NORTH DELAWARE

DISTRICT PLAN

2016

PHILADELPHIA 2035

NORTH DELAWARE DISTRICT PLAN
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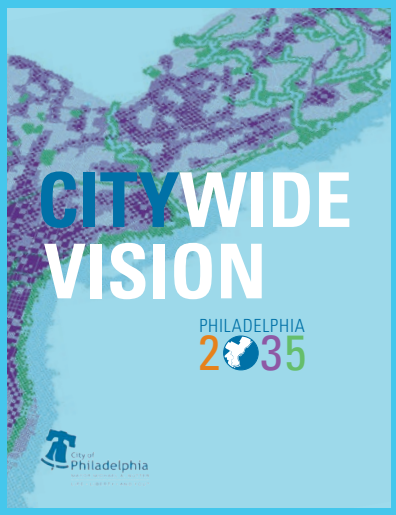
Philadelphia2035 is the city's Comprehensive Plan. Adopted, maintained, and updated by the Philadelphia City Planning Commission (PCPC), this document serves as a roadmap to guide physical development for the next 25 years and beyond.



Philadelphia2035 is a two-phase effort. PCPC completed Phase 1 in 2011 with the adoption of the *Citywide Vision*. This document lays out broad, far-reaching goals for development organized under three themes of Thrive, Connect, and Renew, and nine planning elements including neighborhoods, land management, open space, and transportation. The many objectives and strategies identified in the *Citywide Vision* are crafted to contribute to a stronger economy, a healthier population, and a smaller environmental footprint for Philadelphia. The *Citywide Vision* predicts that 100,000 more residents and 40,000 more jobs will come to Philadelphia by 2035.

Phase 1: Citywide Vision
Informs district plans

Phase 2: District Plans
Informs zoning map revisions

THE 18 DISTRICTS

CENTRAL
CENTRAL NORTHEAST
LOWER FAR NORTHEAST
LOWER NORTH
LOWER NORTHEAST
LOWER NORTHWEST
LOWER SOUTH
LOWER SOUTHWEST
NORTH
NORTH DELAWARE
RIVER WARDS
SOUTH
UNIVERSITY SOUTHWEST
UPPER FAR NORTHEAST
UPPER NORTH
UPPER NORTHWEST
WEST
WEST PARK

Phase 2 of *Philadelphia2035* is the district plans. These plans apply the concepts of the *Citywide Vision* to specific areas of Philadelphia, using the PCPC's 18 planning districts to organize the process. Each district plan has three major products:

1. Land use and proposed zoning plans (to guide zoning map revisions)
2. Planning focus areas (locations where multiple or significant interventions are needed)
3. Recommendations for changes to the physical environment, including transit infrastructure and neighborhood facilities (to inform the Capital Program)

PHILADELPHIA
2035

www.phila2035.org

NORTH DELAWARE DISTRICT PLAN

BUILDING ON OUR STRENGTHS

2 | A Century of Growth (1870 –1970)
4 | A Growing and Younger Population
6 | Balancing Industry with Neighborhood Development
8 | Where the Car Reigns
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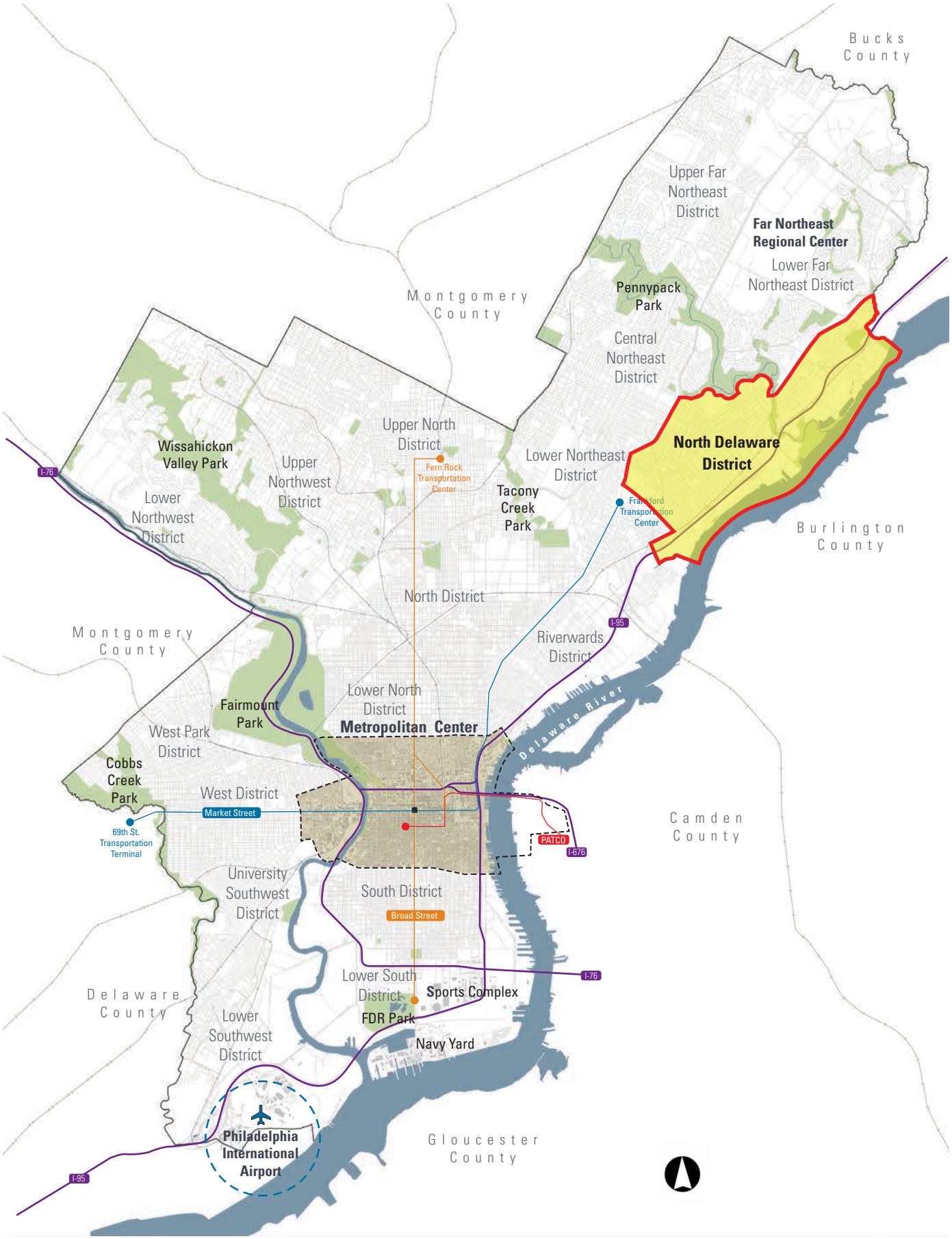

Bucks County
Upper Far Northeast District
Far Northeast Regional Center
Lower Far Northeast District
Pennypack Park
Montgomery County
Central Northeast District
Upper North District
Wissahickon Valley Park
Upper Northwest District
Fern Rock Transportation Center
Lower Northeast District
North Delaware District
Tacony Creek Park
Frankford Transportation Center
Lower Northwest District
I-76
Burlington County
North District
Montgomery County
Riverwards District
I-95
Lower North District
Fairmount Park
Metropolitan Center
Delaware River
West Park District
Cobbs Creek Park
West District
Market Street
69th St. Transportation Terminal
PATCO
I-676
Camden County
University Southwest District
South District
Broad Street
I-76
Lower South District
Sports Complex
FDR Park
Delaware County
Lower Southwest District
Navy Yard
Philadelphia International Airport
Gloucester County
I-95

NORTH DELAWARE DISTRICT

- **9.8 SQUARE MILES**
- **100,631 RESIDENTS** *(2010 U.S. CENSUS)*
- **EAST TORRESDALE, HOLMESBURG, MAYFAIR, TACONY, UPPER HOLMESBURG, WISSINOMING NEIGHBORHOODS**

Prior to 1800

Early land use and settlement sites

1800

Post-Revolutionary War development

1850

Spread of industry along waterways, followed by residents

Neighborhoods

1670s: Swedes and Finns settle parts of present-day Northeast Philadelphia.

1681: Charles II grants William Penn the Commonwealth of Pennsylvania. Penn grants Thomas Holme, his surveyor general, large tracts in the northeast.

Pennypack Gristmill (Friends of Northeast Philadelphia History Network)

1820-1850: Holmesburg becomes an early center for African American residents working in mills, quarries, and estates.

1820s: Risdon's Ferry and Hotel is the Delaware River steamboat's last stop between Philadelphia and Trenton, New Jersey and an early center for trade and travel.

1803–33: The Frankford and Bristol Turnpike Company converts King's Highway from a rutted path to a paved turnpike.

1850: Charles Macalester names the Torresdale area estate Glengarry (now Glen Foerd).

1854: The Act of Consolidation joins the area with the City of Philadelphia.

1876: Henry and Mary Disston establish Disston Village.

1884–85: Industrial workers form the Wissinoming Mutual Land and Improvement Association.

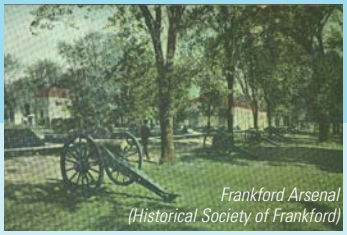
Industries and Transportation

1697: Peter Dale erects the stone-arch Pennypack Bridge—the oldest roadway bridge still in use in North America—along King's Highway, and a large gristmill along Pennypack Creek, leading to the development of present-day Holmesburg.

Pennypack Bridge Repairs (Friends of Northeast Philadelphia History Network)

1815–16: The US Army opens Frankford Arsenal. It shifts from storage to manufacturing in the 1840s and becomes the country's most important producer of small arms.

1832–34: The Philadelphia and Trenton railroad line connects the two growing economic centers along the Delaware.



Frankford Arsenal (Historical Society of Frankford)

Keystone Saw, Tool, Steel and File Works (Friends of Northeast Philadelphia History Network)

1861–65: The Civil War leads to a boom in industry along the Delaware River.

1872: Henry Disston moves his saw works to Tacony.

Institutions

1772: The first All Saints Episcopal Church is constructed; the current church replaces it in 1885. Many of Philadelphia's most influential early families are buried here.

1794–1802: The Lower Dublin Academy is constructed on land Thomas Holme bequeathed. It becomes a private residence in 1925, and now stands vacant.

1786–1868: Abraham Liddon Pennock, an important Quaker abolitionist, lives in Holmesburg and owns the Pennypack Gristmill.

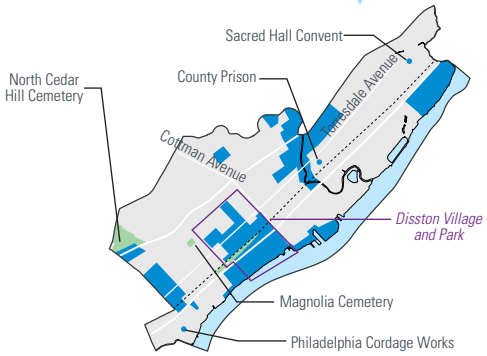
1868: The Oxford and Lower Dublin Poor House is constructed. Lincoln High School is constructed on its grounds in 1950.

1885: Speculators construct the Tacony Music Hall, which becomes a social and cultural center for Disston's industrial village.

Tacony Music Hall (Historic American Building Survey)

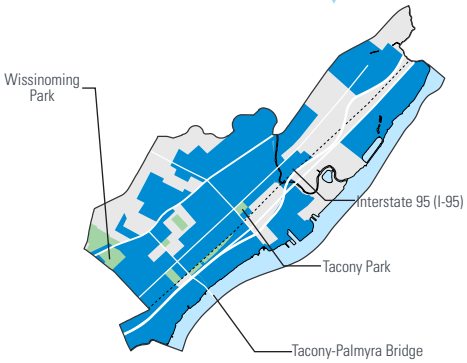
1900

Formation of urban industrial centers, introduction of park spaces



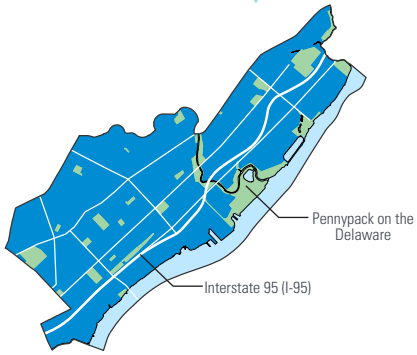
1950

Boom of residents and industry, modern transportation links



2000

Full build out and development of park and open space network



1905: The city acquires land for Pennypack Park.

1920s: John McGarvey purchases the Edwin Forrest Home for Aging Actors, triggering new development.

Early 1930s: This new neighborhood becomes known as Mayfair.

Mayfair Theatre (Philadelphia Athenaeum)

1909: The Torresdale Water Filtration Plant opens and enables the delivery of clean water to every building linked to city water service.

1918: Dodge Steel, a premier steel manufacturer, opens on the former Tacony Iron Works site.

1926: The Frankford El opens and sparks massive real estate investment.

1858–1955: Saint Katharine Mary Drexel, philanthropist and social activist, lives in Torresdale.

Thomas Holme Library (Historic American Building Survey)

1906: Tacony and Thomas Holme (Holmesburg) Libraries are constructed with Carnegie funding.

Glen Foerd (Friends of Northeast Philadelphia History Network)

1983: A group of neighbors and advocates save the circa-1850 Glen Foerd mansion from demolition.

1950s: Construction of I-95/Delaware Expressway begins. The stretch between Cottman Avenue and Bristol Township is one of the first open to traffic.

Frankford Arsenal and I-95 (Historic American Engineering Record)

1977: Frankford Arsenal closes.

1954: The Sisters of the Holy Family of Nazareth charters Holy Family College and construction begins on its Torresdale campus.

1995: Holmesburg Prison, constructed in 1896, closes and is replaced by Curran-Fromhold Correctional Facility.

2000s: Led by the Delaware River City Corporation, numerous stakeholders work to reconnect North Delaware neighborhoods to the waterfront. Pleasant Hill Park is renovated and Lardner Point Park is created.

2010: The 1955 Liddonfield housing complex is demolished, opening new development opportunities.

2014: Philadelphia receives a $2.5 million grant to launch a planning study for "better bus" options on the overcrowded Roosevelt Boulevard.

2014: Philadelphia organizes a land swap to bring Dietz & Watson's operations to part of the former Frankford Arsenal site, maintain 30 acres for industrial redevelopment, and reconnect parts of Northeast Philadelphia to the Delaware River waterfront.

Holy Family College (Friends of Northeast Philadelphia History Network)

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A CENTURY OF GROWTH (1870 –1970)

Just ten miles from Center City, North Delaware District was characterized primarily by farmland and large estates until a series of industrial developments and building booms after the Civil War. Most of these boom cycles saw the wholesale planning and development of large areas. While many of these developments have changed, the legacy of their original layout shows a patchwork of significant urban tracts, each with distinctive physical characteristics, streetscapes, housing typologies, and histories of land use.

SEEDS OF URBAN DEVELOPMENT, 1872–1910

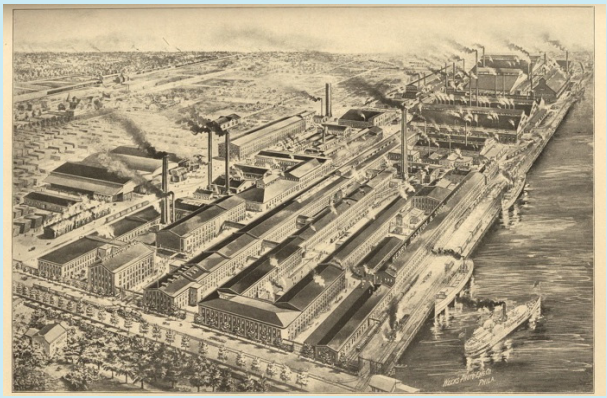
Henry and Mary Disston were two of the first industrialists and mass housing developers in the district with the Disston Estates and mills in 1872. Wissinoming and Holmesburg, which had roots preceding the Civil War, began to expand from a few intersections to entire street networks with a mix of residents and businesses. These concentrations of urban life began to set many of the land use and development patterns now seen throughout the district. Industrial complexes followed the lead of Henry Disston and the Frankford Arsenal by expanding along the waterfront and railway network. Housing and neighborhood-serving businesses followed the corridors of Torresdale Avenue and historic Frankford Avenue. By 1910, the Holmesburg Prison and the Torresdale Water Filtration Plant were also constructed, establishing areas of large and fixed municipal services.

EXPANSIONS WITH THE AUTOMOBILE, 1910 –1970

While many areas of North Delaware were laid out before 1910, much of the remaining development pattern was tailored to accommodate automobiles. Frankford Avenue was widened, businesses began to sprout parking lots and drive-throughs, and most of the new housing blocks were developed with a system of internal driveways and parking garages. Close to the river and regional rail, I-95, also known as the Delaware Expressway, brought highway infrastructure to established industrial sites and businesses.

Disston Estates: A Company Town within a City

Henry and Mary Disston's vision remains unique as an example of comprehensive planning at the start of the Industrial Revolution. After the Disston Saw Works was relocated to the Delaware Riverfront, they constructed a community that included amenities that were typically unavailable to workers in other parts of the city. The tool-making factory was the centerpiece of the estate and workers resided in homes separated from the factories by a new public park. Civic structures such as schools, music halls, and churches were built between the industrial and residential spaces to provide easy access for Disston's workers. These buffers shielded residents from the noise and pollution of the factories.



Disston and Sons Inc., 1872; Source: workshopoftheworld.com

Source: correctionsone.com

Holmesburg Prison, 1895
One of the oldest prison structures in the city, the Holmesburg Prison was typical of other radial prison plans of the era.

East Torresdale (1940–70)

Glen Foerd

Upper Holmesburg (1940–70)

Holmesburg (1840–1910)

I-95

Delaire Landing and Convent Lane (1970–90)

Lincoln High School

Baxter Filtration Plant (1909)

State Road

Frankford Avenue

Source: nephillyhistory.com

Pleasant Hill, 1895–1910
Pleasant Hill was originally conceived as a waterfront resort community, as is shown in this 1921 photo of Pleasant Hill Beach.

Detention Centers (1895–1910)

Northern Metal Co and others (1910–1960)

St. Vincent's Tacony Orphanage

I-95

Disston Estates and Mill (1872–1895)

Tacony Yacht Club

Frankford Arsenal (1816–1977)
The Arsenal was typical of the large industrial complexes that populated the river's edge. Many, like the Arsenal, were walled or fenced off with their own internal roadway networks.

Source: Historic American Engineering Record (HAER)

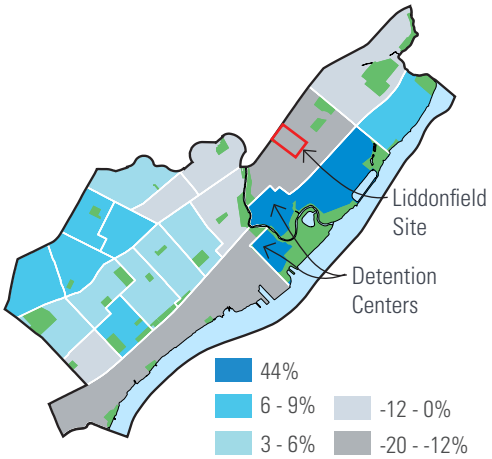
Large Development Patterns
Years of Original Urbanization

- Disston Estates and Mills
- Industrial Complexes
- Early Towns and Subdivisions
- Municipal Services
- Early to Mid-20th Century Housing Boom
- Late 20th Century Subdivisions/Culs-de-Sac
- Incremental Infill Developments and Unique Uses

A GROWING AND YOUNGER POPULATION

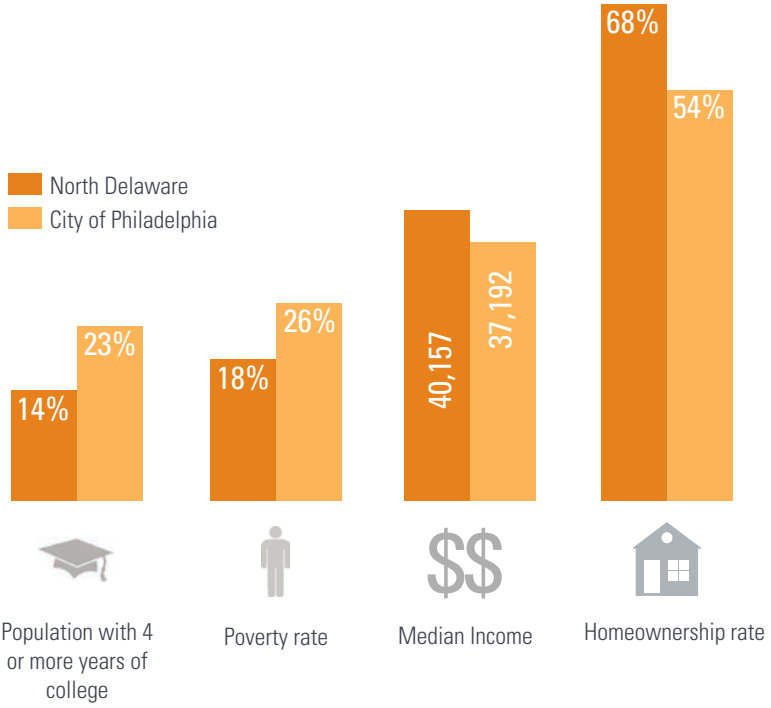
In 2010, the household population of the North Delaware District was 92,866, an increase of two percent since 1990, when the population was 91,393. The district is forecasted to continue growing to about 97,509 by 2040. The recent growth in population can mostly be attributed to growth in black, Asian, and Latino populations.

Population Change by Census Tract



Population change has not been even throughout the district. Mayfair has seen the largest population growth at around 9 percent, while Upper Holmesburg has lost about 20 percent of its population.

Key Comparisons between North Delaware and the City of Philadelphia



Sources: Educational Attainment, Poverty Rate, and Median Income, American Community Survey, 2009-2013; Homeownership Rate, 2010 US Census

North Delaware Housing Stock

Single-family dwellings have a large variety of sizes and street frontages

Mid-century rowhomes

Large lot twinhomes

Detached homes on large lots

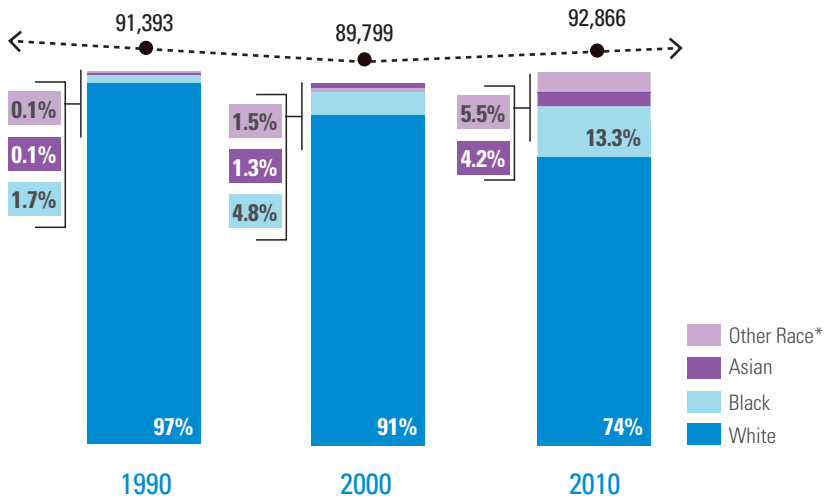
INCOME AND EMPLOYMENT

While still below citywide averages, the poverty rates in the North Delaware District have been steadily increasing over the last few decades. The poverty rate increased from eight percent in 1990 to eighteen percent in 2013. Median household income is $40,157 in the North Delaware District, higher than the citywide median income of $37,192. As with much of the city and country, unemployment has increased since 2000. In 2010, the unemployment rate for both the North Delaware District and the city were approximately fifteen percent. Educational attainment (population with four or more years of college) in this district has been steadily increasing for the last few decades and is currently 14 percent. However, it is still well below the citywide average of 23 percent.

DIVERSITY

Historically, the North Delaware District has been a racially homogeneous white community. In 1990, the district was 97 percent white. However, since 1990, the district has become increasingly diverse. By 2010, minorities accounted for 26 percent of the North Delaware District population. Over the same period of time the Latino population in the district also increased from about 1 percent to 12 percent.

Racial Composition, 1990–2010



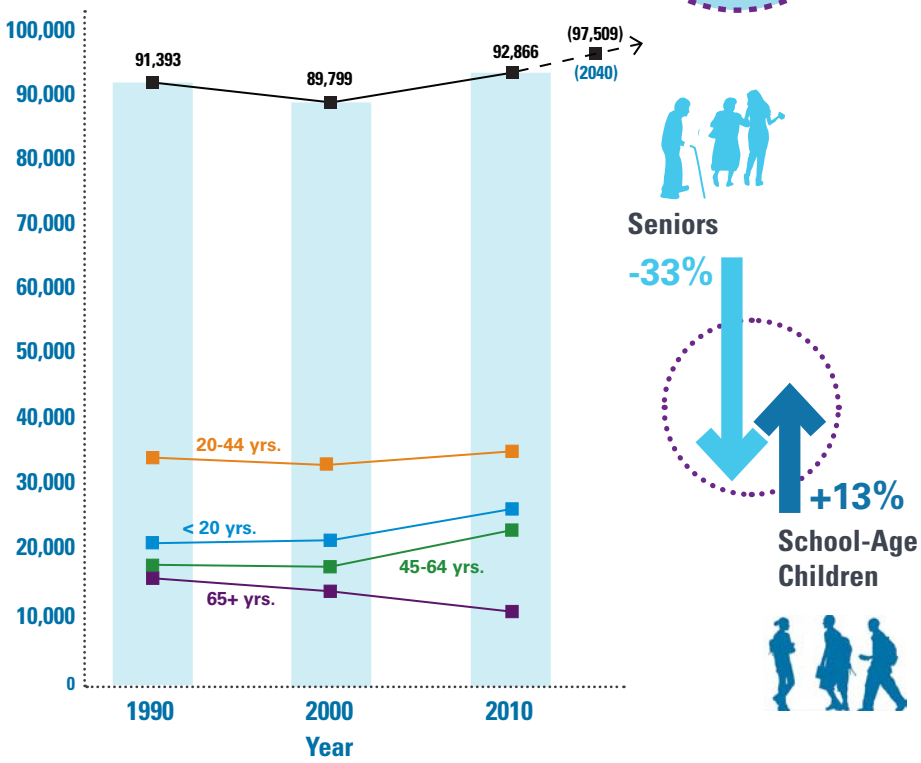
**Other Race includes American Samoans, etc, mixed race people and any others that choose to self-identify as "Other Race." Source: U.S. Census*

AGE TRENDS

In the last 20 years, the North Delaware District has seen an increase in all age cohorts except for seniors. The number of residents who are 65 and older has decreased 33 percent while the residents aged 45–64 have increased by 32 percent. The district saw an increase in school age children of about 13 percent. Overall, the district is younger than it has been, with a median age of 33.8, down from 36.9 in 2000.

The demographic data on pages four and five does not include the populations of the Philadelphia Prison Complex

Population by Age, 1990–2010



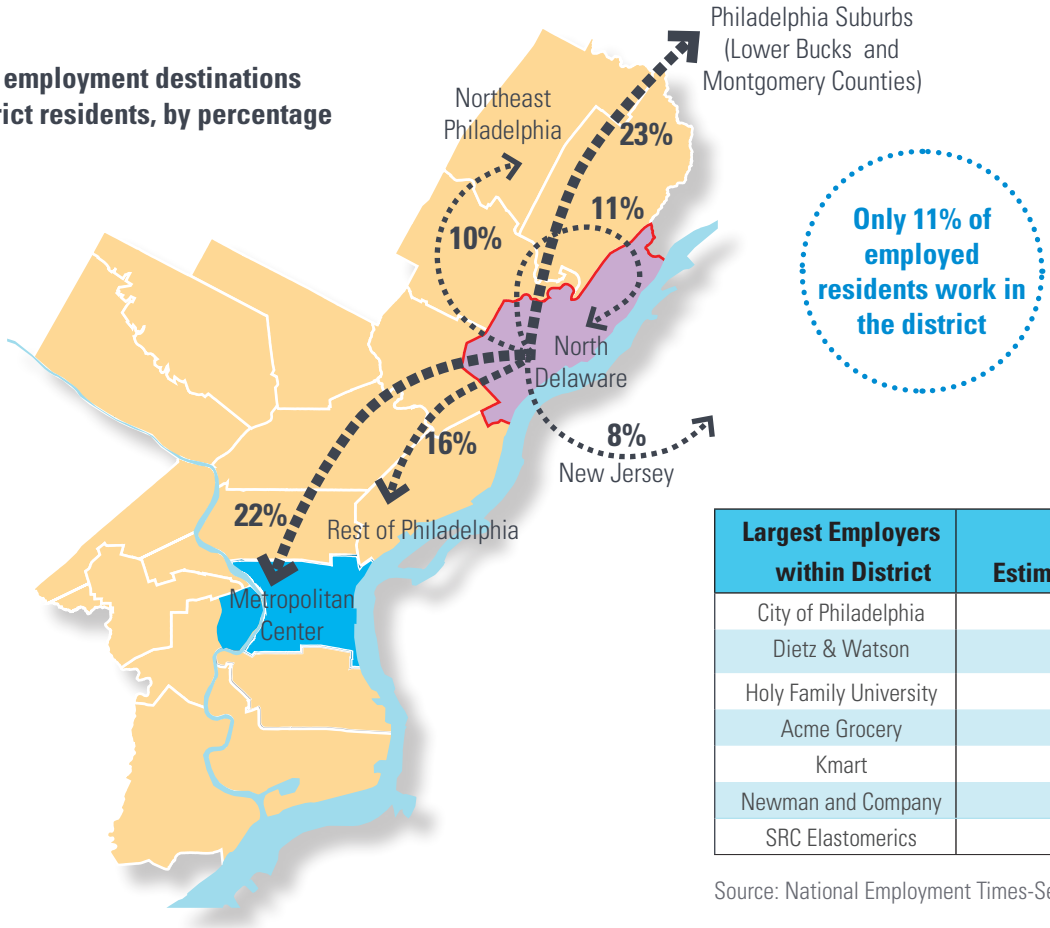
PRISON POPULATIONS

Currently, approximately, 7,765 people are housed in the Philadelphia Prison System in the North Delaware District. Over the last twenty years, the prison population in the North Delaware District has increased 45 percent from 5,371 in 1990. The prison population accounts for almost 8 percent of the total district population. The general population in the North Delaware District is 76 percent white, while the prison population is 72 percent black. Additionally, 20-44 year olds make up nearly 76 percent of the prison population, but only 39 percent of the total North Delaware population.

BALANCING INDUSTRY WITH NEIGHBORHOOD DEVELOPMENT

The North Delaware District continues to host a large number of the city's manufacturing jobs and must balance the redevelopment of industrial sites, preserving industrial land and opportunities for new land uses and jobs. While some economic sectors are declining, there are many stable municipal jobs and growing employment in education and health care.

Largest employment destinations for district residents, by percentage



Source: US Bureau of Labor Statistics, "On the Map"

Largest Employers within District	2011 Estimated Jobs
City of Philadelphia	2,200
Dietz & Watson	650
Holy Family University	300
Acme Grocery	300
Kmart	300
Newman and Company	150
SRC Elastomerics	140

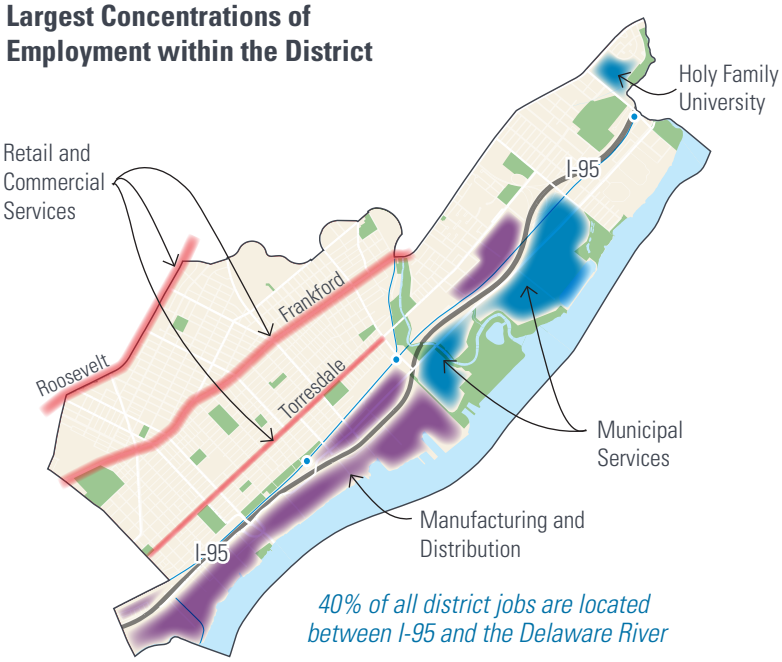
Source: National Employment Times-Series data (NETS)

LIVING IN, COMMUTING OUT

In 2011, the North Delaware District was home to 38,500 employed residents. While the number of employed residents increased by 1,000 (2.7 percent) from 2002 to 2011, the total number of jobs in the district decreased from 19,300 to 18,700 (-3.2 percent). Therefore, more people had jobs, but they were leaving the district to reach them. The number of residents who commute to jobs within the district fell by 21.4 percent. These commuters travel to other districts, outside of the city and sometimes to other states. Currently, 23 percent of the district's employed residents travel to Lower Bucks and Montgomery Counties for work; 22 percent commute to jobs in the Metropolitan Center; neighboring districts in the Northeast are also major employment destinations.

At 15 percent (2010), unemployment is on par with the city average of 15.1 percent (2010), but considerably higher than the regional rate of approximately ten percent (2010). Nationwide, educational attainment levels tend to correspond with unemployment as the availability of professional and knowledge-based jobs has rebounded faster than those requiring less education. This link is evident in the district, where 63 percent of district residents have a high school diploma or less, compared to 54 percent and 44 percent citywide and regionwide, respectively. Though lower than city rates, educational attainment levels have been rising in the district, and the increasing median income for the district reflects this.

Largest Concentrations of Employment within the District



CONCENTRATIONS OF EMPLOYMENT

Of the 18,700 jobs in the district in 2011, 7,700 (41 percent) are located in the band of land between the rail corridor and the Delaware River and are concentrated in industries that benefit from physical separation from residences. Philadelphia's municipal government is the district's largest employer with 2,700 workers, located at the Holmesburg Prison Complex and the facilities managed by the Police, Fire, Water, and Streets Departments.

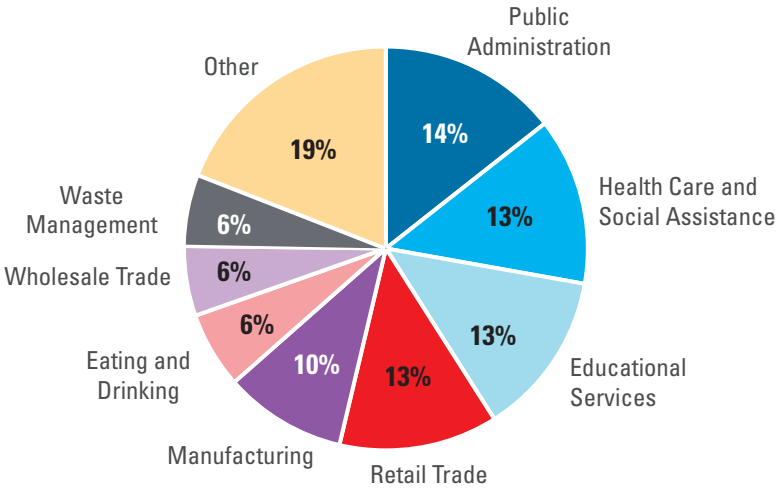
The North Delaware District's manufacturing sector relies on a unique combination of location advantages: separation from residential uses and access to the region's transportation network. With 1,800 jobs, manufacturing represents 10 percent of all employment in the district. Despite a 24 percent decline in employment from 2002 to 2011, the district remains heavily dependent on this sector as a share of its overall employment mix. Manufacturing is nearly three times as concentrated in the North Delaware District as it is in Philadelphia as a whole. Likewise, because declines in manufacturing employment were even greater elsewhere in Philadelphia during this period, the North Delaware District has become increasingly critical to the city's overall manufacturing base.

SHIFTS IN TYPES OF JOBS

Similar patterns have emerged for other land-intensive industrial sectors, such as wholesale trade and construction, where North Delaware firms have been more resilient than those in the rest of the city. Expansion in these sectors is generally limited by constraints on available industrially zoned land. Past proposals for residential, institutional, and commercial development represent an alternate vision of the waterfront that, if implemented haphazardly, could jeopardize the viability of industrial businesses. Stability of the district's industrial sector depends on a balanced approach to land use.

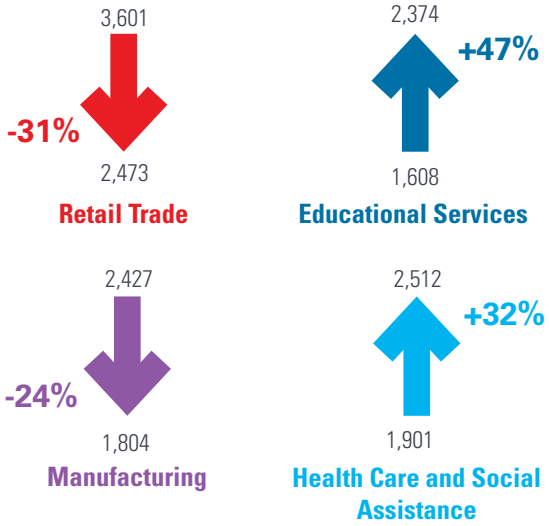
Outside of the river-adjacent industrial land, the largest concentrations of jobs in the district are at Holy Family University and in commercial corridors along Frankford Avenue and Roosevelt Boulevard. Major employment sectors in these corridors include health care, retail trade, and educational services. Growth in health care from 2002 to 2011 has been very strong (32 percent), but comparable to the growth rates of the city and region. Retail employment has dropped significantly since 2002, from 3,600 to 2,500 jobs. Despite this decrease, retail jobs still represent a much greater share of the employment base than comparable regions. Educational services was the fastest-growing sector in the district from 2002 to 2011, increasing in total employment by more than 750 jobs (48 percent). This growth surpassed that of the city and region, despite this sector's small share of the employment mix.

Employment by Job Sectors, 2011



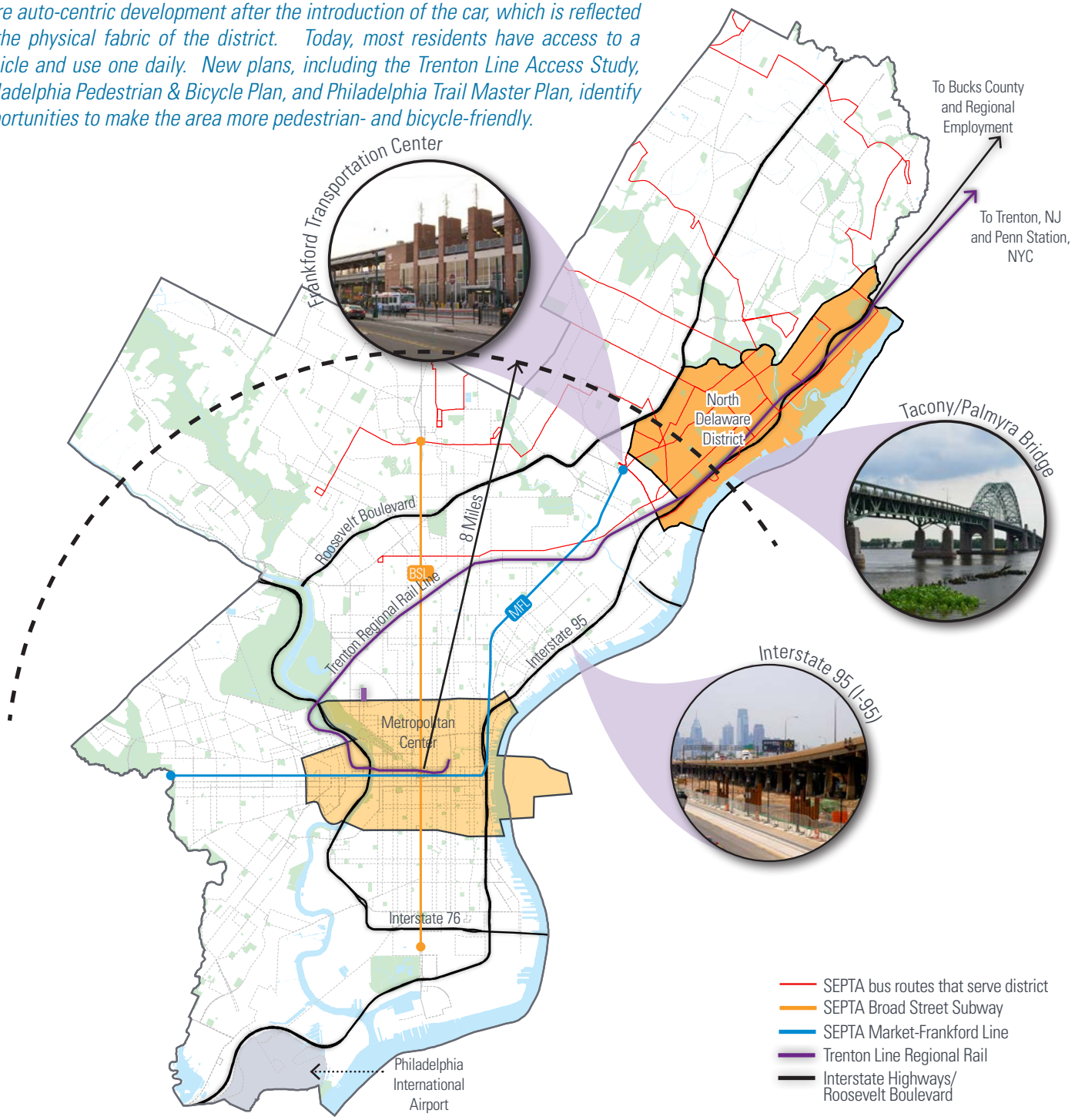
Source: US Census, Longitudinal Employer-Household Dynamics

Shrinking and Growing Sectors, 2002–2011



WHERE THE CAR REIGNS

The movement of people and goods defined the early development of the North Delaware District and continues to impact daily lives of residents, shoppers, and visitors. The focus on goods transportation along the river and rail lines shifted to more auto-centric development after the introduction of the car, which is reflected in the physical fabric of the district. Today, most residents have access to a vehicle and use one daily. New plans, including the Trenton Line Access Study, Philadelphia Pedestrian & Bicycle Plan, and Philadelphia Trail Master Plan, identify opportunities to make the area more pedestrian- and bicycle-friendly.



VEHICULAR ACCESS

The North Delaware District was developed with ample consideration for vehicular movements. Wide roadways; access to main highways, including I-95 and Roosevelt Boulevard; high car ownership rates; and considerable residential parking characterize the district. Current strategies to improve the roadway network are highlighted by the significant investment from PennDOT for the I-95 reconstruction, the City of Philadelphia's Study for a Better Roosevelt Boulevard, and improvements to ensure a safe pedestrian and bicycle network. These efforts hope to minimize conflict zones between the high-speed roadways and local access streets. Many district residents use personal vehicles to travel to their place of employment. The high rate of personal vehicle usage is increasingly evident when considering the dispersed locations to which the district residents regularly travel for work.

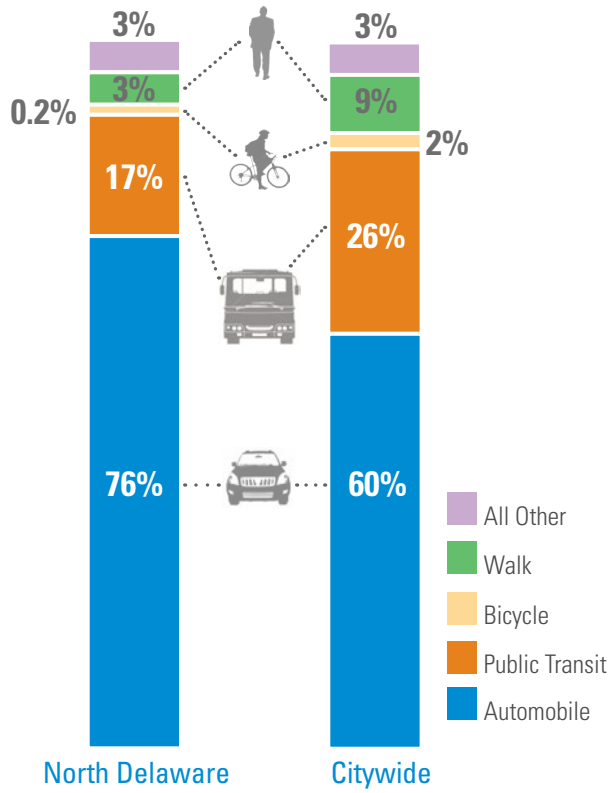
TRANSIT SERVICE

Transit service is increasingly important for accessibility of workers and customers from within and outside the district, and to older and younger generations in the management of highway congestion, especially during periods of extended heavy construction.

The North Delaware transit network connects to both the Center City and University City employment centers using the Trenton Regional Rail Line. This line has three stops (Torresdale, Holmesburg Junction, and Tacony) in the district, and handles nearly 4,000 daily boardings and alightings. Currently, none of these stations are ADA accessible and commute rates along the Trenton Line are limited by parking supply shortages at station park-and-rides.

Nineteen bus and trackless trolley lines serve the district, connecting workers and others to the downtown core and suburbs. Surface transit lines that serve the North Delaware District travel in mixed traffic (with cars and trucks) and are subject to traffic congestion. While there is no census tract in the district where transit is the primary commute mode, higher rates are found in areas nearer to the Frankford Transportation Center, Tacony, and parts of Mayfair. Of commuters who take transit, the majority identify bus or trackless trolley as their primary transportation means. Commuting by subway/elevated (Market-Frankford Line) is influenced by proximity to the Route 66 trackless trolley, which services Mayfair and Holmesburg near Frankford Avenue.

Commute Modes by Percent of Trips

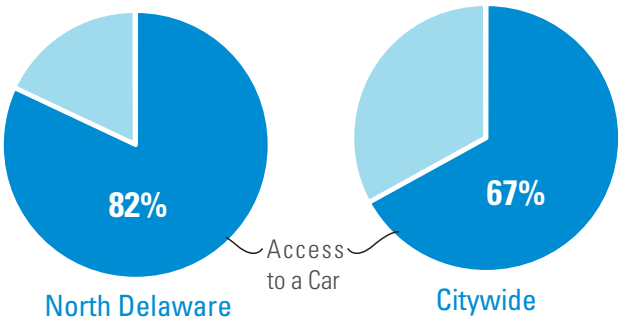


Source: US Census Bureau, American Community Survey 2008-2012

PEDESTRIAN AND BIKE TRAVEL

A heavy dependence on cars also means that bicycle and pedestrian commute to work mode share is well below the city average. Significant distance to employment centers, abundant residential parking options that support car ownership, and inadequate bicycle and pedestrian infrastructure all lead to limited opportunities to bike and walk to work. There are efforts by SEPTA to address bicycle accessibility and parking at the Torresdale Station this year, which will improve access for pedestrians and bicyclists to the train station.

Percentage of Households with Access to a Car

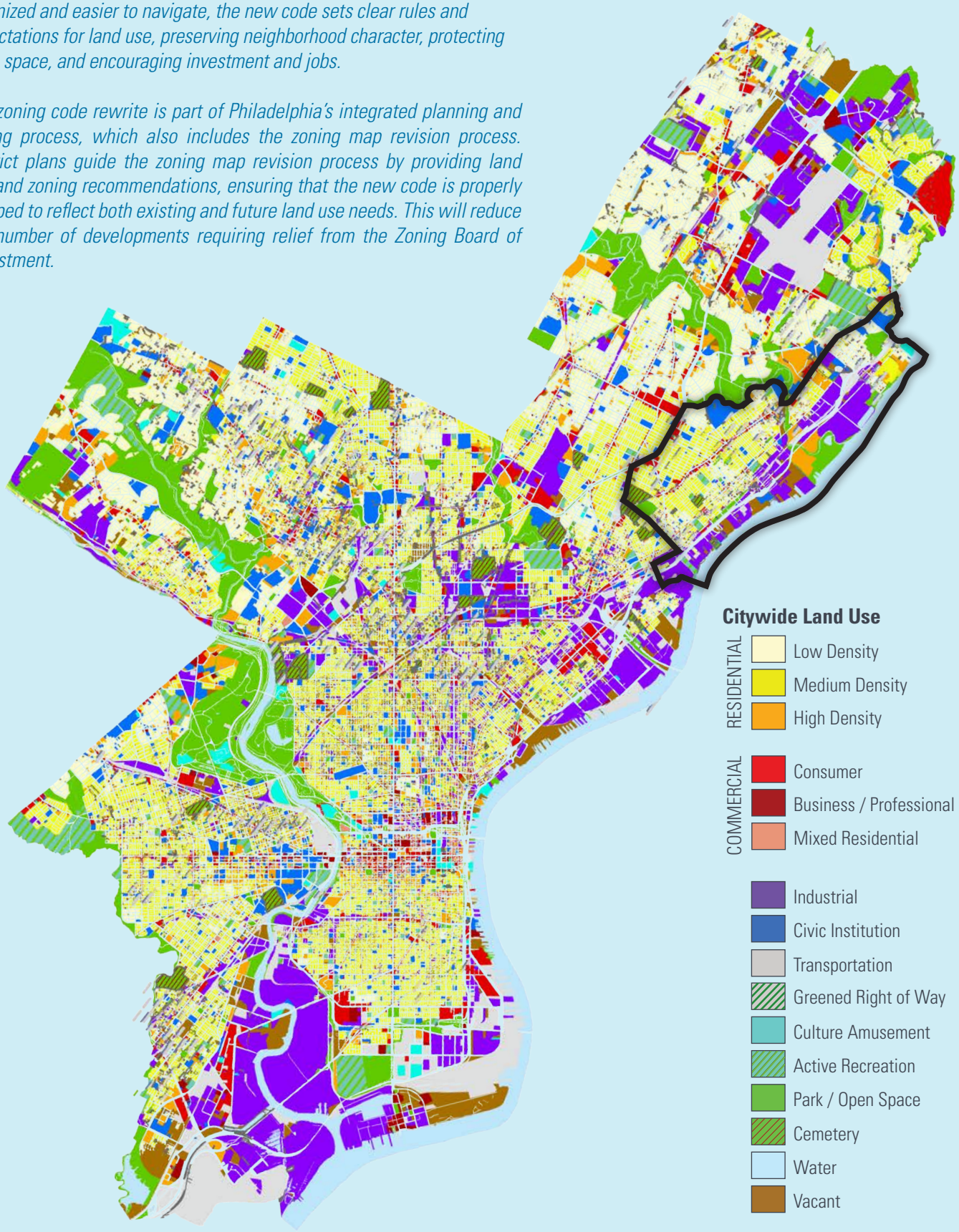


Source: US Census Bureau, American Community Survey 2008-2012

LAND USE AND ZONING

On December 22, 2011, Mayor Nutter signed Bill No. 110845, enacting into law the first comprehensive rewrite of the Philadelphia Zoning Code in 50 years. The new code took effect on August 22, 2012. Better organized and easier to navigate, the new code sets clear rules and expectations for land use, preserving neighborhood character, protecting open space, and encouraging investment and jobs.

The zoning code rewrite is part of Philadelphia's integrated planning and zoning process, which also includes the zoning map revision process. District plans guide the zoning map revision process by providing land use and zoning recommendations, ensuring that the new code is properly mapped to reflect both existing and future land use needs. This will reduce the number of developments requiring relief from the Zoning Board of Adjustment.



WHAT IS LAND USE?

Planners categorize and map land use to document and understand the current state of development. Land use refers to broad categories such as residential, commercial, or industrial and can be broken out into more detail such as high-density residential, office commercial, or warehousing/distribution. Maps can help planners identify potential uses that, if developed, could enhance the quality of life or economic productivity of an area. Intensity or type of land use also impacts infrastructure needs such as transit or utilities. Most importantly, land use impacts development regulations such as zoning.

WHAT IS ZONING?

Zoning is the primary tool for regulating land use. Zoning is a set of regulations governing land development and permitted uses for property. These laws regulate what type of uses can occur (use), where buildings can be located on a property (area), and the size of the buildings (bulk). Existing properties may not conform with zoning regulations if they have received a variance for their use, area, or bulk, or if they legally existed prior to the zoning laws being enacted.

ZONING MAP REVISION PROCESS

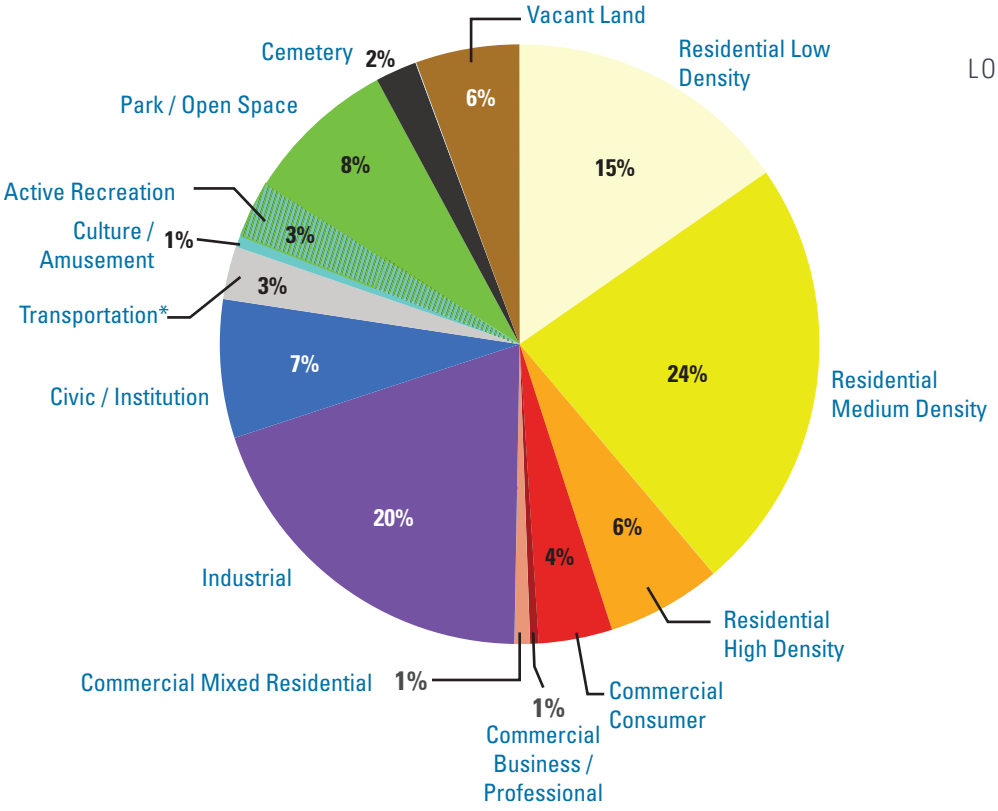
When analyzed together, land use and zoning inform planners if a property or area is zoned correctly for current conditions or if zoning changes are necessary to either reflect existing conditions or bring about changes to future physical development. Over time, changes in land use may require remapping, or a change to a property's zoning district classification. Zoning remapping is a public process for updating and revising the zoning map for an area.

EXISTING LAND USE

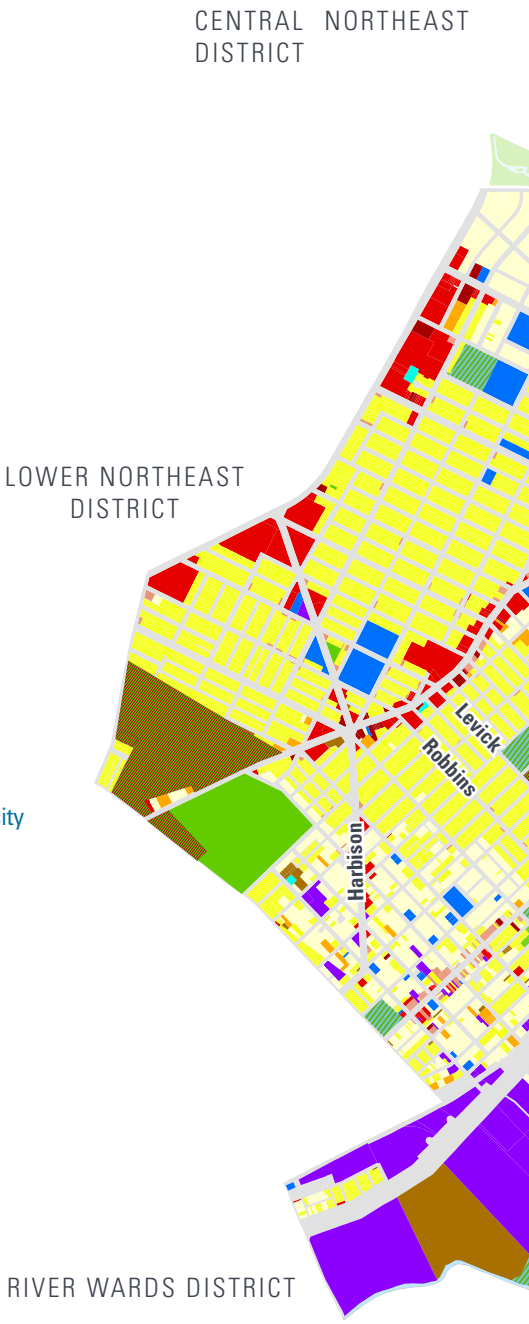
PCPC staff completed a land use survey in 2015. To collect this information, staff created a map from various City sources, including the Office of Property Assessment, which was then verified by in-field surveys. The land use data is stored in a geographic information system (GIS) database maintained by PCPC. Color codes are used to represent 15 major categories of land use.

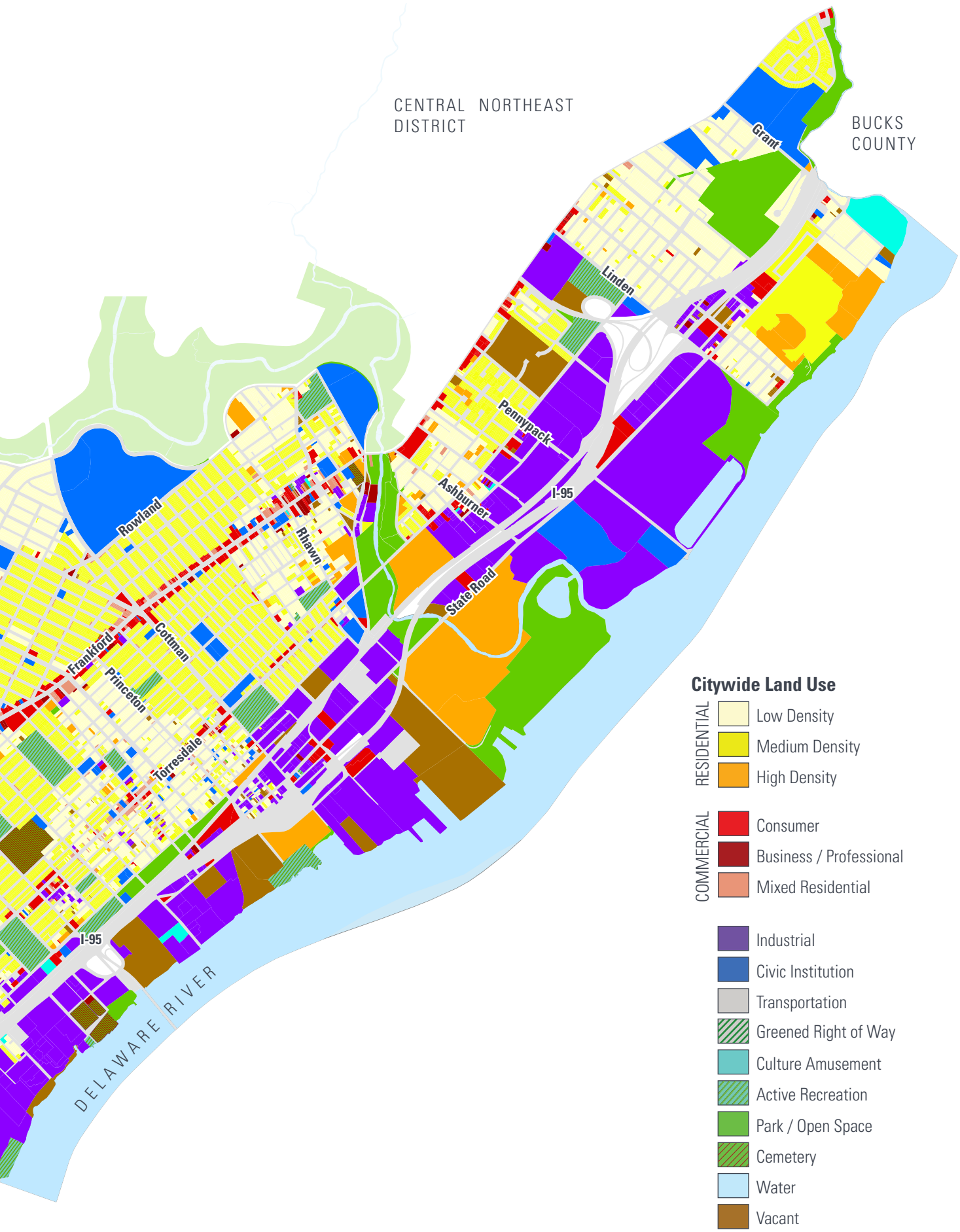
The North Delaware District is largely residential, representing over 45 percent of the total land area. However, while almost half of the district's land use is residential, the residential uses are far from homogenous. Medium-density residential, including rowhomes and small apartment buildings, dominate when compared to the other residential uses in the district. However, low-density residential, such as detached and semi-detached homes, comprise 15 percent of the district's total land use. High-density residential, such as larger apartment buildings, correctional facilities, and hotels, comprise only six percent of the district. Industry is the second most dominant land use within the district, comprising nearly eight hundred acres. The land use map also reflects the parks and open space assets in the district, representing over four hundred acres districtwide. While vacant land is only six percent of the district's land use, it is geographically clustered, mostly along the waterfront. Additionally, slightly more than 130 buildings are fully vacant, and nearly one fifth of them are classified as industrial.

Land Use as Percent of Land Area



** The transportation percentage does not include streets and sidewalks.*



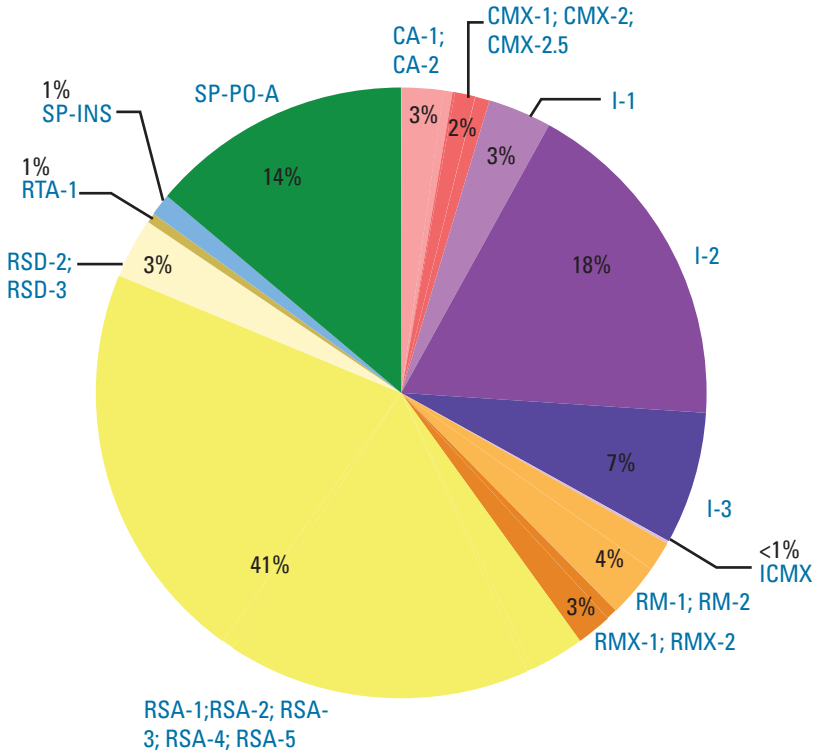

CENTRAL NORTHEAST DISTRICT
BUCKS COUNTY
Grant
Linden
Pennypack
Ashburner
I-95
State Road
Rowland
Rhawn
Cottman
Frankford
Princeton
Torresdale
I-95
DELAWARE RIVER
Citywide Land Use
RESIDENTIAL
Low Density
Medium Density
High Density
COMMERCIAL
Consumer
Business / Professional
Mixed Residential
Industrial
Civic Institution
Transportation
Greened Right of Way
Culture Amusement
Active Recreation
Park / Open Space
Cemetery
Water
Vacant

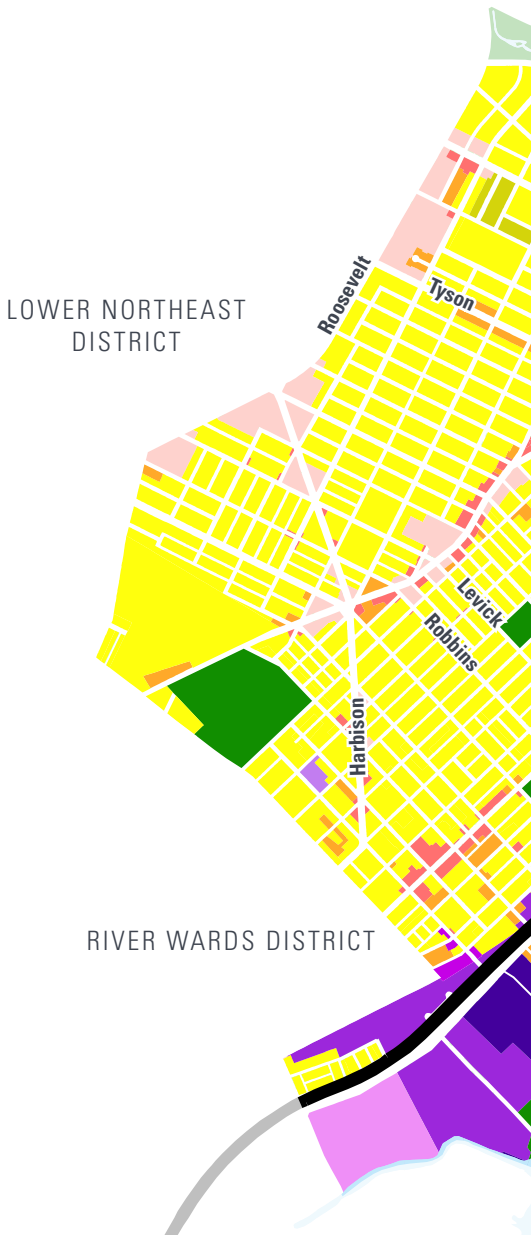
EXISTING ZONING

In many ways, the existing zoning and land use are aligned. The amount of residential uses, the industrial legacy of the district clustered along the waterfront and the network of parks and open space can also be seen in the zoning. While the residential category is prominent in both the land use and the zoning maps, the zoning maps display higher-density residential than the current land use. Additionally, the zoning map displays the commercial corridors, Frankford and Torresdale Avenues, both of which serve nearby residents and district visitors.

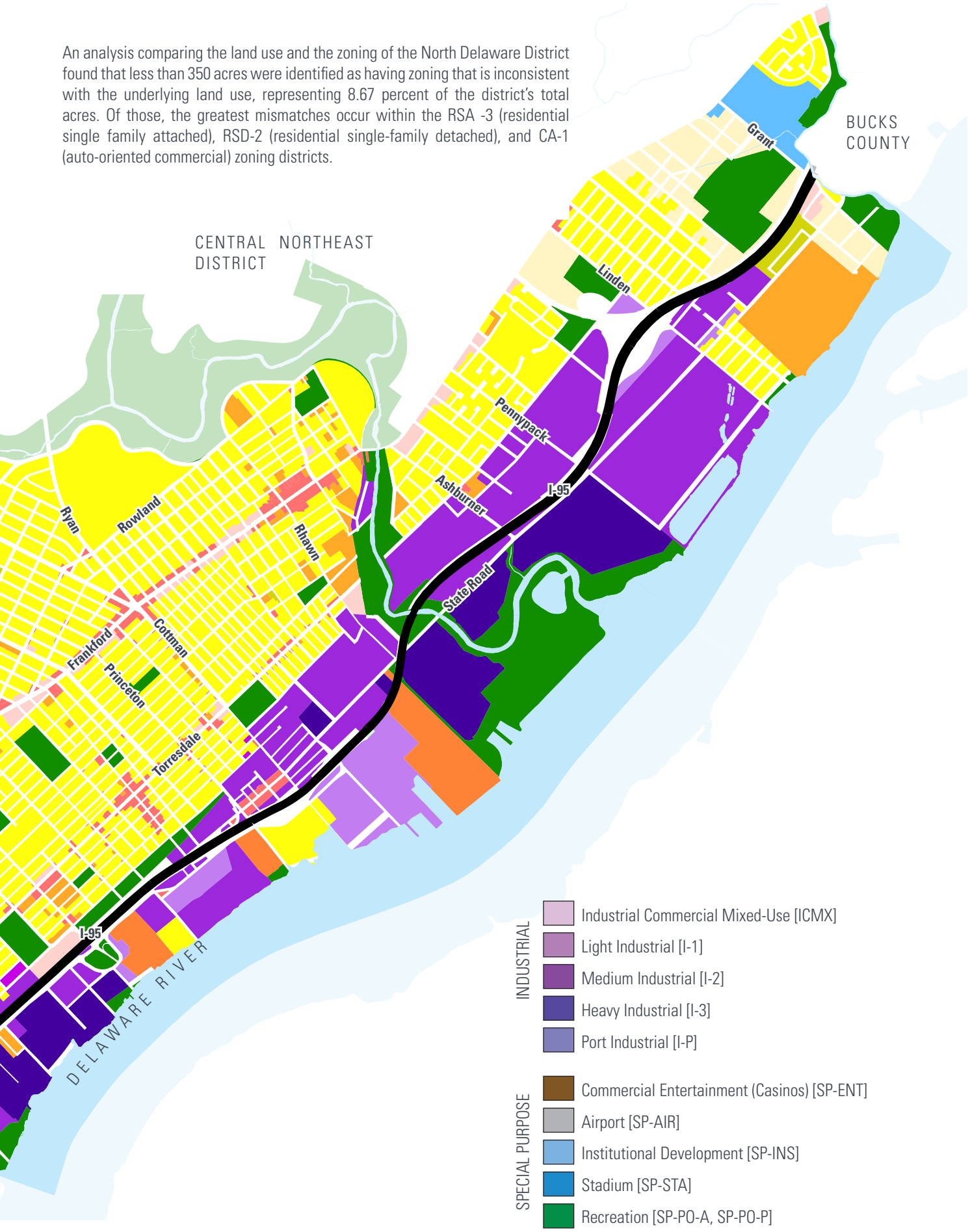
The presence of I-95 running through the district helps to separate the North Delaware District into two smaller sub-areas, each of which has a distinctive zoning pattern. To the east of I-95, along the waterfront, industrial zoning of varying intensities is the dominant zoning type. Of particular concern to the industrially zoned land along the waterfront is the presence of the floodplain, which has increased in size since 2007, the last time official floodplain maps were adopted. While the presence of the floodplain will also affect residential, commercial, and special purpose zoned properties, the industrially zoned properties will be the most impacted.

The zoning map also highlights both the Torresdale Avenue and Frankford Avenue commercial corridors that span the district. The commercial zoning along Frankford Avenue extends throughout the entire district. On the other hand, there is a mix of both residential and commercial zoning along Torresdale Avenue. This pattern reflects the commercial nature of Torresdale Avenue — one that is more nodal and more neighborhood focused.





An analysis comparing the land use and the zoning of the North Delaware District found that less than 350 acres were identified as having zoning that is inconsistent with the underlying land use, representing 8.67 percent of the district's total acres. Of those, the greatest mismatches occur within the RSA -3 (residential single family attached), RSD-2 (residential single-family detached), and CA-1 (auto-oriented commercial) zoning districts.



6800

NORTH DELAWARE

FRAMING OUR FUTURE

18 | Focus Areas
20 | Industrial Waterfront
24 | Liddonfield and Upper Holmesburg

28 | THRIVE
40 | CONNECT
48 | RENEW

FOCUS AREAS

Focus areas are strategically located sites with the potential to benefit the entire district, or even the city as a whole. They can be catalysts for thoughtful reinvestment in the larger community.

Focus areas illustrate many of the recommendations from the THRIVE, CONNECT, and RENEW sections of this plan. They show how individual recommendations work together to transform a place comprehensively.

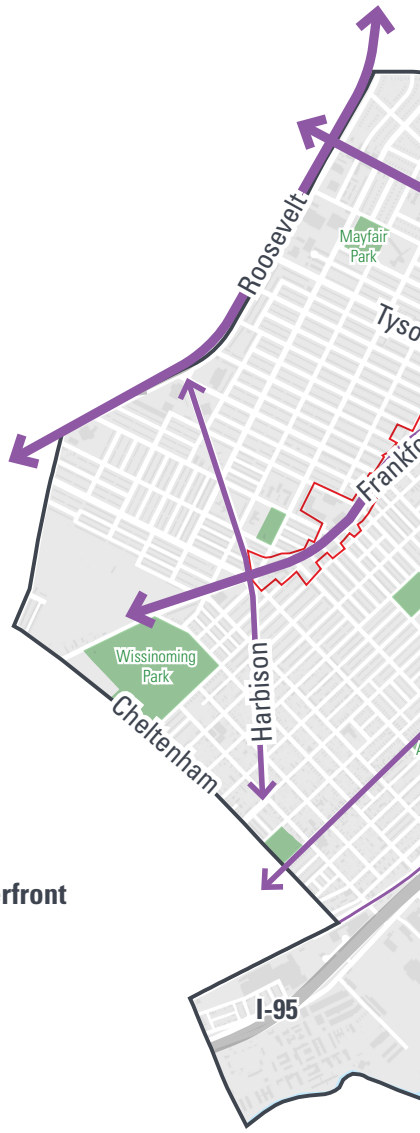
Focus areas often have underutilized land or inappropriate zoning classifications, which make them suitable for land use and/or zoning recommendations.

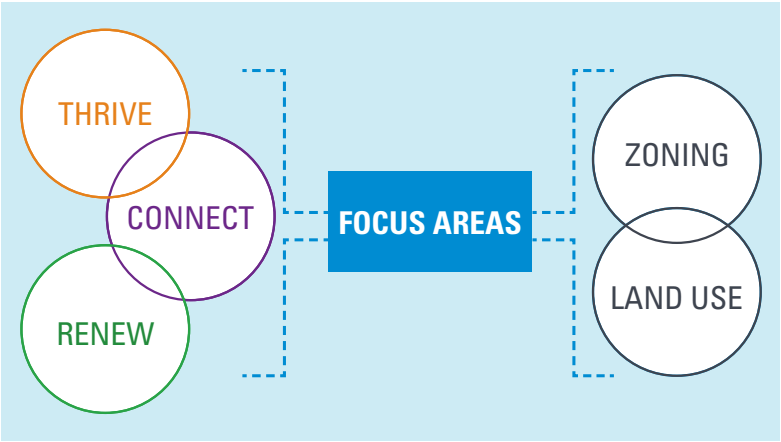
IDENTIFYING THE FOCUS AREAS

The process of "discovering" the focus areas is extensive. The PCPC strives to select locations for more intensive planning study that have a strong contextual framework yet do not function to their highest capacity. After completing the land use survey, the district can be analyzed in terms of use, vacancy, and zoning in order to then find the areas with the greatest potential for redevelopment within the next ten years. The focus area analysis diagram is the result of input from the PCPC staff, the district's steering committee, and community members. After several iterations of feedback from all these stakeholders, the two focus areas to the right were identified.

Liddonfield and Upper Holmesburg

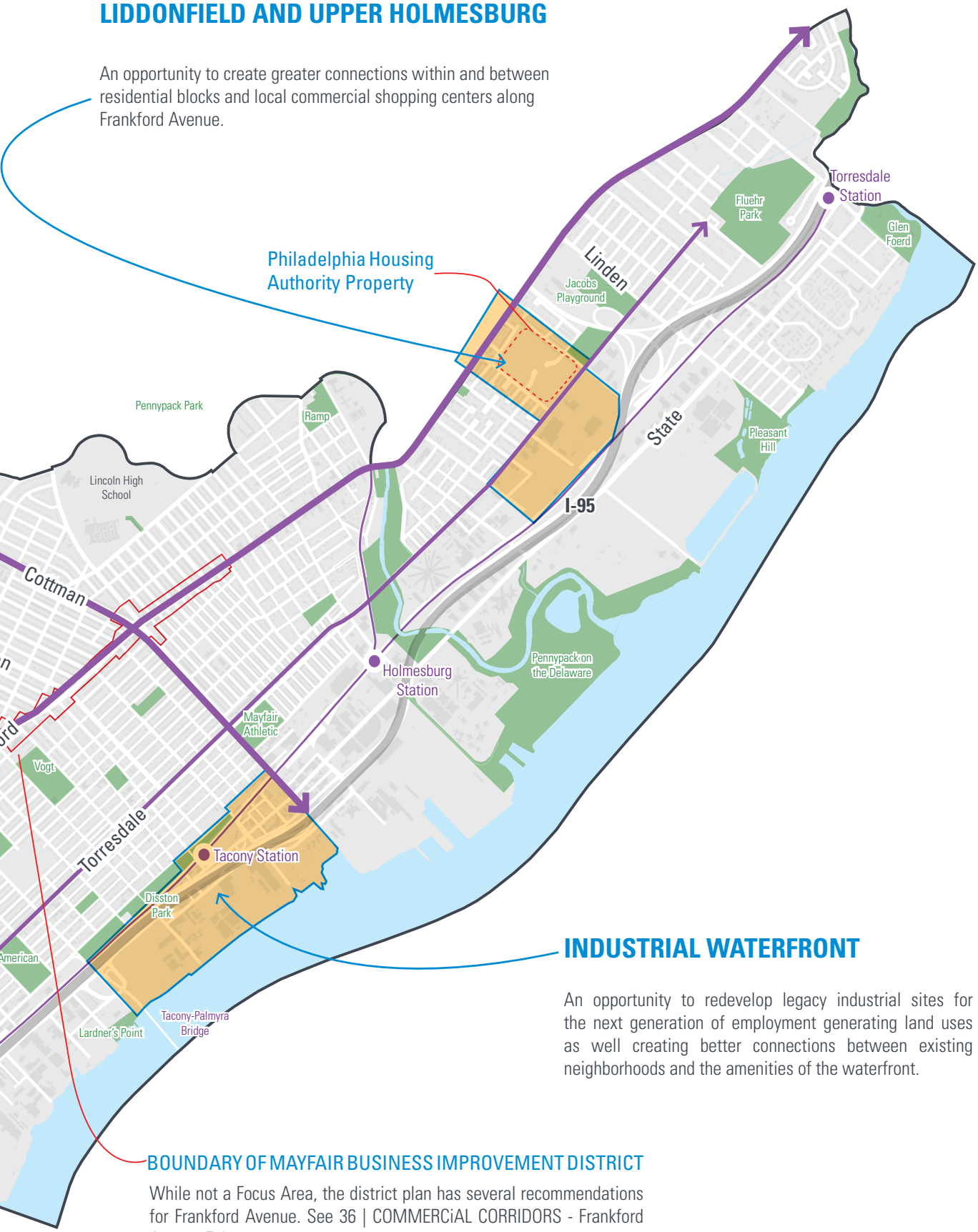
Industrial Waterfront





LIDDONFIELD AND UPPER HOLMESBURG

An opportunity to create greater connections within and between residential blocks and local commercial shopping centers along Frankford Avenue.



INDUSTRIAL WATERFRONT

An opportunity to redevelop legacy industrial sites for the next generation of employment generating land uses as well creating better connections between existing neighborhoods and the amenities of the waterfront.

BOUNDARY OF MAYFAIR BUSINESS IMPROVEMENT DISTRICT

While not a Focus Area, the district plan has several recommendations for Frankford Avenue. See 36 | COMMERCiAL CORRIDORS - Frankford Avenue Enhancements .

INDUSTRIAL WATERFRONT

Repositioning the Waterfront for Jobs and Recreation

Combine open space amenities with future development that supports employment-generating land uses

OPPORTUNITIES AND CHALLENGES

Between Robbins Street and Cottman Avenue, the industrial waterfront of North Delaware is showing signs of disuse. There are several acres of vacant and underutilized property, including much of the Disston Mills sites. Nonetheless, the area retains many characteristics that make it advantageous for future employment. Proximity to Interstate 95 and Regional Rail give the area ready access to truck transportation and transit while also separating it from residential neighborhoods. Many of the parcels remain substantial in size, allowing flexibility for a variety of businesses and industries. Additionally, many industrial legacy sites have a likelihood of contamination, raising significant costs for possibility of residential and educational uses.

- **Suitability for Employment Generation**
- **Waterfront Connections**
- **Waterfront Trail**
- **Vacant and Underutilized Properties**
- **Proximity to Transportation and Transit**
- **Potential Contamination**
- **Historic Preservation**

Tacony Regional Rail Station lacks handicapped access, parking, and visibility from the street

Cottman Avenue
Wellington Street
Princeton Avenue
Torresdale Ave
Tyson Street
Disston Street
Longshore Avenue
Knorr Street
Keystone Street
Unruh Avenue
Magee Avenue
Tacony Regional Rail Station
Milnor Street
New State Road
Disston Park
Levick Street
Robbins Street
Tacony Palmyra Bridge
Lardner's Point Park
Former St Vincents Orphanage
Quaker City Yacht Club
Tacony Boat Launch
100 Year Flood Plain
Proposed North Delaware Greenway

The Disston Mills include many buildings of historic value with the potential of being adapted to new uses

Areas of potential or known contamination may limit future land uses

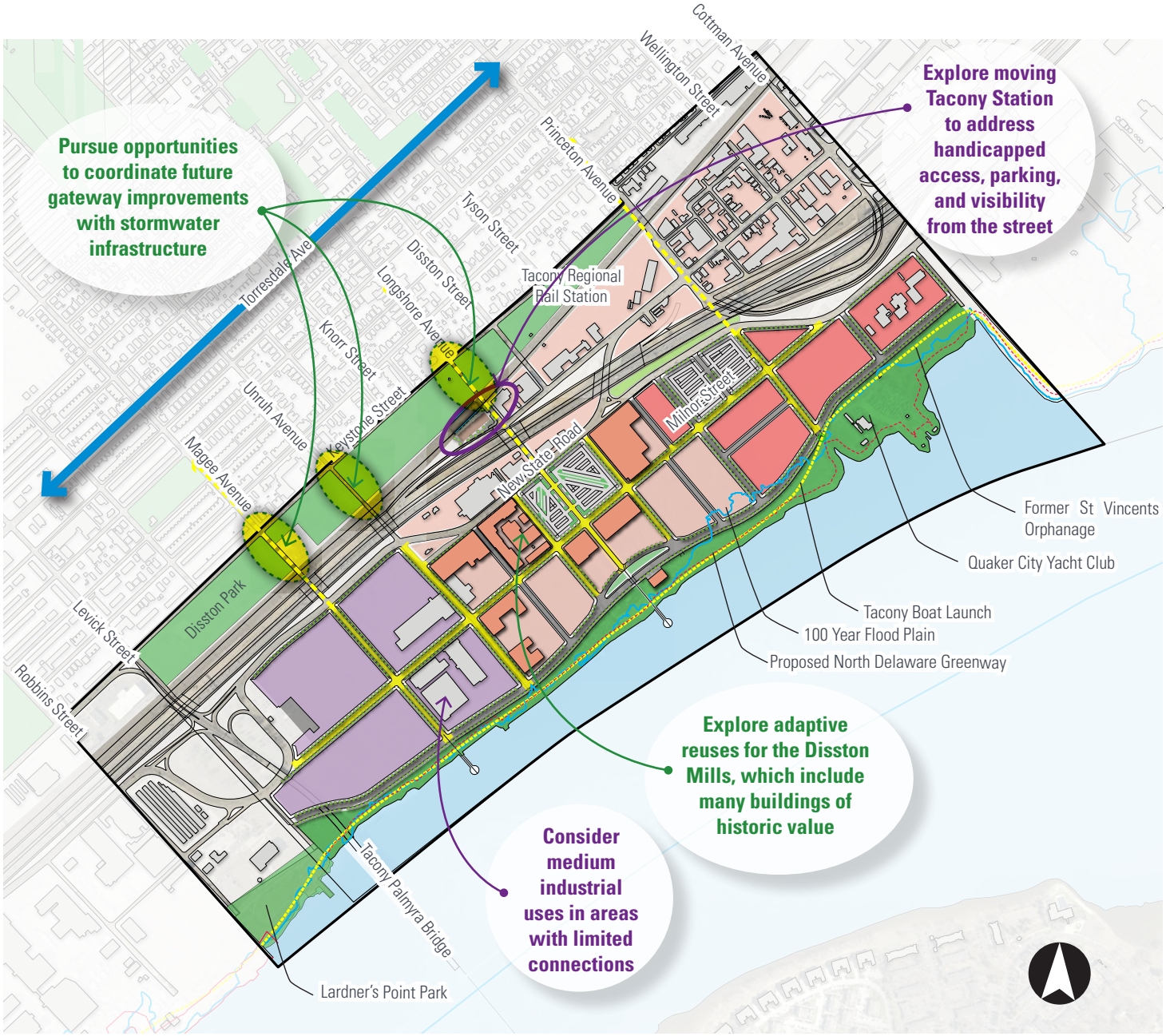
Effect of Potential Contamination on Development

The majority of vacant and underutilized property within this focus area is potentially contaminated. If contamination is established, residential and educational uses in particular will have significant remediation costs prior to development. Some areas of contamination are already known, such as the superfund site within the Disston Mills, at 6801 State Road. In this location an impervious cover is maintained to prevent contaminants from further infiltrating the river.

Focus Area Conditions

- Soft Sites Opportunities: Vacant and Underutilized Parcels
- Areas of Potential or Known Contamination
- Former Disston Mills Buildings - Potential for Adaptive Re-Use and Historic Preservation
- Proposed North Delaware Greenway
- Priority Connections to Create and/or Enhance

ENCOURAGING EMPLOYMENT ON THE WATERFRONT



RECOMMENDATIONS

Over 250 acres and greater than one mile in length, this focus area could accommodate several different employment -generating land uses. Close to the Tacony-Palmyra Bridge, larger-sized parcels and few roadways suggest more intensive industrial and warehousing uses with limited pedestrian access. Within the Disston Mills sites, numerous historic structures, smaller parcels, access, and proximity to Regional Rail suggest a mix of uses that accommodate pedestrian activity and waterfront amenities. Close to the former St. Vincent's Orphanage, the lower heights of existing buildings and the prevalence of green space suggest uses and scales that preserve and complement the existing natural environment.

Future Land Uses

Maintain and Encourage Light and Medium Industrial Uses

Encourage Mixture of Light Industrial, Office, and Retail Uses

Encourage Mixture of Retail and Office Uses

Building Reuse

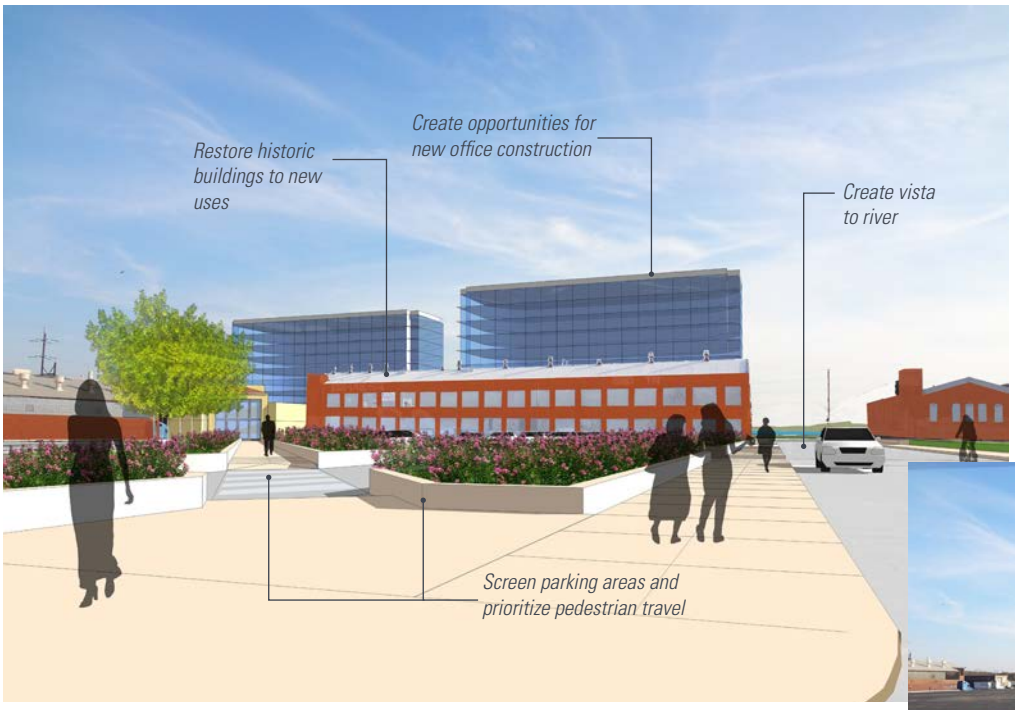
Encourage Adaptive Reuse of Disston Mills and Other Viable Industrial Structures

Connections

Encourage the Development of a Street Network.

Priority Connections to Create

A New Front Door to the Waterfront



View of revitalized Disston Mills Business Center from Longshore Avenue. Preserve existing historic structures and create spaces for new office and light industry, to form a welcoming gateway to the waterfront. Due to site contamination, landscaping elements may be limited to planters and self-contained raised beds.

View of existing vacant structures behind capped site.

Mixed-Use Employment Center at Disston Mills

Both public input and opportunities for connections suggest that the most active area of redevelopment should be centered around Disston Mills. The reintroduction of a street network shows how a variety of land uses and building types can coexist to create a pedestrian-scaled public realm compatible with open space and trails along the waterfront. Initiate more detailed follow-up studies on reuse feasibilities, phasing, and financing of future investment, involving property owners and community stakeholders and drawing on private development expertise.

LIDDONFIELD AND UPPER HOLMESBURG

Restoring Connections Between Residents and Amenities

Leverage future redevelopment to unify residential blocks and bring pedestrians comfortably to commercial centers

OPPORTUNITIES AND CHALLENGES

The focus area is characterized by large parcels that are either transitioning into new uses and/or may see redevelopment in the near future. Additionally, many of the commercial destinations are well suited for automobiles but poorly laid out for pedestrians. The area lacks consistent sidewalks, pathways, and crossings between healthy rowhome blocks and neighborhood amenities such as shopping and recreation. There is an opportunity to use new development and rehabilitation to create a walkable pedestrian network that offers unity and comfort to area residents.

- **Transitioning of Uses on Torresdale Avenue**
- **Public Input from Goals and Strategies Plan**
- **Connections to Shopping Center on Frankford Avenue**
- **Potential Redevelopment of Philadelphia Housing Authority Site**
- **Healthy Tree Stands**

Central Northeast District

Crispin Street

Frankford Avenue

Shopping Center Lacks Pedestrian Circulation Network

Ashburner Street

Blakiston Street

Jackson Street

Strahle Street

Pennypack Street

Philadelphia Housing Authority Site, 32 Acres, currently undergoing Request for Proposal (RFP) Process

Area of Upper Holmesburg Goals and Strategies Plan, 2012

Ditman Street

Jacob's Playground

Torresdale Avenue

Hegerman Street

I-95

Proposed Street Network from Upper Holmesburg Plan

I-95

Extending the Walkable Scale of Existing Blocks

Adjacent residential rowhome blocks place parking in the rear, reinforcing the street wall and sidewalks with a walkable and engaging scale of development. New developments and connections should further the sidewalk network, extending lines of connection from housing to other important destinations.

Land Uses and Priority Areas to Improve

Existing Commercial/ Retail Uses

Residential Uses

Industrial and Warehousing Uses

Priority Areas for Public Realm and Connectivity Improvements

CONNECTING PEDESTRIANS TO SHOPPING AND EACH OTHER

As new residents and businesses come into the focus area, greater attention should be paid to the network of pedestrian connections. Uniform, contiguous, and safe access to housing and shopping can greatly enhance quality of life.

Transformation of Shopping Center Parking, Vignette

Currently, all of the existing stores in the shopping center along Frankford Avenue sit beyond a sea of parking, making it challenging for pedestrians and bicyclists to safely access them. With the proposed development of the Liddonfield site there will be even more potential customers, including senior citizens, attempting to cross the parking to shop. Clearly identified walkways and increased landscaping will make it easier and safer for all non-automobile travelers to access the stores. By identifying areas intended for pedestrians, pedestrians will be directed where to walk, and drivers will be reminded to look for pedestrians and bicyclists, increasing the safety for all users of the shopping center.

View of existing parking lot

RECOMMENDATIONS

Central Northeast District

Crispin Street

Frankford Avenue

Define Drive Aisles, Add Landscaping, and Add Pedestrian Walkways that Link to Street Network

Ashburner Street

Blakiston Street

Jackson Street

Strahle Street

Pennypack Street

Encourage Site Development to Engage Street Alignments from Adjacent Blocks

Subdivide into Blocks per Upper Holmesburg Goals and Strategies Plan

Ditman Street

Jacob's Playground

Torresdale Avenue

Hegerman Street

I-95

Some of the Proposed Street Network from Upper Holmesburg Plan

Connections to Reinforce

Create sidewalks and/or separated walkways for pedestrians

Encourage development to align entrances with existing streets

Enhance streetscaping with street trees and wider sidewalks where feasible

Bus stops on Torresdale and Frankford Avenues

1. Street trees
2. Buffered parking lot
3. Improved sidewalk
4. Bus shelter
5. Organized street furniture including bike racks

Improve Bus Stops Per Goals and Strategies Plan

The Upper Holmesburg Goals and Strategies Plan noted that the bus stops in the area provide little shelter or amenity to residents, many of whom are seniors. Shown at left are a number of improvements recommended by the plan.

THRIVE

The ***Citywide Vision*** calls for all Philadelphians to **THRIVE** in the center of a competitive metropolitan region.

NEIGHBORHOODS
Improve neighborhood livability

Neighborhood Centers
Promote strong and well-balanced neighborhood centers

Housing
Improve the quality and diversity of new and existing housing

ECONOMIC DEVELOPMENT
Make Philadelphia more competitive in the metropolitan region

Metropolitan and Regional Centers
Support the growth of economic centers

Industrial Land
Target industrial land for continued growth and development

Institutions
Grow Philadelphia's strong institutional job sectors

Cultural Economy
Develop tourism and creative economy into leading economic sectors

LAND MANAGEMENT
Capitalize on land assets

Vacant Land and Structures
Manage and reduce vacancy

Land Suitability
Protect sensitive lands from over development

Municipal Support Facilities
Locate and manage all municipal support facilities efficiently

The North Delaware District's strong neighborhood centers, commercial corridors and stable housing stock have led to the growth of both its commerce and neighborhoods. The Cottman Avenue and Boulevard Regional Center and the retail on Frankford and Torresdale Avenues provide an array of goods and services to residents and visitors. Opportunities exist to attract new jobs on the waterfront by improving pedestrian and vehicle connections and rezoning. City-owned facilities will continue to be a valuable asset to the district.

Neighborhood Centers

The North Delaware District is home to approximately sixty-five municipal facilities, the majority of which are neighborhood serving such as fire and police stations, recreation centers, libraries and public open space that provide services and amenities directly to the surrounding communities. The others serve larger populations such as the entire City of Philadelphia. Overall, the facilities in the North Delaware District are well maintained and have strong stewards that are staff, residents, or partners such as nearby schools, both public and parochial.

However, there are additional opportunities for partnerships to enhance the facilities within the district. For instance, the Ethan Allen School and Lower Mayfair playground back up to one another on the same block but operate independently. More can be done to integrate the spaces to increase the recreation area, allow for more green space and tailor the space and its uses to its most frequent users.

The North Delaware District hosts over 380 acres of public open space including recreation centers, playgrounds, parks and the City's only fish hatchery. Both of the libraries in the district are Carnegie Libraries and while the Holmesburg Library's interior and roof were recently renovated, additional steps need to be taken to make the facility accessible for persons with disabilities and the elderly. Similarly, only portions of the Disston Recreation Center are accessible.

The largest cluster of public facilities is located between Rhawn Street and Linden Avenue along the waterfront. It is one of the district's leading employers, including the six facilities that make up the Philadelphia Prison System Campus, the Philadelphia Fire Academy, the former Philadelphia Police Academy, a training facility for the Philadelphia Streets Department and the Samuel S. Baxter Water Treatment Plant. The City is currently exploring the feasibility of replacing and upgrading some of the Philadelphia Prison System's facilities. While many of the Police Academy functions have been relocated within the city, a firing range, the bomb squad, K-9 and S.W.A.T training still remain on site and other public safety needs are being identified to occupy it as well. The Baxter Treatment Plant, which covers nearly 150 acres, is only one of three of its kind in the City and is scheduled to receive a wide array of upgrades in the next few years.

Currently, the 2nd and 15th Police Districts are collocated on Levick Street off of Harbison Avenue. The majority of the North Delaware District is in the 15th Police District, which is one of the busiest citywide. Both the 15th and 2nd Districts headquarters are in need of additional space and upgraded facilities to meet today's standard and needs.

Iconic and long-standing neighborhood businesses such as Stein Your Florist Company at 7059 Frankford Avenue provide character and vitality to the corridor.

The regional center at Cottman Avenue and Roosevelt Boulevard is very auto-centric, making it challenging for other users.

Metropolitan and Regional Centers

One of the area's competitive regional centers is located along the border of the North Delaware District at the intersection of Cottman Avenue and Roosevelt Boulevard. The intersection is at the center of a regionally important node of retail and services that straddles the North Delaware and Central Northeast Districts. Even though it is surrounded by walkable rowhouse blocks, access to this node is primarily designed for automobiles. Those arriving on foot, either from nearby neighborhoods or via public transit, are met by a wide variety of challenges, including wide street crossings, fast traffic, and a lack of shade trees. In order to continue this area's competitive edge in the regional market and improve the pedestrian and overall visitor experience, City agencies and private landowners have begun an effort to improve the public realm. The continuation of that work will be a benefit to both the Central Northeast and North Delaware Districts.

Housing

The housing sector in the district has changed. In the last ten years, household sizes in the district have increased. There are now more renters than homeowners, and more vacant housing units. The number of senior households has declined, and a higher percentage of residents are cost-burdened, paying more than 30 percent of their income on rent or mortgage payments.

Between 2000 and 2010, the North Delaware District's household population increased by more than three percent while the number of housing units decreased by just over 200 units. With more population living in fewer units, the average household size increased from 2.44 persons per household in 2000 to 2.58 in 2010.

The U.S. Census Bureau indicates that both renters and homeowners appear to be paying higher percentages of their gross income to make rent and mortgage payments. In 2013, 55 percent of renters and nearly a third of homeowners paid 30 percent or more of their income for rent or mortgages. The most burdened renters and homeowners lived in sections of Tacony and Upper Holmesburg, and east of I-95 south of Rhawn Street. In some areas of Tacony and Holmesburg, close to two-thirds of renters and 40 to 60 percent of homeowners are cost-burdened.

To encourage seniors to remain in their homes as they age, houses and apartments may need to be upgraded to include wider staircases, durable bathroom fixtures and wheelchair lifts. Older residents are more likely to be active if access to goods and services such as shopping or parks are nearby. As of 2010, about 10 percent of district residents were senior citizens. In East Torresdale, however, half of the homeowners and renters were seniors.

Much of the housing stock in the North Delaware District is rowhomes. The number of renters has been increasing throughout the district.

Industrial Land

In 2011, nearly 5,000 jobs in the North Delaware District were provided by industrial and industrial-related businesses, representing more than a quarter of the jobs in the district. With a 15 percent unemployment rate in the district in 2013, maintaining an inventory of well-paying industrial jobs in the district is in the city's and the district's best interest.

Much of the existing industrial activity is located along the waterfront and I-95. One of the largest industry clusters includes Revolution Recovery, Northeast Metal Traders, and Waste Management, all of which package waste materials to send to other companies to become new products. The district also hosts a variety of manufacturing jobs related to the production of food products. For instance, a new Dietz and Watson facility that will expand the number of industrial jobs located within the district opened earlier this year. The district also hosts Just Born Quality Confections, which produces Philadelphia's iconic Goldenberg's Peanut Chews.

Currently, approximately 830 acres of land are used for industry, while industrial zoning covers 1,100 acres in the district. Moving forward, the amount of industrially zoned land has been carefully considered to balance the opportunity for industrial users to grow and to attract new industry to the district while also considering existing market demands. In some areas, land currently zoned for industry can be transitioned to a new use or a less intense industrial use without negatively impacting business retention or attraction.

The PCPC, working with the Commerce Department, Philadelphia Industrial Development Corporation (PIDC) and other stakeholders have examined the existing industrial land within the district to identify which areas of land should be retained for industrial use, where changing the zoning or granting variances for residential or large retail development will be discouraged, and those areas that could be transitioned to a new use. The presence of both the 100 and 500 year floodplain, environmental contamination, the current amount of vacancy, existing uses, proposed trails and other improvements as well as opportunities for historic preservation were included in the analysis.

Many industrial lots in the district are characterized by inadequate pedestrian access and underutilized parcels.

Commercial Corridors

The North Delaware District has two main commercial corridors, Frankford Avenue and Torresdale Avenue, as well as sixteen other commercial districts. According to the PCPC's PhilaShops inventory, more than four million square feet of floor area is available to provide consumer-oriented goods and services within the district. Commercial vacancy in the district is about 13 percent, slightly better than in other planning districts. The district also hosts part of a regional shopping center, at Cottman Avenue and the Boulevard, which contains 1.6 million square feet of retail space.

Frankford Avenue is the commercial spine that runs through many of the neighborhoods in the district. Much of the commercial activity between Ashburner Street and Academy Road comprises of a series of separate, free-standing shopping centers. Along Frankford Avenue in the southern portion of the district, it is more oriented towards pedestrians and individual stores that front directly on the Avenue.

Vacancy along Frankford Avenue is low, suggesting that this mix of commercial development and scales is successful. However, the inconsistency of the public realm; its lack of landscaping, especially in shopping center parking lots; inconsistent signage; variation of storefront setbacks; and difficult pedestrian crossings suggest that there is room for improving the image and identity of the corridor. The partnership between the City and the Mayfair Community Development Corporation and Civic Association has begun to address these issues through the installation of street trees, benches, planters, banners, and trash cans. The implementation of a Mayfair Business Improvement District will continue to improve the corridor.

Torresdale Avenue is anchored by Moss Park at one end and Fluehr Park at the other. It is quite different than Frankford Avenue as it comprises smaller commercial areas that are interspersed between residential blocks, parks, and institutions. Through the use of the Storefront Improvement Program, Torresdale Avenue in Tacony has seen a resurgence of both private and City investment that has vastly improved the commercial viability and aesthetics of the corridor.

Neighborhood and corridor gateways help enhance the area as a destination.

NEIGHBORHOODS

NEIGHBORHOOD CENTERS RECOMMENDATIONS

			IMPLEMENTING AGENCIES & PARTNERS	*CITYWIDE VISION* OBJECTIVES
	1	Cluster municipal and community serving facilities to improve their efficiency and safety of operations • Evaluate the former Philadelphia Police Academy Campus (8501 State Road) for potential new users	PCPC DPP Public Safety	1.1.1
	2	Ensure that all community-serving facilities are maintained in a state of good repair • Make all libraries and recreation centers ADA accessible (Holmesburg Library, Disston Recreation Center) • Expand and enhance the facilities for the Police 2nd/15th District Headquarters	PCPC DPP Finance Police Library PPR	1.1.1
PRIORITY	3	Develop and maintain strong community partnerships between community serving facilities and the surrounding neighborhoods, other community serving facilities and friends groups • Establish community partnerships at Lower Mayfair Playground, Disston Recreation Center, Glen Foerd and Roosevelt Playground • Expand the relationships at Ramp Playground, Lincoln Pool, Lansing Knights Youth Organization, Holy Terrors Youth Organization and Russo Playground	PCPC PPR	1.1.1

HOUSING RECOMMENDATIONS

4	Stabilize and upgrade housing while ensuring that there is a mix of housing choices available to residents of all income levels • Identify areas for single-family dwellings and for multi-family housing and ensure that they are appropriately zoned • Investigate opportunities for seniors to age in place • Redevelop the Liddonfield site to include senior & affordable housing	PCPC City Council PHA OHCD PCA	1.2.2 1.2.3
5	Preserve single-family housing stock (both rental and owner-occupied) through zoning and marketing of home improvement resources including incentives for home rehabilitation • Promote retrofits to improve energy efficiency • Ensure that a full range of housing is available to populations of all abilities and income levels • Facilitate infill housing in existing residential neighborhoods	PCPC City Council OHCD	1.2.1 1.2.3

Definition | *Carnegie Libraries*

Libraries built with funds donated by Andrew Carnegie are colloquially known as Carnegie Libraries. Approximately 2,500 Carnegie Libraries were built and about 1,600 of them are located in the United States.

The Tacony Branch Library, built in 1906, will soon undergo a major renovation and expansion. Among other elements, the work will include a fully accessible entry and the restoration of many of the building's historic elements. Image courtesy of Vitetta Architects and Engineers and JR Keller, LLC.

North Delaware - Municipal and Community Serving Facilities

The area referred to as the Public Safety Campus comprises of a number of different municipal facilities including prisons, the Philadelphia Fire Academy and the Philadelphia Police Academy firing range.

COMMERCIAL CORRIDORS

COMMERCIAL CORRIDORS RECOMMENDATIONS

			IMPLEMENTING AGENCIES & PARTNERS	*CITYWIDE VISION* OBJECTIVES
	6	Concentrate commercial zoning along active commercial corridors to reinforce previous and planned public and private investment • Zone for residential and commercial infill where appropriate along Torresdale Avenue • Direct auto oriented uses towards areas that will not impede pedestrian-oriented commercial corridors	PCPC City Council Commerce	1.1.2
PRIORITY	7	Implement strategies that will strengthen commercial corridors as destinations • Use strategies such as the business improvement district in Mayfair, the Storefront Improvement Program, streetscape improvements, signage and landscaping • Develop design standards for parking lots along commercial corridors • Identify opportunities to improve convenience and safety for all users to shop within the district, particularly at the Mayfair Shopping Center and at large grocery stores	PCPC Commerce City Council Nonprofits	1.1.2
	8	Enhance and upgrade the existing commercial corridors along Frankford and Torresdale Avenues to improve walkability, pedestrian and bicycle safety and improve the overall commercial experience • Frankford Avenue: enhance anchor buildings and uses, consider the creation of a gateway at Ryan Avenue that could include pedestrian islands or parklets, explore the opportunity of temporary closures of Ryan Avenue between Frankford Avenue and Leon Street for special events • Torresdale Avenue: continue to upgrade the corridor to enhance the pedestrian experience	PCPC Commerce Nonprofits Streets	1.1.2

METROPOLITAN AND REGIONAL CENTERS RECOMMENDATIONS

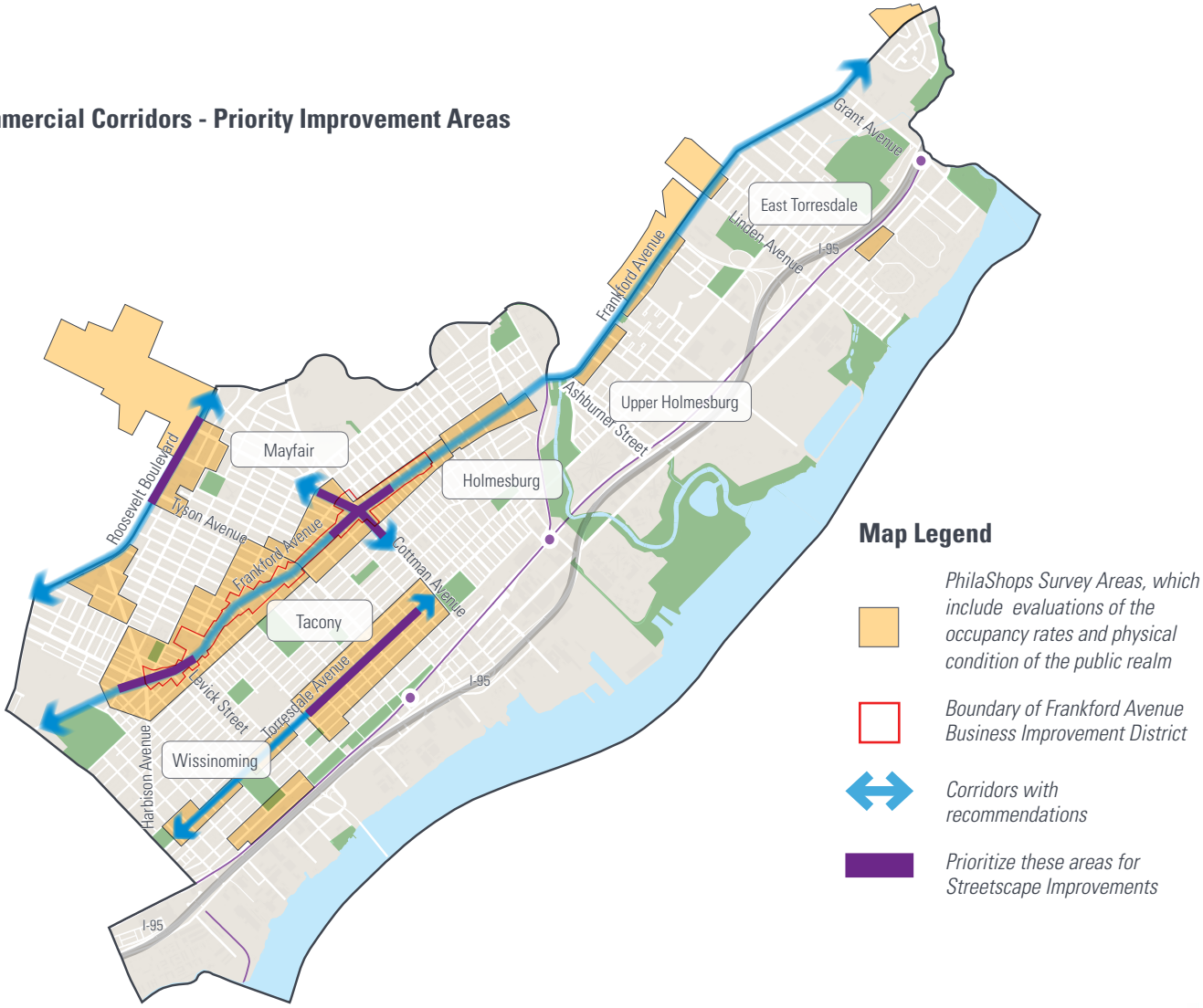
	9	Strengthen Cottman and the Boulevard as a competitive regional center • Promote façade, signage, and landscape improvements on private property • In cooperation with local partners, program city and state funding for coordinated public streetscape improvements, including paving, crosswalks, sidewalks, lighting, signs, security features, and landscaping • Ensure that patrons can safely access and travel to the regional center	PCPC Commerce local partner organizations Streets	2.1.3

Corridor Streetscape Improvements

The Storefront Improvement Program (SIP), administered by the Commerce Department, provides an opportunity for commercial businesses to improve their storefronts and facades and be reimbursed for a portion of the costs. The Tacony Community Development Corporation has successfully assisted business owners in effectively using SIP funds to reinvigorate their businesses and the Torresdale Avenue corridor, attracting new customers, jobs and other businesses.

Photos from Plan Philly - Eyes on the Street : *Before* *After*

Commercial Corridors - Priority Improvement Areas



Examples of Corridor Streetscape Improvements

Community input from public meetings has shown a preference for certain kinds of commercial corridor improvements to be prioritized for areas marked in purple on the map. The following were the top three improvements.

Parklets *Image Source: www.phillymotu*

Intersection Improvements *Image Source: planphilly*

Storefront Improvement Program *Image Source: planphilly*

COMMERCIAL CORRIDORS - FRANKFORD AVENUE ENHANCEMENTS

Temporary Closing of Ryan Avenue and Restoration of the Mayfair Theater

Proposed View of Ryan Street: Uncover and restore the Mayfair Theater marquee and entrance as a component of restoring Mayfair theater. Allow Ryan Street to be closed for occasional uses such as farmer's markets and festivals.

Existing conditions of Ryan Street.

Original Marquee
Image source: philadelphiabuildings.org

General Enhancements for Frankford Avenue

Mayfair Business Improvement District Boundary

Proposed Change of Parcels to CMX-2.5 Zoning

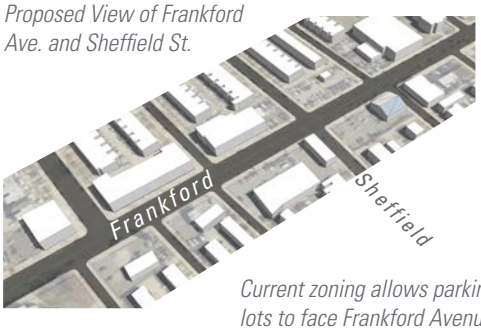
Priority Streets and Intersections to Enhance

Shelmire Avenue
Sheffield Street
Ryan Avenue
Cottman Avenue
Bleigh Avenue
Wellington Street
Teesdale Street
Princeton Avenue
Tyson Street
Disston Street
Longshore Avenue
Glenview Street
Knorr Street

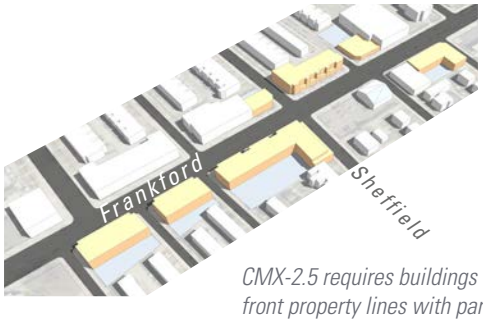
Affects of CMX-2.5 Zoning

Existing View of Frankford and Sheffield

Proposed View of Frankford Ave. and Sheffield St.



Current zoning allows parking lots to face Frankford Avenue.



CMX-2.5 requires buildings to front property lines with parking in rear.

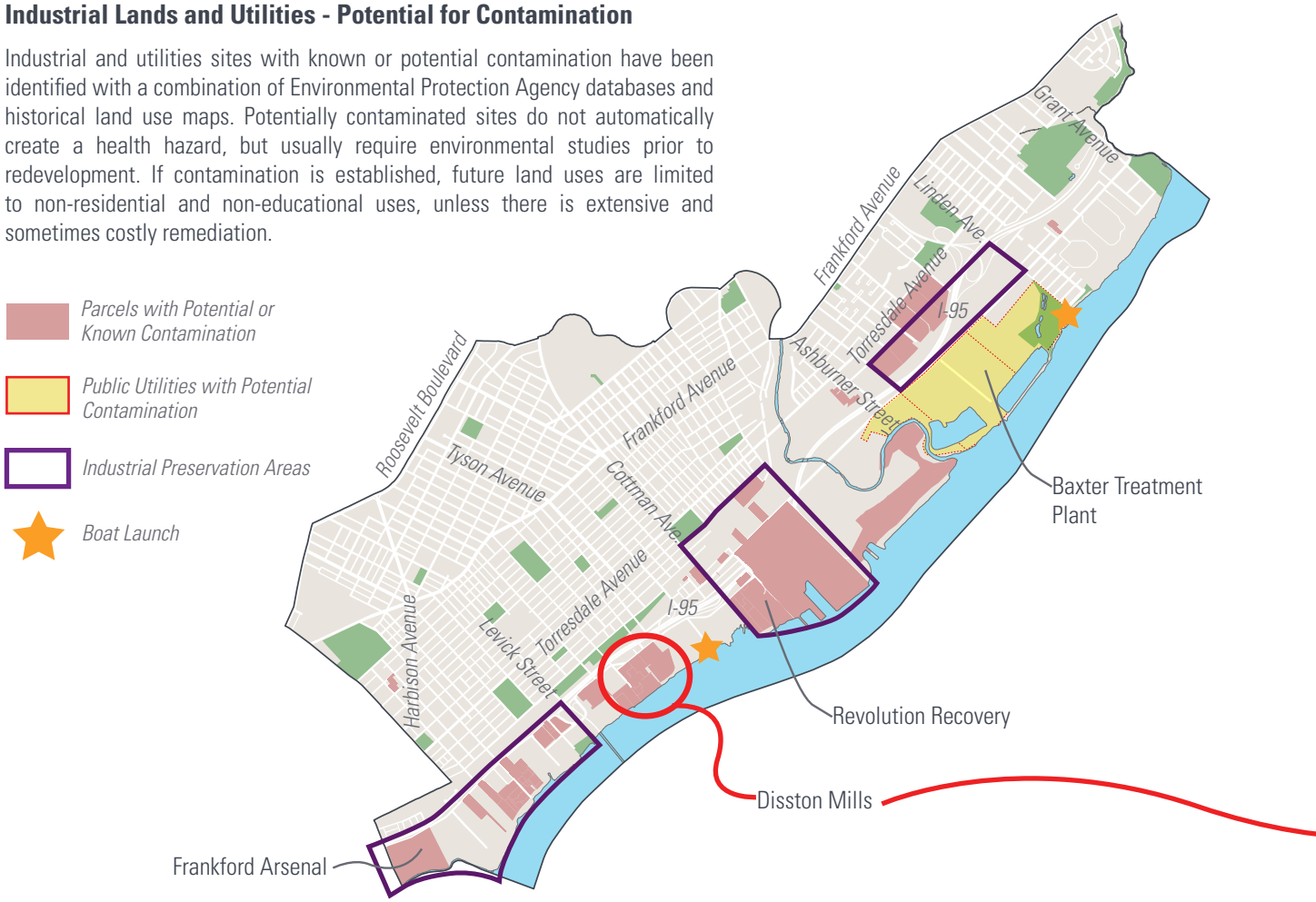
ECONOMIC DEVELOPMENT

INDUSTRIAL LAND RECOMMENDATIONS

PRIORITY		IMPLEMENTING AGENCIES & PARTNERS	*CITYWIDE VISION* OBJECTIVES
10	Reactivate industrial land along the waterfront. Specifically, maintain industrial zoning in the following areas: • Bridge Street to Levick Street between I-95 and the Delaware River • Edmund Street to the waterfront between Cottman Avenue and Pennypack Path • Between Linden Avenue, State Road, Ashburner Street and the alignment of Hegerman Street ***[Focus Area: Industrial Waterfront]***	PCPC PIDC Commerce City Council	2.2.1 2.2.2
11	Manage and improve the industrial and commercial mix between Solly Avenue, the AMTRAK NE Corridor, Linden Avenue and Torresdale Avenue	PCPC PIDC Commerce City Council	2.2.1 2.2.2
12	Identify industrially used properties that should be rezoned to position them for future mixed use developments • Remediate industrial land where environmental contamination exists • Encourage medium and light industrial land uses between Levick Street and Unruh Avenue • Encourage a mixture of light industrial, office and commercial land uses between Unruh Avenue and Disston Street • Encourage a mixture of light industrial, office and commercial retail spaces between Disston Street and Cottman Avenue ***[Focus Area: Industrial Waterfront]***	PCPC PIDC Commerce City Council	2.2.1 2.2.2

Industrial Lands and Utilities - Potential for Contamination

Industrial and utilities sites with known or potential contamination have been identified with a combination of Environmental Protection Agency databases and historical land use maps. Potentially contaminated sites do not automatically create a health hazard, but usually require environmental studies prior to redevelopment. If contamination is established, future land uses are limited to non-residential and non-educational uses, unless there is extensive and sometimes costly remediation.



LAND MANAGEMENT

MUNICIPAL SUPPORT FACILITIES RECOMMENDATIONS

		IMPLEMENTING AGENCIES & PARTNERS	*CITYWIDE VISION* OBJECTIVES
13	Modernize the campus of the Philadelphia Prison System to meet citywide needs, including those outlined in the Philadelphia Prison System Master Plan • Expand the Philadelphia Prison System agriculture programs • Relocate modular support facilities out of the floodplain • Improve the circulation on site to improve efficiency • Consolidate all training for Philadelphia Prison System staff either on site or closer to the Philadelphia Prison System Campus	PCPC Prisons DPP Finance Budget	3.3.1
14	Consider options to replace the House of Corrections	PCPC Prisons DPP Finance Budget	3.3.1
15	Study opportunities to consolidate the Philadelphia Prison System activity at the Holmesburg Prison Site (8215 Torresdale Avenue) in order to consider new users for the site	PCPC Prisons DPP Finance Budget	3.3.1

Orchards Program at the Philadelphia Prison Complex
A new orchard at the prison complex contains more than 150 fruit trees. Horticultural programs such as this make good use of spaces that are flood prone and otherwise difficult to develop. Additionally, in combination with their greenhouse and composting operations, these programs can provide job and skills training.

Redevelopment of the Disston Mills Sites
A high proportion of vacant and underutilized land along the waterfront suggests that this area is ripe for redevelopment. However, potential and known contamination, adjacency to the highway, and the need for local employment encourage a waterfront vision other than residential housing. The district plan recommends the reuse of the land for future industrial and/or commercial businesses that support job growth.

CONNECT

The ***Citywide Vision*** calls for all Philadelphians to **CONNECT** seamlessly to the region and the world.

TRANSPORTATION

Improve transportation safety, efficiency, and convenience

Transit
Increase the use of transit to reduce environmental impacts and travel time

Complete Streets
Balance use of roadways to ensure safe and efficient travel by all modes

Streets and Highways
Provide a safe and efficient road network that supports planned land uses

Airports, Seaports, and Freight Rail
Enhance the city and regional economy by reinforcing airports, seaports, and freight rail

UTILITIES

Adapt utility services to changing technology and consumption patterns

Consumption, Capacity, and Condition
Provide environmentally supportive, affordable, and reliable utility service to all customers

Broadband Infrastructure
Reinforce access to and use of broadband telecommunications infrastructure as a vital public utility

North Delaware District residents travel throughout and to and from the district in a variety of different ways. Personal car use is high but there are opportunities to increase transit use, walking, and bicycle riding. Continued high demand for automobile travel on I-95, Roosevelt Boulevard and other roads will require interventions to increase safety and mobility.

Transit

Transit service is increasingly important in providing North Delaware residents alternatives to driving, especially as a way to help alleviate highway congestion during and after the reconstruction of I-95. Nineteen bus and trackless trolley lines serve the district. Currently, the highest transit commute rates are found in the areas nearer to the Frankford Transportation Center, including Tacony and the eastern portion of Mayfair. Surface lines that service the North Delaware District connect workers to the downtown core by providing access to both the Market Frankford El and Broad Street subway.

SEPTA's Trenton Regional Rail Line transects the North Delaware District, with stops at Tacony, Holmesburg Junction and Torresdale Regional Rail Stations. This line connects the district to Center City and 30th Street Amtrak Station and to Trenton, where there is a direct connection with NJ Transit to New York City. The Trenton Regional Rail Line handles approximately 4,000 daily boardings and alights each day. However, none of these stations are ADA accessible and commute rates are limited by parking supply shortages. Making the stations more accessible to all users, including those who walk or bike to the stations, will increase everyone's opportunity to use the existing transit infrastructure in the district.

Roosevelt Boulevard's generous right-of-way, 80-foot central median, as well as proximity to the Broad Street subway and Market Frankford El, make it a prime candidate for transit expansion in the Northeast.

The Holmesburg Junction Station exhibits some of the grading and access challenges found at rail stations throughout the district. Image *Source: DVRPC Trenton Line Access Study*

Complete Streets

The North Delaware District's street network accommodates various types of users traveling at a wide range of speeds. Driveways, local one-way and two way streets, fast moving collector streets with curb-cuts and left and right turns, faster moving highways and still faster interstate freeways support an equally diverse array of land uses throughout the district. Vehicular travel speeds often exceed speed limits, resulting in accidents involving vehicles, pedestrians, and bicyclists.

In some areas of the district, conflicting street types such as those in residential neighborhoods, commercial corridors, highway ramps and intersections, corridors and industrial areas are near each other and cause conflict between automobiles, trucks, bikers and walkers and between vehicles moving at different speeds. Complete streets policies can be implemented to accommodate transit, multi-modal traffic flow and congestion reduction.

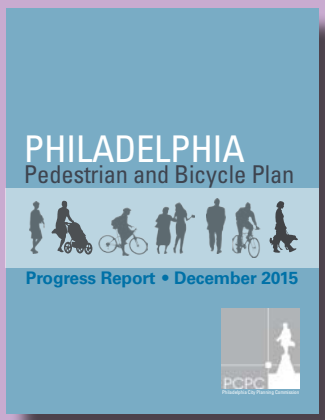
Wide, automobile-friendly roadways allow for space to implement strategies to share the road with pedestrians and bicyclists without impacting vehicle capacity or movement. On wide and dangerous streets improvements can be made, such as creating buffered bike lanes and extending waterfront trails, to make the district a safer place to move around for all users. Current and future plans are identifying opportunities to make the transportation network safer, less congested, and more pedestrian and bicycle friendly, to reduce crashes and increase connections between neighborhoods and to the waterfront.

Some portions of Torresdale Avenue are in need of improvements such as street trees and adequate sidewalks to establish a complete street for all users.

Bicycle lanes and streetscape improvements like lighting and ADA accessible ramps help make Torresdale Avenue safe and usable by many different modes of travel.

Philadelphia Bicycle and Pedestrian Plan

The Philadelphia Pedestrian & Bicycle Plan was adopted by the City Planning Commission in June 2012. The Plan identifies strategies and specific recommendations to increase the number of people walking and bicycling in the City by improving the safety, connectivity, convenience, and attractiveness of the pedestrian and bicycle networks. Progress reports provide updates on achievements based on the plan's goals and objectives. The Pedestrian & Bicycle Plan is a key recommendation and implementation step of *Philadelphia2035.* Related efforts include the Complete Streets Handbook and a citywide Trails Master Plan to guide roadway design and off-road priorities, respectively.



Sections of Roosevelt Boulevard, like this one near Cottman Avenue, are a barrier for pedestrians but efficiently move high volumes of traffic.

Streets and Highways

Many major streets and highways in the North Delaware District, including Roosevelt Boulevard, I-95, Cottman, Harbison, Frankford, Torresdale and Grant Avenues were designed to move large volumes of cars, trucks and buses into, through, and beyond the district. These 6 to 12 lane-wide roadways support speeds higher than the citywide speed limit, which results in a noticeable driving habit shift between local and through traffic.

Throughout the district there are numerous safety barriers, including heavy traffic volumes, auto-oriented development patterns, vehicles parking too close to intersections impacting pedestrian sightline of traffic, speed limits not being followed, and the needed replacement of missing street signs and street markings. Also, there are numerous driveway curb-cuts over sidewalks that create the appearance that the automobile has the right-of-way by disrupting the walking space. I-95, the Northeast Corridor train tracks, and Roosevelt Boulevard also act as barriers for pedestrian, bicycle and auto connectivity throughout the district, including access to the Delaware River.

The City of Philadelphia adopted a Complete Streets policy in 2009 to help make streets safe and comfortable for all users while promoting healthy lifestyles. In order to advance this policy, the PCPC adopted the "Philadelphia Pedestrian and Bicycle Plan." In the North Delaware District, the plan focuses on improving many streetscapes to make travel safer and more pleasant for pedestrians, transit users, and cyclists.

Trenton Line Study

Holmesburg Station shows some of the awkwardness between pedestrian and vehicular movement.

The Trenton Line Access Study: Improving Pedestrian & Bicycle Access to Regional Rail Stations on the I-95 Corridor is a 2015 study by the Delaware Valley Regional Planning Commission that explored opportunities to enhance pedestrian and bicycle access to five stations along SEPTA's Trenton Regional Rail Line: Holmesburg Junction, Torresdale, Cornwells Heights, Croydon, and Levittown. The study shows opportunities to provide safe and easy access to the stations for pedestrians, bicyclists, and bus riders in an effort to provide access for nearby residents to walk, bike, or connect to the regional rail stations, which are currently experiencing parking space limitations, and to increase peak period transit riders.

TRANSPORTATION

TRANSIT RECOMMENDATIONS

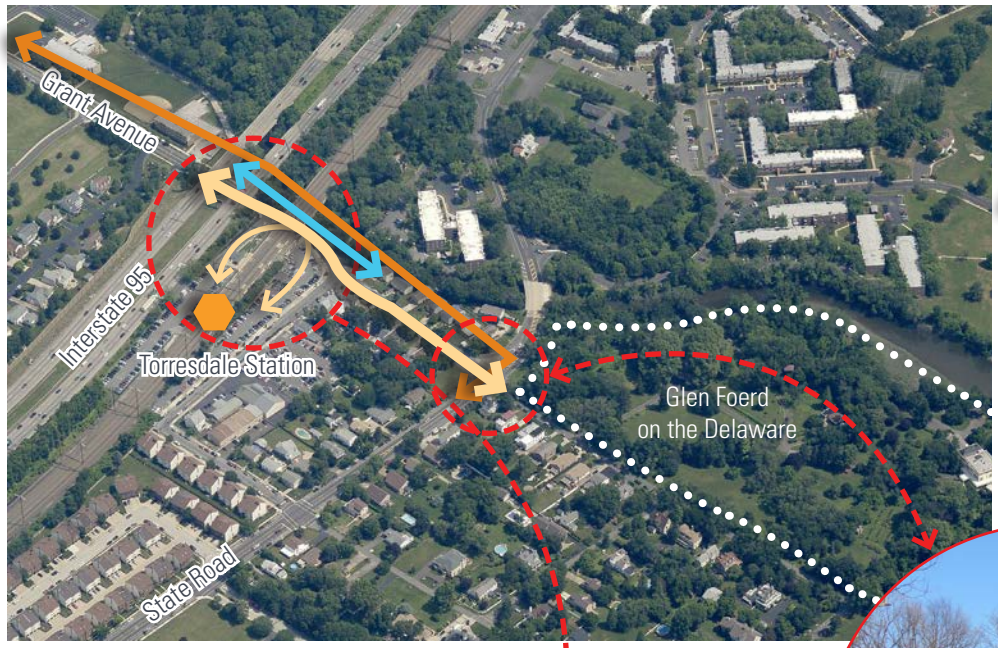
		IMPLEMENTING AGENCIES & PARTNERS	*CITYWIDE VISION* OBJECTIVES
16	Implement high-priority bicycle and pedestrian infrastructure upgrades as identified in the Delaware Valley Regional Planning Commission's Trenton Line Access Study to enhance service and attract riders at Holmesburg Junction and Torresdale Regional Rail Station • Bicyclist connections: install shared lane markings (sharrows) on Rhawn Street between Rowland and Torresdale Avenues and on Frankford Avenue between Rhawn Street and Knights Road • Pedestrian connections: installing missing crosswalks and sidewalks within proximity of the stations • Improve access to the stations for pedestrians and bicyclists by connecting to the Pennypack and Delaware River Waterfront Trail Systems • Provide improved station amenities, such as lighting, to promote transit user safety and comfort • Designate placement for kiss-and-ride locations to facilitate passenger drop off and pick up • Provide high quality bicycle parking infrastructure, including covered bike racks, to increase transit ridership and security	PCPC MOTU Streets DVRPC SEPTA City Council	4.1.1 4.1.3
17	Pursue and study short and long term improvements to the Tacony Regional Rail Station to enhance ridership and service • Short term: Improve bicycle and pedestrian access and provide in station amenities, such as lighting, to promote pedestrian and transit user safety and comfort • Long term: Explore potential relocations or expansions that will enable the construction of an ADA accessible Tacony Regional Rail Station with amenities such as additional parking and sheltered bicycle parking that provides access to the waterfront and surrounding neighborhoods ***[Focus Area: Industrial Waterfront]***	PCPC MOTU SEPTA City Council	4.1.1 4.1.3
18	Explore structured parking at the Torresdale Station to meet parking demand	PCPC SEPTA PPA	4.1.1
19	Expand Transit First programs along Cottman and Torresdale Avenues for bus routes 28, 56, 70, 77, 84 and 88, such as signal prioritization and stop consolidations	SEPTA	4.1.1
20	Advance the recommendations already proposed for enhanced bus service along Roosevelt Boulevard as well as those from the upcoming Roosevelt Boulevard Multimodal Corridor Program	PCPC SEPTA MOTU Streets DVRPC	4.1.2

Definition | *Transit First Initiative*

The City's Transit First policy is defined as "the prioritization of safe, comfortable, reliable, and efficient movement of transit vehicles and riders." The City and SEPTA are collaborating on implementing Transit First through a variety of methods that have the potential to positively impact all components of the city's transit network. As part of the concept, the City is considering strategies such as modifying and consolidating bus stops and increasing pedestrian safety.

As part of the Transit First Initiative, signal prioritization was installed along the Route 66 trolley to enable the vehicles to move through intersections with fewer delays, reducing congestion.

Improvements to the Area Around Torresdale Station



Legend

- Install high-priority bicycle network improvements
- Enhance pedestrian safety and fill-in gaps in sidewalks
- Safety improvements to Torresdale Station
- Improve stormwater management and vehicle safety at underpass

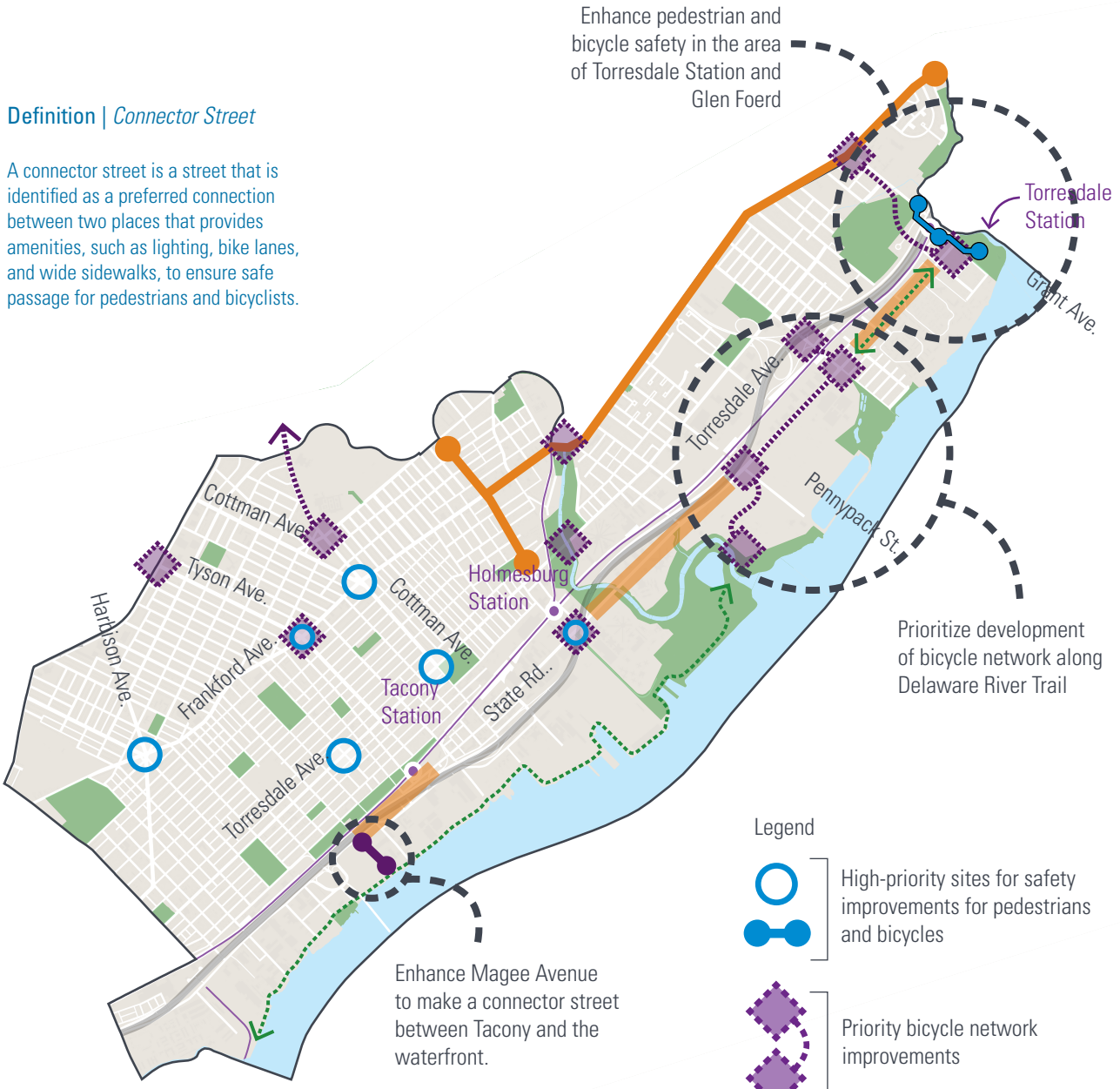
There is no pedestrian access to Glen Foerd at the intersection of Grant Avenue and State Road, but it presents the best opportunity for a point of entry close to the Torresdale Station.

Several improvements are recommended for the underpass at Grant Avenue and the Torresdale Station. These include making the pedestrian and bicycle realms safer as well as providing for stormwater management.

Locations of Transportation Recommendations

Definition | *Connector Street*

A connector street is a street that is identified as a preferred connection between two places that provides amenities, such as lighting, bike lanes, and wide sidewalks, to ensure safe passage for pedestrians and bicyclists.



Legend

- High-priority sites for safety improvements for pedestrians and bicycles
- Priority bicycle network improvements
- Proposed Delaware Waterfront Trail- see Renew Recommendations
- Proposed installation of bicycle shared lane markings.
- Priority locations for improvements to State Road.

The nearest bus stop and some of the public parking closest to the prison campus lack sidewalks and reasonable access to street crossings. Improvements are needed to create a safe and comfortable route for pedestrians.

TRANSPORTATION

COMPLETE STREETS RECOMMENDATIONS

			IMPLEMENTING AGENCIES & PARTNERS	*CITYWIDE VISION* OBJECTIVES
	21	Expand the bicycle and pedestrian network throughout the district and connect residents and visitors to the waterfront • Implement the priority bicycle network as identified in the 2015 Progress Report from the Philadelphia Pedestrian and Bicycle Plan • Fill the sidewalk "gaps" and upgrade sidewalks in poor condition as identified in the 2015 Progress Report from the Philadelphia Pedestrian and Bicycle Plan • Enhance Magee Avenue to make it a 'connector street' between the Tacony neighborhood and the waterfront	PCPC MOTU DRCC City Council Streets	4.2.2
PRIORITY	22	Improve safety for pedestrians and bicycles throughout the district and across major streets and rail lines • Enhance pedestrian safety along the corridor from the Torresdale Regional Rail Station to Glen Foerd • Identify strategies to increase safety at the following intersections: Cottman Avenue at the intersections of Roosevelt Boulevard, Frankford & Torresdale Avenues, Frankford & Tyson Avenues, State Road & Rhawn Street, Frankford & Harbison Avenues, Torresdale Avenue & Knorr Street • Ensure the use of appropriate materials when repairing driveways between residential rows	PCPC SEPTA Streets MOTU	4.2.1 4.2.2 4.2.3
	23	Identify Complete Streets projects on wide, crash prone streets such as Frankford, Cottman, Torresdale, and Harbison Avenues	PCPC SEPTA Streets MOTU	4.2.1

STREETS AND HIGHWAYS RECOMMENDATIONS

	24	Coordinate with PennDOT in its reconstruction of I-95 to ensure safety, connectivity, and improved highway access for goods movement, including associated roadway construction on State Road, Cottman Avenue, Princeton Avenue, Bridge Street and Tacony Street • Ensure that highway improvements preserve the existing network and incorporate proposed bicycle and pedestrian connections to the future river trail as interchanges are rebuilt • Preserve motorists' views of important community landmarks and destinations when designing and installing sound walls • Develop a truck routing plan, in conjunction with the PennDOT I-95 Reconstruction Project, to ensure public safety, connectivity and improved highway access for goods movement	PCPC Streets DRCC PennDOT MOTU	4.3.1 4.3.3 4.3.4
PRIORITY	25	Upgrade the conditions along State Road to make it safer for both pedestrians and bicyclists • Improve the intersection at State Road and the entrance to the Philadelphia Prison System Campus to ensure safety for bus riders, cars and visitors to the PPS facility • Implement the City's adopted dimensional standards for sidewalks	PCPC Prisons Streets SEPTA	4.3.1
	26	Upgrade the underpass on Grant Avenue at the Torresdale Regional Rail Station to provide safer pedestrian access to the train station, better stormwater management and improved vehicle safety	PCPC SEPTA Streets PWD	4.3.1

RENEW

The ***Citywide Vision*** calls for all Philadelphians to **RENEW** valuable resources to sustain a bright future.

OPEN SPACE

Increase equitable access to our open space resources

Watershed Parks and Trails
Complete, expand, and connect watershed parks and trails in the city and the region

Waterfronts
Create improved access to our waterfronts

Neighborhood Parks and Recreation
Expand access to neighborhood parks and recreation

ENVIRONMENTAL RESOURCES

Fulfill city obligations to meet ambitious federal environmental standards

Air Quality
Improve air quality within the city and the region

Water Quality
Improve the quality and management of our water and wetland resources

Tree Cover
Increase tree coverage equitably across the city

HISTORIC PRESERVATION

Preserve and reuse historic resources

Cultural, Historical, and Architectural Resources
Support sensitive development that preserves and enhances Philadelphia's multifaceted past

Heritage Tourism
Expand tourism programs to highlight cultural and historic heritage and to increase spending on heritage tourism

PUBLIC REALM

Achieve excellence in the design and quality of Philadelphia's built environment

Development Patterns
Enhance and improve the walkable form with buildings and spaces that have appropriately scaled heights, massing, and setbacks

Urban Design
Elevate public demand for good design in the public realm

Residents of the North Delaware District have access to abundant open space, from tranquil creek-side trails to well-equipped neighborhood parks and the majestic Delaware waterfront. Bolstering and reinforcing the district's existing assets through thoughtful design will further enhance the public realm, architectural and historical resources and strengthen neighborhoods.

Watershed Parks and Trails

Several plans for the North Delaware waterfront have identified recreational use as a priority for this stretch of the river. The Delaware River City Corporation (DRCC), a strong partner with the City of Philadelphia, has been at the forefront of implementing renewed access to the waterfront and recently opened the first section of the Kensington & Tacony trail between old Frankford Creek and Lardner's Point. Further north, the DRCC and the City of Philadelphia will help steward the proposed Baxter Trail linking Pennypack Park and Linden Avenue and a connector trail to tie the two together (see map on p. 54).

Industrial uses along the waterfront have become less dependent on direct river access, while local demand for well-designed recreational access continues to grow. As the waterfront transitions to accommodate more recreational uses, implementing agencies will need to consider how residents and visitors will get to new and existing recreational facilities. At the northern end of the district, Glen Foerd deserves a more visible and inviting entrance and at the former Disston Mills complex, an extension of Magee Avenue would make an excellent link between Tacony and the proposed riverfront trail.

The Pennypack Creek trail and park is an existing well-used park that serves Northeast Philadelphia and the region. Improving access points and adding programmed events will draw more immediate neighbors into the park and improve perceptions of safety.

The proposed trail along the Poquessing Creek is in the highest priority category in the Philadelphia Trail Master Plan. The project is ready for implementation with completed final design documents and secured easements from PIDC and private owners. Funding is secured through the Department of Conservation and Natural Resources and the City of Philadelphia capital budget.

Ultimately, trails along both creeks will connect with a Delaware River waterfront trail as part of a region-wide trail and park system.

Pennypack on the Delaware provides open space, recreational fields and access to the waterfront.

Waterfronts

Lardner's Point Park is one example of recent efforts to reclaim and improve portions of the district's waterfront for pedestrian and recreational uses.

In the long term, demand for recreation space along the waterfront is expected to continue to grow. In order to meet this demand, DRCC and PPR are encouraged to investigate the creation of a new waterfront park between Levick Street and Princeton Avenue that would act as a resting spot along the planned Delaware River Greenway.

Neighborhood Parks and Recreation

The public open spaces and facilities in the North Delaware District vary greatly in size, ranging from less than an acre to the 62-acre Fluehr Park. The district's residents and visitors enjoy open space along the waterfront at four parks located along the Delaware River and the Pennypack Creek. However, most of the other open space in the district is made up of smaller scale neighborhood-serving public squares and playgrounds integrated within the street grid.

Paved schoolyards present opportunities to provide community gathering space while managing stormwater and reducing the urban heat island effect. Schools in the district should be assessed for their potential to be transformed to more park-like places that can serve both the school and the surrounding community.

Where schools and organizations have partnered with recreation centers, such as Father Judge High School's use of Ramp Recreation Center and The Mayfair Athletic Association at Russo Park, the community has benefitted from high standards of maintenance and improved facilities. However, it is important to ensure that access to these public facilities remains open to the general public.

The district's portfolio of open space includes other types of land in addition to traditional city parks and recreation centers. Magnolia and Cedar Hill Cemeteries act as public open spaces enjoyed for their tranquil environments for passive recreation. Improving access by completing the adjacent sidewalk network will broaden the appeal of these resources. Similarly, Holmesburg residents will benefit from the creation of new publicly accessibly open space in the redevelopment of PHA's Liddonfield site.

The *Citywide Vision* recommends that every resident live within a 10 minute walk to a neighborhood park, open space, or recreation center. Except for some small sections of Mayfair and Holmesburg, the district is broadly compliant with this goal. Therefore, park recommendations are focused on improving access to existing open spaces.

Mayfair Athletic Center is a good example of diverse programming and strong local stewardship.

Water Quality

Although wetlands historically lined the banks of the Delaware River and its tributaries, urbanization altered the shoreline through dredging, filling, and hardening. However, some areas of wetlands remain, or have been recreated. These serve as natural storage areas for stormwater. For example, freshwater forested/shrub wetlands exist at Lardner's Point Park, at the mouth of the Pennypack Creek, and on a portion of the Poquessing Creek within the district. Freshwater emergent wetlands exist at the mouth of the Pennypack Creek and North Delaware of Cottman Avenue on the waterfront. The tidal wetlands at the Pennypack on the Delaware and at Lardner's Point Park were created for mitigation purposes and tidal wetlands are also planned as part the master plan for Pleasant Hill Park adjacent to the Baxter Water Treatment Plant.

The North Delaware District drains toward the Delaware River and two of its tributaries- the Pennypack and Poquessing Creeks. Currently, the Delaware River suffers from elevated levels of sediment, bacteria, and oxygen from stormwater runoff and combined sewer overflows (CSO). In addition, one byproduct of the river's industrial past is the enduring presence of polychlorinated biphenyls (PCBs). The Pennypack is also impaired by stormwater runoff and treated sewage, while the Poquessing, which is served by a separate sewer system, suffers only from direct runoff.

Effective stormwater management is therefore important for attaining a high level of water quality in the district. To better manage runoff and reduce CSO discharges, the Philadelphia Water Department is implementing a green stormwater infrastructure (GSI) program to install facilities including infiltration trenches, rain gardens, stormwater planters, stormwater tree trenches, and other practices. Additional opportunities for GSI exist throughout the CSO area of the district, particularly within parks and playgrounds, schoolyards, and other public sites.

Currently, tree canopy covers approximately 10 percent of the North Delaware District, which is half the citywide average of 20 percent. The City's Greenworks2015 goal is a tree cover of at least 30 percent in all neighborhoods. According to a 2011 analysis funded by the U.S. Forest Service and the Philadelphia Department of Parks & Recreation, the North Delaware District's potential coverage is as high as 58 percent. The most abundant tree planting opportunities in the North Delaware District are within publicly held properties, especially the large park and prison parcels between I-95 and the Delaware River; and around the perimeters and interiors of its numerous public parks.

Pennypack on the Delaware is a strong example of recent trail and landscape improvements that work well with storm water and sustainable design elements.

Pleasant Hill Park

Pleasant Hill Park in East Torresdale completed a project in 2007 to install solar lights, improve pedestrian and boat access, and address frequent flooding. To address flooding, the landscape design involved constructing two bioswales that remove silt and pollutants from runoff. Twenty thousand square feet of pavement was replaced with vegetation in order to allow for better draining in the park. The parking lots were moved back from the river to prevent contamination of the river, which allowed for the creation of a riverfront path and a lane dedicated to the boat launch.

Vegetated Storm Water Detention Area at Pleasant Hill Park

Cultural, Historical, and Architectural Resources

Settlement by European immigrants in the North Delaware District was largely subsistence farming and the country estates of wealthy Philadelphians, and was significantly influenced by the bodies of water bounding and crossing it: Frankford Creek to the south, Pennypack Creek at the center, Poquessing Creek to the north, and the Delaware River to the east. The district had early industrial clusters, especially near the Frankford Arsenal and along the Pennypack Creek in present-day Holmesburg. The bridge that carries Frankford Avenue over the Pennypack at this location is the oldest stone arch bridge in continuous use in the United States.

One of the most iconic developments in the North Delaware District occurred in 1871 when Henry Disston moved his Saw Works from Northern Liberties to Tacony. Having purchased 390 acres of land, he established an industrial village that would become one of the largest of its kind in the world. Today, the Disston site remains largely underutilized and is the basis of the adaptive reuse strategy presented in the Industrial Waterfront Focus area.

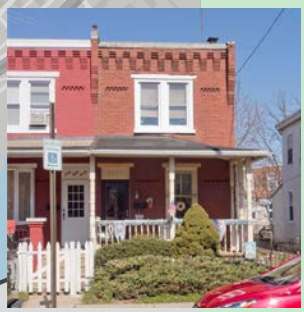
There are a wide variety of cultural, historic, and architectural resources that are worth preserving in order to tell the story of the district and of Philadelphia. Not only are there individual structures but the opportunity to designate districts such as the Disston Mills and historic Holmesburg. It is important to note the opportunity to continue to use these historic structures, bringing vibrancy to them and to the surrounding community. New users at the Frankford Arsenal and in the Disston Mills buildings offer the prospect for preservation coupled with economic development.

Tacony Music Hall - One of the earliest civic structures built for the Disston Estates source: Historic American Building Survey

Disston Estates National Historic Preservation District

Approximate boundary of proposed Disston National Historic Register District.

The Historical Society of Tacony, along with many others, has been working with the Pennsylvania Historical and Museum Commission to establish the Disston Estates as a National Historic District.



Single-family attached rowhome

A parochial school structure.

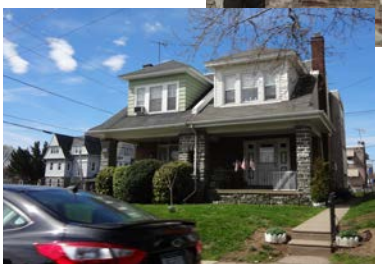
Development Patterns

Three corridors foster primary divisions of land use and influence urban character within the district: Frankford and Torresdale Avenues and I-95. The neat rowhouse blocks of Mayfair give way to twinhomes and detached housing in Tacony, spanning several eras and architectural styles. Closer to the river, large blocks of industrial and municipal uses present a more utilitarian realm with minimal pedestrian amenities.

Frankford Avenue forms the primary commercial spine of the district. It is a streetscape with enormous variety in setbacks, landscaping and public realm configurations. Vacancy rates remain low, suggesting that this potpourri of commercial uses and scales is economically successful. However, the inconsistency of the public realm, its lack of landscaping, uneven wayfinding, large variation of storefront setbacks, and difficult pedestrian crossings suggests that there may be ample room for improving the image and identity of the corridor.

Torresdale Avenue forms another traditional retail corridor with a more local focus. Despite an appropriate neighborhood scale and consistent street wall, some sections of Torresdale Avenue are in poor condition and suffer from vacancy. However on other stretches, recent efforts from the Tacony Community Development Corporation in conjunction with the Commerce Department and local business owners have improved a series of storefronts.

At the former Philadelphia Housing Authority's Liddonfield site in upper Holmesburg, planned redevelopment presents the opportunity to improve pedestrian amenities along Torresdale Avenue, reconnect adjacent residential blocks, and provide housing variety to meet various needs including those of senior residents.



The district has a large variety of housing typologies that range in density and setbacks, each having a distinct influence on the public realm.

Urban Design

The district has several prominent intersections that could be better served by gateway improvements. Cottman and State Road is the principal route from I-95 to residential neighborhoods.

Cottman and Frankford has had some gateway improvements, but they are lost within the large scale of the intersection.

While much of the public realm in the district is well maintained, there are few instances of intentional gateways, public art installations, or open space frontages that reinforce a specific identity for particular neighborhood or corridor.

The intersection of prominent roadways and I-95 ramps would benefit from gateway treatments. Chief among these are the intersections at Cottman Avenue, both at I-95 and at Frankford Avenue. Overpass bridges at I-95 exits create good surfaces for low cost signage and painted gateways. Other gateway opportunities include intersections on Frankford Avenue, where high volumes of traffic are entering and leaving the district's most prominent commercial corridor.

Some of the North Delaware District's most treasured views are found along the riverfront. From Lardner's Point to Glen Foerd, numerous picturesque moments can be found near the river's edge. By supporting preservation and improving access to these views, we can enhance property values and improve the well-being of residents and visitors.

OPEN SPACE

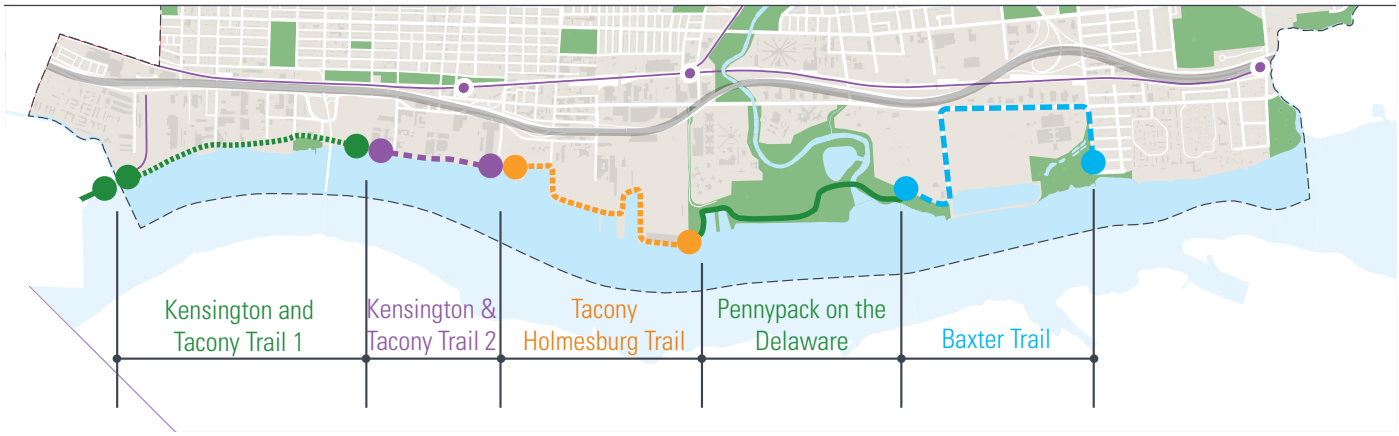
WATERSHED PARKS AND TRAILS RECOMMENDATIONS

		IMPLEMENTING AGENCIES & PARTNERS	*CITYWIDE VISION* OBJECTIVES
27	Complete the North Delaware Trail, a section of the East Coast Greenway, and connect it to adjacent neighborhoods and existing trails by constructing these segments: • Kensington & Tacony 1 (K&T 1) from the Frankford Boat Launch to Magee Avenue • Kensington & Tacony 2 (K&T 2) from Magee Avenue to Princeton Avenue • Tacony Holmesburg Trail from Princeton Avenue to Rhawn Street • State & Rhawn Pennypack Connector Sidepath • Two way protected bike lane on Frankford Avenue between Ashburner Street and the Pennypack Trail	PCPC Streets DRCC MOTU PPR	6.1.1 6.1.3
28	Connect the trail network within the North Delaware District as recommended in the Trail Master Plan • High Priority: Kensington & Tacony Trail and State Road & Rhawn Street Sidepath • Medium Priority: State Road Sidepath, North Delaware Gap from Princeton Avenue to Rhawn Street, Lower Poquessing Creek Trail A, Roosevelt Boulevard Sidepath	PCPC PPR Streets MOTU DRCC	6.1.1

WATERFRONTS RECOMMENDATIONS

29	Connect existing residential neighborhoods to the waterfront • Encourage the development of new publicly accessible open space between Levick Street and Princeton Avenue along the length of the planned North Delaware Greenway	PCPC DRCC PPR	6.2.1
30	Expand opportunities for recreation along the Delaware River • Provide for direct river access at Glen Foerd	PCPC DRCC PPR	6.2.1

Trail Planning Along the Waterfront - Portions of the North Delaware Greenway



Sections of the Greenway through the North Delaware District
Information Source: Philadelphia Parks and Recreation Department

Definition | *North Delaware Greenway*

The North Delaware Greenway is a planned multi-purpose greenway along approximately 11 miles of the Delaware River from the Philadelphia city limits at Poquessing Creek south to Allegheny Avenue.

ENVIRONMENTAL RESOURCES

WATER QUALITY RECOMMENDATIONS

		IMPLEMENTING AGENCIES & PARTNERS	*CITYWIDE VISION* OBJECTIVES
31	Restore stream banks and tidal wetlands along the Delaware River and tributaries to manage stormwater and provide flood management • Stabilize the riverbank with native grasses similar to the plantings at Lardner's Point Park	PCPC DRCC PWD	7.2.2
32	Implement projects to capture and manage stormwater • Increase the number of trees at City facilities including the American Legion Playground	PCPC PWD SDP PPR	7.2.3

NEIGHBORHOOD PARKS AND RECREATION RECOMMENDATIONS

33	Partner with landowners to increase public access to open space • Provide safe and continuous sidewalks around Magnolia and Cedar Hill Cemeteries • Work with the Philadelphia Housing Authority to encourage public open space to be provided at the Liddonfield site • Where feasible, increase the amount and access to open space at School District of Philadelphia facilities	PCPC Streets PHA SDP	6.3.1

Definition | *Scrub-shrub Wetlands*

Scrub-shrub wetlands are dominated by woody vegetation less than 20 feet tall.

Definition | *Emergent Wetlands*

Emergent wetlands are dominated by grasslike plants which stand erect above the water or ground surface.

Case Study - Chestnut Hill: Parking for Commercial Corridors

Parking lots in Chestnut Hill shown in red. Note that most lots do not front on Germantown Avenue, preserving its streetwall and walkable scale.

Placing designated parking lots behind storefronts provides an invaluable service for the quality of life on Germantown Avenue: insuring that the street wall is lined with shops, pedestrians, and engaging activities rather than curb cuts and parked cars. In May 2012, the Chestnut Hill Parking Foundation took proactive measures to ensure that parking patrons paid their share of maintenance and beautification costs for these lots off of Germantown Avenue, turning a number of parking lots into pay lots with kiosks. The Philadelphia Parking authority monitors the lots and collects fines from tickets while the Parking Foundation receives and spends the parking fees to maintain and beautify the lots.

HISTORIC PRESERVATION AND PUBLIC REALM

CULTURAL, HISTORICAL, AND ARCHITECTURAL RESOURCES RECOMMENDATIONS

PRIORITY		IMPLEMENTING AGENCIES & PARTNERS	*CITYWIDE VISION* OBJECTIVES
34	Pursue the nomination of local or national historic districts such as the Disston Community (Tacony), including the factory buildings	PCPC PHC Nonprofits	8.1.1
35	Pursue designation of the following types of North Delaware assets: • City Facilities-such as the Lardner's Point Water Pumping Station (5300 Robbins Street) and the Tacony Branch of the Free Library • Iconic Neighborhood Structures- such as St. Vincent's Orphan Asylum/Catholic School (7101 Milnor Street), the Devon Theater (6325-43 Frankford Avenue), Mayfair Theater (7300 Frankford Avenue), Stein Your Florist Co. (7059 Frankford Avenue) and Harbot's Hotel (6900 State Road) • Residential Structures- such as Stonyhurst (3501 Solly Avenue) and the Mill houses (4300 Holmesburg Avenue)	PCPC PHC Nonprofits	8.1.1
36	Reuse historic industrial facilities for new tenants and as neighborhood anchors such as the Frankford Arsenal and Disston Saw Works	PCPC Commerce PHC	8.1.2
37	Preserve flood prone historic buildings on the Delaware riverfront through flood mitigation measures that prevent or reduce damages to these resources, to minimize negative visual impacts to their integrity, and to comply with the 2016 Philadelphia pilot project of the Pennsylvania Historical and Museum Commission's Disaster Planning for Historic Properties Initiative	PCPC PHMC PHC OEM PEMA FEMA	8.1.3
38	Promote attractions in the district, such as Lardner's Point Park, Glen Foerd, and Pleasant Hill Park, through better directional and identification signage	PCPC PPR DRCC	8.1.3

DEVELOPMENT PATTERNS RECOMMENDATIONS

PRIORITY			
39	Preserve and extend the City's street grid, especially through large lots to create parcels that can accommodate new development and to connect residents and visitors to the waterfront • Extend Magee Avenue, Knorr Street, Disston Street and Tyson Avenue between State Road and the alignment of the future North Delaware Greenway Trail • Extend Milnor Street between Levick Street and Princeton Avenue • Extend the street grid through the Liddonfield site • Encourage the development of new public streets along the Delaware waterfront, including: • Create a new street alignment parallel to the river, midway between New State Road and the waterfront, between Milnor Street and Levick Street • Create a new street alignment parallel to the river, that serves as a frontage road between developed parcels and the planned North Delaware Greenway Trail • Reestablish Magee Avenue between New State Road and the waterfront • Reestablish Disston Street between New State Road and the waterfront • Extend Longshore Avenue between New State Road and the proposed new street midway between New State Road and the waterfront ***[Focus Area: Industrial Waterfront]***	PCPC PHA City Council Streets	9.1.1 9.1.2

URBAN DESIGN RECOMMENDATIONS

			IMPLEMENTING AGENCIES & PARTNERS	*CITYWIDE VISION* OBJECTIVES
	40	Develop design standards for both the Torresdale and Frankford Avenue commercial corridors to reinforce building to the front property line, consistent signage and pedestrian amenities	PCPC City Council Corridor Managers	9.2.1
	41	Develop well-designed gateways to neighborhoods, commercial corridors and the waterfront that may include signage, public art, street furniture, and programmed events	PCPC Streets Nonprofits	9.2.2
PRIORITY	42	Preserve, enhance and create significant viewsheds and landscapes within the district • Preserve, develop and improve public access along the Delaware Waterfront at sites such as the Arsenal Boat Launch, Pleasant Hill Park and Glen Foerd • Continue to develop the North Delaware Greenway to create a continuous trail along and preserve views to the Delaware River from Lardner's Point Park to Pennypack Street	PCPC DRCC PPR	9.2.2

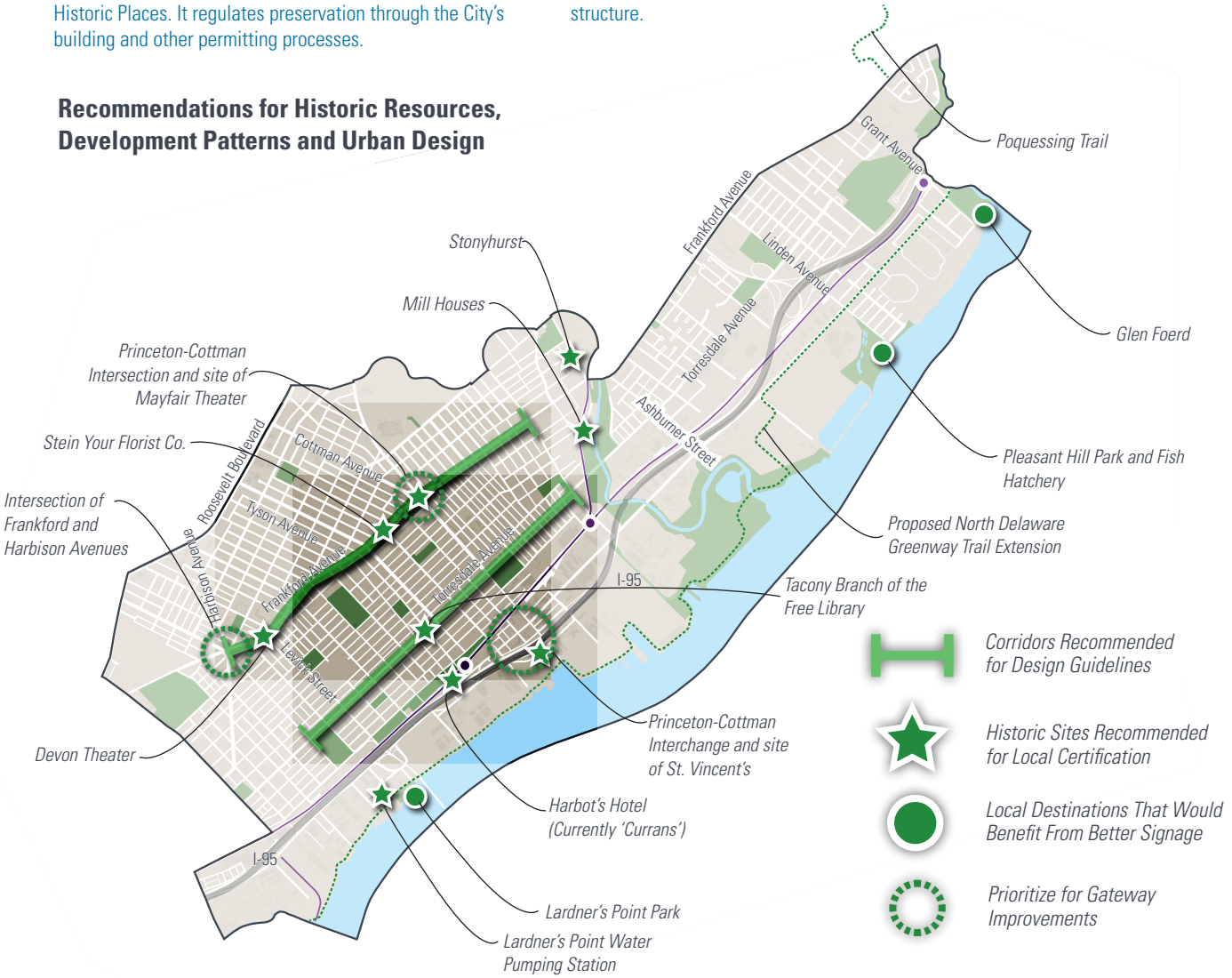
Definition | *Philadelphia Register of Historic Places*

Philadelphia Historical Commission (PHC) is responsible for ensuring the preservation of historically significant buildings, structures, sites, objects, interiors, and districts in the city. The commission identifies and designates historic resources, listing them on the Philadelphia Register of Historic Places. It regulates preservation through the City's building and other permitting processes.

Definition | *National Register of Historic Places*

The National Register of Historic Places is the federal government's official list of districts, sites, buildings, structures, and objects deemed worthy of preservation. Owners of income-producing properties listed individually on the National Register or of properties that are contributing resources within a Nationally Registered Historic District may be eligible for tax credits for the rehabilitation of the historic structure.

Recommendations for Historic Resources, Development Patterns and Urban Design



NORTH DELAWARE

MAKING IT HAPPEN

60 | Implementing the District Plan
61 | Priority Recommendations
62 | Proposed Land Use
64 | Proposed Zoning

IMPLEMENTING THE DISTRICT PLAN

Once a district plan has been adopted the work of bringing to fruition the recommendations enumerated in each adopted plan commences fully. This is a multi-pronged effort undertaken by PCPC working collaboratively with staff from relevant City agencies, City Council, and neighborhood and community groups. This involves implementing recommendations for economic development, land management, transportation, open space, environmental resources, historic preservation, the public realm, and zoning

THRIVE, CONNECT, RENEW

Within the plan, each recommendation is based on one of the comprehensive plan themes of Thrive, Connect, or Renew and are identified with suggested implementing agencies. After plan adoption, PCPC meets with representatives from those agencies to discuss methodologies, timelines, and funding sources for implementation. Twice a year, the commission convenes the agencies relevant to each theme, to discuss the status of all recommendations. PCPC tracks the progress of all recommendations.

Zoning

In collaboration with City Council and community groups, zoning recommendations identified in the plan, are prioritized based on importance and complexity. PCPC conducts field assessments, utilizes geographic data and researches property information to create a draft version of potential zoning changes. This draft undergoes review and revision by City Council and neighborhood representatives prior to a public presentation to the community for additional feedback. PCPC staff creates a bill to be introduced by City Council and once introduced, the Planning Commission reviews at a public meeting. The bill is then heard again publicly at City Council's Rules Committee meeting and at the Whole Committee of City Council for final passage. Once approved by Council, the bill is sent to the Mayor for final signature and the zoning change becomes effective.

Capital Program

The Capital Program is the City's investment strategy for public improvements, infrastructure, and facilities. The program plays an important role in strategic planning for city government. Philadelphia 2035 allows the City the means for making proactive investment decisions. The PCPC, the Department of Public Property, and the Department of Finance use the recommendations of Philadelphia2035 as a framework for capital projects. Each district plan identifies opportunities for improved delivery of city services through new, renovated and/or consolidated public facilities. The annual Capital program process, coordinated by PCPC, helps implement recommendations for public facilities contained in the district plans.

PCPC is also a member of the Mayor's Task Force on City Facilities charged with developing specific recommendations for improving the financial efficacy of and delivery of services by the City's vast inventory of owned and leased facilities. As a member of the task force, PCPC ensures that recommendations align with those of Philadelphia2035.

PRIORITY RECOMMENDATIONS

In addition to the zoning map revision process, implementation efforts include advancing priority recommendations contained within the district plan. The PCPC will coordinate with relevant agencies and organizations and help to facilitate the next steps. The recommendations listed are identified as priorities because of factors such as:

- *master plans or feasibility studies indicate need and strong public support,*
- *zoning map revisions will facilitate development,*
- *availability of resources, and*
- *multiphase planning or development processes require initial studies.*

The priority recommendations of the district plans support the 73 objectives of the Citywide Vision *(see Appendix for the complete list). The PCPC is measuring progress on citywide objectives through an annual progress report for Philadelphia2035, which can be found at www.phila2035.org.*

			IMPLEMENTING AGENCIES & PARTNERS	*CITYWIDE VISION* OBJECTIVES
THRIVE	3	Develop and maintain strong community partnerships between community serving facilities and the surrounding neighborhoods, other community serving facilities and friends groups	PCPC PPR	1.1.1
	7	Implement strategies that will strengthen commercial corridors as destinations	PCPC Commerce City Council Nonprofits	1.1.2
	10	Reactivate industrial land along the waterfront	PCPC PIDC Commerce City Council	2.2.1 2.2.2
CONNECT	22	Improve safety for pedestrians and bicycles throughout the district and across major streets and rail lines	PCPC SEPTA Streets MOTU	4.2.1 4.2.2 4.2.3
	25	Upgrade the conditions along State Road to make it safer for both pedestrians and bicyclists	PCPC Prisons Streets SEPTA	4.3.1
	26	Upgrade the underpass on Grant Avenue at the Torresdale Regional Rail Station to provide safer pedestrian access to the train station, better stormwater management and improved vehicle safety	PCPC SEPTA Streets PWD	4.3.1
RENEW	34	Pursue the nomination of local or national historic district such as the Disston Community (Tacony), including the factory buildings	PCPC PHC Nonprofits	8.1.1
	39	Preserve and extend the City's street grid, especially through large lots to create parcels that can accommodate new development and to connect residents and visitors to the waterfront	PCPC PHA City Council Streets	9.1.1 9.1.2
	42	Preserve, enhance and create significant viewsheds and landscapes within the district	PCPC DRCC PPR	9.2.2

PROPOSED LAND USE

Proposed Change in Land Use

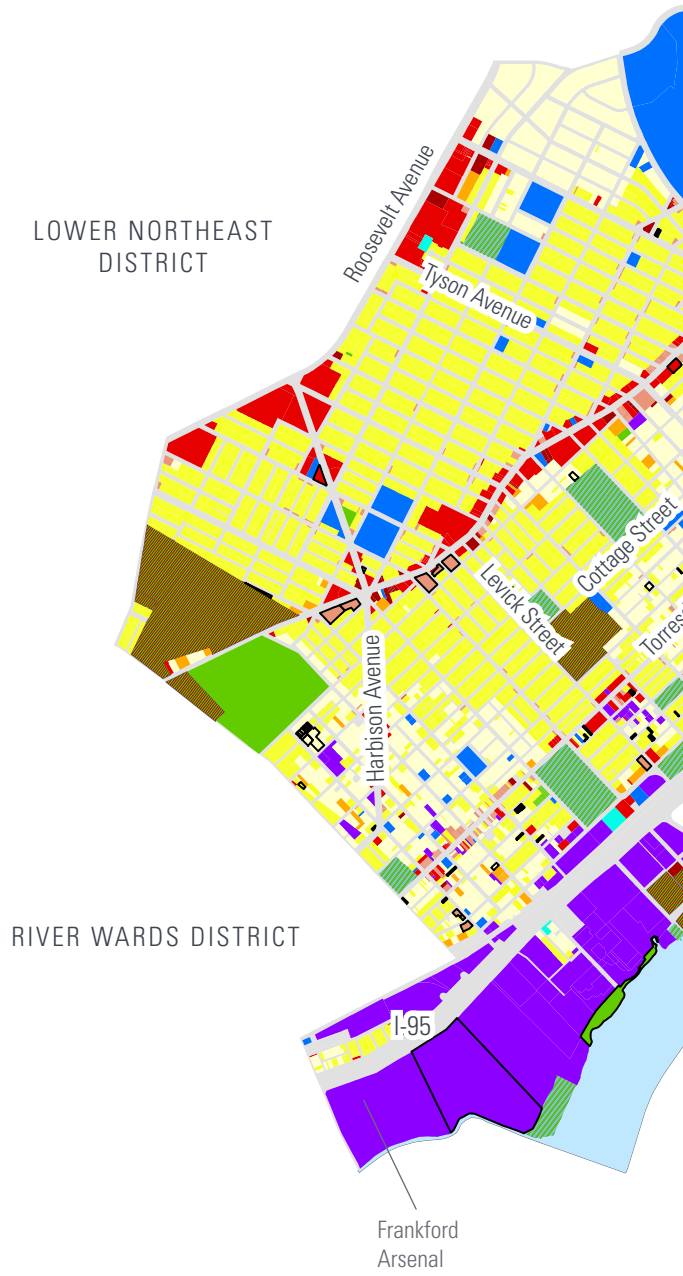
The North Delaware District has the opportunity to capitalize on its strong residential neighborhoods, viable commercial corridors, and diverse industrial core. The proposed land use map provides a generalized road map for the appropriate distribution of residential development densities, industrial uses and intensity, and where commercial activity should be concentrated.

The land use map is guided by recommendations of this plan, and leads to the zoning recommendations on the following pages. Other considerations include neighborhood context, guidance from the Citywide Vision, *existing neighborhood plans, and community feedback.*

RESIDENTIAL
- Low Density
- Medium Density
- High Density

COMMERCIAL
- Consumer
- Business / Professional
- Mixed Residential

OTHER LAND USES
- Industrial
- Civic Institution
- Transportation
- Culture Amusement
- Active Recreation
- Park / Open Space
- Cemetery
- Water
- Vacant



BUCKS COUNTY
Torresdale Station
Grant Avenue
CENTRAL NORTHEAST DISTRICT
I-95
Frankford Avenue
Torresdale Avenue
Rowland Avenue
Baxter Water Treatment Plant
Cottman Avenue
I-95
Detention Centers
Holmesburg Junction Station
Tacony Station

PROPOSED ZONING

Zoning is the primary tool to regulate land use (use), where a building can locate on a property (area), and building size (bulk). In some areas, the zoning does not match the existing and proposed land use and, therefore, requires Corrective Zoning. Other areas are targeted for long-term transition to new uses and development as envisioned by the community through the planning process. Such zoning revisions are referred to as Zoning to Advance the Plan.

Corrective Zoning

Corrective zoning matches zoning with existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates, or allow an inappropriate use.

Zoning to Advance the Plan

Zoning to advance the plan encourages new development and uses envisioned by the community through the planning process. These are areas where revisions to the zoning code will enable development as recommended by this plan.

RESIDENTIAL
- Residential Single-Family Detached [RSD-1-3]
- Residential Single-Family Attached [RSA-1-5]
- Residential Two-Family Attached [RTA-1]
- Residential MultiFamily Attached [RM-1-4]
- Residential Mixed-Use [RMX-1-3]

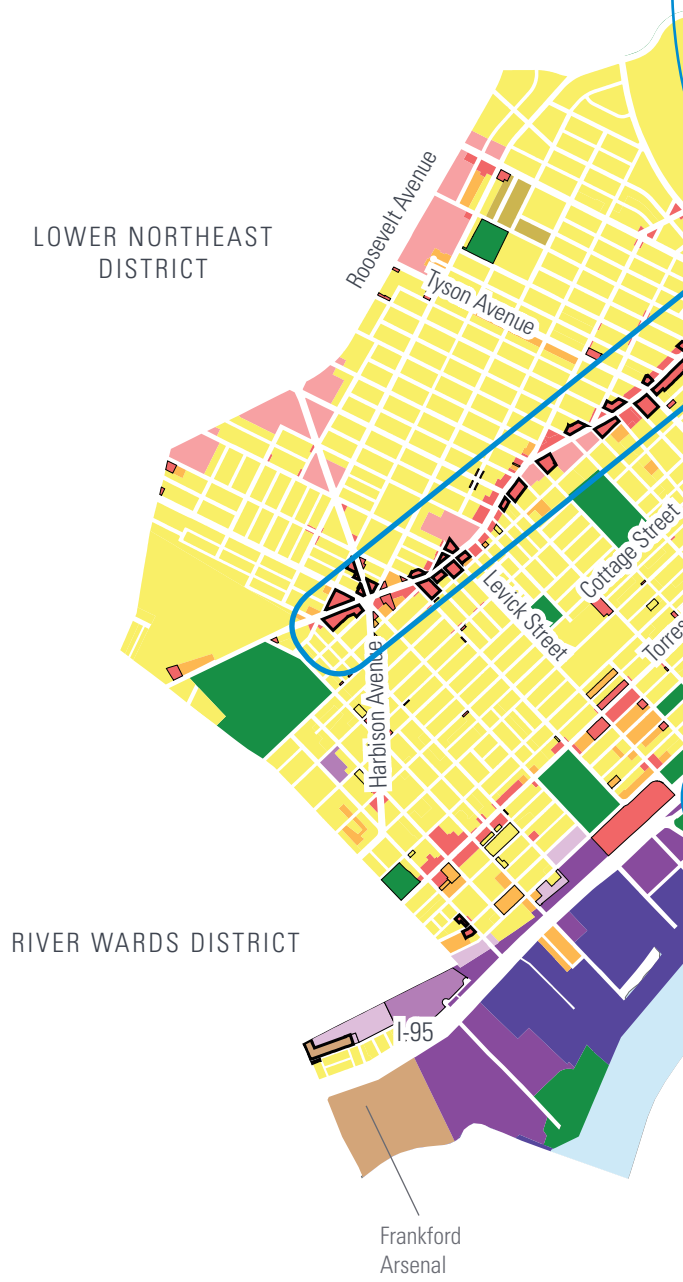
COMMERCIAL
- Auto Oriented Commercial [CA-1,2]
- Neighborhood Commercial Mixed-Use [CMX-1, 2, 2.5]
- Community Commercial Mixed-Use [CMX-3,4]
- Center City Core Mixed-Use [CMX-5]

INDUSTRIAL
- Industrial Residential Mixed-Use [IRMX]
- Industrial Commercial Mixed-Use [ICMX]
- Light Industrial [I-1]
- Medium Industrial [I-2]
- Heavy Industrial [I-3]
- Port Industrial [I-P]

SPECIAL PURPOSE
- Commercial Entertainment (Casinos) [SP-ENT]
- Airport [SP-AIR]
- Institutional Development [SP-INS]
- Stadium [SP-STA]
- Recreation [SP-PO-A, SP-PO-P]

Promoting Walkability along Frankford Avenue

Frankford Avenue's current zoning is characterized by a mixture of pedestrian-oriented (CMX-2.5) and automobile-oriented zoning (CA-1). To reinforce its use as a walkable commercial corridor the proposed zoning will change to be predominantly pedestrian oriented, both for existing business that already engage the sidewalk and for larger lots that may be redeveloped in the near term.



Reserving the Waterfront for Future Employment

Much of the waterfront of the district has an industrial legacy which includes large parcels and the potential of contamination. I-95, Disston Park, and the Northeast rail corridor continue to separate many of these parcels from the adjacent residential uses while also providing ample transportation access. Going forward, the area remains suitable for employment-generating uses including industrial and commercial activity.

PROPOSED ZONING SOUTHERN

Zoning is the primary tool to regulate land use (use), where a building can locate on a property (area), and building size (bulk). In some areas, the zoning does not match the existing and proposed land use and, therefore, requires Corrective Zoning. Other areas are targeted for long-term transition to new uses and development as envisioned by the community through the planning process. Such zoning revisions are referred to as Zoning to Advance the Plan.

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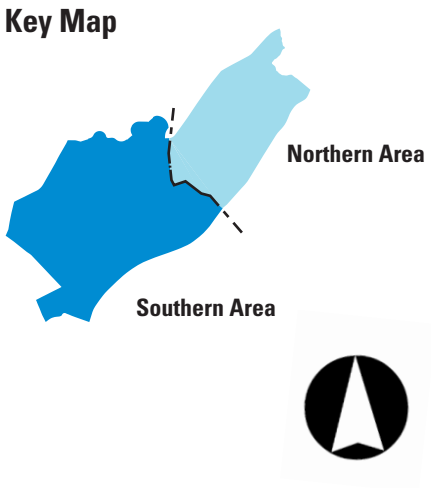

Corrective Zoning

Location	Existing Zoning	Proposed	Reason for Rezoning
A. Frankford Avenue	CA-1	CMX-2.5	Encourage residential density to support the commercial corridor and promote pedestrian oriented scale
B. Mayfair	RSA-3	CMX-1, RM-1	Reflect existing corner commercial stores and apartment blocks
C. Between Frankford Avenue and I-95	CMX-2, RSA-5,I-2, RM-1	ICMX, I-1; RM-1; CA-1	Reflect existing multi-family in formerly commercial blocks; reflect existing corner commercial stores and services; make schools by-right where they exist
D. Mayfair Park	RSA-3, RSA-5	SP-PO-A	Reflect existing use as City facilities

Zoning to Advance the Plan

Location	Existing Zoning	Proposed	Reason for Rezoning
E. Tacony and Holmesburg Waterfront	RMX-1, RMX-2, I-1, I-2	ICMX, I-1, I-3	Encourage light industry, office and supportive services while acknowledging contamination that likely makes residential-related reuse infeasible
F. Frankford Avenue	CA-1	CMX-2.5	Encourage residential density to support the commercial corridor and promote pedestrian oriented scale

PROPOSED ZONING NORTHERN

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- Residential MultiFamily Attached [RM-1-4]
- Residential Mixed-Use [RMX-1-3]

COMMERCIAL

- Auto Oriented Commercial [CA-1,2]
- Neighborhood Commercial Mixed-Use [CMX-1, 2, 2.5]
- Community Commercial Mixed-Use [CMX-3,4]
- Center City Core Mixed-Use [CMX-5]

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- Industrial Commercial Mixed-Use [ICMX]
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- Medium Industrial [I-2]
- Heavy Industrial [I-3]
- Port Industrial [I-P]

SPECIAL PURPOSE

- Commercial Entertainment (Casinos) [SP-ENT]
- Airport [SP-AIR]
- Institutional Development [SP-INS]
- Stadium [SP-STA]
- Recreation [SP-PO-A, SP-PO-P]

Corrective Zoning			
Location	Existing Zoning	Proposed	Reason for Rezoning
A. Frankford Avenue	CA-1	CMX-2.5	Encourage residential density to support the commercial corridor and promote pedestrian oriented scale

Zoning to Advance the Plan			
Location	Existing Zoning	Proposed	Reason for Rezoning
B. Frankford Avenue	CA-1	CMX-2.5	Encourage residential density to support the commercial corridor and promote pedestrian oriented scale

NORTH DELAWARE

APPENDIX

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COMMUNITY HEALTH PROFILE

The built environment influences how we interact with the world: what we eat, how we travel, and how often we play and exercise. Healthy eating and active living relate to our risk for developing chronic disease conditions including, but not limited to, heart disease, obesity, asthma, and cancer. The success of Philadelphia2035*, and the sustainability of the North Delaware District, depends on the continued health of its residents. The Philadelphia Department of Public Health has partnered with the Planning Commission to create communities that promote healthy lifestyles. This means that healthy choices are easier where we live, work, learn, shop, and play.*

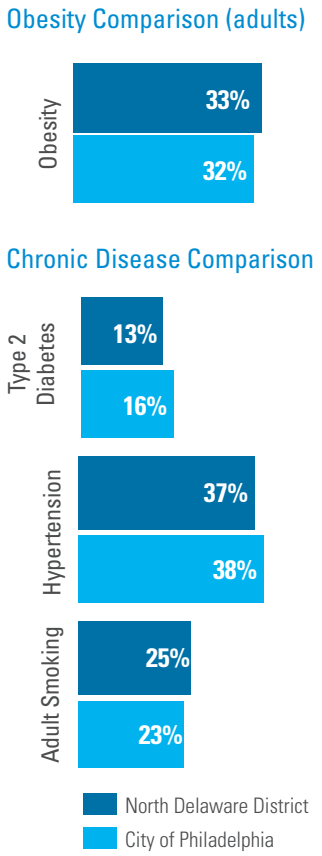
Health Outcomes

The Philadelphia Department of Public Health reports that chronic disease and life expectancy rates in the North Delaware District mirror the citywide averages. Since Philadelphia's rates are the lowest among similar sized U.S. cities across these same indicators, the opportunity for better health outcomes in the district is great.

A citywide comparison of selected social and physical characteristics that influence health is revealing. On one hand, the North Delaware District is comparable to some of the city's healthiest districts: high rates of dual-parent households and of maternal prenatal and infant care, low poverty, and low asthma hospitalization rates. On the other hand, the district also faces health related challenges: low educational attainment, prevalent tobacco use, unemployment, and high adult consumption of sugary drinks. With many of the positive health outcomes accruing to younger residents, the needs of older residents must be thoughtfully considered.

The North Delaware District shares social and physical characteristics of both the suburbs and the innercity. The North Delaware's suburban benefits, such as access to large public and private open spaces, are readily available to children. Similarly to the innercity, neighborhoods in the southern half of the district have high residential density with the potential for convenient access to goods and services. However, the design of the commercial corridors creates a dependency on auto oriented shopping. Consequently, adults are more likely to commute by car, which does not have the health benefits of biking or transit.

The following sections look at key built environment health factors known to affect behaviors, and explore Philadelphia2035 strategies that can help the district maximize its existing assets while capitalizing on its proximity to the downtown urban core.



Source: PDPH Health Assessment, 2012

Parks and Recreation Centers as Health Amenities

The surgeon general recommends at least 30 minutes of moderate-intensity exercise most days of the week. Philadelphia's park and recreation centers provide free and low cost solutions.

Park quality influences their use. To ensure the district's parks serve as community health amenities, park programming should be responsive to the changing demands of the community. Consolidating underused ball-fields could free up space to serve the recreational needs of a larger demographic. In South Philadelphia, Columbus Square neighbors reclaimed land surrounding the city-block-size park; and turned the park's perimeter into a multipurpose, multigenerational space without sacrificing the ballfields.

GET HEALTHY PHILLY
Healthy, Active & Smoke-Free

Active Transportation/ Active Living

Philadelphia2035 promotes active living by building physical activity into our daily routines. This includes using active transportation modes like walking, biking, and taking transit to complete such activities as visiting friends, shopping, and commuting. An analysis of the district's commuter patterns confirms a disproportionately high rate of workers driving.

In a recent survey* of North Delaware residents, 'time in the day' and 'concern for safety' were the most often cited reason that district residents choose to drive as compared to traveling by a different mode. Sections of Frankford Avenue, in Tacony for example, adds shopping convenience to the nearby residents, but its frequent use of big-box layouts and its auto-centric nature, create safety concerns that deter bikes and pedestrians. In contrast, Torresdale Avenue, has the bike-friendly scale and orientation Frankford Avenue lacks.

The challenges that pedestrians and bikers face when traveling throughout the district cannot be understated. Gaps in the bike lanes at intersections along Torresdale Avenue, and asphalt paving over residential driveways and driveway curb cuts, gives the false impression of an automobile right-of-way at critical intersections between multi-modes of travel. Pedestrian-oriented lighting and landscape features can help mitigate some of these safety concerns, particularly near transit stations.

Buffered bike lanes increase safety, encouraging greater use and promoting an active lifestyle.

Source: nacto.org, Philadelphia case study

Definition | *Active Transportation*

"Active transportation" is a means of getting around that is powered by human energy, primarily walking and bicycling

Access to Healthy Foods

Close proximity to healthy foods makes them the easy choice. Supermarkets along Frankford Avenue represent the most reliable source of healthy foods in the district. The district's supermarkets suffer from various suburban ills: they are auto-oriented, on large lots, making them challenging to access by bike or on foot. Connecting supermarkets like Mayfair's Shop-N-Bag to their nearest neighbors with safe, convenient pedestrian easements could help increase multi-weekly shopping trips originating in the neighborhood.

Community gardens and farmers' markets improve access to healthy foods, and they promote healthy lifestyles through social engagement and activity. There are two farmers' markets in the district. The Upper Holmesburg Farmers' Market, hosted by New Foundations Charter School, includes a community garden, and is a short walk from the Holmesburg Junction Regional Rail Station. Combining transit access with farmers' markets helps extend fresh food options to less car-dependent families.

*North Delaware Healthy Living Survey. Administered at the first two PCPC district plan meetings

Farmers' markets are a way to increase the district's access to healthy foods.

Source: The Food Trust

Definition | *Healthy Food Scores*

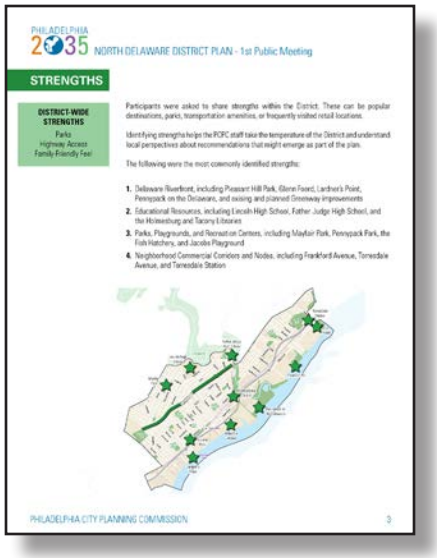
The Philadelphia Department of Public Health considers varying sizes, hours, and offerings of different retail food outlets in calculating food access scores for census blocks across the city.

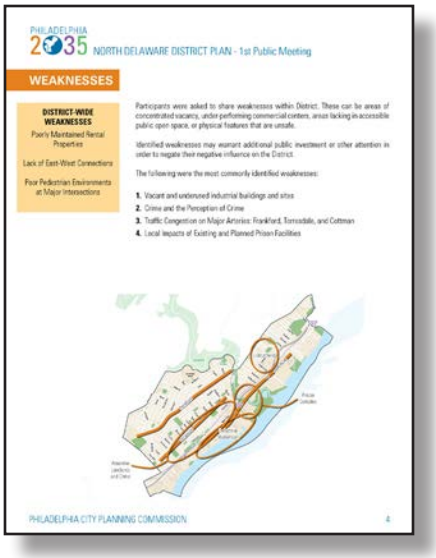
Supermarkets of several sizes and categories, corner stores, farmers' markets, and produce carts are all factored into the scoring system.

SUMMARY OF PUBLIC MEETINGS

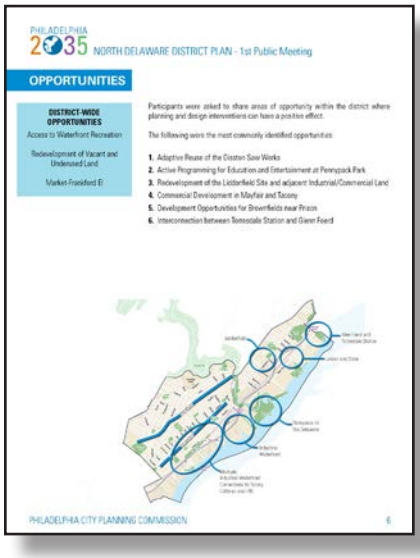
The North Delaware District Plan held three advertised public meetings. The meetings introduced data and field research, solicited public feedback on planning questions unique to the district and closed with a presentation of PCPC staff recommendations for public review and comment.

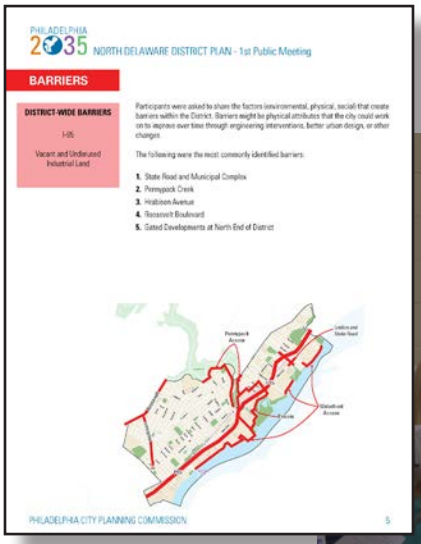
First Public Meeting - District Analysis (SWOB)





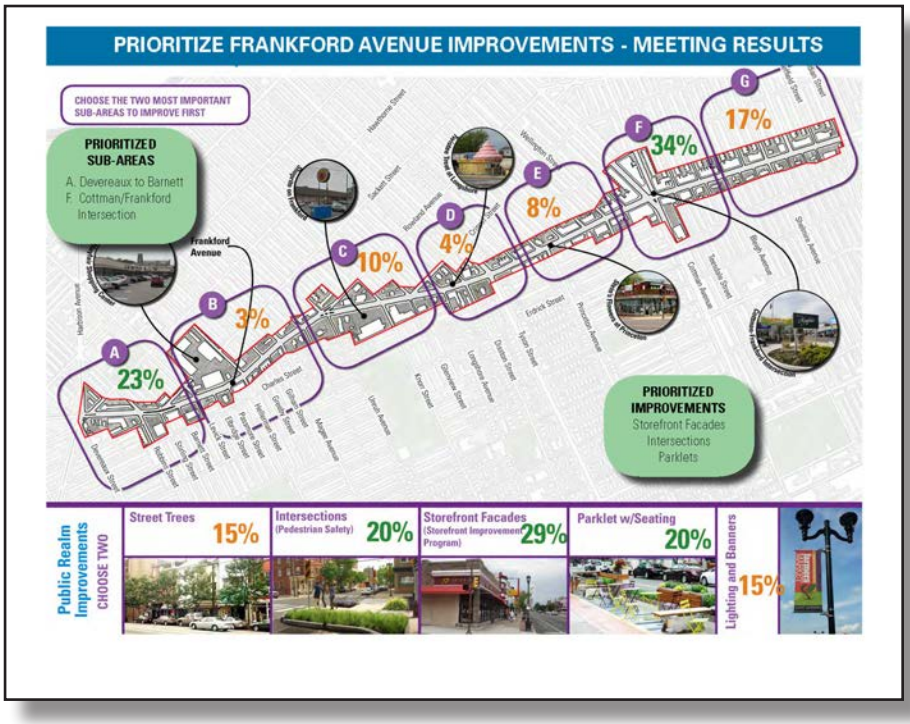
The first public meeting presented demographic and land use research and solicited public input on conditions within their district. The analysis allowed participants to work with facilitators to identify the largest assets and most serious concerns within their district, including strengths, weaknesses, opportunities, and barriers. This analysis was built upon to identify potential Focus Areas or places where City interventions could have the largest ripple effects in addressing a range of land use, development, and public realm concerns. The Liddonfield site, the industrial waterfront between Robbins Street and Cottman Avenue, and large commercial corridors were some of the areas identified as potential focus areas.





Meeting attendees for the public meetings came from a dispersed geographic area, with residents from neighborhoods both north and south of Pennypack Creek as well as east and west of Frankford Avenue.

Second Public Meeting - Preferences for Future Land Uses and Public Improvements



The second public meeting asked participants to respond to planning questions unique to their district.

Community organizations in conjunction with local businesses have inaugurated a business improvement district along Frankford Avenue. Attendees were asked to prioritize which portions of the Avenue should be the first to receive improvements and which improvements were the most important to implement.

The industrial waterfront focus area, between Robbins Street and Cottman Avenue has large areas of vacant and underutilized land. Participants were asked to provide input on appropriate future land uses, the infrastructure needed to spur development and create waterfront connections, and the most appropriate places to create public open space.

SUMMARY OF PUBLIC MEETINGS

Third Public Meeting - Presentation of PCPC Staff Recommendations and Public Responses

The third public meeting presented draft PCPC staff recommendations and asked for public responses. Staff recommendations included proposals for land use, zoning, commercial corridors, transportation, trails, historic preservation, new streets and more. Proposals and recommendations were presented in the same format as the district plan report, in the categories of Thrive, Connect and Renew as well as separate boards for focus areas and land use and zoning. Below is quick summary of the boards presented.

PARTNER AGENCIES AND ABBREVIATIONS

Full Name	Abbreviation
State Agencies	
Pennsylvania Department of Transportation	PennDOT
Pennsylvania Emergency Management Agency	PEMA
Pennsylvania Historical and Museum Commission	PHMC
Regional Agencies	
Delaware Valley Regional Planning Commission	DVRPC
Southeastern Pennsylvania Transportation Authority	SEPTA
Delaware River City Corporation	DRCC
Quasi-Governmental Agencies	
Federal Emergency Management Agency	FEMA
Service Providers	
Philadelphia Corporation for Aging	PCA
Philadelphia Industrial Development Corporation	PIDC
City Agencies	
Department of Public Property	DPP
Free Library of Philadelphia	Library
Mayor's Office of Transportation and Utilities	MOTU
Office of Emergency Management	OEM
Office of Housing and Community Development	OHCD
Philadelphia City Council	City Council
Philadelphia City Planning Commission	PCPC
Philadelphia Department of Commerce	Commerce
Philadelphia Department of Finance	Finance
Philadelphia Historical Commission	PHC
Philadelphia Housing Authority	PHA
Philadelphia Office of Budget and Program Evaluation	Budget
Philadelphia Police Department	Police
Philadelphia Parking Authority	PPA
Philadelphia Parks and Recreation Department	PPR
Philadelphia Prisons System	Prisons
Philadelphia Streets Department	Streets
Philadelphia Water Department	PWD
School District of Philadelphia	SDP

THRIVE

NEIGHBORHOODS

1.1 NEIGHBORHOOD CENTERS

Promote strong and well-balanced neighborhood centers

1. Strengthen neighborhood centers by clustering community serving public facilities.
2. Strengthen neighborhood centers by developing viable commercial corridors.
3. Strengthen neighborhood centers by promoting transit-oriented development around stations.
4. Provide convenient access to healthy food for all residents.

1.2 HOUSING

Improve the quality and diversity of new and existing housing

1. Stabilize and upgrade existing housing stock.
2. Ensure that a wide mix of housing is available to residents of all income levels.
3. Promote new affordable housing developments to strengthen existing neighborhood assets.

ECONOMIC DEVELOPMENT

2.1 METROPOLITAN & REGIONAL CENTERS

Support the growth of economic centers

1. Support and promote Center City/ University City as the primary economic center of the region.
2. Strengthen metropolitan subcenters.
3. Encourage the growth and development of both existing and emerging regional centers.

2.2 INDUSTRIAL LAND

Target industrial land for continued growth and development

1. Ensure an adequate supply and distribution of industrially zoned land.
2. Reposition former industrial sites for new users.

2.3 INSTITUTIONS

Grow Philadelphia's strong institutional job sectors

1. Encourage institutional development and expansion through policy and careful consideration of land resources.
2. Create cooperative relationships between institutions and neighbors.

2.4 CULTURAL ECONOMY

Develop tourism and the creative economy into a leading economic sector

1. Maintain Philadelphia's strong role in the national and international tourism market.
2. Provide ample resources to cultural institutions to enrich the city's quality of life.

LAND MANAGEMENT

3.1 VACANT LAND & STRUCTURES

Manage and reduce vacancy

1. Centralize land management in a single City agency to track and dispose of surplus land and structures and return publicly owned vacant parcels to taxable status
2. Prevent abandonment of land and structures
3. Reuse vacant land and structures in innovative ways.

3.2 LAND SUITABILITY

Protect sensitive land from over development

1. Use topography to direct land development.

3.3 MUNICIPAL SUPPORT FACILITIES

Locate and manage all municipal support facilities efficiently

1. Reduce expenditures for municipal support facilities.

CONNECT

TRANSPORTATION

4.1 TRANSIT

Increase the use of transit to reduce environmental impacts and travel time

1. Invest in existing infrastructure to improve service and attract riders.
2. Extend and introduce new technological advances to the transit network to service new markets.
3. Coordinate land use decisions with existing and planned transit assets to increase transportation choices.

4.2 COMPLETE STREETS

Balance use of roadways to ensure safe and efficient travel by all modes

1. Implement a complete streets policy to ensure that the right-of-way will provide safe access for all users.
2. Expand on- and off-street networks serving pedestrians and bicyclists.
3. Improve safety for pedestrians and bicyclists and reduce pedestrian and bicycle crashes.

4.3 STREETS & HIGHWAYS

Provide a safe and efficient road network that supports planned land uses

1. Upgrade and modernize existing street, bridges, and traffic-control infrastructure to ensure a high level of reliability and safety.
2. Control automobile congestion through traffic management and planning.
3. Improve highway access for goods movement.
4. Improve pedestrian connections across major rights-of-way.

4.4 AIRPORTS, SEAPORTS, FREIGHT RAIL

Enhance the city and regional economy by reinforcing airports, seaports, and freight rail

1. Strengthen the airport's global and local connections.
2. Elevate the competitive position of Philadelphia ports on the Eastern Seaboard.
3. Modernize freight rail assets to ensure efficient goods movement to and through Philadelphia.

UTILITIES

5.1 CONSUMPTION, CAPACITY, & CONDITION

Provide environmentally supportive, affordable, and reliable utility service to all customers

1. Reduce electric, gas, and water consumption to reduce financial and environmental costs
2. Achieve reductions in waste through reuse, recycling, and composting of solid waste materials.
3. Ensure adequate utility capacity to serve customers
4. Modernize and bring the condition of existing utility infrastructure to a state of good repair.

5.2 BROADBAND INFRASTRUCTURE

Reinforce access to and use of broadband telecommunications infrastructure as a vital public utility

1. Prepare a long-term plan for maintenance and use of City-owned broadband infrastructure and wireless assets.
2. Expand affordable access to broadband and promote digital literacy programs among low-income populations of the city.
3. Encourage technical innovation and recruitment of high-tech businesses.

RENEW

OPEN SPACE

6.1 WATERSHED PARKS & TRAILS

Complete, expand, and connect watershed parks and trails in the city and the region

1. Create a citywide trails master plan to coordinate the planning and construction of trail systems within Philadelphia.
2. Create a corridor network that connects parks, neighborhoods, and trails citywide.
3. Connect citywide parks to the existing protected natural areas of the regional greenspace network.

6.2 WATERFRONTS

Create improved access to waterfronts

1. Improve and increase waterfront recreation opportunities.
2. Expand use of rivers for passenger transportation.

6.3 NEIGHBORHOOD PARKS AND RECREATION

Expand access to neighborhood parks and recreation

1. Ensure that all Philadelphians live within a 10-minute walk of a neighbor hood park or recreation center.
2. Connect neighborhood parks and trails to neighborhood centers and major public facilities.
3. Ensure proper maintenance and vibrancy of park and recreation facilities.

ENVIRONMENTAL RESOURCES

7.1 AIR QUALITY

Improve air quality within the city and the region

1. Reduce overall and per capita contributions to air pollution.
2. Reduce overall and per capita greenhouse gas emissions by 45 percent by 2035.
3. Reduce air temperature during the warm season in the city.

7.2 WATER QUALITY

Improve the quality and management of water and wetland resources

1. Improve the quality of city and regional water sources.
2. Restore and create urban stream banks and tidal wetlands along watersheds.
3. Support stormwater regulations set by the Philadelphia Water Department to capture stormwater on-site and reduce flooding damage.

7.3 TREE COVER

Increase tree coverage equitably across the city

1. Increase the overall tree canopy across the city to 30 percent.
2. Enhance the city's forests to create a total of 7,200 acres.
3. Support tree planting and stewardship within the city.

HISTORIC PRESERVATION

8.1 CULTURAL, HISTORICAL, & ARCHITECTURAL RESOURCES

Support sensitive development that preserves and enhances Philadelphia's multifaceted past

1. Preserve culturally, historically, and architecturally significant buildings, sites, structures, and districts.
2. Rehabilitate abandoned industrial infrastructure for new uses and reuse industrial buildings to create new neighborhood anchors.
3. Preserve and reuse all "at risk" historic anchor buildings and commercial corridor buildings.
4. Protect archaeological sites.
5. Ensure maintenance and management of cemeteries and religious properties.
6. Preserve historically significant viewsheds and landscapes.
7. Preserve cultural and ethical traditions, places, and resources.

8.2 HERITAGE TOURISM

Expand tourism programs to highlight cultural and historic heritage and to increase spending on heritage tourism

1. Create new and enhance existing tourism programs based on various cultural experiences unique to Philadelphia.
2. Demonstrate sustainable practices in visitor activities and facilities.

PUBLIC REALM

9.1 DEVELOPMENT PATTERNS

Enhance and improve the walkable form with buildings and spaces that have appropriately scaled heights, massing, and setbacks

1. Preserve the walkable scale of the city.
2. Ensure that new development reinforces the urban scale.

9.2 URBAN DESIGN

Elevate public demand for good design in the public realm

1. Apply sound design principles to guide development across the city.
2. Create welcoming, well-designed public spaces, gateways, and corridors.
3. Link public art with major capital initiatives.
4. Ensure maintenance and protection of public art.

73 *CITYWIDE VISION* OBJECTIVES

***Citywide Vision* objectives referenced in this district plan.**

ACKNOWLEDGMENTS

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NORTH DELAWARE DISTRICT PLAN

Philadelphia City Planning Commission

PHILADELPHIA 2035