

## **NEIGHBORHOODS**

*Philadelphia2035 Citywide Vision Goal: Improve neighborhood livability.*

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### **SUMMARY OF EXISTING CONDITIONS**

The Lower Northwest district has approximately 60 different City-owned facilities including over 157 different fixed assets such as athletic fields, libraries, and water treatment plants. The conditions and potential for site improvements or modernization at each facility vary by operation. Like the majority of city-owned buildings, the facilities within Lower Northwest face chronic under funding for routine maintenance.

New development and conversions of former residential, industrial, and institutional property have significantly added to the amount of consumer-oriented floor area serving the Lower Northwest. New space has been well-absorbed in relatively isolated and less-developed Upper Roxborough and Andorra, resulting in low vacancy rates. High vacancy rates in and around East Falls and the Wissahickon train station reflect those areas' proximity to competing commercial attractions outside of the district as well as the areas' abundance of former industrial, office, and institutional property now available for commercial reuse.

All areas of the Lower Northwest appear to provide adequate access to convenience goods and services for residents, with the potential exception of the densely-developed, steeply -sloped, and non-auto oriented core of the Manayunk neighborhood. There are at least six supermarkets within or close to the Lower Northwest.

### **KEY ISSUES**

Neighborhood issues for the Lower Northwest include:

- Recreation center buildings are in need of significant funding to repair chronic leaks in roofs and to replace highly inefficient heating systems.
- Commercial centers with vacancy rates over 20 percent warrant attention to determine if the apparent oversupply of space is a temporary condition or whether there should be longer term right-sizing to better match consumer demands.
- Demand for retail, eating and drinking, and business and professional services has outpaced the supply of purpose-built and commercially zoned properties along Ridge Avenue, leading to conversions or demolitions of older homes that contributed positively to neighborhood character.
- Continued growth of auto-oriented retail in and around the district limits the ability of the district's pedestrian-transit oriented corridors to provide a basic mix of neighborhood-oriented goods and services.

## **MAJOR OPPORTUNITIES**

The Lower Northwest district presents several opportunities related to neighborhoods:

- Target funding for the repair and maintenance of recreation centers.
- All of City-owned parking lots should be sold or conveyed directly to PPA or the local development corporation for management and ownership. This would reduce the City's liability and potential need for capital investment
- Ongoing private-public partnerships with established commercial corridor management organizations in East Falls, Manayunk, and Roxborough provide a strong foundation for further collaboration on "town center" improvements to serve neighborhood needs.
- Demand for further conversions of older homes into stores or other consumer services could be reduced by more intensive use on auto-oriented sites and around transit nodes.

## **NEIGHBORHOODS (SPECIFIC TOPICS)**

### **Neighborhood Centers**

*Goal: Promote strong and well-balance neighborhood centers.*

### **Community-Serving and Municipal-Support Public Facilities**

For context, Capital budget expenditures across the district for the fiscal years 2000 to 2010 totaled more than \$33 million. Nearly 75 percent of this was directed towards Philadelphia Water Department's (PWD) freshwater pumping and treatment facilities in the district. The remainder was spread across community-serving facilities: parks, recreation centers, fire stations, etc. During the same period approximately \$4.5 billion was expended on facilities citywide. The amount spent by planning district varies depending on the number of facilities, and presence of large infrastructure such as PWD facilities. For example, \$23 million was distributed among facilities in the West Park district and \$186 million in the Central district (excluding aviation and expenditures not specific to city-owned buildings).

For the FY14-FY19 Capital Program approximately \$1.6 million was programmed for spending in the district, 29 percent of which went to water treatment facilities. The remainder was allocated toward only four facilities: Roxborough Branch Library (\$714,000); Northwest Transfer Station (\$500,000) and Fleet Garage (\$114,000); and the Hermitage Building in Wissahickon Valley Park (\$174,000).

PCPC staff conducted site visits of a majority of the facilities in the district between October 2013 and January 2014. Issues with facility structures, building mechanicals, public access and safety were reviewed with staff on-site and with related departmental administrative management where applicable. Specific issues related to the improvements of interior and exterior conditions of facilities, access, or operations and Capital funding, if programmed, are discussed in the subsections below.

### *Fire Stations*

There are four fire stations in the district. The average age of the stations is 66 years old and like many fire houses across the city these four are in great need of additional operating space for equipment. Fire operations have modernized and expanded to include a range of new emergency and medical response

equipment, but stations have not been upgraded to host additional trucks, trailers, and equipment storage units.

- Engine 35 – Ridge and Midvale Avenues
  - Needs sidewalk resurfacing (trip hazards); repair/replacement of non-closing windows; expanded parking options for staff.
- Fire Engine 12 – 4445 Main Street
  - This station is on both the national and local register of historic places and this status can limit building alterations.
- All stations are in need traffic signal delay controls to improve the speed and safety of egress from the station during an emergency response.

#### *Free Library Branches*

There are three Free Library branches in the district. The average building age is 60 years old. The branches collectively served 5 percent of the Free Library system by measure of total turnstile count of 267,000 patrons in 2012. The four libraries averaged 89,000 patrons each in 2012. Information on specific needs for each facility is pending from Free Library administration.

- Roxborough Branch Library –
  - Capital programming of \$714,000 for water infiltration remediation.

#### *Municipal-Support Facilities*

The district has a number of facilities that support public works/infrastructure and operations internal to City government.

- PWD has approximately 300 acres of water processing facilities including two treatment plants, two pumping stations, storage basins and filtering operations. These facilities are vital to clean water distribution in the City and have received significant capital funding in past years. No changes to operations are expected in the near future according to PWD staff.
- The Northwest Transfer Station – 5201 Umbria Street.
  - The facility serves the greater northwest Philadelphia area as solid waste transfer station and operations center for the Streets Department Sanitation Division including garbage and recycling trucks that service the northwest. The facility is programmed for \$500,000 in FY14-19 for building mechanical and electrical upgrades.
  - Garage 225 located on the Transfer Station site is also programmed for \$114,000 to replace the existing roof and upgrade HVAC components.

#### *Parks*

Park facilities are addressed in the Open Space and trails memo. Of all of the park buildings in the district, the Hermitage at 700 E. Hermit Lane in Wissahickon Valley Park is slated for \$174,000 in FY14-19 for restoration of the roof and other repairs.

#### *Parking Lots (City-owned)*

There are currently 9 city-owned parking lots in the district, however the lot at 147 Gay Street in Manayunk is to be sold by the City with a bill currently pending in City Council. Four of the sites are maintained by local development corporations and charge for parking to pay for maintenance. Three sites are managed by PPA, but charge no daily parking fees. No Capital expenditures are programmed for any of these lots over the next five years.

- PPA managed: 4712 Umbria; 250 Fountain; 4418 Manayunk;
- Manayunk Development Corporation managed: 107 Levering; Venice Island (under reconstruction);
- Roxborough Development Corporation managed: 477 Levering; 514 DuPont.

#### *Police Stations*

There is one Police station located in the Lower Northwest, the 5<sup>th</sup> Police District. However service by the police to the district also comes from two other districts: the 14<sup>th</sup> and 39<sup>th</sup>. The 5<sup>th</sup> Police station is scheduled for ADA upgrades to begin later this year. The building is in need of central air conditioning and a new boiler.

In addition the Police Department has plans to repurpose a former U.S. military facility (also known as Germantown BRAC) at 5200 Wissahickon Avenue. A design for reuse of the facility has been delayed due to tight capital program budgets; no funds have yet to be programmed past FY16. It is estimated that remodeling/reconstruction may cost up to \$10 million. The site may house the department's narcotics bureau, permit operations, and other functions now at the Frankford Arsenal.

#### *Recreation Centers and Playground Equipment*

Lower Northwest has six multi-purpose city-owned recreation centers. All but two of these recreation centers are staffed with programming. There is incomplete data on the age of buildings and structures. Also, aggregated data on use is not available from PPR on this time.

When parks with recreational amenities like playgrounds or athletic fields are included in the survey, there are approximately 14 sites with recreational amenities in the district. City-owned recreational amenities include: 14 sets of playground equipment; 7 sets of basketball courts; 7 sets of baseball fields; three sets of athletic fields; four sets of tennis courts, one spray ground; one volleyball court; and three outdoor pools.

Across the district recreation buildings are in need of significant repair to roofs and replacement of heating systems. Cooling systems are also needed especially in gymnasiums to ensure year round programming uninterrupted by extreme hot and cold temperatures. Site specific issues are described below where applicable.

- Kendrick Recreation Center – 5822 Hermit Lane
  - Inadequate thermostat controls force staff to open windows to cool rooms overheated by boiler, however the boiler fails routinely.



- One activity room is completely damaged from leaking water pipes, with falling ceiling debris.
- Exterior of pool building needs re-pointing.
- Hillside Recreation Center – 201 Fountain Street
  - Frequent leaks from roof have damaged and warped the floor and walls in the gymnasium and this severely impacts programming and games. Leaks have reoccurred for 20 years according to staff.
  - Retaining wall along north side of building is buckling due to pressure from trees planted directly along side of the wall and. Buckling has damaged a storage room.
  - The set of playground equipment located at the corner of Fountain and Smick streets is in very poor condition. Staff noted that due to the distance from the Center’s main recreation building the playground is difficult to supervise and maintain and that the nearby community might rather have this area repurposed as a dedicated dog run.
  - A leak in the pool requires constant filling in the summer at added water costs to the City.
- Gustine Recreation Center – 4842 Ridge Avenue
  - Although relatively new, failures with the heating system are started to occur.
  - Staff requested the addition of a spray ground as the center serves the East Falls neighborhoods and the closest pool is over a mile from the center of neighborhood

### **Commercial Corridors**

Lower Northwest neighborhoods benefit from four community or specialty-type commercial centers that offer a mix of goods and services as well as a range of shopping environments. All four centers are in excellent overall condition compared to similar centers within the city. The Andorra Shopping Center (#216) is a well-tenanted, recently renovated free-standing center at the convergence of Henry and Ridge Avenues. The Ridge and Domino center (#214) consists of a mix of newer auto-oriented strip development, converted older properties, and the Ivy Ridge Shopping Center. Ridge Avenue-Roxborough (#212) and Main Street-Manayunk (#211) are well-maintained, traditional pedestrian-transit corridors that continue to attract reinvestment.

Three areas not entirely within the district boundaries are still noteworthy because they provide or potentially provide consumer services to district residents, workers, and visitors. Hunting Park West (#171), including the recently opened Bakers Centre neighborhood center, is a major new addition to the retail center inventory. Scotts Lane (#175), including Sherman Mills, and the Falls Center/EPPI properties (#233), are added to the inventory as placeholders in case future redevelopment and reuse includes more substantial amounts of consumer-oriented activity.

High vacancy rates among commercial centers in and around East Falls (#230), plus the newly defined ‘Wissahickon’ area (#210) around the Wissahickon bus and regional rail stations, may reflect the areas’ proximity to modern, competing centers in Hunting Park West and City Avenue. High vacancy may also reflect the difficulty of repurposing a non-retail properties, some of which are have limited visibility, street access, and parking.

Commercial Corridors, Centers, and Districts Serving the Lower Northwest District, 2013

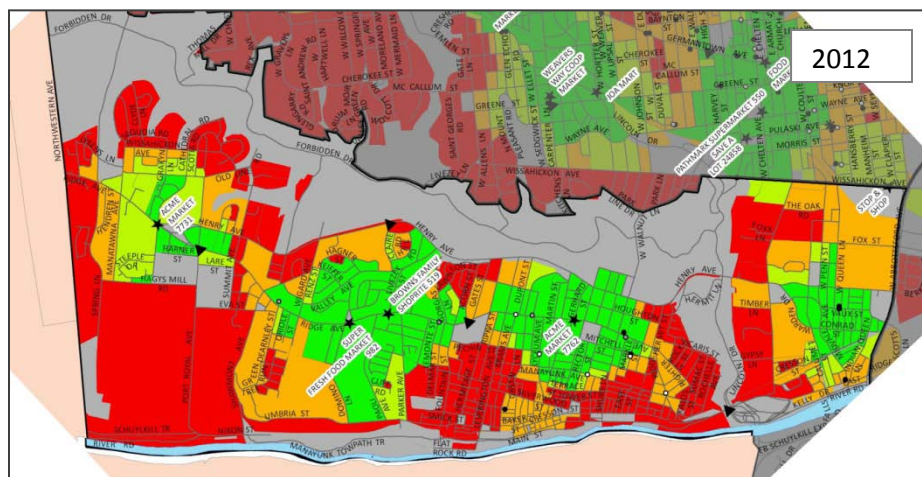
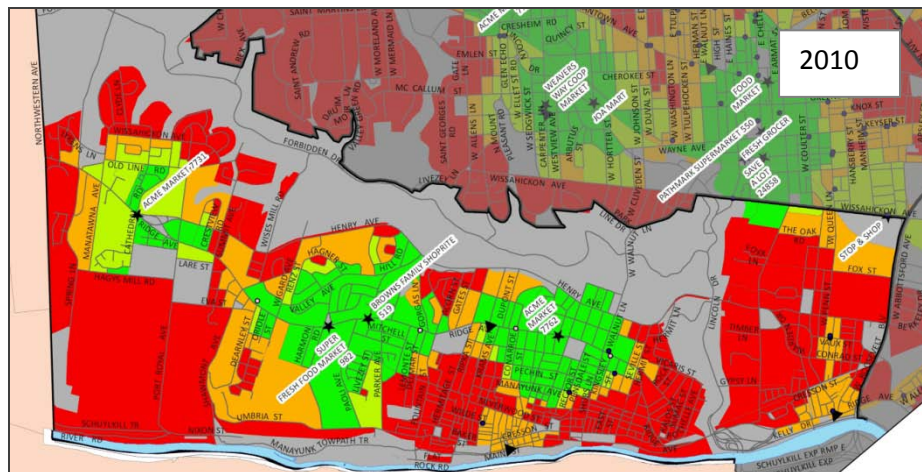
PCPC ID	Name	Type of Center	Gross Leasable Area (sq.ft.)	Vacancy Rate (%)
171	Hunting Park West	Neighborhood	419,000	17.2
175	Scotts Lane	tbd	158,000	25.0
230	East Falls	Neighborhood	153,000	35.0
231	Conrad and Sunnyside	Neighborhood Subcenter	18,000	23.5
233	Falls Center/EPPI	tbd	10,000	n.a.
210	Wissahickon	Neighborhood	174,000	23.7
211	Main Street - Manayunk	Specialty	287,000	13.7
212	Ridge Avenue - Roxborough	Community Center	274,000	14.3
213	Ridge and Hermit	Neighborhood Subcenter	39,000	0.0
214	Ridge and Domino	Community Center	260,000	6.8
215	Ridge and Shawmont	Neighborhood Subcenter	45,000	10.0
216	Andorra Shopping Center	Community Center	300,000	7.0
218	Ridge and Bells Mill	Neighborhood Subcenter	57,000	10.0

Source: PCPC. Philadelphia Shops inventory, 2013.

**Access to Healthy Food**

Of the 10 largest U.S. cities, Philadelphia has the highest prevalence of obesity. Within Philadelphia, low-income and racial-ethnic minorities are most burdened by obesity-related health problems. Lack of access to healthy, affordable foods is a well-documented contributor to these disparities. To support Philadelphia's goal to improve neighborhood livability, the Citywide Vision seeks to "provide convenient access to healthy food for all residents" through programs including the Healthy Corner Store Initiative, expansions in farmer's markets, and the Philly Food Bucks SNSAP program.

Between 2010 and 2012, the Get Healthy Philly program set out to map access to healthy foods, twice: first, as a baseline and second, after creating an incentive program for retailers to carry healthy foods. The purpose is to begin to address the question, *is it practical for city residents to eat healthy?* Here, we analyze the issue of *physical access* to healthy foods as a barrier to eating healthy. By creating a map inventory of all of the grocery stores, corner stores, convenience stores, outdoor markets, and vendors; and taking into consideration both their food *volume and content*, we are able to identify gaps in healthy food retail service areas.



Highlights of the 2010 and 2012 Lower Northwest access to healthy foods spatial analysis are as follows:  
*East Falls*

- There was an unmet demand for convenient access to healthy foods in the East Falls neighborhood. Except for students in the U of Philadelphia dorms, lower and upper East Falls residents had “low access” to “no access”.

- Since 2010, a pair of healthy food stores opened in East Falls, bringing convenient access to many residents.

#### *Roxborough / Andorra*

- Lower Ridge Ave, a dense residential neighborhood parallel Lincoln Drive, has very poor access to healthy foods. Beyond the top of the hill, where Ridge Avenue turns northwest, residents have their choice of supermarkets, although convenience is somewhat hampered by large surrounding parking lots.
- The recent addition of a healthy corner store on lower Ridge Ave has helped improve walkable access to healthy foods in the lower Roxborough / Manayunk neighborhood.

#### *Manayunk*

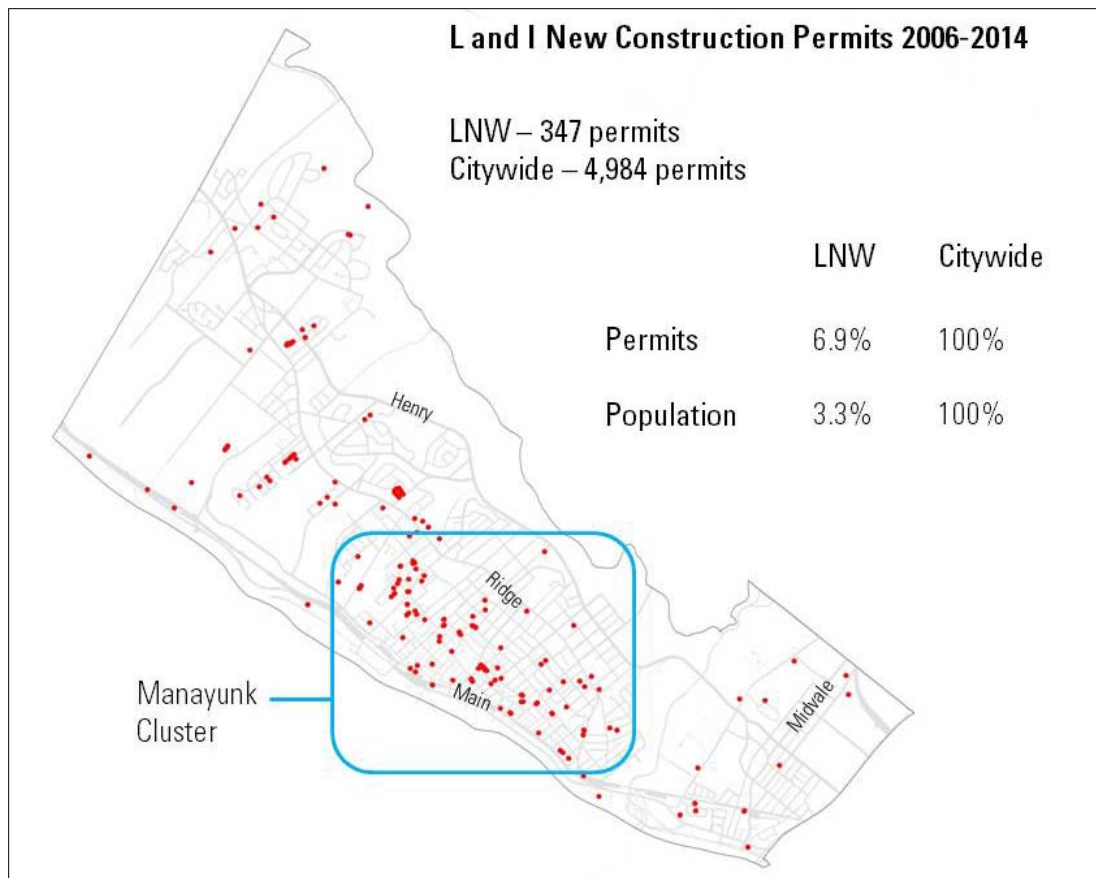
- A regional draw, the Manayunk Main Street area had very little healthy food access in 2010 and 2012. Since then, a Mediterranean market offering a variety of healthy foods has opened in the heart of Main Street.

### **Housing**

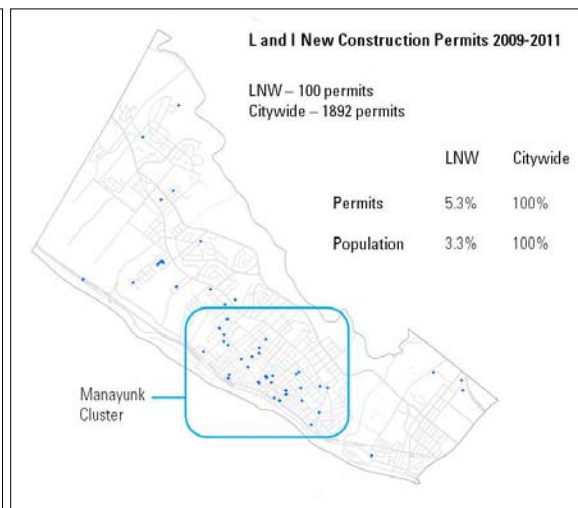
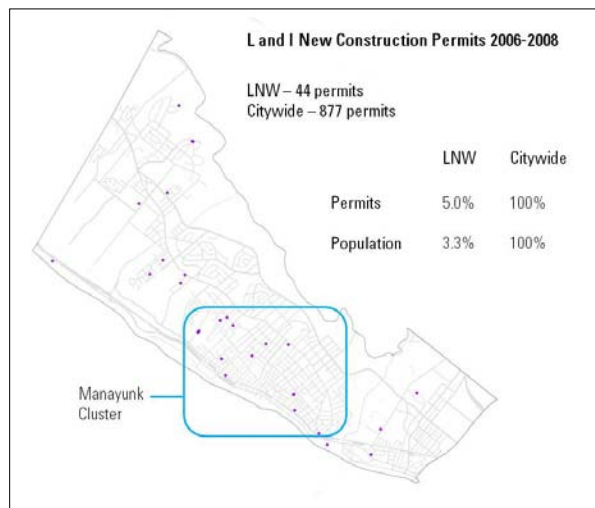
*Goal: Improve the quality and diversity of new and existing housing.*

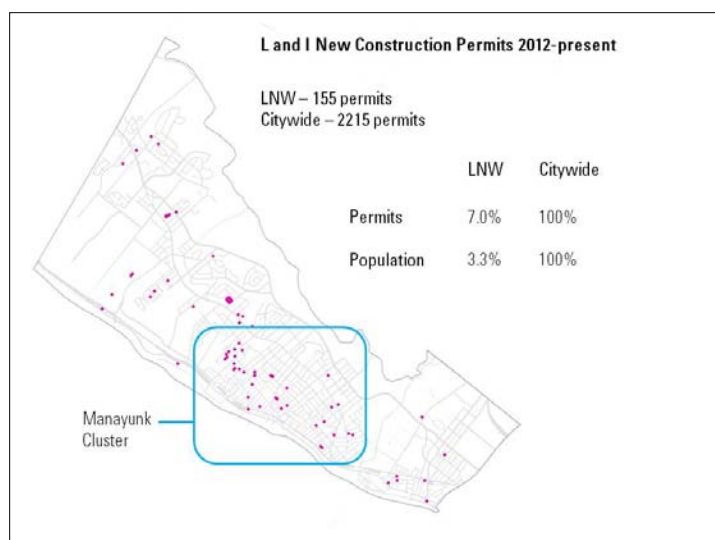
#### New Construction Activity

New construction in the Lower Northwest and the City as a whole has seen exponential increases since 2006. According to Philadelphia Department of Licenses and Inspections data, 4,984 new construction permits were issued in the City of Philadelphia (both residential and non-residential) between 2006 and 2014. During the same time period, 347 permits were issued in the Lower Northwest. This constitutes 6.9% of all permits for the City, while the Lower Northwest accounts for approximately 3.3% of the City's population. The overwhelming majority of these permits are for new residential construction. The following map shows a clustering of these permits within the Manayunk neighborhood, and to a lesser extent, Upper Roxborough.



The following maps show how the pace of development in the Lower Northwest and its share of all permits Citywide has increased from baseline pre-recession data (2006-2008), through the recession (2009-2011), and exponentially continues post-recession (2012-present). This data indicates an area of Philadelphia that is outpacing the citywide average of development, thus pointing to possible population growth and the emergence of “neighborhoods of choice” within the District.





### RECOMMENDED FOLLOW-UP

- Evaluate the ability of existing neighborhood, community, and specialty commercial areas to competitively meet future demands without conflicting with sensitive residential, institutional, industrial, or natural properties.
- Update the District's Healthy Food Access map. Monitor the success of Main Street's new market, and East Fall's new corner stores as evidence for supporting a healthy corner store in the lower Roxborough / lower Ridge Ave area.
- Look for opportunities in the lower Roxborough area where rezoning designation for urban agriculture sites may be appropriate. Of particular interest may be support for year round greenhouses that can serve a local food bank.

## **ECONOMIC DEVELOPMENT**

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

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### **SUMMARY OF EXISTING CONDITIONS**

The hilly and picturesque Lower Northwest District hosts two well-known commercial streets and several large institutional employers, yet the district primarily serves as a “bedroom community” for a highly engaged workforce that commutes to job centers concentrated near the Schuylkill River.

- In 2011, the Lower Northwest had 23,800 employed residents. About 2,200 (9 percent) of employed residents held jobs within the district. The difference between the 21,600 (91 percent) of employed residents who commuted out of the district and the 11,600 non-district residents who commuted to jobs in the district represented a net outflow of 10,000 workers. [Source: OnTheMap Application]
- A high proportion of Lower Northwest residents (16 years and over) participate and are employed in the city and region’s economy. About 70 percent of district residents are reported to be in the labor force, compared to the metropolitan area’s rate of 65 percent and the citywide rate of 59 percent. The Lower Northwest also has a low unemployment rate of 5.9 percent compared to the region’s rate of 6.3 percent and a citywide rate of 8.5 percent. [ACS, 5YR 2008-2012]
- Residents commuting to jobs outside the district primarily travel south/southeast or west/northwest. Roughly 30 percent of resident workers are employed in the Metropolitan Center (Center City/University City) and three percent work in the nearby City Avenue Regional Center. About 11 percent of resident workers commute to jobs in communities immediately flanking the Schuylkill River between Conshohocken and Valley Forge, while another five percent travel to jobs in areas located an interchange or two farther away on I-76, I-476, and Routes 202 and 422. This suggests a high reliance of resident commuters upon the Schuylkill Expressway and parallel or intersecting highways, buses, and regional rail services. [Source: OnTheMap Application]
- Workers traveling into the Lower Northwest come from a much more widely distributed array of communities in the city and region. This suggests a greater reliance of in-commuters upon roads and transit routes that serve the district from all directions. [Source: OnTheMap Application]
- Between 2002 and 2011, the total number of jobs located within the Lower Northwest district is reported to have declined nearly four percent, with a steep 17 percent drop through 2008 followed by a subsequent rebound. [Source: OnTheMap Application]
- District employment is distributed along the Ridge Avenue and Main Street corridors and among free-standing institutional and government facilities such as the Veterans Administration Center (1,500 jobs), Roxborough Memorial Hospital (600 jobs), and Philadelphia University (500 jobs).
- Three quarters of all jobs within the Lower Northwest in 2011 were concentrated in just five sectors: Health Care and Social Assistance (26%), Educational Services (16%), Retail Trade (12%), Eating and Drinking (11%), and Public Administration (10%). By contrast, the top five sectors employing Lower Northeast residents are Health Care and Social Assistance (18%), Educational Services (14%),

Manufacturing, Wholesale and other industrially-related fields (12%), Professional, Scientific and Technical Services (10%), and Public Administration (8%). [Source: OnTheMap Application]

- A comparison of earnings profiles shows that between 2002 and 2011, an increasing proportion of district residents are employed in higher-wage jobs. Compared to the citywide resident population, the Lower Northwest resident earnings profile is skewed towards higher-wage jobs. In contrast, the earnings profile of people who work in the Lower Northwest is skewed towards lower-wage jobs when compared against the citywide worker population. This reinforces the idea of the Lower Northwest serving as a bedroom community, while jobs in lower-wage sectors such as service and retail are filled by non-district residents. [Source: OnTheMap Application]

## **KEY ISSUES**

The following are important economic development challenges faced by the Lower Northwest District:

- In East Falls and Manayunk, a number of institutional, industrial, and commercial properties that became vacant or underutilized in recent decades have yet to be fully reoccupied or redeveloped. This has reduced local employment and spending, and contributed to uncertainty about the compatibility of future uses and traffic impacts.
- The hills, woods, waterways, and historic communities of the Lower Northwest are some of its greatest inherent resources, yet these same resources present significant constraints to the district's ability to accommodate the expected increased demand for additional housing units, community and commercial services, and highway and transit capacity.  
Jobs within the Lower Northwest are heavily concentrated in five economic sectors, which may limit employment opportunities for certain district residents and make the district vulnerable to setbacks in one or two of those sectors.

## **MAJOR OPPORTUNITIES**

Economic development opportunities in the Lower Northwest District include:

- Modest forecasted growth in the Lower Northwest's population should create additional local demand for goods and services, including retail, dining, personal and business services, professional services, building contractors, transportation, auto service and repair, etc.
- Continued repurposing of the Falls Center on Henry Avenue, in conjunction with the adjacent former Eastern Pennsylvania Psychiatric Institute, presents an ongoing opportunity to transform underutilized institutional property into job- and tax-generating uses.
- With direct access to I-76 and Regional Rail, Manayunk was well-positioned in the 1980s to be transformed into one of Philadelphia's original, rediscovered 'Main Streets'. Manayunk can continue to evolve as a specialty destination while maintaining sensitivity to community interests.
- A unique opportunity exists for protection of additional, connected open space in Upper Roxborough, Andorra, and the Wissahickon Valley. Protection strategies may highlight the benefits to multi-municipal air and water quality, fiscal management, and nearby recreation, education, or hospitality establishments.



### Major Employers, Lower Northwest District, 2013

Veterans Administration Center	1,500
Roxborough Memorial Hospital	700
Philadelphia University	500
Fairmount Behavioral Health System	450
Cathedral Village	375

[Source: PCPC]

### ECONOMIC DEVELOPMENT (SPECIFIC TOPICS)

#### Metropolitan and Regional Centers

*Goal: Support the growth of economic centers*

The Lower Northwest is located between larger, more regionally-significant employment centers; job opportunities for Lower Northwest residents, and business opportunities for district enterprises, are strongly linked to those other centers. In 2011, more than 30 percent of the district's working residents held jobs in the Metropolitan Center comprised of Center City and University City, while close to ten percent of working residents were employed in areas orbiting the King of Prussia Metropolitan Subcenter. A relatively small, 3 percent share of district residents were reported to be employed in zip codes representing the nearby City Avenue Regional Center. For employers in these economic centers, the residential neighborhoods and institutions of the Lower Northwest provide an accessible and reliable source of workers.

Overall, between 2002 and 2011, the total number of jobs located within the Lower Northwest district is reported to have declined nearly four percent, with a steep 17 percent drop through 2008 followed by a subsequent strong but not quite complete rebound. [Source: OnTheMap Application] During this same period, total citywide employment also decreased and then recovered. [Source: County Business Patterns]

**Number of Jobs, Lower Northwest District and City, YR2002 to YR2011**

	2002	2005	2008	2011	Abs change (2002-2011)	% change (2002-2011)
<b>Lower Northwest</b>	14,243	11,925	11,881	13,735	-508	-3.6%
<b>Philadelphia</b>	581,889	567,656	590,331	585,909	4,020	0.7%

[Sources: OnTheMap Application, County Business Patterns]

Lower Northwest corridors and sites that lost jobs in recent decades do have potential for new job-producing enterprises. Among these locations are commercial corridors in Manayunk, East Falls, and Roxborough, plus the Falls Center/EPPI area along the Roosevelt Expressway. The potential for reinvestment at existing sites to restore or even increase job levels is reflected in the table below, as growth in the Educational Services and Public Administration sectors may be at least partially attributable to more intensive activity Philadelphia University, the Drexel University College of Medicine, the Veterans Administration Center, and ongoing backfill at the multi-tenant Falls Center.

**Jobs by NAICS Industry Sector, Lower Northwest & Philadelphia, YR2002 to YR2011**

	Lower Northwest				Philadelphia	
	2002		2011		2002	2011
	Count	Share	Count	Share	Share	Share
Agriculture, Forestry, Fishing and Hunting	10	0.1%	0	0.0%	0.0%	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	2	0.0%	0.0%	0.0%
Utilities	0	0.0%	0	0.0%	1.0%	0.7%
Construction	339	2.4%	211	1.5%	2.4%	1.9%
Manufacturing	819	5.8%	421	3.1%	5.9%	3.7%
Wholesale Trade	565	4.0%	480	3.5%	3.2%	2.6%
Retail Trade	2,108	14.8%	1,583	11.5%	8.6%	7.6%
Transportation and Warehousing	93	0.7%	133	1.0%	3.7%	4.0%
Information	389	2.7%	90	0.7%	3.0%	2.3%
Finance and Insurance	323	2.3%	242	1.8%	6.6%	5.7%
Real Estate and Rental and Leasing	190	1.3%	211	1.5%	1.6%	1.4%
Professional, Scientific, and Technical Services	411	2.9%	436	3.2%	8.1%	7.2%
Management of Companies and Enterprises	0	0.0%	33	0.2%	0.7%	2.0%
Administration & Support, Waste Management and Remediation	241	1.7%	364	2.7%	5.1%	4.3%
Educational Services	1,743	12.2%	2,175	15.8%	13.1%	13.9%
Health Care and Social Assistance	4,941	34.7%	3,534	25.7%	18.9%	22.6%
Arts, Entertainment, and Recreation	84	0.6%	152	1.1%	1.5%	1.7%
Accommodation and Food Services	1,285	9.0%	1,571	11.4%	7.1%	7.9%
Other Services (excluding Public Administration)	605	4.2%	737	5.4%	3.7%	3.5%
Public Administration	97	0.7%	1,360	9.9%	5.8%	6.9%
Total	14,243	--	13,735	--	--	--

[Source: OnTheMap Application]

## Industrial Land

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

The Citywide Vision of Philadelphia2035 recognized the Roxborough industrial district centered around Umbria Street and Domino Lane. While a number of production, distribution, and repair establishments remain scattered along the district's historical industrial corridor in Manayunk and elsewhere in the district, the Roxborough industrial district offers the largest amount of contiguous industrially-zoned space that is accessible via tractor-trailer. To date, the large Paperworks plant on Flat Rock Road is also accessible via a freight rail spur.

The protection of the Lower Northwest's best-located, industrially-zoned land for future industrial activity supports the public interest in a diverse and cost-effectively served economy. One of the largest facilities in the Roxborough district is the Sanitation Division's Domino Lane waste management facility, which serves the entire Northwest part of the city. Several large sites host towering, landmark broadcast antennas that serve the entire region. Other facilities in the district include vehicle repair, building contractors, food services, utilities, and transportation services.

Competing demands for housing and consumer-oriented services directly challenge the Roxborough industrial district. New housing units continue to encroach on the district, bringing new residents likely to be unhappy with noise, trucks, and smells. The Ivy Ridge station on SEPTA's Manayunk-Norristown Regional Rail Line is within the industrial district and may be expected to attract continued interest for non-industrial, transit-oriented, development.

## **Institutions**

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

The Lower Northwest district's largest employers are public and private institutions, and institutions large and small account together for at least one third of the district's total employment. Institutional employers typically occupy and manage free-standing campuses such as the Veterans Administration Center (1,500 jobs), Roxborough Memorial Hospital (700 jobs), Philadelphia University (500 jobs), Fairmount Behavioral Health System (450 jobs), and Cathedral Village (375 jobs). Other notable, campus-based institutional employers include: Drexel University College of Medicine in East Falls, Falls Center, Northern Home for Children, School District of Philadelphia primary and secondary schools, William Penn Charter School, Legacy Youth Tennis and Education, and the Green Woods Charter School.

Future growth in institutional employment may be constrained more by market forces in education and healthcare and conflicts with adjacent land uses.

Many of the district's institutions serve clients, families, and students who travel from outside the city and region. It is important for communities in the Lower Northwest to provide these customers with a positive introduction to Philadelphia, and to capture available spending on travel, food, and lodging.

## **Cultural Economy**

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

The cultural businesses of the Lower Northwest are concentrated in the neighborhoods of East Falls, Wissahickon, Manayunk and Roxborough. Cultural establishments include performing/visual arts, architecture and design firms, as well as broadcasting and publishing. [Source: CultureBlocks]

Participation in cultural activities is highest among residents of East Falls, Andorra and Wissahickon Hills, while participation rates in Manayunk and Roxborough are below the average for the region. This parallels differences between these neighborhoods in income and education levels.

Cultural establishments in East Falls, Wissahickon, Manayunk, and Lower Roxborough may benefit not only from higher densities of local residents but also relatively more convenient access by patrons from west of the Schuylkill River and east of the Wissahickon Creek. The relative isolation and low population density of Upper Roxborough and Andorra is not conducive to cultural enterprises that require convenience access by larger groups of participants.

Notable, new performing arts resources in the Lower Northwest include the Kurtz Performing Arts Center at the William Penn Charter School in East Falls and the soon to be completed Department of Recreation facility on Venice Island in Manayunk.

#### **RECOMMENDED FOLLOW-UP**

- Engage major district institutions to understand their projected needs for physical development and infrastructure and to identify supportive and community-compatible zoning changes and public investments.
- Work with communities, employers, and transportation agencies to identify key constraints in the district's highway and transit network for local origin/destination movement as well as thru movement.
- Evaluate the ability of existing neighborhood, community, and specialty commercial areas to competitively meet future demands without conflicting with sensitive residential, institutional, industrial, or natural properties.
- Assess demand for production, distribution, and repair activities in the Roxborough industrial district and propose updated zoning and marketing strategies.
- Identify additional initiatives to expand, manage, and market existing areas of open space to increase environmental benefits, minimize needs for public services, capture higher real estate taxes from properties adjoining protected open space, and generate new open-space compatible jobs.

Appendix of additional information

**Number of Jobs, Lower Northwest District, YR2002 to YR2011 (expanded table)**

		<b>2002</b>	<b>2005</b>	<b>2008</b>	<b>2011</b>
Zipcode/County Business Patterns	LNW Zipcodes <sup>1</sup>				
	-- 19127	2,736	2,608	2,629	2,294
	-- 19128	7,055	7,673	7,113	6,352
	-- 19129	5,844	2,435	3,154	2,498
	-- 19144	7,914	8,462	7,233	7,650
	<b>LNW Total</b>	<b>23,549</b>	<b>21,178</b>	<b>20,129</b>	<b>18,794</b>
	abs change		-2,371	-1,049	-1,335
	% change		-10.1%	-5.0%	-6.6%
	<b>Philadelphia</b>	<b>581,889</b>	<b>567,656</b>	<b>590,331</b>	<b>585,909</b>
	abs change		-14,233	22,675	-4,422
	% change		-2.4%	4.0%	-0.7%
		<b>2002</b>	<b>2005</b>	<b>2008</b>	<b>2011</b>
OnTheMap	<b>LNW</b>	<b>14,243</b>	<b>11,925</b>	<b>11,881</b>	<b>13,735</b>
	abs change		-2,318	-44	1,854
	% change		-16.3%	-0.4%	15.6%
	<b>Philadelphia</b>	<b>608,887</b>	<b>592,175</b>	<b>602,299</b>	<b>665,585</b>
	abs change		-16,712	10,124	63,286
	% change		-2.7%	1.7%	10.5%

[Sources: Zipcode/County Business Patterns; OnTheMap]

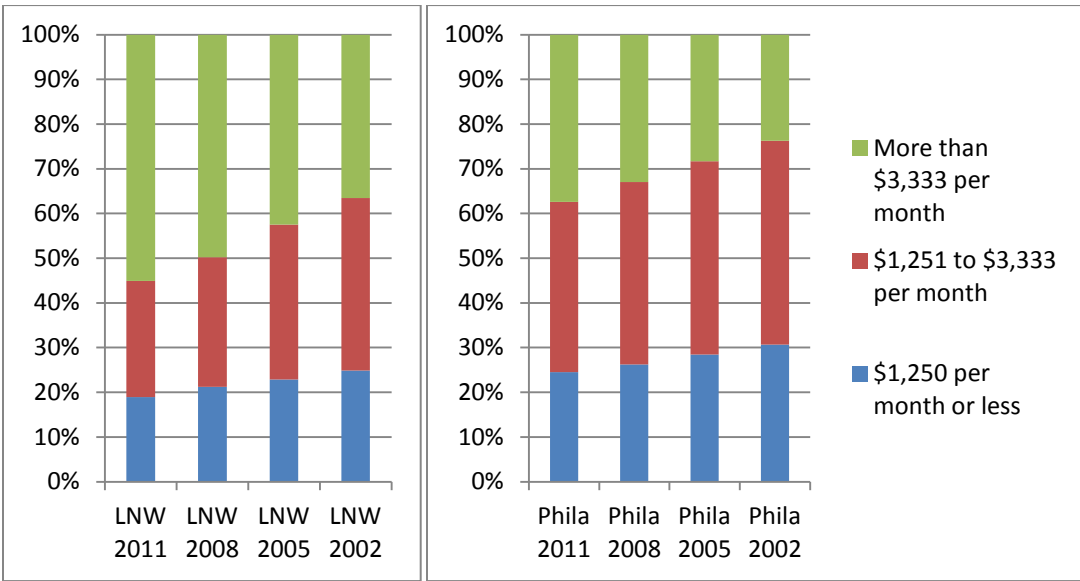
<sup>1</sup> Zipcodes 19127 and 19128 fall completely within the LNW district boundaries. Zipcode 19144 includes areas of Germantown (part of UNW district) and Zipcode 19129 includes areas south of the Roosevelt Blvd (part of North district).

### Earnings Profile for Jobs in LNW & Phila (Work Area)



[Source: OnTheMap]

### Earnings Profile for residents in LNW & Phila (Home Area)



[Source: OnTheMap]

## **LAND MANAGEMENT**

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

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### **SUMMARY OF EXISTING CONDITIONS**

The Lower Northwest has a mix of land uses predominated by residential and park and open space. Residential uses are mainly single-family with low density housing typologies (detached and semidetached) representing 64 percent of the total residential uses. Nearly 90 percent of all park and open spaces uses are attributed to the Wissahickon Valley Park. All other land uses each represent less than 10 percent of total land area. Five different zoning overlays exist in the district and add additional controls to signage, building setbacks, heights, parking and the amount of impervious surfaces. Two of the overlays, a Steep Slopes Protection Area and the Wissahickon Creek Overlay, significantly restrict development and combined affect over 70% of the total land area of the planning district. There are 186 acres of vacant land, but this is relatively minimal compared to other planning districts in the city. There is a negligible number of vacant buildings relative to total properties in the district.

### **KEY ISSUES**

The most important land management issues the Lower Northwest District is facing over the next ten years are:

- Steep topography and several zoning overlays restrict new development over a majority of the land area in the district.
- Remapping of land use inconsistent to underlying zoning is needed for utility, active recreational, education and industrial land uses especially in RSD-3, RTA-1, I-1 and CA-1 zoning districts.
- The managed growth of large institutional land owners with or without SP-INS rezoning.

### **MAJOR OPPORTUNITIES**

There are significant land use opportunities in the Lower Northwest District.

- Guide development of large tracts of vacant and underutilized land, especially those near protected park and open spaces uses and active and obsolete industrial areas.
- Rezone areas where land use has changed significantly to protect establish uses or spur new productive uses. An example of the latter includes industrial zoning that is no longer viable.
- Pursue SP-INS rezoning of Philadelphia University, Penn Charter School and other educational institutions to provide for orderly growth of the institutions within neighborhoods. All currently have properties zoned RSD-3 and expansion in this zoning district will trigger variances.

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

### **Land Use and Zoning**

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

### Land Use Summary

Categorized at the broadest level, and aggregated by percent acres, land use in Lower Northwest is made up of mix of uses with the predominate ones being residential and park/open space. Residential land uses make up 38 percent of the district and park/open space is 27 percent. However, if the Wissahickon Valley Park is factored out, park/open space accounts for only 10 percent of overall land use and is comparable in total acreage to industrial, culture/recreation, civic /institutional uses that range from nine to six percent of total land use. Industrial land use is notable for numerous large size parcels ranging from 10 acres to 63 acres in size. Civic/institutional uses are widely distributed across the district with Philadelphia University representing the largest institutional use in the district. All other land uses are fairly equally divided by percent of total acres. The mix of land use in Lower Northwest is comparable to the Central Northeast and West Park districts due to the significant quantities of residential uses and dedicated park land.

The following analysis and data are based upon the field survey work conducted by PCPC staff August through November 2013. The table below displays the ranking of eight broad categories (1-digit level) of land use by percent acres.

*Table 1: Percent Total of Land Use by Acre at 1-Digit Level*

Code	Digit 1 Description	Total Acres	Percent of
			Total
1	Residential	1,880	38%
7	Park/Open Space	1,363	27%
3	Industrial	466	9%
6	Culture/Recreation	404	8%
4	Civic/Institution	316	6%
2	Commercial	216	4%
9	Vacant or Other	186	4%
5	Transportation	129	3%
	<b>Total (minus Street ROW and Water)</b>	<b>4,960</b>	<b>100%</b>

Note that aggregated acreages for streets and sidewalks have been removed from the Transportation category so that this category only includes dedicated parking, transit and related transportation uses. The acreage of streets and sidewalks has been removed as street rights of way are ubiquitous across the city, and if included equally among other land uses, would skew interpretation of the data. Acreages representing water features (e.g., the Schuylkill River and Wissahickon Creek) have also been removed from the analysis as to better represent the quantity and distribution of built environment land uses.

A closer examination of the broad land use categories at finer levels of detail (2-digit and 3-digit categories) allows for more in-depth understanding of the distribution of land uses across the district. For example at the 2-digit level residential, commercial, recreational and open space land uses are further divided into two or three different subcategories to better qualify uses without introducing too



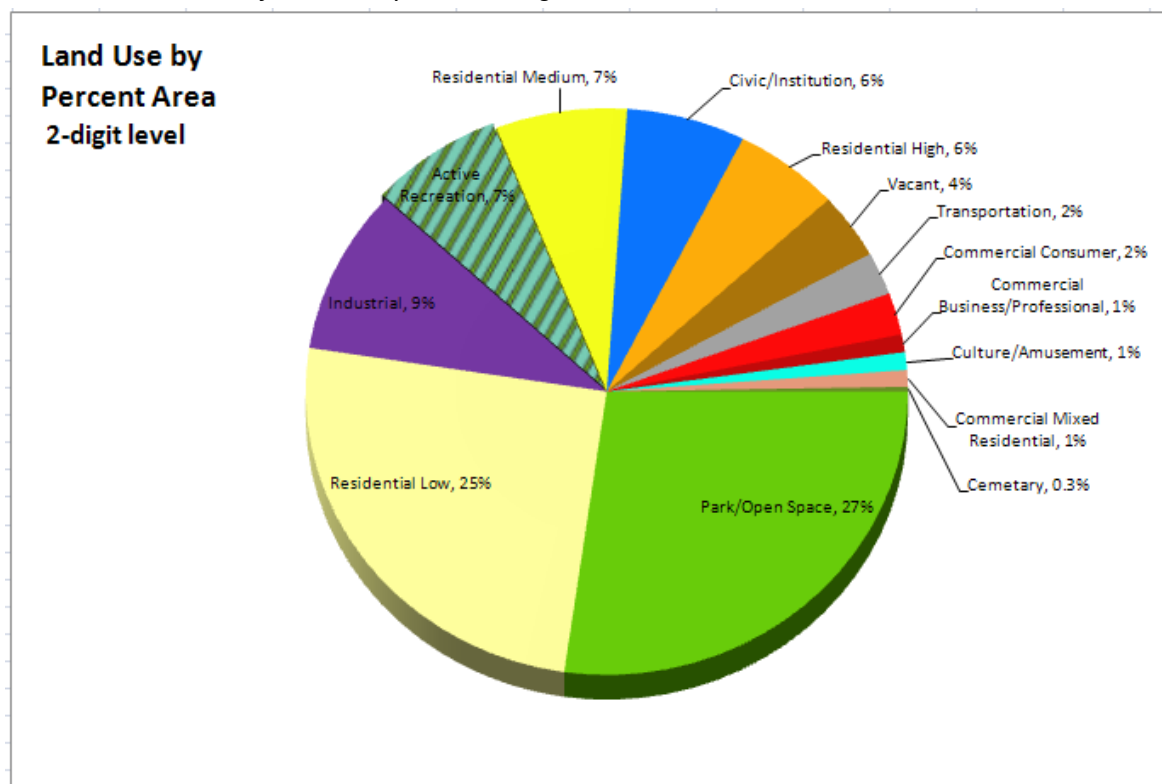
much detail. The summary table and chart below both illustrate the most common break down of land uses at the 2-digit level.

The major land use categories are all described in detail in the subsections below using data analysis from both the 2-digit and 3-digit categories.

*Table 2: Percent Total of Land Use by Acre at 2-Digit Level*

Code	Digit 2 Description	Total Acres	Percent of Total
71	Park/Open Space	1,350	27%
11	Residential Low	1,248	25%
31	Industrial	466	9%
62	Active Recreation	354	7%
12	Residential Medium	350	7%
41	Civic/Institution	316	6%
13	Residential High	282	6%
91	Vacant	186	4%
51	Transportation	129	3%
21	Commercial Consumer	119	2%
22	Commercial Business/Professional	50	1%
61	Culture/Amusement	50	1%
23	Commercial Mixed Residential	47	1%
72	Cemetary	13	0.3%
<b>Total (minus streets, water)</b>		<b>4,960</b>	<b>100%</b>

Chart 1: Percent Total of Land Use by Acre at 2-Digit Level



#### *Residential (dig-1, ranked 1<sup>st</sup>)*

Approximately 1,880 acres of the district are devoted to residential uses or 38 percent of total land use in the district. A summary of property counts (quantity of housing units) is possible in addition to acreage calculations, which appear in the remainder of this memorandum. This is due to the fact that residential properties are by in large represented by a single tax parcel as recorded with the Department of Records. As a result, PCPC is able to aggregate both acreage and property counts with equal confidence for residential uses. This is not always the case with other land use types where PCPC staff have delineated and categorized multiple uses on single, large tax parcel, resulting in estimates of total counts only.

PCPC categorizes residential land use by three levels of density at the 2-digit level: low, medium and high. By percent of acreage, residential low density (e.g., detached or semi-detached) is the largest residential use at 66 percent followed by medium density and high density at similar proportions of 19 and 15 percent, respectively. The larger percentage of low density residential can be attributed to larger lot sizes. When evaluated by the number of housing units, residential low and residential medium units are split nearly even with only one percent of the residential use devoted to high density uses.

Table 3: Residential Land Use by 2-digit Categories

2dig	Land Use	Acres	Percent Residential Land Use	Percent Total Land Use	Estimate Count of Buildings	Percent Residential Buildings
11	Residential Low	1,211	64%	23%	8,491	51%
12	Residential Medium	350	19%	7%	8,084	48%
13	Residential High	320	17%	6%	165	1%
	Total	1,880	100%	-	16,740	100%

Residential uses are further subdivided by specific housing types such as detached, semidetached, row homes, apartment complexes, etc., as defined by PCPC's 3-digit land use codes. The predominate housing type across all residential uses, *by percent acreage*, is residential detached at approximately 44 percent followed by semidetached at 21 percent and rowhouses at 14 percent. These three residential housing types make up over 97 percent of all housing, by percent acreage. The remaining three percent is made up of various types of high density residential units including dormitories and apartment buildings.

Based on a *count* of the parcels for each of the three primary housing typologies, there is a complete shift in the rankings. When analyzed by count, and not acres, row homes are the largest residential land use at 43 percent, followed by semidetached homes at 30 percent and detached homes at 19 percent. Similar to an acreage analysis, all three types combined represent 96 percent of all residential land use. The count of residential high density properties (individual parcels, not units) represent less than one percent each of the residential total.

*Please note that land use density in this context does not refer to zoning or allowable residential building densities under the zoning code.*

Similar to the density categorization, residential uses may be examined at the 3-digit level and grouped as single-family or multi-family uses. By percent acreage of only residential land use, the single- versus multi-family breakdown is as follows:

Table 4: Residential Land Use Characterized as Single-Family and Multi-Family Uses

	Acres	Percent Residential Land Use	Percent Total Land Use	Estimate Count of Buildings
Single Family land uses	1,519	81%	28%	15,665
Multi Family land uses	361	19%	7%	1,075
Totals	1,880	100%	35%	16,740

Under the single-family land use grouping (SF), the dominant housing type remains residential detached at 55 percent of the SF total acreage. Residential semi-detached use makes up 26 percent and residential detached accounts for 18 percent. Approximately one percent is categorized by PCPC as

“other residential medium density” and is assigned to the single-family group to account for individual properties used as side yards or rear lots to adjacent single-family homes. The SF grouping represents 81 percent of the total acreage of all residential uses.

The percentages reverse when examined by total count of SF residential units with row homes representing the largest portion of the total count of single-family units at 46 percent. When compared by total number of units across all residential land use, single-family housing accounts for approximately 94 percent of the total housing structures.

*Table 5: Single-Family Residential Uses*

Code	Single-Family (SF) Uses	Acres	Percent Acre SF Uses	Percent Acre all Residential	Percent Acre all Land Use	Estimated Count SF Buildings	Percent all SF Buildings	Percent all Residential Buildings
111	Residential Detached	835	55%	44%	16%	3,234	21%	19%
112	Residential SemiDetached	388	26%	21%	7%	4,982	32%	30%
119	Other Residential Low Density	22	1%	1%	0%	173	1%	1%
121	Residential Rowhouse	266	18%	14%	5%	7,178	46%	43%
129	Other Residential Medium Density	8	0.5%	0%	0%	98	1%	1%
	<b>Total</b>	<b>1,519</b>	<b>100%</b>	<b>81%</b>	<b>28%</b>	<b>15,665</b>	<b>100%</b>	<b>94%</b>

Under the multi-family land use grouping (MF), apartment houses and apartment or condominium complexes account for 50 percent of the total acreage in this grouping followed next by residential care facilities at 21 percent. The percentage acreage does over represent the presence of apartment houses or complexes in the district. When assessed by count of individual parcels, apartment houses/condominium complexes fall to 30 percent with significant representation by semidetached and row homes converted to apartments. When compared by total number of all residential land use parcels, with each parcel assumed to have one building, multi-family housing accounts for approximately 6 percent of the total of residential structures.

While the district has relatively minimal multi-family housing, large apartment complexes are found in East Falls and Roxborough. Buildings with less than five units are widely distributed across the district with notable concentrations of more than five properties on a block found in the Wissahickon, Manayunk and Central Roxborough neighborhoods (see map below).

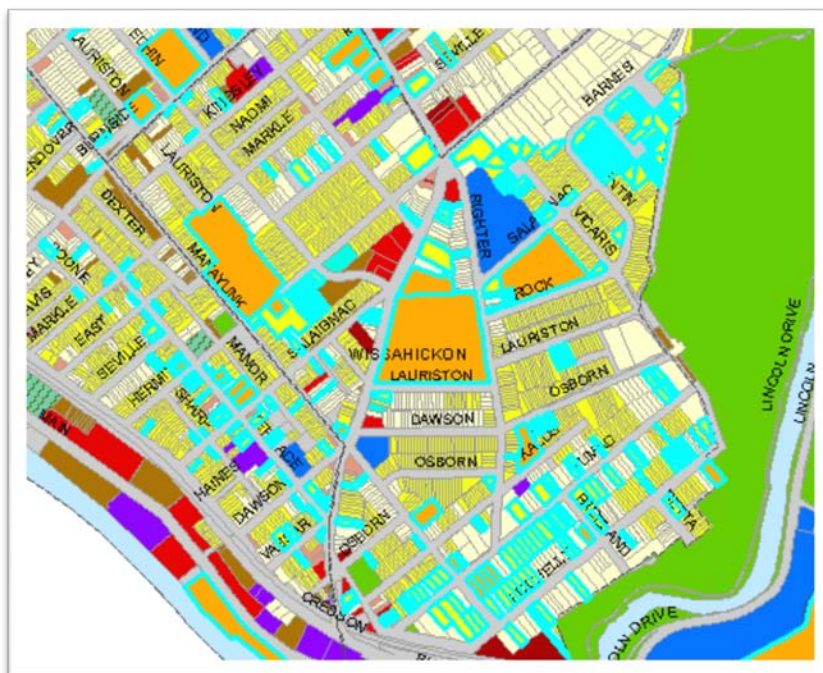
Table 6: Multi-Family Residential Uses

Code	Multi-Family Uses	Acres	Percent Acre Multi-Family Uses	Percent Acre of all Residential	Percent Acre all Landuse	Estimated Count MF Buildings	Percent all MF Buildings	Percent all Residential Buildings
113	Residential Condo 1 to 1.5 stry	3	1%	0%	0.1%	5	0%	0%
122	Residential Detached Converted to Apts LT 3stry	17	5%	1%	0.3%	94	9%	1%
123	Residential SemiDetached Converted to Apts LT 3s	22	6%	1%	0.4%	266	25%	2%
124	Residential Rowhouse Converted to Apts LT 3st	13	4%	1%	0.2%	241	22%	1%
125	Apt House,Condo LT 5 units	23	6%	1%	0.4%	318	30%	2%
131	Apt House GT or equal to 5 units	182	50%	10%	3.4%	117	11%	1%
132	Res. Detached, SemiDet. Converted to Apts GT 3st	1	0%	0%	0.0%	10	1%	0%
133	Res. Rowhouse Converted to Apts, Condos GT 3st	0	0%	0%	0.0%	1	0%	0%
135	Hotel Motel	0	0%	0%	0.0%	1	0%	0%
136	Residential Care Facility	75	21%	4%	1.4%	11	1%	0%
137	Dormitory	6	2%	0%	0.1%	2	0%	0%
139	Other Residential High Density	19	5%	1%	0.3%	9	1%	0%
	<b>Total Mutlifamily Uses</b>	<b>361</b>	<b>100%</b>	<b>19%</b>	<b>7%</b>	<b>1,075</b>	<b>100%</b>	<b>6%</b>
	<i>Subtotal of SF to MF Conversions</i>		15%	3%	1%	612	57%	4%

### Single-Family to Multi-Family Conversions

The multi-family land grouping includes an accounting of detached, semidetached and row homes converted to apartments. There appear to be few conversions within the Lower Northwest as compared to other planning districts surveyed by PCPC based on the percent acreages. Collectively conversions of single-family to multi-family uses account for just *three percent of the total acreage of all residential property* in the district and *four percent of the total count of all residential units*. These are lowest percentages observed by PCPC in the *Philadelphia2035* district planning process.

Map 1: Concentrations of multi-family residential land use



### *Park/Open Space (ranked 2nd)*

Park/open space is nearly equal to amount of residential land use at 1,363 acres or 27 percent of total acres in the district. Nearly 90 percent of the park/open space is found within the designated boundaries of the Wissahickon Valley Park, a significant natural resource and recreational amenity for the district and city. The remainder park/open space is primarily found in neighborhood parks and the linear parkway along the Schuylkill River. Cemeteries represent one percent of all open space.

### *Industrial (ranked 3rd)*

Industrial land accounts for 466 acres or 9 percent of total land use. Industrial land use in the district is notable for the relatively large parcels sizes and concentration on utility uses; mostly municipal. Industrial land is found in concentration in Upper Roxborough, along the Schuylkill River, and near East Falls adjacent to the Hunting Park Industrial Area (which falls outside of the district).

Other industrials uses like warehouse and distribution make up 10 percent or less of the total industrial land use. These uses are mainly found along the Schuylkill River and Main Street, Manayunk. On the whole, industrial uses appeared active during PCPC field survey with building vacancies spotted in only four locations on “other industrial” parcels of less than a half acre each.

With regards to zoning it should be noted that approximately 48 percent of the I-1 and I-2 industrial districts contain industrial uses as observed by PCPC.

The breakdown of industrial by percent total acres is as follows:

- |  |     |
|--|-----|
| ▪ Utilities                            | 39% |
| ▪ Warehouse and distribution           | 10% |
| ▪ Manufacturing metal/electronics      | 8%  |
| ▪ Other production/distribution/repair | 7%  |
| ▪ Other industrial                     | 4%  |
| ▪ Construction                         | 2%  |

### *Culture\Recreational (ranked 4<sup>th</sup>)*

Culture and recreational uses account for approximately 404 acres or 8 percent of total land use. Individual uses tracked by PCPC within this category include active recreation, performing arts and other cultural or amusement activities and by percent of total acres is tied with commercial uses. The largest use in this category is active recreation and is attributed to the city-owned recreation centers and the athletic/recreation holdings of Philadelphia University. The breakdown by percent acre within this category is as follows:

- |                                |     |
|--------------------------------|-----|
| ▪ Active recreation            | 88% |
| ▪ Cultural and natural history | 11% |
| ▪ Other                        | 1%  |

#### *Civic\Institutional (ranked 5<sup>th</sup>)*

Civic\institutional uses account for approximately 316 acres or 6 percent of total land use. Education is the dominant use in this category at 50 percent. The intuitions contributing the most land holdings in this subcategory are the School District of Philadelphia (54 acres); Philadelphia University (48 acres); Penn Charter School (23 acres) and Drexel University (14 acres). The acreages identify for educational use may differ from reported holdings of the individual institutions as individual parcels may have been coded by PCPC as other identifiable land uses (e.g., active recreation). The full breakdown by percent acre for this category is as follows:

- Education 50%
- Worship 35%
- Health Care 10%
- Public Safety 4%
- Other 1%

#### *Commercial (ranked 6<sup>th</sup>)*

Commercial land accounts for approximately 216 acres or 4 percent of total land use in the district. Commercial uses are mostly found along or adjacent to commercial corridors like Ridge Avenue and Main Street. The predominate commercial use is commercial consumer which is made up of retail and eating/drinking establishments. The remaining commercial uses are split between professional offices or services and commercial mixed used, which represents ground floor office or retail uses with above floor residences. A detailed discussion of the density and health of the commercial corridors is found in the “Commercial Corridor” section of the *Neighborhoods Conditions* memorandum. Commercial uses are distributed among the following 3-digit subcategories, and summarized at the 2-digit level as follows:

- Commercial Consumer 55% of all commercial uses
  - Commercial store 73%
  - Commercial auto 22%
  - Food service 5%
- Business/Professional 23% of all commercial uses
  - Office 93%
  - Services 7%
- Commercial Mixed Residential 22% of all commercial uses
  - Commercial store/office w/apartments 55%
  - Rowhouse store/office w/apartments 23%
  - Semi-detached store/office w/apartments 22%

#### *Vacant Land (ranked 7<sup>th</sup>)*

Vacant land accounts for approximately 186 acres or 3 percent of total land use in the district. Vacant land is discussed fully under the subsection, “Vacant Land and Buildings” below.

#### *Transportation (ranked 8<sup>th</sup>)*

For this analysis, approximately 811 acres of roads and sidewalks were factored out of the percent total of transportation uses. The road network is ubiquitous and the presence of roads and sidewalks would

otherwise obscure the significance of other land use categories, including specific transportation sub-uses. If roads and sidewalks were included in the transportation category, transportation would represent 15% of all land use by percent acre and rank third among the eight categories. With roads removed, all other transportation land uses combined amount to 129 acres or five percent of the total land use and breakdown of uses at the 3digit level are as follows:

- Parking (non-accessory) 57%
- Rail yards, rail stations and right-of-ways 38%
- Truck, bus or taxi garages an dispatch 5%

### Zoning Overview

The Lower Northwest is a mix of zoning and is largely represented by residential single family detached, single-family attached, and active recreational zoning districts. Residential zoning accounts for almost 70 percent of all zoning categories. A total of 1,322 acres is zoned a combination of residential single family attached/semidetached districts RSA-3, RSA-5, RSA-2 and RSA-1 (listed in order of contributing zoning by percent acreage). The leading residential zoning district is RSD-3, residential low density single-family detached.

Special purpose parks and open space, SP-PO-A, zoning is the next largest zoning category representing 21 percent of the total land area. SP-PO-A zoning includes Wissahickon Valley Park, recreation centers and neighborhoods parks and select tracts of land adjoining the Schuylkill River. Mirroring the spatial distribution of land use, commercial zoning districts are mostly concentrated along commercial corridors and industrial zoning districts are more or less aggregated in clusters. There is a single special purpose institutional zoning district, SP-INS, occupied by the Roxborough Memorial Hospital. Philadelphia University, Drexel Queen Lane Campus and Penn Charter do not have institutional zoning designations. The university and school are both zoned RSD-3 under which educational and multi-family uses are not allowed.



Table 7: Zoning Districts in Lower Northwest by Percent Acre

Zoning District	Total Count	Total Acres per District	Percent Total Acres	Percent Total Count
RSD-3	109	1,700	34%	10%
SP-PO-A	64	1,029	21%	6%
RSA-3	180	463	9%	17%
RSA-5	279	395	8%	26%
RSA-2	83	358	7%	8%
I-2	19	218	4%	2%
RM-2	29	182	4%	3%
RMX-1	6	131	3%	1%
RSA-1	33	107	2%	3%
RM-1	40	61	1%	4%
I-1	4	52	1%	0%
RSD-1	4	46	1%	0%
CMX-2	60	45	1%	6%
CA-2	5	39	1%	0%
RM-3	2	37	1%	0%
CMX-2.5	50	36	1%	5%
CA-1	20	29	1%	2%
ICMX	12	26	1%	1%
CMX-3	1	16	0%	0%
CMX-1	58	8	0%	5%
RTA-1	5	7	0%	0%
SP-INS	2	5	0%	0%
IRMX	3	3	0%	0%
Total	1,068	4,992	100%	100%

There are ten different zoning overlays in the Lower Northwest district. Five of the overlays are Neighborhood Commercial Areas (NCA) and pertain to the regulation of setbacks, building heights, facades, parking and sign controls. The NCA areas exist in East Falls, along multiple portions of Main Street in Manayunk, and along Ridge Avenue between Hermitage and Monastery Streets. A Steep Slope Protection Area (SSPA) that covers almost the entire district and applies building restrictions for land where the slope is greater than 15 percent and less than 25 percent, and prohibits site clearing or earth moving where the slope is greater than 25 percent. One half of the SSPA is coterminous with the Wissahickon Watershed Overlay (WWO), which places additional restrictions on earth moving and impervious surfaces to mitigate flooding and erosion into the Wissahickon Creek. Other zoning overlays include sign restrictions for the Roosevelt Expressway and portions of Northern Wissahickon Valley Park (as part of a larger sign regulation overlay for Fairmount Park) and an Environmental Preservation (ENV) area to protect the Schuylkill Center for Environmental Education located along Hagy's Mill Road near the city boundary.

#### Analysis of Land Use Potentially Inconsistent with Zoning

The land use of each parcel, as documented in the field survey by PCPC staff, was compared to the parcel's existing zoning classification. Instances of land use inconsistent with underlying zoning were summarized by count of properties and acreage by both zoning and land use categorizations. The

analysis highlights individual zoning districts where a significant percentage of the properties have land uses potentially inconsistent with the underlying zoning, and may be evaluated for remapping. This is an exploratory analysis only and will require further, fine grained review by the District planning team.

Approximately 1,190 acres were identified as potentially inconsistent. This amounts to 24 percent of all zoned acres and includes 500 of the 1,068 individual zoning districts in Lower Northwest. Statistics are summarized in the table and bullets below.

- The RSD-3 zoning district has the largest percentage of all potentially inconsistent land use to zoning in the Lower Northwest at 34 percent or 685 acres. RSD-3 zoning accounts for the largest percentage of zoned acres in the planning district. The most commonly occurring land uses in conflict within RSD-3 zoning are active recreation, utility and education uses. These uses make up 40 percent of the total RSD-3 zoned acreage.
- There are only seven acres of RTA-1 zoned land in the district, but nearly all of it was found to have potentially inconsistent land use. Inconsistent uses were conversions of residential semi detached single-family to multi-family uses.
- Land use categories accounting for the largest totals of inconsistent acreage are (by 3-digit code) utilities, active recreation and education uses. Nearly all utility and active recreational uses - 95 and 88 percent, respectively – were found to be potentially inconsistent with the underlying zoning, indicating that all of these properties need to be evaluated for rezoning. Almost half of all educational land uses require a similar review for rezoning

Table 8: Percent of land use acres inconsistent with underlying zoning<sup>2</sup>

Zoning District	Zoned Acres	Percent Total of Zoned Acres	Acres of Land Use Inconsistent to Zoning	Percent Total of All Inconsistent Acreage	Percent Inconsistent of Acres within each Zoning District	Percent Inconsistent of Total Zoned Acres
RSD-3	1,700	34%	685	57.5%	40.3%	13.7%
RSA-2	358	7%	109	9.2%	30.6%	2.2%
RSA-3	463	9%	90	7.6%	19.5%	1.8%
I-2	218	4%	62	5.2%	28.6%	1.2%
RSA-5	395	8%	57	4.8%	14.5%	1.1%
SP-PO-A	1,029	21%	35	3.0%	3.4%	0.7%
RMX-1	131	3%	33	2.8%	25.3%	0.7%
RSA-1	107	2%	33	2.7%	30.5%	0.7%
I-1	52	1%	24	2.0%	46.1%	0.5%
CA-1	29	1%	16	1.4%	56.2%	0.3%
CMX-2	45	1%	11	0.9%	23.7%	0.2%
CMX-2.5	36	1%	8	0.6%	20.8%	0.2%
RM-2	182	4%	7	0.5%	3.6%	0.1%
ICMX	26	1%	5	0.5%	21.2%	0.1%
RTA-1	7	0%	5	0.4%	73.7%	0.1%
RSD-1	46	1%	3	0.3%	7.4%	0.1%
RM-1	61	1%	3	0.2%	4.7%	0.1%
CMX-1	8	0%	1	0.1%	18.2%	0.0%
RM-3	37	1%	1	0.1%	3.3%	0.0%
IRMX	3	0%	1	0.1%	27.0%	0.0%
CA-2	39	1%	0	0.0%	0.0%	0.0%
CMX-3	16	0%	0	0.0%	0.0%	0.0%
SP-INS	5	0%	0	0.0%	0.0%	0.0%
<b>Total Acres</b>	<b>4,992</b>	<b>100%</b>	<b>1,190</b>	<b>100%</b>	<b>-</b>	<b>24%</b>

The degree or importance of this inconsistency varies by the type of land use and underlying zoning. The issue may be prioritized by looking at the individual zoning districts where more than 45 percent of the parcels have land uses potentially inconsistent to zoning. In this case 172 zoning districts meet this threshold and occurrences are fairly well distributed across the planning district with the largest number of districts found in the Roxborough neighborhoods (see map below).

<sup>2</sup> Approximately 4,992 acres are accounted for as zoned land. The difference between this figure and the total acreage for land use (4,960) differ due to the use of different cadastral (parcel) source data used to construct each GIS dataset.

Map 2: 164 Zoning Districts where >45% of parcels have Land Use potentially Inconsistent to Zoning



### Vacant Land and Structures

*Goal: Manage and reduce vacancy*

#### Vacant Land

PCPC's field survey identified approximately 186 acres of vacant land, which accounts for only 3 percent of total land use. In some cases, vacant land is simply undeveloped, rather than abandoned, which is the case in other areas of the city. At the 1-digit level, vacant land ranks seventh among land uses by percent of total acreage. Because the GIS land use database is derived in large part from tax parcel boundaries, an estimate of the number of vacant tax-ratable lots is possible. The estimated number of vacant properties based on land use data is 436. The average lot size is 0.04 acres and the largest is 13 acres. This is a relatively minimal amount of vacant land compared to the seven previous districts surveyed by PCPC in the *Philadelphia2035* district planning process. This quantity of vacant land does not present a significant planning issue in the district, but does raise questions regarding how redevelopment, conservation, or in-fill on residential blocks should be managed. Notable vacant land locations and acreages are as follows:

- Nearly 45 acres in Upper Roxborough bounded by Port Royal, Eva, Shawmont, and Nixon Streets. The vacant lots border mostly open space (300 acres) and low density residential.
- Between the Schuylkill River and canal in Manayunk roughly from, Fountain Street to Cotton Street. The lots range in size from less than one acre up to four acres in size.

- At Parker and Cinnaminson Streets are two sets of vacant parcels located in a mostly low density residential area. Three adjacent parcels are south of Parker Street and one of which is seven acres in size. Two more adjacent parcels are located to the north, directly across Parker Street, and total nearly eight acres in size.
- Two lots comprising more than 13 acres located just west of Venice Island along 5000 block of Nixon Street.
- Five acres of wooded vacant lots next to an industrial use at Henry and Dupont across from the Wissahickon Valley Park.
- Approximately 45 parcels of varying sizes, all under a half acre, are located in a largely residential area bounded by Silverwood, Fleming, Leverington, Levering, Grape, and Tower Streets in Manayunk.

#### Vacant Buildings

Vacant buildings are not a significant planning issue for the district. PCPC staff conducted windshield surveys for signs of long-term vacancy and qualified their observations as either fully vacant or partially vacant. This information was combined with available data from Licenses and Inspections (L&I) on properties maintaining vacant building licenses defined by expirations dates occurring in 2014 or 2015.

A total of 81 buildings were observed by PCPC to be fully vacant. This survey overlaps with only two of 75 buildings with active vacancy licenses issued by L&I in the planning district. The estimated total number of 154 vacant buildings is a combination of PCPC's survey and L&I licensed vacancies. This represents approximately 1.5 percent of the estimated building stock in the district.

*Table 9: Vacant Building Counts*

	PCPC Field Survey	L&I Licensed	Estimated Count of Vacant Buildings	Percent of Estimated Building Count
Fully Vacant Buildings	81	75	154	1.5%
Overlap with PCPC Surveyed Locations		2		

Fully vacant buildings are distributed widely across the district and evenly among residential and commercial land uses with minimal vacancy and are mostly found in Manayunk and Upper Roxborough areas. There are no residential or mixed residential/commercial blocks that have a significant number of fully vacant structures (more than 40 percent of parcels with structures a Census block as a proxy).

Table 10: Vacant Buildings by 1-digit Residential and Commercial Land Use

Land Use	Estimated Count of Vacant Buildings	Estimated Count of Buildings	Percent of Estimated Building Count
Residential	107	16,736	0.6%
Commercial	35	685	5%
Other	12	563	2.1%

PCPC identified approximately 33 partially-vacant buildings during the land use survey. As with fully vacant structures, partial vacancies are limited in the district. PCPC is unable to verify the duration of the vacancy, and the presence or impact of partially-vacant buildings is more fully addressed and analyzed for its impacts on commercial retail health in the district in the “Economic Development” section of the Neighborhoods Conditions memorandum.

### Land Suitability

*Goal: Protect sensitive lands from over development*

New development in the district has a number of limitations and regulatory restrictions due to the variable topography. The Lower Northwest is a dramatically hilly area of the city with elevations rising and falling sharply producing large swaths of steep slopes. Two zoning overlays, the Steep Slope Protection Area (SSPA) and the Wissahickon Watershed Overlay (WWO), establish building and earth moving restrictions on over 3,990 acres or nearly 70 percent of the total land area of the district.

In general, steep slope regulations require earth moving plans and special permits where the slope is between 15 and 25 percent. Where the slope is greater than 25 percent, no site clearing or earth moving are permitted. All vacant land identified previously in this report, with the exception of those found on Venice Island, fall within the SSPA or WWO overlays. Due to the extent of steep slope coverage and additional controls of the WWO, construction projects proposed for vacant land will need to be evaluated on a case by case basis for steep slopes and other zoning restrictions (as identified in the previous section). In addition, the potential exists for groundwater to infiltrate structures built against steep slope due to down-gradient water flow. Water table depths range from 60 feet near surface water bodies to 280 feet along ridge lines and hill tops.

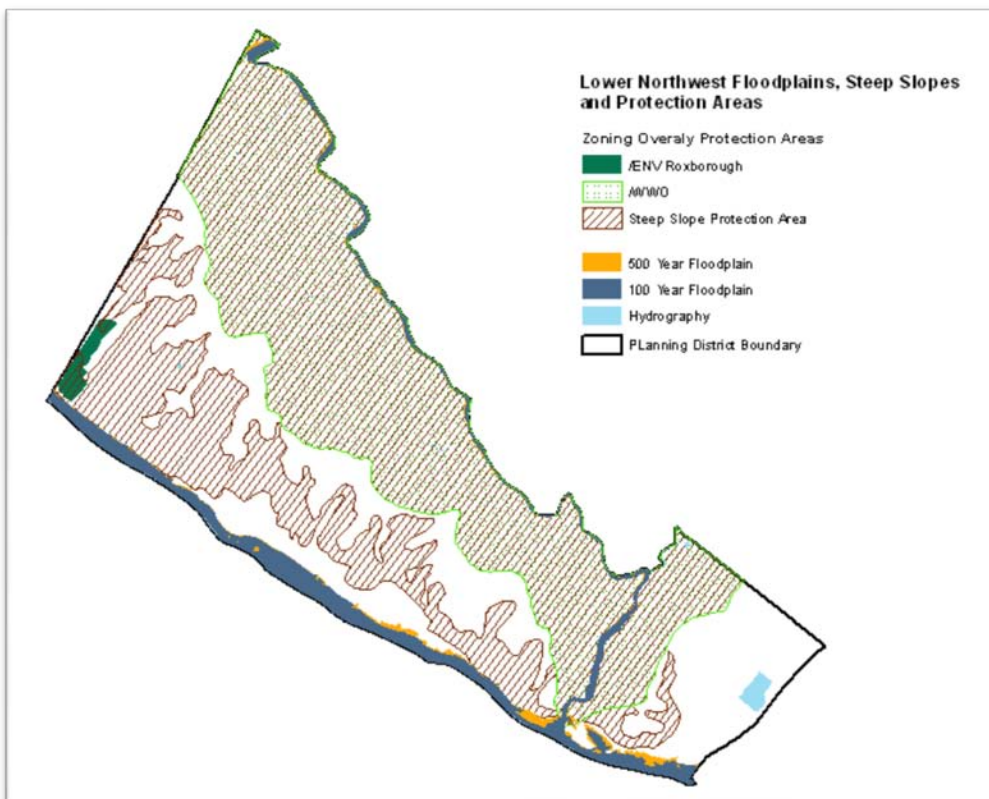
Approximately 290 acres of land fall within the 100-year and 500-year floodplains of both the Schuylkill River and Wissahickon Creek. When evaluated by 1-digit land use categories, the greatest percentage of affected land is park and open space at 100 acres. Most of this park and open space falls within the floodplains of the Wissahickon Creek, which encompasses only park/open space and active recreation land uses. The floodplains of the Schuylkill River encompass many other land uses including 66 acres of transportation, 37 acres of industrial, and 24 acres each of commercial and residential uses. These statistics imply that flood events impact mostly commercial (including mixed residential) and industrial structures in addition to roadways and parking areas.

Flooding of the Schuylkill River and Wissahickon Creek occurs annually in the spring with significant flooding elevations recorded for the Schuylkill River in 2011, 1999, and 1996. Areas routinely impacted by flooding are the 3000 to 4000 blocks of Main Street in Manayunk (Schuylkill River) and Ridge Avenue to Lincoln Avenue (Wissahickon Creek).

With regards to the floodway, according to Section 14-704(4) of the Philadelphia Zoning Code, no encroachment including fill, new construction, or any development is permitted within the floodway, except public utilities, trails, roadways, and bridges are permitted so long as these structures do not contribute to an increase in the Base Flood Elevation. Current reconstruction of the recreation center on Venice Island was approved by the City with measures taken to manage flooding and stormwater run-off. Expansion or significant rebuilding of other structures on the island will face floodway zoning restrictions and in order to secure variances will require studies to demonstrate that new structures or additions do not contribute to flood levels.

Finally, City regulations including zoning protect the 1,230 acres of Wissahickon Valley Park and conservation easements protect the 42 acres of the Schuylkill Center for Environmental Education from development. In addition, the zoning code requires a 50 foot setback from all watercourses preserving the buffered areas from development other than for docks, piers, recreational pathways, and structures accessory to public parks.

*Map 3: Floodplains, Steep Slopes and Protected Areas*



**RECOMMENDED FOLLOW-UP**

- Review the impacts of the NCA zoning overlay districts and outcomes to preserving neighborhood character and impediments to orderly redevelopment or investment.
- Focus zoning remapping on individual zoning districts where the percentage of land use inconsistent to zoning is greater than 45 percent.
- Examine SP-INS remapping for a large institutional holdings.
- Review districts zoned I-1 and I-2 for remapping to meet new land uses and encourage growth consistent with existing or desired land uses.
- Examine the impacts of steep slopes protections on in-fill development of residential land.



## **TRANSPORTATION**

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

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### **SUMMARY OF EXISTING CONDITIONS**

The Lower Northwest District has a diversity of transportation issues and opportunities unique to its development patterns and topography. Decentralization of jobs and in-fill development have led to an increase in personal vehicle ownership and parking issues that not only affect quality of life for residents and businesses, but impact questions of how its neighborhoods should continue to develop.

Although served by SEPTA buses and the Manayunk/Norristown Regional Rail Line, dispersed land uses and jobs often mean that all destinations cannot be served by mass transit. Often residents need personal vehicles to access shopping and employment areas well beyond the District and Center City.

Topography also limits access whether it is on foot, bike, or transit. Steep hills and ridgelines traverse the district and limit movement across neighborhoods. Roadways, the rail line, and trails follow ridgelines northwest to southeast. This provides excellent access to Center City, University City, and revitalizing former mill towns, now reborn as office centers, such as Conshohocken and Spring Mill. However, access across the Wissahickon Creek to other Northwest Philadelphia neighborhoods and major shopping and employment destinations including Plymouth Meeting, King of Prussia, and the Great Valley Corporate Center can be time-consuming without a personal vehicle.

Areas such as East Falls and Manayunk, were mostly developed prior to advent of the automobile. Their development patterns reflect this with denser development with a mix of commercial, industrial, and single and multi-family housing. A wider mix of transportation modes is also available and utilized in these neighborhoods. Lower central Roxborough, too, was primarily developed in the same manner as East Falls and Manayunk, although without Regional Rail. Upper Roxborough and Andorra were primarily developed after WWII and are primarily single-family, auto-centric neighborhoods. These neighborhoods are lower density and have fewer transportation alternatives.

### **Data**

Key Census data related to auto ownership and work commute mode in the Lower Northwest District is summarized in the following table, and compared to citywide averages. Auto ownership in the District is higher than the City average, as is auto commuting.

	<b>Citywide</b>	<b>Lower Northwest District</b>
<b>Percent of Households without Vehicles</b>	34%	6.7%
<b>No. of Vehicles Available per Household</b>	0.96	1.39 (total cars: 30,001; total households 21,583)
<b>Means of Transportation to Work</b>		
Automobile	60%	74% 88% of those drove alone
Public Transportation	26%	17% 56% of those took a bus
Bicycle	2%	0.8%
Walk	9%	4% - highest rates in East Falls and Central Roxborough
All Other	3%	4%

*Source: U.S. Census Bureau, 2008-2012 American Community Survey*

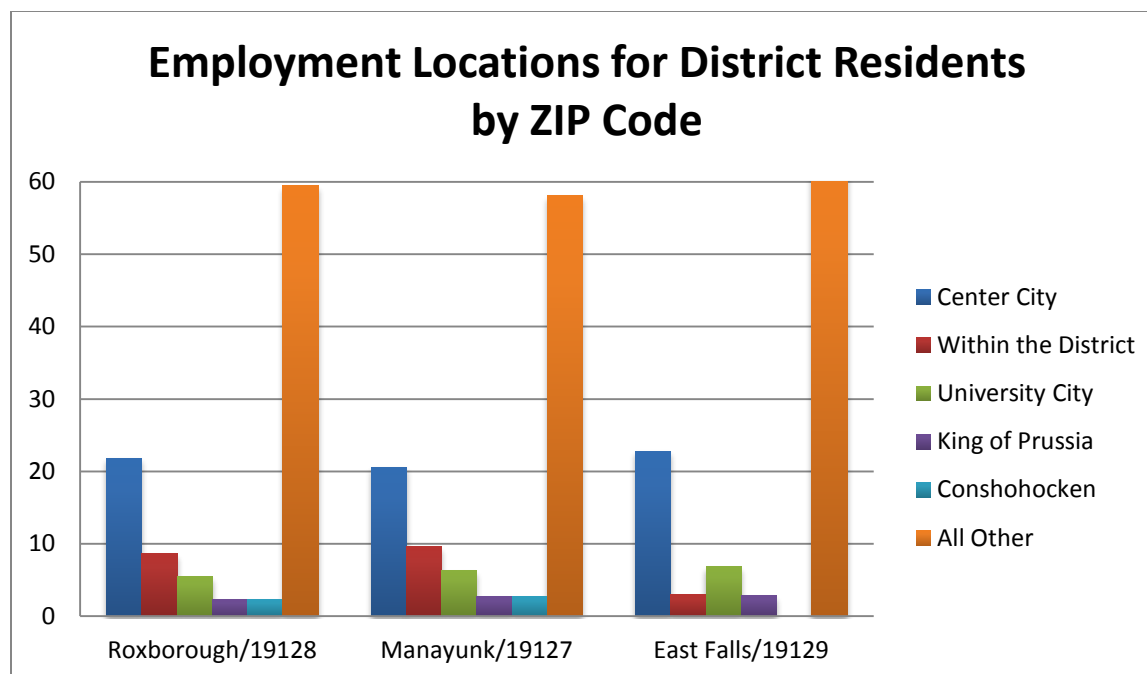
The number of vehicles per household has remained fairly steady since 2000: 1.39 in 2012, 1.38 in 2009, and 1.32 in 2000. These numbers are from the ACS 5 year estimates.

The Bureau of Labor Statistics' "On the Map" application shows workers living within the district have employment concentrations in Center City, University City, King of Prussia, and Great Valley Corporate Center, and within the district itself. However, these employment centers account for less than half of residents' workplaces. This highlights the difficulty in providing efficient mass transportation facilities and routes.

Below are all the zip codes where over 2% of Lower Northwest District residents were employed. These percentages do not include unemployed persons.

- **19128:** 11.5% Western Center City, 10.3% Eastern Center City, 8.6% in the District, 5.5% University City, 2.7 % King of Prussia, 2.3% Conshohocken, 2.2% Plymouth Meeting
- **19127:** 12.3% Western Center City, 9.6% in the District, 8.3% Eastern Center City, 6.3% University City, 3.6 % King of Prussia, 2.7% Conshohocken, 2.7% Great Valley
- **19129:** 12.8% Western Center City, 10% Eastern Center City, 6.8% University City, 3% in the District, 2.8% Germantown, 2.6% Nicetown/Tioga, 2% King of Prussia.

*Western Center City (19103, 19102); Eastern Center City (19107, 19106); University City (19104), King of Prussia (19406); Conshohocken (19428); Plymouth Meeting (19462); Great Valley (19312); Germantown (19144); Nicetown/Tioga (19140); In the District (19127, 19128 & 19129.)*



## KEY ISSUES

- **Parking Demand:** Infill development and residential adaptive reuse of institutional and industrial buildings have made parking a major topic in East Falls, Manayunk, and Central Roxborough. Existing residents often demand more off-street parking for developments than what the zoning code requires or developers are initially proposing. Dispersed employment trends have also increased demand for parking, as have informal group housing with several young adults sharing a housing unit, many with each adult having his or her own car.
- **Lack of Connectivity:** Most connectivity issues are created by the District's unique topography and development history. Gaps in connectivity are most evident in the bicycle and transit networks which primarily follow existing ridgelines. Narrow roadways and a lack of contiguous street network/grid also limit possible bus routes and dedicated bicycle facilities and make choke points, particularly bridges crossing the Schuylkill River or the Wissahickon Creek congested. Parking demand further exasperates the narrow roadways with parking on sidewalks and at corners.
- **Land Use:** Both past development patterns and current development trends have affected the transportation network. Particularly, land use issues have increased the need for personal automobiles.
  - Lack of daily needs retail in the densest neighborhoods, which are best served by transit, lead people to own cars not for the commute, but for essential errands. An important purpose of the Route 35 bus, the only one-way loop route in SEPTA's system, is to connect the elderly in Manayunk to supermarkets, other retail, and medical offices in Roxborough.
  - Auto-oriented developments with surface parking lots, driveways, and drive-thru windows on otherwise walkable pedestrian corridors, such as Ridge Avenue, disrupt pedestrian networks and often force bus riders to wait in curb cuts.

- Disparities in housing density within the district make providing high-frequency, off-peak bus service difficult.
- **Lack of Sidewalks:** The *Philadelphia Pedestrian and Bicycle Plan (2012)* identified many locations in the District that lack sidewalks. This issue is dispersed across the district in both high and low density areas; minor and major roadways and includes locations adjacent to parks, schools, and senior centers. A map of high priority sidewalk gaps is included in this memo.

## MAJOR OPPORTUNITIES

- **Strong Bicycle Network and Off-Road Trail Network:** The Schuylkill River Trail, the Wissahickon Trail system, and the construction of the Manayunk Bridge Trail connection to the Cynwyd Heritage Trail provide opportunities for recreational use and a commuting alternative to Center City and University City, as well as emerging employment centers in Montgomery County along the Schuylkill River Trail and City Avenue along the Cynwyd Trail. There are a number of opportunities to strengthen the trail system, as identified in the *Philadelphia Trail Master Plan (2013)*:
  - Close the major gap in the Schuylkill River Trail with a trail bridge and sidepath at the Wissahickon Gateway.
  - Capitalize on bike access to transit by improving on-street bicycle connections to train stations and providing additional and better bike racks at stations
  - Promoting completion of the proposed trails as identified in the *Trail Master Plan*, including the Henry Avenue Sidepath, Schuylkill Center SRT Connector, and Ivy Ridge Trail to Ivy Ridge Station.
  - Work with PennDOT and Philadelphia Parks & Recreation on Henry Avenue safety improvements.
  - Identify and implement safe bicycle routes to connect neighborhoods to existing on-road bicycle routes and trails.
  - Work to provide improved pedestrian access to the four Regional Rail Stations in the District.
- **Improve Existing Bus Service:** SEPTA recently evaluated the existing routes in Manayunk and Roxborough and proposed schedule changes to improve service and meet costumers' commuting needs. Additional opportunities include:
  - Coordinating with the District Plan public meetings to solicit input and feedback on SEPTA's Annual Service Plan as SEPTA continually evaluates bus service to identify inefficiencies, reasons for low-ridership, and service improvements.
  - Identifying a location for a new bus loop near Ridge and Cathedral.
  - Promoting use of the Wissahickon Transportation Center especially the Routes 124 and 125 and rethinking the interaction of the WTC and Wissahickon Train Station.
- **Rail Station Improvements:** Three of the four train stations in the District are either undergoing improvements or are being considered for improvements under SEPTA's upcoming FY2015-2026 capital program. Station improvements should incorporate ways to overcome topographical challenges as the rail line runs along a ridgeline. None of the stations are currently ADA accessible

and all but Manayunk Station provide free parking. There is overflow parking demand at most regional rail stations.

- Ivy Ridge Station – Being considered for structured parking garage.
  - East Falls – Slated for a complete station rebuild.
  - Wissahickon – Currently undergoing station upgrades.
  - The plan should consider parking policies and alternatives at all of the stations.
- **Strategic Roadway Improvements:** Targeted improvements such as streetscape on Ridge Avenue, anti-skid treatments on School House Lane, and red light cameras on Henry Avenue have improved safety for both vehicles and pedestrians. The Lower Northwest District has been identified as having the fewest crashes of all the 18 planning districts by the DVRPC. There are opportunities for additional roadway improvements, particularly in partnership with PWD projects on Ridge Avenue, Philadelphia Parks & Recreation roadway-adjacent projects, the Streets Department ARLE funded safety improvements projects, and high priority sharrows and bike lane locations.
  - **Strategic Sidewalk Improvements:** Targeted sidewalk construction and improvements around senior centers, transit stations, schools, parks, and other pedestrian generators would provide safe pedestrian access to public amenities.

## TRANSPORTATION (SPECIFIC TOPICS)

### Transit

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

#### Rail

The Lower Northwest District is served by the Manayunk Norristown Regional Rail Line. This line has the 6<sup>th</sup> highest ridership of SEPTA's 13 Regional Rail lines. Travel times end to end are approximately 40 minutes between Norristown Transportation Center and Suburban Station in Philadelphia, and with frequencies of 30-minutes peak and hourly other times. These same tracks are also used for freight transportation. Freight traffic averages 12 to 14 trains per 24-hour weekday period, while traffic on the weekends is less frequent, with only 9 to 11 trains per 24-hour period. Due to this additional traffic on the tracks, Regional Rail frequencies are constrained to their current headways. In 2011, the total line ridership was 2,739,465 both boardings and alightings.

Ridership has remained rather steady on the Manayunk/Norristown Line, falling a negligible amount by 0.5% between 2011 and 2014. In Fiscal Year 2012, SEPTA's systemwide ridership increased 1.6 percent or 5 million trips, to 339.4 million from the previous year. This represents SEPTA's highest yearly ridership since 1989. Regional Rail ridership is up overall 2.2% above last year. (The 2013 Regional Rail Census is not yet available, but will be before the Lower Northwest District Plan is completed) Station rank is compared to all regional rail stations and is based on total boards. There are 150 regional rail stations in total.

All demographic numbers for Regional Rail are from 2010.

### **East Falls Train Station**

- 2011 daily weekday riders: 1,325 (1178 in 2013 preliminary numbers); 24<sup>th</sup> in ridership
- Residents within a ½ mile: 6,853
- Workers over 16: 3,851
- Jobs within a ½ mile: 1,033
- Percentage of residents within a ½ mile that use transit/bike/walk: 38.35%
- ADA Access: No
- Ticket Office: No
- Parking: There are 40 parking spaces, parking is free, 100% utilized. There are more informal parking spaces than the 40 provided.
- Bike Parking: Two U racks on Midvale Avenue at outbound stairs.

Planned Improvements: This station is slated for a full rebuild in Phase 3 (FY 2017) of SEPTA's Catching Up Plan. This station is also mentioned for improvement by the DVRPC's Connections 2040 Plan, but is not called for in any neighborhood or community based plan. Improvements to the station will include high level platforms for the full length of the station, a station building/passenger waiting area, an elevator, and bicycle facilities. The parking lot will also become a paid lot with the implementation of New Payment Technologies on the Regional Rail.

Land Use: The station has limited TOD potential as it is located in a fairly built out area. Some auto-oriented uses on Midvale Avenue north of the station could be developed more densely. The commercial areas on Midvale and Ridge Avenues are zoned CMX 2.5 including the existing auto-oriented uses. The parking lot is not a likely development site since it is small and has a steep slope. St. Bridget's School on Midvale is proposed to be redeveloped into apartments with a one to one parking ratio proposed. Train station and surrounding area are zoned single family residential.

### **Wissahickon Train Station**

- 2011 daily weekday riders: 988 (872 in 2013 preliminary numbers); 55<sup>th</sup> in ridership
- Residents within a ½ mile: 5,493
- Workers over 16: 2,931
- Jobs within a ½ mile: 3,133
- Percentage of residents within a ½ mile that use transit/bike/walk: 19.31%
- ADA Access: No
- Ticket Office: No
- Parking: There are 206 surface parking spaces, free, 74% utilized. The station parking lot is zoned CA-1, auto-oriented commercial.
- Bike Parking: Two U racks at inbound platform.

Planned Improvements: SEPTA is investing \$300,000 into the station including a new shelter, bike racks, and fencing to be completed in early 2014. The improvements are funded using ISRP - Infrastructure Safety Renewal Program funds.

Land Use: At the top of the ridge, the area is a very built out residential neighborhood. However, there are major development opportunities along Main Street. Access to Main Street from the station is not convenient – a large flight of stairs is the only access. Also, there is no at-grade pedestrian crossing from the station to the stairs across Ridge Avenue. There is a pedestrian tunnel from the station to a mid-point on the stairs which provides safe pedestrian passage beneath Ridge Avenue to Main Street. Further compromising safety and accessibility, there is a street that ramps up and joins Ridge Avenue almost exactly where the staircase meets Ridge Avenue. The Main Street parcels are zoned industrial. This area holds potential for a transit-oriented development concept/zoning remapping that could also improve access to the Schuylkill River and the trail, as well as, transit in the area. The Wissahickon neighborhood is zoned single family residential with scattered neighborhood commercial.

### **Manayunk Train Station**

- 2011 daily weekday riders: 1,415 (1,217 in 2013 preliminary numbers); 29<sup>th</sup> in ridership
- Residents within a ½ mile: 8,262
- Workers over 16: 4,228
- Jobs within a ½ mile: 2,231
- Percentage of residents within a ½ mile that use transit/bike/walk: 25.45%
- ADA Access: No
- Ticket Office: Yes
- Parking: None
- Bike parking: None

Planned Improvements: Station building is in need of repairs caused by water damage. This work is not in the capital program, but is not large enough to be reflected in this document. There are no other plans to make major improvements to the station.

Land Use: The surrounding neighborhood is very built out; there is some potential for further adaptive reuse of buildings and former industrial sites. The commercial properties in the area are zoned CMX 2.5. The station is very close to Main Street, a popular dining, shopping, and nightlife destination. Parking is not accommodated at this station do to the built-out character of the neighborhood.

### **Ivy Ridge Train Station**

- 2011 daily weekday riders: 1194 (1184 in 2013 preliminary numbers); 38<sup>th</sup> in ridership
- Residents within a ½ mile: 3,883
- Workers over 16: 1,911
- Jobs within a ½ mile: 631
- Percentage of residents within a ½ mile that use transit/bike/walk: 19.61%
- ADA Access: No
- Ticket Office: No
- Parking: There are 291 parking spaces, 100% occupancy. Informal parking exceeds striped parking spaces. Parking is free
- Bike Parking: None

Planned Improvements: This station is currently being considered for a parking garage under the SEPTA capital program for FY2018. Structured parking would be paid parking. The other potential location for structured parking on the Manayunk/Norristown Line is Spring Mill. A garage at this location will probably also mean a full station reconstruction. The pros and cons for structured parking at these two stations are still being weighed.

- Is this the right location for structured parking?
- Will commuters drive south to be in zone 2 rather than zone 3?
- How will this impact the proposed Ivy Ridge Trail?
- How will this impact land use?

The Ivy Ridge Trail, an extension of the Cynwyd Heritage Trail utilizing the Manayunk Viaduct, may eventually traverse the parking lot which will need to be reconfigured to accommodate the trail. The trail would provide a flat route to the station for pedestrians and bicyclists, increasing the attractiveness of the station for residents living on the ridge above the regional rail line.

Land Use: All access to the Umbria Village apartment complex will need to cross the train tracks. Umbria Village is expected to be completed in 2014; it has 168 units and 199 parking spaces. Most of the surrounding area is zoned heavy industrial, including the site of Umbria Village. Nearby existing residential is zoned single family. Land uses along Umbria Street are mainly industrial to the north/west of the station. With an appropriate zoning remapping, additional residential and commercial transit-oriented development could be promoted.

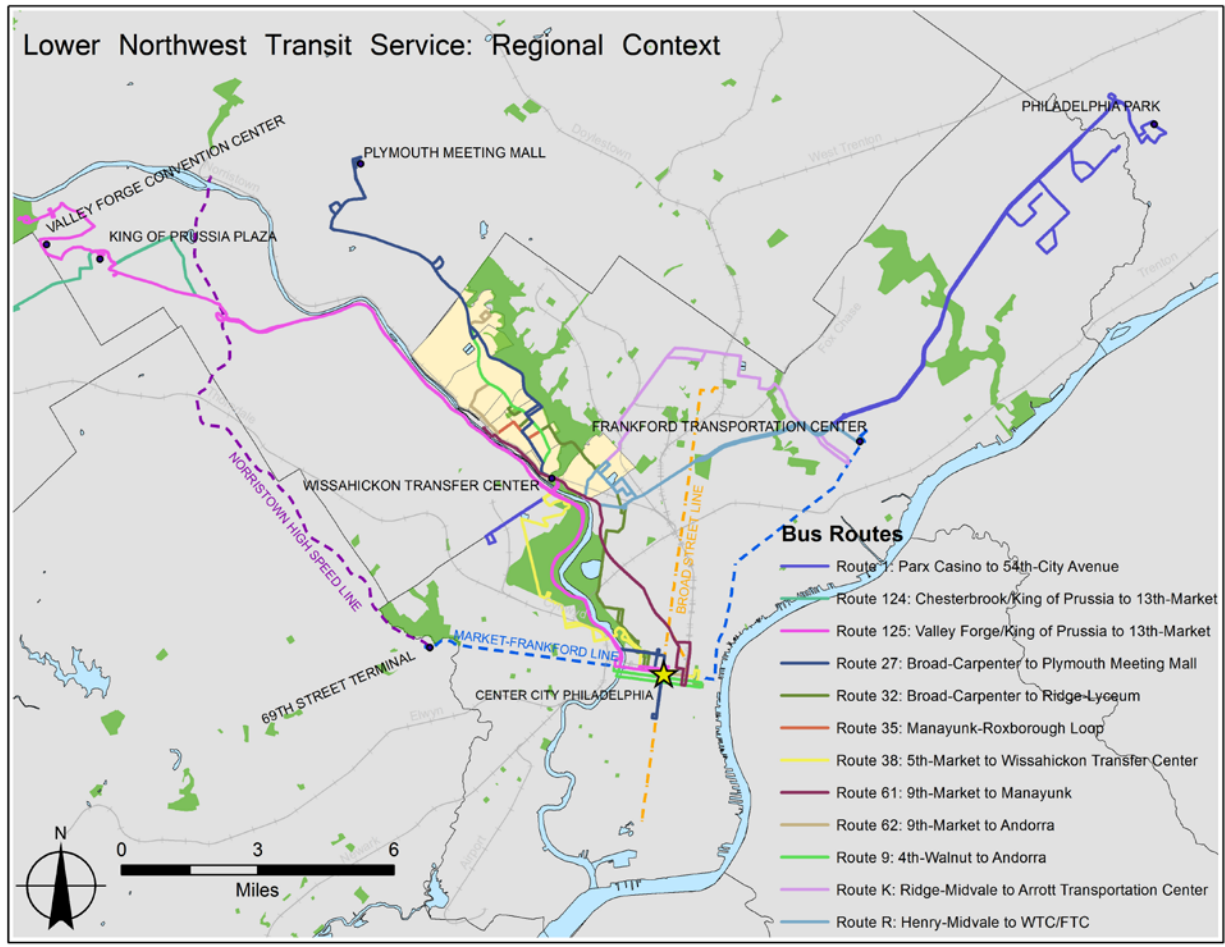
#### **Queen Lane Station (Chestnut Hill West Line)**

- 2011 daily weekday riders: 841 (1012 in 2013 preliminary numbers); 64<sup>th</sup> in ridership
- Residents within a ½ mile: 10,068
- Workers over 16: 3,796
- Jobs within a ½ mile: 1,352
- Percentage of residents within a ½ mile that use transit/bike/walk: 40.8%
- ADA Access: Yes
- Ticket Office: Yes
- Parking: There are 56 parking spaces, 100% occupancy. Parking is free.

Planned Improvements: This station is not in the district, but may have an impact on land use and zoning recommendations. The station was recently renovated. It is ADA accessible with mini-high platforms.

Land Use: This station is near Philadelphia University and the land use is a mix of single-family residential (predominant in East Falls) and multi-family apartment buildings (more in Germantown). There is limited retail or commercial uses nearby.





## Bus

SEPTA operates bus Routes: K, R, 1, 9, 27, 32, 35, 38, 61, 62, 65, 124, 125 within the Lower Northwest District. Below is a summary of the bus routes in the District:

## East Falls

Route	From/To	Boards in Study Area	% of Total Boards	Areas Served
K	Ridge-Midvale to Arrott TC	955	8	Germantown and Oak Lane neighborhoods. Provides direct access to retail and commercial district at Adams Avenue and Roosevelt Boulevard
R	Henry-Midvale to Wissahickon TC and Frankford TC	796	8	East Falls, Hunting Park and Logan neighborhoods via Roosevelt Boulevard. Provides direct access to retail and commercial district at Adams Avenue and Roosevelt Boulevard.

1	Parx Casino to 54th and City Avenue	274	8	Wynnefield, East Falls and Northeast Philadelphia via City Avenue and Roosevelt Boulevard. Provides access to employment and commercial areas along City Avenue as well as Roosevelt Boulevard. Provides direct access to employment areas near Byberry East and in Lower Bucks County within the PARX Casino and Race Track vicinity. Also serves St. Joseph's University
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### Manayunk/Roxborough

Route	From/To	Boards in Study Area	% of Total Boards	Areas Served
9	4th-Walnut to Andorra	751	51	Center City and Roxborough via Schuylkill Expressway. Provides access to Andorra Shopping Center while operating as local route through Roxborough via Ridge Avenue. Also serves as local route through Center City between 30th Street Station and Society Hill.
27	Broad-Carpenter to Plymouth Meeting Mall	653	46	Center City, Manayunk, Roxborough, Barren Hill and Plymouth Meeting. Provides one seat trip from Center City to retail and employment areas within the Plymouth Meeting Mall vicinity. Also provides local service to commercial districts along Ridge Pike.
32	Broad-Carpenter to Ridge-Lyceum	1,269	23	Center City, North Philadelphia, Manayunk and Roxborough. Provides local service from Center City South to the Museum District and Boathouse Row as well the lower retail and commercial district along Ridge Avenue.
35	Manayunk-Roxborough Loop	288	100	Manayunk and Roxborough. Provides local service to the northern retail and commercial district along Ridge Avenue as well as commercial area along Main Street.
61	9th-Market to Manayunk	1,332	22	Center City, North Philadelphia and Manayunk. Provides one seat local service from Manayunk to Center City via Main Street and Ridge Avenue. Provides direct access to Dell East Music Venue within Fairmount Park as well as Chinatown.
62	9th-Market to Andorra	131	50	Center City, Manayunk and Roxborough. Provides limited peak hour service between Upper Roxborough and Center City.
65	Germantown-Cheltenham to 69th Street TC	1,099	15	Germantown and Overbrook. Provides direct access to employment and commercial areas along City Avenue. Also serves St. Joseph's University.

### Wissahickon Transportation Center

Route	From/To	Boards in Study Area	% of Total Boards	Areas Served
38	5th-Market to Wissahickon TC	312	9	Fairmount Park, Mantua and Center City. Provides direct access to Please Touch Museum, Parkway Museum District and Independence Mall attractions. Also provides direct connection to Philadelphia Zoo.
124	Chesterbrook/KOP to 13th-Market	224	12	Center City, Chesterbrook and King of Prussia. Provides one seat service from Center City to numerous employment and retail districts within the King of Prussia Mall vicinity, as well as the Valley Forge Office Parks and Shopping Centers and Chesterbrook Corporate Center.

125	Valley Forge/KOP to 13th-Market	233	11	Center City, King of Prussia and Valley Forge. Provides one seat service from Center City to numerous commercial, employment and retail districts within the King of Prussia Mall vicinity, as well as the Valley Forge Convention Center and Casino and Valley Forge National Historical Park.
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Proposed Service Changes to the Route 35: Route 35 is a circulator bus service within the Manayunk and Roxborough communities providing service to shopping and to medical services along Ridge Avenue and connections to other SEPTA routes at the Wissahickon Transportation Center. While the service is essential for seniors and others without access to an automobile, it is the lowest performing SEPTA City Transit route, with an 8 % cost recovery from fares. This is far below the 18% minimum standard for City Routes With Suburban Characteristics set by the SEPTA Board of Directors. The route is retained, despite not meeting service standards, to mitigate the geographic/topographic challenges of the area.

To improve operational efficiency, staff is proposing to modify service frequencies from 30 minutes to 45 minutes on weekdays, which is similar to the current weekend service levels. Additionally, staff is proposing to discontinue several underutilized trips on weekdays and Saturdays. To save additional operating costs, SEPTA may want to consider a smaller vehicle for this route.

SEPTA is also analyzing the schedule for the Route 27 Bus. Any proposed changes will be available in March and will affect the Fall 2014 schedule.

Bus Loops: There are eight full-time bus loops in the study area and one part-time loop:

- Wissahickon Transportation Center: Ridge Avenue and Main Street. It is a major transfer point; bus routes R, 1, 9, 27, 38, 61, 62, 124, 125 all serve this stop and half of them terminate/originate here. The WTC was reconstructed within the last ten years, but there may be opportunity to better align the WTC with Wissahickon Train Station, the Schuylkill River Trail, and potential redevelopment of nearby parcels. Ideas include providing an elevator to the train station, improving signage and marketing, and improving the pedestrian experience.
  - Can an improved WTC make more operational sense and raise the profile of the services provided here such as bus service to King of Prussia?
- Container Loop: Loop for Route 61 buses that serve Manayunk, the loop also serves passengers for apartment building and industrial use. Located north of Fountain Street on Venice Island. Recently reconstructed with new paving and a restroom for bus operators.
- Summit Loop: For the 61 on Ridge Avenue at Summit. This large loop is rarely used and currently only serves some school trips. Extending Route 61 to the loop used by Route 9 at Ridge/Henry/Cathedral would better serve operations of the route 61 Bus. This loop could then be sold.
- Ridge/Henry/Cathedral – serves Route 9
- Wissahickon/Cathedral – serves Route 62
- Indian Queen Lane – serves Route K
- Ridge/Lyceum – serves Route 32
- Henry/Midvale – serves Route R on about 50% of trips, remainder terminate at WTC

- Plus a part-time Loop at Fountain/Pechin for Route 32 limited weekday service

## Complete Streets

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

### Sidewalks, Stairs & Pedestrian Safety

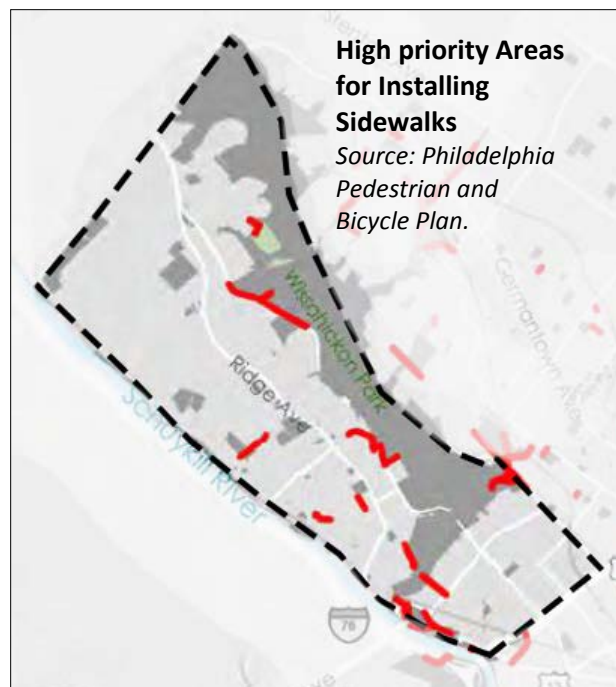
There are a number of roadways with missing sidewalks such as Henry Avenue, lower Main Street, Bells Mill, Port Royal, and Shawmont Avenue. The highest levels of disconnect are in Andorra, Upper Roxborough, and somewhat surprisingly in Manayunk.

A number of high priority sidewalk gaps are identified in the *Pedestrian and Bicycle Plan* as those gaps near schools, senior centers, transit stations, and other public amenities that generate pedestrian traffic. Typically, it is the responsibility of the adjacent property owner to provide sidewalks. In many instances in the Lower Northwest District, these areas of missing sidewalk lie along undeveloped parcels (due to steep slope conditions) or along parkland in mostly residential areas. City or Commonwealth resources for streetscape improvements are geared toward commercial “Main Streets”; and there are no dedicated funding sources for sidewalk improvements or construction. However, high volume pedestrian intersections should be identified for crosswalk installation especially near transit and commercial areas.

There are also a number of stairs in the district that are technically a part of the street grid and fall under the Streets Department’s bridge unit. The Fountain Street Steps recently received an award by PHS and have bike runners. These and other such stairs help provide pedestrian routes in response to the district’s steep elevation changes, but prove difficult to maintain. The stairs should be evaluated (they were not included in the sidewalk condition evaluation of the *Philadelphia Pedestrian and Bicycle Plan*) for safety, and prioritized for capital improvements.

The *Philadelphia Pedestrian and Bicycle Plan* called out several areas for further study and intervention:

- Narrow and missing sidewalks on Ridge Avenue especially from School House Lane to Merrick, and Sunset to Port Royal.
- Ridge Avenue and Main Street adjacent and leading to the Wissahickon Transportation Center and the Wissahickon SEPTA station.
- Intersection of Ridge, Henry, and Cathedral. Ideas for this intersection include:
  - Increase Cathedral Road pedestrian



- light phase
- Install pedestrian signals with countdowns in median.
- Increase island size
- Install fences or hedges to discourage pedestrians from uncontrolled crossings
- Reduce turning radii on southwest and southeast corners of intersection.
- Add crosswalk on north crossing of Ridge Avenue.
- Additional pedestrian signals should be installed at Cinnaminson (Saul School), Wisers Mill (park entrance), and at transit stop locations along Henry Avenue. Other pedestrian improvements along Henry Avenue include:
  - Close sidewalk gaps and consider strategic sidepath locations.
  - More red light cameras.
  - Curb extensions at corner bus stops.
  - Replacing painted medians with raised center medians where possible.

See the Roadway Projects section below for an upcoming PennDOT project to improve safety on Henry Avenue.

### Bicycle Network

The Lower Northwest District has a low bicycle commute share at 0.8%, which is less than the citywide average, considering the off-road trail network. This low bicycle commute rate may correspond to the district's challenging topography, lack of on-street bike facilities, narrow roadways, and employment destinations.

The Schuylkill River Trail, Manayunk Tow Path, Kelly Drive Trail, and Wissahickon trails, are all excellent bike and trail facilities that traverse the length of the district. However, there are few bicycle facilities in the neighborhoods and no routes that bisect the district (southeast /northwest across the district). Henry Avenue's bike lanes are difficult to manage for the inexperienced cyclists due to heavy vehicular traffic volumes, high vehicular speeds, and inconsistent bicycle facilities.

The *Philadelphia Pedestrian and Bicycle Plan* shows a number of new bicycle facilities in the Lower Northwest District. There are several recommended shared facilities on east/west bisecting streets and strategic recommended conventional and climbing lanes to address topographic challenges. These proposed facilities will connect neighborhoods to existing trail facilities along the Schuylkill River and the Wissahickon Creek. Priorities for on-road bike facilities as identified in the 2012 plan and the follow up high priority analysis in November of 2013 include:

- Creating a connection between the Wissahickon and the Schuylkill River Trails along Shawmont Avenue.
- Closing the bike lane gaps along Henry Avenue
- Creating a climbing lane on Midvale Avenue between Kelly Drive and Wissahickon Avenue.
- Identifying additional preferred bike route(s) to connect existing bicycle facilities, trails, transit hubs, and neighborhoods

*Shawmont Avenue*- A conventional or climbing bike lane on Shawmont Avenue between Ridge Avenue and Nixon Street will connect the Wissahickon Creek Park to the Schuylkill River Trail. Though this portion of Shawmont Avenue is a high volume vehicular route, it is also an ideal connection between the two major trails, which are only 1.2 miles apart via this route. There are already bicycle wayfinding signs marking the connection, but designated bicycle lanes or a climbing lane will increase cyclists safety.

*Henry Avenue* – Bike lanes exist along Henry Avenue, but they are not continuous along the length of the roadway. This major arterial is designed to accommodate heavy traffic volumes at peak periods and, as a result, motor vehicles routinely exceed the posted speed limit, which makes using even the existing bike lanes uncomfortable. Where bike lanes do not exist, the right-of-way is constrained in some cases by bridges and by parking for abutting land uses and adding bike lanes would require removing that parking, which would be difficult. A design study should focus on developing concepts for traffic calming and bikeway design alternatives from Ridge Avenue to Hunting Park Avenue with special emphasis on the section from Queen Lane to School House Lane. Additionally, installation of curb extensions on Henry Avenue may help reduce bike/bus conflicts, as well as, reduce pinch points and boarding conflicts.

*Midvale Avenue*- Adding a climbing lane/sharrow combination along Midvale Avenue will link the East Falls neighborhood and Henry Avenue to Ridge Avenue and the Kelly Drive Trail via designated cycle facilities. This will increase the visibility of this important direct cycle route.

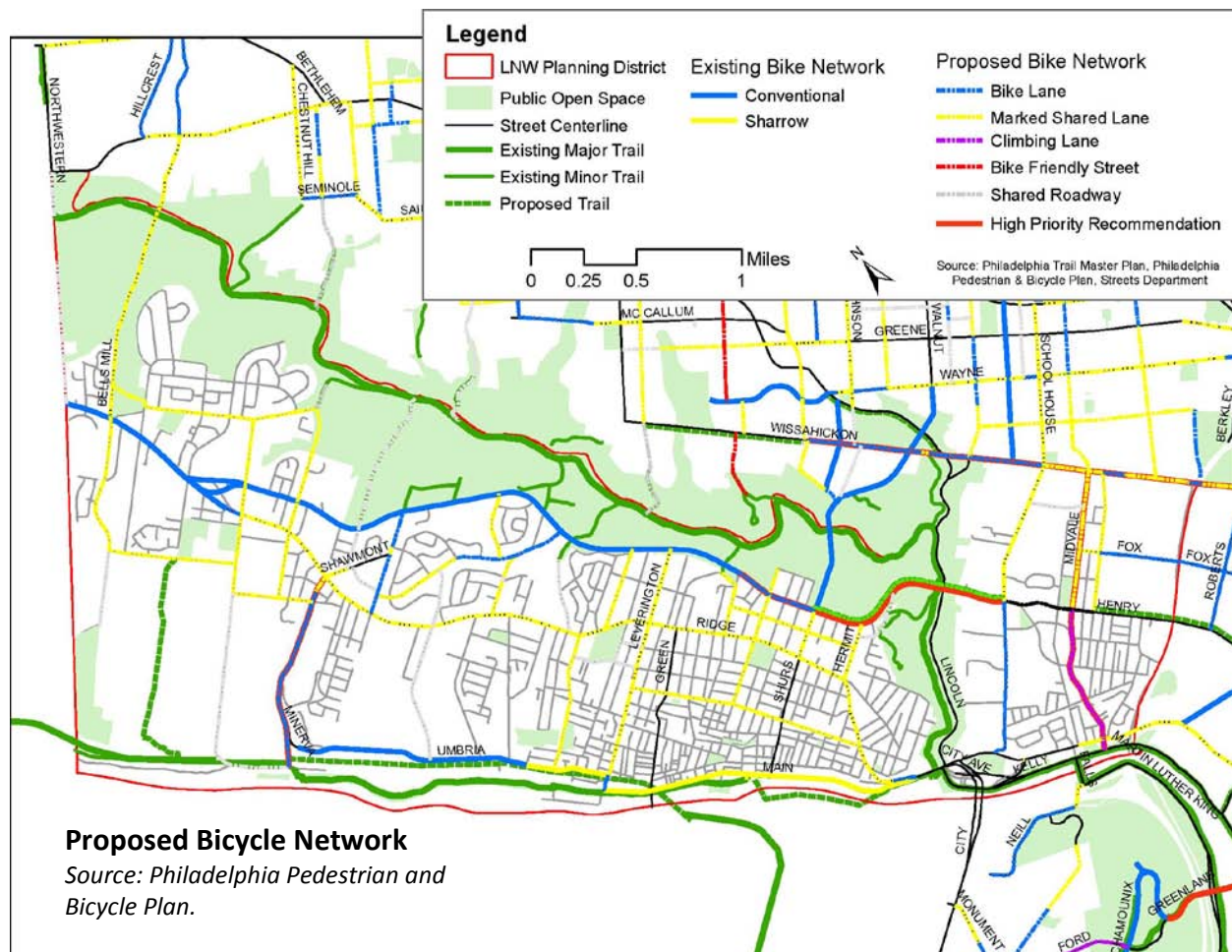
### Trails

The *Philadelphia Trails Master Plan* outlines and prioritizes a number of proposed trail projects in the District. All trails in the plan were vetted by a large steering committee and used multiple factors to determine each trail's priority, such as connectivity, cost, demand, and feasibility.

Existing trails in the district include the Manayunk Canal Trail, Schuylkill River Trail, Wissahickon Trails, Kelly Drive/Falls Bridge Sidepath, and the nearby Cynwyd Heritage Trail. Proposed Trails:

#### *Manayunk Bridge*

A bicycle and pedestrian trail across the Manayunk Bridge and along the Ivy Ridge rail line will begin construction in 2014. The new trail will provide a link between the Cynwyd Heritage Trail in Lower Merion, the Fairmount Park Bikeway/Manayunk Tow Path, and the Schuylkill River Trail (SRT), and Umbria Street. It will serve as the first bicycle/pedestrian river crossing on the Schuylkill River in Philadelphia. The project is fully funded by DVRPC, William Penn, City of Philadelphia, and State and Federal funding.



### *Schuylkill River Trail Gap*

The *Schuylkill River Trail Gap Analysis Study* prepared for the Philadelphia Parks & Recreation Department in 2012 identifies an alignment for a recreational multi-use trail to link the Kelly Drive Trail to the Wissahickon Bike Path and Main Street in Manayunk. The preferred alignment proceeds behind SEPTA's Wissahickon Transportation Center (WTC), 4900 block of Ridge Avenue, and along Main Street. This alignment will provide an off-road alignment for the busy Schuylkill River Trail and is a major step in closing the Schuylkill River Trail gap between Kelly Drive and the Manayunk Tow Path. The portion of the trail behind the WTC will be used for the short and long-term trail solutions for closing this trail gap. \$400,000 is available in the City's capital program for this project's design and construction documents. It is a high priority in the *Philadelphia Trails Master Plan*.

### *Schuylkill Center for Environmental Education (SCEE) to Schuylkill River Trail Connector*

Rated: Medium priority; Approximately 1.1 mile trail.

This connector trail will connect two major resources, the Schuylkill River Trail and the SCEE, a more than 300-acre conserved natural area with an environmental center. It will also create an important neighborhood link to the Schuylkill River Trail. The trail exists informally along dirt paths and roads within the SCEE. There are a number of easement, constituent groups, and topography issues.



### *Ivy Ridge Trail – Segment A*

Rated: Medium priority; 0.7 miles in length.

The Ivy Ridge Trail, segment A, utilizes the former Ivy Ridge rail line's right-of-way. This segment runs from the Manayunk Bridge to Umbria Street at the Ivy Ridge Regional Rail Station where bike lanes on Umbria Street begin. From the Ivy Ridge Station, trail users could use either the Manayunk Canal trail or Umbria Street to connect with the Schuylkill River Trail at Shawmont. The trail runs parallel to the Manayunk Canal section of the Schuylkill River Trail but is vertically isolated from the Canal. The segment of the Ivy Ridge Trail has completed the preliminary design phase, led by the Schuylkill Project, an arm of the Manayunk Development Corporation. Projected costs for the full build-out of the trail, as envisioned by the plan, are \$4.7 million.

In addition to providing an extension of the Manayunk Trail, the Ivy Ridge Trail would provide a level walking and bicycling route to the Ivy Ridge Train Station for many Manayunk residents. The priority of the trail will increase with the completion of the Manayunk Bridge Trail.

### *Ivy Ridge Trail – Segment B*

Rated: Low Priority; 1 mile trail.

The Ivy Ridge Trail, segment B, is an extension of segment A and extends from Ivy Ridge Station to Shawmont Avenue. The project is in the conceptual stage with no completed study. There are several property owners and businesses that have encroached upon the rail right-of-way.

### *Pencoyd Trail*

Rated: Medium Priority; 0.7 mile trail.

The Pencoyd Trail is largely within Lower Merion Township but connects to Manayunk via the Pencoyd Bridge. The trail will ultimately connect to the Wissahickon Gateway to the south and the Cynwyd Trail in Lower Merion to the north, which then connects to the Manayunk Bridge Trail, and closes the gap in the Schuylkill River Trail. The project is part of a private residential development in Lower Merion. The trail will be built as part of the project in an agreement with Lower Merion Township. The Pencoyd Bridge will be used for vehicular access to the development but also include an eight foot wide pedestrian and bicycle facility.

## **Streets and Highways**

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

### Parking

Finding on-street parking can be difficult in many of the Lower Northwest's neighborhoods that were developed before the advent of the automobile. Parking issues now affect new construction and adaptive reuse projects as existing residents desire more parking than developers propose and the zoning code requires. On February 24, 2014, Councilman Curtis Jones held a "Parking Summit" in East Falls to help find solutions to on-street parking issues. Solutions to parking issues are multi-faceted ranging from appropriate and creative design solutions to creating more multi-modal transportation



options to managing supply to public parking to exploring co-parking. Wider streets could also be explored for angled parking.

Residential parking permits are embraced in many parts of the City of Philadelphia, but have been slower to take hold in the neighborhoods of the Lower Northwest District. According to the Philadelphia Parking Authority, who administers the program: “In eligible areas, residents can purchase parking permits that exempt them from meter and time limit restrictions on posted blocks. These permits assist residents in finding parking spaces near their home, enhancing quality of life in residential areas with insufficient on-street parking – such as those that are adjacent to businesses, transit facilities or large institutions.”

Eligibility for Residential Parking Permits includes having Pennsylvania plates, having the vehicle insured to the residence in the permit parking district, and proof of residence. The PPA does not have GIS or mapping capability. Inquiries on location of residential permit parking blocks are available within small geographic areas and responses are provided in written form.

There are two parking districts in the Lower Northwest. District 8 covers East Falls and runs from Wissahickon Avenue on the east; the Wissahickon Creek on the north; Ridge Avenue on the west; and Hunting Park Avenue on the south (40 blocks posted with signs). District 15 covers all of Andorra, Roxborough, and Manayunk, as well as, Chestnut Hill, Mount Airy, and Germantown west of Germantown Avenue. The District 15 boundaries are Schuylkill River on the west; the Wissahickon Creek on the south; Germantown Avenue on the west; and Northwestern Avenue on the north. Only 10 blocks are posted with signs in this area.

#### Crash Data

The DVRPC has provided crash data spanning the years 2008 to 2012 for the Lower Northwest District and created a map. The map, opposite page, shows crashes highlighted by type.

The data lists bike/automobile crashes in both categories, so they are “double counted”. The map shows this “double-count” by circling those crashes with a blue circle. There were 2,173 total crashes in this district, the lowest of any of the 18 planning districts. Further analysis of this data can eliminate “double-counts” and reveal more specific information about potential issues at particular intersections or stretches of roadway. Initial observations:

- *Bicycle Crash Concentrations:* Umbria Street from Domino Lane to Fountain Street; Main Street from Green Lane to Shurs Lane; around the Wissahickon Transportation Center; Ridge Avenue in Central Roxborough; Ridge and Parker Avenues.
- *Pedestrian Crash Concentrations:* Henry and Ridge Avenues near Port Royal; Ridge Avenue from Domino Lane to Gorgas Lane; Ridge Avenue in Central Roxborough; Main Street from Green Lane to Shurs Lane; Roxborough Avenue from Manayunk Avenue to Ridge Avenue; Henry Avenue in East Falls; Ridge and Midvale Avenues.
- *Vehicular Only Concentrations:* Henry and Ridge Avenues from Domino Lane to the County Line; Bell’s Mill Road and Henry Avenue; Henry Avenue from Roxborough Avenue to Hermit Lane; Lincoln Drive; Gustine Interchange; Henry Avenue in East Falls; the Roosevelt Expressway .

### Goods Movement

There is one small industrial area in the Lower Northwest. It is located in Roxborough along the Schuylkill River and generally north of Ivy Ridge Train Station along Umbria Avenue. (the Philadelphia Industrial Development Corporation's (PIDC) *Industrial Market & Land Use Strategy* identified the Roxborough industrial area as transitioning, meaning that the area is not suitable for continued modern industrial use, but may fill needs for niche industrial activity or new land uses. Therefore, goods movement is limited in the study area.

However, truck movements coming from the existing industrial users in that area often create conflicts and backups as trucks attempt to turn from Main Street onto Green Lane Bridge. An alternate truck route to I-76 may need to be explored if industrial use is to continue or be expanded. Most other goods movements are deliveries for commercial uses.

### Roadways Projects

There are several recent and ongoing roadway projects in the Lower Northwest.

- *Anti-skid pavement surfaces on School House Lane and Kelly Drive:* These roadways are especially prone to wet-weather crashes given their geometric constraints. In response, the Streets Department will add anti-skid pavement surfaces. This is a \$500,000 project. It is funded through the Automated Red Light Enforcement (ARLE) Funding Program grant.
- *Lincoln Drive* – This project involves the restoration, reconstruction, and resurfacing of Lincoln Drive between Ridge and Wayne Avenues including the replacement of portions of the central median barrier, guiderail, street lights, traffic signals at some intersections, and concrete collar inlets. The roadway will be resurfaced with bituminous material, some curb lines will undergo minor adjustments and it also includes curb modifications and related improvements.
- *Henry Ave Corridor Safety Improvements* - The Henry Avenue/Ridge Avenue Corridor was initially selected and studied by PennDOT as a Congested Corridor Improvement Program. This heavily traveled corridor extends 6.2 miles from Roberts Avenue to the Montgomery County Line and is impacted by a high congestion related crash rate and is characterized by a high percentage of angle, head on, and pedestrian related crashes especially at intersections. Specific safety improvements to be advanced may include: installation of hand-man pedestrian signals, advanced pedestrian signal timings, and pedestrian bump outs; installation of centerline rumble strips at all painted median locations where appropriate; selective tree removal where appropriate based on crash cluster information; installation of reflective pavement markers; and new mast arms. The approaches at Walnut Lane and Hunting Park Avenue will be considered for minor widening for turn movements, conditional on concurrence from the City of Philadelphia. A red light camera was recently installed at Henry Avenue and Walnut Lane; this is the first red light camera in the Lower Northwest District. It is estimated to go out to bid in 2016. This is a TIP project.
- *Walnut Lane Bridge Over Wissahickon Creek Restoration* - The Walnut Lane Bridge is a 102 year old open spandrel reinforced concrete arch bridge that crosses Wissahickon Creek and Forbidden Drive. The bridge is currently listed on the National Register of Historic Places and the Philadelphia Register. This project involves rehabilitating or replacing the bridge to prevent accelerated

deterioration to this important structure. A final alternative for bridge rehabilitation or replacement is determined upon the federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. It is estimated to go to bid in 2016. Several community meetings have been held regarding the bridge redesign.

### **Airports, Seaports, and Freight Rail**

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

#### Freight

A portion of the Manayunk-Norristown Line shares track with Norfolk Southern north of the study area in Montgomery County. The shared track limits the frequency of commuter trains that SEPTA can run on this line. Capacity on this line could be improved by using double-stacked passenger cars and/or separating freight and passenger rail.

Freight may still operate over Blackie Bridge to service Paperworks Industry on Venice Island. This is called the Venice Island Branch and it is owned and operated by Norfolk Southern.

## **UTILITIES**

*Philadelphia2035 Citywide Vision* Goal: Adapt utility services to changing technology and consumption patterns.

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### **SUMMARY OF EXISTING CONDITIONS**

Strategic acreage in the Lower Northwest district is devoted to long-standing utility and communications facilities that serve the broader city and region. These facilities take advantage of the district's location along the Schuylkill River as well as the availability of high elevation sites from which to efficiently deliver service.

- The Philadelphia Water Department (PWD) daily pumps about 70 million gallons of Schuylkill River water from the Queen Lane Intake to the Queen Lane Water Treatment Plant, where it is then stored in the Queen Lane Reservoir to await distribution.
- The Queen Lane Reservoir primarily serves customers located between Broad Street and the Schuylkill River. Water from the Reservoir can flow largely by gravity to the eastern sections of North Philadelphia, Center City, and South Philadelphia. PWD pumps water from Queen Lane to other parts of North and Northwest Philadelphia, including two PWD storage tanks in Upper Roxborough.
- In the Lower Northwest, PWD has implemented numerous traditional and green infrastructure projects for sewer and stormwater, as well as source water protection projects, due to the district's upstream location from critical PWD fresh water intakes at Queen Land and Belmont.
- The Streets Department/Sanitation Division serves the larger northwest part of the city from the acre Domino Lane Transfer Station and Convenience Center in the Roxborough industrial district.
- Very tall and highly visible broadcast antennas occupy several large sites west of Ridge Avenue in Roxborough. The largest of these sites are also in the Roxborough industrial district.
- PECO has long maintained important, overhead electric transmission lines and substations along the Schuylkill River. The transmission lines largely parallel, and in some sections shares rights of way with, the SEPTA Manayunk/Norristown Regional Rail Line and other non-utility uses.

### **KEY ISSUES**

Utility issues for the Lower Northwest include:

- Existing utilities generally have capacity and rights of way to meet the district's future needs, but water, gas, electric, and telecommunications utilities face constrained budgets in their efforts to maintain existing facilities in a state of good repair.
- The city faces continued, overall needs for source water protection, with challenges remaining in controlling wastewater discharges and stormwater runoff from urban and residential areas.
- Extensions of water, sewer, and gas service to underdeveloped areas in Upper Roxborough may be counterproductive if they enable development that harms the environmental, recreational, and fiscal benefits of connected open space.

- The Street Department/Sanitation Division facilities at Domino Lane and Umbria, as well as surrounding industrial uses, generate significant amounts of truck traffic and noise that may be viewed negatively by new residents moving into the surrounding area.

## **MAJOR OPPORTUNITIES**

The Lower Northwest district presents several opportunities related to utility infrastructure:

- Ongoing coordination of utilities' needs and resources with the needs and resources of the broader community can help achieve cost-effective utility enhancements plus additional community benefits. An example is the soon-to-be completed Venice Island project involving PWD, PPR, and the Manayunk community.
- Continued coordination among utilities, and with SEPTA, in planning and scheduling regular underground utility repairs and replacements, can decrease overall costs and service disruptions.
- Building owners in the district can participate in various utility-sponsored programs, and evolving "smart" technologies, to encourage and maximize investment in energy and water efficiency.
- Continued modernization of the city's Domino Lane waste management facility can help the site continue to play an important role in city efforts to reduce, reuse, and recycle solid waste.
- A unique opportunity exists for protection of additional, connected open space in Upper Roxborough, Andorra, and the Wissahickon Valley. Several significant, contributing sites are city or utility-owned. Protection strategies may highlight the benefits to multi-municipal air and water quality, fiscal management, and nearby recreation, education, or hospitality establishments.

## **UTILITIES (SPECIFIC TOPICS)**

### **Consumption, Capacity, and Condition**

*Goal: Provide environmentally supportive, affordable, and reliable utility service to all customers*

Existing utilities generally appear to have capacity to meet forecasted needs in the Lower Northwest for drinking water, gas, and electricity. However, in the Lower Northwest and elsewhere, utilities face challenges in maintaining both reliability and affordability in systems that are aging.

The Lower Northwest does not have a combined sewer systems (CSS), but it does have numerous stormwater outfalls into the Schuylkill and Wissahickon watersheds. Many of these outfalls have been identified by PWD for mitigation to prevent drinking water contamination, and a number of projects have been completed. (See Environmental Resources memo)

[http://www.phillywatersheds.org/doc/Schuylkill\\_SWPP\\_2006.pdf](http://www.phillywatersheds.org/doc/Schuylkill_SWPP_2006.pdf);

[http://www.phillywatersheds.org/what\\_were\\_doing/traditional\\_infrastructure](http://www.phillywatersheds.org/what_were_doing/traditional_infrastructure);

[http://www.phillywatersheds.org/what\\_were\\_doing/green\\_infrastructure](http://www.phillywatersheds.org/what_were_doing/green_infrastructure)

The Lower Northwest's larger institutions and businesses may have the greatest site-specific potentials to reduce consumption of energy and water through retrofits to buildings and facilities. This may be particularly true of older facilities that delayed efficiency investments during the previous economic

recession. Smaller establishments and households in the district, especially those in older structures that have not been upgraded, may also find savings through investments in energy and water efficiency.

### **Broadband Infrastructure**

*Goal: Reinforce access to and use of broadband telecommunications infrastructure as a vital public utility*

Element 5.2 in the Citywide Vision of *Philadelphia2035* called for the use of broadband assets to help bridge the 'digital divide', maximize the efficiency of city services, and foster innovation and economic development. These recommendations largely pertain to citywide initiatives and have found few specific applications in *Philadelphia2035* district plans so far. Moreover, the neighborhoods in the Lower Northwest appear to already have among the highest rates of household broadband adoption rates in Philadelphia (Knight Foundation. 2010. Reported in Citywide Vision, p 129).

The telecommunications technology that does pertain strongly and specifically to the Lower Northwest is commercial broadcast television and radio. The three sites hosting the very tall 'Roxborough Antennas' have for years been local landmarks and major land uses. The towers are impressive physical structures that have been outfitted over time with new broadcast services and digital technologies. The industrial zoning applied to the broadcast sites reflects the need for fencing and security to protect valuable equipment and sensitive structures, as well as to protect trespassers from injury.

As telecommunications technologies, providers, and consumer preferences evolve, there is a possibility that fewer antennas of the type that dominate the Lower Northwest will be needed. This could have long term land use implications especially for the Roxborough industrial district.

### **RECOMMENDED FOLLOW-UP**

- Work with PWD, PECO, and Streets/Sanitation to confirm the status of existing facilities, identify potential needs for additional space/facilities, and note opportunities to repurpose existing assets.
- Identify utility sites or rights of way where needed upgrades may be combined with community benefits to enhance economic development, transportation, recreation and open space, and/or environmental performance.
- Engage district stakeholders to identify potential opportunities for cost-effective investments in energy and water efficiency of district buildings
- Further document the ownership and level of utilization of broadcast tower sites in the district.

## Open Space & Trails

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

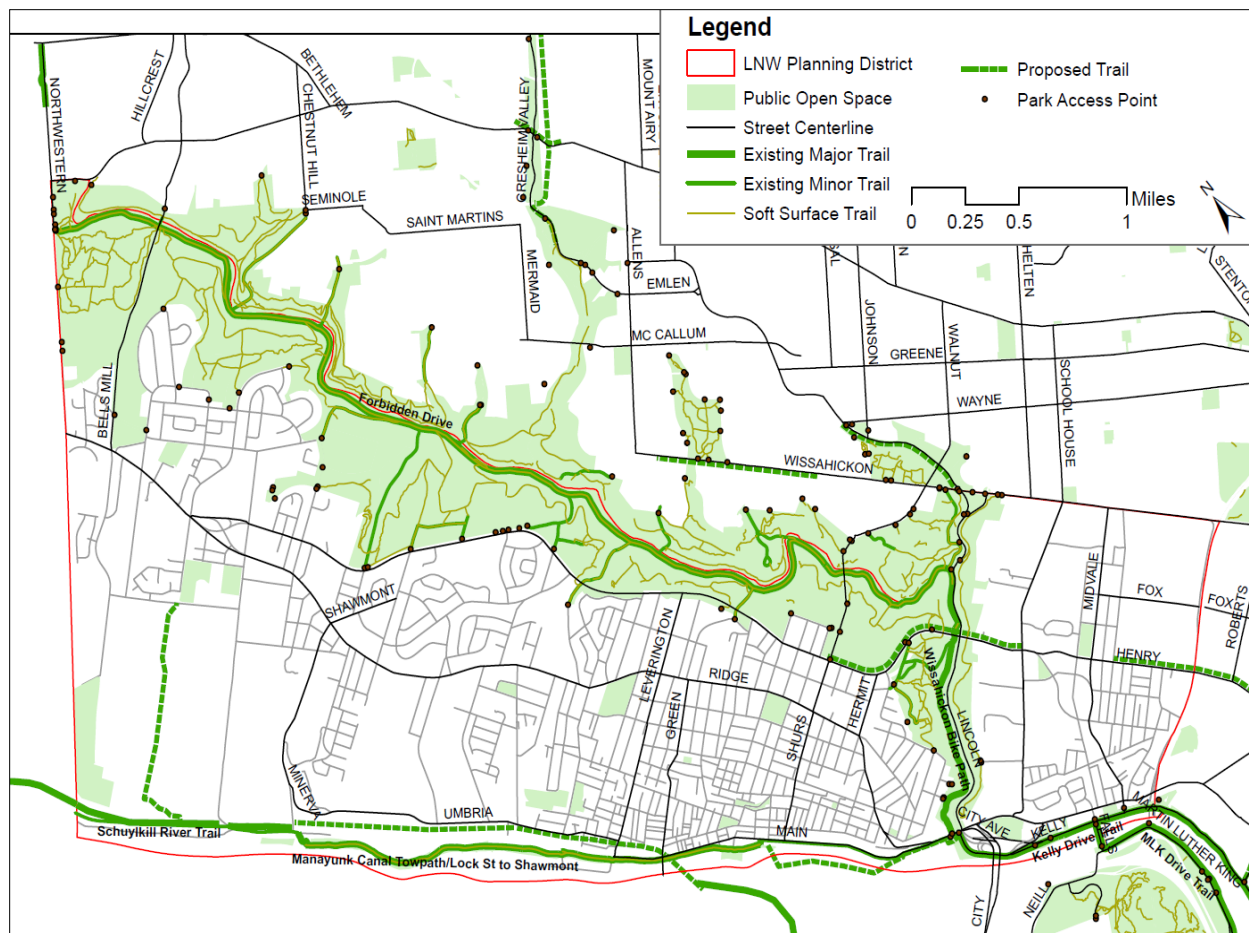
### SUMMARY OF EXISTING CONDITIONS

#### Parks, Recreation, and Open Space

There are significant major public and private, passive and active open spaces in the Lower Northwest District, including the Wissahickon Creek Park, the Manayunk Canal Towpath, the Schuylkill Center for Environmental Education, and Gorgas Park. These major public open spaces and recreation facilities offer green and historic assets for public enjoyment and programming for youth, adults, and seniors in the district.

#### Major Parks

Wissahickon Valley Park is the largest park in the district and one of the largest watershed parks in Philadelphia at approximately 1,400 acres. Though the Lower Northwest District boundary is the



Wissahickon Creek, which bisects the park, this memo will discuss the Wissahickon Valley Park as a whole. The park is mostly a passive recreation space with over 50 miles of trails, including the spine Forbidden Drive Trail, a gravel multi-use trail on the southern bank of the Creek. The park also features seating and picnic areas, public art, concession amenities, and historic resources. There are several fulltime maintenance workers employed by Philadelphia Parks & Recreation, but maintenance needs often strain staff time and resources. The non-profit Friends of the Wissahickon organization assists Philadelphia Parks & Recreation in funding and maintaining the Wissahickon Valley Park and provides both staff and volunteer resources.

Gorgas Park is a major neighborhood park in the district on Ridge Avenue. The park is within the Roxborough neighborhood and features a farmer's market, and passive recreation and community space. Community events, such as movie nights and cultural celebrations, anchor the park and are a key resource for the neighborhood.

The Schuylkill Center for Environmental Education is a non-profit led environmental center at the southwestern corner of the district. The Center consists of 340 acres of open space, over three miles of hiking trails, and an environmental education center and staff. The site also has a pavilion and picnic area, amphitheatre, wildlife rehabilitation clinic, and organic community gardens. There is a soft-surface trail connection between the property and the Schuylkill River Trail, which provides the only off-road link between the neighborhood on the ridge in Shawmont and the river-adjacent Schuylkill River Trail.

### Major Recreation Facilities

- Houston Recreation Facility. Sitting on 8.5 acres, this recreation facility has a ball field, a hockey rink, a sports field, a spray ground, a volleyball court, three basketball courts and three tennis courts.
- Hillside Recreation Facility. Sitting on 3.8 acres, this recreation facility has a basketball court, a pool, a sports field and two ball fields.
- Wissahickon Neighborhood. This recreation facility has a basketball court and playground equipment.
- Gustine Recreation Center. Sitting on 1.0 acres, this recreation facility has a gym, arts and crafts room and multipurpose room. Gustine is situated on the former Gustine Lake complex behind the Youth Tennis & Education.
- Kendrick Recreation Facility. Sitting on 7.5 acres, this recreation facility has a hockey court, a pool, a sports field, a volleyball court, two basketball courts, two tennis courts and three ball fields.

### Trails

Trails in the Lower Northwest serve both transportation and recreation purposes to residents of Philadelphia and the surrounding municipalities alike. The trails described below were inventoried and ranked by priority in the 2013 *Philadelphia Trail Master Plan*.

### *Existing Trails*



Two of Philadelphia's major high-use trail systems are located within the Lower Northwest District, the Schuylkill River Trail and the Wissahickon Bike Trail and Forbidden Drive. These trails are a major part of Philadelphia recreation and transportation trail network.

The Wissahickon Bike Trail and Forbidden Drive are almost eight miles of bike-able surface trails that run the length of the district along the Wissahickon Creek. They connect to the Kelly Drive and Schuylkill River Trail at the southern end and the Wissahickon Green Ribbon Trail in Montgomery County at the northern end. They also connect to numerous off-road soft-surface trails in Wissahickon Valley Park.

The Schuylkill River Trail is a trail system along the Schuylkill River from Pottsville to Philadelphia. There are currently 60 miles of completed trail and the length will extend to 130 miles when complete. The trail in Philadelphia from north to south includes the asphalt Schuylkill River Trail segment from Montgomery County to Shawmont Avenue, the crushed gravel and boardwalk Manayunk Canal Towpath, a segment of designated road along Main Street in Manayunk, and the Kelly Drive Trail.

#### *Proposed Trails*

As described in the 2013 *Philadelphia Trail Master Plan*, there are several proposed trails in the Lower Northwest District, including the Manayunk Bridge Trail, Ivy Ridge Trail, Schuylkill Environmental Center-Schuylkill River Trail Connector, Henry Avenue Sidepath, and Wissahickon Gateway Trail. There is more information on some of these trail connections in the Transportation Memo.

The Manayunk Bridge Trail is a high-priority trail project with secured funding that will be constructed by 2015 to connect the Cynwyd Heritage Trail in Lower Merion Township to Manayunk at Dupont Street. The trail is along a SEPTA-owned former railroad line and will create an important regional trail connection.

The Pencoyd Trail is a medium-priority trail along a former rail right-of-way between Lower Merion Township and Philadelphia at Main Street Manayunk over the Schuylkill River. As part of a private residential development in Lower Merion Township, the Pencoyd Bridge will be developed between Main Street and Lower Merion Township for use by pedestrians and cyclists. The bridge will ultimately link to the Pencoyd Trail and the Cynwyd Trail to make an off-road connection between the Manayunk Bridge Trail and the Pencoyd Bridge. This segment will directly connect to the Wissahickon Gateway trail to close the gap in the off-road section of the Schuylkill River Trail in Philadelphia.

The Wissahickon Gateway is a segment of the Schuylkill River Trail between Kelly Drive and the Pencoyd Bridge that links the on-road Schuylkill River Trail segment with the Kelly Drive Trail and the Wissahickon Bike Path. Philadelphia Parks & Recreation completed a preliminary design study for a solution to the existing sidewalk only situation and funding for final design and construction is allocated in the City Capital Program.

The Ivy Ridge Trail is a medium-priority trail and another SEPTA-owned right-of-way along a former railroad line. A feasibility study was recently completed by the Manayunk Development Corporation in

cooperation with Philadelphia Parks & Recreation and SEPTA. The right-of-way runs from the terminus of the Manayunk Bridge Trail to Ivy Ridge Station at Parker Avenue.

The Henry Avenue Sidepath is a medium-priority roadway-adjacent multi-use path concept along portions of Henry Avenue within Philadelphia Park & Recreation land where there is not adequate space for pedestrian and bicycle facilities at Walnut Lane and along street right-of-way in East Falls adjacent to the Queen Lane Reservoir. A sidepath would meet the needs of both pedestrians and cyclists in these locations.

Finally, the Schuylkill Center for Environmental Education – Schuylkill River Trail Connector is a medium-priority trail connection. This is an important connector between two valuable assets and also could serve as part of an off-road connection to get between the Schuylkill River Trail and the Wissahickon Valley Park and Forbidden Drive Trail. The trail connection currently exists as a soft surface trail with a very steep grade, which is difficult to use for most cyclists and pedestrians.

### **Open Space**

#### **Land Preservation**

Edgar Allan Poe wrote of the Wissahickon Creek, “were it flowing in England, it would be the theme of every bard . . . if its banks weren’t parceled off in lots, at an exorbitant price, as building-sites for the villas of the opulent”. The Fairmount Park Commission took title over much of the Wissahickon Valley to protect the city’s water supply, and today the Wissahickon Valley Park is a regional open space amenity with incalculable value to all of the city’s residents. Lower Northwest’s Schuylkill River watershed, west of Ridge Ave, has had a different history. Projecting north from the city, densely populated Manayunk gives way to detached single family homes, curvilinear streets, major utility right-of-ways, and increasing private open space. Developers are applying pressure as the market has caught up to the private open space. The city’s tree preservation / replacement ordinances, and the recently passed steep slopes ordinance, combine to add barriers to the development of these lands. Rural, urban, or something in between -- the city’s actions may support the work of the National Lands Trust, contracted to develop conservation strategies for these and other large open space clusters in the district.

**Schuylkill Center for Environmental Education.** Located in far upper Roxborough, the Schuylkill Center includes 340 acres of wooded open space and 3 miles of trails on a square parcel along the slopes of the Schuylkill River watershed. The Center includes a staff of educators and naturalists who provide nature-based programming for 1000’s of children, adults, classrooms, and offices each year. The Center’s exhibits and trails are open from dawn to dusk, and remain free. Operational costs are supported by donations and partnerships. In 2010, the Center contracted with the Natural Lands Trust to preserve, in perpetuity, 325 acres through a conservation easement.

**Shawmont Valley.** The Shawmont Valley is a privately owned, 175 acre wooded area between the Schuylkill Center and Manayunk. At its heart, a first order original stream carves an inspiring landscape that remains a secret to most Philadelphians. A few single family properties dot the perimeter, but

otherwise, this area has a distinctly rural character. While the Valley's steep terrain are provided a layer of protection by the city's steep slope ordinance, the rest of its natural resources remain vulnerable to development. To date, a section of the Valley known as the Barker Tract has been subdivided into large parcels, and entrusted with conservation-minded stewards.

The Manayunk Community Development Council enlisted the National Lands Trust in 2012 to evaluate development scenarios for the land and to recommend a conservation strategy. A plan for full preservation, on par with the neighboring Schuylkill Center, is unlikely due to the number of existing property owners. Further, neighbors have expressed disdain for the extension of public utilities into the forest, required under this scenario. NLT's recommendation is to follow the lead of the Barker Tract, subdividing the remaining buildable land into large parcels and dedicating unbuildable land as public open space. Under this low density development scenario, individual septic systems may suffice; and street grids, sidewalks, and broad asphalt streets may be unnecessary.

#### Public Open Space and Undeveloped Land

**Germany Hill.** Germany Hill combines private and publicly owned land to form 20 contiguous acres of boot-shaped open space in northern Manayunk. A meadow just 30 years ago, the land is now wooded, with an informal trail network. Germany Hill is geographically separate from the city's park network. The public Germany Hill Park is a 12-acre public park in Germany Hill's southwest section. The Park provides passive recreation and outdoor education opportunities across the street from the Hillside Recreation Center.

Much of the privately owned Germany Park is unlikely to be developed due to its old trees, large rocks, and the city's new *steep slopes ordinance*. Nonetheless, the proximity to transit and Main Street Manayunk, as well as the recent sale of small units nearby, has elicited at least one development proposal from a current Germany Hill land owner seeking to subdivide his property into as many as 70 dwelling units. The land owner's subdivision plan for 70 dwelling units would require access and utilities improvements, further impacting the natural setting.

The National Lands Trust developed a Neighborhood Plan of Germany Hill for the Manayunk Development Corporation to develop a long term conservation strategy. Their recommendations addressed compromise between development and conservation, such as dedicating the undevelopable land to public open space, and providing an open space trail along the park's sensitive geologic features. They also made suggestions for returning the land to meadow, improving physical connectivity with the Hillside Recreation Center, and planting street trees to calm traffic on perimeter streets.

#### Walkable Access to Public Open Space

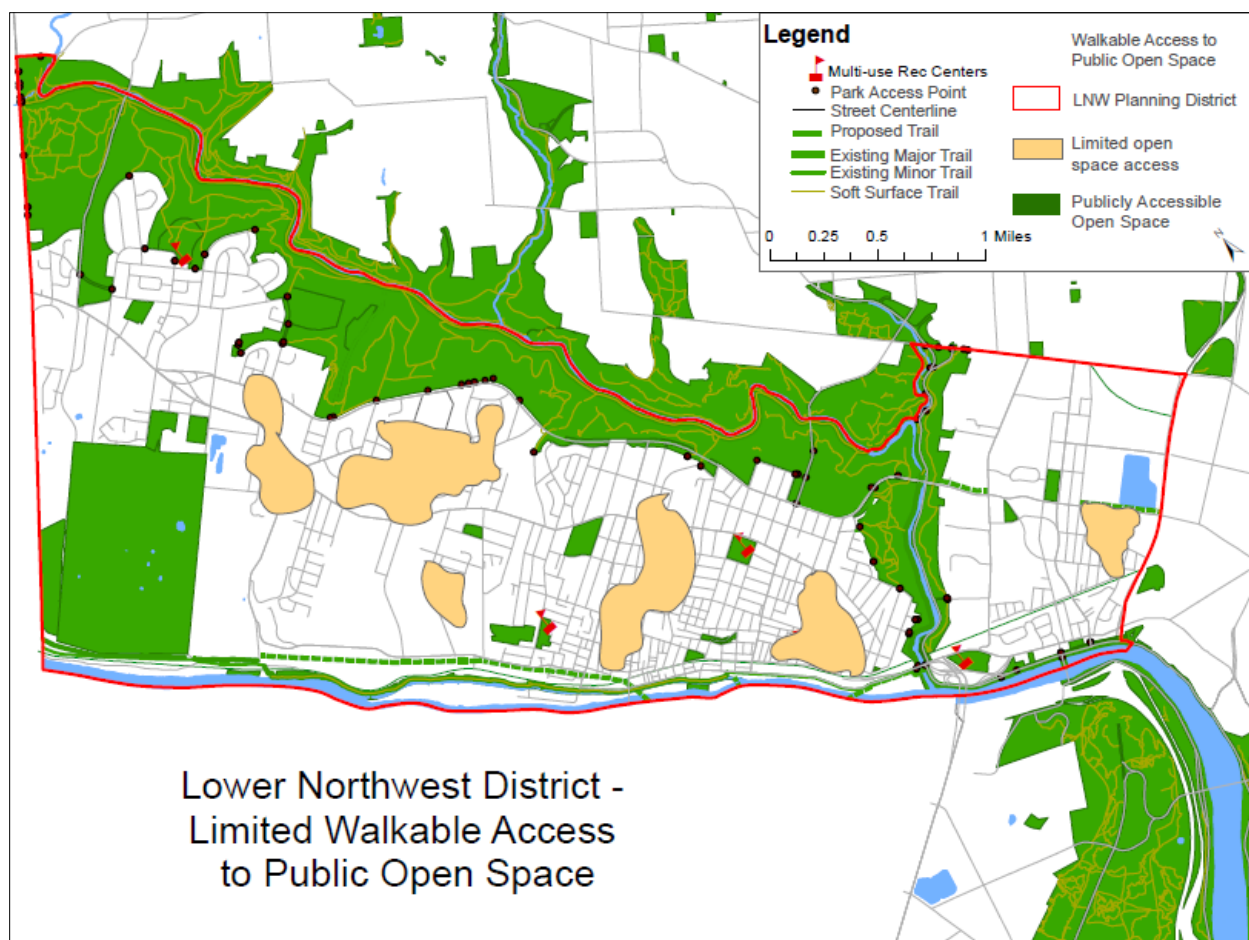
Proximity to open space and rec centers helps residents achieve their required daily exercise. Open space and rec centers also promote socialization and community building. The "10-minute walk" used in this analysis represents the soft line between daily and less frequent park use. Barriers to park /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

we identified areas in the district where access to parks and recreation centers could improve (see accompanying map).

The suburban-style street networks of upper Roxborough could benefit from easements, or public short cuts, through private property to improve access to the Wissahickon Park. A more in depth walking analysis of access to rec and open space that includes formal and informal easements would show where the existing easements have worked, and how private property rights can best be protected for future projects.

The City could also work with other land owners, such as the school district and PECO, to remove barriers (i.e., safety, security, maintenance) to the public use of their open space land.

An examination of existing parks and open space use could help ensure they are meeting their potential in serving the community. Germany Hill, for example, is located across the street from the Hillside Recreation Center. It provides an opportunity to combine active recreational programming with instruction-based and passive recreation and learning in a natural environment. The existing pedestrian connection could be improved with signs and trailheads.



## **KEY ISSUES**

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

- Maintenance and operations issues in park and recreation sites; Overuse of parks & recreation facilities (covered in “Neighborhood – facilities section”)
- Areas identified as needing capital investment and programming attention
- Pockets of Manayunk, (i.e., Ridge Avenue hill, lower Green Lane, and upper Lycum Ave) have limited walkable access to parks and rec centers. This issue is exacerbated because Manayunk’s high density and transit access makes car ownership difficult.
- Does the low density suburban style street network of upper Roxborough let the neighborhood off the hook for walkable access to parks?
- Unmarked or missing connections between adjacent rec centers and parks
- There are areas of open space that are underutilized and non-public, including school grounds and ROWs.
- Filling major gaps in the trail network
- Increasing linear trail opportunities in the district

## **MAJOR OPPORTUNITIES**

There are significant open space and trail opportunities in the LNW District. The top few are:

- Targeting sidewalk improvements
- Key trail and sidepath improvements
- Recreation Center and Park Focus Areas to selectively improve major deficiencies in existing park and open space assets (
- Filling the gaps in Walkable to Public Open Space Map by promoting the proposed parks and trails detailed in this memo. While East Falls’ residents have outstanding Schuylkill River access, is cut off from most of the Wissahickon Valley by 1.5 miles of Lincoln Drive. Promote walking and biking along Ridge Ave to connect Midvale Street in East Falls with the Wissahickon Creek.
- Increased walkability and access between schools, commercial areas, and open space and recreation facilities by way of targeted signage and sidewalk improvements. Expanding the pedestrian and bicycle wayfinding signage and closing sidewalk gaps would help towards this goal.

## **RECOMMENDED FOLLOW UP**

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

- Strategize how to fill sidewalk gaps.
- Prioritize and move forward park or trail improvement projects.
- Focus capital improvement dollars on the most-needed park and recreation assets, as identified by Park & Recreation staff.
- Filling gaps in Walkable Access to Public Open Space, particularly in the following areas:
  - Ridge Ave, between East Falls and the Wissahickon Creek.
- Continue to encourage public use of open space by wayfinding signage.

## **ENVIRONMENTAL RESOURCES**

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

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### **SUMMARY OF EXISTING CONDITIONS**

The Lower Northwest district shares with other districts many of the same, general obligations for making improvements to the city and region's air and water quality, yet the Lower Northwest also has unique environmental resources that require continued and focused stewardship.

The district's increasingly automobile-oriented pattern of development and transportation contributes to the city's overall challenges in meeting federal environmental standards. Lower Northwest residents, employers, and visitors are heavily dependent upon automobile transportation. Physical characteristics that support this dependence include relatively low density, single-use development in many parts of the district, several wide and high-volume arterial streets, a discontinuous street grid, and ample free parking for most commercial and institutional destinations. These characteristics are part of what many residents and employers value about the Lower Northwest. Over the long term, however, the cumulative effects of increased vehicle usage and decreased pervious surface and tree cover reduces Philadelphia's ability to improve overall environmental compliance and health outcomes.

### **KEY ISSUES**

The following are important environmental issues facing the Lower Northwest District (LNW):

- Air quality of the LNW is comparable to much of the rest of Philadelphia, where nearly 60% of all harmful air pollutants are traceable to motor vehicle emissions. These pollutants prevent Philadelphia from attaining EPA standards for ozone and fine particulates. Changes in land use patterns, employment locations, and transportation options can help improve air quality, but many of these changes need to be implemented on a broad, systematic scale to have a significant impact.
- The LNW contains areas with extraordinary tree cover and stormwater management capacity as well as areas lacking trees and pervious surfaces. The Wissahickon and Shawmont Valleys are regionally significant, wooded areas that enhance air quality, filter stormwater, and provide recreational benefits. Older parts of Manayunk, East Falls, and Roxborough, as well as numerous post-WWII commercial and institutional developments, lack provision for trees and management of stormwater runoff. A look at the existing tree cover canopy maps in the Tree Cover section below reveals that parts of the district have minimal tree cover.

### **MAJOR OPPORTUNITIES**

Large-scale opportunities to improve environmental outcomes in the LNW include:

- Larger parcels near Main Street, and Wissahickon, Henry, and Ridge Avenues can be modified to incorporate stormwater management, expand tree cover, and create a greater intensity of uses around walkable, bikeable, transit-served nodes.
- Walkable neighborhoods lacking sufficient access to convenience goods and services may be identified for targeted zoning and development initiatives to support viable commercial nodes.
- Continued cooperation between Philadelphia Water Department (PWD), Philadelphia Parks and Recreation (PPR), and others can enhance stormwater resources and tree cover in the district's connected open spaces while also boosting the recreational and real estate value of open spaces to surrounding communities.
- Improved bus and regional rail services, connected to complete sidewalk and trail networks, may increase the viability of non-car work and shopping trips within, to, and thru the Lower Northwest, thereby reducing auto use and emissions.

## **ENVIRONMENTAL RESOURCES**

### **Air Quality**

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

According to the Philadelphia Department of Public Health's Air Management Services Division, Philadelphia's overall air quality appears to be improving. Its 2010 report ([http://www.phila.gov/health/pdfs/airmanagement/AQR\\_2010\\_Final.pdf](http://www.phila.gov/health/pdfs/airmanagement/AQR_2010_Final.pdf)) notes that the city and county are "in attainment" (i.e., comply to prescribed limits) for air toxics, with the exceptions of ozone and particulate matter. These two harmful air pollutants are closely tied to motor vehicle emissions. Land use changes and transportation investments within the Lower Northwest can help advance city policy to increase transportation choice, reduce vehicle miles traveled (VMT), and achieve a variety of environmental, public health, and economic benefits.

Similarly, individual building retrofits and new developments can incorporate energy efficiency and alternative energy features that reduce energy consumption, shift to less-polluting energy sources, help reduce overall air emissions, and reduce ambient air temperatures during heat waves. Certain developments are now required by city ordinance to use cool roofing materials and plant trees.

The Lower Northwest district contains several predominantly auto-oriented residential neighborhoods and business districts. The most recent 5-year American Community Survey (ACS) data reports that nearly 86 percent of households within the district have access to at least one vehicle. Closely related, 74 percent of employed district residents commute to work by car or carpool. Current land use patterns, topography, and the locations of workers' jobs do not make walking or cycling a viable commute option for most residents. Four percent of LNW resident workers were reported as walking to work: Less than 3 percent of workers traveled by 'Other means.' According to the ACS, transit accounts for 17 percent of all work trips by residents, boosted in large part by the high proportion (30 percent) of employed residents who work in the Metropolitan Center (see "Economic Development" memo for details).

### **Water Quality**

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

The Lower Northwest directly drains into the Wissahickon Creek and the Schuylkill River, two streams that are vital to the city's drinking water. The Wissahickon Creek runs through the Wissahickon Valley Park, one of Philadelphia's major watershed parks and a signature historical investment in public infrastructure for the protection of water quality. The Wissahickon Park provides a deep riparian buffer for the Wissahickon Creek. On the west side of Ridge Avenue, the Shawmont Valley and surrounding pieces of low intensity development contain significant wooded acreage that provide similar environmental services for the Schuylkill River. In contrast, district neighborhoods with steep terrain and low permeability, such as Manayunk, present a documented stormwater management challenge. The joint PWD/PPR Venice Island project, including a 4 million gallon storage tank, is a major step toward addressing this issue.

Zoning restrictions on development along stream banks and steep slopes, plus PWD stormwater management requirements, are in place to ensure that development projects in the Lower Northwest will not negatively impact city water sources. Additionally, PWD and partners have planned and implemented a series of green and traditional infrastructure projects to protect water quality in the Wissahickon and Schuylkill. (See Open Space memo for additional information on initiatives by the Natural Lands Trust and Manayunk Development Corporation.)

#### **Tree Cover**

*Goal: Increase tree coverage equitably throughout the city*

Additional tree cover benefits the environment by improving stormwater management, cleaning the air, and reducing summer temperatures. A 2011 report to the Philadelphia Department Parks and Recreation ([http://www.fs.fed.us/nrs/utc/reports/UTC\\_Report\\_Philadelphia.pdf](http://www.fs.fed.us/nrs/utc/reports/UTC_Report_Philadelphia.pdf)) ranks the Lower Northwest in the highest quintile for existing tree cover (24-47%) with three other planning districts (Upper Northwest, Central Northeast, and West Park). The Wissahickon and Shawmont Valleys raise the district's overall tree cover percentage, and provides many benefits detailed above, but the fact remains that tree cover is inconsistent across the district.

The most abundant tree planting opportunities are typically along publicly held properties and rights of way, within existing and planned park areas, and within private properties in situations where the uses and layouts are compatible with the planting of additional trees.

#### **RECOMMENDED FOLLOW-UP**

The LNW District Plan can help to communicate the environmental and related benefits of continued, coordinated improvements in environmental outcomes. These benefits may help attract and sustain additional commitments from public, private, and community partners.

- Identify land use and zoning strategies for reducing automobile reliance, including strengthening neighborhood-serving commercial services near housing concentrations, and intensifying the mix of uses at commercial and transit nodes.



- Explore investments in improved transit service and/or parking facilities around transit stations to make transit use and transit-oriented development more attractive.
- Identify areas with, and potential remedies for, significant traffic congestion and vehicle idling.
- Document current conditions of ownership, use, and development rights for existing open space and un/underdeveloped parcels in the Shawmont Valley area.
- Work with PWD to identify the next, high priority stormwater management projects in the Lower Northwest and identify potential co-benefits and partners.
- Encourage large commercial and institutional property owners who face increased PWD stormwater fees to consider parcel reinvestment strategies that improve stormwater management and lower stormwater fees.

## PUBLIC REALM

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

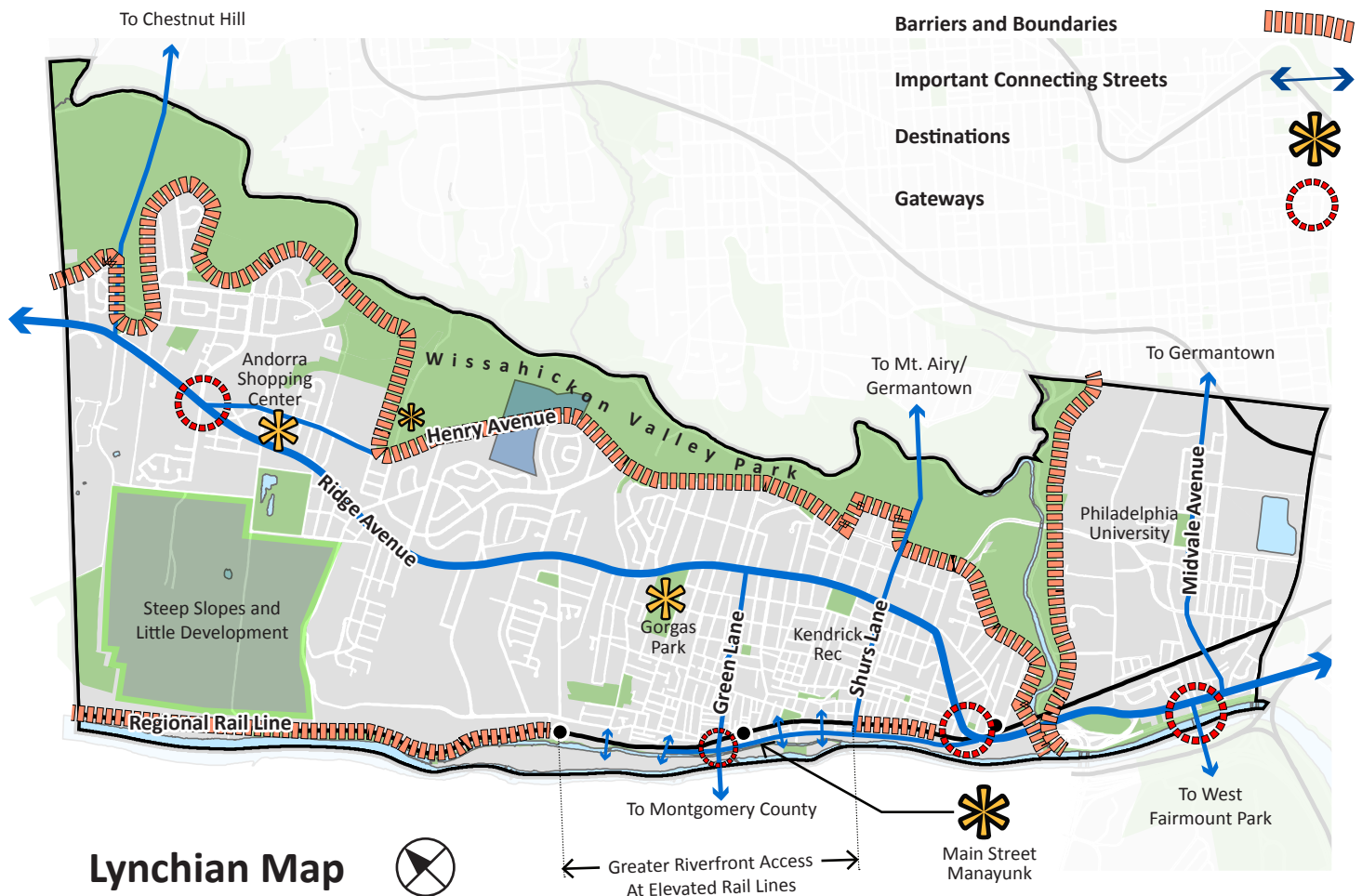
### Lower Northwest

## SUMMARY OF EXISTING CONDITIONS

While the types of housing, commercial corridors, and public spaces vary greatly across the Lower Northwest District, it must be noted that vacancy remains very low and in the majority of cases the public realm is well-maintained and actively used. This suggests that a variety of public realm strategies are working well despite some of the unique challenges of the district, including steep topography, railroad infrastructure, and the large drainages for the waterways.

Much of the district is characterized by the steep and densely inhabited hillsides of Manayunk and Roxborough, which span between Main Street Manayunk and Ridge Avenue. These tightly configured rowhome blocks represent the most walkable portion of the district and were built out in a manner that still relies heavily on mass transit and short walks to neighborhood amenities. Other areas of the district such as the Andorra shopping center include lower scale development that is characterized by chain stores, strip malls with large parking lots, and broadly spaced single family homes with driveways. A few destinations create iconic landforms and building landmarks, such as Gorgas Park and Philadelphia University.

Due to the barriers of steep topography, waterways, drainages, and railroad infrastructure, there are only a few contiguous roadways that link different neighborhoods in the district as well as link the district to other parts of the City. These barriers and associated infrastructure such as regional rail lines and Henry Avenue also limit access to the Schuylkill River and the Wissahickon Valley Park. This lack of continuity, however, does tend to emphasize a small number of crossings and roadway forks as key gateways into and out of the district.



# Philadelphia2035: Lower Northwest District Plan

## KEY CONDITIONS



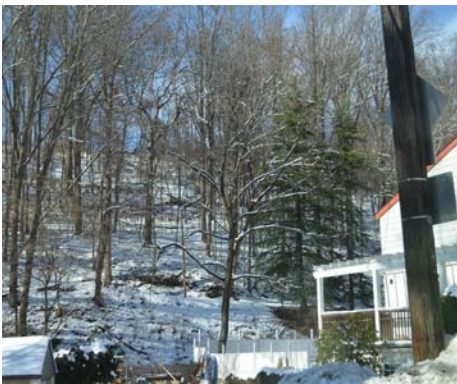
**Steeply sloped street in Roxborough**



**Steeply sloped street in Manayunk**



**Cross river vista of Montgomery County**



**Undeveloped steep slopes**

- Typically vegetated

Philadelphia City Planning Commission

### Steep and Varied Topography

The steep and varied topography is often the primary determinant of the spaces and uses within the public realm. Sometimes this is exhibited by grade changes that are embraced by carving out additional access through staircases and terraces. At other times, steep slopes result in a hard edge of dense vegetation and retaining walls that limit development and terminate streets. These hard edges, while limiting vehicular movement, often provide opportunities for vistas to Montgomery County or across the Wissahickon Valley. In many cases the topography has also resulted in smaller areas of workable flat or consistently sloped ground to develop local streets or other neighborhood amenities. This leads to public realms that are compressed into narrow and highly activated spaces, such as the steeply sloped streets of Roxborough or the densely packed edges of Main Street Manayunk. Slopes have also been exploited to create additional privacy for residents through screening and gating of smaller communities.

Ridge Avenue, sitting atop the plateau between the drainages of the Wissahickon Creek and the Schuylkill River, is the one continuous pathway that links all neighborhoods of the district as well as provides one of the clearer links to other districts of the City.



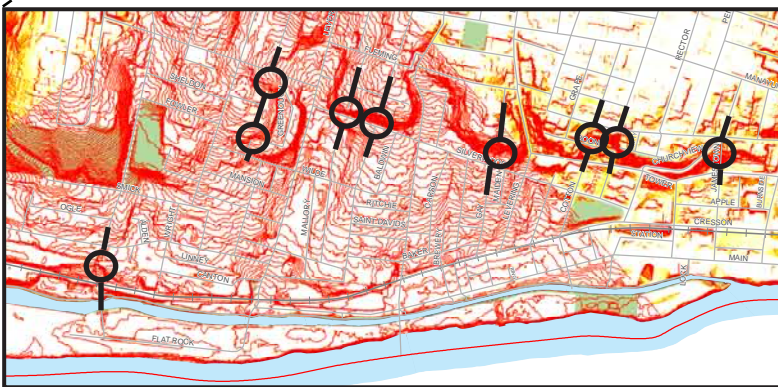
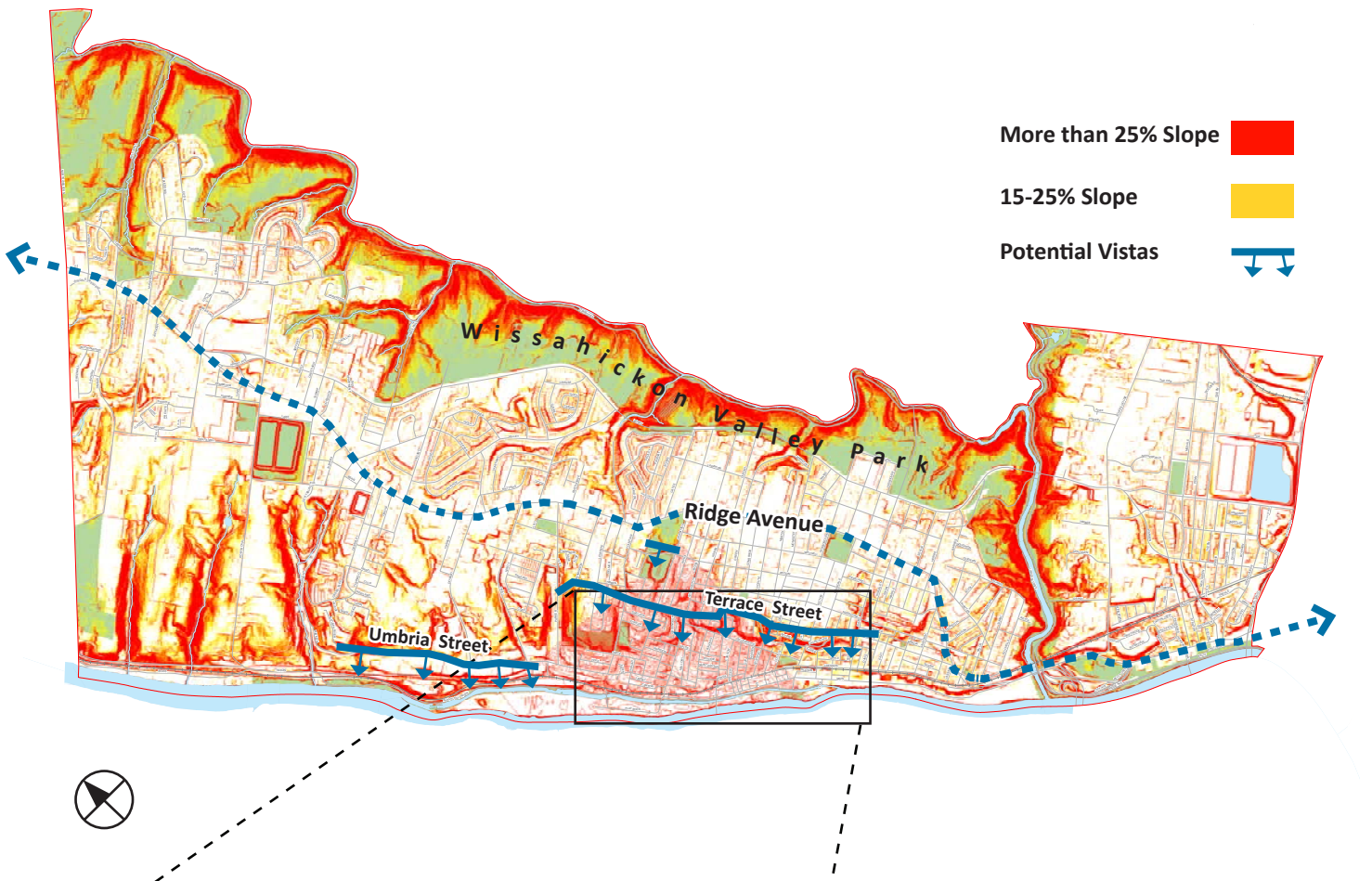
**Francis Speight's 1941 Painting, "Winter Scene"**

**Location: Manayunk Neighborhood**

*Speight's composition reinforces the long vistas possible on the narrow and confined streets of Manayunk and Roxborough.*



## Topographical Analysis



**Enlargement at Manayunk**  
**Streets interrupted by steep slopes**



**Many street interruptions are resolved by public staircases**

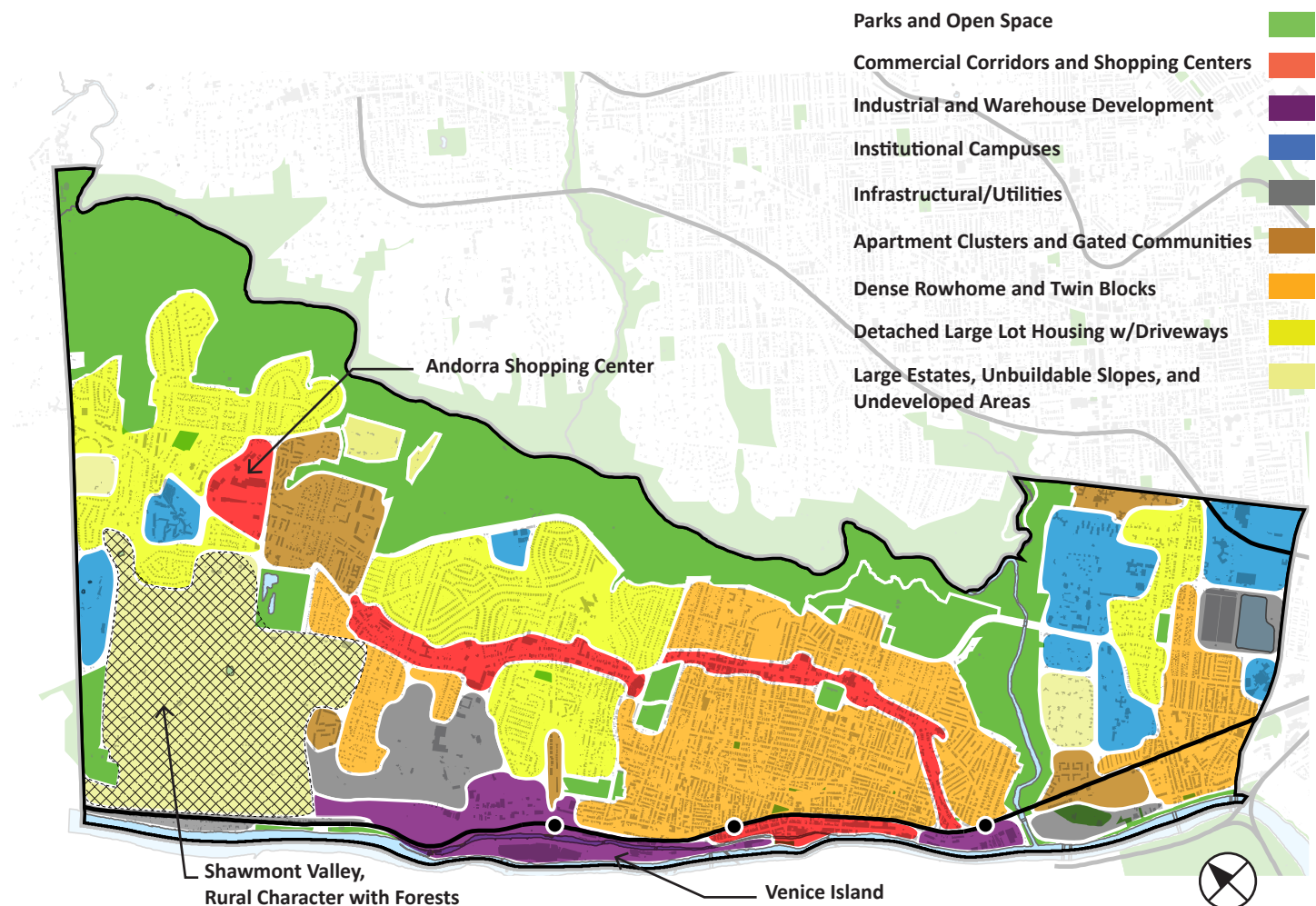
## Philadelphia2035: Lower Northwest District Plan

### DEVELOPMENT PATTERNS

Much of the district is characterized by the steep and densely inhabited hillsides of Manayunk and Roxborough, which span between Main Street Manayunk, Ridge Avenue, and Henry Avenue. Despite the steep grades, these areas represent the most walkable portion of the district, being configured into smaller blocks with a high number of residents and close proximity to commercial corridors and institutions. Other areas of the district are more spread out and more dependent on automobile access, particularly blocks close to the Andorra Shopping Center. Other recent developments include gated communities and clusters of apartment buildings that also rely upon large parking areas and automobile access.

Commercial corridors vary greatly in use and appearance, from the traditional 19th century density of Main Street Manayunk to the strip malls of Ridge Avenue and the several acre parking lot of the Andorra Shopping Center.

The Schuylkill river, due to its earlier development history, has a high prevalence of industry, warehousing, and infrastructure that often restrict access to the waterway. Many of these uses are active and ongoing such as at the industrial lands around Umbria Street and the adjacent radio towers. Others, such as Venice Island adjacent to Manayunk, are showing signs of residential development pressures and are on the cusp of significant changes that could result in increased access to the waterways as well as a transformation of the public realm.



### Development Patterns



# Philadelphia2035: Lower Northwest District Plan

## DEVELOPMENT PATTERNS - HOUSING TYPOLOGY



### Main Street Manayunk

- Organic development patterns following Manayunk Canal and Schuylkill River
- "Specialty Center" Commercial Corridor
- Historic Industrial mill town character still present

### Predominant Zoning Districts



Commercial Mixed Residential (CMX2, CMX2.5)



### Historic Roxborough

- Pre-war development patterns
- Medium sized blocks containing mostly detached and semi-detached homes
- Mix of single family and multifamily housing

### Predominant Zoning Districts



Residential (RSA3, RSA5)



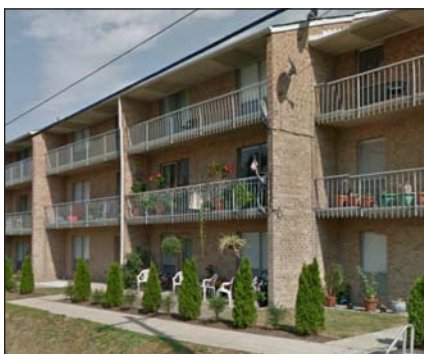
### Suburban Subdivisions

- Suburban neighborhood character
- Limited walkable access to surrounding features
- Mix of single family + multifamily housing
- Street pattern curvilinear (follows topography), loops and cul-de-sacs present

### Predominant Zoning Districts



Residential (RSA3)



### Apartment Complexes

- Garden style apartments
- Multifamily housing options
- Common green spaces
- Close to transit corridors
- Walkable to various commercial centers along Ridge and Henry Avenues

### Predominant Zoning Districts



Residential Multi-Family (RM-2)



### East Fall Oasis

- Single family, mid-century modern development
- Spacious lot sizes, with varying slope conditions
- Organic street pattern following topography typically ending in cul-de-sacs

### Predominate Zone



(RSD3)



## Philadelphia2035: Lower Northwest District Plan

### DEVELOPMENT PATTERNS - COMMERCIAL TYPOLOGIES

Commercial corridors vary greatly in use and appearance, from the traditional 19th century density of Main Street Manayunk to the strip malls of Ridge Avenue and the several acre parking lot of the Andorra Shopping Center. It is worth noting that vacancy rates are relatively low on all of these corridors and that they also have very different mixes of stores.

Main Street Manayunk tends to have a large number of restaurants, cafes, and bars, suggesting an area that is more of a specialty center than a place to buy a wider range of goods and services. Sidewalk vitality seems key to its function and most off-street parking is behind the stores, invisible from the street. Few curb cuts interrupt the moderately broad sidewalks, which are framed by nearly continuous street walls of a common vernacular architectural. This makes for a contiguous and vital public realm that easily allows strolling, cafe tables, informal gatherings at intersections, etc.

In contrast, Ridge Avenue has a number of full service grocery stores, dry cleaners, hardware stores, banks, tire repair, services, and more. Along several stretches of Ridge Avenue, large, medium, and small off-street parking areas are highly visible, suggesting a reliance on automobile traffic to attract customers, possibly due to the large sizes and amounts of goods that are obtainable on this corridor. This has a profound effect on the public realm, with fewer blocks that have continuous street walls and many areas of sidewalk interrupted by curb cuts. Additionally, there is a large institutional presence on the Avenue, with several religious and civic structures surrounded by public green spaces and forecourts. These welcoming buildings, open spaces, and community destinations add to the life of the Avenue and introduce changes in architectural scale and levels of activity that add to Ridge Avenue's eclectic public realm.



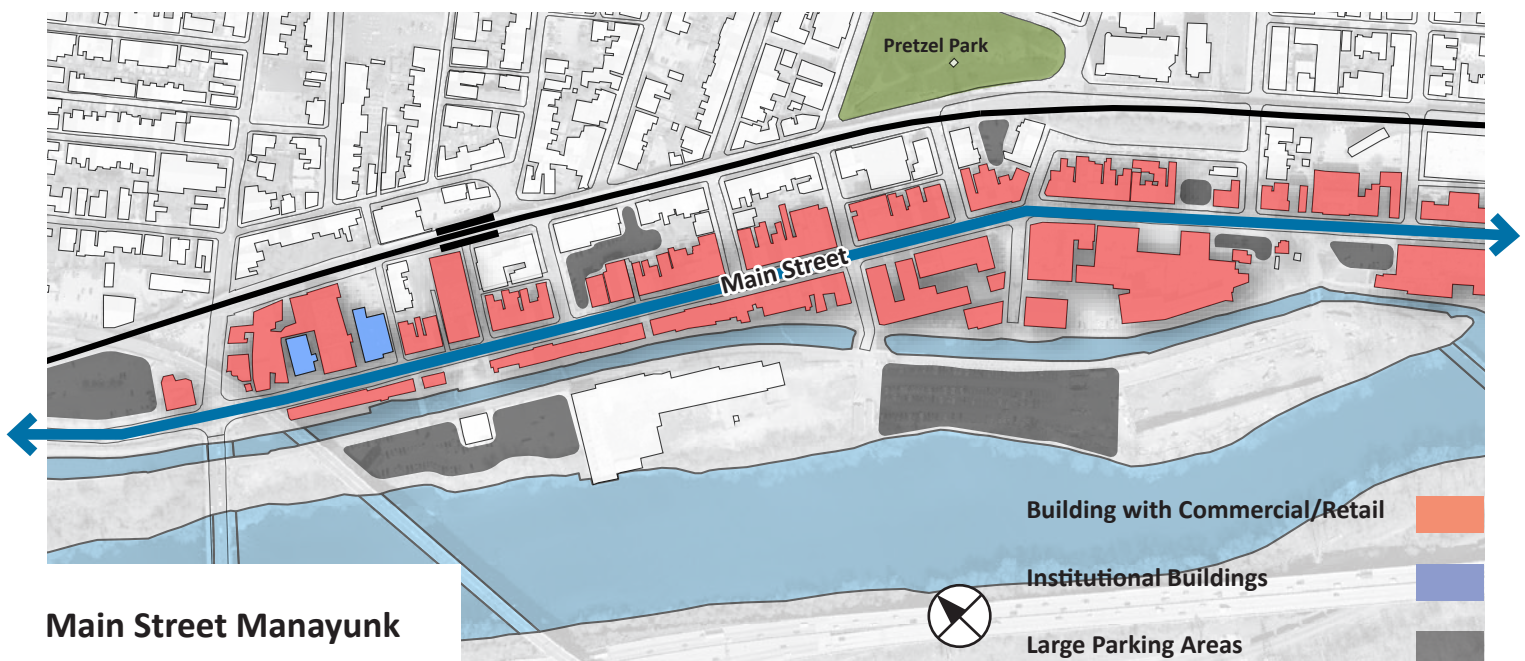
**Main Street Manayunk Shops**



**Main Street Manayunk Sidewalks**



**Main Street Manayunk Crossings**





The district's most automobile dependent shopping can be found at Andorra Shopping Center, where stores surround a large parking court, almost 6 acres in size. The center is a self-contained development with limited connections to surrounding neighborhoods and roadways and none of the stores face either Henry or Cathedral Avenues. There has been an attempt to create greater pedestrian access through continuous sidewalks along store frontages, but patrons still have to cross the expansive parking lot to travel between smaller shops and anchor stores.



Andorra Shopping Center



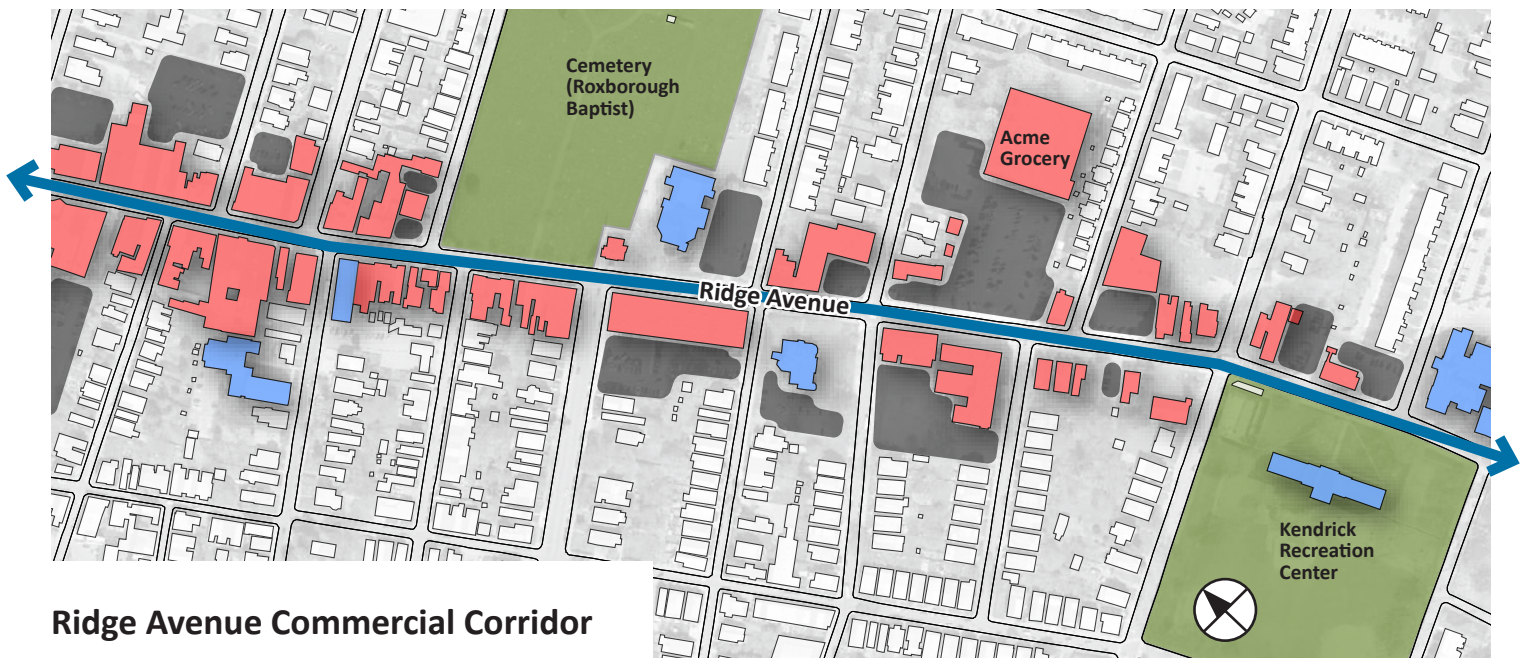
Ridge Avenue Large Grocery



Ridge Avenue Convenience Store



Ridge Avenue Religious/Institutional



Ridge Avenue Commercial Corridor



## Philadelphia2035: Lower Northwest District Plan

### URBAN DESIGN - PUBLIC SPACES, GATEWAYS, AND PUBLIC ART

The Lower Northwest District does not exhibit a large amount of public artworks, or developed gateways, but it does have many actively used public spaces that are well integrated into the surrounding neighborhoods.

Much of the District's public spaces are in the form of public parks and recreation centers. Gorgas Park and Kendrick Recreation center are mostly surrounded by dense rowhome and twinhome housing developments that have very low vacancy rates. These create relatively uniform and well-cared edges of 2 and 3 story wood frame and brick structures for these popular destinations. The Wissahickon Valley Park, which includes the Wissahickon Gorge, abuts many of the larger single family home developments and is characterized by a very dense, forested vegetation that creates the appearance of a rural landscape in the midst of the city. Nonetheless, it also has many pathways which connect the neighborhood streets to Forbidden Drive, which runs along the Wissahickon Creek.

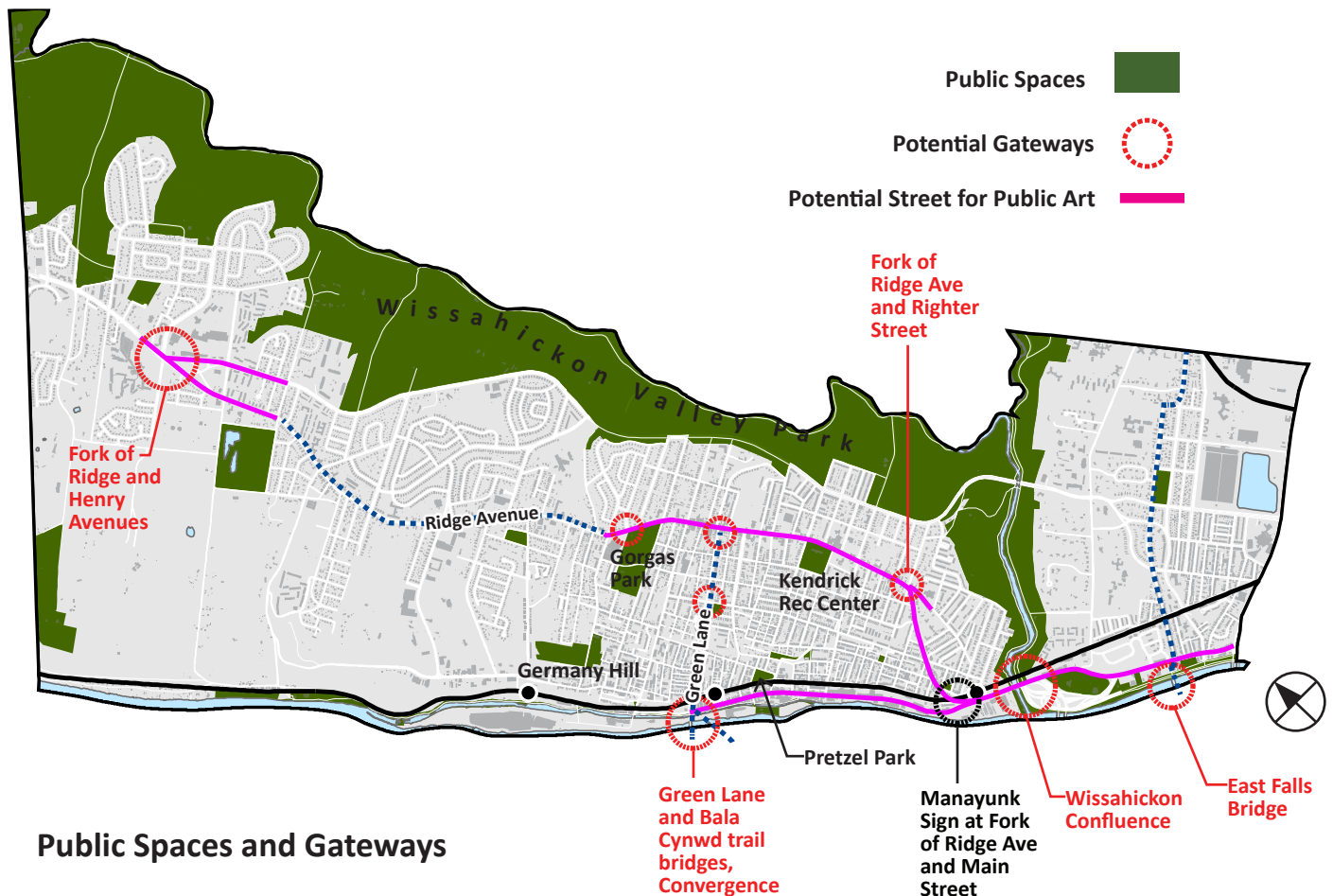
Within the district there are few gateways improved with signage and infrastructural investment, probably the best known is the "Welcome to Main Street Manayunk" signage at the fork of Ridge Avenue and Main Street. Additionally the Manayunk towpath has sometimes been used as a public for public art and a potential location for gateways.



Manayunk Sign at Fork of Ridge and Main



Manayunk Stoops on the Manayunk Towpath



## Public Spaces and Gateways

There are numerous opportunities to improve gateways which naturally occur due the steep topography, limited river crossings, and the forking of major roadways. Amongst others, these include forks and turnings of Ridge Avenue as well as key bridge crossings at Green Lane and East Falls

Public art installations have very little presence within the district. There are a few signatory pieces such as the pretzel of Pretzel Park, the Manayunk Stoops along the towpath, and statuary associated with religious institutions, but there is a lack of public art installations along prominent streets and public gathering spaces. Nonetheless, temporary art installations along Main Street Manayunk show the promise of introducing public art along a number of different thoroughfares highlighted in the map below on the previous page.

## Public Spaces



Gorgas Park



Pretzel Park, Manayunk

## Potential Gateways



East Falls Bridge



Henry and Ridge Avenues



Manayunk Bridge

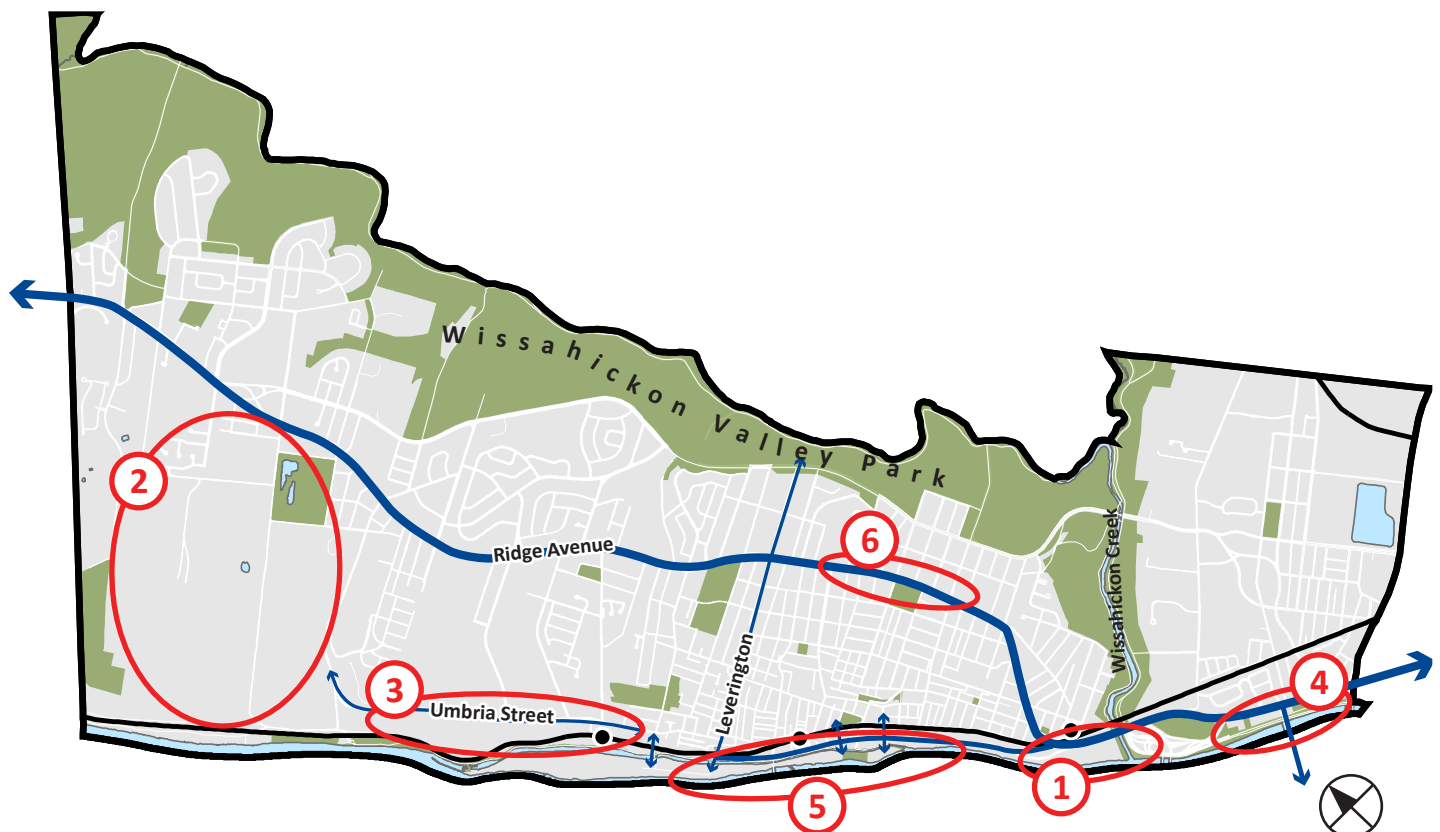


**Proposed Wissahickon Gateway**  
2012 study by Philadelphia Parks and Recreation

## Philadelphia2035: Lower Northwest District Plan

### PUBLIC REALM CONCLUSIONS AND MAJOR OPPORTUNITIES (POTENTIAL FOCUS AREAS)

We have identified 6 preliminary areas where there is a confluence of underutilized parcels, obsolete uses, and/or opportunities to improve infrastructure, including pedestrian connections. There may be gaps between neighborhoods, awkward breaks in the continuity of pedestrian circulation, uses and zoning that are obsolete, and developable sites that are somewhat constrained by topography, floodplains/floodways, and infrastructure. When developable sites and places needing public improvements coincide, these represent some of the better opportunities not only for future development but also to enhance, reconnect, and guide the public realm.

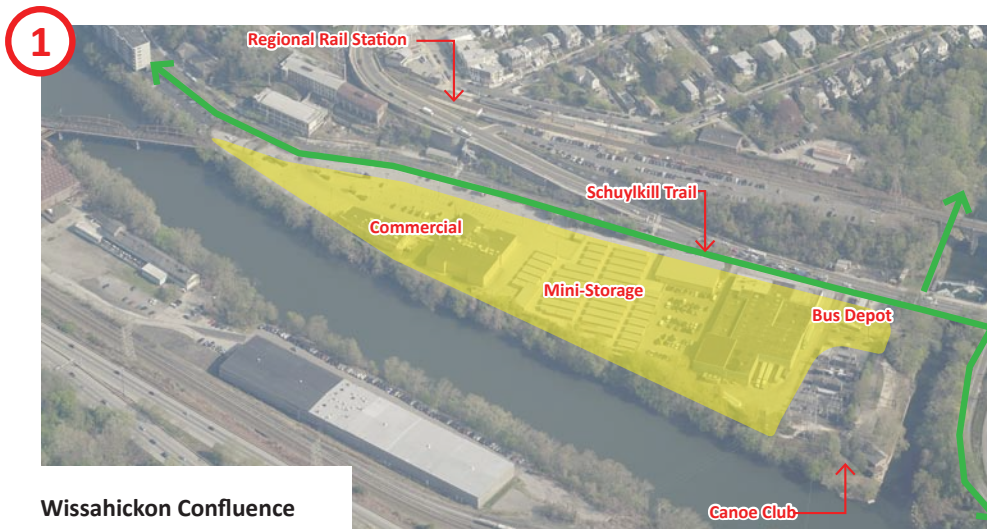


Potential Focus Areas - Placeholder Map



## (1) Wissahickon Gateway

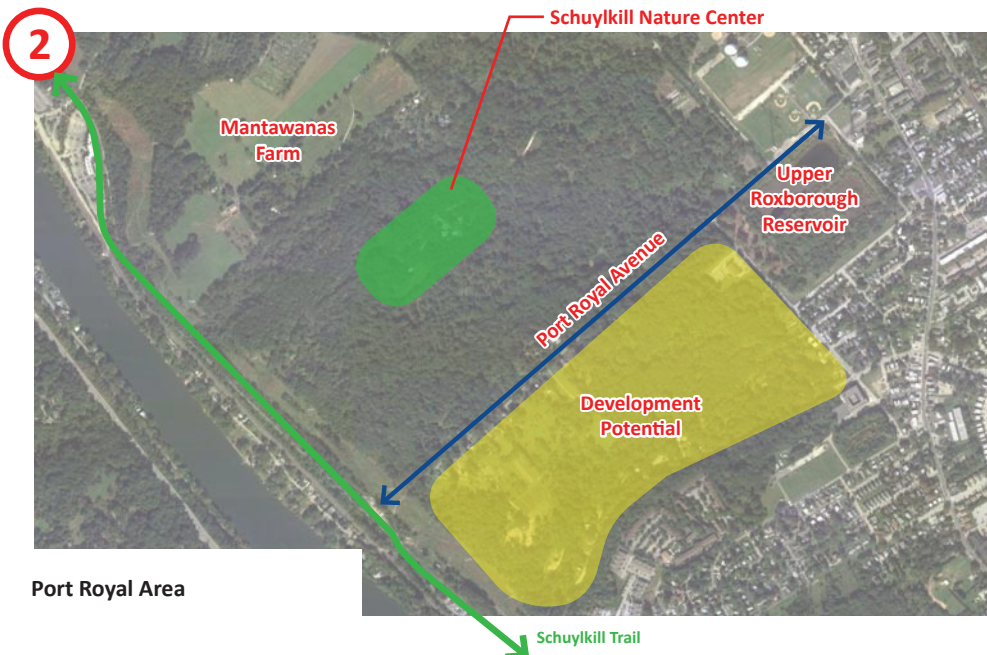
Large soft sites along river provide opportunities to improve bike pathways and pedestrian connections to transit. There are also commercial and residential development opportunities in select locations.



Wissahickon Confluence

## (2) Shawmont Valley

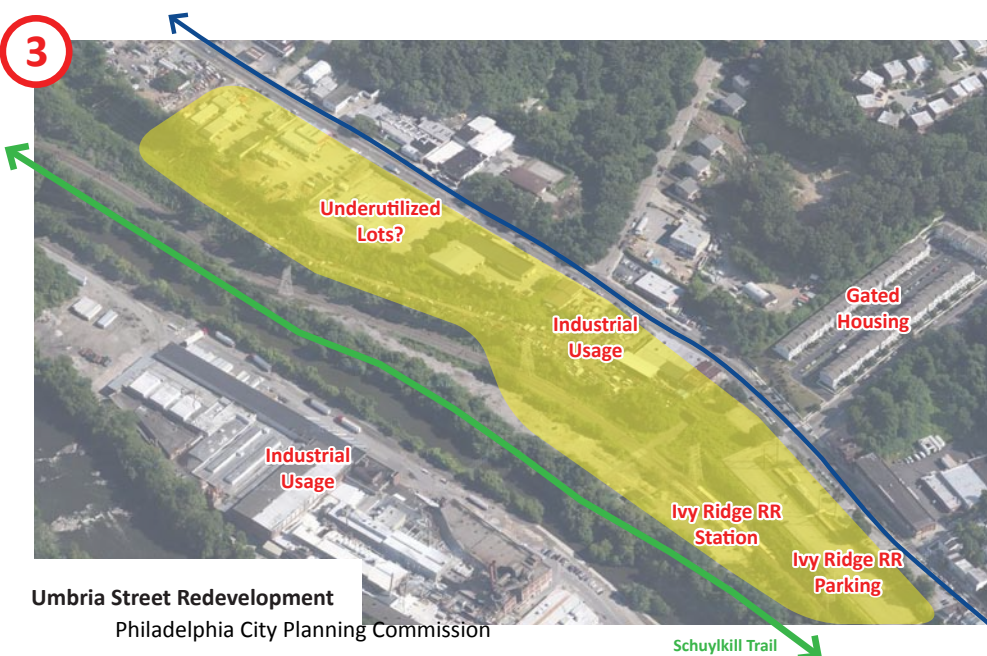
Areas of undeveloped land, create opportunities to develop infrastructure and utilities. The greenfield nature of the parcels allow for pedestrian access to natural amenities with trails and passive recreation. Preservation of environmental and cultural resources are possible, especially with development that is complimentary with the existing landscape character.



Port Royal Area

## (3) Umbria Street and Ivy Ridge RR Station

There are large areas of underdeveloped industrial land, a historic alignment of the unused Ivy Ridge rail line and an active regional railway station with a park and ride. These present opportunities to improve pedestrian and bicycle connections between transit areas and downtown Manayunk. SEPTA's is exploring a parking structure for the station, and considering the available land on surface lots, a TOD development is possible.

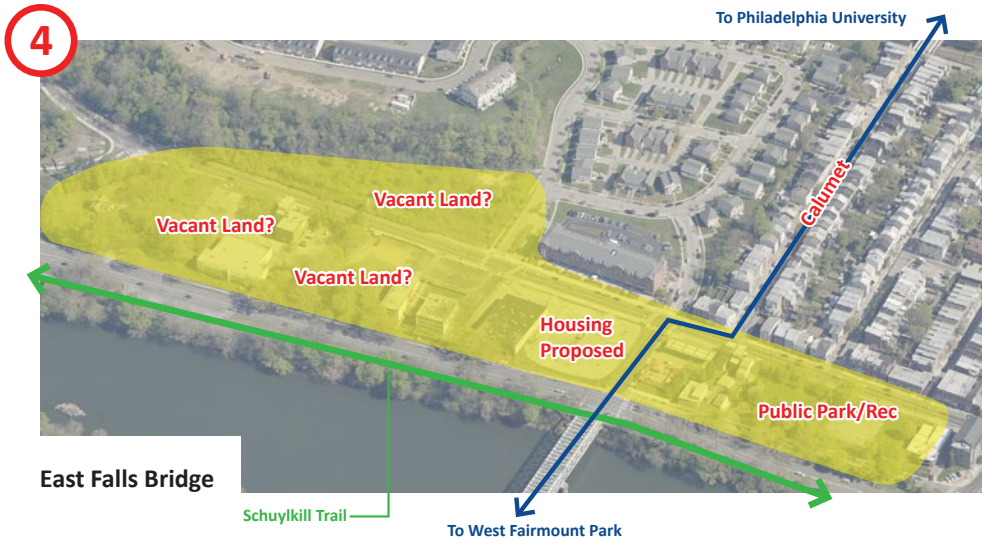


Umbria Street Redevelopment



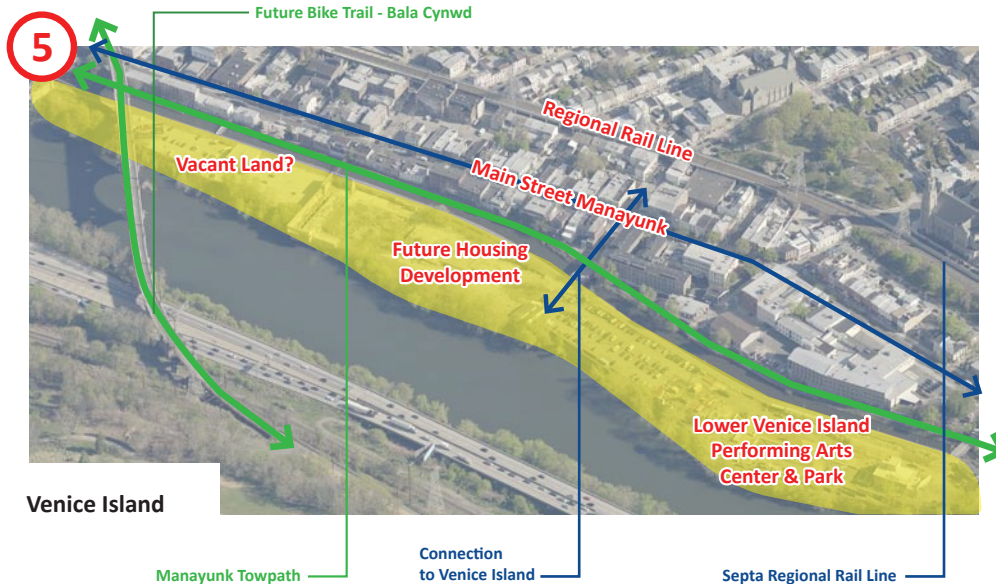
# Philadelphia2035: Lower Northwest District Plan

## POTENTIAL FOCUS AREAS



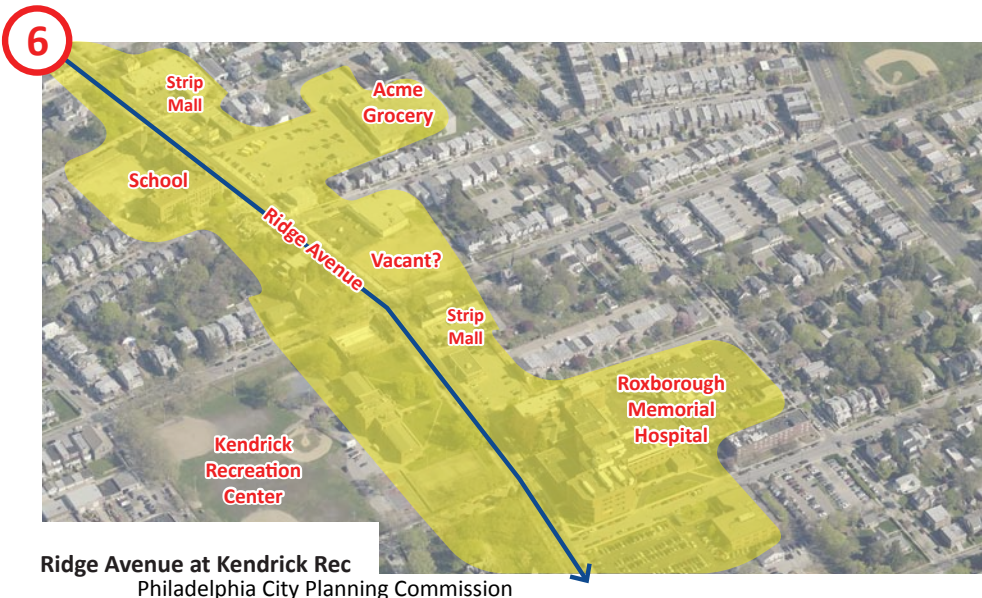
### (4) Falls Bridge

There are large vacant and underutilized parcels adjacent to Schuylkill bike trail and a historic crossing which provides access to West Fairmount Park and the Centennial District. Ridge Avenue's development is of prime concern to the local community. Creating more housing on the vacant and underused lots could support commercial development on Ridge Avenue.



### (5) Venice Island

Venice Island is adjacent to the towpath and activity of Main Street Manayunk. There are large vacant and underutilized parcels on the island, some of which already have proposals for a variety of uses. Current planning efforts for pedestrian connections and streetscape improvements could use holistic coordination with future development opportunities. The overall infrastructural layout, including vehicular access, pedestrian access, and freight rail might need revisiting in light of recent development proposals. Activation of the ground floor needs further study as a part of a strictly regulated FEMA floodway.



### (5) Ridge Avenue at Kendrick Recreation Center

There is some land vacancy and aging uses next to large public institutions and parking lots. These soft sites create opportunities to redefine street edges with new development and to encourage pedestrian access through streetscape improvements and design guidelines. Roxborough CDC already has a plan for a Ridge Avenue, but only some of the proposed zoning recommendations and guidelines have been adopted.

## DEMOGRAPHICS

### BOUNDARIES

This demographic analysis, based on Decennial Census data (1980-2010), and American Community Survey (2008-2012) data, is for the Lower Northwest Planning District. As of 2010, the census tract boundaries for the Lower Northwest District are: 206, 207, 208, 209, 210, 211, 212, 213, 215, 216, 217, 218, 219, 220, 384 and 9801. Between the 2000 and 2010 Censuses, there were a number of changes to census tract boundaries in the area, reflecting population growth and decline. Where population increased, tracts were split. Where population declined, tracts were consolidated into new tracts (tracts 221 and 222 were consolidated into the new tract 384). Park land and other public lands were changed to tract numbers in 9800s (former tract 223 is now tract 9801). These changes are important to note because the analysis of 2010 Decennial Census data will be based on the new tract boundaries as listed above. While the analysis of trend data from the 1980, 1990 and 2000 Decennial Censuses, will be based



on the older tract boundaries (listed here: 206, 207,208, 209, 210, 211,212, 213, 215, 216, 217, 218 ,219, 220, 221, 222 and 223).

## OVERVIEW

The Lower Northwest District is comprised of various neighborhoods, but for the purposes of this analysis we will focus on the following four major neighborhoods. (2010 tract boundaries)

- **East Falls**- census tracts: 206, 207, and 208;
- **Central Roxborough** - census tracts: 211, 212, 213, and p/o 215;
- **Upper Roxborough** - census tracts: 216, 217, 218, p/o 219, 384 and 9801;
- **Manayunk** - census tracts: 209, 210, 214, and p/o215;
- **Shawmont**– census tract: p/o 219 and 220.

-Major Indicators –Lower Northwest District

Trend Data Lower Northwest	1980	%	1990	%	2000	%	2010	%	2010 Citywide	%
Total Population	56,083		52,811		51,869		50,799	3.28% of Citywide	1,526,006	
White	52,526	93.66%	48,251	91.37%	44,636	86.06%	42,783	84.22%	626,221	41%
Black	2,717	4.84%	3,524	6.67%	4,610	8.89%	4,826	9.50%	661,839	43%
Asian	518	0.92%	782	1.48%	1,459	2.81%	1,679	3.31%	96,405	6%
Latino (any Race)	512	0.91%	634	1.20%	1,008	1.94%	1,624	3.20%	187,611	12%
HH Population	55,296	98.60%	51,339	97.21%	50,131	96.65%	49,530	97.50%	1,468,623	96.24%
GQ Population	787	1.40%	1,472	2.79%	1,738	3.35%	1,269	2.50%	57,383	3.76%
Total HUs	23,734		24,622		24,315		25,477	3.80% of Citywide	670,171	
Vacant HUs	1,815	7.65%	2,791	11.34%	1,321	5.43%	2,005	7.87%	70,435	11%
Occupied HUs	21,919	92.35%	21,831	88.66%	22,994	94.57%	23,472	92.13%	599,736	89%
Owner Occup	13,791	62.92%	13,933	63.82%	13,338	58.01%	13,063	55.65%	324,536	54.11%
Renter Occup	8,128	37.08%	7,898	36.18%	9,656	41.99%	10,409	44.35%	275,200	45.89%
Avg. HH Size	2.52		2.35		2.18		2.11		2.45	
Median Age	34.77		N/A		35.95		32.7		33.5yrs	
Age <20	14,255	25.42%	11,065	21.97%	10,346	19.95%	7,791	15.34%	400,817	26.27%
20 to 44	20,317	36.23%	22,430	42.47%	23,107	44.55%	25,544	50.28%	581,102	38.08%
45 to 64	12,627	22.51%	9,669	18.31%	10,895	21.00%	11,244	22.13%	358,778	23.51%
65+	8,884	15.84%	9,107	17.24%	7,521	14.50%	6,220	12.24%	185,309	12.14%
Median HH Income	\$18,884		\$32,678		\$43,036		\$62,547		\$37,016	
% 4yrs+College	18.43%		26.44%		36.42%		46.22%		23.20%	
%Unemployed	6.52%		5.19%		5.06%		8.45%		14.45%	
%Poverty	9.74%		8.36%		9.92%		12.35%		26.24%	
%HH No Car	N/A		N/A		15.16%		13.74%		33.74%	

As of 2010, with a population of 50,799 people, the Lower Northwest District comprises 3.28% of the City's total population (1,526,006). Population in the district decreased 2.06% between 2000 and 2010. During this time poverty in the district increased 19.92% and housing vacancies increased 51.78%. If viewed in isolation these indicators might be a sign of neighborhood distress, but other more positive indicators and developments in the district tell another story. Median household incomes in the district



are substantially higher than the citywide average, as are educational attainment levels. Unemployment levels in the district are also below average, as are household costs as a percentage of householder's incomes (an indication housing cost burden). While White population in the district has declined 19% over the past thirty years, Black (+78%), Asian (224%), Latino (+217%) and Other Race (34%) population have all increased. The recent loss of White population is most likely a result of attrition, as older residents die or leave the area. This can be seen with the sharp decline in population over the age of 65. There has also been a significant decline in the population under the age of 20, possibly reflecting a loss of some younger families with children. The district continues to see rapid growth in the population in the 20 to 44 year old age cohort, particularly population between the ages of 20 and 30 years old. Typical of college communities, the high poverty rates in the Lower Northwest district are most likely a result of the increased number of students living in the district who are unemployed or underemployed. Because there is a lack of dormitory space in the area surrounding the university, many of students are dispersed in rental housing units throughout the district resulting in higher poverty throughout district. **While there is an influx of new population and transitioning of older population, the increase in new housing and other new commercial developments in the district are positive signs of investments and indicators of future growth.**

**The Lower Northwest District has historically been, and is still a fairly homogenous, stable middle-class community. As of 2010, the Lower Northwest District was: 84.22% White**, down from 93.66% in 1980... **9.50% Black**, up from 4.84% in 1980; **3.31% Asian**, up from 0.92% in 1980; **0.73% other Race** up from 0.49% in 1980; and **3.20% Latino** (ethnicity), up from 0.91% in 1980. According to 2008-2012 ACS estimate data **the Median Household Income for the Lower Northwest District was \$62,547**, compared to \$37,016 citywide. **Educational Attainment levels in the Lower Northwest District, for college graduates were 46.22%**, well above the citywide average of 23.20%. **Unemployment** in the Northwest District has fluctuated over the past few decades from 6.52% in 1980, to 5.19% in 1990, and 5.06% in 2000. Based on 2008-2012 ACS estimate data **the Unemployment rate in the Lower Northwest district was 8.45%**. **Poverty rates** in the Lower Northwest district have also fluctuated from 9.74% in 1980, to 8.36 % in 1990, 9.92% in 2000, and **most recently at an all time high of 12.35%** (ACS2008-2012). Other demographic changes in the district include a **decrease in the number of young people under the age of 20, and older people over the age of 65, and the growth of the population 20 to 44 years old, and 45 to 64 years of age. As of 2010, 15.34%** of the population in the district was **under 20 years of age**, compared to 25.2 % in 1980. **As of 2010, 12.24%** of the population in the district was **65 years old and Older**, compared to 15.84i% in 1980. **As of 2010, 50.28%** of the population in the district was **20 to 44 Years Old**, compared to just 36.23% in 1980. **As of 2010, 22.13%** of the population in the district was **45 to 64 Years Old**, compared to just 22.51% in 1980. **The average household size in the Lower Northwest district decreased from 2.52 persons per household in 1980 to 2.11 persons per household in 2010.** **The total number of housing units in the Lower Northwest district Increased 7.34%** from 23,734 units in 1980 to 25,477 units in 2010. **Despite fluctuations in housing vacancies, housing occupancy rates in the district have remained relatively stable. In 2010 the housing occupancy rate was 92.13%**, down from 94.57% in 2000, up from 88.66% in 1990, and down from 92.35% 1980. **In 2010 the housing vacancy rate was 7.87%**, up from 5.43% in 2000, down from 11.34% in 1990, and up from 7.65 in 1980. Housing vacancies in the district can be attributed to a combination of factors. As newer housing come online,



some older units become obsolete. In other cases seniors and families with children have transitioned or moved away leaving vacant housing units.

## POPULATION

- **As of 2010 the total population in the Lower Northwest District was 50,799**, down -2.06 % ( or - 1,070 people) from a 2000 total population of 51,869.
- **Over the past thirty years total population in the Lower Northwest District has steadily declined:** from 56,803 people in 1980; to 52,811 people in 1990; to 51,869 people in 2000; and 50,799 in 2010.
- **The largest population decline occurred between 1980 and 1990, when the District loss 5.83% of its population (- 3,272 people). However, over the past few decades, population loss has slowed,** with just a -1.78% decline between 1990 and 2000(-942 people); and a 2.06% decline (1,070 people) between 2000 and 2010.
- **Population loss in the Lower Northwest District is clearly attributable to the outflow of White population. Over a thirty year period between 1980 and 2010, White population declined 18.5%, or by 9,743 people.**
- The largest decline in White population occurred between 1980 and 1990 when the District loss - 4,275 White people (-8.14%). **In recent years the loss of White population has slowed.** Between 1990 and 2000, White population in the District declined -7.49%, or by -3,615 people. **Between 2000 and 2010, White population in the District declined -4.15%, or by -1,853 people.**
- **Between 1980 and 2010, Black, Asian, Other Race and Latino population in the Lower Northwest District all increased, with the most rapid growth in the Latino and Asian population.** Black population increased 77%, or by 2,109 people; Asian population increased 224%, or by 1,161 people; Other Race population 34.4%, or by 95 people; and Latino population increased. 217%, or by 1,112 people.
- **Between 2000 and 2010, Black, Asian, and Latino population in the District all increased:** Black Population by 4.69%, or 216 people; Asian Population by 15.08%, or 220 people; and Latino Population by 61.01%, or 661 people.
- **Between 2000 and 2010, Other Race population in the District actually declined by -7.02%, or - 28 people.**
- Between 2000 and 2010, the growth of Black, Asian and Latino population in the Lower Northwest District was not enough to offset the loss of White and Other Race population. However, if Black, Asian and Latino population continues to grow at the same rate over the next decade, and White and Other Race population remain stable (or grows), total population in the District will definitely increase.
- **While population in the Lower Northwest has grown increasingly more diverse, as of 2010, the District's population was still predominantly White.**
- **In 2010, the Lower Northwest District was: 84.22% White population, 9.50% Black population, 3.31% Asian, 0.73% Other Race, and 3.20% Latino (ethnicity).** In 1980 The Lower Northwest District was: 93.66% White, 4.84% Black, 0.92% Asian, 0.49% Other Race, and 0.91% Latino (ethnicity).
- **As of 2010, the citywide population was 41% White, 43% Black, 6% Asian, 6% Other, and 12% Latino.**

- In 2000, the Lower Northwest District was: 86.06% White, 8.89% Black, 2.81% Asian, and 0.77% Other Race, and 1.94% Latino (ethnicity).
- In 1990 The Lower Northwest Planning was: 91.37% White, 6.67% Black, 1.48% Asian, 0.48% Other Race, and 1.20% Latino (ethnicity).
- In 2000, the Citywide population was 45% White, 43% Black, 5% Asian, 5% Other, and 9% Latino.
- In 1990, the Citywide population was 54% White, 40% Black, 3% Asian, 4% Other, and 6% Latino.
- In 1980, the Citywide population was 58% White, 38% Black, 1% Asian, 3% Other, and 4% Latino.

While the overall population in the Lower Northwest District declined -2.06% between 2000 and 2010., when examining the data by census tract, race and ethnicity , you can see in more detail where specific population change occurred.

- **Over the thirty year period between 1980 and 2010, population declined in every census tract in the district, except census tracts 216 (+23.46%/or 347 people), and census tract 220(+46.56%/534 people).** The largest numeric population losses occurred in census tracts: 207(-797 people), 210 (-853 people), and 217(-1,836 people).
- **Although the total population in the Lower Northwest District declined between 2000 and 2010, total population actually increased in: census tract 206(0.22%/4 people); census tract 208(3.41%/65 people) census tract 209(2.65%/75 people); census tract 215(8.92%/316 people); census tract 216(2.58%/46 people); census tract 219(22.50%/263 people); and census tract 220 (4.87%/78 people.** With the exception of census tract 206, all of these tracts had an increased in housing units. Census tracts 206, 208 and 209 experienced increases in Group Quarter population, most likely attributable to increased student housing in those areas.
- **While the total White population in the District declined from 44,636 people in 2000, to 42,783 in 2010(-4.15% or by -1,853 people), White population actually increased in census tracts: 214, 215, 216, 219 and 220 during this time.** These particular tracts also experienced an increase in new housing units, indicating that the increased population in these tracts may be a result of new residents moving into newly constructed housing.
- In 2010, the district's total population was 84.22 % White. However, the following census tracts have higher percentages of White population: census tract 210 - (93.11 %); census tract 215 - (91.24%); census tract 219 - (90.78%); and census tract 9801 – (90.54%)
- **While the total Black population in the District increased from 4,610 people in 2000, to 4,826 in 2010(4.69% or by 216 people), Black population actually decreased in census tracts: 207,210,211,213 and 214.**
- In 2010, the district's total population was 9.50 % Black. However, the following census tracts have higher percentages of Black population: census tract 206 - (33.53 %); census tract 208- (30.09%); census tract 207 - (13.29%); and census tract 218 –(13.24%)
- **While the total Asian population in the district increased from 1,459 people in 2000, to 1,679 in 2010(15.08% or by 220 people), Asian population actually decreased in census tracts: 206 and 218.**
- In 2010, the district's total population was 3.31 % Asia. However, the following census tracts have higher percentages of Asian population: census tract 206 - (7.81%); census tract 208 - (8.17%); and census tract 218 – (5.31%).

- **While Other Race population** decreased from 399 people in 2000 ,to 371 people in 2010(-7.02% or by -28 people),**Other Race population actually increased in census tracts: 213, 215, 216,217 and 219.**
- In 2010,Other Race Population comprised 0.73% of the district's total population . **No census tracts in the district have more than 1% Other Race population.**
- **Between 2000 and 2010 Latino population increased from 1,008 people in 2000, to 1,624 in 2010(61.11% or by 616 people). During time Latino population increased in every census tract in the district.**
- In 2010, the district's total population was 3.20 % Latino However, the following census tracts have higher percentages of Latino population: census tract 206 - (4.62%); census tract 208 - (5.28%); census tract 218 -(4.25%) and census tract 9801- (8.11%).

### **GROUP QUARTER POPULATION**

**As of 2010 2.50 % of the population in the Lower Northwest District lived in Group Quarters, with the other 97.50% of the population living in households.** The population living in Group Quarters in the district is relatively low considering there is a university and other group quarter facilities (nursing/group homes) in the area. However many of the Philadelphia University students live in rental housing units because of the lack of dormitories. With future plans for the expansion of the university, it is expected that new dormitories will be constructed, thereby increasing group quarter population. Citywide 3.6% of the population lived in Group Quarters in 2010, with 96.4% of the population living in Group Quarters.

- **In 2000, the percentage of population living in Group Quarters was slightly higher at 3.35% , with 96.65% of the population living in households.** This decline in population in Group Quarters between 2000 and 2010, occurred in numerous census tracts throughout the district and may be related to the closing of residential institutions, or nursing homes facilities in the district.
- **In 1990, 2.79% of the population lived in Group Quarters, with 97.21% of the population living in households. In 1980, 1.40% of the population lived in Group Quarters, with 98.60% of the population living in households. Citywide 3.6% of the population lived in Group Quarters in 2000 and 2010;. 2.8 % in 1990 ; and 2.1% in 1980.**

### **HOUSING**

**Over the past few decades, the total number of housing units in the Lower Northwest District has moderately increased. This addition of new housing units has resulted in some fluctuations in housing occupancy and vacancy rates. Despite the recent increase in the housing vacancy rate and the slight decline in the housing occupancy rate, the district housing market remains stable.**

Compared to other districts in the City, the Lower Northwest District still has an above average housing occupancy rate and below average vacancy rate. The Lower Northwest District's housing units comprise 3.80% of the City's total housing units' inventory.

- **In 2010, the district had 25,477 total housing units, reflecting a 4.78% increase( 1,162 new housing units) in total housing units from 2000, when there were 24,315 total housing units. In 2010, the housing occupancy rate in the district was 92.13% , with a vacancy rate of 7.87%. Of the 25,477 total housing units, there were a total of 23,472 occupied housing units and 2,005 vacant units.**

Citywide, there were a total of 670,171 total housing units in 2010, with an occupancy rate of 89% , and a vacancy rate of 11%.

- **Between 2000 and 2010, housing vacancies in the LNW District increased 51.78%(or by 684 housing units). During this same time period the number of occupied housing units actually increased(by 478 units) from 22,994 occupied housing units in 2000, to 23,472 occupied units in 2010, The percentage of occupied units in the district decreased from 94.57% in 2000 , to 92.13% in 2010.** While these fluctuations in vacancies and occupancy rates might normally be alarming, when examined in detail, it is clear that the occupancy rate in 2010 decreased slightly due to the increase of 1,162 new housing units. Of those 1,162 new housing units, 478 were occupied and 684 units were left vacant, thereby increasing the number of occupied housing units from 22,994 occupied units in 2000, to 23,472 occupied unit in 2010; and increasing the number of vacant units from 1,321 vacant units in 2000, to 2,005 vacant units in 2010. This increase in vacancy is also directly related to the loss of 1,070 people (- 2.06%) between 2000 and 2010.
- **In 2000, the LNW District's housing occupancy rate was 94.57%, with a vacancy rate of 5.43%.** Of the total 24,315 housing units, there were a total of 22,994 occupied units and 1,321 vacant units.
- **In 1990 , the LNW District's housing occupancy rate was 88.66%, with a vacancy rate of 11.34%.** Of the total 24,622 housing units, there were a total of 21,831 occupied housing units and 2,791 vacant units.
- **In 1980, the LNW District's housing occupancy rate was 92.35%, with a vacancy rate of 7.65%.** Of the total 23,734 housing units, there were a total of 21,919 occupied housing units and 1,815 vacant units.
- **In 2000, the Citywide housing occupancy rate was 89.1%, with a vacancy rate of 10.9%.**
- **In 1990 , the Citywide housing occupancy rate was 89.4%, with a vacancy rate. a 10.6%.**
- **In 1980 , the Citywide housing occupancy rate was 91.5%, with a vacancy rate of 9.5%.**

The fluctuations in occupancy and vacancy rates can be seen in more detail when examining the data by census tract.

- **Between 2000 and 2010, the number of total housing units increased in every census tract in the district, except for census tracts: 206, 211,218.** Housing occupancies decreased in these tracts(206, 211, 218) and vacancies increased, all indicating some sort of transition in the housing in these areas.
- The biggest numeric increase in total housing units between 2000 and 2010 was in **census tract 210**, which increased from 2 244 units in 2000, to 2,528 units in 2010 (by 284 units or 12.66%).
- Also **census tract 215:** increased from 1,646 total housing units to 1,924 units ( by 278 units or 16.89%).
- **Census tract 208:** increased from 1,260 total housing units to 1,403 units ( by 143 units or 11.35%).
- **Census tract 209:** increased from 1,365 total housing units to 1,463 units ( by 98 units or 7.18%).
- **Between 2000 and 2010, the number of vacant housing units increased in every census tract in the district, except for census tract 207, where vacancies actually decreased.** This decline in vacancies is most likely attributable to the increased number of students living in rental housing in census tract 207.

- The **biggest numeric increase in vacant housing units between 2000 and 2010 was in census tract 208**, which increased from 53 vacant housing units in 2000, to 257 vacant units in 2010. Part of these vacancies could be related to the 143 new units of housing added to the inventory between 2000 and 2010.
- Vacancies in Census tract 218 also increased significantly, from 57 vacant housing units in 2000, to 150 vacant units in 2010. The total number of housing units in census tract 218 also declined (-2.15% or by -51 housing units) during this period.
- Census tracts: 206, 210, 214 and 216 also saw significant increases in housing vacancies.
- **Historically the homeownership and renter occupancy rates in the , Lower Northwest District are comparable with citywide rates. As of 2010 , the owner occupancy rate was 55.65%. with a renter occupancy rate of 44.35%. In 2010 the Citywide homeowner occupancy rate of 54.10 % , and the Citywide renter occupancy rate of 45.90%.**
- **Between 2000 and 2010, homeownership rates in the district declined -2.06% (by - 275 unit).** During this time, all census tracts in the district experienced a decline in homeownership housing units, except for census tracts: 206, 207, 208, 218, 219, 220, and 384.
- **The census tracts with the highest percentage/number of owner occupied housing units are census tracts: 207, 210, 211, 212, 213, 217, 219, 220 and 384.**
- **Between 2000 and 2010, renter occupancy rates in the district increased 7.80%(by 753 units) .**
- **Renter occupancy rates in the district have steadily increased** from 37.08% in 1980 ; to 36.18% in 1990; to 41.99% in 2000; and 44.35% in 2010.
- **The census tracts with the highest number/percentage of renter occupied housing units are: 206, 207, 208, 210, 214, 215 and 218.**
- **In 2000, the homeowner occupancy rate in the LNW District was 55.65%, with a renter occupancy rate of 41.99%.** Citywide the homeowner occupancy rate was 59.3%, with a renter occupancy rate 40.7%.
- **In 1990, the homeowner occupancy rate in the LNW District was 63.82%, with a renter occupancy rate of 36.18%.** Citywide the homeowner occupancy rate was 61.9%, with a renter occupancy rate of 38.1%.
- **In 1980, the homeowner occupancy rate in the LNW District was 62.92%, with a renter occupancy rate of 37.08%.** Citywide the homeowner occupancy rate was 61 %, with a renter occupancy rate of 39%.
- **As of 2010, 24.16% of all homeowners in the LNW District were senior citizens compared to a Citywide rate of 27.2%. As of 2000, 30.24% of all homeowners in Lower Northwest were senior citizens compared to a citywide rate of 30%. As of 1990, 31.16% of all homeowners in Lower Northeast were senior citizens compared to a citywide rate of 31.3%. *Note: 1980 Senior Homeowner data is not available***
- **The census tracts with the highest percentage/number of senior homeowners are census tracts: 207, 208, 210, 215, and 217 and 220.**

**Based on 2008-2012 ACS 5year Estimate data, renters in the LNW District are much more burdened by housing costs than owners. However, the housing costs burden for renters and owners in the LNW District is lower than the citywide average housing costs for renters and owners. *\*It should be noted***

***that research indicates that renters generally bare a higher housing cost burden than owners. Housing costs in excess of 30% or more of household income are considered a burden.***

- Based on 2008-2012 ACS 5year Estimate data, **34.25 %of all Renter Occupied Households in the Lower Northwest District pay 35% or more of their household income for Gross Rent.** Citywide, 44.42% of Renter Occupied Households pay 35% or more of their household income for Gross Rent.
- Based on 2008-2012 ACS 5year Estimate data, **19.97% %of all Owner Occupied Households in the Lower Northwest District pay 35% or more of their household income for Monthly Mortgage Costs.** Citywide, 25.85% all Owner Occupied Households pay 35% or more of their household income for Monthly Mortgage Costs.

**Over the past several decades average household sizes in the Lower Northwest District have decreased. In 2010, the average household size in the Lower Northwest was 2.11 persons compared to a citywide average household size of 2.44.**

- In 2000, the average household size in **Northwest** was 2.18 persons per household, compared to a citywide average of 2.48.
- In 1990 the average household size in Lower **Northwest** was 2.35 persons compared to a citywide average of 2.56 persons.
- In 1980 the average household size in Lower **Northwest** was 2.52 persons per household, compared to a citywide average of 2.66 persons per household.
- As household sizes have decreased the number of one-person households has increased in the Lower **Northwest** District .
- **In 2010, the majority of all households In the Lower Northwest District were Non- Family Households ( 56.13%) , with 43.87% Family Households.** Census tract 208 (78.27%) and census tract 214(70.15%) had particularly high percentages of Non-Family Households
- Citywide , the majority of all households the City were Family Households,(56.75%), with 43.25% Non-Family Households
- **As of 2010, the Lower Northwest District had the third highest percentage of Non-Family households behind University/Southwest District(57.76%) and the Central District (71.16%).***\*Non-Family Households are those persons living alone or with other unrelated persons.*
- This is consistent with the high percentage of younger population between the ages of 20 to 34 years old(40%) living in the district. Many of the Non-Family Households are people living alone or sharing a household with other adults. The LNW District does have higher than average percentages of Non-Family Households with two or more persons living in the Household.
  - In 2010, 65.79 % of the Non-Family Households in the LNW District were One-Person Households, compared to 78.92% Citywide;
  - In 2010, 24.01% % of the Non-Family Households in the LNW District were Two –Person Households, compared to 16.26% Citywide
  - In 2010, 6.49% of the Non-Family Households in the LNW District were Three -Person Households, compared to 2.85% Citywide
  - In 2010, 3.12% of the Non-Family Households in the LNW District were Four -Person Households, compared to 1.20% Citywide
  - In 2010, 0.49% of the Non-Family Households in the LNW District were Five -Person Households, compared to 0.41% Citywide

- In 2010, 0.08% of the Non-Family Households in the LNW District were Six-Person Households, compared to 0.20% Citywide
- In 2010, 0.02% of the Non-Family Households in the LNW District were Seven-Person or More Households, compared to 0.16% Citywide
- In 2010, **36.93%** of all households in the **Lower Northwest** district were one-person households, compared to 34.13% Citywide.
- **In 2000, 37.60%** of all households in the **Lower Northwest** district were one-person households, compared to 33.8% Citywide.
- **In 1990, 33.91%** of all households in the **Lower Northwest** district were one-person households, compared to 31.9% Citywide.
- **In 1980, 29.79%** of all households in the **Lower Northwest** District were one-person households. Compared to 28.8% Citywide..
- **Between 2000 and 2010, the number of female headed households in the Lower Northwest district declined. As of 2010, only 8.83% of all households in the Lower Northwest district were female headed ,down from 39.79% in 2000. In 2010, 22.50% of all Citywide households were female headed compared to 22.25% in 2000.**
- **In 1990, 37.30%** of all households in the Lower Northwest district were female headed, compared to 20.20% citywide.
- **In 1980, 33.49%** of all households in the Lower Northwest district were female headed, compared to 18.50% citywide.
- **Based on 2008-2012 ACS data, 35.87% of the housing units in the Lower Northwest district were built before 1939, compared to 40.09% citywide.**
  - 8.16% of the units in Lower Northwest were built between 1940 and 1949;compared to 15.79% Citywide
  - 17.70% between 1950 and 1959, compared to 17.05% Citywide;
  - 15.64% between 1960 and 1969;,compared to 10.52% Citywide
  - 10.00% between 1970 and 1979, compared to 6.85% Citywide;
  - 4.31% between 1980 and 1989,compared to 3.78% Citywide;
  - 2.30% between 1990 and 1999, compared to 2.54% Citywide;
  - 5.78% between 2000 and 2009, compared 3.26% Citywide; and
  - 0.22% in 2010 or later, compared to 0.12%Citywide.

**Based on 2008-2012 ACS 5year Estimate data, the majority (48.90% )of all householders moved into the Lower Northwest district between 2000 and 2009.** Citywide, 50.62% of all householders moved in between 2000 and 2009.

- **Based on 2008-2012 ACS 5year Estimate data, 11.90% of all Householders Moved into the Lower Northwest district in 2010 or Later.** Citywide,10.45% of all householders Moved into the Lower Northwest district in 2010 or Later.
- **Census tract 206 (20.02%); census tract 208 (22.01%); census tract 209(25.35%);and census tract 214; all have higher percentage of population who have moved in to the district in 2010 or later(21.39%)**

- **Based on 2008-2012 ACS 5year Estimate data, 16.10% of all householders moved into the Lower Northwest district between 1990 and 1999.** Citywide, 16..86% of all householders moved in to the Lower Northwest district in between 1990 and 1999.
- **Based on 2008-2012 ACS 5year Estimate data, 8.95% of all householders moved in to the Lower Northwest district between 1980 and 1989.** Citywide, 8.72% of all householders moved in to the Lower Northwest district in between 1980 and 1989.
- **Based on 2008-2012 ACS 5year Estimate data, 7.85% of all householders moved in to the Lower Northwest district between 1970 and 1979.** Citywide, 6.41% of all householders moved in to the Lower Northwest district in between 1970 and 1979.
- **Based on 2008-2012 ACS 5year Estimate data, 6.31% of all householders moved in to the Lower Northwest district in 1969 or earlier.** Citywide, 6.94% of all householders moved in to the Lower Northwest district in 1969 or earlier.

## AGE

Between 1980 and 2010, the population in the Lower Northwest District in the 20 to 44 and 45 to 64 year old cohorts increased, while the population under the age of 20, years and 65 years and older decreased. As of 2010, the Lower Northwest District has an above average percentage of population in the 20 to 44 year old cohort, and a below average percentage of population under the age of 20 years. Over the past thirty years, population in the 20 to 44 year old cohort has steadily increased, while population under 20 years and 65 years and older have steadily decreased. With the increases in younger population, the median age in the Lower Northwest District has declined. However, the largest percentage of the total population in the Lower Northwest District continues to be the population aged 20 to 44 years old, which is consistent with citywide trends.

- **In 2010 , 15.34% of the population in the Lower Northwest District was under the age of 20 years old,** compared to 26.27% Citywide.
- **In 2000, 19.95% of the population in the Lower Northwest District was under the age of 20 years old,** compared to 28.5 % Citywide.
- **In 1990, 21.97% of the population in the Lower Northwest District was under the age of 20,** compared to 26.9 % Citywide.
- **In 1980, 25.42% of the population in the Lower Northwest District was under the age of 20 ,** compared to 29.6% Citywide
- **In 2010, a whopping 50.28% of the population in the Lower Northwest District was 20 to 44 years old, compared to just 38.08 % Citywide .**
- In 2000, 44.55% of the population in the Lower Northwest District was **20 to 44** years old, compared to .37% Citywide.
- In 1990, 42.47% of the population in the Lower Northwest District was **20 to 44** years old, compared to 39.4% Citywide.
- In 1980, 36.23% of the population in the Lower Northwest District was **20 to 44** years old, compared to 34.8% Citywide.
- **In 2010, 22.13% of the population in the Lower Northwest District was 45 to 64 years old,** compared to **23.4 % Citywide .**



- In 2000, 21.00% of the population in the Lower Northwest District was **45 to 64** years old, compared to .20.2% Citywide.
- In 1990, 18.31% of the population in the Lower Northwest District was **45 to 64** years old, compared to 18.31% Citywide.
- In 1980, 22.51% of the population in the Lower Northwest District was **45 to 64** years old, compared to .1.4% Citywide.
- **In 2010, 12.24% of the population in the Lower Northwest District was 65 years and older, compared to 12.1 % Citywide ..**
- In 2000, 14.50% of the population in the Lower Northwest District was **65 years and older**, compared to 14.08% Citywide.
- In 1990, 17.24% of the population in the Lower Northwest District was **65 years and older**, compared to 15.2% Citywide.
- In 1980, 15.84% of the population in the Lower Northwest District was **65 years and older**, compared to 14.1%% Citywide.
- With the increases in population in the 20 to 44 year old cohort, **the median age in the Lower Northwest District has declined. In 2010, the median age was 32.7 years**, compared to the 1980 median age of 34.7 years. The Citywide the Median age in 2010 was 33.5 years.
- **When examining Age data by census tract and neighborhood, you can see specific changes in more detail:**
  - In 2010, the median age for population by census tract in Lower Northwest District varied widely from a low of 27.2 years old in census tract 214 , to 56.2 years old in census tract 220. As of 2010, census tract 214 had the highest percentage of population between the ages of 20 and 44 (70.98% ).
  - **As of 2010, the census tracts with the highest percentage of population under the age of 20 years old, were: census tract 207-(22.31%); census tract 217-(19.91%) and census tract 384-(20.76%).**
  - As of 2010, census tract 220 had the highest percentage of population **45 to 64** years old, (30.98 %).
  - As of 2010, census tract 220 had the highest percentage of population **65 years and older**( 37.00 %).

## EDUCATIONAL ATTAINMENT

Historically, the Northwest district has had above average percentages of population 25 and older with **4 years or more of college**. Educational Attainment levels for population with bachelor degrees and higher have steadily increased

- **The 2008-2012 ACS estimates** showed an increase in educational attainment levels for college graduates in the Lower Northwest district with **46.22.%** of the total population 25 years and older having **4 years or more of college**, compared to 23.20% citywide. **In 2000, 36.42%** of the total population 25 years and older, living in the Lower Northwest district, had 4 years or more of college, compared to 17.8% citywide.
- **In 1990, 26.44%** of the total population 25 years and older living in the Lower Northwest district, **had 4 years or more of college**, compared to 15.2% citywide.

- In **1980**, **18.43%** of the total population 25 years and older, living in the Lower Northwest district, had **4 years or more of college**, compared to 11.1% citywide.
- According to **2008-2012 ACS estimates 23.75%** of the total population 25 and older, living in the Lower Northwest district, had just a **high school diploma**, compared to 35.9 % citywide.
- In **2000**, **27.45%** of the total population 25 and older, living in the Lower Northwest district, had just a **high school diploma**, compared to 33.3% citywide
- In **1990**, **32.34%** of the total population 25 years and older, living in the Lower Northwest t district, had just a **high school diploma**, compared to 32.9% citywide.
- In **1980**, **64.18%** of the total population 25 years and older, living in the Lower Northwest district, had just a **high school diploma**, compared to 33.9% citywide.

## UNEMPLOYMENT

While unemployment rates in the Lower Northwest District have increased over the past few decades. They still remain well below the citywide rates. According to 2008-2012 ACS estimates, the unemployment rate for the District was 8.45%, compared to the Citywide average of 14.45%.

- The census tracts with the highest unemployment rates are : **206(15.30%) 208(13.05%)**.
- In **2000**, Lower Northwest had an unemployment rate **5.06 %**, compared to the citywide unemployment rate of 10.9%.
- In **1990**, the Lower Northwest district had an unemployment **rate of 5.19%**, compared to the citywide unemployment rate of 9.7%.
- In **1980**, Lower Northwest had an **unemployment rate of 6.52%**, compared to the citywide unemployment rate of 11.4%. ***Note: The Unemployment rate is calculated based on population over the age of 16 years old in the Labor force.***

## POVERTY

Based on 2008-2012 ACS 5year Estimate data, poverty in the district increased 19.92%(or by 994 people). In spite of these increases, the Lower Northwest District's poverty rate is substantially lower than the Citywide number. Based on the 2008-2012 ACS estimates, the poverty rate in the Lower Northwest district was 12.35%, compared 26.24% citywide.

- When reviewing the **2008-2012 ACS estimates** Poverty Data by census tract, you can see that poverty rates in the district range from a low of 5.37% in census tract 220, **to a high of 23.77% in census tract 208. The high poverty rate in census tract 208 is most likely related to the number of students living in the area .**
- Other census tracts with higher than average poverty rates are: census tract 210 at 20.54%; census tract 218 at 16.89%; census tract 214 at 16.54%.and census tract 212 at 16.49%.
- **The poverty rate increased in every census tract in the district, except for census tracts: 206,207,213,214 and 9801. Poverty in these tracts actually decreased.**
- For some reason unbeknownst to me, **the poverty rates spiked in census tracts 216(+265.50%) and 210(225.61%)(Maybe some low income housing?).**
- In **2000**, Citywide poverty rate was 22.1%, **compared 9.92% in the Lower Northwest District..**
- In **1990**, the Citywide Poverty Rate was 19.7%, compared to 8.36% in the Lower **Northwest t** District.
- In **1980**, the Citywide Poverty Rate was 20.6% compared to 9.74% in the Lower **Northwest** District.

## VEHICLES

- In 2000, 15.16 of all households in Lower Northwest District did not have a car, available, compared with 35.74% Citywide. **According to 2008-2012 ACS estimates, 13.74 %** of all households in Lower Northeast District **did not have a car available to their household**, compared with 33.74% citywide.

## INCOME

**According to 2008-2012 ACS estimate data** the median household income In Lower Northwest district was **\$62,547** dollars. The Citywide median Income was \$37,016. Median household incomes in the district range from a low of \$36,218 in census tract 208, to a high of \$77,644 in census tract 219.

Census Tracts	Median HH Income 1979	Median HH Income 1989	Median HH Income 1999	Median HH Income ACS 2012
206	\$15,129	\$35,625	\$30,083	\$48,875
207	\$15,011	\$29,916	\$42,004	\$66,373
208	\$23,046	\$40,250	\$44,067	\$36,218
209	\$15,363	\$29,038	\$41,424	\$61,625
210	\$16,019	\$34,842	\$41,191	\$67,132
211	\$21,547	\$30,655	\$45,130	\$66,964
212	\$15,562	\$32,266	\$37,234	\$62,547
213	\$15,183	\$33,090	\$39,746	\$58,386
214	\$12,500	\$28,183	\$40,746	\$59,167
215	\$15,531	\$31,081	\$45,464	\$69,855
216	\$19,519	\$27,054	\$39,006	\$49,245
217	\$21,329	\$42,053	\$48,448	\$65,286
218	\$18,392	\$37,536	\$40,333	\$52,663
219	\$21,680	\$32,180	\$58,795	\$77,644
220	\$20,590	\$38,981	\$47,404	\$73,864
221	\$22,333	\$40,500	\$50,296	
222	\$22,756	\$47,500	\$70,000	
223	\$19,375	\$23,333	\$60,357	
384				\$76,000
9801				\$48,667
Districtwide	\$18,884	\$32,678	\$43,036	\$62,547
Citywide	\$16,388	\$30,140	\$29,839	\$37,016

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