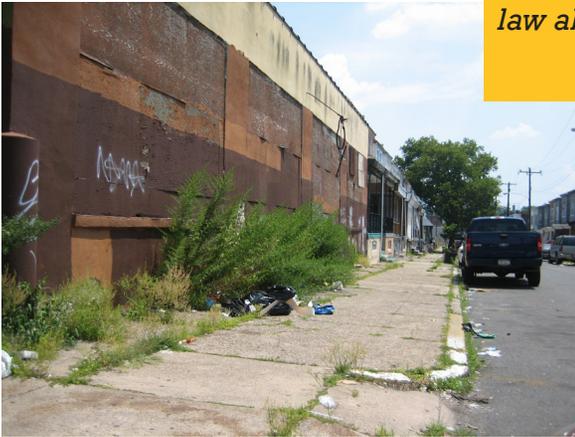


# SIX REINVEST THROUGH CAPITAL IMPROVEMENTS



*“Cleanliness, less traffic congestion,  
law abiding citizens.”*

*- resident vision*



*Top and middle: Poor sidewalk conditions, overgrowth and trash diminish the quality of the public realm.*

*Bottom: The walkability of the neighborhood is also challenged by wide streets, chaotic driving and a lack of crosswalks.*

## Context

Residents ranked the physical condition and cleanliness of the neighborhood’s streets, sidewalks and public spaces among the worst aspects of the community. Trash dumping and poor street and sidewalk conditions observed during the field survey supports resident concerns about the quality of maintenance in the public realm. There is an opportunity to improve the main corridors to define clear routes to the major assets in the community: the 5th Street commercial and institutional corridor and Hunting Park. 5th Street and Hunting Park Avenue can be redesigned for pedestrian safety and appeal to support major community assets and sites of current and future investment.

## Recommendations and Opportunities

### 6.1 Help property owners maintain and repair sidewalks

Sidewalk conditions vary greatly in the neighborhood; in some parts they are severely degraded, cracked and uneven, or overgrown. Cars parked on sidewalks with degraded curbs were a common condition observed throughout the study area. Many property owners are unable to handle the costs of repairing or replacing sidewalks and could benefit from a sidewalk repair assistance program that offers matching grants.

### 6.2 Minimize impact of truck traffic on residential areas

Truck traffic is concentrated east of 5<sup>th</sup> Street where industry is concentrated and there is little residential development. Rising Sun Avenue and 2nd Street are the most heavily used truck routes. Truck traffic should be re-routed from Hunting Park Avenue west of 5<sup>th</sup> Street, which is a neighborhood-serving street and main entrance to the park. Truck traffic is not allowed on 9<sup>th</sup> Street therefore there is no reason for truck through traffic on that segment of Hunting Park Avenue.



Fig. 33 Truck traffic  
Source: PennDOT (2011)

### 6.3 Create institutional model blocks at Esperanza and SEPTA

Esperanza and SEPTA have a major presence in the community both in terms of jobs and services and also their physical footprint. They each occupy megablocks which give them an opportunity to make a dramatic impact on their surroundings by using the model block concept discussed in the housing recommendations and expanding it to their institutional properties. The institutional model blocks would focus on improving safety, appearance and sustainability as demonstration projects that could be replicated on other institutional properties in the neighborhood. Safety and appearance can be addressed by ramping up maintenance around the entire block; improving lighting and sidewalks; and improving the appearance of walls and fencing through greening or public art. Sustainability measures should be undertaken with Pennsylvania Horticultural Society and Water Department guidance to identify opportunities for stormwater management through storm water basins or rain gardens, permeable paving for surface parking lots, and tree planting and landscaping. Opportunities exist on both blocks for such treatments: Esperanza is considering new parking and development, and the back edge of the SEPTA property lies along the former Wingohocking Creek Bed.

### 6.4 Improve rail embankments and walls

The leftover rail embankments and retaining walls have a negative impact on the look and feel of the neighborhood, acting as barriers at street level that are often in poor or deteriorating condition. This crumbling infrastructure should be targeted for removal where it is no longer needed, or where it still serves a function, improved through repair, landscaping, maintenance, and public art. Candidates for action include the retaining walls along Luzerne Street between 5<sup>th</sup> and American and on Wingohocking between Philip and Palethorpe, and on the rail embankments along 2<sup>nd</sup> Street between Luzerne and Rising Sun, and on Rising Sun at Luzerne.

### 6.5 Redesign 5<sup>th</sup> Street as the main institutional and commercial corridor

Calm chaotic and confusing traffic conditions on 5<sup>th</sup> Street by narrowing and defining travel lanes to make the street comfortable for non-auto users. Currently there is only one travel lane in each direction but they are wide 17' lanes that are not clearly demarcated, encouraging cars to speed, to squeeze by other cars, or double park.

The street should be redesigned to provide order and calm traffic. Additionally, transit amenities such as benches and bus shelters are appropriate on 5<sup>th</sup> Street given the high percentage of public transit users in the study area. Crosswalks should be re-striped where faded and decorative crosswalks considered for the gateway at 5<sup>th</sup> Street and Hunting Park Avenue. Bumpouts at major intersections which connect important commercial and institutional anchors will reduce the crossing distance and make them safer. These street changes support current investment in the 5<sup>th</sup> St Commercial Corridor, which is launching façade renovations and corridor improvements. It also paves the way for future investment and transformation in the neighborhood.

## PRECEDENT

The **Big Green Block** is a 20 acre site housing the LEED Platinum Kensington CAPA High School and sustainable green infrastructure that includes storm water infiltration basins, tree plantings, rain gardens, and public art. The site collects over 11 million gallons of runoff every year, removing it from the City's system. The project is a partnership between New Kensington CDC and the Pennsylvania Horticultural Society, the Philadelphia Water Department, the Office of Sustainability, the Department of Parks and Recreation, Mural Arts Program, and the Energy Coordinating Agency.



## PRECEDENT

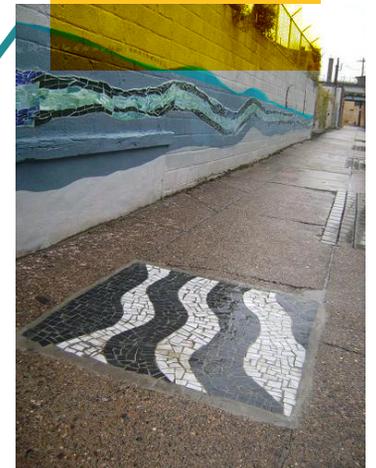
The **Billboard Project** is a series of photos by Zoe Strauss, displayed on 54 billboards in dozens of neighborhoods throughout Philadelphia, installed in January 2012 for 10 weeks.



*The retaining wall on Luzerne between 5th Street and American Street is a very visible passage for cars and pedestrians but is in need of maintenance and could benefit from public art to dress it up.*

## PRECEDENT

**Norris Street Passage** uses public art to draw attention to the Big Green Block and make a connection between the neighborhood and the transit stop. It was a collaboration between artist Beverly Fisher, Mural Corps youth, and the Philadelphia Water Department.





NORTH 5TH STREET - NORTH OF LUZERNE STREET

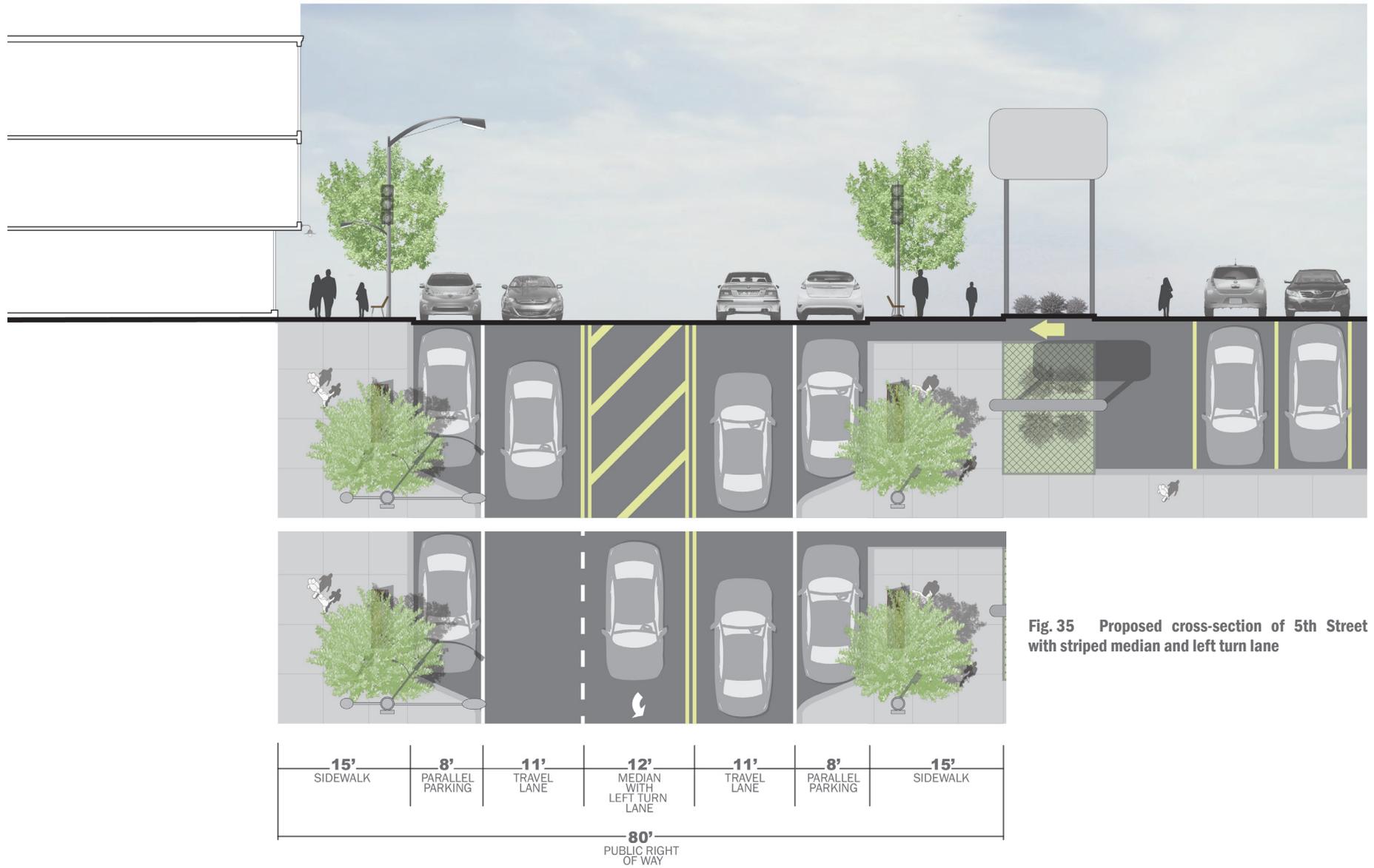


Fig. 35 Proposed cross-section of 5th Street with striped median and left turn lane

NORTH 5TH STREET - NORTH OF LUZERNE STREET

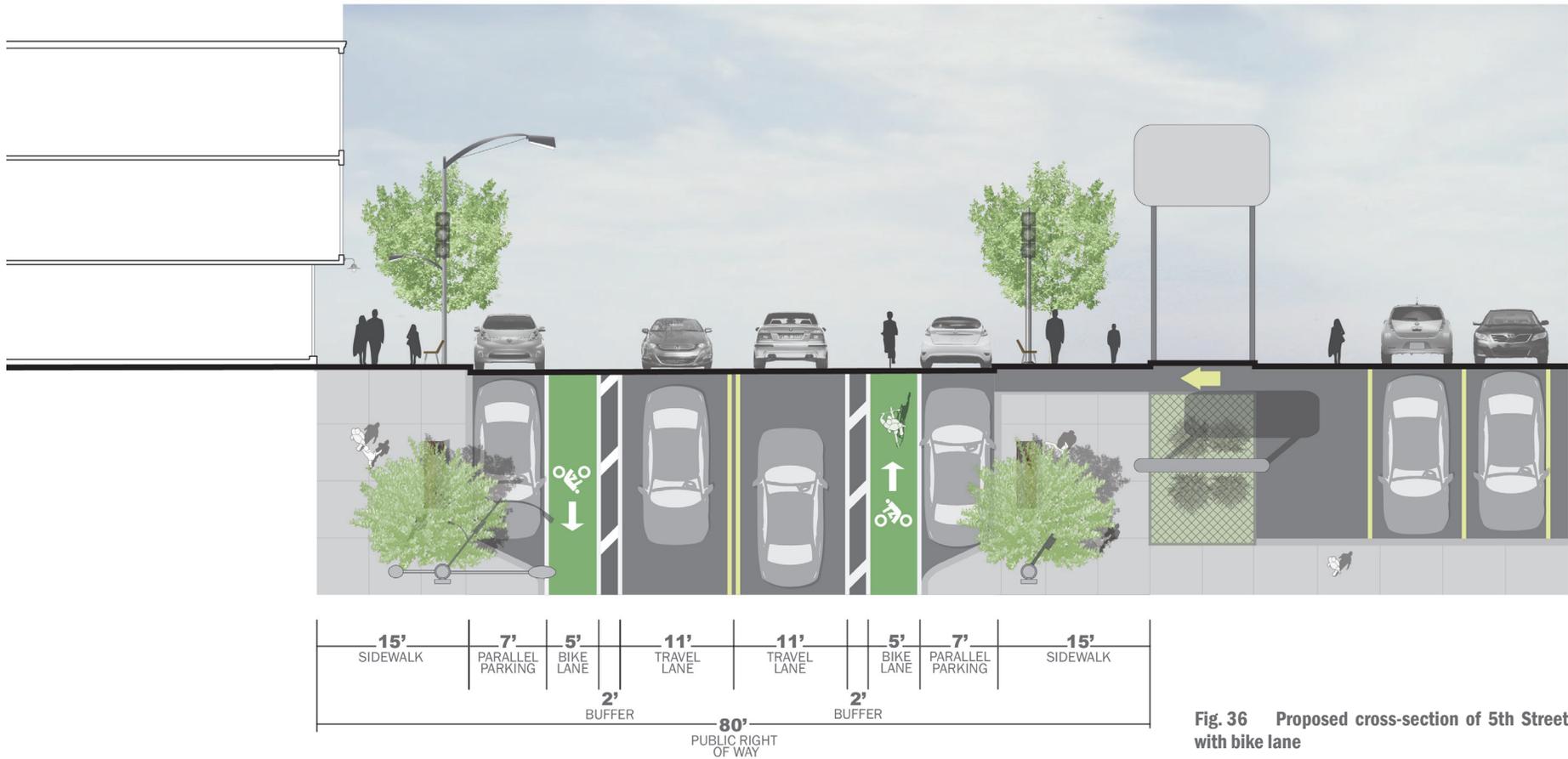


Fig. 36 Proposed cross-section of 5th Street with bike lane

- Option 2 - Protected Bike Lane: 5<sup>th</sup> Street north of Roosevelt Boulevard has a striped bike lane in each direction, however without a clear separation from traffic it is not safe and often has cars driving or double parking in it. If the city decides to include 5<sup>th</sup> Street in the bike network it is proposed that instead of a striped median, the

space be used to create separated bike lanes that are protected from moving traffic with either a 2' buffer or floating parking lanes, which moves the parking lane away from the sidewalk and separates the bike lane from the travel lane. The first option would accommodate the sidewalk bumpouts, while the second option would not.

NORTH 5TH STREET - NORTH OF LUZERNE STREET

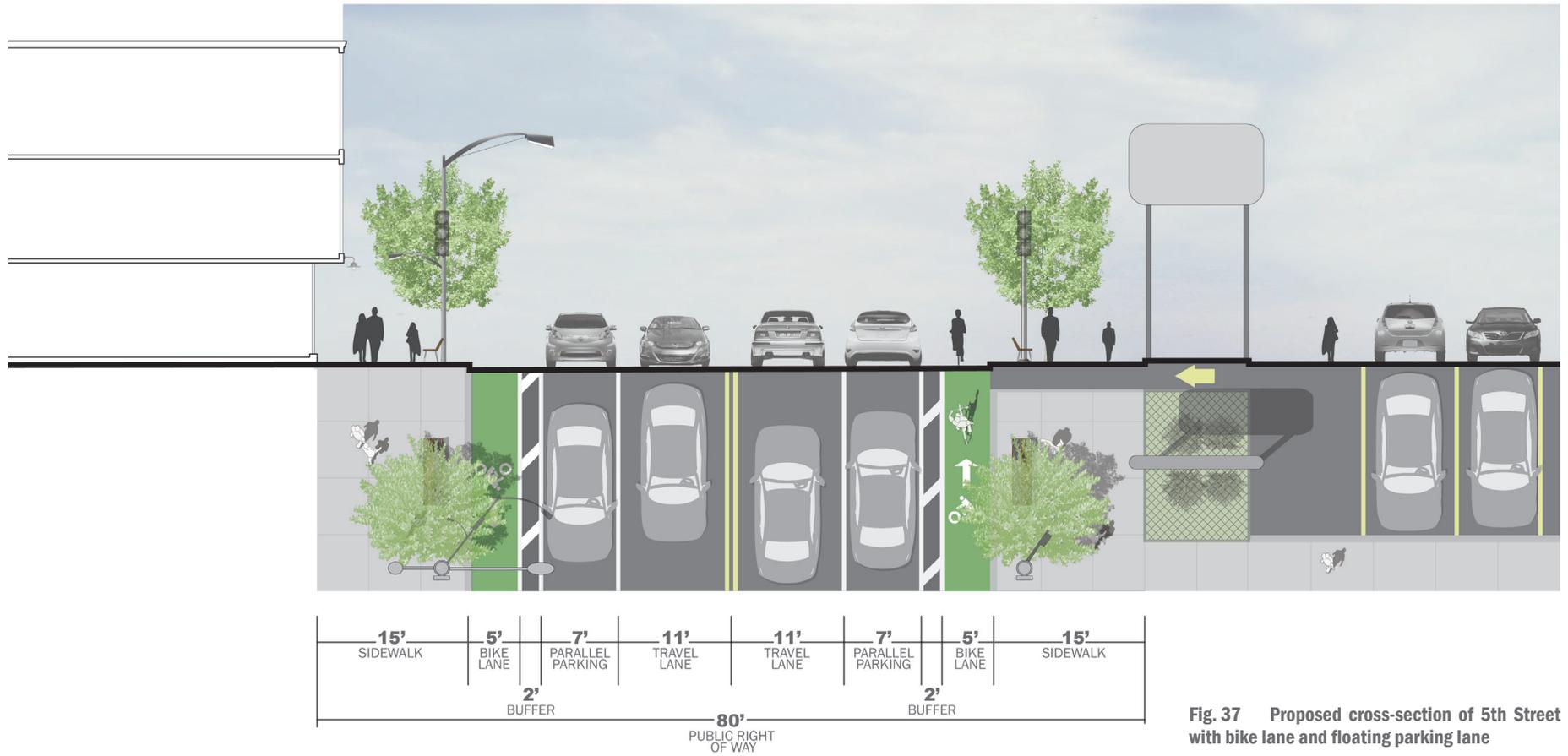


Fig. 37 Proposed cross-section of 5th Street with bike lane and floating parking lane

### 6.6 Transform Hunting Park Avenue as a park promenade

The Hunting Park Revitalization Plan, produced for Fairmount Park and the Fairmount Park Conservancy, proposes major renovations that represent a major investment in the park and that will impact the surrounding blocks and neighborhoods. Redesigning Hunting Park Avenue as a park promenade and neighborhood-serving commercial corridor from 5<sup>th</sup> Street to the park's main entrance on 9<sup>th</sup> Street would serve as an important extension of the park into the neighborhood. The current configuration of Hunting Park Avenue is overly wide for a neighborhood-serving street. The character of the avenue changes dramatically on either side of 5<sup>th</sup> Street. East of 5<sup>th</sup> Street Hunting Park Avenue is industrial and institutional and carries traffic to and from 5<sup>th</sup> Street. West of 5<sup>th</sup> Street however, the neighborhood is almost purely residential and the blocks are far smaller. The redesign proposes taking Hunting Park Avenue down to one travel lane in each direction between 5<sup>th</sup> and 9<sup>th</sup> Streets and using the reclaimed space to add a park-like atmosphere that calms traffic. Block captains, businesses and the 5<sup>th</sup> and Hunting Park Business Association should create a task force to recommend the programming and organize maintenance for any new landscaped space.



*Hunting Park Avenue leads to the area's largest green space asset and the site of major investment, but it is currently devoted to car traffic not foot traffic.*

HUNTING PARK AVENUE - WEST OF 8TH STREET

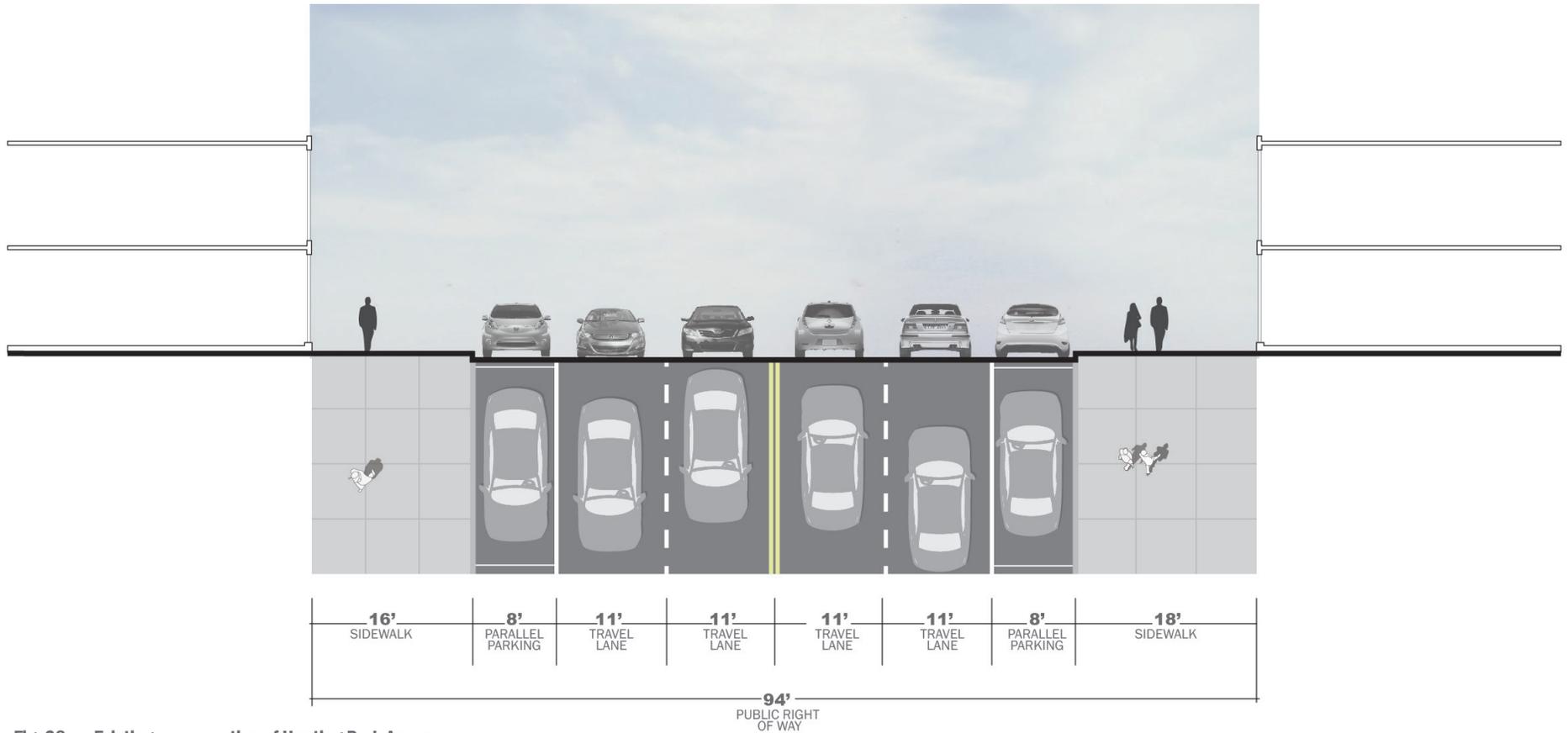


Fig. 38 Existing cross-section of Hunting Park Avenue

HUNTING PARK AVENUE - WEST OF 8TH STREET



Fig. 39 Proposed cross-section of Hunting Park Avenue with landscaped median

Two redesign options are explored:

- Option 1 - Landscaped Promenade: Removing one travel lane in each direction provides room for a 22' landscaped promenade that could function as a passive park space or support an off-street multi-use path. Tree planting in the promenade space would add much needed tree cover without taking up sidewalk space, and provide for storm water management.



Fig. 40 Proposed redesign of Hunting Park Avenue as park promenade with landscaped median

HUNTING PARK AVENUE - WEST OF 8TH STREET



Fig. 41 Proposed cross-section of Hunting Park Avenue with extended planting strips

- Option 2 - Extended planting strips: As an alternative, the reclaimed space could be added to the sides of the street for tree trenches to manage storm water. This would provide businesses along the corridor with green space right next to the sidewalk, providing a more comfortable and attractive place for potential outdoor seating. The

size of the space also presents an opportunity to use it for gardening. Although unconventional, precedents exist for gardening in the public realm and there is strong interest in expanding community gardening throughout the study area [Recommendation 7.4].



Fig. 42 Proposed redesign of Hunting Park Avenue with extended planting strips

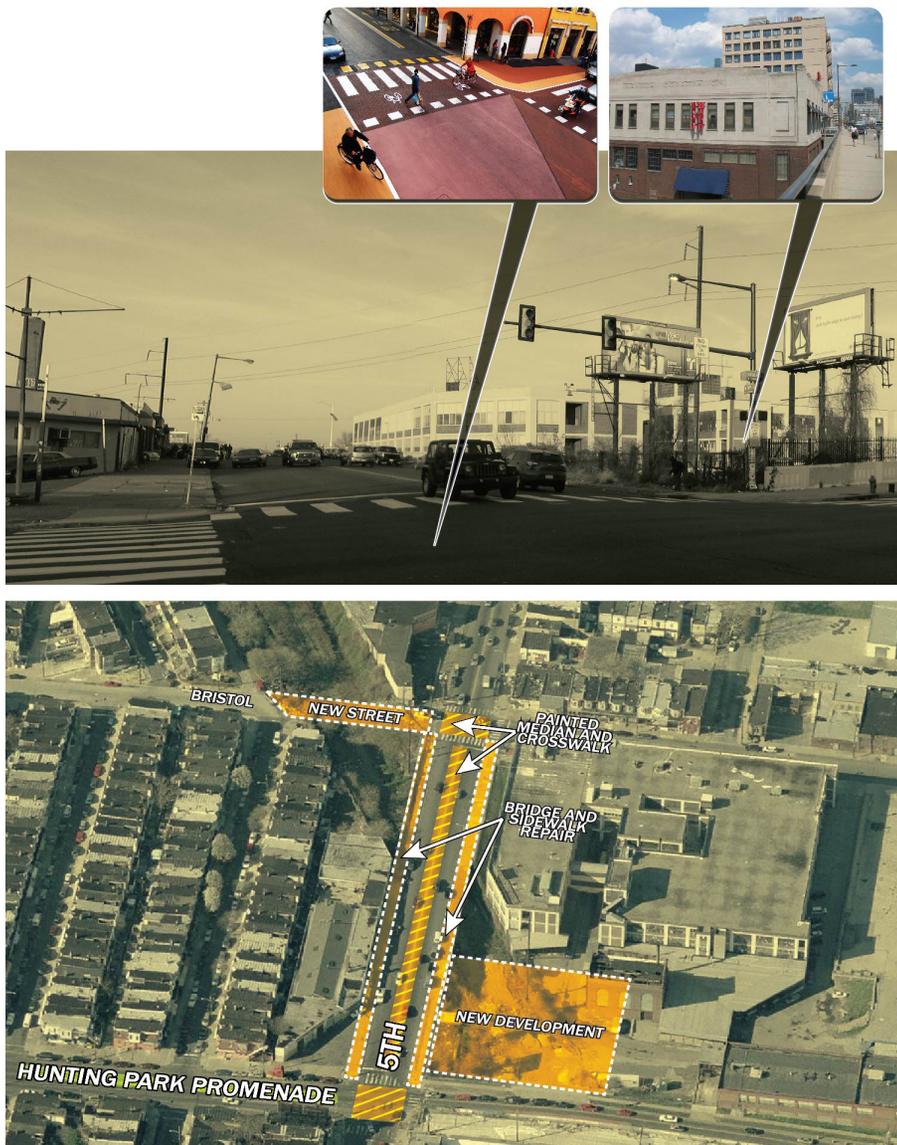


Fig. 43 Proposed gateway at Hunting Park Avenue and 5th Street

### 6.7 Target 5<sup>th</sup> Street between Hunting Park Avenue and Bristol Street for gateway improvements

A natural gateway to the main corridors, institutions, the park and residential areas is the intersection of 5<sup>th</sup> St and Hunting Park Avenue. Current and future investment in the Esperanza block anchors the intersection and potential new development on the northeast corner will transform the look and feel of the intersection. But this block is also the least pedestrian-friendly block on 5<sup>th</sup> Street. The western sidewalk over the bridge is fenced off and overgrown, forcing all pedestrians to use the eastern side. In the short-term, maintenance and landscaping should be stepped up to improve the look and feel of the block. The Conrail owned area is slated for repair and offers an opportunity for coordination with the Streets Department to reconstruct the sidewalks, add painted or stamped crosswalks at Hunting Park Avenue and Bristol Street, and add pedestrian lighting. These improvements should be combined with and feed off of the transformation of the entire Esperanza block [Recommendation 6.3].



Fig. 44 Pedestrian improvements

6.8 Rehabilitate and adaptively reuse the Roberto Clemente School building Esperanza is in the process acquiring, for the purpose of redeveloping, the 110-year old Roberto Clemente Middle School building located on the 4000 block of North 5th Street, the southern edge of the neighborhood plan area. The school is named after the all-star Pittsburgh Pirate player known for his humanitarian efforts who died in a plane crash trying to help people in during the 1972 Nicaraguan earthquake. The Philadelphia School District closed the school in 1998, due largely to falling enrollment and the extreme structural disrepair of the building. The building stands like a skeleton after scrappers ripped apart anything they could from inside to sell to scrap yards. As an extension of the institutional model block concept and redesign of the 5th Street commercial corridor above Hunting Park Avenue, Esperanza plans to acquire the site in late 2012 and start predevelopment activities in 2013-14 to begin transforming the abandoned school into a mixed-use facility that would accommodate 1-2 floors of commercial retail/office space, and 2-3 floors of affordable housing above. Project completion is tentatively slated for 2015-16.

## PROGRAM INITIATIVES, RESOURCE REQUIREMENTS, AND LEAD ROLES

LEAD/SUPPORT ROLES: Program – Esperanza, Business Association, Street/SW – Streets Department, Conrail, Philadelphia Water Department

Priority Areas and Lines of Business	Cost/year (\$)	5-year total	% of total
<b>SIX - Capital Improvements</b>	<b>\$1,552,039</b>	<b>\$7,760,195</b>	<b>38.1%</b>
Program coordinator **	\$25,000	\$125,000	
Program support/overhead (@ 25%)	\$6,250	\$31,250	
<b>STREETS AND SIDEWALKS</b>			
· New sidewalks on 5th and Hunting Park	\$398,119	\$1,990,593	
· HP Avenue option 1: stormwater management median+trees/landscaping	\$342,666	\$1,713,328	
· HP Avenue option 2: curbside stormwater mgmt/ tree trenches/trees/landscaping	\$144,498	\$722,488	
· Striped crosswalks on Hunting Park Ave (4), 5th (3), Cayuga (3), Wyoming (3), Rising Sun (3)	\$18,400	\$92,000	
· 5th St option 1: striped/stamped median, lane striping + bumpouts	\$448,219	\$2,241,097	
· 5th St option 2a: bike lanes, travel lane striping, bumpouts	\$103,537	\$517,686	
· 5th St option 2b: bike lanes, travel lane striping, no bumpouts	\$34,574	\$172,868	
· Stamped crosswalks at 5th/Hunting Park and 5th/Bristol	\$1,840	\$9,200	
· Greening industrial model blocks - tree planting	\$28,937	\$144,685	
<b>MIXED USE DEVELOPMENT</b>			
· Clemente building rehabilitation and reuse	TBD	TBD	

\*\*Shared with open space and environment



*The former Roberto Clemente School has been vacant for over a decade, but has the potential to be a transformative project.*

# SEVEN PROTECT AND ENHANCE OPEN SPACE AND THE ENVIRONMENT



The Hunting Park Revitalization Plan, prepared for Fairmount Park Conservancy and Fairmount Park, represents a major investment in the area. Source: Hunting Park Revitalization Plan.

*“...a better and safe place to live and work. The children are playing sports in the park after school. And on the weekends, we ride bikes, jogging, and have picnics at Hunting Park.”  
- resident vision*

## Context

Most residents are within a 10-minute walk of either Feltonville Recreation Center or Hunting Park, a large regional amenity serving diverse constituencies. Although these open spaces are great assets to the community, there is no park space located within the study area itself. The lack of park space is compounded by the lack of tree coverage, which is only 3.6% of the land area, far below the City’s goal of 30% coverage for all communities by the year 2035. This notwithstanding, many examples exist of residents working together to address and improve vacant lots, such as the “Hunting Park Community Garden” at 6th-7th-Courtland Street, and to provide play space for their children through play streets.

## Recommendations and Opportunities

7.1 Support Hunting Park Revitalization Plan and ensure both plans are aligned and reinforcing of one another

The development of the Hunting Park Revitalization Plan involved bringing together residents, community stakeholders, park officials and philanthropic institutions to “create a vision of Hunting Park as a significant resource” to be protected, improved and sustained. Many of the community goals in the Hunting Park Revitalization Master Plan align with the Hunting Park Neighborhood Strategic Plan and as both plans move forward continued communication and evaluation should ensure that the two plans reinforce one another. The shared goals include:

- Creating a safe park, gathering spaces, new sporting facilities, and park events,
- Repairing/enhancing landscapes, sporting facilities and building facilities,
- Using sustainable “green” design elements,
- Pursuing community partnerships to carry out and sustain the plan over time,
- Improving streetscapes in and leading into the park,
- Increasing community involvement and initiative,
- Encouraging community pride by improving local housing conditions,
- Improving availability of and access to healthy foods.



NOT ALL RESIDENTS  
ARE WITHIN A  
**10 MINUTE**  
WALK OF OPEN SPACE

THE CITY'S GOAL FOR 2025  
IS FOR 100% OF RESIDENTS  
TO BE WITHIN A 10 MINUTE  
WALK OF OPEN SPACE

PLAY STREETS

Fig. 45 Access to open space  
Source: City of Philadelphia



Sycamore trees are too big to be used for street trees and are lifting the sidewalks on some blocks. Recommended street trees will prevent this from happening.

## PRECEDENT

Artist and gardener Fritz Haeg has created **Edible Estates** throughout the country and the world, transforming suburban lawns and public spaces into productive gardens.



Baltimore, MD

### 7.2 Connect neighborhoods to the park through improved streetscape

Cayuga Street provides a second main entrance to Hunting Park and also connects a number of institutions to the park. While there is not room in the street to create a physical promenade as is proposed for Hunting Park Avenue, the street should be targeted for improved sidewalks, crosswalks and better lighting to connect the neighborhoods, institutions and park. Additionally, Bristol and Lycoming Streets lead to pedestrian entrances and should be targeted for streetscape improvements. Although the sidewalks on these streets are too narrow in many places for street trees, property owners can be encouraged to use planters to green and beautify the corridors.

### 7.3 Improve tree cover and assist residents with tree maintenance

Very few streets in the community have street trees and of those that do, residents complain of trees that lift the sidewalk and are difficult to maintain. Organize a tree workshop to teach residents about suitable street trees and how to have them installed by the Parks and Recreation Department free of charge. Many of the sidewalks in the study area are too narrow for street trees but front, side and back yard trees are also available free of charge and add substantial tree cover to help reduce the overall temperature of the neighborhood in the summertime and help individuals save on energy costs for cooling their homes. Go to <http://treephilly.org/> for information on how to obtain free trees.

### 7.4 Support grassroots efforts to expand community gardens

A growing gardening movement in the community should be supported by identifying resources to sustain ongoing activities and expand it to other locations incrementally. Interested community members should form a Greening and Gardening committee to find new locations for gardens and work with Esperanza and Hunting Park United to secure the space, tools and equipment. Existing vacant lots should be targeted but the Gardening Committee can also explore more unconventional locations such as the front yards of houses and spaces in the public realm that can be repurposed for gardening. A “junior cultivators” program to hire local youth can grow out of the Greening and Gardening committee to support the expansion and maintenance of gardens and other green spaces in the neighborhood, such as the Hunting Park Promenade and the Campus Green. [See recommendation 6.3 and 7.6]

### 7.5 Support play streets and add programming

Many residents prefer to have their children play close to home and have set up play streets throughout the neighborhood. These offer additional play space and can be enhanced with programming and portable equipment such as wading pools, volleyball nets, basketball nets, etc. Neighboring blocks could pull together to fund equipment and even plug play streets into block party activities that include food, music and movies.

LEAD/SUPPORT ROLES: Esperanza, Hunting Park United, Fairmount Park Conservancy

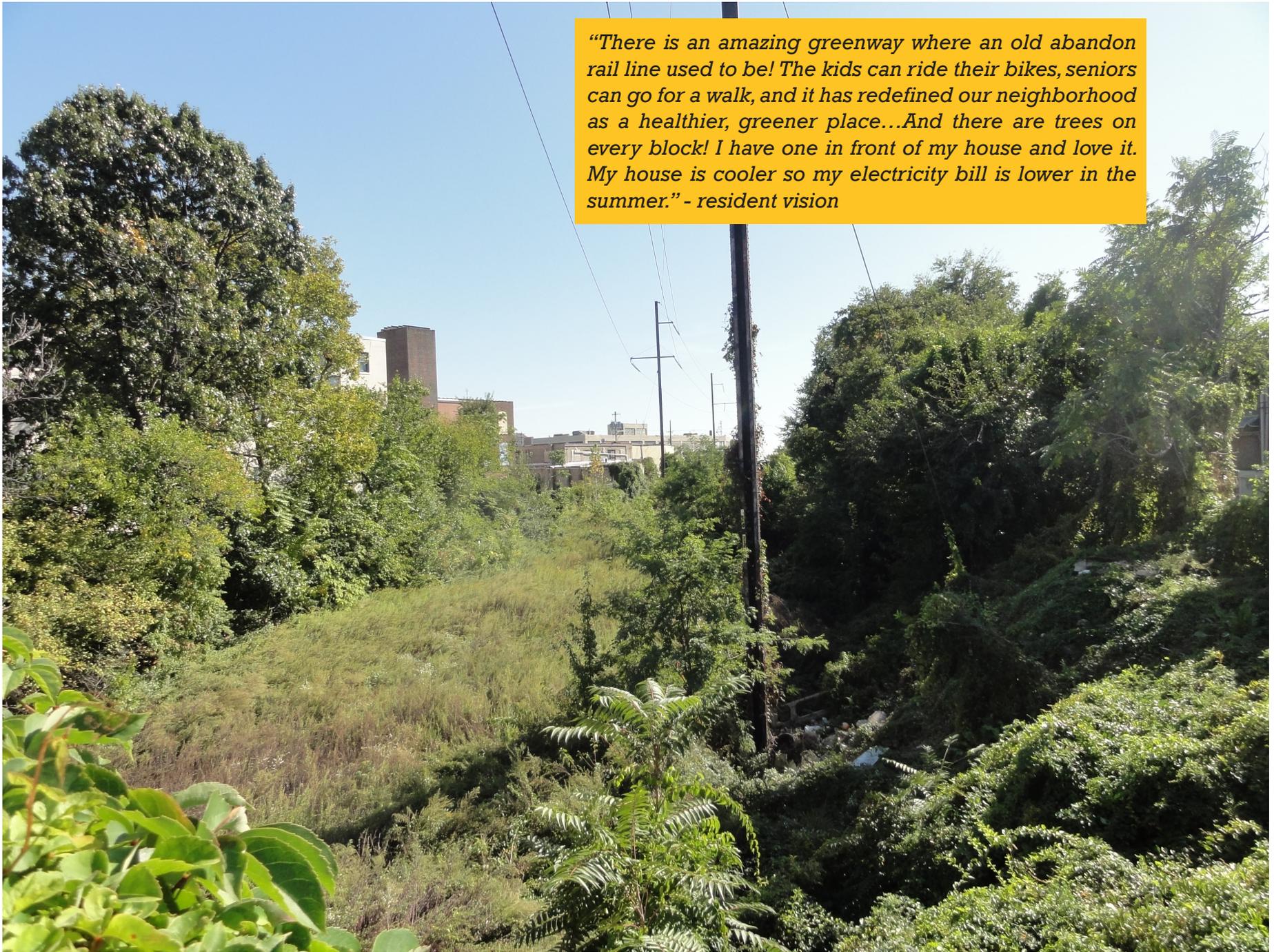


TREE COVERAGE MAKES UP APPROXIMATELY **3.6%** OF THE TOTAL STUDY AREA

BY 2035, THE CITY OF PHILADELPHIA HAS PLANNED FOR TREE COVERAGE TO COMPRISE **30%** OF EACH NEIGHBORHOOD'S TOTAL AREA

Fig. 46 Tree cover  
Source: City of Philadelphia

*“There is an amazing greenway where an old abandon rail line used to be! The kids can ride their bikes, seniors can go for a walk, and it has redefined our neighborhood as a healthier, greener place...And there are trees on every block! I have one in front of my house and love it. My house is cooler so my electricity bill is lower in the summer.” - resident vision*



View of the abandoned rail corridor from the Cayuga Street bridge looking south.



The Reading Company's Bethlehem Branch (indicated in red on the historic map) cut a path through the study area. Today, the former rail corridor is most noticeable at 5th and Bristol where it has taken over the sidewalk and between Cayuga and Annsbury where it is used for auto salvage.

## ABANDONED RAIL CORRIDOR

### Context

The Reading Company's Bethlehem Branch used to transport ore from Port Richmond to Bethlehem and travelled through the study area from the North Penn depot at 3<sup>rd</sup> and Berks. The yard and roundhouse was located between Hunting Park Avenue and Erie Avenue on what are still megablocks. Today the abandoned corridor is a north-south cavity that divides the study area, disrupts the street grid, and creates unsafe and unsightly conditions at and below street level. What was once an industrial corridor along the rail, is now mainly auto-related but becoming more institutional, with many facilities that serve children. Residents are concerned about the potential of ground water and soil contamination from the former and current industries along the rail corridor and the risks to health and safety that they pose, especially to the numerous children nearby. Community residents are committed to eliminating or mitigating these potential risks.

As the former rail line is part of a much more extensive system running through the city and given the major costs associated with making and sustaining improvements, any reinvestment strategy for the Hunting Park segment of the corridor would have to be long-term and require a very organized public, private, and neighborhood-civic collaboration. The size and location of the rail corridor within the neighborhood presents a very compelling opportunity to create new green spaces for passive and active recreational uses that serve the neighborhood and its many institutions and that can potentially connect to a larger city-wide and regional network.

### Recommendations and opportunities

7.6 Form an inter-organizational partnership to develop a Community Campus centered around a Campus Green

The large number of community-oriented educational and human service institutions that dominate this landscape and provide resources essential to the overall health, wellness, and well-being of Hunting Park residents provide an opportunity to envision a cross-institutional Community Campus that is united by a transformed former rail corridor which could function as a "Campus Green" and re-knit the neighborhood rather than divide it. This land presents a greening and open space opportunity, a stormwater management opportunity where the old creek bed ran, and also an opportunity for institutional expansion and new programs. It provides a centerpiece for institutions to plug into and organize around.

The Community Campus partnership could include at least 14 institutions adjacent to the corridor: Esperanza, Temple Community Medical Center, Aspira, Hostos Charter School, Cayuga Elementary School, Spirit and Truth Fellowship, Ayuda Community Center, Casa Del Carmen, Esperanza Health Center, Joy in the City, Feltonville Dream Center, Brightside Academy, Chosen Generation Worship Center, G.O.D. Church, and Grace and Peace Community Fellowship. Additionally, the study area is home to other institutions that while not adjacent to the corridor could be partners in its transformation. These include: APM, Fortaleza, Christ's Christian Academy, Edison High School, Pantoja Charter School, and McClure Elementary School.

- Strategize as a group for the development, programming and maintenance of a Campus Green  
The community partnership will need to develop a strategy for acquiring land from Conrail, which is in the process of asset mapping to help make decisions on the disposition of its vacant property. The strategy should include determining common needs and uses for the space that fit each partner’s programmatic themes and providing for the maintenance of the space. There are two distinct aspects of the former rail corridor. The first segment between Roosevelt Boulevard and Cayuga Street has a bigger pedestrian impact because it is at-grade, accessible, highly visible and currently occupied by auto salvage and repair businesses which are not pedestrian-friendly and not compatible with the child and youth-related activities surrounding it. Redevelopment of this segment should incorporate treatment that would capture and filter stormwater since this area sits above the former creek bed. Programming should take into account the adjacent health providers and child/youth organizations and could include active spaces for a skate or bike park, playground, and/or exercise stations. The second segment, between Cayuga and 5th Street, is below grade and would require access points at 5th Street and at Cayuga Street. Since this area is below grade and more difficult to monitor, restricted access might be preferable and it might serve as a site for urban farming, orchard or tree nursery.
- Reach out to other potential partners and resources  
Transforming brownfields – formerly industrial and potentially contaminated land – into community assets through remediation and reuse is a growing trend across the country. As a group, the Community Campus partners should explore outside partnerships with the Pennsylvania Department of Environmental Protection, PA Rails to Trails program, Trust for Public Land, Groundworks USA, and Center for Creative Land Recycling for guidance on best practices and technical assistance.

#### 7.7 Reconnect Bristol and Wingohocking Streets

Since the rail corridor is no longer active and a Community Campus requires connectivity to succeed, the street grid can be re-connected at Bristol and Wingohocking Streets. This will help to connect the two sides of the study area across 5<sup>th</sup> Street and make the Community Campus and Campus Green easily accessible for everyone in the neighborhood on both sides of the former divide.

LEAD/SUPPORT ROLES: Esperanza, Hunting Park United, Fairmount Park Conservancy, various community organizations

**THE ABANDONED RAIL CORRIDOR CURRENTLY DIVIDES THE NEIGHBORHOOD.**

**HISTORICALLY INDUSTRIAL USES FOLLOWED THE RAIL. MOST ARE NOW AUTO RELATED .**

**BUT EDUCATIONAL AND SERVICE INSTITUTIONS HAVE ALSO GROWN AROUND THE FORMER RAIL.**



**WHAT IF THE LAND SERVED AS A CAMPUS GREEN TO UNITE THE EDUCATIONAL AND SERVICE INSTITUTIONS AND RE-KNIT THE COMMUNITY?**



Fig. 47 Community Campus and Campus Green diagram



-  **STORMWATER MANAGEMENT**
-  **NEW PARK SPACE**
-  **NEW CAMPUS GREEN**
-  **EXISTING INSTITUTION**
-  **POTENTIAL DEVELOPMENT**
-  **OPPORTUNITY SITE**

Fig. 48 Conceptual plan for Community Campus centered on Campus Green

# INVESTIGATION AND RESOLUTION OF WINGOHOCKING CREEK BED ENVIRONMENTAL STATUS

## Context

Sections of Feltonville are built on top of the reclaimed valley of the former Wingohocking Creek. Unstable fill in the creek bed was the source of the infamous sinking home problem in the Logan Triangle across the Boulevard in the 1980s. The status of the fill in the study area is unknown, however, there have been resident complaints of severe settlement of foundations on the following blocks where a high concentration of the more distressed and dilapidated buildings were observed during the field survey.

- 700 Raymond Street
- 600 and 700 Courtland Street
- 600 Luray Street
- 700 Annsbury Street
- 4400 and 4500 Reese Street
- 4400 North 7th Street
- 4400 and 4500 North 5th Streets

## Recommendations and Opportunities

7.8 Request follow up study on Wingohocking Creekbed soil erosion

The extent of the unstable fill that caused the sinking in Logan Triangle and the soil conditions within the study area boundaries is still an unknown factor. Although there is some evidence pointing to potential issues in the northwestern corner of the study area along Courtland Street between 6th Street and Roosevelt Boulevard, more study is needed to determine the nature and extent of any issues and any planned remediation.

7.9 Develop green practices for the land around the former Wingohocking Creek bed

Annsbury Street between 5<sup>th</sup> and 6<sup>th</sup> Streets and the bottom edge of the SEPTA block are potential sites for pilot storm water management and soil remediation projects as they sit atop the former creek bed, have historical and present-day industrial uses, and have unbuilt spaces that could be greened as rain gardens, stormwater basins and other permeable surfaces. The back edge of the SEPTA block is currently used for parking and storage, and Annsbury Street has large unpaved lots that are used as junkyards, vacant lots behind Rite Aid and at Reese

Street, and a large parking lot at Rite Aid that can be greened or re-surfaced with permeable paving to help with stormwater management. In the long-term, as the community moves toward transforming the former rail corridor into a Campus Green, more intensive stormwater management treatment such as a retention pond would be a complementary feature for new park space. Resident concern over pollution and water quality should also be addressed at these sites. Soil and water testing should be conducted and based on results, a combination of soil remediation methods might be deployed such as: 1) pollution source removal, which means ceasing the polluting activity or using non-polluting methods, 2) removing the contaminated soil and/or 3) phytoremediation, which involves using plants with specific properties that can absorb pollutants for removal.

LEAD/SUPPORT ROLES: Esperanza, SEPTA, PWD, PHS

## PROGRAM INITIATIVES AND RESOURCE REQUIREMENTS

Priority Areas and Lines of Business	Cost/year (\$)	5-year total	% of total
<b>SEVEN - Open Space &amp; The Environment</b>	<b>\$152,690</b>	<b>\$763,450</b>	<b>3.7%</b>
Program coordinator **	\$25,000	\$125,000	
Program support/overhead (@ 25%)	\$6,250	\$31,250	
Annsbury St. stormwater tree trenches (bet. 5th and 6th)	\$121,440	\$607,200	
redevelopment of former rail corridor	TBD	TBD	

+ includes Abandoned Rail and Wingohocking Creek Bed project activities

and coordination with Fairmount Park Conservancy (FPC)

\*\*Shared with public realm



Fig. 49 Wingohocking Creek bed, vacancy and poor building conditions  
Source: Field survey