

JUNE 16, 2016 - West Oak Lane Senior Center

The second of three public meetings for the Upper North District Plan took place on June 16, 2016 at the West Oak Lane Senior Center. The meeting attracted 224 attendees to the Center, located at 7210 Ogontz Avenue.

This meeting served two purposes. The first was to update the public about the planning process for the Upper North District Plan. The second was to obtain community input on preliminary recommendations and Focus Areas that are proposed to be included in the District Plan. Focus Areas are areas where multiple layers of public intervention (e.g. zoning changes, land sales or acquisition, infrastructure improvements, business incentives, etc.) can come together to create positive momentum and revitalize specific intersections, corridors, or neighborhoods.

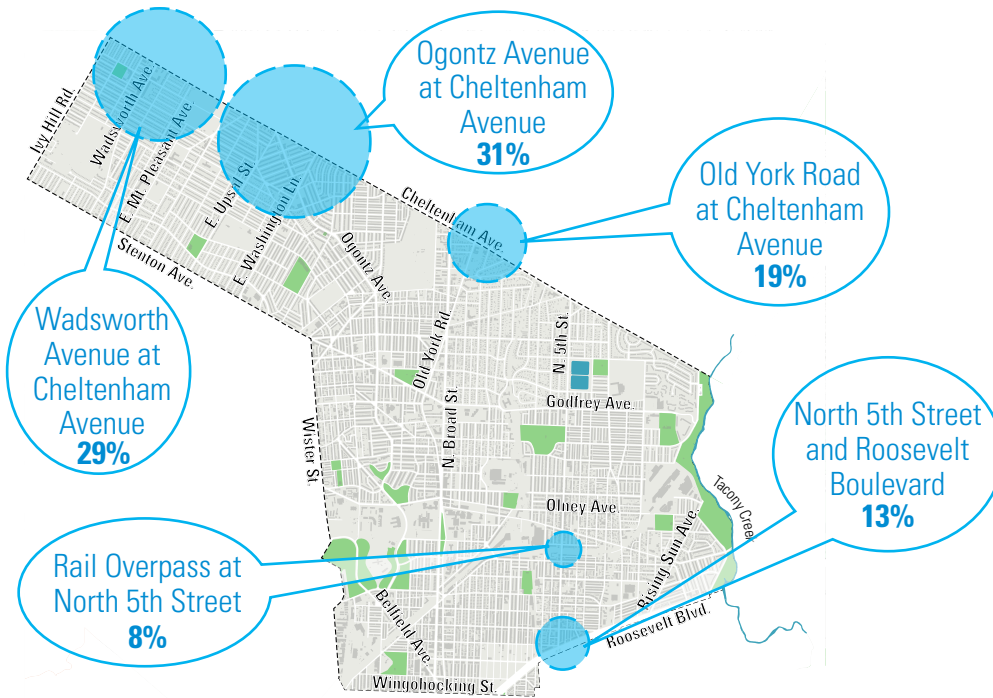
After a presentation about the planning process and focus areas, Planning Commission staff facilitated conversations at eleven stations and recorded feedback and comments. The stations were as follows:

- **Gateway Improvements** (Identifying district gateways)
- **Gateway Placemaking Strategies**
- **Public Realm Interventions** (on commercial corridors)
- **Senior-Friendly Neighborhoods**
- **Future Growth at Broad and Olney**
- **Placemaking at the Logan BSL Stop**
- **Logan Shopping District**
- **Old York Road and Broad Street**
- **Oak Lane Commercial**
- **Fern Rock Transportation Center**
- **General Comments**



BOARD 1: GATEWAY IMPROVEMENTS

A gateway is a well-traveled or well-known point of entry to a neighborhood or commercial area.



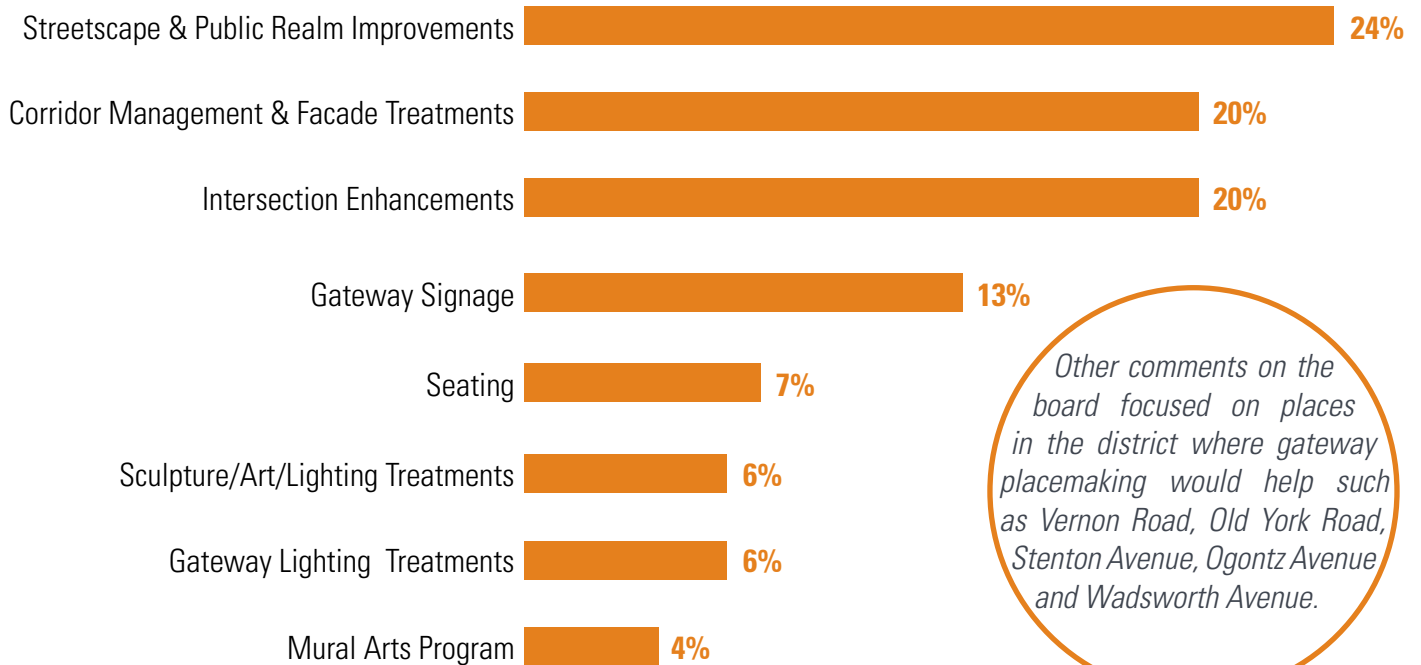
Which gateway should be improved?

Other Suggestions

- Stenton Avenue
- 72nd and Ogontz Avenues
- Broad Street at 66th Avenue
- Rising Sun Avenue

BOARD 2: GATEWAY PLACEMAKING

Prioritize placemaking strategies for gateway improvements.



Other comments on the board focused on places in the district where gateway placemaking would help such as Vernon Road, Old York Road, Stenton Avenue, Ogontz Avenue and Wadsworth Avenue.

BOARD 3: PUBLIC REALM IMPROVEMENTS AT COMMERCIAL CORRIDORS

Prioritize the public space interventions you would most like to see along the district's commercial corridors.

Comment Summary:

- Apply these improvements to Cheltenham Ave., Vernon Rd., Wadsworth Ave., Stenton Ave., and others.
- Lighting and trash receptacles are needed at many of the district's commercial corridors.
- The physical condition of sidewalks and roads should be improved.
- Preserve existing street trees.
- Bus shelters are a key improvement to be made.
- Grant money for facade improvements of existing businesses

25%	Pedestrian Street Lighting
23%	Greening/Vegetation/Street Trees
19%	Bus Shelters
18%	Street Furniture
9%	Sidewalk Paving Treatments
3%	Curb Extensions
3%	Pedestrian and Bike Infrastructure

BOARD 4: FUTURE GROWTH AT BROAD AND OLNEY

How should future growth be accommodated near Broad and Olney?

Scattered Infill

50%

OR

Concentrated Density
(On Broad St.)

50%

85%



Concentrated 3-4 Story Development

15%



Concentrated 7-8 Story Development

Comment Summary:

- Targeted cleaning and maintenance necessary
- More vegetation and seating areas needed
- Improve safety

BOARD 5: SENIOR-FRIENDLY COMMUNITIES



Which neighborhood features would be most helpful for supporting aging in place?

<i>Community Center</i>	<i>28%</i>
<i>Senior-focused activities/events</i>	<i>24%</i>
<i>Easy walk to everyday destinations</i>	<i>20%</i>
<i>Being around other seniors</i>	<i>15%</i>
<i>High-quality transit access</i>	<i>13%</i>

Other suggestions included:

- Providing aid to seniors for home repairs and maintenance
- Securing abandoned homes
- Keeping sidewalks clear of obstructions and illegal parking
- Providing appropriate housing types

What amenities make a senior-friendly neighborhood?

Attendees shared their thoughts on the most desirable amenities in senior-friendly neighborhoods. They emphasized the following themes:

- The pedestrian environment and public realm in a senior-friendly neighborhood is fundamental, by connecting residents to a variety of shopping options, recreation, and neighborhood centers; it is beautiful and well-lit; and it is well-maintained.
- Cleaning and maintenance of private property is necessary for supporting a high quality of life
- Places for interaction among community members of all ages are crucial to a strong community
- Safety is paramount

Do seniors have good housing options in the district?

Participants also expressed thoughts on available housing for seniors in the District. There was a general consensus that available housing does not meet the needs of aging residents because of design (too many steps) and location (isolated from shops, public facilities, and social services). Participants were divided between those who prefer homeownership or conversions of existing housing to accommodate reduced-mobility seniors, and those who thought that more purpose-built senior housing would better serve the community. However, they generally agreed that senior communities should be physically integrated into existing neighborhoods to avoid isolation.

BOARD 6: PLACEMAKING AT THE LOGAN BROAD STREET LINE STOP

- 19% **Facade Improvements**
- 18% Pedestrian Street Lighting
- 15% Greening/Vegetation
- 13% Underpass Lighting
- 13% More Pedestrian Circulation Space
- 9% Plaza Enhancements
- 8% Underpass Design
- 5% Traffic Calming

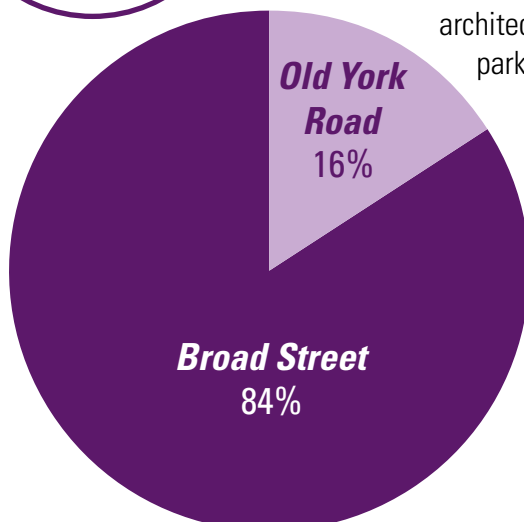
Prioritize placemaking improvements you would like to see at the Logan Broad Street line stop and surrounding area.



BOARD 7: LOGAN SHOPPING DISTRICT

Do you prefer to shop on Old York Road or Broad Street?

The Logan Business District contains an overabundance of retail frontage on two parallel streets: Old York Road and Broad Street. Participants strongly preferred consolidating the retail on to Broad Street, citing problems with abandonment and safety on Old York Road and praising the architecture and available parking on Broad Street.



What do you want to see happen at the Plaza between Old York Road, Lindley and Windrim Avenues?



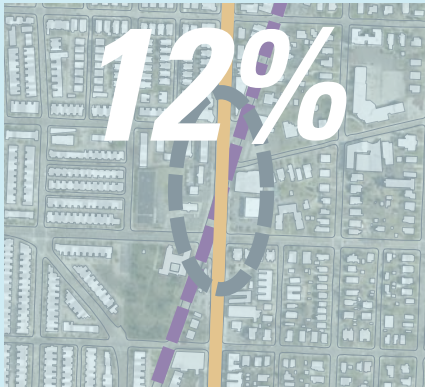
Participants also shared their ideas for bringing activity to the triangular plaza bordered by Old York Road, Windrim Avenue, and Lindley Avenue. Common ideas included landscaping and tables and chairs for use by patrons of nearby businesses.

BOARD 8: OLD YORK ROAD AND BROAD STREET

How should improvements be made to intersections of Broad Street and Old York Road?

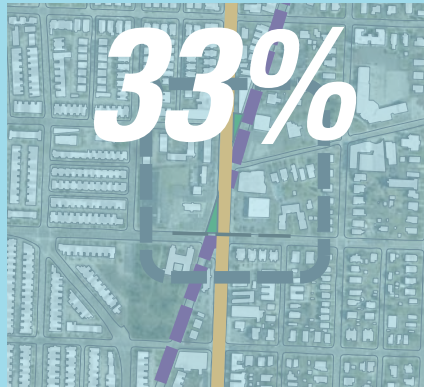
Light Interventions

- Modify crosswalks
- Change signal timing



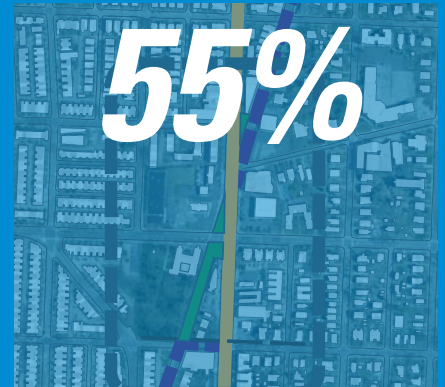
Medium Interventions

- Remove sharp corners and excess slip lanes.
- Create small plazas



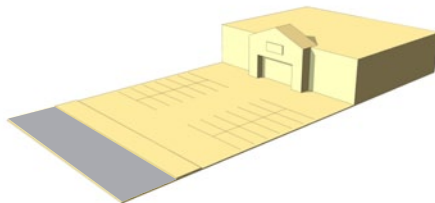
Bold Interventions

- Create large plazas and open space
- Allow bikes/pedestrians to pass through



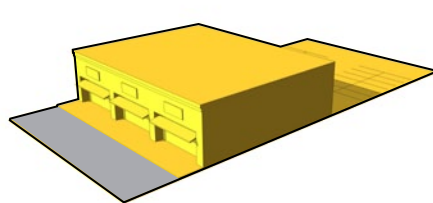
BOARD 9: OAK LANE COMMERCIAL

What should the retail at Broad Street and Old York Road around the Oak Lane neighborhood look like in the future?



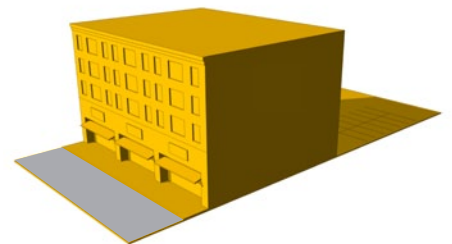
*Front-loaded parking
Strip-mall commercial*

12%



*Rear-loaded parking
Walkable commercial*

76%



*Rear-loaded parking
Mixed-use development*

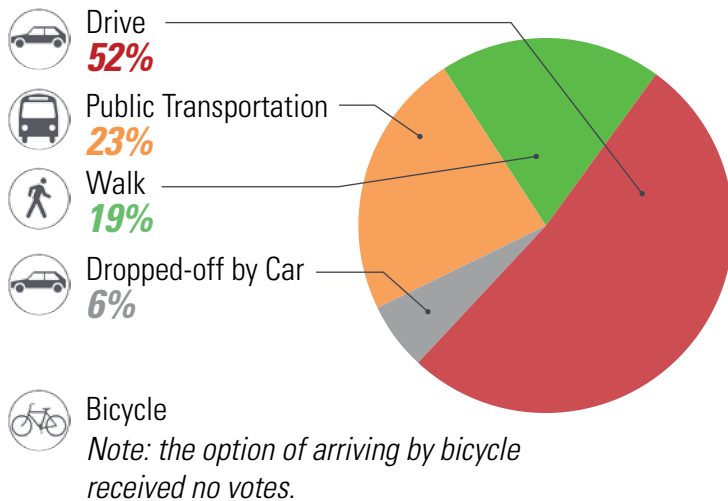
12%

BOARDS 9 & 10: FERN ROCK

Comments Summary

Participants shared their preferred route and transportation mode for getting to Fern Rock Transportation Center. Then, they voted on potential improvements to the facilities. A majority of the participants said that they drove to get to the station. The most popular proposed changes were upgrades to the physical connections between Regional Rail and Broad Street Line platforms and a new pedestrian connection to Olney. The results from the route board indicate a need to develop a plan to ensure adequate separation of auto and bus traffic on 11th Street and Nedro Avenue.

What is the best way to get to Fern Rock Transportation Center?



Map Exercise: Draw your current route to Fern Rock Transportation Center from where you live or work.



When asked to draw their route from home to Fern Rock Transportation Center, most residents polled indicated that 11th Street acted as a collector for the transit hub. From 11th Street, travelers turned onto Nedro Avenue. Currently the station is severed from the Olney neighborhood to the east by long stretches of rail with no under-or-overpasses for cars or pedestrians.

Which improvements would you like to see at Fern Rock Transportation Center?



Physical Connection Improvements

Pedestrian Bridge to Olney

Parking

Retail

Seating

Wayfinding Signage

Rest Rooms

"Next-to-Arrive" Signage

Heated Waiting Rooms

**Connections
were seen
as the
most important
upgrades**

GENERAL COMMENTS

In addition to comments received at each of the stations, PCPC staff also received over sixty comments from attendees at the Zoning, Land Use, and “General Comments” boards. While many of the comments pertained to issues outside of the scope of the District Plan such as law enforcement, taxes, and schools, some common themes emerged that deserve additional focus.

A great number of comments pertained to maintenance of private property. While some attendees complained of poor maintenance by landlords and commercial tenants, others noted that additional resources to help homeowners with property maintenance are needed.

Another frequently mentioned topic was the need for regular cleaning, streetscape improvements, and better retail mix at commercial nodes and corridors. Many of the business areas of the Upper North District are unsupported by business associations, BIDS, or other entities to ensure adequate cleaning of the sidewalk and street. In particular, participants were concerned with Vernon Road, Stenton Avenue, and Wadsworth Avenue.

Additionally, some attendees made PCPC staff aware of issues at particular locations, such as poor lighting and lane markings on Washington Lane adjacent to Cheltenham Cemetery, speeding motorists on North 19th Street between Cheltenham and 73rd Avenue, and a blind intersection at Briar Road and Washington Lane that has been the site of several crashes.



WHERE DO YOU LIVE?

Prior to the staff presentation and the facilitated group exercises, residents were asked to participate in a "Where Do You Live" welcoming exercise. The purpose of this exercise was to assess what areas of the Upper North District participants represented.

As shown on the map below, participants came from all areas of the district with a concentration in the neighborhoods to the north. In addition, a few participants came from neighboring districts.

