



North Delaware Riverfront

Rail Stations Urban Design Study

Philadelphia City Planning Commission

INTERFACE STUDIO LLC

Lager Raabe Skafte Landscape Architects
Jaskiewicz Transport International
Nina Liou

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Project Partners

Advisory Committee

Gary Jastrzab, Acting Executive Director, Philadelphia City Planning Commission

Bennur Koksuz, Philadelphia City Planning Commission

Bill Kramer, Philadelphia City Planning Commission

Michael Pini, Philadelphia City Planning Commission

Anthony Santaniello, Philadelphia City Planning Commission

Michael Thompson, Philadelphia City Planning Commission

Chris Zearfoss, Mayor's Office of Transportation and Utilities

Marilyn Jamison, Amtrak

Tania Nikolic, Commerce Department

Sarah M. Thorp, Delaware River City Corporation

Sara Belz, Delaware Valley Regional Planning Commission

Elaine Elbich, Pennsylvania Department of Transportation

Randy Wanger, Pennsylvania Department of Transportation

Patrick Starr, Pennsylvania Environmental Council

Carol DeFries, Philadelphia Industrial Development Corporation

David Fogel, SEPTA

Kasim Ali, Streets Department

David Dlugosz, Streets Department

Harry Engasser, Bridesburg Civic Association

Jacqueline K. Gallagher, Bridesburg CDC

Lou Halas, East Torresdale Civic Association

Louis Iatarola, Tacony Business Association

Stan Cywinski, Upper Holmesburg Civic Association

Fred Moore, Holmesburg Civic Association

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Consultant Team

_INTERFACE STUDIO LLC

Lager Raabe Skafte Landscape Architects

Jaskiewicz Transport International

Nina Liou

Printer

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Executive Summary

Project Background

As post-industrial cities across the country have lost population, the traditional services and amenities available to remaining residents have declined as well. Cities fortunate enough to have an extensive public transportation network were also forced to evolve as more and more individuals chose the automobile over bus and rail. The result was a fundamental shift in how cities are experienced and used.

The past decade has ushered in a new era of optimism for cities. Fueled in part by a national housing boom and the increased time spent in traffic, families have been choosing to live in urban areas in greater numbers. Transit-Oriented Development (TOD) plays a critical role in this dynamic. Broadly defined as an approach to leverage the value of public transportation, TOD advocates for building density around rail stations thereby fueling greater transit ridership and reducing traffic congestion. With these objectives, TOD builds upon the very characteristics that makes cities unique – a mixture of community services, housing density, social and economic diversity, urban ecology, and effective transportation options. Nationally, TOD has become the centerpiece for large revitalization projects from Oakland to Atlanta. In Philadelphia, planning for TOD is underway in Mt. Airy, Germantown, Frankford, West Philadelphia, Temple University and this study.



SEPTA's R7 Northeast Corridor Line connecting Center City Philadelphia with Trenton, New Jersey



Five station areas, many communities - linked by river, rail, and a common industrial past

This Study is focused on the opportunities and challenges facing five stations along SEPTA's R7 regional rail line, which connects Center City Philadelphia with Trenton, New Jersey. The five stations – Bridesburg, Wissinoming (currently closed), Tacony, Holmesburg Junction and Torresdale – each present a unique set of issues and constraints related to their existing uses, market pressures and transportation infrastructure. At the same time, all of the stations share much in common, including a proximity to the North Delaware Riverfront, which promises to change substantially over the coming decades. The guiding objective of this project is to transform each station into an active, community resource that serves the needs of and encourages increased rail ridership by existing and new residents alike.

The drive to accept this challenge is fueled by a number of organizations and stakeholders united and committed to emphasizing the need for sound transit-oriented planning in Philadelphia. This work is funded by the Delaware Valley Regional Planning Commission's (DVRPC) Transportation and Community Development Initiative (TCDI). This program promotes thoughtful and proactive community planning that actively addresses transportation issues and leverages transit resources. The Philadelphia City Planning Commission (PCPC) initiated the project and administers the funds, overseeing the work, and bringing together a wide range of interested and knowledgeable partners in the form of a project Steering Committee to help guide, support, and ultimately implement the plan that emerges from the Study.

Existing Conditions

The greater northeast and this study area in particular is characterized by very low public transportation ridership with over 70% of residents driving to work. The mode split of residents and use of each R7 station changes from one station to the next. Generally speaking, the farther north the station is located, the larger the number of riders it has but also the more limited range of viable transportation options. Torresdale Station, for instance, has over 1,700 riders per day, far more than the next busiest station - Holmesburg Junction - which has less than 1,000 riders per day. But while Torresdale is fueled by commuters who park and ride, 86% of residents drive to work - the highest percentage in the study area. This is despite the fact that driving to Center City from Torresdale takes longer during peak traffic times and is more costly.

On the opposite extreme, Bridesburg has only a little over 250 riders per day which is the lowest in the study area excluding the Wissinoming Station which is closed. But at the same time, Bridesburg is afforded viable transportation options with more residents choosing to take the bus, el or in many cases, both. The R7 stations in the northeast, therefore, face competition not just from the ease of driving but also from other modes of public transportation.

For these reasons, residents in all neighborhoods noted that many of their neighbors are simply unaware that a station even exists within their community. This is not surprising given the local culture of driving and the land uses immediately surrounding each station. Two of the stations - Bridesburg and Tacony - are surrounded by a mixture of parking lots, vacant lots and underutilized land. There is significant development potential in these locations that could serve to reinforce and leverage each station. But even the Wissinoming, Holmesburg Junction and Torresdale station areas lack the density of use and activity that would make them centerpieces to each community.

Despite the myriad of challenges facing the future of the R7 stations along the North Delaware Riverfront, significant changes are on the horizon that must be nurtured and planned for in the context of TOD. The riverfront and creeks have been rediscovered and new recreation trails are proposed along the North Delaware River and Frankford Creek. Pennypack Park on the Delaware is set to expand north and there are over 3,600 new housing units proposed along the water. The housing development, focused on large sites in Bridesburg, Tacony and Holmesburg Junction, is a significant opportunity which will bring new residents, and new rail riders, within a 1/2 mile of these stations.

In addition to these future riders, the area must take steps to capture the largely untapped potential riders that currently live and work in the area. Large factories, concentrations of businesses such as the Arsenal Business Center, public and charter schools, and institutions like Holy Family University all bring significant people to the area on a daily basis. Making the stations a more attractive option for these stakeholders as well as local residents undergirds the plan's recommendations.

Plan Objectives

The plan's recommendations were guided by the following objectives:

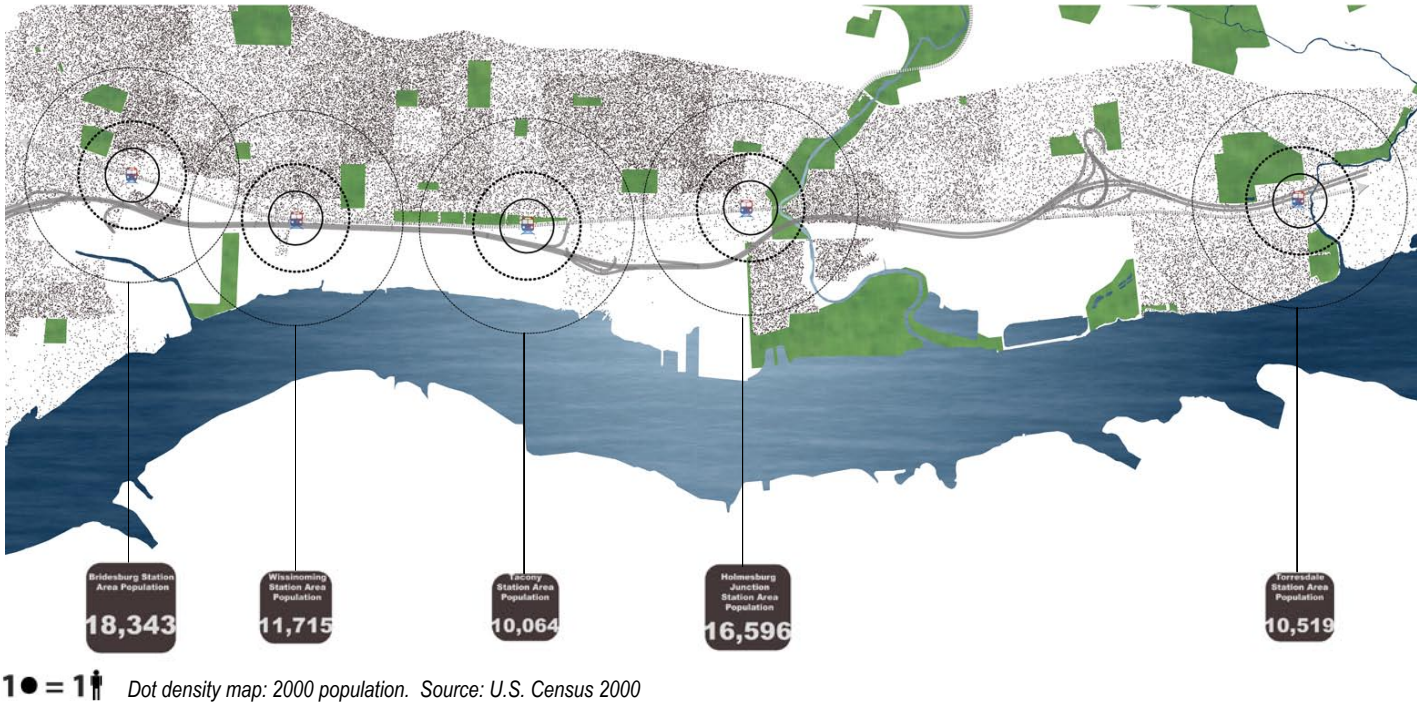
Connectivity: To improve the connectivity to each station and within each surrounding community. To identify where connectivity is hindered due to the existing street pattern, land uses, or other factors and pinpoint improvements for re-connection.

Mobility: To improve mobility choice and promote bicycle ridership and walking as well as transit use. To Determine what factors are driving local mobility choices and identify improvements that will foster a greater range of transportation alternatives.

Development: To heal the physical fabric around each station. To promote both density and a mix of uses around each station in keeping with the spirit of TOD.

Awareness: To elevate the awareness of local amenities, assets and new developments that should be fostered at each station such that they become loudspeakers for their respective communities.

Sustainability: To promote an environmentally sustainable future that places an emphasis on public transportation.



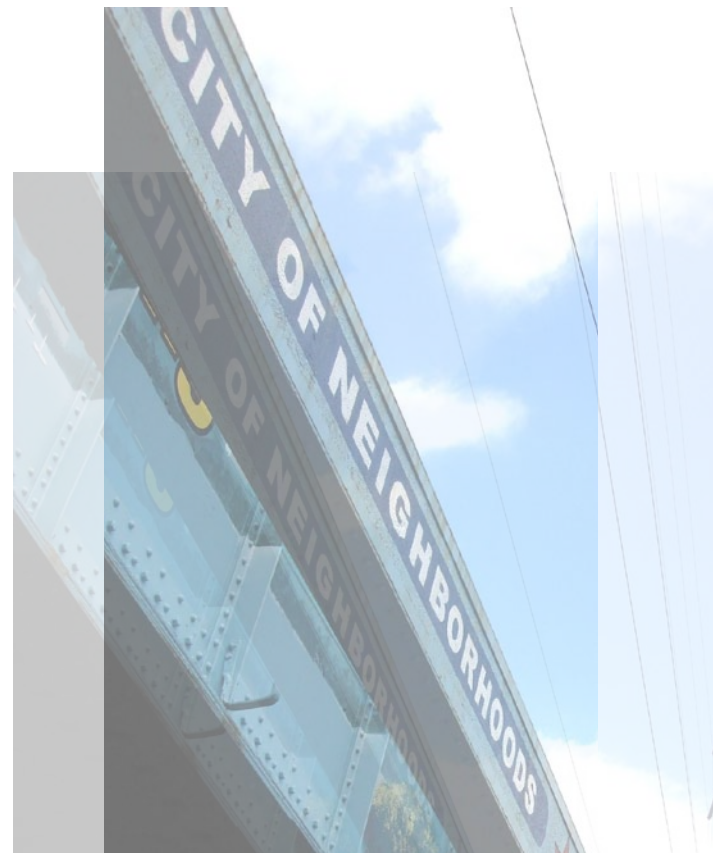
Corridor-Wide Strategies

To fuel the demand for rail services, the plan identifies a number of corridor-wide strategies to address the consistent issues facing each station. These include:

- **Green the Station Edges** - The berms and entrances around each station are not welcoming, unattractive and, at times, unsafe. An aggressive landscaping initiative to improve the image and visibility of the stations is needed.
- **Improve Safety and Security** - Many residents are afraid to use the stations because they are isolated, dark and rarely used. An effort to improve coordination between City, SEPTA and Amtrak police units as well as to physically upgrade lighting is necessary to win the confidence of riders.
- **Upgrade Station Amenities** - Shelters, benches, signs and other station amenities are in dire need of upgrading as a necessary component of improving customer service.
- **Improve the Connector Streets** - The east-west streets that connect each station to the surrounding community are often characterized by fast-moving traffic and a lack of pedestrian amenities. The study suggests slowing traffic and adding new tree plantings, signage, bicycle lanes, plantings and other street furniture to the connector streets. The idea is to promote these corridors as balanced streets for walking, biking, transit use and cars.



Potential landscaping improvements at the Bridesburg Station.

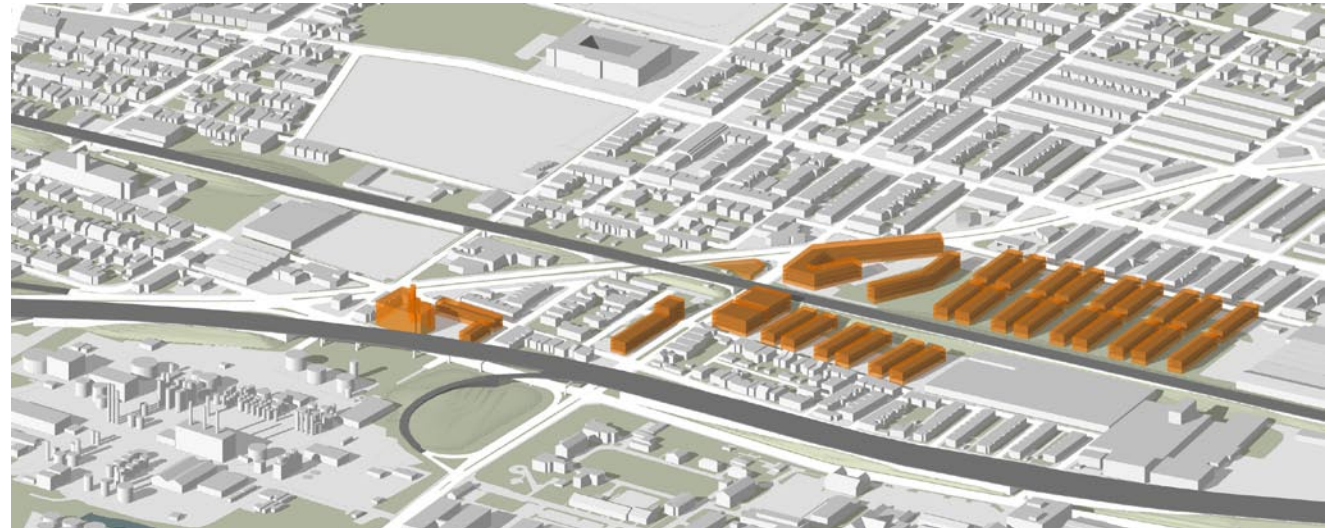


Station by Station

Each of the five stations evaluated in this study face unique challenges as well determined by the existing land uses, range of transportation opportunities and proximity to local assets. An analysis was undertaken that documented the land use patterns, building conditions, environmental issues, local street network, public transportation network and other factors impacting the use and potential of each station. A series of key issues were identified within an eighth, quarter and half mile distance from the station which generated recommendations for public improvements and potential development. Key recommendations include:

Bridesburg

- Create a new drop off area, parking lot and plaza for the station;
- Improve the bus waiting area;
- Enhance Harbison Avenue, James Street and Bridge Street with new landscaping at major intersections;
- Improve pedestrian safety at the Bridge Street and Harbison Avenue intersection and the Bridge Street and Tacony Street intersection;
- Re-configure Bridge Street to add landscaping, parking lanes and a bicycle lane;
- Redevelop the municipal parking lot for new housing;
- Redevelop vacant property along Bridge Street for a mix of uses including new housing and ground floor retail; and
- Explore the long-term development potential of nearby auto-oriented uses and undertutilized warehouses.



3-D model of Bridesburg showing potential development around the station.

Wissinoming

- Re-configure Comly Street to add landscaping, bicycle lanes and new lighting and street furniture;
- Improve the connections to adjacent stations by adding signage and bicycle lanes to Keystone and Tulip Streets;
- Improve pedestrian safety at the Comly Street and Tacony Street intersection;
- Redevelop the lot in front of the Quaker City Flea Market to accommodate housing and retail uses - encourage flea market vendor stalls to occupy Comly Street on Saturdays all the way to the River; and
- Explore the long-term development potential of nearby auto-oriented uses and vacant land extending along Keystone Street to the edge of the American Legion Playground.



Potential changes to Comly Street.

Long-term potential of the Tacony Station area showing a new riverfront street network, redeveloped Saw Works, reused warehouses and new development next to the station.

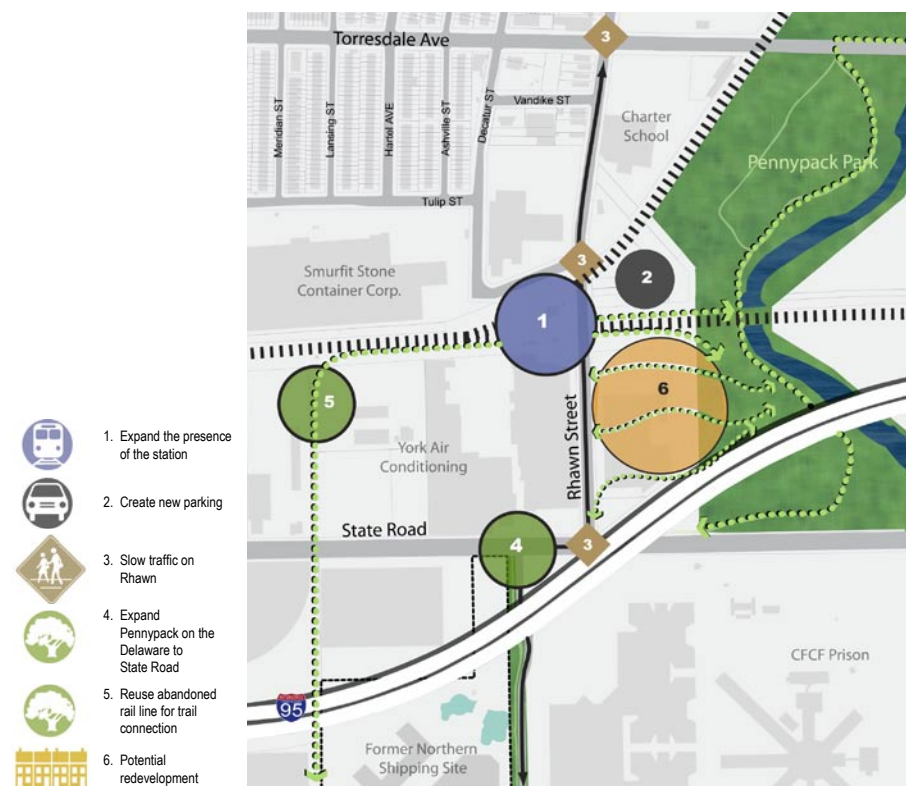
Tacony

- Improve the northbound station entrance with a new drop-off and waiting area;
- Landscape along the edges of I-95;
- Improve lighting in Disston Park;
- Create strong linkages between Longshore Avenue and the station with new signage, lighting, public art and landscaping;
- Extend Longshore Avenue to the Delaware River and explore the potential redevelopment of the Tacony Saw Works site;
- Create a new north-south riverfront street to connect the former Dodge Steel and Tacony Army Warehouse sites;
- Reuse the historic warehouses along the river for live / work space; and
- Redevelop property immediately east of the station for station parking, housing, office and retail uses.



Holmesburg Junction

- Improve access to the station with a new stairway and new kiss and ride space;
- Redevelop the vacant lot on Rhawn Street for station parking, a bicycle station and access to Pennypack Park;
- Create a landscaped entrance to Pennypack Park on the Delaware at the Rhawn Street and State Road intersection;
- Slow traffic along Rhawn Street by creating bulb-outs with trees in the parking lanes and marking the travel lanes for bicycle traffic; and
- Consider the long-term development potential of the one-story warehouse on the north side of Rhawn Street for a mix of office, retail and housing uses and to allow access to Pennypack Park.



Potential improvement strategy for Holmesburg Junction.

Torresdale

- Redesign the juncture of James Street and Grant Avenue as an urban, right angled intersection and formalize the existing bus parking areas;
- Calm traffic at State Road and Grant Avenue to improve pedestrian safety;
- Slow traffic along Grant Avenue by adding new stop signs near the station, creating bulb-outs with trees in the parking lanes, and marking the travel lanes for bicycle traffic;
- Create a Poquessing Creek Trail;
- Develop the front edge of the municipal parking lot along James Street for housing above ground floor retail; and
- Consider the long-term development potential of other uses along James Street and the possibility of consolidating mid-block parking.



Excess asphalt is to be used to improve pedestrian safety and urbanize the intersection at James and Grant.

The time is right to transform the Northeast Corridor stations into local and national models of transit-oriented planning. The City has recognized the value of its riverfronts through the New River City initiative and continues to plan for new investments in infrastructure that will help set the stage for change. Finally, a number of active grassroots organizations have effected real change in their communities. From Bridesburg to Torresdale, each rail station is poised to play a transformative role in the futures of surrounding communities. This Study is the first step in re-casting and amplifying the role of SEPTA's Northeast Corridor line in the future of the North Delaware Riverfront. A future where the residents of this area of Philadelphia have better access to their river and their city, and the entire region has better access to Philadelphia.



Implementation

Major Barriers

Rail stations fall under the jurisdiction and interest of many different organizations. While typically viewed as a SEPTA issue to address, TOD plans across the country have been sponsored and implemented by City agencies, non-profit organizations, developers, community organizations or, most frequently, some combination of all of these stakeholders. SEPTA's role in promoting TOD is, therefore, just one voice among many. Consistent and coordinate efforts by community groups and the City must be the driving force behind moving this plan forward.

In Philadelphia, SEPTA does not own major land holdings adjacent to the stations which has been a spark to redevelopment in other cities. Further, SEPTA leases space for their platforms from Amtrak which owns the stations and must coordinate activities with CSX which uses the corridor for freight traffic as well. These factors make TOD additionally challenging as any proposed redevelopment intended to build density around the stations will require the acquisition of privately held land. Although the site design approaches for each station sought to focus on vacant and underutilized property, coordinating the acquisition, disposition and subsequent development of land is a time consuming process. The best strategy is to first, make the stations real amenities and an asset to build upon and second, to focus public investment on nearby streets and intersection to leverage the presence of transit. These actions have the best chance of encouraging private investment and the redevelopment of key properties by land owners and/or developers.

The most important barrier to overcome in the study area is the identification of a project "steward." One entity or stakeholder is needed to actively pursue funds, coordinate agencies and work with political representatives. The stations have long been a forgotten or invisible asset in their respective communities, now it is time for an agency to step forward and re-vamp their image and role in defining the identity of the area. The Delaware River City Corporation (DRCC) is ideally suited to play part of this role in advocating for dollars for both streetscape improvements and development projects.

Other major barriers include inter-agency coordination, continued political support, and a lack of consensus on approach. This plan represents the first step in a very long process which will require a continued commitment from the many agencies that have come together to guide this work.

Implementation Approach

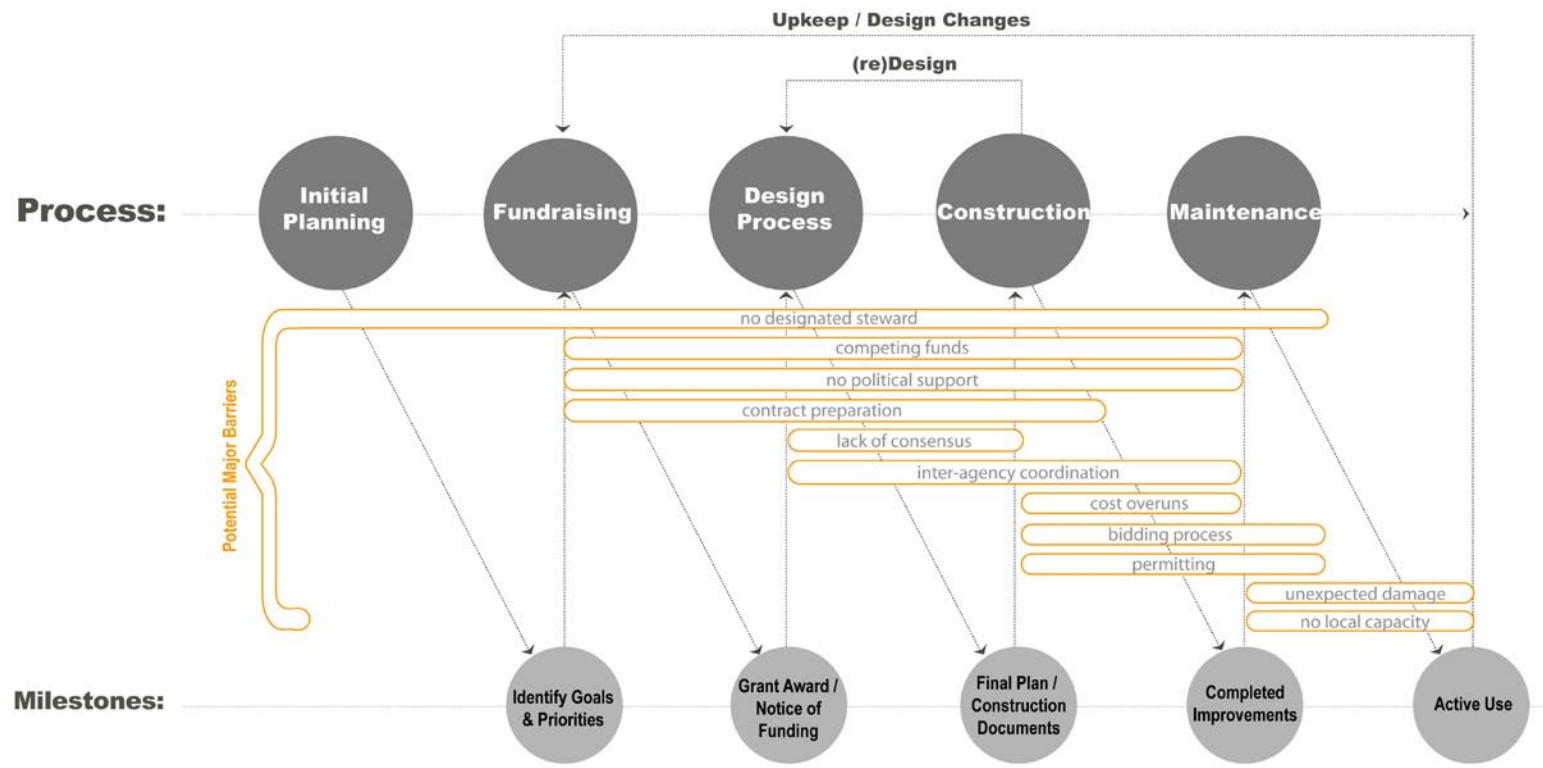
The recommendations in this document fall into three broad categories: Station improvements; Streetscape design; and Development. The Implementation Matrix organizes all of the recommendations into these categories.

Station improvements are centered around SEPTA / Amtrak coordination. For significant station upgrades such as re-grading or new shelters, ADA guidelines will be triggered making implementation more difficult and costly. SEPTA, Amtrak, the City and other partners must develop plans to both improve the station amenities and address ADA requirements. An ADA access strategy for the entire corridor, for instance, could focus ADA upgrades at stations where new ramps and other facilities are more feasible.

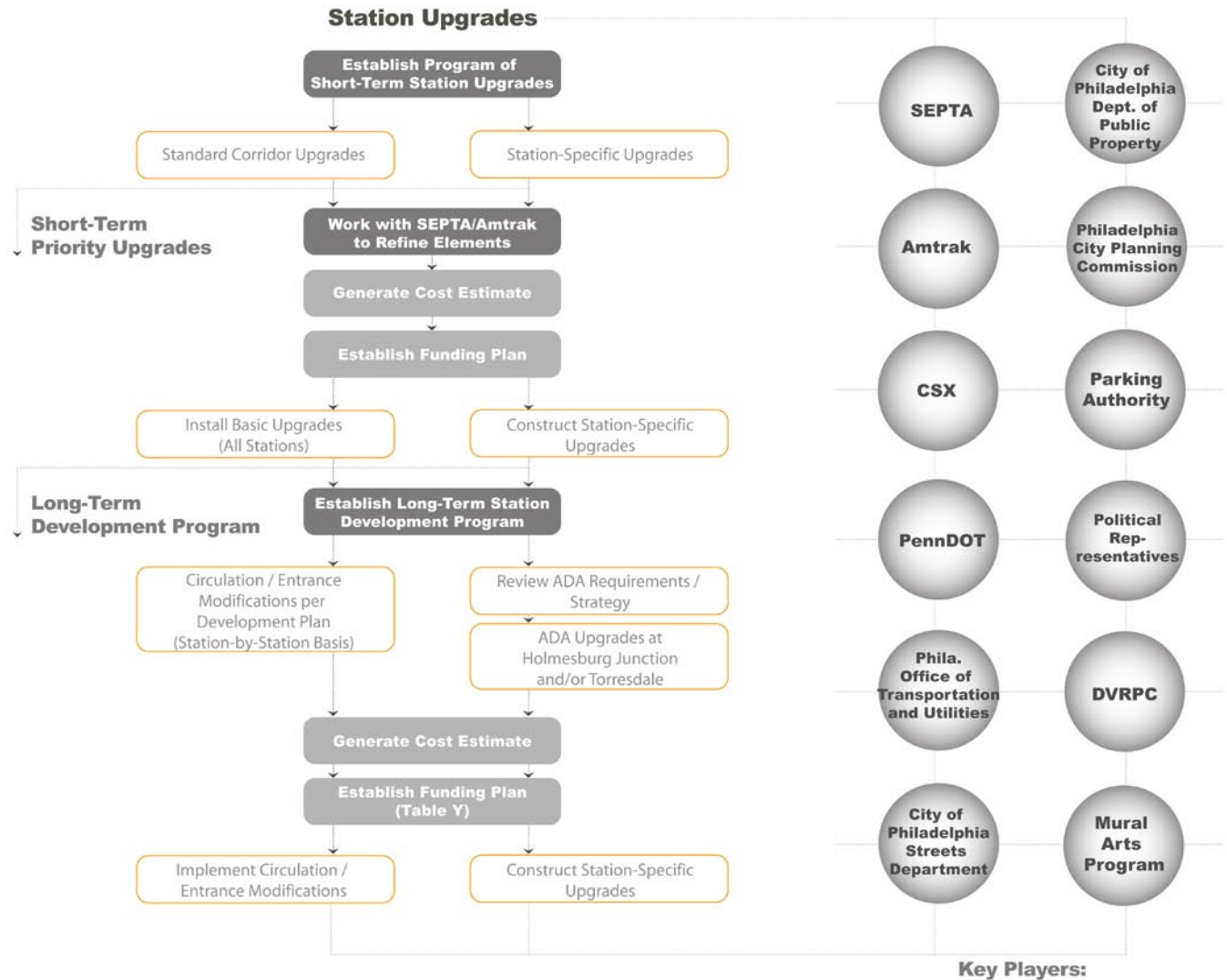
Streetscape improvements will be driven by a combination of City agencies, the DRCC, local community development corporations and political representatives. The first step is to form a coalition with clear goals that is charged with fundraising, overseeing the design process, implementing improvements and developing a long-term maintenance approach. There are many sources of funds available for streetscape design but many of these are competitive. A focused coalition including recently successful organizations like the Major Artery Revitalization Committee (MARC) which has implemented streetscape improvements on Torresdale Avenue will greatly increase the chances of receiving funds. The presence of large corporations and institutions in the study area should be encouraged to play a strong advocacy role and financially support the implementation if possible. The developers that are proposing to bring new housing to the river are also potential partners as an improved station and street environment will help the ultimate success of their developments.

This plan has identified key sites for redevelopment and tested those sites against specified design criteria. The following criteria should inform a future TOD zoning classification designed for some or all of the five station areas.

Planning process, milestones and examples of major barriers that impede implementation.



- *Zero-lot line development* – No setbacks and rear parking is encouraged.
- *Density should be encouraged and supported* – At stations, some developments are illustrated as tall as five stories. The ultimate height will be determined on a case by case basis but mid-rise densities of between three and seven stories should be encouraged within a 1/8 mile of stations.
- *Maintain ground floor activity* – All development should ensure that ground floor uses activate the street front. Retail uses, office space and entrances to homes are encouraged. No parking garages or blank facades should be permitted overlooking these critical streets.
- *Build Green* – All development should be designed to LEED standards using a range of tools to minimize stormwater run-off and conserve energy and materials.

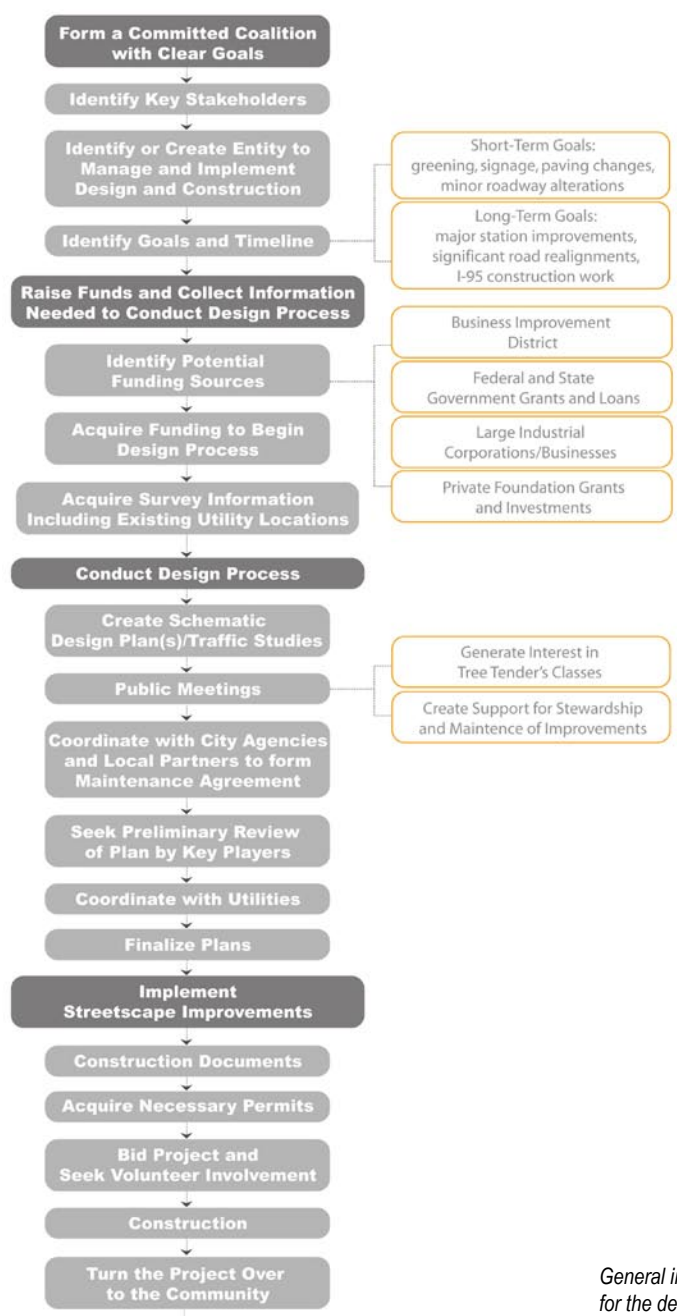


General implementation flow chart for the design and implementation of improvements at stations.

Streetscape Improvements



Key Players:



General implementation flow chart for the design and implementation of streetscape improvements.

Priority Projects

This plan identifies many long-term goals including major station improvements, significant road realignments and significant transit-oriented development. What happens in the next few years, however, will greatly determine the future success of the stations. For this reason, the plan also identifies a number of short-term strategies intended to change the perception and awareness of local transit in the study area.

The first and most important priority project is to present this work to each community group and local political leadership to generate further interest in the work. A regularly scheduled meeting with each community group twice a year should be organized to discuss the progress of the plan's implementation.

With regards to specific physical recommendations, the priority projects are focused upon greening, signage, station safety and minor roadway alterations to improve safety for pedestrians and bicycles. Priority projects were identified for each station and include:

Priority Station Improvements

- Improve station elements for the entire corridor (lighting, signage, benches, station shelters, etc.);
- Create an operating agreement between SEPTA and Philadelphia Police to provide seamless security at each station;
- Improve the alignment, materials and safety of access stairs for Bridesburg, Tacony, Holmesburg Junction and Torresdale;
- Create new crosswalks across Bridge Street at the station entry; and
- Extend station parking south between I-95 and the rail corridor at the Torresdale Station.

Priority Streetscape Improvements

- Improve the Bridge / Tacony intersection to slow traffic and increase pedestrian safety;
- Improve the Bridge / Harbison Intersection to slow traffic and increase pedestrian safety;
- Reconfigure Bridge Street by constricting traffic to two lanes and adding median plantings;
- Improve the intersection at Comly and Tacony Streets to slow traffic and increase pedestrian safety;
- Enhanced tree planting for Disston Street and Longshore Avenue from Torresdale Avenue to State Road;
- Green the edges of I-95 in concert with the planned I-95 reconstruction;
- Add a traffic light and new crosswalks at the Rhawn Street / State Road intersection that lead to the River as the Northern Shipping site is redeveloped;
- Lead an effort to paint all of the overpasses at each station;
- Add tree plantings to Rhawn Street to calm traffic; and
- Add tree plantings to Grant Avenue and extend the sidewalk under I-95 and rail overpass at the Torresdale Station.

Priority Development Opportunities

Three of the five station – Wissinoming, Holmesburg Junction and Torresdale – have more limited development opportunities due to existing patterns of use. The primary development opportunities are located at the Bridesburg and Tacony Stations which have the greatest opportunity for a significant change in density at the station. Although development will take some time at any station, four key sites should be pursued for development as a first phase;

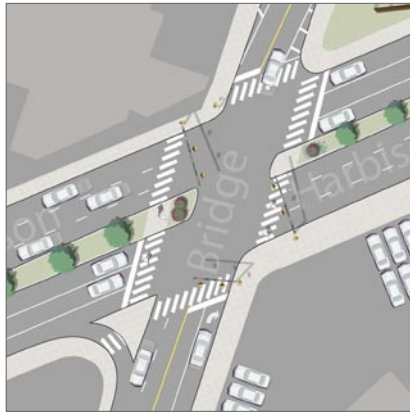
- *Bridesburg*: Redevelop the parking lot behind NET for new housing.
- *Bridesburg*: Redevelop the south face of Bridge Street from James Street to the station for a mix of housing, retail and office uses.
- *Tacony*: Reuse the existing industrial complex at the River's edge for live-work space.
- *Holmesburg Junction*: Develop a surface parking lot and potential bicycle station across from the station along Rhawn Street.

Implementation Matrix

▶ Priority Projects Indicated by: ▶

Station Improvements				
	Recommendation	Timeframe	Responsibility / Partners	Potential Source of Funds
	Corridor Wide Improvements			
▶	Green the station edges	short	Amtrak / SEPTA / City Office of Transportation and Utilities	FTA / SEPTA / FHWA / PennDOT
▶	Improve Safety: Create an operating agreement between SEPTA and Philadelphia Police to provide seamless security at each station	short	SEPTA / City Office of Transportation and Utilities	SEPTA / City of Philadelphia / Dept. of Homeland Security
▶	Upgrade station amenities			
	Improve materials, drainage and lighting of the stairways at all open stations	short	Amtrak / SEPTA / Fairmount Park Commission	FTA / SEPTA / FHWA / PennDOT / DVRPC Fairmount Park Commission
	Design and install new station elements for the entire corridor (lighting, signage, benches, station shelters, real-time electronic sign etc.)	medium	Amtrak / SEPTA / City Office of Transportation and Utilities	FTA / SEPTA / FHWA / PennDOT
	Develop a plan to address ADA requirements	medium	SEPTA / Amtrak / City Office of Transportation and Utilities	SEPTA / Amtrak / City of Phila.
▶	Improve the overpasses	short	Amtrak / SEPTA / CSX	Private donations (corporations) / Mural Arts Program
	Market the stations	short	SEPTA / community associations / Dept. of Commerce	City of Phila. / SEPTA / FTA / DVRPC
	Focus on the Connector Streets	medium	City of Phila. Streets Dept. / City Office of Transportation and Utilities / PHS / Community organizations	DVRPC / FHWA / FTA / TreeVitalize
	Bridesburg			
	Extend Granite Street and create new station drop-off and parking <small>requires the acquisition of one auto garage, traffic engineering and coordination with SEPTA & Amtrak to develop new stairway access to platform</small>	medium	City of Phila. Streets Dept. / SEPTA / City Office of Transportation and Utilities / RDA	FTA / Dept. of Homeland Security
	Enhance bus stop waiting areas with a bus shelter and benches	medium	City of Phila. Dept. of Public Property	City of Phila. Dept. of Public Property / City of Phila. Comprehensive Street Furniture proposal
▶	Create new crosswalks across Bridge Street at the station entry	short	City of Phila. Streets Dept. / SEPTA	City of Phila. Dept. of Streets
	Wissinoming			
	Improve landscaping along the edge of the station	short	Wissinoming Civic Assoc / Amtrak	Private donations (corporations)
	Replace existing chain link fence with decorative fence that protects the closed station from illegal dumping	medium	Wissinoming Civic Assoc / Amtrak	Private donations (corporations)
	Tacony			
	Create a new Parking / Kiss-and-Ride plaza for the station's northbound platform: <small>Reuse existing parking for the plaza</small>	medium	City of Phila. Streets Dept. / SEPTA / Amtrak / City Office of Transportation and Utilities / RDA	FTA / SEPTA / Developer contributions
	Holmesburg Junction			
	Replace the parking immediately adjacent to the station to create a formalized Kiss-and-Ride drop off	medium	SEPTA / Amtrak / City Office of Transportation and Utilities	FTA / SEPTA
	Renovate the existing station building	long	SEPTA	Foundation grant
	Torresdale			
▶	Extend station parking south between I-95 and the rail corridor	short	SEPTA / Amtrak / City of Phila.	SEPTA / City of Phila.
	Re-locate / consolidate bus stop locations to improve pedestrian safety	medium	SEPTA / City of Phila. Streets Dept. / City Office of Transportation and Utilities	SEPTA / DVRPC





Streetscape / Public Realm Improvements				
	Recommendation	Timeframe	Responsibility / Partners	Potential Source of Funds
Bridesburg				
▶	Improve the Bridge / Harbison Intersection	medium	City of Phila. Streets Dept. / City Office of Transportation and Utilities	City of Phila. Streets Dept. / PennDOT
▶	Improve the Bridge / Tacony intersection	short	City of Phila. Streets Dept. / City Office of Transportation and Utilities	Foundation grant / City of Phila. / local corporations
	Create bumpouts and distinctive signage at the Bridge Street and Torresdale Avenue and; Bridge and Richmond Streets intersections	medium	MARC / City of Phila. Streets Dept.	MARC / Commerce Dept.
▶	Reconfigure Bridge Street - reduce from 4 lanes to two, add median plantings	short	Bridesburg CDC / City of Phila. Streets Dept. / PennDOT / City Office of Transportation and Utilities	DVRPC / City of Phila.
	Landscape and calm traffic at the I-95 off-ramps on Bridge Street across from the Arsenal	medium	City of Phila. Streets Dept. / PennDOT	PennDOT / Local corporations
	Create an entry plaza to Old Frankford Creek	long	PEC / DRCC / Private owner	DCNR / local corporations
	Green the fence surrounding the church	medium	Private owner	private donations
	Landscape the median on Harbison / narrow lanes	long	MARC / City of Phila. Streets Dept.	MARC / PennDOT
Wissinoming				
▶	Improve the intersection at Comly and Tacony Streets	short	City of Phila. Streets Dept. / City Office of Transportation and Utilities	City of Phila. / PennDOT
	Reconfigure Comly Street by replacing parking lanes with extended sidewalks and landscaping	medium	City of Phila. Streets Dept. / City Office of Transportation and Utilities	DVRPC / Foundation grant
	Tree planting for Comly, Tulip and Keystone Streets	medium	Wissinoming Civic Assoc / Bridesburg Civic / PHS	PHS TreeVitalize
	Add bicycle lanes and signage to Tulip and Keystone Streets	medium	City of Phila. Streets Dept.	DVRPC / Foundation grant
	Create a new pier at the end of Comly Street	long	DRCC	DCNR / DEP
Tacony				
▶	Enhanced tree planting for Disston Street and Longshore Avenue from Torresdale Avenue to State Road	short	Tacony Civic / PHS / PennDOT	PHS TreeVitalize / PennDOT Noise Mitigation Funds
	New bumpouts and signage to advertise the station along Torresdale Avenue at Longshore and Disston	medium	MARC / City of Phila. Streets Dept. / SEPTA / PCPC	City of Phila. / MARC
▶	Create a planted buffer along the I-95 edge	short	PennDOT	PennDOT Noise Mitigation Funds
	Extend a Street Grid to the River			
	Extend Longshore Avenue to the River	long	City of Phila. Streets Dept. / Dept. of Commerce / PCPC / City Office of Transportation and Utilities	City of Phila. / local corporations
	Create new Disston Street between the River and New State Road	long	City of Phila. Streets Dept. / Dept. of Commerce / PCPC / City Office of Transportation and Utilities	City of Phila. / local corporations / private developer
	Create new north-south road to connect Dodge Steel and the Former Tacony Army Warehouse	long	City of Phila. Streets Dept. / Dept. of Commerce / PCPC / City Office of Transportation and Utilities	City of Phila. / local corporations / private developer
	Develop a new park along the extension of Longshore Avenue	long	Tacony CDC / DRCC / Fairmount Park Commission / Dept of Commerce / PCPC	DCNR / CDBG / City of Phila. / DEP / EPA
	Option 1: Extend Disston Street, create a new road between the Tacony Army Warehouse and State Road, and close the existing State to New State Road connector	long	City of Phila. Streets Dept. / Dept. of Commerce / PCPC / City Office of Transportation and Utilities	City of Phila. / local corporations / private developer / PennDOT
	Option 2: "Urbanize" the existing State Road connector			

Holmesburg Junction				
▶	Add a traffic light and new crosswalks at the Rhawn Street / State Road intersection that lead to the River	short	City of Phila. Streets Dept. / City Office of Transportation and Utilities / Holmesburg Civic Association	City of Phila. / Developer contribution
	Redesign the northeast corner plaza to visually market the entrance to Pennypack on the Delaware Park	medium	City of Phila / DRCC / Fairmount Park Commission	DCNR / City of Phila. / Foundation grant
	Landscape and create an extension to the Pennypack Park trail along the north edge of State Road near Rhawn Street	medium	City of Phila / Fairmount Park Commission	DCNR / City of Phila. / Foundation grant
	Improve the Pennypack Park trail under I-95	medium	City of Phila / Dept. of Recreation / Fairmount Park Commission	DCNR / City of Phila. / Foundation grant
▶	Add tree plantings to Rhawn Street	short	City of Phila. Streets Dept.	City of Phila.
	Reuse the vacated rail line as an additional trail connection between Pennypack Park and the River	long	Fairmount Park Commission / CSX	Rails to Trails grant
Torresdale				
	Reconfigure the James Street and Grant Avenue intersection	medium	City of Phila. Streets Dept / SEPTA / PCPC	City of Phila. / DVRPC / local corporations & businesses
	Slow Traffic at Grant Avenue and State Road	medium	City of Phila Streets Dept. / Bucks County / PCPC	City of Phila. / DVRPC
▶	Tree planting on Grant Avenue	short	City of Phila. Streets Dept.	PHS TreeVitalize
▶	Extend the sidewalk under I-95 and rail overpass	short	City of Phila. Streets Dept. / SEPTA / PennDOT / PCPC	DVRPC / City of Phila.
	Add two-way stop sign controls at James and State	short	City of Phila. Streets Dept.	City of Phila. / DVRPC
	Add two-way stop sign control at Grant and Eden Hall Lane	short	City of Phila. Streets Dept.	City of Phila. / DVRPC
	Create a Poquessing Creek Trail			
	Along the Creek west and north of the station	medium	PCPC / Dept. of Recreation / Fairmount Park Commission / PWD / Bucks County	DCNR / DEP / Foundation grant / PEC
	Along Grant Avenue using the existing on-street parking area east of the station to Glenn Foerd	long	Fairmount Park Commission / City of Phila. Streets Dept. PWD	DCNR / DEP / Foundation grant





Development Recommendations				
	Recommendation	Timeframe	Responsibility / Partners	Potential Source of Funds
Bridesburg				
	Redevelop the propane site for commercial use with a roof garden linked to the station platform	medium	Bridesburg CDC / PCPC / RDA / Commerce Dept.	Commerce Dept. grant / foundation grant / DCED / PCDC / PEC / TRF
▶	Redevelop the parking lot for new housing	medium	Bridesburg CDC / private developer / City of Phila. / Commerce Dept.	Private equity / PHFA / PCDC
▶	Redevelop the south face of Bridge Street from James Street to the station for mixed use	medium	Bridesburg CDC / PCPC / private developer / RDA / Commerce Dept.	Private equity / BEDI / Muffi / DCED / PCDC
	Reuse the abandoned school on James Street for new housing	medium	Bridesburg CDC / PCPC / private developer / RDA / Commerce Dept.	Private equity / LIHTC or HUD 202 / PCDC
	Redevelop the warehouse on Tulip Street for new housing	long	Bridesburg CDC / PCPC / private developer / RDA / Commerce Dept.	Private equity / Capital program / PCDC
	Redevelop the car dealerships on Bridge Street and Harbison for housing, office and retail	long	Bridesburg CDC / PCPC / private developer / RDA / Commerce Dept.	Private equity / Capital program / PCDC
	Consider relocation of the NET facility	long	Bridesburg Civic / PCPC / NET / Commerce Dept.	Federal & foundation grants / PCDC
Wissinoming				
	Create an operating arrangement to allow flea market stalls to set up along Cornly Street	short	Wissinoming Civic / City of Phila. Streets Dept. / Quaker City / Commerce Dept.	City of Phila
	Reuse the Quaker City Flea Market parking lot for new mixed-use development	medium	Wissinoming Civic / PCPC / Quaker City / Private developer / Commerce Dept.	Private equity
	Redevelop the auto garage on Keystone Street	long	PCPC / private developer / RDA / PCDC / Commerce Dept.	Private equity
	Create a long term development plan for Robbins Street adjacent to Lardeners Point Park	long	PCPC / private developer / RDA / PWD	Private equity / PWD
	Redevelop the eastern edge of the American Legion Playground	long	PCPC / private developer / RDA / Fairmount Park Commission / Dept. of Recreation	Private equity
Tacony				
	Develop new housing and office space along an extension of Longshore Avenue	medium	Tacony CDC / PCPC / private developer / RDA / Commerce Dept.	Private equity / DCED / PHFA
	Reuse the existing industrial complex at the River's edge for live-work space	medium	Tacony CDC / PCPC / private developer / RDA	Private equity / DCED / BEDI / Historic Tax Credits
	Develop new housing, office and retail space along Princeton Avenue and State Road with a station parking lot adjacent to the station	long	Tacony CDC / PCPC / private developer / RDA	Private equity / DCED / BEDI
	Create long-term development plan for contaminated lands between Unruh and the Former Tacony Army Warehouse to fill the gaps	long	Tacony CDC / PCPC / Commerce Dept.	Planning Grant / PIDC
Holmesburg Junction				
▶	Develop a surface parking lot across from the station along Rhawn Street	short	Holmesburg Civic / PCPC / SEPTA	DVRPC / local business donations
	Redevelop the north side of Rhawn Street east of the rail line	long	PCPC / private developer / RDA	Private equity / DCED / BEDI
Torresdale				
	Develop the James Street frontage of the existing municipal parking lot / create a shared parking agreement with the Knights of Columbus	medium	PCPC / private developer / Commerce Dept.	Private equity
	Redevelop the Knights of Columbus and Postal Union for mixed-use	long	PCPC / private developer / TRF	Private equity



Glossary		
BEDI = Brownfield Economic Development Initiative	PEC = Pennsylvania Environmental Council	
CDBG = Community Development Block Grant (Federal administered by City)	PCDC = Philadelphia Commercial Development Corporation	
DRCC = Delaware River City Corporation	PIDC = Philadelphia Industrial Development Corporation	
DVRPC = Delaware Valley Regional Planning Commission	PWD = Philadelphia Water Department	
DCED = Department of Community and Economic Development (State)	MUFFI = Mixed-Use Facility Financing Initiative	
DCNR = Department of Conservation and Natural Resources (State)	PHFA = Pennsylvania Housing Finance Agency	
DEP = Department of Environmental Protection	PHS = Pennsylvania Horticultural Society	
EPA = Environmental Protection Agency	PCPC = Philadelphia City Planning Commission	
FHWA = Federal Highway Administration	TE funds = Transportation Enhancement Funds (Federal)	
FTA = Federal Transit Administration	TCDI = Transportation and Community Development Initiative (DVRPC grant)	
MARC = Major Artery Revitalization Committee	TRF = The Reinvestment Fund	
PennDOT = Pennsylvania Department of Transportation		