

PHILADELPHIA CITY PLANNING COMMISSION



IMPLEMENTATION UPDATE



Source: University City District

Clark Park

UNIVERSITY SOUTHWEST DISTRICT PLAN

PHILADELPHIA2035

Philadelphia2035 is the city's Comprehensive Plan. Created and updated by the Philadelphia City Planning Commission (PCPC), this document serves as a guide for the city's long-term growth.

Philadelphia2035 is a two-phase effort:

I. CITYWIDE VISION

The **Citywide Vision** lays out broad goals and policy for all aspects of the city. These include neighborhoods, vacant land, economic development, open space, and transportation.

II. DISTRICT PLANS

District Plans apply the concepts of the Citywide Vision to specific areas of Philadelphia.

IMPLEMENTATION

PCPC staff works with city agencies, City Council, and non-profit partners to see the District Plans become reality. PCPC has secured grants for follow-up studies, engineering, and construction totaling almost \$23 million. This document highlights projects being implemented and the progress so far.

BENEFITS OF PLANNING

ENVIRONMENT

Natural and man-made surroundings provide safe and healthful conditions for current and future generations.

ECONOMY

Economic development generates jobs, income, wealth, revenue and city services.

EQUITY

Planning helps ensure that everyone benefits from programming and funding, regardless of race, ethnicity, class or any other dimension of identity.

HEALTH & WELL-BEING

Philadelphia's built environment encourages active living and supports fair access to the resources and amenities necessary for residents of all ages to improve their physical, mental, and social well-being

ENGAGEMENT

Many stakeholders come together to shape a common, future vision.

PLAN IMPLEMENTATION PROGRESS

The Philadelphia City Planning Commission adopted the University Southwest District Plan in **April 2013**. The plan makes **42** recommendations across three themes:

Specific recommendations are identified as follows:

District Abbreviation

Recommendation Number

USW
#

17 THRIVE

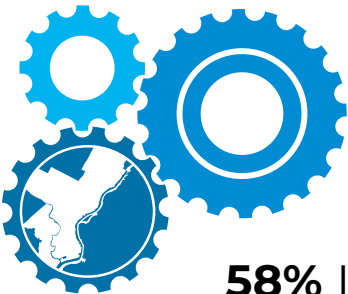
Neighborhoods | Economic Development | Land Management

9 CONNECT

Transportation | Utilities

16 RENEW

Open Space | Environmental Resources
Historic Preservation | Public Realm



With the help of our Implementation Partners, we've advanced 71% of plan recommendations:

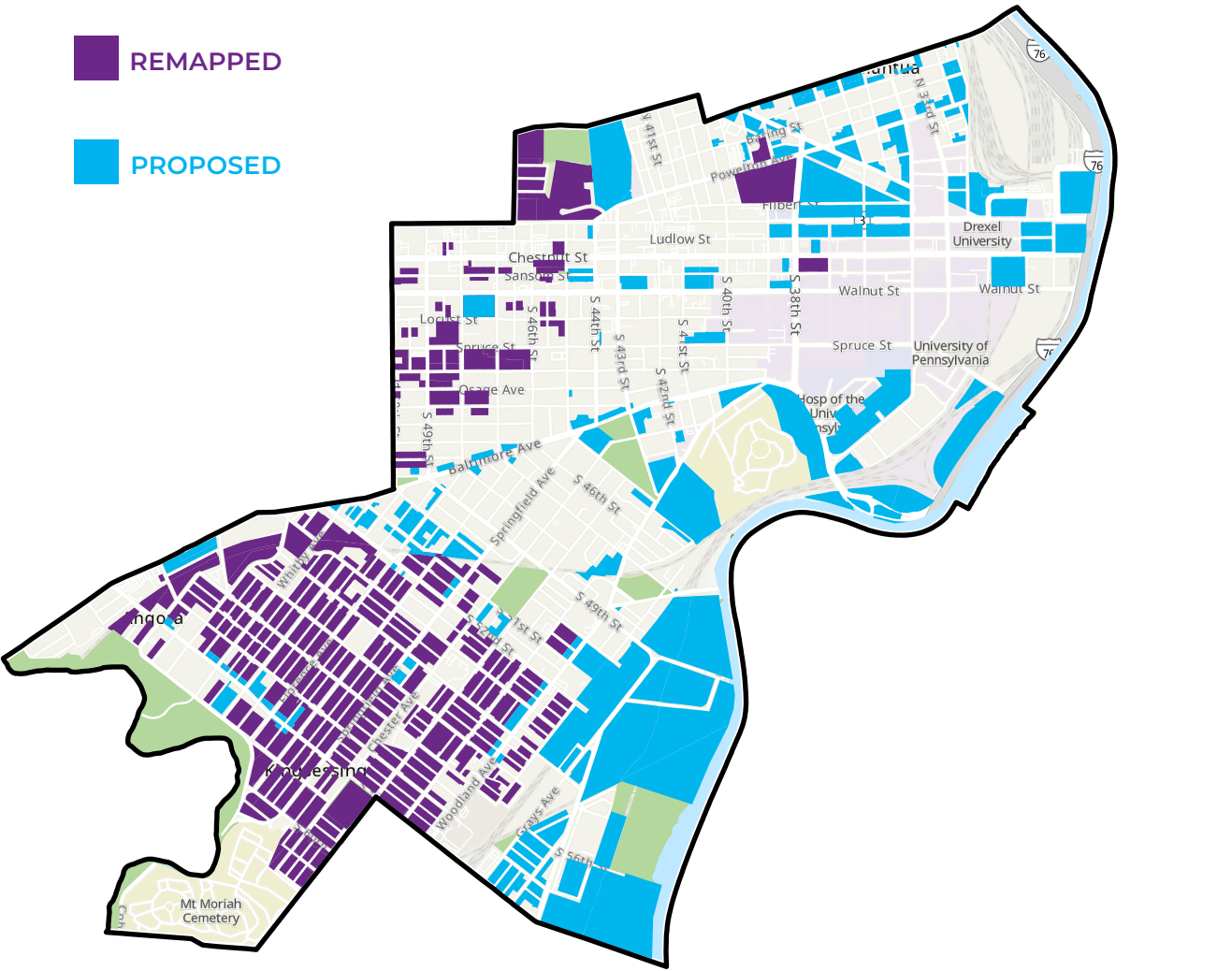
58% In Progress // **22%** Ongoing // **20%** Complete

Thank you to our Implementation Partners:

- Councilmember Jamie Gauthier
- Councilmember Jannie Blackwell
- Friends of Mount Moriah Cemetery
- Managing Director's Office
- Mayor Jim Kenney
- Philadelphia Parking Authority (PPA)
- Pennsylvania Department of Transportation (PennDOT)
- Philadelphia Office of Transportation, Infrastructure, and Sustainability (OTIS)
- Philadelphia Streets Department
- SEPTA
- University City District (UCD)

ZONING REMAPPING PROGRESS

As of Spring 2022



A big part of making Philadelphia2035 a reality is updating Philadelphia's zoning maps. PCPC is working with City Council to make sure the zoning matches existing uses and points the way for future projects.



TROLLEY PORTAL GARDENS

MAKE THE TROLLEY PORTAL A SAFE AND WELCOMING SPACE FOR PEDESTRIANS

RECOMMENDATION

USW 18 Create multi-modal transit hubs at the intersection transit points between heavily used transit lines



Source: University City District

The 40th Street trolley portal is the busiest street-level trolley station in the city. The Trolley Portal Gardens at 40th Street and Baltimore Avenue used to be a big slab of concrete. Now it is a fun and friendly space the neighborhood can use. It also serves as a welcoming entrance to the neighborhood. The Trolley Portal Gardens makes it safer and easier for people to walk through the area and get a bite to eat. Much of the concrete was replaced with tree plantings, rain gardens, and more to keep rain from overflowing the storm drains. Almost 60,000 trolley riders get to enjoy the beautiful new space each day. This project was a collaboration between University City District, SEPTA, neighbors, and the City of Philadelphia. It cost \$2.1 million.



Source: University City District

MOUNT MORIAH CEMETERY

CREATE A PLAN FOR MOUNT MORIAH CEMETERY



Source: Friends of Mount Moriah Cemetery

Mount Moriah Cemetery is a unique and underrated place in the University Southwest District. The Cemetery was started in 1855. It is 160 acres across Philadelphia County and Yeadon Borough. Mount Moriah has a rolling landscape, regal monuments, and many links to the past. The Friends of Mount Moriah recently fixed up the historic building over the cemetery's entrance. They also wrote a strategic plan for the cemetery. This plan was paid for by the William Penn Foundation and the Pennsylvania Historical & Museum Commission. The Friends of Mount Moriah Cemetery received a 2018 Preservation Alliance achievement award for this work.

RECOMMENDATION

USW 38 Create a strategic plan for the reuse and stabilization of Mount Moriah Cemetery

37TH STREET IMPROVEMENTS

MAKE IT EASIER TO WALK THROUGH THE DISTRICT



The area around the former University City High School is made up of large blocks. There aren't many places for pedestrians to cross the street or walk through the blocks. The USW plan talked about the need for new streets to cut through these blocks which would help better connect nearby neighborhoods to this area. 37th Street has been re-built between Warren and Market Streets. A 37th Street walkway has been built between Chestnut and Market Streets. The new street and walkway will lead to several large development projects of almost 2.8 million square feet of offices, businesses, apartments, and educational spaces. Some of the new development includes the new Powel Elementary/Science Leadership Academy Middle School at 36th and Filbert Streets. The school is a partnership between the Philadelphia School District and Drexel University. It opened for students in the fall of 2021.

RECOMMENDATION

**USW
FA** Improve pedestrian circulation: 37th Street



CHESTNUT & WALNUT STREETS

MAKE IT SAFER FOR EVERYONE



Source: University City District

RECOMMENDATION

**USW
22** Remove a travel lane on Chestnut Street west of 34th Street and replace it with a buffered bike lane

In 2017, the City worked with City Council, neighborhood groups, and other stakeholders to put a bike lane on Chestnut Street between 45th and 34th Streets. The bike lane is parking protected, laying between the sidewalk and the cars parked on the street. It is the first one-way parking-protected bike lane in the city. The bike lane has new painted street lines, signs, and flexible posts that show where people bike and where cars park. This bike lane is a safe way for people to bike to Center City from West Philadelphia and University City. It also makes Chestnut Street safer for the many pedestrians and drivers on the street. This part of Chestnut Street has had one of the highest rates of crashes in the city in recent years.

Over six miles of Chestnut and Walnut streets will be repaved in 2022. This will include Chestnut Street from 34th to 63rd Street, and Walnut Street from 22nd Street to 63rd Street. This repaving is a chance for City staff and community stakeholders to talk about safety issues and install improvements along the corridors.

- The goals of the project are to:
- Calm traffic by decreasing speeding, weaving, and aggressive driving.
 - Create shorter and safer pedestrian crossings.
 - Improve parking and loading operations.
 - Increase safety for people riding bikes by separating them from motor vehicle traffic.
 - Reduce illegal parking behaviors, like double-parking and blocking the crosswalk.

PHILADELPHIA CITY PLANNING COMMISSION

UNIVERSITY SOUTHWEST District Planner

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Source: J. Fusco for Visit Philadelphia

Baltimore Ave

www.phila2035.org

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