Chairman,

Philadelphia Bar Association

This recommendation from the Planning Commission of the City of Philadelphia dated May 1, 1969, as amended, and the Plan for the City of Philadelphia dated 1966, as amended, and the Plan for the City of Philadelphia dated 1966, as amended,

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INTRODUCTION
OBJECTIVES

1. To facilitate movement within the community
2. To facilitate movement from the community to communities outside
3. To facilitate the necessary expansion of the community's public and private infrastructure
4. To facilitate the necessary extension of the community's public and private infrastructure
5. To facilitate the necessary extension of the community's public and private infrastructure

The plan has four specific goals:

1. To connect and facilitate the existing pathways of the community
2. To connect and facilitate the existing pathways of the community
3. To connect and facilitate the existing pathways of the community
4. To connect and facilitate the existing pathways of the community
EXISTING CONDITIONS

These conditions still exist in the area, and in some cases have intensified. The demand for modern commercial and industrial developments continues to encourage the creation of open spaces and improved parking, and increased traffic flow on existing narrow streets, which have developed and expanded in residential and industrial areas. Over the years, commercial and industrial land use have developed and expanded, with the competition in the area—both public and private—having expanded services and facilities. Some public improvements in 1963 did not materialize.

The Carmenot Redevelopment Area was designated by the Board of Review for condemnation and urban renewal, and was largely comprised of the area in the Carmenot neighborhood where the construction of the Metropolitan Homes, the largest housing development in the city, was carried out. The project was designed for development with proper standards, saving the best commercial and residential areas. The Carmenot neighborhood and the other neighborhoods surrounding it were originally covered by the area designated for urban renewal, but the area was further extended to include the area of the Metropolitan Homes and the Carmenot neighborhood.

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1. Inadequate planning of the area:
2. Lack of proper light, air, and open space;
3. Lack of proper street or lot layout;
4. Inadequate fire protection and arrangement of the buildings;
5. Defective design and arrangement of the buildings;
6. Economically or socially unattractive and unsuitable land use.

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EXISTING DESIGN STRUCTURE
PROPOSED DESIGN STRUCTURE

A goal of the Germantown Redevelopment Area Plan is to reinforce and enhance the physical design structure which has evolved over time in response to the needs and activity patterns of Germantown's residents. Principles of movement and locational criteria have been diagrammed to give architecture image to these development goals. Based upon these principles, the Redevelopment Area Plan proposes specific land-use and zoning controls, as well as street changes in order to give planned direction to the future physical development of the community.

A hierarchy of movement is proposed aimed at giving differentiation to the functional requirements of various streets determined by the scale of activity each serves. Accessibility to and from the Regional Center from outside the community would be served by the Wissahickon Drive-Rittenhouse Street arterial, Belfield Avenue, Chelten Avenue, and the Wissahickon Avenue-Lincoln Drive arterial. Many of the local streets now used for this purpose would thus be relieved. Accessibility between neighborhoods, shopping centers, and community facilities would be served by the community's major internal streets such as Wayne Avenue, Greene Street, and Germantown Avenue, over which the mass transit system links many of the community's facilities as well as the Regional Center.

The Preliminary Site Plan serves as an architectural image of how various facilities would be clustered according to their functional needs, their scales of activity, the scale of their accessibility needs, and the supporting services they mutually require such as parking, open space, and traffic control.
LAND USE

The Proposed Land Use Plan recommends locations for schools, public transportation, and community facilities near existing concentrations of employment, retail, and residential centers. Residential centers are located along community streets and transit routes for maximum local accessibility.

The plan designates a reduction in ground area (but not in floor area) of local shopping centers and that incompatible industrial uses be converted to residential and institutional uses.

Existing Land uses in Germantown can generally be categorized as:

1. Predominantly residential of a wide range of type and quality.
2. Retail and service commercial along a wide range of type and quality, tending to spread along arterial streets and into residential areas.
3. Community facilities and institutions both public and private, widely dispersed throughout the community.
4. Public and private open space.
5. Commercial and light industrial dispersed throughout the community.
particular is to determine, in so far as practical the character of the property, subject to approval of the City Planning Commission.

The approval of the City Planning Commission is a part of the City's comprehensive plan. The City Planning Commission has power to pass upon any matter submitted to it by the City Council.

The procedure of the City Planning Commission in connection with the approval of such matters is as follows: the City Planning Commission, after due notice, shall hear evidence, if any, in connection with the matter submitted to it. The City Planning Commission shall then make and file its report, in connection with the matter submitted to it, with the City Council, and the City Council shall determine thereupon whether or not the matter, as submitted, shall be recommended for approval to the City Planning Commission.

The procedures and regulations of the City Planning Commission as to the hearing of matters submitted to it shall be such as the City Council shall from time to time prescribe.
In addition to the zoning regulations, the controls contained within the Central Commercial Area and the Norton Urban Renewal Area shall apply within their respective boundaries as required for the rehabilitation of existing structures and the implementation of new structures.
Street to be closed, right-of-way retained:

- Hamilton Street
- Lower Street
- Kensington Avenue
- Lost River Street
- Linden Street
- Lincoln Street
- Main Street
- Market Street
- Mary Street
- Morgan Street
- Montrose Street
- New Line Street
- North Main Street
- Orange Street
- Pearl Street
- Plaza Street
- Post Street
- Raymond Street
- River Street
- School Street
- South Main Street
- State Street
- Washington Street
- Webster Street
- West Main Street
- White Street
- Williams Street
- Wood Street
- Young Street
- Zillow Street

Proposed Street CHANGES
The recommendation of the City Planning Commission and the approval of the Council on the development of the City Planning Authority will be subject to the recommendations of the Board of Planning and the Board of Public Assistance, which will be considered in accordance with the provisions of the Constitution and the City's regulations. The Board of Planning and the Board of Public Assistance will be the executive bodies of the City Planning Authority, subject to the Constitution and the City's regulations. The Board of Planning and the Board of Public Assistance will be responsible for the development and implementation of the City's development plan, and the recommendation of the Board of Planning and the Board of Public Assistance will be subject to the approval of the City Council.