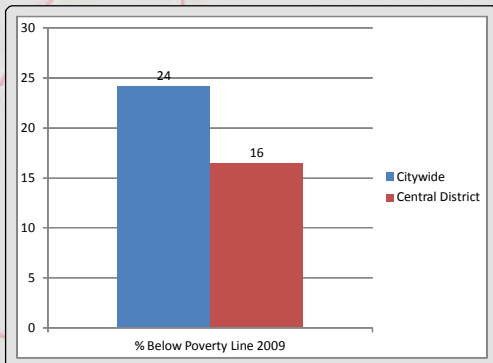
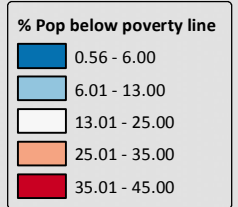
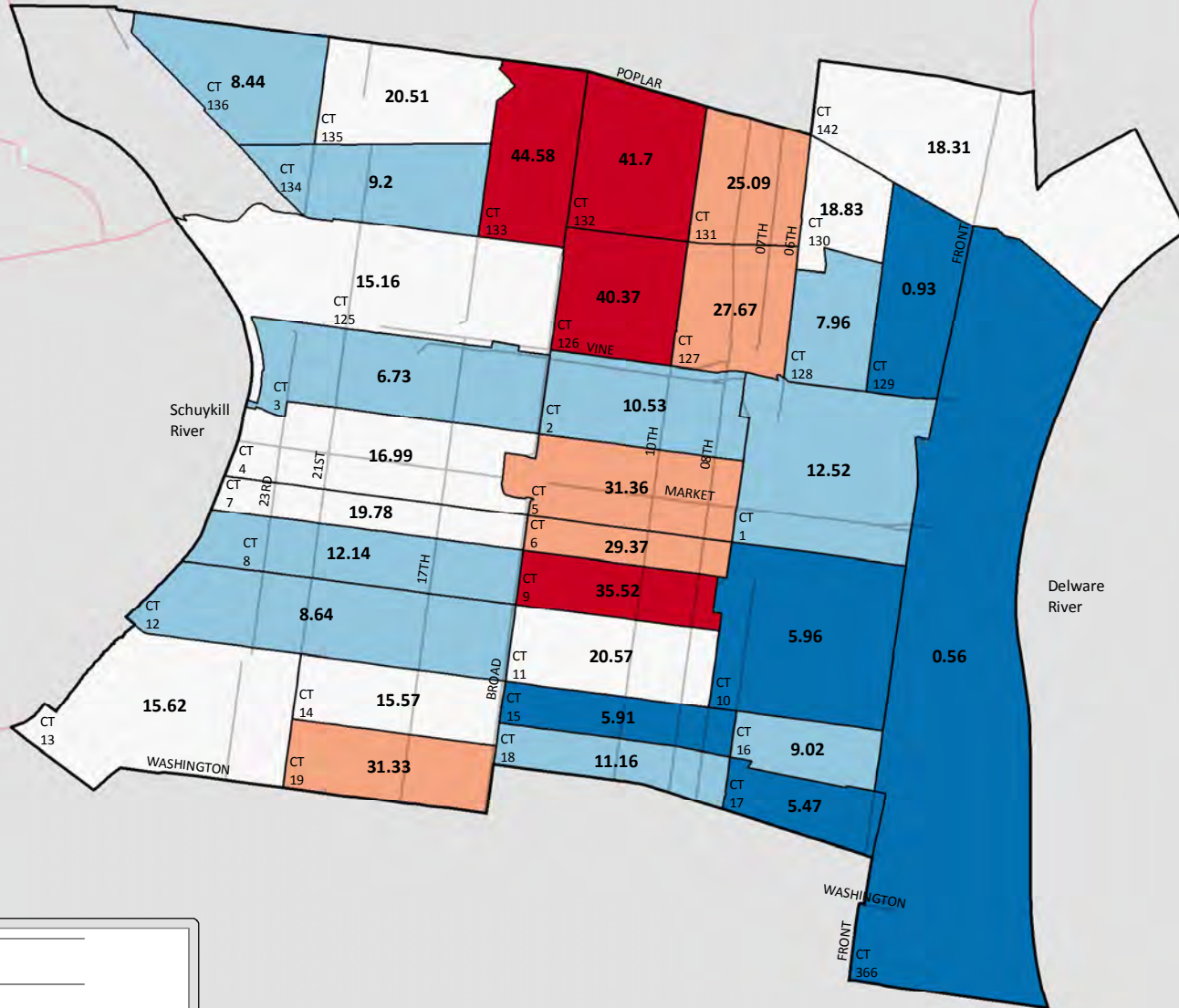
Data Source:- American Community Survey 2005 - 2009
5 Year Estimate

0 1,250 2,500 Feet



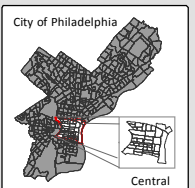
Poverty Rate

2005 - 2009



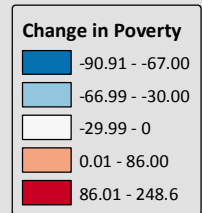
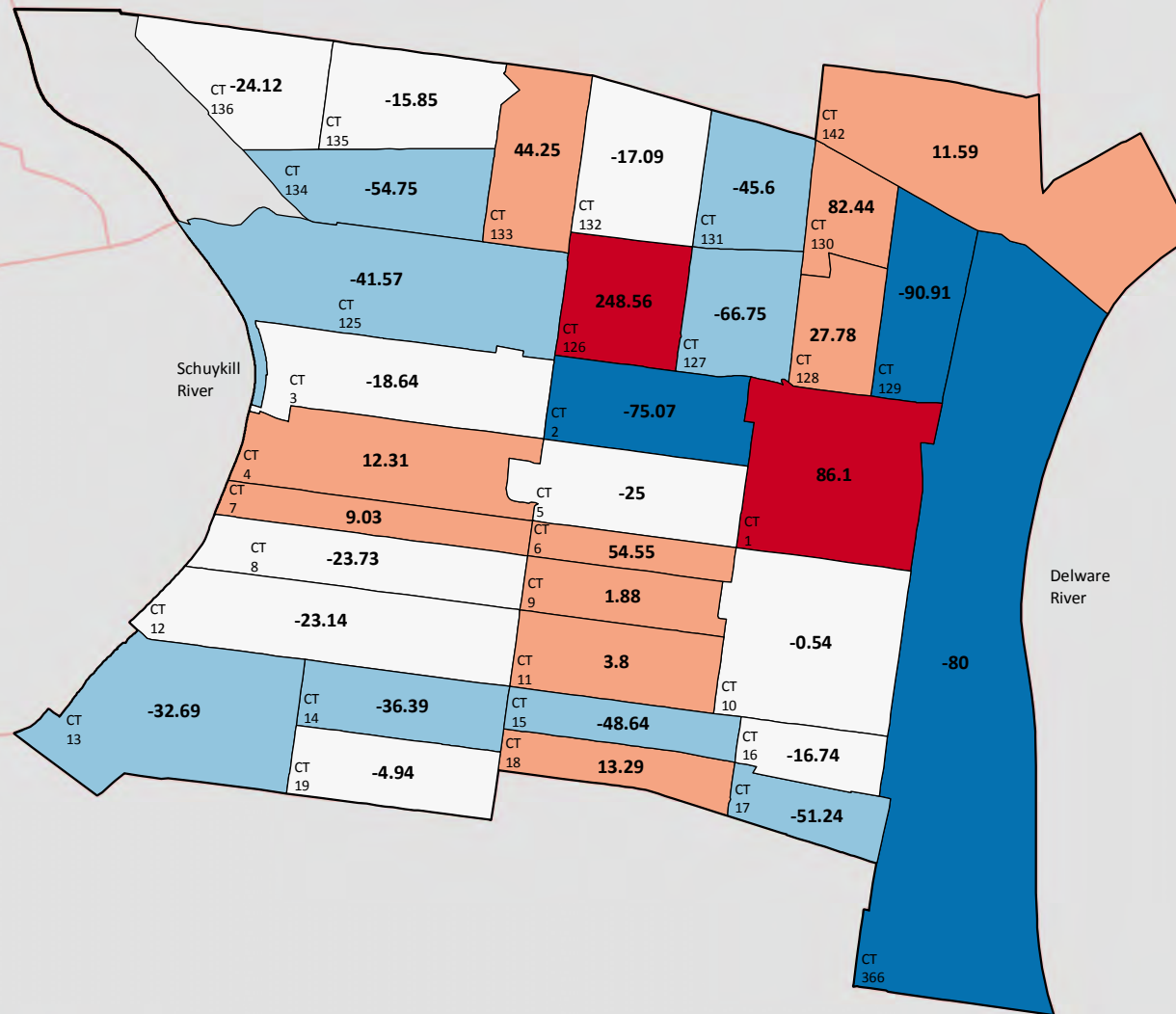
Data Source:- American Community Survey 2005 - 2009
5 Year Estimate

0 1,250 2,500 Feet

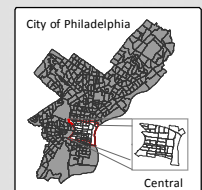


Percentage Change in Poverty

2000 - 2009



Minus or negative numbers indicate decrease in poverty and Positive number indicate increase in poverty.



Data Source:- US Census 2000 & American Community Survey
2005 - 2009 5 Year Estimate

0 1,250 2,500 Feet



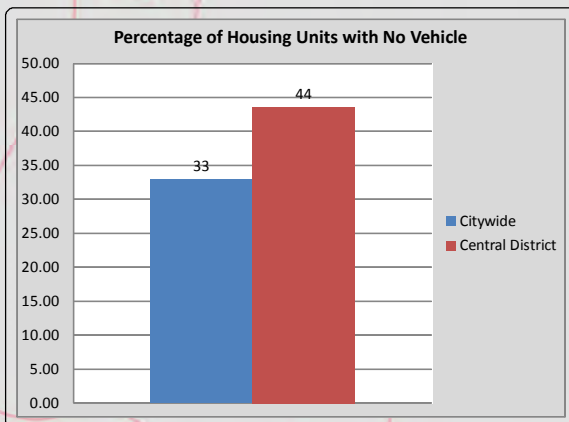
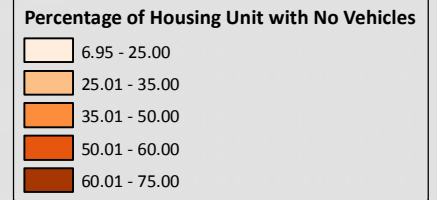
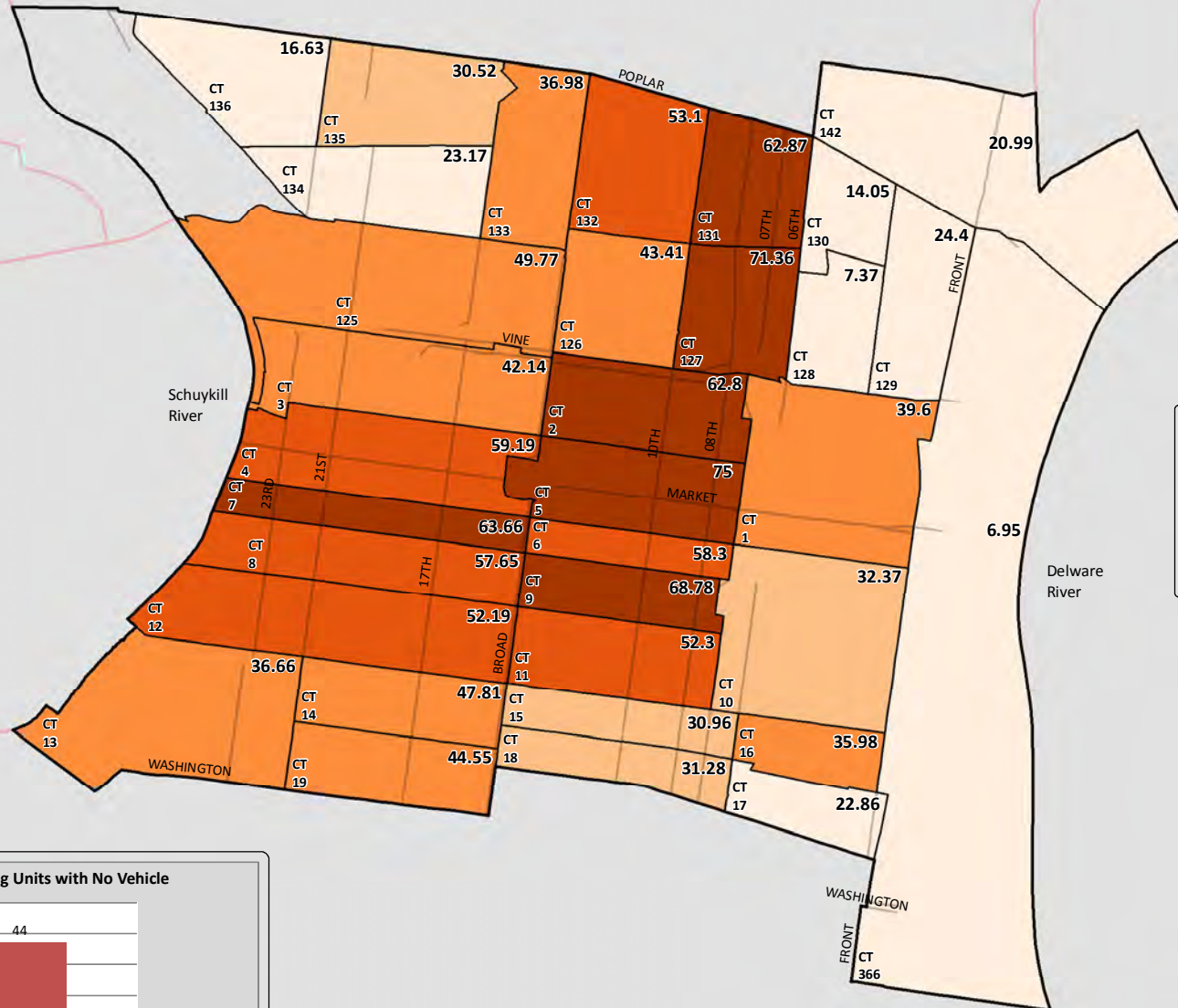
Median Household Income

2005 - 2009



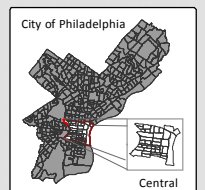
Vehicle Availability

2005 - 2009



Data Source:- American Community Survey 2005 - 2009
5 Year Estimate

0 1,250 2,500 Feet



POPULATION

As of 2010 the population in the Central District was 117,132, up from a 2000 population of 100,188, and a 1990 population of 96,023. In 1980 the population was 97,418.

- After a slight population decline (-1.43%) between 1980 and 1990, **the area has continued to grow**, with a modest 4.34% population increase between 1990 and 2000, and **a dramatic 16.91% increase between 2000 and 2010.**
- **In 2010, Whites comprised 70% of the total population in the Central District**, maintaining the majority share of population; **Blacks comprised 15.84%** of the Central District 's total population; **Asians comprised 9.63%** of the Central District 's total population; **Other Race population comprised 1.61%** of the Central District's population; and **Latinos comprised 5.44%** of the Central District 's total population.
- **In 2000, the Central District's total population** was 64.68% White; 23.94% Black; 6.90% Asian; 2.37% Other Race; and 5.06% Latino.
- **In 1990, the Central District's total population** was 65.20% White; 27.32% Black; 3.59% Asian; 2.89% Other Race; and 4.47% Latino.
- **In 1980, the Central District's total population** was 63.65% White; 30% Black; 1.59% Asian; 3.77% Other Race; and 4.94% Latino.
- In 2010, the Citywide population was 41% White, 43% Black, 6% Asian, 6% Other Race, and 12% Latino.
- In 2000, the Citywide population was 45% White, 43% Black, 5% Asian, 5% Other Race, and 9% Latino.
- In 1990, the Citywide population was 54% White, 40% Black, 3% Asian, 4% Other Race, and 6% Latino.
- In 1980, the Citywide population was 58% White, 38% Black, 1% Asian, 3% Other Race, and 4% Latino.
- **Between 2000 and 2010, the Central District's population increased by 16,944 people. This increase can be attributed to the growth White, Asian and Latino population.**
- **Between 1980 and 2000 every planning district in the City lost white population, except for the Central District.**
- **Between 1980 and 2010, White population in the Central District increased 30% (18,721).** The Central District is the only planning district in the city to experience continuous gains in white population over this thirty year period.
 - Between 1980 and 1990 white population in the Central District increased 1.39% (884);
 - Between 1990 and 2000 White population in the Central district increased 0.76% (488);
 - Between 2000 and 2010 White population in the Central District increased 27 %.(17,349).
- **.In 2010, the Central District was one of five planning districts in the City to experience an increase in White population.** Others included Lower South, Upper Northwest, Lower North and University/Southwest.
- **Between 1980 and 2010, Asian population in the Central District increased more than 600% from 1,587 people in 1980, to 11,284 people in 2010.**

- **Between 2000 and 2010, Asian population increased 64%, making it the fastest growing population in the District.** During this time, Asian population increased in every neighborhood and census tract within the district.
- While Asian population experienced the biggest percentage increase in population between 2000 and 2010, White Population experienced the largest numeric increase in population with 17,249 people. Asian population in the district increased by 4,372 people.
- **Between 1980 and 1990, Latino population in the Central District declined -10.50%(-517).** Since that time, Latino population in district has continued to increase.
 - Between 1990 and 2000 Latino population in the Central District increased 15.05% (663).
 - Between 2000 and 2010, Latino population increased 26 %.(1,302).
- **Between 1980 and 2010, Black and Other Race population have steadily declined in the Central District.**
- **During this time, Black Population in the Central District declined 38% -11,347).**
 - Between 1980 and 1990, Black population declined - 9.90%(-2,960).
 - Between 1990 and 2000, Black population declined – 10.98%(-2,959).
- **Between 2000 and 2010 Black population in the Central District declined a staggering 22.63%(-5,428).** *{This may correlate with increased housing costs or loss senior population that has died or moved away-will look into homeowner and rental occupancy rates for Black population to see if renters were displaced by homeowners. }*
- While Other Race population comprises a relatively small percentage and number of the total population in the Central District, it has continued to decline.
 - **Between 1980 and 2010, Other Race Population in the Central District declined 50%(-1,869), from 3,757 people in 1980, to just 1,888 people in 2010.**
 - Between 1980 and 1990, Other Race population declined – 24.11%(-906).
 - Between 1990 and 2000, Other Race population declined – 16.77% (-478).
 - Between 2000 and 2010 Other Race population in the Central District declined 20.44%(-485).
- Citywide, between 2000 and 2010, Black population increased 0.92 %; Asian population increased 42.50%; Latino Population increased 44.40%; and Other Race Population increased 18.60%. During this same time period, White population declined -8.35%.

By examining the census data by neighborhood, we can see in more detail where specific population change occurred. *The Central District is comprised of sixteen neighborhoods, and forty-five census tracts (2000 & 2010 tracts). The census tract boundaries for those neighborhoods are listed above.*

All neighborhoods in the district experienced, varying levels, population growth between 2000 and 2010, except for the Spring Garden neighborhood where population actually declined -3.27 %.(a loss 176 people).

- **The fastest growing neighborhoods** in the Central District, with the highest percentage increase in population between 2000 and 2010 are:
 - **Chinatown with 115.64% growth** or 1,575 additional people.
 - **Market East with 106.84% growth** or 1,203 additional people.
 - **Callowhill/Chinatown North with 91.17% growth** or 1,424 additional people,

- ***Northern Liberties with 54.58% growth** or 2,158 additional people.
- *Note the fastest growing neighborhoods are not necessarily the most populous neighborhoods, or neighborhoods with the largest increase in population. They are generally neighborhoods with lower population that increased significantly between 2000 and 2010. *Northern Liberties is one of the fastest growing neighborhoods and one of the neighborhoods with the largest numeric increase in population.*
- The **neighborhoods with the largest numeric increase in population** between 2000 and 2010 are:
 - **Logan Square with an increase of 2,411 people** (21.46 % growth).
 - ***Northern Liberties with an increase of 2,158 people** (54.58% growth).
 - **Rittenhouse Square with an increase of 1,596 people** (8.32% growth).
- **Followed by:**
 - **Old City with 31.25 % growth**, or 828 additional people.
 - **Society Hill with 21.79 % growth**, or 1,406 additional people.
 - **Bella Vista with 21.94% growth**, or 1,004 additional people.
 - **Francisville with 26.90% growth**, or 605 additional people.
 - **Popular with 15.88% growth**, or 609 additional people.
 - **Queen Village with 10.08% growth**, or 443 additional people.
 - **South of South with 9.31% growth**, or 989 additional people.
 - **Washington Square West with 8.69% growth**, or 546 additional people.
 - **Fairmount with 0.03% growth**, or 3 additional people.
- In 2010, the **most populous neighborhood in the Central District was Rittenhouse Square** with a **total population of 20,769.**; followed by Logan Square with 13,646; and South of South with 11,613 people

Neighborhoods	Total Population	%White	%Black	%Asian	%Other Race	%Latino
Bella Vista	5,581	72.21%	18.22%	6.43%	1.42%	5.46%
Callowhill/Chinatown	2,986	37.94%	35.03%	20.43%	3.75%	8.61%
Chinatown	2,937	24.21%	10.04%	63.19%	0.89%	2.69%
Fairmount	9,402	75.22%	17.29 %	3.30%	1.63%	5.09%
Francisville	2,854	49.82%	38.54%	4.38%	3.82%	8.41%
Logan Square	13,646	70.78%	10.77%	14.70%	1.14%	4.63%
Market East	2,329	41.18%	38.60%	14.64%	2.40%	13.14%
Northern Liberties	6,112	76.90%	11.53%	4.14%	4.19%	9.57%
Old City	3,478	85.34%	6.10%	5.00%	1.01%	3.62%
Poplar	4,443	13.19%	78.30%	3.15%	2.34%	7.40%
Queen Village	4,839	85.82%	5.70%	3.97%	1.38%	4.55%
Rittenhouse Square	20,769	82.50%	2.89%	9.86%	0.78%	4.53%
Society Hill	7,858	87.02%	3.41%	6.66%	0.95%	3.26%
South of South	11,613	57.95%	32.08%	5.05%	1.70%	5.03%
Spring Garden	5,210	82.86%	7.87%	3.69%	2.96%	7.93%
Washington Square	6,830	68.54%	9.66%	16.90%	1.54%	5.10%
Total Central District	117,132	70.13%	15.84%	9.63%	1.61%	5.44%

See excel file-Planning District Central (sheet-"Neighborhood Pop Race & Ethnic") for more detail.

- **As of 2010, all neighborhood in the Central District had a majority White Population, except for Callowhill\Chinatown North, Chinatown, and Poplar.**
- **The most ethnically and racially diverse neighborhood in the Central District is the Callow-hill/Chinatown North neighborhood.**
- While the highest percentage of Blacks live in the Poplar Neighborhood, the highest numbers of Blacks live in the South of South neighborhood
- While the highest percentages of Asians live in the Chinatown neighborhood, the highest numbers of Asians live in the Rittenhouse Square.
- The highest percentage and number of Other Race population live in Northern Liberties.
- While the highest percentages of Latinos live in the Market East neighborhood, the highest numbers of Latinos live in the Rittenhouse Square neighborhood.
- As previously mentioned, all neighborhoods in the Central District experienced an increase in population between 2000 and 2010, except for the Spring Garden neighborhood.
- The -3.27%(-176 people) population lost in the Spring Garden neighborhood can clearly be attributed to the -53.09%(-464) decline in Black population, the -24.77%(-652) decline in Latino population and the -47.26%(-138) decline in Other Race population. Asian population actually increased 54.84% (68), as did White population (8.66%) (344).
- **The 26.77% (17,349) increase in White Population in the Central District resulted in the positive growth of White population in all neighborhoods within the district.**
- The largest percentage increase in White population occurred in Chinatown 338.89%(549); followed by Poplar-197.46%(389); South of South -196.08%(4,557)); Callowhill/Chinatown North-183.96%(734)); Francisville-159.02%(873); and Northern Liberties with a 116.49% (2,559)increase.
- **The only decrease of white population occurred in Census Tract 9, in the Washington Square neighborhood** , resulting in the loss of 25 people(-0.72%).The population gains in other census tracts within the Washington Square neighborhood were enough to offset this loss, resulting in a net population gain of 6.65%.
- The **biggest numeric gains in White population occurred in the South of South neighborhood (4,457)**, and Northern Liberties (2,559).
- **Black population the Central District declined -22.63% (5,428) between 2000 and 2010**, resulting in a loss of black population in eleven of the sixteen Central District neighborhoods. Nowhere is this loss more apparent than **the South of South neighborhood where Black population declined - 51.64% or by -3,978 people**. In 2000, the South of South neighborhood was 72.51% Black. As of 2010, it was only 32.08% Black. The other large losses of Black population occurred in the following neighborhoods:
 - Spring Garden: -53.09% (-464)
 - Queen Village: -49.36%(-269)
 - Northern Liberties: -42.35%(-518)
 - Old City: 37.28% (-126)
 - Rittenhouse Square: -33.22%(-299)
- **The five neighborhoods in the Central District where Black population actually increased. are:**
 - Chinatown - 298.65%(221) population increase;
 - Market East - 180.94%(579) population increase;

- Callowhill/Chinatown North - 40.59% (302) population increase;
- Society Hill - 15.52%(36) population increase; and
- Poplar - 1.37% (47) population increases.
- While the overall total Black Population decreased in eleven neighborhoods in the Central District, between 2000 and 2010, there were increases in specific census tracts within those neighborhoods. However these increases were not enough to offset the losses in the other census tracts within those neighborhoods. For example, the Black population in Bella Vista declined a total of 7.63% The 6.48% increase in Black population in Census Tract 18, was not enough to offset the -20.49% population decline in Census Tract 15.
 - **The 1.09% Black population gain in Census Tract 4-Logan Square**, was not enough to offset the -13.46% decline in Census Tract 3-Logan Square, and the -9.60% decline in Census Tract 125-Logan Square. Resulting in a net 6.79% decline in Black population in the Logan Square neighborhood.
 - The 26.79 % increase in Black population in Census Tract 6- Washington Square was not enough to offset the -14.13% decline in Census Tract 9 - Washington Square and the -16.61% decline in Census Tract 11- Washington Square. Resulting in a net -1.35%% decline in Black population in the Washington Square neighborhood.
- **The 64% increase in Asian population in the Central District resulted in the increase of Asian population in every neighborhood and census tract within the Central District.**
- **The biggest increases in Asian population between 2000 and 2010, occurred in Northern Liberties- 328.81%.** Followed by a 185.71% increase in Asian population in the Poplar neighborhood; 175.12% increase in the South of South neighborhood; 138.46% increase in the Market East neighborhood; 116.12% increase in Asian population in the Society Hill neighborhood; and 115.52% increase in Asian population in the Francisville neighborhood.
- **The biggest numeric gains in Asian population were in Logan Square with an increase of 1,004 people; and Chinatown with an addition of 770 people.**
- **Other Race population in the Central District declined -20.44% (485)** between 2000 and 2010, resulting in the loss of Other Race population in seven of the sixteen Central District neighborhoods. **The largest losses occurred in the following neighborhoods:**
 - Francisville: -51.12%(-114)
 - Fairmount: -50.80%(-158)
 - Spring Garden: -47.26%(-138)
 - Northern Liberties:-30.25%(111)
- **The seven neighborhoods where Other Race population actually increased are:**
 - Bella Vista : 14.49% (10)
 - Callowhill/Chinatown North: 128.57% (63)
 - Chinatown: (420%) (21)
 - Market East: 143.48%(33)
 - Old City: 12.90%(4)
 - Society Hill : 20.97%(13)
 - Washington Square: 1.94% (2)

- **Between 2000 and 2010, Other Race Population in the Queen Village and Poplar neighborhoods remained unchanged.**
- While the overall total Other Race Population decreased in seven neighborhoods in the Central District, between 2000 and 2010, there were increases in specific census tracts within those neighborhoods. However these increases were not enough to offset the losses in the other census tracts within those neighborhood
 - **The 14.71% Other Race population gain in Census Tract 3-Logan Square,** was not enough to offset the -4.17% decline in Census Tract 4-Logan Square, and the -26.32% decline in Census Tract 125-Logan Square .. Resulting in a net 12.43% decline in Other Race population in the Logan Square neighborhood.
 - **The 32% Other Race population gain in Census Tract 7-Rittenhouse Square ,** was not enough to offset the -28.77% decline in Census Tract 8-Rittenhouse Square, and the -29.09% decline in Census Tract 12- Rittenhouse Square. Resulting in a net -21.63% decline in Other Race population in the - Rittenhouse Square. Neighborhood.
 - **The 6.94% Other Race population gain in Census Tract 14-South of South,** was not enough to offset the -20.59% decline in Census Tract 13-South of South and the -5.63% decline in Census Tract 19-South of South. Resulting in a net -6.16% decline in Other Race population in the - South of South. Neighborhood.
- **The 25.69% (1,302) increase in Latino Population in the Central District between 2000 and 2010, resulted in the positive growth of Latino population in twelve neighborhoods within the district.**
- The largest percentage increase in Latino population occurred in Market East 427.9%(248); followed by Chinatown-243.48%(56); Callowhill/ChinatownNorth-110.66%(135)); and Bella Vista-95.51%(149);
- **Latino population decreased in the other four neighborhoods in the Central District between 2000 and 2010.** Those include:
 - Fairmount with a -7.17%(-37) population decline. [The 32.56 %(56) population gain in Census Tract 136 was not enough to offset the -27.03%(-93) population decline in Census Tract 135, resulting in a net population decline of -7.17%].
 - Francisville with a -33.13%(-119) decline.
 - Northern Liberties with a -15.34%(-106) decline.
 - Spring Garden with a 24.77% (-106) decline

GROUP QUARTER POPULATION

Group Quarters Population includes: people living in correctional facilities, group home facilities, military facilities, nursing home facilities, emergency and transitional housing facilities and college and university dormitories. *{Note: Total population is comprised of population living in group quarters and population living in households.}*

As of 2010, 5.44% of the Central District's total Population lived in Group Quarters (6,367 people), with the other 94.56% (110,765) of the population living in households. Citywide, only 3.6% of the population lived in Group Quarters, with 96.4% of the population living in households. **Group Quarter Population in the Central District more than doubled between 1980 and 2010,** increasing a total 205%, or by

4,280 people. This correlates with the increased number of dormitories, residential treatment facilities Emergency Shelters\Transitional Housing and population living in Federal Detention Center.

- 34.05% of the total Group Quarter Population in the Central District lives in College/University dormitories.
- 42.86% of the total Group Quarter population in the Central District lives in Other Non-Institutional facilities (*this includes shelters and other types of transitional housing.*).
- 16.32% of the total Group Quarter population in the Central District lives in Correctional facilities.
- Only 5.97% of the Group Quarter population in the Central District lives in Nursing Home facilities.
- In 2000, the percentage of Population living in Group Quarters in the Central District was slightly higher at 5.95%, but the actual number of people living in Group Quarters was lower (5,962). City-wide the percentage of population living in Group Quarters remained at 3.6%.
- In 1990, 3.84% of the population in the Central District lived in Group Quarters, compared 2.8% Citywide.
- In 1980, 2.09% of the population in the Central District lived in Group Quarters, compared to 2.1% Citywide.

When examining Group Quarter population by neighborhood, you can see in more detail exactly where most group quarter population live.

- The highest percentage of Population living in Group Quarters is in the Market East Neighborhood (Census Tract 5): where 55 % (1,287 people) of the total population in Market East live in Group Quarters.). The majority of this population (998 people or /77.54%) live in the Federal Detention Center at 7th and Arch. 624 of those people living in the correctional facility are Black. 824 of the total 1,287 people living in group quarters in the Market East neighborhood are Black, which accounts for 92%(899) of the total Black Population in the Market East neighborhood.
- The highest number of people living in Group Quarters is in the Washington Square(neighborhood(Census Tracts: 6, 9.02 &11): - where 1,764people or 13.49%e of the total population in the neighborhood live in Group Quarters
 - 655 of the 683 people living in Group Quarters in Census Tract 6 live in College/University dormitories. 17 of those people live in a Nursing Home and 9, in Other Types of Institutional Facilities.
 - In Census Tract 9.02, 622 people of the total 623 people living in Group Quarters , live in College/University dormitories
 - In Census Tract 11, 336 of the total 440 people living in group quarters live in College/University dormitories.
- Other neighborhoods with high percentages or numbers of Population living in Group Quarters are:
 - Callowhill\Chinatown North (Census Tract 376): 26.22%of the total population or 783 people in the neighborhood live in Group Quarters. 343 of the 783 people live in Shelters or other types of Transitional Housing. 368 of the 783 people live in Other Types of Non- Institutional facilities
 - Poplar: where 15.33% of the total population, or 1,581 people in the neighborhood, live in Group Quarters. Of the 674 people in Census Tract 132 that live in Group Quarters, 462 live in Shelters, and 37 in Other Types of Non-Institutional facilities, and 175 in Nursing Homes

- In Francisville (Census Tract 133): where 6.83% of the total population or 195 people live in Group Quarters. All 195 people live in Other Types of Non-Institutional facilities (probably in residential treatment facilities. I noticed some while in the field doing land-use surveys)
- It is interesting to note that those neighborhoods with a higher percentage or number of Population living in Group Quarters also have a higher number of Black population.

HOUSING

Between 1980 and 2010, the total number of **housing units in the Central District increased 22% or by an additional 13,100 units**. After a slight spike in vacancies in 1990, vacancy rates in the Central District have declined and occupancy rates have increased. Between 2000 and 2010, the number of occupied housing units (households) in the Central District increased 16.08% or by 9,039 households. This increase is consistent with the 16.91 % (16,944 people) increase in population that occurred between 2000 and 2010.

- **In 2010, the Central District had 73,084 total housing units**, up from **2000**, when there were **62,759 housing units**, an increase of 16.45% or by 10,325 housing units. Between 1980 and 2010 the total housing units in the Central District increased by 13,100 units or 21.83%.
- **Between 1990 and 2000** the total number of **housing units actually decreased 1.17%**. In 1990 there were **63,499 total housing units**, up **5.84%** from **1980**, when there were **59,984 total housing units**.
- In 2010, there were a total of 670,171 housing units Citywide.
- As of 2010, **the Central District has more housing units than any other Planning District in the City. The Central District's housing units comprise 11% of the City's total housing unit inventory.**
- **In 2010, the housing occupancy rate in the Central District was 89.28%, with a vacancy rate of 10.72%**. Of the 73,084 total housing units, there were a total of 65,252 occupied housing units (households) and 7,832 vacant units.
- In 2010 the citywide occupancy rate was 89%, with a vacancy rate of 11%.
- **In 2000, the housing occupancy rate in the Central District was 89.57%, with a vacancy rate of 10.43%**. Of the total 62,759 total housing units, there were a total of 59,213 occupied units (households) and 6,546 vacant units.
- In 2000, the Citywide occupancy rate was 89.1%, with a vacancy rate of 10.9%
- **In 1990, the housing occupancy rate in the Central District was 84.72%, with a vacancy rate of 15.28%. Of the total 63,499 housing units, there were a total of 53,797 occupied housing units (households) and 9,702 vacant units.**
- In 1990, the citywide occupancy rate was 89.4%, with a vacancy rate. a 10.6%
- **In 1980, the housing occupancy rate in the Central District was 86.74%, with a vacancy rate of 13.26%. Of the total 59,984 housing units, there were a total of 52,032 occupied housing units (households) and 7,952 vacant units.**
- In 1980, the citywide occupancy rate was 91.5%, with a vacancy rate of 9.5%.

Over the past several decades household sizes in the Central District have decreased, which is consistent with the decrease in average household sizes Citywide. **However, between 2000 and 2010, the average household size in the Central District increased from 1.68 to 1.70 persons per household.** {This may

reflect the increase in families living in the area and the fact that more adults are living at home with family or roommates.}

- **In 2010**, with a total household population of 110,765 and a total of 65,252 households (occupied housing units), **the Central District's average household's size was 1.70 persons per household**, compared to a citywide average household size of 2.44 persons per household.
- **In 2000**, with a total household population of 94,226 and a total of 56,213 households (occupied housing units), **the average household size in the Central District was 1.68 persons per household**, compared to a citywide average of 2.48 persons per household.
- **In 1990** with a total household population of 94,861 and a total of 53,797 households (occupied housing units), **the average household size in the Central District was 1.76 persons per household**, compared to a citywide average of 2.56 persons per household.
- **In 1980** with a total household population of 97,563 and a total of 52,032 households (occupied housing units), **the average household size in the Central District was 1.88 persons per household**, compared to a citywide average of 2.66 persons per household.

Historically, the Central District has had a high percentage of rental housing units and a below average percentage of homeownership housing units. While the Central District still has a below average percentage of homeownership units, **homeownership rates in the Central District increased 30.46% between 2000 and 2010**. In fact, homeowner rates increased in every neighborhood in the District, and in almost every census tract. This increase can be attributed to the increased number of condominiums and new construction homes in the area. The Central District has also had a historically high percentage of one-person households. **In 2010, with 53.14% of all households in the Central District being one person households**, this still remained true. **Between 2000 and 2010, the number of senior owner occupied housing units in the Central District declined**, which is consistent with the overall decline in senior population in the district. **The number of female male headed households also declined** sharply between 2000 and 2010.

- **As of 2010, the homeowner occupancy rate in the Central District was 38.19%, with a renter occupancy rate of 61.81%**. The Citywide homeowner occupancy rate was 54.1 %, with a Citywide renter occupancy rate of 45.9%.
- **In 2000, the homeowner occupancy rate in the Central District was 33.98%, with a renter occupancy rate of 66.02%**. Citywide the homeowner occupancy rate was 59.3%, with a renter occupancy rate 40.7%.
- **In 1990, the homeowner occupancy rate in the Central District was 31.43% with a renter occupancy rate of 68.57%**. Citywide the homeowner occupancy rate was 61.9%, with a renter occupancy rate of 38.1%.
- **In 1980, the homeowner occupancy rate in the Central District was 27.32%, with a renter occupancy rate of 72.68%**. Citywide the homeowner occupancy rate was 61 %, with a renter occupancy rate of 39%.
- **As of 2010, 24.40% of all homeowners in the Central District were senior citizens compared to a Citywide rate of 27.2%**
- **As of 2000, 28.20% of all homeowners in the Central District were senior citizens compared to a citywide rate of 30%.**

- **As of 1990, 28.61% of all homeowners in the Central District were senior citizens** compared to a citywide rate of 31.3%.
- **As of 1980, 29.75% of all homeowners in the Central District were senior citizens** compared to a citywide rate of 31.3%.
- **In 2010, 53.14% of all households in the Central District were one-person households**, compared to 34.1% Citywide.
- **In 2000, the Central District had a 57.42% one-person households**, compared to 33.8% Citywide.
- **In 1990, the Central District had 55.42% one-person households**, compared to **31.9% Citywide**
- **In 1980, the Central District had 53.21% one-person households**, compared to, 28.8%.Citywide.
- **Between 2000 and 2010, the number of female headed households in the Central District declined -86.01%.**
- **As of 2010, only 5.29% of all households in the Central District were female headed, down from 43.89% in 2000.** In 2010, 22.50% of all citywide households were female headed compared to 22.25% in 2000.
- **In 1990, 45.97% of all households in the Central District were female headed**, compared to 20.20% Citywide.
- **In 1980, 45.70%. % of all households in the Central District was female headed**, compared to 18.50% Citywide.

Based on 2005-2009 ACS data, 53.80% of the all units in the Central District were built before 1950, compared to 56.5% Citywide. 7.12% of the all units in the Central District were built in 2000 or later, compared to 2.51% Citywide

- **48.92% of the total housing units in Central District were built before 1939**, compared to 40.04% Citywide
- **4.88% of the units in Central District were built between 1940 and 1949**;compared to 16.1% Citywide
- **7.80% of the units in Central District were built between 1950 and 1959**, compared to18.04% Citywide;
- **11.14% of the units in Central District were built between 1960 and 1969**,compared to 10.51% Citywide
- **8.63% of the units in Central District were built between 1970 and 1979**, compared to 6.72% Citywide;
- **8.54% of the units in Central District were built between 1980 and 1989**,compared to 3.93% Citywide;
- **2.97% of the units in Central District were built between 1990 and 1999**, compared to 2.24% Citywide;
- **3.86% of the units in Central District were built between 2000 and 2004**, compared 1.58% Citywide; and
- **3.26% of the units in Central District were built in 2005 or later**, compared to 0.93%Citywide.

When examining housing data by neighborhood we see that between 2000and 2010, the **total number of housing units in the Central District increased in every neighborhood except Poplar, where they lost**

-231 units(-11.32% decline), and Spring Garden where they lost -55 units(-1.64% decline). The number of occupied housing units increased in every neighborhood, except the Spring Garden Neighborhood where the number of occupied units decreased by (-2). In 2010, **occupancy rates** in the various neighborhoods in the Central District range from a low of **85.35%, in Old City, to a high of 92.81%, in Spring Garden.** Housing vacancies declined in ten of the sixteen Central District neighborhoods, and increased in the other six neighborhoods (Society Hill, Rittenhouse Square, Old City, Bella Vista, Chinatown and Washington Square). *{The vacancies in these neighborhoods are probably surplus housing inventory (condominium and new construction housing units) that did not sell prior to the economic downturn.}* In 2010, with a total of 15,199 housing units, **the Rittenhouse Square neighborhood had the highest number of housing units** of any neighborhood in the Central District. *As previously noted, Rittenhouse Square is also the most populous neighborhood in the district (20,769 people).*

- In 2010, with a total of 797 housing units, **Market East had the fewest number of housing units** of any neighborhood in the Central District.
- Between 2000 and 2010, the neighborhood with the biggest numeric increase in housing units was Logan Square where they added 2,360 new housing units.
- Between 2000 and 2010, The biggest percentage increase in housing units occurred in the Chinatown neighborhood where total housing units increased 152.46% from 509 total housing units in 2000, to 1,285 total housing units in 2010 (+ 776 new housing units).
- With the highest number of total housing units, **Rittenhouse Square has the highest number of occupied housing units (13,555),** in 2010.
- With a vacancy rate of 14.34 % (or 455 units) **Bella Vista is the neighborhood in the Central District with the highest percentage of vacancies.**
- In 2010, with 1,644 vacant units, (or a vacancy rate 10.82%), the **Rittenhouse Square neighborhood had the highest number of vacancies** of any neighborhood in the Central District.
- Between 2000 and 2010, the **biggest increase in vacancies occurred in the Society Hill** neighborhood where the number of vacant units increased 203.69%, from 244 vacant units in 2000, to 741 vacant units in 2010.
- In 2010, **with a rental occupancy rate of 93.42 %, (639 units) the Market East neighborhood had the highest percentage of rental units** in the Central District.
- The **Rittenhouse Square neighborhood had the highest number of renter occupied units (9,236)** in the Central District, in 2010.
- Between 2000 and 2010, **Market East had the biggest percentage increase in rental units,** increasing 133.21%, from 274 rental units in 2000, to 639 rental units in 2010.
- Between 2000 and 2010 **the Logan Square neighborhood experienced the biggest numeric increase in rental housing units,** increasing by 1,216 units, from 5,068 rental units in 2000, to 6,284 units in 2010.
- Between 2000 and 2010, **the Spring Garden neighborhood had the biggest percentage decrease in rental units,** declining 14.86%, or a loss of 290 rental housing units. Decreasing from 1,952 rental units in 2000, to 1,662 units in 2010. *Interestingly, Spring Garden made up for this loss of rental units by increasing the number of homeowner units by 288 additional units. Vacancies in Spring Garden increased by 2, which total the 290 loss rental units.*

- Between 2000 and 2010, **the Washington Square neighborhood had the biggest numeric decrease in rental units**, with a loss of 388 rental housing units. Decreasing from 6,328 rental units in 2000, to 5,940 units in 2010.
- **With a homeowner occupancy rate of 60.64%, Society Hill was the neighborhood with the highest percentage** of owner occupied housing units (2,844 units) in the Central District.
- In 2010, **Rittenhouse Square was the neighborhood with the highest number of owner occupied units** (4,319 units or 31.86%).
- The **biggest percentage increase in owner occupied housing between 2000 and 2010, occurred in the Market East neighborhood** where owner occupied housing units **increased 650%** from 6 owner occupied units in 2000, to 45 owner occupied units in 2010.
- The **biggest numeric increase in owner occupied housing between 2000 and 2010, occurred in South of South** neighborhood where owner occupied housing units **increased by 985 units**, from 1,919 owner occupied units in 2000, to 2,904 owner occupied units in 2010.
- As previously mentioned, all neighborhoods in the Central District experienced an increase in the number **owner occupied housing units** between 2000 and 2010.
- Between 2000 and 2010, the number of senior owner occupied housing units increased in twelve of the sixteen neighborhoods in the Central District. The four neighborhoods that saw a decline in senior owner occupied housing units between 2000 and 2010 are: Bella Vista, Fairmount, Francisville and South of South.
- In 2010, **the Logan Square neighborhood had the highest percentage of senior owner occupied housing units (40.59% or 1,108 units)** of any neighborhood in the Central District.
- In 2010, **Rittenhouse Square has the highest number of senior owner occupied housing units** in the Central District (1,313 units or 30.40%).
- **Between 2000 and 2010, the number of senior renter occupied units decreased in nine of the sixteen neighborhoods in the Central District.** The seven neighborhoods that experienced an increase in senior rental units were: Market East, Old City, Poplar, Rittenhouse Square, Society Hill, Spring Garden and Washington Square.
- In 2010, **the Callowhill\Chinatown North neighborhood had the highest percentage of senior renter occupied housing units** (43.41% or 91 units), in the Central District.
- In 2010, **Logan Square had the highest number of senior renter occupied housing units** (1,242 units or 35.98%)
- Between 2000 and 2010, **Old City had the biggest percentage increase in senior owner occupied housing units** increasing by 111.54%, from 26 senior owner units in 2000, to 55 senior owner units in 2010.
- Between 2000 and 2010, **the Society neighborhood experienced the biggest numeric increase in senior owner occupied housing units**, increasing by 257 units, from 702 senior owner units in 2000, to 959 senior owner units in 2010.
- Between 2000 and 2010, **the Francisville neighborhood had the biggest percentage decrease in senior owner occupied housing units**, declining 43.66%, or a loss of 31 senior owner units. Decreasing from 71 senior owner units in 2000, to 40 senior owner units in 2010.

- Between 2000 and 2010, **Old City had the biggest percentage increase in senior renter occupied housing units** increasing by 160.61%, from 33 senior rental units in 2000, to 86 senior rental units in 2010.
- Between 2000 and 2010, **the Poplar neighborhood experienced the biggest numeric increase in senior renter occupied housing units**, increasing by 64 senior rental units, from 256 senior rental units in 2000, to 320 senior rental units in 2010.
- Between 2000 and 2010, **the Callowhill/Chinatown North neighborhood had the biggest percentage decrease in senior renter occupied housing units**, declining 32.59%, or a loss of 41 senior rental units. Decreasing from 135 senior rental units in 2000, to 91 senior rental units in 2010.
- Between 2000 and 2010, **Logan Square neighborhood had the biggest numeric decrease in senior renter occupied housing units**, with a loss of 294 senior rental housing units. Decreasing from 1,536 rental units in 2000, to 1,242 units in 2010.
 - *{Interesting to note, in spite of this loss, in 2010, the Logan Square neighborhood still has the highest number of senior rental units of any neighborhood in the Central District.}*
- Between 2000 and 2010, **the number of female headed households declined in every neighborhood in the Central District.**
- **Between 2000 and 2010, the Rittenhouse Square neighborhood saw the biggest decrease in female headed households (-95.58% or a loss of 5,282 female headed households).**
- In 2010, **with 548 female headed households, the Poplar neighborhood had the highest percentage (66.53%) and number (548) of female headed households** of any neighborhood in the Central District.
- **One person households increased in ten of the sixteen Central District neighborhoods between 2000 and 2010.** The six neighborhoods where one person households declined are: Bella Vista, Fairmount, Queen Village, Rittenhouse Square, Spring Garden and Washington Square.
- **The biggest percentage increase in one person households between 2000 and 2010, occurred in the Chinatown neighborhood** where one person households increased 195.10% or from 143 one person households in 2000, to 422 one person households in 2010.
- **The biggest numeric increase in one person households between 2000 and 2010 occurred in the Logan Square neighborhood** where one person households increased by an additional 909 households.
- **The biggest percentage decrease in one person households, between 2000 and 2010, occurred in Queen Village** where one person households decreased -11.95% or by -140 households.
- Based on 2005-2009 ACS data, **Bella Vista has the highest percentage (68.6% or 2003 units) of housing units built in 1939 or earlier.** The Rittenhouse Square neighborhood has the highest number of units (7,869 units) built in 1939 or earlier.
- Based on 2005-2010 ACS data, **Market East has the highest percentage (10.73% or 66 units) of housing units built in 2005 or later).**
- Based on 2005-2010 ACS data, **the South of South neighborhood has the highest number of units (385 units or 6.16%) built in 2005 or later.**
- Between 2000 and 2010, **the total number of housing units in Bella Vista increased 23.32 %.**(or +600 units) **In 2010, Bella Vista had 3,173 total housing units** There were 2,718 occupied housing units(85.66%) and 455 vacant units(14.34%). In 2000, Bella Vista had 2,573 total housing units;

2,343 occupied units(91.06%); and 230 vacant units(8.94). **Between 2000 and 2010 the number of occupied units in Bella Vista increased 16.01%. Between 2000 and 2010, the number of vacant units in Bella Vista increased 97.83%. In 2010, with a total household population of 5,509 and 2,718 occupied housing units, Bella Vista's average household size was 2.03 up from 1.91 in 2000. The rental occupancy rate decreased from 51.47% in 2000, to 47.68% in 2010. Homeownership rates in Bella Vista increased from 48.53% in 2000 to 53.32% in 2010. The percentage of senior owners has decreased from 28.50% in 2000, to 19.62% in 2010. The percentage of senior renters declined from 10.78% in 2000, to 7.87% in 2010.***{This decline is consistent with the overall decline of senior population in the area.}* **In 2010, just 9.49 % of all households were female headed, compared to 42.55% in 2000. In 2010, 38.70 % of the household in Bella Vista were one person households, down from 46.01% in 2000.. According to 2005-2009 ACS data, 68.86% of the housing units were built in 1939 or prior. Only 4.98% of the housing units were built in 2005 or later. {See excel tables for more detail}.**

- **Between 2000 and 2010, the total number of housing units in Callowhill/Chinatown North increased 73.32 %.(or +512 units). In 2010, Callowhill/Chinatown North had 1,220 total housing units There were a total 1,106 occupied housing units(90.66%) and 114 vacant units(9.34%). In 2000, Callowhill/Chinatown North had 708 total housing units; 606 occupied units (85.59%);and 102 vacant units(14.41%). Between 2000 and 2010 the number of occupied units in Callowhill/Chinatown North increased 82.51%. Between 2000 and 2010, the number of vacant units in Callowhill/Chinatown North increased 11.76%. In 2010, with a total household population of 2,203 and 1,106 occupied housing units, Callowhill/Chinatown North's average household size was 1.99, down from 2.01 in 2000. The rental occupancy rate decreased from 78.38% in 2000, to 71.79% in 2010. Homeownership rates increased from 21.62% in 2000 to 28.21% in 2010. The percentage of senior owners has decreased from 0% in 2000, to 8.33% in 2010. The percentage of senior renters declined from 28.42% in 2000, to 11.46% in 2010. In 2010, just 8.86 % of all households were female headed, compared to 44.39% in 2000. In 2000, 53.14% of the households were one person households. In 2010, 46.02 % of the household were one person households. According to 2005-2009 ACS data, 66.46% of the housing units were built in 1939 or prior. Only 1.72% were built in 2005 or later. {See excel tables for more detail.}**
- **Between 2000 and 2010, the total number of housing units in Chinatown increased 152.46 %.(or +7762 units). In 2010, Chinatown had 1,285 total housing units There were a total 1,145 occupied housing units(89.11%) and 140 vacant units(10.89%). In 2000, there were 509 total housing units; 459 occupied units(90.18%); and 50 vacant units(9.82%). Between 2000 and 2010 the number of occupied units in Chinatown increased 149.46%. Between 2000 and 2010, the number of vacant units in Chinatown increased 180%. In 2010, with a total household population of 2,509 and 1,145 occupied housing units, Chinatown's average household size was 2.19, down from 2.60 in 2000. The rental occupancy rate decreased from 81.48% in 2000, to 68.21% in 2010. Homeownership rates increased from 18.52% in 2000, to 31.79% in 2010. The percentage of senior owners has decreased from 38.82% in 2000, to 18.13% in 2010. The percentage of senior renters declined from 35.03% in 2000, to 14.85% in 2010. In 2010, just 7.77 % of all households were female headed, compared 28.54% in 2000. In 2010, 36.86 % of the household were one person households, down from**

- **31.15% in 2000..** According to 2005-2009 ACS data, **41.61% of the housing units in Chinatown were built in 1939 or prior. Only 3.27% were built in 2005 or later. {See excel tables for more detail.}**
- **Between 2000 and 2010, the total number of housing units in Fairmount increased 2.06 %.(or +103 units). In 2010, Fairmount had 5,091 total housing units** There were a **total 4,679 occupied housing units(91.91%) and 412 vacant units (8.09%).** In 2000, there were 4,988 total housing units; 4,525 occupied units(90.72%); and 463 vacant units(9.28%). **Between 2000 and 2010 the number of occupied units in Fairmount increased 3.40%. Between 2000 and 2010, the number of vacant units in Fairmount decreased -11.02%. In 2010, with a total household population of 9,380 and 4,679 occupied housing units, Fairmount's average household size was 1.95, down from 2.17 in 2000.. The rental occupancy rate decreased from 44.66% in 2000, to 39.54% in 2010. Homeownership rates increased from 55.34% in 2000, to 60.46% in 2010. The percentage of senior owners has decreased from 21.96% in 2000, to 18.56% in 2010. The percentage of senior renters declined from 8.41% in 2000, to 7.46% in 2010. In 2010, just 9.57 % of all households were female headed, compared 42.19% in 2000. In 2010, 39.67 % of the household were one person households, down from 42.17% in 2000. According to 2005-2009 ACS data, 66.58% of the housing units were built in 1939 or prior. Only 0.27% were built in 2005 or later. {See excel tables for more detail.}**
- **Between 2000 and 2010, the total number of housing units in Francisville increased 31.17 %.(or +389 units). In 2010, Francisville had 1,637 total housing units** There were a **total 1,427 occupied housing units(87.17%) and 210 vacant units (12.83%).** In 2000, there were 1,248 total housing units; 1,017 occupied units(81.49%); and 231 vacant units(18.51%). **Between 2000 and 2010 the number of occupied units in Francisville increased 40.31%. Between 2000 and 2010, the number of vacant units in Francisville decreased -9.02. In 2010, with a total household population of 2,659 and 1,427 occupied housing units, Francisville's average household size was 1.86, down from 2.00 in 2000. The rental occupancy rate decreased from 80.33% in 2000, to 78.63% in 2010. Homeownership rates increased from 19.67% in 2000, to 21.37% in 2010. The percentage of senior owners has decreased from 35.50% in 2000, to just 13.11% in 2010. The percentage of senior renters declined from 5.02% in 2000, to 3.57% in 2010. In 2010, just 14.44 % of all households were female headed, compared 48.97% in 2000. In 2010, 48.42 % of the household were one person households, down from 51.92% in 2000. According to 2005-2009 ACS data, 60.86% of the housing units were built in 1939 or prior. 8.56% of all housing units were built in 2005 or later. {See excel tables for more detail}.**
- **Between 2000 and 2010, the total number of housing units in Logan Square increased 30.80 %.(or +2,360 units). In 2010, Logan Square had 10,022 total housing units** There were a **total 9,014 occupied housing units(89.94%) and 1,008 vacant units (10.06%).** In 2000, there were 7,662 total housing units; 6,889 occupied units(89.91%); and 773 1vacant units(10.09%). **Between 2000 and 2010 the number of occupied units in Logan Square increased 30.85%. Between 2000 and 2010, the number of vacant units in Logan Square decreased –increased 30.40 In 2010, with a total household population of 13,106 and 9,014 occupied housing units, Logan Square's average household size was 1.43, up from 1.41 in 2000. The rental occupancy rate decreased from 73.57% in 2000, to 69.71% in 2010. Homeownership rates increased from 26.43% in 2000 to 30.29% in 2010. The percentage of senior owners has decreased from 56.18% in 2000, to 40.59% in 2010. The per-**

centage of **senior renters declined** from 30.31% in 2000 to just **19.76% in 2010**. In 2010, just **2.35 % of all households were female headed** , compared to 50.50% in 2000. **In 2010, 64.11 % of the household were one person households**, down from 70.69% in 2000. *{Note the Citywide average is 34.1%}*. According to 2005-2009 ACS data, just **18.32% of the housing units were built in 1939 or prior**. **4.02% of all housing units were built in 2005 or later**. *{See excel tables for more detail.}*.

- **Between 2000 and 2010, the total number of housing units in Market East increased 113.67 %.**(or +424 units). **In 2010, Market East had 797 total housing units** There were a **total 684 occupied housing units(85.82%)** and **113 vacant units (14.18%)**. In 2000, there were 373 total housing units; 280 occupied units(75.07%); and 93 vacant units(24.93%). **Between 2000 and 2010 the number of occupied units in Market East increased 144.29%.** **Between 2000 and 2010, the number of vacant units in Market East increased 14.18%** In 2010, with a total household population of 1,042 and 684 occupied housing units, **Market East's average household size was 1.52., up from 1.41 in 2000.** *{Note: 44.74% of the total population lives in households, while the other 55.26% live in group quarters}*.. **The rental occupancy rate decreased from 97.86% in 2000 to 93.42% in 2010.** **Homeownership rates increased from 2.14% in 2000, to 6.58% in 2010.** **The percentage of senior owners has increased from 0% in 2000, to 6.67% in 2010.** **The percentage of senior renters declined from 5.84% in 2000, to just 5.01% in 2010.** **In 2010, just 1.75% of all households were female headed**, compared 29.64% in 2000. **In 2010, 62.13 % of the household were one person households**, down from 77.86% in 2000.*{Note: The Citywide average is 34.1%}*. According to 2005-2009 ACS data, **57.89% of the housing units were built in 1939 or prior**. **10.73% of all housing units were built in 2005 or later**. *{See excel tables for more detail.}*.
- **Between 2000 and 2010, the total number of housing units in Northern Liberties increased 7.82 %.**(or +1,316 units). **In 2010, Northern Liberties had 3,592 total housing units** There were a **total 3,191 occupied housing units(88.84%),** and **401 vacant units (11.16%)**. In 2000, there were 2,276 total housing units; 1,934 occupied units(84.97%); and 342 vacant units(15.03%). **Between 2000 and 2010 the number of occupied units in Northern Liberties increased 64.99%.** **Between 2000 and 2010, the number of vacant units in Northern Liberties increased 17.25%** In 2010, with a total household population of 6,103 and 3,191 occupied housing units, **Northern Liberty's average household size was 1.90, up from 1.88 in 2000.** **The rental occupancy rate in Northern Liberties increased from 53.77% in 2000, to 58.82% in 2010.** **Homeownership rates decreased from 46.23% in 2000 to 41.18% in 2010.***{Note: While the percentage of homeowner units declined, the actual number of homeowner unit increased}*. **The percentage of senior owners has decreased from 18.57% in 2000 to 14.31% in 2010.** **The percentage of senior renters declined from 5.67% in 2000, just 2.61% in 2010.** **In 2010, just 5.95% of all households were female headed**, compared 39.04% in 2000. **In 2010, 40.52 % of the household were one person households**, down from 42.55% in 2000. According to 2005-2009 ACS data, **53.41% of the housing units were built in 1939 or prior**. **8.56% of all housing units were built in 2005 or later**. *{See excel tables for more detail.}*.
- **Between 2000 and 2010, the total number of housing units in Old City increased 41.89 %.**(or +796 units). **In 2010, Old City had 2,696 total housing units** There were a **total 2,301 occupied housing units(85.35%)** and **395 vacant units (14.65%)**. In 2000, there were 1,900 total housing units; 1,748 occupied units(92%); and 152 vacant units(8%).. **Between 2000 and 2010 the number of oc-**

cupied units in **Old City** increased 31.64%. Between 2000 and 2010, the number of vacant units in **Old City** increased 159.87% {In 1980 there were) only 425 total housing units in Old City. Between 1980 and 2010, the total housing units in **Old City** increased a whopping 534 %.(or by 2,271 units). In 2010, with a total household population of 3,451 and 2,301 occupied housing units, **Old City's** average household size was 1.50, up from 1.40 in 2000. The rental occupancy rate decreased from 77.12% in 2000, to 64.45% in 2010. Homeownership rates increased from 22.88% in 2000 to 35.55% in 2010. The percentage of senior owners has increased from 6.50% in 2000 to 6.72% in 2010. The percentage of senior renters increased from 2.45% in 1980, to 5.80% in 2010. In 2010, just 1.56% of all households were female headed, compared 36.78% in 2000. In 2010, 57.80% of the household were one person households, down from 66.19% in 2000. According to 2005-2009 ACS data, 66.34% of the housing units were built in 1939 or prior. 4.14% of all housing units were built in 2005 or later. {See excel tables for more detail.}.

- Between 2000 and 2010, the total number of housing units in **Poplar** decreased 11.32 %.(or -231 units). In 2010, **Poplar** had 1,810 total housing units. There were a total 1,645 occupied housing units(90.88%) and 165 vacant units.(9.12%) In 2000, **Poplar** had 2,041 total housing units; 1,392 occupied units(68.20%); and 649 vacant units(31.80%). Between 2000 and 2010 , the number of occupied units in **Poplar** increased 18.18%. Between 2000 and 2010, the number of vacant units in **Poplar** decreased 74.58%. In 2010, with a total household population of 3,762 and 1,645 occupied housing units, **Poplar's** average household size was 2.29, down from 2.42 in 2000. The rental occupancy rate decreased from 81.82% in 2000, to 75.62% in 2010. Homeownership rates increased from 18.18% in 2000, to 24.38% in 2010. The percentage of senior owners has in decreased from 23.72% in 2000, to 22.94% in 2010. The percentage of senior renters increased from 22.48% 2000, to 25.72% in 2010. In 2010, 66.53% of all households were female headed, down from 69.32% in 2000. In 2000, 37.79% of the households were one person households. In 2010, 40.79% of the household in **Poplar** were one person households up from 37.79% in 2000. According to 2005-2009 ACS data, 20.49% of the housing units were built in 1939 or prior. 2.52% of all housing units were built in 2005 or later. {See excel tables for more detail.}.
- Between 2000 and 2010, the total number of housing units in **Queen Village** increased 1.75 %.(or +48 units). In 2010, **Queen Village** had 2,792 total housing units There were a total 2,554 occupied housing units (91.48%,) and 238 vacant units (8.52). In 2000, there were 2,744 total housing units; 2,487occupied units(90.63%); and 257 vacant units(9.37%). Between 2000 and 2010 the number of occupied units in **Queen Village** increased 2.69%. Between 2000 and 2010, the number of vacant units in **Queen Village** decreased -7.39% In 2010, with a total household population of 4,831 and 2,554 occupied housing units, **Queen Village's** average household size was 1.89, up from 1.77 in 2000. The rental occupancy rate decreased from 53.04% in 2000, to 50.67% in 2010. Homeownership rates increased from 46.96% in 2000, to 49.33% in 2010. The percentage of senior owners has increased from 10.96% in 2000, to 15.56% in 2010. The percentage of senior renters decreased from 6.82%% in 2000, to 4.71% in 2010. In 2010, 5.40% of all households were female headed, compared 38.04% in 2000. In 2010, 40.41% of the household were one person households, down from 47.13% in 2000. According to 2005-2009 ACS data, 67.79% of the housing units were built in 1939 or prior. 0.40% of all housing units were built in 2005 or later. {See excel tables for more detail}.

- **Between 2000 and 2010, the total number of housing units in Rittenhouse Square increased 8.09 %.(or +1,137 units). In 2010, Rittenhouse Square had 15,199 total housing units There were a total 13,555 occupied housing units (89.18%,) and 1,644 vacant units (10.82%). In 2000, there were 14,062 total housing units; 12,978 occupied units(92.29%); and 1,084 vacant units(7.71%). Between 2000 and 2010 the number of occupied units in Rittenhouse Square increased 4.45%. Between 2000 and 2010, the number of vacant units in Rittenhouse Square increased 51.66% In 2010, with a total household population of 20,419 and 13,555 occupied housing units, Rittenhouse Square's average household size was 1.47, up from 1.38 in 2000. The rental occupancy rate decreased from 70.74% in 2000, to 68.14% in 2010. Homeownership rates increased from 29.26% in 2000 to 31.86% in 2010. The percentage of senior owners has increased from 29.94% in 2000, to 30.40% in 2010. The percentage of senior renters increased from 6.03% in 2000, to 6.16% in 2010. In 2010, 1.80% of all households were female headed, compared 42.58% in 2000. In 2010, 61.28% of the household were one person households ,down from 64.46% in 2000.. According to 2005-2009 ACS data, 55.07% of the housing units were built in 1939 or prior. 2.65% of all housing units were built in 2005 or later. {See excel tables for more detail}.**
- **Between 2000 and 2010, the total number of housing units in Society Hill increased 27.73 %.(or +1,179 units). In 2010, Society Hill had 5,431 total housing units There were a total 4,690 occupied housing units (86.36%,) and 741vacant units (13.64%). In 2000, there were 4,252 total housing units; 4,008 occupied units(94.26%); and 244 vacant units(5.74%). Between 2000 and 2010 the number of occupied units. In Society Hill increased 17.02%. Between 2000 and 2010, the number of vacant units in Society Hill increased 203.69. In 2010, with a total household population of 7,774 and 4,690 occupied housing units, Society Hill's average household size was 1.64, (also 1.64 in 2000). The rental occupancy rate decreased from 39.40 in 2000 to 39.36% in 2010. Homeownership rates increased from 60.60% in 2000, to 60.64% in 2010. The percentage of senior owners has increased from 28.90% in 2000, to 33.72% in 2010. The percentage of senior renters increased from 11.53% in 2000, to 10.35% in 2010. In 2010, 2.32% of all households were female headed, compared 38% in 2000. In 2010, 52.11% of the household were one person households ,down from 55.54% in 2000. According to 2005-2009 ACS data, 27.30% of the housing units were built in 1939 or prior. 2.81% of all housing units were built in 2005 or later. {See excel tables for more detail}.**
- **Between 2000 and 2010, the total number of housing units in South of South increased 13.81 %.(or +821 units). In 2010, South of South had 6,765 total housing units There were a total 5,891 occupied housing units (87.08%,) and 874 vacant units (12.92%.) In 2000, there were 5,944 total housing units; 4,912 occupied units(82.64%); and 1032 vacant units(17.36%). Between 2000 and 2010 the number of occupied units in South of South increased 19.93%. Between 2000 and 2010, the number of vacant units in South of South decreased -15.31%. In 2010, with a total household population of 11,501 and 5,891 occupied housing units, South of South's average household size was 2.00, down from 2.26 in 2000. The rental occupancy rate decreased from 60.93% in 2000, to 50.70% in 2010. Homeownership rates increased from 39.07% in 2000, to 49.30% in 2010. The percentage of senior owners has decreased from 31.32% in 2000, to 14.74% in 2010. The percentage of senior renters increased from 21.25% in 2000, to 14.73% in 2010. In 2010, 9.29% of all households were female headed, compared 48.82% in 2000. In 2010, 43.30% of the household were one person households ,down from 44.71% in 2000. According to 2005-2009 ACS data, 60.18% of the**

housing units were built in 1939 or prior. 6.16% of all housing units were built in 2005 or later. *{See excel tables for more detail}.*

- **Between 2000 and 2010, the total number of housing units in Spring Garden decreased -1.64 %.(or -55 units). In 2010, Spring Garden had 3,297 total housing units There were a total 3,060 occupied housing units (92.81%), and 237 vacant units (7.19%). In 2000, there were 3,352 total housing units; 3,062 occupied units(91.35%); and 290 vacant units(8.65%). Between 2000 and 2010 the number of occupied units in Spring Garden decreased -0.07%. Between 2000 and 2010, the number of vacant units in Spring Garden decreased 18.28%. In 2010, with a total household population of 5,205 and 3,060 occupied housing units, Spring Garden's average household size was 1.69, down from 1.71 in 2000. The rental occupancy rate decreased from 63.75% in 2000 to 54.31% in 2010. Homeownership rates increased from 36.25% in 2000, to 45.69% in 2010. The percentage of senior owners has increased from 35.41% in 2000, to 35.62% in 2010. The percentage of senior renters increased from 7.33% in 2000, to 8.78% in 2010. In 2010, 5.03% of all households were female headed, compared 45.69% in 2000. In 2010, 51.01% of the household were one person households,(down from 53.59% in 2000. According to 2005-2009 ACS data, 43.35% of the housing units were built in 1939 or prior. 0.42% of all housing units were built in 2005 or later. *{See excel tables for more detail}.***
- **Between 2000 and 2010, the total number of housing units in Washington Square increased -1.85 %.(or +150 units). In 2010, Washington Square had 8,277 total housing units There were a total 7,592 occupied housing units 91.72%), and 685 vacant units (8.28%). In 2000, there were 8,127 total housing units; 7,573 occupied units(93.18%); and 554 vacant units(6.82%). Between 2000 and 2010 the number of occupied units in Washington Square increased -0.25%. Between 2000 and 2010, the number of vacant units in Washington Square increased 23.65. In 2010, with a total household population of 11,311 and 7,592 occupied housing units, Washington Square's average household size was 1.52, up from 1.45 in 2000. The rental occupancy rate decreased from 83.56% in 2000, to 78.24% in 2010. Homeownership rates increased from 16.44% in 2000, to 21.76% in 2010. The percentage of senior owners has increased from 13.73% in 2000, to 18.34% in 2010. The percentage of senior renters increased from 12.47 % in 2000, to 13.77% in 2010. In 2010, 2.16% of all households were female headed, compared 41.63% in 2000. In 2010, 62.62% of the household were one person households,(down from 67.37% in 2000. According to 2005-2009 ACS data, 47.91% of the housing units were built in 1939 or prior. 1.73% of all housing units were built in 2005 or later. *{See excel tables for more detail}.***

AGE

The Central District has had a historically low percentage of population under the age of 20. In 2010 this continues to be true. **Over the past few decades population in the Central District under the age 20, has steadily declined. Between 1980 and 2010, the population in the Central District under the age 20 decreased 33.88 % (or by 6,305 people) from 18.67% (or 18,607) of the total population, in 1980 to 10.50 % (or 12,302) of the total population in 2010... As of 2010, population in the 20 to 44 age cohort continues to comprise the largest percentage of the total population in the Central District. Population in the 20 to 44 age cohort has steadily increased across the district. Between 1980 and 2010, the 20 to 44 age population in the Central District increased 52%, from 44,733 people (44.89%) in 1980, to**

67,798 people or 57.88% in 2010. The Central District has one of the highest concentrations of people in the 20 to 44 age group. Citywide only 38.08% of the population are in the 20 to 44 group.

While **the percentage of population aged 45 to 64 has remained relatively steady between 1980 and 2010**, the actual number of people in this age cohort increased by 3,462 people or 17.82%. **Between 1980 and 2000, the percentage of population 65 years and older decreased 20.74%**, from 16.95% (16,888) of the total population to 13.36% (13,385) of the population. **Between 2000 and 2010, the percentage of population 65 and older decrease again**, from 13.36% of the total population in 2000, to **12.08% of the total population in 2010. However, in 2010, the actual number of people 65 and older increased 5.70%, from 13,385 people to 14,148 (by 763 people).** This 12.08% fairly consistent with the citywide average of 12.1%. In 2010, the median age of population in the Central District's (34.1 years) is slightly above the citywide median of 33.5 citywide

- **In 2010, 10.50%** of the population in the **Central District** was **under the age of 20**, compared to 26.27% Citywide.
- **In 2000, 13.63%** of the population in the **Central District** was **under the age of 20**, compared to 28.5 % Citywide.
- **In 1990, 14.51%** of the population in the **Central District** was **under the age of 20**, compared to 26.9 % Citywide.
- **In 1980, 18.67%** of the population in the Central District **was under the age of 20** , compared to 29.6% Citywide
- **In 2010, 57.88%** of the population in the Central District was **20 to 44** years old, compared to 38.08 % Citywide.
- **In 2000, 53.90%** of the population in the Central District was **20 to 44** years old, compared to .37% Citywide
- **In 1990, 53.50%** of the population in the Central District was **20 to 44** years old, compared to 39.4% Citywide.
- **In 1980, 44.89%** of the population in Central District was **20 to 44** years old, compared to 34.8% Citywide.
- **In 2010, 19.54%** of the population in the Central District was **45 to 64** years old, compared to 23.4 % Citywide.
- **In 2000, 19.55%** of the population in the Central District was **45 to 64** years old, compared to 20.2% Citywide.
- **In 1990, 17.11%** of the population in the Central District was **45 to 64** years old, compared to 18.31% Citywide.
- **In 1980, 19.49%** of the population in the Central District was **45 to 64** years old, compared to .1.4% Citywide.
- **In 2010, 12.08%** of the population in the Central District was **65 years and older**, compared to 12.1 % Citywide .This is a significant decrease from previous decades.
- **In 2000, 13.36%** of the population in the Central District was **65 years and older**, compared to 14.08% Citywide.
- **In 1990, 14.88%** of the population in the Central Northeast District was **65 years and older**, compared to 15.2% Citywide.

- **In 1980, 16.85%** of the population in the Central Northeast District was **65 years and older**, compared to 14.1%% Citywide.
- **In 2010, the median age in the Central District was 34.1 years**, compared to the 1980 median age of 34.5 years. The Citywide the Median age in 2010 was 33.5 years.

When examining Age data by census tract and neighborhood, you can see specific changes in more detail:

- **Bella Vista**
 - **In 2010, the median age** for population in the **Bella Vista** neighborhood was **33.2 years**, up from 30.3 years in 1980. In 2010, the Central District median age is 34.1 years
 - **As of 2010, 15.39 %** of the population in **Bella Vista** was **under the age 20** compared 29.71% in 1980. In the total Central District, 10.50% of the population was under the age of 20 in 2010.
 - **As of 2010, 54.54%** of the population in **Bella Vista** was between the **ages of 20 to 44**, compared to 37.12% in 1980. In the overall Central District **57.88%** of the population was in this age group in 2010.
 - **As of 2010, 20.44% of the population in Bella Vista** was between the **ages of 45 to 64**, compared to 20.45% in 1980. In the overall Central District **19.54%** of the population was in this age group in 2010.
 - **As of 2010, 9.62 %** of the population in **Bella Vista** was **65 years and older**, compared to 12.73% in 1980. In the overall Central District 12.08% of the population was in this age group in 2010.
- **Callowhill\Chinatown North**
 - **In 2010, the median age** for population in the **Callowhill\Chinatown North** neighborhood was **33.8 years**, down 35.8 years in 1980. In 2010, the Central District median age is 34.1 years
 - **As of 2010, 10.85 %** of the population in **Callowhill\Chinatown North** was **under the age 20** compared 28.46% in 1980. In the total Central District 10.50% of the population was under the age of 20 in 2010.
 - **As of 2010, 57.80%** of the population in **Callowhill\Chinatown North** was between the **ages of 20 to 44**, compared to 30.62% in 1980. In the overall Central District **57.88%** of the population was in this age group in 2010.
 - **As of 2010, 25.72% of the population in Callowhill\Chinatown North** was between the **ages of 45 to 64**, compared to 19.82% in 1980. In the overall Central District **19.54%** of the population was in this age group in 2010.
 - **As of 2010, just 5.63 %** of the population in **Callowhill\Chinatown North** was **65 years and older**, compared to 21.09% in 1980. In the overall Central District 12.08% of the population was in this age group in 2010.
- **Chinatown**
 - **In 2010, the median age** for population in the **Chinatown** neighborhood was **33.5 years**, up from 29.5 years in 1980. In 2010, the Central District median age is 34.1 years.
 - **As of 2010, 13.14 %** of the population in **Chinatown** was **under the age 20** compared 19.30% in 1980. *{Note: Although the percentage decreased, the actual number of people under 20 increased.}* In the total Central District 10.50% of the population was under the age of 20 in 2010.

- **As of 2010, 53.59%** of the population in **Chinatown** was between the **ages of 20 to 44**, compared to 46.09% in 1980. In the overall Central District **57.88%** of the population was in this age group in 2010.
- **As of 2010, 23.80% of the population in Chinatown** was between the **ages of 45 to 64**, compared to 20.35% in 1980. In the overall Central District **19.54%** of the population was in this age group in 2010.
- **As of 2010, 9.47 %** of the population in **Chinatown** was **65 years and older**, compared to 14.26% in 1980. In the overall Central District 12.08% of the population was in this age group in 2010.
- **Fairmount**
 - **In 2010, the median age** for population in the **Fairmount** neighborhood was **34.4 years**, up from 32.7 years in 1980. In 2010, the Central District median age is 34.1 years.
 - **As of 2010, 14.43 %** of the population in **Fairmount** was **under the age 20** compared 23.26% in 1980. In the total Central District 10.50% of the population was under the age of 20 in 2010.
 - **As of 2010, 53.50%** of the population in **Fairmount** was between the **ages of 20 to 44**, compared to 38.88% in 1980. In the overall Central District **57.88%** of the population was in this age group in 2010.
 - **As of 2010, 22.21% of the population in Fairmount** was between the **ages of 45 to 64**, compared to 21.79% in 1980. In the overall Central District **19.54%** of the population was in this age group in 2010.
 - **As of 2010, 9.86 %** of the population in **Fairmount** was **65 years and older**, compared to 16.06% in 1980. In the overall Central District 12.08% of the population was in this age group in 2010.
- **Francisville**
 - **In 2010, the median age** for population in the **Francisville** neighborhood was **28.5 years**, up from 26.4 years in 1980. In 2010, the Central District median age is 34.1 years.
 - **As of 2010, 16.78 %** of the population in **Francisville** was **under the age 20** compared 38.45% in 1980. *{Francisville has the second highest percentages of population under the age 20 in the Central District. Although Rittenhouse Square and South of South neighborhoods have the highest number of people under the age of 20. }* In the total Central District 10.50% of the population was under the age of 20 in 2010.
 - **As of 2010, 63.59%** of the population in **Francisville** was between the **ages of 20 to 44**, compared to 38.88% in 1980. In the overall Central District **57.88%** of the population was in this age group in 2010.
 - **As of 2010, 15.73% of the population in Francisville** was between the **ages of 45 to 64**, compared to 16.52% in 1980. In the overall Central District **19.54%** of the population was in this age group in 2010.
 - **As of 2010, just 3.89 %** of the population in **Francisville** was **65 years and older**, compared to 9.12% in 1980. In the overall Central District 12.08% of the population was in this age group in 2010.
- **Logan Square**
 - **In 2010, the median age** for population in the **Logan Square** neighborhood was **38.7 years**, down from 46.1 years in 1980. In 2010, the Central District median age is 34.1 years

- **As of 2010, just 5.38 %** of the population in **Logan Square** was **under the age 20** compared 7.18% in 1980. In the total Central District, 10.50% of the population was under the age of 20 in 2010.
- **As of 2010, 56.13%** of the population in **Logan Square** was between the **ages of 20 to 44**, compared to 35.82% in 1980. In the overall Central District **57.88%** of the population was in this age group in 2010.
- **As of 2010, 16.73% of the population in Logan Square** was between the **ages of 45 to 64**, compared to 21.56% in 1980. In the overall Central District **19.54%** of the population was in this age group in 2010.
- **As of 2010, 21.76 %** of the population in **Logan Square** was **65 years and older**, compared to 35.45% in 1980. *Logan has the highest percentage and number of people aged 65 and older.* In the overall Central District 12.08% of the population was in this age group in 2010.
- **Market East**
 - **In 2010, the median age** for population in the **Market East** neighborhood was **31.1 years**, down from 48.4 years in 1980. In 2010, the Central District median age is 34.1 years
 - **As of 2010, 7.99 %** of the population in **Market East** was **under the age 20** compared 4.56% in 1980. In the total Central District, 10.50% of the population was under the age of 20 in 2010.
 - **As of 2010, 74.24%** of the population in **Market East** was between the **ages of 20 to 44**, compared to 40.78% in 1980. *{Market East has one of the highest percentages of population in the 20 to 44 age cohort, second to Old City.}* In the overall Central District **57.88%** of the population was in this age group in 2010.
 - **As of 2010, 15.20% of the population in Market East** was between the **ages of 45 to 64**, compared to 29.72% in 1980. In the overall Central District **19.54%** of the population was in this age group in 2010.
 - **As of 2010, just 2.58% %** of the population in **Market East** was **65 years and older**, compared to 24.95% in 1980. In the overall Central District 12.08% of the population was in this age group in 2010.
- **Northern Liberties**
 - **In 2010, the median age** for population in the **Northern Liberties** neighborhood was **31.4 years**, down from 32.8 years in 1980. In 2010, the Central District median age is 34.1 years
 - **As of 2010, 10.73 %** of the population in **Northern Liberties** was **under the age 20** compared 28.65% in 1980. In the total Central District, 10.50% of the population was under the age of 20 in 2010.
 - **As of 2010, 66.85%** of the population in **Northern Liberties** was between the **ages of 20 to 44**, compared to 36.73% in 1980. In the overall Central District **57.88%** of the population was in this age group in 2010.
 - **As of 2010, 16.74% of the population Northern Liberties** was between the **ages of 45 to 64**, compared to 21.50% in 1980. In the overall Central District **19.54%** of the population was in this age group in 2010.
 - **As of 2010, 5.68% %** of the population in **Northern Liberties** was **65 years and older**, compared to 13.12% in 1980. In the overall Central District 12.08% of the population was in this age group in 2010.

■ Old City

- **In 2010, the median age** for population in the **Old City** neighborhood was **31.7 years**, down from 32.2 years in 1980. In 2010, the Central District median age is 34.1 years
- **As of 2010, just 3.77 %** of the population in **Old City** was **under the age 20** compared 5.95% in 1980. *Old City has the lowest percentage and number of people under the age of 20, of any neighborhood in the Central District.* In the total Central District, 10.50% of the population was under the age of 20 in 2010.
- **As of 2010, 74.30%** of the population in **Old City** was between the **ages of 20 to 44**, compared to 74.54% in 1980. *Old City has the highest percentage of people in the 20 to 44 age cohort, but Rittenhouse Square has the highest number of people in this age cohort.* In the overall Central District **57.88%** of the population was in this age group in 2010.
- **As of 2010, 16.53% of the population Old City** was between the **ages of 45 to 64**, compared to 4.73% in 1980. In the overall Central District **19.54%** of the population was in this age group in 2010.
- **As of 2010, just 5.41% %** of the population in **Old City** was **65 years and older**, compared to 13.12% in 1980. In the overall Central District 12.08% of the population was in this age group in 2010.

■ Poplar

- **In 2010, the median age** for population in the **Poplar** neighborhood was **33.4 years**, up from 22.6 years in 1980. In 2010, the Central District median age is 34.1 years
- **As of 2010, 26.11%** of the population in **Poplar** was **under the age 20** compared 46.45% in 1980. *Poplar has the highest percentage of population under the age of 20 of any neighborhood in the Central District. Although, Rittenhouse Square has the highest number of people under the age of 20.* In the total Central District, 10.50% of the population was under the age of 20 in 2010.
- **As of 2010, just 35.65%** of the population in **Poplar** was between the **ages of 20 to 44**, compared to 30.48% in 1980. *Poplar has the lowest percentage of population in the 20 to 44 age cohort.* In the overall Central District **57.88%** of the population was in this age group in 2010.
- **As of 2010, 23.75% of the population Poplar** was between the **ages of 45 to 64**, compared to 13.29% in 1980. In the overall Central District **19.54%** of the population was in this age group in 2010.
- **As of 2010, 14.49% %** of the population in **Poplar** was **65 years and older**, compared to 9.78% in 1980. In the overall Central District 12.08% of the population was in this age group in 2010.

■ Queen Village

- **In 2010, the median age** for population in the **Queen Village** neighborhood was **33.9 years**, up from 32.5 years in 1980. In 2010, the Central District median age is 34.1 years
- **As of 2010, 12.25 %** of the population in **Queen Village** was **under the age 20** compared 14.93% in 1980. In the total Central District, 10.50% of the population was under the age of 20 in 2010.
- **As of 2010, 57.84%** of the population in **Queen Village** was between the **ages of 20 to 44**, compared to 54.69% in 1980. In the overall Central District **57.88%** of the population was in this age group in 2010.

- **As of 2010, 22.19% of the population Queen Village** was between the **ages of 45 to 64**, compared to 17.89% in 1980. In the overall Central District **19.54%** of the population was in this age group in 2010.
- **As of 2010, 7.71% % of the population in Queen Village was 65 years and older**, compared to 12.49% in 1980. In the overall Central District 12.08% of the population was in this age group in 2010.
- **Rittenhouse Square**
 - **In 2010, the median age** for population in the **Rittenhouse Square**
 - Neighborhood was **31.5 years**, down from 36 years in 1980. In 2010, the Central District median age is 34.1 years
 - **As of 2010, 7.35 %_of the population in Rittenhouse Square was under the age 20** compared 8.24% in 1980. *Rittenhouse Square has the highest number of people under the age of 20, in the Central District. .* In the total Central District, 10.50% of the population was under the age of 20 in 2010.
 - **As of 2010, 61.80% of the population in Rittenhouse Square** was between the **ages of 20 to 44**, compared to 55.76% in 1980. *Rittenhouse Square has the highest number of people in the 20 to 44 age cohort, in the Central District. .* In the overall Central District **57.88%** of the population was in this age group in 2010.
 - **As of 2010, 18.51% of the population Rittenhouse Square** was between the **ages of 45 to 64**, compared to 18.26% in 1980. *Rittenhouse Square has the highest number of people in the 45 to 64 age cohort, in the Central District. .* In the overall Central District **19.54%** of the population was in this age group in 2010.
 - **As of 2010, 12.34% % of the population in Rittenhouse Square was 65 years and older**, compared to 17.74% in 1980. In the overall Central District 12.08% of the population was in this age group in 2010.
- **Society Hill**
 - **In 2010, the median age** for population in the **Society Hill** neighborhood was **45.3 years**, up from 35 years in 1980. *Society Hill has the highest median age of any neighborhood in the Central District. .* In 2010, the Central District median age is 34.1 years
 - **As of 2010, 8.23 %_of the population in Society Hill was under the age 20** compared 13.91% in 1980. In the total Central District, 10.50% of the population was under the age of 20 in 2010.
 - **As of 2010, 40.94% of the population in Society Hill** was between the **ages of 20 to 44**, compared to 54.25% in 1980. In the overall Central District **57.88%** of the population was in this age group in 2010.
 - **As of 2010, 29.66% of the population Society Hill** was between the **ages of 45 to 64**, compared to 22.04% in 1980. *Society Hill has the highest percentage of people in the 45 to 64 age cohort, in the Central District. .* In the overall Central District **19.54%** of the population was in this age group in 2010.
 - **As of 2010, 21.16% % of the population in Society Hill was 65 years and older**, compared to 9.80% in 1980. *Society Hill has the second highest percentage of population in this age cohort, behind Logan Square. .* In the overall Central District 12.08% of the population was in this age group in 2010.

■ South of South

- **In 2010, the median age** for population in the **South of South** neighborhood was **31.9 years**, down from 40.5 years in 1980. In 2010, the Central District median age is 34.1 years
- **As of 2010, 12.98 %** of the population in **South of South** was **under the age 20** compared 24.42% in 1980. In the total Central District, 10.50% of the population was under the age of 20 in 2010.
- **As of 2010, 59.04%** of the population in **South of South** was between the **ages of 20 to 44**, compared to 29.62% in 1980. In the overall Central District **57.88%** of the population was in this age group in 2010.
- **As of 2010, 18.82% of the population South of South** was between the **ages of 45 to 64**, compared to 25.44% in 1980. . In the overall Central District **19.54%** of the population was in this age group in 2010.
- **As of 2010, 9.17% %** of the population in **South of South** was **65 years and older**, compared to 20.52% in 1980. In the overall Central District 12.08% of the population was in this age group in 2010.

■ Spring Garden

- **In 2010, the median age** for population in the **Spring Garden** neighborhood was **40.6 years**, down from 33.3 years in 1980. In 2010, the Central District median age is 34.1 years
- **As of 2010, 9.85 %** of the population in **Spring Garden** was **under the age 20** compared 19.23 in 1980. In the total Central District, 10.50% of the population was under the age of 20 in 2010.
- **As of 2010, 54.17%** of the population in **Spring Garden** was between the **ages of 20 to 44**, compared to 45.59% in 1980. In the overall Central District **57.88%** of the population was in this age group in 2010.
- **As of 2010, 19.46% of the population Spring Garden** was between the **ages of 45 to 64**, compared to 20.06% in 1980. In the overall Central District **19.54%** of the population was in this age group in 2010.
- **As of 2010, 16.53% %** of the population in **Spring Garden** was **65 years and older**, compared to 15.12% in 1980. In the overall Central District 12.08% of the population was in this age group in 2010.

■ Washington Square

- **In 2010, the median age** for population in the **Washington Square** neighborhood was **29.7 years**, down from 30.7 years in 1980. In 2010, the Central District median age is 34.1 years
- **As of 2010, 9.51 %** of the population in **Washington Square** was **under the age 20** compared 7.41% in 1980. In the total Central District, 10.50% of the population was under the age of 20 in 2010.
- **As of 2010, 64.53%** of the population in **Washington Square** was between the **ages of 20 to 44**, compared to 67.54% in 1980. In the overall Central District **57.88%** of the population was in this age group in 2010.
- **As of 2010, 15.30% of the population Washington Square** was between the **ages of 45 to 64**, compared to 13.20% in 1980. In the overall Central District **19.54%** of the population was in this age group in 2010.

- **As of 2010, 10.65% % of the population in Washington Square was 65 years and older**, compared to 11.85% in 1980. In the overall Central District 12.08% of the population was in this age group in 2010.

EDUCATIONAL ATTAINMENT

Educational Attainment levels for the population in Central District have increased steadily over the past few decades. The Central District the highest percentage of population with four years on more of college compared to all other districts in the City.

- **According to 2005-2009 ACS estimates 13.12%** of the total population 25 and older, living in the **Central District** had just a high school diploma, compared to 35.9 % Citywide.
- **In 2000, 14.47%** of the total population 25 and older, living in the **Central District** had just a high school diploma, compared to 33.3% Citywide
- **In 1990, 15.94%** of the total population 25 years and older, living in the **Central District**, had just a high school diploma, compared to 32.9% Citywide.
- **In 1980, 68.40%** of the total population 25 years and older, living in the **Central District** had just a high school diploma, compared to 33.9% Citywide.
- **In 1980, 34.51** of the total population 25 years and older, living in the **Central District** had **4 years or more of college**, compared to 11.1% Citywide.
- **In 1990, 46.14%** of the total population 25 years and older living in the **Central District** had **4 years or more of college**, compared to 15.2% Citywide.
- **In 2000, 54.90%** of the total population 25 years and older, living in the **Central District** had 4 years or more of college, compared to 17.8% Citywide.
- **The 2005-2009 ACS estimates** showed an increase in educational attainment levels for college graduates in the **Central District**, with **63.86.% of the total population 25 years and older having Bachelor 's Degree or Higher(4 years or more of college)**, compared to 22% Citywide.

The number of people with 4 years or more of college (Bachelor Degree or Higher) increased in every neighborhood in the Central District.

- **In Bella Vista, 53.69%** of the population 25 and older had **4 years or more of college** (based on 20052009 ACS Data), up from 11.18% in 1980.
- **In Callowhill/Chinatown North, 41.41%** of the population 25 and older had **4 years or more of college** (based on 20052009 ACS Data), up from 10.95% in 1980.
- **In Chinatown, 33.94%** of the population 25 and older had **4 years or more of college** (based on 20052009 ACS Data), up from 19.67% in 1980.
- **In Fairmount 55.64%** of the population 25 and older had **4 years or more of college** (based on 20052009 ACS Data), up from 24.35% in 1980.
- **In Francisville 39.40%** of the population 25 and older had **4 years or more of college** (based on 20052009 ACS Data), up from 9.43% in 1980.
- **In Logan Square 68.04%** of the population 25 and older had **4 years or more of college** (based on 20052009 ACS Data), up from 38.43% in 1980.
- **In Market East 28.39 % (308 people)** of the population 25 and older had **4 years or more of college** (based on 20052009 ACS Data), compared to 29.66 %(**113 people**) in 1980.

- In **Northern Liberties 59.94%** of the population 25 and older had **4 years or more of college** (based on 2005-2009 ACS Data), up from 10.46% in 1980.
- In **Old City 70.27%** of the population 25 and older had **4 years or more of college** (based on 2005-2009 ACS Data), up from 63.05% in 1980.
- In **Poplar 11.09%** of the population 25 and older had **4 years or more of college** (based on 2005-2009 ACS Data), up from 5.59% in 1980.
- In **Queen Village 68.74%** of the population 25 and older had **4 years or more of college** (based on 2005-2009 ACS Data), up from 41.38% in 1980.
- In **Rittenhouse Square 81.22%** of the population 25 and older had **4 years or more of college** (based on 2005-2009 ACS Data), up from 52.03% in 1980. **Rittenhouse Square has the highest educational attainment levels of any neighborhood in the Central District.**
- In **Society Hill 78.06%** of the population 25 and older had **4 years or more of college** (based on 2005-2009 ACS Data), up from 63.84% in 1980.
- In **South of South 47.75%** of the population 25 and older had **4 years or more of college** (based on 2005-2009 ACS Data), up from 4.49% in 1980.
- In **Spring Garden 77.07%** of the population 25 and older had **4 years or more of college** (based on 2005-2009 ACS Data), up from 39.01% in 1980.
- In **Washington Square 74.17%** of the population 25 and older had **4 years or more of college** (based on 2005-2009 ACS Data), up from 60.89% in 1980.

UNEMPLOYMENT

Unemployment rates in the Central District have steadily declined over the past few decades, and remain significantly below the citywide rates. Based on the 2005-2009 ACS Data, the unemployment rate for the Central District was 6.25 %, compared to the Citywide unemployment rate of 12.1%. In 2000, Central District had an unemployment rate 7.19 %, compared to the Citywide unemployment rate of 10.9%.

- In 1990, the Central District had an unemployment rate of 7.43%, compared to the Citywide unemployment rate of 9.7%.
- In 1980, Lower Northeast had an unemployment rate of 7.97%, compared to the Citywide unemployment rate of 11.4%.

When viewing unemployment rates by neighborhood you can see in more detail where the rates vary.

- In **Bella Vista, the 2005-2009 unemployment rate was 7.89%**; compared to 6.22% in 2000; 10.06% in 1990; and 11.49% in 1980.
- In **Callowhill\Chinatown North, the 2005-2009 unemployment rate was 17.64%**; compared to 23.07% in 2000.; 3.3% in 1990 ; and 23.94% in 1980
- In **Chinatown, the 2005-2009 unemployment rate was 3.98%**; compared to 24.67% in 2000; 20.99% in 1990; and 11.25% in 1980.
- In **Fairmount, the 2005-2009 unemployment rate was 8.63%**; compared to 7.48% in 2000; 6.77% in 1990; and 6.35% in 1980.
- In **Francisville, the 2005-2009 unemployment rates were 15.61%**; compared to 16% in 2000; 13.33% in 1990; and 19.21% in 1980.

- In **Logan Square**, the **2005-2009 unemployment rate was 5.25%**; compared to 10% in 2000; 4.59% in 1990; and 4.50% in 1980.
- In **Market East**, the **2005-2009 unemployment rate was 10.47%**; compared to 28.07% in 2000; 6.58% in 1990; and 12.23% in 1980.
- In **Northern Liberties**, the **2005-2009 unemployment rate was 6.01%**; compared to 4.20% in 2000; 8.26% in 1990; and 9.76% in 1980.
- In **Old City**, the **2005-2009 unemployment rate was 0.98%**; compared to 0.94%% in 2000; 6.56% in 1990; and 10.08% in 1980.
- In **Poplar**, the **2005-2009 unemployment rate was 29.40%**; compared to 17.48%% in 2000; 34.31% in 1990; and 24.07% in 1980.
- In **Queen Village**, the **2005-2009 unemployment rate was 1.57%**; compared to 3.16%% in 2000; 3.80% in 1990; and 8.66% in 1980.
- In **Rittenhouse Square** the **2005-2009 unemployment rate was 4.07%**; compared to 3.42%% in 2000; 3.86% in 1990; and 4.98% in 1980.
- In **Society Hill**, the **2005-2009 unemployment rate was 4.05%**; compared to 3.28%% in 2000; 1.80% in 1990; and 4.14% in 1980.
- In **South of South**, the **2005-2009 unemployment rate was 4.72%**; compared to 10.97%% in 2000; 20.23% in 1990; and 19.29% in 1980.
- In **Spring Garden**, the **2005-2009 unemployment rate was 5.88%**; compared to 7.21%% in 2000; 4.17% in 1990; and 6.71% in 1980.
- In **Washington Square**, the **2005-2009 unemployment rate was 7.77%**; compared to 7.85%% in 2000; 5.22% in 1990; and 5.04% in 1980.

POVERTY AND INCOME

Over the past thirty years the poverty rates in the Central District have steadily declined, as median household incomes have steadily increased.

- In **1980**, the Central District poverty rate was **24.95%**, compared to the Citywide poverty rate of 20.6%. The Central District median household income was **\$11,409**, compared to \$30,289 Citywide.
- In **1990**, the Central District poverty rate was **22.89%**, compared to the Citywide poverty rate of 19.7%. The Central District median household income was **\$25,982**, compared to \$32,968 Citywide.
- In **2000**, the Central District poverty rate was **19.98%** compared to the Citywide poverty rate of 22.15%. The Central District median household income was **\$35,625**, compared to \$30,746 Citywide.
- **As of 2009**, the poverty rate in the Central District was **15.98%**, compared to 24.16% Citywide. The Central District median household income was **\$56,503**, compared to \$36,669 Citywide.

When reviewing poverty and income data by neighborhood, you can see that based on 2005-2009 ACS Estimate Data, Francisville had the highest poverty rate (44.58%), and Society Hill had the lowest poverty rate (5.05%). Median household incomes in the Central District range from a low of \$16,359 in Poplar, to a high of \$99,946 in Society Hill. Between 2000 and 2010, median household incomes increased in every neighborhood in the Central District, except Poplar. During this time, poverty rates decreased in every neighborhood in the Central District except, Francisville, Old City and Washington Square.

Neighborhood	Median Household Income <u>2000</u>	Median Household Income <u>2005-09</u>	Poverty Rate <u>2000</u>	Poverty Rate <u>2005-09</u>
Bella Vista	\$37,242	\$64,293	13.19%	8.84%
Callowhill/Chinatown	\$19,669	\$43,651	42.29%	37.78%
Chinatown	\$8,349	\$42,083	56.42%	10.53%
Fairmount	\$38,818	\$61,373	15.81%	12.81%
Francisville	\$29,352	\$44,348	37.56%	44.58%
Logan Square	\$36,614	\$46,469	18.66%	13.67%
Market East	\$9,620	\$41,597	63.60%	31.36%
Northern Liberties	\$37,634	\$71,813	17.78%	15.63%
Old City	\$48,886	\$73,272	9.26%	12.52%
Poplar	\$16,699	\$16,359	45.54%	34.75%
Queen Village	\$49,744	\$70,271	12.56%	6.97%
Rittenhouse Square	\$42,000	\$61,590	13.65%	11.61%
Society Hill	\$79,826	\$99,946	6.31%	5.05%
South of South	\$24,508	\$49,460	27.71%	19.28%
Spring Garden	\$41,536	\$69,005	19.06%	9.20%
Washington Square	\$36,564	\$44,216	24.45%	27.21%
Citywide	\$30,746	\$36,669	22.15%	24.16%

VEHICLES

In 2000, 48.64% of all households in the Central District did not have a car (*meaning 51.36 households did have a car*), compared with 35.74% Citywide. **In 2009 the number of households without a car decreased slightly. Based on 2005-2009 ACS Data, 43.63% of all households in Central District did not have a car (*meaning 56.37% households did have a car*), compared with 32.9% Citywide.**

When examining vehicle data by neighborhood between 2000 and 2005-2009, we see the percentage of households without a car declined (*meaning car ownership increased*) in every neighborhood except, Old City, Rittenhouse Square and Society Hill.

- In **Bella Vista the percentage of households without a car decreased** from 45.1 % in 2000, to **31.2% in 2005-2009.**
- In **Callowhill/Chinatown North the percentage of households without a car decreased** from 60.03 % in 2000, to **50.92% in 2005-2009.**
- In **Chinatown the percentage of households without a car decreased** from 72.43% % in 2000, to **62.80%% in 2005-2009.**
- In **Fairmount the percentage of households without a car decreased** from 33.13% % in 2000, to **20.91% in 2005-2009.**

- **In Francisville the percentage of households without a car decreased** from 62.22% % in 2000, to 36.98% in 2005-2009.
- **In Logan Square the percentage of households without a car decreased** from 56.39% % in 2000, to **52.10% in 2005-2009.**
- **In Market East the percentage of households without a car decreased** from 88.04% % in 2000, to 75% in 2005-2009.
- **In Northern Liberties the percentage of households without a car decreased** from 33.11% % in 2000, to **18.71% in 2005-2009**
- **In Old City the percentage of households without a car increased** from 26.43% in 2000, to 39.60% in 2005-2009.
- **In Poplar the percentage of households without a car decreased** from 64.74% % in 2000, to **56.80% in 2005-2009.**
- **In Queen Village the percentage of households without a car decreased** from 30.53%% % in 2000, to **28.74% in 2005-2009.**
- **In Rittenhouse Square the percentage of households without a car increased** from 52.12% % in 2000, to 56.52% in 2005-2009.
- **In Society Hill the percentage of households without a car increased** from 25.27% in 2000, to **28.04% in 2005-2009.**
- **In South of South the percentage of households without a car decreased** from 58.23 % in 2000, to 42.42%% in 2005-2009.
- **In Spring Garden the percentage of households without a car decreased** from 33.54 % in 2000, to **23.17%% in 2005-2009.**
- **In Washington Square the percentage of households without a car decreased** from 64.49 % in 2000, to **59.77%% in 2005-2009.**

Philadelphia2035: Central District Plan

Existing Conditions, Issues, and Opportunities—May 2012

ECONOMY

CONTEXT

Philadelphia2035 describes the “Metropolitan Center” as the dense, mixed-use area that serves as the focal point of Greater Philadelphia’s economic, educational, and cultural activity. In recognition of changing economic perceptions and opportunities, *Philadelphia2035* updates the boundary of the Metropolitan Center to include an expanded Center City as well as University City west to 40th Street.

Updating the competitive advantage of the Metropolitan Center, and the city itself, is arguably the most significant big-picture challenge to be addressed in the District plan. The plan should support the position that a robust, urban downtown makes Greater Philadelphia stronger in the Northeast US, national, and global economies. Long-term regional job decentralization, and the lingering and transforming effects of the Great Recession, must be recognized. Yet targeted improvements must also be identified to support the current, and evolving, region-serving economic functions of the Central District.

Any improvements recommended to bolster the economy of the Central District require sensitivity to the District’s smaller and interrelated submarkets and neighborhoods. Each submarket and neighborhood has unique assets and issues, capacity to serve local needs, and potential to complement the overall vitality of the Central District and Metropolitan Center. Areas highly susceptible to economic change will need special attention in the District plan to balance regional, citywide, and local interests.

JOB FORECAST - PHILADELPHIA2035 AND DISTRICT

The Central District is estimated to currently host approximately 275,000 total jobs, roughly 41 percent of the overall 675,000 jobs located in Philadelphia and about nine percent of the nearly three million jobs in the 12-county Greater Philadelphia metropolitan area (2010 estimate, PCPC, U.S. BEA base).

Philadelphia2035 forecasts that Philadelphia can increase citywide employment by 40,000 over the next 25 years. The working forecast by PCPC staff currently shows 16,000 of these net, new jobs locating within the Central District and maintaining about a 41 percent citywide share (PCPC, DVRPC).

Issue/Opportunity

- A working forecast of only 16,000 net new jobs in the Central District may be considered to include about 4,000 additional jobs attributable to casino development. That leaves a modest 12,000 remaining jobs distributed across all other sectors. Clearly, there are sites and existing infrastructure in the Central District to accommodate a far greater increase in jobs. Yet the overall market seems unlikely to support substantially higher levels of Central District growth while also being courted by the city to redevelop the Navy Yard, Sports Complex, University City, City Avenue, and other centers.

EMPLOYMENT BASE

Very significant shifts are reported to have taken place in the Central District economic base between 2002 and 2009. Overall, the District lost two percent of its jobs. Rapid job growth attributed to the “Eds and Meds” sector group - Educational Services, Health Care, and Social Assistance – all but overtook generally declining sectors comprising Private Office-Based Services. Many Eds and Meds establishments have functions that occupy office space. (Census. OnTheMap Application)

Among smaller sectors represented in the Central District economy, most were reported to have lost jobs between 2002 and 2009, the end of one recession and the beginning of another. Public Administration lost 27 percent. Retail Trade and Other Services lost a combined 21 percent. The Industrial and Industrially-Related sector group lost only one percent due to large job increases, likely office-based, reported in Transportation and Warehousing. Culture, Recreation, and Hospitality posted a small three percent gain due entirely to increased employment in Arts, Entertainment, and Recreation.

Central District Job Distribution and Change by Sector Groups, 2002 to 2009

Sector Groups (NAICS base)	2002		2009		Change 2002-2009	
	Jobs	% Share	Jobs	% Share	Jobs	%
Eds and Meds Education, Health Care, Social Assistance	48,381	19%	83,231	33%	34,850	72%
Culture, Recreation, Hospitality Arts, Entertmt., Rec., Accom., Food Services	23,304	9%	24,007	9%	703	3%
Industrial, Industrially-Related Agri., Mining, Utilities, Construction, Manuf., Wholesale, Transportation, Warehousing	22,857	9%	22,716	9%	-141	-1%
Retail Trade, Other Services Retail, Other Services (excl. Public Admin.)	21,504	8%	17,033	7%	-4,471	-21%
Private, Office-Based Services Information, Finance, Insurance, Real Estate, Leasing, Professional, Scientific, Technical, Management, Administration & Support	109,964	43%	83,319	33%	-26,645	-24%
Public Administration	32,008	12%	23,412	9%	-8,596	-27%
Total	258,018	100.0	253,718	100.0	-4,300	-2%

Source: U.S. Census Bureau. OnTheMap Application. Does not include self-employed workers.

A useful distinction can be drawn between the highest density and most mixed-use “Inner Tracts” and lower density, generally more residential “Outer Tracts” of the Central District. While the sector distribution of jobs from 2009 is similar between the Inner and Outer Tracts, the Inner Tracts in total have an extraordinary employment density of 164 jobs per acre and host more than 85 percent of all Central District jobs. Four Inner Tracts exceed 250 jobs per acre. The total job density of Outer Tracts, at 16 jobs per acre, is still twice the citywide average of 8 jobs per acre, but only Outer Tracts 125 and 133 exceed 35 workers per acre. (Note: *OnTheMap* data below does not include self-employed workers and certain public-sector workers)

Central District Job Distribution By Sector, By Inner and Outer Tracts, 2009

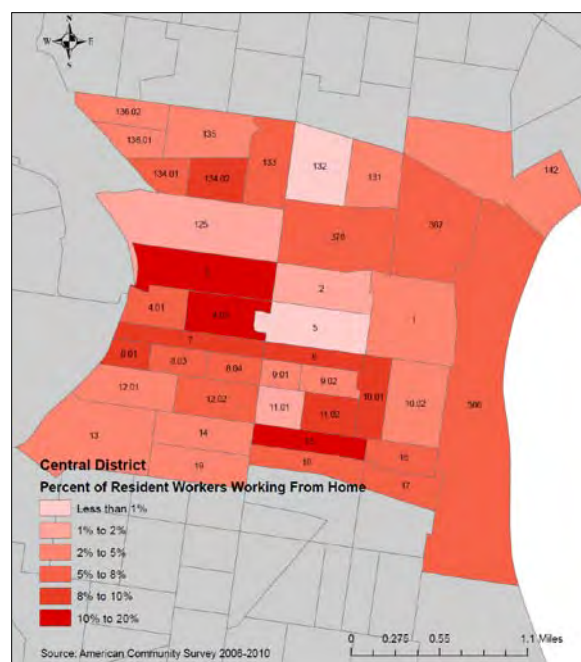
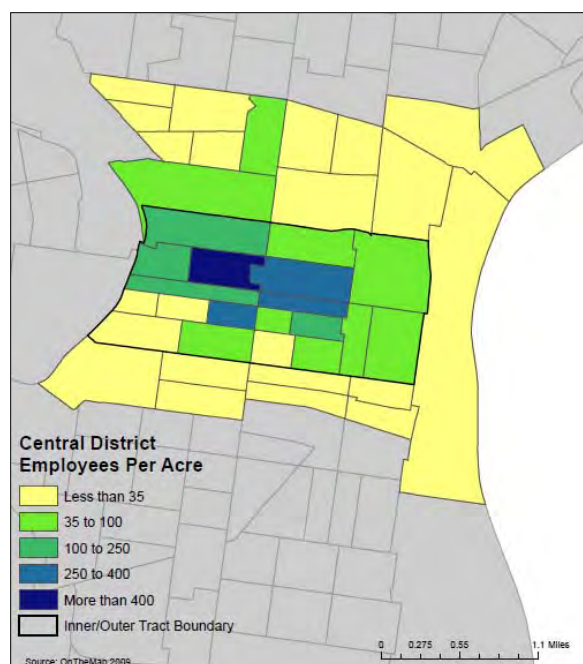
Sector (NAICS)	Inner Tracts		Outer Tracts		Central	
	Jobs	%	Jobs	%	Total	%
Ag., Mining, Etc.	1	0.0	1	0.0	2	0.0
Utilities	2,307	1.1	117	0.3	2,424	1.0
Construction	3,374	1.5	590	1.7	3,964	1.6
Manufacturing	1,593	0.7	1,331	3.7	2,924	1.2
Wholesale Trade	2,344	1.1	675	1.9	3,019	1.2
Retail Trade	5,661	2.6	1,386	3.9	7,047	2.8
Transportation, Warehousing	9,385	4.3	998	2.8	10,383	4.1
Information	8,513	3.9	1,064	3.0	9,577	3.8
Finance and Insurance	20,570	9.4	2,138	6.0	22,708	9.0
Real Estate, Rental, Leasing	4,047	1.9	638	1.8	4,685	1.8
Professional, Scientific, Technical	26,189	12.0	2,545	7.1	28,734	11.3
Management of Companies	7,222	3.3	711	2.0	7,933	3.1
Administration & Support	8,126	3.7	1,556	4.4	9,682	3.8
Educational Services	29,566	13.6	5,496	15.4	35,062	13.8
Health Care and Social Assistance	41,200	18.9	6,969	19.6	48,169	19.0
Arts, Entertainment, Recreation	4,503	2.1	776	2.2	5,279	2.1
Accommodation, Food Services	15,827	7.3	2,901	8.1	18,728	7.4
Other Services	8,482	3.9	1,504	4.2	9,986	3.9
Public Administration	19,161	8.8	4,251	11.9	23,412	9.2
Total	218,071	100.0	35,647	100.0	253,718	100.0
<i>Jobs Per Acre (gross)</i>	<i>164.1</i>		<i>16.4</i>		<i>72.6</i>	

Inner Tracts - Tracts 1 through 12.02, between Front St., Schuylkill River, Vine St., South Street. 1,329 land acres

Outer Tracts - Tracts along the Delaware Waterfront, north of Vine, and south of South. 2,176 land acres. excl. Tract 9800

Source: U.S. Census Bureau. *OnTheMap* Application. Does not include self-employed workers.

Self-employed persons and persons working at home are an increasingly important part of the economy. These workers are not captured in the *OnTheMap* data above. Recent 2006-2010 five-year sample data from the American Community Survey (ACS) of the Census Bureau indicate that there are approximately 3,800 home-based workers in the Central District, roughly six percent of all estimated resident workers. The percentage of home-based workers is reported to be especially high in Census Tracts 3 (457 out of 2,297, 20%) and 15 (351 out of 1,817, 19%).



MAJOR EMPLOYERS

The Central District is home to the headquarters or branch operations of a significant number of major private and public employers. Below is a preliminary listing:

Major Employers, Central District, 2011

Employer

City of Philadelphia
 Federal Government
 Philadelphia School District
 Commonwealth of Pennsylvania
 SEPTA
 Thomas Jefferson University and Hospital
 Pennsylvania Hospital/Penn Health System
 Hahnemann Hospital/Drexel Medical School
 Aramark
 Comcast Corporation
 Wells Fargo and Company
 Independence Blue Cross
 PNC Financial Services Group
 PECO
 Deloitte
 Community College of Philadelphia
 ACE Group

Accenture
The Dow Chemical Company
PwC
Towers Watson
Day and Zimmermann
SugarHouse Casino
Janney Montgomery Scott
KPMG
University of the Arts
Ernst and Young
Sovereign Bank
Arkema Inc.
Marshall Dennehey Warner Coleman and Goggin

Source: Book of Lists, 2012. Philadelphia Business Journal, and PCPC

JOURNEY TO WORK

Data on workers' places of residence and places of work shows that the Central District continues to be a major employment resource for the City, Greater Philadelphia, and beyond. About 133,000 Central District jobs, about 52 percent of the District total, are held by workers residing in Philadelphia County. The other five counties with the largest numbers of commuters to the Central District are Montgomery, PA (24,000), Delaware, PA (23,000), Camden, NJ (14,000), Bucks, PA (11,000), and Chester, PA (8,000). Commuters to the Central District from Central Pennsylvania and the Lehigh Valley (7,000) appear to greatly outnumber the number of reported commuters from New York City's boroughs (600) (OnTheMap, 2009)

The Central District also provides a dense pool of potential workers for the city and region, with approximately 47,000 District residents with jobs in 2009 (23,000 residing in Inner Tracts, 24,000 residing in Outer Tracts). The Central District's options for transportation throughout and beyond Greater Philadelphia give resident workers convenient and efficient access to employment opportunities. Only one-quarter of employed District residents travel ten or more miles to work, and 70 percent of District residents work within Philadelphia County. The five other counties attracting the largest number of Central District "reverse commuters" are Montgomery, PA (4,000) Delaware, PA (1,850), Camden, NJ (1,400), Chester, PA (1,100), and Bucks, PA (1,000). Commuters to Central Pennsylvania and the Lehigh Valley (1,000+ workers) far outnumber reported commuters from the Central District to the boroughs of New York City (<300 workers). (OnTheMap, 2009)

COMMERCIAL – BUSINESS/PROFESSIONAL

Economic activities devoted to business and professional services are generally carried out in office space within dedicated office buildings or the office floors of mixed-use buildings.

The development, construction, leasing, maintenance, and servicing of office space remains a principal driver of the Central District's employment density and overall city economy. Philadelphia very much needs the tax revenues provided by office-based establishments and workers as well as the consumer and cultural spending generated by a large day-time population of well-paid resident and commuting workers.

Currently, larger buildings in office submarkets in Center City account for 41 million square feet of leasable office space. This is less than 30 percent of the overall leasable office space in the 12-county region (PCPC, CBRE). Center City's share of regional office space was close to 40 percent as recently as the early 1990s (CCD.Colliers. 2007). The actual amount of leasable space has remained relatively flat for more than a decade, as new additions to the commercial office inventory have been countered by the conversions of former class B and class C office buildings to residential, hotel, and institutional uses.

Many downtowns have lost office market share to other commercial nodes within and outside of city boundaries: What is striking is that Center City's market share is more like that of automobile-centered Atlanta and Houston (<25 percent regional share) than walkable and transit-accessible Boston, New York, and Chicago (>35 percent share). (CCD/CPDC reports 2008-2010. Data from Colliers and Grubb & Ellis)

Prominent additions to the Center City office inventory, and tenant attraction/retention efforts, have helped maintain Center City's share of actual regional leasing activity above 30 percent. Yet many recent additions and attraction/retention initiatives have entailed significant public subsidies. Sources of future demand for office space are generally uncertain.

Including leasable, private owner-occupied, and public owner-occupied buildings, the Central District has about 48 million square feet of office space. Including the Public Administration sector's 23,000 jobs (OnTheMap, 2009), and assuming an average 85 percent occupancy rate (PCPC), the Central District has over 120,000 office-based jobs utilizing over 300 sq. ft. of floor area per worker.

Issues/Opportunities

- What is the overall prospect for downtown, private-sector office space, and how can Philadelphia's Central District improve its performance in capturing available demand?
- How does expansion of residential, health care, and convention/visitor activity help or hurt the business case for the Center City office submarkets?
- What additional steps can be taken to reduce the costs of office development/occupancy while increasing effective market rents?

COMMERCIAL – CONSUMER

Economic activities geared toward direct provision of consumer goods and services include retail stores and restaurants, personal services, and certain professional and business services.

The Central District's retail, dining, and personal service sector has benefitted from a growing downtown population and arts/culture scene, but it has also suffered from increasing citywide poverty and unemployment and related issues (homelessness, crime), retail industry consolidation, big box competition, evolving technologies, and E-commerce. The Philadelphia City Planning Commission *PhilaShops* inventory of consumer-oriented centers, corridors, and districts currently lists the following areas relevant to the Central District (with PhilaShops ID #):

- Market West (1) (including Chestnut Walnut)
- Parkway-Logan Circle (2)
- Market East (3) (including Chestnut/Walnut)
- Rodin Place and vicinity (4)
- Chinatown (5)
- Old City (6) (including the Bourse, Chestnut/Walnut)
- 5th and Delancey (7)
- South Street/Front-8th (10)
- South Street/8th-12th (11)
- Central Waterfront North (14) (including casino area)
- Central Waterfront (16)
- South 4th Street and vicinity (20)
- 9th Street-Italian Market (21)
- Broad and Washington (51)
- Washington Avenue West (52)
- Broad and South (53)
- South Street/Grad Hospital (54)
- South and Grays Ferry (55)
- 30th and Grays Ferry (56)
- 24th and Fairmount (141)
- Fairmount and Corinthian (142)
- 20th and Green (143)
- 18th and Fairmount (145)
- Broad and Ridge (147)
- 15th and Spring Garden (148)
- 5th and Spring Garden (150)
- 2nd and Fairmount (151)
- 2nd and Girard (152)

Issues/Opportunities

- Which neighborhoods do not meet standards for basic, convenience goods and services (e.g., groceries, pharmacy, consumer financial, laundry, etc.)?
- How much discretionary, comparison good shopping and services can Center City support, and where (e.g., clothes, accessories, furnishings, equipment, fine dining, etc.)?
- What are the evolving needs, and off-site impacts, of specialty areas?

CIVIC/INSTITUTION

Health care facilities, schools, libraries, courts/corrections, public safety facilities, places of worship, and fraternal/social organizations help anchor the Central District economy and contribute to the District's

identity as part of the Metropolitan Center. This category includes day care facilities for young children and the elderly. A number of civic institutions have been expanding or have plans to expand.

<i>Health Care</i>	Thomas Jefferson University Hospital/School of Medicine/Wills Eye Hahnemann Hospital/Drexel School of Medicine Pennsylvania Hospital/Penn Medicine Penn Institute for Rehabilitation Medicine/GSPP (former Graduate Hospital) Temple University School of Podiatric Medicine
<i>Education (non-medical)</i>	Community College of Philadelphia University of the Arts Art Institute of Philadelphia Pierce College Curtis Institute of Music Moore College of Art and Design Pennsylvania Academy of Fine Arts Satellite facilities for Temple, Villanova, Strayer, etc. Various public, charter, private, and parochial schools, PreK-12
<i>Libraries</i>	Free Library, Central and various branches Pennsylvania Historical Society The Library Company
<i>Courts</i>	Criminal Justice Center-City City Hall-City and Commonwealth Family Court Federal Court House Federal Detention Center (Group Quarters)
<i>Public Safety</i>	Philadelphia Police Department headquarters Philadelphia Fire Department Headquarters U.S. Coast Guard Various police and fire stations
<i>Places of Worship</i>	Various, many of which are central facilities serving regional needs
<i>Fraternal/ Social</i>	Masonic Temple Union League Boy Scouts of America other

Issues/Opportunities

- Civic institutions often have resources and programmatic interests that lead to expansion or relocations, and often result in conflicts with neighboring uses.
- Some institutions, particularly places of worship, have shrinking resources and need to consolidate or close facilities, leading to reuse opportunities and challenges.

- Civic institutions are exempt from property taxes, and further expansion reduces potential tax generation from real estate value.

CULTURE/RECREATION

The Central District has a large concentration of culture and recreation activities that especially help differentiate Philadelphia's downtown from other locations in the region. These uses include historical sites, museums, enclosed entertainment venues like theaters and concert halls, and outdoor spaces that host special events. Culture and recreation facilities and corridors, by themselves, tend to employ relatively few people. But these facilities provide important amenities for residents and workers. And by attracting regional residents and non-regional visitors who spend money on restaurants, travel and parking, stores, and hotels, Central District culture and recreation facilities generate a significant share of the demand upon which other sectors of the economy depend. The Center City District (CCD) reports that the number of arts and cultural groups in Center City exceeds that of "downtowns" in most peer cities.

Central District Attendance at Major Visitor Attractions, 2010

Attraction	Attendance, 2010
Independence Visitor Center	2,440,295
Liberty Bell Center	2,271,938
Franklin Institute	958,330
National Constitution Center	804,551
Franklin Square	723,610
Independence Hall	694,552
Philadelphia Museum of Art	680,544
Congress Hall	219,678
Franklin Court	186,422
Christ Church	162,233
Academy of Natural Sciences	155,632

Source: Philadelphia Area Hospitality Snapshot, PKF Consulting; GPTMC, 2011

Philadelphia Zoo (not in Central District) 1,225,604 attendees

A sampling of additional attendance estimates illustrates the wide range of arts and culture institutions in the Central District. (CCD data)

Kimmel Center	1,214,872
Walnut Street Theater	363,166
Pennsylvania Academy of Fine Arts	125,000
Mutter Museum	114,509
Arden Theater	100,000

Other live music and theater venues include the Merriam, Forrest, Wilma, Roberts, Painted Bride, TLA, and Troc. The Ritz organization operates several multiple-screen movie establishments in Old City. Indoor recreation facilities include Dave and Buster's, bowling lanes, and nightclubs. The Benjamin Frank-

lin Parkway, City Hall, and Central Delaware Waterfront serve as venues for special cultural events of regional significance.

A very notable and recent addition to Philadelphia's recreation inventory is the Sugarhouse Casino. Casino employment was estimated at 1,000 jobs in 2011. PCPC estimates that on-site employment could rise to 5,000 jobs if the November 2011 Plan of Development is realized over the next 25 years.

Issues/Opportunities

- Many establishments, nonprofit and for-profit, are in financial difficulty resulting from the lingering recession and changing consumer tastes.
- Nonprofit cultural and arts institutions are exempt from property taxes, and further expansion reduces potential tax generation from real estate value.
- The economic "substitution effect", in which consumers choose one set of goods or services as a substitute for another set, is important to understanding overall market demand for cultural and recreation resources in the Central District. When overall local discretionary spending potential is not increasing, one facility's or cultural district's gain can become another facility's or district's loss unless additional spending is "imported" through the attraction of patrons from outside the local area.

COMMERCIAL SERVICES/HOSPITALITY

The Central District boasts the recently expanded Pennsylvania Convention Center (PCC) and 9,400 hotel rooms (not including University City). Two additional hotel projects that are under construction, and one recently announced, will bring the Central District hotel inventory over 10,000 rooms. Several larger hotels in the Central District have significant facilities to host smaller trade shows, conventions, and exhibits.

The PCC is a huge bet on the power of the commercial services sector to generate economic benefit for the larger economy. This benefit is only realized, however, if the PCC attracts large amounts of out-of-region spending, directly or indirectly generates jobs and income for local businesses and residents, *and* generates more benefit than cost for other sectors and adjoining neighborhoods. (Benefit: city image, spin-off business, property values, amenity, high quality development. Cost: congestion and inconvenience, proliferation of parking facilities, large PCC structure inactive and dark on most days.)

Central District hotels require demand from multiple market segments in order to survive. While convention and trade-show customers have accounted for a fairly consistent 40 percent of the downtown lodging market in Philadelphia, commercial/business visitors and leisure travelers remain very important parts of the market mix. (PKF, Smith Consulting, in PIDC 2007)

Issues/Opportunities

- Increased travel costs, economic recession, and electronic conferencing/distance learning may limit the ability of Central District meeting and hotel facilities to capture spending from customers outside the region. Hospitality spending by out-of-region customers is most valuable because it brings

outside money into the region, the same as if the region exported manufactured goods or professional services to communities outside the region.

- Existing lodging and meeting facilities, having experienced lower occupancy levels and reduced rates, object to new facilities that may dilute rather than expand the market.

INDUSTRIAL

The Central District was a principal manufacturing and distribution center as recently as 60 years ago. Today, industrial activities have disappeared within the Inner Tracts of the District, and production, distribution, and maintenance enterprises are increasingly rare in Outer Tracts as well. *Philadelphia2035* and the *Industrial Land and Market Strategy* (2010) recommend that industrial retention and attraction efforts largely focus on industrial areas outside the Central District; however, existing industrial enterprises in the District, especially those that service other sectors of the Central District economy, are to be accommodated. This includes Callowhill, Northern Liberties, and Washington Avenue. A special study of the Callowhill/Chinatown North area will be conducted concurrent with the Central District plan.

Energy production/distribution and telecommunications are two sectors with relatively immobile industrial facilities. Changes in technology and energy costs/preferences could alter demand for all or parts of these facilities, making them available for alternative uses:

- Schuylkill Station (Veolia/Trigen, PECO/Exelon)
- Delaware Station (PECO/Exelon)
- Edison Station (Veolia/Trigen)
- 9th and Race (Verizon)
- 17th and Arch (Verizon)
- 26th and South (AT&T)
- 9th and Willow (long-term vacant. former steam plant)

TRANSPORTATION

The main transportation employer and operator in the District is SEPTA. SEPTA owns its headquarters building at 1234 Market Street, and employment at that location is office-based. Collectively, a significant number of SEPTA employees manage operations at and through Suburban Station, Market East Station, and Central District stations on the Broad Street Line and Market-Frankford Line.

As an industry, parking garages and lots employ relatively few people yet have a disproportionate impact on the physical character of the Central District. As an activity sometimes viewed as a necessary evil, parking in public garages and lots is taxed by the city at relatively high rates.

Issue/Opportunity

- Competitive transportation services to, from, and within the Central District are essential if the Metropolitan Center is to fulfill its economic potential. Services frequently used by tourists and regional visitors must be comparable in convenience, cost, attractiveness, and safety with services found in popular US and international destinations. Services used by commuters must demonstrate overall

advantages compared to the exclusive option of driving to competing, especially suburban, work locations.

- The continued, creative management of truck and delivery vehicle traffic can also enhance the business environment by reducing congestion during peak times.

TAX BASE

Philadelphia must continue its efforts to stabilize and increase its tax base in order to fund City services and schools. This means increasing the value of taxable real property, the number of people working in the city, and wages and income. The overall base must grow even as overall tax rates are systematically lowered.

Issues/Opportunities

- Future development in the District should be informed by the need to increase the amount of occupied, taxable properties. However, with limited market demand and many parcels available and appropriately zoned for development, an enhanced tax base should not be a credible argument for any project to greatly exceed the density/FAR available on a particular site, especially if it diminishes adjacent sites or leads to speculative pressure to disinvest in otherwise sound and attractive properties.
- The serious economic downturn has slashed market values for commercial properties from the levels of five years ago. Many property owners have filed and won appeals to reduce property tax assessments. Lower market values and foreclosures have created purchase opportunities for new owners who, like the City, hope that Central District real estate will again appreciate over time.
- As long as Philadelphia's overall tax burden and construction costs remain excessive compared to competing locations, the City will need the ten-year tax abatement programs in its toolbox of incentives.

ADDENDUM

The Central District slipped from 11 percent of Greater Philadelphia jobs in 1990 to nine percent in 2000, and remained at roughly nine percent through the past decade. Overall District employment declined by approximately 30,000 jobs.

Employment Trends. Region, City, and Central District (jobs in millions)

	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>%Chg '90-'10</u>
12 County Greater Philadelphia Region	2.84	3.10	3.01	+6.0
City of Philadelphia	0.79	0.74	0.68	-13.9
Central District	0.31	0.29	0.28	-9.7
<i>Central District share of Regional Jobs</i>	<i>10.9%</i>	<i>9.2%</i>	<i>9.1%</i>	<i>-1.8%</i>

PCPC. Based on BEA, Wage and Salary Employment

Philadelphia2035: Central District Plan

Existing Conditions, Issues, and Opportunities—May 2012

ENVIRONMENT

AIR QUALITY OVERVIEW

Philadelphia's Air Management Services (AMS) Lab, monitors the city's ambient air and analyzes samples for pollutants of concern under city, state, and federal air regulations. These include:

- Toxics, comprised of metals (including lead), organics collected in canisters, and carbonyls including formaldehyde. Samples are collected at five sites within the city and analyzed at AMS lab. Additionally, AMS Lab is the regional lab for carbonyl analysis.
- Particulates, in two primary size fractions, PM₁₀ and PM_{2.5}, collected at eight sites within the city.
- Speciated PM_{2.5} particulate samples collected at two sites for shipment to an EPA contracted lab for analysis.
- Gaseous pollutants, including carbon monoxide, sulfur dioxide, ozone, nitrogen dioxide, and nitrous oxide continuously monitored at four sites with minute-by-minute data transferred over phone lines to a central computer at AMS Lab.
- pH levels in precipitation collected at the AMS Lab site.
- Sulfur content of fuel-oil samples collected from sources within the city.
- Photo-reactive organics in samples collected at AMS Lab. AMS Lab is a Type II PAMS air monitoring site.

All data are reported to a national database maintained by the U.S. EPA. Ambient air quality is also reported locally to the media through the Delaware Valley Air Quality Partnership. The *2011/2012 Air Monitoring Network Plan* describes the air monitoring network in Philadelphia, includes site photos and a network map, and provides an in-depth description of the pollutants monitored at each site.

The Central District contains one of AMS' ten air-monitoring stations, located on the roof of the City's Health Administration Building at 500 South Broad Street.

These stations monitor ambient air only. In other words, they do not separate out pollutants from mobile sources (e.g., trucks and cars) which are significant contributors to the District and city's overall air-quality picture. For this reason, it is not possible in this analysis to identify to what degree different aspects of the built environment contribute to the District's poor air quality.

However, studies show that cars and trucks generally account for 77 percent of the carbon monoxide, 56 percent of the nitrogen oxide, 25 percent of directly emitted particulate matter, and 47 percent of the volatile organic compounds (VOC) in the air. Each of these pollutants is linked through research to negative health impacts including greater instance of asthma and respiratory disease, greater risk of cancer, and overall decrease in life expectancy. For this reason, reducing our transportation system's contributions to poor air quality through land-use strategies that reduce car reliance and investments in

infrastructure that make alternate modes more viable is a critical consideration for this and any physical planning effort.

AIR QUALITY AND TRANSPORTATION

As the major geographic portion of the Metropolitan Center, the Central District generates more transport trips (e.g., individuals traveling to reach their place of employment) on the average day than any other part of Greater Philadelphia. The majority of these trips are commute trips. The Center City District estimates that of a Center City workforce of 267,000, 70 percent of workers commute via public transit and eight percent on foot, leaving only 22 percent who reach Center City jobs by car or bike. Looking at the entire Central District, the workforce population is closer to 275,000 jobs (*see Economy memo*), but for the purposes of estimating mode of commute, it is fair to say that approximately 58,000 people drive to and from Center City for work each day.

While an approximately 22 percent drive-to-work mode share places Center City Philadelphia well ahead of many other large cities in terms of non-automotive mode share for commutes to a central business district, reducing vehicle miles traveled and creating adequate infrastructure to encourage alternative modes must remain a central focus of the city and region's air-quality improvement strategy.

Issues/Opportunities

Citywide and Regional Job Share

- The Central District hosts roughly 41 percent of the overall 675,000 jobs located in Philadelphia and about nine percent of the nearly 3.0 million jobs in the 12-county Greater Philadelphia metropolitan area (2010 estimate, PCPC, U.S. BEA base). Just under 40 percent of the private-sector jobs in Philadelphia exist in Center City. Changes to tax policy are a key component for attracting new and existing companies from auto-dependent locations to Center City. A frequently cited barrier to office and employment growth in Center City is a municipal tax structure which places the highest tax burden on mobile assets (e.g., people and firms) and less burden on immobile assets (e.g., real estate). Disproportionately high taxes on entities with the ability to choose other locations are known to affect decision-making as to locations for companies and individual entrepreneurs. (See the Center City District's *State of Center City 2012* for a succinct summary of this issue). The *Philadelphia2035* working forecast shows only 16,000 additional jobs locating in the Central District by 2035 (with 24,000 going elsewhere in the city), resulting in no net growth in the District's share of the citywide job base. From an environmental standpoint, policies that attract jobs to accessible employment nodes are beneficial, including the Central District, University City, Temple University, Temple Health, PHL, and to a lesser extent, the Navy Yard.

Mode share

- Bicycle commute rates continue to rise. Investments in better infrastructure that make cycling a safer and more attractive option could continue to drive these numbers up, particularly as neighborhoods surrounding Center City attract new residents. These infrastructure investments include

citywide bikeshare, buffered bike lanes, and complete trail systems on both rivers for commuters traveling longer distances.

- 44 percent of Center City residents walk to work. Improved infrastructure can also grow this percentage, including better tree cover, sidewalk bump-outs at intersections, wider sidewalks, and mixed land uses to encourage walking.
- Several ongoing projects will provide greater capacity on the SEPTA system while improving the experience, including new regional rail cars and an electronic fare system. Additional infrastructure that might be explored through the District Plan would include more rapid bus service (consolidated stops, signal changes, dedicated ROW on certain streets), investments in fixed assets including station environments and real-time information systems, and expanded routes. There are also programs in place to improve the energy efficiency of SEPTA's bus fleet, and to incentivize the use of public transit for commuting through major employers. These and similar programs can contribute to positive environmental impacts.

Land Use

- The TOD Analysis conducted for this District Plan discusses the current state of TOD in the Central District, noting that only 5 of 23 station areas can be considered fully developed based on current zoning. Directing development to these station areas is a key piece to the air-quality puzzle. Residential uses at these locations can reduce automobile reliance and offer direct transit connections to job centers served by SEPTA. Office uses at these locations make rail commutes an attractive option for residents. Hotel uses at these locations encourage use of the system by visitors. Overall, maximizing the walkability of neighborhoods within the Central District will enable its residents, workers, and visitors to choose walking for trips unrelated to work (in the United States, commutes make up less than 20 percent of all trips taken).

AIR QUALITY AND BUILDINGS

The new Zoning Code contains strong incentives for green building, namely, floor-area bonuses in higher-density areas. High costs of construction in Philadelphia make it likely that developers of major projects will continue to pursue these and other bonuses with direct or indirect air-quality benefits, including transit improvements. The District Plan can identify large development sites and public property where improvements should be prioritized.

Issues/Opportunities

- The Pennsylvania Convention Center (PCC) is a frequently cited example of an energy inefficient building due to foregone opportunities to capture energy and/or stormwater through a rooftop system on the building's significant acreage. A request for proposals was released some time ago to explore the installation of a solar array for the PCC roof. Perhaps this conversation can be reopened during the District Plan process.
- The new code is also generally permissive of green or white roofs in all zoning districts, another strategy for reducing the urban heat island effect (the phenomenon by which more-urbanized areas retain heat and maintain higher overall temperatures than surrounding developed areas). There is no zoning incentive at the individual residence level for investing in a green roof. The Mayor's Office

of Sustainability helps coordinate a Green Roof Tax Credit for commercial properties. The guidelines require a business privilege license, making it inapplicable to residential properties.

- The city is also working specifically on building efficiency in the “QuadPlex”, its major assets in Center City (City Hall, One Parkway Building, Municipal Services Building, and Criminal Justice Center).

WATER QUALITY AND TREE COVER

Water Quality

The entirety of the Central District features a combined sewer system. The majority of the District is covered by impervious surfaces, and none of the District’s census tracts achieves the citywide goal of 30 percent tree cover.

Issues/Opportunities

- The Philadelphia Water Department recently adjusted its regulations such that properties in excess of 15,000 square feet are required to mitigate their impact on stormwater runoff by devising onsite improvements to lessen the amount of impervious surface. There is interest in lowering the threshold further to properties exceeding 5,000 SF. Lowering the threshold to this level would capture any large development in the Central District.
- PWD also has a well-established toolbox of green infrastructure projects that can be applied to different publicly held locations—both land parcels as well as public right of way—within the District to increase pervious surface and reduce the District’s contribution to combined-sewer overflows. Strategies to pursue in the Central District include:
 - **Green school and recreation center yards.** Greenfield School was a successful pilot for this method. Greening school yards, recreation centers, and applying pervious pavement to basketball courts and other outdoor play areas would be a significant contribution to citywide stormwater efforts.
 - **Green streets.** The Spring Garden Street Greenway project is a high-profile example of thinking comprehensively about stormwater capture along an entire corridor. The following planned infrastructure improvements are an opportunity to apply the same approach including:
 - Market Street and JFK Cycle Tracks
 - Central Delaware Waterfront trail and streetscape improvements to Delaware Avenue
 - Bicycle-friendly streets on small blocks such as was piloted in SOSNA
 - Pervious pavement on appropriate streets as was piloted on Percy Street in Bella Vista
 - The Reading Viaduct
 - Rain garden bump-outs: Pedestrian safety is a constant concern in the Central District. Bump-outs at high-volume locations could improve safety and comfort for pedestrians while managing stormwater. This concept could be explored in the District Plan.
- There are relatively few options for expanding the amount of open space acreage within the District to improve stormwater capture. It is safe to assume that most City-owned surplus land within the District will experience sufficient market pressure to push them into private development within the next ten years. In neighborhoods where open space is lacking, opportunities to preserve select lots should be explored to ensure that quality of life and property values are preserved.

Tree Cover

A [recent study](#) overseen by Philadelphia Parks and Recreation used satellite technology to determine current and possible tree cover across the city. This study included analysis at the district level, which concluded that current tree-cover levels within the Central District fall within the range of seven to 12 percent. The capacity for tree cover in the District is estimated at 37 to 40 percent.

Issue/Opportunity

- With few remaining areas to expand open space, solutions for increased tree cover must focus on existing assets and increasing the density of tree cover on existing open spaces. Individual property owners will also need to participate in this effort, through programs such as Tree Philly, to build a greater tree canopy in rear and side yards of residences, as well as accepting more street trees on residential streets. As for public land, greater tree cover is possible in existing parks; school yards and recreation centers; and current and future waterfront trails and parks.

Philadelphia2035: Central District Plan

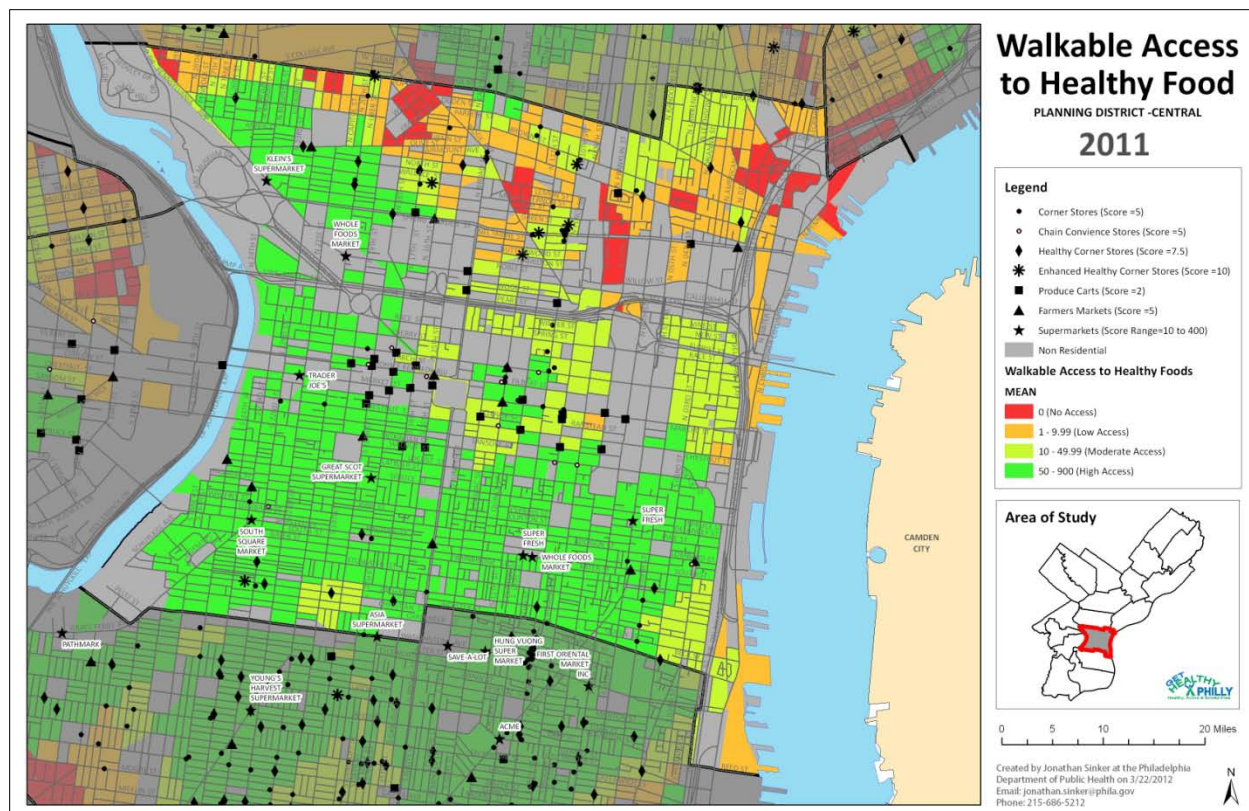
Existing Conditions, Issues, and Opportunities—May 2012

HEALTHY-FOOD ACCESS

Healthy-food access is not a pressing issue in the Central District. Analysis of walkable access to healthy food from the Philadelphia Department of Public Health (PDPH) reveals that the Central District is better served than any other planning district. Despite excellent access overall, some gaps exist.

To calculate scores for walkable food access, the PDPH mapped the locations of all purveyors of healthy foods, ranging from supermarkets to mobile produce vendors, and assigned each a score based on their hours of operation and breadth of selection (for example, a supermarket with long hours and a full produce section would score much higher than a seasonal farmers' market or "Healthy Corner Store," a designation that indicates the purveyor offers prescribed amounts of healthy-food products). Scores also assume that different food sources have different "pull factors", meaning that a person might be willing to walk a greater distance to reach a full-service supermarket than they would to reach a corner store with an above average selection of healthy foods.

South of Market Street, every census block is classified as High or Moderate Access (see map below). East of Market Street is particularly well served thanks to a cluster of full service supermarkets near South Street, fresh food vendors along 9th Street in the Italian Market, and Vietnamese and other ven-



dors along Washington Avenue. Supermarkets just outside the district also help improve scores towards the southern edge, including the Save-A-Lot on 13th and Washington and Pathmark on Grays Ferry Avenue. Recent work with corner store owners by the Food Trust and PDPH resulted in the enrollment of several corner stores into the Healthy Corner Store network in Graduate Hospital area, as well as the full conversion of a store on the 2200 block of Christian Street. These smaller healthy-food sources help provide a modicum of service to this area.

North of Market, the district does not fare as well, though several recent and upcoming developments are eliminating some of the food deserts:

- On March 30, 2012, Bottom Dollar will break ground on a supermarket at 31st and Girard in Brewerytown.
- The Shops at Schmidt's, located at 2nd Street and Girard Avenue, now includes a 50,000 square foot Superfresh (this store is not yet indicated on the map). This large facility, open 17 hours a day, eliminates the No Access areas currently shown in Northern Liberties, and improves many Low Access areas to Moderate or Good.
- The Piazza at Schmidt's, located one block south of the Superfresh, also hosts a farmers' market which was not recorded for PDPH's analysis.

With these improvements, the least-served areas are the node of Broad and Fairmount, and certain census blocks within the Loft District. For now, the latter lacks the residential density to support commercial food markets of any significant size. Stakeholders in Francisville are working to develop a project along Ridge Avenue which would host a farmers' market and provide some improvement to the former. Redevelopment of the Divine Lorraine and increased economic development along North Broad Street will increase market demand to build the case for fresh food sources in this location.

Philadelphia2035: Central District Plan

Existing Conditions, Issues, and Opportunities—May 2012

LAND SUITABILITY

OVERVIEW

This memorandum is a summary of the land-suitability analysis performed for the Central Planning District. While this analysis would normally include an examination of steep slopes, the Central District has grades in excess of 15 percent only in East Fairmount Park, where development is most unlikely. This analysis therefore focuses specifically on flood plains and properties potentially affected by 100- and 500-year floods. The accompanying map illustrates the boundaries of both flood plains.

Both the Delaware and Schuylkill River are subject to flooding. While the banks of both rivers have substantial seawall protection and stabilization for development, major flood events would breach the walls and cover between 3.9 percent (100-year events) to 10.5 percent (500-year events) of the District's total land area (see table below).

Table 1: Acres of Central District Impacted by Flood plains

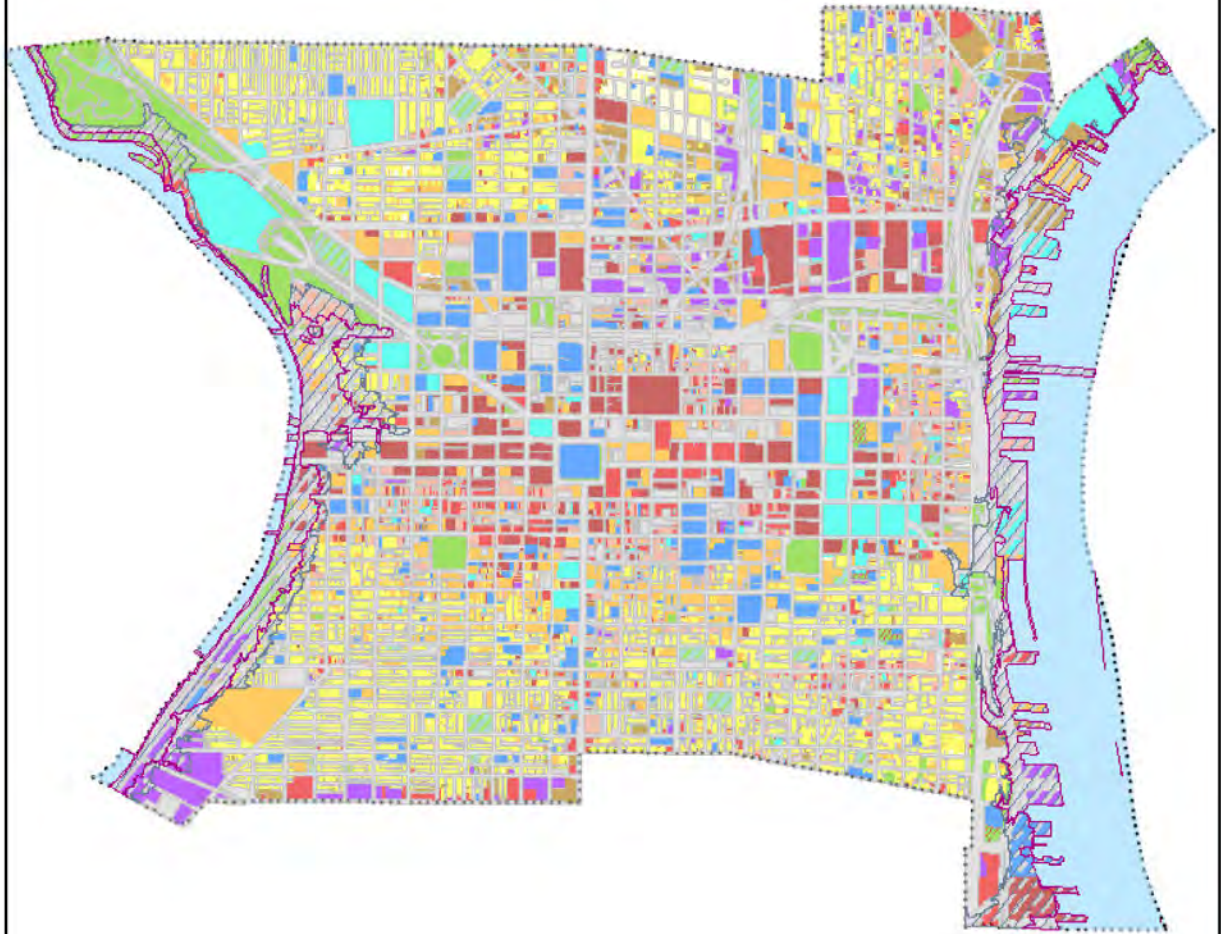
Flood plains	Acres	Percent of Total District Acreage
100-Year	240	6.60%
500-Year	143	3.90%
Total	383	10.50%

100-YEAR FLOOD PLAIN

Table 2 below shows the specific land uses which are most vulnerable to flooding in 100-year events on both the Delaware and Schuylkill Rivers, and includes an estimated count of properties (337) from PCPC's land-use study and a calculation of acreage (240 acres). By percent of the total of the 100-year flood plain area, land uses with the largest acreages subject to flooding are transportation (19 percent), parks and open space (17 percent), and industrial (15 percent).

When these areas are examined spatially, all land uses appear to have considerable amounts of impervious surfaces including the park and open space land uses with plazas and sidewalks or trails. Specific to the 100-year flood plain, the only areas where this is not the case are along portions of the Schuylkill River covered by the Schuylkill River Park between Lombard and Manning and north of Vine Street to the Art Museum area. Along the Delaware River, the 100-year flood plain is mostly impervious surfaces with few exceptions. To mitigate risk, any new development in the 100-year flood plain will have to meet the requirements set forth in the City of Philadelphia Administrative, Building, and Zoning Codes to lessen the impact of damage. It is recommended that any future redevelopment proposals within the

Central Planning District Floodplains



100-Year Floodplain
500-Year Floodplain

Residential Low
Residential Medium
Residential High
Commercial Consumer
Commercial Business/Professional
Commercial Mixed Residential
Industrial
Civic/Institution

Transportation
Culture/Amusement
Active Recreation
Park/Open Space
Cemetery
Water
Vacant
Other/Unknown



Map Date: April 2, 2012
Data Sources: PCPC, FEMA



Philadelphia City
Planning Commission

flood plain follow codes which include measures to mitigate flood damage by elevating structures above the base flood elevation and requiring flood proofing.

Table 2: Estimate of acreage and property counts in 100-year flood plain by land use

Land Use (2-Digit)	Properties in 100-Year Flood plain	Percent Count	Acres in 100-Year Flood plain	Percent Area
Active Recreation	3	0.90%	3	1.45%
Cemetery	0	0.00%	0	0.00%
Civic/Institution	5	1.50%	11	4.58%
Commercial Business/Professional	19	5.60%	23	9.57%
Commercial Consumer	9	2.70%	8	3.17%
Commercial Mixed Residential	5	1.50%	14	5.83%
Culture/Amusement	7	2.10%	17	7.08%
Industrial	20	5.90%	36	14.99%
Park/Open Space	58	17.20%	43	17.90%
Residential High	16	4.70%	19	7.91%
Residential Low	0	0.00%	0	0.00%
Residential Medium	109	32.30%	5	2.14%
Transportation	72	21.40%	46	19.15%
Vacant	14	4.20%	15	6.24%
Total	337	100%	240	100%

There are approximately 168 habitable properties, as determined from the land-use study, including medium- and high-density residential, commercial consumer and professional, cultural, and civic/institutional properties. A significant amount of the residential property exists in the Logan Square neighborhood west of 21st Street between JFK Boulevard and north to the Benjamin Franklin Parkway.

500-YEAR FLOOD PLAIN

The table below presents the land-use characteristics of the 500-year flood plains for both the Delaware and Schuylkill Rivers. The total amount of land area in the 500-year flood plain, according to PCPC's land use study, is 143 acres. By percentage of area, the land uses most vulnerable to flooding are transportation (40 percent), parks and open space (nine percent), industrial (nine percent), and commercial busi-

ness professional (nine percent). The number of habitable properties in the flood plain is estimated at 433 with the majority (72 percent) being medium-density residential.

Unlike the 100-year flood plain, properties within the 500-year appear to have somewhat less impervious surfaces especially along the upper portions of the Schuylkill River. Additionally, there are less restrictive zoning and building requirements for properties in the 500-year flood plain. This is not to suggest that impacts to properties would be any less severe, and any new development should include measures to reduce risk of flooding.

Table 3: Estimate of acreage and property counts in 500-year flood plain by land use

Land Use (2-Digit)	Properties in 500-Year Flood plain	Percent Count	Acres in 500-Year Flood plain	Percent Area
Active Recreation	1	0.20%	1	0.70%
Cemetery	0	0.00%	0	0.00%
Civic/Institution	6	1.10%	8	5.59%
Commercial Business/Professional	11	2.00%	13	9.09%
Commercial Consumer	7	1.30%	5	3.50%
Commercial Mixed Residential	5	0.90%	6	4.20%
Culture/Amusement	3	0.60%	5	3.50%
Industrial	11	2.00%	13	9.09%
Park/Open Space	26	4.80%	14	9.79%
Residential High	19	3.50%	6	4.20%
Residential Low	1	0.20%	0	0.01%
Residential Medium	390	72.20%	10	6.99%
Transportation	46	8.50%	57	39.85%
Vacant	14	2.60%	5	3.50%
Total	540	100%	143	100%

The flood plains also represent the areas which are most susceptible to sea-level rise. The shorelines of both rivers are less than one meter above sea level. According to the U.S. Climate Change Science study (2009), areas below one meter have the greatest likelihood of flooding as sea levels rise due to global climate change. These lands are generally confined to the 100-year flood plain within the District, but the impact of a one-meter rise would be a change to both the 100-year and 500-year boundaries and expand the number of properties impacted and the overall risk. PCPC currently does not have an estimate or a model of the physical impacts sea-level rise may have on the landscape of the city.

Philadelphia was one of the first jurisdictions to enter the National Flood Insurance Program and continues to work closely with FEMA to regulate development and mitigate impacts from flooding. Recommendations and rules to mitigate the impact of floods have been in place for over two decades. Overall,

the risk to most of the Central District is small, but flooding along the rivers would have significant impact on the roadways and on approximately 75 percent of the residential properties and eight percent of the commercial and industrial properties in the flood plains. To mitigate risk, any new development or significant improvements to a property in the 100-year flood way that increase the risk of flooding are prohibited. Bridges, roadways, trails, and utilities are reviewed closely to insure that no new net rise of the flood elevation occurs. Additionally, FEMA is currently updating the Flood Studies for the Delaware River which will include coastal surge potential which may change the location of the flood plains.

Philadelphia2035: Central District Plan

Existing Conditions, Issues, and Opportunities—May 2012

LAND USE

The Philadelphia City Planning Commission (PCPC) surveyed land use across the Central Planning District from October 2011 to March 2012. The field work was conducted to update PCPC's GIS database of land use compiled from 2009 City government data sources and to accurately assign detailed, 3-digit land-use codes to all properties. This assessment is based on a draft of the Central District land use and as a result acreage values and percentages may change.

PCPC categorizes land use at three different description levels with the specificity or detail of the descriptions increasing from the 1-digit to 3-digit level. At the 1-digit level, land use is aggregated into nine major categories. The 2-digit level is more detailed and includes up to 16 categories for two or three sub-categorizations of residential, commercial, park/open space, and active recreation uses while still maintaining broad categories for the other land uses. Two-digit categories are primarily used by PCPC as they are most readily evaluated, mapped, and charted. The 3-digit level is the most-detailed description level and contains up to 68 different description codes, which may be used to distinguish with greater specificity the different types of uses within broader land-use categories.

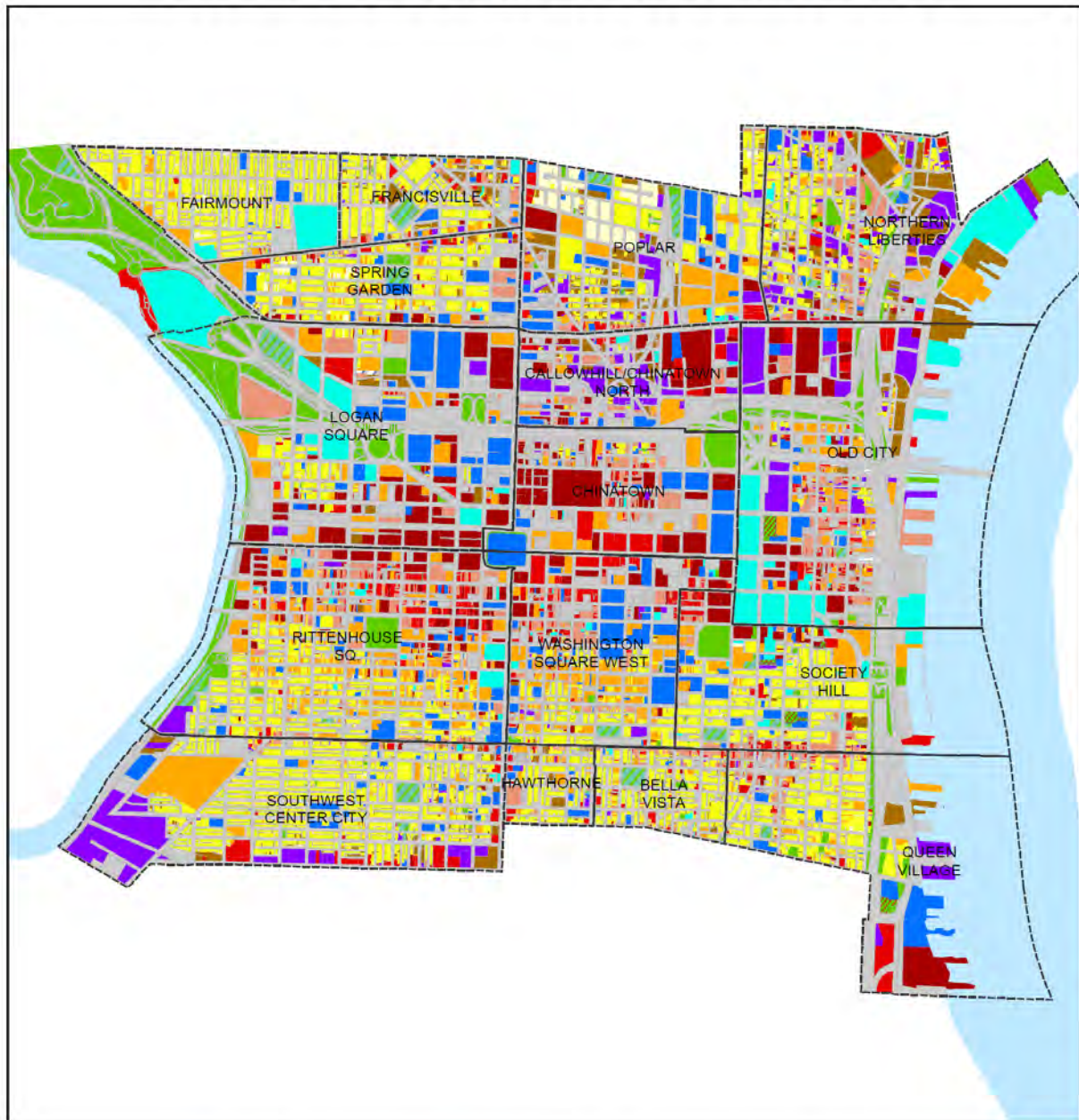
In compiling the land use approximately 400 acres of the Schuylkill and Delaware rivers that technically exist within the boundary of the Central District were included in the GIS tabulations of acreage under the category of "water." As a land use, the water category has been discounted in the overall District analysis for several reasons. First, if included in the analysis the total acreage for water skews the entire assessment, making the water the 3rd highest ranking land use by acreage. As a result, other categories are statistically underrepresented producing misleading conclusions. Second, no land uses along the waterfronts have been lost by omitting the water category. All properties with waterfront access have been categorized, including piers and transportation structures that extend into the waterways. Finally, the City does not zone water bodies, nor does PCPC generally plan for uses beyond the shoreline.

Vacant land is not evaluated in detail in this analysis and is reserved for a separate memorandum on vacant land and structures in the District.

OVERVIEW

The Central District is dense mix of land uses predominantly composed of residential and commercial uses supported by a mix of transportation, culture/recreation, civic/institutional, and park/open space uses. Because transportation would otherwise be the predominant land use by total acreage (40 percent), street right-of-way (ROW) and sidewalks land uses (3-digit code 511) were removed from the analysis. Out of the remaining non-street ROW/sidewalk land uses, all residential uses are most common at 35 percent, followed by all commercial uses at 21 percent, and transportation falling to 10 percent.

Central Planning District Land Use



Central Neighborhoods



Map Date: April 1, 2012

Data Sources:
PCPC



Philadelphia City
Planning Commission

Table 1: Categories of Land Use by Acre (1-digit)

Land Use (1-digit level)	Acres	Percent of Total
Vacant or Other	111	5%
Industrial	145	6%
Culture/Recreation	185	8%
Park/Open Space	189	8%
Civic/Institution	211	9%
Commercial	507	21%
Residential	838	35%
Transportation (excluding streets ROW/sidewalks)	236	10%
Total (estimate)	2,422	100%

*Including street ROW and sidewalks, total land use acreage is 3,627.

The following table and chart summarize land use by a set of 2-digit more-detailed descriptions. At this level both residential and commercial land uses are broken down into three subcategories including commercial mixed residential which accounts for structures that combine residential and commercial uses (e.g., restaurants, offices, retail stores, etc.). These subcategories reveal that medium-density residential is the highest-ranked land use, followed by high-density residential and transportation.

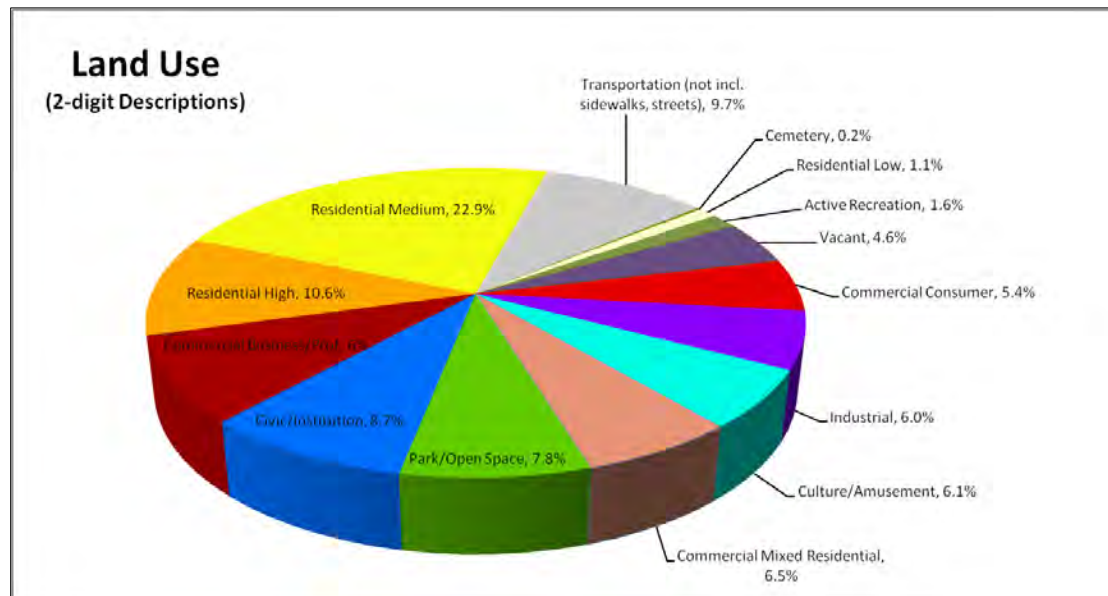
Chart 1: Percent of Land Use by Acre (2-digit)

Table 2: Categories of Land Use by Acre and Percent (2-digit)

Land Use (2-digit level)	Acres	Percent of Total
Cemetery	5	0%
Residential Low	26	1%
Active Recreation	38	2%
Vacant	111	5%
Commercial Consumer	132	5%
Industrial	145	6%
Culture/Amusement	147	6%
Commercial Mixed Residential	157	7%
Park/Open Space	189	8%
Civic/Institution	211	9%
Commercial Business/Professional	217	9%
Residential High	256	11%
Residential Medium	556	23%
Transportation (excluding streets ROW/sidewalks)	236	10%
Total	2,427	100%

The remainder of this analysis will include an examination of the major land-use categories of transportation, residential, and commercial using their respective 3-digit level classifications. Summaries of land use by neighborhood are included at the end of the memorandum.

TRANSPORTATION LAND USE

In the Central District, transportation is the highest ranked land use by acre if street/sidewalk right-of-way is included. This is not surprising given that Center City is a hub of activity with major commercial thoroughfares, interstates and numerous parking facilities for week day and weekend activities. When this category is examined at the 3-digit level, the subcategory of streets, street right-of-ways are 84 percent of all transportation uses followed by parking at 13 percent including surface lots and parking garages. The remaining transportation uses combined are three percent of the category.

Table 3: Breakdown of Transportation Land Use by 3-digit Descriptions

Land Use (3-digit level)	Acres	Percent of Total Land Use	Percent of Transportation Category
Transportation Other	0.49	0%	0%
Transportation Marine	1	0%	0%
Transportation Truck/Bus/Taxi	6	0%	0%
Transportation Parking with Commercial Mix	12	0%	1%
Transportation Rail ROW, Yards and Stations	36	1%	2%
Transportation Parking	180	5%	13%

Transportation Street and Sidewalk ROW	1,200	33%	84%
Total	1,436	40%	100%

RESIDENTIAL LAND USE

Residential land use is subdivided into three categories at the 2-digit level by density: high, medium and low. In this case, density is a function of the number of residential units per lot. Residential uses are further subdivided at the 3-digit level by housing type. Medium-density residential is the leading residential land use by acre among the three categories at 66 percent and is ranked first among all uses at the 2-digit level. Row houses make up the majority of medium-density uses. Fifty percent of row houses were observed to be of single-family use and another ten percent observed to be multi-family (see table below). Condominiums, as a use separate from apartments, are estimated to be slightly more than two percent of medium-density residential uses, but this number may be an under representation. In the field, it is difficult to ascertain whether row houses have been converted to apartments or if a multi-family building is condominiums ownership, and as result, numbers for both sub-categories may be combined for a comprehensive assessment of multi-family residential use (see table below).

Table 4: Breakdown of Residential Land Use by 3-digit Descriptions

Residential Land Use (3-digit level)	Acres	Percent of Total Land Use	Percent of Residential Category
Residential Detached	2.27	0.1%	0.3%
Residential Semidetached	23.31	0.6%	2.8%
Residential Condo 1-1.5 story	0.06	0.0%	0.0%
Other Residential Low Density	0.24	0.0%	0.0%
Subtotal Low Density Residential	25.88	0.7%	3.1%
Residential Row house	406.28	11.2%	48.5%
Residential Detached Converted to Apts <= 3 story	1.30	0.0%	0.2%
Residential Semidetached Converted to Apts <= 3 story	4.75	0.1%	0.6%
Residential Row house Converted to Apts <= 3 story	90.03	2.5%	10.7%
Apt House 2-4 Units incl Duplex or Quad <= 3 story	16.25	0.4%	1.9%
Residential Condo 2-3 story	22.12	0.6%	2.6%
Other Residential Medium Density	15.24	0.4%	1.8%
Subtotal Medium Density Residential	555.96	15%	66%
Apt House >= 5 Units	145.94	4.0%	17.4%
Res Detached, Semidetached Converted to Apts > 3 story	0.23	0.0%	0.0%
Res Row house Converted to Apts > 3 y	26.96	0.7%	3.2%
Apt House 2-4 Units, Duplex or Quad, Condos > 3 story	27.68	0.8%	3.3%
Hotel/Motel	34.49	1.0%	4.1%
Residential Care Facility	10.14	0.3%	1.2%
Dormitory	6.09	0.2%	0.7%
Correctional Facility	2.81	0.1%	0.3%
Other Residential High Density	1.94	0.1%	0.2%
Subtotal High Density Residential	256.27	7%	31%
Total	838	23%	100%

Medium-density residential uses are widely distributed geographically with the highest concentrations found mainly along the edges of the District in the following neighborhoods (as percent of land use in that neighborhood): Fairmount (70 percent); Bella Vista (61 percent); Francisville (51 percent); Hawthorne (47 percent); Spring Garden (45 percent); Southwest (43 percent); and Society Hill (34 percent).

There is a significant amount of high-density housing in the District comprised mostly of apartment buildings, residential homes greater than four stories converted to apartments or condominiums, and hotels. These sub-categories account for nearly all high-density residential uses (31 percent) making high-density residential third among land uses at the 2-digit level. High-density residential use is also fairly distributed across the District, but concentrations are found by neighborhood. Washington Square West and Poplar have the largest concentrations, with high-density residential at 15 percent of all land use in these neighborhoods. Rittenhouse, Spring Garden, Society Hill, Southwest, Chinatown, and Hawthorne neighborhoods contain high-density residential concentrations ranging between ten and 13 percent of total land acreage.

There is very limited low-density residential use in the District; it ranked nearly last among the 2-digit categorization of land uses at 0.7 percent. Low-density residential use consists mainly of residential detached and semi-detached housing. These housing types were found in 12 of the 16 neighborhoods and are primarily concentrated in Poplar (11 percent) and Spring Garden (three percent), with the percentages derived from the total land use by acreage calculated within each neighborhood.

COMMERCIAL LAND USE

Commercial land use is ranked third in the District at the 2-digit level and is divided into three subcategories: commercial consumer; commercial business professional; and commercial mixed residential use. When all subcategories are further examined at the detailed 3-digit level, the leading commercial uses are (see table below):

- Offices (33.2 percent)
- Commercial mixed with residential uses (30 percent)
- Commercial stores (17 percent).

Table 5: Breakdown of Commercial Land Use by 3-digit Descriptions

Land Use (3-digit level)	Acres	Percent of Total Land Use	Percent of Commercial Category
Commercial Office	172.4	4.8%	34.0%
Commercial Service	43.0	1.2%	8.5%
Other Commercial Business/Professional	1.7	0.0%	0.3%
Commercial Business Professional Subtotal	217.1	6.0%	42.8%
Commercial Store/Office with Residential	105.2	2.9%	20.8%
Row house Store/Office with Residential	50.7	1.4%	10.0%
Detached or Semidetached Store/Office with Residential	1.2	0.0%	0.2%

Other Commercial Mixed Residential	0.3	0.0%	0.1%
Commercial Mixed Use Subtotal	157.4	4.3%	31.1%
Commercial Store	89.6	2.5%	17.7%
Commercial Food Service and Drinking	26.9	0.7%	5.3%
Commercial Auto	11.4	0.3%	2.3%
Other Commercial Consumer	4.3	0.1%	0.8%
Commercial Consumer Subtotal	132.2	3.6%	26.1%
Total Commercial Category	507	14%	100%
<i>Transportation Parking with Commercial Mix</i>	<i>12.3</i>	<i>0.3%</i>	<i>2.4%</i>

Business Professional uses represent the largest quantity of commercial uses in the District at nearly 43 percent. Business professional uses are found to be more highly concentrated in the core business areas (between Broad and 21st Streets and Walnut and Arch Streets). When examined by neighborhood, the subcategory was found to be concentrated by acreage in Chinatown (28 percent), Callow-hill/Chinatown North (23 percent), Rittenhouse Square (eight percent), and in Washington Square West (ten percent).

Commercial mixed residential land use is the second largest land use in the commercial category within the District at 31 percent. This subcategory is made up of commercial high-rises and row house structures. Commercial towers tend to have a diverse mix of commercial consumer and commercial professional uses on the first floor or set of lower floors with remaining floors dedicated to apartment, condominium, or hotel uses. In the row house structures, commercial uses tend to be limited to the first floor or corner unit of the building. Both types are fairly well distributed geographically, but concentrations as percent of total acreage within a neighborhood are found in Bella Vista (11 percent), Hawthorne (11 percent), Rittenhouse Square (seven percent) and Washington Square West (nine percent). It is worth noting that some parking structures have a mix of commercial uses and when combined into the commercial category (this use is otherwise defined by PCPC as transportation, see Table 3), the percentage of total mixed commercial uses District wide climbs to over 33.5 percent.

Commercial consumer uses are ranked third in the District among the subcategories of commercial land uses. This is surprising given that this subcategory includes retail, automobile, and grocery stores and restaurants, bars, and nightclubs, though it may be explained by commercial uses in the Central District tending toward mixed-use. These uses are widely distributed geographically with concentrations on arterials such as Walnut, Chestnut, Market, and South Streets. This subcategory was found to have the highest concentration of approximately ten percent in Washington Square West and Chinatown, by total acreage within each neighborhood.

NEIGHBORHOOD LAND-USE SUMMARY

Fifteen neighborhood boundaries were used in the Central District land-use analysis. Examined on a neighborhood-by-neighborhood basis, land use does not proportionally mirror the Districtwide percen-

tages at the 2-digit land level. Rather the categories that make up the highest percentage of land use are reflective of the activities occurring in these smaller geographies. Examining land use within these small geographies may also highlight how such factors as shifts in demographics, jobs, and the real estate market influence land use. For example, real estate market forces may drive higher rates of residential use in some neighborhoods while leaving other neighborhoods with notable concentrations of vacant land.

The table below is a summary of the top three land-use categories within each of the 16 neighborhoods. In general the findings from the summary are as follows:

- Medium-density residential land use is a predominate use in 9 of the 16 neighborhoods.
- Residential land use is not found among the top three land uses in the Callowhill/Chinatown North, Chinatown, Logan Square, and Old City neighborhoods.
- Commercial consumer and commercial business professional land uses rank in the top three for the Callowhill/Chinatown North, Chinatown, Logan Square, and Old City neighborhoods.
- Mixed commercial and residential uses are in the top three only in Bella Vista and Hawthorne, which also had some of the highest percentages of medium-density residential among the 16 neighborhoods.
- Industrial land use ranks in the top three among four neighborhoods: Callowhill/Chinatown North, Northern Liberties, Old City, and Southwest Center City.
- Vacant land ranks in the top three in Francisville and Northern Liberties only.
- Civic/institutional uses appear among the top three land uses in seven of the neighborhoods: Chinatown, Francisville, Logan Square, Poplar, Queen Village, Spring Garden, and Washington Square West.
- Transportation is a leading use in Callowhill/Chinatown North, Chinatown, Queen Village, and Rittenhouse Square, primarily due to the presence of commercial parking lots.

Table 6: Top Three Land Use Categories by Neighborhood

Neighborhood	Land Use (2-digit)	Acres	Percent of Neighborhood's Total Land Use
Bella Vista	Residential Medium	27.9	61%
	Commercial Mixed Residential	5.3	11%
	Active Recreation	2.8	6%
Callowhill\Chinatown North	Commercial Business/Professional	21.0	23%
	Industrial	18.7	20%
	Transportation (No streets/sidewalks)	18.3	20%
Chinatown	Commercial Business/Professional	34.5	28%
	Transportation (No streets/sidewalks)	21.7	17%
	Civic/Institution	20.4	16%
Fairmount	Residential Medium	65.9	70%
	Culture/Amusement	13.4	14%
	Residential High	5.1	5%
Francisville	Residential Medium	31.4	51%
	Vacant	9.7	16%

	Civic/Institution	3.8	6%
Hawthorne	Residential Medium	13.4	47%
	Commercial Mixed Residential	3.0	11%
	Residential High	2.9	10%
Logan Square	Commercial Business/Professional	48.1	17%
	Park/Open Space	48.0	17%
	Civic/Institution	38.3	14%
Northern Liberties	Vacant	38.2	19%
	Residential Medium	35.7	18%
	Industrial	26.4	13%
Old City	Culture/Amusement	45.2	20%
	Industrial	31.6	14%
	Commercial Business/Professional	28.4	13%
Poplar	Residential Medium	38.3	23%
	Residential High	24.4	15%
	Civic/Institution	20.8	12%
Queen Village	Residential Medium	43.8	34%
	Civic/Institution	15.3	12%
	Transportation (No streets/sidewalks)	13.5	10%
Rittenhouse Square	Transportation (No streets/sidewalks)	143.8	38%
	Residential Medium	60.7	16%
	Residential High	48.6	13%
Society Hill	Residential Medium	47.1	34%
	Residential High	16.1	12%
	Park/Open Space	12.7	9%
Southwest Center City	Residential Medium	100.2	43%
	Industrial	38.7	17%
	Residential High	26.3	11%
Spring Garden	Residential Medium	44.7	45%
	Residential High	12.8	13%
	Civic/Institution	10.7	11%
Washington Square West	Civic/Institution	31.3	20%
	Residential High	28.9	18%
	Residential Medium	23.4	15%

Philadelphia2035: Central District Plan

Existing Conditions, Issues, and Opportunities—May 2012

EXISTING LAND USE AND ZONING CONSISTENCY

This memo summarizes the analysis of the consistency between existing land use and zoning districts, on a parcel-level basis. The analysis identifies the quantity and location of land that may be suitable for corrective zoning as part of zoning map revisions that the District Plan will recommend.

METHODOLOGY

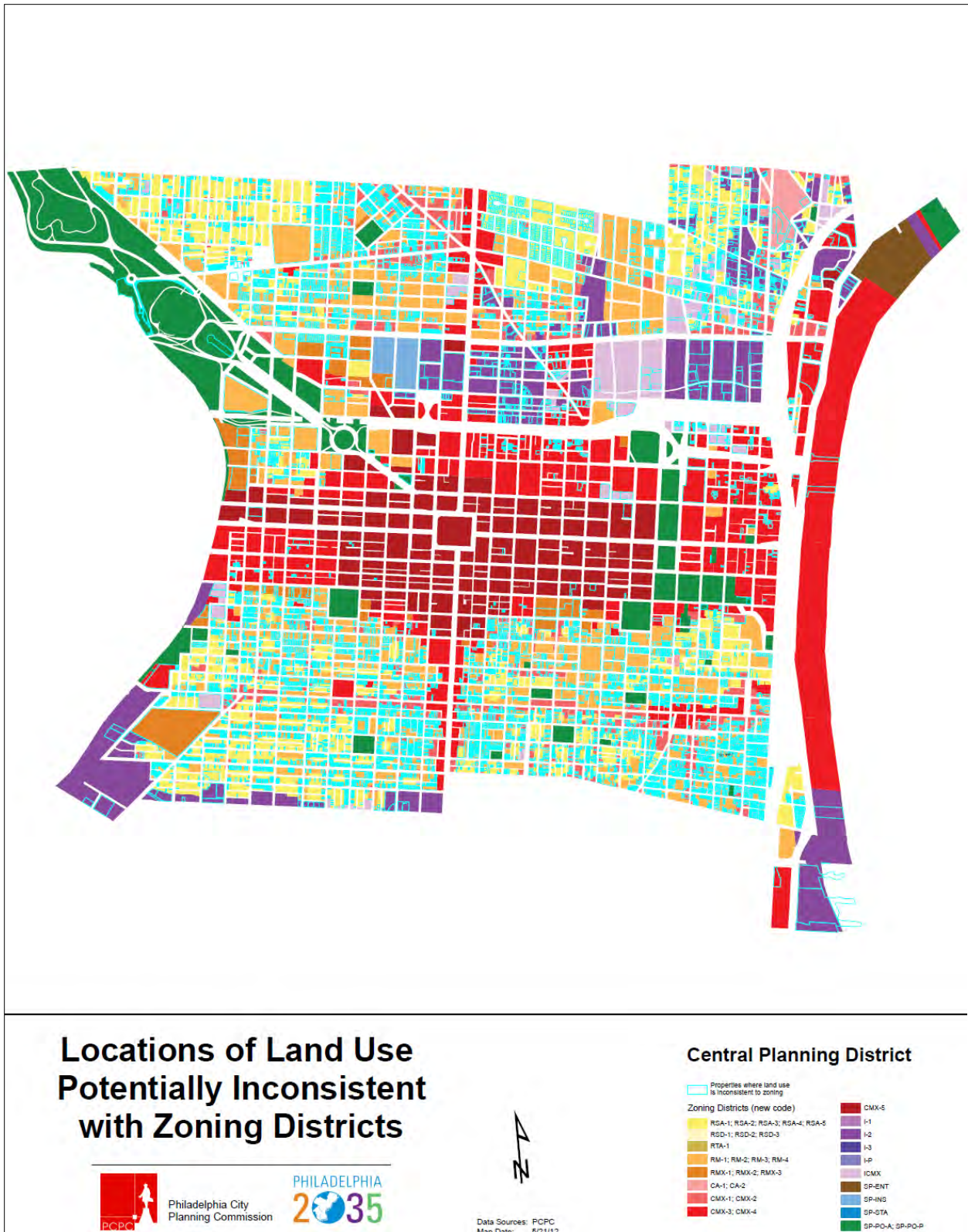
The land use of each parcel, as documented in a recent field survey by PCPC staff of the Central District, was compared to the parcel's existing zoning classification in the City's new zoning code. Land uses found not to be consistent with the zoning were aggregated by neighborhood with total acreage values calculated. In all, approximately 640 acres were identified where existing parcels' land uses are inconsistent with their underlying zoning classifications. This amounts to just over 25 percent of all acres zoned in the District.

The assessment was conducted in GIS using newly completed land-use information for the Central District and the "conversion map" showing the City's current zoning map converted to use the classifications of the new code. The two GIS layers were processed and merged together to produce a new output layer to determine the consistency of zoning districts assigned to each 3-digit land use code. The layer was then queried to locate and quantify land not consistent with zoning and the results were aggregated by land-use code and by neighborhood.

SUMMARY OF FINDINGS

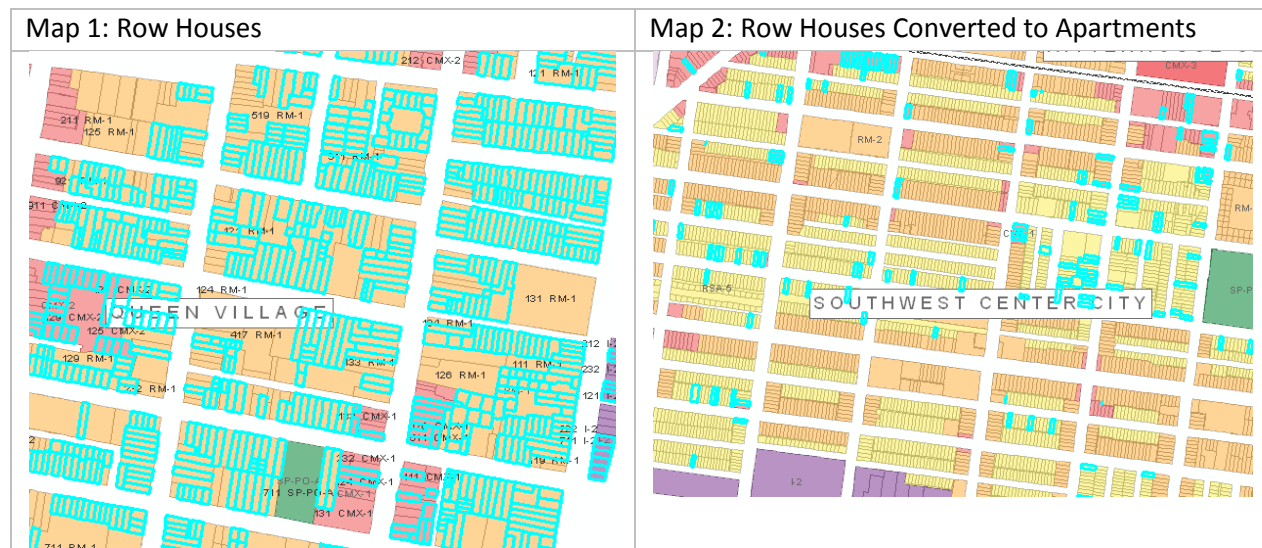
Approximately 640 acres of land support uses that are not consistent with their underlying zoning classifications (see map on the following page). The quantity and geographic concentration of inconsistent uses varies widely based on the land-use category. The mismatch between land use and zoning occurs mostly in neighborhoods with higher concentrations of residential uses including Southwest Center City, Poplar, Queen Village, and Rittenhouse Square. Acreage ranged from a high of 202 acres for single-family residential row house uses to less than one acre for several civic/institutional uses. In some cases, the inconsistent uses are highly concentrated with single or multiple blocks adjacent to one another geographically. This condition may call for corrective zoning of entire blocks. This is especially true for residential, commercial, and some of the industrial land uses.

Details by major land-use category are provided in the sections below and the table at the end of this memo.



Residential

- *121-Residential Row House* is the largest inconsistent land use at 202 acres. This use describes medium-density, single family homes. Seventy-nine percent of land used this way is currently zoned RM-1, multi-family. Spatially, the sites identified in this analysis mostly occupy whole blocks which are distributed among primarily residential neighborhoods (see map 1).
- *124-Residential Row House Converted to Apartments Three Stories or Less* is the next largest inconsistent use of residential properties, at 28 acres. The row houses converted to apartments are predominately in districts zoned RSA-5, single-family. Fifteen percent of this multi-family use is found in Southwest Center City and Northern Liberties. Spatially, sites are typically widely distributed (see map 2).



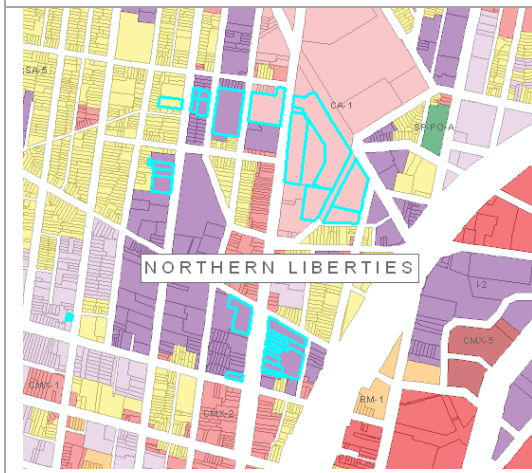
Commercial

- *221-Commercial Business/Professional* is the largest inconsistent commercial land use at 40 acres. Seventy-eight percent of this land use is zoned I-2 followed by 14 percent zoned RM-1. Thirty-eight percent of inconsistent uses by acre are concentrated in Old City followed by 30 percent in Logan Square.
- *231-Commercial Store/Office with Residential* is the second-largest inconsistent commercial land use at 30 acres. Thirty-two percent of this use is zoned I-2 followed by 14 percent zoned RM-1. The largest acreages of these inconsistent uses are found in Logan Square, Northern Liberties, and Callowhill/Chinatown North neighborhoods (see Map 3).

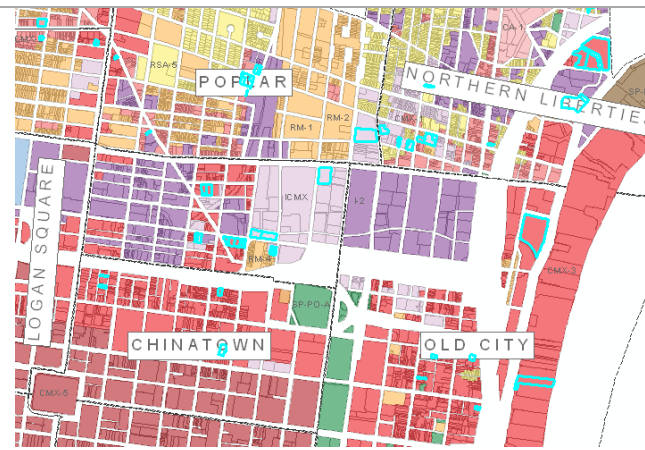
Industrial

- *317-Warehousing and Distribution* is the largest inconsistent use among all industrial land uses at 15 acres. Inconsistent sites are predominately zoned CMX-3 at 44 percent and CMX-4 at 27 percent and by acre are concentrated in Northern Liberties, Old City, and Callowhill/Chinatown North (see Map 4).

Map 3: Commercial Store/Office with Residential



Map 4: Warehousing and Distribution



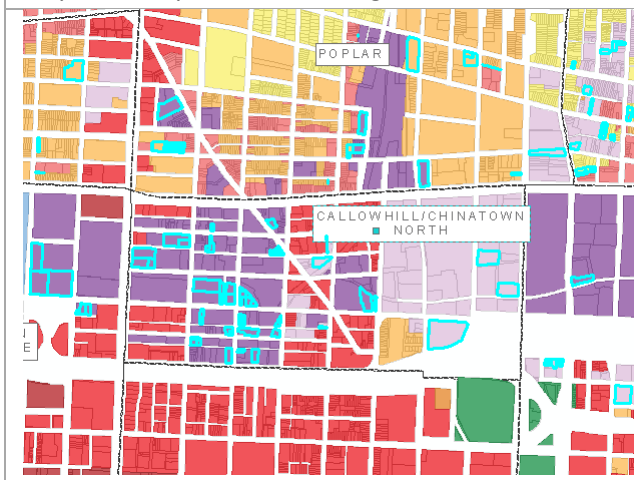
Transportation

- *514- Transportation Parking* (lots and structures) is the second-largest inconsistent land use overall at 65 acres. The sites were predominately zoned I-2 at 37 percent followed by RM-1 at 21 percent. Twenty-two percent of these uses by acre are found in Logan Square, but the largest number of sites are found in Callowhill/Chinatown North (see map 5).

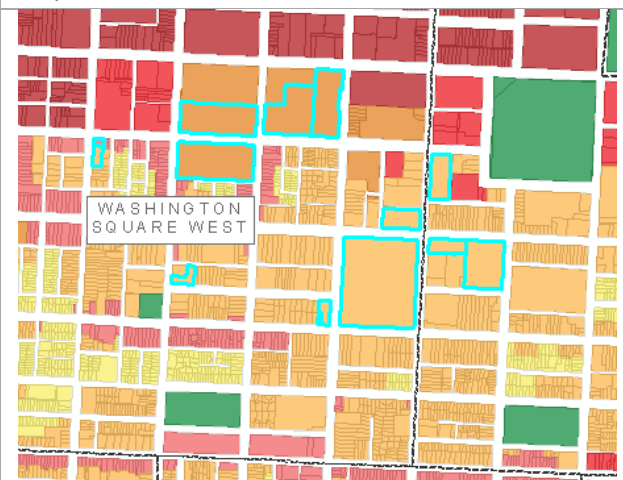
Civic/Institutional

- *411 - Health Care* is the largest inconsistent land use among civic or institutional uses at 14 acres. Nearly 50 percent of these inconsistent uses are zoned RM-4 with another 42 percent zoned RMX-3. Eighty percent by acre are found in Washington Square West (see Map 6 below).

Map 5: Transportation Parking



Map 6: Health Care



Of the 52 land-use categories analyzed, the top 16 determined to be inconsistent to underlying zoning are listed in the table on the following pages. The table includes descriptions of the land use, the appropriate zoning districts for the use, acres calculated to be in inconsistent zoning districts, the top two or three neighborhoods where inconsistencies are most evident, and the zoning districts where inconsistency predominates.

			Land Use Found Inconsistent with Current Zoning		
3-DIGIT	Land Use (3-digit Description)	Appropriate Zoning Districts	Estimated Acres	Concentration within Neighborhoods, by Leading Acreage	Concentrations by Zoning District, by Leading Acreage
121	Residential Row house	RSA-5, RSA-4	201.95	Southwest Center City (17%), Queen Village (14%), Rittenhouse Square (13%)	RM-1 (79%), CMX-2 (8%)
514	Transportation Parking	CMX-2, CMX-2.5, CIMX-3, CMX-4, CMX-5, CA-1, CA-2, SP-INS	64.8	Logan Square (22%), Southwest Center City (16%), Callowhill/Chinatown North (13%)	I-2 (37%), RM-1 (21%), ICMX (15%)
131	Apt. House 5+ Units	RM-1, RM-2, RM-3, RM-4, RMX-3, CMX-3, CMX-4, CMX-5	45.03	Southwest Center City (52%), Northern Liberties (14%), Old City (7%)	RMX-1 (46%), I-2 (17%), ICMX (15%)
221	Commercial Office	CMX-1, CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5, CA-1, CA-2, RMX-1, RMX-2, RMX-3, IRMX, ICMX, SP-INS	39.68	Old City (38%), Logan Square (30%), Callowhill/Chinatown North (9%)	I-2 (78%), RM-1 (14%), RSA-5 (5%)
231	Commercial Mixed Use: Commercial Store/Office with Residential	CMX-1, CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5, RMX-1, RMX-2, RMX-3, IRMX	30.47	Logan Square (30%), Northern Liberties (25%), Callowhill/Chinatown North (14%)	RM-4 (32%), I-2 (26%), ICMX (16%)
124	Residential Row house Conv. To Apts. <= 3 Stories	RM-1	28.28	Southwest Center City (15%), Northern Liberties (15%), Rittenhouse Square (11%)	RSA-5 (55%), CMX-2 (22%), CMX-1 (11%)
612	Cultural and Natural History	SP-PO-P, SP-PO-A, CMX-1, CMX-2, CMX-3, CMX-4, CMX-5, IRMX, ICMX, SP-INS	23.07	Fairmount (58%), Logan Square (30%), Society Hill (5%)	RM-1 (59%), RM-3 (23%), RM-4 (14%)
112	Residential Semi-Detached	RSA-1, RSA-2, RSA-3, RSA-4	21.87	Poplar (80%), Spring Garden (13%), Fairmount (5%)	RSA-5 (87%), RM-1 (11%)
317	Warehousing and Distribution	I-1, I-2, I-3, I-P, ICMX, IRMX	15.75	Northern Liberties (37%), Old City (33%), Callowhill/Chinatown North (9%)	CMX-3 (44%), CMX-4 (27%), CMX-2 (9%)

[Table continues on next page]

			Land Use Found Inconsistent with Current Zoning		
3-DIGIT	Land Use (3-digit Description)	Appropriate Zoning Districts	Estimated Acres	Concentration within Neighborhoods, by Leading Acreage	Concentrations by Zoning District, by Leading Acreage
125	Apt. House, 2-4 Units ≤ 3 Stories	RM-2	15.59	Poplar (49%), Northern Liberties (11%), Hawthorn (10%)	RSA-5 (56%), RM-1 (27%), CMX-2 (6%)
222	Commercial Service	CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5, CA-1, CA-2, SP-INS, IRMX, ICMX, RMX-1, RMX-2, RMX-3	14.03	Queen Village (89%), Old City (8%)	I-2 (78%), I-P (18%)
211	Commercial Store	CMX-1, CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5, CA-1, CA-2, RMX-1, RMX-2, RMX-3, IRMX, ICMX	13.95	Southwest Center City (49%), Old City (22%), Northern Liberties (9%)	I-2 (88%), RM-1 (10%)
411	Health Care	CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5, CA-2, SP-INS	13.54	Washington Square West (80%), Society Hill (15%)	RM-4 (49%), RMX-3 (42%), RM-1 (6%)
418	Fraternal Organizations and Social Clubs	CMX-2, CMX-3, CMX-4, CMX-5, CA-2, SP-INS, IRMX, ICMX	10.91	Queen Village (44%), Poplar (33%), Southwest Center City (8%)	RM-1 (42%), I-2 (41%), I-P (7%)
232	Commercial Mixed Use: Row house Store/Office with Residential	CMX-1, CMX-2, CMX-2.5, CMX-3, CMX-4, CMX-5, RMX-1, RMX-2, RMX-3, IRMX	10.54	Rittenhouse Square (21%), Spring Garden (13%), Northern Liberties (13%)	RM-1 (58%), RSA-5 (18%), I-1 (10%)

Philadelphia2035: Central District Plan

Existing Conditions, Issues, and Opportunities—May 2012

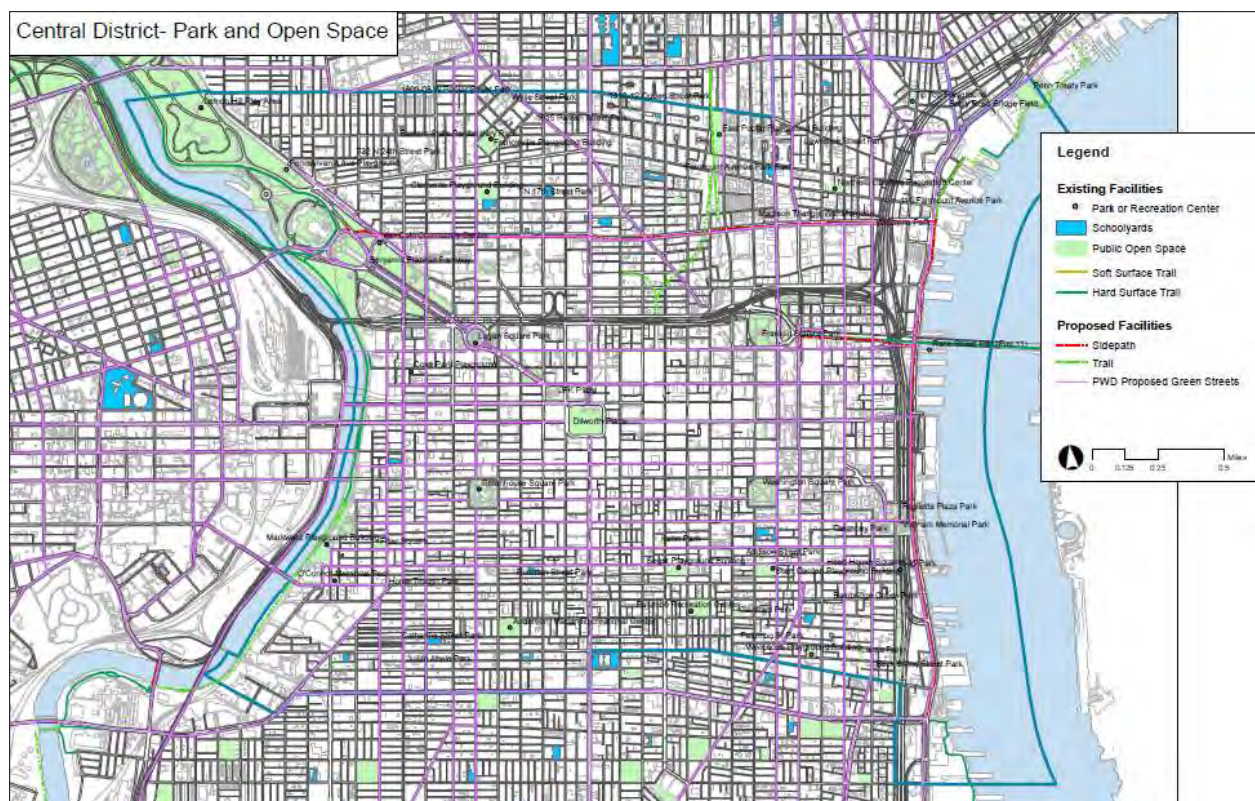
OPEN SPACE AND TRAILS—

WATERSHED PARKS AND TRAILS

The Central District has two locally and regionally significant watershed parks and trails: Fairmount Park and the Schuylkill River Trail. Fairmount Park is the City's largest park and one of the largest urban parks in the country. Fairmount Park refers to both the entire park system operated by the City of Philadelphia Department of Parks and Recreation (PPR) and to East and West Fairmount Park on each side of the Schuylkill River. Only a small portion of East Fairmount Park is within the Central District, including Lemon Hill, Boathouse Row, Benjamin Franklin Parkway, and Schuylkill Banks.

There have recently been improvements to the viewshed, erosion control, and invasive planting management at Lemon Hill. In the vicinity of Water Works Drive, PPR is planning lighting, landscaping, amenities, and stormwater improvements that are funded by the capital program over the next five years. The Benjamin Franklin Parkway, in many respects a linear park, has scheduled and funded improvements for pedestrian and green space amenities stretching from 16th Street to Eakins Oval as well.

The Schuylkill River Trail runs from Valley Forge to Locust Street in Center City, approximately 20 off-road miles to Valley Forge and another 70 on and off-road to Pottstown and Pottsville for a total of 99



miles. This is a crucial passive and active recreation corridor in Philadelphia, with an average of more than 2,400 trips past Boathouse Row on weekdays and nearly 4,000 daily trips on weekends from June to December 2011, according to PPR trail counters.

Trails Master Plan

The Trails Master Plan, now under development, will analyze the condition of, and rank expansion potential, alignment alternatives, and funding opportunities for, the following existing and proposed trail segments.

Existing Trails

Existing trails in the Central District include the following:

- Schuylkill River Trail (SRT)
- Schuylkill Banks
- Delaware River Trail
- SugarHouse Casino Trail
- East Coast Greenway
- Ben Franklin Bridge Path

Connecting to the Schuylkill River Trail just south of MLK Jr. Drive is Schuylkill Banks, an area of park and trail owned by the City of Philadelphia and jointly managed by PPR and the Schuylkill River Development Corporation (SRDC). The trail extends to Locust Street and has at-grade crossings at Locust and Race Streets and above-grade ramp or staircase entrances at JFK, Market, Chestnut, and Walnut Streets. According to PPR trail counters, there was an average of 2,000 weekday trips and nearly 2,500 weekend trips from June to December 2011. These are total trips and include cyclists, walkers, and runners using the trail for recreation and commuting. The trail is a major PA trunk trail, as designated by the PA Department of Conservation and Natural Resources, will ultimately connect from Pottsville to the mouth of the Schuylkill River and is a major commuting and recreation asset for Philadelphians.

The Delaware River Trail will eventually stretch along the entire Delaware waterfront, but presently exists as a sidepath or separated trail along the waterfront in several sections: a wide buffered sidewalk from Race Street to Market Street; an off-road path along the waterfront from Market Street to the Chart House parking lot at approximately Lombard Street; wide buffered sidewalk from Lombard to Washington Avenue; and an off-road waterfront trail from Washington Avenue south to Tasker Street. Though only the off-road portions of this stretch are considered trail-like with bicycle and pedestrian use permitted, bicyclists often illegally ride on the sidewalk portions due to high speeds and congestion on Delaware Avenue. The Delaware River Waterfront Corporation (DRWC) is charged with maintaining and improving the trails along the waterfront, which will ultimately connect from Pier 70 to Allegheny Avenue, the beginning of the North Delaware Trail system.

The SugarHouse Casino Trail is a short trail segment on the SugarHouse property just north of Spring Garden and will ultimately connect to the Delaware River Trail and the Penn Street Trail, discussed below.

The East Coast Greenway is an on-road trail from Maine to Florida that runs through Philadelphia on a currently on-road alignment. The on-road alignment is along Delaware Avenue through the Central District. The ideal alignment will be off-road and the Delaware River Trail and Spring Garden Street Greenway will likely be the alignment through the Central District when they are built.

Bicycle Route E is a state-designated on-road route that runs the most direct route through Philadelphia, but misses some of the best destinations and amenities. In the Central District, the route is signed along Delaware Avenue and connects to Trenton, NJ, and Wilmington, DE.

The Ben Franklin Bridge sidepath/trail is a major recreation and commuting amenity and one of the only ways to access New Jersey on foot or bicycle. The path is open during daylight hours and operated by the Delaware River Port Authority (DRPA). There are several ADA and bicycle access issues on both ends of the bridge that are currently being addressed by DRPA and the City.

In Construction/Funded

There are several trail segments that are either funded or in construction, including:

- Schuylkill River Parks Connector Bridge
- Schuylkill Banks Boardwalk
- Race Street Connector – north side sidepath
- Penn Street Trail

The Connector Bridge and Boardwalk are both federally funded Transportation Investment Generating Economic Recovery (TIGER) projects. The bridge will connect Schuylkill Banks to Schuylkill River Park at 25th Street and Spruce and supplement the at-grade crossing at Locust Street. Construction will be completed in October 2012. The Boardwalk will stretch from the South Street Bridge to Locust Street along the waterfront on a boardwalk extending over the river with an adjoining ramp down from South Street. Construction has begun and will be completed in 2014.

The Race Street Connector is a joint City and DRWC project that is completed as a streetscape and gateway project on the south side of Race Street between 2nd and Delaware Avenue. Improvements for the north side, including a sidepath, streetscape improvements, and a potential connection to Florist Street, are planned and in the approval process.

The Penn Street Trail is a DRWC project with the Streets Department. Penn Street between Spring Garden Street and Ellen Street will be reconstructed and improved to a planted buffer, a sidepath, and pedestrian and bicycle connections to the surrounding streets. The project received City funding as well as \$500K from the Delaware Valley Regional Planning Commission (DVRPC) Regional Trails Program for final design and construction.

Proposed

There are several proposed trails in the Central District:

- SRT South to Grays Ferry – Proposed extension of the Schuylkill River Trail south of South Street to meet the Grays Ferry Crescent Trail, just southwest of the Central District boundary. The portion of the proposed trail from South to Christian Streets is currently under feasibility analysis and ownership will be transferred to the City from Children’s Hospital of Pennsylvania (CHOP) and PECO in 2012. SRDC is applying for PA Department of Conservation and Natural Resources (DCNR) funding for construction of this segment. The next segment to the south from Christian Street to Grays Ferry is more complicated due to loading, freight, and water-dependent uses and will be studied at a later date.
- Delaware River Trail – The DRWC is working on a traffic study and trail feasibility analysis to plan for the completion of the Delaware River Trail as an off-road sidepath or waterfront trail facility. This facility will ideally bridge the gaps mentioned above. Portions of the trail will likely be constructed only as property along the waterfront is developed.
- SugarHouse to Penn Treaty Trail – The SugarHouse to Penn Treaty Trail will extend the Delaware River Trail north to Penn Treaty Park. The area will be the subject of a feasibility study led by the Delaware River Waterfront Corporation.
- Spring Garden Greenway – The Spring Garden Street Greenway is a Pennsylvania Environmental Council study in cooperation with the Philadelphia Water Department (PWD) and other City agencies to build a separated greenway or enhanced bikeway facility between Delaware Avenue and Pennsylvania Avenue across Center City north. The study is in the feasibility and conceptual design stage; there is currently no funding for final design or construction.
- Ben Franklin Bridge Approaches – The Ben Franklin Bridge sidepath is a major separated bi-state connection to Camden, NJ, but there are several issues with the facility. The facility is open only during daylight hours pursuant to Delaware River Port Authority (DRPA) regulations and the approaches are not pedestrian or bicycle friendly on the Philadelphia or Camden ends. The Pedestrian and Bicycle Plan recommends enhanced connections via sidepaths on the north and south approaches from 5th and Race Streets to the south and New Street to the north.
- Florist Street – Florist Street is a direct connection between the Race Street Connector/Delaware River Trail and the Ben Franklin Bridge sidepath. This street has very low volume vehicle traffic and will be examined by the City in the near future for shared or trail use.

WATERFRONTS**Recreation opportunities**

There are extensive recreation opportunities on both the Delaware and Schuylkill River waterfronts. Though there have been safety concerns and incidents in the past, the Delaware River Waterfront Corporation is proposing to keep recreational boating, kayaking, and canoeing on the waterfront, albeit in a more contained atmosphere adjacent to the Race Street Pier and in the boat basin at Penn’s Landing. There are ramps for self-portage of kayaks and canoes on some parts of the Delaware waterfront, but no established public access points in the Central District at this time. The area is part of the Delaware River Water Trail and access points are planned for self-propelled watercraft.

The private Philadelphia Marine Center at Pier 12 serves boat and yacht owners and water education programs. The Philadelphia Yacht Club, the Liberty Sailing School of Philadelphia, and chartered sailing cruises are run out of the Marine Center.

There is water-based recreation on the Schuylkill as well, including kayak tours and rentals on the Schuylkill Banks at Walnut Street and boat tours to Bartram's Garden and Fort Mifflin. Private boats and water-skis also can access the Schuylkill waterfront on the Schuylkill Banks via the Delaware River. This is a popular destination for watercraft to view the Art Museum July 4th fireworks.

The Franklin Paine's Skatepark organization is in the pre-construction phase for the skatepark on the Schuylkill Banks at MLK Jr. Drive. Construction should begin in late 2012.

There are fishing areas at the Mound Dam and the Eagle Pavillion at the Water Works and fishing is prevalent along the Schuylkill Banks.

There is a new bicycle rental program on the Schuylkill. Bike rental facilities at Lloyd Hall and JFK Plaza/LOVE Park will rent a variety of bikes, including surreys. Surreys—four-to-six-person pedal-powered vehicles—will be allowed only on the Kelly Drive path between Girard Avenue and the base of the Art Museum steps.

Transportation Opportunities

The Riverlink ferry provides service across the Delaware River to Camden, between Memorial Day and Labor Day from 9:30 am – 6:00 pm. There are extended hours for concerts at the Susquehanna Bank Center and tickets are available at the Penn's Landing ferry terminal and the Wiggins Park ferry terminal.

There is no ferry service on the Schuylkill River at this time. There is a proposed ferry service in the Centennial District Plan to connect Lloyd Hall to Sweetbriar Drive or Montgomery Drive, but no progress has happened on this plan to date.

Waterfront Parks

There are several passive and active waterfront parks in the Central District that facilitate public interaction with the water, including:

- Water Works South Garden – The Water Works South Garden at the foot of the Art Museum was recently improved to include educational and historical signage, improved fountains and sculptures, and passive recreation areas.
- Race Street Pier – The pier is managed by the Delaware River Waterfront Corporation and was opened mid-2011. It is a passive pier space with multiple passive recreation areas.
- Washington Avenue Green – The green is a linear park along the waterfront from Washington to Tasker that also includes a trail, garden, and pier areas. There are planned improvements in the park, including environmental remediation of additional pier spaces.

- Penn Treaty Park – This waterfront park, recently listed on the Philadelphia Register of Historic Places, at the northeast corner of the Central District is a significant historic site where William Penn may have signed a peace treaty with the Leni Lenape Indians. The park is a hub of community activity, with multiple musical, movie, and art events throughout the summer, including Shadfest and fishing derbies. There are currently plans for improvements to the park internally and improved connections between the surrounding neighborhood and the park, led by Parks & Recreation, the Delaware River Waterfront Corporation, and the Friends of Penn Treaty Park.
- Festival Pier – Festival Pier is a public event space on Penn's Landing that is the location of several summer events and concerts. There are plans to upgrade and update the design of Festival Pier.

NEIGHBORHOOD PARKS AND RECREATION

Existing Parks and Recreation Areas

The Central District has a comprehensive system of parks, recreation centers, playgrounds, green spaces, and memorial areas, as listed below. Facilities range from full recreation centers with pools and baseball fields to dog parks and community gardens.

Name	Type	Address	Managed By	Passive or Active
Palumbo Square Park	Park - Neighborhood	723 Catharine Street	PPR	Active
Washington Square Park	Park - Neighborhood	6th And Walnut Streets	National Park Service	Passive
Francisville Playground Building	Rec Center \ Playground with Pool	1737-39 Francis Street	PPR	Active
Lanza Park	Park - Neighborhood	214 Catharine Street	PPR	Active
Franklin Square Park	Park - Neighborhood	6th And Race Streets	PPR	Active
Fitler Square	Park - Neighborhood	2301-23 Pine Street	PPR	Passive
O'Connor Memorial Pool	Rec Center \ Playground with Pool	2601-13 South Street	PPR	Active
1800-08 W Poplar Street Park	Park - Neighborhood	1800-08 W Poplar Street	PPR	Passive
Lawrence Street Park	Park - Neighborhood	854-58 N Lawrence Street	PPR	Passive
Delancey Park	Park - Neighborhood	311-19 Delancey Street	PPR	Active
Coxe Park Playground	Rec Center \ Playground	2132-34 Cherry Street	PPR	Active
N 17th Street Park	Park - Neighborhood	601 N 17th Street	PPR	Passive
Clemente Playground Building	Rec Center \ Playground	1800 Wallace Street	PPR	Active
Markward Playground Building	Rec Center \ Playground	400-16 S Taney Street	PPR	Active
Beck & 2nd Street Park	Park - Neighborhood	839 S 02nd Street	PPR	Passive
JFK Plaza	Park - Neighborhood	15th Street And JF Kennedy Blvd.	PPR	Passive
Logan Square Park	Park - Neighborhood	19th Street And B. Franklin Parkway	PPR	Passive

732 N 24th Street Park	Park - Neighborhood	732 N 24th Street	PPR	Passive
Anderson, Marian Re-creational Center	Rec Center \ Play-ground with Pool	740 S 17th Street	PPR	Active
Tip Top Playground	Rec Center \ Play-ground	1036-66 N Front Street	PPR	Active
Dilworth Plaza	Park - Neighborhood	15th & Market Streets	DPP	Passive
Seeger Playground Building	Rec Center \ Play-ground	1000-42 Lombard Street	PPR	Active
Madison Triangle War Memorial	Park - Neighborhood	563-65 N 02nd Street	PPR	Passive
Penn Treaty Park	Park - Neighborhood	Columbia Avenue And Beach Street	PPR	Passive
Eastern State Penitentiary Park	Park - Neighborhood	22nd & Brown Streets		Passive
Fairmount Avenue Park East	Park - Neighborhood	1000 Fairmount Avenue	PPR	Passive
110 Fairmount Avenue Park	Park - Neighborhood	110 Fairmount Avenue	PPR	Passive
Kahn Park	Park - Neighborhood	328-38 S 11th Street	PPR	Passive
1508-16 W Poplar Street Park	Park - Neighborhood	1508-16 W Poplar Street	PPR	
Montrose Street Park	Park - Neighborhood	2123 Montrose Street	PPR	Passive
1615 Parrish Street Park	Park - Neighborhood	1615-17 Parrish Street	PPR	Passive
Addison Street Park	Park - Neighborhood	720 Addison Street	PPR	Passive
Cianfrani Park	Park - Neighborhood	721 S 08th Street	PPR	Active
Wylie Street Park	Park - Neighborhood	1715 Wylie Street	PPR	Passive
East Poplar Playground Building	Rec Center \ Play-ground with Pool	800-82 N 08th Street	PPR	Active
Rodman Street Park	Park - Neighborhood	1703-05 Rodman Street	PPR	Passive
1310-12 Ogden Street Park	Park - Neighborhood	1310-12 Ogden Street	PPR	Passive
Weccacoe Playground Building	Rec Center \ Play-ground	405-25 Queen Street	PPR	Active
Palumbo Recreation Center	Rec Center \ Play-ground	700 S 09th Street	PPR	Active
Starr Garden Playground Building	Rec Center \ Play-ground	600-44 Lombard Street	PPR	Active
Rittenhouse Square Park	Park - Neighborhood	19th And Walnut Streets	PPR	Passive
Northern Liberties Recreation Center	Rec Center \ Play-ground with Pool	321 Fairmount Avenue	PPR	Active
Julian Abele Park	Park - Neighborhood	917 South 22nd Street	PPR	Passive
Catharine Street Park	Park - Neighborhood	2200 Catharine Street	PPR	Passive
Horse Trough Park	Park - Neighborhood	23rd & South & Grays Ferry	PPR	Passive
Bainbridge Green Park	Park - Neighborhood	300-499 Bainbridge Street	PPR	Passive
Benjamin Franklin	Park - Neighborhood	Benjamin Franklin Parkway	PPR	Passive

Parkway				
Head House Square	Park - Neighborhood	2nd & Lombard Streets		Passive
I-95 Park (includes Korean War, Irish Famine and Scottish memorials)	Park - Neighborhood	Delaware Avenue And Spruce Street	PPR	Passive
Pennsylvania Ave Playground	Rec Center \ Playground	2601 Pennsylvania Avenue	PPR	Active
Lemon Hill Play Area	Park - Neighborhood	Sedgely And Lemon Hill Drives	PPR	Active
Welcome Park	Park - Neighborhood	02nd And Sansom Street	NPS	Passive
Foglietta Plaza Park	Park - Neighborhood	Spruce St And Delaware Ave	Interstate Land Management Corporation with PPR	Passive
Vietnam Memorial Park	Park - Neighborhood	Spruce Street And Delaware Ave	Interstate Land Management Corporation with PPR	Passive
Von Colln Community Center	Rec Center \ Playground	2250 Pennsylvania Ave	PPR	Active
Race Street Pier (Pier 11)	Regional Park\Citywide Park	Columbus Blvd & Race St	DRWC	Passive
Independence National Historic Park	Regional Park\Citywide Park\National Historic Site	National Mall	National Park Service	Passive

Many City-owned parks serve schools for recess and team practice areas. A district-wide list of which schools routinely use which park is not available at this time.

Several parks in the Central District are citywide, regional, and national draws, including:

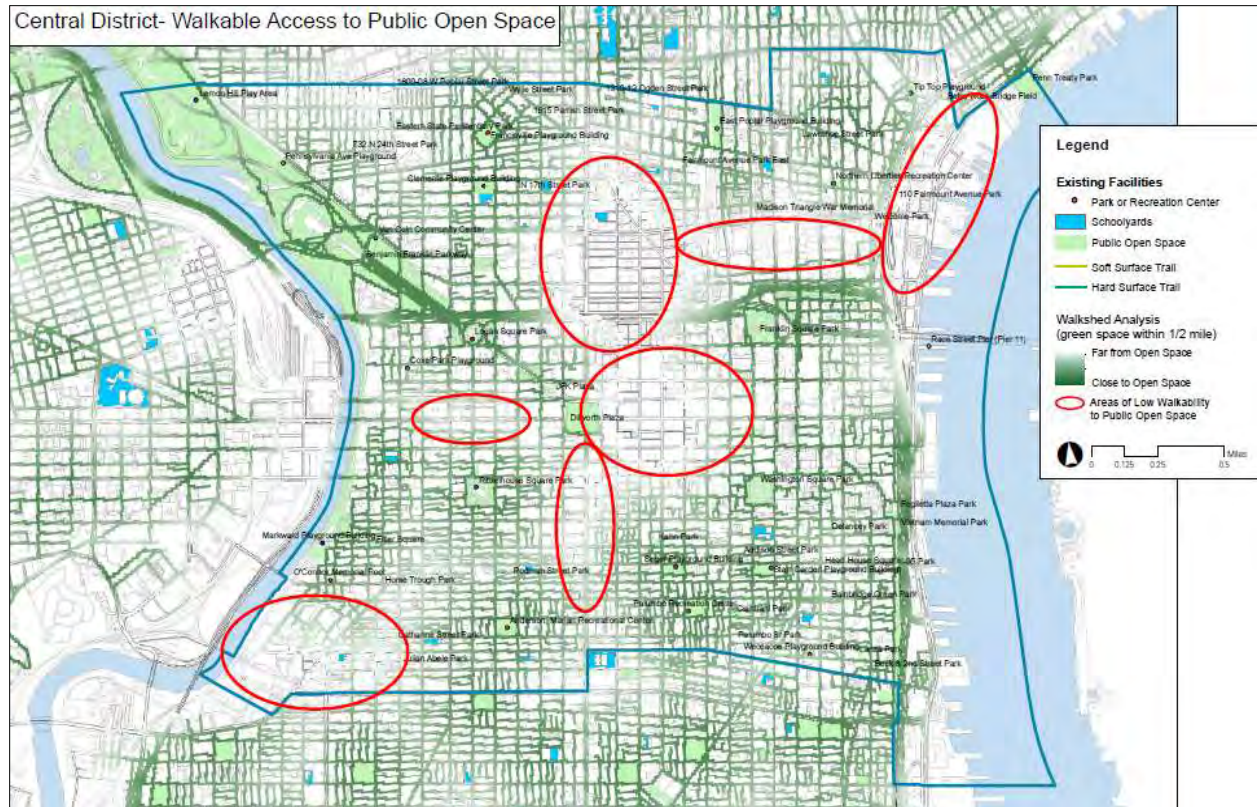
- Independence National Historical Park – The national historical park includes the Independence Hall and Visitor’s Center, the National Constitution Center, the Free Quaker Meeting House, the Merchants’ Exchange Building, and the Liberty Bell Center, this park is a major national tourist destination. The park also includes several historic buildings, the Franklin Court Museum, which focuses on Benjamin Franklin and will reopen in 2013, and the President’s House, among many other assets and sites managed by the National Historical Park. There were 3.7 million visitors to the National Historical Park in 2011.
- Rittenhouse Square – Rittenhouse Square is the image that many out-of-town guests first see of Philadelphia. It is a regional draw as well as a neighborhood park because of the location on Walnut Street in close proximity to both the commercial core and residential neighborhoods. There are public concerts, impromptu performances, and a farmers’ market here year round.

- Race Street Pier – the Race Street Pier is a new park developed and managed by the Delaware River Waterfront Corporation. The park is on a pier at the foot of Race Street and features mature trees, a view of the Ben Franklin Bridge and the Philadelphia skyline, and two levels of passive open space.

In-construction and funded improvements to Park and Recreation Areas:

- Benjamin Franklin Parkway Streetscape/Linear Park Improvements – Discussed previously, this is funded for improved pedestrian amenities on the 1600-1800 blocks for diagonal, numbered streets that lead to the Parkway with \$600K of federal sources for FY13-FY18 Shakespeare Park Renovations – At 19th/20th Streets and Vine Street and the Benjamin Franklin Parkway, Shakespeare Park is adjacent to the Free Library. The Free Library renovated the park in 2011 with new plantings, paving, benches, and other pedestrian amenities. The park will be subject to complete reconstruction to be done by PennDOT. The project is being managed by the Center City District and will be done in concert with the redecking of the Vine Street Expressway in this location.
- Sister Cities Plaza Renovations – At 18th and the Benjamin Franklin Parkway, this 1.25 acre park is recently renovated and includes park amenities and upgraded features such as lighting, benches, water features, trees and plantings. Federally funded under the TIP with Transportation Enhancement funds and state funding.
- JFK Plaza/LOVE Park – Redesign and reconstruction of JFK Plaza/LOVE Park is included in the City's current recommended Capital Program; \$20M in City funds proposed for FY13 and FY14.
- Dilworth Plaza – Redesign and reconstruction of Dilworth Plaza is scheduled for \$2.5M in City funds in FY13, along with federal and state funding. Completion expected in 2013.
- Hawthorne Park – Hawthorne Park, a new neighborhood park at 12th and Fitzwater, is to be completed by the end of June 2012.
- Fairmount Water Works Italian Fountain & Island – Discussed previously, this project includes complete restoration of the Italian Fountain and improved lighting, parking, landscaping, site amenities and a bridge and boardwalk over the island in the Schuylkill River. FY 13 – FY18 \$3M City funding
- Reading Viaduct – The Reading Viaduct is envisioned as a New York City High Line-type elevated linear park and trail connecting Vine Street to the Callowhill neighborhood and Spring Garden Street. It is conceptual only, though negotiations are ongoing with Reading Railroad, the property owners, and the cost estimate is roughly \$37 M. The Center City District is working with the Commerce Department to move the project forward on the SEPTA-owned portion of the viaduct by 2013 and is in ongoing negotiation with Reading International for the remainder of the Viaduct.
- Marian Anderson Recreation Center – The Marian Anderson Recreation Center is part of a Philadelphia Phillies-funded MLB Urban Youth Academy initiative that will renovate the existing recreation center to include indoor baseball facilities, a fitness center, classrooms, and batting and pitching cages in a 10,000 square foot extension to the recreation center. The project will be jointly managed by the Philadelphia Phillies, Philadelphia Parks & Recreation, and Major League Baseball.
- Von Colln Park – A complete overhaul of the park will take place starting in October, funded by Councilman Clarke's Council appropriation.

The Philadelphia Water Department has a plan for proposed green streets, shown on the accompanying map as PWD Green Streets. These are streets within PWD-targeted drainage areas which may have



available right-of-way space for green features. This designation does not mean that each of these streets will receive green-street treatment, but the potential is there to promote green features along these blocks. Green features typically include curb extensions, stormwater planters, street tree plantings, and other stormwater mitigation and management features.

Walkable Access to Open Space

According to the walkable access to open space GIS analysis done for *Philadelphia2035: Citywide Vision*, there are several areas in the Central District where green space is not within one-half mile or a 10-minute walk. These are shown on the accompanying *Walkable Access to Open Space Map* and include the Market East area, South Broad Street, Callowhill and North Broad areas, the northern portion of the Delaware Waterfront, and the Graduate Hospital area west of 20th Street. In several of these areas, there are school yards that could be used for public green space on off-school hours. The analysis will be updated in the near future to include recent park additions, such as the Race Street Pier, and parks presently in construction that will be completed this year.

Parks-Centers Connectivity

The entire Central District is within the Metropolitan Center so there is a strong parks-center connection throughout the District. A parks-centers connection, however, is also defined as accessibility of business and commercial areas to green space. The identified areas that lack walkable access to open space, described above, include several disconnected commercial areas, such as Market East, North Broad, and Callowhill. This disconnect may be remedied by long-term park proposals, such as the Reading Viaduct

and the Delaware River Trail. Smaller and shorter-term solutions should also be explored, such as pocket parks, green streets, and schoolyard conversion to public open space.

Maintenance and Vibrancy

Philadelphia Parks and Recreation maintains nearly every park in the Central District with the exception of federal park areas (Independence National Historic Park) with assistance from non-profit development groups (Schuylkill River Development Corporation, Delaware River Waterfront Corporation, Center City District) and “friends-of” park groups.

Though there were no specific park sites cited by PPR staff as particularly in need of additional funding and attention, there are maintenance and manpower issues citywide in park and recreation facilities and passive and active parks. Sports fields, playground equipment, recreation programming, after-school programs, indoor-sport facilities, bench and passive amenity maintenance, and tree planting and maintenance are among the duties required of PPR staff citywide. Maintenance issues are more evident in the areas of the Central District not covered by special service district cleaning and maintenance crews, (i.e., those areas outside of the Center City District).

There are 18 staffed recreation sites in Park and Recreation Districts 5 and 6, which is the area from South Street to Allegheny Avenue from river to river. For those 18 sites, there are only five permanent caretakers. The remainder of the sites are staffed by part-time program and maintenance workers. Because of budget constraints on PPR, friends-of park groups and civic associations routinely assist in cleaning, fundraising, and greening park spaces and providing activities and amenities in the parks.

PARK AND OPEN SPACE OPPORTUNITIES

Pocket parks, school yard public re-use, and vacant land repurposing projects could re-invigorate the stretches of neighborhoods where there is a lack of green space within a 10-minute walk. re-use of industrial land and buildings for public use, and trails adjacent to industrial land could revitalize waterfront, industrial, and gap areas of open space coverage. There is precedent for each of these concepts in large metropolitan centers and proposals for each opportunity type in Philadelphia, including the Reading Viaduct, Schuylkill River Trail south, and Delaware River Trail.

Proposed Trails

An analysis of proposed trails citywide is underway as part of the Trails Master Plan and trails listed here will be included in that analysis. A preliminary ranking of proposed trails in the Central District follows:

1. Delaware River Trail
2. SRT South to Christian Street
3. SugarHouse to Penn Treaty Park

Connection Points to Regional Assets

An issue of high importance is direct and safe connection points to local and regional trail amenities. Connection points of high importance include the following; access improvements for these locations are included in the Pedestrian and Bicycle Plan’s Bicycle and Pedestrian Appendices:

- Eakins Oval/Pennsylvania Avenue to Schuylkill River Trail and Ben Franklin Parkway
- Ben Franklin Bridge Approaches, North and South
- Washington Avenue entrance to Delaware River Trail

Walkable Access to Open Space – Filling the Gaps

As detailed in the *Walkable Access to Public Open Space Map*, there are several areas of low access to public open space. Within some of these areas, there are proposed trails, parks, and open space amenities that would help to fill in the gaps.

- South of South Neighborhood West – SRDC is working with PPR on the SRT South Street to Christian Street segment, now in the feasibility analysis stage. The project will extend the trail along the waterfront from South Street to Christian and provide an additional neighborhood access point at Christian. This project would close the gap of walkable open space in this area.
- Market/JFK, 16th – 20th Streets – The proposed Market/JFK cycle tracks, detailed in the Transportation Existing Conditions, Issues, and Opportunities memo for the Central District, will provide green buffer space in this area.
- Callowhill and Spring Garden – The Spring Garden Street Greenway and Reading Viaduct projects would close these gaps in walkable access to public open space. Neither of these projects is in final design nor has dedicated funding at this time.
- Delaware Waterfront North – The in-design and fully funded Penn Street Trail, the existing SugarHouse Casino Trail, and the proposed SugarHouse to Penn Treaty Park Trail will close this gap north of Spring Garden along the waterfront.

Philadelphia2035: Central District Plan

Existing Conditions, Issues, and Opportunities—July 2012

TRANSPORTATION

CONTEXT

As the densely developed mixed-use downtown center of the city and region, the Central District is the focus of the region's transit network, and is significantly less auto-oriented than the rest of the city. The District must serve commuters and visitors of all kinds, as well as residents, within a street network that is historically constrained. Each user group has its own unique travel patterns and needs, but all must share the same transportation infrastructure. Sometimes, this sharing works to the benefit of multiple users, as when a more extensive system can be supported by those who use it at different times of the day or week and, thus, can spread the cost of capital investment and overhead and mutually contribute to political support. However, there are often instances of competition and other types of friction between the different user groups.

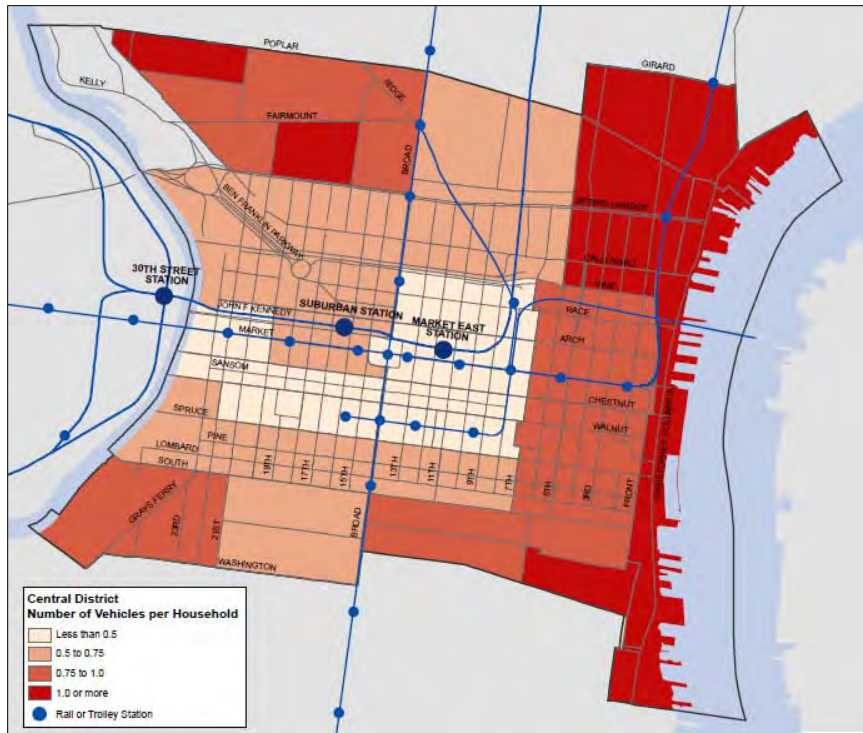
USER GROUPS

Residents

Residents of the Central District own cars and drive to work at lower rates than the city as a whole. Center City is exceptionally walkable, and walking is a more important commute mode than transit, despite the wealth of transit services available in the District. Bicycle commuting is almost three times the city average and is the fastest growing mode of travel. The table shows key transportation indicators for residents of the whole Central District and for the Central Core, which is the area from Vine to South, river to river.

	Citywide	Central District	Central Core
Percent of Households without Vehicles	34%	43%	54%
No. of Vehicles Available per Household	.97	.72	.56
Means of Transportation to Work (%)			
Automobile	60%	35%	26%
Public Transportation	26%	22%	22%
Bicycle	2%	6%	5%
Walk	8%	30%	38%
All Other	4%	8%	8%

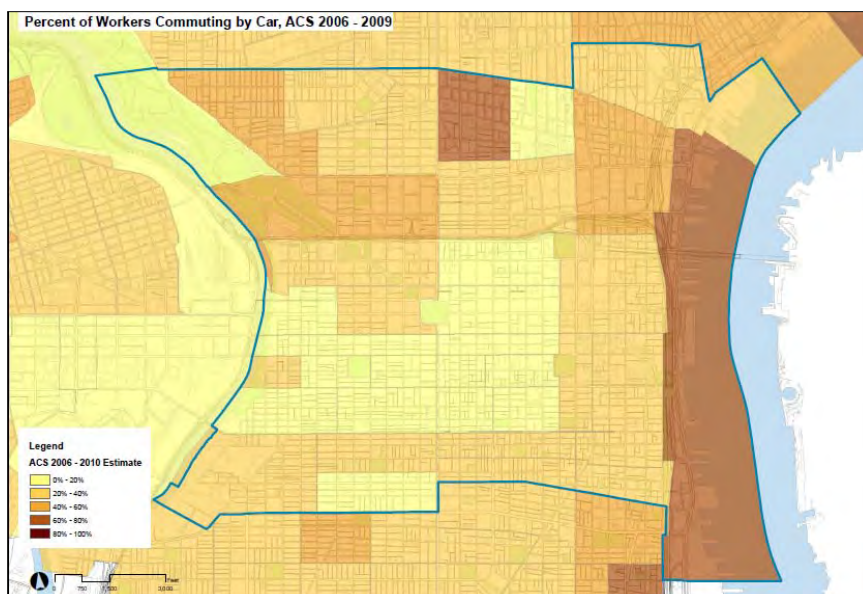
The standard indicator of auto ownership is the response to the question: "How many vehicles are available to members of your household?" asked by the American Community Survey, an ongoing statistical survey by the U.S. Census Bureau. In the Central District the average number of vehicles available in



2010 was 0.72, compared to a citywide average of 0.97. In the Central Core from Vine to South, average auto ownership was just 0.56 per household in 2010, virtually the same as in 2000. Within those boundaries, 54 percent of households said they had no vehicles available, a slight increase from 53 percent in 2000. Citywide, 34 percent of residents say they have no access to vehicles.

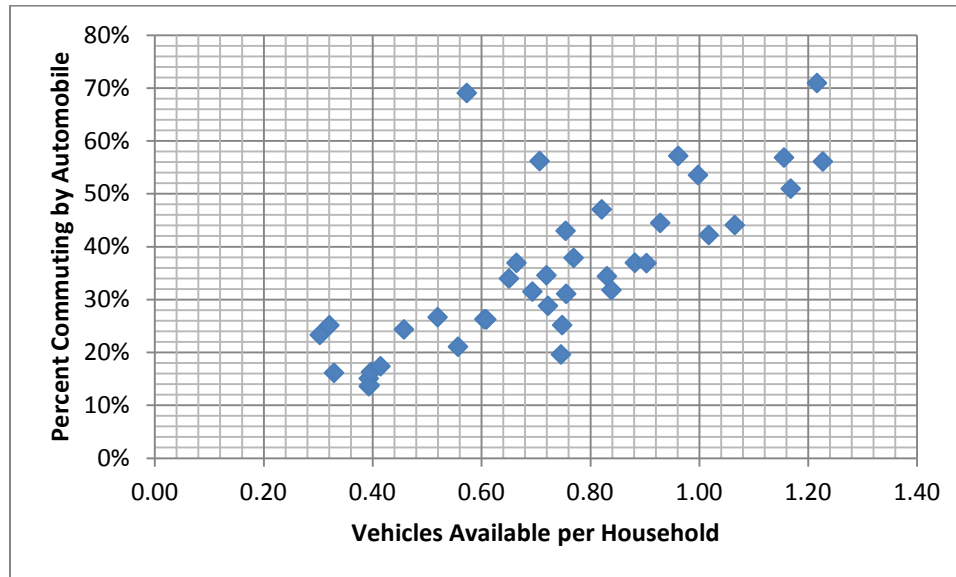
Auto ownership in the Central District is affected by several, conflicting factors.

On one hand, rising household incomes are typically associated with increased auto ownership. On the other hand, the increased attractiveness of options, especially car-sharing and bicycling, has made it easier to live in the District without owning a car. In 2009, Philly Car Share recorded 14,000 members and about half of their pods are located in the Central District. Many car-share members work for Center City employers. While the population of the Central District increased by 17,000 over the last 10 years, the number of cars owned by residents has increased as well: by approximately 3,400 to a total of 41,800 vehicles. This is an average of just 0.2 cars per new household, suggesting that either new residents are less likely to own cars, or that existing residents are becoming less auto-dependent.



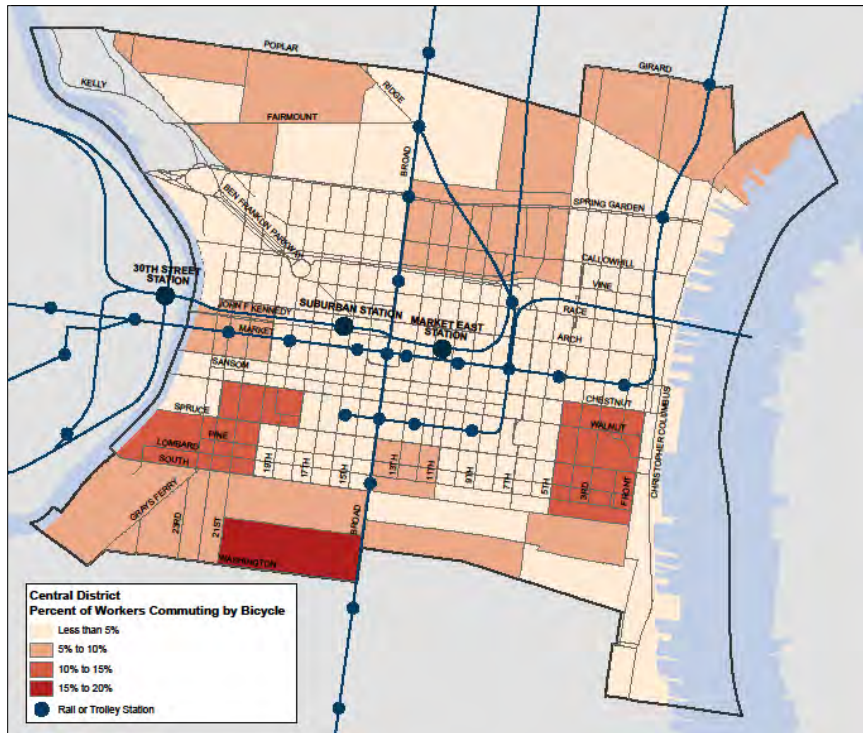
In the Central District as a whole, 25 percent of employed residents (11,200) commute to jobs farther than ten miles away. The number of Central District residents commuting to work by car is approximately 16,000, or 35%. The chart below shows each census tract in the District plotted with the vehicles available per household and the percent commuting by automom-

bile. There is a clear correlation between the two; however, the direction of cause and effect is not so clear. Some people own more cars because they have jobs outside the downtown, while others may own cars because they have parking supplied with their residence, and that then makes it convenient for them to drive to work. For example, tract 366, along the riverfront, has the second highest auto ownership, and development in this tract is all relatively recent, some of it developed with more than one-to-one parking. This tract also has the highest percent of auto commuters: 71 percent, in the District. Transit access to tract 366 is limited, which is another factor contributing to high auto use and demand from the area.



Parking availability, or the lack of it, is another factor affecting auto ownership. Many residents of the Central District do not have off-street parking available at their homes. They rely on monthly parking in lots or garages, using one of the more than 70,000 off-street spaces in the District, or search for on-street parking. The number of on-street spaces is possibly one-quarter to one-third of the total off-street spaces throughout the District, but on-street spaces are not distributed evenly. In the Central Core, on-street parking is scarcer, since most streets have parking on one side only, and many curb spaces are needed for loading. On the other hand, the Central Core has many off-street facilities used by commuters during the day but available for residents at night. The parking requirement has traditionally been lower for Center City residential development in light of its superior walkability and transit accessibility, with multi-family dwellings only requiring 0.7 or 0.5 spaces per unit depending on how centrally located they were. The new zoning code only requires 0.3 spaces per multi-family unit and none for row houses and twins. Parking is further discussed in the “Streets and Highways” section, below.

On average, 30 percent of Central District residents and 38 percent of central core residents walk to work, compared to eight percent citywide. The percent of walk commuters exceeds the percent that take transit and, in the central core, exceeds the percent driving to work. This is due not only to the walkability of the District but also to the short distance between home and work for many resident workers



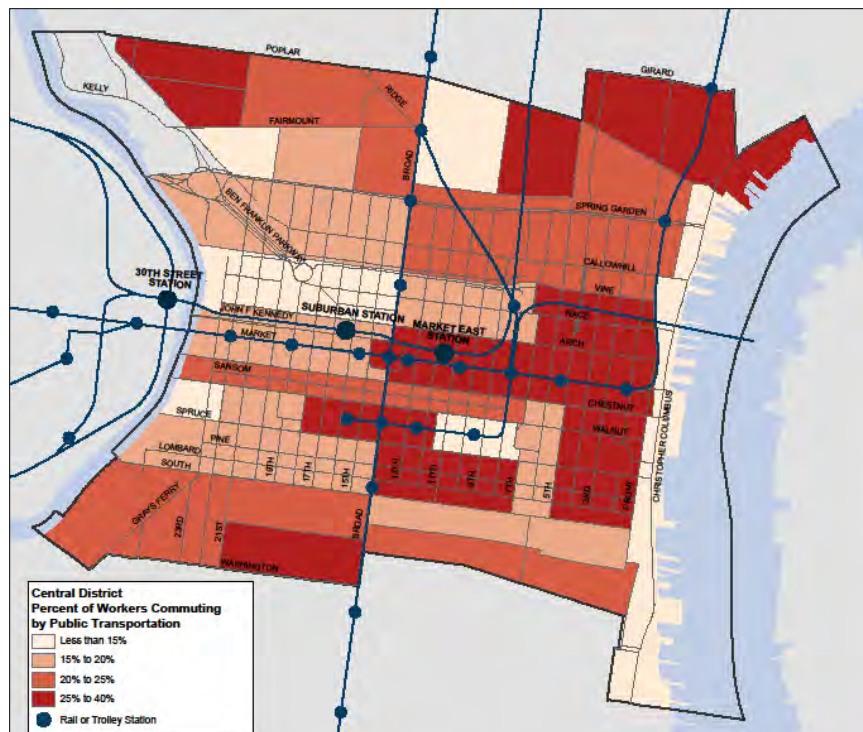
in the District. Walking to work is most common among residents who live closest to the center of the District and to the office core in Market West.

Residents of the Central District benefit from a wide array of transit services; however, for many residents, the bus service originates well beyond their stop, and there are frequent complaints that the buses are too full to even stop for passengers by the time they reach the Central District

during peak periods. The percent of residents that commute by transit shows less variation across the District than either driving or walking, and the average percent commuting by transit is the same for the Central Core as for the whole District.

The fastest growing transportation mode in Philadelphia is bicycling, and six percent of Central District residents bike to work. In 2000, the bike commute share for the Central Core was 1.43 percent, in 2010,

it had more than tripled. The areas of the Central District with the highest bike commute share are all south of Market Street.



Commuters

Every five years, the Delaware Valley Regional Planning Commission conducts “cordon counts”, tabulating all persons and all vehicles that cross a line drawn around Center City. The majority of this travel consists of people commuting to or visiting Center City for busi-

ness or personal reasons. The cordon line consists of Callowhill Street, Bainbridge Street, and the two rivers. In 2005, for the first time in the 45 years that cordon counts have been conducted, the number of people arriving in Center City by car declined, while the number of people arriving by transit increased. Preliminary results of the 2010-2011 cordon counts are shown in the table below. The number of people traveling to Center City has again declined over the past five years. Although transit use has increased, the total number of jobs and, thus, commuters to the Central District has declined slightly. This year, for the first time, the cordon counts included pedestrians and bicyclists; however, the final results were not available in time for this memo.

Combined Center City Screen Line Person Trips Summary 2010-2011					
PRELIMINARY - JUNE 2012					
	<u>Person Trips</u>			<u>As Percent of Total Trips</u>	
	2005 Report	2010-2011	% Change	2005	2010 - 2011
<i>North Screen Line</i>					
Total Transit	217,131	220,592	1.6%	31.2%	32.2%
Total Highway	479,873	463,798	-3.3%	68.8%	67.8%
Total	697,004	684,390	-1.8%		
<i>South Screen Line</i>					
Total Transit	59,258	66,184	11.7%	14.8%	18.8%
Total Highway	341,339	285,236	-16.4%	85.2%	81.2%
Total	400,597	351,420	-12.3%		
<i>East Screen Line</i>					
Total Transit	40,676	38,152	-6.2%	25.6%	24.2%
Total Highway	118,070	119,584	1.3%	74.4%	75.8%
Total	158,746	157,736	-0.6%		
<i>West Screen Line</i>					
Total Transit	169,261	166,702	-1.5%	39.6%	43.7%
Total Highway	258,301	214,997	-16.8%	60.4%	56.3%
Total	427,562	381,699	-10.7%		
All Screen Lines Transit	486,326	491,630	1.1%	28.9%	31.2%
All Screen Lines Highway	1,197,583	1,083,614	-9.5%	71.1%	68.8%
TOTAL TRIPS	1,683,909	1,575,244	-6.5%		
*Trips shown are totals for both directions: inbound and out-bound.					
** Pedestrian and Bicycle count data not compiled as of June 2012.					

The north screenline continues to be the direction from which the greatest number of people enter and exit Center City. Commuters to the Central District have several options in the regional interstate system and the arterial roadway network, as well as a radially oriented rail network that, with surface transit feeders, provides excellent or very good peak period service. City transit routes provide good off-peak service as well, but off-peak regional rail often lacks acceptable frequency and later evening service. As a result, commuters staying in town late often will prefer to have a car available. Commuters using City transit (i.e., not Regional Rail) often do have decent 24-hour transit options.

Many of the parking facilities in the Central Core are oriented to commuters, based on their location and rate structure. Peak occupancy in most parking facilities occurs at midday on weekdays, when commuters are at work. “Early Bird Special” rates, available only to those who arrive early in the morning and leave before a certain time of evening, cater to commuters who can shop around for the cheapest rates. Typically these rates are lower than the cost for a short-term visitor to park just two hours.

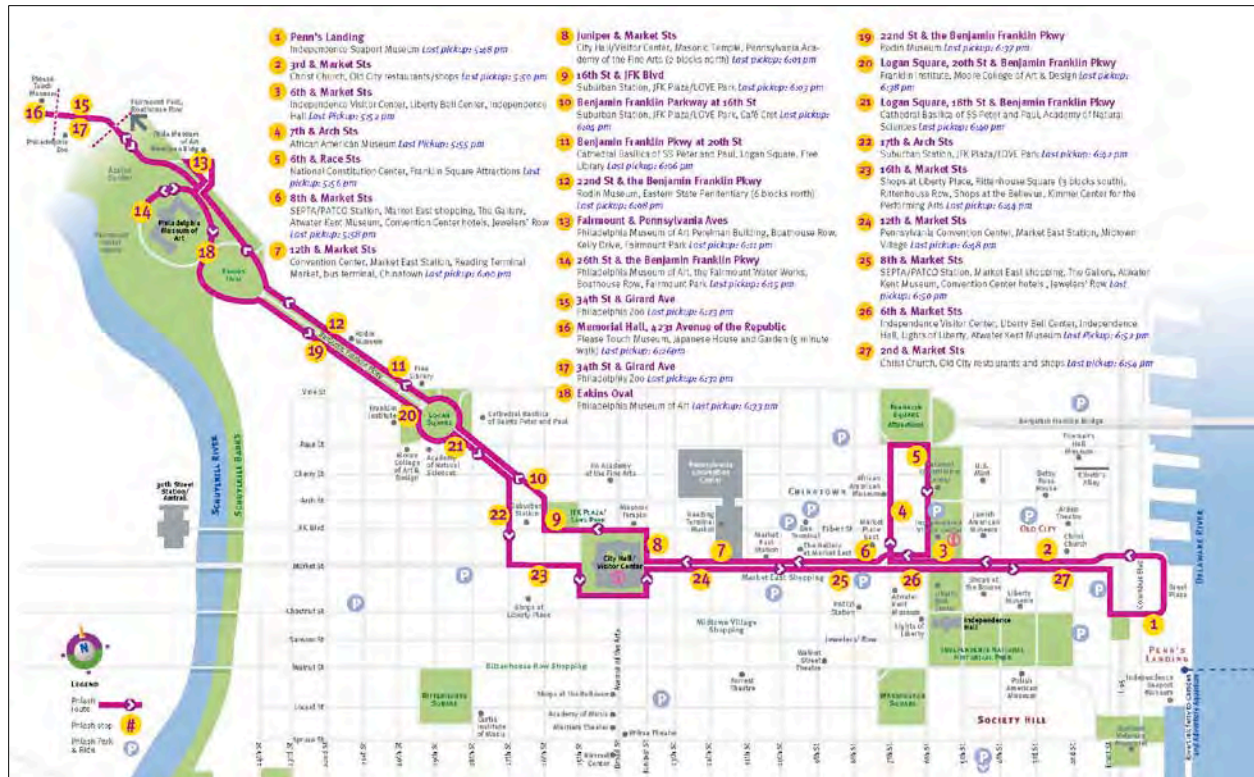
Visitors

Visitors to the Central District include tourists, people going to cultural attractions or entertainment venues, patients at medical facilities, shoppers, and business visitors. If arriving from outside the District, they would be included in the cordon count discussed above. Visitors tend to travel outside the peak period and often stay downtown for shorter periods of time than commuters. The parking rate structure at most off-street parking facilities discourages short-term parking. The average cost to park for one hour in the area between Spring Garden and South Street is \$10. Since on-street parking costs just \$2 or \$2.50 per hour, many visitors feel they are being gouged by parking garages and lots, especially if they can’t see the parking rates before they enter the facility, as is often the case. An exception to the prevailing parking rate structure is the new parking garage at the Philadelphia Museum of Art, where the rates are designed to favor visitors and members staying 4 hours or less.

SEPTA offers two types of passes geared towards visitors and casual users of the system: The Independence Pass (Individual or Family); and the Convenience Pass. The Individual Independence Pass is \$11.00 and the Family Independence Pass is \$28.00 for up to five family members. Both kinds of Independence Pass are good on all vehicles, including Regional Rail (except during rush hour) and the Airport Line. The Convenience Pass costs \$7.00 and is valid for eight rides on any “bus, trolley, or subway”. These tourist-oriented passes must be purchased in advance of getting on the bus or train. The Convenience Pass is used daily by 3,494¹ people, or about 0.6 percent of average daily weekday passengers; the Independence Pass (Family) is used daily by 423 users, or 0.1 percent; and the Independence Pass (individual) is used daily by 108 users, or a negligible percentage.

The Independence Visitor’s Center, in cooperation with private entities, operates PHLASH tourist loop buses, traveling from the Historic District to the Parkway museums and, recently, beyond to the Zoo (see

¹ According to SEPTA, based on FY2011 data for average weekday.



accompanying map). Depending on weather and presence of conventions and trade shows, recent daily ridership has ranged between 500-2,000 passengers. The popular buses are always in danger of termination due to the tenuousness of the funding agreements that make the service possible. When it was initiated, the PHLASH replaced SEPTA's Route 76, which ran from Independence Mall to the Zoo. Currently, Route 38, although not serving the Zoo, comes closest to providing the desired tourist route, but lacks any sort of special promotion or branding. A worthwhile and far more permanent solution to PHLASH replacement would be the proposed Cultural Corridor Line.

In a District so historically significant, architecturally diverse, and attractive for tourists and conventioners, tourist-oriented bus operations cannot be ignored. Philadelphia Trolley Works, Big Bus, and Ride-the-Ducks are the largest and most visible operators. Ticket prices for these services vary depending on various package deals and promotions, but the typical adult fare for an all-day on-off ticket is \$27, compared to \$10 on the PHLASH. In addition there are several carriage companies using horse-and-buggy operations for a novel and nostalgic outing. These are generally confined to Old City and the Historic District.

Charter buses, private tour buses and school buses can be found at any given time of day transporting visitors to downtown attractions or parked on downtown streets. In 2003, the City and PENNDOT arranged a parcel of land at 2nd & Callowhill Streets to be used as a tour bus parking area. The lot has designated parking spaces to accommodate 48 motorcoaches, with an area for smaller vehicles as well. The overall capacity can go as high as 75 spaces, depending on parking demand and size of vehicles.

The facility is open to anyone who wants to use it for a fixed fee of \$20. One may either arrange parking in advance or simply pay the fee on the day(s) the facility is needed, assuming space is available. The facility is subleased to the Delaware River Waterfront Corporation by the Interstate Land Management Corporation (ILMAC). Tour bus operators often avoid paying the fee and simply idle their buses in various other locations, notably the big-box retail establishments on Columbus Boulevard, and Washington Avenue west of Broad Street. They are able to do this due to lack of enforcement regarding designated bus parking and idling regulations.

Taxicabs are particularly important to visitors, although they are also important to residents. According to CCD's *Transportation and Access* report for 2011, about 2 percent of trips in Center City are via taxi. The Philadelphia Parking Authority, Taxicab and Limousine Division provided the following statistics:

Cash fares	80-83 percent
Average Trip Length	2.5 miles
Average Trip Time	15 minutes
Busiest pick-up locations	Airport & 30 th St Station, up to 500 cabs stationed at each location
Busiest drop-off locations	CC, Old City, Rittenhouse, 13th and Locust area, Convention Center, most hotels
# medallions (cabs)	1,600
# cabs typically in-service (weekday)	1,575 any one time, but all 1,600 required to be in-service at some time in the day ²
# cabs typically in-service (weekend)	1,500 Fri-Sat; 1,300 Sun ³
Dispatch Companies	14 companies; not required to be licensed or approved by PPA, but must renew annually
Designated stands and areas	21 (mostly hotels)

TRANSIT

Philadelphia has the nation's sixth-largest transit system⁴ and one of the most modally diverse. Within the Central District, SEPTA operates subway and elevated lines, trolleys, buses, and regional rail. Of the six trolley lines that operate in the District, five are in subway. Philadelphia also has the nation's first

² All 1,600 medallion cabs are required to be in service on a daily basis. At any given time about 20 to 30 may not be authorized to be in service for one reason or another by the Authority's Taxicab and Limousine Director. Generally the drivers work twelve hour daytime shifts from 6 AM to 6 PM. Many of these drivers stop working at 4 PM. The lease is for a twelve hour shift, but they are not required to work the entire twelve hours.

³ A typical Friday night there would be over 1,500 cabs in service. Saturday night there may be a few less cabs in service. On Sunday there are usually about 1,300 cabs on duty from noon to midnight.

⁴ According to APTA 2012 Fact Book statistics for Unlinked Passenger Trips

planned underground walkway system or concourse. The concourse extends for 3.5 miles⁵ beneath the Central District. The District's relatively compact area of four square miles and the abundance of transit options often means that there is a bus stop on every corner and there are nearly 135⁶ underground "portals", or sidewalk access points to the subway, elevated, commuter rail, concourse, and PATCO systems.

Philadelphia has steadily been reflecting national upward trends in transit ridership. A recent SEPTA analysis shows that in the ten-year period from 2002-2011 there was an overall general upward ridership trend of 11 percent for Center City, with bus, trolley, and subway use all growing by 12 percent and regional rail growing by 8 percent. For the one-year period from 2010 to 2011, the subway-surface lines led the pack with a 12 percent increase; bus ridership rose by 3 percent; the subway lines held steady; and regional rail declined by 2 percent.⁷

PATCO, or Port Authority Transit Corporation, is a subsidiary of the Delaware River Port Authority. The PATCO Line was a unique and modern endeavor when it opened in 1969, even including automated fare collection with reusable magnetic "swipe" cards which were also required for exiting the system. San Francisco's BART and Washington, DC's, Metro were modeled on PATCO. In recent years, PATCO ridership has remained steady at a systemwide total of about 18,000 on an average weekday. A rider survey⁸, conducted by the Delaware Valley Regional Planning Commission, found that PATCO carries 47 percent of New Jersey business commuters and 58 percent of Camden County business commuters who work in Center City Philadelphia.

⁵ From CCD

⁶ CCD cites 108 portals; Inquirer article "City concourse gets a breath of fresh air", Aug 10, 2007 cites 123 concourse-only entrances; I took the higher number to mean all underground entrances and rounded up to 135 to account for several more stations encompassed within our Central District that are not traditionally considered Center City.

⁷ From SEPTA Revenue, Ridership, and Sales Division report for CCD, 2011

⁸ From DRPA website: PATCO History: PATCO Facts

The following table shows average weekday passenger boardings within the Central District by mode/route. These figures are based on annual weekday averages and represent approximately half of all transit trip ends in the District, since they do not include alightings or free transfers.

MODE/ROUTE	Average Weekday Boardings, FY2011 ⁹
Surface ¹⁰ – 29 routes	100,000 ¹¹
Subway Trolley Lines	24,257
Broad Street Line/Ridge Spur	52,746
Market-Frankford Line	66,579
PATCO Line	18,000 ¹²
Regional Rail (Suburban + Market East Stations)	37,686
NJT Buses	3,279 ¹³
TOTAL Average Weekday Transit Boardings in Central District	302,547

Some surface routes that operate through the District are among the busiest in the country. These include Route 23 with 21,500 daily riders and Route 47 with 18,000 daily riders. These are greater passenger loads than utilize most of the new light rail systems around the country. Route 33 and former Route C (two separate Routes 4 & 16 as of Feb 2012) each carry nearly 15,000 riders per day. Locally, the busiest Regional Rail Line – The Paoli/Thorndale – moves 20,805 passengers per day.

The primary surface transit corridors in the district can be identified by the number of transit vehicles using a street on an average weekday. East-West streets with extraordinarily high volumes of SEPTA vehicles in the Central District (i.e., 300+ daily SEPTA vehicles, or an average of every 4.8 minutes) include: JFK Boulevard and Market, Chestnut, and Walnut Streets. The combination of bus routes on these streets provides a very high level of service that improves the mobility for residents, employees, and visitors alike, allowing for easy, quick movements across the Central District. Transit use is somewhat more dispersed on North-South streets, but several still have very high volumes of SEPTA vehicles. North-South streets having 150+ daily SEPTA vehicles (an average of every 9.6 minutes) include 8th, Broad, 19th, and 20th Streets. Sections of 2nd, 11th, and 16th Streets also carry significant transit volumes.

Another important piece of the Central District transportation puzzle is the multitude of private shuttles. These are usually 35-foot mini-buses operated as a courtesy by universities, high-rise apartment and condo buildings, and at least one office building. Drexel and the University of Pennsylvania each operate at least one shuttle route within the District. Generally, all such shuttles have designated stops; however, some university shuttles will travel door-to-door during late-night operations as a safety precaution. While there are designated stops for pick-ups, drop-offs may occur anywhere along a route, as requested.

⁹ From SEPTA, extrapolated from CCD transit census

¹⁰ Includes all bus and Girard Ave trolley

¹¹ This number derived initially from SEPTA at 95,418; then rounded to 100k to account for portions of Rte 15 and Rte 64 not in SEPTA data.

¹² PATCO 2010 turnstile data

¹³ From NJT, based on 6,558 round-trips

Several high-rise apartment complexes on the Parkway provide private transit service for their tenants. Each shuttle provides direct service to the downtown core six days per week (no Sunday service), from the pre-rush hour morning to late evening. There are also other residential shuttles, including one used by residents of four condominium buildings in Fairmount, Logan Square, and Rittenhouse Square, and a shuttle for the office building at 1500 Spring Garden.

University shuttles making late-night door-to-door drop-offs are providing a specialized service that goes beyond what SEPTA typically offers; however, routine shuttles from nearby apartment or office buildings to downtown and back may undercut ridership on parallel SEPTA routes and thus reduce the quantity of transit service available to the general public. Furthermore, the need to accommodate not just a regular bus stop but a layover stop at each of the originating destinations can create problems at those locations if curb space is not adequate. The City does not regulate private shuttles, except for granting permission for stops and layover locations. The following chart shows the most readily available details on private shuttle operations¹⁴:

CATEGORY	OPERATOR	WEBSITE	SCHEDULE	STOP
Airport/Hotel/Office	1500 Spg Gdn	www.1500springgarden.com	On-demand?	
	Park Towne Pl	www.parktowneapthomes.com	every 30 minutes M-F, 7am-8pm; Fri-Sat, 7-9pm; Sat every 2 hours between 9-5pm	
	Philadelphian	www.2401.com		
	2400 Chestnut	www.2400chestnut.com	12 departures during a.m. commute, and 4 late afternoon runs	
University	PENN Bus	http://cms.business-es.upenn.edu/transportation/schedules-and-stops/shuttles.ht	5 pm until 12am M-F	20 th /Locust
	PENN Shuttles	Same as above	M-F 12:20 am-3 am; Sa-Su from 6 pm to 3 am.	To-door
	Drexel	www.drexel.edu/facilities/transportation/busServiceSchedules/		

The Greyhound Bus terminal at 10th & Filbert Streets is the sixth busiest in North America, and fourth busiest in the US.¹⁵ The facility is an asset due to its location near major destinations and numerous hotels and residences. It is also adjacent to or within one block of many existing transit assets including the Market-Frankford Line, Market East Station, PATCO, SEPTA and NJT buses, all providing access to much of the City and suburbs; however, the May 2010 *Intermodal Transit Center Feasibility Study* concluded that the existing facility is too small to allow for expanded operations. The parcel where the current Greyhound Bus Terminal facility is located at 10th & Filbert Streets is owned by Criterion Group, LLC of New York City. The lease termination date for Criterion is about 2.5 years from May 2012, or fall 2014.

¹⁴ All data in chart taken from web searches conducted April 9th/10th 2012

¹⁵ <http://www.greyhound.com/en/about/factsandfigures.aspx>

The potential loss of this facility would have a tremendous effect on the local and regional transportation systems and even extending to the Northeast Corridor.

New Jersey Transit operates 17 bus services into Philadelphia. This includes two seasonal routes, and two routes operating a few runs in weekday peak periods only. NJT has two distinct routing alignments within the Central District. NJT's "Loop" alignment serves 11 of the 17 routes operating into Philadelphia and uses 6th Street to Market Street, and Broad to Vine Streets with designated stop locations along this loop route, including an on-street layover at 6th Street near Race Street; the "Greyhound" alignment is so-called because these 6 buses serve the Bus Terminal Facility at 10th & Filbert Streets. The "Greyhound" buses then operate closed-door cycling back to The Ben Franklin Bridge via 10th Street, Market Street to 5th Street. In total, NJT buses deliver 3,279 passengers into the Central District each weekday. This is a surprisingly small number of passengers given the 17 routes.

MegaBus, along with BoltBus, operates out of the 30th St Station area. However, MegaBus also has a stop on the south side of Market Street just west of 6th Street for pick-up service to NYC only.

COMPLETE STREETS

Over 18,000 walk to work in the Central District, reflecting the fact that Philadelphia has one of the most walkable downtowns in the nation. However, the vast majority of transit users and drivers complete their work trip by walking, often several blocks.

The Walk Score of the Central Core (Vine to South) is 97 out of 100, while the rest of the Central District ranges from 86 to 91. Philadelphia's overall Walk Score of 74.1 puts us in fifth place as a top walkable city. Walk Score is a calculation based on the number of destinations within walking distance of a given point, thus mixed land use and high density are key factors in this particular ranking, but Center City has several other important characteristics that make it walkable. Chief among these are narrow streets that are easy to cross, short signal cycles that minimize pedestrian delay, short blocks that allow many choices of walking routes, and an attractive streetscape environment rich in visual detail.

In the Central District, Market Street (particularly East Market Street) is an area of particular concern for pedestrian safety. This is likely related to the presence of so many transit stations. DVRPC conducted a Road Safety Audit of East Market Street in May 2008 and made a series of recommendations to reduce pedestrian crashes on the street. All pedestrian signals on Market Street have been upgraded to countdowns. More recently, the core of downtown has been the target area for a new education and enforcement effort focused on improving bicycle and pedestrian safety. This program, called "Give Respect, Get Respect," started in the summer of 2011, funded through the Get Healthy Philly project, and is scheduled to resume next fiscal year using Highway Safety funds.

Existing and proposed bike lanes in the Central District are shown in the map at left. The introduction of buffered bike lanes on Spruce and Pine Streets in 2009 succeeded in increasing the level and safety of



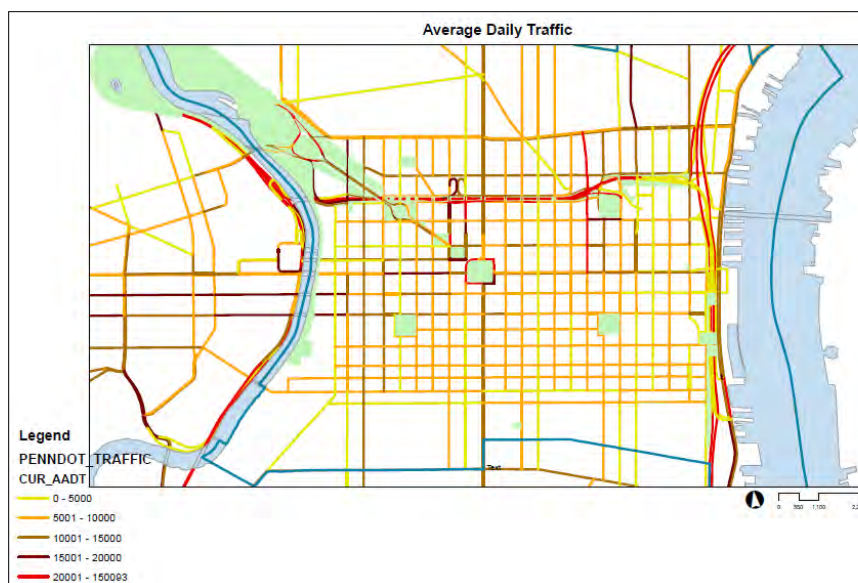
bicycling downtown. This initiative was followed by a series of bikeway connections with the new South Street Bridge, and by several “sharrow” installations. 13th Street has had a traffic lane converted to a buffered bike lane between Buttonwood and South Streets, and 10th Street is currently in the pilot stage of a bike-lane project, with the final design yet to be resolved.

STREETS AND HIGHWAYS

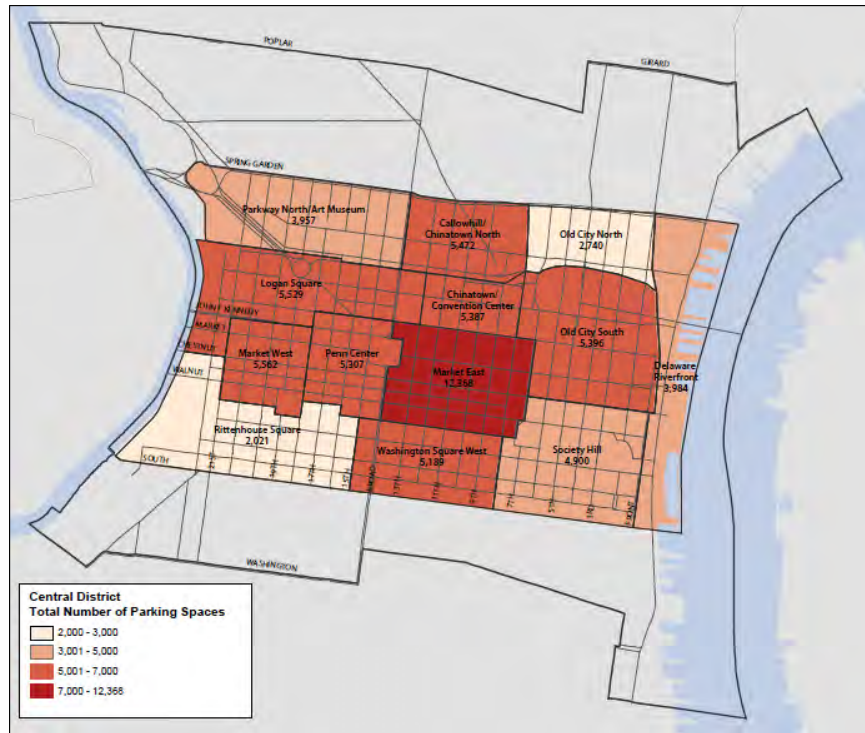
The Central District is served by I-76 on the west and by I-95 on the east, while I-676 cuts across the District just north of downtown. Each of these interstate highways has numerous connections to the local street network in the Central District. These transition points tend to be points of congestion and of conflicts between modes, especially between motor vehicles and bicyclists and pedestrians. In addition to the limited access expressways, both Broad Street and the Parkway serve as major commuter routes, roles that conflict with their importance in serving local access for the many people arriving by transit, on foot or by bicycle.

The City has made many efforts on both Broad and the Parkway in recent years to make them safe and attractive for all users. Most recently, the section of the Parkway from 20th to the foot of Eakins Oval

was reconfigured and restriped to calm traffic and to create a much larger center median.



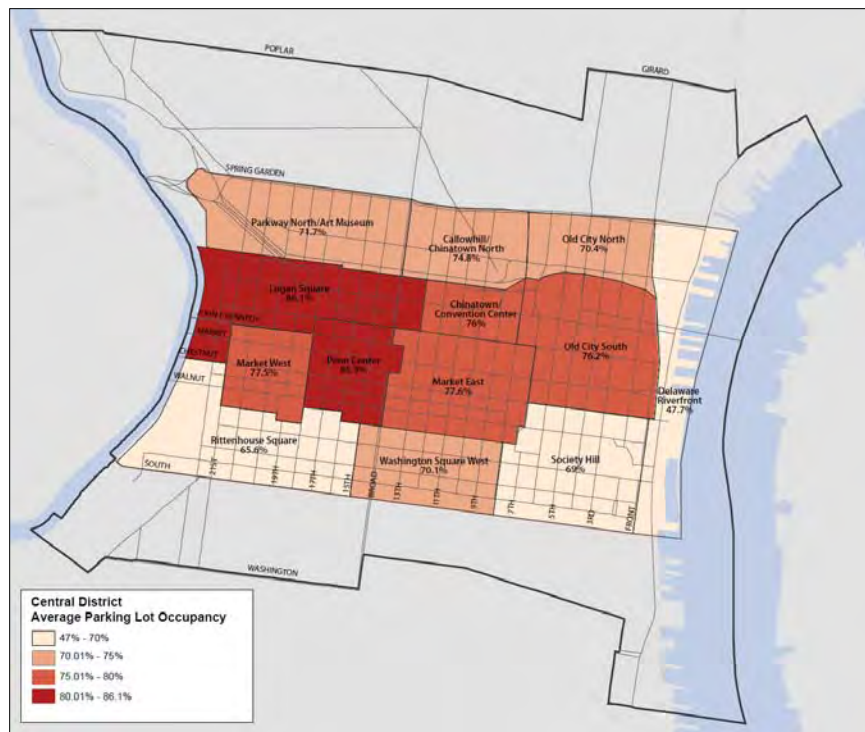
The PCPC's 2010 parking inventory includes 68,000 off-street parking spaces in the area bounded by Spring Garden, South Street, and the two rivers. This does not include spaces in individual residences or small parking facilities of fewer than 30 spaces. Of the 68,000 spaces,



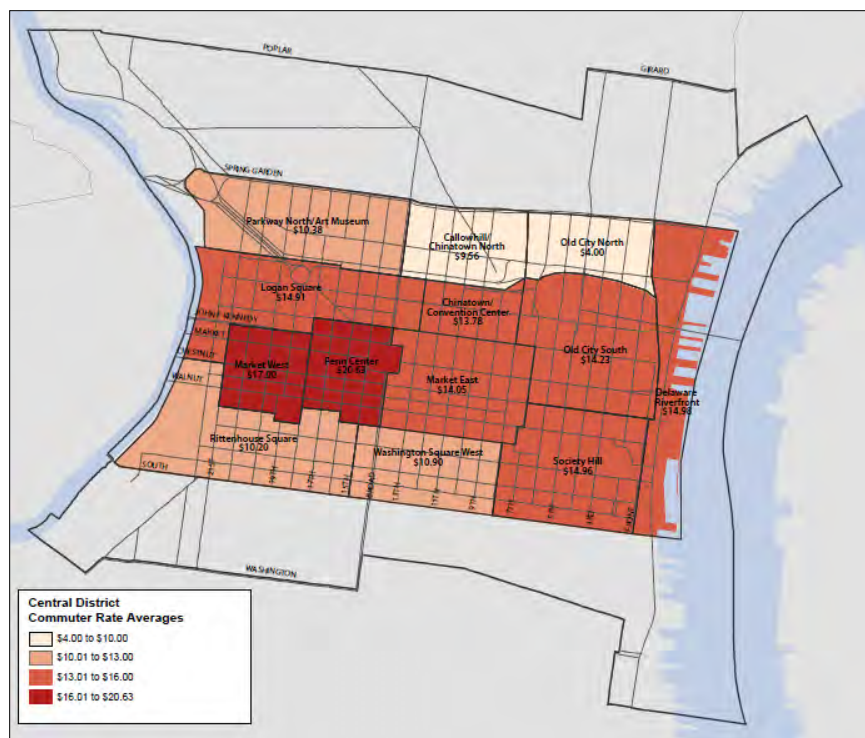
es, 50,000 are open to the general public and the rest are limited to residents, employees, or visitors of specific buildings. The map at left shows the number of spaces for different areas of Center City.

The average occupancy of the lots and garages at mid-day on a weekday in the summer of 2010 was 74 percent. The occupancy rates for different sections of Center City are shown on the map below.

The map on the following page shows the average cost for commuter parking. For all of Center City this averaged \$13.50 in 2010, while it cost \$10 to park for one hour. In many cases, it costs more to park for 90 minutes than to park all day with an Early Bird Special. For this reason, on-street parking is a critical, though relatively small, component of the parking supply, because it is the only short-term parking that is reasonably priced.



In 2009 the City undertook several initiatives to reduce congestion downtown. Parking meters began to be replaced by parking kiosks, which allow more flexibility in rate-setting. On-street parking rates in the core were doubled to \$2 per hour in order to ensure that there would always be one or two spaces available on each block. New Truck Loading Zones and Package Delivery Only Zones were created in the core to encourage deliveries before 10 AM and to



discourage all-day parkers from using on-street spaces. These new zones were successful in reducing peak-hour congestion from 20 to 35 percent. Also in 2009, a requirement was added to the zoning code that requires developers to provide bicycle parking with new development, and the Parking Authority designated on-street spaces for motorcycles and scooters in Center City.

More recently, a limited number of parking changes were made on or near 13th

and 10th Streets with the installation of the 13th Street and 10th Street bike lanes. The traffic analysis conducted prior to the implementation of the bike lanes revealed several areas of traffic congestion. Several parking spaces were removed to create turning lanes, which cleared up the pre-existing congestion problems. New parking spaces were found in the immediate vicinity where possible.

PLANNED PROJECTS AND OPPORTUNITIES

Transit

Invest in Existing Infrastructure to Improve Service & Attract Riders

Owing to its age and historical amalgamations, much of the SEPTA system is a radial or hub-and-spoke design focused on Center City Philadelphia. . This arrangement has not changed radically since inception although the land use pattern has. When most of the Central District's rail transit infrastructure was built, the northern and western areas were heavily industrial – largely railroad yards for the Pennsylvania RR and Baldwin Locomotive Works; the largest office building was the Public Ledger Building located at 6th and Walnut Streets; there were eight department stores on East Market Street; and about 50 percent of the Philadelphia region's citizens lived within the boundaries of the City. While the existing radial transit network does an excellent job at delivering commuters from outlying neighborhoods to the central business district, it does not always serve the internal circulation needs of the Central District quite as effectively. For example, as noted previously, many residents complain of being passed up by buses that are full on arrival in the Central District. Relatively short trips to Market West from Society Hill and Queen Village require a transfer. And there is no way to travel by rail to make a quick, no-transfer, transit connection from Market West to Market East.

In a system as old and as large and complex as SEPTA's, all parts are in constant need of attention. SEPTA's State-of-Good-Repair (SOGR) Program aims to maintain a safe and reliable network. SEPTA, like all transit agencies, depends upon a mix of federal, state, and local funding. City funds can leverage federal and state funds in ratios from 31:1 up to 2215:1, depending on historical, federal, and site-specific formulas¹⁶. Vehicle Overhauls are a way to upgrade transit vehicles, often to meet new federal standards and to incorporate technological advances unavailable at the time of the original vehicle purchases. This is a standard industry practice to extend the useful lives of vehicles while avoiding costs often associated with entirely new vehicle purchases. SEPTA's current Capital Budget includes Vehicle Overhauls for all the subway and trolley lines.

Upcoming SEPTA projects in the Central District that will directly enhance passenger service include escalator improvements at Spring Garden Station on the Market Frankford Line, elevators at Race-Vine Station on the Broad Street Line, and 15th St Station elevator installations as part of City Hall (Dilworth Plaza) Early Action Phase. All of these projects either have begun or will start construction in 2013. Several projects on SEPTA's unfunded list for capital improvements would improve service in the Central District: the full City Hall Station Renovation, new low-floor articulated trolleys to speed boarding and accommodate more riders, and hybrid bus procurements.

The project that will have the greatest impact on improving mobility for transit riders in the region is the New Payment Technologies (NPT) Project. This will introduce smart-card technology to SEPTA, improving the payment and collection procedures throughout the system. The improvements are expected to occur over the next 10 years. The Central District will be most affected by the new fare-payment system since it has the most stations. All transit station fare arrays (turnstiles and high-roto gates) will have new and/or refitted equipment to accept the new payment instruments. The retooling of all fare arrays and mandatory ADA accessibility requirements as stations are upgraded has the potential to change the way transit infrastructure is used and understood in the Central District. For example, high-roto gates are now all exit-only. But they may be retrofitted to accept bi-directional traffic; that is, allowing entering as well as exiting. When New York City introduced MetroCards, many dozens of "exit-only" gates suddenly were able to be used as entrances. The NPT may thus be a natural catalyst to rethinking the concourse system.

SEPTA's marketing and branding efforts should be improved and expanded. Recently, CCD undertook a campaign to introduce new signage, maps, and green stanchions (or "lollipops") to signal underground transit access points. New bus stop and station signage are being expanded to incorporate unique identification numbers to support various real-time transit offerings, such as TrainView, SMS, and Next-to-Arrive. This is a good opportunity to identify "key" bus and station stops for eventual station/stop area maps and route maps. Bus shelters and other transit amenities, in addition to signage, should be added throughout the Central District where sufficient space is available to meet sidewalk design standards.

¹⁶ Per SEPTA Capital Planning Department

Implementing the *Philadelphia2035 Citywide Vision's* CityRail concept would have many far-reaching positive consequences for the Central District as the hub of the radial Regional Rail network. CityRail would introduce more frequent services on the Regional Rail Lines, and possibly some new service options such as weekday expresses, weekend specials, etc. Bus service, in turn, would be enhanced to provide reliable feeder services to the rail lines. In this manner, it is envisioned that a regional metro network closely approximating that of Washington, D.C.'s can be introduced. CityRail, together with the New Payment Technologies project, can raise the Central District to a new level of transit accessibility, with far-reaching implications for employment, including reverse commuting and the nighttime entertainment sector.

With the planned I-95 improvements, the opportunity to reconfigure the Spring Garden El Station should be addressed. The station's current alignment – within a highway median and accessible only beneath the highway itself – is in conflict with the ADA requirements that all stations must be wheelchair-accessible. There is no place to accommodate an elevator within the footprint of the existing highway-constrained design.

A new Market East Intermodal Transit Center, proposed as part of the *Market Street East Strategic Plan* and evaluated in the *Intermodal Transit Center Feasibility Study* of 2010, would improve affordable accessibility to Philadelphia and would improve connections between inter-city bus service and local transit service at the Market East Station. The terminal should include a pedestrian connection to the Reading Terminal Market. To ensure the ongoing viability of intra- and interstate and international travel and mobility options, the City should work with Criterion and other potential groups to secure a new lease and afford uninterrupted bus services in the Central District. In absence of any interest in the parcel or lease, the City should explore purchasing the property and/or taking over the lease. In the longer-term, a new facility should be built in accordance with the recommendations in the aforementioned 2010 study.

If the PHLASH bus service is terminated due to lack of funding, SEPTA should replace it with a dedicated bus route that is marketed and branded as such, so that visitors can know that they will be able to see the main visitor attractions without fear of getting lost. The Convenience Pass and Independence Passes should be available for sale on this branded route; however, a bus solution, at least one on the scale of PHLASH operations, should be considered a temporary measure until the Cultural Corridor Line is implemented.

Extend/Introduce Technological Advances to Serve New Markets

The Cultural Corridor Line would connect visitor attractions in the Central District and West Philadelphia including: the Race Street Pier, Independence National Historical Park, the Convention Center, Parkway museums, the Zoo, the Please Touch Museum, and the Mann Music Center. This idea combines previous proposals including the Schuylkill Valley Metro and the Delaware Waterfront Light Rail Line into a cohesive route to serve key visitor destinations. It would use the City Branch right-of-way west of the Reading Viaduct, and would connect with the proposed Delaware Waterfront Transit Line to the east. The Cultural Corridor Line would serve as the long-term replacement for the PHLASH bus. The City should colla-

borate with SEPTA and private entities to reserve and protect the right-of-way of the below-grade City Branch in order to secure its longer term value as a public transportation route crossing under Broad Street to and through the Reading Viaduct.

A Delaware Waterfront Light Rail line as proposed in the Delaware River Waterfront Corporation (DRWC) 2010 study would serve the entire Delaware waterfront in the Central District as well as an east-west connection directly into the heart of Center City – and the Central District. Such a transit line, in combination with a Cultural Corridor line, would do much to improve mobility within the District. This line, with an east-west connection using Arch and Race Streets, is currently being modeled by DVRPC for the DRWC. The primary reason for choosing these east-west streets is ease of connectivity to Franklin Square, located between 6th, 7th, Race, and Vine Streets. However, the possibility of an alignment along Willow and Callowhill Streets should also be considered. There is a large gap in east-west transit service between Arch Street and Spring Garden Street. Furthermore, the spin-off economic potential of a light rail service on a thoroughfare north of Race Street may be greater than for streets that are already well-developed.

A new Market-Frankford Line subway station on West Market Street has the potential to greatly reinforce area transit use as well as the ongoing viability of the skyscraper corridor. The utility of the 19th and 22nd Street stations is limited by the fact that the Subway-Surface Line terminates at Juniper Street, and recent studies have shown that any eastward extension from that point would be extremely costly. Though a new Market West station would be very expensive, it may be the cheapest non-bus solution that would allow a one-seat ride from the west side of Center City to the east side. The provision of a Market West station would have positive local repercussions as a permanent transit “anchor” to the “skyscraper core.” Redevelopment of proximate sites, such as the vacant lot at 20th & Market, should be designed to accommodate eventual development of a station. In the shorter term, the trolley stations at 19th and 22nd Streets, which have received new signage, should be marketed as connecting points for 30th Street Station and University City.

Coordinate land use decisions with existing and planned transit assets

All strategies that seek to enhance, preserve, and sustain the Central District should involve transit. The new Zoning Code will begin to better address this relationship, but planning should occur sooner rather than later to ensure that an optimal arrangement is built-out in the longer term that encourages density, walkability, and transit use. The proposed transit line extensions and upgrades should be designed and built with TOD nodes anticipated from the start. Most of the Central District is already transit-oriented. However, certain key gaps exist, including the area around Franklin Square, the far southwest of the District, North Broad Street between Spring Garden Street and Girard Avenue, Market West, and the Delaware waterfront.

Since the Central District includes the oldest portions of the City, it is accurate to say that nearly every street within the District once had a trolley. It is not uncommon to still see vestiges of trolley tracks poking through asphalt. This can be unsightly, and also dangerous, particularly to bicyclists and pedestrians.

Current SEPTA-City agreements call for restoration of Routes 23 and 56 one day. This agreement should be explored and evaluated for an implementation timeframe.

In addition to Routes 23 and 56, decisions should be made by the City and SEPTA regarding the larger future of light rail in Philadelphia. Track that is not expected to be needed or is not salvageable should be removed. Any such analysis should consider that several of SEPTA's busiest bus routes operating within the Central District achieve daily ridership levels greater than the multi-million dollar newer light-rail systems recently built in this country. The Central District's quality-of-life is negatively impacted daily by the diesel bus operations currently in use on lines with extreme passenger loads such as Routes 4 (formerly "C"), 23, and 47. Much of the electric infrastructure used as recently as 2002 for trolley operations in the District is still intact.

An often-overlooked and undervalued mode is trackless trolley. Compared to standard trolleys, trackless trolleys can maneuver around loading or parked vehicles, and are safer for bicyclists. If it is determined that existing trolley tracks will not be used, certain portions of other electric infrastructure should be retained, such as the support poles and catenary. In this manner, trackless trolleys could operate over some of the busier routes, yielding benefits in terms of easing congestion, improving air-quality, and monetary savings through greater vehicle useful life.

Complete Streets

Implement a complete streets policy to ensure that the right-of-way will provide safe access for all users.

The sidewalk network in the Central District is complete and in relatively good condition, compared to the rest of the city; however, issues of sidewalk congestion are common due to numerous sidewalk encroachments, both legal and illegal. The *Pedestrian/Bicycle Plan* includes sidewalk design standards, tied to a new, context-sensitive street classification system that would limit sidewalk encroachments. Broad Street, Market Street, and the Parkway are classified as Civic Ceremonial street types, which receive the highest level of protection for pedestrian walking space. Chestnut and Walnut Streets from 5th to 20th, along with short sections of eight numbered streets, are classified as High-Volume Pedestrian Streets, which calls for the second level of pedestrian protection.

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

The new *Pedestrian/Bicycle Plan* includes an expansion of the bicycle network, including new bike lanes and marked shared lanes, or "sharrows". Highlights include one-way cycle tracks on JFK and Market from 15th to 20th, a two-way cycle track or sidepath on JFK from 20th to Schuylkill Avenue, and Bicycle-Friendly Street treatment (a combination of sharrows, signage, and traffic calming) for Fairmount and Brown in Northern Liberties. The Pennsylvania Environmental Council is studying the feasibility of upgrading the Spring Garden Street bike lanes to a cycle track, and a PCPC study, soon to be underway, will look at ways to complete and improve the Washington Avenue bike lanes. The Delaware River Waterfront Corporation is working on plans for a trail/sidepath along Columbus Boulevard. A new sidewalk section is recommended on the east side of Kelly Drive between Lemon Hill Drive and the signalized crossing at Sedgely Drive.

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

The *Pedestrian/Bicycle Plan* included multiple focus areas in the Central District: the Parkway, Market Street, JFK Boulevard, Vine Street, North Broad Street, Pennsylvania Avenue, Washington Avenue, Columbus Boulevard, and Passyunk Avenue. Concept recommendations were developed for 14 corridors and spot locations in the District.

The Parkway has been the subject of numerous studies, and the section from 20th to the foot of Eakins Oval has seen recent improvements, while plans are in the works for the section from 16th to 18th and for the intersection of 20th and the Parkway. Eakins Oval itself remains a challenge, however, as no consensus has emerged for a new design that could allow pedestrians to cross directly to the foot of the Art Museum steps. In the absence of such consensus, the *Pedestrian/Bicycle Plan* includes interim recommendations to improve safety and access for pedestrians and bicyclists. The Parkway Council Foundation has funded a concept plan to improve the intersection of 25th Street, Fairmount Avenue, and Pennsylvania Avenue, which is a critical connection between the Perelman Building and the Philadelphia Museum of Art's proposed new entrance on Kelly Drive. The recent reconfiguration to the Parkway between Logan Square and Eakins Oval only reduces traffic capacity during off-peak periods. The Parkway has more lanes, yet carries less traffic in some sections than North Broad Street. Traffic speeds and congestion should be evaluated following full completion of the improvements, to determine whether the outer sections can receive further traffic calming, for example, through the addition of curb extensions in the parking lanes.

Streets and Highways*Upgrade and modernize existing streets, bridges, and traffic control infrastructure to ensure a high level of reliability and safety.*

Many capital improvement projects planned for the Central District are listed on the region's Transportation Improvement Program. Bridge projects are some of the most important, especially the seven Vine Expressway bridges between 18th and 22nd Streets. The reconstruction of the bridge at Vine, 20th, and the Parkway will include improvements for pedestrian and bicycle safety. Other bridge projects include Market and Chestnut Streets over the Schuylkill River, JFK Boulevard over 21st, 22nd and 23rd Streets, and Spring Garden Street over I-76. Street resurfacing is the single largest project in the City's Capital Program, in terms of bond-supported City dollars. A large percentage of this project – more than half – currently goes toward upgrading the ADA ramps at corners. Where possible, these projects should be used to accomplish multiple goals, such as expanding inadequate sidewalks on a bridge project, or adding curb extensions or even raised crossings as part of ADA ramp upgrades.

A major project just on the edge of the District is the reconfiguration of the I-95 interchange with Girard Avenue. The southern limit of the project is Shackamaxon Street. A DRPA proposal to improve operations on the Ben Franklin Bridge will revise the Broad Street and 15th Street ramps of I-676. The final phase of Center City signal improvements will complete the installation of a computerized traffic signal system throughout the northeast and northwest quadrants from Spring Garden to Market Street. Streetscape projects are planned for the Parkway from 16th to 18th and for North Broad Street.

Control automobile congestion through traffic management and planning.

In 2006, the City Planning Commission adopted a policy statement for parking in Center City. Many aspects of that policy were incorporated into the new Zoning Code, particularly the reduction in the required parking for new residential development and limits on front-loaded parking garages, driveways, and parking pads. Another key policy recommendation that should be addressed is the high cost of short-term off-street parking which discourages visitors from coming to Center City. One way to do this would be through standardization of parking rate signs, which was another element of the 2006 recommendations. All parking facilities should have rate signs clearly visible to approaching drivers, with large, easy-to-read type, that list only three rates: the per-hour rate, the maximum daily rate, and the evening rate. Any other rates, such as monthly rates, could be listed on other signs, with smaller type, farther from the street.

The City should examine the potential to turn over the 2nd and Callowhill bus parking facility to the Philadelphia Parking Authority since they have the enforcement capability to prevent buses from parking and idling in unauthorized locations, as well as a vested interest in retaining and growing a revenue-producing operation such as this. In addition, the use of this facility strictly for tour buses should be examined in light of neighborhood issues, potential revenue possibilities for the City, and siting of alternate tour-bus parking location(s).

Traffic congestion is usually related to specific bottlenecks rather than overwhelming traffic volume. The City's experience in doing the detailed implementation planning for bike-lane conversions showed that there are locations where removing a few parking spaces to create a turn lane at a congested intersection can make a big improvement. A recent "Transit First" pilot, which tested various actions to improve one bus-route's operations, might have been more successful had parking been removed. In older sections of the City, such as the Central District, an increased willingness to sacrifice modest numbers of parking spaces may be necessary in the interest of improving safe traffic flow, especially for transit vehicles.

Improve highway access for goods movement.

The planned improvements to I-95 will be very important for goods movement in the District. A key issue on the local street network is the ease of deliveries. The success of the delivery zone project in southwest Center City might be expanded for greater impact.

Improve pedestrian connections across major rights-of-way.

Proposals to cover sections of the Vine Expressway have long been goals of many plans, but seemingly never affordable. Current plans to rebuild the Vine Expressway bridges may allow for minor expansions of the cover at Logan Square, if private funds can be secured. A streetscape project planned in conjunction with the 20th Street bridge over the Vine Expressway would include an information kiosk and café, and a safer pedestrian crossing along 20th Street to better link to the Franklin Institute, the main branch of the Free Library, and the Barnes Foundation.

The intersection of 7th and Vine should be studied to find an alternative solution to the north-south crossing.

I-95 modernization plans do offer the opportunity to improve east-west pedestrian connections with, at a minimum, improved lighting and art under the bridges and, in some cases like the Race Street connector, widened sidewalks as well.

Philadelphia2035: Central District Plan

Existing Conditions, Issues, and Opportunities—May 2012

UTILITIES

CONSUMPTION, CAPACITY, AND CONDITION

Drinking Water

The Philadelphia Water Department (PWD) has three water-treatment plants that process untreated river water. Depending on where you live, you receive drinking water from one of these three plants:

- The Queen Lane Plant is located in East Falls and its water comes from the Schuylkill River. Its intake is located along Kelly Drive.
- The Belmont Plant is located in Wynnefield and its water also comes from the Schuylkill River. Its intake is located along Martin Luther King, Jr. Drive.
- The Baxter Plant is located in Torresdale and its water comes from the Delaware River. Its intake is located at the plant on the Delaware River.

Each river contributes approximately one-half of the city's overall supply. In The Central District, all drinking water south of Market Street is a mix of Queen Lane and Baxter plant-treated water; north of Market Street and east of Broad is supplied by Baxter exclusively; and north of Market Street West of Broad is supplied by Queen Lane plant exclusively.

The treated water is distributed through 3,137 miles of water mains to over 480,000 households in the city, including 100 percent of all households, offices, institutions, and commercial establishments located within the Central District.

Wastewater

Philadelphia has over 2,960 miles of sewers. A system of "combined sewers" is used in about one-half of Philadelphia, including all of the Central District. This combined system is designed to collect a mixture of sanitary waste and stormwater and send it to a water-pollution-control plant. The other one-half of Philadelphia's neighborhoods use a system of separate sanitary and stormwater sewers. This system collects and transports sanitary waste via a sanitary sewer to a water-pollution-control plant. Stormwater is transported to a stream via a storm sewer.

Wastewater is treated at three plants in the city: Northeast, Southwest, and Southeast. Wastewater travels along some part of the system to one of the three water pollution control plants, where a combined average of 471 million gallons per day (MGD) is cleaned and discharged into the Delaware River.

Electricity

Electricity cannot be efficiently stored, and is consumed within seconds of generation; therefore, supply and consumption of electrical power must be in balance at all times. However, since the demand (referred to as “load”) for electricity is constantly changing, it is important that generation match load.

There are two major generating stations in the City of Philadelphia. They are located adjacent to each other in the Central District at Washington and Grays Ferry Avenues. One is called Schuylkill Generating Station, which was recently built and opened by PECO replacing a station of the same name at the same location. The other is Grays Ferry Cogeneration Plant, which generates both electricity and steam. In addition to these two major facilities, there are a number of small generating units within the city providing power to specific locations including Jefferson Smurfit Corp., Newman & Co., Inc, PWD’s Southwest and Northwest facilities, the Bellevue Hotel, and the Four Seasons Hotel.

Transmission systems transport electricity from generating stations to local distribution networks via transmission lines and substations. PECO, SEPTA, and the City have many substations dotted across the City and several within the Central District. These include Waverly Substation (PECO) at Juniper and Waverly Streets, Fairmount Substation (SEPTA) at N. Percy & Brown Streets, and Broad Street Subway Substation No.6 (City) at 1245 Mt. Vernon Street.

The following table is a list of SEPTA’s Substation Locations¹ within The Central District:

SUBSTATION NAME/SEPTA Division	LOCATION
Mt. Vernon/City	1245 Mt. Vernon St.
Ranstead/City	2035 Ranstead St.
Sansom/City	812 Sansom St.
Ellen/City	946 N. Front St.
Broad/City	1327 Mt. Vernon St.
Pine (aka Waverly)/City	402 S. Juniper St
Fairmount/Regional Rail	N. Percy & Brown Sts.
Portal/Regional Rail	N. 9 th & Green Sts.

In general, much of the electricity used in a given location may be generated hundreds or even thousands of miles away. A significant amount of the electricity consumed in the Mid-Atlantic region is generated in northern Illinois. A Regional Transmission Organization (RTO) is responsible for the reliability of the bulk electric system by coordinating the movement of electricity within a region. The entire Mid-Atlantic region plus the Virginias and parts of northern North Carolina and northern Illinois is served by the RTO named PJM Interconnected, headquartered in Valley Forge. When a hazard threatens to disrupt the balance between generation and load, PJM is responsible for immediately taking action to mitigate the threat.

¹ From SEPTA email dated April 30, 2012

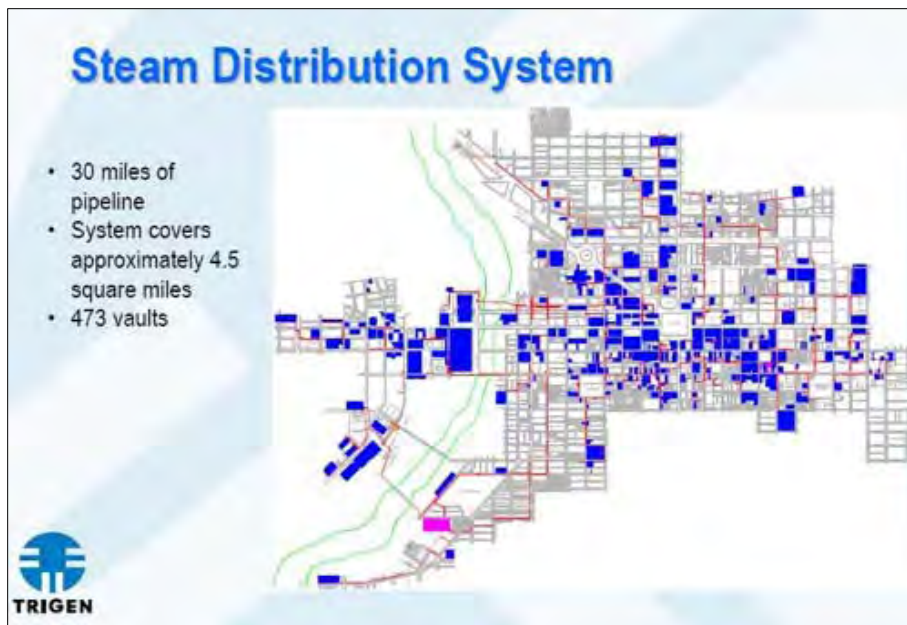
Natural Gas

Natural gas distribution lines move gas throughout a utility's coverage area in pipes typically ranging in size from 2 to 24 inches in diameter. Gas pressure is remotely controlled allowing operators to raise or lower pressure through opening and closing of valves in order to ensure efficiency of the system. This also enables flow to be directed away from areas of physical disturbance if necessary. While the vast majority of mains in place are cast iron, efforts are underway in Philadelphia to replace these with sturdier steel pipes. The Philadelphia Gas Works (PGW) operates approximately 1,800 miles of mains in the city.

Philadelphia's first gas works was built in 1836 at 22nd and Market Streets as a private venture but was soon taken over by the city when it proved successful². PGW began providing gas service to the City of Philadelphia on February 8, 1836³, when the city's first 46 gas lights were turned on along Second Street, between Vine and South Streets.⁴ Gas works were subsequently built in Northern Liberties, Manayunk, Germantown, and Kensington, and in 1853, at Point Breeze. Municipal control opened the way for political manipulation and abuse. To isolate the utility from corruption, management was passed to the United Gas Improvement Company during the 1880s, a period of municipal reform in Philadelphia. In the 1930s, management passed back to the city, where it continues today under the PGW.

Steam

The Philadelphia steam system is a district heating system which takes steam produced by steam generating stations and carries it under the streets of the Central District to heat, cool, or supply power to high-rise buildings and businesses.



The roots of Philadelphia's district steam system dates back to 1889⁵, when the Edison Electric Light Company of Philadelphia—which eventually became part of the Philadelphia Electric Company—began to generate and sell electricity from its central station at 908 Sansom Street. Later that year, exhaust steam from the

² From workshopoftheworld.com

³ <https://www.pgworks.com/index.aspx?nid=396>

⁴ From http://en.wikipedia.org/wiki/Philadelphia_Gas_Works

⁵ From workshopoftheworld.com

plant's engines was used to warm a nearby house at 917 Walnut Street, creating an additional source of revenue. The Philadelphia Electric Company later built other steam generating plants, including the Willow Street Plant located at 9th and Willow Streets (now defunct and vacant) and constructed a vast underground steam network to serve various buildings and institutions (see accompanying map⁶). The system became the third-largest district steam heating system in the United States. Steam pipes in Philadelphia run under sidewalks rather than under streets, as in other places. The steam is sent under pressure at a constant temperature of about 450 degrees, summer and winter, enabling the pipes to last for decades with little wear. Sometimes, one may see strange inverted-funnel shaped coverings over steam vents in the sidewalk. Contrary to public opinion, these are not “homelessness-prevention” measures. The inverted funnels are actually a safety measure to safely vent steam that has escaped at high temperatures from faulty connections or hairline cracks.

PECO sold its steam system to Philadelphia Thermal Energy Corporation in 1987 for \$30 million. In 1993, Trigen Energy Corporation purchased United Thermal Corporation, the parent company of Philadelphia Thermal Energy. Today, Veolia owns and operates the downtown steam system, which delivers steam generated at Schuylkill Station near Grays Ferry Avenue & Christian Street, via 26 miles of underground pipes to customers throughout Center City and West Philadelphia. Nearly 400 of the city's businesses, hospitals, universities, hotels, and residential buildings use the steam for cleaning, climate control, and disinfection. A testament to the efficiency and reliability of steam service is that large office buildings and skyscrapers can be built without smokestacks or individual heating plants. Veolia also built, owns, and operates a 7,000-ton chilled-water facility for Thomas Jefferson University and Hospital. The water used at the chiller is generated initially as steam at Schuylkill Station. It is piped to the Edison Plant, which is immediately adjacent to Thomas Jefferson University Main Building (old Edison Building) at 9th and Walnut Streets. At Edison Plant, the steam is converted to chilled water. In fact, the large pipe attached to the TJU Main Building's west façade is not TJU property. Rather that is the main exhaust pipe leading from Edison Plant and using the TJU Building for support as it rises to a level safely above the building's roofline. TJU is Veolia steam's 2nd largest customer, accounting for about 10% of all Veolia steam business. The largest steam customer is UPENN, accounting for about 40% of all Veolia steam business. UPENN is located west of The Central District, and across The Schuylkill River. The 3rd largest steam customer is PA Hospital at 8th & Spruce Streets, accounting for about 5% of all Veolia steam business.

Petroleum

Petroleum products are transported to distributors all over the country in pipelines, tanker trucks, and barges. Near the end user, fuel is typically stored in large tank. A collection of tanks at one site is referred to as a “tank farm”. Many large consumers of petroleum products in the Philadelphia area maintain tank farms where refined products, such as gasoline, diesel, heating oil, or jet fuel, can be quickly and easily accessed. The closest such farms to the Central District are located a bit south along both banks of the Schuylkill River.

⁶ Map produced by Trigen, Veolia's predecessor; maps are not currently distributed by Veolia.

The City of Philadelphia owns and operates approximately 60 separate fuel sites spread across the City that make gasoline and diesel fuel readily accessible to the City's vehicle fleet, some of which are located in the Central District.

PA Public Utilities Commission (PUC)

In 1907, the Pennsylvania General Assembly created the Pennsylvania State Railroad Commission, the Commonwealth's first public utility regulatory agency. It held jurisdiction over railroad, streetcar and telegraph corporations. The Railroad Commission was abolished and replaced in 1913 with the seven-member Pennsylvania Public Service Commission (PSC), which was given the authority to regulate all public utilities. The PSC became operational in 1914 and began the legacy of balancing the interests of public service companies and the welfare of the public.

With Act 43 of 1937, the General Assembly replaced the Public Service Commission with the Public Utility Commission, to better "supervise and regulate" all public utilities doing business in the Commonwealth.

ISSUES/OPPORTUNITIES

- Philadelphia was at the forefront of a wide variety of utility distribution and supply innovations. As one of the oldest cities in the United States, our overall infrastructure is in a constant state of repair. New technologies have gradually replaced older and oftentimes larger physical plants. Due to the permanence of construction of these structures, shifts in demographics, and costliness to demolish, our landscape is littered with hulking and often abandoned pieces of utility infrastructure. In the case of the Central District, evaluations should be conducted to determine the feasibility of removing or reusing abandoned infrastructure, to identify opportunities to co-locate physical plants, and to better understand the usage and necessity of others (e.g., abandoned Willow Plant at 9th and Willow Streets, various substations associated with the Broad Street Subway such as Mount Vernon Substation No. 6, and old telephone exchange buildings). These oftentimes strategically placed edifices – whether renovated and repurposed, or their parcels rebuilt upon – can begin to transform the Central District in many positive ways.
- Relocation possibilities should also be explored, not only as a practical matter but also as a safety measure. For instance, is it absolutely prudent to have not one but two separate generating plants on prime Schuylkill waterfront at Washington and Grays Ferry Avenues? Should one of them be analyzed for relocation potential? Can economies of scale be generated perhaps by having a single larger cogeneration facility in a different location?
- By constructing adequately sized, high-quality facilities, utilities managers can avoid constant costly repairs, system interruptions due to failures, and expensive incremental upgrades. Ongoing opportunities for utilities plants and distribution systems to be co-located and even cogenerated (at least for electricity and steam) could free-up acres land for redevelopment, including prime riverfront land on both the Schuylkill and Delaware Riverbanks.
- Encourage PWD's Watersheds Division to remake certain "key" Central District locations as pilot programs and as opportunities for broader public recognition. Such locations may include some

smaller sections of streets such as Camac, Leithgow, Ionic, etc., as well as larger opportunities such as in and around I-676, City Hall apron, Criminal Justice Center, etc.

- Encourage PWD's Watersheds activities, as described above, to be coordinated with SEPTA programs whenever appropriate. Some opportunities may be the central spaces between trolley tracks, bus stops, subway stations and concourses. Perhaps PWD – as one of only a few revenue-generating City Departments – could “sponsor” all or portions of costs for rebuilding trolley infrastructure pertinent to the Central District. For instance, SEPTA shows reuse of Route 23 trolley line as an item in its Capital Program; however, the transit agency recognizes the large costs associated with this (re)investment and, therefore, the project keeps moving further and further into out-years and the infrastructure sits idle and deteriorating. But perhaps with a monetary incentive, combined with City commitment to certain ROWs, clean and sustainable electric transit can return.
- Large-scale cooperation with the private sector for standardizing food and non-perishable packaging to create the minimum amount of waste should be explored. In this manner, packaging may be reduced long before it enters the waste stream.
- All utility delivery and sanitation should be explicitly integrated with economic-development and public-health goals in local and national policy documents in order to secure long-term commitment from government leaders. The link between utility security and economic growth, industrialization, and urbanization can be especially useful in elevating utilities projects in political agendas.

Philadelphia2035: Central District Plan

Existing Conditions, Issues, and Opportunities—May 2012

VACANT LAND AND BUILDINGS

PCPC POTENTIALLY VACANT BUILDING SURVEY

As part of the land-use survey of the Central District, PCPC staff also identified and documented potentially vacant buildings. Documentation was limited to visual observations by staff and no other verification was conducted except for the cross reference to other City databases on building vacancy referenced in this memorandum. From the survey, approximately 888 structures were identified as potentially fully or partially vacant. The vacancies were fairly well distributed geographically with some clusters found in the Northern Liberties and in Southwestern Center City.

The chart and table below display the quantities of potentially vacant buildings by land use categories. Industrial land has the largest number of vacant structures, partially and fully vacant combined. Approximately 28 percent of all industrial properties were observed to have some level of building vacancy. The three commercial land-use categories (at the 2-digit level) had the next highest rates of building vacancy: 15 percent of the commercial mixed use; 12 percent of the commercial business/professional, and 11 percent of the commercial consumer land uses. Vacant buildings were found on less than three percent of the total properties within of the remaining land use categories.

Chart 1: Potentially Vacant Building Quantities, Full vs. Partial by Land Use

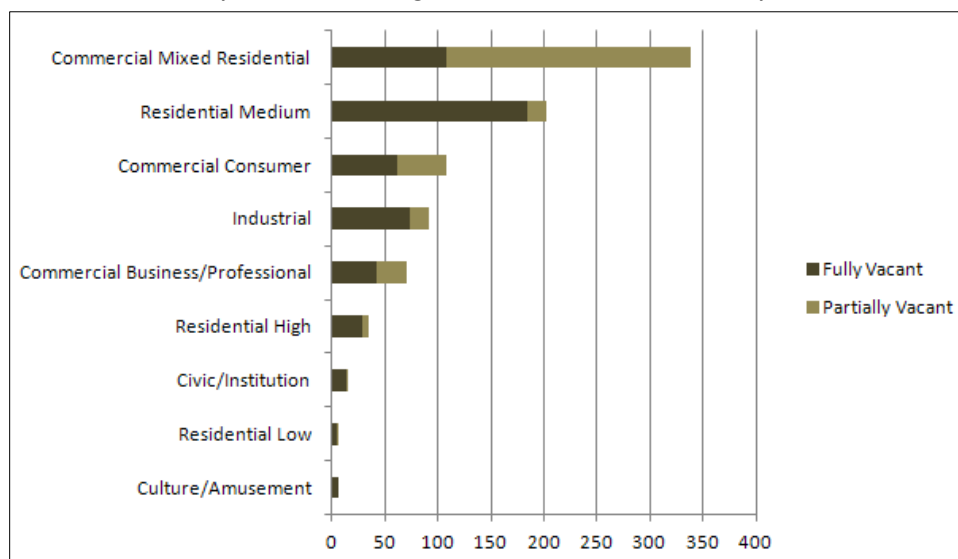


Table 1: Potentially Vacant Building Quantities by Percent of Land Use

Land Use (2-Digit)	Total Number of Properties in Land Use Category	Properties with Partially Vacant Buildings	Properties with Fully Vacant Buildings	Number of Properties with Fully or Partially Vacant Buildings	Properties with Vacant Buildings as Percent of Total Properties in Land Use Category
Civic/Institution	454	1	13	14	3%
Commercial Business/Professional	599	28	42	70	12%
Commercial Consumer	965	46	62	108	11%
Commercial Mixed Residential	2325	230	108	338	15%
Industrial	326	17	74	91	28%
Residential High	1458	6	28	34	2%
Residential Low	360	1	5	6	2%
Residential Medium	20987	17	185	202	1%
Total	31664	350	538	888	3%

Excludes land-use categories with no vacant structures: Active Recreation, Cemetery, Culture/Amusement, Park/Open Space, and Transportation. Excludes vacant land.

CROSS REFERENCE WITH OTHER VACANT PROPERTY DATA

PCPC's vacant building inventory was cross referenced against 2011 data provided to PCPC by the Department of Licenses and Inspections (L&I) and the Department of Public Property (DPP). These databases are limited in scope, but serve as a useful check on PCPC staff field observations. L&I tracks all vacant building licenses for residential and commercial properties, and all enforcement actions regarding vacant buildings including the department's Clean and Seal Program actions.

Approximately 114 structures within the Central District were identified as vacant buildings by L&I. These properties are mostly clustered south of South Street and north of Spring Garden Street. It is estimated that 53 structures, or nearly half of L&I vacant buildings were also identified as vacant in the PCPC field survey. The difference in quantities is due to several reasons:

- L&I certifies vacancy through a permit and/or inspection process. The vacancy status of these buildings is not always outwardly visible. Drawn curtains or shades can conceal vacancy.
- PCPC staff identified properties as partially or fully vacant from street level "windshield surveys." Determinations were made using a small set of criteria including the presence of boarded up doors and windows and for-sale signs in combination with empty rooms visible from the street. Vacant structures with no outward signs of vacancy would not have been recorded by PCPC staff.
- Comparing both databases is difficult and will produce inconsistencies as the L&I data is mapped as points to street centerlines, while PCPC maps land use with property boundaries. As result, some overlaps between the two databases may not be correctly identified, and comparisons are characterized as estimates only.

DPP maintains an inventory of City-owned vacant buildings of which only one vacant city-owned structure (402 Juniper Street) is located in the district and was identified in PCPC's field survey.

Combining L&I figures with PCPC observations, while accounting for overlaps, the quantity of structures with full or partial vacancy in the Central District is approximately 949 buildings.

VACANT-LAND UPDATE

The latest update to PCPC's land-use database (4/11/12) indicates that there are 108 acres of vacant land in the Central District. .