

# MAKING IT HAPPEN

The *North District Plan* recommends next steps that Philadelphia government and its many partners can take to transform our city according to the vision set forth by *Philadelphia2035*. The City has numerous tools at its disposal to implement plan recommendations, including **zoning**, blight certifications, historic designations, grant programs, partnerships with a variety of private and nonprofit entities, and the capital program process. The PCPC coordinates the creation of a six-year Capital Program each year, which includes the following year's capital budget and five additional years of priority investments. *Philadelphia2035* district plans can inform this annual process and help the City allocate resources to maximize efficiency and long-term impact.



The full *Citywide Vision* and district plans can be downloaded at [www.phila2035.org](http://www.phila2035.org)

**Zoning** is the PCPC's most direct tool for influencing future development patterns and fulfilling its City Charter obligation to "guide the orderly growth of the city." The charts below summarize the major zoning recommendations of the *North District Plan*.

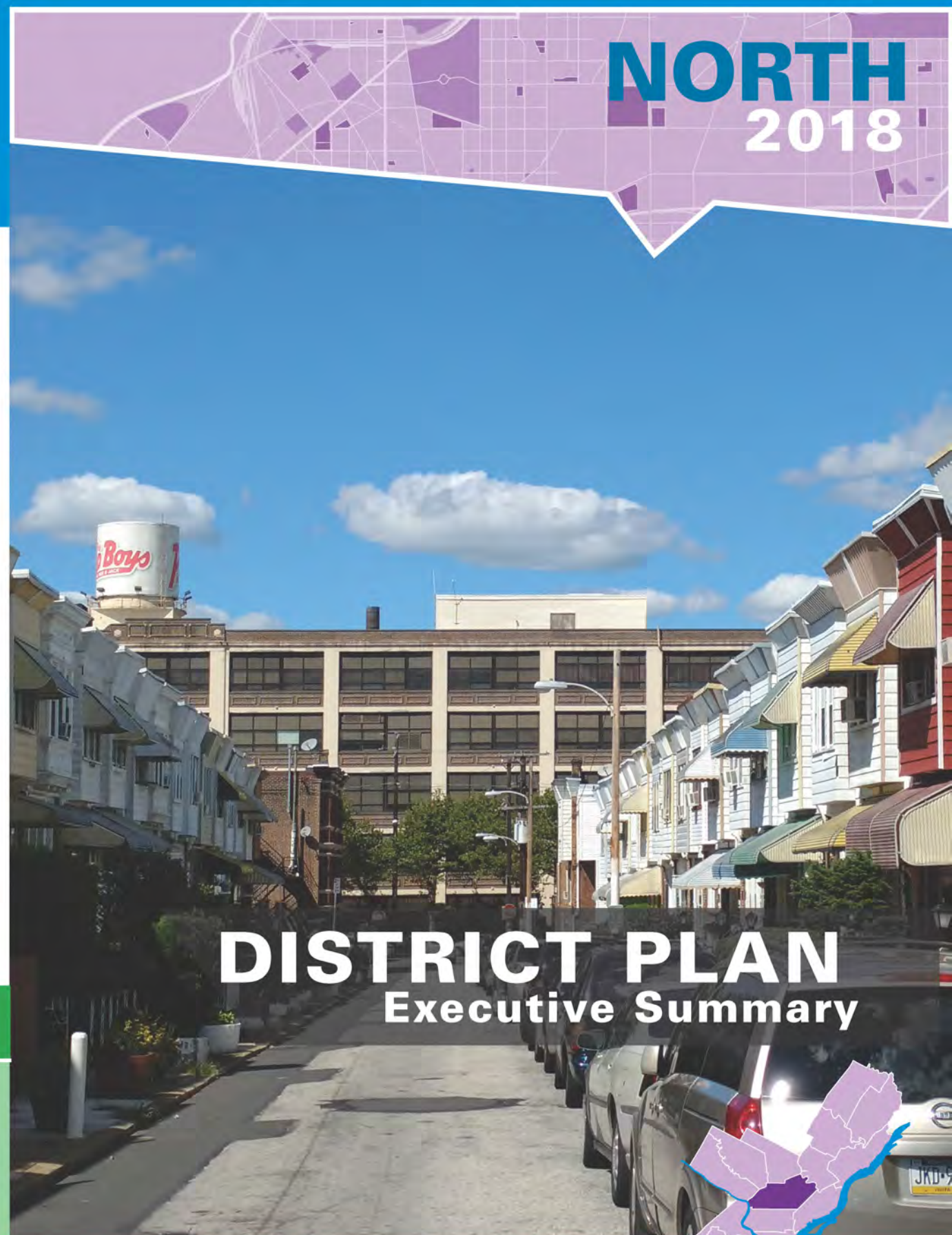
## Corrective Zoning

Location	Existing Zoning	Proposed Zoning	Reason for Rezoning
Various Locations	RM-1, CMX-2	RSA-5, RM-1, CMX-1	Preserve existing single-family housing; Maintain multi-family zoning along bus routes; Reflect existing corner commercial stores
Parks and Recreation Facilities	Various	SP-PO-A	Preserve existing opening space
Hunting Park East	I-3, I-2	I-2, I-1, ICMX	Maintain industrial uses east of Whitaker Avenue

## Zoning to Advance the Plan

Location	Existing Zoning	Proposed Zoning	Reason for Rezoning
BSL, Regional Rail Station and Bus Loops	Various	CMX-2.5	Promote development and density around transit hubs
Legacy Industrial Areas	I-2	ICMX, I-1, CMX-3	Protect existing residential uses from heavy industrial uses; Transition areas of high vacancy to new uses
Allegheny Avenue	Various	RMX-3	Promote the rehabilitation of large apartment buildings for senior and affordable housing
Various Locations	CMX-2	RSA-5, RM-1, CMX-2.5, CMX-3	Reposition commercial sites for higher intensity development, and encourage residential uses where vacancy exists
Lehigh Avenue	CMX-2	RM-1	Encourage residential uses where vacancy exists
Tioga	Various	CMX-2.5, RM-1, RTA-1	Encourage the formation of a new commercial corridor on 17th Street and redevelopment of vacant properties with multi-family uses

# NORTH 2018



# DISTRICT PLAN Executive Summary

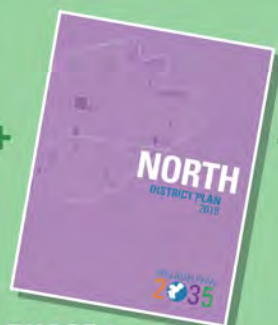
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IMPLEMENTATION



PHASE 1

+



PHASE 2



ZONING



CAPITAL  
BUDGET



PARTNERSHIPS  
& COMMUNITY  
PARTICIPATION



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1515 Arch Street, 13th Floor  
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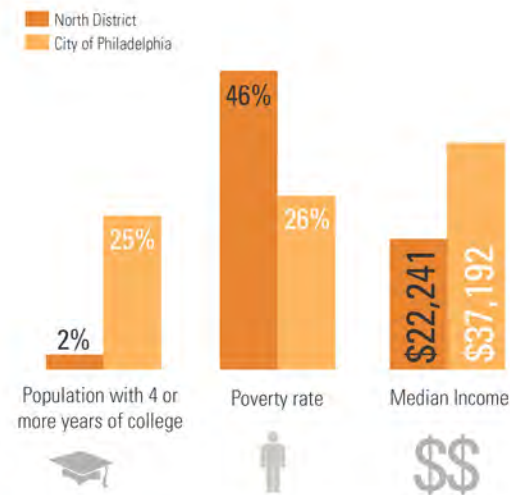
# NORTH DISTRICT

## BUILDING ON OUR STRENGTHS

### Aging Population and Cultural Diversity

After decades of changes in age, race, ethnicity and country of origin, the North District is now more diverse than ever. The district's large young population and growing senior population have contributed to the socio-economic challenges caused by decades of population decline. An influx of Hispanic and Latino immigrants has stabilized North District's population and transitioned this predominately Black and White area into a more ethnically diverse community.

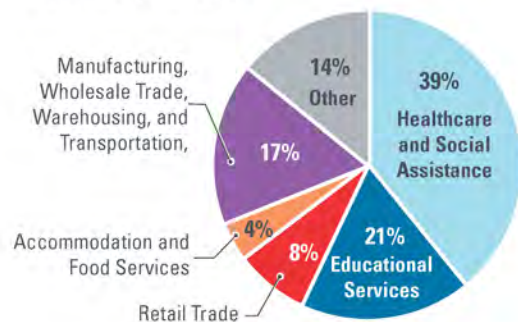
### Key Comparisons between the North District and the City of Philadelphia, 2014



Source: American Community Survey, 5-Year Estimates, 2014

### Jobs Within the District

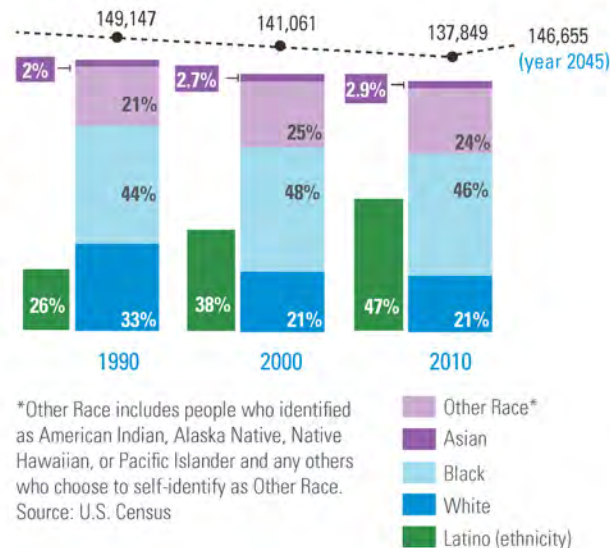
While the North District was once a hub of Philadelphia's industrial economy, today the district's economy is dominated by healthcare and education services. Because these jobs require advanced education, they are largely unattainable for local residents, who work in other parts of the Philadelphia region.



Source: American Community Survey, 5-Year Estimates, 2014

### Racial and Ethnic Composition, 1990–2010

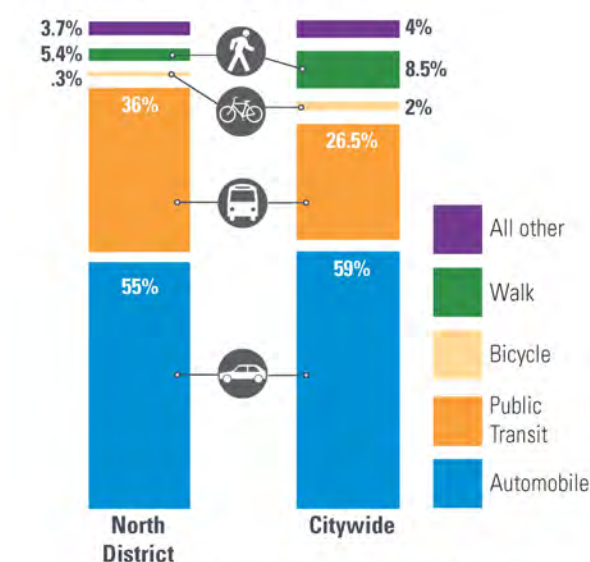
Sources: US Census Bureau, 2010, American Community Survey, 5-Year Estimates, 2014



### Well-Connected Neighborhoods

The North District is well-served by multiple forms of transportation, although there are many opportunities for improvement. It has excellent mass transit options, with SEPTA service on subway, bus, and regional rail. Roosevelt Boulevard, Interstate 76, and nearby Interstate 95 provide vehicular access to the rest of the region. Buses are the true transit workhorses of the district, where over 80 percent of transit commuters use buses to get to work. Overall, a majority of workers in the district drive to work outside of the district, which reflects the fact that jobs in the district do not match the training and skills of residents.

### How Residents Commute to Work



Source: U.S. Census, 2010; American Community Survey, 2011-2015

## PRIORITY RECOMMENDATIONS

Please see inside map for recommendation locations

### THRIVE



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- Re-establish Broad Street and Erie and Germantown Avenues as an accessible "downtown" of the North District
  - Attract commercial and residential uses to the second and third floors along Germantown Avenue
  - Recruit new businesses to provide more jobs for the area
  - Renovate or relocate the Nicetown-Tioga branch of the Free Library to provide ADA accessible space

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- Encourage the creation of senior-friendly housing, and the preservation and rehabilitation of vacant buildings into affordable housing.



NOR 11

- Preserve existing industry and attract new companies to the Hunting Park East Industrial Area

Economic Development



### CONNECT



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- Improve the safety, usability, and appearance of North Philadelphia Station

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- Develop bike routes to give bicyclists better connections through the district
  - Convert standard bike lanes to protected bike lanes where possible
  - Add Indego Bike Share stations at major transit stations and parks
  - Study bike access to improve North-South bicycle connections in the district

NOR 26

- Redesign streets, install traffic calming measures, and add sidewalks to reduce speeding and protect vulnerable populations including seniors, children, and people with disabilities



### RENEW



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- Program public funds and leverage other resources including REBUILD to improve the quality and accessibility of parks and recreation facilities



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- Identify and designate historic resources to the Philadelphia Register of Historic Places to recognize significant religious, industrial, institutional, and architectural landmarks



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- Add public art, lighting, cultural signs, and improved pedestrian street furniture (e.g. benches) at major intersections as a gateway feature



# FOCUS AREA AND PRIORITY RECOMMENDATIONS

A focus area is a place within the district that offers multiple opportunities for transformation: economically, aesthetically, and functionally. These long-term visions provide inspiration and a framework for achieving many objectives incrementally over time.

## BROAD, ERIE, AND GERMANTOWN RESTORING AN ACCESSIBLE “DOWNTOWN” OF THE NORTH DISTRICT



The Broad, Erie, and Germantown intersection is one of Philadelphia’s busiest areas and is home to three major commercial streets, a major multimodal transportation hub, and several historic sites. Over time, overwhelming signs, outdated infrastructure, unused kiosks, and auto-oriented parking lots have made the area less welcoming. As the retail on Broad Street and Germantown Avenue continues to grow, there is a need to provide a good mix of retail uses, public spaces, and a pedestrian environment to support this area as an accessible “downtown” of the North District.

- GOALS**
- Support the commercial corridor to preserve Broad, Erie, and Germantown as a “downtown” of the North District
  - Make intersections safe for pedestrian, bicycle, vehicle, and public transit connections
  - Preserve cultural character by utilizing historic buildings and creating destinations as public spaces

- OPPORTUNITIES**
- Study and reorganize bus stops and staging areas to improve safety
  - Explore traffic signalization solutions to ensure conflict-free crossings
  - Design public spaces and streetscapes with safety and pedestrian comfort in mind

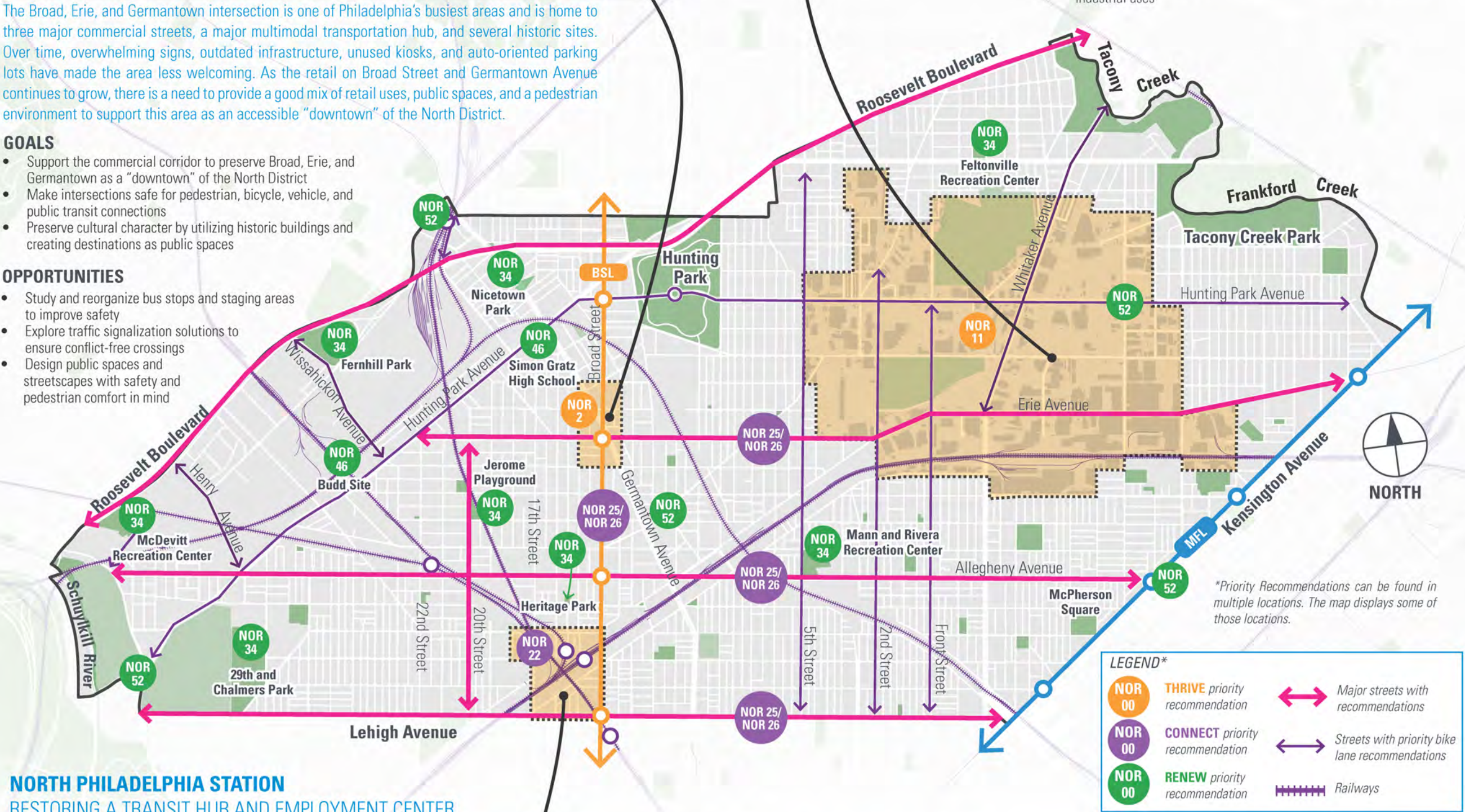
## HUNTING PARK EAST MODERNIZING AN INDUSTRIAL AND INSTITUTIONAL AREA



Within the Hunting Park East focus area there are two areas of differing land uses. West of Whitaker Avenue there has been a transition from industrial to institutional and educational land uses. East of Whitaker Avenue, legacy industrial and warehouse sites remain fully occupied and active. Additionally, several municipal facilities provide storage and support functions for city agencies. While there is a need to maintain industrial access, there should be consideration for transit and pedestrian safety in the public realm (e.g., the streets, sidewalks, and spaces between buildings).

- GOALS**
- Retain existing and attract new businesses
  - Unify character and enhance curb appeal
  - Improve pedestrian safety and experience

- OPPORTUNITIES**
- Improve Erie Avenue stormwater and transportation infrastructure
  - Grow industrial and industrial-related uses to the east
  - Grow institutional and educational uses to the west
  - Support and encourage service and maintenance uses to preserve industrial uses



## NORTH PHILADELPHIA STATION RESTORING A TRANSIT HUB AND EMPLOYMENT CENTER



The North Philadelphia Train Station was once a hub of travel, employment, and entertainment. There were thousands of factory jobs, blocks of rowhomes, and connections to other cities such as Washington DC, Baltimore, and New York City. Since its heyday, the area has changed significantly with industrial and residential vacancy, the loss of landmarks, the reduction of train service, and the uneven maintenance of passenger rail infrastructure. While the area has changed, there are opportunities to restore it as a vibrant center of jobs, transit, housing, and community open space.

- GOALS**
- Bring jobs and investment to North Philadelphia
  - Prioritize commercial and industrial development
  - Integrate development plans with adjacent communities
  - Connect transit networks with easy transfers
  - Guide development without displacement

- OPPORTUNITIES**
- Invest in transportation and infrastructure
  - Consolidate rail lines
  - Create new open space and public access to link development with adjacent communities
  - Encourage the community reuse of Joe Frazier’s Gym



# NORTH DISTRICT