

## DEMOGRAPHICS

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### SUMMARY

For the purposes of this analysis, data for the Upper Far Northeast District and the Lower Far Northeast District are generally discussed together as comprising an overall Far Northeast Planning District, although selected, significant demographic distinctions between the two districts are highlighted.

With a combined population of 136,945 residents, the Far Northeast is third most populous of the City's 17 planning districts. After several decades of population decline, in 2010 the district's total population increased by 0.60% or 819 residents. At the same time the district has changed from a racially homogenous White community to a more racially and ethnically diverse, and increasingly foreign-born community. Since 1980, the Upper Far Northeast section of the district has seen steady growth while population in the Lower Far Northeast portion of the district has declined. The decline in total population has largely been a result of the steady loss of White population, which now account for about 80 percent of the district's total population, down from 97 percent in 1980. Amidst this change, Black, Asian and Latino and foreign-born population have been growing rapidly in recent years.

### DISTRICT BOUNDARIES FOR ANALYSIS

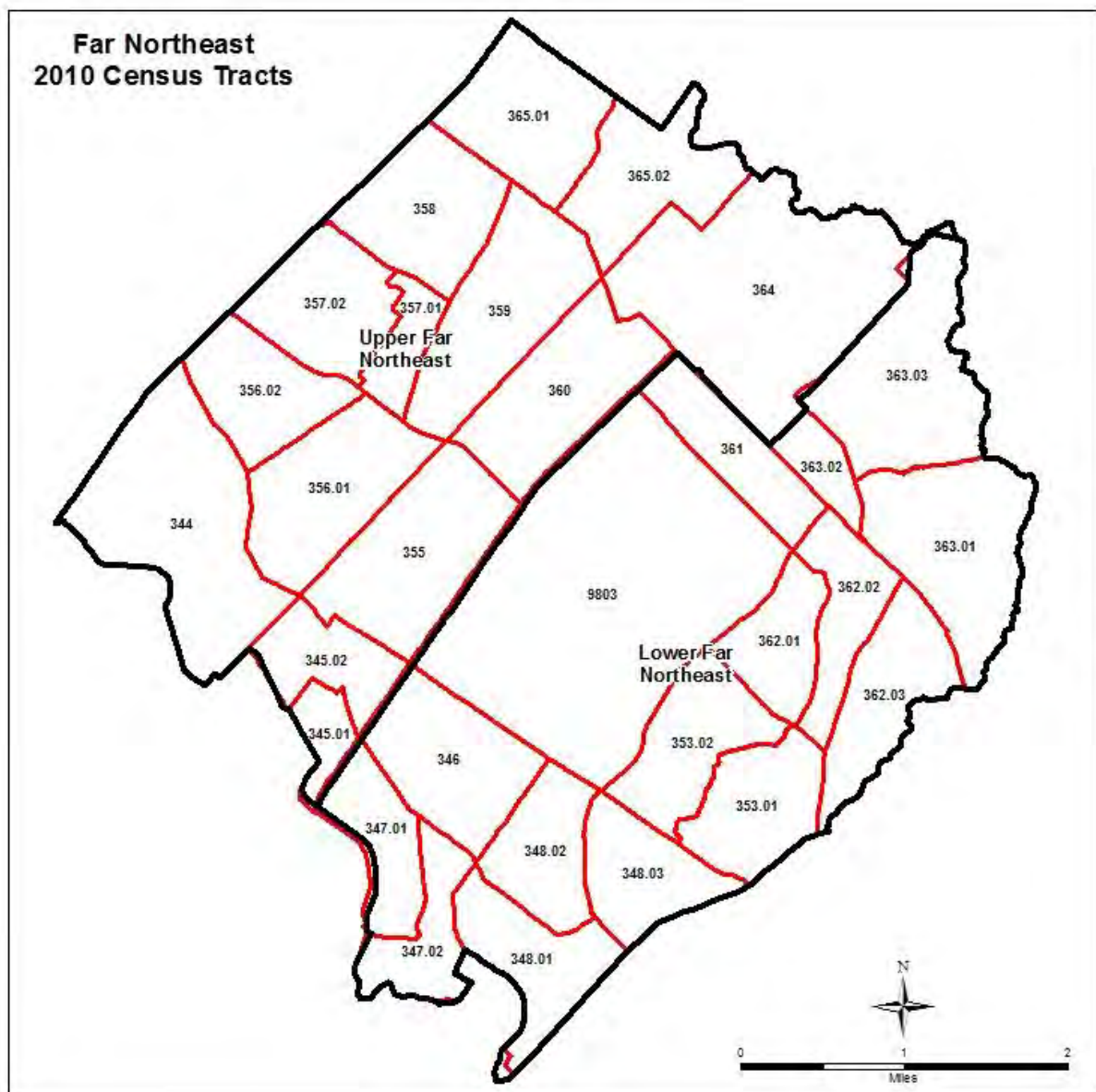
The Far Northeast District demographic analysis is based on data from the Decennial Census (1980-2010) and five-year data from the American Community Survey (ACS). Based on 2010 Census tract boundaries, the Census tracts generally associated with the neighborhoods of the Far Northeast district are:<sup>1</sup>

- **Bustleton:** 344,345,345.02, 345.02,355, 356, 356.01, 356.02,
- **Pennypack:** 346
- **Winchester:** 347, 347.01
- **Winchester Park:** 347.02
- **Pennypack Woods/Academy Gardens:** 348
- **Pennypack Woods:** 348.01
- **Academy Gardens:** 348.02, 348.03
- **Brookhaven/Morrell Park:** 353
- **Brookhaven:** 353.01

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<sup>1</sup> Between the 2000 and 2010 Censuses, population levels exceeded Census standards for certain tracts, which were split. Tracts 345, 347, 348, 353, 356,357, 362, 363 and 3659 were split into the new tracts.

- **Morrell Park:** 353.02
- **Airport:** formerly 354, currently 9803
- **Somerton:** 357, 357.01, 357.02, 358, 359, 360
- **Normandy:** 361
- **Morrell Park:** 362, 362.01
- **Millbrook/Morrell Park:** 362.02
- **Millbrook/Crestmont Farms:** 362.03
- **Parkwood:** 363, 363.01, 363.02, 363.03, 364
- **Byberry:** 365, 365.01, 365.02



## ISSUES AND OPPORTUNITIES

Despite a slight decline in the total population between 2000 and 2010, about 5% population growth is forecasted for the Far Northeast between the present and 2035. Several factors support this forecast. First, all of the population loss in the Far Northeast has been concentrated in the Lower Far Northeast section of the district, while population in the Upper Far Northeast section of the district has steadily increased. This population increase can be attributed to the above average percentages of population 45 to 64 years old and 65 years and older. In fact, the Upper Far Northeast has the highest percentage of elderly population of any district in the city. With increased life expectancy rates, elderly population in the Far Northeast will continue to grow. Secondly, the Far Northeast District's foreign-born population is rapidly growing, indicating a clear preference among some immigrant groups to settle in the district's neighborhoods. Lastly, the district's Asian, Black, Other Race and Latino populations are also rapidly growing.

The Far Northeast has historically shown median household incomes that are substantially higher than the citywide median, along with higher than average rates of owner-occupied housing, family households,<sup>2</sup> and long-term residents. Housing vacancy and unemployment rates are considerably lower than average, and educational attainment levels have increased in most census tracts in the district. However, it should be noted that there are some distinguishing differences between the Upper Far Northeast and Lower Far Northeast sections of the district. The Lower Far Northeast developed earlier and the housing stock is slightly older with a median year of construction of 1964, compared to 1967 for the Upper Far Northeast. The Lower Far Northeast also has more long-term residents, with higher median incomes, and higher unemployment rates. This section of the district also has more foreign born population from Latin America and Africa. The Upper Far Northeast section of the district has higher numbers of foreign-born population in general and more specifically from Europe and Asia, more elderly population and more population living in group quarters. Surprisingly, population in the Upper Far Northeast section of the district also have higher educational attainment levels, lower median household incomes and higher poverty rates, which is counter to the standard corollary between higher education and higher incomes. This could be the result of higher numbers of foreign born population with high educational attainment levels and less access to employment opportunities due to language barriers and other obstacles. While homeownership rates in the Lower Far Northeast are higher than in the Upper Far Northeast, homeownership rates in both sections of the district are above average, while vacancy rates are below average. Rental Occupancy rates are higher in the Upper Far Northeast.

Unfortunately, a large percentage of owners and renters are burdened by housing costs, with owners paying an average 29.25 percent of their household income for housing costs and renters paying 49.48 percent of their household income for rental costs. With lower median household incomes, owners and renters in the Upper Far Northeast are slightly more burden by housing costs. Employment and income gains for both new and existing households will be needed to reduce housing burdens and increase

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<sup>2</sup> A family or family household is defined by the United States Census Bureau for statistical purposes as "a householder and one or more other people related to the householder by birth, marriage, or adoption."



resources for housing maintenance and modernization. This may be a particular issue for high percentage of elderly residents in the district who live on fixed incomes.

**Table 17. Major Demographic Indicators –Far Northeast District**

<b>Trend Data Far Northeast District</b>	<b>1980</b>	<b>%</b>	<b>1990</b>	<b>%</b>	<b>2000</b>	<b>%</b>	<b>2010</b>	<b>%</b>	<b>2010 Citywide</b>	<b>%</b>
Total Population	145,400		139,618		136,126		136,945	8.97% of Citywide	1,526,006	
White	140,789	96.83%	132,161	94.66%	118,389	86.97%	110,204	80.47%	626,221	41%
Black	2,653	1.82%	2,605	1.87%	6,910	5.08%	10,017	7.31%	661,839	43%
Asian	616	0.42%	2,011	1.44%	4,726	3.47%	10,710	7.82%	96,405	6%
Other Race	677	0.47%	835	0.60%	1,830	1.34%	2,680	1.96%	90,731	6%
Latino (any Race)	1,587	1.09%	2,290	1.64%	4,589	3.37%	7,692	5.62%	187,611	12%
HH Population	142,882	98.27%	137,559	98.53%	133,839	98.32%	135,265	98.77%	1,468,623	96%
GQ Population	2,513	1.73%	2,059	1.47%	2,287	1.68%	1,680	1.23%	57,383	4%
Total HUs	50,305		55,235		55,593		57,040	8.51% of Citywide	670,171	
Vacant HUs	1,817	3.61%	2,725	4.93%	1,672	3.00%	2,432	4.26%	70,435	11%
Occupied HUs	48,888	96.39%	52,510	95.07%	53,921	96.99%	54,608	95.74%	599,736	89%
Owner Occup	33,694	69.49%	36,119	68.78%	36,654	67.98%	36,521	66.88%	324,536	54.11%
Renter Occup	14,794	30.51%	16,391	31.22%	17,267	32.02%	18,087	33.12%	275,200	45.89%
Avg. HH Size	2.95		2.62		2.48		2.48		2.45	
Median Age	33.30		N/A		39.40		41.40		33.5yrs	
Age <20	44,907	30.89%	33,475	23.98%	31,166	22.89%	30,099	21.98%	400,817	26.27%
20 to 44	52,961	36.42%	52,647	37.71%	46,037	33.82%	44,101	32.20%	581,102	38.08%
45 to 64	32,252	22.18%	31,241	22.38%	33,560	24.65%	37,795	27.60%	358,778	23.51%
65+	15,275	10.51%	22,255	15.94%	25,363	18.63%	24,950	18.22%	185,309	12.14%
Median HH Income	Census 1980 \$20,930		Census 1990 \$36,351		Census 2000 \$45,539		ACS 10_14 \$54,771		ACS 10_14 \$37,460	
% 4yrs+College	11.96%		15.27%		19.69%		23.73%		24.51%	
%Unemployed	7.81%		5.03%		4.85%		9.91%		14.85%	
%Poverty	5.25%		6.73%		8.10%		10.73%		26.68%	
%HH No Car	N/A		12.61%		13.81%		11.95%		32.77%	

## POPULATION

As previously mentioned, for the purposes of this analysis we have combined the Upper Far Northeast (UFNE) and the Lower Far Northeast (LFNE) planning districts into one district, to be referred to as the Far Northeast Planning District. As of 2010, the Far Northeast District is the third most populous district in the City, with a total population of 136,945 people, or about 8.97 percent of the City's total population. This figure represents a decline of 8,455 residents between 1980, when the population in the Far Northeast peaked at 145,400 people, and 2010. The Far Northeast was largely developed during the 1960s, as population increased by 135% during that decade, from 59,751 in 1960 to 140,382 in 1970. While the overall population in the Far Northeast declined over the past thirty years, the total population in the UFNE section of the district actually increased during this period. This population increase can be attributed to growing foreign born and minority population. **In 1980, the Far Northeast District's Total Population was 96.83 percent White** (96.50% LFNE/97.27% UFNE), **1.82 percent Black** (2.21% LFNE/1.30% UFNE), **0.42 percent Asian** (0.74% LFNE/N/A- UFNE), **0.47 percent Other Race** (0.49% LFNE/0.44% UFNE), and **1.09 percent Latino** (1.22% LFNE/0.92% UFNE). **As of 2010, the district's Total Population was 80.47 percent White** (82.86% LFNE/77.95% UFNE), **7.31 percent Black** (8.49% LFNE/6.07% UFNE), **7.82 percent Asian** (4.18% LFNE/11.66% UFNE), **1.96 percent Other Race** (2.10% LFNE/1.81% UFNE), and **5.62 percent Latino** (6.21% LFNE/4.99% UFNE).

Of all racial groups represented in the district, the White population is the only group to decline between 1980 and the present. Since 1980, White population has steadily decreased as Asian, Other Race and Latino population consistently increased. Black population in the district slightly decreased between 1980 and 1990, and steadily increased every decade thereafter. Since 1980, the Far Northeast District has had a majority White population. Despite recent losses of White population, the district still maintains a majority (80.40% percent in 2010) White population.

Between 1980 and 1990 Black population in the district decreased 1.84 percent or by 48 people. From 1990 to 2000, Black population increased 62.30 percent or, by 4,305 people. Between 2000 and 2010 Black population increased 31.02 percent or by 3,107 people.

Asian population in the district has shown rapid and steady growth. The largest increase in Asian population occurred between 2000 and 2010, when the district's Asian population increased by 5,984 people (55.87%). Between 1980 and 1990 Asian population increased 69.37 percent (1,395 people). Between 1990 and 2000, Asian population increased 57.45 percent (2,715 people).

The largest increase in Other Race population occurred between 1990 and 2000, when Other Race population increased by 54.37 percent (995 people). From 1980 to 1990, Other Race population increased 18.92 percent (158 people). Between 2000 and 2010, Other Race population increased 31.72 percent or, by 850 people.

The Latino population in the district has steadily increased. From 1980 to 1990, the district's Latino population increased 30.70 percent (703 people). Between 1990 and 2000, the district's Latino

population increased 50.10 percent (2,299 people). The largest numeric increase in Latino population occurred between 2000 and 2010, when Latino population increased by 3,103 people (40.34 percent).

#### *Group Quarters Population*

Total Population is comprised of population in households and population in group quarters. As of 2010, 98.77 percent (135,265 people) of the population in the Far Northeast District lived in Households, with 1.23 percent (1,680 people) of the population living in Group Quarters. Group Quarters include dormitories, nursing homes, and group homes. Between 1980 and 2010, the number of people living in Group Quarters in the district steadily decreased. Group Quarter population in the district peaked in 1980 with 1.73 percent of population living in group quarters (2,513 people). The district's 2010 Group Quarters population remains below the citywide average. Citywide, 3.6 percent of the population lived in Group Quarters in 2010, with 96.4 percent of the population living in Households.

The Group Quarters population in the Far Northeast District is heavily concentrated in UFNE section of the district in just two tracts (344 & 365.01).

#### *Population by Age*

As of 2010, the Far Northeast District's median age of 41.1 years was significantly higher than the citywide median of 33.5 years. Over the past thirty years, population in the Far Northeast in the under-20 and 20-44 age cohorts have steadily declined. Population in the 45 to 64 age range decreased between 1980 and 1990, but have increased over the past two decades. After several decades of steady growth between 1980 and 2000, the population 65 years and older decreased slightly in 2010.

In 2010, the combined working-age population of the district, including the 20 to 44 and the 45 to 64 age cohorts, comprised 59.8 percent of the population compared to the citywide total of 61.6 percent. Over the next few decades, the Far Northeast District will need to retain its younger population as it ages and begins to form households, and will need to attract new, working-age households from outside the district, in order to maintain the district's vitality and to fill housing units once occupied by older residents.

In 2010, population under 20 years of age comprised 21.98 percent of the Far Northeast District's total population. The 20-to-44 age cohort stood at 32.20 percent, while population 45 to 64 years old comprised 27.60 percent of the total population. Population 65 years and older comprised 18.22 percent of the total population. Population in the Far Northeast District in the under 20 and 20-to 44 age groups are considerably lower than the citywide averages, while population in the 45 to 64 and 65 and older age groups are significantly higher than that of the city as a whole. In fact, the district has the second highest percentages of population in the 65 years and older age cohort.

The median age in the Far Northeast District increased from 33.3 years in 1980, to 41.4 years in 2010. The current figure is substantially higher than the citywide median age of 33.5 years. In 2010, the median age for population by census tract ranged from a low of 34.1 years old in census tract 363.02

(Parkwood) to a high of 53.4 years old in census tract 356.01 (Bustleton)<sup>3</sup>. The census tracts with the highest percentage of population under the age of 20 were clustered in the southern portion of the district in the Parkwood (363.01,363.02&363.03), Byberry (365.02) and Millbrook/Crestmont Farms (362.03) neighborhoods.

#### *Foreign-Born Population*

With 19.67 percent (26,940 people) foreign-born population, the Far Northeast District has the largest number of foreign-born residents of any district in the city, followed by the South District (22,633 people/ 17.0 percent) and the Central Northeast District (21,216 people/ 27.1 percent). Most of the Far Northeast District's foreign-born population is located in the UFNE section of the district (19,959 people, or 74 percent of all foreign-born in the district), with the remaining 26 percent foreign born population (6,981 people) being located in the LFNE section of the district.

The total percentage of foreign-born population in the district is has remained stable over the past several years, comprising approximately 20% of the total population. The foreign-born population in the Far Northeast District is reflected in the immigrant-managed businesses along the commercial corridors, particularly in the UFNE section of the district. The majority of the Far Northeast District's foreign-born population is from Europe and Asia, with smaller percentages from Latin America (includes Caribbean, South and Central America), and Africa. Of the Far Northeast District's total foreign-born population, 47.29 percent are from Europe (18.2 citywide); 39.24 percent are from Asia (40.1 percent citywide); 8.61 percent are from Latin America (17.55 citywide); and 4.31 percent are from Africa, (9.3 citywide). In the UFNE section of the district there are more European and Asian immigrants, while in the LFNE section of the district there are more African, Caribbean and Central American immigrants. The main source countries for Far Northeast District's foreign-born are listed below.

Table 18. Far Northeast District Foreign Born Population	2007-2011 Number	2007-2011 Percent	2010-2014 Number	2010-2014 Percent
Foreign Born as % of Total Population	26,999	19.41%	26,940	19.67%
Source Country				
India	6,317	23.40%	5,416	20.10%
Ukraine	4,891	18.12%	5,016	18.62%
Russia	1,952	7.23%	2,284	8.48%
Poland	691	2.56%	664	2.46%
China	678	2.51%	1,015	3.77%
Brazil	479	1.77%	712	2.64%
Belarus	483	1.79%	591	2.05%

<sup>3</sup> Census tract 364 (Somerton) has a higher median age of 61.8 years old. However, it is excluded for the purposes of this analysis in this particular statistic and throughout this memo due to its largely unresidential character and presence of fewer than 100 housing units, all restricted to residents aged 55 and older, at the time of the YR2010 Census.

Germany	544	2.01%	327	1.21%
Pakistan	279	1.03%	540	2.00%

While India is the primary source country for the district's foreign born population, in recent years, population from India has declined, as has foreign born population from Poland and Germany. The most rapidly growing foreign born population in the Far Northeast District is from China, Brazil, Belarus and Russia. Over the past few years the district's Chinese and Brazilian population has increased nearly fifty percent. Interestingly, the majority of the city's Ukrainian (69%), Russian (60%), and Belarusian (65%) population all reside in the Far Northeast District. The largest number and percentage of foreign-born population in the Upper Far Northeast District live in tracts in the Somerton and Bustleton neighborhoods.

## HOUSING

Between 2000 and 2010, the Far Northeast District's Household Population increased 1.07 percent (1,426 people). During this time the number of occupied housing units increased 1.27 percent (687 units). With essentially the same percent increase in housing units and population, the average household size remained at 2.48 persons per household in 2000 and 2010. (See also Housing section of Neighborhoods memo)

As of 2010, the Far Northeast District's vacancy rate was below the citywide average. The percentage of owner-occupied housing units in the district has slightly declined while the percentage of renter occupied housing units has slightly increased. This is consistent with citywide and national trends. Despite decreases in the owner occupancy rate and increases in the vacancy rate, the Far Northeast District maintains an above-average percentage of owner-occupied units and a below-average housing vacancy rate.

### *Housing Units and Occupancy*

Between 2000 and 2010, the number of housing units in the Far Northeast District increased 2.6 percent or by 1,447 units. Over this period, the number of vacant housing units in the district nearly doubled (45.5%), increasing from 1,672 vacant units in 2000, to 2,432 vacant units in 2010. Housing vacancies increased in the majority of the census tracts in the district, with the largest increase occurring in census tract 362.01 (275%), in the Morrell Park neighborhood. During this time, the district's vacancy rate increased from 3 percent in 2000 to 4.3 percent in 2010, while the citywide housing vacancy rate remained stable at about 11 percent.

Despite slight decreases in the number of owner occupied housing units, the combined Far Northeast district has the second highest owner-occupancy rate of any district in the city. In 2010, the district's homeowner occupancy rate was 66.8 percent, with a renter occupancy rate of 33.1 percent. [The LFNE section of the district's homeowner-occupancy rate was 73 percent, with a renter occupancy rate of 27 percent. The UFNE section of the district homeowner-occupancy rate was 61 percent, with a renter occupancy rate of 39 percent.] During this time, the citywide homeowner occupancy rate was 54.1 percent, and the renter occupancy rate was 45.9 percent. In 2010, the census tracts with the highest percentage or number of owner-occupied housing units were in Bustleton (344), Parkwood (363.03), Millbrook/Morrell Park (362.02, Winchester (347.01) and Somerton (358).

Between 2000 and 2010, renter occupancy rates in the Far Northeast District increased by 4.75 percent, resulting in an increased number of renter-occupied units throughout the district. In 2010, the census tracts with the highest percentage or number of renter-occupied housing units were in Bustleton (345.01), Pennypack (346) and Somerton (357.01 & 357.02).

Despite a small decrease in the senior population in the Far Northeast District, the number of senior homeowners in the district increased. Between 2000 and 2010, the number of homeowner units in the

Far Northeast District occupied by senior citizens rose slightly from 29.8 percent to 30.1 percent, marginally higher than the citywide rate of 27.2 percent. In 2010, the census tracts with the highest percentage or number of senior homeowner units were located in Pennypack (346), Bustleton (356.01), and Academy Gardens (348.03).

The number of senior renters in the Far Northeast District decreased. As of 2010, 26.1 percent of all rental units in the Far Northeast District were occupied by senior citizens, compared to about 14 percent citywide. This is down from 29.9 percent in 2000 and 29.7 in 1990. In 2010, the census tracts with the highest percentage or number of senior-occupied rental housing units were in Bustleton (356.01 & 345.01) and Somerton (359 & 360). All of these census tracts are located in the UFNE section of the district.

### *Housing Costs*

Research indicates that renters generally bear a higher housing cost burden than owners. Housing costs in excess of 30 percent or more of household income are considered a burden. Consistent with citywide and national trends, renters in the Far Northeast District are much more burdened by housing costs than owners according to 2010-2014 ACS 5-Year estimates.

The housing cost burden for renters in the Far Northeast District remains significantly higher than for owners. Based on 2010-2014 ACS 5-Year estimates, 49.4 percent of all renter occupied households in the district pay 30 percent or more of their household income for gross rent, while 29.2 percent of all owner-occupied households in the district pay 30 percent or more of their household income for monthly housing costs. Citywide, 52.6 percent of renter occupied households pay 30 percent or more of their household income for gross rent, while 31.9 percent of all owner-occupied households in the City pay 30 percent or more of their household income for monthly housing costs.

Renter households in the Far Northeast District paying the highest percentage of their household income for gross rent are in census tracts in Parkwood (363.02 & 363.03), Somerton (357.02), and Millbrook/Crestmont Farms (363.03). All of these census tracts, with the exception of 357.01, are located in the LFNE section of the district.

Owner-occupied households paying the highest percentage of their household income for monthly housing costs are in census tracts in Somerton (357.01 & 358), Bustleton (345.02), and Pennypack (348.01). All of these census tracts, with the exception of 348.01, are located in the UFNE section of the district.

Homeowners with mortgages are more burdened than homeowners without mortgages. In the Far Northeast District 35.9 percent of owner-occupied housing units with mortgage pay 30 percent or more of their household income for monthly housing costs, compared to 18.09 percent of owner-occupied housing units without mortgages. Citywide 38.8 percent of owner-occupied housing units with

mortgage pay 30 percent or more of their household income for monthly housing costs, while 21.6 percent of owner-occupied housing units without mortgages pay 30 percent or more of their household income for monthly housing costs.

According to 2010-2014 ACS data, census tracts in the district with the highest percentage or number of owner-occupied households paying 30 percent or more of their household income for monthly housing costs are in census tracts in Bustleton (345.02), Pennypack (348.01) and Somerton (357.01 & 358). All of these census tracts, with the exception of 348.01, are located in the UFNE section of the district.

### *Household Size and Composition*

Average household sizes in the Far Northeast District are slightly larger than the citywide average. In 2010, the average household size in the district was 2.48 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 1.84 persons per household in census tract 345.01 (Bustleton) to a high of 2.79 persons per household in census tract 363.02 (Parkwood).

The Far Northeast District has consistently had a lower percentage of one-person households than the city as a whole, although it has significantly increased Far Northeast over the past thirty years. In 2010, 28.6 percent of all households in district were one-person households compared to 34.1 percent citywide. In 1980, 17.40 percent of all households in the district were one-person households compared to 28.8 percent citywide.

The Far Northeast District has an above-average percentage of family households.<sup>4</sup> Based on 2010-2014 ACS 5-Year Estimates, 65.4 percent of all households in the Far Northeast District were family households and 34.5 percent were non-family households. Citywide, 53.13 percent of all households were family households and 46.9 percent were non-family households. The tracts in the district with the highest percentage or number of family households were in Parkwood (363.01), Byberry (365.02) and Bustleton (344 & 356.02). All of these census tracts, with the exception of 363.01, are located in the UFNE section of the district.

Based on 2010-2014 ACS 5-Year estimates, 88.7 percent of the non-family households in the Far Northeast District were one-person households (or householders living alone). This is slightly higher than the citywide average of 84.2 percent. Based on the 2010-2014 ACS data, census tracts in the district with the highest percentage or number of non-family/one-person households (or householders living alone) are in Winchester (347.01 & 347.02), Academy Gardens (348.01), Milbrook/Cresmont Farms (362.03) and Parkwood (363.01). All of these census tracts are located in the LFNE section of the district.

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<sup>4</sup> A family or family household is defined by the United States Census Bureau for statistical purposes as “a householder and one or more other people related to the householder by birth, marriage, or adoption.”



Between 2000 and 2010, the number of female-headed households in the Far Northeast District declined drastically. As of 2010, 12.2 percent of all households in the district were female-headed households, down from a peak of 30.2 percent in 2000. In 2010, 22.5 percent of all citywide households were female headed compared to 22.3 percent in 2000. The district's share of female-headed households was 26.76 percent in 1990 and 21.46 percent in 1980. In 2010, census tracts in the district with high percentages number of female-headed households are all located in the LFNE section of the district in Academy Gardens (348.02), Normandy (361), Morrel Park (362.01 & 362.02) and Parkwood (363.02 & 363.03).

Based on 2010-2014 ACS 5 Year Estimate data, 26.6 percent of the population in the Far Northeast District are considered long-term residents, who have resided in the District since 1989 or earlier. Citywide, 21.9 percent of the population resided in Philadelphia since at least 1989. The census tracts in the district with above-average percentages of population who are long-term residents are in Winchester (347.02), Millbrook/Crestmont Farms (362.03) and Parkwood (363.03). All of these census tracts are located in the LFNE section of the district.

Based on 2010-2014 ACS data, 16.27 percent of the households in the Far Northeast District moved to the district in 2010 or later, compared to 25.8 percent citywide. The census tracts in the district with the highest percentage of households who moved to the district in 2010 or later are in Bustleton (345.01, 345.02, 355 & 356.01), Winchester (347.01) and Parkwood (58.12%). The largest percentage of households moved to the Far Northeast District between 2000 and 2009 (41.2 percent).

### *Age of Housing*

The Far Northeast District was developed much later than most areas of the City, and as a result has a much younger housing stock. Based on 2010-2014 ACS 5-Year estimates, just 2.57 percent of the housing units in the Far Northeast District were built before 1939, which was a peak period of construction for the rest of the city, when 39.7 percent of the citywide housing units were constructed. The median year of construction for residential units in the Far Northeast District is 1967, compared to 1944 citywide. The LFNE section of the district developed slightly earlier than the UFNE section of the district, as is reflected in 1964 median year of construction, compared to 1969 for the UFNE.

- 4.66 percent of the units were built between 1940 and 1949, compared to 15.3 percent citywide.
- 22.38 percent of the units were built between 1950 and 1959, compared to 16.6 percent citywide.

Housing construction in the district peaked between 1960 and 1969, and then slowly leveled off in subsequent years.

- 35.39 percent of the units were built between 1960 and 1969, compared to 10.8 percent citywide
- 19.64 percent of the units were built between 1970 and 1979, compared to 6.8 percent citywide.
- 8.77 percent of the units were built between 1980 and 1989, compared to 3.9 percent citywide.
- 4.29 percent of the units were built between 1990 and 1999, compared to 2.8 percent citywide.

- 2.18 percent of the units were built between 2000 and 2009, compared 3.4 percent citywide.
- 0.13 percent of the units were built in 2010 or later, compared to 0.4 percent citywide.

## **EDUCATIONAL ATTAINMENT**

Historically, the Far Northeast District has had above-average percentages of population 25 years and older with 4 years or more of college. Since 1980, educational attainment levels in the district have steadily increased. In 1980, 11.96 percent of the total population 25 years and older had 4 years or more of college, compared to 11.1 percent citywide. In 1990, the figure increased to 15.27 percent in the district, and 15.2 percent citywide. In 2000, the figure continued to increase to 19.69 percent in the district, with a citywide figure of 17.8 percent. Based on the most recent 2010-2014 ACS estimates, educational attainment levels in the Far Northeast District have reached a high of 23.73 percent of the population 25 years and older reporting 4 years or more of college. With significant increases in citywide college educational attainment levels, the district educational attainment rate is now on par with the citywide average of 24.5 percent.

## **UNEMPLOYMENT**

In 1980 and 1990, the district's unemployment rates were 7.81 percent and 5.03 percent respectively.<sup>5</sup> These were considerably lower than citywide averages of 9.7 percent and 11.4 percent. In 2000, at 4.85 percent, the unemployment rate in the Far Northeast District was still substantially below the citywide average of 10.9 percent. Between the 2000 Census and the 2010-2014 ACS estimates, the unemployment rate in the Far Northeast District more than doubled to 9.91 percent. While this was a significant increase, the district's unemployment rate remains lower than the reported citywide unemployment rate of 14.8 percent. According to 2010-2014 ACS estimates, the census tracts with the highest unemployment rates or the most unemployed people were in Bustleton (344), Academy Gardens (348.02), Parkwood (363.03), and Morrell Park (353.02).

## **POVERTY**

Historically, the Far Northeast District has had below-average poverty rates. However, over the past few decades, poverty rates in the district have steadily increased. Despite these increases, the district's current poverty rate of 10.73 percent is far below the citywide poverty rate of 26.5 percent. Poverty rates in the district range widely from a low of 3.98 percent in census tract 362.01 (Morrell Park), to a high of 29.8 percent in census tract 345.01 (Bustleton).

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<sup>5</sup> 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). The unemployment rate is calculated based on population over the age of 16 years old in the labor force.

## VEHICLE AVAILABILITY

Over the past few decades, households without access to cars in the Far Northeast have fluctuated, but based on most recent estimates, still remain far lower than the city wide averages. In 1990, 12.61 percent of all households in the district did not have a vehicle available, compared to 38.13% citywide. In 2000, 13.81 percent of all households in the district did not have a vehicle available, compared with 35.76 percent Citywide. According to 2010-2014 ACS estimates, 11.95 percent of all households in the Far Northeast District did not have a vehicle available to their household, compared with 32.7 percent Citywide. However, households without access to cars in the Far Northeast may have more restricted mobility than they would have in many other parts of the city due its curvilinear street network, low-density, segregated land use, and general lack of pedestrian infrastructure.

## MEDIAN HOUSEHOLD INCOME

According to 2010-2014 ACS estimates, the median annual household income in the Far Northeast District was \$54,613 dollars, which well above the citywide median of \$36,255. Median household incomes have steadily increased in most census tracts throughout the Far Northeast District, ranging from a low of \$26,594 in census tract 345.01 (Bustleton), to a high of \$80,417 in census tract 344 (Bustleton)

Census Tracts	Median HH Income 1979	Median HH Income 1989	Median HH Income 1999	Median HH Income ACS 2010- 2014
344	\$23,317	\$46,608	\$59,171	\$80,417
345	\$14,288	\$24,280	\$31,049	
345.01				\$26,594
345.02				\$40,081
346	\$10,160	\$18,750	\$28,229	\$35,926
347	\$20,551	\$37,070		
347.01			\$42,064	\$55,702
347.02			\$43,224	\$70,229
348	\$19,817	\$32,863		
348.01			\$37,273	\$44,151
348.02			\$39,528	\$36,944
348.03			\$41,037	\$60,671
353	\$20,599	\$37,703		
353.01			\$47,303	\$68,882
353.02			\$42,866	\$54,455
354 (park)				
9803 (park)				
355	\$18,423	\$31,126	\$38,438	\$49,259
356	\$23,497	\$35,632	\$40,183	
356.01				\$43,948
356.02				\$74,583

357	\$15,955	\$25,827	\$34,047	
357.01				\$34,296
357.02				\$35,422
358	\$21,796	\$41,137	\$54,449	\$52,042
359	\$21,260	\$34,477	\$43,582	\$50,807
360	\$19,702	\$34,758	\$45,539	\$58,214
361	\$21,384	\$43,373	\$51,513	\$62,617
362	\$22,193	\$39,826		
362.01			\$46,433	\$54,771
362.02			\$57,664	\$55,253
362.03			\$51,250	\$63,993
363	\$21,669	\$41,885		
363.01			\$60,160	\$56,653
363.02			\$47,995	\$46,076
363.03			\$53,614	\$60,917
364	N/A	N/A	\$51,250	\$64,063
365	\$21,281	\$38,057	\$50,477	
365.01				\$46,397
365.02				\$76,020
Districtwide	\$20,930	\$36,351	\$45,539	\$54,771
Citywide	\$16,388	\$30,140	\$29,839	\$36,255

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

## **ECONOMIC DEVELOPMENT**

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

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### **SUMMARY OF EXISTING CONDITIONS**

Because of its distance from the Metropolitan Core, the Far Northeast Districts are one of several Regional Centers<sup>1</sup> and serve as an economic engine for the city and region. The four industrial parks that span Roosevelt Boulevard and several shopping centers account for the bulk of the 50,300 jobs located in the two districts. This, coupled with the relative housing quality and stability of many of the neighborhoods in the districts makes them attractive to residents seeking lower density and private open space. Commercial corridors along Roosevelt Boulevard and Bustleton Avenue, as well as smaller nodes along Welsh Road, Grant Avenue, Red Lion Road, Frankford Avenue, Holme Avenue, Academy Road, Krewstown Road and the “super-regional” shopping center of Philadelphia Mills provide significant source of both jobs and services within the Districts. The concentration of commercial development in shopping centers just outside the city, such as Neshaminy Mall, also provide jobs and services, as well as competition for taxes and ratables.

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<sup>1</sup> As defined in PCPC’s *Phila2035 CityWide Vision*, Regional Centers are smaller destinations with significant employment bases that occupy over one million square feet, such as large malls and office complexes. Regional Centers serve multiple municipalities, and, specific to Philadelphia, serve multiple neighborhoods.

**Employment Density**

- Far Northeast
- High
- Low

The Far Northeast is home to the Northeast Philadelphia Airport (PNE). While PNE only directly employs 21 public sector workers, it supports roughly 2,000 jobs on site at various aviation related businesses. In addition, thousands of jobs in the surrounding industrial park benefit from this institution insulating industrial from other uses that might clog roadways or generate complaints about industrial noise or other

impacts. While PNE does not have any expansion plans currently, businesses on site, such as helicopter manufacturer AgustaWestland continues to expand, and in the adjacent industrial park, TJMaxx's regional distribution facility, has expanded to occupy a portion of the adjacent Penn Jersey Paper facility and further expansion plans that include decking their surface parking lot.

While the retail sector has been struggling in many of the City's other districts, shopping centers and commercial corridors in the Districts continue to thrive with the help of ethnic and cultural specialization and investments from national brands and investors. Immigrant households, entrepreneurs, and workers have played an important role in supporting these commercial corridors and bolstering the area's workforce.

The Districts' 50,300 jobs are relatively spread out, with limited concentrations at PNE, Aria Health – Torresdale Campus, and Philadelphia Mills. Most other jobs are concentrated along Roosevelt Boulevard, Bustleton Avenue, and in various shopping centers throughout the districts. Twenty-seven (27) percent of jobs (13,500) in the Districts are in the Health Care and Social Assistance industrial sector, with the number of jobs in this sector growing by 49 percent from 2002-2014. Retail Trade accounts for the next largest concentration of jobs (17 percent), followed by Manufacturing (10 percent)

While the number of jobs located in the District from 2002 to 2014 grew by 2,600 (8 percent), the number of employed residents grew by only 2,100 (4 percent).

#### **Far Northeast District: Number of Employed Residents and District Jobs, 2002-2014**

	<b>YR2002</b>	<b>YR2014</b>	<b>Change</b>	<b>% Change</b>
Employed Residents	57,400	59,500	2,100	3.7%
District Jobs	46,700	50,300	2,600	7.7%
Residents Employed within District	9,000	8,200	-800	-8.9%

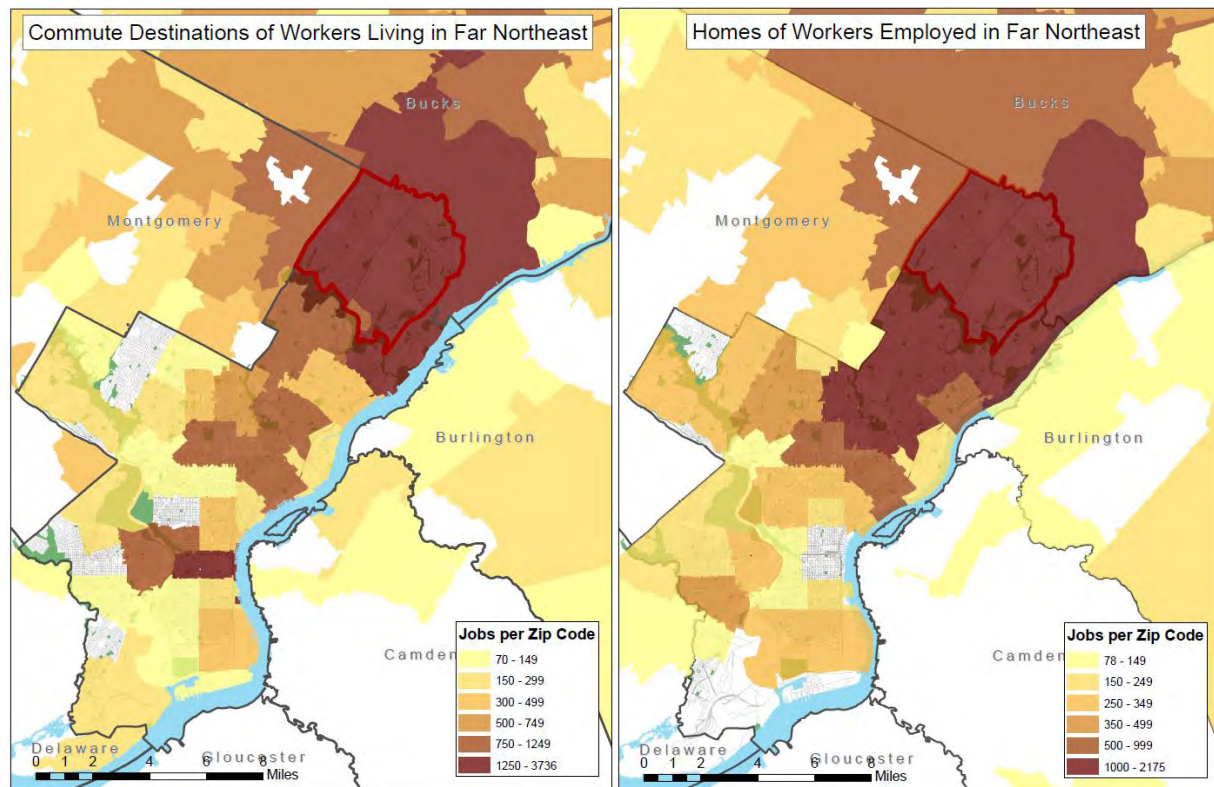
(Source: US Census, Longitudinal Employer-Household Dynamics)

In 2014, just over half, or 51 percent, of jobs in the Far Northeast were held by Philadelphia residents. The Far Northeast Districts themselves were home to the largest concentration of these workers, with 16 percent of district jobs held by district residents. In addition, there were large concentrations of workers commuting from elsewhere in the Northeast, as well as the Upper North and North Districts. The vast majority of those who are not Philadelphia residents resided in the Pennsylvania suburbs (32 percent of all workers), especially in lower Bucks County (8.5 percent of all workers).

Conversely, 53 percent of workers residing in the Districts in 2014 were employed in Philadelphia. The plurality of these workers commuted to the metropolitan core (20 percent), despite limited transit connections from the districts. About 8,200 workers residing in the Districts, or 14 percent of all employed residents, work within the Far Northeast. Within Philadelphia, the next most common commute destinations for Far Northeast residents are elsewhere in the Northeast (9 percent), with an



additional 4.5% commuting to either the Upper North and North districts. 35 percent, of Far Northeast workers commuted to jobs in nearby Pennsylvania suburbs, especially to the towns of Bensalem, Bristol, Langhorne, or Lower Southampton in Bucks County (11 percent of workers). Interstate highway routes such as I-95 and Route 1 as well as transit connections such as the East and West Trenton lines provide access for commuters to upper Bucks County, Trenton, New Jersey, and metropolitan New York City.



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

Among classes of occupations, a slightly higher share of Far Northeast residents is employed in sales and office jobs, relative to the city and region<sup>2</sup> (26 percent for the Districts compared to 24 percent in the city and 25 percent region). This difference is due in part to the slightly higher share of residents employed in office and administrative support occupations, with over 16 percent of all jobs in the Far Northeast as opposed to fewer than 15 percent in Philadelphia and 14 percent in the region.

While management, business, science and arts represents the largest occupation cluster among Far Northeast residents, at 33 percent of all occupations, it represents a smaller share of all occupations relative to the City (36 percent) and region (42 percent). The difference is due in part to the lack of large educational institutions of higher learning in the Districts; just under nine percent of all occupations in the Far Northeast are in education, legal, community service, arts, and media occupations compared to 13 percent in the City and 12 percent in the region.

<sup>2</sup> Throughout this document, “region” refers to the 11-county Philadelphia–Camden–Wilmington, PA-NJ-DE-MD Metropolitan Statistical Area, unless otherwise stated



A much higher share of Far Northeast residents is employed in protective service occupations, including firefighting and prevention as well as law enforcement. Over six percent of all occupations in the Far Northeast are in protective services, compared to just under 4 percent in the City and around 2 percent in the region. In other words, over a quarter of the city's law enforcement workers reside in the Far Northeast. The requirement that Philadelphia police officers live in the city was removed from the Philadelphia Police Department as a result of the contract negotiation between the Fraternal Order of Police and the City in 2008. The magnitude of a potential suburban migration of Philadelphia police officers has yet to be seen as police officers working for five years since 2012 become eligible for the residency waiver on January 1, 2017.

A slightly higher portion of occupations among Far Northeast residents are in production, transportation, and material moving (11 percent) than for the City (just under 11 percent) and region (10 percent). The smaller differential between District and Citywide rate for industrial related occupations given the larger difference for employment in industrial related sectors, such as Manufacturing, Wholesale Trade, Transportation and Warehousing, and Construction demonstrates the draw of this cluster from workers throughout the city and region.

The unemployment rate in the District is 9.9 percent, much lower than that of the city (14.8 percent) and similar to that of the region (9.9 percent). Unemployment rates for African-American workers and for workers of Hispanic or Latino origin were significantly lower in the districts than in the rest of the city and region. In contrast, the unemployment rate for Asians was higher in the districts than in the city and region.

Overall, Far Northeast residents have similar levels of educational attainment to those of the city but lower levels than those of the region. Around 24 percent have a bachelor's degree or greater (compared to 25 percent and 34 percent citywide and region-wide, respectively). 51 percent have only a high school diploma or less (compared to 53 percent and 42 percent citywide and region-wide, respectively).

## **KEY ISSUES**

The following are important economic development challenges facing the Far Northeast Districts:

- The growing immigrant population in the Far Northeast, particularly the Upper Far Northeast District, requires additional outreach in order to be better incorporated into the city's economy.
- As the Far Northeast continues to age, attracting and retaining a younger, skilled workforce is essential to maintain the economic health of the Districts. (see Demographics memo for data related to age cohorts)
- The transit connections to the city's major employment centers are long and cumbersome, which provides obstacles to residents with limited access to a personal vehicle. While the Far Northeast possesses a rather high jobs to resident ratio, getting to and from employment centers within the Districts are sometimes challenging.
- Due to a number of barriers, including the PNE, CSX lines, and the 12-lane Roosevelt Boulevard itself, there are only six streets that cross the Roosevelt Boulevard, providing few east-west

connections in the Districts. This serves as a barrier to commuting and goods movement between the two Districts.

- The Districts' economy, while thriving and diversified in many regards, is heavily reliant on the restaurant and retail jobs in its commercial corridors and shopping centers and production and other industrial related jobs in its industrial parks. Furthermore, continued encroachment of non-industrial uses in industrial parks and the continued national and regional decline of manufacturing could have an acute impact on Districts' economy, due to the relatively high concentration of production jobs.

## **MAJOR OPPORTUNITIES**

Economic development opportunities in the Upper North District include:

- The Community College of Philadelphia's Northeast Regional Center campus, located centrally in the district, represents a platform for the expansion of workforce development opportunities for residents.
- The upcoming BRT-lite and other enhancements along the Roosevelt Boulevard will serve as a major asset for the connection of residents to employment and will be a key factor in attracting new residents and employers to the district.
- Simon Property Group (SPG), the largest real estate investment trust in the country, has invested \$30 million in interior, façade, and parking upgrades to Philadelphia Mills.
- The redevelopment of the former Island Green Golf Course and further redevelopment of the former Byberry State Hospital campus may include opportunities for employment and services. The addition of new housing will expand the aggregate retail buying power in the district and will thus provide additional support for commercial corridors and shopping centers.
- The completion of Woodhaven Road would provide safer and more reliable transport for freight and commuters accessing the northern portion of the Bustleton Avenue commercial corridor from I-95 and the Lower Far Northeast District.
- A more intensive corridor management and marketing program for Bustleton Avenue can help attract additional potential customers from around the region to the distinctive array of stores and restaurants located in the district.

## **ECONOMIC DEVELOPMENT (SPECIFIC TOPICS)**

### **Metropolitan and Regional Centers**

*Goal: Support the growth of economic centers*

I-95 provides a direct roadway connection from the Far Northeast District to the Metropolitan Center, and the Roosevelt Boulevard/Expressway provides indirect access, via I-76 or US-13. However, the district has few links to the Metropolitan Center through public transit, which is limited to including two regional rail stations both located in the upper portion of the Upper Far Northeast District (served by the West Trenton Line), and several bus lines that connect to the Frankford Transportation Center. Despite the distance and lack of public transit access, 20 percent of Far Northeast Districts workers commute to jobs in the Metropolitan Center. In contrast, only 1.5 percent of workers employed in the district commute from

locations within the Metropolitan Center. A large share of the workforce of the district is based within a short bus trip or drive, with 16 percent commuting within the Far Northeast Districts and another 16 percent commuting from elsewhere in the Northeast. However, nearly half, or 49%, of all jobs in the Far Northeast were held by those living outside of Philadelphia in the neighboring counties of Bucks and Montgomery, or across the Delaware River in New Jersey.

With 26.7% of all of its jobs, the largest sector by employment in the Districts is the Health Care and Social Assistance sector, slightly above the concentration in the city of Philadelphia as a whole and fifty percent higher than the concentration in the region. In addition, the number of jobs in this sector grew by 49 percent from 2002-2014. These jobs are located at the hospitals, including Aria Health – Torresdale Campus and Einstein Center One, as well as a number of rehabilitation and assisted care facilities such as the Immaculate Mary Center for Rehabilitation & Healthcare, St. John Neumann Center for Rehabilitation & Healthcare, Holy Redeemer HomeCare, and the NHS Woodhaven Center, which provides health care and education to the mentally and physically handicapped. While these institutions offer a broad range of employment opportunities, Far Northeast residents are more likely to occupy healthcare support occupations than health diagnosing and treating practitioners, which are offer much higher wages, but also have much higher educational requirements.

In 2014, the second and fourth largest economic sectors in the Far Northeast were Retail Trade and Accommodation and Food Services, respectively, which constitute the majority of employment opportunities within the Districts' many shopping centers. Together, these 12,700 jobs include those located at the Philadelphia Mills Mall and within the various shopping centers that line the Roosevelt Boulevard, and Bustleton and Grant Avenues as well as shopping centers located in various commercial nodes throughout the Districts. The number of jobs in Retail Trade grew by 19 percent from 2002-2014 and now represents 17 percent of jobs in the Districts, while the number of jobs in Accommodations and Food Services grew by a smaller amount, six percent, and now represents eight percent of the Districts' jobs. The concentration of jobs in Retail Trade is significantly greater than the concentration of such jobs in Philadelphia (eight percent) and that of the Philadelphia Metropolitan Statistical Area (MSA) as a whole (11 percent).

With 5,236 jobs, Manufacturing is the third largest economic sector in the Far Northeast. These jobs are largely situated in the four industrial parks in the Districts (Byberry East, Byberry West, Red Lion, and Northeast Airport) and includes Fortune 500 companies such as Crown Holdings, and rapidly growing companies such as the helicopter manufacturer, AgustaWestland. With over 10 percent of its jobs, the Far Northeast has three times the share of its employment in manufacturing than Philadelphia (3.3%) and also considerably higher than the region (6.7%). Put together, all industrial sectors represent 27% of all jobs in the Districts— manufacturing (10%) wholesale trade (7%) transportation/warehousing (5%), construction (4%), compared to 12% citywide and 18% for the region. Similar to the experience of the City and region as a whole, manufacturing employment has declined substantially since 2002, by 27 percent. However, this rate of decline is slower than that of the City (39%) and the region (30%). More on this sector will be discussed in the Industrial Land section of this memo.

## Employment in the Far Northeast Districts, 2002-2014

	Far Northeast				
	2002		2014		% growth
	#	%	#	%	
Health Care and Social Assistance	9,038	19.4%	13,438	26.7%	48.7%
Retail Trade	7,377	15.8%	8,751	17.4%	18.6%
Manufacturing	7,191	15.4%	5,236	10.4%	-27.2%
Accommodation and Food Services	3,735	8.0%	3,968	7.9%	6.2%
Wholesale Trade	3,444	7.4%	3,661	7.3%	6.3%
Educational Services	2,529	5.4%	2,712	5.4%	7.2%
Transportation and Warehousing	753	1.6%	2,663	5.3%	253.7%
Construction	1,568	3.4%	1,910	3.8%	21.8%
Other Services (excluding Public Administration)	1,557	3.3%	1,739	3.5%	11.7%
Administration & Support, Waste Management and Remediation	3,030	6.5%	1,686	3.4%	-44.4%
Finance and Insurance	1,075	2.3%	1,130	2.2%	5.1%
Professional, Scientific, and Technical Services	1,492	3.2%	818	1.6%	-45.2%
Information	1,675	3.6%	802	1.6%	-52.1%
Management of Companies and Enterprises	792	1.7%	782	1.6%	-1.3%
Real Estate and Rental and Leasing	771	1.7%	533	1.1%	-30.9%
Arts, Entertainment, and Recreation	614	1.3%	354	0.7%	-42.3%
Public Administration	26	0.1%	76	0.2%	192.3%
Mining, Quarrying, and Oil and Gas Extraction	4	0.0%	5	0.0%	25.0%
Utilities	3	0.0%	4	0.0%	33.3%
Agriculture, Forestry, Fishing and Hunting	3	0.0%	3	0.0%	0.0%
Total	46,677	100.0%	50,271	100.0%	7.7%

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

There are several major sectors that play a major role in the city's and region's economies, but which have only a minimal presence in the Far Northeast. Finance and Insurance and Professional, Scientific, and Technical Services together represent nearly 15 percent of jobs in the city and region, but in 2014 combined for less than 2,000 jobs total (4 percent), Districts-wide. Likewise, together the Educational Services and Public Administration sectors represent 19 percent of jobs in Philadelphia and 13 percent of jobs in the region but represents only 2,800 (6 percent) jobs in the Far Northeast.

**Employment in the Far Northeast Districts, Philadelphia, and the Philadelphia Metropolitan Statistical Area (MSA), 2014**

	Far Northeast		Philadelphia		MSA	
	#	%	#	%	#	%
Health Care and Social Assistance	13,438	26.7%	154,854	23.3%	482,194	17.7%
Retail Trade	8,751	17.4%	53,421	8.0%	303,390	11.1%
Manufacturing	5,236	10.4%	21,943	3.3%	182,139	6.7%
Accommodation and Food Services	3,968	7.9%	56,612	8.5%	200,220	7.4%
Wholesale Trade	3,661	7.3%	17,209	2.6%	120,265	4.4%
Educational Services	2,712	5.4%	83,462	12.6%	267,268	9.8%
Transportation and Warehousing	2,663	5.3%	25,053	3.8%	91,129	3.3%
Construction	1,910	3.8%	13,733	2.1%	108,870	4.0%
Other Services (excluding Public Administration)	1,739	3.5%	23,612	3.6%	93,860	3.4%
Administration & Support, Waste Management and Remediation	1,686	3.4%	30,707	4.6%	169,316	6.2%
Finance and Insurance	1,130	2.2%	35,529	5.4%	167,330	6.1%
Professional, Scientific, and Technical Services	818	1.6%	50,948	7.7%	221,885	8.2%
Information	802	1.6%	14,206	2.1%	51,342	1.9%
Management of Companies and Enterprises	782	1.6%	12,977	2.0%	58,977	2.2%
Real Estate and Rental and Leasing	533	1.1%	8,940	1.3%	36,840	1.4%
Arts, Entertainment, and Recreation	354	0.7%	11,791	1.8%	44,769	1.6%
Public Administration	76	0.2%	43,839	6.6%	96,136	3.5%
Mining, Quarrying, and Oil and Gas Extraction	5	0.0%	24	0.0%	950	0.0%
Utilities	4	0.0%	4,720	0.7%	15,238	0.6%
Agriculture, Forestry, Fishing and Hunting	3	0.0%	83	0.0%	9,503	0.3%
Total	50,271	100.0%	663,663	100.0%	2,721,621	100.0%

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

## Industrial Land

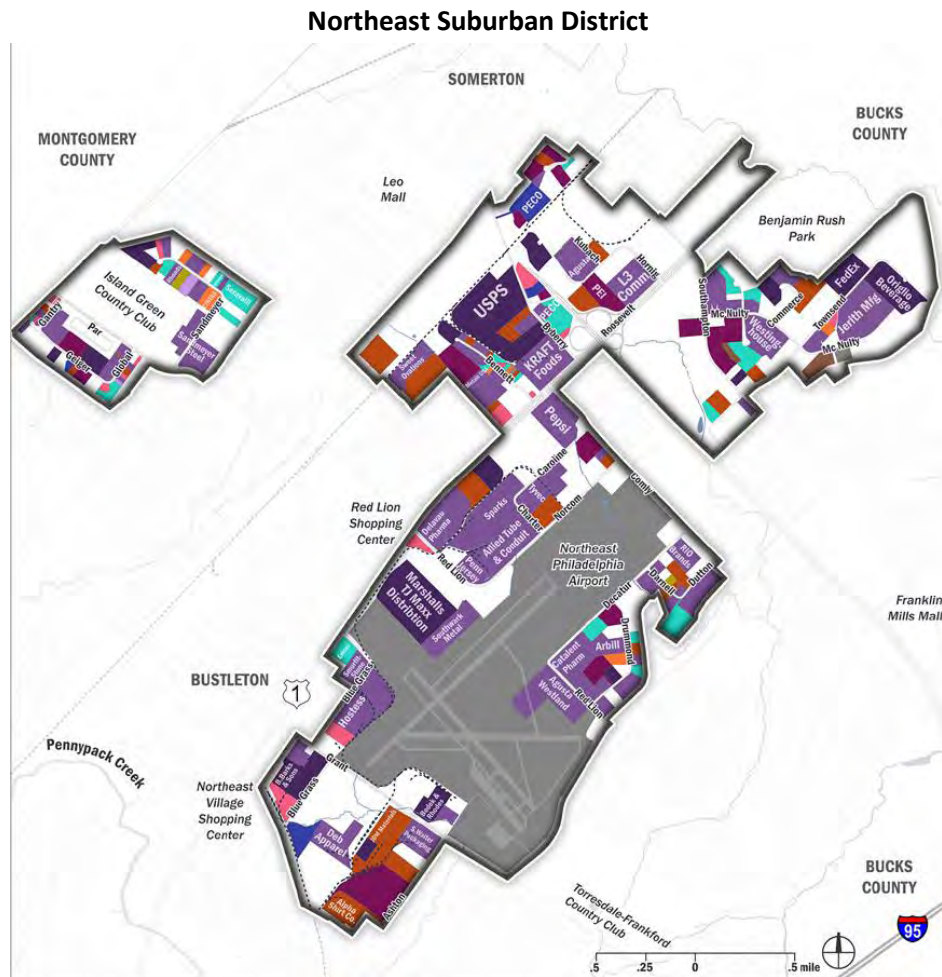
*Goal: Target industrial lands for continued growth and development*

The Far Northeast is home to some of the largest active tracts of heavy industry and warehousing/logistics centers in the city. The Industrial Market and Land Use Study published by PIDC in 2010 found that the Northeast Suburban industrial cluster, which includes the Byberry East, Byberry West, Red Lion, and Northeast Airport industrial parks, is comprised of 420 parcels within 3,390 acres, averaging 11 acres and representing 21% of all industrial acreage in Philadelphia. These parcels are relatively large, with 38% of industrial parcels being 50 or more acres. Further, the facilities located on these parcels are relatively new, with the average date of construction for industrial buildings being 1986. In addition to these qualities, industrial businesses are attracted to the Far Northeast for its convenient access to market via I-95 and Roosevelt Boulevard/Expressway and its large pool of skilled immigrants. While the Far Northeast benefitted from being a relatively undeveloped “greenfield” in the 1950s, one of the major constraints at this time is the limited availability of sites for new development.

Prominent production, distribution, and repair businesses in the District include:

- Crown Holdings
- AgustaWestland

- TJMaxx
- Origlio Beverage
- Pepsi Beverages Company
- Sandemeyer Steel
- Westinghouse Lighting
- ALMO Corporation
- United States Postal Service
- Hostess
- Jerith Manufacturing
- Allied Tube and Conduit
- Catalent Pharmaceuticals
- Delavau Pharmaceuticals
- Southwark Metal
- Several used auto parts, repair, and custom sales



(Source: PIDC Philadelphia Industrial Land and Market Strategy)

According to PIDC's Philadelphia Industrial Land and Market Strategy (PIDC, 2010), there are 3,390 acres of industrial land within the Northeast Suburban industrial district (depicted above), representing the largest industrial district by area in the City. Within this industrial area, only 15 percent of the land is vacant, of which 18 percent is not zoned for industrial uses.<sup>3</sup> In addition, only 2 percent of buildings are not in active use. These figures do not account for recent developments, such as the closure of the Nabisco bakery, which employed 350 workers in 2015, and almost one thousand in 2013, in its 600,000 square foot facility. As of August, 2016, the site was sold to a developer, who plans on demolishing the tower but retaining the 120,000 square foot distribution facility for large scale retail and distribution. The Philadelphia processing center for the Internal Revenue Service moved its 5,000 employees from the Far Northeast to the 30<sup>th</sup> Street Post Office in 2010-11. The site was under agreement by Lanett Pharmaceuticals in of 2014 but the firm may be reconsidering purchasing the site after acquiring Indiana based Kremers Urban Pharmaceutical, Inc. and announcing workforce consolidation.

The recent plans by Brandywine to develop a large portion of the former Byberry Hospital site and continued expansion of AgustaWestland and TJMaxx demonstrate the on-going viability of industrial uses. Near-to-medium term opportunities for new industrial investment include:

- As recommended in the CityWide Vision, there is significant opportunity to strengthen and expand the Northeast Philadelphia Airport as a corporate airport, which could support the growth of adjacent industrial and corporate businesses.
- The presence of Keystone Opportunity Zones and Philadelphia Industrial Development Corporation-managed lands offer significant incentives for the attraction of new firms to the area.

## **Institutions**

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

There is only one public secondary school in the Far Northeast, George Washington High School, affiliated with the Philadelphia School District. There are eleven other Philadelphia School District-operated schools that feed into George Washington and serve younger students within the district: Watson Comly (K-5), Anne Frank (K-5), Joseph Greenberg (K-8), Thomas Holme (K-6), John Hancock (K-5), Stephen Decatur (K-8), Aloysius Fitzpatrick (K-8), Loesche (K-5), Robert Pollock (K-6), Baldi (6-8), and La Brum (6-8). In addition, there are public charter schools in the District: Philadelphia Academy Charter School (K-6), Swenson Arts & Technology Center (9-12), Delta School (K-12), Arts Academy at Benjamin Rush (9-12), and MaST (K-12). There are nine schools associated with the Archdiocese of Philadelphia: St. Christopher School (pre-K-8), St. Anselm (pre-K-8), St. Jerome (pre-K-8), St. Martha (pre-K-8), Our Lady of Calvary (pre-K-8), Christ the King (K-8), St. Katherine of Siena (K-8), St. Dominic (pre-K-8), and Archbishop Ryan High School (9-12). There are two major health care facilities within the district; Aria Health – Torresdale Campus and Einstein Center One.

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<sup>3</sup> This figure does not include the former Island Green Golf Course, as it was still in operation in 2008, when data was sourced for the 2010 PIDC study.

In addition to these, a branch campus of the Community College of Philadelphia and a number of technical schools provide a vital employment link offering training for a variety of jobs located around the city and region, as well as on-site.

### **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, and the Far Northeast District hosts a great abundance of each. There are four Free Library locations in the Districts: Torresdale (located along Holme Avenue between Willits Road and Convent Avenue), Welsh (located within the Northeast Shopping Center at Welsh Road and the Roosevelt Boulevard), Bustleton (located at Bustleton Avenue and Verree Road), and Katherine Drexel (located at Knights and Fairdale Roads). In addition, there are two Recreation Centers (Daniel Boyle and McCardle) and twelve playgrounds (Baldi, Chalfont, Fitzpatrick, Gifford, Hayes, Holme, Lackman, Palmer, Picariello, and Torresdale), however the distinction between Recreation Centers and playgrounds are in name only since all playgrounds are also equipped with athletic fields and courts. The Districts are also home to a number of Youth Organizations which lease land from City property. Most of these Recreation Centers, playgrounds, and Youth Organizations have a wide array of cultural programming.

Activity related to culture, arts, and entertainment in the Far Northeast is minimal compared many of the other Districts outside of the Metropolitan Center. The districts are home one museum, the Holocaust Awareness Museum and Education Center. In total, according to the Reinvestment Fund's CultureBlocks application, the Far Northeast Districts are home to 33 non-profit organizations that focus partly or entirely on the support of cultural institutions and the arts. These include "Friends of..." groups for the District's libraries, religious institutions, dance ensembles, arts and music schools, neighborhood civic groups, and organizations oriented to the support of the culture of the District's many Eastern European immigrant groups. These neighborhood, educational, ethnic, and religious institutions play an important role in the cultural resources of the Far Northeast Districts. In addition to these non-profits, there are also 141 cultural businesses in the Districts (including seven advertising companies, 33 applied designers, 35 publishers, six recording studios, and two radio stations).

### **Recommended Follow-Up**

- Explore options to reconfigure existing commercial areas to provide additional demand for consumer and professional goods and services.
- Identify updated strategies to protect industrially-zoned land for appropriate industrial and industrial-related uses.
- Coordinate updates of the districts' economic development vision with the Route for Change/TIGER project on Roosevelt Boulevard.
- Work with organizations representing the Districts' various immigrant groups to help ensure better integration into the city's economy.
- Update comparative data on the fiscal and labor force impacts of competing, employment-generating land uses in the Districts.



- Work with major institutions (Northeast Philadelphia Airport, Aria Health, DVIRC, Philadelphia Mills) to help link District residents to employment opportunities and provide ladders for advancement beyond the lowest wage/skill occupations.
- Work with Community College of Philadelphia to ensure that workforce development training offered at its Northeast Regional Center are tailored to opportunities accessible to District residents. Work with various technical schools as well.
- Evaluate the transportation network and identify improvements that can help link residents to production, distribution, and repair employment opportunities located outside the District.
- Assess further aviation-related development opportunities at Northeast Philadelphia Airport.

## **ENVIRONMENTAL RESOURCES**

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

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### **SUMMARY OF EXISTING CONDITIONS**

The Far Northeast District shares with other districts the same citywide obligations to improve the city's and region's air and water quality, yet the Far Northeast also has a very multiple level of long-standing, local environmental conditions that require further understanding and action. The Far Northeast is home to the Northeast Philadelphia Airport (PNE), Poquessing Creek and Benjamin Rush State Park, large tracts of industrial used land and utilities and transportation right of ways, as well as streams and drainage swales throughout the district. The Districts are traversed by high-volume Roosevelt Boulevard and Woodhaven Expressway and visited by numerous diesel-emitting trucks and trains. The tree canopy in the district is slightly above than the citywide average and opportunities to increase tree plantings can help to improve both air and water quality, among other environmental and social benefits.

Over recent decades, air and water quality conditions associated with industry, transportation, and land use patterns have generally improved due to citizen activism, regulatory enforcement, public investment, and more efficient, quieter, and cleaner processes and vehicles. However, residents and businesses of some parts of the Far Northeast District have for years been impacted by poor air quality and high demand of automobile usage, and these impacts could become more pronounced with the land use patterns.

### **KEY ISSUES**

The following are important environmental issues facing the Far Northeast District:

- The Far Northeast has significant mobile and stationary sources of air contamination. Changes in land use and transportation patterns and practices can help reduce risks from air pollution, but certain types of increased industrial activity could also increase risks caused by air pollution.
- There are significant interruptions in the district's sidewalk infrastructure (e.g., near the Somerton rail station). These interruptions inhibit less environmentally impactful transportation options, like walking, in the surrounding communities.
- Water quality is affected by the district's large percentage of impervious surface at commercial and industrial properties. Properties and infrastructure in some areas of the district are impacted by the large amount of impervious ground cover.
- The Far Northeast's small amount of tree cover within the commercial and industrial properties in the district provides few benefits for air quality or summer cooling.

## MAJOR OPPORTUNITIES

Opportunities to improve environmental outcomes in the Far Northeast District include:

- Ongoing monitoring, compliance and partnership efforts, and management and technological innovations can continue to reduce air contamination in the Far Northeast.
- Development projects can help to improve air quality by incorporating energy-efficient building strategies, managing transportation-related emissions, and increasing tree cover. Commercial/residential investments can reduce per-capita contributions to air pollution from transportation by increasing the intensity of uses around walkable, bikeable, and transit-oriented centers.
- Public facilities, public streets, and parking lots at the commercial and industrial properties offer near-term opportunities to increase tree cover.

## 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, PDPH/AMS) indicates that Citywide air quality is improving, although the Philadelphia region remains in non-attainment with Federal standards for ground level ozone and PM2.5. Ground level ozone, aka, smog, is formed by the burning of fossil fuels and other chemicals, releasing volatile organic compounds (VOCs) and nitrogen oxides (NOx), which reacts in the presence of heat and sunlight. Ozone is particularly detrimental to the young, old, and infirmed. PM2.5, or 'fine' particulate matter, contributes to short term respiratory irritation and long term respiratory and cardio-vascular disease. Fine particles may result from fuel combustion from vehicles, power generators, and industry. Closely related to air quality impacts, child asthma hospitalization rates in the District are significant lower than the Citywide average (153.1 and 346 out of 100,000 UFNE and LFNE residents, vs. 1,001 out of 100,000 residents Citywide; PDPH Community Health Assessment, 2012).

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 Far Northeast 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.

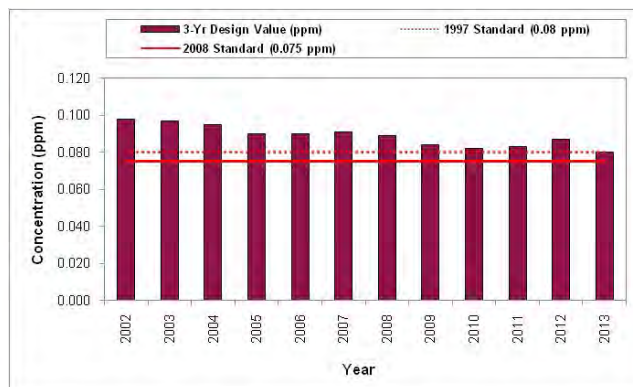
**Air Monitoring Network.** To conform with the EPA's National Ambient Air Quality Standards for criteria pollutants, and to aid in the reduction of emissions of toxic pollutants that are known to contain carcino-

gases but for which there is no known safe standard, Philadelphia has nine air monitoring stations strategically located around the city. The NEA Monitoring Station, located at Grant Ave and Ashton Road (Picture below), is the best site to measure ozone in the city, because as a secondary pollutant, ozone requires appreciable formation time. Longer time periods allow precursor emissions to distribute more uniformly across a region, and thus allow ozone concentrations to develop more uniformly across subregions and even large-scale regions. The gradient in ozone concentrations is not as great as some other pollutants that derive directly from emission sources.

Figure below show the trends for the ozone 8-hour concentration in Philadelphia and the 3-year design value at Northeast Airport (NEA)

**FIGURE 1. NEA. Grant Ave & Ashton Road, Philadelphia. Measures ozone levels**

Figure 7 - NEA North Aerial View



### Fixed Point Sources of Air Pollution

The PDPH 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. In the Far Northeast District, Perfecseal/Bustleton FAC, Ryder Truck Rental Inc./Blue Grass Road, Rock Tenn CP LLC/Bluegrass PLT, Mondelez GLBL Inc., Allied Tube & Conduit Corp/ Norcom, Ardex Lab Inc. / Cleaning & Polishing Prep, National PUB Co. /Roosevelt Blvd, RR Donnelley/Baum PLT, Aria Health/Torresdale Campus, HP HOOD Penn Maid. Phila are required to hold the 'Title V' permits for relatively heavy emissions. Title V of the Clean Air Act requires major sources of air pollutants, and certain other sources, to obtain and operate in compliance with an operating permit. Sources with these "title V permits" are required by the Act to certify compliance with the applicable requirements of their permits at least annually. A Title V facility is a major source of pollution that is required to have air quality permits to operate under Title V of the 1990 Federal Clean Air Act Amendments. Synthetic Minor Operating Permits are required by facilities with the capacity to exceed any of the Title V thresholds, but that do not do so in practice. All of these establishments are significant employers or service providers.

Emissions at each of the named facilities were reported in 2009, 2012, and 2013. There was a small net increase in PM2.5 and NO2, and a decrease VOCs among permit-holding facilities in the Far Northeast District in 2013.

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

Highway vehicle, non-road, and area sources are major contributors to VOCs and NOx. Monitoring such varied and scattered sources requires measuring behavior-related proxies to gauge local impacts. Collectively, these sources represent a significant emitter.

Highway vehicle sources refer to emissions from cars, trucks, motorcycles, and buses. Woodhaven Expressway transects the Far Northeast District for 3.6 miles, Roosevelt Boulevard transect the district 4.8 miles. This busy stretch of Roosevelt Blvd and Woodhaven Expressway serves FNE businesses and residents, connecting to major arterials such as I-95 that bring commuters to the metropolitan core as well as other destinations within and beyond the metropolitan region. The annual average daily traffic (AADT) is 16,859 on the southbound Roosevelt Blvd according to DVRPC's traffic counts on June 2013. Air pollution from expressway and Roosevelt Blvd is worsen when vehicles idle during workday traffic congestion. The district's major arterial roads also accommodate a significant amount of thru and local auto and truck traffic.

Single occupant vehicles are a major contributor to CO2 and VOCs. In the Far Northeast District, eighty-nine percent of District commuters commute in a single occupant vehicle (2013 US Census). Two thirds of resident workers work within 10 miles of their home (LEHD); and half of the District's employees live in Philadelphia. These relatively short trips in such a densely populated District may be best served by transit. SEPTA's West Trenton line, connecting 30<sup>th</sup> St Station to West Trenton, NJ, transects the Far Northeast District. The District's 2 rail stations offer viable alternatives to driving for many employees living in or working in the Far Northeast District. However, less frequent train and bus service schedule, limited train station parking, limited pedestrian sidewalk connections, and very few shuttle providers may represent barriers to using SEPTA.

The Far Northeast District has residential neighborhoods that range from low to medium density, the 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 serving automobiles. Segregation and concentration of large auto-centric commercial centers from residential communities means some residential neighborhoods do not have walkable access to nearby commercial services.

Non-road sources of non-point air pollution in the Far Northeast include trains and construction equipment. The 4.3 miles of railroad tracks accommodate diesel freight services for CSX, as well as the 1.75 miles of tracks for electrical passenger rail for SEPTA passenger trains.

*Equipment.* Diesel and gasoline-powered equipment adds to air pollution. Such equipment is found at PNE, the Byberry Industrial Park, the Red Lion Industrial Park, and at demolition and construction sites. Ongoing activity in the District's large scale industrial uses also increases air emissions.

Area sources of non-point air pollution include commercial solvent use, waste disposal, and other smaller categories. Collectively, area sources can be major sources of air pollution. The FNE district has a large concentration of industrial uses and auto body shops, which may generate air pollution from gasoline and solvent volatilization (escaped vapors), CFC's from A/C units, toxins from spray cans, toxins from cutting and welding, solvent-soaked towels, and asbestos from brakes and clutches.

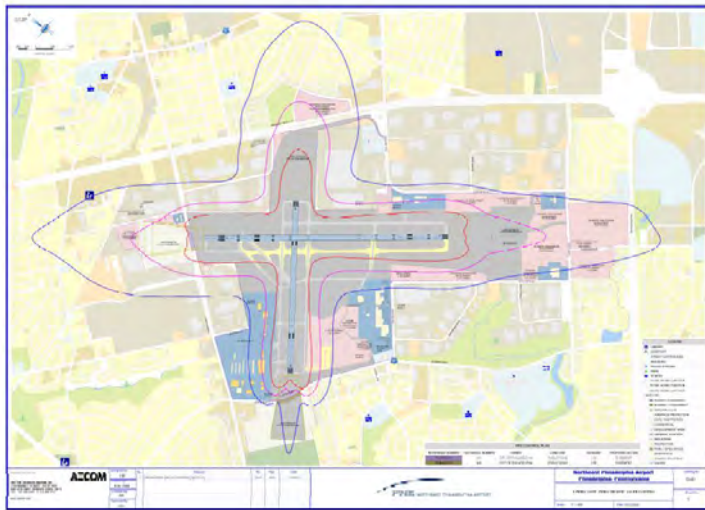
The concentration of auto body shops, metal works and other large industrial uses along Byberry Road and Red Lion Road/Sandmeyer Lane in the District represent area sources that contribute to increased hazardous air pollutants. Philadelphia adheres to the EPA's programs to reduce the impacts of area sources, the National Emission Standards for Hazardous Air Pollutants and the New Source Performance Standards.

## **Noise Pollution**

As home to the region-serving Northeast Philadelphia Airport (PNE), the Far Northeast district is impacted by aircraft noise. PNE is located in a noise sensitive area surrounded by residential communities. A noise abatement program has been developed in an effort to reduce the impact of Airport noise on surrounding neighborhoods without compromising safety or restricting operations, including assigned departure headings and altitudes, noise abatement for impacted properties, quieter engines, and the use of new GPS navigation technology to further reduce noise impacts in some areas. Runway 15 arrivals are requested to fly at or above the standard glide path to avoid a noise sensitive area off the approach end of the runway. All departures shall maintain runway heading until reaching 400 feet above ground before making any turns. Runway 33 (Noise Sensitive) Visual Flight Rules (VFR) departures in addition to the above are requested to begin cross-wind leg at or prior to the first highway northwest of the airport.

Woodhaven Expressway transects the Far Northeast District for 3.6 miles, Roosevelt Boulevard transect the district 4.8 miles. Noise generated from the expressway and Roosevelt Boulevard should be considered as a factor to be mitigated in future land use planning and the building design and construction standards.

**FIGURE 3. PNE- 09\_Land Use Noise Exposure Contours**



PNE – Land Use Noise Contours, 2009



Figure 2.1 Poquessing Creek Watershed

## WATER QUALITY

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

A number of inter-related conditions impact the management of water quality issues in the Far Northeast District. These affect not only the environmental quality of the district and its watersheds, but also the ability of the district to resiliently accommodate households, businesses, and public infrastructure. (See also: Land Management, Utilities, and Open Space memos). This district is covered by two watersheds, the Pennypack Creek Watershed and the Poquessing Creek Watershed. The districts' southern boundary is Pennypack Park, one of Philadelphia's major watershed parks and a major piece of natural infrastructure for protecting water quality. Protections against steep slope development and other regulations already in place are intended to ensure that development projects will not negatively impact the water source.

The Poquessing Creek Watershed (PCW) is the smallest of Philadelphia's major watersheds, encompassing roughly 22 square miles. The headwaters of mainstem Poquessing Creek originate in Lower Southampton and Lower Moreland Townships, within Bucks and Montgomery counties, respectively. Poquessing Creek flows roughly 8 miles south to its confluence with the Byberry Creek, which is a major tributary, draining portions of northeast Philadelphia. Downstream of the confluence with Byberry Creek, Poquessing Creek flows approximately one mile to its confluence with the Delaware River. For

most of its length, Poquessing Creek serves as the approximate dividing line between the City of Philadelphia and Bucks County. A modest riparian corridor along Poquessing Creek and its tributaries has remained wooded land, mostly protected through long-term preservation efforts of the Fairmount Park Commission and Benjamin Rush State Park, but the Poquessing Creek Watershed generally has the smallest and narrowest riparian zone as preserved land among Philadelphia area watersheds. While there are a few large tracts of privately owned open space, such as recreational land and golf courses, most of the watershed has been developed.

Twelve stream segments, including most of the length of Poquessing Creek, Byberry Creek, and their respective tributaries, were listed in PWD's Poquessing Creek Watershed Comprehensive Characterization Report (2002), due to excessive algal growth impairments. Excessive algal growth is stimulated by conditions of abundant light and nutrients, and slow stream velocity. Excessive algal growth causes diel fluctuation in DO concentration and pH, which can lead to lethal conditions for fish and other aquatic life. Sources of excessive algal growth impairments include urban runoff/storm sewers.

The tidal extent of Poquessing Creek, a small (1.45-mile) stream segment, was listed in PWD's Poquessing Creek Watershed Comprehensive Characterization Report (2006), as impaired for fish consumption due to polychlorinated biphenyls (PCBs). PCBs were used extensively in transformers and other industrial applications until their production was banned in 1979. Unfortunately, due to their persistence in the environment, ability to enter the atmosphere, volatility, and toxicity at very low levels, PCB pollution is one of the most difficult water pollution problems to solve.

### **Water Sources**

Public Water Supply. The Far Northeast receives treated water from the Delaware River via the Samuel S Baxter Water Treatment Plant of the Philadelphia Water Department (PWD). Regulations require water utilities to monitor roughly 100 parameters, including inorganic chemicals, synthetic organic chemicals, total organic carbon, disinfection byproducts, volatile organic compounds, bacteria, and radiological contaminants. These regulatory parameters are defined with their maximum contaminant level (MCL) and maximum contaminant level goal (MCLG) under Federal rules. All water quality testing results are better than the recommended federal levels designed to protect public health. One key measure of drinking water quality is turbidity (water clarity), 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.

Surface Water. Land in the Far Northeast District falls within the watersheds of, and is largely bounded by, Poquessing Creek, Byberry Creek, Delaware River, and a number of streams. Poquessing Creek flows into the main stem of Delaware River just outside the district's borders in Bensalem Township. Being situated downstream of the watersheds, surface water quality in the district is impacted by runoff and discharges occurring to the north in upstream locations.



There are one active U.S. Geological Survey (USGS) monitoring stations within or adjacent to the district: USGS 01465798 Poquessing Creek at Grant Ave. The Philadelphia Water Department maintains additional stations on the Pennypack Creek and Poquessing Creek within the district. Results from these stations indicate that surface water quality in the district is relatively good, as measured by temperature, specific conductance (indicating dissolved solids), turbidity, dissolved oxygen, discharge, gage height and pH. Acidity in the at Pennypack woods near Delaware River, however, has often exceeded the healthy range of 6.5 to 8.0, which may cause physiological stresses.

### **Urban Stream Banks and Wetlands**

Due to the well-documented benefits that wetlands have on water quality and stormwater management, PWD initiated a wetlands assessment to inventory and maximize the function and protection of such critical areas. The PWD Poquessing Creek Watershed wetlands assessment found 13 potential wetland creation sites; nine sites within the Far Northeast Districts. The estimated size of combined potential wetland creation sites is 32 acres in Philadelphia County. In addition to potential creation sites, the PWD assessments identified wetland enhancement locations where restoration methods can improve the function and stormwater treatment capabilities of existing wetland areas. PWD recommends enhancement of 15 of 37 wetland sites within the Far Northeast Districts. Existing and potential wetland sites in the Far Northeast are shown on the map below. The “Southeast Regional Wetland Inventory and Water Quality Improvement Initiative” for the Poquessing Creek Watershed is available for review at [www.phillywatersheds.org](http://www.phillywatersheds.org).

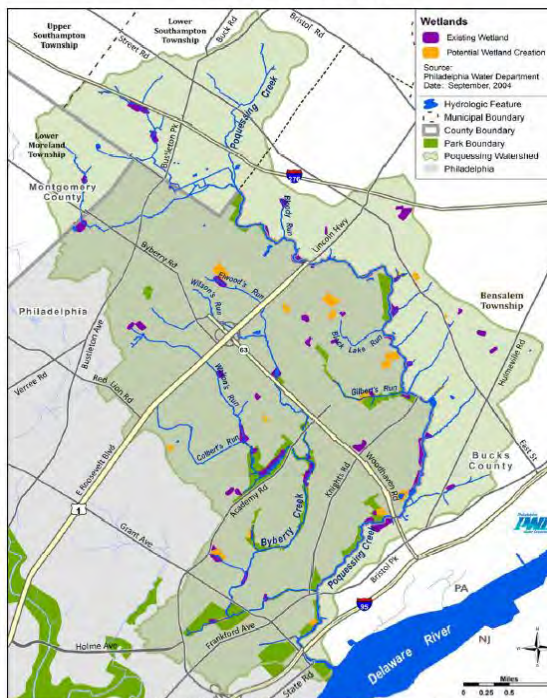
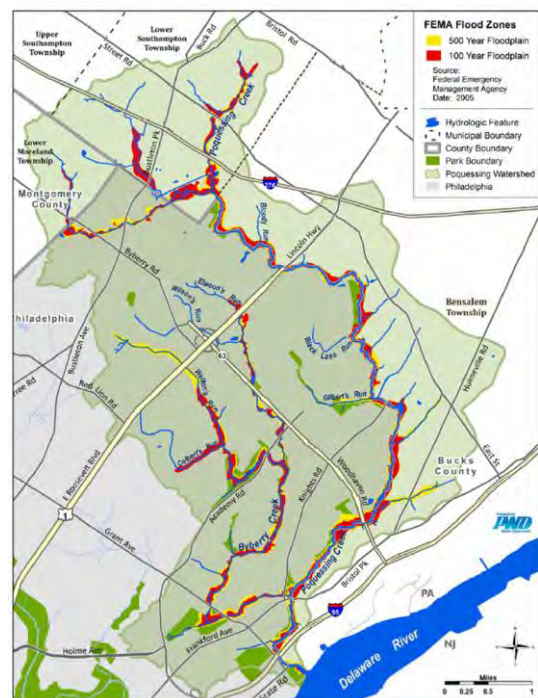


Figure 2.4 Existing and Potential Wetland Creation Sites in Poquessing Creek Watershed



## Stormwater

Poquessing-Byberry Watershed is unique among Philadelphia's small watersheds in that the watershed is not affected by treated wastewater discharge or combined sewer overflows, making it simpler to identify stormwater pollution as the primary stressor affecting aquatic life in this watershed.

## Flooding

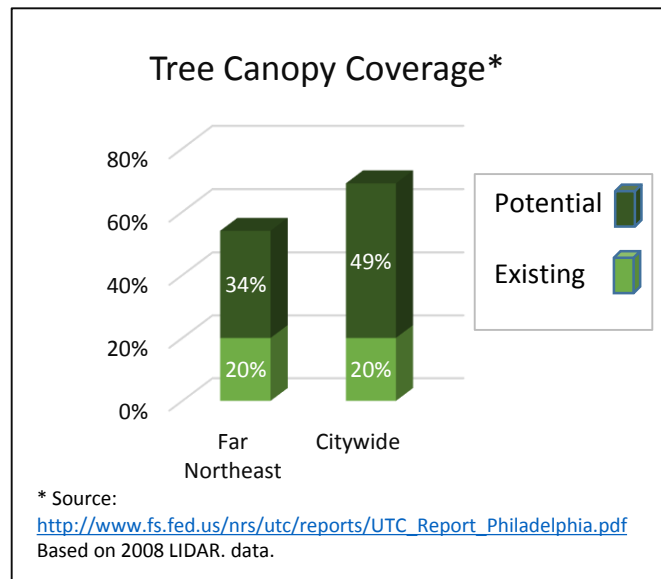
The considerable development and suburbanization within the Poquessing Creek Watershed has led to a number of problems. The frequency of flooding in the watershed has continued to increase as suburban development has sprawled within the upstream portions of the watershed. Within this watershed, the prevalence of development in the floodplain is problematic. Much of the development occurred prior to the enactment of municipal floodplain management ordinances. A few residential and commercial areas are located in or near floodplains in the upper portions of Poquessing Creek (Figure above), but generally floodplains of the mainstem Poquessing Creek and Byberry Creek and its tributaries downstream are located in primarily wooded areas. Flooding will be the major focus of the Poquessing Creek Watershed Act 167 study presently under development by the Philadelphia Water Department.

## Tree Cover

*Goal: Increase tree coverage equitably throughout the city*

Tree canopy provides many benefits to communities: improving water quality, saving energy, lowering city temperatures, reducing air pollution, and providing wildlife habitat, to name just a few. Philadelphia has a tree canopy goal of 30%. According to the 2011 “A Report on the City of Philadelphia’s Existing and Possible Tree Canopy”, [http://www.fs.fed.us/nrs/utc/reports/UTC\\_Report\\_Philadelphia.pdf](http://www.fs.fed.us/nrs/utc/reports/UTC_Report_Philadelphia.pdf), 20% of the City is covered by tree canopy. Their analysis shows that there is untapped potential for an additional 24% increased canopy from select impervious areas (asphalt or concrete surfaces, excluding roads and buildings) and an additional 25% from vegetated areas (grass or shrub area), for a total potential citywide tree canopy of 69%.

The existing tree canopy in the Far Northeast meets the citywide average of 20%. Potential increases to the district’s tree canopy exist in its vegetated areas, as the district is 53% pervious (compared to 19% in Center City). Most of the pervious area is a result of the large number of single family detached homes. Increasing the district’s tree canopy may involve policies aimed to incentivize home owners.



## Recommended Follow-Up

The Far Northeast District Plan will provide a unique opportunity to identify ways in which model development can be compatible with the long-term management of environmental resources and risks. As the plan progresses, recommendations for follow-up include:

- Work with AMS, MOS, the Clean Air Council, DVRPC, and others to identify specific steps already being taken by agencies and companies to reduce air emissions.
- Identify further regulatory steps and incentives to ensure net, long-term reductions in air emissions attributable to Far Northeast District vehicles, industries, equipment, and buildings.
- Identify land use and zoning strategies to reduce automobile dependence, strengthen neighborhood-serving commercial services near housing concentrations, and broaden the mix of uses at commercial and transit nodes.
- Evaluate the implications of the findings and recommendations in *Toward a Climate Ready Philadelphia* (City of Philadelphia, MOS, 2015), and the work of the City’s ongoing Flood Risk Management Task Force, for current and potential public investments in the Far Northeast District.

- Work with PWD and other partners to identify flood relief challenges, and to identify areas where land use and infrastructure changes may be needed to manage risks associated with projected changes in sea level and storm severity.
- Encourage commercial and institutional property owners who face increased PWD stormwater fees to consider strategies that can improve stormwater management and flood resiliency.
- Document initiatives by public and private tree planting groups and work with tree advocates to address remaining barriers to increased tree cover in the Far Northeast.

## **NEIGHBORHOODS – HEALTHY COMMUNITIES**

*Philadelphia2035 Citywide Vision Goal: Improve neighborhood livability.*

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The built environment influences how we interact with the world: what we eat, how we travel, and how often we play and exercise. Healthy eating and active living relate to our risk for developing chronic disease conditions including, but not limited to, heart disease, obesity, asthma, and cancer. The success of Philadelphia2035, and the sustainability of the Far Northeast District, depends on the continued health of its residents. The Philadelphia Department of Public Health (PDPH) has partnered with the Planning Commission to create healthy communities that promote healthy lifestyles. This means that healthy choices are easier where we live, work, learn, shop, and play.

### **SUMMARY OF EXISTING CONDITIONS**

**General Health.** General health is a reflection of physical and mental health. Average life spans for District men (76 years) and women (82 years) are slightly higher than citywide averages (72 years, male; 79 years, female), with significant longer life expectancies for women in the Upper Far Northeast section (85 years) (Vital Stats 2012). The citywide average for men is six years less than the national average.

**Chronic Disease.** Chronic diseases, defined as long-lasting conditions that can be controlled but not cured, are the leading cause of death and disability in the United States. Chronic disease conditions are pervasive and costly, but the impact of these conditions can be remediated through lifestyle and environmental changes. Lack of physical activity and poor nutrition are key health risk behaviors that can be modified to improve health. Adult and childhood obesity have reached epidemic proportions in the United States. Patterns and risk factors, or determinants, in obesity are different for children and adults, and obese children are more likely to become obese adults.

Adult obesity averages in the Upper and Lower Far Northeast Districts are on lower than the citywide average (Figure 1), which is high by comparison with national statistics, indicating that there is room for improvement.

**Environmental Health.** Despite exposure to typical risk factors such as proximity to I-95 and Route 1 and a high number of industrial businesses, residents of the Far Northeast Districts have lower child asthma hospitalization rates compared to the citywide rate (24.25/10,000 UFNE, 8.6/10,000 LFNE v. 73.1/10,000 Citywide, PDPH 2014). Over time, the rates have been flat or improving in the UFNE zip codes and improving in LFNE.

Figure 1

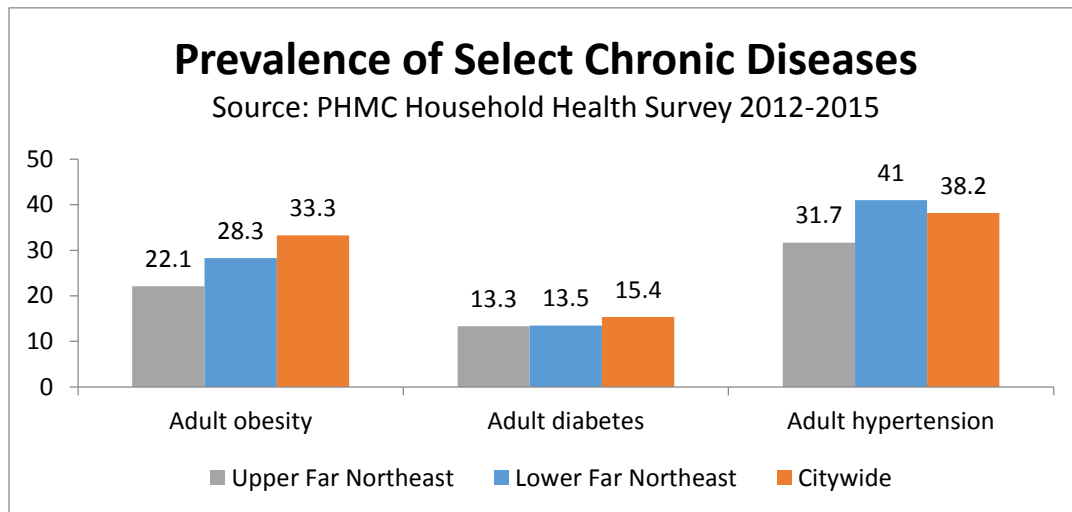


Figure 2

	Upper Far Northeast	Lower Far Northeast	Citywide
<b>HHS, 2012 and 2015</b>			
Adult obesity	22.1	28.3	33.3
Adult diabetes	13.3	13.5	15.4
Adult hypertension	31.7	41	38.2
Adults forgoing needed care due to cost	10.2	16.7	11.5
Access to outdoor space	74.2	77.3	73.1
Social capital	40.2	54.7	65.2
adult excessive drinking (2012 HHS)	16.9	21.9	18.7
<b>PDPH data</b>			
child asthma hospitalization per 10,000 (2014, PDPH Database)	24.25 (avg of 19116 and 19115)	8.6 (19914 only)	73.1
child bike/ped accidents (2012 hhs)	203	118.7	193.3
<b>Vital Statistics, 2012</b>			
			Citywide
Life expectancy, male	75.9	75.11	72.3
Life expectancy, female	84.56	79.34	79.3

## KEY ISSUES

- **Health Outcomes** – While the Far Northeast does not have higher rates than the citywide average for adult obesity, diabetes and hypertension, they are still higher than the national average with opportunities (and need) for improvement. Also, particularly for hypertension, the Lower Far Northeast appears to need additional exploration for disparate rates.
- **Physical Health Determinants** –
  - **Access to Care:** Data from the PHMC Household Health Survey generally shows that the district has a lower rate of individuals foregoing care due to cost, there is a higher percentage in the Lower Far Northeast (16.7%) compared to the Upper Far Northeast (10.2%), both compared to the City average of (11.5%). Additional stakeholder engagement and discussion should assess why this is the case. Typically, it can be argued that this might be due to a higher percentage of immigrants, who are more likely than native born residents to be uninsured and utilize care less frequently. However, the Upper Far Northeast has a lower percentage of foregoing care but a higher percentage of immigrants compared to the Lower Far Northeast. One potential reason is for the lower number in LFNE is that the source of data, a Household Health Survey, only includes individuals who speak either English or Spanish. Because of the wide diversity of countries of origin among residents of the Far Northeast, this limitation is particularly relevant in this area of the city. There are longstanding issues with the long waiting time at Health Center #10, at Cottman and Bustleton Avenues and the only city health center in the Northeast, and there are very few other options for healthcare access in this part of the city for uninsured residents.
  - **Access to Healthy Food:** Between 2012 and 2014, the Far Northeast increased the number of people with low to no walkable access to healthy food and in high poverty by 223%, or 11,485 people. This might be due to the increase in areas of the district with higher poverty and the closing of three supermarkets. The district plan should continue to identify opportunities to understand current food access patterns and opportunities for improvement.
  - **Physical Activity:** Based on secondary survey data, the district is on par with the city in terms of numbers of residents with access to a park or outdoor space. Coordination with the open space and municipal facilities assessment can identify if there are additional existing spaces that should be activated or if the nature of development, with personal yards and lawns, might address the opportunity for physical activity.
  - **Active Transportation:** The majority of commuting in the Far Northeast is not by bicycle or walking. There might be opportunities to explore other trips (e.g., shopping or leisure) that could be “people-powered”, and/or opportunities to integrate with public transit improvements. The Roosevelt Boulevard “Route for Change” program is a particularly relevant opportunity to improve pedestrian and bicycle safety and access.
- **Social Health Determinants:**
  - **Immigration and language access:** The Far Northeast has the largest number of foreign-born residents of any district in the city at 19.67 percent (26,940 people). In some neighborhoods, such as parts of Bustleton and Somerton that jumps to 38% and 59%, respectively (see demographics memo for more information). As noted above, immigrants have historically had more challenges with access to care and use of care.

Culture and language access might also have an impact on food access and physical activity.

- **Social Capital:** Social Capital is lower in the Far Northeast compared to the citywide average, suggesting that any improvements to open space and the public realm might want to integrate best practices that enhance social interaction and cohesion.

## PHYSICAL DETERMINANTS OF HEALTH

Also referred to as “environmental risk factors for chronic disease”, the causal relationships between built environment conditions and health outcomes are well documented. Access to care, poor nutrition, and lack of physical activity are each key health risk behaviors that can be modified through changes in the built environment to improve health.

**Access to Care.** In the Far Northeast, 16.7% of adults in Lower Far Northeast and 10.2% in Upper Far Northeast report foregoing needed health care due to cost, straddling the citywide average of 11.5%. More assessment is needed to determine why the Lower Far Northeast has a higher number, despite the fact that the Upper Far Northeast has a higher foreign born population – individuals who have historically had more challenges with access to care and use of care<sup>1,2</sup>. Though it is not broken down by immigration status, the Far Northeast has lower rates of immunizations and vaccines (73.35%) compared to citywide (80.4%). As noted above, our survey data for this part of the city needs to be interpreted with caution because of the wide diversity of countries of origin (and therefore potentially of languages spoken) among residents of this part of the city. Currently, Health Center #10 has multiple interpreters and offers a telephone interpretation line for those who speak other languages. Immigrant aid organizations (HIAS, Nationalities Service Center) also assist immigrants and refugees.

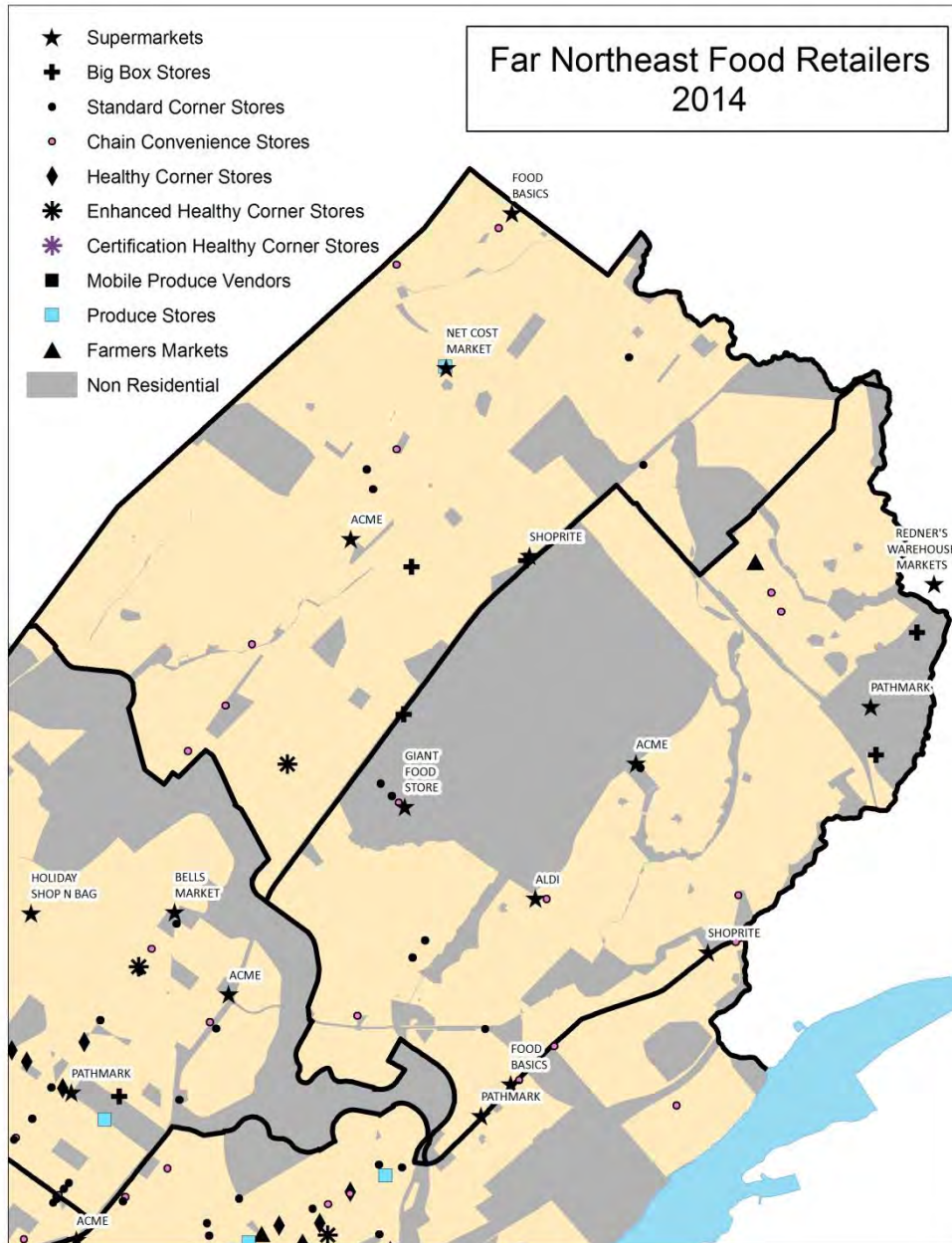
**Access to Healthy Foods.** Currently, the most reliable indicator is the Health Department’s bi-annual *Access to Healthy Foods* report. Their report looks at the geographic distribution of food source types, in relation to clusters of residents in poverty, who are considered to be less likely to own a car. A map of current food retailers is included below. Compared to 2012, in 2014 the Far Northeast had an 11,485 increase in individuals and concentrated areas with low to no walkable access to healthy foods and high poverty (see maps and table below). At the same time, 3 supermarkets closed since 2012. In the Upper Far Northeast, the Bottom Dollar closed in 2012. In the Lower Far Northeast, the Holiday Shop n Bag and Super Fresh closed in 2012, and the following opened in 2014: the Giant Food Store and the Parkwood farmers’ market. Since 2014, the Food Basics and Pathmark closed in the Upper Holmesburg neighborhood and the Pathmark closed in the Liberty Plaza, in the Philadelphia Mills shopping complex. Each of these supermarkets were located in the Lower Far Northeast. The Food Basics in the Somerton neighborhood, in the Upper Far Northeast, also closed during this time. Meanwhile, NetCost opened its second location in the Blue Grass Shopping Center in the Lower Far Northeast.

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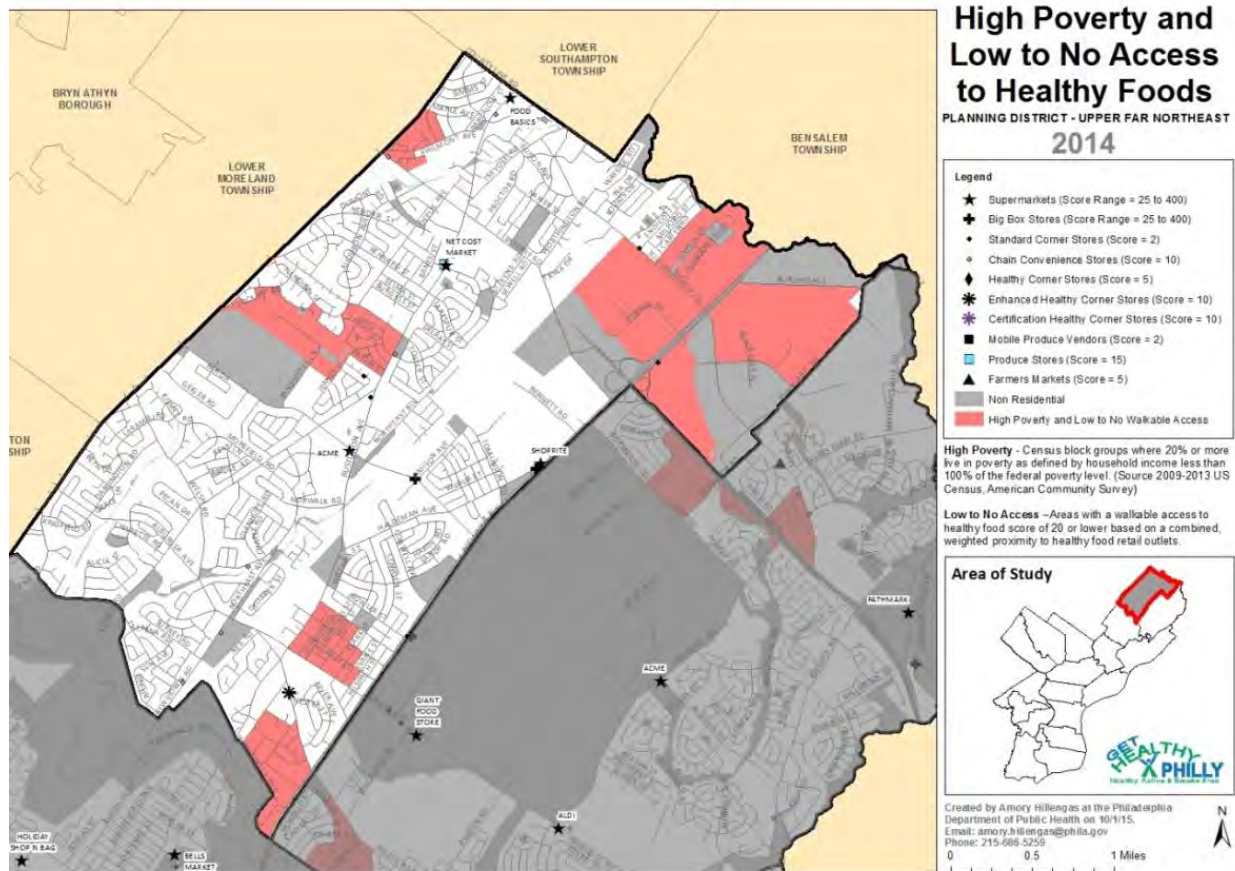
<sup>1</sup> <http://www.healthyphiladelphia.org/wp-content/uploads/2012/10/Primary-Care-Availability-and-Unmet-Needs-Report-2011.pdf>

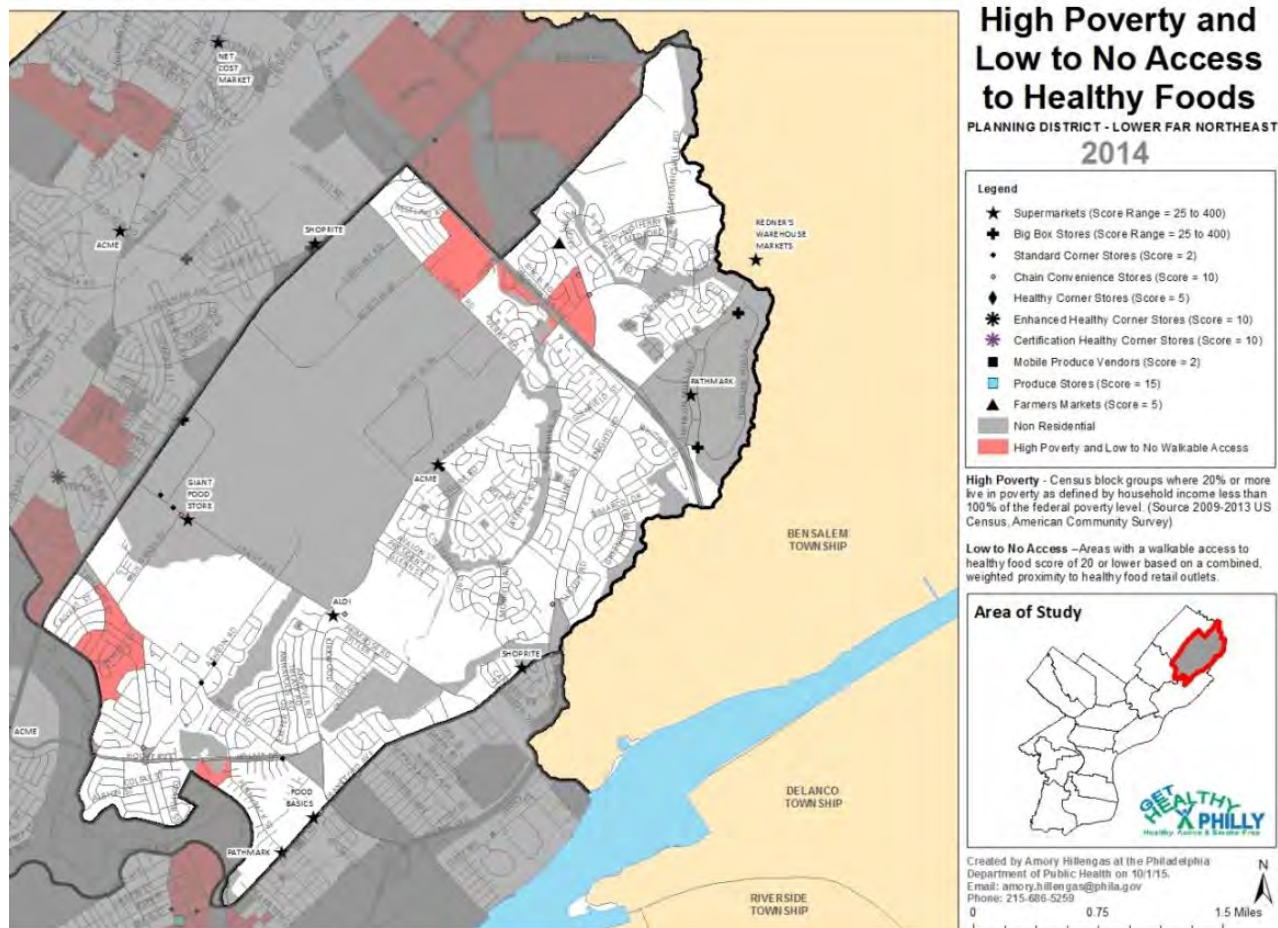
<sup>2</sup> <http://content.healthaffairs.org/content/34/12/2192.full.pdf>





	2014					2012 vs. 2014		
	Total population	Low to no access (LNA)	High poverty (HP)	Low to no access and high poverty (LNA-HP)	% LNA-HP	Change in LNA-HP	% change in LNA-HP	# 2012 supermarket closings
<b>Citywide</b>	<b>1,526,006</b>	<b>689,610</b>	<b>823,327</b>	<b>341,285</b>	<b>22.4%</b>	<b>34,482</b>	<b>11.2%</b>	<b>15</b>
<i>Lower Far Northeast</i>	<i>70,340</i>	<i>52,054</i>	<i>7,925</i>	<i>4,736</i>	<i>6.7%</i>	<i>4,736</i>	<i>0.0%</i>	<i>2</i>
<i>Upper Far Northeast</i>	<i>66,605</i>	<i>50,640</i>	<i>11,756</i>	<i>9,769</i>	<i>14.7%</i>	<i>6,749</i>	<i>223.5%</i>	<i>1</i>
<b>Far Northeast</b>	<b>136,945</b>	<b>102,694</b>	<b>19,681</b>	<b>14,505</b>	<b>11%</b>	<b>11,485</b>	<b>223%</b>	<b>3</b>



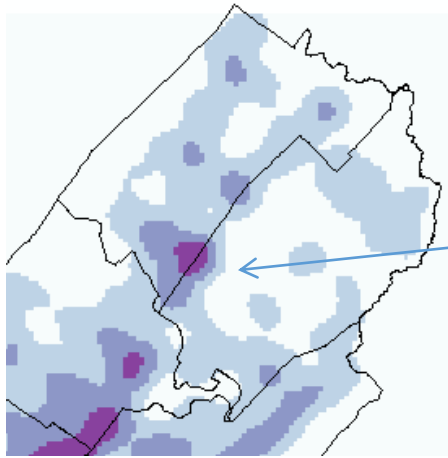


**Access to Physical Activity** According to the bi-annual Household Health Survey, the Far Northeast is on par with the city in terms of number of residents who report that there a nearby park or outdoor space they are comfortable visiting (73%). Within the District, the breakdown was close between the Upper Far Northeast (74.2%) and the Lower Far Northeast (77.3%).

**Active Transportation and Safety.** Another major source of physical activity is one's travel mode. Commuting by walking or biking (including combined with transit) is considered healthier than driving as it is less sedentary. Over 98% of people in the Far Northeast do not walk or bike to work, according to the 2014-15 American Community Survey, compared to 56% Citywide. Proximity to public transit amenities are approximate indicators of their use (see Transportation Memo).

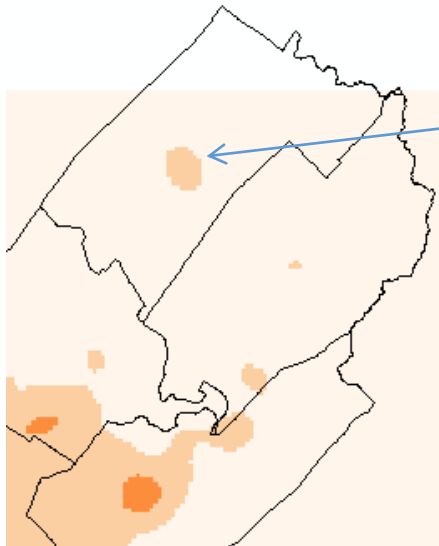
Another factor impacting walking and biking rates is real or perceived safety. Improvements to safety (and increases in walking and biking) can be achieved by both upgrading infrastructure and encouraging activities. The following maps show the density of crashes in the city (for all crashes and for bike and pedestrian crashes), and identify where there are clusters in the Far Northeast. Roosevelt Boulevard is a natural area of focus as both a connector between and within the District and the location of high crashes. The Roosevelt Boulevard "Route for Change" Program - a three-year planning effort funded by a \$2.5 million USDOT TIGER planning grant and managed by the Office of Transportation and Infrastructure Systems to create a more inviting safer, more accessible, and more reliable corridor for all users – will be critical for this work.





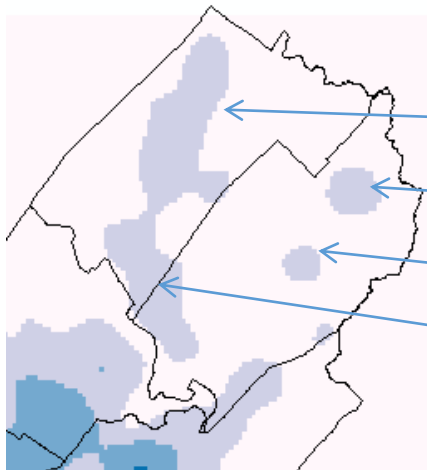
#### ALL CRASHES

E. Roosevelt Blvd and Grant Avenue



#### BICYCLE CRASHES

Bustleton Avenue and Red Lion Road



#### PEDESTRIAN CRASHES

Stretch of Bustleton Avenue

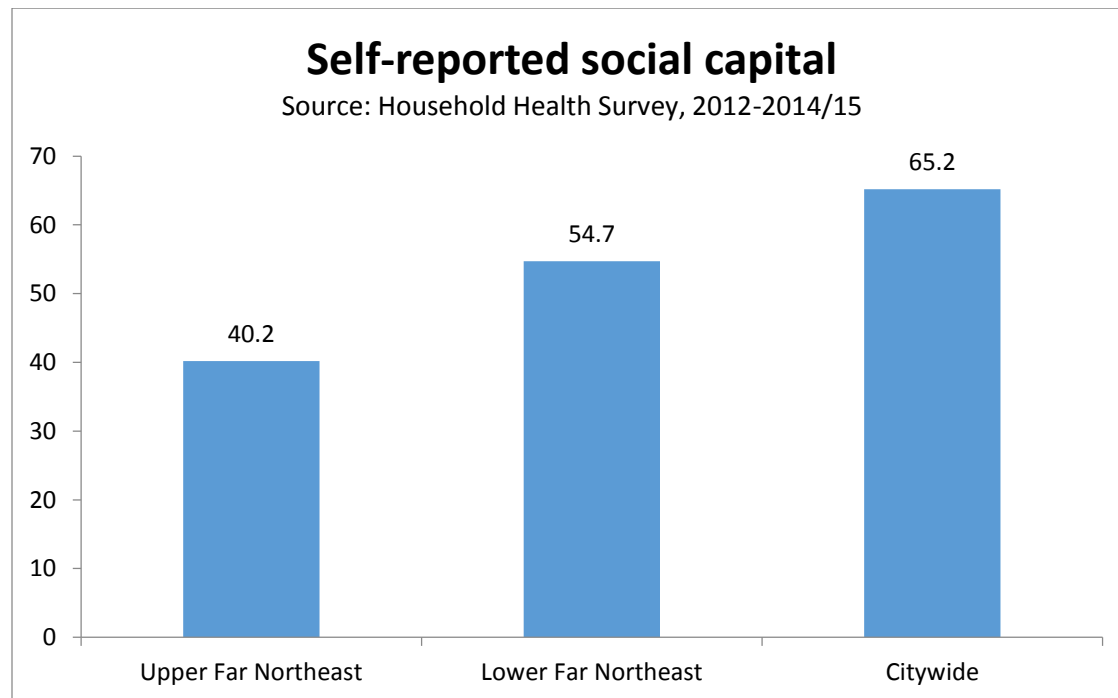
Academy Road

Academy Road and residential neighborhood

Stretch of Welsh Road

## SOCIAL / COMMUNITY-BASED DETERMINANTS OF HEALTH

**Social Capital.** Community connectedness is associated with improved health outcomes. Social capital is measured here by responses to the self-survey question: “Percent reporting ‘yes’ to neighbors having worked together”. The Citywide average in 2012 was 66%, with the Far Northeast reporting 52%, within the District, there was a difference between the Upper Far Northeast (40.2%) and the Lower Far Northeast (52.7%). This suggests that there could be improvements in the physical and built environments to encourage interaction and interconnectivity.



### RECOMMENDED FOLLOW-UP

- Continue discussions about existing initiatives to assess and improve access to and utilization of care, including for the foreign born population.
- Analyze commuting patterns to determine any opportunities to further encourage active transportation and daily physical activity.
- Further inventory healthy food access sources and food choice factors.
- Identify integration with transportation and built environment improvements to further promote walking and biking, particularly support for the Roosevelt Boulevard “Route for Change” program.

## Philadelphia2035: Far Northeast District Plan

Existing Conditions, Issues, and Opportunities – August 2016



### HISTORIC PRESERVATION

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

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### INTRODUCTION

The Philadelphia City Planning Commission has requested that the Philadelphia Historical Commission review the historical development of the Far Northeast 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. The Upper and Lower Far Northeast Districts will be analyzed as together and completed as one of the 17 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 FAR NORTHEAST PLANNING DISTRICT

The Far Northeast Planning District is located between the Montgomery and Bucks County lines to the northeast and northwest; the northern boundary of the Pennypack Creek Park to the south and southwest; and Frankford Avenue to the southeast. The District encompasses the neighborhoods of Bustleton, Somerton, Byberry, Winchester, Winchester Park, Pennypack Woods, Holme Circle, Ashton, Academy Gardens, Morrell Park, Crestmont Farms, Millbrook, Normandy, Walton Park, and Parkwood, as well as portions of East and West Torresdale and Upper Holmesburg.



## BRIEF HISTORY OF THE DEVELOPMENT OF THE FAR NORTHEAST PLANNING DISTRICT

Until the Act of Consolidation in 1854, the area encompassed by the Far Northeast Planning District included parts of Lower Dublin (1693), Byberry (1703), and Moreland (1718) Townships. Unlike other parts of Philadelphia, the Far Northeast remained largely rural well into the twentieth century, when the suburban development that characterizes the area today began.

Like much of Philadelphia, the Far Northeast Planning District was originally inhabited by members of the Lenni Lenape tribe before being colonized by the Swedes in the 1640s and the English in the 1680s. In the third quarter of the seventeenth century, the Walton brothers (Nathaniel, Thomas, Daniel, and William) purchased 400 acres of land along the Poquessing Creek, having made their way north from New Castle, Delaware. The Quaker brothers named the land Byberry, after their hometown of Bibury, England. The Waltons established a Quaker community in Byberry, which went on to flourish as a center of social activism and learning through the next several centuries.

Another early landowner in the Far Northeast was Nicholas Moore, an associate of William Penn and one of the founders of the Free Society of Traders. Moore purchased an approximately 10,000 acre tract of land bridging the present-day county line between Philadelphia and Montgomery Counties, which he named Moreland Manor. There he established Green Spring, a country seat near present-day Somerton.

Early development in the area was largely limited to subsistence farms and small crossroads communities along the early roads of the King's Highway (later the Frankford-Bristol

Turnpike, now Frankford Avenue), Bustleton and Smithfield Turnpike (now Bustleton Avenue), Attleborough Road (now Haldeman Avenue and Roosevelt Boulevard), Academy Road, Welsh Road, and Knights Road. These routes were used by travelers between Philadelphia and towns to the north in Bucks and Montgomery Counties, as well as New Jersey and New York. The tight-knit villages of Bustleton, Smithfield (later called Somerton), Byberry, and Mechanicsville were established by the turn of the nineteenth century, and, despite consolidation into the City of Philadelphia in 1854, functioned as individual small towns well into the twentieth century. To provide some perspective, although only one-quarter mile in length along the Bustleton and Somerton Turnpike, Somerton was described as the largest village in the township when its history was written in 1867.<sup>1</sup>

While most of the land in the Far Northeast was dedicated to farming, the presence of numerous creeks and the proximity to the city proper made the Northeast suitable for light industrial development. Small mills were scattered throughout the Far Northeast.



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

<sup>1</sup> Joseph C. Martindale, *A History of the Townships of Byberry and Moreland in Philadelphia, PA, From Their Earliest Settlement by the Whites to the Present Time* (Philadelphia: T. Willwood Zell, 1867).



After remaining relatively unchanged for over two centuries, the Far Northeast witnessed a rapid transformation from a land of small farm villages to suburban development following the construction of Roosevelt Boulevard before World War I, and especially in the post-World War II era. This suburbanization was spurred in large part by the “white flight” that impacted nearly all of the country’s major urban areas. Between the 1940s and 1960s, new developments sprang up all over the northeast. Among these were: Pennypack Woods, designed by the architectural firm of Louis Kahn, and Oxford Village I, which were developed with funding from the federal Lanham Defense Act; Northeast Village, a post-war military housing project operated by the Philadelphia Housing Authority; Morrell Park, a “total concept” residential development planned by the City Planning Commission and overseen by Ed Bacon; and Greenbelt Knoll, the first integrated suburban development in the city. According to studies by the Philadelphia City Planning Commission, between 1950 and 1960, the number of new houses in the Far Northeast grew by 169%, while the population grew by 81%. As the school-age population in the Far Northeast swelled, so too did the need for amenities such as schools, libraries, shopping, and transportation.

During World War II, the United States Army Air Corps had begun construction of a 545 acre airbase in Northeast Philadelphia, but the project was never completed, and the land was turned over to the City. The Philadelphia Northeast Airport (later called North Philadelphia Airport, and now the Northeast Philadelphia Airport) opened in 1945 on land formerly occupied by multiple farms. Photographs of many of the demolished buildings are available through the Department of Records.

Today the Far Northeast is largely characterized by the suburban development that began in the postwar period and continued through the second half of the twentieth century.



*The area now encompassed by West Torresdale, Morrell Park, and the Northeast Philadelphia Airport as it appeared in 1910, divided up into individual farms.*





*By 1942, some small areas of suburban development had begun to arrive in the area.*



*By 1962, the Northeast Philadelphia Airport (which opened in 1945), and Morrell Park had been constructed, signaling the Far Northeast's transition to the suburban character it has today.*

## SUMMARY OF EXISTING CONDITONS

### Current Historic Preservation Activities in the Far Northeast 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 Far Northeast Planning District, there are eight individually-designated buildings (excluding condominium units), one site, and one historic district 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. Although the Far Northeast contains relatively few designated properties, it features some of the earliest and most significant religious and social institutions in the City. In addition to the significant institutions, four of the designated properties are residential. Of those, three of the designations were owner-initiated in the 1960s, and the information present in the Historical Commission files is minimal. The following properties are listed on the Philadelphia Register of Historic Places:

- **3001 Byberry Road, Byberry Meeting House (c. 1808), designated 9/12/1974**

The Byberry Friends Meeting was established in 1683, and a meeting house constructed nine years later. Byberry Friends Meeting has a rich history, both as one of Pennsylvania's earliest Quaker meetings--Quaker settlers began meeting for worship in Byberry in 1683--and as a center of learning and social and community activism. Noted abolitionist Robert Purvis (1810-1898) settled in Byberry and was active in the community from the 1840s to the 1870s.



*(images courtesy of Bryn Mawr; Betsy Manning, via Hidden City)*

- **3003 Byberry Road, Byberry Hall (1846-47), designated 9/12/1974:** Byberry Hall was constructed in 1846-47 adjacent to Byberry Friends Meeting by renowned African American abolitionist Robert Purvis and others to facilitate public discussion of slavery and other social issues. The 1847 deed by which Purvis conveyed the property to the Trustees of Byberry Hall to construct the hall stipulated that it was "to be dedicated to free discussion, to be independent of, and untrammelled by, any sect or party, to subserve the interest or caprice of no bigot, dogmatist, or tyrant, but in the fullest and freest sense to give ample scope and a fair field for the utterance of free speech." While also used as a meeting place for local organizations, Byberry Hall became well known for hosting anti-slavery activities. Many famous abolitionists and social activists spoke there, including Lucretia Mott, William Lloyd Garrison, and Susan B. Anthony.





- **Byberry Township African American Burial Ground (site), Townsend Rd & Burling Ave, designated 10/9/2015:** The African-American burial ground was established by the Byberry Quakers in 1780 for African Americans who had been freed from slavery. It has remained largely undisturbed and may have potential to yield archaeological resources.
- **8800 and 8871 Krewstown Road, Pennepack Baptist Church (1805), designated 11/29/1960:** Identified as the oldest Baptist church in Pennsylvania, the Pennepack Baptist Church was founded in 1688 by Elias Keach, son of famous English Pastor, Benjamin Keach. The church congregation was formed mostly of Baptists from England and Wales who settled in Philadelphia County in the second half of the seventeenth century. The current church building was constructed in 1805 on the site of two earlier church buildings dating back to 1707.

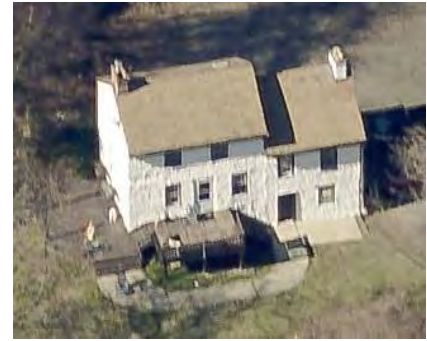


- **8838 Ashton Road, Bethany A.M.E. Church, founded c. 1817, designated 3/4/1976**  
Constructed c. 1817, the Bethany A.M.E Church is one of the earliest African American congregations in what is now Philadelphia. The modest church was built by Elias Chase in what was then a rural community near the village of Holmesburg. The congregation survives, but uses another building nearby at 8898 Ashton Road as its main address.



- **8600 Krewstown Road, Eaton-Henderson House (c. 1740), designated 6/2/1983**

The Eaton-Henderson House dates to around 1740, making it one of the oldest documented residences in Northeast Philadelphia. It represents rural colonial architecture in size, scale, and materials, and stands as an example of the type of structure routinely inhabited by the yeoman stock who founded most of the villages in the Northeast and formed the backbone of its population for nearly three centuries.



- **9431 Bustleton Avenue, designated 6/28/1966**
- **415 Byberry Road, designated 5/28/1968**
- **9647-49 Pine Road, designated 6/23/1969**

The following designations were owner-initiated in the 1960s, at a time when the Historical Commission only required photographs and a chain of title in order to designate a property. These properties warrant additional research into their history and significance.



- **Greenbelt Knoll Historic District, Longford Street (at Holme Avenue), designated 6/8/2006**

Planned and built from 1952 to 1957, Greenbelt Knoll is notable as the first planned racially-integrated development in Philadelphia, and among the first in the United States. The developer, Morris Milgram, a leader of the open housing movement, required that 55% of the homes be sold to white people, and 45% sold to non-white residents. The neighborhood is composed of 18 (originally 19) one-story, single-family homes arranged on a heavily-wooded cul-de-sac. The mid-century Modern houses were designed by prominent firm Montgomery & Bishop, with architect Harry Duncan, landscape architect Margaret Lancaster Duncan, and consultant Louis I. Kahn, one of the most important architects of the twentieth century.



## **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.

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

Within the Far Northeast Planning District there are three individual buildings, one structure and one district listed in the National Register of Historic Places.

- All three of the 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. The Fayette School (083466) was the subject of speculation regarding proposed demolition in 2012 and has been heavily altered since its listing in 1986.
- Greenbelt Knoll is notable as an example of a mid-20<sup>th</sup> century designed community.

KEY #	Address	Historic Name	Resource Type	Construction Date	Listing/Survey Date
000308	Holme Ave.	Holme Ave. Bridge	Structure	1921	1988
083422	3146 Mechanicsville Rd.	Mechanicsville School	Building	1865	1986
083466	9225 Old Bustleton Ave.	Fayette School	Building	1854;1855	1986;2014
095019	13250 Trevoise Rd.	Comly, Watson, School	Building	C1892;1893	1988;2014
156202	1 – 19 Longford St.	Greenbelt Knoll	District	1956;1957	2010

*Properties Listed in the National Register of Historic Places*

### **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.

To date, only three resources in the Far Northeast Planning District have been evaluated and determined Eligible for listing in the National Register of Historic Places. Of these, Cranaleith Spiritual Center/Mill-Rae is particularly notable and a National Register nomination is pending review at the Fall 2016 State Historic Preservation Board meeting. It is anticipated that listing of the property will occur in late 2016. Mill-Rae was the home of Rachel Foster Avery, the corresponding secretary for the committee that raised the pension to support Susan B. Anthony following her retirement from the women's suffrage movement.

KEY #	Address	Historic Name	Resource Type	Construction Date	Listing/Survey Date
137668	SR 1011	Bridge over Wooden Bridge Run	Structure	1953	2007
156304	13475 Proctor Rd.	Cranaleith Spiritual Center/Mill-Rae	Building	C1891;C1892	2010;2016
157512	4600 Southampton Rd.	Nurses' and Female Attendants' Quarters at Byberry	Building	1929;1949	2013

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

### **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. Twenty-nine (29) properties have been recorded in CRGIS, but the records do not contain sufficient documentation for an eligibility evaluation.

Many of the earliest survey records were generated in conjunction with the extension of Woodhaven Rd. in 1993 and subsequent studies and phases of work. Fourteen (14) of the resources are post-1938 current or former public schools surveyed by PA SHPO in 2014.

KEY #	Address	Historic Name	Resource Type	Construction Date	Listing/Survey Date
000092	801 Byberry Rd.		Building	1790;1840	1993
000123	716 Byberry Rd.		Building	1907	1993
000162	709 Byberry Rd.		Building	1880	1993
000163	509 Byberry Rd.		Building	1885	1993
000164	505 Byberry Rd.		Building		1993
000165	415 Byberry Rd.		Building	1790	1993
000257		Somerton Hills Cemetery	Structure	1899	1993;2000
000317	770 Byberry Rd.		Building	1914	1993
000328	725 Byberry Rd.		Building	1904	1993
086842		Rush, Benjamin, Birthplace	Site	C1700	2002
123510	13400 Philmont Ave.	Somerton Animal Hospital			2002
123512	250 Byberry Rd.	Premier Products Company			2002
140992	3001 Byberry Rd.	Byberry Friends Meeting house	Building	1808	2005
144475	8732 Krewstown Rd.	Pennypack Baptist Church	Building	C1685	1998
156627	Red Lion Rd.	John Hart Burial Yard	Site	1763;1928	2011
201167	3700 Morrell Ave.	John Hancock Public School	Building	1967	2014



201168	9125 Academy Rd	Thomas Holme Elementary School	Building	1950	2014
201169	2750 Red Lion Rd.	Swenson Skills Center	Building	1976	2014
201170	2000 Bowler St.	Anne Frank Elementary School	Building	1961	2014
201171	600 Sharon Ln.	Joseph Greenburg Public School	Building	1965	2014
201172	8801 Verree Rd.	C.C.A. Baldi Middle School	Building	1971	2014
201173	10175 Bustleton Ave	George Washington High School	Building	1960	2014
201174	595 Tomlinson Rd.	William H. Loesche Elementary School	Building	1967	2014
201605	2875 Welsh Rd.	Robert Blair Pollock Public School	Building	C1962	2014
201609	3801 Woodhaven Rd.	Shallcross Public School for Boys	Building	C1922	2014
201610	11061 Knights Rd.	Fitzpatrick School	Building	1959	2014
201611	3500 Academy Rd.	Stephen Decatur Public School	Building	C1960	2014
201612	11081 Knights Rd.	Benjamin Rush Junior High School	Building	C1968	2014
201613	10800 Hawley Rd.	General J. H. LaBrum Middle School	Building	1973	2014

*Properties That Have Been Identified but Not Evaluated for National Register Eligibility*

### **Archaeological Resources within the North Delaware Planning District**

The Far Northeast Planning District contains twenty-seven (27) recorded archaeological sites, most of which are located in the Woodhaven Road corridor. The clustering of these sites in this area and the corresponding lack of identified sites in other parts of the district is more a function of the intentional testing and identification that has occurred in conjunction with state and federally funded road projects rather than a confirmed absence of resources in other areas. These sites include both Prehistoric and Historic period resources and reflect both Native American and European activity. The majority of the sites are historic era domestic sites, likely related to farms and rural settlements along the Bucks and Montgomery County borders.

Site #	Site Name	Site Type	NR Status	Meters To Water
36PH0023			SHPO: Not Eligible	10
36PH0024		Open Habitation, Prehistoric	SHPO: Not Eligible	70
36PH0053	PIDC Historic Site 1	Historic- Unknown/ Other/Multiple Types	Insufficient Information to Evaluate	189
36PH0054	Woodhaven Site 2	Open Prehistoric Site, Unknown Function	Insufficient Information to Evaluate	10
36PH0055	Woodhaven Site 3	Open Habitation, Prehistoric	Insufficient Information to Evaluate	10
36PH0056	Colbert's Run	Open Prehistoric Site, Unknown Function	Insufficient Information to Evaluate	0

36PH0092	Byberry Meeting African-American Cemetery	Cemetery	Insufficient Information to Evaluate	70
36PH0093	H20	Historic Commercial Site	Insufficient Information to Evaluate	90
36PH0094	H19	Historic Domestic Site	Insufficient Information to Evaluate	106
36PH0095	H16	Historic Domestic Site	Insufficient Information to Evaluate	0
36PH0096	H15	Historic Domestic Site	Insufficient Information to Evaluate	79
36PH0097	H13	Historic Domestic Site	Insufficient Information to Evaluate	0
36PH0098	H12	Historic Domestic Site	Insufficient Information to Evaluate	0
36PH0099	H10	Historic Domestic Site	Insufficient Information to Evaluate	0
36PH0100	H11	Historic Domestic Site	Insufficient Information to Evaluate	0
36PH0101	H6	Historic Domestic Site	Insufficient Information to Evaluate	101
36PH0102	H5	Historic Domestic Site	Insufficient Information to Evaluate	34
36PH0103	H1	Historic and Prehistoric	Insufficient Information to Evaluate	112
36PH0111	HP3	Historic Domestic Site	Insufficient Information to Evaluate	62
36PH0112	HP1	Historic Domestic Site	Insufficient Information to Evaluate	95
36PH0113	HP2	Historic Domestic Site	Insufficient Information to Evaluate	92
36PH0114	H9	Historic and Prehistoric	Insufficient Information to Evaluate	90
36PH0127	S126	Historic Domestic Site	SHPO: Not Eligible	424
36PH0134	Philadelphia Northeast Site 1	Historic - Unknown/ Other/Multiple Types	Insufficient Information to Evaluate	0
36PH0148	Byberry Crossroads	Farmstead	Insufficient Information to Evaluate	275
36PH0149	Carver	Farmstead	Insufficient Information to Evaluate	216
36PH0150	Myers	Farmstead	Insufficient Information to Evaluate	183

*Archaeological Resources within the Far Northeast Planning District*



## KEY ISSUES

The following are important historic preservation challenges facing the Far Northeast District:

- **Lack of previous comprehensive survey information**
  - For this memo, the staff of the Philadelphia Historical Commission attempted to accumulate information from as many existing sources as possible, to utilize historic and current map information, as well as street and aerial photography, to identify previously-unidentified and potentially significant resources. However, no previous comprehensive survey of historic properties existed for the planning district, and this document should not be considered a complete survey of all potentially significant resources in the Far Northeast district.
- **Dispersed nature of historic resources in the district**
  - Owing to the rural nature of development in the Far Northeast until the mid-twentieth century, historic resources in the district are widely dispersed. Many of the historic resources of the district were located along major corridors and were demolished to make way for mid-twentieth century suburban development and shopping, as well as for the Northeast Philadelphia airport.
- **Questionable integrity of properties along historic corridors**
  - In addition to individual farmsteads, historic development in the Far Northeast was characterized by small crossroads communities. Many of these communities and the historic properties that composed them still exist (for example, in Bustleton, Somerton, and Mechanicsville), however many of these properties have been altered with inappropriate materials and signage.
- **Limited number of locally designated resources**
  - Within the Far Northeast Planning District, there are only eight individually-designated buildings (excluding condominium units), one site, and one historic district 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.

## MAJOR OPPORTUNITIES

Historic preservation opportunities in the Far Northeast District include:

- **Many significant communities, institutional, commercial/industrial, 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 Far Northeast 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 Mechanicsville, Bustleton, and Somerton.*

- **Mechanicsville Historic District:** Originally settled by the Walton brothers in 1648, by 1700, the area was known as Mechanicsville for the trades people who came to settle there. A mill for sawing lumber and grinding feed was erected by Evan Townsend in 1774. Mechanicsville Road was laid out in 1816.

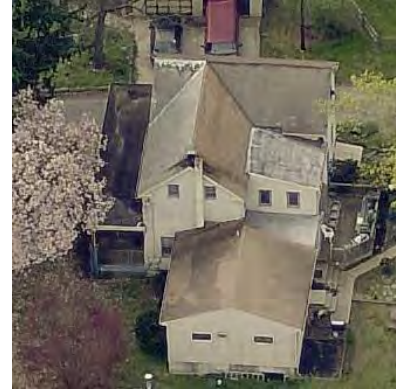


1843 Ellet map of Philadelphia County | 1862 Smedley atlas of Philadelphia



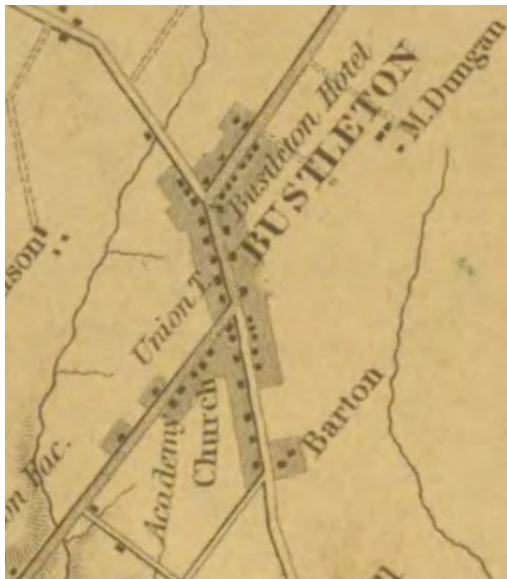
View north along Mechanicsville Road





*Top row: 3124, 3142, & 3130 Mechanicsville Rd; Bottom row: 3126, 3135, & 3110 Mechanicsville Rd*

- **Historic Bustleton:** Early development in Bustleton occurred at the crossroads of Welsh Road and Bustleton Pike (now Old Bustleton Ave). The stopover town served as both a place of respite for travelers between Philadelphia to Newtown, PA, as well as a gathering place for nearby farmers. The introduction of several railroad lines in the late nineteenth and early twentieth centuries facilitated additional development, and many Victorian buildings remain on the small side streets of Bustleton.



*Bustleton in 1862 (left), and 1910 (right)*





Above (left to right): 1714 and 1708 Welsh Road; Below (left to right): 1730, 1728, and 1714 Welsh Rd



Above (left to right): 1917 & 1923 Welsh Road; Below (left to right): 1937, -39, -43, -45, -51, & -53 Welsh Rd



<sup>2</sup> <http://nephillyhistory.com/hnep1994/bustleton.htm>





*Above: St. Luke's (Memorial) Episcopal Church, 1930-54 Welsh Rd; 2000 Welsh Rd; 2001 Welsh Rd,  
Below: 9304 Old Bustleton Ave, and 9230 Old Bustleton Ave, Union Hall.*



*Above: 2136 & 2132 Grant Ave; 9514 Evans St present day/in 1954. Below: 9400 bl Cowden St, present/ in 1954<sup>3</sup>*

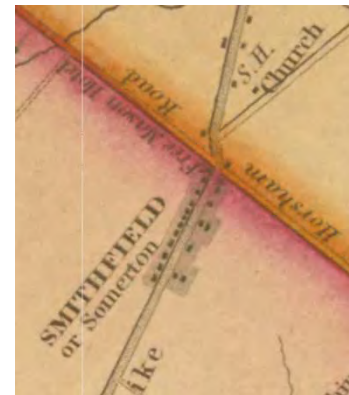
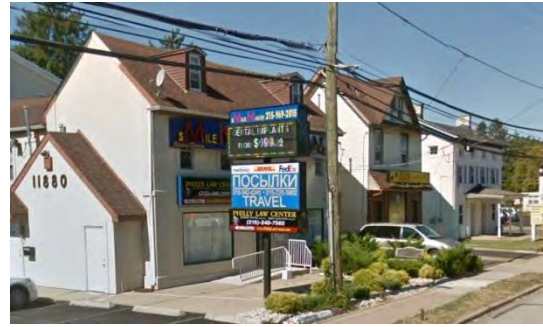


*Above: 2026 Murray St, 2100 Murray St*

<sup>3</sup> Historic images courtesy of City of Philadelphia Department of Records and Phillyhistory.org  
Historic Preservation Memo, Far Northeast District Plan. Philadelphia Historical Commission, 2016



- Historic Somerton:** The village of Somerton (or Smithfield) developed along the Bustleton and Somerton Turnpike, partly in Moreland and partly in Byberry townships prior to the consolidation of the townships into the City of Philadelphia in 1854. When the town was surveyed by Thomas Livesey in 1758, it contained approximately 10 buildings, including a store, tavern, and blacksmith shop. With the advent of the railroad in the third quarter of the nineteenth century, Somerton began to spread north. While speculative developers began planning new residential communities with winding street layouts as early as 1891, it was not until the post-World War II period that the area truly witnessed a boom of development.



Early properties along the west side of Bustleton Avenue, south of Byberry Road. Although many have been altered or have had unsympathetic signage installed, the basic forms of these nineteenth century properties is still visible. These properties made up the historic core of the village of Smithfield/Somerton.



The Somerton General Store at 601 Maple Avenue, used as a general store for over 100 years, was described in a 1992 *Philadelphia Inquirer* article as a neighborhood landmark.





The Italianate style Washington House Hotel at 14000 Bustleton Avenue was constructed sometime between 1855 and 1887 (according to historic map research). The hotel was well-positioned adjacent to the Somerton Station of the Philadelphia & Reading Rail Road, which cut through the north of Somerton in the third quarter of the nineteenth century and encouraged speculative development in the community. Bustleton Avenue has since seen a raise in grade, and the property has been altered incompatibly, but it retains its distinguishing low hipped roof with deeply overhanging eaves. Its many original window openings are also visible on the property.

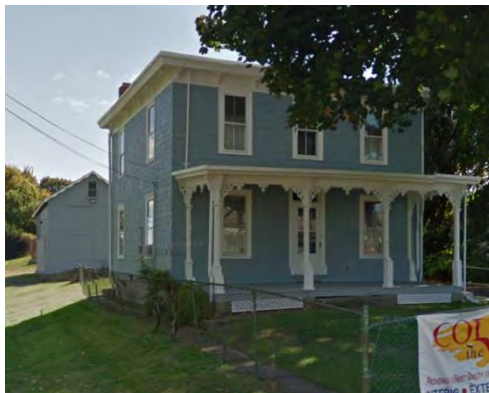


*Residential (or formerly residential) properties along Byberry Road, to the southeast of the intersection of Bustleton Avenue. Top row: 625; 700, 702, & 704; and 709 Byberry Rd. Bottom row: 716; 770; and 801 Byberry Rd. The Worthington/Lindsay residence at 801 Byberry Rd is one of the earliest houses in the village of Somerton.*





*Residential properties along Byberry Road, northwest of Bustleton Ave, constructed in the second half of the nineteenth century. Top row: 521; 505 and 507 Byberry Rd./ Second row: 528-30 & 532-34; 531 Byberry Rd.*



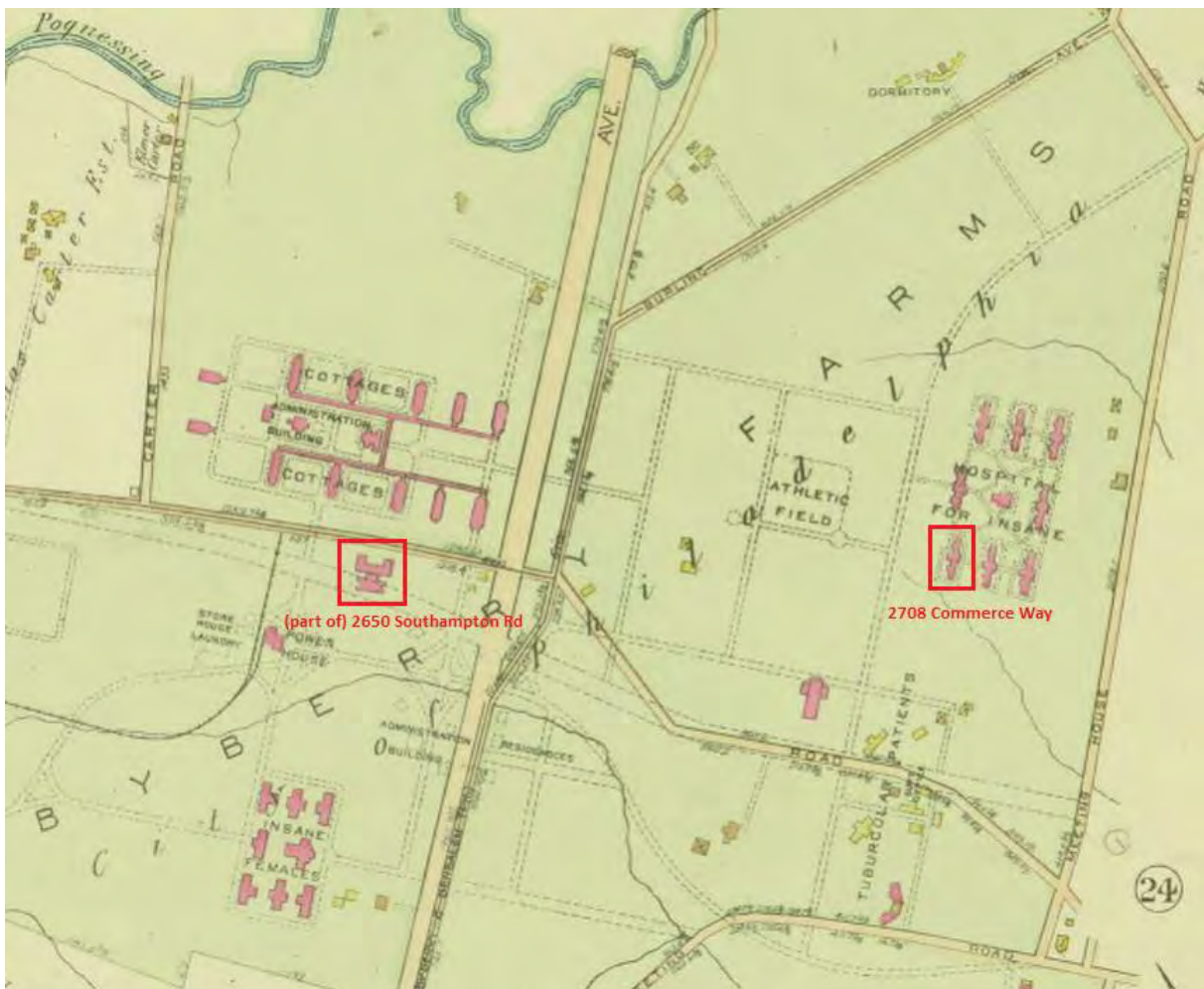
*Residential properties near/ north of the intersection of Bustleton Avenue and Trevoze Road, constructed in the second half of the nineteenth century. Top row: 13073 & 13081 Bustleton Ave; 13057, 13063, & 13069 Bustleton Ave.*



## Institutional Buildings

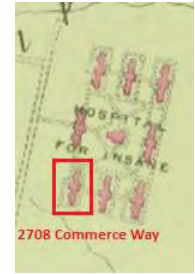
*Goal: Consider nomination of the following potentially-eligible institutional buildings to the Philadelphia Register of Historic Places*

- **Byberry Mental Hospital/Philadelphia State Hospital (2708 Commerce Way, and 2650 Southampton Rd):** The Byberry Mental Hospital, which began as a small work farm for the mentally ill, opened in 1907 as a cottage plan asylum. The hospital initially followed the theory of physician Benjamin Rush that mental illness was a disease which could be cured with proper treatment, but that the mentally ill should be separated from ordinary citizens until they were cured. The institution was renamed several times, becoming known as the Philadelphia State Hospital at Byberry when the hospital was turned over to the state in 1936. The primary buildings were constructed between 1907 and the mid-1920s, with new buildings being constructed between 1940 and 1953. The majority of the more than fifty buildings that once formed the expansive hospital, which housed a population of over 7,000 at its peak in 1960, have been demolished. One building of the former Male Group of dormitories, and the Nurses' and Female Attendants' Quarters remain.



1927 Atlas of the City of Philadelphia, 25<sup>th</sup> Ward showing "Byberry Farms," later renamed the Philadelphia State Hospital at Byberry. The two buildings outlined in red are the only surviving buildings of the once enormous complex.

- **2708 Commerce Way, Male Group, Building E-6 (c. 1920):** Building C/E-6 was part of a tidy complex of buildings that housed and served the male patients at Byberry Hospital. Building E-6 was one of six identical dormitories, in a complex that also featured a laundry, cafeteria, and O.T. shop.



- **2650 Southampton Rd, Nurses' and Female Attendants' Quarters at Byberry, (c. 1925-1929 and c. 1950):** The building in the image to the left, which fronts on Southampton Road, was present in the 1927 atlas. It was added to shortly thereafter, with the addition of the buildings in the upper righthand corner of the image on the right. An additional wing (seen in the lower lefthand corner of the image on the right) was added to the Nurses' and Female Attendants' Quarters around 1950.



- **Academy Road and Red Lion Road, Maple Grove School (1854):** The Maple Grove school building was constructed in 1854 on a lot donated by Silas and Phoebe Walton. The school replaced an earlier Moreland and Byberry school building that had been present on the site since 1800.<sup>4</sup> The school, constructed by Joseph K. Vangergriff, was described in an early publication as "one story stone building. Wood construction. \*Shingle roof, sod yard and sidewalk paving. Detached Unheated toilets. \*The shingle roof was later replaced with tin."<sup>5</sup>



<sup>4</sup> [https://www.philadelphiabuildings.org/pab/app/pj\\_display.cfm/134562](https://www.philadelphiabuildings.org/pab/app/pj_display.cfm/134562)

<sup>5</sup> [https://archive.org/stream/publicschoolbuil00edmu/publicschoolbuil00edmu\\_djvu.txt](https://archive.org/stream/publicschoolbuil00edmu/publicschoolbuil00edmu_djvu.txt)



- **3322 Willits Road, Lower Dublin Academy (c. 1798):** The Lower Dublin Academy traces its history to money designated for the education of local youth in the 1695 will of Holmesburg resident Thomas Holme (1625-1695), in what was then Lower Dublin Township. Holme's bequest was not carried out until 1723, when his estate was divided following the death of his daughter, and an acre and a half of the estate was set aside for the construction of a log schoolhouse. In 1798, the log schoolhouse was replaced with the existing structure. The building was ravaged by fire in 2006, but still retains much of its historic appearance. Academy Road, one of the primary thoroughfares in the Far Northeast, takes its name from the Lower Dublin Academy.



- **9230 Old Bustleton Ave, Union Hall (c. 1847):** Social halls filled an important role in nineteenth and twentieth-century lives. Built in 1847 for a stock company composed mostly of Odd Fellows and Sons of Temperance, this Union Hall was home to many lodge meetings (including Grangers, Knights of the Mystic Chain, and the Improved Order of Red Men), as well as two churches, and the Building and Loan Association.<sup>6</sup> From 1942-1960, the Bustleton Branch of the Free Library of Philadelphia operated out of the Union Hall building, and it was later used by the Settlement Music School. It has been occupied by Ss. Peter and Paul Orthodox Church since the late 1970s.



<sup>6</sup> S.F. Hotchkiss, *The York Road: Old and New* (Philadelphia, PA: Binder & Kelly, 1892), 472.  
*Historic Preservation Memo, Far Northeast District Plan. Philadelphia Historical Commission, 2016*

- **3146 Mechanicsville Road, Mechanicsville School (1866), NR Listed: 1986:** Constructed in 1866, the Mechanicsville School is a noteworthy example of the variation in school design occurring in the 1851 to 1904 period. Rural in character and retardataire in design, this small one room schoolhouse epitomizes the rural village nature of Mechanicsville. Its small scale and Greek Revival detailing recall vernacular school architecture of the Pennsylvania countryside, and serve as a reminder of the rural nature of much of Philadelphia throughout the nineteenth century.



- **13250 Trevoise Road, Watson Comly Consolidated School (1892), architect: Joseph Anshutz, builder: L. Dieterich (NR listed 1988):** The Watson Comly Public School, built in 1892, was the third school in Somerton. The building was designed by local architect Joseph Anschutz, who designed approximately 75 schools during his tenure as Assistant Architect and then Supervising Architect for the Philadelphia Board of Education. It served as a school for the surrounding rural community until 1928, when it was replaced by a larger school on Byberry Road. The building was subsequently used as the Somerton Masonic Hall for many years.



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- **1001 Byberry Road, Watson Comly Elementary School (1929) architect: Irwin T. Catharine:** The Watson Comly Elementary School was designed by Irwin T. Catharine, the chief architect of Philadelphia Public Schools from 1920 until his retirement in 1937. Catharine adopted architectural styles popular in Philadelphia and the nation at the time, including Jacobean and Gothic Revivals, as well as Art Deco.

<sup>7</sup> Custis, John Trevor. *The Public Schools of Philadelphia, Historical, Biographical, Statistical*. Philadelphia: Burk & McFetridge Co., 1897., p. 531, 539, 543





- 1140 Byberry Road, Engine 58/Byberry Firehouse (c. 1915) architect: Rankin, Kellogg & Crane:** The Byberry Firehouse was designed by Rankin, Kellogg & Crane, a highly successful firm that frequently gained government commissions. While the firm was known for monumental designs of federal buildings, they were also capable of producing smaller-scale, architecturally significant buildings, such as the Byberry Firehouse and the Falls of the Schuylkill branch of the Free Library.



- 1701 Bowler Street/9845 Bustleton Ave, Bustleton Police & Fire Department (Bustleton Avenue Municipal Building) (1955), architect: Oskar Stonorov:** This property was constructed in 1955 for the City of Philadelphia with a design by architect Oskar Stonorov. Oskar Stonorov was a modernist architect, sculptor, writer, and historian who emigrated to the United States from Germany in 1929. Although most famous for his residential designs, particularly of housing projects, Stonorov occasionally strayed from the norm, as in the case of the Bustleton Avenue Municipal Building. The rendering on the left, below, shows the design as presented in the *Philadelphia Art Commission Annual Report*, vol. 45, from 1955.



## Commercial/Industrial Buildings

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

- **12000 E. Roosevelt Boulevard, Nabisco Plant (c. 1955):** Constructed in the early 1950s for the National Biscuit Company (Nabisco)—which had formed in 1898 from a merger of roughly 40 smaller, independent bakeries—this bakery employed workers of the Far Northeast for over 75 years. Until its closure in early 2016, the bakery’s production filled the air of the community with the smell of cookies. Its nine-story tower is considered a landmark in the community.





## Religious Buildings

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

- **1930-54 Welsh Rd, St. Luke's Memorial Episcopal Church (and chapel) (1861), architect: Richard Upjohn:** St. Luke's Memorial Episcopal Church was constructed in 1861 in memory of British-born American architect Richard Upjohn is considered one of the most influential architects of his time, particularly in the area of church design. His extensive use of Gothic Revival church designs throughout the country is credited as part of the force that launched the popularity of the Gothic Revival movement in the United States. Upjohn is further significant as the founder and first president of the American Institute of Architects.



- **9554 Bustleton Avenue, Pennepack/Lower Dublin Baptist Church (now Lifeway Baptist Church) architect: Hazelhurst & Huckle (1886):**

From its construction in 1886 until its sale in 2006, this church building was occupied by the Pennepack Baptist Church, founded in 1688, the oldest Baptist congregation in Pennsylvania and one of the oldest in the country. The prominent architectural firm of Hazelhurst & Huckle designed the church for the congregation, which had outgrown its old church building on Krewstown Road, a few blocks away. Even after constructed the Bustleton church, the congregation retained ownership of the Krewstown church, which it used for ceremonial purposes. When it sold the Bustleton church in 2006, Pennepack Baptist Church moved back to into the Krewstown church building.



it

- 8500 Frankford Avenue, St. Dominic's Roman Catholic Church, School, Parish, and Cemetery (1849-1896):** St. Dominic Church was established in the village of Holmesburg in 1849 to serve a relatively small community of Catholics in the area. In 1896, the original church building was destroyed by fire. Construction on the present building began almost immediately. In addition to the brownstone church, the site boasts several auxiliary buildings, and a large cemetery.



- 510 Somerton Avenue, St. Andrew's-In-The-Field Episcopal Church Chapel (now Somerton Interfaith Food Bank) (1899):** In 1897, the Bishop of Pennsylvania gave his consent for the establishment of a Mission at Somerton, a growing crossroads community. During the first year, the congregation grew from ten to 61 persons, necessitating the construction of a chapel. Money was collected for the chapel the following year, and construction began in 1899. The population boom in the Far Northeast following World War II increased the number of Episcopal families in the Somerton area, and services were held more regularly at the Chapel.





- **10800 Knights Road, St. Michael's Chapel, Shrine of the True Cross (1931), architect: George Lovatt:** Now part of the Aria Health System's Torresdale Campus, St. Michael's Chapel was built as part of a Catholic pilgrimage center and retreat that Louise Drexel Morrell and Saint Katharine Drexel established on the property of their family's summer home, San Michel.<sup>8</sup> The chapel, along with the mansion house, is among the few extant structures associated with one of Northeast Philadelphia's most significant families, and with the beloved Saint Katharine Drexel.



- **13200 Trevoise Rd, Chapel at Somerton United Methodist Church (1836):** Constructed in 1836 for the rural community of Somerton, the chapel was used by the Somerton United Methodist Church until it moved services to the adjoining building in the mid-twentieth century.



- **3330 Byberry Road, Byberry Baptist Chapel (now Berean Bible Church) (c. 1872):** The Byberry Baptist Chapel formed in 1872 from an offshoot of approximately two dozen members of the Holmesburg Baptist Church.



<sup>8</sup> <http://www.northeasttimes.com/2013/aug/7/ne-historic-buildings-will-be-preserved2/#.V6TrjfrkJD8>  
<http://www.pahrc.net/tag/shrine-of-st-michael-of-the-true-cross/>

## Residential Buildings

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

- **10800 Knights Road, San Michel (1870), architect: Addison Hutton**

In 1870, Francis Drexel purchased a 90-acre farm at Red Lion and Knights Roads for use as his family's summer estate. He commissioned notable architect Addison Hutton to design the home, which he named San Michel, in honor of his family's devout Catholic faith. After his death in 1885, the estate passed to the three Drexel daughters, Elizabeth, Katharine, and Louise. In 1889, Louise married Edward de Veaux Morrell, a wealthy and politically connected attorney from an influential family. They purchased the property adjoining San Michel, naming it San Jose. It is now the site of Morrell Park. Louise's sister Katharine Drexel had always been deeply spiritual, and the deaths of her parents and sister, Elizabeth, further motivated her to pursue her devotion. In 1891, Katharine took vows as the founder of the Sisters of the Blessed Sacrament for Indians and Colored People, a religious order she established to minister specifically to Native American and African American people. Katharine converted the estate of San Michel into the temporary novitiate of the new religious order, moving into San Michel with 13 novices and three postulants of the Sisters of the Blessed Sacrament. The order quickly outgrew the space, moving to a new convent in nearby Andalusia in 1897. Over the next several decades, Louise Drexel Morrell oversaw the conversion of the property into a Catholic pilgrimage center, and the construction of a large chapel on the site. Retreats continued at the property until 1966 (following the deaths of Louise in 1945, and Mother Katharine in 1955), and the mission center remained open until 1974.<sup>9</sup>



- **13475 Proctor Road, Mill-Rae (now Cranaleith Spiritual Center) (1890)**

Built in 1890 as a private residence for suffragist Rachel Foster Avery and her family, Mill-Rae is significant for its association with the women's suffrage movement in the United States. The home was designed by local architect Minerva Parker Nichols, the first woman in the United States to practice architecture independently, and featured several bedrooms, large parlors, and sitting rooms, all designed with the intention of hosting meetings for various women's associations. In the late nineteenth century, such accommodations and gathering spaces for women's organizations were rare.



<sup>9</sup> <http://www.northeasttimes.com/2013/aug/7/ne-historic-buildings-will-be-preserved2/#.V6T4MvkrJD8>  
*Historic Preservation Memo, Far Northeast District Plan. Philadelphia Historical Commission, 2016*

- 521 Welsh Road (c. 1822):** One of the most intact extant farmsteads in the Far Northeast, this property exemplifies the rural heritage of the district. A date stone at the peak of the gable end suggests that the property was constructed in 1822. Historic map research indicates that it was owned by the Vandyk family in 1843, when the property was still part of Moreland Township. By the 1860s, the property was owned by the Reading family, and in 1895, by William C. Potts. Edward E. Casey owned the property from at least 1910-1932. A church was constructed on the grounds in the early 1960s.



- 725 Byberry Road, H.A. Houseman Residence (1904) architect: Stearns & Castor:** Designed by architectural firm Stearns & Castor for H.A. Houseman in 1904, this property is an excellent example of Shingle style architecture.





## Sites/Structures

*Goal: Consider nomination of the following potentially-eligible historic sites to the Philadelphia Register of Historic Places*

- **Holme Avenue & Convent Avenue, Holme-Crispin Cemetery (c. 1694-1863):** This cemetery is the burial site of Thomas Holme, William Penn's Surveyor General, who laid out the famous grid of Philadelphia streets. In the seventeenth century, Holme maintained an estate, known as the Well Spring Plantation, in Lower Dublin Township near Pennypack Creek. When Holme died in May 1695, his son-in-law Silas Crispin was named executor of the estate. As Quakers, the Holme/Crispin family cemetery primarily featured graves marked with a small stone carved only with the initials of the deceased. In 1863, the Lower Dublin Academy, which Holme's will helped establish, dedicated an obelisk monument in the cemetery to their patron.



- **Red Lion Road, Byberry Township Public Burial Ground/Hart Burial Yard (c.1683):** The former Byberry Township Public Burial Ground, also known as Hart Burial Ground, is a one-acre public burial ground located on Red Lion Road. It contains an unknown number of burials, and there have been no records found of disinterment. At least one broken gravestone was recently documented. It is considered to be the first and oldest known public burial ground in existence in Philadelphia, established circa 1683 by John Hart, an important legislator of Pennsylvania. The burial ground is owned by the City of Philadelphia and has recently been proposed for historic designation.



- **Century Lane Bridge over Poquessing Creek (1853):** Constructed in 1853, the two-span, closed-spandrel stone bridge was built to connect the villages of Mechanicsville (now part of Philadelphia) and Elizabethtown. The bridge is located on the county line.



- **Frankford Avenue/Bristol Pike Bridge over Poquessing Creek (1904):** Constructed in 1904, the Frankford Avenue bridge over Poquessing Creek is significant for its early use of concrete. The first reinforced-concrete bridge in the United States was built in 1889, but the material remained in an experimental phase through the early 1900s.



- **Old Lincoln Bridge over Poquessing Creek (abandoned—Benjamin Rush State Park) (1805):** Travelers between Bucks County and Philadelphia entered Far Northeast Philadelphia via the now-abandoned Poquessing Creek Bridge, which was constructed in 1805 to carry the King's Highway, and later the Byberry and Bensalem Turnpike, across the Poquessing Creek. The double stone arch bridge was improved in 1917 to carry Lincoln Highway, but was bypassed by Roosevelt Boulevard in 1921. The bridge is in extremely poor condition.



*1999 photograph of the bridge, courtesy of the Library of Congress*

### **Recommended Follow-Up**

- Perform additional survey and research to produce a more comprehensive survey of historic resources in the Far Northeast District.
- Consider nomination of the most important historic sites to the Philadelphia Register of Historic Places.
- Request that 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, and the removal of materials and elements (such as large signage or vinyl siding) that obscure historic features.





## LAND MANAGEMENT

*Philadelphia2035 Citywide Vision Goal: Capitalize on land assets.*

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### Summary of Existing Conditions

The Far Northeast Districts were developed much later than most of the city, and their land-use patterns typify late 20<sup>th</sup> Century automobile-oriented development as influenced by the 1955 Master Plan for the Far Northeast created by PCPC to guide development in the last undeveloped part of the city. The districts are largely low-to-medium density residential with much of that being made up of detached and semi-detached single family homes with front loading garages. Housing in the Upper Far Northeast, with more fully-detached homes on large lots, is noticeably less dense than that of the Lower Far Northeast which contains more rowhomes and semi-attached twins. Commercial space is concentrated away from residential areas along major arterials in large auto-oriented shopping centers. Despite the increasing scarcity of developable land, new residential development continues in the northern reaches of the Upper Far Northeast.

The Northeast Philadelphia airport takes up a large amount of land in the center of the district, functionally separating the Upper Far Northeast and Lower Far Northeast from each other by preventing east-west through routes. It anchors a major industrial center extending from the airport in all directions and taking advantage of the airport grounds insulating industrial uses from other uses. In addition to this industrial park, industrial users are situated in the industrial parks of Byberry East, Byberry West, and Red Lion. While intentionally separated from other uses, industrial users in these industrial parks act as good neighbors to adjacent communities through setback requirements and water and waste disposal regulations, and are zoned for low to medium industrial uses (I-1 and I-2). While most of the smaller industrial parcels are occupied, there are several large sites which currently lie vacant, especially in the farthest north reaches of the districts.

### Key Issues

- Segregation and concentration of large auto-centric commercial centers from residential communities means some residential neighborhoods do not have walkable access to nearby commercial services.
- The acreage of commercially-zoned land in the districts is significantly less than its land use, which has led to commercial development taking over land zoned for other uses.
- In several industrial parks, commercial uses, such as day cares and professional offices, have located alongside active industrial parcels, potentially creating conflict with industrial users (incl. Red Lion Industrial Park). Vacancy of large sites remains a problem.

### Major Opportunities

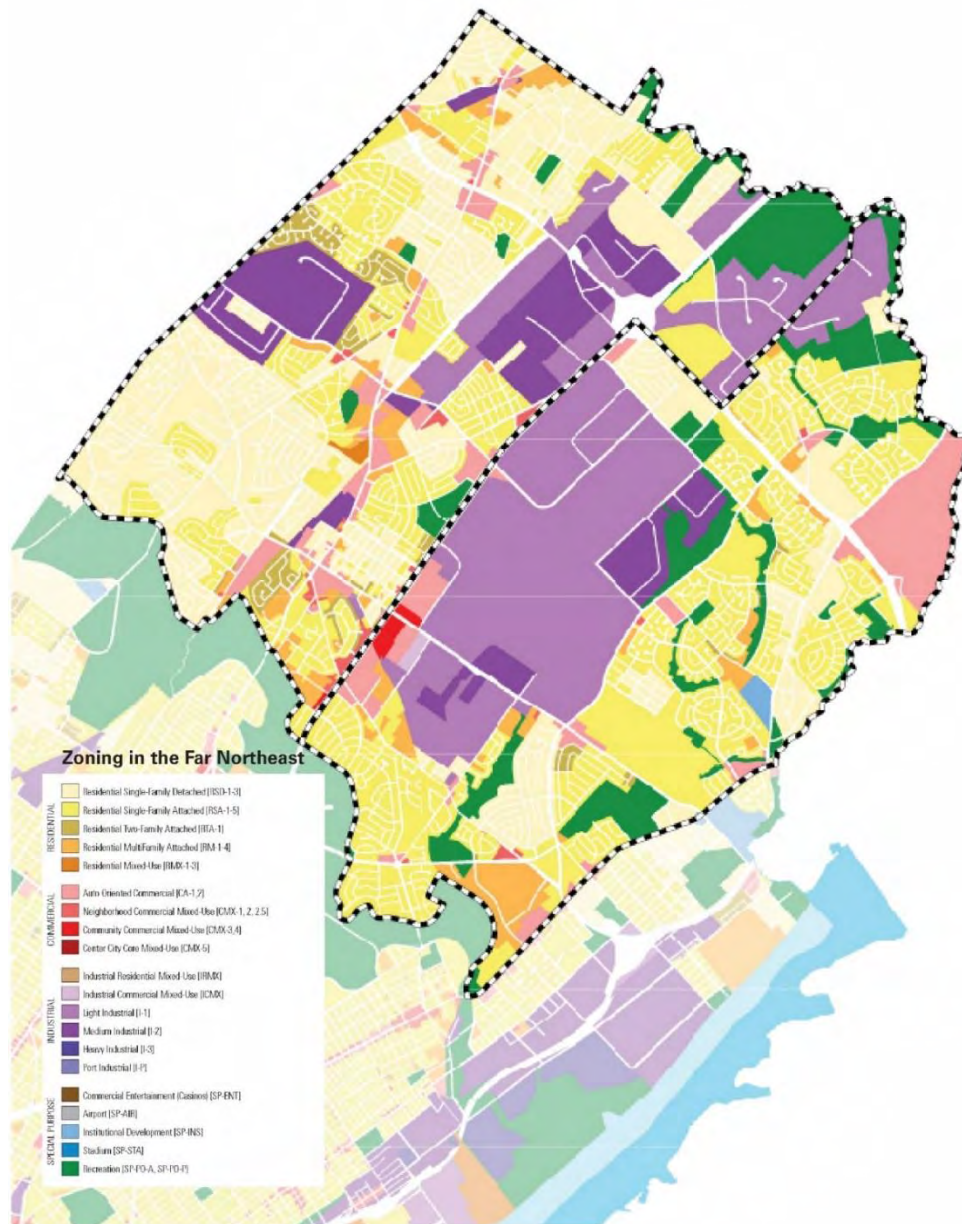
- Well-spaced commercial centers with populous walksheds have the potential to cater to more walk-up traffic with zoning changes that can encourage improvement to the public realm for pedestrians.

- Large vacant industrial sites including the Teva site and the Nabisco bakery have potential for development and future industrial and commercial growth.
- Northeast Philadelphia Airport has the potential to act as an anchor to continue to attract and accommodate modern industrial uses.
- Unused highway rights-of-way in the Woodhaven Boulevard and Northeast Boulevard corridors have the potential to be studied for future re-use or to assist with transportation needs.

## LAND USE & ZONING

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

### Zoning



The Far Northeast district's zoning is about as residential as the city as a whole (50.15%), making up 54.47% of land in the district. Unlike the city as a whole where single-family detached zoning has only a token presence with 10.35% of zoned land, in the Far Northeast there is almost an even split between single-family detached categories (21.82%) and single-family attached categories (26.74%). Lower density zoning categories make up the bulk of residentially zoned land in the districts. Unusual for Philadelphia, very little land is zoned into the RSA-5 category meant to foster the tightly packed

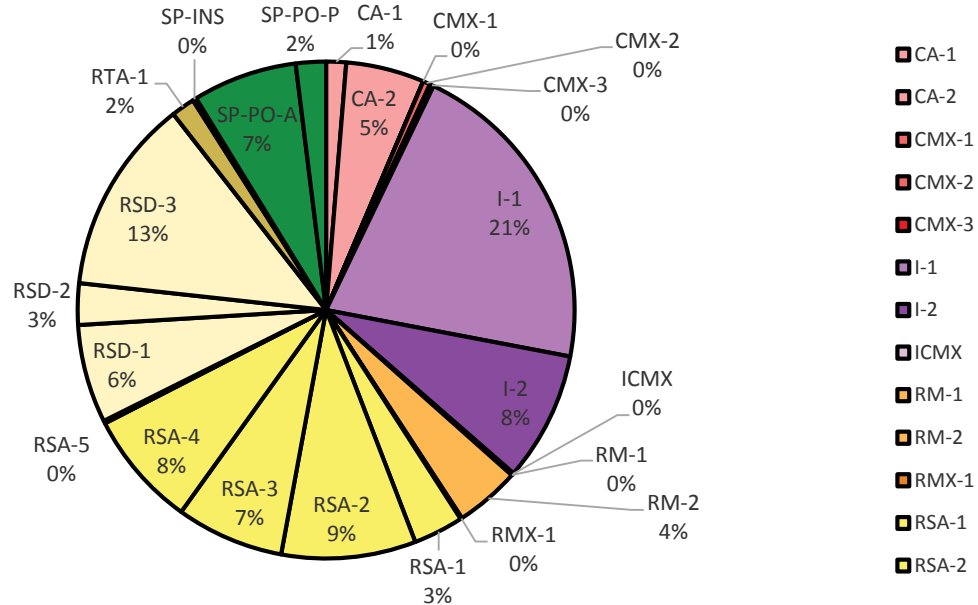
rowhomes typical of much of the rest of the city. Land zoned for single-family detached housing predominates in the Upper Far Northeast while single-family attached categories abound in the Lower Far Northeast. Multifamily and two-family housing zoning categories make up only 5.90% of land in the districts, clustered in proximity to the Somerton regional rail station, at the intersection of Bustleton Avenue and Red Lion Road, in the Pennypack neighborhood in the subdivisions along Pennypack Street and Holme Avenue, and along the Roosevelt Boulevard near the Northeast Shopping Center, with smaller concentrations near Aria Hospital – Torresdale Campus and Philadelphia Mills shopping mall.

In contrast to other parts of the city, commercial zoning is somewhat sparse (7.12% of total compared with 9.75% city). The bulk of commercially zoned land is automobile-oriented, located at the intersections of major arterials. The CA-1 and CA-2 categories make up 6.40% of land in the district, compared to 2.57% city wide. This leaves just 0.73% zoned for the more pedestrian-oriented commercial mixed-use categories. Even then, the CMX-zoned land in the district is currently developed in an automobile-centric manner, though these areas might present redevelopment opportunities to create more pedestrian-oriented commercial developments in the districts.

Industrial zoning categories make up 29.41% of land in the district, much of this (20.88%) being I-1 light industrial zoning connected to and including the Northeast Philadelphia Airport. The seemingly large proportion of industrially zoned land is misleading; it is somewhat more than the city as a whole (22.15%), but when not including the airport's 1083 acres (zoned I-1 despite the existence of the SP-AIR category designed for airports), the proportion of industrially-zoned land in the Far Northeast drops to 12.15%. The bulk of the industrially-zoned land in the district straddles the Roosevelt Boulevard. The Red Lion Industrial Park between the Bustleton and Somerton neighborhoods, despite being surrounded by residential land in close proximity, is zoned I-2 medium industrial. The adjacency of I-2 to residential areas creates the potential for conflicts with truck traffic, noise, and other negative externalities from heavier industrial use.

The balance of land in the district is zoned for parks and open space, making up 8.76% of land less than the citywide proportion of 13.86%. Most of this is zoned for active parks and open space. The zoned parkland is located disproportionately in the Lower Far Northeast District. There is a paucity of land zoned for parks and open space in the Upper Far Northeast, with Benjamin Rush State Park, located on the edge of the city far away from residential developments, being a notable exception. Detailed information on the distribution of zoning categories in the districts can be seen on the following page:

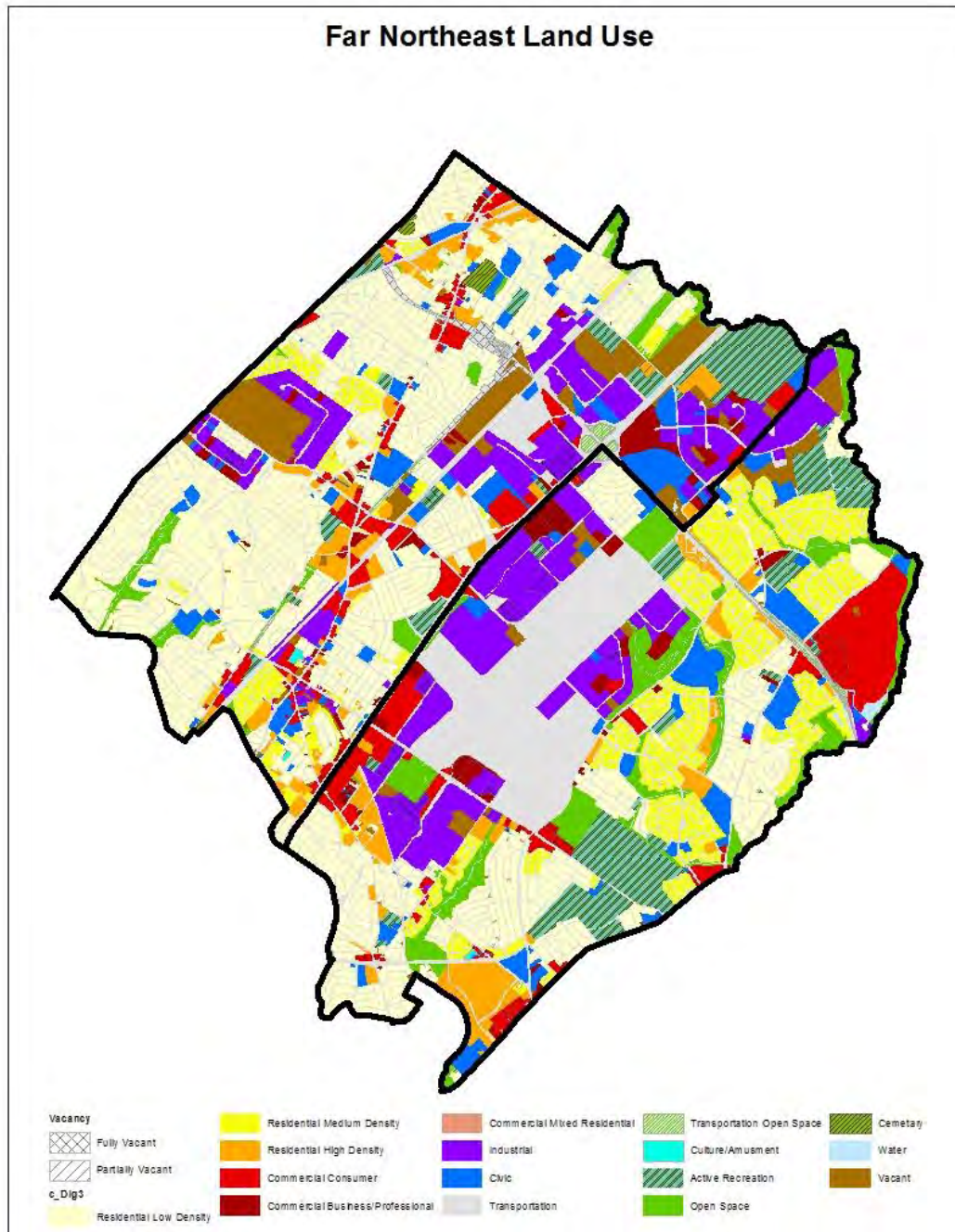
## Existing Zoning by Type in the Far Northeast Districts



Existing Zoning by Acreage				
Zoning District	Total Count	Total Acres per District	Percent Total Count	Percent Total Acres
CA-1	55	149.94	3.70%	1.30%
CA-2	25	589.78	1.68%	5.10%
CMX-1	5	0.53	0.34%	0.00%
CMX-2	27	54.20	1.82%	0.47%
CMX-3	3	29.65	0.20%	0.26%
I-1	24	2416.25	1.62%	20.88%
I-2	21	973.66	1.41%	8.41%
ICMX	1	13.64	0.07%	0.12%
RM-1	2	5.48	0.13%	0.05%
RM-2	66	487.97	4.44%	4.22%
RMX-1	1	12.41	0.07%	0.11%
RSA-1	26	376.96	1.75%	3.26%
RSA-2	240	1012.21	16.15%	8.75%
RSA-3	189	811.52	12.72%	7.01%
RSA-4	198	873.66	13.32%	7.55%
RSA-5	6	20.57	0.40%	0.18%
RSD-1	153	740.53	10.30%	6.40%
RSD-2	58	311.84	3.90%	2.69%
RSD-3	283	1473.00	19.04%	12.73%
RTA-1	54	177.53	3.63%	1.53%
SP-INS	2	28.24	0.13%	0.24%
SP-PO-A	46	787.43	3.10%	6.80%
SP-PO-P	1	226.69	0.07%	1.96%
	1486	11573.69	100.00%	100.00%



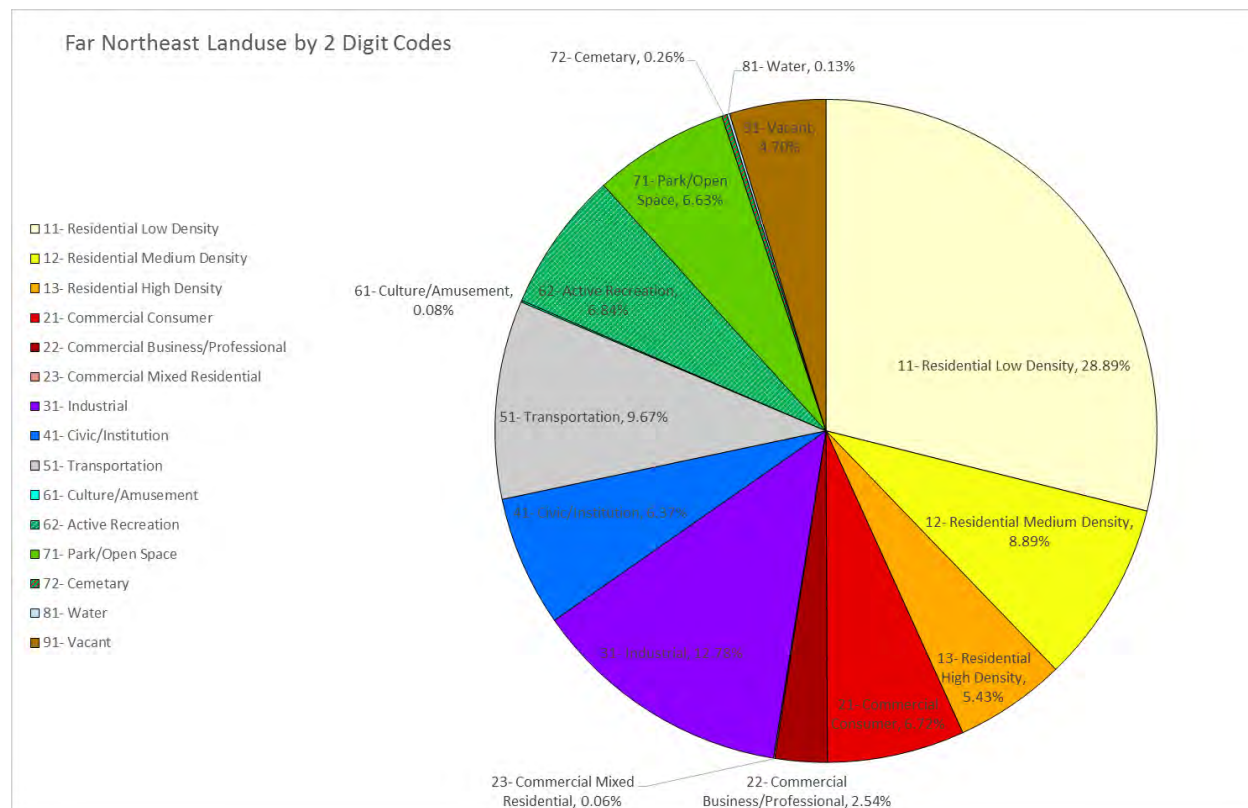
## Land Use



Similar to the zoning pattern, land use in the Far Northeast is dominated by residential uses, making 43.21% of acreage in the district considerably more than in the city as a whole<sup>1</sup>. Two thirds of the residential land (28.89% of total land), including almost all of the residential land in the Upper Far Northeast, is devoted to low density housing categories, consisting of detached and semi-detached

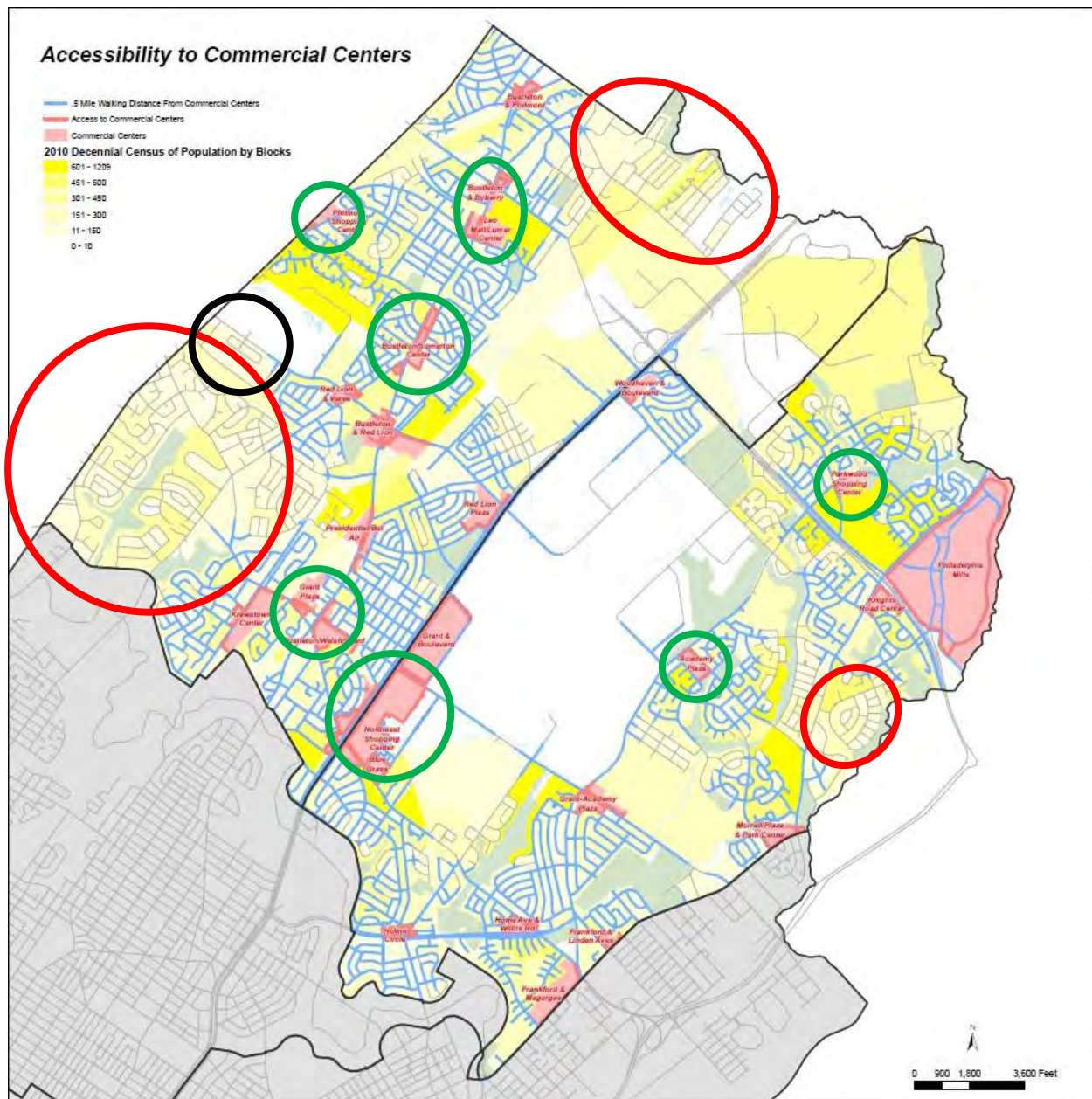
<sup>1</sup> NOTE: All Citywide Land Use data is sourced from the 2011 *Philadelphia 2035 Citywide Vision*, and may be out of date.

homes. Medium density uses, including rowhomes and multifamily homes, make up 8.89% of acreage and are concentrated mostly in the northern portion of the Lower Far Northeast. High-density uses, mainly apartment complexes, make up 5.43% of land and are concentrated along major thoroughfares and transportation nodes, including the intersection of Bustleton Ave. and Red Lion Road as well as in the vicinity of the Somerton and Forest Hills Regional Rail Stations. This density distribution skews considerably lower than the city as a whole. For comparison, only 12% of land in the city as a whole is low-density residential, medium-density residential is at 14%, and high-density residential is at 4%.



Commercial land uses make up 9.72% of land in the district, mainly along major thoroughfares. This is almost double the citywide proportion of 5%, though 301 acres of this is devoted to a large regional shopping center, the Philadelphia Mills Mall. Without Philadelphia Mills, the proportion falls to 6.7%, more in line with the citywide proportion. The district is atypical compared to others for its segregation of residential and commercial land uses. Developed post-World War II in an automobile-centric manner, the district adheres to midcentury land use planning paradigms of segregation of uses, with residential neighborhoods containing few to no commercial businesses, and commerce being steered into large commercial shopping centers consisting of strip malls and large format retail enveloped by ample parking lots. The placement of these commercial shopping centers dates to zoning decisions made in response to a 1959 *Report on Commercial Redevelopment in the Far Northeast* prepared for PCPC. The report defines trade areas based on automobile driving distances, and dismisses the possibility of scattered pedestrian-oriented commercial development as infeasible at the lower housing densities present in the Far Northeast. An aging population and greater socioeconomic diversity in the districts, and recognition of the transportation planning value of modal choice means it might be worth examining how to foster pedestrianized commercial access in the Far Northeast.





As can be seen in the above map, 10-minute walksheds have been identified for the commercial centers of the district in order to highlight both the distance of many residents from commercial services as well as the potential for certain commercial centers to foster more walk-up traffic. Excluding hydrology, parks, unpopulated areas, and the commercial centers themselves, the Far Northeast comprises an area of 14.3 square miles of inhabited residential area. It was determined that 8.2 square miles, or 57.5%, of the FNE District geographically falls within a half mile walking distance of the commercial centers, and 6.1 square miles, or 42.5%, of the FNE is left unserved. The most notable unserved areas in the district (circled in red) is the Bustleton and Byberry neighborhoods in the Upper Far Northeast, and a section of Crestmont Farms in the Lower Far Northeast. The Red Lion Industrial Park (circled in black), which has seen some commercial uses take over its space, is in close proximity to Bustleton, but the non-grid nature of the road network means walking paths are circuitous. Certain commercial shopping centers

stand out has having particularly populous walksheds, and have the potential to cater towards pedestrians if the public realm will allow it. These centers (circled in green) include the Parkwood Shopping Center, Bustleton & Byberry/Leo Mall, Grant Plaza, Northeast Shopping Center, Academy Plaza, Bustleton/Somerton Center, and the Philmont Shopping Center.

Parks and open space make up 6.63% of land, significantly less than the citywide proportion of 10%, while active recreation makes up 6.84%, somewhat more than the citywide proportion of 4%. The recreational spaces are largely concentrated in the Lower Far Northeast and in the northeastern-most corner of the Upper Far Northeast. The balance of the Upper Far Northeast has very little land devoted to parks or recreation, however the expansive presence of single-family detached housing in this segment of the district affords many residents the use of private open space.

Transportation<sup>2</sup> uses make up 9.67% of the land in the district, though much of this is Northeast Philadelphia Airport. Industrial uses make up 12.78% of land in the district, located mostly around and north of the airport, as well as within the Red Lion Industrial Park. This proportion of industrial land mirrors the city as a whole (13%). The bulk of the remaining land in the district consists of Civic/Institutional use (6.37%), distributed fairly evenly across the districts.

Detailed land use information can be seen below:

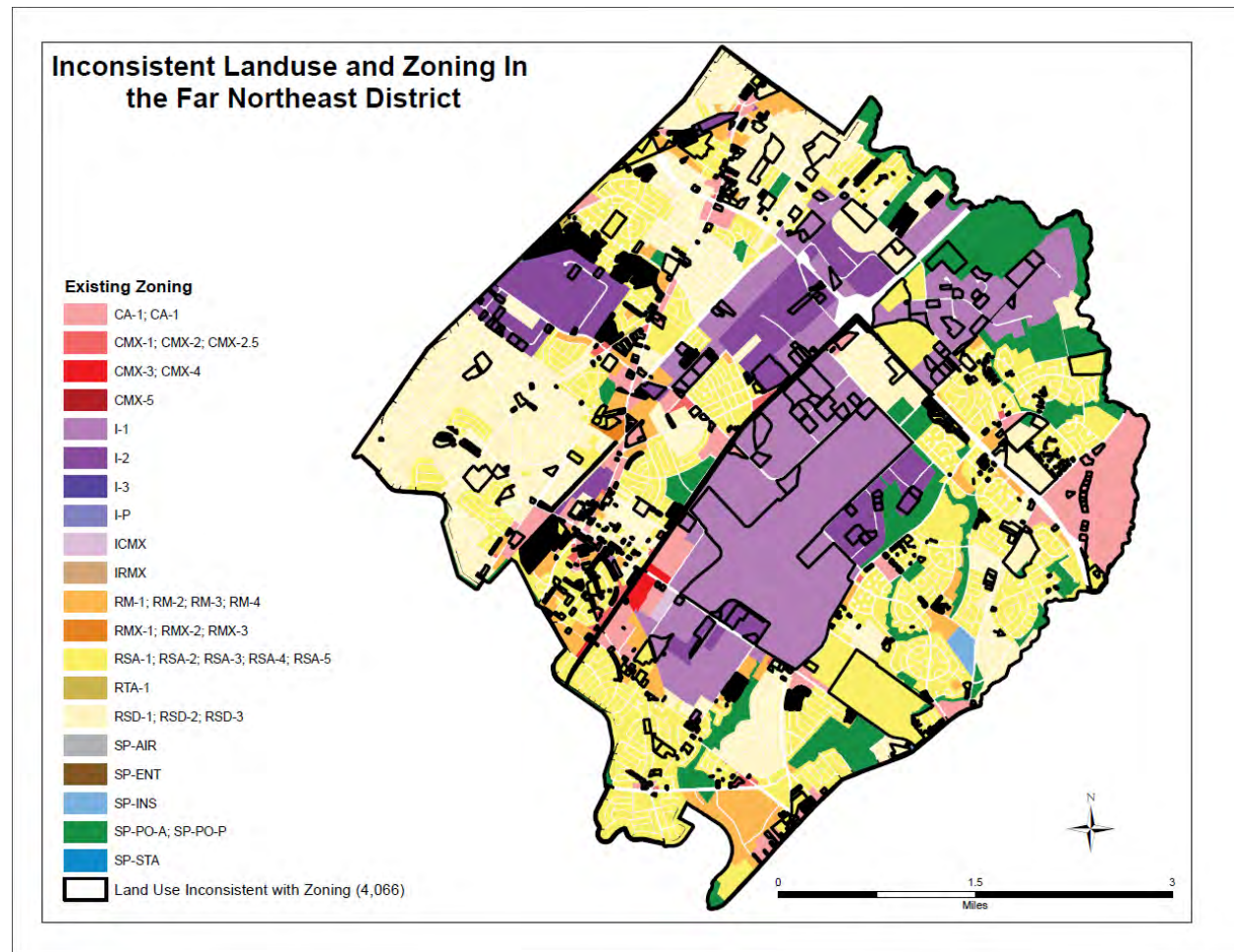
Categories of Land Use by Acres (3 Digit)		
Land Use (3-Digit Level)	Acres	Percent of Total
111- Residential Detached	2,093.80	18.27%
112- Residential SemiDetached	1,169.94	10.21%
119- Other RLD	46.93	0.41%
121- Residential Rowhouse	734.62	6.41%
122- Residential Detached Conv to Apts/Condo <=3st	3.30	0.03%
123- Residential SemiDetached Conv to Apts/Condos <=3st	144.19	1.26%
124- Residential Rowhouse Conv to Apts/Condos <=3st, <5 units	17.39	0.15%
125- Apt. House/Condos 2-4 Units. Residential Duplex or Quad <=3st	110.09	0.96%
129- Other RMD	9.14	0.08%
131- Apt. House 5 Units+	534.04	4.66%
133- Residential Rowhouse Conv to Apts/Condos > 3 stories, < 5 units	11.56	0.10%
135- Hotel/Motel	11.50	0.10%
136- Residential Care Facility	64.47	0.56%
139- Other RHD	0.34	0.00%
211- Commercial Store	648.53	5.66%
212- Commercial Food Service and Drinking	46.80	0.41%
213- Commercial Auto	71.59	0.62%
219- Other CC	2.84	0.02%

<sup>2</sup> not including street and sidewalk rights-of-way

221- Commercial Office	269.34	2.35%
222- Commercial Service	20.05	0.17%
229- Other CBP	2.22	0.02%
231- Commercial Store/Office with Residential	1.78	0.02%
232- Rowhouse Store/Office with Residential	0.62	0.01%
233- Detached or SemiDetached Store/Office w/ Res	4.60	0.04%
311- Manufacturing	125.13	1.09%
312- Manufacturing	92.09	0.80%
313- Manufacturing	154.65	1.35%
314- Utilities	68.85	0.60%
315- Construction	74.28	0.65%
316- Wholesale Trade	1.73	0.02%
317- Warehousing and Distribution	462.76	4.04%
318- Other Production, Distribution, Repair, and Maintenance	140.43	1.23%
319- Other IND	344.43	3.01%
411- Health Care	105.04	0.92%
412- Day Care	13.50	0.12%
413- Education	320.09	2.79%
414- Library	1.54	0.01%
416- Public Safety	33.38	0.29%
417- Worship	174.39	1.52%
418- Fraternal Org and Social Clubs	74.94	0.65%
419- Other Civic	6.93	0.06%
512- Transportation Rail ROW, Yards, Stations	144.78	1.26%
513- Transportation Truck/Bus/Taxi	63.60	0.56%
514- Transportation Parking	14.15	0.12%
515- Transportation Parking/Commercial Mix	2.31	0.02%
517- Transportation Aviation	883.23	7.71%
611- Performing Arts	5.06	0.04%
613- Amusement	3.85	0.03%
621- Active Recreation	783.87	6.84%
711- Park/Open Space	606.71	5.30%
719- Other POS	153.30	1.34%
721- Cemetery	29.93	0.26%
811- Water	13.46	0.12%
819- Other Water	1.67	0.01%
911- Vacant Parcels	538.29	4.70%
<b>TOTAL</b>	<b>11,458.09</b>	<b>100.00%</b>



## Zoning Inconsistent with Land Use



18.58% of zoned acres in the Far Northeast accommodate uses inconsistent with their base zoning. This figure is quite large, but it is misleading as the acreage of Northeast Philadelphia Airport includes almost half of this land. Without the airport, the percentage falls to 12.68%.

Much the inconsistently zoned land exists in industrially-zoned areas that house commercial or civic/institutional uses, with land zoned I-1 or I-2 making up more than half of all inconsistently zoned land in the district (16.52% not including Northeast Philadelphia Airport). This phenomenon occurs along Roosevelt Boulevard in the Northeast Philadelphia Airport Industrial Park as well as the Byberry East Industrial Park (both managed by PIDC), but is uniquely notable in the Red Lion Industrial Park, where more than half of its land being utilized by commercial services and civic institutions, including a proliferation of daycares and senior centers that strain parking resources inside the park. This appropriation of industrially-zoned land for commercial uses might be an outgrowth of the general unavailability of commercially zoned land in the Bustleton area, which is almost exclusively zoned for low density residential uses.

The theme of commercial land uses taking over land earmarked for other uses continues along Bustleton Avenue where many residentially zoned parcels are being used for commercial or civic purposes. Despite the zoning's efforts to contain commercial development to major nodes along the

avenue, a distinct commercial strip of smaller standalone stores has formed intermittently filling in between the designated commercial centers. A similar phenomenon of commercial infill not accounted for by zoning has occurred along Welsh Road and Grant Avenue in the vicinity of their intersections with Bustleton Avenue.

Most of the remainder of inconsistently zoned land consists of residentially-zoned land that is being used for civic/institutional uses or, in the case of the Union League Golf Club at Torresdale, recreational uses. Detailed information about land use inconsistent with zoning can be found below:

Percent of Land Use Acres Inconsistent with Underlying Zoning									
Zoning District	Total Count Zoning Base Districts	Total Acres Zoned Per Base District	Total Land Use Parcel Count	Total Acres of Land Use Parcels located in Zoning District	Percent Total Land Use Acres	Acres of Land Use Inconsistent to Zoning	Percent of All Inconsistently Zoned Land	Percent Inconsistent of Acres within each Zoning District	Percent Inconsistent of Total Zoned Acres
CA-1	55	149.94	196	146.06	1.06%	49.02	1.92%	32.69%	0.36%
CA-2	25	589.78	194	604.82	4.40%	41.71	1.63%	7.07%	0.30%
CMX-1	5	0.53	9	0.53	0.00%	0.13	0.00%	24.03%	0.00%
CMX-2	27	54.20	134	54.27	0.40%	7.38	0.29%	13.61%	0.05%
CMX-3	3	29.65	10	29.64	0.22%	0	0.00%	0.00%	0.00%
I-1 <sup>3</sup>	24	2416.25	305	2389.31	17.40%	1168.74	45.81%	48.37%	8.51%
I-2	21	973.66	199	977.50	7.12%	156.79	6.15%	16.10%	1.14%
ICMX	1	13.64	1	13.79	0.10%	0	0.00%	0.00%	0.00%
RM-1	2	5.48	8	5.39	0.04%	0.49	0.02%	8.89%	0.00%
RM-2	66	487.97	213	498.96	3.63%	4.68	0.18%	0.96%	0.03%
RMX-1	1	12.41	1	12.68	0.09%	0	0.00%	0.00%	0.00%
RSA-1	26	376.96	258	399.28	2.91%	235.47	9.23%	62.47%	1.71%
RSA-2	240	1012.21	7026	1008.69	7.34%	116.06	4.55%	11.47%	0.85%
RSA-3	189	811.52	8095	819.22	5.97%	93.90	3.68%	11.57%	0.68%
RSA-4	198	873.66	1198 2	854.95	6.23%	66.80	2.62%	7.65%	0.49%
RSA-5	6	20.57	413	20.39	0.15%	0.47	0.02%	2.29%	0.00%
RSD-1	153	740.53	1204	745.07	5.43%	159.09	6.24%	21.48%	1.16%
RSD-2	58	311.84	1031	356.56	2.60%	95.08	3.73%	30.49%	0.69%
RSD-3	283	1473.00	6748	1419.80	10.34%	173.86	6.82%	11.80%	1.27%
RTA-1	54	177.53	2043	172.72	1.26%	158.21	6.20%	89.12%	1.15%
SP-INS	2	28.24	2	28.15	0.20%	0	0.00%	0.00%	0.00%
SP-PO-A	46	787.43	81	770.37	5.61%	0	0.00%	0.00%	0.00%
SP-PO-P	1	226.69	6	229.00	1.67%	23.22	0.91%	10.24%	0.17%
Not zoned	NA	NA	100	2176.37	15.85%	0	0.00%	NA	0.00%
	1486	11573.69	40259	13733.51	100.00%	2551.08	100.00%	22.04%	18.58%

<sup>3</sup> Includes Northeast Philadelphia Airport

## VACANT LAND & STRUCTURES

*GOAL: Manage and reduce vacancy*

Vacant land makes up 4.7 percent of land in the district, similar to the proportion in the city as a whole. Vacancy issues in the Far Northeast include several large industrially-zoned parcels, most of which were formally home to industry. The largest of these parcels, located in the Red Lion Industrial Park, was originally the railcar manufacturing facility of the Budd Company. The facility closed in 1987 and was eventually repurposed as a golf course. Several years later, the Israeli pharmaceutical company Teva acquired the site planning to construct a warehousing and distribution center. However, after breaking ground in 2011, Teva halted construction on the facility in 2012 as their business priorities shifted. Teva still owns the site but a new use or a resumption in construction is not currently forthcoming. The former use of the site to manufacture railcars, including transformers laden with PCBs, means the site likely faces many environmental issues that would have to be rectified in order to repurpose the site for nonindustrial use.

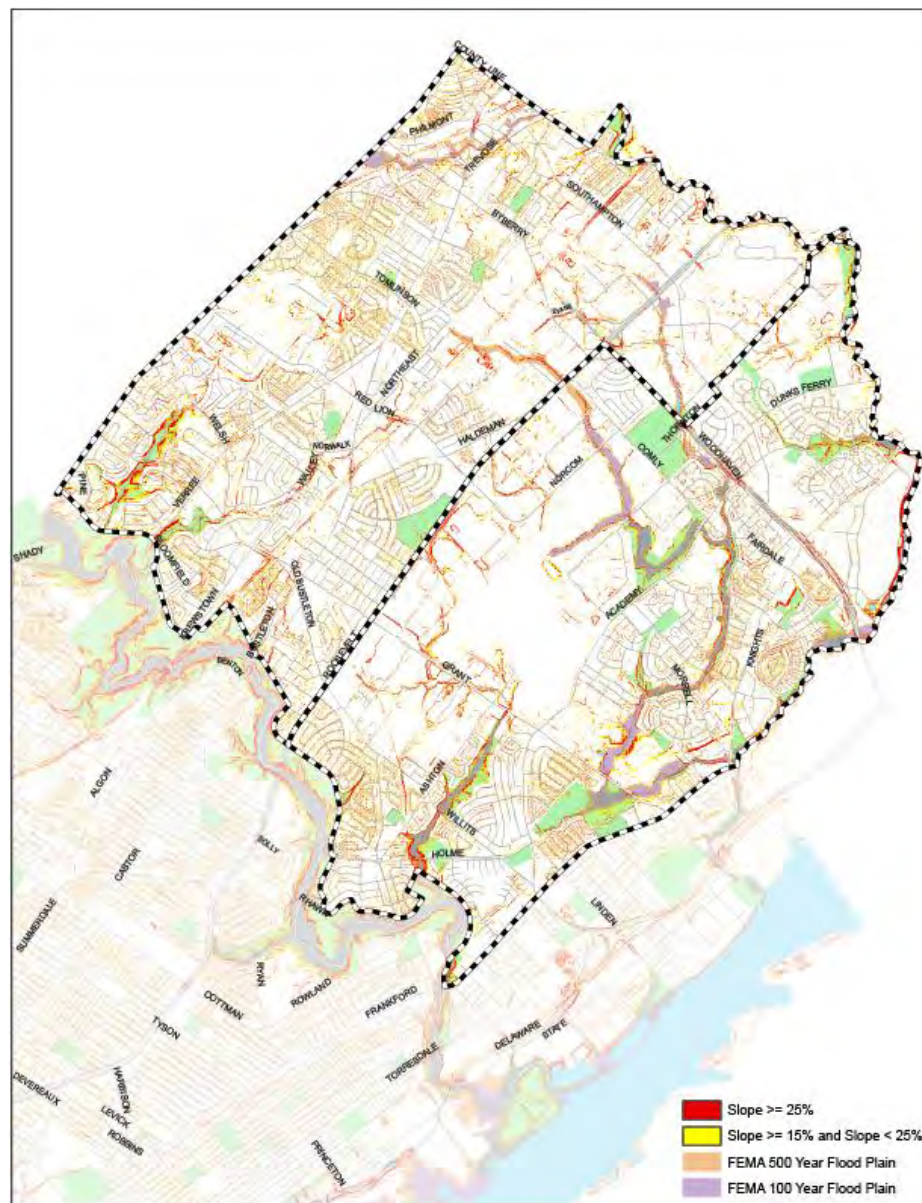
Two partially vacant transportation corridors originally intended to carry expressways through the districts are of special note. The right-of-way of the western extension of the Woodhaven Boulevard cuts through Somerton parallel to Byberry Road and is completely vacant, while the extra-wide right-of-way for the Northeast Expressway continues north from the end of the “rump” expressway that was built (Northeast Avenue). Both ROWs have minimal encroachment.

There are few vacant buildings in the district, only 0.12% of all buildings in the district. Most vacant buildings are industrial or commercial in nature, with residential vacancy being extremely low (only 0.04% of all residential structures). Some vacant buildings and sites, such as the former Nabisco Bakery on Roosevelt Boulevard in the Upper Northeast, which closed in 2015, are very large and have both a lot of redevelopment potential but also face many potential financial and environmental challenges. The Nabisco site was sold in 2016 to a buyer who according to sale broker Colliers International plans to demolish the bakery tower and manufacturing plant and keeping the distribution center for industrial use. Detailed information about vacant buildings can be found below:

Vacant Buildings by 1-digit Land Use Code					
Land Use	Count of Fully Vacant Buildings	Count of Partially Vacant Buildings	Count of Total Buildings	Percent of Fully Vacant Building Count	Percent of Partially Vacant Building Count
Residential	15	2	38,753	0.04%	0.01%
Commercial	14	6	589	2.38%	1.02%
Industrial	15	2	247	6.07%	0.81%
Civic/Institution	1	2	156	0.64%	1.28%
Transportation	0	0	45	0.00%	0.00%
Culture/Recreation	1	1	39	2.56%	2.56%
Park/Open Space	0	0	121	0.00%	0.00%
<b>TOTAL</b>	<b>46</b>	<b>13</b>	<b>39,950</b>	<b>0.12%</b>	<b>0.03%</b>

## LAND SUITABILITY

*GOAL: Protect sensitive lands from overdevelopment*



342.1 acres of land in the Far Northeast fall into the FEMA 100 year floodplain, with a further 124.03 acres falling into the 500 year floodplain. Floodplain lands are concentrated in the valley of Byberry Creek and its tributaries. Most of this land is part of existing intentional drainage right of way, being used for parks and active recreation, industry, or is part of Northeast Philadelphia Airport, uses generally compatible with floodplain placement. Poquessing Creek also has a significant floodplain in the Somerton area. Land use here includes developed residential and commercial land. The floodplain also complicates the prospect of Transit-Oriented Development in the vicinity of the Somerton Regional Rail Station.



Steep slope areas generally exist in the valleys of the numerous creeks that cross the districts, but this is generally not an issue for development, as the drainage areas are protected as parkland or are located in intentional swales with development restrictions meant to capture stormwater. Once again, the only potential issue area is in the vicinity of Poquessing Creek in Somerton.

Environmental issues, especially on former industrial land, may create land suitability issues in the future, but these issues remain currently unstudied. However, the later development date of the Far Northeast means that less of the district was developed during time periods when industrial pollution was unregulated. The district will also face fewer issues with lead paint, asbestos, or other contamination issues related to outdated construction techniques in more newly developed neighborhoods.

#### **RECOMMENDED FOLLOW UP**

- Identify development goals for vacant industrially zoned areas, including the Teva site and the former Nabisco site.
- Understand capital investment needs for industrial infrastructure and transportation improvements as identified by key city development organizations.
- Resolve inconsistencies between existing land use and zoning, as deemed appropriate by working with key stakeholders.
- Explore land use patterns and connections between auto-centric retail strips and potential public realm and pedestrian access improvements.
- Coordinate land use and zoning recommendations on arterial roadways with long-range economic goals for commercial and retail development.
- Work with adjacent landowners and community stakeholders to create recommendations for the vacant rights of way of Woodhaven Boulevard and Northeast Boulevard.

## **NEIGHBORHOODS**

*Philadelphia2035 Citywide Vision Goal: Improve neighborhood livability.*

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### **SUMMARY OF EXISTING CONDITIONS**

- A variety of community-serving public facilities are distributed throughout the Upper and Lower Far Northeast Districts. These include libraries, park and recreational resources, fire stations, and police stations.
- Overall, the district is considered very well-served by retail stores, restaurants, and personal and professional services due to the large amount and wide distribution of neighborhood and community-scale shopping centers, as well the 'super regional-scale' Philadelphia Mills shopping complex.
- The Far Northeast has few, traditional, pedestrian and transit-friendly neighborhood centers, yet the area has numerous centers comprised of proximate shopping, school, and recreation facilities.
- Fresh food in the Far Northeast is provided primarily by 15 auto-accessible supermarkets.
- Neighborhoods in the Far Northeast experienced relatively little new housing construction since 2007, and home sales prices and volumes have remained subdued since the Great Recession.

### **KEY ISSUES**

Important neighborhood issues faced by the Lower and Far Northeast Districts include:

- Because of funding constraints in the City's Capital Program, resources for maintenance of existing, public-serving facilities continue to be inadequate.
- The Roosevelt Boulevard, Woodhaven Road, and the CSX freight line may be perceived as barriers between neighborhoods and between residents and places for shopping or services.
- While much of area residents' demand for goods and services is met by large, and generally successful, auto-oriented commercial centers, the appearance and store mix of a handful of centers are in need of improvement. With less demand forecasted for 'bricks and mortar' retail due to on-line sales and deliveries, parts of these centers could be converted to newer uses.
- Due to the auto-oriented nature of the Far Northeast, and to the recent closings of several supermarkets, parts of some neighborhoods have poor, walkable access to public facilities and to convenience-oriented goods and services such as grocery stores and pharmacies.
- A substantial number of mid-20<sup>th</sup> Century residential properties are in need of modernization and repair, yet the financial resources of many homeowners and landlords may be limited.
- The district has a high percentage of long-term homeowners whose homes may come onto the housing market in relatively large numbers in a relatively short period of time.

## MAJOR OPPORTUNITIES

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

- Additional sources of capital improvement funding may increase the ‘state of good repair’ of selected community-serving facilities.
- New traffic and pedestrian safety improvements, with trees, stormwater infrastructure and directional signs, and can help to improve connections between neighborhoods and public-serving parks, recreation facilities, and commercial centers.
- Nearly all residential areas within the district are served by commercially-zoned areas that have the potential, guided by land use and transportation decisions and investments, to incorporate new mixes of uses and amenities that reflect consumer trends and preferences.
- Reoccupancy and updating of recently closed supermarkets, and adding farmers markets and healthy corner stores in underserved areas, could improve residents’ access to healthy food.
- A potential generational change of homeowners can spur needed reinvestment in older homes.
- Targeted housing outreach and assistance can help to preserve areas where the existing housing stock is stable but vulnerable to disinvestment.

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## NEIGHBORHOODS (SPECIFIC TOPICS)

### Neighborhood Centers

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

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

### Community-Serving Facilities

The Far Northeast has approximately thirty community serving facilities. Those sites that directly provide services to the surrounding community are classified as community serving facilities. Their uses range widely from safety services such as fire and police stations to recreation centers, public open space, including the Poquessing Creek Park, libraries, and a parking lot. Additionally, the Far Northeast is home to five citywide facilities, the Northeast Philadelphia Airport (PNE), the Police Training Facility, a radio tower, and three water pumping and storage facilities.

Between FY2010 to FY2016 approximately \$32M of capital funding was allocated to twenty-two different capital facilities in the Far Northeast Districts, half of which was expended to construct the new Police Training Facility and over \$4M of Aviation funds were used to improve the PNE airport. During the upcoming fiscal years of 2017 to 2022 almost \$18 million dollars is programmed in the Far Northeast Districts. However, this figure does not include programmed amounts for recreation centers, which are allocated by Council District instead of by facility. A large portion of that money is designated for regional

and citywide facilities. In particular, over \$15 million in city Aviation money is allocated solely for the PNE, which will also receive state and federal dollars. Additionally, the Police 8<sup>th</sup> District is allocated to receive more than \$1 million.

Overall, the facilities in the Far Northeast Districts are relatively well maintained and have strong stewards that are either staff, nearby residents or partners such as nearby schools, both public and parochial. It should be noted, however, that the Far Northeast lacks a public health center.

#### Fire & Police Stations

There are three fire stations in the Far Northeast: Fire Engine 22/ Ladder 31, Fire Engine 58, and Fire Engine 62/ Ladder 34.

The Far Northeast Districts are covered by two police districts, the 8<sup>th</sup> Police District, whose location is within the PNE at Red Lion Road and Academy Road, and the 7<sup>th</sup> Police District, located at Bustleton Avenue and Bowler Street. The 7<sup>th</sup> Police District shares a facility with Fire Engine 62/ Ladder 34 as well as offices for Streets 6<sup>th</sup> Highway Division, the 4<sup>th</sup> Survey District for the Philadelphia Department of License & Inspections, and the district office for Councilman O'Neill. Both the police and fire stations face similar needs to those in other areas of the city, buildings that need upgrading, proper ventilation, having sufficient work and parking space and reliable HVAC and plumbing systems. Both the 7<sup>th</sup> Police District/ Fire Engine 62/ Ladder 34 facility along with Fire Engine 22/ Ladder 31 have additional needs, including needed window and electrical upgrades and additional storage space for equipment. The engine bay was recently resurfaced at Fire Engine 62/ Ladder 34. This facility could benefit from upgrades to make it ADA compliant.

#### Libraries

There are four branch libraries in the Far Northeast Districts that are strategically located to cover the combined districts. The Torresdale Branch is situated in the bottom part of the Lower Far Northeast District and the Katherine Drexel Branch is in the upper part of that district. The Welsh Branch is located centrally along the Roosevelt Boulevard and the Bustleton Branch is located in the upper portion of the Upper Far Northeast District. All four libraries were built in the 1960s and 1970s in the mid-century modern architectural style. All four branches lack ADA accessibility either in all of their entrances or within the buildings.

- Torresdale Branch- 3079 Holme Avenue. While this branch has not received funding in the past 16 years nor has any programmed allocations in the FY17-22 budget, it remains in good condition.
- Welsh Branch- 9233R E. Roosevelt Boulevard. This branch received a \$375,000 upgrade in 2015 and is in pretty good condition. However, the lower level classroom is not ADA accessible and there is a roof leak near the entrance. This branch is located on a former street within the Northeast Shopping Center that has been converted to part of the parking area.



- Katherine Drexel Branch- 11099 Knights Road. While this branch has not received funding in the past 16 years nor has any programmed allocations in the FY17-22 budget, it remains in good condition. This branch has some other needs, such as repairing or replacing the linoleum flooring and HVAC system as well as addressing some plumbing issues.
- Bustleton Branch- 10153-99 Bustleton Avenue. While this branch has not received funding in the past 16 years nor has any programmed allocations in the FY17-22 budget, it remains in good condition. It's HVAC system was installed in 1965, when the library was built, and requires an upgrade. The librarian expressed interest in inside and outside security cameras and additional parking.

#### Parks, Recreation Centers and other Recreational Assets

The Far Northeast Districts are home to over thirteen recreational assets including playgrounds and parks in addition to Pennypack Creek Park and Poquessing Creek Park which run on either side of the district. The recreation assets, categorized by their condition, are highlighted below.

#### Playgrounds

- Baldi School Playground- 8725 Verree Road. The Baldi School Playground, which serves Baldi Elementary School, is in fair to poor condition and requires significant investment including new playground equipment, fixing damaged light casings, resurfacing of its courts and overall maintenance of its ballfields.
- Chalfont Playground- 11061 Knights Road. Chalfont Playground is very well maintained. A need for better access off of Chalfont Road and better signage off of Knights Road were noted. The roof and flooring of the rec building are being replaced.
- Fitzpatrick Playground- 3500 Academy Road. Fitzpatrick Playground is in fair condition and requires much needed investment to the basketball courts, roller hockey rink, playground, and building (exterior and interior). The access to the adjacent school could be improved to provide an amenity to the students.
- Gifford Playground- 575 Tomlinson Road. Overall, the facility is in very good condition with new playground equipment and a new utility shed but the path from the main building and playgrounds to the baseball fields could be better maintained and made ADA accessible.
- Hayes Playground- 9850 Roosevelt Boulevard. Hayes Playground is in fair condition and requires significant investment to the entire facility. Basketball and tennis courts, the roller hockey rinks, and the parking lot needs resurfacing and the basketball courts need new boards and hoops. The playground equipment is old and damaged and requires pavement resurfacing and new mats. There are signs of dumping and insufficient waste disposal. The batting cages and football posts appear to be in good condition.
- Holme Playground- 9152 Academy Road. Holme Playground is in very good condition with basketball courts, ballfields, playgrounds, and pathways in excellent condition. The building is in need of exterior renovation.
- Lackman Playground- 1101 Bartlett Street. Lackman Playground has recently received upgrades to its play equipment including a new spray ground and racetrack. It's tennis and

basketball courts in addition to baseball fields are in good condition. The pool was not in use at the time of the visit after Memorial Day and standing water is accumulating at the bottom.

- Palmer Playground- 11701 Thornton Road. Overall, the facility is in good condition but the playground equipment is in need of upgrading and there is a demand for off-street parking.
- Picariello Playground- 3325 Red Lion Road. Picariello Playground received renovations in 2010 to its playground, tot lot and water feature. The basketball court and hockey rink remain in good condition and the building hosts a pre-school and bathrooms. The ballfields and indoor recreation center is run by the Liberty Bell Youth Organization.
- Torresdale Playground- 9550 Frankford Avenue. Torresdale Playground is currently in fair condition with outdated and poorly maintained playground equipment but tennis and basketball courts and ball field in good condition. The entire facility is currently undergoing a reconstruction this summer and with a 2017-18 completion timeline.

#### Recreation Centers

- Daniel Boyle Recreation Center- 13024 Stevens Road. The Daniel Boyle Recreation Center is in good condition overall and has received renovations to the grounds, particularly the playground, sprayground, and small race track. The courts are in need of resurfacing and general upgrades.
- McArdle Recreation Center- 8930 Ashton Road. McArdle Recreation Center is adjacent to Robert Pollack Elementary School and is in fair condition and underutilized. The playground and tot lot are in need of upgraded equipment and signage and parking is needed. The athletic fields and courts are in good condition. Portions of the recreation center, including the playgrounds, are programmed to receive upgrades.

#### Park

- Junod Park- 3102 Mechanicsville Road. Junod Park is in very good condition. In addition to providing a recreational amenity to the immediate neighborhood, it serves as one of the two main access points to the completed portion of the Poquessing Creek Park Trail. Junod Park is very large, equipped with four tennis courts, three baseball fields, two basketball courts, a playground, tot lot, and slash pad. Needed improvements include resurfacing and new nets for the tennis and basketball courts, more trash cans, improvements to the building ventilation, and extending the sidewalk on the east side. One defunct area in front of the recreation building that served as a spray ground is currently inoperable. A portion of Junod Park is operated by the Parkwood Youth Organization.
- Poquessing Creek Park- The two access points to the completed portion of the Poquessing Creek Park are located at Junod Park on Mechanicsville Road and from Benjamin Rush State Park. The Poquessing Creek Trail was completed in 2014 as a paved trail with amenities including benches, bridges, and trash cans. Additional directional signage would help visitors find the site.

- The Pennypack Creek Park is not technically within the Far Northeast Districts, but nonetheless serves as a recreational asset to residents of the Far Northeast. There is one overpass over the Pennypack Creek Park in the Districts along Willits Road, which is in good condition but the sidewalk needs repair.

In addition to these playgrounds and recreation centers, the Far Northeast is home to four natural areas and one City owned golf course, the John Byrne Golf Course. One of these natural areas, the Poquessing Creek Park, serves residents throughout the City and region. The natural areas of Somerton Woods, Walton Run, and Wooden Bridge Run are undeveloped portions of the Districts that have trails within or around their perimeter. The trail at Walton Run in particular is overgrown with weeds and poison ivy and lacks sidewalks and signage along Academy Road. John Byrne Golf Course, located at 9550 Leon Street and leased to Billy Casper Golf, is in good condition, but needs repairs to its roof, which is leaking.

#### Parking Lot

There is one municipal parking lot in the Far Northeast Districts, at the Forrest Hills Train Station, and it is in good condition. The parking lot is well utilized and is parked to capacity and the covered waiting areas are in good condition. However, it could use better signage and traffic improvements to control the traffic along Byberry Road and improve ingress and egress into and from the parking lot.

#### Other Facilities

The Far Northeast Senior Center, also known as the Rosemary Montagno Senior Center, serves as a community center for senior citizens in the Far Northeast. The facility is located at 12601 Townsend Road and is currently undergoing renovations including a new roof, but it could also benefit from better outdoor signage.

The Office of Professional Compliance for the Philadelphia Prison System is located at 1140 Byberry Road and is in good condition.

#### Citywide Facilities

There are a variety of capital facilities in the Far Northeast Districts that serve either the entire city or an area that is much larger than solely the district itself.

- Philadelphia Police Academy Campus- 2838 Woodhaven Road. The City's Police Training Center has recently moved from the North Delaware District to the former Philadelphia Memorial Armed Forces Reserve Center at Woodhaven Road and Joseph Kelly Terrace, which closed in 2011. The Police Training Center received over \$16M in City funds from fiscal years 2012 through 2016, and opened in 2016. The facility trains up to 60 recruits per class and has eight classrooms for recruits and continuing education, employs 150 staff, and accommodates 20 to 150 people for in-service training. A new entrance to Comly Road was built and opened this

year. The Police Training Center could use a security system, air conditioning in the gym, an audio-visual system, and additional parking for recruits.

- There are a number of municipal facilities that serve the water infrastructure needs of the Far Northeast, including the Lockhart Street Water Pumping Station, the Rennard Street Waste Water Pumping Station, and the Somerton Water Tanks. All three stations are in good condition. The Southampton Radio Tower provides radio transmission service.
- Northeast Philadelphia Airport- 9901 E Roosevelt Boulevard. The Northeast Philadelphia Airport (PNE) covers 1,240 acres in the center of the Lower Far Northeast District. It once served as a hub for short commercial flights but now solely operates as a center for private and charter jets, flight schools, and supports corporate flights for major companies in the area. AgustaWestland, who recently merged with Leonardo Helicopters, employs about 600 at its Philadelphia location and continues to grow. While the PNE employs 21 City employees, there are around 2,000 employees for all businesses on the airport property, and it supports thousands more in the adjacent industrial park. The PNE is surrounded by a trail to the east of the property. There are plans to complete the missing trail link along Roosevelt Boulevard but this project has not received any capital funds. There are four municipal assets within the PNE: the airfield area, the airport administration building, and two maintenance buildings.
- The airfield is in good condition, but could use repaving on Runway 624, the longest runway. The PNE is currently placing new guidance signs and markings along the runways to direct landing planes further away from the surrounding roads.
- The Administration Building needs improvements to its front entrance and bathrooms and its hallways to be widened to bring it up to ADA compliance.
- Maintenance Building A is 45 years old and in poor condition but is only used for storage.
- Maintenance Building B is 10 years old and is in good condition.

### Commercial Corridors

The Far Northeast is served by a total of 7.9 million square feet of floor area available for establishments that provide consumer-oriented goods and services. This translates into more than 57,000 square feet per 1,000 residents, which is higher than other districts in the Northeast Cluster as well as the nearby districts of River Wards, Upper North, and Lower North. Approximately 2.4 million square feet of this floor area is accounted for by the Philadelphia Mills complex at Woodhaven and Knights Roads, a 'super-regional' center that draws shoppers locally as well as from dozens of miles away. Excluding Philadelphia Mills, 5.5 million square feet of space, or 40,000 sq.ft. of space per 1,000 residents, is available to serve neighborhood and community needs in the Far Northeast.

The auto-oriented commercial centers that serve the Far Northeast are generally well-managed, and they provide a wide range of modern and competitive goods and services to district residents, workers, and visitors. There are currently no traditional, walkable neighborhood centers in the Far Northeast.



According to the City Planning Commission's Philadelphia 'Shops' inventory conducted for the Far Northeast districts, the 30 commercial corridors or centers that directly serve the area range from small neighborhood subcenters to large, community-scale retail centers to the 'super-regional' Philadelphia Mills shopping destination. The district is served by at least 15 supermarkets, including the grocery departments of large general merchandise stores such as Walmart and Target. Two Pathmark and two Food Basics stores in the Far Northeast closed in 2015 due to the bankruptcy of their parent company, A&P. They remain closed as of this writing.

The Philadelphia Mills complex (2,400,000 sq. ft.) is by far the largest shopping resource serving the Far Northeast. Opened in 1989 as Franklin Mills, the main part of the complex is now owned by Simon Property Group and is undergoing a major renovation to remain competitive as a super-regional "outlet and value retail destination" (SPG). Vacancy within the contiguous, branded 'Mills' property was a relatively healthy 9 percent as of July, 2016, with further reductions in vacancy anticipated as renovations conclude. However, vacancy in the adjoining 'Liberty Plaza', 'Home and Design Center', and pad sites totaled nearly 30 percent, highlighting an ongoing challenge and opportunity to attract and retain new uses that are viable and complementary. Access to Philadelphia Mills is primarily from Woodhaven Road via I95 and Roosevelt Boulevard/Route 1.

The next largest, commercial destinations within the Far Northeast are the 'Grant and the Boulevard' (1.1 million sq. ft.) and 'Welsh and the Boulevard' (540,000 sq. ft.) centers. These auto-oriented clusters of large-format and smaller specialty chain stores are clustered around busy Roosevelt Boulevard intersections that are a mere one half mile apart. In combination, the size of these two centers rivals the Cottman and Boulevard regional center just two miles to the south. While the sites of the Northeast Tower Center and Blue Grass Plaza centers that comprise 'Welsh and the Boulevard' were planned for commercial use as part of post WWII development of the Far Northeast, 'Grant and the Boulevard' has largely evolved as an unplanned cluster of centers (e.g. Whitman Square, Forman Mills, The Court at Grant Avenue) on former industrial sites. Overall vacancy in both areas is relatively low.

Far Northeast residents and workers are also served by a number of other, community-scale shopping centers that are anchored by larger, big-box stores. Two of these, Boulevard Plaza (430,000 sq. ft) and Red Lion Plaza (275,000 sq. ft.) also front on Roosevelt Boulevard. Additional community-scale centers include: Frankford and Megargee (250,000 sq.ft.), Leo Mall/Lumar Center (213,000 sq.ft.), American Heritage Center (BJ's), and Woodhaven Mall Shopping Center in Bensalem Township. The largest, grocery-store anchored neighborhood shopping center is Bustleton and Red Lion (250,000 sq.ft.)

Although the Far Northeast has no traditional, walkable commercial districts, there are numerous opportunities to better integrate safe, pedestrian access from adjoining neighborhoods into existing commercial centers and corridors. Moreover, two neighborhood commercial centers that are parts of pre-WWII settlement, the Bustleton/Welsh/Grant area and the Bustleton and Byberry area, retain a street network and building stock that could be enhanced to provide the Far Northeast with a more pedestrian-friendly type of retail environment it is currently missing.

Due to favorable market conditions and recent reinvestments, the Far Northeast has a relatively large number of commercial areas rated as being in excellent overall condition. These include: Morrell Plaza and Park Center, Parkwood Center, Academy Plaza, Grant and the Boulevard, Red Lion Plaza, American Heritage Center, Bustleton and Red Lion, and Leo Mall/Lumar Center. Locations noted as suffering from high vacancy and/or fair to poor overall conditions include: Ashton and Willits, Holme and Willits, Krewstown Center, Grant Plaza, Philmont Shopping Center, and Philmont and Byberry.

The following table lists commercial areas within or immediately proximate to the Far Northeast District.

**Commercial Corridors, Centers, and Districts Serving the Far Northeast District, 2016.**

PCPC ID	Name	Type of Center	Gross Leasable Area (sq. ft.)
Bslm	Woodhaven Mall Shopping Center Community		290,000
340	Holmesburg Shopping Center	Neighborhood	70,000
342	Frankford and Megargee	Community	250,000
344	Frankford and Linden	Neighborhood	75,000
347	Morrell Plaza and Park Center	Neighborhood	130,000
348	Knights Road Center	Neighborhood	85,000
350	Philadelphia Mills	Super-Regional	2,400,000
352	Parkwood Center	Neighborhood	90,000
353	Academy Plaza	Neighborhood	176,000
354	Grant-Academy Plaza	Neighborhood	150,000
356	Ashton and Willits	Neighborhood Subcenter	45,000
357	Holme and Willits	Neighborhood	102,000
358	Holme Circle	Neighborhood Subcenter	56,000
360	<i>Welsh and the Boulevard<sup>1</sup></i>	<i>Community</i>	<i>540,000</i>
363	Grant and the Boulevard <sup>2</sup>	Community	1,107,000
364	Bustleton/Welsh/Grant	Neighborhood	210,000
366	Krewstown Center	Neighborhood	223,000
367	Grant Plaza	Neighborhood	148,000
368	Presidential/Belair	Neighborhood	150,000
370	Red Lion Plaza	Community	275,000
371	Boulevard Plaza	Community	430,000
372	American Heritage Center	Community	105,000
374	Bustleton and Red Lion	Neighborhood	250,000
375	Red Lion and Verree	Neighborhood Subcenter	53,000
376	Bustleton/Somerton Center	Neighborhood	135,000
378	Philmont Shopping Center	Neighborhood Subcenter	52,000
380	Leo Mall/Lumar Center	Community	213,000

381	Bustleton and Byberry	Neighborhood	138,000
382	Philmont and Byberry	Neighborhood Subcenter	30,000
384	Bustleton and Philmont	Neighborhood	215,000
<b>TOTAL</b>			<b>7,904,000</b>

Source: PCPC. Philadelphia Shops inventory, 2011-2016. Bslm=Bensalem Township

<sup>1</sup> #360 'Welsh and the Boulevard' is a combination of Blue Grass Plaza (former #360) and Northeast Tower Center (former #362)

<sup>2</sup> #363 'Grant and the Boulevard' has grown significantly as former industrial properties were converted into commercial retail properties, now including Whitman Square, Forman Mills, The Court at Grant Avenue, and Grant One.

### Transit-Oriented Development

The Far Northeast District currently has no areas that have the combined characteristics of density, mixed-use, pedestrian accessibility, and transit utilization that are typically associated with modern, transit-oriented development (TOD). This mono-culture potentially limits the area's ability to compete for new residents and businesses. A handful of areas do have potential, through infill, repurposing of existing structures, and upgrading of pedestrian environments, to create more diverse neighborhood centers around transit-nodes. Commercial areas along Roosevelt Boulevard will be reviewed for this opportunity as part of the Federally-funded "Route for Change" project.

### Healthy Food Access

Philadelphia has the highest prevalence of obesity out of the 10 largest U.S. cities. Within Philadelphia, low-income and racial-ethnic minorities are disproportionately burdened by obesity-related health issues. A lack of access to healthy, affordable foods contributes to these disparities. Access to healthy food can be improved by:

- Locating new healthy food sources near transit stations to improve access for those without cars
- Identifying suitable supermarket, healthy corner store, community garden, and urban farming sites
- Improving access to existing healthy food sources through multi-modal transportation improvements
- Permitting on-street produce vending in areas without access to healthy foods.

The Philadelphia Department of Public Health (PDPH) and the City Planning Commission have been working together since 2010 to identify and address geographic gaps in walkable access to healthy foods in the city's 18 planning districts. PDPH maintains a bi-annual Walkable Access to Healthy Food in Philadelphia report, which assesses and graphically depicts walkable access to healthy food retailers. Through the aforementioned strategies and the Health Department's incentives program to equip corner stores with healthy foods (Healthy Corner Stores Initiative), many identified gaps have been reduced, although many still remain.

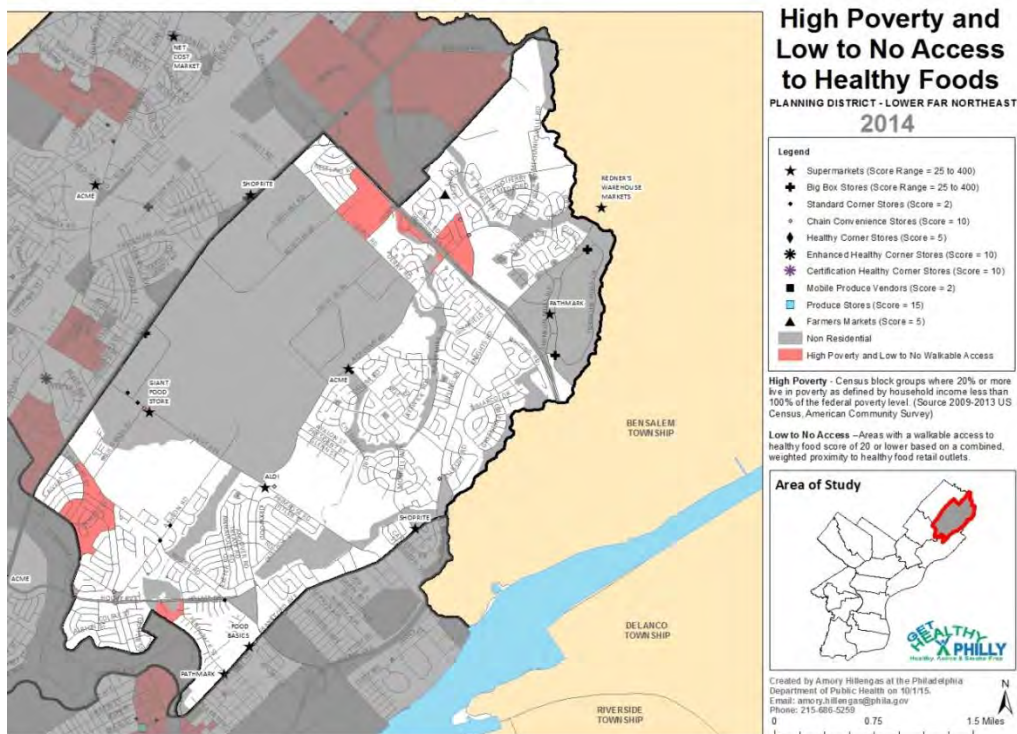
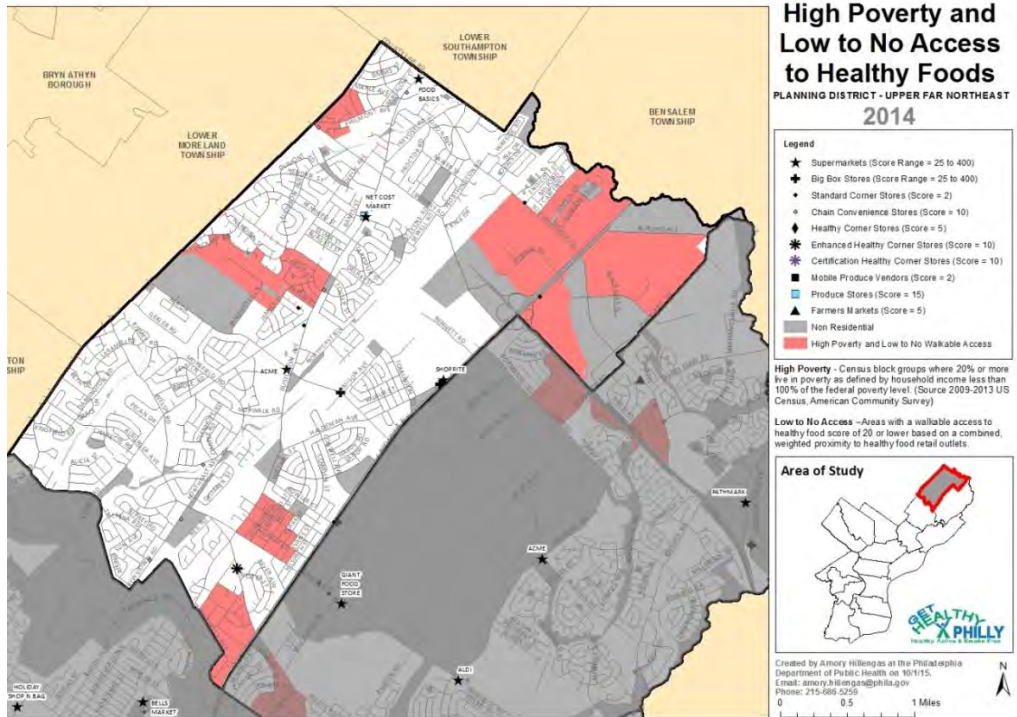
Between 2010 and 2014, the PDPH assessment indicates that roughly 26,500 low-income residents of Philadelphia experienced a net decrease in walkable access to healthy foods. Low-income residents

generally have more limited access to cars. The decrease is partially attributable to a spate of supermarket closings during those years, which reduced the citywide number of establishments classified as supermarkets from 147 to 133. At the same time, there was an increase in the number of convenience stores and corner stores purveying healthy food, but the increase was not enough to compensate for the loss of supermarkets.

For the Far Northeast, the most recent Health Department data indicates that between 2012 and 2014 there was an 11,485 increase in the number of high-poverty individuals with low- to no-walkable access to healthy foods (see maps below). Four supermarkets closed during this period.

**High Poverty and Low to No Walkable Access to Healthy Foods in the Far Northeast Districts, 2014.**

	2014					2012 vs. 2014		
	Total population	Low to no walkable access (LNA)	High poverty (HP)	Low to no walkable access and high poverty (LNA-HP)	% LNA-HP	Change in LNA-HP	% change in LNA-HP	# 2012 supermarket closings
<b>Citywide</b>	<b>1,526,006</b>	<b>689,610</b>	<b>823,327</b>	<b>341,285</b>	<b>22.4%</b>	<b>34,482</b>	<b>11.2%</b>	<b>15</b>
<i>Lower Far Northeast</i>	<i>70,340</i>	<i>52,054</i>	<i>7,925</i>	<i>4,736</i>	<i>6.7%</i>	<i>4,736</i>	<i>0.0%</i>	<i>2</i>
<i>Upper Far Northeast</i>	<i>66,605</i>	<i>50,640</i>	<i>11,756</i>	<i>9,769</i>	<i>14.7%</i>	<i>6,749</i>	<i>223.5%</i>	<i>1</i>
<b>Far Northeast</b>	<b>136,945</b>	<b>102,694</b>	<b>19,681</b>	<b>14,505</b>	<b>11%</b>	<b>11,485</b>	<b>223%</b>	<b>3</b>



## Housing

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



The Far Northeast offers residents a relatively modern, stable and moderately-priced mix of housing options. The area's population, median household incomes, and housing construction activity are expected to increase in the future.

Between 1980 and 2010, the district's total population declined by 8,455 people or nearly 6 percent, yet the total number of ownership and rental housing units actually increased by 6,735 or 13 percent. More units became vacant as a result of supply marginally exceeding demand, as the district saw an increase in housing vacancy from 3.6 to 4.2 percent during these years. Meanwhile, remaining units generally became occupied by smaller households, as the average household size decreased from 2.95 persons in 1980 to 2.48 persons in 2010. Despite this decrease, the average household size of the district remains slightly larger than the citywide 2010 average of 2.45 persons per household. It should be noted that while the district's total population declined between 1980 and 2010, that population loss was concentrated in the Lower Far Northeast section of the district. Population actually increased in the Upper Far Northeast section of the district during this time. Between 2000 and 2010, the Far Northeast as whole experienced a population increase of 0.60 percent or 819 people.

The Far Northeast has an above average percentage of family households. Based on 2010-2014 ACS 5 Year Estimate data, 65.4% of all households in the district were family households and 34.5% were non-family households. Citywide, 53.1% of all households were Family Households and 46.9% were Non-Family Households. **(Also see Demographics memo for more details about population and housing)**

Based on 2010\_2014 ACS data, only 2.3 percent (1,284 units) of the housing units in the Far Northeast were built in 2000 or later, compared to 3.9 percent Citywide. By comparison, Planning Districts with higher percentages of units built in 2000 or later include: Lower South District (30.2), the Central District (11.4), Lower North District (9.3), and the Lower Northwest District (6.6). At the other end of the age spectrum, the Far Northeast has a substantially lower than average share of housing units built before 1939, with just 2.6 percent of the Upper and Lower Far Northeast housing units constructed before 1939 compared to 39.7 percent Citywide. The majority of housing units in the Far Northeast, 55 percent, were built in the 1960s and 1970s, with a median year of construction of 1967. Comparatively just 17.6 percent of Citywide housing units were built in the 1960s and 1970s, with a median year of construction of 1944.

While the area has a relatively newer housing stock than most of the City, with an average age of fifty years, continued repairs and updates will be needed to maintain good conditions. The Far Northeast also has an above average share of residents who have lived in the area for 25 years or more. Based on 2010-2014 ACS 5 Year Estimate data, 26.6% of the population in the Far Northeast moved to the district in 1989 or Before. Citywide, only 21.9% of the population moved to the City in 1989 or Before.

Between 2000 and 2010 the number of Renter Occupied Housing Units in the district increased 4.8% (or by 820 units), from 17,267 Renter Occupied Housing Units in 2000, to 18,087 Renter Occupied Housing Units in 2010. The Renter Occupancy Rate increased from 32.0% in 2000, to 33.1% in 2010. The Renter Occupancy rates in the district are considerably lower than the Citywide Renter Occupancy rate of

45.9%. During this time, the Owner Occupancy Rate in the district declined slightly from 67.9% in 2000, to 66.8% in 2010. The number of owner occupied housing units in the district decreased -0.36% (or by - 133 units), from 36,654 Owner Occupied Housing Units in 2000, to 36,521 Owner Occupied Housing Units in 2010. Despite these decreases, homeownership rates in the Far Northeast are remain higher than average. *The Citywide homeowner occupancy rate was 54.1%, in 2010.* Between 2000 and 2010, Rental Occupancy rates increased in most census tract in the district, except for tract 348.02 and ,348.03 in Academy Gardens, 353.1 in Brookhaven, 353.02 and 362.01 in Morrell Park ,362.02 in Millbrook/Morrell Park and 363.03 in Parkwood. All of these tracts are in the LFNE section of the district. While homeownership rates in the Far Northeast decreased, the number of homeowners actually increased in: Census tract 346 (Pennypack), 353.01 (Brookhaven), 355( Bustleton), 359 and 360 (Somerton), 362.01 (Millbrook/Morrell Park), 363.03 (Parkwood), and 365 in Byberry.

With an above average percentage of population 65 Years and Older, the number of senior homeowners in the district increased. Between 2000 and 2010, the number of homeowner units in the Far Northeast occupied by senior citizens rose slightly from 29.8 percent to 30.1 percent, marginally higher than the citywide rate of 27.2 percent. In 2010, the census tracts with the highest percentage or number of senior homeowner units were located in Pennypack (346) and Bustleton (356.01).

#### L&I Activity

Between 2008 and 2015, the Department of Licenses and Inspections (L & I) issued building permits for three hundred and ninety-nine of new housing units the Far Northeast. Of the proposed units, one hundred and seventeen were single family structures, two hundred and thirty- three were twin-row house structures, and forty-four were two- family structures, three were three-and four- family structures and two were miscellaneous structures. Citywide, permits were issued for 16,653 new housing units during this period. Planning districts with high volumes of residential permits include: the Central District (4,962 units); the Lower North District (3,067 units); and the University/Southwest District (2,513 units). Of three hundred and ninety-nine permitted units, three hundred and fifty-four (88.7%) were for units in UFNE section of the district, and forty-five (11.3%) were for new units in LFNE section of the district. Of three hundred and ninety-nine permitted units, the majority (64%) were for new housing units in Tract 265 in the Byberry neighborhood. Of the remaining permits issued, 10% were for units in census tract 360 in the Somerton neighborhood; and 5% in census tract 344 in Bustleton. The remaining permits issued were dispersed throughout the district in the census tracts listed in the table below. The recent peak year for permits issued was 2008. Permit activity has recovered slightly in recent years since the Great Recession.

Proposed Residential New Construction Units By Building Type –Far Northeast District							Total Proposed New Units	Percent of Total
Year	101 - Single	102 - Twin/Row	103 - 2Fam.	104 - 3/4Fam.	105 - 5+Fam.	118 - Misc. Res. Bldg.	TOTAL	
Upper Far Northeast	53	68					121	89.7%
Lower Far Northeast	8	6					14	10.3%
<b>Total Far Northeast 2008</b>	<b>61</b>	<b>74</b>					<b>135</b>	
Upper Far Northeast	2	5					7	58.3%
Lower Far Northeast	1	2				2	5	41.7%
<b>Total Far Northeast 2009</b>	<b>3</b>	<b>7</b>				<b>2</b>	<b>12</b>	
Upper Far Northeast	12	10					22	95.7%
Lower Far Northeast	1						1	4.3%
<b>Total Far Northeast 2010</b>	<b>13</b>	<b>10</b>					<b>23</b>	
Upper Far Northeast	9	18					27	75%
Lower Far Northeast	2	7					9	25%
<b>Total Far Northeast 2011</b>	<b>11</b>	<b>25</b>					<b>36</b>	
Upper Far Northeast			40	3			43	95.5%
Lower Far Northeast			2				2	4.5%
<b>Total Far Northeast 2012</b>			<b>42</b>	<b>3</b>			<b>45</b>	
Upper Far Northeast	3	38	2				43	97.7%
Lower Far Northeast	1						1	2.3%
<b>Total Far Northeast 2013</b>	<b>4</b>	<b>38</b>	<b>2</b>				<b>44</b>	
Upper Far Northeast	7	32					39	72.3%
Lower Far Northeast	2	13					15	27.7%
<b>Total Far Northeast 2014</b>	<b>9</b>	<b>45</b>					<b>54</b>	
Upper Far Northeast	16	34					50	100%
Lower Far Northeast								
<b>Total Far Northeast 2015</b>	<b>16</b>	<b>34</b>					<b>50</b>	
<b>Total Upper Far Northeast</b>	<b>102</b>	<b>205</b>	<b>42</b>	<b>3</b>		<b>2</b>	<b>354</b>	<b>88.7%</b>
<b>Total Lower Far Northeast</b>	<b>15</b>	<b>28</b>	<b>2</b>				<b>45</b>	<b>11.3%</b>
<b>Total Far Northeast by Building Type</b>	<b>117</b>	<b>233</b>	<b>44</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>399</b>	
<b>Percentage Of Total by Building Type</b>	<b>29.3%</b>	<b>58.3%</b>	<b>11%</b>	<b>0.75%</b>	<b>0%</b>	<b>0.50%</b>		

Proposed Residential New Construction Units By Year	200 8	200 9	201 0	201 1	201 2	201 3	201 4	201 5	TOTAL 2008 - 2014	Percent by Tract
Census Tract 344	14		1	1			2	2	20	5%
Census Tract 345	6			5		2		1	14	3.5%
Census Tract 346	4								4	1%
Census Tract 347				2			12		14	3.5%
Census Tract 348	6	2		5	2				15	3.7%
Census Tract 353			1	1		1	2		5	1.2%
Census Tract 354		2							2	0.50%
Census Tract 9803									0	0%
Census Tract 355		1							1	0.25%
Census Tract 356	1			1		1			3	0.75%
Census Tract 357						2			2	0.50%
Census Tract 358							1	7	8	2%
Census Tract 359				1					1	0.25%
Census Tract 360	37							3	40	10%
Census Tract 361							1		1	0.25%
Census Tract 362	3			1					4	1%
Census Tract 363	1	1							2	0.50%
Census Tract 364					2	1	1	4	8	2%
Census Tract 365	63	6	21	19	41	37	35	33	255	64%
<b>TOTAL</b>	<b>135</b>	<b>12</b>	<b>23</b>	<b>36</b>	<b>45</b>	<b>44</b>	<b>54</b>	<b>50</b>	<b>399</b>	
<b>%Percent by Year</b>	<b>34 %</b>	<b>3%</b>	<b>6%</b>	<b>9%</b>	<b>11 %</b>	<b>10 %</b>	<b>14 %</b>	<b>13 %</b>		

## Sales Prices and Trends

Over the past year, the volume of homes sales in the Far Northeast increased while median home sales prices declined. Sales volumes in the district peaked in 2004 with a total of 1,987 sales. As of 2015, there were 1,446 homes sales, a 27.2 percent decline over the 2004 peak sales volume, comprising 5.9 percent of the 24,133 total citywide homes sales. The Median Home Sales Price in the Far Northeast peaked in 2006 at \$219,000, and steadily declined until 2013, when they briefly spiked, then declined again in 2014 and 2015. Despite these declines median sales prices in the district have continue to far exceed the citywide median home sale price. While the 2015 sales volume numbers were lower than the peak period numbers, given that the Far Northeast has a high percentage of homeownership units occupied by long-term residents, sales volumes are likely to increase as these units turnover and new units come online

Year		Far Northeast Sales Count	Far Northeast Median Sales Price \$	Citywide Sales Count	Citywide Median Sales Price \$	Far Northeast Sales Count as % of Citywide Sales
2003	Lower Far Northeast	901	\$129,900			
2003	Upper Far Northeast	727	\$169,000			
Total 2003		1,628	\$149,450	21,396	\$66,000	7.61%
2004	Lower Far Northeast	1,114	\$154,000			
2004	Upper Far Northeast	873	\$195,000			
Total 2004		1,987	\$174,500	26,787	\$79,000	7.42%
2005	Lower Far Northeast	1,027	\$185,000			
2005	Upper Far Northeast	857	\$236,000			
Total 2005		1,884	\$210,500	27,325	98,900	6.89%
2006	Lower Far Northeast	880	\$197,000			
2006	Upper Far Northeast	699	\$241,000			
Total 2006		1,579	\$219,000	24,130	\$110,000	6.54%
2007	Lower Far Northeast	715	\$197,000			
2007	Upper Far Northeast	582	\$240,000			
Total 2007		1,297	\$218,500	21,151	\$114,900	6.13%
2008	Lower Far Northeast	614	\$195,000			
2008	Upper Far Northeast	456	\$238,000			
Total 2008		1,070	\$216,500	15,896	\$112,500	6.73%
2009	Lower Far Northeast	634	\$195,000			
2009	Upper Far Northeast	515	\$227,000			
Total 2009		1,149	\$206,500	13,622	\$120,000	8.53%
2010	Lower Far Northeast	505	\$187,000			
2010	Upper Far Northeast	445	\$220,000			



Total 2010		950	\$203,500	12,711	\$117,000	7.47%
2011	Lower Far Northeast	543	\$180,000			
2011	Upper Far Northeast	389	\$215,000			
Total 2011		932	\$197,500	11,490	\$110,000	8.11%
2012	Lower Far Northeast	526	\$172,000			
2012	Upper Far Northeast	485	\$205,000			
Total 2012		1,011	\$188,500	12,012	\$119,900	8.42%
2013	Lower Far Northeast	543	\$175,000			
2013	Upper Far Northeast	461	\$218,000			
Total 2013		1,004	\$196,500	13,776	\$123,000	7.29%
2014	Lower Far Northeast	547	\$168,875			
2014	Upper Far Northeast	407	\$209,500			
Total 2014		954	\$189,188	12,669	\$119,000	7.53%
2015	Lower Far Northeast	823	\$169,700			
2015	Upper Far Northeast	623	\$200,000			
Total 2015		1,446	\$184,850	24,133	\$113,800	5.99%

## Evictions

Philadelphia Legal Services has compiled data on the numbers of housing evictions filed in Philadelphia 2010 through 2014. Zip codes in the Far Northeast have had a consistently lower percentage of evictions compared to citywide totals during this period. However, evictions in the Far Northeast have recently increased, indicating that more households are overburdened by housing costs, or in some cases of rental households, that the tenant has stopped paying rent due to deteriorating conditions of the housing.

Frequency of Evictions		Year	% of Total	Year	% of Total	Year	% of Total	Year	% of Total	Year	% of Total
Zip code	District	2010		2011		2012		2013		2014	
19114	North Delaware/ Lower Far Northeast	192	1.79%	188	1.74%	206	1.91%	248	2.36%	256	2.36%
19116	Upper Far Northeast	123	1.25%	113	1.05%	98	0.91%	111	1.06%	95	0.88%
19154	Lower Far Northeast	129	1.20%	98	0.91%	92	0.85%	112	1.07%	143	1.32%
Total Evictions	Far Northeast	444		399		396		471		494	
Evictions as % Occupied Units	North Delaware/ Lower Far Northeast	54,608	0.81%	54,608	0.73%	54,608	0.72%	54,608	0.86%	54,608	0.90%
Total Evictions	Citywide	10,732		10,802		10,774		10,506		10,845	
Evictions as % Occupied Units	Citywide	599,736	1.79%	599,736	1.80%	599,736	1.79%	599,736	1.75%		1.80%

### Recommended Follow-Up

- Monitor the development of the Kenney Administration's announced *Rebuilding Community Infrastructure* initiative for potential impacts on City parks, libraries, recreation centers, and playgrounds.
- Evaluate the location and service levels of community-serving public facilities to determine whether relocation of existing facilities or construction of new facilities is necessary or feasible.
- Evaluate recent Philadelphia 'Shops' updates, commercial demand trends, and other information to identify areas that are not adequately served by convenience-oriented commercial services such as healthy food.
- In conjunction with the 'Route for Change' project, identify existing, commercially-zoned properties that could accommodate new commercial and mixed-uses to meet future demands.
- Explore opportunities for the retention and attraction of supermarkets, urban agriculture, and farmer's markets.
- Assess opportunities for greater utilization of existing buildings around major transit nodes, and for future redevelopment of underutilized sites to help reinforce neighborhood centers.
- Identify areas where existing, affordable rental and sales housing, as well as historic or architecturally noteworthy housing stock, may be at risk due to deferred maintenance or obsolescence.

## **OPEN SPACE**

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

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### **SUMMARY**

Philadelphia Parks & Recreation (PPR) manages several open space areas as well as several Recreation Centers in the Far Northeast Districts. Unlike other area of the City, the Far Northeast does not contain a major riparian watershed park that is contiguous (i.e., Fairmount Park, Wissahickon Valley Park, Pennypack Park, Tacony Creek Park, Cobbs Creek Park). For this reason, park users have a minimum of open space and natural areas set aside by the City. The largest open space area in the Far Northeast is the Benjamin Rush State Park, managed by the Commonwealth of Pennsylvania’s Department of Conservation & Natural Resources (DCNR). While not within its boundaries, the Pennypack Creek Park offers recreational opportunities to Far Northeast residents, especially those living in the southern portion of the districts.

The priority of this memo is to ensure that natural areas remain protected from other uses, such as recreation and programming. As valued, protected, natural spaces, a goal is to connect these disparate open spaces via a trail network to be managed by PPR, thereby increasing legitimate, passive use of these spaces while minimizing negative uses such as short dumping, ATV and dirt bike and as “party” locations for minors, all of which is a constant presence in park areas in this section of Philadelphia.

The Far Northeast Districts contain several densely-wooded areas with minimal trailheads and gateways. These include portions of the larger Poquessing and Pennypack Creek watersheds. The valley of the Poquessing Creek is completely contained within this district and it represents a later and different approach to water resource management than other systems within the city.

### **KEY ISSUES**

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

- Disconnected residents from larger, open space parks
- Disconnected, non-contiguous parks
- Filling major gaps in trail network
- Maintenance and operations issues—recreation sites and park sites
- Encroachment into the Drainage Right of Ways
- Management of invasive plant vegetation
- Rampant illegal ATV usage and short dumping
- Re-connecting citizens to open space and parks

## **MAJOR OPPORTUNITIES**

There are significant open space and trail development opportunities in the Far Northeast District:

- Making trail connections between various, disconnected portions of Poquessing Creek Park
- Key trail and sidepath issues
- Expanding connections between residents and trails and open space
- Expanding trail network into larger Trail Master Plan trail network
- Improvements to recreation centers

### **Parks and Recreation Centers**

The Far Northeast District is home to approximately 23 PPR neighborhood/regional park sites and 13 recreation centers. These public open spaces and facilities range in size from 32 to 6 acres. In addition to access to the two watershed parks (Pennypack and Poquessing), the district's open spaces include small, recreation centers and playgrounds as well as wooded, natural public spaces with limited trail access.

### **Major Parks**

The Far Northeast district has many passive open spaces; they include non-contiguous sections of the Poquessing Creek Park and portions of the greater Pennypack Creek Park, found in another planning district. Some of these open spaces offer green and historic amenities for public enjoyment year round for youths, teens, adults, and seniors in the district and beyond. (See Map)

### **Poquessing Creek Park**

Boundaries: The Poquessing Creek is the natural border between Philadelphia and Bucks County for much of the Far Northeast. Poquessing Creek Park is divided into eight separate parcels and is not a contiguous watershed park. The map locations for these parcels are:

Poquessing Park 1: 1217 Stevens Rd.

Poquessing Park 2: 1300-2600 Poquessing Creek Dr.

Poquessing Park 3: 3125 Mechanicsville Rd.

Poquessing Park 4: 3601 Academy Rd.

Poquessing Park 5: 4341 Whiting Rd.

Poquessing Park 6: 130 DiMarco Dr.

Poquessing Park 7: 10501 Knights Rd.

Poquessing Park 8: 49900-99 Hegerman St.

## *EXISTING CONDITIONS*

At the moment, just one of the eight parcels features a paved trail, starting at Junod Playground.

PPR's goal is to continue to plan and construct trails that will connect the seven other parcels of the Poquessing Creek Park. Ultimately, the goal is to connect to PPR's historic resource at the confluence of the Poquessing Creek and Delaware River, Glen Foerd on the Delaware, as well as the East Coast Greenway, which runs along State Road in this area. (see attached map for Poquessing Creek Park locations). PPR will continue to follow the recommendations of the Philadelphia Trail Master Plan in the planning and constructing of Poquessing Trail system. This is a priority area for PPR as this area is underserved regarding trails and passive, open space facilities.

## *HISTORY*

The Poquessing Creek has long been the natural border between Philadelphia and Bucks County for much of the Far Northeast. Its name has many spelling variants based on the one used by its first Lenape settlers. The creek's watershed was later settled by Swedish and English farmers and it hosted less mills than other larger creeks. Since the area was not as heavily developed as the other watersheds in the city, it has not been subjected to the same stream channelization process and its natural topography has been well preserved.

Harry Mackey began his brief tenure as Philadelphia Mayor in 1928, a year of several additions to the city's park system. His administration's comprehensive development plan for northeast Philadelphia called for extensive park expansion "along Poquessing and Byberry Creeks and Wooden Bridge Run to be incorporated in the city's plans as parkland, in order to protect their natural beauty from industrial devastation." Despite endorsements from influential park officials that included Eli K Price and Alan Corson, the project was not fully realized for decades. In the 1960s and 70s, the Fairmount Park Commission began to purchase portions of land along Poquessing Creek for stream valley protection.

Several 19th century bridges are located within the eight park parcels, including Century Lane County Bridge at the Philadelphia and Bucks County line.

Recently, PPR received grant funds from DCNR to design and build the Poquessing Creek Trail, in the largest segment of Poquessing Creek Park (32 acres). This trail connects the Parkwood neighborhood at Junod Playground on Dunks Ferry Road to McNulty Road and ultimately Poquessing Creek Park and Benjamin Rush State Park via two easements with PIDC and Origlio Beverage. This trail was planned in the Poquessing Creek Park Trail Master Plan of 2001 and completed in 2014. Since completing this trail in 2014, PPR has seen a significant reduction in the negative use in this segment of Poquessing Creek Park as citizens have begun to use the trail and park more frequently. PPR believes that more trails in the area will continue to diminish negative use as well as encourage citizens to exercise, experience nature and have shared experiences in an area of the City that is more automobile-centric and "suburbanized" than other areas of the City.



## *ISSUES*

- Due its disconnected nature, it is challenging to manage and suffers from severe problems with short dumping and partying teenagers who leave beer containers and other waste behind.
- ATVs and dirtbikes remain an issue in larger segments of Poquessing Creek Park.

## **Walton Run**

Boundaries: Adjacent to the Northeast Airport and bound by Academy, Comly and Decatur roads, with its smallest southern end at Red Lion road.

## *EXISTING CONDITIONS*

This large, forested area with a stream in its center contains a densely wooded area with minimal trailheads and gateways. This area is excellent habitat for wildlife, trees and vegetation in an area that is defined by extensive low-density development. A fence was recently installed around the rear perimeter to discourage short dumping, and this appears to be working as minimal short dumping was visible during visits to the site. PPR will continue to monitor this site and will also work to reduce the amount of invasive vegetation as well as monitor the health of the tree canopy.

PPR's goal is to maintain this as a habitat for wildlife.

## *HISTORY*

This stream is a part of the larger Poquessing Creek watershed. Along with Wilson Run, it is one of the branches of Byberry Creek, one of the Poquessing's tributaries. The run bears the name of the first English settlers in the area, the Walton Brothers of Bibury, who relocated to Poquessing Creek in the 17th century. It was mapped by the Fairmount Park Commission in 1982 as parcel 5 of the Poquessing valley. As with the other streams in the area, it was surrounded by farmland until relatively recent housing developments were built nearby.

## *ISSUES*

- Invasive vegetation

## **Somerton Woods**

Boundaries: Although larger undeveloped wooded parcels are located nearby, the PPR property called Somerton Woods is the small plot bounded by Barlow, Welton and Regina Streets, Stevens and Densmore Road and Kelvin Avenue.

### *EXISTING CONDITIONS*

This forested area is used by the Somerton neighbors as green space and for walking along a perimeter trail.

### *HISTORY*

Until the development of the neighborhoods surrounding the intersection of Byberry and Bustleton roads, the land now occupied by this park was primarily used for agriculture. Aerial photographs of the 1930s show large farmed fields extending from the south of Old Somerton. These farm lands included the future Somerton Woods, a parcel that was purchased by the city for the purpose of recreation in 1957. By the late 1950s, housing developments closely surrounded it and the formerly farmed land became a forested area.

The vacant wooded parcels immediately to the east of Somerton Woods were the site of large county fairgrounds at the start of the 20th century. The Byberry Fair opened in 1912 and continued to host events until it closed in the late 1920s. The fairgrounds included buildings, a half-mile race track and grandstands that accommodated thousands of spectators. In addition to horse, bicycle and automobile races, visitors to the Byberry fair could attend livestock and canning competitions. The northern end of the former race track is now covered by Sewell road, but the southern outline can still be distinguished in the line of trees that now cover it.

## **Wooden Bridge Run**

Boundaries: Bounded by Willits Road to the south and housing developments to the north, east and west.

### *EXISTING CONDITIONS*

This section of undeveloped land surrounds a natural stream in the area. Along with Holme Crispin park, it is connected to the management of the larger Pennypack Park, which is located within the boundaries of the Central Northeast District.

## *HISTORY*

Wooden Bridge Run is one of Pennypack Creek's many tributaries, and like the larger creek, it was the host of several 19th century mills. These structures served over time as dye works, a saw mill and lastly a linseed oil plant owned by Samuel Willits. The area immediately surrounding the stream was undeveloped farmland for the first half of the 20th century. The City accepted a gift of the property "as an addition to Pennypack Park" by ordinance of 13 December, 1950. Housing developments rapidly surrounded the area in the 1950s and 60s. The Wooden Bridge park site is now joined by Fairmount Drainage Right of Way 4, which connects it to Holme Crispin Park and the larger Pennypack Park. Wooden Run itself flows through all three PPR properties.

### **Holme Crispin Park**

Boundaries: Bounded by Willits Road and housing developments to the north, Holme Avenue to the south, a rail corridor to the west and Convent Avenue to the east.

## *EXISTING CONDITIONS*

The Pennypack Creek tributary, Wooden Bridge Run, flows through this site before joining the larger stream. A ball field is located within the park, adjacent to the historic cemetery site.

## *HISTORY*

This park contains a 17th century burial ground whose most famous occupant is Thomas Holme, first surveyor general for Pennsylvania and the creator of Philadelphia's influential city grid plan. Holme purchased the plantation called Well Spring in 1686 and resided there until his death in 1695. The Holme and Crispin families continued to use the cemetery plot for centuries; it remained a separate private family burial ground even after the original Well Spring property was fragmented. Much of Holme's former Well Spring plantation is now part of Pennypack Park. About 90 individuals were interred in its cemetery plot, the last in 1863.

The larger area surrounding the cemetery plot was placed on the City plan as "Holme-Crispin Park" by the ordinance of April 28, 1925 but it wasn't until 1928 when another ordinance authorized proceedings to condemn approximately 37 acres, including the Crispin cemetery, for park purposes. In 1950 the cemetery plot itself was gifted to the City and its custody transferred to the Fairmount Park Commission shortly after. Several restoration campaigns have taken place and commemorative markers have been contributed by several groups with a stake in the history of the site, including the Lower Dublin Academy, the Friends of Pennypack Park and the Holme Circle Civic Association. A PHMC marker was erected in 1995, the first in Northeast Philadelphia.

The bridge at Holme Avenue, above the park, was constructed in 1921 and placed on the National Register of Historic Places in 1988.

### **Fairmount Drainage Right-of-Ways**

Boundaries: These eight non-contiguous separate parcels have the following map locations:

Fairmount Drainage Right of Way 1: 1190 Alburger Ave.

Fairmount Drainage Right of Way 2: 18601 Verree Rd.

Fairmount Drainage Right of Way 3: 12620 Maxwell St.

Fairmount Drainage Right of Way 4: 2870 Willits Rd.

Fairmount Drainage Right of Way 5: 3460 Morrell Ave.

Fairmount Drainage Right of Way 6: 3099 Woodhaven Rd.

Fairmount Drainage Right of Way 7: 10901-11899 Waldemire Dr.

Fairmount Drainage Right of Way 8: 3777 Morrell Ave.

### *EXISTING CONDITIONS*

Formerly in the inventory of Philadelphia Water, these drainage Right-of-Ways were transferred to PPR to manage. All eight are located within the districts.

Much of the space is not easily accessible, as it is surrounded by fencing immediately adjacent to public property. They may be entered in places where they meet existing park land, such as Fairmount Drainage Right of Way 1 which faces Bloomfield Avenue, where a foot trail into Pennypack Park begins, or Fairmount Drainage Right of Way 2, which is contiguous to the playground of the Baldi Elementary School playground.

As large, undeveloped wooded areas, much of this land has become natural habitat for wildlife, even functioning as unofficial bird sanctuaries.

### *HISTORY*

These eight areas of undeveloped wooded land preserving the streams within them were managed by Philadelphia Water until very recently. They were transferred to PPR to manage around 2004.

### *ISSUES*

- Invasive vegetation
- Encroachment by adjacent private property owners

### Major Recreation Facilities

There are thirteen recreation facilities that serve the communities of the district and local region, including several highly used facilities such as Lackman Playground and Junod Park. The following centers have a high number of programmed activities available within the Far Northeast District and close relationships with area Youth Organizations. These relationships with organizations such as the Bustleton Bengals, Parkwood and Liberty Bell youth organizations are representative of this district as they are much more extensive than other districts. Other centers on this list will see improvements planned in the near future.

#### **Lackman Playground**

This playground occupies 11.7 acres, has a pool, two sports fields, two tennis courts, three ballfields and six basketball courts. In addition to day camps and athletic activities, this facility offers mentoring, book club and cheerleading practice space for the Bustleton Bengals, Fox Rok and the Far Northeast AA. A new security system, spray ground and play equipment have just recently been installed and improved; other site and building improvements in construction phase.

**Details:** Bob Hosephros, (215) 685 - 0370  
1101 Bartlett St. Philadelphia, PA 19115

#### **Palmer Playground**

Palmer Playground sits on 23.0 acres, has a hockey court, a hockey rink, four basketball courts, four tennis courts, six sports fields and eight ballfields. Playground improvements are currently in design phase.

**Details:** Veronica Lawson, (215) 685 - 0371  
3035 Comly Rd. Philadelphia, PA 19154

#### **Torresdale Playground**

This recreation facility sits on 14.1 acres, has a sports field, three ballfields, four basketball courts and five tennis courts. A variety of dance classes are offered on weekdays. Sprayground and tennis court renovations are scheduled for 2017.

**Details:** Gina Batavick (215) 685 - 9392  
9550 Frankford Ave. Philadelphia, PA 19114

#### **McArdle Recreation Center**

This recreation facility has a basketball court, a hockey court, two sports fields, three ballfields and three tennis courts and sits on 6.1 acres, Playground equipment and exterior bathrooms are in pre-design phase proposed start 2017.

**Details:** Sean Tait, (215) 685 - 0366  
2801 Welsh Rd. Philadelphia, PA 19136



### **Junod Park**

Junod Park occupies 23.5 acres, has a pool, three basketball courts, four tennis courts, five ballfields and eight sports fields. A portion of Junod Park is operated by the Parkwood Youth Organization.

**Details:** Margaret Kelley, (215) 685 - 9396

12770 Dunksferry Rd. Philadelphia, PA 19154

### **John Byrne Golf**

This City owned and operated 18-hole public golf course is open year-round. Originally designed by Alex Findlay in 1931, it is built around Torresdale Creek. The natural valley and built greens offer golfers changes in elevation. It was first named the Holmesburg Country Club and open to the public, until 1945, when it was privatized and renamed the Poquessing Country Club. By the time the City purchased it in the early 1960s, it had been renamed Holmesburg. It was last named after Philadelphia councilman John F. Byrne when officially dedicated in 1966. Custody of the site was transferred to the Fairmount Park Commission in 1972.

**Details:** (866)785 - 2635

9550 Leon Street, Philadelphia, PA 19114

There are several other facilities to note throughout the Far Northeast, such as playgrounds and recreation areas attached to schools. The Baldi School and Thomas School playgrounds are both adjacent to schools as well as portions of wooded open space. In addition to these public facilities, many residents of this district have private recreation resources, which include lawns and swimming pools. **See Neighborhoods memo for separate discussion of capital facilities and conditions.**

### **Open Space**

#### **Public Open Space and Undeveloped Land**

The Far Northeast District has relatively little vacant/underdeveloped or under-utilized parcels of land.

### **Trails**

The Far Northeast presents several opportunities for trail development within existing park land as well as making connections between disparate park parcels, particularly those along the Poquessing Creek.

#### **Existing Trails**

Poquessing Creek Trail—connecting Junod Park with Benjamin Rush State Park  
Benjamin Rush State Park Trails

#### **Proposed Trails**

Proposed trails include the following:

- Poquessing-Benjamin Rush Connector Trail—connects DCNR's only State Park in Philadelphia with Poquessing parcel located north of Carter Road, running along Southampton at the intersection of the Boulevard and along Carter. Completion of this section requires geometric

improvements and pedestrian signalization to improve safety for pedestrians crossing Roosevelt Boulevard at Southampton Road.

- Poquessing Connector Trail—will connect all Poquessing parcels east of the Boulevard via an off-road or sidepath facility from Dunks Ferry Road south to Glen Foerd on the Delaware. Completion of this section will require easements with large property holders such as Philadelphia Mills and will need to be completed in stages. This project was ranked as a medium priority in the 2013 Philadelphia Trail Master Plan.

### **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. Trail connections will connect residents to open space through series of trails that will provide walkable access to public open space.

### **RECOMMENDED FOLLOW UP**

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

- Complete trail connections between various, disconnected portions of Poquessing Creek Park
- Follow the Philadelphia Trail Master Plan recommendations:
  - Connect different portions of Poquessing Creek Park with trail network
  - Connect Poquessing Creek Park to Benjamin Rush State Park via Southampton Road
- Continue to manage invasive vegetation throughout open spaces, specifically:
  - Poquessing Creek Park
  - Fairmount Drainage ROW's
  - Somerton Woods
  - Walton Run
- Recreation Sites Improvements:
  - McArdle: Playground equipment and exterior bathrooms are in pre-design phase-proposed start 2017
  - Torresdale Playground: Sprayground and Tennis Court renovations 2017
  - Mitchell Playground: Playground in design phase and security sonic devices and cameras pre-construction phase
  - Lackman Playground: Security System, spray ground and play equipment just recently installed and improved; also site and building improvements in construction phase.
  - Junod Playground: Old playground Repurpose OUT FOR BID
  - Palmer Playground: Playground improvements in design phase

## **Philadelphia2035: Far Northeast District Plan**

Existing Conditions, Issues, and Opportunities—August 2016

### **TRANSPORTATION**

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

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#### **SUMMARY OF EXISTING CONDITIONS**

The Far Northeast District is fairly homogenous in its commute modes and car access rates, similar to the North Delaware District and distinct from most of the rest of the city. Overall auto ownership in the district is high, while all other commuting modes (walking, biking, and transit) are much lower than the City average.

Transportation data from the American Community Survey (Census Bureau) is only focused on commute mode and does not reflect all trips. The district is characterized by high auto-dependency for commuters. Crash data shows that this district has critical issues with traffic safety. Some neighborhoods have higher transit use closer to Regional Rail stations and near Roosevelt Boulevard and sections of the district in the vicinity of commercial districts have higher pedestrian activity. Increasing safety for pedestrians and bicyclists in the Far Northeast will be closely tied to filling the gaps in the respective networks and providing the highest quality facilities for safety with respect to the existing higher speeds and volumes of vehicles. The current and ongoing effort to create a safe multimodal experience for all users on Roosevelt Boulevard is one such example.

The Philadelphia Northeast Airport (PNE) is an employment center, supporting 2,000 jobs on-site as well as thousands of jobs in the surrounding industrial park, which benefit from this institution insulating industrial from other uses that might clog roadways or generate complaints about industrial noise or other impacts.

#### **Data**

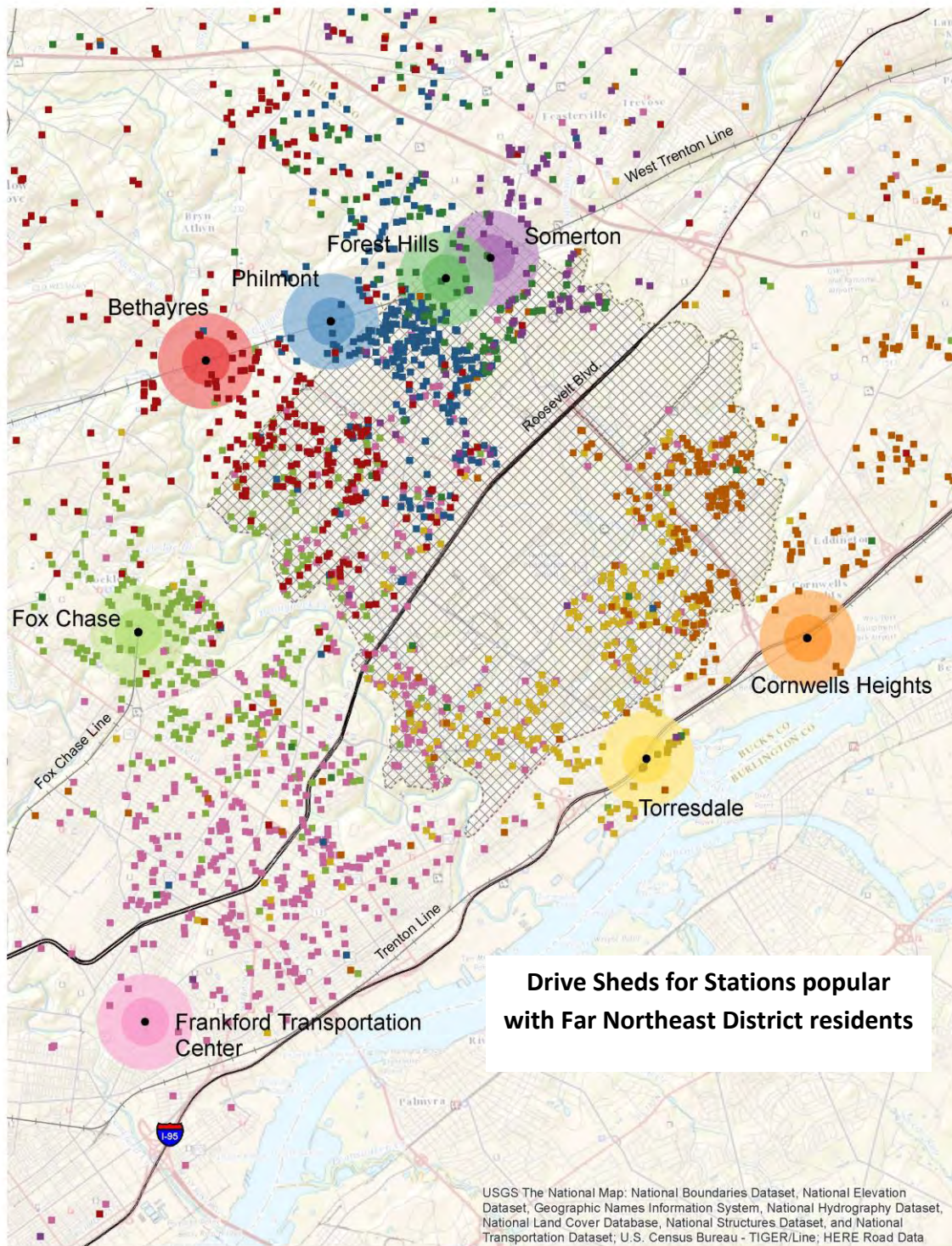
Key Census data related to auto ownership and work commute modes in the Far Northeast are summarized in the following table, and are compared to citywide averages. Auto ownership in the District, as well as, commute to work via car is higher than the City average. While all other modes, walking, biking, and transit, are significantly lower.

	Citywide	Far Northeast District
<b>Percent of Households without Vehicles</b>	33%	12%
<b>No. of Vehicles Available per Household</b>	0.97	1.47 (total cars: 77,542; total households 52,859)
<b>Means of Transportation to Work</b>		
Automobile	59%	86% 89% of those drove alone 10% carpool
Public Transportation	26.5%	10% 47.6% of those took a bus 41.2% of those took Regional Rail
Bicycle	2%	0.05% Only three tracts reported bicycle commuters
Walk	8.5%	1.7%
All Other	4%	2.25%

*Source: U.S. Census Bureau, 2010-2014 American Community Survey*

The district is fairly consistent in car access and car commute rates across the study area. No census tracts have less than 70% of commuters traveling by car. Commuting by car and car ownership rates are driven by land use patterns in the district. Most single- or multi- family housing has off-street parking. Commercial land uses such as restaurants, shops and offices are located together and are generally not interspaced with residential uses. Light industrial uses are also segregated and located on large lots with substantial street set-backs. Additionally, the street network makes any modes other than driving difficult. Destinations that may be close “as the crow flies” are actually distant due to cul-de-sacs, dead end streets and highway-like arterial streets.

About 10% of all Far Northeast commuters take transit to work. Most of these commuters take the bus as their primary mode, as is typical for Philadelphia. The tracts that have the highest bus commute share are along the Roosevelt Boulevard, as well as in the neighborhoods south of Grant Avenue and east of Roosevelt Boulevard. Several tracts also report that subway/elevated is their primary transit commute mode. These tracts have bus service that feeds into Frankford Transportation Center where commuters transfer to the Market-Frankford Line.



Far Northeast Philadelphia has quite a few tracts where the dominant transit commute mode is Regional Rail. There are two primary Regional Rail lines that serve the Far Northeast District, the West Trenton Line to the west and Trenton Line to the east. There are only two Regional Rail stations located within the district, Forest Hills and Somerton, but because of high car ownership rates, large surface parking lots at stations and lack of transportation alternatives to stations, many Far Northeast Regional Rail



commuters drive to the nearest station, many of which lie outside the district. Above is a map created using Regional Rail station license plate survey data. The map shows the commute sheds for stations popular with Far Northeast commuters. All of these stations' parking lots are at capacity except for Cornwells Heights.

Transit options are limited for Far Northeast District workers. Regional Rail station parking lots are full, not all stations have direct bus service and most are difficult to access by walking or bicycling. Bus routes primarily serve commuters trying to reach Center City via Frankford Transportation Center and do not provide direct or frequent service to other employment centers.

Walking to work is not a convenient option for most Far Northeast workers. Only three tracts have more than a 4% walking mode share. These communities, Somerton, Parkwood and Ashton, are all near shopping centers. The majority of census tracts reported zero bicycle commuters except for three tracts near Frankford Avenue.

The Bureau of Labor Statistics' "On the Map" application shows workers living within the district have employment concentrations in Center City (17.2%), Bucks County, mostly immediate Lower Bucks County (17.2%), within the District (13.5%), and in Montgomery County, particularly near Eastern Montgomery County, (13.2%). About half, 53.1%, of Far Northeast employees work in Philadelphia.

*Center City (19107, 19103, 19102, 19106, 19130, 19123), University City (19140), Within the District (19114, 19115, 19116, 19154), Lower Northeast (19111, 19135, 19136, 19149, 19152, Bucks & Montgomery Counties (all ZIPs)*

## **TRANSIT KEY ISSUES & MAJOR OPPURTUNITIES**

Many of the key issues are also major opportunities in the Far Northeast District. Following each of these topics is a discussion of items or concepts for follow-up.

- Roosevelt Boulevard Efforts:
  - Pedestrian Safety & Bicycle Access
  - Reorganization of bus service
    - Bus Rapid Transit "Light" on the Boulevard, future "up-modes" to-be-determined
    - East/West bus routes that feed Regional Rail and Roosevelt Boulevard BRT
    - Bus routes to serve suburban employment centers in Bucks and Montgomery Counties
  - Better organized traffic flow
  - Multi-modal supportive development
- Better multi-modal access to Regional Rail stations
  - Sidewalk connections
  - Safe crossings
  - Bike infrastructure
  - Transit supportive development

## TRANSPORTATION (SPECIFIC TOPICS)

### Transit

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

### Regional Rail

There are only two regional rail stations in the Far Northeast District Plan study area, Forest Hills and Somerton. Both stations are located on the West Trenton Line. However, there are several regional rail stations that lie just outside the Far Northeast District boundaries that its residents use. Including:

- Fox Chase Regional Rail Station
- Frankford Transportation Center, Market Frankford Line
- Torresdale Regional Rail Station, Trenton Line
- Cornwells Heights Regional Rail Station, Trenton Line (outside of City boundaries)
- Bethayres Regional Rail Station, West Trenton Line (outside of City boundaries)
- Philmont Regional Rail Station, West Trenton Line (outside of City boundaries)
  - Despite not being within the study area, Philmont Station is discussed in this memo due to its current proximity to the Philadelphia/Montgomery County border and proposed station development plans could move the station even closer to Northeast Philadelphia.

All demographic numbers for regional rail are from 2010.

### **Somerton Regional Rail Station**

- Ridership: (total weekday boards)
  - 2015 daily weekday riders: 796 (preliminary count)
  - 2013 daily weekday riders: 676
  - 2011 daily weekday riders: 842
- Demographics:
  - Residents within a ½ mile: 5,077
  - Workers over 16: 2,269
  - Jobs within a ½ mile: 879
  - Percentage of residents within a ½ mile that use transit/bike/walk: 12.57%
- ADA Access: Yes
- Ticket Office: Yes
- Bus Connections: Routes 58 and 84
- Parking: There are 201 surface parking spaces, Parking is \$1 a day, 100% utilized. The station parking lot is zoned CA-1 auto-oriented commercial.
- Bike Parking: There are two U racks at this station. One bicycle was parked at the station during the last survey.

Planned Improvements: There are no planned improvements. The station was recently renovated with station building canopies and a mini-high ADA platform.

Land Use: Philmont and Bustleton Avenues are busy, auto-centric commercial streets to the north of the station. To the south of the station there is a residential area of single family homes and duplexes. There are limited sidewalks leading to the station from the residential neighborhood. There are also major sidewalk gaps on Philmont Avenue.

#### **Forest Hills Regional Rail Station**

- Ridership: (total weekday boards)
  - 2015 daily weekday riders: 486 (preliminary count)
  - 2013 daily weekday riders: 434
  - 2011 daily weekday riders: 401
- Demographics:
  - Residents within a ½ mile: 5,660
  - Workers over 16: 2,358
  - Jobs within a ½ mile: 740
  - Percentage of residents within a ½ mile that use transit/bike/walk: 14.83%
- ADA Access: Yes
- Ticket Office: No
- Bus Connections: Route 84 bus
- Parking: There are 155 surface parking spaces, \$1 per day, 100% utilized. The station parking lot is zoned RSA-3 residential single family.
- Bike Parking: There are four U bicycle racks at this station. There were no bikes parked at the time of last survey.

Planned Improvements: There are no planned improvements.

Land Use: Forest Hills station is surrounded by residential uses that are a mix of single family homes and low-rise garden style apartment complexes.

#### **Philmont Regional Rail Station**

- Ridership: (total weekday boards)
  - 2015 daily weekday riders: 685 (preliminary count)
  - 2013 daily weekday riders: 633
  - 2011 daily weekday riders: 715
- Demographics:
  - Residents within a ½ mile: 2,368
  - Workers over 16: 1,143
  - Jobs within a ½ mile: 1,232
  - Percentage of residents within a ½ mile that use transit/bike/walk: 10.04%
- ADA Access: Yes

- Ticket Office: Yes
- Bus Connections: No bus connections.
- Parking: There are 412 surface parking spaces, 100% utilized. 155 \$1/day spaces, 163 permit spaces, 94 free. SEPTA has purchased adjacent land for 100 additional surface parking spaces.
- Bike Parking: There is one bicycle rack at this station. At the time of the last survey, there were three bikes parked at Philmont.

Planned Improvements: Nearby redevelopment plans include a potential new station to the east of the current station on the other side of Tomlinson Road. This development would include apartments and ground floor retail as well as structured parking. The station is located in Lower Moreland Township has a TOD overlay for the area that prohibits auto-centric uses, and allows multi-family apartments. The township has recently applied for PennDOT multi-modal funds

Land Use: The station is located off of busy commercial and light industrial corridors. The station is about a one to two block walk to the Philadelphia border. The Philadelphia side is primarily residential. However, Far Northeast residents must complete their journey by bike or foot to the stations without sidewalks and bike lanes since those amenities on Tomlinson Road end at the municipal border.

### **Surface Service and Operations**

SEPTA operates 13 surface routes in the Far Northeast District: 1, 14, 19, 20, 50, 58, 66, 67, 84, 88, 129, 130 and 133. The Route 66 is a trackless trolley. All the other surface routes are buses. Customers can connect to suburban Bus Routes 129, 130 and 133 at the Frankford & Knights Loop at the edge of the district.

Much of the activity centers on getting people to and from Frankford Transportation Center. Other routes serve reverse commuters into lower Bucks County. Philadelphia Mills Mall is the biggest destination in the district, with over 2,300 total boards and alights per weekday. The 13 routes have a combined activity of over 32,000 total boards and alights per weekday; with routes 14, 20, and 58 carrying the highest volume of passengers.

## Total Daily Bus Activity in the Far Northeast District

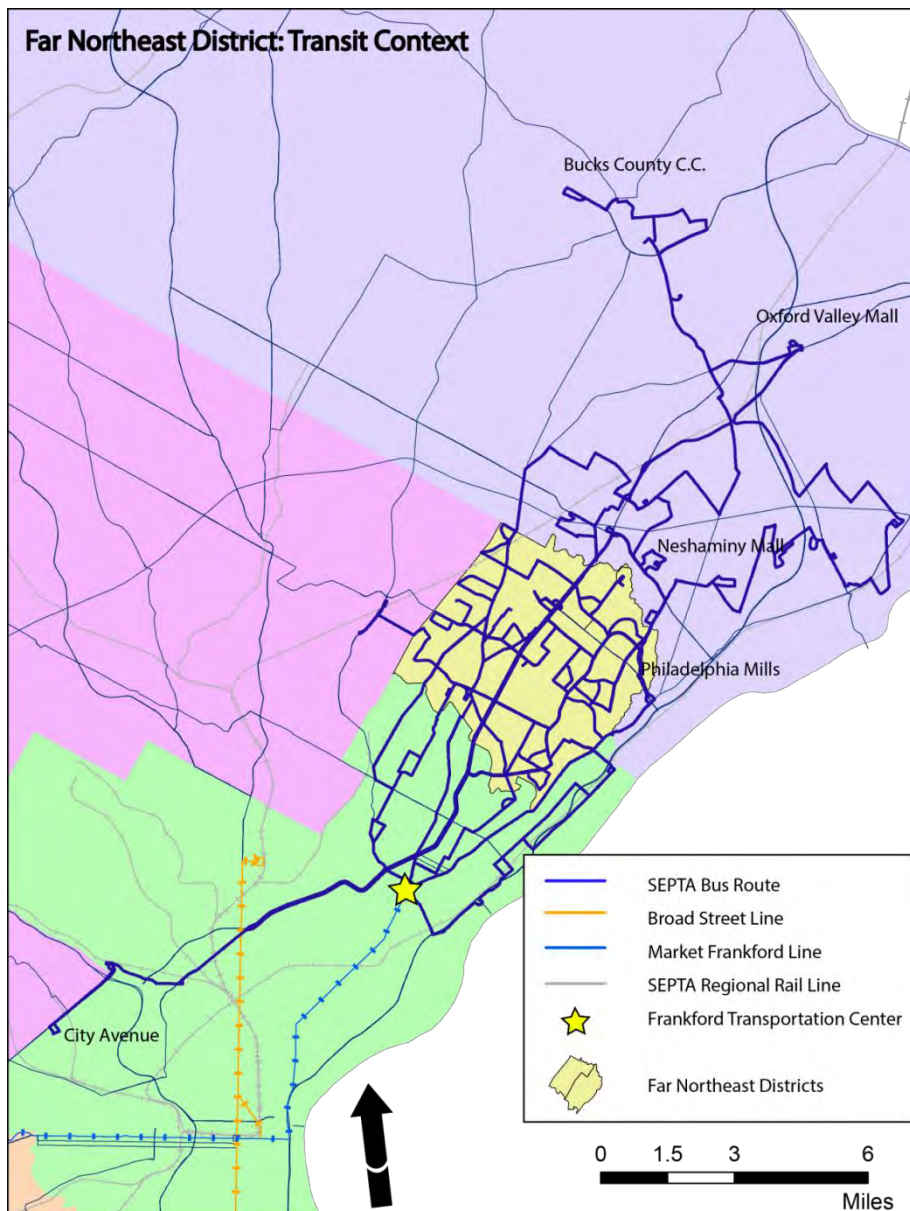
Route	To/From	Activity in District (Boards + Alights)
<b>1</b>	Parx Casino to 54th & City Avenue	1,045
<b>14</b>	Oxford Valley Mall/Neshaminy Mall to Frankford Transportation Center	7,019
<b>19</b>	Torresdale Station to Frankford Transportation Center	953
<b>20</b>	Philadelphia Mills to Frankford Transportation Center	6,005
<b>50</b>	Parx Casino via Philadelphia Mills to Frankford Transportation Center	1,712
<b>58</b>	Neshaminy Mall/Somerton to Frankford Transportation Center	5,799
<b>66</b>	Frankford-Knights to Frankford Transportation Center	1,612
<b>67</b>	Philadelphia Mills/Bustleton to Frankford Transportation Center	3,879
<b>84</b>	Bustleton - County Line/Philadelphia Mills to Frankford Transportation Center	2,709
<b>88</b>	Bethayres and Holme/Pennypack to Frankford Transportation Center	1,284
<b>129</b>	Frankford-Knights to Oxford Valley Mall	216
<b>130</b>	Frankford-Knights to Bucks County Community College	138
<b>133</b>	Frankford – Knights to Bensalem	96
<b>Total Activity in Far Northeast District</b>		<b>32,467</b>

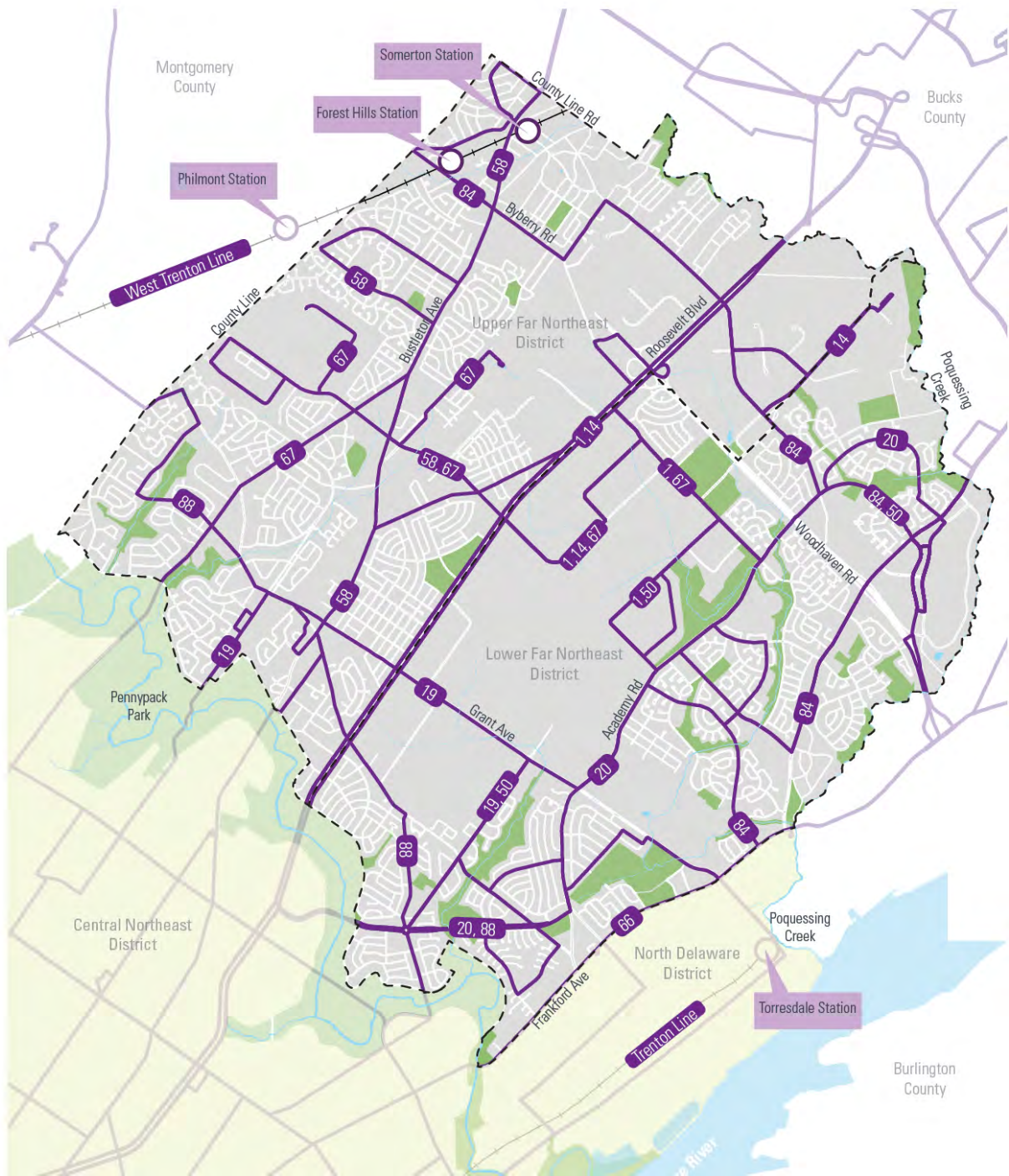
### Bus Loops

The district includes no transportation centers and two bus loops:

- Frankford & Knights Loop - Located near the intersection of Frankford Avenue and Knights Road. This is served by Route 66 trackless trolley and bus routes 129, 130 and 133. This property is owned by SEPTA.
- Philadelphia Outlets - This layover area is located on mall property and SEPTA utilizes at the discretion of mall management. The “loop” serves bus routes 20, 67 and 84.







**Map of SEPTA transit routes**

## **Previous Transit Plans & Studies**

Route 66 Transit First Analysis - In late 2015, Route 66 on Frankford Avenue was evaluated as part of a Transit First analysis. The Route received Transit Signal Priority (TSP) which gives buses the ability to signal traffic lights and extend green phases. In addition to the TSP, a number of low-ridership stops on the route were eliminated to improve the efficiency of the line. It is anticipated that a similar approach be used on Route 58 (Bustleton Avenue), which also received TSP.

Roosevelt Boulevard BRT Project - SEPTA is currently planning a new service with BRT-like characteristics for a Fall 2017 implementation. The line, currently unnamed, will travel on Roosevelt Boulevard between Neshaminy Mall and Frankford Transportation Center and feature very limited stop spacing, on-street transit stations, and a distinct brand and appearance. It is being implemented in conjunction with the City of Philadelphia managed *Route for Change* program currently underway. *Route for Change* is a multi-year planning effort to dramatically transform Roosevelt Boulevard to be safer, more multi-modal and economically vibrant place and is primarily funded through a Federal TIGER (Transportation Investment Generating Economic Recovery) grant.

The City (with SEPTA's support) applied for CMAQ funding to construct the stations and a decision on whether the award is forthcoming will come during July 2016.

The concept for this service came from *Alternatives Analysis for Roosevelt Boulevard Transportation Enhancements* published by the Delaware Valley Regional Planning Commission (DVRPC) in May 2016. This report, the result of several years of collaboration between DVRPC, SEPTA, and the City of Philadelphia laid out several different concept plans for Bus Rapid Transit service on Roosevelt Boulevard.

Woodhaven Road extension was last studied in 2008. No work is currently being done by PennDOT on this extension.

## **Pedestrian Safety & Network**

With 6 pedestrian crashes (and 2 bicycle crashes) during the 2011-2015 timeframe, the intersection at Academy & Byberry Roads is the area with most need for attention to pedestrian safety. There were 11 block segments throughout the combined district that had moderate midblock pedestrian and bicycle crash activity over the past 5 years.

The pedestrian network in the Upper and Far Northeast Districts is incomplete and have many major gaps. Those who rely on walking for access to work, school, and for errands are required to walk along shoulders, in dirt paths along roadways, and in bike lanes in many areas of the district. There are a number of sidewalk segments that are missing or in poor quality condition. However, there are only 8 high priority segments within the combined district, with Proctor Rd and Knights Rd being the longest in length.

## **Important Segments (Priority)**

- Byberry Road Bridge adjacent to MAST Charter School – Byberry Road has a section of missing sidewalk on both sides over train tracks adjacent to MAST Charter School between Trina Drive and MAST Charter School. This narrow bridge is the sole connection across the at-grade CSX rail tracks and is the only connection between the school and a large residential area. (LOW)
- Roosevelt Boulevard – Portions of Roosevelt Boulevard in the district lack sidewalks along major transit routes and adjacent to many schools and parks. (LOW and MEDIUM)
- Southampton Road – Portions of Southampton Road lack sidewalks, particularly adjacent to Ben Rush State Park and between several neighborhoods. (LOW)
- Grant Ave - Grant Avenue is a major arterial with transit routes and between school and neighborhood amenities. Many segments of Grant lack sidewalks. (LOW and MEDIUM)

### **Bicycle Network**

The bicycle commute mode share in the Far Northeast is almost zero percent. Likewise, the bicycle network is also predominantly limited to connect residents to major recreational trails, including the Pennypack Trail. Installation of bicycle facilities along Welsh Road from Holme Avenue to Willits Road (Tier 1 priority) and from Roosevelt Boulevard to Old Bustelton Avenue (Tier 2 priority) are planned priority projects. A nearly three-mile facility along Southampton Road and Byberry Road is a Tier 2 priority. A one-mile facility from the Roosevelt Blvd to the county line along Knights Road is proposed as a Tier 2 priority as well. Two protected bike lanes are planned on Torresdale and Frankford Avenues.

### **Trails**

There are 3 existing trails in the combined district. The 4-mile Northeast Airport Trail is a paved sidepath that follows the northern and eastern boundaries of the Northeast Philadelphia Airport. A proposed extension, approximately 2.5 miles, would link with the existing Northeast Airport Trail to complete the loop around the airport. The other two, Poquessing Park and Benjamin Rush State Park Trails provide extended recreation facilities and connect to the county line.

There are nine proposed trails. However only the Poquessing A segment is ranked high priority in the 2015 Trail Master Plan Update.

### **Streets & Highways improvements**

#### **Willits Road Bridge**

Estimated for completion in 2019, this project involves rehabilitating or replacing the bridge carrying Willits Road over Wooden Bridge Run. The existing structure has severely rusted components, large open spalls exposing rusted reinforced steel, and cracks with efflorescence. Work will include replacing or rehabilitating the existing superstructure and reinforced concrete overlay, as well as upgrades to the guiderail approaches.

### **Byberry Road / CSX Bridge**

The section of Byberry Road, where it passes over the CSX railroad tracks, will undergo a bridge rehabilitation or replacement estimated for completion in Fall 2020 with expectation of a pedestrian connection.

### **I-95 Corridor ITS (GR8)**

The project, set for completion in 2021, will upgrade approximately a mile of the I-95 corridor between Frankford Avenue and Quarry Street.

### **Ashton Road: Grade Crossing**

Railroad warning lights will be installed at the Ashton Road grade crossing located between Tolbut Street and Jenny Place in the 2018 fiscal year. This project is part of the statewide Highway-Rail Grade Crossing Program.

### **Blue Grass Road: Grade Crossing**

Railroad warning lights will be installed at the Blue Grass Road grade crossing located between Gregg Street and Welsh Road in the 2018 fiscal year. This project is part of the statewide Highway-Rail Grade Crossing Program.

### **Robbins Ave: Intersection Safety Improvement Program**

This project will install pedestrian countdown signal heads at four intersections to mitigate crossing during the flashing hand interval. The project will also install 170 new controllers and mast arms with two overhead signals for motor vehicles on Robbins Street at four intersections. The corridor will be interconnected with fiber optic cable.

### **Frankford Ave Signal Improvements**

The project will improve safety for all modes at specific intersections along the Frankford Avenue corridor by installing pedestrian countdown timers, ADA ramps, intersection lighting, and curb extensions, in addition to infrastructure upgrades. The project will focus on such pedestrian enhancements and traffic calming measures between Girard Avenue and Knights Road. This follows the signal prioritization improvement project that was installed along Frankford Avenue as part of the Route 66 Transit First project.



## **Crash Data**

### **Top Crash Corridors:**

- Roosevelt Boulevard
- Bustleton Avenue
- Grant Avenue
- Woodhaven Road
- Welsh Road/Willits Road

### **Top Crash Intersections:**

- Roosevelt & Grant
- Roosevelt & Welsh
- Roosevelt & Southampton
- Roosevelt & Red Lion
- Bustleton & Byberry
- Bustleton & Grant
- Welsh & Holme

<b>Year</b>	<b>Total Incidents</b>	<b>Total Vehicles</b>	<b>Autos</b>	<b>Trucks (Heavy)</b>	<b>Bike</b>	<b>Ped</b>	<b>Total Fatalities</b>	<b>Ped Fatalities</b>	<b>Major Injuries</b>
2011	843	1657	1088	23	16	68	11	4	16
2012	830	1618	988	24	14	82	11	3	15
2013	803	1576	931	25	16	76	11	2	10
2014	721	1473	775	21	5	53	7	3	13
2015	721	1445	781	22	12	57	12	2	17

## **Goods movement:**

### **Freight and Aviation**

The most significant facilities in the Upper and Lower Far Northeast Districts that generate and accommodate freight or aviation activity are:

- CSX Trenton Rail Line
- US 1, the Roosevelt Boulevard
- Northeast Philadelphia Airport (PNE)

The CSX Trenton Rail Line (or Subdivision) is the major north-south rail freight line to traverse the Philadelphia region. All types of commodities are handled on this busy, interstate rail line. Due to recent and programmed capacity improvements on this line (e.g., doublestack clearances), the number of trains operating on this line may increase in the future. Other rail lines in the districts include Conrail and PIDC's Bustleton Industrial Track and the SEPTA West Trenton passenger rail line that may have some local freight activity.

US 1, the Roosevelt Boulevard, a major arterial with local and express lanes, handles significant truck volumes. US 1 affords a direct connection to the Pennsylvania Turnpike to the north, and Woodhaven Road (PA 63) directly connects to I-95 to the east.

At the center of the two districts sits the Northeast Philadelphia Airport. This reliever airport provides corporate, charter, and general aviation services. It complements Philadelphia International Airport and is reportedly the sixth busiest airport in all of Pennsylvania.

The airport is the central feature of the DVRPC designated Northeast Philadelphia Airport/Byberry Road Mega Freight Center. Totalling 2,300 contiguous acres, the freight center combines a mix of transportation, manufacturing (e.g., helicopters at AgustaWestland Philadelphia Corp.), and distribution facilities that account for 17,000 jobs (source: National Establishment Time-Series (NETS) Database, 2012).

The Regional Aviation System Plan was developed in 2010 by DVRPC and defined aviation facility needs through the year 2035 and current recommendations for capital improvements include ten hangar spaces and 16 t-hangars.

There are currently no active marine terminals handling freight shipments since no portion of the Delaware River touches the two districts.

Retail and commercial establishments are located in various clusters in the Districts. In 2016, DVRPC will be preparing a *Philadelphia Delivery Handbook* which may contain concepts and programs to better accommodate deliveries in the study areas.

## **KEY TRANSPORTATION OPPORTUNITIES**

- Unused highway rights-of-way in the Woodhaven Road and Northeast Boulevard corridors have the potential to be studied for future re-use
- Vacant Land and Structures:

Of special note are two partially vacant transportation corridors originally intended to carry Expressways through the districts. The right-of-way of the western extension of the Woodhaven Boulevard cuts through Somerton parallel to Byberry Road and is completely vacant, while the right-of-way for the Northeast Expressway continues north from the end of the “rump” expressway that was built (Northeast Avenue). Both ROWs have minimal encroachment. Future use of the ROWs is worth further study.

PUBLIC REALM

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

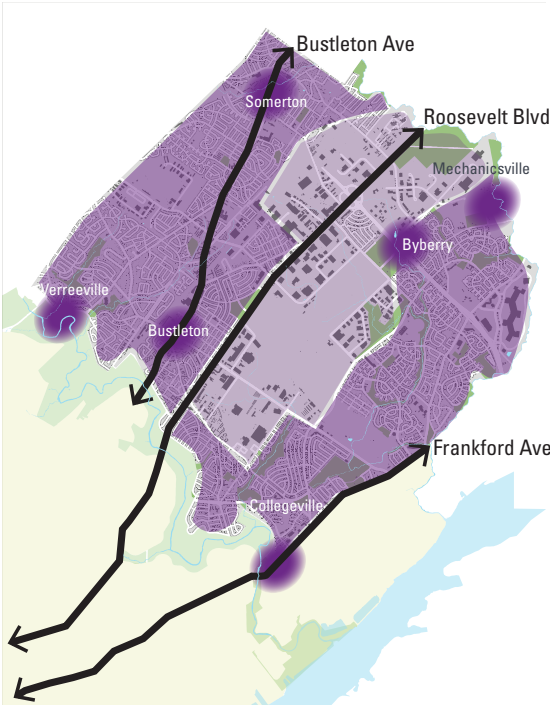
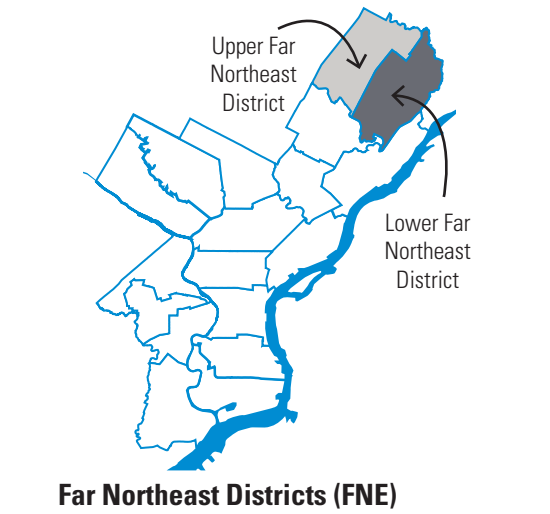
SUMMARY OF EXISTING CONDITIONS

In general, the Far Northeast consisted of rural farm land that rapidly developed in the 1950s using mid-20th century planning principles that simultaneously made space for the automobile and conserved open green space. The result is a decentralized, low-density, suburban development pattern within the city limits. Seventy years after the lure of the suburban model, the Far Northeast District’s public realm has mostly retained the integrity of it’s original design intentions, including a distinct separation of land uses and limited points of connection, leaving the public realm to be experienced primarily from the automobile.

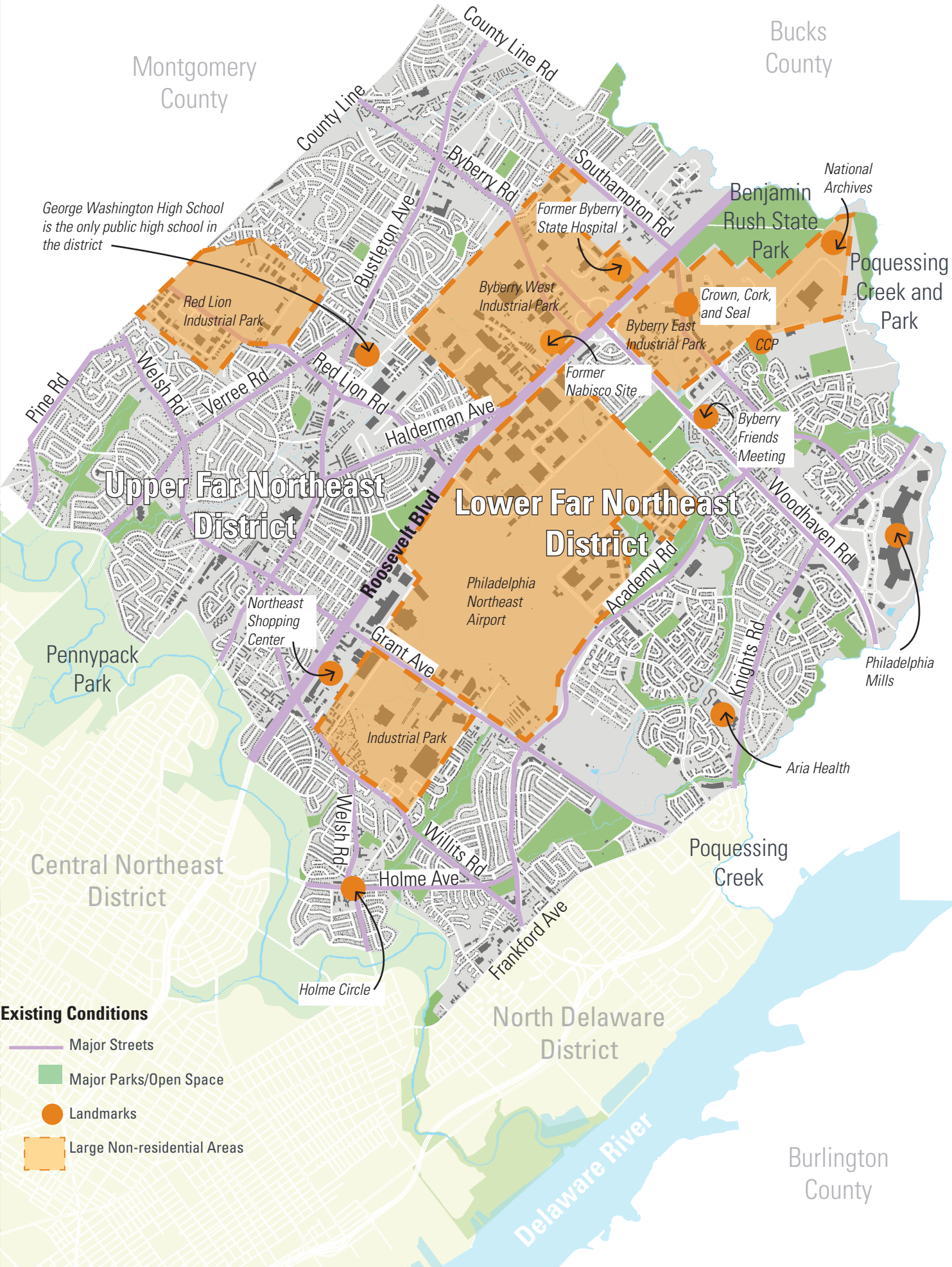
The Far Northeast has depended on the automobile for connections within the district and to the rest of the city, which has created a limited public realm that is greatly impacted by street typologies and patterns. For example, the cul-de-sac and loop street pattern rather than through-street connections in many of the neighborhoods reduces public realm opportunities. Similarly, the lack of pedestrian amenities or consideration for alternative modes of transportation on the Roosevelt Boulevard arterial limits public realm opportunities.

The Far Northeast’s public realm can be grouped into three general areas: the western, central, and eastern areas. The western area contains some of the oldest settlements in the district, Bustleton being the largest 19th-century development node, that continued to grow as a residential area during the 1950s development boom. The central area includes large-scaled commercial and industrial parcels that have convenient access to Roosevelt Boulevard. The eastern area was largely established after the 1950s and is also the direct result of physical planning that included land use, zoning, and design elements that once implemented, created a suburban-style built environment. A few commercial shopping nodes are scattered throughout the districts. Frankford Avenue, Bustleton Avenue, and Roosevelt Boulevard are three of the earlier major automobile corridors and they remain organizing elements in terms of physical development patterns.

The districts include several major destinations. Philadelphia Mills is a large-format shopping center with a regional draw that has recently been renovated. Building exteriors have been modified and it has an adequate public realm. The Philadelphia Northeast Airport acts as a barrier between neighborhoods in terms of the built environment, although it is a regional asset. There are several large industrial parks, many of which are extremely well maintained with excellent landscaping and visual screening. The district’s public parks are one of its greatest sources of public space, the Pennypack Park and Poquessing Park draw visitors from around the city and Benjamin Rush State Park is the only state park within the city limits.



- Built Environment Groupings**
- Majority of the area is non-residential
  - Majority of the area is residential
  - Historic settlement
  - Major corridor



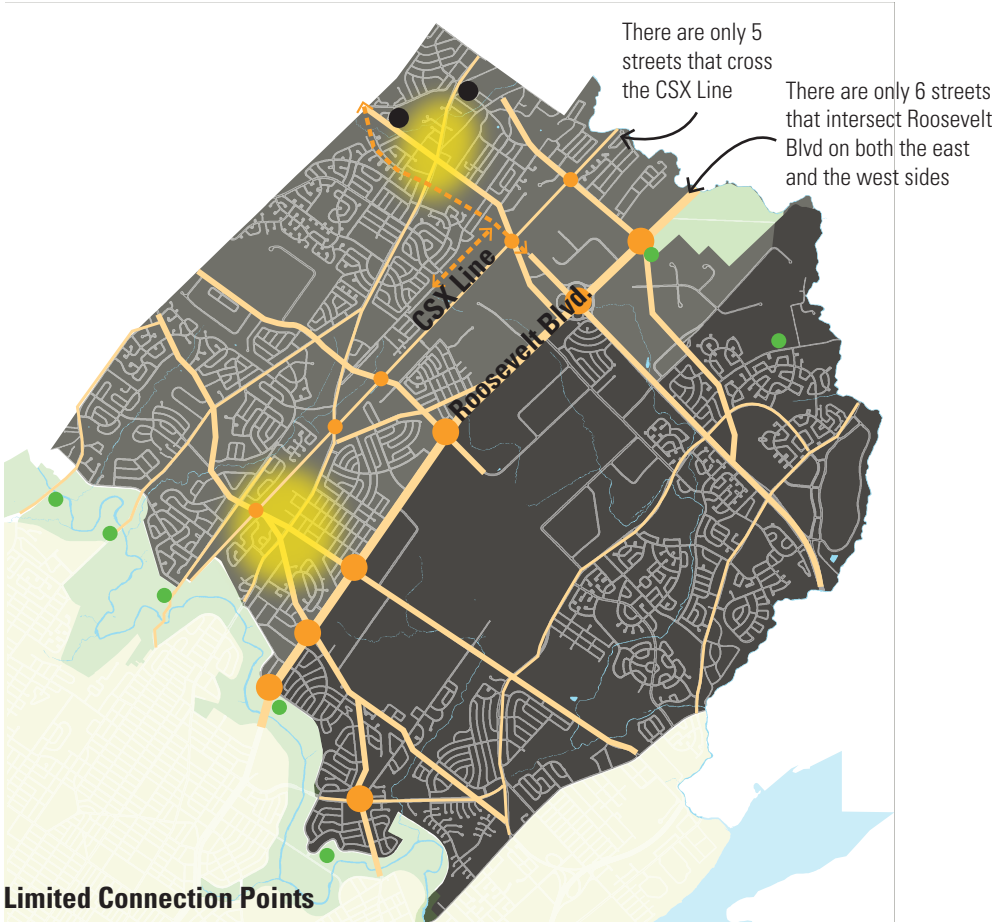


KEY ISSUES

The following are important public realm issues that the Far Northeast districts are facing over the next ten years:

- Addressing Roosevelt Boulevard’s physical design, both in terms of traffic and pedestrian patterns is crucial. The Boulevard is the backbone of the districts, providing connections and influencing development patterns. There are several prominent sites that are susceptible to change along the Boulevard that could bring economic development to this area of the city and simultaneously improve the public realm. Concurrent with this district planning process, the “Route for Change” TIGER grant study is in progress, which presents the opportunity for the two plans to inform each other and for their recommendations to be coordinated.
- The Roosevelt Boulevard soft sites mentioned above represent a district-wide issue of the redevelopment of former industrial sites. Even though these districts contain much of the city’s industrially-zoned land, a great amount of industrial land has already been redeveloped for other uses, primarily for large-format commercial shopping centers. The characteristics of a good public realm are different for industrial and commercial contexts, and sometimes are in conflict with each other when the uses are in close proximity. Oftentimes the urban design of these shopping centers appears arbitrary and fragmented, as is the recently-developed former Whitman Chocolates industrial site and the redeveloped Northeast Shopping Center. Design guidelines for their redevelopment would help create a sense of place for these very large parcels, and could include strategies for both industrial and commercial future uses.
- The districts’ green spaces are concentrated in large parks or recreation centers rather than distributed within the neighborhoods as smaller scaled spaces. They are generally used as planned destinations rather than impromptu community gathering spaces. Creating space for neighborhood pocket parks or simply greening residential streetscapes improves the public realm and is a place-making strategy. Where feasible, streets connecting to park entrances should be designed as Complete Streets and/or Green Streets as a means of “extending” park space into the neighborhoods and emphasizing connections to the park. Some of the smaller commercial strips around the district could also benefit from increased landscaping as a place-making strategy and to encourage more pedestrian activity. Busy public transit nodes such as bus shelters and stops or rail stations could be places to initiate greening efforts as they already function as neighborhood gathering places.
- The abundance of loop streets and cul-de-sacs in the district makes the limited connection points between neighborhoods extremely important. The key intersections of the few cross-district streets are places with the potential for neighborhood identity opportunities such as public art, landscaping, benches, pedestrian lighting, etc. Some of these places are historic nodes that simply need revitalization, and some of these places could be newly created by activating abandoned rights-of-way.

- SEPTA Regional Rail Station
- Park Entrances
- Intersection of East-West Through Streets and North-South Barriers
- Historic Town Center, Currently Underutilized
- Abandoned R.O.W.
- Major Streets



MAJOR OPPORTUNITIES

There are significant public realm opportunities in the districts, below are some of the improvement areas with the greatest potential to benefit the entire Far Northeast. Please see the following page for a map of the opportunity site locations.

MULTIPLE-SITE OPPORTUNITIES

- **Opportunity 1 -- Underutilized Sites at Historically Significant Neighborhood Nodes (Bustleton and Somerton)**  
Bustleton and Somerton are two of the oldest historic settlements in the districts, centered at the crossings of major thoroughfares, the confluence of today’s Bustleton Avenue and Welsh Road, and the confluence of Bustleton Avenue and Byberry Road. Today the parcels around these intersections are underutilized but are still located at key neighborhood nodes, providing the opportunity to improve the public realm to create a “town center” sense of place where people have gathered at least since the mid 1800s.
- **Opportunity 2 -- Increase Accessibility and Visibility of Public Parks**  
The districts’ public parks are one of their greatest sources of public space but finding park entrances and accessing trail heads is often difficult, especially by foot. Benjamin Rush State Park is particularly hidden and could benefit from additional signage, gateway features, and street connections. In fact, residents from the nearby Somerton neighborhood seeking to walk to Benjamin Rush must cross Roosevelt Boulevard, and residents of Parkwood must navigate through Byberry East Industrial Park. Connections between Benjamin Rush and Poquessing Creek trails systems offer opportunities for increased wayfinding signage and public realm amenities.
- **Opportunity 3 -- Resolve Abandoned Rights-of-Way**  
The district has two major inactive rights-of-way, Woodhaven Road and Northeast Avenue. As the planning process analyzes the future of these abandoned corridors, opportunities to improve development patterns and the public realm should be considered as through-street connections in the Far Northeast are limited.
- **Opportunity 4 -- Intersections of Grant Ave and Roosevelt Blvd. and Red Lion Rd. and Roosevelt Blvd.**  
These intersections have been rated the second and third most dangerous intersections in the country by State Farm Insurance. New safety measures should include public realm improvements such as streetscape elements and pedestrian amenities which could transform these key connection points into neighborhood gateways. The Boulevard intersections of Welsh Road and Southampton Road need similar improvements, but are not quite as prominent.

SINGLE-SITE OPPORTUNITIES

- **Opportunity 5 -- Former Nabisco Factory**  
The 27-acre industrial site was closed in 2015 and its future is unclear but commercial retail is a possibility. Located at the intersection of Roosevelt Boulevard and Byberry Road, near the terminus of Woodhaven Road, the site is one of the few places in the districts that is easily accessible from east or west of the Boulevard. The site is also a landmark with it’s familiar Nabisco tower reminding residents of the delicious sweet smells that once spread into the neighborhood. The urban design of any future proposal should address the entire site comprehensively to avoid the fragmented results of piecemeal development and should consider preservation and reuse of the tower itself.
- **Opportunity 6 -- Area Near the Intersection of Southampton Road and Roosevelt Boulevard**  
This area is another undeveloped but potential commercial-use site that is residual space of the former Byberry State Hospital campus. A few remaining early 20th century buildings still stand on the south of Southampton Road that could possibly be incorporated into new development. A design study of the area should consider the nearby residential uses and their planned expansion, the continuity of the public realm as one travels into Bucks county, and the master plan and future trail system associated with Benjamin Rush State Park and the Poquessing Creek open spaces.
- **Opportunity 7 -- Northeast Philadelphia Airport Perimeter Buffer**  
PNE has designated clear zones associated with the runways and some of the clear zone space functions as open, recreational space for the surrounding community. In addition, the airport has a perimeter trail that is for community use, and has some limited commercial uses (convenience store, bank) on their property. These neighborhood amenities help to mitigate the barrier effect of the airport and offer opportunities for even more public realm improvements and better integration into the neighborhood fabric.
- **Opportunity 8 -- Former Budd Company Plant**  
Located at 1 Red Lion Road, the future of the 214 acre site will greatly impact its immediate surroundings and the districts as a whole. The Budd Company manufactured stainless steel passenger rail cars, which necessitated EPA environmental clean-up when the industrial functions closed. The buildings were demolished and the site was briefly a golf course. Now current owner’s (Teva) plans are unknown, leaving the site as a “blank slate” opportunity. Urban design considerations include circulation and street network patterns, interface with surrounding industrial uses, buffers for the adjacent residential uses, as well as stormwater management and environmental resources.



MAJOR OPPORTUNITIES

1 Bustleton Node



1 Somerton Node



2 Benjamin Rush State Park Entrance



3 Northeastern Ave R.O.W.



3 Woodhaven Rd R.O.W.



4 Roosevelt Blvd. and Grant Ave.



4 Roosevelt Blvd. and Red Lion Rd.



5 Former Nabisco Factory



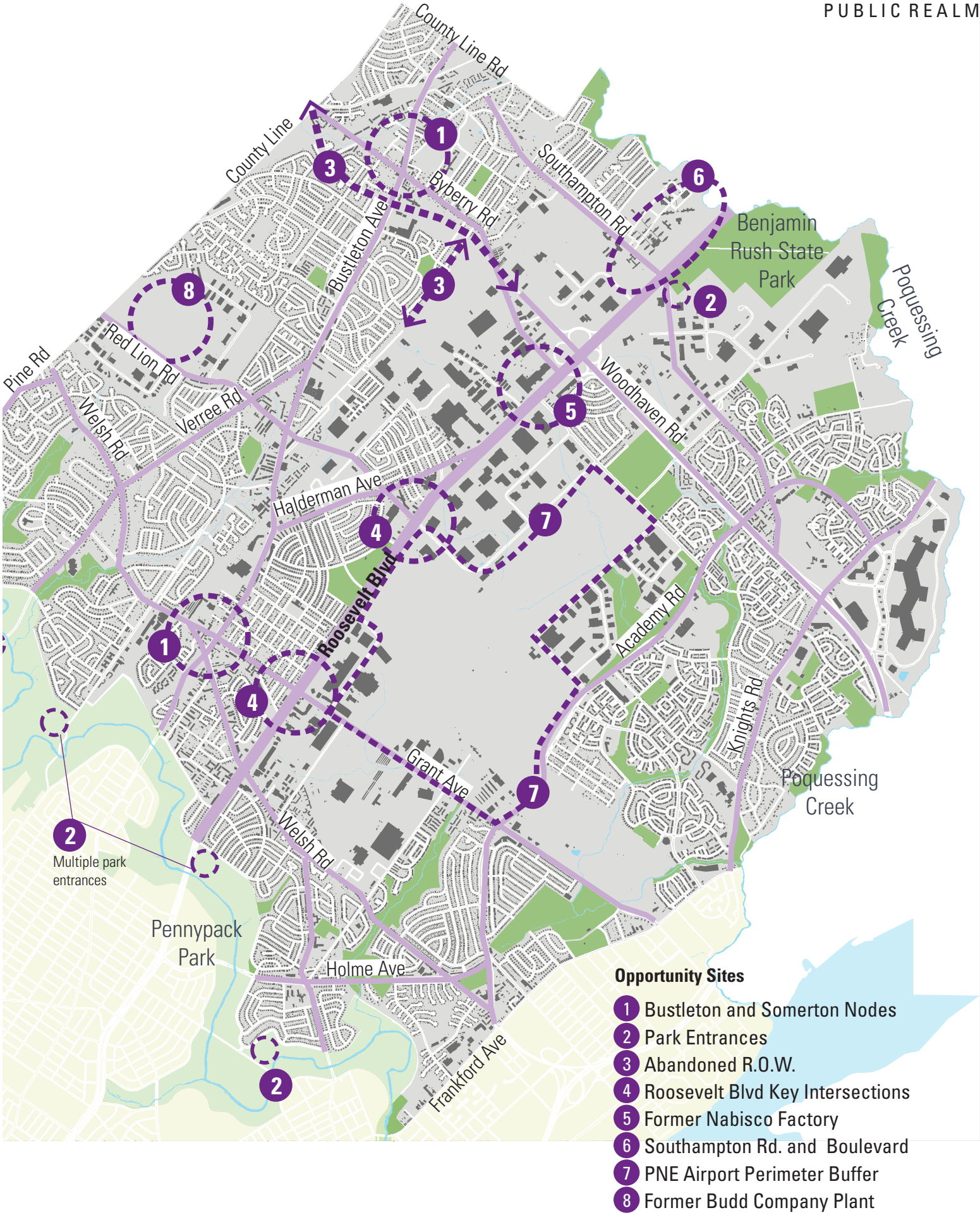
6 Southampton Rd. and Boulevard



7 PNE Airport Perimeter Buffer



8 Former Budd Company





DEVELOPMENT PATTERNS: BLOCK STRUCTURE, WALKABLE FORM, AND URBAN SCALE

The Far Northeast districts have development patterns that emphasize private space in ways that other more dense districts in the city do not. The development patterns represent many of the concepts in the Philadelphia City Planning Commission’s 1955 *Far Northeast Physical Development Plan* which was written under Ed Bacon’s leadership. Throughout its transformation from rural, then semi-rural, and finally to suburban development patterns, the area has always valued more spacious private space in lieu of more dense, dynamic public space. The physical design results are seen in the curvilinear street patterns, the traditional row house typology adapted to create space for the automobile and large rear yards, and commercial streetscapes that generally lack a pedestrian scale. There is also a great amount of attention devoted to private open spaces, such as golf courses and youth organization centers, which offer alternatives to the public green spaces, but then in turn, makes accessibility to the public parks vitally important. While a walkable block structure was not developed, streetscape improvements that encourage more pedestrian activity could be implemented, and might be valued by today’s Far Northeast residents who seek safer roadways.

Commercial:

Unfortunately, much of the small-scale neighborhood commercial nodes that the 1955 *Far Northeast Physical Development Plan* described were not developed. The original concept in the plan was a central commercial area that served as a focal point for a cluster of housing units. Today the commercial centers are separated from the residential areas and are accessible mostly by automobile. The districts contain immense, large-format retail centers as well as some smaller, block-sized commercial strip centers. While well-maintained, many of these commercial spaces lack distinct characteristics and pedestrian amenities.

Examples of Commercial Developments

Top: Typical strip mall  
(Bustleton Somerton Shopping Center)

Bottom: Typical large-format retail center,  
showing some pedestrian amenities  
(Whitman Shopping Center)



Industrial:

The industrial sites in the districts are typically very large, singular properties or a cluster of properties within a designated industrial park. In general the industrial areas have a tidy and clean public realm. Many even include generous buffering and landscaping. If former industrial parcels turn over for redevelopment, breaking down the mega-scale of these lots into a pedestrian-scaled environment becomes a key factor in the future block structure of the districts (see Opportunity Site #8). This pattern of redeveloping industrial sites for commercial use is evident in the proximity and adjacency of commercial and industrial uses (see partial land use map below). As redevelopment opportunities in the district arise, the industrial sites should be assessed individually to determine whether or not industrial uses should be retained.

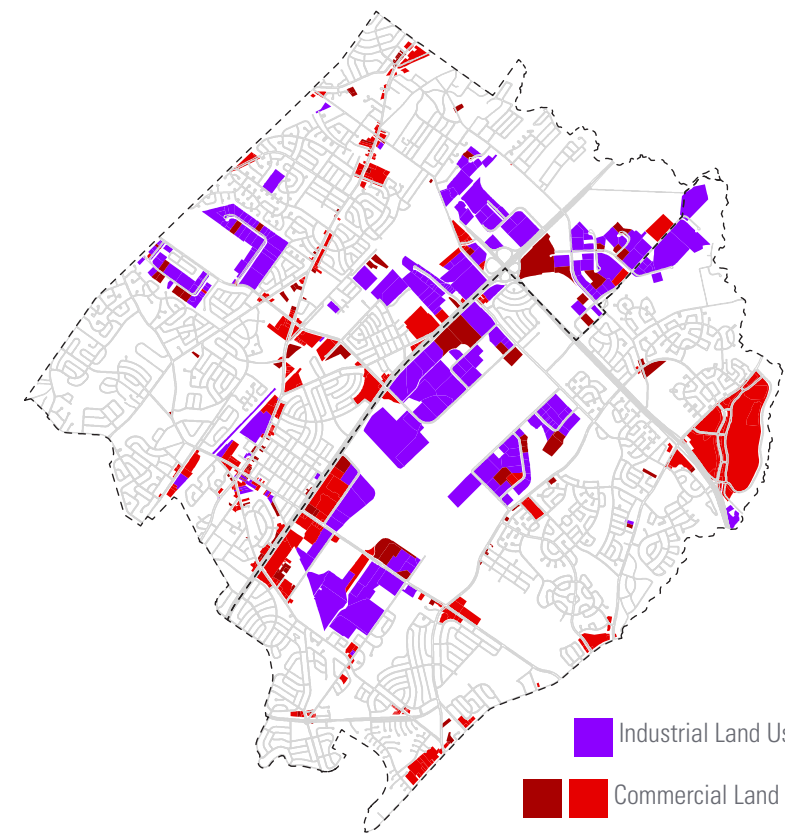


Examples of Industrial Developments

Top: Well-maintained industrial park  
(Red Lion Industrial Park)

Bottom left: Landscaped industrial  
property (Sandmeyer Steel Company)

Bottom right: Iconic industrial tower  
(former Nabisco tower)



Partial Land Use Map:  
Adjacency of Commercial and Industrial Uses

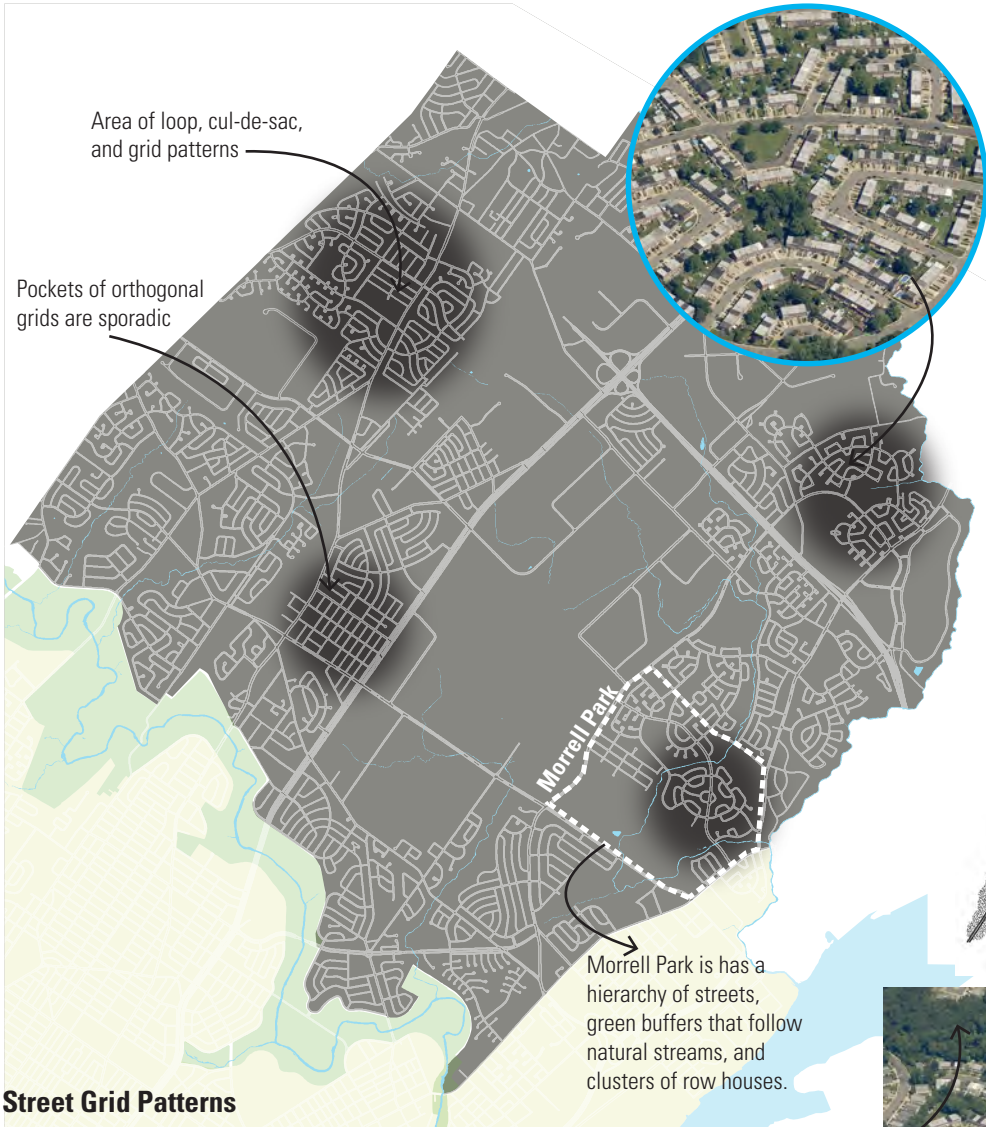
Commercial uses are often adjacent to industrial uses as many of the large-format commercial centers were carved out from former industrial sites. In many of these instances the public realm suffers as the two uses have conflicting public realm needs.



DEVELOPMENT PATTERNS: BLOCK STRUCTURE, WALKABLE FORM, AND URBAN SCALE

Housing:

The districts are primarily composed of residential uses and the dominant housing typologies are the semi-detached twin and the row house, both with front-loaded garages. The constant interruption of the neighborhood streetscape with garage driveways is one reason why private backyards are more important than the public frontages. Many of the planning principals for the area’s residential areas came out of the Philadelphia City Planning Commission’s 1955 *Far Northeast Physical Development Plan*. One of the plan’s achievements was the proposal, and then implementation of, the “C-1” zoning classification. The C-1 district created low-density residential clusters, and more generous dimensional standards to Philadelphia’s traditional row house. It also had a maximum of 10 row houses per housing row and a minimum breezeway width of 12’ between the clusters. This development pattern is easily distinguishable today. In terms of urban design many areas of the districts are unusually complete examples of design ideology that was built almost as envisioned, and then retained its form over time (see Morrell Park example).

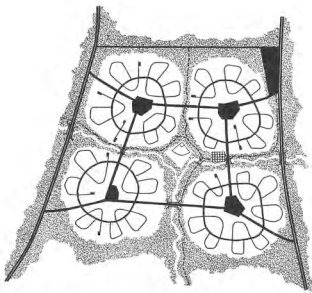


Street Grid Patterns

CALL OUT: MORRELL PARK

The Morrell Park neighborhood, developed starting in 1956, was designed by PCPC under Edmund Bacon. It is a remarkably intact example of 1950s planning principles for residential areas. It displays a hierarchy of through streets, major local streets, minor local streets, and residential streets. It also accommodates natural water courses and green spaces into the layout. The groupings of row houses illustrate C-1 zoning. While the commercial centers did not happen, some of the amenities are within walking distance such as schools and recreation centers.

Source: Appendix 2: *Morrell Park* by Joshua Bevan. University of Pennsylvania Historic Preservation Studio student project.



Conceptual diagram for residential areas, *Far Northeast Physical Development Plan*, 1955. Morrell Park has many of these characteristics.



Stream and green buffer

Clusters of about 10 houses

School and recreation center at perimeter

URBAN DESIGN: CONTEXT-SENSITIVE DESIGN, PUBLIC SPACES, GATEWAYS, AND PUBLIC ART

In the case of the Far Northeast, context-sensitive design would respond to the 1950s, 60s, and 70s built environment which dominates much of the landscape. The general condition of the built environment is good, with commercial areas having the largest range of conditions. The districts offer unrealized opportunities for gateways, which could be prominent park entrances, or key intersections between two neighborhoods, busy transit hubs, or some of the many creek bridges. The region’s nickname “the Great Northeast” suggests uniformity, and highlighting specific nodes within the greater northeast could create a welcomed identity for some of the smaller sub-areas. Below are some gateway opportunities, in addition to the opportunities sites previously mentioned (also see connection points diagram):

- Holme Circle - public art installation would need to respond to the automobile scale
- Poquessing Creek Park and Benjamin Rush State Park - gateway opportunities to increase visibility for visitors coming from both Philadelphia and Bucks Counties
- Woodhaven Road R.O.W. - abandoned R.O.W. could be temporarily activated by art
- I-95 Exits - opportunities at Frankford Ave., Academy Rd., and Woodhaven Rd.

Much of what gives character to the public realm is the mid 20-century architecture. Stylistic elements from that time period should be preserved (if not entire buildings), which might become an crucial issue within the next ten years as the structures from this period begin to need repair.

New public art installation should be encouraged and should take into account that much of the public realm is experienced by car, although notable exceptions are the park areas. In fact, the series of installations in the Pennypack Park, near Verree Road, titled *Embodying Thoreau: dwelling, sitting, watching* emphasizes the human’s place within the natural world and was inspired by the values of Thoreau.

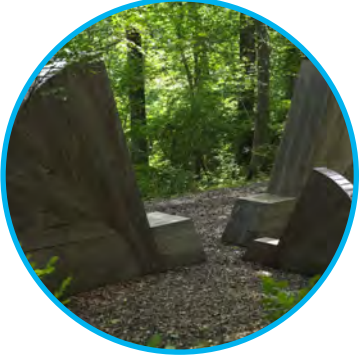


Public art at a city municipal facility building, 1701 Bowler St.

The Bustleton Avenue Municipal Building (designed by Modernist architect Oskar Stonorov, built in 1955) is an excellent example of architecture from the mid-century. It includes art that is integrated into the structure and helps to define public space. Stylistic elements should be preserved when capital facility updates are made to the property.



Top image source: [www.betsymanning.com](http://www.betsymanning.com)



*Embodying Thoreau: dwelling, sitting, watching. Installed in 2003 in various locations near 8600 Verree Road.*

Public art at Junod Recreation Center