North Delaware District Plan
Public Feedback

**THRIVE**

- **From the Public Meeting**
  - Glen Foerd Conservation already has good community ties
  - Need to address traffic generated by new commercial development
  - Frankford & Linden strip mall- vacant store front is a hazard. Building is not secured
  - Commercial on Grant Avenue causing traffic chaos
  - Wawa might be closing- move to Food Basics Parcel, area starting to look vacant, Academy and Frankford Area- Food Basic and Pathmark gone
  - Pay more attention to developing neighborhood commercial on Upper Torresdale, promote better variety of stores, supermarket closing
  - F/T Wawa, parking lot is problematic, drivers on sidewalk to get to I-95
  - Maggie’s Bar- ignoring complaints, nuisance bar
  - Develop commercial and open space at the boat launch
  - Use State & Linden as high visibility for boat ramp/ fish hatchery/ park access, mixed use here? Commercial?
  - **Commercial Corridors- Frankford Avenue Enhancements**
    - Theater great idea!
    - Hard to cross the street-students
    - Chaos when games happen
    - Are the old Mayfair letters still in the old auditorium?
    - Beneficial @ Southwest corner is closing, not Republic; Recruit a credit union as replacement
    - Good luck getting landlords to agree or even care

**CONNECT**

- **From the Public Meeting**
  - Concerned about proposed sidewalks from train station to Glen Foerd- we are opposed
  - There is no need for sidewalks from the train station to Glen Foerd, the only place that is dangerous is the train overpass west of James St.
  - There is no need for any impervious surface increase in this area
  - Concern about sidewalks east of State Road on Grant (2)
  - No sidewalks down Grant Ave
  - Glen Foerd needs to improve internal paved area now- they are a liability to the pedestrians and the City
  - No sidewalks on Grant east of State Road, sidewalks needed on Grant west of State Road to train station, create pedestrian access to Glen Foerd via an entrance at foot of Grant
- No sidewalks as per early agreements in the 1970’s with Streets Department, no sidewalks or expansion
- Fix bad intersection at State Road and Tacony Palmyra Bridge
- Need security at train stations
- Torresdale Station- no sidewalks, bike lanes or curbs (immediate neighbor)
- Total opposition to changing country lanes with sidewalks- neighbor majority opinion
- Add Bernard Street to Rec 21- more left turn lanes off of Cottman Ave to reduce crashes
- Consolidate curb cuts at Roosevelt and Cottman Ave

**From Comment Period:**
- Hello Larissa.
  I have provided citizen input on the Northeast Riverfront / Delaware North district plan at outreach meetings last year, and by email. We also met briefly at two of the those meetings. When I received the info in the PennDot link above by email, it prompted my memory of some discussions at those outreach planning meetings late last year regarding I-95, specifically the Chinese Wall impact. I don’t know if the final plan called for more access through this wall.
  But with this PennDot email about construction of retaining walls, I was wondering if there is some way to allow for open passages beneath the interstate for pedestrians and bicyclists only. If it can't be immediately engineered, I am hoping there could be a strong statement in the city plan to do so in the future.
  I am very disappointed that the new underpass at Longshore Avenue is as dank as that it replaced. And it appears the new wall being built at Cottman Avenue won’t offer any relief as presently designed.
  Perhaps there are other spots that can be identified before construction finishes, or at least for future excavation.
  This is especially timely because state Rep. John Taylor, our neighborhood representative, is now chair of the state House Committee on Transportation. If this can be put forward in a Planning Commission document, Mr. Taylor could then be asked for his endorsement of such a proposal.
  I realize that this notion would need endorsement from Planning Commission and top staff. Please advise me on who I should contact for further pursuit of this idea.
  Thanks again for time, attention and consideration.

**RENEW**

**From the Public Meeting**
- Pathway along the river is fantastic!
- Open trail access between Pennypack and prison berm wall
- We need a dog park
- Chestnut Hill merchants also give customers parking tokens to reduce visitors costs
- Sidewalks on Grant near Glen Foerd (country road feel) are not needed. No ped traffic currently
- No flood or storm mitigation at Grant and State etc. no need
- No sidewalk on State to James
- No sidewalks from Grant to Fitler (along both sides of State Road)
FOCUS AREAS

Industrial Waterfront Focus Area

- From the Public Meeting
  - See Spruce Street Harbor Park
  - Think of other waterfront plans, especially see adjacent conditions, Harbor Park downtown
  - DRCC & PWD might be on different pages for Magee
  - Why not more housing and residents?
  - Trails and open space is needed to bring industry and business
  - Waterfront restaurants
  - Think of Pleasant Hill and its original layout (close by the water) bring people to the waterfront
  - Future light industry and maker spaces is positive
  - Wants some residential to maintain a neighborhood, especially at night, perhaps historic Distton Mills buildings as housing
  - Make it like Queen Village with housing
  - Crime a problem from neighboring Tacony
  - How do we address safety issues on the waterfront (drug activity)?
  - Office buildings too much space - high vacancy
  - Consider riverfront tax credit
  - Need to get ear of commercial buildings - get their input

Liddonfield and Upper Holmesburg Focus Area

- From the Public Meeting
  - Courtland group (St.Barts) could be a model
  - Sad to see Holy Family plan fall through
  - What will PHA do?
  - Too much Section 8 housing - more dispersed, not clustered
  - What about stores closing?
  - More murals to prevent graffiti
  - Covered shelter is good
  - Need more shelters that actually work
  - Accessible play equipment
  - Would like to see special services school

ZONING & LAND USE

- From Public Meeting
  - Land Use:
    - More green space along river
    - Dagwoods- Torresdale and Linden and Jimmy’s Time Out- State and Linden- want them to stay residential
    - State and Linden: can we have a pedestrian friendly intersection with a buffer usage on the southwest corner that transitions residential to industrial, i.e. mixed commercial with industrial friendly use?
  - Proposed Zoning- Overview:
• Linden & State Road, Linden & Torresdale, Arendell & Delaware – against commercial zoning
• Can we consider State & Linden (southwest) to become pedestrian friendly with access to fish hatchery as a mixed use of commercial with or creating a buffer zone between north side or State residential and commercial use and industrial usage south of State Rd in this intersection?
• No zoning change classifications in East Torresdale
• Leave existing zoning classifications as is: Torresdale & Linden, area of train station, no further commercial zones, leave as is
• No additional land purchase for prison, alternatives for prison population and location

➢ Proposed Zoning- Southern:
  • Solar collection to subsidize, roof top uses- farm
  • No additional prison land purchase
  • Port, not prison
  • No corner stores on Torresdale and south
  • Community garden space/ TOD potential- non industrial
  • Venice Island performing arts type uses on Delaware
  • Longshore from Torresdale to State- no multifamily, commercial, no boarding houses

➢ Proposed Zoning- Northern:
  • Look at Torresdale Train Station closer
  • Dentist on Frankford Ave- East Torresdale should remain residential
  • Torresdale and Linden- keep residential
  • Fill vacant stores (large and small) on Frankford Ave- Asbruner thru Arendell
  • Get SEPTA to move stops along Frankford Avenue
  • Glad Morrisey site not being rezoned
  • Friendly access to fish hatchery, slow traffic at intersection of State and Linden, transition area between this intersection north to south: commercial/ residential to industrial
  • East Torresdale already has too much commercial zoning and its vacant
RE: NORTH DELAWARE PLAN DRAFT COMMENTS

Dear Larissa and Members of the Commission:

Thank you for the opportunity to be a part of the process in creating the North Delaware District Plan. In reviewing the document, we offer the following comments that the Civic Association and its executive board wish to be included for revision of the final document:

1. Recommendation #4 – The HCA has voted and takes the position that we oppose increases to residential density on blocks with established single family housing or rowhomes.

2. Recommendation #12 – HCA wishes to include the State Road corridor between Cottman Avenue and Rhawn Street to be added so that the current industrially zoned parcels can be used for commercial, industrial, or mixed use.

3. Recommendation #13 – HCA is not in favor of consolidating the training programs at the current campus/site, as it is Holmesburg’s desire not to expand the current footprint that the prison currently uses.

4. Recommendation #15 – It is our understanding that there is minimal use at this site currently, and that the desire for new uses is independent of the current uses. As the Holmesburg Prison site is currently unusable by the DPP (as per the outgoing Commissioner), we desire that the prison be demolished to make way for a different use, instead of the land perpetually being taken up by an antiquated and hazardous structure on such a large site.

5. Recommendation #32 – HCA desires that the direct outfall into the Pennypack Creek be filtered so that silt, floatables, and trash do not continue to pollute our park.

6. Recommendation #34&35 – HCA is not in favor of seeking nomination for any local or national historic designations for the neighborhood, generally. Individual properties can be revisited upon agreement with the HCA and the property owner.

7. Recommendation #35 – If it is not already, historic designation should be given to the Frankford Avenue Bridge over the Pennypack Creek. This bridge is also in need of cosmetic and structural repair.
8. Corrective Zoning – HCA is categorically opposed to corrective zoning. Changes to zoning maps should not be created by looking at existing uses. Any zoning changes should be reviewed on a case by case basis to ensure that the interests of the neighborhood are met. Zoning maps should be created and crafted based on what a community wants for its neighborhood. Civic Associations and the ZBA create variances for individual property owners based on a use. A change in the underlying zoning map would open a Pandora’s Box when the current owner sells by letting a future owner do things by right. For example, the currently closed Welsh Bar and Grill (formerly Guido’s) on the 3500 block of Welsh Road should never have been built. The HCA desires the property revert to residential use (and have the existing structure torn down if Welsh Bar and Grill owners leave and/or does not reopen). Zoning changes should be done for corridors or blocks or in a pattern, looking at the community in a holistic view. Corrective zoning, by definition, takes a non-conforming or illegal use and legitimizes it. We are completely and without exception opposed to any plan, proposal, or action that would change zoning of individual parcels to match existing use. We will also seek the support of fellow Civic Associations with regard to this recommendation.

Thank you for taking the time to review our changes and we look forward to seeing these changes incorporated in the next draft. If you have any questions please feel free to contact us.

Sincerely,

Chris Lorenzo

Renée Cohen

215.920.9234

614-545-8415

Holmesburg Civic Association Co-Presidents
Mayfair/ Northeast Quality of Life Coalition

**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 questions about the possibility of residential and educational uses.

Isn't MOST Charter looking to build @ Magee & State

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The Disston Mills include many buildings of historic value with the potential of being adapted to new uses.
The North Delaware District's strong neighborhood centers along both its main commercial corridors and stable housing stock have led to the growth of commerce and neighborhoods. The Cottonville Avenue and Falls Road 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 reasoning. City-owned facilities will continue to be a valuable asset to the district.

**Neighborhood Centers | p. 32**

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 either 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**

Not wanted
in 19136
No replacements
**NEIGHBORHOODS**

**NEIGHBORHOOD CENTERS RECOMMENDATIONS**

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Implementing Mentorship &amp; Partners</th>
<th>Community Vision Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cluster municipal and community serving facilities to improve their efficiency and safety of operations</td>
<td>PCPC</td>
<td>1.1.1</td>
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<tr>
<td>• Evaluate the former Philadelphia Police Academy Campus (8501 State Road) for potential new uses</td>
<td>DPP</td>
<td>Public Safety</td>
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<td>Ensure that all community-serving facilities are maintained in a state of good repair</td>
<td>PCPC</td>
<td>1.1.1</td>
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<tr>
<td>• Make all libraries and recreation centers ADA accessible (Holmesburg Library, Disston Recreation Center)</td>
<td>DPP</td>
<td>Police Library PPR</td>
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<td>• Expand and enhance the facilities for the Police 2nd/15th District Headquarters</td>
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<tr>
<td>Develop and maintain strong community partnerships between community serving facilities and the surrounding neighborhoods, other community serving facilities and friends groups</td>
<td>PCPC</td>
<td>1.1.1</td>
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<tr>
<td>• Establish community partnerships at Lower Mayfair Playground, Disston Recreation Center and Glen Foerd</td>
<td>DPP</td>
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<tr>
<td>• Expand the relationships at Ramp Playground, Lincoln Pool and Lansing Knights Youth Organization</td>
<td>PPR</td>
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</table>

**UISING RECOMMENDATIONS**

- 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

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

PhilaShops Survey Areas, which include evaluations of the occupancy rates and physical condition of the public realm.

Boundary of Frankford Avenue Business Improvement District

Create additional seating, planters, and traffic calming within unused roadway areas.

Not sure the Marquee is still present. Original Marquee, Image source: philadelphiabuildings.org
**LAND MANAGEMENT**

**MUNICIPAL SUPPORT FACILITIES RECOMMENDATIONS**

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

Consider options to replace the House of Corrections ELSEWHERE!

Outside our District or one of the other 17

Study opportunities to consolidate the Philadelphia Prison System activity at the Holmes Prison Site (6215 Torresdale Avenue) in order to consider new users for the site.

FINALLY

| Improvement Area | Agency | Recommendation
|------------------|--------|------------------|
| Central Waterfront | PCPC  | 4.1.1
|                  | MOTU  | 4.1.3
|                  | SEPTA |                   |
|                  | City Council |                   |
|                  | DVRPC |                   |

- Improve bicycle and pedestrian access to enhance access and provide in station such as lighting, to promote pedestrian and transit user safety and comfort to ship.

Are potential relocations or expansions that will enable the construction of the Tacony Regional Rail Station with amenities such as additional parking cycle parking that provides access to the waterfront and surrounding areas.

Start the Torresdale Station to meet parking demand.

PCPC  | 4.1.1
SEPTA | 4.1.1
PPA   |                   |

Already proposed for enhanced bus service along Roosevelt the upcoming Roosevelt Boulevard Multimodal Corridor Program.

Disaster
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.

Relocations & consolidations are disastrous.

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. ✅ Great
Waterfront Parks and Trails | p. 54

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 Landauer’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, Gilmore Foerd deserves a more visible and inviting entrance and at the former Olveston Mills complex, an extension of Magee Avenue would make an excellent connection 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 programmed events will draw more immediate neighbors into the park and improve perceptions of safety.

OPEN SPACE

WATERSHED PARKS AND TRAILS RECOMMENDATIONS

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 Rahn Street
- State & Rhawn Pennypack Connector Sidewalk
- Two way protected bike lane on Frankford Avenue between Ashburner Street and the Pennypack Trail

Connect the trail network within the North Delaware District as recommended in the Trail Master Plan.
Planning Along the Waterfront - Portions of the North Delaware Greenway

- Kensington and Pennypack on the Delaware
- Holmesburg Trail
- Tacony Trail 1
- Tacony Trail 2
- Baxter Trail

Sections of the Greenway through the North Delaware Greenway

This trail should divert to State Road to allow for waterfront development @ 7777 R. State Road.

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In addition to the zoning map revisions process, many other elements within the District Plan. The PCPC will coordinate with relevant agencies to help ensure that all elements within the District Plan. The PCPC are identified as priorities because of factors such as:

- impact to the local economy
- impact to the environment
- 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, complete list). The PCPC is measuring progress on citywide objectives through an annual progress report, which can be found at www.phila2035.org.

<table>
<thead>
<tr>
<th>THRIVE</th>
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<td>3</td>
<td>Develop and maintain strong community partnerships between community serving facilities and the surrounding neighborhoods, other community serving facilities and friends groups</td>
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<tr>
<td>7</td>
<td>Implement strategies that will strengthen commercial corridors as destinations</td>
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<td>10</td>
<td>Reactivate industrial land along the waterfront</td>
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Excellent
Reserving the Waterfront for Future Employment

Much of the waterfront of the district has an industrial legacy which includes large parcels and the potential for contamination. I-95, Dissoton Park, and the Southeast 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.

Will we have the opportunity to discuss whether I-3 (Heavy) or I-P (Port) best suits this site...

which is one of three (3) waterfront facilities constructed with Cellular Pile Design.
see page for notes
I-3? maybe I-95 (port)

Corrective Zoning

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<tr>
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<tbody>
<tr>
<td>A. Frankford Avenue</td>
<td>CA-1</td>
<td>CAX-2.5</td>
</tr>
<tr>
<td>B. Mayfair</td>
<td>RSA-3</td>
<td></td>
</tr>
<tr>
<td>C. Between Frankford Avenue and I-95</td>
<td>CMX-2, RSA-5, RSA-7</td>
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<tr>
<td>D. Mayfair Park</td>
<td>RSA-3, RSA-5</td>
<td>SP-PO-A</td>
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Zoning to Advance the Plan

<table>
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<tr>
<td>E. Tacony Waterfront &amp; Holmesburg Waterfront</td>
<td>RMX-1, RMX-2, RMX-3</td>
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</tr>
<tr>
<td>F. Frankford Avenue</td>
<td>CA-1</td>
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</table>
Larissa,
Your plans for the Distion complex look great.

Do you think the PPD would be interested is putting a district there? Mayfair, Tacony and our Civic have been asking about splitting the 15th for some time. That would be a great spot for it. I’m sure businesses would feel much safer as they have a police precinct in their back yard. Just a thought.

We did talk about this yesterday. But it is in the notes......... Comly St access to the DRCC trail. There is a vacant land along that street. It is safer access than the Lardner’s Point. Some repaving and a few trees and some street lights will go a long way in sprucing it up. I know there is parking space available at the Arsenal Boat launch, but seeing something at Comly St would be nice for Wissinoming.

Another thing we talked about the Tree Boxes along Torresdale Ave that have no trees. Lets try Maple trees. They don’t need a lot of care and look great. Just putting that out there.

Let me know how things at your meeting go. Talk you later.

Regards,

Fran Torres