

ENVIRONMENTAL RESOURCES

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

SUMMARY OF EXISTING CONDITIONS

The Lower Southwest District shares with other districts the same, citywide obligations to improve the city's and region's air and water quality, yet the Lower Southwest also has a very unique set of long-standing, local environmental conditions that require further understanding and action. The Lower Southwest is: largely developed on former tidal marshland; home to both the Philadelphia International Airport and Heinz National Wildlife Refuge; home to petrochemical, waste treatment, pipeline, landfill, and recycling facilities; traversed by high-volume Interstate 95, and; visited by numerous diesel-emitting trucks, trains, and, ships. The district also has a much lower amount of tree cover than the citywide average.

Over recent decades, air and water quality conditions associated with industry, transportation, and land use patterns have generally improved due to citizen activism, regulatory enforcement, public investment, and more efficient, quieter, and cleaner processes and vehicles. However, residents and businesses of some parts of the Lower Southwest District have for years been impacted by air quality issues and flooding, and these impacts could become more pronounced with long-term implementation of announced master plans and with projected changes in climate and sea level.

KEY ISSUES

The following are important environmental issues facing the Lower Southwest District:

- The Lower Southwest has significant mobile and stationary sources of air contamination. Changes in land use and transportation patterns and practices can help reduce risks from air pollution, but certain types of increased industrial activity could also increase risks caused by air pollution.
- Water-related challenges are created by the district's low elevation, high water table, tidal waterways, downstream location within creek and river watersheds, and high percentage of impervious surface. Properties and infrastructure in some areas are susceptible to flooding.
- The Lower Southwest's small amount of tree cover provides few benefits for air quality, stormwater management, or summer cooling.

MAJOR OPPORTUNITIES

Opportunities to improve environmental outcomes in the Lower Southwest District include:

- Ongoing monitoring, compliance and partnership efforts, and management and technological innovations can continue to reduce air contamination in the Lower Southwest.

- Development projects can help to improve air quality by incorporating energy-efficient building strategies, managing transportation-related emissions, and increasing tree cover. Commercial/residential investments can reduce per-capita contributions to air pollution from transportation by increasing the intensity of uses around walkable, bikeable, and transit-oriented centers.
- An evolving understanding of the likely impacts of climate change on the city and the Lower Southwest District presents new yet challenging opportunities for collaboration among agencies and property owners on adaptive measures to manage economic and community development, stormwater, flood risk, and infrastructure resiliency.
- Public facilities, public streets, and parking lots offer near-term opportunities to increase tree cover.

AIR QUALITY

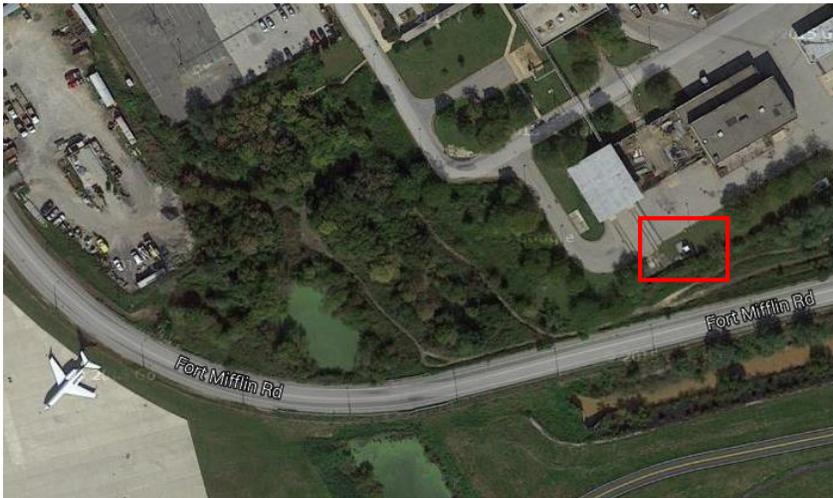
Citywide Goal: Improve air quality within the city and region

The 2013 Philadelphia Air Quality Report (Philadelphia Department of Public Health, Air Management Services Division, PDPH/AMS) indicates that Citywide air quality is improving, although the Philadelphia region remains in non-attainment with Federal standards for ground level ozone and PM2.5. Ground level ozone, aka, smog, is formed by volatile organic compounds (VOCs) and nitrogen oxides (NOx) reacting in the presence of heat and sunlight. Ozone is particularly detrimental to the young, old, and infirmed. PM2.5, or ‘fine’ particulate matter, contributes to short term respiratory irritation and long term respiratory and cardio-vascular disease. Fine particles may result from fuel combustion from vehicles, power generators, and industry. Closely related to air quality impacts, child asthma hospitalization rates in the District are slightly higher than the Citywide average (1,087 out of 100,000 LSW residents, vs. 1,001 out of 100,000 residents Citywide; PDPH Community Health Assessment, 2012).

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

Air Monitoring Network. To conform with the EPA’s National Ambient Air Quality Standards for criteria pollutants, and to aid in the reduction of emissions of toxic pollutants that are known to contain carcinogens but for which there is no known safe standard, Philadelphia has nine air monitoring stations strategically located around the city. The SWA Monitoring Station, located next to the airport (Picture 1), measures toxic, carbonyls, and metals. EPA Region III modeling analysis has shown that areas near the airport have high levels of aldehydes. The RIT Station, located at 24th and Ritner Streets, includes much of the Lower Southwest in its coverage area and monitors criteria pollutants (ground-level ozone, PM, CO₂, SO_x, and NO_x). Data from the city’s nine monitoring stations are to provide a Citywide average for each pollutant. However, monitoring stations are located near known pollutant sources, and it is important to track how known sources impact a nearby district as well as the entire city.

FIGURE 1. SWA Monitoring Station. 8200 Enterprise Rd, Southwest Philadelphia.
Measures toxics, carbonyls, and metals.

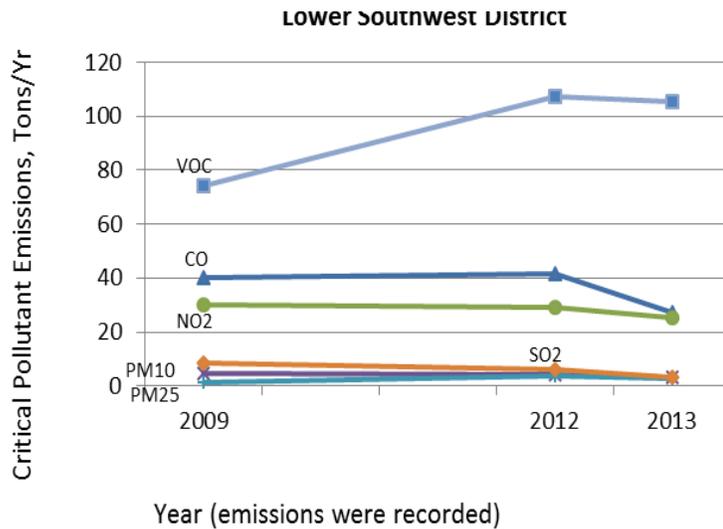


Fixed Point Sources of Air Pollution

The PDPH Air Management Services division regulates facility emissions through the issuance of permits and licenses that allow facilities to operate equipment that emits or controls air pollution. In the Lower Southwest District, Plains Production Term LLC and the Philadelphia Water Department's are required to hold the 'Title V' licenses for relatively heavy emissions. Synthetic Minor Operating Permits are required by facilities with the capacity to exceed any of the Title V thresholds, but that do not do so in practice. Clean Earth of Philadelphia, 121 Point Breeze Terminal, and the Philadelphia International Airport each hold Synthetic Minor permits. All of these establishments are significant employers or service providers.

Emissions at each of the named facilities were reported in 2009, 2012, and 2013 (FIGURE 2). There was a net decrease in PM2.5, NO2, and VOCs among permit-holding facilities in the Lower Southwest District in 2013. The 2013 decrease in VOCs followed an aggressive increase between 2009 and 2012 that was attributed to the Plains Production fuel terminal at 3400 S 67th Street. The terminal is considered a major source of VOCs (> 50 tons/yr). Because Philadelphia is in non-attainment for VOC emissions, Plains Production is subject to federal RACT (Reasonably Available Control Technology) regulations, which include devices and advanced operating procedures designed to reduce VOC emissions. The primary targets of the RACT are the terminal's thirteen 10.5k gallon petroleum/ organic products storage tanks; the seven 40k gallon petrol/ organic products storage tanks; the boiler; the truck loading process; the marine loading process; and the fugitive emissions from pumps, valves, and flanges.

FIGURE 2. Criteria Air Pollutant Levels, Lower Southwest District, 2009-2013



The Philadelphia International Airport (PHL) does not have a RACT agreement, though it continues to be a major contributor to NO_x, for which Philadelphia is in non-attainment. PHL has a Green Airport Initiative to reduce emissions (i.e., VOC, NO₂, PM) associated with airport related activities. The initiative launched in 2012 and included the purchase of \$5M in Electric Ground Support Equipment, including baggage tractors, belt loaders, and recharging stations. Emissions from aircraft fluctuates with the number and type of aircraft operations. Not included in FIGURE 2 is the Philadelphia Energy Solutions (PES) oil terminal and refinery across the district border in South Philadelphia about one mile from district neighborhoods. PES is currently Philadelphia’s biggest contributor across all air pollutants shown above.

Green House Gasses (GHGs) The City’s new energy benchmarking ordinance generates information on GHGs attributable to large commercial and industrial buildings. The Philadelphia Wholesale Produce Market (2011), at 835,000 square feet, is the nation’s largest produce terminal. Given its size and intensity of use, the Market, releases a relatively small amount of GHG compared to other Philadelphia facilities (8,412 MtCO₂e; 2014 Building Energy Benchmarking, MOS). Other fixed-point sources of GHG emissions in the District include PHL, airport-serving hotels, and warehousing/distribution enterprises.

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

Highway vehicle sources refer to emissions from cars, trucks, motorcycles, and buses. I-95 transects the Lower Southwest District for 4.5 miles. This busy stretch of I-95 serves PHL, LSW businesses and neighborhoods, and South, West, and Central Philadelphia. Air pollution from I-95 is worsened when vehicles idle during workday traffic congestion and major events at the nearby Sports Complex. The district’s major arterial roads also accommodate a significant amount of thru and local auto and truck traffic.

Several transportation alternatives may be enhanced to reduce air pollution from vehicles. The District is served by SEPTA light rail, with 30 minute trips to Center City every 5 minutes during peak hours, as well as the Airport regional rail line. The District's on-road bike network points towards University City. Currently, two trails in their pre-planning phases are poised to improve bicycle and pedestrian options. Continuation of the Cobbs Creek Trail south below 70th St (Existing: 0.5 miles. Planned: 2 miles) is a high priority in the Philadelphia Trail Master Plan. The Airport Fort Mifflin Trail is a concept to co-locate a new trail with a restored freight line associated with implementation of the PHL master plan. These new trails will serve the east and west sides of the District, connecting pedestrians and bicyclists to job centers (e.g., PHL, University City) and recreation areas (e.g., John Heinz Wildlife Refuge, Fort Mifflin).

Non-road sources of non-point air pollution in the Lower Southwest include trains, ships, and equipment operated by the airport and by construction and demolition enterprises.

Train. Diesel-powered CSX and NS freight trains run frequently through the LSW, using one, dedicated freight rail line and two lines shared with electric-powered Amtrak and SEPTA passenger trains. The dedicated CSX line goes through a residential neighborhood in the northwest corner of the District.

Ship. Diesel-powered ships serving LSW terminals on the Schuylkill and Delaware Rivers contribute to air pollution in the district. Marine loading of chemicals poses another potential emissions source. At the Plains Products Terminal (3400 S 67th St), an EPA agreement (2005 RACT Plan) places a maximum quantity for loading gasoline to address this threat.

Equipment. Diesel and gasoline-powered equipment adds to air pollution. Such equipment is found at PHL, the US Army Corps of Engineers dredge spoils site at Fort Mifflin, and at demolition and construction sites. Ongoing activity in the District's auto recycling and scrap yards also increases air emissions.

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

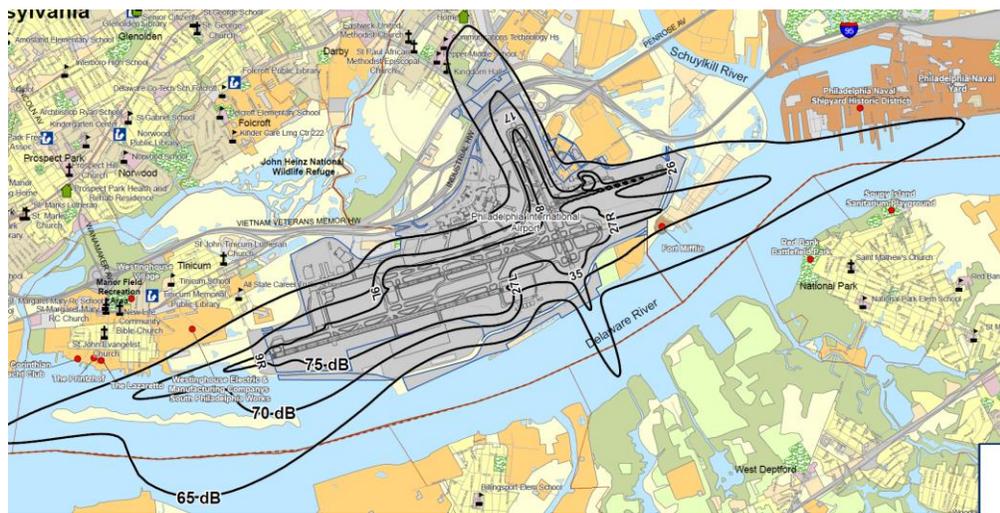
Noise Pollution

As home to the region-serving Philadelphia International Airport, the Lower Southwest district and adjacent communities in Delaware and Gloucester Counties are impacted by aircraft noise. PHL's north-south Runway 17-35 serves arrivals and departures by commuter and regional jets and turboprops. Flights to and from the north go directly over the Lower Southwest's Eastwick neighborhood. In 2009, PHL noise models predicted a 19 percent increase in airport operations by 2013, resulting in more arrivals from the north and "generating noise that exceeds the threshold above which aircraft noise is considered to be incompatible with residential areas." (i.e., day-night average of 65 dB, see Figure 3).

Use of Runway 17-35 is integral to the PHL Capacity Enhancement Program approved by the Federal Aviation Administration. The runway was extended 1,040 feet in 2009 to accommodate a wider range of aircraft. The Philadelphia International Airport (PHL) Noise Compatibility Plan includes an Airport Noise Abatement Program Manager (noise@phl.org) and 9 permanently installed noise monitors in the region.

PHL and the FAA have a number of existing and evolving practices to abate noise, including assigned departure headings and altitudes, noise abatement for impacted properties, quieter engines, and the use of new GPS navigation technology to further reduce noise impacts in some areas.

FIGURE 3. YR2013 Future Baseline DNL Noise Exposure Contours



PHL Noise Compatibility Program Update, 2009

WATER QUALITY

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

A number of inter-related conditions impact the management of water quality issues in the Lower South District. These affect not only the environmental quality of the district and its watersheds, but also the ability of the district to resiliently accommodate households, businesses, and public infrastructure. (See also: Land Management, Utilities, and Open Space memos).

Water Sources

Public Water Supply. The Lower Southwest receives treated water from the Schuylkill River via the Belmont Water Treatment Plant of the Philadelphia Water Department (PWD). Regulations require water utilities to monitor roughly 100 parameters, including inorganic chemicals, synthetic organic chemicals, total organic carbon, disinfection byproducts, volatile organic compounds, bacteria, and radiological contaminants. These regulatory parameters are defined with their maximum contaminant level (MCL) and maximum contaminant level goal (MCLG) under Federal rules. All water quality testing results are

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

Surface Water. Land in the Lower South District falls within the watersheds of, and is largely bounded by, Cobbs Creek, Darby Creek, Delaware River (Delaware Direct), and the Schuylkill River. Cobbs Creek flows into the main stem of Darby Creek just outside the district's borders in Darby Township before flowing into the John Heinz National Wildlife Refuge at Tinicum and then into the Delaware River. Being situated downstream within these multiple watersheds, surface water quality in the district is impacted by runoff and discharges occurring to the north in upstream locations.

There are two active U.S. Geological Survey (USGS) monitoring stations within or adjacent to the district: USGS 01474703 Delaware River at Fort Mifflin and USGS 01475548 Cobbs Creek at Mt. Moriah Cemetery. The Philadelphia Water Department maintains additional stations on the Schuylkill River, Darby Creek, and Cobbs Creeks within the district. Results from these stations indicate that surface water quality in the district is relatively good, as measured by temperature, specific conductance (indicating dissolved solids), turbidity, dissolved oxygen, and pH. Acidity in the Schuylkill River and Cobbs Creek, however, has often exceeded the healthy range of 6.5 to 8.0, which may cause physiological stresses.

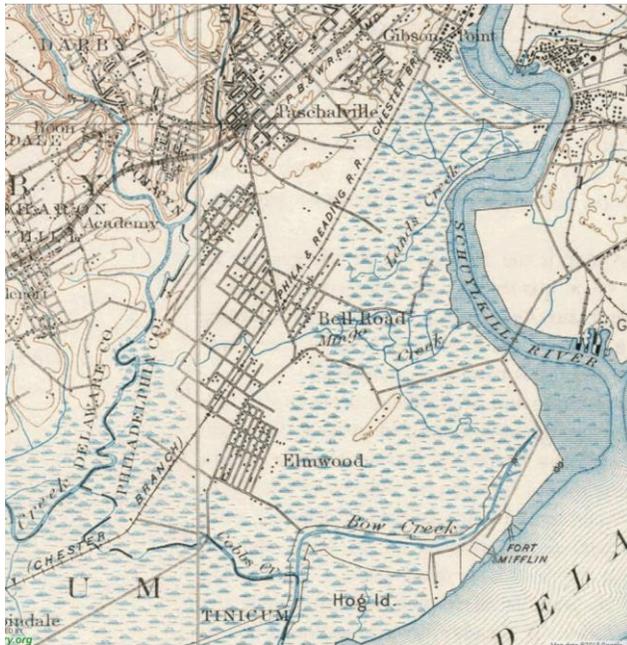
While certainly very much impacted by upstream urban development, including runoff from impervious surfaces and industrial discharges, the rivers and creeks around the Lower South District do support a variety of aquatic life and waterfowl. Warming temperatures in the surface waters of Southeastern Pennsylvania, caused by warmer average air temperatures, are being monitored for impacts on both aquatic wildlife and plants.

Launches for paddle craft are maintained at Bartrams Garden on the Schuylkill River and at the Heinz Wildlife Refuge on Darby Creek. In the Delaware Estuary, protective fishing regulations are set for twelve aquatic species, and fishing is prohibited for five species, including the federally-endangered sturgeon. Fish consumption advisories are set for six species due to PCD and mercury contamination.

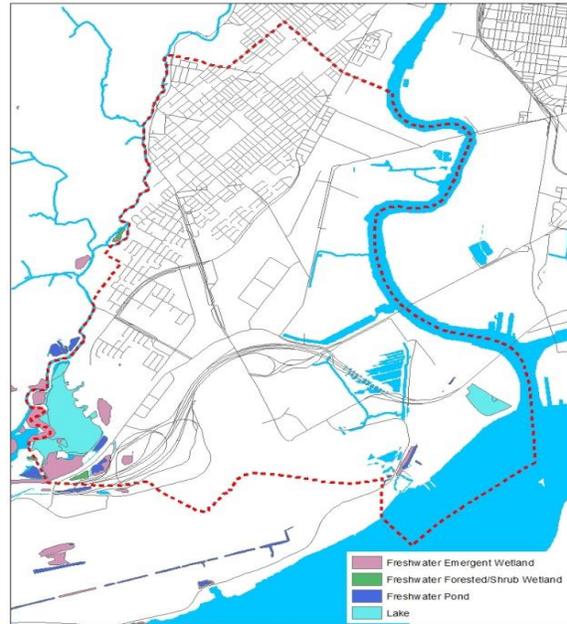
Urban Stream Banks and Wetlands

Wetlands originally buffered both the Schuylkill River (area east of the present-day Airport Line rail alignment) the Darby Creek (area south of 84th Street). These wetlands were largely filled and developed, initially by early farmers and later by expanding industries. Remaining wetlands are primarily located at the southwestern corner of the district as Darby Creek parallels the wetland complex of the John Heinz National Wildlife Refuge and PHL. Historically, Darby Creek here split into two streams, with the eastern branch emptying into the Delaware River south of Hog Island. This natural hydrology was altered when the U.S. Army Corps of Engineers filled this section in order to connect the former Hog Island shipyard with the mainland to enable future development such as PHL. (FIGURES 4 and 5)

FIGURES 4 and 5: Wetlands in the Lower South District, Before and After



U.S. Geological Survey, 1890-1910



U.S. Fish and Wildlife Service.
National Wetlands Inventory, 2015

Most of the banks of the Schuylkill River south of Bartram’s Garden are now hardened with bulkhead of various types, although there are also sections of rip-rap bank (west bank south of Passyunk Avenue) and also mud flats (east bank at the bend north of Passyunk Ave and west bank on either side of the I-95 Girard Point Bridge). There are only two areas of a natural bank: at the inlet south of Passyunk Ave (formerly Lands Creek) and north of Penrose Ave at the mouth of Mingo Creek.

PWD, the Heinz Refuge, and others are working to stabilize and restore wetlands and waterways in the Lower Southwest. Goals of this work include the reduction of erosion and sediment pollution, floodwater control, habitat protection, and enhancement of the natural beauty and functions of streams. These efforts involve considerable planning and, sometimes, trial and error. For example, PWD built tidal wetlands in spring 2008 on the south side of the Mingo tidal mudflat, using a grant from the National Fish and Wildlife Foundation’s Delaware Estuary Watershed Grants Program. Over 3,000 plants from four different species were planted. Although fencing was installed to discourage grazing waterfowl, it became evident that geese were able to enter and graze. Plant growth did not return the following spring.

Stormwater

The City of Philadelphia is mandated by the EPA to reduce its Combined Sewer Overflow (CSO) discharges, which occur when excess stormwater runoff during wet weather events exceeds the capacity of the combined stormwater/sewer systems and causes raw sewage to discharge into surface waters. The

northern portion of the Lower Southwest District as well as an industrial area to the southwest of Bartram Ave and Penrose Ave are located in the combined sewer area.

To better manage stormwater runoff and reduce CSO discharges, the PWD is implementing a green stormwater infrastructure (GSI) program to install facilities including infiltration trenches, rain gardens, stormwater planters, stormwater tree trenches, and other practices. Within the district, there are seven stormwater tree trenches, two rain gardens, one infiltration/storage trench, one stormwater bump-out, and one other form of green stormwater infrastructure. Additional opportunities for GSI exist throughout the district, particularly within parks, playgrounds, schoolyards, and other public sites.

Flooding

Southwest Philadelphia is one of the more flood-prone areas of the city, as shown in the expanse of floodplain areas in the Land Suitability section of the Land Management memo. Of the six police districts in the city, the Southwest District has the greatest number of people estimated to need shelter during a 100-year flood event, according to a 2009 HAZUS study. Another way to gauge flood risk is through the

FIGURE 6: Repetitive Flood Loss

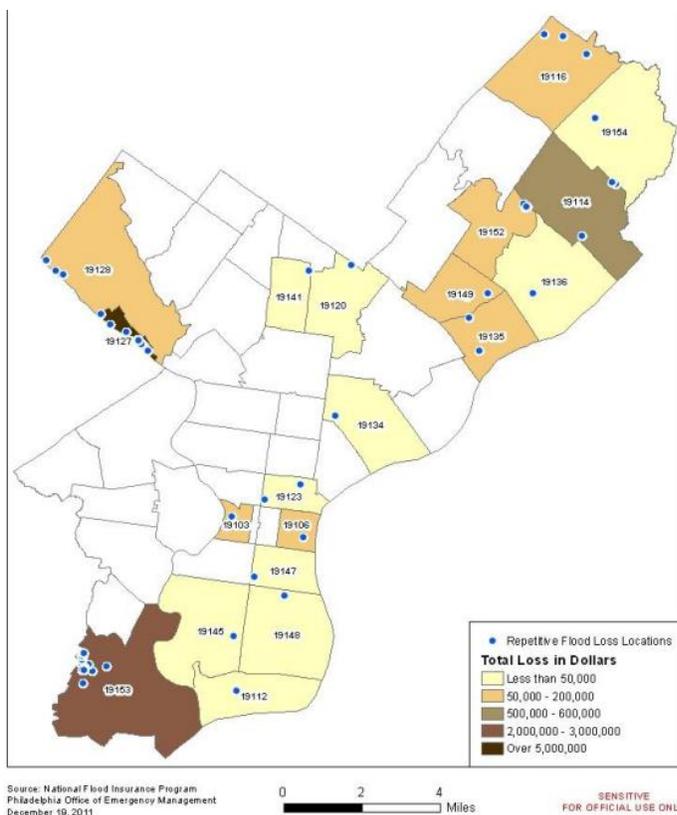
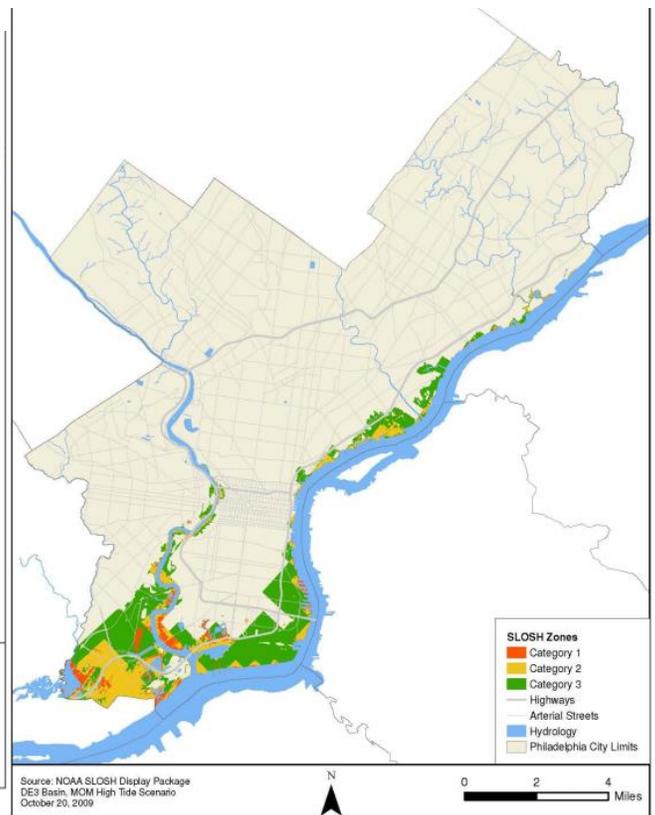


FIGURE 7: SLOSH Zones



occurrence and valuation of repetitive flood losses (See Figure 6). Southwest Philadelphia has the biggest concentration of repetitive flood loss events and the second greatest value of loss after Manayunk.

Based on discharge data from the Mt Moriah station on Cobbs Creek, a ‘10-year flood’ occurred here approximately seven times between 2009 and 2012. Modeling has been done to identify areas, called SLOSH zones (Figure 7), that may experience flooding from hurricane storm surge. Southwest Philadelphia has a great number of areas in SLOSH zones associated with Category 1, 2, and 3 hurricanes.

Early steps to manage stormwater and flooding help set the stage for further studies, plans, and actions to guide future water management policies and investments. Under present conditions, the Lower Southwest district already has areas with high water tables that do not readily absorb infiltrated stormwater, low-lying neighborhoods and infrastructure subject to flooding during heavy rains and high tides, and waterfront acreage within the 100 and 500 year flood plains. In the future, analysis of climate change models for Philadelphia indicates that the city will experience increased precipitation and continued rise in mean sea level. This could mean more stormwater to manage as well as an expansion of the acreage regularly at risk from inundation or from flooding due to heavy rain and storm surge. The Lower Southwest needs to strategically reduce impervious surface where practicable, implement green and grey infrastructure, and gradually adapt property and infrastructure to manage water-related risks.

Noted below are several examples of hazardous waste sites and oil spills impacting the district.

Hazardous Waste Sites

A number of hazardous waste sites in the Lower Southwest are regulated by the U.S. Environmental Protection Agency (EPA). Abandoned, uncontrolled hazardous waste sites placed on the National Priorities List (NPL) are regulated under CERCLA (the Comprehensive Environmental Response, Compensation & Liability Act), commonly known as the Superfund program. Other hazardous waste facilities are regulated under the Resource Conservation & Recovery Act (RCRA).

NPL

- The Clearview Landfill, located on a plateau adjacent to Darby Creek, is part of the Lower Darby Creek Area (LDCA) Superfund Site, which also includes the Folcroft Landfill. Historic waste disposal have resulted in organic and inorganic contamination. Cleanup is currently underway.
- Enterprise Avenue has been deleted from the NPL. This 57-acre floodplain site was contaminated from the disposal of paint sludges and other wastes. Clean-up was completed in 1985 and the site was deleted from the NPL in 1986.

RCRA

There are three RCRA facilities within the Southwest District that have been determined to have an impact to groundwater, and one facility that is to be determined. These are considered active facilities that generate hazardous wastes.

- USPS Philadelphia Process & Distribution Center is a 27-acre site formerly used by GE Skeats High Power Lab, Singer Corporation, and Penn Bottle and Supply Co. Corrective action is underway to remediate the toxic contamination.
- Sun Schuylkill River Tank Farm is a 211-acre site contaminated from refinery activity, and is one of EPA’s Region III high priority corrective action sites. In August 2003, EPA made an environmental Indicators determination that no further corrective action is necessary at this time.
- Van Waters and Rogers Inc is a site awaiting determination of environmental indicators and corrective action.

Oil Spills

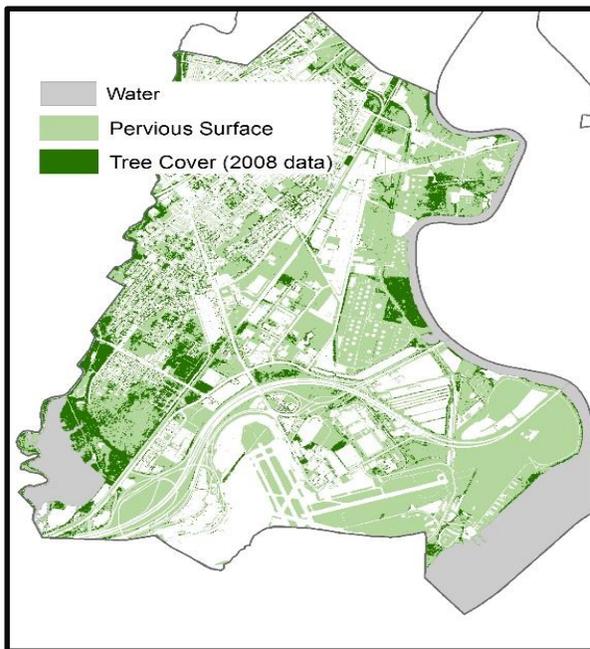
In 2000, Sunoco was responsible for an oil spill at the John Heinz National Wildlife Refuge that released over 192,000 gallons of oil due to a cracked pipeline. A 2005 settlement required Sunoco to pay roughly \$3.6 million in penalties and natural resources damages. Sunoco also replaced a number of pipeline joints and installed advanced leak detection systems. Sunoco has since removed the crude oil from the refuge’s 145-acre wetlands pond, excavated contaminated soils and sediments, and revegetated the affected area with plants and grasses. Currently, reports of oil sheens in the Delaware and Schuylkill River are reported to and investigated by the U.S. Coast Guard. There were 14 “unknown sheen” reports in 2013, ten in 2014, and there have been five such reports in 2015 (as of August 3, 2015). There are additional reports of fixed leaks from known sources, including a number from the Sunoco/PES facilities when fuel oil or vacuum gas oil is released into the Schuylkill River.

Tree Cover

Goal: Increase tree coverage equitably throughout the city

Trees not only enhance the quality of our air and water resources, but they also have many social and economic benefits. The City's *Greenworks2015* set a goal for 30 percent tree coverage goal in all neighborhoods. The Lower Southwest District's current, estimated coverage of ten percent is far lower than the citywide tree canopy cover of twenty percent (most recent data capture: 2008 LiDAR).

FIGURE 8: Tree Cover in the Lower Southwest District



High resolution aerial imagery and LiDAR allow for a comparison between existing tree cover in the Lower Southwest District, and pervious surface, which is conducive to new tree planting.

In 2011, the City of Philadelphia funded a project to identify gaps in Philadelphia's existing tree canopies and opportunities to fill those gaps ("A Report on the City of Philadelphia's Existing and Possible Tree Canopy", http://www.fs.fed.us/nrs/utc/reports/UTC_Report_Philadelphia.pdf). Researchers inventoried the "unmet potential" tree canopy, identified as vegetated areas (e.g., grass or shrub areas; shown as light green in Figure 8) and underutilized impervious surfaces (e.g., asphalt or concrete surfaces, excluding roads and buildings). Their gap analysis of the Lower Southwest District's tree canopy estimated the District's full potential coverage at 60-70 percent.

The feasibility of greatly increasing the tree canopy in the Lower Southwest may be limited by practical considerations. Some larger, vacant sites are considered to be held for development and are maintained in a state of "shovel-readiness" with minimal tree cover. Other large sites, such as the USACE dredge spoils facility, PHL, fuel terminals, and Auto Mall car lots, limit tree cover for operational and safety reasons. Still, there are ample locations to increase the district's tree cover on publicly-owned facilities and streets, and as part of new development projects.

Recommended Follow-Up

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

- Work with AMS, MOS, PHL, the Clean Air Council, DVRPC, and others to identify specific steps already being taken by agencies and companies to reduce air emissions.
 - Identify further regulatory steps and incentives to ensure net, long-term reductions in air emissions attributable to Lower Southwest vehicles, industries, equipment, and buildings.
 - Identify land use and zoning strategies to reduce automobile dependence, strengthen neighborhood-serving commercial services near housing concentrations, and broaden the mix of uses at commercial and transit nodes.
 - Evaluate the implications of the findings and recommendations in *Toward a Climate Ready Philadelphia* (City of Philadelphia, MOS, 2015), and the work of the City's ongoing Flood Risk Management Task Force, for current and potential public investments in the Lower Southwest District.
 - Work with PWD and other partners to identify stormwater management and flood relief challenges, and to identify areas where land use and infrastructure changes may be needed to manage risks associated with projected changes in sea level and storm severity.
 - Encourage commercial and institutional property owners who face increased PWD stormwater fees to consider strategies that can improve stormwater management and flood resiliency.
 - Document initiatives by public and private tree planting groups and work with tree advocates to address remaining barriers to increased tree cover in the Lower Southwest.
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DEMOGRAPHICS

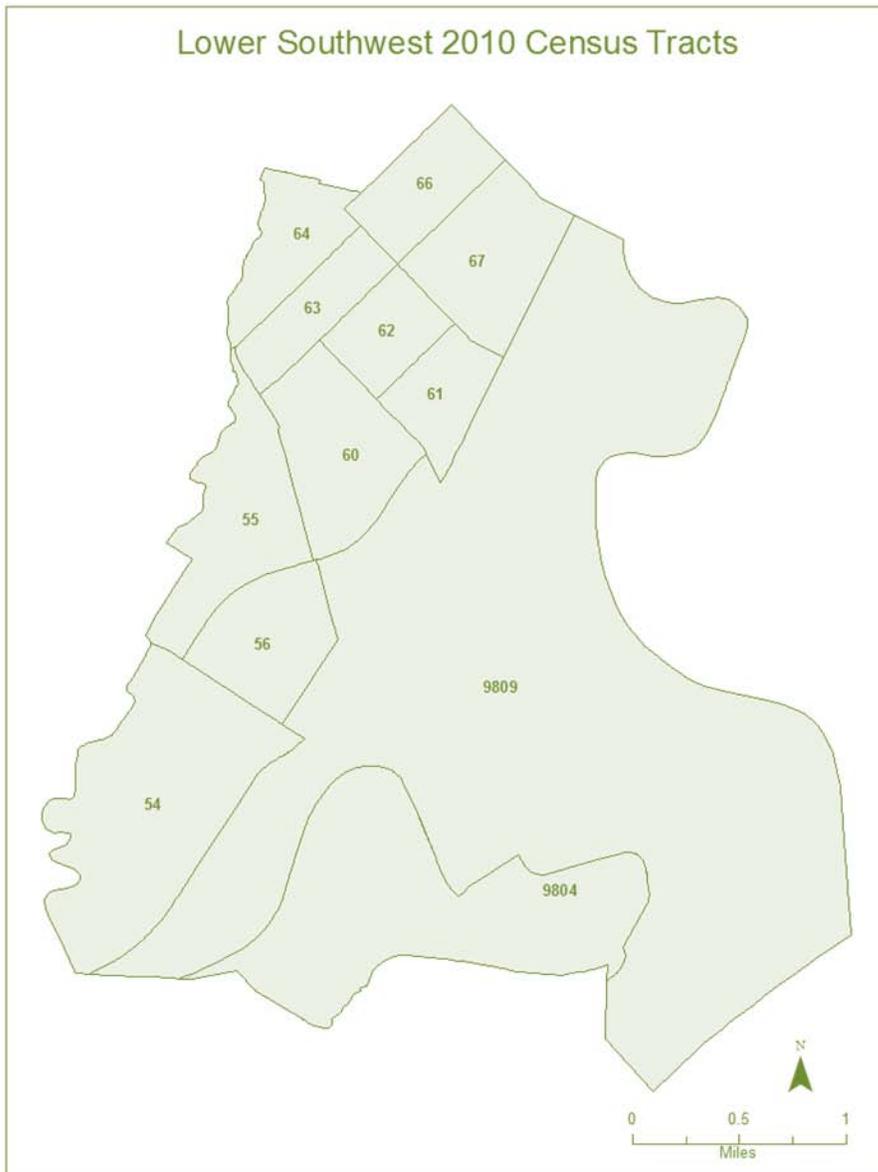
SUMMARY

Over the past few decades, the Lower Southwest District has changed from a racially homogeneous, White community to a racially homogeneous Black community. In 1980 the district's population was 80.76% White and 17.69% Black. By 2010 the district was 76.87% Black and 10.92% White. Over the thirty year period between 1980 and 2010, the district's White population has declined 87% or by more 30,908 people. Between 1980 and 2000, the growth of Black, Asian, Other Race and Latino population was not enough to make up for the significant loss of White population, resulting in net Total Population losses in 1990 and 2000. By 2010, the steady growth of non-White population was enough to offset a continued loss of White population, resulting in a total population increase of 475 people (372 in the household-based population and 102 in group quarters population). This was the first increase in the Lower Southwest District population in over thirty years. Another important factor contributing to the district's current and projected population growth is the rapidly growing foreign-born population. The district has the third highest percentage of foreign born population of all the districts in the City, and the highest percentage and number of African born immigrants of all districts in the City. Other distinguishing demographic indicators in the district include an above average percentage of population under the age of 20; above average percentages of large family households with five or more persons; and increased educational attainment levels. While continued population growth is projected in the Lower Southwest District through Year 2035, a number of socio-economic indicators should be monitored, especially increases in poverty, unemployment and housing vacancies.

DISTRICT BOUNDARIES FOR ANALYSIS

The Lower Southwest District demographic analysis is based on Decennial Census data (1980-2010) and American Community Survey data (2009-2013) data. As of 2010, the census tract boundaries for Lower Southwest are: 54, 55, 56, 60, 61, 62, 63, 64, 66, 67, 9804 and 9809 (see map on next page). Between the 2000 and 2010 Censuses, there were a number of changes to census tract boundaries in the area, reflecting population growth and decline. Where population levels did not meet Census standards for individual tracts, tracts were consolidated (e.g. tracts 57, 58, 59 and 68 were consolidated into the new tract 9809, and tract 52 was consolidated into the new tract 9804). The analysis of 2010 Decennial Census data will be based on the new tract boundaries as listed above, and the analysis of trend data from the 1980, 1990 and 2000 Decennial Censuses, will be based on the older tract boundaries listed here: 52, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 66, 67, and 68. Based on 2010 Census tract boundaries, the Census tracts generally associated with the neighborhoods of the Lower Southwest district are:

- **Eastwick:** 54, 55, 56, part of, 60, 61, 9804 and 9809
- **Paschall:** part of 60, 63, 64 and 66
- **Middle Southwest:** 62 and 67



ISSUES AND OPPORTUNITIES

Continued household population growth is projected in the Lower Southwest District through Year 2035, though recent increases in poverty, unemployment and housing vacancy rates show a traditionally stable district in a period of transition. While the district has historically had lower than average median household incomes, the recent increases in poverty, unemployment and housing vacancies may be symptomatic of larger socio-economic issues affecting the city and nation. For example, during the economic downturn of 2007-2009, unemployment and poverty rates increased for all demographic groups in Philadelphia and across the country. For Philadelphia and much of the nation, employment and median household incomes still have not fully recovered, and many newly created jobs tend to pay lower

wages than previous jobs. Also, extensive national research and studies have documented that socio-economic inequities tend to result in higher poverty and unemployment rates for Blacks. Evidence of this can be seen in the Lower Southwest district. Overall, as the district has shifted from a predominantly White community to a predominantly Black community, the poverty and unemployment rates have increased from below average to above average. In 1980 the Lower Southwest district's poverty rate was 12.9%, six percent below the citywide poverty rate of 20.6%. Today, the district's poverty rate is 28.5%, two percent above the citywide poverty rate of 26.5%. The district's unemployment rate has increased from 9.0% in 1980, compared to a citywide average of 11.4%, to the current unemployment rate of 16.0%. Based on ACS 2009_2013 estimate data, the current citywide unemployment rate is 14.5%. While much of the district is faced with troubling socio-economic conditions, it is important to note there are areas within district where median household incomes are above average (tracts: 54, 55 &56), and poverty (tracts: 54, 65, 66) and unemployment (tracts: 56,61,63) have decreased.

One distinguishing demographic indicator unique to Lower Southwest District is high percentage of foreign-born African population. Unlike other districts in the city with high percentages of foreign born population from Asia and Europe, the majority of the Lower Southwest district's foreign born are from Africa. The influence of the African population is evident in the many thriving African-owned businesses along the commercial corridors. It can also be seen in the larger family household sizes and increased number of children in the district.

The district's shifting demographics and housing demands present particular challenges for housing. Similar to local and national trends between 2000 and 2010, the share of housing units occupied by homeowners in the Lower Southwest district decreased by 12.7 percent, and the share occupied by renters increased by 17.7 percent. The continued outmigration during that period of White population, many of whom were elderly homeowners, continued to place a significant number of homes on the market. In recent years, residents looking for homes in the district appear to have an increased financial or cultural preference to rent rather than own. In fact, ACS data indicates that both renters and homeowners in the Lower Southwest district are severely burdened by housing costs, paying more than 40% of their household income for rent or mortgage payments. However, should economic conditions in the district improve and population continue to increase, homeownership rates may be expected to increase. Early signs of this can be seen in the recent rise in homes sales. It is anticipated that this increased demand will also reduce the number of vacancies in the district.

While housing vacancies, poverty, and unemployment in the district have increased, a possible upside to these trends is that the district continues to attract new residents, particularly foreign born population, reducing the number of homes that might otherwise become long-term vacant properties. As economic conditions improve for these new residents, poverty and unemployment in the district will also decrease. Continued demand for, and reinvestment in, homeownership and rental units will be important to maintaining the district's housing stock.

Major Demographic Indicators – Lower Southwest District

Trend Data Lower Southwest District	1980	%	1990	%	2000	%	2010	%	2010 Citywide	%
Total Population	43,968		42,477		41,642		42,117	2.76% of Citywide	1,526,006	
White	35,509	80.76%	29,202	68.75%	13,806	33.15%	4,601	10.92%	626,221	41%
Black	7,776	17.69%	11,584	27.27%	23,326	56.02%	32,377	76.87%	661,839	43%
Asian	422	0.96%	1,429	3.36%	3,211	7.71%	3,357	7.97%	96,405	6%
Other Race	208	0.47%	262	0.62%	388	0.93%	643	1.53%	90,731	6%
Latino (any Race)	371	0.84%	465	1.09%	887	2.13%	1,318	3.13%	187,611	12%
HH Population	43,463	98.85%	41,174	98.25%	41,390	99.39%	41,763	99.16%	1,468,623	96%
GQ Population	505	1.15%	743	1.75%	252	0.61%	354	0.84%	57,383	4%
Total HUs	17,084		17,204		16,952		16,728	2.49% of Citywide	670,171	
Vacant HUs	1,081	6.33%	1,391	8.09%	1,620	9.56%	1,682	10.05%	70,435	11%
Occupied HUs	16,003	93.67%	15,813	91.91%	15,332	90.44%	15,046	89.95%	599,736	89%
Owner Occup	11,949	74.67%	11,369	71.90%	9,880	64.44%	8,627	57.34%	324,536	54.11%
Renter Occup	4,054	25.33%	4,444	28.10%	5,452	35.56%	6,419	42.66%	275,200	45.89%
Avg. HH Size	2.72		2.64		2.70		2.78		2.45	
Median Age	32.15		N/A		29.35		30.40		33.5yrs	
Age <20	12,949	29.45%	12,016	28.29%	14,038	33.71%	13,910	33.03%	400,817	26.27%
20 to 44	15,185	34.54%	16,133	37.98%	14,965	35.94%	14,947	35.49%	581,102	38.08%
45 to 64	9,682	22.02%	8,026	18.89%	7,938	19.06%	9,458	22.46%	358,778	23.51%
65+	6,152	13.99%	6,302	14.84%	4,701	11.29%	3,802	9.03%	185,309	12.14%
Median HH Income	Census 1980 \$15,274		Census 1990 \$23,542		Census 2000 \$27,849		ACS 09_13 \$34,018		ACS 09_13 \$37,192	
% 4yrs+College	6.33%		9.07%		9.67%		12.97%		23.86%	
%Unemployed	8.97%		8.05%		12.20%		15.57%		15.10%	
%Poverty	12.91%		16.91%		25.12%		28.48%		26.49%	
%HH No Car	N/A		N/A		35.24%		67.48%		33.16%	

POPULATION

As of 2010, with a total population of 42,117 people, the Lower Southwest District is the 2nd smallest district in the City, comprising 2.76% of the City's total population. After a few decades of declining population, **the Total Population in the Lower Southwest District increased 1.14% between 2000 and 2010, or by 475 people**, from a total population of 41,642 in 2000. **This was the first population increase in the district since 1980.** With the exception of census tract 54, the population growth was concentrated in the central eastern section of the district, including tracts 60, 61, 62, and 67.

- **Between 1980 and 2010, Black, Asian, Other Race and Latino population in the Lower Southwest District all steadily increased, while White population has steadily decreased.**
- **As of 2010, the district's Total Population was: 10.92% White, 76.87% Black, 7.97% Asian, 1.53% Other Race, and 3.13% Latino.**
 - In 1980, the Lower Southwest District's Total Population was 80.76% White, 17.69% Black, 0.96% Asian, 0.47% Other Race and 0.84% Latino.
- Between 1980 and 2010, Black population increased 316% (24,601 people).
- Between 1980 and 2010, Asian population increased 695% (2,935 people).

- Between 1980 and 2010, Other Race population increased 209% (435 people).
- Between 1980 and 2010, Latino population increased 255% (947 people).
- Between 1980 and 2010, the district lost a total 30,908 White people, or 87% of the White population.

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

- White population in the district has steadily decreased. Between 1980 and 1990, the district's White population declined 17.7%, (6,307 people). **The largest loss of White population occurred between 1990 and 2000, when the district's White population declined by 52.7% or by 15,396 people.** Between 2000 and 2010, White population in the district declined 66.6%, or by 9,205 people.
- **Between 1980 and 2010, White population decreased in every census tract in the Lower Southwest District.**
- Black population in the district has steadily increased. Between 1980 and 1990, the district's Black population increased 48.9% (3,808 people). **The largest increase in Black population occurred between 1990 and 2000, when Black population increased 101.3% or by 11,742 people.** Between 2000 and 2010 Black population increased 38.8% or by 9,051 people.
- Asian population in the district has steadily increased. Between 1980 and 1990, the district's Asian population increased 238.6% (1,007 people). **The largest increase in Asian population occurred between 1990 and 2000, when the district's Asian population increased 124.7% (1,782 people).** Between 2000 and 2010, Asian population increased 4.5% (146 people).
- Other Race population has steadily increased. Between 1980 and 1990, the district's Other Race population increased 25.9% (54 people). From 1990 and 2000, the Other Race population increased 48% (126 people). **The largest numeric increase in Other Race population occurred between 2000 and 2010, when Other Race population increased by 255 people (65.7%).**
- Latino population in the district has steadily increased. From 1980 and 1990, the district's Latino population increased 25.3% (94 people). Between 1990 and 2000, the district's Latino population increased 90.7% (422 people). **The largest increase in Latino population occurred between 2000 and 2010, when Latino population increased by 431 people (48.6%).**

Group Quarters Population

Total Population is comprised of population in households and population in group quarters. **As of 2010, 99.16% (41,763 people) of the population in the Lower Southwest District lived in Households, with 0.84% (354 people) of the population living in Group Quarters.** Since 1980, the number of people living in group quarters in the district has fluctuated. Group Quarter Population peaked in 1990, and declined in 2000. Although the district's 2010 Group Quarters is below the citywide average, it has increased since 2000. Because the group quarter population is comprised of smaller numbers and dispersed throughout the district, it appears that there may be a number of group homes. However, in census tract 63 there appears to be a larger facility with 259 people, perhaps a

nursing home. Citywide, 3.6% of the population lived in Group Quarters in 2010, with 96.4% of the population living in Households.

- **In 2010 Group Quarter population was** located in:
 - **Census tract 54: (6 people);**
 - **Census tract 55: (4 people);**
 - **Census tract 56: (1 person);**
 - **Census tract 60: (6 people);**
 - **Census tract 61: (2 people);**
 - **Census tract 63: (259 people);**
 - **Census tract 66: (57 people);**
 - **And Census tract 67: (19 people).**
- In 2000, the district's Group Quarter Population comprised 0.61% (252 people) of the district's total population, with 99.39% (41,390 people) of the population living in Households.
- **In 1990, Group Quarter population in the Lower Southwest District peaked with 1.75% (743 people), of the population living in Group Quarters.** At that time, 98.25% (41,734 people) of the population lived in Households. Citywide 2.1% of the population lived in Group Quarters in 1980, with 97.9% of the population living in Households.
- **In 1980, 1.15% (505 people) of the district's population lived in Group Quarters,** with 98.85% of the population living in Households. Citywide 2.1% of the population lived in Group Quarters in 1980, with 97.9% of the population living in Households.

Population by Age

As of 2010, the Lower Southwest District had a higher than average percentage of population Under 20 Years of Age. Based on a review of more detailed age data, it is evident that the district has above average percentages of population in the Under 5, 5 to 9, 10 to 14, and 15 to 19 age cohorts. Population in the other age cohorts are slightly lower than citywide averages. Over the past thirty years, population in the 20 to 44 age cohort has remained relatively stable and continues to comprise the majority of the district total population. Population in the 45 to 64 age cohort has steadily increased. Population in the 65 years and older age cohort has steadily declined. With the steady growth of population in the 44 to 64 age cohort, the district's median age has slightly increased. Continued growth of population in these age cohorts can be expected through 2035.

- **In 2010, population under 20 years of age comprised 33%** of the Lower Southwest District's Total Population, which is above the Citywide average of 26.3%.
- As of 2010, **population in the 20 to 44 age cohort (35.5%) comprised the largest percentage of Lower Southwest District's Total Population,** which is below the citywide average of 38.1%.
- In 2010, **population 45 to 64 years old comprised 22.4%** of the Lower Southwest District's Total Population, which is slightly below the citywide average of 23.4%.
- In 2010, **population 65 years and older comprised just 9%** of the Lower Southwest District's Total Population, which is below the citywide average of 12.1%.

- The Median Age in the Lower Southwest District has increased. As of 2010, **the Median Age was 31.6 years**, up from 29.3 years in 2000. Citywide the Median Age was 33.5 years in 2010.
- In 2010, the Median Age for population by census tract ranged from a low of 26.9 years old in census tract 62 (Middle Southwest) to a high of 39 years old in census tract 54 (Eastwick).
- In 2010, the census tracts with the highest percentage of population under the age of 20 were: 62(39.2%) 67(36.9%) in Middle Southwest; and 64(36.2%) in Paschall

Foreign Born Population

With 22.6% Foreign Born population, the Lower Southwest District has the third highest percentage of foreign born population of all the districts in the city, behind the Upper Far Northeast (30.2%) and the Central Northeast (25.5%). However, given that the Lower Southwest District is one of the smallest districts in city in terms of total population, the actual number of foreign born people in the Lower Southwest District ranks 9th of all districts. Despite that ranking, the foreign born population in the Lower Southwest District comprises a significant portion of the district total population and is very visible and active within the district. Unlike other districts in the city with large numbers of European and Asian foreign born population, the majority of the Lower Southwest District’s foreign born population is from Africa. According to 2009-2013 ACS estimate data, 22.6% of the Lower Southwest District’s population was foreign-born, compared to 12.2% citywide. Of the Lower Southwest District’s total foreign born population: 56.4% are from Africa, compared to 10.4% citywide; 3.4% are from Europe, compared to 18.6% citywide; 27.4% are from Asia, compared to 39.9% citywide; and 12.81% are from the Caribbean and Central and South America, compared to 30.1% citywide. The main source countries for the Lower Southwest District’s foreign born are listed below.

Lower Southwest District Foreign Born Population	ACS 08_12 Number	ACS 08_12 Percent	ACS 09_13 Number	ACS 09_13 Percent
Foreign Born as % of Total Population	8,687	20.63%	9,525	22.62%
Source Country				
India	131	1.51%	120	1.26%
Dominican Republic	159	1.83%	162	1.70%
Eritrea	170	1.96%	217	2.28%
Sierra Leone	281	3.23%	240	2.52%
Ghana	173	1.99%	284	2.98%
Jamaica	378	4.35%	408	4.28%
Ethiopia	595	6.85%	831	8.72%
Cambodia	808	9.30%	854	8.97%
Other Western Africa Countries	698	8.03%	936	9.83%
Vietnam	1,367	15.74%	1,276	13.40%
Liberia	2,147	24.72%	2,213	23.23%

- The largest number and percentage of foreign born population in the Lower Southwest District live in: census tract 67 (32.51%/2,429 people); census tract 60 (18.09%/1,167 people); census tract 55(20.66%/1,164 people); and census tract 61 (35.48% /1,108 people).

HOUSING

Between 2000 and 2010, the Lower Southwest District's population increased 1.1% (475 people). During this time the number of Total Housing Units in the district decreased 1.3% (224 units) from 16,952 units in 2000 to 16,728 units in 2010. The number of occupied housing units (Households) also decreased -1.9% (286 units) from 15,332 occupied units in 2000, to 15,046 occupied units in 2010. With more population living in fewer housing units, the average household size increased from 2.70 persons per household in 2000 to 2.78 in 2010. (see also Housing section of Neighborhoods memo)

The Housing Occupancy Rate decreased from 90.4% in 2000, to 89.95% in 2010. The percentage of Vacant Housing Units increased 3.9% (or by 62 units), from a 9.6% vacancy rate (1,620 vacant units) in 2000, to a 10.1% vacancy rate (1,682 vacant units) in 2010. As of 2010, Lower Southwest District's occupancy and average vacancy rates were comparable to the citywide averages. The percentage of owner occupied housing units in the district has steadily declined while the percentage of renter occupied housing units has steadily increased. This is consistent with citywide and national trends.

Housing Units and Occupancy

- Between 2000 and 2010, Total Housing Units in the Lower Southwest District declined by 1.3% (-224 units). Those census tracts losing housing units were: 63 (-110 units), 64 (-86 units) and 66 (-24) all in Paschall; and 55 (-44 units) in Eastwick and 60 (-25 units) in Paschall/Eastwick.
- Between 2000 and 2010, the Housing Occupancy rate in the Lower Southwest District declined 1.9%, and the Vacancy Rate increased 3.8%. During this time, housing vacancies increased in the majority of the census tracts in the district.
- **In 2010 the Housing Occupancy rate in the Lower Southwest District was 90%, with a Vacancy Rate of 10%.** Citywide, the Housing Occupancy rate was 89%, with a vacancy rate of 11%.
- In 2010, census tracts in the Lower Southwest District with particularly high vacancy rates included: 63 (17.0%), and 66 (13.6%), both in Paschall.
- In 2000, the Housing Occupancy rate in the Lower Southwest District was 90.4%, with a Vacancy Rate of 9.6%. Citywide the housing occupancy rate was 89.1%, with a vacancy rate of 10.9%.
- Between 2000 and 2010, Homeownership Rates in the Lower Southwest District declined -12.7% (-1,253 units). All census tracts in the district experienced a decline in owner occupied units except for census tract 54 where owner occupied units increased 15.6% (32 units).
- In 2010, the Homeowner Occupancy Rate in the Lower Southwest District was 57.3%, with a Renter Occupancy Rate of 42.7%. In 2010 the Citywide Homeowner Occupancy Rate of 54.1%, and the Citywide Renter Occupancy rate of 45.9%.
- In 2010, the census tracts in the district with the highest percentage of owner-occupied housing units were: 61 (78.6%) and 55 (69.2%), both in Eastwick; 60 (66.9%), in Eastwick/Paschall; and 62 (66.1%), in Middle Southwest.
- Between 2000 and 2010, renter occupancy rates in the district increased 17.7% (967 units). The number of renter-occupied units increased in every census tract in the district, except census tract 54 where they decreased slightly (-2 units).

- In 2010, the census tracts with the highest percentage of renter-occupied housing units were: 9809 (89.5% or 17 units), 56 (83.8% or 454 units) and 54(62.3% or 391 units) all in Eastwick; and 66 (66.2% or 844 units) and 63 (61.3% or 391 units) in Paschall.
- With the decline of senior population the number of senior homeowners in the Lower Southwest District has also declined. As of 2010, 20.1% of all homeowners in the Lower Southwest District were senior citizens compared to a citywide rate of 27.2%. In 2000, 26% of all homeowners in the district were senior citizens compared to a citywide rate of 30%. In 1990, 29.8% of all homeowners in district were senior citizens compared to a citywide rate of 31.3%.
- In 2010, the census tracts with the highest percentage of senior homeowners were census tracts: 54 (30.8% or 73 people), 55 (26.3% or 410 people), and 61(27.3% or 242 people) in Eastwick; and 60 (20.2% or 328 people) in Eastwick/Paschall.
- The number of senior renters in the district has also declined. As of 2010, 13.9% of all renters in the Lower Southwest District were senior citizens, down from 17.1% in 2000, and 17.7% in 1990.
- In 2010, the census tracts with the highest percentage of senior renters were census tracts: 66 (31.0% or 262 people) in Paschall and 60(23.5% or 189 people) in Eastwick/Paschall.

Housing Costs

- Based on 2009-2013 ACS 5 Year Estimate data, renters in the Lower Southwest District are much more burdened by housing costs than owners. This is consistent with citywide and national trends. The housing costs burden for renters in the Lower Southwest District is slightly lower than the citywide average. The housing costs burden for owners in the Lower Southwest District is higher than the citywide average housing costs for owners. *It should be noted that research indicates that renters generally bear a higher housing cost burden than owners. Housing costs in excess of 30% or more of household income are considered a burden.*
- Based on 2009-2013 ACS 5 Year Estimate data, 51.7% of all renter occupied households in the district pay 30% or more of their household income for Gross Rent. Citywide 52.3% of renter occupied households pay 30% or more of their household income for Gross Rent. The rental occupied households paying the highest percentage of their household income for gross rent are in census tracts: 61(74.7%) and 66(54.3%) in Paschall; and 67(54.0%) in Middle Southwest.
- The 2009-2013 ACS data reports that 39.7% of all owner-occupied households in the district pay 30% or more of their household income for monthly housing costs. Citywide, 32.1% of owner-occupied households pay 30% or more of their household income for monthly housing costs.
- Homeowners with mortgages are more burdened than homeowners without mortgages. In the Lower Southwest District, owner-occupied housing units with mortgages pay 48.7% of their household income for monthly housing costs, while owner-occupied housing units without mortgages only pay 22.3% of their household income for monthly housing costs.
 - Citywide, owner-occupied housing units with mortgages pay 39.2% of their household income for monthly housing costs, , while owner-occupied housing units without mortgages only pay 21.2% of their household income for monthly housing costs.
- According to 2009-2013 ACS data, census tracts in the district with the highest percentage or number of owner-occupied households paying 30% or more of their income for monthly housing

costs are in census tracts: 62 (54.3% or 467 people) and 67 (47.5% or 518 people) in Middle Southwest; 55 (40.3% or 760 people) in Eastwick; and 60 (34.5% or 540 people) in Eastwick/Paschall.

Household Size and Composition

- Average household sizes in the Lower Southwest District are larger than the citywide average. In 2010, the average household size in the district peaked at 2.78 persons per household, compared to the citywide average household size of 2.45 persons per household.
- Household sizes in the district range from a low of 1.58 persons per household in tract 9809* (Eastwick) and 2.05 person per household in tract 56 (Eastwick), to a high of 3.16 persons per household in tract 64 (Paschall). *Note: tract 9809 only has a total population of thirty people.
- From 1980 to 2000, the average household size has fluctuated from 2.72 persons per household in 1980, down to 2.64 in 1990, then rebounding to 2.58 in 2000.
- The Lower Southwest District has consistently had a lower percentage of one-person households than the city as a whole. In 2010, 27.7% of all households in district were one-person households compared to 34.1% citywide. In 1980, 25.6% of all households in the district were one-person households compared to 28.8% citywide.
- Although the percentage of family households in the Lower Southwest District has slightly declined, the district still has a slightly above average percentage of family households.
- Based on 2009-2013 ACS 5 Year Estimate data 59.4% of all households in the Lower Southwest District were family households and 40.6% were non-family households. Citywide 53.8% of all households were Family Households and 46.2% were Non-Family Households.
- According to the 2000 Decennial Census, 66.8% of all households in the Lower Southwest District were family households and 33.2% were non-family households. Citywide 56.8% of all households were family households and 43.4% were non-family households. The percentage of family households in the district decreased from 68.5% of all households in 1990.
- Based on 2009-2013 ACS data, the tracts in the district with the highest percentage or number of family households were: 67 (65.5% or 1,578 HHs) and 62 (69.4% or 951 HHs) in Middle Southwest; 55(62.6% or 1,518 HHs) and 61 (67.4% or 792 HHs) in Eastwick; and 60(55.2% or 1,282 HHs) in Eastwick/Paschall.
- The district also has an above average percentage of large family households with five or more persons. Based on 2009-2013 ACS 5 Year Estimate data 10.3% of all households in the Lower Southwest District were Five Person Family Households , compared to 8.9% citywide; 6% were Six Person Family Households, compared 3.6% citywide; and 3.4% were Seven Person or more Family Households, compared to 2.6% citywide.
- The tracts in the district with the highest percentage or number of large family households were: 55, 60, 62, 63, 64, 66, and 67.
- The tracts with the highest percentage or number of non-family households were: 9809 (100% or 4 HHs), 54 (61.9% or 410 HHs), and 55 (37.5% or 909 HHs), all in Eastwick; 66 (59.9% or 826 HHs) in Paschall; 60 (44.8% or 1,040 HHs) in Eastwick /Paschall; and 67 (34.6% or 833 HHs) in Middle Southwest.

- Based on 2009-2013 ACS 5 Year Estimate data, 88.8% of the non-family households in the Lower Southwest District were one-person households (or householders living alone). Citywide, 84.4% of the non-family households were one-person households (or householders living alone).
- Based on the 2009-2013 ACS data, census tracts in the district with the highest percentage or number of non-family/one-person households (or householders living alone) are: 9809(100% or 4 HHs) in Eastwick; 60 (85.4% or 888 HHs) in Eastwick/Paschall; 63 (98.4% or 490 HHs) Paschall; and 67 (92.7% or 772 HHs) in Middle Southwest.
- Between 2000 and 2010, the number of female headed households in the Lower Southwest District declined. As of 2010, 25.1% of all households in the district were female-headed households, down from 45.6% in 2000. In 2010, 22.5% of all citywide households were female headed compared to 22.3% in 2000. The district's share of female-headed households was 37.83 percent in 1990 and 32.4 percent in 1980.
- In 2010, census tracts in the district with high percentages Female Headed Households are: 62 (41.5% or 593 HHs) in Middle Southwest; and 60 (28.4% or 688 HHs) in Eastwick/ Paschall.
- Based on 2009-2013 ACS 5 Year Estimate data, 15.3% of the population in the Lower Southwest District are considered long-term residents, who moved to the District in 1989 or Before. Citywide 21.1% of the population Moved to the City in 1989 or Before.
- The one census tract in the district with an above average percentage of population who are long-term residents is: 55 (24.2%) in Eastwick.
- Based on 2009-2013 ACS data, just 4.2% of the population in the Lower Southwest District moved to the District in 2010 or later, compared to 17.1% citywide.
- Interestingly, census tract 55 in Eastwick, also has the highest percentage of population (10.9%) who moved to the district in 2010 or later.
- The majority of the population (52.4%) in the Lower Southwest District moved to the area between 2000 and 2009.

Age of Housing

- Based on 2009-2013 ACS 5 Year Estimate data, 18.8% of the Housing Units in the Lower Southwest District were Built Before 1939 compared to the citywide average of 39.9%.
- Based on 2009-2013 ACS 5 Year Estimate data, census tracts in the Lower Southwest District with the highest percentages or number of Housing Units Built Before 1939 are: 67 (29.1%/ 825 units) and 62 (29.4%/477 units), both in Middle Southwest.
 - 32.92% of the units were built between 1940 and 1949, compared to 15.7% citywide.
 - 15.10% of the units were built between 1950 and 1959, compared to 16.8% citywide.
 - 13.04% of the units were built between 1960 and 1969, compared to 10.7% citywide
 - 13.81% of the units were built between 1970 and 1979, compared to 6.9% citywide.
 - 2.93% of the units were built between 1980 and 1989, compared to 3.9% citywide.
 - 2.10% of the units were built between 1990 and 1999, compared to 2.6% citywide.
 - 1.12% of the units were built between 2000 and 2009, compared 3.4% citywide.
 - 0.17 % of the units were built in 2010 or later, compared to 0.3% citywide.

EDUCATIONAL ATTAINMENT

- Historically, the Lower Southwest District has had below average percentages of population 25 years and older with 4 years or more of college. Over the past few decades, educational attainment levels in the district have increased, but still remain well below the citywide average.
- The 2009-2013 ACS estimates showed an increase in educational attainment levels for college graduates in the Lower Southwest District with 12.97% of the Total Population 25 years and older having 4 years or more of college, compared to 23.2% citywide.
- In 2000, just 9.67% of the total population 25 years and older, in the Lower Southwest District, had 4 years or more of college, compared to 17.8% citywide.
- In 1990, 9.07% of the total population 25 years and older, in the Lower Southwest District, had 4 years or more of college, compared to 15.2% citywide.
- In 1980, 6.33 of the total population 25 years and older, living in the Lower Southwest District, had 4 years or more of college, compared to 11.1% citywide.

UNEMPLOYMENT

- Over the past decade or more, the unemployment rate in the Lower Southwest District has increased substantially. Based on 2009-2013 ACS estimate data, the unemployment rate in the District was 15.57%, slightly higher than the reported citywide unemployment rate of 15.1%.
Note: The ACS estimate from the U.S. Census Bureau varies from other sources of data, such as the U.S. Bureau of Labor Statistics (BLS)
- According to 2009-2013 ACS estimate data, the census tracts with the highest unemployment rates or the most unemployed people were: 67 (19.52%/554 people) in Middle Southwest; 63 (19.89%/301 people) in Paschall; and 55 (16.08%/583 people) in Eastwick.
- In 2000, the Decennial Census-reported unemployment rate in the Lower Southwest district was 12.20%, compared to the citywide unemployment rate of 10.9%.
- In 1990, the district's unemployment rate was 8.05%, compared to a citywide rate of 9.7%.
- In 1980, the district's unemployment rate was 8.97%, compared to a citywide rate of 11.4%.
Note: The unemployment rate is calculated based on population over the age of 16 years old in the labor force.

POVERTY

Historically, the Lower Southwest District has had below average poverty rates, but over the past few decades poverty rates in the district have steadily increased. In 2000 and 2010, the district's poverty rate exceeded the citywide average.

- Based on 2009-2013 ACS estimate data, the district's poverty rate was at an all-time high of 28.48%. The citywide poverty rate was 26.5%
- In 2000, the poverty rate for the district was 25.12% compared to the citywide rate of 22.1%.
- In 1990, the poverty rate for the district was 16.91%, compared to the citywide rate of 19.7%.
- In 1980, the poverty rate for the district was 12.91%, compared to the citywide rate of 20.6%.
- When reviewing the 2009-2013 ACS estimates, poverty rates in the district range from a low of 12.5% in census tract 54 (Eastwick), to a high of 45.4% in census tract 63 (Paschall).

- Other census tracts with higher than average poverty rates are: census tracts: 67(41.75%) in the Middle Southwest neighborhood; and 66 (33.43%) in Paschall.

VEHICLE AVAILABILITY

- In the Lower Southwest District, households without access to cars are decreasing. In 2000, 35.24% of all households in the district did not have a vehicle available, compared with 35.7% Citywide. According to 2009-2013 ACS estimates, 32.52 % of all households in the Lower Southwest District did not have a vehicle available to their household, compared with 33.2% Citywide.

MEDIAN HOUSEHOLD INCOME

- According to 2009-2013 ACS estimate data, the median household income in the Lower Southwest District was \$34,018 dollars. The citywide median Income was \$37,192.
- According to 2009-2019 ACS estimate data, median household incomes in the Lower Southwest District ranged from a low of \$20,588 in census tract 63 (Paschall) to a high of \$55,156 in census tract 54 (Eastwick).

Census Tracts	Median HH Income 1979	Median HH Income 1989	Median HH Income 1999	Median HH Income ACS 2009- 2013
52	\$2,499	\$17,188	\$0	\$0
<u>9804</u>				\$0
54	\$20,667	\$40,734	\$40,577	\$55,156
55	\$19,500	\$37,714	\$40,634	\$48,906
56	\$15,205	\$12,440	\$21,801	\$40,577
57	\$14,412	\$0	\$0	\$0
58	\$0	\$26,250	\$0	\$0
59	\$0	\$0	\$0	\$0
68	\$0	\$0	\$0	\$0
<u>9809</u>				\$0
60	\$15,343	\$27,230	\$31,250	\$34,018
61	\$17,423	\$31,174	\$33,462	\$38,180
62	\$15,872	\$23,481	\$28,750	\$30,917
63	\$11,121	\$16,455	\$21,320	\$20,588
64	\$15,632	\$23,603	\$27,849	\$34,375
66	\$10,966	\$19,975	\$18,185	\$23,205
67	\$14,044	\$22,136	\$22,670	\$24,303
Districtwide	\$15,274	\$23,542	\$27,849	\$34,018
Citywide	\$16,388	\$30,140	\$29,839	\$37,192

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

For more detailed demographic data, see demographic tables in the Lower Southwest district plan files.

HEALTHY COMMUNITIES

Philadelphia2035 Citywide Vision Goal: Improve neighborhood livability

SUMMARY OF EXISTING CONDITIONS

General Health. Life expectancy is lower for males and females in the Southwest District than in the city as a whole (Figure 1). Only one other District has a lower life expectancy for women (the River Wards). In a 2012 self-report, Lower Southwest residents were more likely than the average Philadelphia resident to describe their personal health conditions as either “poor” or “fair (35% of LSW residents, vs. 23% of city residents; PHMC).

Obesity. The District’s adult obesity rates are the highest in the city, with 4 out of 10 adults in the District considered to be obese. Although child obesity rates in the District are similar to the citywide average, the citywide average is high when compared to similar-sized U.S. cities. The Centers for Disease Control and Prevention (CDC) reports that people who are obese are at greater risk for many serious health conditions leading to and including death (CDC.gov; Division of Nutrition, Physical Activity, and Obesity; 08/03/2015).

KEY ISSUES

- **Health Outcomes** – Compared to the citywide averages, the Lower Southwest District has higher rates of obesity, sexually transmitted infections, hypertension, diabetes, and respiratory disease.
- **Access to Care** - Sexually transmitted infection rates are relatively high in the district. The District Plan process will consider access to health centers and their role in fighting STIs.
- **Physical Activity** - Despite having a good geographic distribution of open space and recreation centers, PDPH reports that District residents’ use of these facilities is low. A recent follow up survey with recreation center staff identifies needed facility and accessibility improvements.
- **Incidental Activity (Active Transportation)** – The location of designated bike lanes on streets with trolley tracks, or on streets with high traffic speeds, reduces the attractiveness of bicycling as a form of transportation in the District. This creates a barrier of entry for new cyclists. Removing barriers to bicycling can help reduce the need for automobiles, which can help reduce ozone, and consequently, respiratory illnesses while increasing physical activity rates.

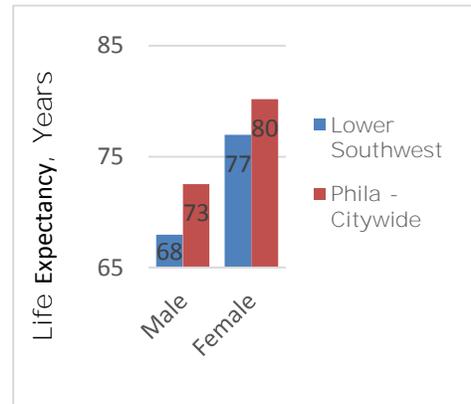


Figure 1. Life Expectancy. Vital Stats, 2010

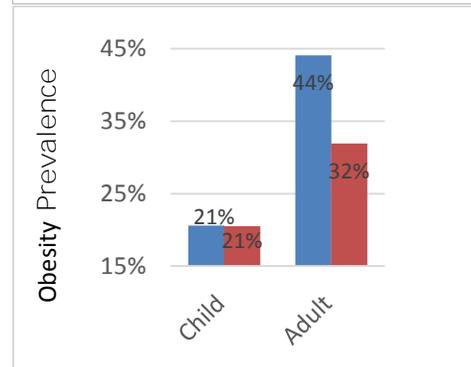


Figure 2. Obesity Prevalence. Child data, Phila School District, '10; adult, PHMC, '12)

Food Access – This District’s food system is unique, and raises questions for follow up. The distribution of supermarkets and healthy corner stores seems to meet most of the District’s demand. But the preference for and food quality at some of the corner stores and supermarkets, and the auto-orientation of a few supermarkets might inhibit true access for all.

MAJOR OPPORTUNITIES

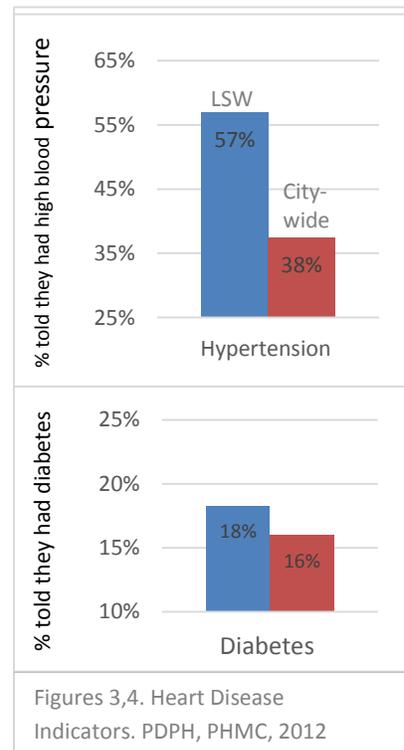
- The **Philadelphia Produce Terminal**, the largest of its kind on the U.S. east coast, may provide an opportunity to expand affordable healthy food access to low income residents.
- **Africom Philly**, located in West Philadelphia, is a resource for African and Caribbean immigrants. With 10% of the Lower Southwest comprised of African immigrants, Africom may be a valuable resource to the district planning process.
- Stewards at the **Eastwick Garden** report that the Garden contributes its own leftover fruits and vegetables to local organizations. It is possible that through our leadership and coordination efforts, the Garden may be able to better identify and contribute to areas of need, improving residents’ access to healthy foods.
- The **Heinz Wildlife Refuge** is an excellent resource for teaching District children the public health benefits of open space preservation and engagement with nature. We may be able to promote their outreach efforts.
- The proposed **Fort Mifflin Trail**, which would connect Lower Southwest District residents to historic For Mifflin, next to the PHL Airport, can promote physical activity by connecting pedestrians and bicyclists in the District to an attractive destination.

CHRONIC DISEASE

Chronic diseases, defined as long-lasting conditions that can be controlled but not cured, are the leading cause of death and disability in the United States. Chronic disease conditions are pervasive and costly, but the impact of these conditions can be remediated through lifestyle and environmental changes.

Cardiovascular disease. Heart disease is the number one cause of death globally, in the U.S., and in Philadelphia. Unhealthy diet, physical inactivity, and tobacco and alcohol use are the leading risk factors for CVD. 57% of Lower Southwest District residents have hypertension, compared to 38% citywide (Figure 3), and 28% in the Central Planning District.

Diabetes. Obesity and lack of physical activity are major risk factors for type 2 diabetes, which makes up the vast majority of diabetes cases. Diabetes prevalence in the Lower Southwest is higher than the citywide average (Figure 4). The Lower Southwest diabetes rates



are twice the estimated global prevalence among adults (9%, reported by the World Health Organization). Left untreated, diabetes can result in heart disease, blindness, kidney failure, and amputation.

Respiratory health. Asthma hospitalization rates in the Lower Southwest exceed the citywide average (Figure 5). Airborne particulates, tobacco exposure, workplace emissions, and allergens contribute to increase asthma rates and trigger attacks. Asthma attacks are also linked to high ozone levels, which are especially high in Philadelphia due in part to auto emissions. Nationally, African Americans have disproportionately higher rates of asthma hospitalizations than do Caucasians. (http://www.epa.gov/asthma/pdfs/asthma_fact_sheet_en.pdf).

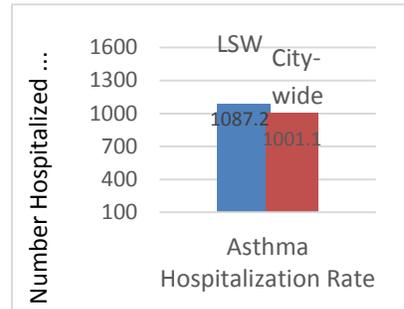


Figure 5. Respiratory Health. PDPH, PHC4, 2010.

Sexually transmitted infections. HIV, chlamydia, and gonorrhea rates are higher in the Lower Southwest District than Citywide (Figure 6), and are among the highest rates across the city’s planning districts. Somewhat surprisingly though, the District’s STI *never-tested* rates and teen birth rates are lower than the citywide averages. STI prevention is complex, and is currently rooted in education and public outreach. Philadelphia’s Health Center 3, located at 555 S 43rd St, serves this District; but Health Center 1, located in Center City, is the City’s main clinic for the treatment of sexually transmitted infections.

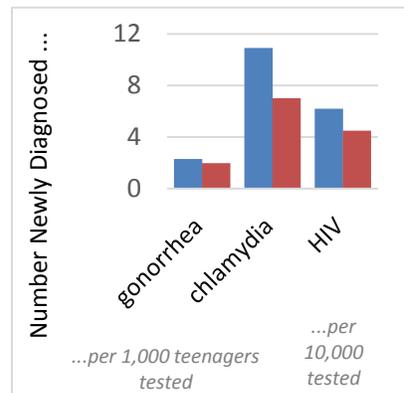


Figure 6. Sexually transmitted diseases. AACO, 2011; DDC, 2011.

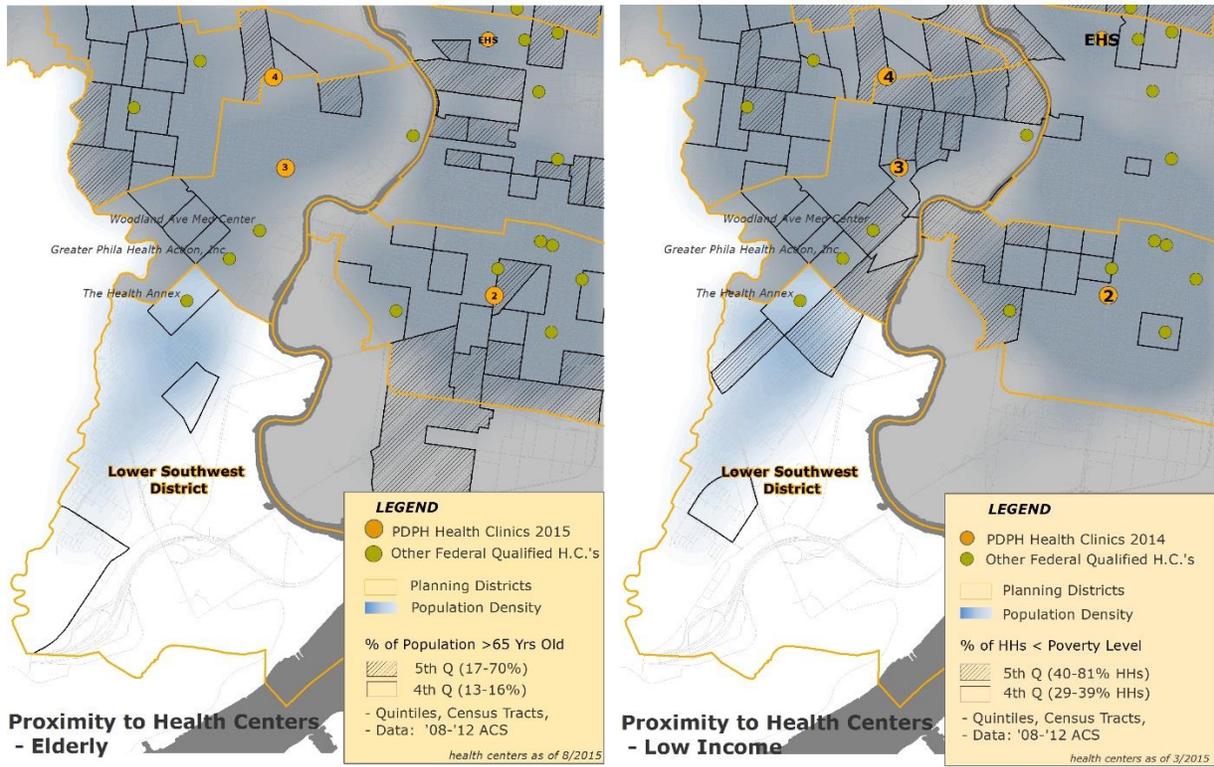
PHYSICAL DETERMINANTS OF HEALTH

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

Access to Care. Only 12% of Lower Southwest adults report forgoing needed healthcare, compared to 19% citywide (PHMC, 2012). This is an indicator that District residents currently have fair access to care. However, the District’s chronic disease rates are still high relative to the citywide averages. Receiving consistent, targeted health care to meet the District’s high demands for services calls for a closer look at access issues.

In addition to proximity, service and transportation costs also impact health care access. Work-related health insurance significantly reduces service costs; and as of 2012, unemployment was on par with citywide average (LSW, 14.1%; Citywide, 13.4%; US Census, ACS '07-'11). For the unemployed, Health Centers 3, 4, and 2 are both located a few (transfer-free) bus stops outside of the District boundary.

Other barriers to accessing healthcare include language and cultural differences. The Lower Southwest has a relatively high proportion of foreign born residents. Demand for subsidized healthcare services may be higher where there are concentrations of elderly and low income populations. The maps below highlight areas with high proportions of elderly and low income residents.



Maps 1,2. Distribution of Health Centers and Vulnerable Populations. U.S. Census, 2008-2012 ACS.

Access to Healthy Foods. Evidence suggests that good nutrition helps prevent and control chronic disease conditions like obesity, diabetes, and heart disease. Access to healthy foods is especially important among low-income residents, who may have fewer resources to purchase healthy foods or to travel to distant retailers.

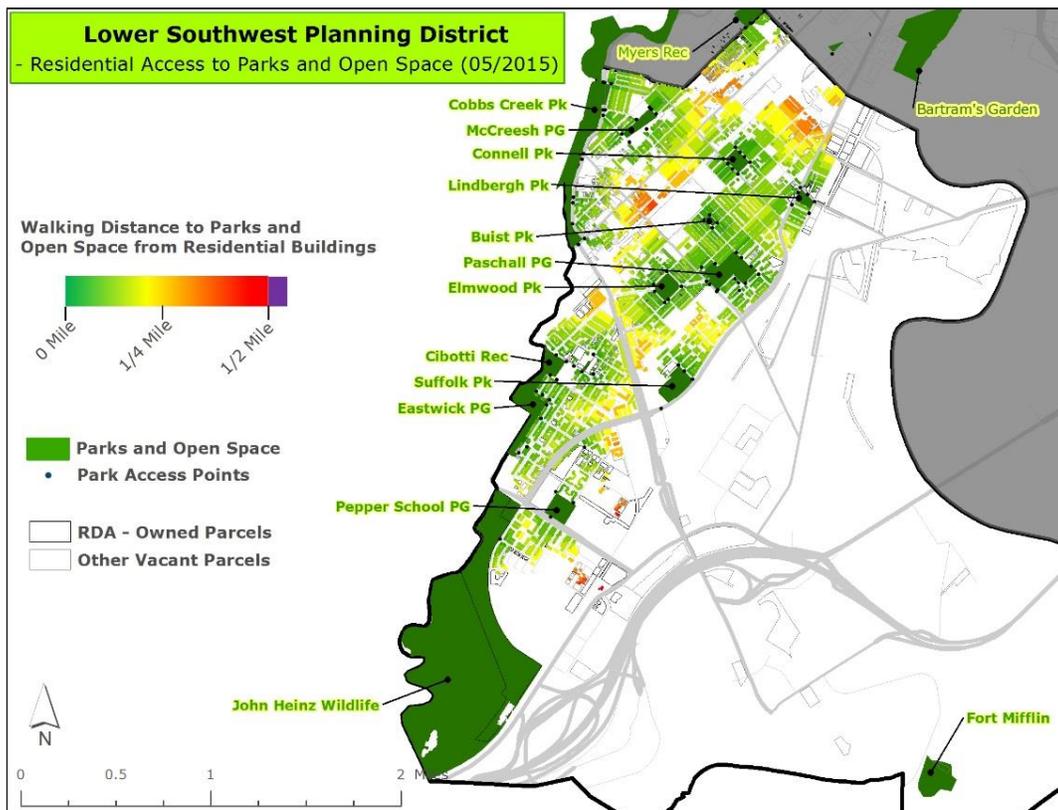
The Lower Southwest has varying degrees of healthy food access. Along LSW’s commercial corridors, access appears to be good. Whole foods, produce, and ethnic foods are in abundance in the section of the District. Access is maximized by Woodland and Elmwood Avenues’ pedestrian orientation, good trolley access, and proximity to dense residential land uses. Here, in the northern section of the District, medium size markets are complemented by scattered corner stores serving healthy foods. Whether the ethnic foods presented at these corners and the manner in which they are presented reduces food insecurities remains to be seen, and is a subject that will be reviewed in this District Plan process.

The District’s southern section tells a different story of food access. Residents here are best served by the Penrose Plaza Shopping Center, even though it is surrounded by major arterials that inhibit pedestrian access. Please refer to the Access to Healthy Foods section of the Neighborhoods memo for

a detailed analysis of the distribution of healthy food vendors in the District, opportunities for closing gaps in healthy food availability, and follow up steps.

Access to Physical Activity. Physical activity helps prevent multiple chronic diseases including diabetes and heart disease. A walkable community with access to recreation amenities influences our physical activity rates.

- “Intentional” physical activity, or physical activity for its own sake, includes playing and exercising. Barriers to playing and exercising may include the quantity and distribution of parks and open space, the condition of the parks, and the condition of the surrounding neighborhood. All of the District’s residents live within a 10 minute walk to a park (see Map 1). Despite the proximity, only 29% of residents report using public facilities at least once a month – which raises questions about the quality of the public facilities and their surrounding environment (lowest of all of the planning districts; citywide average is 41%; PHMC).



Map 4. Access to Parks and Open Space. Walking distance from residential buildings to parks and open space is measured using the street network. Parks and open space are amenities for “Intentional” physical activity.

This summer, the Philadelphia Department of Public Health interviewed staff at each of the City’s 165 recreation centers. The four recreation centers reviewed in the Lower Southwest District were Cibotti Recreation Center, Eastwick Park Playground, J. Finnegan Playground, and

McCresh Playground. According to staff, barriers to using both the J. Finnegan and McCresh recreation centers included violence, language and cultural traditions, and poor bike and pedestrian connections. Users typically come to these 2 rec centers by foot from home. At Cibotti, traffic and extreme weather were cited as barriers to access. Eastwick staff cited the Center's physical isolation as a barrier.

- "Incidental" physical activity. Walking or biking to commute, shop, or complete other daily chores provide another means of getting one's daily fitness requirements. Transportation and land use patterns contribute to an "active transportation" network that make alternative travel modes more desirable.



Pictures 1, 2. Despite the network of bike lanes, bicyclists in the Lower Southwest have to contend with several safety issues, including high speeds on Essington Ave, and trolley tracks on Woodland Ave.

- Transportation. Getting around on bikes and on foot not only benefits the environment, but also helps people achieve their minimum daily exercise requirements. Pedestrian access to transit and transit's connectivity to destinations encourages walking. The Routes 36 and 11 trolleys connect both commercial corridors to Center City. 14 out of 113 miles of the District's streets are prescribed bike facilities (bike lanes or sharrows). However, the bike lanes suffer from multiple issues that may result in reduced usage. Bike lanes on non-residential arterials like Essington St, 84th St, and 70th St, connecting residents to job centers, may have limited ridership because they are narrow and because automobiles here travel at a rate of speed capable of inflicting very serious injury to bicyclists (Picture 1). Buffered bike lanes might be more appropriate in these conditions. Bike lanes on Elmwood and Woodland Aves, the two primary commercial corridors, coexist with trolley tracks. Novice bicyclists avoid trolley tracks because their wheels can get caught in them, and because cars will often drive in the bike lane to avoid riding on trolley tracks (Picture 2).
- Mixed Use. Commercial, office, and residential land uses within close proximity to one another encourages residents to travel by walking or biking. The land use mix west of Buist St is ideal, with high density residential and pedestrian oriented commercial strips.

East of Buist and West of Lindbergh, residential row homes dominate, with fairly regular corner stores in some sections. East of Lindbergh, west of the Schuylkill, heavy industry and commercial sales dominate the landscape. Below Island Ave, row homes and duplexes are served by the Penrose Plaza Shopping Center on Island Ave, which is difficult to access without a private car, making commuting by bike or foot almost impossible.

SOCIAL / COMMUNITY-BASED DETERMINANTS OF HEALTH

Safe Streets. The impact of violent crimes extends beyond the crime and the victim. Recent studies concluded that local area violent crime deters physical activity, like walking for transport (Janke, et al, 2013), due in large part to anxiety about neighborhood safety (Weir, et al, 2006). The Federal Bureau of Investigation defines violent crimes as acts of murder and non-negligent manslaughter, forcible rape, robbery, and aggravated assault. For the overall community, the prevalence of violent crime decreases perceived safety, willingness to engage in social interactions, and social cohesion. Widely accepted criminal theory suggests that changes to the built environment can dissuade violent crime activity.

The Lower Southwest District has higher 4-year violent crime rates than the city as a whole (78/1,000 LSW residents vs. 56/1,000 citywide; FBI Uniform Crime Statistics, 2010-2014). The Lower Southwest District also has higher 4-year property crime rates (229/1,000 ND residents vs. 182/1,000 citywide; FBI Uniform Crime Statistics, 2010-2014). The District ranked 4th out of 18 districts both for property crimes and for violent crimes per capita in this time period.

Drug and Alcohol Abuse. Drug and alcohol abuse are often related to crime, social cohesion, and community investment. High rates of substance abuse may indicate an absence of community-based support services and amenities promoting healthier activities.

Excluding the PHL Airport serving outlets, situated outside of residential areas, the District has fewer liquor outlets per resident than the city as a whole (7/10,000 LSW residents, vs. 10/10,000 citywide). The District also has fewer calls to emergency medical support (EMS) for poison and drug overdoses per resident (11/10,000 LSW residents, vs. 19/10,000 citywide; July-Dec 2012, Philadelphia Department of Behavioral Health and Intellectual Disability Services).

RECOMMENDED FOLLOW UP

- Work with MOTU to investigate bike facility enhancements or alternatives.
- Investigate the relationship between the Produce Terminal, Eastwick Garden, and the local food network to see if there are missed opportunities for stocking healthy foods.
- Reach out to Health Center 3 to learn more about their community work, community outreach, and community barriers to accessing them
- _____

Data Sources.

PHMC. Public Health Management Corporation. Southeastern PA Household Health Survey. 2012

Vital Stats. PA Department of Public Health. Health Statistics and Research
AACO. Philadelphia Department of Public Health. AIDS Activities Coordinating Office
DDC. Philadelphia Department of Public Health. Division of Disease Control.
School District of Phila. School District of Philadelphia. Office of Strategic Analytics
EHS. Philadelphia Department of Public Health. Emergency Health Services
PHC4. Philadelphia Health Care Cost Containment Council
Philadelphia Department of Public Health. Walkable Access to Healthy Food in Philadelphia, 2010-2012.
PDPH. Philadelphia Department of Public Health. Community Health Assessment, 2014.
--data presented here from PHMC, Vital Stats, AACO, DDC, School District, EHS, and PHC4 are available
in the Community Health Assessment

UTILITIES

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

SUMMARY OF EXISTING CONDITIONS

The Lower Southwest District has a significant concentration of active utility and utility support facilities within its boundaries. This includes electric power distribution; natural gas and other industrial pipelines; waste-water, solid-waste, and recycling processing; stormwater utility systems, and; dispatch and service yards for truck fleets for solid waste collection and utility repair and maintenance. These facilities have historically located on low-lying, flat, industrially-zoned parcels that provide access to highways, rail rights of way, or waterways. The locations and use of the district’s utility facilities will continue to evolve in response to changes in technology, regulations, ownership, and markets. Future utility needs will have a direct impact on the economy and physical environment of the district.

KEY ISSUES

Utility issues for the Lower Southwest District include:

- Utilities face limited budgets as they strive to maintain existing facilities in a state of good repair while also meeting new regulatory requirements and customer expectations.
- Utilities and public agencies are increasingly aware of the need to plan for adaptations to the potential impacts of climate change, including warmer and wetter weather and sea level rise.
- Some current and former utility assets in the district are considered brownfields and/or at currently risk of riverine or overland flooding in major storms.
- The Lower Southwest hosts a variety of establishments that process waste for municipal and private customers. The truck traffic, noise, dust, and smells sometimes generated by these facilities are considered a nuisance by neighborhood residents and visitors.
- Parts of the district close to highways and close to the Schuylkill and Delaware Rivers and Darby Creek have traditionally accommodated utility activities that may not be welcome in or compatible with other parts of the city. Increases in the concentration of such uses in the district may generate land use conflicts as well as concerns about environmental justice.

MAJOR OPPORTUNITIES

The Lower Southwest presents several opportunities related to utility infrastructure and services:

- Major facilities such as the Southwest Water Pollution Control Plant (SWWPCP) and the Philadelphia Renewable BioFuels/Synagro project are part of the ongoing, 50-year master planning efforts being conducted by the Philadelphia Water Department (PWD) for water and wastewater systems. These planning initiatives are addressing long-term city redevelopment plans, consumer demands, infrastructure replacement needs, and resiliency and redundancy needs, and new technologies.
- The district's documented, long-term vulnerabilities to future changes in weather and sea level make it a natural candidate for coordinated planning and implementation of measures to ensure the reliability and resiliency of utility services.
- Improved regulatory compliance and technical innovation can make the district's utility establishments more cost-effective and environmentally-friendly. One example is the SWWPCP's use since 2008 of discarded aircraft deicer fluid from PHL to help power plant operations.
- The concentration of solid waste enterprises in the Lower Southwest suggests opportunities for greater innovation in the efficient use of land and technology, as well as continued cooperation among enterprises to mitigate impacts on host neighborhoods.
- Building owners in the district can participate in various utility-sponsored programs, and evolving "smart" technologies, to encourage and maximize investments in energy and water efficiency. For example, the district's flat topography and prevalence of flat roofs suggests ample opportunity to increase the use of solar power.
- The many highway, pipeline, rail, and water features that traverse the district suggest opportunities to co-locate utility assets with public amenities such as trails and greenways.

UTILITIES (SPECIFIC TOPICS)

Consumption, Capacity, and Condition

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

Utilities face financial challenges in maintaining reliability and affordability while complying with environmental and other regulatory requirements. PECO, PGW, and PWD generally appear to have capacity to meet forecasted service demands in the Lower Southwest District. These utilities have programs to systematically upgrade their distribution systems and to encourage consumers to reduce consumption and save money.

The largest utility operation in the Lower Southwest District is the Southwest Water Pollution Control Plant (SWWPCP) on Enterprise Avenue. The plant was significantly rebuilt in the 1980s to help comply with higher water quality standards for the Clean Water Act. PWD continues to systematically invest in

plant modernization and maintenance. PWD's long-term master planning for wastewater systems is looking into how the SWWPCP and the city's other two water treatment plans will need to address projections for replacements needs, future sewage flows, precipitation intensity, and sea level rise.

PWD's other major facility, the 70-acre Philadelphia Renewable BioFuels/Synagro project, is located adjacent to the SWWPCP. This is a public/private partnership with Houston-based Synagro. The plant heats and pelletizes sewage sludge from PWD water treatment plants. The finished pellets can be used as organic fertilizer or heating fuel. The technology used by the plant has significantly reduced the noxious smells and air emissions attributed to the previous methods of sludge treatment on the site. However, the plant is very energy intensive and, since coming on line, has contributed to an increase in the total energy consumption attributable to city government facilities (MOS, *Greenworks2015*).

The former sludge lagoons adjacent to the BioFuels facility have been assessed by PWD for ground contamination under the Pennsylvania Act 2 process. These lagoons are categorized as brownfields. While no site remediation has been required, the property is currently fenced to prevent trespass.

The close proximity of the SWWPCP, BioFuels facility, and former sludge lagoons to both Philadelphia International Airport and the US Army Corps of Engineers Ft. Mifflin dredge spoils operation suggests the need for close cooperation to ensure that PWD, PHL, and USACE all have adequate amounts of land to fulfill their long-term obligations. A related, nearby PWD facility is the pump house at the mouth of the Mingo Creek lagoon. This is a part of the flood control system that drains the Eastwick community. The reliable operation of the pumps is essential to the management of flood waters in the area.

Numerous studies, including the forthcoming *Growing Stronger: Toward a Climate-Ready Philadelphia* (City of Philadelphia, MOS), note that City of Philadelphia utility and service facilities are within areas of the Lower Southwest identified as vulnerable to long-term risk from higher sea levels and more intense precipitation and heat.

The Philadelphia Water Department (PWD) is under an EPA consent decree to address combined sewer overflows (CSO) that occur during heavy rains. Most of the Lower Southwest District itself is not in the combined sewer system, but its low-elevation areas and related infrastructure can be susceptible to flooding in heavy storms. PWD's *Clean Waters/Green Cities* program is actively working to increase the citywide capacity of public and private infrastructure to store stormwater, and PWD is actively working on several demonstration projects in the Lower Southwest District.

http://www.phillywatersheds.org/what_were_doing/traditional_infrastructure

http://www.phillywatersheds.org/what_were_doing/green_infrastructure

The district's larger institutions and businesses (e.g. PHL, USPS, car dealerships and parking providers, etc) may have the greatest site-specific potentials to better manage energy and water through retrofits to buildings and facilities. This may be particularly true of older facilities for which retrofits have been long deferred. 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.

As host to a number of sites used for truck dispatch, trash transfer, and recycling of scrap metals, paper, and construction and demolition waste, the Lower Southwest plays an important role in municipal and private-sector efforts to manage solid waste. The *Philadelphia2035 Citywide Vision* calls for the City to achieve reductions in waste through reuse, recycling, and composting of solid waste material. Also, the City's *Greenworks* sustainability plan sets a goal of diverting 70 percent of solid waste from landfills. An adequate amount of properly-zoned and accessible land is required to accommodate cost-effective facilities necessary to support these goals. However, compliance with environmental and safety regulations, as well as management of truck traffic, is also essential to ensure that waste management facilities do not unduly impact adjoining neighbors and communities.

Broadband Infrastructure

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

Topic 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. However, it is likely that areas of the district with concentrations of lower income households have low rates of household broadband adoption (Knight Foundation. 2010. Reported in *Citywide Vision*, p 129).

RECOMMENDED FOLLOW-UP

- Evaluate the need for industrially-zoned land in the Lower Southwest to support anticipated utility operations. Work with PECO, PGW, and PWD to confirm the status of existing utility facilities and identify potential needs for additional land or surplus sites that may be repurposed.
- Identify sites where infrastructure upgrades may be combined with community benefits to enhance economic development, transportation, recreation, and environmental performance.
- Explore ways for solid waste enterprises and regulators to spur innovation in the use of land and technology, regulatory compliance, and cooperation to mitigate impacts on host neighborhoods.
- Continue the exploration, with PWD and other partners, of appropriate strategies and sites for green and gray infrastructure to manage stormwater and to responsibly address public/private risks associated with existing and potential changes in flood risk.
- Engage district stakeholders to identify potential opportunities for cost-effective investments in energy and water efficiency of district properties and buildings.
- Identify and highlight current city and partnership initiatives to improve access to broadband telecommunications in disadvantaged communities of the Lower Southwest District.

ECONOMIC DEVELOPMENT

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

SUMMARY OF EXISTING CONDITIONS

The presence of the Philadelphia International Airport (PHL), which straddles the border between Philadelphia and Delaware County, has a dominant influence on the economic activity of the Lower Southwest District. Including the hospitality and logistics-related firms that thrive on proximity to this node, the airport constitutes one of the major employment centers in Greater Philadelphia and helps to make the District a net importer of workers, with 32,000 jobs and only 14,000 employed residents. In addition to airport-related jobs, these data also include a large number of jobs in wholesaling, distribution, and construction related to the presence of the Philadelphia Wholesale Produce Market, strong highway accessibility, and land availability. The Lower Schuylkill Master Plan, which encompasses much of the Lower Southwest District, outlines a strategy for reinforcing the area's role as a center for logistics while diversifying the employment composition. Diversification would include leveraging the expansion of University City's institutions to the north of the District and as well as the potential for additional investment related to the energy sector concentrated along both sides of the lower Schuylkill River.

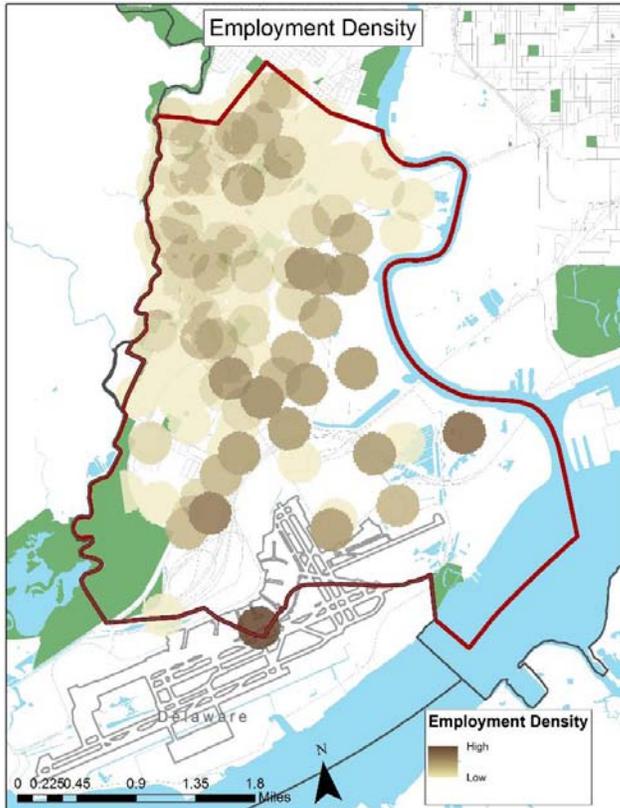
A high concentration of workers living in the Lower Southwest District are employed at either the Airport or within one of Philadelphia's other two major employment centers (Center City and University City) to which the District is well-connected by SEPTA's subway-surface trolley network. These workers are disproportionately employed in support service functions in these areas. Relatively low levels of educational attainment may limit access to the higher wage occupations that are also offered in these nearby employment centers.

- Of the 31,900 jobs in the District, 19,300 (61 percent) are located at the Airport. Of those, 10,500 (53 percent) are in Transportation and Warehousing industries, while 3,000 (16 percent) are in Public Administration and 1,600 (8 percent) are in Food Service and Accommodations.¹
- In the district overall, 13,700 jobs (43 percent) are in Transportation and Warehousing industries, meaning that there are 3,400 jobs in this industry group that are located off-site from the Airport. While many of these jobs benefit from proximity to the airport, access to the two interstates and land availability are also key factors that attract and support these industries.
- Employment in Production, Distribution, and Repair industries has fallen substantially in recent years: not including jobs located on-site at the airport, from 2002-2013, the District lost 1,700 jobs in Transportation and Warehousing (-35%), 700 jobs in Manufacturing (-70%), and 75 jobs in Wholesale Trade (-8%).

¹ Employment Statistics for the Lower Southwest District include all of Philadelphia International Airport unless otherwise noted.

- Outside of the Airport, the largest concentrations of jobs in the District are at Philadelphia Wholesale Produce Market, the Eastwick Industrial Parks, and in the nearby industrials areas east of Lindbergh Avenue (such as in the new USPS facility and within the Philadelphia Auto Mall).

Employment Density in the Lower Southwest District (2013)

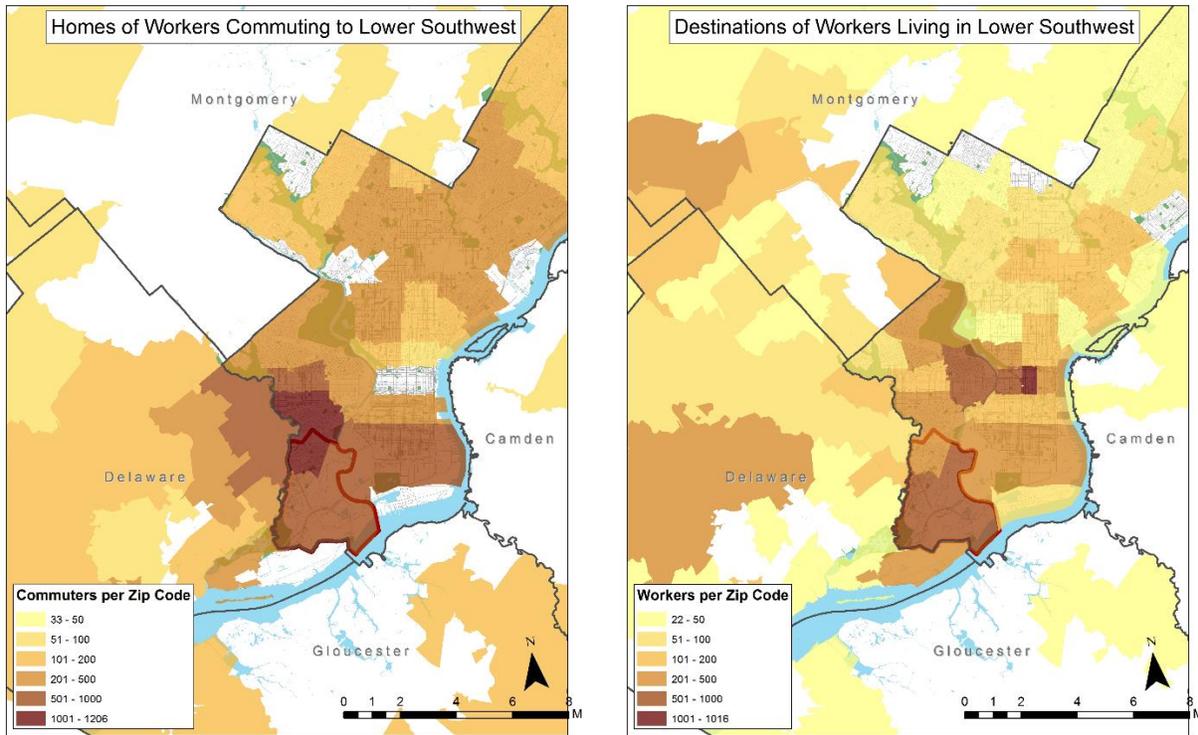


(Source: US Census, Longitudinal Employer-Household Dynamics)

- Only 46 percent of jobs in the Lower Southwest District are held by Philadelphia residents. In particular, West and Southwest Philadelphia are home to 17 percent of those who work in the District, with another 4 percent living in nearby South Philadelphia and significant clusters living in Upper North or Near Northeast Philadelphia (6 percent each). The majority of those who are not Philadelphia residents reside in the Pennsylvania suburbs, and especially southeast Delaware County, which is home to 15 percent of workers employed in the lower Southwest District².
- While the workers who fill Lower Southwest District jobs come from a wide area, the work locations where Lower Southwest District residents travel are concentrated in a much smaller number of locations. 68 percent work within Philadelphia, including 32 percent who work in Greater Center City, nine percent who work in University City, and 10 percent who work within the Lower Southwest

² Southeast Delaware County is defined here as areas south of US 1 and east of I-476

District. 28 percent of residents commute to the nearby Pennsylvania suburbs, especially Southeast Delaware County, King of Prussia, Media, and Conshohocken.



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

- In 2013, the Lower Southwest District was home to 13,700 employed residents. While the number of employed residents decreased by 600 (-4.3 percent) from 2002 to 2013, the total number of district jobs fell dramatically, 16,100 to 12,600 (-21.9 percent) over that period.³

Lower Southwest District: Number of Employed Residents and District Jobs (not including Airport), 2002-2013

	YR2002	YR2013	Change	% Change
Employed Residents	14,341	13,720	-621	-4.3%
District Jobs	16,085	12,566	-3,519	-21.9%
Residents Employed within District	1,167	726	-441	-3.8%

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

- Relative to the city and region⁴, a much higher share of Lower Southwest District workers are employed in service occupations (36 percent for the District compared to 23 percent in the city and

³ These data do not include jobs located at the airport.

⁴ Throughout this document, “region” refers to the 11-county Philadelphia–Camden–Wilmington, PA-NJ-DE-MD Metropolitan Statistical Area, unless otherwise stated

17 percent in the region). The highest concentrations of these workers are in healthcare support occupations, building and grounds cleaning and maintenance occupations, and personal care and service occupations. Relative to these comparison regions, a much lower share of the District's workers are employed in management, business, science, and arts occupations (22 percent for the District compared to 36 percent in the city and 41 percent in the region).

- The unemployment rate in the District is 15.5 percent, only slightly higher than that of the city (15.1 percent), but much higher than that of the region (10.3 percent).
 - While for most races and ethnic groups, unemployment rates in the District are higher than in the city and region as a whole, this is not true of African-Americans. For this group, the unemployment rate is 14.7 percent, lower than that of African-Americans in the city (19.6 percent) or region (16.9 percent), and is even lower than the overall unemployment rates for the District and City.
- Overall, the District's labor force has much lower levels of educational attainment than those of the city or region.
 - Only 13 percent of adults age 25 and over have a bachelor's degree or greater (compared to 24 percent and 34 percent citywide and region-wide, respectively).
 - 59 percent have only a high school diploma or less (compared to 53 percent and 42 percent citywide and region-wide, respectively).

KEY ISSUES

The following are important economic development challenges facing the Lower Southwest District:

- A majority of jobs within the District are associated with the airport, and especially with commercial passenger travel. Consequently, a large share of employment is dependent on macroeconomic trends in air travel and the District is vulnerable to variations in travel behavior.
- Many of the jobs not-located at the airport are in low-value, land-intensive industries. While these are substantially segregated from residential areas of the district, they are endangered by encroaching commercial/hospitality development related to the airport. In addition, lack of road infrastructure in areas adjacent to the Schuylkill River limits highway access for these industries and creates negative impacts from truck traffic in residential areas of the District.
- While Production, Distribution, and Repair industries are central to current economic development plans for the area, such as the Lower Schuylkill Master Plan, employment in these sectors has fallen significantly in recent years.
- A disproportionate share of residents in the District is employed within Health Care and Social Assistance industries. While this is a positive finding, given that this is growing sector in the District, as well as in the city and region as a whole, these residents are disproportionately employed within the lower wage, support service occupations. Overall, the workforce of the District has very low levels of educational attainment relative to both the rest of the city and the region as a whole, limiting the potential for accessing higher wage employment opportunities.

- While there is strong connectivity from the residential areas of the Lower Southwest District to University City and Center City, the pedestrian and transit network is poor for accessing employment within the District itself.

MAJOR OPPORTUNITIES

Economic development opportunities in the Lower Southwest District include:

- There is significant opportunity to further leverage the airport as an engine for jobs, not only on-site, but also in off-site hospitality industries, logistics-oriented industrial firms, and management/consulting firms that are heavy consumers and beneficiaries of air travel.
- The Lower Schuylkill Master Plan offers a framework for infrastructure investment and planning for the development of employment uses in the Lower Southwest District. Most of the area within the District is targeted for intensification of logistics industries, related to presence of the airport and highway infrastructure. In addition, the northern portion is identified for inclusion in corporate-campus style flex development, drawing on plans for expansions by the institutions in University City; the tank farms and adjacent barge docks is expected to support growth in the energy sector on both sides of the river.
- Strong transit access to Center City and University City offers significant employment opportunities in a wide range of sectors for workers at most levels of educational attainment.
- Population and economic growth in the University Southwest District may have rippling impacts on Lower Southwest District eventually catalyzing growth within the District.
- The presence of Keystone Opportunity Zones and Philadelphia Industrial Development Corporation-managed lands offer significant incentives for the attraction of new firms to the area.

ECONOMIC DEVELOPMENT (SPECIFIC TOPICS)

Metropolitan and Regional Centers

Goal: Support the growth of economic centers

The Lower Southwest District is linked to the Metropolitan Center by SEPTA trolleys and regional rail and by I-95. 42 percent of Lower Southwest District workers commute to jobs within the Metropolitan Center, which includes University City, Center City, and the northern portions of South Philadelphia.

In addition, the District includes part of the Metropolitan Sub-Center comprised of the Navy Yard, Sports Complex, and Philadelphia International Airport, which is responsible for much of the economic activity within the Lower Southwest. Based on the number of active security badges provided to employees, there are currently 19,300 jobs on-site at the airport. These include 10,500 in Transportation and Warehousing industries, 3,000 in Public Administration, 1,600 in Food Service and Accommodations, and 1,100 in Construction. In addition to these on-site jobs, the presence of the Airport is responsible for most of the 1,600 Food Service and Accommodations jobs elsewhere in the District and many of the 3,200 Transportation and Warehousing jobs elsewhere in the District that depend on airport access.

- In 2013, Transportation and Warehousing was the largest industrial sector in the Lower Southwest District, encompassing 13,700 jobs in the district. American Airlines (5,500 jobs), US Airways (850 jobs), Federal Express (550 jobs), Prospect Airport Services (550 jobs), Delta Airlines (400 jobs), Prime Flight (375 jobs), Air Wisconsin (250 jobs), World Wide Flight (230 jobs), and Aircraft Services (200 jobs) are some of the largest employers in this sector located at the Airport. Representing 43 percent of all jobs in the District, transportation and warehousing has a dramatically higher concentration of employees here than in the city and region as a whole, where the sector represents only 3 percent of all jobs. While the majority of these jobs were located on-site of the airport, 3,400 were located elsewhere in the Lower Southwest. However, even as the sector remains a strength for the District, the number of these jobs located outside the Airport fell by 35% (1,700 jobs) from 2002 to 2013. While many firms benefit from proximity to this transportation node, including DB Schenker and a major new US Postal Service facility, strong access to highways, land availability, and Schuylkill River barge docking facilities are also key factors that attract and support these industries.
- In 2013, the next largest sector in the Lower Southwest District was Accommodations and Food Services with 3,200, roughly evenly split between those at the Airport and those elsewhere in the District. Some of the largest employers in this sector are OTG Management (250 jobs), Embassy Suites (250 jobs), Hilton (200 jobs), and Sheraton Suites (200 jobs). Representing 10 percent of all jobs in the District, this is a somewhat higher concentration than in Philadelphia or the region (9 percent and 7 percent, respectively). However, jobs in this sector outside of the Airport declined by 26 percent (550 jobs) from 2002 to 2013.
- Representing more than 3,000 jobs in 2013, Public Administration is the third-largest industrial sector in the District. Encompassing 10 percent of jobs in the District. The majority of the employment in this sector is located at the airport, including 1,100 employees of the Transportation Security Administration, 850 employees of the Philadelphia Department of Aviation, and 275 employees of U.S. Customs and Border Protection. The Southwest Water Pollution Control Plant is another major source of public sector employment (200 jobs), as is the 12th District Police headquarters (200 jobs).
- While Construction includes fewer jobs in the Lower Southwest District than Retail Trade (1,500 jobs compared to 2,100 jobs), the sector represents a significantly higher share of jobs within the District (5 percent) than it does in the city and region as a whole (2 and 4 percent, respectively). In addition, it is one of the fastest growing sectors within the District, with 38 percent growth from 2002 among 2013 in jobs located outside the Airport. With 225 employees, the Goldner Herman Company is the largest employer in this sector.
- Although there are more than 500 jobs with the School District of Philadelphia within the Lower Southwest District, educational services represent a much lower share of jobs in the District (2 percent) than in the city or region as a whole (13 and 10 percent, respectively). Likewise, despite the large number of residents employed in the healthcare industries, jobs in 4 percent of jobs in the District, compared to 22 percent of jobs in the city and 17 percent of jobs in the

region overall. However, this is in part due to the high concentration of jobs in both of these sectors in the University Southwest District immediately to the north.

- In addition to the jobs represented in these official data, the District is home to a strong informal economy, especially in the retail, food services, and transportation and warehousing industries. Interviews conducted with residents and local businesses indicate that there is significant traffic of goods to and from West Africa outside of regulated shipping channels while road-side barbecues are fixtures in the communities along Woodland Avenue. Unfortunately, there is no reliable data available on the size or economic scope of these operations.

Employment in the Lower Southwest District, Philadelphia, and the Philadelphia Metropolitan Statistical Area (MSA), 2013

	Lower Southwest		Philadelphia		MSA		
	#	%	#	%	#	%	
Transportation and Warehousing	13,699	42.9%	17,154	2.6%	80,685	3.0%	10,459
Accommodation and Food Services	3,202	10.0%	55,800	8.6%	197,051	7.3%	1,639
Public Administration	3,042	9.5%	44,251	6.8%	97,367	3.6%	3,026
Retail Trade	2,170	6.8%	51,729	8.0%	299,051	11.2%	727
Construction	1,483	4.7%	13,212	2.0%	100,523	3.7%	1,084
Finance and Insurance	1,416	4.4%	35,663	5.5%	172,764	6.4%	101
Health Care and Social Assistance	1,102	3.5%	145,302	22.4%	461,365	17.2%	285
Wholesale Trade	1,040	3.3%	17,815	2.7%	120,613	4.5%	163
Real Estate and Rental and Leasing	904	2.8%	9,488	1.5%	37,019	1.4%	199
Administration & Support, Waste Management and Remediation	864	2.7%	31,143	4.8%	166,794	6.2%	627
Other Services (excluding Public Administration)	851	2.7%	22,986	3.5%	95,179	3.5%	305
Professional, Scientific, and Technical Services	698	2.2%	50,141	7.7%	224,988	8.4%	486
Educational Services	649	2.0%	86,574	13.3%	267,429	10.0%	6
Manufacturing	451	1.4%	22,186	3.4%	178,190	6.6%	154
Information	141	0.4%	15,290	2.4%	53,873	2.0%	64
Arts, Entertainment, and Recreation	91	0.3%	12,219	1.9%	44,784	1.7%	1
Management of Companies and Enterprises	84	0.3%	13,284	2.0%	58,278	2.2%	2
Utilities	7	0.0%	5,010	0.8%	15,665	0.6%	0
Agriculture, Forestry, Fishing and Hunting	4	0.0%	54	0.0%	9,401	0.4%	4
Mining, Quarrying, and Oil and Gas Extraction	-	0.0%	12	0.0%	1,032	0.0%	-
Total	31,898	100.0%	649,313	100.0%	2,682,051	100.0%	

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

Industrial Land

Goal: Target industrial lands for continued growth and development

The Lower Southwest District is home to some of the largest active tracts of heavy industry and warehousing/logistics centers in the city. The district is anchored at its southwest edge by the Airport, which supports distribution centers for mail/shipping, foodstuffs, flowers, and other goods. The eastern portion of the district is occupied by the Lower Schuylkill industrial district, which includes low-density, land-intensive uses such as an oil tank field, the wholesale produce market, a confined disposal facility operated by the US Army Corps of Engineers, municipal wastewater treatment and biosolids plants, and a variety of recycling and sanitation collection and processing facilities.

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

- US Postal Service
- Private package delivery entities (UPS, FedEx, and DHL)
- Philadelphia Energy Solutions (PES)
- Synagro/Philadelphia Biosolids Services
- Delaware Valley Recycling
- Clean Earth of Philadelphia
- Recon Automotive Remanufacturers
- Herr Foods Inc
- Ocean King Enterprises
- Ottens Flavors
- Goldner Herman Company
- Unisource
- DB Schenker
- Medco Tool Of New Jersey
- The Vane Brothers Company
- Several used auto parts and scrap yards



Source: PIDC. Philadelphia Industrial Land and Market Strategy

According to PIDC’s Philadelphia Industrial Land and Market Strategy (PIDC, 2010), there are 3,148 acres of industrial land within the Southwest industrial district (which, depicted above, includes much of the Lower Southwest District, as well as a small portion of the University Southwest District, labeled “Kingsessing”). Within this industrial area, only 13 percent of the land is vacant, of which 20 percent is not zoned for industrial uses. In addition, only 3 percent of buildings are not in active use. The PIDC study identifies a large swath of land within the district as an opportunity for further industrial investment and intensification.

Much of the industrial land within the District is contained within the study area of the Lower Schuylkill Master Plan, which built on the Industrial Land and Market Strategy and also includes areas within the Lower South, South, and University Southwest planning districts. This plan proposes that the majority of the industrial area within the Lower Southwest District build on its strong, multi-modal transportation resources to intensify as a “Logistics Hub.” This would involving intensifying distribution, warehousing, logistics, manufacturing, and airport-related operations, with the goal of attracting up to 3.8 million

square feet of new industrial real estate development, supporting 2,500 to 3,000 new jobs. The remaining portions of the District that fall within this plan are either targeted to become part of an “Energy Corridor” (the PES oil tank fields and Point Breeze Terminal) or an “Innovation District,” which would leverage the growth of major educational, research, and medical institutions in University City to attract spin-off industries to the northern portions of the Master Plan’s study area.

The recent developments of the Philadelphia Wholesale Produce Market and USPS distribution facility, investments in the PES refineries, and plans for expansion of Philadelphia International Airport demonstrate the on-going viability of industrial uses. Near-to-medium term opportunities for new industrial investment include:

- There is significant opportunity to further leverage the airport as an engine for jobs in logistics-oriented industrial firms.
- Implementation of the Lower Schuylkill Master Plan is already underway, with the development of major gateways and the first stage of a new River Road in design. As the City prepares for the conversion of lands in the northern portions of the Plan Area to higher-intensity uses, there is the opportunity for the relocation of firms to other sites within the Lower Southwest District.
- The presence of Keystone Opportunity Zones and Philadelphia Industrial Development Corporation-managed lands offer significant incentives for the attraction of new firms to the area.

Institutions

Goal: Grow Philadelphia’s strong institutional job sector

As noted above, relative to other areas of the city, the Lower Southwest District has a relatively small number of jobs in the main institutional sectors of educational services and health care and social assistance. However, this is in part due to the high concentration of jobs in both of these sectors in the University Southwest District immediately to the north.

There is only one secondary school in the Lower Southwest District, John Bartram High School, affiliated with the Philadelphia School District. There are six other Philadelphia School District-operated schools that feed into Bartram and serve younger students within the district: John M. Patterson (K-4), Joseph Catharine (K-5), Thomas G. Morton (K-5), Penrose (K-8), Weir Mitchell (K-8), and William Tilden (5-8). In addition, there are public charter schools in the District: Philadelphia Montessori (K-6) and Southwest Leadership Academy (K-8). There is one school associated with the Archdiocese of Philadelphia: Mary, Mother of Peace Area Catholic School (K-8). There are no major health care facilities within the district.

Cultural Resources

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

Library and playground facilities constitute critical cultural institutions that bind neighborhoods. There are two Free Library locations in the District, Paschallville (located at S. 70th Street and Woodland Avenue) and Eastwick (on Island Avenue just north of Lindbergh Boulevard). Cibotti (77th Street and Elmwood

Avenue) is the only Recreation Center within the District, while another, Myers Recreation Center is immediately outside the borders at 58th Street and Chester Avenue. In addition, both Eastwick Regional Playground (80th Street at Mars Place) and the J. Finnegan Playground (68th Street and Grovers Avenue) include indoor recreation facilities, and extensive programming, and sit on at 23 acres and 18 acres of land, respectively. There is also one other smaller playground in the District, McCreesh (Regent Street between 66th Street and 68th Street) and there are recreational facilities at Connell Park (between 64th and 65th Street and Grays and Elmwood Avenues

Economic activity related to arts and entertainment in the Lower Southwest District is very limited compared to some districts closer to the Metropolitan Center. For instance, according to the Reinvestment Fund's CultureBlocks application, the only visual arts organization is the gallery "Art at the Airport," while performing arts organizations are primarily limited to drill teams and drum lines. However, neighborhood-based, religious, cultural organizations (notably Southwest Community Development Center, African Islamic Community Center, United National Assn, Full Gospel Holiness Church, and Mt. Moriah Apostolic Church) help to fill this need by sponsoring cultural events and programming

Recommended Follow-Up

- As part of the City's ongoing effort to maintain a competitive inventory of industrial districts, pay particular attention to identifying lands that are to remain available for future industrial and industrially-related activities and employment.
- Maintain flexible zoning within industrial areas to attract firms, including those relocating from other areas within the Lower Schuylkill Master Plan Area
- Interview major employers in the District to determine the public investment and land use strategies most critical to ensuring their on-going success.
- Consider workforce readiness and training strategies to better link Lower Southwest District workers with higher wage occupations in University City and Center City; consider improvements to the transportation network to better link Lower Southwest District workers to employment within the District.
- Work with Philadelphia International Airport and the Philadelphia Industrial Development Corporation to ensure plans for infrastructure and real estate development are coordinated with District-wide economic development strategies.
- Evaluate the transportation network and identify improvements that help support industrial operations and adequately buffer commercial traffic from residential uses, but also enhance the safety of non-auto users and advance the development of regional trail networks.

HISTORIC PRESERVATION

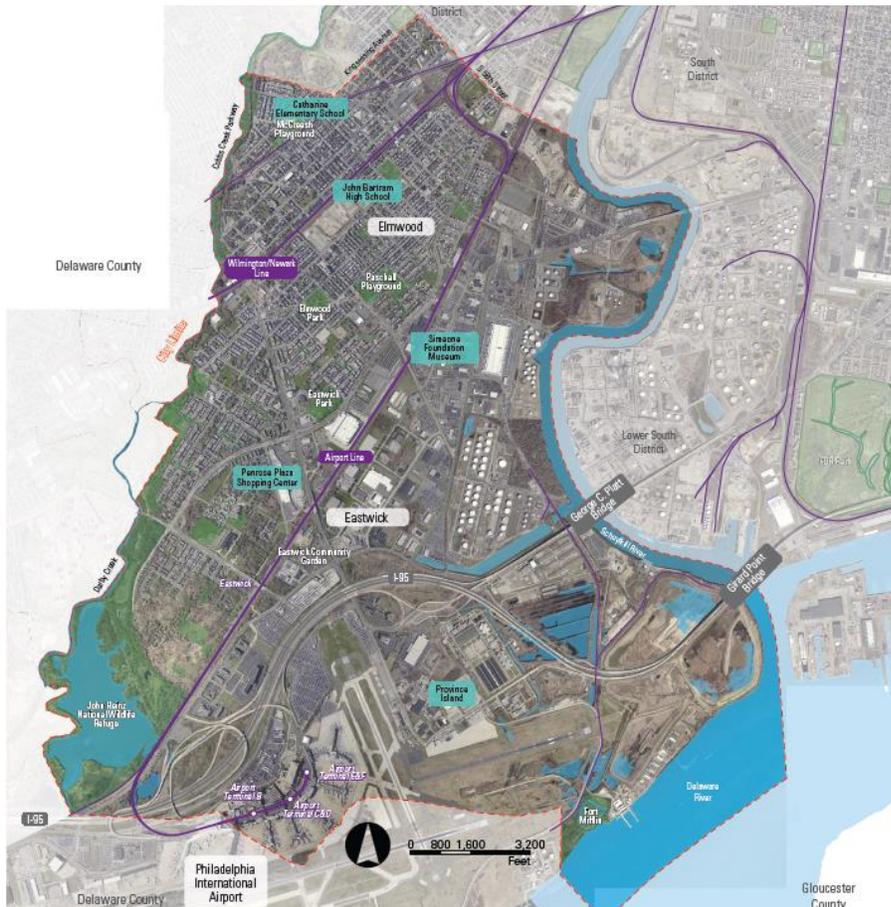
Philadelphia2035 Citywide Vision Goal: Preserve culturally, historically and architecturally significant buildings, sites and structures.

INTRODUCTION

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

THE LOWER SOUTHWEST PLANNING DISTRICT

The Lower Southwest district is commonly known as Southwest Philadelphia, an overarching neighborhood name that contains smaller neighborhoods. Some of the historic smaller neighborhoods contained within Southwest Philadelphia include Eastwick, Paschall, and Elmwood.



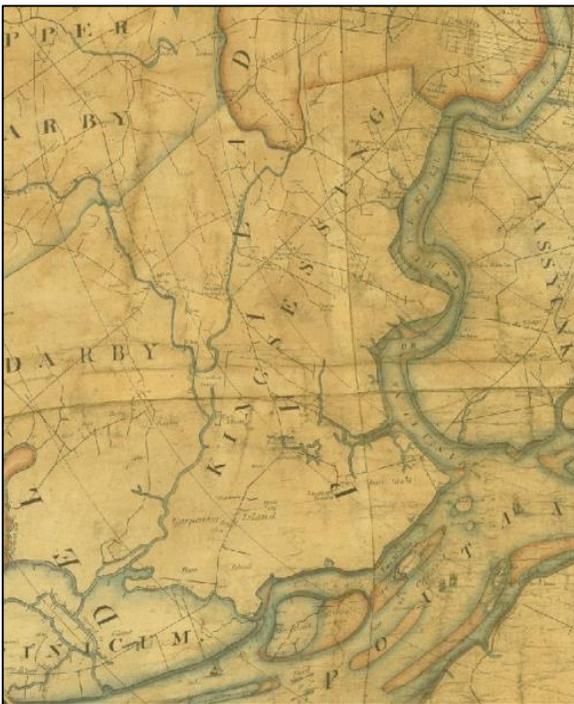
Lower Southwest Planning District

BRIEF HISTORY OF THE DEVELOPMENT OF THE LOWER SOUTHWEST PLANNING DISTRICT

Cobbs Creek was originally inhabited by the Lenni-Lenape Indians, also known as “Karakung”. The Swedish joined them in the 17th century and began to develop Kingsessing. Kingsessing was the central portion of New Sweden which was then the Swedish colony and today is Southwest Philadelphia. Their water mill, Old Swedes Mill, was the first constructed in Pennsylvania, dating to 1642, and was located on Cobbs Creek. These two groups were historically peaceful due to the Friendship Compact they signed at Tinicum Marsh in 1654, part of which, Hog Island, the Swedish later bought in 1681. The Swedes were known among the Susquehannocks as well because they built Fort Korsham on the west side of the Schuylkill River near the end of the Great Minquas Trail, which was a convenient location to trade goods. In 1669 the English took rule of the Southwest neighborhoods, and further developed the land, but it wasn't until 1880 that other ethnicities, such as, Irish, Italian, and Polish immigrants moved across the Schuylkill River.

In 1682, William Penn extended his plan for Philadelphia past the Schuylkill River in the Charter for Pennsylvania. But it was another 14 years before King's Highway, today Woodland Avenue, was developed as the main road from Gray's Ferry, Philadelphia to Baltimore and the colonies further south. Kings Highway attracted the major rest stops and gathering spaces including Blue Bell Tavern and St. James Episcopal Church, the first church west of the Schuylkill River founded by Swedish Lutheran Missionaries, and was later an important commercial district.

During the Revolutionary War, some of the structures and locations proved to be valuable. The most useful was Fort Mifflin, constructed on Mud Island in 1776, and completely destroyed during the largest bombardment of the war. Others were the Cannonball House, built as a farmhouse by Swedish Settler



John Hills 1808 map of Lower Southwest District showing Kingsessing.

Peter cook in 1715. The Cannonball House got its name from a siege at Fort Mifflin as the lone house that took cannon fire. It later shared the plantation lands with the renowned Lazaretto Quarantine station, after the city bought Cock's island in 1742. The Quarantine station was used to prevent outbreaks of disease such as yellow fever, cholera, and small pox and greeted many immigrants until 1895. Old Yellow House, or the Henry Paschall Residence, at 6840 Paschall Avenue, was built in 1723 and was chosen as the British headquarters for several weeks during the war. Philadelphia again reinforced Kingsessing as one of its own communities when it was included in the Consolidation Act of 1854 as part of the 27th Ward of Philadelphia.

The end of the Revolutionary War was the beginning of the Industrial Revolution, and as early as 1831 the Philadelphia and Delaware County

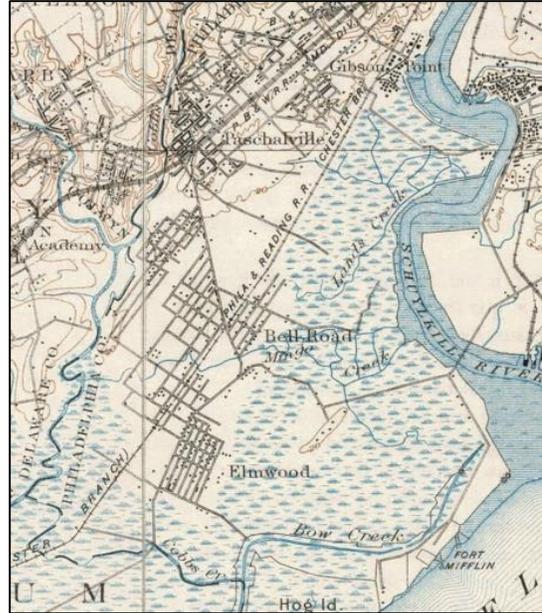
Railroad company was constructed. Only three years later the name was changed to the Philadelphia, Wilmington, and Baltimore Railroad Company, in anticipation of the development it would bring. The Bell Road Station was opened on Island Avenue as a passenger station but was closed in 1881. In just a few more years, the Baltimore and Ohio Railroad Company connected with the Baltimore and Philadelphia Railroad and cut through Southwest Philadelphia. It was in full operation as a passenger train from 1886 until 1958.

This new form of accessible transportation made possible the attempt to better the community when they built the Presbyterian Orphanage and home in 1878, located at 58th and Kingsessing Avenue. The population grew after the First World War and created the necessity of additional public schools. Irwin T. Catherine designed three renowned public schools in the gothic style. These include the John M. Patterson School from 1921, located at 7001 Buist Avenue, Joseph W. Catharine Elementary School from 1937, at 6600 Chester Avenue, and John Bartram High School from 1939, at 63rd and Elmwood.

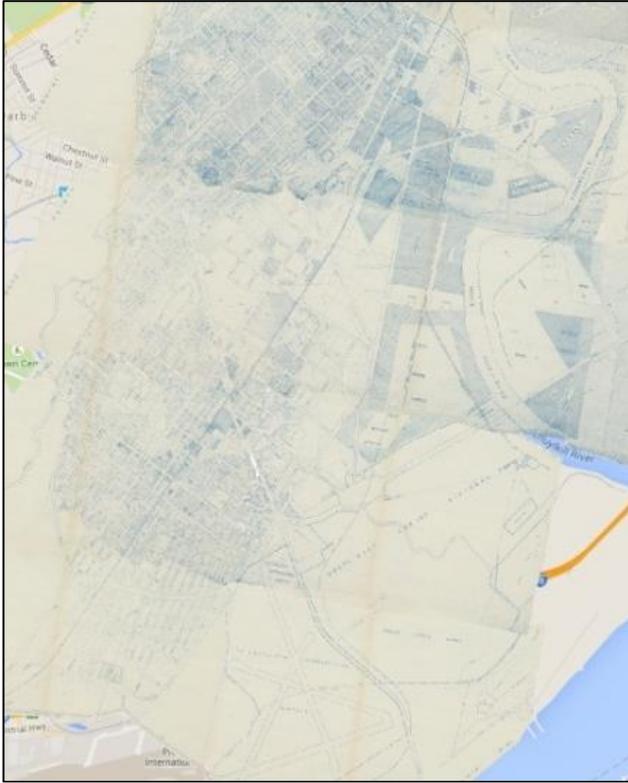
With other innovations of the 19th century, the Atlantic Petroleum Company opened below Passyunk Avenue. It was first a storage facility, in 1866, before they installed its petroleum refining units, and changed its name to Atlantic refining company. Today it's one of the largest refineries in the United States. Technical innovations continued into the 20th century with the Hog Island Shipyard, which opened in 1917 and produced over 100 pre-fabricated ships until 1922. In 1926, the Municipal Aviation Sanding Field opened, and just one year later Charles Lindbergh landed there. During his tour of the U.S., he dedicated the landing field as the Philadelphia Municipal Airport. Since then, the airport has expanded in the 1930s with only a brief shut down during World War II. The international terminal was added in 1973 with a new runway and high-speed taxiways and again, in 1977, Terminals B, C, D, and E opened with two parking garages. In 1985 SEPTA opened a new rail line to connect the airport with downtown Philadelphia.

Transportation developments continued from the 1950s as well, with the Penrose Avenue Bridge, today known as the George C. Platt Bridge, which opened in 1951 to connect Lower South Philadelphia with Lower Southwest. Then the Eastwick Route 36 Trolley opened in 1956. Its last stop has since been moved within ten blocks from 94th to 80th streets and Eastwick Avenue. Construction of today's well known interstate 95 began in 1969, and two exits were opened in 1975; however, construction was not completed until 1985.

In the 1950s and 1960s the city attempted to revitalize the district. Eastwick was declared blighted in 1950 and again in 2006 due to the Clearview landfill. In 1953 the urban renewal project of Eastwick was laid out in an attempt to clean up and populate the small farms which occupied 60% of the land, and



c. 1890-1910 U.S. Geological Survey topography map showing development of the Lower Southwest District.

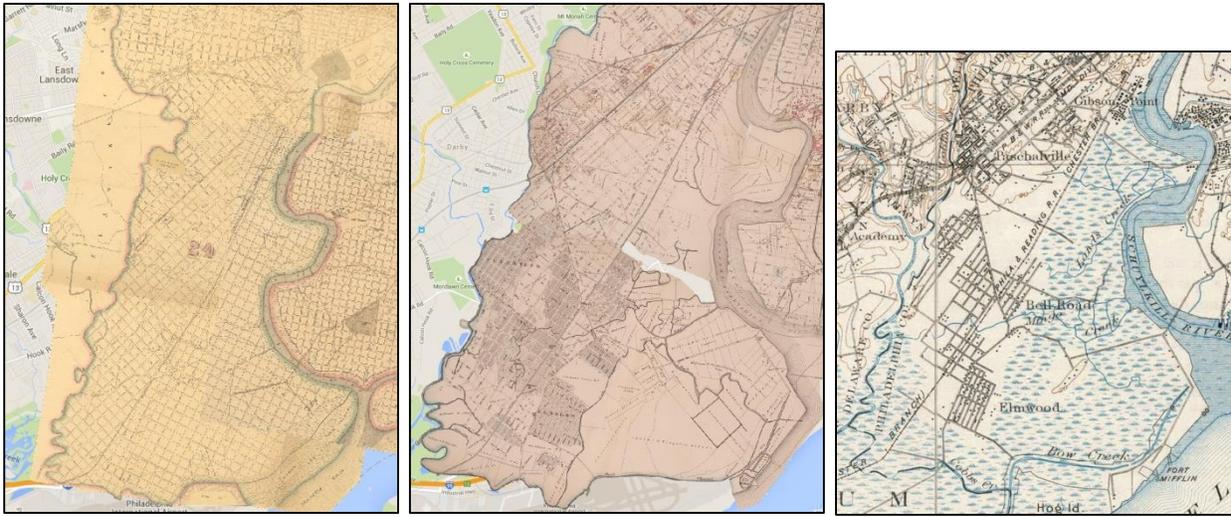
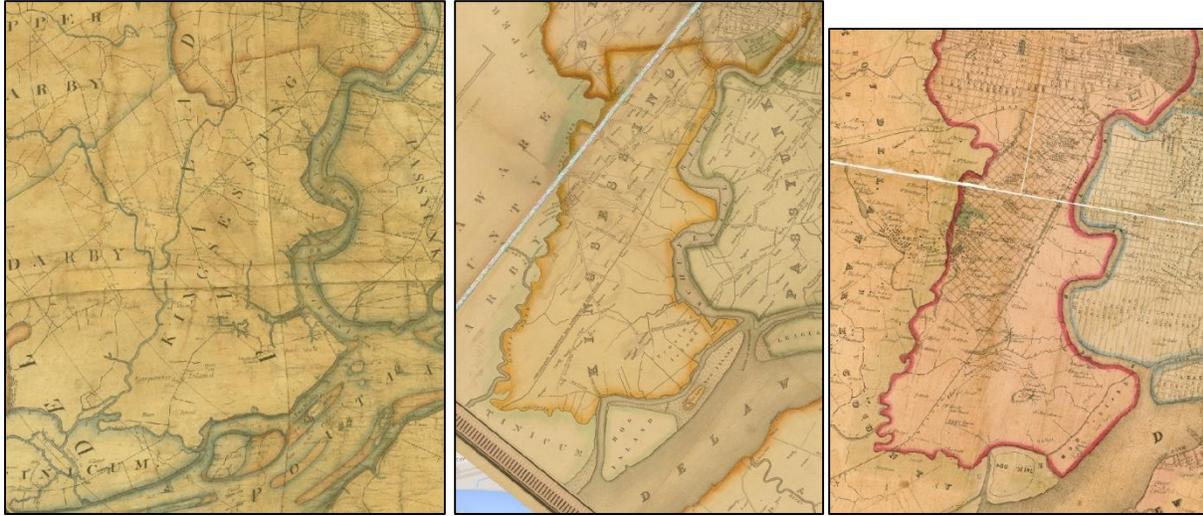


1962 Map of Lower Southwest land use. Courtesy of the Works Progress Administration.

designated dumps and junkyards that were scattered throughout the neighborhood. Then in 1961 NEC or Korman Company purchased 128 acres of marshland along the Tincum marshes from the Philadelphia Redevelopment Authority, with intentions of their own urban renewal project.

Protecting the environment became a goal in the 1970s. The city established Penrose Park in 1970 and the Tincum marshes were established as the Tincum National Environmental Center in 1972, to preserve the nature and habitats of the largest remaining freshwater tidal wetland in Pennsylvania. John Heinz dedicated his time to preserving the remaining 1000 acres of the marshland and in 1991 the Environmental Center was renamed the John Heinz Refuge. Pepper Middle school opened in 1976 and enjoyed the nature and it's habitats until its closing in 2013. The lower Southwest District has seen

more immigration, since the 1970s, with African and Southeast Asian adding to the diversity.



Maps showing development of the Lower Southwest Planning District. From top left to bottom right: 1808 John Hills map, 1843 Charles Ellet, Jr. map, 1855 R.L. Barnes map, 1862 Samuel L. Smedley map, 1895 G.W. Bromley map, c. 1890-1910 U.S. Geological Survey topography map, 1910 G.W. Bromley map, 1942 Works Progress Administration land use map, 1962 Works Progress Administration land use map.

SUMMARY OF EXISTING CONDITIONS

Philadelphia Register of Historic Places

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

Within the Lower Southwest Planning District, six addresses are listed on the Philadelphia Register of Historic Places. There are approximately 12,000 properties (23,000 if condominium units are included) in total on the Philadelphia Register of Historic Places. The addresses of the historically-designated properties in the Lower Southwest Planning District are listed below. There is no historic district located within the boundaries of the Lower Southwest Planning District.

- **6800 Woodland Avenue**, St. James Episcopal Church campus; originally Swedes Episcopal Church
The Saint James Episcopal Church campus at 6800 Woodland Avenue dates to 1762. It occupies the city block bounded by Woodland Avenue, Paschall Street, 68th and 69th Streets in the Elmwood section of southwest Philadelphia. The church is situated adjacent to a graveyard, and several parish-related buildings are also present on the site. In 1761, it was decided to build a new church and schoolhouse at Kingsessing, a village located southwest of Philadelphia. In 1762, three acres of land were conveyed to be used for a Lutheran church. The cornerstone for what was to become St. James Episcopal Church of Kingsessing was laid August 5, 1762, making it the oldest Philadelphia church west of the Schuylkill River, and the sixth oldest in the city as a whole. Although the exterior walls of the nave date from the eighteenth century, the church's present appearance is primarily the result of nineteenth-century additions and twentieth-century alterations.



St. James Episcopal Church, 6800 Woodland Avenue. Photography credit: Ed Foley

- **6840 Paschall Avenue**, Mount Moriah Apostolic Church (front building); The Yellow House, General Howe's Headquarters, Henry Paschall Mansion (cover image)
 6840 Paschall Avenue was listed on the Philadelphia Register of Historic Places in 1958. Dating to as early as 1723, the building has gone by the names Old Yellow Mansion, the Garrigues or Garrick House, the Henry Paschall Residence, Paschall House, and Brith Sholom. Now it is part of the Mount Moriah Apostolic Church complex.



The Yellow House, 6840 Paschall Avenue. Photography credit: Bradley Maule

- **6942 Woodland Avenue**, Free Library of Philadelphia Paschalville Branch
 The Paschalville Branch of the Free Library of Philadelphia was listed on the Philadelphia Register of Historic Places in 2013. Completed in 1915, the Paschalville Branch was the seventeenth of the twenty-five branch libraries built in Philadelphia from a grant from the Carnegie Corporation of New York. The Pashcalville Branch was among the second stage of Carnegie libraries built when the city targeted underserved areas largely located in western and southern Philadelphia.



The Paschalville Branch of the Free Library of Philadelphia, 6942 Woodland Avenue.

- **7303 Woodland Avenue, Blue Bell Tavern**

The Blue Bell Tavern, located at 7303 Woodland Avenue, was listed on the Philadelphia Register of Historic Places in 1958. The present building is believed to have been built in 1766, as served as a southern gateway to the city. George Washington stopped here often, and it was the site of his first welcome to Philadelphia as president-elect and his last farewell to the city.



The Blue Bell Tavern, 7303 Woodland Avenue. Photography credit: Bob Hafenmair

- **6208-10 Grays Avenue, Our Lady of Loreto Church**

6208-10 Grays Avenue was listed on the Philadelphia Register in 2003 as Our Lady of Loreto church, but the building is now owned by Grace Christian Fellowship. The church is a unique and complete expression of the “Art Moderne” style applied to a place of worship, and is a visible landmark of Southwest Philadelphia’s first-generation immigrant Italian-American community.



Our Lady of Loreto Church, 6208-10 Grays Avenue.

- **1 Fort Mifflin Road, Fort Mifflin**

The fortifications and group of buildings at Fort Mifflin were listed on the Philadelphia Register of Historic Places in 1956. Fort Mifflin was commissioned in 1771 and sits on Mud Island on the Delaware River near the Philadelphia International Airport. During the Revolutionary War, the British Army captured the fort as part of their conquest of Philadelphia in 1777. The United States Army commenced rebuilding of the fort in 1794, and continued to build on the site through the nineteenth century. The site housed prisoners during the Civil War. The army decommissioned Fort Mifflin in 1962 and deeded it to the City of Philadelphia.



A painting of Fort Mifflin by Seth Eastman, commissioned by the United States Army in 1870.



Aerial photography of Fort Mifflin.

National Register of Historic Places

The National Park Service, a federal agency, and the Pennsylvania Historical & Museum Commission, a state agency, maintain the National Register of Historic Places in the Commonwealth of Pennsylvania. The federal and state governments protect historic resources by factoring historic preservation into their decision-making whenever they are involved with construction projects directly or through funding, permits, licenses, or other indirect means that may impact historic resources listed on and eligible for the National Register. Within the Lower Southwest Planning District, there are seven individual buildings listed in the National Register of Historic Places and one National Historic Landmark District.

- Six of the seven individually listed buildings are current or former public schools listed in the late 1980s. These schools were resurveyed in 2014 as part of a PHMC-led project to verify the status and condition of previously listed schools and document post-1938 schools Citywide.
- Fort Mifflin was designated a National Historic Landmark district in 1970 and is under covenant to PHMC until 2056 as a result of a Save America's Treasures grant in 2006.

KEY #	Address	Historic Name	Resource Type	Construction Date	Listing/Survey Date
001371	82 Fort Mifflin Rd.	Fort Mifflin	District	1772:1814	1970
001372	Fort Mifflin Rd.	Fort Mifflin Hospital	Building	1850;1902	1802
083435	6601 Elmwood Ave.	William T. Tilden Junior High School	Building	1926	1986;2014
083486	2555 S. 78 th St.	Thomas Buchanan Read School	Building	1906;1908	1986;2014
083500	8110 Lyons Ave.	George Wolf School	Building	1926	1988;2014
096024	6600 Chester Ave.	Joseph T. Catharine School	Building	1937;1938	1988;2014
096363	7001 Buist Ave.	John M. Patterson School	Building	1920	1988;2014
097446	2401 S. 67 th St.	John Bartram High School	Building	1937	1988;2014

Properties Determined Eligible for the National Register of Historic Places

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

properties within the Lower Southwest planning district have been determined eligible for listing in the National Register to date. Five of these resources are bridges owned by the City or State.

KEY #	Address	Historic Name	Resource Type	Construction Date	Listing/ Survey Date
053489	Penrose Ave.	George Platt Memorial Bridge	Structure	1949;1952	2007
137447	62 nd Street over Amtrak	Bridge	Structure	1910	2007
137504	71 st Street over Amtrak	Bridge	Structure	1915	2007
137542	72 nd Street over Amtrak	Bridge	Structure	1913	2007
137674	65 th Street over Amtrak	Bridge	Structure	1915	2007
090566	7303 Woodland Ave.	Blue Bell Tavern	Building		1987

Age/Date of Survey Information

All of the National Register-eligible resources in the Lower Southwest Planning District were identified and surveyed nearly ten years ago, with the Blue Bell Tavern last surveyed nearly 30 years ago. It is SHPO policy that eligibility assessments are considered valid for a period of five years from the date of evaluation, with limited exceptions made on a case-by-case basis. While it is possible that the resources' eligibility status remain unchanged, documentation standards and evaluation methods have evolved over time. Integrity may also change over time, and new research or knowledge regarding a property's significance or history may come to light. It is necessary to periodically update existing information and revisit prior eligibility opinions before decisions can be made about the effects of individual projects or eligibility for certain incentive programs, such as Federal Rehabilitation Tax Credits or Keystone Historic Preservation grants.

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

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

KEY #	Address	Historic Name	Resource Type	Construction Date	Listing/ Survey Date
139242	2230 Island Ave.	Fels Naptha Plan	Building	c.1895	2004
156006*	W. Fort Mifflin Rd.	Building 55: Organizational Classroom and Dining Facility	Building	c.1910	2010?
156007*	W. Fort Mifflin Rd.	Building 56: ARNG Vehicle Maintenance Building	Building	c.1910	2010?
156817**	Amtrak vicinity of 61 st St.	Pennsylvania Railroad: Brill Tower	Building	1905	2011

*Buildings 55 and 56 are within the larger Fort Mifflin Headquarters – Armory & Outbuildings (Key# 128853), which was evaluated as Not Eligible in 2004. These two entries indicate that the subject buildings have not been evaluated for their individual eligibility.

**The Brill Switching Tower contributes to the National Register-eligible Philadelphia, Wilmington & Baltimore Railroad Corridor (Key# 111801), which was determined Eligible in 1999. The tower has not been individually evaluated for its National Register eligibility.

Archaeological Resources within the Lower Southwest Planning District

The Lower Southwest Planning District contains one recorded archaeological site, Fort Mifflin. While the Fort is a National Historic Landmark, its significance is not explicitly related to the archaeological features of the site. Southern portions of the planning district have been surveyed for the presence of archaeological features in conjunction with various projects related to the Philadelphia International Airport. Each of these studies concluded that much of Hog Island was composed of fill material and was unlikely to contain significant prehistoric or historic period archaeological resources. There have been no archaeological surveys along the Schuylkill River or Cobbs Creek corridors, both of which are heavily developed with residential and industrial buildings. Notwithstanding the intense development, major watercourses such as the Schuylkill River and Cobbs Creek are considered highly sensitive for prehistoric occupation and may contain archaeological resources.

Site #	Site Name	Site Type	NR Status	Meters To Water
36PH0012	Fort Mifflin	Historic Military	Insufficient Information to Evaluate	0

Cobbs Creek Park

The Philadelphia Department of Parks & Recreation has expressed interest in evaluating the National Register eligibility of various watershed parks throughout the City, including Cobbs Creek Park. PHMC has had preliminary discussions with the Department about this effort and is supportive. Department

staff have indicated that they intend to pursue survey and evaluation of the parks in the near term (1-3 years) following the conclusion of survey activities in East and West Fairmount Park.

KEY ISSUES

The following are important historic preservation challenges facing the Lower Southwest District:

- **There is no comprehensive survey of historic resources**
The lack of current, complete, and consistent data about potential historic resources in the planning district makes it difficult to assess designation/listing priorities objectively and to understand how future projects may impact historic resources. The lack of a comprehensive survey relegates consideration of historic resources to purely reactionary and does not allow for proactive regulatory mechanisms or use of funding/incentive programs.
- **Disinvestment in historic buildings**
Reduced financial investment has resulted in deferred maintenance and demolition of historic buildings in the Lower Southwest District.
- **Low integrity on many historic buildings**
Owing to deferred maintenance and a lack of investment, many historic buildings in the Lower Southwest District have been substantially altered over time, which has resulted in the removal of many original architectural elements.

MAJOR OPPORTUNITIES

Historic preservation opportunities in the Lower Southwest District:

- The staff of the Historical Commission has preliminarily surveyed the Lower Southwest Planning District and finds that there are many religious, institutional, residential, commercial and industrial sites that likely satisfy one or more Criteria for Designation to the Philadelphia Register of Historic Places as outlined in the historic preservation ordinance, Section 14-1000 of the Philadelphia Code. Given the cursory nature of this survey, priorities for consideration for designation have not been assigned to the potential historic resources. Additional survey work is recommended within the Lower Southwest Planning District to fully assess the extant historic resources in the district; areas of particular interest are described below.

HISTORIC PRESERVATION (SPECIFIC TOPICS)

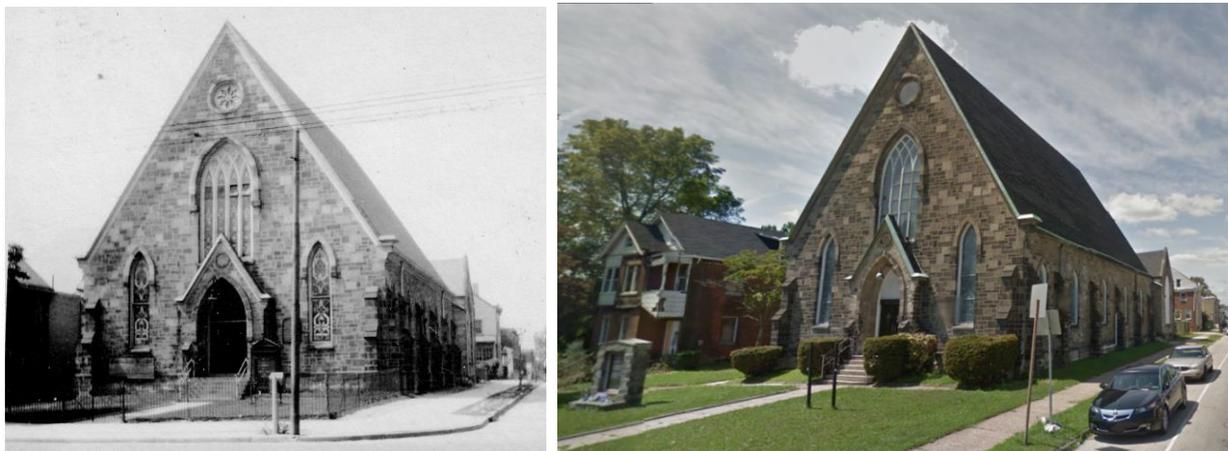
Religious Buildings

Goal: Survey and consider nomination of the following potentially eligible religious buildings

Multiple purpose-built historic **houses of worship** in the Lower Southwest District stand out for their architectural and/or social significance and are therefore good candidates for consideration for designation. Some of the most prominent churches in the Lower Southwest District are:

- St. Clement's Roman Catholic Church campus; former Roman Catholic Church of the Good Shepherd, 6601 Chester Avenue
- Christ International Baptist Church, former Woodland Baptist Church, 2210 S 65th Street
- New Fellowship Missionary Baptist Church; former Siloam United Methodist Church 7001 Woodland Avenue
- United Church of Jesus Christ; former Union Presbyterian Church, 6601 Woodland Avenue
- Southwestern Presbyterian Church (stone building), 2531 S 70th Street

The New Fellowship Missionary Baptist Church with its parish house, located at 7001 Woodland Avenue, is an established and familiar visual feature of Paschallville. The gothic stone church was constructed for the Siloam Methodist Episcopal Church in 1871, and the Queen Anne parish house was built in 1887. Siloam Methodist Episcopal Church worshipped in this building until 1992, at which time it was sold to New Fellowship Missionary Baptist Church, who has not occupied the parish house owing to its deteriorated condition.



Siloam Methodist Episcopal Church (left, shown in late-nineteenth century); New Fellowship Missionary Baptist Church (right, 2014), with parish house next door, located at 7001 Woodland Avenue.

The United Church of Jesus Christ, located at 6601 Woodland Avenue, was constructed for the Union Presbyterian Church and opened on April 14, 1901. The architect for the church and Sunday School building was Adin B. Lacey. Lacey was born in Philadelphia and trained in architecture at the firm of Cope & Stewardson. One year prior to the design for the Union Presbyterian Church, Lacey opened his own architecture office at 10th and Chestnut Streets.



"Sketch for a Church and Sunday-School in West Philadelphia," Adin B. Lacey, architect. Source: PAB AIA/T-Square Yearbook, p. 177 (1899) via PAB website (left); 6601 Woodland Avenue in 2014 (right).

Institutional Buildings

Goal: Survey and consider nomination of the following potentially eligible institutional buildings

Several **institutional buildings** in the Lower Southwest Planning District that are not yet historically designated appear to merit consideration for listing on the Philadelphia Register.

- Motivation High School; former Thomas Buchanan Read Public School, 2555 S. 78th Street
- Joseph W. Catharine Public School, 6600 Chester Avenue
- John Bartram High School, 2401 S 67th Street
- Greater Hope Christian Academy, 7031-33 Woodland Avenue
- Greater Hope Ministries Family Life Center; Former IOOF Hall, 7041-47 Woodland Avenue
- Masjid Ahlil Hadeeth wal Athar; Former Chapin Memorial Home for Aged Blind, 6711-25 Woodland Avenue
- American Legion Post 21, 6400 Paschall Avenue

The former Thomas Buchanan Read Public School, now Motivation High School, at 2555 S. 78th Street, was erected in 1906 -1908 to a design by prominent school architect Henry Decourcy Richards. Richards was responsible for the design of the wings in 1910. This Colonial Revival building was one of the architect's earliest designs for the school system.



Former Thomas Buchanan Read Public School, now Motivation High School, located at 2555 S. 78th Street.

The Joseph W. Catharine Public School, located at 6600 Chester Avenue in the Elmwood neighborhood, was constructed in the Art Deco style to a design by public school architect Irwin T. Catharine in 1938.



Joseph W. Catharine Public School, 6600 Chester Avenue.

7029-33 Woodland Avenue currently houses the Greater Hope Christian Academy Pre-School. This building was used as a funeral home in the 1950s and was original built as three rowhouses circa 1880 that have since been expanded at the rear and given a unified front façade.



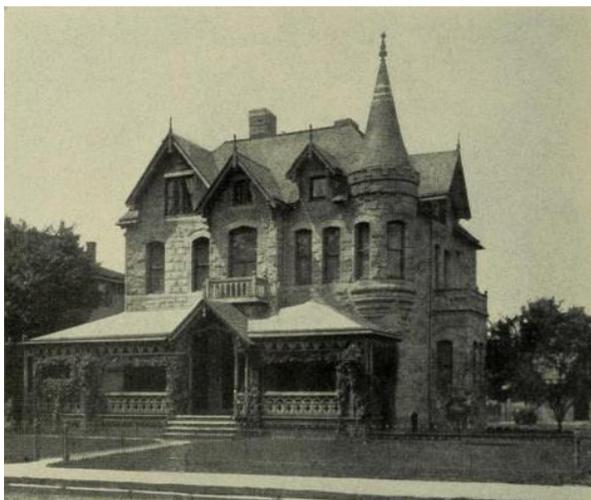
Greater Hope Christian Academy Pre-School, 7029-33 Woodland Avenue.

The former Independent Order of Odd Fellows meeting hall, located at 7041-47 Woodland Avenue, was constructed in 1890. The Independent Order of Odd Fellows was a charitable and secretive organization founded in eighteenth-century Britain whose members helped needy individuals and families. In the 1800s, the IOOF expanded into North America, opening lodges in east coast cities such as Philadelphia.



The former Independent Order of Odd Fellows meeting hall, 7041-47 Woodland Avenue.

The former Chapin Memorial Home for the Aged Blind, now Masjid Ahlil Hadeeth wal Athar, located at 6711-25 Woodland Avenue, is an historic building that is lacking in architectural integrity but has an interesting social history. According to its 1910 Annual Report, the Chapin Memorial Home for Aged Blind was instituted in 1905 “for the care of respectable blind persons who, by reason of age and infirmity, are unable to earn their own living, and who would otherwise be without a home. It is strictly non-sectarian.” The Home was named for Mr. William Chapin, the former principal of the Institution for Instruction of the Blind, then at 20th and Race Streets. The building at 6711-25 Woodland Avenue was constructed circa 1880 and was purchased by the Chapin Memorial Home for Aged Blind in 1911, after they outgrew several other locations. The building was used in the 1970s by the Church of Bible Understanding, also called the Philadelphia Lamb House, which was described as a cult by some accounts.



Chapin Memorial Home for the Aged Blind, circa 1905 (left) and 1916 (right), Annual Reports for the Chapin Memorial Home for the Aged Blind.



Former Chapin Memorial Home for the Aged Blind, located at 6711-25 Woodland Avenue, as seen in the 1970s.



Former Chapin Memorial Home for the Aged Blind, located at 6711-25 Woodland Avenue, as seen in 2014.

Residential Buildings

Goal: Survey and consider nomination of the following potentially eligible residential buildings

The Lower Southwest District includes many **residential buildings**, showcasing a variety of architectural styles that may warrant designation individually or in groups, and are listed below.

- 2055 Cemetery Avenue
- 6922 Chester Avenue
- 5847 Elmwood Avenue
- 7206-10 Elmwood Avenue
- 7101 Grays Avenue
- 7103 Grays Avenue
- 7236 Grays Avenue
- 7009, 7011 Greenway Avenue
- 6935 and 6937 Paschall Avenue
- 6939 Paschall Avenue
- 7044 Paschall Avenue
- 7112 Paschall Avenue
- 7030 Upland Street
- 6940 Woodland Avenue
- 7035, 7037 Woodland Avenue
- 2655 S 63rd Street
- 2101, 2107 S 70th Street
- 2000-02 S. 70th Street
- 2107 S. 72nd Street
- 2112 S 72nd Street
- 2400-12 S 72nd Street
- 2414-24 S 72nd Street



2112 South 72nd Street, as it appeared in 1953 (left) and 2014 (right).



The Paschall-Lloyd house, located at 2000-02 S 70th Street, is likely one of the oldest remaining houses in district, dating to circa 1810.



7236 Grays Avenue showcases the Gothic Revival style of architecture.



2055 Cemetery Avenue is a Second Empire house that has a railroad that runs behind the property and stands alone on this side of the block as the only residential property.

Commercial Buildings

Goal: Survey and consider nomination of the following potentially eligible commercial buildings

Several **banks, theaters, and other commercial buildings** stand in South Philadelphia, showcasing a wide variety of architectural styles. Some of these buildings that may be eligible for designation to the Philadelphia Register of Historic Places are listed below.

- Shekinah Glory Church; Former barn, 5722 Elmwood Avenue
- Santander Bank; Former City National Bank, 6500 Woodland Avenue
- Benn Theater (now vacant), 6322 Woodland Avenue
- Benson Theater (now vacant), 6338 Woodland Avenue
- SEPTA power station, 5805 Woodland Avenue
- Former Kresge's 5 & 10, 6316-20 Woodland Avenue
- Multiple retail tenants, 6200 Woodland Avenue

6500 Woodland Avenue, the former City National Bank, was built circa 1930 and may warrant designation to the Philadelphia Register of Historic Places.



The former City National Bank, located at 6500 Woodland Avenue.

The former Benn Theater, located at 6322 Woodland Avenue, opened on September 1, 1923 as a first run moving picture theater, and was later renovated in 1929. The theater was named for its owner Marcus Benn, who also operated the Benson Theater on the same block. The Benn Theater had a capacity of 1,345 and was designed by architect Philip Haibach Company. By 1941 it was operated by Warner Bros. Circuit Management Corp. and later by RKO Stanley-Warner. The theater closed in 1975, and the building is currently vacant.



Benn Theater, located at 6322 Woodland Avenue, shown during the time of its operation (left) and in 2014 (right).

The former Benson Theatre, also known as Bell Theatre, located at 6338 Woodland Avenue, began as a brick nickelodeon in 1914, with a design by architect Julius J. Anderson. It reopened in 1936 as the Benson, which is when the fifteen foot high concave tile façade was added. The theater had a capacity of 499 and operated as a last run movie theater. After closing in the late-1960's, the Benson Theatre was converted into a Radio Shack and is currently a cell phone store.



Benson Theatre, located at 6338 Woodland Avenue, shown during the time of its operation (left) and in 2014 (right).



Circa 1900 SEPTA power station with unique architectural detailing, located at 5805 Woodland Avenue.

Industrial Buildings

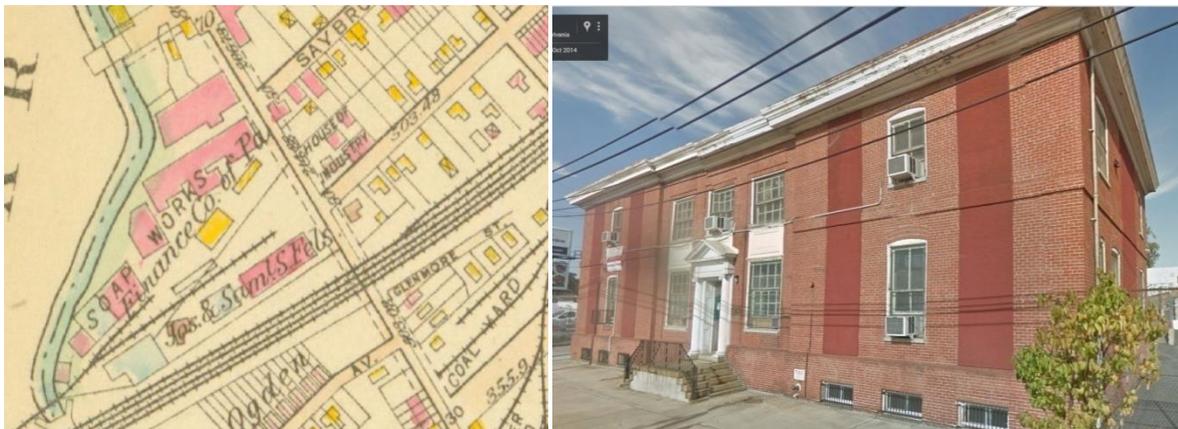
Goal: Survey and consider nomination of the following potentially eligible industrial buildings

There are few **industrial buildings** remaining in the Lower Southwest Planning District that document the industrial history of this area. Electric streetcars and mills run by steam and electricity transformed the area at the turn of the century. Many small-scale developers created blocks of modest worker housing, filled in part by employees of the Brill Streetcar Co. (61st & Woodland – now primarily a shopping center with one Brill Streetcar building remaining), the Fels Soap Co. (Island and Paschall Aves. – portions remaining, repurposed), and, later, General Electric’s West Philadelphia Works (Elmwood Ave. between 67th and 70th Streets – now several vacant blocks). Some of these buildings that may be worthy of further research are listed below.

- Self-storage facility and Montessori School; formerly Fels Soap Company industrial complex, 2240 Island Avenue and 2227 Island Avenue
- Former American Tobacco Company factory, 6800-06 Greenway Avenue

According to the Workshop of the World website entry for Fels Soap Company:

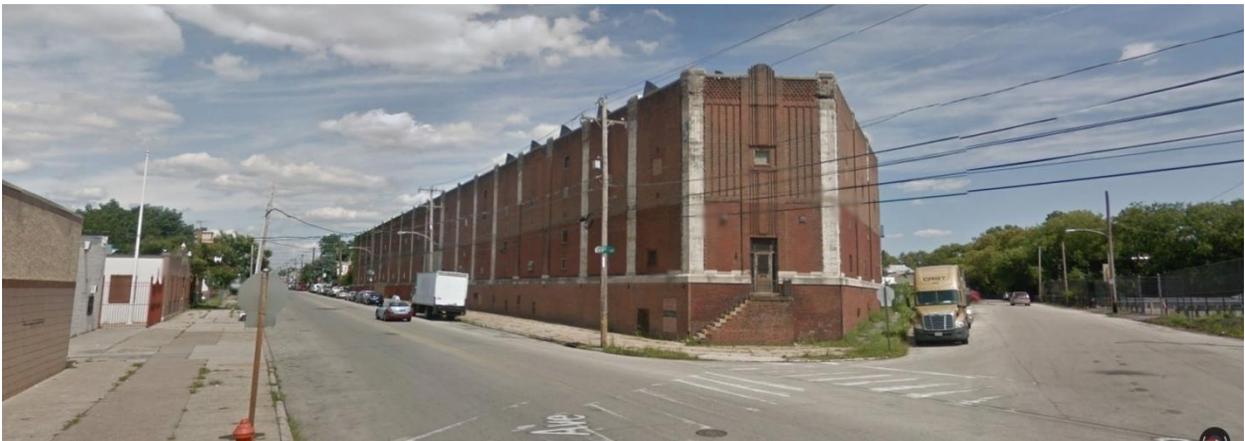
“In 1895 Joseph Fels acquired the rights to a new soap-making process that “fixed a naphtha or benzine solvent” into the laundry soap. Fels Naptha became a standard in the laundry room as a reliable and economical cleaning product. The international success of Fels Naptha encouraged Joseph Fels to relocate to Southwest Philadelphia and a larger industrial site. There is little documentation for this large mill complex located on a water-powered mill-seat on Cobbs Creek. Originally the location of the John L. Passmore mill, the Fels Company was a large manufacturer of soap during the early twentieth century. The factory employed as many as 657 workers through the 1930s.”





1910 map showing Fels Soap manufacturing site (top left); 2227 Island Avenue, previously part of the Fels Company complex and now a Montessori School (top right); Former Fels Soap building with smokestack in the rear, 2014 (bottom), located at 73rd Street & Island Avenue.

The former American Tobacco Company factory, located at the corner of 68th Street and Greenway Avenue, was constructed circa 1930 in the Art Deco style for the company which was headquartered in New York. The building was the site of a 1945 labor strike, where 700 workers demanded an increase in pay (to a minimum of 65 cents an hour) and the inclusion of a non-discrimination clause in their contract. American Tobacco Company refused to accept the clause, and stated that it was the policy of the tobacco industry to separate black and white workers despite both being skilled operators of machines used to make cigars. The building is now owned by Comcast.



Former American Tobacco Company factory, 6800-06 Greenway Avenue.

Recommended Follow-Up

- Perform additional survey and research to produce a more comprehensive survey of historic resources in the Lower Southwest District.
- Consider individual designation of the most important historic sites.
- Pennsylvania Historical and Museum Commission to evaluate Philadelphia Historical Commission's list of potentially-eligible resources to determine if some resources are eligible for the National Register. This would be particularly useful for commercial and other income-producing properties as it would qualify them for tax credits.
- Ensure the preservation and re-purposing of existing historically significant buildings to further support the development of the commercial corridor.

LAND MANAGEMENT

Philadelphia2035 Citywide Vision Goal: Capitalize on land assets.

SUMMARY OF EXISTING CONDITIONS

The Lower Southwest District has several major factors influencing land management: the presence of the Philadelphia International Airport; industrial refinery operations lining most of the riverfront; and Lindbergh Boulevard and SEPTA rail rights-of-way separate the district into very different patterns of development.

Areas of the district to the northwest of the airport exhibit typical patterns of residential and commercial development that occurred during the late-19th and through much of the 20th Century.

East of Lindbergh Boulevard/SEPTA right-of-way are active and vacant large-lot uses typical of an industrial waterfront including industry, major oil refineries, and scrapyards facilities, and some public open space, many of which will be influenced by changing floodplain regulations and broader long-term environmental concerns related to climate change.

KEY ISSUES

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

- Redevelopment plans for the Lower Schuylkill industrial land area may mean an increase in warehousing and transportation uses.
- Large areas of the district are within the 100- and 500-year floodplains, which presents land-use and development challenges and will be impacted by climate change over time.
- Influence of the Philadelphia International Airport's expansion plans could impact land uses and transportation surrounding the Airport.
- Lower Southwest is accommodating much of the demand for scrap and recycled auto parts within its boundaries.

MAJOR OPPORTUNITIES

There are significant land management policy opportunities in the Lower Southwest District. The top few are:

- Appropriate development of large areas of undeveloped land in Eastwick.
- Redevelopment/repurposing of underutilized industrial land along the Lower Schuylkill.
- Public access and to and recreational use of land along the Delaware Riverfront.
- Ongoing and future use of salvage and scrapyards facilities.

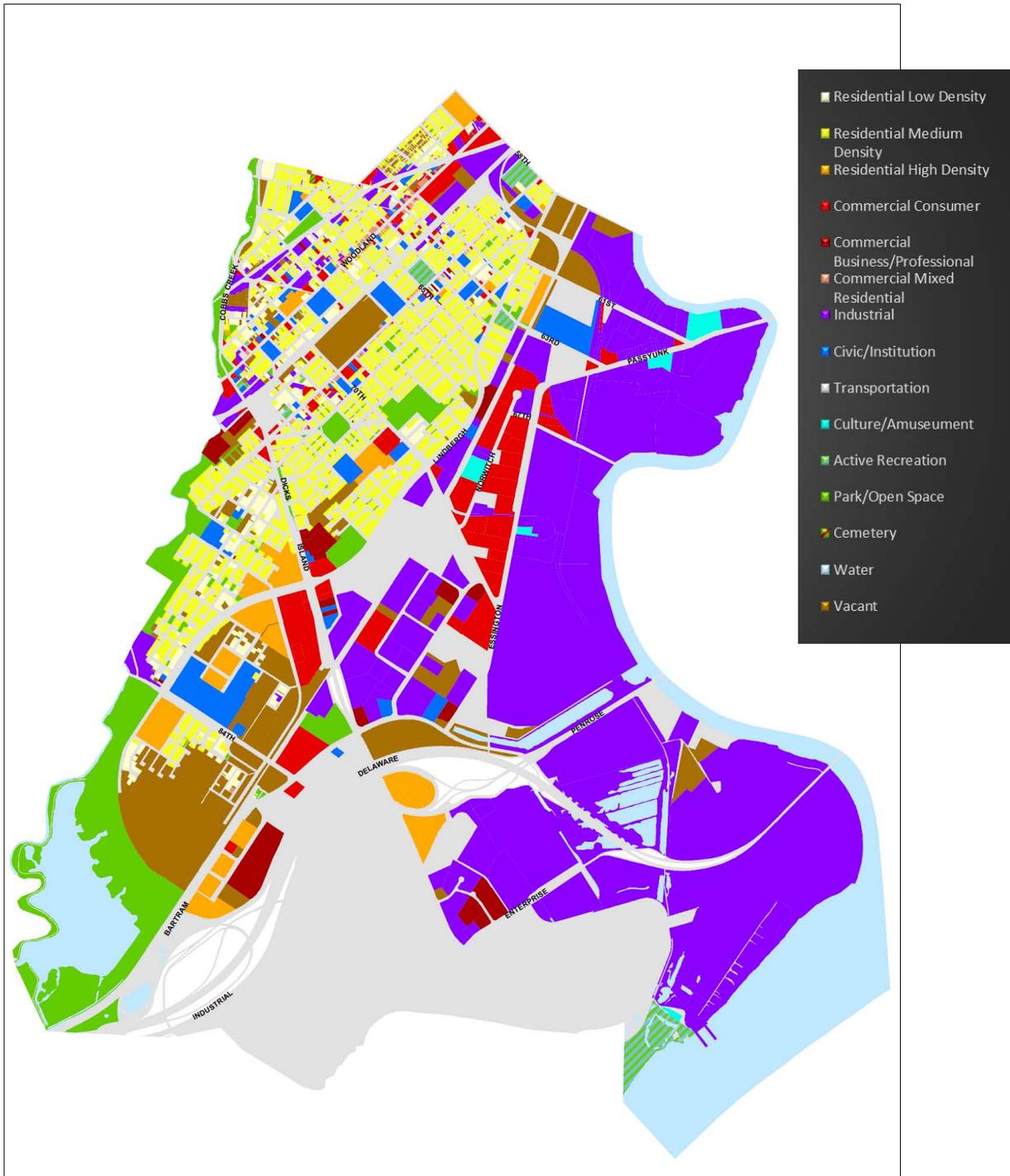
Land Use and Zoning

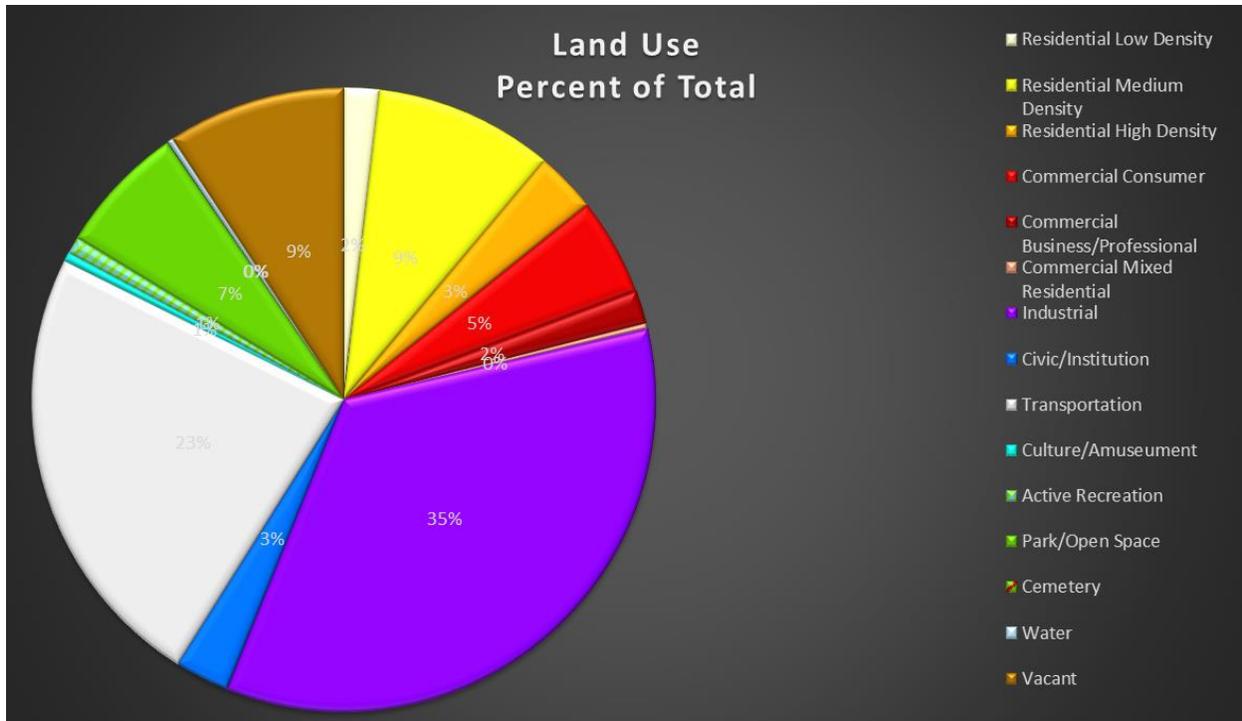
GOAL: Make land use the basis for sound planning and zoning decisions

Land Use

The accompanying map and chart illustrate the current pattern and relative quantity of land uses within the Lower Southwest district, as field surveyed by Philadelphia City Planning Commission staff in 2015. Industrial and transportation land uses predominate in this district, together accounting for more than half (58.1 percent or 2,646.6 acres) of the land area. These uses, along with some large-footprint commercial uses (e.g., auto sales along Essington Avenue) are generally situated east of the SEPTA regional rail right-of-way, which divides the district into two distinct land-use or development patterns. The western edge and southwest corner of the district is public open space bordering the Cobbs Creek and

wetland areas associated with the Delaware River.





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

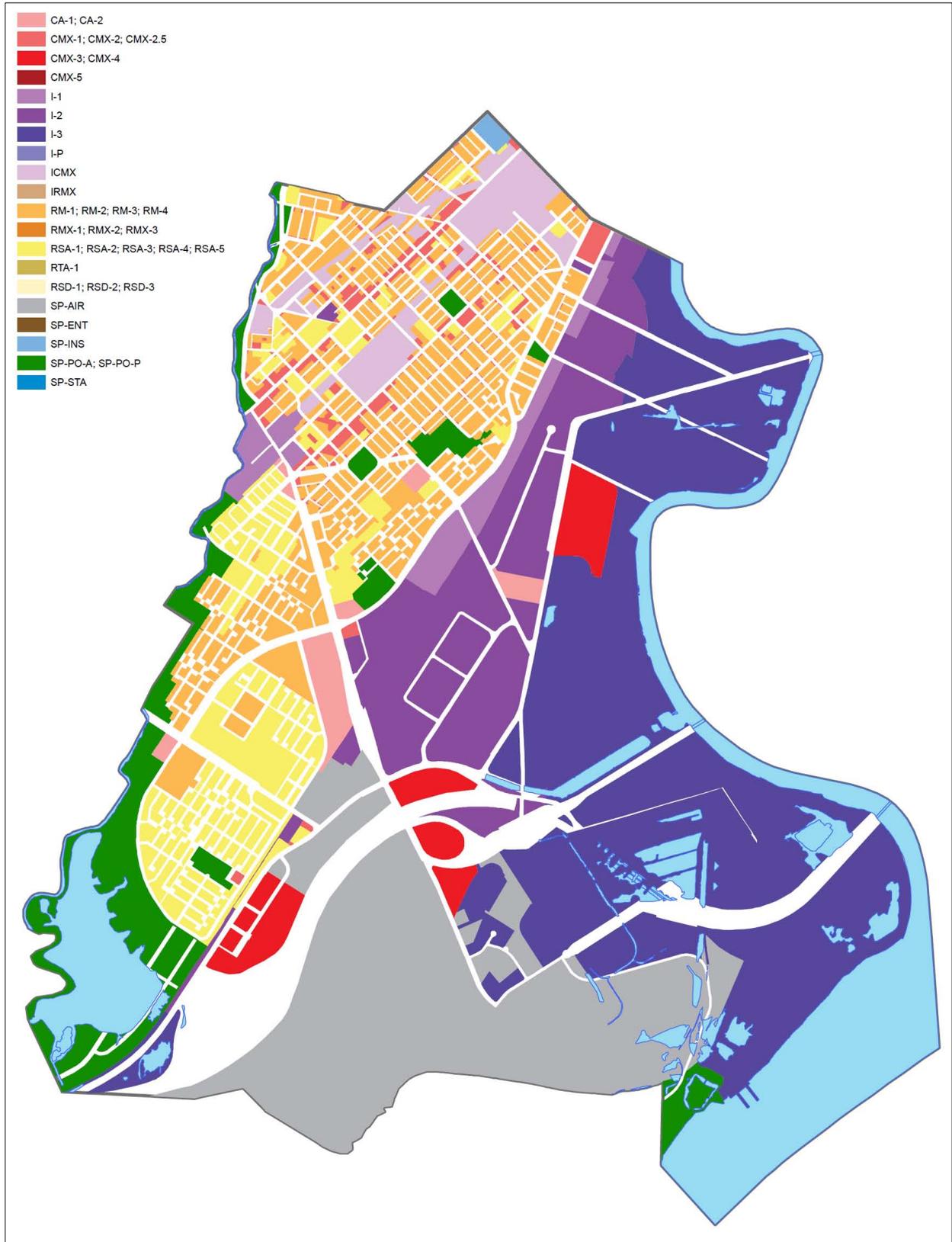
- The largest categories of land use:
 - Industrial: 1581.01 acres (34.73% of the entire district)
 - Transportation: 1065.63 acres (23.41%)
 - Residential: 650.1 acres (14.28%)
- **Vacant** land comprises 420.42 acres (9.24%)
- Largest subcategories of **Industrial** land uses:
 - Warehousing and Distribution: 618.26 acres (13.58%)
 - Construction: 397.86 acres (8.74%)
 - Manufacturing: 302.98 acres (6.66%)
- Largest subcategories **Transportation** land uses:
 - Transportation Aviation: 705.24 acres (15.49%)
 - Transportation Parking: 137.81 acres (3.03%)
 - Transportation Rail ROW, Yards, Stations: 110.83 acres (2.43%)
- Subcategories of **Residential** land use:
 - Residential Medium Density: 423.60 acres (9.31%)
 - Residential High Density: 143.44 acres (3.15%)
 - Residential Low Density: 83.06 acres (1.82%)
 - Row houses: 392.04 acres (8.61%)

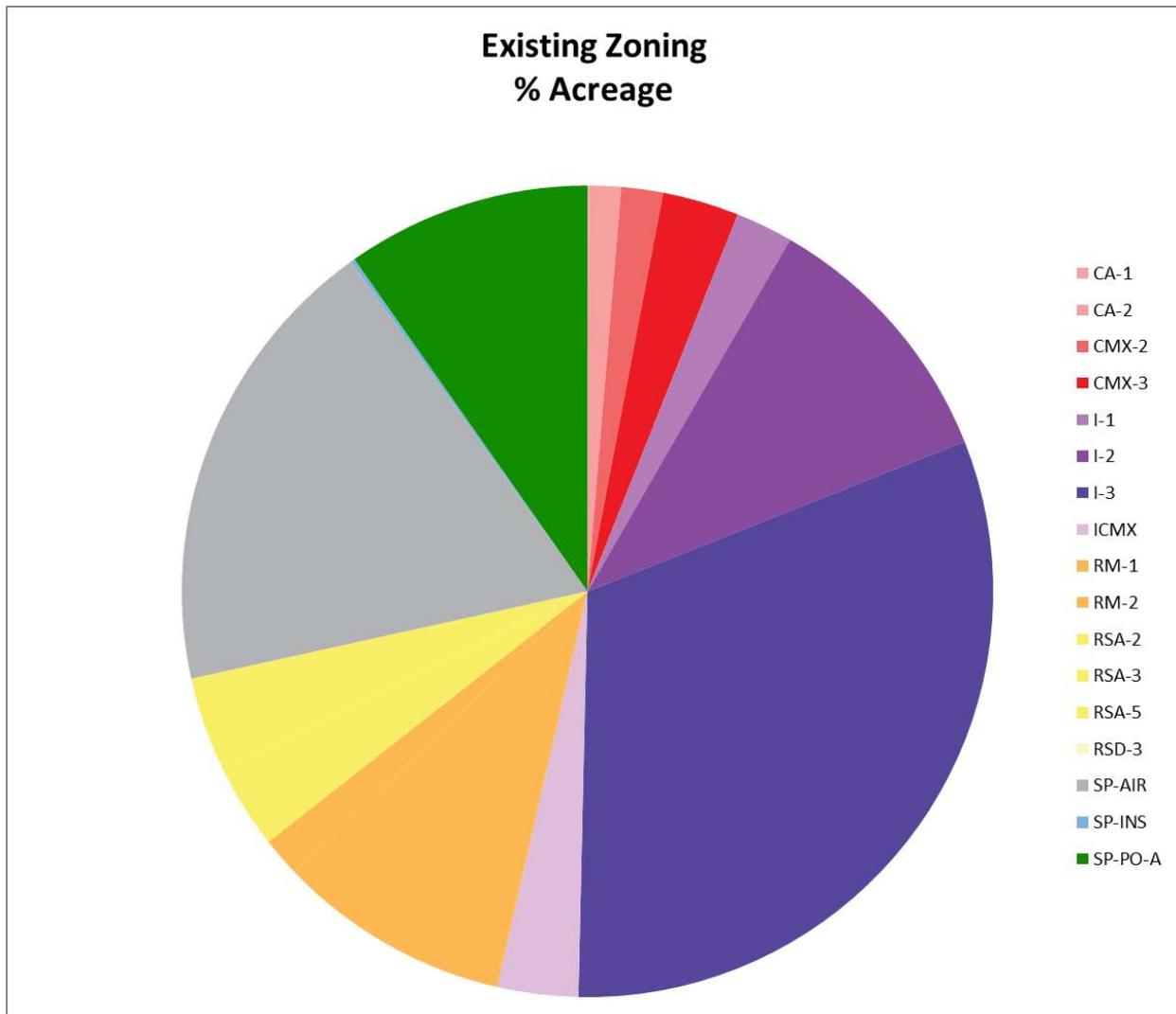
Zoning

The Lower Southwest district is unique in the City in that two-thirds of its land area is zoned for industrial and airport uses. Industrial zoning districts represent nearly half (47.3 percent or 2,126.7 acres) of the overall land area. Nearly one-fifth (19.7 percent or 886.3 acres) of this district’s land area is a special-purpose zoning district for airport uses (SP-AIR). Another fifth (19.5 percent or 874.4 acres) is

zoned for residential uses. In general, the industrial and airport areas fall east of a SEPTA regional rail right-of-way, with residential and other districts to the west. Please see the accompanying table, chart and map, below:

Zoning District	Total Count	Acres	% Count	% Acres
CA-1	3	2.494808289	0.32%	0.06%
CA-2	5	62.25853833	0.54%	1.39%
CMX-2	275	80.83054542	29.47%	1.80%
CMX-3	8	148.4558674	0.86%	3.30%
I-1	8	111.1497821	0.86%	2.47%
I-2	18	518.2861106	1.93%	11.53%
I-3	15	1340.359934	1.61%	29.83%
ICMX	22	156.8868775	2.36%	3.49%
RM-1	386	450.9820746	41.37%	10.04%
RM-2	12	76.06412786	1.29%	1.69%
RSA-2	1	0.208816815	0.11%	0.00%
RSA-3	60	163.1158181	6.43%	3.63%
RSA-5	88	184.2603933	9.43%	4.10%
RSD-3	1	0.075290806	0.11%	0.00%
SP-AIR	11	886.3159886	1.18%	19.72%
SP-INS	1	7.781736189	0.11%	0.17%
SP-PO-A	19	304.3911399	2.04%	6.77%
	933	4493.917849	100.00%	100.00%





Zoning within Flood-prone Areas

The mapped flood hazards areas, on the 2015 floodplain map (see Land Suitability section below, for more discussion about floodplains), identified over 1,969 acres of land currently zoned for industrial uses.

Land located within both the 100-year and 500-year floodplain is largely within industrial zoning classification, which is not surprising given that the Lower Southwest District dominant transportation access. With the presence of the international airport as well as both interstate and major highway facilities, it will continue to be a suitable location for industrial users.

Inconsistent Land Use and Zoning

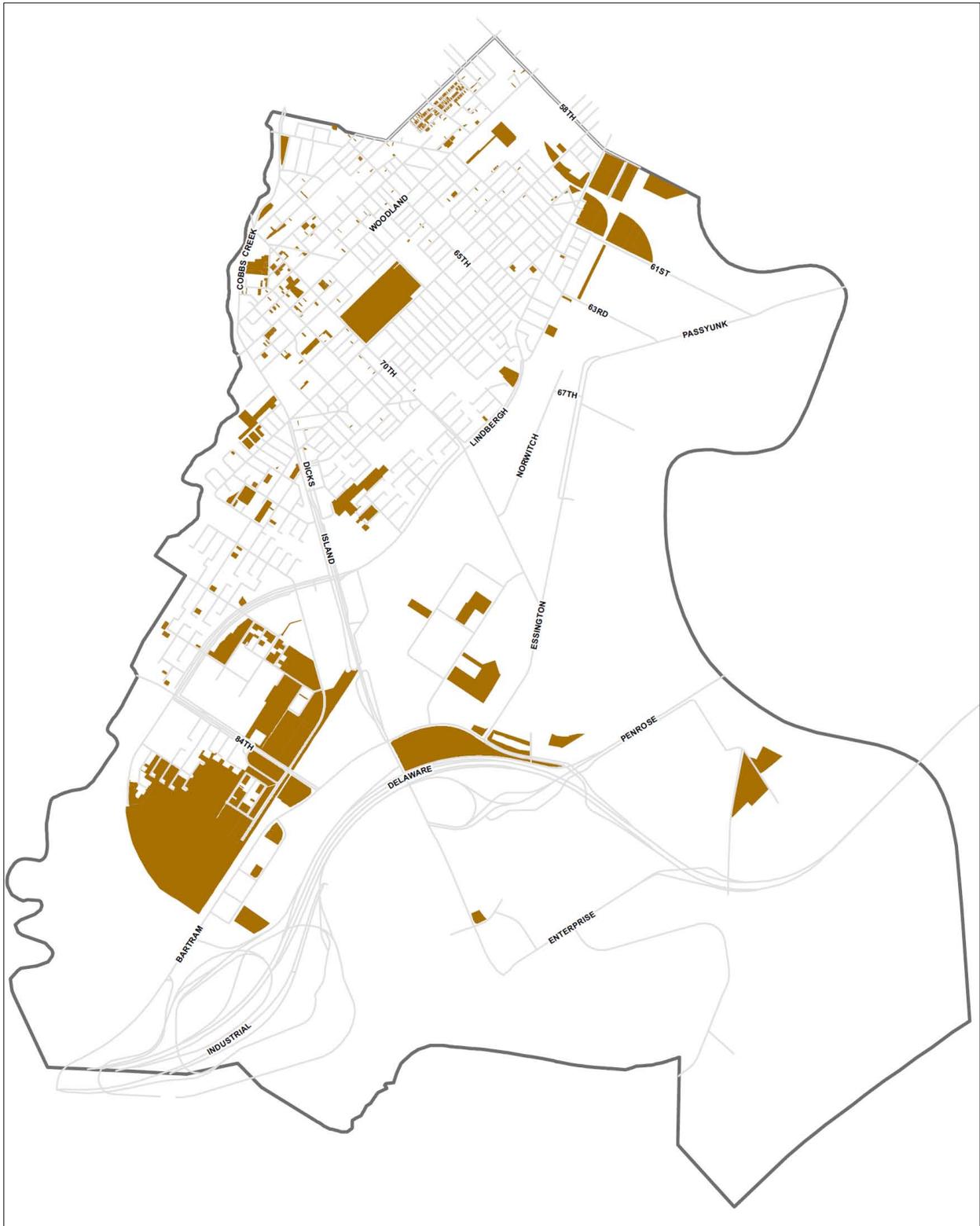
Less than one tenth (9.3 percent or 416.5 acres) of the land area in the district has current land uses that are inconsistent with existing zoning. About one-third of this land (34.3 percent or 142.8 acres) is within I-2 and I-3 industrial districts, and about one-quarter (24.4 percent or 101.7 acres) is within the SP-AIR special-purpose district. Please see the accompanying table and map, below:

- 416.47 acres (9.27%) have land uses that are inconsistent with existing zoning
- Zoning districts with the highest amount of inconsistent uses:
 - SP-AIR (Airport)
 - The uses on 101.68 acres (11.47%) of land in this district are inconsistent
 - This represents 2.26% of all zoned acres in Lower Southwest
 - I-2 (Industrial)
 - The uses on 71.54 acres (13.80%) of land in this district are inconsistent
 - This represents 1.59% of all zoned acres in Lower Southwest
 - I-3 (Industrial)
 - The uses on 71.26 acres (5.32%) of land in this district are inconsistent
 - This represents 1.59% of all zoned acres in Lower Southwest
 - CMX-3 (Commercial mixed-use)
 - The uses on 49.13 acres (33.09%) of land in this district are inconsistent
 - This represents 1.09% of all zoned acres in Lower Southwest

Vacant Land and Structures

Goal: Manage and reduce vacancy

Less than ten percent of the overall land area of the Lower Southwest District is vacant, according to land-use surveys performed by Philadelphia City Planning Commission staff in 2015. Please see the accompanying map which shows vacant land in the district. Much of this land is in the southwest corner of the district, in the otherwise residentially developed neighborhood of Eastwick.



Vacant Land: *Brown shading indicates vacant land.*

A total of 520 buildings were observed to be partially or fully vacant in the Lower Southwest District during land-use field surveys in 2015:

- 456 buildings are **fully** vacant
- 64 buildings are **partially vacant**
- 7.81% (50 buildings) of all **fully** vacant buildings are Commercial
- 8.44% (54 buildings) of all **partially** vacant buildings are Commercial

Land Suitability

Goal: Protect sensitive lands from overdevelopment

Floodplains

The Schuylkill River terrain gradually decreases from its steep upper reaches, passing through Fairmount Park to the industrial and refinery area characteristic of the Lower Southwest District. At the confluence of the Schuylkill and Delaware, periodic flooding occurs all season long, results of combination of summer heavy rain and winter ice melts. The river floodplain is characterized by a gently sloping land with sparse vegetation and diverse public and private land uses.

Approximately 3,688 acres (57.3 percent) of land fall within the 100-year and 500-year floodplains in the Lower Southwest District, which includes areas along the Delaware Riverfront, and the western boundary along Cobbs and Darby Creeks. Of the total, the 100-year floodplain consists of 2,868 acres, and 820 acres of land are within the 500-year floodplain area as defined by the 2015 edition of the Federal Insurance Rate Maps.

The majority of the district's flood prone area is located within the 100-year floodplain. Nearly 78% of the total acreage has been designated within the regulated 100 year floodplain, while land identifies within 500 year floodplain is 22%.

The accompanying table and map illustrate the characteristics of the 100- and 500-year floodplains.

- **Overall:**
 - 2867.98 acres (44.55%) are within the 100-year floodplain
 - 820.97 acres (12.75%) are within the 500-year floodplain
- **Top land uses that are within the 100-Year Floodplain:**
 - Industrial: 657.69 acres (32.61%)
 - Transportation: 589.82 acres (29.25%)
 - Vacant: 236.47 acres (11.72%)
 - Park/Open Space: 216.82 acres (10.75%)
- **Top land uses that are within the 500-Year Floodplain:**
 - Industrial: 254.61 acres (37.8%)
 - Transportation: 205.76 acres (30.55%)
 - Vacant: 39.39 acres (5.85%)
 - Park/Open Space: 37.52 acres (5.57%)

utilities, trails, roadways, and bridges are permitted as long as these structures do not contribute to an increase in the Base Flood Elevation.

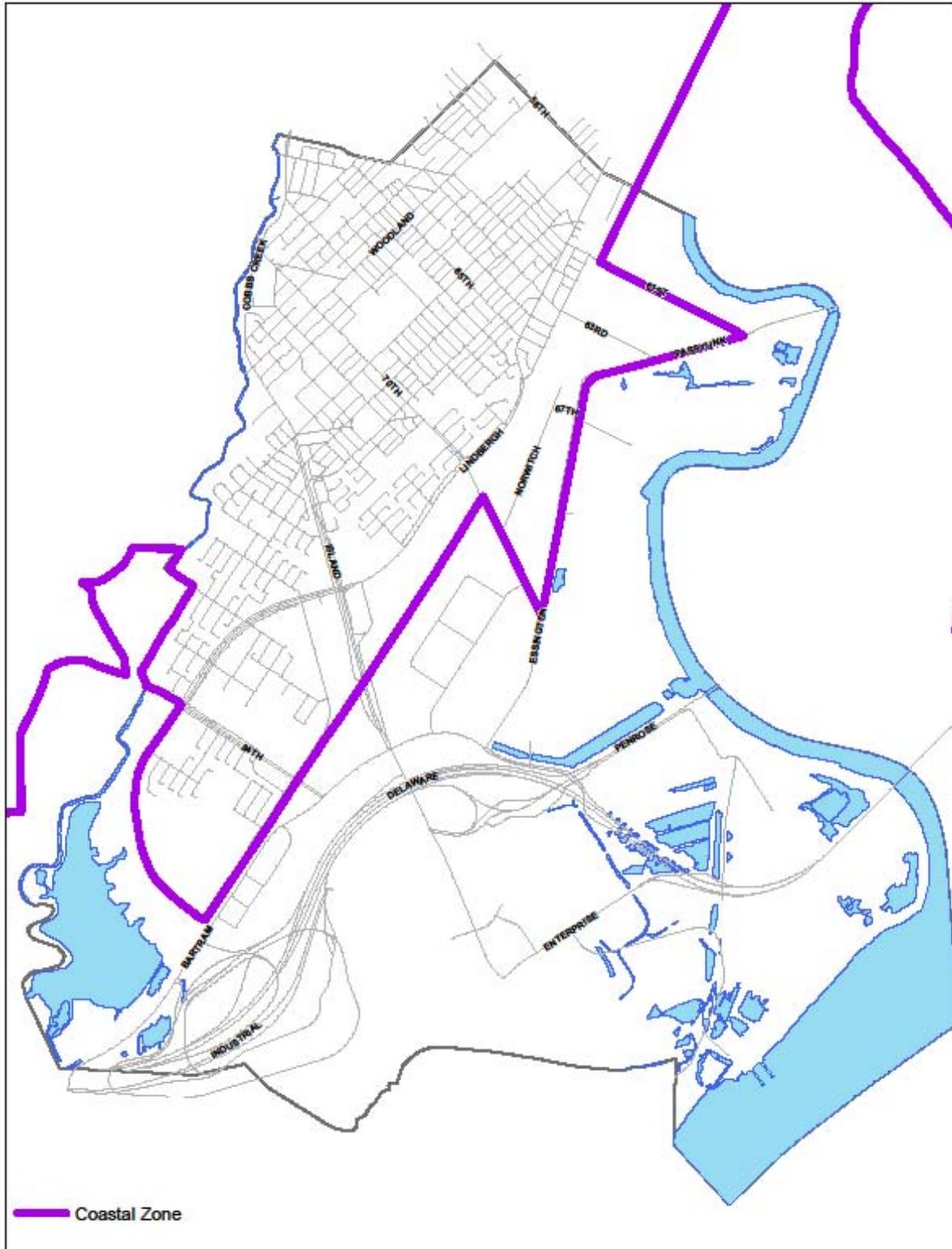
The intent of the federal floodplain program is to encourage avoidance of adverse impacts associated with flood hazards. The federal policy is to avoid floodplain development wherever possible, and support modifications or practicable alternatives to increased development.

Coastal Zone

The 57-mile stretch of coastline along the Delaware Estuary lies within three counties: Bucks, Philadelphia and Delaware. The coastal zone varies from one-eighth mile wide in urban areas like Philadelphia to over three and one-half miles in Bucks County and extends to the boundary with New Jersey in the middle of the Delaware.

The zone contains some environmentally important islands, as well as the marshes and shore lands of tributary streams that are tidally influenced. The head of tide for the Delaware Estuary is located at the falls near Morrisville, PA. The degree of salinity from mixing fresh river water with tidal ocean water gradually increases toward the mouth of Delaware Bay, depending on rainfall and the strength of tidal forces. The combined facilities of the Delaware Estuary comprise the largest fresh water port in the world.

The map below illustrates the current designated coastal zone boundary.



Pennsylvania Coastal Zone Management (CZM), a program of the Department of Environmental Protection's (DEP) Office for River Basin Cooperation, seeks to protect and enhance these fragile natural resources, while reducing conflict between competing land and water uses. These policies and performance standards address the following issues and activities:

- **Coastal Hazard Areas:** Pennsylvania's coastal hazards are defined as bluff recession for coastal flooding in the coastal zones. Their impact is monitored for the protection of public health and safety.
- **Dredging and Spoil Disposal:** This vital economic activity must be carefully managed to avoid adverse effects on navigation, flood flow capacity, public trust interests and environmental quality.
- **Fisheries Management:** The strong demand for recreational fishing in both zones requires efforts to protect and increase stocks of popular game species. The improvement of water quality is included to support the health and diversity of aquatic life.
- **Wetlands:** This policy involves the protection, enhancement and creation of coastal wetlands in order to maintain benefits of wildlife habitat, flood control, water quality, flow stabilization and biological diversity.
- **Public Access for Recreation:** Efforts are required to meet the public need for boating, fishing, walking, picnicking, sight-seeing and other recreational pursuits associated with the waterfront.
- **Historic Sites and Structures:** This policy supports preservation, restoration and enhancement of historic sites and structures of coastal significance within the coastal zones.
- **Port Activities:** The development and enhancement of coastal port infrastructure is an important aspect of sustaining the economic vitality of the waterfront.
- **Energy Facilities Siting:** Energy producing facilities are vital to our society, but improper siting can be damaging to fragile coastal ecosystems.
- **Intergovernmental Coordination:** This policy includes intergovernmental efforts to protect Pennsylvania's coastal resources, especially the quality of air and water.
- **Public Involvement:** Efforts are required to increase awareness of coastal issues by providing information and creating opportunities for public participation.

Within the coastal zones, the Pennsylvania Coastal Zone Management Program (CZM) focuses on locations deserving special management attention by nominating them as geographic areas of particular concern (GAPC). Four types are designated: areas of significant natural value; development opportunity areas; areas of significant recreational, historic or cultural value; and overlap areas that combine elements of any of the other three.

The state CZM program provides annual grants for a portion of the funds to be used for eligible projects that address one or more of the priority areas of the Coastal Resource Management program. Applications are evaluated and awarded through a competitive process. The funds are distributed

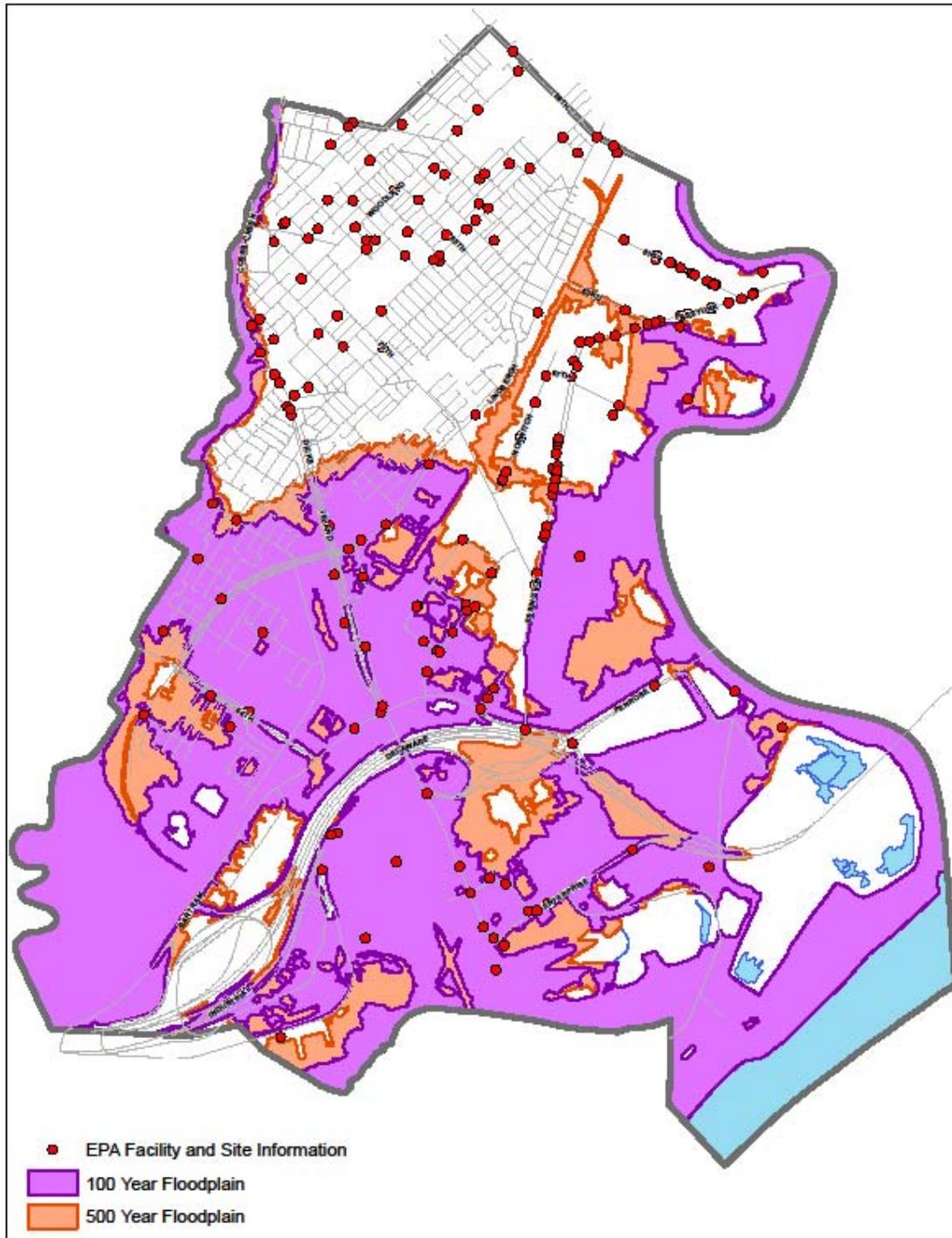
through sub-grant awards to state and local government agencies as well as nonprofit groups located in or having facilities in the Delaware Estuary.

Eligible projects are reviewed by program staff, local Coastal Zone Advisory Committees, and the State Coastal Zone Advisory Committee and are evaluated based on program criteria. To be considered, the land must be important ecologically or possess other coastal conservation values, such as historic features, scenic views, or recreational opportunities. In addition, the National Oceanic and Atmospheric Administration (NOAA) provides matching funds to state and local governments to purchase threatened coastal and estuarine lands or obtain conservation easements

Brownfields

The Lower Southwest District has environmentally contaminated former industrial sites that exist today. As shown on the accompanying map, the brownfield sites identified by the federal Environmental Protection Agency are scattered throughout the district. They pose or had once posed a potential risk to human health and the environment due to contamination by one or more hazardous wastes.

The Pennsylvania's Land Recycling and Environmental Remediation Standards Act, enacted in 1995, established cleanup requirements and liability for reusing contaminated properties. This groundbreaking state law's objective was to make contaminated sites safe based on science-based standards, and return them to productive use. The future viability of industry in the district is dependent on the availability of suitable sites for investment to allow new and expanding industry to operate. A critical policy direction going forward will be to address the impacts resulting from the district's industrial past, by creatively revitalizing former brownfield sites for new development opportunities.



Scrapyards

The Lower Southwest has several auto salvage and scrapyard uses located around Passyunk Avenue and within neighborhoods, particularly along rail lines. Land use issues associated with these uses include ensuring that the uses are compatible with surrounding uses through either determining zones that are appropriate for this use or ensuring that scrap yards are in compliance with environmental regulations and appropriate screening.

RECOMMENDED FOLLOW UP

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

- Specific opportunities for support by Pennsylvania Coastal Zone Management Program.
- Determine the extent of scrap yard use and determine best practices for location and management.
- Ensure that floodplain is considered when recommending actions for development within flood prone areas.
- Analyze zoning/land use discrepancies to determine where remapping is necessary.
- Consider a plan for the reuse of brownfields sites.

NEIGHBORHOODS

Philadelphia2035 Citywide Vision Goal: Improve neighborhood livability.

SUMMARY OF EXISTING CONDITIONS

- The Lower Southwest District is served by two libraries, numerous park and recreational resources, two fire stations, a fire/EMS station, two police stations, and one city parking lot.
- The Lower Southwest District overall has been reasonably well-served by establishments that offer consumer-oriented goods and services, although high vacancy around the main Penrose Plaza shopping area, and some recent decreases in grocery store floor area, have recently limited consumer access to both comparison and convenience goods.
- Frequent transit service and manageable distances for walking and biking provide many neighborhood residents with convenient, non-automobile options for work and non-work trips.
- The City's Department of Public Health and Planning Commission have been working together to identify geographic gaps in walkable access to healthy foods. The recent closure of several of the district's small grocery stores creates new gaps in residents' access.
- The housing stock faces challenges from a relative, overall lack of demand and investment.

KEY ISSUES

Important neighborhood issues faced by the Lower Southwest District include:

- Funding for maintenance of existing, public-serving facilities continues to be low.
- Two neighborhood-serving publicly-funded schools have recently closed in the district.
- Freight and passenger rail lines are perceived as barriers between residents and potential destinations for shopping or services.
- The Penrose Plaza area is in need of new tenants and physical improvements to anchor continued reinvestment in the Eastwick neighborhood.
- Business and demographic changes are leading the district's pedestrian-transit corridors, such as Woodland and Elmwood Avenues, to adapt to new retail formats and customers.
- There has been a net loss in supermarkets the last few years
- Neighborhood centers may be reinforced by higher-density, mixed-use, transit-oriented development, yet few appropriate sites exist near the intersections of existing trolley and bus lines on Woodland and Elmwood Avenues.
- The southern section of the District lacks pedestrian access to high quality healthy foods, and the attraction and retention of healthy food vendors in low-income areas remains a challenge.
- There has been little new housing product in the district, and there has been an increasing demand for previously owner-occupied units to be managed as rental units.
- A substantial number of existing, older homes may be in need of modernization and repair.

MAJOR OPPORTUNITIES

Opportunities to improve neighborhood conditions in the Lower Southwest District include:

- New trees, stormwater features, way-finding signs, and traffic-pedestrian safety improvements can help to improve connections between neighborhoods, libraries, and recreation facilities.
- A high concentration of municipal support facilities in the district provides nearby employment opportunities and the potential to capture retail spending from municipal workers.
- Except for some areas west of Island Avenue, residential areas of the district are reasonably served by commercial corridors that have the potential, guided by land use and transportation decisions, to maintain a viable, pedestrian-accessible mix of consumer goods and services.
- New ownership of and reinvestment in Penrose Plaza could dramatically improve the contribution of this area to the district's overall quality of life.
- Successful strategies for healthy corner stores can be expanded into areas currently under-served by walkable access to healthy food.
- Continued population increases, and an improving economy, could spur greater reinvestment in existing housing units and in new homes or apartments.
- The thoughtful redevelopment of several soft sites in the district (e.g. Korman Properties, Pepper/Comtech Schools, former GE site) could help meet community-service and housing needs while reinforcing neighborhood character

NEIGHBORHOODS (SPECIFIC TOPICS)

Neighborhood Centers

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

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

Community-Serving Facilities

Sites that provide direct services to the surrounding community are identified as community serving facilities. The Lower Southwest District has approximately 55 community serving facility sites and 115 related fixed assets, including buildings, structures, and fixed equipment (e.g., playground equipment). The Lower Southwest's facilities range in use, from safety services such as fire and police stations, recreational and open space sites, libraries, and historic buildings. More than half of these community serving facilities are breezeways. The 31 breezeways, unique to the Lower Southwest District, are deeded open space parcels located within residential blocks and serve to provide open space to the surrounding neighbors. Additionally, the district is home to a number of facilities that support the operation of the city and are generally not used by the public. These eight municipal support facilities in

Lower Southwest include the Biosolids Recycling Center, and the Southwest Water Pollution Control Plant.

Over the five year period of FY2010 to FY2014, approximately \$620,000 of capital funding was allocated to seven community serving facilities in the Lower Southwest District. For the upcoming fiscal years of 2015 through 2021, approximately \$1.27M is programmed for four community serving facilities in the district, including the 12th Police District, Paschallville Library, Fire Engine 40/Ladder 4 and Fire Engine 69. However, there are 19 facilities out of 24 community serving facilities, not including the 31 breezeways, within the district that did not receive funding in the past five year capital program, nor are they programmed to receive money in the next capital program.

The conditions and needs for site improvements or modernizations at each facility vary by operation, and are influenced by recent capital expenditures. For the Lower Southwest district plan, PCPC staff visited the majority of the facilities and performed cursory visual assessments, informed by on-site staff when available. Issues with facility structures, building mechanicals, public access and safety were reviewed with staff on-site, and with related departmental administrative management, where applicable.

Fire & Police Stations

There are two fire stations in the district: Engine 40/Ladder 4 and Engine 69. The district has two police stations: 12th District and 77th District/PHL. Additionally, there is an EMS/Fire Facility in Lower Southwest. Similarly to other fire and police stations across the city, the buildings in the Lower Southwest District have varying needs of modernization and upgrades of HVAC, plumbing and electrical systems, as well as leaking or non-functioning windows, in order to adequately house equipment and safety activities.

Libraries

The Lower Southwest District contains two public library branches: Paschallville and Eastwick. The Paschallville branch opened in 1915 as the 17th library to be opened utilizing Carnegie funds and is historically designated. This branch offers the Literacy Enrichment Afterschool Program (LEAP) and adult education and ESL classes for the surrounding immigrant population, in addition to job readiness boot camps through a partnership with the Southwest Community Development Corporation. The library serves as a community anchor, is very well used and sees a lot of wireless internet use. The Eastwick branch was opened in 1980 to serve the new population resulting from the Eastwick Urban Renewal Plan. They also offer LEAP for neighborhood schoolchildren.

- Paschallville Branch - 6942 Woodland Avenue. This branch is handicap accessible to the main library floor, however it is not accessible to the meeting room on the lower floor. Staff reports recurring HVAC system issues. There is evidence of the roof and multiple windows leaking to such a degree that staff has had to affix plastic sheeting in parts of the library in order to protect the books and patrons from water leaking through.
- Eastwick Branch - 2851 Island Avenue. There is some evidence of windows and the roof leaking. However, the rest of the building is in good condition. Pedestrian access is very limited.

Parks, Recreation Centers and Other Recreational Assets

The Lower Southwest District is home to one city run recreation center and 14 recreational assets, including playgrounds, parks and historic sites. The district has a number of parks and play lots that were built but not maintained, and continue to degrade today. This includes the 75th & Chelwyn Street Play Lot, 82nd & Lyons Park, and Clearview Park. The recreation center and some of the other assets are highlighted below.

- Cibotti Recreation Center - 77th Street & Elmwood Avenue. The recreation center is generally in fair to good condition. Much of the asphalt surfaces need attention, as does the cracked tot playground surfaces and basketball court. New benches would be a welcome addition as Cibotti hosts numerous baseball camps and programs.
- Pepper School Playground - 2801 S 84th Street. The Department of Parks and Recreation (PPR) has leased the land that the now closed school's playground sits upon. However, if the school is sold to an outside party, it is unclear if the playground and fields will be part of the deal or stay within PPR's inventory. The lights for the playground, fields and courts are all serviced by electric from the closed school, so they are currently not in use. A separate electric line is needed.
- Eastwick Park - 7401 Lindbergh Boulevard. This park and its fields are large and well-lit, however the condition of many assets and features are only poor to fair. The fields are very uneven and have poor drainage. The basketball courts need resurfacing and backboards. The playground equipment is outdated, the playground surface has many cracks and holes, and swings are missing. Additionally, the existing benches are old and should be replaced.
- Eastwick Regional Park - 80th Street & Mars Place. This park is over 23 acres and has a number of basketball courts, tennis courts, playgrounds and other amenities. The recreation building is handicap accessible, but the restrooms are not, and runs a number of classes and programs, including summer camp. The park is generally in good condition, and is highly used by the neighborhood. The basketball courts and benches are brand new, however the tennis courts are in such poor condition they are unusable.
- Elmwood Park - 7101 Dicks Avenue. This neighborhood park is in very good condition. Of particular note here are the Philadelphia Water Department's (PWD) stormwater basins and the 2010 Labor Monument.
- James Finnegan Playground - 6801 Grovers Avenue. The playground sits on over 17 acres of land and has a recreation building, hockey rink, pool, sports and ballfields, and basketball and tennis courts. There are grading and drainage issues for both the asphalt surfaces and the fields. The pool and pool house need repairs, as does the recreation building, due to bursting pipe damage. Many of the lights within the playground need to be replaced. There is a lack of bike racks and amenities for smaller children.
- McCreesh Playground - 6744 Regent Street. This facility is handicapped accessible but it is not easy to access. The basketball courts are brand new and the skatepark is slated to be renovated soon. There are drainage/grading issues. The playground surface is cracked and has many holes. The playground equipment itself is only in fair condition and is old.

- Lindbergh Park - 2901-19 S 63rd Street. It is unclear how often this park is used. The fields are in good condition. However the basketball court needs to be updated, as does the playground across the street. There is a lot of broken pavement, broken glass and trash in the park.
- Fort Mifflin - Olde Fort Mifflin Road. This revolutionary era fort was commissioned in 1771. There are flooding issues as well as a leaking roof in the main visitor/office building.

Parking Lots

There is only one municipal parking lot in the Lower Southwest District, located at 2126 S 63rd Street. The parking lot is in very poor condition, with many potholes, broken and cracked pavement and little to no line striping. It is also unclear if the parking lot is generating revenue.

Municipal-Serving Facilities

There are a number of facilities in the Lower Southwest District that support City operations and serve a population larger than just the district. The facilities include the Auto Impoundment Lot, the Biosolids Recycling Center, the Southwest Water Pollution Control Plant and multiple garages for City vehicles. Between FY2010 and FY2014, over \$56M of capital funding was allocated to four municipal-serving facilities in the Lower Southwest. For the coming fiscal years of 2015 through 2021, almost \$131M is programmed to be spent in the district on these municipal-serving facilities. The Southwest Water Pollution Control Plant is programmed to receive the majority of those capital funds.

Commercial Corridors

The Lower Southwest District is served by at least 1.2 million square feet of floor area available for establishments that provide consumer-oriented goods and services. The 10 commercial corridors or centers that directly serve the Lower Southwest District range from small neighborhood subcenters to two large, community-scale shopping centers to two, unique specialty districts. The district is directly served by 4 supermarkets, only one of which is considered a large, full-service market.

Roughly one-quarter of the district's consumer-oriented floor space is located in or around the auto-oriented, community-scale Penrose Plaza at Lindbergh and Island Avenues (#60). This area was originally planned to serve neighborhoods in the Lower Southwest as part of the 1960's-era Eastwick redevelopment project, but it is currently experiencing very high vacancy, and Penrose Plaza itself has recently been acquired by new owners who are working to attract new tenants and investment.

The district's other community-scale shopping resource is Woodland Avenue (#66) between 58th and 68th Streets. This long corridor retains a significant degree of pedestrian-transit character in its core blocks, has seen recent reinvestment from both chain and independent businesses, and is currently receiving some streetscape improvements. Woodland Avenue's vacancy rate is below average for the district, reflecting in part the large number of storefronts occupied by new establishments serving foreign-born residents of the community. Some of these storefronts have been reconverted back from residential to commercial use.

Lower Southwest Commercial Centers and Corridors, 2015



Elmwood Avenue (#64), comprising at least 225,000 square feet of space, is another significant pedestrian-transit oriented corridor in the Lower Southwest district. This corridor can be viewed as extending from 65th all the way to Island Avenue, although numerous blocks within this range have a limited amount of commercial activity. Generally, Elmwood Avenue serves as a neighborhood center or subcenter, primarily providing convenience goods to households in immediately adjoining blocks. Overall vacancy along Elmwood Avenue is relatively low, at 8.7 percent.

The two, extremely disparate specialty centers in the Lower Southwest are the stores and shops within Philadelphia International Airport (#59) and the center anchored by adult entertainment establishments around 61st and Passyunk (#65). The International Airport facilities are among the city and region’s best-managed shopping destinations, though the facilities are of course open only to airport patrons and workers. The condition of public and private spaces and public infrastructure around the 61st and Passyunk area is among the city and region’s worst.

A new commercial cluster proposed to be added to the PCPC commercial inventory is the neighborhood subcenter at Woodland and Island Avenue (#63). The inventory number 61 is proposed to be reserved to accommodate potential future development along Bartram’s Avenue.

The following table summarizes recent PCPC inventories of the commercial corridors, centers, and districts within or immediately proximate to the Lower Southwest District.

Commercial Corridors, Centers, and Districts Serving the Lower Southwest District, 2015.

PCPC ID	Name	Type of Center	Gross Leasable Area (sq.ft.)	Vacancy Rate (%)
59	International Airport	Specialty	tbd	tbd
60	Penrose Plaza and vicinity	Community	315,000	40.5
61	reserved – Bartram’s Avenue			
62	70 th and Lindbergh	Neighborhood	60,000	12.5
63	Woodland and Island Avenues	Neighborhood Subcenter	20,000	30.0
64	Elmwood Avenue	Neighborhood	225,000	8.7
65	61 st and Passyunk	Specialty	40,000	16.7
66	Woodland Avenue	Community	375,000	18.4
67	54 th and Woodland	Neighborhood Subcenter	50,000	19.3
68	Chester Avenue	Neighborhood	100,000	37.9

Source: PCPC. Philadelphia Shops inventory, 2011-2014

1,185, 000

Transit-Oriented Development

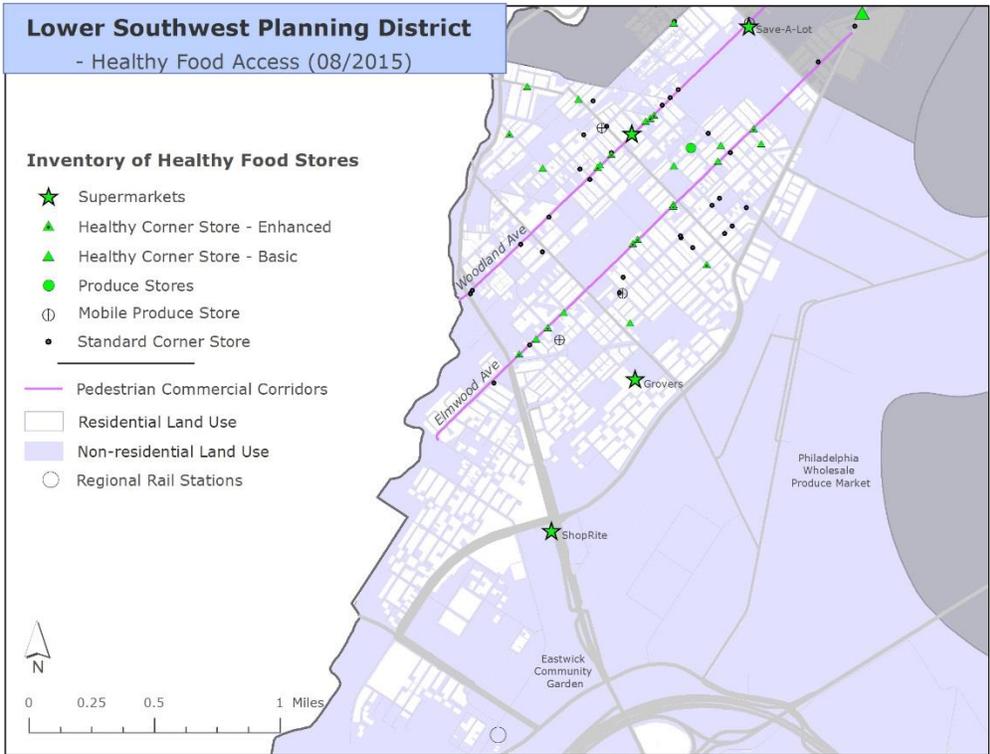
The Lower Southwest District has several existing transit services that may support additional transit-oriented development (TOD) in support of neighborhoods centers. The district is served by SEPTA's extensive bus and trolley system, as well as the Airport Regional Rail Line. Where existing bus and trolley lines intersect, particularly along the centrally-located Woodland and Elmwood Avenues, there may be opportunities for greater density and mixed-use development. New and rehabilitated structures in these areas could take advantage of the corridors' excellent walkability. Along the Airport Line, TOD redevelopment opportunities in Eastwick or in the proposed 'Logistics District' of the Lower Schuylkill Master Plan could serve a more regional, employment-based market.

Healthy Food Access

Philadelphia has the highest prevalence of obesity out of the 10 largest U.S. cities. Within Philadelphia, low-income and racial-ethnic minorities are disproportionately burdened by obesity-related health issues. It has been well-documented that a lack of access to healthy, affordable foods contributes 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 by:

- Locating new healthy food sources near transit stations to improve access for those without cars
- Identifying suitable supermarket, healthy corner store, community garden, and urban farming sites
- Promoting supermarket design that maximizes access for multiple access modes.
- Enabling on-street produce displays
- Enabling and encouraging farmers' markets and urban agriculture in city-owned properties

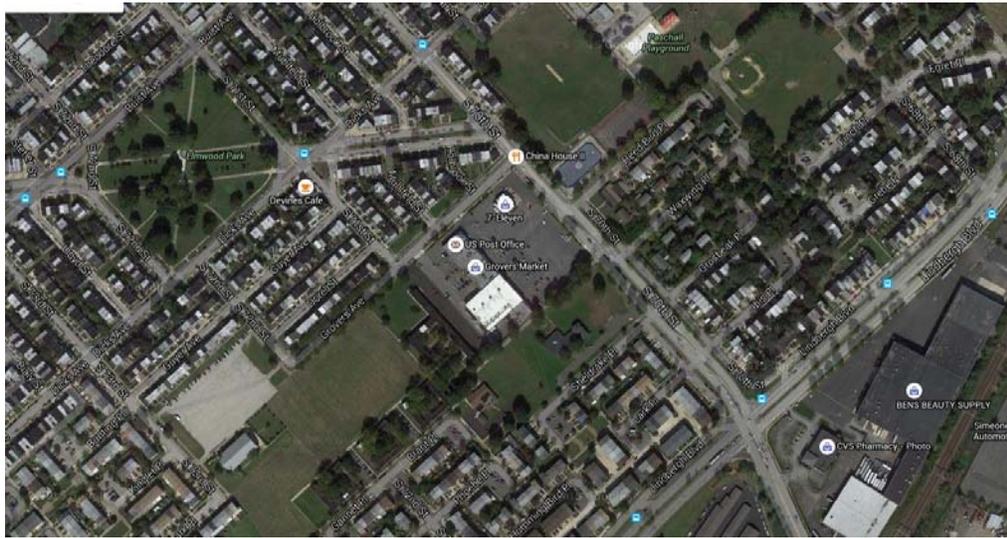
Map 1 illustrates the distribution of healthy food vendors in the District. The Philadelphia Department of Public Health and the Philadelphia City Planning Commission have been working together since 2010 to identify geographic gaps, or opportunity sites, in accessing healthy foods around the city. Through the aforementioned strategies and the Health Department’s partnership with The Food Trust to incentivize corner stores to carry healthy foods (Healthy Corner Stores Initiative), many of these gaps have shrunk, although many still remain.



Map 1. 2015 inventory of healthy food suppliers (green), in relation to residential land uses (white). Residents in the lower half of the District appear to have limited access compared to their northern neighbors.

Supermarkets.

Supermarkets often act as the anchor retailer in a community's food system. Citywide, discount supermarket retailers have been leaving the city. The result in the Lower Southwest District has been a net loss in supermarkets. Bottom Dollar closed 46 Philadelphia area stores, including its store at Lindbergh Blvd and Island Ave. However, most notable is the loss of Murry's Supermarket at 60th St and Woodland Ave, which served a dense, low income residential neighborhood and helped anchor the Woodland Plaza shopping center within the Woodland Avenue commercial corridor. This store has not yet been replaced. Another loss was Fig supermarket on 69th and Elmwood, an affordable market that helped anchor the struggling Elmwood Avenue commercial corridor.



Picture. The shopping center west of 70th and Lindbergh is surrounded by residents and community amenities. Tenants include the Post Office and Grover's Market, a discount supermarket and the neighborhood's largest food retailer.

The District's four supermarkets are as diverse in their appeal as they are in their accessibility. Cousins Supermarket, newly opened in the core of the Woodland Ave pedestrian commercial corridor, is a smaller scale supermarket that offers a balance of fresh produce, meats, and dry foods (supplied by Acme). Cousins' small footprint (no parking lot) and free delivery service lend to the walkability of the District. The Save-A-Lot Supermarket on 58th St and Woodland Ave, with its mid-size parking lot and adjacent greenway, is well suited to serve pedestrians and automobiles. In contrast, the ShopRite at the Penrose Plaza Shopping Center, catty-corner to the former Bottom Dollar, is situated in a large parking lot, at the intersection of two major arterials. This quality supermarket offers excellent car access, but is not easily accessed by pedestrians. Finally, up the street from ShopRite, Grover's Market near Lindbergh Ave and 70th St, is the lower LSW's remaining discount alternative (see Picture above). Though it is surrounded by parking, Grover's is central to the surrounding neighborhood, and thus easily reached by pedestrians.

Picture. Liberty African Grocery, 6629 Woodland Avenue. This Enhanced Healthy Corner Store stocks mostly whole foods, with little to no emphasis on high sugar snacks.



Healthy Corner Stores

Woodland and Elmwood Avenues, the District’s main commercial corridors, each have multiple corner stores designated *Healthy*, and a few designated *Enhanced Healthy*, by the city’s Department of Public Health. In a number of cases, these stores not only stock healthy foods, but are also limit junk foods. This preference for healthy foods is demonstrated in several of the District’s corner stores assisted by the Healthy Corner Stores Initiative, suggesting an inherent community demand for healthy foods. Beyond the commercial corridors, the northwestern corner of the District, near Catharine Elementary School, is well served by participating corner stores. In contrast, the lower half of the District has no identified corner stores, let alone participating ones, despite the sizeable residential community.

Farmers Markets

There are no formally designated farmers markets in the District, but resources abound to host one. The Philadelphia Wholesale Produce Market at 6700 Essington Ave is open to the public Sunday through Friday, from 10am to 1pm, with about 20 different stalls offering the freshest fruits and vegetables at wholesale prices. The Produce Market is only accessible by car, and produce is sold in bulk. The Food Trust and the Health Department are working with them to address barriers to supporting local corner stores and farmer’s markets. They currently donate generously each year to Philabundance. Another healthy foods amenity in the District is the 128-acre Eastwick Community Garden, operated by a collective of local gardeners, divided into 250 plots, and leased year-to-year from the Philadelphia Airport. They too donate to local charities, and could be a potential distributor for a future farmer’s market (though not a “farmer’s market” in the technical sense).

Housing

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

The Lower Southwest District is undergoing a period of transition. With increased population and diversity, household sizes and composition are changing. Despite recent population increases, the district's housing supply actually decreased. (See Demographic memo for additional details) Housing vacancies in the district have increased. The number of home sales recently increased after years of decline, while median sales prices have decreased. Poverty and unemployment rates have increased, likely making it more difficult for some households to afford and properly maintain the housing stock.

Between 2000 and 2010, the total population in the Lower Southwest District increased 1.1% (475 people), from 41,642 people in 2000 to 42,117 people in 2010. This was the first population increase in the district since the 1980s. During this time the number of total housing units and the number of total households (occupied housing units) both decreased, while vacancies increased. The number of total housing units decreased -1.3% (-224 units), from 16,952 housing units in 2000 to 16,728 housing units in 2010. The number of total households decreased -1.9% (-286 units), from 15,332 households in 2000 to 15,046 households in 2010. The number of vacant housing units increased 3.8% (62 units) from 1,620 vacant units (9.6%) in 2000 to 1,682 vacant units(10.1%) in 2010. With more people living in fewer housing units, the average household size in the Lower Southwest District increased from 2.70 persons per household in 2000 to 2.78 person per household in 2010. This increase in household sizes can be seen when viewing 2008_2012 ACS data and 2009_2013 ACS data. During this time, Family Households with 6 persons increased 15.5% (71 households); and Family Households with 7 persons or more increased 20.5% (50 households).

The Lower Southwest District's recent population growth is largely a result of increased family sizes rather than new households or housing investments. In fact, there has been little new residential development activity in the Lower Southwest District. As previously noted, the total number of housing units in the Lower Southwest District actually decreased between 2000 and 2010. This decline is attributable to the demolition of previously existing housing units as well as a lack of new housing investment sufficient to offset the loss of those demolished units. Based on 2009_2013 ACS data, only 1.3% (222 units) of the housing units in the Lower Southwest District were built in 2000 or later, compared to 3.6% Citywide. Planning Districts with the highest percentage of new units built in 2000 or later are: the Lower South District (28.4%); the Central District (11.3%); the Lower North District (7.7%); and the Lower Northwest District (6.7%).

As an historic city with an older housing stock, the majority of housing unit in Philadelphia were built before 1939. However, the Lower Southwest District has a lower than average percentage of housing units built before 1939. Based on 2009-2013 ACS 5 year Estimate Data, only 18.8% of the district's housing units were built before 1939, compared to 39.9% citywide. A large share of housing units in the Lower Southwest District were built between 1940 and 1949 (32.9%).

According to Census data, between 2000 and 2010, the number of Renter Occupied Housing Units in the district increased 17.7% (967 units), from 5,452 Renter Occupied Housing Units in 2000 to 6,419 Renter

Occupied Housing Units in 2010. The Renter Occupancy Rate increased from 35.6% in 2000 to 42.7% in 2010. The Renter Occupancy rates in the district are comparable to the citywide Renter Occupancy rate of 45.9%. During this time, the Owner Occupancy Rate in the district declined from 64.4% in 2000 to 57.3% in 2010. The number of owner occupied housing units in the district decreased -12.7% (-1,253 units) from 9,880 Owner Occupied Housing Units in 2000 to 8,627 Owner Occupied Housing Units In 2010. Despite these decreases, homeownership rates in the Lower Southwest are still slightly higher than the Citywide 2010 homeowner occupancy rate of 54.1%. Between 2000 and 2010, Rental Occupancy rates increased in every tract in the district, except for tract 54. Census tracts 54 and 9809, south of 84th Street, were the only two areas in the district where Owner Occupancy rates increased.

L&I Permit Activity

Between 2008 and 2014, the Department of Licenses and Inspections (L & I) issued building permits for 225 new housing units in the Lower Southwest District. As categorized and reported by L&I, one unit was a single-family structure, 96 units were in twin-row house structures, four units were in two-family structures, and 124 units were permitted in structures with 5 or more units. By comparison, citywide permits were issued for 13,750 new housing units during this period. Districts with high volumes of residential permits include: the Central District (3,687 units); the Lower North District (2,583 units); and the University/Southwest District (2,344 units).

Of the 225 units permitted in the Lower Southwest, the majority (70.7%) were for new housing in census tracts 63 and 64, in the Paschall neighborhood. This reflects the first two phases of the Philadelphia Housing Authority's Paschall Village project centered around the 7200 block of Woodland Avenue. Of the remaining permits issued, 1.8% were for units in tracts 54 and 55 in Eastwick, and 27.6% were for units in tract 60 in Eastwick/Paschall. The majority (72.5%) of permits in the district were issued in 2011 or earlier.

The relatively small number of structures receiving permits in the district between 2008 and 2014 raises questions about the extent to which the Lower Southwest is accommodating increased demand for decent rental housing, especially for larger households and for low-moderate income households. Another question is the extent to which the district's historically high rates of home-ownership can be sustained in light of the broader housing market's recent shifts in consumer preferences toward rental housing. It should also be noted that there has been some documented community opposition to increased rental housing in the district.

Proposed Residential New Construction Units By Building Type -Lower Southwest District								Total New Permits
Year	101 - Single	102 - Twin/Row	103 - 2Fam.	104 - 3/4Fam.	105 - 5+Fam.	118 - Misc. Res. Bldg.	TOTAL	
2008		3			63		66	
2009								
2010		91	4				95	
2011	1	1					2	
2012								
2013		1			61		62	
2014								
Total by Building Type	1	96	4		124		225	
Percentage Of Total by Building Type	0.50%	43%	1.5%		55%			

Proposed Residential New Construction Units By Year	2008	2009	2010	2011	2012	2013	2014	TOTAL 2008-2014	%Percent by Tract
Tract									
52									
9804									
54				1				1	0.44%
55	2					1		3	1.33%
56									
57									
58									
59									
68									
9809									
60	1					61		62	27.55%
61									
62									
63	63		93	1				157	69.80%
64			2					2	0.88%
66									
67									
TOTAL	66		95	2		62		225	
%Percent by Year	29.34%		42.23%	0.88%		27.55%			

*Note: These totals do not include additions or alterations.

Sales Prices and Trends

Median home sales prices in the Lower Southwest District peaked in 2007 at \$75,005. Since that time, median sales prices have steadily declined. As of 2014, the median home sales price for the Lower Southwest District was \$48,500, a 35.3% decrease over the 2007 peak median sales price. This reflects both a lack of new product and relatively low demand for existing units. In 2014, the citywide median home sale price was \$119,000. The volume of home sales in the district peaked in 2005, with a total of 931 home sales. As of 2014, there were just 309 homes sales in the district, a 66.8% decline over the 2005 peak sales volume, comprising 2.4% of the 12,669 total citywide homes sales. While the 2014 median sales price and sales volume are significantly lower than the peak period numbers, they do represent an increase over the 2012 and 2013 numbers. Continued improvement in the city and region’s economy would likely boost demand for home sales in the Lower Southwest District.

Year	Lower Southwest Sale Count	Median Sales Price \$	Median Price per/Sq ft	Citywide Sales Count	LSW Sales as % of Citywide Sales
2003	754	\$50,500	\$45.2	21,396	3.52%
2004	914	\$54,900	\$49.5	26,787	3.41%
2005	931	\$65,000	\$56.4	27,325	3.41%
2006	917	\$71,000	\$63.7	24,130	3.80%
2007	741	\$75,005	\$69.4	21,151	3.50%
2008	552	\$67,750	\$58.1	15,896	3.47%
2009	397	\$58,000	\$54.0	13,622	2.91%
2010	400	\$54,750	\$48.4	12,711	3.15%
2011	313	\$55,000	\$48.4	11,490	2.72%
2012	269	\$45,000	\$42.1	12,012	2.24%
2013	284	\$44,168	\$40.0	13,776	2.06%
2014	309	\$48,500	\$46.5	12,669	2.44%

Recommended Follow-Up

- Help city departments identify, through master planning and operating and capital budgets, ways to maintain Lower Southwest District public facilities in a state of good repair and ADA accessibility.
- In conjunction with stormwater management initiatives, identify and prioritize areas where sidewalk gaps can be filled to improve walkable access to public open space, commercial corridors, and community serving facilities.
- Identify community services that can fill gaps created by the closure of schools.

- Identify key opportunity sites and districts where improved or new commercial establishments or streetscape and parking improvements can reinforce the function of both traditional, transit-oriented neighborhood commercial corridors and newer shopping centers.
- Work with Commerce Department staff to identify areas needing strengthened business associations, storefront improvements and other financial incentives, parking management, and assistance with new investment.
- Consider ways in which soft sites may be redeveloped consistent with neighborhood needs and goals.
- Work with PDPH to create a better understanding of the District's food system, which will help inform future conversations with the Eastwick Community Garden, commercial corridor managers, and the Produce Terminal.
- Identify areas where existing neighborhood housing resources may be under stress due to low household incomes, increases in household sizes, absentee ownership, and/or a predominance of units built in the mid-20th Century and all needing system upgrades at the same time.

Open Space & Trails

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

SUMMARY OF EXISTING CONDITIONS

Parks, Recreation, and Open Space

The Lower Southwest District is home to eight identifiable (Philadelphia Parks and Recreation) parks, four recreation centers, and two nationally known public open spaces (John Heinz National Wildlife Refuge and the historic Fort Mifflin). These parks and recreation centers range in size from less than an acre, to over 300 acres (Heinz actually encompasses over 1200 acres total between Philadelphia (340 ac) and Delaware counties). Though the Lower Southwest has significant water frontages, both the Delaware and Schuylkill Rivers are mostly inaccessible due to active or former industrial uses and Philadelphia International Airport. Therefore, riverfront parks and open spaces are rather rare in the district. Most of the district's parks are small, neighborhood-serving public squares and playgrounds within the neighborhood street grid, although several larger parcels of open space run parallel with Cobbs and Darby Creeks along the district's (and city's) western limits. Additional open spaces including large expanses of lawn and breezeways scatter the district, but are privately or city owned and are typically not programmed as recreational facilities.

KEY ISSUES

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

- Maintenance and operation issues in park and recreation sites
- Areas identified as needing capital investment and programming attention
- Large areas of underutilized open spaces
- Very few trail infrastructure projects exist in the Lower Southwest
- Increasing linear trail opportunities in the district
- Lack of access to waterfronts, including Delaware, Schuylkill, Cobbs, Darby
- Major flooding issues within several open space areas

MAJOR OPPORTUNITIES

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

1. Selectively improve major deficiencies in existing park and open space assets (including parcels not owned or maintained by PPR)
2. Fill in gaps of the Walkable to Public Open Space Map by promoting the proposed trails detailed in this memo, specifically the Cobbs Creek Extension Projects (A, B, C + D), and the Bartram's + Fort Mifflin Trail
3. Increase walkability and access between schools, commercial areas, and open space / recreation facilities by way of targeted signage, sidewalk, and bicycle facility improvements
4. Reuse of existing, underutilized facilities and public open spaces
5. Incorporate open space into development proposals for soft sites throughout the district
6. Use open spaces to address the flooding problems in the Lower Southwest

Major Parks

Further exploration of several passive and active parks in the Lower Southwest District include the John Heinz National Wildlife Refuge, Elmwood Park, Eastwick Park, Eastwick Community Garden, and Fort Mifflin National Historic Landmark. These major public open spaces offer green, historic, or active assets for public enjoyment, while programming for youth, adults, and seniors vary by facility in the district. (See Map)

The John Heinz National Wildlife Refuge is America's first urban refuge and was established in 1972 for the purpose of "preserving, restoring, and developing natural areas to promote environmental education and to allow visitors an opportunity to study wildlife in its natural habitat" (*US Fish & Wildlife Service*). The refuge spans both Philadelphia and Delaware counties and is a conservation leader of urban, freshwater tidal marshes in the United States. It is also the largest remaining tidal wetland in the Commonwealth, at over 1200 acres. The Refuge has over 1.7 million people living within a 10 mile radius and more than 35 million Americans living within a 2-hour drive (*US Fish and Wildlife Service*). The JHNWR is managed by the United States Fish and Wildlife Service and developed a comprehensive conservation plan for the next 15 years (plan completed in 2012). Activities and programs are available year round and include bird watching, hiking/biking/walking trails, fishing areas, a canoe launch, and a large environmental education center (Cusano) is open daily, all free of charge. JHNWR is also expanding its education arm into the community of Eastwick, trying to connect residents with their programs through greening and gardening projects.

Elmwood Park is a seven acre passive park located centrally in the Eastwick neighborhood. The park is designed with symmetrical-implied pattern of walking paths from each street corner and centers around a neighborhood memorial sculpture. Seating is provided along each walking path, with large heritage trees providing ample shade and cover. Several new stormwater management projects have been installed within the last year (2014) including a bioretention garden along Dicks Avenue. Although not an active park for children, the park receives high use and is a staple open space for the community.

Eastwick Park is an eleven acre passive open space located along the south eastern edge of Eastwick neighborhood. Bound by Lingbergh Blvd to the south and east, Island Ave to the West and S 74th Street to the north, the park is somewhat isolated and includes dated activity fields and facilities. The park has several walking trails and a children's playground, two multi-use ball fields, two newly renovated basketball courts, and additional seating areas. The park is adjacent to Eastwick Neighborhood Library, but seems limited in usage.

Eastwick Community Garden is one of the largest (eight acres) and oldest community gardens in the City. The parcel is owned by the Philadelphia International Airport, and leased to the gardeners on a yearly lease. The community has expressed fears that the Airport could at any time develop the parcel for Airport use. Overall, the community garden is widely popular and provides food to homeless and elderly in the neighborhood and is a major resource for the entire Lower Southwest community.

Fort Mifflin National Historic Landmark, commissioned in 1771 and incorporated in 1986, Fort Mifflin on the Delaware manages, operates, preserves and programs the National Historic Landmark, with capital and maintenance assistance from the Philadelphia Department of Parks and Recreation. The organization comes from the Preservation Committee of the Olde Fort Mifflin Historical Society and assists in raising funds for necessary restoration and management programs. The physical and architectural preservation reflects the time period between 1777 and 1875, with interpretation inclusive of the Fort's service during each of America's major wars: Revolutionary War, War 1812, Civil War,

World War I and World War II. Environmental interpretation incorporates the Fort's river setting, wetland habitat and wooded areas (*Fort Mifflin on the Delaware*). Daily tours, demonstrations, and sleepovers are available for groups or individuals as well as class trips for educational experiences. Fort Mifflin is open from April through November each year. There is a public boat launch at this location, the only River access available within the district.

Recreation Facilities

There are only four recreational facilities which serve the population of the district, including Cibotti, J. Finnegan, McCreesh and Eastwick Regional Recreation Center. It should be noted that Island Road Recreation Center has transitioned functions and is now Philadelphia Montessori Charter School.

Cibotti Recreation Center is located on the 77th block of Elmwood Avenue and sits on just over three acres. The facility has a well-kept playground for children, a new basketball court, multiuse sports field, and two ball fields. There are no indoor programmed activities available at this location due to its close proximity to Eastwick Regional Recreation Center, but the recreation center has a large softball league that utilizes the facilities.

Details: Brian Mango, (215)685-4194 -- 7700 Elmwood Ave. Philadelphia, PA 19153

James Finnegan Recreation Center is located along eastern edge of Eastwick neighborhood. The center is contained within 17.6 acres and is one of the largest recreation centers in the City (4th largest in terms of acreage). Finnegan includes a hockey rink, seasonally opened outdoor pool, several multiuse sports fields, five basketball courts and tennis courts and has six ball fields. The recreation center also has a large playground for younger children. The center is adjacent to Elmwood Park and is in walking distance to the 36 trolley. The center has several youth, teen and adult programs including Art Crochet, Dance classes and other educational after-school programs. Typically these classes are available in all seasons and are offered daily.

Details: Narie Grayson, (215)685-419-6801 -- Grovers Ave. Philadelphia, PA 19142

McCreesh Recreation Center sits on 5.8 acres and includes a skate park (minimally used or programmed), a multiuse sports field, a running track, two ball fields and two newly renovated basketball courts. There is hope to renovate the skate park using excess funds from Franklin's Paine Skate park Fund. Additional funding from Councilman Johnson helped renovate the two basketball courts and the recreation center is hopeful for more funding to enhance the entry ways into the skate park including furnishings (benches and vegetation). The recreation center also incorporates two different programs including a drill team (Mass Konfusion Drill Team) and a Martial Arts Karate class, both of which are provided September through March, four days a week. McCreesh is also located adjacent to Catharine Elementary School with easy connections across Regent Street.

Details: Tim King, (215)685-2696 -- 6744 Regent Street Philadelphia, PA 19142

Eastwick Regional Recreation Center is the largest recreation center facility in the Lower Southwest and encompasses 23.2 acres. The park has five tennis courts, six basketball courts, and a recreation building, which houses dozens of programmed activities. Activities are available year round and are offered for children, youths, teens, young adults and adults, and include arts and crafts, dance, fitness classes, tutoring courses, and older adult/senior activities. Programs are available five days of the week. Most of the 23.2 acres are wooded and in close proximity to the Darby Creek. The surrounding area will eventually include an EPA run cleanup process at the Clearview superfund site. Eastwick regional has a direct connection to Eastwick Regional Trail which in time, will connect to the Cobbs Creek Trail extension and will also be part of the East Coast Greenway which will eventually connect to other areas

of the city/region. The regional recreation center is a staple of the Eastwick community and neighborhood.

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

A separate and more detailed discussion of capital facilities and conditions is in the capital facilities memo.

Trails

There are very few significant trails in the Lower Southwest District. The largest trail of the district is within the Heinz Wildlife Refuge and is used as an educational pathway to explore the grounds and habitats. Additionally the Cobbs Creek Trail and Eastwick Park Trail are disconnected from other access points and have limited use, for now. Plans are in the works to create the Cobbs Creek Connectors (A,B,C,D) which would allow access from University Southwest District to Delaware County along Darby and Cobbs Creeks and through to the Heinz Wildlife Refuge Trail, with multiple access points to serve the local community. Existing trail assets have little access along the Schuylkill River due to the industrial uses and Philadelphia International Airport. Many neighborhood parks also have limited bike access due to the lack of bike lanes (but this will be further discussed in the transportation memo). Several proposed trails have the potential to expand the trail network and link existing open spaces and trails to several other areas of the city and region. (See Map)

Existing Trails:

- **Cobbs Creek Trail** is an off-road sidepath owned and maintained by Philadelphia Parks & Recreation. The trail begins at 63rd and Market Streets and currently terminates at 70th Street and Island Ave.
- **Heinz Wildlife National Refuge Trail** is one of the few urban national wildlife refuges and contains more than 10 miles of trails in Philadelphia and Delaware County.

Proposed Trails:

- **Cobbs Creek Trail** extension to the Heinz Wildlife Refuge. Segment A, to Woodland Avenue, is in final design and is funded for construction. Segment B, to Cibotti Recreation Center, is in preliminary design. Segment C, within the Eastwick Superfund Site, is under design. Segment D, between Eastwick Park and the Heinz Wildlife Refuge entrance on Lindbergh Boulevard, is under final design and is funded for construction. Help from Clean Air Council and Philadelphia Parks and Recreation.
- **The Platt Bridge Sidepath** will connect bicycle lanes on Island Avenue with the Platt Bridge and to South Philadelphia.
- **The Bartram's Fort Mifflin Trail** will connect Bartram's Mile to the north at 56th Street to Fort Mifflin to the south and complete the Schuylkill River Trail. This segment is currently included in a feasibility study to determine the potential for inclusion in a potential PHL International Airport freight rail alignment reestablishment project.
- **The Eastwick Heinz Refuge Access Study** is exploring the potential for a connection between the Eastwick Regional Rail Station and the Heinz Refuge. This is a preliminary design study and the consultant team and City representatives are exploring the options for the alignment.

(Further information is in detail in the 2013 Philadelphia Trail Master Plan)

Walkable Access to Public Open Space

As part of *Green2015*, Philadelphia Parks & Recreation did a walkability analysis to City owned parks and open space, looking at several factors including (but not limited to): accessibility, population numbers of children and seniors, population density, median household incomes.

The findings show that approximately half of the Lower Southwest is in need for more green space, but this information is skewed due to the lack of housing to the eastern portions of the district. It was also found that South Philadelphia (LSW, STH, LS) had the lowest access to green space, but largest population density (again this data is somewhat skewed knowing that the South District has some of the least access to open spaces in the city).

Additional Open Space Comments

There are several large areas of open space that are underutilized or have little to no capacity for programming. Several parks including Clearview Park and the George Pepper Middle School grounds are good examples of these types of nonfunctional and non-supported spaces. Development trends could influence these sites, or more programming could allow for a new set of users, but currently, these areas are scarcely used and are disconnected from the neighborhoods. The district overall has ample amounts of open space and the facilities are highly used, but most of these facilities or parks are underserved, lack maintenance, and are in need of care.

Additionally, smaller neighborhood parks and open spaces (typically no larger than a single parcel) are also located throughout the district. These parcels are not owned or maintained by Philadelphia Parks and Recreation but still have important uses within the neighborhood. Some parks are owned by PRA, Public Property or private owners, but are typically under-maintained and in need of upkeep and programming. These parks still serve an important amenity to the neighborhood and should be considered when discussing upkeep and maintenance plans moving forward. Two examples are:

- Corner property at S 72nd Street and Paschal Ave - seating area with tables and vegetation
- Corner property at S 72nd Street and Yocum Street - playground and seating area

Breezeways: Another large open space issue in the Lower Southwest District evolved as part of the region's development patterns. Newer developments in the district are cul-de-sac designs with auto-oriented patterns, and have limited walkability access to necessary resources (grocers, corner stores, etc.). These developments include areas of pedestrian breezeways, which are useful in connecting neighbors, but are limited in their usability and are scarcely maintained. These breezeways are in poor condition and have little current usage due to their passive designs. There is a new push from Audubon PA, John Heinz National Wildlife Refuge, Philadelphia Parks and Recreation and Philadelphia Water for a more active and utilized breezeway system throughout the Lower Southwest District.

The Clearview superfund site is an additional open space that will have a major impact on the community in regards to open space. As mentioned, the superfund site will eventually go through an EPA run cleaning effort, with evapotranspiration and underground wetlands being the main cleaning effort. This will limit parts of Eastwick Regional Recreation Center, as some current open spaces will be replanted with native vegetated species.

FOLLOW UP

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

- Further explore focusing capital improvement dollars on the most-needed park and recreation assets (including parcels not owned or maintained by PPR), as identified by Park & Recreation staff, stakeholder interviews.
- Explore ways to incorporate way finding signage to encourage public use of open space and trails.
- Provide opportunities to revamp public open spaces, creating destinations for local residents.
- Formalize agreements for urban gardens and other civic-maintained open spaces.

PUBLIC REALM

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

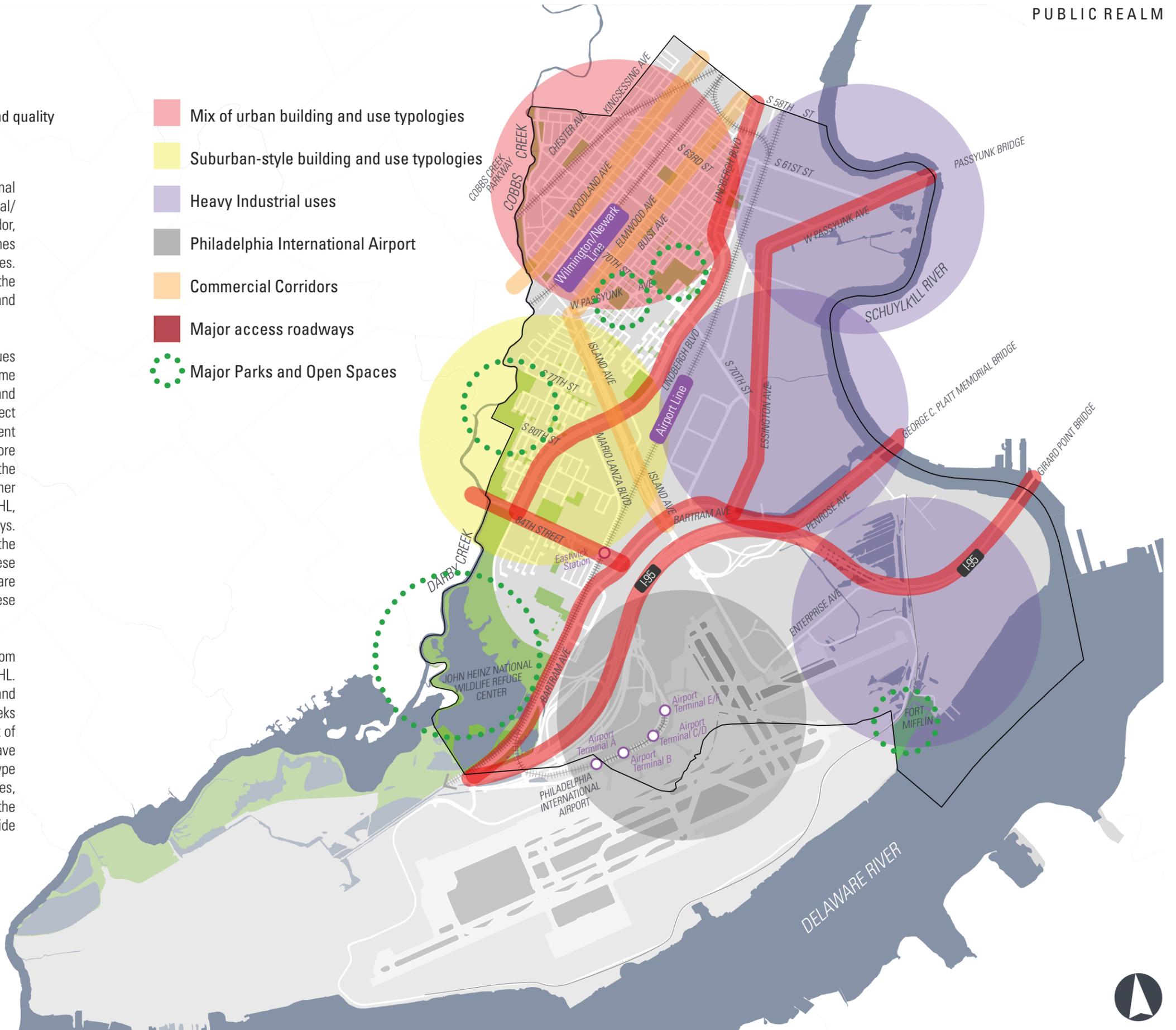
SUMMARY OF EXISTING CONDITIONS

The Lower Southwest District's public realm has three distinctive scales-- a traditional rowhouse neighborhood scale, an auto-oriented residential scale, and an industrial/commercial mega-block scale. Major infrastructure including the I-95 corridor, Philadelphia International Airport (PHL) and several freight and commuter rail lines partition the district, and typically denote boundaries between the three urban scales. For example, I-95 separates the industrial and neighborhood areas (north) from the airport (south), while the Airport Line (R1) rail separates the mega-block industrial and distribution centers (east) from the residential neighborhoods to the west.

Due to the district's historic and current contexts, the Lower Southwest has had issues maintaining successful public realm environments. While the older, historic rowhome developments in the Eastwick neighborhood preserve walkable streetscapes and commercial nodes; other areas, including several Korman development sites, reflect a more suburban development pattern including cul-de-sacs and low rise apartment complexes. The latter have very few walkable connections, limiting residents to a more vehicular lifestyle. In addition to these two neighborhood development patterns, the continued growth of PHL has seen the expansion of hotels, parking facilities, and other distribution or vehicular related uses. The industrial uses of the district, as well as PHL, limit pedestrian access to other parts of the city to the east and to local waterways. These industrial sites are auto-oriented and maintain usage along the entirety of the Schuylkill and Delaware Rivers, which further separates pedestrians from utilizing these areas to the east and south. Public recreation and waterfront access opportunities are limited, with scarce significant parcels of land available for these purposes along these waterways.

Significant regional destinations are located throughout the district and vary from passive recreation at Heinz Wildlife Refuge, to the regional airport hub at PHL. Open spaces for the community are primarily found in small neighborhood parks and recreation centers, with limited public access points to the Cobbs and Darby Creeks located along the District's western edge. The district includes a significant amount of active industry, including scrap yards and distribution warehouses which typically have a worn-down public realm and often times lack complete sidewalks. Building stock type and condition also vary greatly within the district, from well-maintained rowhouses, to partially vacant suburban-style commercial business campuses. Additionally, the spectrum of scale, condition, and use of the building stock also represents the wide shifts in the quality of public realm in the Lower Southwest District.

- Mix of urban building and use typologies
- Suburban-style building and use typologies
- Heavy Industrial uses
- Philadelphia International Airport
- Commercial Corridors
- Major access roadways
- Major Parks and Open Spaces



DRAFT

KEY ISSUES

The following are important public realm issues the Lower Southwest District is facing over the next ten years:

- Auto-oriented industrial and distribution uses: Providing necessary services and resources for growing industrial uses in the district will impact the public realm and pedestrian accessibility to various parts of the district. Industrial parcels create truck traffic and disconnect pedestrians from waterways and other parts of the city. Maintaining balance between industrial needs and public realm.
- Transition zones between neighborhoods: Major infrastructure creates barriers and safety issues between neighborhoods. Particular attention is needed where neighborhood corridors intersect with infrastructure, such as along the Airport or Newark and Wilmington Rail Lines.
- Limited ability to increase access to waterways specifically the Schuylkill and Delaware Rivers, both regionally and from within the district. Limited city owned waterfront parcels.
- Balancing multi-modal capacity of streets and connecting residents through various challenging corridors. Increasing transportation options to jobs near the riverfronts, in addition to recreation opportunities.
- Environmentally impacted sites due to contamination from previous uses and susceptibility to flooding: Environmental constraints may limit future reuses. Particular attention is needed for the Pepper School Campus, Korman Development land and GE parcel in Eastwick.
 - Transitioning strategic sites should incorporate community interests and needs throughout the redevelopment process.
- Improvements to the public realm along major roadways including Island Ave, Essington Ave, and Lindbergh Blvd.
- Continued growth and expansion of Philadelphia International Airport: Airport services, utilities, and expanding facilities could conflict with existing neighborhood and community. New projects adjoining existing communities should be designed in a way that is suitable to residential surroundings.



Relationship of industrial uses and surrounding contexts



Transition zones between infrastructure and neighborhoods



Multi-modal, non-pedestrian streetscapes (Island Avenue and Lindbergh Blvd.)



MAJOR OPPORTUNITIES

There are significant public realm opportunities in the Lower Southwest District.

- **Opportunity 1-- Streetscape and intersection improvements to Island Avenue and Lindbergh Boulevard**
 - Potential for a more walkable corridor for pedestrians
 - Potential for buffered bicycle lanes for better access to local trails/bike lanes
 - Opportunity for stormwater management programs along corridor
 - Potential connections to shopping centers
 - Trolley modernization and better streetscape integration opportunities
 - Potential for additional vegetated planting areas where possible
 - Potential traffic calming and street dieting programs where possible
- **Opportunity 2-- Streetscape and intersection improvements to Essington and W. Passyunk Avenues**
 - Potential for a more walkable corridor for pedestrians
 - Potential for buffered bicycle lanes for better access to local trails/bike lanes
 - Opportunity for stormwater management programs along corridor
 - Potential to create a more friendly truck and pedestrian environment
 - Potential for additional vegetated planting areas where possible
 - Potential traffic calming and street dieting programs where possible
- **Opportunity 3-- Implement and Strengthen Storefront Improvement Programs (Woodland Avenue and Elmwood Avenue)**
 - Opportunity for a more vibrant streetscape including street trees, consistent signage, awnings, benches, lights, etc.
 - Opportunity to bring in funding for improvements through SIP (Storefront Improvement Program)
 - Potential to strengthen commercial corridors walkable access to goods, services
- **Opportunity 4-- Open Space Opportunities**
 - Improvement opportunities to include better access and tourism to existing open spaces including Fort Mifflin, Heinz Wildlife
 - Consider using District's unique breezeways for higher/more programmed functions, and updating underutilized pocket parks
 - Opportunity to improve access and maintenance to breezeways to allow for more integration into existing neighborhood
- **Opportunity 5-- Elmwood Trolley Loop**
 - Opportunity to relocated trolley loop to GE parcel with neighborhood input and other commercial/mixed use functions
 - Opportunity to provide streetscape improvements around intersection of Elmwood Ave and Island Ave
 - Consider neighborhood screening opportunities around Elmwood Trolley Loop
- **Opportunity 6-- Province Island**
 - Consider providing additional programming and development, while including PHL's Capacity Enhancement Program plans
 - May have several vacant structures, with close proximity to PHL, that could be marketed or re-used for expansion/services
 - Relocate facilities for better access
 - Check ownership/vacancy
- **Opportunity 7-- Hotel District**
 - Create overall themed district for PHL hotels/housing, while including PHL's Capacity Enhancement Program plans
 - Provide consistent setbacks, vegetation, lighting, other streetscape amenities
 - Provide walkable access to hotel area with restaurants, transit
 - Parking design standards
 - Stormwater management
- **Opportunity 8-- Korman Development Site**
 - Involve public and other stakeholders in development proposal process
 - Incorporate needs for flood relief in proposal
 - Provide multi-use programming for both commercial, residential, and other active needs of the community
- **Opportunity 9-- George Pepper School Campus**
 - Involve public and other stakeholders in development proposal process
 - Incorporate needs for flood relief in proposal
 - Provide multi-use programming for both commercial, residential, and other active needs of the community

There are at least nine areas that have great potential for public realm improvements. Some of these areas might overlap with other concerns and public input, and might generate recommendations for improvements that would help enhance the quality of life for district residents and users.

The nine areas that are identified for public realm opportunities include places where conditions are more likely to change in the near future. Areas have also been identified where there are clear public realm concerns, such as commercial areas that lack a unifying identity, streetscapes with poor pedestrian safety measures or connections, and impending turn-over uses that allow a reconsideration of public realm features.

DRAFT

MAJOR OPPORTUNITIES



- 1 Streetscape and intersection improvements to Island Avenue and Lindbergh Blvd
- 2 Streetscape and intersection improvements to Essington and W. Passyunk Avenues
- 3 Implement Storefront Improvement Programs along Woodland and Elmwood Avenues
- 4 Open Space Opportunities
- 5 Elmwood Trolley Loop
- 6 Province Island
- 7 Hotel District
- 8 Korman Development Site
- 9 George Pepper School Campus



Lower Southwest



- Large parcel active industrial uses within the district i.e.-- the refineries, scrap yards, distribution/warehouse centers and environmental legacy sites contrast widely with the neighborhoods west of the Airport rail line. They have a low level of walkability due to a lack of through streets and their auto-oriented and truck nature. Additionally these areas impede pedestrian access to the riverfronts.
- The dominant street grid of the city has less form in the Lower Southwest, especially as it crosses south of Island Avenue. Typical rowhome block formations transition to cul-de-sac patterned blocks, and further transition the sizing of various scales of buildings from block to block. Additionally, parking pads at residences and wider street widths are more prominent in these areas.
- Inconsistencies in development patterns also form along main corridors including Island Ave, Lindbergh Blvd, Cobbs Creek Parkway and Passyunk Avenue. Much of the district's development patterns are determined by these prominent corridors, which foster primary divisions of land use and influence urban character.



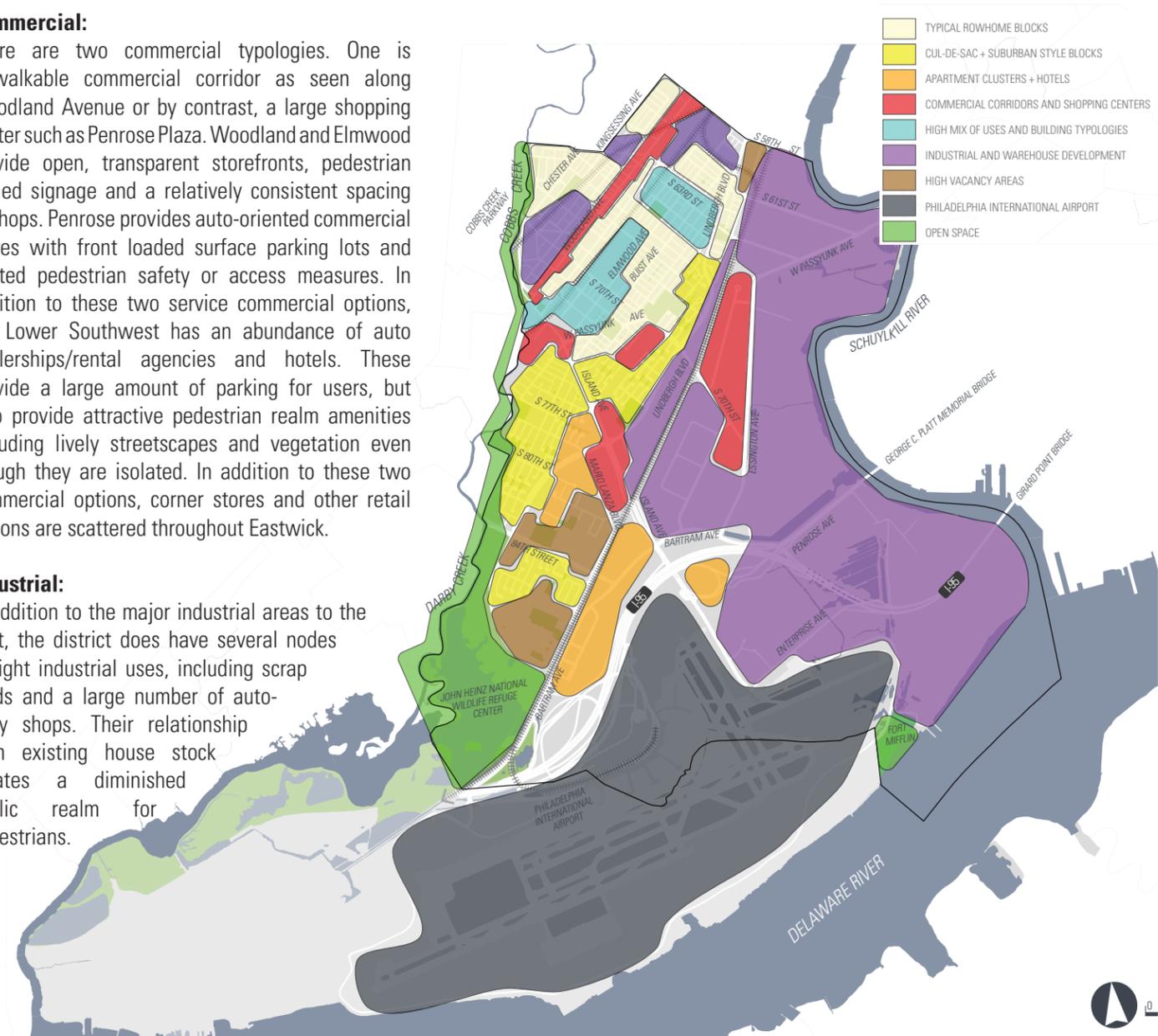
DEVELOPMENT PATTERN DISTRIBUTION

The Lower Southwest has a varied development pattern, further complicated over the years as the district has transitioned uses and housing options. The industrial uses of the district dominate east of the Airport rail line, while a large distribution of mixed housing typologies, commercial corridors, and shopping centers are scattered throughout the remaining western region. This unique mix of uses (housing options, commercial functions, and industry) all have a profound impact on the public realm including variations in setbacks, spacing between buildings, parking arrangements, and landscape treatments.

- **Housing:**
 Residences in the district can be described by two distinct patterns-- a typical rowhome block and a suburban-style cul-de-sac. These patterns are augmented with new infill development projects that have varied setbacks and architectural styles. Most of these new infill projects attempt to respect the existing urban fabric and provide parking amenities internal to the block, keeping the walkable, lively streetscape of Eastwick intact. In addition to rowhome developments, older affordable housing complexes (PHA) disrupt the established streetscape and create a diminished public realm with limited vegetation, fenestration patterns, and walkable access to local amenities.

- **Commercial:**
 There are two commercial typologies. One is a walkable commercial corridor as seen along Woodland Avenue or by contrast, a large shopping center such as Penrose Plaza. Woodland and Elmwood provide open, transparent storefronts, pedestrian scaled signage and a relatively consistent spacing of shops. Penrose provides auto-oriented commercial stores with front loaded surface parking lots and limited pedestrian safety or access measures. In addition to these two service commercial options, the Lower Southwest has an abundance of auto dealerships/rental agencies and hotels. These provide a large amount of parking for users, but also provide attractive pedestrian realm amenities including lively streetscapes and vegetation even though they are isolated. In addition to these two commercial options, corner stores and other retail options are scattered throughout Eastwick.

- **Industrial:**
 In addition to the major industrial areas to the east, the district does have several nodes of light industrial uses, including scrap yards and a large number of auto-body shops. Their relationship with existing house stock creates a diminished public realm for pedestrians.



DEVELOPMENT PATTERN DISTRIBUTION: RESIDENTIAL

Example Image	Block Character / Dimensions	Typology Info	Predominant Zoning District
		Single Family / Twin - Front yard setback including parking pad/garage (typ.) - Rear yard - Auto-oriented architecture - Parking loop and breezeways	Residential (RSA-3/5)
		Suburban Style - Cul-de-sac design - Front yard setback including parking pad/garage (typ.) - Rear yard - Parking loop and breezeways - Auto-oriented	Residential (RSA-5)
		Typical Rowhome - Range of construction eras - Alley parking for some blocks - Little to no rear yard - Varying front yard setbacks - Walkable scale	Residential/ Res Mixed Use (RM-1)
		Apartment Housing - Minimal design standards - Large setbacks and open space - Internal surface parking - Do not address public realm features (vegetation, lighting, etc)	Residential/ Res Mixed Use (RM-2)
		New Infill Development - Large walkable sidewalks with front pedestrian access and vegetation/lighting - Address public realm features nicely - Internal surface parking	Residential/ Res Mixed Use (RM-2)

DEVELOPMENT PATTERN DISTRIBUTION: COMMERCIAL / INDUSTRIAL

Example Image	Block Character / Dimensions	Typology Info	Predominant Zoning District
		Commercial Corridor - Range of construction eras - Some alleys for service entry - Mixture of commercial business and frontages - Some commercial blocks also have residential within them - Residential options above	Commercial Mixed Use (CMX-2)
		Comm. Shopping Center - Auto-oriented - Minimal pedestrian access or safety measures - Big box retailers - Frontages of surface parking/lawn - Minimal public realm features	Commercial Auto (CA-2)
		Industrial Sites - Auto-oriented - Minimal public realm features - Minimal pedestrian access or safety measures - Minimal vegetation	Industrial - Heavy (I-3)
		Neighborhood Industrial - Close relationship to other uses including residential and commercial - Auto-oriented, but typically more walkable - Limited public realm features	Industrial/Commercial Mixed Use (ICMX)

INFRASTRUCTURE DEVELOPMENT

Due to the numerous infrastructure impediments associated with the Lower Southwest (including the I-95 corridor, Philadelphia International Airport, the rail lines, and other heavy industrial uses) it should be noted that development and public realm features vary immensely. Around the I-95 corridor and the heavy industrial areas, blocks are far larger and defined by low rise buildings with industrial uses and often utilitarian and/or blank architectural frontages. Pedestrian amenities, including consistent sidewalks, vegetation and street lighting are sometimes lacking in these areas.

There is potential to strengthen the public realm around these areas, making these larger blocks more walkable and accessible, allowing various user types to travel through these areas. Providing pedestrian access and public realm amenities will strengthen the viability of these areas, bringing new users and interest to the district.

URBAN DESIGN: PUBLIC SPACES, GATEWAYS, AND PUBLIC ART

Most of the Lower Southwest’s public realm is somewhat distressed and could potentially be upgraded along commercial corridors, enhanced around neighborhood gateways, or even added along heavy industrial or infrastructure parcels. There are a few intentional gateways throughout the district, and several neighborhoods do provide public art, but these are limited and under maintained. Adding new art installations or gateways or improving existing features can help reinforce an identity for a particular neighborhood or corridor. The district does have several locations where the intersection of prominent roadways as well as approaches into neighborhoods would make for excellent gateways including:

- Enhancing several key intersections along Island Avenue to provide welcoming features along a corridor which has high volumes of traffic entering and leaving the neighborhood and district.
- Providing key signage or art along the Passyunk Bridge to add a needed welcome and arrival “moment” into the district.
- Upgrade the concrete “corner walls” and revamp signage along Woodland Avenue to strengthen the commercial corridors.
- Adding park signage and public art installations to strengthen community interest in neighborhood open space facilities, including Heinz and Mifflin.
- Provide signage and/or public art to represent the arrival at Philadelphia International Airport.



Current Gateway at Bartram and Island Ave



Airport signage example (LAX)



Current public art in a sea of parking at Penrose Plaza



FOLLOW UP

- Develop focus areas from listed opportunity areas as described above or from other discussions.
- Investigate environmental and development opportunities concerning several sites throughout the Lower Southwest District including-- Pepper School, Korman Development site, old GE parcel in Eastwick, and other underutilized parcels.
- Compare and contrast the built form of traditional rowhouses and the recently constructed housing in areas to articulate the desired urban design of the streetscape (i.e. create design guidelines that discourage minimal architecture in apartment complexes, etc.)
- Work with PWD, to identify areas for stormwater infrastructure to leverage resources for pedestrian-scaled streetscape improvements and mitigate flooding concerns.
- Work with PPR, Public Property, PWD, and others to formalize a maintenance and design plan for underutilized open space parcels (breezeways).
- Identify the key intersections, or gateways, along the district’s major streets for potential improvements and/or art installations.
- Work with PIDC to identify which industry is still active and how will it continue in the next ten years. Identify opportunities for “clean economy” improvements. Use Lower Schuylkill Master Plan as a guide to help development.
- Assess waterfront ownership and feasibility of access in several locations along both the Schuylkill and Delaware Rivers.
- Work with City’s Scrapyard task force and City Council to reduce negative impacts of scrapyards in neighborhoods.
- Work with L&I, Streets Department, and others to reduce incidences of short dumping in the Lower Southwest District.
- Develop standards for flood plain development projects that meet regulatory, safety, and design needs of the community.

ADDITIONAL NOTES:

- Affordable housing
- Rail line beautification- ownership and trash removal

TRANSPORTATION

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

SUMMARY OF EXISTING CONDITIONS

The Lower Southwest District has developed into distinct, mostly single use areas that make driving easy, but make walking, biking and the ability to provide efficient transit service often difficult. Primarily residential neighborhoods lie to the north and west of the district. Refineries and industrial uses line the banks of the Schuylkill River waterfront. Auto-centric commercial, office and airport related uses cluster at the southern end of the district near Philadelphia International Airport (PHL).

The residential neighborhoods have excellent transit access to the Center City and University City jobs, but not to major employment areas within the district itself. The neighborhoods closest to University City are traditional Victorian and early 20th century streetcar suburbs much like most of West and Southwest Philadelphia. These neighborhoods have commercial corridors that make walking or biking to daily needs convenient. However, single family and apartment communities that developed as a part of 1960s urban renewal efforts (Eastwick) are very auto-centric and suburban in nature. Walking, biking and transit access to jobs, shopping, schools and parks is limited and often dangerous.

A number of efforts are currently underway that will address these multi-modal access issues including reconstruction of Island Avenue, multiple trail studies and PHL's People Mover concept. Additional planning efforts should continue to look at increasing walkability and bikeability, as well as transit and Lower Southwest job access.

Philadelphia International Airport is implementing a major master plan and the District Plan should highlight and support these efforts. The Lower Southwest District Plan can take a holistic look at how the PHL Master Plan can positively impact Lower Southwest communities and economy.

Data

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

	Citywide	Southwest District
Percent of Households without Vehicles	33.2%	32.5%
No. of Vehicles Available per Household	0.96	0.99 (total cars: 14,658; total households 14,783)
Means of Transportation to Work		
Automobile	59.2%	61.47% 82.7% of those drove alone
Public Transportation	26.1%	32.7% 84.6% of those took a bus
Bicycle	2%	0.12%
Walk	8.5%	3.4%
All Other	4%	4.9%

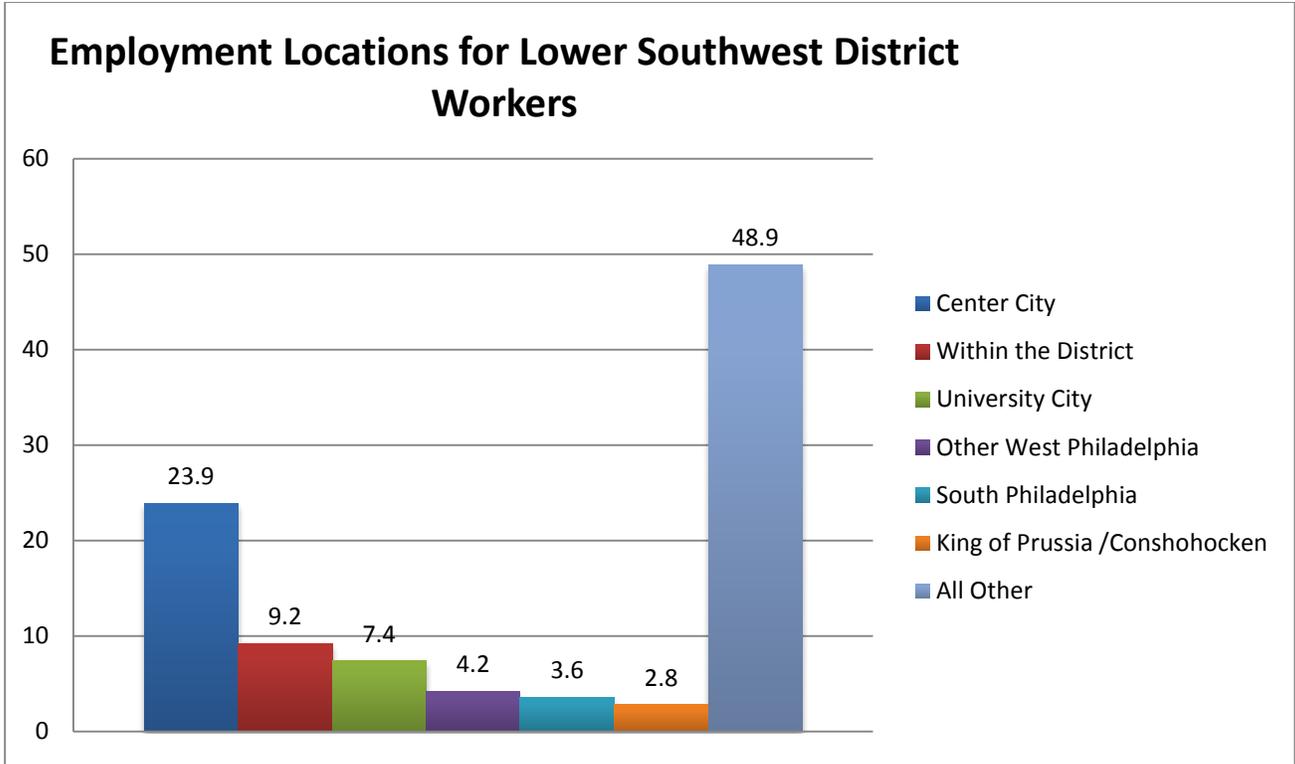
Source: U.S. Census Bureau, 2009-2013 American Community Survey

Auto access rates in the District are similar to the citywide average. However there are major differences between Lower Southwest neighborhoods. Only about half the households in the older parts of Elmwood especially the tracts focused around Woodland Avenue, have access to a car. While the vast majority of households in areas that developed in the 1960s and 70s such as Eastwick and the International City complex have vehicle access. This pattern is also reflected in the number of vehicles per household.

Lower Southwest automobile commute levels are slightly lower than citywide averages while transit commute usage is slightly higher than the citywide average. The transit and auto commute patterns follow the same geographic variations as auto access. The majority of transit commuters responded that their primary mode was bus, while very few responded that they took a streetcar or trolley. This may have to do with the wording of the question on the American Community Survey or that commuters do not see a major difference between bus and trolley service. Eastwick Regional Rail Station did not appear to have a great impact on mode choice.

A small percentage of Lower Southwest workers walk to work. Census tracts near Elmwood Avenue have higher walk to work rates of between 5 to 7%. The concentration of mostly family-owned small businesses along this commercial corridor could provide residents the opportunity to live and work in the same neighborhood. Two census tracts in Eastwick report that no one walks to work.

Only two census tracts in the district report bicycling as a commute mode. Both tracts report less than 1% of commuters using that mode. Despite employment concentrations within the district and fairly close proximity to University City jobs, bike commuting levels are low. This may be a reflection of the quality and safety of bicycle facilities in Southwest Philadelphia.



Center City (19103, 19102, 19106, 19107, 19130), University City (19104). Southwest Philadelphia & Airport (19113, 19153, 19142), Other West Philadelphia (19131, 19139, 19143, 19182), South Philadelphia (19148, 19146), King of Prussia/Conshohocken (19406, 19428).

The Bureau of Labor Statistics’ “On the Map” application shows workers living within the district have employment concentrations in Center City (23.9%), Lower Southeast ZIPs (9.2%), University City (7.4%), South Philadelphia (3.6%) and King of Prussia/Conshohocken (2.8%). All other areas (zip codes) employed 1.5% or less of Lower Southwest District workers. However, the areas listed above only account for 51.1% of overall employment destinations. This shows the great dispersion of jobs and employment centers for Lower Southwest District workers.

TRANSPORTATION (SPECIFIC TOPICS)

Transportation Plans & Studies

In the Lower Southwest District there are several recent, ongoing and proposed transit plans and studies.

Increasing Intermodal Access to Transit (Phase IV), a Delaware Valley Regional Planning Commission (DVRPC) report published in 2007, selected Eastwick Station for study due to the high proportion of drivers parking at the station that lived within a mile of the station (per a license plate survey). The study indicated that local roadways were not comfortable for walking and biking to the station and that additional pedestrian paths, sidewalk and bike lanes needed to be added to the area to improve non-motorized transportation.

Lower Schuylkill Master Plan was completed in 2013 and conducted by the Philadelphia Industrial Development Corporation. The study calls for a number of transportation improvements within the District including better bus service, circulator buses similar to the LUCY, new and improved roadways including a new River Road, and new riverfront trails and connection. The study also calls for an extension of the Route 36 trolley to either Eastwick Station or PHL, as well as additional stations to be added to the Airport Line (although, as the study acknowledges, this runs counter to providing faster service to PHL). The largest transportation idea is the new River Road which would run parallel to the Schuylkill River and open up parcels for new light industrial development. Follow-up studies have been conducted by PIDC for the River Road, but mostly north of the Lower Southwest District Plan study area.

John Heinz National Wildlife Refuge Bicycle and Pedestrian Connections Design and Engineering Study kicked off in 2015 and is being managed by the Clean Air Council. This study looks at providing non-motorized access to the Heinz National Wildlife Refuge.

Philadelphia International Airport Master Plan – See page 13 & 14 for more information.

Trolley Modernization Feasibility Study/DVRPC Studies – See pages 6 & 7 for more information.

Transit

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

Regional Rail – Both the Media-Elwyn and Airport Regional Rail Line run through the district, however the only station within the district is on the Airport Line at Eastwick Station. Regional Rail generally serves communities further from the metropolitan center where heavy rail serves more efficiently, as a longer distance, fewer stop and higher speed service.

Airport Line Service: More frequent service is often called for on the Airport Line. The primary reason more frequent service is not provided is the configuration of the track at PHL. Currently, service to the Airport Terminal Stations operates on a single track due to the lack of a switch near these stations.

Creating a switch in this location is complicated by the track being on a curve. Another issue is having sufficient cars and staff to provide more frequent service.

However, SEPTA is undertaking steps to improve reliability on the Airport Line by investigating separation from freight track and eliminating through service (Airport Line trains becoming a Warminster Line train for example). A recent on-board study showed that less than 10% of Airport Line customers use through service. Dedicating trains to this line will also help ensure that Silverliner V trains are used. Silverliner V trains have more room for luggage than older model regional rail cars.

Airport Regional Rail Stations

There are four stations that serve Philadelphia International Airport. They are Airport Terminal A, Airport Terminal B, Airport Terminal C & D and Airport Terminal E & F. Below is combined description of the service at these stations.

- Ridership: 4,547 weekday boardings and alights (2013 Census). Ridership is spread evenly across stations, weekend ridership numbers are not fully available, but appear to be lower than weekday averages.
- Demographics:
 - Residents within a ½ mile: 0
 - Workers over 16: 0
 - Jobs within a ½ mile: 1,029
 - Percentage of residents within a ½ mile that use transit/bike/walk: 0
- Parking: There are large amounts of parking nearby, but these stations are not used as park and ride stations. Parking is quite expansive near the stations as the parking is for airport customers.
- ADA Access: Yes, at all stations

Planned Improvements: No planned capital improvements.

Land Use: All the stations are contained within the footprint of the airport and are fully integrated into the terminal buildings. There is no access to these stations either by foot or bicycle as the tracks are physically separated from the at-grade roadway. Access is only available from the airport terminal buildings. Parking near the station is very expensive and therefore these stations are not used by daily commuters inbound to Center City and University City employers.

Eastwick Station

- Ridership: 788 weekday boardings and alights (2013 Census).
- Demographics:
 - Residents within a ½ mile: 1,303
 - Workers over 16: 416
 - Jobs within a ½ mile: 4,675
 - Percentage of residents within a ½ mile that use transit/bike/walk: 29.86%

- Parking: No parking is provided by SEPTA. There is on-street parking available only on the outbound side. However, these surrounding blocks, especially Mario Lanza Boulevard, are used as a park and ride. Angled parking is provided on Mario Lanza Boulevard. There is a large kiss and ride drop off area on the Bartram Avenue inbound side. This area could be reorganized to provide limited on-site parking. SEPTA will conduct a license plate survey this fall to update information about the station's service area.
- ADA Access: Yes
- Bus Connections: Routes 37, 68, 108, 115. The station is approximately three blocks from the end of the Route 36 Trolley.
- Bike Parking: There is one uncovered U rack located on the outbound side.

Planned Improvements: No planned capital improvements.

Land Use: The station is located in a low-density residential area, but near major employers centered around Philadelphia International Airport. However, walking or bicycling from the station to these employers can be difficult. The station is also close to Heinz National Wildlife Refuge. Mario Lanza Boulevard, Bartram Avenue and 84th Street, all with dedicated bicycle lanes.

Bus & Trolley Service

SEPTA operates several bus routes in the Lower Southwest District: G, 37, 68, 108 and 115. SEPTA also operates three trolley routes within the district, Routes 11, 13 and 36.

Trolley Modernization

The SEPTA light rail vehicles that operate in Philadelphia will be replaced in the next five to seven years. This includes both the single ended Kawasaki LRVs and the single ended PCC vehicles. Only the Kawasaki vehicles operate within the Lower Southwest District on the Routes 11, 13 and 36. SEPTA will be purchasing new modern light rail vehicles that will be longer in length (approximately 80 ft) and low-floor to provide ADA accessibility. SEPTA is currently beginning the procurement process for these vehicles and will be conducting a feasibility study to look at all the impacts of trolley modernization including signals, track, power and facilities. Trolley Modernization will not only replace aging vehicles but address other issues:

- Ridership growth
- Tunnel Capacity
- ADA Accessibility
- On time performance
- Bunching of vehicles
- Standees
- Dwell Time

Currently, the DVRPC is conducting two studies in regards to trolley modernization. One is looking at the streetscape impacts on low-floor ADA accessible vehicles and the other is looking at operations. The Operations Study will help determine the number of vehicles that will need to be purchased. The most noticeable difference for both SEPTA customers and non-customers is that the new light rail vehicles will create changes to the streetscape. This is the focus of the DVRPC Trolley Station/Stop Design Guidelines study which will look at:

- Parking impacts
- Near level boarding
- Curb extensions
- Pedestrian and ADA improvements
- Green Stormwater Infrastructure
- Passenger amenities (shelters)
- Platform length and siting
- Bike lane accommodations
- Lane widths and clearances

Bus issues/concepts:

- Route 68 and 108 were recently streamlined to provide more efficient service to Philadelphia International Airport and the Airport Business Center.
- Route 36 - DVRPC Long Range Plan, Phila2035 Citywide Vision, and Lower Schuylkill Master Plan all mention extending service either to PHL or Eastwick Station. These plans also mention the creation of a Transportation Center at Eastwick Station.
- SEPTA needs an additional bus/trolley depot. Current depots that serve Philadelphia are at capacity. Former industrial sites, such as the GE site, could make a good location for a new SEPTA surface transportation depot. Additional depot space will allow SEPTA to increase its fleet and provide more frequent service.
- Private buses including employee shuttles, hotel shuttles and rental car shuttles cause congestion issues at stop locations and layovers. These services also limit demand for SEPTA routes. Understanding origins and destinations for these services will play into ridership projections for new, expanded or altered mass transit service in the district.

Bus & Trolley Facilities:

- Eastwick Loop – Located at 80th & Island Avenue. Serves the Route 36 Trolley.
- Elmwood Depot – Located at 73rd and Elmwood Avenue. Stores and maintains the Kawasaki single ended rail cars that run on the Routes 10, 11, 13, 34 and 36. The shop will need to be modified to service the new modern light rail vehicles.
- Mt. Moriah Loop – Located just outside of the district on Kingsessing Avenue and Cemetery Avenue. Used by the Route 13 as a short turn to provide more frequent service on the most heavily utilized portion of the route during rush hour.

SEPTA Surface Routes Operating in the Lower Southwest District

Route	Origination/Destination	Boards in LSW
Trolley Routes		
11	Darby Transportation Center to Center City	3,242
13	Darby Transportation Center/Yeadon to Center City	933
36	80th and Eastwick to Center City	5,096
Bus Routes		
G	Overbrook/Lankenau Medical Center to Columbus Commons/Food Distribution Center	2,532
37	Broad and Snyder to Chester Transportation Center	1,321
68	Broad and Oregon to 69th Street Transportation Center	350*
108	Airport to 69th Street Transportation Center	2,667
115	Airport to Delaware County Community College	151

*Route 68 data based on old routing

Complete Streets

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

Pedestrian Safety & Network

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

The 2012 Pedestrian & Bicycle Plan sidewalk inventory identified several significant gaps in the pedestrian network, including sections of Holstein Avenue, 63rd Street, 84th Street, Lindbergh Avenue, Essington Avenue, Enterprise Avenue, Bartram Avenue, and Mario Lanza Boulevard, among other sections. These are large gaps in the network that need attention, particularly between transit, residential, and employment locations. Because of the large quantity of missing sidewalk, the City will work through the District Plan to identify priority sidewalk areas to complete key connections.

Bicycle Network

The bicycle network in the district was largely installed during the early 2000s where space was available in the roadway. There are several significant gaps in the existing bicycle network in the district and many planned additions in both the upcoming paving season and longer-reaching vision of the 2012 Pedestrian & Bicycle Plan.

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

- Essington and Passyunk Avenues;
- 84th, 63rd, and 61st Street;
- Mario Lanza Boulevard; and,
- Kingsessing, Elmwood, and Woodland Avenues.

New cycling facilities are typically installed along with resurfacing projects. In the 2015 paving season, new facilities will be installed on Island Avenue between Lindbergh and Penrose Avenues.

Other notable planned facilities in the district include:

- Bicycle lanes on the Passyunk Avenue Bridge;
- Sharrows on 70th Street between Cobbs Creek and Lindbergh Boulevard;
- Clear connections and improved infrastructure along the on-road portions of the East Coast Greenway throughout the District;
- Connections to and from the PHL International Airport; and,
- A sidepath on Penrose Avenue leading to the south side of the Platt Bridge to facilitate access to South Philadelphia.

Trails

There is a wide array of existing and proposed trails in the District. The Open Space Memo will describe these facilities in more detail.

Existing trail facilities include:

- Cobbs Creek Trail - An off-road sidepath in the Philadelphia Parks & Recreation owned and maintained Cobbs Creek Trail. The trail begins at 63rd and Market Streets and currently terminates at 70th Street and Island Avenue.
- Heinz Wildlife National Refuge Trail - One of the few urban national wildlife refuges and contains more than 10 miles of trails in Philadelphia and Delaware County.

Proposed trails in the District include the following, which are described in detail in the 2013 Philadelphia Trail Master Plan:

- Cobbs Creek Trail extension to the Heinz Wildlife Refuge. Segment A, to Woodland Avenue, is in final design and is funded for construction. Segment B, to Cibotti Recreation Center, is in preliminary design. Segment C, within the Eastwick Superfund Site, is under design. Segment D, between Eastwick Park and the Heinz Wildlife Refuge entrance on Lindbergh Boulevard, is under final design and is funded for construction.
- The Platt Bridge Sidepath will connect bicycle lanes on Island Avenue with the Platt Bridge and to South Philadelphia.
- The Bartram's Garden to Fort Mifflin Trail will connect Bartram's Mile (a trail currently under construction that will connect the east and west sides of the Schuylkill River Trail) to the north at 56th Street to Fort Mifflin to the south and complete the Schuylkill River Trail. This segment is currently included in a feasibility study to determine the possibility for inclusion in a potential PHL International Airport freight rail alignment reestablishment project.
- The Heinz Refuge Access Study is exploring the potential for a connection between the Eastwick Regional Rail Station and the Heinz Refuge. This is a preliminary design study and the consultant team and City representatives are exploring the options for the alignment.

Streets and Highways

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

Residential/Commercial Corridor Parking

There is one residential parking permit district in the study area. There are no streets within the boundaries of Residential Permit Parking District 31 that utilize this program. District 31 boundaries are very generally 58th Street to Essington Avenue to Bartram Avenue to 84th Street until Cobbs Creek Park then to Woodland Avenue. Two blocks within the Lower Southwest study area, but not within the Residential Permit Parking District 31 do have residential permit parking restrictions: 2100 block of S. 63rd Street and the 2100 block of S. 58th Street.

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. According to the Philadelphia Parking Authority (PPA), 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.”

The PPA also operates at least one surface parking lot in the district which serves the Woodland Avenue Commercial Corridor. It is located just north of Woodland Avenue off of 63rd Street. There appear to be no parking restrictions on this lot.

Solutions to parking issues are multi-faceted ranging from managing supply using demand based pricing (a residential parking permit is \$35 per year per household, 2nd vehicle is \$50, 3rd vehicle is \$75, 4 or more vehicles are \$100 – this is the same price across the city), permitting or charging for off-street public lots and implementing angled parking on wider streets.

Philadelphia International Airport Parking

Philadelphia International Airport has thousands of structured and unstructured parking spaces. Changes to mass transit including the construction of a people mover, increased headways on the Airport Line, pricing policy changes and investigation of surface transportation options could impact demand for parking at the Airport and Airport related businesses.

- Garage: 10,984 spaces
- Short-Term: 839 spaces
- Surface: 7,117 spaces
- Total: 18,940 public parking spaces
- Cell Phone Waiting Lot: 150 spaces
- Employee Parking: 3,950 spaces (employee parking is free)

Crash Data

The DVRPC has provided crash data spanning the years 2012 to 2014 for the Lower Southwest District and created a map that is included in the attached Lower Southwest District Maps PFD. This map shows overall crashes, crashes that involve pedestrians and crashes that involve bicycles. There were 1,371 total crashes in the Lower Southwest planning district from 2012 to 2014. There were 134 pedestrian involved crashes and 23 crashes that involved bicyclists. No cyclists dies while seven pedestrians were killed in crashes during this period.

Broad observations:

- **Bicycle Crash Concentrations:** Woodland Avenue especially near 62nd Street, Elmwood at 62nd Street, Lindbergh Avenue between 62nd and 67th, and Island and Lindbergh Avenues. With the recent completion of the 58th Street Greenway, some of this bicycle activity may be redirected to this safer, traffic separated facility.
- **Pedestrian Crash Concentrations:** These are clustered in the residential areas particularly near Woodland between 62nd and 67th Streets and are also clustered in a triangle formed by Elmwood, Lindbergh, and 67th Streets. Another cluster is Lindbergh and Island Avenues.
- **Vehicular Only Concentrations:** Along Cobbs Creek (there is a TIP project highlighted on p. 13 focused on improving vehicular safety on this roadway), Passyunk Avenue onto Essington Avenue (the curve), Island Avenue, and of course I-95.

Goods Movement

The Lower Southwest District is often dominated by its industrial land uses both active and vacant. Most of the industrial land is located along the Delaware and Schuylkill Waterfronts and Philadelphia International Airport. However, there are also large industrial sites within residential areas such as the former General Electric site. Generally, these industrial uses occupy large parcels and are oriented for truck access.

The Philadelphia Industrial Development Corporation's (PIDC) *Industrial Market & Land Use Strategy* identifies one major industrial area in the District, the Southwest industrial district. The Southwest industrial district is over 3,000 acres with several parcels over 50 acres each including Sunoco, the Philadelphia Regional Produce Market, and United States Postal Service. These industries take advantage of nearby highway access and proximity to Philadelphia International Airport for transportation (as well as pipelines) for goods movement.

The *Industrial Market & Land Use Strategy* identified that most of the industrial land uses not only be protected and maintained, but also intensified. The *Lower Schuylkill Master Plan*, which is discussed in more detail on page 4, expands upon the recommendations of the *Industrial Market & Land Use Strategy* and recommends multiple improvements to the transportation network to further enable industrial development of the area.

Roadway Projects

There are several recent and ongoing roadway projects in the Lower Southwest District. The projects below are listed on the TIP (Transportation Improvement Program). From the DVRPC: “The TIP is the regionally agreed upon list of priority transportation projects, as required by federal law (ISTEA, TEA-21, SAFETEA LU, and MAP-21). The TIP document must list all projects that intend to use federal funds, along with all non-federally funded projects that are regionally significant. We also include all other State funded capital projects.”

Cobbs Creek High Friction Surface Treatments (MPMS 104386) - This project installs High Friction Surfaces, dotted extension pavement markings and pedestrian countdown timers at intersections. The roadway was last paved in 2010. Center line rumble strips are being proposed to address opposing direction sideswipes. Construction anticipated 2016/2017.

Island Avenue Signal Upgrade (MPMS 17697) – Limits from Woodland Avenue to Bartram Avenue. Upgrade the signal controls at six intersections including incidental stormwater improvements, incorporating preference for SEPTA Route 36; narrowing the roadway to accommodate pedestrians; and simplifying three intersections. This project location is included in Philadelphia’s Bike Network and is rated BF (Bike Friendly - wide shoulders or lanes). Construction anticipated 2016-2018.

Passyunk Avenue Drawbridge Over the Schuylkill River (MPMS 62694) – The project consists of rehabilitation of the drawbridge carrying Passyunk Avenue over the Schuylkill River. The main objective of the proposed rehabilitation project is to restore operational integrity to the existing four-leaf bascule span. While staged repairs and restoration are being made to the bascule span, any preventive maintenance or strengthening/retrofit work will also be performed on the approach spans. Construction anticipated 2015-2018.

Airports, Seaports, and Freight Rail

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

Philadelphia International Airport

Philadelphia International Airport (PHL) is the main airport for the greater Philadelphia region. It spans the City of Philadelphia and Delaware County (Tinicum Township) and covers 2,394 acres. PHL is owned by the City of Philadelphia. In 2014, over 30 million passengers used PHL according to the airport’s activity reports. PHL is a major hub for US Airways flights. According to the airport’s website, “It (PHL) is one of the largest economic engines in Pennsylvania, generating more than \$14.4 billion in spending to the regional economy, and accounts for more than 141,000 jobs within the region.”

PHL Master Plan – This plan covers a 20 year development plan that includes improving capacity at PHL. In 2010, the Federal Aviation Administration approved PHL’s capacity enhancement program (CEP). The CEP includes a runway extension that requires building and filling into the Delaware River,

reconfiguration of runways, a new Automated People Mover, a consolidated car rental area, as well as terminal and other airport infrastructure upgrades.

The Automated People Mover will connect passengers seamlessly through the terminals, parking lots, car rental facilities and SEPTA Regional Rail service.

Port

Despite the district having extensive Delaware and Schuylkill River waterfront, there are relatively few active port facilities in the district. The Delaware Riverfront is mostly occupied by Philadelphia International Airport with a small port facility operated by Sunoco at Girard Point. The heavy industrial uses that line the Schuylkill River waterfront primarily use pipeline, freight and trucks for transportation of goods. Zoning districts along the waterfront allow port activities, however there is neither current private development, nor any Philadelphia Regional Port Authority plans to instate port uses within the district.

Freight

The Lower Southwest District has extensive freight networks that support the surrounding refinery, port and distribution industries in addition to commerce far beyond the region. These freight networks create jobs, as well as barriers – both physical and visual.

Major freight and port infrastructure in the area includes the following:

Philadelphia Subdivision - CSX owner - CSX, Norfolk Southwestern operators – single track – interstate freight track. Runs in a trench parallel to Kingsessing Avenue.

Northeast Corridor – Amtrak owner – Amtrak, SEPTA, Norfolk Southern operators - four tracks – secondary freight track.

Chester Secondary/Airport Line – Conrail and SEPTA owners – Conrail, CSX, Norfolk Southern, and SEPTA operators – single track – secondary freight track.

Sunoco Logistics/ Hog Island/Girard Point– very southwest end of Philadelphia – bulk port terminal.

Schuylkill River West/Philadelphia International Airport – Philadelphia/Tinicum Township, categorized as a Mega Freight Center, 4,130.5 acres.

KEY ISSUES & MAJOR OPPURTUNITIES

- **Neighborhood & Waterfront Connectivity** - There are a number of planned trails and ongoing trail studies within the Lower Southwest District that will connect residents and visitors to Cobbs Creek, Heinz National Wildlife Refuge and the Schuylkill Waterfront.
 - Ensure continuous sidewalk and bike facilities to new waterfront trails. Consider road diets to enable complete streets.
 - Create connections to transit especially Eastwick Station.

- **Trolley Modernization** - The purchase of new modern light rail vehicles will improve reliability and efficiency of service, provide accessible service and raise the profile of the Routes 11, 13 and 36 with the district.
 - Educate the public on new vehicle procurement and the changes to streetscape to make the service ADA accessible.
 - Understand and evaluate the contextual service pattern and operational needs within the Lower Southwest District.

- **Airport Transportation and Expansion** - Changes to Philadelphia International Airport (PHL) will increase capacity, customer amenities, transportation choices and employment.
 - Incorporate the PHL Master Plan findings and implementation into the district planning process.
 - Evaluate ways that the proposed PHL People Mover, SEPTA regional rail Airport Line including Eastwick Station, Route 36 Trolley and other surface transportation can be integrated to provide excellent transit access to visitors, local residents and employees.

- **Wide Roadways** - Southwest Philadelphia's roadways can be overly wide (such as Cobbs Creek Parkway, Penrose, Lindbergh, Island and Bartram Avenues) especially on the residential neighborhood peripheries. This leads to speeding and accidents, as well as making walking or biking along or across these roadways very difficult. These roadways are often barriers to accessing jobs and parks
 - Recommend how excess roadway capacity can become buffered bike lanes, dedicated turning lanes, wider sidewalks and curb extensions that make roadways safer for all users.
 - Ensure that sidewalks are provided to transit stops and major employers.
 - Explore how better local job access can be created for Lower Southwest residents.
 - Study parking surface parking lot demand, design and policies (such as free airport employee parking) to understand effects on walkability, bikeability and job access for workers without personal vehicles.