

## DECEMBER 4th 2014 | SOUTH PHILADELPHIA HIGH SCHOOL

The first of three public meetings for the South District Plan took place on December 4, 2014 at South Philadelphia High School. The meeting attracted over 100 attendees to the school located at 2101 South Broad Street.

This meeting served a dual purpose. The first was to educate the public about the District Planning process and the existing conditions of the South District. The second was to obtain community input on planning preferences and priorities to create a foundation for district plan content. After a presentation about the planning process and existing conditions, Planning Commission staff led small groups in a Group Mapping Exercise to garner community input.

The Mapping Group Exercise enabled residents to identify the important physical attributes of their community. We asked groups to identify strengths, weaknesses, barriers, and opportunity areas within the South District. After these four attributes were identified, trace paper was laid over the maps so that groups could identify potential planning Focus Areas for the South District Plan.

Planning Focus Areas are areas where multiple layers of public intervention (e.g. zoning changes, land sales or acquisition, infrastructure improvements, business incentives, etc.) can come together to create positive momentum and revitalize specific intersections, corridors, or neighborhoods.

The results of the Group Mapping Exercise are summarized on the following pages. The feedback obtained from this exercise will inform the recommendations for the South District Plan.

The second community meeting (in a series of three) will be held in February 2015.

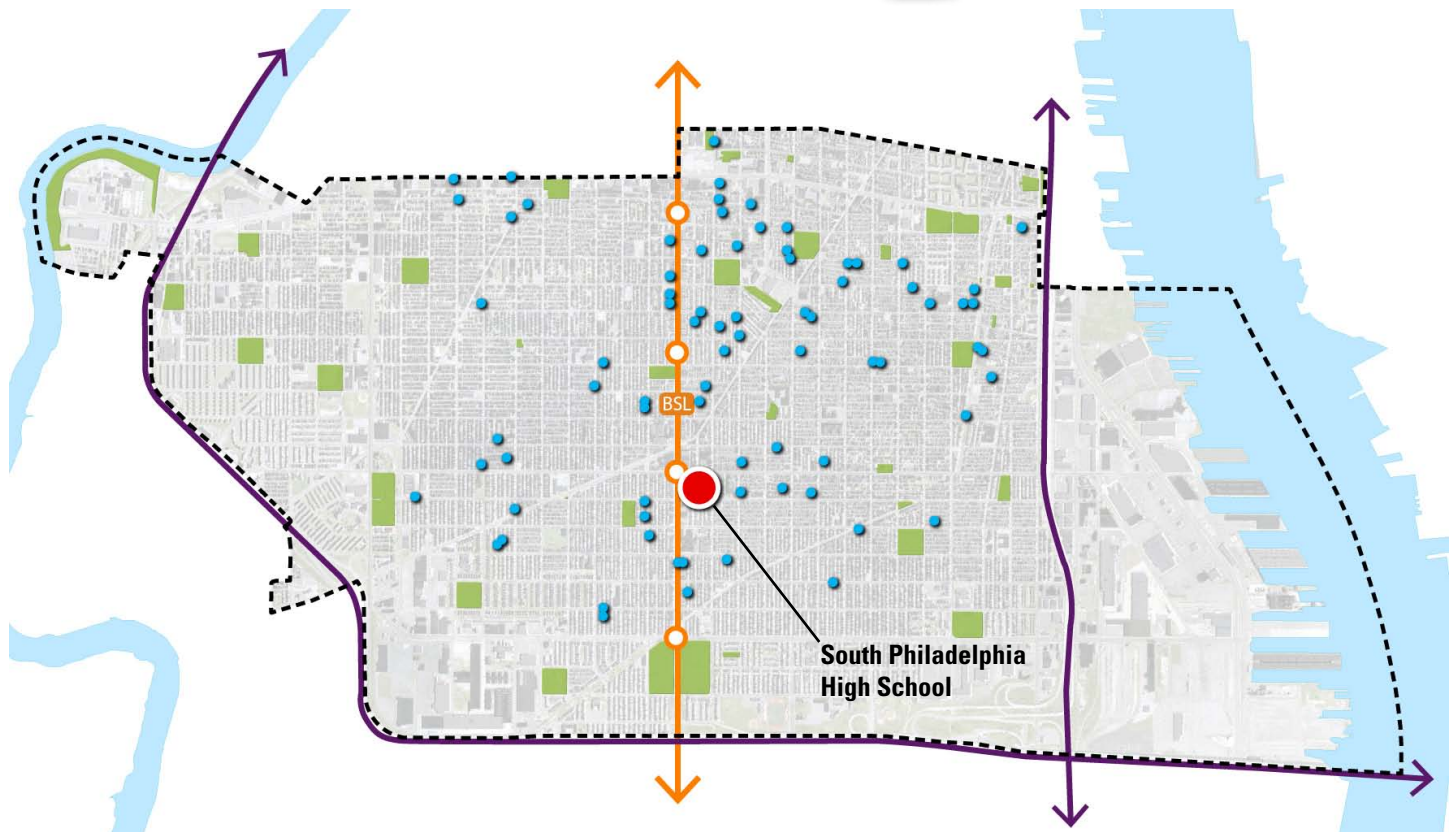


## WHERE DO YOU LIVE?

Prior to the South District Plan 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 South District participants represented.

Meeting participants came from all areas within the district, with the exception of the Grays Ferry section of South Philadelphia. Large concentrations of participants came from the Passyunk Square, East Passyunk Crossing, Pennsport, Lower Moyamensing, and Point Breeze neighborhoods.

PCPC will undertake further outreach efforts to reach residents of Grays Ferry.



## STRENGTHS

### DISTRICT-WIDE STRENGTHS

Parks  
Cultural Diversity  
Walkability  
Bikeability  
Food  
Transit  
Convenience

Participants were asked to share strengths within the district. These can be popular destinations, parks, transportation amenities, or frequently visited retail locations.

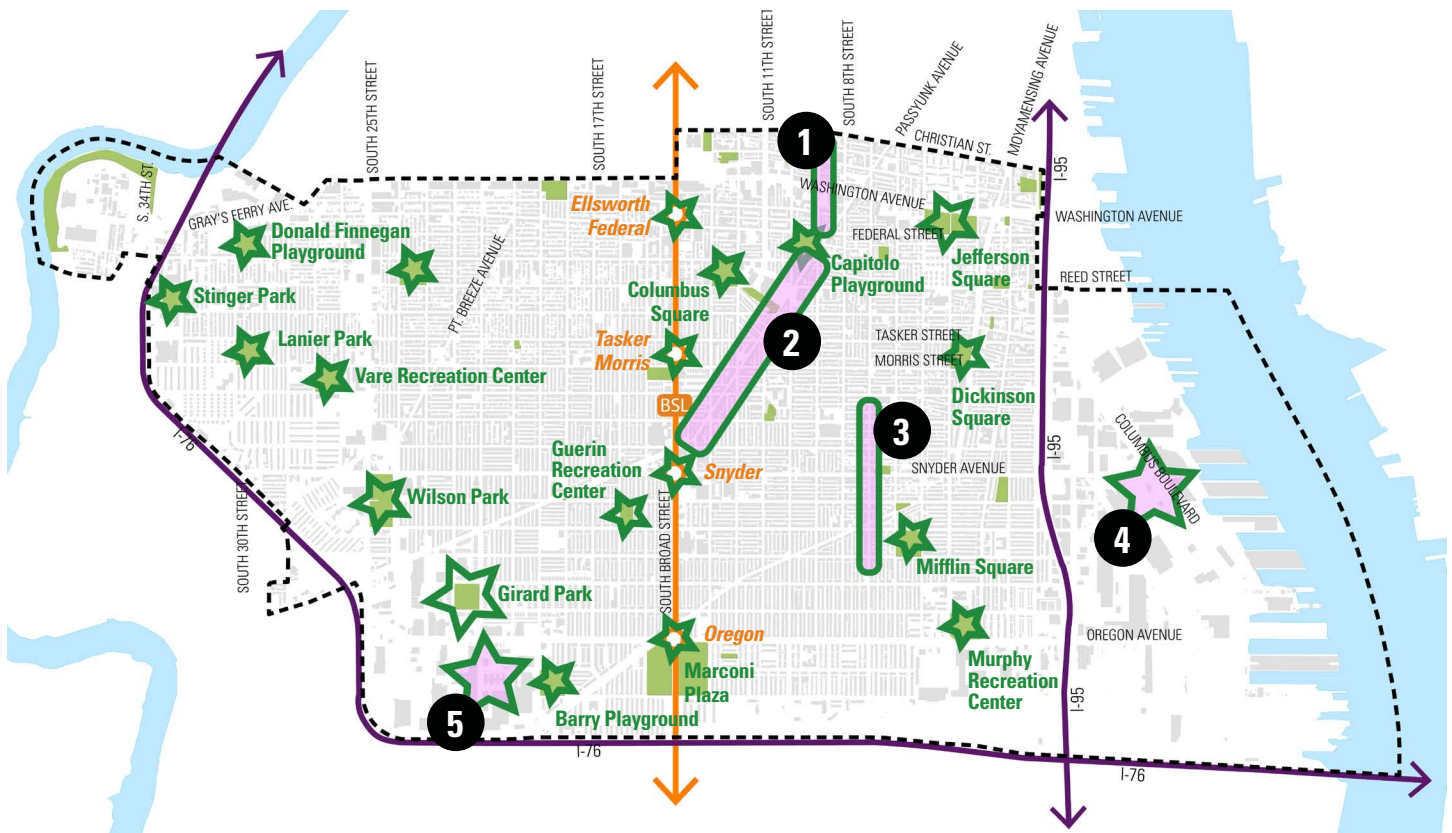
Identifying strengths helps the us take the temperature of the district and understand local perspectives about recommendations that might emerge as part of the plan.

■ Fifteen parks / playgrounds / rec centers in the district were identified as strengths

■ All four Broad Street Line stations in the district were identified as strengths

The following were the most commonly identified non park/recreation strengths:

1. Italian Market
2. Easy Passyunk Avenue Commercial Corridor
3. South 7th Street Commercial Corridor
4. Columbus Boulevard Big-Box Retail
5. Quartermaster Plaza





## WEAKNESSES

### DISTRICT-WIDE WEAKNESSES

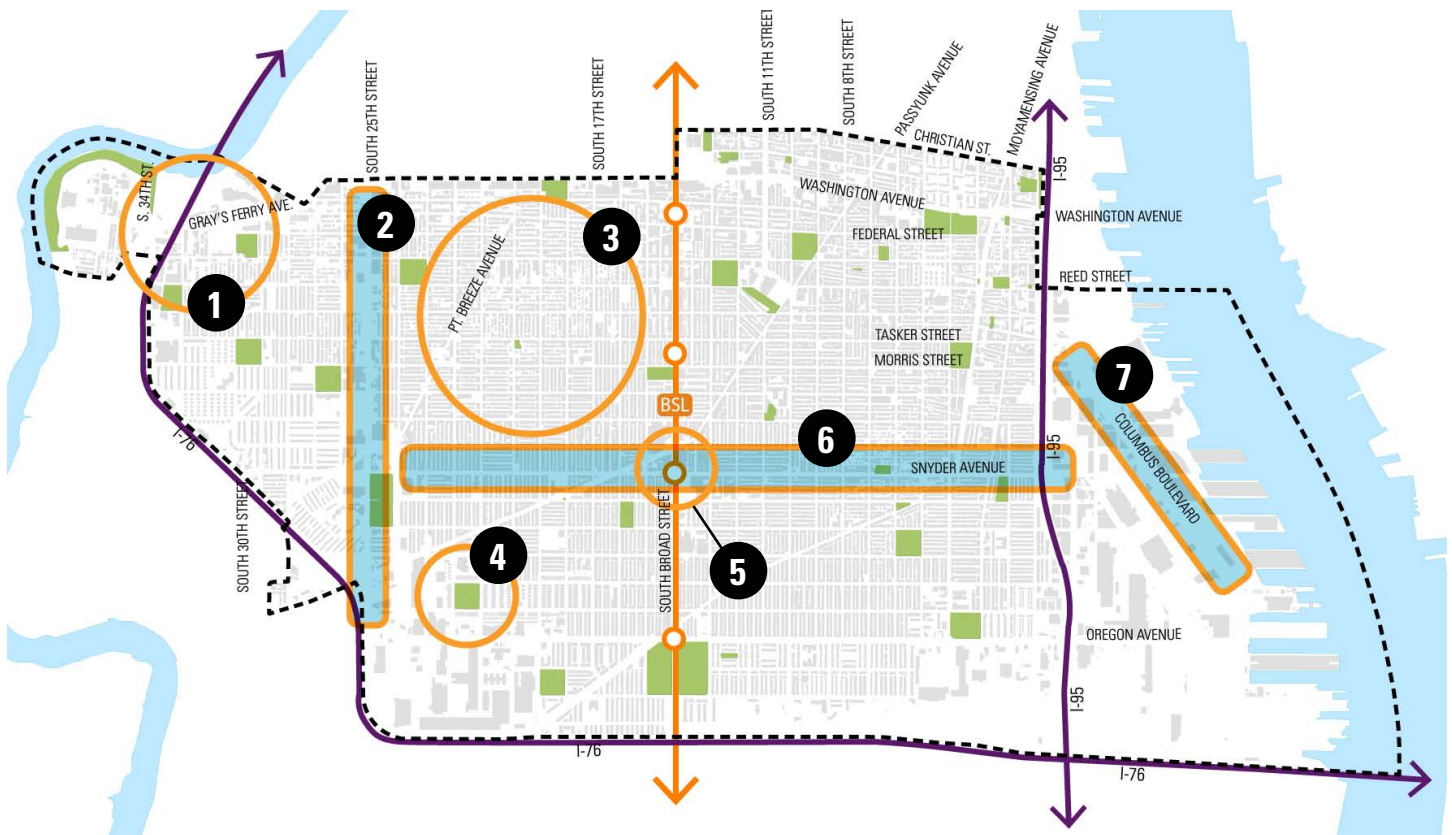
Lack of Green Space  
Lack of East-West Mobility  
Lack of Tree Cover

Participants were asked to share weaknesses within district. These can be areas of concentrated vacancy, under-performing commercial centers, areas lacking in accessible public open space, or physical features that are unsafe.

Identified weaknesses might warrant additional public investment or other attention in order to negate their negative influence on the district.

The following are the seven most identified weaknesses:

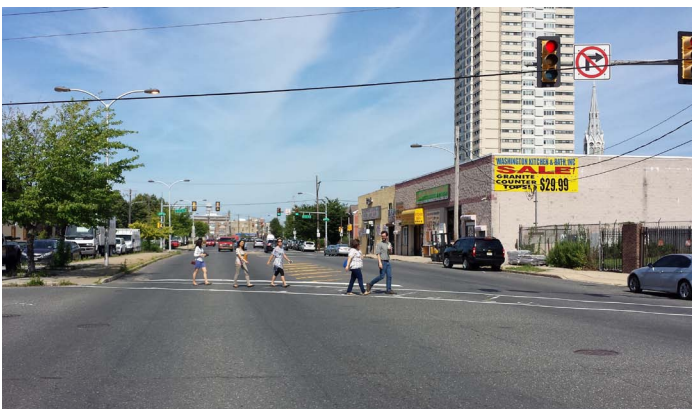
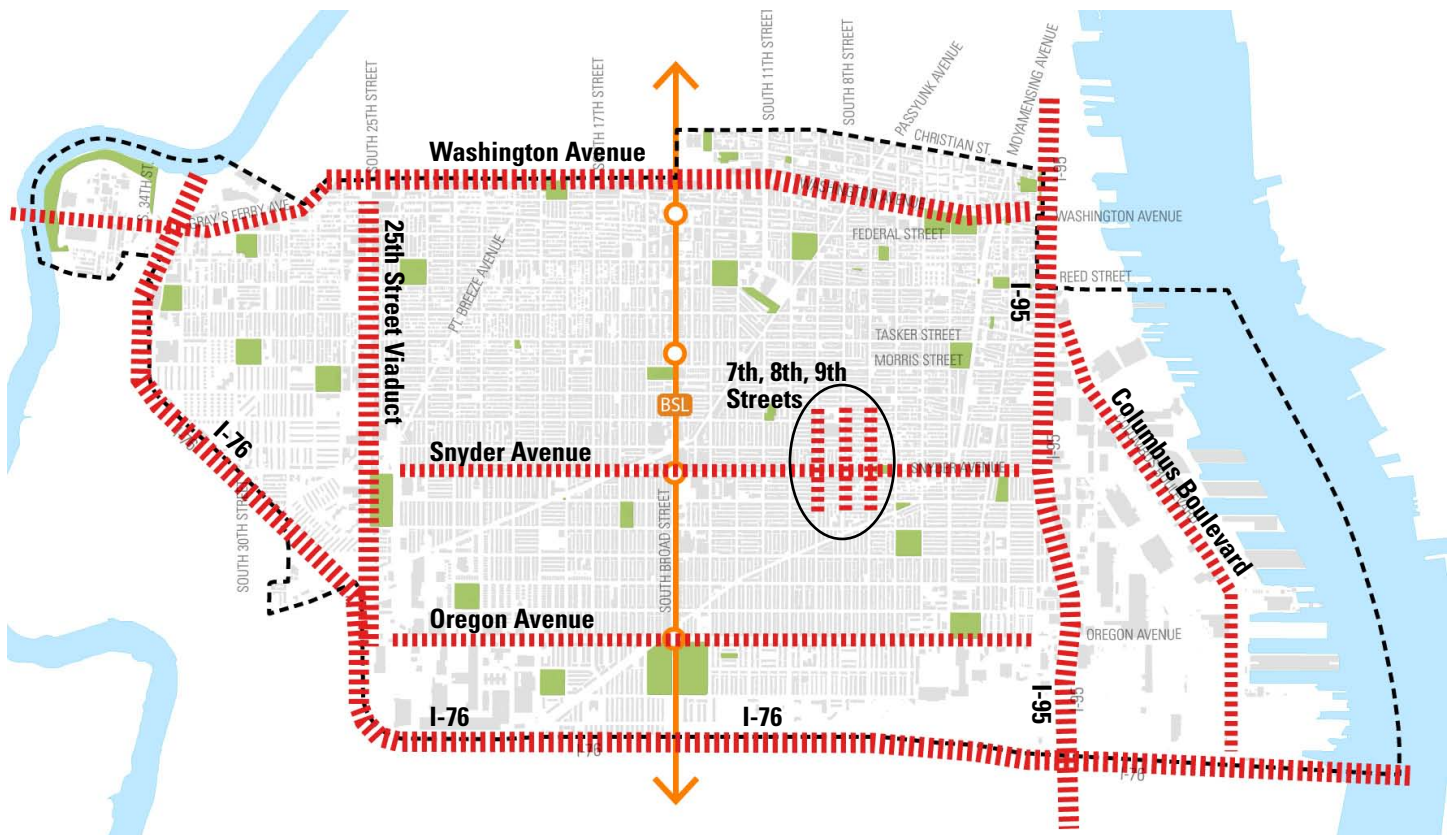
1. Grays Ferry Avenue / I-76
2. 25th Street Viaduct
3. Point Breeze
4. Girard Park
5. Snyder BSL Station
6. Snyder Avenue
7. Columbus Boulevard



## BARRIERS

Participants were asked to share the factors (environmental, physical, social) that create barriers within the district. Barriers might be physical attributes that the city could work on to improve over time through engineering interventions, better urban design, or other changes.

The ten most identified barriers are identified on the map below.



Washington Avenue



25th Street Viaduct

## OPPORTUNITIES

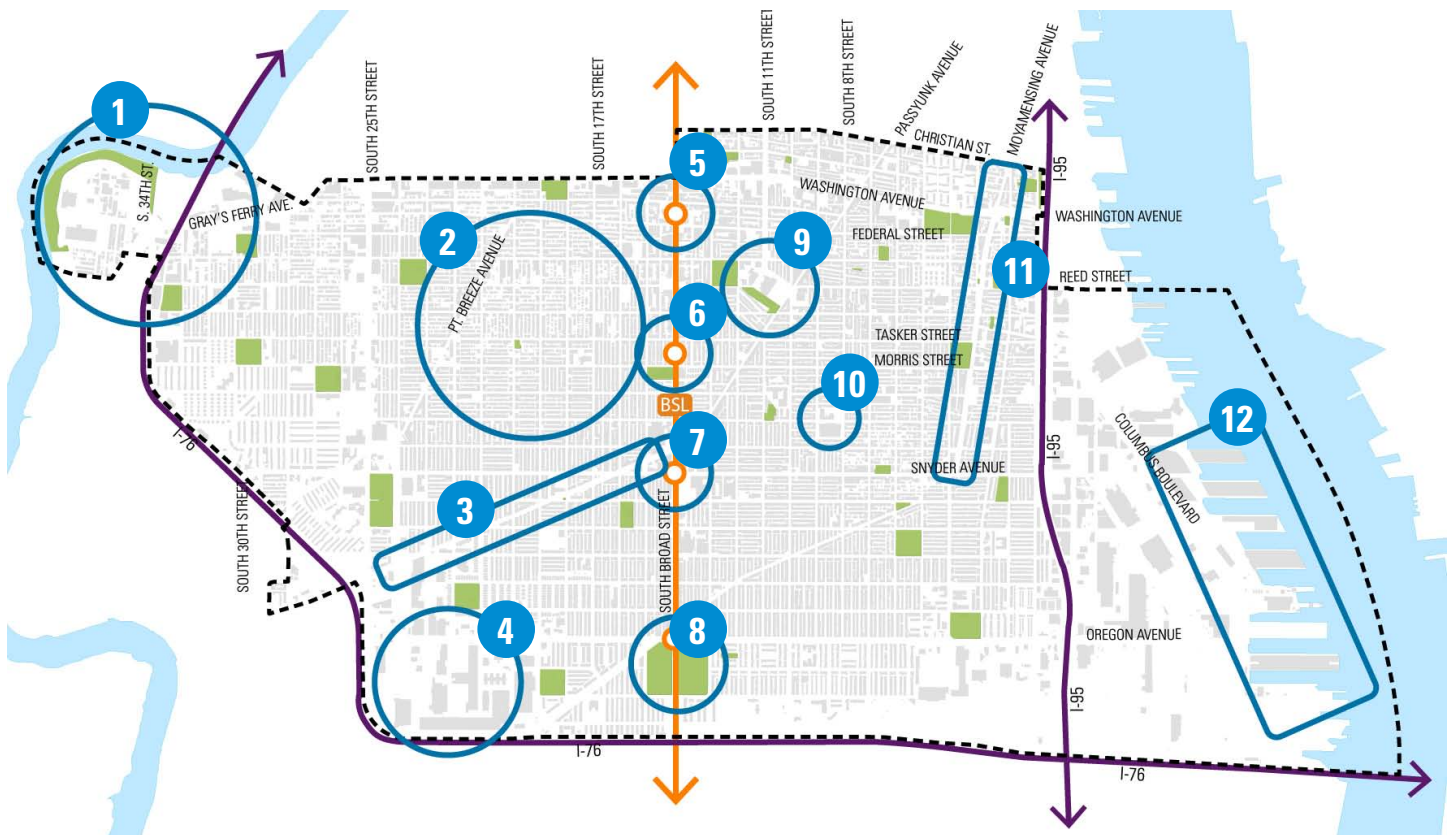
### DISTRICT-WIDE OPPORTUNITIES

City Owned Vacant Land  
Bike Share  
Broad Street Line Stations

Participants were asked to share areas of opportunity within the district where planning and design interventions can have a positive effect.

The following were the most commonly identified opportunity areas:

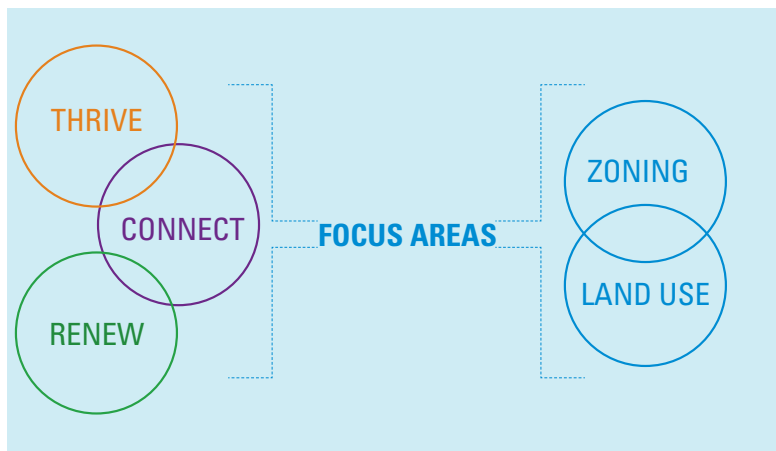
1. Grays Ferry Crescent / Forgotten Bottom
2. Point Breeze
3. Passyunk Avenue, west of Broad
4. Quarter Master Plaza
5. Ellsworth-Federal BSL Station
6. Tasker-Morris BSL Station
7. Snyder BSL Station
8. Oregon BSL Station / Marconi Plaza
9. Acme
10. Bok School
11. Moyamensing Avenue
12. Delaware Riverfront





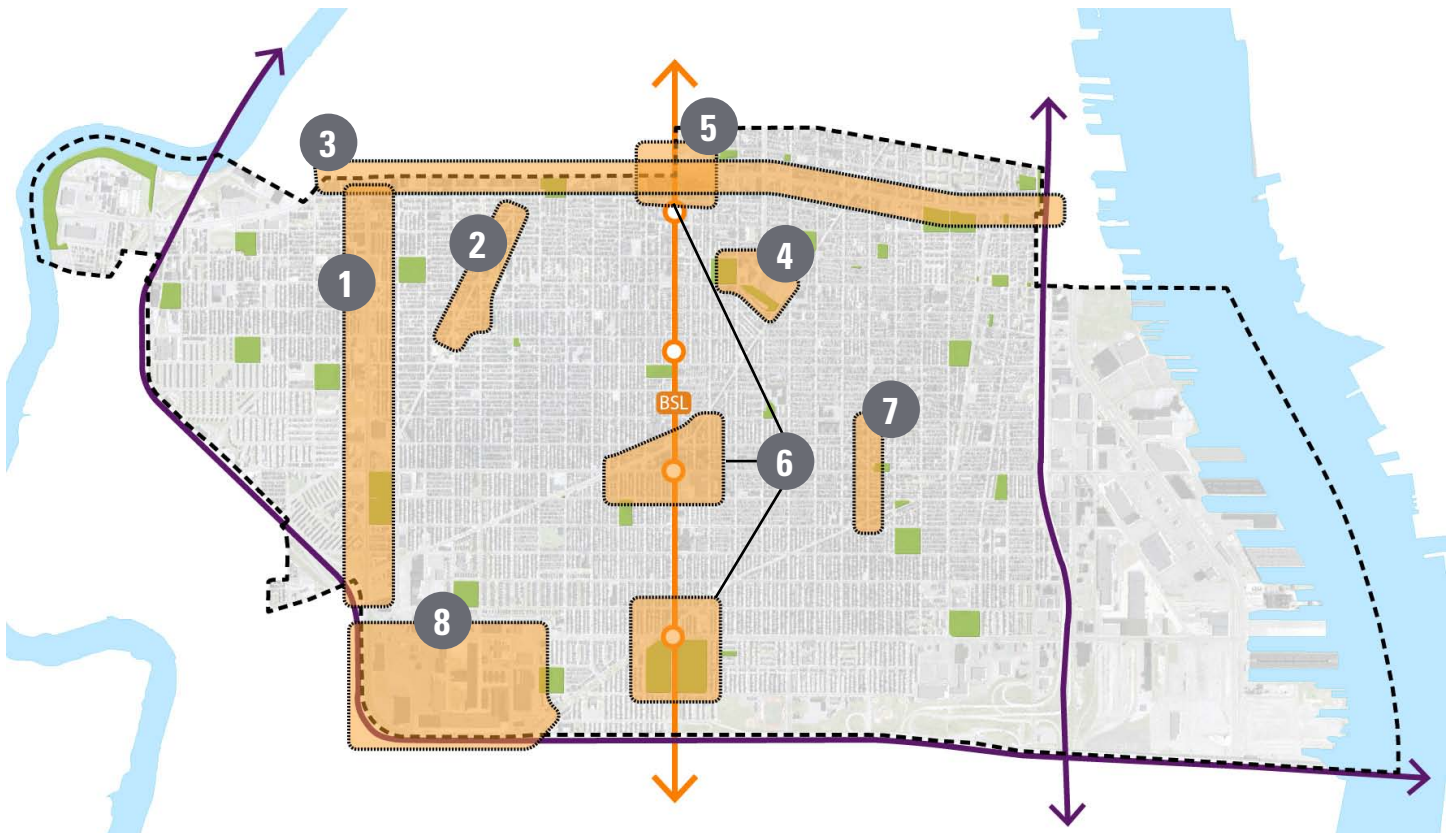
## PLANNING FOCUS AREAS

The Planning Focus Area exercise allowed residents to identify areas that are in need of public intervention (e.g. zoning changes, land sales or acquisition, infrastructure/capital improvements, business incentives), preservation (e.g. historic buildings, open space), or civic improvements on specific intersections, corridors, or neighborhoods. While not all of these may be focus areas in the final plan, the South District Plan will have recommendations that address issues in each of these areas.



The following were the most discussed areas on which to focus planning efforts:

1. 25th Street / 25th Street Viaduct
2. Point Breeze Avenue commercial corridor
3. Washington Avenue
4. Municipal Complex / 10th and Reed Streets
5. Broad Street and Washington Avenue
6. Broad Street Transit Nodes
7. South 7th Street commercial corridor
8. Quarter Master Depot



## APPENDIX OF COMMENTS

Besides the exercises, participants left comments on a separate board about the South District that they would like to see addressed in the plan. These included:

- More trash cans, more green space
- Give priority to pedestrians – not cars
- More sidewalk space, benches, and greenery
- No more “saved” parking spaces
- Stop variances for multi-family housing
- Support the proposed park at 24th, Ritner, and Passyunk
- Add pedestrian lights to Passyunk, west of Broad
- Preserve significant buildings on South Broad Street
- Four empty lots at 20th and Snyder is a perfect location for a new park
- Access to passive park space (as opposed to active - ball fields) is important
- Remove unused trolley tracks on 11th / 12th / Passyunk
- Redevelop Mt. Sinai Hospital
- Federal Street Historic District should extend to 5th Street
- Add buffered bike lanes on Oregon, Washington, Columbus
- Where there is free on-street parking, commuters park all day and take the subway...is this the best use of on-street parking?

