

NOVEMBER 17, 2016 | ANNE FRANK ELEMENTARY SCHOOL

The second of three public meetings for the Far Northeast Districts Plan took place on November 17, 2016 at Anne Frank Elementary School at 2000 Bowler Street. The meeting attracted an equal amount of participants from the Upper and Lower Far Northeast Districts from neighborhoods such as, but not limited to Academy Gardens, Somerton, Morrell Park and Bustleton.

This meeting solicited community input to prioritize municipal actions, which will guide recommendations in the district plan. After a presentation about the planning process, Planning Commission staff facilitated feedback during an open house style meeting.

The results of these exercises are summarized on the following pages. The third and final meeting will be held in January 2017.

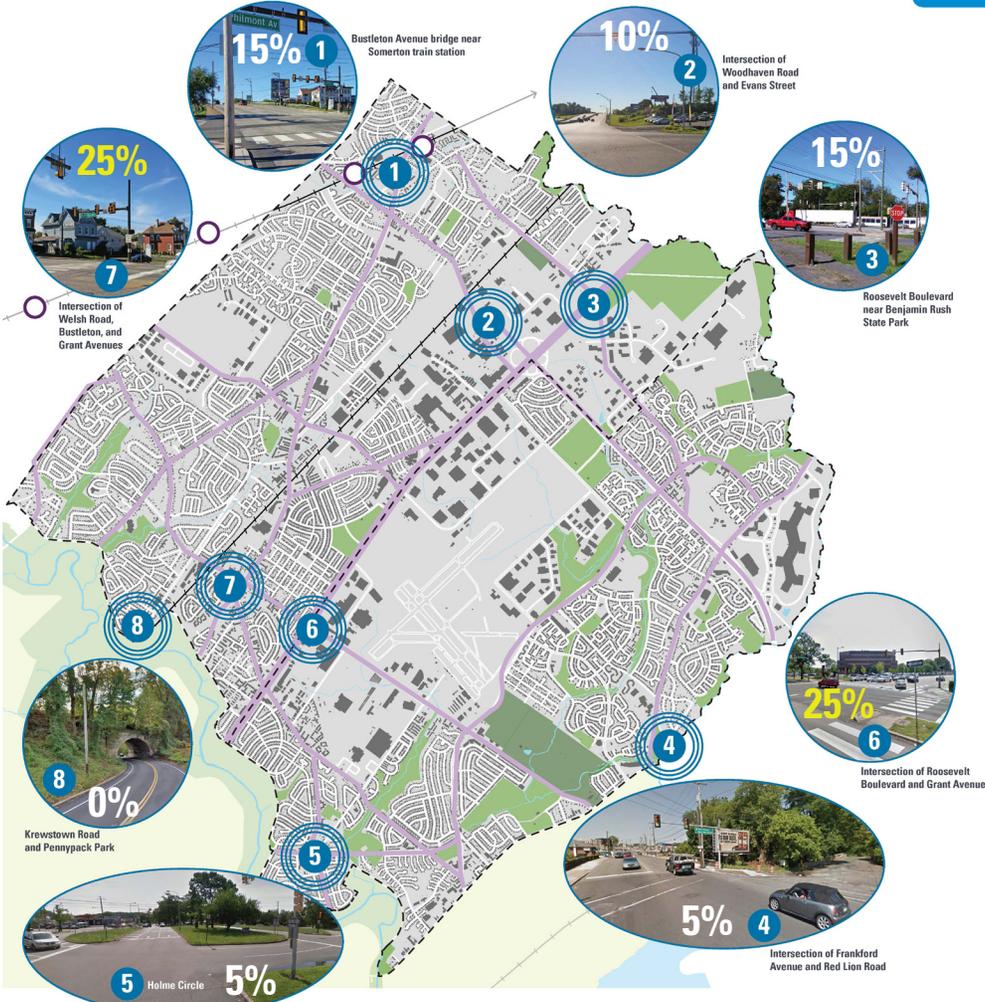
We received general comments which included:

- Need more benches in districts and Pennypack. Seniors need a place to sit on their walks
- Pennypack Park needs (more) rest room facilities
- More aesthetics in general – eg. Modern lighting on Bustleton (Byberry to at least Red Lion)
- Incubators for new business, get landlords to discount commercial spaces for new businesses
- Update facades on Bustleton
- Sidewalks: needed at Southampton Road near Trevoise Road, Grant from the Boulevard to Academy Road
- At Benjamin Rush State Park: community large orchards and/or garden (organic) here, chicken, goats, permaculture, more bike paths, need directional to the Park along Southampton Road
- Roosevelt Blvd between Haldeman and Byberry: exposition center in old IRS buildings
- Hayes Memorial Playground: Hayes Fields need clean up, landscaping, fencing, better lighting (also along Cornwell and President)
- The area around Bloomfield and Krewstown: would like a café here with outdoor seating that people can walk to (and other small businesses)
- Public Art: more of it, City of Murals, but we have none
- Intersection of Grant and Academy: vacant parcels east of Wawa could be redeveloped as a fitness center



FAR NORTHEAST GATEWAYS

Place **ONE** dot on the gateway you think needs improvement



Place **ONE** dot on an example gateway treatment you would like to see in the Far Northeast:



Participants were asked to prioritize which gateway location is in most need of improvement and they were able to identify a gateway not identified in the exercise for improvements. Residents were also asked to prioritize which treatment they most wanted to see implemented.

Gateway locations most selected include the intersection of Welsh Road, Bustleton and Grant Avenues within the Old Bustleton Focus Area, and at the intersection of Roosevelt Boulevard and Grant Avenue. Participants primarily wished to see streetscape and public realm gateway treatments, followed by streetscape and intersection enhancements and seating.

SHOPPING CENTER IMPROVEMENTS



Place **TWO** dots on the PEDESTRIAN improvements you would like to see at the shopping center:

<p>Greening + Vegetation + Street Trees</p> <p>Place dot... 24%</p>	<p>Pedestrian Walkways through Parking Areas</p> <p>Place dot... 20%</p>	<p>Pedestrian Street Lighting + Signage + Furniture</p> <p>Place dot... 30%</p>	<p>Interior Bus Loop</p> <p>Place dot... 6%</p>
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CURRENT CONDITIONS

The Northeast Shopping Center has expansive areas of asphalt that lack definition. Pedestrian safety is compromised in these areas.



"Street" and parking lack definition, buildings "front" onto interior space



Great storefront but no street frontage



"Interior" site without street definition

<p>Bus Shelters/Enhancements</p> <p>Place dot... 10%</p>	<p>Designated Drive Aisles</p> <p>Place dot... 10%</p>
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Existing shopping centers throughout the districts could potentially be upgraded to better serve pedestrian users. Staff asked participants to identify which circulation improvements would most enhance the existing shopping centers.

Residents prioritized greening, vegetation and street trees as well as pedestrian walkways through parking areas and pedestrian street lighting, signage and furniture.

PRIORITIZING SAFETY IMPROVEMENTS



Place **ONE** dot on the map where you think street safety improvements are most needed

ROOSEVELT BOULEVARD

- Specific locations and comments...*
- Comly and Roosevelt should have a double turn lane
 - Nabisco access should be reconsidered (because it is closed)
 - Both pedestrian bridges at the Boulevard need to be fixed
 - Hard to turn off at Grant onto the Boulevard
 - Grant and the Boulevard, ticketing lights are ineffective
 - Boulevard express lanes needed
 - Boulevard light timing is wrong: too many hit and runs, cross overs needed



OTHER MAJOR STREETS

- Specific locations and comments...*
- Grant and Krewstown:
 - missing median
 - left turn cut off going south by Wawa
 - Bustleton Ave:
 - President and Philmont lights too long causing back ups
 - Red Lion and Northeast Ave:
 - Concerns with truck traffic
 - Grant and Academy:
 - near CVS an issue
 - medians for slip lanes make lanes too tight
 - Impossible to cross by foot, NOT SAFE
 - Red light cameras:
 - "All they do is make money for the company"



NEIGHBORHOOD STREETS

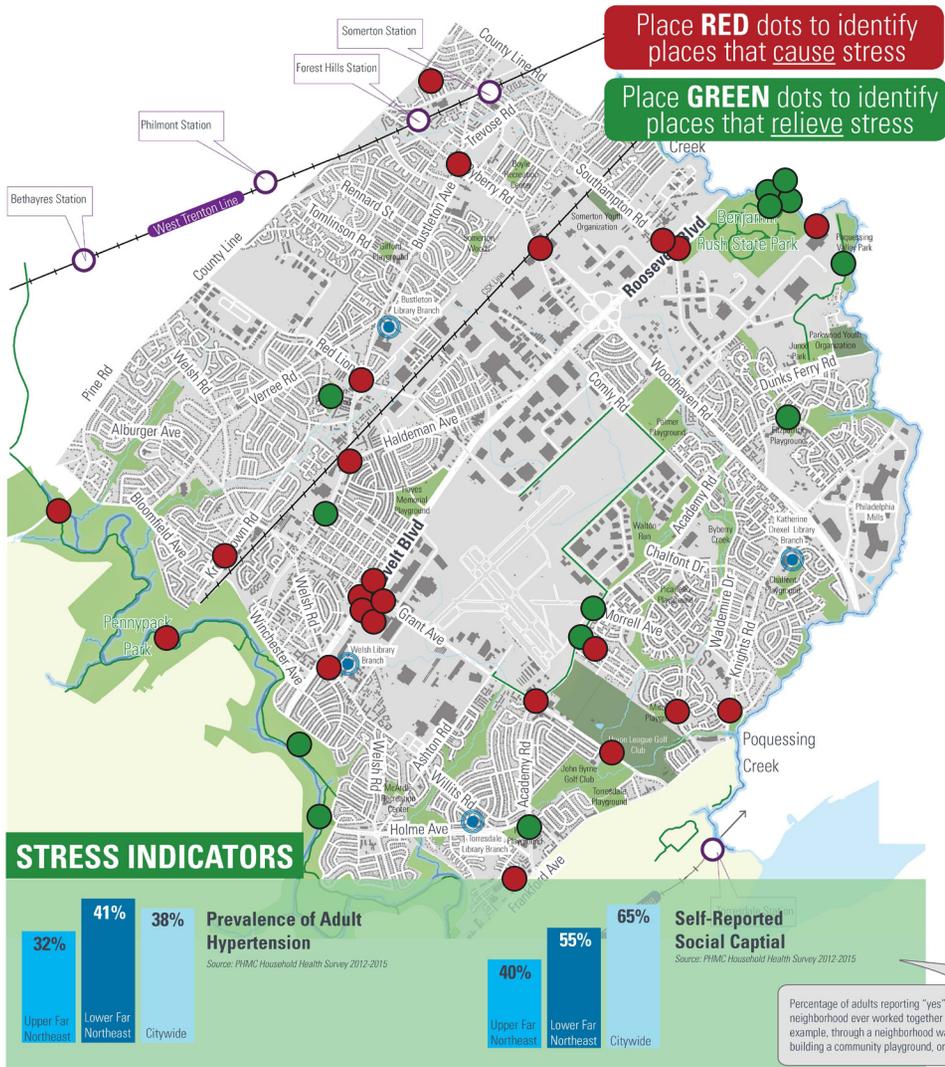
- Specific locations and comments...*
- Lots of cars blocking driveways and sidewalks



Many streets within the Far Northeast Districts need improvements to make them safer for all users. This exercise asked participants to identify where safety improvements are most in need.

Participants identified the intersection of Grant Avenue and the Boulevard as most in need of safety improvements. The second priority identified was Grant Avenue and Academy Road and the third was also along Roosevelt Boulevard at Red Lion Road.

IDENTIFYING PLACES THAT AFFECT STRESS



What could the Far Northeast use more of to help reduce stress?

Trails and Open Space

Place dot...
31%



Walkable Neighborhood Streets

Place dot...
38%



Active Recreation Facilities

Place dot...
6%



Community Events and Public Plazas

Place dot...
6%



Coffeehouses or Pubs

Place dot...
13%



Other

Place dot...
6%

Comments...

- Cover parking lots with solar panels
- Plant orchards in all of the Industrial parks and preserve a large space for organic gardening / farming
- Improve bike lanes on streets (the lane mark lines are worn off in many places)
- Dog park!

An individual's level of stress can greatly impact their daily life. This exercise provided information about key stress indicators in the Far Northeast Districts and asked participants to identify places that either cause or relieve stress. Participants were also asked about potential stress reducing physical features.

The location that created the most stress, as identified by participants, was the intersection of Grant Avenue and Roosevelt Boulevard and the site that relieves the most stress was Benjamin Rush State Park. Making neighborhood streets more walkable and additional trails and open space would help reduce stress in the Far Northeast.

SENIOR-FRIENDLY NEIGHBORHOODS

The Far Northeast is home to a growing number of elderly residents, with direct implications for housing, transportation, and the public realm. What are the most important age-friendly features?

What amenities make a senior friendly neighborhood?

- Small seating areas within neighborhoods for seniors – Encourage sitting outside to gather – reduce isolationism (pocket parks)
- Gardening at all levels is one of the most healing activities there is. It gives me health exercise, health food, social pleasure and much more. We need many more community gardens and orchards. Europe is full of orchards everywhere. Here in Philly we ride the train and do not see any
- Opportunities to serve as a resource in schools
- Boyles Playground – add community garden and access to Comly school
- More places to stop and rest (benches) in park areas
- Synergy of senior center, gardening, and horse riding, pets
- More gardening options – in industrial park – food options
- Access to community in Benjamin Rush State Park – one mile from bus stop!
- Improve bus schedules predictability
- Safe sidewalks for disability access
- Options for active seniors to stay part of the community to contribute
- Close by comparison goods shopping
- Access to food stores
- Smooth transition to get to Public transport

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

Senior-focused activities/events

11%

High-quality transit access

32%

Easy walk to everyday destinations

36%

Community Center

7%

Being around other Seniors

11%

Other?

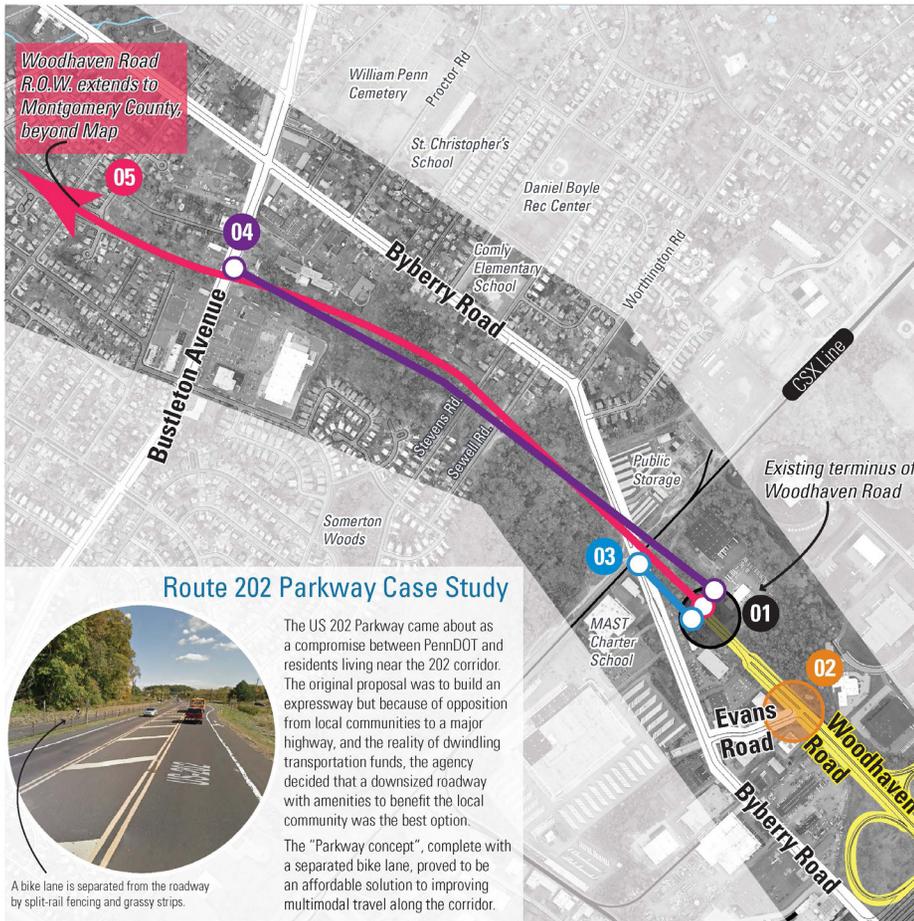
3%



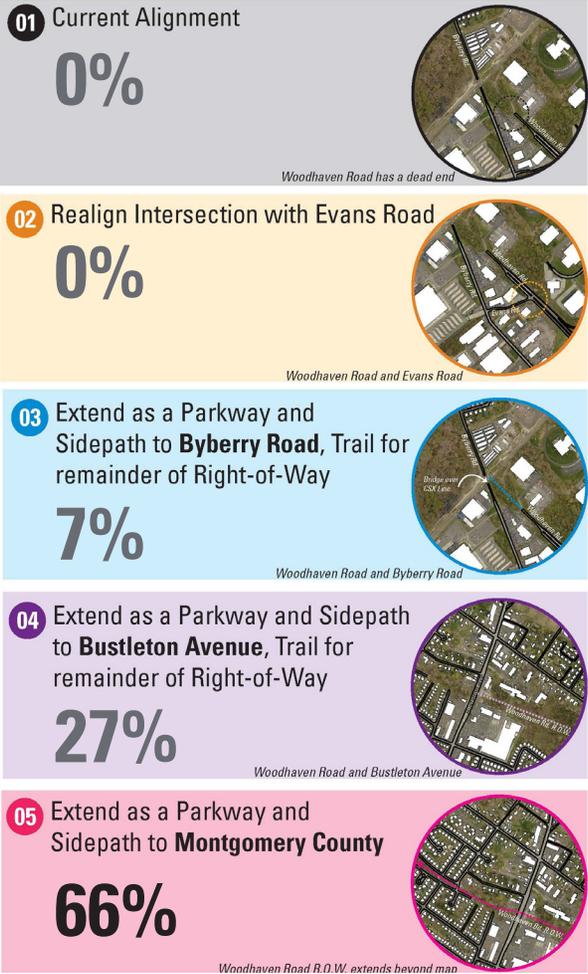
With an increasingly aging population in the districts, those residents will need amenities to allow them to remain in the neighborhood as they age. This exercise asked participants to identify those amenities as well as prioritizing which neighborhood features most support aging-in-place.

Participants felt that the amenities that made a neighborhood senior friendly included gardening, public spaces and access to open space. Participants felt that high-quality transit access and an easy walk to everyday destinations would be most helpful for supporting aging in place.

WOODHAVEN ROAD IMPROVEMENTS



Place **ONE** dot on the roadway alignment you think is most beneficial for Woodhaven Road:



Building on previous discussions concerning Woodhaven Road and the existing right of way, participants were asked to designate which roadway alignment would be most beneficial in the future.

Currently, westbound drivers must make a left hand turn onto Evans Road and then a right onto Byberry Road, which services both local and commuter traffic, thus causing delays. A majority of the participants voted to extend Woodhaven Road as a parkway and sidepath to Montgomery County.

FOCUS AREA: SOMERTON REGIONAL RAIL STATION

SOMERTON REGIONAL RAIL STATION

Gateway into the Great Northeast



Place **ONE** dot on the scenario you think best benefits the station area.

LIGHT INTERVENTIONS



Place dot...

26%



Streetscape improvements

MEDIUM INTERVENTIONS + light interventions



Place dot...

9%

Train station parking deck

BOLD INTERVENTIONS + medium and light interventions



Place dot...

65%

2-3 story commercial + residential development

For this exercise, participants were asked to identify the intensity of intervention that is appropriate for the Somerton Regional Rail Station. The potential interventions were cumulative, i.e. selecting the "Bold Interventions" option included both the light and medium interventions as well. Potential improvements ranged from streetscape improvements to a parking deck to commercial and residential development.

A large majority of the participants expressed a desire for bold intervention at the Somerton Regional Rail Station, 2-3 story commercial and residential development with a parking deck at the train station and streetscape improvements.

FOCUS AREA: FOREST HILLS REGIONAL RAIL STATION

FOREST HILLS REGIONAL RAIL STATION

Accessing a Neighborhood Transit Hub



Place **ONE** dot on the scenario you think best benefits the station area.

LIGHT INTERVENTIONS



Place dot...

39%

Streetscape improvements

MEDIUM INTERVENTIONS + light interventions



Place dot...

9%

2-3 story residential

BOLD INTERVENTIONS + medium and light interventions



Place dot...

52%

2-3 story commercial + residential development

Similar to the previous exercise, this exercise for the Forest Hills Regional Rail Station asked participants to select among a range of cumulative interventions. The potential improvements at this station included streetscape improvements, 2-3 story commercial and residential development.

While the majority of the participants favored the bold intervention at the Forest Hill Regional Rail Station, the results more more evenly split than at the Somerton Regional Rail Station.

FOCUS AREA: OLD BUSTLETON

HOW SHOULD PUBLIC INVESTMENT BE PRIORITIZED?

1

26% \$



HISTORIC PRESERVATION

2

17% \$



Utilize policy tools and programs to encourage infill development to fill gaps in the streetscape.

ENCOURAGE INFILL DEVELOPMENT

3

17% \$\$\$



Grant Ave
Bustleton Ave
Old Bustleton Ave
Welsh Road

IMPROVE STREETSCAPES

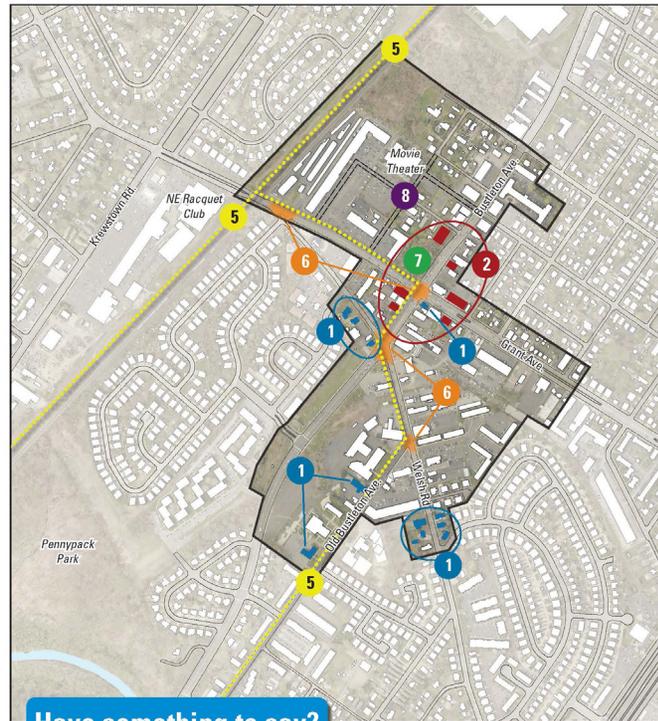
4

6% \$\$\$



Consolidate parking into centralized, shared parking lots behind buildings.

CONSOLIDATE PARKING



Have something to say?
Post it here!

- Point of access from rear street to movie theater
- Want historic preservation to draw people to the area
- Prioritize intersection of Welsh and Bustleton
- Highlight with landmark signs
- Prevent displacement and increasing taxes for nearby lower income residents

5

13% \$\$\$



OPEN SPACE CONNECTIONS

6

9% \$\$\$



TRAFFIC CALMING AT INTERSECTIONS

7

13% \$\$\$



A NEW PUBLIC SPACE

8

3% \$\$\$



EXTEND ROAD NETWORK

With public investment, Old Bustleton, can enhance its town center and become a stronger commercial destination. To complete this exercise, each participant was given limited funds (\$12) and was asked to allocate them as they saw fit based on their investment priorities. Each of the potential investments were priced relative to one another and could not all be paid for with the allotted funds.

Based on the three most funded investments, the participants prioritized historic preservation, encouraging infill development and improving streetscapes.