

## 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 expecially 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 Disston 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 of 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 Morrissey 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



**HOLMESBURG ASSOCIATION  
CIVIC**

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One Parkway Building  
1515 Arch Street, 13th Floor  
Philadelphia, PA 19102

**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



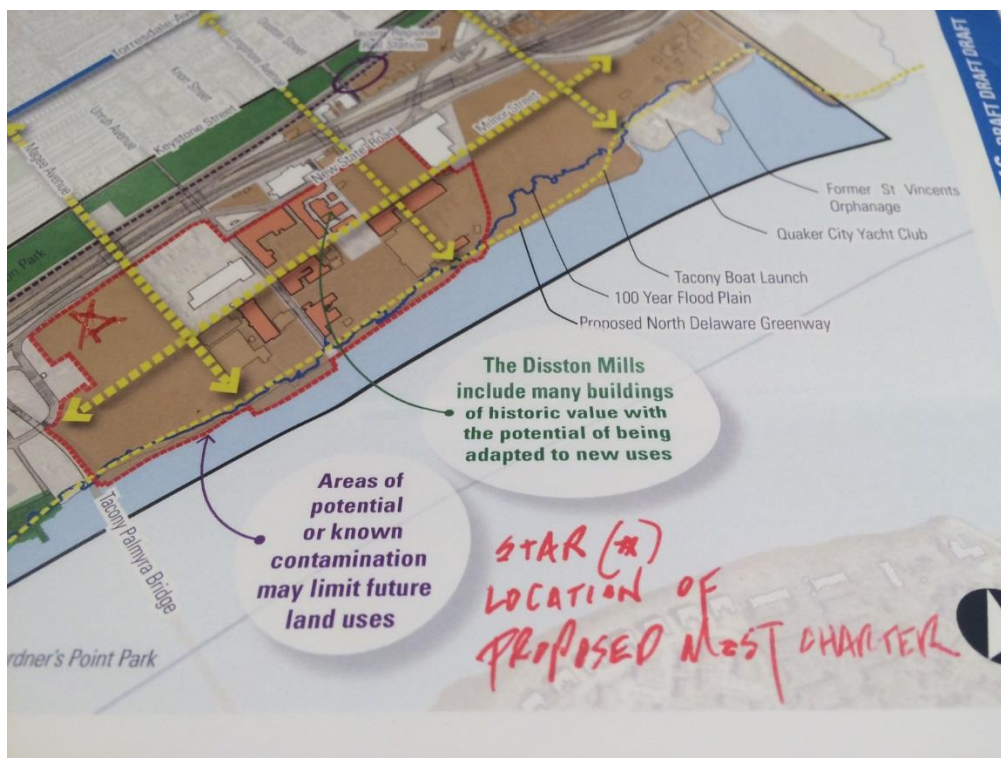
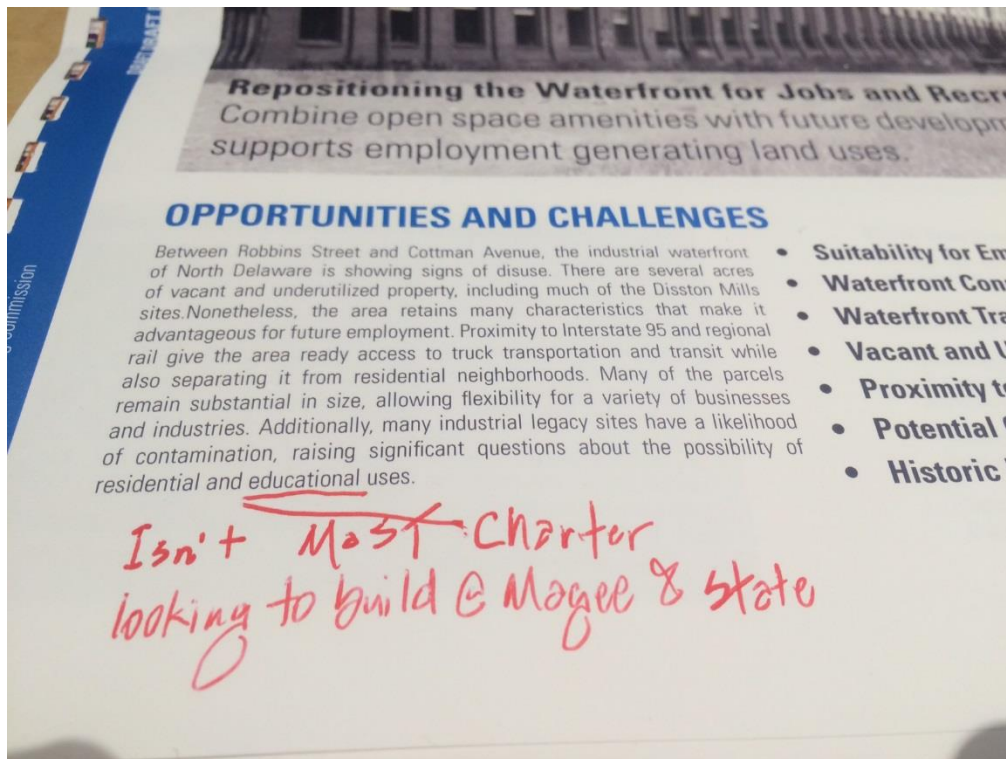
215.920.9234



614-545-8415

Holmesburg Civic Association Co-Presidents

## Mayfair/ Northeast Quality of Life Coalition





# RIVE

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## DDS d livability

balanced neighborhood centers

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sectors

The North Delaware District's strong neighborhood centers, commercial corridors and stable housing stock have led to the growth of both its commerce and neighborhoods. The Cottman Avenue and Boulevard 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 rezoning. 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

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in the metropolitan region

#### Metropolitan and Regional Centers

Support the growth of economic centers

#### Industrial Land

Target industrial land for continued growth and development

#### Institutions

Grow Philadelphia's strong institutional job sectors

#### Cultural Economy

Develop tourism and creative economy into leading economic sectors

#### LAND MANAGEMENT

##### Capitalize on land assets

##### Vacant Land and Structures

Manage and reduce vacancy

##### Land Suitability

Protect sensitive lands from over development

##### Municipal Support Facilities

Locate and manage all municipal support facilities efficiently

Not wanted

in 19136

NO REPLACEMENTS

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 of the libraries in the district are Carnegie Libraries and while the Holmesburg Library's interior and roof were recently renovated, additional steps need to be taken to make the facility accessible for persons with disabilities and the elderly. Similarly, only portions of the Disston Recreation Center are accessible.

The largest cluster of public facilities is located between Rhawn Street and Linden Avenue along the waterfront. It is one of the district's leading employers, including the six facilities that make up the Philadelphia Prison System Campus, the Philadelphia Fire Academy, the former Philadelphia Police Academy, a training facility for the Philadelphia Streets Department and the Samuel S. Baxter Water Treatment Plant. The City is currently exploring the feasibility of replacing and upgrading some of the Philadelphia Prison System's facilities. While many of the Police Academy functions have been relocated within the city, a firing range, the bomb squad, K-9 and S.W.A.T training still remain on site and other public safe needs are being identified to occupy it as well. The Baxter Treatment Plant, which covers nearly 150 acres, is only one of three of its kind in the City and is scheduled to receive a wide array of upgrades in the next few years.

Currently, the 2nd and 15th Police Districts are collocated on Levick Street Harbison Avenue. The majority of the North Delaware District is in the 1st District, which is one of the busiest citywide. Both the 15th and 2nd headquarters are in need of additional space and upgraded facilities to meet today's standard and needs.



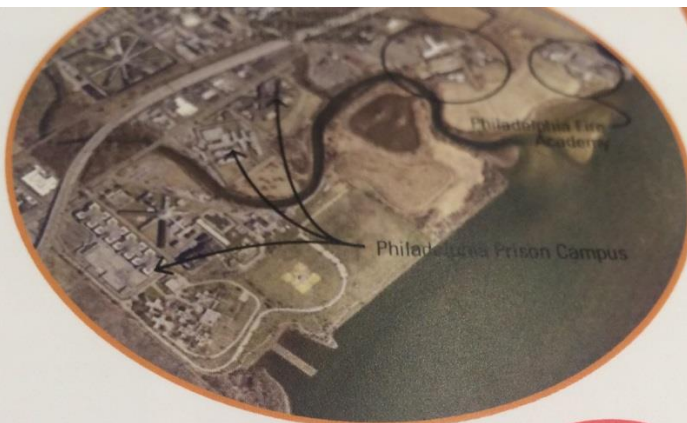
## NEIGHBORHOODS

### NEIGHBORHOOD CENTERS RECOMMENDATIONS

		IMPLEMENTING AGENCIES & PARTNERS	CITYWIDE VISION OBJECTIVES
1	Cluster municipal and community serving facilities to improve their efficiency and safety of operations <ul style="list-style-type: none"> <li>Evaluate the former Philadelphia Police Academy Campus (8501 State Road) for potential new users</li> </ul>	PCPC DPP Public Safety	1.1.1
2	Ensure that all community-serving facilities are maintained in a state of good repair <ul style="list-style-type: none"> <li>Make all libraries and recreation centers ADA accessible (Holmesburg Library, Disston Recreation Center)</li> <li>Expand and enhance the facilities for the Police 2nd/15th District Headquarters</li> </ul>	PCPC DPP Finance Police Library PPR	1.1.1
3	Develop and maintain strong community partnerships between community serving facilities and the surrounding neighborhoods, other community serving facilities and friends groups <ul style="list-style-type: none"> <li>Establish community partnerships at Lower Mayfair Playground, Disston Recreation Center and Glen Foerd</li> <li>Expand the relationships at Ramp Playground, Lincoln Pool and Lansing Knights Youth Organization</li> </ul>	PCPC PPR	1.1.1

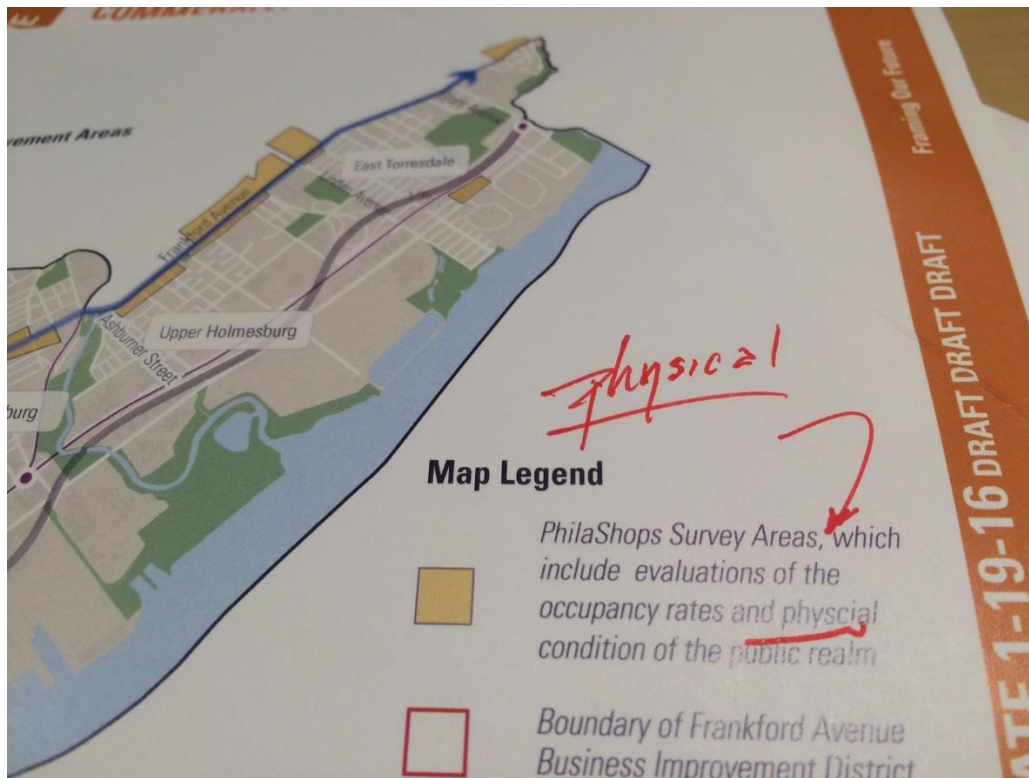
### USING RECOMMENDATIONS

Stabilize and upgrade housing while ensuring that there is a mix of housing choices available to residents of all income levels <ul style="list-style-type: none"> <li>Identify areas for single-family dwellings and for multi-family housing and ensure that they are appropriately zoned</li> </ul>	PCPC City Council PHA OHCD
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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.

*comprised*





## LAND MANAGEMENT

### MUNICIPAL SUPPORT FACILITIES RECOMMENDATIONS

13	<p>Modernize the campus of the Philadelphia Prison System to meet citywide needs, including those outlined in the Philadelphia Prison System Master Plan</p> <ul style="list-style-type: none"> <li>• Expand the Philadelphia Prison System agriculture programs</li> <li>• Relocate modular support facilities out of the floodplain</li> <li>• Improve the circulation on site to improve efficiency</li> <li>• Consolidate all training for Philadelphia Prison System staff either on site or closer to the Philadelphia Prison System Campus</li> </ul>
4	<p>Consider options to replace the House of Corrections</p> <p><b>ELSEWHERE!</b></p> <p><b>Outside Our District in one of the other (17)</b></p>
	<p>Study opportunities to consolidate the Philadelphia Prison System activity at the Holmes Prison Site (8215 Torresdale Avenue) in order to consider new users for the site</p> <p><b>FINALLY</b></p>

<p>ive access to the station for passengers and the public by connecting to the Delaware River Waterfront Trail Systems</p> <p>improved station amenities, such as lighting, to promote transit user safety and</p> <p>placement for kiss-and-ride locations to facilitate passenger drop off and pick up</p> <p>gh quality bicycle parking infrastructure, including covered bike racks, to increase</p> <p>rship and security</p> <p>short and long term improvements to the Tacony Regional Rail Station to</p> <p>and service</p> <p>improve bicycle and pedestrian access to enhance access and provide in station</p> <p>h as lighting, to promote pedestrian and transit user safety and comfort to</p> <p>hip</p> <p>ore potential relocations or expansions that will enable the construction of</p> <p>ble Tacony Regional Rail Station with amenities such as additional parking</p> <p>ycle parking that provides access to the waterfront and surrounding</p>	<p>PCPC MOTU SEPTA City Council</p>	<p>4.1.1 4.1.3</p>
<p><b>Industrial Waterfront]</b></p> <p>at the Torresdale Station to meet parking demand</p>	<p>PCPC SEPTA PPA</p>	<p>4.1.1</p>
<p>along Cottman and Torresdale Avenues for bus routes 28, 56, 70,</p> <p>prioritization and stop consolidations</p>	<p>SEPTA</p>	<p>4.1.1</p>
<p>Already proposed for enhanced bus service along Roosevelt</p> <p>the upcoming Roosevelt Boulevard Multimodal Corridor Program</p>	<p>PCPC SEPTA MOTU Streets DVRPC</p>	<p>4.1.2</p>

**(the Stop Consolidations for the '66'**

**are a DISASTER)**



fations already proposed for enhanced bus service along Roosevelt  
se from the upcoming Roosevelt Boulevard Multimodal Corridor Program

PCPC  
SEPTA  
MOTU  
Streets  
DVRPC

412

2102 DISASTER

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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

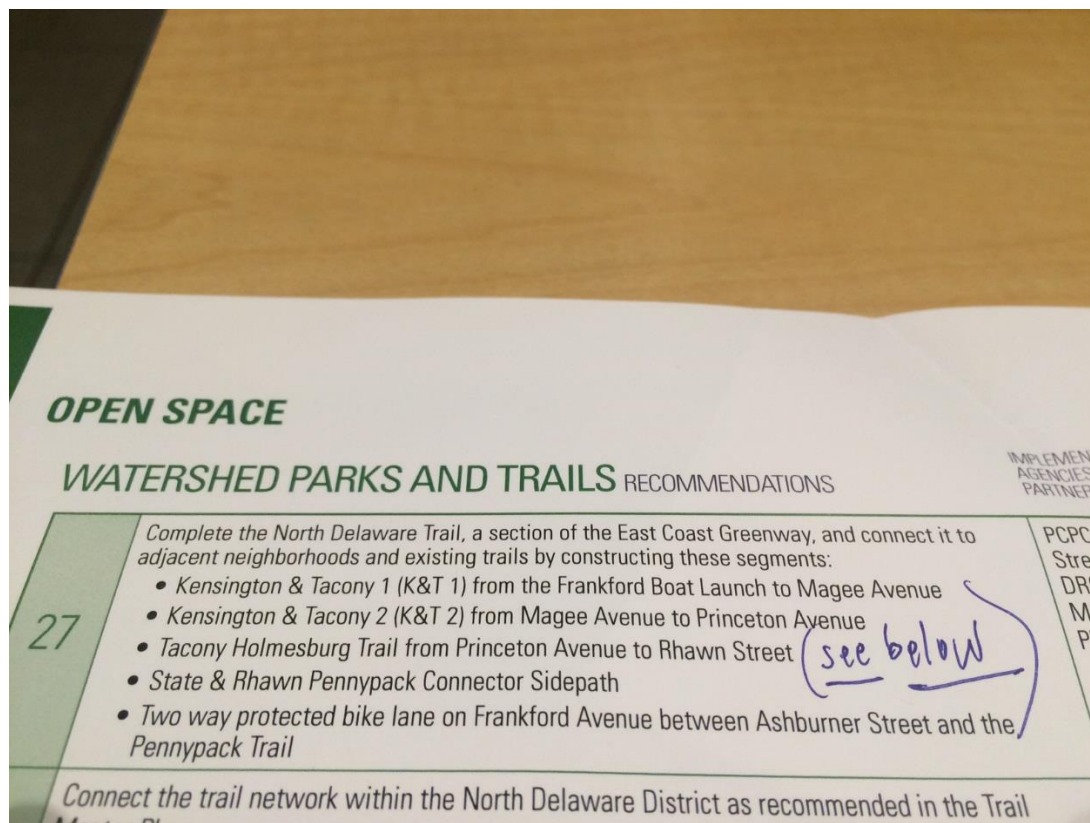
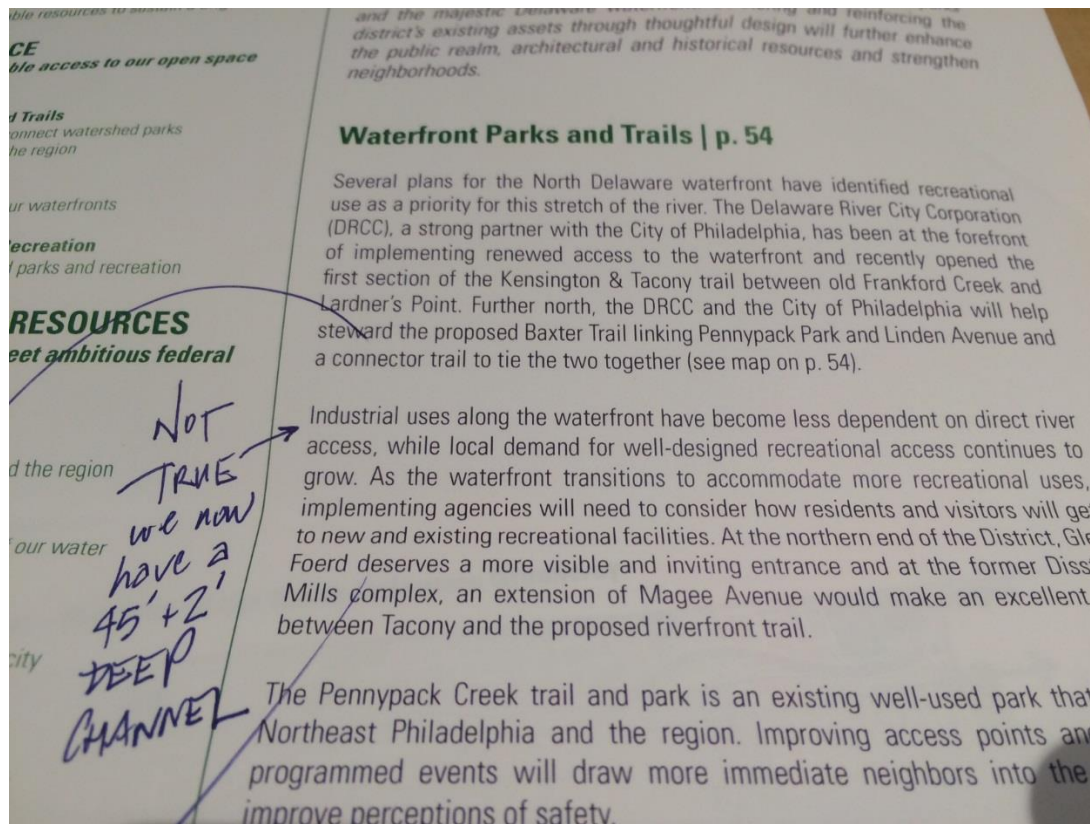


There is no pedestrian access to Glen Foerd at the intersection of Grant Avenue and State Road, but it presents the best opportunity for a point of entry close to the Torresdale Station.

✓ GREAT

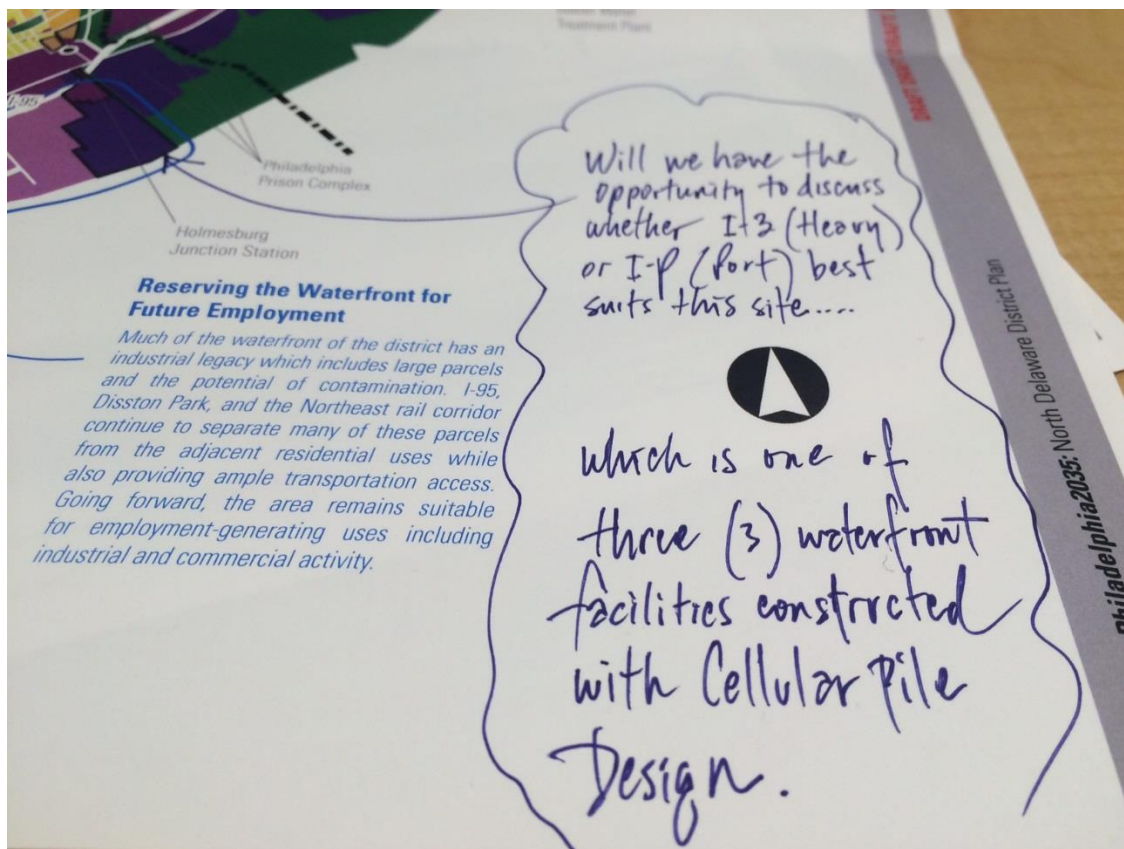
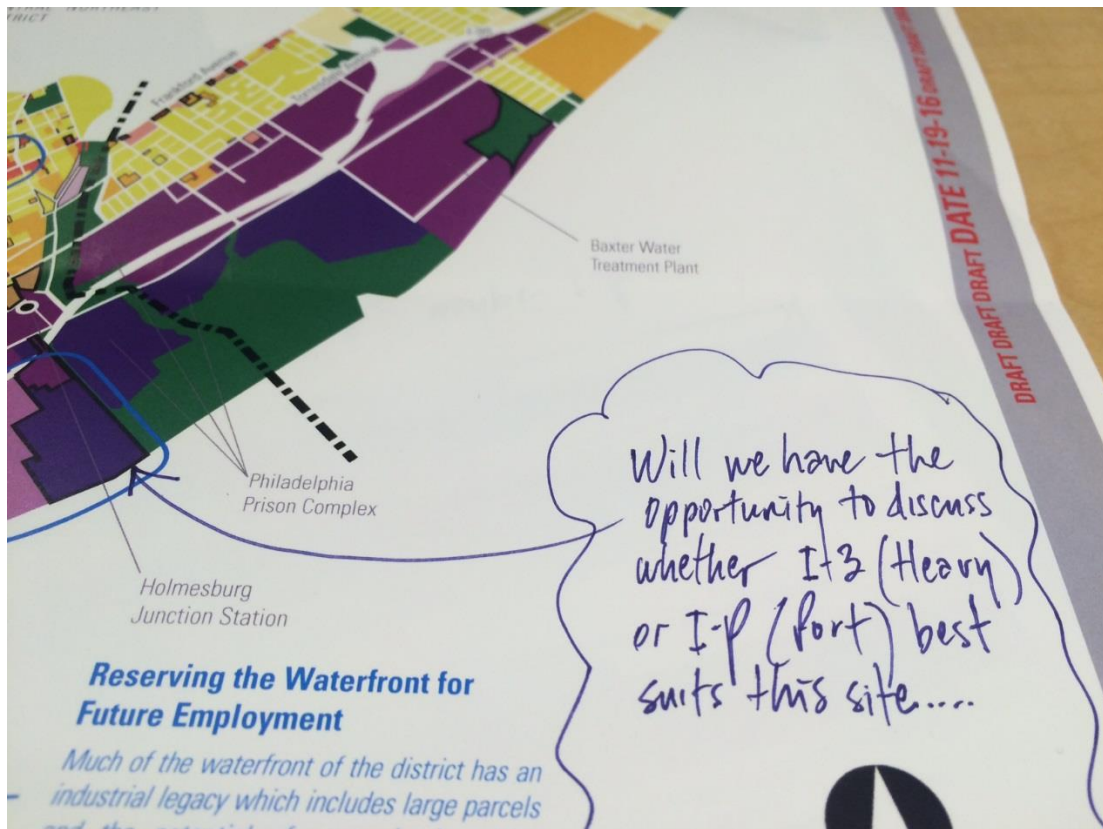
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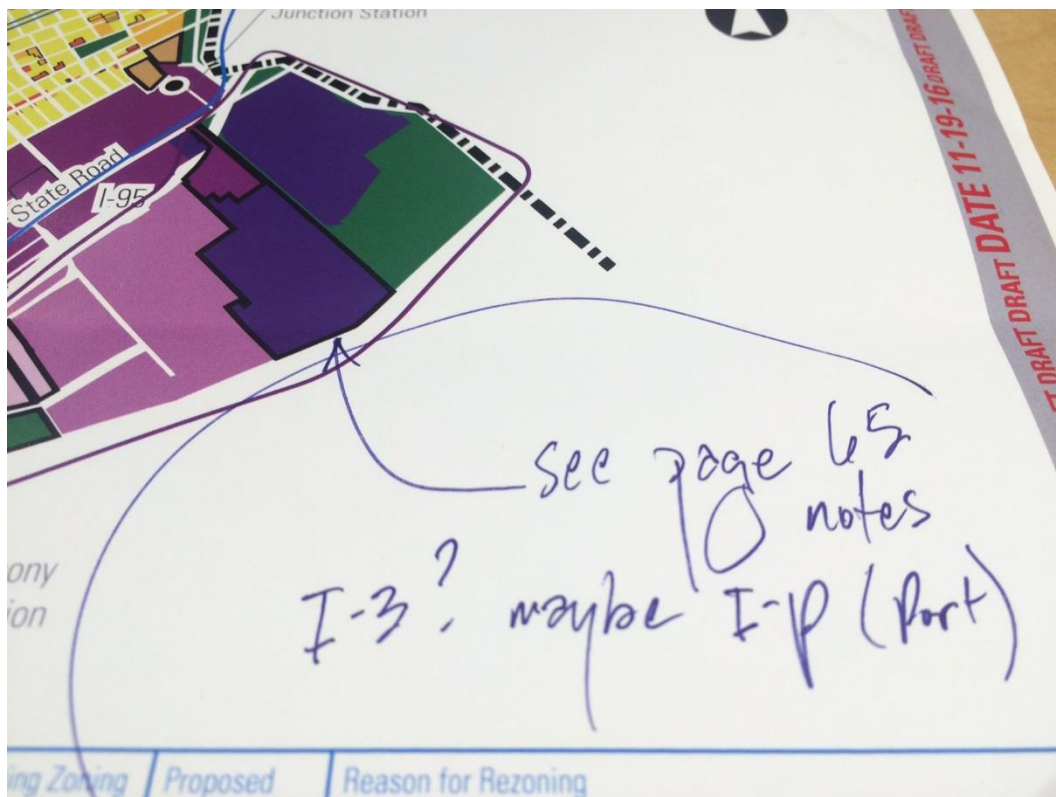












Map showing a waterfront area with various colored zones. Handwritten notes in blue ink include "I-3?". A blue line with an arrow points from the notes to a specific area on the map. The map includes labels for "Tacony Station".

Corrective Zoning			
Location	Existing Zoning	Proposed	Reason
A. Frankford Avenue	CA-1	CMX-2.5	Ex
B. Mayfair	RSA-3	CMX-1, RM-1	
C. Between Frankford Avenue and I-95	CMX-2, RSA-5, I-2, RM-1	ICMX, I-1; RM-1; CA-1	
D. Mayfair Park	RSA-3, RSA-5	SP-PO-A	

Zoning to Advance the Plan		
Location	Existing Zoning	Pro
E. Tacony Waterfront	RMX-1, RMX-2, I-1, I-2	IC
<del>F. Holmesburg Waterfront</del>		
F. Frankford Avenue	CA-1	

# *Wissinoming* CIVIC ASSOCIATION

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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 there 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.

A other 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 meting go. Talk you later.

Regards,

Fran Torres