The second of three public meetings for the North Delaware District Plan took place on October 22, 2015 at Abraham Lincoln High School at 3201 Ryan Avenue. The meeting attracted approximately 60 attendees.

This meeting solicited community input to prioritize municipal actions, which will guide recommendations in the district plan. After a presentation about the planning process, Planning Commission staff led groups in two interactive exercises.

The first activity asked individuals to prioritize sections of Frankford Avenue, from Devereaux Street to Meridian Street, for physical improvements, and gave them a list of the types of improvements to select. Choices included street trees, parklets, pedestrian safety features and storefront facades.

The second activity gave groups the ability to develop consenses for a section of the waterfront from Robbins Street to Cottman Avenue. This section has many large, vacant or underused acres of land, some of which are contaminated. Participants chose from the following land uses - medium industry, light industry, office, retail and parks, and then developed connections among these and between the waterfront and the existing community west of I-95.

The results of these exercises are summarized on the following pages.
Prior to the staff presentation and the facilitated group exercises, residents were asked to participate in a “Where Do You Live” welcoming exercise. The purpose of this exercise was to assess what areas of the North Delaware District participants represented.

As shown on the map below, participants came from all areas of the district. In addition, a few participants came from the River Wards, Central Northeast and Lower Far Northeast Districts.
EXERCISE 1: PRIORITIZE FRANKFORD AVENUE IMPROVEMENTS

Participants were asked to share which sections of Frankford Avenue they believed needed the most physical improvement. This information helps the PCPC, working with City staff, City Council and area stakeholders, to make the case for more investment in the corridor.

Out of seven subareas, participants expressed priorities for two, Devereaux to Barnett and the Cottman/Frankford intersection. Storefront facades, pedestrian friendly intersections and parklets were the most desired improvements.
Staff asked participants to create a desired vision for the waterfront. The area includes many acres of vacant and underused land. Because of known contamination, residential activity was not an option in this exercise. Participants placed future land uses as well as the connections that would be needed to access them.
PRIORITIZED IMPROVEMENTS

A. Devereaux to Barnett

F. Cottman/Frankford Intersection

PRIORITIZED SUB-AREAS

A. Devereaux to Barnett
F. Cottman/Frankford Intersection

PRIORITIZE FRANKFORD AVENUE IMPROVEMENTS - MEETING RESULTS

CHOOSE THE TWO MOST IMPORTANT SUB-AREAS TO IMPROVE FIRST

PRIORITIZED SUB-AREAS

A. Devereaux to Barnett
F. Cottman/Frankford Intersection

PRIORITY IMPROVEMENTS

Storefront Facades
Intersections
Parklets

PUBLIC REALM IMPROVEMENTS

CHOSE TWO

Street Trees 15%
Intersections (Pedestrian Safety) 20%
Storefront Facades (Storefront Improvement Program) 29%
Parklet w/Seating 20%
Lighting and Banners 15%
THE FOCUS AREA DIVIDED INTO SUB-AREAS
1. By the Bridge
2. Disston Mills
3. Tacony Station
4. Former St Vincent's
5. Waterfront

LAND USE TALLIES

Within each sub-area, the total number of pieces placed by all tables.

MOST PREFERRED LAND USES BY SUB-AREA
1. By the Tacony Palmyra Bridge: Light Industry
2. Disston Mills: Mixed Uses: Light industry, Office, Retail
3. Tacony Station: Retail, Offices, and Light industry
4. Former St Vincent’s: Retail, Parks and Open Space
5. Waterfront: Parks and Open Space with small retail spaces
FUTURE WATERFRONT CONNECTIONS
Create New Streets
Beautify Existing Streets
Build Pedestrian/Bicycle Paths

MOST PREFERRED CONNECTIONS
1. The most desired option chosen was a new north-south road from the Tacony Palmyra bridge approach to Milnor Street with pedestrian and bicycle facilities;
2. Participants recommended extending Princeton and Magee Avenues to the river;
3. Participants showed some desire for a riverfront trail and bicycle/pedestrian connections from Milnor Street to the river on an alignment with Tyson Street.
The most desired sub-area to redevelop with the highest number of pieces placed.

Mixed-use proposals of office, light industry, and shopping dominated.

Retail and office spaces took the lead followed closely by light industry. Some open spaces were also proposed.

Retail spaces were the dominant choice, but a few tables desired to create a larger scale open space.

Industrial uses were the dominant choices followed by retail and office.

Open space was a clear favorite and retail was often selected as a supporting land use.
Along with responses to the structured exercise, participants provided general comments about the waterfront that they would like to see addressed in the plan. These included:

- Preserve existing buildings that are currently used;
- Improvements and additions to boat launches;
- Improve trails and street connections;
- Attract bars, restaurants and entertainment venues;
- Pair improvements with job creation;
- Improve SEPTA’s Tacony Regional Rail station;
- Plant more trees;
- Build large amounts of passive green spaces, but not necessarily publicly-owned.

Suggested names for a redeveloped waterfront district included:

- Downtown Disston
- Tacony Revival Commons
- Disston Complex
- Saw Mill Gateway
- New Disston Mills
- Disston Estates
- Returning Life to the Waterfront
- Sawtown Riverpark