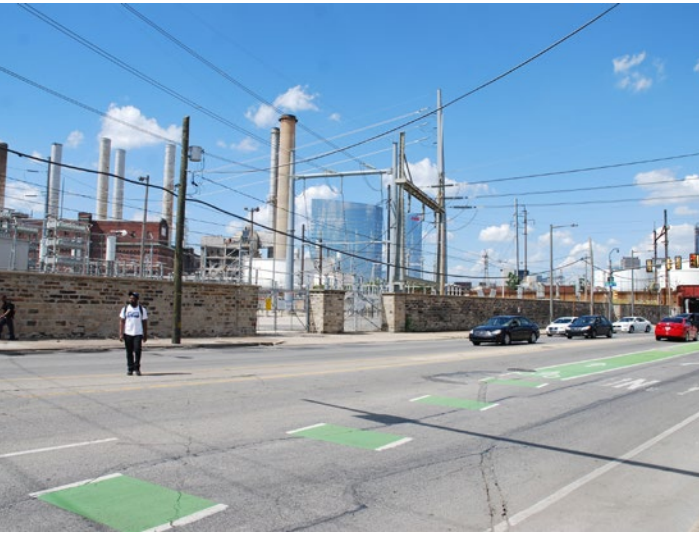


GRAYS FERRY AVENUE: HEALTHY CORRIDOR WORKSHOP BRIEFING



July 27, 2017

University of the Sciences - McNeil Science and Technology Center

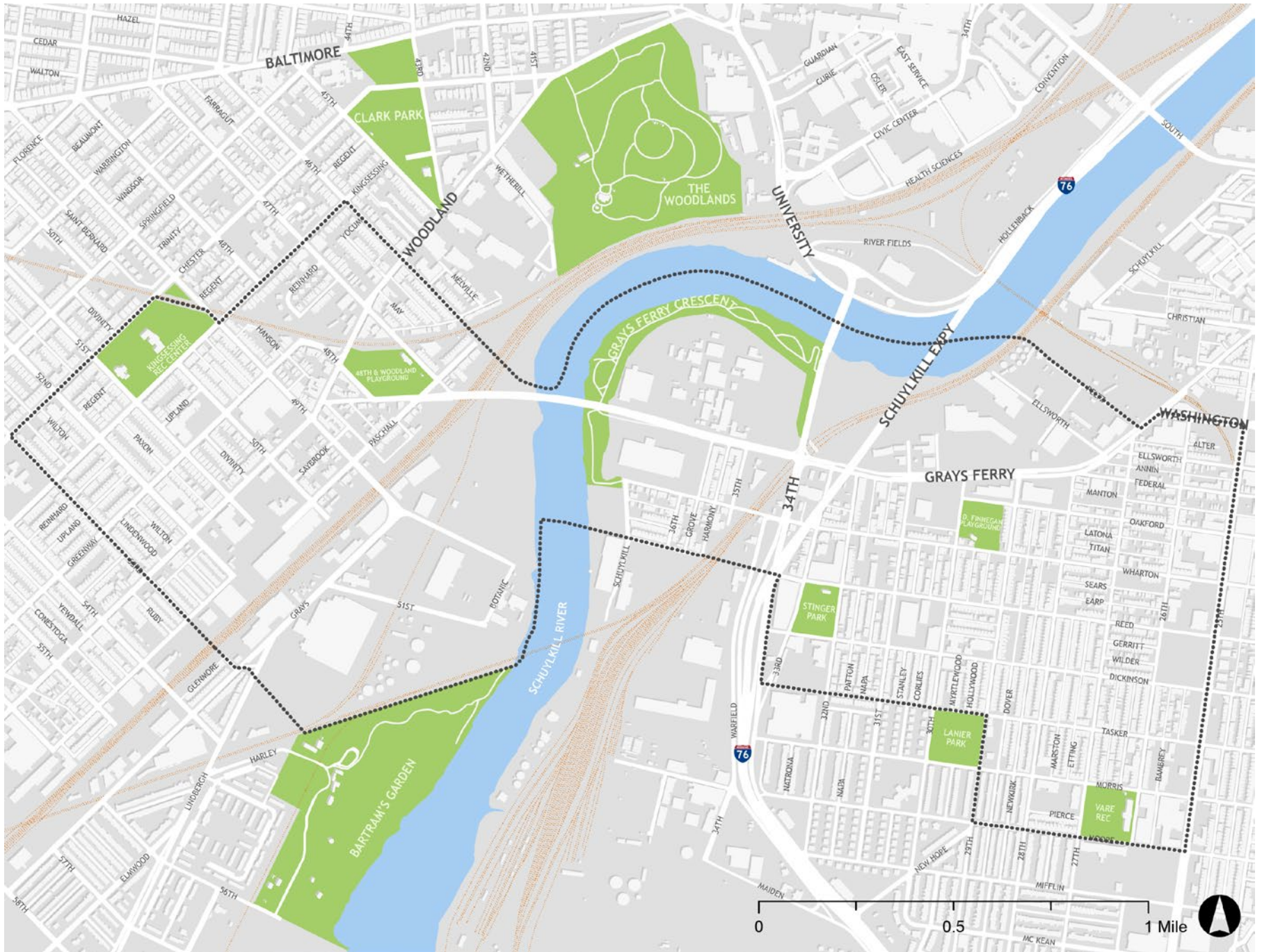
Thank you to the Local Planning Committee:

Francine Axler, Executive Director, Public Health Management Corporation
Glenn Bryan, University of Pennsylvania Office of Government and Community Affairs
Jackson Byerly, PennPraxis & University of Pennsylvania Facilities and Real Estate Services
Celeste Corrado, Wharton Small Business Development Center
Thomas Dalfo, Philadelphia Industrial Development Corporation
Julie Donofrio, PennPraxis
Bridget Donovan, Urban Land Institute Philadelphia
David Forde, University of the Sciences
Lisa Kleiner, Public Health Management Corporation
Mark Kocent, University of Pennsylvania Facilities and Real Estate Services
Kate McNamara, Philadelphia Industrial Development Corporation
Christina Miller, Public Health Management Corporation
Keri Salerno, Public Health Management Corporation/ Health Promotion Council
Paul Sehnert, University of Pennsylvania Facilities and Real Estate Services
Natalia Serejko, Urban Land Institute Philadelphia
Laura Slutsky, Urban Land Institute Philadelphia

Thank you to the speakers & facilitators:

Nicole Ozdemir, Philadelphia City Planning Commission
Jill Roberts, Healthy Rowhouse Project
Amanda Wagner, Philadelphia Department of Public Health

CORRIDOR STUDY AREA



NEIGHBORHOOD CONTEXT MAP

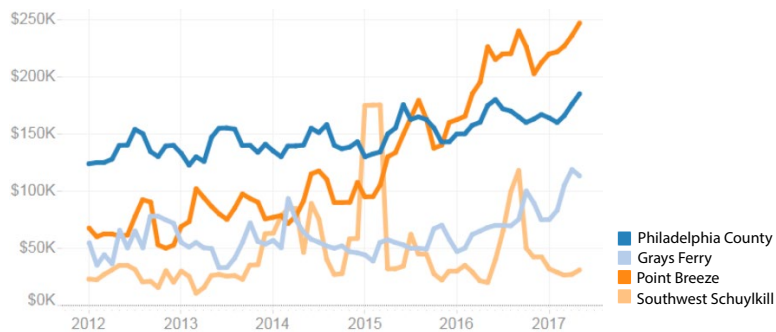


HOUSING

	Grays Ferry (Tract 33)	SW Schuylkill (Tract 74)	Philadelphia County
Population	6,121	4,467	1.56 Million
Homeownership Rate	49%	45%	53%
Median Household Income	\$24,223	\$20,268	\$38,253
Median Rent	\$898	\$790	\$992
% of Owner Occupied Homes With a Mortgage	47.3%	38.2%	60.1%
% of Homeowners With a Mortgage Spending >30% Income on Housing	37.1%	54.9%	37.5%
% of Homeowners Without a Mortgage Spending >30% Income on Housing	14.8%	28.8%	21.5%
% of Renters Spending >30% Income on Housing	73%	60%	57%
Population Over 25 With At Least a 4-Year Degree	5.5%	14.6%	25.4%

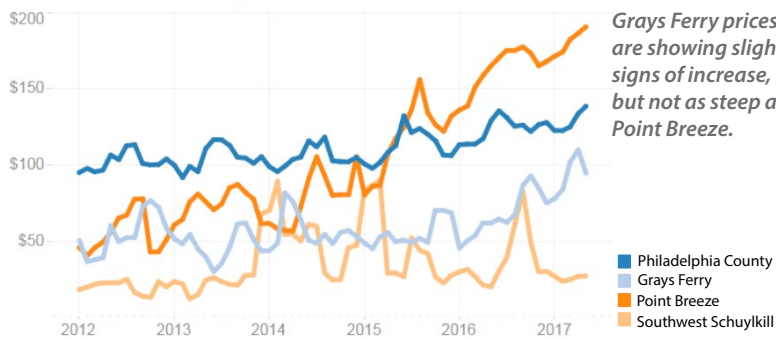
Source: ACS 2011-2015

Median Sale Price



Median home sale prices remain stable compared to surrounding areas.

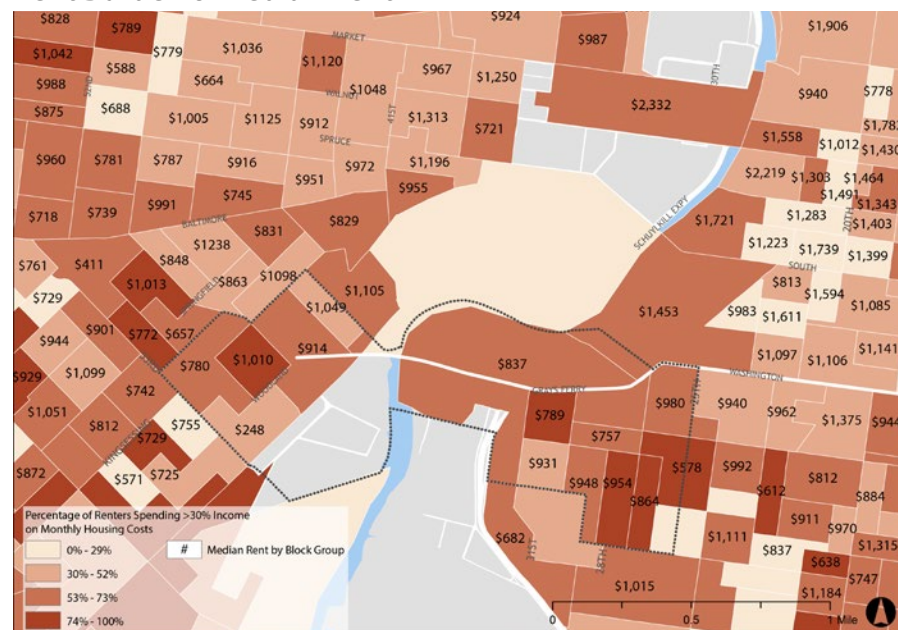
Median Sale Price Per Square Foot



Grays Ferry prices are showing slight signs of increase, but not as steep as Point Breeze.

Source: Redfin

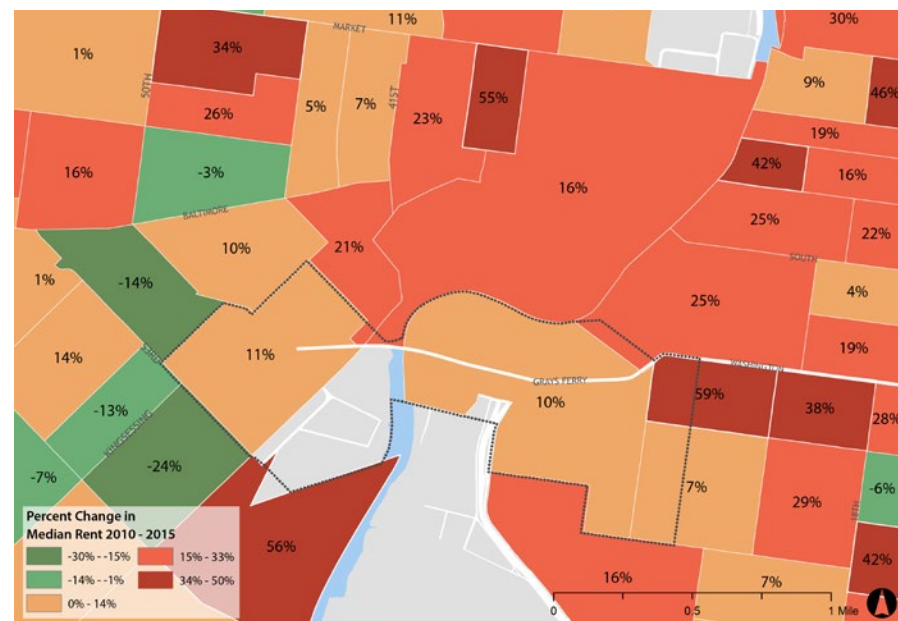
Rent Burden & Median Rent



Source: ACS 2011-2015

Despite relatively low median rents, many renters experience burden.

Change in Median Rents 2010-15



Source: ACS 2011-2015

While Philadelphia does not have mandatory inclusionary zoning (which requires developers to provide affordable housing), an affordable housing bill was introduced to City Council in June 2017, proposing developers create one affordable unit for every nine units they build of rental or owner-occupied housing, or pay into the city's Housing Trust Fund which funds non profits providing affordable housing.

Between 2010 and 2015, median rents remained somewhat stable compared to surrounding areas.

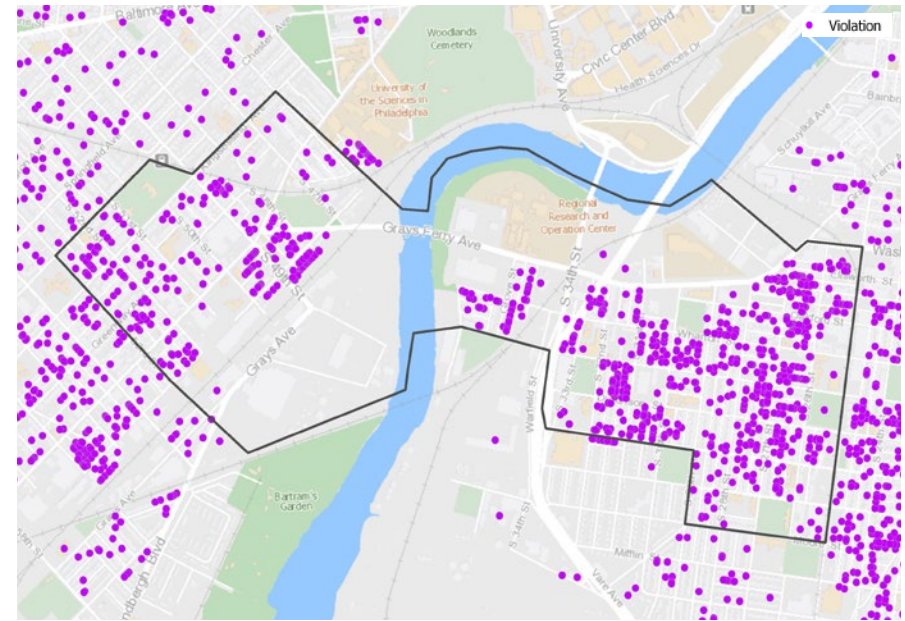
HOUSING

A significant number of buildings in the study area are in disrepair and in need of renovation.

The Housing stock in Grays Ferry and Southwest Schuylkill largely consist of Single-Family rowhomes. 89% of houses in Grays Ferry and 73% of houses in SW Schuylkill are Single-Family attached, compared to 59% of the city's housing stock overall.

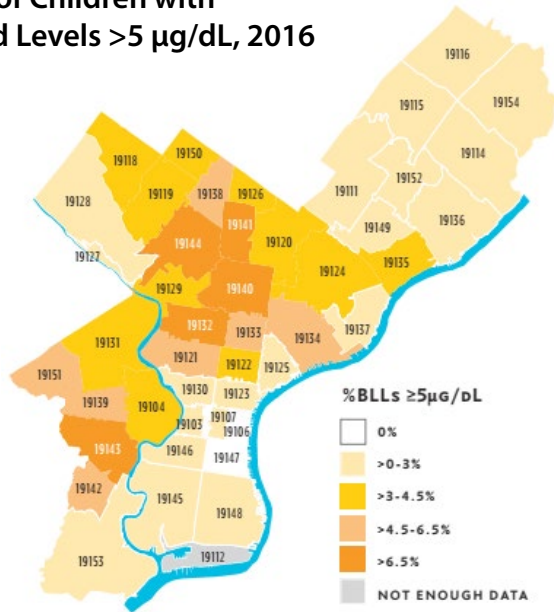


2016 Building Construction & Occupancy Code Violations



Source: City of Philadelphia Licenses and Inspections, 2016

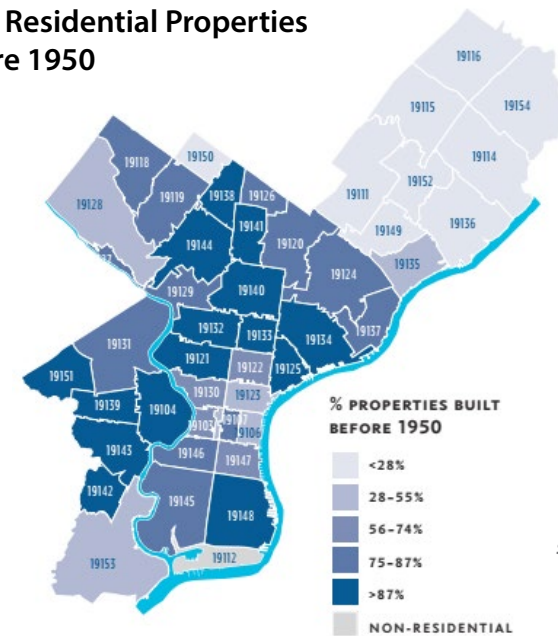
Incidence of Children with Blood Lead Levels >5 µg/dL, 2016



Incidents of children with increased blood lead levels is especially high in the zip code containing Southwest Schuylkill (19143). The CDC considers 5 µg/dL (micrograms per deciliter) to be a "reference level" for identifying possible risks and monitoring further increases in lead levels.

Source: City of Philadelphia, 2017

Percent of Residential Properties Built Before 1950

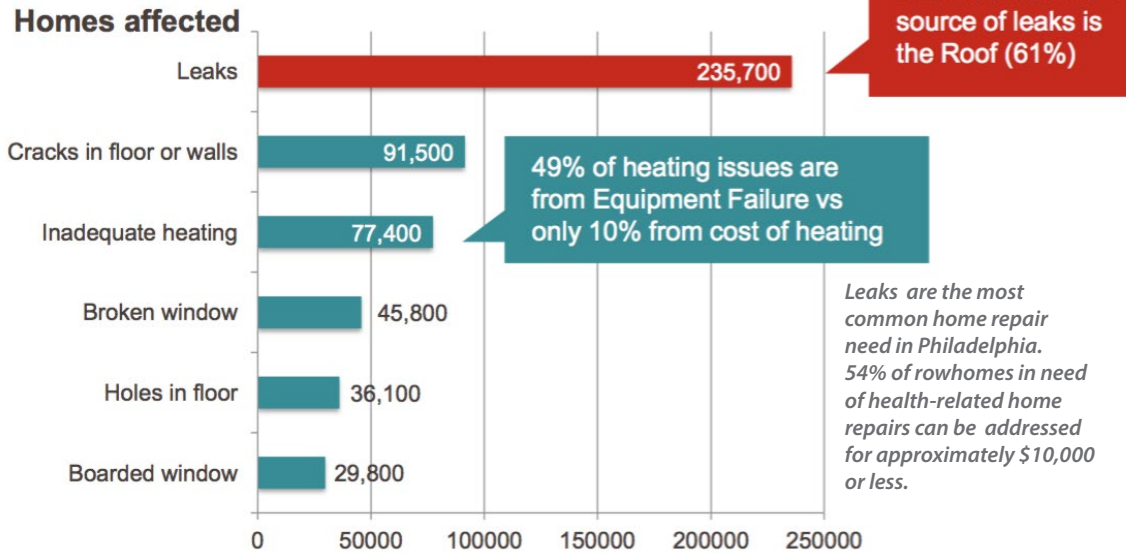


The area has an aging housing stock, with more than 75% of homes in the study area (19146; 19143) built before 1950.

Source: City of Philadelphia, 2017

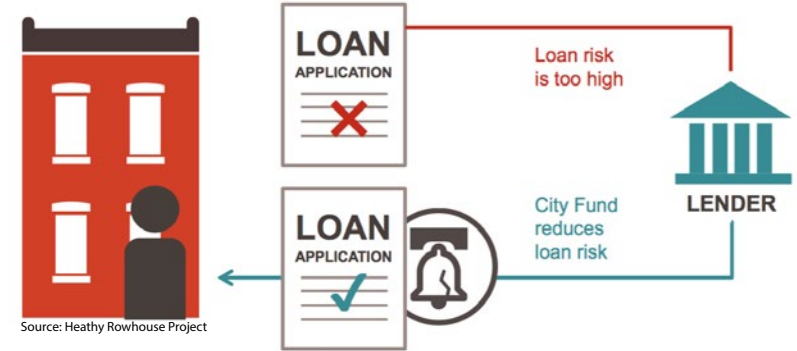
HOUSING

Home Repair Needs in Philadelphia



Source: Heathy Rowhouse Project; American Housing Survey, 2013

Philadelphia's New Health-Related Repairs Loan Program



In May 2017, the city allotted \$40 million to fund part of a new home repair program that supports loans, rather than grants, for homeowners seeking health-related home repairs.

Philadelphia Current Basic System Repairs Program

Households on wait list:	Maximum repair cost:	Eligibility:	Length of wait:
8,000	\$17,500	Up to 150% of poverty or \$36,450 for a family of four	Up to 4 years

Source: Heathy Rowhouse Project

The city's Housing Development Corporation's (PHDC) Basic System Repairs Program, which provides free repairs to owner-occupied homes, has an extensive backlog of repairs. While the program has historically been underfunded, it was announced in May 2017, that it will receive a portion of the \$60 million that will be distributed to PHDC home repair grant programs, which also include the Adaptive Modifications Program and the Weatherization Assistance Program.

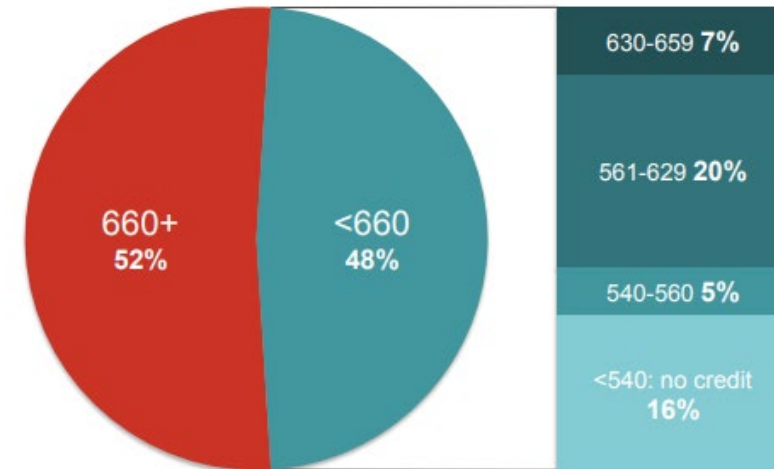
Home Loan Applications in Philadelphia

Loan Amount	Under \$10,000	\$10k to \$20,000	Over \$20,000
Applications	11,867	3,308	9,022
Percentage Denied	76%	58%	45%
Average income	\$38,000	\$58,000	\$68,000
Percentage Originated	20%	32%	41%
Average Income	\$46,000	\$73,000	\$89,000

Source: Heathy Rowhouse Project; Home Mortgage Disclosure Act Filings

Most Philadelphians seeking home repair loans apply for loans amounts under \$20,000.

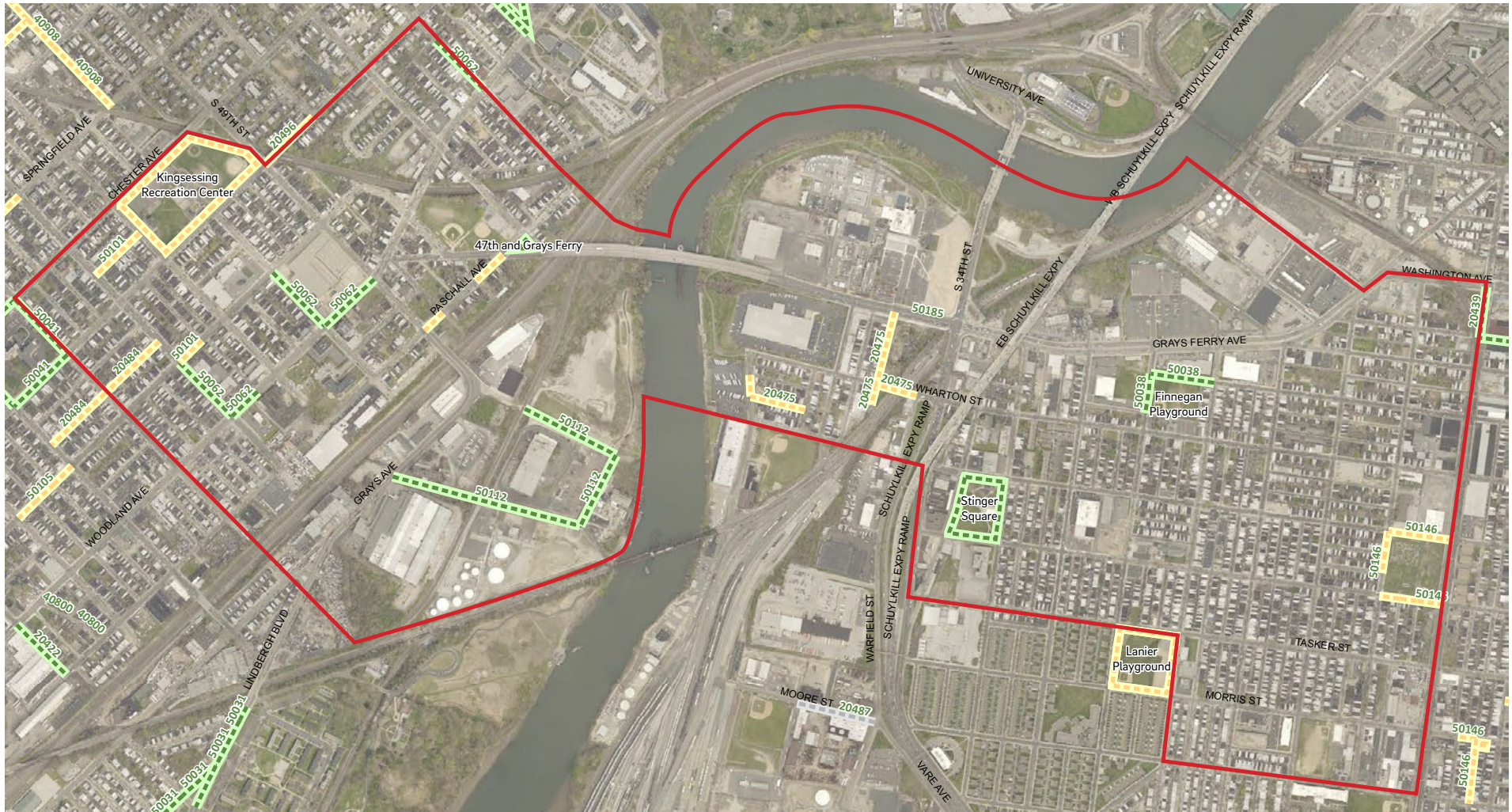
Credit Scores of Philadelphia Residents



Source: Heathy Rowhouse Project

The city's new loan program can potentially assist the nearly half of Philadelphians with credit scores below 660, which prevent them from obtaining home repair loans on the private market.

STORMWATER MANAGEMENT



Park Projects:

- Stinger Square - Complete
- Finnegan Playground (tree trenches) - Complete
- Lanier Playground - Complete
- Kingsessing Recreation Center - 90% Design

Vacant Lot Projects:

- 47th and Grays Ferry - Complete

Street Projects:

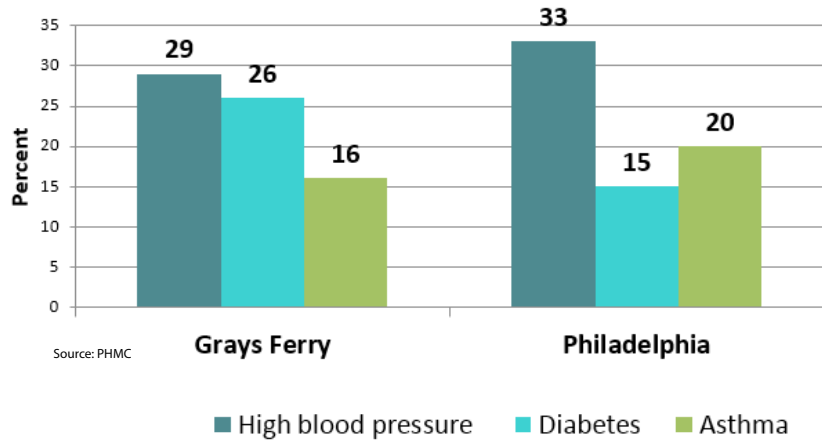
- | | |
|--------------------|------------------------|
| 20439 - Complete | 20475 - 90% Design |
| 50041 - Complete | 50146 - 90% Design |
| 50062 - Complete | 20484 - 30% Design |
| 50112 - Complete | 20496 - Design Started |
| 50101 - 90% Design | 50185 - Cancelled |

- Grays Ferry Corridor Study Area
- GSI Projects in Design
- GSI Projects Construction Complete



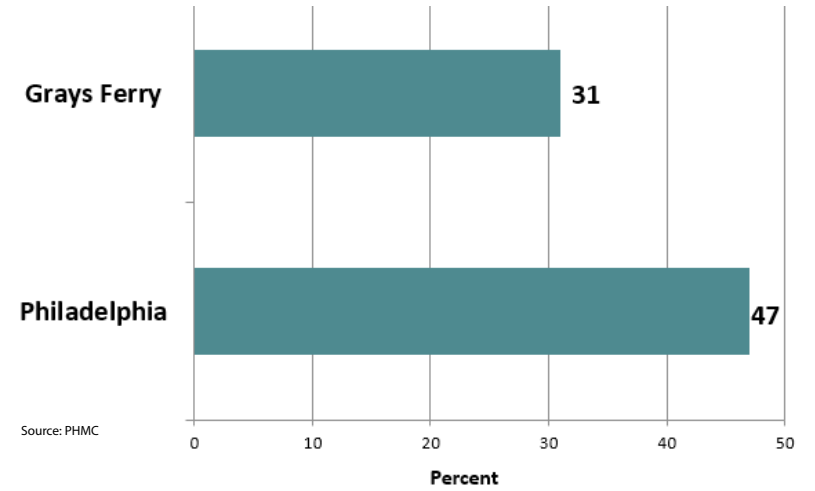
Philadelphia Water Department (PWD) has pursued numerous stormwater management projects throughout the area. As part of the \$500,000 landscaping and facilities improvements project at Stinger Square, PWD installed rain gardens and new plantings. As part of the \$1.2 million renovations at Lanier Park, which include a new ballfield, amphitheater and dog park, PWD constructed a stormwater retention basin and filtration system that can store 40,000 gallons of water.

Adults 18+ with Selected Chronic Conditions, 2015



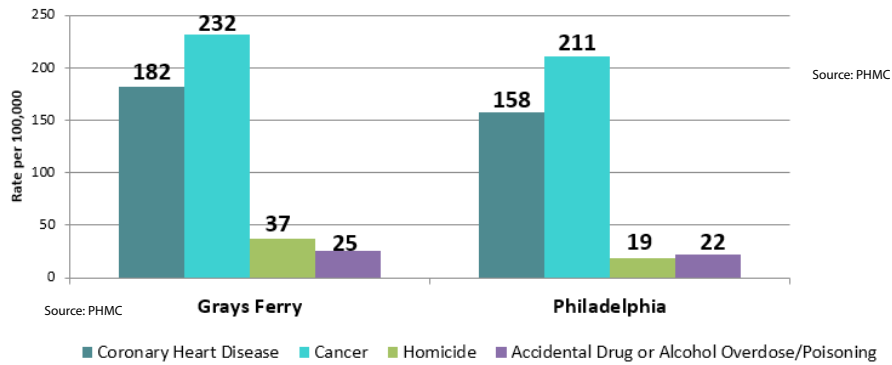
While fewer adult residents along Gray Ferry corridor have asthma, more have diabetes compared to Philadelphia as a whole.

Adults 18+ who Exercise Less than 3x per Week, 2015



Nearly one third of adults living along Grays Ferry exercise less than three times per week.

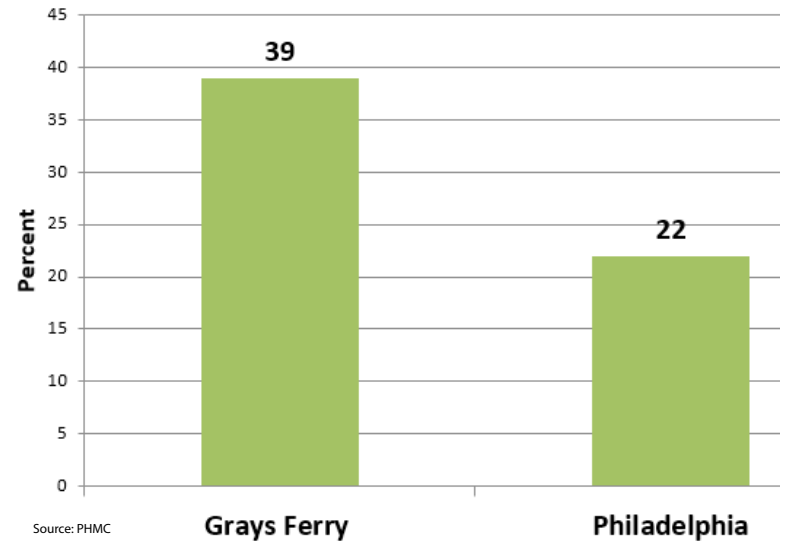
Mortality Rate for 100,000 for Selected Top Causes of Death, '07-'10



The area along the Grays Ferry corridor has nearly twice the homicide mortality rate as Philadelphia as a whole.

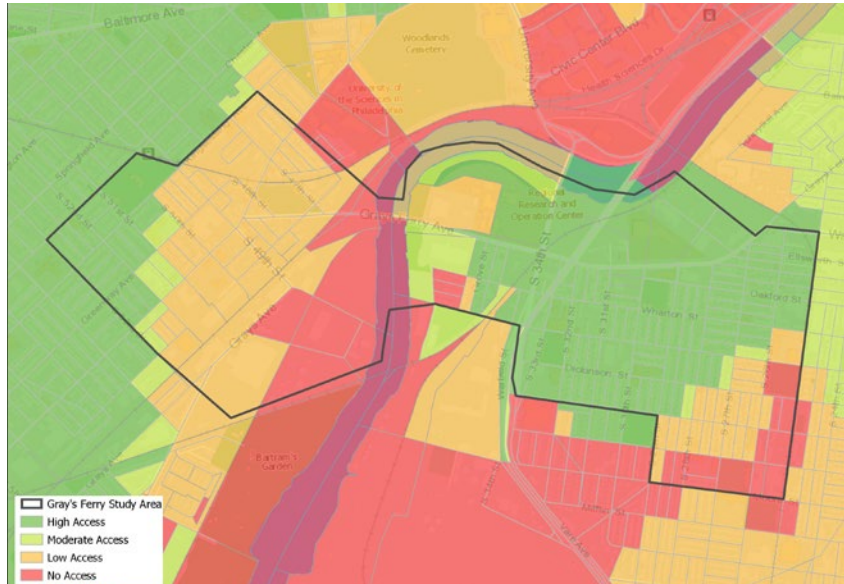
* Note: The "Grays Ferry" area referred to in the graphs above consists of the 2 census tracts within the corridor study area (33 & 74), and 3 adjacent tracts (32, 36, 70)

Children diagnosed with asthma, 2015



Nearly two out of five children who live along the Grays Ferry corridor have been diagnosed with asthma.

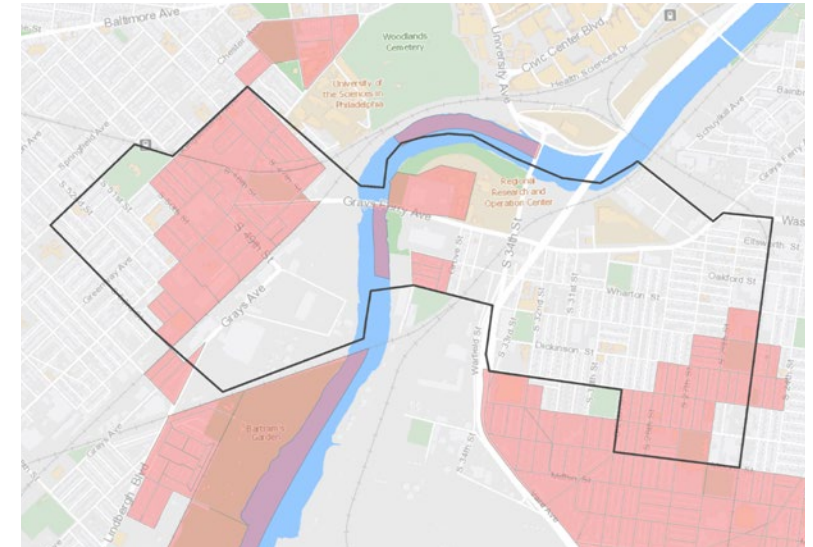
Walkable Access to Healthy Foods



Source: Get Healthy Philly, Philadelphia Dept of Public Health, 2014.

Most of Grays Ferry Neighborhood has high access, but pockets of low-to-no access exist in Southeast Grays Ferry and Southwest Schuylkill. Opened in 2016, the Fresh Grocer Supermarket on Grays Ferry Ave provides free shuttle service to customers who pay over \$50.

Low-to-no Walkable Access to Healthy Foods & High Poverty

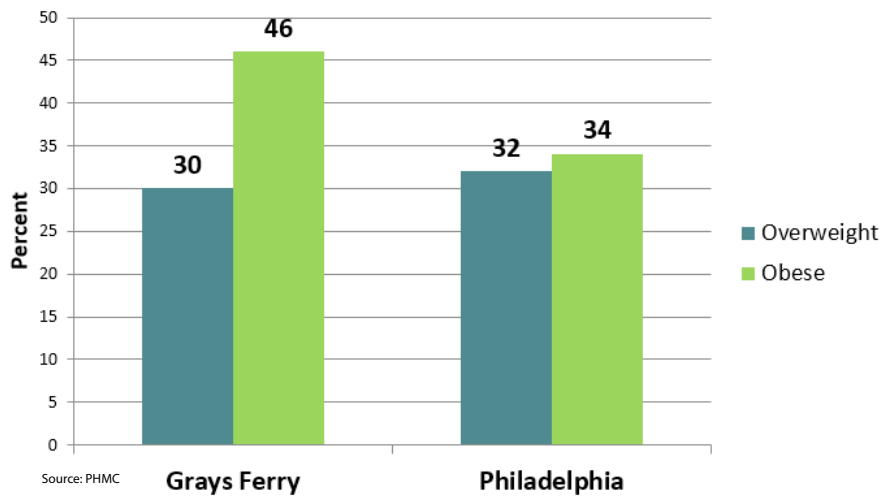


Source: Get Healthy Philly, Philadelphia Dept of Public Health, 2014.

LNA-HP

A large portion of Southwest Schuylkill and southeastern Grays Ferry are areas of high poverty and low access to healthy food.

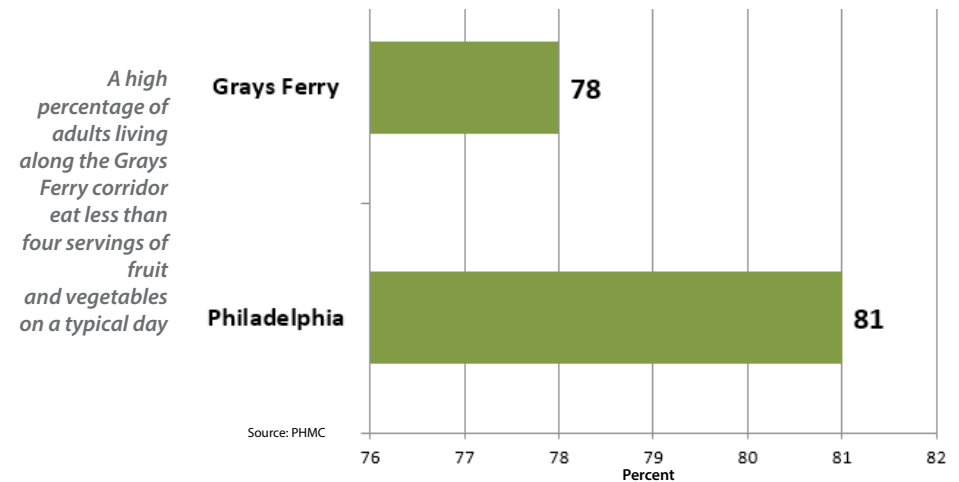
Adults 20+ diagnosed as overweight or obese, 2015



Source: PHMC

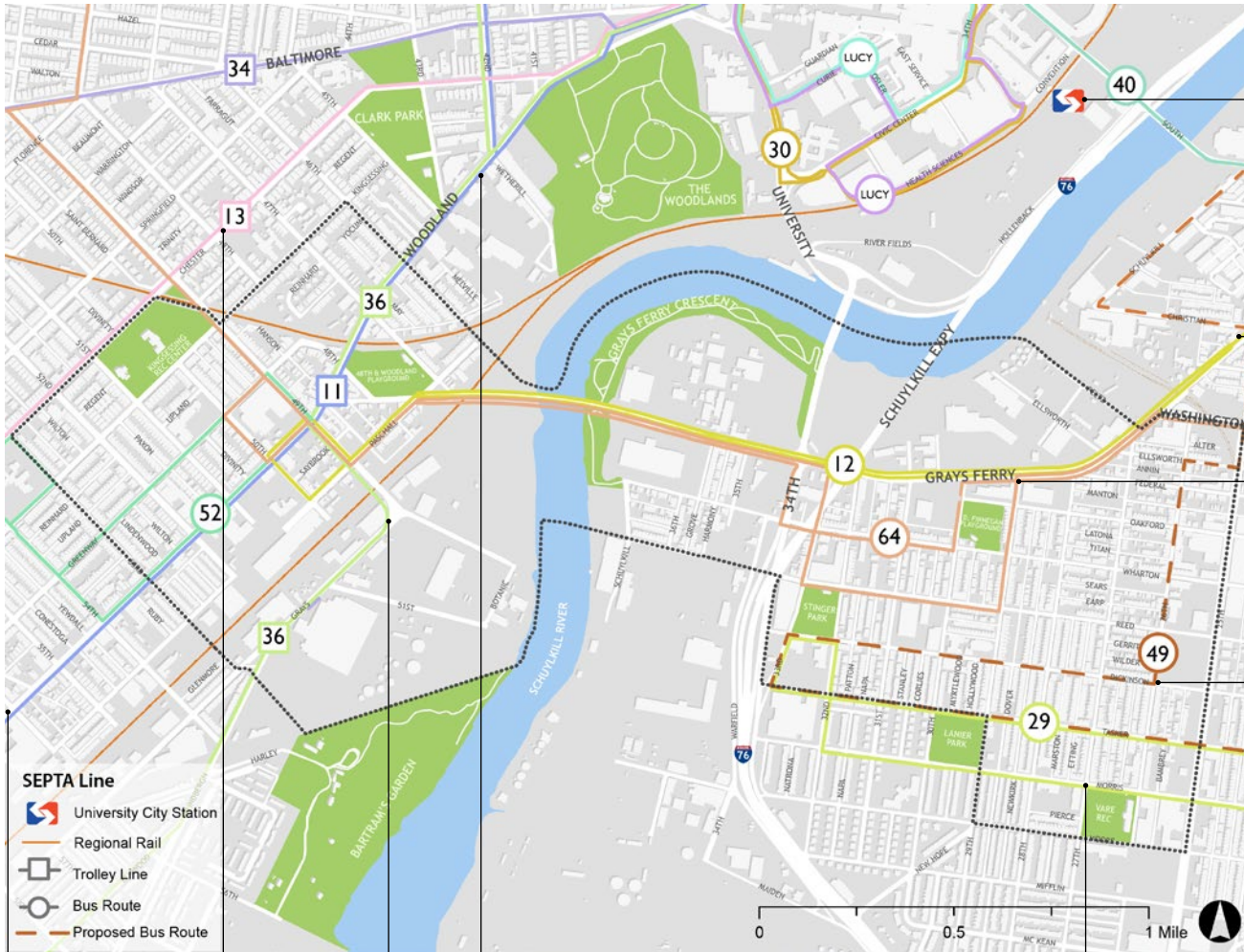
Adults along the Grays Ferry Corridor have higher rates of obesity compared to Philadelphia as a whole.

Adults 18+ eating less than 4 servings of fruits and vegetables on a typical day, 2015



Source: PHMC

TRANSIT ACCESS



Source: SEPTA

Route 13:
13th & Market - Darby Trans Ctr
Avg. Daily Ridership: 14,512
Weekday Base: 10 Mins
On Time: 83%

Route 52:
49th & Woodland - 50th & City
Avg. Daily Ridership: 14,900
Weekday Base: 8 Mins
On Time: 73%

Route 11:
13th & Market - Darby Trans Ctr
Avg. Daily Ridership: 14,822
Weekday Base: 10 Mins
On Time: 80%

Route 36:
13th & Market - 80th & Eastwick
Avg. Daily Ridership: 14,406
Weekday Base: 10 Mins
On Time: 81%

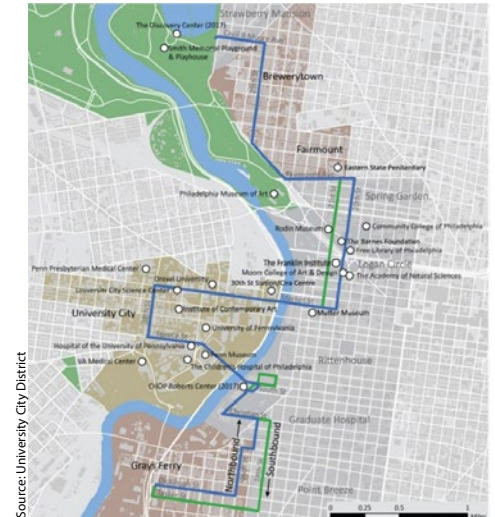
Route 29:
Pier 70 - 33rd & Dickinson
Avg. Daily Ridership: 4,225
Weekday Base: 17 Mins
On Time: 86%

Route 12:
Columbus Blvd - 50th & Woodland
Avg. Daily Ridership: 2,506
Weekday Base: 20 Mins
On Time: 75%

Route 64:
Pier 70 - 50th & Parkside
Avg. Daily Ridership: 5,845
Weekday Base: 20 Mins
On Time: 78%

University City Station:
Warminster Line
Media/Elwyn Line
Wilmington Newark Line
Airport Line
West Trenton Line

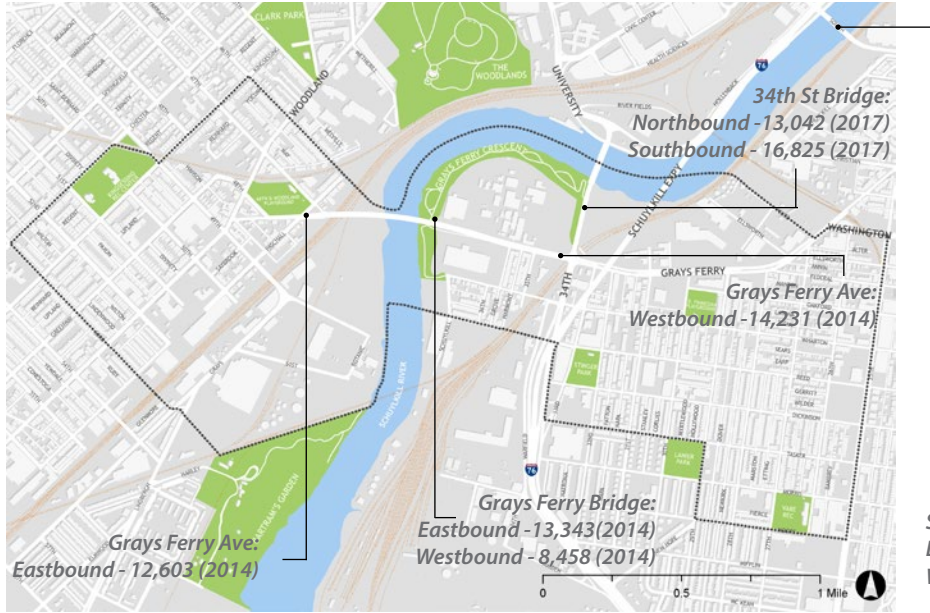
Route 49 (Proposed Route)



In February 2017, SEPTA proposed a new bus route which would improve connections between for number of neighborhoods along the Schuylkill to the growing number of jobs and resources in University City.

MOBILITY

Average Annual Daily Trips



Source: Delaware Valley Regional Planning Association

Primary Mode for Commute to Employment

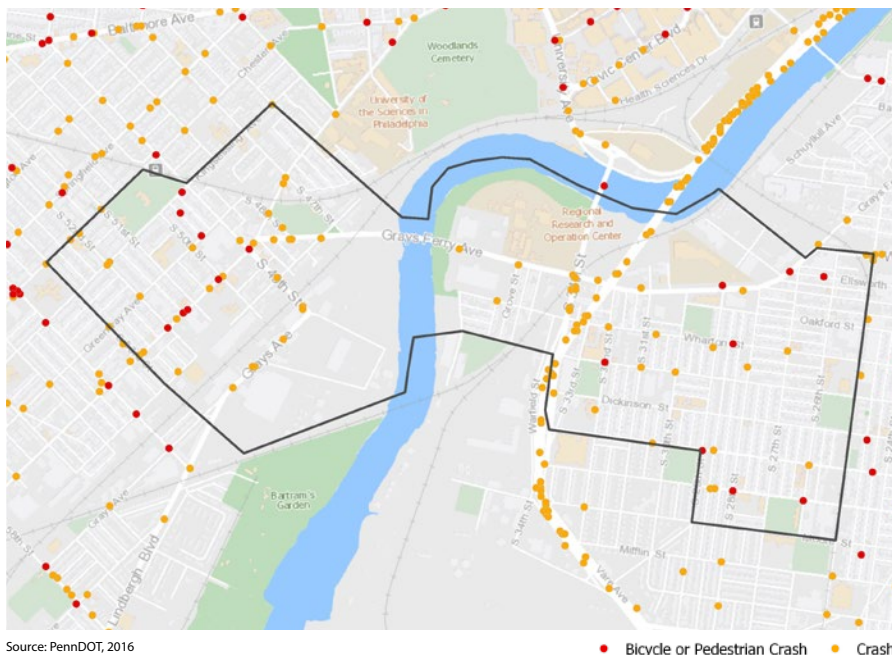
	Grays Ferry (Tract 33)	SW Schuylkill (Tract 74)	Philadelphia County
Car, Truck or Van	54.9%	39.5%	59%
Public Transportation	31.4%	47.6%	26.2%
Walk	7.5%	4.4%	8.5%
Bicycle	.6%	5.4%	2.1%
Taxicab, Motorcycle or Other	0%	.3%	1.2%
Work At Home	5.5%	2.8%	3.1%

Source: ACS 2011-2015

South St Bridge:
Eastbound - 11,978
Westbound - 9,850

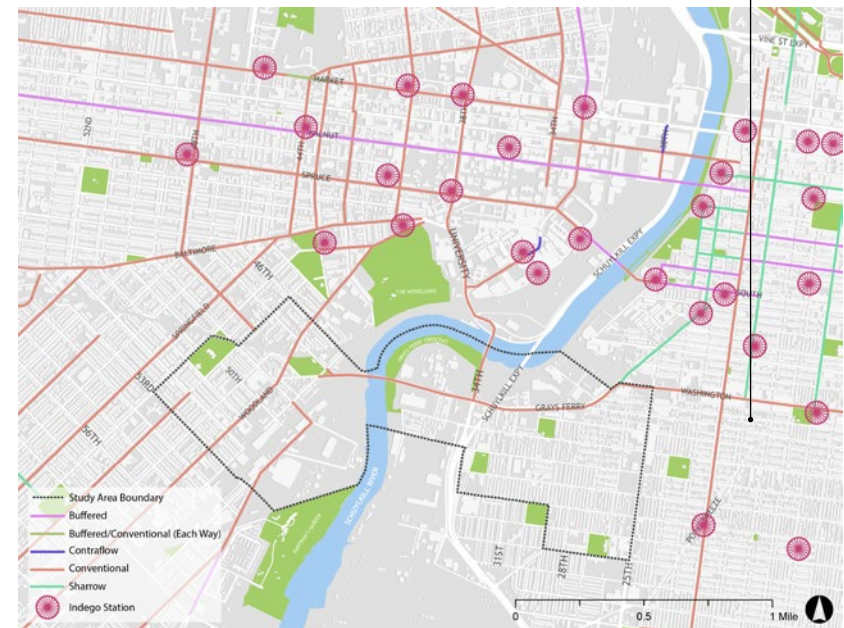
21.3% of residents in northern Point Breeze bike to work, a significantly higher percentage than commuters from Grays Ferry and Southwest Schuylkill

Traffic Crashes, 2016



Source: PennDOT, 2016

Bike Lane and Bike Share Access



Source: PennDOT, 2016

Paschall Ave & Grays Ferry Ave



This intersection had 33 crashes between 2011-2016 and is frequently used by drivers traveling south on 47th Street from Baltimore Avenue, making a left turn from Paschall onto Grays Ferry Avenue. There are no pedestrian crossing signals.

34th St & Grays Ferry Ave



This intersection had 55 crashes from 2011-2016, the highest on the corridor. It has no pedestrian crossing signals, although traffic islands reduce crossing distance and a red light camera is installed. Another major crash site, 34th and Wharton, is located to the south.

Grove St. & Grays Ferry Ave



This left turn lane is occasionally used illegally as a passing lane by eastbound drivers, who drive into the oncoming left turn lane for the FedEx Facility.

Schuylkill River Trail entrance

This intersection had 25 crashes between 2011-2016. It is frequently congested during the day. Despite close proximity to the Schuylkill River Trail entrance, there are no pedestrian crossing signals.

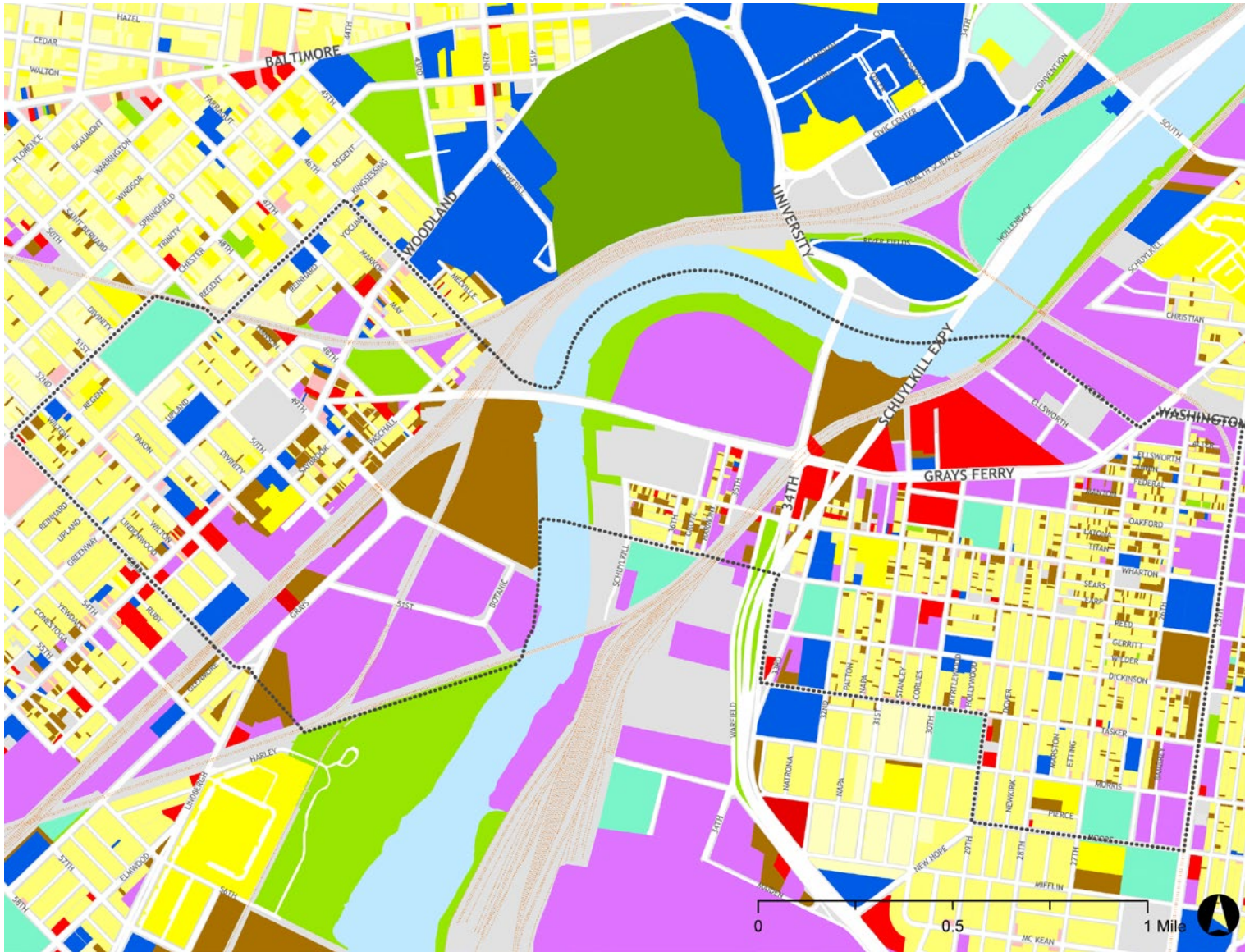
34th St and Wharton St



This intersection, a block south of Grays Ferry, had 35 crashes from 2011-2016, making it the second most dangerous intersection along in the Grays Ferry corridor. While this is the first intersection for drivers exiting I-76, it also carries cars avoiding the intersection of Grays Ferry and 34th St.



LAND USE

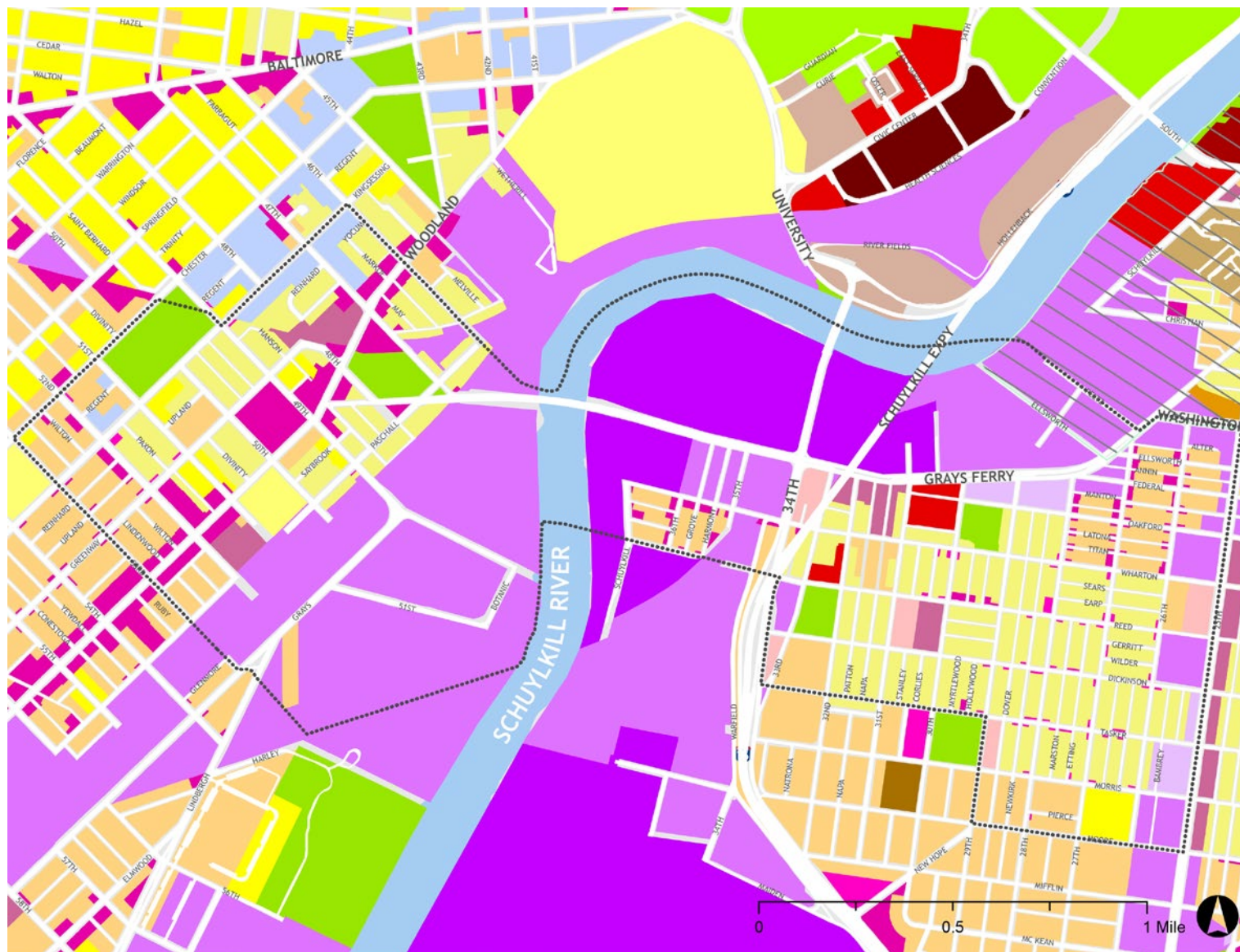


Land Use

- Residential Low
- Residential Medium
- Residential High
- Commercial Consumer
- Commercial Business/Professional
- Commercial Mixed Residential
- Industrial
- Civic/Institution
- Transportation
- Culture/Amusement
- Active Recreation
- Park/Open Space
- Cemetery
- Water
- Vacant Land
- Other/Unknown

Source: City of Philadelphia

ZONING

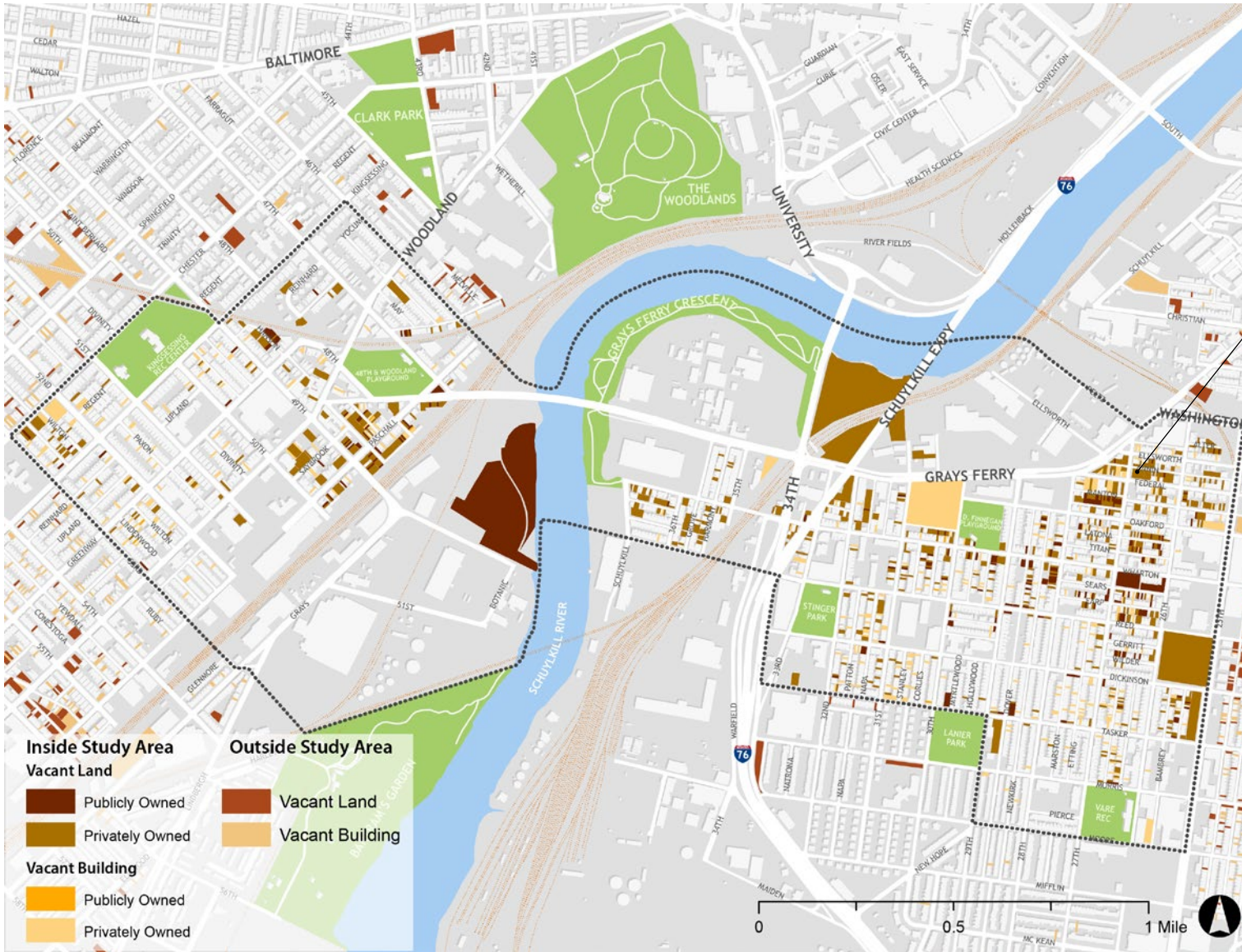


Source: City of Philadelphia

Zoning

- CA-1
- CA-2
- CMX-1
- CMX-2
- CMX-2.5
- CMX-3
- CMX-4
- CMX-5
- I-1
- I-2
- I-3
- I-P
- ICMX
- IRMX
- RM-1
- RM-2
- RM-3
- RM-4
- RMX-1
- RMX-2
- RMX-3
- RSA-1
- RSA-2
- RSA-3
- RSA-4
- RSA-5
- RSD-1
- RSD-2
- RSD-3
- RTA-1
- SP-AIR
- SP-ENT
- SP-INS
- SP-PO-A
- SP-PO-P
- SP-STA
- Residential Parking Control Area

VACANCY



Source: City of Philadelphia



Private and city owned lots are maintained through the city's vacant lot program, which regularly cleans vacant lots grouped by zip code, in addition to responding to cleanup requests via 311, as well as the Philadelphia Horticultural Society's LandCare Program which works alongside city agencies and community based organizations.



Grays Ferry has a high number of vacant corner lots, often adorned with murals, and some of which have been fenced in an used as side yards, and others that are simply maintained as grassy areas with the potential for pocket parks or community gardens.

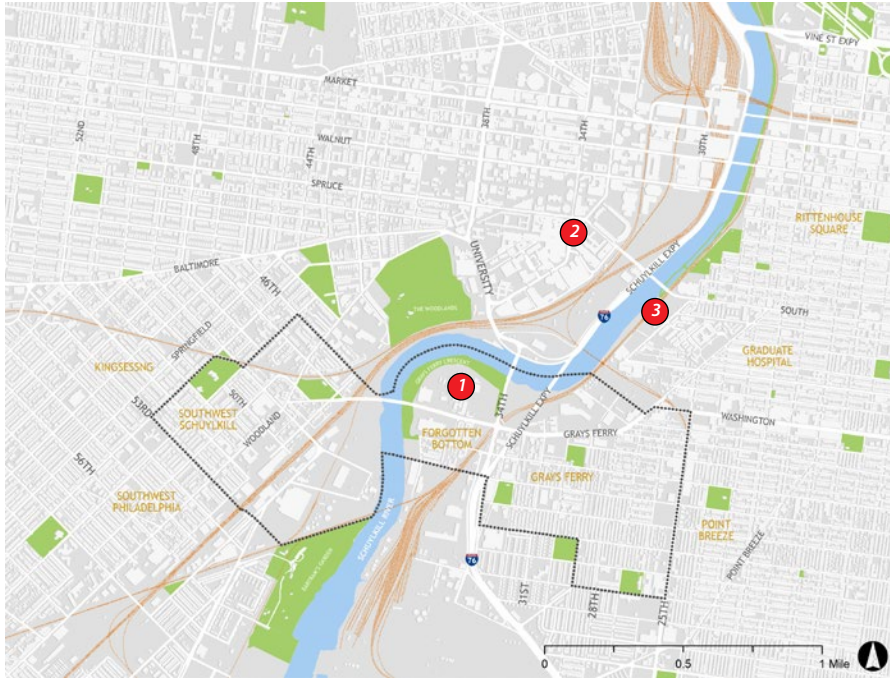
Distribution of Vacant Land



= 52.08 ACRES TOTAL

< .1 Acre
Public Buildings

DEVELOPMENT



Source: Foster + Partners

University of Pennsylvania Health System's (HUP) 15-story New Patient Pavilion, replacing the already demolished Penn Tower, will include 500 inpatient rooms and will serve as the hub for the Penn Medicine campus. With the growth of HUP and CHOP facilities in recent years, traffic volumes have increased along the 34th Street bridge, and will continue to grow as their respective campuses expand. Completion projected for early 2021.



Source: Pennovation.upenn.edu

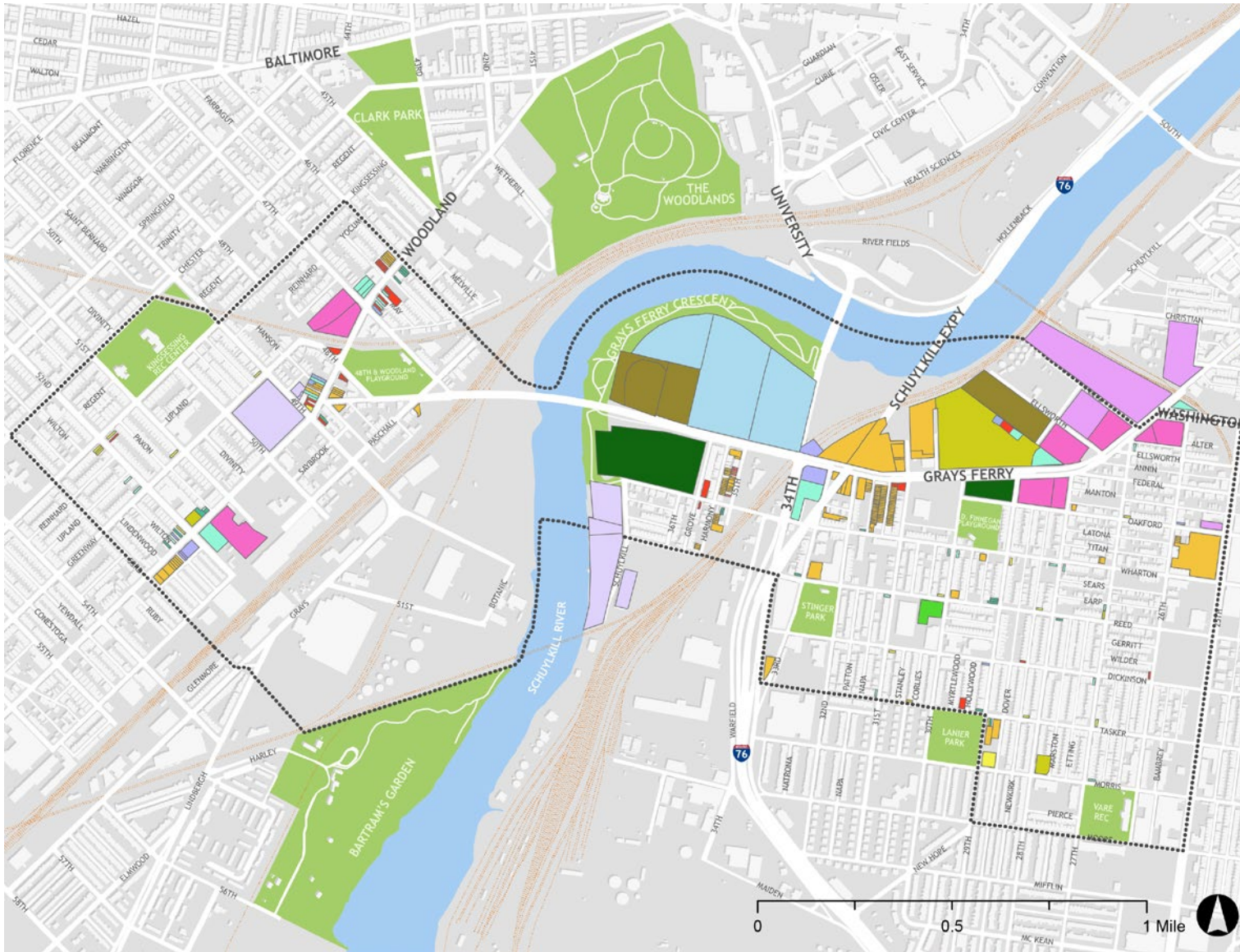
The Pennovation Center, opened in 2016, is the first of many new facilities to be developed on the Pennovation Works 23-acre campus, which will also serve as the gateway to the regional Innovation District as envisioned in PIDC's Lower Schuylkill Master Plan. Businesses located at Pennovation Works are eligible to receive significant and local tax benefits.



Source: PlanPhilly

The first of four towers on the new CHOP campus was recently completed, drawing hospital employees to settle in nearby neighborhoods and raising traffic volumes in surrounding areas.

BUSINESS + INDUSTRIAL USES

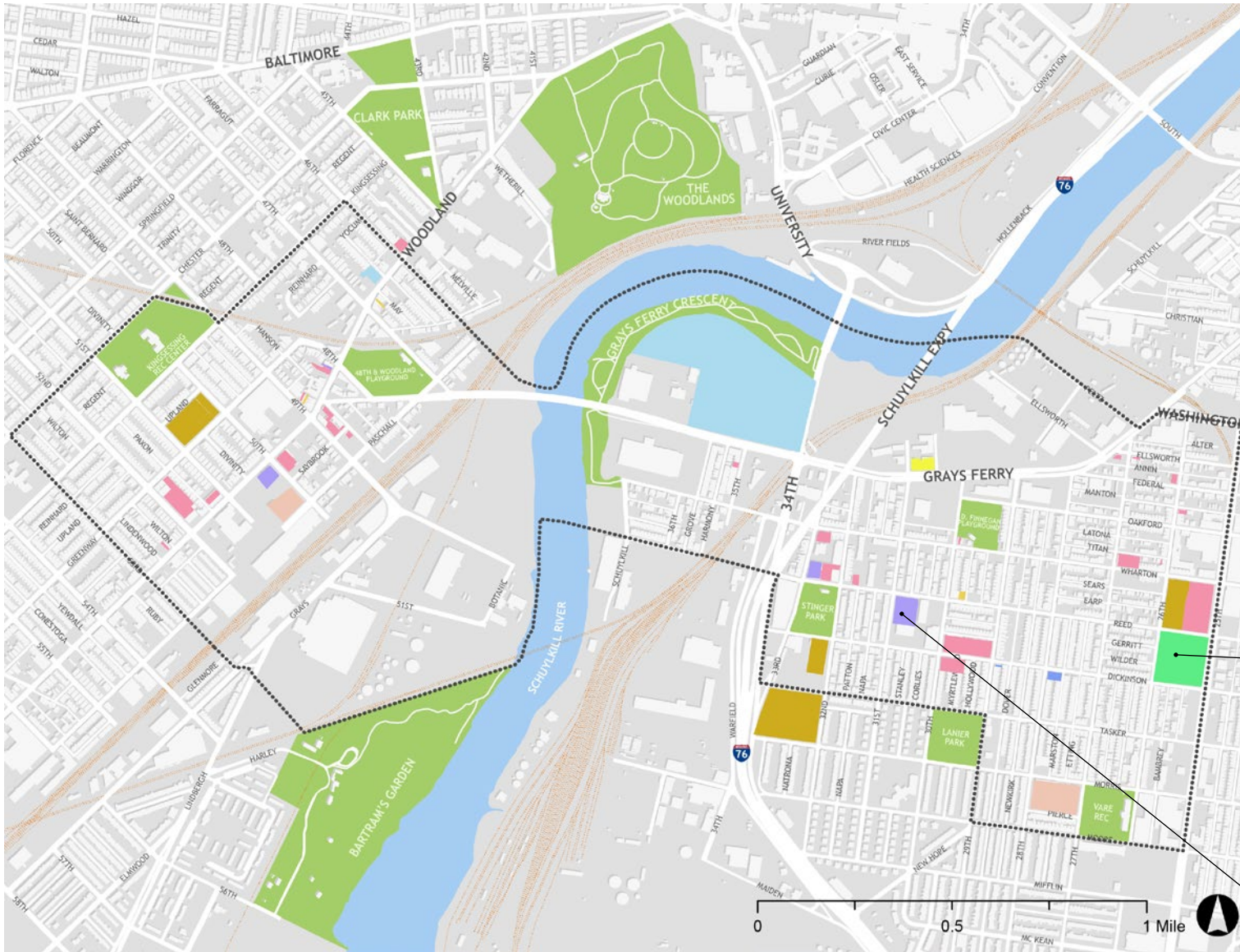


Business/Industrial Uses

- Corner Store
- Grocery/Mid-Size Market
- Gas Station
- Pharmacy
- Take-Out/Fast Food
- Restaurant/Bar
- Auto-Based/Storage
- Bakery
- Hair/Nails
- Local-Serving Retail
- Postal/Shipping
- Utilities
- Industrial/Construction Warehouse
- Transportation Warehouse
- Waste Management
- Offices/Labs/Tech Development

** based on 2017 foot survey*

COMMUNITY ASSETS



Asset

- Community Organization
- Daycare
- School
- Religious Institution
- Community Garden
- Health Center
- Fire Station
- Senior Housing
- University-Owned Institution

** based on 2017 foot survey*



The "Growing Together Garden", part of the Refugee Urban Agriculture Initiative, headed by Nationalities Service Center and the Philadelphia Horticultural Society, on land leased from Church of the Redeemer Baptist



Carl Moore Health Center opened in Fall of 2016

PHILADELPHIA 2035: UNIVERSITY SOUTHWEST DISTRICT PLAN

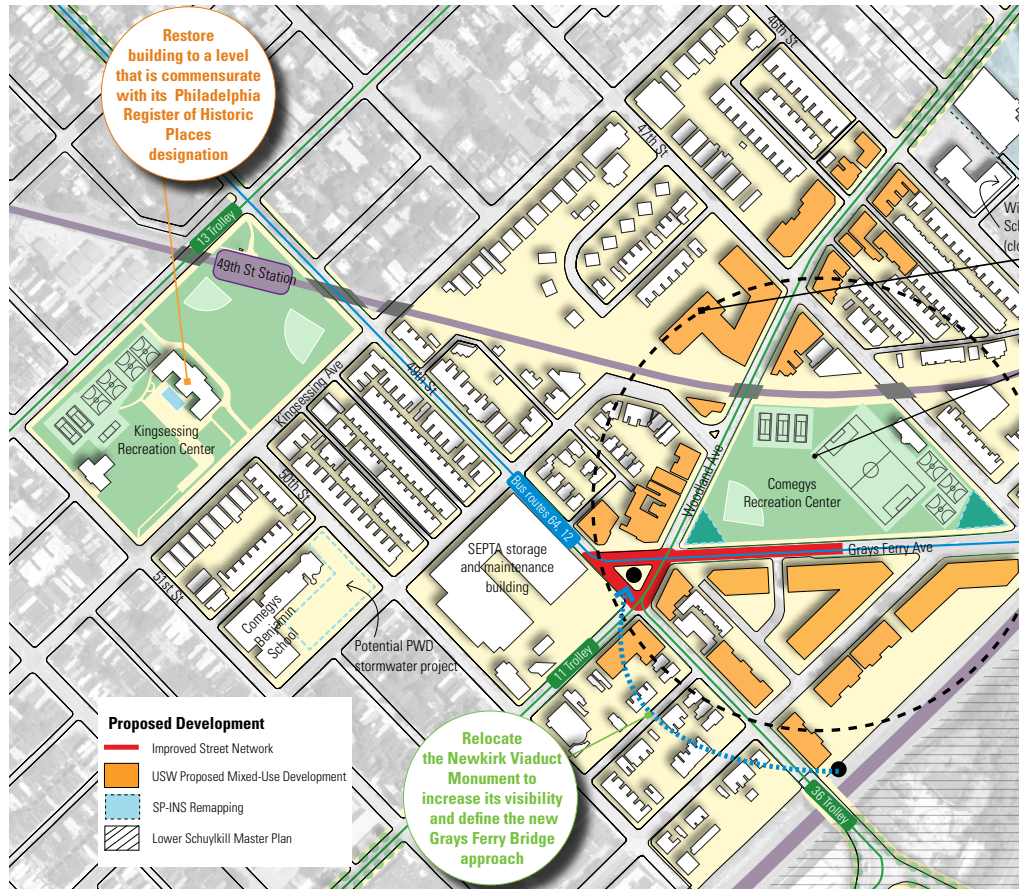
The Philadelphia City Planning Commission's *Philadelphia 2035: University Southwest District Plan* calls out the 49th Street corridor, connecting Baltimore Avenue to Grays Ferry Avenue and the Schuylkill River trail, as a focus area, emphasizing that it's an underutilized area with the potential to create positive impacts on the surrounding region. The plan supports the following actions in this focus area:

- Improve 49th Street with better lighting, more street trees, and sidewalk reconstruction to make the area more walkable/bike-friendly.
- Increase commercial activity on Woodland Avenue by supporting blight certification and institutional expansion to increase storefront occupancy.
- Encourage street closures on either side of Comegy's Recreation Center (also known as the 48th and Woodland Playground) in order to expand the facility, which will be managed by a new public-private partnership.
- Improve circulation leading to Grays Ferry Bridge.
- Support new commercial mixed-use development where Grays Ferry Avenue meets Woodland Avenue
- Support physical improvements to Kingsessing Recreation Center.

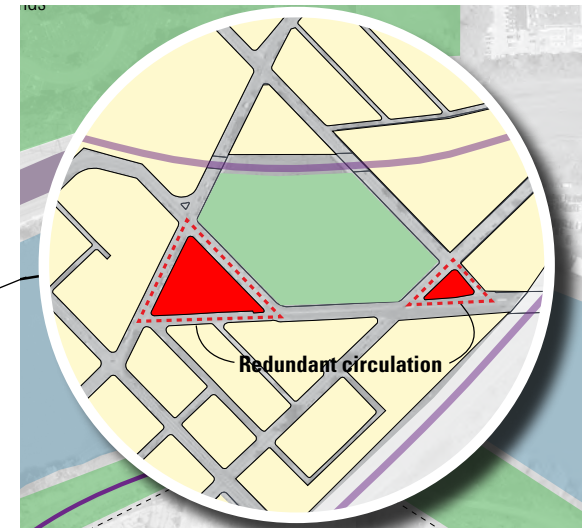
In regard to the Grays Ferry Bridge, the plan encourages creating a shared use sidepath and a buffered bike lane.

The plan also supports planting trees along a number of corridors near Grays Ferry Avenue, such as Woodland Avenue, 49th Street and Chester Avenue.

Finally, the plan calls upon the Philadelphia Redevelopment Authority to recertify the 4800 block of Woodland Avenue, and the adjacent region south, for blighted conditions and update the area's Redevelopment Plans.



Proposed development and street reconfiguration surrounding Grays Ferry Ave and Woodland Ave



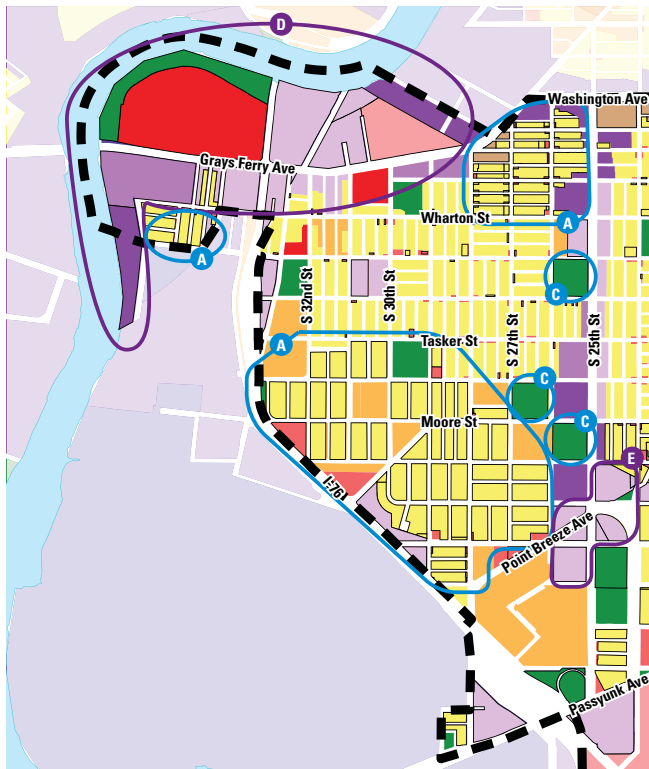
Existing street grid, prior to modifications

Source: Philadelphia City Planning Commission

PHILADELPHIA 2035: SOUTH DISTRICT PLAN

The Philadelphia City Planning Commission's *Philadelphia 2035: South District Plan* supports the vision of the Philadelphia Industrial Development Corporation's (PIDC) *Lower Schuylkill Master Plan* and the growth of the innovation district, while also recognizing the area's needs for improved connectivity to transit, food access, and enhanced green infrastructure. The plan recommends the following in Grays Ferry neighborhood:

- Increasing access to healthy food in underserved areas, such as lower Grays Ferry, through pursuing multiple objectives, such as improving bike and pedestrian connectivity to within Grays Ferry and across the 25th St Viaduct, and encouraging the development of supermarkets in high-need areas by using the zoning code's Fresh Food Market incentive (awards an additional 15 ft. of height). Another objective includes working alongside the Health Department to support their Healthy Corner Store initiative by providing zoning incentives as well as installing accessible ramps at store entrances for use by handicapped and senior populations.
- Supporting PIDC's Lower Schuylkill Master Plan by relocating the Waste Management Facility on Grays Ferry Ave, and rezoning parcels on the north side of Grays Ferry Ave in order to expand institutional uses, flexible tech and office space, and a create more welcoming pedestrian environment around the Pennovation site.
- Improving bus service to Grays Ferry to enhance connections between employment centers in University City, South Philadelphia, and Center City.
- Making improvements to existing infrastructure, specifically 25th St viaduct, 34th St, and Wharton St, to support the safe and efficient movement of freight while minimizing impacts on residents.
- Redesigning the intersections of 34th St and Grays Ferry Ave as well as 34th St and Wharton St, to increase safety for all modes of travel
- Enhancing green infrastructure through continuing to build the Schuylkill River Trail, prioritizing the improvement of Grays Ferry parks such as Wharton Square, Lanier Playground, Stinger Square Playground, Vare Recreational Center, and improving tree cover by planting street trees.



Source: Philadelphia City Planning Commission

Proposed zoning changes in Grays Ferry.

Corrective Zoning			
Location	Existing Zoning	Proposed Zoning	Reason for Rezoning
A. Various residential areas	RM-1; CMX-1; CMX-2	RSA-5	Preserve existing single-family housing
C. Various parks and open spaces	I-2; RSA-3	SP-PO-A	Preserve existing open space

Zoning to Advance the Plan			
Location	Existing Zoning	Proposed Zoning	Reason for Rezoning
D. 34th St and Grays Ferry Ave	I-2; I-2; I-3	CMX-3; CMX-2; various industrial	Align with plan recommendations; reposition former industrial sites for new users
E. 25th St and Snyder Ave	I-2; RSA-3	ICMX	Reposition former industrial sites for commercial and light industrial users

Source: Philadelphia City Planning Commission

LOWER SCHUYLKILL MASTER PLAN

In 2013, the Philadelphia Industrial Development Corporation (PIDC), the Philadelphia City Planning Commission (PCPC) and the Philadelphia Department of Commerce released the **Lower Schuylkill Master Plan**, projecting more than 5.5 million square feet of modern production facilities, R&D and distribution centers, more than 5,000 new jobs, as well as new recreation trails and green infrastructure projects to make the lower Schuylkill area a more economically vibrant and connected part of Philadelphia. The plan envisions a network of three campuses within the lower Schuylkill: an “innovation district” in Grays Ferry and Southwest Schuylkill, an “energy corridor” on the east bank of the Schuylkill which will provide energy generation and distribution, and a logistics hub, further south, where distribution, warehousing and manufacturing will thrive. The growth of the innovation district is fueled by the southward growth of institutions such as UPenn, CHOP and the University of the Sciences, beginning with the 23-acre Pennovation Works and CHOP’s 1.2M Sq. Ft research campus which will host four towers. The following features are highlighted:

- Construction of a new “river road” which provides north-south access throughout the innovation district west of the river and connects the district to University City, creates new development opportunities on riverfront sites, and transforms the areas east-west streets, which used to dead end at the river, into a functioning street grid
- 47th Street will be extended past the intersection of Grays Ferry Ave and turning into the new River Road
- The Schuylkill River Trail will improve public access to the river and positively improve the appearance and perception of the formerly heavy industrial area along the river.
- With the exception of improving connections to the river, no changes are recommended for the existing residential neighborhoods.
- Beautification and improvement of 34th and Grays Ferry Intersection in order to improve capacity and functionality. Encourages further technical analysis.
- Projected to support 2.4M–2.8M SF of new development, up to 3,300 direct jobs, \$13M in new annual tax revenue (city and state), and \$33B in total economic impact.
- Enhancements to the 47th and Woodland intersection, which will serve as the Innovation District’s gateway, including improved sidewalks and crosswalks, lighting, wayfinding signage and tree plantings.
- Making pedestrian and bicyclist improvements to the Grays Ferry Bridge.



Source: PIDC

Proposed River Road and development in SW Schuylkill



Source: Philadelphia Industrial Development Corporation

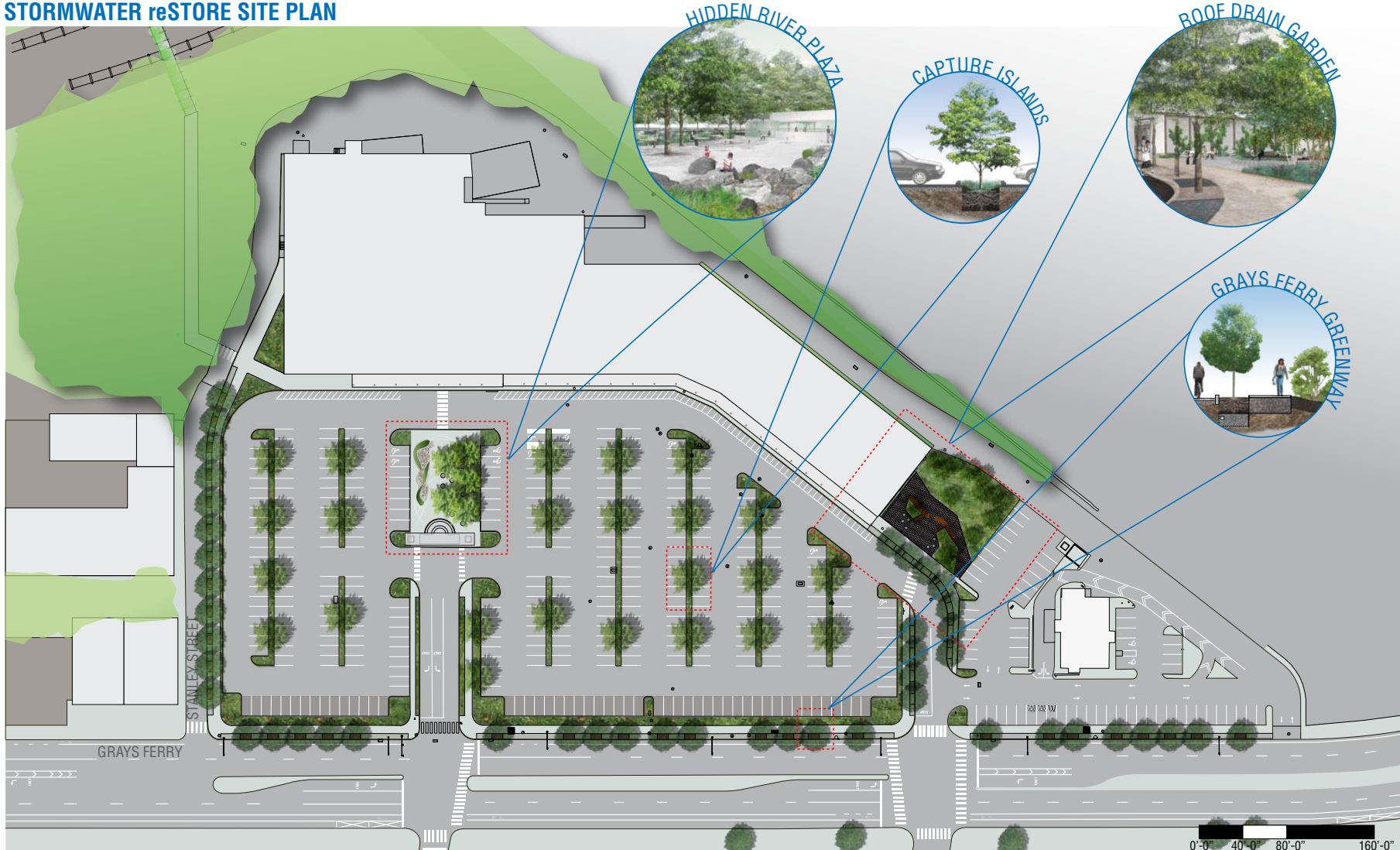
Proposed improvements to the Grays Ferry bridge, enhancing pedestrian and bike access

SOAK IT UP PHILLY

The Community Design Collaborative's *Soak It Up Philly* competition, held in 2013, called upon designers, planners, and architects to propose stormwater management plans for three specific sites (residential, industrial and commercial) that present significant stormwater management challenges as the city strives to meet the *Green City Clean Waters'* goal of greening one-third of the city's existing impervious surfaces over twenty-five years. The Grays Ferry Shopping Center, which contained only 5 trees across roughly 9.5 acres, was selected as the commercial site for the competition.

The winning team's proposal, pictured below, proposed greening the site and reducing runoff volumes by 75% through small scale interventions such as establishing rain gardens, distributing native plantings and tree trenches, and improving underground storage by using geotextile liners and gravel. The plan also featured two new community gathering spaces, a plaza and a rain garden, each replete with pervious surfaces and plantings that not only provide stormwater management benefits but also environmental and land care education opportunities.

STORMWATER reSTORE SITE PLAN



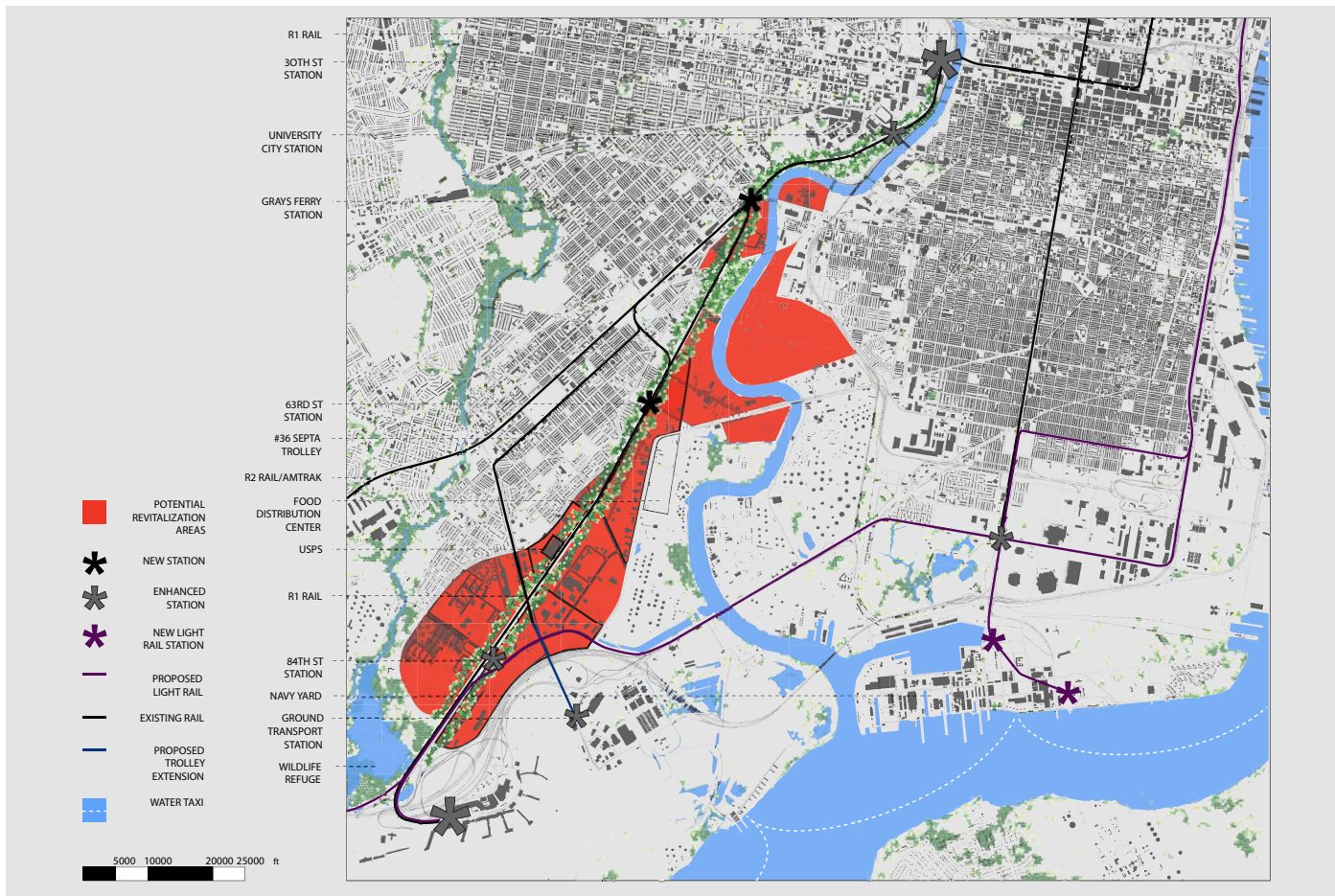
Source: Community Design Collaborative

The winning proposal for stormwater management interventions at the Grays Ferry Shopping Center.

ERASE THE BOUNDARIES: DESIGN IDEAS FOR GREATER PHILADELPHIA

PennDesign's 2009 publication *Erase the Boundaries: Design Ideas for Greater Philadelphia* presents long term goals and strategies for infrastructure investments in the Greater Philadelphia Region which encourage mutually supportive and integrated land use, resource management and transportation policies that transcend political boundaries. The proposed interventions are the products of a two-day charrette, meant to serve as springboards for further research and discussion. The charrette proposed multiple interventions that directly affect the Grays Ferry corridor:

- Enhancing access to the airport by establishing an airport connector rail line that departs every 15-20 minutes from 30th Street Station and runs along the west bank of the Schuylkill River. A new rail station would be built on the property adjacent to the Grays Ferry Bridge to help catalyze development in the area and enable easier airport access in Southwest and West Philadelphia.
- Establishing a new Grays Ferry/Washington Avenue Light Rail would improve linkage between South Philadelphia and West Philadelphia. The line would run from Columbus Boulevard along the Grays Ferry/Washington Avenue corridor and connect with the No. 11 Trolley, which runs along Woodland Avenue.
- Encouraging the development of Dupont Crescent not only as a center for research and development that would be an attractive alternative to suburban office parks, but also as a mixed-use, mid-rise, live-work community. Future development should enhance pedestrian connections across the Grays Ferry Bridge as well as provide riverfront recreation and trail access.



Source: PennPraxis

A new rail line connecting 30th St. Station to the Philadelphia Airport would stop at a new station adjacent to the Grays Ferry Bridge.

DATA SOURCES

US Census Bureau – 2011-2015 American Community Survey. Retrieved from <http://factfinder.census.gov>

Redfin Data Center. Retrieved from <https://www.redfin.com/blog/data-center>

City of Philadelphia: Licenses and Inspections. Retrieved from <https://www.opendataphilly.org/dataset/licenses-and-inspections-violations>

City of Philadelphia. "Philadelphia Childhood Lead Poisoning Prevention Advisory Group: Final Report and Recommendations". June 20, 2017. Retrieved from <http://www.phila.gov/health/pdfs/Lead%20Advisory%20Group%20Report.pdf>

Schuylkill Riverfront Development Corporation. <https://www.schuylkillbanks.org/>

Environmental Protection Agency (EPA), Brownfields Sites Reports. Retrieved from <https://www.policymap.com/>

Philadelphia Water Department (PWD).

Philadelphia Health Management Corporation (PHMC). Community Health Database.

Get Healthy Philly, Philadelphia Department of Public Health.

Southeastern Pennsylvania Transportation Association (SEPTA). SEPTA Bus and Rail Routes and Times. Retrieved from <https://www.opendataphilly.org/dataset/septa-bus-and-rail-routes-and-times>

SEPTA Service Planning Department. SEPTA Route Statistics 2017. Retrieved from <https://septa.org/strategic-plan/reports/route-statistics.pdf>

University City District. "Read Details about SEPTA's Proposed 49 Bus Route". Retrieved from <https://www.universitycity.org/blog/read-details-about-septas-proposed-49-bus-route>

Delaware Valley Regional Planning Commission (DVRPC). DVRPC Traffic Counts. Retrieved from: <https://www.opendataphilly.org/dataset/dvrpc-traffic-counts>

Pennsylvania Department of Transportation.

City of Philadelphia. Bike Network. Retrieved from <https://www.opendataphilly.org/dataset/bike-network>

Philly.com Data Hub. Crash Data. Retrieved from <http://data.philly.com/datasets/crashes/>

City of Philadelphia. Vacant Property Indicators. Retrieved from <https://www.opendataphilly.org/dataset/vacant-property-indicators>

City of Philadelphia. Zoning Base Districts. <https://www.opendataphilly.org/dataset/vacant-property-indicators>

City of Philadelphia. Land Use. Retrieved from <https://www.opendataphilly.org/dataset/land-use>

Philadelphia City Planning Commission. Philadelphia 2035: University Southwest District Plan. 2013.

Philadelphia City Planning Commission. Philadelphia 2035: South District Plan. 2015.

PennPraxis. Erase the Boundaries: Design Ideas for Greater Philadelphia. 2009.

Community Design Collaborative. Soak It Up Philly. 2013.

Philadelphia Industrial Development Corporation (PIDC). Lower Schuylkill Master Plan. 2013.

Healthy Rowhouse Project, 2017.