

PHILADELPHIA CITY PLANNING COMMISSION



# IMPLEMENTATION UPDATE



Sandmeyer  
Steel

# FAR NORTHEAST DISTRICTS PLAN

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# PHILADELPHIA2035

**Philadelphia2035** is the city's Comprehensive Plan. Created and updated by the Philadelphia City Planning Commission (PCPC), this document serves as a guide for the city's long-term growth.

**Philadelphia2035** is a two-phase effort:

## I. CITYWIDE VISION

The **Citywide Vision** lays out broad goals and policy for all aspects of the city. These include neighborhoods, vacant land, economic development, open space, and transportation.

## II. DISTRICT PLANS

**District Plans** apply the concepts of the Citywide Vision to specific areas of Philadelphia.

## IMPLEMENTATION

PCPC staff works with city agencies, City Council, and non-profit partners to see the District Plans become reality. PCPC has secured grants for follow-up studies, engineering, and construction totaling almost \$23 million. This document highlights our implementation progress so far.

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# BENEFITS OF PLANNING

## ENVIRONMENT

Natural and man-made surroundings provide safe and healthful conditions for current and future generations.

## ECONOMY

Economic development generates jobs, income, wealth, revenue and city services.

## EQUITY

Planning helps ensure that everyone benefits from programming and funding, regardless of race, ethnicity, class or any other dimension of identity.

## HEALTH & WELL-BEING

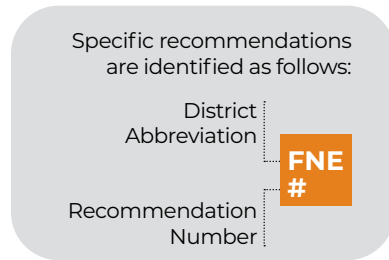
Philadelphia's built environment encourages active living and supports fair access to the resources and amenities necessary for residents of all ages to improve their physical, mental, and social well-being

## ENGAGEMENT

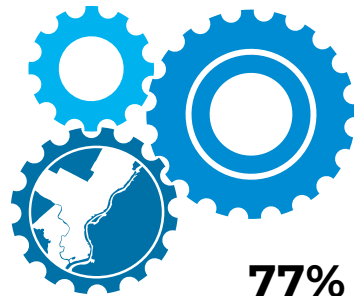
Many stakeholders come together to shape a common, future vision.

# PLAN IMPLEMENTATION PROGRESS

The Philadelphia City Planning Commission adopted the FNE Districts Plan in **April 2017**. The plan makes **46** recommendations across three themes:



- 18 THRIVE**  
Neighborhoods | Economic Development | Land Management
- 11 CONNECT**  
Transportation | Utilities
- 17 RENEW**  
Open Space | Environmental Resources  
Historic Preservation | Public Realm



With the help of our Implementation Partners, we've advanced 55% of plan recommendations:

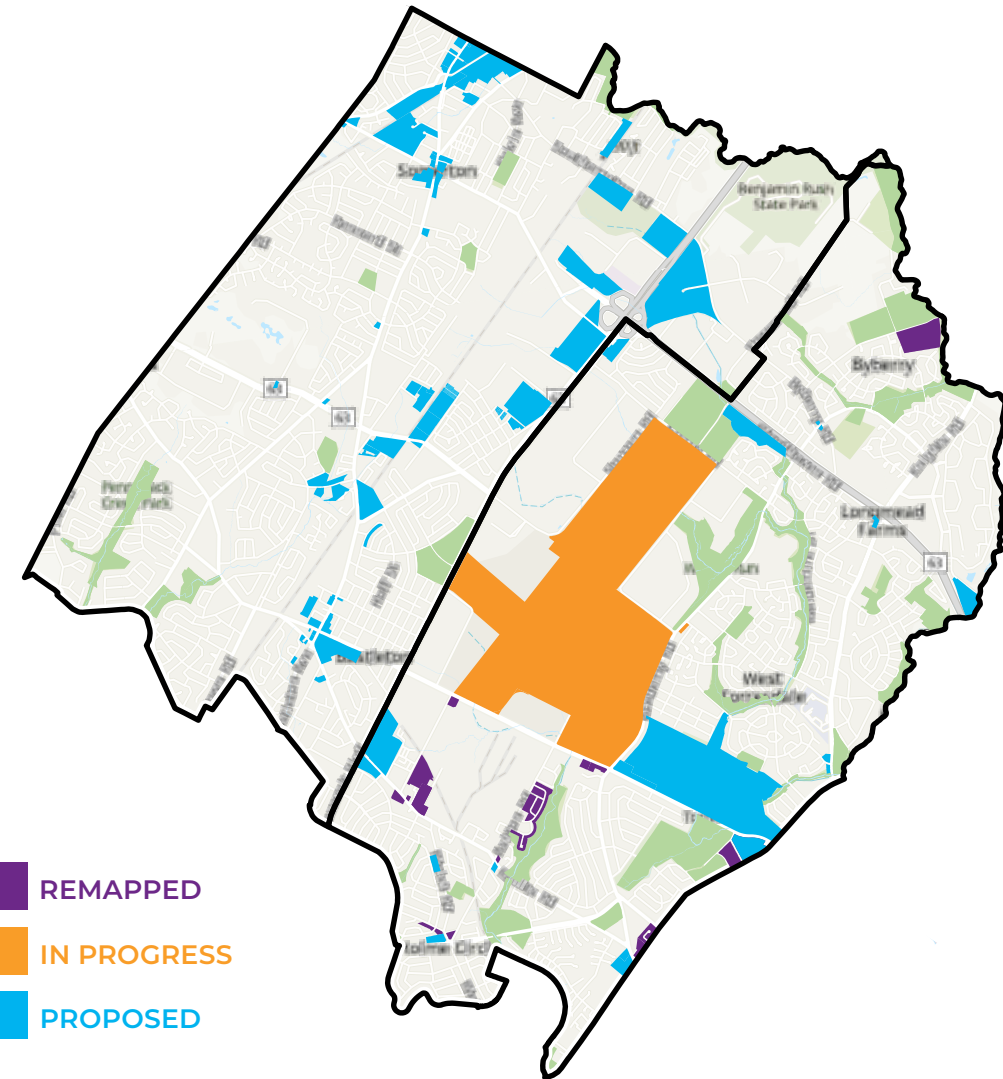
**77%** In Progress // **21%** Ongoing // **1%** Complete

## Thank you to our Implementation Partners:

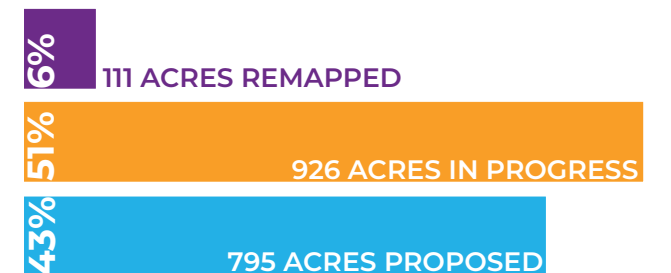
- Councilmember Bobby Henon
- Councilmember Brian O'Neill
- Commerce Department
- Delaware Valley Regional Planning Commission (DVRPC)
- Free Library of Philadelphia (FLP)
- Friends of Pennypack Park
- Greater Bustleton Civic League
- Greater Northeast Philadelphia Chamber of Commerce
- Mayor Jim Kenney
- Pennsylvania Department of Transportation (PennDOT)
- Philadelphia Historical Commission
- Philadelphia Industrial Development Corporation (PIDC)
- Philadelphia Office of Transportation, Infrastructure, & Sustainability (oTIS)
- Philadelphia Parks and Recreation Department (PPR)
- Philadelphia Streets Department
- SEPTA

# ZONING REMAPPING PROGRESS

As of Spring 2022



A big part of making Philadelphia2035 a reality is updating Philadelphia's zoning maps. PCPC is working with City Council to make sure the zoning matches existing uses and points the way for future projects.





# OLD BUSTLETON TOWN CENTER

ENHANCING PEDESTRIAN SAFETY AND NEIGHBORHOOD CHARACTER AT A HISTORIC CROSSROAD

Illustrative Redesign of Grant Plaza



## RECOMMENDATIONS

- FNE 1** Cluster municipal and community-serving facilities to improve their efficiency and safety of operations
- FNE 8** Implement strategies that will strengthen commercial areas as destinations, including Old Bustleton Town Center
- FNE 25** Improve safety for pedestrians and bicycles throughout the districts and across major streets and rail lines, including Bustleton and Grant Avenues and Welsh Road
- FNE 41** Preserve culturally, historically, architecturally significant buildings and sites, including Old Bustleton Town Center
- FNE 45** Use vacant lots for new neighborhood gateways, public art and community garden locations and create “connection points” between neighborhoods through gateway interventions

The Old Bustleton Town Center is the 19th century historic crossroads village at Bustleton Avenue and Welsh Road. It has car repair and services on land around historic buildings. City Planners are working with agencies and the public to build on the area’s historic legacy.

The goal is a town center that is easy to walk through. The City can slow drivers down, help new businesses to open, save historic sites, improve public spaces and make better signs.

Districts plan recommendations for Old Bustleton Town Center





# SHOPPING CENTERS

REPOSITIONING SHOPPING CENTERS FOR THE 21ST CENTURY



Illustrative improvements to Northeast Village Shopping Center

## RECOMMENDATIONS

**FNE 6** Ensure that shopping center improvements more fully accommodate pedestrians and improve physical relationships to adjoining neighborhoods

**FNE 43** Work with existing civic groups, City and nonprofit economic development partners, and property owners and rate payers to develop site design guidelines for the redevelopment of large, auto-oriented commercial centers and industrial parcels applying sound urban design principles

Planning Commission staff wrote a [report about Philadelphia's shopping centers](#). They identified improvements to declining and abandoned shopping centers and strip malls. They suggest policies to enforce and expand design requirements. And they research incentives for owners to invest in their properties.

# ROUTE FOR CHANGE

SAFE, ACCESSIBLE AND RELIABLE TRANSIT ALONG ROOSEVELT BOULEVARD



Source: SEPTA

Boulevard Direct station and bus

## RECOMMENDATIONS

**FNE 10** Implement Route for Change recommendations for identified economic hot spots adjacent to the Roosevelt Boulevard

**FNE 20** Support Route for Change recommendations to improve safety, accessibility, and reliability along the Roosevelt Boulevard and at identified crossings

**FNE 29** Upgrade and reorganize bus service throughout the districts

In October 2017 the Southeastern Pennsylvania Transportation Authority started a new bus line. Boulevard Direct runs between the Frankford Transportation Center and the Neshaminy Mall. Fewer stops mean less travel time for riders.

Each station has benches, grass and trees, bus shelters and signs. The new bus has increased ridership on this road by 13 percent. It is part of the City's goal to make Roosevelt Boulevard safe and reliable.



# LOWER POQUESSING CREEK TRAIL

CREATING NEW TRAIL CONNECTIONS IN THE FAR NORTHEAST



Existing section of the Poquessing Creek Trail

## RECOMMENDATION

- FNE 31** Support stewardship groups such as Friends of Poquessing Creek
- FNE 32** Complete the Poquessing Creek Trail
- FNE 34** Conduct a feasibility study for the Pennypack-Poquessing Creeks PECO Connector Trail
- FNE 35** Improve access to Poquessing Park Trail from surrounding neighborhoods
- FNE 37** Improve water quality and enhance recreation opportunities in the Poquessing Creek Watershed

The City is studying an extension of the Poquessing Creek Trail from Junod Park to Glen Foerd on the Delaware. The new trail segment would be 4.3 miles long and could raise the number of trail users in this part of the region. It would run along the boundary of Philadelphia and Bucks Counties.

The study is engaging future users, neighbors, and experts to produce the report. It looks at where and how to build the trail, how to maintain it, and how to pay for it. This study is building on previous environmental analyses of the creek. It will make recommendations for ecological restoration and stream-bank stabilization.

# SOMERTON REGIONAL RAIL STATION

IMPROVING RAIL CONNECTIONS



Somerton Station

## RECOMMENDATION

- FNE 9** Explore opportunities for transit-oriented development at the Bustleton & Philmont Transit Node (Somerton Station)
- FNE 19** Increase parking capacity at the Somerton and Forest Hills Train Stations

The main recommendation of the Somerton Focus Area is a parking garage next to the Somerton Station parking lot. A garage there would improve parking capacity at the station. It could include a mix of uses or free up land in the existing lot for future development. A tall building at the site would call attention to the station while reinforcing a sense of place.

This recommendation would depend on the property owner's intentions. A parking garage would improve ridership, and Septa recently purchased the site. This should boost the value of the Wawa across Philmont Avenue. These developments make a gathering place more viable.

# PHILADELPHIA CITY PLANNING COMMISSION

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PNE Airport

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