

NORTH DELAWARE DISTRICT PLAN

TECHNICAL MEMORANDA:

EXISTING CONDITIONS, ISSUES AND OPPORTUNITIES

These memoranda present preliminary finding by Philadelphia City Planning Commission staff of existing conditions, issues and opportunities, organized into eight topics within the Philadelphia2035 themes of Thrive, Connect, and Renew. An additional memo highlights demographic characteristics.

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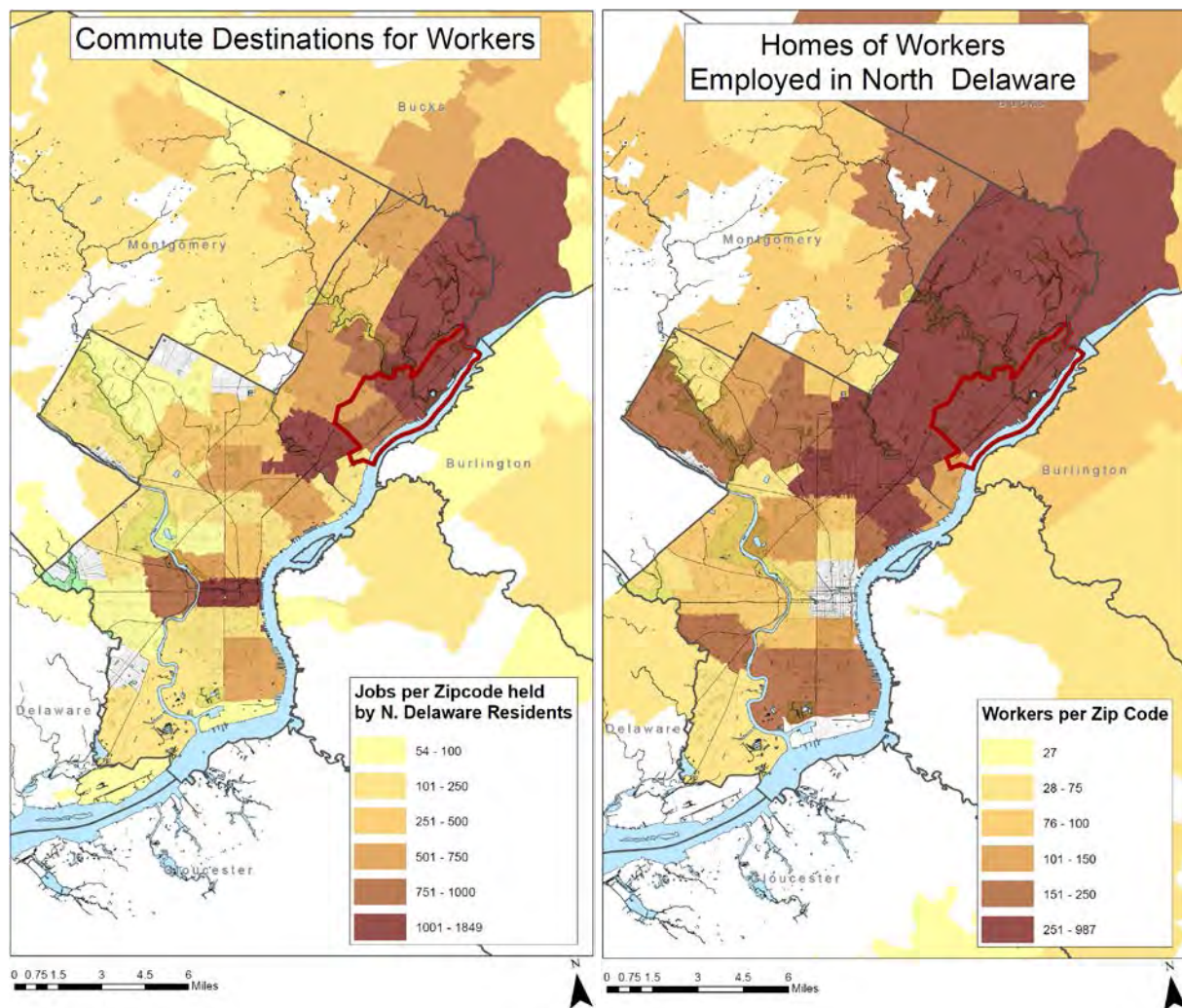
ECONOMIC DEVELOPMENT

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

SUMMARY OF EXISTING CONDITIONS

While the presence of I-95 and the AMTRAK NE Corridor/SEPTA rail line provide strong access the region's Metropolitan Center, the District's economy is not tightly linked to the City's core. Instead, employers in the area largely rely on their *inaccessibility* from high density residential and business districts: if non-industrial uses were to proliferate in the area, industrial operations such as meat processing plants, recycling centers, and paper factories would likely face opposition from these neighbors due to noise and traffic. In addition, many of the uses that thrive in the North Delaware District are not permitted elsewhere in Philadelphia. The scarcity of such well-segregated locations in Philadelphia, especially those with strong access to the region's transportation network, helps to enhance the stability of the North Delaware District's industrial sector.

- Of the 18,700 jobs in the District, 7,700 (41 percent) are located in the narrow band of land between the rail corridor and the Delaware River. Of those, 2,200 (28 percent) are in Production, Distribution, and Repair (PDR) industries. Another 2,700 (35 percent) are in Public Administration, almost all of which are located within the prison complex.
- Outside of the river-adjacent industrial lands, the largest concentrations of jobs in the District are at Holy Family University and along the Frankford Avenue and Roosevelt Boulevard commercial corridors.
- 61 percent of jobs in the North Delaware District are held by Philadelphia residents. In particular, Northeast Philadelphia is home to 38 percent of those who work in the District, with another 10 percent living in North Philadelphia or Kensington. The majority of those who are not Philadelphia residents reside in the Pennsylvania suburbs, especially lower Bucks County.
- Conversely, 61 percent of workers residing in the District are employed in Philadelphia. This includes 24 percent who commute within Northeast Philadelphia, 24 percent who commute to the Metropolitan Center, and 14 percent who commute elsewhere in Philadelphia (primarily the River Wards and North Philadelphia Districts). 25 percent of residents commute to the nearby Pennsylvania suburbs, especially lower Bucks County.



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

- In 2011, the North Delaware District was home to 38,500 employed residents. While the number of employed residents increased by 1,000 (2.7 percent) from 2002 to 2011, the total number of district jobs decreased from 19,300 to 18,700 (-3.2 percent) over that period. These trends were associated with the number of district residents who commute to jobs within the district falling by 21.4 percent.

North Delaware District: Number of Employed Residents and District Jobs, 2002-2011

	YR2002	YR2011	Change	% Change
Employed Residents	37,500	38,500	1,000	2.7
District Jobs	19,300	18,700	-600	-3.2
Residents Employed within District	3,400	2,800	-600	-21.4

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

- Relative to the city and region¹, a much higher share of North Delaware workers are employed in sales and office occupations (31 percent for the District compared to 25 percent in both the city and region). Relative to these comparison regions, a much lower share of the District's workers are employed in management, business, science, and arts occupations (26 percent for the District compared to 35 percent in the city and 40 percent in the region).
- The unemployment rate in the District is 15.1 percent, only slightly higher than that of the city (14.5 percent) and much higher than that of the region (9.7 percent).
 - Unemployment rates for workers of Hispanic or Latino origin was 23.3 percent in the District, significantly greater than that of Non-Hispanic whites (13.9 percent). This is a pattern that is mirrored in the city and region.
- Overall, District residents have much lower levels of educational attainment than those of the city or region.
 - Only 14 percent have a bachelor's degree or greater (compared to 23 percent and 32 percent citywide and region-wide, respectively).
 - 63 percent have only a high school diploma or less (compared to 54 percent and 44 percent citywide and region-wide, respectively).

KEY ISSUES

The following are important economic development challenges facing the North Delaware District:

- While the district is home to a stable industrial sector, there are limited available vacant parcels for expansion and some businesses may be jeopardized if significant residential and commercial development is permitted along the waterfront.
- Because the district is relatively isolated from the Metropolitan Center, it may be difficult to attract residents or businesses related to the growing "creative class" economies in the city.
- Economically related more closely to other areas of the Northeast and of Lower Bucks County than to Center City and featuring diffuse land-use patterns, there are significant difficulties in linking residents and employers effectively with public transit.
- A majority of jobs in the District are provided by the City of Philadelphia (especially near the prison complex). While these jobs are likely to be more stable than those within private establishments, there is a limit to the potential for employment growth within public sector and there is less opportunity for catalyzing development in broader industrial clusters.
- A disproportionate share of residents in the district is employed within the retail sector. Similarly, a higher percentage of jobs within the district are in that sector. However, the numbers of these jobs have fallen considerably in recent years both in the district and throughout the city. Because retail jobs are often low wage, lack both benefits and long-term stability, and are in decline, this may be cause for concern.

¹ Throughout this document, "region" refers to the 11-county Philadelphia–Camden–Wilmington, PA-NJ-DE-MD Metropolitan Statistical Area, unless otherwise stated

- Overall, the workforce of the District has very low levels of educational attainment relative to both the rest of the city and the region as a whole. This is a significant factor in the ability of residents to access employment outside of the retail sector.

MAJOR OPPORTUNITIES

Economic development opportunities in the North Delaware District include:

- The district has a relatively stable industrial sector. There is capacity for retention/intensification/expansion on existing industrial properties and a limited number of opportunities for new industrial development on vacant properties. There is potential for growth in industrial employment and economic opportunities in the District.
- Recent expansion by Dietz & Watson may help attract employers to the District's opportunity sites.
- The reconstruction of I-95, when completed through the North Delaware, can create improved access for businesses, employers, and employees.
- Population and economic growth in nearby areas, such as the River Wards, may have rippling impacts on the North Delaware, eventually catalyzing growth within the District.
- While most industrial facilities in the district are adjacent to the river, few make active use of that access in their operations, creating opportunities for the introduction of other, small-scale waterfront uses.

ECONOMIC DEVELOPMENT (SPECIFIC TOPICS)

Metropolitan and Regional Centers

Goal: Support the growth of economic centers

The North Delaware District is linked to the Metropolitan Center by I-95, regional rail, and (via bus connections) the Market-Frankford Line. However, as noted above, more than 75 percent of workers who live in the North Delaware District commute to jobs outside of the Metropolitan Center. In addition, only 500 of the 18,700 (2.7 percent) of jobs in the District are held by residents of the Metropolitan Center. Finally, given the nearby retail nodes of Roosevelt Mall and Philadelphia Mills and the commercial corridor of Frankford Avenue, it is likely that a majority of the spending by North Delaware households is done outside of the Metropolitan Center. Rather than primarily supporting the metropolitan core through its workforce, employment base, or buying power, the North Delaware District does so by hosting many of the industries and uses that are essential to a healthy, diversified urban and regional economy, but do not function well (or are undesirable) in high density environments.

- In 2011, Public Administration was the largest industrial sector in the North Delaware District, representing 14 percent of jobs in the district. This is double the concentration of such jobs in Philadelphia and triple that of the Philadelphia Metropolitan Statistical Area (MSA) as a whole. The vast majority of these jobs were associated with the Holmesburg Prison Complex and the

adjacent police and fire training facilities.² Related to this, the City of Philadelphia was by far the largest employer in the District; of the City's 9,500 employees in the District in 2010, 9,200 were located at one of the State Road facilities.

Employment in the North Delaware District, 2002-2011

	2002		2011		% growth
	#	%	#	%	
Public Administration	2,581	13.4%	2,705	14.4%	4.8%
Health Care and Social Assistance	1,901	9.9%	2,512	13.4%	32.1%
Retail Trade	3,601	18.7%	2,473	13.2%	-31.3%
Educational Services	1,608	8.4%	2,374	12.7%	47.6%
Manufacturing	2,427	12.6%	1,840	9.8%	-24.2%
Accommodation and Food Services	1,174	6.1%	1,375	7.3%	17.1%
Administration & Support, Waste Management and Remediation	1,300	6.8%	1,029	5.5%	-20.8%
Wholesale Trade	1,081	5.6%	922	4.9%	-14.7%
Other Services (excluding Public Administration)	823	4.3%	900	4.8%	9.4%
Construction	867	4.5%	846	4.5%	-2.4%
Professional, Scientific, and Technical Services	437	2.3%	552	2.9%	26.3%
Finance and Insurance	444	2.3%	450	2.4%	1.4%
Transportation and Warehousing	524	2.7%	321	1.7%	-38.7%
Real Estate and Rental and Leasing	280	1.5%	208	1.1%	-25.7%
Information	131	0.7%	149	0.8%	13.7%
Arts, Entertainment, and Recreation	53	0.3%	59	0.3%	11.3%
Management of Companies and Enterprises	12	0.1%	14	0.1%	16.7%
Agriculture, Forestry, Fishing and Hunting	7	0.0%	-	0.0%	-100.0%
Mining, Quarrying, and Oil and Gas Extraction	-	0.0%	-	0.0%	
Utilities	-	0.0%	-	0.0%	
Total	19,251	100.0%	18,729	100.0%	-2.7%

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

- In 2011, the next largest sector in the District was Health Care and Social Assistance. However, representing only 13 percent of all jobs in the District, this is a significantly lower concentration than in Philadelphia or the region (23 percent and 17 percent, respectively). The growth of the industry from 2002-2011 has been very strong (32 percent), but comparable to the growth rates the city and region as a whole. There are no major hospitals or health care providers within the District.
- Though still representing 2,500 jobs in 2011 (the 3rd largest industrial sector in the District), total employment in Retail Trade has decreased significantly from 2002, when it included 3,600 jobs. This 31 percent decline in this sector (representing a loss of more than 1,000 jobs) was much greater than that of the City (-3 percent) or the region as a whole (-1 percent). Despite this migration of retail out of the District, retail jobs still represent a much greater share of the employment base in the District than in the comparison regions. The largest employers in this sector are Acme Markets and K-Mart (290-300 jobs each), Wawa (190 jobs), and the Shop-Rite, Gelsons Market, and Shopping Bag Grocery Stores (130 – 150 jobs, each).

² It is anticipated that the police training operations will be moving from its current facility

- Educational Services was the fastest growing sector in the District from 2002-2011, increasing in total employment by more than 750 jobs (48 percent). Despite this growth (which vastly surpassed that of the sector throughout the city and region), educational services still represents a significantly smaller share of the employment mix in the District than in Philadelphia or its metropolitan region as a whole. The largest employers in this sector are the Philadelphia School District (550 jobs), Holy Family University (300 jobs), and the Archdiocese of Philadelphia (220 jobs in its schools).
- With 1,800 jobs Manufacturing represents 10 percent of all employment in the District. Despite a 24 percent decline in employment from 2002-2011, the District remains heavily dependent on this sector: as a share of its overall employment mix, manufacturing is nearly three times as concentrated in the North Delaware District as it is in Philadelphia as a whole. Likewise, because declines in manufacturing employment were even greater elsewhere in Philadelphia during this period (32 percent), the North Delaware District has become increasingly critical to the City's overall manufacturing base. Similar patterns have emerged for other land-intensive industrial sectors, such as Wholesale Trade and Construction, where North Delaware firms have been more resilient than those in the rest of the city. Major employers in this sector include Dietz & Watson (meat processing, 650 jobs in 2010 with an expansion underway), Newman and Company (paper manufacturing, 150 jobs), SRC Elastometrics (synthetic rubber manufacturing, 140 jobs), and the Lannett Company (pharmaceutical manufacturing, 100 jobs).

Employment in the North Delaware District, Philadelphia, and the Philadelphia Metropolitan Statistical Area (MSA), 2011

	N. Delaware		Philadelphia		MSA	
	#	2011 %	#	2011 %	#	2011 %
Public Administration	2,705	14.4%	46,014	6.9%	99,615	3.7%
Health Care and Social Assistance	2,512	13.4%	150,504	22.6%	451,243	16.8%
Retail Trade	2,473	13.2%	50,787	7.6%	299,532	11.2%
Educational Services	2,374	12.7%	92,717	13.9%	275,255	10.3%
Manufacturing	1,840	9.8%	24,691	3.7%	197,014	7.3%
Accommodation and Food Services	1,375	7.3%	52,284	7.9%	188,097	7.0%
Administration & Support, Waste Management and Remediation	1,029	5.5%	28,490	4.3%	157,633	5.9%
Wholesale Trade	922	4.9%	17,454	2.6%	125,069	4.7%
Other Services (excluding Public Administration)	900	4.8%	23,521	3.5%	92,712	3.5%
Construction	846	4.5%	12,782	1.9%	99,111	3.7%
Professional, Scientific, and Technical Services	552	2.9%	47,752	7.2%	216,829	8.1%
Finance and Insurance	450	2.4%	38,069	5.7%	168,083	6.3%
Transportation and Warehousing	321	1.7%	26,831	4.0%	90,767	3.4%
Real Estate and Rental and Leasing	208	1.1%	9,099	1.4%	36,954	1.4%
Information	149	0.8%	15,027	2.3%	57,780	2.2%
Arts, Entertainment, and Recreation	59	0.3%	11,065	1.7%	42,661	1.6%
Management of Companies and Enterprises	14	0.1%	13,504	2.0%	57,078	2.1%
Agriculture, Forestry, Fishing and Hunting	-	0.0%	37	0.0%	9,541	0.4%
Mining, Quarrying, and Oil and Gas Extraction	-	0.0%	19	0.0%	1,220	0.0%
Utilities	-	0.0%	4,938	0.7%	15,641	0.6%
Total	18,729	100.0%	665,585	100.0%	2,681,835	100.0%

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

Industrial Land

Goal: Target industrial lands for continued growth and development

The history of industrial activity in the N. Delaware includes some of the most significant manufacturing facilities in the City's history, including the Frankford Arsenal and Disston Saw Works, around which Tacony was built. Unlike in many areas of the City, much of the industrial land that was bustling with activity in the late 19th and early 20th centuries continues to host healthy industrial firms. The scale of this activity has diminished significantly, both in terms of employment concentration and physical output, but the industries housed in North Delaware District facilities remain a vital component of the city's and the region's economies.

According to PIDC's Philadelphia Industrial Land and Market Strategy (PIDC, 2010), there are 1,400 acres of industrial land within the Upper North Delaware industrial district (which roughly covers the portions of the North Delaware District southeast of the rail corridor as well as a segment of the area between the rail corridor and Torresdale Avenue, as depicted in the map below). Within this industrial area, 14 percent of the land is vacant, but only 4 percent of buildings are not in active use. This study identifies a large swathe of land within the district as an opportunity for further industrial investment and intensification, while much of the remaining industrial lands are marked for either industrial preservation or industrial zoning strategies.



Source:PIDC. Philadelphia Industrial Land and Market Strategy

Prominent industrial anchors in this district currently include, among others:

- Dietz & Watson
- Acme Manufacturing Company
- Newman & Company
- Smurfit-Stone
- SRC Elastometrics
- Lannett Company
- Several recycling and waste management firms

The recent expansion of Dietz & Watson’s facilities in the District demonstrates the on-going viability of industrial uses. Near-to-medium term opportunities for new industrial investment include:

- The on-going redevelopment of the Frankford Arsenal includes plans for mixed-use commercial and residential development on the southern half of the site, but the northern half remains a strong opportunity for industrial development.
- The Lannett Company has recently agreed to move into a new complex of facilities outside of the North Delaware District. They will be vacating buildings that are currently outfitted to meet the high standards of pharmaceutical manufacturing. These facilities could be highly attractive to other pharmaceutical firms in the region.

- There is a large vacant waterfront area immediately adjacent to the Holmesburg Prison Complex that presents an opportunity for a range of potential activities, one of which is the expansion of industrial uses. While the City of Philadelphia is considering the purchase of this land for the purposes of constructing a replacement for House of Corrections, the rest of that area is available for redevelopment.

Institutions

Goal: Grow Philadelphia's strong institutional job sector

Relative to other areas of the city, the North Delaware District has a relatively small number of jobs in the main institutional sectors of educational services and health care and social assistance; while these two sectors account for 26.1 percent of the jobs within the North Delaware District, they represent 36.5 percent of jobs citywide. However, as noted above, both of these sectors have grown dramatically in the district since 2002.

The most prominent institution located within the district, other than those associated with the prison complex and the adjacent police and fire training facilities, is Holy Family University. Home to 3,000 students, including both undergraduate and graduate programs, the University has been expanding its footprint, purchasing several large sites in the District for the construction of new facilities. In addition to a large number of public and private elementary and middle schools, there are four secondary schools within the District: one associated with the Philadelphia School District (Abraham Lincoln High School), one charter school (New Foundations Charter School), and two parochial schools (Father Judge High School and St. Hubert's Catholic High School for Girls). There are no major health care facilities within the district.

Cultural Resources

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

Free Library and City Recreation Centers constitute critical cultural institutions that bind neighborhoods. There are two Free Library locations in the District, Tacony (located at Torresdale Avenue and Knorr Street) and Holmesburg (Frankford Avenue at Hartel Street), while several others are located just outside the boundaries (including Torresdale, Bushrod, and the Northeast Regional Library). In addition there are three Recreation Centers (Disston, Mayfair, and Vogt) and eight playgrounds (Dorsey, Holmesburg, Jacobs, Lower Mayfair, Moss, Ramp, Roosevelt, and Russo Park), most of which have a wide array of cultural programming.

Economic activity related to arts and entertainment in the North Delaware District is very limited compared to some districts closer to the Metropolitan Center. For instance, according to the Reinvestment Fund's CultureBlocks application, there is not a single art gallery in the entire District. The Devon Theater for the Performing Arts previously served an important cultural niche, occupying a prominent, shuttered movie theatre in Mayfair. However, it only survived for two years, from 2009-2011, and is currently undergoing redevelopment. The remaining performing arts organizations in the district are primarily focused on instruction, rather than staged shows.

Despite the lack of institutions expressly devoted to the arts, neighborhood, educational, ethnic, and religious institutions play an important role in the cultural resources of the North Delaware District. The high schools and university have arts programs that serve their student bodies and often include public events. The Tacony Civic Association has organized ArtFests on First Fridays to showcase the work of local craftsmen. Each year, the Mayfair Business Association has held a May Fair, which features live music and arts. Finally, the Polish Heritage Society of Philadelphia, churches, other neighborhood organizations have on-going community programming that engage residents of the North Delaware district.

Recommended Follow-Up

- As part of the City's ongoing effort to maintain a competitive inventory of industrial districts, pay particular attention to identifying lands that are to remain available for future industrial and industrially-related activities and employment.
- Interview major employers in the District to determine the public investment and land use strategies most critical to ensuring their on-going success.
- Consider workforce readiness and training strategies to better link North Delaware District workers with North Delaware businesses.
- Develop strategies to fill gaps in the goods and services available and support the vitality of the District's key commercial corridors, mindful of competition from regional shopping malls.
- Evaluate the transportation network and identify improvements that help support industrial operations and adequately buffer commercial traffic from residential uses, but also enhance the safety of non-auto users and advance the development of regional trail networks.
- Work with the Arsenal Business Center to plan for and achieve increased occupancy.

LAND MANAGEMENT

Philadelphia2035 Citywide Vision Goal: Capitalize on land assets.

SUMMARY OF EXISTING CONDITIONS

The North Delaware District is unique within the City due to two significant factors influencing land management: an extensive urban waterfront along the Delaware River and the existence of the Interstate 95 transportation corridor, which divides the district into very different patterns of development. Areas of the district to the northwest of the I-95 corridor are fairly typical of Philadelphia residential and commercial development that occurred during the late-19th and through much of the 20th Century. Southeast of I-95 are active and vacant large-lot uses typical of an urban waterfront including industry, major municipal facilities, and public open space, many of which will be influenced by changing floodplain regulations and broader long-term environmental concerns.

KEY ISSUES

The following are the most important land management issues that the North Delaware District will face over the next ten years:

- Appropriate use of current and former industrial areas along the Delaware River waterfront.
- Floodplain mitigation measures aligned with current Philadelphia Water Department stormwater management initiatives.
- Enforcement of floodplain regulations, and development standards that preserve beneficial values of sensitive land areas.
- The presence of brownfield sites and need to engage key brownfield stakeholders, to identify future remediation priorities.

MAJOR OPPORTUNITIES

There are significant land management policy opportunities in the North Delaware District. The top few are:

- Expanding flood mitigation strategies by incorporating stormwater management initiatives.
- Exploring new opportunities for ecological restoration in the Delaware River estuary with partnering regional organizations.
- Encouraging conservation of sensitive wetland area, expanding special purpose open space and recreational areas.

Land Use and Zoning

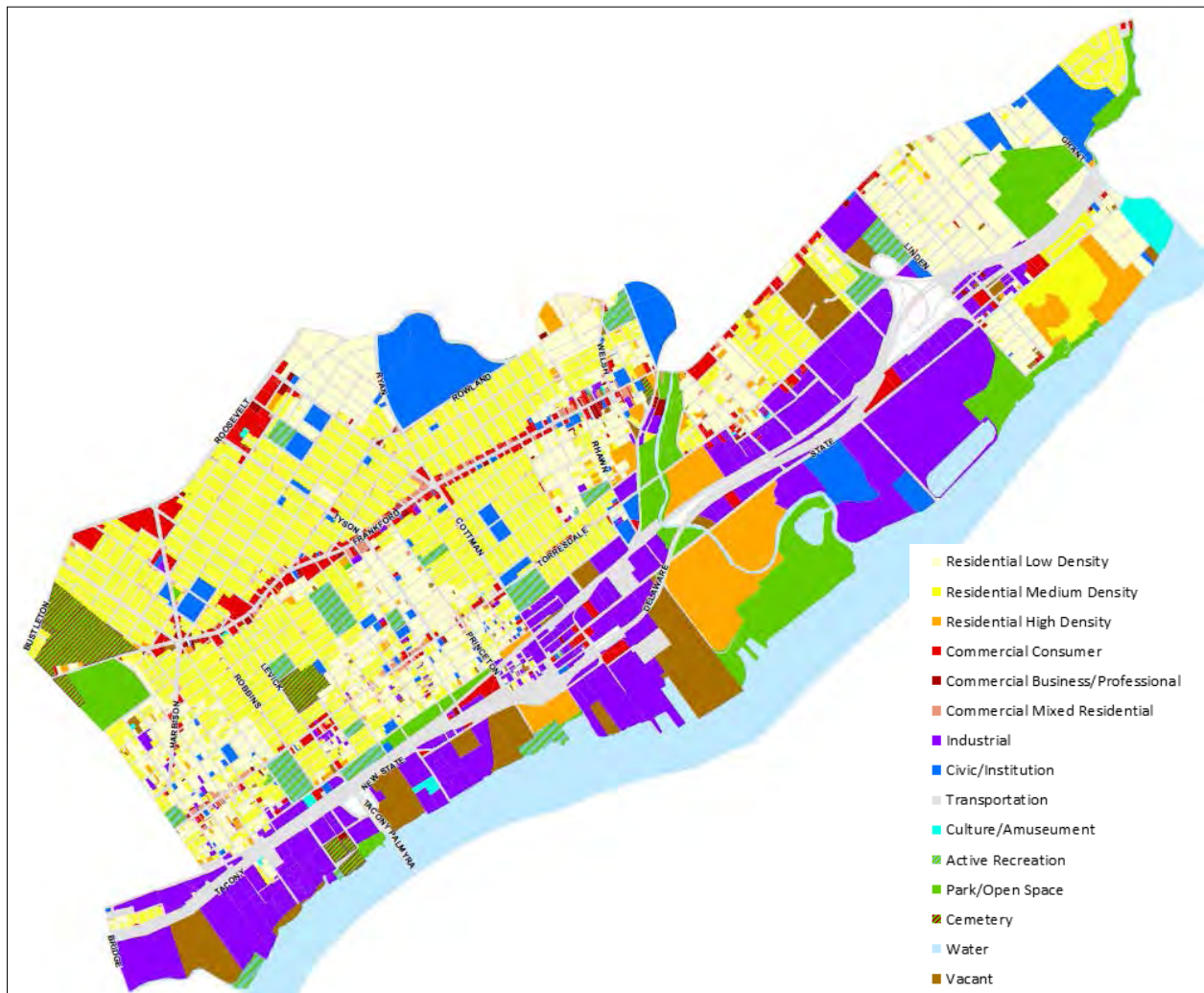
GOAL: Make land use the basis for sound planning and zoning decisions

Land Use

The accompanying map and chart illustrate the current pattern and relative quantity of land uses within the North Delaware district, as field surveyed by Philadelphia City Planning Commission staff in 2015.

Overall, nearly half of the land in the district is used for residential development. Nearly one-fifth is industrial development, and one-tenth is parks and open space. Less than five percent of the district is commercial development. Slightly more than five percent is vacant land, the majority of which is former industrial sites.

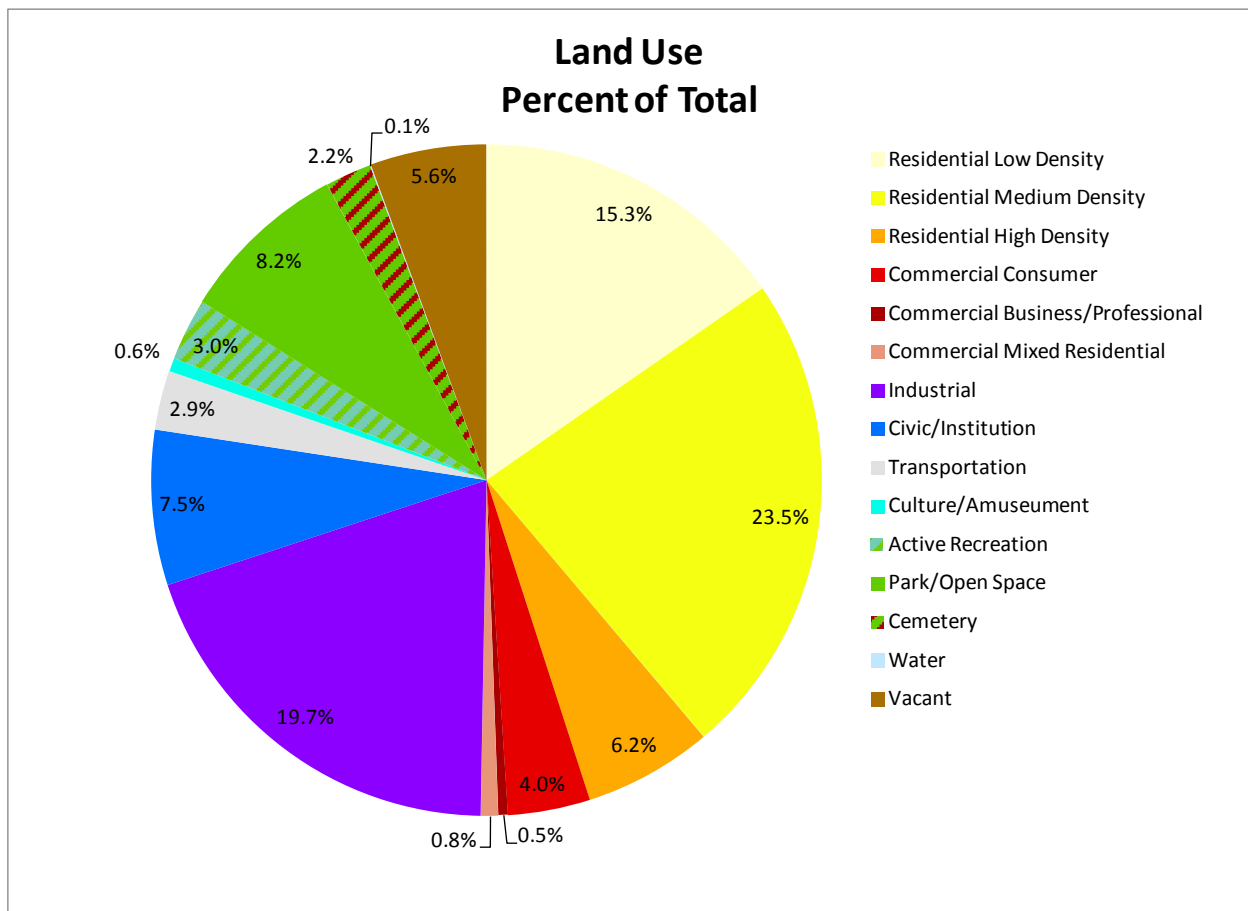
Interstate 95 is a prominent transportation corridor in the district that divides it into distinct sub-districts. To the northwest of I-95, land use is consistent with traditional neighborhood development including mostly medium- and low-density residential uses with supporting commercial uses, particularly along Frankford Avenue, and neighborhood-scale parks and open space. To the southeast of I-95, and to some extent immediately adjacent to it to the northwest, large lot, industrial uses exist, particularly along the Delaware River waterfront. Most of the vacant land in the district appears along the waterfront, as well as some large parks, civic/institution uses, and higher-density residential development, including City correctional facilities.



Below is a tabular breakdown of the most prominent land uses in the district:

- Key land uses are:

- Residential: 1829.43 acres (45.02% of the district)
- Industrial: 799.27 acres (19.67%)
- Parks/Open Space: 423.59 acres (10.42%)
- Vacant land comprises only 227.17 acres (5.59%), a relatively low amount
- Within the Residential category:
 - 954.84 acres (23.5%) are Residential Medium Density
 - 622.65 acres (15.32%) are Residential Low Density
 - 251.95 acres (6.2%) are Residential High Density, which includes correctional facilities
- More specifically:
 - 805.56 acres (19.83%) are Residential Row houses
 - 315.04 acres (7.75%) are Residential Semi-Detached
 - 289.43 acres (7.12%) are Residential Detached
- Highest industrial uses by acreage are:
 - Utilities: 167.84 acres (4.13%)
 - Other Production, Distribution, Repair and Maintenance: 192.36 acres (4.73%)



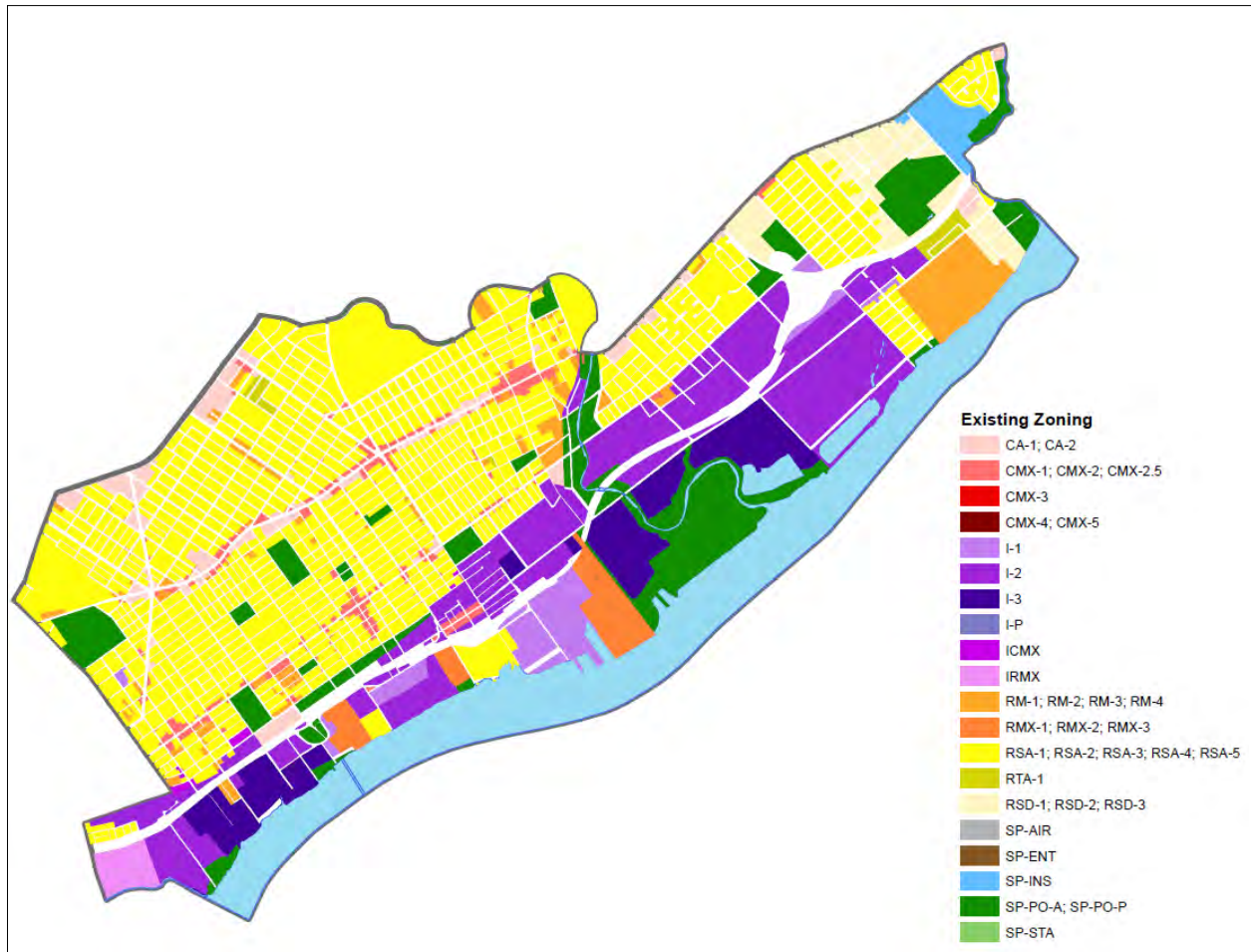
Zoning

North Delaware has a mix of zoning classifications with residential and industrial as the dominant categories accounting for nearly 82 percent of total district. The remaining 18 percent of zoning districts fall

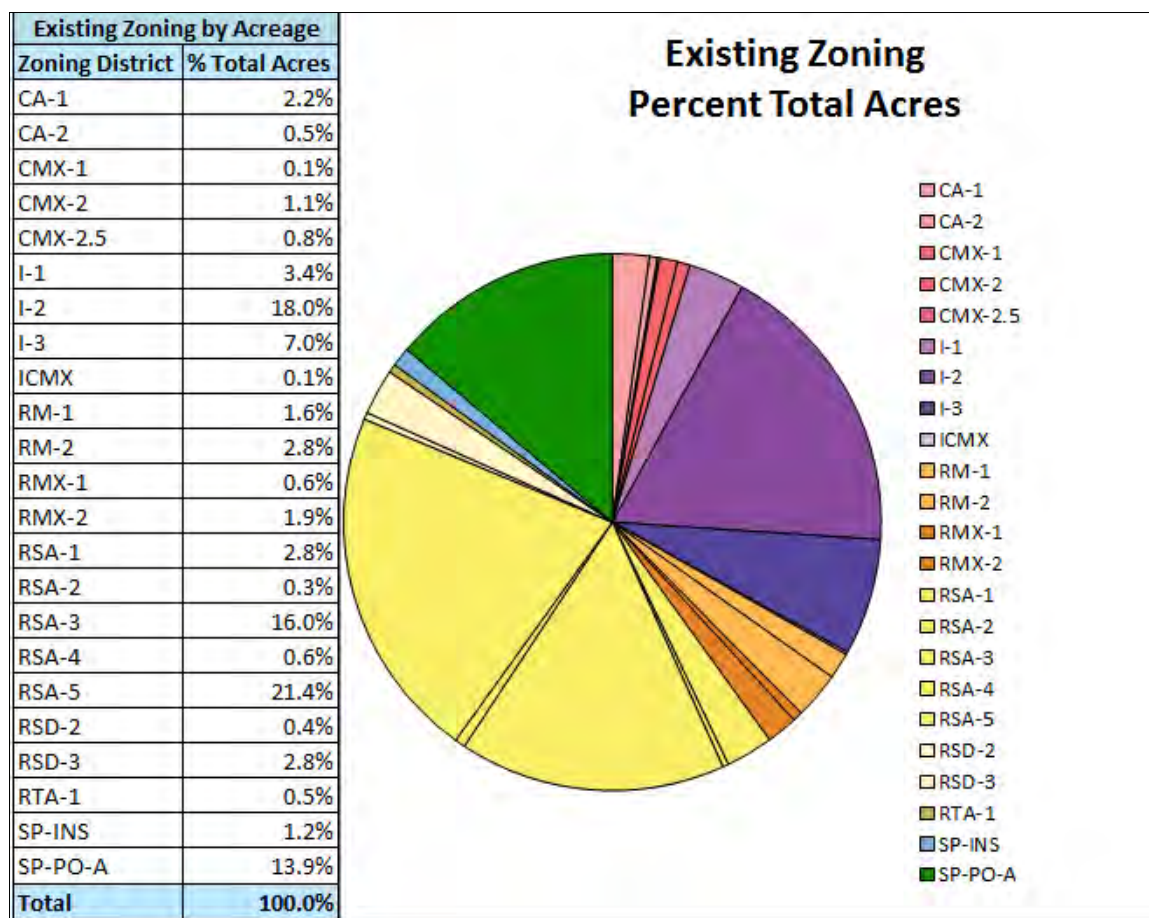
into commercial and special purpose, related to park and open space. The largest zoning category is residential, accounting for 2,216 acres, or nearly 28 percent of the entire district. Please see the accompanying table, chart and map, below.

Categories of Existing Zoning by Acre

Zoning	Acres	Percent of Total
Residential	2215.59	54.17%
Industrial	1137.59	27.81%
Special Purpose	530.25	13.08%
Commercial	202.54	4.95%
Total	4090.99	100.00%



North Delaware District, Current Zoning



Zoning within Flood-prone Areas

In the North Delaware District, industrial is the second largest zoning category by acreage. The mapped flood hazards areas, on both the 2007 and 2015 floodplain map (see Land Suitability section below, for more discussion about floodplains), identified over 50% of land currently zoned for industrial uses. The second largest zoning classification within the floodplain and on existing and new floodplain maps is presently zoned Special Purpose, which includes parks and open space. Representing over 30% of the total acreage within the district, land zoned Special Purpose has increased, providing additional opportunities for land conservation, and recreational activities.

Between the two mapping years, industrial acreage has increased on both 100- and 500-year floodplain maps. Land located within the 100-year floodplain has retained its industrial zoning classification over the two mapping periods. This is not surprising given that the North Delaware District, with interstate highway and rail access, continued to be a suitable location for industrial users.

Categories of Zoning Classifications by Acre

Zoning	2007 Floodplain Map		2015 Floodplain Map		2007 Acreage		2015 Acreage	
	100 Year	500 Year	100 year	500 year	TOTAL	/Percent	TOTAL	Percent
Commercial	1.00	1.71	1.00	1.71	2.71	.5%	2.71	.5%
Industrial	100.24	103.69	138.38	131.32	203.93	48.7%	269.70	52.8%

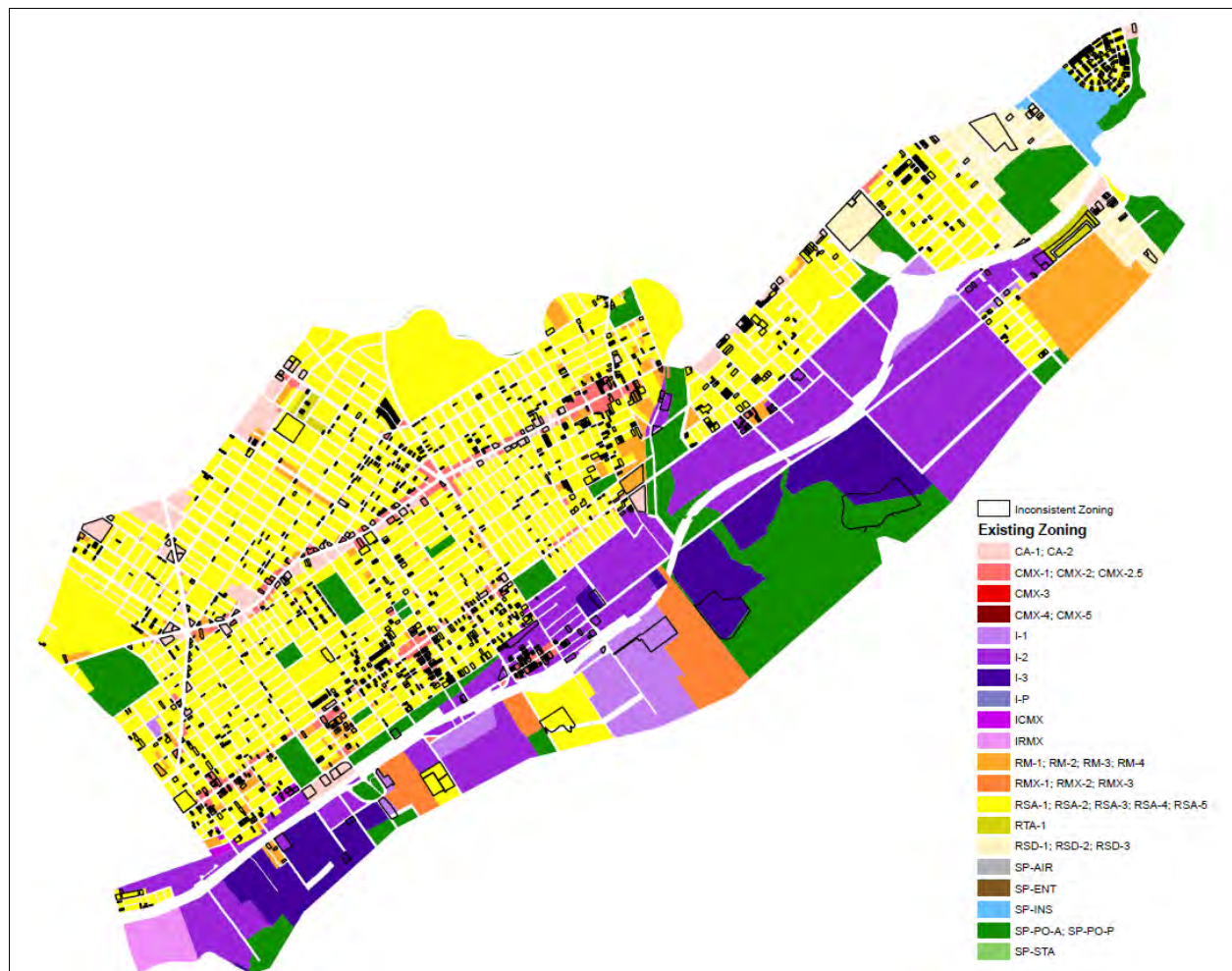
Residential	34.31	20.74	45.43	26.82	55.05	13.1%	72.25	14.1%
Special Purpose	119.91	37.02	127.34	38.80	156.93	37.48%	166.14	32.6%
Total	255.46	163.16	312.15	198.65	418.62		510.80	
District Total	4090.99 acres				10.23%		12.48%	

It is critically important that land be evaluated according to its suitability for activities being planned. Land area within the 2015 mapped floodplain district has increased over the area mapped in 2007. The overall percent of total land identified as floodplain within the North Delaware Planning District is now 12.48 percent, up from 10.23 percent in 2007.

Inconsistent Land Use and Zoning

A relatively small amount of land (less than nine percent of the total area) in the North Delaware District is zoned inconsistently with the existing land use. The majority of this land consists of scattered sites in low and medium density residential districts. Please see the accompanying table and map, below.

- 348.0 acres (8.7%) were identified as having inconsistent zoning
- Zoning districts with the greatest amounts of inconsistent zoning are:
 - RSA-3
 - 84.2 acres of land in the RSA-3 zoning district have an inconsistent land use
 - This represents 13.0% of land within this zoning district
 - This represents 2.1% of all land within the in North Delaware district
 - RSD-3
 - 39.2 acres of land in the RSD-3 zoning district have an inconsistent land use
 - This represents 34.0% of land within this zoning district
 - This represents 1.0% of all land within the in North Delaware district
 - CA-1
 - 38.9 acres of land in the CA-1 zoning district have an inconsistent land use
 - This represents 43.5% of land within this zoning district
 - This represents 1.0% of all land within the in North Delaware district
 - RSA-5
 - 38.6 acres of land in the RSA-5 zoning district have an inconsistent land use
 - This represents 4.2% of land within this zoning district
 - This represents 1.0% of all land within the in North Delaware district



Inconsistent Land Use and Zoning: Black-outlined parcels are those where the current land use is inconsistent with the parcels' underlying zoning districts.

Vacant Land and Structures

Goal: Manage and reduce vacancy

Less than six percent of the overall land area of the North Delaware District is vacant, according to land-use surveys performed by Philadelphia City Planning Commission staff in 2015. Please see the accompanying map which shows vacant land in the district. The majority of this land exists in large former industrial parcels along the Delaware River waterfront.



A total of 198 buildings were observed to be partially or fully vacant in the North Delaware District during land-use field surveys in 2015:

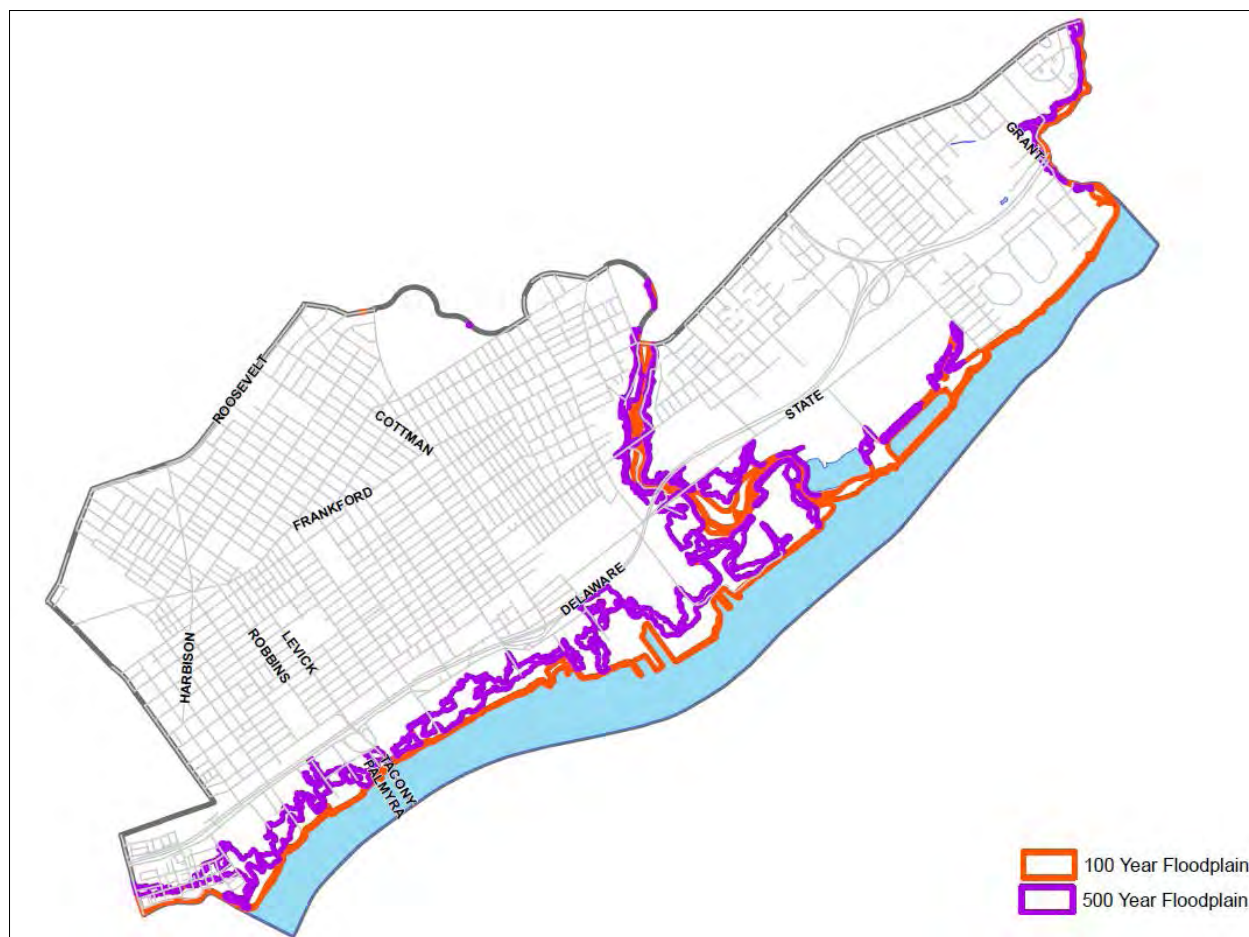
- 133 buildings are **fully** vacant
- 65 buildings are **partially** vacant
- 6.25% (24 buildings) of all **fully** vacant buildings are Industrial uses
- 5.06% (56 buildings) of all **partially** vacant buildings are Commercial uses

Land Suitability

Goal: Protect sensitive lands from overdevelopment

Floodplains

Within the limits of the city, the Delaware River floodplain is characterized by a gently sloping terrain with sparse vegetation and diverse public and private land uses. Industrial facilities and important municipal installations dominate the floodplain area, such as the Arsenal Business Center, Philadelphia Prison Complex, and Baxter Water Treatment Plant. The accompanying map illustrates the 2007 and proposed 2015 100-year floodplain.



Two ancillary tributaries flow in a southeasterly direction into the Delaware River; the Poquessing Creek forms the northern boundary between the City and Bucks County, while the Pennypack Creek is located within Holmesburg neighborhood. The Frankford Inlet, the former mouth of the Frankford Creek, forms the southern boundary between the district and the Bridesburg neighborhood in the River Wards District to the south.

The Poquessing overbank floodplain is wooded and overgrown with brush for much of the stream's length, except for an occasional stretch of meadow for the tidal flats which marks its confluence with the river. The Pennypack Creek floodplain is generally confined within a heavily wooded valley having moderate to steep slopes flowing through parkland for most of its length. The slopes gradually diminish until the valley opens out onto the tidal flats and marshlands which precede confluence with the Delaware River.

Existing development is extensive along the Delaware River shoreline, comprised of manufacturing and storage facilities, residential complexes in Torresdale, municipal facilities, private boat launches, and historic sites. The intent of the federal floodplain program is to encourage avoidance of adverse impacts associated with flood hazards. The federal policy is to avoid floodplain development wherever possible, and support modifications or practicable alternatives to increased development.

Existing and Proposed 100 Year Floodplain

Approximately 510 acres of land fall within the 100-year and 500-year floodplains in the North Delaware District, which includes areas along the Delaware Riverfront, and two main tributaries, the Pennypack and Poquessing Creeks. The 100-year floodplain consists of 312 acres, and 198 acres of land are within the 500-year floodplain area as defined by the 2015 edition of the Federal Insurance Rate Maps.

2015 Proposed Floodplain Area

	<i>Acres</i>	<i>Percent of Total</i>
100-Year Floodplain	312.14	61.11%
500-Year Floodplain	198.65	38.89%
Total	510.79	100.00%

The majority of the district's flood prone area is located within the 100-year floodplain. The most recent revisions to the 100 and 500 year combined floodplain maps increased the total acres by 22%, adding 92 new acres to the floodplain area. Over 61% of the total acreage has been designated within the regulated 100 year floodplain, and the proposed map revisions identified 312 acres, representing an increase of over 56 acres, or 22% of the entire mapped floodplain area. New land designated within 500 year floodplain acres has increased by 22%, adding an additional 35 acres

Increase in Mapped Floodplains by Acre

2007 - 2015 Floodplain Area

	<i>2007</i>	<i>2015</i>	<i>Change in</i>	
			<i>Acres</i>	<i>Percent</i>
100 Year Floodplain	255.46	312.14	+56.68	22.2%
500 Year Floodplain	163.16	198.65	+35.49	21.8%
Total	418.62	510.79	+92.17	22.0%

Existing land use within 2015-designated floodplains is dominated by industrial, high-density residential and parks/open space:

- ***Top land uses that fall within the 100 Year Floodplain are:***
 - Industrial: 84.11 acres (27.6%)
 - Parks/Open Space: 82.74 acres (27.15%)
 - Residential High Density (includes corrections facilities): 38.4 acres (12.6%)
- ***Top land uses that fall within the 500 Year Floodplain are:***
 - Industrial: 73.75 acres (34.12%)
 - Residential High Density (includes corrections facilities): 40.28 acres (18.63%)
 - Park/Open Space: 35.39 acres (16.37%)

Brownfields

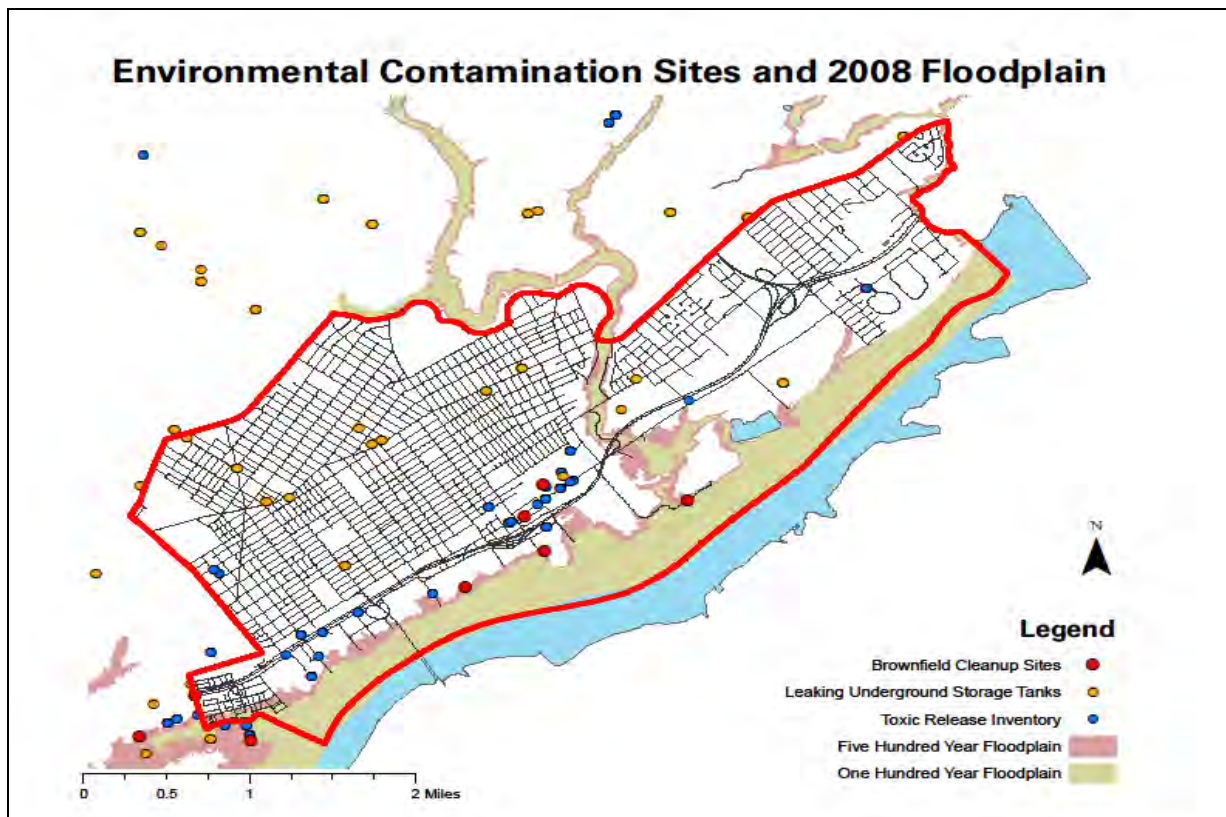
The North Delaware District has a legacy of environmentally contaminated former industrial sites that exists today. As shown on the accompanying map, most of the brownfield sites are located between the railroad and the Delaware River. Large lots along the river housed industrial uses for decades, and many are currently abandoned, scrap or storage yards, or short dumping sites

All of the documented brownfield sites in the district are south of Pennypack Creek, with nearly all located between the creek and Unruh Street. The Frankford Arsenal is a contaminated site, located at the southern edge of the district. Two lots along State Road are identified as brownfields.

Many businesses along State Road report the use of dangerous chemicals to the EPA and are listed in the Toxic Release Inventory. These chemicals are reported to ensure their safe disposal, and whether they are disposed of on or off site is not indicated. These sites may not be environmentally contaminated, but the use of these chemicals, along with the historic industrial use most have, presents them as potential site of contamination.

The Federal Environmental Protection Agency identifies sites that pose or had once posed a potential risk to human health and the environment due to contamination by one or more hazardous wastes. The Metal Bank Site, a ten acre property on the Delaware River, is a former scrap metal and transformer salvage facility located in the North Delaware District at 7301 Milnor Street, currently registered on the Active National Priority List as a Federal Superfund Site. While the site was remediated from 2008-2010, and it is being monitored.

Before the Pennsylvania's Land Recycling and Environmental Remediation Standards Act, cleanup requirements and liability were impediments to reusing contaminated industrial properties. This groundbreaking state law's objective was to make contaminated sites safe based on science-based standards, and return them to productive use. The future viability of industry in the district dependent on the availability of suitable sites for investment to allow new and expanding industry to operate. A critical policy direction going forward will be to address the impacts resulting from the district's industrial past, by creatively revitalizing former brownfield sites for new development opportunities.



RECOMMENDED FOLLOW UP

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

- Identify development goals for industrially zoned areas along I-95; conduct stakeholder interviews with key staff from the Commerce Department and Philadelphia Industrial Development Corporation.
- Understand capital investment needs for industrial infrastructure improvements as identified by key city development organizations.
- Resolve inconsistencies between existing land use and zoning, as deemed appropriate by working with key stakeholders.
- Identify appropriate land use and development within floodplain areas that can help to manage and mitigate the effects of climate change over time.
- Work with major landowners on future site planning, environmental remediation strategies and potential brownfield redevelopment, to serve as models for the integration of economic development and sustainable development practices.

ENVIRONMENTAL RESOURCES

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

SUMMARY OF EXISTING CONDITIONS

The North Delaware District shares with other districts the same, citywide obligation to make improvements to the city and region's air and water quality, yet the North Delaware district also has a unique set of long-standing environmental challenges that require further understanding and action.

The North Delaware District is: situated close to petrochemical and waste treatment plants along the Delaware River; traversed by a high-volume interstate highway; visited by diesel-emitting trucks and trains; home to many properties that are nearly completely covered with impervious surfaces, and; ranked among the city districts with relatively low amounts of tree cover.

These environmental challenges arise from the North Delaware district's location and development history. Generations of households and businesses have found that the ample benefits of living and operating in district outweigh perceived or real environmental risks. Nevertheless, practical steps are available to reduce potential health risks to residents and workers and better position district properties to adapt to changing environmental conditions.

KEY ISSUES

The following are important environmental issues facing the North Delaware District:

- Despite close proximity to frequent bus services and four regional rail stations, the North Delaware has a high rate of single occupant vehicle use, a known contributor of carbon dioxide (CO₂) and volatile organic compounds (VOC).
- There are significant interruptions in the district's sidewalk infrastructure (e.g., the intersection of Grant Ave. and State Rd., near the Torresdale rail station). These interruptions inhibit less environmentally impactful transportation options, like walking, in the surrounding communities.
- The North Delaware District is in close proximity to significant mobile and stationary sources of air contamination. Changes in land use patterns, industrial practices, and transportation options can help improve local air quality, but improvements also continue to be needed on a broader, regional scale. Increased industrial activity in the North Delaware district could increase local air pollution.
- Water quality is affected by the district's combined sewer system and large percentage of impervious surface. Properties and infrastructure in some areas of the district are impacted by low elevation, high water table, and a susceptibility to flooding.

- The North Delaware District's minimal tree cover provides few benefits for air quality, stormwater management, or summer cooling.

MAJOR OPPORTUNITIES

Opportunities to improve environmental outcomes in the North Delaware district include:

- The completion of trails along the Pennypack Creek, Poquessing Creek, and Delaware River in the North Delaware District can reduce air emissions by expanding non-motorized transportation options connecting residents to essential services and commercial corridors.
- Ongoing monitoring, compliance and partnership efforts, and management and technological innovations can continue to reduce air contamination in the North Delaware District.
- Individual development projects can help enhance air quality by incorporating energy-efficient building strategies and increasing tree cover. Projects can also reduce per-capita contributions to air pollution from transportation by creating greater intensity of uses around walkable, bikeable, and transit-served centers.
- Continued cooperation among agencies and property owners can enhance stormwater management planning and resources, spur waterfront restoration, and provide storm flood relief in areas susceptible to flooding now and in the future.
- Public facilities, public streets, and parking lots offer near-term opportunities to increase tree cover.

ENVIRONMENTAL RESOURCES

Air Quality

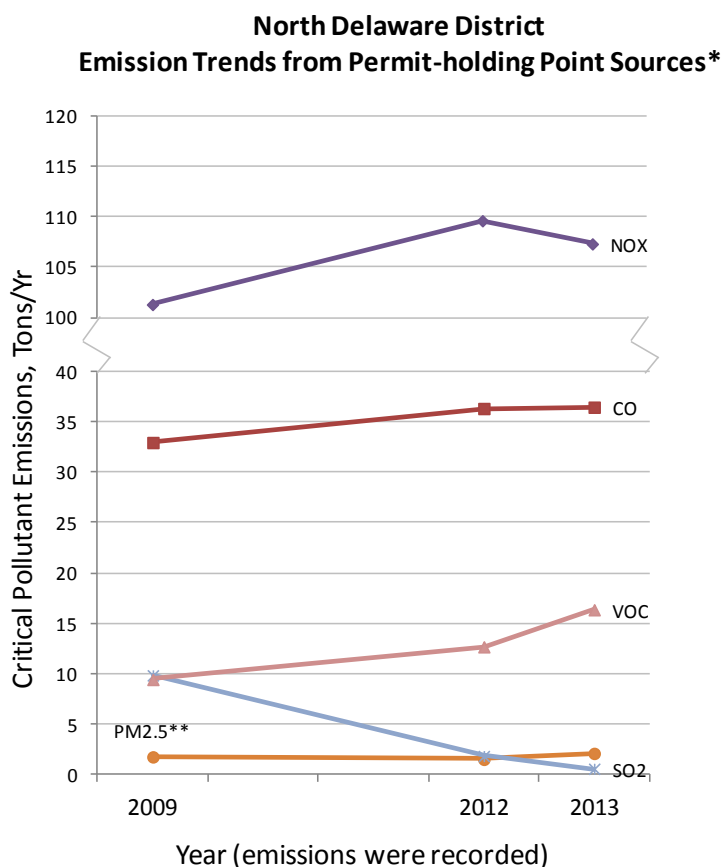
Citywide Goal: Improve air quality within the city and region

The 2013 Philadelphia Air Quality Report (Philadelphia Department of Public Health, Air Management Services Division) indicates that Citywide, overall air quality is improving, although the Philadelphia region remains non-compliant with Federal standards for ground level ozone and PM2.5. Ground level ozone, aka, smog, is formed by volatile organic compounds (VOCs) and nitrogen oxides (NOx) reacting in the presence of heat and sunlight. Ozone is particularly detrimental to the young, old, and infirmed. PM2.5, or 'fine' particulate matter, is responsible for short term respiratory irritation, and long term respiratory and cardio-vascular disease illness. Fine particles in the air may result from fuel combustion from vehicles, power generators, and industry. Child asthma hospitalization rates in the District are relatively low, compared to the Citywide average (718 out of 100,000 North Delaware residents, vs. 1001 out of 100,000 residents Citywide; PDPH Community Health Assessment, 2012).

Vitally-needed federal transportation funds can be withheld from the Philadelphia region if progress towards air quality compliance is not demonstrated. Land use changes and transportation investments within the North Delaware District can help continue progress toward compliance by reducing vehicle miles traveled (VMT) and reducing emissions from industries and vehicles.

Fixed Point Sources of Air Pollution

The Philadelphia Department of Public Health's Air Management Services division regulates facility emissions through the issuance of permits and licenses that allow facilities to operate equipment that emits or controls air pollution. Within the North Delaware District, Newman & Co Paper and the Philadelphia Prison System hold the 'Title V' licenses for relatively heavy emissions. Synthetic Minor Operating Permits are required by facilities with the capacity for exceeding any of the Title V thresholds, but that do not do so in practice. Model Finishing Co, Jowitt & Rodgers Co, and Dietz & Watson Inc all hold Synthetic Minor permits. All of these establishments are significant employers or service providers.



* Cumulative emission rates of facilities required to have Title V and Synthetic Minor Operating Permits; including Dietz & Watson, Jowitt & Rodgers, Model Finishing, Newman & Co, and the Philadelphia Correctional Facility.

** PM10 emissions are similar to PM2.5. Lead (Pb) data was excluded from the graph because none of the District's permit holding facilities have measured positive for lead emissions since 2009.

Emissions at each of the named facilities were reported in 2009, 2012, and 2013. Of note is the continued increases in the District of PM2.5 and VOCs. The City remains non-compliant with Federal standards for both of these pollutants. Jowitt and Rodgers, an abrasives manufacturing company, and Model Finishing Company, a painting and powder coating company, represent the District's major point source contributors of VOCs. Newman & Co Paper and the Philadelphia Prison System's heating/cooling plant on State Road are the District's primary point source contributors of PM2.5. Newman Paper continues to be one of the city's major point source contributors of air pollution.

Highway Vehicle, Non-Road, and Area Sources of Air Pollution

Highway vehicle sources refer to emissions from cars, trucks, motorcycles, and buses. Most of the District is within a mile of I-95, and all of it is within a mile and a half of I-95. The District's 5.5 mile stretch of I-95 is above grade, 8 lanes wide, and includes major interchanges at Academy Road and at Cottman – Princeton, and will soon include an additional I-95 interchange near the Frankford Arsenal. The Tacony-Palmyra Bridge traffic and I-95 realignment work create stop-and-go driving conditions on I-95 that increase highway emissions. This issue is exacerbated by truck traffic serving the North Delaware industrial waterfront. With the exception of the Torresdale neighborhood, most of the District's residential communities are buffered from I-95-generated emissions by non-residential uses (e.g., industrial, commercial, and recreational uses).

In the North Delaware District, two thirds of District commuters drive in single occupant vehicles (2013 US Census), which are a major contributor to CO₂ and VOCs. Work trips are generally short but dispersed within and around the district, making non-automobile travel less competitive. Two thirds of resident workers work within 10 miles of their home (LEHD); and two thirds of the District's employees live within 10 miles of their workplace(LEHD).

SEPTA's Trenton regional rail line transects the North Delaware District, connecting Center City to Trenton, where there is a direct connection with NJTransit to New York. The District's four rail stations offer a viable alternative to driving for those employees originating in or destined for locations near regional rail stops. However, a dispersed limited station parking and transit / bike / pedestrian transfers present barriers to increased use of regional rail.

Despite the district's gridiron street layout, proximity to transit, and relatively high residential density, District residents are highly auto dependent. This is evidenced by the high rate of car ownership and the orientation of most of the District's commercial centers towards automobiles. Exceptions are the commercial corridors along Torresdale Ave in the Wissinoming and Tacony neighborhoods. Surrounded by dense residential neighborhoods, and characterized by smaller storefronts, reduced building setbacks, and limited parking, these two commercial corridors have a pedestrian scale that would make non-motorized, non-polluting transportation a more viable option if there were a healthier commercial environment. Alternatively, Frankford Ave. between Tyson and Bleigh Aves has a store mix and storefront size that best serve pedestrians, but the 5 lanes + 2 parking lanes, and lack of bike lanes, promote vehicle access over more environmentally-friendly travel modes. The short stretch of Frankford Ave between Welsh Rd and Rhawn St is more pedestrian-friendly due to its reduced traffic lanes, mix of active storefronts, and short setbacks.

Non-Road engine sources in the North Delaware include trains and construction equipment. The 5.5 miles of tracks accommodate electric-powered passenger rail for Amtrak and SEPTA, as well as diesel freight services for Conrail. Unlike the neighboring River Wards District, the North Delaware does not have commercial maritime facilities, so ships represent less of a threat to air quality.

The concentration of recycling and salvage centers, auto body shops, and metal works along I-95 in the District represent area sources that contribute to increased hazardous air pollutants. Philadelphia adheres to the EPA's programs to reduce the impacts of area sources, the National Emission Standards for Hazardous Air Pollutants and the New Source Performance Standards.

Water Quality

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

Drinking Water

Drinking water in the North Delaware is provided by the Philadelphia Water Department (PWD) and is drawn from the Delaware River at the Baxter Water Treatment Plant on the waterfront in Torresdale. EPA, PADEP and Safe Drinking Water Regulations require drinking water providers to monitor for about 100 regulatory parameters, including inorganic chemicals, synthetic organic chemicals, total organic carbon, disinfection byproducts, volatile organic compounds, bacteria, radiological contaminants, and other parameters. These regulatory parameters are defined with their maximum contaminant level (MCL) and maximum contaminant level goal (MCLG) under Federal rules.

One measure of drinking water quality is turbidity (water clarity), which is an indicator for treatment plant performance. The average turbidity level of PWD drinking water has been at or below 0.06 nephelometric turbidity units (NTU) since 1998. This is well within the standards set by the state, EPA, and Partnership for Safe Water. All results are better than the recommended federal levels designed to protect public health. *Philadelphia Water Department 2014 Annual Drinking Water Quality Report.*

www.phila.gov/water



Surface Water

The North Delaware District falls within three watersheds: Delaware River (Delaware Direct), Poquessing Creek, and the Pennypack Creek. The Pennypack Creek flows through the center of the district and the Poquessing Creek forms the northern boundary of the district. Three water quality monitoring stations monitor the health of the three water bodies. Results from these stations indicate that, although dissolved oxygen is an overall problem for the watersheds, it is not a problem at these sites. *U.S. Geological Survey National Water Information System.* <http://waterdata.usgs.gov/nwis>

Specific conductance and temperature are the most problematic parameters at these sites. Specific conductance measures the ability of water to pass an electric current, and indicates the presence of dissolved solids. One cause of high specific conductance is elevated levels of road salt in runoff. Temperature is typically more elevated at downstream locations.

The Delaware Direct watershed is impaired by *sediment* (due to erosion from stormwater runoff), *bacteria* (due to CSO from stormwater runoff) dissolved oxygen (due to CSO and stormwater, treated discharges, septic systems, lack of shade, invasive plants, and other sources), and polychlorinated biphenyls (PCBs) (source unknown). The closest station for the Delaware River is USGS 014670261 Delaware River near Pennypack Woods. There is available data for just three months from January to March of 2015.

This station monitors specific conductance (poor), pH (good), temperature (good), dissolved oxygen (good), and turbidity (good).

Water quality in the Delaware River was at its worst in the 1950s, when the river was devoid of oxygen for up to four months of the year. Since the 1970s, advances in the treatment of municipal and industrial waste and changes in manufacturing techniques have led to dramatic improvements in water quality. The sturgeon, an endangered species, is found in the Delaware River. The return of shad runs to the river is one indicator of the Delaware's restoration. However, the presence of toxic chemicals, particularly PCBs, continues to impair the water quality and health of the river's ecological communities.

There are three boat launches located in the district on the Delaware River. From north to North Delaware, these are the Frankford Arsenal boat launch, the Tacony Access Launch, and the City of Philadelphia boat ramp at Linden Avenue. There are fishing regulations for the following species found in the Delaware Estuary: trout, largemouth bass, smallmouth bass, muskellunge and tiger muskellunge, north-

ern pike, pickerel, walleye, American shad, American eel, striped bass, and hybrid striped bass. There is a closed year-round season for the following species found in the Estuary: river herring, hickory shad, sturgeon, mussels, and clams. Due to contaminants such as PCBs and mercury, there are fish consumption advisories for the following species in the Delaware Estuary: white perch, channel catfish, flathead catfish, striped bass, American eel, and carp.



The Pennypack Creek watershed is impaired by *nutrients* (due to treated municipal wastewater) *dissolved oxygen*, *pathogens*, and *siltation*. The main causes of impairment of this stretch of the Pennypack Creek are municipal point sources and urban stormwater runoff. The closest station for the Pennypack Creek is USGS 01467048 Pennypack Creek at Lower Rhawn Street Bridge. This station has data on discharge (flow volume) from 1965 to the present and water quality samples from 1967-1973.

Current data on water quality is available from January 2015 to the present. In addition to discharge, this station currently monitors specific conductance (poor), pH (good), temperature (poor), dissolved oxygen (good), and turbidity (poor). This station is non-attaining for orthophosphate (nutrients), most likely due to point source discharge of treated wastewater upstream. This station does not attain the EPA standard for nitrate (nutrients), although it does attain the lower PADEP standard. The station is attaining for fecal coliform, although is non-attaining for *E. coli* and enterococci and has unusually high concentrations of these pathogens, which indicate the presence of fecal matter. PWD is sampling at upstream locations to determine possible sources, such as a leaking sewer pipe. Trout can still be found in Pennypack Creek north of Frankford Ave, as well as smallmouth bass, rock bass, and other sunfish.

The Poquessing Creek watershed is impaired by dissolved oxygen (caused by excessive algal growth due to excess nutrients), PCBs (source unknown), pathogens, and siltation. The primary sources of impair-

ment are urban runoff/storm sewers. The Poquessing Creek is not affected by CSO discharges. The closest station for the Poquessing Creek is USGS 01465798 Poquessing Creek at Grant Ave. This station has discharge data from 1965 to the present and water quality samples from 1912 to 1973. Current data on water quality is only available from March 2015 to the present. In addition to discharge, this station currently monitors specific conductance (poor), pH (good), temperature (poor), dissolved oxygen (good), and turbidity (undesirable changes). This station has possible exceedances of orthophosphate (nutrients). This station does not attain the EPA standard for nitrate (nutrients), although it does attain the lower PADEP standard. The station is attaining for fecal coliform, although is non-attaining for E. coli and enterococci. PWD constructed a relief sewer in the bed of State Road to protect the Creek from sewage overflows during certain periods of heavy precipitation.

Stormwater

The City of Philadelphia is mandated by the EPA to reduce its Combined Sewer Overflow (CSO) discharges, which is when excess stormwater runoff during wet weather events exceeds the capacity of the combined stormwater/sewer systems and causes raw sewage to discharge into surface waters. In the North Delaware District, most of the area south of the Pennypack Creek is within the CSO area, in addition to some limited areas north of the Pennypack.



To better manage runoff and reduce CSO discharges, PWD is implementing a green stormwater infrastructure (GSI) program to install facilities including infiltration trenches, rain gardens, stormwater planters, stormwater tree trenches, and other practices. Additional opportunities for GSI exist throughout the CSO area of the district, particularly within parks and playgrounds, schoolyards, and other public sites.

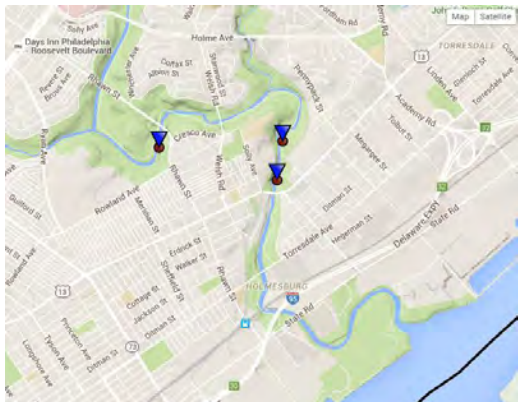
Wetlands

Although wetlands historically lined the banks of the Delaware River and its tributaries, urbanization altered the shoreline through dredging, filling, and hardening. However, some areas of wetlands remain, or have been recreated which serve as natural storage areas for stormwater. Freshwater forested/shrub wetlands exist at Lardner's Point Park, at the mouth of the Pennypack Creek, and on a portion of the Poquessing Creek within the district. Freshwater emergent wetlands exist at the mouth of the Pennypack Creek and North Delaware of Cottman Ave on

the waterfront. The tidal wetlands at the Pennypack on the Delaware and at Lardner's Point Park were created for mitigation purposes. Tidal wetlands are planned as part the master plan for Pleasant Hill Park adjacent to the Baxter Water Treatment Plant. Additional opportunities for wetlands creation exist along the banks of all waterways in the region. *The Philadelphia North Delaware River Greenway Ecological Assessment and Prioritization Report* published in 2009 by the Pennsylvania Environmental Council identifies a number of opportunity sites for wetlands restoration.

Waterway Restoration

The Philadelphia Water Department is working to restore and stabilize waterways throughout the city, the effect of which is to reduce erosion and sediment pollution, control floodwaters, protect habitat, and enhance the natural beauty and functions of streams. There are three recent waterway restoration projects within the district, all located along the Pennypack Creek. These projects - two dam removals and construction of a rock ramp fishway - were constructed to restore migratory fish passage.



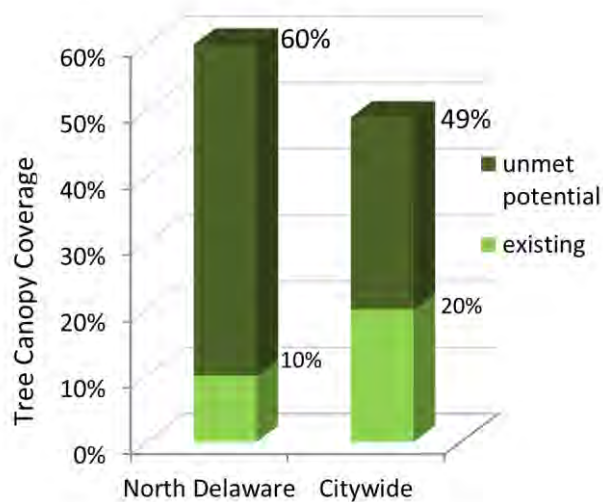
Tree Cover

Goal: Increase tree coverage equitably throughout the city

The percentage of North Delaware District's tree canopy cover (10%) is half the city's overall coverage (20%) (2008 LiDAR). In 2011, the City of Philadelphia funded a project to identify gaps in existing tree canopies and possible tree canopies for each of Philadelphia's Planning Districts ("A Report on the City of Philadelphia's Existing and Possible Tree Canopy",

http://www.fs.fed.us/nrs/utc/reports/UTC_Report_Philadelphia.pdf).

Researchers quantified the *possible* tree canopy for each individual parcel based on the existing zoning, with "recreation"-zoned parcels having the most potential for tree canopy, and parking as having among the least potential. This gap analysis of the North Delaware District's tree canopy potential estimates the potential coverage at 60-70%, far above the existing coverage. The most abundant tree planting opportunities in the North Delaware District would appear to be along publicly held properties, especially the large park and prison parcels between I-95 and the Delaware River; and around the perimeters and interiors of its numerous public parks. The City's *Greenworks2015* goal is a tree cover of at least 30 percent in all neighborhoods.





Vogt Playground and the Mouth of the Pennypack Park, two city owned areas in the North Delaware District that may have unmet tree canopy potential.

Trees have the ability to improve air quality, reduce ambient air temperatures during heat waves, and absorb stormwater. Certain developments are now required by City ordinance to use cool roofing materials as well as to plant trees.

Recommended Follow-Up

- Identify land use and zoning strategies to reduce automobile dependence, including strengthening neighborhood-serving commercial services near housing concentrations and transit nodes.
- Explore additional steps to encourage major industrial and transportation firms to maintain progress in decreasing overall contributions to air pollution.
- Identify areas with significant traffic congestion and vehicle idling.
- Work with PWD and partners to identify high priority stormwater management projects in the North Delaware District and identify potential co-benefits and partners.
- Encourage large commercial and institutional property owners who face higher PWD stormwater fees to consider strategies that improve stormwater management and lower stormwater costs.
- Identify areas where long-term land use and infrastructure changes may be needed to improve resiliency to projected changes in sea level and storm severity.
- Document initiatives by public and private tree planting programs and work with tree advocates to address potential barriers to increased tree cover in the North Delaware District.

TRANSPORTATION

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

SUMMARY OF EXISTING CONDITIONS

The North Delaware District is fairly homogenous in its commute modes and car access rates, unlike other planning districts where major geographic differences are apparent. Overall auto ownership in the district is higher, while all other commuting modes (walking, biking, and transit) are lower than the City average. More detailed maps of commute modes that breakdown modes by census tract are provided in the attachment.

This homogeneity is interesting as not all areas of the district developed simultaneously or have similar housing density. Holmesburg has 18th century roots while Tacony (Disston) and Torresdale have strong roots in the 19th century. While several neighborhoods developed prior to the advent of the automobile, none developed as densely as similarly aged neighborhoods adjacent to Center City (such as South Philadelphia or Fishtown). Therefore, these small towns (Holmesburg -farming, Tacony - mill and Torresdale -resort) were all able to adapt to the advent of the automobile as they were absorbed by the growing city.

By the 1950s, almost the entire district was built-out with the majority of “airlite” and “straight-through” rowhouses being constructed from the 1920s to the 40s. The 20th century rowhouse development that dominates Mayfair and Wissinoming and is found in all North Delaware neighborhoods was designed with the automobile in mind with back driveways (alleys) providing garage and off-street parking to all houses in addition to wide streets with on-street parking.

Transportation data from the American Community Survey (Census Bureau) is only focused on commute mode and does not reflect all trips. Despite high auto-dependency for commuters, North Delaware neighborhoods are very walkable with access to neighborhood shops, parks and schools. Increasing walkability and bikeability in the North Delaware will be closely tied to the revitalization of traditional “Main Street” shopping corridors such as Torresdale and Frankford Avenues and increased utilization and stewardship of the Pennypack Park and the North Delaware waterfront trail systems.

North Delaware’s wider, automobile-friendly roadways allow for more experimentation and room to share without impacting vehicle capacity and movement. Streets, Parks and Recreation, PennDOT, Mayor’s Office of Transportation and Utilities (MOTU) and Delaware River City Corporation (DRCC) projects are underway that will make North Delaware neighborhoods more walkable and bikeable. They include placing wide and dangerous streets on “diets”, creating buffered bike lanes and extending waterfront trails.

Data

Key Census data related to auto ownership and work commute modes in the North Delaware District are summarized in the following table, and are compared to citywide averages.

	Citywide	North Delaware District
Percent of Households without Vehicles	33.2%	17.7%
No. of Vehicles Available per Household	0.96	1.24 (total cars: 41,484; total households 33,329)
Means of Transportation to Work		
Automobile	59.2%	77.5% 87% of those drove alone
Public Transportation	26.1%	16.6% 66% of those took a bus
Bicycle	2%	.16%
Walk	8.5%	3.2%
All Other	4%	2.5%

Source: U.S. Census Bureau, 2009-2013 American Community Survey

Household car ownership and access levels are higher in western Mayfair and Upper Torresdale, but all census tracts average at least one vehicle per household across the district. There are slightly lower vehicle access rates in older portions of neighborhoods that may not have off-street parking such as in Wissinoming and Holmesburg.

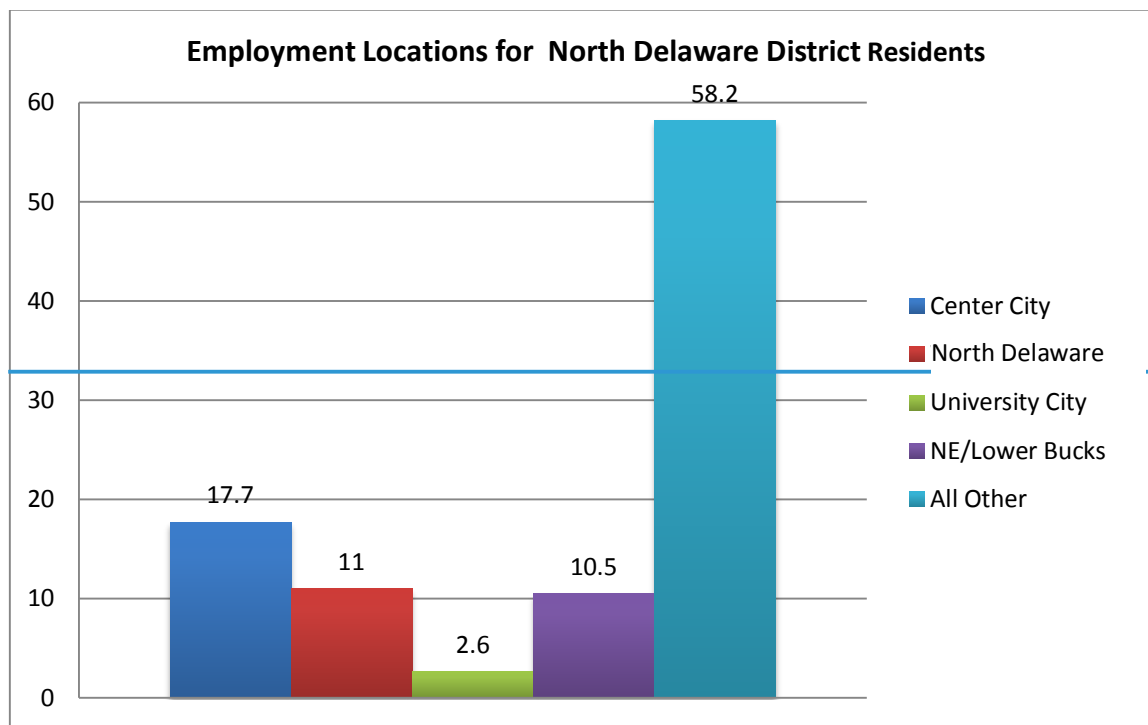
The majority of commuters drive to work and drive alone. The need for a personal vehicle to commute is reflected in the diverse employment locations of North Delaware residents. Many of these employment locations cannot be readily accessed by walking, biking or transit. Since these job sites are not concentrated, providing infrastructure improvements to allow multi-modal job access to them all is not feasible. Increasing employment opportunities in areas already accessible by transit, biking or walking would increase multi-modal job access for North Delaware residents.

High transit commute rates are found in areas nearer to Frankford Transportation Center, as well as Tacony and east of Frankford Avenue. However, there is no Census tract in the district where transit is the primary commute mode (no tract exceeds 28 percent transit commute share). Of commuters who do take transit, the majority identify bus or trackless trolley as their primary transportation means. Commute by the Market Frankford Line is influenced by proximity to the Route 66 trackless trolley and is apparent in the Mayfair and Holmesburg census tracts near Frankford Avenue.

There are three regional rail stations in the District, but this commute option is only reflected in the census tracts nearest Torresdale Station. This may be because of access issues to the other stations or cost/time savings of regional rail versus other transit options such as taking bus or trackless trolley to the Market-Frankford Line for a lower price-point and similar commute time. Increased parking opportunities at Tacony and Holmesburg Junction Stations might shift regional rail commute mode levels.

A small percentage of North Delaware workers walk to work. Census tracts along Frankford Avenue have higher walk to work rates of between four percent to seven percent. The concentration of small businesses along this commercial corridor provide residents the opportunity to live and work in the same neighborhood.

Only three census tracts in the district report bicycling as a commute mode. They are located along Torresdale Avenue, which has bike lanes, in Wissinoming and Tacony. Lack of employment concentrations within the district and distance from Center City and University City make bike commuting a limited option for North Delaware workers at this time.



Center City (19102, 19103, 19106, 19107); North Delaware (19145, 19146, 19147, 19148) University City (19104).

The Bureau of Labor Statistics' "On the Map" application shows that the district's working residents commute to dispersed employment locations. Center City (17.7%), North Delaware (11%), University City (2.6%), and Other Northeast/Lower Bucks (10.5%) account for only 42.8 percent of overall employment destinations. All other areas employed 1.5 percent or less of North Delaware District residents.

Transit

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

Regional Rail

This district also touches Bridesburg Station, but that station is covered in the Riverwards District Plan Transportation Memo.

Torresdale Station

- Ridership: Regional Rail Station Rank 63rd (2011 Census); 2,321 weekday boardings and alightings (2013 Census).
- Demographics:
 - Residents within a ½ mile: 3,948
 - Workers over 16: 2,139
 - Jobs within a ½ mile: 1,061
 - Percentage of residents within a ½ mile that use transit/bike/walk: 19.38%
- Parking: There are 331 surface parking spaces across three municipally-owned lots. The Philadelphia Parking Authority manages these lots and charges \$2 per day. These lots are 100 percent utilized and there is additional station-induced on-street parking demand. However, approximately 70 percent of weekday boards are non-parking.
- ADA Access: No
- Bus Connections: Routes 19 and 84
- Bike Parking : There are three uncovered U racks located on the inbound side. The station has a RideScore rating of 5.4. The DVRPC's RideScore assesses how supportive an area is to cycling. Sites are ranked from one to ten with 10 being the most bicycle friendly.

Planned Improvements: No planned capital improvements.

Land Use: This station is located near Holy Family University and is surrounded by single family detached homes and some apartment complexes.

Holmesburg Junction Station

- Ridership: Regional Rail Station Rank 110th (2011 Census); 1,105 weekday boardings and alightings (2013 Census).
- Demographics:
 - Residents within a ½ mile: 9,207
 - Workers over 16: 2,168
 - Jobs within a ½ mile: 4,333
 - Percentage of residents within a ½ mile that use transit/bike/walk: 14.73percent
- Parking: SEPTA provides 37 surface parking spots which are fully utilized. There is significant overflow on-street parking demand created by SEPTA commuters, therefore the non-parking board rate of 93 percent is overestimated.
- ADA Access: No
- Bus Connections: Route 84. Bus Routes 28 and 70 stop within one to two blocks of the station.
- Bike parking: There are two U racks on the inbound side.

Planned Improvements: No planned capital improvements.

Land Use: The station is located in a dense rowhouses neighborhood to the north and west and near the Pennypack Park and Trail. To the east and south, light industry and prisons dominate the land uses.

A private parking lot is being constructed across the street from the station. Demand for parking is high at this station like many other regional rail stations.

Tacony Station

- Ridership: Regional Rail Station Rank 182nd (2011 Census); 424 weekday boardings and alightings (2013 Census).
- Demographics:
 - Residents within a ½ mile: 6,872
 - Workers over 16: 3,309
 - Jobs within a ½ mile: 1,638
 - Percentage of residents within a ½ mile that use transit/bike/walk: 31.17 percent
- Parking: There is no off-street parking available for this station. There is some on-street parking demand created by SEPTA commuters. However, the vast majority of ridership at Tacony Station is non-parking boards.
- ADA Access: No
- Bus Connections: The station is within a one to two block walk of the Routes 70 & 84.
- Bike Parking: There is no bike parking at this station.

Planned Improvements: PennDOT will construct a surface parking lot to serve this station after I-95 reconstruction in this area is completed and the parcel is no longer needed for construction staging. The lot will be located east of the station.

Land Use: There is a dense rowhouse/twin neighborhood to the north and west and an industrial area to east and south.

Bus and Trackless Trolley

SEPTA operates a 18 bus routes in the North Delaware District. Generally, there are no outstanding route changes, layover, loop or transportation center needs within the district. Improved transit service can be achieved through Transit First Initiatives and further investment in Enhanced Bus Service on Roosevelt Boulevard.

SEPTA SURFACE ROUTES OPERATING IN THE NORTH DELAWARE DISTRICT

Route	Destination	Boards in NDEL
1	Parx Casino/54th-City	264
14	Oxford Valley & Neshaminy Malls/FTC	1,690
19	Torresdale Station/FTC	52
20	Philadelphia Mills/FTC	1,377
26	FTC/Cheltenham Station	322
28	Fern Rock TC/Torresdale-Cottman	678
50	Parx Casino/FTC	190
56	23rd-Venango & Bakers Centre/Torresdale-Cottman	3,274
58	Neshaminy Mall & Somerton/FTC	314
66	Frankford-Knights/FTC	7,734
70	Frankford-Gregg & Torresdale-Cottman/Fern Rock TC	3,260
73	Richmond-Westmoreland/FTC	417
77	Roosevelt-St. Vincent/Chestnut Hill	139
84	Bustleton-County Line & Philadelphia Mills/FTC	1,591
88	Bethayres & Holme-Pennypack/FTC	965
129	Frankford-Knights/Oxford Valley Mall	164
130	Frankford-Knights/BCCC	96
133	Frankford-Knights/Bensalem	40

There are several loops in the district as well. None are in need of or are planned for capital improvements.

- Gregg Street Loop (66, 70)
- City Line Loop (66, 129, 130, 133)

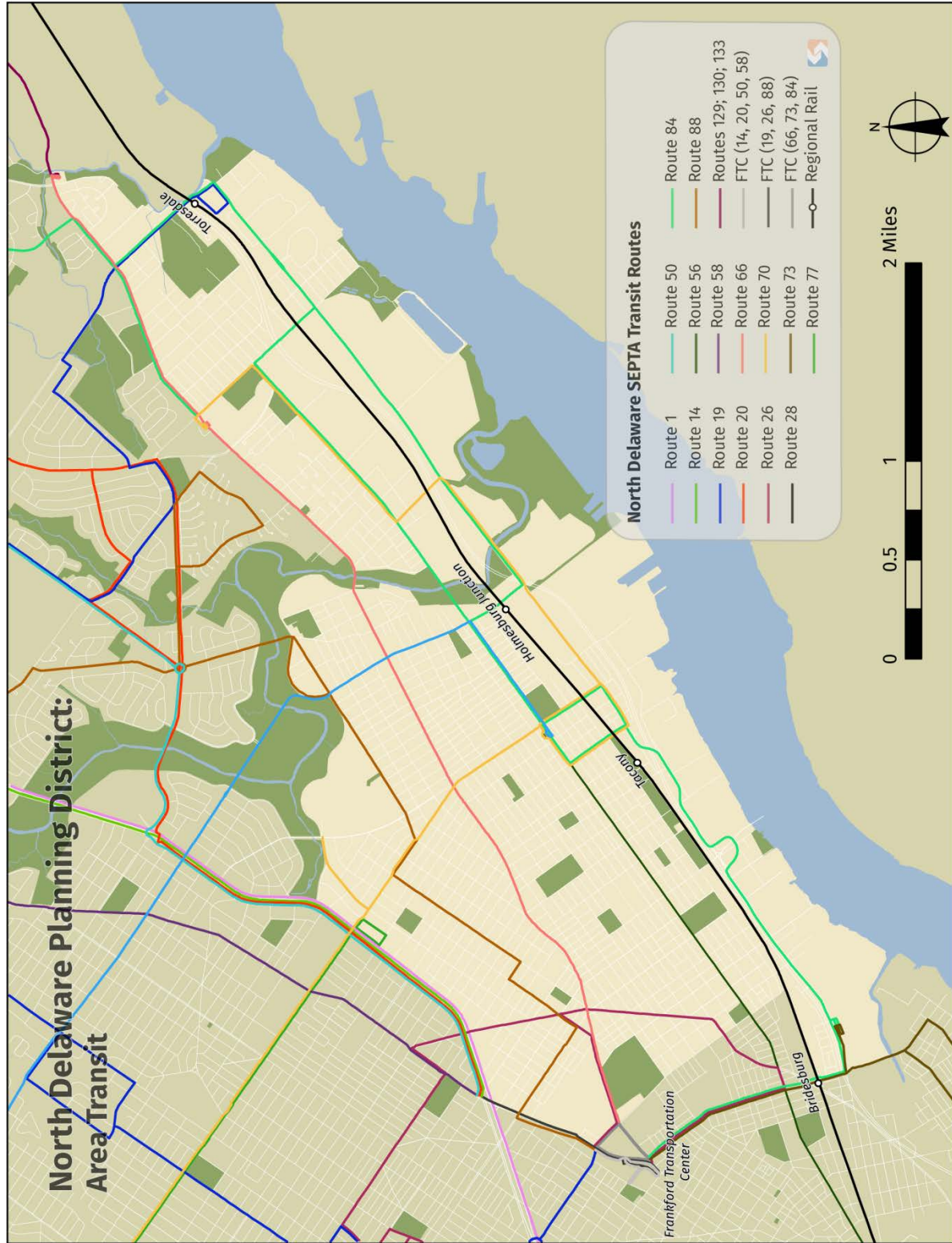
- Torresdale and Cottman Loop (28, 56, 70)

Transit First Bus and Trackless Trolley Initiatives

Frankford Avenue: The City, PennDOT and SEPTA have made a joint investment in technology to improve Frankford Avenue. This corridor has received Transit Signal Priority (TSP) treatment, which will allow the Route 66 Trackless Trolley to communicate with traffic signals so it can move through intersections more quickly. The TSP treatment is being tested. Any measurable savings found will be reflected in the Fall 2015 schedule. This investment will be supplemented by the installation of a left-turn lane at Frankford Avenue and Blakiston Street. Additionally, several low-use bus stops are being proposed for elimination, while others will be relocated to the far side of the intersection. Community feedback will be solicited throughout the summer and early fall.

Cottman Avenue: The Central Northeast District Plan recommended that Cottman Avenue receive Transit First treatments. While SEPTA and the City have not yet pursued this recommendation, it should be mirrored in the North Delaware District Plan. “CNE Recommendation #16: Expand Transit First programs along Castor Avenue for Route 59 and Cottman Avenue for Routes 67, 70, 77 and 88.”

North Delaware Planning District: Area Transit



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Transit Plans & Studies

Below is a short summary of each project.

Roosevelt Boulevard - There are three recent or ongoing studies being conducted for the Roosevelt Boulevard. These studies are coordinated and look at various aspects of the Roosevelt Boulevard:

Roosevelt Boulevard Enhanced Bus Operations (Alternatives Development for Roosevelt Boulevard Transit Enhancements) – The Delaware Valley Regional Planning Commission (DVRPC) completed this project in Spring 2015. This project reviewed transit needs and developed improvements that could be achieved at grade within the existing cross section of the roadway, at comparatively lower cost and in a shorter timeframe than a subway/elevated line. A recommendation for two Enhanced Bus Service (EBS) or Bus-Rapid Transport –Lite routes was the primary outcome of the study. Potential EBS stations or stops that fall within the North Delaware are Cottman and Harbison Avenues.

Roosevelt Boulevard Safety Study – Conducted by DVRPC, this study is underway and will analyze pedestrian crashes at each of the proposed EBS stations. This study will be available by the time the Roosevelt Boulevard Multimodal Study kicks-off.

Roosevelt Boulevard Multimodal Corridor Program – The City of Philadelphia will be managing this TIGER grant funded study. This multi-million dollar study will devise short-term and long-term strategies that may transform the roadway. The transformed Boulevard could be an economic catalyst to the neighborhoods it serves and could provide safe, reliable and diverse transportation options for all users. The study is expected to take three years.

Tacony Connector Street Study – The Delaware River City Corporation, a non-profit charged with development of the North Delaware River waterfront has commissioned this study. The study which began in spring 2015 will focus on three streets – Levick, Unruh and Magee – that traverse under I-95 and the Amtrak Northeast Corridor which can serve as connections from the neighborhoods to the Delaware River waterfront.

Trenton Line Access Study –DVRPC completed this study in 2015 and looked at improving non-motorized access to several stations along the SEPTA Trenton Regional Rail Line. Stations studied include Torresdale and Holmesburg Junction Stations, both of which are located in the North Delaware District.

North Delaware Riverfront Rail Stations – The Philadelphia City Planning Commission collaborated with their consultants, Interface Studios, on this 2008 TCDI grant funded study. This study looked at transit-oriented development potential around the Bridesburg, Wissinoming (now closed), Tacony, Holmesburg Junction and Torresdale Stations. In addition to development scenarios, the plan also has recommendations for station access, amenities and beautification.

Complete Streets

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

The North Delaware District is a mix of older walkable residential neighborhoods, suburban-style less-dense residential areas, auto-oriented commercial corridors and industrial areas. There are varying street types adjacent to these land uses, which require an array of vehicular, pedestrian and bicycle safety considerations.

Pedestrian Safety & Network

The variety of street types and adjacent land uses contribute to the varied pedestrian conditions in the district. There are walkable commercial corridors with wide sidewalks, industrial arterials with no sidewalks, bridge approaches and highway interchanges to I-95 with on and off ramps, wide and low-volume residential roadways, and low-volume neighborhood streets with dense development.

The 2012 *Pedestrian & Bicycle Plan* sidewalk inventory identified several gaps in the pedestrian network, including State Road between Rhawn Street and Linden Avenue, Levick Street at the approach to the Tacony Palmyra Bridge, Linden and Grant Avenues adjacent to State Road, and Torresdale Avenue north of Linden Avenue. Several of these segments are between the Delaware River waterfront, and the neighborhoods to the west, and are gaps in facilitating resident access to waterfront amenities, including Lardner's Point Park, Pennypack on the Delaware Park and Pleasant Hill Park. Two of the noted gaps, State Road between Rhawn Street and Linden Avenue & Linden Avenue between State and Pleasant Hill Park, are under construction as part of the Philadelphia Parks & Recreation Baxter Trail project.

The 2012 *Pedestrian & Bicycle Plan* also highlighted three pedestrian priority areas in the North Delaware District for safety improvements:

- Cottman Avenue & Roosevelt Boulevard
- Frankford & Cottman Avenues
- Rhawn Street & State Road

Bicycle Network

The bicycle network in the district is incomplete and was installed in the early 2000s. Planned additions are proposed in both the upcoming paving seasons and the longer-reaching vision of the 2012 *Pedestrian & Bicycle Plan*.

Existing bicycle facilities include stretches of bicycle lanes on the following streets:

- Torresdale Avenue – Two way bicycle lanes along the entire stretch of roadway, which also serve as the on-road alignment for the East Coast Greenway.
- Ryan Avenue – Two way bicycle lanes between Roosevelt Boulevard and Frankford Avenue. A portion of this segment is planned for a pilot cycletrack in 2015.
- Large portions of Welsh, State, Academy and Knights Roads, among other smaller segments.

New cycling facilities are installed along with roadway resurfacing projects. In the 2015 paving season, new facilities will be installed in the following locations:

- Frankford Avenue – Sharrows from Rhawn Street to the Bucks County Line.

- Frankford Avenue – a cycletrack in the eastern parking lane at the Pennypack Creek to connect a gap in the Pennypack Trail.
- Ryan Avenue Cycletrack.
- Bicycle Lanes/sharrows to connect gaps in the network along Linden and Grant Avenues.

Other planned facilities include:

- Torresdale cycletrack to connect an on-road gap in the Pennypack Trail, similar to the Frankford Avenue project.

Trails

There are existing and proposed trail facilities in the district, including those currently under construction.

Existing facilities include:

- Pennypack Trail – this 11 mile trail is partially within the North Delaware district along the Pennypack Creek
- Pennypack on the Delaware Trail – this trail is within the Pennypack on the Delaware Park and has access to the Pennypack Trail at Rhawn Street. The trail travels through wetlands and connects to the Baxter Trail, which is in construction. When connected to other portions, the entire linear trail will be called the North Delaware Trail.

Facilities under construction include:

- The Baxter Trail which will connect the Pennypack on the Delaware Park to Pleasant Hill Park along State Road and Linden Avenue. The multi-use trail will also close two gaps in the sidewalk network.

Proposed facilities include:

- The State & Rhawn Pennypack Connector is a 0.2 mile gap in the Pennypack Trail between Rhawn Street at State Road and the entrance to the Pennypack in the Delaware Park. The Planning Commission completed 30 percent design for the project using DVRPC Short Range Planning Funds. PCPC applied for DCNR and William Penn Foundation funding for preliminary and final design in 2015 and the project will likely be listed on the Transportation Improvement Program for construction in 2015.
- Additional green street or sidepath connections will connect neighborhoods to waterfront trails and parks. Some green street connections are under study by the Delaware River City Corporation, including Tacony Street.

Streets and Highways

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

Parking

Finding on-street parking is becoming difficult in parts of the North Delaware District as car ownership rates increase and some older neighborhoods do not have back driveways or garages. However, parking has yet to become a hot-button issue as it has in other areas of the city. While some areas of the district, such as portions of Holmesburg, Tacony and Torresdale, were built before the advent of personal automobiles, most areas were built after the car became the typical mode of transportation.

There is only one residential parking permit district in the study area. Not every block within the residential parking district has residential parking restrictions, but there is enabling legislation in place for blocks to apply for them.

- District 32: Magee Avenue to Torresdale Avenue to Harbison Avenue. This district covers portions of Tacony, Wissinoming and Mayfair.

Eligibility for Residential Parking Permits includes having Pennsylvania plates, having the vehicle insured to the residence in the permit parking district, and proof of residence. The PPA does not have GIS or mapping capability. Although contacted for this memo, the Philadelphia Parking Authority did not respond with the number of blocks covered by each residential parking permit district.

The PPA also operates surface parking lots in the District.

- 7143 Frankford Avenue – 53 spaces, no parking restrictions. Serves Mayfair shopping district on Frankford Avenue.
- Torresdale Train Station – 318 spaces, across three lots. \$2 per day commuter parking that primarily serves the regional rail station.

Crash Data

DVRPC has provided crash data spanning the years 2009 to 2013 and created maps that are included in the attached memo. These maps show overall crashes, crashes that involve pedestrians, and crashes that involve bicycles. There were 3,614 total crashes in the North Delaware planning district from 2009 to 2013. There were 404 pedestrian involved crashes and 361 that involved bicyclists. Fifteen pedestrians and two cyclists died in crashes during this period.

Broad observations:

- Bicycle Crash Concentrations: Bicycle crashes are fairly well distributed throughout the residential portions of the district. In Torresdale and Upper Holmesburg, crash locations are primarily along Frankford Avenue. In Tacony and Wissinoming, there are more crashes than in other North Delaware neighborhoods with some concentration of incidents near Torresdale and Frankford Avenues.
- Pedestrian Crash Concentrations: There are several locations along Frankford Avenue particularly in the Mayfair neighborhood with high concentrations of pedestrian crashes. Frankford Avenue in Mayfair is the widest section of the road in the City and spacing between controlled intersections is long. This leads to mid-block pedestrian crossings on what is otherwise a pedestrian-friendly shopping corridor. However pedestrian crashes also occur at signalized

intersections such as Harbison Avenue, Tyson Avenue, Princeton Avenue and especially Cottman Avenue. Torresdale Avenue, another pedestrian-friendly commercial street, also has a high concentration of pedestrian crashes.

- Vehicle Only Concentrations: The high number of crashes is attributable to I-95 and the Roosevelt Boulevard. Eliminating these roadways, vehicular crash concentrations appear on wider, high volume roadways including Torresdale Avenue, Frankford Avenue, Cottman Avenue, and Rhawn Streets. Roadways that feed into I-95 and the Tacony Palmyra Bridge also have higher crash rates including Harbison Avenue, Robbins Street, Levick Street and Princeton Avenue.

Goods Movement

The North Delaware District has a large number of former and active industrial uses that are largely located east of I-95 adjacent to the Delaware River. These industrial lands are not integrated in the fabric of neighborhoods. Generally, these industrial uses occupy large parcels and rely on truck access.

The Philadelphia Industrial Development Corporation's (PIDC) *Industrial Market & Land Use Strategy* identifies one major industrial area in the District, the Upper North Delaware industrial district. This district is over 2,000 acres with several large vacant properties. The occupied properties run the gamut of activities from heavy industrial to warehousing and wholesale retail. These uses have excellent highway access to I-95 and SR-90 to New Jersey (Betsy Ross Bridge) and therefore trucks serving these areas usually do not need to traverse residential neighborhoods.

Roadway Projects

The Streets Department recently completed several road diet and pedestrian safety projects in the district. The projects were focused on safety for all roadway users and included signal upgrades, traffic calming measures, and improved pedestrian facilities. Project locations include:

- Cottman & Frankford
- Bridge & Tacony
- Torresdale between Cottman and Princeton
- State Road between Linden and Grant
- Tyson Avenue

I-95 Projects

PennDOT is rebuilding and improving I-95 in Pennsylvania. Built in the 1960s, I-95 runs through Bucks, Philadelphia, and Delaware Counties. I-95 will require a federal and state capital investment of more than \$2 billion for repair, reconstruction, and restoration of the approximately eight miles between I-676/Vine Street and Cottman Avenue. The project has been broken up into several sections and is in various stages of design or construction, including projects at the Girard Avenue, Betsy Ross Bridge, and Cottman Avenue interchanges. Further details on the various sections can be found on PennDOT's website (www.95revive.com) as well as on the DVRPC website at www.dvrpc.org/TIP.

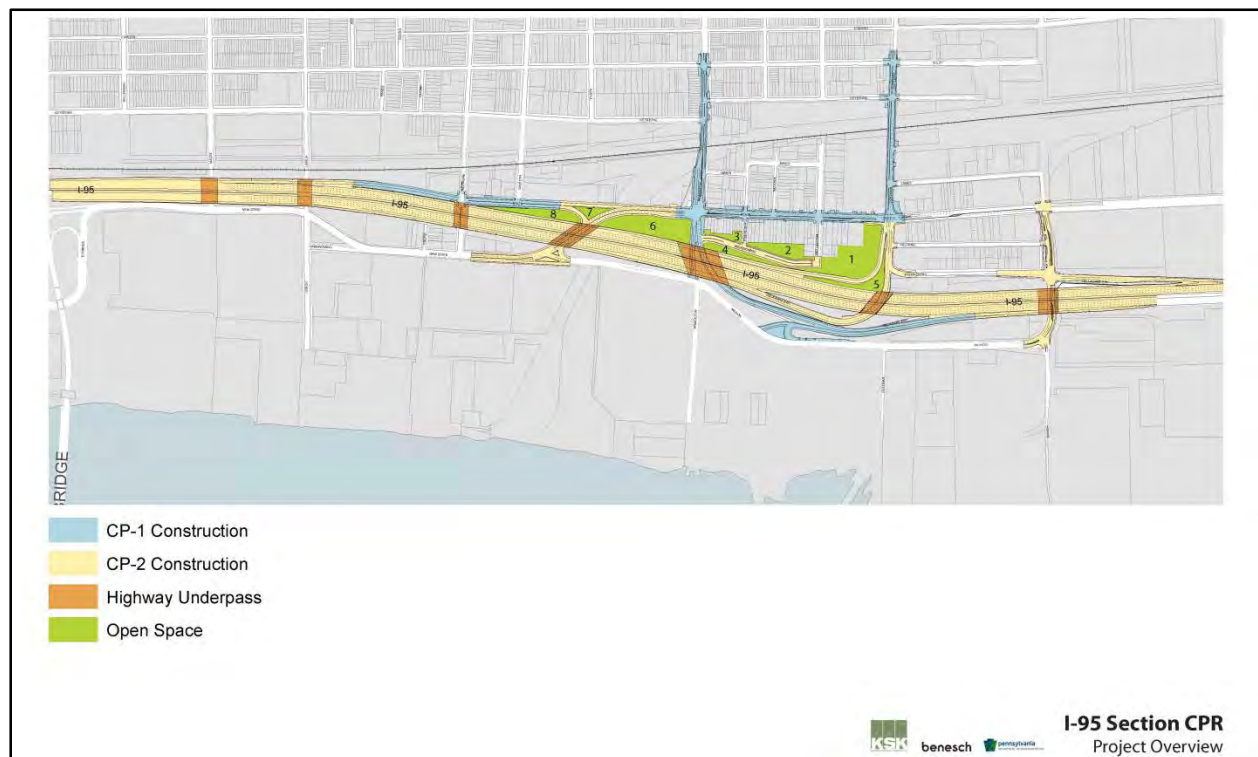
Betsy Ross Bridge Interchange– To eliminate existing “lane drops,” I-95 will be widened to four lanes in each direction and reconstructed from Orthodox Street to Wheatsheaf Lane. The Betsy Ross Bridge/Aramingo Avenue interchange will also be improved. Stage one (Section BR0) is now under construction and includes improvements to most of the existing ramps to and from I-95 and the Betsy Ross Bridge and Aramingo Avenue. BR0 also includes the construction of two new ramps between the Betsy Ross Bridge and Aramingo Avenue. Section BR2 includes widening Aramingo Avenue between Frankford Creek and Duncan Street and constructing new ramps to connect the Adams Avenue Connector and Aramingo Avenue to I-95 and the Betsy Ross Bridge. Construction of BR2 is anticipated to start in 2018. Section BR3, BR4, and BR5 include reconstruction of the northbound and southbound lanes of I-95. Construction of these stages is currently planned to begin around 2020. Signal timing and/or turning lane modifications will be made at select intersections on Aramingo Avenue, Tacony Street, Lefevre Street, Richmond Street, Adams Avenue, Torresdale Avenue, and Church Street.



Bridge Street Interchange – To eliminate existing “lane drops,” PennDOT will reconstruct I-95 and its bridges and widen the interstate to five lanes in each direction from the Levick Street overpass, south of the Cottman Avenue Interchange, to Margaret Street at the southern end of the Bridge Street Interchange. The five lanes will provide four through lanes in each direction, with a fifth lane each way functioning as a continuous on-off ramp between interchanges. The first section, BS1, is anticipated to begin construction in 2016 and take approximately three years to complete. Later this year, PennDOT will begin working with community groups in the project area to form a Sustainable Action Committee (SAC) that will guide discussion on quality-of-life improvements to the spaces beneath and adjacent to the interstate that may be incorporated into construction. Signal timing improvements will be made at select intersections along Aramingo Avenue, Bridge Street, Torresdale Avenue, Harbison Avenue, and Tacony Street. Tacony Street will be reconstructed from Buckius to Kennedy streets.

Cottman Avenue Interchange– PennDOT will reconstruct and improve the interchange at Cottman Avenue and widen I-95 from Bleigh Avenue at the Cottman Interchange to Levick Street,

north of Bridge Street to four lanes in each direction in order to eliminate “lane drops.” Section CP1 was completed in 2012 and included improvements to Princeton Avenue between Torresdale Avenue and State Road such as installation of traffic calming features (curb bump-outs) and a painted bicycle lane. Princeton Avenue was converted from a one-way eastbound to a two-way road. Cottman Avenue was widened and reconstructed to include one lane eastbound and two lanes westbound from State Road to Torresdale Avenue. State Road was widened to two lanes southbound, one lane northbound, between Cottman and Princeton avenues. A new southbound on-ramp was added from State Road at Longshore Avenue and the existing ramp at Princeton Avenue was removed. CP2 will include replacement of water mains and sewer culverts under Wissinoming Street between Cottman and Princeton Avenues, and upgrades to I-95’s Intelligent Transportation Systems (ITS) network. A new southbound on-ramp from Cottman Avenue will be constructed, and the southbound off-ramp to Bleigh Avenue will be widened and improved. New State Road will be reconstructed between Milnor Street and Princeton Avenue, and Princeton Avenue will be extended as eastbound-only under I-95 from State Road to Milnor Street. Construction of CP2 is currently underway with completion expected in 2017.



Other related TIP projects:

I-95 & Aramingo Ave., Adams Ave. Connector— This project will construct an extension of Adams Avenue east of Tacony Street to connect to ramps constructed as part of the I-95 Betsy Ross Bridge Interchange project and will provide a connection between Torresdale Avenue (east of Frankford Avenue) and I-95.

North Delaware Avenue Extension, Phase 1 and 2– The Philadelphia Department of Streets is improving access for waterfront businesses and reducing truck traffic on streets in adjacent neighborhoods by extending Delaware Avenue along the river from Lewis Street to a new intersection with I-95 at Tacony Street in the vicinity of the former Walbach Street under a multi-phase construction project. The North Delaware Avenue Extension Project is the first new major roadway to be constructed by the City of Philadelphia in decades. When constructed, it will serve as a truck-and-people-friendly mover of commercial traffic along the Delaware Riverfront.

North Delaware Riverfront Greenway/Heritage Trail/K&T – The Pennsylvania Environmental Council is the sponsor of a multi-use trail (aka “North Delaware River Greenway and Trail, North Delaware River East Coast Greenway” or “Delaware River Heritage Trail” or “Bridesburg Trail” or “Kensington & Tacony Trail”), which entails a 12-foot wide multi-use trail along the Delaware riverfront. Consisting of four main sections, the overall trail is about 10-11 miles long and runs approximately from the Allegheny Ave./Richmond St. intersection under the I-95 overpass, along Allegheny Ave., to Delaware Ave./Lewis St. near the Betsy Ross Bridge and north into Northeast Philadelphia to Grant Avenue.

Airports, Seaports, and Freight Rail

Goal: Enhance the city and regional economy by reinforcing airports, seaports, and freight rail.

Port

Despite the district having extensive industrial activity along the Delaware River, there are no active port facilities. Piers are used for recreational boating. Industrial zoning allows port activities, however there are no plans to reinstate maritime uses within the district.

Freight Rail

Major freight rail infrastructure includes the following:

Bustleton Industrial Track - PIDC owner - Conrail, operators, single track. It follows the Pennypack Park through the District. This track pulls off of the Northeast Corridor and leads to the Northeast Philadelphia Airport/Byberry Road Freight Center.

Northeast Corridor (NEC) – Amtrak Owner – Conrail, CSX, and Norfolk Southern operate freight service in coordination with Amtrak and SEPTA passenger services. A handful of freight rail customers still exist along this route., four tracks. (SEPTA and Amtrak also use the Northeast Corridor).

Bridesburg/Bridge Street Freight Center – Portions of this 450 plus acre freight center are located in the very southern-most portion of this District. As defined by the DVRPC see: <http://www.dvrpc.org/webmaps/PhillyFreightFinder/#map>].

The Philadelphia Belt Line Railroad has indicated that it has an interest in a right-of-way parallel to the Delaware River along the general alignment of Milnor Street.

KEY TRANSPORTATION OPPORTUNITIES

- **Neighborhood/ Waterfront Connectivity** – New waterfront parks and trails are being developed on the North Delaware River waterfront.
 - New waterfront trails should provide continuous bike and pedestrian facilities.
 - I-95 reconstruction projects should ensure pedestrian and bicycle access is safe and inviting, with lighting and streetscape improvements.
 - Ensure compatibility of land uses along the waterfront with recreational uses and proximity to Trenton Line Regional Rail Stations.
- **Land Use** – The District is primarily residential. Balancing pre- WWII development patterns with high rates of car ownership and commuting is key to promoting both the physical health of residents through walking and biking, as well as commercial corridor vitality.
 - Ensure that corner commercial uses are reflected in zoning maps to promote walkability.
 - Support traditional retail “Main Streets” such as Torresdale and Frankford Avenues to promote walkability and bikeability with limited curb cuts and auto-oriented zoning. By embracing “Main Street” principles, these streets can regain vitality lost to nearby big box centers that have attracted customers that once walked and shopped these corridors.
- **Regional Rail Access on the Northeast Corridor** – The SEPTA Trenton Regional Rail Line provides access to jobs, healthcare and visitor destinations not only in Center City, University City and Trenton but through connections to New York City, Washington D.C. and beyond. However, the three stations – Tacony, Holmesburg Junction and Torresdale - are not well integrated into their respective communities or poised for transit-oriented development (TOD).
 - Ensure bus, pedestrian and bicycle access and facilities are safe, convenient and well-connected to the stations.
 - Key vacant or underutilized parcels and buildings should be identified for TOD infill and adaptive reuse near stations.
 - Identify ways to unite train stations with land uses and development on the east side of the tracks and I-95, perhaps with signage, lighting and waterfront connector streets.
 - Provide additional commuter parking where complimentary to community character and TOD plans.
- **Wide Roadways** – North Delaware’s roadways can be overly wide thus leading to speeding and accidents. However, these wide roadways allow for more multi-modal sharing than is possible on many of Philadelphia’s older, narrower streets.
 - Opportunities buffered bike lanes, dedicated turning lanes, wider sidewalks and curb extensions can make roadways safer for all users.
 - Roosevelt Boulevard and Frankford Avenue would be good streets to study for innovative roadway designs.

Open Space & Trails

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

SUMMARY OF EXISTING CONDITIONS

The North Delaware District is home to numerous waterfront and neighborhood parks, and the district is planned for additional open space and trail improvements.

KEY ISSUES

The following are the most important park, recreation, and trail issues that the North Delaware District will face over the next ten years:

- Maintenance and operations issues in park and recreation sites
- Areas identified as needing capital investment and programming attention
- Gaps in walkable access to public open spaces (e.g. access between public open spaces and recreation centers, specifically along waterfront due to privately owned parcels and industrial uses)
- Increasing linear trail opportunities in the district
- Filling major gaps in the trail network
- Access to waterfront along main corridors leading to Delaware River

MAJOR OPPORTUNITIES

There are significant open space and trail development opportunities in the North Delaware District:

- Key trail and sidepath improvements
- Filling the gaps in the "Walkable to Public Open Space Map" by promoting the key proposed trails detailed in this memo. The Baxter Trail, Kensington and Tacony Trail, Poquessing Creek Trail Extensions A & B, and the N Delaware Gap (Princeton to Rhawn Streets) will fill most of the gaps in the map
- Integration public open space and trails into active, waterfront adjacent uses (industrial facilities)
- Increased walkability and access between schools, commercial areas, and open space and recreation facilities by way of targeted bike and pedestrian wayfinding signage and sidewalk improvements
- Expanding the connections of and to waterfront parks and open space
- Selective improvements of major deficiencies in existing park and open space assets.

Parks and Recreation Centers

The North Delaware District is home to approximately 20 neighborhood/regional parks and 11 recreation centers. These public open spaces and facilities range in size from less than an acre, to slightly over 1300 acres (Pennypack Park, which spans multiple planning districts and municipalities). The North Delaware has ample waterfront open space access, with four major parks located along the Delaware River and the Pennypack Creek. Other than the two watershed parks (Pennypack and Poquessing), most of the district's open spaces are small, neighborhood-serving public squares and playgrounds integrated within the street grid.

Major Parks

There are several highly used passive and/or active open spaces in the North Delaware District, including Pennypack Park and Pennypack Park on the Delaware, the Fish Hatchery (Pleasant Hill Park), Lardner's Point Park, and Disston Park. These major open spaces offer green and historic amenities for public enjoyment and programmed activities year round for youths, teens, adults, and seniors in the district and beyond. (See Map)

Pennypack Park and Pennypack Park on the Delaware. The park, which is bisected in multiple locations by I-95, Frankford Avenue and State Road and continues into additional districts, will be discussed in this memo as a singular whole. The park contains both active and passive recreational sites with over 30 miles of trails incorporated into wooded, meadow, and marsh ecosystems. The main trail route, the Pennypack Creek Trail was extended in 2008, along the Delaware River and was the first completed step of the Greenway Plan in the North Delaware District. It now serves as part of the Eastcoast Greenway trail system. The park features seating and picnic areas, public art, multi-use fields, and historic resources. Several maintenance workers are employed by Philadelphia Parks & Recreation, but due to its overall size, assistance is needed for continual upkeep issues. The Friends of Pennypack Park assist with maintenance requirements and have monthly park clean-up days, educational history and nature walks, and meetings on matters concerning the park and local environment.

Pleasant Hill Park (Fish Hatchery). In 2007, a master plan for the Fish Hatchery and Pleasant Hill Park was completed, which addressed issues of boater access, stormwater flooding, and accessibility for pedestrians. The renovated 35 acre park now has an updated boat launch, an extended boat parking lot, and ample sustainable features including stormwater catchment bioswales, solar lights and a fish hatchery used for educational and recreational fishing activity. The park is now more accessible and has a new 300 foot river-walk allowing guests scenic views of the Delaware River. The park is a major amenity to the Torresdale neighborhood and various summer camps use its facilities during the school and summer seasons. In 2015, it is expected that the multi-use Baxter Trail will connect Pennypack on the Delaware Park and Pleasant Hill Park, linking the two widely popular open spaces and strengthening neighborhood accessibility.

Lardner's Point Park. Completely renovated in 2012, Lardner's Point Park is just south of the Tacony-Palmyra Bridge and is a new riverfront amenity for the local community. Partly funded and overseen by the DRCC (Delaware River City Corporation) as an ecological restoration project as remediation for a 2004 oil spill, the park includes areas of restored marsh and wetland. The park's 4.5 acres includes planting areas, an updated fishing pier, and a patio near the water's edge. Access to the park on Levick Street is challenging and unsafe due to traffic concerns. The historic Lardner's Point Water Pumping Station is a handsome back drop, for park users looking back into the city and neighborhood.

Major Recreation Facilities

There are eleven recreation facilities that serve the communities of the district and local region, including several highly used facilities, specifically Lower Mayfair, Vogt, Roosevelt, and Holmesburg Recreation Centers. These centers have the highest number of programmed activities available within the North Delaware District.

Lower Mayfair Recreation Center and Playground occupies 3 acres, and has a football court, hockey rink, running track, a volleyball court and three basketball courts. The facility is located close to both the Mayfair and Tacony neighborhoods and has several programmed activities available to these communities including afterschool programs, dance classes, drama classes, and fitness and workout

classes, gymnastics, older adult groups and preschool facilities. Most programs are available year round and are available every day of the week. (Note: This facility shares space with the Ethan Allen School.)

Details: Kathleen Devine, (215)685-1227
3001 Robbins Ave.

Vogt Recreation Center and Playground is located on the border of Tacony and Mayfair and occupies 14.8 acres of land. The recreation facility has a batting cage, hockey rink, a pool, two basketball courts, two tennis courts and five multi-sports fields with eight ball fields. The recreation center also houses a gymnasium used for many activities throughout the year including volleyball, indoor soccer, gymnastics, dance and cheerleading. The facility also allows many other activities including bingo, educational cooking classes, arts and crafts, and open movie nights. The facility is widely used and is a destination for many local neighborhood children, teens, and seniors.

Details: John Brady, (215)685-8753
4131 Unruh Avenue

Roosevelt Recreation Center and Playground occupies 5.5 acres and includes a batting cage, hockey rink, a single multi-use sports field, three ball fields and three basketball courts. Additional activities are provided here including computer training courses for both children and adults, dance for tots and teens, environmental education classes, as well as several fitness classes. The center is open year round and has activities for a wide range of constituents from young children to senior adults. Computer access for the neighborhood is well used by all ages for many interests.

Details: Joe Fricker, (215)685-8754
6455 Walker Street

Holmesburg Recreation Center and Playground is located in the Holmesburg neighborhood and occupies 4.8 acres. This recreation facility has a ball field, and a multi-use sports field. The newly renovated recreation facility includes a multi-purpose room and an art room. Several programmed activities are available year round ranging from art classes to floor foot hockey, to martial art and fitness classes. Additionally, meetings of the Holmesburg Civic Association take place here. Programs are available every day of the week.

Details: Deborah Landers, (215)685-4193
80th & Mars Place Philadelphia, PA 19153

There are several other facilities to note throughout the North Delaware District, specifically Lincoln High School, which provides several acres of fields and is a major facility for the neighborhood outside of school hours. Additionally, two new Parks and Recreation facilities will be available as part of the PIDC Land Swap for Dietz and Watson. These facilities are the Frankford Arsenal boat launch and the Princeton Avenue/Tacony boat launch. Both are being transferred to PPR from the PA Fish and Boat Commission. **See Neighborhoods memo for separate discussion of capital facilities and conditions.**

Open Space

Public Open Space and Undeveloped Land

The North Delaware District has relatively little vacant/underdeveloped or under-utilized parcels of land. Larger parcels along the waterfront are still active industrial sites, which make accessibility to the waterfront challenging and disrupted from the neighborhoods west of I-95. The district also has several larger cemeteries, which allow for additional green spaces in several communities.

Trails

There are only a few significant linear open space assets in the North Delaware district. The largest trail in the district is within Pennypack Park, the Pennypack Creek Trail, and is used both for recreation and as an educational pathway for the exploration of the natural setting and habitats of the region. Waterfront trails are often discontinuous due to the active industrial uses and privatized land. Two additional existing trails are the Poquessing Creek Trail and the Fluehr Park Trail. Both trails are currently disconnected from other trail access points. Several street development patterns also disrupt the walkability of the district too (see public realm memo). But on a more positive note, several proposed trails will expand the trail network and link existing open spaces. These proposed trails will eventually connect neighborhoods, regional parks and the waterfront. (See Map)

Existing Trails

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

The Lower Poquessing Creek Trail is a 10 foot wide asphalt trail that runs along the Poquessing Creek for a quarter mile. The trail allows for bikers, runners and hikers and has scenic views of the surrounding Poquessing Creek Park. Additional trail connections are being developed to extend the trail including both the Poquessing Creek Trail Extension A & B projects. It should be noted that the Poquessing Creek Park is situated both within Philadelphia County and Bucks county. Future extensions and projects within Poquessing Creek Park will need multi-municipality teamwork and efforts.

Proposed Trails

Proposed trails in the district include the Baxter Trail, which is a very highly anticipated route that will connect Pennypack Park to the Poquessing Creek Park. The trail is under construction and will extend for approximately 2 miles in-land trail along State Road and Linden Avenue. Additionally, the K&T Trail (Kensington and Tacony) Trail is in final design and will connect several parks, open spaces and neighborhoods along the Delaware River. Portions of the N. Delaware Greenway are currently built in other districts (River Wards). It is worth noting that many of these existing and proposed trails along the waterfront are a collaboration between PPR, PWD, and the Delaware River City Corporation (DRCC). These trails are all part of the North Delaware Greenway.

The continuation of the Poquessing Creek Trail Extensions A & B will be a significant multi-use improvement for the surrounding community and those looking to explore the expansive Poquessing Creek Park. (Each of these trails fill gaps in the *Green2015* Walkable Access to Public Open Space Map and would increase access between residential areas and open space amenities, and could serve as links in the pedestrian and bicycle transportation networks. More information concerning these trails is available in the "*Philadelphia Trail Master Plan*.")

Baxter Trail- The trail is under construction and being completed by both PPR and DRCC. There is a unique bridge component to the project which connects the Pennypack Park on the Delaware to Pleasant Hill Park and the fish hatcheries. It is a trail and side path along State Road and Linden Ave, which until this point has not had a pedestrian sidewalk or bicycle infrastructure.

Kensington and Tacony Trail is in final design and will begin construction soon (expected to finish in 2017). The K&T Trail will extend the East coast Greenway trail system and is using a former rail line for the multi-use trail.

North Delaware Gap (Princeton to Rhawn) is in design, and will be located behind active industrial parcels of land. This trail will connect the K&T Trail to Pennypack Park on the Delaware.

Roosevelt Boulevard Sidepath is in design and will be within the public right of way. Designs are still being finalized, but the intention is to have both pedestrian sidewalks and bicycle facilities separated, allowing for faster transit routes for bikers.

State and Rhawn Connector is a connector project completely funded by MOTU and Streets Department. It is a 0.1 mile sidepath at a very unsafe intersection. It is one of three gaps in the Pennypack Creek Trail system, all of which will eventually be rerouted and connected.

Walkable Access to Public Open Space

As part of *Green2015*, Philadelphia Parks & Recreation concluded a walkability analysis of residents to City owned parks and open space, looking at several factors including (but not limited to): accessibility, population numbers of children and seniors, population density, and median household incomes. The findings show that only small areas of the district are in need of more green, open space; specifically the neighborhoods of Mayfair and Tacony. With continued trail implementation projects within the district, connection to more parks and easier access will help several of these underserved communities. Owing to the district's lack of vacant or undeveloped land, the chance of adding additional neighborhood parks are slim. The walkable access to parks should be improved upon rather than trying to add parks within neighborhoods. Additionally, limited trails and sidewalks to and along the waterfront hinder access, moving forward creating more links to public open spaces along the Delaware River will be key.

FOLLOW UP

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

- Focusing capital improvement dollars on the most-needed park and recreation assets, as identified by Park & Recreation staff stakeholder interviews
- Prioritize and advance park and/or trail improvement projects
 - State and Rhawn Connector
 - Frankford Avenue Connector
 - Torresdale Connector
 - North Delaware Gap (Princeton to Rhawn)
- Filling gaps in Walkable Access to Public Open Space, particularly in the following areas:
 - Mayfair neighborhood
 - Torresdale Avenue corridor
- Continuing to encourage public use of open space by wayfinding signage, such as bicycle and loop promotion signage

Philadelphia2035: North Delaware District Plan

Existing Conditions, Issues, and Opportunities – August 2015



HISTORIC PRESERVATION

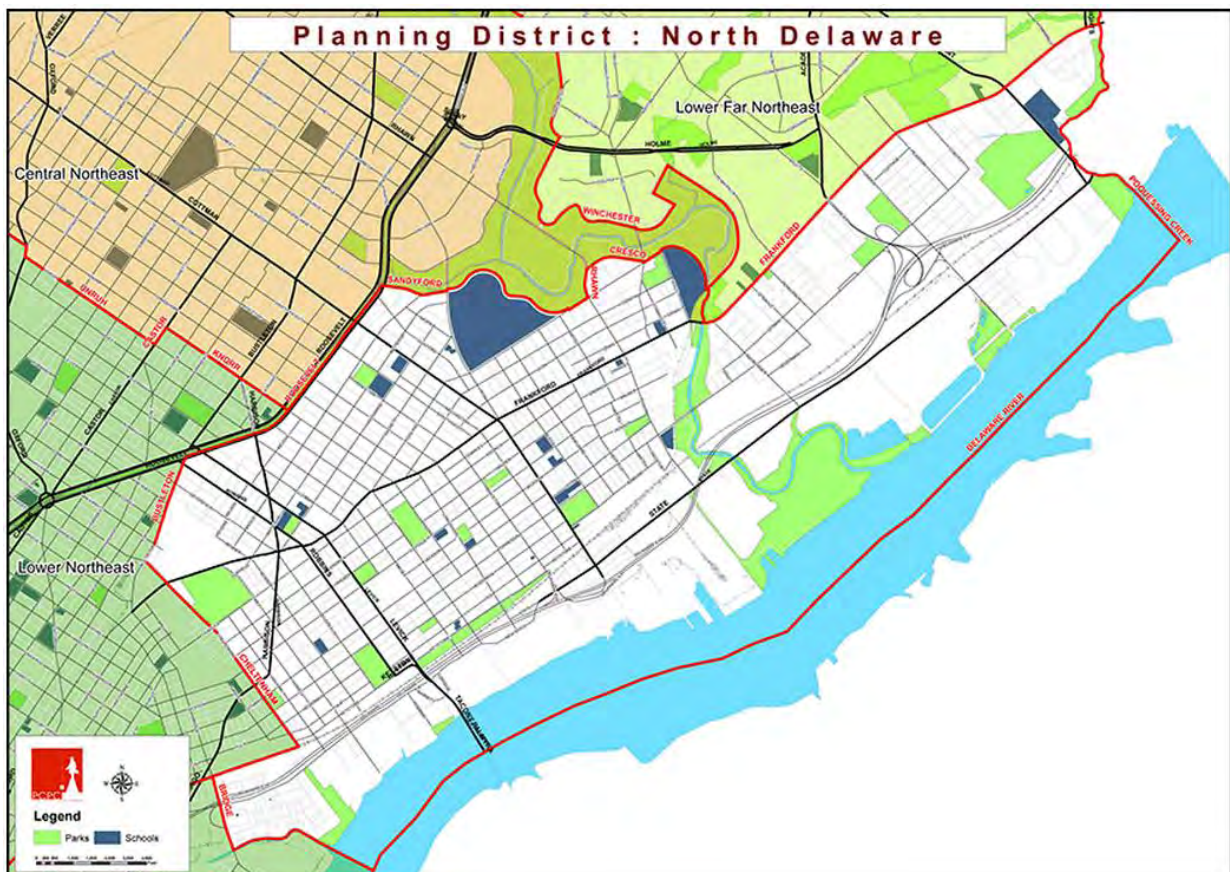
Philadelphia2035 Citywide Vision Goal: Preserve culturally, historically, and architecturally significant buildings, sites, structures, and districts.

INTRODUCTION

The Philadelphia City Planning Commission has requested that the Philadelphia Historical Commission review the historical development of the North Delaware Planning District and ongoing historic preservation initiatives in the area and then offer recommendations for enhancing those initiatives that might be incorporated into the plan, one of the 18 district plans that will accompany the overall Comprehensive City Plan, Philadelphia2035. In response to the request, the staff of the Historical Commission offers the following informal recommendations that have not been vetted by the 14-member Historical Commission itself. The review of the National Register properties was undertaken by the staff of the Pennsylvania Historical and Museum Commission, the state's historic preservation agency.

THE NORTH DELAWARE PLANNING DISTRICT

The North Delaware Planning District is located along the Delaware River in Northeast Philadelphia. The District encompasses the neighborhoods of Tacony, Holmesburg, Upper Holmesburg, East Torresdale, Mayfair, Wissinoming, and the Delaware riverfront from the old Frankford Creek to the Bucks County border.



BRIEF HISTORY OF THE DEVELOPMENT OF THE NORTH DELAWARE PLANNING DISTRICT

Like much of Philadelphia, the North Delaware Planning District was originally sparsely occupied by members of the Lenni Lenape tribe. The first Europeans to settle the area were Swedish and Finnish farmers, who established subsistence farms along the Delaware River and Frankford Creek around the mid-seventeenth century. In the 1680s, the farmers transferred their lands to William Penn, the Proprietor of the Colony of Pennsylvania. The area that makes up the North Delaware Planning District was incorporated as Oxford and Lower Dublin Townships by 1693.

Over the next 150 years, development in the area was largely limited to subsistence farms and the country estates of wealthy Philadelphians, and was significantly influenced by the bodies of water bounding and crossing it: Frankford Creek to the south, Pennypack Creek at the center, Poquessing Creek to the north, and the Delaware River to the east. Early development was concentrated along these waterways, as well as the early roads of the King's Highway (later the Frankford-Bristol Turnpike, now Frankford Avenue), and Tacony Road (now Tacony Street), and the Philadelphia and Trenton Railroad line (now SEPTA's Trenton Regional Rail line), which opened in 1834 through the district.



(1792 Howell Map of the State of Pennsylvania. Courtesy of the Historical Society of Frankford, via the Greater Philadelphia GeoHistory Network.)

The village of Frankford, just outside of the planning district, was incorporated in 1800 at the confluence of Frankford Creek and the King's Highway (now Frankford Avenue), and acted as a major node of transportation, commerce, and industry for neighboring areas. In 1816, the Frankford Arsenal was established southeast of Frankford along Frankford Creek, near the mouth of the Delaware River, and across the creek from the burgeoning village of Bridesburg.

Other early settlement and industry was found along King's Highway at the intersection of Pennypack Creek. William Penn's Surveyor-General, Thomas Holme, established his country seat just north of present-day Holmesburg in 1682, selling a portion of his land for the construction of a grist mill on Pennypack Creek in 1697. That same year, a bridge was constructed to carry the King's Highway across Pennypack Creek. That bridge, which is still in existence, is the oldest stone arch bridge in continuous use in the United

States. A village formed around a grist mill, North Delaware's earliest population and trade center. Known in the early eighteenth century as Washingtonville (but also referred to as "Pennipack"), for the popular Washington Inn located there, the name of the village changed to Holmesburg around the turn of the nineteenth century, after John Holme IV (no relation to Thomas), a member of a prominent family and entrepreneur.

Tacony and Wissinoming remained an area of country retreat until after the Civil War, although Tacony appears on maps by 1849. A boon came for the village in 1871 when Henry Disston moved his Saw Works company from Northern Liberties to Tacony, where he purchased 390 acres and established a paternalistic industrial village that would become one of the largest of its kind in the world. The Saw Works flourished, and attracted large numbers of workers to the area. Unlike other industries in the area, the Saw Works prospered through the Depression and World War II, only beginning to shrink after 1960. Likewise, the Frankford Arsenal prospered around the wartime, not closing its doors until 1977, after more than 150 years of operation and innovation.



(M. Dripps 1849 *Map of the Township of Oxford, Boroughs of Frankford & Bridesburg*. Courtesy of the Free Library of Philadelphia, via the Greater Philadelphia GeoHistory Network.)

The North Delaware section of Philadelphia was home to many charitable institutions, which sought the peace and tranquility of the countryside as well as the placid river views. In 1847, the Sisters of the Sacred Heart founded Eden Hall Convent on 40 acres in Torresdale. St. Vincent's Orphans Asylum, established by the German Catholic Society, opened in 1857 in Tacony along the Delaware. Prominent nineteenth-century actor Edwin Forrest founded a home for retired and infirmed actors at Springbrook, his country estate in Holmesburg, in 1873. The institution was relocated and the home sold to a developer in 1926.

By 1876, Tacony had grown to a population of 1,300. Holmesburg and East Torresdale were also burgeoning communities. Smaller villages in the area included Rockville/Rocky Hill (Frankford Ave and Cheltenham Ave), Hollinsville (Frankford Ave and Cottman Ave), Collegeville (Frankford Ave and Pennypack St), and Wissinoming. The Bustleton Railroad line connecting the village of Bustleton to the north of the planning district with the Philadelphia and Trenton Railroad at Holmesburg Junction was constructed about 1870. The Philadelphia House of Corrections, the first of many detention centers in the area, was constructed in 1874. Holmesburg Prison was constructed nearby in 1896. Throughout much of the nineteenth century, most of the land in the planning district remained open or thinly developed with farms and country houses. The area's residents were primarily concentrated in villages along the Delaware River and Frankford Road.

In addition to the U.S. Arsenal and Disston Saw Works, other industries developed in the area in the late nineteenth century including the Gillender & Sons Glass Works in Tacony and the Pennypack Print Works and Rowland Shovel and Spade Works in Holmesburg. By the end of the century, the Philadelphia Cordage Works in Wissinoming, the Tacony Iron & Metal Works, Eben-Harding Woolen Mill, and the American Wire Glass Manufacturing Company in Tacony, and the H.H. Barton & Sons Sand Paper Manufactory in Holmesburg Junction were attracting workers to the once-rural area. The Kensington & Tacony Railroad was incorporated in 1884 and constructed tracks along the Delaware in the 1880s and 1890s.

By the 1880s, with the platting of the Pleasant Hill Tract between Collegeville and Torresdale, the beginnings of suburban development were evident in the area. However, as late as 1901, the North Delaware area still consisted of a series of villages, Wissinoming, Tacony, Holmesburg, and Torresdale, surrounded by largely open land. At the turn of the century, the Pleasant Hill suburban development consisted of a partially completed street grid, but no houses.



(1895 Bromley *Atlas of the City of Philadelphia*. Courtesy of the Athenaeum of Philadelphia.)

In the early twentieth century, industrial development burgeoned on the Delaware waterfront in Wissinoming and Tacony. North of the outlet of Pennypack Creek at the Delaware, the City of Philadelphia constructed the colossal Torresdale Filter Plant (now the Samuel S. Baxter Water Treatment Plant), the largest water filtration plant in the world, during the first decade of the twentieth century. Residential development accompanied the industrial development. Open land around Wissinoming, Tacony, and Holmesburg was platted and rowhouses and small suburban houses for workers were constructed at a frantic pace in the teens and 1920s. In response to the wave of development, Pennypack Park was established along the banks of the creek from State Road north to the Montgomery County line in 1905. Evidencing growth, the Tacony Palmyra Bridge connected Tacony to New Jersey in 1929.

By the start of World War II, most, but not all of the land within the planning district had been developed for residential, commercial, and industrial uses. However, open land still remained in the interstitial areas between Wissinoming and Tacony and especially between Holmesburg and Torresdale. In the housing boom during and after the war, that land was quickly developed. Military barracks erected during the war in the Liddonfield section of North Holmesburg were converted to public housing. Thousands of Airlite rowhouses were erected throughout the area, especially in Wissinoming and Tacony. Further north, in Pleasant Hill and elsewhere, detached suburban tract homes were erected among the earlier wood-frame suburban houses. Between 1965 and 1968, sections of Interstate 95 were constructed between Exit 27 at Bridge Street and Exit 35 at Woodhaven Road, to the north of Philadelphia in Bensalem. In the intervening 50 years, the North Delaware area suffered the effects of deindustrialization, leaving many industrial sites along the river vacant. Recently, that trend has reversed and the industrial waterfront is experiencing new investment and development.

SUMMARY OF EXISTING CONDITONS

Current Historic Preservation Activities in the North Delaware Planning District

PHILADELPHIA REGISTER OF HISTORIC PLACES

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

Within the North Delaware Planning District, only 11 properties (excluding condominium units) are listed on the Philadelphia Register. There are approximately 12,000 properties (23,000 if condominium units are included) in total on the Philadelphia Register of Historic Places. The following properties are listed on the Philadelphia Register of Historic Places:

- **2275 Bridge Street, Frankford Arsenal (1816-1977), designated 11/29/1960:** Opened in 1816, and subsequently expanded over the next 150 years, the Frankford Arsenal was the center of United States military small-arms ammunition design and development until its closure in 1977. Building numbers 1, 2, 3, 4, 5, 6, 11, 14, and 15 are currently listed on the Philadelphia Register.

- **4815-19 Longshore Avenue, Tacony Music Hall (1885), designated 3/14/1990:** The Tacony Music Hall was erected in 1885 by Frank W. Jordan, a local druggist and entrepreneur. The hall was built as a multi-use facility, with retail shop space on the first floor, an auditorium on the second, and space for the Keystone Scientific and Literary Association (founded in 1876, later called the Disston Library and Free Reading Room) on the third. The Music Hall served as the meeting place for the working-class community's clubs and lodges, and formed the social and recreational center of Tacony.
- **7720-40 Frankford Avenue, Thomas Holme Branch of the Free Library (1907), designated 6/12/2009:** The Holmesburg library was founded in 1867 as a subscription library known as the Holmesburg Reading Room and Library Association. In 1880, it was transferred to the trustees of the Lower Dublin Academy and its name changed to the Thomas Holme Free Library. In 1899, an agreement between the academy trustees and the Free Library of Philadelphia established the Thomas Holme Branch, which opened in 1900 in the Atheneum at 8000 Frankford Avenue. In 1906, the Trustees of the Lower Dublin Academy donated land and philanthropist Andrew Carnegie donated funds for the current library, which opened on June 26, 1907.



(Tacony Music Hall and the Thomas Holme Branch of the Free Library. Courtesy of Google Streetview.)

- **8047 and 8049 Walker Street, Box Grove (1750), designated 6/14/2013:** Box Grove Plantation, constructed circa 1750, was the country house of the Holme family until 1923. Members of the Holme family held significant positions in local government, fought in the Revolutionary War, and were involved with the founding and advancement of important institutions such as the Pennypack Baptist Church and Lower Dublin Academy. The Georgian Style country house and grounds have survived for more than 250 years in near-original condition, and thereby represent the architectural, cultural, agricultural, economic, political, social, geographical, and historical heritage of Lower Dublin Township, Holmesburg, Philadelphia County, Pennsylvania, and the United States.
- **8100 Frankford Avenue, Griffith-Peale House (c.1800), designated 2/4/1982:** In 1783, the property on which this building stands was deeded to John Holme, of the family for which Holmesburg is named. In 1807, Thomas H. Griffith purchased the property and erected the existing

Federal-style building. During the house's long history, it played host to many important people, including philanthropist Joseph E. Temple and James Burd Peale, grandson of Revolutionary War painter Charles Wilson Peale.



(Box Grove and the Griffith-Peale House. Courtesy of Google Streetview.)

- **8110 and 8112 Frankford Avenue, Lewis-Pattison House and Wesley House (c. 1800), designated 2/4/1982:** The houses at 8110-8112 Frankford Avenue stand as 2 ½-story stone Federal-style dwellings, which were likely built in the early to mid-nineteenth century by the Lewis family, who owned the land from 1803-1888.
- **9351 State Road, Walter M. Phillips House and carriage house, designed by Stonorov & Bacon, designated 3/2/1972:** Designed by Stonorov and Bacon in 1941, and featured in the November 1943 *Architectural Forum* journal, the Walter M. Phillips house was the first Modernist building listed on the Philadelphia Register of Historic Places. The house was constructed of stones from a large bakehouse that had previously occupied the property, the ownership of which dated back to Phillips' great-great-great-grandfather, G.W. Morgan. Walter M. Phillips himself was an active member of Philadelphia's civic scene from the 1940s-1960s in a period known as the "Philadelphia Renaissance."
- **9601 Milnor Street, Morelton Inn (1858), designated 3/3/1983:** The site of the Morelton Inn was originally occupied by Risdon's Ferry Hotel, which was purchased and demolished around 1860 by Edwin Hopkins. On the foundation of the former hotel, Hopkins constructed a three-story brownstone mansion, which served as his country estate, a common expression of affluent taste during the eighteenth and nineteenth-centuries. In the 1870s, Hopkins converted his home to a public inn and established the Morelton Inn Company. The estate flourished and expanded into an elaborate and fashionable resort with vast grounds, a casino, cottages, stables, tennis courts, and a race track by the end of the nineteenth century. It became a private club in the early twentieth-century, and by the 1920s, was converted back to a residence.

- **L.R. 67020, 8350 Frankford Avenue, Frankford Avenue Bridge over the Pennypack Creek (1697), designated 6/30/1970:** The three-span Frankford Avenue Bridge, which crosses Pennypack Creek, is the oldest stone arch bridge still in use in the United States. Built in 1697 at the request of William Penn, the bridge was an important link on the King's Highway (now Frankford Avenue), which connected Philadelphia with cities to the north. It was the first major stone arch bridge that is known to have been built in the United States. Originally narrower, the bridge's roadway was widened and a sidewalk was added in 1893.
- **5001 Grant Avenue, Glen Foerd (c. 1850, enlarged 1903), designated 6/5/1980:** Glen Foerd mansion, originally called Glengarry, was built around 1850 in the Italianate style as a summer home for Charles Macalester, Jr., a prosperous businessman and banker. In 1893, the property was purchased by Robert H. Foerderer, a U.S. Congressman and industrialist, who gave the estate its current name. He enlarged the house in 1903 in the Edwardian Classical Revival style.



(Frankford Avenue Bridge over the Pennypack Creek, and Glen Foerd Mansion.)

NATIONAL REGISTER OF HISTORIC PLACES

The federal government in tandem with the Pennsylvania Historical and Museum Commission, a state agency, maintains the National Register of Historic Places in the Commonwealth of Pennsylvania. The state and federal governments protect historic resources by factoring historic preservation into their decision-making whenever they are involved with construction projects directly or through funding, permits, licenses, or other indirect means that may impact historic resources listed on and eligible for the National Register.

Within the North Delaware Planning District there are seven individual buildings and one district listed in the National Register of Historic Places.

- Five of the seven individually listed buildings are current or former public schools listed in the late 1980s. These schools were resurveyed in 2014 as part of a PHMC-led project to verify the status and condition of previously listed schools and document post-1938 schools Citywide.
- Glen Foerd was individually listed in 1979 and is under covenant to PHMC until 2027.
- Tacony Music Hall was listed in 1990 and is also considered contributing to an eligible district (see discussion of Tacony Historic District below).
- Frankford Arsenal was listed in 1972 and is under perpetual covenant to PHMC as a result of the disposition from Federal ownership in the late 1970s.

KEY #	Address	Historic Name	Resource Type	Construction Date	Listing/Survey Date
001378	Bridge St.	Frankford Arsenal	District	1780;1820	1972
001387	5001 Grant Ave.	Glen Foerd at Torresdale	Building	1850;1902	1979
096730	4815 Longshore Ave.	Tacony Music Hall	Building	1885	1990
095008	3001 Robbins Ave.	Ethan Allen School	Building	c.1929	1988;2014
095022	4521 Longshore Ave.	Mary Disston Public School	Building	c.1900;1901	1988;2014
096014	6801 Cottage St.	Hamilton Disston School	Building	c.1923	1988;2014
096023	3600 Stanwood St.	Joseph H. Brown School	Building	1937	1988;2014
096034	7370 Cottage St.	Edwin Forrest School	Building	c.1928;1929	1988;2014

Properties Determined Eligible for the National Register of Historic Places

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

Based on existing documentation, it appears that the twelve resources listed below have been evaluated and found eligible to date primarily in conjunction with the planning of various transportation projects along I-95 and the Amtrak corridor.

KEY #	Address	Historic Name	Resource Type	Construction Date	Listing/Survey Date
103004	7979 State Rd.	Philadelphia House of Correction	Building	1910;1924	1994
103005	8215 Torresdale Ave.	Philadelphia County Prison at Holmesburg	Building	1895;1930	1994
103017	5135 Bleigh Ave.	Philadelphia Forge Company	Building	1920	1994
103018	8535 State Rd.		Building	1900	1994
103721	4800 Grant Ave.	Eden Hall Chapel	Building	1849	1994
124374	7235 Edmund St.	Greater Kensington String Band Clubhouse	Building	c1887;c1950	2003
124470	7301 Keystone St.	Gilmer Building	Building	1915	2003
124494	7240 State Rd.	Keystone Lantern Company	Building	c1916;c1930	2003
125733		Pennsylvania Railroad: Main Line (Philadelphia to New York)	District		1994
155411	9001 State Rd.	Torresdale Water Treatment Plant	District	1909	2009
103633		Tacony Disston Community Development Historic District*	District	1872;1954	1994;2015
124430	7345 Milnor St	L. Martin Lampblack Works	District	c1894	2015

****Tacony Historic District***

In 1994 a PennDOT project along I-95 identified a potentially eligible historic district in the Tacony neighborhood. The boundaries of this district straddled I-95 and included the remnants of the Disston Saw Works and a portion of the neighborhood established by Disston on the northwest side of the interstate. In 2012 and 2013, a community organization renewed efforts to have the neighborhood listed in the National Register and a nomination for a district was submitted to PHMC for review in early 2015. The boundaries of the district presently under consideration differ from the previously surveyed area. The proposed district excludes the industrial resources east of I-95 and includes more of the residential neighborhood on the west side. The boundaries of these overlapping resources will be reconciled once the review and listing process for the proposed district has concluded, but SHPO staff affirmed the eligibility of a district in this vicinity.

Age/Date of Survey Information

The vast majority of eligible resources in the North Delaware Planning District were identified and surveyed more than ten years ago; only the Torresdale Water Treatment Plant was identified within the last decade. It is SHPO policy that eligibility assessments are considered valid for a period of five years from the date of evaluation, with limited exceptions made on a case-by-case basis. While it is possible that the resources' eligibility status remain unchanged, documentation standards and evaluation methods have evolved over time. Integrity may also change over time, and new research or knowledge regarding a property's significance or history may come to light. It is necessary to periodically update existing information and revisit prior eligibility opinions before decisions can be made about the effects of individual projects or eligibility for certain incentive programs, such as Federal Rehabilitation Tax Credits or Keystone Historic Preservation grants.

Properties That Have Been Identified But Not Evaluated for National Register Eligibility

Many resources are recorded in PHMC's database with only minimal information about location, age, and possibly materials. These details are entered into the SHPO's Cultural Resources GIS database (CRGIS) without evaluating the property's eligibility for the National Register, as the documentation submitted is generally lacking in the information necessary to make an informed assessment. These resources should be viewed as potentially eligible and targeted for additional recordation in order to assess eligibility. Other as-yet unidentified properties may be eligible, but have not yet been brought to the SHPO's attention through a systematic survey effort or owner initiative. These two properties have been recorded in CRGIS, but the records do not contain sufficient documentation for an eligibility evaluation.

KEY #	Address	Historic Name	Resource Type	Construction Date	Listing/Survey Date
101562	7823 Walker St.	First Presbyterian Church of Holmesburg	Building	c1889	1993
124434	5101 Cottman Ave.	McBride, Edward J., Company Inc.	Building	c1928;c1950	2003

Archaeological Resources within the North Delaware Planning District

The North Delaware Planning District contains four recorded archaeological sites, all of which are located between I-95 and the Delaware River. These sites include both Prehistoric and Historic period resources and reflect both Native American and European activity. It is important to note that while there are only four sites recorded to date, the likelihood for other archaeological resources to exist in the district, particularly along the waterfront is high. Ongoing cultural resource investigations along the I-95 corridor south of the planning district have yielded tremendous numbers of artifacts, features, and sites. These sites include Native American habitation sites as well as eighteenth, nineteenth, and early twentieth century domestic, military, and industrial resources. It was previously thought that development activity along the waterfront was likely to have destroyed prehistoric sites, but the I-95 investigations have proven the opposite. Intact Native American sites have been discovered beneath later industrial sites and have added tremendously to the knowledge base for the pre-Contact history of Philadelphia. The potential for similar sites to exist in unsurveyed areas of the North Delaware Planning District is high.

Site #	Site Name	Site Type	NR Status	Meters To Water
36PH/004	Pennypack Creek Wetland	Isolated Find	Insufficient Information to Evaluate	0
36PH0013	Frankford Arsenal	Historic Domestic Site	Insufficient Information to Evaluate	120
36PH0026	Bakers Bay	Open Habitation, Prehistoric	Insufficient Information to Evaluate	50
36PH0136	Area A	Historic - Unknown/Other/Multiple Types	Insufficient Information to Evaluate	500

Lack of Comprehensive Survey Information

It is important to note that a comprehensive survey of historic properties has not been undertaken in the planning area, so the resources identified in this memo should not be considered definitive or exhaustive. There are likely many more individual properties and districts within the planning area that may merit National Register listing, local designation, or both. The lists in this memo only reflect existing information at the time of preparation.

Cultural Resource Investigations Associated with I-95

The scale, complexity, and duration of projects associated with the reconstruction of the I-95 corridor have resulted in significant new information about above and below ground cultural resources in the planning district. As additional segments are scoped and construction begins, more information is likely to be generated. This information may include identification of both eligible and ineligible resources, including buildings and archaeological sites. These projects and accompanying survey and evaluation efforts will have spinoff effects on other projects involving these resources, particularly projects that have some type of State or Federal assistance.

KEY ISSUES

The following are important historic preservation challenges facing the North Delaware District:

- **Lack of a comprehensive survey of historic resources**
 - The lack of current, complete, and consistent data about potential historic resources in the planning district makes it difficult to assess designation and listing priorities objectively and to understand how future projects involving State or Federal assistance may impact historic resources. It precludes preservation planning, relegates preservation to reactionary measures, and does not allow for proactive regulatory mechanisms or use of funding and incentive programs. This is particularly true for neighborhoods west of the I-95 corridor where compliance- driven investigations are unlikely to occur. A comprehensive survey of resources 50 years old or older should be undertaken in the planning district and the information gathered shared with SHPO and PCPC.
- **Outdated National Register determinations of eligibility**
 - Properties that were determined eligible for the National Register more than five years ago should be resurveyed and evaluated by SHPO to confirm their eligibility status.
 - There are two previously identified, but unevaluated resources in the planning district. These resources should be surveyed and submitted to PHMC for evaluation.
- **Limited number of locally designated resources**
 - Within the North Delaware Planning District, only 11 properties (excluding condominium units) are listed on the Philadelphia Register. There are approximately 12,000 properties (23,000 if condominium units are included) in total on the Philadelphia Register of Historic Places.
 - One locally designated resource, the Frankford Arsenal, is host to a wide range of historic buildings that represent its long and significant history, and yet few of the buildings on the Arsenal's campus are included on the Philadelphia Register of Historic Places. Established in 1816 as a munitions depot, the Frankford Arsenal became, and remained, a center of national military small-arms ammunition design and development until its closure in 1977. The Arsenal played a major role in three of the nation's largest wars—the Civil War, World War I, and World War II—and yet the period of significance represented in the buildings currently listed on the Philadelphia Register covers only those constructed before 1850. While the designation includes most of the Arsenal's earliest buildings, constructed during its formative years as a munitions depot, the limited number of designated properties on the Arsenal's campus does not provide a complete picture of its history or significance.

MAJOR OPPORTUNITIES

Historic preservation opportunities in the North Delaware District include:

- **Many significant institutional, commercial, religious, and residential sites**
 - The staff of the Historical Commission has preliminarily surveyed the Planning District and finds that there are many sites that likely satisfy one or more Criteria for Designation to the Philadelphia Register of Historic Places as outlined in the historic preservation ordinance, Section 14-1000 of the Philadelphia Code. Given the cursory nature of this

survey, priorities for consideration for designation have not been assigned to the potential historic resources. Additional survey work is recommended within the North Delaware Planning District to fully assess the extant historic resources in the district; areas of particular interest are described below.

HISTORIC PRESERVATION (SPECIFIC TOPICS)

Historic Districts

Goal: Evaluate eligibility of local historic or conservation districts in Holmesburg and Tacony

- **Historic Holmesburg:** The 8000 block of Frankford Avenue has been the center of Holmesburg for well over 200 years, since the village's earliest days, with the primary intersection historically and currently located at Frankford Avenue and Welsh Road. Although many buildings along Frankford Avenue have been heavily altered for commercial use, the vestiges of the eighteenth and nineteenth century mill village can be found in the gabled roofs of early buildings that dot Frankford Avenue.
 - 7900, 8000, and 8100 Blocks of Frankford Avenue
 - 4100 Blocks of Decatur Street, Rhawn Street, and Stanwood Street
 - 4100 and 4300 Blocks of Welsh Road
 - 8000 Block of Walker Street
 - 4300 Block of Holmesburg Avenue



(8000 block of Frankford Avenue, 2011 and 1910. Courtesy of Holmesburg Civic Association.)



(Section of Holmesburg, 1876 Hopkins Atlas, courtesy of Holmesburg Civic Association.)

- **Disston Community, Tacony:** In 1872, industrialist Henry Disston moved his family business, the Keystone Saw Works, from Kensington to Tacony, a small town northeast of Philadelphia proper, with easy access to both water and rail transport. Disston built his factories along the Delaware River, east of the Philadelphia-Trenton Railroad line, and established a paternalistic industrial village for his workers west of the railroad. Disston's tight-knit community retained its own separate identity from its inception in the early 1870s through the end of World War I, and his influence on the character of Tacony continues today.
 - 4400-4900 Blocks of Tyson Ave, Disston St, and Longshore Ave
 - 4500-4900 Blocks of Knorr St and Unruh Ave
 - 4600-4900 Blocks of Princeton Ave
 - 6900 Blocks of Cottage and Gillespie Sts
 - 6700-6900 Blocks of Jackson St
 - 6600-6900 Blocks of Glenoch, Ditman, and Marsden Sts
 - 6600-7000 Blocks of Torresdale Ave, Vandike, Hegerman, Edmund, & Tulip Sts
 - 6400-7000 Blocks of Keystone St (to include all of Disston Park)



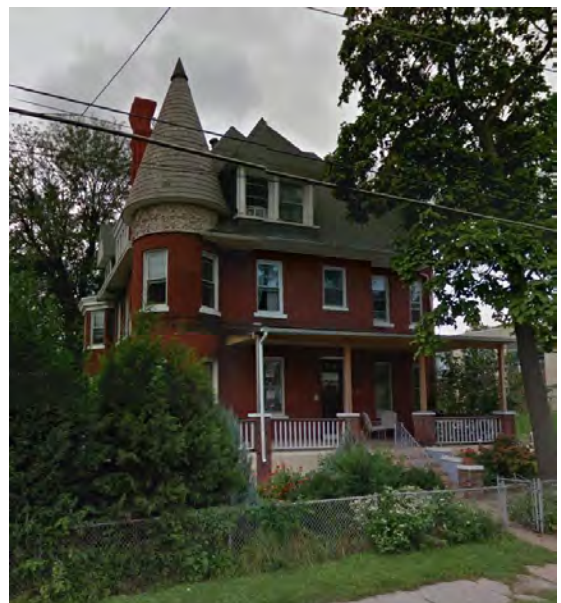
(Tacony in 1895, G.W. Bromley *Atlas of the City of Philadelphia*, courtesy of the Athenaeum of Philadelphia)



(4900 Block of Knorr Street, even (right), and odd (left) sides. Courtesy of Google Streetview.)



(6900 Block of Keystone Street. Courtesy of Google Streetview.)

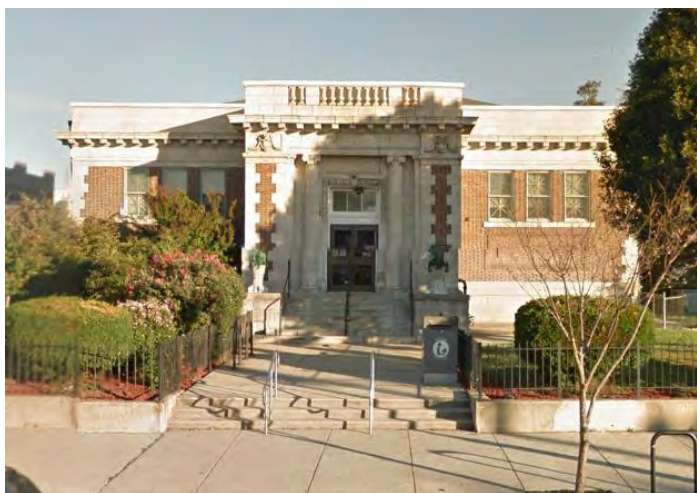


(Part of "Castle Row," 6600 Block of Tulip Street; and house at the corner of Disston and Ditman Streets. Courtesy of Google Streetview.)

Institutional Buildings

Goal: Consider nomination of the following potentially-eligible institutional buildings to the Philadelphia Register of Historic Places

- **4900 Longshore Ave, Tacony Saving Fund Safe Deposit & Title Co. (1893):** The Tacony Saving Frund Safe Deposit & Title Co. building, constructed in 1893, was designed by architect John Ord (fl. 1871-1910). Built for Disston workers and operated by Henry Disston's son Jacob, the Tacony Saving Fund building was integral to the vision that Henry Disston had for his all-encompassing company town as well as Longshore Avenue's development as Tacony's main commercial and civic thoroughfare prior to 1900. Listed in the *Philadelphia Real Estate Record and Builders' Guide*, v. 8, n. 5, p. 62, 2/1/1893 and v.8, n. 7, p. 78, 2/15/1893. HABS recordation: <http://www.loc.gov/pictures/item/pa3922/>
- **6742 Torresdale Avenue, Tacony Branch of the Free Library (1906, subsequent work 1927, 1959, and 1998):** Tacony was the fourth of 25 branch libraries opened by the Free Library of Philadelphia between 1904 and 1930 with a \$1.5 million grant from the Carnegie Corporation. Andrew Carnegie's public library construction grants were a major impetus for the growth of these institutions throughout the country, and Philadelphia was second only to New York City in the size of the Carnegie grant it received and the number of branch libraries constructed. Designed by Philadelphia architect Lindley Johnson, the Tacony branch library was constructed on land donated by Jacob S. Disston and opened in November 1906. The Disston family's involvement in establishing the Tacony Branch continued their paternalistic role in developing amenities in this working-class neighborhood. HABS recordation: <http://lcweb2.loc.gov/master/pnp/habshaer/pa/pa3900/pa3919/data/pa3919data.pdf>



(Tacony Saving Fund Safe Deposit & Title Co., and Tacony Branch of the Free Library. Courtesy of Google Streetview.)

- **4521 Longshore Avenue, Mary Disston School (later St. Josephat's Ukrainian Catholic School) (1907):** Designed by architect Andrew J. Sauer (1880-1940), the Mary Disston School was the third public school building constructed in Tacony. It was named for the wife of Henry Disston, who was the founder of the Keystone Saw Works. The Disstons worked to establish and nurture a model company town linked to the saw works that included provisions for housing, leisure, religion, and education. The building now houses St. Josephat's Ukrainian Catholic School. HABS recordation: <http://www.loc.gov/pictures/item/pa3917/>
- **4407 Knorr Street, Hamilton Disston School (1923-36):** Named for a son of Henry Disston, the Hamilton Disston School honors a man who was actively involved in Tacony affairs throughout his life. The school plant reflects the radical modernization of elementary and secondary school buildings in the 1920s and 1930s. Constructed using "fireproof" materials, heated by steam, lighted by electricity, and containing a well-appointed auditorium that included a "motion picture booth" and a gymnasium, the school utilized many of the available improvements in layout and material. HABS recordation: <http://www.loc.gov/pictures/item/pa3918/>



(Mary Disston School, and Hamilton Disston School. Courtesy of Google Streetview.)

- **4510 Disston Street, Disston Recreation Center (1931):** Constructed in 1931, the Disston Recreation Center is at least the second structure of that function on the public grounds bounded by Disston, Gillespie, and Glenloch streets, and Longshore Avenue. It is an appropriate monument to the Disston family and what, in retrospect, was a careful interest in their workers' health and living environment. HABS recordation: <http://www.loc.gov/pictures/item/pa3920/>
- **7101 Milnor Street, St. Vincent's Orphan Asylum/Catholic School (initial construction 1855, subsequent work 1893, 1901, 1912, 1960 and 1963):** St. Vincent's Catholic School is the physical and institutional remnant of an important part of Tacony's pre-industrial history. St. Vincent's Orphan Asylum was founded in Tacony in 1855 and the society set up to oversee its establishment funded the endeavor through lot sales under the title "Tacony Cottage Association." These early land transactions expanded Tacony's modest street grid and introduced the Disston family to the locale, ultimately leading to Henry Disston's important decision to move his Keystone Saw Works there beginning in 1872. From HABS recordation: <http://www.loc.gov/pictures/item/pa3912/>



(Disston Recreation Center, and St. Vincent's Orphan Asylum. Courtesy of Google Streetview and NOAA.)

- 4625 Longshore Avenue, the Tacony Club (1908):** The Tacony Club was incorporated in 1891 and met on the first floor of the Tacony Music Hall until the construction of its own facility at the northeast corner of Marsden Street and Longshore Avenue in 1908. The Disston Company and numerous other organizations held social events in the building. After Prohibition ended, only the Tacony Club was permitted by the Pennsylvania Supreme Court to dispense alcoholic beverages at social events and to club members.



(Tacony Club, c. 1910 and 2014. Courtesy of *Tacony* by Louis M. Iatarola, and Google Streetview.)

Commercial Buildings

Goal: Consider nomination of the following potentially-eligible commercial buildings to the Philadelphia Register of Historic Places

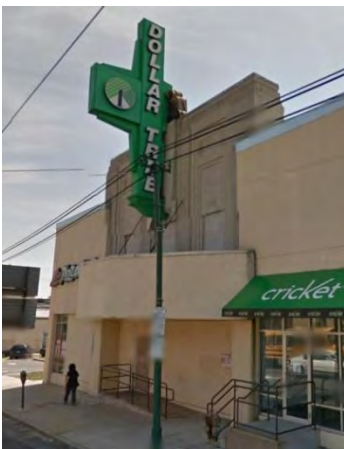
- 7944 Frankford Avenue, Green Tree Hotel (1799):** The first stagecoach service for public use was established in 1756 between Philadelphia and New York along King's Highway (later the Frankford-Bristol Turnpike, now Frankford Avenue). The trip taking three days each way, and required rest stops for passengers and horses, which eventually gave rise to taverns at convenient distances, which, in turn, led to the development of settlements around them. The Green Tree Hotel was one of two such rest stops in Holmesburg.

- **6900 State Road, Harbot's Hotel (now Curran's Irish Inn) (c. 1905):** The original proprietor of Harbot's Hotel, constructed around 1905, was Thomas Harbot, an active member in Tacony politics. In 1904, the *Tacony New Era* opined that Harbot "enjoys a high standing here as a thorough businessman and is one of our most reliable and progressive citizens." The property, which barely survived the construction of I-95, is a landmark in both the community, but also from the highway.



(Green Tree Hotel and Harbot's Hotel, Courtesy of Google Streetview.)

- **8049 Frankford Avenue, Holme (Penypak) Theatre, (1929):** The Holme Theatre, designed by William H. Lee in 1929, was an Art Deco movie house that could seat more than 1,300 people. In its last few years as a theatre (1946-51), it was renamed the Penypak Theatre. After closing as a theatre in 1959, it has been occupied by various businesses, most recently a Dollar Tree store.
- **6325-43 Frankford Avenue, Devon Theater (1946):** Designed in late-Streamline Moderne style by the architectural firm of Thalheimer & Weitz, the Devon Theatre opened in 1946 with 878 seats, all on a single floor. The theater originally ran first run movies, but lost favor, and transitioned to second run and finally to the screening of pornography in the 1970s. It went back to second run films and then briefly screened 'Classic' movies, but this venture failed and it was closed in 2000. After a few years of lying dormant, it was renovated for use as a performing arts center, which operated briefly from 2009-2011.



(Holme Theater and Devon Theater. Courtesy of Google Streetview.)

Religious Buildings

Goal: Consider nomination of the following potentially-eligible religious buildings to the Philadelphia Register of Historic Places

- **6658 Keystone Street, St. Leo the Great Catholic Church (c. 1884-2013):** St. Leo the Great Catholic Church was founded in 1884 as the first —standard Roman Catholic parish in Tacony. The church was built on land purchased by Archbishop Patrick Ryan from Mary Disston, the widow of Disston Saw Works founder Henry Disston, for \$1,500. Although the original plans called for a church bell to be installed atop the stone spire, it was removed from the plans due to objection from the Disston family. Leo the Great remains an important and viable community landmark, both physically and institutionally. The parish buildings include an ideal core necessary for the operation of a neighborhood parish: sanctuary, rectory, convent, and school. Most of these structures are sited on a high-profile location, facing Disston Park to the east across Keystone Street. HABS recordation: <http://www.loc.gov/pictures/item/pa3913/>.
- **4506 Tyson Avenue, Disston Memorial Presbyterian Church (1885-86, subsequent work 1913, 1927):** Constructed in 1885-1886, the Disston Memorial Presbyterian Church was established by Mary Disston —wife of the "founding father" of industrial Tacony, Henry Disston—to memorialize their daughter Mary Disston Gandy. It stands among the early church institutions established in Tacony and was one of the first large structures constructed west of Torresdale Avenue, some blocks outside the center of nineteenth-century Tacony. HABS recordation: <http://www.loc.gov/pictures/item/pa3916/>



(St. Leo the Great Catholic Church and Disston Memorial Presbyterian Church. Courtesy of Google Streetview.)

- **4715 Disston Street (corner Disston and Hegerman St), Tacony Baptist Church (1883-85, 1915-1916):** The Tacony Baptist Church is one of the oldest religious institutions in Tacony, and was the first permanent church building in the town. It was organized in 1881 and constructed on lots donated by the Disston Family in 1883. A new church, constructed behind the earlier one in 1915-1916, is significant in its own right as its exterior walls are laid-up entirely with

discarded grindstones from the Henry Disston & Sons, Incorporated, Keystone Saw Works.
HABS recordation: <http://www.loc.gov/pictures/item/pa3914/>

- **6816 Jackson Street, Tacony Evangelical Lutheran Church/St. Petri Evangelical Lutheran Church (1892-93):** St. Petri Evangelical Lutheran Church remains as one of the surviving nineteenth-century religious congregations in Tacony. Like a number of its counterparts, the church was founded after an influx of a particular immigrant group, in this case Germans. Built on what was farmland and still only lightly built-up as late as 1928, the small church building is reminiscent of rural church structures which appeared throughout the more bucolic parts of Philadelphia from the mid- nineteenth-century onward. HABS recordation: <http://www.loc.gov/item/pa3915/>



(Tacony Baptist Church, and Tacony/St. Petri Evangelical Lutheran Church. Courtesy of Google Streetview.)

- **7001 Torresdale Avenue/4701 Tyson Avenue, Episcopal Church of the Holy Innocents (1897):** Seeking to find a more serene setting away from the industry that had sprung up around their original church at the corner of Washington Avenue (later Disston Street) and Wissinoming Street, Holy Innocents Church built a new church at Tyson Avenue and Vandike Street in 1897.
- **8201 Frankford Avenue, Emmanuel Episcopal Church (1858)**



(Episcopal Church of the Holy Innocents, and Emmanuel Episcopal Church. Courtesy of Google Streetview.)

- **7927 Frankford Avenue, Holmesburg Baptist Church (est. 1823, building c.1866):**
Congregation established in 1839 under deacon George W. Holmes.
- **8118 Frankford Avenue, Holmesburg Methodist Church (1873)**
- **7811 Frankford Avenue, Holmesburg Presbyterian Church (est. 1853, building c. 1870?)**

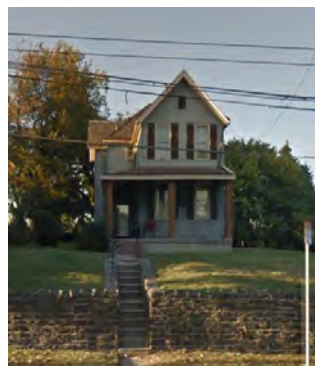


(Holmesburg Baptist, Holmesburg Methodist, and Holmesburg Presbyterian Churches. Courtesy of Google Streetview.)

Residential Buildings

Goal: Consider nomination of the following potentially-eligible residential buildings to the Philadelphia Register of Historic Places

- **5722 and 5760 Frankford Avenue, Rocky Hill/Rockville (1808-1899):** The village of Rocky Hill took root on Frankford Avenue north of Cheltenham Avenue in the early nineteenth century. Surrounded by Cedar Hill Cemetery and Wissinoming Park, Rocky Hill is still identifiable as a village, even though most of its original buildings have been replaced. The vestiges of the village should be carefully researched and surveyed, as it is perhaps the only place in the former Oxford Township that maintains a semblance of its earlier village appearance.
- **4921 Longshore Ave (prev. number 3721), Jonathan Marsden House (1875):** Master English smelter Jonathan Marsden (1829-1889) moved to Tacony in 1875 to plan and supervise the construction of the steel plant.



(5722 and 5760 Frankford Avenue; and the Jonathan Marsden House. Courtesy of Google Streetview.)

- **7001 Tulip Street, Albert Butterworth House (1880s):** The home of Disston plant superintendent, Albert Butterworth (1846-1914).
- **6932 Keystone Street, Thomas Winfield South House (c.1880):** Magistrate for the Disston company, and a relative of the Disston family, Thomas Winfield South (1847- 1922) moved from his native Ohio to Philadelphia to work for the Disston & Sons Saw Works. He served as a manager and land-agent for the Disston-owned properties in the Tacony section of Philadelphia, overseeing the implementation of founder Henry Disston's paternalistic vision of Tacony as an ideal family-centered company town.



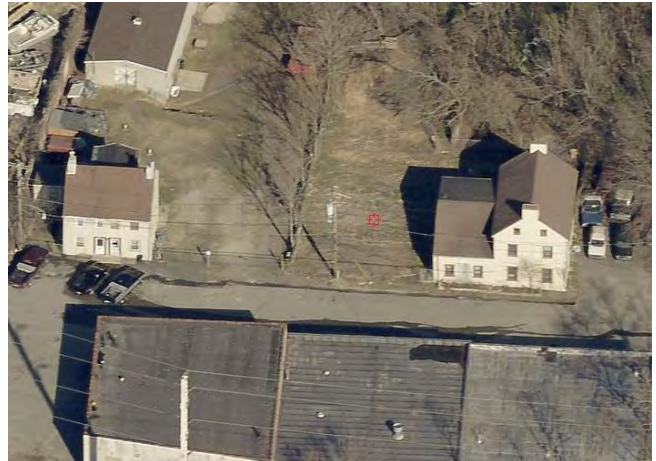
(Albert Butterworth House, and Thomas Winfield South House. Courtesy of Google Streetview.)

- **3501 Solley Ave, Stonyhurst (1880):** Stonyhurst was built in 1880 for the Hon. George Castor as his country seat. Designed by architect George T. Pearson, the 18- bedroom mansion was situated on the 75 acre Solley farm, overlooking Pennypack Creek.
- **8139 Frankford Avenue, Ethelhurst (c. 1882)**



(Stonyhurst, courtesy of Holmesburg Civic Association. Ethelhurst, courtesy of Google Streetview.)

- **4300 Holmesburg Avenue, early nineteenth century mill houses:** Located along Holmesburg Avenue, adjacent to the original site of the Pennypack Grist Mill, these two mill houses are some of the only vestiges of the formerly active mill along Pennypack Creek that shaped the development of Holmesburg.



(1843 Ellet *Map of the County of Philadelphia*. Courtesy of the Free Library of Philadelphia, via the Greater Philadelphia GeoHistory Network. Aerial view of 4300 Holmesburg Avenue. Courtesy of Pictometry.)

Recommended Follow-Up

- Perform additional survey and research to produce a more comprehensive survey of historic resources in the North Delaware District.
- Consider nomination of the most important historic sites to the Philadelphia Register of Historic Places.
- Have the Pennsylvania Historical and Museum Commission evaluate the Philadelphia Historical Commission's list of potentially-eligible resources to determine if they are eligible for the National Register. This would be particularly useful for commercial and other income-producing properties as it would qualify them for tax credits.
- Encourage sensitive renovations of existing historically significant and potentially significant buildings.

DRAFT

PUBLIC REALM

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

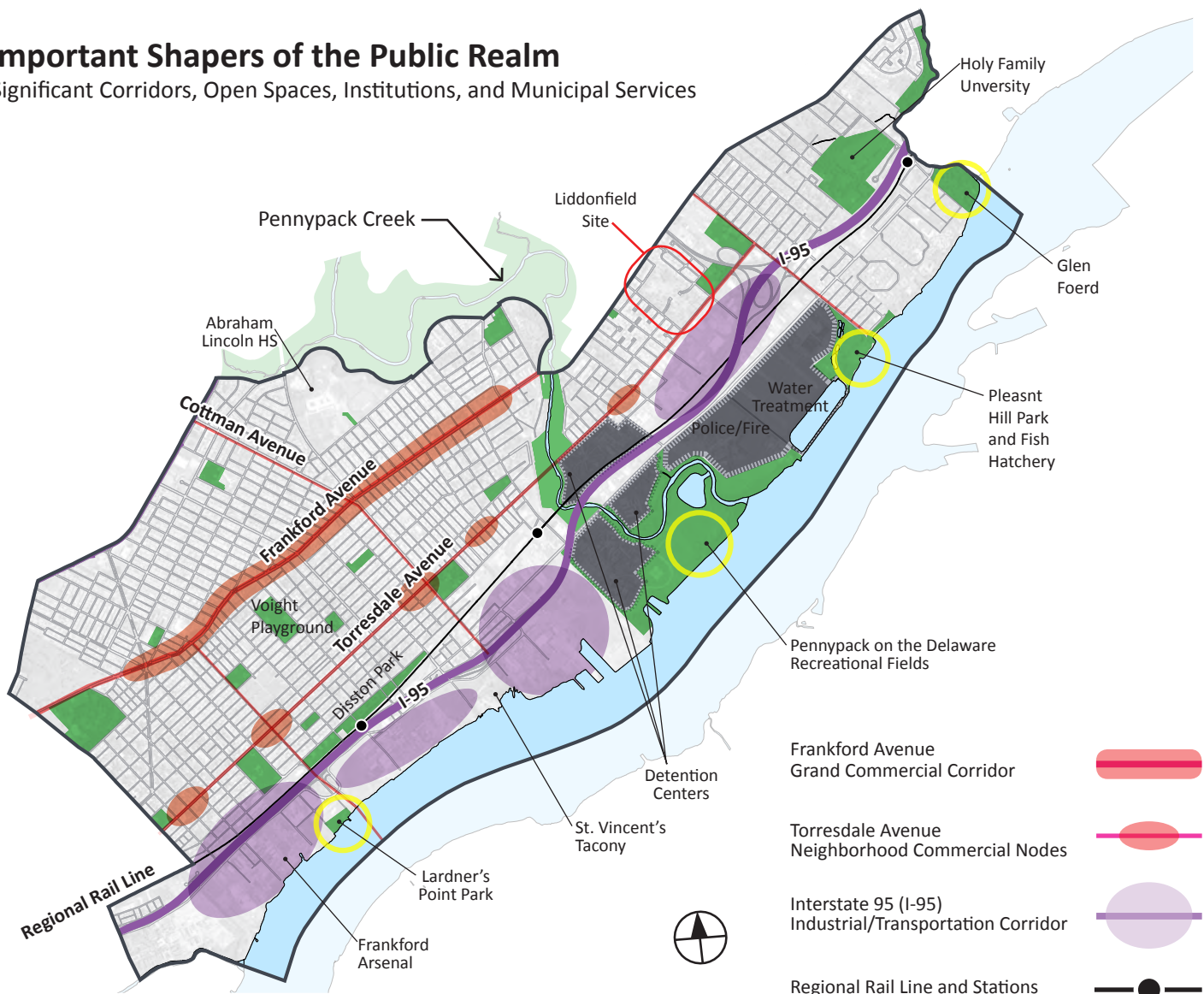
SUMMARY OF EXISTING CONDITIONS

While the types of housing, commercial corridors, and public spaces vary greatly across the North Delaware District, it must be noted that vacancy rates remain very low, suggesting that public realm conditions are supporting existing uses. Despite the observation that many public spaces and prominent street frontages are utilitarian with a minimum of pedestrian amenities, they are also well-maintained and actively used, indicating that they meet local needs and preferences. Nonetheless, there are some unique challenges that could be further addressed, including the barriers created by the I-95 transportation corridor, the ad hoc mixing of pedestrian and vehicular spaces, and the "walling-off" of waterways and natural landscapes due to large industrial sites and detention centers.

Much of the character of the district's public realm — its scale, access, appearance, and level of amenities — is greatly influenced by three significant corridors, Frankford Avenue, Torresdale Avenue, and Interstate 95 (I-95). In conjunction with the intervening impact of the Pennypack Creek and its steep slopes, these large urban elements create a series of spines that serve many of the neighborhoods and uses within the district. Additionally, large public open spaces such as Disston Park and institutions such as Holy Family University are another strong influence with long frontages that border key corridors and residential neighborhoods.

Important Shapers of the Public Realm

Significant Corridors, Open Spaces, Institutions, and Municipal Services



Philadelphia2035: North Delaware District Plan

DEVELOPMENT PATTERNS

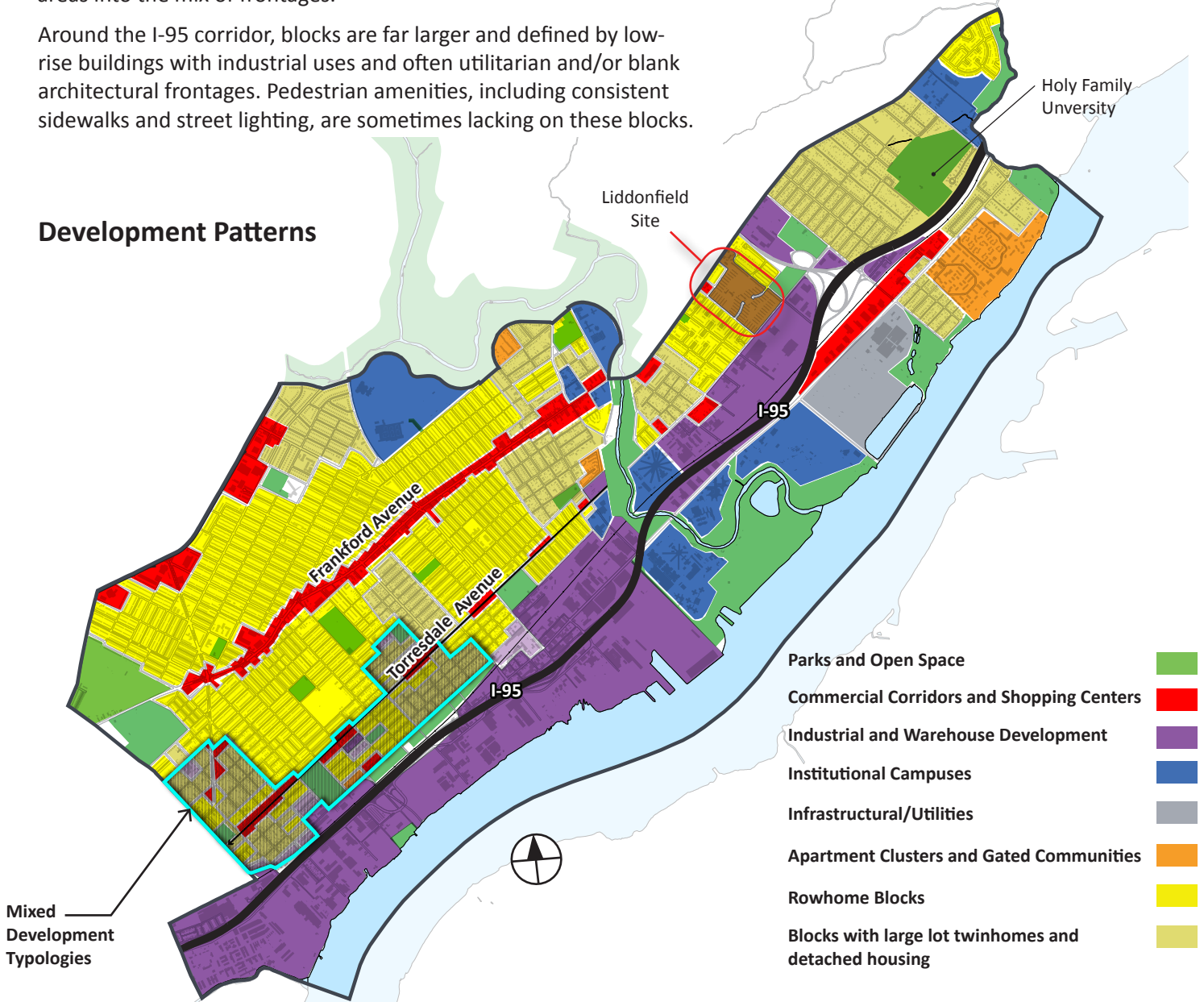
Much of the district's development pattern is determined by three prominent corridors including Frankford Avenue, Torresdale Avenue, and I-95. These three corridors foster primary divisions of land use and influence urban character.

Frankford Avenue, which is consistently commercial, forms the central spine of stable residential neighborhoods, many of which are uniform rowhome and twinhome blocks of similar subdivision dimensions and scales. Many of these blocks are defined by deep front yard setbacks with green lawns and interior alleyways to private garages, making for very even and pedestrian scaled frontages. Frankford Avenue itself is a mixture of pedestrian and automobile oriented frontages with near parity between shops accessed by sidewalks and those accessed by parking lots.

Torresdale Avenue is a narrower roadway with nodes of commercial activity and character. It is closer to large industrial tracts and it also forms a spine for residential blocks, but blocks of a wholly different character, being more mixed in housing types, lot sizes, uses and frontages. Blocks may often contain up to 4 different housing types including rowhomes, twinhomes, apartments, stacked flats, or detached housing. Additionally, some industrial activities, especially auto body shops and construction supplies, are a part of some block compositions, adding large loading and parking areas into the mix of frontages.

Around the I-95 corridor, blocks are far larger and defined by low-rise buildings with industrial uses and often utilitarian and/or blank architectural frontages. Pedestrian amenities, including consistent sidewalks and street lighting, are sometimes lacking on these blocks.

Development Patterns



DEVELOPMENT PATTERNS - COMMON BLOCK TYPOLOGIES

Commercial Corridors

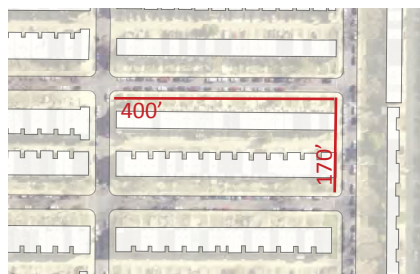
- Mixture of commercial businesses and frontages
- Zoning reflective of variations of frontages (CA-1 vs. CMX-2.5)
- Most commercial blocks also have several residential parcels
- Surface parking is common as frontage in CA-1 district parcels



Predominant Zoning Districts



Commercial Mixed Residential
(CA-1, CMX2.5)



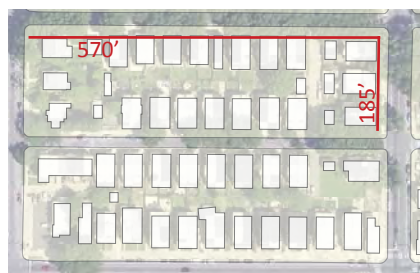
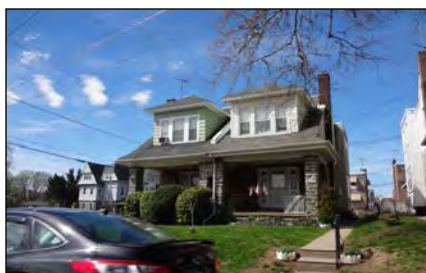
Rowhome Patterns

- Range of construction eras
- Alleys for most blocks
- No rear yards
- Substantial front yard setbacks

Predominant Zoning Districts



Residential
(RSA5)



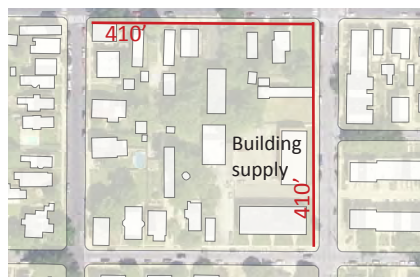
Twinhome Patterns

- Large lots with substantial side and rear yards
- Off street parking on private drives
- Large front setbacks
- Many have porches

Predominant Zoning Districts



Residential
(RSA3, RSA5)



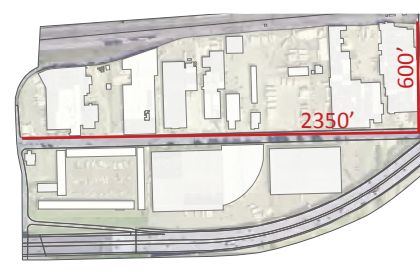
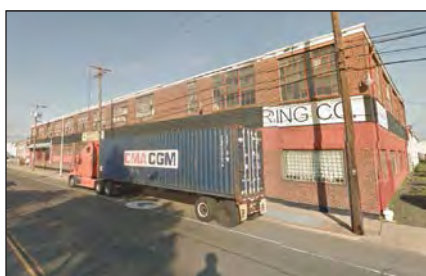
Mixed Typology Patterns

- Range of housing types
- Large lots for detached housing including substantial rear yards
- Porches common
- Parking off of private drives
- Occasional commercial or industrial uses

Predominant Zoning Districts



Residential
(RSA3, RSA 5, others)



Industrial Patterns

- Superblocks are common
- Minimal landscaping
- Minimum pedestrian amenities
- Substantial loading and parking areas, usually impervious surfaces

Predominant Zoning Districts



Industrial
(ICMX, I-2, I-3)

DISTRIBUTION OF BLOCK AND HOUSING TYPOLOGIES

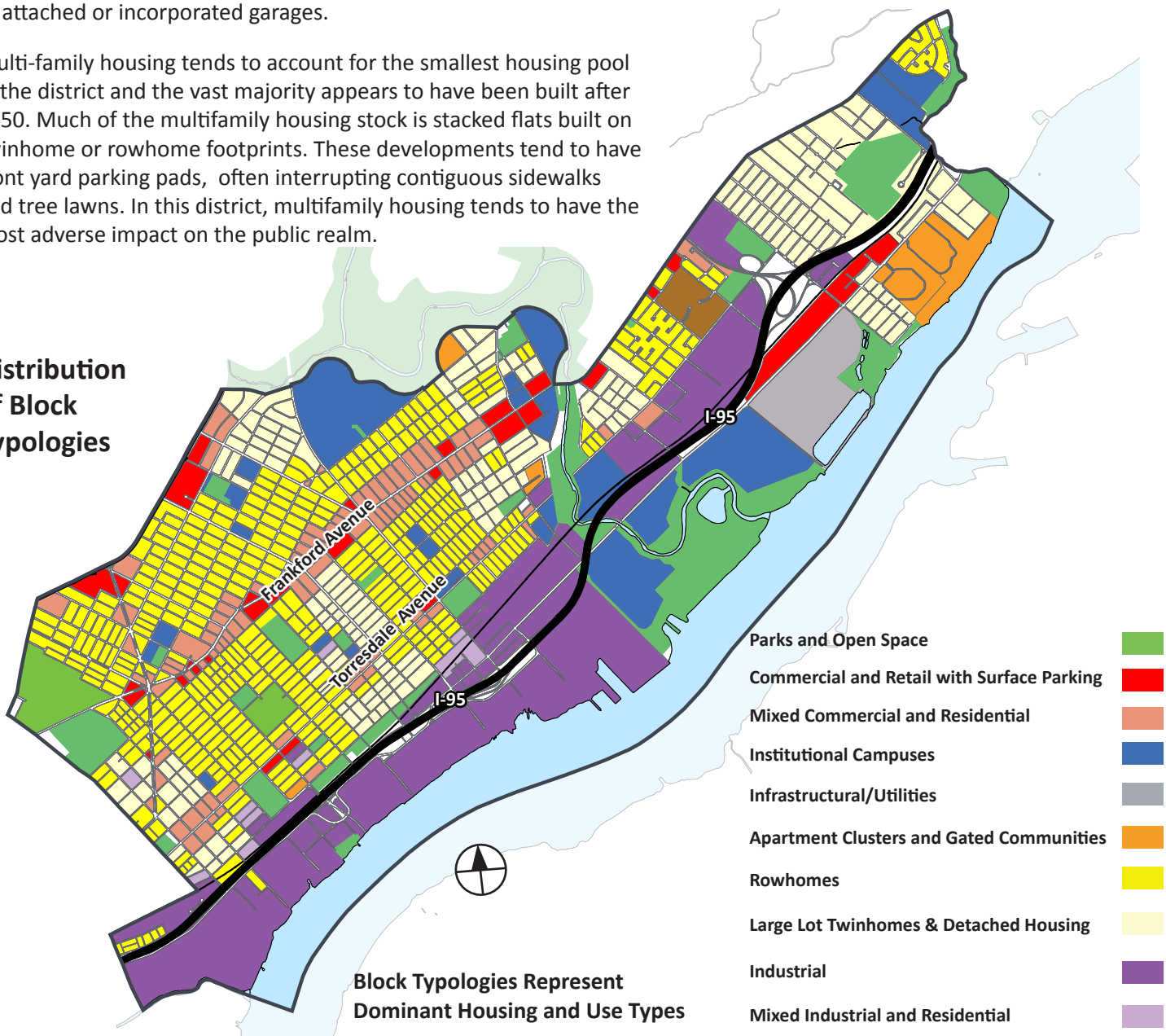
Development patterns can be further broken down into differing block typologies, which reflect differing uses, development densities and housing types. Housing types, which vary greatly, have a profound impact on the public realm due to variations in setbacks, spacings between units, parking arrangements, and landscape treatments.

Rowhomes in district exhibit a variety of construction eras, including blocks built before World War I with bay windows and porches up to 1950s and 1960s construction with small yards and compact floor plans. Many rowhome blocks, regardless of their construction era, have interior alleyways that turn directly into garages. The lack of rear yards tends to reinforce the street as the primary space for both public presentation as well as family activities. This is reflected in the high standard of front yard maintenance that is seen on many rowhome blocks throughout the district.

In this district, twin homes tend to be on large lots and detached housing tends to share blocks with twinhomes, especially north of Torresdale Avenue. Twinhomes and detached housing also span several eras and architectural styles. However, regardless of construction era, the majority of blocks are characterized by large yard spaces that wrap-around front, sides and rear, offering more opportunities for lawns and tree plantings. Entrances tend to be set far back from the street, reinforcing a suburban tendency towards greater privacy. Parking is typically managed by private drives, often up to attached or incorporated garages.

Multi-family housing tends to account for the smallest housing pool in the district and the vast majority appears to have been built after 1950. Much of the multifamily housing stock is stacked flats built on twinhome or rowhome footprints. These developments tend to have front yard parking pads, often interrupting contiguous sidewalks and tree lawns. In this district, multifamily housing tends to have the most adverse impact on the public realm.

Distribution of Block Typologies



RANGES AND VARIATIONS OF HOUSING TYPOLOGIES

Rowhomes

Twinhomes

Detached Housing

Post-automobile, suburban



Pre-war traditional



Large lot rows and Victorians



Multi-Family



Perimeter bldg - Double-loaded Corridor

Stacked Flats - Rowhome Footprints

Stacked Flats - Twinhome Footprints

Philadelphia2035: North Delaware District Plan

DEVELOPMENT PATTERNS - COMMERCIAL TYPOLOGIES

Frankford Avenue is defined by a mixture of pedestrian and automobile oriented environments. There is a large variety in store mix and size, some selling at a scale of convenience retail, but others selling larger goods and services, such as clothing, groceries and automobile repair. Customers have good reason to arrive either by foot OR by automobile. This results in a landscape with enormous variety in setbacks, landscaping and public realm configurations. Vacancy rates remain low, suggesting that this potpourri of commercial uses and scales is economically successful. However, the inconsistency of the public realm, its lack of landscaping, uneven wayfinding, large variation of storefront setbacks, and difficult pedestrian crossings suggests that there may be ample room for improving the image and identity of the corridor.

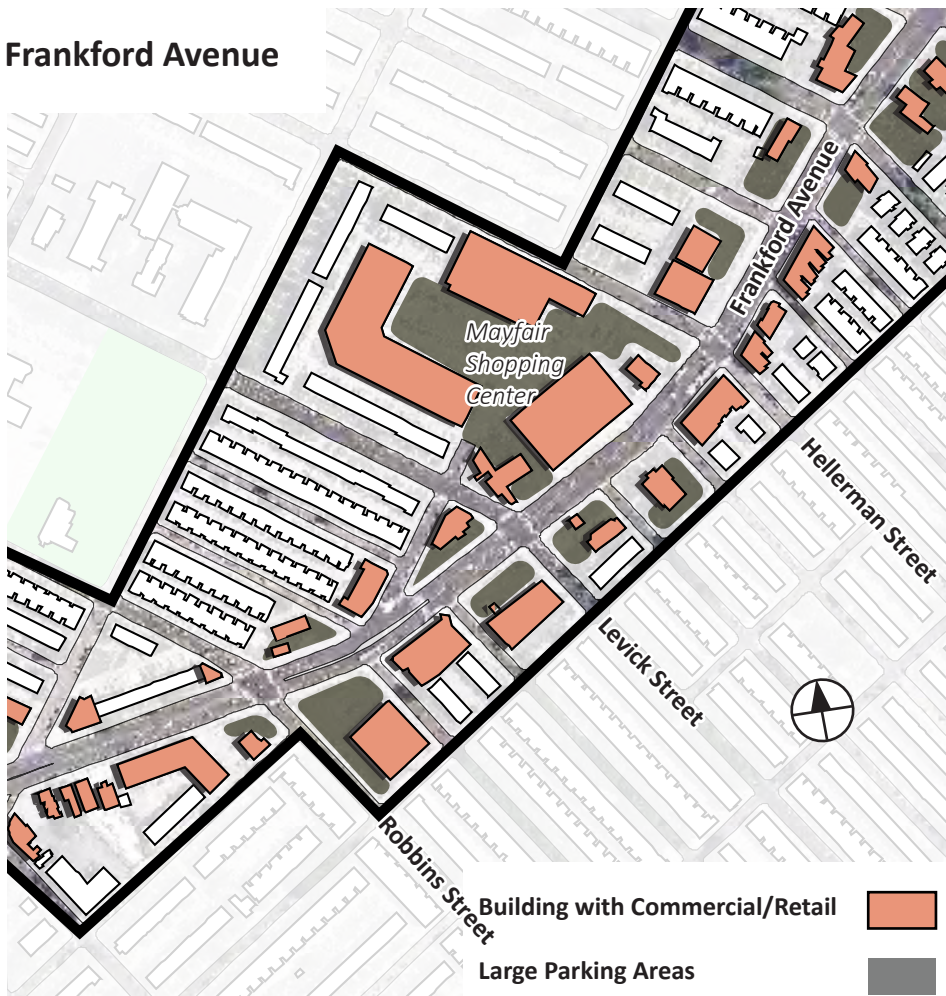


An Iconic moment for pedestrians and cars



The broadness of Frankford Avenue shows the combination of auto-oriented retail, pedestrian storefronts, and adjacent rowhomes

Frankford Avenue



Some street frontages are unwelcoming to pedestrians,.....



....While others are clearly intended to appeal to foot traffic.

Torresdale Avenue switches back and forth between retail and residential frontages. In several places the retail frontages are consistent for a few blocks, creating nodes of commercial character and activity with open storefronts, pedestrian scaled signage and a relatively consistent spacing of shops. In other places, occasional retail, usually corner stores, merely punctuate relatively uniform blocks of row or twinhomes. The street wall remains fairly consistent with only occasional breaks for venues that have surface parking lots, and the story heights remain low at 2 stories, keeping it consistent with the development of adjacent residential blocks. Most of the parking for commercial uses is on-street.

Despite the neighborhood scale and consistent street wall, some sections of Torresdale Avenue are in poor condition especially in areas of higher vacancies. However on other stretches, recent efforts from the Tacony Community Development Corporation in conjunction with the Commerce Department and local business owners have improved a series of storefronts.



Much of the Torresdale Avenue has a walkable scale and consistent street wall.



Some recent storefront improvements in conjunction with the Tacony CDC

Torresdale Commercial Node



Some awkward transitions between retail and residential uses.



Some blocks have a number of vacant ground floor shops and few public realm amenities

Philadelphia2035: North Delaware District Plan

URBAN DESIGN - PUBLIC SPACES, GATEWAYS, AND PUBLIC ART

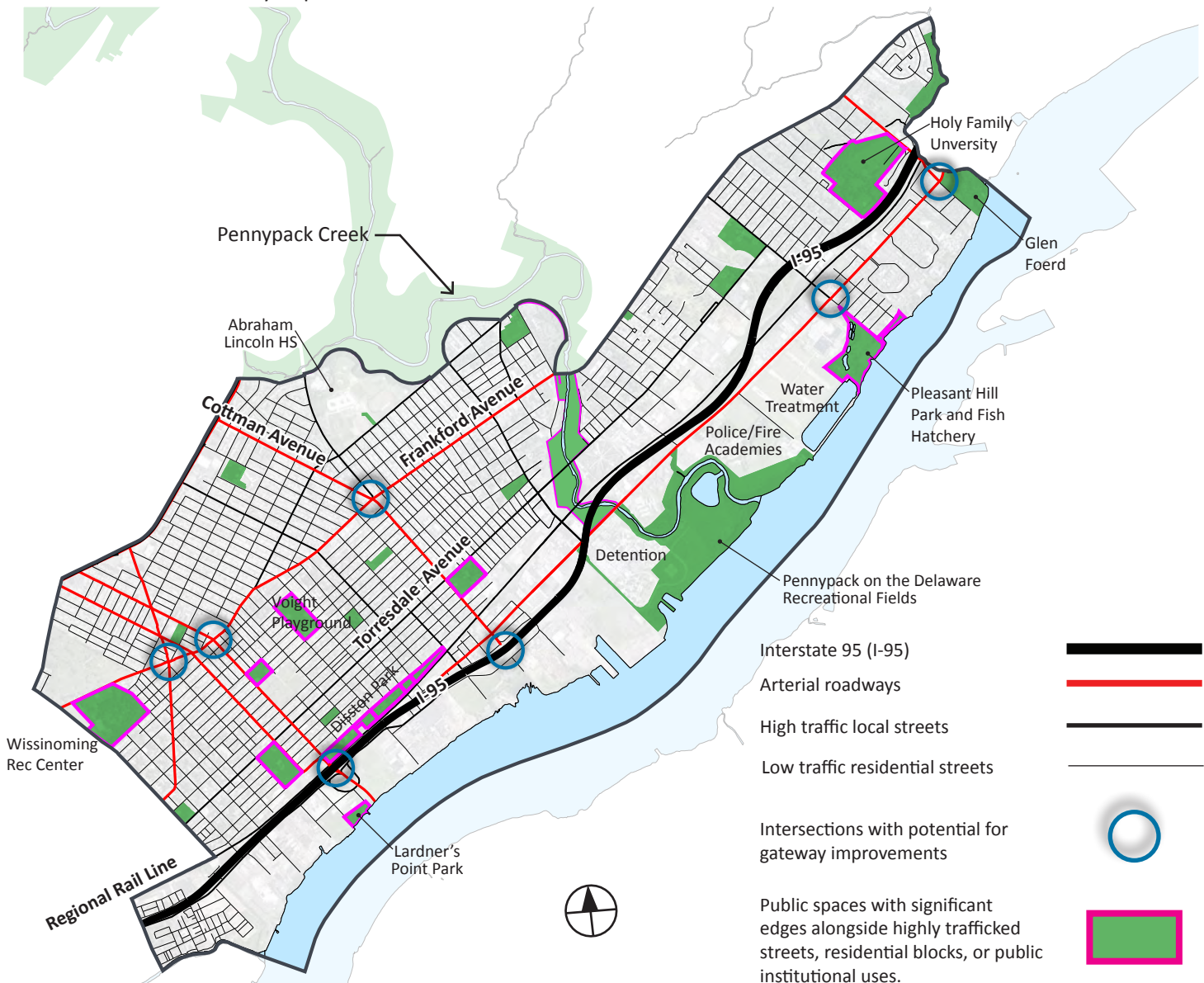
While much of the public realm in the district is well maintained, there are few instances of intentional gateways, public art installations, or open space frontages that reinforce a specific identity for particular neighborhood or corridor.

The district does have several locations where the intersection of prominent roadways as well as approaches on and off of I-95 would make excellent gateways. Chief among these are the connection on and off of Cottman Avenue, both at I-95 and at Frankford Avenue. Overpass bridges at I-95 exits create good surfaces for low cost signage and painted gateways. Other gateway opportunities include intersections on Frankford Avenue, where high volumes of traffic are entering and leaving district's most prominent commercial corridor.

Additionally, there are a number of public spaces that have long frontages alongside established neighborhoods and/or well trafficked streets. Some of these frontages are in fair to poor condition and/or present unwelcome edges to pedestrian sidewalks and neighborhood streets. Improvements at the edges of these open spaces could well serve the enhancement of neighborhood identity and sense of place.

Public Spaces, Gateways, and Public Art

Potential sites for identity improvements and civic markers



Case Studies - Gateways and public spaces that could be candidates for improvements



I-95 and Cottman Avenue

It is likely that thousands of vehicles a day travel through this key connection that links Mayfair, Tacony, and I-95. Does its appearance work well as an introduction to these important neighborhoods? Keeping in mind the narrow sidewalks, dense industrial construction, and high traffic volumes, what manner of improvements are possible?



Cottman Avenue and Frankford Avenue

Panoramic View of Cottman and Frankford Avenues - There has been a well-designed and maintained gateway development, but it can become lost in the great size of the space. What else can be done to create a sense of arrival?



American Legion Playground Torresdale Avenue Frontage

The park is clean, the verge free of trash, the grass is mowed and the fence though rusted, is intact. It is clear that somebody is taking responsibility to maintain this park and yet it seems they may lack the resources to make this as welcoming an edge as it could be. How would the community want to improve this frontage and what kinds of resources or support do they need?

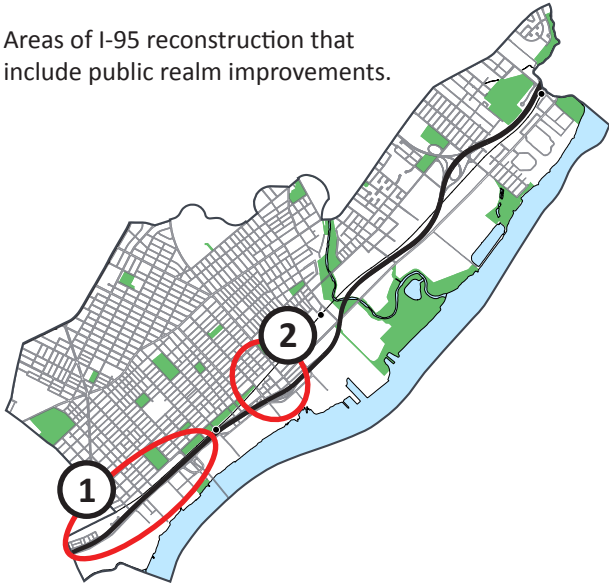
Philadelphia2035: North Delaware District Plan

KEY CONDITIONS - The Reconstruction of I-95 and Waterfront Access

I-95 was originally designed as a utilitarian transportation network which prioritized safety of travel, volume, and speed. Fortunately, the recent planning taken by PennDOT to rebuild and alter parts of the interstate have also included considerations for the public realm that is impacted by the roadway. Frontages, berms, landscaping, lighting, and underpass improvements are all part of the scope of work. For this district I-95 improvements are planned and in some cases under construction from the Cottman-Princeton interchange south to the Bridge Street interchange.

Two targeted areas of I-95 improvements include:

Areas of I-95 reconstruction that include public realm improvements.



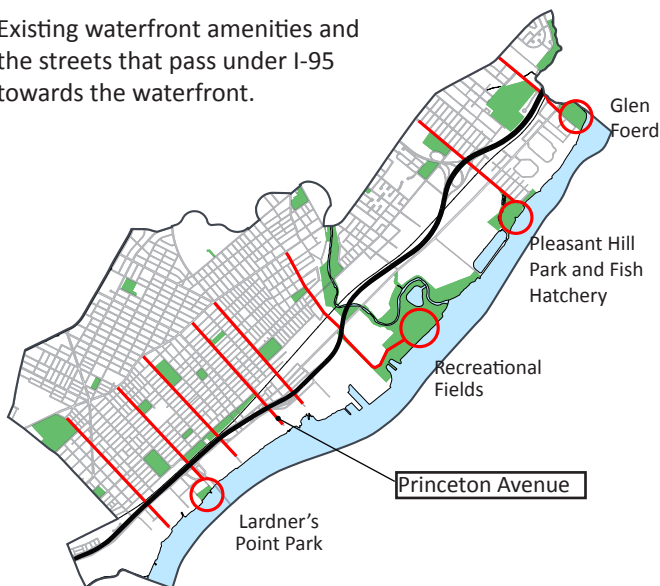
(1) I-95 between Wheatsheaf Lane and Levick Street.

This impacts the site of the former Frankford Arsenal as well as connections up into Tacony and Torresdale neighborhoods. Design efforts are ongoing and the exact configuration and types of public improvements are not known at this time.

(2) Princeton Avenue - Cottman Avenue Interchange

New street trees and a new pedestrian underpass aid in creating a welcoming transition from the highway to a neighborhood commercial corridor. Additionally, highway expansion affects the blocks and uses between I-95 and the regional railroad line, influencing future uses and creating opportunities to improve streetscapes.

Existing waterfront amenities and the streets that pass under I-95 towards the waterfront.

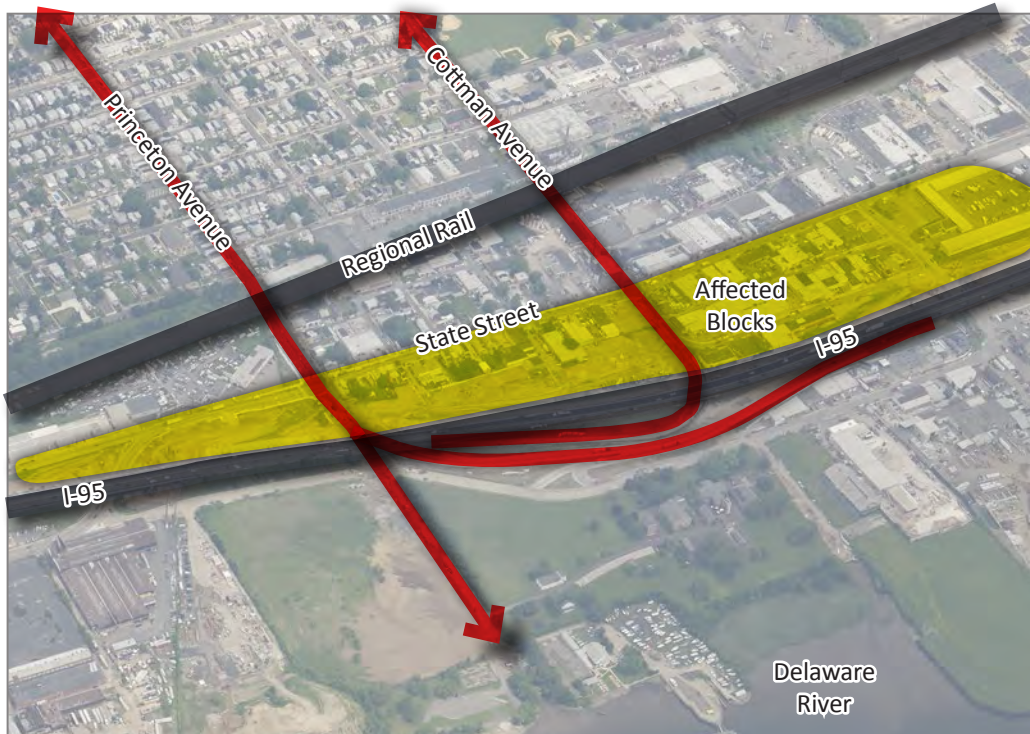


Despite the isolation of the waterfront, there are still several streets that pass under I-95 potentially connecting established residential neighborhoods and existing waterfront amenities. Princeton Avenue is already planned to have improvements by PennDOT, including a direct automobile and pedestrian link to Milnor Street and the existing portion of Princeton that connects to the waterfront.

Other through streets and/or waterfront destinations, however, should be improved to create more inviting connections.

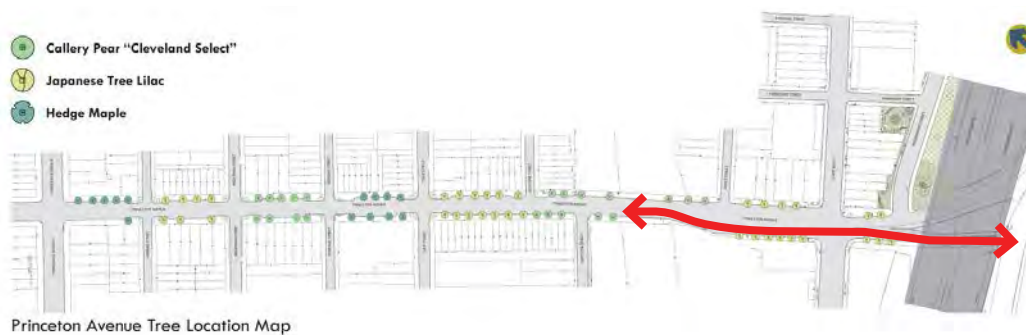
Princeton Avenue - Cottman Avenue Interchange

Princeton-Cottman Interchange and blocks affected by highway improvements.



Planned improvements to Princeton Avenue will bring pedestrians and cyclists directly to the waterfront from residential neighborhoods.

A number of blocks between regional rail and I-95 have been altered by highway improvements, and in some cases properties are still owned by PennDOT. This raises the possibility of guiding future land use and development to foster better connections between the waterfront and residential neighborhoods. Additionally, improving frontages along Cottman can create a more welcoming gateway to brings travellers to Torresdale and Frankford Avenues.



Plan of improvements to Princeton Avenue. Note the widening of the street to accommodate a new pedestrian and bicycle underpass.



Princeton Avenue Connection to I-95 and the waterfront beyond.

URBAN DESIGN - SIGNIFICANT OPPORTUNITIES

Public Realm - Significant Opportunities for Broad Improvements

There are five areas that have great potential for public realm improvements. Some of these areas might coincide with other concerns and public input and might generate recommendations for improvements that would help enhance the quality of life for district residents.

The five areas that we have identified for public realm opportunities include places where improvements are more likely — some changes have already been taking place or are expected in the near future. We also tried to identify areas where there are clear public realm concerns such as commercial areas that lack a unifying identity, railway stations with poor pedestrian connections, and changing uses that could allow a reconsideration of public frontages.

General Location of Opportunities

Areas with a variety of opportunities for improvements



1

Frankford Avenue Commercial Corridor

- Lack of consistent identity for landscaping, signage, lighting, and retail entries
- Clashes between zoning districts for pedestrians and vehicles
- Some commercial frontages unfriendly to pedestrians



2

Frankford Arsenal and Lardner's Point

- Integration of Arsenal frontages into public realm
- Better connections to Lardner's Point for pedestrians and bikes
- Gateway treatments for traffic on and off of bridge



3

I-95 - Tacony Station to Cottman Avenue

- Gateway treatments for I-95 exit
- Better connections to waterfront and St Vincents.
- Better connections to rail station
- Potential changes in land uses and street frontages.



4

Liddonfield Site

- Improve pedestrian amenities of Torresdale Avenue
- Improve through connections to adjacent residential blocks
- Provide housing variety to meet various needs, including seniors



5

Upper Holmesburg Redevelopment Potential

- Adaptive reuse of obsolete industrial properties
- Better pedestrian and bicycle connections through road redesign
- Re-establishment of pedestrian scale in new developments



DEMOGRAPHICS

SUMMARY

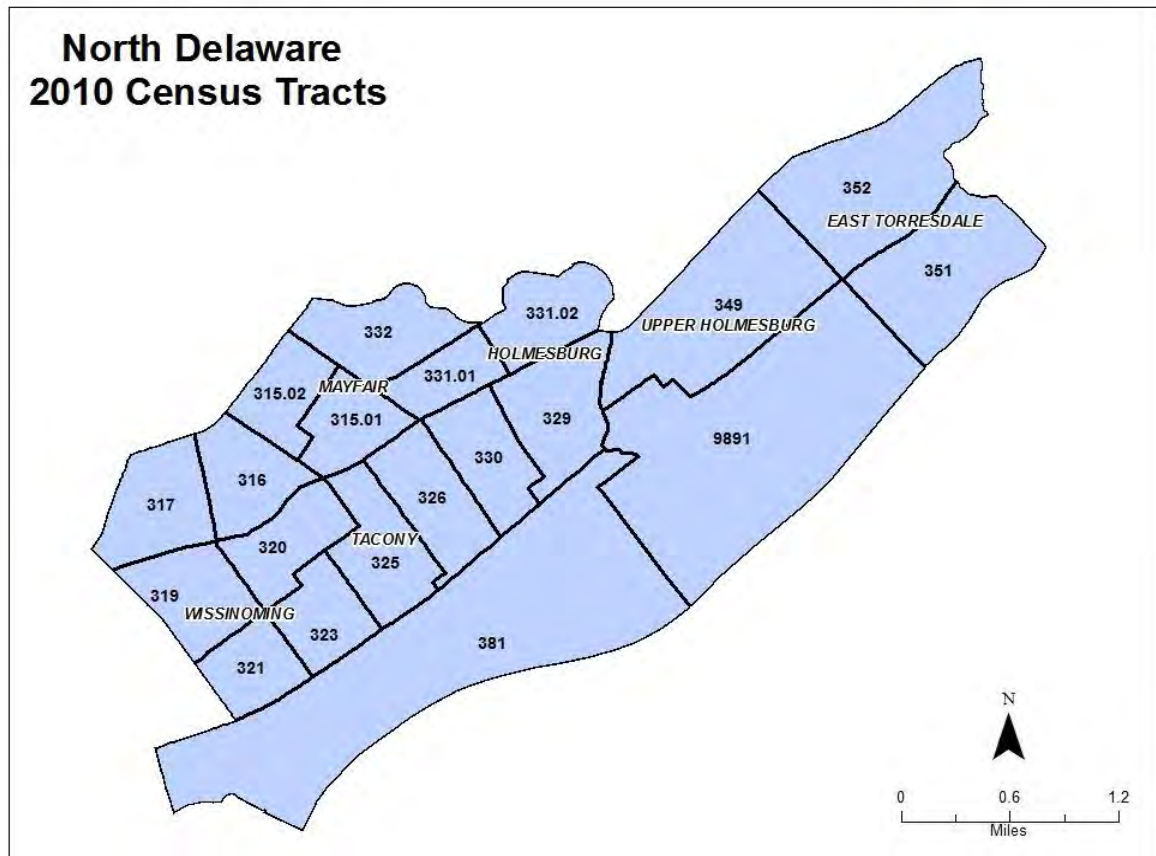
Over the past few decades, the North Delaware District has changed from a racially homogeneous, White community to a more racially and ethnically diverse district. Between 1980 and 2000, the growth of Black, Asian, Other Race and Latino population was not enough to make up for a significant loss of White population, resulting in net Total Population losses in 1990 and 2000. By 2010, the steady growth of non-White population was enough to offset a continued loss of White population, resulting in an increase of 3,067 in the household-based population. This was the first increase in North Delaware District population in over thirty years. Other positive demographic indicators in the district include increased educational attainment levels and higher than average median household incomes. While continued population growth is projected in the North Delaware District through Year 2035, a number of socio-economic concerns should be monitored, especially increases in poverty, unemployment and housing vacancy in certain areas.

DISTRICT BOUNDARIES FOR ANALYSIS

The North Delaware District demographic analysis is based on Decennial Census data (1980-2010) and American Community Survey data (2009-2013) data. As of 2010, the census tract boundaries for North Delaware are: 315.01, 315.02, 316, 317, 319, 320, 321, 323, 381, 325, 326, 9891, 329, 330, 331.01, 331.02, 332, 349, 351, and 352 (see map on next page). 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 (e.g. tract 315 was split into tracts 315.01 & 315.02). Where population levels did not meet Census standards for individual tracts, tracts were consolidated (e.g. tracts 297, 322, 324, and 327 were consolidated into the new tract 381). The analysis of 2010 Decennial Census data will be based on the new tract boundaries as listed above, and the analysis of trend data from the 1980, 1990 and 2000 Decennial Censuses, will be based on the older tract boundaries listed here: 297, 315, 316, 317, 319, 320, 321, 323, 322, 324, 325, 326, 327, 328, 329, 330, 331, 332, 349, 351, and 352.

The Census tracts generally associated with the neighborhoods of the North Delaware district are:

- **Frankford:** 297;
- **Mayfair-Holmesburg:** 315,315.01,315.02,316,317,329,330,331,331.02,331.02, 332 and 9891
- **Wissinoming-Tacony:** 319, 320, 321, 322, 323, 324, 325, 326, 327
- **Frankford/Wissinoming/Tacony/Holmesburg Waterfront:** 381
- **Torresdale:** 328, 349, 351, and 352



ISSUES AND OPPORTUNITIES

Continued household population growth is projected in the North Delaware District through Year 2035, though recent increases in poverty, unemployment and housing vacancy rates show a traditionally stable district in period of transition. Some of the increases correlate with specific demographic and development changes in the district. For example, 20 percent of the housing vacancy reported in the 2010 Census can be attributed to the vacant but as of then undemolished Liddonfield Homes site.

Other changes may be symptoms of larger socio-economic issues affecting the city and nation. For example, during the economic downturn of 2007-2009, unemployment and poverty rates increased for all demographic groups in Philadelphia and across the country. For Philadelphia and much of the nation, employment and median household incomes still have not fully recovered, and many newly created jobs tend pay lower wages than previous jobs. Also, extensive national research and studies have documented that socio-economic inequities tend to result in higher poverty and unemployment rates for Blacks

and Latinos. Evidence of this can be seen in the North Delaware District, where census tracts with higher percentages of Black and Latino population tend to have higher poverty and unemployment rates. Overall, as the district's diversity increased, its median household income decreased from 25 percent above the Citywide median (Census 2000) to only 8 percent above the Citywide median (ACS 2009-2013).

One demographic factor unique to the North Delaware District is the Philadelphia Prison System (PPS), whose 7,765 inmates (Census 2010, tract 9891, former tract 328) are counted under 'Group Quarters' population rather than the category of 'Household' population. The PPS population has grown significantly over the past 30 years: The 1980 Census reported fewer than 3,000 persons in the tract's group quarters. In recent years, the population has also fluctuated with changes in criminal justice policies and spending. In 2010, poverty (55.2 percent) and unemployment rates (62.5 percent) reported for the population in census tract 9891 were significantly higher than district-wide poverty (17.7 percent) and unemployment rates (15.0 percent). Of the 7,765 people living in census tract 9891 in 2010, 71.7 percent were Black; 0.7 percent were Asian; 14.3 percent were Other Race; and 15.9 percent were Latino.

It is important to differentiate between data on the district's household and group quarters populations. For example, between 2000 and 2010, the North Delaware district's overall increase in population of 4,626 was attributable to a 3,612 person increase in household population, a 1,559 person increase in the group quarters population of the PPS (tract 9891), and a 545 person decrease in the rest of the district's group quarters population (e.g. skilled nursing facilities, college housing, religious group quarters, residential treatment facilities, etc.)

The district's shifting demographics and housing demands present particular challenges for housing. Similar to local and national trends between 2000 and 2010, the share of housing units occupied by homeowners in the North Delaware district decreased by 9.6 percent, the share occupied by renters increased by 19.6 percent. The continued outmigration during that period of White population, many of whom were elderly homeowners, continued to place a significant number of homes on the market during this period. Younger households looking for homes in the district, whether by choice or economic circumstances, appeared to have an increased preference to rent rather than own. This rental trend is further substantiated by more recent data that indicates a drop in the number of homes sales in the district (see Neighborhood Memo for further detail on Housing). ACS data indicates that both renters and homeowners appear to be paying higher percentages of their gross income to make rent and mortgage payments.

A possible upside to these trends is that the underlying appeal of many North Delaware neighborhoods and blocks continues to attract new residents, reducing the number of homes that might otherwise become long-term vacant properties. Overall, when excluding the Liddonfield Homes units vacated by the Philadelphia Housing Authority prior to the project's demolition, overall housing vacancy in the North Delaware district remained relatively stable between 2000 and 2010. Continued demand for, and reinvestment in, homeownership and rental units will be important to maintaining the district's housing stock.

Major Demographic Indicators – North Delaware District

Trend Data North Delaware	1980	%	1990	%	2000	%	2010	%	2010 Citywide	%
Total Population	98,938		96,764		96,005		100,631	6.59% of Citywide	1,526,006	
White	95,187	96.21%	89,487	92.48%	82,676	86.12%	69,425	68.99%	626,221	41%
Black	2,932	2.96%	5,970	6.17%	8,847	9.22%	17,951	17.84%	661,839	43%
Asian	434	0.44%	835	0.86%	1,232	1.28%	3,920	3.90%	96,405	6%
Other Race	316	0.32%	472	0.49%	2,058	2.14%	6,216	6.18%	90,731	6%
Latino (any Race)	802	0.81%	1,885	1.95%	3,911	4.07%	12,434	12.36%	187,611	12%
HH Population	95,801	96.83%	90,871	93.91%	88,603	92.29%	92,215	91.64%	1,468,623	96%
GQ Population	3,123	3.16%	5,893	6.09%	7,402	7.71%	8,416	8.36%	57,383	4%
Total HUs	36,886		37,883		38,540		38,331	4.3% of Citywide	670,171	
Vacant HUs	1,140	3.09%	1,484	3.92%	2,201	5.71%	2,656	6.93%	70,435	11%
Occupied HUs	37,746	96.91%	36,399	96.08%	36,339	94.29%	35,675	93.07%	599,736	89%
Owner Occup	27,734	77.59%	27,924	76.72%	26,652	73.34%	24,088	67.52%	324,536	54.11%
Renter Occup	8,012	22.41%	8,475	23.28%	9,687	26.66%	11,587	32.48%	275,200	45.89%
Avg. HH Size	2.68		2.50		2.44		2.58		2.45	
Median Age	33.2		N/A		36.6		33.8		33.5yrs	
Age <20	26,340	26.62%	23,065	23.84%	24,065	25.07%	26,428	26.26%	400,817	26.27%
20 to 44	33,840	34.20%	38,351	39.63%	36,738	38.27%	38,905	38.66%	581,102	38.08%
45 to 64	23,524	23.78%	17,771	18.37%	19,011	19.80%	23,522	23.37%	358,778	23.51%
65+	15,220	15.38%	17,577	18.16%	16,191	16.86%	11,776	11.70%	185,309	12.14%
Median HH Income	ACS 09_13 \$16,761		ACS 09_13 \$29,421		ACS 09_13 \$37,153		ACS 09_13 \$40,147		ACS 09_13 \$37,192	
% 4yrs+College	6.72%		9.17%		11.11%		13.99%		23.86%	
%Unemployed	7.83%		5.87%		5.70%		15.01%		15.10%	
%Poverty	7.02%		7.65%		10.41%		17.66%		26.49%	
%HH No Car	N/A		N/A		20.33%		17.74%		33.16%	

POPULATION

As of 2010, with a total population of 100,631 people, the North Delaware District was the 6th largest district in the City, comprising 6.6% of the City's total population. After a few decades of declining population, between 2000 and 2010, the Total Population in the North Delaware District increased 4.8% or by 4,626 people from a total population of 96,005 in 2000. This was the first population increase in the district since 1980, with 3,612 of the increase due to household population and 1,014 of the increase due to a net increase in the group quarters population spurred by the Philadelphia Prisons System (PPS). Of the City's eighteen planning districts, only nine districts experienced population increases between 2000 and 2010. The North Delaware District had the fourth largest numeric population increase between 2000 and 2010, behind the Central (+16,944), Lower Northeast(+6,761) and Central Northeast(+6,087) districts. Rapidly growing Black, Asian, Other Race, and Latino population are the main drivers of the district's growth in household population.

- Between 2000 and 2010, every census tract in the district gained population, except for census tract 349 (Holmesburg) and 351(Torresdale). Population in census tract 349 tract declined 15.9% (or by 1,046 people) due to the outflow of White and Black population. Liddonfield Homes public housing development was closed between 2000 and 2010, which accounts for the majority of the population loss in census tract 349. The growth of Asian, Other Race and Latino population in this census tract was not enough to offset the decline of White and Black population. The 11.9 % (-551 people) population loss in census tract 351 can be attributed to the decline in White, Black and Asian population. During this time Other Race and Latino population increased. Population in all age cohorts declined within these two tracts, except for population in the 45 to 64 age cohort.
- The biggest increase in population occurred in census tract 9891, where the Philadelphia Prison System is located. Between 2000 and 2010, population increased 25.1% or by 1,559 people.
- Other census tracts in the district showing significant population growth between 2000 and 2010 include: 315.01, 315.02, 316 and 317, all located in the Mayfair neighborhood.
- Before 2010, the district's total population was declining. Between 1980 and 1990 the population declined 2.2% (2,174 people). Between 1990 and 2000 the total population declined -0.8% (759 people). This decline can be attributed to the outflow or passing away of White Population.
- Between 1980 and 2010, the district lost a total 25,762 White people, or 26.0% of the White population. During this same period, Black, Asian, Other Race, and Latino population increased.
- Between 1980 and 2010, Black population increased 512% (15,019 people).
- Between 1980 and 2010, Asian population increased 803% (3,486 people).
- Between 1980 and 2010, Other Race population increased 1,867% (5,900 people).
- Between 1980 and 2010, Latino population increased 1,450% (11,632 people).

Note: The Census Bureau considers Latinos to be an ethnicity and not a race, so although Latino population is discussed along with other racial groups, Latino population is included in the total population count of the racial group with which Latino people self-identified.

- White population in the district has steadily decreased. From 1980 and 1990, the district's White population declined 6%, (5,700 people). Between 1990 and 2000, the district's White population declined by 7.6% (6,811 people). The largest decrease in White population occurred between 2000 and 2010, when White population in the district declined 16%, or by 13,251 people.
- Black population in the district has steadily increased. Thirty percent of the Black population in the North Delaware District lives in the Philadelphia Prison System in census tract 9891. Between 1980 and 1990, the district's Black population increased 103.6% (3,038 people). Between 1990 and 2000, Black population increased 48.2% (2,877 people). The largest numeric increase in Black population occurred between 2000 and 2010 when Black population increased by 9,104 people (102.9%). Only about 1,000 of this increase was attributable to prison population.
- Asian population in the district has steadily increased. Between 1980 and 1990, the district's Asian population increased 92.4% (401 people). Between 1990 and 2000, the district's Asian population increased 47.5% (397 people). The largest numeric increase in Asian population occurred between 2000 and 2010, when Asian population increased by 2,688 people (218.2%).

- Other Race population has steadily increased. Between 1980 and 1990, the district's Other Race population increased 49.4% (156 people). From 1990 and 2000, the Other Race population increased 336.0% (1,586 people). The largest numeric increase in Other Race population occurred between 2000 and 2010, when Other Race population increased by 4,158 people (202.0%).
- Latino population in the district has steadily increased. From 1980 and 1990, the district's Latino population increased 135.0% (1,083 people). Between 1990 and 2000, the district's Latino population increased 107.5% (2,026 people). The largest increase in Latino population occurred between 2000 and 2010, when Latino population increased 217.9% (8,523 people).
- Between 1980 and 2010, White population decreased in every census tract in the North Delaware District, while Black, Asian, Other Race and Latino population all increased.
- The largest loss of White population occurred in census tracts: 317, 320, 330, and 349.
- Despite the significant loss of White population in the North Delaware District, the area still has a majority White population. As of 2010, the district's Total Population was: 68.99% White, 17.84% Black, 6.18% Other Race, 3.90% Asian, and 12.36% Latino.
 - In 1980, the North Delaware District's Total Population was 96.21% White, 2.96% Black, 0.44% Asian, 0.32% Other Race and 0.81% Latino.
- In 2010, of the 20 tracts in the District, nine tracts had 75% or more White population. Eight tracts had 60-74% White population, and two tracts had 54-59% White population.

Group Quarters Population

- The North Delaware District has an above average percentage of population living in Group Quarters. As of 2010, 8.4% of the population North Delaware District lived in Group Quarters, with the other 91.6% of the population living in Households. Citywide, 3.6% of the population lived in Group Quarters in 2010, with 96.4% of the population living in Households. In contrast, in 1980, 3.16% of the district's population lived in Group Quarters, with 96.8% of the population living in Households. Citywide 2.1% of the population lived in Group Quarters in 1980, with 97.9% of the population living in Households.
- Over the past few decades, Group Quarters population in the district has steadily increased. As of 2010, 7,765 (92%) of the district's total Group Quarters population of 8,416 lived in the Philadelphia Prison System facilities on State Road and Torresdale Avenue. The growth in North Delaware group quarters population is attributable to these correctional facilities, which steadily increased from a Census-reported 2,571 persons in 1980 to 7,765 persons in 2010 in tract 9891.
- In tract 9891, 71.7% of the population was Black; 13.1% was White; 14.3% was Other Race; and 15.9 % was Latino.

Population by Age

Historically, the North Delaware District has had a higher than average percentage of elderly population. Over the past thirty years, population in the 65 years and older age cohort has significantly declined from its peak of 18.2% of the total population in 1990, down to just 11.7% of the total population in 2010. Population in the other age cohorts have remained relatively stable and as of 2010, are comparable to the citywide averages. With decreases in the elderly population, the district's median age has also declined.

- In 2010, population under 20 years of age comprised 26.3% of the North Delaware District's Total Population, which was comparable to Citywide average of 26.3%.
- As of 2010, population in the 20 to 44 age cohort (38.7%) comprised the largest percentage of the North Delaware District's Total Population, comparable to citywide average of 38.1%.
- In 2010, population 45 to 64 years old comprised 23.4% of the North Delaware District's Total Population, which was comparable to Citywide average of 23.4%.
- In 2010, population 65 years and older comprised 11.7% of the North Delaware District's Total Population, comparable to Citywide average of 12.1%.
- The Median Age in the North Delaware District has declined. As of 2010, the Median age was 33.8 years, down from 36.6 years in 2000.
- In 2010, the Median Age for population by census tract ranged from a low of 30.1 years old in census tract 9891 (PPS) to a high of 60.8 years old in census tract 351 (Torresdale).
- In 2010, the census tracts with the highest percentage of population under the age of 20 were: 317 (30.1%) in Mayfair; 319 (32.9%) and 320 (30.1%) in Tacony; and 330 (32.8%) in Holmesburg.
- As of 2010, census tract 9891 (PPS), had the highest percentage of population (75.8%) in the 20 to 44 age cohort.
- As of 2010, census tracts: 351 (29.4%) and 352 (30.8%) in Torresdale had the highest percentage of population 45 to 64 years old. Tract 351 also had the highest percentage (42.3%) of population 65 years and older.

HOUSING

Between 2000 and 2010, the North Delaware District population increased 4.8% (4,626 people). During this time the number of Total Housing Units in the district decreased 0.5% (209 units) from 38,540 units in 2000 to 38,331 units in 2010. The number of occupied housing units (Households) also decreased - 1.8% (664 units) from 36,339 occupied units in 2000, to 35,675 occupied units in 2010. With more population living in fewer housing units, the average household size increased from 2.44 persons per household in 2000 to 2.58 in 2010.

The Housing Occupancy Rate decreased from 94.3% in 2000, to 93.1% in 2010. The number of Vacant Housing Units increased 20.7% (455 units) from 2,201 vacant units in 2000, to 2,656 vacant units in 2010. A significant contributor to the changes in housing units and vacancy during this period was the vacating of the Liddonfield Homes leading up to 2010. Longer term, from 1980 to 2010, housing vacancies in the district more than doubled from 1,140 vacant housing units (5.7%) to 2,656 vacant units (6.9%). However, North Delaware still had an above average occupancy rate and below average vacancy rate in 2010. Historically, homeownership rates in the North Delaware District have been higher than the citywide average. As of 2010 this was still true, although the percentage of owner occupied housing units in the district has declined while the percentage of renter occupied housing units has increased. This is consistent with citywide and national trends.

Housing Units and Occupancy

- Between 2000 and 2010, Total Housing Units in the North Delaware District declined by 0.54% (-209 units). Those census tracts losing housing units were: 315.01/315.02 (-21 units) in Mayfair; 331.01/331.02 (-110 units) in Holmesburg; and 349(-43 units) and 351 (-152 units) in Torresdale.
- In 2010, the Housing Occupancy rate in the North Delaware District declined 1.8% and the Vacancy Rate increased 20.7%. During this time, housing vacancies increased in the majority of the census tracts in the district.
- In 2010 the Housing Occupancy rate in the North Delaware District was 93.1%, with a Vacancy Rate of 6.9%. Citywide, the Housing Occupancy rate was 89%, with a vacancy rate of 11%.
- In 2010, census tracts in the North Delaware District with particularly high vacancy rates included: 381 (13.0%) along the waterfront and 349 (21.0%) in Torresdale.
- In 2000, the Housing Occupancy rate in the North Delaware District was 94.3%, with a Vacancy Rate of 5.7%. Citywide the housing occupancy rate was 89.1%, with a vacancy rate of 10.9%.
- From 2000 and 2010, Homeownership Rates in the North Delaware District declined -9.6% (- 2,070 units). All census tracts in the district experienced a decline in owner occupied units except for census tract 352 where owner occupied units increased 1.62% (21 units).
- In 2010, the Homeowner Occupancy Rate in the North Delaware District was 67.5%, with a Renter Occupancy Rate of 32.5%. In 2010 the Citywide Homeowner Occupancy Rate of 54.1%, and the Citywide Renter Occupancy rate of 45.9%.
- In 2010, the census tracts with the highest percentage of owner -occupied housing units were: 315.01 (73.7%) and 316 (78.9%) in Mayfair; 320 (73.8%) in Tacony; 331.0(78.5%) and 332 (84.1%) in Holmesburg; and 352 (74.8%) in Torresdale.
- Between 2000 and 2010, renter occupancy rates in the district increased 19.6% (1,900 units). The number of renter-occupied units increased in every census tract in the district.
- In 2010, the census tracts with the highest percentage of renter-occupied housing units were: 381 (47.8%) in the waterfront neighborhood; 329 (44.9%) and 349 (40.1%) in the Holmesburg neighborhood; and 321 (43.8%), 323 (43.3%) and 325 (41.2%) in the Tacony neighborhood.
- The North Delaware District used to have an above average percentage of senior homeowners, but with the decline of senior population the number of senior homeowners has also declined. As of 2010, 25.8% of all homeowners in the North Delaware District were senior citizens compared to a citywide rate of 27.2%. In 2000, 33.3% of all homeowners in the district were senior citizens compared to a citywide rate of 30%. In 1990, 35.3% of all homeowners in district were senior citizens compared to a citywide rate of 31.3%.
- In 2010, the census tracts with the highest percentage of senior homeowners were census tracts: 351 (49.5%) and 352 (28.1%) in Torresdale; and 332 (29.3%) in Holmesburg.
- The number of senior renters in the district has also declined. As of 2010, 15.1% of all renters in the North Delaware District were senior citizens, down from 19.2% in 2000, and 23.4% in 1990.
- In 2010, the census tracts with the highest percentage of senior renters were census tracts 331.02 (23.4%) in Holmesburg and 351 (49.8%) in Torresdale.

Housing Costs

- Based on 2009-2013 ACS 5 Year Estimate data, renters in the North Delaware District are much more burdened by housing costs than owners. This is consistent with citywide and national trends. The housing costs burden for renters in the North Delaware District is higher than the citywide average. The housing costs burden for owners in the North Delaware District is slightly lower than the citywide average housing costs for owners. *It should be noted that research indicates that renters generally bear a higher housing cost burden than owners. Housing costs in excess of 30% or more of household income are considered a burden.*
- Based on 2009-2013 ACS 5 Year Estimate data, 54.6% of all renter occupied households in the the district pay 30% or more of their household income for Gross Rent. Citywide 52.3% of renter occupied households pay 30% or more of their household income for Gross Rent. The rental occupied households paying the highest percentage of their household income for gross rent are in census tracts: 320 (74%) and 321 (74.8%) in Tacony; and 329 (72.4%) in Holmesburg.
- The 2009-2013 ACS data reports that 31.5% of all owner-occupied households in the district pay 30% or more of their household income for monthly mortgage costs. Citywide, 32.1% of owner-occupied households pay 30% or more of their household income for monthly mortgage costs.
- Homeowners with mortgages are more burdened than homeowners without mortgages. In the North Delaware District, owner-occupied housing units with mortgages pay 38.8% of their household income for monthly housing costs, while owner-occupied housing units without mortgages only pay 18.2% of their household income for monthly housing costs.
 - Citywide, owner-occupied housing units with mortgages pay 39.2% of their household income for monthly housing costs, , while owner-occupied housing units without mortgages only pay 21.2% of their household income for monthly housing costs.
- According to 2009-2013 ACS data, owner-occupied households in the district paying the highest percentage of their household income for monthly mortgage costs are in census tracts 381 (57.5%) in Waterfront; 349 (41.8%) in Holmesburg; and 320 (41.5%) in Tacony.

Household Size and Composition

- Average household sizes in the North Delaware District are larger than the citywide average. As of 2010, the average household size in district was 2.58 persons per household, compared to the citywide average household size of 2.45 persons per household.
- Household sizes in the district range from a low of 1.68 persons per household in tract 351 (Torresdale) to a high of 2.90 persons per household in tract 319 (Tacony).
- From 1980 to 2000, the district's average household size decreased from 2.66 to 2.44 before rebounding to 2.58 in 2010. This reflected a change from an older to younger population.
- The district has consistently had a lower percentage of one-person households than the city as a whole. In 2010, 29.8% of all households in the North Delaware District were one-person households compared to 34.1% citywide. In 1980, 24.1% of all households in the North Delaware District were one-person households compared to 28.8% citywide.
- Although the percentage of family households in the North Delaware District has declined, the district still has a slightly above average percentage.

- Based on 2009-2013 ACS 5 Year Estimate data, 58.8% of all households in the North Delaware District were family households and 41.2% were non-family households. Citywide 53.8% of all households were Family Households and 46.2% were Non-Family Households.
- According to the 2010 Decennial Census, 64.3% of all households in the North Delaware District were family households and 35.7% were non-family households. Citywide 56.8% of all households were family households and 43.4% were non-family households. The percentage of family households in the district increased from 62.4% of all households in 2000
- Based on 2009-2013 ACS data, the tracts in the district with the highest percentage of family households were: 332 (71.5%) and 330 (71.0%) in Holmesburg; and 316 (68.2%) in Mayfair. The tracts with the highest percentage of non-family households were: 351 (61.2%) in Torresdale; 381 (58.5%) in North Delaware; and 331.0 (53.1%) in Holmesburg.
- Based on 2009-2013 ACS 5 Year Estimate data, 89.2% of the non-family households in the North Delaware District were one-person households (or householders living alone). Citywide, 84.4% of the non-family households were one-person households (or householders living alone).
- Based on the 2009-2013 ACS data, census tracts in the district with the highest percentage of non-family households/one-person households (or householders living alone) are: 349 (20.8%) in Holmesburg; 326 (19.0%) and 32 (16.0%) in Tacony.
- Between 2000 and 2010, the number of female headed households in the North Delaware District declined. As of 2010, only 19.30% of all households in the district were female-headed households, down from 36.6% in 2000. In 2010, 22.5% of all Citywide households were female headed compared to 22.25% in 2000. The district's share of female-headed households was 33.1 percent in 1990 and 28.8 percent in 1980.
- In 2010, census tracts in the district with high percentages Female Headed Households are: 321 (26.2%) in Tacony; and 381 (31.1%) the North Delaware Waterfront neighborhood.

Housing Tenure

- Based on 2009-2013 ACS 5 Year Estimate data, 23.2 % of the population in the North Delaware District are considered long-term residents, who moved to the District in 1989 or Before. Citywide 21.05% of the population Moved to the City in 1989 or Before.
- Census tracts in the district with high percentages of population who are long-term residents are: 329 (35.4%) and 331.01 (30.6%) in Holmesburg; and 326 (28.7%) and 319 (28.3%) in Tacony.
- Based on 2009-2013 ACS data, 12.9% of the population in the North Delaware District moved to the District in 2010 or later, compared to 17.1% citywide.
- According to the 2009-2013 ACS data, tracts with high percentages of population who moved to the district in 2010 or later, are: 317 (30.8%) in Mayfair; and 330 (21.8%) in Holmesburg.

Age of Housing

- Based on 2009-2013 ACS 5 Year Estimate data, 23.9% of the Housing Units in the North Delaware District were Built Before 1939 compared to the citywide average of 39.9%.
- Based on 2009-2013 ACS 5 Year Estimate data, census tracts in the North Delaware District with the highest percentages of Housing Units Built Before 1939 are: 325 (53.6%), 326 (41.5%), 321

(41.5%), 323 (35.2%), and 319 (32.6%) – all in the Tacony neighborhood; 381 (35.9%) in the North Delaware Waterfront neighborhood; and 315.01 (32.5%) in the Mayfair neighborhood.

- 21.3% of district units were built between 1940 and 1949, compared to 15.7% citywide.
- 30.6% of district units were built between 1950 and 1959, compared to 16.8% citywide.
- 10.6% of district units were built between 1960 and 1969, compared to 10.7% citywide.
- 7.9% of district units were built between 1970 and 1979, compared to 6.9% citywide.
- 3.6% of district units were built between 1980 and 1989, compared to 3.9% citywide.
- 1.1% of district units were built between 1990 and 1999, compared to 2.6% citywide.
- 0.7% of district units were built between 2000 and 2009, compared 3.4% citywide.
- 0.4 % of district units were built in 2010 or later, compared to 0.3%Citywide.

EDUCATIONAL ATTAINMENT

- Historically, the North Delaware District has had below average percentages of population 25 and older with 4 years or more of college. Over the past few decades, educational attainment levels in the North Delaware District have increased, but still remain below the citywide average.
- The 2009-2013 ACS estimates showed an increase in educational attainment levels for college graduates in the North Delaware District with 14.0% of the Total Population 25 years and older having 4 years or more of college, compared to 23.2% citywide.
- In 2000, 11.1% of the total population 25 years and older, in the North Delaware District, had 4 years or more of college, compared to 17.8% citywide.
- In 1990, 9.2% of the total population 25 years and older in the North Delaware District, had 4 years or more of college, compared to 15.2% citywide.
- In 1980, 6.7% of the total population 25 years and older, living in North Delaware District, had 4 years or more of college, compared to 11.1% citywide.

UNEMPLOYMENT

- Over the past decade or more, the unemployment rate in the North Delaware has increased substantially. Based on 2009-2013 ACS estimate data, the unemployment rate in the District was 15.0%, comparable to the reported citywide unemployment rate of 15.1%.
Note: The ACS estimate from the U.S. Census Bureau varies from other sources of data, such as the U.S. Bureau of Labor & Statistics (BLS)
- According to 2009-2013 ACS estimate data, the census tracts with the highest unemployment rates were: 9891 (62%) and 349 (21.6%) in Holmesburg; 321 (24.0%) and 323 (23.5%) in Tacony; and 381 (49.7%) along the North Delaware Waterfront.
- In 2000, the district's decennial Census-reported unemployment rate of 5.7% was substantially lower than the citywide unemployment rate of 10.9%. This was also true in 1990 and 1980.
- The district's rate of 5.9% in 1990 compared to a reported citywide unemployment rate of 9.7%.
- The district's 1980 rate of 7.8% compared to a citywide unemployment rate of 11.4%.
Note: The unemployment rate is calculated based on population over the age of 16 years old in the labor force.

POVERTY

Historically, the North Delaware District has had below average poverty rates. While the current district's poverty rate is still below the citywide average, over the past few decades poverty rates in the district have steadily increased. Based on 2009-2013 ACS estimate data, the district's poverty rate was at an all time high of 17.7%. The citywide poverty rate was 26.5%

- In 2000, the poverty rate for the district was 10.4% compared to the citywide rate of 22.1%.
- In 1990, the poverty rate for the district was 7.7%, compared to the citywide rate of 19.7%.
- In 1980, the poverty rate for the district was 7.0%, compared to the citywide rate of 20.6%.
- When reviewing the 2009-2013 ACS estimates poverty data by census tract, poverty rates in the district range from a low of 3.96% in census tract 351 (Torresdale) to a high of 55.2% in census tract 9891 (Holmesburg), site of the city prisons.
- Other census tracts with higher than average poverty rates are: census tracts: 381 (42.2%) in the North Delaware Waterfront neighborhood; 330 (28.5%) in Holmesburg; and 325 (27.6%) in Tacony.

VEHICLE AVAILABILITY

- In the North Delaware District, households without access to cars are decreasing. In 2000, 20.3% of all households in the district did not have a vehicle available, compared with 35.7% Citywide. According to 2009-2013 ACS estimates, 17.7 % of all households in the North Delaware District did not have a vehicle available to their household, compared with 33.2% Citywide.

MEDIAN HOUSEHOLD INCOME

- According to 2009-2013 ACS estimate data, the median household income in the North Delaware District was \$40,157 dollars. The citywide median Income was \$37,192.
- According to 2009-2019 ACS estimate data, median household incomes in the North Delaware ranged from a low of \$22,321 in census tract 381(North Delaware Waterfront) to a high of \$66,705 in census tract 352 (Torresdale).

FOREIGN BORN POPULATION

- According to 2009-2013 ACS estimate data, less than 9 percent of the North Delaware District's population was foreign-born, compared to a citywide percentage of over 12 percent.

Census Tracts	Median HH Income 1979	Median HH Income 1989	Median HH Income 1999	Median HH Income ACS 2009- 2013
297	\$12,895	\$17,692	\$23,214	
322	\$11,500	\$25,682	\$31,250	
324	\$0	\$28,750	\$41,250	
327	\$12,250	\$8,434	\$22,857	
<u>381</u>				<u>\$22,321</u>
315	\$17,183	\$30,366	\$37,838	
<u>315.01</u>				<u>\$49,107</u>
<u>315.02</u>				<u>\$43,112</u>
316	\$16,761	\$33,109	\$41,036	\$33,675
317	\$17,786	\$30,479	\$37,429	\$43,288
319	\$16,782	\$31,222	\$38,068	\$39,412
320	\$17,964	\$30,253	\$34,421	\$38,223
321	\$14,378	\$27,629	\$28,341	\$31,946
323	\$16,356	\$27,069	\$32,634	\$34,750
325	\$14,446	\$26,259	\$32,255	\$32,651
326	\$16,878	\$30,889	\$37,153	\$43,817
328	\$0	\$0	\$56,250	
<u>9891</u>				<u>\$0</u>
329	\$15,586	\$27,987	\$33,958	\$36,793
330	\$17,463	\$29,421	\$33,685	\$38,199
331	\$17,310	\$32,309	\$37,656	
<u>331.01</u>				<u>\$55,924</u>
<u>331.02</u>				<u>46,571</u>
332	\$22,111	\$33,171	\$46,063	\$59,393
349	\$16,262	\$24,260	\$31,002	\$40,882
351	\$24,205	\$37,067	\$38,781	\$54,808
352	\$20,653	\$35,051	\$49,028	\$66,705
Districtwide	\$16,761	\$29,421	\$37,153	\$40,147
Citywide	\$16,388	\$30,140	\$29,839	\$37,192

Note: The historic data has not been adjusted for inflation.

For more detailed demographic data, see demographic tables in the North Delaware district plan files.