



TRANSPORTATION & COMMUNITY DEVELOPMENT PLAN

Philadelphia City Planning Commission
Delaware Valley Regional Planning Commission
East Kensington Neighbors Association

_INTERFACE STUDIO LLC



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CONTENTS

I. INTRODUCTION.....	1
II. OVERVIEW OF EAST KENSINGTON.....	5
III. PROCESS.....	29
IV. OBJECTIVES & GOALS.....	33
V. STRATEGIES.....	35
Land Use & Zoning.....	36
Transportation.....	48
Open Space.....	60
VI. IMPLEMENTATION.....	65
VII. APPENDIX.....	69

LIST OF FIGURES

FIGURE 1. EAST KENSINGTON CONTEXT MAP	3
FIGURE 2. POPULATION CHANGE BETWEEN 1950 AND 2010	4
FIGURE 3. CHANGE IN SCHOOL AGED POPULATION (2000 TO 2010)	4
FIGURE 4. PHILADELPHIA TEXTILE INDUSTRY MAP	7
FIGURE 5. HISTORIC RESOURCES MAP	9
FIGURE 6. NEIGHBORHOOD ASSETS MAP	11
FIGURE 7. CULTURAL AND INSTITUTIONAL RESOURCES MAP	13
FIGURE 8. VIOLENT CRIME, 2010 AND 2012	15
FIGURE 9. LAND USE MAP	17
FIGURE 10. COMPARISON OF COMMERCIAL CORRIDORS, 1962 AND 2012	18
FIGURE 11. COMMERCIAL CORRIDORS MAP	19
FIGURE 12. VACANCY MAP	21
FIGURE 13. ZONING MAP	22
FIGURE 14. TRANSIT AND RIDERSHIP	24
FIGURE 15. ACCESS TO GREEN OPEN SPACE MAP	28
FIGURE 16. PUBLIC INPUT ACTIVITIES FOR LAND USE AND DENSITY	37
FIGURE 17. LAND USE APPROACH ACTIVITY	39
FIGURE 18. CONCEPTUAL LAND USE BASED ON COMMUNITY INPUT	40
FIGURE 19. DENSITY IN EAST KENSINGTON	41
FIGURE 20. PROPOSED ZONING CHANGES MAP	43
FIGURE 21. ZONING COMPARISON: CMX-2, IRMX, ICMX	44
FIGURE 22. EAST KENSINGTON BUILDING TYPOLOGIES	45
FIGURE 23. YORK STREET SECTION SHOWING HIGHER DENSITY AND TOD OVERLAY	45
FIGURE 24. PROPOSED ZONING MAP WITH POTENTIAL TOD OVERLAY	47
FIGURE 25. COMMUNITY SURVEY: COMMUTE TO WORK	48
FIGURE 26. ACCESSING MFL STATIONS MAP	51
FIGURE 27. PROPOSED DEVELOPMENT CHECKLIST FOR SAFE STREETS	52
FIGURE 28. EXISTING CROSS SECTION OF LEHIGH AVENUE (LEFT) AND PROPOSED BIKE BUFFERS (RIGHT)	54
FIGURE 29. BIKE FACILITIES MAP	55
FIGURE 30. PROPOSED GREENING ON TRENTON AVENUE	57
FIGURE 31. CURB EXTENSIONS AT THE TRENTON/FRANKFORD/YORK INTERSECTION	58
FIGURE 32. CREATING A GATEWAY AT THE TRENTON AVENUE/FRANKFORD AVENUE/YORK STREET INTERSECTION	59
FIGURE 33. OPEN SPACE IMPROVEMENTS MAP	61
FIGURE 34. TREE COVER	64



I. INTRODUCTION

PURPOSE OF THE PLAN

East Kensington is bounded by Norris Street on the south, Lehigh Avenue on the north, Frankford Avenue and Trenton Avenue on the east, and Front Street and Kensington Avenue on the west.

The neighborhood has changed tremendously in the past 10 years, which has brought an influx of new residents and new energies that are redefining the neighborhood's identity.

But even as new forces are changing the neighborhood, its heritage as a place of production is apparent in the historic fabric of the community and the hopes and aspirations of long-time residents for the future of the neighborhood.

The East Kensington Transportation and Community Development Plan is a critical opportunity to involve the community—both long-time and new residents, business owners, and property owners—in this timely discussion about shaping change in East Kensington.

The goal of this planning process is to begin a frank discussion about land use and zoning with the community to reveal their concerns and hopes for the future of their neighborhood by translating the impacts that land use and

zoning decisions will have on everyday life in East Kensington. This plan will inform the upcoming Philadelphia2035 district planning and zoning remapping of the neighborhood, which will continue the discussion started here.

In 2011, the Philadelphia City Planning Commission (PCPC) submitted a request for a TCDI grant to the Delaware Valley Regional Planning Commission (DVRPC). The East Kensington Neighbors Association (EKNA) requested the application. In 2012, DVRPC awarded a grant to PCPC for the plan.

PCPC hired Interface Studio to prepare a plan for the East Kensington neighborhood concentrating primarily on developing land use recommendations that will inform the zoning remapping of the area.

The East Kensington Transportation and Community Development Plan is a component of Philadelphia2035, the City's comprehensive plan. Relevant Philadelphia2035 Citywide Vision recommendations help to shape the content of the East Kensington Transportation and Community Development Plan, and its recommendations will inform ongoing and future Philadelphia2035 District Plans.

PLANS REVIEWED

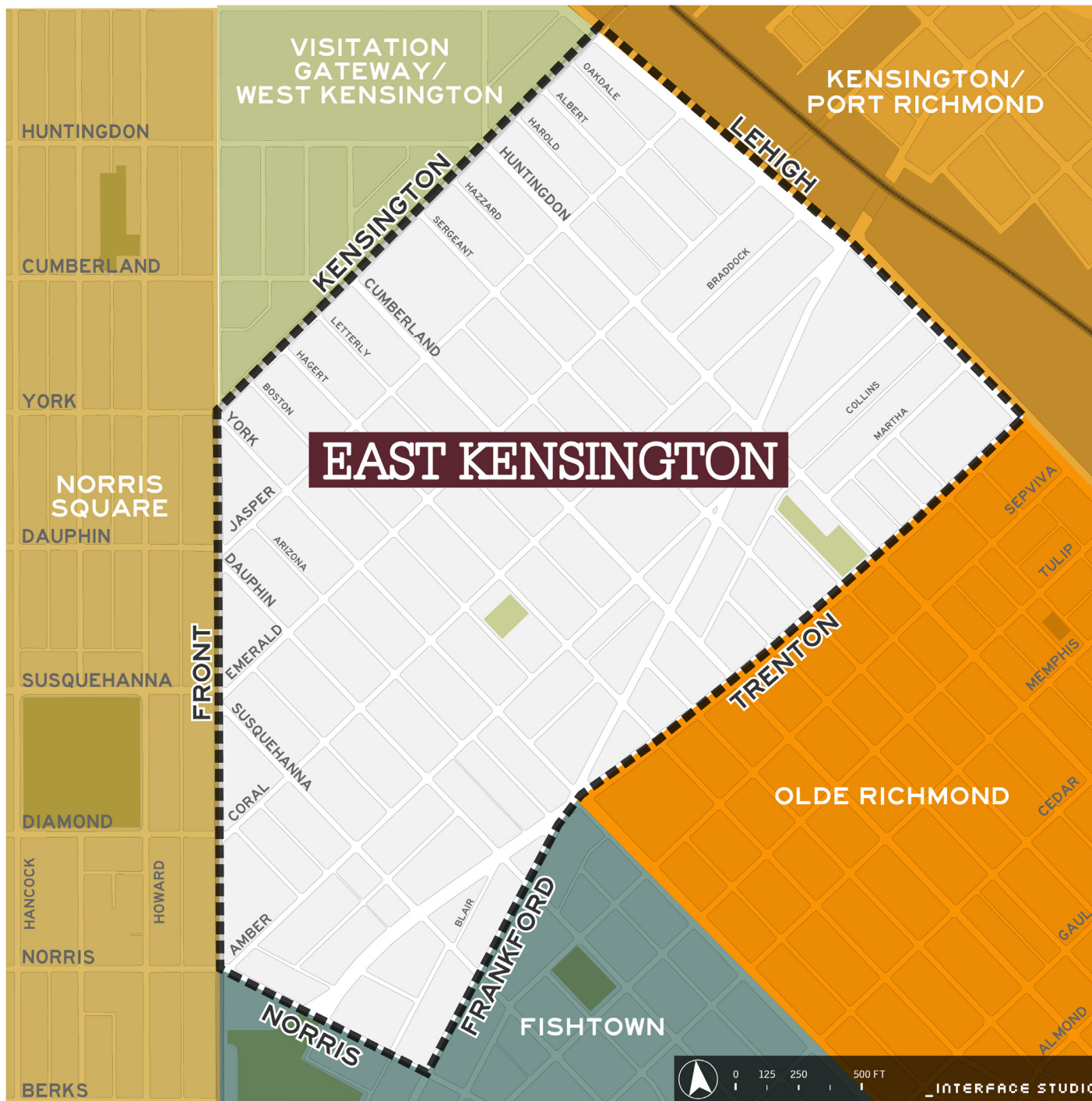
The plan incorporates and reinforces the good work of previous studies that have voiced the goals and aspirations of the community, while focusing specifically on land use, zoning and transportation. The following plans have provided a launching off point for this plan:

NEW KENSINGTON NEIGHBORHOOD PLAN (2003)

FRANKFORD AVENUE ARTS CORRIDOR PLAN (2004)

VISITATION GATEWAY NEIGHBORHOOD STRATEGIC PLAN (2009)

EAST KENSINGTON GREEN SPACES: A BLUEPRINT FOR A GREEN FUTURE (2011)



EAST KENSINGTON IN CONTEXT

CENSUS TRACT: 161
 SIZE: 143 ACRES (.22 square miles)
 POPULATION: 5,500

FIGURE 1. EAST KENSINGTON CONTEXT MAP

DEMOGRAPHICS

After 50 years, East Kensington's population has begun to rise. The neighborhood gained 42 people since 2000, positive news, but still almost 50 percent below its historical peak in 1950. The neighborhood's growth has come from people aged 20 to 34 years, and 45 to 59, each category rising by about 30 percent since 2000. However, its school age population declined, mirroring that of every surrounding neighborhood and the City of Philadelphia.

The median household income has risen by about three percent to \$27,000, and the poverty rate has declined, from 48 percent in 2000 to 33 percent in 2011. And the average household size has decreased slightly to about three people.

In 2011, unemployment stood at 11 percent, unchanged since 2000. Thirty percent of employed residents took transit to work, a slight decrease since 2000, but an increase of 117 people.

POPULATION 1950 TO 2010

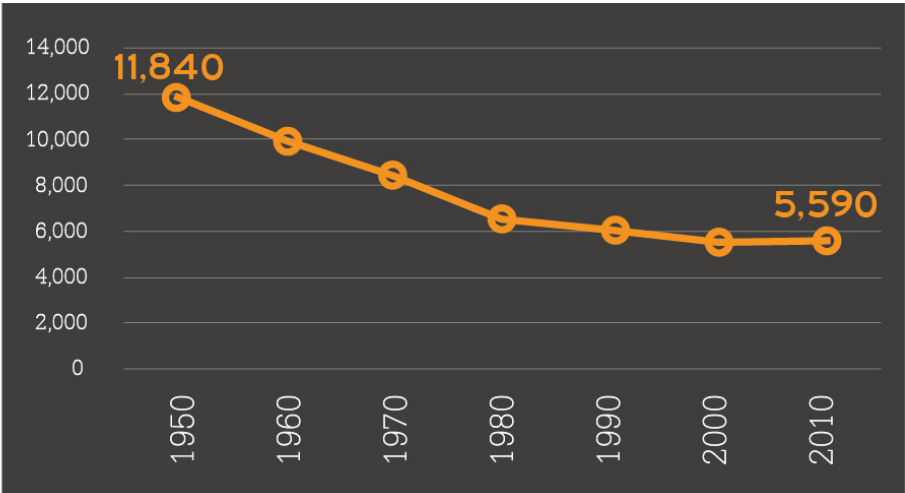


FIGURE 2. POPULATION CHANGE BETWEEN 1950 AND 2010

CHANGE IN SCHOOL AGED POPULATION (2000 TO 2010)

CENSUS TRACT	NEIGHBORHOOD	CHANGE	% CHANGE
143	Fishtown	-122	99%
157	South Kensington / Norris Square	-141	25%
158	Fishtown	-530	89%
160	Olde Richmond	-632	59%
161	EAST KENSINGTON	-341	32%
162	Norris Square	-220	44%
163	West Kensington/ Norris Square / Visitation Gateway	-296	38%
178	Kensington (north of Lehigh)	85	5%
179	Port Richmond	20	1%
188	Kensington (north of Lehigh)	420	19%
180.01	Port Richmond	-79	19%
180.02	Port Richmond	-161	19%
CITY OF PHILADELPHIA		-35,774	11%

FIGURE 3. CHANGE IN SCHOOL AGED POPULATION (2000 TO 2010)

Sources
U.S. Census Bureau (2000), Profile of Selected Economic Characteristics, Summary File 3
U.S. Census Bureau (2000), Profile of General Demographic Characteristics, Summary File 1
U.S. Census Bureau (2007 to 2011), Selected Economic Characteristics, American Community Survey Five Year Estimates
U.S. Census Bureau (2010), Profile of General Population and Housing Characteristics, Summary File 1



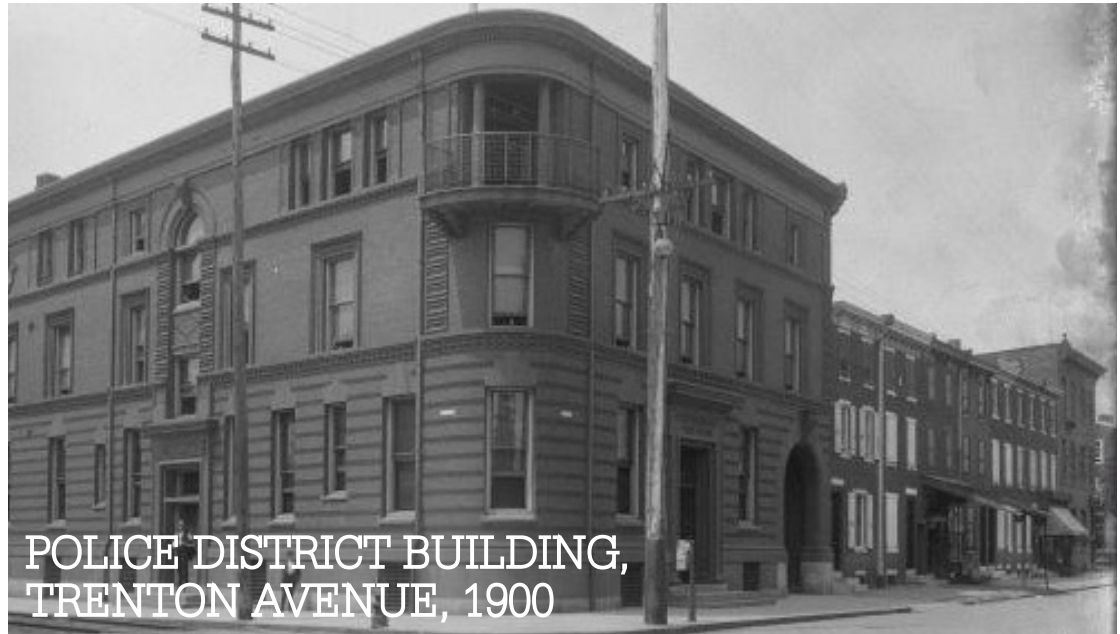
II. OVERVIEW OF EAST KENSINGTON



LEHIGH, 1949



LEHIGH, 1917



POLICE DISTRICT BUILDING,
TRENTON AVENUE, 1900



FIRTH & FOSTER, EMERALD & BOSTON, 1907

Source: City of Philadelphia Department of Records

HISTORY

Understanding and appreciating East Kensington's past is a key part to envisioning its future. After being acquired by William Penn in 1683, the area was formally laid out by a merchant, Anthony Palmer, in a 1730s plan. He named it Kensington after the London neighborhood. In 1820, it became part of the Kensington District of Northern Liberties. It was divided into five wards by 1834. In that same year, the Philadelphia and Trenton Railroad constructed its southern terminus in Kensington. The area being in close proximity to the Delaware River and having access to many rail systems naturally lent itself to be an industrial center. Settlers of the neighborhood were working class tradesman and immigrants, mostly of English, Scottish, or Irish decent, who worked in the ship building and fishing industries.

The textile industry soon followed and became the largest type of industrial use in the neighborhood. As seen in Figure 4, Philadelphia was once the largest manufacturer of textile goods in the nation. In 1850, Kensington had 126 textile firms, 39 percent of all the firms in Philadelphia, but was also known for its carpets, hats, saws and furniture. Many of the firms were small scale, single-owner artisan producers. Development of the area continued and the neighborhood was fully developed by 1900.

In the late 1920s there were as many as 350 textile firms in Kensington. Then came the economic hardships of the Great Depression. By 1934, the textile industry was only half of what it was during its peak after WWI. In 1940, only 265 textile firms remained. By the end of the 1960s, Kensington had only 75 textile businesses remaining.

PHILADELPHIA'S TEXTILE MANUFACTURING INDUSTRY WAS DIVERSIFIED, WITH A MIX OF **KNIT**, **WOOL**, **COTTON**, **SILK** & **JUTE** MANUFACTURERS, AS WELL AS **DYERS** & **FINISHERS**

[DAVISON'S TEXTILE "BLUE BOOK" 1913-14, 26TH EDITION]

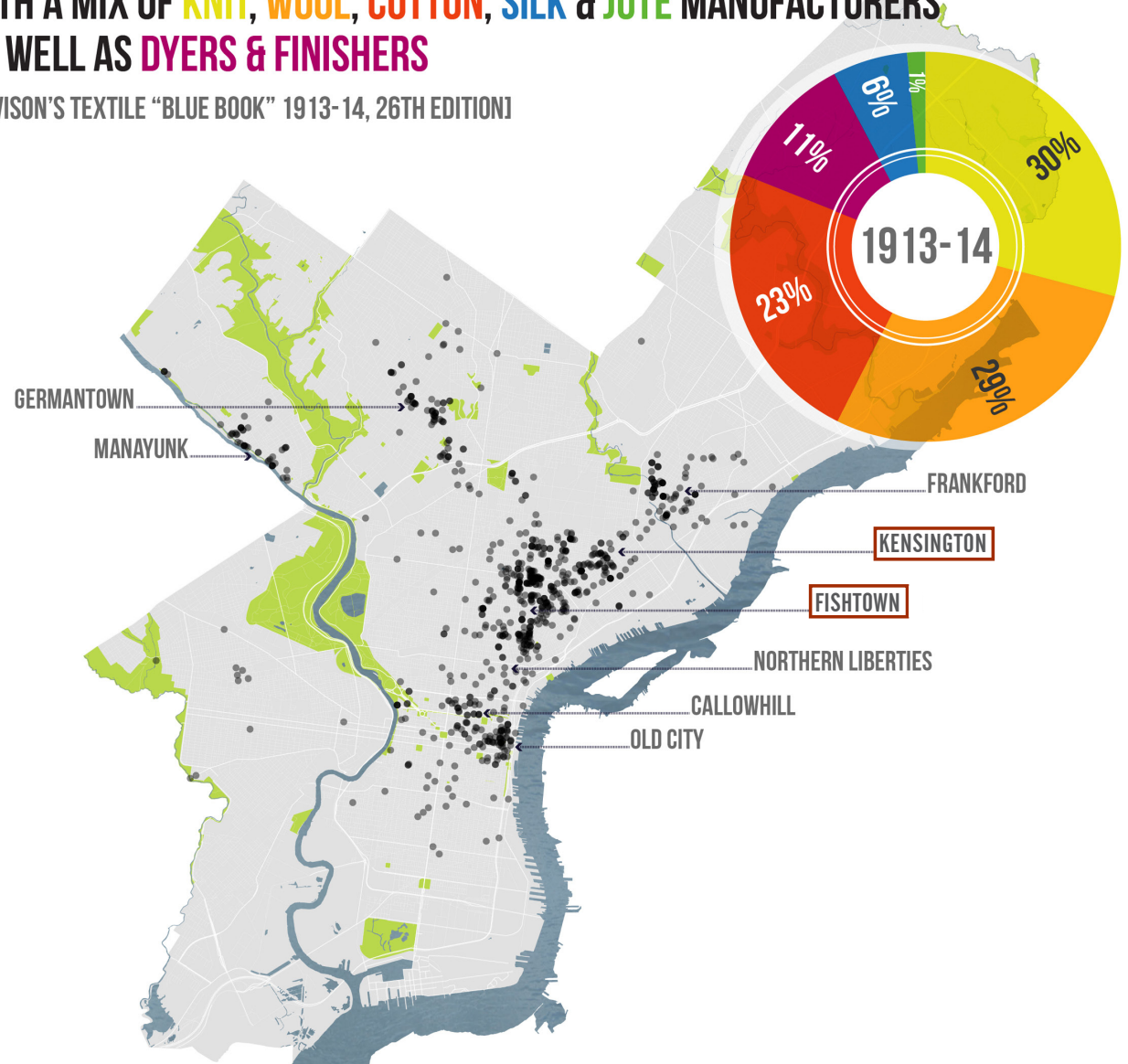


FIGURE 4. PHILADELPHIA TEXTILE INDUSTRY MAP

Source: Interface Studio Historic Textile Mapping for Mural Arts Program

Remnants of East Kensington's rich industrial past can be seen throughout the neighborhood. The map in Figure 5 lists historic resources included on the National Register of Historic Places (Kensington High School and 26th District Police and Patrol District building) and properties included on the Multiple Property Documentation listing for the Kensington Textile Industry District. Trenton Avenue, which used to be a major rail corridor, remains lined with Belgian block and is considered an historic street by the City of Philadelphia. Other locally important resources shown on the map include:

- 2012-24 East Arizona Street – Henry Dickel & Son, 1880 (currently Unsung Heroes Gallery and mural arts firefighter memorial project)
- 2439 Amber Street – Weisbrod & Hess brewery (currently Philadelphia Brewing Company), 1885
- 1804-14 E Hazzard Street – Public Bath Association Bath House, 1928
- 2533 Kensington Avenue – Philadelphia Rapid Transit Company Rail Depot (currently Mariana Bracetti Academy; originally Frankford and Southwark Railroad Depot, later Fifth and Sixth Streets Railway Depot). First constructed circa 1870 (with later demolitions and additions to parts of the complex)
- 2628-44 Martha Street – Soap Works, 1909
- 1805 E York Street – Western Savings Fund, circa 1918
- 2041 Coral & 2042 Amber Street – Harbison Dairy and Milk Bottle, circa 1900

Today the community's historic heritage is still visible in the structures that have been repurposed. These include workshop and studio spaces such as Viking Mills, Coral Arts House, and the Hatchatory, apartments in the Milk Depot, the re-use of Kensington High School, and most recently the conversion of the former 26th District Police Building on Trenton Avenue into the Philadelphia Federal Credit Union and multifamily apartments.

HISTORIC RESOURCES PRESERVED

CORAL ARTS HOUSE (FORMERLY BEATTY'S MILLS)



VIKING MILLS (FORMERLY ARROTT'S MILLS)

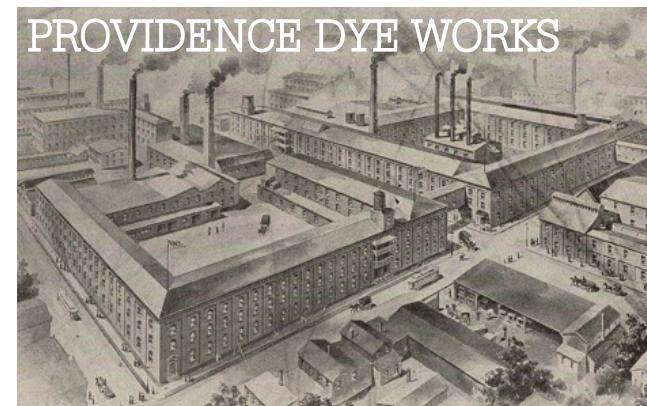


Some opportunities have already been lost; the former Providence Dye Works complex and the former Thomas Buck Hosiery building now comprise the largest vacant parcels in the neighborhood. Tragically, some of these buildings were lost in fires, such as the five-alarm fire at the vacant Buck Hosiery building in 2012 that killed two firefighters and damaged nearby residences and businesses. This and other warehouse fires in the neighborhood are a grim illustration of the dangers vacant and neglected properties pose and the urgent need to address their redevelopment.

Preserving the historic resources that are currently here is the best way to maintain the neighborhood's unique character while promoting responsible development.

HISTORIC RESOURCES LOST

PROVIDENCE DYE WORKS



THOMAS BUCK HOSEIERY





HISTORIC RESOURCES

SOURCE: NATIONAL REGISTER OF HISTORIC PLACES
MULTIPLE PROPERTY DOCUMENTATION FORM (MAY 2012)

- ① TEXTILE NATIONAL BANK, 1909
TEXTILE BANK
 - ② A. J. GORDON COMPANY, c. 1900
KNITTING, WEAVING, DRESS GOODS,
MEN'S WEAR, COUCH COVERS
 - ③ MARGERISON AND COMPANY, c. 1915
TURKISH TOWELS AND TERRY CLOTHS
 - ④ JOHN GREENWOOD AND SON, c. 1875
SKEIN YARN DYEING
 - ⑤ BROMLEY MILLS / ALBION CARPET MILLS, c. 1882
TEXTILES - TENANTED
 - ⑥ JOSEPH T. PEARSON, 1880
STEAM PACKING BOX FACTORY
 - ⑦ BROMLEY MILLS, c. 1870
CARPETS AND WOOLEN YARN
 - ⑧ ARROTT'S MILLS, 1887
COTTON AND WOOL
 - ⑨ BEATTY'S MILLS, c. 1875
SKEIN YARN DYEING
 - ⑩ KENSINGTON HIGH SCHOOL
C. 1916
 - ⑪ FRANKLIN CARPET MILLS, 1879
CARPETS
 - ⑫ WILLIAM V. SMALLEY, c. 1915
COTTON AND WOOL WASTE
 - ⑬ MODEL MILLS, 1870
SHODDY YARNS AND CARPETS
 - ⑭ WILLIAM K. CALDWELL TEXTILE MILL, c. 1900
TEXTILES
 - ⑮ WILLIAM HEPWORTH AND SONS, c. 1900
GARNETTED WORSTED WASTE
 - ⑯ HERBERT HOSIERY, c. 1900
HOSIERYMILL
 - ⑰ NINTH NATIONAL BANK, 1885
TEXTILE BANK
 - ⑱ INDUSTRIAL TRUST, TITLE AND SAVINGS COMPANY
C. 1886
TEXTILE BANK
 - ⑲ EPISCOPAL HOSPITAL CAMPUS
C. 1860
- NATIONAL REGISTER OF HISTORIC PLACES
 OTHER IMPORTANT RESOURCES
 HISTORIC STREET: TRENTON AVE
 DEMOLISHED MILL

FIGURE 5. HISTORIC RESOURCES MAP



ASSETS

From a strong sense of community to access to local goods and services, East Kensington has a lot to be proud of. As seen in Figure 6, it has access to six full-service grocery stores, five fresh food stands, two hospitals, many schools and public parks and recreation centers within one mile of the neighborhood's center. Other qualities make it a unique neighborhood in Philadelphia, including:

GOOD BONES

The neighborhood's industrial past is scattered throughout East Kensington. This historical legacy gives East Kensington not only iconic structures like the Harbison Dairy milk bottle, but also aids in varying the size and types of buildings in the neighborhood. These buildings help to shape the character of the neighborhood, but also provide opportunities for reuse, such as loft style living and artisanal/light manufacturing spaces.

ACCESS TO TRANSIT

Bounding streets Front and Kensington contain three Market-Frankford Line (MFL) stops: Berks, York-Dauphin and Huntingdon. The entire neighborhood is within a 10-minute walk to at least one MFL stop, and within a 14-minute ride to City Hall. The neighborhood is also served by five bus routes.

WALKABLE & BIKEABLE






East Kensington's quiet residential blocks make it a very walkable and bikeable neighborhood. Its two and three story rowhome typologies help to lay the foundation for safe streets with many 'eyes on the street'. Residents are also situated between two commercial corridors making car-free living a possibility.

GREEN

Many of the vacant lots in the neighborhood have been converted to small informal open spaces, gardens and farms. This yields a feeling of openness. As development starts to fill many of the vacant lots, the community should preserve this feeling of 'green' by implementing other greening initiatives.

Transit Walkable Arts Strong sense of community
Growing businesses Historic character Green

NEIGHBORHOOD ASSETS

-  SCHOOL
-  LIBRARY
-  HOSPITAL
-  SUPERMARKET
-  FARMER'S MARKET

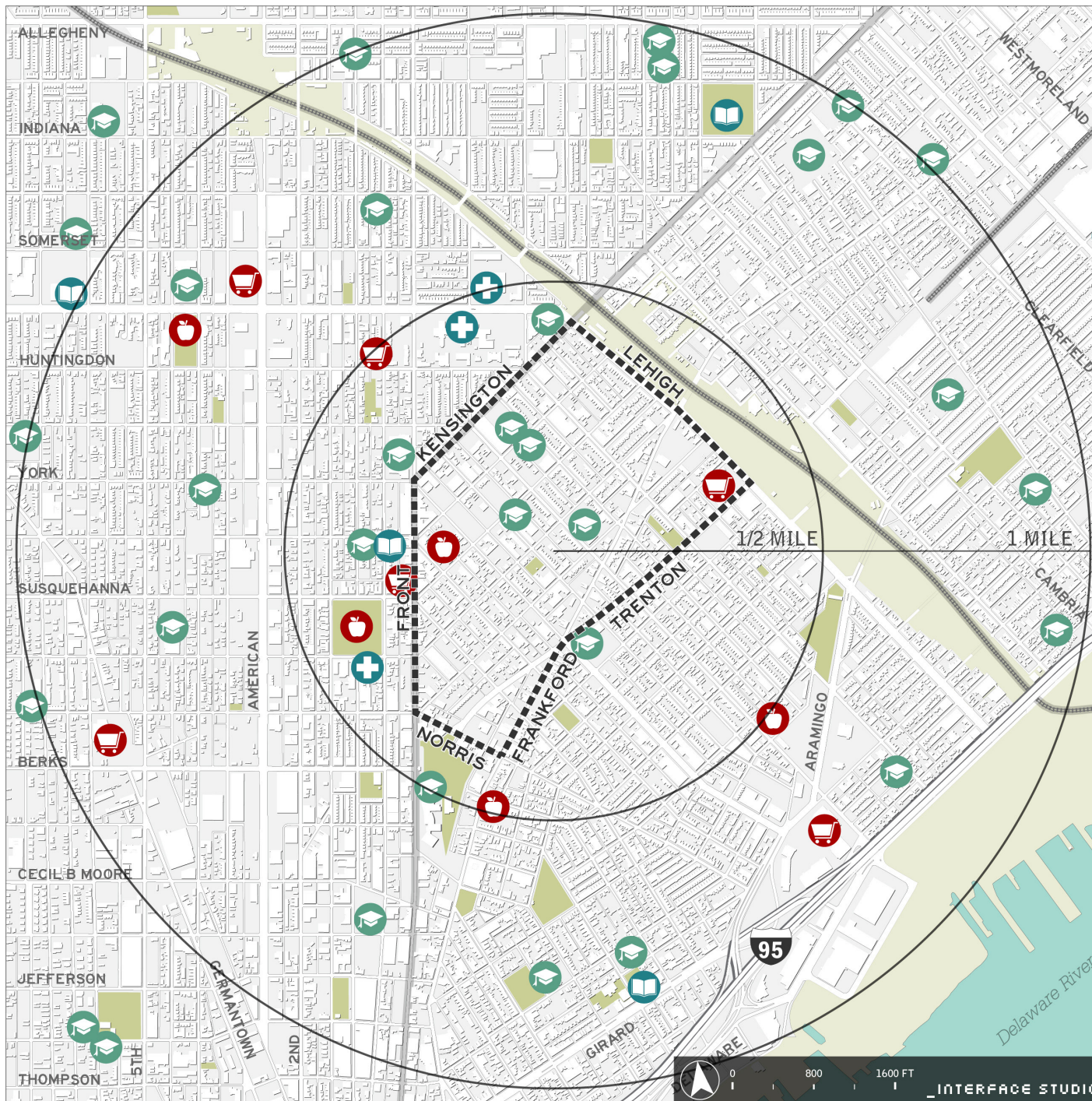


FIGURE 6. NEIGHBORHOOD ASSETS MAP

GROWING COMMERCIAL CORRIDORS

The neighborhood has two commercial corridors along Frankford Avenue, and along Front Street and Kensington Avenue, each with its distinctive character. The Frankford corridor is home to many art galleries, bars and restaurants and includes local favorites such as the Rocket Cat Cafe, The Pickled Heron and Little Baby's Ice Cream Parlour. The Front/Kensington commercial corridor is a mix of retail, offices and restaurants, notable for a concentration of Vietnamese restaurants and services on Kensington Avenue.

EAST KENSINGTON PRIDE

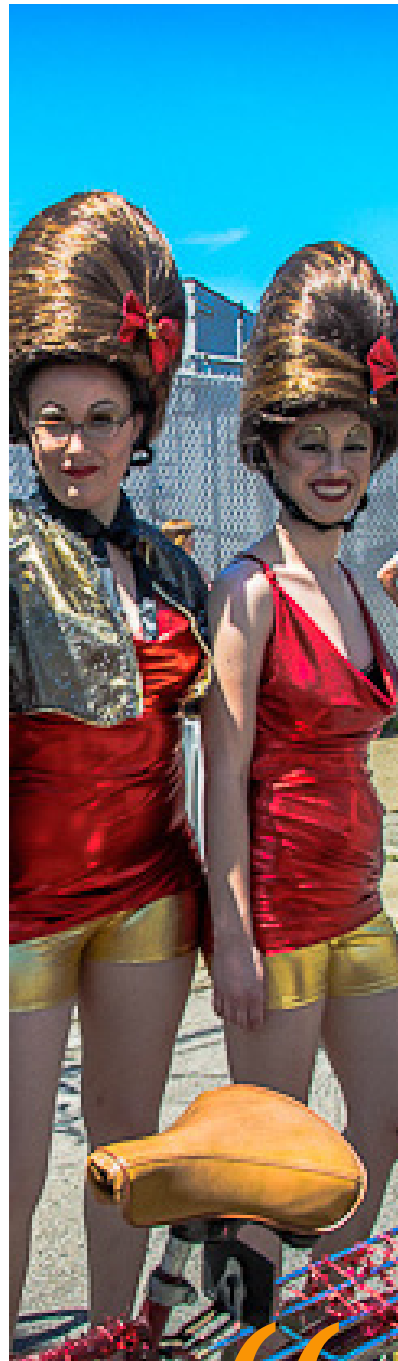
There is a strong sense of community in East Kensington. This is, in part, accomplished by the strong boundaries that define the neighborhood. It is also accomplished through organizing, both through the East Kensington Neighborhood Association (EKNA) and the thriving artist community.

ARTS & CULTURE

Arts and culture are a strong defining feature of East Kensington. It is home a high concentration of arts businesses. Many of these businesses are clustered on Frankford Avenue, making it a lively First Friday destination. Cultural events such as the popular Kinetic Sculpture Derby and Trenton Avenue Arts Festival are also putting East Kensington on the map.

For the many artists and artisans located here home-based arts businesses are most common, but some live/work and workshop space has also been developed in reused factory buildings, such as Viking Mill, Coral Arts House, and the Hatchatory.

A complete list of the arts, cultural and institutional assets can be seen in the map in Figure 7.



“




We love the vibe -
open, artsy, affordable, complex

”

CULTURAL/INSTITUTIONAL RESOURCES

SOURCE: CultureBlocks.com

ART/CULTURAL BUSINESS AND ORGANIZATIONS

- 1 HATCHATORY
 - 2 SQUARE PEG ARTERY AND SALVAGE
 - 3 WALKING FISH THEATER
 - 4 FJORD
 - 5 GRAVY STUDIO
 - 6 SPACE 2033
 - 7 PART TIME STUDIOS
 - 8 F & N GALLERY
 - 9 MINER STREET RECORDING STUDIO
 - 10 PHILADELPHIA TANGO SCHOOL
 - 11 HIGHWIRE GALLERY
 - 12 CAVACRAFT
 - 13 VIKING MILL & LITTLE BERLIN
 - 14 CORAL STREET ARTS HOUSE
 - 15 VETERANS OF FOREIGN AFFAIRS
 - 16 PILE OF BRICKS
 - 17 TWO PERCENT TO GLORY
 - 18 HEX FACTORY
 - 19 VISITATION COMMUNITY CENTER
-  SCHOOL
 -  LIBRARY
 -  CHURCH

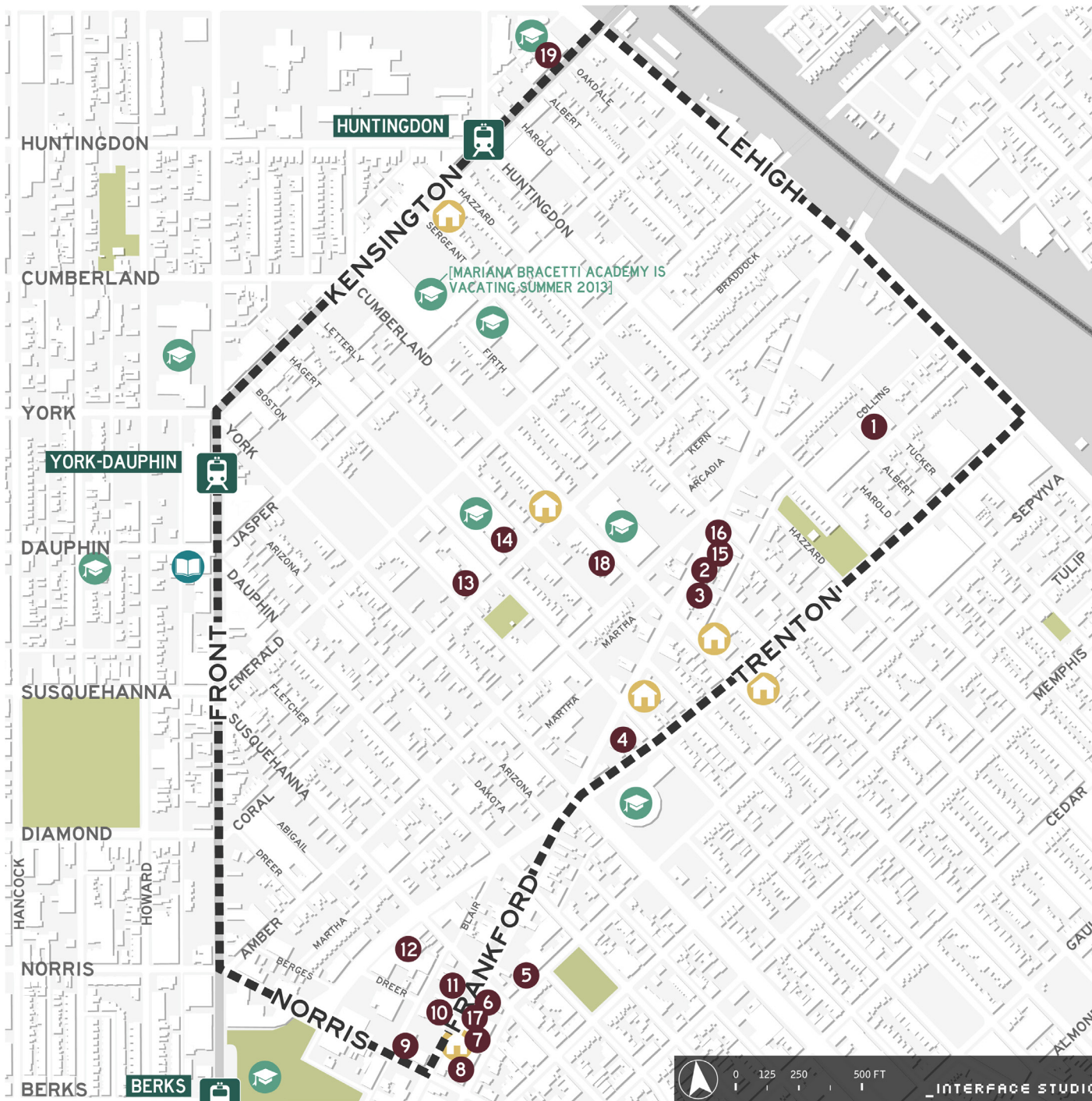


FIGURE 7. CULTURAL AND INSTITUTIONAL RESOURCES MAP

CHALLENGES

Along with its many assets, East Kensington faces some challenges in considering its future. These include:

VACANCY

An overabundance of vacant land is both an asset and a challenge. Some is already being transformed into housing, parks, farms, gardens and yards. This reuse is happening unevenly, rapidly in some areas and slowly or not at all in others.

Several of the large vacant blocks, formerly factories, have the potential to be developed, providing open space, amenities, and new residents. The neighborhood has many needs: there are few parks and recreation facilities, and those that exist are in poor condition. While the commercial corridors are growing, there are limited retail and services.

Barriers to redevelopment include ownership, outdated zoning, and in some of the formerly industrial lots, potential environmental contamination.

OPEN SPACE

Although the neighborhood feels very open, the only two City Parks and Recreation facilities within its boundaries need major improvements and are mostly paved surfaces. Hagert playground lacks clear sight lines and is in disrepair. Black, Coyle, McBride (aka Pop's) playground contains a well-used skate park but is completely impervious and lacks amenities to draw different kinds of users. Many residents are within a five to ten minute walk to Norris Square and Shissler Recreation Center but physical and mental barriers prevent them from utilizing these assets.

DEPOPULATION

The population of East Kensington is about half of what it was in 1950. The existing infrastructure was intended for twice the current population. Although the population has stabilized over the past 10 years, an increase in population would help to support more businesses on the commercial corridors as well as transit.

MAINTENANCE

The large amount of vacancy makes it an easy target for illegal dumping and litter. This, in addition to broken sidewalks and aging infrastructure, can make East Kensington appear less safe and welcoming than it actually is.

CRIME

Crime is a quality of life issue that affects all Philadelphians. In East Kensington, the crime rate is below the citywide average. The property crime rate here is 50.3/1000 residents, while the city average is 56.8/1000 residents. These types of crimes are dispersed throughout residential blocks. Similarly, the violent crime rate here is 18.2/1000 residents while the city average is 30.6/1000 residents. These types of crimes are clustered towards the MFL stops and surrounding streets. Many police reports of crime near the MFL stops are drug related.



Underperforming open space

Vacancy
De-population

Maintenance

Crime

VIOLENT CRIME 2010/2012

SOURCE: PHILCRIMEMAPPER.COM

IN THE 6-MONTH PERIOD FROM JUNE 30 TO
DECEMBER 24

58 INCIDENTS IN 2010
 30 AGGRAVATED ASSAULTS
 23 ROBBERIES
 3 RAPES
 2 HOMICIDES

49 INCIDENTS IN 2012
 19 AGGRAVATED ASSAULTS
 27 ROBBERIES
 3 RAPES

VIOLENT CRIME RATE

EAST KENSINGTON
18.2 /1000 RESIDENTS
CITY OF PHILADELPHIA
30.6/1000 RESIDENTS



FIGURE 8. VIOLENT CRIME, 2010 AND 2012

EXISTING CONDITIONS

Land Use

Active industrial and warehouse uses still dot the landscape but many formerly industrial areas are now vacant or have been converted to other uses. There is some concentration of industrial uses around Trenton Avenue at Lehigh Avenue, but most of the rest is scattered and intermingled with residential uses. The former mill blocks along York, Emerald, Letterly and Jasper Streets, are the most prominent areas of vacancy and the biggest redevelopment opportunity.

While East Kensington is fortunate to have two commercial corridors, many blocks now suffer from high vacancy rates where once they were solidly commercial. Frankford Avenue is marked by vacant land and blocks that are more residential than commercial. Front Street and Kensington Avenue have a higher concentration of business activity but also suffer from high vacancy levels.



Industrial and residential uses sit side by side.



LAND USE

SOURCE: 2012 PCPC SURVEY, JAN 2013 INTERFACE STUDIO LAND SURVEY

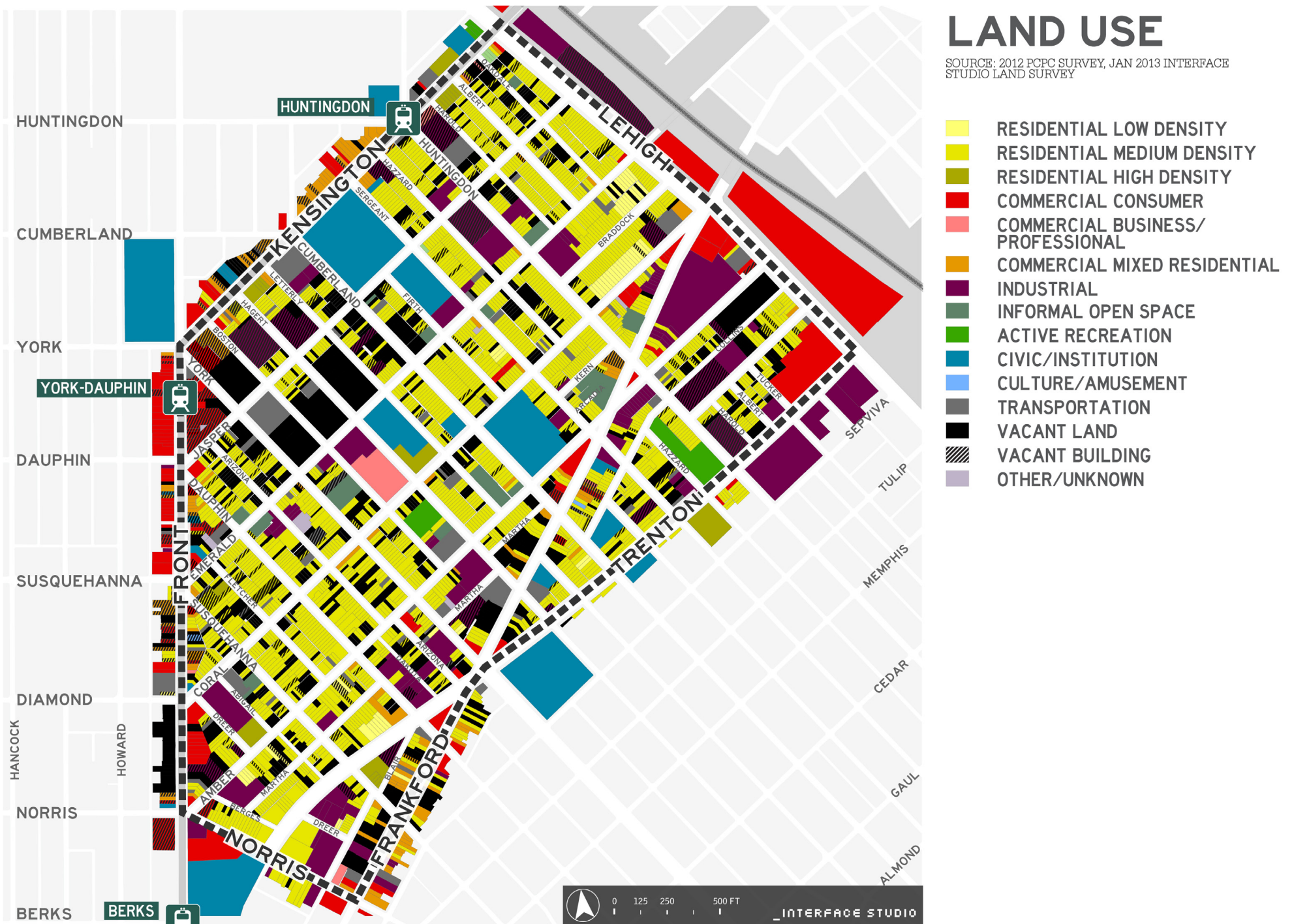


FIGURE 9. LAND USE MAP



FIGURE 10. COMPARISON OF COMMERCIAL CORRIDORS, 1962 AND 2012

Commercial Corridors

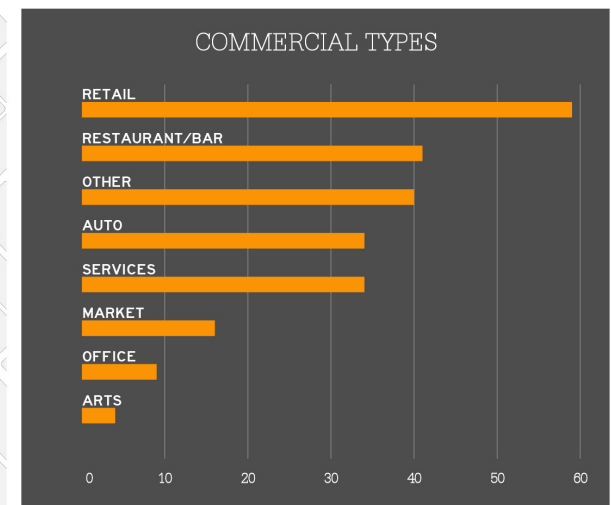
In 1962, Frankford Avenue was a solid mixed commercial-residential corridor all the way to Lehigh Avenue. Today, most businesses are concentrated south of York Street. New businesses have been cropping up however, both to the north and south. Restaurants and arts-related businesses are a growing attraction on the corridor.

Front Street and Kensington Avenue have a high concentration of retail, restaurants, and services. The 1962 map above shows the corridors as a mix of purely commercial blocks and commercial-residential mixed use blocks. Today there are far fewer residential uses, with the exception of Visitation's residential properties between Huntingdon and Lehigh, and some mixed use properties between Cumberland and Huntingdon. The blocks

between Susquehanna and York are mainly retail shops, while the block of Kensington Avenue between Cumberland and Huntingdon is home to Vietnamese restaurants and services. However, vacancy plagues the upper stories of even these vibrant blocks, and severe vacancy on Front Street below Susquehanna poses a significant barrier to residents accessing transit and services on Front as well as those crossing between East Kensington and Norris Square.

COMMERCIAL CORRIDORS 2012

SOURCE: 2012 PCPC SURVEY, JAN 2013 INTERFACE STUDIO LAND SURVEY



52 STOREFRONTS
ARE VACANT

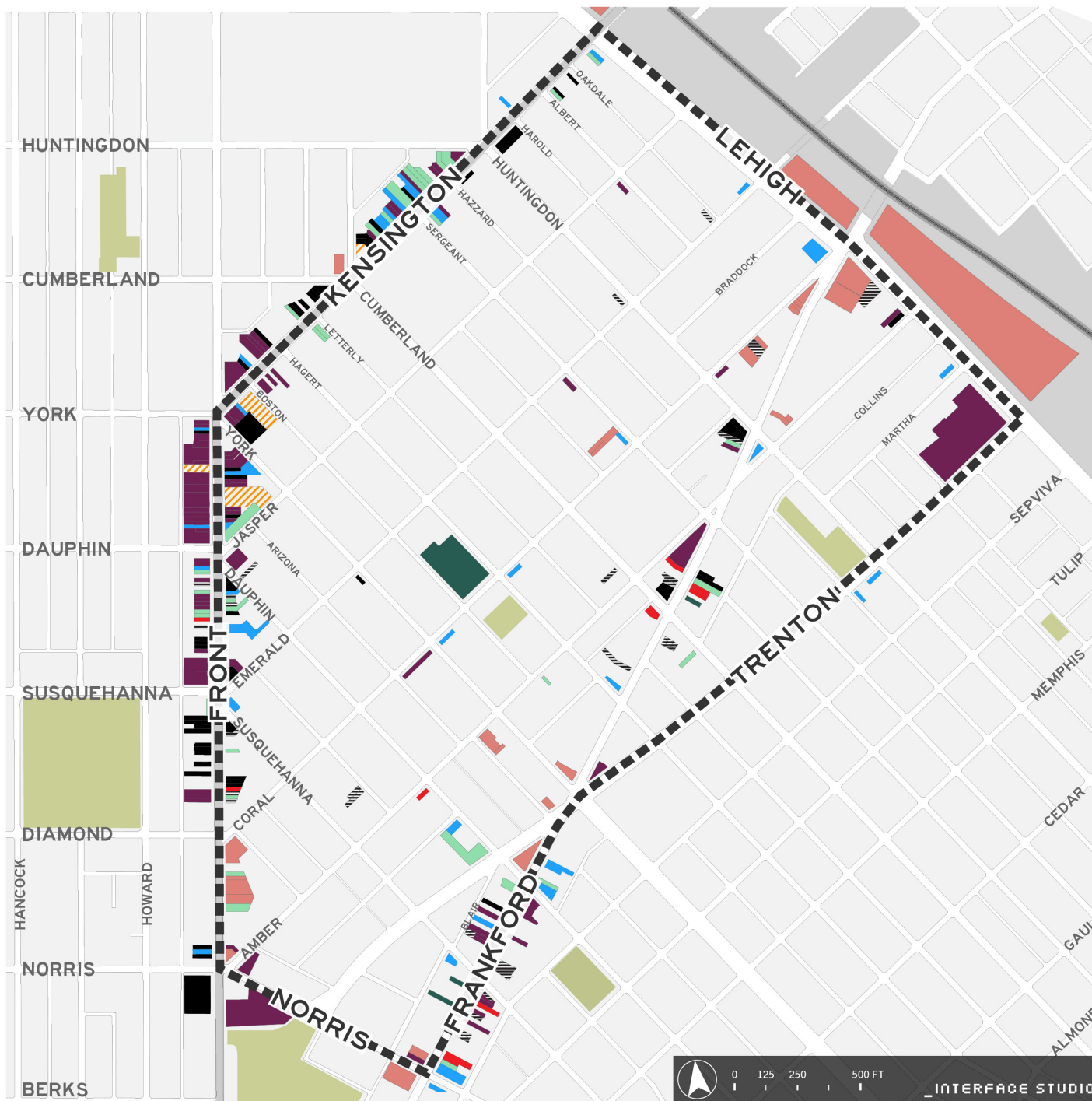


FIGURE 11. COMMERCIAL CORRIDORS MAP



Vacancy

Vacancy is a serious concern, affecting the quality of life for residents on virtually every block. Vacant land accounts for 20 percent of the neighborhood's land area. Different levels of maintenance exist for vacant land in the community. Many of the smaller parcels adjacent to residential properties have been converted to side yards, while larger parcels or groups of parcels have been transformed through community efforts into informal open spaces.

Areas of major vacancy include the former mill blocks along York, Emerald, Letterly and Jasper Streets; Front Street between Diamond and Norris streets; Frankford Avenue; and the block between Lehigh, Collins and Amber.

The large vacant parcels along York Street and Front Street are not maintained and create a blight on what are a prominent corridors. Much of the vacant land on Frankford Avenue is fenced and maintained by New Kensington CDC (NKCDC). Several of the parcels are moving forward with development.

Vacant buildings take up nine percent of the land area and many of these buildings have the potential to be designated historic properties and preserved. Some of these former factories and warehouses are only partially used and poorly maintained, giving the impression they are vacant. Many of the vacant and partially vacant buildings are located along Front Street between Susquehanna Avenue and Dauphin Street and are severely dilapidated.

Vacant land has varying degrees of maintenance levels as well as informal uses.

VACANCY

SOURCE: 2012 PCPC SURVEY, JAN 2013 INTERFACE STUDIO LAND SURVEY

- VACANT LAND
- FULLY VACANT BUILDING
- PARTIALLY VACANT BUILDING
- MAINTAINED VACANT LAND
- INFORMAL OPEN SPACE
- SIDE YARD

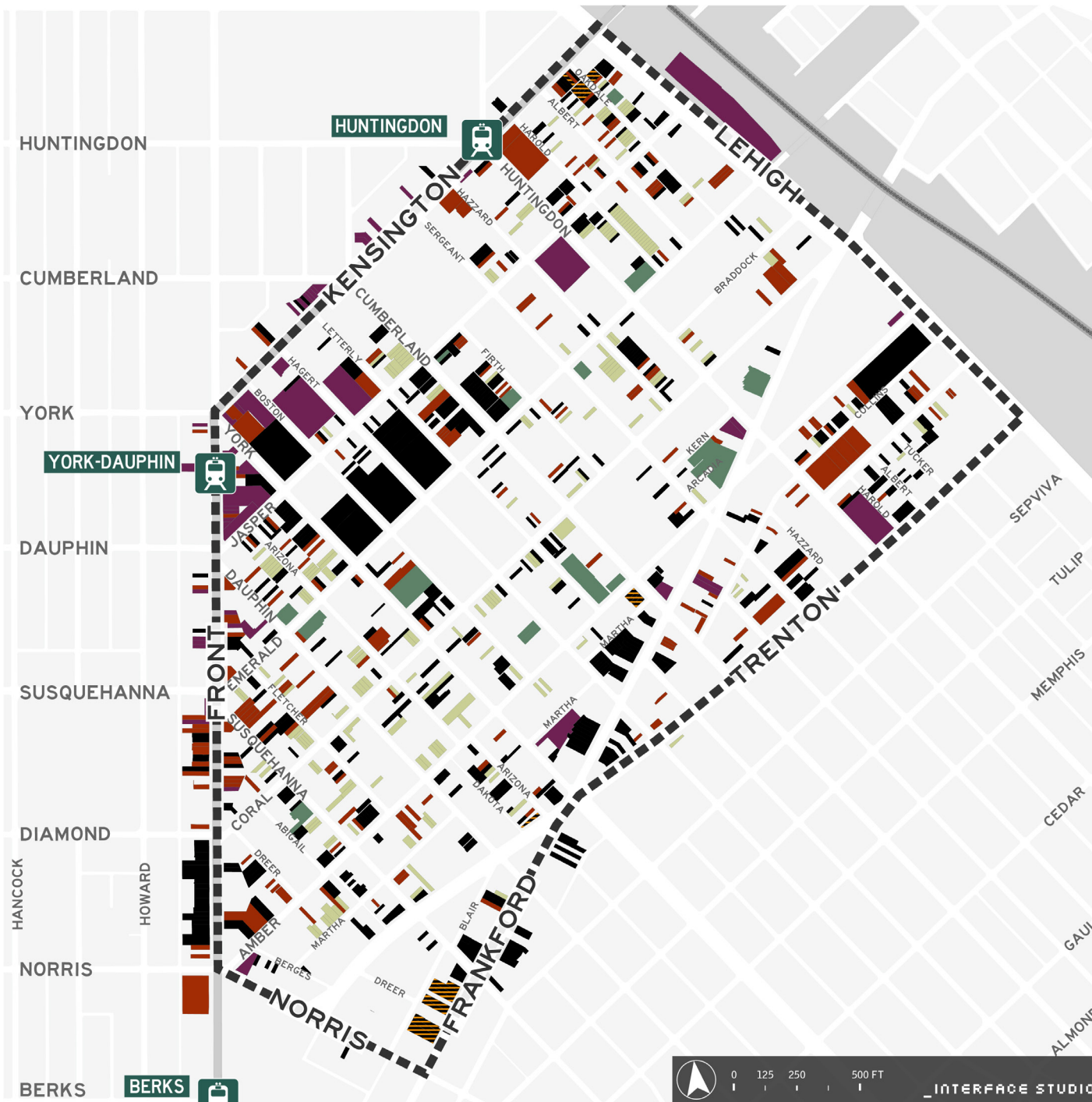
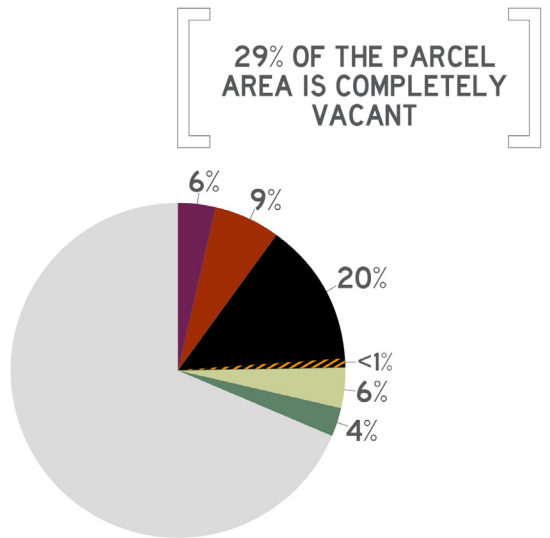


FIGURE 12. VACANCY MAP

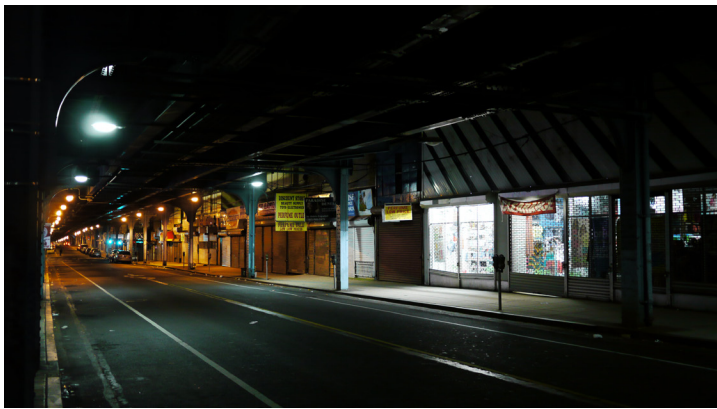


ZONING

SOURCE: PCPC 2012

- CA1/CA2: COMMERCIAL AUTO ORIENTED
- CMX1/CMX2: COMMERCIAL MIXED USE
- I2: INDUSTRIAL
- ICMX: INDUSTRIAL-COMMERCIAL MIX
- RM1: RESIDENTIAL MULTIFAMILY
- RSA5: RESIDENTIAL SINGLE FAMILY
- SPPOA: PARKS/OPEN SPACE-ACTIVE
- NCA NORTH DELAWARE AVENUE OVERLAY

FIGURE 13. ZONING MAP



See-through grates and store lights spill onto the sidewalk

Commercial lighting is uneven on Front Street. Most of the businesses are shuttered and dark.

Transit

Almost 40 percent of business owners surveyed said that their employees use SEPTA to get to work. Eleven percent cited transit as key to where they located. However, 60 percent of survey respondents said that they drove to shopping destinations and services versus only 17 percent who took transit. According to the U.S. Census Bureau, in 2011, 53 percent of individuals drove to work, an increase of 370 since 2000. And the average worker spent 30 minutes getting to their job. These drivers probably weren't captured in the survey, since those results showed an equal split among commuters between riding transit and driving.

In addition to the Market Frankford Line, five bus routes serve East Kensington. They connect riders to destinations including Fairmount Park, retail plazas in Port Richmond and South Philadelphia, employment centers such as Center City, Temple University, Episcopal and St. Christopher's hospitals, and the Frankford Transportation Center, a major transfer point for buses to Northeast Philadelphia and the suburbs. The 3 bus is the most heavily used, serving over three million passengers per year,

transporting riders from Frankford to Strawberry Mansion. This route, and the 25, have shown ridership gains since 2010.¹

The biggest issue that people cited in the community survey and through conversations was safety, both at the stations and en route to them. At night it is dark and desolate under the MFL and on the streets leading to it. Most businesses are closed and shuttered in the evening, and there is a high level of vacancy on some stretches of Front Street and York Street. Drug dealing around the York/Dauphin Station and in certain spots in the neighborhood is cited as a major deterrent to transit use.

Station maintenance and amenities have also been cited as needed improvements. The level of cleanliness at the stations, broken lights and elevators contribute to a rundown appearance and hinder accessibility. Another common complaint is the inconvenience of separate entrances and exits.

¹ Source: SEPTA Fiscal Year 2000 Annual Service Plan, SEPTA Fiscal Year 2013 Annual Service Plan

Finally, the quality of the lighting contributes to the sense of safety in and around the stations. Although all of the stations are generally well lit, some have burned out lights which leave dark spots. Front Street and Kensington Avenue have two rows of cobra heads under the MFL structure, but several burned out lights were observed near the stations. Additional lighting could come from the businesses, but few are open at night. Most of the closed storefronts are shuttered with opaque grates. On the streets approaching the station, cobra head lights illuminate the street, but not the sidewalk. York Street in particular suffers from vacancy and also few street lights.

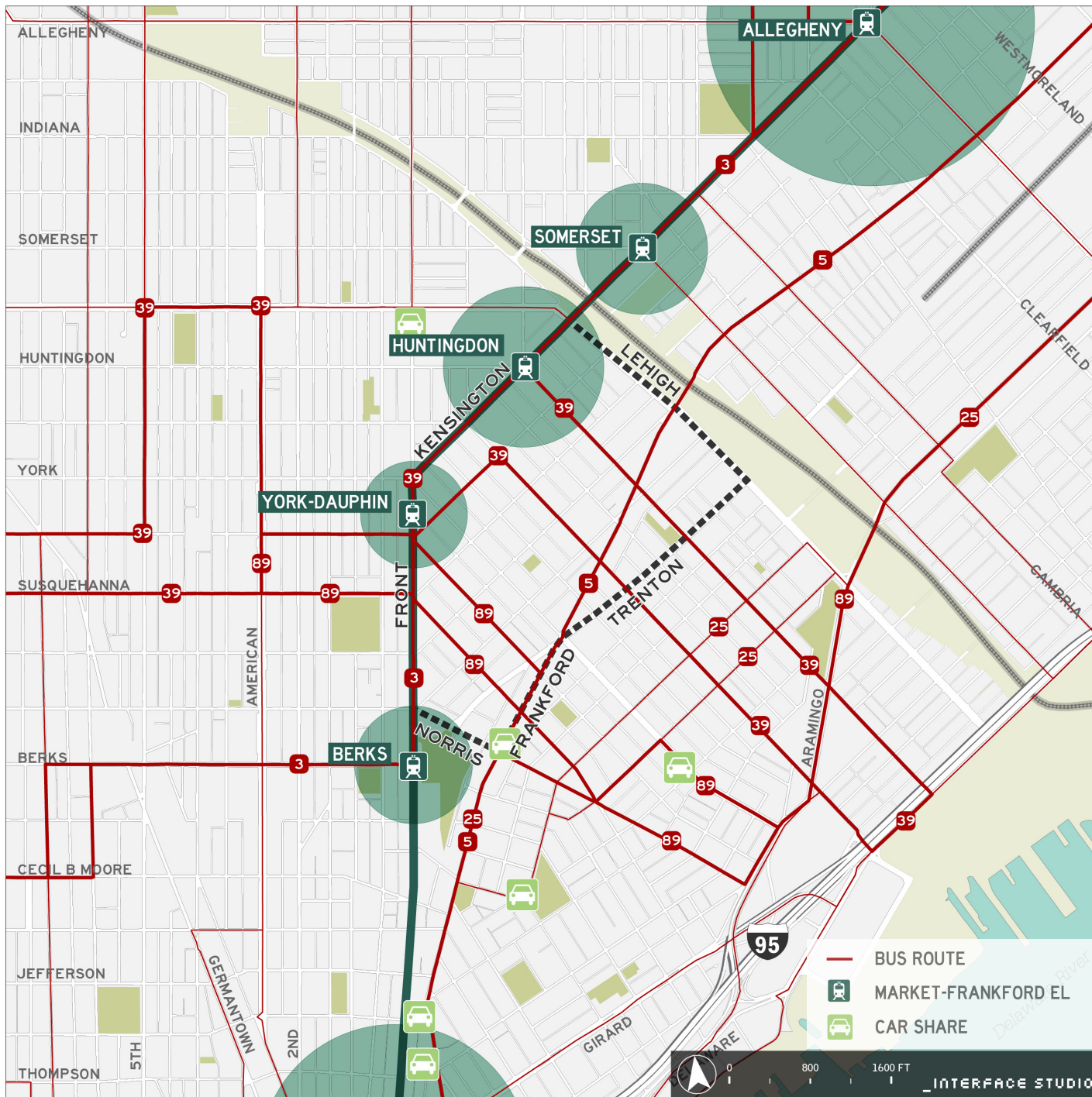


FIGURE 14. TRANSIT AND RIDERSHIP

2012 TRANSIT RIDERSHIP

SOURCE: SEPTA

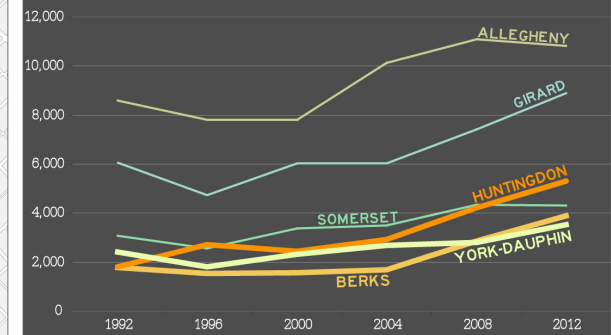
STUDY AREA STATIONS EXPERIENCED THE GREATEST % GROWTH IN RIDERSHIP FROM 1992-2012:

#1 HUNTINGDON

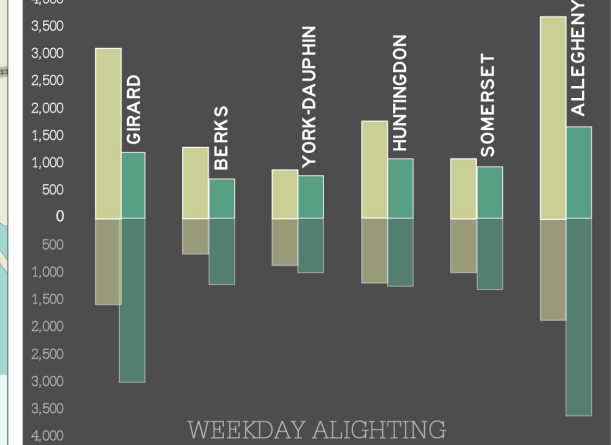
#2 BERKS

#8 YORK-DAUPHIN

WEEKDAY RIDERSHIP



WEEKDAY BOARDING



WEEKDAY ALIGHTING

← Westbound to Center City/69th St
→ Eastbound to Frankford

What would encourage walking in the neighborhood?

"fewer huge vacant lots"

"Neighborhood cleans ups are a start, but it is still not exactly a 'nice' walk in this area"

"Better 'looking': better looking facades, fewer barred and gated windows, more artistically rendered trash cans and bike stands"



Vacancy, trash, and poor sidewalk conditions were among the biggest impediments to walking in the neighborhood, while the new Mural Arts trash and recycling bins are seen as enlivening the streetscape.

Biking and walking

Impediments to biking and walking are a lack of bike lanes, bike parking, poor sidewalks, and the lack of, or sometimes the length of, certain crosswalks.

Sidewalks around vacant lots and along some sections of Frankford Avenue are deteriorated. Trash and overgrowth makes walking unpleasant. Inactive frontages, such as blank walls or shuttered storefronts and

gated windows, also create a less than inviting atmosphere for walking.

Few bike lanes exist in the neighborhood and there is not enough bike parking, especially for the growing commercial corridors. Even so, East Kensington is very bikeable as there is not very much car traffic, with the exception of Frankford Avenue and Lehigh Avenue.

Open Space

Residents in East Kensington are very passionate about having access to open space in their community. With all of the vacant land, the neighborhood today feels very ‘open.’ However, there are only two City playgrounds within the neighborhood itself, Hagert Playground and Black Coyle & McBride (Pop’s) Playground, both of which are mostly comprised of paved surfaces and are in need of an upgrade.

BLACK, COYLE & MCBRIDE (POP’S) PLAYGROUND

Known as Pop’s after a past local playground caretaker, this park was originally a WWII memorial dedicated to neighborhood soldiers who had fallen during the war. Pop acted as a neighborhood mentor, distributing playground equipment and looking after the park. After Pop died, the playground went into decline and became a haven for illegal activity. In 2000, the park was officially closed by the Parks Department, though it was still used by neighborhood residents. In 2006, NKCDC led a major cleanup effort of the park, repainting playground equipment and the center, planting perimeter trees, etc, and the Parks Department took notice and agreed to reopen the park. In 2009, the Friends of Pop’s Playground in partnership with NKCDC, EKNA, and the City built a skate park in place of an outdated hockey rink. The skate park is currently still a destination for local skaters in the community, but the playground surfacing and equipment are in need of repairs.

HAGERT PLAYGROUND

This playground is situated in the middle of the block and has no street frontage on the east and west sides of the park, attracting litter and illegal activity. It also is lacking in trees, making its metal play equipment unbearable in the summer time. In June 2013, EKNA received a service grant from the Community Design Collaborative to involve landscape architects and other professionals in a community driven conceptual redesign of the playground.

INFORMAL OPEN SPACES

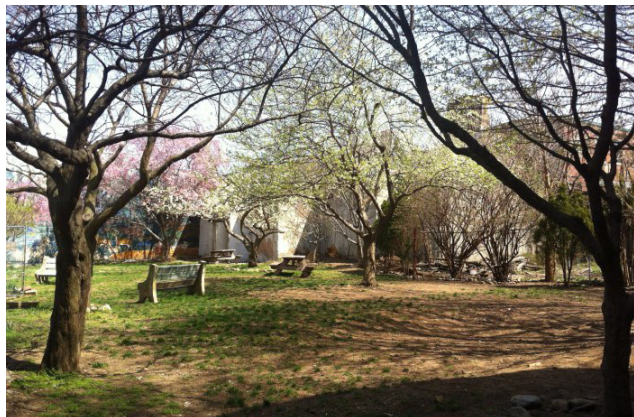
There are several informal open spaces and gardens in the neighborhood that have developed organically and are well loved. The community has made physical, financial, and emotional investment into open spaces across the neighborhood. Recent development pressure has placed several sites at risk. The community is deeply concerned about the protection of open space for coming generations.

“While I have used all [neighborhood parks] to varying degrees, none are regularly used by our family as they are all in poor condition or even unsafe for my children in our opinion.”

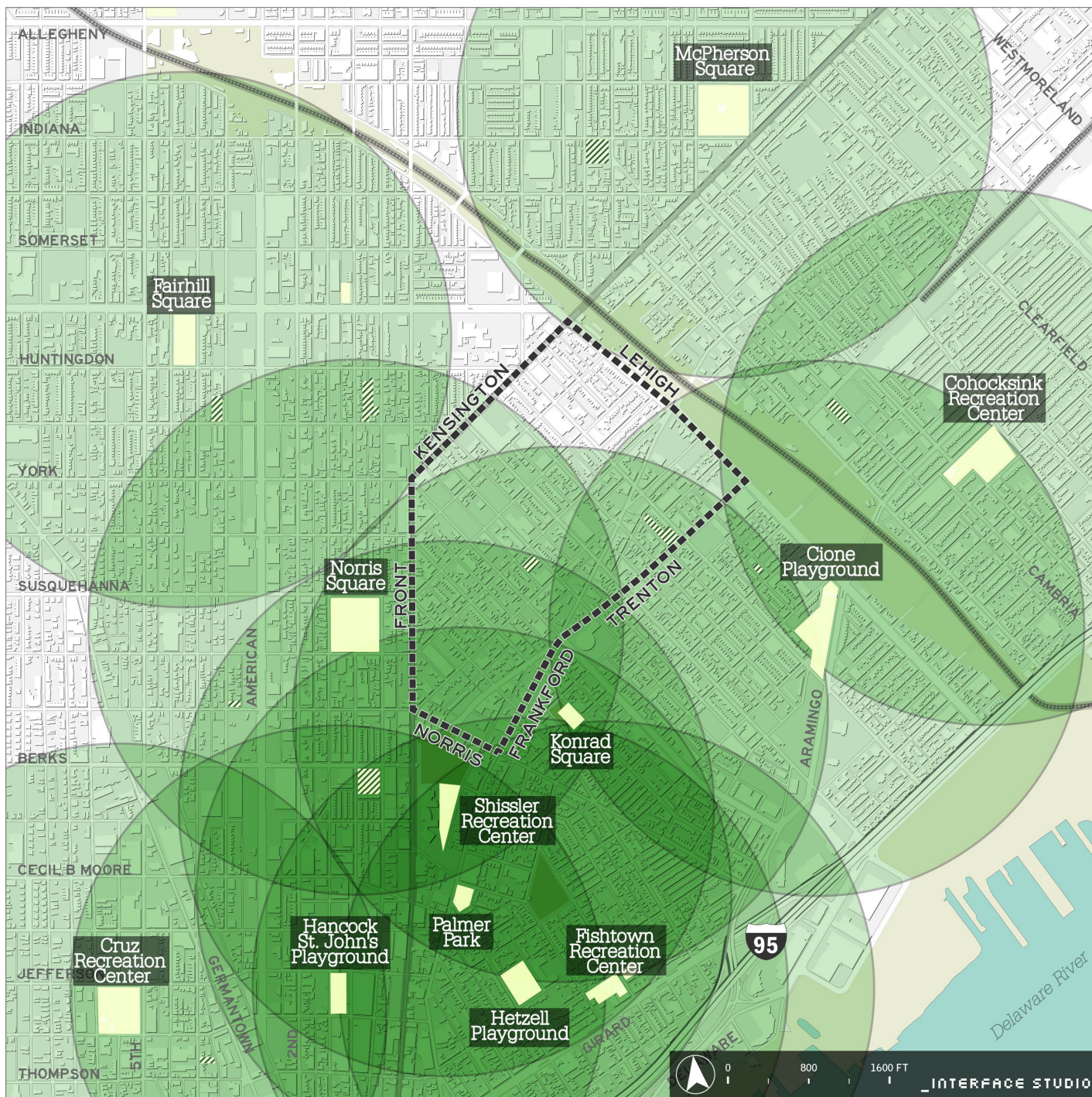
ACCESS TO OPEN SPACE

Philadelphia2035’s goal is to have all residents live within a 10-minute walk of a green open space, one acre or greater in size. When zooming out, portions of East Kensington fit this criteria, but there are no such spaces within the neighborhood. There are barriers to accessing the spaces outside of the neighborhood. In the community survey, residents called out Norris Square as their most used park. However, others felt crossing underneath the Market-Frankford Line to get to the park was dangerous. There is one section of the neighborhood that does not fall within a 10-minute walk of a green open space, as seen in Figure 15. This area also contains the highest concentration of youth. There are several opportunities for active or passive green space here. One is a seven-thousand square foot lot at Huntingdon and Emerald streets that is owned by the Philadelphia Redevelopment Authority. Another is a series of eight vacant lots on the 1800 block of Oakdale Street. Four of these lots are owned by the City and two of the privately held lots are tax delinquent..

"There are a lot of green spaces that are not protected and not maintained that well. We need a protected space that is awesome, that we invest resources in and can't be taken away."



Top: Hagert St Playground; center left: Emerald Park; center right: Emerald Playground; bottom: Pop's Playground



ACCESS TO GREEN OPEN SPACE

OBJECTIVE 6.3.1 OF PHILADELPHIA 2035:
Ensure that all Philadelphians live within a 10-minute walk of a 1 acre, green neighborhood park or a recreation center.

- 1 OPEN SPACE
- 2 OPEN SPACES
- 3 OPEN SPACES
- 4 OPEN SPACES
- 5 OPEN SPACES
- 6 OPEN SPACES

 < 1 ACRE

FIGURE 15. ACCESS TO GREEN OPEN SPACE MAP



III. PROCESS

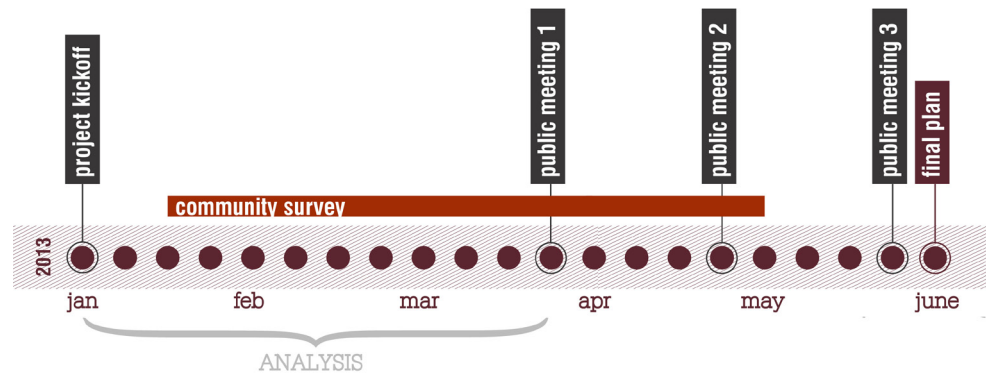
ANALYSIS

During the first phase of work, which was defined by research and data collection, the planning team explored and documented the physical conditions of East Kensington. GIS data provided by the Philadelphia Planning Commission was updated by a field survey to record land use, businesses and sidewalk conditions in the study area.

MEETINGS

The planning team held three public and two steering committee meetings were held throughout the planning process. The public meetings were distributed throughout the neighborhood. Each meeting had a different agenda:

- > The first meeting included a presentation of existing conditions and several activities to help shape a vision.
- > In the second meeting, participants provided feedback on initial ideas and recommendations, including proposed zoning and preferred land use.
- > The last public meeting was held during EKNA's regularly scheduled monthly meeting at the Philadelphia Brewing Company. Final recommendations for the neighborhood were presented followed by a question and answer session. Presentation materials were also available online.



PROJECT TIMELINE

PUBLIC MEETINGS

★ PUBLIC VISIONING SESSION

Thursday, MARCH 21ST
7:00 pm - 8:30pm
Visitation Community Center
2646 Kensington Ave

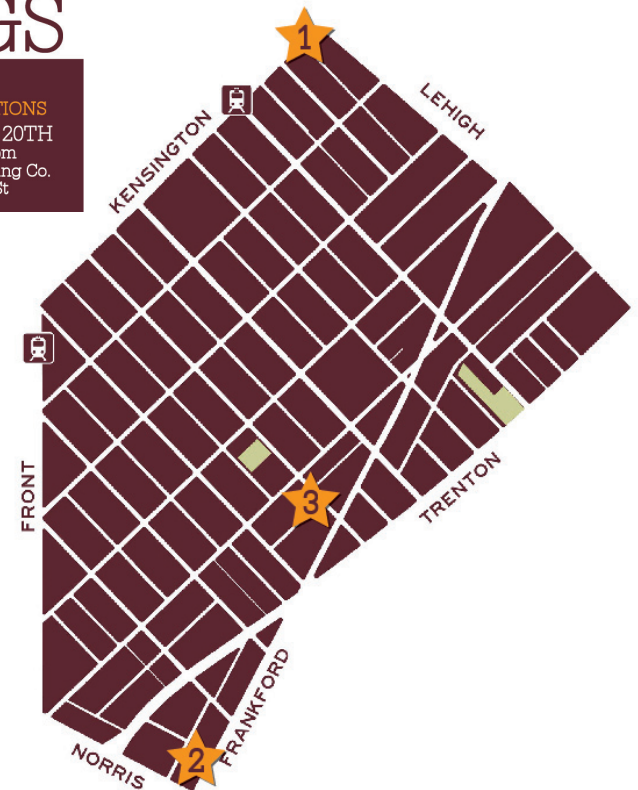
★ PRELIMINARY RECOMMENDATIONS

Tuesday, APRIL 23RD
7:00 pm - 8:30pm
Circle of Hope
2007 Frankford Ave

★ FINAL RECOMMENDATIONS

Monday, MAY 20TH
7:00pm - 8:30pm
Philadelphia Brewing Co.
2439 Amber St

This study was conducted over the course of six months, starting in January 2013 and ending in June 2013.



COMMUNITY SURVEY

The planning team created a 20-question community survey. Questions covered quality of life issues as well as questions relating to future development in the neighborhood. Respondents submitted their answers via Survey Monkey. The survey opened in the middle of January 2013 and lasted through May 2013. Respondents completed 209 community surveys.

To help capture additional input from businesses, NKCDC and EKNA distributed a separate survey to businesses along the Front and Kensington commercial corridors. This was an abridged version that included nine questions from the community survey specific to businesses. Respondents completed nine surveys.

FOCUS GROUPS

The planning team met with several individuals throughout the course of this process to gain a deeper understanding of specific areas of interest to the community. Focus groups included: arts, crime and safety, developers, and families with children.

TRANSPORTATION & COMMUNITY DEVELOPMENT PLAN

The City of Philadelphia, Delaware Valley Regional Planning Commission, and East Kensington Neighbors Association are developing a neighborhood plan for the future of East Kensington focused on transportation and land use. This plan will help inform the City Planning Commission's district planning and zoning remapping for the neighborhood.

Your opinions and ideas will help shape the plan and create a unified vision for the future of the neighborhood. We greatly appreciate your help!

RESIDENT SURVEY

1. Do you live, work or own a business in East Kensington? [Check all that apply]

☐ Live
☐ Work
☐ Own a business
☐ Own property

2. How long have you lived in East Kensington?

☐ Less than 1 year
☐ 1-5 years
☐ 6-10 years
☐ 11-20 years
☐ 21-30 years
☐ More than 30 years

3. What is the **main** reason you decided to live in East Kensington? [Choose one]

☐ To live near family or friends
☐ To be close to work
☐ Amenities, such as recreation, shopping, restaurants
☐ Proximity to public transportation
☐ Schools
☐ Safety in the community
☐ Affordable housing
☐ Appropriate housing options for my needs
☐ Born or raised here
☐ Do not want to live in East Kensington
☐ Other, please specify: _____

4. Do you use neighborhood parks? ☐ Yes ☐ No

5. If yes, which ones? [Check all that apply]

☐ Hagert Playground
☐ Pops Playground
☐ Norris Square
☐ Shissler Recreation
☐ Konrad Square
☐ Cione Playground
☐ Emerald Park
☐ Other, please specify: _____

6. What kinds of park amenities or activities would you **most** like to see?

☐ Sprayground (water features)
☐ Benches and tables
☐ Lawn
☐ Dog park
☐ Other, please specify: _____

7. Where do you work?

☐ In East Kensington
☐ In nearby neighborhoods: Norris Square/Fishtown/South Kensington/Port Richmond
☐ Center City (between Girard and Tasker)
☐ Elsewhere in Philadelphia, please specify: _____
☐ Outside Philadelphia, please specify: _____

BUSINESS SURVEY

1. What is your business name? _____

2. What is your business address? _____

3. How long have you been in business? _____

4. How many employees do you have? _____

5. What is your primary business? _____

6. How do you get to work? [Check all that apply]

☐ Drive
☐ SEPTA: MTA, Regional Rail, bus
☐ Bicycling
☐ Walking
☐ Other, please specify: _____

7. How do you feel about the business environment in East Kensington? [Choose 3]

☐ Affordable commercial space that suits my needs
☐ Proximity to customer base
☐ Concentration of creative and arts endeavors
☐ Community reputation
☐ Other, please specify: _____

8. How do you feel about the safety of the area for walking or bicycling in East Kensington?

☐ Very safe
☐ Somewhat safe
☐ Somewhat unsafe
☐ Very unsafe
☐ Other, please specify: _____

9. How do you feel about the availability of parking for your business?

☐ Very good
☐ Somewhat good
☐ Somewhat bad
☐ Very bad
☐ Other, please specify: _____

A community survey was developed to gain a fuller understanding of community issues and ideas for the future.



IV. OBJECTIVES & GOALS

Tell us what East Kensington could be in the future...

“ I would love for East Kensington to be a vibrant, green, family oriented community that is progressive and culturally driven. ”

“ Less of an emphasis on making it hip and trendy, and more of an emphasis on making it a safe and affordable neighborhood for families. ”

“ Overall sense of integrated community. Everyone is still so separate. We need unification. ”

Quotations throughout this document are from all the input collected during the public process and were used in the shaping of the overall goals and objectives of this plan.

OBJECTIVES

Objectives emerged through the process of meetings, surveys, and focus groups. When asked what they would like to see East Kensington become in the future, the community responded with a wish list that included:

- Developed vacant land, especially near transit;
- Better and more open spaces;
- Better and safer transit, walking and biking;
- Cleaner and greener public realm;
- More commercial options with a focus on neighborhood-serving businesses not just destinations;
- Unique and historic neighborhood character preserved;
- Strong arts community;
- Community unity;
- A place for families.

These aspirations translate into a future that is:

- **Vibrant** with lots to see and do;
- **Affordable and Diverse** with a mix of housing and a mix of people;
- **Collective** so that the diverse members of the community come together;
- **Family-oriented** with safe places and activities for kids and strong schools;
- **Arts-centered** supporting of a community of makers;
- **Sustainable** as a walkable, green community that is rich in jobs and rich in transit;
- **Rooted in History** both in the physical environment and the long-term commitment of its people.

GOALS

The goal of this plan is to encourage redevelopment in areas of high vacancy according to the objectives outlined above and to use zoning to create conditions for smart development that brings about the desired improvements.

Additionally, goals have been developed for three sets of strategies laid out in this plan:

Land Use and Zoning Goals:

- Protect the historic fabric;
- Capitalize on the proximity to transportation;
- Maintain affordability;
- Promote diversity of housing, people and uses.

Transportation Goals:

- Promote transportation options;
- Improve user experience;
- Make walking and biking safer and easier;
- Create safer, more attractive streets.

Open Space and Public Realm Goals:

- Ensure access to quality open space for all residents across all age groups;
- Clean and green the public realm.



V. STRATEGIES

LAND USE & ZONING

Goals: Protect the historic fabric; Capitalize on the proximity to transportation; Maintain affordability; Promote diversity of housing, people and uses.



FRONT STREET, 1960



FRONT STREET, 2013

Once thriving commercial corridors are somewhat diminished today but there is growing activity and a strong desire to see these corridors revitalized.

Developing an approach for change and preservation

Through EKNA, the online community survey, and public meetings, the community weighed in with suggestions on what types of development they would most like to see. Topping the list for online survey respondents were parks, restaurants, and better retail options.

While retail and restaurants were widely supported as needed development, there was also a commonly expressed desire to keep East Kensington a “real” neighborhood distinct from destination spots in Northern Liberties and Fishtown. The community stressed that neighborhood-serving retail and restaurants are necessary to balance destination businesses and events, such as First Fridays and the

Trenton Arts Fest, that draw from outside the neighborhood.

Suggestions for neighborhood-serving businesses include a grocery store, in particular a space for the Kensington Food Co-op, community space, and workspace to support art and cultural production.

Housing was cited by many as an important development needed to bring more people and support additional businesses and services. Housing options, from infill rowhomes to apartments were suggested to accommodate a diverse, multigenerational population.

The St. Francis Villa senior housing project on one of the large vacant parcels at Emerald and Letterly streets will alleviate some of the demand for senior housing.

Residents also cited live-work space, such as the Coral Street Arts House, as a distinctive need, given the high number of artists and artisans, and the potential for preservation and reuse of vacant mill buildings.

“We are underdeveloped. We need more of almost everything.”

Our process

To talk about desired land uses, the planning team identified areas of major vacancy that presented opportunities for the greatest change. These major concentrations were identified on a map as “opportunity areas” to be targeted for redevelopment. This map was used in public meetings, EKNA meetings, and with focus group participants to ask them what kinds of uses they thought made sense.

Participants indicated their choices among simplified land use categories: 1) residential, 2) workspace, including offices, studios and light manufacturing, 3) retail/restaurants, and 4) green space.

The team also asked what type of residential density made sense within the opportunity

areas. A general consensus emerged that higher density should be focused close to transit and on the former mill blocks, while development on existing rowhouse blocks should be consistent with the context of surrounding buildings.



FIGURE 16. PUBLIC INPUT ACTIVITIES FOR LAND USE AND DENSITY

USE THESE STICKERS TO HIGHLIGHT CURRENTLY LARGE VACANT LOCATIONS THAT WOULD BE GOOD FOR...

- RESIDENTIAL DEVELOPMENT
- WORKSPACE: OFFICE, STUDIO, LIGHT MANUFACTURING
- RETAIL/RESTAURANT DEVELOPMENT
- GREEN SPACE



There are opportunities for change: former mill blocks, Trenton at Frankford Ave, Front Street



As well as opportunities for preservation: rowhouse blocks, Frankford Ave mixed use, historic industrial character



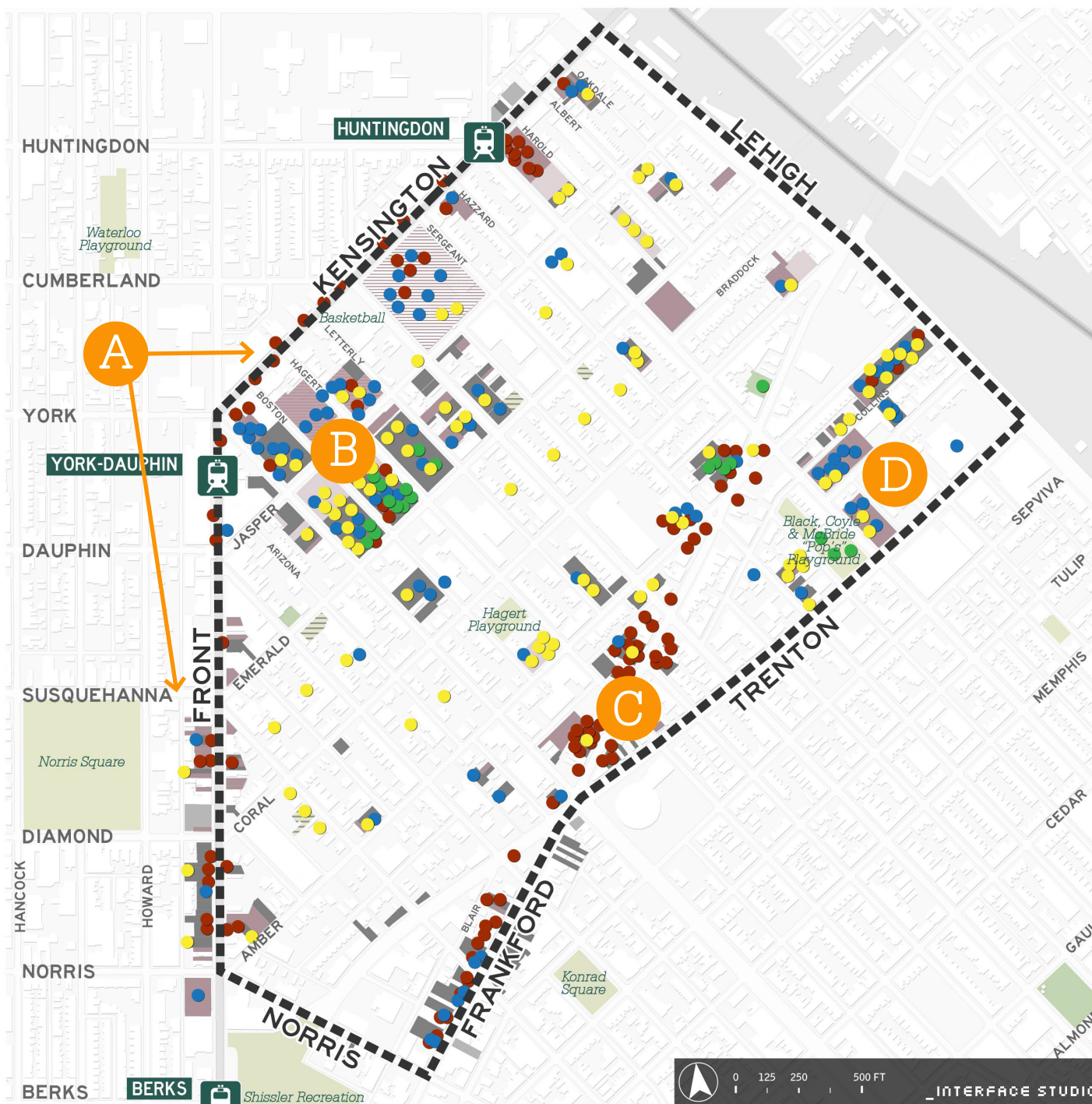
Through the land use exercise, a general sentiment emerged regarding where change was needed and desired, and where preservation made more sense. Four main target areas for change arose.

Along Front and Kensington, strengthening the commercial corridor with retail and restaurants was paramount, as well as introducing light industrial activity or other activities that wouldn't be disturbed by the noise of the MFL.

The former mill blocks were seen as the biggest opportunity for denser, mixed use development that could include workspace, residential, and small consumer commercial uses, such as retail or restaurants, at the corners along York Street. Many also saw this area as the best opportunity to create a large green space.

Frankford Avenue was envisioned as a strong mixed use commercial corridor up to Lehigh Avenue, with a mix of consumer commercial uses and workspaces.

Equally important as the areas of change are the areas of preservation: the core of the neighborhood which is defined by rowhouse blocks and the reuse of historic buildings. Preserving them will reinforce the unique character of the neighborhood.

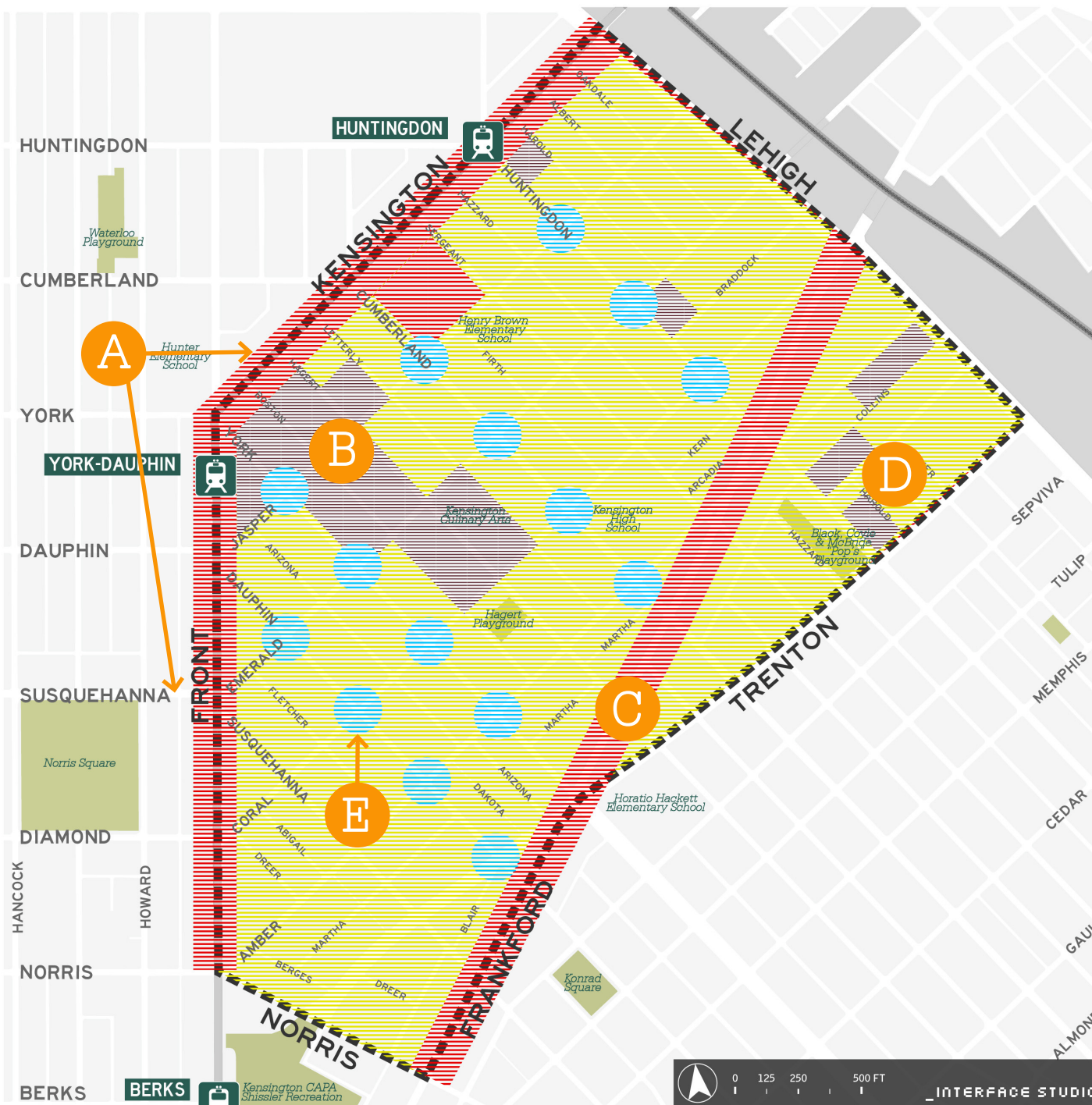


- A** Workspace and retail on Front and Kensington
- B** Workspace/residential/some retail/open space on former mill blocks
- C** Extend commercial on Frankford above York
- D** Workspace/residential on Huntingdon

FIGURE 17. LAND USE APPROACH ACTIVITY

CONCEPTUAL LAND USE

BASED ON PUBLIC COMMENTS



- A** Workspace and retail on Front and Kensington
- B** Workspace/residential/some retail/open space on former mill blocks
- C** Extend commercial on Frankford above York
- D** Workspace/residential on Huntingdon
- E** Commercial nodes on connector streets

- RESIDENTIAL
- COMMERCIAL CORRIDOR
- COMMERCIAL ACTIVITY NODE
- MIXED USE

FIGURE 18. CONCEPTUAL LAND USE BASED ON COMMUNITY INPUT

Density

About half as many people live in East Kensington today as did 60 years ago. The neighborhood infrastructure, including transit and the commercial corridors, were built for a far larger population. Increasing density is an important goal of this plan, but must be done in a way that accommodates the demands of modern life.

The services desired by the community, including better retail options, grocery stores, restaurants, and even parks, all need residents to support them. Attracting more people to live here will bring more services and businesses and will also create a safer neighborhood with less vacancy. More people and less vacancy will ultimately have the biggest impact on reducing crime.

Adding apartments and multifamily housing to the mix of single family rowhouses will provide a different housing option to attract a more diverse population. However, residents have concerns that such development would be out of context with how the neighborhood is today, diminish the open feel of the neighborhood, and create parking challenges.

Building size and residential density vary in East Kensington. Today there are a few examples of higher density multifamily buildings that have been developed through adaptive reuse of former mill buildings.

Parking can be dealt with in a number of ways. Off-street parking is not required for rowhouses, whereas it is required for some of the higher density residential categories. Additionally, higher density development can be paired with car share, as found at the Memphis Flats development in Fishtown.

It makes the most sense to encourage density near the York-Dauphin and Huntingdon transit stations, while preserving rowhouse blocks where they already exist. Density near transit has the potential to attract residents who seek proximity to transit, which would increase ridership. Higher usage is necessary to attract more resources for station improvements. By offering a full range of transportation options, from transit to car share and biking, higher density housing near transit can potentially alleviate some of the demand for parking.

The following pages illustrate what density in East Kensington could be like.

"More people, more buildings near transit, better use of existing open space, using the growth and increased density to promote better use of open space to complement the additional density."

AVERAGE DENSITY IN EAST KENSINGTON: 41 DWELLING UNITS/ACRE



FIGURE 19. DENSITY IN EAST KENSINGTON



Left to right: Outdated industrial zoning is a factor making redevelopment difficult on some of the vacant land; vacant upper stories are common on Front Street; Frankford and Trenton avenues are envisioned as more pedestrian-oriented and less auto-oriented.

REZONE TO FACILITATE LAND USE OBJECTIVES

The maps on the following pages illustrate the proposed zoning changes. The majority of the neighborhood will not change. This includes the existing residential zones and most of the commercial corridor parcels on Front Street, Kensington Avenue, and Frankford Avenue.

Zoning changes are proposed in the following target areas, seen in Figure 20:

- [A] in the former mill blocks
- [B] along Frankford Avenue north of York Street
- [C] along Huntingdon between Frankford and Trenton avenues
- [D] along Trenton Avenue at the intersection with Frankford Avenue
- [E] between Frankford and Trenton north of York

Current zoning in these target areas is not conducive to achieving the land use objectives.

1.1 REZONE THE FORMER MILL BLOCKS TO ENCOURAGE DENSER, MIXED USE DEVELOPMENT

Currently many of the parcels that are designated I2-Medium Industrial are vacant. In some areas, housing and other uses have also taken over these parcels. These would not coexist with high impact uses allowed in this zone.

In the former mill blocks, I2 zoning is one of the factors inhibiting redevelopment. The proposed changes for this area include CMX-2 and IRMX-Industrial Residential Mixed Use with the goal of giving more options to owners of the former mills. This would allow for the widest ranges of uses; facilitating the conversion of remaining mill buildings into residential/commercial/light industrial workspace (Coral Street Arts House is an example), and allowing new mixed use construction.

APPLYING THE CODE

The number one priority for the next five years among survey respondents is to do something about the large vacant lots that constitute the former mill blocks in order to make the area safer, especially for those walking to and from the York-Dauphin MFL Station. The blocks between Front and Emerald along York Street have the potential to transform the entire area, connecting the main corridors of Front/Kensington and Frankford Avenue through the neighborhood

The cross-section of York Street in Figure 22 shows how the street existed in 1910 with the Buck Hosiery building, carpet factory and dye works, compared to today. The former factory and mill buildings on those blocks provide historic context for the redevelopment.

The importance of York Street as a connector between the MFL and commercial corridors of Front Street and Frankford Avenue led to the

PROPOSED ZONING CHANGES

- A** Workspace/residential/
some retail/open space
on former mill blocks
- B** Extend commercial on
Frankford above York
- C** Workspace/residential
on Huntingdon
- D** Mixed use on Trenton
- E** Remove the North
Delaware Avenue
Neighborhood
Commercial Overlay

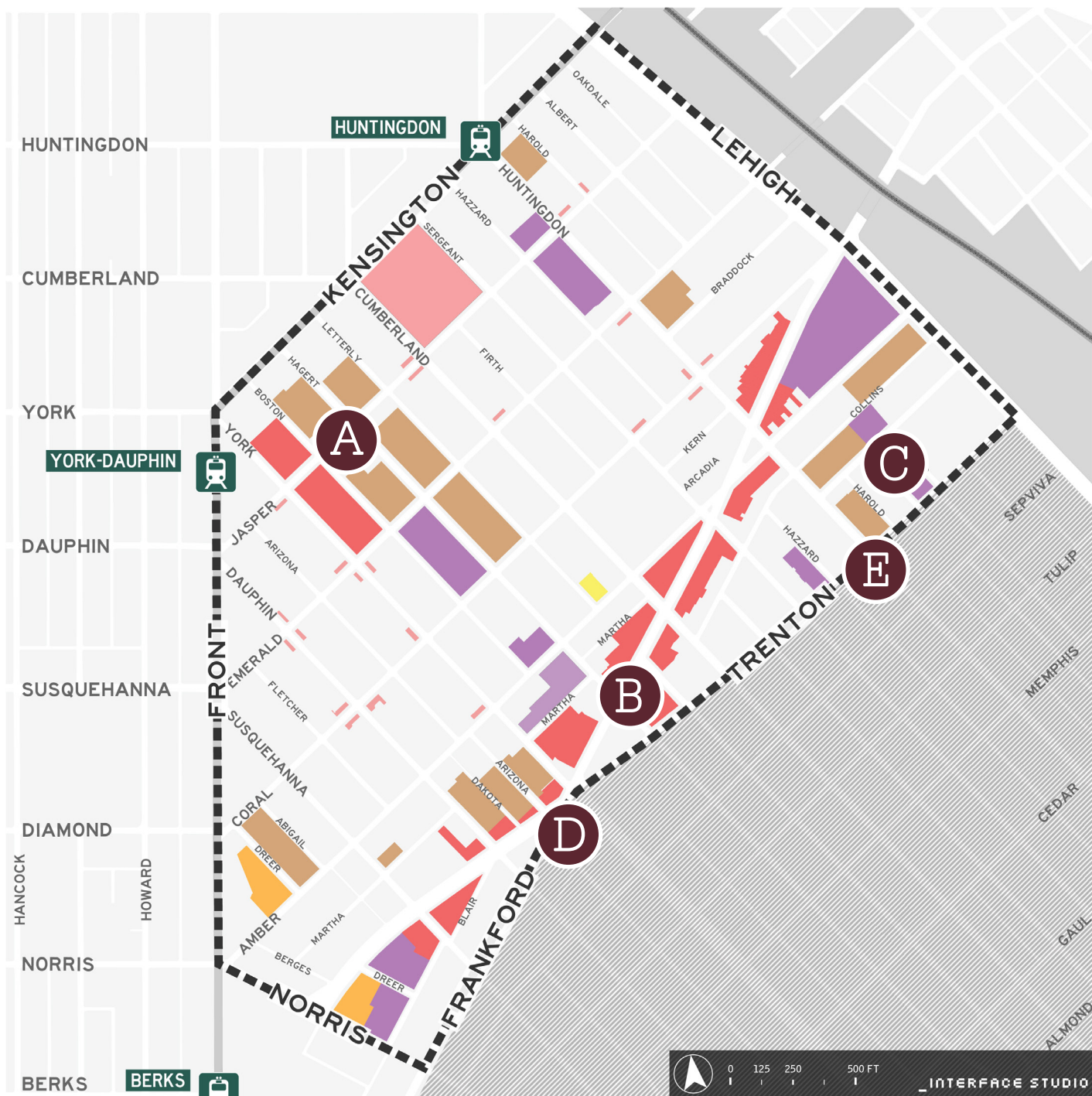


FIGURE 20. PROPOSED ZONING CHANGES MAP

should be mixed use to generate activity and not just residential. Ground floor neighborhood commercial activity is also desired at the intersections on York Street between Front and Frankford to strengthen the connection.

Discussions with EKNA and the City Planning Commission narrowed the zoning options down to CMX-2 and IRMX for the former mill blocks.

CMX-2 has the same 38 ft. height limit as the neighboring commercial and residential blocks. IRMX, on the other hand, would allow for a maximum of 60 ft. or 500 percent floor-to-area ratio. Should the TOD overlay be considered for this stretch of York Street, the height limits for the residential and commercial zones would be bumped up to 45 ft. and 55 ft., respectively. Currently the residential block on the south side of York Street, between Jasper and Emerald, is more than half vacant. Any residential construction that occurs there can be built to 38 ft. or to 45 ft. with the TOD overlay.

In terms of lot coverage, CMX-2 allows for 75 percent to 80 percent coverage depending on whether it is a corner lot. IRMX allows for 100 percent coverage, but off-street parking requirements and potential onsite stormwater management and pervious surface requirements make full coverage less likely. For residential development, only IRMX requires off-street parking at one space for every two multifamily units.

STORMWATER MANAGEMENT

For larger developments on the former mill blocks, the Philadelphia Water Department's stormwater management requirements come into play. These could help to mitigate full lot coverage. Every new development in the city where a developer disturbs more than 15,000 sf must manage their first inch of water on-site for 24 hours.

WHAT'S THE DIFFERENCE?			
ZONING DISTRICT	CMX-2	IRMX	ICMX
ALLOWED USES:			
RESIDENTIAL	YES	YES	NO
NEIGHBORHOOD COMMERCIAL	YES	YES	YES
URBAN AGRICULTURE	YES	YES	YES
ARTIST STUDIO/ARTISAN INDUSTRY	YES	YES	YES
LIGHT INDUSTRY	NO	YES	YES
VEHICLE REPAIR AND SALES	YES	NO	YES
HEIGHT	Max. 38'	Max. 60' or 500% FAR*	Max. 60' or 500% FAR*
REQUIRED RESIDENTIAL PARKING	0	1 for every 2 MF units	N/A
ALLOWED LOT COVERAGE	75% or 80% for corner	100%	100%
TOD-2 OVERLAY DISTRICT			
PROHIBITED USES	Vehicle repair and sales prohibited		
HEIGHT	Min. 25', Max. 55'	Max. 60' or 500% FAR	Max. 60' or 500% FAR
PARKING	50% reduction	50% reduction	50% reduction
FRONTAGE	Built to the street line at ground level, along at least 80% of the street frontage, excluding curb cuts.	N/A	N/A
SITE AND BUILDING DESIGN	a. The main building entry must face and be located along the TOD Primary Street. b. The ground floor façade must have transparent windows or other transparent glazed area covering 65% or more of the ground floor façade area.		

FIGURE 21. ZONING COMPARISON: CMX-2, IRMX, ICMX *FAR=Floor to Area Ratio

1.2 REZONE FRANKFORD AVENUE AND TRENTON AVENUE TO ENCOURAGE MIXED USE COMMERCIAL DEVELOPMENT

The desire for Frankford Avenue to be a cohesive commercial corridor all the way from Girard to Lehigh Avenues will necessitate a change between York Street and Lehigh Avenue from the current residential zoning to CMX-2 Commercial Mixed Use. This will allow for the same type of commercial/residential mixed use that exists on Frankford Avenue south of York Street.

It is also recommended that the CMX-2 zone be extended on Trenton Avenue to Dauphin Street to encourage mixed use at the intersection. The former 26th District Police building at this site has already been redeveloped as a Philadelphia Federal Credit Union on the ground floor with apartments above. In the blocks behind Trenton, it is recommended that the I2 designation be changed to IRMX to reflect the already changing land uses in those blocks, while keeping low impact industrial uses viable.

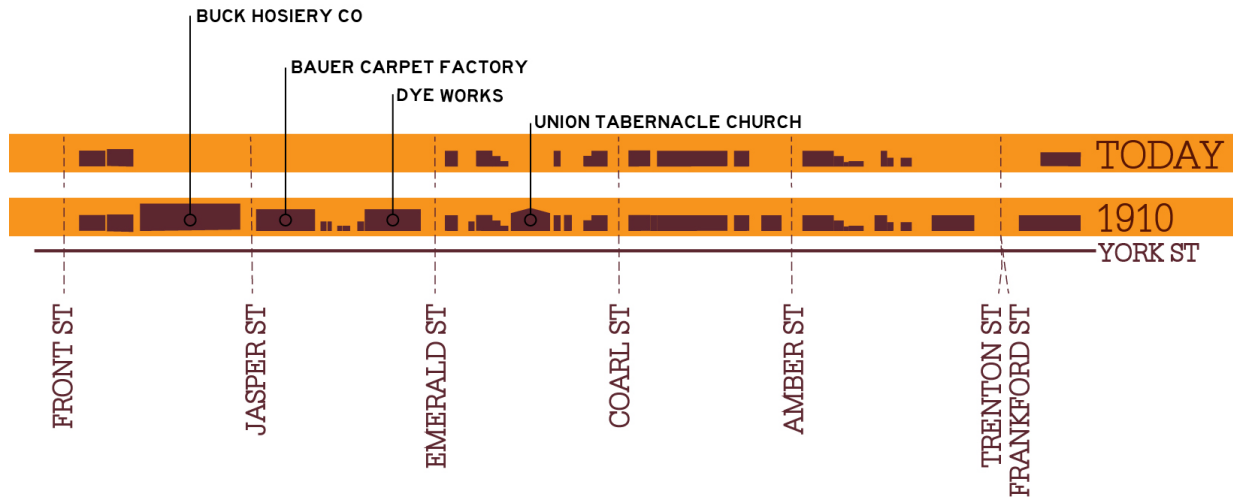


FIGURE 22. EAST KENSINGTON BUILDING TYPOLOGIES

“ Development [...] of the vast barren blocks, parks and living space, as we need people there living [there] to make it safer...Many must walk by there to public transport it is now very unpleasant. ”

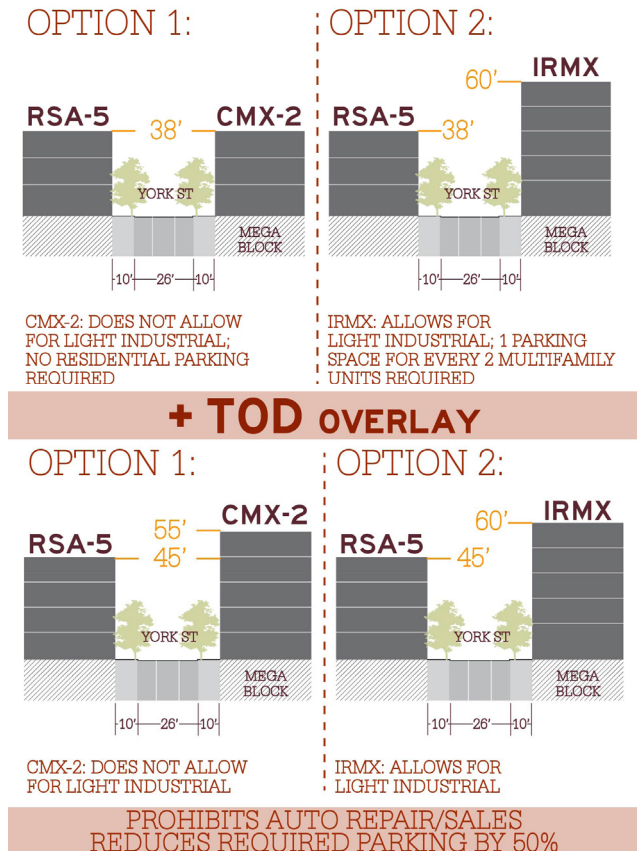


FIGURE 23. YORK STREET SECTION SHOWING HIGHER DENSITY AND TOD OVERLAY

1.3 REZONE FORMER MILL BUILDINGS ON HUNTINGDON TO ENCOURAGE THEIR REUSE

The vacant and partially vacant I2 parcels along Huntingdon Avenue should be changed to IRMX to allow for mixed use development that promotes live-work space and adaptive reuse of mill buildings in the Kensington Textile Industry District. EKNA should continue to advocate for the historic designation of these properties and other locally important resources for their protection and reuse.

1.4 DOWNZONE I2 TO I1, IRMX AND ICMX

The plan recognizes that employment-generating industrial uses contribute to the neighborhood, especially on Trenton between Huntingdon and Lehigh. However, it is recommended that remaining industrial parcels within the neighborhood be downzoned to light industrial, either I1, IRMX, or ICMX, which allows low impact industrial uses that generate few adverse operational impacts. This is opposed to the existing I2 Medium Industrial zone which is higher impact and may generate noise, odor, vibration, after hours activities, or traffic impacts well beyond the property's boundary.

IRMX AND ICMX

The new codes ICMX and IRMX allow for transition from industrial to mixed use while keeping artisan and light industrial uses in the neighborhood - facilitating the objective of strengthening the neighborhood's identity as a community of makers.

The table in Figure 21 demonstrates some of the key differences between IRMX, ICMX and CMX-2, the existing commercial mixed use code. IRMX and ICMX offer a greater range of uses, as well as greater height and coverage allowances. Although 100 percent lot coverage is allowed under IRMX and ICMX, other factors such as site control, stormwater management, and off-site parking requirements will necessitate that some of the lot will not be fully built out.

1.5 REZONE FOR NEIGHBORHOOD-SERVING COMMERCIAL AT KEY INTERSECTIONS

To encourage activity within the neighborhood, CMX-1 mixed use commercial zoning at key intersections has been preserved and expanded along Dauphin, York, Cumberland and Huntingdon to connect the commercial corridors and transit corridors.

1.6 ENCOURAGE TRANSIT-ORIENTED DEVELOPMENT (TOD) OVERLAY ZONE

A TOD overlay aims to create walkable higher density nodes around transit stations. The entire neighborhood is within a 10-minute walk of the Market-Frankford Line, making it a candidate for this type of overlay along several key streets that connect to transit within the zone shown in Figure 24. TOD-2 (Neighborhood Center), which is intended to accommodate neighborhood-serving commercial nodes and corridors with enhanced pedestrian and transit amenities, should be considered for East Kensington transit station areas.

When used with the underlying zone, the TOD overlay could be a tool to support the land use approach by promoting street life through design standards. The TOD-2 overlay would allow the following:

- > Residential districts with limits of 38 feet are allowed up to 45 feet;
- > Commercial properties zoned CMX-1 and 2 and CA-1 and 2 are allowed up to 55 feet;
- > Any minimum parking requirements are reduced by 50 percent;
- > No parking is required for buildings measuring 10,000 square feet or less.

Creating a TOD overlay would require public meetings with EKNA, Norris Square Civic Association, NKCDC, the Philadelphia City Planning Commission, the 1st and 7th City Council District, and other area stakeholders.

Philadelphia's Zoning Code provides a standard for creating TOD overlays. Each City Councilor must decide whether an overlay is appropriate around transit stations in their district. Transit Oriented zones typically extend for a quarter mile to a half-mile around a station. However, since this would be an overlay, and since each station area is unique, legislation could be written to cover a smaller area. In this case, the plan only explores the east side of Kensington Avenue and Front Street. There are no large parcels in Norris Square or West Kensington that would benefit from the TOD standards while maintaining an appropriate neighborhood scale. Instead of suggesting a specific radius for this overlay, this plan embraces common sense.

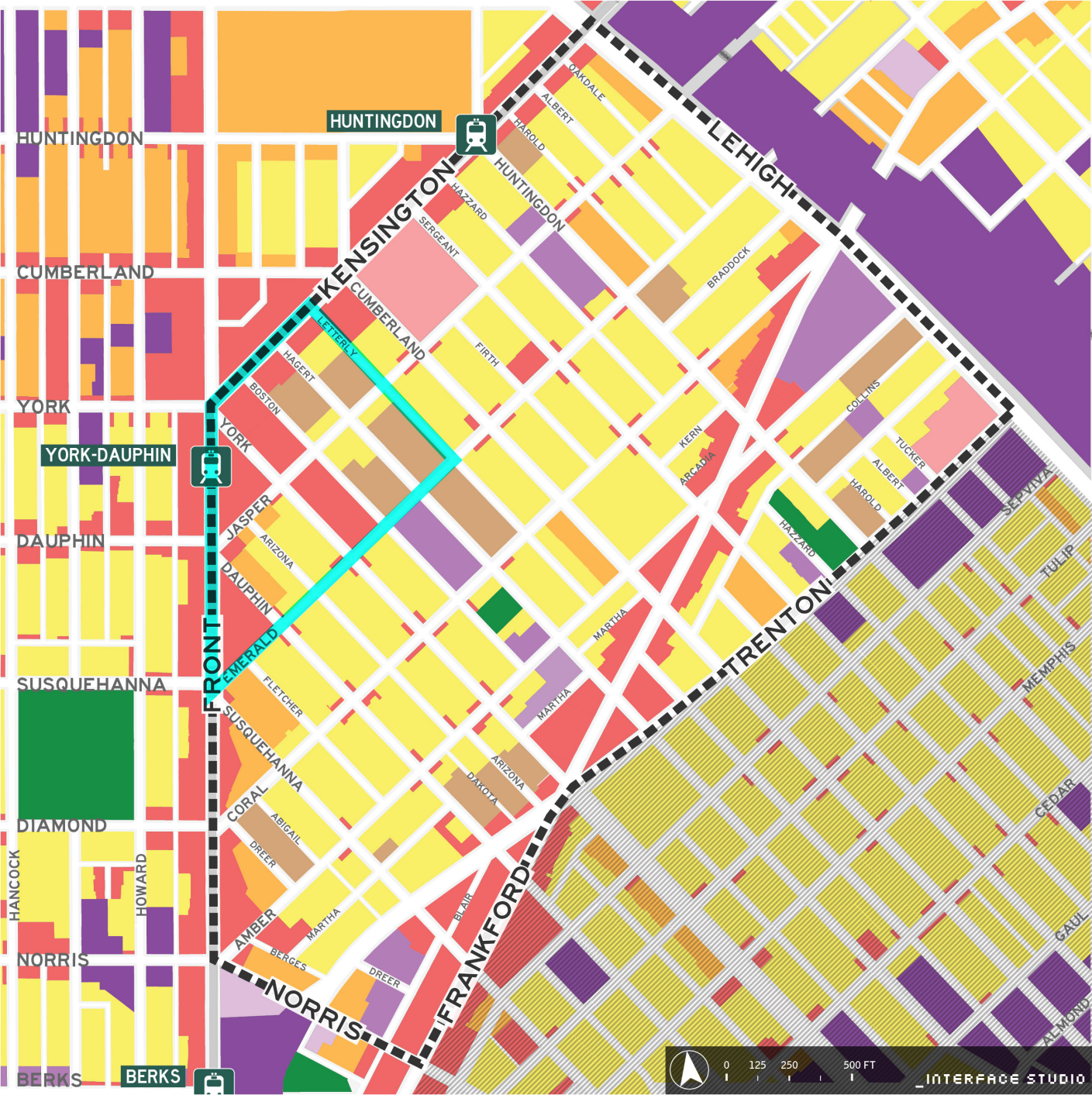
1.7 DEVELOP INTERIM STRATEGIES TO STABILIZE VACANT LAND

Interim strategies should be developed to stabilize vacant lots as they await development. Large vacant sites could also be used for stormwater management, either with or without development. Consultation with the Philadelphia Water Department will be required to explore this option. The sites may also need research to determine whether they are contaminated, whether remediation is necessary, and what form that might take.

1.8 WITHDRAW THE NORTH DELAWARE AVENUE NEIGHBORHOOD COMMERCIAL OVERLAY FROM EAST KENSINGTON

This overlay requires a special exception for eating and drinking establishments which does not support the commercial goals for Frankford Avenue. It is recommended that the overlay be removed from East Kensington.

PROPOSED ZONING CHANGES



- POTENTIAL TOD OVERLAY ZONE (FOR FURTHER STUDY)
- CA1: COMMERCIAL AUTO ORIENTED
- CMX1/CMX2: COMMERCIAL MIXED USE
- I1: LIGHT INDUSTRIAL
- I2: MEDIUM INDUSTRIAL
- ICMX: INDUSTRIAL-COMMERCIAL MIX
- IRMX: INDUSTRIAL-RESIDENTIAL MIX
- RM1: RESIDENTIAL MULTIFAMILY
- RSA5: RESIDENTIAL SINGLE FAMILY
- SPPOA: PARKS/OPEN SPACE-ACTIVE
- NCA NORTH DELAWARE AVENUE OVERLAY

FIGURE 24. PROPOSED ZONING MAP WITH POTENTIAL TOD OVERLAY

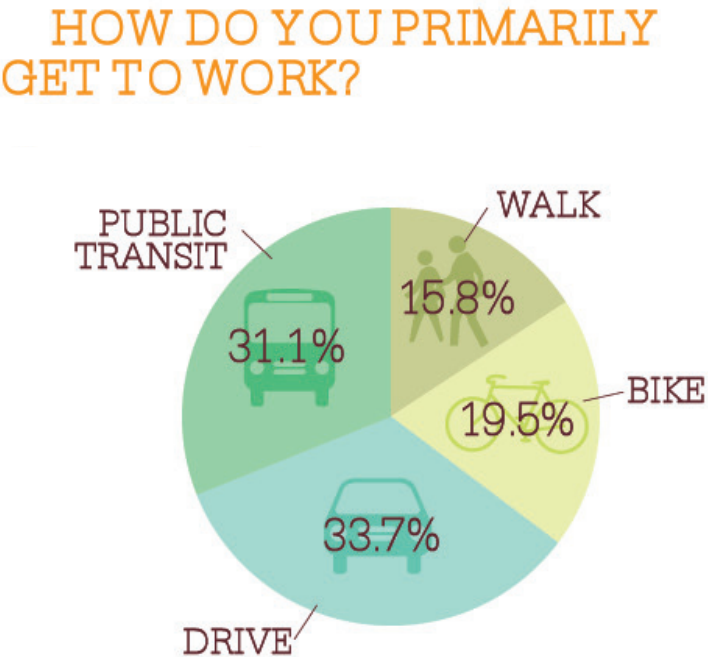
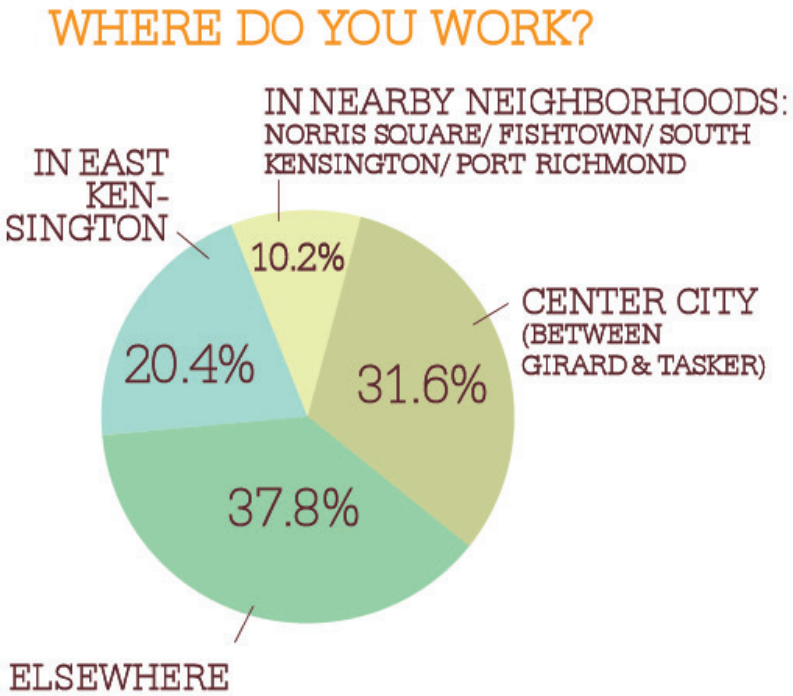
TRANSPORTATION

Goals: Promote transportation options; Improve user experience; Make walking and biking safer and easier; Create safer, more attractive streets.

East Kensington is a walkable and transit-rich neighborhood, with the Market-Frankford Line and several bus routes that serve the community. Although MFL ridership has historically been low at Huntingdon, York-Dauphin, and Berks, these stations have been among the fastest growing on the line. A key goal of this plan is to promote transportation options, capitalizing on the neighborhood's many existing transit options and to encourage walking and biking. To do this, several barriers must be overcome, mainly regarding safety in and around the stations.

“Lessening our dependence on the automobile and minimizing its negative impact on our streets [...] should be a central focus of this planning effort.”

Study area stations rank in the bottom quarter of all stations but they are growing...



and they have a lot of potential... more ridership means more resources which is another reason why density is important

FIGURE 25. COMMUNITY SURVEY: COMMUTE TO WORK

Why aren't more people riding the EI?

trash



vacant

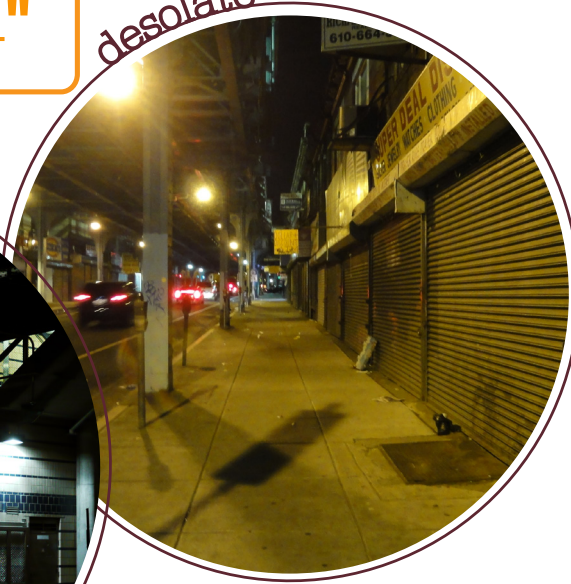


"Not enough people around"

dark



desolate



What could make it better?

The mega lots improved and the walk to/from York-Dauphin become better lit and safer.

"safe pathways to EI"

"Cleaner and better-maintained EI stations"

PROMOTE TRANSIT OPTIONS AND IMPROVE THE USER EXPERIENCE

“More places to walk to, generating more foot traffic, making it safer in numbers.”

“The mega lots improved and the walk to/from York-Dauphin become better lit and safer.”

2.1 IMPROVE MARKET-FRANKFORD LINE STATIONS

Better amenities, maintenance and safety measures are desired at the transit station. Keeping the stations cleaner and repairing broken lights and elevators are the first steps to making the station more appealing. Some riders currently drive to the stations and park under the MFL. Adding secure bike parking and advocating for bike share at the station when that is introduced in the city would extend the reach of transit and make accessing it easier. Other upgrades could include escalators for increased visibility and added safety, like those at the 2nd Street station, and adding patrols to stations. SEPTA's new payment technology will make it much easier to ride transit without having to purchase tokens ahead of time. The payment technology should be installed at each station and could enable multiple entrances and exits.

2.2 CREATE SAFE ROUTES TO TRANSIT THROUGH THE NEIGHBORHOOD

Walking some sections of the neighborhood to access the Market-Frankford Line on Front and Kensington feels unsafe because of vacancy, a lack of street life, and poor maintenance, especially of sidewalks. Applying Crime Prevention Through Environmental Design (CPTED) techniques could include:

1. Natural surveillance: This type of surveillance occurs when spaces are designed to attract people and allow them to observe what is going on.
2. Lighting: Homeowners and businesses should also be encouraged to install external lighting to supplement street lights.
3. Territoriality: This is the sense that a place is cared for and is broadcast through the physical appearance of a place.
4. Community & Police partnerships: Currently, there is cooperation between the Kensington Library, some business owners, and the SEPTA and 26th District Police. This partnership can be strengthened by recruiting other business owners, EKNA and Norris Square Civic Association.
5. Public education: SEPTA should continue notifying riders to be aware of their surroundings.

ACCESSING MFL STATIONS



FIGURE 26. ACCESSING MFL STATIONS MAP

2.3 DEVELOP A SAFE STREET CHECKLIST FOR DEVELOPERS

Ultimately, the development of the vacant former mill blocks and other major vacant sites will have the greatest potential to make walking through the neighborhood safer. EKNA can reinforce this by promoting standards for new development to create active, pedestrian-friendly streets that encourage foot traffic. The goal of these standards is to encourage development that promotes foot traffic to enliven the street.



FIGURE 27. PROPOSED DEVELOPMENT CHECKLIST FOR SAFE STREETS

MAKE WALKING AND BIKING EASIER AND SAFER

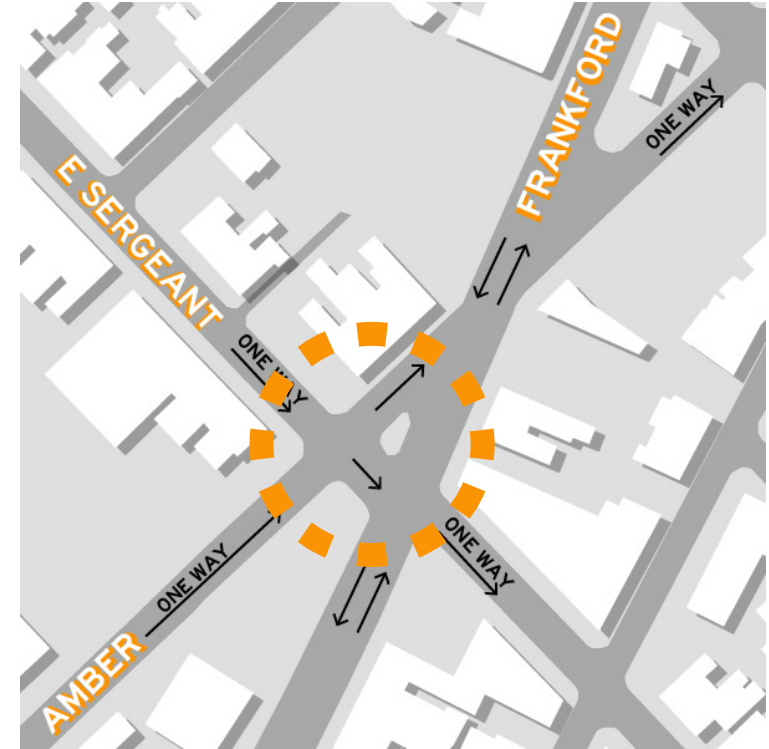
2.4 IMPROVE FRANKFORD AVENUE TO MAKE IT MORE PEDESTRIAN FRIENDLY

Frankford Avenue is a key corridor and has been undergoing a revitalization. It is a busy street with a growing amount of foot traffic, as well as busses, cars, and bikes. The vision for Frankford Avenue is for it to grow into a thriving and pedestrian-friendly mixed use corridor the full length all the way to Lehigh Avenue. For this to happen, Frankford Avenue could use some improvements to make it safer and more attractive.

The community identified speeding cars, difficult intersection crossings, inadequate bus stops, the poor condition of sidewalks, and a need for continued upgrading of street furniture. Traffic calming measures such as bumpouts at intersections would help to narrow the crossing distance at intersections and provide more room for bus shelters.

The community called out the intersection of Frankford Avenue, E. Sergeant Street and Amber Street as dangerous. The current crossing of Sergeant and Frankford traveling north along Amber Street is dangerous due to the lack of a stop sign at Sergeant, the obtuse angle of Amber and Frankford, and the lack of a crossing on Frankford. This intersection also includes a small triangle with a bus stop and warrants further study for a potentially more intensive intervention to slow traffic, making it safer for pedestrians and drivers alike.

“I must reiterate better sidewalks, especially on Frankford north of York.”



The intersection of Frankford Avenue, E. Sergeant Street and Amber Street.

2.5 IMPROVE BIKE INFRASTRUCTURE

Residents cited bike lanes and bike parking as the most important improvements needed to encourage bicycling. The 2012 Philadelphia Pedestrian and Bike Plan proposes a bike lane on Cumberland Avenue and marked shared lanes on Front Street and Frankford Avenue. This plan supports these recommendations and proposes the following:

- > Add more bicycle parking on commercial corridors and at transit stations: Frankford Avenue south of York Street has the highest concentration of bike racks. Business owners on Front Street, Kensington Avenue and Frankford Avenue north of York, could be informed of the benefits of bike racks and the process for installing them.
- > Add sharrow markings and signage on Frankford Avenue: Many people bike on

Frankford Avenue, especially as more businesses have opened, but the narrow street makes biking alongside fast moving cars feel less than safe. The plan participants were divided on how to improve bicycling. Some wanted to remove parking to create bike lanes, while others insisted that there should be no bikes on Frankford Avenue. With the intended growth of businesses on Frankford Avenue, some of which will draw people from outside the neighborhood, parking will become more important to preserve. The City's Bike Plan recommendation to add marked shared lanes is the best solution at this time and should be implemented with the added consideration of more visible treatments such colored shared lanes and "Share the Road" signage.

- > Study the creation of buffered bike lanes on Lehigh Avenue: Although Lehigh Avenue has existing bike lanes, the road is very wide with fast-moving traffic. There is room within the roadway to add some buffering between the travel lane and the bikes which would also make the bike lane more visible. For added bike safety, the parking lane and bike lane could be swapped so that bicyclists are protected from moving cars. Recommended changes would require the approval of the Streets Department and City Council.
- > Evaluate adding bicycle infrastructure on streets not identified for treatment in the Philadelphia Pedestrian and Bicycle Plan, like Coral Street and Emerald Street.



Sharrow markings and signage are needed to make bicycling more visible.

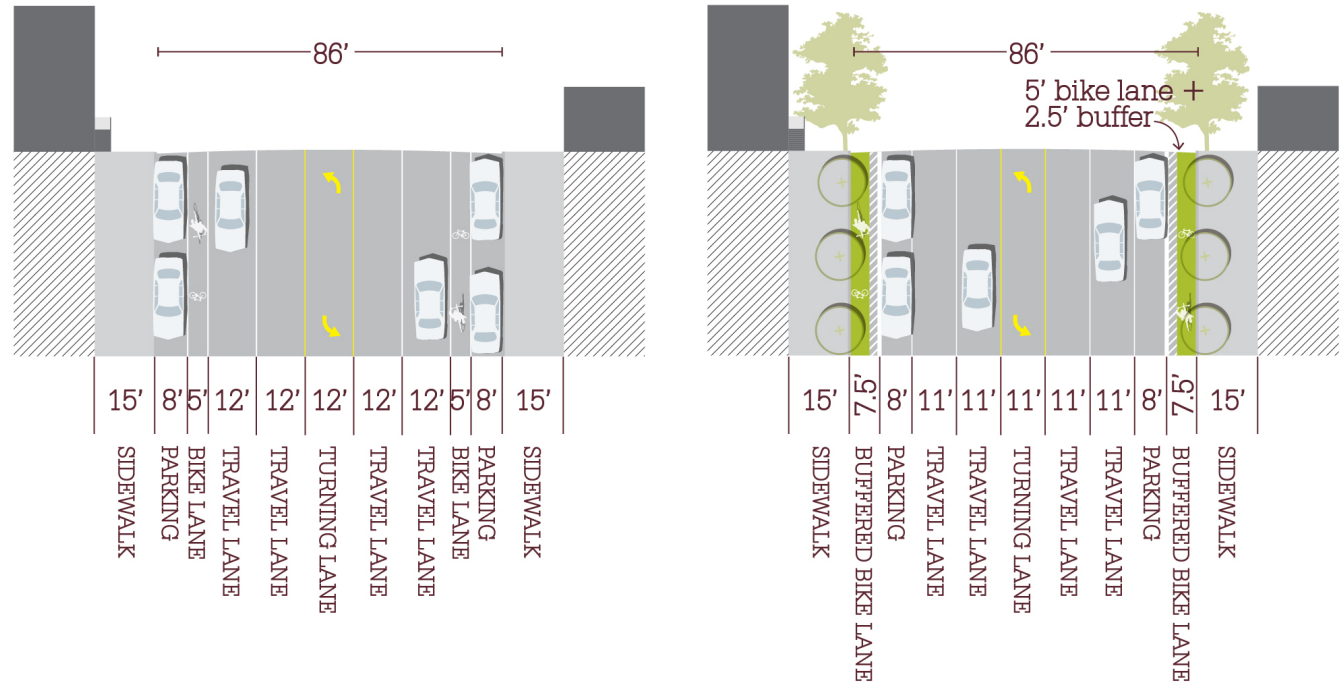







FIGURE 28. EXISTING CROSS SECTION OF LEHIGH AVENUE (LEFT) AND PROPOSED BIKE BUFFERS (RIGHT)

BIKE FACILITIES

SOURCE: PHILADELPHIA PEDESTRIAN AND BIKE PLAN 2012



-  BIKE RACK
-  BIKE RACK TARGET LOCATION
-  BIKE RACK TARGET STREETS
-  EXISTING BIKE LANE
-  PROPOSED BIKE LANE
-  PROPOSED MARKED SHARED LANE
-  BIKE-FRIENDLY STREET

- A** Focus on existing commercial corridors: Frankford, Front, Kensington
- B** Extend to neighborhood destinations
- C** Build awareness of bike rack program

FIGURE 29. BIKE FACILITIES MAP

CREATE SAFER, MORE ATTRACTIVE STREETS

2.6 IMPROVE THE STREET NETWORK

Circulation is an issue due to adjacent one-way streets, Jasper and Emerald, and the change of direction on the other side of Front Street. Study one-way streets to determine if traffic patterns need to be changed.

2.7 GREEN TRENTON AVENUE

Trenton Avenue, once an important rail corridor, is a 42-foot wide historic street. Its Belgian block paving makes it unique. It is well-loved and home to the Trenton Avenue Arts Festival. However, parking is unregulated, the scale is wider than the average neighborhood street, there are few if any shade trees and the integrity of the parking lane has been compromised because developers, and/or utility companies, have repaved it in concrete. The street will eventually have to be regraded and the Belgian block relaid, providing an opportunity to address these concerns.

This plan suggests a feasibility study for a pilot project on the first block between Norris Street and Susquehanna Avenue. The curb could be extended in various locations to create additional space to plant trees and provide for stormwater management. This would also help to organize the haphazard parking. Such a project would be aligned with the Philadelphia Water Department's planned installation of a rain garden at the corner of Trenton Avenue and Norris Street. The Philadelphia Streets Department and the Philadelphia Historical Commission would have to approve any work done in the right of way.



Maintain historic character



Keep the Belgian block





after

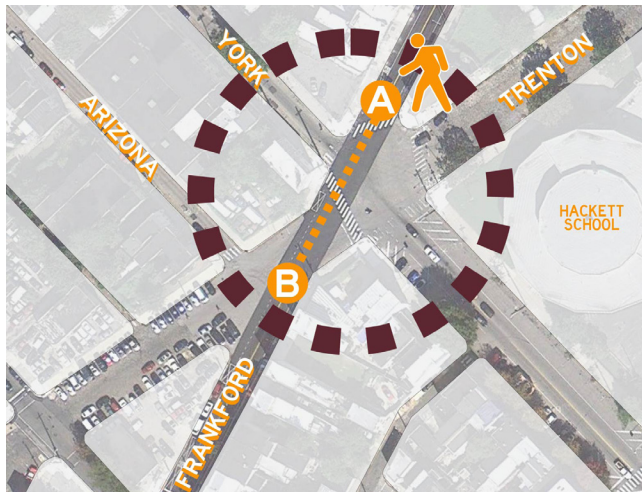


FIGURE 30. PROPOSED GREENING ON TRENTON AVENUE

2.8 CREATE A GATEWAY AT TRENTON, FRANKFORD & YORK

Both Trenton Ave and Frankford Avenue are diagonal streets that cut through the city grid. When they meet at York Street, pedestrians have a hard time crossing. Currently, there is no safe way for pedestrians walking on the west sidewalk of Frankford Avenue to safely cross from the north to the south side of this intersection without crossing to the east side of Frankford. Creating a curb extension and adding crosswalks across Trenton and Frankford south of Arizona would allow pedestrians continuous passage on the west side of Frankford. By creating curb bumpouts, pedestrians would be able to cross in safe, short segments. This would also provide an opportunity to create a lush neighborhood gateway into the Frankford Avenue Arts corridor and bridge the gap in activity between the two halves of Frankford Avenue. Bumpouts could also become part of a stormwater retention system.

The gateway can be implemented in a phased approach, similar to the tactics employed in New York City with paint and planters. Implementing this would require community partners to: 1) Raise funds for a feasibility study; 2) Raise funds for an incremental approach: paint, planters; and 3) If successful, partner with Streets Department and Water Department to build and maintain.



The intersection is confusing.

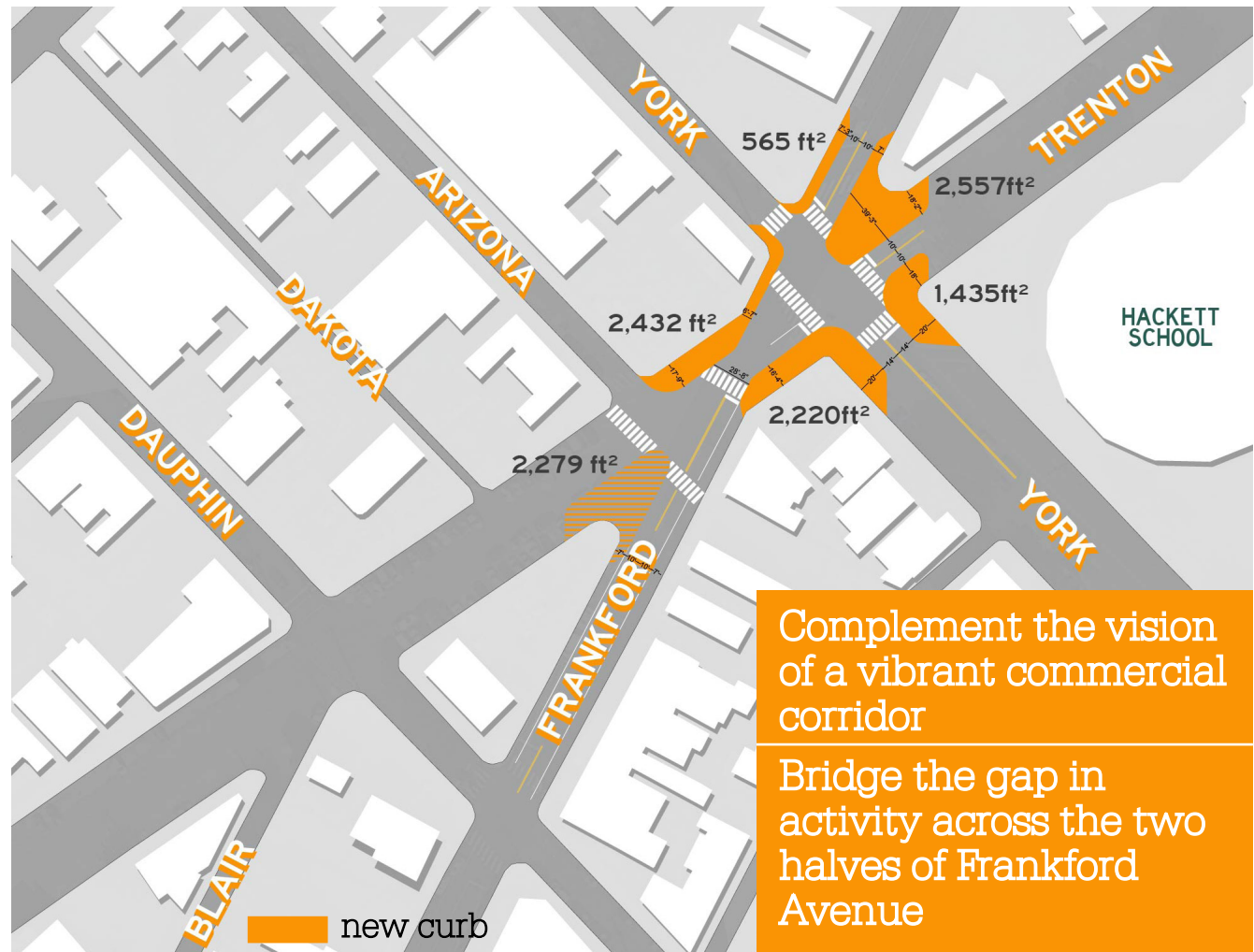


FIGURE 31. CURB EXTENSIONS AT THE TRENTON/FRANKFORD/YORK INTERSECTION



Little Babies Parklet



Dumbo, Brooklyn



before



after



"A more pedestrian-friendly intersection would go a long way towards facilitating positive development along Trenton"

FIGURE 32. CREATING A GATEWAY AT THE TRENTON AVENUE/FRANKFORD AVENUE/YORK STREET INTERSECTION

IMPROVE OPEN SPACES

3.1 IMPROVE EXISTING CITY PARKS

In the community survey, the number one amenity residents said they'd like to see was lawn and grassy space. Both of the City-owned parks in the neighborhood contain little to no green space at all. The following recommendations are oriented toward helping East Kensington advocate for improvements to existing parks.

BLACK, COYLE & MCBRIDE (POP'S) PLAYGROUND

The energy and success of the skate park and basketball courts at Pop's Playground should be continued throughout the rest of the park. The playground surface needs to be replaced. Although some trees have been planted around the perimeter, more plantings and softer surfaces should be considered.

HAGERT PLAYGROUND

This playground is in complete disrepair and in need of an overhaul. The Community Design Collaborative will soon be conducting a design study to redesign the park. Some design elements to consider during this process include:

- > Creating more sight lines into the park by creating steps where the existing retaining wall is.
- > Incorporating uses for all ages. The more traffic the park gets, the safer it will be.
- > The fence around the perimeter of the park is in poor condition. In some places, the fence is rusted. In others, it leans precariously to one side. The fence is an eyesore and should be replaced. Upgrading to a better quality fence would be a bigger cost up front, but would be a more durable investment.
- > Remove some of the impervious surfaces.
- > Create safe crosswalks to the park entrances.

3.2 IMPROVE CONNECTIONS TO SHISSLER & NORRIS SQUARE

Though they lie just beyond the threshold of the neighborhood, Norris Square and Shissler Recreation Center offer open spaces that don't exist in East Kensington. In the case of Norris Square, creating safe, clean, and well lit routes to the park, along with directional signs, would help to draw more people from the neighborhood to utilize this asset. Special attention should be paid to the intersections at Emerald Street and Susquehanna Avenue and at Coral and Diamond streets underneath the MFL, cited as barriers by residents. Shissler Recreation Center has been recently upgraded. Creating an easy access point from Trenton Avenue by adding signage along the route to direct people would make the park an asset to the community.



OPEN SPACE

SOURCE: 2012 PCPC SURVEY, 2012 EKNA INFORMAL OPEN SPACES, JAN 2013 INTERFACE STUDIO LAND SURVEY

- CITY PARK/RECREATION
- COMMUNITY GARDEN
- INFORMAL OPEN SPACE

WITHIN A 10 MINUTE WALK OF A 1-ACRE GREEN PARK OR RECREATION CENTER

- 1 IMPROVE EXISTING PARKS
- 2 IMPROVE CONNECTION TO NORRIS SQUARE AND SHISSLER RECREATION
- 3 DEVELOP MANAGEMENT PLAN FOR INFORMAL SPACES AND WORK TOWARDS PRESERVATION

FIGURE 33. OPEN SPACE IMPROVEMENTS MAP

3.3 INVESTIGATE COMMUNITY-MANAGED OPEN SPACE OPPORTUNITIES

Over the years, residents have taken advantage of some of the vacancy by claiming these lots as their own. These informal open spaces are well loved. They should continue to work to preserve these spaces. They include:

- > Emerald Park: 2503-19 Emerald Street
- > Emerald Street Urban Farm: 2500-10 Emerald Street
- > Circle Garden: 2610-18 Frankford Avenue
- > Letterly Green: 2051-88 E Letterly Street, 2644 Amber Street, 2086-88 E Cumberland Street
- > Emerald Playground: 2502-12 Emerald Street, 1941-1947 E Cumberland Street
- > Fire Park: 2535-39 Emerald Street
- > Oakdale Gardens: 1823-29, 33-39 E Oakdale Street

Since the community will be managing and maintaining these spaces, they should develop a management plan to keep the flow of volunteers consistent and engaged.

Many residents see the megalots as a huge opportunity for a larger open space in the neighborhood. There are challenges in getting this type of park started, including:

- > The ownership of these properties is complex, and none of them are owned by the City of Philadelphia.
- > The lots are highly desirable for redevelopment given their close proximity to the York/Dauphin MFL stop.
- > Maintenance operations fall on the neighborhood, therefore a steady stream of funding is needed to maintain the spaces.

However, this type of community managed open space has worked in other parts of the city; Ogden Orchard in Francisville, the Summer Winter Community Garden in Powelton Village, and Liberty Lands in Northern Liberties. EKNA should seek funding for a feasibility study to

determine if a large park on the mega lots is possible. Residents also expressed a need for a public community center or recreation facility aside from the playgrounds. In the interim, none of the proposed zoning recommendations for these lots conflicts with constructing an open space on them.



OGDEN ORCHARD
Francisville



**SUMMER WINTER
COMMUNITY GARDEN**
Powelton Village



LIBERTY LANDS
Northern Liberties

GREEN THE PUBLIC REALM

3.4 PLANT MORE TREES

Increasing East Kensington's tree cover would bring a number of quality of life, public realm, and environmental benefits. Street trees have a positive impact on home values. An expanded urban forest has the potential to improve stormwater management, and help to reduce the urban heat island effect, significantly reducing costs of cooling buildings and making streets and sidewalks more enjoyable on hot days. In addition, targeted tree planting along specific corridors can help create a sense that this place is cared for.

EKNA and Philly Tree People are actively planting trees and most recently planted new trees in empty tree pits in the Fall of 2012.

Targeted tree planting can be accomplished by:

FILLING EXISTING TREE PITS

Many tree pits are empty or contain a dead tree. Because the pits are already there, it is cost effective to fill these first.

CONNECTING DESTINATIONS

The community should prioritize their tree planting efforts to help link destinations in the neighborhood, including transit stops, schools, commercial corridors, and open spaces. Priority corridors include: Frankford Avenue, Trenton Avenue, Lehigh Avenue, Dauphin Street, York Street, Cumberland Street, Huntingdon Street and Emerald Street

FILLING IN THE GAPS

Continue to plant trees in blocks that are lacking cover.

3.5 CREATE SCHOOL GARDENS

School yards at Kensington High School, Henry Brown Elementary School, and Horatio Hackett Elementary School, are all opportunities for greening, given their large size and public ownership. Each of the schools' play areas are completely paved, void of any vegetation. The grounds surrounding the schools are also options. For instance, the lawn outside of Horatio Hackett Elementary School could be turned into rain gardens similar to the ones in front of Kensington CAPA High School on Front Street.



Schools offer an opportunity for greening as well.



FIGURE 34. TREE COVER

TREE COVER

SOURCE: EKNA TREE SURVEY 2012

- LIVE TREE
- NEW TREE PLANTED IN FALL 2012
- DEAD TREE/EMPTY TREE PIT



Tree pit guards developed by NKCDC, EKNA, and Olde Richmond Civic Association.



6. IMPLEMENTATION

LAND USE & ZONING

	RECOMMENDATION	TIMEFRAME	POTENTIAL PARTNERS
REZONE TO FACILITATE LAND USE OBJECTIVES			
►	1.1 Rezone the former mill blocks to encourage denser, mixed use development		EKNA / NKCDC / PCPC / CITY COUNCIL DISTRICT 1 / CITY COUNCIL DISTRICT 7
►	1.2 Rezone Frankford Avenue and Trenton Avenue to encourage mixed use commercial development		EKNA / NKCDC / FNA / PCPC / CITY COUNCIL DISTRICT 1
►	1.3 Rezone former mill buildings on Huntingdon Avenue to encourage their reuse		EKNA / NKCDC/ PCPC / CITY COUNCIL DISTRICT 1
►	1.4 Downzone I2 to I1, IRMX and ICMX		EKNA / NKCDC/ PCPC / CITY COUNCIL DISTRICT 1
►	1.5 Rezone for neighborhood-serving commercial at key intersections		EKNA / NKCDC/ PCPC / CITY COUNCIL DISTRICT 1 / CITY COUNCIL DISTRICT 7
►	1.6 Encourage transit-oriented development (TOD) overlay zone		EKNA / NKCDC/ NSCA / PCPC / CITY COUNCIL DISTRICT 1 / CITY COUNCIL DISTRICT 7
►	1.7 Develop interim strategies to stabilize vacant land		EKNA / NKCDC
►	1.8 Withdraw the North Delaware Avenue Neighborhood Commercial Overlay from East Kensington		EKNA / NKCDC / PCPC / CITY COUNCIL DISTRICT 1

LIST OF ABBREVIATIONS

EKNA: East Kensington Neighbors Association
 FNA: Fishtown Neighbors Association
 MOTU: Mayor's Office of Transportation and Utilities
 NKCDC: New Kensington Community Development Corporation
 NSCA: Norris Square Civic Association
 ORCA: Olde Richmond Civic Association
 PCPC: Philadelphia City Planning Commission
 PHS: Pennsylvania Horticultural Society
 PWD: Philadelphia Water Department

TRANSPORTATION

	RECOMMENDATION	TIMEFRAME	POTENTIAL PARTNERS
PROMOTE TRANSIT OPTIONS AND IMPROVE USER EXPERIENCE			
▶	2.1 Improve Market-Frankford Line stations		SEPTA, DEPT OF PUBLIC PROPERTY
▶	2.2 Create safe routes to transit through the neighborhood		SEPTA / 26TH DISTRICT POLICE / EKNA / NKCDC / BUSINESS OWNERS
▶	2.3 Develop a Safe Street checklist for developers		EKNA
MAKE WALKING AND BIKING EASIER AND SAFER			
▶	2.4 Improve Frankford Avenue to make it more pedestrian friendly		EKNA / NKCDC / FNA / STREETS DEPT / PWD
▶	2.5 Improve bike infrastructure		EKNA / NKCDC / FNA / MOTU / STREETS DEPT
CREATE SAFER, MORE ATTRACTIVE STREETS			
▶	2.6 Improve the street network		EKNA / STREETS DEPT / PCPC / CITY COUNCIL DISTRICT 1 / CITY COUNCIL DISTRICT 7
▶	2.7 Green Trenton Avenue		EKNA / NKCDC / FNA / ORCA / PHS / PWD / STREETS DEPT
▶	2.8 Create a gateway at Trenton, Frankford, and York		EKNA / NKCDC / FNA / ORCA / PHS / PWD / STREETS DEPT

OPEN SPACE & PUBLIC REALM

	RECOMMENDATION	TIMEFRAME	POTENTIAL PARTNERS
IMPROVE OPEN SPACES			
▶	3.1 Improve existing city parks		EKNA / NKCDC / COUNCIL DISTRICT 1 / DEPT OF PARKS AND RECREATION / PWD
▶	3.2 Improve connections to Shissler & Norris Square		EKNA / NKCDC / FNA / NSCA / CITY COUNCIL DISTRICT 1 / CITY COUNCIL DISTRICT 7 / STREETS DEPT
▶	3.3 Investigate community-managed open space opportunities		EKNA / NKCDC / CITY COUNCIL DISTRICT 1 / CITY COUNCIL DISTRICT 7
CLEAN AND GREEN THE PUBLIC REALM			
▶	3.4 Plant more trees		EKNA / NKCDC / FNA / ORCA / PHILLY TREE PEOPLE / DEPT OF PARKS AND RECREATION
▶	3.5 Create school gardens		EKNA / NKCDC / ORCA / SCHOOL DISTRICT / HOME & SCHOOL / PARENT WORKGROUPS



7. APPENDIX

EXISTING CONDITIONS MAPPING

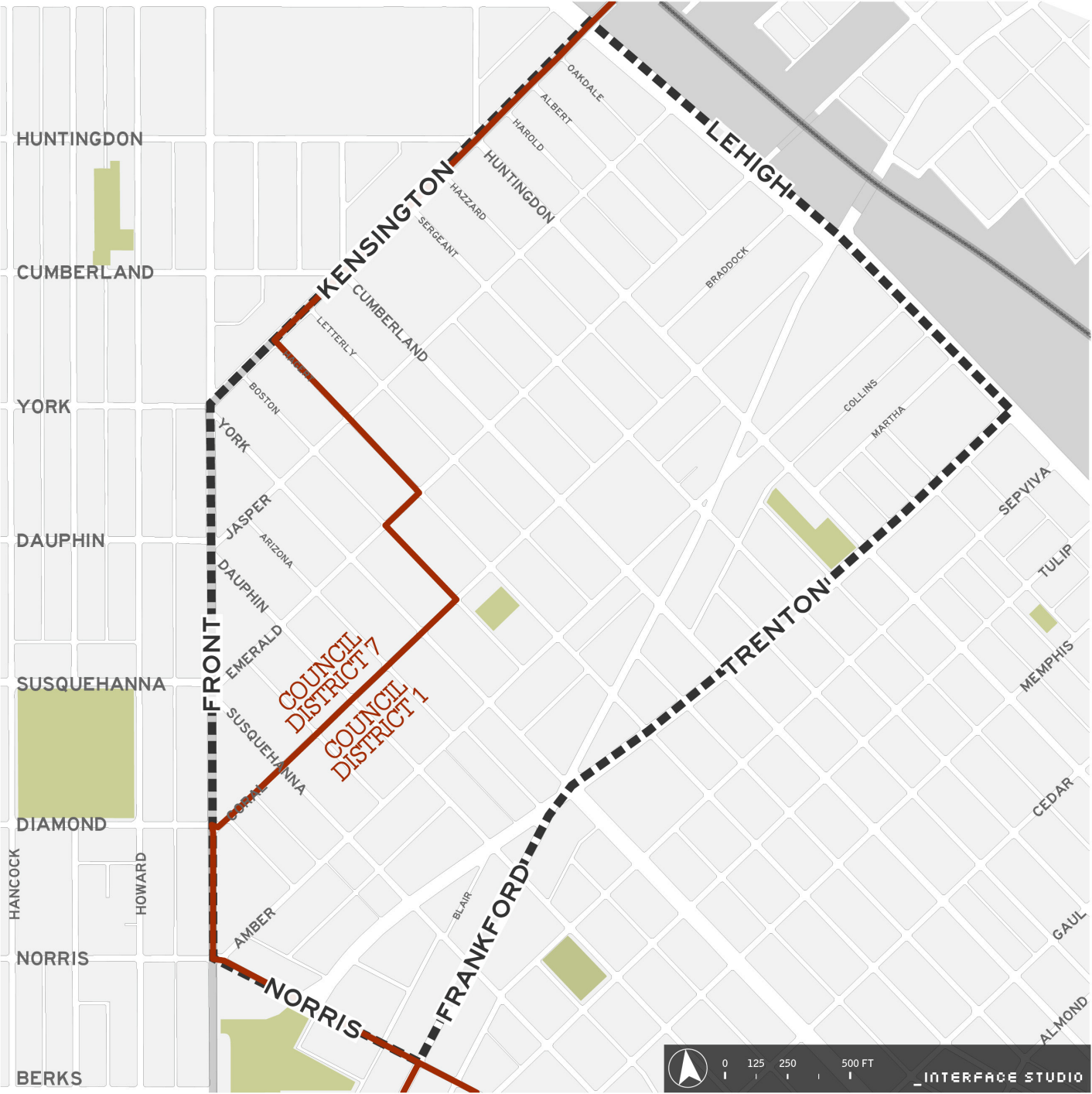
71

CITY COUNCIL DISTRICTS	71
PUBLIC OWNERSHIP 2012	72
DISTRIBUTION OF YOUTH POPULATION 2010	73
PARKS & OPEN SPACE	74
LIGHTING	75
STREET NETWORK	76
BIKE NETWORK	77
TRANSPORTATION ASSETS	78
COMMERCIAL CORRIDORS IN CONTEXT	79
RESIDENTIAL SALES	80
RESIDENTIAL SALE PRICES	81
PROPERTY CRIME 2010/2012	82
VIOLENT CRIME 2010/2012	83
FORMER INDUSTRIAL USE & EXISTING VACANCY	84
VACANCY & PHYSICAL CONDITIONS	85
COLLABORATIVE MAP INPUT	86

COMMUNITY SURVEY RESULTS

87

COUNCIL DISTRICTS



CITY COUNCIL DISTRICTS

PUBLIC OWNERSHIP 2012

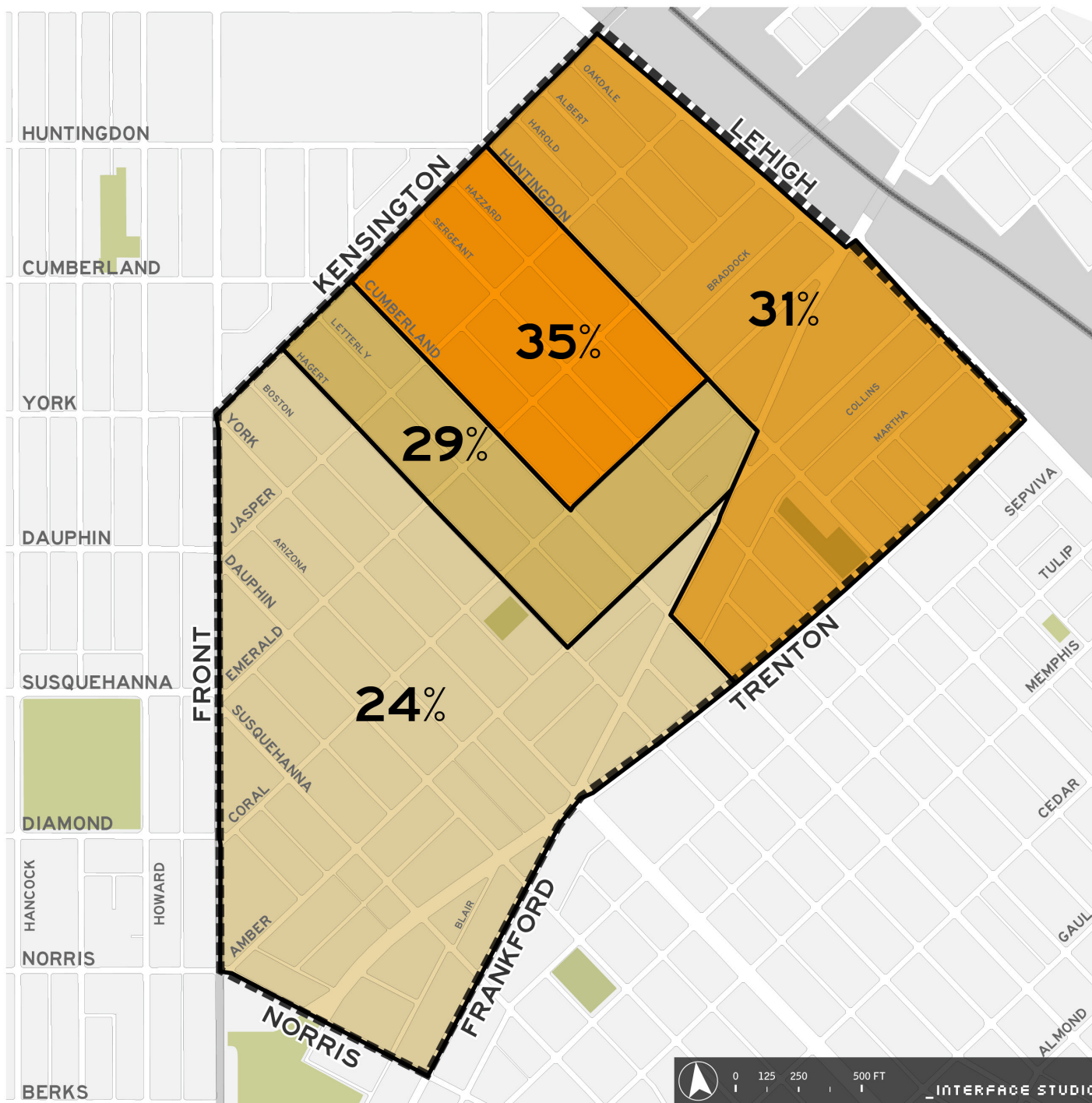
SOURCE: OFFICE OF PROPERTY ASSESSMENT



- CITY OF PHILADELPHIA
- DEPT OF PUBLIC PROPERTY
- PHILADELPHIA AUTHORITY FOR INDUSTRIAL DEVELOPMENT
- PHILADELPHIA HOUSING AUTHORITY
- PHILADELPHIA HOUSING DEVELOPMENT CORPORATION
- PHILADELPHIA REDEVELOPMENT AUTHORITY
- SCHOOL DISTRICT OF PHILADELPHIA
- SEPTA

6% OF PARCELS
ARE PUBLIC

PUBLIC OWNERSHIP 2012



% OF POPULATION UNDER THE AGE OF 19

SOURCE: 2010 US CENSUS

CENSUS TRACT 161

- BLOCK GROUP 3
- BLOCK GROUP 2
- BLOCK GROUP 4
- BLOCK GROUP 1

CENSUS TRACT 161
AVERAGE: 29%
CITY OF PHILADELPHIA
AVERAGE: 26%

DISTRIBUTION OF YOUTH POPULATION 2010

OPEN SPACE

SOURCE: 2012 PCPC SURVEY, 2012 EKNA INFORMAL OPEN SPACES, JAN 2013 INTERFACE STUDIO LAND SURVEY

- CITY PARK/RECREATION
- COMMUNITY GARDEN
- INFORMAL OPEN SPACE

WITHIN A 10 MINUTE
WALK OF A 1-ACRE
GREEN PARK OR
RECREATION CENTER

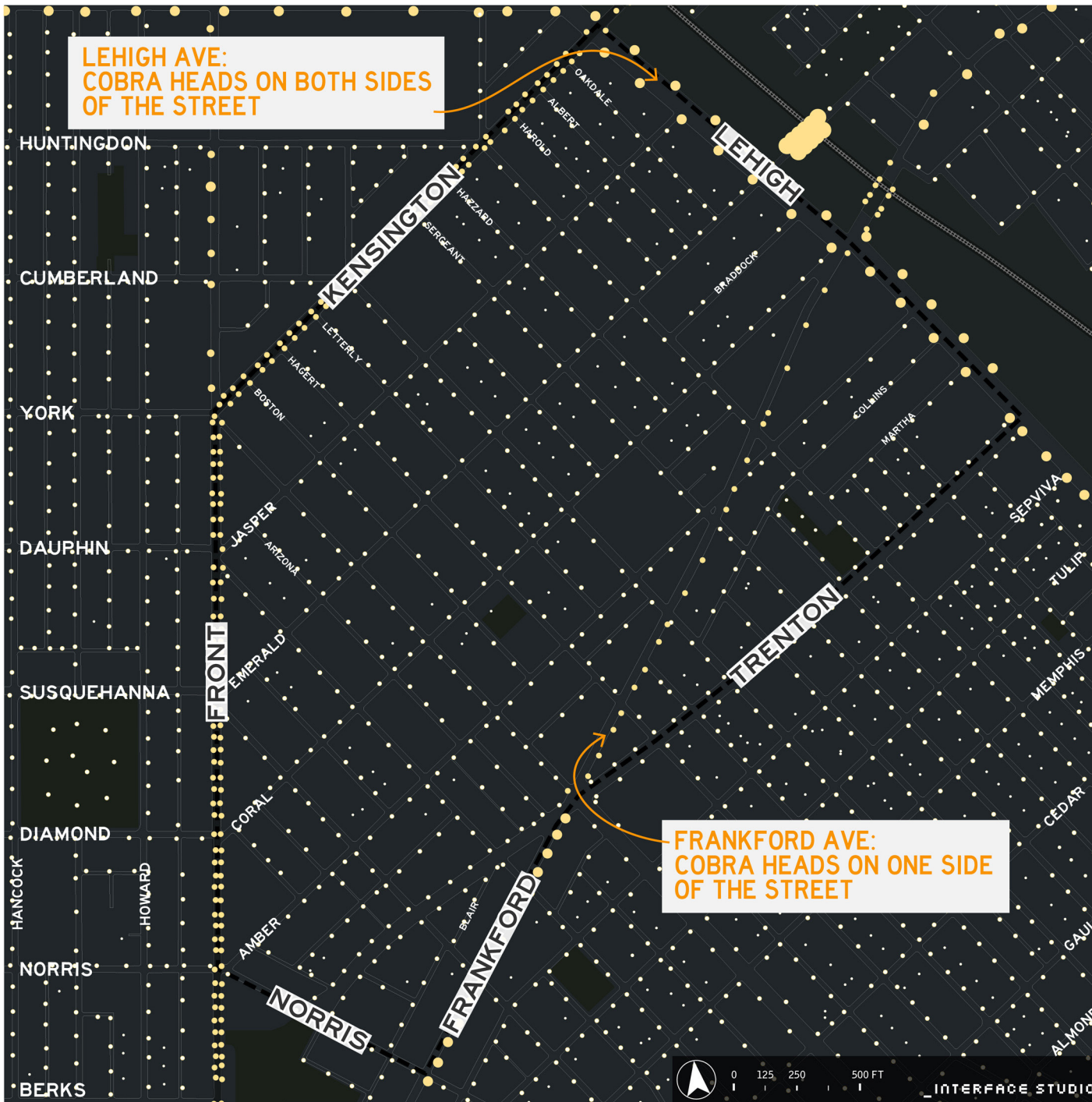


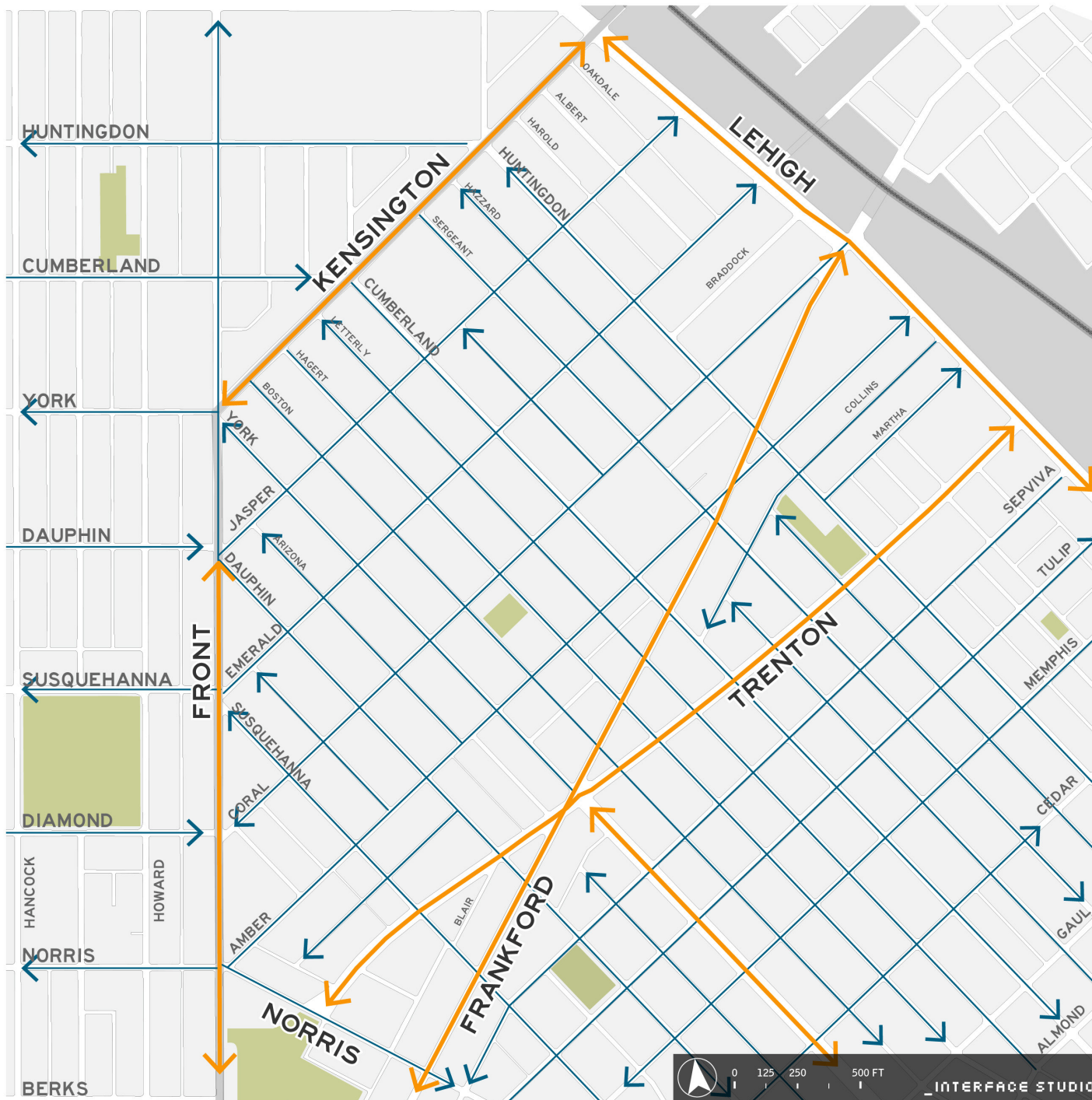
LIGHTING

SOURCE: CITY OF PHILADELPHIA

LUMEN SIZE

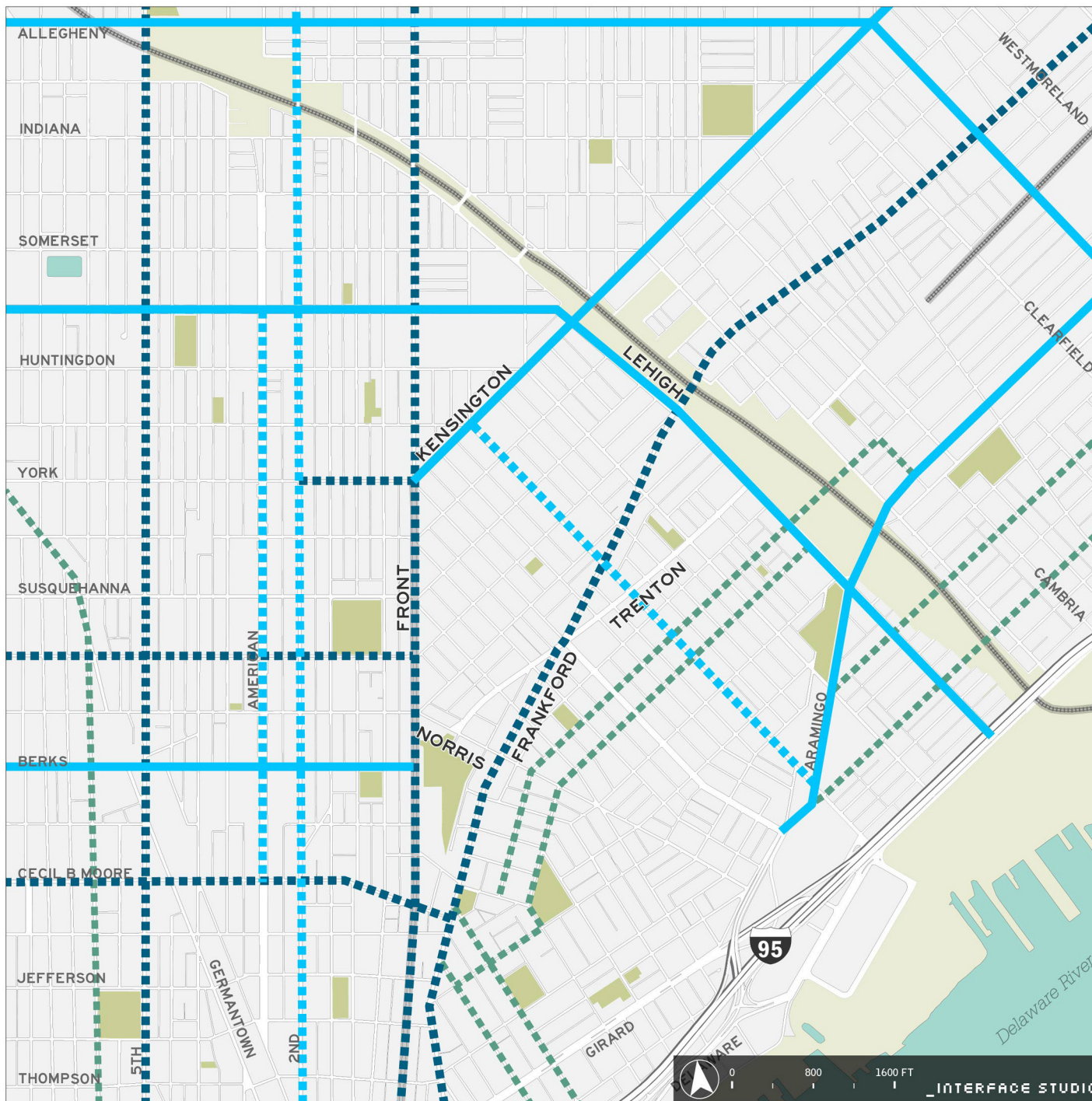
- 50
- 70
- 100
- 150
- 200
- 250
- 400





STREET NETWORK

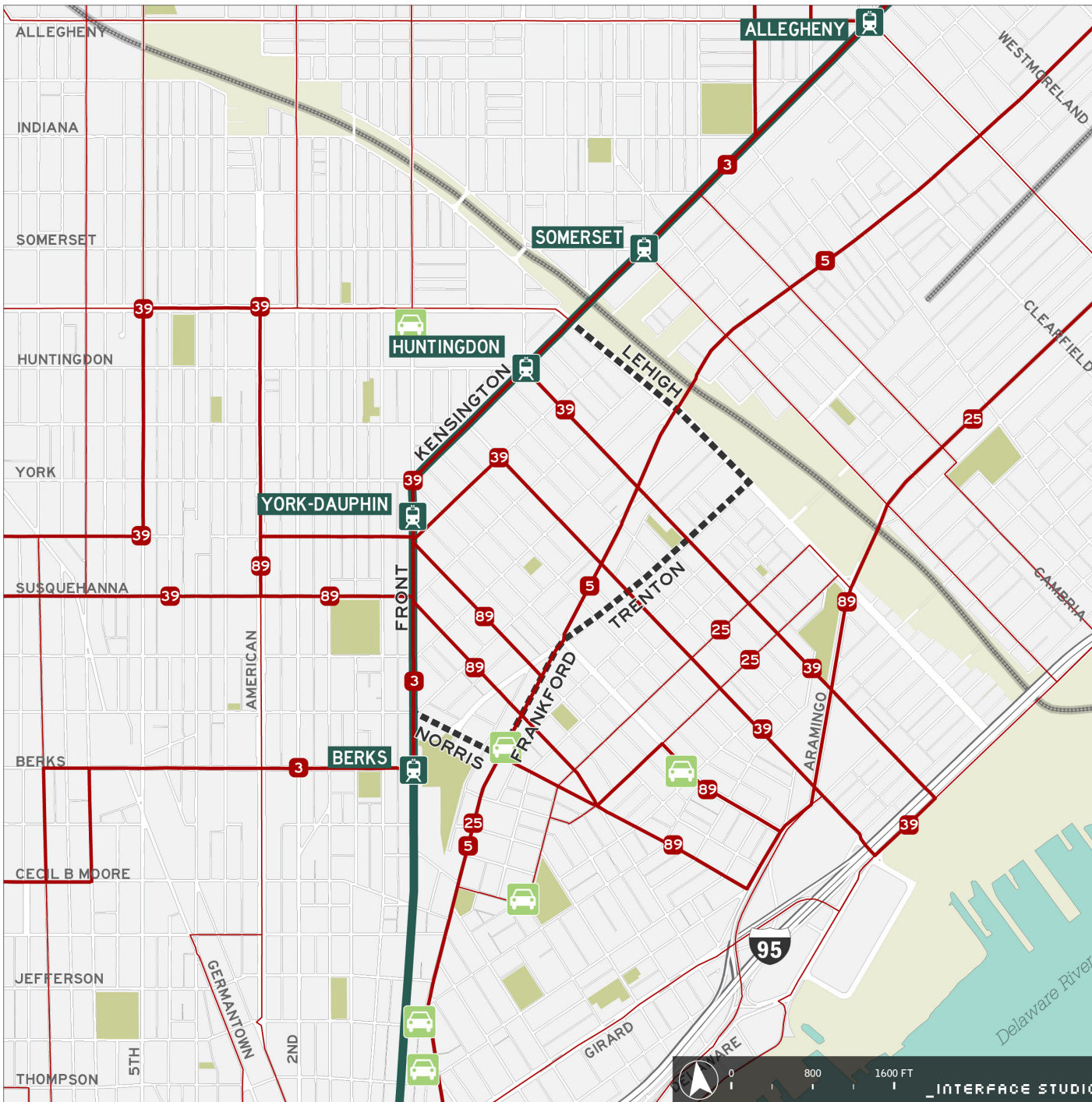
- ONE-WAY STREET
- TWO-WAY STREET



BIKE NETWORK



SOURCE: PHILADELPHIA PEDESTRIAN AND BIKE PLAN 2012

- EXISTING BIKE LANE
- - - PROPOSED BIKE LANE
- - - PROPOSED MARKED SHARED LANE
- . . . BIKE-FRIENDLY STREET

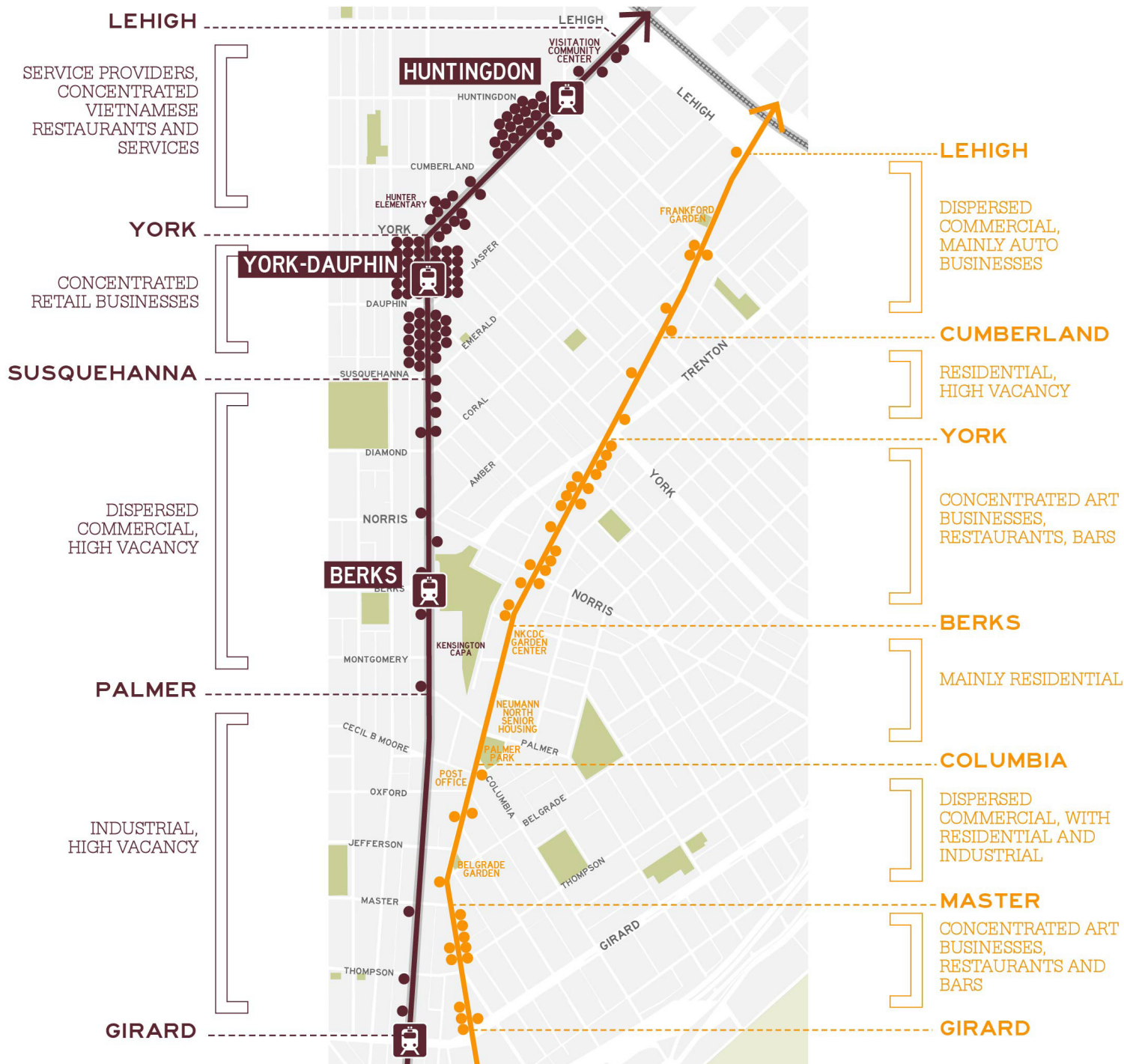


TRANSPORTATION

SOURCE: SEPTA

- 3** 33RD-CECIL B. MOORE TO FRANKFORD TRANSPORTATION CENTER
- 5** FRONT-MARKET TO FRANKFORD TRANSPORTATION CENTER
- 25** FRANKFORD TRANSPORTATION CENTER TO COLUMBUS COMMONS
- 39** RICHMOND-CUMBERLAND TO 33RD-DAUPHIN
- 89** FRONT-DAUPHIN TO ARROTT TRANSPORTATION CENTER
-  MARKET-FRANKFORD EL
-  CAR SHARE

FRONT STREET & KENSINGTON AVENUE



FRANKFORD AVENUE

COMMERCIAL CORRIDORS IN CONTEXT



RESIDENTIAL SALES 2002-12

SOURCE: OFFICE OF PROPERTY ASSESSMENT

RESIDENTIAL PROPERTY SOLD
RESIDENTIAL PROPERTY

46% OF THE
RESIDENTIAL
PROPERTIES HAVE
BEEN SOLD
SINCE 2002



RESIDENTIAL SALES

RESIDENTIAL SALES 2006-12

SOURCE: OFFICE OF PROPERTY ASSESSMENT, POPC



- \$1,001 - \$50,000
- \$50,001 - \$100,000
- \$100,001 - \$150,000
- \$150,001 - \$200,000
- \$200,001 - \$300,000
- OVER \$300,000
- RESIDENTIAL PROPERTY
- NEW CONSTRUCTION PERMIT

34% OF THE
RESIDENTIAL
PROPERTIES HAVE
BEEN SOLD

35 PERMITS
FOR NEW
CONSTRUCTION



_INTERFACE STUDIO

RESIDENTIAL SALE PRICES



PROPERTY CRIME 2010/2012

SOURCE: PHILCRIMEMAPPER.COM, PA UNIFORM CRIME REPORTING

IN THE 6-MONTH PERIOD FROM JUNE 30 TO DECEMBER 24

171 INCIDENTS IN 2010
47 BURGLARIES
124 THEFT

163 INCIDENTS IN 2012
59 BURGLARIES
104 THEFT

PROPERTY CRIME RATE

EAST KENSINGTON
50.3 /1000 RESIDENTS
CITY OF PHILADELPHIA
56.8/1000 RESIDENTS

● 2010
● 2012

PROPERTY CRIME 2010/2012

VIOLENT CRIME 2010/2012

SOURCE: PHLCRIMEMAPPER.COM, PA UNIFORM CRIME REPORTING

IN THE 6-MONTH PERIOD FROM JUNE 30 TO DECEMBER 24

58 INCIDENTS IN 2010
 30 AGGRAVATED ASSAULTS
 23 ROBBERIES
 3 RAPES
 2 HOMICIDES

49 INCIDENTS IN 2012
 19 AGGRAVATED ASSAULTS
 27 ROBBERIES
 3 RAPES

VIOLENT CRIME RATE

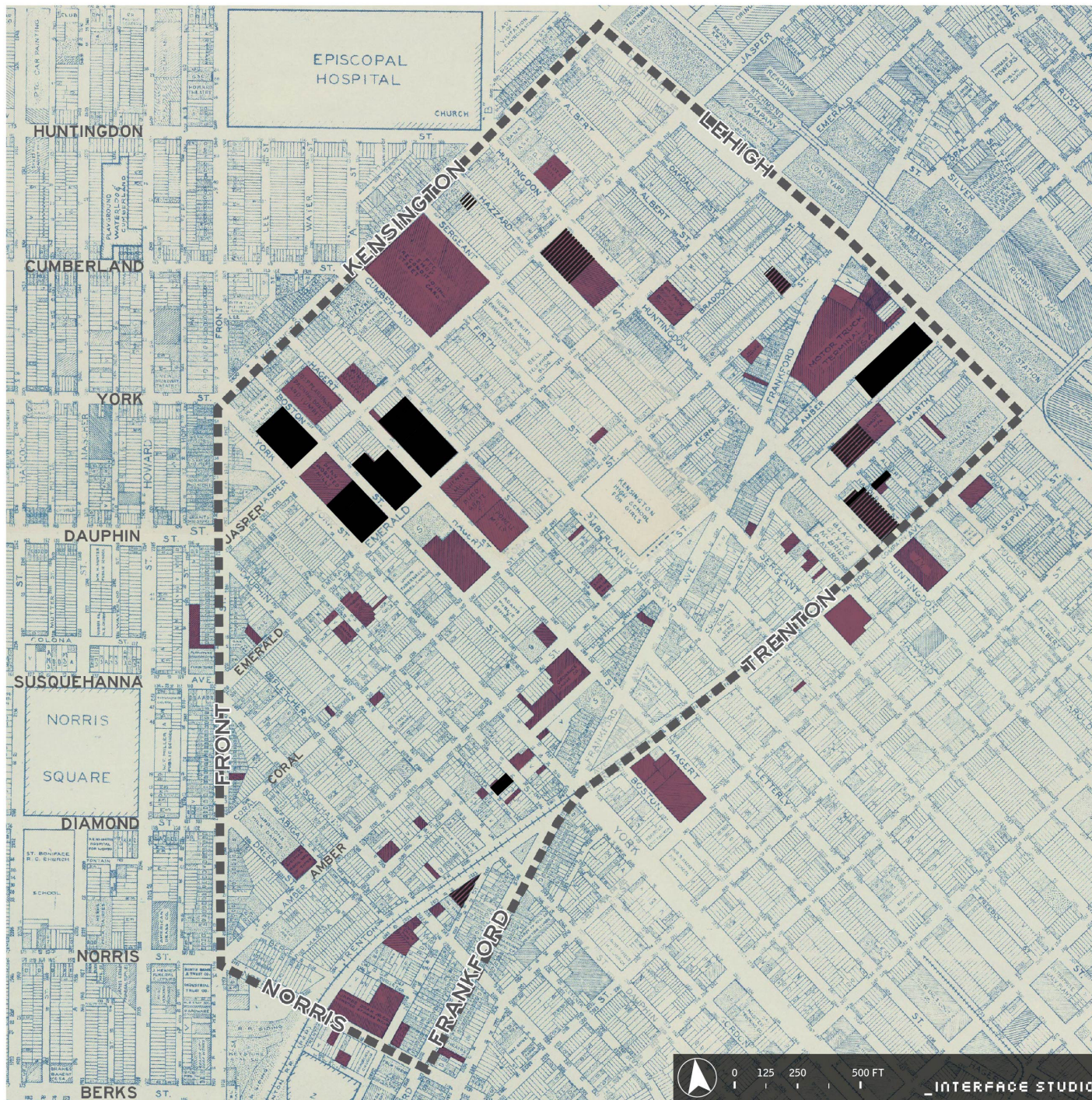
EAST KENSINGTON
 18.2 /1000 RESIDENTS
 CITY OF PHILADELPHIA
 30.6/1000 RESIDENTS



● 2010
 ● 2012

INDUSTRIAL USE 1962 + VACANCY 2012

- INDUSTRIAL
- VACANT LAND
- VACANT BUILDING



FORMER INDUSTRIAL USE & EXISTING VACANCY

VACANCY AND PHYSICAL CONDITIONS

SOURCE: JAN 2013 INTERFACE STUDIO SURVEY

- DETERIORATED SIDEWALK
- * OBSERVED DUMPING







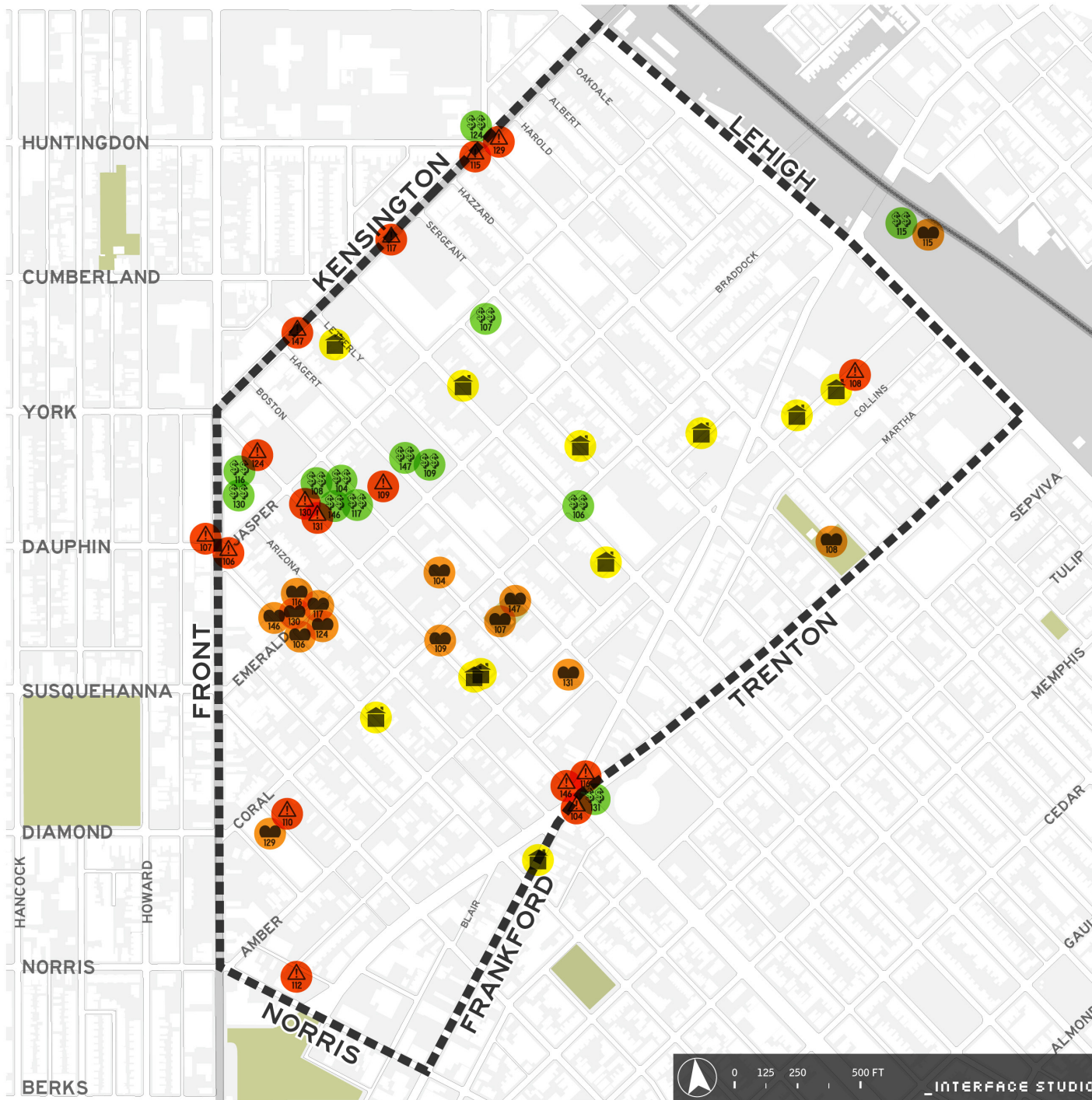
VACANCY & PHYSICAL CONDITIONS

COLLABORATIVE MAP

SOURCE: PUBLIC MEETING INPUT MARCH 21, 2013

HIGHLIGHT LOCATIONS WHERE:

-  YOU LIVE
-  YOU WOULD CALL YOUR FAVORITE PLACE ASIDE FROM HOME
-  YOU WOULD CHOOSE TO DIRECT PUBLIC/INSTITUTIONAL MONEY TOWARDS FOR MAJOR IMPROVEMENTS IF YOU COULD
-  HAVE DANGEROUS OR PROBLEMATIC ISSUES THAT SHOULD BE ADDRESSED



COLLABORATIVE MAP INPUT

COMMUNITY SURVEY



TRANSPORTATION & COMMUNITY DEVELOPMENT PLAN

The City of Philadelphia, Delaware Valley Regional Planning Commission, and East Kensington Neighbors Association are developing a neighborhood plan for the future of East Kensington focused on transportation and land use. This plan will help inform the City Planning Commission's district planning and zoning remapping for the neighborhood.

Your opinions and ideas will help shape the plan and create a unified vision for the future of the neighborhood. We greatly appreciate your help!

RESIDENT SURVEY

1. Do you live, work or own a business in East Kensington? [Check all that apply]

- | | |
|-------------------------------|---|
| <input type="checkbox"/> Live | <input type="checkbox"/> Own a business |
| <input type="checkbox"/> Work | <input type="checkbox"/> Own property |

2. How long have you lived in East Kensington?

- | | |
|---|---|
| <input type="checkbox"/> Less than 1 year | <input type="checkbox"/> 11-20 years |
| <input type="checkbox"/> 1-5 years | <input type="checkbox"/> 21-30 years |
| <input type="checkbox"/> 6-10 years | <input type="checkbox"/> More than 30 years |

3. What is the **main** reason you decided to live in East Kensington? [Choose one]

- | | |
|---|---|
| <input type="checkbox"/> To live near family or friends | <input type="checkbox"/> Affordable housing |
| <input type="checkbox"/> To be close to work | <input type="checkbox"/> Appropriate housing options for my needs |
| <input type="checkbox"/> Amenities, such as recreation, shopping, restaurants | <input type="checkbox"/> Born or raised here |
| <input type="checkbox"/> Proximity to public transportation | <input type="checkbox"/> Do not want to live in East Kensington |
| <input type="checkbox"/> Schools | <input type="checkbox"/> Other, <i>please specify</i> : _____ |
| <input type="checkbox"/> Safety in the community | |

4. Do you use neighborhood parks? ☐ Yes ☐ No

5. If yes, which ones? [Check all that apply]

- | | |
|--|---|
| <input type="checkbox"/> Hagert Playground | <input type="checkbox"/> Konrad Square |
| <input type="checkbox"/> Pops Playground | <input type="checkbox"/> Cione Playground |
| <input type="checkbox"/> Norris Square | <input type="checkbox"/> Emerald Park |
| <input type="checkbox"/> Shissler Recreation | <input type="checkbox"/> Other, <i>please specify</i> : _____ |

6. What kinds of park amenities or activities would you **most** like to see?

- | | |
|--|---|
| <input type="checkbox"/> Ball fields | <input type="checkbox"/> Sprayground (water features) |
| <input type="checkbox"/> Basketball courts | <input type="checkbox"/> Benches and tables |
| <input type="checkbox"/> Performance space | <input type="checkbox"/> Lawn |
| <input type="checkbox"/> Indoor recreation space | <input type="checkbox"/> Dog park |
| <input type="checkbox"/> Playground equipment | <input type="checkbox"/> Other, <i>please specify</i> : _____ |

7. Where do you work?

- | | |
|---|---|
| <input type="checkbox"/> In East Kensington | <input type="checkbox"/> Elsewhere in Philadelphia, <i>please specify</i> : _____ |
| <input type="checkbox"/> In nearby neighborhoods: Norris Square/
Fishtown/South Kensington/Port Richmond | <input type="checkbox"/> Outside Philadelphia, <i>please specify</i> : _____ |
| <input type="checkbox"/> Center City (between Girard and Tasker) | |

8. How do you primarily get to work? [Choose one]

- | | |
|-------------------------------|---|
| <input type="checkbox"/> Walk | <input type="checkbox"/> Drive |
| <input type="checkbox"/> Bike | <input type="checkbox"/> SEPTA: MFL, Regional Rail, bus |

9. What activities do you do in East Kensington? [Check all that apply]

- | | |
|---|---|
| <input type="checkbox"/> Go to restaurant/bars | <input type="checkbox"/> Exercise or play organized sports |
| <input type="checkbox"/> Shop for groceries | <input type="checkbox"/> Community-based action or activities |
| <input type="checkbox"/> Shop for other goods and services | <input type="checkbox"/> Teach or attend classes, workshops, lectures |
| <input type="checkbox"/> Attend arts/entertainment/other events | <input type="checkbox"/> Other, <i>please specify</i> : _____ |
| <input type="checkbox"/> Engage in art/cultural production | |

10. Which goods and services do you need to leave East Kensington for? [Please check all that apply]

- | | |
|---|---|
| <input type="checkbox"/> Groceries | <input type="checkbox"/> Tool rental |
| <input type="checkbox"/> Clothes | <input type="checkbox"/> Technology services |
| <input type="checkbox"/> Health services | <input type="checkbox"/> Other, <i>please specify</i> : _____ |
| <input type="checkbox"/> Financial services | |
| <input type="checkbox"/> Legal services | |

11. What improvements would you **most** like to see to encourage walking or bicycling in East Kensington?

- | | |
|---|---|
| <input type="checkbox"/> Better sidewalks | <input type="checkbox"/> Bicycle lanes and bicycle parking |
| <input type="checkbox"/> Crosswalks | <input type="checkbox"/> Better lighting |
| <input type="checkbox"/> Measures to slow traffic | <input type="checkbox"/> Other, <i>please specify</i> : _____ |

12. What transit improvements would you **most** like to see?

- | | |
|--|---|
| <input type="checkbox"/> Better station facilities (e.g. fare machines, bike parking, elevators) | <input type="checkbox"/> Better signage in and around station |
| <input type="checkbox"/> Improved safety in and around station | <input type="checkbox"/> Higher frequency of service |
| <input type="checkbox"/> Better lighting in and around station | <input type="checkbox"/> Other, <i>please specify</i> : _____ |

13. What kinds of development would you **most** like to see more of in the neighborhood?

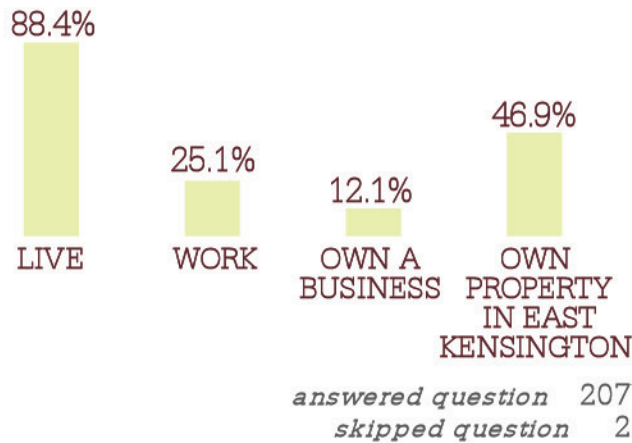
- | | |
|---|---|
| <input type="checkbox"/> Restaurants | <input type="checkbox"/> Health care facilities |
| <input type="checkbox"/> Bars | <input type="checkbox"/> Community center |
| <input type="checkbox"/> Entertainment venues | <input type="checkbox"/> Educational/cultural space |
| <input type="checkbox"/> Retail | <input type="checkbox"/> Single family housing |
| <input type="checkbox"/> Workshop/studio space | <input type="checkbox"/> Apartment housing |
| <input type="checkbox"/> Office space | <input type="checkbox"/> Parks |
| <input type="checkbox"/> Manufacturing and light industrial | <input type="checkbox"/> Other, <i>please specify</i> : _____ |

14. What would you like to see improved in East Kensington over the next 5 years?

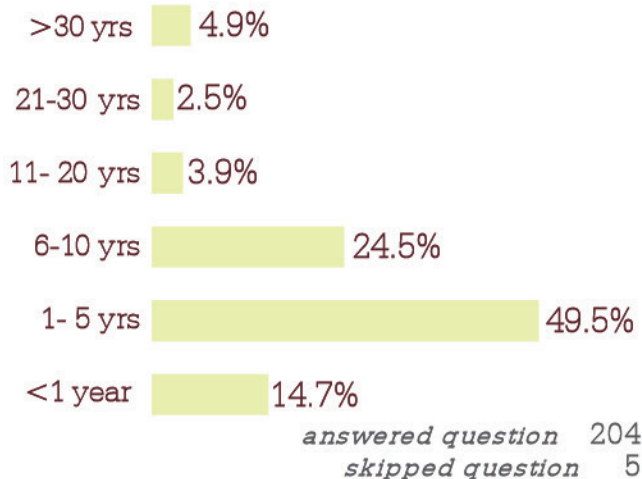
COMMUNITY SURVEY RESULTS

209 SURVEYS COLLECTED

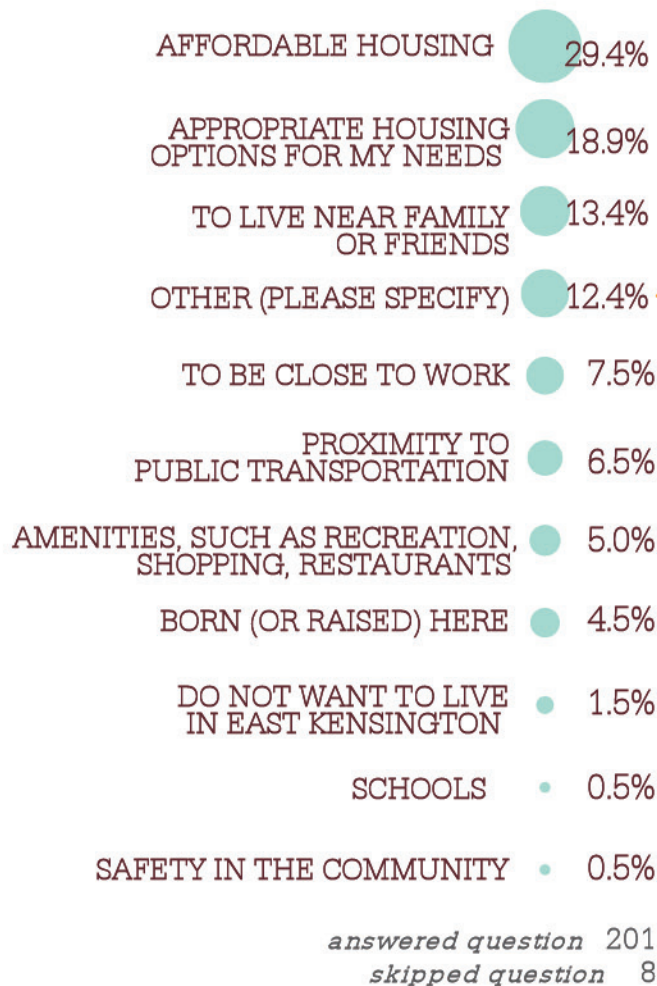
1. DO YOU LIVE, WORK OR OWN A BUSINESS IN EAST KENSINGTON? [CHECK ALL THAT APPLY]



2. HOW LONG HAVE YOU LIVED IN EAST KENSINGTON?



3. WHAT IS THE MAIN REASON YOU DECIDED TO LIVE IN EAST KENSINGTON? [CHOOSE ONE]



"combination of value of home prices w proximity to the el and future potential of neighborhood"

"I am part of the St. Francis ln staff resident community."

"Open space/green space"

"close to I 95 and train and nj bridges and center city"

"Access: to CC, to the arts, to parks, to like-minded people, to an emerging neighborhood, to PBC :-)"

"exceptional opportunity to move my business to ek."

"We love the vibe - open, artsy, affordable, complex"

"I really like the neighborhood"

"I like the good things going on in this neighborhood."

"residential staff of soup kitchen"

"business opportunity"

"I wanted to be a part of a community. "

"The artist community"

"Arts community"

"East Kensington is one of the few truly integrated neighborhoods racially and now economically"

"Near my studio in Viking Mills"

"open space"

"To invest in the community and help with it's growth"

"the vibe my now neighbors gave me when i checked it out"

"Church community is here"

"Open space now gone!"

"I want amenities and to push the drug addicts and slum lords out."

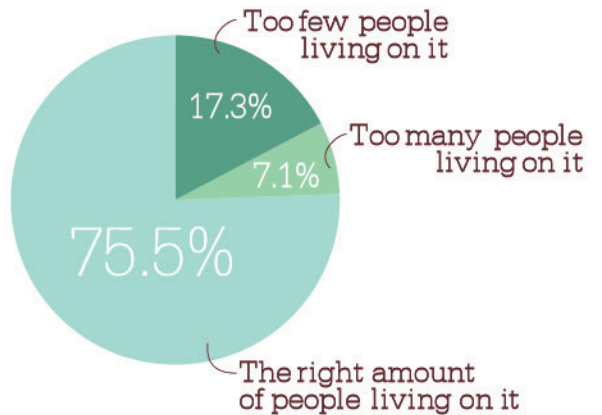
"To open a business/residence in the community"

"Affordable housing, Great Community"

"I am an artist"

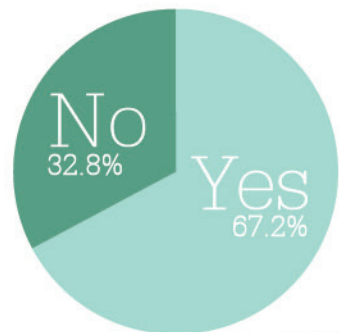
COMMUNITY SURVEY RESULTS

4. DOES THE BLOCK YOU LIVE ON HAVE:



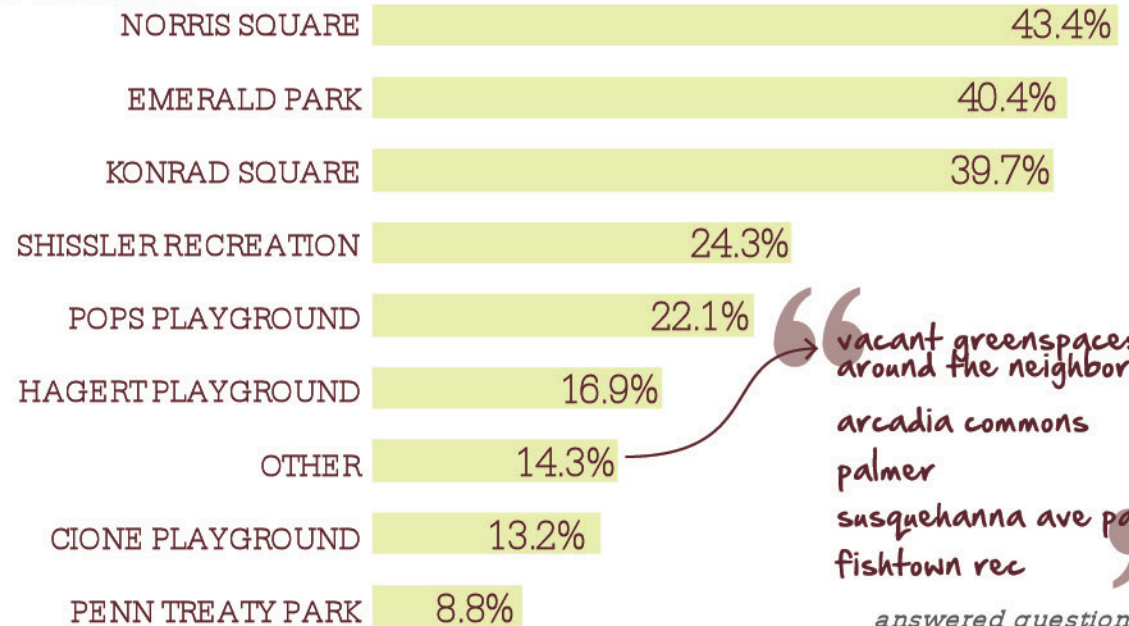
answered question 196
skipped question 13

5. DO YOU USE NEIGHBORHOOD PARKS?



answered question 204
skipped question 5

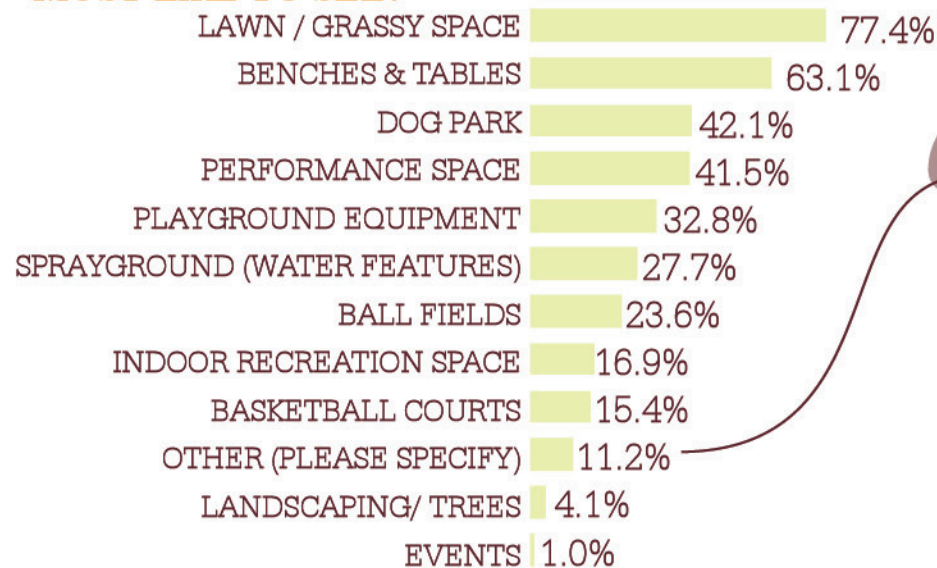
6. WHICH PARKS DO YOU USE? CHECK ALL THAT APPLY



“vacant greenspaces around the neighborhood
arcadia commons
palmer
susquehanna ave park
fishtown rec”

answered question 136
skipped question 73

7. WHAT KINDS OF PARK AMENITIES OR ACTIVITIES WOULD YOU MOST LIKE TO SEE?

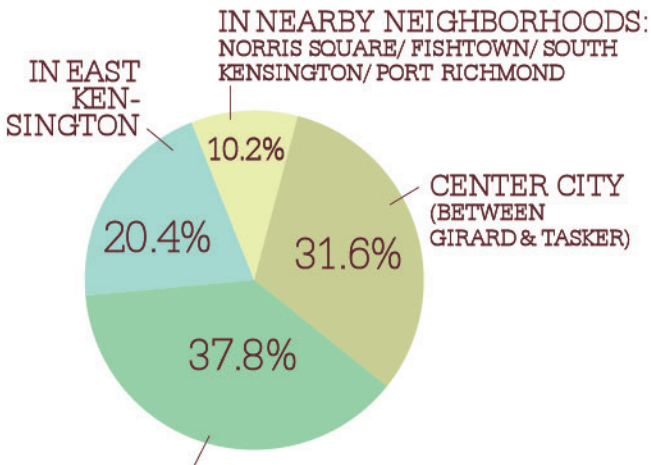


“mini golf
frisbee
retail nearby- café, etc
running track
tennis courts
trash cans
exercise equipment”

answered question 195
skipped question 14

COMMUNITY SURVEY RESULTS

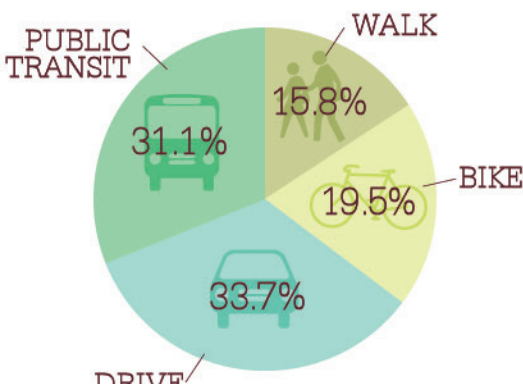
8. WHERE DO YOU WORK?



- ELSEWHERE (PLEASE SPECIFY)
- 56th & Chestnut
 - All Of The Above - I Am A Musician And Work Locally And Beyond
 - Bridesburg
 - Broomall, But I Would Rather Work In The Neighborhood.
 - Bucks County
 - Chester
 - Chestnut Hill
 - City Line Ave
 - Cobbs Creek
 - Currently Unemployed
 - DC And From Home
 - Delaware County
 - Doylestown, Pa
 - Fairmount Neighborhood
 - Fort Washington
 - Frankford Off The Margaret Stop
 - Germantown, N. Philly
 - Glen Mills
 - Hunting Park
 - King Of Prussia (Sadly), But I Work At Home Twice A Week.
 - Mt. Airy
 - NJ
 - North Broad Street
 - North East Philadelphia
 - North Wales
 - Now Out Of State (Was A Resident And Still Own A Business In EK)
 - Olde City
 - Philly Navy Yard
 - Plymouth Meeting And Center City
 - Retired
 - Roxborough
 - South Philly
 - Southwest Philadelphia
 - Stay At Home Mom
 - Suburbs
 - Swarthmore, Pa

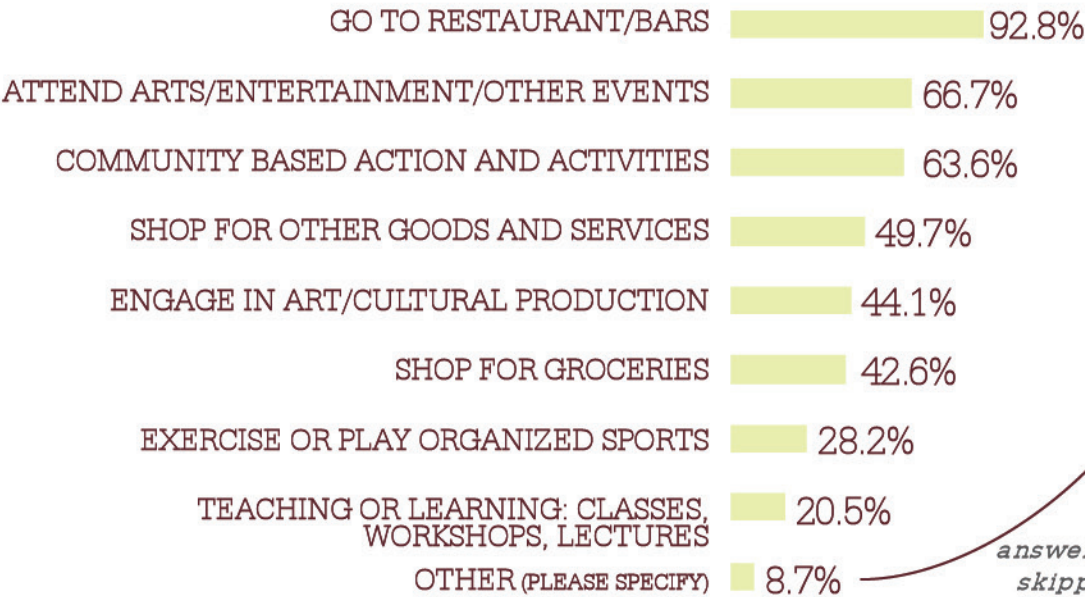
answered question 196
skipped question 13

9. HOW DO YOU PRIMARILY GET TO WORK? [CHOOSE ONE]



answered question 190
skipped question 19

10. WHAT ACTIVITIES DO YOU DO IN EAST KENSINGTON? [CHECK ALL THAT APPLY]



answered question 195
skipped question 14

“Attend church meetings, clean my block, community garden, neighborhood clean ups, maintain the playground, walk the dog dance, share food, sit on my step, play wall ball, walk dog, wander, garden, GARDEN!, did i say garden, listen to the el, watch sunsets on my roof, skateboard, dream about building a boxing gym

Play street sports with the kids that live on my block and hang out with my neighbors

I only food shop at Greensgrow when the Farmer's Market is happening: Port Richmond Plaza should be leveled, that Thriftway is disgusting!

I am a member of the Greensgrow CSA

Work on my motorcycle

not much. I am fairly new and trying to find my niche.

Church

Well, there are only two bars I like.

take walks

bicycling

Gardening

Live

meet with friends

Walking & Biking

neighborhood beautification

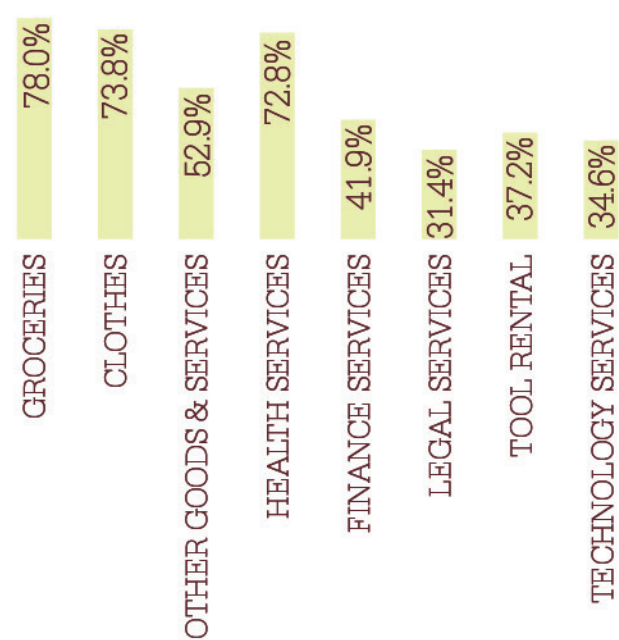
”

COMMUNITY SURVEY RESULTS

11. WHICH GOODS AND SERVICES DO YOU NEED TO LEAVE EAST KENSINGTON FOR?

[PLEASE CHECK ALL THAT APPLY & INDICATE WHERE YOU GO FOR THESE GOODS AND SERVICES]

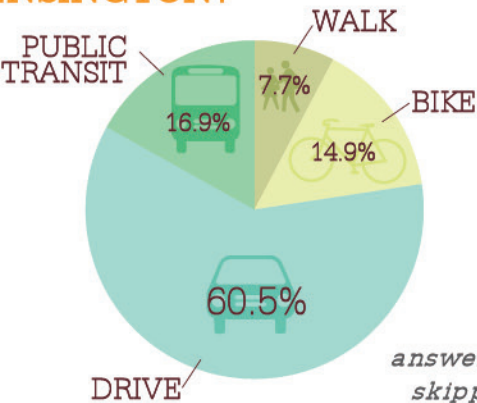
IF YES TO ANY, PLEASE INDICATE WHERE YOU HAVE TO GO:



answered question 191
skipped question 18

12. HOW DO YOU PRIMARILY ACCESS SHOPPING AND OTHER SERVICES OUTSIDE OF EAST KENSINGTON?

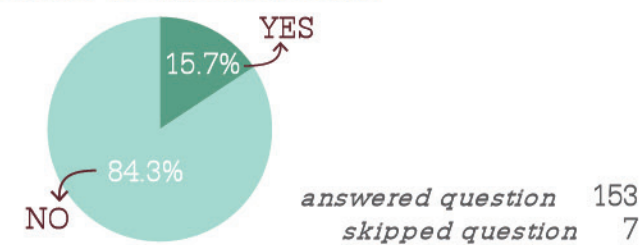
[Choose one]



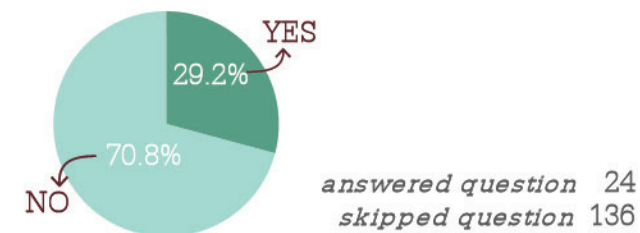
answered question 195
skipped question 14

COMMUNITY SURVEY RESULTS

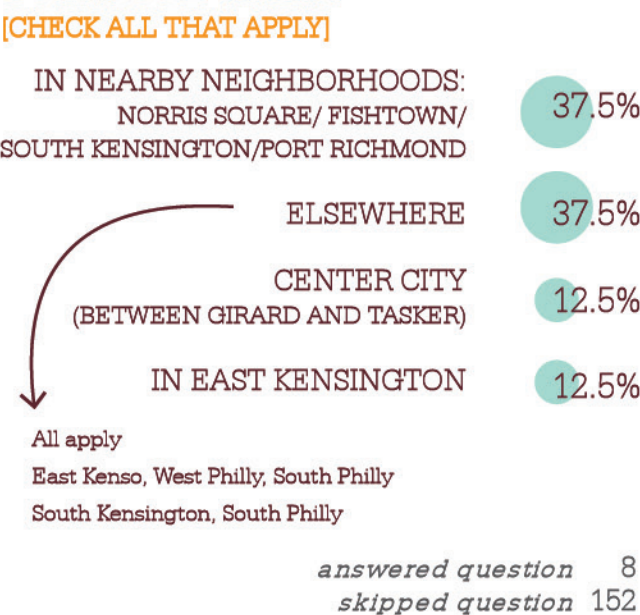
13. DO YOU OWN A BUSINESS IN EAST KENSINGTON?



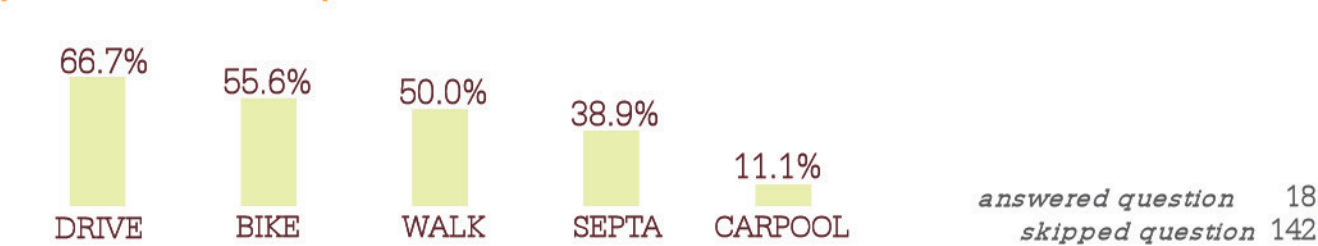
14. DO YOU EMPLOY OTHER PEOPLE?



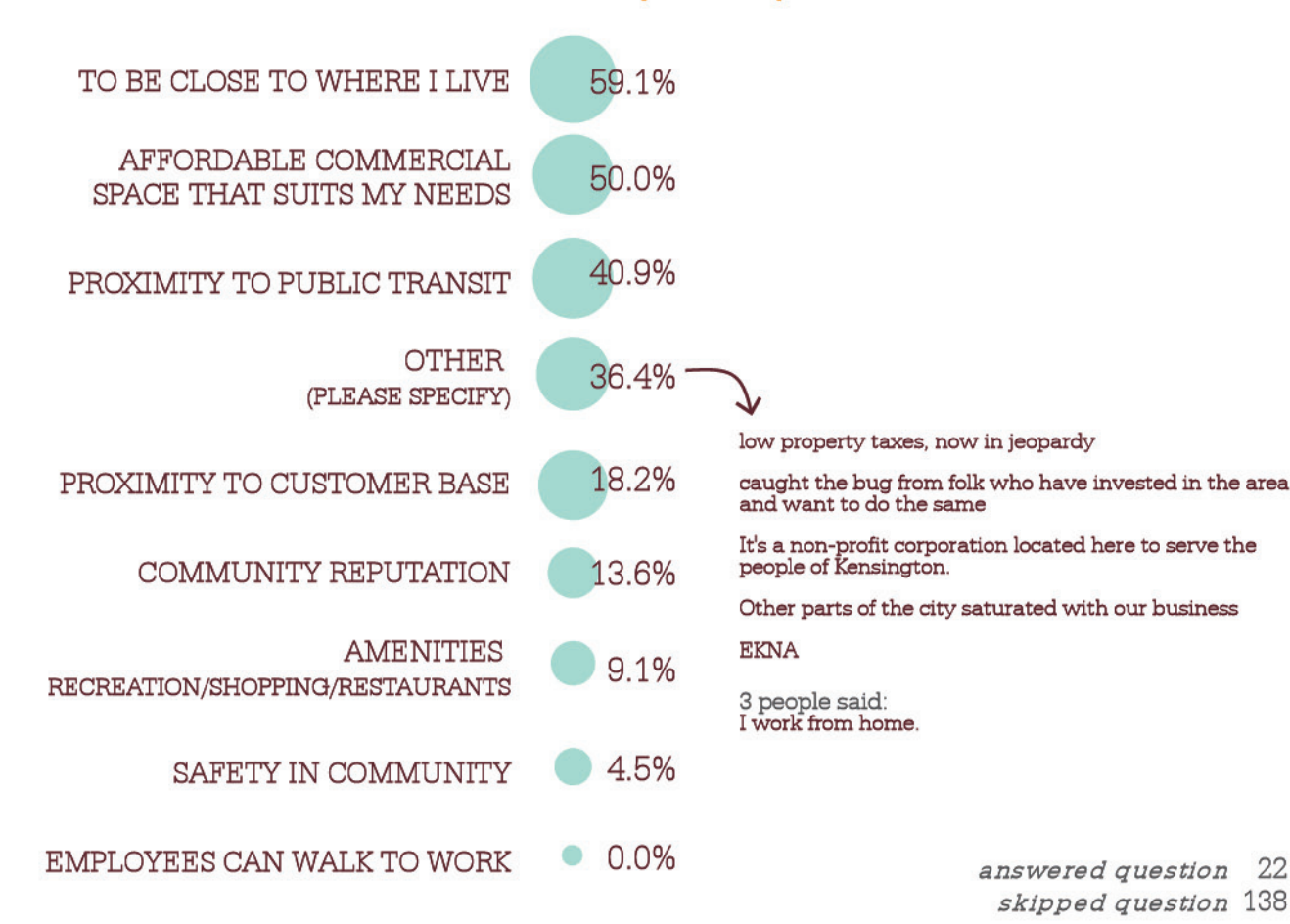
15. IF YES, WHERE DO THEY COMMUTE FROM?



16. HOW DO YOU AND YOUR EMPLOYEES GET TO WORK? [CHECK ALL THAT APPLY]



17. WHAT ARE THE MAIN REASONS YOU DECIDED TO OPEN YOUR BUSINESS IN EAST KENSINGTON? [CHOOSE 3]



COMMUNITY SURVEY RESULTS

18. WHAT IMPROVEMENTS WOULD YOU MOST LIKE TO SEE TO ENCOURAGE WALKING OR BICYCLING IN EAST KENSINGTON?

BETTER SIDEWALKS 58.7%

CROSSWALKS 24.9%

MEASURES TO SLOW TRAFFIC 28.6%

BICYCLE LANES AND BICYCLE PARKING 72.0%

BETTER LIGHTING 60.3%

OTHER (PLEASE SPECIFY) 24.9%

better 'looking'. presentation, packaging, and advertising is key. better looking facades, fewer barred and gated windows, more artistically rendered trash cans and bike stands.

bicycle signage especially on frankford

Bike Parking is gigantic. Bike lanes are good too, but not necessarily on big, fast moving roads. Keep the speed difference between bikes and motorized traffic low, and there will be fewer issues.

cars not on sidewalks

Clean it up! The litter and trash is horrible! We need monthly or semi-yearly volunteer clean-ups.

Clean streets and sidewalks

Cleaner streets

Biking is pretty easy in our part of town, I'm OK with the way things are.

debris cleanup

definetly no bike paths on frankford ave

bike lanes!

frankford ave is such a busy street and needs to have bike lanes in each direction

greenery

I must reiterate better sidewalks, especially on Frankford north of York.

I think one side of frankford Ave Parking should be bike lanes going in both directions

I would love to see a speed-bump on Hagert at the Playground - cars do not respect that children are entering and exiting the playground and speed down our block.

Improved safety from crime, but not sure how.

improving playgrounds

Keep cyclists going the right way on one way streets. They are giving bikers a bad rap.

Less crime, drug addicts, needs to be safer and cleaner

less huge vacant lots

Less trash (discouraged when I clean up b/c of neighbors treating the streets like a trash pile)

Litter cleanup

More bars, coffee shops, restaurants, specialty stores concentrated on Frankford Ave

More Bicycle Parking

more eyes on the street; more people on the street

More housing too many empty lots

More police presence to dissuade criminal activity- more lighting especially in the parks!!! In the dark they attract drug activity.

More stop signs and/or traffic lights on Frankford Avenue. Police enforcing rules. Cyclists using existing bike lanes appropriately (i.e. not going the wrong way in it and putting me on my bicycle in danger). Did I mention the police actually enforcing the traffic laws that we have on the books (for cars, bikes and pedestrians).

Police foot patrols

Police presence (Bicycles) and Trash Cans/Clean Streets/Sidewalks

public trash/recycling cans

regular street cleaning by the city

Safer streets (address problems with drug use, drug selling, brothels, etc)

sharrows, bike lanes painted a color that differentiates it from the driving surface

sidewalk on west side of frankford is obliterated just north of Atlantis

The neighborhood clean ups are a start, but it is still not exactly a "nice" walk in this area.

The SEPTA buses and trolleys completely disregard pedestrians and traffic laws, they turn right on red lights and race up and down the center lane as if it were a driving lane. This is very dangerous for pedestrians and bikers.

there is not enough bike parking. Bike education for auto drivers who constatly think they have the right of way

trash cans

trash clean up ; development of abandoned homes/lots

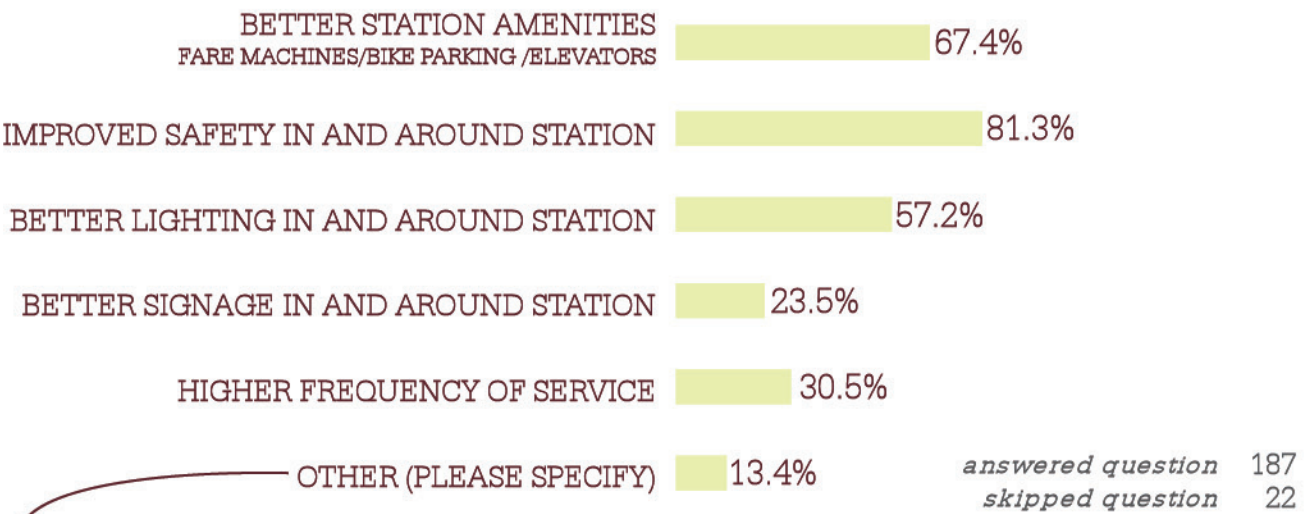
Trash pick up!!!!

Trees

utilization of huge vacant lots/empty warehouses, fix frankford/york/trenton intersection, bike lane on frankford!

COMMUNITY SURVEY RESULTS

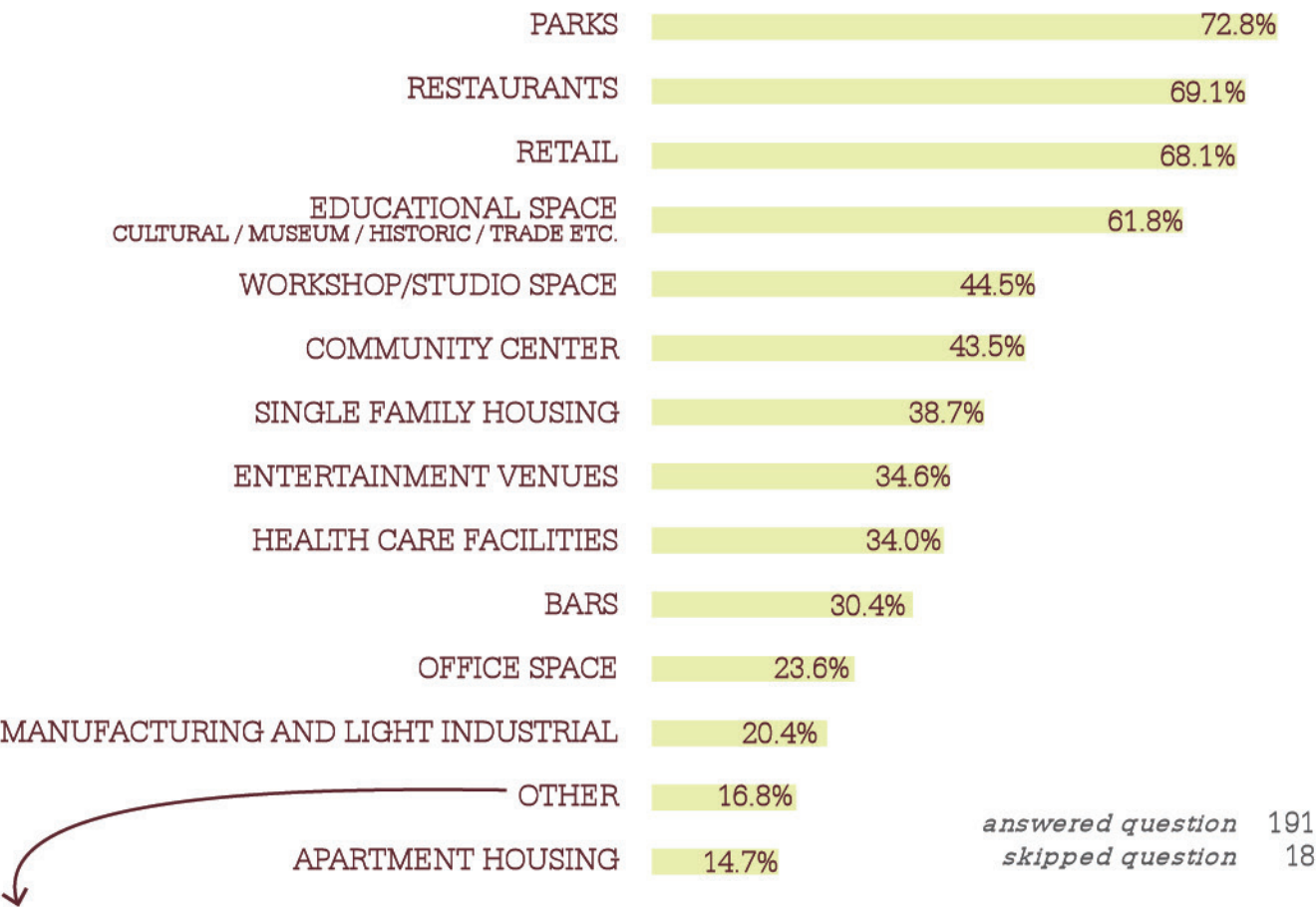
19. WHAT TRANSIT IMPROVEMENTS WOULD YOU MOST LIKE TO SEE?



- More buses that head into center city!
- better cleanliness of station
- Waiting for the A train in the morning sucks
- Extension of service hours
- Septa employees who aren't rude or gruff.
- train stops on frankford!
- SEPTA sucks...you should be able to get tokens anytime on either side of the station
- card swipe kiosks for daily rides; end of tokens; cleaner on street level
- reliability
- better regard for traffic laws and better enforcement
- The El's been pretty bad for the past two days, but it's usually really good. No complaints for me.
- cleanliness
- late running trains...until 3 am
- The elevators as is are not reliable, making it difficult with a stroller.
- I would like a bus shelter at the Frankford and Sergeant I think a local artist could design something really cool
- Safe pathways to EL
- increased security such as the Somerset stop and 9th and Berks Temple stop
- More public garbage receptacles. Donation of plastic bags kept nearby for people to use for dog clean-up would be great. I feel like our neighborhood puts the filth in Philthadelphia.
- less drug trafficking on dauphin and Jasper
- Better trash collection
- Police Presence and Cleaner Streets/Facilities
- Increased frequency and/or easier way to get to Girard el stop
- cleaner
- what century is this city in? why cant SEPTA stations have token machines or why cant those over paid people who work the booths give change? WAKE UP! This is the 20 th century! Youre still behind- it is NOW the 21st
- Cleaner and Better-maintained EL stations

COMMUNITY SURVEY RESULTS

20. WHAT KINDS OF DEVELOPMENT WOULD YOU MOST LIKE TO SEE MORE OF IN THE NEIGHBORHOOD?



9 people said:
grocery store or food coop

3 people said:
affordable senior housing

3 people said:
quality schools and day care

3 people said:
community space

improved existing public spaces

Parking - it is hard to park in the neighborhood

Urban farming

organized sports/activities for kids and adults - community center

We are underdeveloped. We need more of almost everything.

Cluster of stores on Frankford that sell handmade items, locally made. Vintage shops, Tool rental, wood and metal workshop rentals.

transportation on (at least) 1st friday events.... see below.

Clean up of empty lots; rehab or removal of abandoned and dangerous buildings; concerted effort to curtail stray/feral feline population; cleaner streets

all of the above, I guess.

The livery stables on Trenton Ave rebuilt to the 1800 era and put into the historical buildings list. That livery stable is the last of its kind in this neighborhood.

Community gardens, intelligent usage of vacant land

Coffee shops! Good coffee shops. You should offer existing coffee houses incentives to open a second location up here

Investment in green space infrastructure such as making the sit of the Boston street fire a park dedicated to the firemen who lost their lives or the surrounding lots that would make a significant contribution to the area.

I would love to see the parks and community rec centers be really invested into. I have visited or participated in them briefly, but we do not feel comfortable allowing our children to play in fields and courts where broken glass and worse litters those areas. I very much respect and appreciate the efforts of those who work and serve at the Rec Centers, but until the behavior of those trashing these areas changes we just can't expose our children to those hazzards. On a different note, I think an Urgent Care facility in our neighborhood would be great as well as a continued variety of restaurants and other stores that continue to bring a diversity of offerings to the area's consumers.

community space, places that don't require spending money or buying things

trash clean up ; development of abandoned homes/lots

bulletin boards, gardens, an apothecary, the coop (pick a spot already), more places where new and old residents feel comfortable intermixing!

exercise space

bakery

I want to see the area grow, but it doesn't need to be another northern liberties in terms of dense retail/bars. Make it an area that services families needs and you'll see families stay. We have many unofficial parks/vacant lots... maybe too many to maintain... but I'm not sure that we have any large real ones...

small entertainment venues, healthy food options, chicken coops!

COMMUNITY SURVEY RESULTS

21. WHAT WOULD YOU LIKE TO SEE IMPROVED IN EAST KENSINGTON OVER THE NEXT 5 YEARS?

answered question 148
skipped question 61

the rundown abandoned look of it

Parking, shopping malls, restaurants, daycare, block parties do that neighbors get to know each other and socialize

A lot less trash in the streets, more of the community gardening, some nicer corner stores that have a real convenience factor (like fresh produce and an ethnic aisle). Better sidewalks so I can stroll my baby around. Maybe some free mommy and me classes or baby activities.

Less crime activity like car/house breakins. More focus on the drug/prostitution problem that usually leads to these crimes.

affordable senior housing

Do something with the massive vacant lots created by the 3 major fires (2000, 2010, 2012) right in my area

get the drug dealers off the corner's

Less Garbage in streets more trees more single family homes

Lowered crime!

I would like to see people instilled with a sense of pride- at least enough to clean up after themselves.

I would like to see a community-based education program to prevent litter on the streets. Seeing all of the bottles and trash on the ground is sad, especially since it will flow to the Delaware River.

few abandoned houses, lots of trees

safe places for children to play

General safety in the neighborhood.

Please limit the number of clapboard condos that are going up everywhere - the average home owner can't afford this new construction + it's brought a lot of out of towners to the area - and they don't care about the people who have been here.

MORE GREEN SPACES. LESS CONSTRUCTION. NO HOTEL. Tell the yuppies to go back to the suburbs.

Positive use of vacant buildings/lots

More green space. It seems every bit of space is being bought by developers.

Continue opening small businesses & galleries on Frankford Ave. Improved dog parks and playgrounds would be great.

And I ride my bike a lot, but riding on Frankford always makes me nervous because of the lack of a bike lane. A designated bike lane somewhere through the neighborhood would be awesome. I participate in the Greensgrow CSA, but I buy the rest of my groceries from the Italian Market...it would be amazing if there were a permanent open air market with meats, cheeses and veggies.

Litter and Crime

Cleaner streets; more development east of Cumberland

less vacant homes, better use of open space

Less crime, more development.

Less stray cats and blighted properties fixed up. Arts-Galleries, studios, etc Schools. We need a good school to send our children or we're leaving the city & I don't want to leave the city. Kids education comes first

Filling the vacant lots with single family homes/gardens/parks. Better school options!

less vacant land, increased safety, more commercial activity, light industrial uses

Less Crime, Much Cleaner and Friendlier.

Improving schools

I wish there were better schools in the neighborhood

Improved neighborhood watch programs (such as River Wards Crime Watch) and regular programs to remove all of the garbage all over the place. The NKCDC can't do it all by themselves.

I would love for east Kensington to be a vibrant, green, family oriented community that is progressive and culturally driven. I would also like to see a young professional community nurtured and supported as well.

More child-friendly, meaning pedestrian friendly.

small businesses on frankford ave near lehigh, fresh food access w/in walking distance to frankford ave/lehigh, businesses that encourage intellectual & entertaining pursuits - used bookstore & music(instrumental) store. No more dollar stores, no fast food restaurants.

Closer access to groceries

More people, more buildings near transit, better use of existing open space, using the growth and increased density to promote better use of open space to complement the additional density.

I would like to see as many green spaces preserved as possible. We have a unique opportunity to live in the city but still have access to land for community use like gardens and parks. That will go away if we let it all get developed.

Empty lots eliminated, especially ones where people are squatting and that are already owned by the city.

Pedestrian lighting, not the typical street lighting, increased tree cover, sidewalk improvements, one large park not numerous pocket parks.

SAFETY, reduction of crime (drugs & prostitution), continue development, PARKS!

In general, I would like to see the safety and cleanliness of the neighborhood improved. I'd like my block to be a safer and quieter place at night. More green spaces with amenities like benches and trash cans would be very welcome, as would community garden space. While I own a home, I rent an art studio in Viking Mill, and I do have concerns about being priced out of studio space in the neighborhood.

Less open air drug deals

Less litter. More trees and green spaces.

Smart development around York St station. Something to make up for the total loss of one of the neighborhood's best assets for mixed-use development on Trenton Ave... A plan and funding for specific green spaces to be maintained and smart private development on the majority of them. Connecting and encouraging the use of Norris Square Park. It's our own Rittenhouse park... Nobody that lives within a few blocks of Rittenhouse complains that there is no park nearby.

Law enforcement for parking at commercial establishments, sting operations for illegal dumping and arrests for dirt bikes and ATV's on the street. Building standards for new and existing houses that prohibit stucco on the front and other aesthetics.

Cleaner streets and sidewalks. Vacant lots improved upon. More improvements on Frankford from Coral to Lehigh. More trees on streets that are needlessly wide like Trenton and Lehigh. Less crime....burglaries. high school on coral moved out of neighborhood...kids are destructive and not from neighborhood

Safety

Litter! Abandoned lots with trash, slumlords, more trashcans, parking? More residents, mixed use building space

Improved access to goods and services, like those mentioned in question 16; continued efforts to improve safety/reduce crime; improved cleanliness (it's quite dirty); more maintained green space/gardens; better schools (although I don't have children) policing and a cleaner safer neighborhood

Crime.

1. i have an idea for the 'FAAB Bus' the Frankford Ave Arts Bus that shuttles First Friday goes from Girard to Lehigh so that folk can visit all the events along Frankford - for free.

2. also- as stated previously- incentive (in what ever fashion) to make the stretch from Girard to Lehigh more appealing/ attractive.

Safety

Continued efforts toward safety and attracting a strong resident base to help re-invigorate the area.

A redevelopment of Aramingo Ave into a higher quality shopping/eating destination would make a HUGE difference though I know its a tall order.

Abandoned buildings and lots replaced by community and family oriented spaces and activities, safer and better lit streets.

Less crack vials, more bike lanes and a grocery store. decrease in litter!!!!

I hope to see the addition of amenities that will make EK a more livable neighborhood, such as a grocery, drug store, etc. Overall safety, stronger police presence. Cleaner streets. Get rid of drug dealers

1) The rapid and thorough elimination of drug dealers. 2) a food co-op, 3) permit parking

More police action against those that: graffiti the neighborhood, do not pick up after their dogs, do not obey traffic signs, litter, make noise late at night, etc. The basic quality of life issues.

Less stray animals

Reduced crime

Cleaner streets

More pocket parks or green space

Something done with the several vacant lots esp the "fire lots" from 2000 between York and Boston/Boston and E. Hagert along Coral; also dilapidated buildings and abandoned houses everything

Making sure that all receive this kind of survey...not all have a computer. More establishments that move into the neighborhood make use of local newspapers, like e Spit to advertise; and or offer special rates/discounts for neighbors who live here.

Make funding available for local professionals to purchase retail space to open locally-owned restaurants, etc. Usually it is outsiders who can afford to buy here and open a business. There are long-time professionals (young ones) who would like to open a business here, but cannot afford it.

Bike lanes on Frankford may be too much to ask, but would like more of them somewhere. Delaware Ave north of Cumberland, perhaps? More Asian food options. More community based income generators, retail, hardware store,etc.]

Would love to see more attention from city services in repaired sidewalks, better street lighting for safety, elimination of blighted properties through renovation/demolition/re-attribution. New owners, new visions, new green spaces, etc. Conversion of existing spaces is as important as new construction.

More trees and green, open space; safe bike lanes to/ from neighborhood and the river/ "bike arteries" around the neighborhood (and to access Frankford Ave and York businesses but to avoid pedaling ON Frankford or York - unless York could be redesigned with a green strip as a median?) and to Berks and York EL stops. And thanks for sending out this survey!

I hope the fast growth of Ikea, block-style condos doesn't continue. More respect paid to historical neighborhood character.

Trash and recycle cans installed on streets within neighborhood.

Development has been growing and is wonderful; would love to see cleaner streets and playgrounds/parks

More sustainable living.

More green spaces and gardens.
The car lot at Trenton and Dauphin disappear!
- put trashcans on every block
- bike lanes on frankford ave and york st
- control dog litter - dog droppings on the streets is a frequent scenery

Better schools!!!

Vacant houses to be purchased and improved.

Access to good quality food (both groceries and prepared). farmers markets. Arts events. Community clean up days. I would like to see more Police walking the neighborhood for added safety and protection.

Less crime

Safer streets at night, grass space, dog park, restaurants locally owned and independent,

EK is a great place to live, especially b/c of the access which the EL brings to the rest of the City. It would be great to see additional retail and restaurants to dovetail with the residential experience.

Stigma/reputation

Less of an emphasis on making it hip and trendy, and more of an emphasis on making it a safe and affordable neighborhood for families. Integration and tolerance between old Kensington residents and the new ones. And a commitment to really addressing some of the social problems we're currently dealing with rather than just ignoring them.

Clearing and development of abandoned lots and buildings. A clean grocery store. Trash cans on the street.

I would like to upon the availability of affordable housing in redeveloping portions of the neighborhood.

Better schools, MUCH reduced rate of drug use, prostitution, squatters, and factory fires. More availability of healthy food (KCFC open!), safer parks, dedicated green space.

I would love to feel safe walking to the York-Dauphin and Huntingdon stations after 9am-3pm.

Secure vacant buildings

Better lighting on way to the Berks metro stop

Small scale development (no blatstein or Starr projects)

East Kensington needs places to work, and better schools. If Phila wants to see sustained improvement, it has to have a place for the yuppies to work, and a place for them to send their kids where they can get a good education and not worry about their safety. Otherwise, all this 300k house development will just house people for 3-5 years, and as soon as they pop out a kid, they'll move to Cherry Hill. You know it's true. Get on this, Nutter!

The number one issue is drug related criminal activity. We need less street level drug activity (sales, usage, etc). EKNA, FNA, NSCA and NKCDC to focus more on the redevelopment of the Front St Commercial Corridor.

Clampdown on drug selling/activity.

Less trash and crime

Better planned development as far as housing.

Development in whichever way of the vast barren blocks, parks and living space, as we need people there (living) to make it safer. Not just open space.. Many must walk by there to public transport it is now very unpleasant. Also, less garbage all over the neighborhood. More places to walk to, generating more foot traffic, making it safer in numbers.

Overall sense of integrated community. Everyone is still so separate. We need unification.

Decrease in vacant lots

The mega lots improved and the walk to/from York-Dauphin become better lit and safer.

I would like to see more people taking care of their properties, a safer neighborhood, places where kids can play, continued growth of housing and culture.

Improve lighting and parks doing something about the vacant land and dilapidated properties, make it more biking and walking friendly bike lanes would make a huge difference

More centrally located parks that serve people of all ages. A really great dog park. More trees. Less drugs

Use of vacant lots - instead of collecting litter, they should be used for public recreation (benches, tables, etc) or as wildlife restoration (wild flowers, bird sanctuary/nest area, etc.)

also - there need to be more public trashcans, more dog poop/litter bag stations, and better signage for cyclists and pedestrians directing them to SEPTA and local parks Safety, and stopping semi-trucks illegally accessing E Kenso streets to get to the Cousins warehouse at Coral/Susquehanna.

It's essential to create and preserve affordable housing options so as not to displace large portions of the existing community. A community garden, get rid of the MAJOR rat problem from the recycling/salvage places and a flipping coffee house!!!! Better safety and more consumer business (shopping and restaurants)

I would like it to be a cleaner, more well-tended area. Less garbage and empty buildings.

I enjoy the direction East Kensington and Fishtown are going, it would be nice to see more of the opportunities and small businesses that have already begun to flourish and do well!

The “gaps” filled; positive, active, diverse uses on all land
Green space and food! While I would like to see much
community development of the area, the biggest issue is green
space. Other neighborhoods that are thriving have a good
park system as a common denominator and I dream about us
having real growth trees in parks that my family can spend
hours in (not worrying about needles). Additionally, we need
access to good health food options such as KCFC and other food
commerce with subsidies for the corner stores to carry healthy
choices. I’d love to see investment in the existing businesses
that are here rather than just bringing in new business but
tax incentives for new business development as well and city
investment in cleaning.

Cleaner streets, better lighting. Small green spaces. A
playground that won’t require tetanus shots before/after.
More community activities to bring the old and new guard of
residents together, akin to the GreenGrow Fest in October. Also,
a strong social media presence for community groups.

Safety, reduced drug activity, and trash pickup

I’d like to see the Kensington Co-op in an actual building

Safety, noise pollution, green space, more businesses

Retain open space

Venues that can build relationships between new residents
and long time ones.

As mentioned above, an overhaul of our parks and rec centers,
which I know requires more than just funding and manpower...
So opportunity and engagement of the youth/young adults and
their families who don’t understand the civic value of green
space/community space I guess is equally necessary. (Each
time Pop’s gets a fresh coat of paint, in turn new profanity
and crass drawings appear on the playground equipment.
Not to mention I’ve seen teenagers openly urinate directly
across the street -- and it is never those using the skate park.
On the contrary the skaters are very polite generally, but then
again they’ve been successfully engaged and encouraged in
their interests by way of a park created for them.) At Cione,
while my children participated in an outdoor rec activity, I
witnessed a large group of teens/preteens drinking cases of
beer a couple hundred feet away in the field there before noon.
This was after we arrived at Cione to find things written in
feces on the court where my children were scheduled to play.
I did call the police, but was cautioned by multiple people not
to as others were seriously concerned about our tires being
slashed in retribution as apparently that isn’t unusual... and
the overwhelming opinion was that the police have given up
on addressing things at Cione and the other parks because the
families of the youth regularly creating trouble do not care.
As a mother of 3 young children, I hope to see this change
for my own family, but also the other neighborhood families
-- including those who allegedly cause these issues and “don’t
care.” While my desire to be engaged in the community
certainly outweighs my actual involvement, I do want to thank
you and all those who make any effort with you to develop
and improve our neighborhood. I am well aware that your
investment directly impacts and benefits my family and our
immediate neighbors - and I greatly appreciate your care and
passion for East Kensington as well as your humble request in
this survey for the opinions and feedback of the community.
Very thankful that we have you here!

I would like to see the existing open space preserved, and
development to be strategic and community focused. I would
like to see an end to the poverty in our neighborhood that are

the root of most of our problems, and an increased focus on
helping each other out and building a resilient community.
Better connection between South of York and North of York
neighborhoods.

Productive use of our vacant land is #1. I think that would also
lead to improved safety.

Also, improved schools.

Less vacant land, measures to lower crime, more public space,
less garbage on the street, continued involvement from EKNA

I’d like to see some of the blight -- abandoned houses, litter-
filled lots -- cleaned up and more businesses that provide
the services that would keep me neighborhood-bound on
weekends: a mid-scale grocery store, a liquor store, etc.
dedicated garden space

Please slow the building of homes. I’d love to see some rent
control and limiting of open space going to sheriff sale that
is then scooped up by developers. Protection of open space.
Development of smaller spaces to food production. An
organization that facilitates conflict resolution. More block
parties, more potlucks. Sweetened and condensed EKNA
meetings that attract and maintain the attention of the general
public.

Crime

Cleaner, more playgrounds

Improve the Front St / Kensington Ave corridor to increase
Septa ridership

Improve schools

Less drugs and drug related crime

Less vacant land, more recreational activities, more businesses.

Definitely a major decrease in illegal activity. The block of
Dauphin Street between the El and Coral is so dangerous...
there have been fatal stabbings, uncountable shootings, and
beatings all along there that really affect the way people
perceive Kensington!! Front street, too. That has so much
potential to be a unique storefront area.

I would like to see improved trash collection (specifically public
trash cans) and reduced incidence of illegal dirtbikes/quads
using our streets. The prairie developed as a park would also
be wonderful. Finally I would like to see the quality of the
schools improved.

roads and sidewalks cleaned up and banish all the drug
activity.

I am happy with the development of my neighborhood but
would much prefer all new construction to be for sale, not for
rent. We are building a community here and by nature renters
do not make lasting community. Thank you.

I would like to see EK become more like Fishtown and NoLibs.
Cleaner, Safer, nicer to look at, and with restaurants and bars
you would actually want to go to.

greener, cleaner, slowing of new construction

Safety, more retail, cleaner

Sidewalks, vacant land use, public trash receptacles
(maintained by the city), abandoned buildings addressed.

safety, safety, safety, litter/trash problem improved, quality of
public education, better interaction b/w old and new neighbors

less stupid looking new construction

A connective system within the community, maybe a jitney
system that takes people up and down Frankford during First
Fridays? A way to get to Girard el easily, that 5 bus is terrible to
wait for! Espresso kiosks on well traveled roads

Community centric development of open/abandoned lots.
There are no outlets for recreation for teens and young people
in our neighborhood. Turning a vacant lot into a mini golf
course, or ball field would be great.

Improved vitality along the El Line. Clean streets/more trash
cans that are maintained by the City.

Fix the crime and drug problems. Clean up the vacant lots,
make them into neighborhood parks- mini parks for kids.
Encourage businesses to move here while maintaining our
artistic culture. Usually it is-- out with the arts and in with the
businesses. Cant we have both? It would be lovely to see our
area keep its artists and encourage other artists to come here
to work and live. It might make us a “destination”.

Preserve what’s left of the rapidly-diminishing green spaces.

Initiatives to clean & contain the rivers of trash from the streets
& sidewalks.

In a perfect world, people would start caring about their
neighborhood- the people who throw trash around & are filthy
would feel some sort of reason to clean up- other than the new
people doing it all...

Less crime. More single family homes.

less crime, improved community spirit and awareness of
EKNA's efforts

More frequent policing of all streets - esp. of drug dealing, ATVs
and dirtbikes, and burglaries.

Regular street cleaning and trash cans (that are maintained)
on every corner. The trash and litter in the neighborhood
exacerbate existing quality-of-life problems.

More trees.