6.2.2 LOWLINE

Key Partners: Conrail Shared Assets

Time Line: 5+ Years

Funding Mechanism: PA DCNR Trail Grant

Case Study: Delaware River Trail

Objectives

2.1 Provide support for small, female and minority-owned businesses
2.2 Decrease poverty rates in most at-risk areas of Oregon Avenue East
2.3 Enhance use of Moyamensing as a commercial corridor connector between S. 7th and Oregon Avenue East
2.4 Increase city-wide patronage at small businesses
2.5 Decrease gap between local unemployment rate and city-wide average
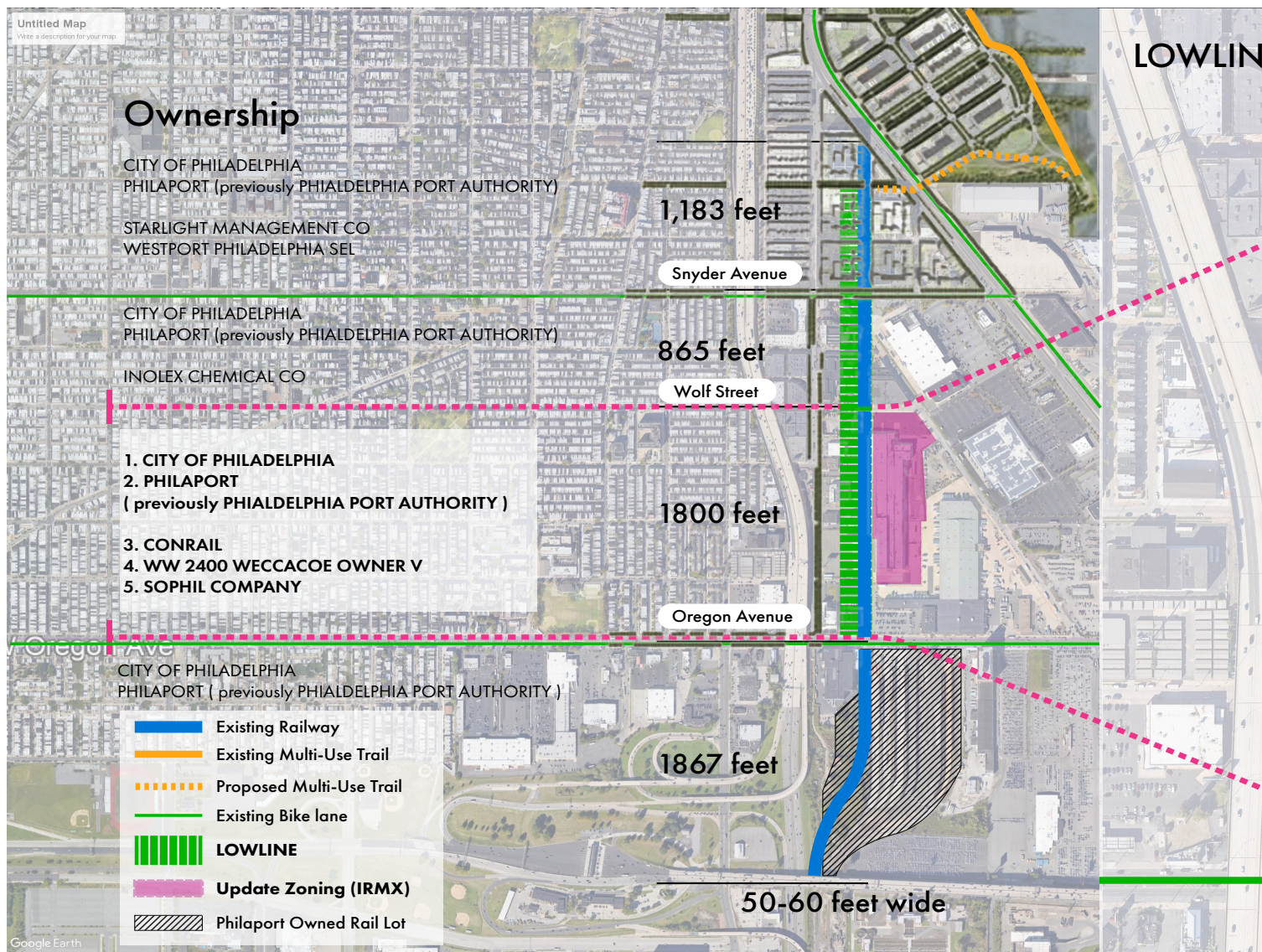

Figure 131. Lowline Components

The lowline strategy focuses on bridging zones in Oregon Avenue East's liminal, under-contextualized spaces. Running parallel to Swanson St in between Oregon Avenue and Christopher Columbus Boulevard, a set of defunct railroad tracks in the backyards warehouses lay untouched. This strategy proposes to adapt them into the Philadelphia Lowline. The tracks can be transformed into a bike and pedestrian friendly car-free trail and linear park that directly connects the Delaware River Bike path to South Philadelphia while still preserving the industrial history south of Snyder Avenue.

Native trees, shrubs, and grasses will be added to replace invasive plants in an effort to regreen this largely industrial area. Lighting, seating, and trash receptacles will also be placed to ensure that the trail is safe and inviting. In addition to the creation of much-needed and aesthetically unique and pedestrian-only green space, this project will act to enhance the identity of Oregon Avenue as a key connector street for South Philadelphia. In partnership with the Philadelphia dept of parks and recreation, this strategy is estimated to take between 6 and 10 years for full implementation and is likely to cost as much as $8 million.

This is one of this plan's most ambitious projects and will necessitate agreements with the diverse owners of lots affected, identified in the graphic below.

E supported by IRMX & DRWC Plan

Wolf Street

Oregon Avenue

Figure 132. Existing Defunct Railroads

Figure 133. Rendering of Lowline