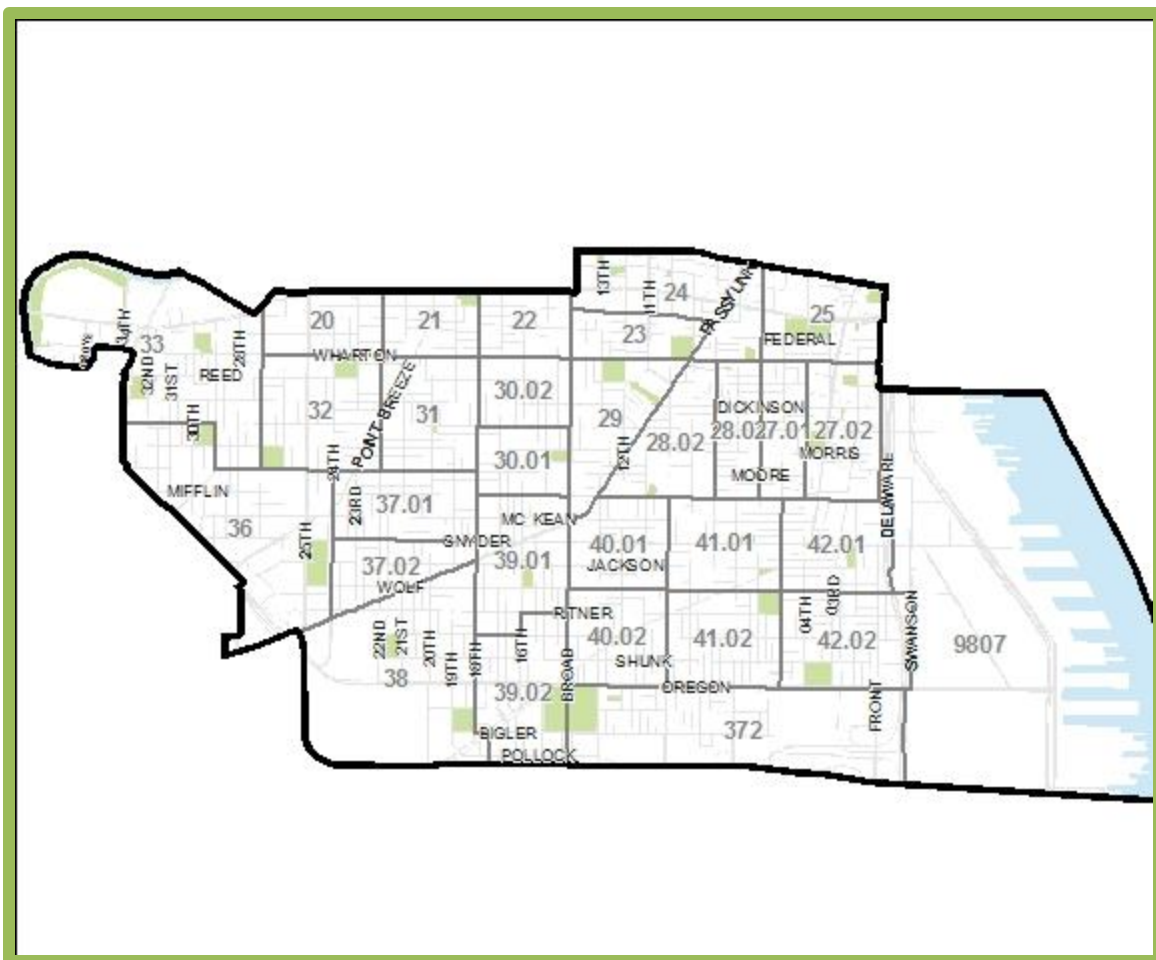


## DEMOGRAPHICS

### BOUNDARIES

This demographic analysis, based on Decennial Census data (1980-2010), and American Community Survey (2008-2012) data, is for the South Planning District. As of 2010, the census tract boundaries for the South District are: 20, 21, 22, 23, 24, 25, 27.01, 27.02, 28.01, 28.02, 29, 30.01, 30.2, 31, 32, 33, 36, 37.01, 37.02, 38, 39.01, 39.02, 40.01, 40.02, 41.01, 41.02, 42.01, 42.02, 372 and 9807. Between the 2000 and 2010 Censuses, there were a number of changes to census tract boundaries in the area, reflecting population growth and decline. Where population increased, tracts were split. Where population declined, tracts were consolidated into new tracts (tracts 44 and 45 were consolidated into the new tract 372). Park land and other public lands were changed to tract numbers in 9800s (former tracts 26, 43 and 29 are now tract 9807). These changes are important to note because the analysis of 2010 Decennial Census data will be based on the new tract boundaries as listed above. While the analysis of trend data from the 1980, 1990 and 2000 Decennial Censuses, will be based on the older tract boundaries (listed here: 20, 21, 22, 23, 24, 25, 27, 28, 29, 30, 31, 32, 33, 36, 37, 38, 38.98, 39, 40, 41, 42, 43, 44, and 45).

#### South District Map



**OVERVIEW**

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

- **Point Breeze**- census tracts: 20, 21, 22 30.01, 30.02, 31 and p/o 32;
- **Passyunk Square** - census tracts: 23, 28.01, 28.02 , 29 and 40.01(East Passyunk);
- **Bella Vista** - census tract: 24;
- **Queen Village**- census tract25;
- **Pennsport** - census tracts: 27.01, 27.02;
- **Grays Ferry** - census tracts: p/o32, 33,and 36;
- **Central South Philadelphia** - census tracts: 37.01, 37.02, 39.01, 39.02 an 40.02;
- **Whitman** - census tracts: 41.01, 41.02, 42.01, 42.02, and 372;
- **Non-Residential** - census tract: 9807.

**Major Indicators –South District**

Trend Data South District	1980	%	1990	%	2000	%	2010	%	2010 Citywide	%
Total Population	152,264		136,493		131,616		132,904	8.70% of City- wide	1,526,006	
White	110,695	72.70%	90,339	66.19%	70,658	53.68%	65,827	49.53%	626,221	41%
Black	38,520	25.30%	38,465	28.18%	42,910	32.60%	38,166	28.72%	661,839	43%
Asian	1,526	1.00%	6,254	4.58%	13,261	10.08%	19,228	14.47%	96,405	6%
Latino (any Race)	2,657	1.74%	2,941	2.15%	4,624	3.51%	11,307	8.51%	187,611	12%
HH Population	151,686	99.62%	135,921	99.58%	130,934	99.48%	132,421	99.64%	1,468,623	96%
GQ Population	578	0.38%	572	0.42%	682	0.52%	483	0.36%	57,383	4%
Total HUs	62,020		59,548		59,679		60,156	8.97% of City- wide	670,171	
Vacant HUs	6,351	10.24%	6,536	10.98%	7,626	12.78%	6,759	11.24%	70,435	11%
Occupied HUs	55,669	89.76%	53,012	89.02%	52,053	87.22%	53,397	88.76%	599,736	89%
Owner Occup	39,561	71.06%	38,294	72.24%	34,319	65.93%	31,351	58.71%	324,536	54.11%
Renter Occup	16,108	28.94%	14,718	27.76%	17,734	34.07%	22,046	41.29%	275,200	45.89%
Avg. HH Size	2.71		2.43		2.33		2.42		2.45	
Median Age	38		N/A		36		34		33.5yrs	
Age <20	42,603	27.98%	34,752	25.46%	36,587	27.80%	31,863	23.97%	400,817	26.27%
20 to 44	47,784	31.38%	49,784	36.47%	45,985	34.94%	52,104	39.20%	581,102	38.08%
45 to 64	37,691	24.75%	27,246	19.96%	27,826	21.14%	31,731	23.88%	358,778	23.51%
65+	24,186	15.88%	24,711	18.10%	21,218	16.12%	17,206	12.95%	185,309	12.14%
Median HH Income	\$10,451		\$19,770		\$26,250		ACS 08_12 \$34,171		ACS 08_12 \$37,016	
% 4yrs+College	4.38%		7.22%		10.21%		19.52%		23.20%	
%Unemployed	12.71%		10.55%		11.85%		13.54%		14.45%	
%Poverty	22.89%		26.73%		25.98%		24.02%		26.24%	
%HH No Car	N/A		N/A		45.32%		39.86%		33.74%	

**As of 2010, the South District had a Total Population of 132,904 people, comprising 8.70% of the City's Total Population (1,526,006). Between 2000 and 2010, the Total Population in the South District increased 0.98% (or by 1,288 people). While very modest, this was the first population increase in the South District since 1980, and a harbinger of other positive changes occurring within the district. After decades of population loss and disinvestment, this new population growth has spurred new residential and commercial development activity throughout the district, as evidenced by the increased number of new: construction permits, total housing units and households; the increased volume of home sale; rising: median home sale prices, median incomes and educational attainment levels; and declining: vacancy rates and poverty levels. **Rapidly growing Asian and Latino population are driving much of this new growth, which is expected to continue through 2035.** As neighborhoods transition it will be important to manage this growth to ensure there is equitable investment and development that provides for the needs of old and new residents in the South District.**

- **Between 1980 and 2010, the South District Total Population declined -12.71%, with cumulative loss of 19,360 people.**
- **In 1980, the South District's Total Population was 72.70% White, 25.30% Black, 1% Asian and 1.74% Latino. By 2010, the district's Total Population was 49.53% White, 28.72% Black, 14.47% Asian, and 8.51% Latino.**
- **Between 1980 and 2010, White Population in the district declined- 40.55%,** representing a cumulative loss of 44,868 people; Black population remained relatively stable, declining -0.91% or by 354 people; Asian population increased 1160%, or by 17,702; and Latino population increased 325%, or by 8,650 people.
- The substantial loss of White population during this period resulted in increased housing vacancies. However, with the inflow of Asian and Latino population, housing occupancy rates remained relatively stable, but homeownership rates declined and renter occupancy rates increased. Poverty and unemployment also increased during this time.
- While Asian and Latino population comprise a much smaller percentage of the South District's Total Population, the rapid growth of these two groups over the past few decades has been enough offset the loss of White population, resulting in an increase in Total Population by 2010.
- Another factor contributing to this growth is that between 2000 and 2010, White population declined at a much slower rate than in previous decades. In fact, in certain census tracts White population actually increased.
- **With a growing population, the South District is attracting new investments activity. Between 2000 and 2010, the total number of total housing units increased, housing occupancy rates increased, and housing vacancy rates decreased. Other positive signs of growth and reinvestment in the district include: increased, increased median household incomes, increased educational attainment levels and reduced poverty rates.**
- **Between 2000 and 2010, the total number of housing units in the South District increased 0.80% from 59,679 units in 2000 to 60,156 units in 2010, representing the first increase in housing units since 1980.**
- In 2010 the housing occupancy rate was 88.76 % ( 53,397 occupied housing units) up from 87.22% in 2000(52,030 occupied housing units). In 2010 the housing vacancy rate was 11.24%, down from 12.78% in 2000.
- **Historically, Homeownership Rates in the South District have been higher than the Citywide average, however, over the past few decades that has changed as the percentage of Renter Occupied Housing Units have increased.** As of 2010, the Homeowner Occupancy Rate in the South District was 58.71%. with a Renter Occupancy Rate of 41.29% *In 2010 the Citywide Homeowner Occupancy Rate of 54.10 %, and the Citywide Renter Occupancy rate of 45.90%.*

- Based on 2008-2012 ACS data, **25.11 % of the population in the South District is long-term residents, who Moved to the District in 1989 or Before.** *Citywide 22.07% of the population Moved to the City in 1989 or Before.*
- **The South District has one of the highest percentage of the Housing Units Built Before 1939.** Based on 2008-2012 ACS data, 67.80% of the Housing units in the South District were Built before 1939, compared to 40.09% Citywide.
- The **Average Household Size** in South District **decreased** from **2.7** persons per household in 1980 to **2.4** persons per household in 2010.
- According to 2008-2012 ACS estimate data: **the Median Household Income** for the South District **was \$34,171**, up from \$26,250 in 2000; the **Educational Attainment level for college graduates was 19.52%**, up from 10.21% in 2000; and the **Poverty rate was 24.02%**, down from 26.73% in 2000.
- **Unemployment** in the South District has fluctuated over the past few decades from 12.71% in 1980, to 10.55% in 1990, and 11.85% in 2000. Based on 2008-2012 ACS estimate data **the Unemployment rate in the South District was 13.54%.**
- **Other demographic changes in the district include a decrease in population less than 20 years old, and 65 years and older. Population 20 to 44 years, and 45 to 64 years increased.** Population in the 20 to 44 age cohort comprised the largest percentage of the Total Population. As of 2010, 23.97% of the population in the district was under 20 years of age, compared to 27.80 % in 2000. As of 2010, 39.20% of the population in the district was 20 to 44 Years Old, compared to just 34.94% in 200. As of 2010, 23.88% of the population in the district was 45 to 64 Years Old, compared to just 21.14% in 2000. As of 2010, 12.95% of the population in the district was 65 years old and Older, compared to 16.12% in 2000. .

## POPULATION

As of 2010, the Total Population in the South District was 132,904, representing a 0.98 % population increase (or 1,288 new people). After decades of population decline, this was the first Total Population increase in the South District in thirty years. Between 1980 and 2010, the South District Total Population declined -12.71%, with cumulative loss of 19,360 people.

- For the twenty year period between 1980 and 2000, the district's Total Population steadily declined: from 152,264 people in 1980; to 136,493 people in 1990; down to 131,616 in 2000.
- The largest population decline occurred between 1980 and 1990, when the district loss -10.36% of its Total Population (or by - 15,771 people).
- Between 1990 and 2000, the district's Total Population only declined -3.57% (or by - 4,877 people).

When analyzing the population data by Race and Ethnicity it is clearly evident that the South District's Total Population loss is attributable to the outflow of White population. Over the twenty year period between 1980 and 2010, White population declined 40.55 % (or by -44,868 people).

- The largest decline in White population occurred between 1980 and 1990 when the district loss -20,356. White people (or by -18.39%), going from 110,695 people in 1980, to 90,339 people in 1990. During this time, White population declined in every census tract in the district, except census tract 22. Although White population comprises a relatively small percentage of the Total Population in census tract 22, it has steadily increased.
- Between 1990 and 2000, White population declined -21.79 % (or by -19,681 people) from 90,339 people in 1990, to 70,658 people in 2000. During this time, White population declined in every census tract in the district, except census tracts: 21 and 22-Point Breeze.



- **Between 2000 and 2010, the loss of White population slowed to just -6.84 %(-4,831 people), from 70,658 people in 2000 to 65,827 people in 2010. During this time, White population actually increased in census tracts: 20,21 ,22,23-Passyunk Square, 24-Bella Vista, 25-Queen Village, 27.01/27.02-Pennsport, 30 and 31-Point Breeze. Note the significant increase in White population in the Point Breeze neighborhood.**
- **In 2010, the census tracts with a majority White population are: 23, 24, 25, 27.01, 27.02, 28.01, 28.02, 29, 38, 39.01, 39.02, 40.01, 40.02, 42.01, 42.02 and 372. Interesting to note that the majority White population in the South District live in neighborhoods East of Broad Street.**
- **Between 1980 and 2010, Asian, Other Race and Latino population in South District all steadily increased, with the most rapid growth in the Asian and Latino population. During this thirty year period, Asian population increased 1160%, or by 17,702 people; Other Race population 305%, or by 4,312 people; and Latino population increased. 326%, or by 8,650 people.**
- **Between 2000 and 2010, Asian Population increased 14.47%, or 5,967 people; Other Race Population increased 179.63%, or by 3,677 people; and Latino Population increased 144.53%, or 6,683 people. Between 2000 and 2010, White and Black population in the South District both declined. However, the rapid and steady growth of Asian, Other Race and Latino population over the past three decades has been enough to offset those losses, and is expected to drive population growth in the district through 2035.**
- **Between 1980 and 1990, Asian population increased 309.83% (or by 4,728 people) from 1,526 people in 1980, to 6,254 people in 1990. During this time Asian population increased in every census tract in the district, except census tracts: 25-Queen Village, 32 -Point Breeze/Grays Ferry), and 33-Grays Ferry.**
- **Between 1990 and 2000, Asian population increased 112.04 % ( or by 7,007 people), from 6,254 people in 1990, to 13,261 people in 2000. During this time Asian population increased in every census tract in the district, except census tract 32-Point Breeze/Grays Ferry.**
- **Between 2000 and 2010, Asian population increased 45 % ( or by 5,967 people), from 13,261 people in 2000, to 19,228 people in 2010. During this time, Asian population increased in every census tract in the district, except census tracts: 21-Point Breeze, 23-Passyunk Square, 27.01/27.02-Pennsport, and 30-Point Breeze.**
- **In 2010, the census tracts with the highest percentage of Asian population are: 30.01, 41.01, 41.02, 28.01, 27.01, 28.02, 37.02, 25, 24, 36 and 372. Census tract 30.01 is the only tract with a majority Asian population. Interesting to note that Asian population in the South District is more dispersed throughout the district.**
- **Between 1980 and 1990, Other Race population increased 1.63% (or by 24 people) from 1,412 people in 1980, to 1,435 people in 1990. During this time Other Race population increased in census tracts: 21-Point Breeze, 28-Passyunk Square, 31-Point Breeze, 32-Point Breeze/Grays Ferry,33-Grays Ferry, 37-South Phila.,38.98/38-Girard Estates, and 41, 42,44-Whitman. During this time, Other Race population decreased in census tracts: 20, 22-Point Breeze, 23,29-Passyunk Square, 25-Queen Village ,27-Pennsport, 30-Point Breeze, 36-Grays Ferry/Wilson, 40-South Phila./East Passyunk, and 45-Whitman.**
- **Between 1990 and 2000, Other Race increased 42.65 % ( or by 612 people), from 1,435 people in 1990, to 2,047 people in 2000. During this time Other Race population increased in every census tract in the district except census tracts: 25-Queen Village, 32-Point Breeze, 36-Grays Ferry/Wilson, and 37/37.01/37.02-South Phila.**
- **Between 2000 and 2010, Other Race increased 179.63 % ( or by 3,677 people), from 2,047 people in 2000, to 5,724 people in 2010. During this time Other Race population increased in every census tract in the district.**

- In 2010, the census tracts with the highest percentage of Other Race population are: 27.01, 28.01 and 41.01. Interesting to note that the higher percentage/number of Other Race population in the South District are in neighborhoods East of Broad.
- **Between 1980 and 1990, Latino population increased 10.69%** (or by 284 people) from 2,657 people in 1980, to 2,941 people in 1990. During this time Latino population increased in census tracts: 22-Point Breeze, 24-Bella Vista, 28, 29,-Passyunk Square, 30-Point Breeze, 32-Point Breeze/ Grays Ferry, 33- Grays Ferry, 37-South Phila., 38/38.98- Girard Estates, 39,-South Phila. 40-South Phila. /East Passyunk, and 41, 42-Whitman. Latino population decreased in census tracts: 20, 21-Point Breeze, 23-Pasyunk Square, 25-Queen Village, 27-Pennsport, 31-Point Breeze,36-Grays Ferry/Wilson,, and 44, 45-Whitman
- **Between 1990 and 2000, Latino population increased 57.23%** (or by 1,683 people) from 2,941 people in 1990, to 4,624 people in 2000. During this time Latino population increased in every census tract in the district, except for census tracts: 31-Point Breeze, 32-Point Breeze/Grays Ferry, and 37/37.01/37.02-South Phila.
- **Between 2000 and 2010, Latino population increased 144.53 %**( or by 6,683 people), from 4,624 people in 2000, to 11,307 in 2010. During this time Latino population increased in every census tract in the district.
- In 2010, the census tracts with the highest percentage of Latino population are: 28.01, 27.01, 24, 41.02 and 28.02. Interesting to note the census tracts with a higher percentage/number of Latinos are located East of Broad, and closer to Washington Avenue in the Passyunk Square and Pennsport neighborhoods.

Over the thirty year period between 1980 and 2010, Black population in the district fluctuated with increases and decreases...

- **Between 1980 and 1990, Black population decreased** -0.14% (or by 55 people) from 38,520 people in 1980, to 38,465 people in 1990. During this time Black population decreased in census tracts: 21, 22, ,31, 32,-Point Breeze, 23-Passyunk Square, 24-Bella Vista,25,26-Queen Village, 27-Pennsport, 41, 44 and 45-Whitman. Notice that many of the population decreases were in the Point Breeze area of the district. Black population increased census tracts: 28, 29-Passyunk Square, 30-Point Breeze,33-Grays Ferry, 36-Grays Ferry/Wilson, 37, 39, 40-South Phila, 38.98-Girard Estates, and 42-Whitman.
- **Between 1990 and 2000, Black population actually increased 11.56 %**( or by 4,445 people), from 38, 465 people in 1990, to an all time high of 42,910 people in 2000. During this time Black population increased census tracts: 23-Passyunk Square, 24-Bella Vista, 27-Pennsport, 28,29-Passyunk Square, 30-Point Breeze, 32-Point Breeze/Grays Ferry, 33-Grays Ferry, 38.98/38-Girard Estates, 39/39.01/39.02-South Phila., 40/40.01/40.02-South Phila./East Passyunk, and 41/41.01/41.02,42/42.01/42.02, 44, 45 -Whitman. Black population decreased in census tracts: 20, 21, 22, 31-Point Breeze, 25-Queen Village, 36-Grays Ferry/Wilson, and37-South Phila.
- **Between 2000 and 2010, Black population decreased -11.06 %**( or by 4,744 people), from 42,910 people in 2000, to 38,166 in 2010. The similar 11% increase and decrease in population between 1990 and 2010, suggest that some housing development was constructed and demolished during this period, but the population loss is dispersed throughout the district. Maybe some PHA scattered sites were taken offline? During this time Black population decreased in census tracts: 21, 22, 31,32-Point Breeze, 23-Passyunk Square, 24-Bella Vista,25-QueenVilage, 27.01, 27.02-Pennsport, 28.01,28.02,(Passyunk Square), 30.01,30.02(Point Breeze), 37.01, 39(South Phila) and 41.01(Whitman).Black population increased census tracts: 29, 40.01-Passyunk Square, 33-Grays Ferry, 36-Grays Ferry/Wilson, 37.02, 39.02, 40.02-South Phila, 38-Girard Estates, and 41.02-Whitman.

- In 2010, the census tracts with a majority Black population are: 20, 21, 22, 30.02, 31, 32, 33, 36, 37.01, 37.02 and 9807. Interesting to note that the majority Black population in the South District is concentrated West of Broad street in the Point Breeze, Grays Ferry and Wilson Park neighborhoods

Although the South District has lost a large percentage of its White population, and has grown more racially and ethnically diverse, as of 2010, the district's population was still predominantly White with: 49.53% White population, 28.72% Black population, 14.47% Asian, 0.73% Other Race, and 3.20% Latino (ethnicity). As of 2010, the Citywide population was 41% White, 43% Black, 6% Asian, 6% Other Race and 12% Latino.

- In 2000, the South District was: 53.68% White, 32.60% Black, 10.08% Asian, and 1.56% Other Race, and 3.51% Latino (ethnicity). In 2000, the Citywide population was 45% White, 43% Black, 5% Asian, 5% Other Race, and 9% Latino.
- In 1990, the South District was: 66.19% White, 28.18% Black, 4.58% Asian, 1.05% Other Race, and 2.15% Latino (ethnicity). In 1990, the Citywide population was 54% White, 40% Black, 3% Asian, 4% Other Race, and 6% Latino.
- In 1980 South District was: 72.70% White, 25.30% Black, 1% Asian, and 0.93% Other Race and 1.74% Latino (ethnicity). In 1980, the Citywide population was 58% White, 38% Black, 1% Asian, 3% Other Race and 4% Latino.

While the overall population in South District increased 0.98% between 2000 and 2010, when examining the data by census tract, you can see in more detail where specific population change is occurring. Some areas in the district are continuing to lose population, while other areas are experiencing growth.

**Between 2000 and 2010, the biggest Total Population losses were in:**

- **census tract 20-Point Breeze** (-10.37%/-242 people). This population decline is due to the -19.20%(-435 people) decline in black population. Census tract 20 went from 97.09% Black population in 2000, to 87.52% Black population in 2010. White, Asian, Other Race and Latino population all increased in between 2000 and 2010.
- **census tract 21-Point Breeze** (-12.99%/-304 people). This population decline is due to the -27.17%(-608 people) decline in black population. Census tract 21 went from 95.64% Black population in 2000, to 80.06% Black population in 2010. Asian population also declined 7.69% during this time. White, Other Race and Latino population all increased.
- **census tract 27/27.01/27.02-Pennsport** (-2.85%/-218 people). This population decline is due to the -39.49%(-661 people) decline in black population, and -1.86% decline in Asian people (-21). White, Other Race and Latino population all increased.
- **census tract 30/30.01/30.02-Point Breeze** (-3.63%/-296 people). This population decline is due to the -23.96%(-955 people) decline in Black population, and -0.53%(-14 people) decline in Asian population. White, Other Race and Latino population all increased.
- **census tract 31-Point Breeze** (-14.03%/724 people). This population decline is due to the -21.70%(-1,070 people) decline in Black population. White, Asian, Other Race and Latino population all increased.
- **census tract 32-Point Breeze/Grays Ferry** (-12.74%/712 people). This population decline is due to the -56.78%(-272 people) decline in White population, and a -10.81%(-537 people) decline in black population. Asian, Other Race and Latino population all increased.
- **census tract 33-Grays Ferry** (-1.17%/73 people). This population decline is due to the -38.70%(-1019 people) decline in White population. Black, Asian, Other Race and Latino population all increased.
- **census tract 37.01- South Phila.** (-6.40%/452 people). This population decline is due to the -31.68%(-274 people) decline in White population, and a -9.23%(-497 people) decline in black population. Asian, Other Race and Latino population all increased.

- **census tract 39.01-South Phila.** (-2.10%/-130 people). This population decline is due to the -14.26%(-672 people) decline in White population, and a -14.86%(-1037 people) decline in black population. Asian, Other Race and Latino population all increased.
- **census tract 39.02-South Phila.** (-2.18%/123 people). This population decline is due to the -3.86%(-214 people) decline in White population. Black, Asian, Other Race and Latino population all increased.
- **census tract 40.02-South Phila.** (-0, 52%/26 people). This population decline is due to the -5.92%(-292 people) decline in White population. Black, Asian, Other Race and Latino population all increased.
- **census tract 42.01-Whitman** (-6.31%/-344 people). This population decline is due to the -4.38%(-191 people) decline in White population, and a -43.36%(-222 people) decline in black population. Asian, Other Race and Latino population all increased.
- **census tract 42.02-Whitman** (-2.53%/-128 people). This population decline is due to the -11.19%(-489 people) decline in White population, and a -6.18%(-17 people) decline in black population. Asian, Other Race and Latino population all increased.
- **Between 2000 and 2010 Total Population increased in: census tract 22-Point Breeze (4.54%/99 people); census tract 24-Bella Vista (15.88%/703 people); census tract 25-Queen Village (19.69%/620 people); and census tract 28/28.01/28.02-Passyunk Square (6.57%/608 people). Population growth in these tracts is due to increases in White, Asian Other Race and Latino population. Black population decreased in these tracts.**
- **census tract 23-Passyunk Square (8.15%/202 people).** This population increase is due White, Other Race and Latino population growth. Black and Asian population decreased. in
- **census tract 29-Passyunk Square (2.25%/91 people); census tract 36-Grays Ferry/Wilson (17.45%/999 people); census tract 37.02-South Phila. (9.93%/335 people); census tract 38-Girard Estates (1.22%/47 people); census tract 40.01-East Passyunk (5.53%/223 people); and census tract 41.02-Whitman (7.27%/532 people). Population growth in these tracts is due to increases in Black, Asian, Other Race and Latino population, White population decreased in these tracts.**
- **census tract 41.01-Whitman (8.82%/506 people); and census tract 372-Whitman (2.16%/90 people). Population growth in these tracts is due to increases in Asian Other Race and Latino population growth. White and Black population decreased in these tracts.**
- **census tract 9807-Pennsport/Whitman (100%/5 people). This population increase is due Black and Asian population growth. There are only five people in the census tract: 4 Black people and 1 Asian person.**
- With the exception of census tract 38, all of these tracts had an increased number of occupied households (occupied housing units).
- **As of 2010, the most racially diverse census tracts in the South district are:**
  - census tract 37.02-South Phila.: 28% White; 47% Black; 19% Asian; 2% Other Race and 5% Latino.
  - Census tract 41.01-Whitman: 28% White; 21% Black; 34% Asian; 12% Other Race; and 21% Latino.

#### GROUP QUARTER POPULATION

**As of 2010, 0.36 % of the population in South District lived in Group Quarters, with the other 99.64% of the population living in households.** Group Quarter population in the South District is historically lower than the Citywide average. *Citywide 3.6% of the population lived in Group Quarters in 2010, with 96.4% of the population living in Group Quarters.*

- **In 2000, the percentage of population living in Group Quarters was slightly higher at 0.52%, with 99.48% of the population living in households.** This decline in population in Group Quarters between

2000 and 2010, occurred in numerous census tracts throughout the district. *Citywide 3.6% of the population lived in Group Quarters in 2000, with 96.4% of the population living in Group Quarters.*

- **In 1990, 0.42% of the population lived in Group Quarters**, with 99.58% of the population living in households. *Citywide 2.8% of the population lived in Group Quarters in 1990, with 97.2% of the population living in Group Quarters*
- **In 1980, 0.38% of the population lived in Group Quarters**, with 99.62% 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 Group Quarters*

## HOUSING

After decades of decline, the South District's housing market is rebounding. Recent population gains have spurred reinvestment in the district housing market as evidenced by increasing total housing units declining housing vacancy rates and, increasing housing occupancy rates.

- **Between 1980 and 1990**, the South District population declined -10.36% (or by 15,771 people). During this time the number of Total Housing Units in the South District declined -3.99 %( or by 2,472 units) from **62,020 total housing units in 1980**, to **59,548 total housing in 1990**. This loss of total housing units is most likely attributable to older housing units being demolished. The number of Occupied Housing Units (Households) also declined -4.77 %( or by -2,657 units) from **55,669 occupied units in 1980**, to **53,012 occupied units in 1990**. The Housing Occupancy Rate declined from **89.76% in 1980**, to **89.02% in 1990**. The number of Vacant Housing Units increased 2.91% (or by 185 units) from **6,351 vacant units in 1980**, to **6,536 in vacant units in 1990**. The Housing Vacancy rate increased from **10.24% in 1980**, to **10.98% in 1990**.
- **Between 1990 and 2000**, the South District population declined -3.57% (or by 4,877 people). During this time the number of Total Housing Units in the South District increased 0.22% (or by 131 units) from **59,548 total housing units in 1990**, to **59,679 total housing in 1990**. The number of Occupied Housing Units (Households) decreased -1.81% (or by- 959 units) from **53,012 occupied units in 1990**, to **52,053 occupied units in 2000**. The Housing Occupancy Rate declined from **89.02% in 1990**, to **87.22% in 2000**. The number of Vacant Housing Units peaked in 2000, increasing **16.68 %**( or by 1,090 units) from **6,536 vacant units in 1990**, to an all time high of **7,626 vacant units in 2000**. The Housing Vacancy rate also increased from **10.98% in 1990**, to **12.78% in 2000**.
- **Between 2000 and 2010**, the South District population increased 0.98% (or by 1,288 people). During this time the number of Total Housing Units in the South District increased 0.80%(or by 477 units) from **59,679 total housing units in 2000**, to **60,156 total housing in 2010**. The number of Occupied Housing Units (Households) increased 2.58% (or by1, 344 units) from **52,053 occupied units in 2000**, to **53,397 occupied units in 2010**. The Housing Occupancy Rate increased from **87.22% in 2000**, to **88.76% in 2010**. The number of Vacant Housing Units decreased -11.37% (or by -867 units) from **7,626 vacant units in 2000**, to **6,759 vacant units in 2000**. The Housing Vacancy rate also decreased from **12.78% in 2000**, to **11.24% in 2010**.
- **In 2010 the Citywide**, housing occupancy rate was 89%, with a vacancy rate of 11%.
- **In 2000, the Citywide** housing occupancy rate was 89.1%, with a vacancy rate of 10.9%.
- **In 1990, the Citywide** housing occupancy rate was 89.4%, with a vacancy rate. a 10.6%.
- **In 1980, the Citywide** housing occupancy rate was 91.5%, with a vacancy rate of 9.5%.

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

- In 2010, the South District had 60,156 total housing units, comprising 8.97% of the City's 670,171 Total Housing Units.
- Between 2000 and 2010, the number of total housing units increased in every census tract in the district, except for census tracts: 21,31,-Point Breeze, 32-Point Breeze/Grays Ferry, 36-Grays Ferry/Wilson, and 41.01,41.02, 42.01,42.02-Whitman.
- The biggest total housing unit increases were in census tracts:25-Queen Village(10.85%/178 new units); 24-Bella Vista(7.45%/176 new units); 22-Point Breeze(6.37%/76 new units); and 33-Grays Ferry(6.07%/158 new units)
- In 2010, Occupied Housing Units (Households) increased in every census tract in the district, except census tracts: 20,21,31-Point Breeze, 32-Point Breeze/Grays Ferry, 37.01,37.02,39.01,39.01-South Phila. and 42.01-Whitman.
- In 2010, the South District Housing Occupancy Rate was 88.76%. All census tracts in the district have occupancy rates of 87% or higher, except for census tracts: 20 -Point Breeze(80.77%); 21-Point Breeze(77.06%); 22-Point Breeze(81.06%); 30.02-Point Breeze(84.02%);31-Point Breeze(78.53%), 32-Pont Breeze/Grays Ferry(79.13%);33-Grays Ferry(83.12%); and 37.01-South Phila.(84.84%).
- In 2010, the Vacancy rate in the South District was 11.24%, down from 12.78 % in 2000. Between 2000 and 2010 vacancies decreased in every census tract, except census tracts: 32-Point Breeze/Grays Ferry, 33-Grays Ferry, 37.01, 37.02, 39.01, 39.02, 40.02-South Phila. 38-Girard Estates, and 372-Whitman.
- As of 2010, the census tracts with the highest vacancy rates were: 21-Point Breeze(19.23%), 22-Point Breeze(22.94%), 23-Point Breeze(19.84%), 27.01-Pennport(12.76%), 28.01 Passyunk Square-(12.01%), 31-Point Breeze(21.47%),, 32-Point Breeze/Grays Ferry(20.87%), 36-Grays Ferry/Wilson(16.88%),37.01,South Phila,(15.17%), and 41.02-Whitman(12.30%).
- Historically, Homeownership Rates in the South District have been higher than the Citywide average, however over the past few decades that has changed as the percentage of Renter Occupied Housing Units have increased.
- In 1980, the Homeowner Occupancy Rate in the South District was 71.06%, with a Renter Occupancy Rate of 28.94%. Citywide the homeowner occupancy rate was 61 %, with a Renter Occupancy Rate of 39%.
- In 1990, the Homeowner Occupancy Rate in the South District was 72.24%, with a Renter Occupancy Rate of 27.76%. Citywide the Homeowner Occupancy Rate was 61.9%, with a Renter Occupancy Rate of 38.1%.
- In 2000, the Homeowner Occupancy Rate in the South District dropped to 65.93%, while the Renter Occupancy Rate increased to 34.07%. Citywide the Homeowner Occupancy Rate was 59.3%, with a Renter Occupancy rate 40.7%.
- As of 2010, Homeowner Occupancy Rate in the South District was 58.71%. with a Renter Occupancy Rate of 41.29%. In 2010 the Citywide homeowner occupancy rate of 54.10 %, and the Citywide Renter Occupancy rate of 45.90%.
- Between 2000 and 2010, Homeownership Rates in the district declined -8.65% (or by – 2,968 units). During this time, all census tracts in the district experienced a decline in homeownership units, except for census tracts: 22-Point Breeze, 24-Bella Vista, 25,26-Queen Village, 27.01/27.02-Pennsport, and 36-Grays Ferry/Wilson,
- In 2010, the census tracts with the highest percentage of owner occupied housing units were census tracts: 38-Girard Estates (81.16%), 39.02-South Phila. (79.94%), 40.02-South Phila. (75.10%), 42.01-Whitman (73.39%), 42.02-Whitman (79.11%), and 372-Whitman (81.33%). Note that the areas with higher homeownership rates are in the southern end of the district
- Between 2000 and 2010, renter occupancy rates in the district increased 24.31 % ( or by 4,312 units) .During this time rental occupied units increased in every census tract in the district.

- **In 2010, the census tracts with the highest percentage of renter occupied housing units were: 22-Point Breeze(56.29%),25-Queen Village(54.82%),27.01-Pennsport(58.44%), 28.01-Passyunk Square(52.27%), 30.02-Point Breeze(53.79%), 33-Grays Ferry(51.02%), 36-Grays Ferry/Wilson(58.67%).**
- **As of 2010, 28.63% of all homeowners in the South District were senior citizens compared to a Citywide rate of 27.2%. As of 2000, 37.50% of all homeowners in South District were senior citizens compared to a Citywide rate of 30%. As of 1990, 37.49% of all homeowners in South District were senior citizens compared to a Citywide rate of 31.3%. Note: 1980 Senior Homeowner data is not available**
- **In 2010, the census tracts with the highest percentage of senior homeowners were census tracts: 31-Point Breeze (36.53%), 32-Point Breeze-Point Breeze/Grays Ferry, 39.02-SouthPhila. (34.24%), and 372(33.84%)**
- Based on 2008-2012 ACS 5year Estimate data, Renters in the South District are much more burdened by housing costs than Owners which is consistent with Citywide and national trends. The housing costs burden for renters and owners in the South District is comparable to the Citywide average housing costs for renters and owners. *\*It should be noted that research indicates that renters generally bare a higher housing cost burden than owners. Housing costs in excess of 30% or more of household income are considered a burden.*
- **Based on 2008-2012 ACS 5year Estimate data, 42.75 %of all Renter Occupied Households in the South District pay 35% or more of their household income for Gross Rent. Citywide, 44.42% of Renter Occupied Households pay 35% or more of their household income for Gross Rent.**
- **Based on 2008-2012 ACS 5year Estimate data,, the highest percentage of Rental Occupied Households in the South District paying 35% or more of their Household income for Gross Rent are in census tracts: 20-Point Breeze(53.67%), 21-Point Breeze(55.832%), 32-Point Breeze/Grays Ferry(62.19%),33-GraysFerry(63.47%),39.02-South Phila.(54.57%), 40.02-Whitman(58.89%), and 42.01-Whitman(53.42%).**
- **Based on 2008-2012 ACS 5year Estimate data, 24.02 %of all Owner Occupied Households in the South District pay 35% or more of their household income for Monthly Mortgage Costs. Citywide, 25.85% of Owner Occupied Households pay 35% or more of their household income for Monthly Mortgage Costs.**
- **Based on 2008-2012 ACS 5 Year Estimate data, the highest percentage of Owner Occupied Households in the South District paying 35% or more of their Household income Monthly Mortgage Costs are in census tracts: 21-Point Breeze(43.52%), 30.02-Point Breeze(35.07%), 32-Point Breeze/ Grays Ferry(31.16%),36-Grays Ferry/Wilson(35.57%), 37.02-SouthPhila.(31.86%), and 41.02-Whitman(37.01%).**
- **Over the past several decades, Average Household Sizes in South District have decreased. In 2010, the average household size in the South district was 2.42 persons, comparable to the Citywide average household size of 2.44.**
- **In 2000, the Average Household Size in South District was 2.33 persons per household, compared to a Citywide average of 2.48.**
- **In 1990 the Average Household Size in South District was 2.43 persons per household compared to a Citywide average of 2.56 persons.**
- **In 1980 Average Household Size in South District was 2.71 persons per household, compared to a Citywide average of 2.66 persons per household.**
- As average household sizes in the South District have decreased, the number of **One-Person Households** has steadily increased.
- **In 2010, 32.65 of all households in the South District were One-Person Households, compared to 34.13% Citywide.**
- **In 2000, 32.36% of all households in the South District were One-Person Households, compared to 33.8% Citywide.**

- **In 1990, 29.86%** of all households in the **South District** were **One-Person Households**, compared to 31.9% Citywide.
- **In 1980, 24.78%** of all households in the **South District** were **One-Person Households**. Compared to 28.8% Citywide.
- **Between 2000 and 2010, the number of Female Headed Households in the South District declined. As of 2010, only 21.45% of all households in the district were Female Headed Households, down from 45.61% in 2000. In 2010, 22.50% of all Citywide households were female headed compared to 22.25% in 2000.**
- **In 1990, 42.63%** of all households in **South District** were **Female Headed Households**, compared to 20.20% Citywide.
- **In 1980, 38.70%** of all households in the **South District** were **Female Headed Households**, compared to 18.50% Citywide.
- **Based on 2008-2012 ACS data, 25.11 % of the population in the South District is long-term residents, who Moved to the District in 1989 or Before. Citywide 22.07% of the population Moved to the City in 1989 or Before.**
- **Census tracts in the South District with the high percentages of population who Moved to the District in 1989 or Before are: 31-Point Breeze (42.78%), 20-Point Breeze (39.36%), 39.02-South Phila. (37.48%), 32-Point Breeze/Grays Ferry (36.20%), 37.01-South Phila. (34.27%), and 40.02 South Phila. (33.04%).**
  - **Based on 2008-2012 ACS data, 9.15% of the population in the South District Moved to the District in 2010 or Later**, compared to 10.45% Citywide.
  - **Based on 2008-2012 ACS data, 49.84 % of the population in the South District Moved to the District in 2000 to 2009**, compared to 50.62% Citywide.
  - **Based on 2008-2012 ACS data, 15.92 % of the population in the South District Moved to the District in 1990 to 1999**, compared to 16.86% Citywide
  - **Based on 2008-2012 ACS data, 9.44 % of the population in the South District Moved to the District in 1980 to 1989**, compared to 8.72% Citywide.
  - **Based on 2008-2012 ACS data, 7.32 % of the population in the South District Moved to the District in 1970 to 1979**, compared to 6.41% Citywide.
  - **Based on 2008-2012 ACS data, 8.35 % of the population in the South District Moved to the District in 1960 to 1969**, compared to 6.94% Citywide.
- **The South District has one of the highest percentage of the Housing Units Built Before 1939. Based on 2008-2012 ACS data, 40.09% of the Housing Units in the City were Built Before 1939 compared to the South District where 67.80% of the Housing units were Built before 1939.**
  - 11.83% of the units in South District were built between 1940 and 1949; compared to 15.79% Citywide
  - 7.08% between 1950 and 1959, compared to 17.05% Citywide;
  - 4.06% between 1960 and 1969; compared to 10.52% Citywide
  - 2.58% between 1970 and 1979, compared to 6.85% Citywide;
  - 1.79% between 1980 and 1989, compared to 3.78% Citywide;
  - 2.14% between 1990 and 1999, compared to 2.54% Citywide;
  - 2.61% between 2000 and 2009, compared 3.26% Citywide; and
  - 0.11% in 2010 or later, compared to 0.12% Citywide.



**AGE**

Historically, the South District has had a higher than average percentage of population 65 Years and older, but over the past thirty years population in that age cohort has steadily declined. Between 2000 and 2010, population in the South District under the age of 20, and 65 years and older decreased while population 20 to 44 years old and 45 to 64 years old increased.

- **In 2010**, population under **20 years of age** comprised **23.97%** of the South District's Total Population, compared to 26.27% Citywide
- **In 2010**, population in the **20 to 44 age cohort (39.2%)** comprised the largest percentage of the South District Total Population. *Citywide 38.08% of the Total Population was in the 20 to 44 age cohort.*
- **In 2010**, population **45 to 64 years old** comprised **23.88%** of the South District's Total Population, compared to 23.4 % Citywide.
- **In 2010**, population **65 years and older** comprised **12.95%** of the South District's Total Population, compared to 12.1 % Citywide.
- **In 2000**, **27.80%** of the population in the South District was **under the age of 20 years old**, compared to 28.5 % Citywide.
- **In 2000**, **34.94%** of the population in the South District was **20 to 44 years** old, compared to 37% Citywide.
- **In 2000**, **21.14%** of the population in the South District was **45 to 64 years** old, compared to 20.2% Citywide.
- **In 2000**, **16.12%** of the population in the South District was **65 years and older**, compared to 14.08% Citywide.
- **In 1990**, **25.46%** of the population in the South District was **under the age of 20**, compared to 26.9 % Citywide.
- **In 1990**, **36.47%** of the population in the South District was **20 to 44 years** old, compared to 39.4% Citywide.
- **In 1990**, **19.96%** of the population in the South District was **45 to 64 years** old, compared to 18.31% Citywide
- **In 1990**, **18.10%** of the population in the South District was **65 years and older**, compared to 15.2% Citywide.
- **In 1980**, **27.98%** of the population in the South District was **under the age of 20**, compared to 29.6% Citywide.
- **In 1980**, **31.38%** of the population in the South District was **20 to 44 years** old, compared to 34.8% Citywide.
- **In 1980**, **24.75%** of the population in the South District was **45 to 64 years** old, compared to 14% Citywide.
- **In 1980**, **15.88%** of the population in the South District was **65 years and older**, compared to 14.1%% Citywide.
- With the increases in population in the 20 to 44 year old cohort, the Median Age in the South District has declined. **In 2010, the Median age was 34 years**, compared to the 1980 median age of 38 years.
- **When examining Age data by census tract and neighborhood, you can see specific changes in more detail. In 2010, the Median Age** for population by census tract in South District **varied widely from a low of 30.3 years old in census tract 27.01-Pennsport , to a high of 54.5 years old in census tract 9807-Pennsport/Whitman**(note: only 5 people live in this tract).
- **As of 2010, the census tracts with the highest percentage of population under the age of 20, were: 32-Point Breeze/Grays Ferry(33.64%); 33-Grays Ferry-(31.30%), 36-Grays Ferry/Wilson(34.17%), 37.01-South Phila(34.45%), and 37.02-South Phila(31.64%).**

- **As of 2010, census tracts: 23-Passyunk Square (51.72%), 24-Bella Vista (54.40%), 27.01-Pennsport (48.89%) and 28.01-Passyunk Square (47.39%), had the highest percentage of population in the 20 to 44 age cohort.**
- **As of 2010, census tracts: 372-Whitman (28.02%) and 9807-Pennsport/Whitman (60%) had the highest percentage of population 45 to 64 years old, (30.98 %).**
- **As of 2010, census tracts 38-Girard Estates (19.63%) and 39.02-South Phila. (20.14%) had the highest percentage of population 65 years and older.**

### EDUCATIONAL ATTAINMENT

Historically, the South District has had below average percentages of population 25 and older with **4 years or more of college**. However, over the past few decades Educational Attainment levels for population with 4 years or more of college have steadily increased

- **The 2008-2012 ACS estimates** showed an increase in educational attainment levels for college graduates in the South District with **19.52%** of the Total Population 25 years and older having **4 years or more of college**, compared to 23.20% Citywide. **In 2000, just 10.21%** of the Total Population 25 years and older, in the South District, **had 4 years or more of college**, compared to 17.8% Citywide.
- **In 1990, 7.22%** of the Total Population 25 years and older in the South District, **had 4 years or more of college**, compared to 15.2% Citywide.
- **In 1980, 4.38%** of the Total Population 25 years and older, living in the South District, **had 4 years or more of college**, compared to 11.1% Citywide.
- **According to 2008-2012 ACS estimates 36.13%** of the Total Population 25 and older, in the South District **had just a high school diploma**, compared to 35.9 % Citywide.
- **In 2000, 35.89%** of the Total Population 25 and older, in the South District had just **a high school diploma**, compared to 33.3% Citywide.
- **In 1990, 33.69% of the Total Population 25 years and older in the South District, had just a high school diploma, compared to 32.9% Citywide.**
- **In 1980, 39.97%** of the Total Population 25 years and older, in the South District had just **a high school diploma**, compared to 33.9% Citywide.

### UNEMPLOYMENT

- The **Unemployment Rate** in the South District has fluctuated over the past few decades., **and is currently at an all time high of 13.54%**, compared to the Citywide average of 14.45%
- **According to 2008-2012 ACS estimates, the census tracts with the highest Unemployment Rates are: 33-Grays Ferry (31.30%) and 36-Grays Ferry/Wilson (20%).**
- **In 2000, South District had an Unemployment Rate of 11.85 %**, compared to the Citywide unemployment rate of 10.9%.
- **In 1990, the South District had an Unemployment Rate of 10.55%**, compared to the Citywide unemployment rate of 9.7%.
- **In 1980, the South District had an Unemployment Rate of 12.72%**, compared to the Citywide unemployment rate of 11.4%. *Note: The Unemployment rate is calculated based on population over the age of 16 years old in the Labor force.*

**POVERTY**

- Over the past decade poverty rates in the South District have decreased. **Based on the 2008-2012 ACS estimates, the Poverty Rate for the South District was 24.02%**, compared 26.24% Citywide. **In 2000**, the Poverty Rate for the South District was **26.73%**, compared to the Citywide poverty rate of 22.1%.
- **In 1990**, the Poverty Rate for the South District was **22.38%**, compared to the Citywide poverty rate of 19.7%.
- **In 1980**, the Poverty Rate for the South District was **22.89%**, compared to the Citywide poverty rate of 20.6%.
- When reviewing the **2008-2012 ACS estimates** Poverty Data by census tract, you can see that poverty rates in the district range from a low of 3.90% in census tract 38\_Girard Estates, **to a high of 50.11% in census tract 36-Grays Ferry/Wislon. Census Tract 36 has a number of public housing units.**
- **Other census tracts with higher than average poverty rates are: census tracts: 30.02-Point Breeze(42.74%), 33-Grays Ferry(39.85%), 37.01-South Phila.-(34.82%), 41.01-Whitman(32.29%), and 31-Point Breeze(31.46%).**

**VEHICLES**

- In the South District Households without access cars are decreasing. In 2000, 45.32% of all households in the South District Did Not Have a Vehicle Available, compared with 35.74% Citywide. **According to 2008-2012 ACS estimates, 39.86 % of all households in the South District Did Not Have a Vehicle Available to their household**, compared with 33.74% Citywide.

**INCOME**

- According to 2008-2012 ACS estimate data, the Median Household Income In South District was \$34,171 dollars. The Citywide median Income was \$37,016.
- According to 2008-2012 ACS estimate data, Median Household incomes in the South District range from a low of \$20,272 in census tract 20-Point Breeze, to a high of \$57,449 in census tract 39.02-South Phila..

Census Tracts	Median HH Income 1979	Median HH Income 1989	Median HH Income 1999	Median HH Income ACS 2008- 2012
20	\$8,274	\$14,606	\$19,240	\$20,272
21	\$8,434	\$13,438	\$21,875	\$31,103
22	\$6,862	\$15,131	\$30,156	\$31,277
23	\$9,473	\$18,136	\$29,806	\$33,681
24	\$10,338	\$19,104	\$34,247	\$43,462
25	\$6,221	\$19,232	\$26,250	\$32,554
26	\$0	\$0	\$0	\$0
27	\$10,466	\$21,557	\$23,750	
27.01				\$33,779
27.02				\$55,764
28	\$11,590	\$20,437	\$22,759	
28.01				\$30,842
28.02				\$44,364
29	\$11,844	\$23,672	\$26,744	\$44,524
30	\$10,821	\$17,932	\$20,294	
30.01				\$33,951
30.02				\$23,145
31	\$7,762	\$14,920	\$18,156	\$26,681
32	\$9,761	\$15,667	\$17,711	\$25,347
33	\$10,628	\$19,770	\$25,978	\$24,312
36	\$6,690	\$10,778	\$13,860	\$20,326
37	\$12,769	\$24,378		
37.01			\$26,010	\$34,391
37.02			\$26,550	\$34,885
38	\$18,714		\$49,192	\$54,063
38.98		\$28,878		
39	\$15,103	\$24,759		
39.01			\$26,347	\$34,728
39.02			\$36,472	\$57,449
40	\$13,298	\$23,450		
40.01			\$25,854	\$37,070
40.02			\$31,045	\$37,205
41	\$10,405	\$16,904		
41.01			\$20,759	\$22,344
41.02			\$22,819	\$34,676
42	\$13,859	\$24,715		
42.01			\$32,564	\$47,110
42.02			\$34,313	\$43,000
43	\$0	\$77,197	\$0	
9807				\$0
44	\$12,520	\$21,071	\$28,024	
45	\$15,536	\$28,193	\$36,335	
372				\$47,322
Districtwide	\$10,451	\$19,770	\$26,250	\$34,171
Citywide	\$16,388	\$30,140	\$29,839	\$37,016

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

## **ECONOMIC DEVELOPMENT**

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

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### **SUMMARY OF EXISTING CONDITIONS**

The South District is bordered on the north by the Metropolitan Center formed by Center City and University City, and the district is bordered on the south by the Metropolitan Subcenter comprised of the Sports Complex, Navy Yard, and Philadelphia International Airport. Proximity to these regionally-significant economic centers, plus ready access to transit and both I-95 and I-76, provide the South District's large work force with competitive commutes to job and business opportunities throughout Greater Philadelphia. The District's population density, accessibility, and diverse zoning also creates potential for reinvestment to serve local as well as regional markets.

- Jobs within the South District are distributed across the district's commercial and industrial corridors, with the largest single cluster of jobs in the retail, port, and industrial area east of I-95.
- In 2011, the district had roughly 50,000 employed residents. About 5,500 (11 percent) of employed residents held jobs within the district. The difference between the 44,500 (89 percent) employed residents who commuted to jobs outside of the district and the approximately 22,900 workers who commuted into the district resulted in a net outflow of 21,600 workers. (Source: OnTheMap, 2011) *(Note: Data includes at least 2,600 jobs in the part of non-residential Census Tract 9807 that extends into the Lower South District and includes the Food Distribution Center and Packer Avenue Marine Terminal)*
- South District residents were employed in a variety of economic sectors in 2011:

Business, professional, administrative, and related services	28 percent
Retail, food services, lodging, arts and recreation	22 percent
Health care and social assistance	18 percent
Industrial and industrially-related	16 percent
Educational Services	10 percent
Public Administration	6 percent
- Overall, about 69 percent of the South District's employed residents worked within the City of Philadelphia in 2011, with 35 percent employed just within the Metropolitan Center. Montgomery and Delaware Counties accounted for seven and six percent respectively of the jobs held by South District residents. (Source: OnTheMap).
- Fifty-five percent of jobs within the South District were held by Philadelphia residents in 2011. Residents of Montgomery and Delaware Counties held 11 and 6 percent respectively of the jobs located in the South District (Source: OnTheMap).

- Between 2002 and 2011, the total number of employed residents in the South District was reported to have increased 6.4 percent, while the total number of jobs located in the South District, including all of Census Tract 9807, increased by 6 percent. (Source: OnTheMap)

**South District. Number of Employed Residents and District Jobs, YR2002 and YR2011**

	<b>YR2002</b>	<b>YR2011</b>	<b>Change</b>	<b>% Change</b>
Employed Residents	47,007	50,031	3,024	6.4
District Jobs	26,787	28,396	1,609	6.0

[Source: OnTheMap]

**KEY ISSUES**

The following are important economic development challenges facing the South District:

- High rates of unemployment persist in many neighborhoods. Residents of those neighborhoods may lack skills necessary to obtain employment and/or lack reasonable access to appropriate jobs that may be available elsewhere in the city or region. (See Demographics Memo)
- A significant number of large, former industrial and institutional properties await reinvestment and reuse. The type, scale, and character of the reuses can have a profound impact on whether the district becomes more of an employment center, supporting businesses that serve the wider region, or more of a bedroom community whose businesses primarily serve local needs.
- Changes in land use to accommodate residential market demand and mass-market retailers can undermine the ability of unique South District business assets, such as the Italian Market and West Washington Avenue, to continue as specialized shopping and industrial/service corridors.

**MAJOR OPPORTUNITIES**

Economic development opportunities in the South District include:

- Continued residential reinvestment in many parts of the district should generate additional demand for consumer goods and services.
- Modernization and reuse of unique industrial assets such as piers and related warehouses on the Delaware waterfront, the 'Innovation District' parcels along the Schuylkill River, and the Defense Realty Business Center at 20<sup>th</sup> and Johnston Streets can help strengthen and diversify the district's economy while providing job opportunities accessible to nearby residents.
- The enhancement of specialized economic assets, including the Italian Market, West Washington Avenue, and East Passyunk Avenue, could attract outside dollars into the district.
- Eventual, high-quality redevelopment of large, underutilized sites along South Broad Street can accommodate new businesses and residents while filling an unattractive void on the Avenue of the Arts between Center City and South Philadelphia.

## ECONOMIC DEVELOPMENT (SPECIFIC TOPICS)

### Metropolitan and Regional Centers

*Goal: Support the growth of economic centers*

Because of its unique location directly between two of the region's largest economic centers, the South District has special roles to play in supporting Philadelphia's economic growth.

- The large population of the South District helps provide nearby workers and customers for establishments in the Metropolitan Center and Metropolitan Subcenter.
- Businesses in the South District benefit from close proximity to residential, commercial, and industrial customers in the Metropolitan Center and Subcenter.
- For many commuters and visitors, the experience of traveling through the South District influences perceptions of the larger economic centers as places to work and play.
- South District visitor attractions and services have an opportunity to complement and attract spill-over business from major Metropolitan Center and Subcenter attractions.

Within the South District, the largest job sectors are Industry, Retail Trade, and Health Care and Social Assistance. These three sectors employ over two-thirds of those who work in the district. The high number of Industry jobs reflects in part the inclusion of all of Census Tract 9807 south of the Walt Whitman Bridge. Retail jobs make up a much larger share of the jobs in the district than in the City as a whole. This is due in part to the development of large-format retail centers on former industrial land along South Columbus Blvd./Delaware Ave. Several of establishments in these centers serve customers from other sections of Philadelphia and from parts of adjoining counties.

Jobs by NAICS Industry Sector	South		Philadelphia	
	YR2011		YR2011	
	Count	Share	Count	Share
Industry	4,818	24.0%	86,696	13.03%
Transportation and Warehousing	2,373	11.0%	26,831	4.0%
Manufacturing	961	3.7%	24,691	3.7%
Wholesale Trade	497	5.4%	17,454	2.6%
Construction	827	2.9%	12,782	1.9%
Utilities	136	0.5%	4,938	0.7%
Retail Trade	5,708	21.8%	50,787	7.6%
Health Care and Social Assistance	5,492	21.0%	150,504	22.6%
Accommodation and Food Services	2,616	10.1%	52,284	7.9%
Educational Services	2,381	9.1%	92,717	13.9%
Other Services (excluding Public Administration)	1,026	3.9%	23,521	3.5%
Admin. & Support, Waste Mgmt. and Remediation	908	3.5%	28,490	4.3%
Finance and Insurance	636	2.4%	38,069	5.7%
Professional, Scientific, and Technical Services	419	1.6%	47,752	7.2%
Real Estate and Rental and Leasing	211	0.8%	9,099	1.4%
Arts, Entertainment, and Recreation	206	0.8%	11,065	1.7%
Management of Companies and Enterprises	173	0.7%	13,504	2.0%
Information	126	0.5%	15,027	2.3%
Public Administration	83	0.3%	46,014	6.9%

[Sources: OnTheMap, 2002, 2011, NETS 2010]

The South District has relatively few large, single-site employers. As of 2010, the largest multi-site employer was the School District of Philadelphia. The largest private employer was Methodist Hospital-Jefferson University Hospitals, followed by retailers such as Pathmark, IKEA, Home Depot, and Shop-Rite.

### Major Employers, South District

School District of Philadelphia (x)	2,200
Methodist Hospital, Jefferson Univ. Hospitals	900
Pathmark (2)	470
Ikea	400
Home Depot (2)	400
City of Philadelphia – Police Department (2)	300
Shop-Rite Supermarkets Inc (2)	300
JPC Group, Inc.(2) engineering/construction	270
St Agnes Continuing Care Center	250
Wal-Mart	200
United States Postal Service	200
Target Corporation	200
United Parcel Service	200
CVS	120
Royal Store Fixture	120

[Source: DVPRC 2010, PCPC, Hoovers 2011]

A high proportion of South District residents participate in the city's and region's economy overall, but there are significant differences among neighborhoods within the district itself. About 37.6 percent of the total population is employed, a share slightly above the 36.4 percent citywide share. The tracts where employment levels were above average in 2010 were 21, 22, 23, 24, 27.02, 29, 37.2, 38, 39.02, 40.01, 40.02, 42.01 and 42.02. These are tracts located along Oregon Avenue, Broad Street and I-95. Conversely, tracts 28.01, 30.01, 30.02, 32, 36, 41.01 and 41.02 had employment levels below 32 percent of the total population. These tracts are located in the southern part of Grays Ferry, the southern Point Breeze, and between 6<sup>th</sup> and 8<sup>th</sup> streets. (Source: Census 2010; OnTheMap, 2011)

Unemployment estimates for the South District show similar differences among neighborhoods. The 2008-2012 ACS 5-year unemployment rate estimate for Philadelphia was 13.5 percent. Tracts with the lowest unemployment rates encompassed Bella Vista and East Passyunk: 24 (4.5 percent), 29 (5 percent) and 28.02 (5.5 percent). The tracts with the highest unemployment rates were located in Grays Ferry and Point Breeze: 33 (31.3 percent), 30.02 (22.5 percent), 37.01 (21.7 percent) and 36 (20.0 percent). Workers in the tracts with the lowest unemployment rates also tended to have the highest average earnings each month. (Source: ACS 5-year estimates, 2008-2012; OnTheMap, 2010)



## **Industrial Land**

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

The South District has a long history of industrial land use along its waterfronts and along the freight rail corridors of 25<sup>th</sup> Street (rail active) and Washington Avenue (rail abandoned).

The legacy of the South District's industrial activity is mixed. The district retains an inventory of viable sites and infrastructure that accommodates establishments in construction, manufacturing, distribution, warehousing, transportation, and repair services. Significant parts of the South District (and of parts of the immediately adjoining Central and Lower South districts that have historically been considered part of South Philadelphia) have been confirmed by recent, city-supported investments, policy planning, and master planning as appropriate for continued industrial and industrially-related retention and attraction.

- Philadelphia Industrial Market and Land Use Study (Philadelphia Industrial Development Corp.)
- Central Delaware Master Plan (Delaware River Waterfront Corporation)
- Philadelphia2035/Citywide Vision (PCPC) and Lower South District Plan (PCPC)
- Lower Schuylkill Master Plan (PIDC)
- Piers 78-98 (Philadelphia Regional Port Authority)

The South District also contains other, once-solid industrial sites and corridors that have become less utilized for industrial activity and relatively more attractive for non-industrial use. The extent to which industrial activity remains viable in these areas is a significant question for the district plan process.

- Delaware Valley Intelligence Center, 20<sup>th</sup> & Johnston Streets
- Washington Avenue
- 25<sup>th</sup> Street

## **Institutions**

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

'Eds and Meds' employment, which has helped to stabilize the city's overall economy, has not been a strong contributor to economic development in the South District. The district's remaining community hospital is Methodist Hospital, now part of Jefferson University Hospitals. In addition, over the past decade, a number of public and parochial schools have closed due to declining numbers of school-age children and competition from charter schools and schools in other parts of the city. The closure of former health care facilities and schools has reduced spending in nearby businesses. While there have been good examples in the district of adaptive reuse of former schools and hospitals, the adaptive uses generally have not replaced the density of jobs that once existed on these sites. Two ongoing projects of note for potential, future growth of institution-affiliated jobs are:

- the continued repositioning of the former St. Agnes Medical Center, at S Broad and Mifflin Streets, as a mixed use, multi-tenant facility known as Constitution Health Plaza
- the University of Pennsylvania's plan to gradually transform the former DuPont Marshall Laboratories complex on Grays Ferry Avenue into a center for technology innovation.

## **Cultural Economy**

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

South Philadelphia is rich in cultural history and accomplishment. That richness includes the social and religious institutions founded by successive waves of immigrants, nationally significant contributions to popular music and cuisine and, of course, the Mummers. While this unique foundation helps support a diverse array of eating and drinking establishments, it has not generated support within the district itself for major visitor attractions and lodging. The markets for tourism and accommodations have been captured by the visitor-oriented venues in Center City to the north and the Sports Complex to the south.

The publicly-supported 'Avenue of the Arts' on South Broad Street is one major cultural concentration that extends from Center City directly into the South District. The 20+year old Avenue of the Arts initiative has championed the use of arts-oriented development and programming to spur commercial and residential reinvestment in the South Broad corridor from City Hall to Washington Avenue. For the South District, the economic expectations of the Avenue of the Arts are unrealized. Large, mixed-use projects have been completed or proposed just to the north of the district while large sites within the South District remain vacant or underutilized. Also, several of the performing arts venues and companies that already exist north of Lombard Street have had ongoing financial difficulties, indicating there is limited market demand for cultural/creative facilities to anchor future redevelopment further south.

According to the City's online CultureBlocks tool ([cultureblocks.com](http://cultureblocks.com)), in 2010 the South District had over 350 cultural resources. The main cultural resources were concentrated along South Broad Street, East Passyunk Avenue, Washington Avenue, Christian Street, S. 5<sup>th</sup> Street, and S. 9<sup>th</sup> Street. This concentration mirrors the South District neighborhoods with the most affluent households.

## **Recommended Follow-Up**

- Engage the owners of major underutilized or repositioning sites and facilities to understand how the economic potentials of those properties could be fulfilled while complementing overall community plans and needs.
- Work with the stakeholders of existing master plan initiatives to update and refine plan recommendations for land use, zoning, environmental objectives, and infrastructure.
- Continue to explore strategies that may help Washington Avenue, the 9<sup>th</sup> Street Market, and the Avenue of the Arts to enhance their unique offerings while reasonably accommodating new, complementary uses.
- Identify potential gaps in job access and training that may be addressed through district plan recommendations.
- Further research the demand for residents' commuting patterns and automobile access to help inform recommendations for job access, parking resources and regulations, and non-vehicular transportation alternatives.

## **NEIGHBORHOODS**

*Philadelphia2035 Citywide Vision Goal: Improve neighborhood livability.*

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### **SUMMARY OF EXISTING CONDITIONS**

- The South District is served by six libraries, numerous park and recreational resources, seven fire stations, three police stations, a health center, and four municipal parking lots.
- The South District overall appears to be very well-served by establishments that offer consumer-oriented goods and services, although several areas of the district continue to be under-served by pedestrian-accessible, convenience-oriented stores.
- Parking has become increasingly contentious for residents and businesses in South District neighborhoods, especially where increased investment in housing and businesses adds new parking demands to already narrow streets and densely-developed blocks.
- 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. As of 2012, gaps in the South District remained in Wilson Park, western Point Breeze, Pennsport, and Lower Moyamensing.
- The District's convenient location, relative affordability, and supply of developable sites have spurred housing demand, as evidenced by a growing total number of housing units, a steady stream of new construction, and a decreasing rate of housing vacancy.

### **KEY ISSUES**

Important neighborhood issues faced by the South District include:

- Funding for maintenance of existing, public-serving facilities continues to be inadequate.
- Residents' ability to walk to public open spaces, including new parks along the Delaware and Schuylkill waterfronts, is constrained by gaps in the network of safe, welcoming sidewalks.
- I-95, I-76, and the 25<sup>th</sup> Street rail viaduct are perceived as barriers between neighborhoods and between residents and potential destinations for shopping or services.
- The development and successful leasing of 2 million square feet of retail space on former industrial sites around the edges of the South District draws resident spending away from many of the older, pedestrian-transit oriented commercial corridors in the interior of the district.
- Business and demographic changes are leading the district's specialty commercial areas, such as the Italian Market and Washington Avenue West, to consider ways to adapt to new formats and customers.

- Neighborhood centers may be reinforced by higher-density, mixed-use, transit-oriented development, yet few appropriate sites exist near the Broad Street Subway except for large vacant sites at Broad Street and Washington Avenue near the Ellsworth-Federal station.
- Sponsors of new development proposals are frequently urged by near neighbors of the proposed sites to provide more off-street parking than is required by City codes.
- The attraction and retention of healthy food vendors in low-income areas remains a challenge.
- Despite significant new housing construction in the district, a substantial number of existing, older homes remain in need of modernization and repair.
- Higher property values contribute in some areas to decreased affordability of decent rental or sales housing, especially for residents with low to moderate incomes.

## **MAJOR OPPORTUNITIES**

Opportunities to improve neighborhood conditions in the South District include:

- New trees, stormwater features, signs, and traffic-pedestrian safety improvements can help to improve connections between neighborhoods and parks and recreation facilities.
- The municipal complex at 11<sup>th</sup> and Reed Streets can be enhanced to improve its compatibility with the surrounding neighborhood.
- Nearly all residential areas of the district are served by traditional 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.
- Transit, streetscape, property maintenance, and parking improvements may preserve and enhance South Broad Street as a grand residential and business boulevard that links South District neighborhoods and commercial centers.
- Underutilized industrial areas of the district may be appropriate for auto-repair and maintenance establishments that relocate from rapidly-appreciating residential neighborhoods.
- The district's excellent walkability, bikeability and transit services create opportunities for significant, transit-oriented development on large sites near the Ellsworth-Federal BSL Station.
- Other Broad Street Line subway stations and intersections of frequent bus routes, offer opportunities for smaller but still important transit-oriented developments and retrofits.
- Successful strategies for healthy corner stores can be expanded into areas currently underserved by walkable access to healthy food.
- In the next ten years, the addition to the South District of several thousand new households and residents can create market demand to support new neighborhood-serving stores and services.

## 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 city-government services to the public are identified as “community-serving facilities”. The South District has approximately 65 facility sites and 171 related fixed assets, including buildings, structures and fixed equipment (e.g., playground equipment). Health Center #2 is an example of community facility clustering. The health center is adjacent the South Philadelphia Library and the DiSilvestro Playground, all currently under construction and renovation. Other clusters include the municipal complex at 11<sup>th</sup> and Reed and two joint Police/Fire sites.

Facility Site	Address
Fire Engine 10/Ladder 11	1357 S. 12th St
Fire Engine 3	200-10 Washington Ave
Fire Engine 47	3023-45 Grays Ferry Ave
Fire Engine 49	2600 S. 13 <sup>th</sup> St
Fire Engine 53/Ladder 27	414-16 Snyder Ave
Garage 423-Office of Fleet Mgmt	1117 Reed St
Health Center #2	1720 S Broad St
Library Branch-Donatucci	1935 Shunk St
Library Branch- Fumo/Ritner	2437 S Broad St
Library Branch-Queen Memorial	1201 S 23 <sup>rd</sup> St
Library Branch-Santore	932 S 7 <sup>th</sup> St
Library Branch-South Philadelphia	1700 S Broad St
Library Branch-Whitman	200 Snyder Ave
Municipal Parking Lot	1339 S 12 <sup>th</sup> St
Municipal Parking Lot	1401-15 9 <sup>th</sup> St
Municipal Parking Lot	1628-44 E Passyunk St
Municipal Parking Lot	2799 W Reed St
Mummers Museum	1100 S 2 <sup>nd</sup> St
Police 17 <sup>th</sup> District/ FireEngine24	1201 S 20 <sup>th</sup> St
Police 1st <sup>h</sup> District/ FireEngine 60/ Ladder 19	2301 S 24 <sup>th</sup> St
Police 3 <sup>rd</sup> District /L&I South District	1107 Wharton St
Police Auto Impound	2501 Weccacoe Ave
Bardascino Park	10 <sup>th</sup> & Carpenter Sts
Barry Playground	1800 Johnston St

Burke Playground	200 S Philip St
Capitolo Playground	900 S Federal St
Chew Playground	1800 Washington Ave
Columbus/Diprospero Playground	1200 Wharton St
Di Silvestro Park	1700 S 15 <sup>th</sup> St
Dickenson Square	4th & Tasker Sts
Donald Finnegan Playground	1231 S 30 <sup>th</sup> St
Karen Donnelly Park	230 Dickenson St
DVIC	20 <sup>th</sup> & Johnston Sts
Ford Recreation Center	609 Snyder Ave
Girard Estates Park	21 <sup>st</sup> & Porter Sts
Gold Star Park	613 Wharton St
Grays Ferry Crescent	3600 Grays Ferry Ave
Guerin Recreation Center	2201 S 16 <sup>th</sup> St
Hawthorne Recreational Center	1200 Carpenter St
Herron Playground	250 Reed St
Howard & Reed Park	Howard & Reed Sts
Jefferson Square Park	300 Washington Ave
Lanier Playground	2900 Tasker St
Marconi Plaza	8 <sup>th</sup> to 20 <sup>th</sup> Sts & Oregon to Packer Aves
Mifflin Square Park	6 <sup>th</sup> & Ritner Sts
Murphy Recreation Center	300 W Shunk St
Paolone Park	700 Sears St
Passyunk Playground	29 <sup>th</sup> & Passyunk Sts
Ralph Brooks Park	20 <sup>th</sup> & Tasker Sts
Ridgeway Pool	998 S 13 <sup>th</sup> Street
Sacks Playground	400 Washington Ave
Shot Tower Playground	928 S Front St
Smith Playground	2100 S 24 <sup>th</sup> St
South Philadelphia Older Adult Center	1430 E Passyunk Ave
Stinger Square Playground	3200 Dickenson St
Taylor Street Park	1418-30 S Taylor St
Tolentine Community Park Recreation Center	11 <sup>th</sup> & Mifflin Sts
Vare Recreation Center	2600 Morris St
Weinberg Park	2201 S 6 <sup>th</sup> St
War Memorial Park	18 <sup>th</sup> & Jackson Sts
Wharton Square Playground	2300 Wharton St
<b>Total Fixed Assets</b>	<b>171</b>
<b>Total Number of Facility Sites</b>	<b>65</b>

Over the five year period of FY2010 to FY2014, approximately \$7 million was allocated to community-serving facilities in the district. For the upcoming Capital Program FY2015 to FY2020, over \$4 million is

programmed across 15 facilities. However, there are 20 facilities in the district that did not receive funding in the past five year capital program, nor are they programmed to receive money in the next five year 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 South 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. Due to the large number of facilities or buildings, only major categories of facilities (e.g., libraries) and specific sites with significant physical, operational or safety issues, and that are not programmed to receive capital funding in FY2015-2020, are discussed in detail in the subsections below.

#### *Fire and Police Stations*

There are seven fire stations in the district: Engine 10/Ladder 11, Engine 3, Engine 24, Engine 47, Engine 49/ Ladder 27, Engine 53, and Engine 60/ Ladder 19. The district has three police stations: 17<sup>th</sup> District, 1<sup>st</sup> District, and 3<sup>rd</sup> District. Similarly to other fire and police stations across the city, the buildings in the South 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. However, the seven fire stations are programmed to receive a total of over \$1.7 million and the three police stations are programmed to receive a total of over \$1.2 million for the FY2015-2020 Capital Program.

#### *Health Centers*

Health Center #2 is the only city-owned health facility in the South District and is adjacent to the South Philadelphia Library and the DiSilvestro Playground. This cluster facility is a major municipal anchor on South Broad Street, within proximity to the Tasker-Morris transit station and the U.S. Post Office. The old buildings housing these facilities were recently demolished to make way for a new facility being funded by the City and Children's Hospital of Philadelphia (CHOP). The clustered facilities have received over \$1.1 million in capital funding over the past five fiscal years. Capital funds totaling approximately \$250,000 are included in the FY 2015-2020 Capital Program. Like the old facility, the new building will co-locate the health center, the library, and the park, along with a new CHOP family care facility. The new facility is scheduled to be completed by December 2015. In the interim, Health Center #2 is operating at 1930 South Broad Street in the Constitution Health Plaza.

#### *Libraries*

There are six libraries in the South District: South Philadelphia, Whitman, Fumo Family, Charles Santore, Thomas F. Donatucci, Sr., and Queen Memorial. They all offer Literacy Enrichment Afterschool Program (LEAP) and some run adult education and ESL classes. The average building age is 55 years but the six buildings vary widely in age, from 125 years to still under construction.

- Fumo Family Branch - 2437 South Broad Street. Staff reports recurring HVAC system issues and the interior carpet should be replaced.
- Thomas F. Donatucci, Sr. Branch - 1935 Shunk Street. This branch is one of the 25 Carnegie libraries. The building is not ADA accessible and staff reports that windows are rotting and leaking. There is also evidence of groundwater entering the building on one side.
- Charles Santore Branch - 932 South 7th Street. The building is not ADA accessible.

### *Parks, Recreation Centers and Other Recreational Assets*

The South District is home to five city-run recreation centers and over twenty public parks, ranging in size from less than an acre to nearly twenty acres. There are 143 recreational fixed assets (multi-purpose recreational centers, playgrounds, and an older adult center) dispersed throughout the district. Despite the number of facilities, the *Green 2015 Action Plan* identifies South Philadelphia as one of five areas of the city most needing improved walkable access to green space. The district is very densely populated and the parks serve large populations with relatively little space and large gaps between parks. Many areas are more than a half mile or a ten minute walk away from the nearest green space. As population in the district continues to increase, the demand for open space resources will also increase. The Open Space memo provides additional detail on new park and trail initiatives planned for the district. More detailed information on the condition of these recreation facilities can also be found in the Open Space memo. The first seven facilities discussed below have been identified by both PCPC and Parks & Recreation staff as to be in need of capital improvements.

- Barry Playground – 1800 Johnston Street. The recreation building has evidence of a leaking roof and the general interior of the building should be updated. Parks & Recreation staff has a plan for renovations but require funding to make the improvements.
- Donald Finnegan Playground – 1231 S 30th Street. The asphalt surfaces are fair but the playground surfaces are in poor condition, as are the basketball court surfaces.
- Hawthorne Recreational Center – 1200 Carpenter Street. The playground surfaces are very poor, with many cracks. The asphalt surfaces are poorly graded and cover a lot of potentially unusable surface. There is an opportunity here for stormwater management or greening. The exterior of the recreational center and other exterior surfaces are covered in graffiti to varying degrees.
- Murphy Recreational Center – 300 W Shunk Street. The fencing and sidewalks surrounding the facility are in poor condition. The center is not ADA accessible. The playground equipment is old and in poor condition, as is the surface.
- Sacks Playground – 400 Washington Avenue. Baseball fields are in poor condition and need to be regraded and reseeded. The basketball court surfaces are also in poor condition. The playground has ADA accessible entrances but they were locked at time of survey.
- Smith Playground – 2100 S 24th Street. The fencing and sidewalk access to the playground are in poor condition. The playground equipment is old and the surface is poor to fair, with many cracks. The basketball court surfaces should also be resurfaced.



- Vare Recreational Center – 2600 Morris Street. The playground surfaces are in poor condition, with many cracks and holes. There is no heating or AC inside the recreational building. Depending on the time of year, some rooms are unusable due to the lack of heat or AC. Additionally, the floors are buckling and sloping in places, and there is evidence of water leaking at the front door to the building.
- 1418-30 S Taylor Street Park – 1418-30 S Taylor Street. The park is in very poor condition overall. There is litter and graffiti throughout the entire park.
- Stinger Square Playground – 3200 Dickenson Street. The playground surfaces are in poor condition and need to be replaced. The benches in the park vary in condition but the ones in poor condition should be replaced as well.

### *Parking Lots*

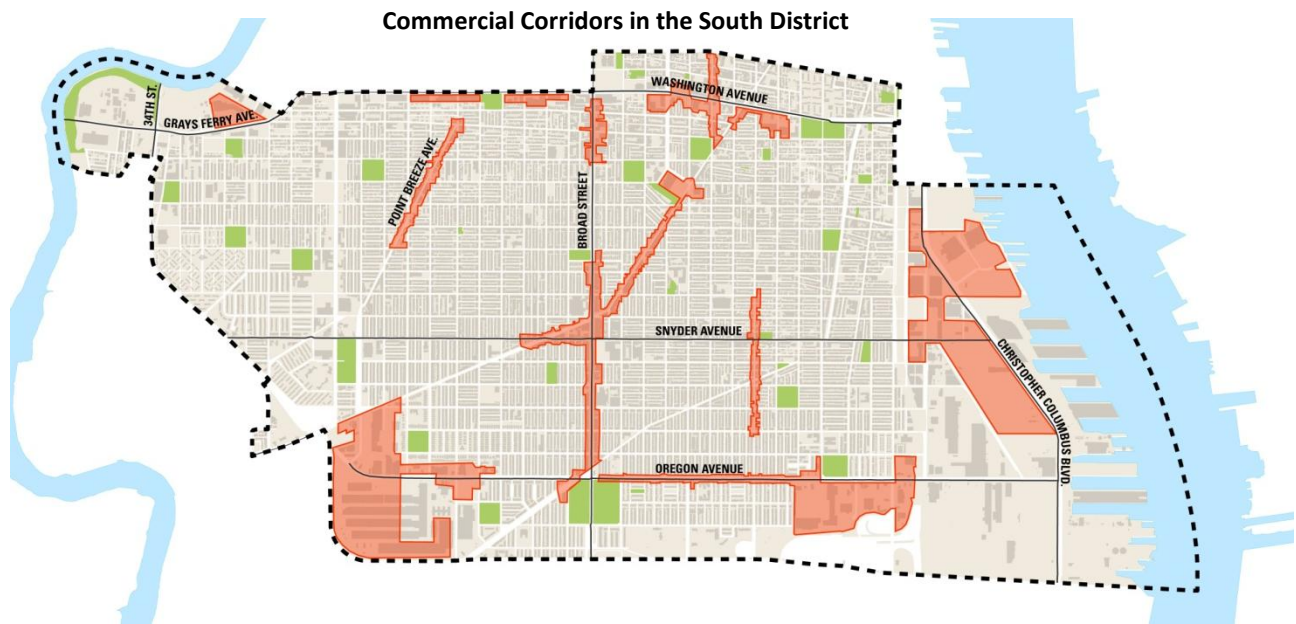
The conditions of the four City-owned, PPA-managed parking lots in the South District vary. The lots are generally well-used, but it is unclear if some of them generate revenue. There are opportunities for cross-agency efforts for stormwater management.

- Municipal Parking Lot - 1339 South 12<sup>th</sup> Street. The asphalt surface is incorrectly graded, creating pooling water, and is also cracked in many places.
- Municipal Parking Lot - 1401-15 9<sup>th</sup> Street. The asphalt surface is poorly graded, creating pooling water, and is also cracked in many places. The lot should also be restriped, as the lines have worn away.
- Municipal Parking Lot - 1628-44 E. Passyunk Street. The asphalt surface is incorrectly graded, creating pooling water, and is also cracked in many places. The curb cut entrance is not flush to the street. This lot is a major asset for the adjacent commercial corridor.
- Municipal Parking Lot - 2799 W. Reed Street. The lot is sparsely used. This lot should be sold to reduce the City's liability in maintaining the property.

### Commercial Corridors

The South District is served by 6 million square feet of floor area available for establishments that provide consumer-oriented goods and services. Nearly half of this floor area has been developed in past decades in an auto-oriented style on former industrial sites along the edges of the district. These auto-oriented resources are well-managed, and they provide a wide range of modern and competitive goods and services to residents and visitors from the district and beyond. These newer commercial centers are not, however, located or designed to reinforce traditional, walkable neighborhood centers.

The 26 commercial corridors or centers that directly serve the South District range from small neighborhood subcenters to large, community-scale shopping centers to unique specialty districts. The district is served by 15 supermarkets, including grocery departments within general merchandise stores.



The three community-scale retail centers along South Delaware Avenue comprise the largest concentration of South District commercial floor area, together accounting for 1.6 million square feet. These three areas, Central Waterfront-Washington (#24), Snyder Plaza/Columbus Commons (#28), and Pier 70 Plaza and Vicinity (#29), have over time developed an array of both comparison goods, which consumers purchase infrequently, and convenience goods that draws customers from throughout the city and rival more traditional ‘regional’ retail centers such as Center City and Cottman and the Boulevard. All three areas are well-tenanted and are especially popular with South District shoppers who have access to cars.

The South District’s second largest concentration of consumer-oriented goods and services is Quartermaster Plaza and vicinity (#45) at West Oregon Avenue, 24<sup>th</sup> Street, and Passyunk Avenue. With more than 900,000 square feet of space available for both comparison and convenience goods and services, this area serves as the western bookend to the concentration of commercial space along South Delaware Avenue. Whitman Plaza and Vicinity (#30) is the third, prominent concentration of auto-oriented and community-scale commercial space in the South District. It encompasses more than 550,000 square feet at Front Street and Oregon Avenue.

In the heart of the South District, the connected corridors of East Passyunk (#34) and Broad and Snyder (#35) exceed 500,000 square feet of space. These two pedestrian and transit-oriented areas offer enough comparison-good shopping to be considered together as a community shopping destination.

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

### Commercial Corridors, Centers, and Districts Serving the South District, 2014.

PCPC ID	Name	Type of Center	Gross Leasable Area (sq.ft.)	Vacancy Rate (%)
21	9th Street – Italian Market Vicinity	Specialty	500,000	13.8
23	6th and Washington	Neighborhood	95,000	7.0
24	Cntl. Waterfront-Washington	Community	300,000	14.8
26	Pennsport Mall/South Second	Neighborhood Subcenter	56,000	26.5
28	Snyder Plaza/Columbus Commons	Community	964,000	5.9
29	Pier 70 Plaza and Vicinity	Community	420,000	0.0
30	Whitman Plaza and Vicinity	Community	574,000	12.1
31	Oregon Ave/5 <sup>th</sup> -13 <sup>th</sup>	Neighborhood	45,000	6.5
32	South 7 <sup>th</sup> Street	Neighborhood	140,000	37.0
33	Reed St and Passyunk Ave	Neighborhood	82,000	0.0
34	East Passyunk	Specialty	193,000	11.0
35	Broad and Snyder	Community	325,000	8.0
36	Tenth and Snyder	Neighborhood Subcenter	31,000	13.6
37	Broad and Morris	Neighborhood Subcenter	98,000	11.8
38	Broad and Oregon	Neighborhood	183,000	9.9
39	Packer Park	Neighborhood Subcenter	63,000	0.0
41	Penrose and Packer	Neighborhood Subcenter	28,000	9.1
44	West Oregon	Neighborhood	140,000	16.1
45	Quartermaster Plaza and Vicinity	Community	913,000	11.1
46	20 <sup>th</sup> and Passyunk	Neighborhood Subcenter	34,000	14.3
47	Snyder Ave/17 <sup>th</sup> -23 <sup>rd</sup>	Neighborhood Subcenter	90,000	21.1
48	Wilson Park	Neighborhood Subcenter	42,000	25.0
50	Point Breeze Avenue	Neighborhood Center	122,000	37.4
51	Broad and Washington	Neighborhood Center	330,000	30.9
52	Washington Avenue West	Specialty Center	285,000	18.0
56	30 <sup>th</sup> and Grays Ferry	Neighborhood Center	135,000	15.4

Source: PCPC. Philadelphia Shops inventory, 2011-2014

6,188, 000

Several neighborhood commercial corridors have high vacancy rates that suggest a need for public-private cooperation to ensure surrounding neighborhoods have adequate access to convenience goods and services: Pennsport Mall/South Second, South 7<sup>th</sup> Street, Wilson Park, and Point Breeze Avenue.

The Broad and Washington area also has a high commercial vacancy rate and is currently only in ‘fair’ overall condition. Additionally, the nature of Washington Avenue, from South Broad to 25<sup>th</sup> Streets, is in transition, as the residential development pressure increases on the traditional industrial and commercial corridor. City plans for this area call for high-quality, mixed-use urban development that is compatible with ambitious visions for the *Avenue of the Arts*. Creative repositioning or redevelopment

of existing vacant buildings and sites, as well as suggested zoning remapping, can help meet unanswered consumer demands from the growing number of South Broad Street area residents.

### Transit-Oriented Development

The South District has excellent transit options that can support transit-oriented development (TOD). The district is well served by SEPTA's extensive bus system. SEPTA reports that 40% to 70% of transit commuters in the district use buses as their primary commute mode. The Broad Street Line (BSL) subway serves the district with stations at Ellsworth-Federal, Tasker-Morris, Snyder, and Oregon. Because subways were introduced long after the neighborhoods were originally developed, there has been relatively little TOD around these stations. The dense development patterns in the district also limit the space available for major new developments. However, there are still opportunities for TODs, particularly near the Ellsworth-Federal BSL Station at Washington Avenue. Any new development's design in this area should take advantage of the District's excellent walkability, bikeability and transit.

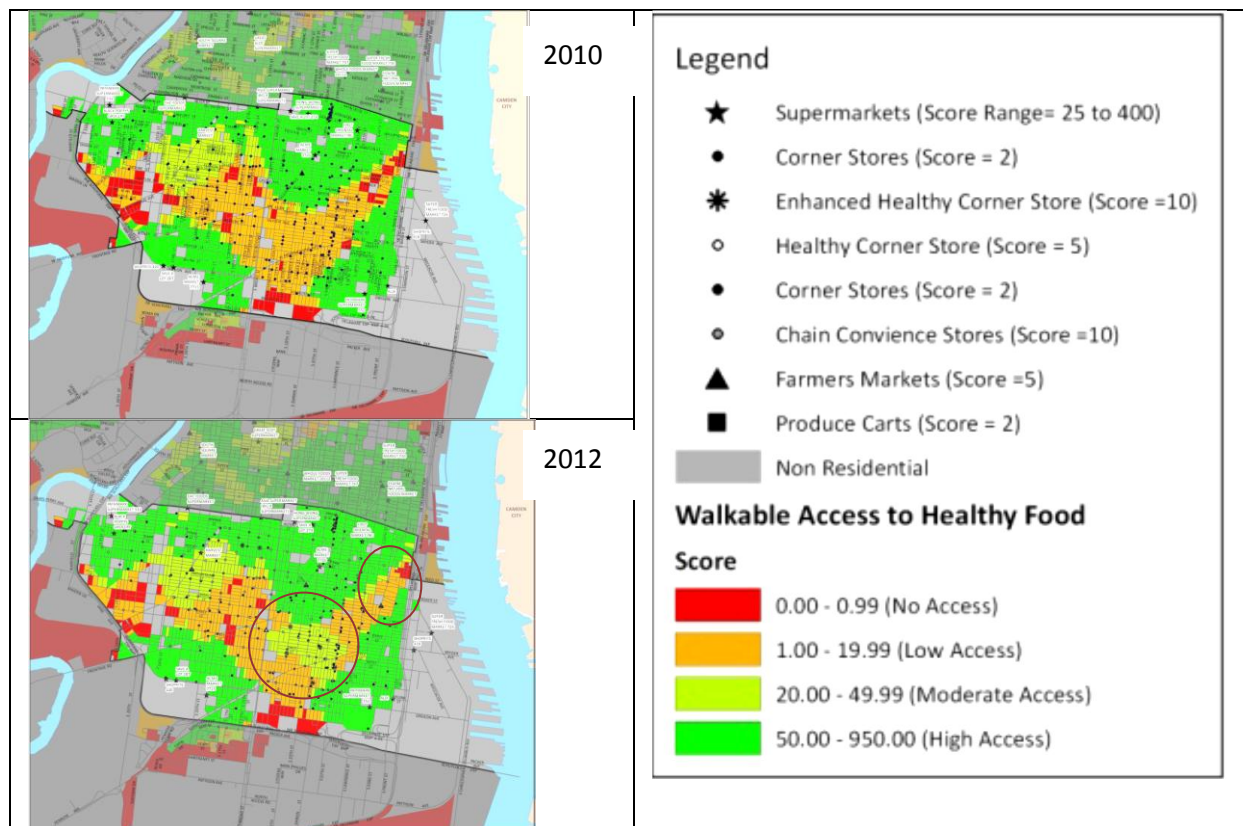
### Healthy Food Access

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

- Locating new healthy food sources near transit stations to improve access for those without cars
- Identifying suitable supermarket, healthy corner store, community garden, and urban farming sites
- Increasing neighborhood transportation connections to healthy food sources
- Permit on-street produce displays
- Permit and encourage farmers' markets and urban agriculture in city-owned properties

The Philadelphia Department of Public Health and the Philadelphia City Planning Commission have been working together since 2010 to identify geographic gaps in walkable access to healthy foods around the city. Through the aforementioned strategies and the Health Department's incentives program to equip corner stores with healthy foods (Healthy Corner Stores Initiative), many of these gaps have shrunk, although many still remain. Healthy food access maps produced in 2010 and 2012 illustrate these changes.

Most of the District's larger supermarkets and grocery departments are located around the periphery of the district rather than within neighborhoods. This limits pedestrian access.



Low car ownership characteristic of low income communities makes area residents particularly vulnerable to the effects of poor healthy foods access. The southern half of Gray's Ferry (i.e., Wilson Park and Greater Gray's Ferry Estates), a very low income enclave with about 10,000 residents, suffers very poor access to healthy foods. The area is served only by Snyder Supermarket, a mid-size convenience store. Other residential areas with poor access to healthy foods include the western part of the Point Breeze neighborhood, the area south of Wolf, between Broad and 9<sup>th</sup>, and the community surrounding Moyamensing, between Reed and Moore.

Prior to 2010, all of Snyder Ave had poor access to healthy foods. Since then, the Health Department's Get Healthy Philly initiative has provided financial support to help bring to corner stores the infrastructure changes needed to carry healthy foods. As a result, Snyder Ave, between 9<sup>th</sup> and Broad, and between 18<sup>th</sup> and 22<sup>nd</sup>, enjoy moderate access to healthy foods.

Throughout the South District, an increase in farmer's markets and healthy corner stores has improved access to healthy foods for 11,000 low income residents. However, there are still over 27,000 low income residents with low to no walkable access to healthy foods. Strategies that could improve access include continuing to work with corner store operators to overcome barriers to carrying healthy foods, especially around Oregon Avenue and 13<sup>th</sup> Street, and on Snyder Avenue in Gray's Ferry, and identifying new market sites along West Passyunk Avenue, between South Broad and 18<sup>th</sup> Streets.

## Housing

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

Recent population gains have spurred reinvestment in the South District housing market as evidenced by increasing total housing units, declining housing vacancy rates and, increasing housing occupancy rates. Between 2000 and 2010, the South District population increased 0.98% (or by 1,288 people). During this time, the number of Total Housing Units in the South District increased 0.80% (or by 477 units), from 59,679 total housing units in 2000, to 60,156 total housing in 2010.

- The number of Occupied Housing Units (Households) increased 2.58% (or by 1,344 units) from 52,053 occupied units in 2000, to 53,397 occupied units in 2010. The Housing Occupancy Rate increased from 87.22% in 2000, to 88.76% in 2010. The number of Vacant Housing Units decreased -11.37% (or by -867 units) from 7,626 vacant units in 2000, to 6,759 vacant units in 2000. The Housing Vacancy rate also decreased from 12.78% in 2000, to 11.24% in 2010.
- During this time the owner occupancy rate declined -8.65% (or by 2,968 units), while the renter occupancy rate increased 24.31% (or by 4,312 units). As of 2010, the Owner Occupancy Rate in the South District was 58.71%, down from 65.93% in 2000. In 2010, the Renter Occupancy Rate was 41.29%, up from 34.07% in 2000. *In 2010, the citywide homeowner occupancy rate was 54.10 %, and the Citywide Renter Occupancy rate of 45.90%. In 2010, the census tracts with the highest percentage of owner occupied housing units were census tracts: 38-Girard Estates (81.16%), 39.02-South Phila. (79.94%), 40.02-South Phila. (75.10%), 42.01-Whitman (73.39%), 42.02-Whitman (79.11%), and 372-Whitman (81.33%).* Note that the areas with higher homeownership rates are in the southern end of the district.
- **In 2010, the number of rental units increased in every census tract in the district. The census tracts with the highest percentage of renter occupied housing units were: 22-Point Breeze(56.29%),25-QueenVillage(54.82%),27.01-Pennsport(58.44%),28.01-Passyunk Square(52.27%), 30.02-Point Breeze(53.79%), 33-Grays Ferry(51.02%), 36-Grays Ferry/Wilson(58.67%).**

### *Building Permit Activity*

Between 2006 and 2014, the Department of Licenses and Inspections (L & I) issued building permits for 1,007 new units of housing in the South District. Over this nine year period, the number of new housing units being built has steadily increased, and as of the 2<sup>nd</sup> quarter of 2014, is at a high of 193 units. The majority of the new units being built are single family row houses (75%), located in the southern section of the district, and east of South Broad Street.

Residential New Construction Building Permits - South District By Building Type							Total New Housing Units - South District - New Construction Permits
Year	101 - Single	102 - Twin/Row	103 - 2Fam.	104 - 3/4Fam.	105 - 5+Fam.	118 - Misc. Res. Bldg.	TOTAL
2006		50		4	12		66
2007		33					33
2008		28	2	10		1	41
2009		46	13	7			66
2010		111	4	3	10		128
2011		120	2	3		3	128
2012		76	26	9		52	163
2013		152	16	15	6		189
2014		140		3	50		193
Total by Building Type		756	63	54	78	56	1,007
Percentage by Building Type		75%	6%	5%	8%	6%	

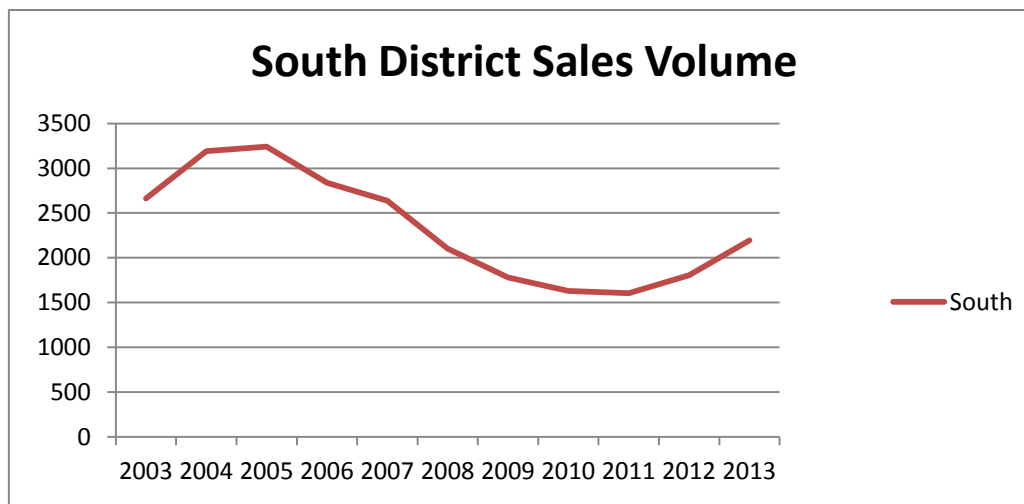
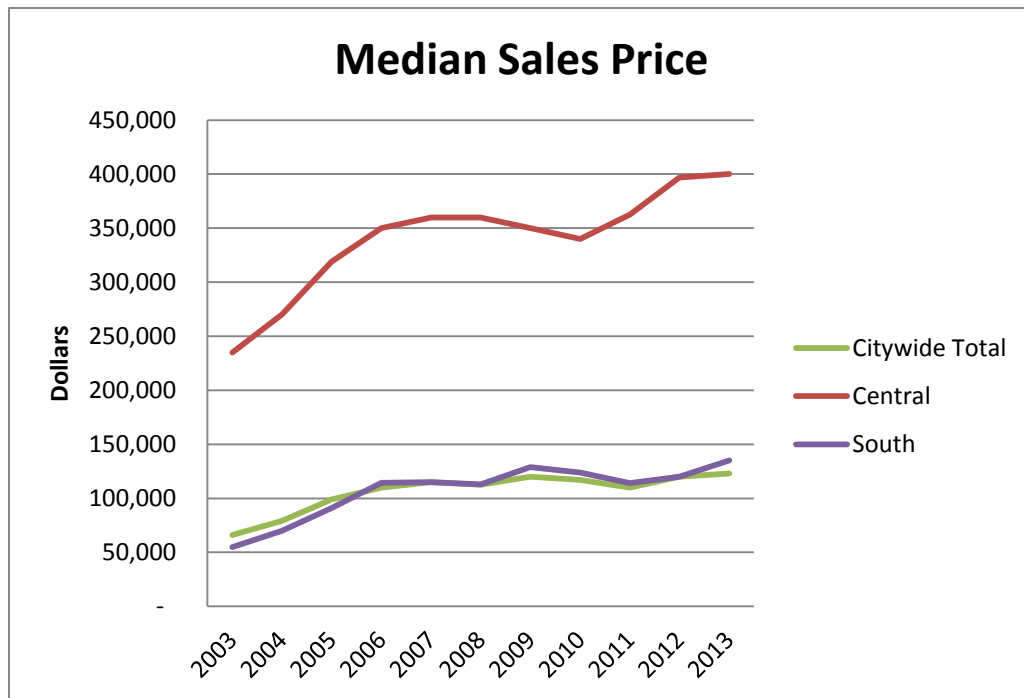
Of those 1,007 new units, 38.53% (388 units) had permits issued for new housing developments in the Point Breeze neighborhood. Point Breeze has the most new units being built, followed by Pennsport, Passyunk Square and Queen Village, all neighborhoods in the northern section of the district. See the table below for census tract specific new housing developments. *These totals do not include additions or alterations. Citywide permits were issued for 17,638 new housing units during this time period.*

Year	Point Breeze	Grays Ferry/ Wilson Park	Passyunk Square	Queen Village	Bella Vista	Girard Estates	South Phila.	Pennsport	Whitman	YEARLY TOTAL UNITS		
2006	1		29	23	1	12				66		
2007	11	1	2	7	5			5	2	33		
2008	23		2	13			1		2	41		
2009	33	4	3	14	4			6	2	66		
2010	70	2	15	16	1			23	1	128		
2011	76		4	18	21			6	3	128		
2012	38	46	5	21	13			23	17	163		
2013	73	4	11	12	14			64	11	189		
2014	63	6	65	6	35			15	3	193		
Total	388	63	136	130	94	12	1	142	41	1007		
%	38.53%	6.26%	13.51%	12.91%	9.33%	1.19%	0.10%	14.10%	4.07%			
Census Tract	Neighborhood	06	07	08	09	10	11	12	13	14	9 Year Total	9 Year Total
20	Point Breeze			2	4	16	6	5	6	6	45	4.47%
21	Point Breeze		4	10	6	15	22	19	20	15	111	11.02%
22	Point Breeze	1	7	8	6	26	23	8	11	18	108	10.72%
23	Passyunk Square	8		2	3	4	3	3	10	51	84	8.34%
24	Bella Vista	1	5		4	1	21	13	14	35	94	9.33%
25	Queen Village	23	7	13	14	16	18	21	12	6	130	12.91%
26	Queen Village								0		0	0.00%
27	Pennsport		5		6	23	6	23	64	15	142	14.10%
28	Passyunk Square	13	2			6		2	1	14	38	3.77%
29	Passyunk Square					5	1				6	0.60%
30	Point Breeze			3	11	5	8		32	12	71	7.05%
31	Point Breeze				6	8	17	6	4	12	53	5.26%
32	Grays Ferry		1		1					6	8	0.79%
33	Grays Ferry					2		46	4		52	5.16%
36	Grays Ferry Estates/Wilson				3						3	0.30%
37	SouthPhiladelphia										0	0.00%
38	Girard /St.Richard	12									12	1.19%
39	SouthPhila.			1							1	0.10%
40	So.Phila/Passyunk	8									8	0.79%
41	Whitman		2					5	6	1	14	1.39%
42	Whitman			2	2	1		12	5	2	24	2.38%
26	Whitman										0	0.00%
43	Whitman										0	0.00%
9807	Whitman										0	0.00%
44	Whitman						2				2	0.20%
45	Whitman						1				1	0.10%
372	Whitman										0	0.00%
	TOTAL	66	33	41	66	128	128	163	189	193	1007	

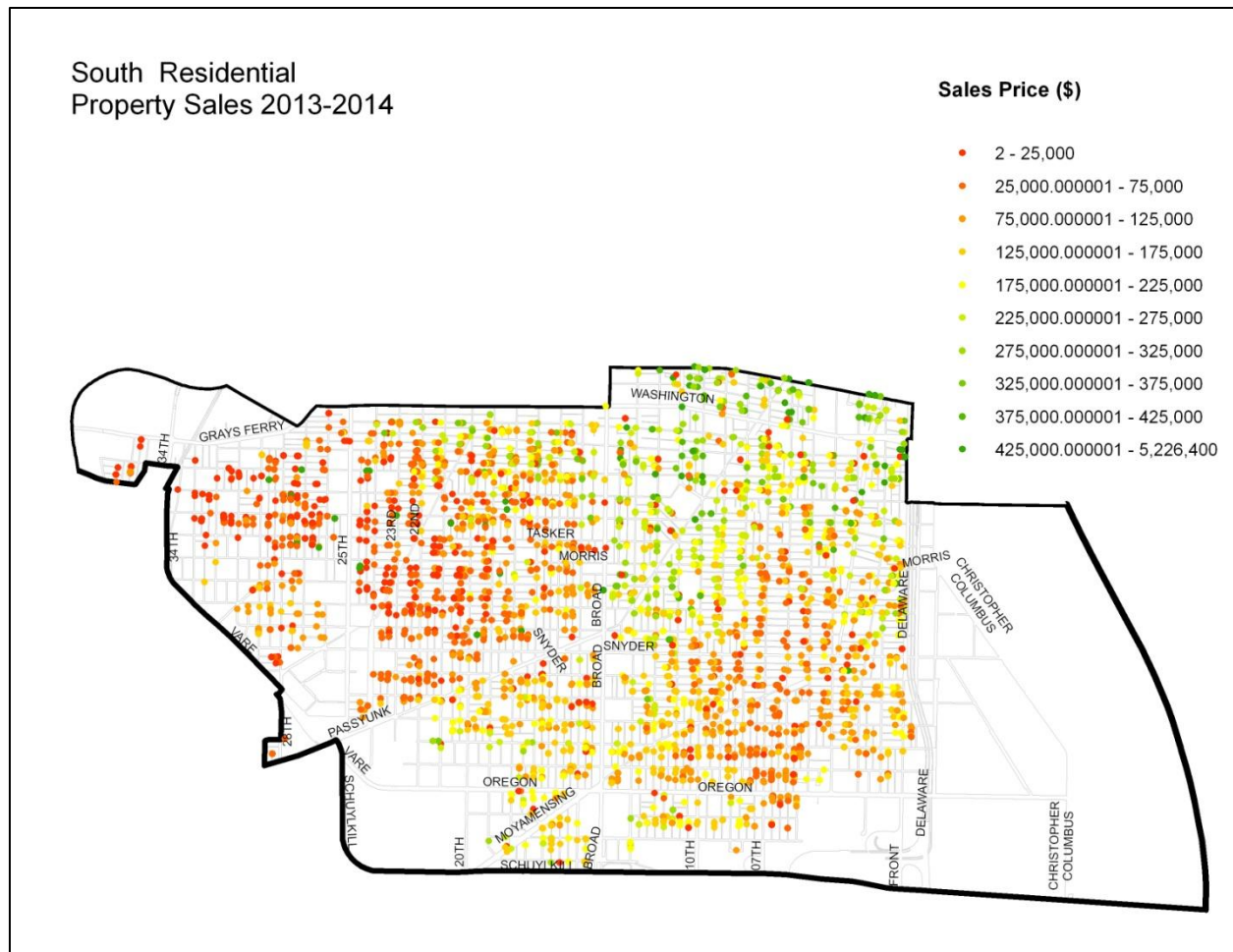


### Sales Prices and Trends

Between 2003 and 2013, median home sales prices in the South District increased 245%, from \$55,000 in 2003, to \$135,000 in 2013. During the same time period, citywide median home sales prices increased by 186 %, from \$66,000 in 2003, to \$123,000 in 2013. In the ten year period between 2003 and 2013, the volume of sales in the district has declined. In 2003 there were 2,663 sales in the district compared to 2,194 sales in 2013. South District home sales peaked in 2005, with a total 3,242 home sales. Citywide home sales also peaked in 2005.



Below is a map of recent sales in the South District from 2013 through the 1st<sup>nd</sup> quarter of 2014. While the Median Sales Price for homes in the district is \$123,000, this map shows the wide disparity of sales prices in the district from a low \$25,000 to a high of \$5,226,400. The higher sales values appear to be in the northern end of the district, East of Broad Street, and in the Bella Vista, Queen Village, Pennsport and Passyunk Square neighborhoods.



## **Recommended Follow-Up**

- Encourage city departments, through master planning and operating and capital budgets, to maintain South District public facilities in a state of good repair and ADA accessibility.
- Consider further analysis of the municipal complex at 11<sup>th</sup> and Reed Streets.
- In conjunction with stormwater management initiatives, prioritize areas where sidewalk gaps can be filled to improve walkable access to public open space, particularly in parts of southern and western Point Breeze, southern East Passyunk, and areas between western Point Breeze, East Passyunk, and Wolf St.
- Identify key opportunity sites and districts where improved or new commercial establishments or streetscape and parking improvements can reinforce the function of traditional, transit-oriented neighborhood commercial corridors. Work with Commerce Department staff to strengthen business associations, offer storefront improvement program and other financial incentives, manage parking, and facilitate new investment.
- Consider measures to direct auto-oriented commercial developments to locations where they would have limited impact on sensitive pedestrian and transit-oriented centers.
- Review street directions for opportunities to improve neighborhood and commercial corridor access without having a negative effect on residents and businesses.
- Consider additional analysis and creative strategies to mitigate the district's parking issues.
- Identify areas where continued new housing investment may conflict with the ability of public facilities, and commercial properties and corridors, to provide convenient access to services and goods.
- Identify areas where existing, affordable rental and sales housing may be at risk due to property deterioration, limited incomes, and real estate speculation.

## **TRANSPORTATION**

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

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### **SUMMARY OF EXISTING CONDITIONS**

The South District is extremely well served by all forms of transportation. It has excellent mass transit options, highway access, sidewalk network, freight railroad, and ports.

However, there are some connectivity issues caused by the development patterns of the District. The District was primarily developed in the mid to late 19<sup>th</sup> Century. Its dense rowhouse neighborhoods were built on narrow horse cartways without parking. Its waterfronts were lined with heavy industry, limiting general access to both the Delaware and Schuylkill Rivers. Its historic narrow horse cartways today are filled with sometimes competing modes for space - pedestrians, cyclists, SEPTA buses, school buses and personal vehicles (both parked and driving) and the riverfronts are still thriving with industry in many locations while a new barrier has been added to waterfront access: highways.

Parking is one of the most contentious topics in the South District. In many ways, car ownership can be discretionary because daily needs such as employment centers, groceries, schools and healthcare can be easily reached on foot, bike or mass transit. However, as employment centers become ever more dispersed geographically, car ownership is necessary for many. Parking affects not only land use and development in the District, but all modes of transportation in the South District. Pedestrians are affected by cars parking on sidewalks, at corners, in turn-lanes, and center medians. This type of “informal” parking also impacts sightlines for motorists and cyclists, as well as pedestrians. This often prevents SEPTA buses from getting close enough to curbs to serve passengers properly. The demand for on-street parking also narrows cartways preventing dedicated bike infrastructure and curb extensions.

Industrial land use and highways are not insurmountable barriers to waterfront access, which is one means of providing more open space opportunities to the South District. Neither the highways nor industries need to move, but along the main connector streets to the Schuylkill and Delaware waterfronts improvement and changes to development patterns, roadway and streetscape infrastructure, and lighting can create better access and sense of ownership for the surrounding neighborhoods to their waterfronts.

## Data

Key Census data related to auto ownership and work commute modes in the South District are summarized in the following table, and are compared to citywide averages. Auto ownership in the District is lower, while all other commuting modes (walking, biking, and transit) are higher than the City average.

	South District	Citywide
<b>Percent of Households without Vehicles</b>	40%	34%
<b>No. of Vehicles Available per Household</b>	0.81 (total cars: 41,444; total households 51,257)	0.96
<b>Means of Transportation to Work</b>		
Automobile	50.5% 78% of those drove alone	60%
Public Transportation	30% 70.5% of those took a bus	26%
Bicycle	6.9%	2%
Walk	9.4%	9%
All Other	3%	3%

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

Car ownership and access levels are higher in “deep” South Philadelphia, Pennsport and Whitman. This may be tied to a number of factors including housing typology (rear driveways and garages in Girard Estates), highway access, and access to free off-street parking under I-95. Car access rates could also be tied to higher incomes. About half of commuters in the South District use personal vehicles to travel to work. This may correspond with the diverse employment locations of South District residents.

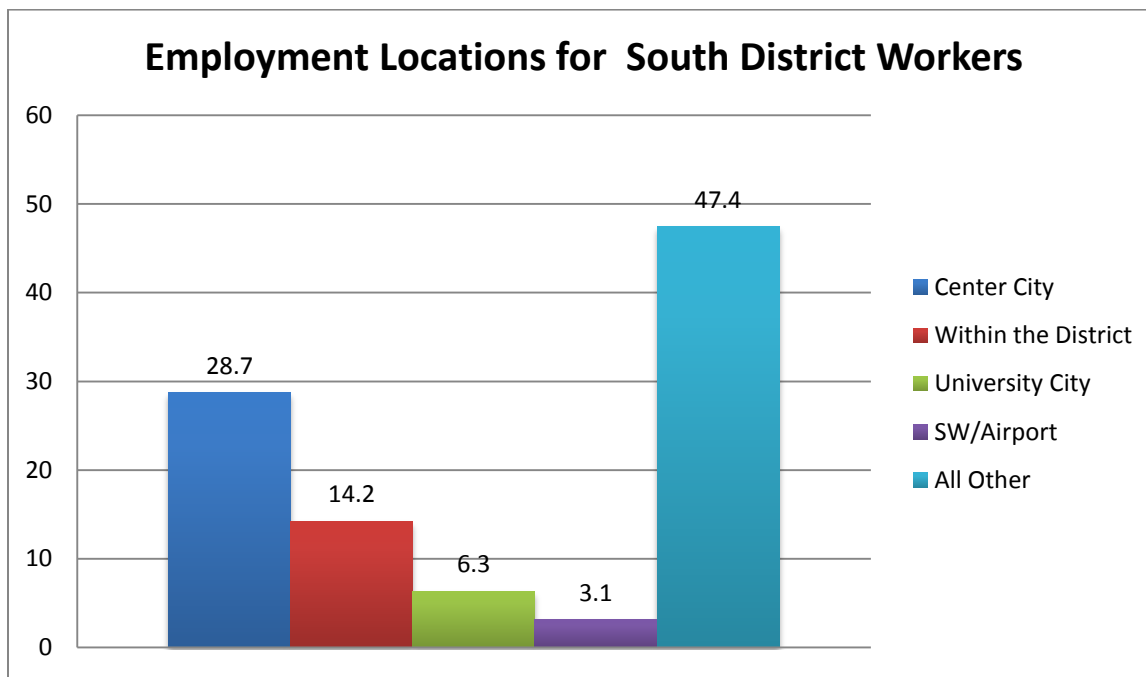
Many South District residents walk to work with concentrations of these commuters near the intersection of Broad, Snyder and West Passyunk, the Whitman/Pennsport neighborhoods, and areas closest to Center City. This seems to relate to nearby employment centers such as Center City, the Pier 70 retail center, Methodist Hospital and Constitution Care Center and Passyunk Avenue commercial corridor.

Bike commuters are prevalent in the center/east of the district and have the highest rates in the vicinity of the 7<sup>th</sup> Street corridor. This may be tied to lower income levels and concentration of immigrant populations, as cycling is generally more entrenched in many immigrant cultures.

The majority of commuters that take mass transit to work use SEPTA’s extensive bus system. In census tracks closest to the Broad Street Line (BSL) subway, 40% to 70% of transit commuters use a bus as their primary commute mode. Those utilizing buses may do so because the proximity to the commuter’s final destination does not make the BSL commute much more convenient than a bus, the poor condition of City Hall Station, the lack of ADA accessible BSL stations, or the visibility and the perceived security of bus service compared to subway. Also, a lack of overall “dominance” of the

subway as a mode of choice may have to do with the overall pattern of transit coverage of the surface system. In most of the South District, people will opt to simply wait on their corner to catch a bus rather than walk two or three blocks to a subway station. Furthermore, although north-south (i.e., to/from Center City) transit connections are excellent, east-west (which would complement existing feeders to subway stations) are rather lacking in surprisingly large swaths. There are only 4 streets (5 streets if ignoring one-way pairing on Tasker/Morris) with regularly-scheduled east-west routes operating in South District. These include Routes 64-Washington, 29-Tasker/Morris (one-way pair), 79-Snyder, and G & 7 on Oregon). In some Census tracts in Point Breeze and Grays Ferry, the correlation between the percentage of households that have access to cars and the percentage of commuters using personal vehicles appears to align closely. This may indicate that car ownership is closely related to geographic location of employment opportunities.

The Bureau of Labor Statistics' "On the Map" application shows workers living within the district have employment concentrations in Western Center City (14.5%), Eastern Center City (14.2%), South Philadelphia (14.2 %), University City (6.3%), and Southwest Philadelphia/Airport (3.1%). All other areas (zip codes) employed 2% or less of South District workers. However, the areas listed above only account for 52.3% of overall employment destinations. This shows the great dispersion of jobs and employment centers for South District workers. One employment center conspicuously not on this list is the Navy Yard.



*Western Center City (19103, 19102); Eastern Center City (19107, 19106); South Philadelphia (19145, 19146, 19147, 19148) University City (19104).*

## KEY ISSUES & MAJOR OPPURTUNITIES

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

### **Key Issues**

- **Parking Demand** – As discussed in the summary, parking affects many aspects of physical planning in the South District. Without creative, innovative and perhaps trial parking strategies, parking may continue to dominate planning discussions. Consider parking strategies such as residential parking permit rates based on demand, enhanced enforcement, and working with private parking lots for off-peak use.
- **Lack of Neighborhood/ Waterfront Connectivity** – New waterfront parks and trails are being developed on both the Schuylkill and Delaware waterfronts in the study area. Plans for new pier parks and connections to larger trail and park systems are well-developed, but linkages to the neighborhoods need to be strengthened as well. As the Delaware River Waterfront Corporation has done with connector streets in Northern Liberties and Fishtown, similar efforts can be expanded in the South District.
- **Infrastructure barriers** – The barriers of I-95 and I-76, in addition to impeding trail connectivity, also pose general walkability issues to employment centers and shopping. The 25<sup>th</sup> Street Viaduct is also a major barrier. Consider mitigation of barriers by enhanced pedestrian crossings and other strategies.
- **Land Use:** There is limited space for major developments in the District. Any new development's design should take advantage of the District's excellent walkability, bikeability and transit, and particularly in areas adjacent to transit and the waterfront, the design should help to improve these features.

### **Major Opportunities**

- **Strong Transit Network** - Nearly all of the South District's residential areas are within a two block walk of a bus or subway stop. Although transit in the District can take riders to Center City, Philadelphia International Airport, the City of Chester, Frankford Transportation Center, Fern Rock Transportation Center, Wissahickon Transportation Center, City Avenue, Plymouth Meeting and Chestnut Hill, some areas where transit in the District can be enhanced include:
- **Streamlining schedules/adding express or limited services** – e.g., the current peak-period trip on Rte 23 from S Phila to CH takes 1:23, Rte G to City line Ave (Overbrook) takes 1:07, Rte 37 to PHL takes 0:40 and to Chester takes 1:12. For starters, District connections to PHL can be greatly improved by locating further east within the District, and/or by running an express via I-95 or Penrose Avenue Bridge serving more of The District south of Snyder Avenue and east of Broad Street.
  - A dedicated bus layover area at Pier 70 or within the near vicinity would greatly enhance service to a popular destination, provide a better passenger waiting/loading area and ensure more consistent service. This would also enable the route 79 bus to serve this destination.

- Investigate future Delaware Avenue/Columbus Boulevard transit needs based upon new developments and ensure transit is a major consideration early in the development process.
  - As a part of this planning effort, explore providing a north/south bus route through the Grays Ferry neighborhood by adjusting existing SEPTA bus routes in the area.
  - Continue working with SEPTA and MOTU and other City agencies to advance Transit First. This can include greater stop-spacing distance, higher frequencies, traffic signal pre-emption.
  - If reintroduction of additional east-west transit routes are infeasible, then introduction of L-shaped routes should be explored. In this manner, east-west connectivity can be enhanced while north-south convenience is not lost.
  - Use Census data, information about new developments, and community input to help SEPTA and the City prioritize Broad Street Line Stations for ADA improvements and new bike parking facilities.
  - Avoid block closures/rationalize block-closure-permitting process on major bus routes that cause major detours, such as the frequent East Passyunk Avenue closures that impact one block of the Route 23 but cause a detour onto Broad Street from Snyder to Washington Avenues.
- **High walkability** - The South District's historic 19<sup>th</sup> Century street grid, proximity to multiple employment centers, local "main streets" and shopping centers, transit stops, schools, and neighborhood and regional parks makes it a "walker's paradise". Strategic streetscape investments like those already made along West Passyunk Avenue, portions of Point Breeze Avenue and those occurring currently at intersections on East Passyunk Avenue should be expanded.
- Continue streetscape improvements including curb extensions, pedestrian scale lighting and pedestrian count-down signs to East Passyunk Avenue intersections and other diagonal streets such as Moyamensing, Point Breeze and Grays Ferry Avenues.
  - Make pedestrian scale improvements to waterfront connector streets.
  - Improve sight-lines and pedestrian safety at high pedestrian crash intersections and roadway as identified on page 14.
  - Focus streetscape improvements at the Broad Street and Snyder Avenue intersection to increase pedestrian safety, organize bus passenger waiting and loading areas, and locate space for elevators and bicycle parking.



## **TRANSPORTATION (SPECIFIC TOPICS)**

### **Transit**

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

### **Subway**

The main trunk of the Broad Street Line (BSL) was opened in 1928 (Olney to City Hall). Walnut-Locust and Lombard-South stations opened in 1930 and 1932 respectively. Three stations that are located within the South District - Ellsworth-Federal, Tasker-Morris and Snyder - were opened in 1938. Oregon Station was opened in 1973. Because subway service was introduced long after these neighborhoods were originally developed, there has been relatively little impact on the development patterns around the stations. This may account for the lack of variation in density and height throughout the district and the lack of “transit-oriented development” typologies of mid-rise mixed-use buildings focused around these rapid transit stations.

However, the presence of the BSL enables residents to live in densely developed 19<sup>th</sup> century (pre-automobile) neighborhoods without significant need for personal automobile ownership. Employment centers such as Center City, University City, Temple University, Hahnemann Hospital and Temple Hospital can be reached within 5 to 30 minutes using either the BSL or in combination with a free transfer to the Market-Frankford Line (MFL) or Subway-Surface Trolleys at City Hall Station.

For fiscal year 2013, there were 37,858,400 trips across the BSL. It is the second most highly used line in SEPTA’s system behind the MFL. The stations south of Center City have generally the lowest ridership in the BSL system, likely due to the ease of using other alternative modes, such as SEPTA bus service, or walking and biking to employment or entertainment destinations.

There is no express service for the stations within the South District as this portion of the BSL has two tracks instead of four.. However, SEPTA does run event “Express” service (technically, limited service) to/from Sports Complex between AT&T Station and Walnut-Locust and points north. Service frequency, or headways, are every 8 minutes or less during rush hour weekdays, every 10 to 12 minutes off-peak weekdays, 15 minutes or less on Saturdays and Sundays, and 20 minute headways during 24 hour service Fridays and Saturdays. Outside of Fridays and Saturdays after-midnight pilot, there are Night Owl shuttle buses that run when the subway is closed weeknights from about 12:30a-5:00a on 15-minute headways. These shuttles stop only at subway station intersections, although passengers are allowed to ask the drivers to stop at interstitial streets for exiting.

The 24-hour subway service on Fridays and Saturdays is currently a pilot program that is scheduled to run through Fall 2014. Once the pilot program is completed SEPTA will evaluate the 24-hour service performance and determine whether or not to make it permanent.

Although outside of the study area, the improvements to City Hall Station will have a significant positive impact for SEPTA riders in the South District. The renovated City Hall Station will not only improve the aesthetics of the station, but make it more accessible and ease transfers. The current condition of City Hall Station may now affect mode decisions that SEPTA customers make.

Only Oregon Station is ADA accessible within the study area. Any direction that can be provided regarding the prioritization of elevator installation at the other BSL stations within the South District would be helpful for SEPTA's capital program decision making process. Two of the three non-ADA accessible stations are currently being considered for elevator installation – Snyder and Tasker-Morris. Snyder is a high-ridership station that currently has escalators. At Tasker-Morris, a new health center (built in partnership with the Children's Hospital of Philadelphia), library and recreation center are being constructed. SEPTA has met with officials to ensure that the redevelopment of this property will not conflict with any future ADA or elevator access to the station.

All demographic numbers for Broad Street Line are from 2010. There may be double counts in the census information because ½ mile radii for the stations overlap.

#### **Ellsworth-Federal BSL Station**

- Ridership:
  - 2011 Turnstile counts: Weekday, 2,721; Saturday, 1,695; Sunday, 1,263
  - 2013 Turnstile counts: Weekday, 2,982; Saturday, 1,772; Sunday, 1,307
- Demographics:
  - Residents within a ½ mile: 21,329
  - Workers over 16: 9,419
  - Jobs within a ½ mile: 3,741
  - Percentage of residents within a ½ mile that use transit/bike/walk: 56.76%
- ADA Access: No
- Bus Connections: Routes 4 & 64
- Bike Parking : SEPTA does not provide bicycle parking at this station, but a recent DVRPC survey showed that this station has a high demand for bicycle parking. Racks would need to be provided on the sidewalk.

Planned Improvements: No planned capital improvements.

Land Use: High density rowhouse neighborhood, neighborhood commercial corridors (9th Street Market, Cheesesteak mecca), St. Rita's possible development, new apt. building at Armory site, large amounts of vacancy and transitioning land uses along Washington Avenue at Broad and Washington, vacancy. This station has the highest potential for new transit-oriented development of any BSL station in the district.

### **Tasker-Morris BSL Station**

- Ridership:
  - 2011 Turnstile counts: Weekday, 4,186; Saturday, 2,575; Sunday, 1,913
  - 2013 Turnstile counts: Weekday, 4,286; Saturday, 2,588; Sunday, 1,957
- Demographics:
  - Residents within a ½ mile: 28,285
  - Workers over 16: 11,499
  - Jobs within a ½ mile: 3,708
  - Percentage of residents within a ½ mile that use transit/bike/walk: 50.28%
- ADA Access: No
- Bus Connections: Routes 4 & 29
- Bike parking: Some U racks on-street near the station. Not a high priority station for increased bike parking according to the DVRPC's Bike to Transit Stations Survey results.

Planned Improvements: Elevator installation is proposed in the SEPTA capital program for here or at Snyder Station. 2020-2026 project timeline. (Added into capital program due to CHOP/Health Center/Library/Rec Center complex.)

Land Use: High density rowhouse neighborhood, neighborhood commercial corridor (East Passyunk Ave) and very limited vacancy. New CHOP/Health Center/Library/Rec Center complex being built at SW corner of Broad and Morris.

### **Snyder BSL Station**

- Ridership:
  - 2011 Turnstile counts: Weekday, 5,078; Saturday, 3,008; Sunday, 2,133
  - 2013 Turnstile counts: Weekday, 5,031; Saturday, 2,860; Sunday, 2,083
- Demographics:
  - Residents within a ½ mile: 31,532
  - Workers over 16: 12,952
  - Jobs within a ½ mile: 5,415
  - Percentage of residents within a ½ mile that use transit/bike/walk: 48.36%
- ADA Access: No (has escalators)
- Bus Connections: Routes 4, 37 & 79; Casino Bus to A.C.
- Bike Parking: Snyder Station was identified by the DVRPC's Bike to Transit Stations Survey as having high demand for increased bicycle parking. The intersection of Broad and Snyder is very busy and cluttered with the escalator headhouses, high volume bus stops, and a busy retail corridor. In order to accommodate bike parking, off-street locations may need to be found.

Planned Improvements: Elevator installation is proposed in the SEPTA capital program here or at Tasker-Morris. 2020-2026 timeline project.

Land Use: High density rowhouse neighborhood, neighborhood commercial corridors (East & West Passyunk), public high school (Southern), and very limited vacancy.

#### **Oregon BSL Station**

- Ridership:
  - 2011 Turnstile counts: Weekday, 3,198; Saturday, 1,446; Sunday, 967
  - 2013 Turnstile counts: Weekday, 3,057; Saturday, 1,407; Sunday, 941
- Residents within a ½ mile: 20,852
  - Workers over 16: 9,592
  - Jobs within a ½ mile: 3,611
  - Percentage of residents within a ½ mile that use transit/bike/walk: 41.38%
- ADA Access: Yes
- Bus Connections: Routes 4, 7, 23, 68 & G
- Bike Parking: No bicycle parking. The DVRPC identified limited demand for bicycle parking at this station.

Planned Improvements: No planned capital improvements.

Land Use: High density rowhouse neighborhood, neighborhood commercial corridor, public park (Marconi Plaza) directly to the south of the station, charter schools, and very limited vacancy.

## **Bus**

SEPTA operates a number of bus routes in the South District: 2, 4, 7, 12, 17, 23, 25, 29, 37, 47, 47M, 57, 64, 68, 79 and G. Bus ridership is very high and is equally popular a commuter choice to Center City as the BSL. Maps on SEPTA bus frequency, ridership and mode share are included in the PDF attachment.

In addition to SEPTA, New Jersey Transit also runs seasonal bus service from Broad and Snyder to South Jersey shore points such as Atlantic City, Wildwood and Cape May. Several locations are also used for private bus company service to Atlantic City casinos. Broad and Snyder is the most popular location for this service, but Broad and Oregon is another. SugarHouse Casino also provides a South Philadelphia route that runs along Oregon Avenue and makes stops at Broad & Snyder, as well as along Washington Avenue.

### **Bus issues/concepts:**

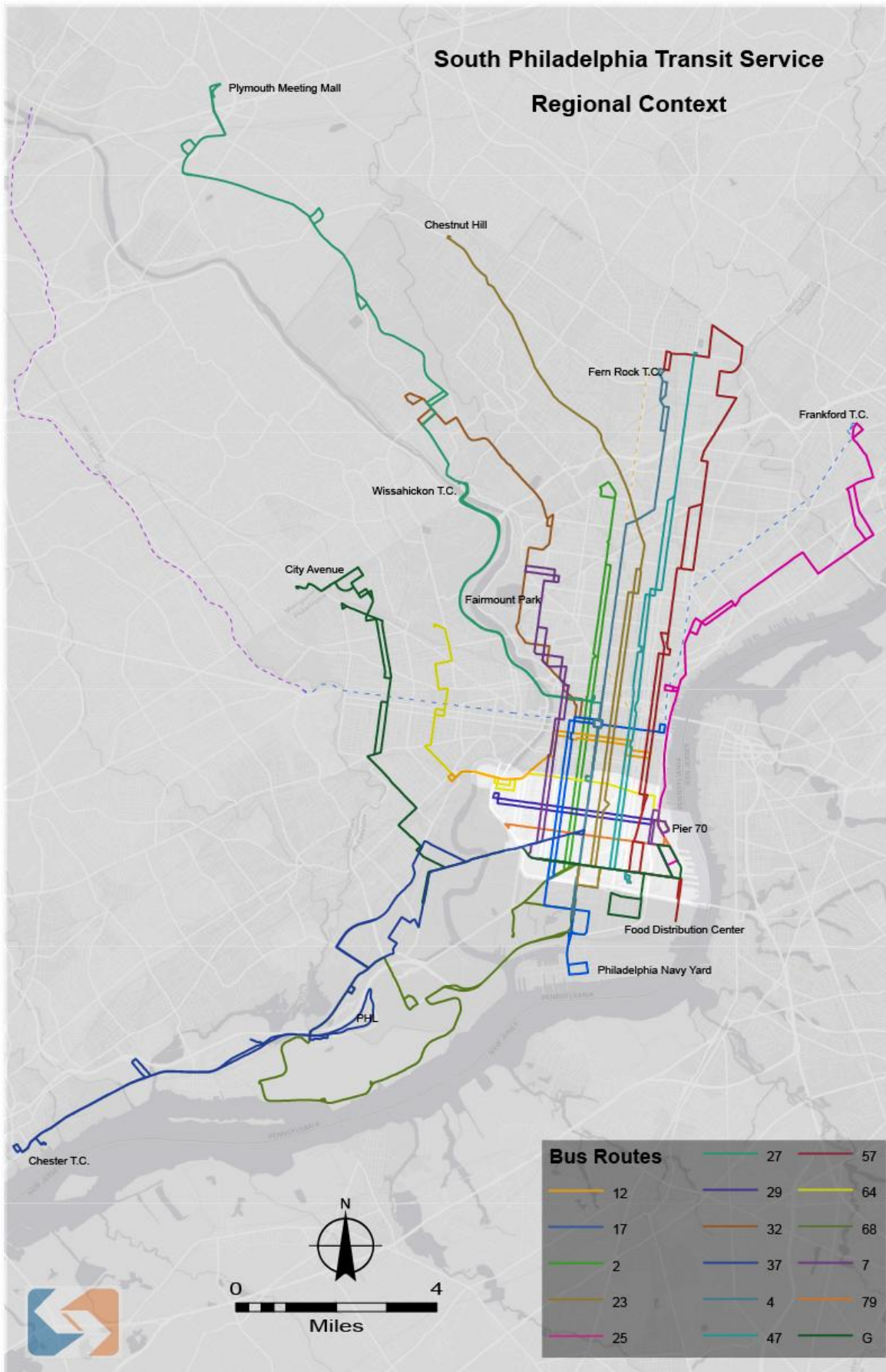
- Pier 70/Delaware Avenue Development: The Pier 70 shopping area (Wal-Mart, Super Fresh, Home Depot) is a major destination for many SEPTA bus riders. Bus Routes 7, 25, 29 and 64 all serve Pier 70. Columbus Commons (Lowe's, IKEA) is also a major destination. These developments also serve as end points or turn-arounds for these bus routes. However, they were not designed with bus service in mind. Therefore, waiting areas for bus customers are inadequate and there is not a place for SEPTA buses to lay-over or recover in the area. Having a bus lay-over area is important for SEPTA bus drivers to take breaks, stay on schedule, and provide reliable service. Due to these space constraints, bus route 79 cannot serve Pier 70 despite having SEPTA Board authorization to do so.
- Grays Ferry bus connections: Grays Ferry is the only portion of South Philadelphia that is not served by a north/south bus route. This is despite being a very transit-dependent neighborhood. The lack of a north/south route is one reason bus route 64, a primarily east/west route, jogs through the upper portion of the neighborhood.
- The 47M: The 47M is one of the lower ridership routes in the study area and the most unusual. At one time, every number street had a trolley or bus running along it. When SEPTA pared down the routes, the 9<sup>th</sup> Street Merchants Association lobbied to keep bus service on 9<sup>th</sup> Street, therefore this "short-run" route shares the regular Route 47 service southbound on 8<sup>th</sup> Street.
- Organization of Broad and Snyder Street: Snyder BSL Station is the busiest in the study area and also has very heavily used bus stations; however, there is a lack of passenger amenities and space at this intersection. Seasonal NJT bus service and private casino bus service (waiting areas/stops are unmarked) and a brisk retail component with limited parking hours further complicate this intersection.

**Southern Bus Depot Improvements:** This depot is located at 20<sup>th</sup> and Johnston Streets. Several projects are in design within the footprint of the facility:

- Full building energy retrofit through ESCO – an energy service company. This project is likely to come in at the \$2-3 million range depending on findings of the investment grade energy audit, and whether or not a new boiler is included in the final scope of work.

- Full footprint stormwater retrofit through the Philadelphia Water Department
- Repaving & roof replacement through SEPTA Capital Budget. The paving project is currently budgeted at \$3.0M, inclusive of the stormwater retrofit. The roof project is currently budgeted at \$7.7M.

<b>SEPTA Bus Routes Operating in the South District</b>			
<b>Route</b>	<b>From/To</b>	<b>Boards in Study Area</b>	<b>Areas Served</b>
2	20th & Johnston to Pulaski & Hunting Park	2,655	Center City, Temple University
4	Broad & Pattison to Fern Rock Transportation Center	2,469	Center City, Temple University, North Philadelphia
7	Pier 70 to 33rd & Dauphin	8,424	Center City West, Art Museum, Fairmount
12	3rd & Pine to 50th & Woodland	882	Center City, Kingsessing
17	Front & Market to 20th & Johnston/Broad & Pattison	4,875	Center City
23	Broad & Oregon to Chestnut Hill	3,727	Center City, North Philadelphia, Germantown, Chestnut Hill
25	Columbus Commons to Frankford Transportation Center	343	Columbus Boulevard, Northern Liberties, Fishtown, Frankford
29	Pier 70 to 33rd & Dickinson	6,715	Grays Ferry, Pier 70
37	Broad & Snyder to Chester Transportation Center	1,630	Philadelphia International Airport, Essington
47	Whitman Plaza to 4th & Godfrey	3,913	Center City, Chinatown, North Philadelphia
47M	Whitman Plaza to 9 <sup>th</sup> and Spring Garden	2,594	Center City, Chinatown
57	Whitman Plaza to Rising Sun & Olney/Fern Rock Transportation Center	2,460	Center City, Northern Liberties, Olney
64	50th & Parkside to Pier 70	2,736	Grays Ferry, West Philadelphia, Parkside



## **Transit Plans & Studies**

In the South District there are several recent, ongoing and proposed transit plans and studies. These include new modes, restoration of service or mode, new lines, and extension of service. Below is a short summary of each project.

BSL Extension – Although outside of the study area, this proposed project would make access to the growing employment center at the Navy Yard, as well as access to the Delaware River, much easier for residents of the South District. In 2008 *The Broad Street Line Extension Feasibility Study* concluded that the preferred subway alignment would extend the BSL by 1.5 miles and include two stations. The total cost was \$370 million and anticipated a first year ridership of 2,800 (2016) and ridership by 2045 to be 8,000. Over 30,000 employees and over 5,000 residents were anticipated by 2045.

In 2012, SEPTA in partnership with the City of Philadelphia, DVRPC and PIDC applied to the Federal Transportation Administration (FTA) for a Broad Street Line Extension Alternative Analysis. As the FTA reevaluates its funding opportunities under MAP-21, no funding was received for this project.

Delaware Avenue/Columbus Boulevard Light Rail – In 2012 the *Philadelphia Waterfront Transit Expansion Alternatives Analysis* was completed. The Delaware River Port Authority was the lead on this project. The preferred alternative was proposed to run primarily on Columbus Boulevard from Girard Avenue to Pier 70 using the existing Belt Line freight track where feasible and with a daily ridership of 5,400. The capital cost to build the preferred alternative was \$418 Million (2009 dollars). It also connected to City Hall and the Convention Center via Market Street.

Trackless Trolley – The DVRPC is currently undertaking *the South Philly Trackless Trolley Feasibility Assessment*. The assessment is looking at three scenarios: restoring trackless trolley service on Routes 29 and 79, removing the trackless trolley infrastructure and switching to bus service permanently, or removing trackless trolley infrastructure and moving to a new mode - electric bus. Trackless Trolley service was suspended on the Routes 29 & 79 in 2003. One obstacle to restoration is the high cost of the infrastructure that needs to be replaced and route changes that have taken the Route 29 onto private property (Pier 70).

Trolley Restoration – Restoration of the Routes 23 & 56 to trolley service or light rail from bus service has long been on SEPTA's capital program. It is anticipated that in the later part of the capital program (2026), SEPTA will review the feasibility of restoring trolley service. Funds are needed to address: 1) the replacement or rehabilitation of assets that have exceeded their useful life; 2) the demands upon the transit and regional rail systems resulting from increased ridership; and 3) enhanced accessibility of the system. Any restoration of trolley service would mean extensive changes to streets, sidewalk and parking configuration as new light rail must be ADA compliant.



## **Complete Streets**

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

### **Pedestrian Safety & Network**

The 2012 *Philadelphia Pedestrian and Bicycle Plan* identifies very limited areas that lack sidewalks in the South District. Those areas with larger gaps include 25<sup>th</sup> Street leading toward the Navy Yard entrance, the lower portion of Point Breeze Avenue, and industrial areas near Weccacoe Avenue. There are several large infrastructure facilities that are significant pedestrian barriers, including the 25<sup>th</sup> Street Viaduct, Vare Avenue/I-76, Delaware Avenue/Columbus Boulevard, I-767 and I-95.

The plan called out several areas for further study and intervention within the South District. The highlighted pedestrian corridors in the plan are East Passyunk Avenue (Broad to 5<sup>th</sup> Streets) and Oregon Avenue (Front to 17<sup>th</sup> Streets). East Passyunk Avenue was chosen due to its high pedestrian counts, and difficult intersections created by Passyunk Avenue crossing diagonally through the regular street grid creating triangular intersections. “To improve pedestrian conditions, the crossing distances for pedestrians should be reduced by identifying unused pavement. Curb extensions and raised medians with ADA-compliant pedestrian crossing areas could be added that incorporate green streets elements. Where excessive on-street parking or pavement exists, parklets or pedestrian plazas should be considered.”

Several intersections are under redesign and reconstruction along this corridor to improve pedestrian safety, including 10<sup>th</sup> and Reed Streets & 12<sup>th</sup> Street and Passyunk Avenue. Public plazas and crosswalks on both sides of the Snyder and Passyunk Avenue intersection are also under redesign. This project is being led by the Passyunk Avenue Revitalization Corporation (PARC). West Passyunk Avenue from Broad to 25<sup>th</sup> Street was recently reconstructed to simplify its intersections and improve pedestrian and vehicular safety.

### **Bicycle Network**

The South District has a high bicycle commute share at 6.9%, which is higher than the citywide average of 2%. This high bicycle commute rate may correspond to the district’s flat topography, low-speed roadways, and access to Center City, University City, and Navy Yard employment areas. Several major east-west roadways have bicycle facilities, including Washington, Snyder, and Oregon Avenues. Despite the high bicycle commute rate, there is a lack of dedicated bicycle facilities in the South District, particularly north-south routes. Currently, only 22<sup>nd</sup> Street has a dedicated northbound lane and a section of Moyamensing Avenue and Columbus Boulevard have bicycle lanes in both directions. There are marked shared lanes on sections of Passyunk, 21<sup>st</sup> Street, and 11<sup>th</sup> Street. The lack of dedicated facilities is due to the narrow roadway widths and parking demand.

The *Philadelphia Pedestrian and Bicycle Plan* recommends a number of new bicycle facilities in the South District as high priority improvements:

- Marked shared lanes on 21<sup>st</sup> Street.

- Bicycle lanes where space permits on East Passyunk Avenue.
- Bicycle lanes on Lower Moyamensing Avenue and 4<sup>th</sup> Street south of Snyder Avenue.
- Marked shared lanes on 5<sup>th</sup> Street from Oregon Avenue north through the district.
- Marked shared lanes on 10<sup>th</sup> Street through the district.
- Bicycle lanes south of Oregon Avenue to Citizens Bank Park.
- A sidepath along the west side of Broad Street between Oregon Avenue and the Navy Yard.

The 15<sup>th</sup> and 13<sup>th</sup> Street Neighborhood Bikeways project will use \$250,000 of funding from Pennsylvania Transportation Alternative Program (TAP) for improvements from South Street to Oregon Avenue. The project will include bicycle friendly facilities and signage, including wayfinding, regulatory, and directional signage, edge lines, and green backed sharrows. The project is in the final design stage and will likely be constructed in Spring of 2015. Additional TAP funds dedicated to Philadelphia's Bike Share program will also impact the South District which is planned to receive bike share stations in phase two of the program.

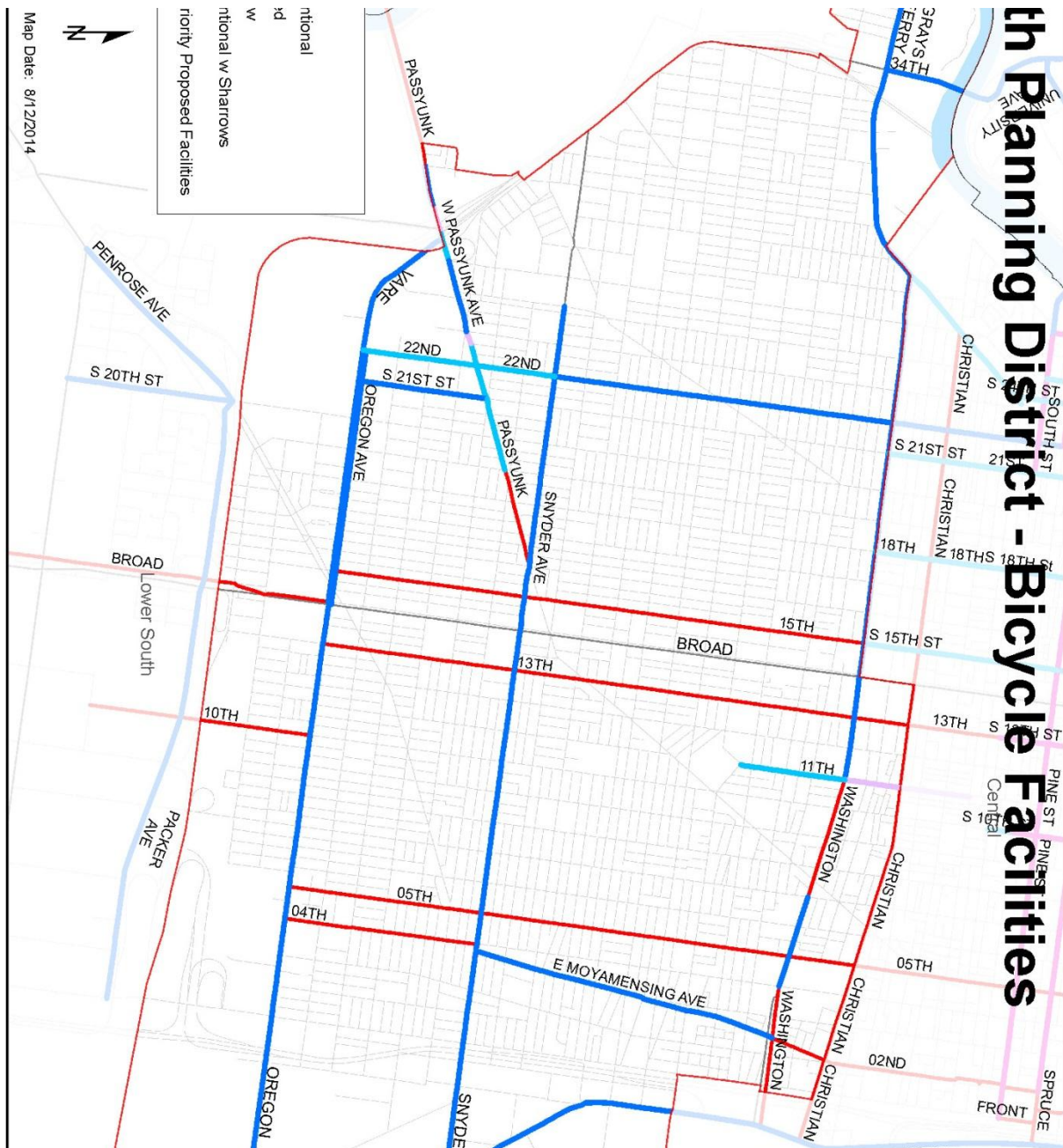
The City Planning Commission and the Streets Department completed the *Washington Avenue Transportation and Parking Study* in Spring 2014. The result of the study is a conceptual redesign of the pavement striping along the entire length of Washington Avenue, including filling the gaps in the bicycle lanes, back in angle parking, and reducing travel lanes from four to two in several locations. The Streets Department is in the process of finalizing the conceptual plans for restriping in Fall 2014.

### **Trails**

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

There are two significant trails in the district – the Schuylkill River Trail at Grays Ferry Crescent and the Delaware River Trail, which begins at Penn Treaty Park and flows south to behind Pier 70. Unlike the Schuylkill River Trail, the Delaware River Trail does not have a dedicated off-street trail throughout its length, but utilizes existing sidewalk. Both trails are separated from adjacent neighborhoods by roadway and infrastructure barriers. There are expansion plans for both trail networks, which are described in the Open Space Memo. These trail facilities are largely used for recreation purposes in the South District due to connectivity issues, though they are used for transportation and commuting in other areas of the city.

# South District - Bicycle Facilities



## **Streets and Highways**

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

### **Parking**

Finding on-street parking can be difficult in much of South Philadelphia. Parking is a topic that affects development proposals, development of City-owned surface parking lots and private lots, use of the areas below I-95, and informal and often illegal on-street parking arrangements (Broad Street Center median, Oregon center median, double parking, angled parking, parking on sidewalks, corners, etc.).

There are 10 residential parking permit districts in the study area. All of the South District is covered by one of these residential parking permit districts. That does not mean that every block has residential parking restrictions, but that there is enabling legislation in place for blocks to apply for residential parking restrictions.

District 22: South to Washington, Broad to 6<sup>th</sup> Street

District 7: South to Washington, 6<sup>th</sup> Street to Delaware Avenue (Columbus Blvd.)

District 26: Washington to Morris Street, Schuylkill River to Broad Street

District 23: Washington to Morris Street, Broad Street to 6<sup>th</sup> Street

District 33: Washington to Morris Street, 6<sup>th</sup> Street to the Delaware River

District 27: Morris Street to Oregon Avenue, Schuylkill River to Broad Street

District 24: Morris Street to Oregon Avenue, Broad Street to 6<sup>th</sup> Street

District 34: Morris Street to Oregon Avenue, 6<sup>th</sup> Street to the Delaware River

District 28: Oregon Avenue to the Delaware River, the Schuylkill River to Broad Street

District 29: Oregon Avenue to the Delaware River, Broad Street to the Delaware River

Eligibility for Residential Parking Permits includes having Pennsylvania plates, having the vehicle insured to the residence in the permit parking district, and proof of residence. The PPA does not have GIS or mapping capability. Although contacted for this memo, the Philadelphia Parking Authority did not respond with the number of blocks covered by each residential parking permit district. According to the Philadelphia Parking Authority, who administers the program: “In eligible areas, residents can purchase parking permits that exempt them from meter and time limit restrictions on posted blocks. These permits assist residents in finding parking spaces near their home, enhancing quality of life in residential areas with insufficient on-street parking – such as those that are adjacent to businesses, transit facilities or large institutions.”

The PPA also operates several surface parking lots in the District. Some have restrictions, while others do not. There are other private lots in the District that operate with residential monthly parking fees.

Solutions to parking issues are policy driven and multi-faceted ranging from managing supply using demand based pricing (a residential parking permit is \$35 per year per household, 2<sup>nd</sup> vehicle is \$50, 3<sup>rd</sup> 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.

### **Crash Data**

The DVRPC has provided crash data spanning the years 2008 to 2012 for the South District and created a series of maps that are included in the attached South District Maps PDF. These maps show overall crashes, crashes that involve pedestrians, and crashes that involve bicycles. These maps include all crashes from 2009 to 2013. There were 5,312 total crashes. This includes both the pedestrian and bike crashes. There were 1,127 pedestrian involved crashes and 666 crashes that involved bicyclists.

Broad observations:

- Bicycle Crash Concentrations: There are concentrations of crashes on both Broad Street and Washington Avenue; these are both at intersections and mid-block. Most other bicycle crashes in the South District appear to be at intersections and distributed evenly across the District.
- Pedestrian Crash Concentrations: Concentrations are on Snyder Avenue between 3<sup>rd</sup> and Moyamensing; 21<sup>st</sup> and McKean Streets; 7th and Ritner Streets; Oregon Ave- East of Broad Street; West Passyunk Avenue; Broad Street. Pedestrian crashes are well-distributed throughout the District and appear to occur mainly at intersections.
- Vehicular Only Concentrations: Like the pedestrian and bicycle crashes, vehicular crashes are well-distributed. Concentrations appear on higher speed roadways such as I-95, I-76, Broad Street and West Passyunk Avenue.

### **Traffic Direction**

The PCPC has prepared a preliminary map (included in the South District Maps PDF) to show issues with street direction within the District. While not affecting the primary number (north/south) or governor streets (east/west), block by block traffic direction changes frequently occur on smaller, interstitial streets. This was often instituted to prevent speeding and “cut-throughs” on these smaller streets and direct most traffic to the larger street grid. An updated map will be provided in the final draft of this memo.

### **Goods Movement**

There are many industrial areas adjacent to the South District, as well as major port facilities located in the southeastern corner of the District and a concentration of light-industrial users on Washington Avenue, west of Broad Street. The Philadelphia Industrial Development Corporation’s (PIDC) *Industrial Market & Land Use Strategy* recommends that the majority of industrial land in and around the South District (the Grays Ferry and South Delaware Industrial Districts) remain purely industrial except for Washington Avenue which is recommended for industrial/commercial mixed-use.

These industrial areas have excellent highway access that limits the need for goods movements to travel within the South District’s residential areas. The South District is bounded by major interstate highways on three sides: I-95 to the east, I-76 to the West and I-76 (the approach to the Walt Whitman Bridge) to the south. There are numerous interchanges within the district. Many of these are not full interchanges, only providing limited exits and entrances. Any plans for improvements or reconstruction of these highways should include improvements to the interchanges that simplify access. I-95 within the study area is not scheduled to be reconstructed until 2026-2035.

### **Roadway Projects**

There are several recent and ongoing roadway projects in the South District. In addition to these projects, ARLE (Automated Red Light Enforcement) funds are being used to make improvements along East Passyunk Avenue as was discussed in the Complete Streets portion of this memo. 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.”

Grays Ferry Avenue Bridge Over Schuylkill River (MPMS 69913) - This project involves rehabilitating or replacing a bridge located on Grays Ferry Avenue (S.R. 3021) between Woodland Avenue and 34th Street in the City of Philadelphia. The existing bridge upholds the two lanes for each approach of Grays Ferry Avenue over the Schuylkill River. The purpose of this project is to extend the service life of the bridge. This project involves rehabilitating the pier caps on the bridge that crosses the Schuylkill River and Amtrak railway tracks. The project may also require minor deck repairs due to the spalling. This bridge has bike lanes. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Schuylkill River Swing Bridge (MPMS 102274) – The Schuylkill Banks trail is envisioned to continue down the east bank of the River to Grays Ferry and then cross over to the west bank to enable a connection to Historic Bartram’s Garden and ultimately to Fort Mifflin. Connecting the recently constructed Grays Ferry Crescent and Bartram’s Garden trail segments requires a river crossing utilizing an abandoned swing bridge that has been set in the ‘open’ position since its closing in 1976. This project will repurpose the abandoned bridge into a multi-purpose recreational trail structure.

Swanson Street: Limits (MPMS 70231) –This project entails reconstruction of the existing roadway from Delaware Avenue to Oregon Avenue to provide a new roadway surface, including footway, medians and curbs, new drainage, street lighting, pavement markings, landscaping and a new signal at the Snyder Avenue intersection.

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

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

### Port

The Philadelphia Regional Port Authority (PRPA) facilities in and near the South District are growing. The Packer Avenue Marine Terminal, North Port, Pier 98 & Annex, Piers 78, 80, 82 and 84 have experienced growth with deliveries of containers, cars, cocoa beans, food and paper products. The northern-most active piers are 38-40 near Washington Avenue; however, most port activity is below the commercial areas at Pier 70. The PRPA recently purchased 120 acres of land at the Navy Yard (East End) for their South Port project. Better access connecting South Port to the larger port areas at Packer Avenue Marine Terminal and North Port, as well as to the regional highway system, will include extending and improving Delaware Avenue southwards.

### Freight

The South 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.

The most prominent freight infrastructure in the study area is the 25<sup>th</sup> Street Viaduct. Concerns about the maintenance and safety of this prominent structure that creates the boundary between the Point Breeze and Grays Ferry neighborhoods have received considerable attention recently. City Council hearings about the subject, focusing on falling/spalling concrete from the Viaduct onto the roadway below, included representation from the owners of the structure, CSX.

The tracks that run along and in the middle of Delaware Avenue/Columbus Boulevard are also a prominent freight infrastructure in the study area. These are active tracks that serve businesses as far north as Mifflin Street. Major freight infrastructure in the area is shown on the accompanying map and includes the following:

25<sup>th</sup> Street Viaduct and South Philadelphia Track - CSX owner - Canadian Pacific, CSX, Norfolk Southern operators – double stack capacity – interstate freight track

Savage Transload / Philadelphia (East) – South side of Oregon Avenue east of I-95 - Savage owner - 25.3 acre site – pipeline facility/intermodal rail yard

Philadelphia Belt Line Industrial Track (Delaware Avenue track) – Conrail owner - Conrail, CSX, Norfolk Southern operators – industrial track/shortline

Trenton Subdivision – CSX owner - CSX, Norfolk Southern operators - not double stacked - interstate freight track



## SOUTH PHILADELPHIA & CAMDEN FREIGHT FACILITIES

- |   |   |                                     |
|---|---|-------------------------------------|
| 1 - City Dock   | 17 - Allied Waste                                       | 33 - Camden Iron and Metal          |
| 2 - Girard Point                                      | 18 - Savage Industries                                  | 34 - Camden Iron and Metal          |
| 3 - Aker Philadelphia Shipyard                        | 19 - UPS  | 35 - Bolsom Steel Rail Yard         |
| 4 - Canadian Pacific Bulk Terminal                    | 20 - Pier 96 Annex                                      | 36 - St. Lawrence Cement            |
| 5 - Philadelphia Cruise Terminal                      | 21 - Publicker Industries Site                          | 37 - Broadway Terminal              |
| 6 - The Navy Yard                                     | 22 - Pier 96  | 38 - Gloucester Marine Terminal     |
| 7 - Norfolk Southern Mustin Field Rail Yard           | 23 - Pier 94  | 39 - Eagle Point                    |
| 8 - Delaware Avenue Distribution Center               | 24 - Pier 92  | 40 - Kalign's Point Anchorage       |
| 9 - Food Distribution Center                          | 25 - Piers 78 - 80                                      | 41 - Tug boat dock                  |
| 10 - Brooks Provisions                                | 26 - US Coast Guard Station                             | 42 - CSX Eastside Transfer Facility |
| 11 - Gloucester County Resource and Recovery Facility | 27 - Piers 38 - 40                                      | 43 - Parcel 9A/Southport            |
| 12 - Pier 124   | 28 - Pilot's Association for the Bay and River Delaware | 44 - Waste Management               |
| 13 - Pier 122   | 29 - Foxwoods Casino                                    | 45 - Camden Iron and Metal          |
| 14 - CSX Greenwich Rail Yard                          | 30 - Philadelphia Sunoco Refinery                       | 46 - Republic Waste                 |
| 15 - Packer Avenue Marine Terminal                    | 31 - Beckett Street Terminal                            | 47 - Penn's Landing Heliport        |
| 16 - NHS Connector                                    | 32 - Georgia Pacific                                    |                                     |

+++++ Freight Rail     
 ——— Interstate Highway





**PHILADELPHIA HISTORICAL COMMISSION**

**HISTORIC PRESERVATION RECOMMENDATIONS FOR THE  
SOUTH PLANNING DISTRICT**



**KIM BROADBENT AND JON FARNHAM**  
**STAFF OF THE PHILADELPHIA HISTORICAL COMMISSION**  
**14 OCTOBER 2014**

## INTRODUCTION

The Philadelphia City Planning Commission has requested that the Philadelphia Historical Commission review the historical development of South 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 SOUTH PLANNING DISTRICT

The South Planning District is located on the peninsula created by the Schuylkill and Delaware Rivers south of Center City Philadelphia. The District encompasses nearly all of the residential areas of South Philadelphia. It is bounded at the north by the Schuylkill River; Ellsworth Street between the river and Grays Ferry Avenue; Grays Ferry Avenue to Washington Avenue; Washington Avenue to Broad Street; Broad Street to Christian Street; Christian Street to Front Street; Front Street to Reed Street; and the line of Reed Street to the Delaware River. The District is bounded on the east by the Delaware River from line of Reed Street to the Walt Whitman Bridge. The District is bounded on the south and southwest by the I-76 right-of-way from the Delaware River to Passyunk Avenue. The District includes the small residential enclave west of I-76 bounded by Passyunk Avenue, S. Dover Street, and S. 28<sup>th</sup> Street. The I-76 right-of-way forms the western boundary from S. 28<sup>th</sup> Street to Wharton Street. The boundary then runs west along Wharton Street to S. Harmony Street; south along S. Harmony Street to the line of Reed Street; and west along the line of Reed Street to the Schuylkill River and the point of origin. Although this memorandum is focused on historic resources within the boundary of the South District, some recommendations relate to resources that either span the boundary or are located just outside the boundary, but that participated in the developmental history of the District.



### **CURRENT HISTORIC PRESERVATION ACTIVITIES IN THE SOUTH PLANNING DISTRICT**

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 South Planning District, 682 properties (excluding condominium units) are listed on the Philadelphia Register. There are approximately 12,000 properties (23,000 if condominium units are included) in total on the Philadelphia Register of Historic Places. The addresses of the historically-designated properties in the South Planning District are provided in an appendix. Currently, there is one historic district within South Planning District listed on the Philadelphia Register, the Girard Estate Historic District.

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. Two National Register Historic Districts are located within the South Planning District, the Southwark Historic District and the Washington Avenue Historic District. The addresses located within these districts are included in the appendix.

The following public school buildings within the South Planning District are listed on the National Register as elements of the Philadelphia Public Schools Thematic Historic District.

- 2136 Ritner Street, Edgar Allen Poe School
- 2700 Morris Street, Anthony Wayne School - converted to senior housing
- 1501 S 17th Street, George W. Childs School
- 1801 S 22nd Street, Delaplaine McDaniel Public School
- 2102 S 24th Street, Edwin H. Vare Junior High School
- 1700 Bigler Street, F. Amadee Bregy Public School
- 3200 Dickinson Street, James Alcorn School
- 1900 Wharton Street, Walter George Smith Public School
- 1235 S 16th Street, Norris S. Barrett/Jeremiah Nichols School
- 1201 S 23rd Street, David Landreth School
- 1501 S 7th Street, Eliza B. Kirkbride School
- 1150 Wharton Street, James Wilson Public School; Annunciation BVM
- 1213 S 12th Street, Federal Street School; Andrew Jackson School
- 1198 S 5th Street, George Washington Public School
- 627 Carpenter Street, George W. Nebinger Public School
- 1621 E Moyamensing Ave, Abigail Vare School
- 1821 S 9th Street, Southwark School
- 1901 S 9th Street, Edward Bok Vocational School
- 1900 S 3rd Street, Horace Howard Furness Public School
- 2250 S 8th Street, Francis Scott Key School
- 2300 S 2nd Street, George Sharswood School

- 900 Oregon Ave, D. Newlin Fell School
- 2746 S 9th Street, George C. Thomas School

The following buildings within the South Planning District are listed individually on the National Register.

- 2724 S 20th Street, Defense Personnel Support Center; Philadelphia Quartermaster Depot; Army Quartermasters Inland Warehouse
- 1429 Snyder Avenue, Baptist Institute for Christian Workers
- 1100 S. Broad Street, Marine Corps Supply Activity
- 904-38 S. Swanson Street, Gloria Dei; Old Swede's Church

## **PRESERVATION RECOMMENDATIONS**

The staff of the Historical Commission has preliminarily surveyed the Planning District and finds that there are many significant residential, recreational, institutional, commercial, and industrial sites that 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. Historic resources that may satisfy one or more Criteria for Designation are called out in the following summary of the developmental history of the South District and, for clarity, are also listed in an appendix.

### **Early Inhabitants**

The first inhabitants of the Philadelphia region, the ancestors of the Lenape, arrived between 10,000 and 12,000 years ago. Widely scattered and migratory, the first inhabitants lived primarily along the edges of rivers in places that have likely been submerged since the end of the Ice Age. The climate in the Philadelphia area stabilized about 2,800 years ago, leaving a landscape that persisted until the interventions of the last few centuries. After the climate stabilized, the Native American peoples in the region became more sedentary and developed agricultural systems and permanent settlements. By the early sixteenth century and the arrival of the first Europeans in the Mid Atlantic region, the Lenape, Native Americans with a common language, customs, and heritage, lived in a dozen or more bands or groups in what is now southeastern Pennsylvania. Two of these bands, the Passyunk and the Wequiaquenske, inhabited territories in what is now South Philadelphia. The Passyunk occupied a territory on the eastern bank of the Schuylkill River, north of its confluence with the Delaware River. Passyunk means "In the Valley." The Wequiaquenske occupied a territory on the western bank of the Delaware River, north of Hollander Creek, where Southwark and Pennsport are now located. Wequiaquenske, also known as Wicaco, likely means "Place of Pine Trees at the Head of a Creek." Feeling the pressures of European settlement, most Lenape bands moved inland in the late seventeenth and early eighteenth centuries. By the 1730s, the Lenape had moved to central and western Pennsylvania. Although archaeological evidence of the Lenape inhabitation of the South District undoubtedly survives, no above-ground artifacts of the Native American settlements exist.

### **European Settlement**

Europeans explored and settled the Delaware Valley in the sixteenth and seventeenth centuries. Verrazano may have navigated the Delaware as early as 1524. European traders and trappers likely ventured up the Delaware in the second half of the sixteenth century, but none settled. Henry Hudson visited Delaware Bay in 1609. In 1624, the Dutch West Indian Company established a small settlement at what is now Burlington, New Jersey, about 15 miles northeast of Philadelphia on the Delaware River. Two years later, the Dutch built Fort Nassau on the east bank of the Delaware, at what is now Gloucester, New Jersey, opposite South Philadelphia.

The Dutch established small trading posts on the Delaware, but they did not colonize the area. The Swedes, who arrived not long after the Dutch, did colonize the lands along the west bank of the Delaware, founding New Sweden in 1638 at Fort Christina, at present-day Wilmington, Delaware. In 1643, Johan Printz, the third Swedish colonial governor, built Printzhof, a fortified log house, on Tinicum Island, near the present site of the Philadelphia International Airport. In 1648, the Dutch built Fort Beversreede, a palisaded log fort, on the east bank of the Schuylkill at its mouth, at the southwestern corner of what is now South Philadelphia. In response, the Swedes erected a stockade directly in front of the Dutch fort. New Sweden persisted until 1655, when the Dutch conquered the colony and renamed it New Netherland. The Dutch colony of



New Netherland lasted only a decade. The English conquered it in 1664 and incorporated it into the Colony of New York.

Although ruled by the Dutch from 1655 to 1664 and then the English from 1664 to 1682, the area around the confluence of the Schuylkill and Delaware was largely settled by Swedes and Finns in the middle of the seventeenth century. Dutch Governor Alexander d'Hinojossa granted 800 acres in Wicaco, now Southwark, to Sven Gunnarsson and his sons in 1664. That same year, d'Hinojossa patented the area known as Moyamensing, south of Wicaco, to Olof Stille, Lars Andersson, and Marten Cleinsmit. Also in 1664, Peter Gunnarsson Rambo moved to Passyunk on the east bank of the Schuylkill. In 1669, Rambo obtained a patent for his 300 acres from New York Governor Francis Lovelace. In 1667 or 1668, Robert Ashman was granted 1000 acres to the south of the land owned by Peter Rambo. The Swedes were farmers and inhabited log houses like those of Scandinavian peasants. In 1677, Swan, Oele, and Andries Swanson converted a log blockhouse into a Lutheran church in Wicaco. Gloria Dei Church, which still stands just outside the boundary of the South District, replaced the log blockhouse between 1698 and 1700. By 1681, when Charles II granted William Penn a charter for the 45,000 square miles of territory that would become Pennsylvania, about 50 farmers of Swedish, Finish, Dutch, and English descent lived on the land that would become Philadelphia. Many more Europeans, perhaps 2000 in total, lived along the Delaware, primarily south of the mouth of the Schuylkill. A similar number of Lenape resided in the region.



Gloria Dei Swedish Lutheran Church, 904-38 S. Swanson Street, 1700

In 1681 and 1682, William Penn and his agents purchased 1200 acres from Swedish farmers including the descendents of Sven Gunnarsson, on which Penn's surveyor Thomas Holme laid out the gridded City of Philadelphia between the Schuylkill and Delaware Rivers and Cedar, now South, and Vine Streets. The peninsula south of Cedar Street was partitioned into three entities predicated on their historic Lenape and Swedish identities: Wicaco, later known as Southwark, directly south of the City along the Delaware; Moyamensing, occupying the eastern half of the peninsula, to the west and south of Wicaco; and Passyunk, to the west of Moyamensing, occupying the western half of the peninsula along the eastern banks of the Schuylkill. The land was primarily meadows to the north and tidal creeks and marshes along the rivers, especially at the southern end, which became known as the Neck. The 1750 Scull &

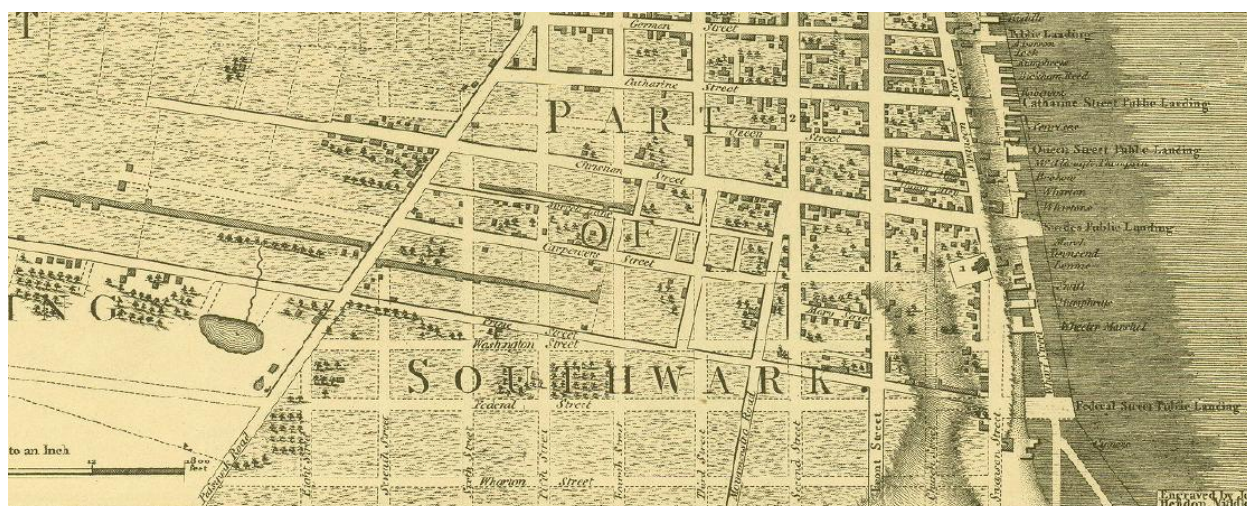
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### Early Urban Development along the Delaware River

Focused on the Delaware River, William Penn's City of Philadelphia grew outward in a crescent shape from High or Market Street at the Delaware River. As nearly everyone traveled by foot in eighteenth-century Philadelphia, development was dense to limit the walking distances between home, work, and the market. Narrow streets and alleys lined with brick houses, and shops, and workshops soon bisected the generous blocks of Penn's "greene county towne." As Philadelphia's population grew from 2000 in 1701 to 23,000 in 1775, development spread south beyond the City limit at Cedar, now South, Street. Evidencing this development, in 1762 the Pennsylvania Legislature created the municipality of Southwark, which was bounded roughly by Cedar Street at the north, Passyunk Road at the west, and Mifflin Street at the south. Southwark was incorporated in 1794.



Detail of John Hills Map of Philadelphia showing Southwark, 1796

Although now known primarily as a residential area, South Philadelphia has a long and distinguished history as an industrial zone. Ship building was the first major industry to locate in the South District. Shipbuilders, who required large tracts of land, and associated industries like lumber yards and rope and sail makers, established themselves in the relatively open areas along the Delaware south of the urban core and, by the second half of the eighteenth century, Southwark was a shipbuilding center. Nicholas Scull's 1762 map of Philadelphia depicts numerous wharves along Swanson Street on the Delaware bank from Cedar Street south to Wicaco Lane (at present-day Washington Avenue) and numerous buildings along Swanson, Front, and 2<sup>nd</sup> Streets. The 1762 map also depicts the Association Battery, a fort erected at the urging of Benjamin Franklin in 1747 by the Association, a volunteer militia. Located where Washington Avenue now intersects with Delaware Avenue, the fort's original 27 guns were increased to 50 by 1750. A 1777 map documents that urban Southwark extended south to Christian Street and west to 3rd Street, with occasional dense developments beyond the urban core, for example on the south side of Greenwich between 2<sup>nd</sup> and Moyamensing. A 1795 map shows Southwark densely settled south to Prime Street (near present-day Washington Avenue) and west to Moyamensing, with enormous rope walks farther west on both sides of Passyunk from Christian to Prime. John Hill's 1796 map indicates that the Association Battery had been demolished and replaced by a series of shipyards, wharves, and landings including Joshua Humphreys' renowned shipyard. Humphreys established his shipbuilding business in Southwark in 1774 with John Wharton. During the Revolution, Humphreys designed, built, and retrofitted warships for the Americans. In 1794, President Washington appointed Humphreys to the position of Naval Constructor, through which he designed, built, and supervised the building of



the U.S. Navy's first six frigates including the *Constitution* (*Old Ironsides*) at shipyards from Norfolk, Virginia to Portsmouth, New Hampshire. Humphreys' own shipyard in Southwark built the frigate *United States*, launched 10 May 1797. In 1801, at the request of the Secretary of the Navy, Humphreys converted his shipyard and adjacent land into the first U.S. Naval Yard. Many of the young country's most important warships were built at the Naval Yard including the 74-gun *North Carolina* in 1820, considered the most powerful naval vessel of its time; the *Mississippi*, the first steam-powered, paddle-wheel Naval ship, in 1841; and the *Princeton*, the world's first screw-propelled iron warship in 1843. By the Civil War, the Navy Yard employed about 3,000 workers. After the war, in 1868, the federal government took title to League Island, at the south end of South Philadelphia, and began construction of a new Navy Yard to replace the original facility, which had become hemmed in by the expanding city. In 1876, the U.S. Navy Yard in Southwark closed. No above-ground artifacts of Southwark's shipbuilding era appear to have survived, but archaeological evidence of the ship building industry including the Navy Yard is likely to be found.

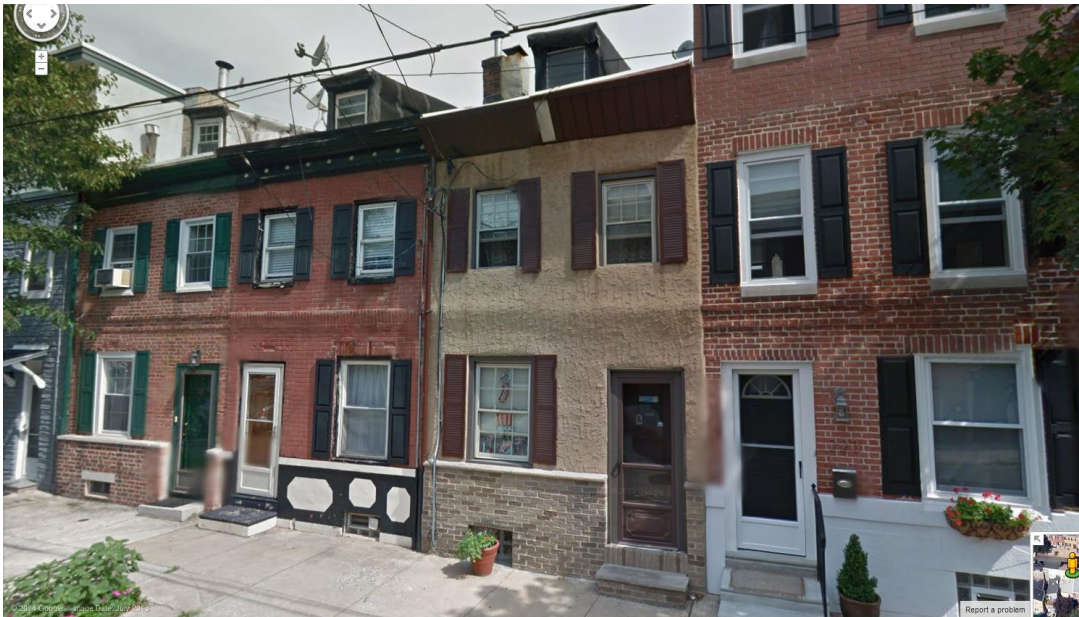


William Birch, Construction of the frigate Philadelphia at Humphrey & Wharton Shipyard, Southwark, 1798

Bounded by Washington Avenue, Front Street, Tasker Avenue and 3<sup>rd</sup> Street, the section of Southwark centered on Federal Street retains many late eighteenth- and very early nineteenth-century row houses, which are emblematic of historic ship building and seafaring community. Important examples of these houses, which can be found on the following blocks, may merit designation as a group as the Federal Street Thematic Historic District:

- Alter Street: 100 block
- Ellsworth Street: 100 block
- Federal Street: 100, 200 blocks

- Manton Street: 100, 200 blocks
- South Front Street: 1000, 1100, 1500 blocks
- Tasker Street: 100 block
- South 2<sup>nd</sup> Street: 1500 block
- East Moyamensing Avenue: 1100, 1200, 1400 blocks
- Greenwich Street: 100, 200 blocks
- Dickinson Street: 100, 200 blocks
- Wharton Street: 100 block
- South Howard Street: 1300, 1400 blocks
- Wilder Street: 100 block

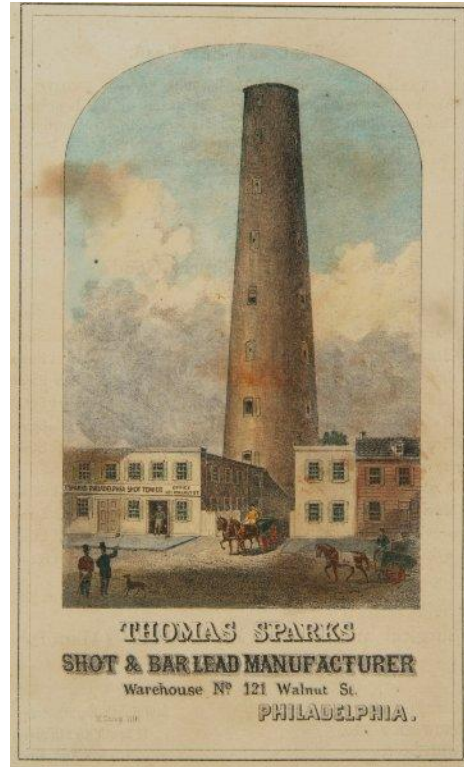


Late eighteenth-century houses on the 200 block of Federal Street

James Ronaldson, a Scotsman who settled in Philadelphia in 1794, led the effort to found the Southwark Soup Society in 1805, the first of many such charities in Philadelphia. Ronaldson, one of Southwark's most active residents, teamed with Archibald Binny to establish one of America's first type foundries in 1796, and, in 1825, he became the first president of the Franklin Institute. The Southwark Soup Society, which was located at 833 S. Hancock Street, provided aid to the "deserving poor," distributing soup and bread during winters. In 1949, the society merged with the Union Benevolent Association. The soup house deserves consideration for inclusion on the Philadelphia Register.



Southwark Soup Society, 833 S. Hancock St

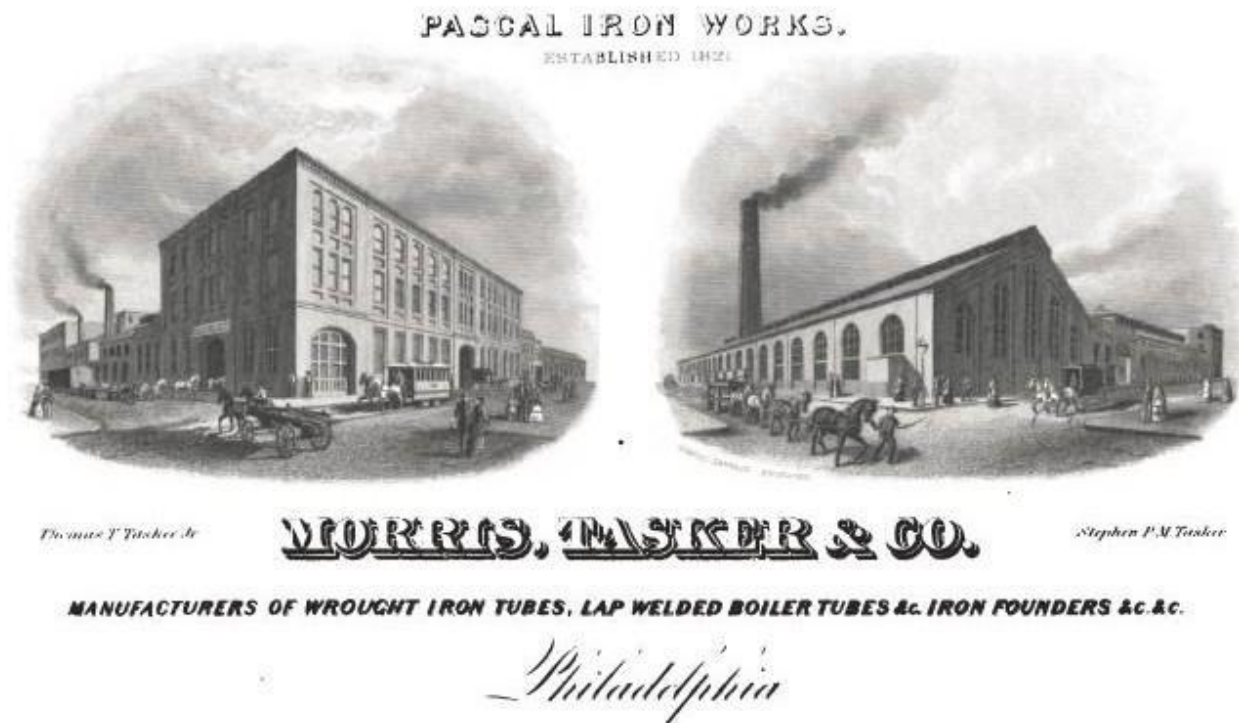


Sparks Shot Tower, 101-31 Carpenter St

A major landmark in American industrial history, the country's first shot tower for manufacturing gunshot stands at 101-31 Carpenter Street, on the northern edge of the South District. Built by plumber Thomas Sparks and his partner John Bishop in 1808, the Sparks Shot Tower revolutionized the making of musket balls and other solid projectiles based on the principle that molten lead will form perfect round balls when poured from a high place. Sparks and Bishop originally built the tower to manufacture hunting shot. Bishop, a Quaker, sold his share of the business when the tower began to manufacture ammunition for the War of 1812. The Sparks family produced ammunition for the Civil War and continued the business until 1903. The Sparks Shot Tower is now part of a City playground and is listed on the Philadelphia Register.

In the early nineteenth century, industry began to diversify in the South Philadelphia. For example, Morris, Tasker & Company's Pascal Iron Works was founded in 1821 and grew to cover two city blocks from Moyamensing Avenue to S. 5<sup>th</sup> Street between Morris and Tasker Streets. Pascal Iron Works manufactured stoves, grates, and machine parts for sugar refineries, and had offices in Philadelphia and New York City. In 1835, when natural gas was introduced into Philadelphia, Pascal Iron Works became the first manufacturer of gas pipe in the country, which had been imported from England. Pascal Iron Works later developed universal standards for pipe dimensions that are still used today. An 1882 census of Philadelphia manufacturers recorded that Pascal Iron Works employed 569 men. In 1896, Pascal Iron Works moved their operations to Delaware and closed the large plant. The western block was redeveloped as houses; the eastern block was deeded to the City and redeveloped as Dickinson Square Park, which officially opened on 27 October 1900. Owing to its limited redevelopment, Dickinson Square Park may contain archaeological artifacts related to its industrial past.





Pascal Iron Works, demolished c. 1900



Dickinson Square, bounded by Moyamensing Avenue and S. 4<sup>th</sup>, Tasker, and Morris Streets

Near Dickinson Square, a group of Gothic Revival twins on the 1700-block of E. Moyamensing Avenue, dating to the 1840s, provides a good example of an early alternative to rowhouse development and may qualify for designation.



Gothic Revival twins on the 1700-block of E. Moyamensing Avenue

In 1790, 7,052 people lived south of the City of Philadelphia in Southwark, Moyamensing, and Passyunk. The vast majority of the population, 5,661 or 80%, lived in Southwark, the shipbuilding community along the Delaware just south of the City line. Most of the remainder lived in the parts of Moyamensing just outside the borders of Southwark. A few people were scattered throughout the rural areas beyond. The overall population grew considerably during the decades leading up to Consolidation, with most people living in and adjacent to Southwark. Decadal census counts show constant population growth in South Philadelphia: 12,097 in 1800; 17,586 in 1810; 20,314 in 1820; 29,003 in 1830; 43,715 in 1840; and 67,385 in 1850.

In 1848, the political boundaries of Moyamensing and Passyunk were significantly altered. Prior to 1848, the peninsula of South Philadelphia was divided approximately in half with a north-south line; Moyamensing occupied the eastern half and Passyunk the western half. In 1848, the boundary was shifted to an east-west line running near the line of McKean Street; Moyamensing now occupied the northern half and Passyunk the southern half. By 1850, with the development of the Pascal Iron Works and other industrial firms on the outer edges of Southwark and beyond, the population of Moyamensing, 26,979, began to rival that of Southwark, 38,799. Although the boundaries had shifted significantly in 1848, the vast majority of the residents of Moyamensing prior to the shift, who lived east of Broad Street and north of McKean, remained within the newly defined district. In 1850, only 1,607 persons resided in the newly-drawn Passyunk Township, the marshy, rural southern half of the peninsula.



### Rural South Philadelphia before Consolidation

Before the wave of development swept across South Philadelphia in the second half of the nineteenth century and the first decades of the twentieth century, much of the peninsula was rural and thinly populated. Most of the population lived in or adjacent to Southwark. Beyond, linear villages stood along the main byways like Passyunk and Rope Ferry Roads. Although dotted with country seats and small farms raising livestock and vegetables, much of the area was tidal marshes along the rivers and open land described as “waste lands laying in commons” by John F. Watson in his *Annals of Philadelphia and Pennsylvania* of 1857. Very little built fabric survives from this era. Almost all of the farm houses, barns, and other buildings in rural South Philadelphia were demolished in the later wave of development because they were built of ephemeral materials, especially wood, and because they were not oriented to the orthogonal street grid, which was laid across the landscape with an unrelenting rigor.



Detail of the R.P. Smith Map of Philadelphia, 1853, one year before consolidation

Two important reminders of rural South Philadelphia before consolidation survive. Bel Air, the early Georgian style country seat, which was likely built for Samuel Preston, one of city's first mayors, between 1714 and 1729, is located outside the South District off Pattison Avenue. It is owned by the City and listed on the Philadelphia Register of Historic Places.





Bel Air, Pattison Avenue, 1714-29

The second, named Gentilhommiè by shipping tycoon and philanthropist Stephen Girard, was built in sections between 1750 and 1825. The grand country seat was once surrounded by open land, but is now located in Girard Park at S. 21<sup>st</sup> and Porter Streets. Like Bel Air, it too is owned by the City and listed on the Philadelphia Register of Historic Places.



Gentilhommiè, S. 21<sup>st</sup> and Porter Streets, 1750-1825

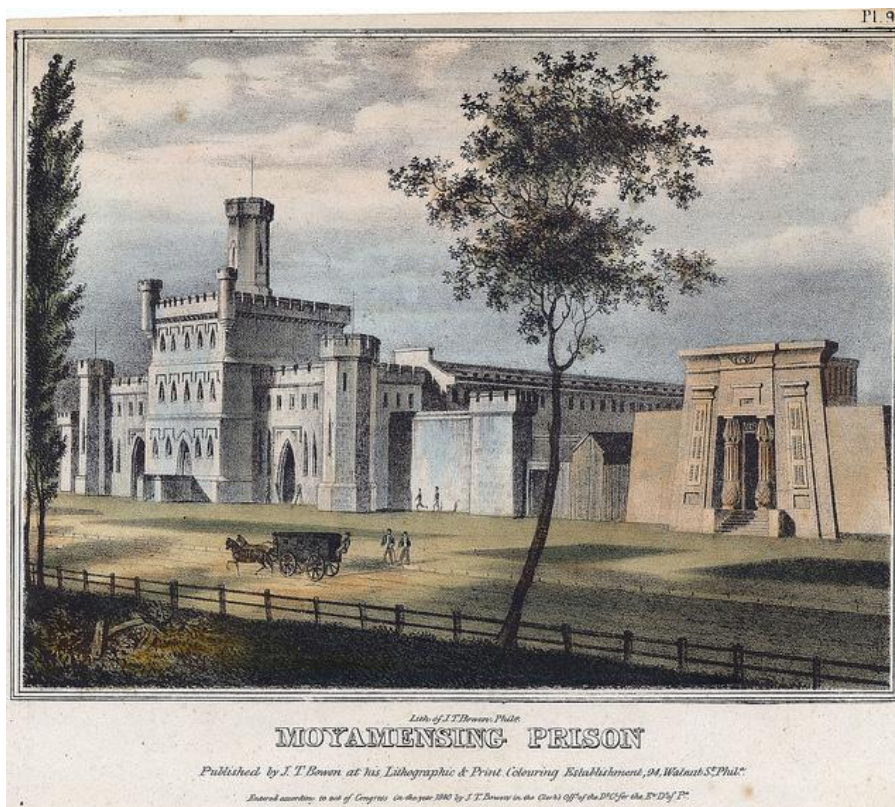
By the middle of the nineteenth century, several cemeteries had been established on the open land south of the rapidly expanding city. Two such cemeteries survive and deserve consideration for designation. The Jewish Burial Ground on the 1100-block of Federal Street was founded in 1849 as Mikveh Israel's second cemetery. Several prominent members of Philadelphia's Jewish community are interred at the site, which may be eligible for designation. The Evangelical Lutheran Church of the Trinity and Burial Ground appears on maps as early as



1847. Originally, the cemetery faced onto Penrose Ferry or Rope Ferry Road, which ran along its northwest boundary. Eventually, the road was stricken from the city plan and the orthogonal street grid was laid across the area. The orientation of old road can still be seen in the alignment of the monuments and sidewalks in the western section of the cemetery. The impressive Gothic Revival church building, which faces onto S. 18<sup>th</sup> Street, is not the original church to stand on the site, but was built about 1890 when the earlier church was demolished. Both the cemetery and impressive, later church may be eligible for designation.



Evangelical Lutheran Church of the Trinity and Cemetery, 2300 S. 18<sup>th</sup> Street



Moyamensing Prison, Passyunk Avenue and Reed Street, 1832-35, demolished 1968



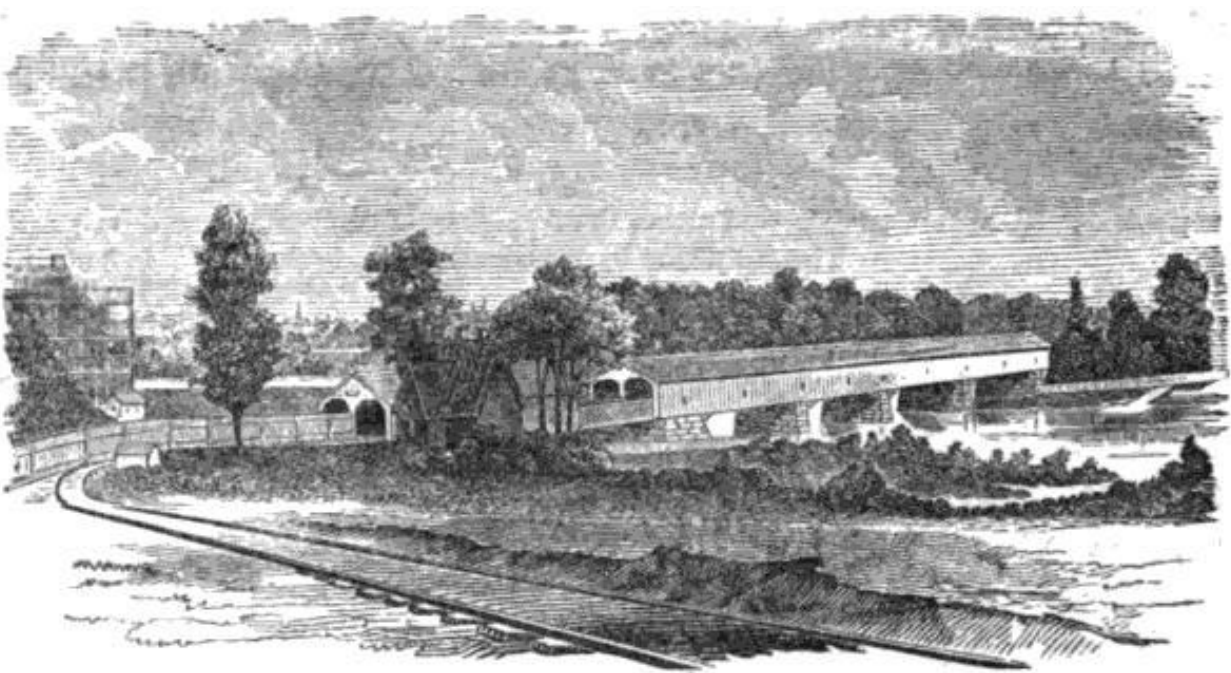
For more than 130 years, the castellated towers of Gothic Moyamensing Prison overlooked the intersection of Passyunk Avenue and Reed Street. Designed by famed architect Thomas U. Walter, who later designed the dome and congressional wings of the United States Capitol, the prison was begun in 1832 and opened in 1835. At the time of its completion, the prison stood in a rural setting several blocks beyond the edges of urban development encroaching from the north and east. Comprised of two structures, a castle-like main prison in the Gothic style and an Egyptian Revival debtors' prison to the north, Moyamensing Prison housed inmates, notorious and anonymous, until 1963. The infamous prison was demolished in 1968, but a low stone wall along Reed Street survives. A state historic marker commemorates the site of the prison, but makes no mention of the surviving wall, which should be preserved as a material link to one of South Philadelphia's most historically significant sites.



Stone wall remaining from Moyamensing Prison

### **The Industrialization of South Philadelphia**

The introduction of railroads to South Philadelphia in the 1830s spurred industrial growth in the area. Chartered in 1831, the Southwark Rail-Road constructed tracks in 1835 along Broad Street from South Street to Washington Avenue, then known as Prime Street, and then east along Washington Avenue to the Delaware River. Also chartered in 1831, the Philadelphia and Delaware County Rail-Road Company merged with several other lines to become the Philadelphia, Wilmington & Baltimore Railroad (PW&B) in 1836. In December 1838, the PW&B completed its Schuylkill River bridge at Grays Ferry, allowing trains to run from downtown Philadelphia to downtown Baltimore, with the only break in the tracks at the Susquehanna River, where a ferry transported the rail cars. The PW&B tracks in South Philadelphia ran from the bridge at the Schuylkill along Grays Ferry Avenue and Washington Avenue to Broad Street. By the middle of the nineteenth century, the corridor along Washington and Grays Ferry Avenues was opened for industrial development.



Philadelphia, Wilmington & Baltimore Railroad Bridge over the Schuylkill River at Grays Ferry

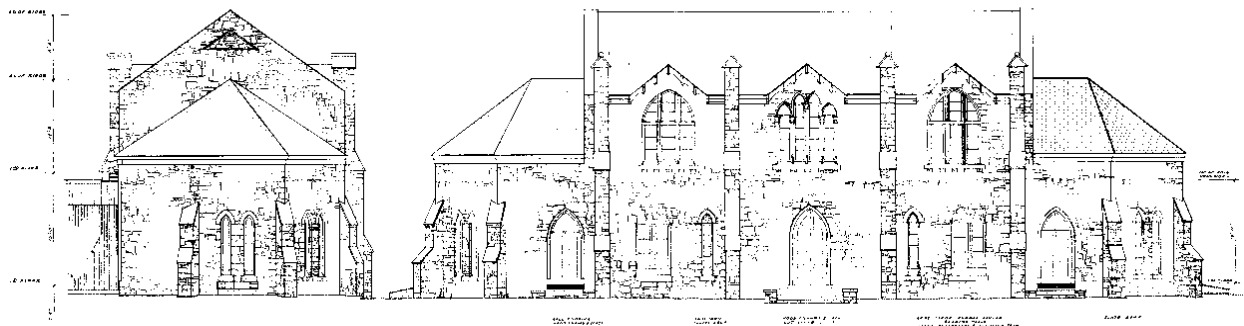
Although Washington Avenue and adjacent streets were once lined with manufacturing facilities tied into the rail lines, few survive. Four examples of the factories and mills stand in the Washington Avenue National Register Historic District, which includes the 1000 to 1300 blocks of Washington Avenue as well as the 1200 block of Carpenter Street. These buildings merit consideration for listing on the Philadelphia Register.

- Curtis Publishing Company, 1101 Washington Avenue
- American Cigar Company, 1135 Washington Avenue
- John Wyeth Chemical Works, 1201-21 Washington Avenue
- Main Belting Company, 1217-41 Carpenter Street



Wall & Stewart Mills, S. 24<sup>th</sup> and Ellsworth Streets, 2400 Washington Avenue)

The Wall & Stewart Mill building at the northwest corner of S. 24<sup>th</sup> and Ellsworth Streets (2400 Washington Avenue) is a good example of the mid nineteenth-century mill buildings that populated the Washington Avenue industrial corridor and deserves consideration for designation. Wall & Stewart produced worsted woolen and cotton goods. The building was later known as Bonanza Mills, Blankenburg Blanket Factory, and Olympia Mills.

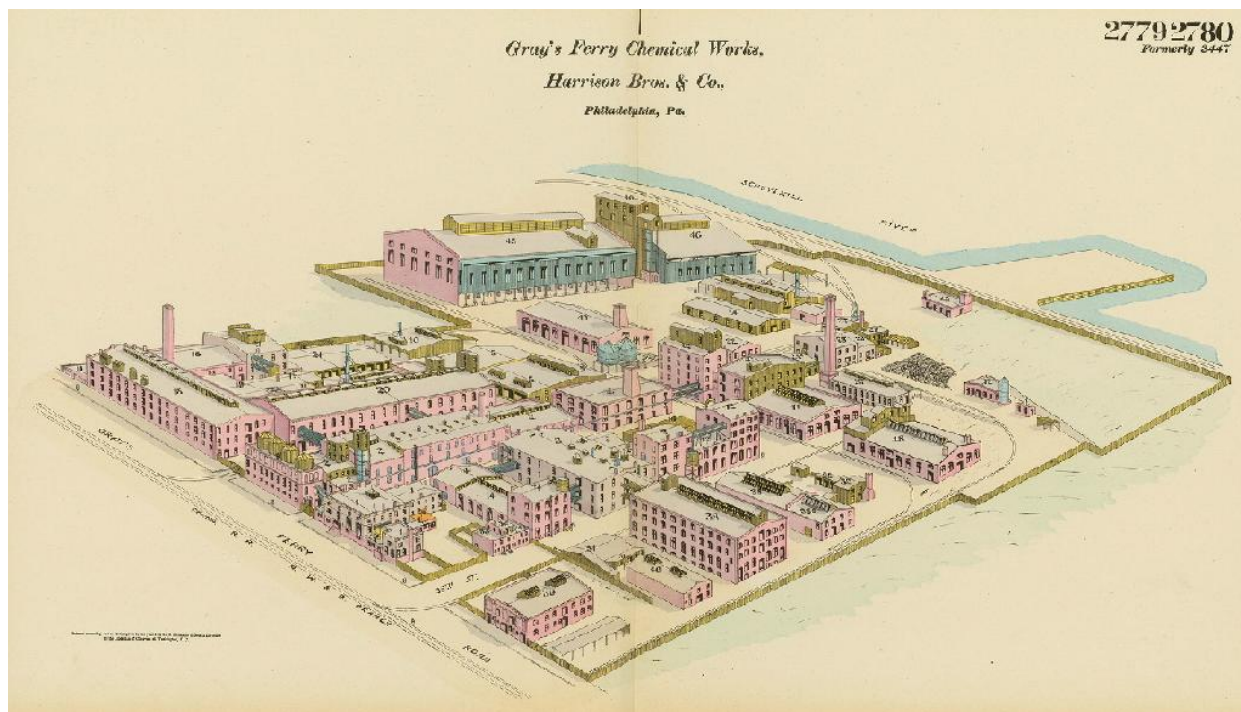


Philadelphia Gas Works, Point Breeze Meter House, HAER Drawing

In 1853, the City of Philadelphia constructed a gas works at Passyunk Road near the Schuylkill River. John Cresson, Chief Engineer of the Gas Works, designed the facility in a simple Gothic style. The plant consisted of four buildings: a retort house, where coal was distilled to make gas; a purifying house, where the gas was washed and refined; a meter house, where the gas was measured; and a gasholder, where the gas was stored prior to distribution. During the nineteenth century, the Point Breeze Gas Works grew. By 1882, the facility employed 447 men and was producing 713,212,000 cubic feet of gas annually. The production of gas at Point Breeze ended by 1960 as natural gas from the Southwest became available. The site was surveyed and documented by the Historic American Engineering Record in 1974 (HAER-PA, 51-PHILA, 699A-). Several early buildings survive at the complex and, although just outside the boundary of the South District, should be evaluated for eligibility for designation.



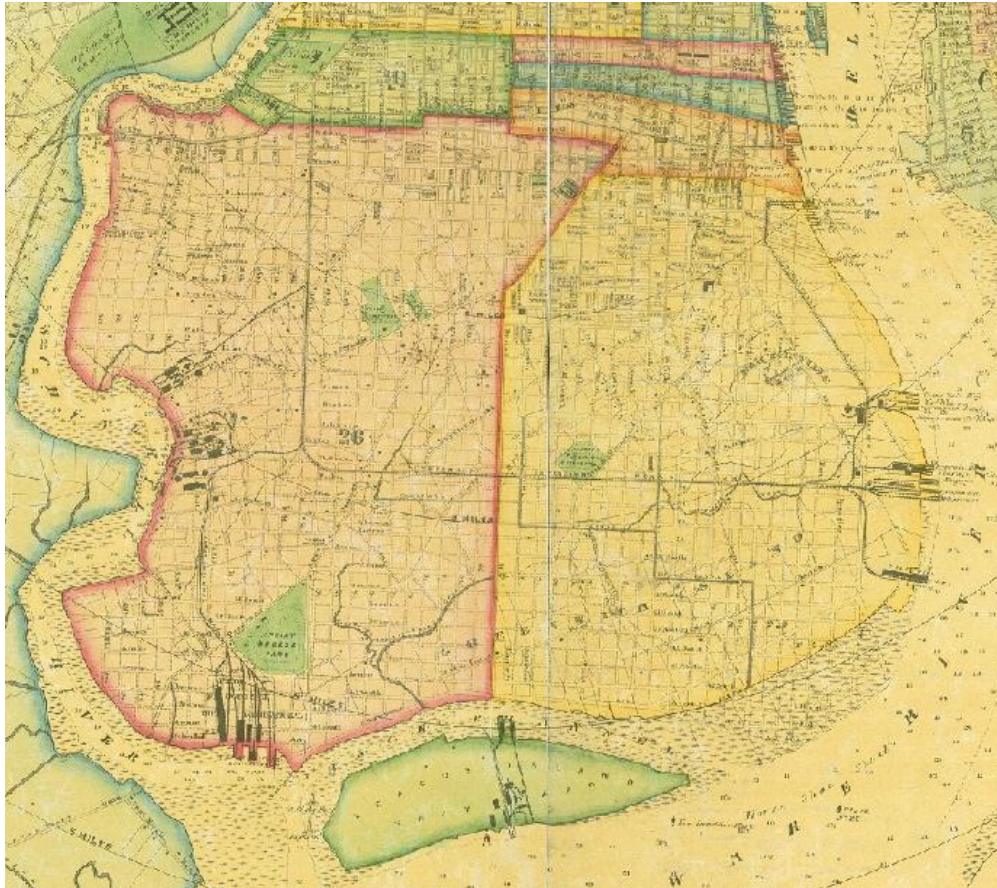
In nineteenth century, several large chemical works were established in two sections of South Philadelphia, at the western edge near the Schuylkill River along Grays Ferry Avenue and the Philadelphia, Wilmington & Baltimore Railroad line and at the eastern edge in Greenwich Point along the Delaware River. Perhaps the first chemical works in South Philadelphia, Smith & Hodgson's Chemical Works appears on the 1859 Barnes map on Grays Ferry Avenue southwest of Washington Avenue. Little is known about Smith & Hodgson's products or history. Construction was begun on the largest chemical works in the area, Harrison Brothers & Company, a few years later. John Harrison of the Harrison Brothers was educated in Europe and returned to Philadelphia, where by 1793 he was manufacturing various chemicals including "oil of vitriol" (sulfuric acid) at N. 3<sup>rd</sup> and Green Streets. Harrison was not only the earliest successful manufacturer of sulfuric acid in America, but the first to concentrate it with platinum. Harrison Brothers purchased a property on the north side of Grays Ferry Avenue east of the Schuylkill River in 1863 and began construction of a large industrial complex that continued into the 1900s. Harrison Brothers became one of the largest chemical companies in the South Philadelphia area, employing nearly 500 workers in its paint production operations by the 1890s. By 1910, the massive complex included facilities for paint mixing, solvent production, sulfuric acid production, and various processes based on the by-products of these operations. The E.I. DuPont Company purchased Harrison Brothers in 1917. Paint manufacturing continued at the site until the 1950s, when DuPont converted the complex for research and development. DuPont closed the complex in 2009. Unfortunately, all nineteenth century structures have been demolished, the last in 1983, and have been replaced with contemporary structures and parking facilities. However, archaeological resources may survive from this important, early chemical factory.



Harrison Brothers & Company Chemical Works, Grays Ferry Road, 1894

In 1870, the Greenwich Chemical Works of the Pennsylvania Salt Manufacturing Company was established on the Delaware River near what is now the intersection of Oregon and Delaware Avenues. Greenwich Chemical Works manufactured caustic soda for the manufacture of artificial silk, pure sodium chloride for dye manufacturers, and other heavy chemicals. By the

1890s, it had grown into a huge complex of more than 30 buildings in which 400 men labored. Delaware River Chemical Works, owned by Baugh & Sons, at the eastern end of Morris Street, was established in 1872 and, by 1892, included 42 buildings in which 300 to 500 men and boys worked. Delaware River Chemical Works produced glue, grease, ground bone, Neat's Foot oil, bone black, and other chemical products. Big-box stores now occupy the sites of both the Greenwich Chemical Works and Delaware River Chemical Works. It is unlikely that any above-grade historic resources survive from either complex.



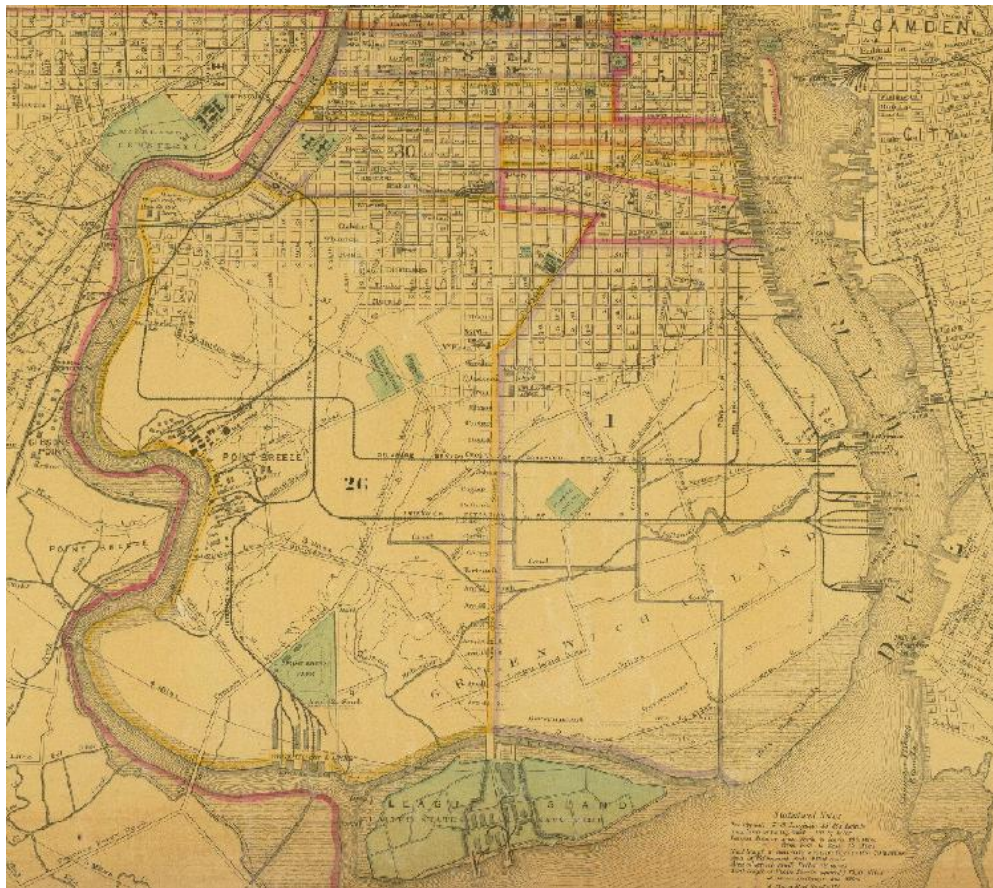
Detail of G.M. Hopkins Map of Philadelphia, 1876, showing Pennsylvania Railroad lines

In the early 1860s, the Pennsylvania Railroad began acquiring and laying track in South Philadelphia, which it accessed via the Arsenal Bridge over the Schuylkill near Christian Street. In 1863, the Pennsylvania Railroad opened a line south down 25<sup>th</sup> Street from Washington Avenue to Long Lane (Point Breeze Avenue) and then southwest to the Philadelphia Gas Works. In 1866, the line was extended south to about Packer Avenue and then east to the Delaware River, where Pennsylvania Railroad built the enormous Greenwich Coal Wharves. It was also extended west at about Bigler to the Atlantic Refinery on the Schuylkill. In 1874, the line was extended north from the Greenwich Coal Wharves along Commercial Avenue (Delaware Avenue) to wharves in line with Reed and Dickinson Streets. That same year, 1874, the International Navigation Company constructed a rail line from the Pennsylvania Railroad's branch to the Atlantic Refinery south to Girard Point at the confluence of the Schuylkill and Delaware. Pennsylvania Railroad was an investor in the International Navigation Company. At Girard Point, the International Navigation Company constructed facilities for the transshipment of grain, coal, and other products. In 1881, the Girard Point Storage Company, a subsidiary of



Pennsylvania Railroad, took over the site and later built a second grain elevator, creating an enormous transshipment facility.

In 1881, the Pennsylvania Railroad (PARR) acquired the Philadelphia, Wilmington & Baltimore Railroad (PW&B), giving the company control of the line on Washington Avenue. PARR erected a large grain elevator at the eastern end of Washington Avenue on the Delaware. PARR's acquisition of PW&B left the Baltimore & Ohio Railroad (B&O) without access to Philadelphia after 1884. Through acquisition and construction between 1883 and 1886, the B&O developed a line from the south that crossed the Schuylkill into South Philadelphia south of the Grays Ferry Bridge. On the east bank of the Schuylkill, the track split, with the main line continuing north along the river to a station at 24th and Chestnut and beyond, and a branch known as the Schuylkill River East Side Railroad providing access to facilities on the Delaware River. The branch line ran from the main line on the east bank of the Schuylkill at Dickinson Street south down the Schuylkill bank to the line of Wolf Street, east to the line of S. 23rd Street, south to the line of Oregon Avenue, east to the Delaware River bank, and then north to the B&O wharves on the Delaware at Dickinson Street.



Detail of the E.P. Noll Map of Philadelphia showing railroad lines, 1881

After the Civil War, petroleum storage, shipping, and refining became the most prominent industry in South Philadelphia. The Atlantic Refining Company began business in 1866 as a storage facility for oil shipped by train from Titusville, Pennsylvania, but quickly expanded operations to include refining as myriad uses for petroleum were developed. Initially, the storage facility south of Passyunk Avenue on the east bank of the Schuylkill consisted of four warehouses with a 50,000 barrel (2.1 million gallon) capacity, mostly for kerosene used as lamp

oil. In 1874, John D. Rockefeller took over the company and integrated it into Standard Oil Trust. Under Rockefeller, the company grew quickly, becoming Philadelphia's largest employer. By 1882, Atlantic Refining's plant at Point Breeze was one of the largest refineries in the United States; it employed 2,950 workers and produced 90 million gallons of refined oil during that year. In 1891, Philadelphia was exporting 35% of all U.S. petroleum and the Atlantic Refinery was producing nearly 50% of the world's illuminating fuel. The refinery continued to grow, eventually expanding north of Passyunk Avenue and the Gas Works and also opening a facility at Point Breeze Avenue and 25th Street. In 1911, the US Supreme Court invoked the Sherman Antitrust Act and ordered the dismantling of Standard Oil Trust, resulting in the reestablishment of Atlantic as an independent company. By 1915, the Point Breeze refinery was manufacturing gasoline for automobiles sold at gas stations with pumps. In 1918, the Point Breeze refinery produced "Fighting Red," a superior-grade aviation fuel for the US Air Force in World War I. By World War II, the Atlantic refinery and the Gulf Oil refinery on the west bank of the Schuylkill were together processing 69,000 barrels a day (2.9 million gallons). In 1966, Atlantic merged with Richfield Oil to create ARCO. In 1985, ARCO sold off its interests in the northeast to oil trader John Deuss, who resumed the use of the Atlantic name. In 1988, Atlantic was purchased by Sunoco, which combined the two refineries facing one another across the Schuylkill. In 2012, Sunoco entered a joint venture with the Carlyle Group LP to run the merged refining facilities on the Schuylkill as Philadelphia Energy Solutions. The Atlantic refinery is the longest continuously operating oil facility in the U.S. and possibly in the world and, with the former Gulf refinery, is the largest oil refining complex on the U.S. Eastern seaboard. Although inaccessible to the public, the massive and extremely historically significant industrial complex should be surveyed to determine whether any historic resources survive at the constantly evolving site.



Atlantic Petroleum Storage Company on the east bank of the Schuylkill River, 1866





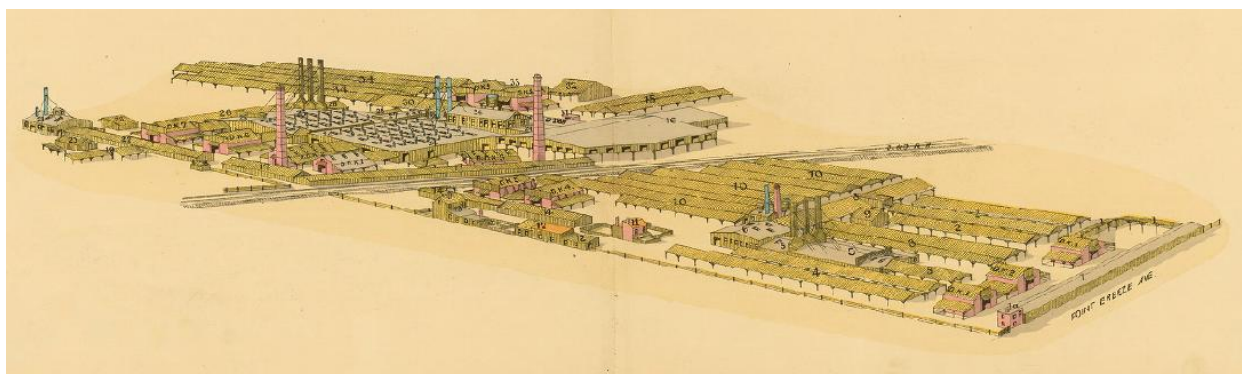
Atlantic Refining Company, 1926, showing the southern section of the facility, below Passyunk Avenue

Although Atlantic was the largest and most important, several other oil storage and refining facilities were located in South Philadelphia. On the Schuylkill, oil facilities included Quaker City Oil Works, Empire Oil Stores, Point Breeze Oil Works, and Ladenburg, Thalmann & Company Oil Shipping Yard. On the Delaware, oil facilities included Greenwich Oil Refinery and Storage Company, Pennsylvania Refining Company, Southward Petroleum Works, Delaware River Bonded Warehouses & Storage Company, A.R. McHenry Oil Yard, Steven Carr & Company Oil Works, and Philadelphia Petroleum Storage Company.

Brick making was an important industry in western half of South Philadelphia during the second half of the nineteenth century. The area provided all of the essential ingredients, open land for the large manufacturing plants, a railroad system for the shipment of supplies and products, and, most importantly, a sub-soil that included a stratum of superior clay from four to ten feet thick. An 1882 industrial survey reported that there were 18 brick making facilities located in the western half of South Philadelphia, which employed 801 men and 297 boys and produced about 65 million bricks annually. The brick manufacturing plants were sprawling complexes consisting of wooden hacking sheds where bricks were molded and stored before firing, kilns with tall stacks for firing bricks, steam-heated dryers for curing bricks, storage and shipping facilities, and offices. Webster Brick Company at 30<sup>th</sup> and Tasker Streets employed 90 hands and produced 60,000 bricks daily in 1893. Webster, Gillespie & Company at 22<sup>nd</sup> and Wolf Streets employed 110 hands and produced 80,000 bricks daily in 1894. The largest, Jarden Company Brick Works at 26<sup>th</sup> Street and Point Breeze Avenue, employed 400 hands seasonally and produced 50 million bricks annually. Brick making facilities were ephemeral, largely built of wood on grade; they moved frequently, following the clay and avoiding the push of urban



development. No known resources related to brick -making facilities surviving in South Philadelphia, but the former sites of this once-important industry should be surveyed.



Jarden Company Brick Works, 26<sup>th</sup> Street and Point Breeze Avenue on the B&O Railroad, 1890

### **Residential Development from Consolidation to World War I**

South Philadelphia was intensively developed as a residential district during the period from the Consolidation of the City and County of Philadelphia in 1854 to World War I. During this time, the street grid and rowhouses were spread relentlessly southward and westward across acres and acres that had been meadow and marsh. The population of South Philadelphia grew significantly every decade during this period, from 103,399 in 1860, to 132,641 in 1870, to 172,944 in 1880, to 218,506 in 1890, to 282,057 in 1900, to 336,134 in 1910, to 375,755 in 1920, when it peaked.

In 1862, development east of Broad Street extended south in a V-shape centered on S. 5<sup>th</sup> Street to about Morris Street. Except for a small residential community at the elbow of Grays Ferry Avenue, there was little urban development west of Broad. The horse-drawn street car lines depicted on an 1861 map show the outer edges of urban development. The lines ran south to Mifflin Street on 2<sup>nd</sup> Street and Moyamensing Avenue; south to Moore on 5<sup>th</sup> and 6<sup>th</sup> Streets; and south to the Moyamensing Prison on 10<sup>th</sup> and 11<sup>th</sup> Streets. There were no street car lines west of Broad.

A shantytown known as Martinsville, which would persist well into the twentieth century, first appears on the J.E. Gillete Map of Philadelphia of 1861. Centered on Greenville Street, which ran southwest off Weccacoe Avenue at about the line of Ritner Street, Martinsville was home to residents of wooden shacks who raised pigs and tended poudrette pits, in which human and animal waste was converted to fertilizer. The open lot at 2410 Weccacoe Avenue may contain significant archaeological resources related to Martinsville. Other such shantytowns, where the residents collected trash and night soil, raised pigs, and tended poudrette pits, emerged along Stone House Lane and other rural roadways in the area of 3<sup>rd</sup> Street and Oregon Avenue in the later nineteenth century. The last squatters in the shantytown on Stone House Lane were not evicted until the 1950s for the construction of the Walt Whitman Bridge.

In 1888, development in South Philadelphia had pushed southward to Wolf Street east of Broad. West of Broad, development was slower, with rowhouse construction limited to about Morris Street east of 21<sup>st</sup> Street and Wharton east of 25<sup>th</sup> Street. Residential enclaves for workers also rimmed the chemical plants on Grays Ferry Avenue and the Gas Works at 28<sup>th</sup> Street and Passyunk Avenue. By 1901, development had pushed as far south as Oregon Avenue at Broad Street. The zone south of Morris Street and west of about 21<sup>st</sup> Street remained largely open

land. By 1910, South Philadelphia had been nearly built out to the boundaries created by the at-grade rail lines on 25<sup>th</sup> Street and Oregon Avenue.

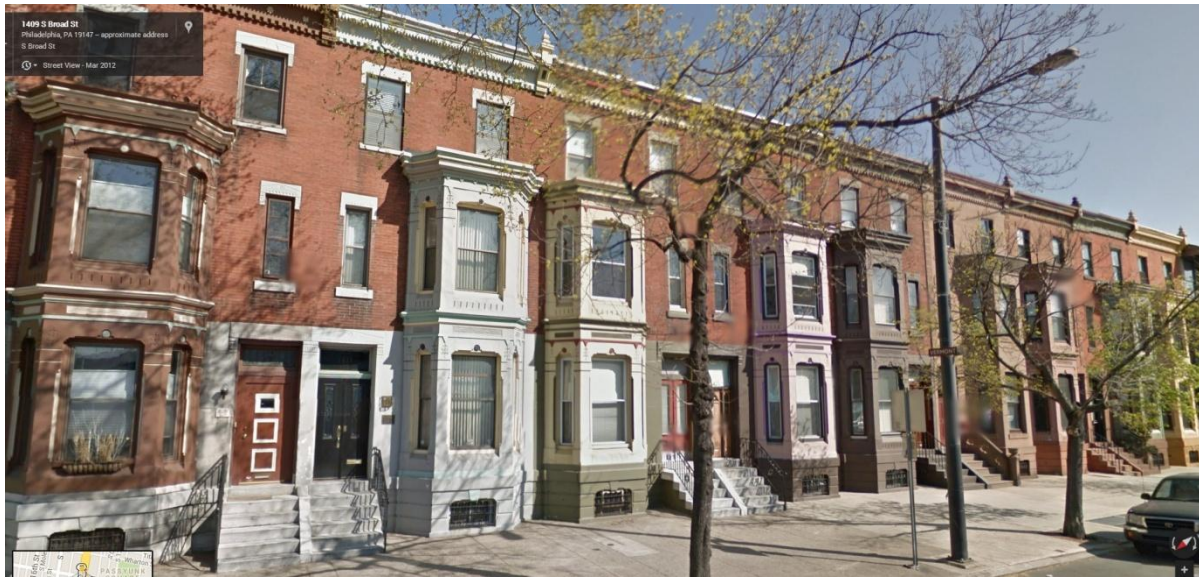
South Philadelphia was a melting pot where Irish, German, African Americans, Italians, Jews, Eastern Europeans, and others settled in ethnic and racial enclaves in the nineteenth and early twentieth centuries. Numerous sites within South Philadelphia are associated with various communities that called this neighborhood home. Before the imposition of the street grid, Irish Lane ran southwest from South Street west of Broad into the open lands of South Philadelphia. Numerous resources representing the German presence in South Philadelphia survive including the former Third German Baptist Church at 612 Dickinson Street and the former St. John's German Evangelical Lutheran Church at 516 Wharton Street. Unfortunately, Schanbacher's Halle at 1715 S. 4<sup>th</sup> Street was recently demolished. Alain Leroy Locke, the first African American Rhodes Scholar and the so-called "Dean" of the Harlem Renaissance, was born in 1885 at 2221 S. 5<sup>th</sup> Street. Home to the Italian Market and St. Mary Magdalen de Pazzi Church at 710-720 Montrose Street, the first Italian national parish in the United States, South Philadelphia has long been associated with Italian Americans. The 1910 Census indicates that there were more Jews than other foreign-born immigrant group in South Philadelphia. The former Jewish Education Center #2 at 2501-15 S. Marshall Street, which is listed on the Philadelphia Register, is just one of many Jewish landmarks in the neighborhood. A Lithuanian community surrounded St. Casimir's Church and School on the 300-block of Wharton Street. A Russian community surrounded the Assumption of the Holy Virgin Russian Orthodox Church, at 2101A S. 28<sup>th</sup> Street, in the southwest corner of South Philadelphia. People from the Carpathian Mountains of the Austro-Hungarian Empire, which became Czechoslovakia, founded the Holy Ghost Byzantine Catholic Church on Passyunk Avenue in 1891. In 1923, they built a new church at 2310 S. 24<sup>th</sup> Street. Since the waves of immigration in the late nineteenth and early twentieth centuries, many have left South Philadelphia for the suburbs, making way for newcomers from the rural South, Central America, Southeast Asia, and elsewhere.

Numerous potentially significant historic resources represent the residential development of South Philadelphia in the second half of the nineteenth century and early twentieth century. An overview of potential designations follows according to building type.

The stretch of South Broad Street running through the South District showcases many grand row houses, which have great significance in Philadelphia's architectural and social histories. Constructed from the 1880s through the early 1900s by the era's most prominent architects, these elegant homes of brick and brownstone with elaborate bays and ornamentation constitute an encyclopedia of Late Victorian styles. The residences of prominent newspaper publishers, lawyers, doctors, politicians, industrialists, and clergy, the houses also represent the elite of South Philadelphia's Scotch-Irish community, which was centered on the Scots Presbyterian Church at Broad and Castle, built in 1887 and demolished in 1955. The following residential buildings on South Broad Street could be considered significant within a South Broad Street residential thematic district:

- 1100 Block: 1145, 1147, 1164 (David Garrison house/St. Rita's parish house, circa 1883 by Willis Hale)
- 1200 Block: 1207, 1209, 1211, 1213, 1215 (circa 1889), 1216, 1218, 1220 (circa 1888), 1232 (circa 1886)
- 1300 Block: 1308 (circa 1901 by Werner Trumbauer), 1316, 1325 (circa 1880)
- 1400 Block: entire east side (circa 1880); 1432 (circa 1897 by William McCauley), 1434
- 1500 Block: 1518-20 (circa 1888 by Charles Callom)

- 1600 Block: 1609, 1611, 1613, 1615, 1606, 1608, 1610 (circa 1891), 1640, 1642, 1645 (circa 1891)
- 1800 Block: 1814-1828 west side; 1809-1831, 1841, 1843 (circa 1893) east side
- 1900 Block: 1919, 1921, 1923
- 2200 Block: 2202, 2206, 2208, 2210, 2221 (circa 1889)
- 2300 Block: 2316-2342 west side (2316 already on Philadelphia Register, circa 1903 by George Lovatt)
- 2400 Block: 2416, 2418



1400 block of South Broad Street, east side, 1883-84



2300 block of South Broad Street, west side



In addition to the suggested thematic district, the South District includes many other residential buildings that may warrant designation individually or in groups. The South District was primarily developed as a residential area, providing homes for the families of workers who toiled in the petroleum, chemical, and shipping industries along the Schuylkill and Delaware Rivers, the brick yards of Passyunk, the factories along Washington Avenue and S. 25<sup>th</sup> Street, and the commercial enterprises to the north in downtown Philadelphia. Most of the residential buildings in the South District are rowhouses erected between 1850 and 1920. Many of these rowhouses are architecturally distinguished and provide character and visual interest to the streetscape. One such group of houses is the row along the east side of the 1700-block of S. 17<sup>th</sup> Street. The modest two-story houses include ornate Queen Anne features in the style of architects Willis Hale and Angus Wade.



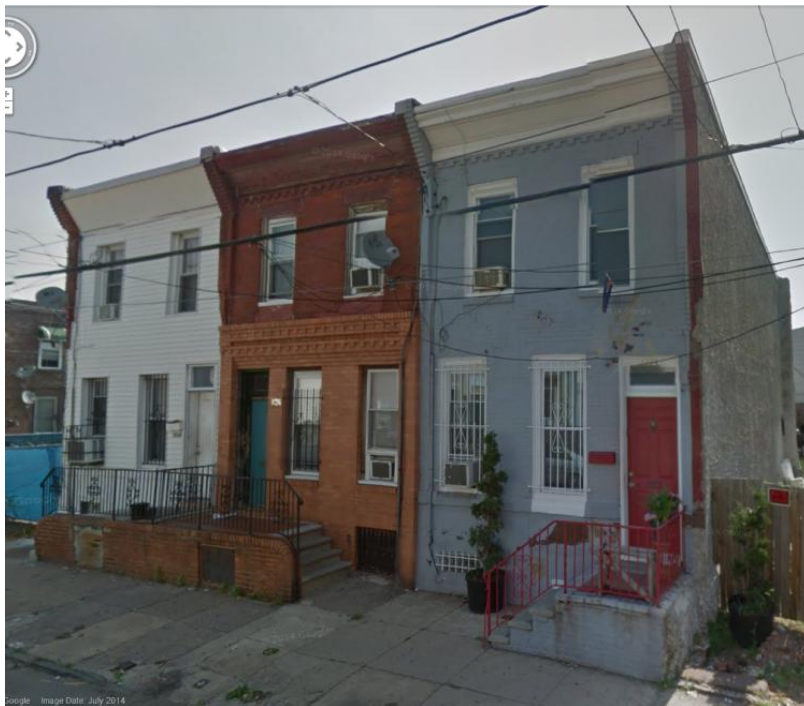
East side of the 1700-block of S. 17<sup>th</sup> Street

Although a few have been significantly altered, the Neo-Grec brownstone houses forming a row bounding the north side of Dickinson Square on the 300-block of Tasker Street may warrant designation for their architectural significance. The row of houses faced with Roman brick and ornamented with brownstone of the west side of Dickinson Square is likewise architecturally significant.



North side of the 300-block of Tasker Street

In 1885, Alain Leroy Locke, the first African American Rhodes Scholar and the so-called “Dean” of the Harlem Renaissance, was born at 2221 S. 5<sup>th</sup> Street. His book, *The New Negro*, a collection of writings by African Americans published in 1925, is considered a landmark in literature.



Alain Leroy Locke House, 2221 S. 5<sup>th</sup> Street

Although known for its rowhouse development, the South District is also home to groups of residential buildings that offered alternatives to dense rowhouse development. The most prominent example is Girard Estate, which is already designated as a historic district on the Philadelphia Register of Historic Places. Other examples include the 1400-blocks of Morris and Castle, which boast an unusual group of Second Empire twins with mansards that may qualify for designation.



Second Empire twins on the 1400-block of Castle Avenue

Owing to its development as a residential area, South Philadelphia is home to numerous institutions that directly support local residents like houses of worship and schools. The following houses of worship are currently listed on the Philadelphia Register of Historic Places:

- 19<sup>th</sup> Street Baptist Church, 1249-1253 S. 19<sup>th</sup> Street\*
- St. Mary Magdalen de Pazzi Catholic Church, 710-720 Montrose Street
- Gloria Dei (Old Swedes) Church, 904-938 S. Swanson Street\*
- Emanuel German Lutheran Church, now Phat Quang Buddhist Temple, 1001-1007 S. 4<sup>th</sup> Street
- 18<sup>th</sup> Street Methodist Episcopal Church, now Friendship Baptist Church, 1730 Wharton Street
- John Chambers Memorial Presbyterian Church, 1629-1637 S. 28<sup>th</sup> Street
- St. Elizabeth's Episcopal Church, now True Gospel Tabernacle Family Church, 1900 S. 16<sup>th</sup> Street

\*Also on the National Register of Historic Places





John Chambers Memorial Presbyterian Church, 1629-1637 S. 28th Street

Numerous other houses of worship in the South District are likely eligible for listing on the Philadelphia Register of Historic Places. Architect Edwin F. Durang was Philadelphia's most prolific and accomplished designer of churches in the late nineteenth and early twentieth centuries. He specialized in Catholic churches, but designed for many denominations. Several of his churches are located in the South District and may be eligible for historic designation, including:

- Sacred Heart of Jesus Catholic Church, 1406-1418 S. 3rd Street (completed 1876)
- Saint Thomas Aquinas Catholic Church, 1616 S. 17th Street (completed 1889)
- Saint Monica's Catholic Church, 1700 W. Ritner Street (completed 1901; to merge with St. Edmond)
- Saint Gabriel's Catholic Church, 1432-1448 S. 29th Street (circa 1902)



St. Gabriel Catholic Church, 1432-1448 S. 29th Street designed by Edwin F. Durang, c. 1902.

Other historic houses of worship in the South District stand out for their architectural and/or social significance and are therefore good candidates for consideration for designation. Many are linked directly to the various immigrant communities that once populated South Philadelphia and are excellent reminders of those groups that are now dispersed throughout the region and country. Some of the most prominent churches in the South District are:

- National Shrine of St. Rita of Cascia, 1156-1162 S. Broad Street
- L'Emmanuello Italian Mission Church, now Christian Street Baptist Church, 1020-24 Christian Street
- Chapel of Tasker ME Church, now Snyder Avenue ME Church, 440 Snyder Avenue
- St. Nicholas of Tolentine Catholic Church, 1712-1724 S. 9th Street
- St. John's Italian Baptist Church, formerly Reformed Episcopal Church, 1601 S. 13<sup>th</sup> Street
- Third German Baptist Church, now Calvary AME Church, 612 Dickinson Street
- St. John's German Evangelical Lutheran Church, now Russell Tabernacle Christian ME Church, 516 Wharton Street
- Hope Presbyterian Church and James W. Queen Memorial Chapel, 1301-1319 S. 33rd Street
- Assumption of the Holy Virgin Russian Orthodox Church, 2101 S. 28<sup>th</sup> Street

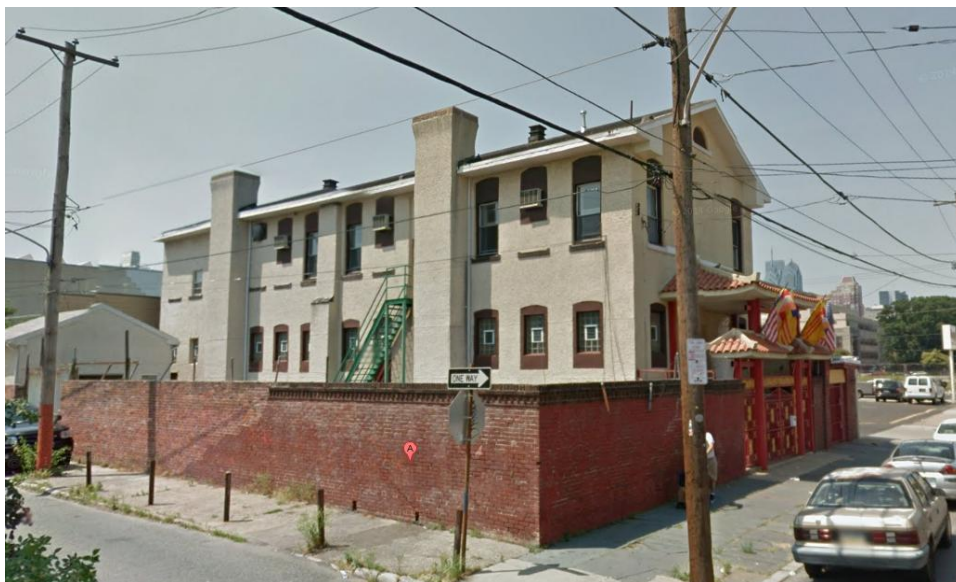
Many other houses of worship in the South District that may be eligible for designation are listed in an appendix to this document.

Currently, two schools in the South District are listed on the Philadelphia Register of Historic Places. Built in 1852, the Watson School at 141 League Street is individually designated as historic and is likely the oldest surviving school building in the South District. The Edgar Allen Poe School at 2136 Ritner Street is designated as part of the Girard Estate Historic District and is classified as a contributing resource. Several school buildings in South Philadelphia that are not yet designated appear to merit listing on the Philadelphia Register.

At first glance, the Levin Handy Smith Secondary and Primary School, later renamed the Benjamin Rush School, which was built in 1874, looks to be a well-preserved school building. However, the school building at 500 Snyder Avenue was converted to church in 1944 and then cut down from three stories to one in 1955. With this loss of integrity, the school may not merit designation, but it should be more closely investigated before a decision is made.

Although altered and now serving as the home of the Chua Bo De Asian American Buddhist Association, the John Stockdale Secondary and Primary School at 1114-20 S. 13<sup>th</sup> Street, built in 1885, may be worthy of designation.





John Stockdale Secondary and Primary School, 1114-20 S. 13<sup>th</sup> Street

The Francis Scott Key School at 2250 S. 8<sup>th</sup> Street and the David Landreth School at 1201 S. 23<sup>rd</sup> Street were both erected in 1889, are good examples of late nineteenth-century, urban public schools, and merit consideration for designation. Built in 1894, the George W. Childs School at 1501 S. 17<sup>th</sup> Street likewise merits consideration.

The Sacred Heart Parochial School at 1329 E. Moyamensing Avenue, a landmark at the intersection of S. 3<sup>rd</sup> Street, Moyamensing Avenue, and Reed Street, was constructed in 1892. The building is an excellent example of the Richardsonian Romanesque style of architecture. The Christopher Columbus Charter School purchased the building in 2014 with plans to use it as a new location. It merits consideration for designation.



Former Sacred Heart Parochial School, at 1329 E. Moyamensing Avenue

The South District includes many significant, twentieth-century school buildings; the best examples are mentioned here. Many other school buildings in the South District that may be eligible for designation are listed in an appendix to this document. Built in 1904, the recently closed Abigail Vare School at 1619 E. Moyamensing Avenue may be eligible for designation. The distinguished Tudor Revival Horace Howard Furness High School at 1900 S. 3rd Street, designed by prominent school architect Henry Decourcy Richards and erected in 1914, is significant. The Edward Bok Vocational School at 1901 S. 9th Street was designed by noted public school architect Irwin Catharine, the son of the chair of the Board of Public Education. The building was financed and constructed by the federal, New Deal, Works Progress Administration between 1935 and 1938. The Art Deco landmark, which was recently sold for redevelopment, likely merits designation.



Horace Howard Furness School, 1900 South 3<sup>rd</sup> Street, 1914



Edward W. Bok Technical High School, 1901 South 9<sup>th</sup> Street, 1938



The infamous Shiffler Hose Company purchased this property at 1507-09 E. Moyamensing Avenue in 1868 and erected the fire house, moving from its earlier quarters at 2<sup>nd</sup> and Reed Streets. Shiffler Hose was a Nativist volunteer fire company named for George Shiffler, the first Protestant killed in anti-Catholic riots in Kensington in 1844. In the decades leading up to the Civil War, the Nativist Shiffler Hose battled on the streets of Southwark with the Irish-Catholic Moyamensing Hose Company and other volunteer fire companies. The violence perpetrated by the fire companies and allied gangs like the Killers spun out of control in the 1840s and 1850s in the neighborhoods bordering on the City of Philadelphia, where the City's police force had no jurisdiction. The City and County were consolidated in 1854, in part to allow for the establishment of a police force with jurisdiction throughout the County to quell the violence associated with the volunteer fire companies. In 1870, Philadelphia disbanded the volunteer fire companies and established a professional fire department. With the demise of the Shiffler Hose Company, the building was renamed Shiffler Hall and used for various purposes, including as a Baptist church in 1876, and as a police station from about 1895 to 1950. A retail furniture store occupied the space from 1952 through 1972, and it was used as offices in the mid 1970s. Mummars Museum equipment was stored there in the late 1970s. The building was converted into residential condominiums in 2005. Owing to its association to one of Philadelphia's most notorious fire companies, it may warrant designation as historic.



Shiffler Hose Company, 1507-09 E. Moyamensing Avenue

The Harrison Day Nursery was founded on the 1800-block of Federal Street in 1889 by a group of civic-minded women to provide care for children of poor white women who had to work to support their families. In 1898, architect Frank Furness designed a new home especially for childcare for Harrison at 1839 Ellsworth Street. The Lincoln Day Nursery was established in 1906 at 1706 Bainbridge Street by the Philadelphia Association of Nurseries to provide daycare for children of working mothers in the African American district of the Seventh Ward. Great care was given to the children's health: they were vaccinated, bathed, and examined at regular intervals. Families were aided with rent, money, coal, food and clothing. As demographics shifted in the neighborhood around Harrison, the social service agencies merged in 1923,

joining at the Furness-designed facility at 19th and Ellsworth under the Lincoln Day Nursery name. The early, significant social service agency is still operational today and merits consideration for designation.



Harrison-Lincoln Day Nursery, 1839 Ellsworth Street, 1898



St. Martha's House, 2025-31 S. 8<sup>th</sup> Street



The Catholic Church established St. Martha's House as a settlement house to provide social services at the corner of S. 8<sup>th</sup> Street and Snyder Avenue in 1901. St. Martha's House hosted boys', girls', and mothers' clubs, provided a kindergarten, and offered cooking, sewing, and music classes, religious instruction, and other social services. In 1904, architects Brockie & Hastings erected a new building on Snyder Avenue to house the expanding activities. In 1914, St. Martha's replaced the older buildings on the corner, erecting a larger building to again expand its range of services. The new buildings at 2025-31 S. 8<sup>th</sup> Street provided a domestic science teaching facility, a dispensary and doctor's office, library, dining room, roof garden, and other facilities. Now operated as United Communities Southeast Philadelphia, the important social services agency merits consideration for designation.

Wharton Hall at 1268 S. 26th Street, at the northwest corner of 26th and Wharton Streets, is an unusual building with an unusual history. Built in the early 1890s, Wharton Hall has served as a meeting and banquet hall, a boxing venue, a union hall for the Brotherhood of Railroad Trainmen, a billiard parlor, the King of Peace Catholic School from 1932 to 1954, and a photography shop. Recently renovated, Wharton Hall may qualify for designation for its architectural significance and its changing roles in the community.



Wharton Hall, 1268 S. 26th Street, c. 1890

Built in 1894 and attributed to architect John T. Windrim, the former Engine House No. 46 fire station at 1401 S. Water Street was abandoned in the 1960s and subsequently used as an auto repair shop and more recently a restaurant. The Flemish Revival façade and castle-like tower retain integrity and the building is a landmark in the Pennsport neighborhood. The property owner holds active valid demolition permit for the building, which is currently vacant. If the permit expires and the building survives, it should be considered for inclusion on the Philadelphia Register.



Former Engine House No. 46. (web image – KB to take photo)



Baptist Institute for Christian Workers, 1425-29 Snyder Avenue, 1911

Designed by architect Benjamin Rush Stevens in 1911, the Baptist Institute for Christian Workers at 1425-29 Snyder Avenue, which provided social services to immigrants, especially single working men, may also merit investigation and consideration for listing on the Philadelphia Register.





Former Nurses' Home of Mt. Sinai Hospital, adapted for senior housing, 1400 block of S. 5<sup>th</sup> Street

Mt. Sinai Hospital on the 1400 block S. 5<sup>th</sup> Street opened at this South Philadelphia location in 1905 as Philadelphia's first Jewish hospital. The hospital originally housed only 33 beds, and was the only hospital located south of Pine Street and east of Broad Street. Patients were treated free of charge at Mt. Sinai because Jacob D. Lits of Lit Brothers Department Store, the hospital's president, funded most of the expenses. Expansion became necessary, and Jewish architect Louis Magaziner was commissioned to design two new buildings. The main hospital building was completed in 1922, and the Nurses' Home was completed in 1924. More additions have been added over the years through the 1980s. The hospital officially closed in 1997 after changing hands several times. Although the hospital may not be a valid candidate for the Philadelphia Register of Historic Places, it may warrant National Register listing to allow it to qualify for preservation tax credits.

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

Banca Calabrese, located at 638 Christian Street, was constructed in 1902 to serve the banking needs of the Italian immigrants that came to South Philadelphia from the Calabria region of Italy. Although an original clock tower has been removed and vinyl siding has been applied to the bays and cornice, the original engraved sign over the doorway and the general massing remain. The bank may merit designation to the Philadelphia Register.



Banca Calabrese, 638 Christian Street, 1902

South Philadelphia State Bank, located at 915-17 S. 11<sup>th</sup> Street, was designed by MacKenzie & Wiley and constructed about 1919. The former bank building was recently converted into apartments. It too may merit designation.



South Philadelphia State Bank, 915-17 S. 11<sup>th</sup> Street, 1919

Banca Commerciale Italiana Trust Company, located in an imposing building at 1163 S. Broad Street, was a subsidiary of the United States branch of Banca Commerciale Italiana, one of the largest banks in Italy, which also had branches in New York City and Boston. Founded in 1929, the Philadelphia branch financed imports to the U.S. from Italy and also funded acceptance credits for and gathered deposits of Italian migrants to the U.S. The bank closed in 1938. The building may be eligible for designation owing to its connection to the Italian-American community and its architectural significance.





Banca Commerciale Italiana Trust Company, 1163 S. Broad Street, 1929

Burton C. Simons Savings & Loan Bank, located at 2301 S. 21<sup>st</sup> Street, was designed by architect George C. Commandaros and constructed in 1968. The Mid-Century Modern building has been identified by the Preservation Alliance as a significant architectural resource and may merit designation.



Burton C. Simons Savings & Loan Bank, 2301 S. 21st Street, 1968



Security Title & Trust Co., 1601-03 S. Broad Street, 1924

Architect Thomas Edward Ash designed the Security Title & Trust Co. building at 1601-03 S. Broad Street in 1924. The bank appears to have failed in 1929 and was sold to Philadelphia Gas Works in 1930. The Renaissance Revival building may be eligible for designation.



Art Deco Automobile Showroom, 1172-74 S. Broad Street, 1938

Architect I.W. Levin designed the automobile showroom at 1172-74 S. Broad Street in the Art Deco style in 1938. The exuberant Deco building may warrant individual designation or inclusion in an Art Deco thematic historic district.



The Termini Brothers pastry shop located at 1523-25 S. 8<sup>th</sup> Street has one of the best preserved mid twentieth-century retail facades in the city. After a 2012 restoration, it was recognized by the Preservation Alliance for Greater Philadelphia with an award. Its 1938 recessed, stainless-steel storefront and two-story neon sign added in 1948 perfectly symbolize the Depression-Era ambience of the Italian-American neighborhood and may warrant designation.



Termini Brothers, 1523-25 S. 8<sup>th</sup> Street, 1938

With the pressure of residential development, South Philadelphia's industrial facilities were largely segregated to the riverfronts and the Washington Avenue and 25<sup>th</sup> Street corridors. However, some smaller-scale industry, typically providing goods to the surrounding inhabitants, did persist in the otherwise residential neighborhoods. A good example of such an industrial development, the ornate Abbotts Alderney Dairies building at 1715 McKean Street was designed by architect W. Timm and constructed in 1921. A furniture designer occupied the building; it is being rehabilitated for a pet trainer. The building retains integrity and is also a good candidate for nomination to the Philadelphia and National Registers of Historic Places.



Abbotts Alderney Dairies, 1715 McKean Street

### Reconfiguring South Philadelphia in the Twentieth Century

By about 1900, the southward march of residential development had reached Oregon Avenue, where the Schuylkill River East Side Railroad's tracks, which ran at grade, were a barrier to additional growth. A few blocks south, the Pennsylvania Railroad's tracks likewise ran east-west across the peninsula, providing an additional impediment to the expansion of the burgeoning residential neighborhood. South of Oregon Avenue and the railroad tracks, the peninsula was open meadow and marsh populated by shanty towns, whose residents raised pigs and produced fertilizer from human and animal waste in open poudrette pits. League Island Park, which the City created in 1894, languished as unimproved open land.

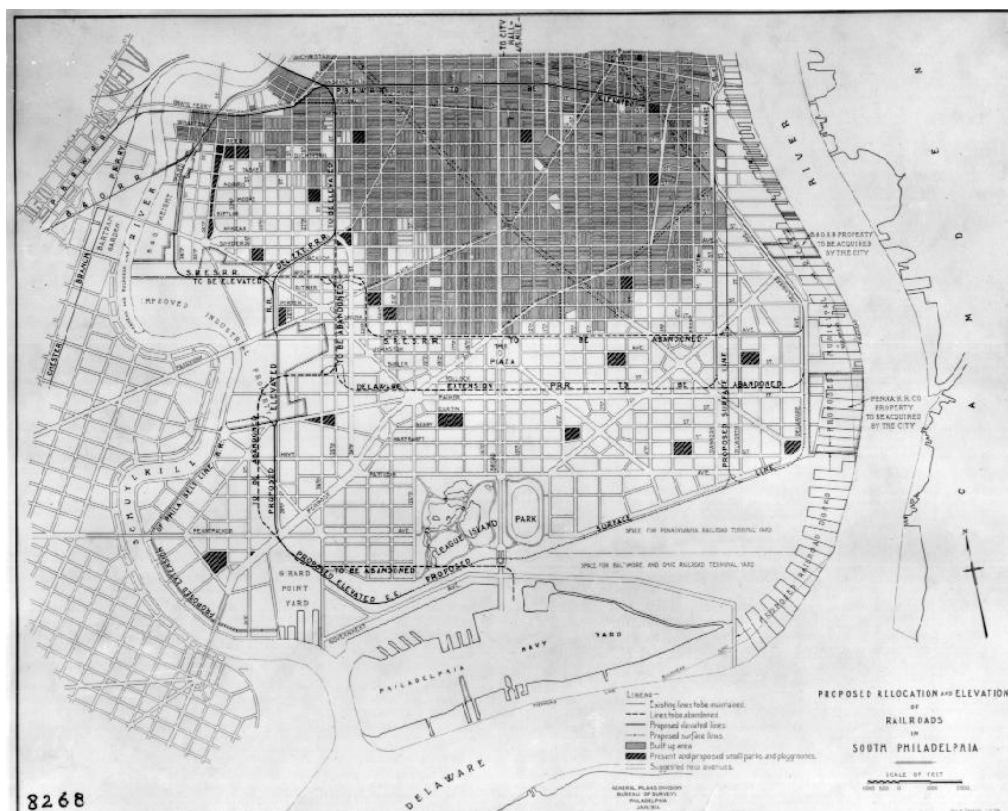


OREGON AVENUE WEST FROM FIFTEENTH STREET. THE PRESENCE OF THE RAILROAD TRACKS PREVENTS THE EXTENSION OF IMPROVEMENTS

From Department of Public Works report "South Philadelphia: The Abolishment of Grade Crossings and the Creation of Opportunities for Commercial and Industrial Development," 1913.

In 1902, the City Parks Association of Philadelphia commissioned architect Frank Miles Day to devise a "Proposed Arrangement of Parkways for the Southern End of the City of Philadelphia," which it published in its *Special Report on the City Plan*. Day proposed the creation of a system of diagonal parkways and boulevards as the basis for a new residential neighborhood that would ring League Island Park at the southern end of the peninsula. Inspired by the advocacy for comprehensive city planning of the City Parks Association as well as the Fairmont Park Art Association, Mayor John Reyburn created the Comprehensive Plans Committee in 1909, the forerunner of today's City Planning Commission. The Committee collaborated with the General Plans Division of the Department of Public Works and the Department of Wharves, Docks, and Ferries to plan for the new South Philadelphia, a model industrial city that would rise from the marshes. They envisioned removing all grade-level rail lines and constructing an elevated line running around the perimeter of the peninsula to the numerous piers, warehouses, and factories that lined the Delaware River. They also planned new docking facilities along the Schuylkill and the Delaware to link factories along the rail lines to world markets. In early 1911, Comprehensive Plans Committee released the "Proposed Plan for Rearrangement of Existing Railroad Tracks, New Wharves, Docks, and Manufacturing Sites, and Belt Line and Elevated

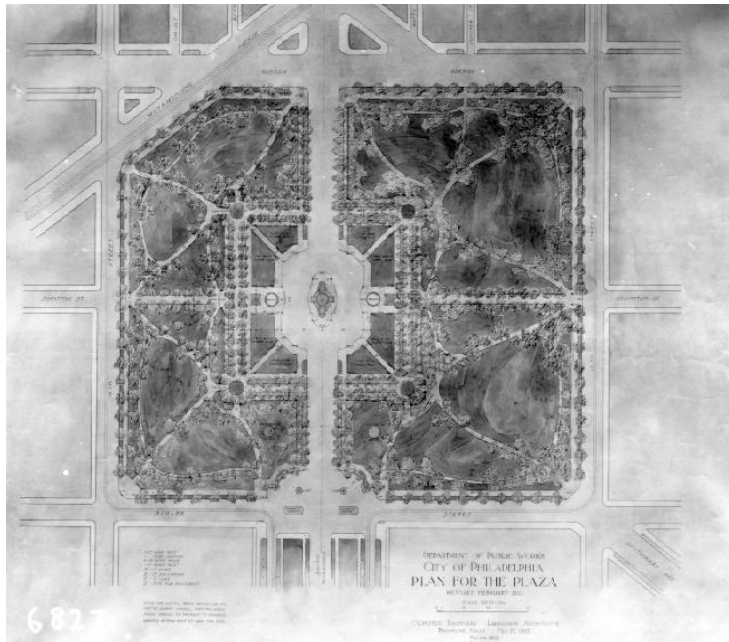
Railroad Tracks” as well as a supplemental report on the plans for South Philadelphia that recommended the elimination of 136 grade crossings as well as the development of 1200 acres of factories, warehouses, and freight yards and 400 acres of new housing for workers. In 1912, the City commissioned the famed Olmsted Brothers’ landscape architecture firm to develop plans for League Island Park, now F.D.R. Park, and the Southern Plaza and Boulevard, now Marconi Plaza. On 7 July 1913, the City of Philadelphia reached a tentative agreement with the Pennsylvania Railroad, Baltimore & Ohio Railroad, Baltimore & Washington Railroad, Schuylkill River East Side Railroad, and Philadelphia Belt Line Railroad Company to reorganize the rail lines and associated yards and wharves in South Philadelphia. The agreement delineated a plan to remove all of the area’s grade-level rail lines and construct an elevated Belt Line open to all rail companies to provide access to facilities along the Delaware and Schuylkill as well as to industrial zones like those along Washington Avenue. It also enumerated plans for the City to purchase numerous properties owned by the railroads fronting the Delaware River for the construction of large, modern, municipal wharf facilities as well as plans for the Pennsylvania Railroad and the Baltimore & Ohio Railroad to build new freight yards adjacent to the wharves. In early 1914, Mayor Rudolph Blankenburg and the City Councils ratified the 1913 agreement with the railroad companies, reorganizing and relocating the railroad lines and replotting the street system in South Philadelphia and opening “the way for the official carrying out of the most extensive project of comprehensive city planning yet authorized or undertaken in this country.” In July 1915, the Olmsted Brothers Landscape Architects released their “General Plan of the Plaza, South Broad Street Boulevard and League Island Park Looking South from Oregon Avenue and Broad Street to the League Island Navy Yard.” Although World War I intervened and some of the plans were scaled back, most of the plans for the elevated tracks, rail yards, wharves, parks, and roadways were implemented over the next decade, forever changing South Philadelphia.



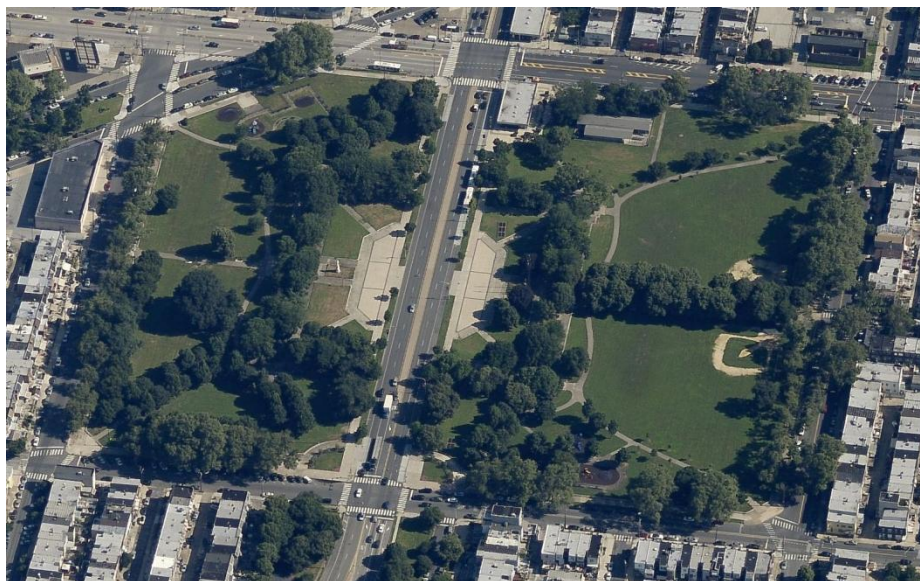
Relocation and Elevation of Railroads in South Philadelphia, General Plans Division, 1910



Several artifacts from the important redevelopment of South Philadelphia planned in the teens and implemented in the 1920s survive. On the south side of Oregon Avenue at Broad Street, the Plaza, also known as Southern Plaza and Oregon Plaza, was renamed Marconi Plaza in 1937 for Guglielmo Marconi, the inventor of the radio. The plaza was designed between 1914 and 1916 by the Olmstead Brothers, famed landscape architectural firm, in consultation with prominent Philadelphia architect Paul Cret. It served as the entrance to the Sesquicentennial, the world's fair held in 1926 to commemorate the 150<sup>th</sup> anniversary of the signing of the Declaration of Independence. Welcoming visitors to the fair, a colossal replica of the Liberty Bell stood in Marconi Plaza, straddling Broad Street. The public square merits consideration for designation, owing to its connection to prominent architects and to the fair.



Olmstead Brothers, Plan for the Plaza, 1915

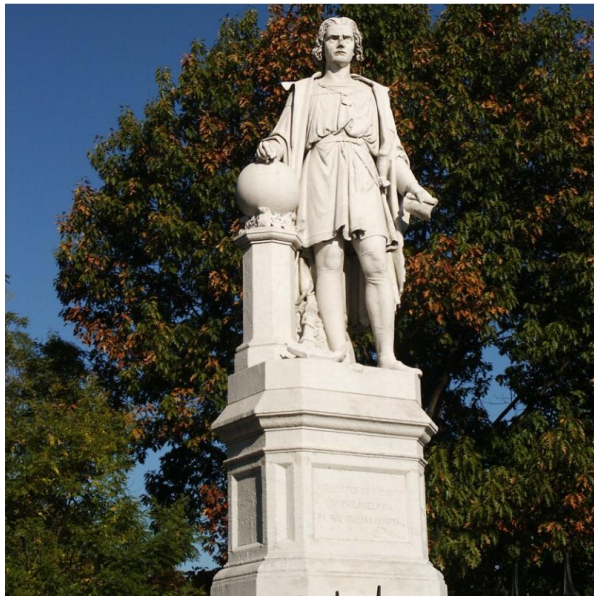


Marconi Plaza



Entrance to the Sesquicentennial, Marconi Plaza, 1926

The statue of Christopher Columbus in Marconi Plaza was presented to the City of Philadelphia by Italian Americans in commemoration of the first centenary of American independence in 1876 and was originally located on the grounds of the Centennial Exposition in Fairmount Park. Attributed to artist Emanuele Caroni, the statue was moved to Marconi Plaza in 1959. In light of its age and connection to the Centennial, it merits consideration of designation as an object.



Christopher Columbus monument, Marconi Plaza

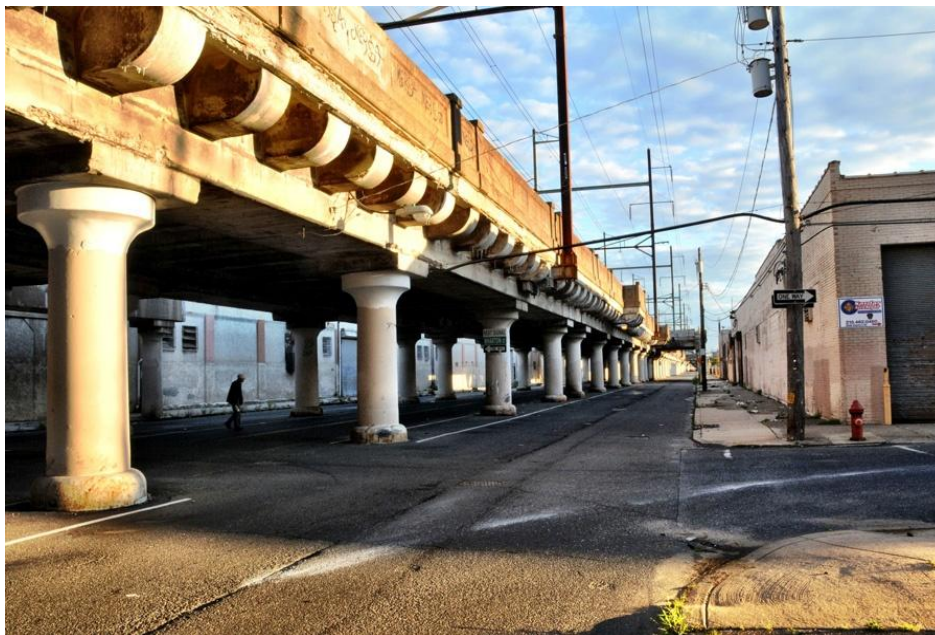
As part of the reorganization of the rail lines and yards and wharves and docks in South Philadelphia in the early decades of the twentieth century, the City of Philadelphia took the Pennsylvania and Baltimore & Ohio Railroads' facilities on the Delaware River in exchange for open land for new railroad facilities at the southeast corner of the peninsula. In place of the old railroad facilities, the City constructed municipal piers between Washington Avenue and Oregon



Avenue. Two such piers, Municipal Pier No. 78 on Delaware Avenue at McKean Street of 1918 and Municipal Pier No. 84 on Delaware Avenue at Porter Street of 1925, survive in near original condition and may merit individual designation or inclusion in a larger waterfront thematic historic district.



Municipal Pier No. 78, Delaware Avenue at McKean Street, 1918 (left); Municipal Pier No. 84, Delaware Avenue at Porter Street, 1925 (right)

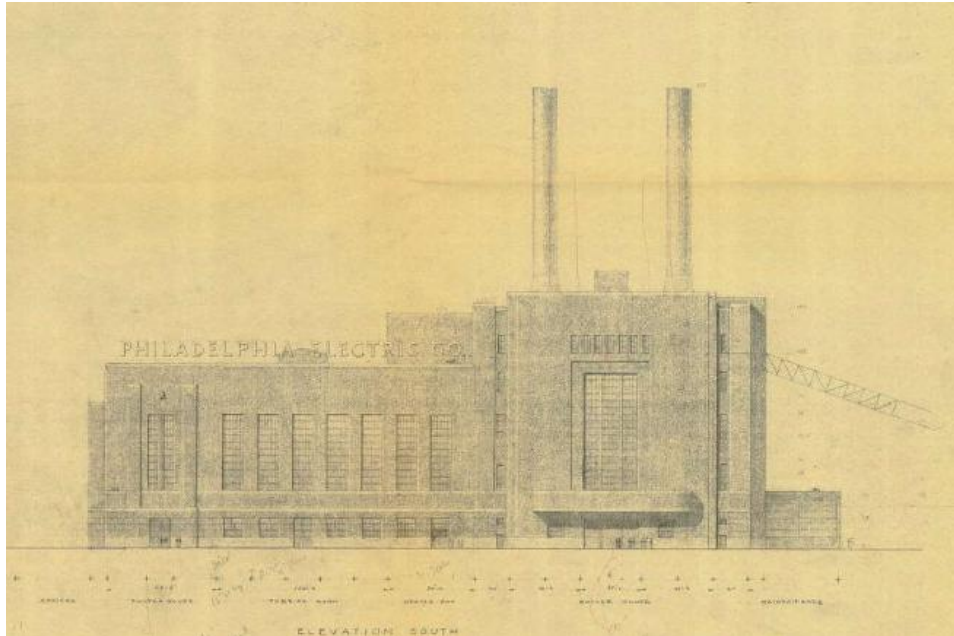


25th Street Viaduct

The centerpiece of the redesign of South Philadelphia's infrastructure that was planned in the early teens was the removal of at-grade rail tracks on city streets and their replacement with an elevated belt line connecting the Schuylkill rail bridges to the Delaware waterfront. Constructed in 1926 after a decade of delays, the 25<sup>th</sup> Street Viaduct, which runs between Washington Avenue and Passyunk Avenue, is a primary component of the elevated track system and merits consideration for designation as historic.

In 1939, the Philadelphia Electric Company (PECO) acquired a 62-acre tract on the Delaware River at Oregon Avenue from the Pennsylvania Salt Manufacturing Company for the

construction of a power generating plant. Ernest Hopping, PECO's chief mechanical engineer, supervised the design of the Southwark Station. Prominent architect Paul Cret served as a consultant, designing the exterior cladding. Construction of the station began in 1941 and it was brought on line in 1947. The building merits consideration for inclusion on the Philadelphia Register of Historic Places, owing to its technological and architectural significance.



Ernest Hopping and Paul Cret, Southwark Station, 1941-47

The Commonwealth of Pennsylvania established the Philadelphia Housing Authority (PHA), an independent, quasi-public agency, in 1937 "to exercise the power of eminent domain to clear slum areas and to provide safe and sanitary dwellings through new construction or rehabilitation of existing structures." Between 1938 and 1940, the PHA constructed the Tasker Homes, an enormous low-income housing project of 1000 dwelling units in 125 buildings on 40 acres of vacant land between 29<sup>th</sup> and 33<sup>rd</sup> Streets and Tasker and Mifflin Streets. Walter Karcher and Carl Ziegler led a team of architects. In 1942 and 1943, architect Victor Abel added 77 units on an additional 3.7 acres to the sprawling complex. The Tasker Homes were demolished and replaced in 2004.



Tasker Homes Advertisement, c. 1940

The PHA constructed the Wilson Park Homes between 25<sup>th</sup> and 28<sup>th</sup> Streets and Snyder and Ritner Streets in the early 1950s. Designed by the architectural firm of Barney & Banwell, the complex consists of four 12-story towers surrounded by numerous two- and three-story rowhouse buildings. The complex was extensively renovated and altered in the late 1990s and early 2000s. Owing to the alterations, the complex is likely not eligible for the Philadelphia Register of Historic Places.



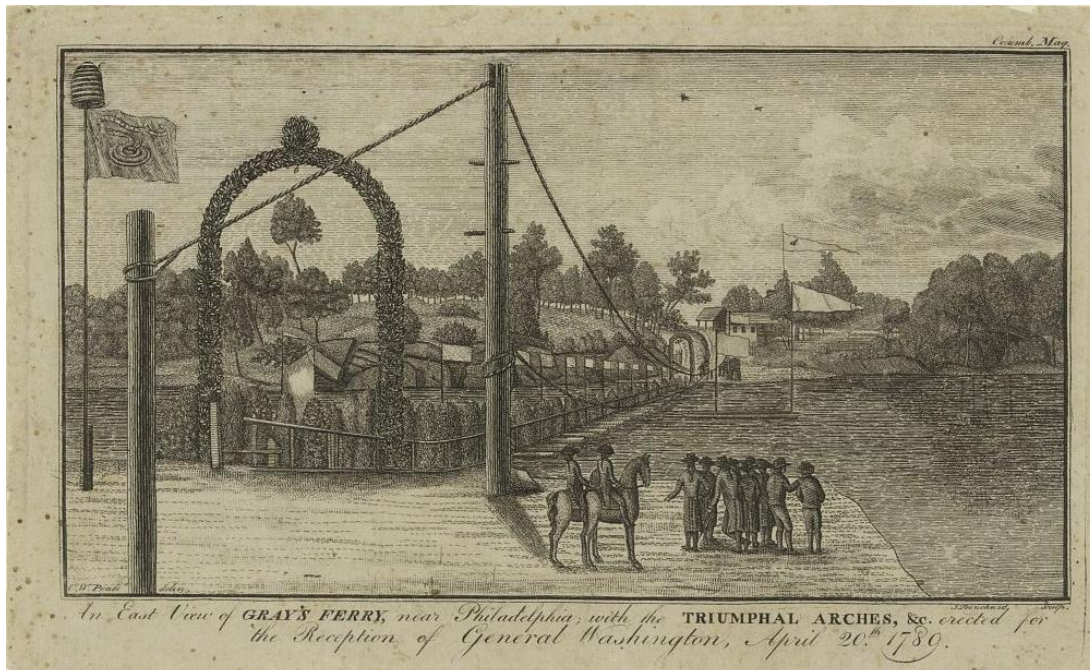
Wilson Park Public Housing, 1954



Numerous street car and trolley lines crisscrossed South Philadelphia in the nineteenth and twentieth centuries. In the middle of the twentieth century, transit companies began to systematically replace trolleys with buses. The last trolley line in South Philadelphia, the Route 23 running on 11<sup>th</sup> and 12<sup>th</sup> Streets, was converted to buses in the mid 1990s. The original section of the Broad Street Subway, which opened in 1928, did not run into South Philadelphia, but was limited to Broad Street from City Hall to Olney Avenue. It was extended south to South Street in 1930 and then to Snyder Avenue in South Philadelphia in 1938. The subway was extended from Snyder Avenue to Pattison Avenue in 1973. The Broad Street Subway Electrical Substation at Juniper and McKean Streets may merit designation as part of a large thematic district related to the subway line.



Broad Street Subway Electrical Substation, Juniper and McKean Streets



Grays Ferry Bridge decorated for George Washington's crossing, 20 April 1789

Although the redevelopment plan of 1913 largely defined South Philadelphia for the coming century, three major infrastructure projects in the middle of the twentieth century likewise altered the urban landscape. Prior to the middle of the twentieth century, only three vehicular bridges connected South Philadelphia, a peninsula with water on three sides, to the surrounding land. The Schuylkill at Grays Ferry had been spanned since 1777, when a pontoon bridge was erected. George Washington crossed the Grays Ferry Bridge on 20 April 1789, as he traveled to New York City to be sworn in as the country's first president. Replacement bridges were constructed at Grays Ferry in 1838, 1902, and 1976. The Schuylkill was spanned at Penrose Ferry in the mid 1850s, but the bridge was carried away by a flood soon thereafter. It was replaced by a new bridge in 1860, which collapsed in 1876. Another replacement was constructed at Penrose Ferry in 1878. This replacement bridge was partially rebuilt in 1900 and used until the 1940s. Construction began on a bridge over the Schuylkill on the line with Passyunk Avenue in 1904, but the bridge was not completed until 1915. The Passyunk Avenue Bridge was replaced in 1983.

Talk of a second crossing of the Delaware River between Philadelphia and New Jersey began soon after the completion of the Benjamin Franklin Bridge, originally called the Delaware River Bridge, in 1926. From the 1920s to 1940s, planners discussed numerous bridge and tunnel options connecting South Philadelphia or Hog Island with New Jersey, but eventually settled on a South Philadelphia location in line with the railroad tracks running between Packer Avenue and Pollock Street for a bridge. Designed by noted civil engineer Othmar Ammann, the Walt Whitman Bridge, a suspension bridge with a 2,000-foot central span, was constructed between 1953 and 1957, when it opened to traffic. Initially, the approaches to the Walt Whitman Bridge connected to city streets, but within a few years the bridge was linked to the Schuylkill Expressway. The Walt Whitman Bridge has great historical significance, but does not merit designation because the Philadelphia Historical Commission cannot regulate the interstate bridge.



Walt Whitman Bridge under construction, 1956

The Schuylkill Expressway was first conceived in the 1930s as a parkway along the Schuylkill River linking the city to the park at Valley Forge. It was later reconceived as a limited-access highway linking Philadelphia with the Pennsylvania Turnpike. Construction began at the western end in 1949 and had reached City Line Avenue at the western edge of Philadelphia by 1954. Slowed by complex engineering problems resulting from the constricted path in the dense urban core, the highway was not connected through South Philadelphia to the bridge approach until 1959. Crossing the Schuylkill east of University Avenue, the highway runs on the lines of 34<sup>th</sup> Street, Vare Avenue, 25<sup>th</sup> Street, and the former train tracks between Packer Avenue and Pollock Street to the Walt Whitman Bridge, separating the predominantly residential section to the east from the industrial section along the banks of the Schuylkill River. Excepting two small residential outposts, at 36<sup>th</sup> and Wharton Streets and at 28<sup>th</sup> Street and Passyunk Avenue, the land west of the Schuylkill Expressway houses industrial uses, especially the oil refinery and gas works.

Various highways linking Philadelphia with Wilmington to the south and Trenton to the north were proposed in the 1940s, but planning that led to the construction of I-95 did not get underway until the passage of the Federal-Aid Highway Act of 1956. Construction began on I-95 with the Scudder Falls Bridge linking Bucks County, Pennsylvania and New Jersey in 1958. Various segments of I-95 outside Philadelphia as well as in the Northeast section of the city were constructed during the early 1960s. In the late 1960s, the elevated section of the highway running on the line between Front and Water Streets from Christian Street to Shunk Street in South Philadelphia was constructed but not opened to traffic. It sat unused for several years as the political, fiscal, and engineering problems related to the remaining segments were solved. Construction of the Girard Point Bridge, linking South Philadelphia to the airport began in 1968 and was completed in 1973, leaving only the segment between Christian and Vine Streets to be completed. Residents of the newly gentrified Society Hill neighborhood delayed the completion for several years as they pressured officials to construct their segment of the highway below grade and span over it with landscaped decks. By 1980, the below-grade Society Hill section was completed. The final segment, at the intersection with I-676 at Vine Street was not completed until the end of the 1980s. Hundreds of historically significant buildings, some dating to the eighteenth century, were demolished for the construction of I-95.

For years, planners proposed connecting the highway that would run along the Delaware River, now I-95, and the Schuylkill Expressway with a limited access highway on the line of Pennsylvania Route 291, which runs on Penrose Avenue in the southwest corner of South Philadelphia. In the 1930s, planners imagined a suspension bridge over the Schuylkill at Penrose Ferry. Replacing the 1878 bridge, which had been reworked in 1900, a new Penrose Avenue Bridge, later renamed the George C. Platt Bridge for the Civil War hero, was started in the late 1940s and opened in 1951. However, the imagined highway on the line of Pennsylvania Route 291 was never completed owing to financing problems and the plan was abandoned in the 1970s.



Proposed suspension bridge at Penrose Ferry, 1931

## CONCLUSION

The South District is home to many significant historic resources. Those resources tell us much about Southwark's early development as a shipbuilding and seafaring center; about Moyamensing and Passyunk's rural days before the wave of development washed across the meadows and marshes; about South Philadelphia's importance as an industrial and transshipment center and its residents, who provided the workforce; about the myriad ethnic groups from Africa, Europe, and elsewhere, who settled in South Philadelphia's rowhouses and sought the American dream; and about the religious, civic, and philanthropic organizations that sought to educate, assimilate, and assist the newcomers.

From an historic preservation perspective, the South District presents both opportunities and challenges. The South District is home to many sites that merit historic designation. However, its vast neighborhoods of late nineteenth and early twentieth-century, speculatively-constructed, residential buildings do not fit easily into existing regulatory structures conceived to preserve venerated structures that are ancient, museum-quality, architect-designed, or hand-crafted. New, more flexible, less restrictive mechanisms will need to be devised to protect and preserve those characteristics that make much of the built environment of the South District significant and worthy of safeguarding.

As noted earlier, this is a long-range plan that will require a significant investment in resources and may not produce the proposed thematic districts for several years. In the interim, some immediate steps such as additional survey and research as well as individual designation of the most important sites should be taken.



## **APPENDIX: ADDITIONAL HOUSES OF WORSHIP AND SCHOOLS THAT MAY MERIT DESIGNATION**

### **Houses of Worship:**

- Epiphany of Our Lord Church, 1101 Jackson Street
- Annunciation Blessed Virgin Mary (B.V.M.) Catholic Church, 1501 S. 10th Street
- New Gethsemane Baptist Church of South Philadelphia, 2301 Wharton Street
- St. Philip's Memorial Episcopal Church, 2633-2645 Wharton Street
- Bryant Baptist Church, 1144 S. 19th Street
- Mount Hebron Baptist Church, 1409-1417 Wharton Street
- Christ's Presbyterian Church, 1010 S. 10th Street
- St. Casimir Catholic Church, 324 Wharton Street
- Calvary African Methodist Episcopal Church, 612 Dickinson Street
- Emmanuel Chapel, 835 Reed Street
- St. Barnabas Bethsaida United Methodist Church, 1812-1814 Wharton Street
- Second Nazareth Missionary Baptist Church, 1600-1610 S. 18th Street
- Church of Saint Simon the Cyrenian, Episcopal, 1401-1411 S. 22nd Street
- Zion African Methodist Episcopal Church, 1600-1606 S. 21st Street
- Baptist Church of the Redeemer, 1440-1446 S. 24th Street
- Former St. Aloysius Catholic Church, 2604-2608 Tasker Street
- Former King of Peace Catholic Church, 1301 S. 26th Street
- Williams Temple Christian Methodist Episcopal Church, 3131-3133 Reed Street
- Holy Ghost Byzantine Catholic Church, 2300 S. 24th Street
- Assumption of Holy Virgin Orthodox Church, 2101-2111 S. 28th Street
- St. Edmond Catholic Church, 2100 S. 21st Street (to merge with St. Monica)
- New Comfort Baptist Church, 2200-2214 Snyder Avenue
- St. Richard of Chichester Catholic Church, 1800 Pollock Street (to merge with Holy Spirit)
- Philadelphia Praise Center, 1701-1705 McKean Street
- First Christian Assembly, 1900 S. 11th Street
- City Church of Philadelphia, 2311 S. 13th Street
- Mount Enon Baptist Church, 500 Snyder Avenue
- Cambodian Students Council, 2353-2355 S. Marshall Street
- St. Luke's Snyder Avenue United Methodist Church, 440 Snyder Avenue
- Our Lady of Mount Carmel Catholic Church, 2301-2341 S. 3rd Street
- Snyder Avenue Congregational Church, 300 Snyder Avenue

### **School buildings:**

- Anthony Wayne School, 2700 Morris Street, converted to senior housing
- George W. Childs School, 1501 S. 17th Street
- Delaplaine McDaniel Public School, 1801 S. 22nd Street
- Edwin H. Vare Junior High School, 2102 S. 24th Street
- F. Amadee Bregy Public School, 1700 Bigler Street
- James Alcorn School, 3200 Dickinson Street
- Walter George Smith Public School, 1900 Wharton Street
- Norris Barrett/Jeremiah Nichols School, 1235 S. 16th Street
- Eliza B. Kirkbride School, 1501 S. 7th Street
- James Wilson Public School; Annunciation BVM; Wharton Street Lofts, 1150 Wharton Street

- Federal Street School; Andrew Jackson School, 1213 S. 12th Street
- George Washington Public School, 1198 S. 5th Street
- George W. Nebinger Public School, 627 Carpenter Street
- Southwark School, 1821 S. 9th Street
- George Sharswood School, 2300 S. 2nd Street
- D. Newlin Fell School, 900 Oregon Ave.
- George C. Thomas School, 2746 S. 9th Street
- A.S. Jenks School, 1245 W. Moyamensing Street
- John H. Taggart School, 2501 S. 5<sup>th</sup> Street

## **Open Space & Trails**

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

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## **SUMMARY OF EXISTING CONDITIONS**

### **Parks, Recreation, and Open Space**

#### **Major Parks & Recreation Facilities**

The South District is home to five city-run recreation centers and over twenty public parks, ranging in size from less than an acre to nearly twenty acres. In design, many of these parks draw from Philadelphia's tradition of public squares; others are dominated by large-scale recreation facilities such as ball fields and courts. The parks are generally neighborhood-serving but residents have been known to travel much further than their local park to reach unique facilities within the district.

#### **Major Parks**

Marconi Plaza is the largest park in the district at nineteen acres. Designed by the Olmsted Brothers between 1914 and 1916, the park served as part of the grand entrance to the US Sesquicentennial Exhibition in 1926. Broad Street, which bisects the park, was an integral part of the experience of the park as well as the exhibition, but today the street's exclusive vehicular use disrupts free flow between the two halves of the park. The park features two playgrounds, two ball fields, and a bocce court. It is maintained in part by the Friends of Marconi Plaza volunteer group and also falls within the bounds of the city's Sports Complex Special Services District.

Gray's Ferry Crescent is the second-largest park in the district at 14 acres. It is also one of the district's two linear parks and a waterfront park along the Schuylkill River. It is a passive park with a skate park and fishing area and access points from Wharton Street, Grays Ferry Avenue, and University Avenue. The park currently contains a stand-alone trail called the Grays Crescent Trail, maintained by the Schuylkill River Development Corporation.

Neither a formal square nor a linear park, the district's third largest park, Smith Playground, is dedicated almost exclusively to active recreation. Its eight acres feature a sprayground, two ball fields, two sports fields, four handball courts and five basketball courts. The park also hosts day camps throughout the year. Though technically two separate parks, Jefferson Square Park and adjacent Sacks Playground in the northern part of the district nearly match Smith for size. Crucially, both Smith and Jefferson/Sacks serve public housing developments- Wilson Park is across 25<sup>th</sup> Street from Smith, and the Courtyard Apartments are across Washington Ave from Jefferson.

Chew Playground, Wharton Square Playground, and Columbus Square Park are among the smallest of the district's large parks, each between three and four acres. Wharton Square is minimally programmed and has significant passive open space. By contrast, Columbus Square is heavily programmed and well maintained due to community investment in the park. Chew Playground is also heavily programmed and well used since it is farther away from other parks. All three parks, and the district's parks at large, must serve very large populations residing in densely populated areas with relatively little space and large gaps between parks.

**Major Recreation Facilities**

There are several major recreation facilities in the district and many are directly adjacent to or within the above described parks. There is more detailed on City recreation centers in the City Facilities Memo.

- Murphy Recreation Center: Sitting on 4.4 acres, this recreation facility has a basketball court, a pool, a sports field and two ball fields.
- Guerin Recreation Center: Sitting on 1.8 acres, this recreation facility has a basketball court and gym.
- Ford Recreation Center: Sitting on 0.8 acres, this recreation facility has a basketball court and a pool. Programming at this site is run by the Police Athletic League.
- Vare Recreation Center: Sitting on 3.6 acres, this recreation facility has a pool, a sports field, two ball fields and two basketball courts.
- South Philadelphia Older Adult Center: The center sits on 2 acres. It is run by the Philadelphia Department of Parks & Recreation and receives partial funding from the Philadelphia Corporation for Aging and the Pennsylvania Department of Community and Economic Development. It offers congregate meals, social and recreational activities, educational classes, counseling, volunteer programs, trips, and transportation.

**New Parks**

There are several new parks and public open spaces planned or under construction in the south district, including Piers 53 and 68, Dickinson Grove, a renovated DiSilvestro playground and recreation center, and several private parks.

The Delaware River Waterfront Corporation is leading the redevelopment of Piers 53 and 68, which are former shipping piers reimagined into passive park spaces. Pier 53 Park is located adjacent to Washington Avenue and opened in August of 2014. The pier park features an elevated boardwalk, public art, and views of the river from the pier setting.

Pier 68 is another Delaware River Waterfront Corporation project, located at the southern terminus of the Delaware River Trail at Pier 70 Boulevard. This pier park is under design and will be a passive park to include a fishing pier, lawn, and trail connection. There is construction funding in hand from state, local, and foundation sources.

The Children's Hospital of Philadelphia project at Morris and Broad Street will include a total reconstruction of DiSilvestro Park and recreation center as well as the adjacent health center and library. The project is in final design and crews have begun deconstruction of the existing facilities, as of July 2014. The new DiSilvestro Park will include improved passive spaces and increased green features, which were lacking in the past park design.

Dickinson Grove is a former vacant site cleared, greened, and fenced by the Pennsylvania Horticultural Society through the Neighborhood Transformation Initiative. Though not officially protected, the space does serve as a green space informally designated by the community as a dog park and passive public space.



The Ralph Brooks basketball court is an existing asphalt basketball court in disrepair. A group of nearby residents are fundraising for the design and construction of a playground to be named after Ralph Brooks, a man who was paralyzed by gun violence in the park in 1988. The Water Department and other agencies are behind the community garden and park effort, which has raised more than \$300,000 to date.

## **Trails**

### **Existing Trails**

#### **Grays Crescent/SRT**

The Grays Crescent Trail is within Gray's Ferry Crescent Park at the northwestern corner of the district. The trail is an eighth of a mile long and runs along the Schuylkill River waterfront at the former DuPont Chemical site. There are connections to the adjacent Forgotten Bottom neighborhood via Wharton Street and to major roadways at University and Grays Ferry Avenues. Schuylkill River Development Corporation is working to develop trail sections on either end of the Crescent.

The Delaware River Trail is on the opposite side of the district, along the Delaware between Washington Avenue and Tasker Street. Currently, there is a ten foot asphalt path along property easement and unused piers along the waterfront. The Delaware River Waterfront Corporation is in final design of an improved trail along the same alignment with connections to the recently opened Pier 53 and Pier 60 parks, which opens next year. The trail rehabilitation is fully funded and construction will begin in 2015, with improved gateways at the shopping center at Pier 70 and potential for additional trail connections along Tasker and Ritner Streets as adjacent properties develop.

### **Proposed Trails**

Adjacent to Grays Crescent are two proposed trail segments – the Grays Swing Bridge and the Christian to Crescent Trail. Both are high priority in the 2013 Philadelphia Trail Master Plan and likely high cost projects that will complete the Schuylkill River Trail south from South Street to Bartram's Garden. The Grays Swing Bridge is currently funded under the PA Transportation Improvement Project and will connect Grays Crescent on the east bank of the Schuylkill to Bartram's Mile on the west bank of the Schuylkill using a reconfigured existing swing bridge. The Christian to Crescent Trail is about to start conceptual design with no identified final design or construction funding and will connect the planned trail at Christian Street to the Crescent likely by boardwalk, due to a very limited right of way adjacent to active rail and port uses. Both projects will be led by the Schuylkill River Development Corporation with close collaboration from Philadelphia Parks & Recreation and other agencies.

## **Open Space**

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

The south district is one of the densest areas of the city and there is almost no undeveloped land. However, previous declines in population and industry have led to scattered blight and vacancy. Some notable vacant sites with high development potential include whole blocks at the intersection of 25<sup>th</sup> and Reed as well as Washington and Broad, and several waterfront sites near the current southern terminus of the Delaware River Trail.

A few smaller vacant sites have been converted into community gardens. There are about thirty community gardens in the district, concentrated in the northeast. Because of the availability of vacant land, it is rare for gardens to use space in the district's public parks and recreation facilities, especially

the more heavily programmed parks. One exception is the community garden at Capitolo Playground in the Passyunk Square neighborhood.

The Pennsylvania Horticultural Society keeps track of some, but not all, community gardens in the city; information on garden location is communicated by garden managers. In the South District, community garden locations are not available online, which is a potential barrier to entry for new neighborhood residents interested in community gardening.

#### Walkable Access to Public Open Space

The City's Green 2015 Action Plan identifies South Philadelphia as one of five areas of the city most needing improved walkable access to green space. Many densely populated areas of the district are more than a half mile or a ten minute walk away from the nearest green space. Residents outside this threshold are much less likely to frequently use parks and have access to their health benefits. More people in the district have walkable access to open space if non-green public spaces such as paved playgrounds are considered, but the health benefits of these public spaces are limited compared to their greener counterparts.

Areas of the South District outside of the 10-minute walkshed of green parks include some parts of southern Point Breeze, southern East Passyunk, East Point Breeze, and areas between East Point Breeze, East Passyunk, and Wolf Street.

There are a several physical barriers to park access in the district. Gray's Ferry Crescent is the most isolated of the district's parks; the auto-oriented character of the Grays Ferry Ave and 34<sup>th</sup> Street bridges make access from the north and west across the Schuylkill difficult, while a rail right of way, 34<sup>th</sup> Street, and the Schuylkill Expressway stand between the park and the rest of the South District. A determined walker could reach the park from the Wharton Street access point, as there are sidewalks and crosswalks present, but low quality pedestrian infrastructure as well as vacancy in the Gray's Ferry neighborhood may keep away many potential casual users.

Similarly, though it is possible to walk between Pennsport and the Delaware River Trail along existing sidewalks, further improvements could be made at the intersections of Columbus Boulevard and the Washington Ave, Reed Street, and Tasker Street crossings to make routes to the trail more attractive and comprehensible. Improved connections along these streets are detailed in the Central Delaware Master Plan.

Smith Playground is the only park within the district's regular street grid that has an adjacent physical barrier. The 25<sup>th</sup> Street rail viaduct is between the park and the adjacent Wilson Park public housing development, and while there are crosswalks at Snyder Ave and Jackson Street, the viaduct's support columns make it difficult for oncoming motorists to see pedestrians crossing. Mirrors or other improvements to the columns could provide better visibility between cars and the crosswalks.

#### **KEY ISSUES**

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

- Gaps in the walkable access to public open space walkshed
- Funding for maintenance of existing park and recreation facilities

- Funding for new trails and park and recreation facilities
- Lack of wayfinding or directional signage to and between neighborhoods and trail and park and recreation facilities
- Access issues to major park and recreation facilities for youth, the elderly, pedestrians, and cyclists

**MAJOR OPPORTUNITIES**

There are significant open space and trail opportunities in the South District.

Locations for additional greening or park facilities to fill gaps in the walkable access to public open space include:

- Guerin Recreation Center
- DiSilvestro Park
- Ralph Brooks Park
- Street trees or planted stormwater features

Access to park and recreation facilities can be improved by minimizing or decreasing barriers between neighborhoods and facilities, including:

- Green Connector Streets to existing park and recreation facilities, such as Tasker, Washington and Reed Streets to the Delaware River Trail and Wharton Street, Grays Ferry and University Avenues to the Schuylkill River Trail at Grays Crescent
- Wayfinding signage between neighborhoods and trail and park and recreation facilities
- Safety improvements, improved sidewalk facilities, and traffic calming along major roadway barriers, such as Wharton Street, Grays Ferry Avenue, University Avenue, Columbus Boulevard, and Washington Avenue

**RECOMMENDED FOLLOW UP**

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

- Prioritize and move forward park or trail improvement projects.
- Focus capital improvement dollars on the most-needed park and recreation assets, in close collaboration with Park & Recreation staff.
- Filling gaps in Walkable Access to Public Open Space, particularly in the following areas:
  - Some parts of southern Point Breeze, southern East Passyunk, East Point Breeze, and areas between East Point Breeze, East Passyunk, and Wolf Street. Continue to encourage public use of open space by wayfinding signage.

## **LAND MANAGEMENT**

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

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### **SUMMARY OF EXISTING CONDITIONS**

- The South District has a mix of land uses predominated by residential, making up 45 percent of all land uses in the district. Commercial, transportation, and industrial collectively make up 38 percent of all land uses, and cluster predominantly along the Delaware and Schuylkill Rivers and major arterials. All other land uses each represent less than 5 percent of total land area. Several zoning overlays touch the district, but the overlay with the largest impact is the Delaware Riverfront Overlay, which adds additional controls to uses, setbacks, parking, design, and trail creation. There are 104 acres of vacant land making up 4 percent of all land use, but this is relatively minimal compared to other planning districts in the city. Only 2 percent of buildings are vacant within the district.

### **KEY ISSUES**

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

- Remapping of land use inconsistent with underlying zoning is needed for residential and industrial land uses especially in RSA-5, RM-1, and I-2 zoning districts.
- Areas where zoning is more permissive than underlying land uses should be examined to manage growth and preserve neighborhood character.
- Impervious surface covers a vast majority of the district, which is also within the combined sewer overflow area. Areas should be identified to reduce impervious surface and control stormwater runoff.

### **MAJOR OPPORTUNITIES**

There are significant land use opportunities in the South District.

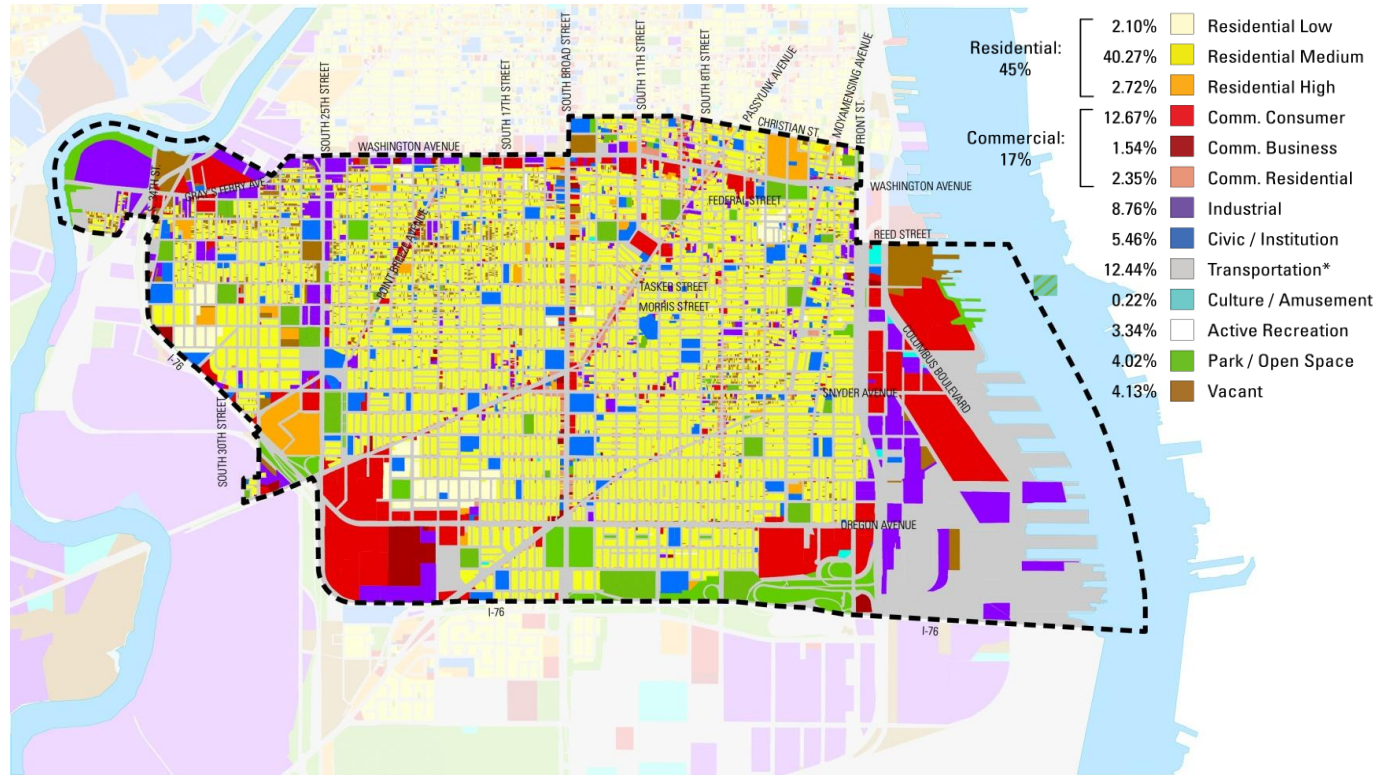
- A strong market with high rates of occupancy and strong commercial corridors enhance options for vacant land and buildings to be repositioned and redeveloped.
- Vacant land is only concentrated in a few areas, making it easier to determine an appropriate strategy.

## LAND MANAGEMENT (SPECIFIC TOPICS)

### Land Use and Zoning

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

Map 1: Existing Land Use



### Land Use Summary

PCPC staff conducted a detailed survey of land use in vehicles and on foot between the months of May and September of 2014. Results were entered into a GIS database and checked for quality assurance. Land uses were coded on a number-based system that allows for analysis on a broad level (e.g., residential vs. commercial) down to a more specific understanding of land use types (e.g., single-family rowhomes vs. apt. house). Aggregated acreages for streets and sidewalks have been removed from the Transportation category so that this category only includes dedicated parking, transit, and goods movement. Acreages representing water features (e.g., the Delaware River) have also been removed from the analysis as to better represent the quantity and distribution of built environment land uses.

Categorized at the broadest level, and aggregated by acreage, land use in South is made up of mix of uses with the predominate ones being residential, commercial, transportation, and industrial uses. Residential land uses make up 45 percent of the district, commercial uses make up 17 percent of the district, transportation uses make up 12 percent of the district, and industrial uses make up 9 percent of the district. Other land uses such as civic, recreational, open space, and vacant properties each account for between 4 and 5 percent of total land uses.



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

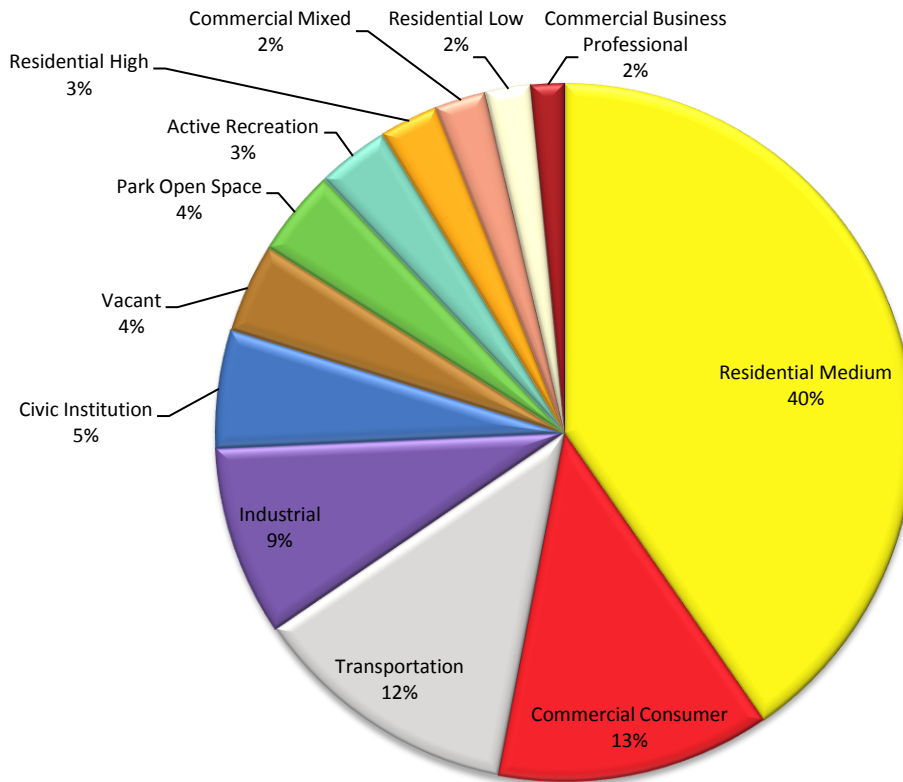
Code	Digit 1 Description	Total Acres	Percent of Total
1	Residential	1,140	45%
2	Commercial	419	17%
4	Transportation	315	12%
5	Industrial	221	9%
3	Civic/Institution	138	5%
6	Culture/Recreation	90	4%
7	Park/Open Space	102	4%
9	Vacant or Other	104	4%
	<b>Total (minus streets, water)</b>	<b>2,529</b>	<b>100%</b>

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

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

Code	Digit 2 Description	Total Acres	Percent Of Total
12	Residential Medium	1,018	40%
21	Commercial Consumer	320	13%
51	Transportation	315	12%
31	Industrial	221	9%
41	Civic Institution	138	5%
91	Vacant	104	4%
71	Park Open Space	102	4%
62	Active Recreation	84	3%
13	Residential High	69	3%
23	Commercial Mixed	59	2 %
11	Residential Low	53	2%
22	Commercial Business Professional	39	2%
61	Culture Amusement	6	<1%
	<b>Total (minus streets, water)</b>	<b>2,529</b>	<b>100%</b>

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



The bulk of the district consists of residential dwellings of medium density (e.g., rowhomes and apartments), followed by commercial consumer uses (e.g., retail, eating and drinking, consumer oriented, personal, and professional services). Transportation and industrial uses follow close behind, but are clustered largely at the outskirts of the district and along major arterials.

#### Residential - 45%

Residential use is the predominant land use in the South District, making up 45 percent of all land area. The type of housing is largely comprised of single-family residential rowhomes, a medium density land use type.

Table 3: Residential Land Use by 2-digit Categories

2 Digit Code	Land Use	Acres	Percent Residential Land Use	Percent Total Land Use	Estimate Count of Buildings	Percent Residential Buildings
11	Residential Low	53	5%	2.10%	905	2%
12	Residential Medium	1,018	89%	40.27%	50,152	98%
13	Residential High	69	6%	2.72%	135	<1%
<b>Total</b>		<b>1,140</b>	<b>100%</b>		<b>51,192</b>	<b>100%</b>

Rowhomes and multi-family buildings with fewer than 5 units make up 89 percent of all residential land use in the district, and account for 98 percent of residential buildings. This large percentage of medium density residential can be attributed to relatively small lot sizes with an historic rowhouse fabric.

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

	Acres	Percent Residential Land Use	Percent Total Land Use	Estimated Count of Buildings
Single Family	995	88%	39%	48,022
Multi Family	132	12%	5%	2,555
<b>Totals</b>	<b>1,127</b>	<b>100%</b>	<b>45%</b>	<b>50,577</b>

Single-family units make up the bulk of residential use in the district at 88 percent.

*Table 5: Single-Family Residential Uses*

Code	Single-Family (SF) Uses	Acres	Percent Acre SF Uses	Percent Acre all Residential	Percent Acre all Land Use	Estimated Count of Buildings	Percent all SF Buildings	Percent all Residential Buildings
111	Residential Detached	2	0%	0%	0%	38	0%	0%
112	Residential SemiDetached	51	5%	5%	2%	857	2%	2%
121	Residential Rowhouse	943	95%	84%	37%	47,121	98%	93%
	<b>Total</b>	<b>995</b>	<b>100%</b>	<b>88%</b>	<b>39%</b>	<b>48,016</b>	<b>100%</b>	<b>95%</b>

*Table 6: Multi-Family Residential Uses*

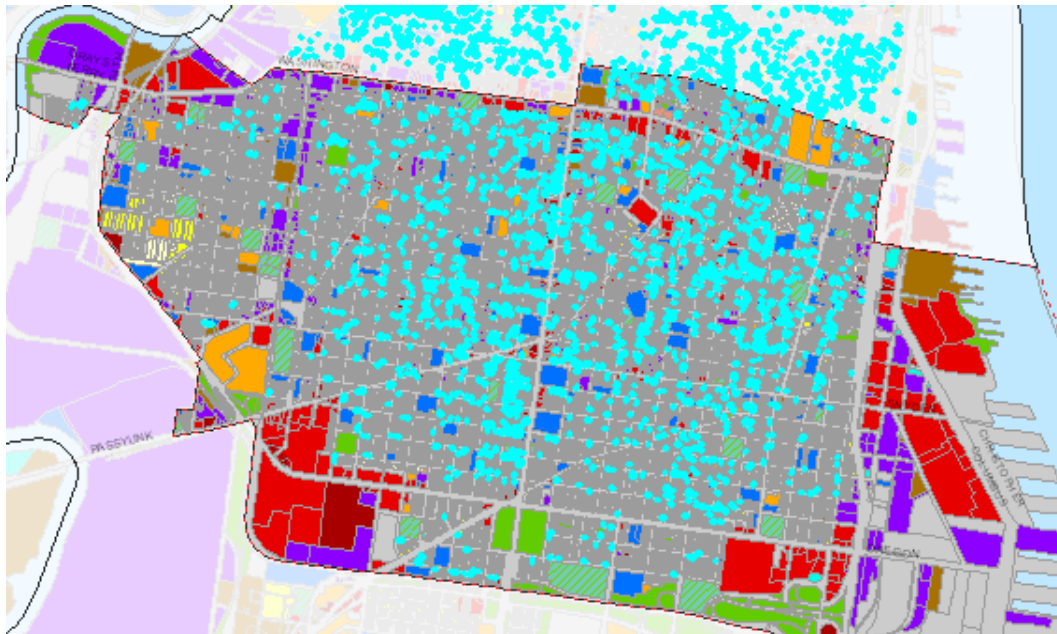
Code	Multi-Family (MF) Uses	Acres	Percent Acre MF Uses	Percent Acre all Residential	Percent Acre all Land Use	Estimated Count of Buildings	Percent all MF Buildings	Percent all Residential Buildings
123	Residential SemiDetached Converted to Apts/Condo <=3st	1	1%	0%	0%	30	1%	0%
124	Residential Rowhouse Converted to Apts/Condo <=3st, <5 units	48	37%	4%	2%	1,903	75%	4%
125	Apt House/Condos 2-4 Units, Residential Duplex or Quad <=3st	14	10%	1%	1%	492	19%	1%
131	Apt House 5 Units+	63	48%	6%	3%	115	5%	0%
136	Residential Care Facility	4	3%	0%	0%	6	0%	0%
	<b>Total</b>	<b>131</b>	<b>100%</b>	<b>12%</b>	<b>5%</b>	<b>2,546</b>	<b>4%</b>	<b>5%</b>

At a more detailed level, the predominate housing type across all residential uses is single-family residential rowhouse at approximately 84 percent of all residential use by acreage and 93 percent of all residential buildings. The remaining residential uses each account for 6 percent or less of all residential uses by acreage and less than 7 percent of all residential buildings.

Multi-family uses account for only 12 percent of all residential use by acreage, consisting mainly of apartment houses with more than 5 units account and residential rowhomes converted to apartments or condominiums. Although the total acreage is relatively high, the actual numbers of apartment buildings is low. When assessed by count of individual parcels, multi-family buildings only account for 5% of all residential buildings in the district. The large apartment complexes noted in the survey are skewed by Philadelphia Housing Authority-owned projects where the typologies suggest a less dense housing type, but the land is not subdivided.

The multi-family land grouping includes an accounting of detached, semidetached and row homes converted to apartments. Conversions account for 37% of all multi-family uses, but only of 4% of all residential uses within the South District. This is a relatively low percentage compared with other districts in the city. Multi-family conversions are relatively evenly distributed throughout the district.

*Map 2: Multi-family conversions*



### Commercial – 13%

Commercial land accounts for approximately 419 acres or 17 percent of total land use in the district. Commercial uses are clustered in 'big box' locations along Delaware Avenue and Oregon Avenues, and along commercial corridors such as Passyunk and Point Breeze Avenues. The predominate commercial use is commercial consumer which is made up of retail, eating/drinking establishments, and consumer-oriented, personal, and professional services. A detailed discussion of the density and health of the

commercial corridors is found in the “Commercial Corridor” section of the *Neighborhoods Conditions* memorandum.

At a more detailed level, commercial uses can be summarized as follows:

*Table 7: Commercial Uses by 2-digit and 3-digit codes*

Commercial Consumer	76% of all commercial uses
▪ Commercial store	65%
▪ Commercial auto	4%
▪ Food service	7%
Business/Professional	10% of all commercial uses
▪ Office	8%
▪ Services	2%
Commercial Mixed Residential	14% of all commercial uses
▪ Commercial store/office w/apartments	2%
▪ Rowhouse store/office w/apartments	12%

#### Transportation -12%

For this analysis, roads and sidewalks were factored out of the percent total of transportation uses. The road network is ubiquitous and the presence of roads and sidewalks would otherwise obscure the significance of other land use categories, including specific transportation sub-uses. With roads removed, all other transportation land uses combined amount to 315 acres or twelve percent of the total land use. The large amount of transportation related uses in the district are attributed mainly to marine terminals, piers and support facilities located along Delaware Avenue. Within the transportation category, the breakdown of uses is as follows:

*Table 8: Transportation Uses by 3-digit Code*

Rail ROW, Yards, Stations	14%
Truck/Bus/Taxi	16%
Parking	10%
Marine	59%
Other	1%

#### Industrial -9%

Industrial land accounts for 221 acres or 9 percent of total land use. Industrial land use in the district is notable for the relatively large parcels sizes, and is located mainly along Delaware Avenue, Washington Avenue, and the 25<sup>th</sup> Street Viaduct. There are a number of now vacant, but formerly industrial buildings located throughout the district. These buildings were coded in the ‘other industrial’ category, where former use was unknown. The largest components of industrial use in the South District fall in this ‘other’ category at 25 percent, and in the category of warehousing and distribution, also at 25 percent.

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

*Table 9: Industrial Uses by 3-digit Code*

Manufacturing	15%
Utilities	12%



Construction	7%
Wholesale Trade	2%
Warehousing and Distribution	25%
Other Production, Distribution, Repair, and Maintenance	2%
Other and Unknown	25%

#### Civic\Institutional -5%

Civic\institutional uses account for approximately 138 acres or 5 percent of total land use. Education is the dominant use in this category at 50 percent. The full breakdown by percent acre for this category is as follows:

*Table 10: Civic/Institutional Uses by 3-digit Code*

Health Care	50%
Day Care	2%
Education	50%
Library	2%
Public Safety	3%
Worship	26%
Fraternal Orgs and Social Clubs	4%
Other	3%

#### Culture\Recreational -4%

Culture and recreational uses account for approximately 90 acres or 4 percent of total land use. Individual uses tracked by PCPC within this category include active recreation, performing arts and other cultural or amusement activities and by percent of total acres is tied with commercial uses. The largest uses in this category are performing arts and amusement. The breakdown by percent acre within this category is as follows:

*Table 11: Culture/Recreational Uses by 3-digit Code*

Performing Arts	45%
Cultural and natural history	3%
Amusement	49%
Other	1%

#### Park/Open Space – 4%

Park/open space is relatively low in this district compared with other districts in the city, at 102 acres or 4 percent of total acres in the district.

#### Vacant Land – 4%

Vacant land accounts for approximately 104 acres or 4 percent of total land use in the district. Vacant land is discussed fully under the subsection, “Vacant Land and Buildings” below.

#### Zoning Overview

Map 3: Existing Zoning

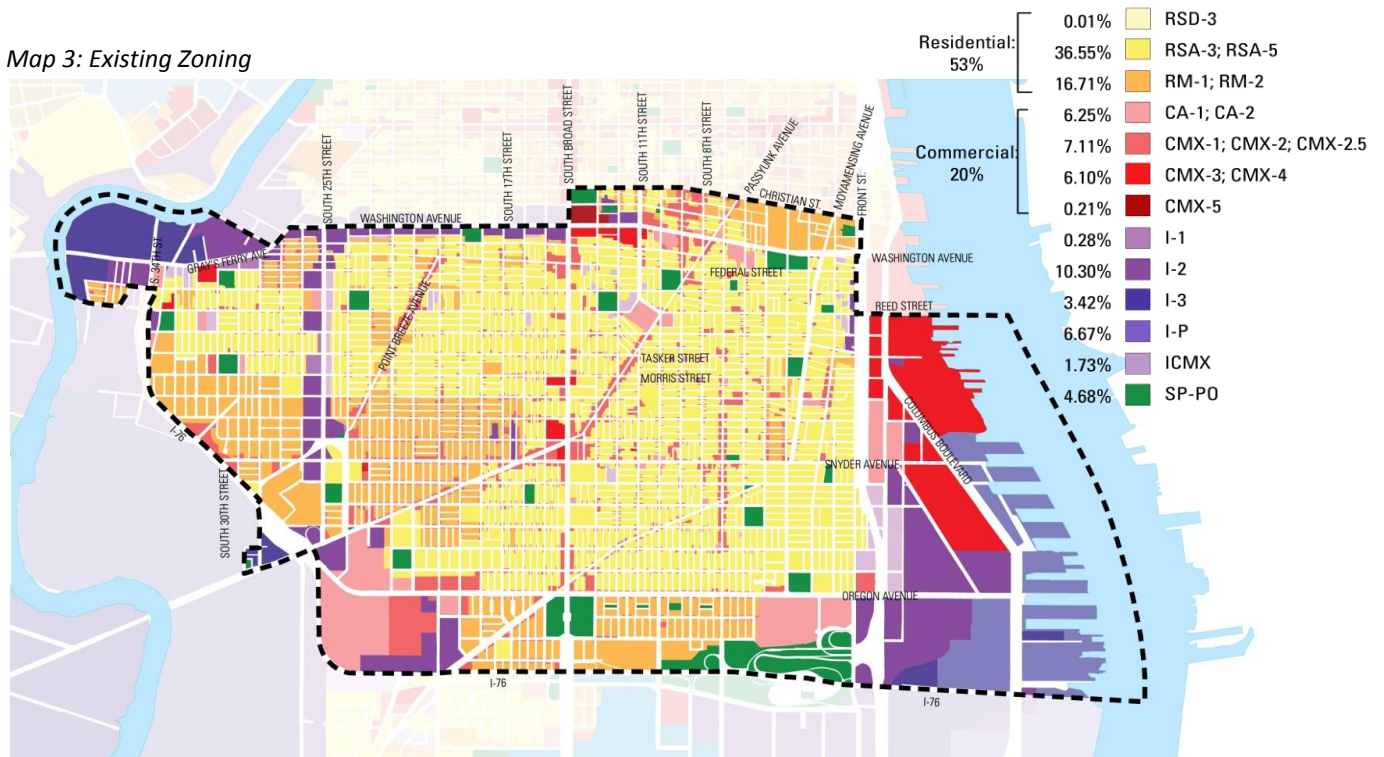
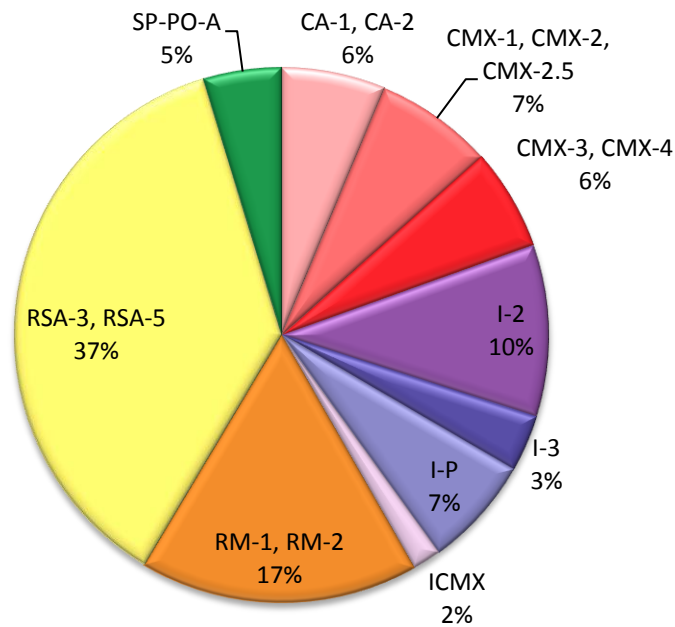


Chart 2: Percent by Acreage, Zoning



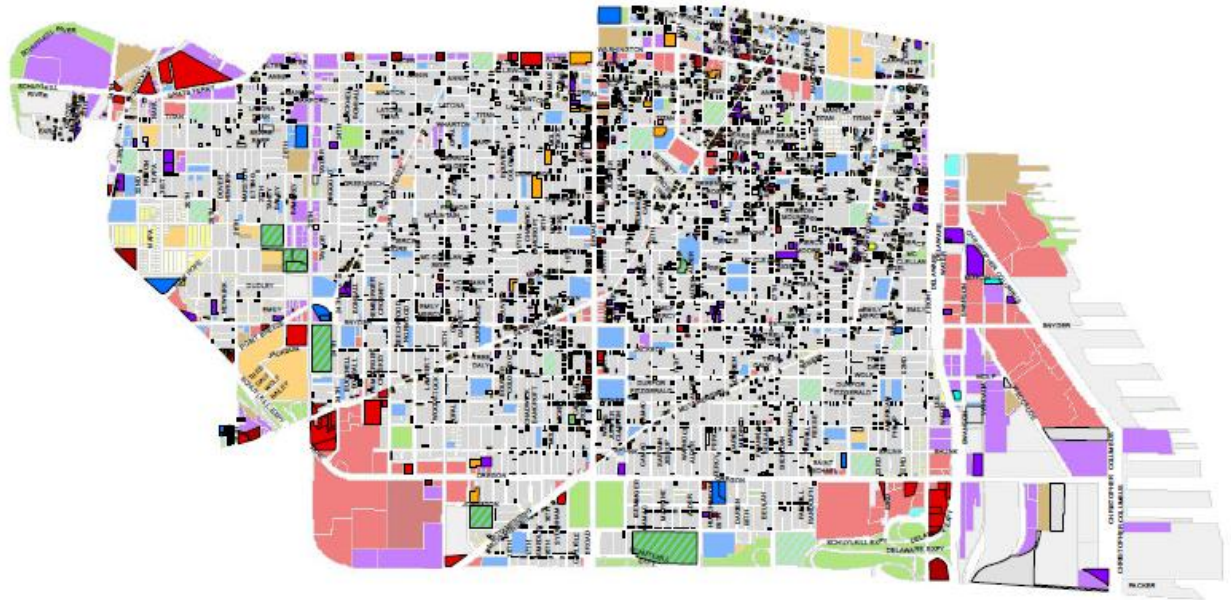
The South District has a mix of zoning and is largely represented by residential single family attached, residential multi-family, industrial, and various forms of commercial. Residential zoning accounts for 54 percent of all zoning categories.

There are five different zoning overlays in the South district; however, many of these overlays only affect small portions of the district. The Center City Overlay places controls on use, parking, signs, and

façade reviews, but this district only applies to parts of Washington Avenue. Other overlays in the district include the Queen Village Neighborhood Conservation Overlay, Delaware Riverfront controls on uses, setbacks, parking, plans of development, and trail requirements, and an airport hazard control overlay district that places height controls on developments near the Philadelphia International Airport.

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

*Map 4: Parcels with Inconsistent Zoning*



The land use of each parcel, as documented in the field survey by PCPC staff, was compared to the parcel's existing zoning classification. This analysis highlights individual parcels within zoning districts where properties have land uses not allowable according to the underlying zoning.

Approximately 288 acres were identified as inconsistent. This amounts to 11 percent of all zoned acres. Statistics are summarized in the table and bullets below.

- The RSA-5 (residential single family attached) zoning district has the largest percentage of all potentially inconsistent land use to zoning in the South at 3 percent or 81 acres. RSA-5 zoning accounts for the largest percentage of zoned acres in the planning district. The most commonly occurring land uses in conflict within RSA-5 zoning are multi-family conversions (1,590 properties), commercial-mixed use rowhomes (355 properties), and parking lots (226 properties).
- RM-1 (multi-family residential) zones have 58 acres of inconsistent zoning. The bulk of the inconsistency falls within commercial-mixed use rowhomes (92 properties), parking lots (38 properties) and industrial uses (27 properties).
- I-2 (industrial) zoning accounts for 37 acres of inconsistently zoned properties. Within this district, inconsistencies lie mainly with single family rowhome uses (127 properties), and some commercial stores (18 properties).

Table 12: Percent of land use acres inconsistent with underlying zoning<sup>1</sup>

Zoning District	Zoned Acres	Acres of Land Use Inconsistent with Zoning	Percent Inconsistent Acres Within Each Zoning District	Percent Inconsistent of Total Zoned Acres
RSA-5	882	81	9.2%	3%
RM-1	407	58	14.3%	2%
I-2	262	37	14.3%	1%
I-P	170	34	20.2%	1%
CMX-3	154	19	12.4%	1%
CMX-2	127	14	11.0%	1%
CA-2	127	9	7.1%	0%
SP-PO-A	119	9	7.2%	0%
I-3	87	7	8.0%	0%
RSA-3	48	7	13.8%	0%
ICMX	44	5	12.5%	0%
CMX-1	37	4	9.9%	0%
CA-1	32	2	5.6%	0%
RM-2	19	2	8.4%	0%
CMX-2.5	17	0	1.2%	0%
I-1	7	0	0.0%	0%
CMX-5	5	0	0.0%	0%
CMX-4	2	0	0.0%	0%
RSD-3	0	0	0.0%	0%
<b>Totals</b>	<b>2,547</b>	<b>288</b>		<b>11%</b>

It is important to note that the above analysis only calls attention to properties where the land use conflicts with the underlying zoning of the property. There are many areas of the district where zoning is more permissive than the use of the property. In particular, there are many RM-1 zoned sites where the underlying land use is mainly single-family rowhomes. These areas should be examined through the planning process to determine if remapping is warranted to preserve the single-family character of the neighborhoods.

<sup>1</sup> Approximately 4,992 acres are accounted for as zoned land. The difference between this figure and the total acreage for land use (4,960) differ due to the use of different cadastral (parcel) source data used to construct each GIS dataset.

## **Vacant Land and Structures**

*Goal: Manage and reduce vacancy*

### Vacant Land

PCPC's field survey identified approximately 104 acres of vacant land, which accounts for only 4 percent of total land use. At the 1-digit level, vacant land ranks seventh among land uses by percent of total acreage. Because the GIS land use database is derived in large part from tax parcel boundaries, an estimate of the number of vacant tax-ratable lots is possible. The estimated number of vacant properties based on land use data is 2,596. A number of these parcels are large parcels along Broad Street, Delaware Avenue, 25<sup>th</sup> Street, and Greys Ferry Avenue, but a larger percentage of them are individual vacant lots in neighborhoods.

*Map 5: Vacant Land*



### Vacant Buildings

PCPC staff conducted windshield surveys for signs of long-term vacancy and qualified their observations as either fully vacant or partially vacant.

A total of 1,174 buildings were observed by PCPC to be fully vacant. This represents approximately 2 percent of the estimated building stock in the district. Many of these are residential and commercial in character.

An additional 267 properties were found to be partially vacant. In most cases, partially vacant buildings are mixed-use buildings with vacant commercial frontages, or commercial properties with vacant residential units above. More information about the impacts of these vacancies can be found in the "Commercial Corridor" section of the Neighborhoods memo.



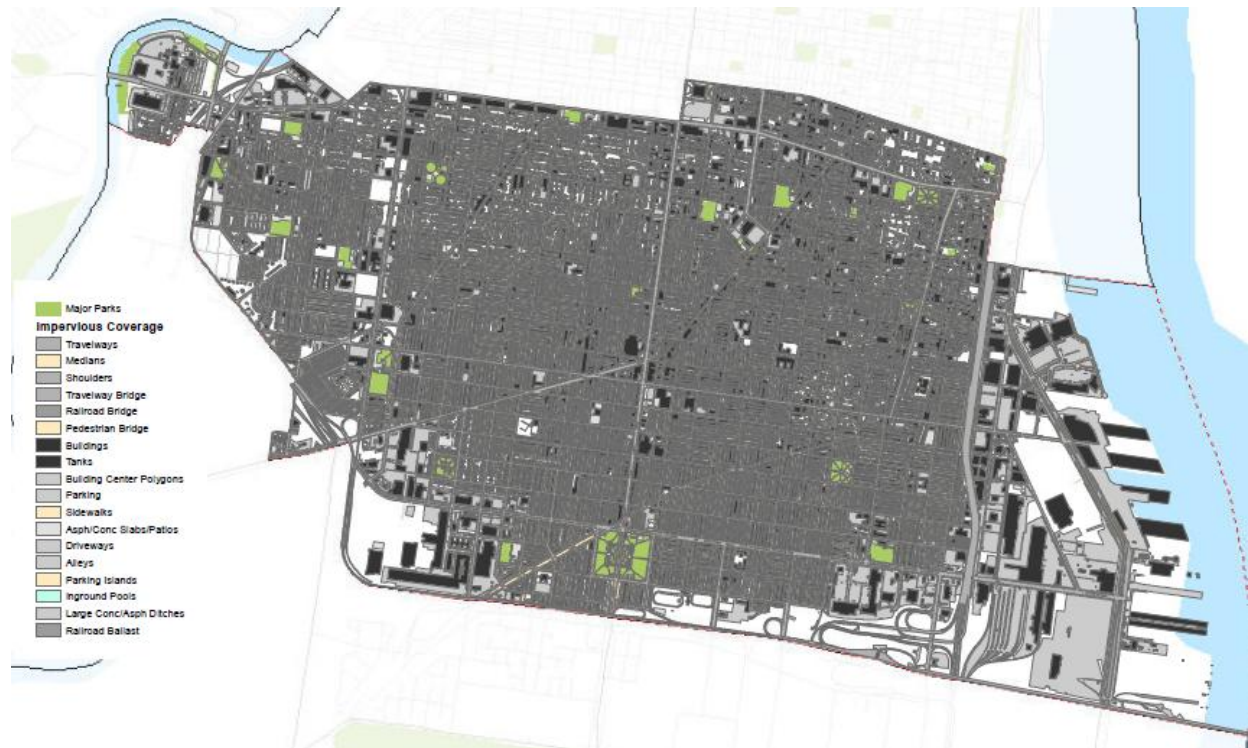
Table 13: Vacant Buildings by 1-digit Land Use

Land Use	Estimated Count of Vacant Buildings	Percent Vacancy of Total Building Stock
Residential	934	1.6%
Commercial	164	0.3%
Industrial	50	0.1%
Civic/Institutional	18	0.0%
Transportation	4	0.0%
Culture/Recreation	4	0.0%
<b>Totals</b>	<b>1,174</b>	<b>2%</b>

## Land Suitability

*Goal: Reduce impervious coverage and increase green storm water infrastructure*

Map: Impervious Surface

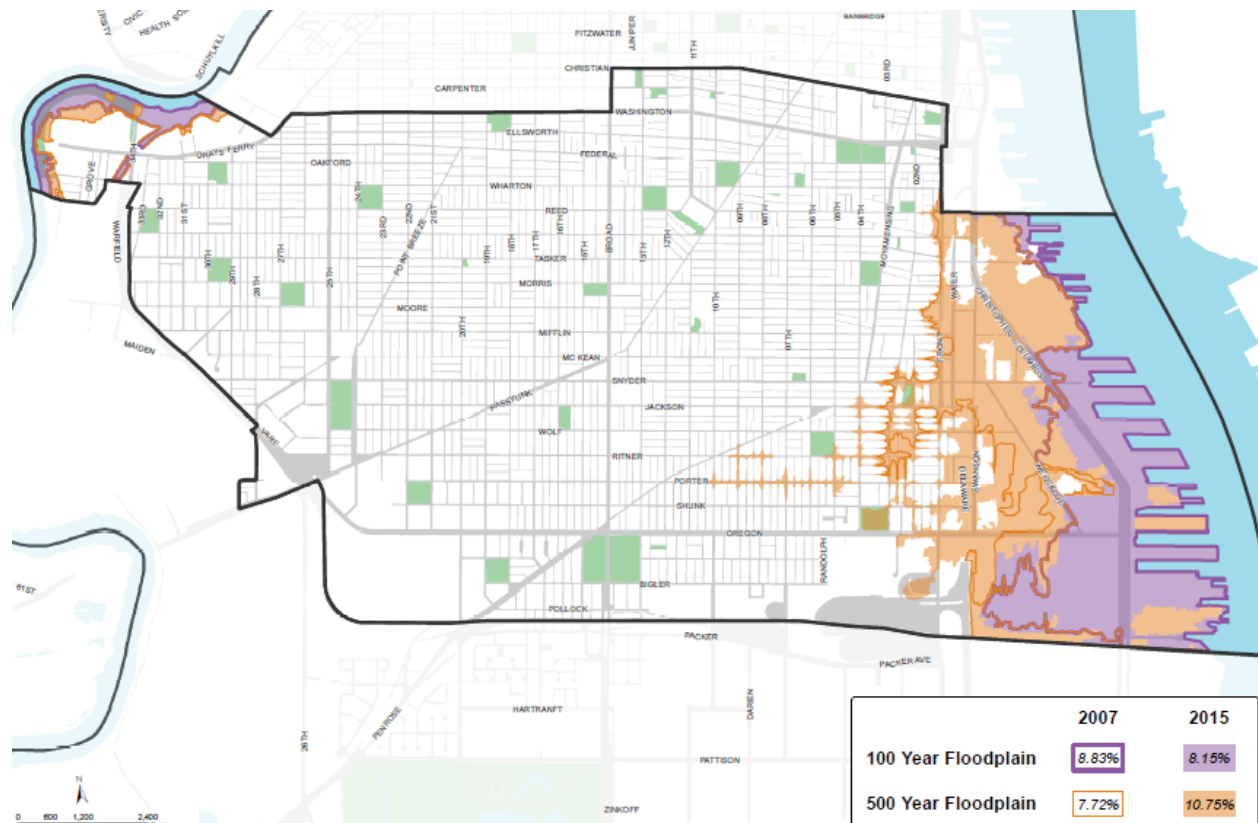


The South district is heavily built. Approximately 2,800 acres of the 4,000 acres (70%) that make up the South District are covered in impervious surface, compared with 37% of land area citywide. This increases the amount of storm water runoff that must be controlled, increases both day and nighttime temperatures, and increases pollutants caused by increased demand for cooling and the formation of ground level ozone.

The South District is almost entirely covered by the Water Department's Combined Sewer Service Area. In these areas, storm water and sewage water flows through the same pipes into a water treatment

plant. During heavy storm water events, treatment plants may not have enough capacity to accept all of the water, so storm and sewer overflow is released directly into streams and rivers and some storm water may not be able to enter the overburdened pipes. Combined sewer service areas are high priority areas for green infrastructure projects to reduce the amount of water running through the pipes and to alleviate the impact on residents as well as on the city's waterways.

*Map: FEMA's 100-year and 500-year floodplains; current and 2015*



According to FEMA, only a relatively small portion of the district is affected by floods caused by river overflow during 100-year storm events. Approximately 303 acres of land fall within the 100-year floodplain of both the Schuylkill and Delaware Rivers. In 2015, the floodmaps will change, but in the South District, the amount of area covered by 100-year floodplain will actually decrease. This is mainly due to the way that FEMA captures topographic measurements. (See Environmental Resource memo for additional discussion of management of water-related risks).

### RECOMMENDED FOLLOW-UP

- Focus zoning remapping on individual zoning districts where land use is inconsistent with zoning.
- Study areas where zoning is overly permissive given the existing land uses.
- Determine strategies and goals for vacant land and vacant land.
- Identify locations for reducing impervious coverage.
- Identify areas where long term land use and infrastructure changes may be needed to manage changes in sea level and severity of storm events.

## **PUBLIC REALM**

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

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### **SUMMARY OF EXISTING CONDITIONS**

The South District's public realm is the sum of several characteristics including land use, building type, street pattern, physical barriers and major destinations. The most defining characteristic is the prevalence of low-rise, high-density residential neighborhoods, primarily with no front or side yard setbacks. Another defining characteristic of the district are its two waterfronts, most notably the Delaware, which is largely inaccessible to district residents due to auto-oriented commercial and industrial development patterns.

Three diagonal avenues, Point Breeze, Passyunk, and Moyamensing cut across the grid, creating dynamic spaces and offering relief from the rigidity of the street grid established by Center City. Interstates 76 and 95 isolate the district from points East, West and South and separate the main residential neighborhood from the Delaware waterfront and the Grays Ferry Crescent. The District is further divided by the elevated CSX rail line at 25<sup>th</sup> Street. Significant regional destinations include the Passyunk Avenue commercial corridor, The Italian Market, Pat's and Geno's Cheese Steak restaurants, Columbus Boulevard shopping areas, Methodist Hospital, Marconi Plaza, Columbus Square, and the Grays Ferry Crescent.

The public realm could benefit from improving commercial corridors that are isolated and suffering from high vacancy, and by preserving the street walls created by continuous rows of buildings. Ample opportunities exist for reconfiguring wasteful intersections and reclaiming extra space for the pedestrian right of way.



Figure 1 District Analysis

## KEY ISSUES

The following are important public realm issues the South District is facing:

- Several of the district's wider avenues host too many automobile-related commercial buildings despite being very well suited for pedestrian commercial activity. These auto-related uses include gas stations, car washes, auto repair facilities and auto parts stores.
  - This type of use degrades the street wall and public realm of South Broad Street, Moyamensing Avenue and Snyder Avenue. Auto catering businesses use the space adjacent to the public realm for parking vehicles, storing tow trucks, and garbage receptacles and have little or no presence at the street level, presenting either a row of garage doors at the sidewalk level, or a surface parking lot.
- Point Breeze Avenue and the commercial corridor on South 7<sup>th</sup> Street are relatively isolated from arterial streets and other commercial areas and both corridors are suffering from a high amount of vacancy and disinvestment. Despite both streets being comfortably scaled pedestrian corridors, they are in need of increased connectivity to adjacent arterial streets and a substantial amount of reinvestment. Residents have little access to automobiles in the neighborhoods around these commercial corridors which further underscores the need for a full range of services. *See Figure 2.*
- The proportion of several avenues in the district is tilted too far in favor of the automobile including lengths of Washington Avenue, Moyamensing Avenue and South 11<sup>th</sup> Street. These streets have insufficient sidewalks and overly wide driving and parking lanes.



- Significant development pressure exists for infill row house projects on vacant land as well as additional stories on existing homes. In some instances, projects that are out of scale in terms of overall size or design elements, or with incongruous style and architectural detailing, can negatively impact the public realm by visually disrupting the street wall and encouraging additional development of this type.
- The South District ranks among the districts in the city with the lowest percentage of tree cover, with less than 7% coverage, overall. With a high amount of impervious coverage and close proximity to significant sources of air contamination (see environmental resources memo), additional tree cover is an item of high importance.

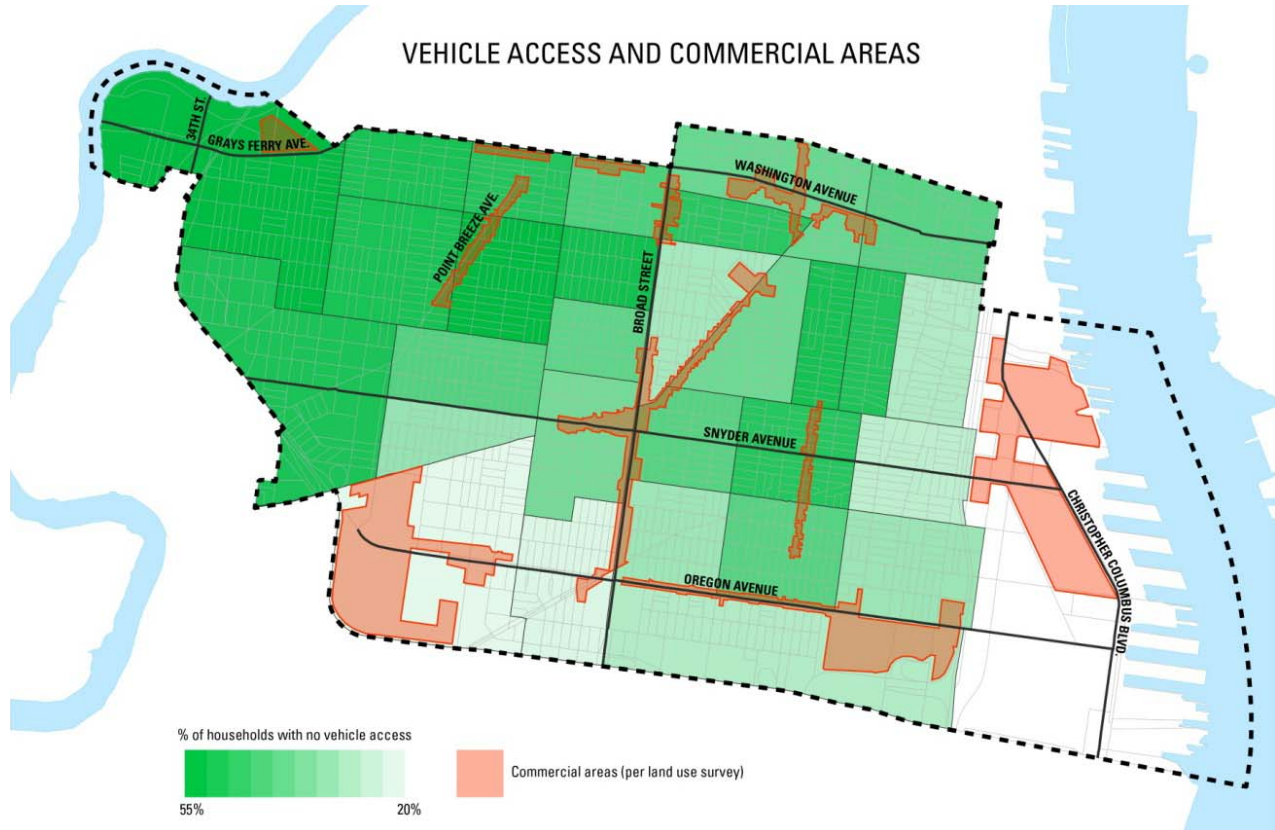


Figure 2 Vehicle Access in the South District and location of commercial zones

## MAJOR OPPORTUNITIES

There are significant public realm opportunities in the South District.

- Opportunity 1:
  - Streetscape and intersection improvements to Moyamensing Avenue and Washington Avenue near their intersection and south along Moyamensing Avenue to Tasker Street.
    - Survey existing on-street parking configuration. Investigate access issues for businesses along the Washington Avenue corridor that would be affected by streetscape changes.
    - Consider alternate use for the smaller street adjacent to Washington Avenue, currently used only for street parking.



- Study Moyamensing Avenue to identify businesses that require heavy curb cuts and that have no street presence. Suggest alternate locations for such businesses.
  - Gateway opportunity at Washington Avenue from 2<sup>nd</sup> Street to 3<sup>rd</sup> Street. The block is currently home to the Mummer's Museum, a flamboyant building celebrating a defining South Philadelphia tradition but one with little to no public outdoor space for queuing or gathering and an unwelcoming auto-centric front yard.
  - Intersection and streetscape improvements to a confusing area of Moyamensing Avenue where it merges with 3<sup>rd</sup> Street. Simplify the web of one-way streets and consider ways to improve leftover space created by diagonal intersections and curtail detrimental parking practices.
- Opportunity 2:
    - Improvements to area surrounding the Municipal complex at 11<sup>th</sup> and Reed Streets.
      - Establish a more clear pedestrian connection between 11<sup>th</sup> and Reed to 12<sup>th</sup> and Reed across the block containing the Municipal complex.
      - Moyamensing Prison site (now Acme Supermarket): Commemorate the now missing historic prison site at 11<sup>th</sup> and Reed with an interpretive exhibit or streetscape project.
      - Investigate ways to redefine the street wall that dissolves at the corner of 10<sup>th</sup> and Passyunk/Reed due to the parking lot of the Acme Supermarket.
      - Improvements are necessary for multi modal transportation use at the key intersections of 10<sup>th</sup>/11<sup>th</sup> and Reed to improve safety, functionality, and aesthetics.
  - Opportunity 3:
    - South Broad Street: Emphasize importance of preserving the character of South Broad Street as a grand residential boulevard, and evaluate its building stock.
      - Identify areas with greatest and most intact character for protection (see preservation memo).
      - Catalog detrimental commercial developments along the street. Establish design criteria for new developments along sections of the street fashioned to maintain a more consistent street edge.
      - Limit mid-block curb cuts and parking lots along Broad Street.
      - Investigate parking strategies to relocate the volume of parked cars currently on Broad Street (in median zone).

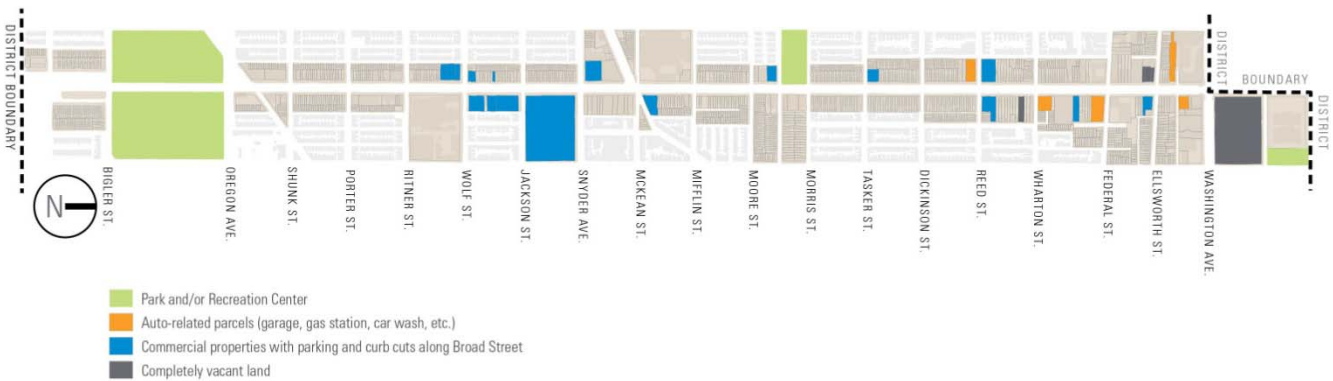


Figure 3- Street edge conditions on Broad Street

- **Opportunity 4:**
  - Streetscape Improvements, design guidelines and remedying anti-urban development along Point Breeze Avenue.
    - Investigate methods for better connecting the corridor to adjacent arterial streets, and infill vacant commercial space with services that are currently lacking.
    - Preserve the original appropriate scale of the avenue, which consists of primarily two story commercial buildings that rise to three stories where the avenue opens up at triangular intersections.
    - Study design and function of triangular islands formed when Point Breeze intersects with the surrounding grid.
    - Cassie L. Holly Court- Philadelphia Housing Authority development at Point Breeze and Dickinson Street is anti-urban, does not fit the surrounding neighborhood character, and creates a gap in the commercial corridor. The complex is aging and in need of refurbishing.
- **Opportunity 5:**
  - Diagonal Streets, dynamic intersections
    - Spaces created by the intersection of the district's 3 diagonal streets with the grid are triangular lots, often too small for building upon, that produce occasional courtyard-like spaces along the streetscape. These intersections provide relief to the grid in a district that otherwise follows it rigidly.
      - Study diagonal intersections that have not been redeveloped to determine key spots where streetscape improvement would be most beneficial and have the most effect.
- **Opportunity 6:**
  - Broad Street and Oregon Avenue/Marconi Plaza
    - Poorly configured and confusing SEPTA Broad Street Line station at Broad and Oregon. Study the intersection of Broad Street, Oregon Avenue, and Moyamensing Avenue, especially on the North side of the intersection. Identify areas for streets-

cape and infrastructure improvements that could eliminate confusion and improve the public realm.

- Opportunity 7:
  - Waterfront Access
    - Support recommendations of previous plans to increase connectivity and pedestrian access of the Delaware and Schuylkill waterfronts through redevelopment and expansion of neighborhoods East of I-95 and waterfront trail expansion on both rivers through the district.



Figure 4- Major Opportunities

## PUBLIC REALM

### Development Patterns

*Goal: Enhance and improve the walkable form with buildings and spaces that have appropriately scaled heights, massing, and setbacks*

- Preserve the walkable scale of the city
  - Block Structure
    - The majority of the district consists of tightly packed residential row house streets. Most major blocks have been further divided by two intermediate alleys which also have row homes fronting both sides.

- Public right-of-way space is often limited for pedestrians, though in certain areas cart-ways are especially wide.
- Green areas are difficult to accommodate in a typical residential block due to insufficient space.
- Corner stores in residential neighborhoods are common in the district to supplement nearby commercial corridors.
- Infrastructure impediments
  - The district is severed from its neighbor to the south by Interstate 76. The same Interstate also separates the majority of the district from the Grays Ferry Crescent.
  - On the east side of the district, the elevated Interstate 95 separates the residential areas of Pennsport and Whitman from access to the Delaware Riverfront. All developed areas to the east of I-95 are auto-oriented commercial and industrial tracts which further prevent South Philadelphians from accessing the Delaware (their largest waterfront and the eastern boundary of the district).
  - The elevated CSX track which runs South along 25<sup>th</sup> Street serves as an additional barrier, surrounded by vacant, underused parcels, and industrial tracts.
  - Sidewalks are present throughout the district but are impeded by improper parking practices and auto-oriented parcels.
- Ensure that new development reinforces the urban scale
  - Residential development patterns are fairly well-defined, generally with infrastructure as a boundary or following the hierarchy of streets with some recently constructed exceptions.

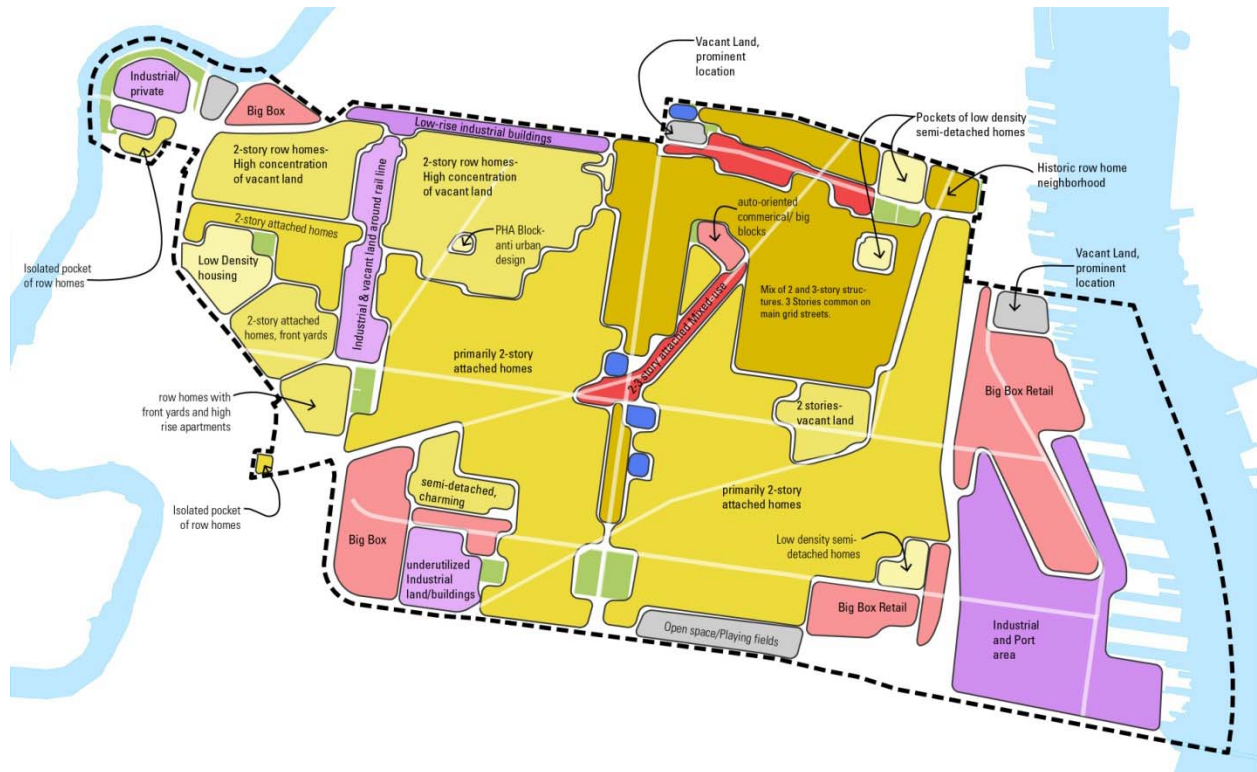


Figure 5 – Development Patterns

#### ○ Housing Typologies:

- Attached row homes with no setbacks: the majority of the district is comprised of this type of housing with no setbacks at the front or side yard. These homes form a solid wall on either side of the streetscape. Architectural interest is achieved most often in the cornice line which completes and caps the volume of the street.
  - Range in scale from 3-4 story blocks (e.g., South Broad Street) to primarily 2 story blocks (e.g., Porter Street)



- Attached row homes with front yard and corner setbacks: Generally two stories, this pattern of development is a hallmark for Philadelphia after WWII. Found only in pockets, primarily in the Southwest and West portions of the district, this style of housing interacts with the public realm differently than the previous type.





- Front and end-of-block side yards present a much wider streetscape. Lower density than the majority of the rest of the district.
- Truncated mansard roof sometimes replaces cornice line of traditional row homes and serves the same function
- Front yard setbacks offer opportunities for green space, though privately owned. This presents the opportunity for a softer streetscape where coordination among block residents facilitates it.
- Semi-detached homes – medium density: this type of home is primarily found in one enclave in the southern portion of the district in the area surrounding Girard Park. Although they all have side yard setbacks, these houses still convey urban density. These homes typically have front porches which give onto wide tree lined avenues.



- Though atypical for the district, this type of housing and the Girard Estates neighborhood in general create a unique public realm experience.
  - This unique enclave bears a density level and scale more in keeping with other neighborhoods in West or Northwest Philadelphia. Stylistically the neighborhood feels isolated from the rest of the district.
  - Architectural styles of housing give an exciting experience from the street, though the street wall is less defined than elsewhere in the district.
- Semi-detached lower density development: Primarily located in the West portion of the district, this housing typology is what public and private developers have constructed in recent years for affordable home ownership.



- Density is low in comparison to adjacent neighborhoods.
- Homes have gabled roofs and dormers in contrast to nearby development patterns.
- Some homes include driveways adjacent to the house.
- Neighborhoods with housing of this style tend to be auto oriented with little walkable access to commercial corridors.
- Instances of infill in this style are scattered within the traditional row house fabric of the district, making a stark contrast.
- Cornice line and street edge is compromised or not in keeping with the rest of the district. Where driveways exist, public right-of-way is broken, and the sidewalk houses automobiles on the curb and house sides.

**Housing scale and neighborhood character.**

- 3-story residential structures are found in high concentration in the northeast portion of the district, and are located primarily on main through-streets.
  - Newer development throughout the district is largely in the form of 3-story homes. This applies to neighborhoods that are historically 2-story as well as 3-story areas.
    - This form of development is prevalent due to the small size of many parcels in the district and a strong market for larger homes for new incoming residents.
    - Areas with higher amounts of vacant land and vacant properties are more susceptible to this type of development and tend to be historically 2-story neighborhoods.
      - The current zoning code stipulates that if a lot is bordered on two sides by 2-story structures that a third story addition or new construction must be set back 8 feet at the third story from the front property line.
      - It should also be noted that the zoning code reinforces maintaining the existing street wall by prohibiting setbacks that differ from neighboring properties.

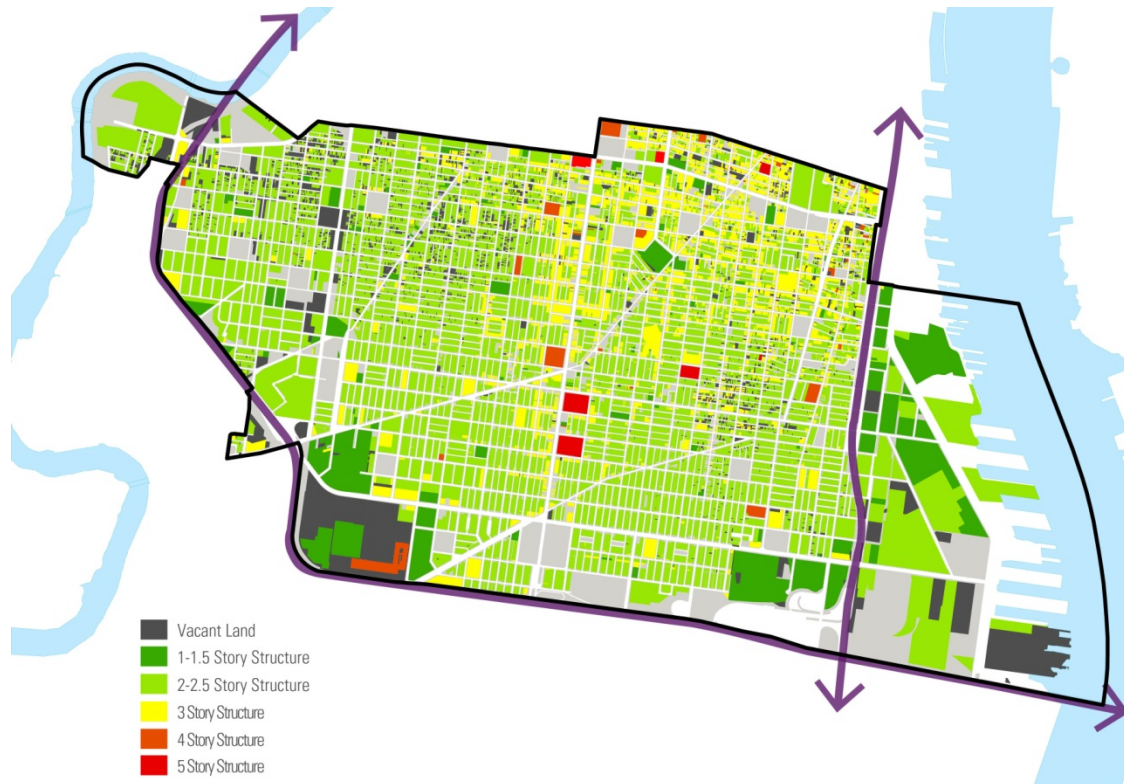


Figure 6 – Buildings by number of stories

- Social and other active uses of the Public Realm – The “outdoor living room”
  - *Stoop Culture*: Stoops that project into the public right-of-way are a common architectural feature in the district and actively engage the public realm. They are more than just a means to enter the building: South Philadelphians are often found occupying them on fair weather days, talking with their neighbors and passersby.



- This activates the streetscape and provides a measure of safety and surveillance, as well as promoting a sense of community.
- Explore the different ways South Philadelphians have modified their stoops specifically to accommodate this need for a social realm.

- *Awnings:* Many South Philadelphia homeowners use awnings to provide shade for their front façades.



- Awnings change the experience of a pedestrian by breaking the hard vertical line of some blocks, similar to projecting bays.
- They do not impede public right-of-way but still provide a sense of shelter and shade.
- Philadelphia's Italian Market is perhaps most noteworthy for its use of awnings over the sidewalk to claim the public right-of-way as additional merchandise space.
- *Plantings/Gardens:* With very little green space to be found in the district, many South Philadelphians choose to adorn the fronts of their homes in greenery.



- South Philadelphia front planting arrangements range from simple potted plants, to complete arbors and water features or statuettes.
- *Holiday Displays:* South Philadelphia is famous for winter holiday displays and light shows that span the whole width of the public realm. These displays transform the street into a magical place that is uniquely "South Philly."



- Some such displays like the "Miracle on 13<sup>th</sup> Street" are so extensive that tourists are drawn to the area to experience the display.

- The coordination of these displays is a testament to the strong sense of community in many South Philadelphia blocks.
  - *Window Displays:* It is common to find South Philadelphia row houses with displays of objects in the ground floor window. These displays range in scope from religious statues and artifacts to stuffed animals and floral arrangements and are frequently holiday-themed. They become, in effect, art pieces along the street wall, activating the facades of the homes like architectural ornamentation.
- **Tree Coverage**
  - The South District's tree coverage is one of the lowest in the city at less than 7%. Nearby air contamination sources and a high percentage of impervious coverage make increasing tree cover an even higher priority (see environmental resources memo for more information). Increasing tree cover would be beneficial to the district by improving air quality, reducing ambient air temperatures during hot days and absorbing storm water.
    - Encourage individual development projects to increase tree cover wherever possible.
    - Prioritize the planting of new trees at existing public facilities, streets, and parking lots.
    - Fill in gap-blocks in tree-lined streets. Some district blocks do not have any tree coverage while adjacent blocks of the same street enjoy mature shade canopies. Work with public and private tree planting initiatives as well as private property owners to fill in tree-less blocks wherever possible.
- **Commercial Corridor Typologies**
  - Pedestrian commercial corridors (Passyunk Avenue, Point Breeze Avenue, South 7<sup>th</sup> Street, South 9<sup>th</sup> Street)
    - Pedestrian scaled commercial corridors in the district are meant to primarily serve shoppers who move from store to store on foot.
      - Adequate attention should be paid to a properly scaled sidewalk with amenities for pedestrians such as shade trees, benches and plazas.
      - This type of commercial corridor in the district generally supports mixed use buildings with residential units over ground floor commercial spaces.
  - Automobile scaled commercial corridors (Oregon Avenue, Columbus Boulevard)
    - These commercial corridors contain stores that are located further apart from one another and/or are located on arterial streets, making access by auto more efficient.
    - Automobile oriented commercial corridors can also benefit by making increased connections to surrounding residential neighborhoods through multi-modal infrastructure improvements, with an emphasis on accessibility for pedestrians.



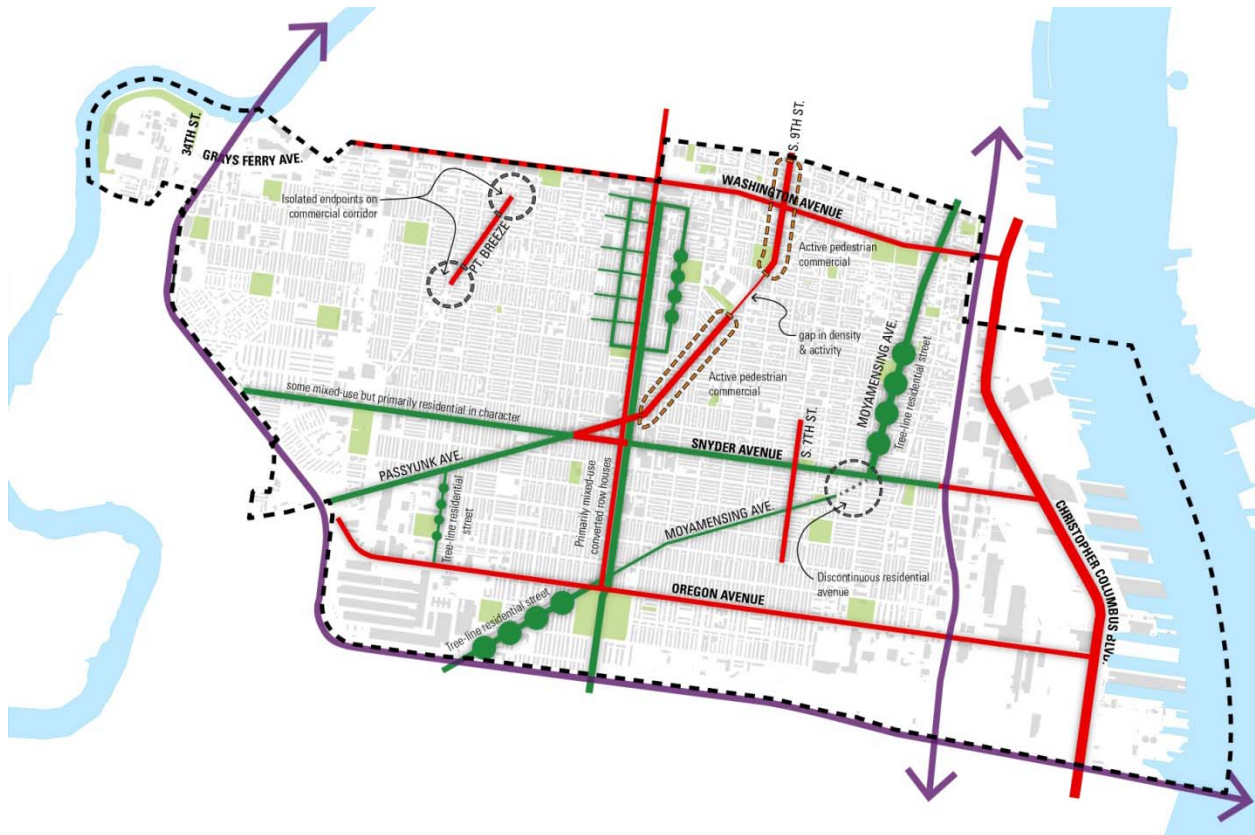


Figure 7- Street Hierarchy

- The largest and most vibrant commercial streets primarily exist East of South Broad Street except for select commercial developments along Oregon Avenue
  - Diagonal Streets:
    - Passyunk Avenue: A vibrant commercial corridor with pedestrian amenities and a highly active mix of businesses that has become a regional attraction.
    - Point Breeze Avenue: A well-scaled pedestrian commercial corridor that is isolated from surrounding arterial streets and suffers from a high level of vacancy and dilapidated building stock.
  - East-West streets:
    - Washington Avenue: Both an industrial and commercial corridor, Washington Avenue bears a different character on either side of Broad Street. Over its entire length, the avenue is a hub of activity.
    - Oregon Avenue: An arterial two-way street that is well-served by public transportation. It is anchored at both the East and West end with large-scale big-box retail developments.
  - North-South Streets
    - South 9<sup>th</sup> Street – Italian Market: One of Philadelphia’s most iconic commercial corridors, the Italian Market is a destination for visitor’s from near and far. Its unique use of the public realm sets it apart from other commercial corridors.

- South 7<sup>th</sup> Street: A north-bound street with many Southeast Asian businesses but with a high degree of vacancy and disinvestment. Similar to Point Breeze Avenue, South 7<sup>th</sup> Street is relatively isolated from other arterial streets and neighborhoods.
- Major residential streets:
  - South Broad Street: The main North-South street in the city, Broad Street's residential character in the South district has traditionally been one of grand brownstones and wide pedestrian zones that is dotted with commercial uses and institutional uses. Today, more mixed-use and commercial activity exists, especially in certain areas.
  - Moyamensing Avenue: A one and two-way street that varies from extremely wide to narrow and whose character changes with every neighborhood it passes through. Moyamensing Avenue, like Broad Street, currently sees a mix of commercial uses among the original residential fabric.
- Street Direction:
  - The South District is primarily a network of one-way streets alternating block to block for traffic flow in opposing directions. This rhythm is occasionally broken by a bi-directional arterial street. The district's diagonal streets further offset the rhythm of one way streets.
    - The one-way nature of South Philadelphia's street grid benefits its residents by funneling through-traffic to arterial streets and major one-way feeder streets. This keeps smaller scaled residential streets from being subjected to through traffic, making them safer places to play and quieter places to live.
    - Street directionality may also become a concern when a street that warrants more traffic for business activity is difficult to access. This applies primarily to commercial corridors located on one-way streets.

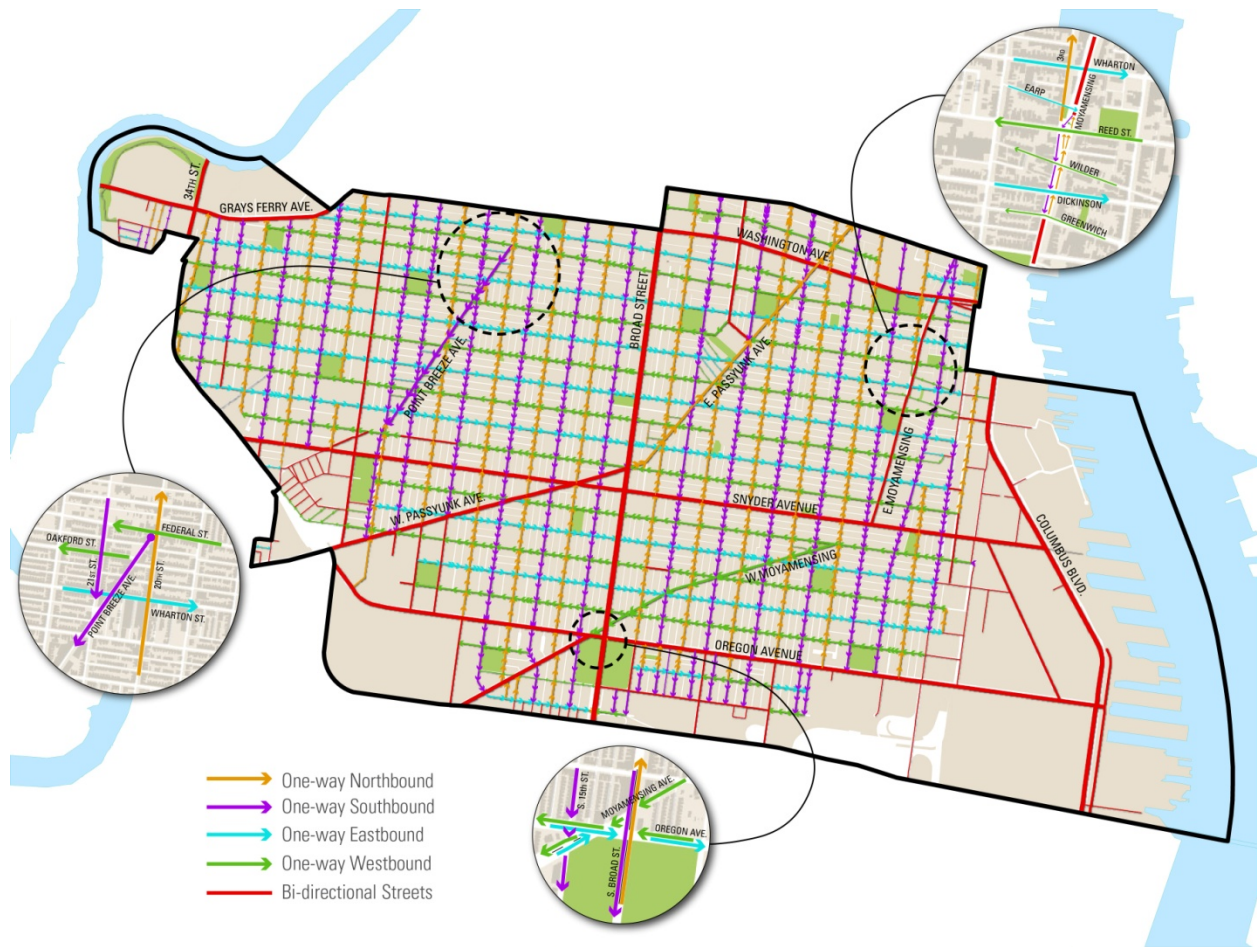


Figure 8- Street Travel Directions

### Urban Design

*Goal: Elevate public demand for good design in the public realm*

- Apply sound design principles to guide development across the city
  - Retail area East of Interstate 95: difficult to use without an automobile- no pedestrian connections between stores, across Columbus Boulevard or to the waterfront. Support the recommendations of the Central Delaware Master Plan in transforming part of this area into walkable residential blocks with access to the waterfront.
  - Promote well-scaled residential and commercial streets, taking into account building massing and the proportion of pedestrian to automobile space. These factors are paramount to the success of a street.
    - This strategy includes underscoring the importance of a consistent street wall and cornice line
  - Establish design criteria for residential construction to improve the aesthetic quality of infill and renovation projects and help cement and complement the existing character of a neighborhood.
    - Design criteria might be based upon factors such as:

- Maintaining a cornice line established by existing adjacent architecture
  - Finished height of ground floor should relate to neighboring structures
  - Third stories should relate to the first and second in terms of architectural expression
  - Type of materials used should relate to surrounding neighbors
- Relate the allowable height and density of new developments to the width of streets.
  - Taller structures are more appropriate where the width from property to property across the street is greatest. This includes opportunities for buildings of greater height at some intersections where diagonal streets intersect with the grid.
- Create welcoming, well-designed public spaces, gateways, and corridors
  - Gateway opportunities:
    - Washington Avenue near 2<sup>nd</sup> Street at the Philadelphia Mummer's Museum
    - Washington Avenue at 9<sup>th</sup> Street at the Italian Market
    - Broad and Oregon/Marconi Plaza
    - Broad and Snyder commercial hub
    - 11<sup>th</sup> and Reed
    - Point Breeze Avenue at Federal Street at the entry to the Point Breeze commercial corridor.
  - Corridor opportunities:
    - South Broad Street
    - 25<sup>th</sup> Street Viaduct (Existing viaduct is in disrepair at street level)
    - Point Breeze Avenue commercial Corridor
    - Moyamensing Avenue from Washington to Tasker
  - Streetscaping opportunities:
    - Moyamensing Avenue and Washington Avenue from 4<sup>th</sup> to Front Street
    - Reed Street from 10<sup>th</sup> to 12<sup>th</sup>

## RECOMMENDED FOLLOW UP

- Catalog inappropriate commercial uses for predominantly residential and grand-scaled streets
- Develop focus areas as described above.
- Encourage public and private developments to subscribe to design strategies meant to preserve the character of existing residential neighborhoods.
  - New developments should maintain or appropriately increase the density of urban neighborhoods.
- Bolster failing pedestrian commercial corridors by increasing their accessibility and connectivity
- Remark on the importance of the street wall on residential row home streets. Establish the importance of number of stories, cornice line, and how it relates to street width and neighborhood precedent.
- Analyze street directionality to ensure that functionality and efficiency are maximized without having a negative effect on residents and businesses.

## **ENVIRONMENTAL RESOURCES**

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

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### **SUMMARY OF EXISTING CONDITIONS**

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

The South District is: situated downwind from petrochemical and waste treatment plants along the Schuylkill River; traversed by two high-volume interstate highways; visited by numerous diesel-emitting trucks, trains, and ships; developed on low ground that is nearly completely covered with impervious surfaces, and; ranked among the city districts with the lowest tree cover.

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

### **KEY ISSUES**

The following are important environmental issues facing the South District:

- The South District is in close proximity to significant mobile and stationary sources of air contamination. Changes in land use patterns, industrial practices, and transportation options can help improve local air quality, but improvements also continue to be needed on a broader, regional scale. Increased industrial activity in the Lower Schuylkill district could increase local air pollution.
- Water quality is affected by the district's combined sewer system and large percentage of impervious surface. Properties and infrastructure in some areas of the district are impacted by low elevation, high water table, and a susceptibility to flooding.
- The South District's minimal tree cover provides few benefits for air quality, stormwater management, or summer cooling.

### **MAJOR OPPORTUNITIES**

Opportunities to improve environmental outcomes in the South district include:



- Ongoing monitoring, compliance and partnership efforts, and management and technological innovations can continue to reduce air contamination in the South District.
- Individual development projects can help enhance air quality by incorporating energy-efficient building strategies and increasing tree cover. Projects can also reduce per-capita contributions to air pollution from transportation by creating greater intensity of uses around walkable, bikeable, and transit-served centers.
- Continued cooperation among agencies and property owners can enhance stormwater management planning and resources, spur waterfront restoration, and provide storm flood relief in areas susceptible to flooding now and in the future.
- Public facilities, public streets, and parking lots offer near-term opportunities to increase tree cover.

## **ENVIRONMENTAL RESOURCES**

### **Air Quality**

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

The 2012 Philadelphia Air Quality Report (Philadelphia Department of Public Health, Air Management Services Division) indicates that overall air quality is improving, although the Philadelphia region remains non-compliant with Federal standards for ground level ozone and PM2.5. Ground level ozone, aka, smog, is formed by volatile organic compounds (VOCs) and nitrogen oxides (NOx) reacting in the presence of heat and sunlight. Ozone is particularly detrimental to the young, old, and infirmed. PM2.5, or 'fine' particulate matter, is responsible for short term respiratory irritation, and long term respiratory and cardio-vascular disease illness. Fine particles in the air may result from fuel combustion from vehicles, power generators, and industry.

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

The District's high population density, combined with its dense network of streets and transit services and its close proximity to major employment centers within the City, should help reduce dependency on single occupant vehicles, a major on-road source of air pollution. The high number of bike, bus, and Broad Street Line commuters in the District attests to the area's potential for lower per capita contributions to air pollution. However, the percentage of households with access to cars increased from 2000 to 2010 (Census), and the number of district residents commuting 25 miles or more to work increased from 3,000 to 4,500 between 2002 and 2011, an increase of 50 percent (On the Map).

The 2012 Philadelphia Air Quality Report also describes the city's performance in reducing hazardous air pollutants (HAPs) or toxins. HAPs are emitted from stationary sources (large industrial facilities), area sources (dry cleaners and household uses), as well as mobile sources (trucks and buses). The South District is in close proximity to significant mobile and stationary sources of air emissions. The AMS air monitoring site at 24<sup>th</sup> and Ritner was established to assess the impact on the local community of the now-Philadelphia Energy Solutions (PES) petroleum refinery.

### **Fixed Point Sources of Air Pollution**

Air Management Services regulates facility emissions through the issuance of permits and licenses allowing companies to operate equipment that emits or controls air pollution. Within the South District, Exelon-Southwark and Inoex both hold Title V licenses for their toxic emissions. Just outside the District's perimeter, Cogen, Philadelphia Energy Solutions, Exelon-Schuylkill, Sun Co-Schuylkill, Sunoco Logistics, and Veolia Energy all hold Title V licenses. Synthetic Minor Operating Permits are required by facilities with the capacity for exceeding any of the Title V thresholds, but that do not do so in practice. Ashland Chemical, Coating & Converting Tech Corp, Methodist Hospital, and St. Agnes Hospital, all within the District, are each required to carry such permits.

Between 2009 and 2012, among the noted Title V and Synthetic Minor facilities, decreases in emissions included NO<sub>x</sub> by 28%, SO<sub>2</sub> by 39%, and VOC's by 12%. However, emission increases included CO by 12%, PM<sub>10</sub> by 15%, and PM<sub>2.5</sub> by 19%. Philadelphia Energy Solutions, on the 3100 block of W. Passyunk, is the city's biggest single contributor to each of the individual criteria pollutants. Veolia Energy and Cogen, both in Grays Ferry, are also among the city's major contributors of criteria air pollutants.

US EPA awarded AMS a Community Scale Air Toxics Monitoring Grant in 2013 to help assess the degree to which air toxics from the PES Refinery impact neighborhoods in South Philadelphia. The results of this assessment will be useful for determining whether increased air quality regulations are required.

### **On-Road, Off-Road, and Area Sources of Air Pollution**

Generally, on-road, off-road, and area sources combine to produce significantly more air pollution than point sources. Unfortunately, emission data for these sources are only available at the county-wide level, requiring use of behavior-related proxies to gauge local impacts.

On-road sources refer to emissions from motor vehicles. Both I-95 and I-76 bring heavy traffic across, into, and out of the District. Vehicle idling and 'stop and go' driving, especially by diesel trucks and buses, increases the district's vulnerability to PM<sub>10</sub> and PM<sub>2.5</sub> emissions.

Off-road sources in the District include trains and ships, and construction vehicles and equipment. The completion in 2013 of a new crude oil off-loading facility at the PES refinery has helped to increase the frequency of freight trains along the 25<sup>th</sup> Street Viaduct (CSX) and through the East Side Yards (CSX). Freight rail also serves industrial and port facilities along the Delaware waterfront. The Philadelphia Regional Port Authority (PRPA) owns and leases Delaware River piers and warehouses that generate emissions from docked ships and trucks that are loading and unloading.

**Water Quality**

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

The South district is bisected by the Schuylkill and Delaware River watersheds and is part of the city's combined sewer system (CSS). The combination of the district's low elevation above sea level, tidal waterfronts, flat topography, and development over historic streams creates a significant set of challenges for water management. (see also: Land Management, Utilities, Open Space).

At present, important initial steps are being taken by public and private partners to restore formerly industrial parts of the Delaware River waterfront through the creation of wetland parks and trails. These assets provide the combined benefits of ecological restoration, public recreational access, filtering runoff, and buffering people and property from river flooding.

- Schuylkill Crescent (Schuylkill River Development Corporation)
- Piers 53-70 (Delaware River Waterfront Corporation)

Early actions are also being taken in the South District to directly advance compliance by the Philadelphia Water Department (PWD) with the consent decree with the US EPA and PA DEP to reduce combined sewer overflows (CSO). PWD's *Green City/Clean Waters* program strives, through regulation of development and direct investment, to reduce the amount of stormwater that overburdens wastewater treatment plants during intense periods of precipitation. The overburdened treatment plants allow untreated sewage to be released into Philadelphia's rivers. In the past few years, PWD and others have begun to install green stormwater infrastructure (GSI) in South Philadelphia to capture and delay the release of stormwater into the ground where possible or into the combined sewer system where not possible. Examples include:

- Infiltration/storage trenches
- Stormwater tree trenches
- Rain gardens
- Porous paving

These early management steps help set the stage for further studies, plans, and actions to guide future water management policies and investments. Under present conditions, the South 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 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 flooding due to heavy rain and storm surge.

More so than most districts, the South District needs to strategically reduce impervious surface where it makes sense, implement green *and* grey infrastructure, and gradually adapt land uses, structures, and infrastructure to manage water-related risks.

**Tree Cover**

*Goal: Increase tree coverage equitably throughout the city*

The South District ranks with Lower South and River Wards as having lowest rates of tree coverage in Philadelphia. A 2011 report done in collaboration with the Philadelphia Department Parks and Recreation Indicates that tree cover in the South District is less than 7 percent. This compares with a citywide total of 20 percent. ([http://www.fs.fed.us/nrs/utc/reports/UTC\\_Report\\_Philadelphia.pdf](http://www.fs.fed.us/nrs/utc/reports/UTC_Report_Philadelphia.pdf)).

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

The most abundant tree planting opportunities in the densely developed South District would appear to be along publicly held properties and rights of way, in parking lots, within existing and planned park areas, and within private properties in situations where the uses and layouts are compatible with the planting of additional trees.

**Recommended Follow-Up**

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

## Philadelphia2035: South District Plan

Existing Conditions, Issues, and Opportunities – August 2014

### HEALTHY COMMUNITIES

*Philadelphia2035 Citywide Vision Goal: Improve neighborhood livability*

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#### SUMMARY OF EXISTING CONDITIONS

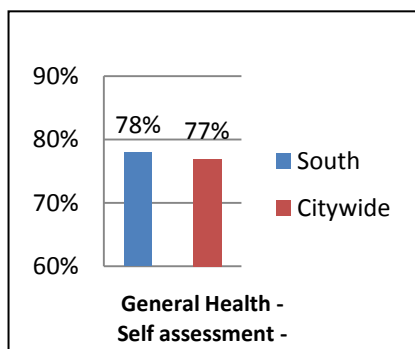
##### Health disparities identified in the South District

- Bike and pedestrian accidents particularly with children involved
- Late and no prenatal care
- Rate of heart disease

#### HEALTH OUTCOMES

##### General Health, as self assessed

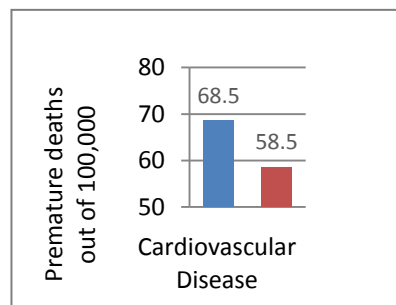
Overall general health (as self-assessed) in the district is average-to-below-average when compared to the city as a whole. 78% of district residents consider themselves to be in good health, compared to 77% of Philadelphians<sup>i</sup>. Males are expected to live 1.5 fewer years than the city average; and females, .5 years fewer years<sup>2ii</sup>. Philadelphia's residents lose more years of potential life than any other comparable major U.S. urban counties, and 41% more than the U.S. as a whole. The population in the South District fares worse, losing 53% more years of potential life than the U.S.



##### Chronic Disease

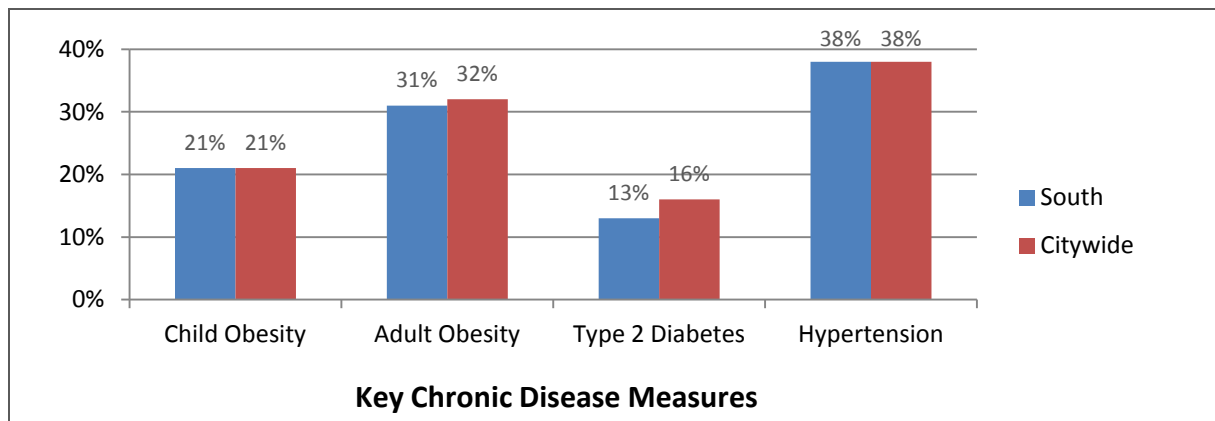
Chronic disease has surpassed infectious disease as the leading cause of death and disability in the U.S. Chronic diseases are diseases that last for over three months. They cannot be cured, but can be managed by adopting healthy behaviors, especially diet and exercise, and through environmental remediation. The following represent the South District's status across various chronic disease measures:

- **Cardiovascular Disease (CVD)**, or heart disease, refers to all diseases of the heart and circulatory system. High blood pressure, cholesterol, obesity, tobacco use, and lack of physical activity contribute to CVD. Out of 100,000 premature deaths, CVD is responsible for 68.5 in the South District, compared to 58.5 out of 100,000 citywide<sup>iii</sup> (national data not available).





- **Type 2 diabetes**, or adult onset diabetes, is a major risk factor for developing CVD. 13% of South District residents have Type 2 diabetes, better than the citywide prevalence rate of 16%<sup>6</sup>, but still worse than the U.S. rate of 9%<sup>iv</sup>.
- **Hypertension**, or elevated blood pressure, is also a major risk factor for CVD. The South District hypertension prevalence rate is on par with the city at 38%<sup>6</sup>, but exceeds other major U.S. urban counties, and the U.S. rate of 31%<sup>iv</sup>.
- Twenty-one percent of **children** age 5-18 in the South District are considered **obese**, consistent with the citywide childhood obesity rate<sup>v</sup>. While we do not have national childhood obesity data for comparison, at 17%, **teen obesity** (9<sup>th</sup>-12<sup>th</sup> grade) rates in Philadelphia are higher than major urban counties, and are significantly above the U.S. rate of 13%<sup>vi</sup>.



- Prevalence of **adult obesity** in the South District (31%) is on par with the rest of the city (32%<sup>iv</sup>), but exceeds the U.S. rate (28%<sup>i</sup>).
- **Asthma** is a chronic lung disease characterized by recurring attacks of breathlessness and wheezing. Individuals with poor respiratory systems are particularly vulnerable to complications caused by poor air quality. Asthma hospitalization rates in the South District are lower than the Citywide rate at 778 out of 100,000 children, vs. 1001 out of 100,000 children citywide. In Philadelphia, asthma hospitalization rates are 6 times more prevalent for black, non-Hispanic and Asian children than for white, non-Hispanic or Hispanic children<sup>vii</sup>.

#### Other Health Measures

- **Pedestrian and Bicycle Crashes.** Real and perceived bike and pedestrian safety influences rates of physical activity. The South District represents 4% of the city's land area, but it has 9% of the city's intersections. Not surprisingly, with such a high share of intersections, or transportation conflict points, it has the highest rate of child bike and pedestrian crashes in the city (3 out of

every 1,000 kids, 2009-2013). Our corridor analysis of crashes for all age groups reveals that Christian St, Washington Ave, Federal Ave, Snyder Ave, 15<sup>th</sup> St, Broad St, and Columbus Blvd have experienced the highest rate of bike and pedestrian crashes per number of conflict points (intersections) in the South District.

- **Violence** is not only a direct threat against our public health and well being, but indirectly, violence and the threat of violence limits our movement and restricts our physical activity. **Mental health** problems, measured here by suicide rates, are associated with environmental stressors. Examples of environmental stressors may include unemployment, social interaction, noise and light pollution, and threats of personal injury. South District homicide<sup>iii</sup> and suicide<sup>iii</sup> rates (25% and 17%, respectively, per 100,000 residents) are higher than the citywide rates (19% and 9%, respectively).
- **Drug and Alcohol Abuse.** Drug and alcohol data are organized by Planning Analysis Section (PAS) geography, the geographies used by the City Planning Commission prior to the current planning districts and still in use by some city agencies. The South PAS, which extends the South District's boundaries north to South St, and South to include the Lower South District, has 14.5 state and retail liquor licenses per 10,000 residents, the 2<sup>nd</sup> most out of the 12 PASs (behind Center City). The South PAS accounts for 6% of the City's population, but in the 2<sup>nd</sup> half of 2012, it accounted for 8% of the city's EMS calls for drug overdoses<sup>viii</sup>.

## KEY ISSUES

- **Ability of the elderly to "age in place".** The ability to age in place improves the quality of life for the elderly and their families, and requires a supportive neighborhood infrastructure. More than 17,000, or 9%, of residents over age 65 call the South District home<sup>ix</sup>. Census data trends suggests that the District has, and will continue to have, more than its city-share of elderly residents for at least the next 30 years.
- **Access to health care.** This refers to physical and financial access to health care providers for all types of care, from preventative to emergency.
  - Physically, many of the health care providers are located at the district's center, along Broad St. The east/west busses and north/south subway, coupled with the relatively small geographic area of the District, help to reduce distance barriers for most of the population. Additional research is needed to see if this definition of physical access also addresses the elderly, infirmed, or other vulnerable populations, who collectively represent the majority demand for health care service.
  - Financial access may be the biggest barrier to health care in the South District. As population shifts alter community social networks, more and more residents that once relied on family and neighbors for support may become increasingly dependent on health care facilities. Adult un-insurance is more prevalent in the South District (21%)

than citywide (19%). However, only 15% of South District adults report forgoing needed care, compared to 19% citywide<sup>iv</sup>.

- **Physical activity.**
  - For **Access to Healthy Foods**, see Neighborhood Memo
  - **Access to Open Space.** Living in proximity to green space is associated with increases in self-reported general health. The South District's open space inventory includes several block-size parks throughout the District, a greenway along the eastern border under construction, and a greenway along the western border currently in planning. Using a *'half-mile walkable distance to contiguous open space one acre or larger'* as a standard measure, there is a large underserved residential area, roughly 70 contiguous blocks, in the center of the District. Additional information is provided in the Open Space Memo.
  - **Land Use Mix.** Research shows that neighborhoods with diverse land use mixes, high densities, and good street connectivity reduce the need for driving, which helps reduce obesity. Philadelphia ranks 5<sup>th</sup> in U.S. cities (or central counties) for residential density, and the South District is the city's densest district. There are 23 distinct commercial corridors dispersed throughout the district, and more than half of the district's 4-way intersections include a commercial-residential mixed building.
- **Neighborhood Affordability and Civic Engagement.** Neighborhoods with high rates of homeownership are considered to be more stable. Benefits of living in stable communities include strong social networks, increased opportunities for wealth creation, and increased means for civic engagement. Each of these benefits is associated with improved health outcomes. In the South District, 52% of residents own their home, compared to 48% in the city. Households burdened by high rents (i.e., over 50% of household income) have less to spend on education, food, heat, health care, retirement, etc. 30% of South District renters pay more than 50% of their household income for rent, consistent with the citywide average<sup>ix</sup>.

## MAJOR OPPORTUNITIES

- **Park and Open Space Access:** With multiple initiatives underway to bring riverfront access back to residents in the form of greenways, and with Schuylkill River and Delaware River access flanking the District, continued development and improvements to the South District's sections of the Schuylkill River Trail, the Delaware River Trail, and community connections in-between will increase recreational opportunities and healthy commuting options for residents and workers.
- **Active Transportation Infrastructure:** There is presently an opportunity to redefine Washington Ave, with attention to local employment needs and improved walkability. Stakeholder discussions and designs are underway for a possible restriping of Washington Ave to better accommodate a mix of transportation modes along and across the corridor. Improving bike and pedestrian safety with "complete streets" improvements (i.e., designing streets and sidewalks to work well for different types of users; including pedestrians, bicyclists, motorists, transit, etc. . . )

along strategic corridors invites an even broader demographic of residents to get their daily physical exercise through alternative transportation options.

- **Healthy Food Access:** Health Department initiatives to bring healthy foods to corner stores, and to help store owners overcome the barriers to placing their healthy foods in prominent places, including sidewalks, can help address existing needs for better access to healthy food in the District. The District Plan can support these initiatives by improving the walkability and connectivity of areas with poor healthy food access to healthy food vendors.
- **Transit Oriented Development (TOD), Neighborhood Centers:** Because of its density and superior transit network, all of South Philadelphia could be considered transit oriented development. But projects like the Health Center 2 above the Tasker-Morris Station, which pairs public transit with healthcare services for residents likely to not own a car, while providing local jobs, and clean transportation options, exemplifies the triple bottom line benefits of transit oriented development. Updates to existing Broad Street Transit facilities, such as those proposed for the Broad-Oregon Station, should consider how they too can capitalize on TOD's ability to realize equity, environmental, and economic benefits.

#### RECOMMENDED FOLLOW- UP

- Engage the Philadelphia Corporation for Aging to identify barriers to aging in place in the South District.
- Review strategies for mitigating the negative health effects, and promoting the health benefits, particularly as it relates to vulnerable populations, of the creation mixed income communities.
- Improve understanding of the determinants related to pedestrian and bike crashes to help inform potential solutions and improvements.
- Improve understanding of the determinants related to child mortality rates in the district to help inform potential solutions and improvements.

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<sup>i</sup> Behavioral Risk Factor Surveillance System, 2004-2010.

<sup>ii</sup> Calculated as the cumulative number of years people in a given geography died premature of a recognized standard age for death, 75 years old. Residents living over 75 are counted as 0 years premature, not negative. If 3 people in a block all died at 71, there years of potential life lost would be 3 X 4, or 12. U.S. = 6474, source: CDC, 2010; Philadelphia = 9143; South District = 9915, Phila sources: Vital Statistics, 2010.

<sup>iii</sup> Vital Statistics, 2010

<sup>iv</sup> Public Health Management Corporation, Household Health Survey, 2012

<sup>v</sup> School District of Philadelphia, 2009-2010

<sup>vi</sup> Youth Risk Behavior Surveillance System, 2011

<sup>vii</sup> Pennsylvania Health Care Cost Containment Council, 2010

<sup>viii</sup> Philadelphia Department of Behavioral Health and Intellectual Disability Services

<sup>ix</sup> American Community Survey, 2008-2012

## **UTILITIES**

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

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### **SUMMARY OF EXISTING CONDITIONS**

The South District has no active, major utility facilities within its immediate boundaries. However, the district's location, large population, and dense pattern of development do present challenges and opportunities for utility service delivery. Also, decisions about the future reuse of inactive or immediately neighboring utility facilities could have direct impacts on the district.

### **KEY ISSUES**

Utility issues for the South District include:

- Utilities face limited budgets and regulatory requirements in their efforts to maintain existing facilities in a state of good repair and enhance service with new technologies. Utilities are also increasingly aware of the need to consider adaptations to potential impacts of climate change.
- The district is in the combined sewer overflow (CSO) area of the Philadelphia Water Department (PWD). A large percentage of the district is covered by impervious surface, and several areas and infrastructure systems are subject to flooding in heavy storms. This makes the district an important area for PWD and partnership initiatives to manage stormwater and reduce risks from flooding.

### **MAJOR OPPORTUNITIES**

The South District presents several opportunities related to utility infrastructure and services:

- 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.
- The district's flat topography and prevalence of flat roofs suggests ample opportunity to increase the use of solar power.
- PWD has implemented or is in the planning stages of numerous traditional and green infrastructure projects for stormwater management.
- Coordination among utilities and property owners can help achieve cost-effective utility enhancements as well as broader benefits such as jobs, streetscape improvements, and open space.



## **UTILITIES (SPECIFIC TOPICS)**

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

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

All local utilities face financial challenges in maintaining reliability and affordability while complying with environmental and other regulatory requirements. PECO and PGW generally appear to have capacity to meet forecasted service demands in the South District. Both utilities have programs to systematically upgrade their distribution systems and to encourage consumers to reduce consumption and save money. Demand for utility services in the district is increasingly generated from commercial and residential customers rather than industrial and institutional customers.

PECO/Exelon's Southwark Generating Station at 2501 South Delaware Avenue now consists of only 4 small oil-fired turbines that are employed during periods of peak electricity demand. These turbines are located on an exterior pad site. The large coal-fired powerhouse, completed in 1947 and designed by Paul Cret, is now unused. PECO has long maintained important overhead and underground electric transmission lines, as well as substations, in the South District. PECO/Exelon operates a large repair and maintenance facility at Delaware and Oregon Avenues.

The Philadelphia Gas Works (PGW) Passyunk Plant, at 3100 West Passyunk Avenue, dates from the 1800s and is currently used for gas processing and storage. In 2013, PGW requested proposals to study the feasibility of production and storage of liquefied natural gas (LNG) at this facility. The site is directly adjacent to the South District and the Philadelphia Energy Solutions (PES) refinery.

PWD has excess capacity to provide drinking water and process normal amounts of wastewater, but it is under an EPA consent decree to address combined sewer overflows (CSO) that occur during heavy rains. The South District has a combined sewer system as well as low-elevation areas and infrastructure that are prone to flooding in heavy storms. PWD's *Clean Waters/Green Cities* program is actively working to increase the capacity of public and private infrastructure to store stormwater and reduce the occurrence of CSOs. (See Environmental Resources memo)

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

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

The South District's larger institutions and businesses 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.

## **Broadband Infrastructure**

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

Element 5.2 in the Citywide Vision of *Philadelphia2035* called for the use of broadband assets to help bridge the 'digital divide', maximize the efficiency of city services, and foster innovation and economic development. These recommendations largely pertain to citywide initiatives and have found few specific applications in *Philadelphia2035* district plans so far. However, it is noteworthy that South District residents in the vicinity of Point Breeze and Grays Ferry appeared in 2010 to have among the lowest rates of household broadband adoption in Philadelphia (Knight Foundation. 2010. Reported in Citywide Vision, p 129).

## **RECOMMENDED FOLLOW-UP**

- Work with PECO and PGW to confirm the status of existing facilities, identify potential needs for additional space/facilities, and note opportunities to repurpose existing assets.
- Identify utility sites or rights of way where needed upgrades may be combined with community benefits to enhance economic development, transportation, recreation and open space, and/or environmental performance.
- Engage district stakeholders to identify potential opportunities for cost-effective investments in energy and water efficiency of district buildings
- 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.
- Identify and highlight current city and partnership initiatives to improve access to broadband telecommunications in disadvantaged communities of the South District.