

Transit Revitalization Investment District Planning Study:

46th and Market Street Station
Temple Regional Rail Station



NeighborhoodsNow

_INTERFACE STUDIO
JZTI Transport
Econsult Corporation
Lamar Wilson Associates, Inc.

September 2008



Transit Revitalization Investment District Planning Study

Transit Revitalization Investment District Planning Study

Philadelphia is a city with extraordinary assets: unique neighborhoods, nationally recognized higher educational institutions, and an extensive public transportation system. The Southeastern Pennsylvania Transportation Authority (SEPTA) is the fifth largest regional public transportation network in the United States and averages 910,700 week day city transit rides. Yet, potential real estate growth around neighborhood transit stations is stymied by zoning limitations, undesirable land uses including long term vacancies, and safety concerns.

For the more than three years NeighborhoodsNow has been working with our partners to remove these barriers and promote transit-oriented development (TOD) -- using transit as a focal point for mixed-income housing, commercial, retail and green space development -- as a viable economic development strategy. As Boston, Washington D.C. and other cities demonstrate, TOD can serve as a very effective approach for capitalizing on transit assets to increase housing opportunities; provide access to jobs and retail centers; and improve the safety and appearance of neighborhoods.

I want to thank the Commonwealth of Pennsylvania and the City of Philadelphia for supporting NeighborhoodsNow in completing the first Transit Revitalization Improvement District (TRID) plans for Philadelphia. The TRID plans for the 46th and Market Street El and Temple Regional Rail Stations were created with extensive community and stakeholder input that led to recommendations ranging from small-scale lighting and safety improvements to large-scale mixed-use development projects. Most important, the TRID plans provide implementation strategies for the City, SEPTA and stakeholders to pursue to realize the benefits of TOD.

In addition to the Commonwealth and the City of Philadelphia, we are indebted to SEPTA, Interface Studio, Econsult Corporation, Wilson and Associates, Asociacion Puertorriquenos en Marcha, the Enterprise Center CDC, and community residents for their generosity and commitment to using transit as a vehicle for positively improving neighborhoods.

As you read the TRID plans for 46th and Market Street El and Temple Regional Rail Stations, I hope that you share our enthusiasm and belief that the time is right to make neighborhood TOD a reality in Philadelphia.

Sincerely,

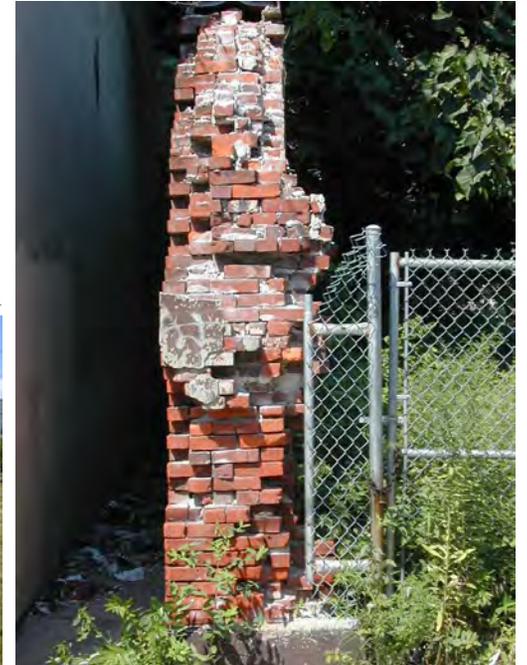
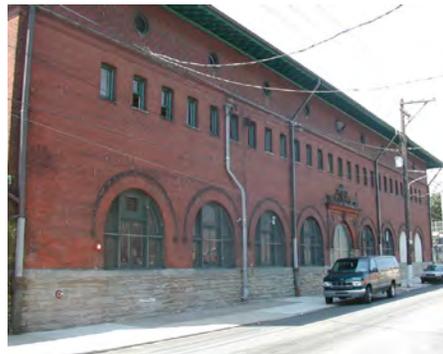
Beverly Coleman
Executive Director
NeighborhoodsNow



46th and Market Street Station



Temple Regional Rail Station



Acknowledgements

The Transit Revitalization Investment District was generously funded by the State of Pennsylvania Department of Community and Economic Development and the City of Philadelphia.

Special thanks to the interest, input and commitment made to this effort by the following political representatives and community organizations:

State 3rd District Senator Shirley M. Kitchen
Honorable Jannie L. Blackwell, 3rd District Councilwoman, City of Philadelphia
Honorable Darrell L. Clarke, 5th District Councilman, City of Philadelphia
Honorable William K. Greenlee, Councilman-at-Large, City of Philadelphia
Asociación Puertorriqueños en Marcha CDC
The Enterprise Center CDC
Ludlow Community Association
Nehemiah West Homeowners Association
Walnut Hill Civic Association

TOD Advisory Committee

Darwin Beauvais: Klehr, Harrison, Harvey, Branzburg & Ellers, LLP
Ronald Bednar: Pennsylvania Department of Community and Economic Development
Richard Bickel: Delaware Valley Regional Planning Commission
Kevin Boyle: Office of Councilman William Greenlee
Byron Comati: Southeastern Pennsylvania Transportation Authority
Omowale Crenshaw: Enterprise Real Estate Development Corp.
Andy Frishkoff: Philadelphia Department of Commerce
Rose Gray: Asociación de Puertorriqueños en Marcha
Karin Morris: Delaware Valley Regional Planning Commission
Donald L. Haskin: Citi
Richard Redding: Philadelphia City Planning Commission
Samuel P. Sherman, Jr.: New Urban Ventures
Patrick Starr: Pennsylvania Environmental Council
Michelle Smith Webb: Philadelphia City Planning Commission

NeighborhoodsNow Staff

Beverly Coleman, Executive Director
Melissa Long, Consultant to NeighborhoodsNow

TRID Planning Team

Interface Studio LLC

Scott Page
Stacey Chen
Philip Kramer
Mindy Watts

Econsult Corporation

Lee Huang
Stephen P. Mullin
Richard P. Voith

JZTI Transport

Frank Jaskiewicz

Lamar Wilson Associates, Inc.

Lamar Wilson

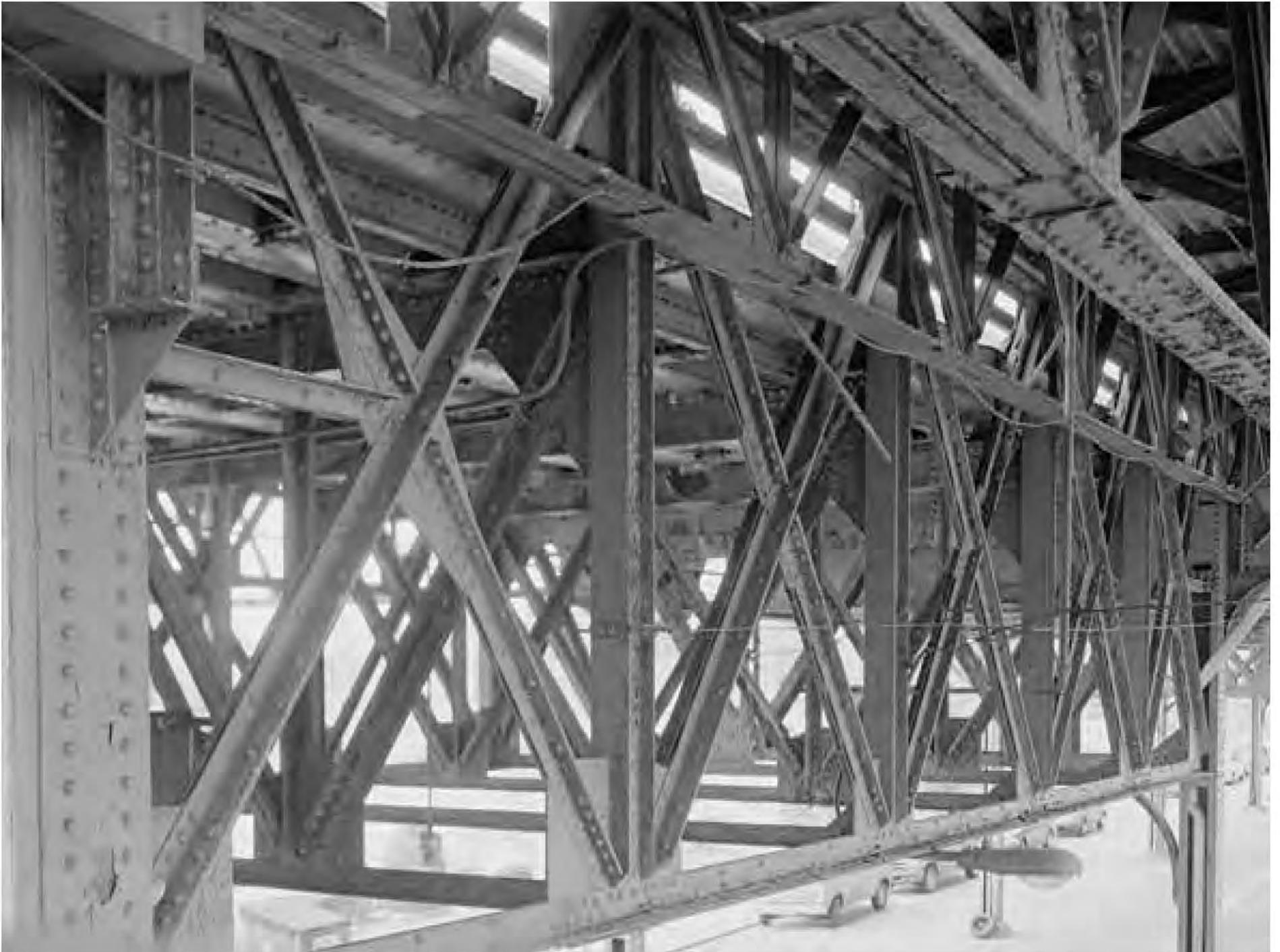


TABLE OF CONTENTS

Executive Summary	1	6 Temple Regional Rail Station	78
1 Introduction	16	The Basics	81
Study Area	17	Transportation	83
Planning Process	21	Open Space	101
Public Engagement	22	Development	115
Coordination with Concurrent Planning Efforts	23	7 Implementation	134
Project Partners	24	Implementation Approach & Next Steps	135
2 Why Focus on Transit?	25	Value Capture	137
3 Transit Revitalization Investment Districts	29	Appendix Existing Conditions	142
4 Guiding Objectives	31	Station Context	143
5 46th and Market Station Plan	34	Socio-Economic Trends	151
The Basics	37	Physical Conditions	155
Transportation	41	Transportation	184
Open Space	53	Quality of Life	189
Development	65	Public Feedback	193

Executive Summary

What is Transit Oriented Development?

Transit Oriented Development (TOD) is a national movement focused on encouraging growth and development in a way that leverages the value of local transit. It builds on the fact that those living around transit stations are five times more likely to use transit. Specifically, the goals are to promote transit use by:

- Building a mix of uses (retail, housing, office, open space) immediately adjacent to the station;
- Developing housing that serves a range of incomes and family types including affordable homes for families and seniors as well as market-rate units;
- Encouraging walking and biking, which further promotes transit use; and
- Creating distinctive designs that add value to the station and surrounding communities.

As demonstrated in other cities across the country including Washington DC, Atlanta, Los Angeles, Chicago and Portland, the result has been fewer cars on the road, a greater use of transit, and a number of essential community benefits and improvements. These include greater affordability in housing and transportation costs, increased access to job and retail centers, and enhanced aesthetics at the street level.

TOD Potential for Philadelphia

Given rising gas prices and time lost to congestion, public transit has come to the forefront of the national discussion on transportation. Transit oriented development is a particularly timely (though not new) vehicle for carrying through the transit-related goals of increased ridership and mobility, housing choice, economic development, and improved quality of life through the enhanced environmental and social benefits

compact urban development can confer. Philadelphia with its existing infrastructure and tight urban fabric is well-positioned to move forward with TOD and the recent passage by the State of Pennsylvania of the Transit Revitalization Investment District (TRID) legislation is designed to build on these strengths.

What is a TRID?

Thanks to active participation from the Delaware Valley Regional Planning Commission (DVRPC) in its creation, the Transit Revitalization Investment District Act (TRID) was enacted in 2004 by the Commonwealth of Pennsylvania. TRIDs enable municipal governments and transit authorities to more closely coordinate transportation infrastructure, land use, and private development in the following ways:

- Providing incentives for transit-oriented development,
- Encouraging community involvement in the location, design, and implementation of development activities, and
- Receiving priority for grants and technical assistance through the state's Department of Community and Economic Development (DCED).

Importantly, TRID's enable municipalities to capture the value of new development. Value capture is simply the local public attainment of an increase in tax revenue gained by the increase in private land values resulting from new public investments. When a TRID is formed, the increase in tax revenue is solely available for public improvement and development projects within that TRID area, thus enticing investment in that community. By capturing the value of new development, TRID channels dollars toward the improvements necessary to help overcome the barriers that can make TOD difficult to implement.

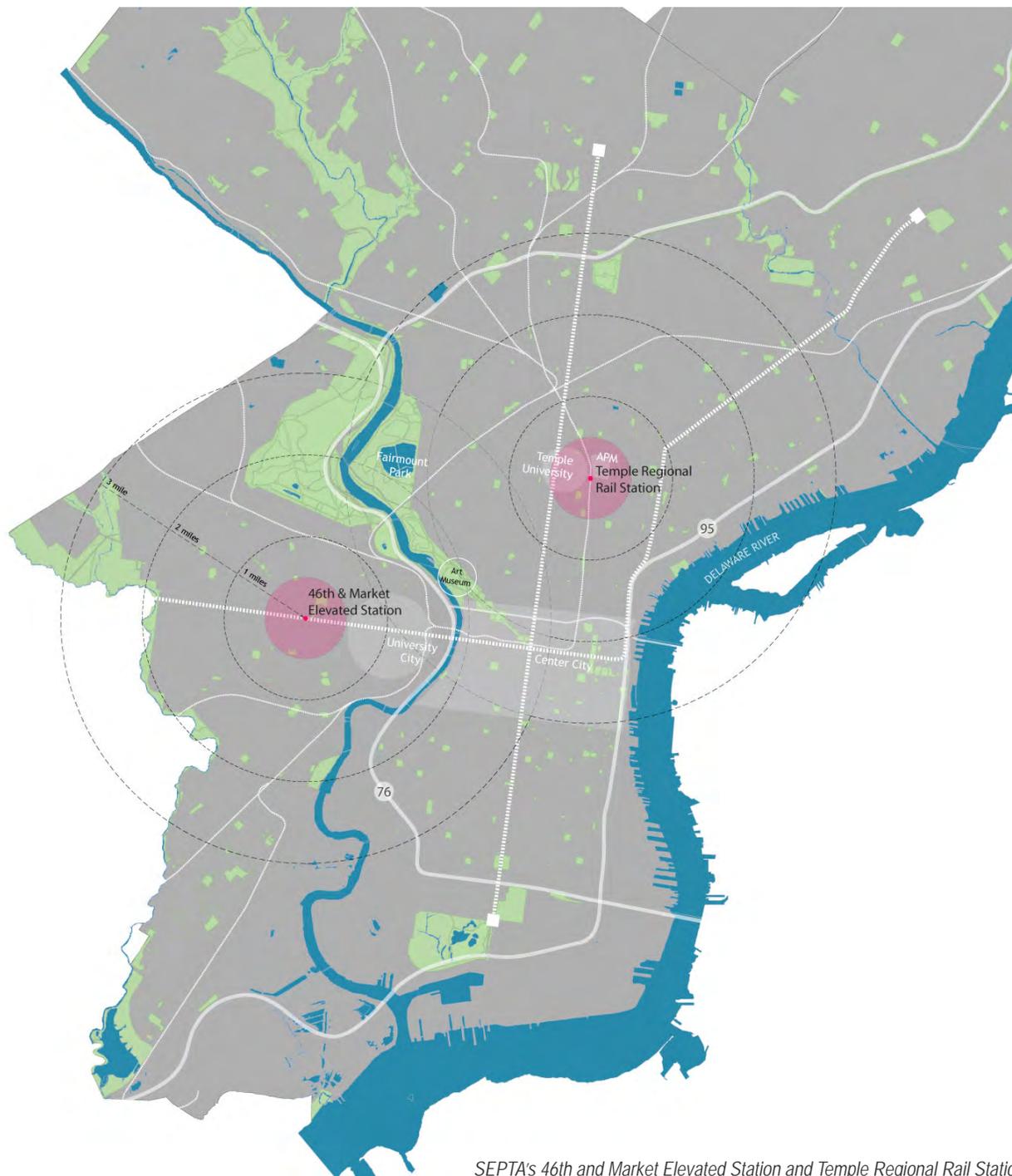


Study Area Characteristics

The Transit Revitalization Investment District (TRID) Planning Study focused on two distinct neighborhoods served by two prominent transit nodes in SEPTA's Philadelphia-based transit system: the 46th Street Station on Market Street in West Philadelphia and the Temple Regional Rail Station located at 9th and Berks Streets in North Philadelphia.

This plan examined the characteristics and opportunities located within a ½ mile of each station in all directions. For the 46th Street Station, the study area stretched from Aspen Street on the north to Osage Avenue on the south, and from 42nd Street on the east to 51st Street on the west. For the Temple Regional Rail Station, the study area extended from York Street on the north to Jefferson Street on the south, and from 3rd Street on the east to 15th Street on the west.

The 46th Street Station in West Philadelphia and the Temple Regional Rail Station in North Philadelphia are poised to set an excellent example of the benefits of TOD in Philadelphia. Both stations share a growing housing market, strong community development corporations with mandates to implement resident-led community plans, and a proximity to major universities and employers. They each have a large untapped potential ridership based on existing residents and workers, which can be captured by improving the transit experience and community amenities through TOD.



SEPTA's 46th and Market Elevated Station and Temple Regional Rail Station



In the neighborhoods around the 46th Street Station, new community development initiatives and the renovation of existing housing stock to meet the demands of an improving housing market in the area are already afoot. The comprehensive neighborhood plan for Walnut Hill identifies the station area for improvement and development, and infrastructure improvement to the El and the 46th Street Station, now newly opened with increased frequency as an all-stops station, presents a major opportunity for the community to build on this impetus and direct it into TOD.

The Temple Regional Rail Station area has also been experiencing development in the form of new private and nonprofit housing around the station. Temple's Tyler School of Art is moving to the main campus two blocks west of the station and the station itself is a major asset as all seven lines of the SEPTA regional rail system stop at the Temple Regional Rail Station.

Even so, significant challenges to development exist at both stations that this plan seeks to address in its recommendations. Key issues that deter station use and that are common to both stations include safety and crime, low population density near each station, poor connections, vacancy and underutilized land around each station, high traffic speeds on surrounding streets, and low incomes and high poverty rates within the local communities. While the two stations exhibit similar characteristics, each faces its own set of key issues for TOD. At 46th Street, the generation of foot traffic near the station is limited by a lack of retail and pedestrian uses on Market Street, high traffic speeds on Chestnut and Walnut Streets that create physical barriers and a large presence of auto-oriented retail that detracts from the potential of a walkable, mixed-use development of non-auto users. Around the Temple Regional Rail Station, few residents in the community are aware of, or use, the station, there are no commercial services within blocks of the station, there are limited open spaces east of the station to serve the high proportion of area youth, and the rail corridor serves as a major boundary between the APM community and the University.

Planning Process

The TRID planning study began in December, 2007. Guided by NeighborhoodsNow and the project's TOD Advisory Committee, the planning process consisted of three phases: The Existing Conditions phase which encompassed observation, research, and outreach to assess neighborhood dynamics and determine station needs; The Preliminary Recommendation phase which included the development of objectives, recommendations and a value capture analysis based upon potential development; and The Final Plan phase of work which packaged all materials into a draft plan for community review.

Over the course of the three phases, a series of interviews, focus group discussions, and four larger public meetings were held to introduce the study and its goals, solicit ideas and opinions, and outline specific recommendations to achieve the stated goals. Feedback from these meetings as well as from a TOD Advisory Committee comprised of public-, private- and nonprofit-sector stakeholders helped to create guiding objectives, refine the recommendations and identify priority projects.

Plan Objectives

Expand the presence of the station by imprinting it on existing community spaces through signage and direct connections.

(Re) Connect and improve access by upgrading streetscape conditions on the main pathways to the stations.

Change the culture of driving by providing transportation choices and making them easy to access.

Increase density while protecting homeowners by encouraging density in the right places that fit with the existing urban fabric.

Reinforce community initiatives by acknowledging where the plan can build on existing goals and priorities.

Be a model by extracting short-term and long-term initiatives that can guide other neighborhoods interested in TOD and TRID.

Summary of Key Recommendations

The recommendations are broken down into four categories:



The Basics – focusing on making each station a cleaner and safer environment.

The Basics refer to maintaining the public realm in the neighborhood around the station such that sidewalks are repaired, vegetation is trimmed, trash is picked up, and there is good lighting and security. A clean and safe station area emerged as the number one priority in community meetings for encouraging an increase use of transit.



Transportation – promoting improved mobility for all residents.

Transportation improvements seek to encourage more walking, more biking and an increased use of local transit including for both rail and bus services. Recommendations are oriented toward reducing congestion and improving pedestrian and bike safety.



Open Space – promoting a greener and healthier community.

Neighborhood greening in the form of tree planting, landscaping and new and improved park spaces brings social, environmental and economic benefits. Each community expressed a desire for more open space and more recreation opportunities for youth.



Development – identifying strategic opportunities for neighborhood growth.

Each community is faced with the challenges of vacant and underutilized land. Much of this land is immediately adjacent to the station which inhibits transit use. Each station plan identifies opportunities to add mixed-income housing and new retail and office uses to the community while protecting existing residents and minimizing parking concerns.

The response at public meetings in each community was supportive and optimistic. While improving transit use and promoting mixed-use development is a central goal behind TOD, these recommendations are intended to benefit all the residents of each community whether they use transit or not.

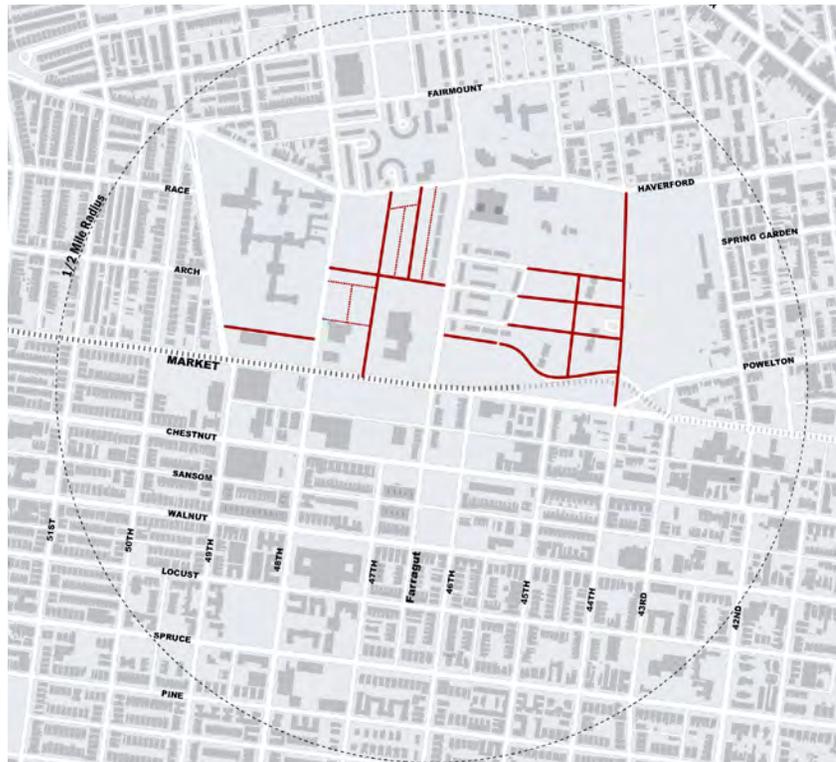


Above: SEPTA's Temple Regional Rail Station and the 46th and Market Elevated Station. Opposite page: underutilized space adjacent to both stations.

46th Street Station

Key early action recommendations include:

- Improve police presence at the station with a police mini-station and bike police
- Improve lighting conditions by installing pedestrian lighting on key connector streets and supporting Walnut Hill's porch light initiative
- Lobby for expanded University City District cleaning services on north-south connector streets
- Include area maps and real-time information at the station
- Designate space for station amenities such as carshare, bike parking and kiss-and-ride
- Repair and maintain sidewalks, curbs and crosswalks, plant trees and install bumpouts where possible
- Create new bicycle lanes particularly along Farragut and 46th Streets.
- Institute a permit parking zone around the station
- Undertake targeted home repair and façade improvements



Breaking down the superblocks: potential new streets north of Market Street.



Key long-term recommendations include:

- The City and SEPTA continue to work together to create a TRID district.
- Reduce Chestnut Street to two lanes
- Improve unsafe intersections at 44th and Market, 42nd and Chestnut, and 49th and Haverford
- Create a new park next to the station extending to Chestnut Street
- Invest in improving playground at 47th and Sansom Streets
- Install running track around superblock bounded by 46th, 48th, Market and Haverford Streets
- Replace Westpark Apartments staircase with landscaped connection to the station
- Manage stormwater by installing rain gardens and community gardens, and re-paving alleys with permeable pavers
- Support Enterprise Heights development along Market Street
- Break down the “superblock” north of Market Street around the proposed Youth Study Center with new streets and new development.
- Consider long-term redevelopment of auto-related uses and the Aldi for walkable and mixed-use development



Potential green gateway to the 46th Street Station at 45th and Market Streets



Bottom: Existing conditions // Proposed running track around the superblock north of Market between 46th and 48th Streets. Top: Existing entrance to Westpark Apartments from Market Street // Proposed improvements.



Temple Regional Rail Station

Key early action recommendations include:

- Improve police presence at the station with coordinated police beats and bike police
- Improve lighting conditions by installing pedestrian lighting on key streets around the station
- Stabilize and seal vacant properties around the station
- Include area maps and real-time information at the station
- Create a public awareness campaign around the station and be aggressive with new station signage
- Designate space for station amenities such as carshare, bike parking and kiss-and-ride
- Improve key bus stops in the community
- Improve the sidewalks, plant trees and create painted bike lanes along the key east-west street connections
- Institute a permit parking zone around the station

Key long-term recommendations include:

- The City and SEPTA continue to work together to create a TRID district.
- Improve unsafe intersections on Germantown Avenue
- Improve the station plaza and extend it along Berks east to 9th Street
- Reuse the vacant viaduct as a tree nursery
- Invest in improving existing public and school playgrounds at R. W. Brown Recreation Center, Ferguson and McKinley Schools
- Distribute new tot-lots evenly through the neighborhood
- Reclaim traffic triangles as art parks
- Concentrate mixed-use development of moderate density around the station
- Extend development east along Berks and Norris Streets around the Cousin's supermarket
- Assess opportunities around the proposed APM Headquarters at 6th and Susquehanna Streets



Potential transformation of viaduct at Temple Regional Rail Station into tree nursery and open space



Above: Identified priority tree planting corridors and the potential development plan. Below: Density study adjacent to the rail station

Value Capture

In the face of shrinking federal subsidies, tight state and local government budgets, and intense intra-regional competition for economic development, the use of tax increment financing (TIF) has grown sharply, becoming a standard part of many local economic development subsidy arsenals. The purpose of TIFs is straightforward: a jurisdiction uses a TIF as a form of public subsidy to a development, by “capturing” some of the increased taxes generated by the increased value (to any tax base, but most commonly property tax revenues) created by that particular real estate development project (or a group of projects) within a defined geographic area (typically referred to as “TIF districts”). Instead of going to the jurisdiction’s general revenue fund, these increased or “incremental” taxes are diverted into a fund that can be used in various ways to support the real estate development project, directly through gap financing or indirectly through infrastructure or other investments. The use of TIF funds is often limited to parts of projects that can be considered “public purpose,” but the constraints of that restriction vary significantly across states.

With respect to TRID dollars, these funds can and should be focused on upfront and ongoing expenditures that contribute to development that is more in line with TOD principles. We do not recommend that value capture funds directly replace any outlays that would otherwise be made by SEPTA, the City, other overlay jurisdictions, or neighborhood groups, all of whom will benefit not by being able to spend less within the TRID but by having what they have intended to spend leveraged by the additional investments also being made within the TRID.

If anything, other stakeholders may end up investing more resources within the TRID, buoyed by the mutual investments being made by other entities and the shared success they can all derive. Potential uses of TRID funds include:

- Gap financing, over and above other sources, for key developments;
- Upgrading of existing infrastructure;
- Investment in new infrastructure such as landscaping and streetscape improvements and related ongoing maintenance.



4601 Market Street

Preliminary Results

Based on conservative assumptions, we estimate the following amounts that can be captured at each of the two TRID sites: \$3.3 million at the 46th and Market Street TRID, and \$1.3 million at the Temple University TRID.

These amounts represent initial, conservative estimates. It is important to remember that the actual value captured will be determined by the actual incremental tax revenues generated within the TRID. Therefore, if development is more robust than we have anticipated, funds will be generated on an annual basis far in excess of what is needed to make bond payments. These excess funds can then be used for future needs within the TRID, most notably gap financing for future development projects and/or more infrastructure improvements around the station.

It is also important to remember that these value capture amounts are but a fraction of the funds that are intended to be invested within each TRID. The TRID legislation, recognizing the importance of TOD as well as the need for additional subsidy to make it happen, makes allowance for priority for additional funds from the Commonwealth. Furthermore, as noted earlier in this section, other stakeholders should be expected to make their fair share of investment, most notably the City in streetscape improvements and ongoing maintenance, and SEPTA in capital and operating expenditures associated with the station itself. Sources and uses of funds can be paired off accordingly to each entity's stake in the TRID, and each entity stands to gain from the mutual investment of the other entities.

Estimated Value Capture Amounts at the Two TRID Sites (in 2008 Dollars)

	<i>46th & Market</i>	<i>Temple University</i>
Base Assumptions \$	3.3 million \$	1.3 million
Using 150% Debt Service Coverage Ratio	\$4.4 million \$	1.7 million
Using 125% Debt Service Coverage Ratio	\$5.3 million	\$2.0 million
Including 50% of School District Property Tax Revenues	\$5.6 million \$	2.1 million
Including 100% of School District Property Tax Revenues	\$7.8 million \$	3.0 million

Illustrative Distribution of Sources and Uses of Resources in Support of a TRID

<i>Source</i>	<i>Use</i>
TRID Management Entity (via value capture)	<ul style="list-style-type: none"> • Gap financing for large-scale developments • Upfront infrastructural investments and related ongoing maintenance around transit station: pedestrian amenities, traffic calming solutions, aesthetic enhancements
Commonwealth of Pennsylvania (via DCED)	<ul style="list-style-type: none"> • Additional gap financing for large-scale developments
City of Philadelphia	<ul style="list-style-type: none"> • Additional gap financing for large-scale developments • General contribution to TRID via capture of incremental increases in tax revenues • Status quo level of capital improvements and ongoing maintenance of municipal structures: street cleaning, road maintenance, policing • Upfront infrastructural investments and related ongoing maintenance around transit station: infrastructure enhancements in light of increased density, landscaping, streetscape initiatives
School District of Philadelphia	<ul style="list-style-type: none"> • General contribution to TRID via capture of incremental increases in tax revenues
SEPTA ¹	<ul style="list-style-type: none"> • Upfront infrastructural investments and related ongoing maintenance related to station • Potential to consider investment in maintenance and aesthetics in area surrounding station
Any special services districts whose jurisdictions overlap a TRID	<ul style="list-style-type: none"> • Status quo level of ongoing maintenance and other services: additional cleaning and landscaping, security, signage
Any neighborhood groups whose areas of interest overlap a TRID	<ul style="list-style-type: none"> • Conduit for expressing neighborhood's preferences to TRID management entity in terms of recommended enhancements as well as evaluation of past use of funds
Private developer	<ul style="list-style-type: none"> • Private investment in support of new development • Coordinate contact points of the development with the general public in ways that are consistent with TOD principles and with the shared vision of all stakeholders

Source: Econsult Corporation (2008)

¹ For the past five years, SEPTA spent more than \$90 million annually on preventive and station maintenance. This aggressive maintenance funding is continued in future budget projections and even extended upwards to \$100 million per year due to increased funds from Act 44. This only represents ongoing operating expenditures and does not account for capital expenditures and other large-scale outlays.

Implementation & Next Steps

The Transit Revitalization Investment District (TRID) planning process provided an excellent opportunity to bring together the City, SEPTA, neighborhood residents and other stakeholders to share their concerns and ideas for improving access to the 46th and Market Street El and Temple Regional Rail stations. The TRID planning study recommendations were crafted from their input and range from smaller-scale clean and safety improvement activities to larger-scale mixed-use redevelopment projects. Unlike many planning exercises that provide recommendations without offering new financing strategies, the TRID planning study examined the financial impact of capturing tax revenue generated by new development for use in the proposed boundaries around each transit site.

The momentum to make TOD a reality in Philadelphia is now in place. Building on the partnership between the State, City, SEPTA, community residents and other stakeholders is critical to the success of TOD. All partners working together on the following next steps will give Philadelphians increased housing opportunities, access to jobs and retail centers and improved quality of life.

What do we do tomorrow?

1. Advocate to formally create TRIDs at 46th and Market and Temple Regional Rail stations.

NeighborhoodsNow should continue to work with the City and SEPTA on creating the first TRIDs in Philadelphia. As detailed in the Econsult Corporation value capture analysis, several million dollars could be captured in each neighborhood for key community improvement activities and redevelopment projects. In addition, TRID designation receives priority for State TOD funding and programs. To help guide the TRID process, Econsult created a sample TRID agreement for the 46th Street and Temple Regional Rail stations to be used as the first step toward establishing a TRID district (agreement included in TRID plan appendix).

2. Define roles of City, SEPTA and community-based organizations for small scale projects.

Each station exhibits opportunities for new investment and improvements that add value for the neighborhood with or without large-scale development projects. In accordance with stakeholder input, this plan identified a series of activities to enhance open spaces, improve parking management, increase awareness around transit and create safer streets. NeighborhoodsNow should continue to work with the City, SEPTA, community-based organizations, and neighborhood residents to implement many of these priority projects.

3. Support the mixed-use redevelopment projects underway by APM and the Enterprise Center.

In addition to the small-scale, low-cost clean and safe priority projects, the TRID planning study identified large-scale mixed-use redevelopment opportunities. Both APM and The Enterprise Center are in the pre-development stages of TOD projects that propose to transform vacant land into housing, retail and commercial space. NeighborhoodsNow and the groups need to continue to work to leverage city, state and federal funding to make these TOD projects a reality.

4. Encourage TRID planning at other key transit sites in Philadelphia.

The benefits of TRID planning are far reaching and go well beyond identifying strategic redevelopment sites. As already noted, the planning process strengthens partnerships among the community, City, SEPTA and other stakeholders. Extensive stakeholder engagement results in the creation of innovative often low-cost improvement strategies that help promote increased transit ridership. Finally, the ability to capture tax revenue for use in a defined district surrounding transit stations enables the city to take advantage of a new financing strategy targeted specifically for transit. NeighborhoodsNow should continue to work with the city to identify new TRID planning sites and secure state TRID planning funds to complete plans at those mutually agreed upon sites.

The ball is rolling. The challenge now is to build upon the momentum to make TOD a reality in Philadelphia. Good luck..and have fun!



Improved and expanded station plaza at the Temple Regional Rail Station.



Vacant land next to the regional rail corridor near the Temple Regional Rail Station

Introduction

1 Introduction

Study Area

The Transit Revitalization Investment District (TRID) Planning Study focused on two distinct neighborhoods served by two prominent transit nodes in SEPTA's Philadelphia-based transit system: the 46th Street Station on Market Street in West Philadelphia and the Temple Regional Rail Station located at 9th and Berks Streets in North Philadelphia. These two stations had recently received extensive improvements, including infrastructure and service upgrades, which presented unique opportunities to encourage investment in underutilized and poorly maintained land and buildings in the blocks adjacent and in close proximity to each station.

This plan examined the characteristics and opportunities located within a ½ mile of each station in all directions. For the 46th Street Station, the study area stretched from Aspen Street on the north to Osage Avenue on the south, and from 42nd Street on the east to 51st Street on the west. For the Temple Regional Rail Station, the study area extended from York Street on the north to Jefferson Street on the south, and from 3rd Street on the east to 15th Street on the west.



46th Street Station Area

Clockwise (from top left): vacant building on Market Street, mural at Antioch of Cavalry Chapel on Chestnut Street, train approaching 46th Street Station, houses near 46th Street Station



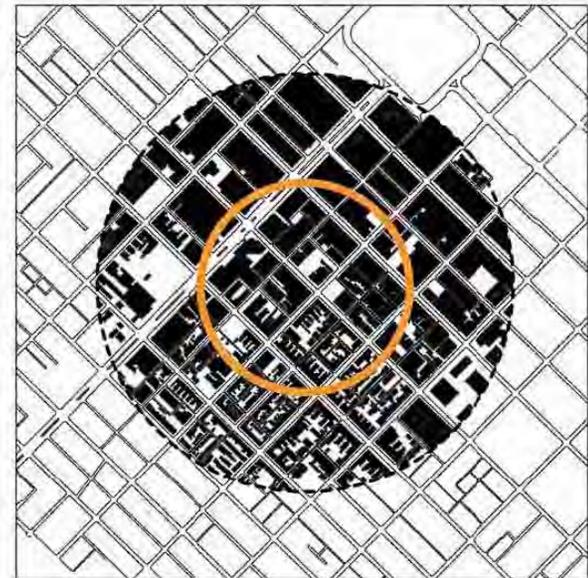
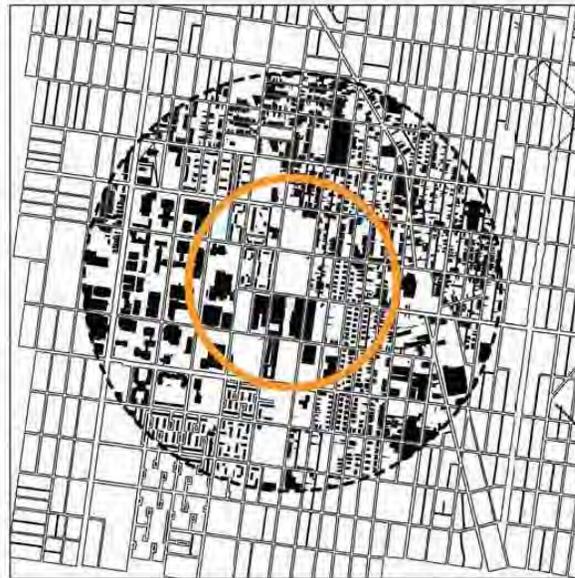
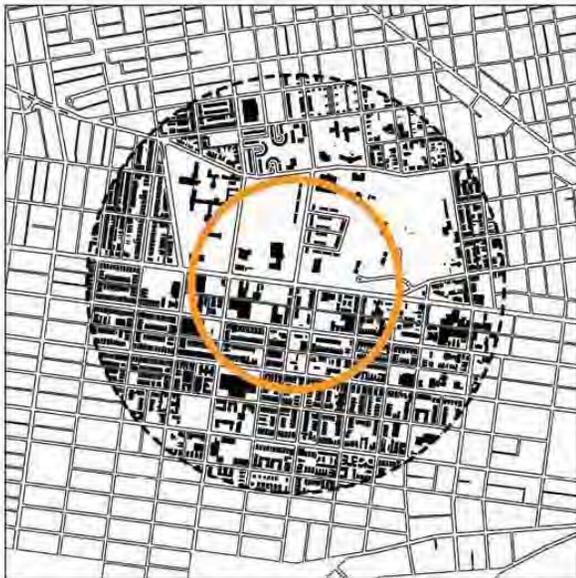
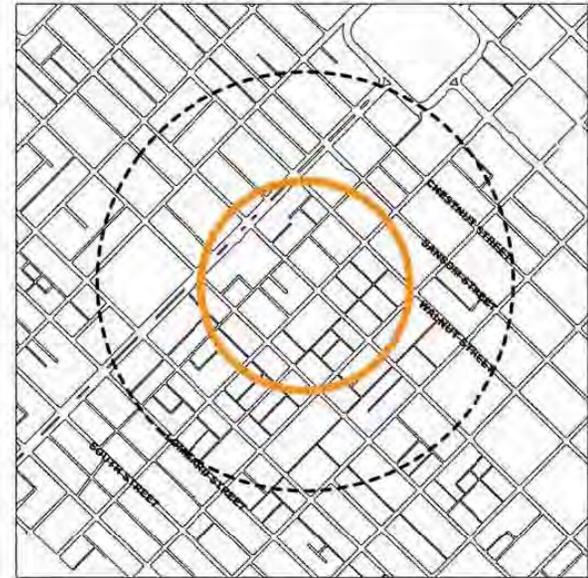
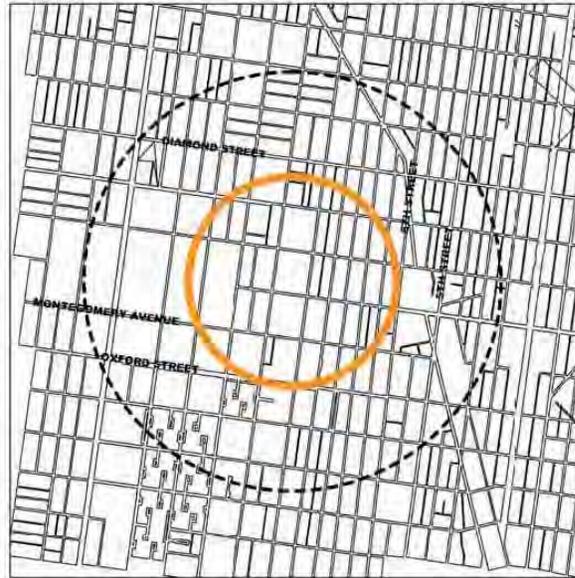
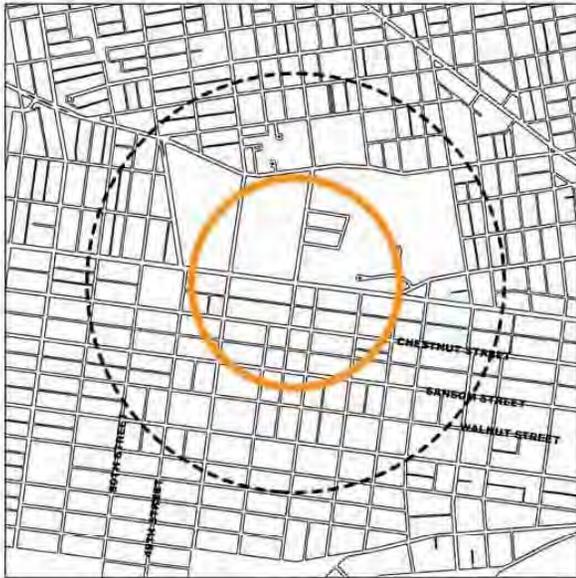
Temple Regional Rail Station Area

Panorama of rail corridor looking west

46th Street Station Area

Temple Regional Rail Station Area

Center City Philadelphia



Comparison of street network and built form



46th Street Station Area



Temple Regional Rail Station Area

Planning Process

The TRID planning study began in December, 2007. Guided by NeighborhoodsNow and the project's TOD Advisory Committee, the planning process consisted of three phases:

1 The **Research and Existing Conditions Phase**, encompassing observation, research, and outreach to assess neighborhood dynamics and determine station needs, included:

- A survey of each parcel located within a ½ mile from each rail station to identify land use trends, conditions, vacancy and other vital characteristics;
- An in-depth examination of the physical environment within the station areas to assess the existing commercial and retail mix, the quality of the natural environment, architectural value and visual interest, local traffic and circulation patterns, the transit system, parking resources, and pedestrian and bicycle amenities;
- An exploration of surrounding neighborhoods to locate neighborhood assets and institutions, and place the stations in context;
- A review of Census and related data to evaluate demographic and socioeconomic changes within each station area over time;
- A review of old maps, photographs, and historical accounts, as well as pre-existing plans that will in some way touch or impact the future of each station; and, perhaps most informative,
- A public outreach initiative designed to access the qualitative aspects of each neighborhood and engage local stakeholders in the planning process.

2 The **Preliminary Recommendations Phase** involved:

- Identifying key objectives culled from the public engagement process to guide the study's recommendations;
- Developing a series of preliminary recommendations that address:
 - o transportation and mobility improvements designed to prioritize pedestrian, bicyclist, and transit travel;
 - o ways to grow greener and preserve each station's unique character and diversity;
 - o strategies to create multi-use public spaces; and
 - o a conceptual development plan to test the long-term potential around each station;



Vacant land on Darien Street near the Temple Regional Rail Station

- Undertaking a value capture analysis based on the amount and type of potential development to determine how much money could be “captured” and reinvested within a ½ mile of each station if a TRID was enacted by the State of Pennsylvania; and
- Presenting the preliminary recommendations to each community for feedback, critique, and approval at public meetings.

3 The final phase of work included the packaging of all materials into a **Draft Plan** which was distributed to NeighborhoodsNow, the TOD Advisory Committee and each community. Feedback from these project partners helped to identify the priority projects, which determined the phasing of investments around each station.

Public Engagement

One of the goals of the study was to generate discussions within each neighborhood, as well as with those that provide financial or other resources, on ways that a greater use of public transit could be encouraged. Another important goal was to identify the barriers to greater utilization of the stations and to discuss potential strategies that will minimize these impediments.

Between March and August 2008, a series of interviews, focus group discussions, and larger public meetings specific to each site were held to introduce the study and its goals, solicit ideas and opinions, and outline specific recommendations to achieve the stated goals. On May 22 and 28, public meetings were held in each community to discuss the project objectives and analysis for each station. On July 24 and July 31, 2008, public meetings were held to present the recommendations and solicit feedback from the West Philadelphia and the North Philadelphia communities, respectively. The recommendations and the feedback received are reflected in this final report.

To help guide the project team and NeighborhoodsNow, a TOD Advisory Committee comprised of public-, private- and nonprofit-sector stakeholders was formed at the very outset of the study to direct the work, refine its results, and build a broad constituency for the series of policies, actions, and resources critical to its implementation over time.



Coordination with Concurrent Planning Efforts

Each station has a long history of planning that continues to shape new investment. This Study recognizes these plans both as a resource and as a reserve of mutually reinforcing ideas and energy. As such, this initiative actively utilized the information contained in the pre-existing body of work as a base from which to build our team's understanding of each study area's problems and opportunities.

Previous and Ongoing Plans for the 46th Street Station

- The Plaza at Enterprise Heights (ongoing) – The Enterprise Center has been developing and refining a plan for the Plaza at Enterprise Heights located between Ludlow and Market Streets along Farragut Street. The current proposal includes ground floor retail with three floors of office space above as well as a green roof, a plaza along Farragut Street and parking.
- Enterprise Heights Phase II (ongoing) – Long-term planning is underway to redevelop the underutilized property stretching along Market Street from 46th to 48th Streets. Phase II will build heavily on the experience of the Plaza at Enterprise Heights once completed.
- Walnut Hill Neighborhood Plan (2007) – Completed by the Walnut Hill Civic Association and the Enterprise Center CDC, the Walnut Hill Neighborhood Plan is a resident-driven vision for the area from Market Street to Spruce Street between 45th and 52nd Streets. The plan recognized the 46th Street Station as an opportunity for transit-oriented development and proposed infill and new development along Farragut Street.
- The West Market Street Corridor Transit Oriented Development Plan (2006) – A Transportation and Community Development Initiative (TCDI) funded through the Delaware Valley Regional Planning Commission and managed by the Philadelphia City Planning Commission, this plan evaluated development opportunities for five stations along West Market Street starting at the 46th Street Station through to the 63rd Street Station. The plan created conceptual development plans for each station including a series of design guidelines.
- The Youth Study Center currently located along the Benjamin Franklin Parkway is slated to be relocated to the vacant site at 48th Street and Haverford Avenue. The Youth Study Center's targeted completion is 2011 and is estimated to bring between 200 and 500 new jobs to the area.
- New Development Proposals – There is a current proposal to move the West Philadelphia High School to 49th and Market Streets, which would leave the current structure on Walnut Street available for a new use.

Previous and Ongoing Plans for the Temple Regional Rail Station

- The Asociación de Puertorriqueños en Marcha (APM) Neighborhood Plan (2001) – The APM neighborhood plan identified a number of opportunities for new development and enhancements to open space, and identified the area around the Temple Regional Rail Station as a prime opportunity for transit-oriented development.
- APM Technology Plan (2004) - The APM Technology Plan, completed by Interface Studio, evaluated the potential use of technology to improve local services such as education, workforce development and the arts. The Technology Plan also identified the station as the potential home of a new “media station” that would improve access to these services for residents throughout the city.
- The Temple Regional Rail Station Area Plan (2003, updated 2005) – The development plan identified a number of potential sites within a ¼ mile of the station and tested their capacity for a range of new uses. APM has used this plan to market the project to city agencies, Temple University, city and state political representatives and private developers.
- Housing and Water Study (2008) – Sponsored by the Pennsylvania Horticultural Society's (PHS) Philadelphia Green Program, the study reinforced the work of both PHS and the Philadelphia Water Department's stormwater pilot project along 3rd Street in the APM area. Specifically, the study evaluated the development potential between 3rd, 4th, Norris and Berks Streets.
- New Development Proposals – The area is also home to a number of development proposals that have been integrated into this plan. These include the Sheridan Homes proposal of 12 affordable green homes by APM on Sheridan Street between Berks and Montgomery Streets; the Hope Partnership Charter School proposed on the block between Berks, 8th, Montgomery and 9th Streets; and a mixed-use development proposed at 10th and Diamond Streets by the Metamorphosis CDC, which includes 36 new housing units and approximately 5,800 square feet of new retail.
- Temple University Master Plan (ongoing) – In mid-2008, Temple University began a master planning effort to evaluate their facilities and create a long-term vision for the campus. As the planning process moves forward, APM and their partners should work collaboratively toward mutual goals, the most notable being encouraging greater use of the rail station and transit-oriented development.

Project Partners

NeighborhoodsNow

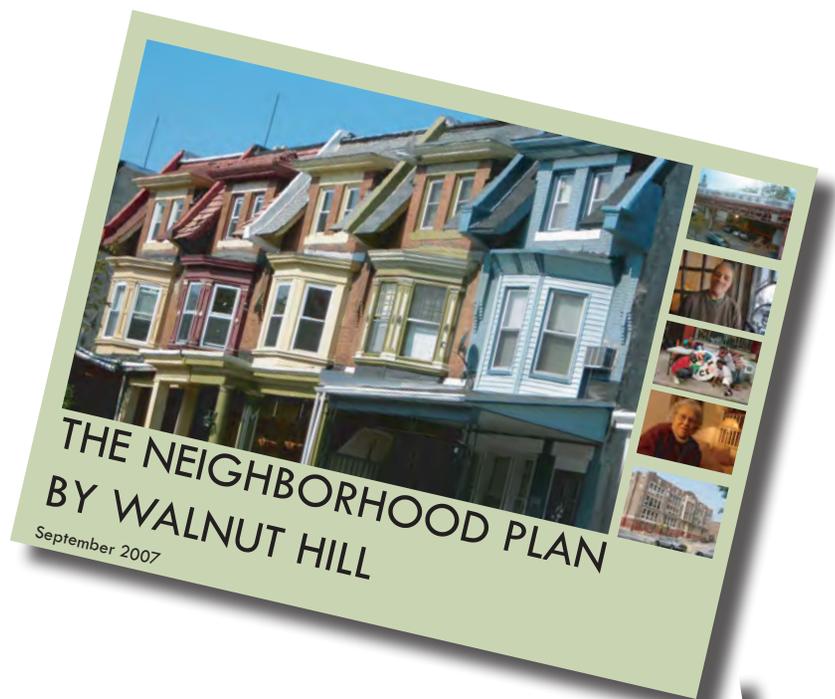
NeighborhoodsNow creates initiatives and influences policies that contribute to the vitality of Philadelphia's most under valued assets: the city's neighborhoods. Our mission comes to life through public policy work, direct revitalization initiatives and strategic partnerships. NeighborhoodsNow is uniquely positioned in that we build bridges between direct investment activities and the policy community. When these two interact, the benefits are mutual; first-hand experience informs policy, while policy changes become an important ingredient in creating stronger communities.

Asociación de Puertorriqueños en Marcha (APM) Community Development Corporation

APM is a nonprofit community development corporation operating in eastern North Philadelphia, to the east of Temple University. The organization provides an array of health and social services for its constituents and has been acclaimed for its success as a developer of affordable housing projects and an inner-city shopping center. APM recently broke ground on the neighborhood's first financial institution in decades at 5th and Berks and won the American Institute of Architects Silver Medal in 2007 for their Sheridan Homes development slated for groundbreaking in 2008. In 2002, APM completed the Neighborhood Revitalization Plan to direct redevelopment and repair of the neighborhood using sustainable principles. The organization serves over 40,000 people each year and has increased its budget to \$13 million.

The Enterprise Center Community Development Corporation

The Enterprise Center CDC works to build equitable communities that enhance Philadelphia's urban fabric through the enterprise of its residents. With a focus on the physical infrastructure of the neighborhood, the activities of the Enterprise Center CDC center on organizational capacity building and land acquisition. Last year, Enterprise Center CDC completed the resident-led Walnut Hill Neighborhood Plan with the Walnut Hill Community Association and has begun implementing the community revitalization priorities identified in the plan. Enterprise Heights Real Estate Development Company develops properties and projects on behalf of the Enterprise Center CDC, and is overseeing the Enterprise Heights development project at the 46th Street Station.



Housing and Water

Syncing Neighborhood Development,
Stormwater Management, and Open Space

SMP ARCHITECTS
Meliora Environmental Design



2 Why Focus on Transit?

Transit Makes the News

Since the expansion of the nation's highway system and subsequent growth of a car-dominated culture, transit has often been relegated to the margins of policy and funding. Trains, buses, and trolleys, to name a few, were often viewed as an urban phenomenon with limited relevance for small towns or suburbs.

However, rising gas prices have changed the nature of the debate. National news has documented the laments over higher gas costs, but has also recorded the growing interest in public transit across the country. Americans drove 9.6 billion fewer miles in May 2008 than in May 2007. This was the largest single drop in vehicle miles driven for the month of May since data started being collected 66 years ago. Not coincidentally, according to the American Public Transportation Association (APTA), the first three months of 2008 also saw a jump of 88 million riders on public transit compared to one year ago. Other people have picked up bicycling, walking or telecommuting one or more days of the week to save gas and money. In response, the House of Representatives approved \$1.7 billion in funding for public transit over the next two years to help systems across the country meet a growing demand.

For a city like Philadelphia, these national trends are significant. As one of the six major existing public transit systems in the country, including New York City, Chicago, San Francisco, Boston and Los Angeles, Philadelphia has already captured a percentage of this growing demand and is poised to build on this momentum. According to Mayor Nutter's Office of Transportation, Philadelphia's transit ridership has risen in step with gas prices with SEPTA gaining over 30,000 rides between 2001 and 2008. Between 2003 and 2005 alone, SEPTA experienced a 6% increase in ridership. Employment centers such as Center City have benefited from this rise in transit use with an increasing number of workers commuting by transit as opposed to the car since 2000. DVRPC indicates that only New Yorkers drive fewer miles per person per day than Philadelphians.

Accommodating and encouraging continued transit growth is necessary not just for the City but the region as a whole given the steady increase in both the number of hours that drivers sit in traffic and the subsequent cost of that congestion in terms of lost time. In 2005, the Texas Transportation Institute estimated that \$700 million was lost sitting in traffic in the Philadelphia metro-area.



Source: *The Washington Post*

While traffic congestion is a regional economic issue, the cost of transportation hits very close to home for many families in Philadelphia. Low and moderate-income Philadelphians are extremely vulnerable to rising costs such as the recent increases in gasoline prices. After housing, transportation is the 2nd largest cost to families and in Philadelphia, this can amount to between 12% and 25% of a household's income. Promoting transportation choice is important to reduce congestion as well as to affordably meet the transit needs of local families.



What happens when...



Much Remains to be Done

While many trends are positive signs for the future of public transit and Philadelphia particularly, regional mobility is still focused on the automobile. Daily vehicle miles have increased for decades and continue to do so despite a recent rise in transit ridership. Much of this is likely due to increased reliance on single car driving, which jumped 5% between 1990 and 2000. The result is that in 2000, 60% of Philadelphians drove their car to work. According to the US Census American Community Survey, only 8.8% took transit in 2005. Despite our excellent infrastructure, we are still missing opportunities to promote transit ridership.

A 2004 market study by Reconnecting America's Center for Transit Oriented Development found that a quarter of all households over the next 25 years will be looking for housing in areas within a 1/2 mile of transit stations. The study indicated that the majority of this demand will target cities like Philadelphia that already have a strong transit presence. The growth potential was estimated to be 65% or 821,000 households living within a 1/2 mile of stations by 2025.

Meeting this potential means taking a close look at our infrastructure, stations and surrounding communities. It is not enough to build around transit stations; we must do so in a way that encourages the use of transit or what is commonly referred to as Transit Oriented Development.

What is Transit Oriented Development?

Transit Oriented Development (TOD) is a national movement focused on encouraging growth and development in a way that leverages the value of local transit. It builds on the fact that those living around transit stations are five times more likely to use transit. Specifically, the goals are to promote transit use by:

- Building a mix of uses (retail, housing, office, open space) immediately adjacent to the station;
- Developing housing that serves a range of incomes and family types including affordable homes for families and seniors as well as market-rate units;
- Encouraging walking and biking, which further promotes transit use; and
- Creating distinctive designs that add value to the station and surrounding communities.

As demonstrated in other cities across the country including Washington DC, Atlanta, Los Angeles, Chicago and Portland, the result has been fewer cars on the road, a greater use of transit, and a number of essential community benefits and improvements. These include:

- Improved public safety through the redevelopment of vacant land that previously attracted criminal activity and related investment in amenities such as new lighting;
- Economic equity by incorporating affordable housing as a part of the new development;
- Greater transportation choice by making biking, walking and transit safer and easier to use;
- Improved economic development through the provision of new retail as well as new jobs for local residents;
- New community-oriented civic spaces like small parks that provide additional play space for youth; and
- Healthier citizens by promoting less reliance on the car and more emphasis on walking.

TOD in Philadelphia

Many of Philadelphia's most recognizable neighborhoods were early examples of TODs fueled by the creation and expansion of the city's trolley and rail system. Historic examples aside, a few recent projects have actively sought to bring TOD back into the local debate, including the completed Cira Centre in University City and the Edge at Avenue North on North Broad Street. As documented in the study completed in 2007 for NeighborhoodsNow - "Transit Oriented Development in Philadelphia: Using a proven strategy to create more vibrant, livable neighborhoods" – Philadelphia is now on the cusp of experiencing success with TOD at the neighborhood level. A number of recent plans have sought to identify the potential around different rail stations across the city including those along the Market-Frankford "E1" to the R7 regional rail stations along the North Delaware River.

These latest studies identify a number of barriers toward making TOD a reality in neighborhoods across Philadelphia, including limited land availability, a depressed market for housing and retail around many stations, and outdated zoning. The work of the city's Zoning Code Commission will be important in setting a new agenda for transit-oriented development, but it will be some time before the Commission's work is complete. Until a new zoning code is enacted, NeighborhoodsNow has engaged a consultant to explore the possibility of overlay zoning that would better promote moderate densities and a mix of uses at stations.

However, like other cities that have successfully implemented TOD projects, Philadelphia also faces financing gaps to make these complicated projects a reality. The need to upgrade infrastructure, improve the quality and character of local streets, clean existing environmental contamination, and finance multiple uses on one site often necessitates some form of public assistance. It is in this capacity that the State of Pennsylvania's recently enacted Transit Revitalization Investment District legislation offers a key opportunity to move TOD projects forward.



Examples of TOD (clockwise from top left):
Washington, DC, Portland, Washington, DC,
Los Angeles

3 Transit Revitalization Investment Districts

What is a TRID?

Fortunately, the Commonwealth has provided a mechanism to facilitate the cooperation and funding that is needed to help make TOD projects work at the local level. Thanks to active participation from the Delaware Valley Regional Planning Commission (DVRPC) in its creation, the Transit Revitalization Investment District Act (TRID) of 2004 was enacted by a 90-0 vote in the House of Representatives and a 187-1 vote in the Senate. TRIDs enable municipal governments and transit authorities to more closely coordinate transportation infrastructure, land use, and private development in the following ways:

- Providing incentives for transit-oriented development,
- Establishing mechanisms to capture the value added by development around transit stops,
- Encouraging community involvement in the location, design, and implementation of development activities, and
- Receiving priority for grants and technical assistance through the state's Department of Community and Economic Development (DCED).

What is Value Capture?

Value capture is simply the local public attainment of an increase in tax revenue gained by the increase in private land values resulting from new public investments. When a TRID is formed, the increase in tax revenue is solely available for public improvement and development projects within that TRID area, thus enticing investment in that community. Further, the abatement of taxes on current property assessments potentially stimulates growth and private property improvement. Future development projects and property assessments translate into future tax revenue which can be leveraged earlier for development and improvement funding. Value Capture is a powerful tool for community revitalization and combined with the lucrative market of TODs, station improvements and increased ridership, TRIDs have the potential to drastically improve neighborhood health.

TRID vs. TIF

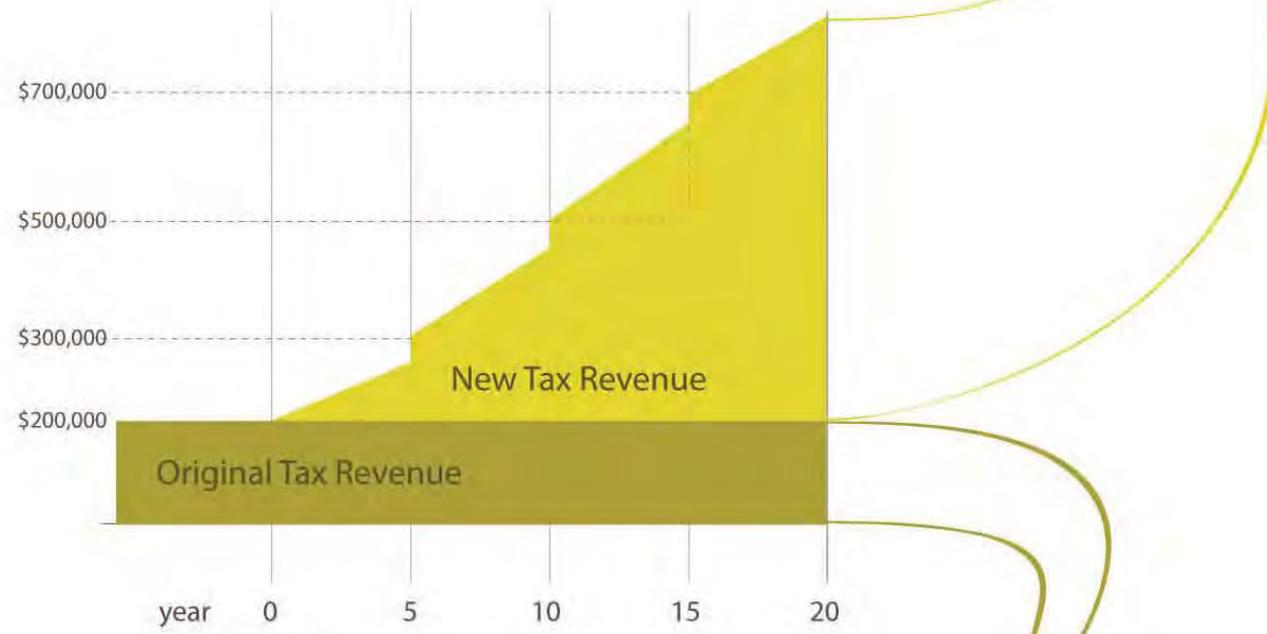
A TRID can be best understood as a transit-oriented district that uses value capture as one of its funding mechanisms: the transit stop is the midpoint of the district, and any new tax revenues generated within the district's boundaries are captured for the TRID. It is therefore similar to a Tax Increment Financing (TIF) district, although TIFs in Philadelphia tend to capture tax revenues only at the newly developed site, while TRIDs would capture adjacent tax revenues as well, reflecting the enhanced value of being near the transit stop (see Figure E.3).

How TRIDs Work

Transit Revitalization Investment Districts offer the opportunity to create designations where the increase in tax revenue can be contained and solely used to support capital projects (TODs) within the designated area. Through building partnerships and conducting a planning study, the creation of the TRID itself is a rewarding process that integrates community education, outreach, and can bring outside interest and financial resources to improve local transit and the surrounding community.

The first step in creating a TRID District is to conduct a planning study to determine the location, geometry, and feasibility of the TRID. **This plan completes this first step.** Next, the municipality and transit agency must agree to the findings of the planning study and if compelled, chose to move forward with the TRID, thus forming a TRID management entity to administer the TRID implementation. The roles and responsibilities of this entity are carefully devised and decided upon, and from this point onward, the managing entity will manage the implementation program set forth by the formation of the TRID.

Increase in taxes is spent locally on community defined priority projects



Existing tax revenue continues to go the City and School District



Temple Regional Rail Station platform

4 Guiding Objectives

The analysis and public outreach identified many similar themes and issues facing the TOD potential of both stations. Prior to developing the recommendations for each station area, a series of key objectives were identified to guide the work. These include:

Expand the Presence of the Stations

Both stations are relatively hidden and underutilized assets. Vacant and underutilized land encloses the stations and separates them from the surrounding communities. One participant in a public meeting held for the Temple Regional Rail Station indicated he did not even know the station was there except that he happened to pass by it one day. Each station should be visible and serve as identifiable sources of pride within the community. Therefore, each station's presence needs to expand beyond the actual SEPTA station and imprint itself within the most active community spaces. New signage and information should be available at major intersections and at local stores like the Cousin's Supermarket in APM and new development and public improvements need to forge direct connections from the community to the station.

(Re) Connect and Improve Access

Neither station is well connected to the communities they serve. In fact, the worst sidewalk conditions, lowest lighting levels, and fewest street trees are found along the very streets that most directly connect each community to their respective station. At 46th Street Station, these include the north-south streets such as 48th, 47th, Farragut and 46th Streets. At the Temple Regional Rail Station, these problems are focused along the east-west connector streets including Montgomery, Berks, Norris and Diamond Streets. If residents and workers are to use each station, serious attention will need to be paid to the infrastructure and design of these key connections.

Change the Culture of Driving

The ultimate goal of TOD is to reduce traffic congestion and get people out of their cars. While we will never convince some people to abandon their cars for another form of transportation, a growing percentage would choose another form of transportation if it was safe, easy and accessible to do so. Each station should be designed as a hub for transportation alternatives, such as public transit, biking or walking, to make the switch from driving as easy as possible. Combined with transportation demand strategies, such as including Philly CarShare spaces, creating resident parking zones and integrating bike parking into new developments, the long-term potential is fewer cars on the road and a better environment.



Market-Frankford El emerging from subway at 44th Street

Increase Density While Protecting Homeowners

For TOD to encourage transit ridership, moderate densities need to be encouraged around each station. Developments of more than four stories will help bring additional residents to the doorstep of the stations, improve safety and build a market for more stores that each community needs. Around the 46th Street Station, for instance, higher densities will enable new stores to occupy space along Market Street, which is currently devoid of retail activity between Farragut and 48th Streets. However, TOD is not an excuse to build up without considering the physical relationship to the existing community. Each project needs to be designed to work with the existing fabric, creatively integrating key amenities such as attractive and maintained open spaces that can be shared by new and existing residents alike.

Reinforce Community Initiatives

Investments around both station areas are guided by former plans and community-led initiatives. The Walnut Hill Neighborhood Plan around the 46th Street Station and the APM Neighborhood Plan around the Temple Regional Rail Station both identify a wide range of strategies, developments and programs that the Enterprise

Center CDC and the APM CDC are working to implement. The recommendations and strategies in this plan must augment this prior work, reinforcing the priorities and goals set by local residents and stakeholders.

Be a Model

The State of Pennsylvania TRID legislation is a new and exciting concept that has the potential to bring financial resources, as well as political ones, to make TODs in Philadelphia a tangible reality. This study is the first in Philadelphia to evaluate the transit oriented development possibilities around two designated stations, as well as determine the “value captured” from potential new development to help finance supporting improvements to safety, infrastructure, open space and other community needs. For this reason, each station should serve as a model to other neighborhoods that seek similar consideration as a designated TRID district and strive for both short-term fixes and long-term initiatives that will transform the stations into active centers of their respective communities.



Market-Frankford El at 46th Street
Source: HAER, Library of Congress

46th and Market Station Plan



5 46th and Market Station Plan

Market-Frankford El near 46th Street Station

The Opportunity

The 46th Street station is located along the active Market-Frankford Blue line that connects West Philadelphia with University City and Center City. For years the station was used far less than other nearby stations including both the 52nd Street and 40th Street stations. Out of the 28 Market-Frankford stations, 46th Street ranked 16th in terms of ridership with only 3,400 boardings per day. But the analysis completed for this plan found that there is the potential for 25,000 daily riders within a ½ mile of station including the existing population and the number of employees that come to work in local offices such as the Enterprise Center and 4601 Market Street. While only 7% of potential riders use the station, there are opportunities to promote greater use of the station.

The 46th Street station was rebuilt as a part of the Market Street EL reconstruction and is now open as an all stops station. An improving housing market is also beginning to impact the Walnut Hill neighborhood with more families moving into renovated homes on Sansom Street and further south. The redevelopment of the Mill Creek PHA site into a mixed-income neighborhood has helped to remove one stigma north of the station that furthered the perception that the area was unsafe. Finally, the Enterprise Heights phase one development is moving forward with a proposal for new retail and office space across the street from the station's main entrance. All of these trends were recognized in the Walnut Hill Neighborhood Plan, completed in 2007, which identified the station as a necessary element of the community's future. These positive trends provide a strong foundation and community support for a successful TOD at the station.

Summary of Key Issues

While the station area presents a unique TOD opportunity in Philadelphia, many issues still make the implementation of a TOD a challenge. Identified through the analysis of data and public feedback, the following key issues were identified:

- **Safety and crime:** Residents indicated the primary reason the station is underutilized is due to real and perceived crime. The Walnut Hill Neighborhood Plan identified Farragut Street and Chestnut Streets near the station as “areas of known drug sales.” Crime data reinforces these observations as higher rates of incidents against persons are recorded in the area around the station than in the surrounding community.
- **Low population density near the station:** While the Walnut Hill neighborhood is built up in many locations to support transit, very few people live within a few blocks of the station itself. With the exception of Farragut Street, north of Sansom Street between 45th and 49th Streets as well as the entire area north of Market Street are sparsely developed with transit-supporting housing, which makes the station area feel unsafe.
- **Market Street:** Market Street is often perceived as one of West Philadelphia's main streets. The best examples of this are around the 52nd and 60th Street stations where retail uses and housing have historically occupied land abutting the station. At the 46th Street station, the only active use facing Market Street is the Aldi on the northeast corner of 46th and Market Streets which is set back from the street with a parking lot. Land identified for the future Enterprise Heights development is currently used for SEPTA construction. The north side

of Market Street is lined with a large wall that encircles 4601. Because there is little existing retail activity, rebuilding Market Street as a retail corridor is a challenge.

- **Poor connections:** Most of the north-south streets that provide connections to Market Street and the station are in poor condition. Sidewalk maintenance, lighting and tree planting are all needed to improve these corridors.
- **Vacancy and underutilized land:** Vacant land and underutilized lots used primarily for parking are unfortunately located next to the station or along main connective streets such as portions of Farragut Street. New development is needed to help fill the gaps between the station and the community.
- **High traffic speeds:** Chestnut and Walnut Streets form major boundaries to the station for blocks to the south. Carrying 19,000 and 16,000 cars per day respectively, these streets facilitate an auto-dominated street network and diminish pedestrian bicycle safety.
- **Auto-oriented retail:** Responding to the high volume of traffic flow in the area, three gas stations, a car wash, auto bodies and a few smaller convenience stores are all designed to cater to car traffic. These low-density, single-use buildings are not designed to promote walking or biking, and detract from the mixed-use potential around the station.
- **Low incomes and high poverty rates:** Many existing neighborhood families face economic challenges that need to be taken into account. The TOD will need to address affordable housing near the station, including the potential for new senior housing, and consider supporting community uses, such as day care facilities, at the station.

The following recommendations have been developed to directly address these issues and are grouped into four broad categories:



The Basics



Transportation



Open Space



Development.



Conditions around the 46th Street Station (L-R): Market-Frankford El at 46th Street Station, vacant land, vacant building, Toyota car dealership



The Basics refer to maintaining the public realm in the neighborhood around the station so that the area feels both clean and safe for the people who use it. Public realm maintenance includes making sure sidewalks are repaired, vegetation is trimmed, trash is picked up, and there is good lighting and security. A clean and safe station area emerged as the number one priority in community meetings for encouraging increased use of the station. Right now, the station area and the streets leading to it are dark, poorly maintained and unmonitored, making the experience of walking to and from the station feel unsafe and unpleasant. The following recommendations are immediate steps that can be taken to make walking in the neighborhood around the station more attractive to transit users and residents.

5.1 Improve police presence at the station

The goal of this recommendation is to make it known that the police are a regular fixture in the neighborhood, keeping an eye out for the safety of residents and riders. Two steps can be taken to ramp up police presence in the area in a prominent and noticeable way:

- **Consider a police mini-station**
Currently, the closest police mini-station is located at 40th and Chestnut Streets and provides additional coverage for the 18th, 16th and 12th police districts. Advocating for a mini-station at the 46th Street Station creates an opportunity to heighten security around the station and coordinate coverage between the Philadelphia police and SEPTA police in the 16th district north of Market Street and 18th district south of Market. Typically, local neighborhood groups and/or businesses sponsor the mini-station by providing space, equipment, volunteers, and by paying bills as University City District does for the mini-station at 40th and Chestnut. Mini-stations are staffed by both police officers and community volunteers who perform non-police support services. This arrangement fosters close cooperation between the police and neighborhood residents, makes the police more accessible to the community and encourages a better flow of information. The range of programs based out of a mini-station can be tailored to fit the community's specific needs and can include crime prevention seminars, the organization of Town Watch patrols, crime mapping and crime risk assessments.

- **Lobby for bicycle police**

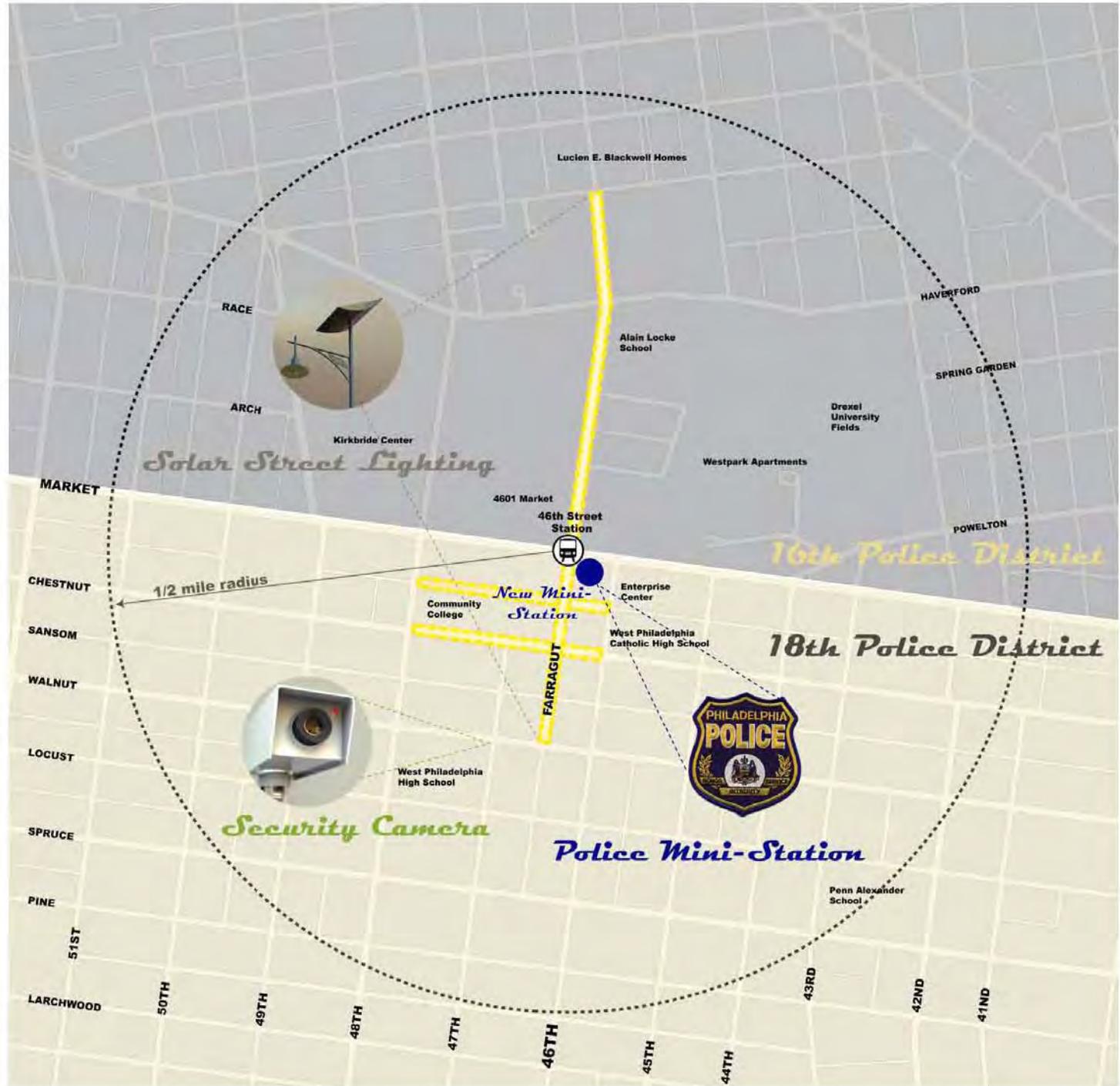
As a supplement to regular neighborhood patrols, bike patrols are a highly visible and effective way to increase the range of the police presence around the station. Police on bikes are more easily approachable than those in patrol cars, making them like police that walk a neighborhood beat but with added range and speed. Bike patrols can be operated from the mini-station.

5.2 Install pedestrian solar lighting on Farragut, North 46th, Chestnut and Ludlow Streets

The Walnut Hill Community Association and Enterprise CDC have begun installing new pedestrian lights through their block improvement grant and have already covered six blocks. In keeping with this initiative, it is recommended that the streets leading up to the station be targeted for solar-powered pedestrian lighting. Currently the cobra head fixtures illuminate the street, not the sidewalks. Since the fixtures are high, some of the existing trees further block light from reaching the pedestrian level. Residents have noted that the streets around the station are dark and that lighting up the sidewalks under the tree line to increase visibility and safety in the station area is a priority. Using solar-powered rather than traditional lighting avoids the need to hook up to the existing power infrastructure, resulting in less expense and more flexibility in the placement of the lights.

5.3 Support Walnut Hill's porch light initiative

Another strategy to increase lighting in the neighborhood has been Walnut Hill's effort to encourage residents to install porch lights and keep them on at night. The initiative is an excellent way to light up areas that have insufficient street lighting and have not yet been targeted for new pedestrian lighting. Turning on porch lights demonstrates that homes are occupied and that there are eyes on the street. They are an improvement not only to the individual homes, but the entire block they illuminate.



Safety Recommendations

5.4 Lobby University City District for twice weekly cleaning on Farragut, 46th and Ludlow Streets

University City District cleans the main east-west streets around the station on a twice weekly basis, and covers Market Street between 45th and Farragut and Walnut Street up to 48th Street on a daily basis. However, the north-south streets around the station are not covered by the University City District's services. Since these streets are the main pedestrian connections to the station and have the greatest impact on the pedestrian experience, University City District should be lobbied to extend their twice weekly cleaning service to these blocks.

5.5 Install video cameras at the station

Like the recommendation to improve the police presence at the station, the addition of security cameras will let people know that someone is keeping an eye on the space. The cameras should be placed in strategic and highly visible locations such as the entrances to the station and on the platforms so that riders are aware of their presence. In Boston, the transportation authority advertised their security measures by placing monitors for the security cameras in glass booths in the city's hub stations so the public could see the surveillance process for itself. SEPTA's Smart Stations project to improve station safety has been implemented in about one-third of the city's stations, with plans for the remaining stations to be completed in 2011.¹ A major component of the project is the installation of digital security cameras in all 60 stations. Additionally, security cameras may be used in locations identified by the community as hot spots for drug activity as recommended in the Walnut Hill Neighborhood Plan.

5.6 Lobby PHA to install handrails and lighting at the entrance to Westpark Apartments

As the only connection between the Westpark Apartments and the station, a basic level of maintenance and safety should be achieved in the staircase leading up from Market Street by replacing the missing handrails and installing lighting. The missing handrails contribute to the overall sense of deterioration and neglect, also evidenced by the trash and vandalism in the staircase, which poses a safety challenge and forms a barrier to the station. The lack of lighting compounds this problem. Making the repairs and adding lighting for security are the first steps to making Market Street and the station more accessible to the residents of the Westpark Apartments.

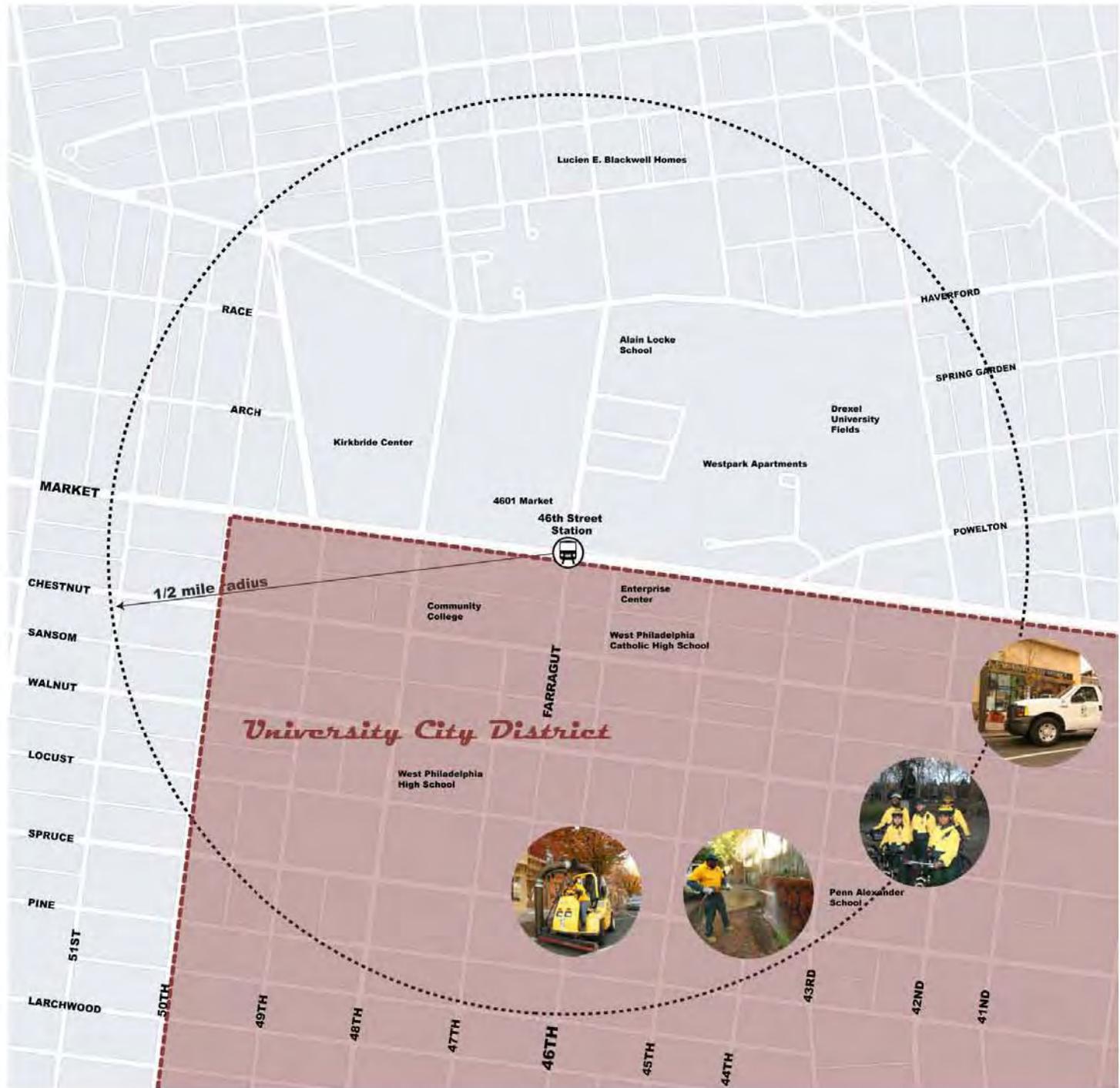
¹ Athena D. Merritt, "SEPTA plots to stem crime," Philadelphia Business Journal, May 2, 2008 (<http://www.bizjournals.com/philadelphia/stories/2008/05/05/story2.html>).



Westpark Apartments staircase



Example of solar pedestrian lighting



University City District Coverage Area



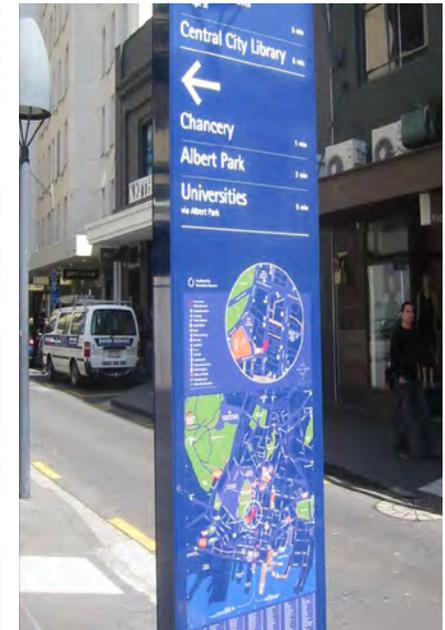
With respect to transportation, the 46th Street Station area is at once supportive and hostile to potential transit users. While the overall coverage of bus and el services represent a high level of transit accessibility, the frayed conditions of the street/sidewalk network and steady loss of pedestrian-oriented design character have led to a diminished walking environment. High-speed streets with a highway-like design quality -- Chestnut Street in particular -- along with oversized intersections, large off-street surface parking lots, and auto-oriented land uses have marginalized the compatibility of the street network to pedestrians and transit-users (and, to a degree, bicyclists). The recommendations in this report aim to reverse these trends by providing a more accommodating street/sidewalk infrastructure supporting a wider, more-multi-modal access paradigm.

Public Transit

5.7 Include area maps and real-time information on the station platform

The following elements should be included as part of a standardized station enhancement program aimed at improving the convenience and utility of using the station:

- Real-time information, both on the train platforms and at the bus stops, with arrival times at both locations for the next arrival of each. This increases the comfort level of most transit patrons by eliminating the uncertainty about train and bus arrivals, and decreases the need to unnecessarily “rush” to make transfer movements. Extending this initiative beyond station platforms and into the surrounding neighborhood will require a greater degree of technical coordination and effort. A feasibility study should be completed to determine the requirements, barriers and potential timeframe for implementing such an idea.
- Area maps (on both platforms), showing:
 - o bicycle routes
 - o local destinations
 - o recreation areas
 - o bus connections
 - o government services



Examples of real-time passenger information, area maps, and transit system maps.

- SEPTA system map (on both platforms).
- Posted bus route information at the bus stops, partially as a backup to the real-time information system. This should include a route map and timetable.
- A designated area for posting travel alerts, such as bus detours and service interruptions.



Examples of bike parking facility, station beacon, PhillyCarShare parking, security camera

5.8 Install new station “beacons” at the station and key intersections

These should be highly noticeable “beacons” clearly marking the station as a major SEPTA facility. Such an approach can at once celebrate and advertise the transit station. While SEPTA’s new station entrance includes the SEPTA logo and supporting information, there may be opportunity to incorporate additional architectural and artistic features into the station-area design creating a more significant “gateway” to the system. The creative lighting of these features at night could further enhance their visibility from a distance while also improving the brightness/safety of the public streets/plaza directly adjacent to the station. **These should be supported by clear, attractive directional signs (pointing to the station) spread throughout key locations in the surrounding transit-oriented district.**

5.9 Designate space next to the station for supporting amenities

The following elements should be incorporated into the station’s immediate surroundings, where possible:

- At least one designated, on-street carshare parking space.
- Covered parking for at least 10 bicycles.
- Bikeshare apparatus when this program is initiated in the city.
- Designated kiss-and-ride (15-minute) parking space along the curb in the

immediate vicinity of the station. This area should be large enough for 2 vehicles and preferably located nearest the outbound platform.

With respect to ensuring maximum convenience for bicyclists, the bike/bikeshare parking area should include posted bicycle maps indicating the designated safest routes between the station and nearby destinations.

5.10 Install additional safety elements

One of the utmost concerns in redeveloping areas is personal safety. As such, the station program should include the following basic elements:

- Video surveillance cameras focused on the following areas:
 - o stairwells and access ramps
 - o train platforms
 - o bus stops
 - o bicycle parking areas
- Sufficient lighting, particularly at the bicycle and carshare parking areas, as well as any “enclosed” areas of the station and surrounding streets.



48th and Chestnut
Source: Walnut Hill Neighborhood Plan

Street Network

5.11 Trim sidewalk overgrowth and repair curbs

The area surrounding 46th Street Station suffers from a basic fundamental inattention to the quality of sidewalks and pedestrian areas. Overgrowth of sidewalks with weeds is a common condition, and should be cleared as a component of the TRID action plan.

Curbing should be at least 6 to 8 inches high to prevent chronic on-the-sidewalk parking. On-street parking is a critical element of traffic calming, but is ineffective when it is pulled off the street surface.

Moreover, where there is not sufficient space within the right-of-way for a solid buffer between pedestrians and moving cars, a “thin buffer” (i.e. bollards) should be installed within 12 to 18 inches of the curb face.

5.12 Improve crosswalks

The interconnectivity of the pedestrian system is a key element of the overall realization of optimal transit-oriented station-area development. As the key car/pedestrian “conflict” areas, careful attention should be given to all crosswalks, with respect to:

- **Visibility:** All crosswalks should be of a quality and width that makes them clearly visible from all traffic approaches.
- **Placement:** Crosswalks should connect all corners of all intersections. In many existing cases, a single crosswalk is “missing” in an attempt to squeeze excess traffic capacity from the intersection.
- **Maintenance:** Crosswalks should be regularly re-stripped, lest their visibility be compromised over time. In areas of excessive traffic flow, which leads to rapid fading of the crosswalks, treatments that are permanently embedded in the asphalt should be considered for installation since they are more durable in the longer term.

These measures would be supported by the geometric intersection modifications proposed in Section 5.17.

5.13 Clearly mark a bicycle lane on Farragut/North 46th Street

As Farragut/North 46th Street is the direct connection to the station, it is important that it accommodate a wide variety of street users. In this respect, it should be reconfigured to include not only an upgrade of pedestrian paths, but also the addition of clearly striped bicycle lanes.

North of the station, the street cross-section is significantly wider than necessary for two lanes of traffic plus on-street parking. This argues for a re-dimensioning of cross-sectional elements, with potential addition of landscaped treatments as well as the clearly visible designation of consistent bicycle lanes.



North 46th Street
 Top: Existing street section
 Bottom: Proposed travel lane reductions and bike lane additions



Examples of bumpouts

5.14 Install bumpouts where possible

Bumpouts are a basic means of traffic-calming that have the following effects:

- They minimize the pedestrian crossing distance between corners.
- They slow the speed of car traffic as they turn, resulting in a safer environment for pedestrians.

Within the 46th Street Station Area, opportunities for bumpouts exist at locations where there is parallel parking on the streets approaching a particular intersection. Bumpouts should be prioritized on corridors with relatively wide, high-speed, one-way cross-sections, including:

- Chestnut Street (highest priority)
- Walnut Street
- 44th Street
- 45th Street

Other priority areas for bumpouts include the problematic intersections described in Section 5.17.



Narrow sidewalk on Ludlow Street

5.15 Widen Ludlow Street's sidewalk

Ludlow Street, within ½-block of 46th Street Station, is a key focus for potential redevelopment. While it is a relatively narrow street in comparison to Market and Chestnut Streets, the cross-section of Ludlow Street is such that it leaves a wider-than-necessary travel surface for traffic, which often results in high speeds and poor pedestrian conditions.

As a result, the Ludlow Street corridor should be reconfigured to include:

- A single 10-foot travel lane.
- A 7-foot parking lane.
- A 5-foot bicycle lane.
- A 6-foot sidewalk.

This proposed configuration fits within the existing dimensions of the right-of-way. The benefits of re-orienting the roadway in this manner include:

- Slower car travel speeds due to narrowed lane dimensions.
- Clearly delineated bicycle lane.
- Wider pedestrian area with clearer sightlines.

5.16 Reduce Chestnut Street to two lanes

Chestnut Street currently functions as a three-lane, high-speed “throughway.”

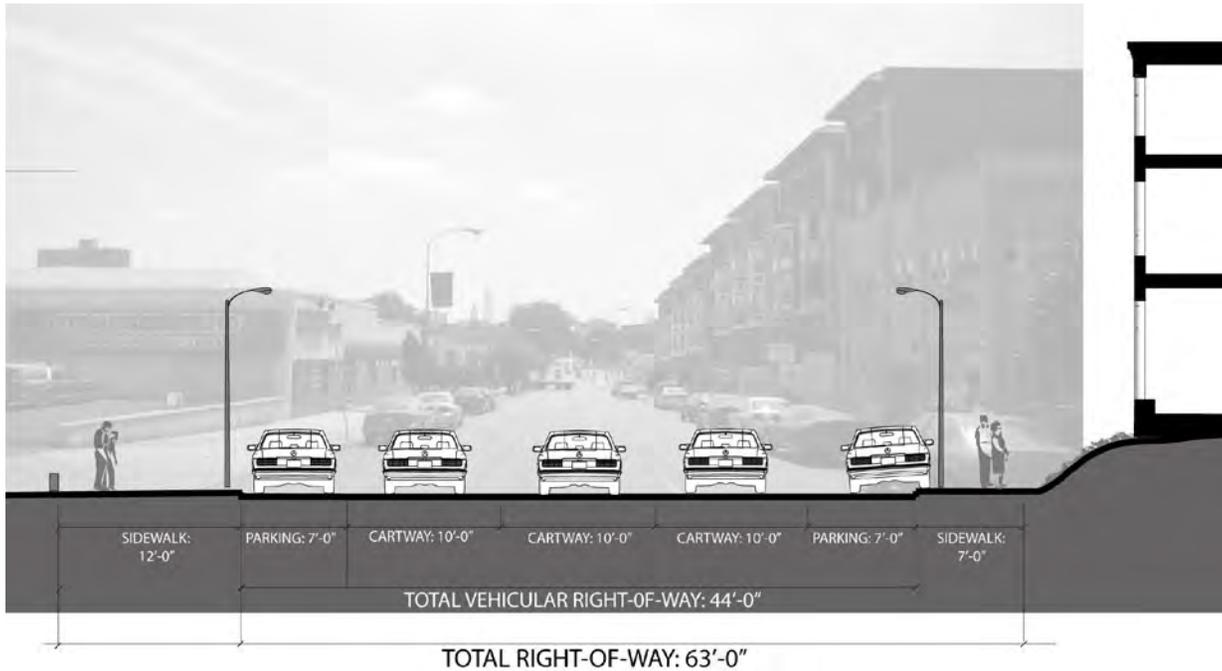
The emerging “urban” best-practice with respect to street-design generally stipulates that “underperforming” lanes should be removed in favor of other amenities, such as bike lanes, on-street parking, or landscaped protective buffers. As a rule of thumb, an urban traffic lane can be expected to carry up to:

- 8,000 vehicles per day on a 2-way street.
- 11,000 vehicles per day on a 1-way street

The most recent traffic counts for Chestnut Street place it just below this threshold for a one-way street, meaning that the third lane can be considered to be “underperforming.” Traffic on Chestnut Street has undergone a marginal decrease since Walnut Street, the one-way westbound street with which it is paired, was reduced to two lanes earlier this decade.

Chestnut Street in its current configuration exhibits a wide cross-section and, consequently, high traffic speeds. Reduction of the cartway from three lanes to two lanes would limit these highway-like tendencies, and free additional space for much-needed improvements to bicycle and pedestrian amenities.

Moreover, all lanes should be limited to 10-foot wide to encourage calmer, “urban” driving behavior. Exception could be made for an 11-foot right-hand lane in sections where bus/truck traffic is expected to exceed 10% of the lane’s total usage (approximated by dividing the total corridor volume by the number of lanes).



Chestnut Street
 Top: Existing street section, Bottom: Proposed lane removal, bike lane addition and landscaped buffers.

5.17 Improve the safety of “problem” intersections

One of the severe impediments to pedestrian activity in the vicinity of 46th Street Station is the auto-oriented character of surrounding intersections. These include:

- 44th and Market
- 42nd and Chestnut
- 49th and Haverford

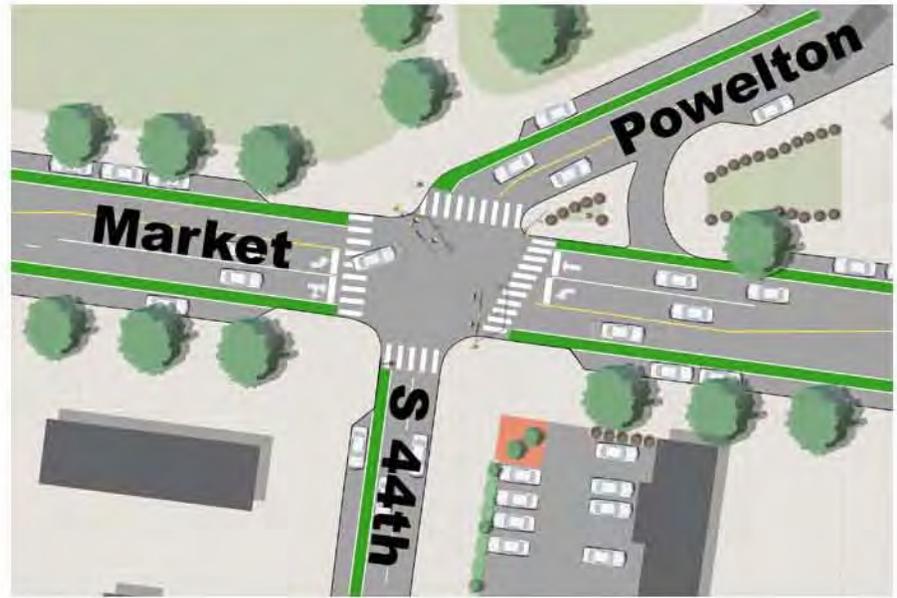
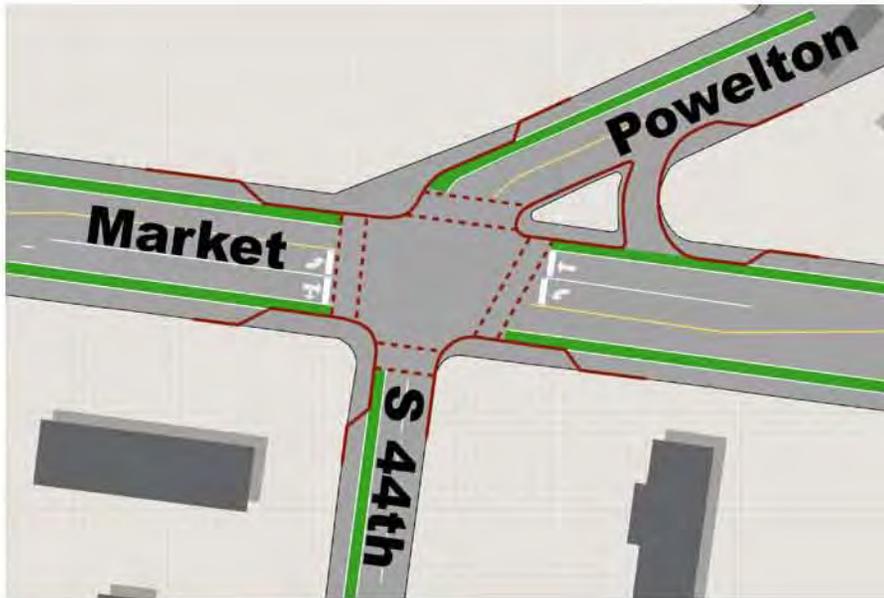
Each of these intersections represents a complex geometry for which attention to improved pedestrian safety is essential. All “overbuilt” and/or unsafe intersections should be redesigned for a better balance between vehicular and pedestrian requirements. This does not necessarily entail a reduction in traffic capacity, but rather a strategic reorganization of street elements. The specific proposed reconceptualizations of these intersections are based on the following principles:

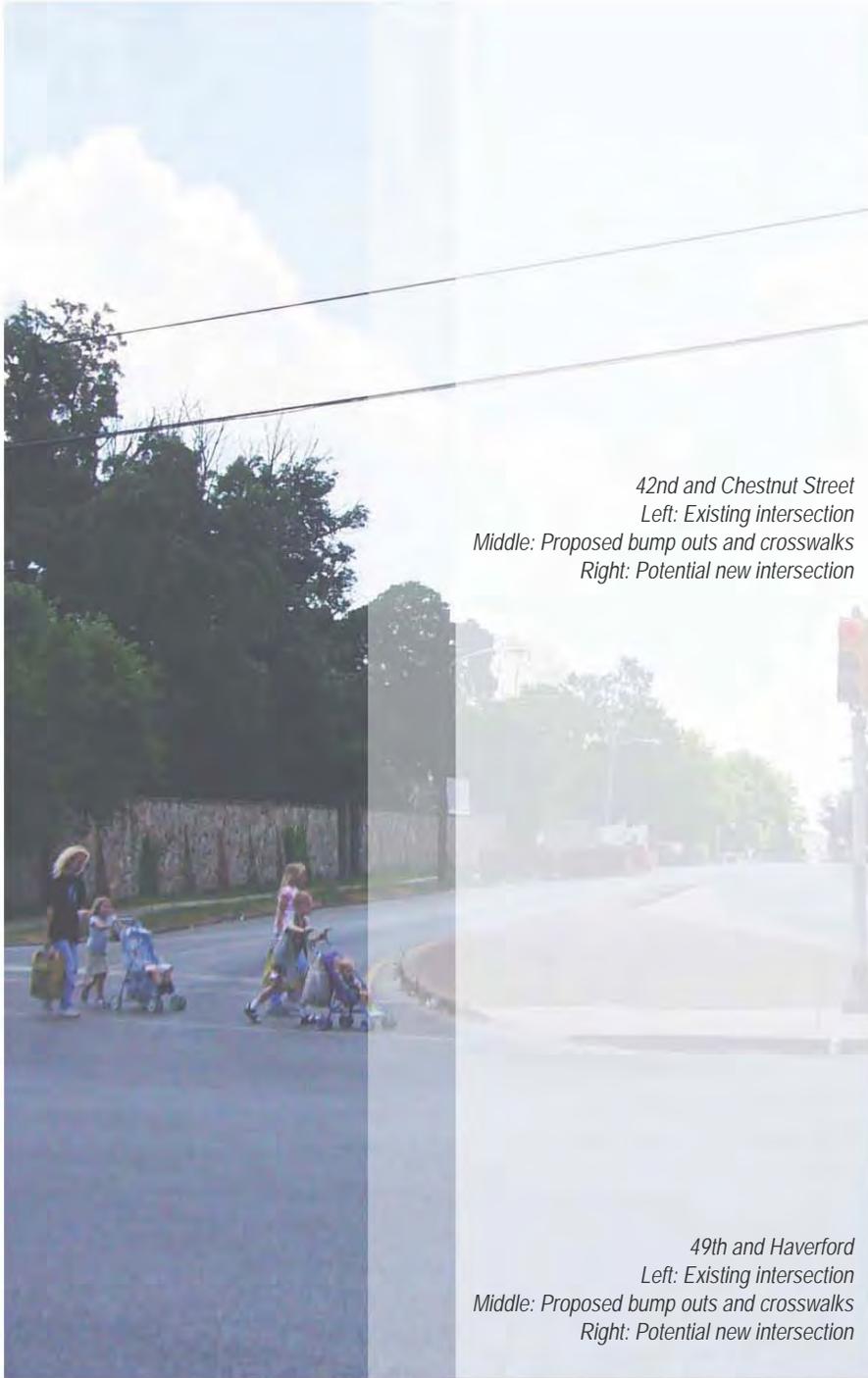
- Minimal curb radius to ensure slow vehicle turning movements and minimal length of pedestrian crossings. This minimal radius should assume that the designated design vehicle could encroach upon adjacent lanes and turn into the entire receiving area.
- Curb radius of zero (or as close as possible given site-specific drainage requirements) on corners that are not subject to turning movements (often the case with one-way streets).
- Bulb-outs across parking lanes wherever possible, to slow vehicle turn movements and shorten pedestrian crossings.
- Clear marking (and good maintenance) of bicycle lanes at all conflict points, i.e. wherever motor vehicles regularly cross the alignment of the bicycle lane.
- Extension/Maximization of all traffic islands where possible, to exert maximal control over traffic/turning speeds and to optimize the pedestrian refuge areas.
- Minimal cartway widths and elimination of excess (“unused”) paved space to better channelize and improve the predictability of vehicle movements.
- Crosswalks clearly striped across all corners regardless of pedestrian volumes, partially as a visual traffic calming feature and partially as protection against unexpected pedestrian movements (i.e. jaywalking) that could otherwise take place.



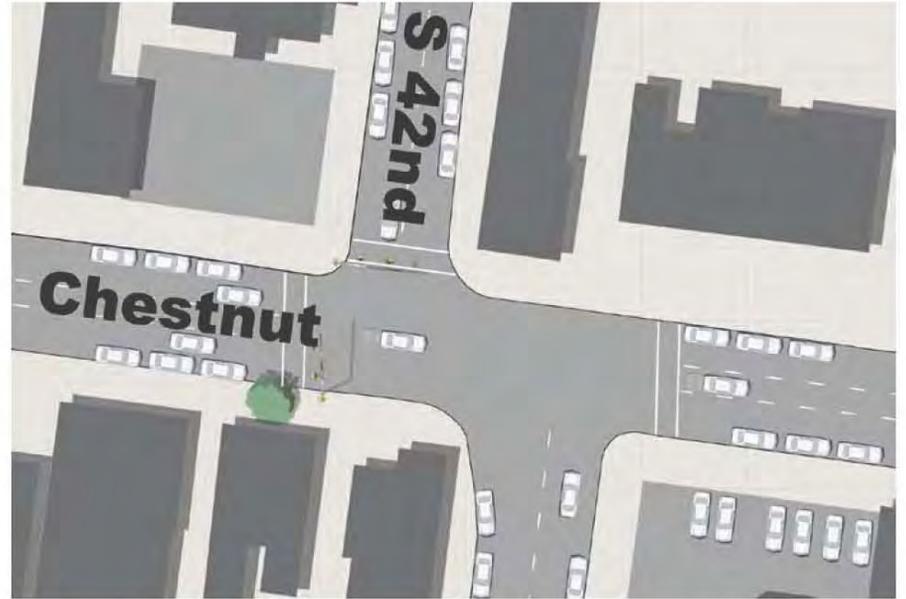
44th and Market Street

Left: Existing intersection, Middle: Proposed bump outs, crosswalks and colored bike lanes, Right: Potential new intersection

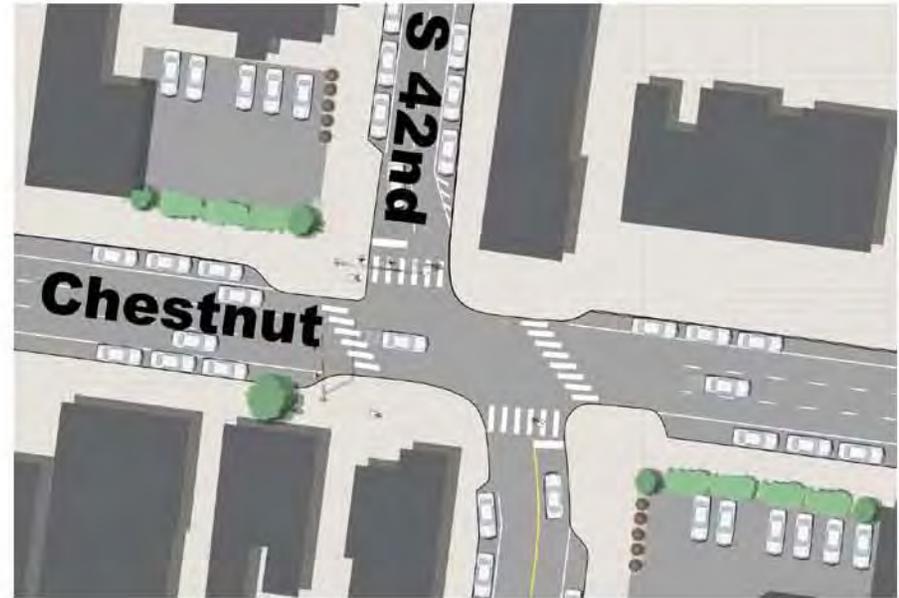
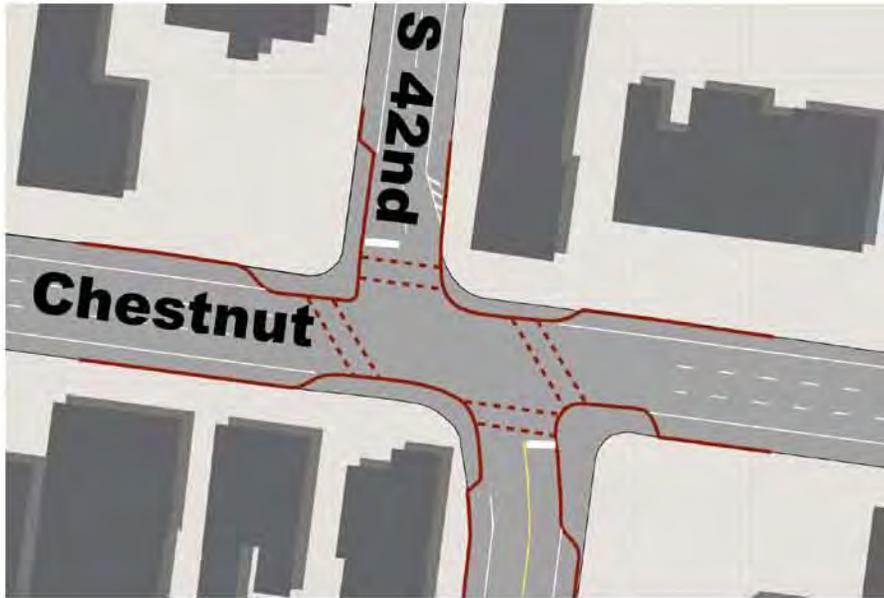




*42nd and Chestnut Street
 Left: Existing intersection
 Middle: Proposed bump outs and crosswalks
 Right: Potential new intersection*



*49th and Haverford
 Left: Existing intersection
 Middle: Proposed bump outs and crosswalks
 Right: Potential new intersection*



Parking

5.18 Institute a permit parking zone around the station

The 46th Street Station is intended to be a neighborhood-oriented transit station, with walking, bicycling, and connecting transit as primary means of access. However, it is apparent that many people have been driving to the station and using it as a de facto park-and-ride, which has the following drawbacks:

- Increased traffic on surrounding streets
- Abuse of on-street parking in the vicinity of the station
- Related implications on pedestrian and bicycle usage

The 46th Street Station, from its inception, was never intended to be a “park-and-ride” station for the surrounding areas of University City. Its use as such goes directly contrary to the TRID objective of enhancing the neighborhood-orientation of the station. As a result, it is important that the 46th Street Station incorporate a variety of features to discourage its use as a park-and-ride facility, including:

- **Designation of a permit parking zone within two blocks of the station:** Such a permit zone would prohibit parking for more than 2 to 3 hours for anyone not displaying the proper “zone” permit, which would be only available to residents living on the streets directly contiguous to the station. This would preserve on street-parking for residents and station-oriented retail.
- **Separation of the proposed parking zone from that of any other nearby parking district, i.e. the proposed permit parking zone would receive its own numerical designation.** This is important because it would help prevent abuse by residents of adjacent neighborhoods who could otherwise walk, bike, or bus to the station.

Office workers would be free to use any on-street parking more than 2 blocks from the station, which is far enough away to discourage park-and-ride.

5.19 Create new on-street parking by consolidating curb cuts

Many blocks within the station area, particularly along Chestnut Street, are punctuated by a large number of curb cuts that, in addition to damaging the pedestrian continuity, preclude on-street parking. This is an example of the “leftover” traffic-first street/site-design paradigm that dominated the second half of the twentieth century.

However, with the recent re-focus on maximizing the quality of pedestrian conditions, it is important that the number and width of curb cuts be reduced as parcels are redeveloped with more pedestrian-oriented uses. The resultant increase of on-street parking on these blocks (particularly those identified in the diagram) supports the re-emerging pedestrian orientation of the district in two primary ways:

- It creates a solid physical buffer between pedestrians and traffic lanes.
- It supports the viability of sidewalk-fronting retail.

Opportunities should also be explored for increasing the on-street parking supply by reconfiguring the existing streets, potentially in conjunction with traffic-calming goals.

5.20 Require at least one car-sharing space per development

PhillyCarShare is the largest regional carsharing program in the country, and has spurred a city car sharing culture that continues to change the way residents feel about the necessity of owning a car. PhillyCarShare recently surpassed 50,000 members and 500 vehicles. Meanwhile, this success has led to concomitant fleet increases by the for-profit Zipcar to 110 vehicles in the region. PhillyCarShare estimates that each of its vehicles eliminates approximately 26 to 31 private cars from the streets.

As a result, it is recommended that each new development (which includes off-street parking) within the 46th Street Station area contribute at least one space toward this ever-growing carshare program. Sample legislation being developed by the Philadelphia City Planning Commission envisions the potential for a reduction of 5 general-use, code-required parking spaces for every carshare space provided, and the possibility of an “overlay” requirement in certain areas for 1 carshare space for every 50 residential units. These figures are consistent with the initial carshare legislation in San Francisco, which is at the forefront of carshare-related legislation.

This sort of an aggressive approach to carshare would further help support the multi-modal redevelopment goals of the 46th Street station-area. Furthermore, designation of on-street spaces for carshare in strategic locations should also be considered as the station-area develops.

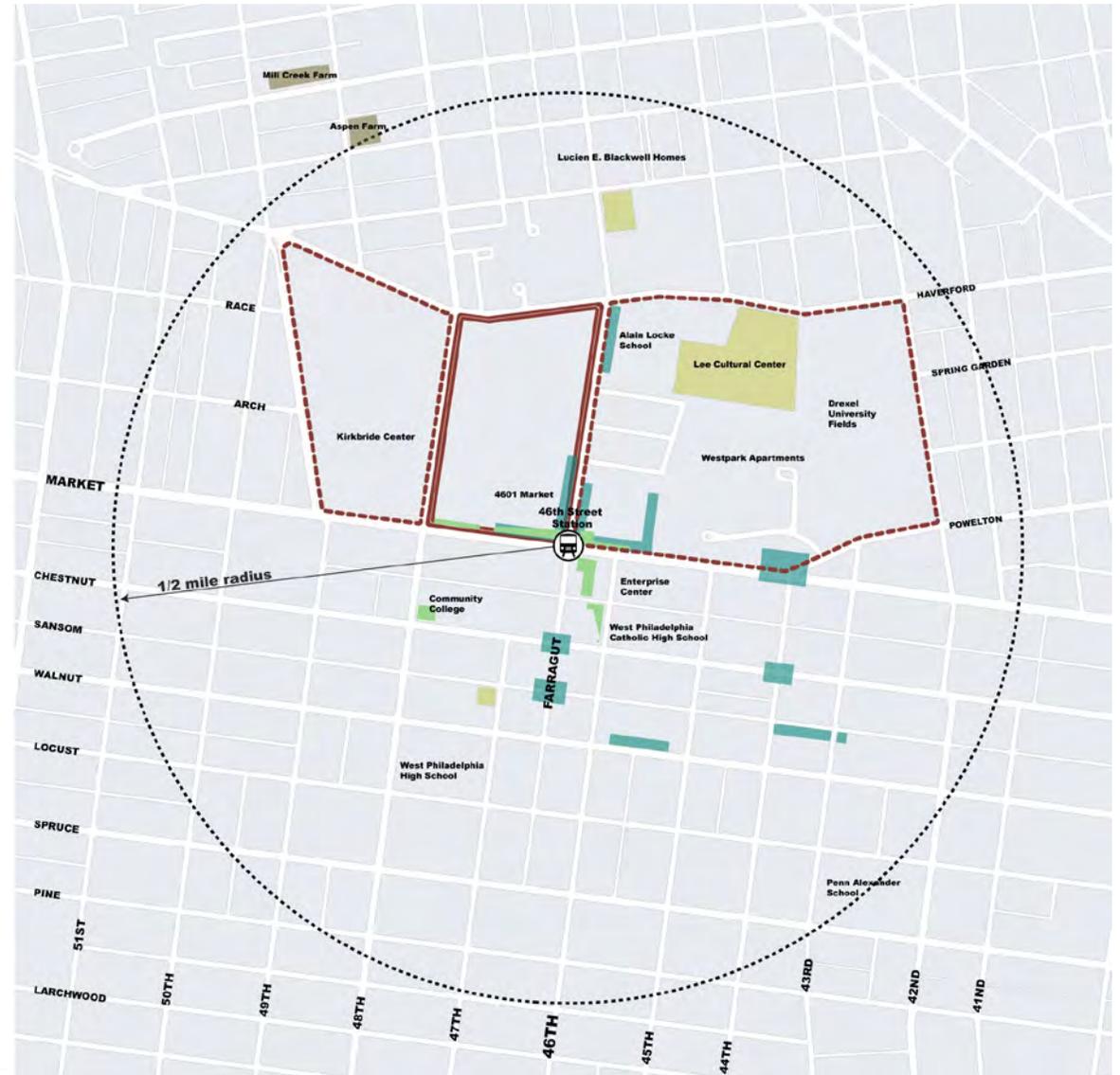


Parking recommendations



Open Space

Greening the neighborhood is both environmentally sound and socially desirable. By exchanging asphalt for green, whether in the form of street trees or rain gardens, the environmental quality of the neighborhood is improved – less stormwater is directed into overtaxed sewer pipes and the air is cleaner and cooler as less heat is trapped by asphalt. Providing shade for pedestrians and visual beauty, this type of greening also greatly improves the quality of life for residents and commuters. Greening can also take the form of active park and recreational space or community gardens that offer the community social and health benefits as places for all ages to socialize, play, exercise and garden. While the area north of the station offers some open spaces in the form of recreation centers and community gardens, there are far fewer spaces in the community south of Market Street. The recommendations address both the environmental and social benefits of green and open spaces.



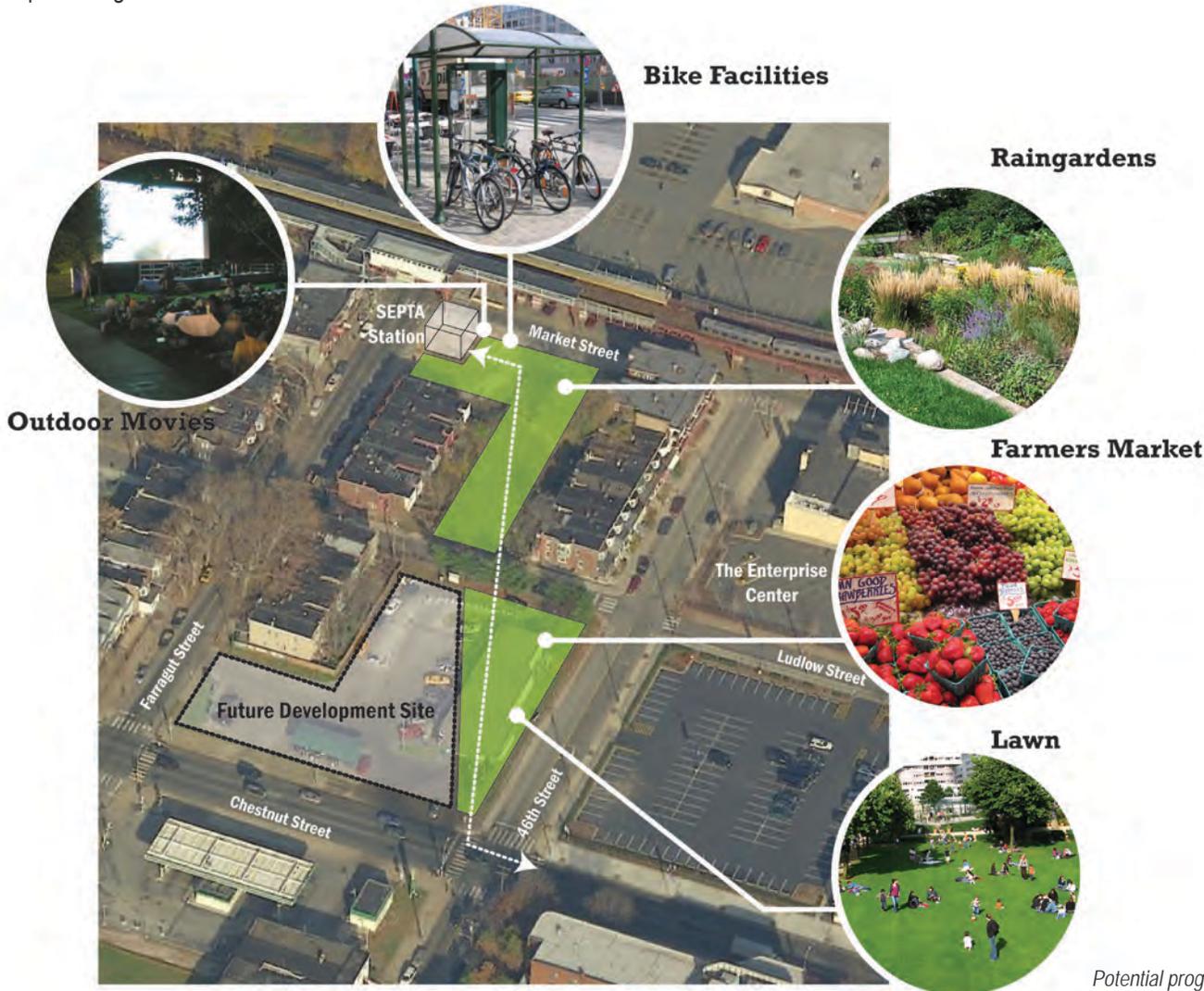
Open Space

- New Park
- Planting for Stormwater Management
- Jogging Track
- Existing Open Space

Open space plan

5.21 Create a new park next to the station

The station area is an opportunity to create a meeting place for members of the neighborhood, both north and south of Market Street. A new park next to the station on the land currently used by SEPTA as a construction staging area and further extending down to Chestnut and 46th Street would make the station visible to travelers on Chestnut. The park could be host to a variety of programs that bring the various members of the community together, including outdoor movies in the summer, bike parking facilities for commuters, a farmer’s market, and a lawn for picnicking or frisbee.



Playground at 47th and Sansom Streets

5.22 Invest in improving the playground at 47th and Sansom Streets

The Walnut Hill Neighborhood Plan highlights the need to improve existing assets in addition to building new ones since recreational space is limited in the neighborhood. The plan prioritizes the rebuilding of the playground at 47th and Sansom Streets as it is centrally located and heavily used, and should be supported in this initiative.

Potential programming for new park



Superblock running track

5.23 Install a running track around the superblock

Adjacent to an existing concentration of schools, the expected Youth Study Center, and the Drexel Fields, the superblock around 4601 Market Street is an ideal location for a running track that could tie together youth, health and nutrition programs, and be a community asset for all of area residents. The track could be the neighborhood base for the National Nursing Centers Consortium's "Students Run Philly Style" mentoring program that helps young people train for the marathon.² The program not only improves students' physical health, but also provides a safe after-school activity and increases high school graduation rates through goal-setting and achievement that boost self-esteem and confidence. A running track in this location would also serve the multiple schools that are within blocks of the site, offer students that use Drexel's practice fields another running option and support the recreation programs of the Lee Cultural Center.

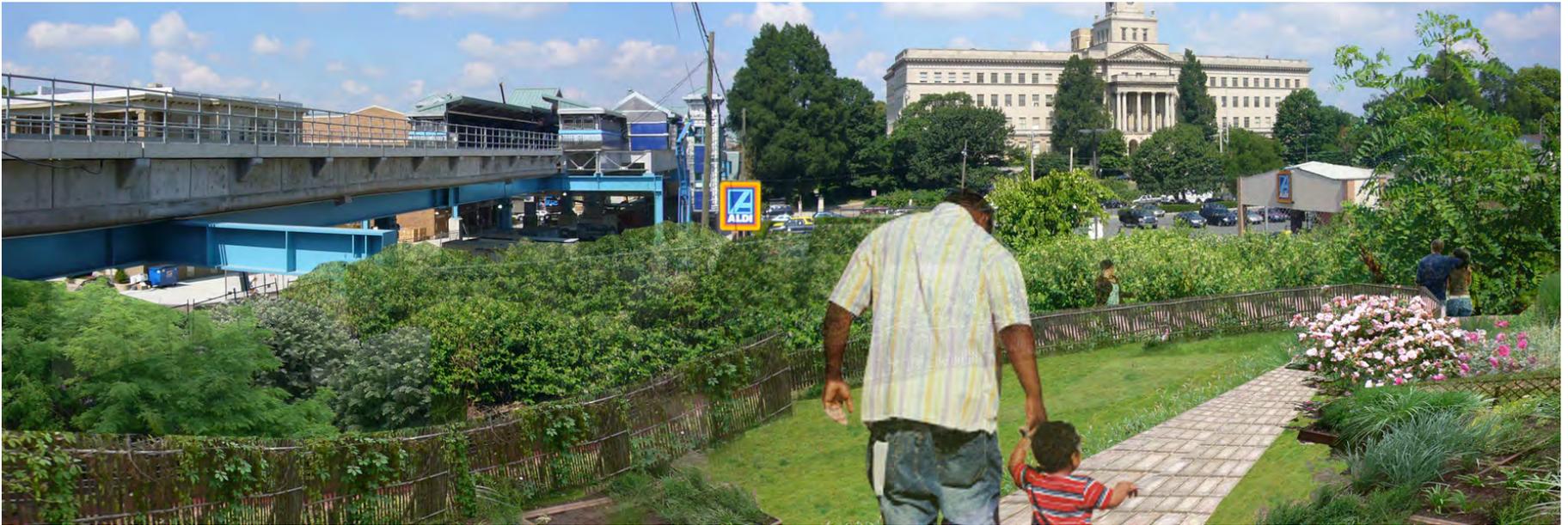
2

For more information about Students Run Philly Style, go to: <http://nncc.us/programs/SRPS/about.html>.



North 46th Street
Top: Existing sidewalk
Left: Proposed running track





5.24 Create a landscaped entry to Westpark Apartments

While the first step in re-connecting Westpark Apartments to Market Street and the station is covered in the Basics, a longer-term recommendation is the replacement of the staircase altogether with a landscaped sloped pathway. Such a treatment would provide a safer and more attractive route between the station and the Westpark Apartments, doing away with the blind corners of the staircase by opening up the whole area to view. A sloped pathway would also be able accommodate wheelchairs and baby carriages. Through grading and the selection of plantings, the landscaped entrance could also function as a rain garden to capture and absorb some of the rain water before it reaches the sewer pipe at 46th and Market Street.



Westpark Apartments

Top: Proposed landscaped entry from Westpark Apartments to Market Street

Bottom: Existing access to Market Street



Westpark Apartments
Top: Proposed landscaped entry to Westpark Apartments from Market Street
Bottom: Existing access to Westpark Apartments

5.25 Encourage stoop planters on Farragut Street

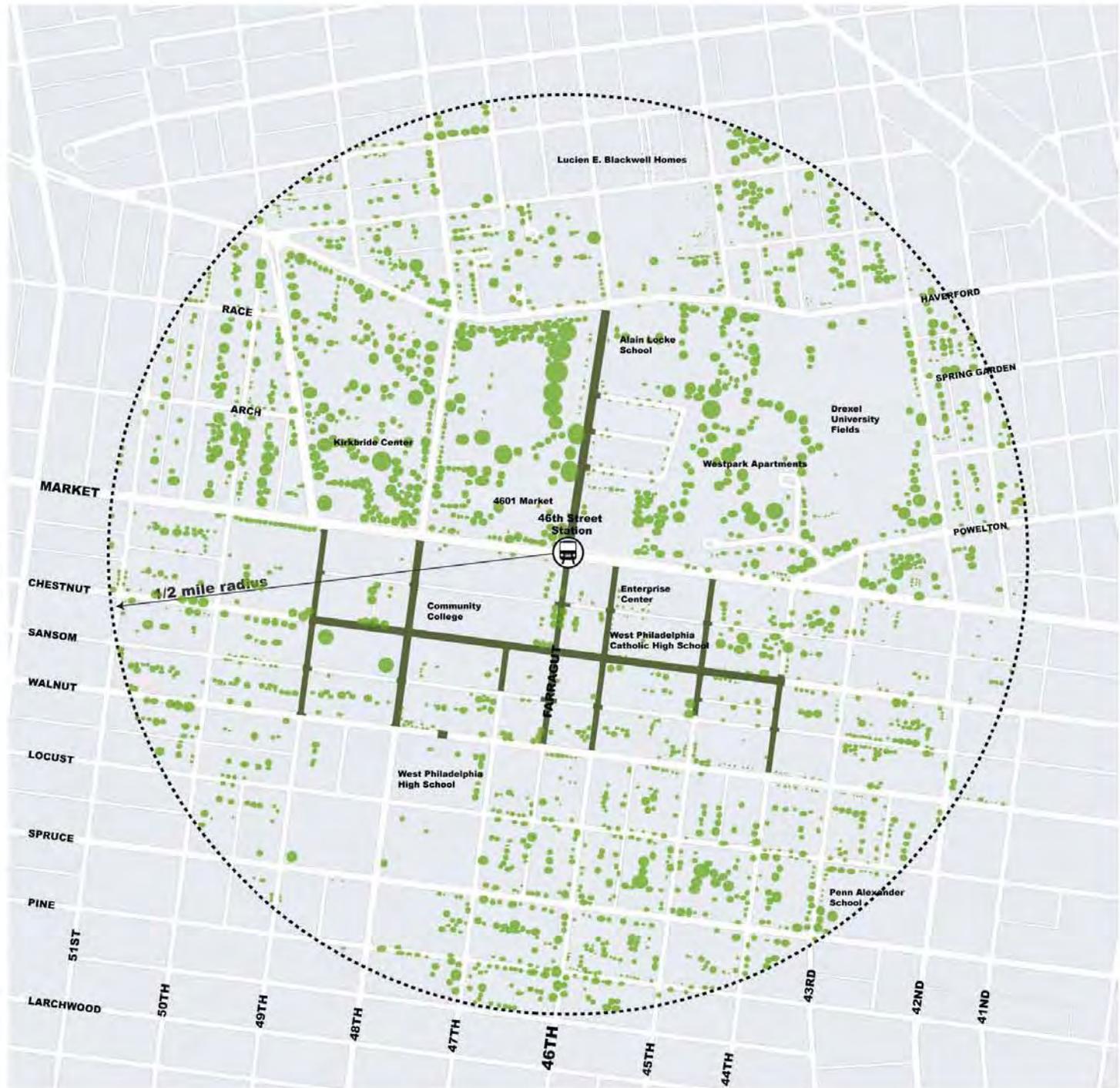
A simple short-term step to greening the neighborhood is to encourage residents to put planters on their stoops, especially along Farragut Street to beautify the path to the station. In addition to being visually attractive, well-tended planters signify a well-cared for home, block and neighborhood and send the message that the area is far from vacant and unmonitored.

5.26 Fill the gaps in the Urban Forest

Targeted tree planting in the neighborhood can create green pathways that visually point to the station and make walking to and from the station more pleasant. While the neighborhood exhibits some mid-block trees, especially north of Market Street, street tree coverage is spotty or lacking in many areas. Filling in the gaps should focus on even street tree coverage on the north-south streets from 44th to 49th Street, with primary attention to Farragut Street and North 46th Street that lead straight to the station. Additionally Chestnut Street, currently perceived as a high-speed auto-oriented barrier to the station for residents to the south, is a good candidate for tree planting to make it more pedestrian friendly.



Example of stoop planters in Portland



Strategic street tree planting



L-R: School children building a rain garden, a car park rain garden, Aspen Farms in West Philadelphia

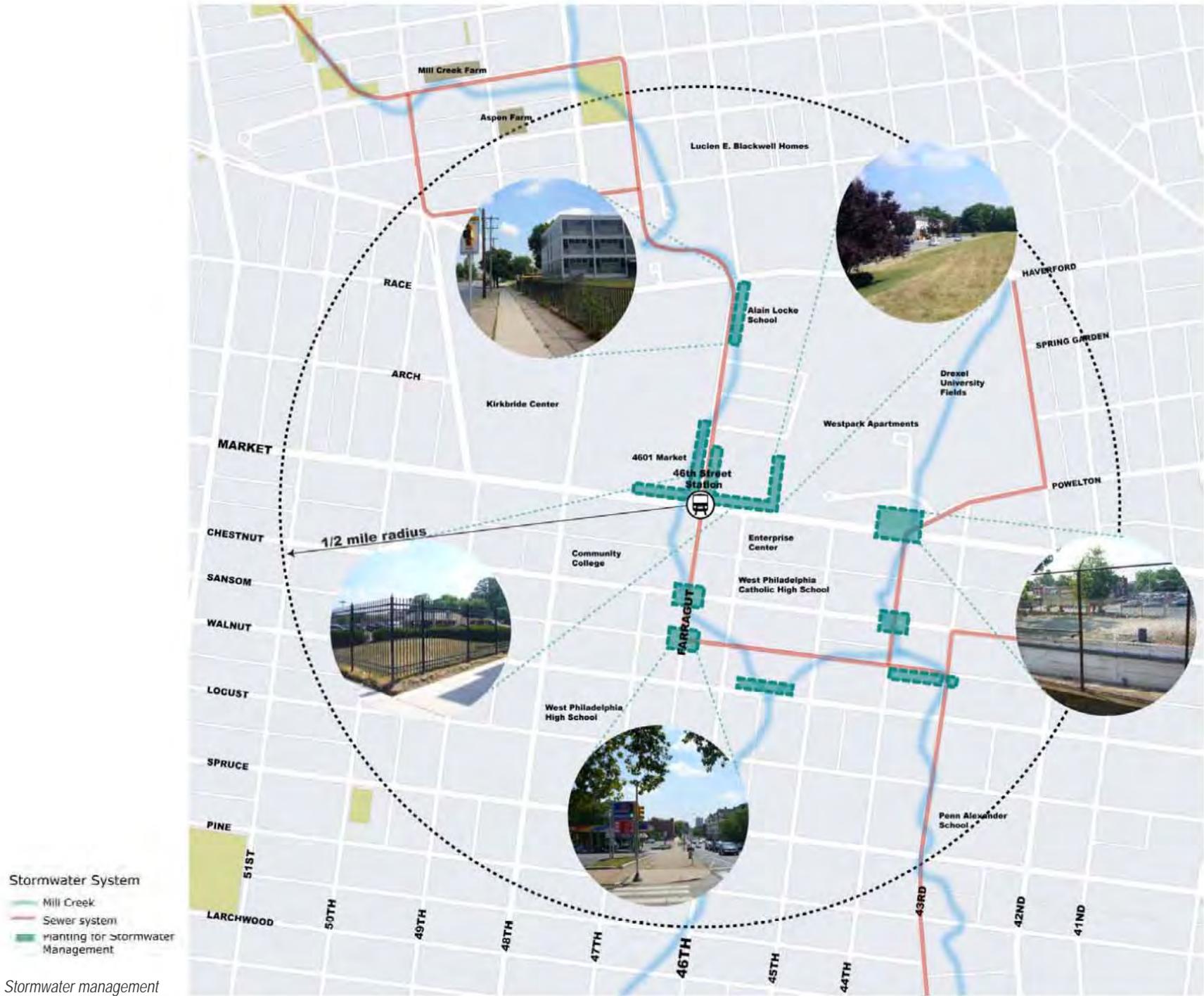
5.27 Install new rain gardens and community gardens to manage stormwater

In heavy rains, stormwater runoff from rooftops, streets, parking lots and any other non-porous surfaces can overwhelm the city's sewer system, resulting in flooded streets and basements. Additionally, the runoff picks up contaminants, such as trash from streets and motor oil from gas stations, and dumps them into the waterways, contributing to a major portion of the water pollution that occurs in the city. A rain garden is a planted depression that captures excess stormwater, stores it and allows it to sink back into the ground and be absorbed by trees, shrubs, and other plants. Rain gardens can be planted in yards, along streets, in parking lots, in medians or in curb bump outs. Likewise, community gardens reduce the amount impervious surfaces and can be cultivated in larger sites such as vacant lots to introduce productive greening.

The Mill Creek originally ran through the site, mostly along Farragut and 46th Street then cutting across Sansom Street to follow 43rd Street to the Schuylkill River. Until Mill Creek was channelized into sewer pipes that roughly follow the path of the original creek, it was a fast-moving waterway that often flooded the neighborhood. Locations have been identified along the former Mill Creek and the resulting sewer system where runoff water can be intercepted via a rain garden on its way into the sewer system and allowed to infiltrate the soil instead, keeping the sewer system from overflowing. An extremely visible opportunity for a new rain garden that should be pursued is located on Market Street between 44th and 45th Streets where the

train becomes elevated. Greening of this site, in addition to bringing environmental benefits, would become a green gateway for the 46th Street Station and surrounding community. Plantings in the triangle of SEPTA land next to the train tunnel can divert water to depressed rain gardens in the wide sidewalks on Market Street.

Where possible, larger opportunities for green stormwater management techniques should also be considered for active use by residents in the form of community gardens. Gardens have a positive social impact by functioning as a community meeting place, an educational opportunity for youth to engage in gardening and urban agriculture, and a source of local pride. The Mill Creek neighborhood north of the station area boasts two well established community gardens – Aspen Farms at 49th and Aspen Streets and Mill Creek Farm at 49th and Brown Streets. Aspen Farms was established on part of a vacant lot in 1975 with the sponsorship of the Philadelphia Horticultural Society and grew to take over the entire lot. It has since been featured in National Geographic and on Good Morning America. Mill Creek Farm also grew on a vacant lot that had hosted a community garden and is now an urban education farm that provides access to nutritious local produce, educates local school children and neighborhood groups on urban agriculture and sustainability, and provides stormwater management and rainwater collection. The success of these well-known gardens and the long waiting list for other community gardens in west Philadelphia indicates a healthy demand for additional gardening space.



Stormwater System
— Mill Creek
— Sewer system
— Planting for Stormwater Management

Stormwater management



45th and Market Street
Top: Existing streetscape
Right: Proposed green gateway treatment using rain gardens



5.28 Re-pave the alleys

Using permeable pavers or porous asphalt in the alleys behind houses instead of impervious pavement is another method of managing stormwater that allows it to seep back into the ground rather than run down into the street and the storm drain. Repaving the alleys also increases their aesthetic appeal which relays the message that the alleys are not just for cars, but can be shared space for people and attractive extensions of the back porches of adjacent houses.

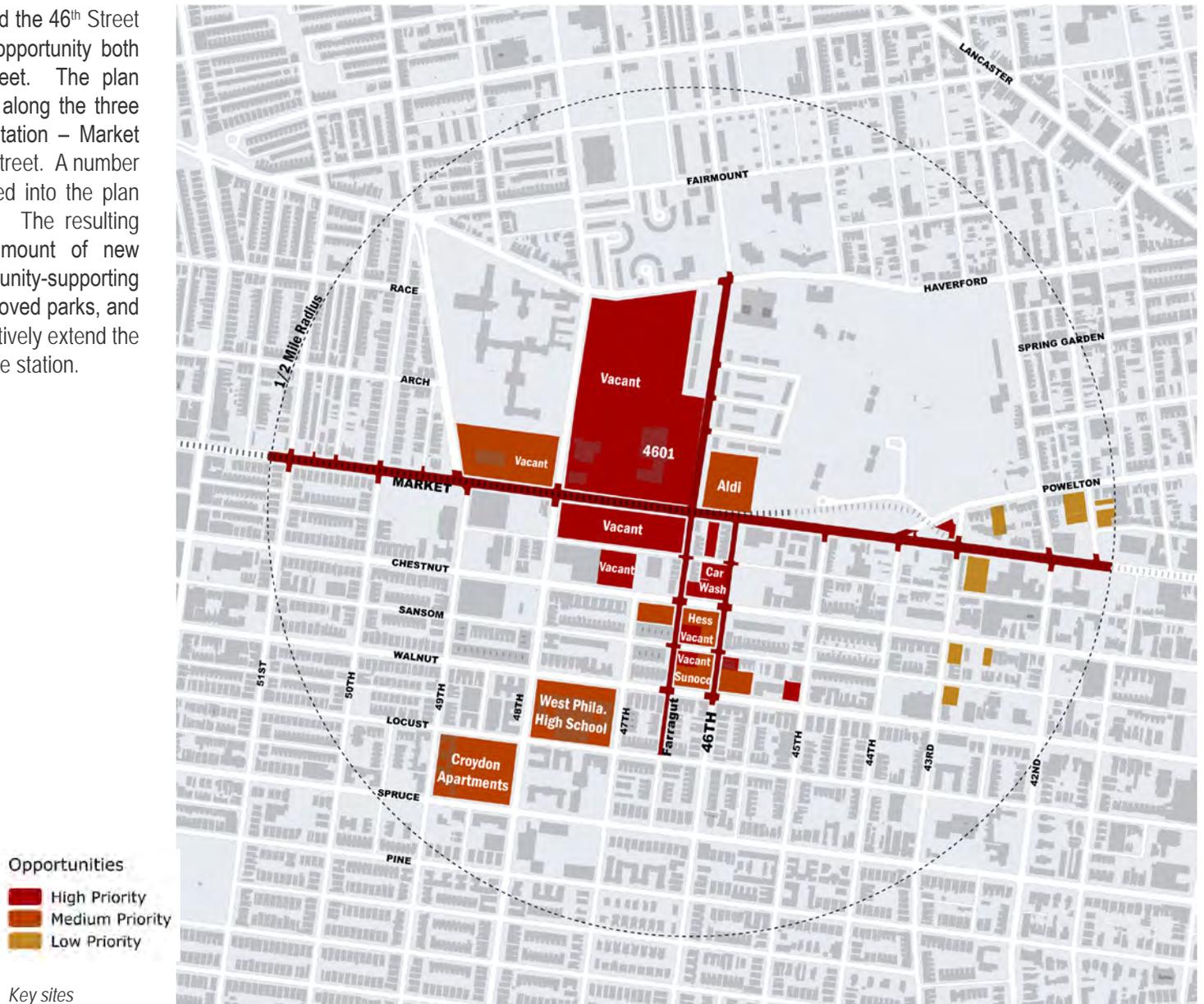


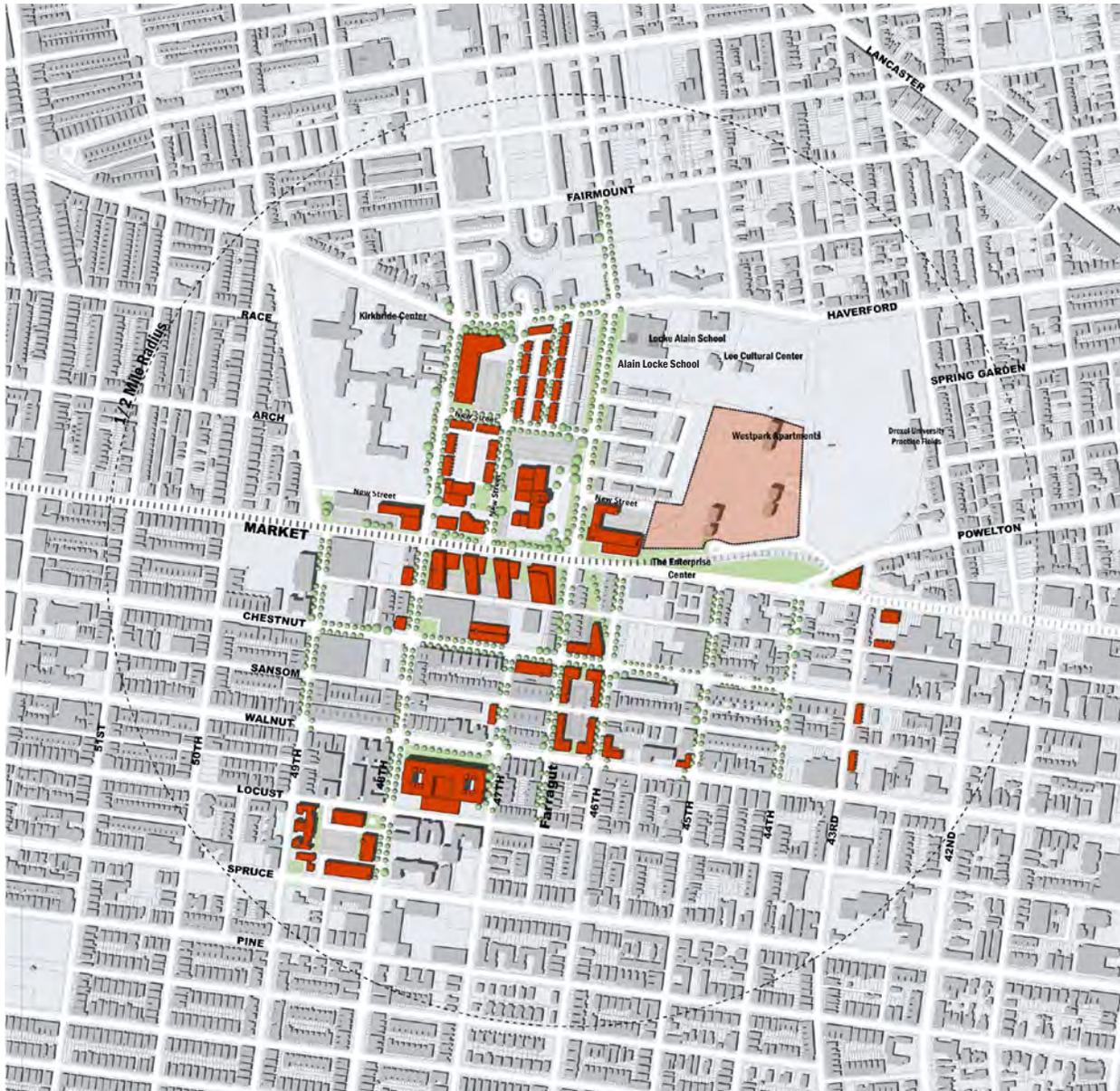
*Alleyway treatment
Top: Existing paving
Left: Proposed permeable paving*



Development

The development potential around the 46th Street station represents a significant opportunity both north and south of Market Street. The plan identifies key development sites along the three primary streets that serve the station – Market Street, Farragut Street and 46th Street. A number of additional sites were integrated into the plan due to their scale and visibility. The resulting plan illustrates a significant amount of new mixed-income housing, community-supporting retail, office space, new and improved parks, and institutional uses which will collectively extend the fabric of the community around the station.





Site plan

5.29 Support Enterprise Heights

The Enterprise Heights development represents the major opportunity adjacent to the station to transform underutilized and vacant land into active uses that support both the station and community. The Enterprise Center has worked to secure land for phase one of the development, which includes ground floor retail with three floors of office space above. The retail is designed to face Market Street as well as Farragut Street, replacing what were formerly retail storefronts with new stores set back from the street and facing a small park. The success of future phases of development will depend in part on the success of Phase 1 and all efforts should be made to promote TOD development in this location.

Future phases of the Enterprise Heights development are targeted for the remaining property along Market Street stretching west to 48th Street as well as the vacant lot facing Chestnut Street next to Rite Aid. There are no plans currently for the land. This plan strongly encourages new mixed-use development of primarily housing above retail facing Market Street with parking serving the development from Ludlow Street. Depending upon the eventual development plan for the site, the closure of Ludlow Street between 48th and Farragut Streets should also be considered to maximize parking on-site. Access to this parking area should be controlled to minimize traffic impacts on nearby homes along Farragut Street.

As there are no existing homes within a block of this site, higher densities of five and six stories should be encouraged to provide more living space next to the station and to build a market for the ground floor retail uses. The conceptual site plan shows three separate structures all oriented perpendicular to the EL to allow more light to reach Market Street while minimizing the impact of train noise on new development. Lower densities of four or five stories should be considered for the redevelopment of the vacant lot facing Chestnut Street in order to step down to the scale of the neighborhood.



Enterprise Heights sites



- South of Market Street: Key Sites
- 1. Enterprise Heights Phase 1
 - 2. Enterprise Heights future phases
 - 3. Car wash site
 - 4. Vacant
 - 5. Hess
 - 6. BP
 - 7. Sunoco
 - 8. Super 7
 - 9. Croydon Apartments

5.30 Undertake targeted home repair and façade improvements

The Walnut Hill Neighborhood Plan identified the need to improve the existing housing stock and called for a “resident-led block improvement program” administered by the Enterprise Center CDC and the Walnut Hill Community Association. This initiative is critical to ensure that the community’s existing housing stock remains an asset today and in the future. The community should consider significantly increasing the potential grant awards for façade renovations for the blocks closest to the station including Farragut Street, 46th Street and Sansom Street.



5100 Block of Ludlow Street

Top: Existing housing conditions

Bottom: Proposed repair and façade renovations

Source: Walnut Hill Neighborhood Plan

5.31 Consider redeveloping auto-related uses

The Walnut Hill Neighborhood Plan and the West Market Street Corridor Transit Oriented Redevelopment Plan both recognized the need to redevelop existing auto-oriented uses along Farragut, Chestnut and Walnut Streets. As noted in the analysis, the concentration of these uses has created an environment dominated by curb cuts and traffic which has negatively impacted the ability to safely and comfortably walk or bike to the station. To pursue the best example of transit oriented development, the use of these properties should be reconsidered with an eye toward greater density and a mix of uses. New four story buildings with retail on the ground floor and new housing above are shown in the place of the existing gas stations, car wash, and auto-oriented convenience stores located on the southwest corner of Chestnut and Farragut Streets and the northeast corner of Walnut and 46th Streets. Parking for all development should be located in the rear of the developments to protect the character of the area's sidewalks. The resulting development will fill an existing gap in the community where auto-oriented stores separate blocks of housing from one another, while encouraging a stronger physical connection to the station.

Given the difficulties in redeveloping existing and active commercial uses, redevelopment should target priority sites including the existing car wash and the BP station. Both of these uses are on the 4600 block of Chestnut Street and would radically improve this gateway to the 46th Street station and improve the perception of safety in the area.



Auto-related sites



5.32 Assess opportunities for reusing Croydon Apartments and the West Philadelphia High School

The Walnut Hill Neighborhood Plan identified the eight-story, vacant Croydon building as the “single most blighting influence in Walnut Hill.” Although vacant for some time, the future of the Croydon building was wrapped up in the discussion of West Philadelphia High School’s future plans. As of writing this plan, the School District intends to move the West Philadelphia High School to a site at Market and 49th Streets, which will free up both the existing school and the large field adjacent to the Croydon building for redevelopment. Redevelopment options should be explored for both blocks as both existing buildings are good candidates for new housing. The existing field on the Croydon block will likely need to be redeveloped to provide for some green space and parking to serve both developments.



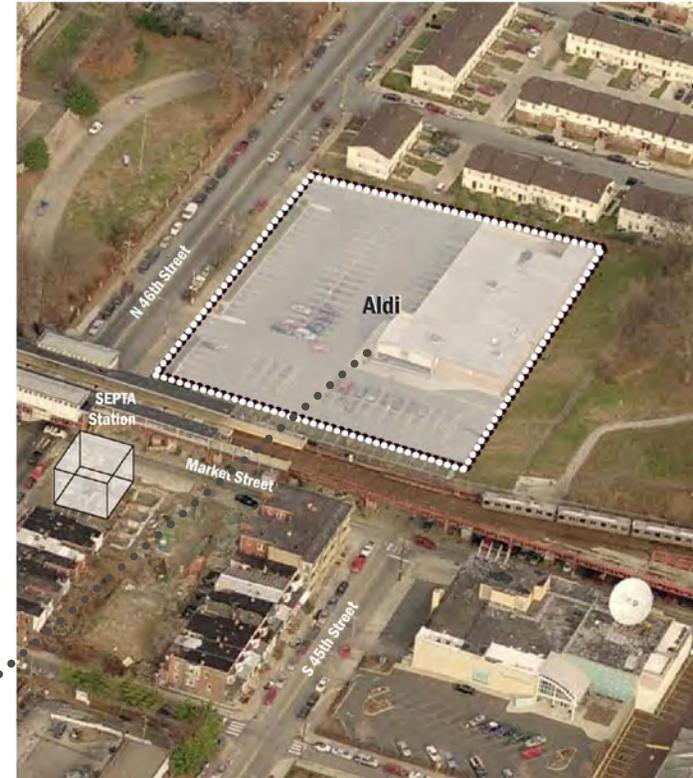
*West Philadelphia High School
and Croydon Apartments*

5.33 Pursue infill development along 43rd Street

Vacant properties are scattered along 43rd Street and have a negative impact on the image of the Market Street corridor between 43rd and 44th Streets. Specific properties should be redeveloped to fill these gaps and improve connections to the Market Street corridor. The key property located on the northeast corner of 44th, Market and Powelton should be redeveloped for new commercial use and a small plaza.

5.34 Redevelop the Aldi

North of the 46th Street station, the primary active use is the Aldi supermarket. Designed with a suburban footprint, parking dominates the frontages along both 46th and Market Streets. Given the strategic location of this site across from 4601 and the station, long-term plans should be developed to redevelop the Aldi with higher densities. A new supermarket that includes a small station plaza should replace the Aldi and include an additional five to six stories of housing above. The potential height of this development is less than half that of the Westpark Apartments and mirrors the scale of 4601 across the street. This would bring a significant number of new residents to the area to use the station and the potential retail uses along Market Street. Parking to serve the development would be accessed from a new street located at the rear of the property.



Aldi



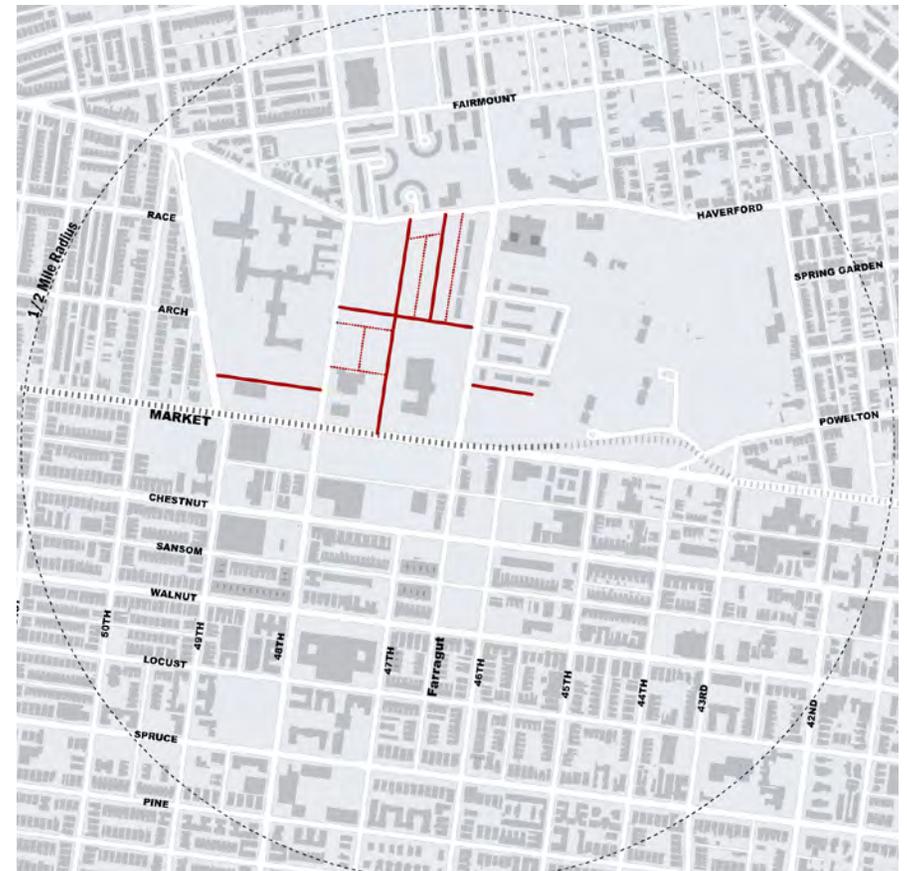
Aldi

5.35 Extend new streets through the superblock

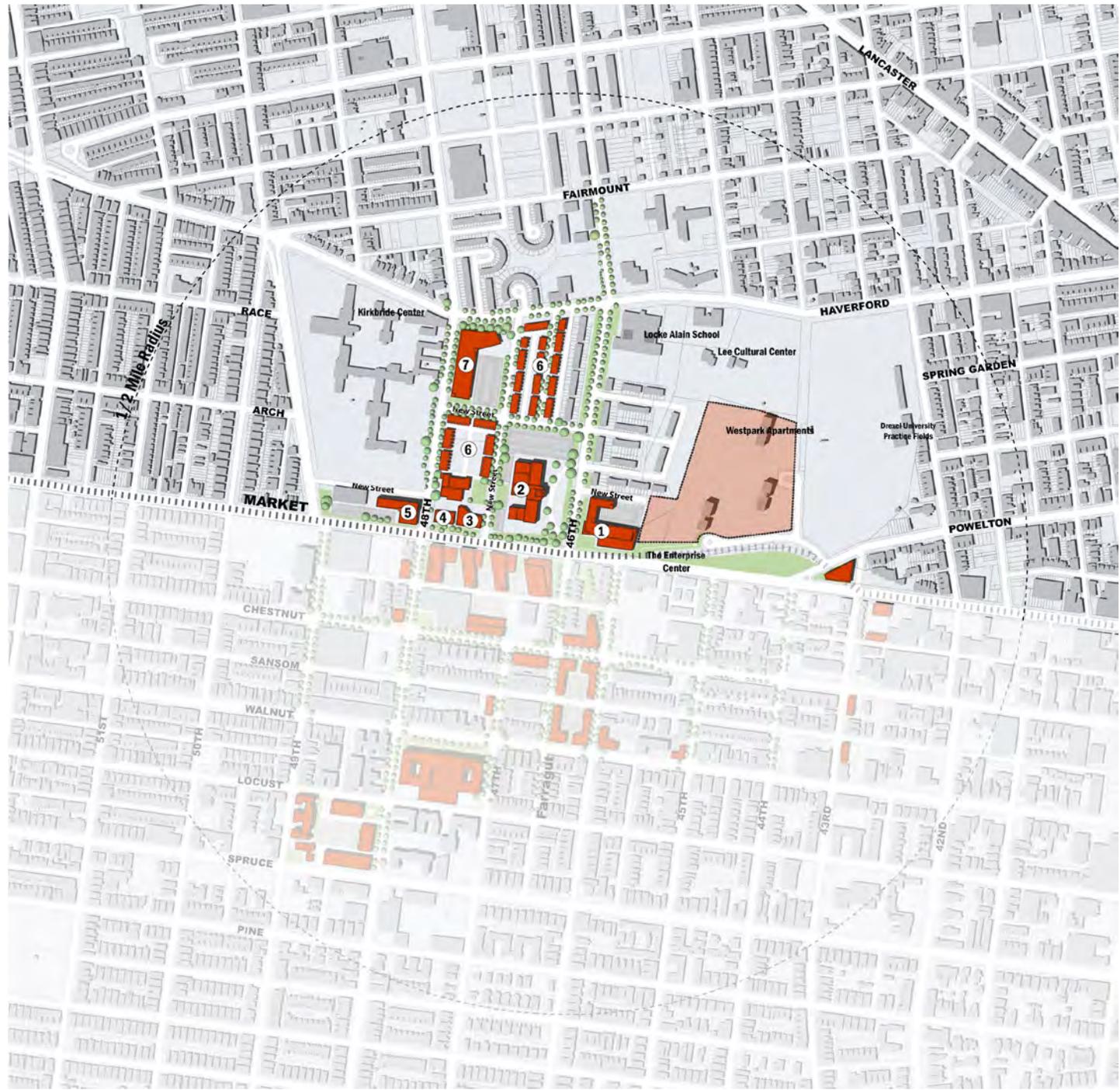
The long-term use of the area between Market, 46th, Haverford and 48th – commonly referred to as the superblock – is hampered by the lack of supporting streets and infrastructure. To maximize its potential, new streets should be created to open up the interior of the superblock for new housing. The plan identifies opportunities to create one east-west street and two north-south streets for a street grid that accommodates new townhomes, parking, the proposed Youth Study Center at 48th and Haverford and potential reuse of the vacant buildings adjacent to 4601 for new offices. The same approach should be considered for the Kirkbride Center block where a new street running east-west could support new retail development next to CVS along Market Street.



Superblock



Proposed new superblock streets



North of Market: Key Sites:

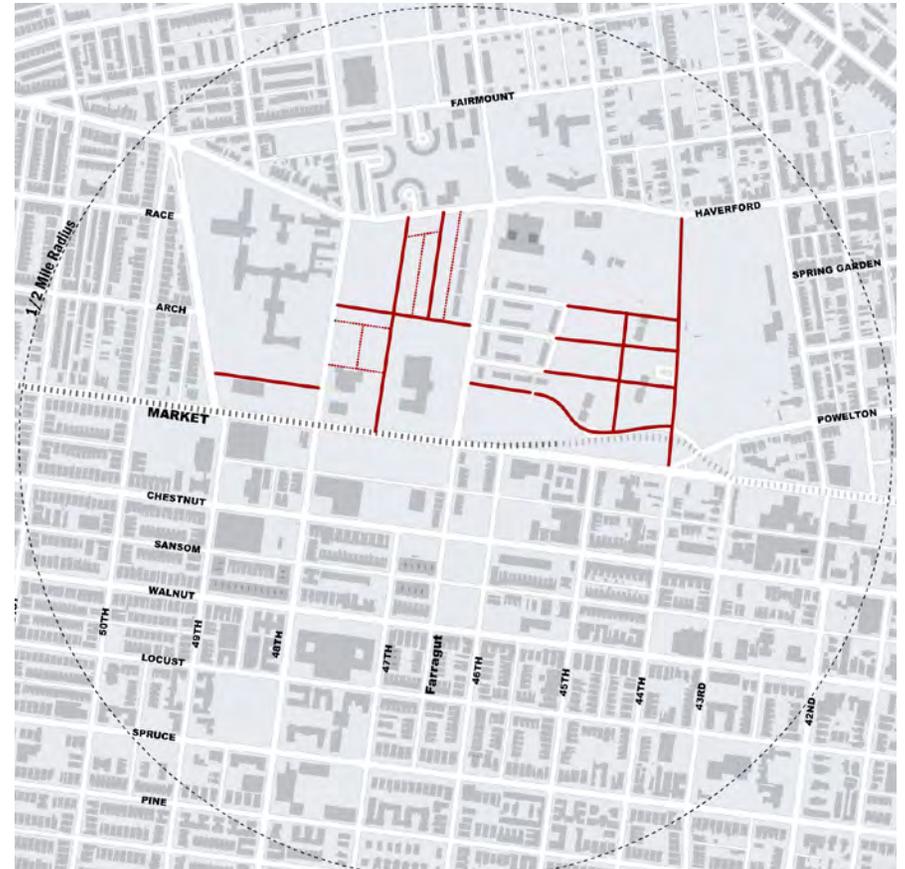
- 1. Aldi
- 2. 4601
- 3. Vacant parking
- 4. Storage building
- 5. Vacant site
- 6. Vacant site
- 7. Vacant site

5.36 Coordinate with PHA on the future of Westpark Apartments

Westpark Apartments is one of the Philadelphia Housing Authority's few remaining family tower developments. PHA has replaced the majority of their other towers with new, neighborhood-scaled mixed-income developments. At the time of writing this report, there are no plans to follow this approach for Westpark Apartments. However, the location of the development and PHA's mission to improve affordable housing makes this site a long-term development opportunity. Redevelopment of Westpark Apartments would provide the opportunity to reintroduce neighborhood streets and provide stronger connections between new housing and the station. 44th Street in particular could be extended and new streets created that would provide better access to the Lee Cultural Center as well. The Enterprise Center and their partners should work closely with PHA to coordinate on redevelopment options for the future of Westpark Apartments.



Westpark Apartments



Potential new streets

5.37 Support transit-friendly development guidelines

It is widely recognized that Philadelphia's zoning code is out of date and does not support transit oriented development. The work of the Zoning Code Commission will likely address this issue directly but their work will take years to complete. In the interim, an overlay zone should be considered that promotes transit friendly development. A full set of design guidelines was created for the West Market Street Transit Oriented Development Plan and should be used as a basis for considering overlay zoning around the 46th Street station. This plan has reinforced these guidelines and specifically upholds the following:

- Encourage greater densities of four to seven stories around the station and along Market Street.
- Discourage building setbacks from major streets unless the setback is designed to accommodate a small park.
- Locate pedestrian-oriented uses on the ground floor of buildings and provide pedestrian amenities to activate public spaces.
- Utilize landscaping, rather than walls and fences, to create semi-public/private buffers for service entrances.
- Parking and service access should be located in the rear of properties. No new curb-cuts should be allowed on streets with existing on-street parking.
- Avoid large, blank walls covering any portion of new development.
- Design for sustainability and integrate green construction practices into new buildings and reuse of older ones.
- Require one Philly CarShare space and bike parking as a part of new development.





Regional rail corridor

Temple Regional Rail Station Plan



6 Temple Regional Rail Station

Temple Regional Rail Station Berks Street entrance

The Opportunity

The Temple Regional Rail Station is located just two blocks from Temple University's main campus which serves over 25,000 students. Every SEPTA regional rail line passes through the station, which has helped to generate 2,800 boardings per day at the station. While this number is technically the fourth highest ridership of all regional rail stations, it captures only a very small percentage of potential ridership. The analysis completed for this plan found that approximately 35,000 daily riders could potentially use the station based on the number of area residents and employees at major institutions, such as Temple University or PGW headquarters, within a ½ mile of the station. Only 4% of this potential currently utilizes the station.

This percentage is low for two reasons. The first is local competition from other SEPTA services. The two Broad Street subway stations, at Cecil B. Moore and Susquehanna, are heavily used to access the campus and the surrounding community. Similarly, the area's bus network is heavily used by community members who take them to Center City or to the Broad Street or Market-Frankford subway lines. Transit oriented development strategies around the regional rail station must therefore recognize the importance of promoting bus and subway service as well.

The other reason for low usage is related to the environment around the station. Vacant land and parking lots now occupy what were formerly industrial uses. Nearby blocks of housing are plagued with vacancy and the area feels unsafe to residents, students and local workers. Finally, the rail corridor acts as the great wall of North Philadelphia, dividing the APM area and communities east of the rail from the university.

But there are opportunities today to significantly promote greater use of the station and redevelop the surrounding land. New privately developed student housing along 10th Street south of Berks Street has extended the feel of the campus toward the rail along a street that was formerly used for university storage and parking. In addition, the move of the Tyler School Art from Elkins Park to the main campus at 12th and Diamond will bring a new vitality to the campus's eastern edge. On the east side of the rail corridor, the continued work of APM and other non-profits has transformed vacant land into new housing, in effect extending the community toward the station. The gap of vacant land that once isolated the station from its surroundings is steadily closing and the area is now poised for transit oriented development that builds on these investments. With employment opportunities scattered across the region, having immediate access to all seven regional rail lines is a nearly unrivaled economic development benefit to the community that needs to be reinforced.

Summary of Key Issues

Although the station area presents a unique opportunity to reinforce transit and enhance connections between the community and the university, many issues must first be addressed. Identified through the analysis of data and public feedback, the following key issues were identified:

- **Station Awareness:** Very few residents use the station; many others do not know it even exists. The station is used almost entirely by students and faculty, which means it is only serving a portion of the potential ridership. While many residents would likely continue to use the bus, many others

would use regional rail if they knew where it went, what it connected them to and that it was safe to use.

- **Safety and crime:** Residents indicated that much of the community, including the station area, is unsafe. Crime data reinforces this perception with higher rates of incidents against persons shown immediately around the station than in the surrounding community.
- **Vacancy:** Too many vacant lots and vacant buildings are visible from the station and along major connector streets like Berks and Norris. The vacancy adds to the negative perceptions of safety.
- **Limited commercial services:** There are no convenience stores, cafes or other related uses at the station, nor anywhere in close proximity. In fact, the closest store is the Friend Mini Market at 8th and Diamond which is frequently closed. The closest retail opportunity not on Temple's campus is a full four blocks away at the Cousin's Supermarket.
- **Poor connections:** Most of the east-west streets that provide connections to the station and between the residential community and Temple University are in extremely poor condition. Sidewalk maintenance, lighting, tree planting and targeted redevelopment of vacant lots are all needed to improve these corridors.
- **Low population density near the station:** While the community has stepped toward the station with new housing development, there are still very few homes within one block of the station. Parking lots and vacant land should be reused for new housing and other uses to bring the community even closer to the station.
- **Low incomes and high poverty rates:** Many families in the community face serious economic challenges that need to be addressed. The plan should consider the needs of existing community residents by integrating access to programs and services around the station.
- **Large number of youth:** 38% of the area's population is under the age of 20, yet there are few play spaces east of the rail corridor.
- **High traffic speeds:** The level of traffic volume is not the major issue here but the speed of traffic is. Deteriorated curbs enable cars to park on sidewalks which makes the streets feel wider and in turn encourages speeding. Several streets are wide by design which also encourages speeding. These characteristics further discourage walking and biking in the community.
- **Parking:** Parking supply is an issue west of the rail corridor where parking lots and all on-street spaces are completely occupied. Parking management is the bigger issue east of the rail corridor where cars are regularly parked on sidewalks directly in front of homes. As noted above, this practice runs counter to TOD principles but is also often the result of concerns about community safety.



Conditions around the Temple Regional Rail Station (clockwise from top left): vacant land next to the rail station, vacant buildings, station entrance at Berks Street, gaps in the urban fabric

The following recommendations are developed to directly address these issues and are grouped into four broad categories:



The Basics



Transportation



Open Space



Development.



The Basics are about keeping the neighborhood around the station clean and safe so that people feel comfortable using the station and walking around the adjacent neighborhoods. This means making sure sidewalks are repaired, vegetation is trimmed, trash is picked up, and there is good lighting and security. In community meetings, safety was cited as the main concern for the area around the station and crime, both real and perceived, the main reason people did not feel comfortable walking to the station. Lack of good lighting, poor maintenance of streets and sidewalks, and vacant lots on the eastern approach to the station make the pedestrian experience feel unsafe and unpleasant. The following recommendations are immediate steps that can be taken to make walking in the neighborhood around the station more attractive.

6.1 Improve police presence at the station

Stepping up police presence at and around the station in coordination with SEPTA and Temple security will send the message to commuters, students, and residents that the area is well monitored and secure. This goal can be achieved in three ways:

- **Coordinate Temple and City police beats**
The area around the station can potentially benefit from the combined forces of Temple University's campus security and the 22nd, 23rd and 26th police districts. Coordinating police beats between these four security forces on targeted streets leading to the station can ensure continuous coverage for the station area. Temple police currently conduct 24-hour patrols of the campus boundaries up to the regional rail line on foot, on bicycle and in cars, and have two campus police stations within the ½ mile radius around the rail station. Enhancing station area coverage with Temple will make it possible to walk there at all times and build the reputation of a safe station.
- **Lobby for bicycle police**
Police that walk a neighborhood beat or patrol on bike are more accessible than those in patrol cars. Adding bike police to the foot and car patrols is an effective way to increase the range and the prominence of the police around the station. Since bike patrols can cover more ground than foot patrols and are highly visible, they will reinforce the message that the police are ubiquitous at the station and in the surrounding neighborhoods.
- **Consider extending Temple's coverage to 9th Street**
As more Temple students move into the neighborhoods east of the station, it is recommended that thought be given to extending the coverage of the

Temple campus police to 9th Street. Temple already has a strong police presence on the western side of the rail station and this measure can provide more complete coverage around the entire perimeter of the station, securing both the western and eastern approaches to the entrances.

6.2 Install pedestrian solar lighting on 9th, 10th, Berks and Norris Streets

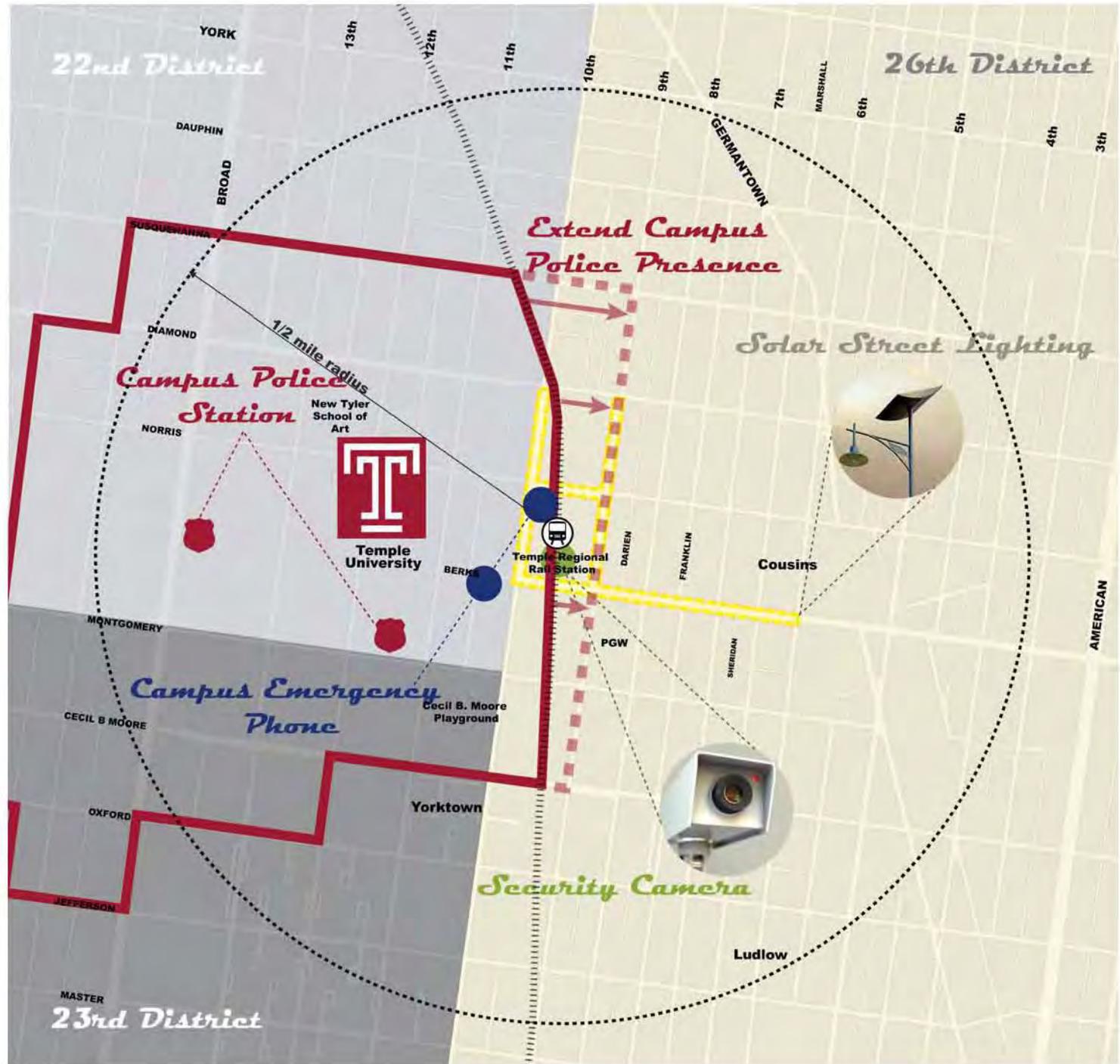
Poor lighting has been cited as a major reason the station area feels unsafe. While Temple University has installed pedestrian lights to the west of the station, the streets immediately surrounding the station are illuminated by auto-oriented lighting only. Targeting the block surrounding the station on 9th, 10th, Berks and Norris Streets for solar-powered pedestrian lighting will increase visibility and safety in all the approaches to the station entrances. Solar-powered lighting is less expensive and offers more flexibility in the placement of the lights when compared with traditional lighting as it avoids the need to hook up to the existing power infrastructure.

6.3 Install video cameras at the station

Another way to send the message that someone is keeping an eye on the station is to install security cameras in strategic and highly visible locations such as the entrances to the station and on the platforms so that riders are aware of their presence. At the Cecil B. Moore station, digital cameras have already been installed and SEPTA police coordinate their security measures with Temple University, which has security cameras on the street outside the station. Cooperation between SEPTA and Temple should be encouraged at the Temple Regional Rail Station to coordinate the installation of new video cameras with SEPTA responsible for those on station platforms.

6.4 Stabilize and seal vacant properties

In the short-term, vacant properties should be properly cleaned and sealed by the city's Licenses and Inspection Department to prevent illegal activities from taking over and having a negative impact on neighborhood safety and quality of life. Preventing such properties from becoming easy targets for illegal use is necessary to achieve a minimum level of security to build on.



Safety recommendations



Transportation

Transportation conditions within the Temple Station area represent a mixture of strong assets and missed opportunities. While the station and supporting bus routes comprise a strong level of transit accessibility, the district is lacking a clear, safe network of pedestrian and bicycle routes to/from the station, limiting its viability as a strong neighborhood-serving asset. While many of the streets and sidewalks are simply in need of basic maintenance, others could benefit from reevaluation of their functionality with respect to various travel modes. There is also a general lack of awareness within the community of the overall value of Temple Station, a situation that could be remedied through aggressive implementation of community outreach and neighborhood signage programs.

Public Transit

6.5 Include area maps and real-time information on the station platform

The following elements should be included as part of a standardized station enhancement program aimed at improving the convenience and utility of using the station as well as associated neighborhood transit facilities:

- Real-time information on the train platforms, station entrances, and at key neighborhood bus stops. SEPTA has a track record of placing real time information on regional rail station platforms. Extending this initiative beyond station platforms and into the surrounding neighborhood will require a greater degree of technical coordination and effort. A feasibility study should be completed to determine the requirements, barriers and potential timeframe for implementing such an idea.
- Area maps (on both train platforms), showing:
 - o bicycle routes
 - o local destinations
 - o recreation areas
 - o bus connections
 - o government services
- SEPTA system map (on both platforms).
- Posted bus route information at the bus stops, partially as a backup to the real-time information system. This should include a route map and timetable.
- A designated area for posting travel alerts, such as bus detours and service interruptions.



Examples of real-time passenger information, area maps, and transit system maps.



Examples of bike parking facility, station beacon, PhillyCarShare parking, security camera

6.6 Install new station “beacons” at the station and key intersections

These should be highly noticeable “beacons” clearly marking the station as a major SEPTA facility. Such an approach can at once celebrate and advertise the transit station. While SEPTA’s station entrance includes the SEPTA logo and supporting information, there may be opportunity to incorporate additional architectural and artistic features into the station-area design creating a more significant “gateway” to the system. The creative lighting of these features at night could further enhance their visibility from a distance while also improving the brightness/safety of the public streets/plaza directly adjacent to the station. These should be supported by clear, attractive directional signs (pointing to the station) spread throughout key locations in the surrounding transit-oriented district.

6.7 Designate space next to the station for supporting amenities

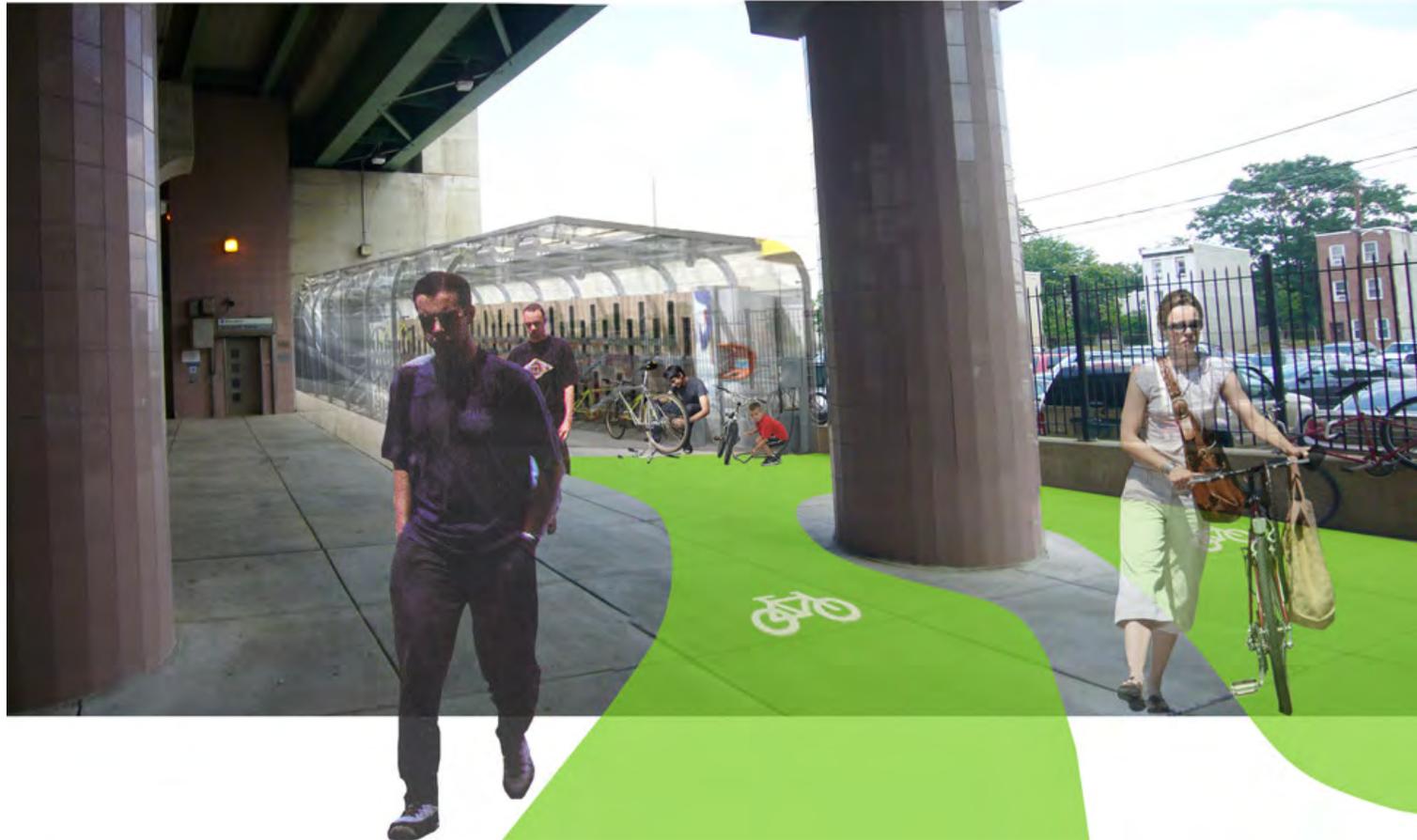
The following elements should be incorporated into the station’s immediate surroundings, where possible:

- At least one designated, on-street carshare parking space.
- Covered parking for at least 10 bicycles.
- Bikeshare apparatus when this program is initiated in the city.
- Designated kiss-and-ride (15-minute) parking space along the curb in the immediate vicinity of the station. This area should be large enough for 2 vehicles and preferably located nearest the outbound platform.

With respect to ensuring maximum convenience for bicyclists, the bike/bikeshare parking area should include posted bicycle maps indicating the designated safest routes between the station and nearby destinations.

6.8 Use the plaza for new bike parking

The open plaza directly beneath the railway viaduct at Temple Station represents an underutilization of available land resources. In particular, the open paved space just east of the current ticketing booth (i.e. the northeastern quadrant of the open space framed by Berks Street and the SEPTA entrance) currently exists as a relatively undefined open plaza area. It is recommended that this particular location would be better utilized as a large bicycle parking-area that is well-defined, well-lit, and fully covered by the overhead railroad viaduct.



Temple Regional Rail Station
Top: Existing plaza
Left: Proposed bike garage



Call 215-580-7800 for real-time information.

on your mobile or PDA, visit:
<http://trainview.septa.org/pda/>
<http://trainview.septa.org/mobile/>

go on-line:
<http://trainview.septa.org/>
<http://septime.org>
<http://isepta.org>



When is your train coming?

Example signage for informational campaign

6.9 Create a public awareness campaign

The Temple Station is by-and-large an underutilized resource with respect to neighborhood (i.e. non-Temple-affiliated) residents. Although it offers direct, efficient access to Center City, University City, the airport, and many suburban areas, statistics have shown that few APM residents regularly make use of the station. In part, this underutilization results from:

- Lack of information about the destinations/connections available via the regional rail system.
- Lack of awareness within the community that the rail station is available for local (i.e. intra-city) travel.
- Uncertainty about scheduling due to lower regional-rail service frequencies vis-à-vis the Market-Frankford Line, Broad Street Subway, and local buses.
- Lack of clarity of connections between buses and the rail system.

Potential means of remedying these issues include:

- More service particularly during the course of the day beyond peak hours.
- Build upon SEPTA's community education initiatives to inform the community about local service.
- Actively promote new services like tranview (trainview.septa.org) and coming soon - busview - which provides more information at the fingertips of residents.
- Use of real-time electronic information systems to extend the reach of the system into the public consciousness, with key information nodes at not only the station itself but also in key "community" locations such as the Cousins Supermarket.



Gateway signs on the rail overpass



6.10 Be aggressive about new signage

Potential distribution of transit-focused signage throughout the station area can include:

New real-time information displays at strategic locations within the neighborhood, both for buses and trains, tied directly to SEPTA's GPS-based information system.

- Large signs at key intersections promoting the station.
- Use of the railroad overpass crossing Berks Street as a signature “gateway” to the neighborhood.

The inclusion of real-time information displays at strategic points within the neighborhood (i.e. the supermarket) would help to create a presence for the transit system within the consciousness of the resident populace. As the transportation demands of the community are varied, this system could be linked to bus as well as rail information.

In effect, the goal of such informational outreach would be to allow residents to make informed decisions about their travel choices, including:

- Whether to wait for their bus for short trips vis-à-vis walking.
- Whether to use public transportation vis-à-vis other travel options.
- Deciding which mode (rail, bus) would be most efficient toward getting to a specific destination.
- Whether there is time to run an additional errand before the bus/train arrives.



Examples of real-time passenger information signs





Example of bus shelter and real-time passenger information display

6.11 Promote Bus-Train Interconnectivity

“Transit-oriented” developments are not limited to train stations only...bus stops are also important elements within TODs, particularly at major stops with higher-than-average daily boardings.

The combination of a primary, rail-based TOD with a number of supporting improvements to critical bus stops can, in effect, extend the influence of the transit district to encompass a more extensive, integrated transit-priority district.

The priority bus stop enhancements include:

- shelters
- benches
- good lighting
- real-time information

Shown here is a potential example of enhancements to the bus stop at Berks and 8th Streets. These types of upgrades should be considered for installation at all high-use bus stops, as well as those located near major community facilities.

In addition to bus stop improvements, SEPTA should also consider changing the route for the 47 bus to include a stop at the Cousin’s Supermarket. Currently, this major north-south route does not directly connect to the market.



Berks and 8th Streets

Top: Existing intersection

Right: Proposed bus stop improvements



6.12 Trim sidewalk overgrowth and repair curbs

The area surrounding Temple Station suffers from a basic fundamental inattention to the quality of sidewalks and pedestrian areas. Overgrowth of sidewalks with weeds is a common condition, and should be cleared as a component of the TRID action plan.

Curbing should be at least 6 to 8 inches high to prevent chronic on-the-sidewalk parking. On-street parking is a critical element of traffic calming, but is ineffective when it is pulled off the street surface.

Moreover, where there is not sufficient space within the right-of-way for a solid buffer between pedestrians and moving cars, a “thin buffer” (i.e. bollards) should be installed within 12 to 18 inches of the curb face.

6.13 Improve crosswalks

The interconnectivity of the pedestrian system is a key element of the overall realization of optimal transit-oriented station-area development. As the key car/pedestrian “conflict” areas, careful attention should be given to all crosswalks, with respect to:

- **Visibility:** All crosswalks should be of a quality and width that makes them clearly visible from all traffic approaches.
- **Placement:** Crosswalks should connect all corners of all intersections. In many existing cases, a single crosswalk is “missing” in an attempt to squeeze excess traffic capacity from the intersection.
- **Maintenance:** Crosswalks should be regularly re-striped, lest their visibility be compromised over time. In areas of excessive traffic flow—leading to rapid fading of the crosswalks—treatments that are permanently embedded in the asphalt should be considered for installation since they are more durable in the longer term.

These measures would be supported by the geometric intersection modifications proposed in Section 6.15.





*Darien and Norris Streets
Top: Existing intersection
Left: Proposed streetscape improvements and colored bike lane*

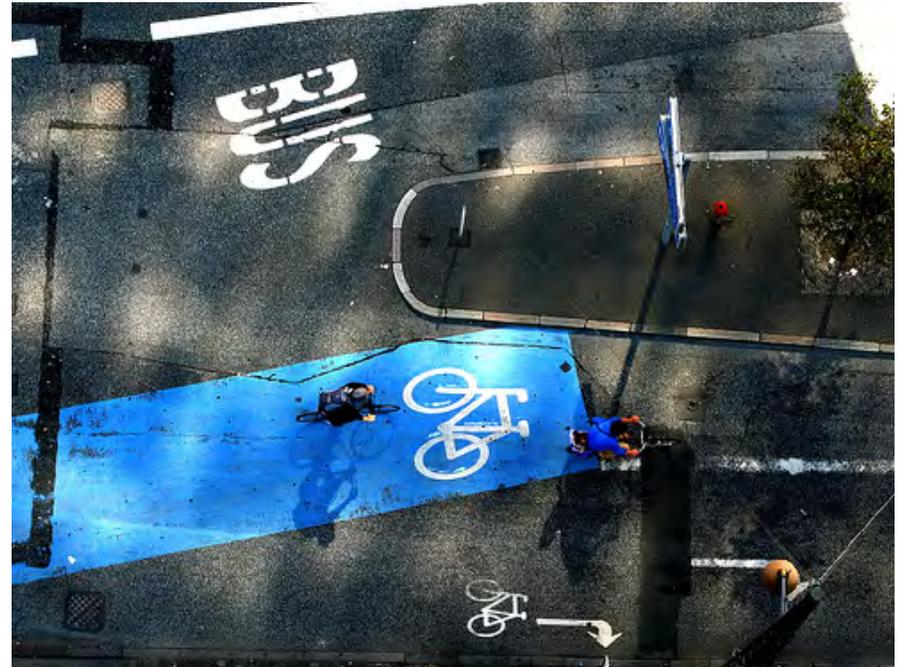
6.14 Enhance the bicycle network

The Temple station-area has a low proportion of bicycle lanes vis-à-vis many areas of the city, even given the large bicycle trip-generator of Temple University along with other potentially bicycle-supporting facilities within the neighborhood. The existing system is discontinuous, and insufficient for accommodating safe bicycle circulation through the neighborhood as well as to/from the station.

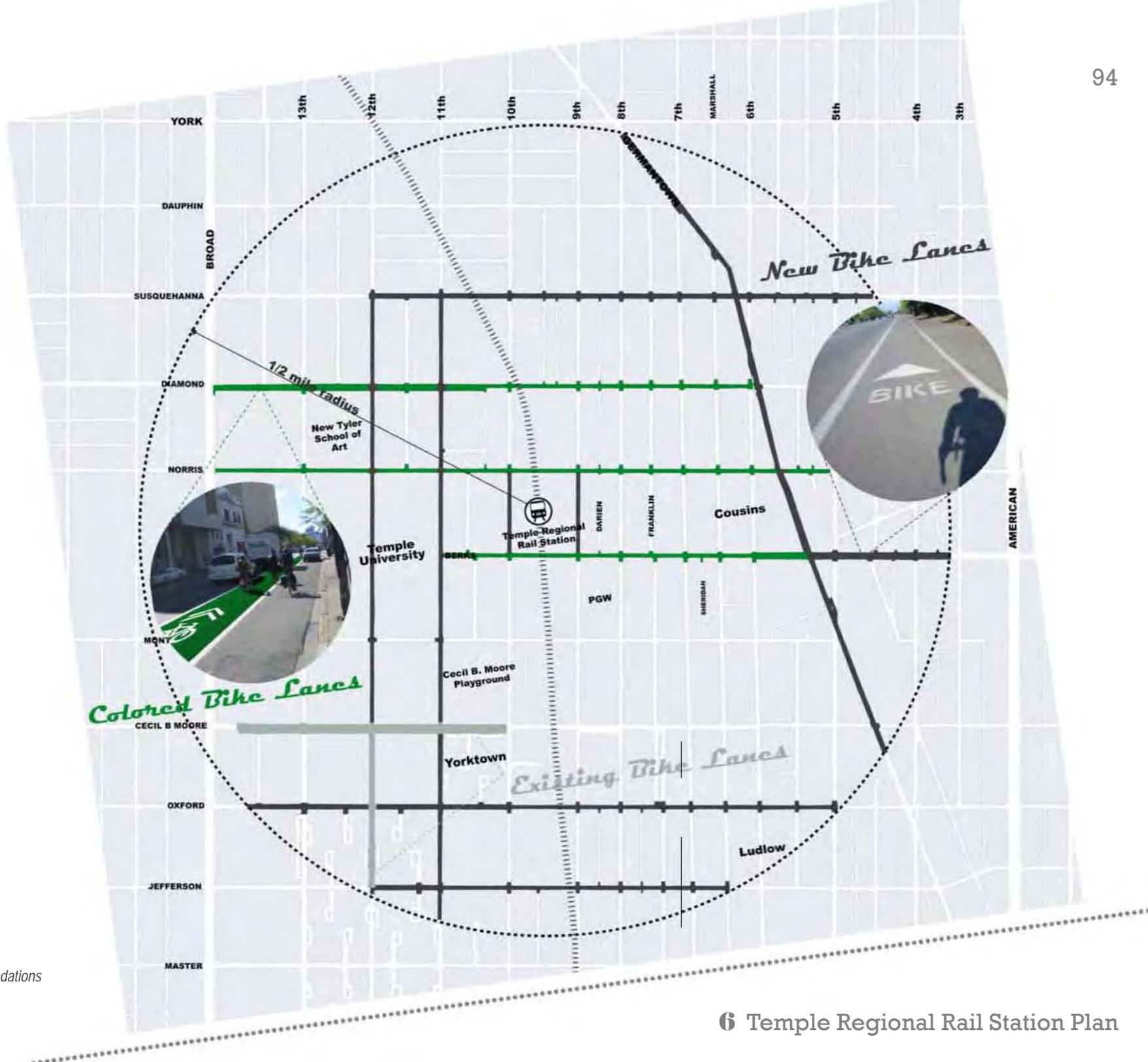
Shown is a proposal for further development of the network of bicycle routes, based on:

- Connectivity of routes.
- Service to key activity generators, including Temple Station.
- Availability of roadway space for dedicated bicycle lanes, either by re-sizing traffic lanes or potentially reducing the number of lanes if permissible based on levels of traffic.

Given the emphasis on sustainability in the TRID program, it is recommended that an aggressive approach be taken with respect to bicycles within the area, including the potential for painting the bicycle lanes green, or instituting some other type of effective, high-visibility, durable color/texture combination on east-west streets that connect to the station.



Examples of colored bike lanes from Vancouver (top) and New York (bottom)



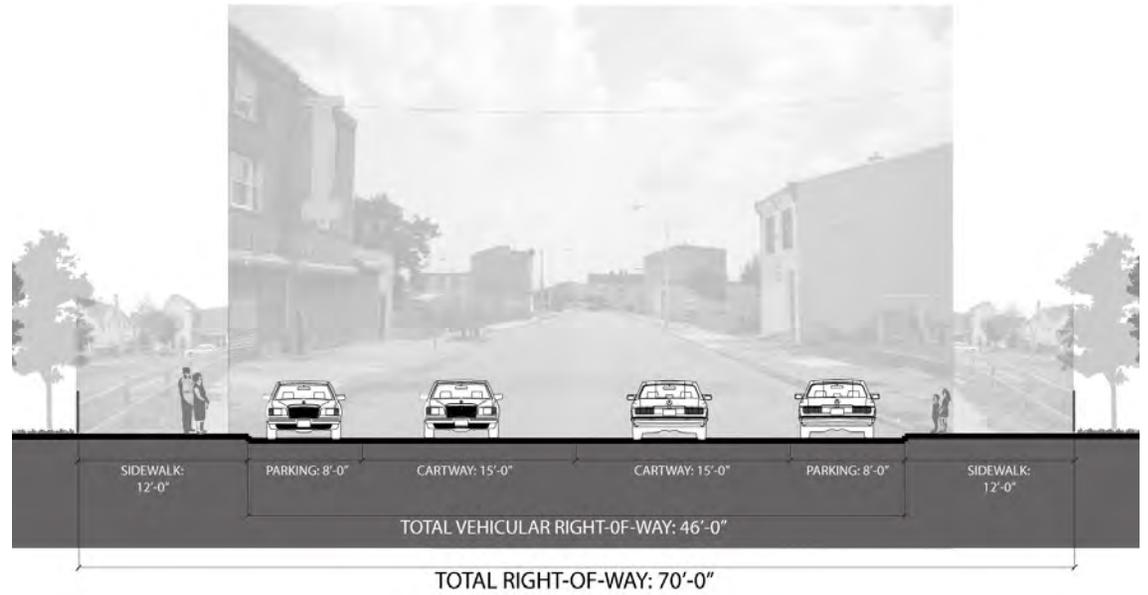
Bike network recommendations

6.15 Reclaim unused asphalt on east-west streets

A number of the east-west streets within the Temple station area are wider than necessary to handle their actual traffic requirements. This leads to high traffic speeds as well as limits the width of pedestrian and bicycle facilities. A redistribution of street space is recommended for:

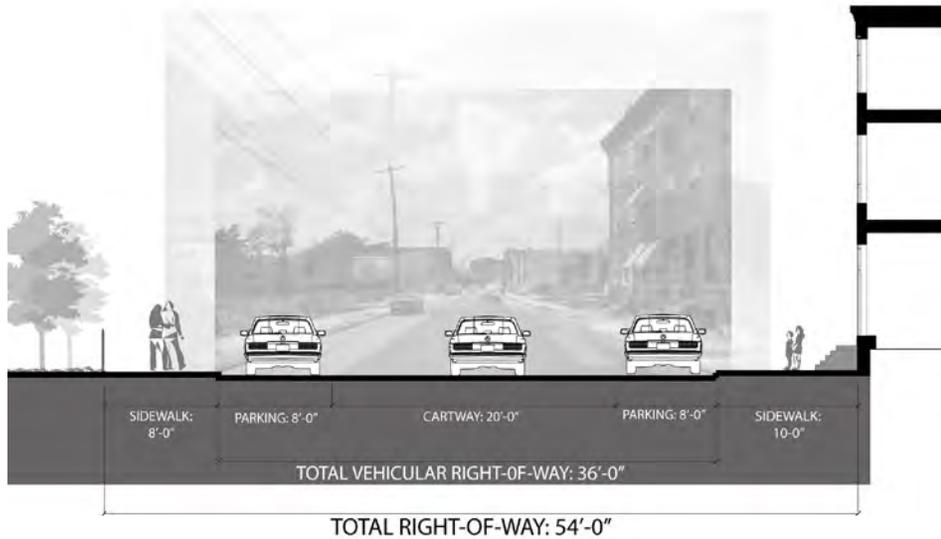
- Berks east of 6th Street
- Diamond Street
- Susquehanna Street

In particular, Berks Street to the east of 6th Street has a very wide cross-section and therefore represents an opportunity to reallocate street space to various amenities. This section of Berks Street could eventually take the form of a “boulevard-type” cross-section with elements that include:



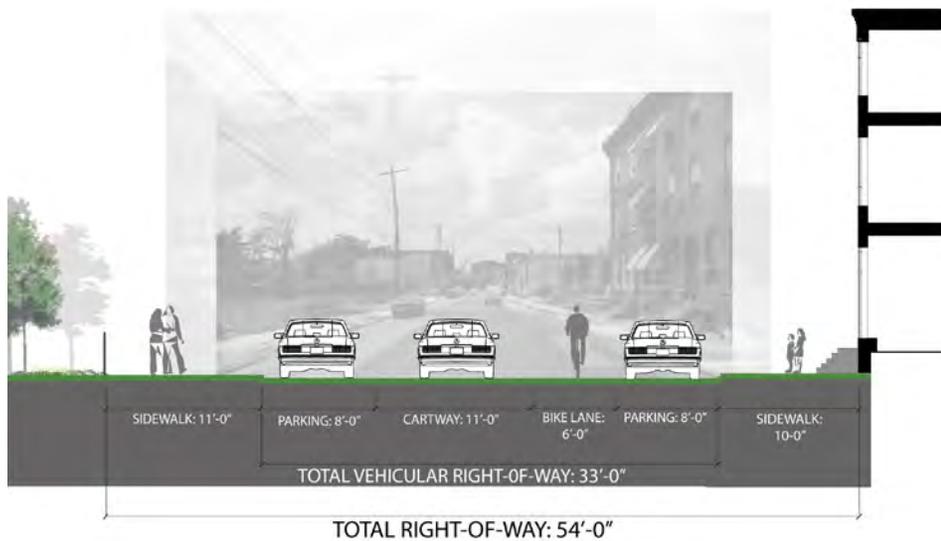
6th and Berks
 Top: Existing intersection
 Top right: Street section showing existing cross-section
 Bottom right: Proposed travel lane reduction, median, colored bike lane and landscape buffers





- Wider sidewalks.
- Landscape “buffer” along the edge of the sidewalks.
- Bicycle lanes.
- Landscaped median, potentially serving as a neighborhood gateway.

This is particularly important since Berks Street is the primary connector between two of the station-area’s main activity generators: Temple Station and Cousins supermarket. The establishment of a strong pedestrian environment along this link would help to create a main signature street for the neighborhood.



Susquehanna Street
 Top: Existing street
 Top left: Street section showing existing cross section
 Bottom left: Proposed travel lane reduction, wider sidewalks and bike lane



Germantown Avenue

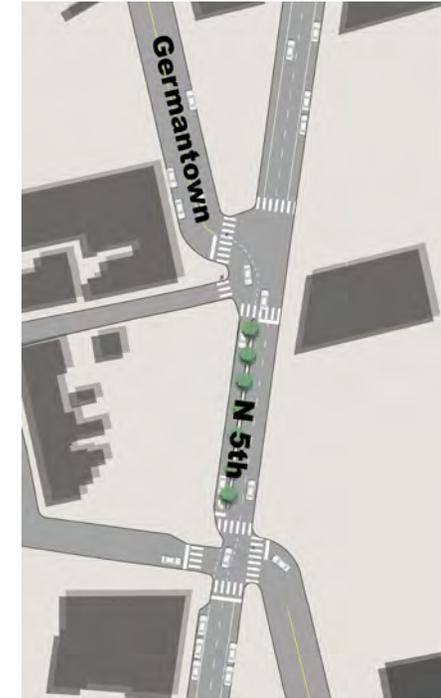
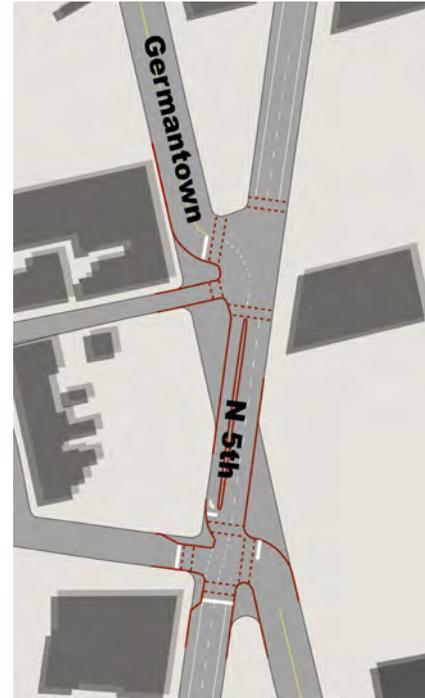
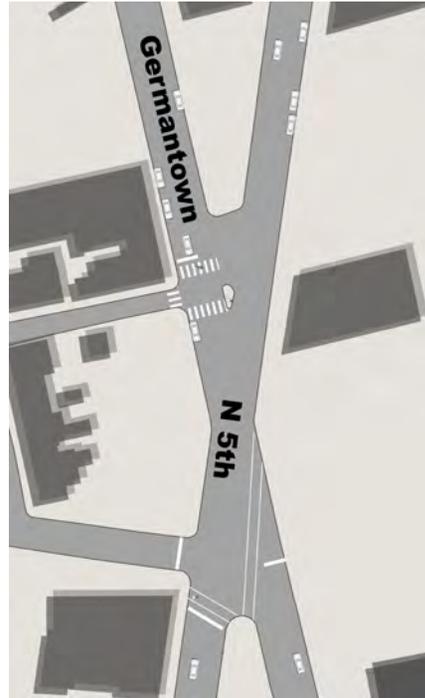
6.16 Humanize the Germantown intersections

Several intersections along Germantown Avenue are unsafe for pedestrians, due partly to their unusual geometry and partly due to over-accommodation of traffic volumes at the expense of other street users. These include:

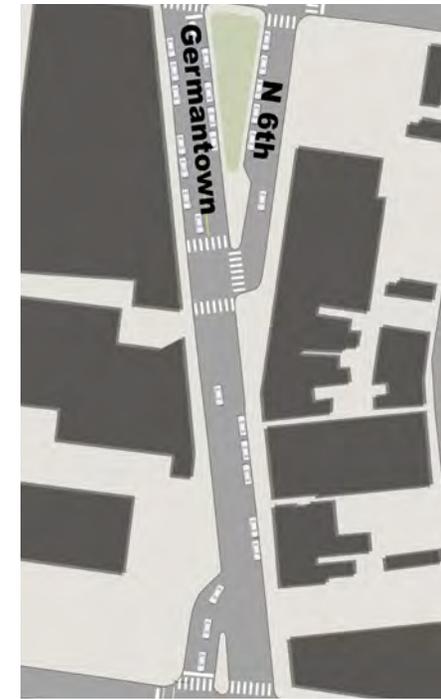
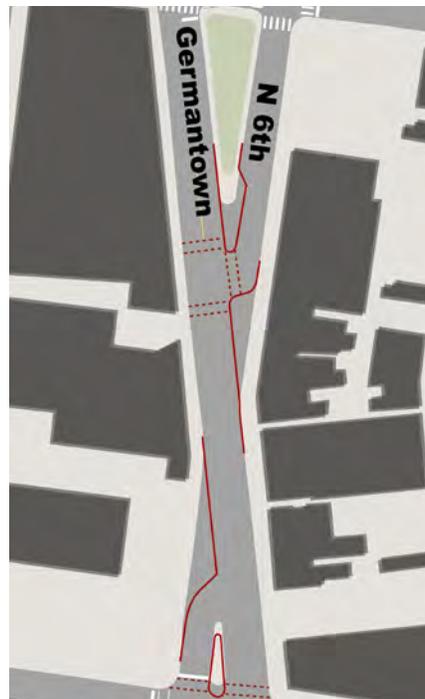
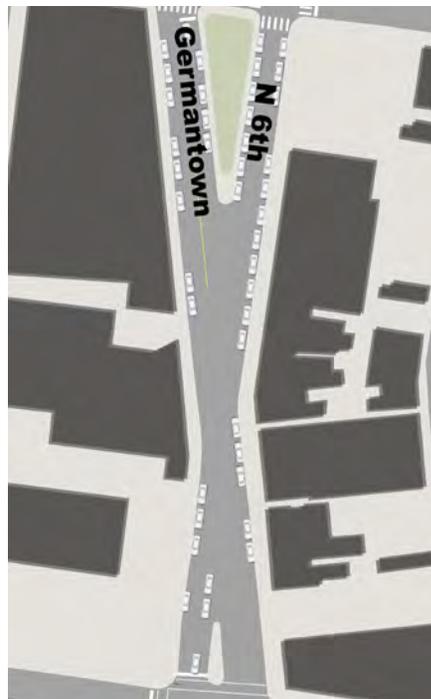
- Germantown Avenue and 6th Street
- Germantown Avenue and 5th Street

Re-conceptualization of each of these intersections is predicated on the following principles:

- Reorientation of the intersecting streets to eliminate unclear “merging” alignments, creating in their stead a series of urbanized, right-angle intersections.
- Minimal curb radius to ensure slow vehicle turning movements and minimal length of pedestrian crossings. This minimal radius should assume that the designated design vehicle could encroach upon adjacent lanes and turn into the entire receiving area.
- Curb radius of zero (or as close as possible given site-specific drainage requirements) on corners that are not subject to turning movements (often the case with one-way streets).
- Bump-outs across parking lanes wherever possible, to slow vehicle turn movements and shorten pedestrian crossings.
- Clear marking (and good maintenance) of bicycle lanes at all conflict points, i.e. wherever motor vehicles regularly cross the alignment of the bicycle lane.
- Extension/maximization of all traffic islands where possible, to exert maximal control over traffic/turning speeds and to optimize the pedestrian refuge areas.
- Minimal cartway widths and elimination of excess (“unused”) paved space to better channelize and improve the predictability of vehicle movements.
- Crosswalks clearly striped across all corners regardless of pedestrian volumes, partially as a visual traffic calming feature and partially as protection against unexpected pedestrian movements (i.e. jaywalking) that could otherwise take place.



5th Street and Germantown Avenue
Far Left: Existing street section
Middle: Proposed realignment
Left: Potential new intersection



6th Street and Germantown Avenue
Right: Existing street section
Middle: Proposed realignment
Far Right: Potential new intersection

Parking

6.17 Institute a permit parking zone around the station

Temple Station is intended to be a neighborhood-oriented transit station, with walking, bicycling, and connecting transit as primary means of access. However, as with any major transit facility, it could soon face increased usage as a de facto “park-and-ride” station by residents of surrounding redeveloping neighborhoods, which would have the following drawbacks:

- Increased traffic on surrounding streets
- Abuse of on-street parking in the vicinity of the station
- Related implications on pedestrian and bicycle usage

The potential growth in use of Temple Station as a park-and-ride facility goes directly contrary to the TRID objective of enhancing the neighborhood-orientation of the station. As a result, it is important that Temple Station incorporate a variety of features to discourage its use as a park-and-ride facility, including:

- Designation of a permit parking zone within two blocks of the station: Such a permit zone would prohibit parking for more than 2 to 3 hours for anyone not displaying the proper “zone” permit, which would be only available to residents living on the streets directly contiguous to the station. This would preserve on street-parking for residents and station-oriented retail.
- Separation of the proposed parking zone from that of any other nearby parking district, i.e. the proposed permit parking zone would receive its own numerical designation. This is an important consideration because it would help prevent abuse by residents of adjacent neighborhoods who could otherwise walk, bike, or bus to the station. For Temple Station, this criterion would be most pertinent if any parking-permit programs were to be introduced in the redeveloping residential areas adjacent to Temple University.

Office workers and students would be free to use any on-street parking more than 2 blocks from the station—which is far enough away to discourage park-and-ride.

6.18 Create new on-street parking by consolidating curb cuts

Many blocks within the station area are punctuated by a large number of curb cuts that, in addition to damaging the pedestrian continuity, preclude on-street parking. This is an example of the “leftover” traffic-first street/site-design paradigm that dominated the second half of the twentieth century, as well as remnants from the strong industrial past of portions of Germantown Avenue and adjacent streets.

However, with the recent re-focus on maximizing the quality of pedestrian conditions, it is important that the number and width of curb cuts be reduced as parcels are redeveloped with more pedestrian-oriented uses. The resultant increase of on-street parking on these blocks, particularly those identified in the diagram, supports the re-emerging pedestrian orientation of the district in two primary ways:

- It creates a solid physical buffer between pedestrians and traffic lanes.
- It supports the viability of sidewalk-fronting retail.

Opportunities should also be explored for increasing the on-street parking supply by reconfiguring the existing streets, potentially in conjunction with traffic-calming goals.

6.19 Require at least one car-sharing space per development

PhillyCarShare is the largest regional carsharing program in the country, and has spurred a city carsharing culture that continues to change the way residents feel about the necessity of owning a car. PhillyCarShare recently surpassed 50,000 members and 500 vehicles. Meanwhile, this success has led to concomitant fleet increases by the for-profit Zipcar to 110 vehicles in the region. PhillyCarShare estimates that each of its vehicles eliminates approximately 26 to 31 private cars from the streets.

As a result, it is recommended that each new development (which includes off-street parking) within the Temple Station area contribute at least one space toward this ever-growing carshare program. Sample legislation being developed by the Philadelphia City Planning Commission envisions the potential for a reduction of 5 general-use, code-required parking spaces for every carshare space provided, and the possibility of an “overlay” requirement in certain areas for 1 carshare space for every 50 residential units. These figures are consistent with the initial carshare legislation in San Francisco, which is at the forefront of carshare-related legislation.

This sort of an aggressive approach to carshare would further help support the multi-modal redevelopment goals of the Temple Station Area. Furthermore, designation of on-street spaces for carshare in strategic locations should also be considered as the station-area develops.



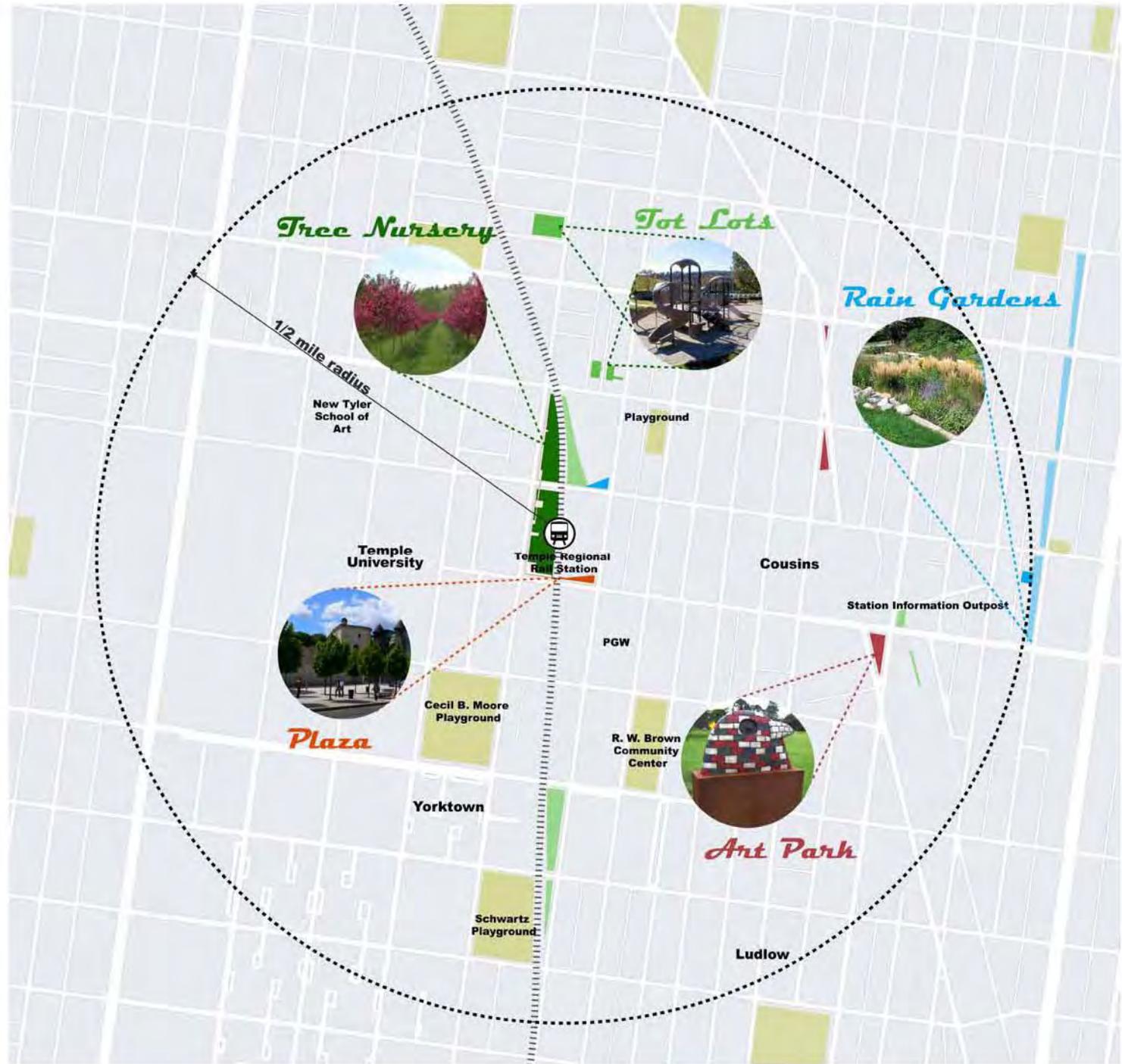
Parking recommendations



Open Space

The neighborhoods around the Temple Regional Rail Station are in great need of green and open spaces. The area's tree coverage falls far short of the Mayor's stated goal and large parts of the community are completely lacking trees. Where trees exist, most are not street trees but those found in backyards or vacant lots. Accompanying the lack of green is a shortage of recreational spaces, particularly detrimental in a neighborhood with a high percentage of children and youth. Greening the neighborhoods means planting street trees and gardens, rehabilitating recreational spaces and building new ones, and activating existing open spaces. These measures not only improve the quality of life for residents by providing visual relief and recreational opportunities, but also improve the environmental quality of the neighborhood by minimizing stormwater runoff, providing shade, and reducing the amount of impervious surfaces.



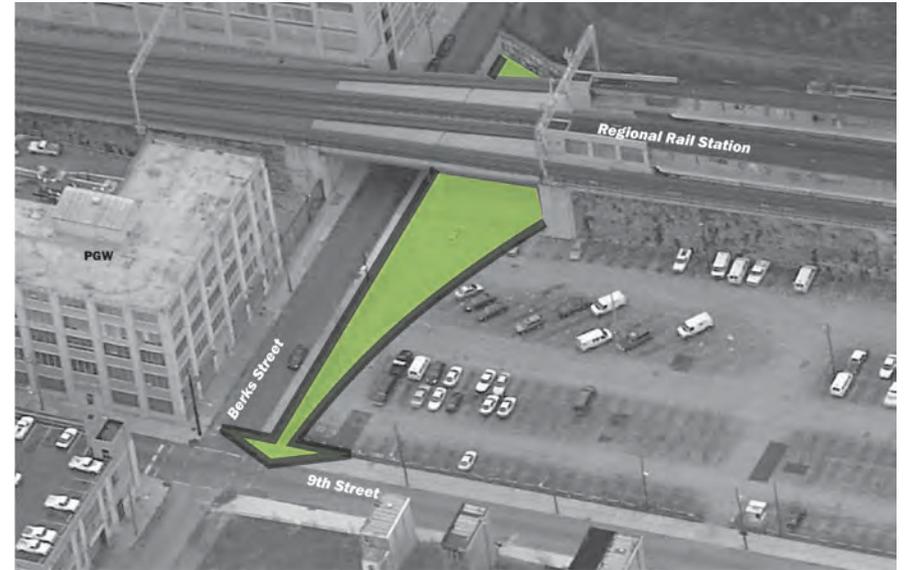


Open space recommendations

6.20 Improve the station plaza and extend it east

The large plaza area at the station entrance on Berks Street is an underutilized space that can serve as an open space asset and meeting place for the communities around it. The plaza can even be extended beyond the station entrance to 9th Street to increase the station's visibility from the eastern approach. Our recommendations present three ideas which underscore the need to make the plaza an active space for commuters and residents alike.

- **Create a “sidewalk oasis”**
 Make a dramatic statement with plantings that are a focal point for people on the ground and also visible to riders on the train above. Bamboo, depicted here, is a fast and tall growing plant that is easily maintained and comes in a variety of shapes and colors. Plantings in the plaza provide shade and seating opportunities to make the area a comfortable place to wait – for the train, a ride, friends – or just to sit and relax.
- **Install an outpost for community services or interactive uses**
 This could be an outpost for the APM's services or a technology center, which could also point the way to the main branch for riders coming out of the station. An outpost offering high visibility and easy accessibility at a trafficked location is instant advertising. Alternatively, a web radio station/ DJ booth could pool the resources of Temple's media students and local residents, functioning as a storefront-style booth that passersby can engage with. Storycorps, a national oral history project on American life that is archived at the Library of Congress and selectively broadcast on public radio, is another model for an interactive use at the station.¹ Storycorps sets up recording booths around the country that can be rented out by users to tell their story.
- **Add a coffee kiosk or other vendor**
 Since there is no retail near the station, vending kiosks would generate activity at the station. Typical station retail amenities such as coffee, food, newspapers and magazines, as well as seating could be used by commuters and residents alike.



Potential expansion of Temple Regional Rail Station Plaza to 9th street



Existing Temple Regional Rail Station Plaza

1

<http://www.storycorps.net/about>



Temple Regional Rail Station Plaza potential improvement as a sidewalk oasis



Temple Regional Rail Station Plaza potential improvement with outpost



Temple Regional Rail Station Plaza potential improvement with coffee kiosk

6.21 Fill the gaps in the Urban Forest

Adding trees along major streets around the station greatly improves the experience of walking and creates green pathways that visually point to the station. The area around the station is lacking in street trees, with existing tree coverage occurring mainly in the stabilized vacant lots and the interiors of blocks between and behind houses. All of the east-west streets around the station from Susquehanna to Montgomery, as well as 9th Street should be targeted for a coordinated street tree planting scheme that ties into landscaping for the station plaza. In addition to aesthetic improvement, street trees bring value to the community in the form of reduced energy costs by providing shade, stormwater absorption, air filtration, increased property values and more attractive sites for retail.





Strategic street tree planting



Top: Educational signage in Temple Regional Rail Station area
 Bottom: Examples of rain gardens



6.22 Install new rain gardens to manage stormwater

Rain gardens are planted depressions that reduce flooding and water pollution by capturing excess stormwater, storing it and allowing it to sink back into the ground or be absorbed by plants. Rain gardens range in size but are small enough to be planted in yards, along streets, in parking lots, in medians or in curb bump outs. In heavy rains, stormwater flows from rooftops, streets, driveways, parking lots and any other non-porous surfaces into the city's sewer system, where it can result in flooding, and washes trash and other contaminants into the city's waterways. The planting and maintenance of rain gardens can also have a positive social impact by offering community gardening and educational opportunities, beautifying the neighborhood, and adding to the community stock of usable open space in the case of larger gardens.

Stormwater management already has a presence in the neighborhood. A PHS stormwater pilot project is currently in place along 3rd Street from Berks to Dauphin Streets and PHS, the Philadelphia Water Department, the Department of Environmental Protection and the Neighborhood Transformation Initiative have combined forces in a public education program that has distributed signboards about stormwater in English and Spanish throughout the neighborhood. Another key location that would be suitable for a rain garden is at 9th and Norris Streets on a triangle of land below the existing elevated parking lot on the northwest quadrant of the intersection. This location could also host a sitting area and prominently advertise the Norris Street station entrance less than a block away.



9th and Norris Streets

Left: Existing streetscape

Top: Potential improvements with rain garden, colored bike lane and signage

6.23 Reuse the vacant viaduct as a tree nursery

The viaduct is a rare opportunity to transform existing infrastructure into green infrastructure. Using the viaduct as a tree nursery has manifold benefits: it can provide local jobs, offer educational opportunities, minimize the effect of impervious surfaces, produce locally-grown trees to fulfill local planting needs, and create a garden in the sky. On a level with the regional rail train tracks, a planted viaduct would offer riders their first glimpse of the neighborhood – a striking elevated landscape. To maximize the open space possibilities of the site, the walls and ramps of the viaducts can be made more permeable to allow for seating areas and shaded nooks.

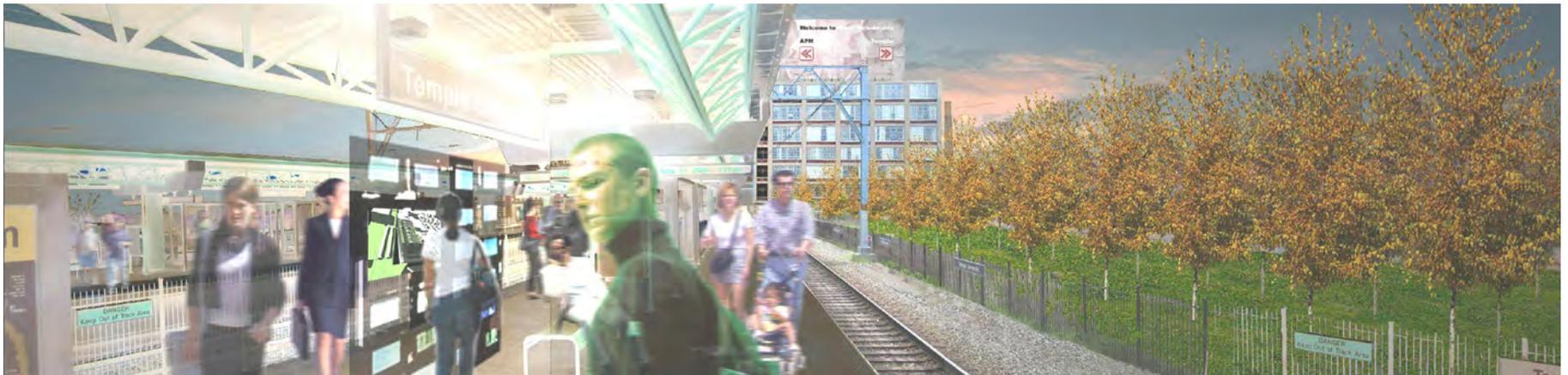


Viaduct as tree nursery

Top: Existing viaduct

Right: Potential reuse of viaduct as tree nursery and open space

Below: View of viaduct nursery from rail platform





6.24 Invest in improving existing public and school playgrounds

Given the limited resources for youth and children in the neighborhood, existing recreational facilities – public playgrounds and recreation centers as well as school grounds – should be improved and commitment made to maintain them. This includes creating an improvement plan for the R.W. Brown Recreation Center and the Ferguson and McKinley School playgrounds.

*Top: Neighborhood playground
Bottom: Examples of public and school playgrounds*



6.25 Distribute new tot-lots evenly through the neighborhood

Since resources for large-scale park construction are limited, small tot-lots should be developed throughout the neighborhood to give the large population of children and youth much needed space to play closer to where they live. Tot-lots require far less land than recreation centers and playgrounds and should be built throughout the neighborhood with the aim of ensuring each residential area is within an easy walk to one. The conceptual site plan identifies a number of opportunities for transforming currently greened lots into tot lots or creating new play space in tandem with new development.

6.26 Reclaim traffic triangles as art parks

Germantown Avenue cuts diagonally through the neighborhood, leaving odd-shaped triangles in its wake. Some of these spaces have already been claimed as pocket parks with seating. This trend should be supported and expanded as part of the neighborhood's open space strategy. Triangles too small to incorporate seating or other active uses can house art installations or landscaping that adds to the visual interest on the street.



Top: Example of public art
Bottom: Example of tot-lot

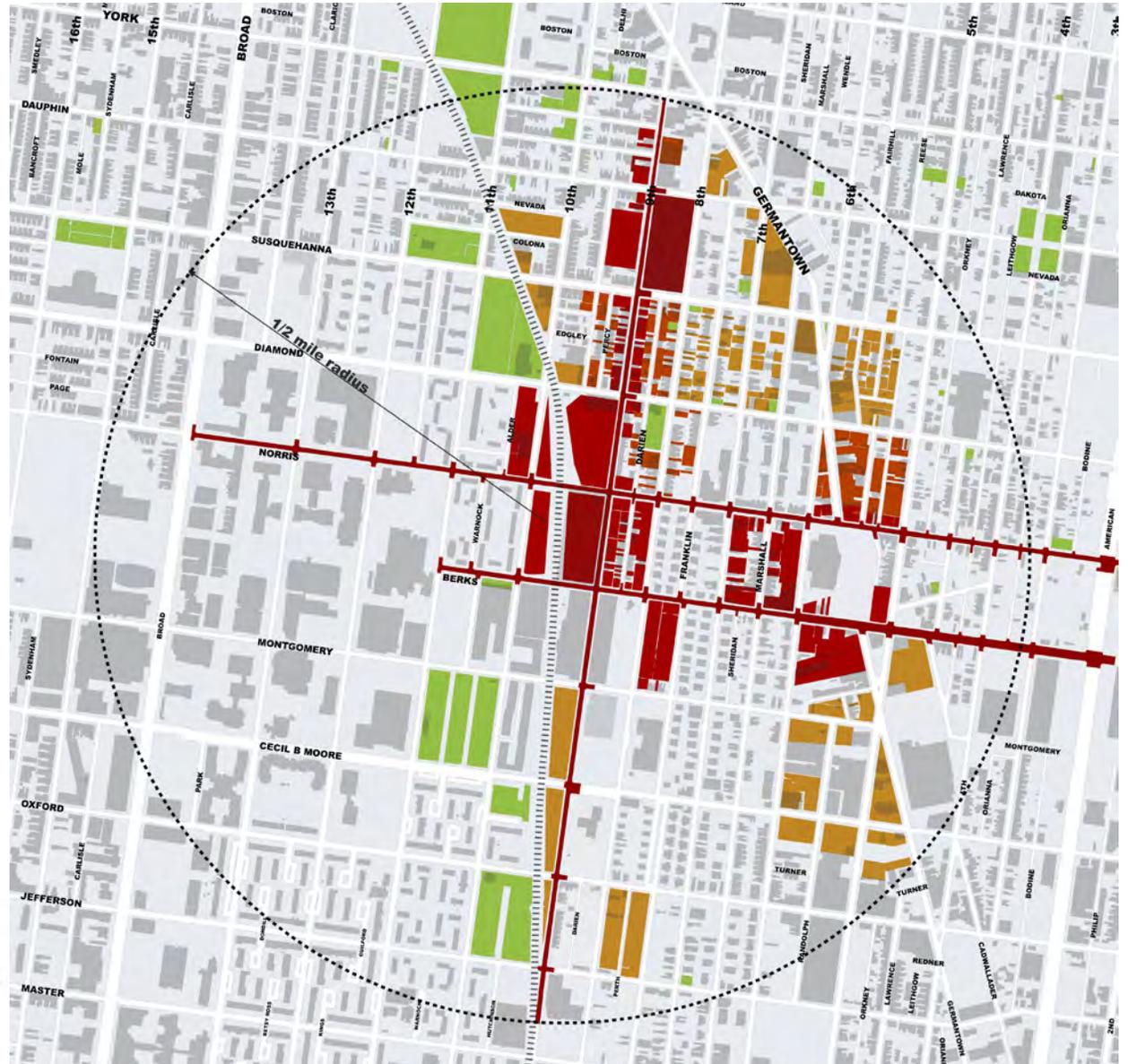


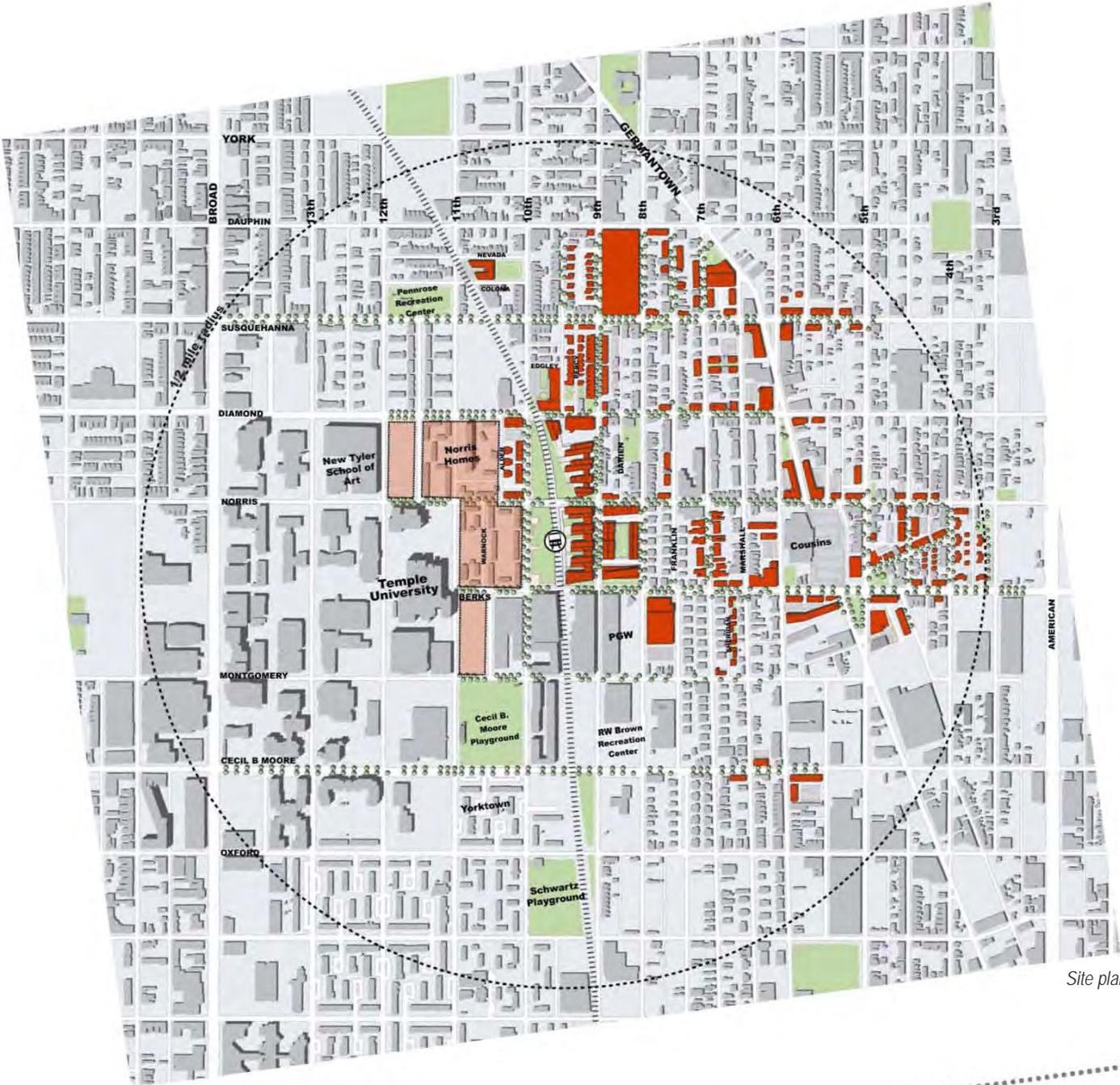
Development

The development potential around the Temple Regional Rail station represents a significant opportunity for the community and the university. The plan identifies key development sites along the three primary streets that serve the station – Berks, Norris and 9th Streets. The priority development areas are facing these streets and on property between Berks and Norris stretching from the station, past the Cousin’s supermarket to 3rd Street. Given the large extent of vacancy in the community, the site plan also targets larger concentrations of vacant land through the ½ mile study area. The resulting plan illustrates the potential for new mixed-income homes, community-supporting retail, office space, new and improved parks, and institutional uses which will significantly improve the community and build up demand for the expanded use of public transit.

- Opportunities
- High Priority
 - Medium Priority
 - Low Priority

Key sites





Site plan

6.27 Concentrate mixed-use development around the station

Redevelopment of the immediate blocks around the rail corridor will be a catalyst for encouraging additional development and improved use of the station. The Metamorphosis CDC has already developed a plan for the development of the vacant site on 10th Street between Norris and Diamond Streets. This development should be supported as it will be the first to capitalize on the station's location. The two other primary opportunities are the parking lots along 9th Street between Berks and Diamond Streets. Redevelopment of the publicly owned parking lot between Berks and Norris Streets is a priority due to its location next to both station entrances.



Station area sites



Site plan for core station area development

1. City parking lot - priority development site for housing, retail and office
2. Darien Block - new housing
3. PGW parking lot - new housing and retail
4. Proposed Metamorphosis CDC development
5. Proposed Hope Partnership for Education Elementary School
6. North 9th Street - New infill and rehabilitation

The approach includes:

- A series of structures oriented perpendicular to the rail corridor to allow views through the site to the community and reduce the impact of rail noise on the development. The spaces between the buildings should be designed to accommodate an accessible green roof on top of the parking garage located at the rear of the property against the rail corridor.
- Both student and affordable housing. The design of the site as separate buildings would allow each one to accommodate a different market and obtain separate financing.
- A focus on mixed-use development along both Berks and Norris Streets. A small store with housing on the upper floors should occupy the Norris Street frontage. The Berks Street frontage should maximize retail frontage at the ground level with housing (as shown) or office space above.
- A new plaza that links directly to the station entrance on Berks Street. The development should step back from Berks Street to allow a plaza that connects directly to the existing station plaza and entrance.
- Greater densities of between five and ten stories. These heights will provide a bridge between the taller structures on Temple's campus and the scale of the neighborhood a block away.

Following this approach, the site could accommodate 200 units of housing, 20,000 sq. ft. of retail, a civic plaza, and up to 240 parking spaces on three levels of parking.

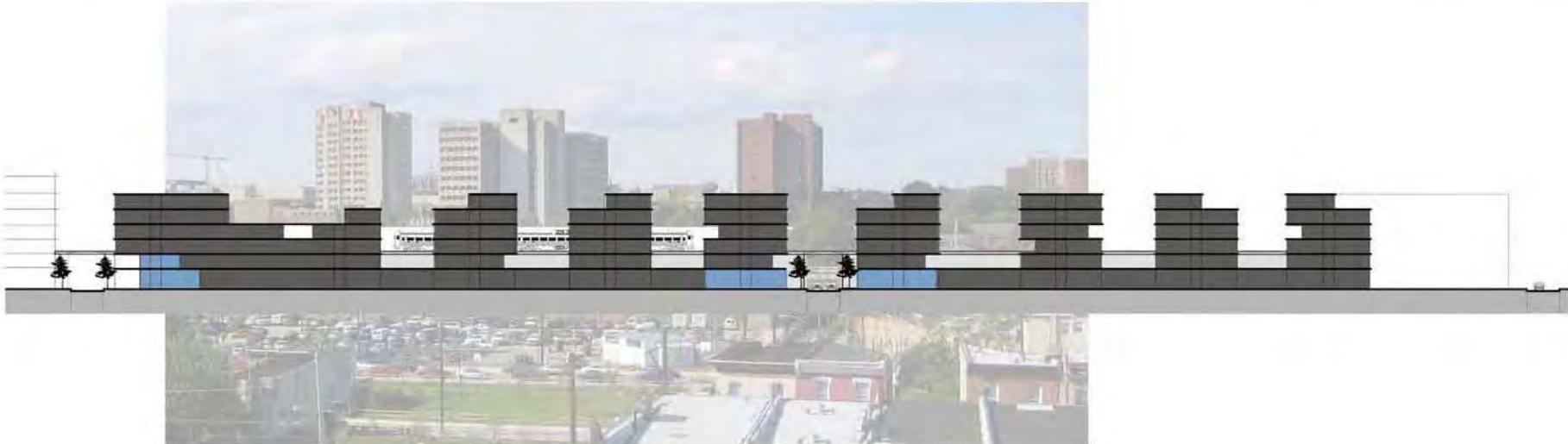
A similar approach is shown for the parking lot between Norris and Diamond Streets. This lot, currently used for PGW truck parking, should be redeveloped primarily for housing with a small retail space facing Norris Street. Reuse options should be explored for the historic building on the southwest corner of 9th and Diamond Streets. The redevelopment of the PGW parking lot with a similar density approach would accommodate 160 units of housing plus 9,000 sq. ft. of retail. The triangular dead space on the northwest corner of Norris and 9th Streets should be transformed into a small plaza and rain garden until new development occurs.



View between buildings



9th and Berks Streets
Top: Existing intersection
Right: Extended station plaza



*Top: Total potential buildout on parking lots adjacent to station
Bottom: Section of buildout*

6.28 Redevelop the "Darien" block

The block between 9th, Berks, 8th and Norris Streets is a critical location for the station area. More than 50% vacant, the remaining homes are concentrated on Darien Street – the small street that divides the block in two. To the south is the PGW headquarters and the proposed Hope Partnership Charter School and to the east is the Pradera II homeownership development. For the station redevelopment to be a complete success, the redevelopment of this block is a priority.

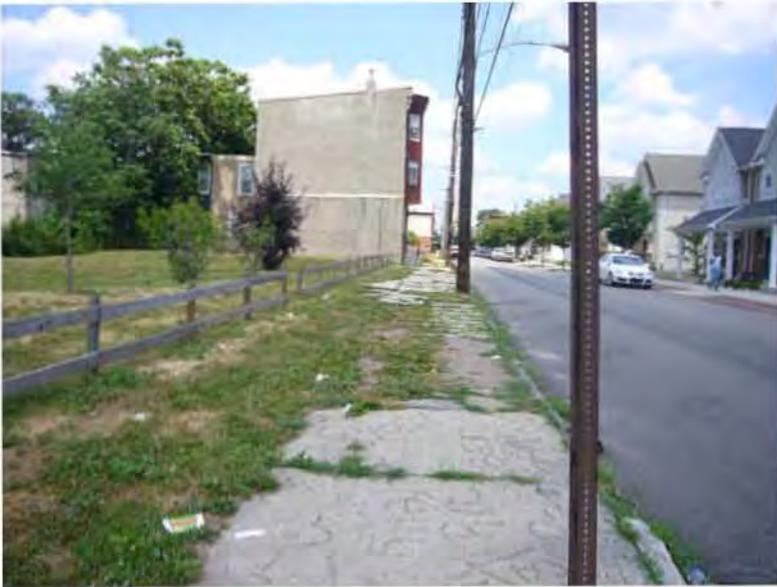
There are 35 existing structures remaining on the block, 28 of which are on Darien Street. Most of the land, 53%, is privately owned, and of the remaining land that is public, 10% belongs to the Philadelphia Housing Authority. The bulk of the privately-owned properties are located on Darien Street. There are two alternative development scenarios for this block.



"Darien" block parcel ownership



Darien Street site



Views of Darien Street





Site plan: alternative 1

Alternative 1:

Retain the existing units along Darien Street and build new housing on the vacant lots facing Berks, 8th, Norris and 9th Streets. Four-story stacked townhomes should be targeted along Berks, Norris and 9th Streets and smaller, three-story townhomes built along 8th Street facing Pradera II. The challenge with this approach is twofold. First, given the tight block dimensions, the backs of the new units would be built very close to those of existing units – as close as building codes allow. Second, the ability to provide adequate parking for the new development would be extremely difficult. Parking requirements would need to be significantly reduced, encouraging instead the use of the parking garage constructed as a part of the development west of 9th Street described above.



Site plan: alternative 2

Alternative 2:

Redevelop the entire block. This approach allows Darien Street to be closed and new development to be focused on the main surrounding streets. A new parking garage with a roof top recreation space would occupy the center of the block hidden from neighboring streets. Four to five story development should be focused along Berks, Norris and 9th Streets and, as with the first alternative, three story townhomes built along 8th Street facing Pradera II. The opportunity with this approach is to encourage a setback for development on Berks to allow for an extended civic plaza that connects to the station entrance.

The ultimate decision on the development approach will depend upon political support, financial resources, and market potential but APM and their partners should begin discussing options for this block now.



Houses in need of rehabilitation along 9th Street



6.29 Undertake targeted home repair and façade improvements

As shown in the building conditions analysis, the area's existing housing stock is in need of improvements as well. These improvements are needed on two broad levels. The first is ensuring that existing homeowners have access to resources and assistance to improve façades and roofs and make any emergency repairs when needed. APM and their partners can play a role in helping homeowners navigate the city process to apply for funding. In addition, however, if TRID funds are made available to the APM area, a portion of these dollars could be used for a targeted façade and basic systems repair program. APM already has experience with this type of improvement by creating a “model block” on Norris Street between Marshall and 7th Streets with targeted Office of Housing and Community Development (OHCD) dollars.

The second type of improvement targets vacant structures that could be saved if action is taken quickly. Many homes have been lost in the community due to long-term vacancy that undermined the structural integrity and safety of the structure. But there are others that can, and should, be rehabilitated. The houses along 9th Street one block from the Norris Street station entrance are the strongest candidates for rehabilitation. The west side of the street is almost entirely vacant but intact. These homes, as well as those on the same block of Percy Street just to the west of 9th Street, should be evaluated for potential rehabilitation. The renovation of this block, combined with the construction of new townhomes on the east side of 9th Street north of Norris Street is needed to encourage the redevelopment of larger tracts of vacant land north of Susquehanna Street shown in the site plan.



Rehabilitation and infill sites

6.30 Extend development east along Berks and Norris Streets around the Cousin's supermarket

The center of the APM area is currently the Cousin's supermarket. Located just over four blocks from the station, the supermarket has long been nestled amongst large concentrations of vacant land in all directions. Development is needed around this resource to strengthen its role as a neighborhood market and to encourage the development of new retail stores along Germantown Avenue which was once the area's main street. New development is possible along Berks Street particularly immediately south of the supermarket around the very visible and active intersection of 5th, Berks and Germantown. North of the supermarket on Germantown, new senior housing with ground floor retail should be considered to add new residents (and shoppers) to the avenue.

Behind the supermarket on 6th Street, the vacant site could be redeveloped with new housing if a new street is created to provide an attractive frontage for the new homes. The remainder of the vacant land on 6th Street in this location could be used for parking to serve the rehabilitation of the vacant building on the northwest corner of 6th and Berks. This building would be a good candidate for student housing with a direct link to the campus along Berks Street.

New development opportunities should also be pursued east of 5th Street along Hewson Street to 3rd Street where the Philadelphia Water Department and Philadelphia Green have been working on a pilot stormwater project as an amenity for new housing development.



Urban Meadows concept
Source: Housing and Water Study (PHS)



Cousins site



Property along Berks Street adjacent to Cousins Supermarket



Site plan for development around Cousin's Supermarket

6.31 Assess opportunities around the proposed APM Headquarters

APM is looking to build a new headquarters building that will house their programs and office which are currently scattered in different locations throughout the city. The 42,000 sq. ft. headquarters is planned for the southeast corner of 6th and Susquehanna Streets. As this building will bring new staff and residents to the area, the vacant land surrounding the site and north of Susquehanna should be considered for new housing development.



Germantown Avenue



APM site and surrounding vacancy

6.32 Consider the long-term redevelopment of Temple's eastern edge

The area between the station and the main campus are very important to encourage greater use of the station by students and faculty. While new student housing has been built on 10th Street, there are a number of properties that should be considered for new transit oriented development as a part of Temple University's Master Plan which has just started. These include the two blocks on the campus's eastern edge – one at Berks and 11th Streets and the other at Norris and 12th Streets - used primarily for surface parking.

In addition, Norris Homes should also be discussed as a potential future opportunity site. A HOPE VI proposal for this site as a partnership between PHA and Temple University would be extremely competitive and score added points for the site's link to transit. PHA has a pipeline of projects to improve and Norris Homes is in good shape compared to other developments. However, as the University master planning process continues and federal grants become even more competitive, PHA may consider redeveloping Norris Homes if the time and opportunity is right.



View of Berks Street toward Temple University and Norris Homes



Sites along eastern edge of Temple campus

6.33 Support transit-friendly development guidelines

It is widely recognized that Philadelphia's zoning code is out of date and does not support transit oriented development. The work of the Zoning Code Commission will likely address this issue directly but their work will take years to complete. In the interim, an overlay zone should be considered that promotes transit friendly development. Design guidelines have been developed for other TOD studies including the West Market Street Transit Oriented Development Plan referenced earlier. It's primary principles and approach should be used as a basis for considering overlay zoning around the Temple Regional Rail station. This plan has reinforced these guidelines and specifically upholds the following:

- Encourage greater densities of between four and seven stories around the station between 8th, Norris, 10th and Berks Streets.
- Encourage no building setbacks from major streets unless the setback is designed to accommodate civic space.
- Locate pedestrian-oriented uses on the ground floor of buildings and provide pedestrian amenities to activate public spaces.
- Utilize landscaping, rather than walls and fences, to create semi-public/private buffers for service entrances.
- Parking and service access should be located in the rear of properties. No new curb-cuts should be allowed on streets with existing on-street parking.
- Avoid large, blank walls covering any portion of new development.
- Design for sustainability and integrate green construction practices into new buildings and reuse of older ones.
- Require one Philly CarShare space and bike parking as a part of new development.





Market-Frankford El looking east toward Center City

Implementation

7 Implementation

Implementation Approach & Next Steps

The Transit Revitalization Investment District (TRID) planning process provided an excellent opportunity to bring together the City, SEPTA, neighborhood residents and other stakeholders to share their concerns and ideas for improving access to the 46th and Market Street El and Temple Regional Rail stations. The TRID planning study recommendations were crafted from their input and range from smaller-scale clean and safety improvement activities to larger-scale mixed-use redevelopment projects. Unlike many planning exercises that provide recommendations without offering new financing strategies, the TRID planning study examined the financial impact of capturing tax revenue generated by new development for use in the proposed boundaries around each transit site.

The momentum to make TOD a reality in Philadelphia is now in place. Building on the partnership between the State, City, SEPTA, community residents and other stakeholders is critical to the success of TOD. All partners working together on the following next steps will give Philadelphians increased housing opportunities, access to jobs and retail centers and improved quality of life.

What do we do tomorrow?

1. Advocate to formally create TRIDs at 46th and Market and Temple Regional Rail stations.

NeighborhoodsNow should continue to work with the City and SEPTA on creating the first TRIDs in Philadelphia. As detailed in the Econsult Corporation value capture analysis, several million dollars could be captured in each neighborhood for key community improvement activities and redevelopment projects. In addition, TRID designation receives priority for State TOD funding and programs. To help guide the TRID process, Econsult created a sample TRID agreement for the 46th Street and Temple Regional Rail stations to be used as the first step toward establishing a TRID district (agreement included in TRID plan appendix).

2. Define roles of City, SEPTA and community-based organizations for small scale projects.

Each station exhibits opportunities for new investment and improvements that add value for the neighborhood with or without large-scale development projects. In accordance with stakeholder input, this plan identified a series of activities to enhance open spaces, improve parking management, increase awareness around transit and create safer streets. NeighborhoodsNow should continue to work with the City, SEPTA, community-based organizations, and neighborhood residents to implement many of these priority projects.

3. Support the mixed-use redevelopment projects underway by APM and the Enterprise Center.

In addition to the small-scale, low-cost clean and safe priority projects, the TRID planning study identified large-scale mixed-use redevelopment opportunities. Both APM and The Enterprise Center are in the pre-development stages of TOD projects that propose to transform vacant land into housing, retail and commercial space. NeighborhoodsNow and the groups need to continue to work to leverage city, state and federal funding to make these TOD projects a reality.

4. Encourage TRID planning at other key transit sites in Philadelphia.

The benefits of TRID planning are far reaching and go well beyond identifying strategic redevelopment sites. As already noted, the planning process strengthens partnerships among the community, City, SEPTA and other stakeholders. Extensive stakeholder engagement results in the creation of innovative often low-cost improvement strategies that help promote increased transit ridership. Finally, the ability to capture tax revenue for use in a defined district surrounding transit stations enables the city to take advantage of a new financing strategy targeted specifically for transit. NeighborhoodsNow should continue to work with the city to identify new TRID planning sites and secure state TRID planning funds to complete plans at those mutually agreed upon sites.

The ball is rolling. The challenge now is to build upon the momentum to make TOD a reality in Philadelphia. Good luck..and have fun!

Phasing and Priority Projects

Through discussions with NeighborhoodsNow, The Enterprise Center, APM and comments from residents, a number of priority projects were identified. These priority projects are defined as critical investments that can have a transformative impact on each station area over the next 2-3 years. While some of these projects will not be fully implemented within that time frame, it is important that significant progress be made toward their implementation.

Key priority projects include:

46th Street Station:

- Lobby for a new police mini-station at the 46th Street Station;
- Lobby University City District for twice weekly street cleaning on designated streets around the station;
- Improve the railing and stairs from Westpark Apartments to the station;
- Install new solar pedestrian lighting around the station and encourage new porch lights along Farragut Street;
- Improve pedestrian safety and create an attractive gateway at the intersection of 44th and Market Streets;
- Create a new permit parking zone around the station;
- Improve the sidewalks and plant trees along key north-south streets;
- Improve the park at 47th and Sansom Streets;
- Explore the potential of a running track around the superblock; and
- Support the Enterprise Heights development.

Temple Regional Rail Station:

- Coordinate police beats of Temple University and the 26th District;
- Install new solar pedestrian lighting around the station;
- Improve the plaza at the main station entry on Berks Street;
- Improve the sidewalks, plant new trees and work with the City to install painted bike lanes on key east-west streets;
- Install new station signage at neighborhood intersections;
- Improve key bus stops starting at 8th and Berks as a mini-TOD;
- Create a permit parking zone around the station;
- Improve Berks Street as a boulevard;

- Explore the potential of reusing the vacant viaduct as a tree nursery;
- Redevelop the parking lots east of the station; and
- Begin land acquisition and planning for redevelopment along 9th Street and on the “Darien” block.



Overview

In the face of shrinking federal subsidies, tight state and local government budgets, and intense intra-regional competition for economic development, the use of tax increment financing (TIF) has grown sharply, becoming a standard part of many local economic development subsidy arsenals. The purpose of TIFs is straightforward: a jurisdiction uses a TIF as a form of public subsidy to a development, by “capturing” some of the increased taxes generated by the increased value (to any tax base, but most commonly property tax revenues) created by that particular real estate development project (or a group of projects) within a defined geographic area (typically referred to as “TIF districts”). Instead of going to the jurisdiction’s general revenue fund, these increased or “incremental” taxes are diverted into a fund that can be used in various ways to support the real estate development project, directly through gap financing or indirectly through infrastructure or other investments. The use of TIF funds is often limited to parts of projects that can be considered “public purpose,” but the constraints of that restriction vary significantly across states.

The mechanics of TIF are simple and, procedurally, very elegant. First, state legislatures typically must authorize the use of TIFs, which essentially means they authorize a local legislative option of treating certain tax revenues in certain portions of the jurisdictions differently than other general tax revenues. After some type of public review process, a jurisdiction legislatively defines 1) the TIF district, 2) the term of the TIF, 3) the types of taxes to be included and 4) the “base” year (before the impact of the project) for taxes generated from a particular property, so as to “freeze” that amount for the general fund for the term of the TIF.

During the TIF term, any selected taxes generated in excess of the base year amount can be used to fund and/or finance the project. Mathematically, this can be the equivalent of granting tax abatements, except in the case of TIF, the project/land owner/businesses still pay the taxes. These taxes, however, are diverted from their original (typically general fund) use, and allowed to be used for the project, either ongoing, or to pay off debt incurred upfront via a “TIF project financing.”

Philosophical Assumptions

Before we consider the specific numeric assumptions that undergird our estimation of funds that can be generated at each of the TRID sites by value capture, it is important to explore two broader, philosophical assumptions. First, it is worth noting that the approach taken here varies significantly from a typical TIF in Philadelphia. To date, most TIFs have been single-site locations. With TRIDs, and future TIFs, a district

wide approach seems not only beneficial, but intellectually reasonable. This district-wide approach yields more potential capturable value than a single-site approach: a single-site approach captures new property tax revenues within the development itself, but a district-wide approach also captures the likely increase in property taxes from existing and adjacent properties that benefit from the relative improvement in the attractiveness of the location.

Importantly, the assumption that adjacent properties will increase in value is based not only on the fact that they are near new development and related infrastructure, but also near a transit station whose attractiveness and usefulness has been enhanced by the new development and related infrastructure. A district-wide approach is thus more consistent with an underlying precept of value capture, since value that is generated in a particular location is captured at that location: both property taxes on the new developments as well as the incremental increase in property taxes on adjacent parcels that benefit from the new developments.

Second, and importantly, we understand the intent of the TRID legislation is to not see value capture as the sole source of funds needed to implement and maintain the TRID. In addition to enabling value capture, the Commonwealth has designated additional funding sources for TRID projects.

Furthermore, we assert the importance of mutual investment by all involved stakeholders, each of whose investments are leveraged by the investments of the others. In this sense, if not in a mathematical sense, the funds generated by value capture are but a small portion of the funds that end up being used to enhance a TRID:

- The Commonwealth, in addition to enabling value capture, puts forth additional financial resources, particularly for gap financing;
- The City has responsibility over ongoing streetscape, maintenance, policing, and other services;
- Other overlay jurisdictions, such as special service districts, may add their own streetscape, maintenance, policing, and other services on top of the City’s functions;
- Neighborhood groups may pile on even more services, in the form of landscaping, greening, and safety initiatives;

- The private developer is investing his or her own equity, as well as soliciting investments, loans, and/or grants from other sources; and
- SEPTA has budgeted ongoing dollars for station maintenance and capital improvements.

Taken from this perspective, the scale of sources of funds for the TRID increases dramatically. In concert, the scale of uses of funds for the TRID also increases, to the extent that the TRID boundaries and the TRID agreement are merely the geographic and legal intersection of all of these and other stakeholders, a common place for shared objectives to come to fruition together.

Returning, then, to the TRID calculations, these funds can be focused on upfront and ongoing expenditures that contribute to development that is more in line with TOD principles. We do not recommend that value capture funds directly replace any outlays that would otherwise be made by SEPTA, the City, other overlay jurisdictions, or neighborhood groups, all of whom will benefit not by being able to spend less within the TRID but by having what they have intended to spend leveraged by the additional investments also being made within the TRID.

If anything, other stakeholders may end up investing more resources within the TRID, buoyed by the mutual investments being made by other entities and the shared success they can all derive. Potential uses of TRID funds include:

- Gap financing, over and above other sources, for key developments;
- Upgrading of existing infrastructure;
- Investment in new infrastructure such as landscaping and streetscape improvements and related ongoing maintenance.



Analytical Assumptions

Estimating the incremental tax revenues that can be generated by the establishment of a TRID is an imprecise science. Because any bonding of ongoing incremental revenues results in a “hard” liability, it is particularly important to employ conservative assumptions, so that results represent a low estimate; this has the added benefit of ensuring that the TRID does not over-extend itself in terms of infrastructural or other expenditures that it cannot then pay for or keep up.

These assumptions, in addition to being constrained by conservatism, are also informed by what has been done in other parts of the country, and what has been the practice here in Philadelphia. Accordingly, we utilize the following assumptions in our value capture model:

- A debt coverage ratio of 200% was used. Essentially, this means that for every potential bondable dollar, only 50 cents is being considered.
- Though bond interest rates are usually much lower, the model assumes a rate of 8% so as to include potential administrative costs and remain at the low end of the possibilities spectrum.
- While TRIDs, like TIFs, allow for the use of a variety of taxes, only real estate taxes were used to produce these estimates. We also tentatively include only City taxes, and not School District taxes.
- Finally, we employ conservative assumptions as to the amount of new development and the organic growth of existing properties.

While we employ these assumptions to err on the conservative side, our review of other value capture districts in Philadelphia and in other cities certainly affirm that other taxes and taxing jurisdictions are “in play”. It may make sense, for example, to designate incremental business taxes to a fund that provides technical and other assistance to businesses within the TRID, and/or to secure some participation by the School District of Philadelphia in exchange for infrastructure investments within the TRID that are of particular interest to the School District.

Large-scale developments are already planned for both TRID sites. We take the current programs as given, and conservatively estimate the property tax revenues they will eventually generate.¹ We also take as given additional, medium-term and long-term development programs that were used in the planning studies for the two TRID sites.

¹ As new developments, they are eligible for the City’s ten-year abatement on property taxes; therefore, no incremental taxes are captured on these properties for the first ten years.

One final assumption deserves additional description. Other TRIDs within the Commonwealth have considered withholding certain specific parcels otherwise within the TRID boundaries from the initial round of value capture. These parcels, once they are developed at a later date, can then be added to the TRID, and a full 20 years of value capture made available to the TRID. We do not use such an approach, partly because we are not aware of the specific sites within the two TRIDs where such large-scale development would take place in the medium-term and long-term future, and partly because this approach does not actually add too much to the value capture total, because of the existence of the ten-year abatement on property taxes, which further pushes incremental tax revenue increases into the future.



Industrial building near Temple Regional Rail Station

Preliminary Results

Based on these conservative assumptions, we estimate the following amounts that can be captured at each of the two TRID sites: \$3.3 million at the 46th and Market Street TRID, and \$1.3 million at the Temple University TRID. These numbers increase if some of our conservative assumptions are relaxed.²

These amounts represent initial, conservative estimates. It is important to remember that the actual value captured will be determined by the actual incremental tax revenues generated within the TRID. Therefore, if development is more robust than we have anticipated, funds will be generated on an annual basis far in excess of what is needed to make bond payments. These excess funds can then be used for future needs within the TRID, most notably gap financing for future development projects and/or more infrastructure improvements around the station.

It is also important to remember that these value capture amounts are but a fraction of the funds that are intended to be invested within each TRID. The TRID legislation, recognizing the importance of TOD as well as the need for additional subsidy to make it happen, makes allowance for priority for additional funds from the Commonwealth. Furthermore, as noted earlier in this section, other stakeholders should be expected to make their fair share of investment, most notably the City

² Another possible adjustment to our base assumptions is to carve out of the original TRIDs special zones that are marked for future large-scale development, and whose start year for value capture can be later on in the future. This approach allows for the full 20 years of value capture for such sites, rather than having them be cut off by the 20-year mark of the TRID as a whole. However, because those incremental taxes are enjoyed so far into the future, discounting renders the additional value capture amounts insignificantly small.

Estimated Value Capture Amounts at the Two TRID Sites (in 2008 Dollars)

	<i>46th & Market</i>	<i>Temple University</i>
Base Assumptions \$	3.3 million \$	1.3 million
Using 150% Debt Service Coverage Ratio	\$4.4 million \$	1.7 million
Using 125% Debt Service Coverage Ratio	\$5.3 million	\$2.0 million
Including 50% of School District Property Tax Revenues	\$5.6 million \$	2.1 million
Including 100% of School District Property Tax Revenues	\$7.8 million \$	3.0 million

in streetscape improvements and ongoing maintenance, and SEPTA in capital and operating expenditures associated with the station itself. Sources and uses of funds can be paired accordingly to each entity's stake in the TRID, and each entity stands to gain from the mutual investment of the other entities.

Illustrative Distribution of Sources and Uses of Resources in Support of a TRID

<i>Source</i>	<i>Use</i>
TRID Management Entity (via value capture)	<ul style="list-style-type: none"> Gap financing for large-scale developments Upfront infrastructural investments and related ongoing maintenance around transit station: pedestrian amenities, traffic calming solutions, aesthetic enhancements
Commonwealth of Pennsylvania (via DCED)	<ul style="list-style-type: none"> Additional gap financing for large-scale developments
City of Philadelphia	<ul style="list-style-type: none"> Additional gap financing for large-scale developments General contribution to TRID via capture of incremental increases in tax revenues Status quo level of capital improvements and ongoing maintenance of municipal structures: street cleaning, road maintenance, policing Upfront infrastructural investments and related ongoing maintenance around transit station: infrastructure enhancements in light of increased density, landscaping, streetscape initiatives
School District of Philadelphia	<ul style="list-style-type: none"> General contribution to TRID via capture of incremental increases in tax revenues
SEPTA ¹	<ul style="list-style-type: none"> Upfront infrastructural investments and related ongoing maintenance related to station Potential to consider investment in maintenance and aesthetics in area surrounding station
Any special services districts whose jurisdictions overlap a TRID	<ul style="list-style-type: none"> Status quo level of ongoing maintenance and other services: additional cleaning and landscaping, security, signage
Any neighborhood groups whose areas of interest overlap a TRID	<ul style="list-style-type: none"> Conduit for expressing neighborhood's preferences to TRID management entity in terms of recommended enhancements as well as evaluation of past use of funds
Private developer	<ul style="list-style-type: none"> Private investment in support of new development Coordinate contact points of the development with the general public in ways that are consistent with TOD principles and with the shared vision of all stakeholders

Source: Econsult Corporation (2008)

¹ For the past five years, SEPTA spent more than \$80 million annually on preventive and station maintenance. This aggressive maintenance funding is continued in future budget projections and even extended upwards to \$100 million per year due to increased funds from Act 44. This only represents ongoing operating expenditures and does not account for capital expenditures and other large-scale outlays.



Industrial building in Temple Regional Rail Station area

Existing Conditions

Appendix: Existing Conditions

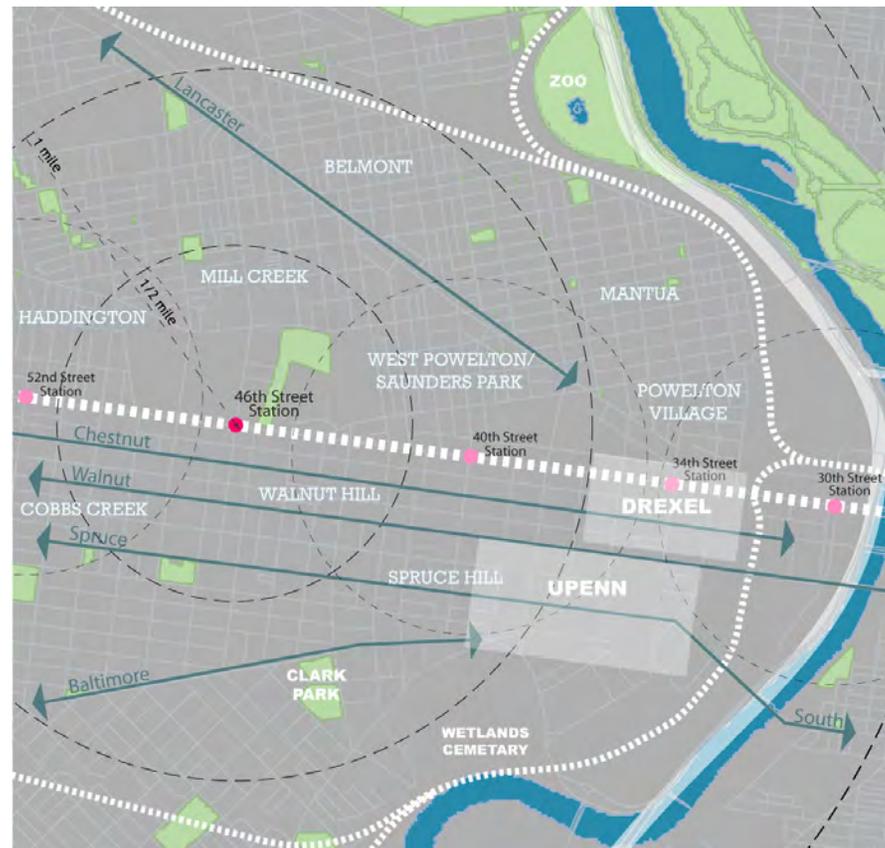
The 46th Street Station and Temple Regional Rail Station, while presenting distinct and different opportunities for a range of transit-oriented development investment, also share many characteristics that echo issues facing rail stations across the city. The following description of existing conditions evaluates the stations together such that the issues at each station can be compared and contrasted with one another.

Station Context

Both the Temple Regional Rail Station and the 46th Street Station have untapped potential. Vacancy and limited street activity have inhibited these stations from becoming community treasures, yet both are located within close proximity to local amenities unique to the city. Universities are at the doorstep of both stations, and each community is experiencing increased housing market pressure that is the result of public, private and non-profit activity. Most importantly, each station is grounded within communities that have strong community development corporations (CDCs). Guided by resident-driven community plans, these CDCs have produced on-the-ground results including new businesses, improved open spaces, and housing construction and rehabilitation.

The 46th Street Station sits at the edge of several neighborhoods – Walnut Hill, Mill Creek, Spruce Hill, West Powelton and Haddington. The Station occupies a unique space in West Philadelphia – at once too far from the University of Pennsylvania and Drexel University to serve a large student population, but also without its own retail district like 52nd Street to generate significant street activity that would support station use. Because it serves neither the universities nor communities well, the 46th Street Station has long had low ridership numbers and was previously a “B” train only. The lack of activity around the station encouraged those that did take the train to simply walk to 52nd Street where it felt safer.

The reopening of 46th Street as a new and “all-stops” station has added to the momentum that has touched the community in the past few years. Private housing, university housing and other investments have been made in Walnut Hill and more are planned, the most notable being the Plaza at Enterprise Heights. In addition, the Mill Creek public housing complex has been transformed into the Lucien E. Blackwell Homes, a mixed-income development north of Fairmount Avenue along 46th Street. The time is now to re-focus the station as the center of the surrounding community.



46th Street Station: Context



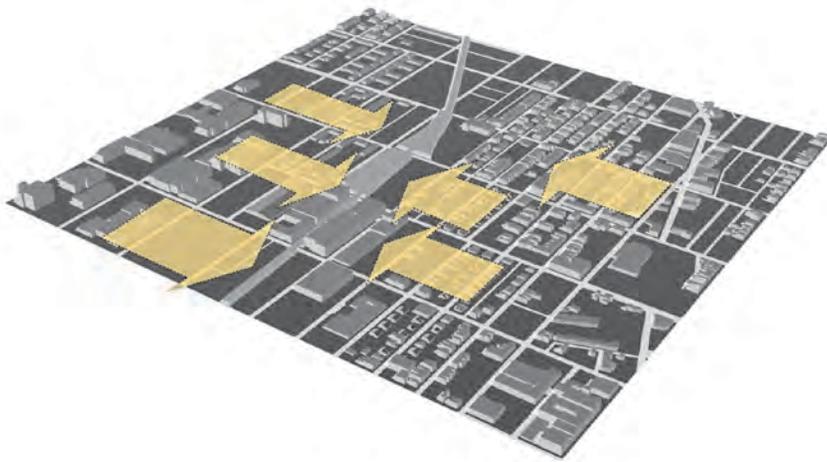
Provident Mutual building (4601 Market Street) next to 46th Street Station



Temple Regional Rail Station: Context

The Temple Regional Rail Station is situated along a dividing line between Temple University and the neighborhoods east of the regional rail line including Ludlow, Norris Square, and the Hartranft community. The APM Target Area is technically a neighborhood without a distinctive name that is sometimes referred to as the “Temple Area.” Although the community is near Temple, this proximity has not had a noticeable impact on the character or feel of the area until recently. What was once one of the most devastated communities in the city in terms of vacancy has been transformed by APM, the Ludlow CDC and other non-profits through a sustained program of community-based investment, which has resulted in new housing, social services and a grocery store. Recent homeownership developments, including Pradera I and II, have reused vacant space within blocks of the rail station, and transformed blighted land into an extension of the community. In addition, the Philadelphia Housing Authority’s scattered site Ludlow HOPE VI development is converting what had been an extensive number of vacant lots located south of Cecil B. Moore into new housing that fills the gap that previously existed between the revitalizing Northern Liberties and West Poplar neighborhoods to the south and Temple and APM on the north.

Recently, developers have recognized the acute need for student housing and have invested in “off-campus” student housing projects around Temple’s main campus including the Kardon Building at 10th and Berks and University Village at 10th and Montgomery. These investments have effectively brought the reach of the campus closer to the Temple Regional Rail Station, which had felt removed from both the campus and the community.



Development pressure converging on Temple Regional Rail Station



46th Street Station:
Recent Development



Temple Regional Rail Station:
Recent Development

DEVELOPMENTS IN WEST PHILADELPHIA



46th Street Station: Recent Development
Source: Enterprise Heights



Recent development (clockwise from top left): Temple University's new Tyler School of Art under construction at Norris Street, Life at UPENN on Chestnut Street in West Philadelphia, Lucien E. Blackwell Homes in Mill Creek, The Edge at Avenue North student apartments at Temple University

Incentive Areas

As with many under-developed locations in the City, a range of incentive zones are available to help spur investment. Both station areas include Keystone Opportunity Zones (KOZ) that relieve property owners of paying any local or State taxes on commercial uses for a period of 12 years from the establishment of the zone. At 46th Street, the KOZ is located along Market Street while at the Temple Regional Rail Station, the KOZ hugs the station's immediate vicinity for one block in three directions. Both KOZs are within 6 years of their established time limit. Both areas also contain designated Empowerment Zones. At 46th Street, the Empowerment Zone covers the block between 46th and 48th, Market and Haverford (referred to as the 4601 block), but then stretches north. At the Temple Regional Rail Station, the Empowerment Zone largely surrounds the station but does not include any property within a ¼ mile. Unlike the 46th Street Station, the Temple Regional Rail Station has an Enterprise Zone covering the eastern- and western-most portions of the ½ mile study area around the station.



Vacant land on 9th and Darien Streets near the Temple Regional Rail Station



Vacant land in the 46th Street Station area



46th Street Station



Temple Regional Rail Station

Incentive Areas

-  Redev. Blight Area
-  KOZ
-  Empowerment Zone

Socio-Economic Trends

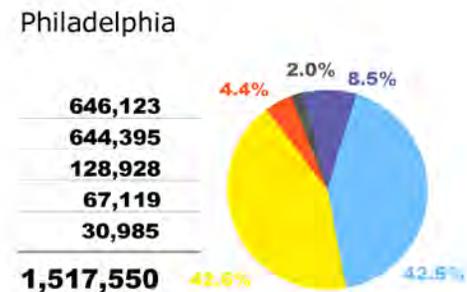
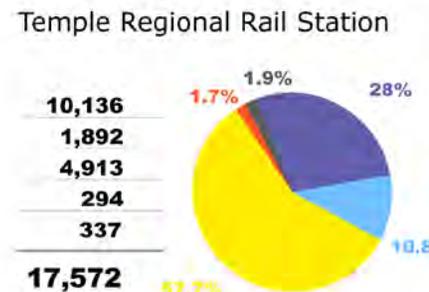
Population & Racial Composition

In 2000, there were 23,300 people living within a ½ mile of the 46th Street Station and 17,572 living within ½ mile of the Temple Regional Rail Station. These numbers, however, do not account for new residents that have moved into each community since 2000 due to new construction. This is particularly an issue around the Temple station where we have estimated that 2400 new student beds have been constructed and APM has completed two homeownership developments within blocks of the station. While both communities have experienced new development, it is likely that these investments have slowed rather than reversed the decades-long trend of population loss.

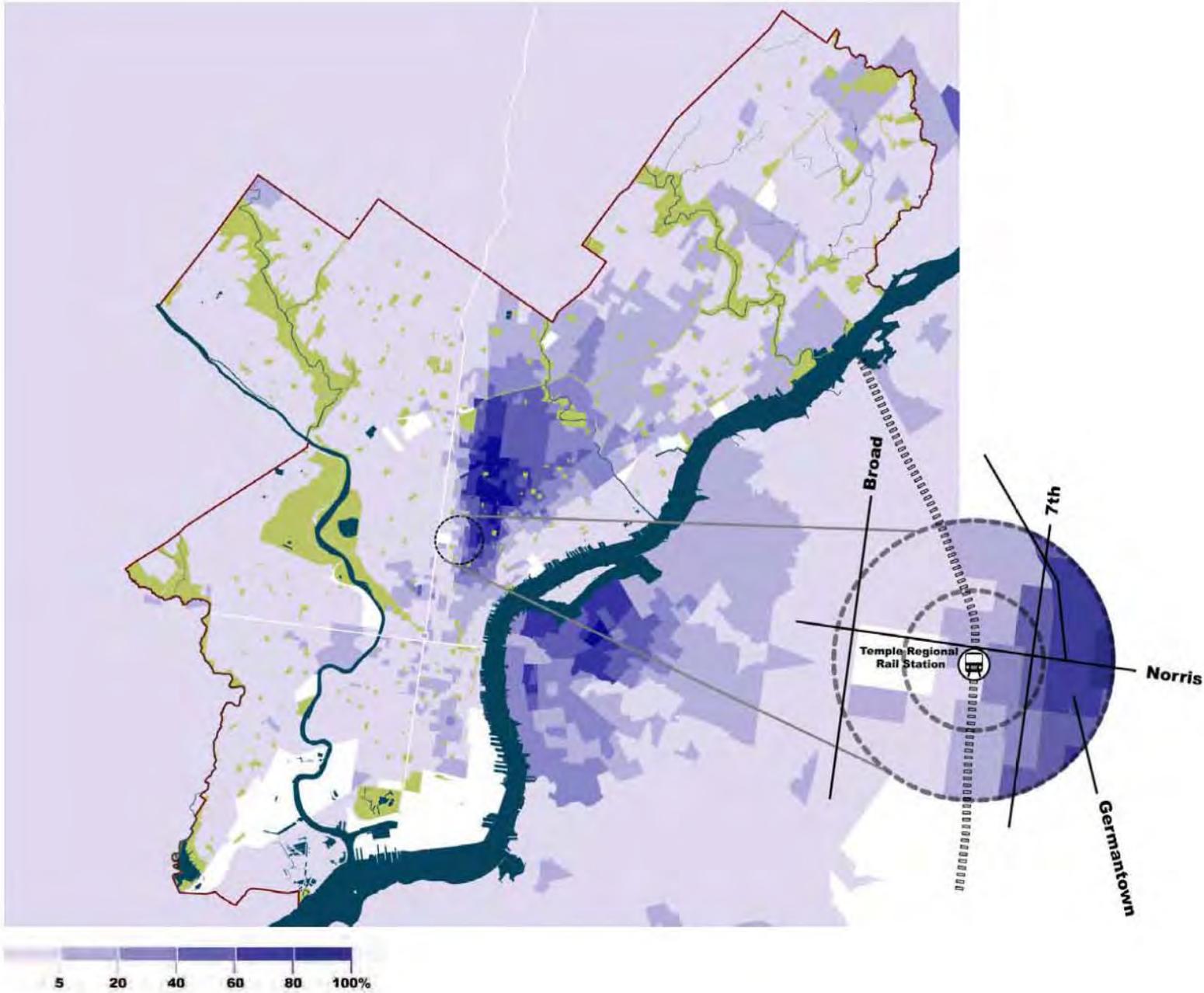
Racially, the stations are very different. 46th Street is predominantly Black (70% of the population) with an established White population (17%) and a growing Asian population (7%). Market Street acts as a dividing line racially, where south of Market represents a diverse mix of racial backgrounds, but north of Market is predominantly black.

Around the Temple Regional Rail Station, while the majority of residents are Black (58%), there are a substantial number of Hispanic residents (28%) as well. But these numbers are deceptive as there is a visible segregation in the community. South of Berks Street and west of 6th Street, the population is overwhelmingly Black including both the Yorktown and Ludlow communities. The area east of 6th Street has traditionally been a Puerto-Rican neighborhood. In fact, looking at the city-wide population trends, the APM area serves as the gateway to the city's Hispanic families whose numbers increase even further just north of APM. The area west of 6th Street and north of Berks represents the most diverse mix of families with an increasing number of White families living there, many of which are current or former Temple students.

For comparison, Philadelphia in 2000 was approximately 42% Black, 42% White, and 9% Hispanic.



Comparison of racial composition
Source: 2000 U.S. Census



Temple Regional Rail Station: Percent of Hispanic Population
Source: 2000 U.S. Census

Income & Poverty

The median household income in 2000 around the 46th Street Station and the Temple Regional Rail Station was \$20,910 and \$17,716, respectively. These figures are both significantly lower than the \$30,746 median household income for the city. More importantly, the study areas have staggeringly high poverty rates of 39% around 46th Street Station and 34% around the Temple Regional Rail Station. The higher poverty rate around 46th Street despite a higher median income is likely due to higher housing costs / property values than those in north Philadelphia. To be successful in these communities, transit-oriented development strategies must assist those already in the community.

Age

The age distribution of residents around the two stations was compared to the city's average and yielded some striking results. The 46th Street Station study area is represented by a significantly higher proportion of people (both men and women) between the ages of 20 and 29. One quarter of the total population falls in this age range, which is likely explained, in part, by the presence of students that occupy homes toward the eastern edge of the study area along Spruce and Locust Streets. The 46th Street study area also has fewer elderly than city average.



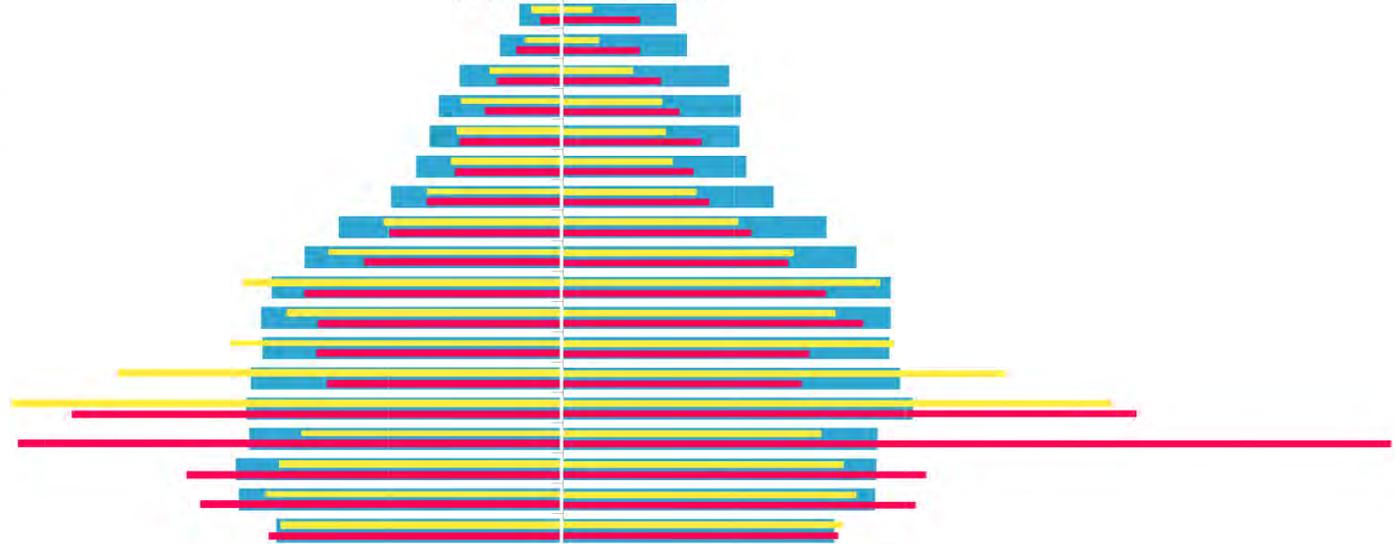
Age by Sex
Census 2000

- 46th & Market
- Temple Reg. Rail
- Philadelphia

years

- 85+
- 80 - 84
- 75 - 79
- 70 - 74
- 65 - 69
- 60 - 64
- 55 - 59
- 50 - 54
- 45 - 49
- 40 - 44
- 35 - 39
- 30 - 34
- 25 - 29
- 20 - 24
- 15 - 19
- 10 - 14
- 5 - 9
- < 5

male female



Comparison of age and sex
Source: 2000 U.S. Census

The Temple Regional Rail Station area also exhibits an extreme spike in the number residents in a specific age group. Around that station, almost 50% of the total population is below the age of 25 and 38% are below the age of 20. The high numbers of youth are explained, in part, by the presence of Temple University but extremely high percentages of youth are also located east of the rail corridor where few Temple students live. This presence of children and youth indicate the need for more activities and play space in the community, which is visibly apparent with streets often used as ad-hoc recreation centers.

Commuting Patterns and Characteristics

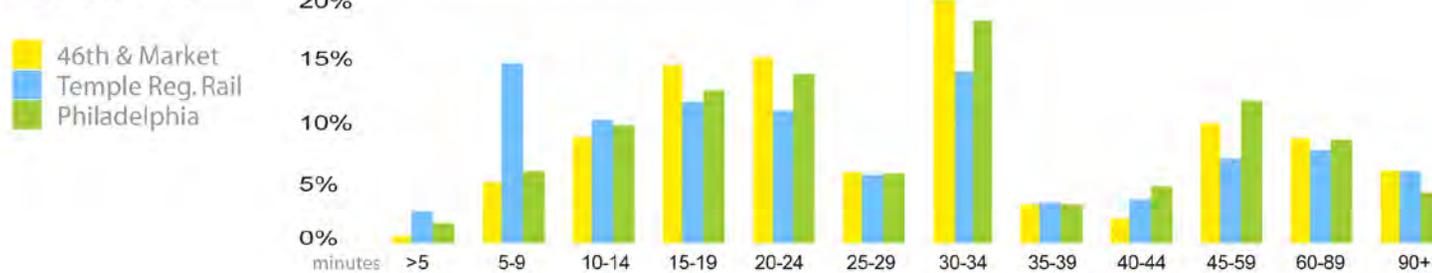
According to the 2000 Census, residents in both station areas drive less, walk more and take more trips on public transit than the city average. While 60% of Philadelphians drive to work, only 30% to 35% of those living within a ½ mile of the two stations drive. Between 20% and 25% walk to work compared to less than 10% for the city average. However, neither community regularly utilizes the bicycle as a form of transportation to work.

Approximately 35% of residents in the Temple Regional Rail Station study area get to work in less than 20 minutes, with 15% (the highest in the study area) of those arriving at work in less than 10 minutes. Combined with the higher than normal rate

of walking to work, this indicates that many people work close by, either at Temple University, Philadelphia Gas Works (PGW) or along Broad or American Streets. It takes 30-34 minutes to get to work for almost 15% of people, which accounts for those most often taking the bus to Center City.

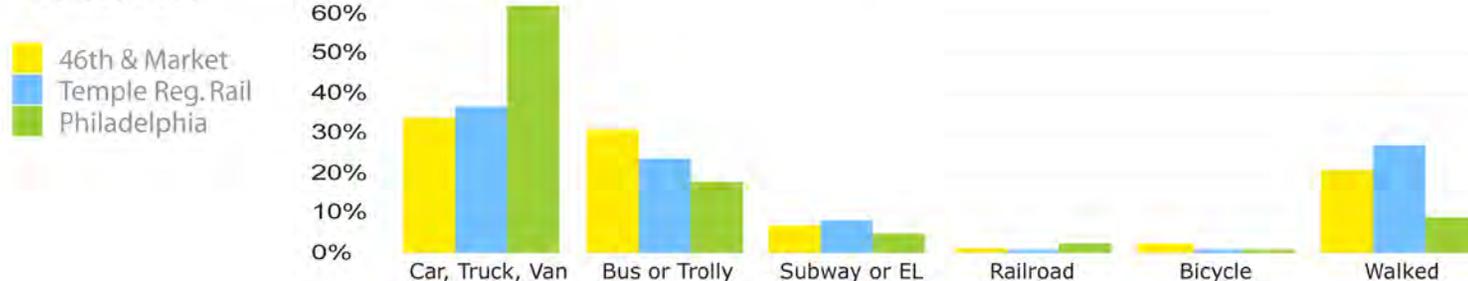
Around the 46th Street Station, about 30% of people take between 15 and 25 minutes to get to work. This accounts for those commuting to university jobs or jobs in portions of Center City. The largest percentage of people (20%) take between 30 and 35 minutes to get to work, which might indicate the need to change buses and / or trains, or the need to walk farther to access public transit from the home and/or office.

Travel Time to Work for workers 16 and over
Census 2000



Comparison of travel time to work
Source: 2000 U.S. Census

Means of Transportation to Work for workers 16 and over
Census 2000



Comparison of means of transportation to work
Source: 2000 U.S. Census

Physical Conditions

Zoning

The current zoning around the stations reflects past uses, many of which have changed. Around the Temple Regional Rail Station, the predominant zoning categories are R-10, which stretches east of the station through the APM area, mixed with C-2 commercial areas located mostly along Germantown Avenue and along portions of some of the major thoroughfares like Diamond, Berks and Norris Streets. To the west of the rail corridor, the housing zones are a mix of R-9 (Yorktown), and R-12 and R-13 immediately around the university. An extremely large amount of land throughout the APM area is zoned G-2 for industrial use. These areas cover the American Street and Germantown Avenue (south of Berks Street) industrial corridors but also all of the land immediately adjacent to the rail corridor and existing rail station.

Around the 46th Street Station, the housing stock is zoned as a mix of R-9 and R-5 south of Market Street and R-5, R-4 and R-12 (Westpark Apartments) north of the station. The commercial areas are mostly zoned C-2, but there is a concentration of C-4 zoning both at the eastern and western edges of the study area along Market and Chestnut Streets. The Aldi grocery store is zoned C-3, which allows for higher density, mixed-use development. Like the APM area, 46th Street also contains some G-2 industrially-zoned properties, but these are concentrated along Market Street between approximately Farragut and 49th Streets and are the focus of the Enterprise Heights redevelopment plans.

Industrial building near Temple Regional Rail Station



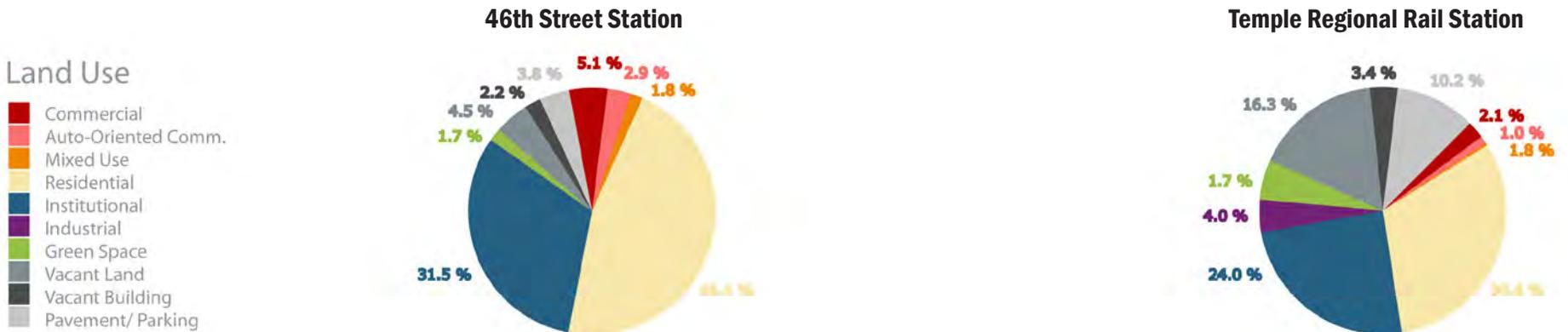
New townhomes near Temple Regional Rail Station



Auto-oriented uses and vacancy (L-R): Parking next to Temple Regional Rail Station, 46th St Station SEPTA construction staging area, vacant land next to regional rail corridor, gas station in 46th St Station area

Land Use

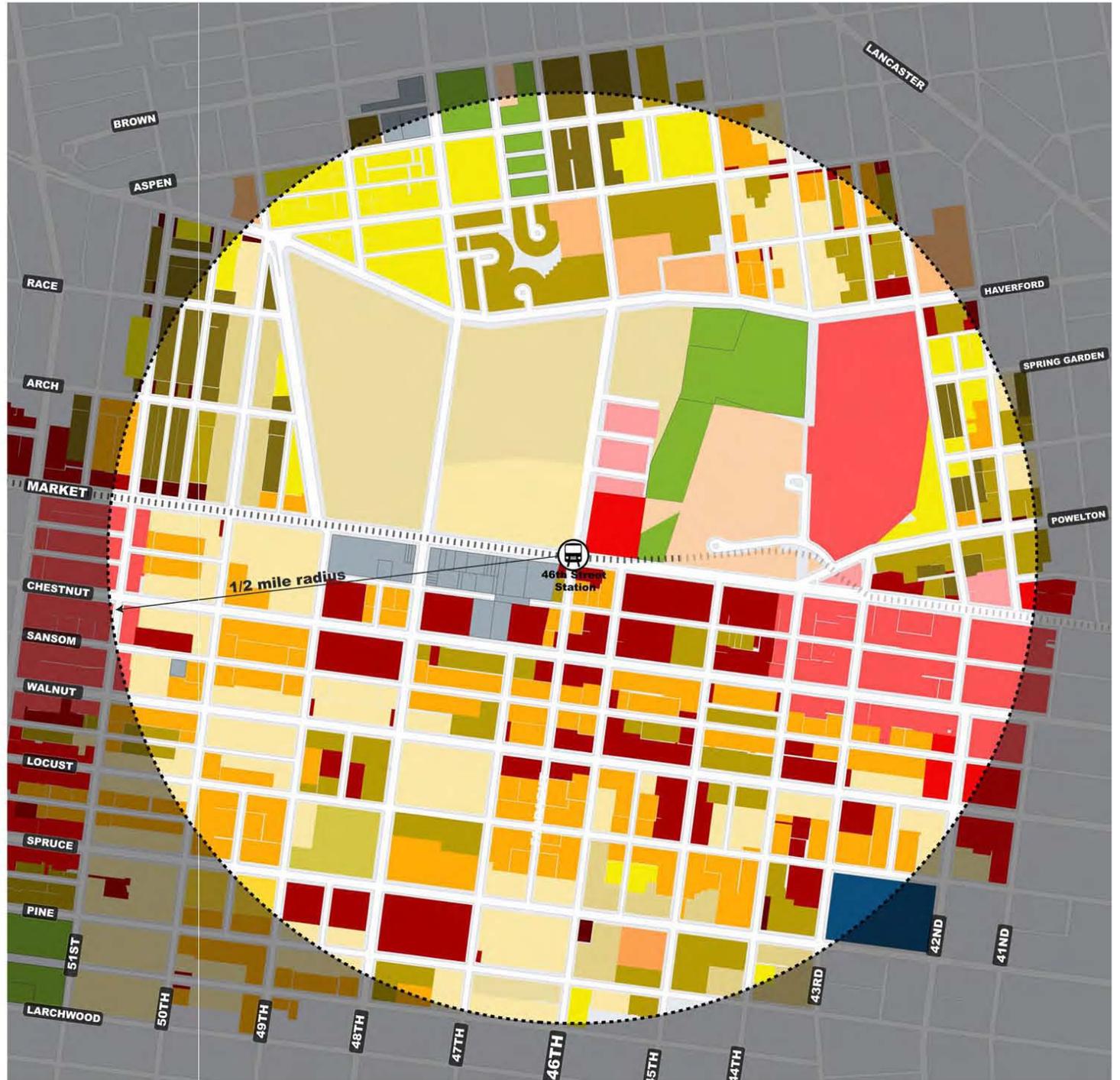
Land uses around both stations stand in stark contrast to the existing zoning. The most glaring difference is the transition of industrial uses into either vacant land or parking lots at both stations. At 46th Street, the former industrial land along Market Street is now a staging ground for SEPTA construction. In the Temple Regional Rail Station area, the G-2 properties by the station are used for parking (some public and some private), while other industrial land closer to American Street is a mix of active industries and vacant land.

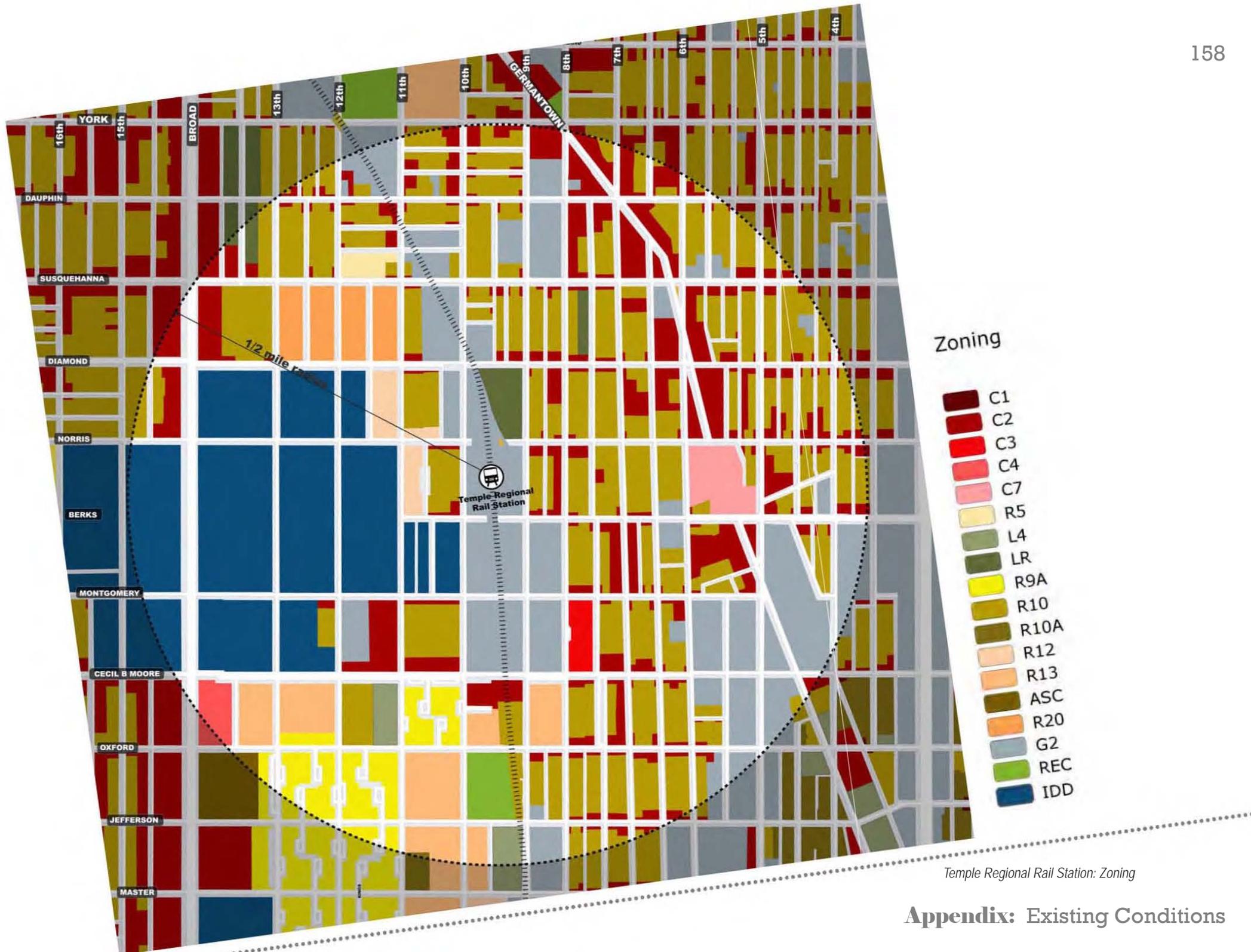


Zoning

- C1
- C2
- C3
- C4
- C7
- R5
- R5A
- R9
- R9A
- R10
- R10A
- R12
- R13
- R15
- R16
- R20
- G2
- REC
- IDD

46th Street Station: Zoning

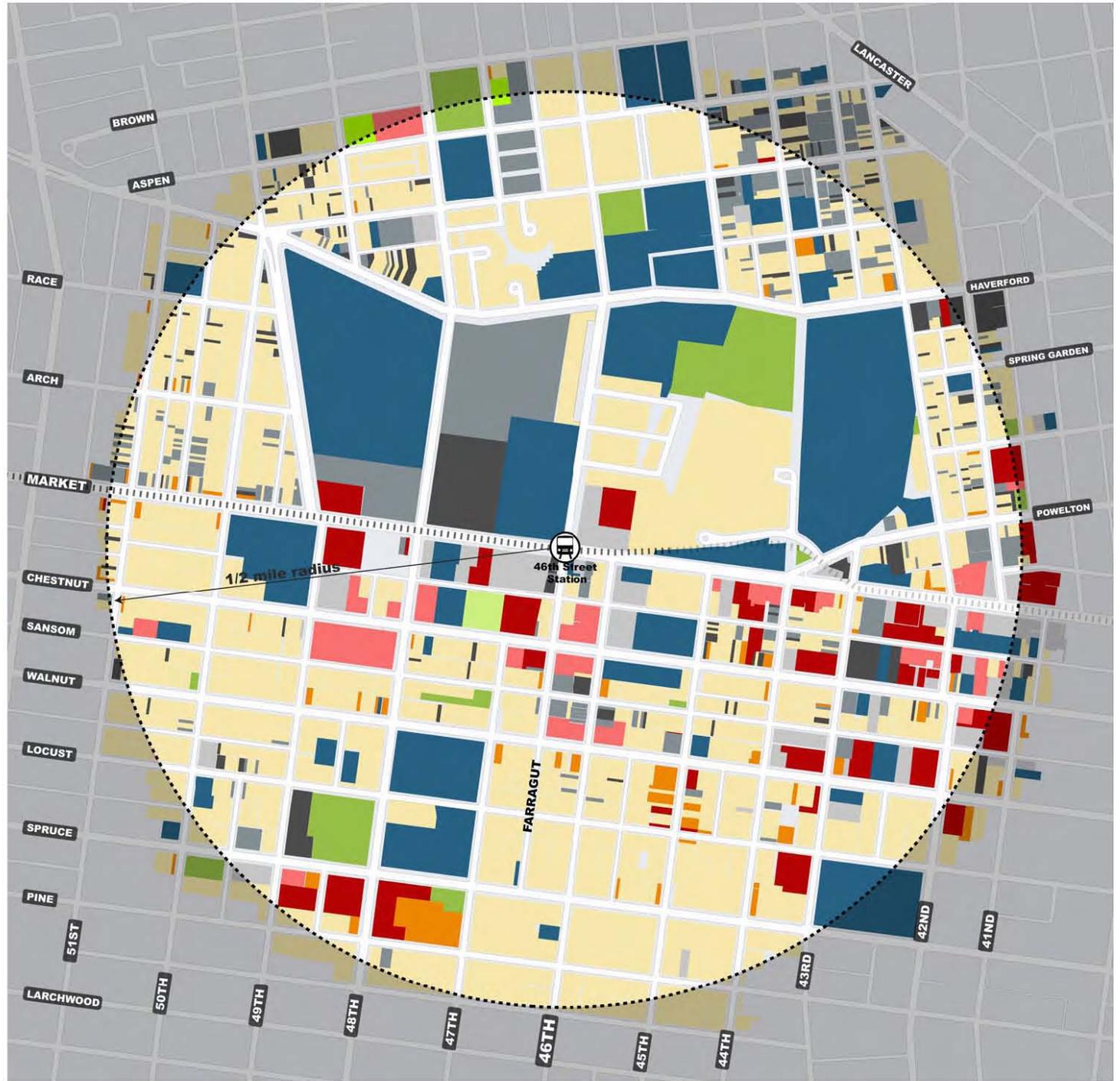




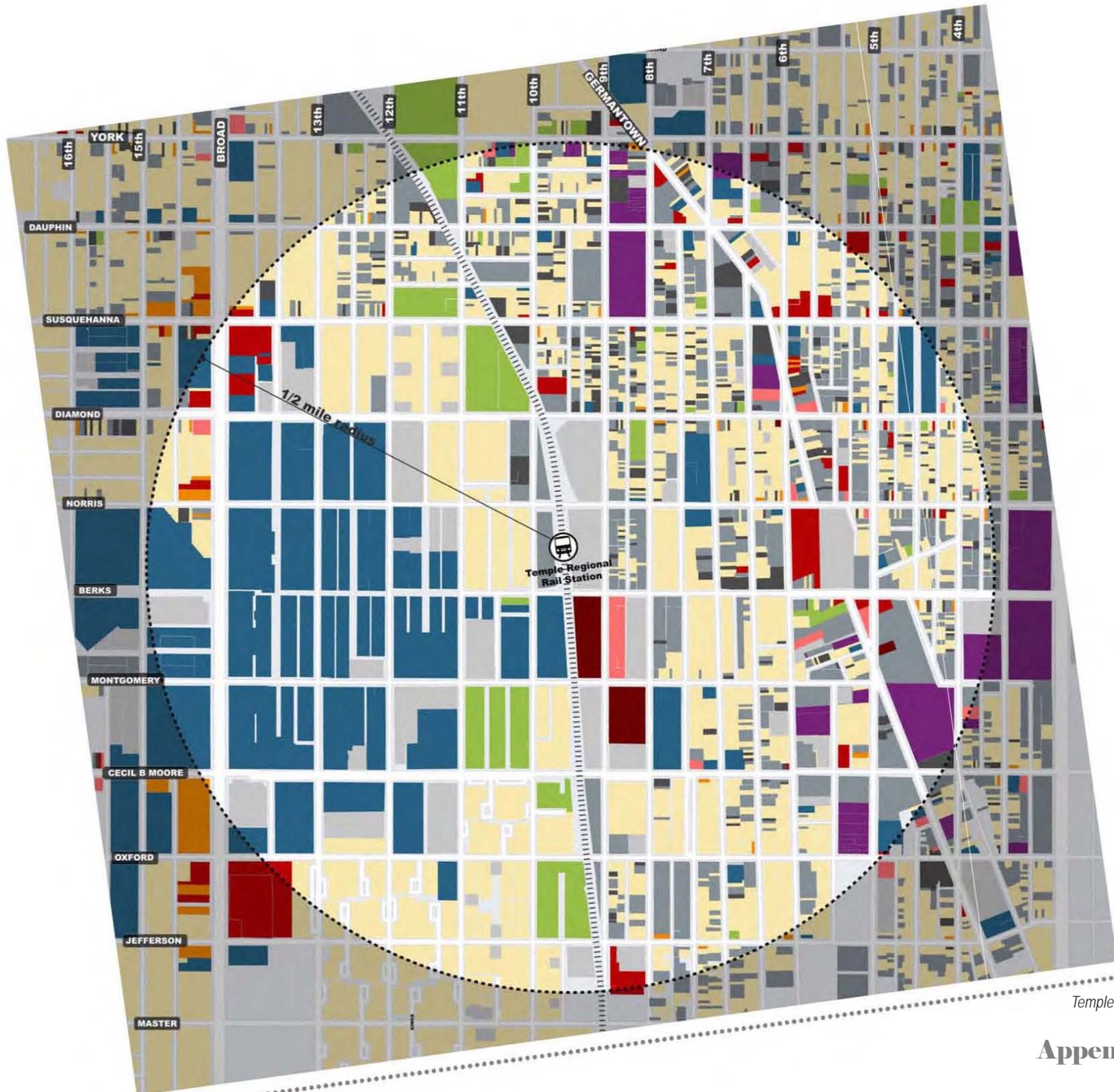
Zoning

- C1
- C2
- C3
- C4
- C7
- R5
- L4
- LR
- R9A
- R10
- R10A
- R12
- R13
- ASC
- R20
- G2
- REC
- IDD

Temple Regional Rail Station: Zoning



46th Street Station: Land Use



Temple Regional Rail Station: Land Use

Appendix: Existing Conditions



Temple Regional Rail Station Area (L-R): New Tyler School of Art, Temple University



46th Street Station Area (L-R): Antioch of Calvary Chapel, Life at UPENN



46th Street Station Area (L-R): 4601 Market, Kirkbride Center

Institutions

Both areas feature an extremely large amount of institutional uses at the stations' doorsteps. There are extensive institutional uses near the 46th Street Station including the Enterprise Center, Kirkbride Center, and the Trust Insurance building, all of which are sources of employment and services. While these institutional uses are near the station, those north of Market Street occupy large amounts of space within "superblocks" that stretch up to Haverford Avenue. These superblocks feel removed from the traditional street fabric in both the Walnut Hill and Mill Creek neighborhoods, and present a physical barrier to encouraging more people north of Market Street to walk to the station. North of the superblocks along 46th Street is another concentration of institutions comprised mostly of churches. The result is that with the exception of the PHA Nehemiah housing along 46th Street, the homes within the Mill Creek neighborhood are a little less than a ½ mile away from the station.

The types of institutional uses surrounding the Temple Regional Rail Station vary significantly from one side of the rail corridor to the other. Temple University dominates the area west of the rail corridor. One of the university's main pedestrian walkways ends at Berks and 11th Street just two blocks from the station. Until privately financed student housing was built close to the rail corridor, the space between the university and the station was primarily used for a mix of campus parking and storage. To the east of the station, a few schools, small churches, a mosque, and a recreation center are significant assets to the community, which has seen significant population loss and extreme levels of vacancy as a result.

Commercial Uses

Neither station is well-served by commercial uses. Despite the presence of Temple University, there are no retail services anywhere within a few blocks of the rail station. Temple's commercial core has instead developed primarily along Cecil B. Moore west of Broad Street and within Temple's campus in the form of food trucks and small retail establishments. Broad Street itself has recently re-emerged as a mixed-use corridor with new stores and the redevelopment of Progress Plaza at Jefferson Street already underway. Most visibly, Broad Street experienced a burst of new retail activity with the completion of "The Edge at Avenue North" on Cecil B. Moore, which includes a new movie theater. However, both Broad Street and Cecil B. Moore feel like a far reach from the eastern side of the regional rail tracks where retail uses are sporadic and far less substantial. East of the station, the only main commercial use is the Cousin's supermarket development on Germantown Avenue and 5th Street. A new credit union was recently added to this site, but the remainder of Germantown Avenue north of Norris Street, which served as the traditional "main street" for the community, has only two active stores remaining. There are also very few corner stores in the community.

At the 46th Street Station, the closest retail use is the Aldi located north of Market Street designed in a suburban style with a large setback and parking lot facing both Market and 46th Streets. The majority of other commercial uses is focused along Chestnut and Walnut Streets and takes the form of auto-oriented businesses including three gas stations, a car wash, auto-body shops, and small convenience stores such as the Super Seven on Walnut Street. The design and concentration of these uses with a visible emphasis on accommodating automobiles as opposed to ensuring that walking and biking are both attractive and safe options in the community, detracts from the transit station and the potential for transit-oriented development. The closest concentration of neighborhood-serving commercial uses are located along 52nd Street stretching south from Market Street and along the developing 40th Street corridor near the University of Pennsylvania's campus.



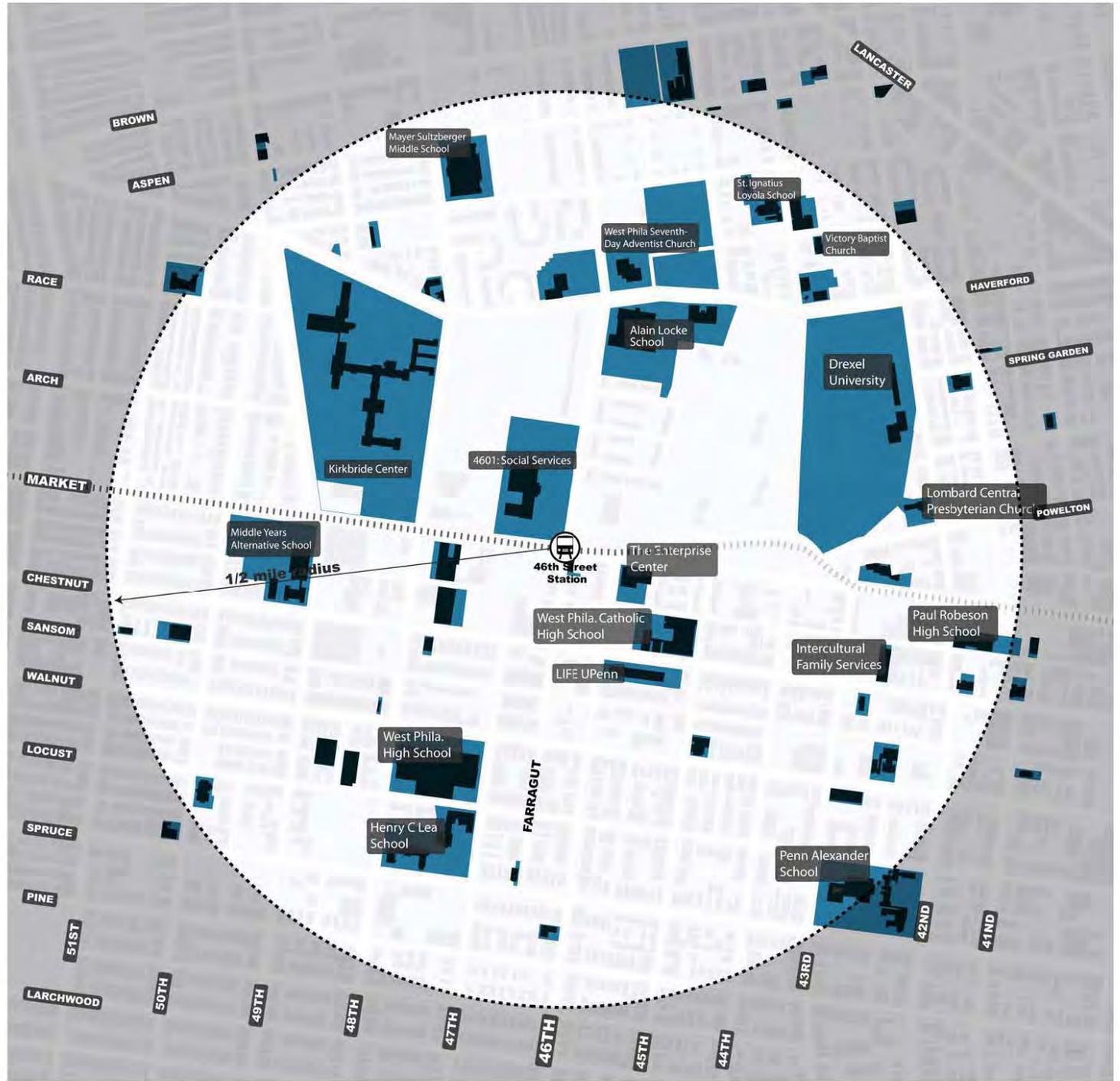
46th Street Station Area (L-R): Aldi, Shops on Farragut Street

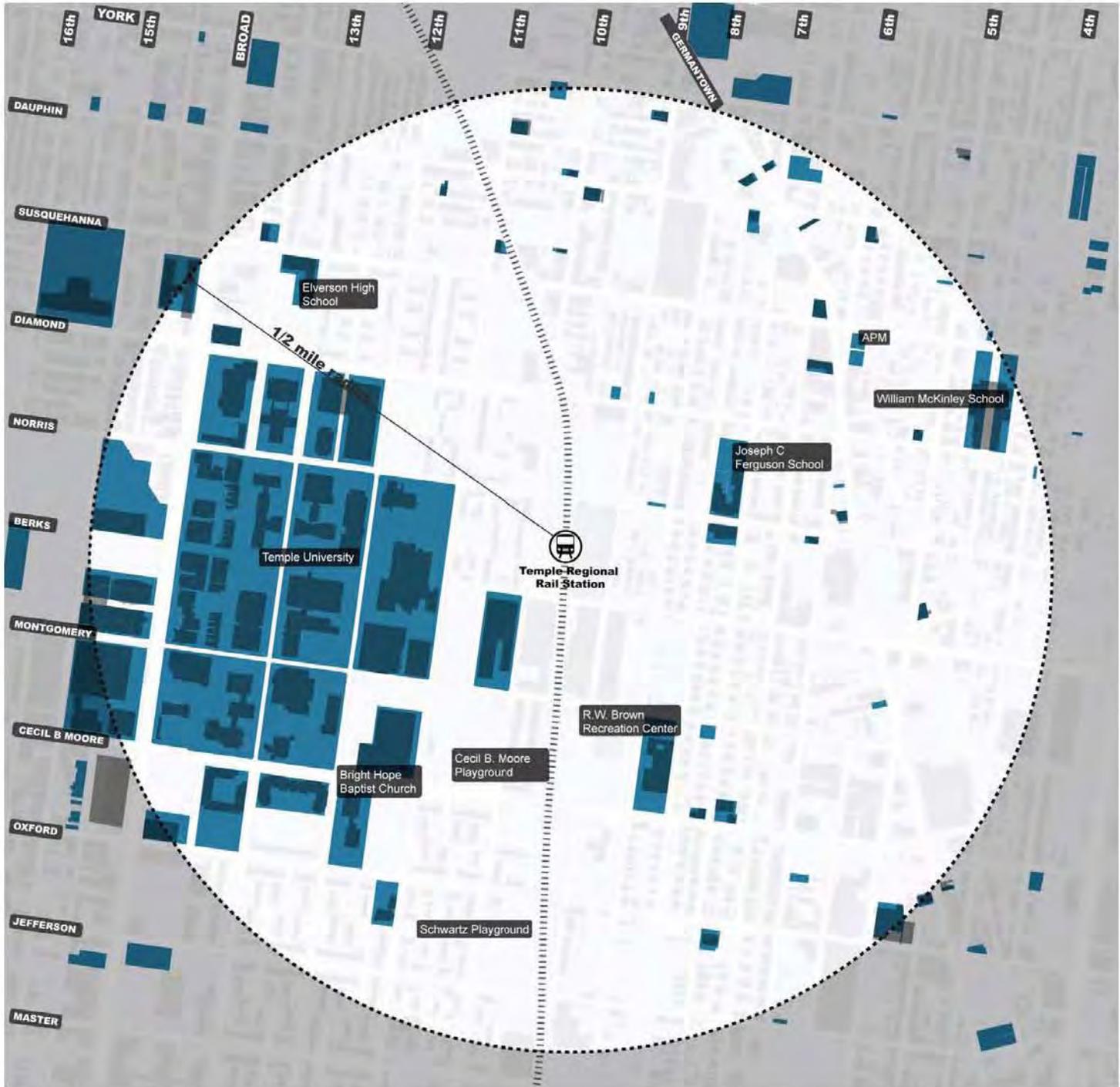


46th Street Station Area (L-R): Rite Aid, Strauss Auto Service



Temple Regional Rail Station Area (L-R): Cousins Supermarket, The Edge at Avenue North





Temple Regional Rail Station: Institutions





Temple Regional Rail Station: Commercial Uses

Employment

The most successful TOD projects build upon existing employment opportunities, retail venues, and a variety of uses that necessitate accessible transit. A diversity of non-residential uses brings with it a diversity of employment opportunities. The adjacent maps depict both commercial and institutional uses, which together comprise each station area's major employers. In an effort to estimate the potential ridership demand at each station, the commercial and institutional uses were used as a base to determine daily employment. Almost 2,000 people work within a ½ mile of the 46th Street Station and are distributed fairly evenly in the study area. Employment, however, is focused on institutional uses as many of the commercial uses near the 46th Street Station are auto-oriented and employ very few people for the space they occupy. Approximately 4,750 people work within a ½ mile of the Temple Regional Rail Station centered almost exclusively on Temple University and the PGW headquarters.

When combined with the existing population around each station, the potential daily ridership of the 46th Street and the Temple Regional Rail Stations are 25,000 people and 35,000 people, respectively. It is important to stress that these numbers represent only the potential. Many people (the elderly and youth for instance) do not work, others cannot take transit, and others may be able to walk to work. However, many others who could take transit choose to drive instead as reflected by the low ridership figures at both stations.



Major employers (L-R): Temple University, PGW, Kirkbride Center, 4601 Market

Vacancy

Both stations suffer from nearby vacancy but in very different ways. The 46th Street Station vacancy map captures those spaces currently not in use as well as those that are largely inactive, including parking lots and PHS stabilized lots. Overall, there are approximately 260 vacant lots, over 150 vacant buildings, and over 40 PHS maintained vacant lots within a ½ mile radius of the station. There are four main concentrations of vacancy and underutilized land within close proximity to the station. The first hugs Market Street between Farragut and 48th Streets in the shape of parking lots used currently by SEPTA construction workers. The second is located along Sansom Street between 46th and Farragut. These lots, some of which are currently maintained, are wedged between the area's three gas stations. The third is focused around Market Street and 43rd Street with additional vacancies found on 44th Street south of Market Street. The final area is located within the superblock along 48th Street. Due to a lack of access to the site, it was difficult to precisely determine the full extent to which the property is used both behind 4601 and within the Kirkbride Center. What is shown on the map, however, identifies clearly underutilized land, particularly given its proximity to a rail station.

Each of these four areas of concentrated vacancy represent development potential, but realizing this potential requires strategic thinking about adjacent properties and the adequacy of existing infrastructure. For instance, the superblock likely cannot be developed to its full potential without adding new streets and infrastructure to serve

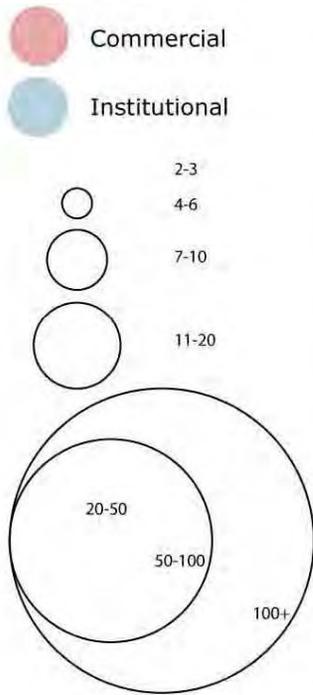
future uses. Similarly, the lots along Sansom Street will be difficult to redevelop without addressing one or all of the surrounding gas stations that depress the potential for new housing or mixed-use development.

The vacancy plaguing the Temple Regional Rail Station study area, however, faces different challenges starting with the sheer level of vacancy that impacts virtually every single block in the community. There are over 1,600 vacant lots within a half mile of the station, over 300 of which are maintained by PHS, who has a very visible and positive presence in the community. Almost 190 of the vacant lots are particularly egregious, characterized as sites for illegal dumping. In addition, there are over 360 vacant buildings in the study area. Almost all of this vacancy is located east of the rail corridor and amounts to 20% of the land area. While the amount of vacancy is high, the overwhelming majority of it is scattered among many small, privately-owned lots, making redevelopment efforts very difficult. The primary concentration of large, underutilized lots is located immediately adjacent to the rail station in the form of two large parking lots – one public and the other private serving PGW trucks. Other concentrations of large vacant lots exist along Germantown Avenue near Cecil B. Moore, but these are former manufacturing sites adjacent to active industries and farther removed from the station.

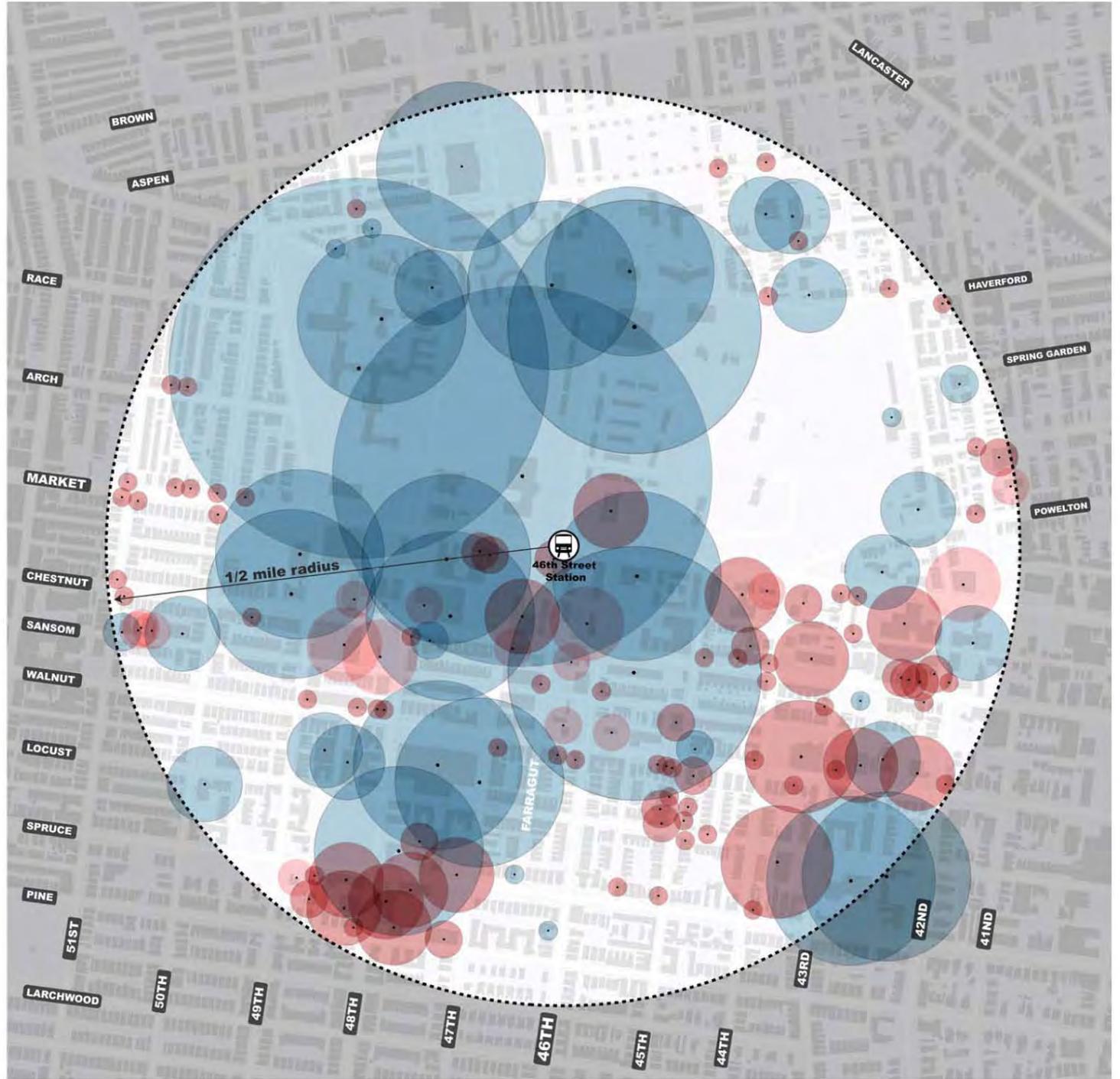


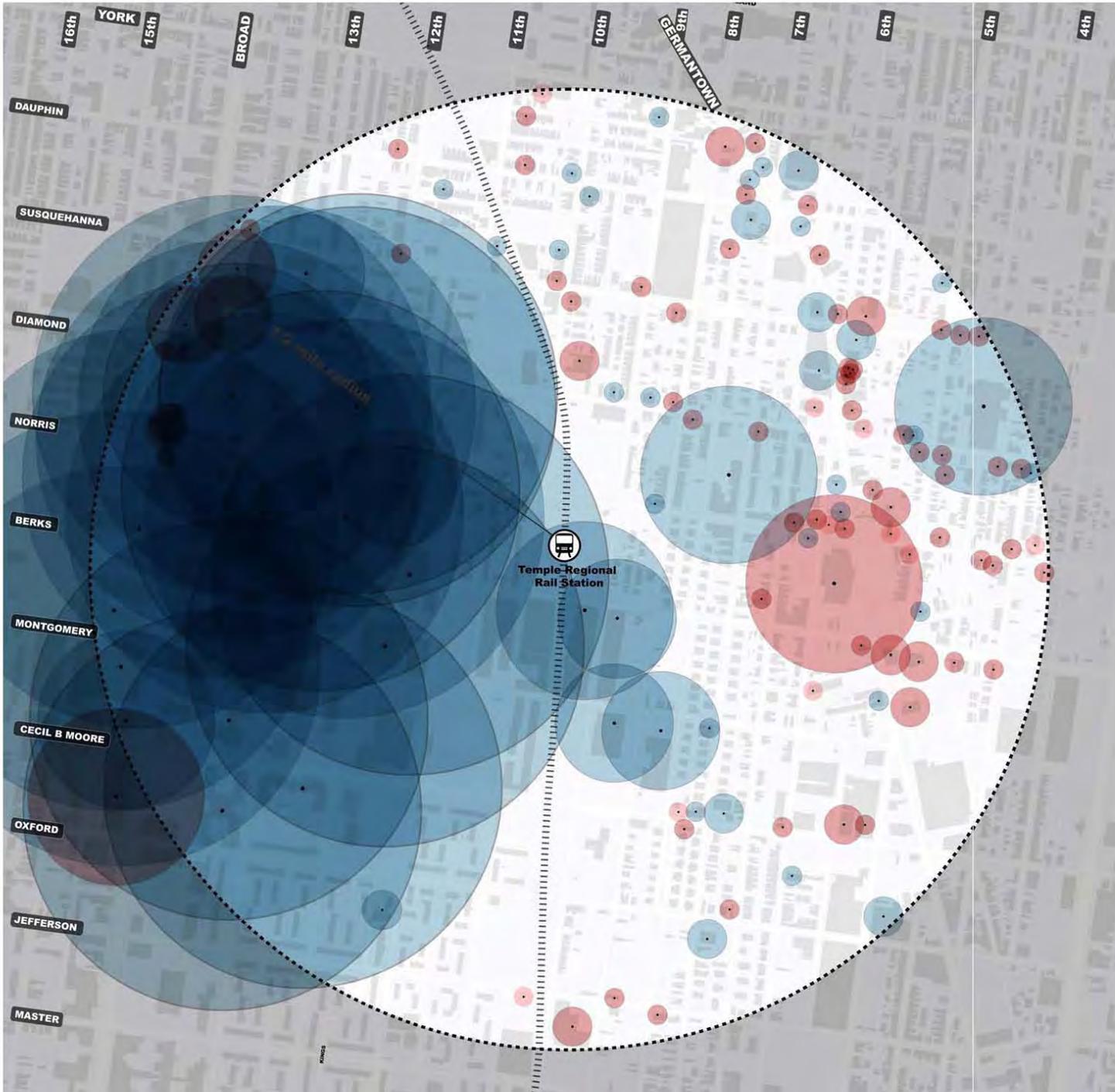
Vacancy in the station areas: 46th Street Station (left two), Temple Regional Rail Station (right two)

Number of Employees



46th Street Station: Employment





Temple Regional Rail Station: Employment



Vacancy & Inactive

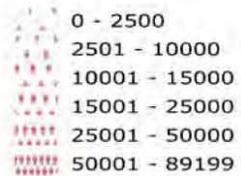
- Parking Lot
- PHS Stabilized
- Vacant Lot
- Vacant Building
- Garbage Filled Lot

46th Street Station: Vacancy

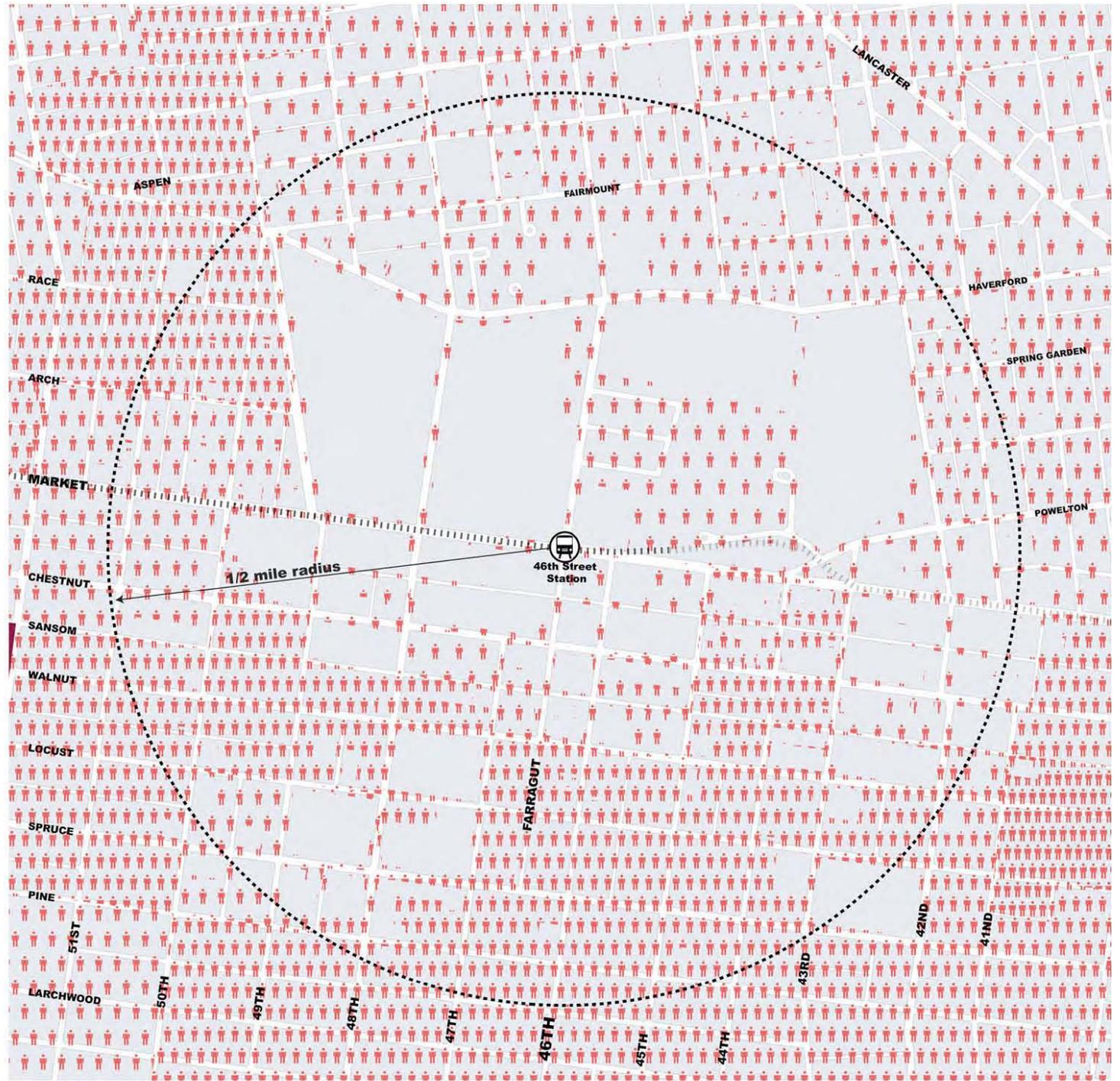


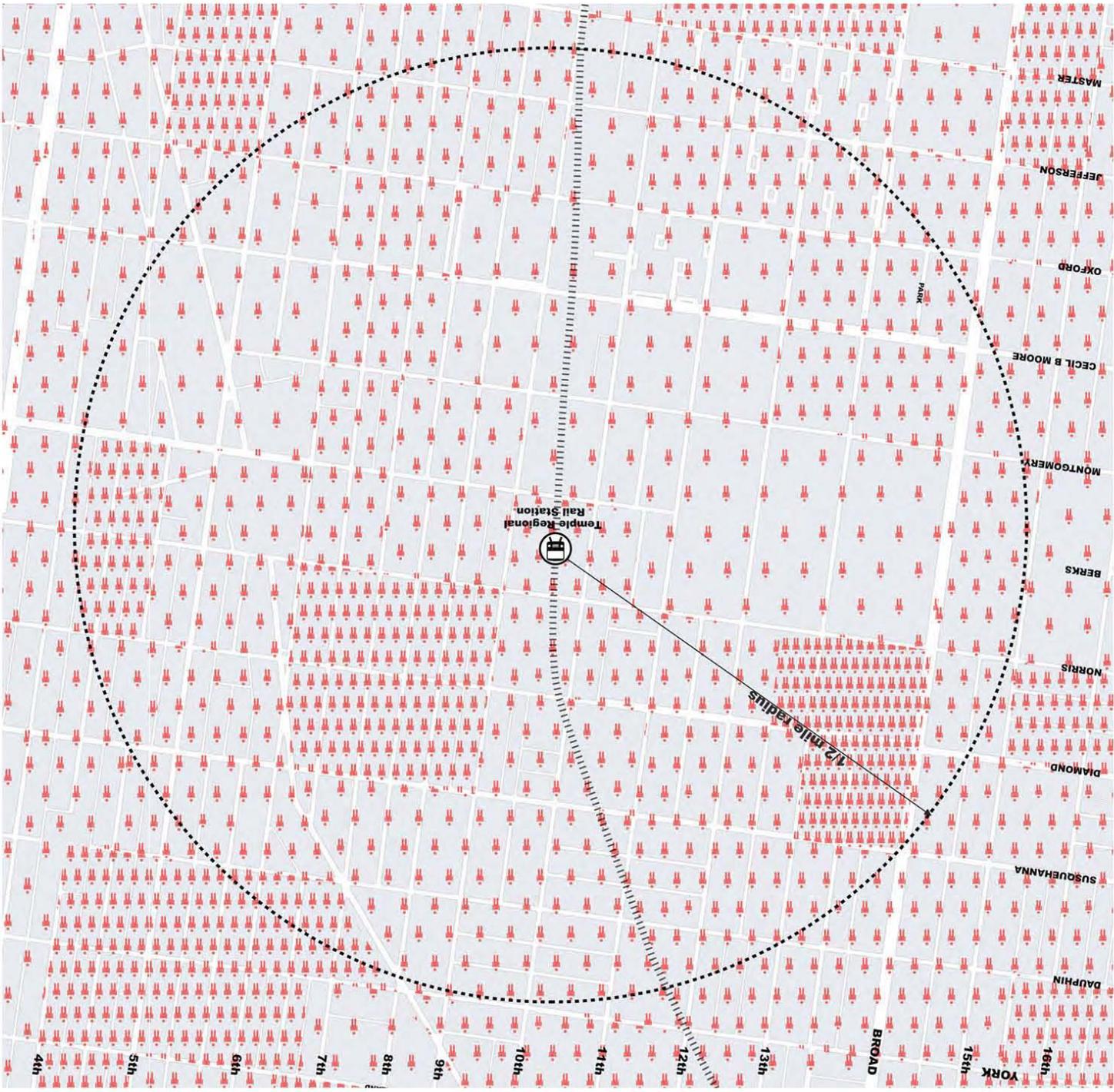
Temple Regional Rail Station: Vacancy

Population Density
(persons per square mile)
Census 2000



46th Street Station: Population Density





Temple Regional Rail Station: Population Density



Gaps in the fabric in the Temple Regional Rail Station Area

Density

A population density map provides a visual tool to identify those portions of each study area that do not meet the desired threshold to support active transit use. A general rule of thumb is that transit-oriented development needs to be supported by at least 20 units per acre. While many portions of each study area far exceed this threshold, the areas immediately around each station exhibit extremely low population density as a result of vacant and underutilized land. The lack of people living near each station means there are fewer eyes on the street, which only fuels negative perceptions about crime and safety. Each station area will need to be developed with new homes and other uses to combat this characteristic and promote transit use.

Building Condition

The pattern of building conditions is the inverse of vacancy patterns around both stations. A grading scale from A to F was utilized to rate each building in the area. Those receiving an A are light green, signifying structures that need little to no maintenance as seen from the front of the property. Those receiving a B rating might require some maintenance of a do-it-yourself nature. Most properties received a C, meaning that they require enough work that a contractor may be needed to upgrade the property to an A or B status. Those buildings in the D and F categories are either vacant/severely damaged or failing structures, respectively.

Both station study areas follow similar patterns in terms of building condition. The institutional uses around each station are predominantly in good or excellent condition and the majority of housing stock is classified as a C or fair condition. In the 46th Street Station area, the exception is a noticeable improvement in building condition towards the south and west of the study area particularly along Spruce and Pine Streets. In the Temple Regional Rail Station area, a series of interconnected blocks that stretch from Norris Street all the way to Oxford Street are in excellent or good condition, which represents the location of a number of recently completed housing developments.





Building Condition

- A Excellent
- B Above Average
- C Neighborhood Average
- D Abandoned or Damaged
- F Failing Structure

46th Street Station: Building Condition



Temple Regional Rail Station: Building Condition

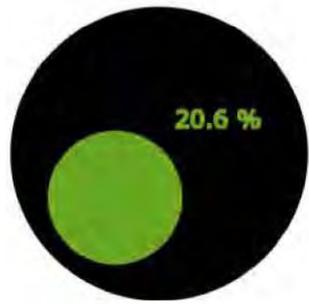
Tree Coverage

The tree canopy covers 20.6% of the study land area within a ½ mile radius of the 46th Street Station. While this exceeds many Philadelphia neighborhoods, it neither meets the Mayor’s stated goal of 30% tree coverage nor is it reflective of the amount and quality of existing street trees. The existing tree canopy is chiefly the result of the large institutional uses north of the station. Streets to the south of Market Street often have very few trees, which is attributable to a combination of auto-oriented uses along Chestnut Street, 48th Street and portions of Walnut Street, as well as poor maintenance of sidewalks particularly along north-south streets that would otherwise connect the community with the station. The greatest density of street trees is currently found in the study area’s southeast corner where the strongest and best building conditions were recorded and the least amount of vacancy witnessed. Even many of the very narrow streets have adequate tree coverage in this area.

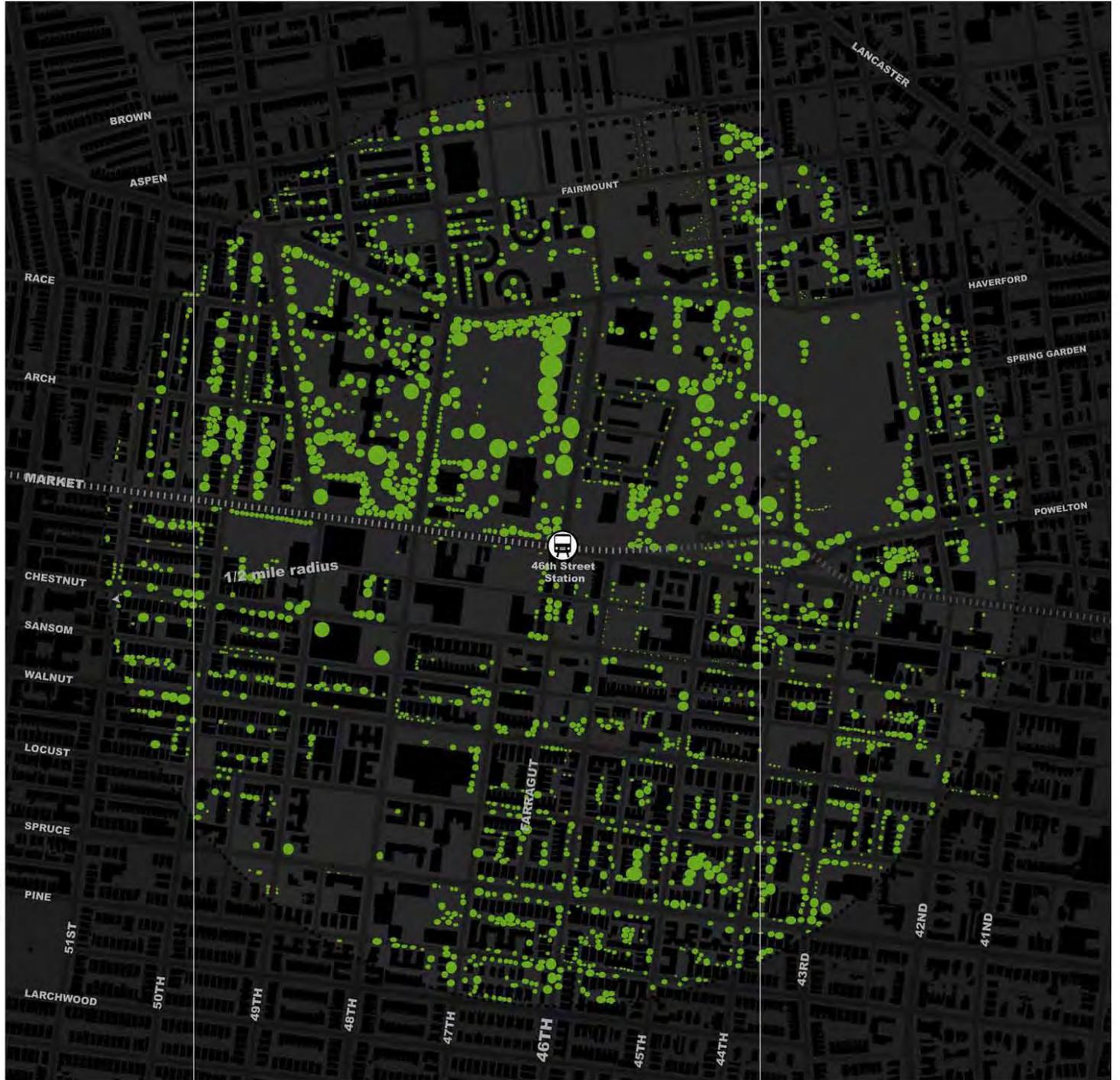
The tree canopy within a ½ mile radius around the Temple Regional Rail Station covers only 8.2% of the area. New construction is noticeable by the linear arrangement of younger trees, while many of the larger trees are located within “unimproved” areas such as overgrown lots or on the interiors of blocks within the backyards of existing homes. The healthiest and most consistent groupings of trees are located on Temple’s campus and around the PGW headquarters. Large portions of the study area contained no trees. While this is expected in and around existing industrial corridors like American Street, it is of particular concern along some of the community’s main east-west streets that connect to the station including Berks, Norris, Diamond and Montgomery Streets.

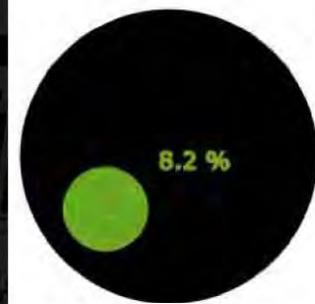
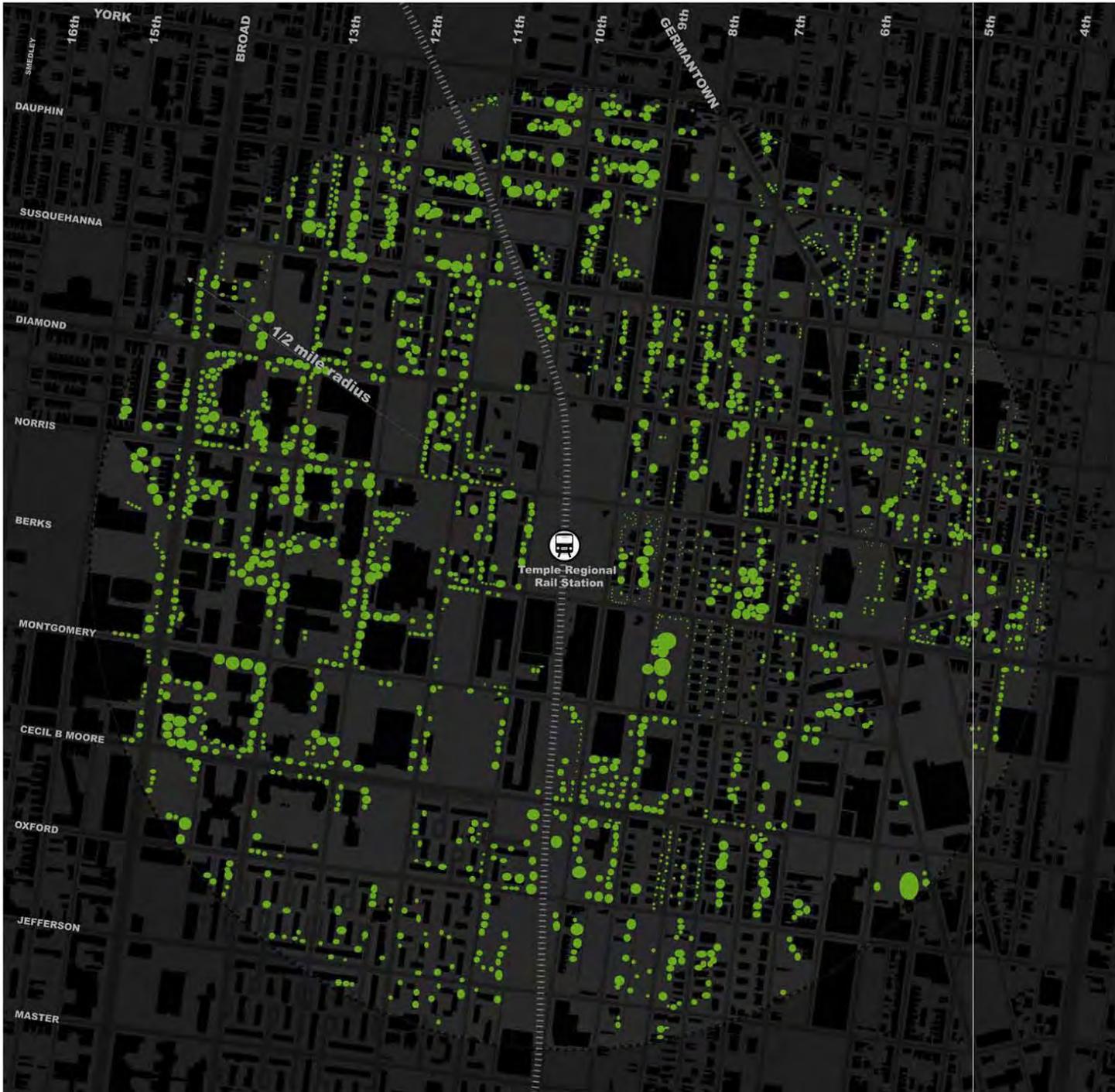


Sparse tree coverage on key connector streets (clockwise from top left): 9th Street next to Temple Regional Rail Station, 47th Street south of 46th Street Station, Chestnut Street, 10th Street next to Temple Regional Rail Station viaduct



46th Street Station:
Tree Canopy





Temple Regional Rail Station:
Tree Canopy

Open Space

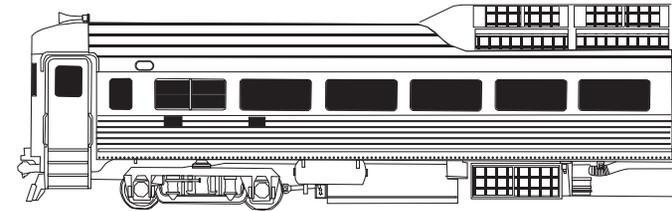
The 46th Street Station area is served primarily by two recreation centers, both located north of Market Street. The Lee Cultural Center is the closest and accessed off of Haverford Avenue east of 46th Street. The other recreation center is located at Aspen and 48th Streets. More direct access to the Lee Cultural Center could be created if the unused open space associated with Westpark Apartments could be redesigned and reused as a public path, which would require a substantially improved connection from Market Street.

South of Market Street, there are far fewer public open spaces. Closest to the station are two small parks, one at 47th and Sansom Streets and the other at 45th and Sansom Streets, that serve the local community. Otherwise, large fields associated with West Philadelphia High School are located at Locust and 48th Streets and a private recreation area is located at Spruce and 47th Streets serving adjacent apartment buildings. There are no parks within four blocks of the station even though there are homes and offices that could benefit from a small open space.

In the Temple Regional Rail Station area, the majority of recreation centers are located west of the rail corridor on the northern and southern edges of Temple's campus. These include the Pennrose Recreation Center located at Susquehanna and 11th Streets, the Cecil B. Moore Playground on Cecil B. Moore at 10th Street and the Schwartz Playground at 10th and Oxford Streets. East of the rail corridor, the area is served primarily by the R.W. Brown Recreation Center at 8th and Montgomery Streets and a small playground at 8th and Diamond Streets. There is a ball field located at the intersection of 4th and Dauphin, and APM's Borinquen development along 6th Street contains a small tot lot in the courtyard that is used by children from throughout the community. Although the youth in this area could cross the rail to use the adjacent recreation centers noted above, physical boundaries often reinforce social ones that relate to neighborhoods and, at times, race. Combined with concerns about safety, parents clearly encourage children to play locally, resulting in ad-hoc play space on streets and in vacant lots.



Examples of open space and recreational opportunities around the Temple Regional Rail Station



Transportation

The character of the neighborhoods immediately surrounding the 46th Street Station and Temple Station are, for the most part, typical of many such station-oriented districts in the city. These neighborhoods exhibit both strengths and deficiencies with respect to how well they utilize the transit station as a resource.

It bears mention that transit-focused neighborhoods in the city have gone through a cyclical process of viability and neglect. Initially developed and maintained as desirable, accessible locations due to their inherently strong relationship with the city's transit network, the overwhelmingly widespread use of the automobile as a sole means of travel throughout America in the second half of the twentieth century adversely impacted these transit-focused city neighborhoods in three primary ways:

- Neglect of basic infrastructure and neighborhood amenities as mass suburbanization led to widespread depopulation and economic stratification of urban neighborhoods.
- Reductions in transit services.
- Damaging physical impacts of attempts to “follow the trends” and re-adapt the neighborhoods for car-oriented uses, with large parking lots, gas/service stations, higher traffic capacity (and speeds), and wider intersections.

While the first two trends have recently begun to reverse themselves for the better – with off-peak weekday frequencies on the Market-Frankford El recently increased to every 6 minutes – one of the primary objectives of this report is to instigate further

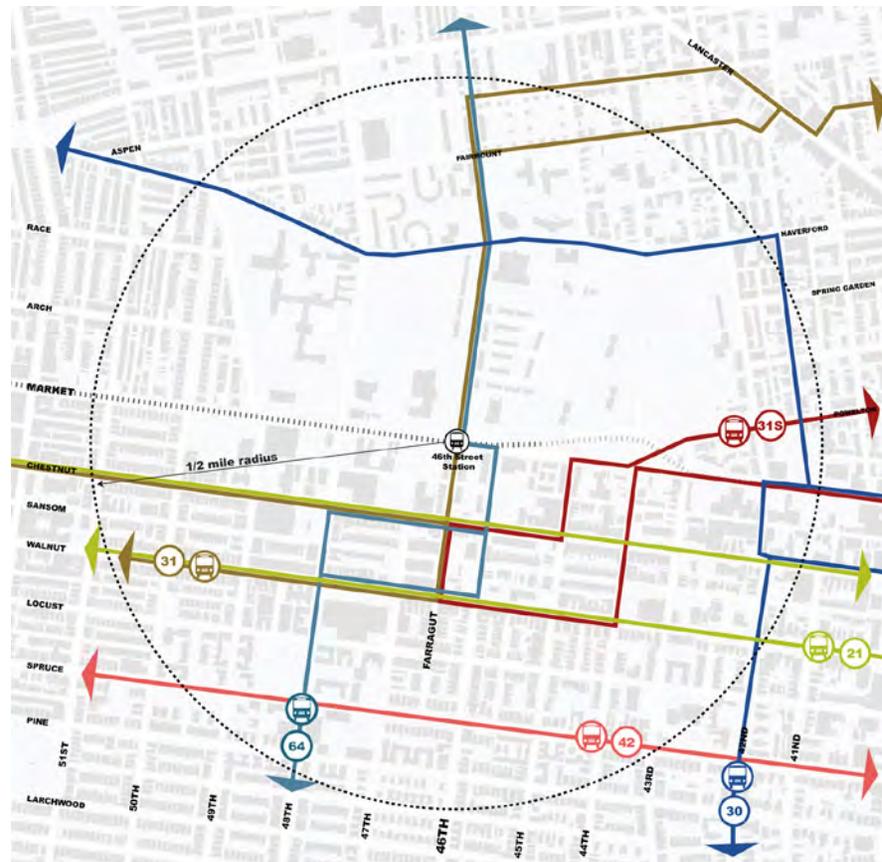
attention to the third. To this end, the following analysis of existing conditions largely focuses on deficiencies that should be addressed in the attempt to re-establish the subject neighborhoods as vibrant urban districts rather than frayed, partly transit-oriented, partly-car-oriented areas of mixed design quality.

As is typical throughout Philadelphia, the Temple and 46th Street Station areas consist of the following challenges with respect to transportation:

- Auto-orientation of streets and intersections: The nationwide paradigm of car-focused access has intruded significantly on the subject station areas, leading to the prioritization of traffic flows and the proliferation of off-street parking and auto-centric land uses.
- High-speed streets: Many streets within these areas are holdovers from the late-twentieth-century paradigm of “car-first” design characteristics, with streets and intersections designed for high-speed and optimized traffic capacity. This paradigm, now acknowledged throughout the United States as outdated and anti-urban, underemphasizes pedestrian and bicycle safety.
- Lack of attention to transit and pedestrian access: Even though these areas are by definition directly adjacent to prime transit facilities, the planning/design emphasis over the last few decades has been focused on car access.

Transit Routes

In addition to the subject rail stations, a number of bus routes serve each of the study neighborhoods. From an interconnectivity standpoint, the most important route at the 46th Street Station is the crosstown Route 64. At Temple Station there is less demand for direct interconnectivity, as the bus routes traveling through this area also connect with the higher frequency Market-Frankford and Broad Street subway lines. It has been noted that one of the major north-south bus lines around the Temple Station (Route 47) is two blocks from the Cousin's Supermarket and would better serve the community if the Route included a stop at the market.

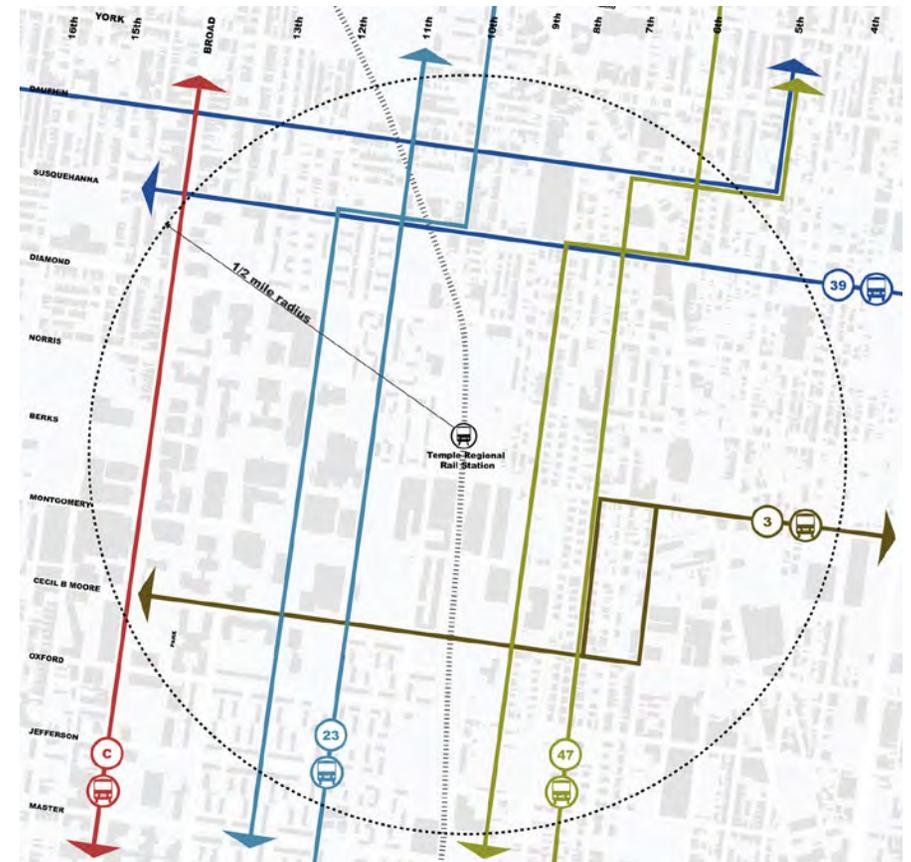


46th Street Station: Transit Routes

Pedestrian System

The status of the pedestrian system within the two station areas is typical of many neighborhoods in Philadelphia, with characteristics that include the following:

- Intersections with high-speed, auto-oriented geometries, and an eroded level of attention to pedestrian crossing conditions and general safety.
- Stretches of sidewalk upon which cars are regularly parked, either as part of auto-sales operations or to protect themselves from high-speed street traffic.
- Areas with a lack of protective buffer between sidewalks and traffic lanes.



Temple Regional Rail Station: Transit Routes

As mentioned, these conditions are in part the result of an outdated, auto-focused planning paradigm with excessive attention to capacity and total through-put at the expense of other street users, and are primary targets of the recommendations proposed in this program.

Parking

Constraints on the total parking capacity are most evident in the direct vicinity of 46th Street Station, where an existing tendency to use the station as a “park-and-ride” site conflicts with the general parking demand on residential streets. Around the Temple Regional Rail Station, parking is difficult to find west of the station and too many cars park on the sidewalks east of the station, exacerbating traffic speeds on connector streets to the station.

Street Characteristics

The major street characteristics of the two station areas include:

- Intersections built to an excessive vehicular-flow standard.
- Street sections that are wider than needed to handle their traffic demands.

The bicycle system in each of the two station areas show a number of existing bike lanes but also significant gaps in the overall interconnectivity of the system.

Urban Design

Urban design has a direct relationship with transportation behavior. Areas that lack consistent, pedestrian-scale street frontages are not optimally conducive to walking. Each of the two evaluated station areas includes predominately auto-focused design in the direct vicinity of the station itself.

The recommendations included in this report are intended to correct many of the deficiencies and inconsistencies highlighted above; the highest priority issues are summarized in the following Priority Issues diagrams.



Poor maintenance



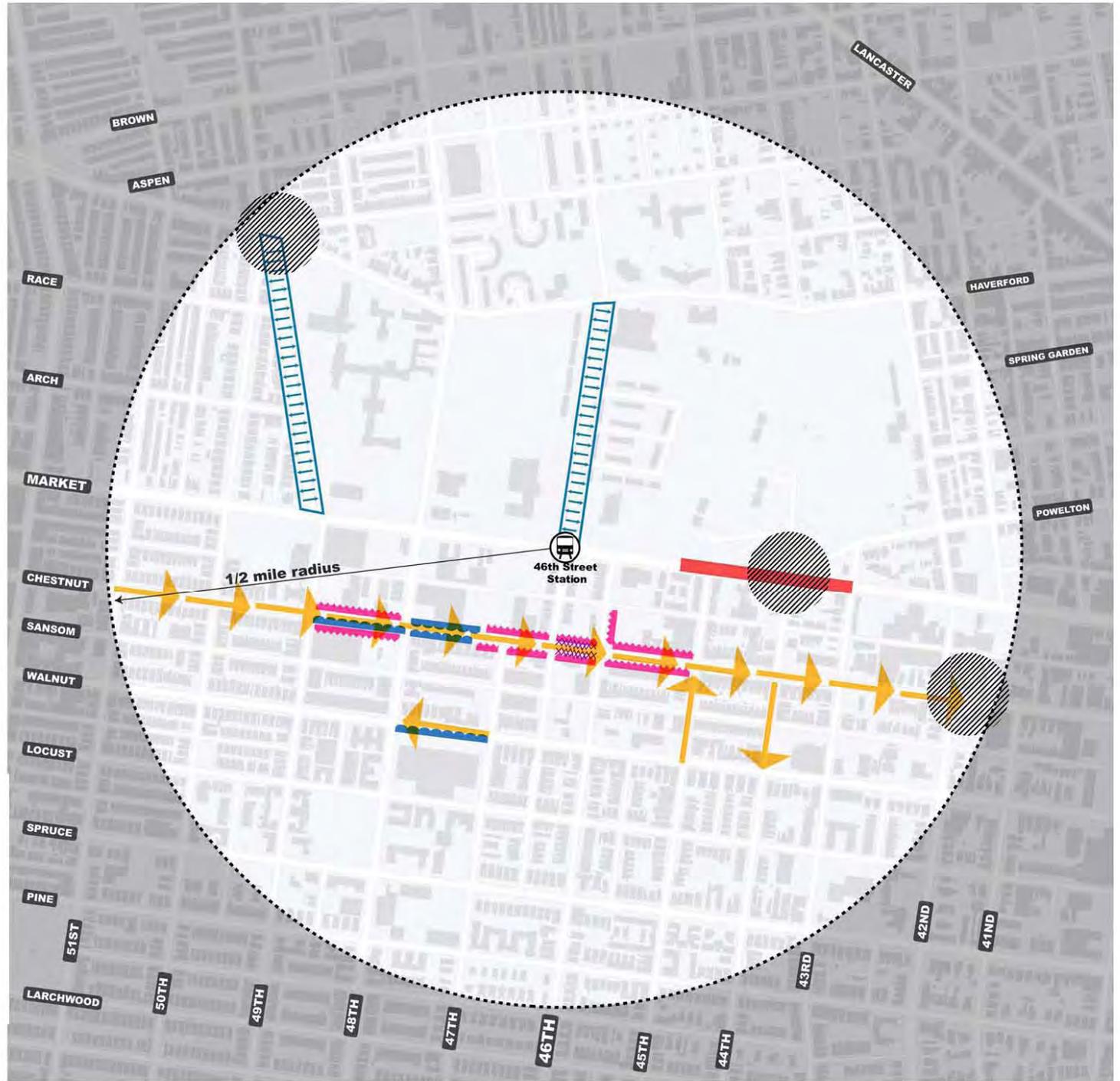
Parking on sidewalk



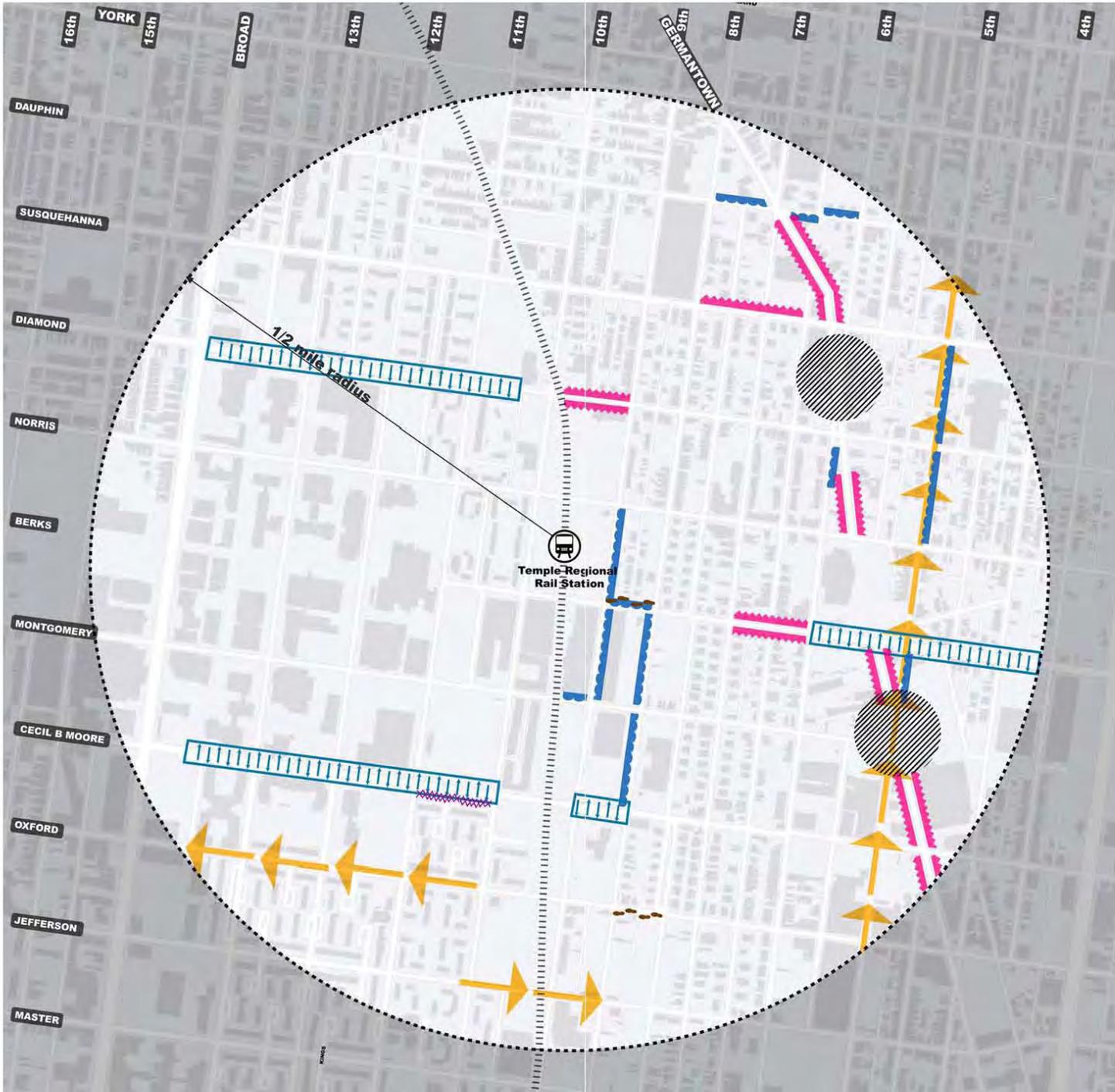
Wide street section



Lack of pedestrian-oriented street frontage



46th Street Station: Priority Issues



Temple Regional Rail Station:
Priority Issues

Crime

Crime, both real and perceived, is the primary concern voiced by residents surrounding each station. A lack of adequate lighting, high vacancy rates and low number of people living near the station has cultivated a fear of using the station. Residents interviewed during this plan indicated that many people simply avoid the 46th Street Station all together and use the 52nd Street Station instead. Unfortunately, crime statistics reinforce some of these perceptions, which demonstrate that there is a higher rate of crimes against persons in areas immediately adjacent to the station, particularly at the Westpark Apartments site. These conditions were echoed in the Walnut Hill Neighborhood Plan that identified poor lighting and safety concerns as major reasons that residents avoid using the 46th Street Station. The plan's recommendations to improve lighting and redevelop land along Farragut Street were completed to promote better use of the station.

Much of the same can be said about the Temple Regional Rail Station. While Temple University has a security kiosk located at the Berks Street entrance to the station, vacancy and poor lighting have contributed to residents' fears that getting to and from the station is unsafe. As with the 46th Street Station, crime statistics confirm some of this perception. The area around the station extending across Temple's campus to Broad Street has a noticeably higher rate of incidents against persons than surrounding areas. The Temple University Police and the 22nd, 23rd and 26th Police Districts overlap in this critical area indicating that better coordination may be necessary to improve police presence and safety around the station.



Mural in the Temple Regional Rail Station area

Trash

Trash was also identified as a significant concern in both communities. Around the 46th Street Station, trash is most noticeable along streets and in the rear of poorly maintained properties. Residents complain that trash pick-up and cleaning services are not frequent enough to combat litter and illegal dumping. The University City District maintains portions of Market, Chestnut and Walnut Streets in the area twice weekly, but does not currently clean any of the north-south streets such as Farragut or 46th that connect the station with the rest of the community.

Around the Temple Regional Rail Station, litter on the streets is a significant issue, but illegal dumping on vacant lots has long been a major community concern. Our survey indicated that there were approximately 190 “garbage-filled lots” scattered throughout the study area. While this number appears high, a significant number of formerly garbage-filled lots have been “cleaned and greened” by the PHS’ Philadelphia Green program. Their focused efforts have resulted in over 300 improved lots in the community, many of which are within blocks of the station.

Affordability

Each area has historically been affordable to residents with very low incomes. Recent investment and development has raised some concerns, however, about the future affordability of the community. This issue is more acute at the 46th Street Station area south of Market Street where housing prices on some blocks have soared over the past few years. New development should address the need for both market-rate and affordable housing (for seniors as well as families) to ensure that those who want to remain in the community can do so. In the Temple Regional Rail Station area, with the exception of the student housing, all of the recently completed housing developments have been dedicated to affordable homeowners and renters. The APM CDC and their partners have slowly built a housing market in the area where private investors are starting to take notice. New market-rate housing should be encouraged in step with the continued production of affordable units to serve local residents.



New townhomes near Temple Regional Rail Station



Trash in the stairwell at Westpark Apartments



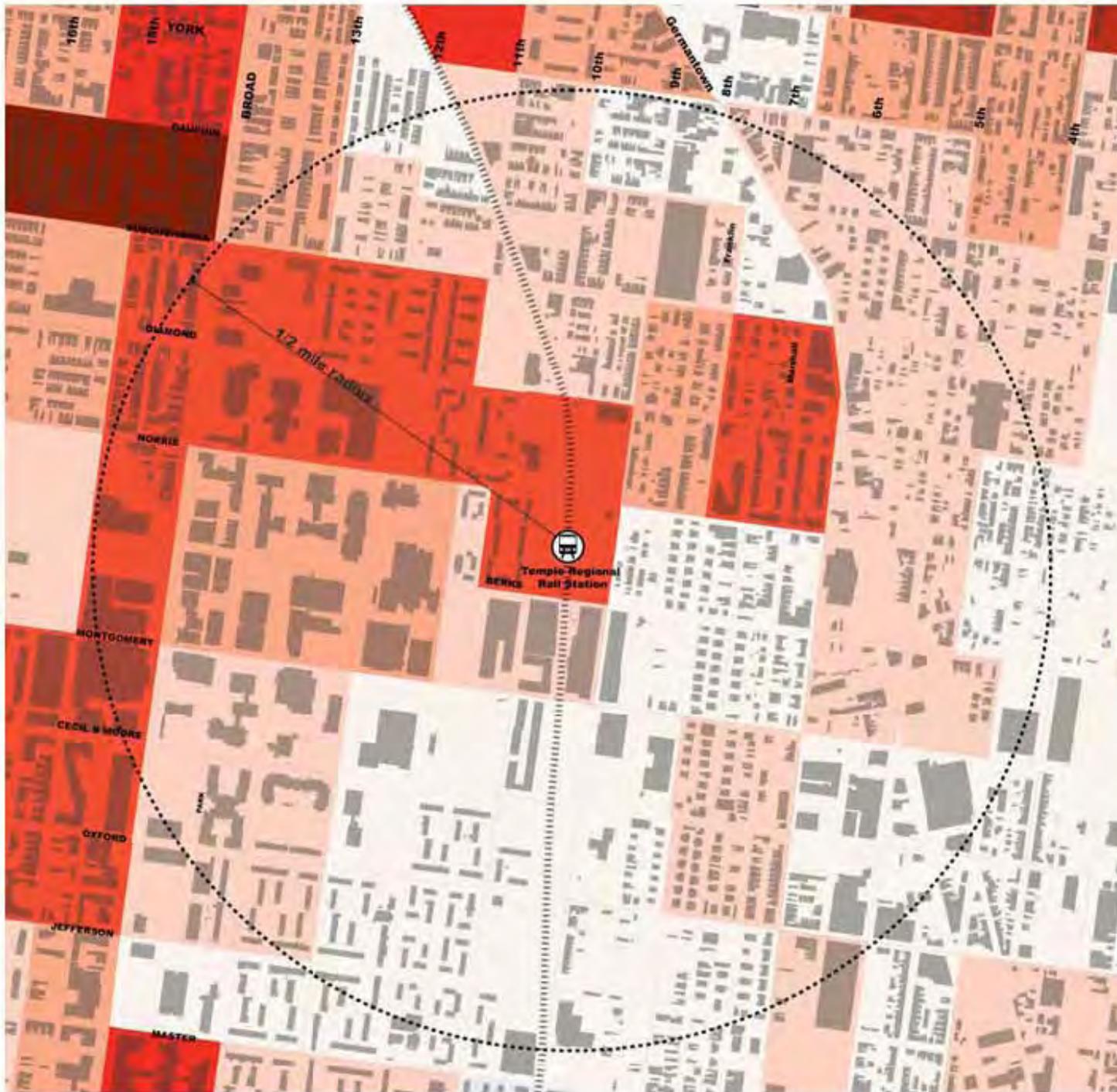
PHS-maintained lot in the Temple Regional Rail Station area



46th Street Station: University City District Maintenance
 Source: University City District



46th Street Station: Crime



Crime: All Against Persons 2006

- 0 - 5
- 6 - 10
- 11 - 15
- 16 - 20
- 21 - 25
- 26 - 30
- 31 - 40

Temple Regional Rail Station: Crime

Public and Stakeholder Feedback

At both sites, there is broad receptivity to the need for physical improvements around each transit station. The focus on pedestrian-friendly, and safe, around-the-clock accessibility to and from the stations was universal and considered fundamental to any plan to encourage greater use of rail-oriented public transit. Many themes emerged from the public comment phases across the two sites, and are organized into three broad categories: 1) general themes that capture the hopes of the majority of stakeholders in terms of what these transit areas can become; 2) themes that summarize the key points made by the public and stakeholders with respect to specific station elements including housing and community benefits; and 3) themes which summarize the main points expressed by different groups of stakeholders.

1. General Themes

- Land uses and good physical design that compliment the existing architecture, building densities, and streetscapes are extremely important.
- Special on-street parking zones dedicated to current residents should be considered.
- The plan should include bicycle trails and pedestrian walkways to discourage vehicular use and encourage alternative transit.
- New parks, green space, and open space to make gateways and passageways to and from stations attractive, open, and inviting should be integrated into the design.
- Make sure that improvements targeted to the areas adjacent to and in proximity of the stations are extended deep into each neighborhood so that station-improvements leverage community-wide improvements. These include:
 - o Enhancing the accessibility of the stations via strategically placed directional signs.
 - o Enhancing the safety and security of gateways/passageways to and from stations via pedestrian lighting and improved coordination with the local police.

2. Station Elements

Housing

- Include a mix of multi-family and moderate to higher-density housing that does not dominate the streetscape but blends in with existing building heights.
- Include a mix of affordable and market rate housing, rental and homeownership in the station area.



Market-Frankford EI

Community Facilities

- Consider police mini-stations and day care facilities to improve the safety and use of the station by residents.

Community Benefits

- Ensure that employment (construction and permanent – retail, property management, etc.) generated by the improvements around the station produce real jobs for residents.
- Ensure that new housing built as affordable to low- and moderate-income residents is truly affordable, and that property tax increases on existing residents are fair and equitable.

3. Stakeholder Groups

Resident / Community-based Institutions

- Stations should be equipped with:
 - o Clocks, artwork, signage, monitors updating riders, emergency alarm boxes and security cameras.
 - o Restrooms with attendants modeled after the Project HOME demonstration with Lucien Blackwell library providing trained homeless persons with employment.
 - o Ticket windows and machines.
- Long-term maintenance to ensure the stations remain assets over time.

City-Wide Service Institutions

- Mill Creek trail runs through the West Philadelphia site and could be an environmental problem. Stormwater management should be a key factor in the plan.



Temple Regional Rail Station Berks Street entrance

CDCs / Developers

- Facilitate and incorporate into TOD:
 - o Resident participation in construction and permanent jobs including ownership of franchises.
 - o Cooperative housing to include more permanent affordable housing options in the mix of new housing.
 - o Satellite government offices to decentralize some functions and enhance accessibility of residents to city services.
 - o Expand residential land uses to create more of a market for retail goods and services that have to be accessible to residents, especially seniors.
 - o Ensure accessibility via bus service to the station and/or special jitney-type vehicles that may run more frequently/easier to board.
 - o Encourage greater densities around the station to capture the potential market and promote transit ridership.
- Concerns
 - o The influx of student housing at both stations leading to long-term residents being priced out of the community.

Local Government Sector

- Assess impact on community facilities, existing and planned, and research whether streetscape improvements are already be planned or scheduled.
- Encourage rezoning that allows multi-family housing/higher density housing to attract a mix of household types and facilitate a mix of affordable units.
- Create design guidelines for each transit site to take the greatest advantage of each physical context versus a general overlay.
- Incorporate bike parks with lockers to encourage bicycle/transit modes of travel.

- Keep parking off-street in the form of lots and garages; dedicate spaces for “car share” vehicles for priority parking.
- Offer incentives in the form of reduced rents with purchase of rail passes.
- Land uses around the stations should consider:
 - o Ground floor retail to generate street presence and activity through coffee shops, restaurants, convenience stores;
 - o Day care facilities for parents who live near the station to make it easier for them to use transit to and from work;
 - o Auto repair shops (with attractive facades/signage) for convenience;
 - o Traffic calming buffers; and
 - o Banners and monitors at stations with real-time information for riders on train schedules and other news and events to keep them engaged.
- Bike lanes / pedestrian walkways should seek to connect to unique local assets such as the Schuylkill River path, University City/Science Center areas, and the Temple University campus.

SEPTA

- The agency has the opportunity to access TRID resources to fund upfront infrastructure investments and ongoing maintenance for the station area to help increase ridership.
- SMART Station designation by the Department of Homeland Security (DHLS) requires communication links between City and SEPTA police.
- The planning process enables SEPTA to connect with community residents and their concerns and perspectives above and beyond the organization’s ongoing educational campaigns.



Westpark Apartments