

# CENTRAL DISTRICT

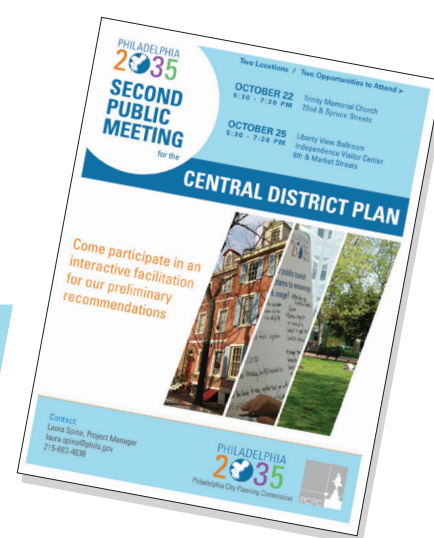
## Second Public Meeting Summary

On October 22 & 25 City Planning Commission staff hosted its second round of public meetings to inform the public and solicit input for the Central District Plan. This document summarizes the ideas garnered from these meetings.

The event was structured as a facilitated map based exercise. Participants worked in teams to determine from a list of selected capital projects which they thought should be given the highest priority. Given a budget of approximately half of the total amount of all the projects, teams had to work together to determine which projects to fully fund, partially fund or not fund at all. The results provide staff with a fairly good understanding on what specific projects residents desire and what they believe are needed to make the Central District a better place in which to live, work and visit.

In a second exercise, participants were polled on four different policy topics - open space, parking, vacant land and tourism. They were presented with a menu of options and were asked to cast one "vote" for their most preferred choice.

There will be one more round of public meetings in February before a draft of the Central District Plan is released for public comment.



### Second Round of Public Meetings

October 22, 2012

Trinity Memorial Church

October 25, 2012

Independence Visitors Center



# THRIVECONNECTRENEW

**Total Cost = \$113 Million**  
**Total Budget = \$50 Million**



## Build new building for 6th & 9th Police Districts:

Project includes land acquisition, consolidation of district offices and 300-car parking garage for police vehicles and staging. Existing 6th District is at 11th & Vine Streets; existing 9th District is at 21st & Hamilton Streets.



## Upgrade park facilities:

This includes new paving and benches at Cianfrani Park in Bella Vista and new playground equipment at Tip Top Playground in Northern Liberties.



## Provide new recreation space in Callowhill:

The project includes new recreation and passive open space that will serve the Poplar and Callowhill neighborhoods.



## Senior and affordable housing:

[District-wide] New affordable housing units throughout the district, with some reserved for seniors. The money is used to fund the gap between the cost of construction and sales (or rental) price. These may be part of a mixed-income development.



## Create a TKTS-style kiosk:

This will be a place to purchase event tickets at discounted prices – supports arts organizations since it fills seats while the ticket office activates a public open space.



## Fund city-owned museums:

The city provides capital funding to the Philadelphia Museum of Art, Rodin Museum, African-American Museum, Philadelphia History Museum. This would be over and above what is typically in the capital budget.

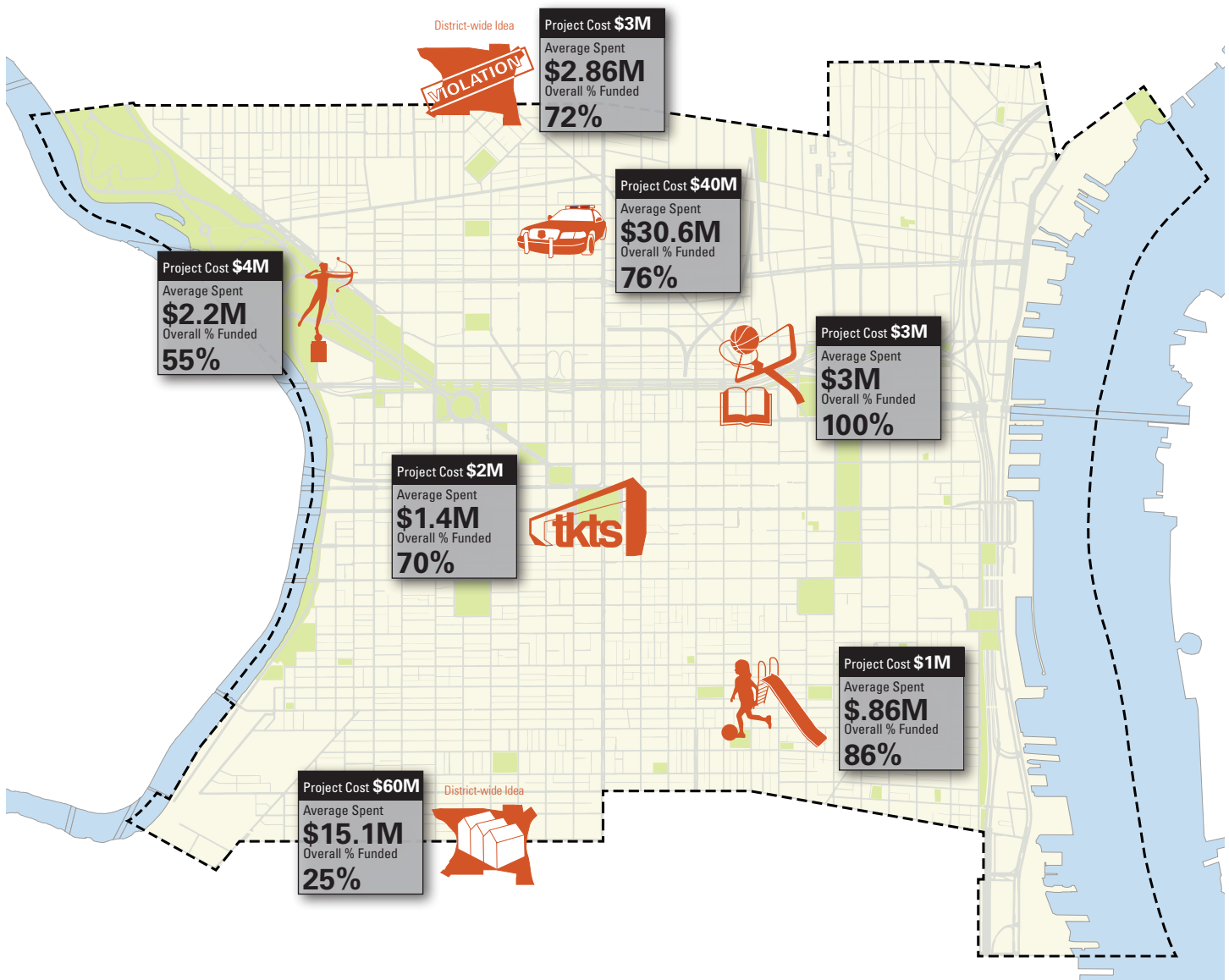


## Create a “No Use Reuse Task Force”:

This would be a multi-agency task force targeting owners of long-vacant buildings to get them to invest in the properties or sell them to owners who will develop them. Initially, it would focus on East Chestnut Street and Old City.

Project Cost	Average Spent	Overall % Funded
\$40M	\$30.6M	76%
\$1M	\$.86M	86%
\$3M	\$3M	100%
\$60M	\$15.1M	25%
\$2M	\$1.4M	70%
\$4M	\$2.2M	55%
\$3M	\$2.86M	72%

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# THRIVECONNECTRENEW

**Total Cost = \$329 Million**  
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## Create Cultural Bus Rapid Transit (BRT) Route:

Bus Rapid Transit is similar to Light Rail in that it has dedicated stops and often a dedicated lane or roadbed. Phase One of this route would connect the Schuylkill River to the Delaware River, using the defunct Reading Viaduct cut under Pennsylvania Avenue. Using the cut means that the buses will not have to be redirected for the various events on the Parkway.

Phase 2 includes BRT along the Delaware River, north to Penn Treaty Park and south to Pier 70.



## Create wayfinding & real-time information:

[District-wide] This will provide additional route information to aid transit riders. Real-time information includes the estimated arrival time for the next bus/trolley/train so passengers know how long to wait.



## Rehabilitate City Hall/15th Street Station:

Repairs include refurbished concourses and ADA elevators.



## Redevelop the inter-city bus station:

This project would redevelop the station at 10th & Filbert Streets into a multi-level bus station that has direct access to the Market East Station and better bus circulation.



## Expand bike infrastructure:

[District-wide] This would include additional bike lanes, signage and cycle tracks (separated bike lanes) on West Market Street and JFK Boulevard.



## Create bike station and install more corrals:

A bike station is a parking garage for bikes, which typically includes a maintenance shop, air pumps and lockers and showers for commuters.

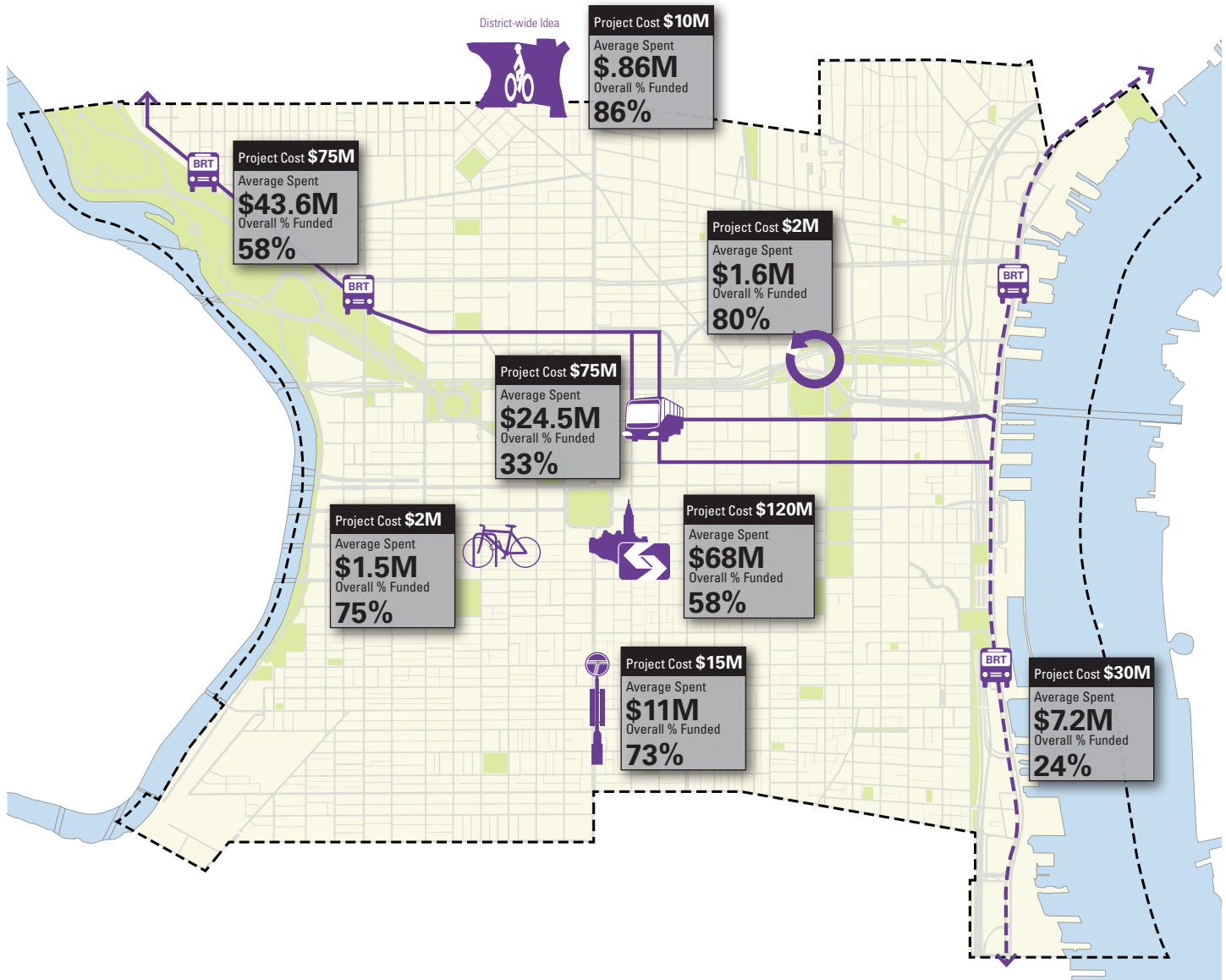


## Improve pedestrian experience around Franklin Square:

This project involves narrowing Race Street between 6th and 9th Streets and adding pedestrian-friendly connections to Franklin Square.

Project Cost	Average Spent	Overall % Funded
\$75M	\$43.6M	58%
\$30M	\$7.2M	24%
\$15M	\$11M	73%
\$120M	\$68M	58%
\$75M	\$24.5M	33%
\$10M	\$9M	90%
\$2M	\$1.5M	75%
\$2M	\$1.6M	80%

**Total Cost = \$329 Million**  
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# THRIVECONNECTRENEW

**Total Cost = \$60 Million**  
**Total Budget = \$20 Million**



## Fund Delaware River Trail:

This is to build the trail from Penn Street southward to connect with the existing trail at Washington Avenue.



## Complete the Schuylkill River Trail:

This is to design and build the portion from South Street to the recently completed Grays Ferry Crescent.



## Convert schoolyards to neighborhood green space:

This would fund the greening of two schoolyards in the Central District – replacing asphalt with landscaping and providing for amenities for both children and adults.



## Construct pedestrian-friendly connections:

[District-wide] Improvements include bump-outs at intersections, improving sidewalk conditions, traffic signal timing and signage to direct pedestrians.



## Rehabilitate the elevated Reading Railroad Viaduct into a park:

This would transform the former industrial structure into an elevated green space. Phase One would entail the rehabilitation of the SEPTA spur from Callowhill Street west to Broad Street.

Phase Two would create a park on the eastern portion from Vine Street to Fairmount Avenue.



## Create Signage for historic districts and sites:

[District-wide] This project would include interpretive signage highlighting important historic sites and new street signs that identify the various historic districts in Center City.



## Provide programming in public spaces:

[District-wide] Classes, musicians, entertainment and activities would help enliven public open spaces and entice new users.

Project Cost	Average Spent	Overall % Funded
\$10M	\$4.6M	46%
\$2M	\$1.7M	85%
\$6M	\$4.7M	78%
\$2M	\$1.9M	95%
\$8M	\$5.7M	71%
\$30M	\$0.2M	<1%
\$1M	\$0.5M	50%
\$2M	\$1.6M	80%





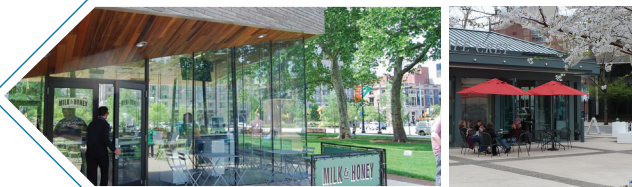
> Results from the “lightning round” exercise

Participants were asked four policy questions, presented with a menu of options and asked to choose the one that they felt the most positive about. The results below highlight the selections that received the highest number of responses.

**?** I would visit and use public space more if it had:

- Passive Park Amenities
- Retail Kiosks
- Classes
- Food Vendors or Cafe’s**
- Musicians
- Playgrounds

59%



**?** I would sacrifice an on-street parking space for:

- Bike Corral**
- Rain Garden
- Pedestrian Space**
- Newsstand
- Public Toilet
- Car Parking Only

32%

35%



**?** City-owned property that is vacant should be:

- Sold to the highest bidder for money** — 36%
- Developed for affordable housing
- Developed for senior housing
- Used as a community garden** — 30%
- Used as a pocket parking lot
- Configured for stormwater management



**?** A visitor’s experience would best be improved by:

- Wayfinding signage
- Real time information for transit** — 37%
- Multi-Language signage
- Dedicated year round transit
- Public restrooms
- Bike share program

