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

### Corrective Zoning

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning</th>
<th>Proposed Zoning</th>
<th>Reason for Rezoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Various Locations</td>
<td>RM-1, CMX-2</td>
<td>RSA-5, RM-1, CMX-1</td>
<td>Preserve existing single-family housing; Maintain multi-family zoning along bus routes; Reflect existing corner commercial stores</td>
</tr>
<tr>
<td>Parks and Recreation Facilities</td>
<td>Various</td>
<td>SP-PO-A</td>
<td>Preserve existing open space</td>
</tr>
<tr>
<td>Hunting Park East</td>
<td>L3, L2</td>
<td>L2, L1, CMX</td>
<td>Maintain industrial uses east of Whiptaker Avenue</td>
</tr>
</tbody>
</table>

### Zoning to Advance the Plan

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning</th>
<th>Proposed Zoning</th>
<th>Reason for Rezoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>BSL, Regional Rail Station and Bus Loops</td>
<td>Various</td>
<td>CMX-2.5</td>
<td>Promote development and density around transit hubs</td>
</tr>
<tr>
<td>Legacy Industrial Areas</td>
<td>I-2</td>
<td>CMX-1, L-1, CMX-3</td>
<td>Protect existing residential uses from heavy industrial uses; Transition areas of high vacancy to new uses</td>
</tr>
<tr>
<td>Allegheny Avenue</td>
<td>Various</td>
<td>RMX-3</td>
<td>Promote the rehabilitation of large apartment buildings for senior and affordable housing</td>
</tr>
<tr>
<td>Various Locations</td>
<td>CMX-2</td>
<td>RSA-5, RM-1, CMX-2.5, CMX-3</td>
<td>Rezone commercial sites for higher intensity development, and encourage residential uses where vacancy exists</td>
</tr>
<tr>
<td>Lehigh Avenue</td>
<td>CMX-2</td>
<td>RM-1</td>
<td>Encourage residential uses where vacancy exists</td>
</tr>
<tr>
<td>Tioga</td>
<td>Various</td>
<td>CMX-2.5, RM-1, RTA-1</td>
<td>Encourage the formation of a new commercial corridor on 17th Street and redevelopment of vacant properties with multi-family uses</td>
</tr>
</tbody>
</table>
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 transformed this predominately Black and White area into a more ethnically diverse community.

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

<table>
<thead>
<tr>
<th>Population with 4 or more years of college</th>
<th>Poverty rate</th>
<th>Median Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>North District: 25%</td>
<td>25%</td>
<td>$22,241</td>
</tr>
<tr>
<td>City of Philadelphia: 25%</td>
<td>25%</td>
<td>$37,192</td>
</tr>
</tbody>
</table>

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

**Well-Connected Neighbors**

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 workhorse 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.

**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 unavailable for local residents, who work in other parts of the Philadelphia region.

| Manufacturing, Wholesale Trade, Warehousing, and Transportation | 14% |
| Healthcare and Social Assistance | 39% |
| Accommodation and Food Services | 8% |
| Retail Trade | 21% |
| Other | 17% |
| Educational Services | 8% |

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

PRIORITY RECOMMENDATIONS

**THRIVE**

- Re-establish Broad Street and Erie and Germantown Avenues as an accessible “downtown” of the North District
- Attract commercial and retail 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
- Encourage the creation of senior-friendly housing, and the preservation and rehabilitation of vacant buildings into affordable housing
- Preserve existing industry and attract new companies to the Hunting Park East Industrial Area

**CONNECT**

- Improve the safety, usability, and appearance of North Philadelphia Station
- 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
- Redesign streets, install traffic calming measures, and add sidewalks to reduce speeding and protect vulnerable populations including seniors, children, and people with disabilities

**RENEW**

- Program public funds and leverage other resources including REBUILD to improve the quality and accessibility of parks and recreation facilities
- Identify and designate historic resources to the Philadelphia Register of Historic Places to recognize significant religious, industrial, institutional, and architectural landmarks
- 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.

PHILADELPHIA 2035

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 lots, 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 core to preserve Broad, Erie, and Germantown as a “downtown” of the North District
- Make interactions safe for pedestrians, 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少数民族 to improve pedestrian flow
- 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
- Guide industrial and institutional uses to the east
- Guide 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 rowhouses, 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 infrastructure
- Consolidate rail lines
- Create new open spaces and public access to link development with adjacent communities
- Encourage the community reuse of Joe Frazier’s Gym

LEGEND
- TRANSIT priority recommendation
- CONNECT priority recommendation
- RETEN priority recommendation
- Streets with priority bike lane recommendations
- Railways

*Priority Recommendations can be found in multiple locations. The map displays some of those locations.