

**CHINATOWN
NEIGHBORHOOD PLAN**

華埠附鄰地區計劃

*Including
Callowhill Neighborhood*

DECEMBER 2004



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Prepared for: DELAWARE VALLEY REGIONAL PLANNING COMMISSION • *With the Support of:* THE WILLIAM PENN FOUNDATION

華埠附鄰地區計劃

華埠和卡羅山(Callowhill)附鄰地區計劃是市長John F. Street 啓動的費城31個鄰舍轉化主動性計劃的一部分。北華埠是3個由特拉華河谷規劃局(DVRPC)主持，費城規劃協局合作，和威廉 佩恩(William Penn) 基金提供經費的鄰舍轉化主動性計劃的其中之一。

特拉華河谷規劃局(DVRPC)感謝所有為這計劃貢獻的公務員和市民。感謝費城鄰舍發展合作處主任 Berverly Coleman 為計劃建立最初項目設想；感謝威爾遜(Wilson)協會的Lamar Wilson 給予早期社區宣傳活動大量的幫助和支持；感謝由 Kise Straw & Kolodner 公司領導的計劃小組和項目管理人John Gibbons共同開發了這計劃。

超過50個團體機構和個人共同參加了計劃組織，為開發這計劃貢獻了大量的時間。另外，還有許多各方面的團體會議和研究討論會，在此不能一一例出。主要個人和機構如下：

第一區市議會議員Frank DiCicco
費城鄰舍發展合作處董事長John Chin
亞裔美國人聯合會董事長Ellen Somekawa
卡羅山鄰舍協會會長Amy Hooper 和副會長 Sarah McEaney
費城規劃協會董事長Maxine Griffith和社區規劃部主任Victoria Mason-Ailey

感謝費城華埠發展公司(PCDC)所有員工，神潔救世主教堂，華埠基督教，Sang Kee 餐館，Miles & Generalis 建築設計公司和高升咖啡館為會議提供招待。



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CHINATOWN NEIGHBORHOOD PLAN

The Neighborhood Plan for Chinatown and Callowhill was undertaken in response to Mayor John F. Street's Neighborhood Transformation Initiative, which identified 31 neighborhoods in Philadelphia where a comprehensive planning process would direct future investments. Chinatown North was designated as an NTI neighborhood and is one of three neighborhoods in Philadelphia where the Delaware Valley Regional Planning Commission (DVRPC) directed the preparation of a comprehensive plan, with financial assistance from the William Penn Foundation, and in partnership with the Philadelphia City Planning Commission.

DVRPC would like to acknowledge and thank the many public officials and private citizens who contributed to this plan. Beverly Coleman of the Philadelphia Neighborhood Development Collaborative developed the original concept for this project. Lamar Wilson of Wilson Associates assisted with the early community outreach process. The planning team led by Kise Straw & Kolodner and project manager John Gibbons developed the plan itself.

A neighborhood task force of over 50 organizations and individuals contributed countless hours to the development of this plan. In addition, many more attended various community meetings and workshops. While all can not be listed here, key individuals and organizations include:

Councilman Frank DiCicco, 1st District
Philadelphia Chinatown Development Corporation, John Chin, Executive Director
Asian Americans United, Ellen Somekawa, Executive Director
Callowhill Neighborhood Association, Amy Hooper, President and Sarah McEneaney, Vice President
Philadelphia City Planning Commission, Maxine Griffith, Executive Director and Victoria Mason-Ailey, Director of Community Planning

Thanks also to the staffs at PCDC, Holy Redeemer Church, Chinese Christian Church, Sang Kee Restaurant, Miles & Generalis, and Café Lift for hosting meetings during the development of the plan.



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CHAPTER 1: INTRODUCTION AND BACKGROUND

The Chinatown Neighborhood Plan was completed in close cooperation with a neighborhood based Task Force that included the principal stakeholders in the area. Key participants included:

- Philadelphia Chinatown Development Corporation
- Callowhill Neighborhood Association
- Asian Americans United
- Center City District
- Asian Arts Initiative
- Chinese American Women's Sisterhood Society of Philadelphia
- City of Philadelphia Engine #20
- Chinese Christian Church & Center
- Holy Redeemer Church
- Chinatown Learning Center
- Chinese Benevolent Association
- Chinese Gospel Church
- Fujian Association of Philadelphia
- Greater Philadelphia United Chinese American Chamber of Commerce
- Pennsylvania Chinese Senior Citizen Association
- Philadelphia Police Department 6th District
- Reading Viaduct Project

Wilson Associates and DVRPC held community interviews with key community, governmental and institutional stakeholders throughout the Fall 2002 to identify major community issues and form a Task Force committee for the Chinatown Plan. In January 2003, DVRPC selected a team led by Kise Straw & Kolodner (KSK) to create the neighborhood strategic plan for Chinatown. PCDC along with Wilson Associates oversaw the extensive community outreach element of the planning process. The first Task Force meeting was held on June 11th, 2003 at PCDC's office to identify key issues and assess the background information KSK had collected to date. As a way to identify key issues, KSK distributed disposable cameras to the Task Force members for photographing their community and describing places and issues that are critical to them and their organization. At the public Visioning Workshop on July 23rd, 2003, KSK presented the photographs to the crowd of over 50 people who attended the workshop. Afterwards, the meeting broke into groups focused on Transportation, Open Space, Housing and Community Development, and Economic Development to collect specific comments on each topic.

This workshop was the first public meeting of four conducted during the plan. The Philadelphia Chinatown Development Corporation played a major role in coordinating, publicizing, and providing the translation for three of the meetings. Powerpoint presentations and summary documents were also translated for the public.

In September 2003, the Opportunities and Constraints Report was distributed to the Task

Force and presented in a public meeting. The Task Force met in November 2003 to respond to the draft report and a list of preliminary recommendations. KSK incorporated the Task Force comments, and in January 2004, completed a Draft Plan that included a summary in Chinese.

The Task Force provided comments on the Draft Plan at their third meeting in February 2004. KSK and Wilson Associates reviewed the Draft Plan with the public at two meetings, one in Callowhill and one in Chinatown. In addition to these meetings, stakeholder interviews were conducted and all of the comments were addressed.

By June 2004, KSK completed a draft Implementation Plan that details projects to be completed over the next five to seven years. It quantifies the cost of the project, establishes parties responsible for initiating the project, and the funding source for the project. The Task Force met for the fourth and final time to approve and comment on the Final Plan and the Implementation Plan. The Task Force approved the plan, and all of the members acknowledged that they played a role in shaping the outcome of the plan. The draft document was distributed to the Task Force and the Philadelphia Planning Commission for their final review, and all agencies, key stakeholders, and citizens' comments were received and incorporated by October 2004.

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CHAPTER 2: EXISTING CONDITIONS, OPPORTUNITIES AND CONSTRAINTS

HISTORY

Chinatown has long been one of Philadelphia's most well established and vibrant neighborhoods. The origin of the community dates to just after the Civil War when the first Chinese-owned business, a laundry opened by Lee Fong at 913 Race Street, was established in 1870. Today, Chinatown is a bustling and diverse neighborhood, home to a growing population of over 4000 residents and a variety of business and commercial enterprises. It is important to note that the success of Chinatown significantly predates the much-heralded renaissance of neighboring Center City Philadelphia. While Center City has experienced a dramatic increase in residential population in recent years, Chinatown, through the leadership of the Philadelphia Chinatown Development Corporation, has a 20 year track record of creating new residential developments and housing opportunities.

Chief among the many factors contributing to the success and prosperity of Chinatown is strong cultural and community bonds and impressive community leadership. As has often been the case in urban neighborhoods, formal community leadership emerged in 1966 in response to a proposed highway project, the Vine Street Expressway, which threatened the destruction of highly valued community assets, including the Holy Redeemer Church – an important community and social focal point.

Since the late 60s, Chinatown has been affected by a series of urban renewal and redevelopment projects, including the development of an enclosed urban shopping mall in the 1980s: Gallery I and Gallery II; the construction of an expressway ramp at 9th Street; the development



The Friendship Arch at 10th & Arch Streets

of Pennsylvania Convention Center in the 1990s (for which a significant expansion is currently planned); and, a proposed Federal prison at 8th and Callowhill Streets (ultimately defeated). Most recently, a proposal for a baseball stadium in Chinatown North/Callowhill (ultimately defeated) galvanized the community in opposition and provided new impetus for developing this comprehensive plan for the future of the area.

The Philadelphia Chinatown Development Corporation (PCDC) estimates that approximately 25% of Chinatown's land area, housing and commercial stock has been lost to urban redevelopment projects. More recently, new trends and development initiatives, such as the overall economic revival of Center City, the increasing demand for housing in Center City, the proposed expansion of the Convention Center, and the redevelopment of Independence Mall present new challenges as well as opportunities for Chinatown.

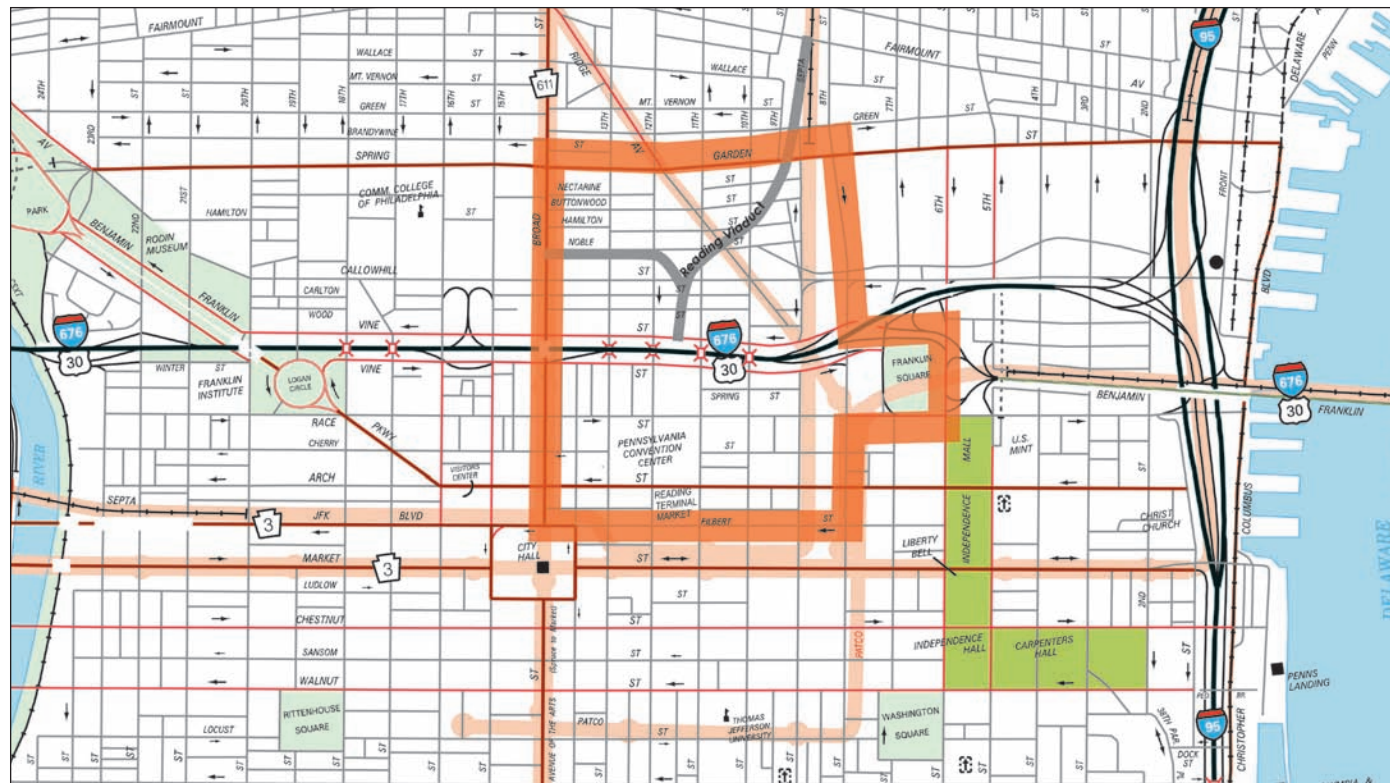
The cultural bonds that have helped to shape and sustain Chinatown over the years extend beyond the immediate neighborhood and today Chinatown serves as the social and cultural heart of a much larger regional Asian-American community. Furthermore, Chinatown continues to perform a vital role as an important entry point for new Asian immigrants to United States. Thus, Chinatown is simultaneously a vibrant local neighborhood, a regional hub, and an international destination. Together, these many and overlapping roles create tremendous demand for new housing, business and employment opportunities. To accommodate the many demands placed upon Chinatown, and to maintain Chinatown's unique role in the city and region as an ethnic and cultural center, a compelling strategic vision for the future of Philadelphia's premier international neighborhood must be developed.

STUDY AREA LOCATION, BOUNDARIES AND EDGES, MAJOR PHYSICAL FEATURES, AND CONDITIONS

STUDY AREA BOUNDARIES

The traditional boundaries of Chinatown extend from 8th Street west to 13th Street and from Filbert Street north to Callowhill Street. For purposes of this planning effort, a study area boundary somewhat larger than the traditional boundaries of the neighborhood is being utilized. The traditional boundaries of the neighborhood have been extended westward to include Broad Street, northward to include Spring Garden Street (including properties on the north side of Spring Garden) and below the Vine Street Expressway, the study area boundary has been extended to Franklin Square at 6th Street. The total area of the neighborhood is approximately 0.38 square miles or roughly 244 acres.

Philadelphia Neighborhood Plan: Chinatown — Context Map



THE CALLOWHILL NEIGHBORHOOD

As a result of extending the neighborhood boundaries west to Broad Street and north to Spring Garden Street, the study also includes Callowhill Neighborhood. The non-profit, incorporated Callowhill Neighborhood Association was formed in 2000 after the defeat of the baseball stadium plan. CNA members worked closely with members of the Chinatown community and concerned citizens citywide in that effort. CNA, a 501(c)(3) not-for-profit corporation is a community organization that is dedicated to neighborhood improvement in the Callowhill community. It aims to promote a cohesive community of residents, businesses and institutions while retaining the diversity and character of the area. CNA aspires to enhance the quality of life for all members of the community, and its immediate environs, a better place to live, work, and pursue educational, cultural and recreational activities through cooperative actions of the residents.



The Callowhill Loft District (13th Street)



The Callowhill Loft District

Reflecting the growing popularity of Center City and the resurgence nationally of interest in urban living, Callowhill now has a critical mass of residents and is developing a unique, and exciting neighborhood that overlaps with Chinatown North in the area north of Vine Street. The Callowhill Neighborhood Association was formed to provide leadership and a focus for community activities and improvement.

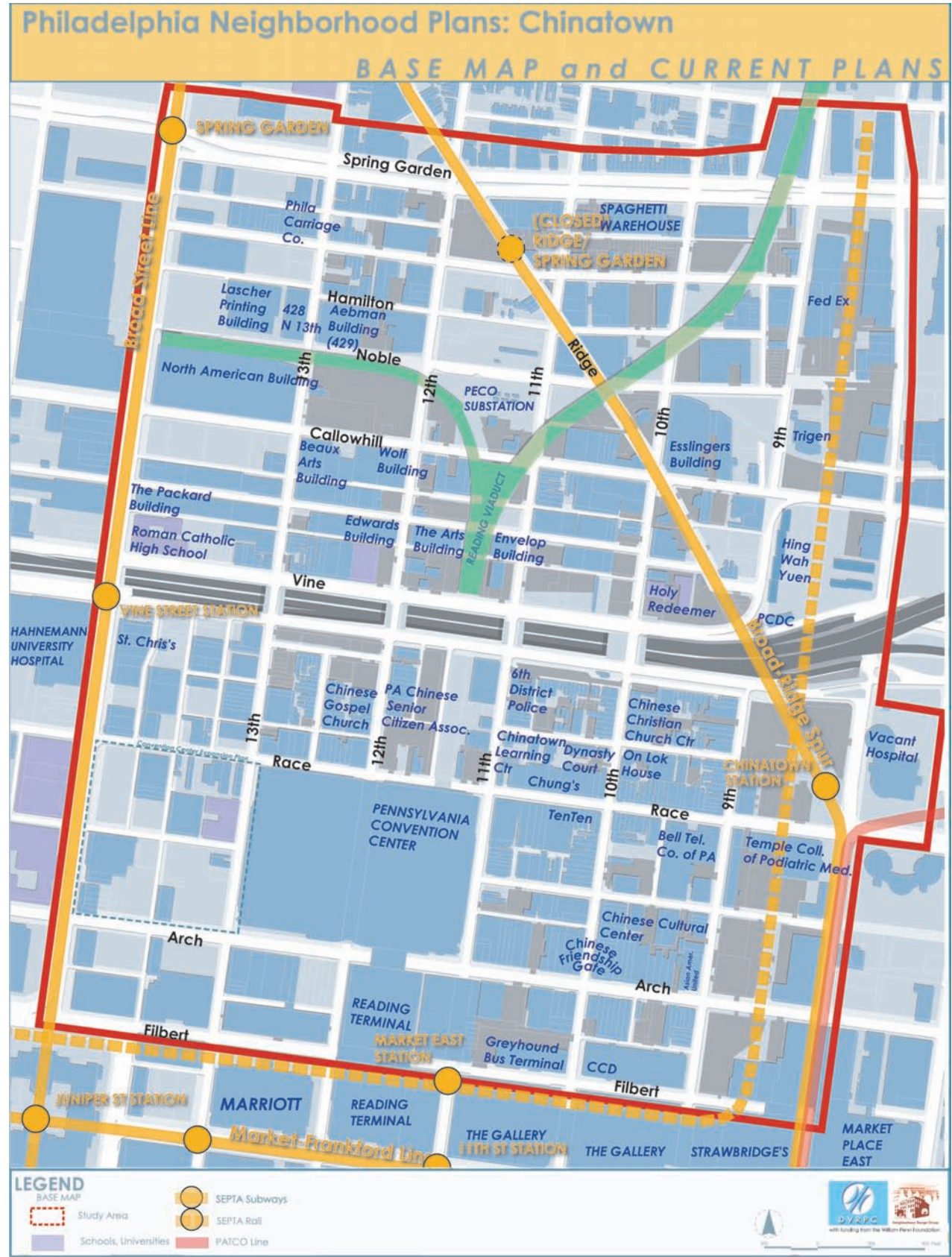
Situation map showing the location of Chinatown in Center City Philadelphia

STUDY AREA EDGES

The study area is delimited on the south by the aforementioned Gallery I and II, that together with Market Place East (former Lits Brother's Department Store), Strawbridges Department Store, the Reading Terminal and the recently developed Marriott Hotel stretch wall-like for six blocks from 7th Street to 13th Street along Market and Filbert Streets. Although the heart of the historic core of Chinatown is just two blocks from Market Street, the neighborhood is both visually and psychologically sealed off from this major thoroughfare by the fortress-like Gallery development that bridges both 9th and 10th Street.

To the east, Chinatown is bounded by a series of existing and former institutional and governmental buildings and structures, including the Philadelphia Police Department Headquarters – the "Roundhouse", Temple College of Podiatric Medicine, the African American Museum, the Federal Detention Center and, most prominently, the former Metropolitan Hospital, which is currently being rehabilitated and converted to condominiums. Located directly between Chinatown and Franklin Square, one of the original public squares planned by William Penn, the former Metropolitan Hospital is perhaps one of the most critical redevelopment parcels within the study area. The design, configuration and orientation

The Metropolitan Hospital, directly across from Franklin Square, is now being redeveloped into condominiums.



CHINATOWN

of the existing building presents a significant physical barrier between Chinatown and Franklin Square, leaving Chinatown without direct physical or visual access to this much needed park space with a long overlooked but invaluable legacy from Philadelphia's founder. The reuse and repopulation of Metropolitan Hospital should contribute to activating the square.

Directly adjacent to Franklin Square is the new National Constitution Center – the capstone of the redevelopment of Independence Mall. Projected to attract 1 million visitors a year, the National Constitution Center together with the recently completed Independence Mall Gateway Visitor Center, and the new Liberty Bell pavilion represent a tremendous economic development opportunity for Chinatown. However, as with Market Street, there are extremely poor visual and physical connections between Independence Mall and Chinatown, despite their proximity.

Containing approximately 1.3 million square feet of floor area, the mammoth Pennsylvania Convention Center consumes practically the entire southwestern quadrant of the core of Chinatown, stretching currently from 11th Street to 13th Street, with a planned expansion to Broad Street. Although not related to the Convention Center, the Criminal Justice Center is also a major



Hing Wah Yuen development for first time home-buyers

physical presence in this part of the study area. Flanked by the Convention Center to the west and Independence Mall to the east, Chinatown is well positioned to function as a linkage between these two national tourist destinations.

The historic core of Chinatown is effectively hemmed in on all sides, except perhaps to the north. Chinatown North/Callowhill, across the wide divide of the Vine Street Expressway appears to represent the most logical direction for a significant expansion of Chinatown. A series of significant footholds have already been gained by the community in this area, including the development of 51 housing units on the north side of Vine Street between 8th and 9th Streets to be shortly joined by a second phase. Perhaps most symbolically of all, the Philadelphia Chinatown Development Corporation's offices are now located on the north side of the Expressway, next to Holy Redeemer Church – the very flashpoint that nearly 40 years ago galvanized Chinatown residents into coordinated action to defend their neighborhood. Within the area north of Vine Street, the conversion of former industrial buildings to loft housing has been a part of an emerging new residential neighborhood, Callowhill, that overlaps Chinatown North.

MAJOR PHYSICAL FEATURES

The physical feature that most significantly defines and, unfortunately, divides Chinatown is the Vine Street Expressway. The Vine Street Expressway is a depressed limited access arterial that links Interstate I-95 along Philadelphia's Delaware riverfront to the Schuylkill Expressway on the west side of Center City. The traditionally recognized core of Chinatown is located south of the expressway and the area north of expressway includes Chinatown North and the Callowhill neighborhood. With only four crossings within the boundaries of the study area, the expressway



The Vine Street Expressway cuts a wide swath through Chinatown

represents a substantial barrier to community connectivity. Compounding the division caused by the canyon-like character of the highway, the adjoining one-way surface streets (Vine Street Local) are designed and function more like expressway ramps than city streets.

A recent study funded by the William Penn Foundation and undertaken by the Project for Public Spaces and the Center City District identified a range of both short term and longer-term physical improvements designed to reduce the barrier effect of the expressway. These recommendations were revisited during this study



The Reading Railroad Viaduct



View of the Center City skyline from the Reading Railroad viaduct

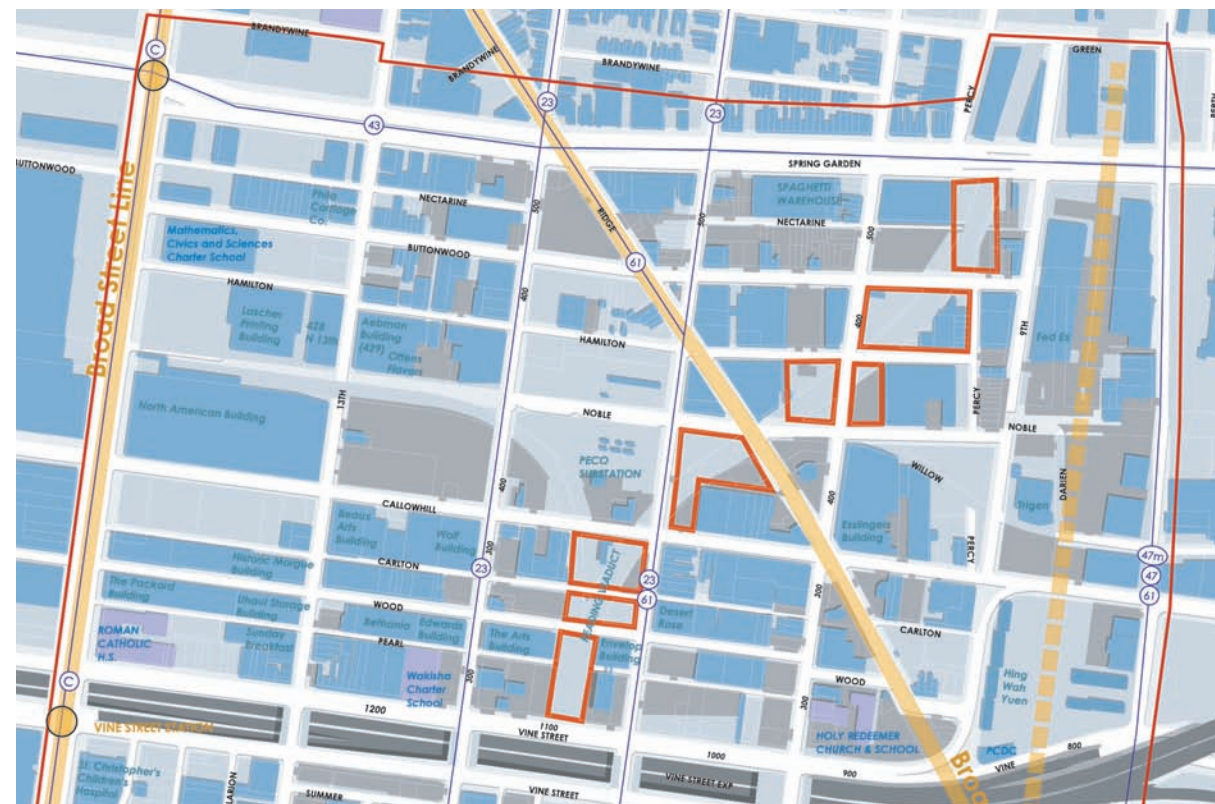
and incorporated into the overall community development strategy and recommendations.

Another important and distinctive physical feature of the study area is the former Reading Railroad viaduct. Constructed at the turn of the last century, the viaduct originally carried rail traffic across Vine Street to the Reading Terminal, located at 12th and Market Streets. The portion of the viaduct between Vine Street and the Reading Terminal was removed during the development of the Pennsylvania Convention Center. Presently the viaduct begins at Vine Street Local (westbound) with two spurs diverging below Callowhill Street, one sweeping westward for one third mile and terminating at Broad Street, the other extending two thirds of a mile northward and terminating at 9th and Brown Street adjacent to the East Poplar Playground. The Broad Street spur is roughly aligned with Noble Street and is not particularly disruptive of the underlying block and lot pattern of the neighborhood. The northern spur, however, cuts diagonally through the center of Chinatown North, creating a chain of irregularly shaped parcels.



Map showing the course of the Reading Railroad viaduct and possible reuse as a linear park

Map showing possible development sites that would be made available if the viaduct is removed



The viaduct is constructed of massive masonry walls with steel trestles bridging over local streets. Although suffering from a lack of maintenance, the viaduct is an impressive artifact of Philadelphia's industrial heritage and a visually interesting physical component of the urban fabric. Moreover, as an elevated one-mile long viewing platform, the viaduct offers extensive vistas of the surrounding landscape especially of Center City and could potentially be redeveloped as a linear park and recreation facility. Buildings still abut the structure such as the former industrial building located at Ridge and Noble Streets and the vacant Spring Garden Railroad Station building complete with an intact passenger platform.

Another major physical feature in the study area is the PECO Energy electric sub-station. Nestled in the split between the two spurs of the viaduct the substation property occupies an entire city block, from 11th Street to 12th Street, Callowhill to Hamilton, although actual equipment and operations appear to be limited to little more than half of the site. While the PECO property is fairly clean and well maintained, the site is not screened and large scale transformers and other equipment are in full view and very unsightly. The PECO site is not conducive to community revitalization and seriously diminishes the attractiveness of adjoining areas. The PECO substation, together with the barrier caused by the expressway, and the viaduct, represent the major physical challenges to northward expansion and community development in Chinatown North/Callowhill.

NEIGHBORHOOD CONDITIONS AND AESTHETICS

Although most structures in Chinatown and Callowhill are in good condition and well-maintained, pedestrian amenities, streetscaping,

parks and public spaces are generally lacking. Although sidewalks exist throughout the neighborhood, they are often in poor condition and in some cases somewhat narrow, limiting opportunities for outside dining or outdoor markets. The lack of loading areas often results in truck delivery occurring on sidewalks, which together with occasional curbside retail further reduces the available pedestrian passage way. Uncontrolled and unsightly trash and refuse storage along streets and alleys further diminishes the quality of the pedestrian environment.

There is evidence of prior streetscaping efforts, including special pavement marking and some tree planting, however, these improvements have not been well maintained and do not appear to have a significant visual impact. Additionally, there is no pedestrian-oriented lighting or way finding system in Chinatown. A comprehensive streetscape improvement, including pedestrian lighting and way finding appears warranted. Chinatown does contain two significant and architecturally unique streetscape elements, the impressive Chinese Friendship gate at 10th and Arch Streets and noise walls along Vine Street that incorporate Chinese "Shou" medallions and calligraphy panels. These elements, especially the Friendship Gate (the first authentic gate built in the United States by artisans from China) could be adapted and used as models to identify gateways into Chinatown and reinforce the boundaries of the neighborhood.

As to be expected in an area transitioning



Sidewalks are narrow and in poor condition



Wholesalers in Chinatown North



Typical streetscape in Chinatown North

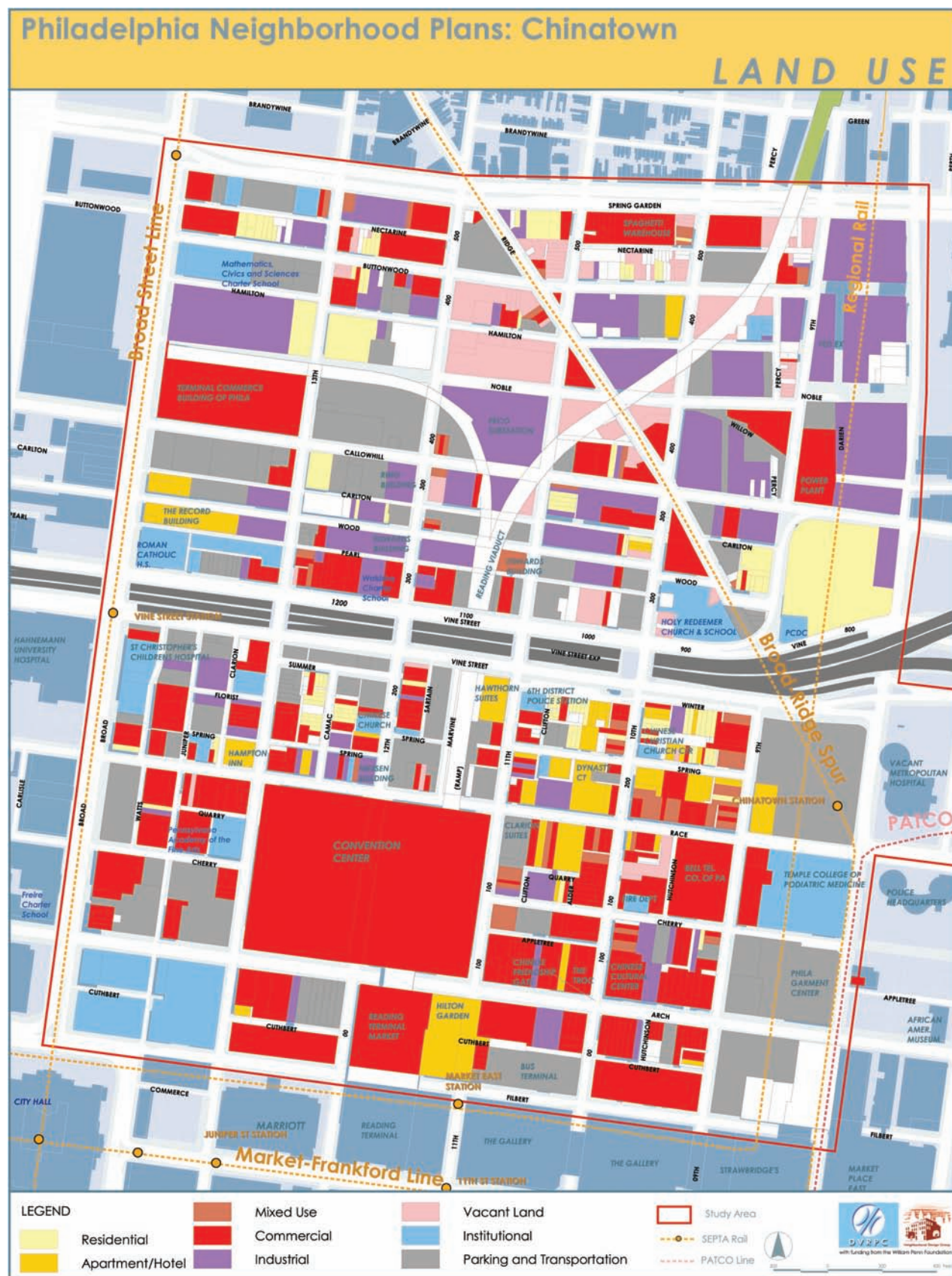
Due to its proximity to Broad Street, the presence of a large number of residents, and the less-obtrusive alignment of the viaduct in this area, overall conditions in the western area of the Callowhill neighborhood appear to be somewhat better. However, even here, pedestrian amenities are generally poor or entirely absent. It appears that to properly guide the redevelopment of Chinatown North/Callowhill, urban design guidelines will be necessary to identify which buildings should be preserved and restored and the general character, function, design, and configuration of new structures and in-fill development. Urban design guidelines for Chinatown North/Callowhill should also identify the location and general design of new parks and public spaces as well as streetscape improvements and way finding systems.

from industrial to other land uses, conditions in Chinatown North/Callowhill vary widely, from adequate to hostile, including vacant land, derelict buildings, scattered debris, trash and solid waste, and outdoor commercial storage and operations (see “Potential Environmental Constraints” below for more detailed information). Building types also vary widely from historic loft structures to nondescript warehouses and commercial buildings. The streetscape in Chinatown North/Callowhill, where it exists, is generally dilapidated with broken curbs and sidewalks, inadequate lighting, and few street trees. The Reading Viaduct, which is potentially a very interesting and visually compelling component of the urban fabric is generally derelict, overgrown and not maintained. The portions of streets that pass beneath the viaduct are especially gloomy and unattractive and subject to water leakage from the structure above. Overall, pedestrians tend to feel unsafe in this environment, especially at night.

LAND USE/DEVELOPMENT PATTERNS

With the exception of the Convention Center facilities in the southwestern quadrant of the study area, Chinatown south of Vine Street is generally comprised of a densely developed mix of residential and commercial land uses. The main commercial corridors include 10th Street, Race and Arch Streets. Chinatown contains approximately 110 businesses, of which 60 are restaurants. As mentioned previously, the development pattern along Chinatown's eastern edge includes a number of existing governmental and institutional land uses.

North of the Vine Street Expressway, the land use and development pattern changes markedly. Chinatown North/Callowhill is characterized by a growing number of residential loft conversions concentrated largely west of 10th Street. Throughout Chinatown North/Callowhill there is a broad mix of industrial, warehousing, and food distribution facilities (many Asian-owned, and serving Chinatown restaurants and businesses), intermixed with residential and other commercial land uses, such as auto repair services. Most importantly, however, it is estimated that overall, approximately 50% of the land area of Chinatown North/Callowhill is occupied by vacant land or abandoned buildings. The northern boundary of Chinatown North, Spring Garden Street takes the form of a mixed-use commercial corridor, including office, retail, residential, and institutional land uses.





Spring Garden Street

MAJOR COMMUNITY ASSETS

Chinatown/Callowhill contains numerous community facilities and resources that serve residents and visitors to the community, including the following:

- Holy Redeemer Church
- Roman Catholic High School
- Wakisha Charter School
- Mathematics, Civics, and Sciences Charter School
- Pennsylvania Chinese Senior Citizens
- Community Garden at Ridge Avenue and Hamilton Street
- Chinese Christian Church
- Chinatown Learning Center
- Chinese Gospel Church
- Philadelphia Chinatown Development Corp
- Asian Americans United
- Center City District

- Pennsylvania Convention Center
- Criminal Justice Center
- St. Christopher's Children's Hospital
- Arch Street Methodist Church
- Masonic Temple
- Big Brothers and Sisters of America

The Philadelphia Chinatown Development Corporation is also planning a new multi-purpose community center at the northwest corner of 10th and Vine Streets. This facility will provide much needed community services and function as an important anchor for the entire Chinatown community

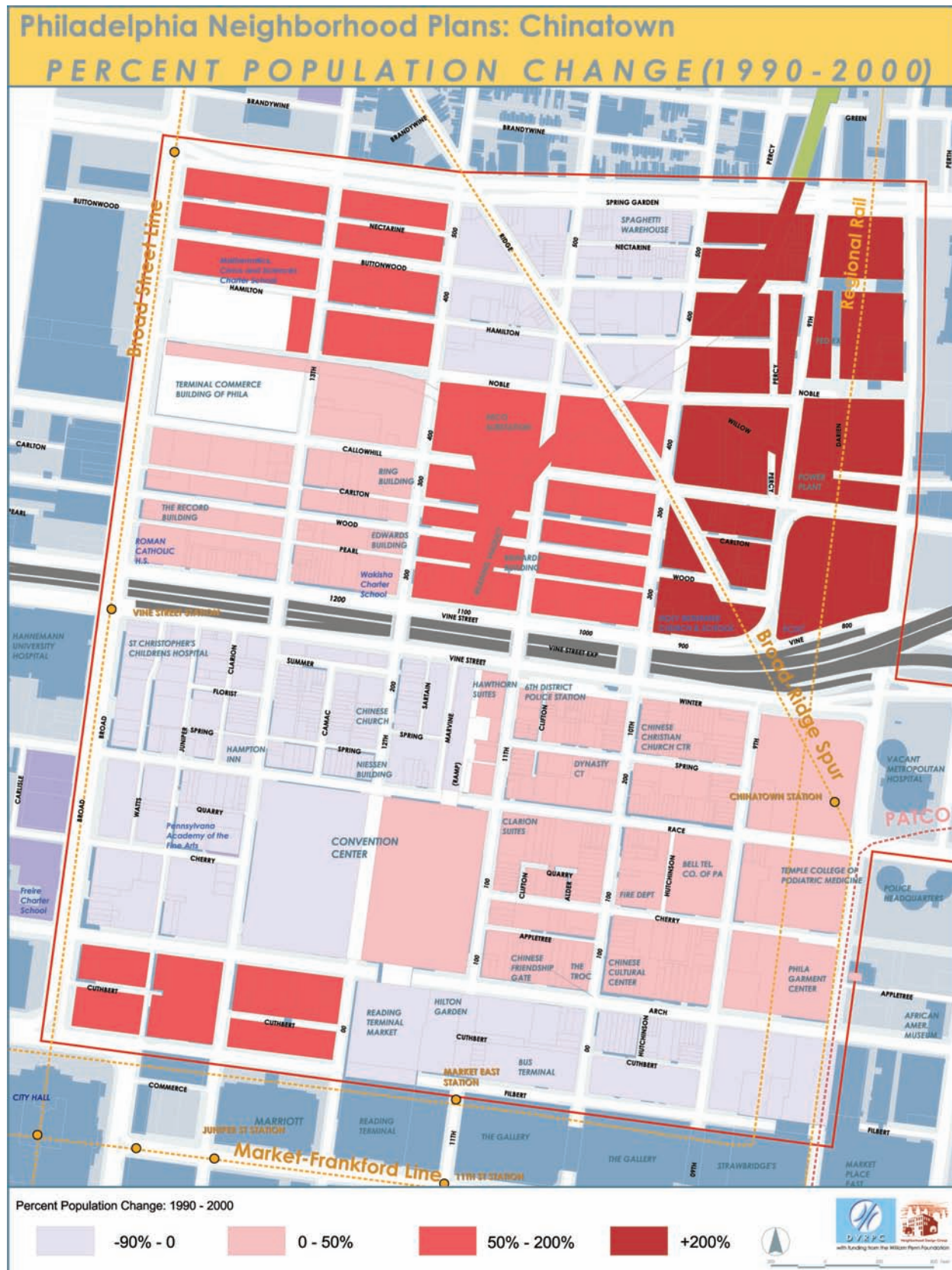
DEMOGRAPHIC ANALYSIS

Following is a summary of the major demographic/socio-economic trends in the Chinatown study area:

- 2000 Census reported an 18% growth in Chinatown since 1990. Anecdotal information suggests real population growth may actually be 50-100% as census data does not include many undocumented new immigrants living in the community.
- Chinatown's reported 2000 population is 43% Asian, 32% White, 23% African American and 2% other.
- 2000 Census reports 1,413 housing units in Chinatown study area. Recent condominium/apartment conversions in Callowhill have already increased this count by up to 200 units and an additional several hundred units are planned.
- Very low homeownership rate of 15.6% compared to citywide rate of 52.8%. This

corresponds to low Asian homeownership rates nationwide, according to PCDC, as well as the type of housing that has traditionally been available within the community.

- 59% of reported Chinatown residents over the age of 25 have high school diploma or higher. Actual percentage is likely smaller as unreported new immigrants are typically less educated than longer standing residents of community (although newer residents to Callowhill neighborhood portion of the study area most likely have obtained high school diplomas and post-secondary education)
- Over 38% of Chinatown's reported population lives in poverty, compared to citywide rate of 22%. While newer residents to the Callowhill neighborhood are more affluent, this poverty rate could be substantially higher depending on actual number of unreported new immigrants.
- 8 of 13 census block groups in area have reported 2000 median home values substantially lower than the citywide median of \$30,749. Based on recent condominium sales activity in the Callowhill neighborhood, median values in these areas have likely risen fairly significantly.



HOUSING AND COMMUNITY/SOCIAL SERVICES

Housing

Perhaps one of the most critical issues impacting the future development of Chinatown will be maintaining an adequate supply of affordable housing. The renaissance of Center City has created a very strong demand and rising values for housing in the neighborhoods on the edges of downtown. As a result, a strong market for the conversion of former industrial loft buildings into condominiums has emerged. Many of these conversions have occurred in the Callowhill neighborhood, resulting in the loss of Chinatown businesses and employment opportunities. According to the Philadelphia Chinatown Development Corporation's (PCDC) "Situational Analysis and Strategic Direction Plan" (2001) rising housing prices are diverting potential Chinatown residents (primarily Indonesian and Fujianese) to other areas of the city, particularly South Philadelphia. Conversations with PCDC and representatives of Asian Americans United (AAU) reveal a great need for a variety of affordable housing types, including:

- Low-income housing serving households with incomes of \$800-\$1,000/month
- Housing for new immigrants
- Senior housing



*Dynasty Court
rental housing*

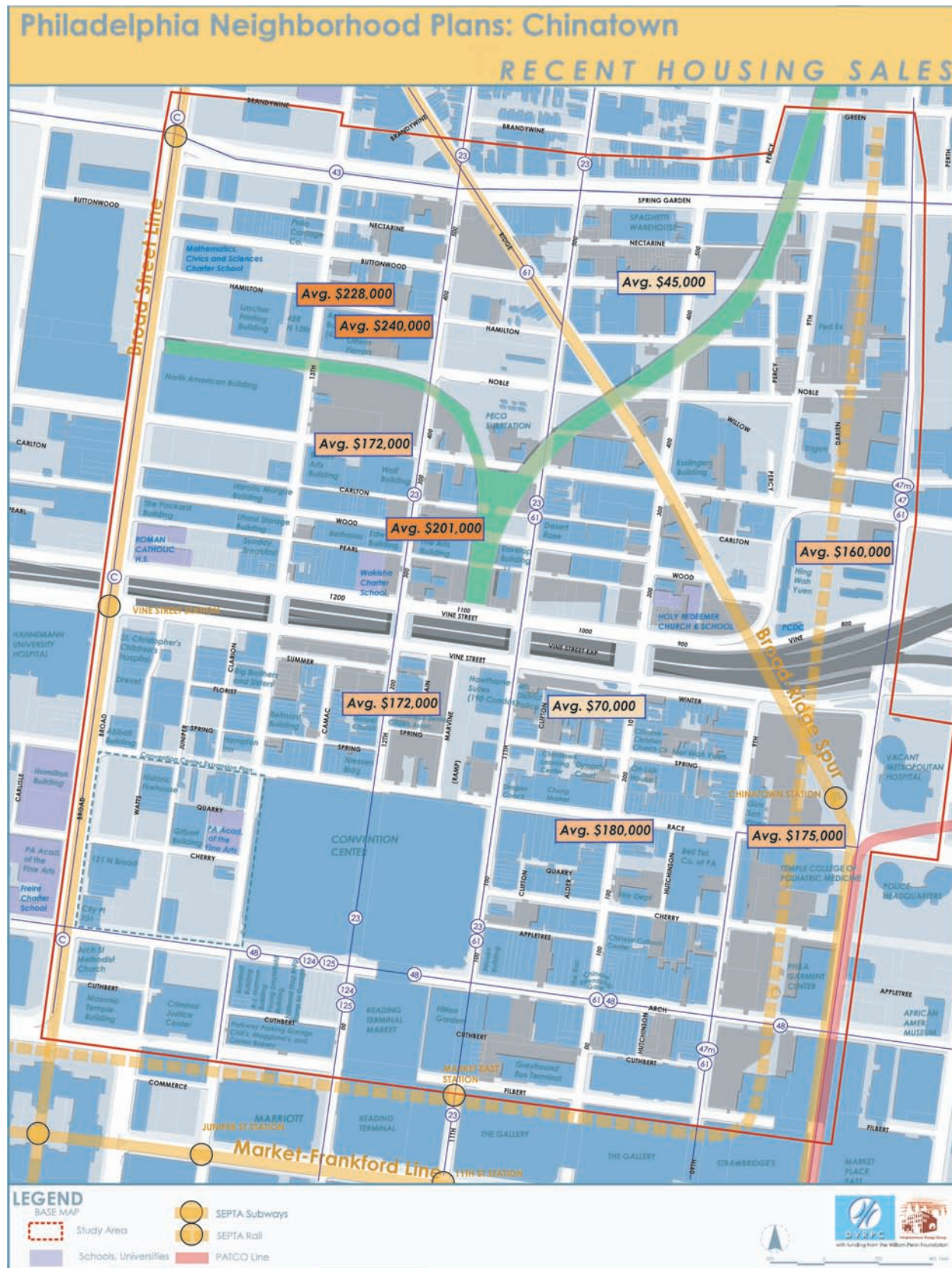


- Multi-generational and family housing
- Since 1982 PCDC has provided leadership for the development of new affordable housing opportunities in Chinatown. These projects, three of which include a mixed-use component, include:
- Mei Wah Yuen – 25 townhouses on Spring Street, between 9th and 11th Streets
 - Wing Wah Yuen (Dynasty Court) – 55 Section 8 rental units and 6 commercial units on Race Street, between 10th & 11 Streets
 - On Lok House – 55 Section 8 rental units on North 10th Street
 - Gim San Plaza – 28 residential units and 14 commercial units at 9th & Race Streets
 - Hing Wah Yuen – 51 unit development for first-time home buyers at 9th & Vine Streets
 - Sing Wah Yuen – 11 units of mixed residential units and commercial space on 9th Street.

To continue to welcome and support new immigrant groups, Chinatown must continue to provide opportunities for affordable housing in addition to satisfying increasing demands for family and senior housing.

Community/Social Services

In addition to the typical community development issues confronted by most urban neighborhoods, Chinatown must additionally address the needs of new and recent immigrants, many of whom do not speak English. Cultural and language barriers (and multiple dialects) often present significant challenges to newcomers seeking affordable housing, employment opportunities, social services, and health care. Lower income levels prevalent among many immigrants further magnify these challenges. Ultimately, these barriers also potentially limit the voice that community members may have in deciding the fate and future of their community as well as their ability to



negotiate and obtain community investments and improvements from city and state agencies.

Among the community and social service needs that have been identified by the community are improved social community services facilities, especially for immigrants; better internal community coordination/communication and outreach; and enhanced relationships with elected city officials.

REAL ESTATE MARKET ANALYSIS

Following is a summary of the major real estate market trends in the Chinatown study area:

- Significant residential sales/rental activity in last several years as former industrial buildings are converted to condominiums and apartments. This activity is largely occurring in Callowhill portion of neighborhood but is impacting real estate pricing in rest of area as well. Condominiums are currently selling for between \$160 and \$220/SF, with some as high as \$290/SF on the top floors of the loft building conversions. Loft apartments of 800-1,000 SF are renting for \$1,000+/month (\$1.10-\$1.15/SF/month) These prices are comparable to those in other near-Center City residential markets.
- Retail activity generally limited to traditional Chinatown businesses on Race and Arch and connecting numbered streets. Scattered and isolated retail development elsewhere in area – none of which comprehensively serves the convenience needs of the resident population. Retail expansion within traditional Chinatown area constrained by Convention Center and parking limitations.
- Abundant available office space on nearby N. Broad Street listed in \$10-12/SF range. Limited other office space currently available in community.

- Surface and garage parking resources limited. Surface lots adjacent to Vine Street rent for \$100/month and are fully utilized. Between Vine and Spring Garden, parking rents for \$90/month and higher, with full occupancy and escalating rates.
- Planned, but as-of-yet unscheduled, expansion of the Convention Center will further constrict traditional Chinatown geography and require relocation of several community-serving uses.
- Current development along Spring Garden Street is very scattered in nature. Community objected to McDonald's recent interest in intersection of Spring Garden/Ridge/12th Street. While McDonald's seems to have backed away from this site because of concerns related to left turn access, other regional retailers may appear. Proactive planning is required along Spring Garden to develop its commercial identity and prevent establishment of uses not desired by community.
- Numerous Asian owned and operated foodservice distribution businesses currently operate in Chinatown North that serve the greater Center City area. While these uses may not be the preferred or highest use, redevelopment efforts must be sensitive to the importance of this location to these operations.
- Great desire for a community center in Chinatown North. Role of this facility could be strictly service-based or expanded to serve as a regional center of Asian-oriented business and retailing to attract uses that are currently leaving area for other parts of the city where land and parking are more readily available.

TRANSPORTATION AND INFRASTRUCTURE ANALYSIS

The edges of the study area are well served by transit, but service fails to infiltrate to the heart of Chinatown and Chinatown North. To the south of Chinatown, the Market East Station provides regional SEPTA train service, as well as local connections to the Market Street Subway. The Broad Street Subway on the western edge of the study area serves Callowhill well, with stops at City Hall, Vine Street and Spring Garden that provide local and regional access. The Broad Ridge Subway Spur runs diagonally through the study area along Ridge Avenue from Market to Broad Street but only one station, at 8th Street, is open in Chinatown. A second station on the spur located at Ridge and Spring Garden is closed. At 7th and Race Street in the southwest corner of Franklin Square, PATCO has been studying the potential to reactivate a long-closed station to support



the National Constitution Center opening, which would provide excellent access to Chinatown from New Jersey. Currently the closest PATCO station is at 8th and Market. Visitors also arrive in Chinatown by private bus carriers either in the Greyhound station at 10th and Filbert or along the street with other bus companies such as the Dragon Coach bus service.

In the center of Chinatown, the busy business district has its own transportation problems. Parking and adequate loading areas can be difficult to find in Chinatown. Delivery vehicles park on sidewalks and stop in the cartway, congesting the through traffic especially along 10th and Race Streets. Businesses speculate that the lack of convenient parking has driven customers to shop at the Asian grocery stores with large parking lots along Washington Avenue, south of Center City. Good auto access to the study area is provided by I-95 and I-676 Vine Street Expressway with exits at 8th Street and 15th Street.

As has been previously described, the center of Chinatown is cut off from the northern part of the study area by the depressed Vine Street Expressway, which runs through the center of the study area, allowing good auto access to the neighborhood but also dividing the neighborhood in half. Excessive highway noise, speeding traffic, and a 200 foot crossing distance over Vine Street's local roads and expressway discourage pedestrians and economic development north of Vine Street. Some of the recommendations in the recent Vine Street study included curb extensions, lane reduction, conversion of off-peak parking along Vine into permanent on-street parking, and improved streetscape elements. In addition to the Vine Street corridor, speeding also occurs on Callowhill St and parts of Race, 10th and 12th Streets.

The existing streetscape north of Vine Street is dilapidated with broken curbs and sidewalks,

Traffic congestion in Chinatown

inadequate lighting, and few street trees.

Pedestrians tend to feel unsafe in this environment, especially at night. The center of Chinatown lacks adequate lighting and some of the sidewalks are not in good repair.

POTENTIAL ENVIRONMENTAL CONSTRAINTS

As part of this planning effort a Preliminary Environmental Evaluation and Geotechnical Overview was performed. This evaluation involved a review of selected Sanborn Fire Insurance Maps, historical aerial photographs, and site visits to evaluate current conditions.

A site reconnaissance was conducted on April 30, 2003, to identify the possible presence of environmental and geotechnical concerns in the study area. The following land uses and conditions were observed:

South of Vine Street

- Automobile repair and body shop;
- Greyhound Trailways Bus Terminal;
- Vent Pipes – suspected aboveground storage tanks (ASTs)/USTs; and,
- Fill ports and pipes - suspected (ASTs)/USTs;

North of Vine Street

- Automobile Repair Shops
- Vent Pipes suspected aboveground storage tanks (ASTs)/USTs;
- Fill ports and pipes - suspected (ASTs)/USTs;
- Scattered debris: tires, automobile parts, metal concrete, suspected ACMs, household trash;

- Vacant and occupied industrial facilities;
- Vacant retail gas station;
- Cleaning company;
- Train terminal and associated track;
- Railroad corridor;
- PECO substation
- Slag material
- Stained soil
- Drums
- Pole-mounted and pad mounted transformers

The conclusions and recommendations of the Preliminary Environmental Evaluation and Geotechnical Overview are as follows:

The past land uses involving manufacturing/ industrial, printing, and gasoline station/automobile repair shops pose the greatest environmental concern. The buildings associated with these past uses typically contain sumps and pits, raw material or waste storage tanks, drums of unidentified substance, and asbestos. The potential spills and leaks of chemical and waste products associated with these past uses may have adversely impacted the environmental conditions in this area.

The most likely environmental concern with residential/retail store type of land use would be leakage and spillage from heating oil tanks, asbestos-containing building materials, and lead-based paint on the past structures.

Tri-Gen co-generation plant and Hing Wah Yuen housing



Phase I and Phase II Environmental Assessments [should] be conducted on areas that have past land use activity that may have had a detrimental impact on soil and ground water underlying the Study Area (suspected sites are listed in attachment to the full report). A geotechnical investigation [should also] be conducted to evaluate the underlying soil in order to develop design parameters for proposed structures.

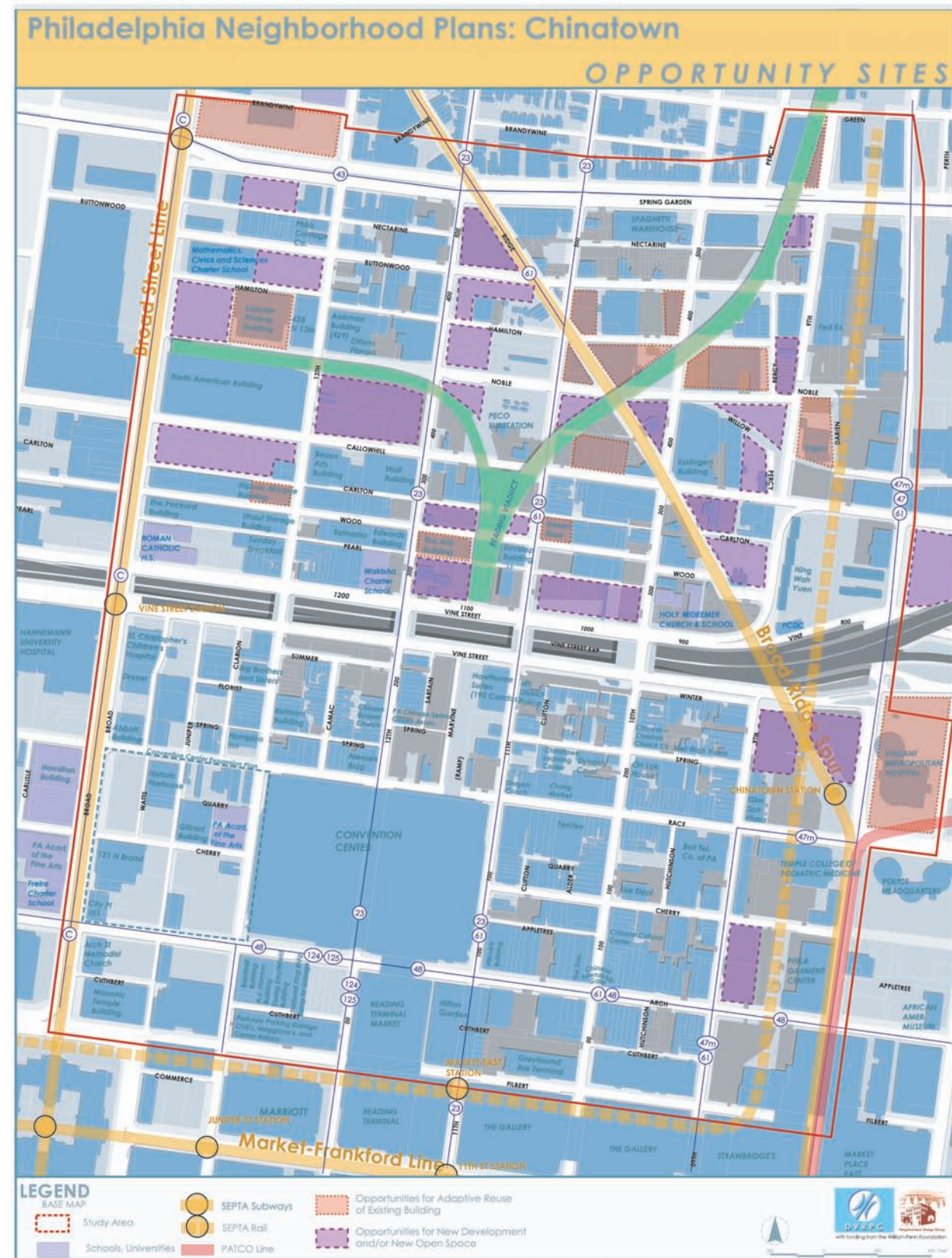
SUMMARY OF OPPORTUNITIES AND CHALLENGES

This planning effort has proceeded from an intensive public involvement program developed and implemented by V. Lamar Wilson of Wilson Associates. Through interview and meetings with key stakeholders, residents and business owners a variety of neighborhood needs, issues and priorities have been identified. These issues and needs together with the initial observations of the consultant team are organized below into three generalized categories: Economic Development, Housing and Community Development, and Transportation. Both opportunities and challenges under each category are identified.

Economic Development

Opportunities:

- Potential expansion areas north of the Vine Street Expressway
- Adaptive reuse potential of vacant or marginally utilized former industrial buildings
- Concentration of architecturally interesting historic loft structures at 11th & Ridge
- Redevelopment of vacant land and parking areas
- Development potential of land within viaduct right-of-way
- Redevelopment of wholesale/distribution





Ridge Avenue

district

- Good local and regional access
- Existing (tourist) customer base
- Proximity to Center City and Convention Center
- Potential linkages and partnerships (e.g., Center City District, NCC, NPS, others)

Challenges:

- Narrowly defined and limited local economy (restaurants and local tourism)
- Lack of coordination, especially, in marketing, among local businesses
- Inadequate linkages to Center City and regional tourism efforts
- Insufficient access to broader markets for local businesses
- Inadequate neighborhood-oriented retail and

services

- Encroachment of Center City into Chinatown
- Physical barriers created by the viaduct, the Vine Street Expressway, PECO substation
- Demolition of historic buildings and urban fabric
- Destruction and inappropriate modification of historic facades
- Vulnerability to inconsistent and inappropriate development and land uses north of Vine
- Lack of community control or input in the planning and development process

Housing and Community Development

Opportunities:

- Strong demand for housing
- Demand for a variety of housing types; multiple

market potential (families, singles, seniors)

- Higher density living is acceptable
- Very strong community identity and image
- Strong cultural values and significant "social capital"
- Population diversity
- Strong and highly organized community development leadership
- Potential connections to Franklin Square (and linkages to INP)
- Potential reuse of all or portions of the viaduct as an elevated linear park
- Potential removal of part of the viaduct to create development opportunity sites
- Potential reuse of vacant or marginally used lands for new park space

Challenges:

- Rising land values and housing affordability
- Limited housing opportunities causing new immigrants to move to other areas of the City
- The barriers created by the viaduct and the Vine Street Expressway , PECO substation
- Demolition of historic buildings and urban fabric
- Inadequate zoning enforcement
- Maintenance and streetscape conditions, especially north of Vine Street
- Cultural and language barriers to

communication and community outreach

- Better community coordination/ communication (e.g.,“block captains” program, community newsletter) needed
- Lack of adequate social and community facilities, such as a public school, library, community center and immigration services
- Significant lack of parks, recreation facilities and open space
- Need support from city councilman for the area

Transportation

Opportunities:

- Good local and regional access
- Walking distance to Center City, Convention Center, Independence Mall
- Potential reactivation of PATCO station

Challenges:

- Poor pedestrian connections across the Vine Street Expressway
- Inadequate pedestrian environment north of Vine Street
- Speeding on local streets, especially associated with Expressway traffic
- Need traffic calming on major streets and access points to Expressway
- Limited transit access (and potentially less service in the future)
- Inadequate parking
- Loading and deliveries need to be accommodated

Demolition of historic loft structure



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CHAPTER 3. RECOMMENDATIONS

As a result of analytical work completed by the consultant team and input from the community-visioning workshop, preliminary planning recommendations have been developed for the area. From these recommendations, a list of "early action items" for early implementation has been established based upon further community input and comments. Many of the recommendations for the Chinatown community focus on developing additional housing opportunities and enhanced community services, facilities, and amenities.

Planning recommendations are classified under the following categories:

- Housing and Community Development
- Open Space, Parks, and Recreation
- Economic Development
- Transportation
- Early Action Projects

HOUSING AND COMMUNITY DEVELOPMENT

Housing and Community Development planning recommendations fall under the following general categories:

1. Land bank and then develop affordable housing for low and moderate income households
2. Develop additional market rate housing for the Asian-target market
3. Continue to develop market rate housing in the Callowhill Loft District
4. Enhance the Chinatown Planning and

- Zoning Committee to support community preservation
- 5. Mitigate physical barriers within the community
- 6. Streetscape and gateway improvements
- 7. Community aesthetics and public environment maintenance
- 8. Community services delivery and coordination and crime prevention

Recommended Community Planning Goals and Strategies:

1. Land bank and then develop affordable housing for low and moderate income households

As reflected in the opportunities and challenges assessment, there is strong demand for a variety of housing types in Chinatown. While the market seems to be providing housing opportunities for higher income households in the form of condominium conversions of former industrial loft structures, more affordable housing alternatives appear to be increasingly limited. Gentrification in the form of loft conversions and both residential and non-residential land speculation are increasingly limiting opportunities for affordable housing in Chinatown. During the community visioning process and additional meetings that were held with community leaders and stakeholders, special concerns were raised regarding the need for additional housing for low- and moderate-income households, especially for new immigrants, families and seniors and households with very low incomes of between \$800-1,000 per month. Concerns were also raised regarding the poor condition and frequent over-crowding of existing housing for these groups, which further amplifies the need to

expand low- and moderate-income housing choices. Collectively the concerns and issues raised repeatedly by residents suggest that development of additional affordable housing be designated the primary community development goal of the Chinatown community.

Low- and moderate-income housing should serve households with an income of less than 60% of the median. This type of housing could be provided in the form of mid-rise and even possibly higher rise apartment buildings that would generally not exceed six stories in height. Although the development of higher rise affordable housing is contrary to the well-established affordable housing trends in the United States, conversations with the community indicated that this may be a housing type and density that would be acceptable to new immigrants from urbanized communities in Asia. As the future land use plan indicates, there appear to be housing development opportunities for new construction as well as adaptive reuse throughout Chinatown



1006 Buttonwood: Potential new housing site in Chinatown North / Callowhill



11th and Race Streets: Potential housing site in the core of Chinatown

North/Callowhill, including sites along Ridge Avenue and 10th and 11th Streets. Some opportunities also may exist in the core of Chinatown such as the parcel on Arch Street and on Race and 11th Street. In addition to buildings specifically developed for low- and moderate-income housing, it is also recommended that market rate housing developments include a percentage of units reserved for low- and moderate-income households.

There are at least two potentially key initiatives that could be implemented to increase the supply of affordable housing in Chinatown. The first of these is to work with the city and the Philadelphia Housing Authority to directly acquire land reserved for affordable housing. Actions of this kind would ensure that land would be preserved with the community for the development of affordable housing and protected from speculation or development. The future land use plan identifies several priority acquisition parcels that are recommended to be acquired by the city or Philadelphia Housing Authority for affordable housing.

While the implementation plan shows development of these sites in the year after acquisition, it is most important to simply acquire the listed parcels of land each year. Newer immigrant housing options should also be explored for those who might be either ineligible for public housing or in need of temporary housing.

A second key to expanding the number of low- and moderate-income housing units in Chinatown may be to expand the number of housing development partners, including private developers to work with local organizations to build subsidized housing. To also ensure the supply of affordable housing over the longer term and protect it from gentrification and market development pressures, publicly developed housing or housing developed in partnership with public agencies could also incorporate restrictions that would permanently maintain the affordability of residential units.

The Philadelphia Chinatown Development Corporation (PCDC) has a strong track record of developing affordable housing for families and seniors. This includes recent developments in Chinatown North, such as Hing Wah Yuen (51 townhouses for first-time home buyers) and the adjacent Sing Wah Yuen. These new developments north of the Expressway should be extended and reinforced through additional affordable housing developments that may include both townhouses and condominiums or apartments serving households with incomes less than 80% of the median. It might also be feasible to renovate the Trigen building for unique affordable housing lofts. Obviously, many of these sites represent longer-term development opportunities. However in an effort to build on and extend immediate past successes and continue to expand the supply of affordable and mixed-income housing in



Sing Wah Yuen

Gim San Plaza: An example of mixed use development with affordable housing in Chinatown

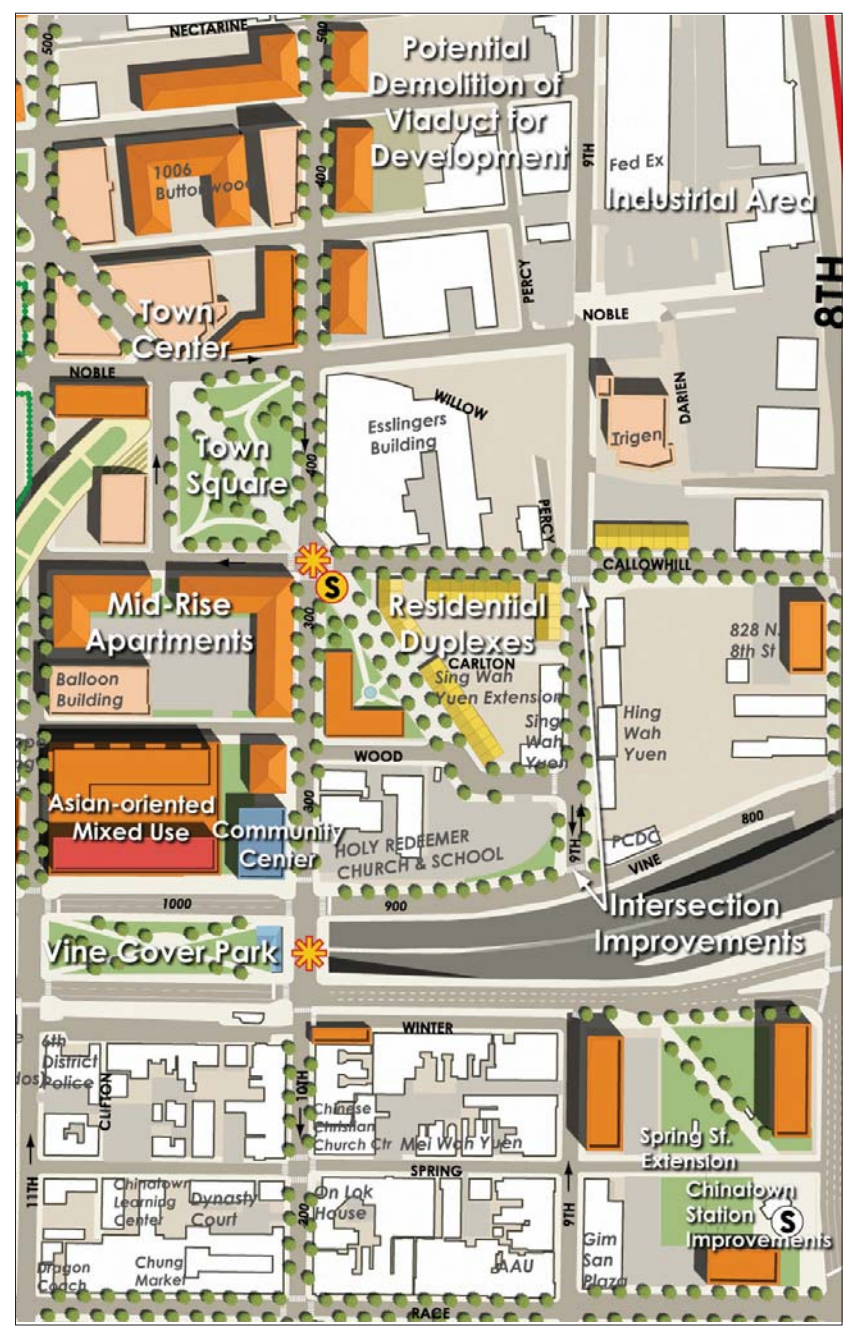


Chinatown, it is strongly recommended that PCDC move to secure development sites that directly adjoin their most recent developments. These sites include all or a portion of the Trigen site and the block bounded by Wood Street and Callowhill, between 9th and 10th Streets.

2. Develop Additional Market Rate Housing for the Asian-Target Market

Both due to its proximity to Center City and for cultural reasons, there also appears to be strong demand in Chinatown for market rate housing serving middle- and upper-income Asian households. It is anticipated that this housing type would appeal to singles, young

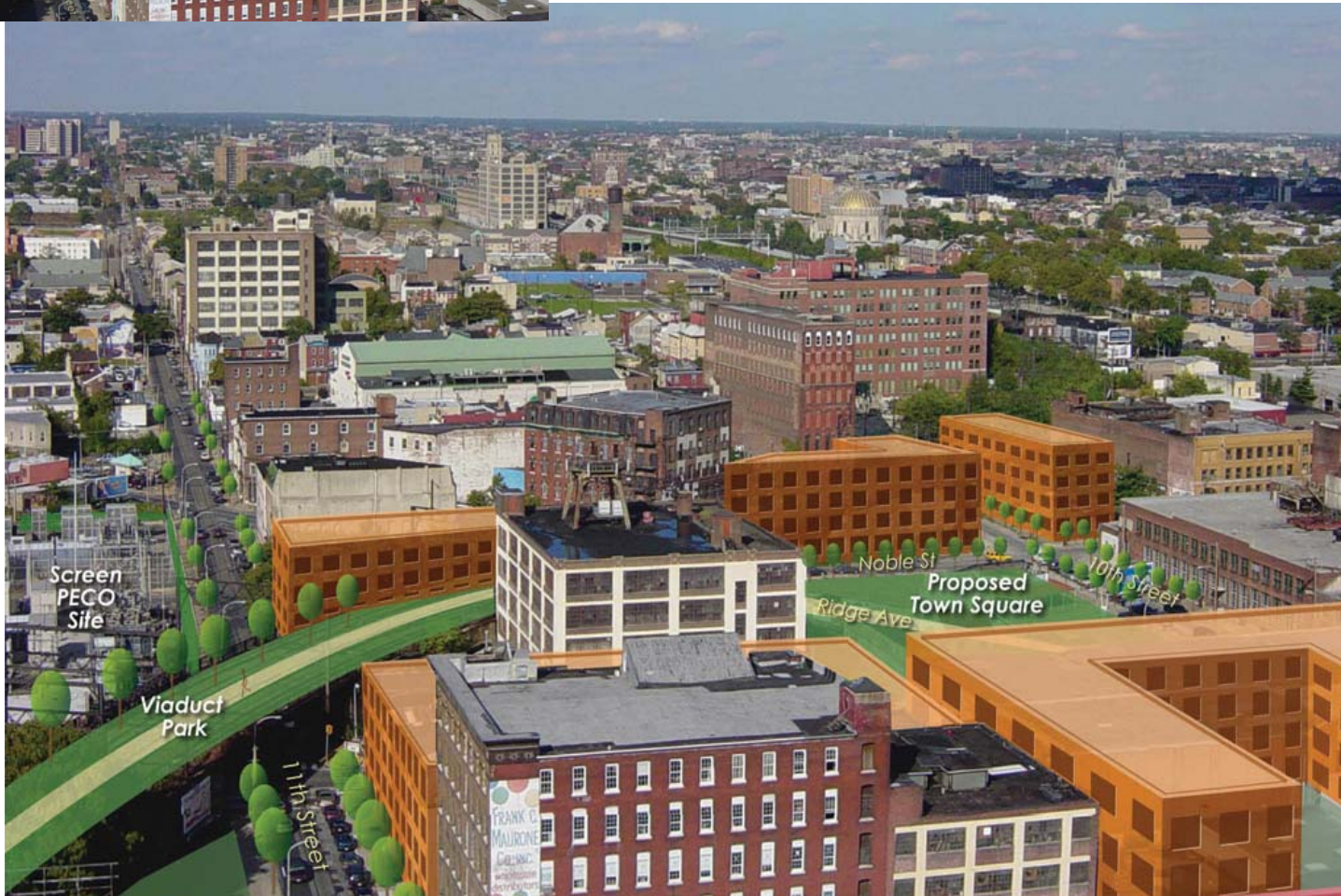
800 block of Race Street around the Chinatown Station



CHINATOWN



Looking north at the Town Center area.



families, and possibly "empty nesters" that may have moved to the suburbs or other areas of the city and wish to return to Chinatown. A variety of housing types, such as loft condominiums, townhouses, and apartments, would also serve to help retain Chinatown's young professionals within the community, individuals who can provide important services to local residents as well as community leadership.

The land use plan suggests a number of possible locations for market rate housing for the Asian-target market. These include: residential development on the edges of the new park proposed as the focal point of the proposed Chinatown North/Callowhill town center; renovated historic loft buildings at 11th & Ridge; and, infill development or redevelopment in the Chinatown core area where land costs are rising. Opportunities for infill development in the core of Chinatown exist at 9th and Race Street around the Chinatown Station. As indicated previously, a percentage of the units in any market rate development should be reserved for affordable income households.

3. Continue to develop Market Rate Housing in the Callowhill Loft District

The Callowhill neighborhood is emerging as a distinct, unique, and exciting new neighborhood within the study area. With many of the existing former industrial structures already converted to residences, and other major conversions planned, it appears that the most significant opportunity for additional housing in the District is the redevelopment of surface parking lots that exist throughout the district.



The new condominiums at Tenten provide market rate luxury living in the heart of Chinatown.

It is strongly urged that new construction be complementary in scale and character to the existing loft buildings and include amenities such as ground floor retail, convenience shopping, and restaurants to serve the burgeoning population of the district.

4. Enhance the role of the Chinatown Planning and Zoning Committee to Support Community Preservation

- The Chinatown Planning and Zoning Committee

A very strong sentiment voiced by both residents and stakeholders of Chinatown and the Callowhill Loft District is that local communities feel they have little inclusion or influence over development activities occurring in their neighborhoods. The extent to which residents of Chinatown

participate in the public planning process may be affected by language and cultural factors. There is also a sense that the neighborhood has limited political clout, and a distrust and fear of city government engendered by past experience with redevelopment projects, such as the stadium proposal. While the neighborhood already has a dedicated Zoning Committee that reviews and comments on most development proposals in the neighborhood, the committee should broaden its role by including more residents from Chinatown, providing multi-lingual meeting announcements and meeting facilitation. The committee should be broadly representative of all constituencies in the community; and should function as the principal liaison between the Chinatown community and the city on planning and development issues.

An historic building at Willow Street was demolished for parking.



- Demolition Delay Overlay Ordinance

An example of Chinatown's lack of involvement and influence in development decision-making that was often cited in conversations with the community, was the demolition of existing structures. Concerns were expressed that the community has little prior knowledge of proposed demolitions and, therefore, little time to react appropriately. Community representatives repeatedly expressed concerns regarding the loss of historic structures and subsequent redevelopment of demolition sites with surface parking lots. In addition to petitioning the city for its own local planning committee, a demolition delay overlay ordinance, which would automatically require a substantial review and comment period for any pro-

Traditional Chinatown architecture



posed demolition within Chinatown, would further assist the community in gaining greater control over its own destiny.

- Design Guidelines

While Chinatown has many historic buildings and some buildings with unique Asian architectural details, the community has also had several historically and culturally insensitive façade renovations. To prevent further modifications and new developments that do not accentuate Chinatown's historic and cultural resources, Chinatown should develop and implement design guidelines for new and existing development. These guidelines should be flexible to encourage a variety of architectural styles but also encourage some traditional Chinese or Asian style building adornments to emphasize Chinatown's neighborhood character.

5. Mitigate physical barriers within the community

As highlighted in the Opportunities and Constraints section of this study, several physical features in the study area create significant barriers to community inter-connectivity. These include the scale of the Vine Street Expressway trench, the expressway ramp character of Vine Street service roads, the deteriorated Reading viaduct, the PECO transformers on Callowhill Street, and the lack of good pedestrian connections to Franklin Square and Independence National Park. Effectively mitigating all of these barriers will be a costly and long-term enterprise requiring significant investments of resources on the part of the City and other governmental entities.



Three Alternatives for Vine Street: Green Blocks, Green Bridges, Green Parkway

Three alternatives for Vine Street: Green Blocks, Green Bridges, Green Parkway (Vine Street: Reconnecting Communities Plan)

- "The Big Lid" - Covering the Vine Street Expressway

A number of alternatives were suggested for mitigating the barrier effect caused by the depressed portion of the expressway. In the "Vine Street: Reconnecting Communities" study (see www.pps.org/vineonline) conducted by the Project for Public Spaces, these solutions ranged from replicating the current treatment of the 10th Street crossing by cantilevering park spaces over the expressway at the other bridge crossings, to completely covering strategic blocks such as the block between 10th and 11th, to creating a continuous cover over the expressway for its entire length to Logan circle. Obviously, the most desirable mitiga-

tion would be a continuous cover, whether as a "green parkway" as envisioned by the Project for Public Spaces or, alternatively, through development of the air rights over the expressway in the form of a "big lid" project (see Economic Development below).

All of these solutions would be costly and most likely take years to implement. It would seem advisable, therefore, to implement short-range improvements that would provide immediate benefits while functioning as the first phase of a longer-term effort to develop a permanent solution. The recommendations of the Vine Street Reconnecting Communities project included short-range modifications

to the 10th Street crossing that would immediately enhance community connectivity, while not precluding later, more extensive improvements along the corridor. It is therefore recommended that these improvements be pursued as a first phase of a longer-term plan to transform the Vine Street Expressway from a chasm that divides Chinatown to a critical linkage that binds the north and south sides of the community together.

To determine the best course of action, a fiscal impact analysis and an engineering feasibility study should be commissioned by the city in partnership with the Chinatown community and the Pennsylvania Department of Transportation to determine the following:

- What would the costs of a "big lid" project be that would involve covering all of the expressway versus just portions of the Expressway and what funding sources would be available to support such an undertaking?
- What are the real economic, community development, and social benefits of covering all or portions of the expressway?
- Is development of the air rights of the expressway feasible from an economic and engineering perspective?
- What would the 3+ acres of new development parcels over the expressway be worth and what would be the economic benefit to existing areas that would now adjoin a covered (and developed) expressway?

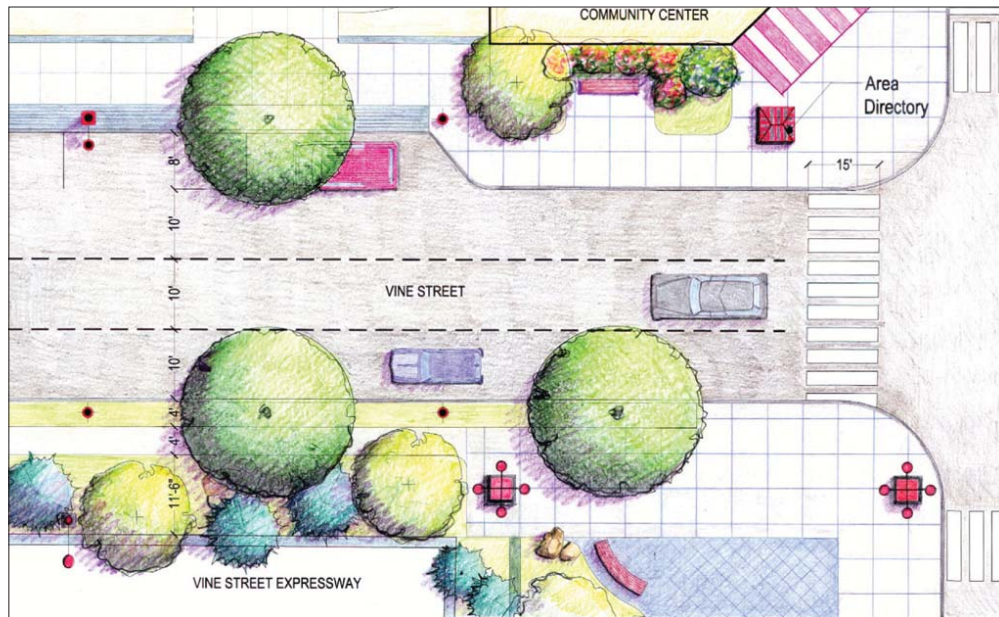


Covering the Vine Street Expressway would be a transformative event for Center City with tremendous impacts on the Chinatown community. It is therefore essential that any feasibility study include a comprehensive public involvement process. It should also be recognized that this effort would be a very long-term undertaking and that other improvements, such as traffic calming along the Vine Street surface routes as suggested below could be more easily and immediately implemented and result in significant short-term benefits. Nevertheless, thinking about the future of the Expressway should begin to be incorporated into Chinatown's community planning, therefore, a study of the feasibility of development of the Vine Street air rights is recommended.

- Calm traffic on Vine Street local service roads
- Due to their highway-inspired design, the local access streets that parallel the expressway are also a significant barrier to community connectivity, exacerbating the effects of the barrier created by the Expressway trench. As recommended in the "Vine Street: Reconnecting Communities" study, an extensive traffic calming program should be implemented along the Vine Street local service roads north and south of the expressway. This program should include:
- Reduction in the number of lanes on the north side of the expressway

CHINATOWN

Typical block example of streetscaping and traffic calming along Vine Street. (Vine Street: Reconnecting Communities Plan)



Columbus, OH I-670 Bridge



When Columbus, OH needed to widen a downtown bridge over their sunken expressway (I-670) a local developer recommended building retail on it. He claimed the bridge would become another city block seamlessly connecting and expanding downtown to adjacent neighborhoods.



12,000sf and 14,000sf of retail on each side of the street

- Reduction in lane widths on both sides of the expressway
- Widening of sidewalks
- Installation of intensive streetscape enhancements
- Installation of curb extensions at all intersections with on-street parking
- Installation of highly visible crosswalks

These improvements, combined with pedestrian-oriented development along both sides of the expressway, could transform the arterial highway character of Vine Street local service streets into a more attractive urban boulevard. The possibilities of achieving this dramatic re-visioning of the corridor are further increased if the expressway air rights are also developed and new apartment buildings, condominium towers, and office complexes - all with first floor pedestrian-oriented land uses and adjoining public open space - rise to fill the gap created by the expressway. It is recommended that traffic calming along Vine Street local service roads be designated an early action item.

- Incorporate the Reading railroad viaduct into community development strategies

An artifact from the city's history as a national railroad hub and the subject of mixed feelings is the abandoned Reading Railroad viaduct. This massive structure is viewed simultaneously as both an obstacle to redevelopment in Chinatown North and as a potential elevated "rails to trails" linear park space akin to the West Side High Line in New York City and the Promenade Planteé in Paris. It is also viewed as a defining feature of Chinatown North/Callowhill

Promenade Plantee, Paris, France



The brick and stone Promenade Plantee in Paris, France stretches 2.5 miles between Place de la Bastille and Bois de Vincennes.



It was abandoned in 1969 and purchased by the city in 1987. In the 1990s it was an eyesore in a declining neighborhood.



The City of Paris worked with an arts and crafts association to transform and revitalize the viaduct and surrounding neighborhood.



The viaduct becomes an elevated pedestrian walkway with garden spaces and access to the street at almost every block.



It has artisans and craft stores in the arches of the structure.



Today the Promenade Plantee is an asset to an up and coming neighborhood.

with the ability to spur additional redevelopment based on its novelty and potential as a neighborhood green space. However, the land under the viaduct could also provide large tracts of potentially publicly owned real estate, which could be redeveloped for a number of uses, including affordable housing. The reality is that while perhaps not as costly an undertaking as covering the expressway, the environmental mitigation and removal of the viaduct is likely to also be a very expensive proposition.

Initial thinking on the future disposition of the viaduct has traditionally focused on an "either/or" scenario: complete removal or complete preservation. An alternative



Existing Reading Viaduct in Chinatown North / Callowhill

scenario is the possibility of selective demolition and the retention of certain segments of the viaduct. The "Broad Street" spur, for example, does not appear to pose much of an impediment to redevelopment and its gradual rise from street grade makes it an ideal access point for prospective uses atop the viaduct. These uses would benefit from the sweeping vistas of center city and the promise of a dramatic downtown overlook or "sky park" - especially if connected to air rights development over the expressway. Retaining the portion of the northern spur between Vine Street and the new town center proposed for Chinatown North (see Economic Development below) also offers interesting opportunities. Another option may be retaining only the masonry components or earthen embankments of the Viaduct as "urban artifacts" that could be

interpreted historically to tell the story of the city's mighty industrial heritage or even serve as individual urban overlooks.

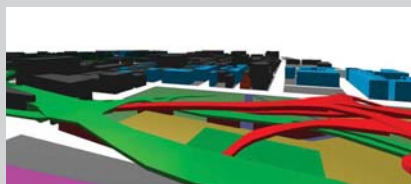
Considering the costs associated with even partial removal of the viaduct, it would seem prudent to explore all options, including reorganizing the pattern of redevelopment in Chinatown North/Callowhill around a framework provided by the viaduct. New and rehabilitated existing buildings directly accessing the viaduct would benefit greatly from a new elevated linear park. This strategy, however, has not been favored by some due to the feeling that the building sites and parcels that would result from the demolition of the viaduct represent a significant new redevelopment opportunity in Chinatown North/Callowhill. Alternatively, existing triangular-shaped parcels that

adjoin the viaduct are an opportunity for interesting new construction similar to the historically interesting 19th century industrial buildings along Ridge Avenue mentioned in prior and later sections of this report.

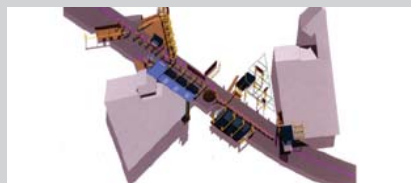
Thinking about the future of the viaduct should also take into consideration the potential for air rights development of the expressway. While the actual feasibility of this development opportunity cannot now be quantified, it is possible that if a sizeable new development parcel became available within the alignment of the expressway, pressure for northward expansion in the near term and the immediate need to reclaim the development potential of the lands beneath the viaduct may be somewhat diminished

Based on the extent of current development activity in Chinatown North it appears that the question of retaining or demolishing the viaduct does not have to be answered immediately. However, the direction of future development as recommended by this plan and evidenced in the community indicates that the future of the viaduct must be fully integrated into the overall community development strategy of Chinatown. Design studies developed by students from the University of Pennsylvania and Drexel University have suggested some imaginative and innovative reuse concepts for the viaduct, which have served to initiate broader interest in the future of the structure. Further planning for the Viaduct, however, should include extensive public input from local residents and stakeholders most affected by the viaduct and be based on a comprehensive analysis

Drexel University Department of Architecture sixth year Urban Design Studio led by Brian Phillips.



Brian McGarry explored the north end of the viaduct as a new public park where the viaduct splinters as it sweeps to the ground.



Josh Janisak investigated a new type of industrial activity which used the viaduct as a primary element.



Chen Yo explored a new Chinatown Community Center bridging the ground plane with the viaduct level over top of I-676.



Kelly Anderson explored a pre-fab affordable artist studio scheme.

of impacts to Chinatown and Callowhill as well as a balanced understanding of what is best for local residents and business owners as well as the city as a whole.

In the near-term, while the ultimate fate of the viaduct remains unknown, attempts should be made to improve the maintenance and overall appearance of the structure, including undertaking a number of simple improvements, such as:

- Cutting grass and weeds on the viaduct deck and embankments
- Colorful painting of the bridges (possibly through a student art competition managed by the City's Percent for the Arts Program or the Mural Arts Program)
- Decoration of bridges as gateways to Chinatown
- Ornamental lighting design for bridge structures
- Up-lighting of masonry walls (similar to Fairmont Prison)
- Pedestrian lighting beneath bridges and overpasses
- Management of drainage and runoff into streets beneath the viaduct
- Ornamental landscape improvements
- Remediation and demolition cost analysis

These improvements would contribute significantly to enhancing the appearance of Chinatown North/Callowhill and may ultimately change perceptions of the value of the viaduct. Ultimately, the full costs of environmental remediation and demolition must be determined and compared to the development potential that would be created by its removal. Therefore, it is recom-

University of Pennsylvania Design Charrette led by Harris Steinberg of Penn Praxis.



Team 4



Team 6



Team 8



Team 9

mended that a preliminary environmental investigation and economic impact analysis be commissioned by the city to gauge the relative costs and benefits of the range of actions proposed here. The City of Philadelphia commissioned an environmental study of the viaduct in the summer of 2004. Results are forthcoming shortly. Furthermore, it may be cost effective to incorporate this evaluation into the expressway air-rights feasibility study suggested above.

Screen the PECO substation

The large, industrial-scale PECO transformers that occupy the site where the two spurs of the viaduct diverge south of Hamilton Street significantly diminish the appearance of the local area and detract from the redevelopment potential of neighboring sites. It is essential that this substation facility be effectively screened. A number of options are available, ranging from a plant material screen similar to the 26th Street gateway developed by the Pennsylvania Horticultural Society (PHS), or

an attractive brick or masonry screening walls, or a structural screening material similar to the system used recently at the new chiller plant at the University of Pennsylvania. Considering the general lack of landscaping in Chinatown North/ Callowhill, the former option would seem preferable; therefore, it is recommended that the Philadelphia Chinatown



PECO substation along Noble Street





Franklin Square's historic fountain

unfriendly to pedestrians. The arterial highway-oriented design is reflective of its former role as a principal access route to the Benjamin Franklin Bridge prior to the construction of Vine Street Expressway.

The long-vacant Metropolitan Hospital (now being redeveloped as condominiums or apartments), with its suburban-style deep setbacks from Race Street and lack of street-edge pedestrian activity, also represents a significant visual and psychological barrier between Chinatown and Franklin Square. The largely vacant block west of the Metropolitan Hospital, beneath which the



The wide expanse of Race Street at 7th Street

Broad-Ridge Spur runs, further exaggerates the sense of distance between Franklin Square and Chinatown. Existing buildings on the south side of Race Street also present an unfriendly face to Race, including the

Development Corporation, in cooperation with the Callowhill Neighborhood Association, approach both PECO and PHS to request assistance in planning and implementing an effective landscape screen of the transformer site.

- Improve connections to Franklin Square

Located on the eastern edge of Chinatown, Franklin Square should function as an impressive and inviting gateway and a meaningful public space resource for the Chinatown community. For a variety of reasons, unfortunately, this sadly neglected park - one of the original five squares in William Penn's plan for the city - is more often populated by the homeless than residents of Chinatown (although practitioners of T'ai Chi are often observed in the square in the mornings). It is generally perceived to be isolated from the community.

The reasons for this perception are easy to appreciate. Race Street, which provides access to the square from Chinatown, has a very wide cross section and character

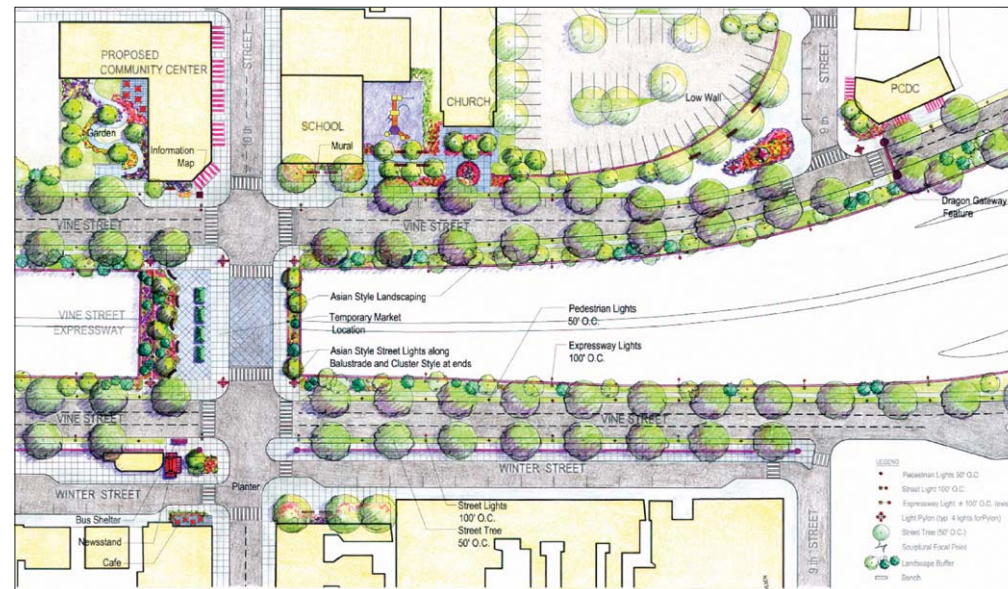
Conceptual design plan with destination uses and traffic calming. (Vine Street: Reconnecting Communities Plan)



long-closed main entrance of the bunker-like Police Headquarters and the new parking garage addition to the College of Physicians building. Finally, the lack of active land uses on the edges of the square and the existing condition and design of the park itself significantly limit its active use.

There are reasons for hope, however. The adaptive re-use of Metropolitan Hospital will at long last bring residents close to the square's western edge. Perhaps more importantly, the opening of the National Constitution Center - with its principal entrance facing directly on the square - will bring Philadelphia's "invisible square" into the view of a projected one million annual visitors. The Vine Street Reconnecting Communities study focused significant attention on methods to revitalize Franklin Square - all of which merit serious consideration. The goal of reconnecting Franklin Square to Chinatown and incorporating the park within the boundaries of the neighborhood, as perceived by both residents and visitors could be advanced in three principal ways:

- Erect a significant new gateway to Chinatown - similar to the Friendship Gate at 10th & Arch - across Race Street at 6th Street. This bold visual statement would accomplish several objectives, including establishing a much-needed link between Chinatown and the cultural tourism occurring in the Independence National Historic Park, and incorporating Franklin Square into the psychological domain of Chinatown.



Gateway and streetscape improvements at 10th and Vine Streets. (Vine Street: Reconnecting Communities Plan)

- Race Street should be narrowed, curb extensions installed at all intersections, and other traffic calming and intensive streetscape improvements provided to enhance the pedestrian environment. This would provide a highly desirable walking environment between Chinatown and Franklin Square.
- As part of the recommended "Chinatown Greening" program (see Open Space, Parks, and Recreation below) the Chinatown community should consider formally adopting Franklin Square and providing leadership for its revitalization.

6. Streetscape and Gateway Improvements

The poor condition of the pedestrian environment, especially in Chinatown North/Callowhill, is an issue that was raised frequently in conversations with community residents and stakeholders. Of special concern are the poor pedestrian connections across the Vine Street corridor. A related concern that was raised was the need to establish gateways to reinforce community identity, establish linkages to neighboring potential markets such as Independence National Historic Park and the Pennsylvania Convention Center, and to express and define areas of community expansion, such as

Chinatown North/Callowhill. The Vine Street Reconnecting Communities study presents some conceptual streetscape ideas that are an excellent starting point for developing a community-wide streetscape improvements program for Chinatown. However, more work is needed to develop final streetscape plans and designs that are sensitive to local culture and traditions and respect special characteristics of Chinatown neighborhoods, such as open air sidewalk markets and places of community gathering and orientation.

Following is a proposed approach to initiating a comprehensive streetscape improvement plan for the Chinatown study area.

- Implement initial recommendations of the Vine Street Reconnecting Communities Study

The Vine Street Reconnecting Communities study suggested a number of initial streetscape improvements, focused

primarily on enhancing community connectivity across the 10th Street crossing of the expressway. Some implementation funding is presently available that could be used to leverage additional funding. Therefore, it is recommended that the 10th Street improvements be designated an early action item.

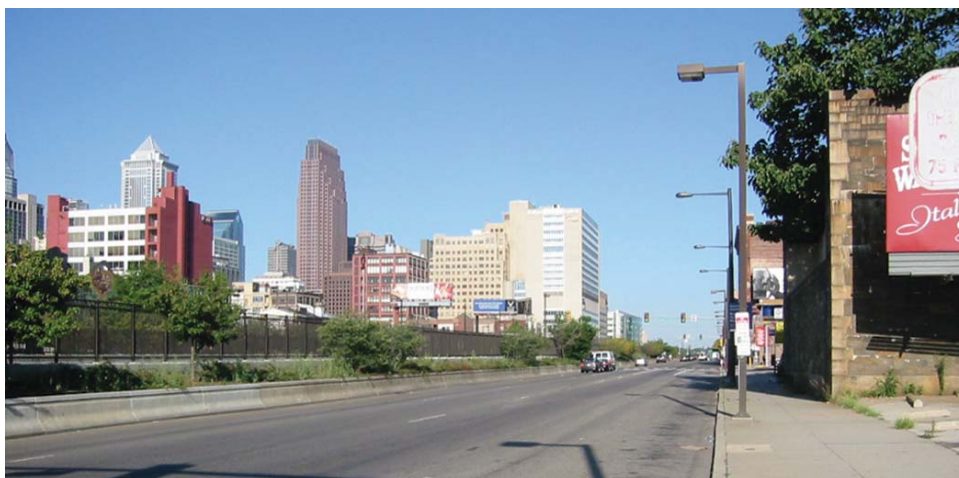
- Strategically focus initial streetscape improvements

Taking into consideration the likely limitations of the city capital improvements budget, it is recommended that a focused strategic streetscape improvement program be developed. The program should serve not only to enhance the pedestrian environment, but also achieve other goals such as enhancing community connectivity, linking Chinatown to adjacent tourist areas, and reinforcing neighborhood identity and the future direction of community development. Five initial streetscape improvement

projects are proposed, and it is recommended that these projects be designated priority projects:

- 10th Street and Ridge Avenue above Callowhill. As illustrated on the proposed land use plan and described in more detail in the Economic Development recommendations, it is suggested that 10th Street northward to Callowhill and then Ridge Avenue from Callowhill to Spring Garden be developed as the principal north-south spine unifying Chinatown, Chinatown North, and Callowhill. Intensive streetscaping, based on conceptual designs developed in the Vine Street Reconnecting Communities study, would significantly improve the public environment in Chinatown North/ Callowhill, and also express the concept that this corridor is intended as an area of future community development and investment. Streetscaping should be

Vine Street local has fast moving traffic, excess lanes, and narrow sidewalks.



13th Street looking south from Hamilton - streetscape needs improvement.



improved all along the 10th - Ridge Spine from the Friendship Gate at Arch to Spring Garden.

- 13th Street from Vine to Spring Garden. Paralleling the 10th Street-Ridge Avenue Spine, 13th Street appears to function as a "main street" in the Callowhill neighborhood. Intensive streetscaping along this corridor would begin to provide missing pedestrian amenities in Callowhill.
- Race Street from the Pennsylvania Convention Center to 6th Street. As previously mentioned, streetscaping and traffic calming along Race Street and a new Chinatown gateway at 6th Street would help to bring Franklin Square into

the perceived boundaries of the community and establish a much-needed linkage between Chinatown and the tourist activity of Independence National Historic Park. Streetscaping would also serve to beautify Race Street, which is an important eastbound route in Center City subject to heavy traffic.

- Arch Street to the Pennsylvania Convention Center/Reading Terminal. Although 10th Street is just one-and-one-half blocks from the main entrance of the Convention Center, Chinatown does not have a particularly strong presence in this area. This is partly due to the massive and overwhelming scale of the Convention Center itself, the attraction of Reading Terminal, and the convenient

street connections to Market Street. Streetscaping and an additional Chinatown gateway along this street would serve to reinforce Chinatown as neighboring destination and beautify a heavily traveled corridor.

- Spring Garden Street from Broad Street to 9th Street. Traveling on Spring Garden Street west of Broad Street, there is landscaping in the medians and attractive street trees. Upon crossing Broad Street, Spring Garden has similarly attractive buildings with storefronts and residences; the streetscape, however, deteriorates into a treeless and poorly lit area. In an attempt to revitalize the many existing businesses along Spring

Continue streetscape improvements on Arch Street past 10th Street to connect Independence National Park with Chinatown and improve the aesthetics in Chinatown.





The Friendship Gate at 10th and Arch Street.

Garden Street through the study area, streetscape improvements should be made that include way finding signage, street trees, pedestrian lighting, landscaping, and improved sidewalks.

- Gateways

Ornamental gateways perform a number of important roles, including expressing community identity and reinforcing neighborhood boundaries. Gateways can also perform an important way finding and informational function, attracting and welcoming visitors and encouraging exploration. For Chinatown, this last function is extremely important. Although located between two major tourist destinations, the Pennsylvania Convention Center and Independence National Historic Park, Chinatown's visibility is somewhat limited

Examples of Gateways from other cities



Toronto, ON, Canada



Beijing, China



Los Angeles, CA, USA



Seattle, WA, USA



Singapore, Singapore



and its visual connection to these tourist areas is not well defined. Strategically placed gateways could help to increase Chinatown's visibility as well as symbolically express the future direction of community development and investment in Chinatown North.

The impressive Friendship Gate at 10th & Arch Streets is an outstanding model for distinctive gateway design. While exactly replicating this gateway at other locations throughout Chinatown would probably not be possible, or even desirable, creating a related "family" of gateways inspired by the design of the Friendship Gate, but at a smaller scale, may be an appropriate and more cost efficient approach. Alternatively, an entirely new design may be explored. Regardless of the actual design that is adopted, the gateways should be distinctive and highly visible. A number of possible locations for gateways have been identified:

- **10th Street over the Vine Street Expressway.** Decorating the bridge parapet with an ornamental gateway would inform drivers that they are not driving past Chinatown but "through" a dynamic and expanding community that now spans both sides of the expressway. The gateway could also take the form of pedestrian scale retail development similar to the new bridge over I-670 in Columbus, OH. This bridge could provide a model for physically and aesthetically connecting the area north of Vine with the core of Chinatown. This type of development could provide a very visible gateway for Chinatown while also providing continuous development to

economically connect the two areas.

- **Race Street at 6th Street.** By claiming Franklin Square as a new portal, Chinatown's connection to Independence Mall will be made apparent to literally hundreds of thousands of regional, national, and international visitors.
- **11th and Arch.** With so many competing activities and attractions, Chinatown must establish a clear and welcoming presence to conventioners as they enter and emerge from the Pennsylvania Convention Center.
- **Arch and 6th Street.** As the location of the Gateway Visitor Center, which provides the principal orientation experience for visitors to the region, a Chinatown gateway at this intersection would be highly desirable.
- **Spring Garden and Ridge.** While a gateway at this location may seem premature at this time, it would enable Chinatown to express its community development vision even if it takes many years to backfill opportunity with actual development.
- **7th & Callowhill.** As proposed in the Open Space, Parks and Recreation recommendations, it has been suggested that the truck parking lot currently existing at this location be redeveloped as much-needed recreational resources for Chinatown. This would make an ideal location for a local gateway to the community.
- **10th & Callowhill/Ridge.** The prospect

of the development of a new open space and town center for Chinatown North/Callowhill, suggests that a gateway improvement may also be warranted. A gateway at this location could serve to announce the formal entry point to the new Chinatown North/Callowhill neighborhood and reinforce the boundaries of this emerging area of community expansion, matching the gateway proposed at Spring Garden and Ridge

7. Community Aesthetics and Public Environment Maintenance

A common refrain heard in conversations with community residents was that trash is not well managed in Chinatown, and that this condition is having a deleterious effect on the quality of life for residents. Many reasons for this condition were cited, including small and overcrowded dwelling units that cannot accommodate

Trash is a big problem in Chinatown





Trash is a big problem in Chinatown



A Neighborhood Service District run through PCDC or Center City District could provide regular cleaning of the street and organize additional trash pickup.

indoor refuse storage, cultural feelings relating to indoor trash storage, the dense concentration of restaurants, and trash dumping by non-residents. In Chinatown North/Callowhill, the main problems are illegal dumping and the storage and pickup of the trash of commercial businesses, primarily wholesale food sellers. Regardless of the actual cause or causes of the problem, feelings around this issue are very strong. Satisfactorily addressing this issue will require advocacy along with programmatic, educational, and physical solutions. In an effort to enhance city refuse collection the community should first work with the Streets Department and advocate for increased services, emphasizing the impacts of dumping and tourism on the cleanliness of residential neighborhoods of Chinatown. Leadership for this advocacy could be provided by a community services coordinating organization, which is recommended below.

Programmatic approaches may include establishing a Neighborhood Service District that would provide supplemental trash collection and street cleaning for the community. Organized as a fairly low-cost operation using part-time staff and providing perhaps just one additional trash pick-up a week, the service could be run by Philadelphia Chinatown Development Corporation or contracted from the Center City District. The service district would be funded through contributions from businesses and multi-family housing landlords. An additional programmatic approach may be to develop and implement an extensive community education program, such as "Keep Chinatown Clean", that would seek to establish and reinforce acceptable domestic and commercial trash management practices through putting out flyers and information about prop-

er procedures and rules related to the appropriate storage and encouraging after-dusk disposal. In addition to flyers, the program could set up meetings with the community and city agencies to address cleaning and safety. Furthermore, youth, underemployed and/or the Center City District could be hired to do semi-regular cleanings that include Chinatown North. A physical response may be to require appropriately designed centralized refuse storage areas for new residential and nonresidential developments in Chinatown, especially for mixed-use developments that include restaurants.

In conjunction with the streetscape improvements, gateway planning, and programs such as "Keep Chinatown Clean", a banner design contest that encourages community youth and local artists to participate would be a good way to promote civic pride. The banners could be a part of the streetscape improvements and should stretch into Chinatown North.

8. Community Services Delivery and Coordination

- Prepare a Chinatown Social Services Plan

A major issue expressed by community residents and stakeholders related to the severe lack of community services and facilities within the Chinatown community. Furthermore, cultural and language barriers may be limiting access to these services and facilities when they are located outside of Chinatown. While certain programs are provided in the community already, it is important to realize the need and demand for additional programs and services. One of the goals of the Community Center that PCDC is planning is to provide arts,



Holy Redeemer Church and School at 10th and Vine Street.

culture, youth, adult, after school, computer, language, martial arts, job placement, training, and legal assistance programs. As may have been expected, different groups felt that different types of services and facilities were needed. However, there seemed to be general agreement that special emphasis should be given to providing support services for new immigrants. Among the types of community facilities and services requested were:

- Multi-purpose community center
- K-8 Chinatown charter school
- Job & ESL training

- Branch library
- Health and human services
- Immigrant support services
- Senior and youth services
- Recreation and social services

During meetings with the community, a number of residents mentioned the need for a public school in Chinatown, indicating that elementary school children from the neighborhood must travel a significant distance to McCall Elementary School located several blocks south of Market Street. Asian Americans United has won a planning grant

from the state Department of Education to study the feasibility of a Charter School. The School Reform Commission is about to begin preparing a master plan for the School District's capital program. It is anticipated that the master plan will evaluate school locations in relation to changing population trends within the city. This may be an opportune time for the Chinatown community to also advocate with the District for a public school.

Chinatown is a demographically diverse community. As a result, there are a number of constituencies within the community, each expressing their own goals and aspirations. It is conceivable that each group could pursue its own community service agenda; however, this suggests the possibility of dilution of community resources, inefficient duplication of facilities, and lack of coordination and even competition between overlapping service providers. Therefore, it is strongly recommended that a coordinated social services plan be developed for Chinatown identifying all of the

On Lok House provides senior housing and services, however there is a long waiting list.



existing and anticipated community and social service needs of the community. The plan should be prepared in consultation with an oversight or steering committee representing all constituent groups in the community.

In addition to identifying service needs, the social services plan should involve an assessment of the capacity of existing service groups, identifying where capacity building is needed and matching existing organizational strengths to appropriate tasks and initiatives. In cases where capacity weaknesses are identified by the plan, local groups should work with organizations such as the Philadelphia Association of Community Development Corporations (www.pacdc.org) to identify potential capacity building resources. Another important purpose of the plan would be to identify opportunities for joint programming, service and facilities development between existing organizations and groups. Combining and sharing resources, information, and ideas in this way will enable Chinatown to maximize the tremendous potential of its extraordinary cultural and social capital. Healthy and vital communities are typified by the number of volunteer organizations and associations they possess - of which Chinatown has many - and the degree to which the work and activities of these groups is coordinated and complementary. It is absolutely necessary that the Community Services Plan include translation and community outreach services. PCDC already provides a newsletter, a community liaison, and homeowner counseling programs. Outreach should also be geared to landlords and business owners.

- Chinatown Community Center

Given the new types of community services recommended in the previous section and the expressed need for additional community space and services by community stakeholders and residents, a new Community Center with ample space should be a high priority for Chinatown. PCDC recently conducted a feasibility study for a Community Center in Chinatown located between Vine, 10th, and Pearl



PCDC preliminary plan for the Chinatown Community Center.

Chinatown Community Center location



CHINATOWN

Streets. As shown in the proposed land use plan, this central location is still appropriate for a Community Center developed in conjunction with an Asian oriented retail and residential complex.

- Consider community and social services "embedded" in new development

An additional option in increasing access to community and social services, especially to the elderly and disabled, may be to build on the model of On Lok house, which includes a social services center component. By embedding some level of community and social services within new residential (even mixed-use) developments, service delivery could be more geographically diverse and even possibly tailored to the needs of the residents of the development. For example, housing for new immigrants could contain services such as ESL training and elderly housing could offer direct access to health services.

- Develop Chinatown-wide community coordination and outreach programs

An important issue relating to the delivery of community services was the need to enhance community coordination, communication and outreach especially among newer immigrants. The proposed social services plan could be an ideal vehicle for exploring the potential of local organizations to sponsor and provide leadership for these activities. Evaluating all of Chinatown's community service providers, the plan could recommend volunteer

outreach programs, town watch-type programs, a block captain plan, and suggest special events and programming.

- Crime Prevention

As Chinatown grows to the north, it is important to provide adequate safety patrols to ensure the security of new residents. Safety patrols around Chinatown North, especially near the churches and new developments should be emphasized. Crime prevention and cooperation with the Sixth District Police Station should be encouraged.

OPEN SPACE, PARKS AND RECREATION

The Open Space, Parks and Recreation Planning recommendations fall under the following general categories:

1. Initiate a Chinatown "greening" program
2. Organize the development of Chinatown North/Callowhill around a new central public open space
3. Incorporate park space in the covering of Vine Street
4. "Green" and open up the outdoor spaces of Holy Redeemer Church and School
5. Complete an economic study and master plan for the Reading Railroad Viaduct
6. Transform the parking lot at 7th & Callowhill into Chinatown play fields/gateway
7. Formally incorporate Franklin Square as a major open space within Chinatown
8. Expand Recreational Programming



Callowhill Neighborhood garden

Recommended Planning Goals and Strategies

1. Initiate a Chinatown "greening" program

As a densely developed community, Chinatown lacks any significant green spaces and open space. There are no formal public parks or recreation facilities within the core of Chinatown. And due to a number of related factors, Franklin Square does not function as an important community focal point or public space, despite its proximity to the community. North of the Vine Street Expressway, Chinatown North and Callowhill would best be described as post industrial and lacking any meaningful public environment. With the exception of a small community garden at 11th & Ridge, these areas have a bleak environment of surface parking lots, overgrown vacant lots, and deteriorated buildings. An aggressive "greening" of Chinatown and Callowhill should be undertaken, and include the following major components:

- Intensive shade street tree planting, especially along residential streets
- Landscaping and green spaces in both new development and redevelopment projects
- Landscaping and green spaces in new public and community facilities
- Development of new community gardens and maintenance of existing ones
- Landscaping and edge treatments for surface parking lots
- Adopt Franklin Square and provide community leadership for its revitalization



Clarion Street resident greening activity.

Representatives of the community should work with the Pennsylvania Horticultural Society Philadelphia Green Program staff to plan and implement the greening program.

Town Square Before



Town Square After



2. Organize the development of Chinatown North around a new public open space

As included in the Economic Development recommendations, the development of a new town center ("Downtown Chinatown North") is suggested for Chinatown North/Callowhill in the area between Callowhill, Hamilton, 10th and 11th Streets. A substantial new public open space on the future land use plan is proposed as the principal organizing feature of this

redevelopment zone. This space is envisioned as a classic town square designed to support community gathering, socialization, and passive recreation. Surrounded by public streets and aligned directly on the 10th Street-Ridge Avenue Spine, this park is intended to be a highly visible and accessible community focal point.

3. Incorporate park space on the cover of the Vine Street Expressway

Evaluating the development potential and feasibility of the air rights over the expressway is a major recommendation of this plan. It is further recommended that extensive landscaping and public green spaces be incorporated into the design of any expressway air rights development, including amenities such as public plazas, park space, and rooftop gardens.



The Highline Project in New York City.



On the west side of Manhattan there is a 1.5 mile long elevated railway. It runs through three dynamic neighborhoods, South Hell's Kitchen, West Chelsea, and Gansevoort Market District. The Friends of the Highline organization, founded in 1999, conducted a design competition, an economic impact analysis, and hired a design group to complete a master plan to preserve and reuse the Highline. (www.thehighline.org)

4. "Green" the outdoor spaces of Holy Redeemer Church and School

One of the many excellent recommendations of the Vine Street Reconnecting Communities study is to explore the long-term potential of eliminating all or portions of the barrier wall along the boundary of Holy Redeemer Church and School and adding landscaping to the existing asphalt play ground. As a result of traffic calming and streetscape improvements along Vine Street, the barrier wall may no longer be necessary, and once again Holy Redeemer could open its site to the community. In lieu of a solid barrier wall an open fence with landscaping or a low wall with a railing could be substituted to reinforce the church boundary while permitting views of the interior. Although it is probably necessary to retain the parking lots to the east of the church, these facilities could be landscaped in concert with the overall greening of the school campus. It appears that landscaping the Holy Redeemer campus could occur immediately, even if the removal of some or the entire boundary wall becomes a longer-term undertaking. Changes to the barrier wall would most likely require extensive discussions with the church community and archdiocese.

5. Complete an economic study and master plan for the Reading Railroad Viaduct

An important consideration in the decision to preserve or demolish the viaduct is whether there is a potential for the reuse for the structure. Assumptions have been made that the viaduct is physically suitable for reuse as an elevated linear park space; however, engineering and design assessments have not been made. The necessary first step, then, must be a



One of the few active recreation spaces is the basketball courts at the Chinese Christian Church Center.

thorough assessment of existing structural and environmental conditions and the development of preliminary reuse options, including addressing the important issues of accessibility. Interesting and thought provoking designs were already generated by students in a two semester Drexel University architecture class as well as a student charrette process sponsored by PennPraxis and the William Penn Foundation. A professional public design competition regarding reuse options - possibly organized and managed by the Philadelphia Chapter of the American Institute of Architects or the Design Advocacy Group could be considered after the environmental assessment is complete. An economic analysis of reusing the viaduct versus demolishing all or part of the viaduct should be conducted, as a precursor or a part of a focused master plan process that examines reuse and demolition alternatives.



6. Transform the parking lot at 7th & Callowhill into Chinatown play fields/gateway

There is clearly a need for both passive and active park spaces in Chinatown. The new public park planned for the Chinatown North/Callowhill town center will provide opportunities for passive recreation, such as sitting, people-watching and informal socialization. To provide for active recreation and field sport, it is recommended that the existing truck parking lot between 7th and 8th Streets on Callowhill be acquired and converted into playing fields and game courts



Vine Street Underpass at 7th Street - blank underpass walls and wide turning radii make for an unfriendly pedestrian environment.

7. Reconnect Franklin Square with Chinatown

Any plans for providing new and improved park space for Chinatown must include an evaluation of Franklin Square. Its proximity, its important history, and the tremendous need for green space in Chinatown all support the concept that this park should become integrated into the fabric of the Chinatown community. Additionally, due to its location along 6th Street - a principal entry point to the city from New Jersey - and its adjacency to the National Constitution Center and Independence Mall, beyond providing green space, Franklin Square could also serve as a major gateway announcing the presence of Chinatown to thousands of daily commuters and visitors.

The Vine Street Reconnecting Communities Study, which characterized Franklin Square as the city's "invisible square", identified several factors that limit the utilization of the park and that have consequently led to diminished

attention and maintenance. Chief among these is the fact that the park does not function as a destination due to a lack of attractions, poor management, run-down or inoperable facilities (for example, the historic fountain is not functioning), a lack of essential amenities (including comfortable seating), little or no landscaping, and no opportunity to purchase food. Compounding these factors is poor accessibility. Heavy traffic on the wide streets that bound the park isolates the square from nearby areas. The study articulated a set of comprehensive recommendations to improve the utilization of and conditions within the park. With the Chinatown community taking the lead in implementing these recommendations, a number of these recommendations could serve the dual purpose of making Franklin Square an integral part of Chinatown. Following are the key recommendations of the study modified, where possible, to reflect

National Constitution Center



involvement of or potential benefits to the Chinatown Community. The recommendations fall into four general categories: 1) improving pedestrian access into and around the square, 2) establishing the square as a destination, 3) improving the ground floors of all buildings facing the square, and 4) developing a management plan for the square.

- Improving pedestrian access to and around the square
 - Make entrances to the park more attractive. The park entrance at the corner of 6th and Race would be an ideal location for a Chinatown gateway
 - Restore, and in some places modify, the path system around the park.
 - Institute traffic calming measures at all locations around the park. Improving pedestrian connections along Race Street, as mentioned in the streetscape recommendations of the plan, would significantly enhance the linkages between Franklin Square and Chinatown.
 - Transform 6th Street leading to Franklin Square into an urban boulevard. This would in effect improve the pedestrian connections across busy 6th Street and ultimately enhance the linkages between Chinatown and Independence Mall and the National Constitution Center.
 - Create more comfortable and attractive places for pedestrians to cross Vine Street at the underpass on 6th, 7th and 8th Streets. These improvements would enhance the access between the growing residential population in Chinatown North/Callowhill and Franklin Square as

well as contribute to improving overall interconnectivity of the neighborhood.

- Establish the square as a destination
 - Restore the historic fountain as the focal point of a new plaza within the square. This recommendation includes a suggestion that the new plaza include an outdoor café, which could easily be a satellite operation of an existing Chinatown restaurant.

Franklin Square before



Franklin Square after



An example of a Ferris Wheel in Franklin Square looking from the Ben Franklin Bridge.

- Add flowerbed and seasonal horticultural displays throughout the square. This activity could become the responsibility of a volunteer Chinatown garden club or sponsored by Chinatown businesses. Asian-theme displays are also a possibility.
- Renovate the existing children's play area and combine it with other amenities. An enhanced play area would have a direct benefit for children within the Chinatown community, especially if better pedestrian connections are achieved. Additionally, recreation activities attractive to all members of the Chinatown community, regardless of age, should be incorporated into the park.
- Return the historic Applegate Carousel to the square. The recommendation refers to a historic carousel that occupied the park in the 1890s. It is uncertain whether the carousel still exists. An interesting alternative may be to commission a replacement carousel that again reflects Asian themes that could be both a tourist attraction and a focal point of community pride and interest - similar to the Friendship Gate.
- Consider renting a large Ferris wheel as a temporary attraction in the square. While this would presumably function primarily as a tourist attraction, other park enhancements that strengthen the linkage to Chinatown could capitalize on increased park patronage resulting from the Ferris wheel installation.
- Create a focal point around a relocated Police & Fireman's monument.
- Improving the ground floors of all buildings facing the square
- Develop a program for revitalizing the ground-floor uses in existing businesses. This recommendation focuses on "activating" the ground floors of all buildings that presently surround the square but are largely closed or anti-pedestrian in design, such as the Police Headquarters building, the former Metropolitan Hospital, and the American College of Physicians building on Race Street between 6th and 7th. The recommendation suggests temporary exhibits, for example, which could include information and cultural displays related to Chinatown.
- Agree upon a long-term vision for the redevelopment of buildings adjacent to the square. The Chinatown community should aggressively insert itself into any redevelopment planning for the areas around Franklin Square to ensure the development opportunities for Chinatown are maximized.
- Develop a management plan for the square
 - A committee should be formed with adjacent public and private property owners (including the federal government), the Fairmount Park Commission, the Center City District, and the Streets Department, in order to develop an action plan to move forward on the revitalization of the square. The Chinatown community should be centrally involved in encouraging the formation of this committee to ensure that enhancements are oriented toward improving connections to Chinatown, and that as suggested here, enhancements have an

Asian theme or orientation that integrates a renovated Franklin Square into the fabric of the Chinatown community.

8. Expand Recreation Programming

Another issue expressed by residents was the need for enhanced recreation services for the youth of Chinatown. It is essential that planning for new recreation facilities as suggested be paralleled with adequate recreational programming. The planning for such programming must also emphasize the development of effective recreation leadership. In an effort to assure effective community-wide coordination it is recommended that the evaluation of expanded recreational programming be incorporated into the proposed social services plan. Recreational programming should include at a minimum, the following:

- Coordinate and maximize existing programmatic offerings
- Develop new neighborhood and culturally based offerings responding to local demand
- Establish a youth recreation director or coordinator position within the community
- Establish a senior recreation director or coordinator position within the community
- Identification of public and private funding sources

ECONOMIC DEVELOPMENT

Economic Development Planning recommendations fall under the following general categories:



1. Encourage infill development and redevelopment in the Chinatown Core
2. Encourage redevelopment on the surface parking areas in Callowhill
3. Develop a new major "anchor" development on the north side of Vine Street
4. Develop a new town center for Chinatown North/Callowhill
5. Develop the air rights of the Vine Street Expressway
6. Create strong way finding/gateway systems to adjacent tourist areas
7. Provide sufficient neighborhood-serving retail
8. Develop business district coordination, management, and marketing capacity
9. Encourage the redevelopment of Spring Garden Street as a mixed-use commercial district

Wholesale and light industrial uses generate complaints from residents over trash and cleanliness. These types of uses could be relocated to other parts of the city.



10. Improve commercial facades throughout the neighborhood.

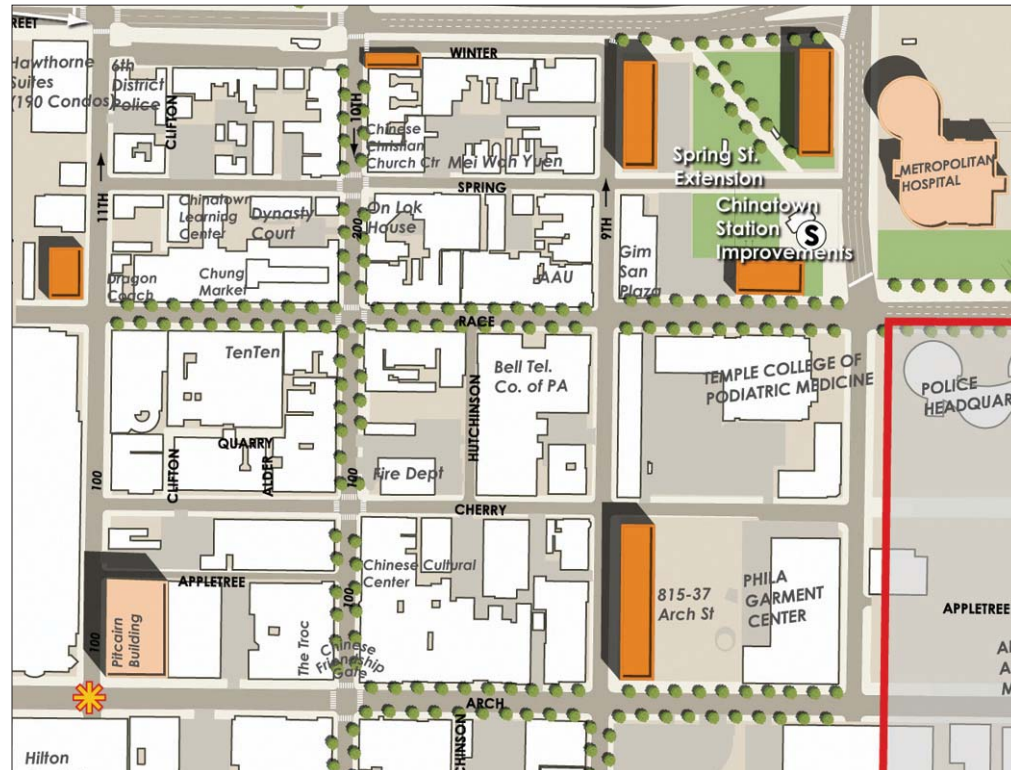
Recommended Planning Goals and Strategies:

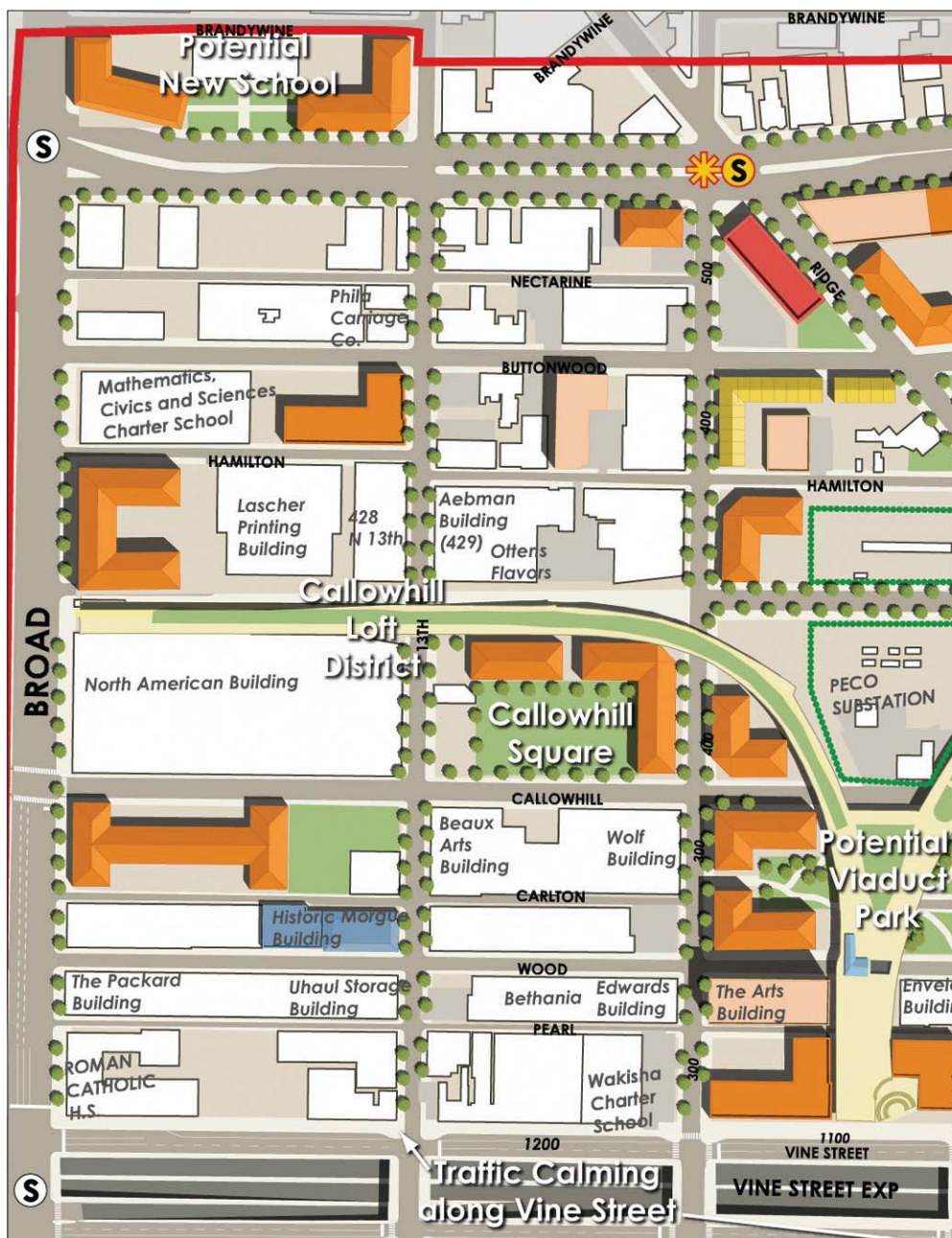
1. Encourage infill development and redevelopment in the Chinatown Core

The proposed expansion of the Pennsylvania Convention Center will result in some business dislocation in the Arch Street and Broad Street corridors. For some of these businesses, Chinatown will be a compatible or even preferred relocation alternative. Chinatown

business and civic organizations should work with the Convention Center Authority, the Redevelopment Authority, and other appropriate agencies to support successful business relocation and, if possible, expansion within the core of Chinatown.

It is important to note, however, that not every relocated business belongs in Chinatown. The key issue on the matter of displacement is that when the Convention Center was originally built, extensive and skilled staff effort was invested in the business relocation process - identifying the circumstances of each affected businesses, developing relocation and expansion plans for each, encouraging significant





investment in the relocated businesses, and helping arrange financing for that reinvestment. In effect, the "relocation problem" was turned into an "economic development opportunity."

There is no reason to believe that, as a matter of course, a similar level of effort will be put into this round of relocation assistance. This is likely for several reasons: (1) the benefits of the Convention Center are now well-established and this expansion effort is not as controversial as the original development; (2) there is much less relocation involved than originally; and (3) the relocation issues have already been muddled through the controversy surrounding speculative investment intended to reap excess acquisition payments.

Therefore, to the extent that Chinatown business and institutional interests are impacted by the expansion, Chinatown needs to encourage major public effort in the relocation process so that this expansion becomes another economic development opportunity for those businesses and for Chinatown.

As the proposed land use map illustrates, a number of possible sites for new infill development and possible business relocation exist in the Chinatown core area, particularly including surface parking lots and vacant land within the block bounded by Race and Vine between 8th and 9th Streets. Development in the Chinatown core area should take the form of mixed-use with first floor retail and commercial space and upper floor housing or office uses.



Surface parking lots in Callowhill Neighborhood



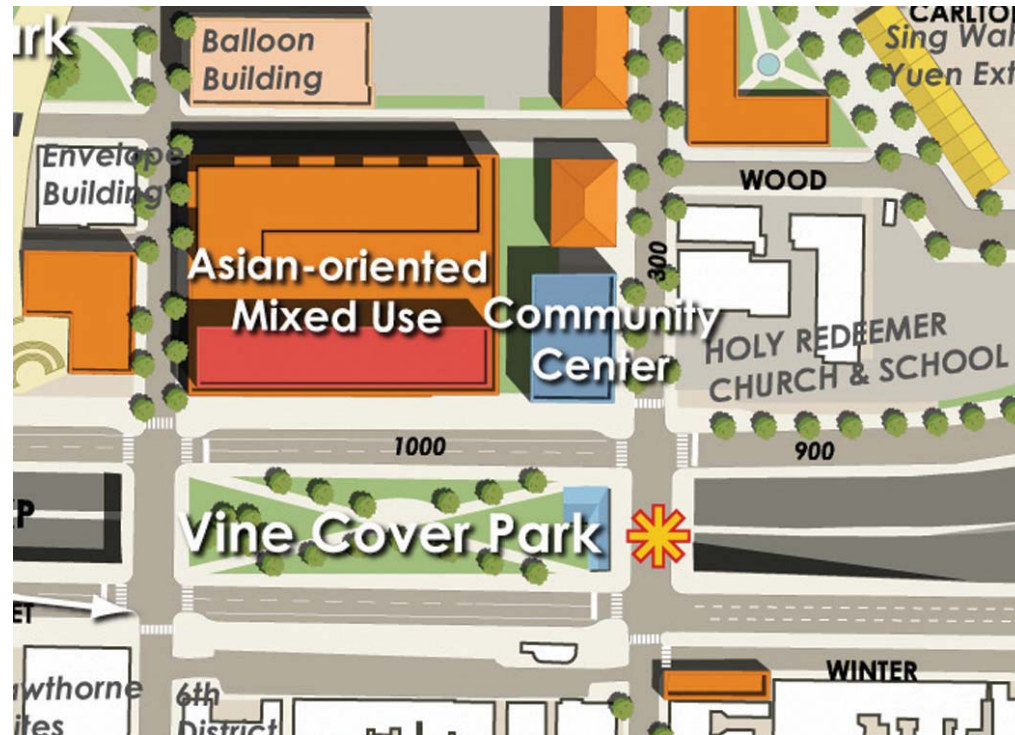
2. Encourage redevelopment of surface parking areas in Callowhill

Development in Callowhill has captured underutilized and vacant industrial buildings for conversion to successful loft condominiums and apartments. Continued development in this area should be guided to transform the area into an attractive neighborhood that includes a positive pedestrian street environment, supportive commercial services, and exciting and well-utilized public spaces. One key to this transformation will be new development on current parking lots including: (1) the parking areas east and south of the North American

building; (2) the parking area along Broad in front of the Lascher Building; and (3) the parking area north of the Arts Building. New development on these parking lots will necessitate the construction of structured parking to accommodate the parking displaced from these lots as well as new parking demands generated by this additional development. New parking can be developed by a private developer or by the Philadelphia Parking Authority or by a public/private partnership. However, the location and design of new parking facilities must be carefully managed and developed in close consultation with representatives of the community to ensure that the neighborhood is not overwhelmed with new



An example of an Asian oriented retail development in Toronto, Canada



surface parking facilities. A primary charge of the recommended Chinatown Zoning and Planning Committee should be to work with the City Planning Commission to designate areas or zones within Chinatown, Chinatown North and Callowhill where off-street parking facilities should be developed and specifically where they should be prohibited.

The quality of community amenities in this area will be further enhanced if development of these parking lot sites is designed to incorporate direct connections to potential open space resulting from the redevelopment of the

former railroad viaduct into an elevated linear park. Additional amenities and critical basic services can be provided through the use of first floor space for neighborhood-oriented retail and service businesses. Appropriate zoning requirements should be instituted to require the provision of first floor retail and commercial space in new and rehabilitated buildings.

3. Develop a new major "anchor" development on the north side of Vine Street

The block bounded by Vine, 10th, Callowhill, and 11th Streets offers the potential for a large, highly visible, mixed-use redevelopment. Many parcels within this block are either vacant, used as surface parking, or for sale. Other buildings are significantly underutilized and the complex of buildings on the southwest corner of Callowhill and 10th Streets is now being used for interim storage, but will be available for redevelopment within two years.

A substantial development on this block can play several key roles in Chinatown development. First, this block can be critical in integrating the development of Chinatown North with the traditional Chinatown since it is situated at the crucial 10th and 11th Street connections over the Vine Street Expressway and is adjacent to Holy Redeemer Church. Secondly, the Vine Street frontage of this block is some of the most visible property in Chinatown and has the greatest access to a regional Asian population that can reach this location from the entire Delaware Valley highway network. Thirdly, the corridor along 10th and 11th Streets reaching up to Ridge Avenue is proposed to be the spine of Chinatown North/Callowhill. Development at this location can incorporate a regionally-oriented retail, commercial, business-service project targeting the regional Asian market. Such a facility would compete with large shopping complexes along Washington Avenue. Located on the north side of Vine Street, the project could include lower floor retail and upper floor offices, trading businesses, and services. The development could also include multiple residential components targeting all income levels (market-rate, affordable, subsidized). The development could be supported by one or two parking structures and would include the proposed Chinatown Community Center as an important civic component.

City zoning and land use regulations should be revised to accommodate and encourage this type of development.

4. Develop a new town center for Chinatown North/Callowhill

The abundant redevelopment opportunities north of Vine Street represent a significant area

Ridge Avenue Town Center Area



Before



After



of future community expansion for Chinatown. Presently, however, Chinatown North/Callowhill lacks a well-defined center or a focal point for community development and investment. The area, though, is not without assets, including a very attractive ensemble of 19th century industrial buildings clustered along Ridge Avenue at 11th Street. Rehabilitated, these architecturally interesting buildings could form the nucleus of a new town center or "Downtown Chinatown North" around which further investments could be made. As the proposed land use map illustrates, this plan envisions that these buildings along with new development concentrated around a new public park to be created along Ridge Avenue between Callowhill and Noble Street would together form a new "town center" for Chinatown North.

It is anticipated that the town center would be a mixed-use development with ground floor retail and commercial space and upper floor apartments and condominiums or possibly office space. Focused on an attractively designed public park with convenient amenities, it is anticipated that the town center would be a very desirable place to live, and would appeal to a wide range of household types, especially families and seniors. Aligned directly on the Ridge Avenue - 10th Street spine, the town center would also be highly accessible - especially if a new Broad Street spur station is created within the development - and strongly linked to the nearby Asian-themed mall and the core of Chinatown south of Vine Street. The availability of former industrial loft buildings and new development sites would suggest that a variety of housing

options at all price points could be achieved. Appropriate zoning, land use, and urban design regulations should be developed to implement the vision of the Chinatown town center.

In response to the historic friction in the core of Chinatown between the needs of residents and businesses due to the congestion and concentration of development in this part of the community, the design and programming of Chinatown North should also include efforts to be more effective in separating these types of uses and activities.

5. Develop the air rights of the Vine Street Expressway

There is little disagreement about the benefit of covering the Vine Street Expressway trench and integrating the traditional core of Chinatown with Chinatown North. The Vine Street Reconnecting Communities study envisions the expressway cover taking the form of a continuous green parkway. While this is a dramatic concept, this proposal raises several key questions:

- Is a continuous park space the best and highest use of the expressway air rights?
- Will the green space work to connect Chinatown with Chinatown North or will it continue to be a division in the neighborhood?
- Will the park be used or simply join the city's inventory of surplus park space?
- Considering the city's current challenges managing existing parks and open space, who would pay for the parkway

development and maintenance?

- What is the potential economic value of the 3 acres of developable land that would be created by covering the Vine Expressway?

While it may be easier to conceptualize the financing of the expressway cover when it is associated with a private development, this is not to say that a continuous parkway is not possible or desirable as part of the overall plan. There may be innovative ways to fund the park cover and its maintenance. For example, construction financed with a combination of state and federal dollars, with maintenance funded through increased tax revenues generated from rising land values resulting from the parkway improvements. Another important possibility is that the actual air rights could be "donated" or transferred to the city at no or marginal costs, eliminating the land costs component of the redevelopment plan, whether a parkway is created or the air rights are developed.

The need for a feasibility study and economic impact analysis has already been stated. If the air rights are developed, urban design guidelines will also be necessary to guide the form, scale, and character of buildings and improvements. Additionally, the urban design guidelines should emphasize pedestrian-oriented design to encourage walking (especially between the Chinatown core area and Chinatown North) and require new public park space, plazas, and open space.

While some wayfinding signage exists there is not enough to support the number of visitors in the area.



6. Create strong way finding/gateway systems to adjacent tourist areas

As mentioned previously, highly visible gateways and effective directional and informational signage from adjacent tourist areas is essential for the long-term economic viability of Chinatown. The design of gateways and way finding signs should be integrated into the overall streetscape plan developed for Chinatown.

7. Provide sufficient neighborhood-serving retail

The further development of Callowhill must include expansion of community-serving retail. This retail space would be best situated along the 13th Street corridor. Similarly, convenient retail shops and services are also critical for development of a strong community in the Chinatown North area. These services and shops should be incorporated on the ground floors of most mixed-use developments. A key core of these activities should be developed at the proposed Chinatown North town center proposed along Ridge Avenue between Callowhill and Hamilton Streets.

8. Develop business district coordination, management, and marketing capacity

Business district promotion and operations need to be upgraded and made more consistent. The community should hire a business development coordinator to manage activities both in the traditional Chinatown core and in Chinatown North. Within the Chinatown Core, a Chinatown Business Improvement District could be established or arrangements could be made to expand Center City District services coverage to Chinatown. Similarly, Chinatown could organize effective District promotion services itself or it could contract for marketing services from the Center City District.

Additionally, business skill development and

job training are critical in all business communities. Chinatown especially needs better mechanisms for bridging between available business support services and the businesspersons needing these supports. This should be a major responsibility of the suggested business development coordinator.

Significant efforts need to be undertaken to coordinate marketing activities with the Visitor and Convention Bureau and the Multi-Cultural Alliance, to more effectively capture dining and other business activity from the surrounding tourist market. Chinatown needs to continue to connect with the 5.3 million visitors to Independence National Park through more aggressive marketing campaigns that include designing new brochures, reaching out to businesses, working with GPTMC, and using creative ways to distribute these materials such as pay youth to hand out brochures to visitors. It is important to coordinate and organize the various websites of GPTMC, PCDC, and others and use these websites to disseminate information about Chinatown's rich history, community plans, directory of businesses and services.

The capture rate for local, regional, and tourist expenditures could be improved through additional special events programming (e.g. "Chinatown Night Market") and especially from special parking arrangements with nearby parking facilities to establish and market discount parking in the area for Chinatown customers.

Spring Garden Street businesses



9. Encourage the redevelopment of Spring Garden as a mixed-use commercial district

Spring Garden Street, west of Broad Street contains a variety of land uses including residences, institutions, retail, restaurants and office buildings. Owing partly to the diversity of land uses and the lack of streetscape amenities, East Spring Garden Street does not present a particularly strong identity. However, the intersection of Ridge and Spring Garden together with the adjoining business district could have significant "place - making potential". As the northern terminus of the proposed Chinatown North development spine, this intersection

could be developed as an impressive gateway to Chinatown and become a new "front door" to the community as well as the principal northern anchor of Chinatown North. As the proposed land use plan illustrates, the Spring Garden/Ridge intersection may be a desirable location to concentrate new housing and mixed-use development and complete the Ridge Avenue spine.

Spring Garden Street businesses could also increase the value of their businesses by improving the facades. By following some of the recommendations in the Philadelphia City Planning Commission's Design Guidelines for Commercial Façade Improvements, the business district could improve its identity and attract more customers.

10. Improve commercial façades throughout the neighborhood

The core area of Chinatown has a dense array of vital businesses. It is important to maintain and improve the appearance of Chinatown to

attract new businesses and retain the existing businesses. Grants are available through the Small Business Commercial Improvement Program (SBCIP) and other agencies to improve facades in Chinatown and Chinatown North.

TRANSPORTATION

Many of the recommendations in the Housing and Community Development, Open Space Parks and Recreation, and Economic Development sections are actually transportation improvements that would serve to also enhance these other objectives. These range from the recommendation for a fiscal impact analysis and engineering feasibility to consider covering the Vine Street Expressway, to traffic calming, streetscape improvements, and new gateways. Additional transportation planning recommendations fall under the following general categories:

1. Implement "Vine Street Reconnecting Communities Recommendations"
2. Pedestrian and Vehicular Circulation Improvements
3. Transit Improvements
4. Parking Management

Recommended Strategies:



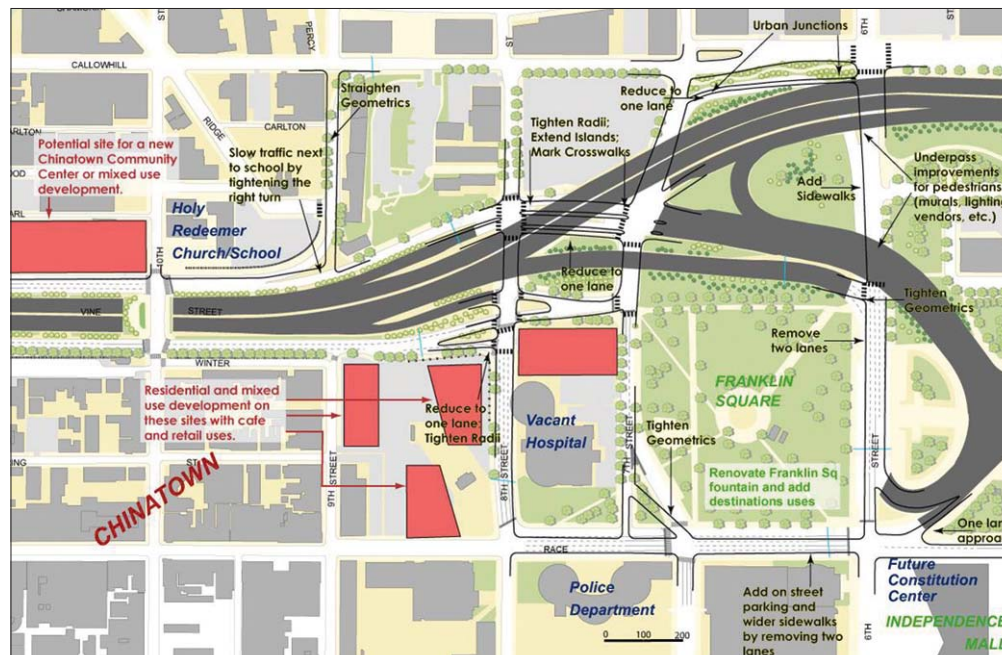
1. Implement "Vine Street Reconnecting Communities Recommendations"

The potential growth of Center City north of Vine Street prompted the William Penn Foundation to fund a study managed by the Center City District focusing on improving the dangerous pedestrian connections that are inhibiting residential and economic development in the area north of Vine Street. Many residents, public stakeholders, and businesses participated in the public meetings for the Vine Street Reconnecting Communities Plan and gave their support for the plan recommendations. Focusing on the area between Broad Street and Franklin Square, in the Chinatown community meetings for this study, the public reiterated the importance of these recommendations and incorporating them into this plan.

- Bus stop improvements at 10th and Vine Streets. Also in the area of 10th and Vine Streets, people are waiting at the NJ Transit bus stop at the southwest corner of 10th and Vine Street on a small, four foot wide sidewalk in front of the noise wall. The area could be improved by removing a small piece of the noise wall and adding a bus shelter with seating and other amenities such as a newsstand, landscaping, and public art.
- Reconfigure the intersection of 9th and Callowhill Street. Another area of concern for both pedestrian and vehicular circulation exists along 9th Street between Vine and Callowhill Streets.

The current ramp-like configurations at 9th Street and Vine Street as well as 9th Street and Callowhill experience high traffic speeds for a city street, thereby intimidating pedestrians. This area is also frustrating for vehicles since it is the only piece of 9th Street that travels southbound, the same direction as 8th and 10th Streets, making it nearly impossible to navigate from the south into the new housing developed along 9th Street by PCDC. Therefore this section of 9th Street should be reversed to northbound and the curb radii at Callowhill and Vine Streets should be significantly tightened adding landscaping and gateway features to improve the gained area.

- On-street parking and curb extensions along Vine Street. By far the most significant pedestrian issue for the community centers around 10th and Vine Street, where children are crossing Vine Street to attend Holy Redeemer School and Church. In order to slow traffic and shorten the pedestrian crossing distance in this area and along Vine Street at 11th, 12th and 13th Streets, the westbound and eastbound Vine Street local service roads should be reduced to two lanes and one permanent parking lane with curb extensions at each intersection from 10th Street to 13th Street. These improvements will provide a permanent eight-foot buffer between pedestrians on the sidewalk and the noise and exhaust of traffic. They will also shorten the crossing distance for pedestrians.





2. Pedestrian and Vehicular Circulation Improvements (in addition to Vine Street Reconnecting Communities Recommendations)

- Race and Arch connecting to Franklin Square and Independence National Park

Race and Arch Streets provide important pedestrian connections from Chinatown to Franklin Square and INP. Currently the sidewalks are dilapidated and there are few street trees or other pedestrian amenities. Surface parking lots and the blank facades of institutional buildings further deter pedestrians, including tourists and residents, from accessing Franklin Square and INP. Between 10th and 6th, Arch and Race

Streets could have street trees, gateway signage, benches, and trash receptacles to encourage pedestrian activity. In addition to these improvements, transit shelters and bus schedules could be installed along Arch Street to serve SEPTA's 48 and 61 bus routes. As noted in the Vine Street Reconnecting Communities Plan, between 7th and 5th Streets the five-lane wide section of Race Street is a holdover from pre-expressway traffic patterns accessing the Ben Franklin Bridge. Race Street should be significantly downsized to respond to actual traffic volume, and to be consistent with the cross section both to the east and to the west, which generally consists of two traffic lanes plus parallel parking.

- Intersection of Ridge, Callowhill and 10th the new 'town square' area

As the northern part of the Chinatown study area begins to redevelop and in light of the PCDC townhome developments, the intersection of Ridge, Callowhill, and 10th Streets should be reconfigured to accommodate the new town center square as shown in the future land use plan. The town square will be bounded by a new northbound road between 10th and 11th, Noble Street, 10th Street, and Callowhill Streets. Ridge Avenue bisects the square diagonally. Recognizing that Ridge Avenue is an historic right of way, the portion through the square could be paved with cobbles or another pavement treatment. This portion of Ridge could be closed to automobiles transforming it into a pedestrian path through the new square, which would simplify the six pointed intersection of Ridge, Callowhill, and 10th Streets. Or, this portion of Ridge Avenue could remain open to traffic with a textured or tinted pavement treatment.

- 10th, Ridge, Spring Garden, and 13th streetscaping and count-down pedestrian signals

Pedestrian amenities such as new sidewalks, street trees, pedestrian lighting, benches, trash receptacles, and gateway signage should be added along major community spines including, 10th Street, Ridge Avenue, Spring Garden Street, and 13th Street. Along 10th Street at the intersections with Arch, Race, Vine, and Spring Garden Streets new count-down pedestrian signals should be installed.

An example of a pedestrian countdown signal.



These intersections have high volumes of elderly and school-aged pedestrian traffic with crossing distances that exceed the time allotted by the yellow signal phase. For example, if a person begins walking at the end of the green signal phase, the signal may turn yellow while they are in the first lane and then change to red before they can finish crossing. Since this plan recommends new schools, community centers, and elderly housing, it is important to provide the appropriate traffic safety measures to support these institutional uses.

- Spring Street Extension

In the core of Chinatown, the 800 block of Race Street is a prime block for mixed use redevelopment. The design of redevelopment should consider extending Spring Street through the block from 8th to 9th Streets. Bifurcating the block will have many benefits. It will improve pedestrian and vehicular circulation, add more street frontage for retail development as shown on the land use map, provide excellent access to the redevelopment site, and provide easier access to the new apartments in the Metropolitan Hospital building. Moreover, it would alleviate some of the existing traffic congestion in Chinatown and provide a direct route for pedestrians from the subway station, Franklin Square, and adjacent development into

This would be the location of the Spring Street Extension.



Chinatown.

3. Transit Improvements

- Ridge Ave Spur new station and re-opening of existing Spring Garden Station

In the past, SEPTA has proposed closing the Ridge Avenue spur line due to budgetary constraints and lack of ridership. As a result of new development proposed in this plan, the Ridge Avenue Spur Line could provide a critical new connection into Chinatown North. Much like transit oriented developments in the region and around the country, ridership could be boosted by development, especially residential development oriented around a transit stop. Not only will the existing Chinatown station experience an increase in ridership if development occurs around the station at 8th and Race Streets as recommended previously, but ridership would also increase if a new station were built at Ridge and Callowhill, in the heart of the first phase of redevelopment in Chinatown North. SEPTA could partner with public or private development projects to fund the new station. As development spreads north to the Spring Garden area the existing station could be reopened. Again, it might be possible to partner with developers to fund the station reopening.

- Broad Street and Vine Station entrance improvements

Another opportunity to improve transit service within the study area exists at the Broad Street Line's Vine Street Station. This station is an example of a one-sided subway station. Although there are exits on both sides of the station, at both Vine Street and

Race Street, only Vine Street has an entrance, increasing the walk distance to the station for some patrons by almost 500 feet. This limits the station's potential service area, especially in the direction of the planned Convention Center Expansion and existing buildings in the area. SEPTA could install pass-activated, two-way barriers (similar to the Metrocard-activated barriers in New York) to replace the one-way barriers currently in place at the Race Street end of the station, allowing transit riders to enter the station more easily.

4. Parking Management

- Parking Validation System

In the community visioning process, residents tended to have few concerns about parking, while business owners found parking to be an important amenity for the neighborhood. Furthermore, business owners stated that more Asian businesses are moving to the Washington Avenue area because of abundant and free parking. Parking lot owners claim to have ample spaces available during the weekend, when businesses perceive a parking shortage. To combat the perception of a parking shortage within the Chinatown core area, the existing parking garages and parking lots that line the perimeter of Chinatown's core could be better marketed to Chinatown customers. Some Chinatown customers might be used to free parking along Washington Avenue and would benefit from a parking validation system similar to the program used in the Reading Terminal, where customers can have their parking ticket validated by businesses. Businesses would formulate an agreement with



parking lots in their area and work to advertise the validation system with all Chinatown promotions as well as their own advertising.

- Shared Parking

The future development proposed in the Economic Development and housing sections of this report will include a combination of public facilities, offices, stores, and residences. It is important to efficiently use the parking resources already available in Chinatown. New developments should explore forming shared parking agreements with adjacent and nearby parking resources. For example a new building with office and residential uses could share their parking spaces because most employees will use the parking during the day, while the residents will use the parking at night. Moreover, these residents and employees will have less demand for parking due to the high percentage commuting by public transit.

- Centralized Parking

Where additional parking will be necessary, such as in the area of the Asian Mall, a centrally located parking garage can satisfy surrounding parking demands as well as the immediate needs. A new structure could be located close to many of the new housing and commercial developments. Building parking facilities on the Vine Expressway air rights could also provide a centrally located parking area.

CHAPTER 4. EARLY ACTION ITEMS

Following is a summary of suggested early action priority items for immediate implementation and action. These projects have been recommended for near-term action based on one or more of the following criteria:

- The project is part of a prior or currently underway planning or design effort
- The project is a necessary first step for a larger initiative
- Sufficient capacity and resources are in place within existing organizations to immediately undertake the work
- Funding for the project is available

HOUSING AND COMMUNITY DEVELOPMENT

- Appropriate city agencies should move to secure the "priority development sites" identified in the plan.
- As an initial action the CPZC should work with the city to develop a demolition delay ordinance and community design guidelines.
- The city, in partnership with the Chinatown community, should commission an economic impact study and master plan to evaluate the comparative costs and impacts of demolishing or retaining and adaptively reusing all or a portion of the former Reading Railroad viaduct.
- Community connectivity improvements, including streetscape and gateway enhancements in the area of the 10th Street

bridge recommended by the Vine Street Reconnecting Communities study should be immediately implemented by the city in partnership with Philadelphia Chinatown Development Corporation and the Central Philadelphia Development Corporation.

- Initial streetscape improvements, as outlined in this plan, initiated along the following street segments:
 - Along 10th Street - Ridge Avenue spine from the Friendship Gate at Arch to Spring Garden
 - Along the 13th Street spine in the Callowhill Loft District from Vine to Spring Garden
 - Race Street from the Pennsylvania Convention Center to 6th Street
 - Arch Street from Pennsylvania Convention Center to 6th Street
- The Philadelphia Chinatown Development Corporation should work with the city to erect strategic gateways at the following initial locations:
 - 10th Street bridge
 - 6th and Race (National Constitution Center)
 - 6th and Arch (Gateway Visitors Center)
 - 11th and Arch (PA Convention Center)
 - 7th & Callowhill
 - Spring Garden and Ridge Avenues
 - 10th & Callowhill/Ridge
- Appropriate organizations in Chinatown should initiate and implement a "Keep Chinatown Clean" educational campaign.
- The Philadelphia Chinatown Development

Corporation along with other local and city agencies should explore the potential to form a Neighborhood Services District to improve trash collection and street cleaning.

- A Chinatown social services plan should be prepared to plan and coordinate existing and new community services and facilities, including community outreach programming.

OPEN SPACE, PARKS, AND RECREATION

- Representatives of the Chinatown community should work with the Pennsylvania Horticultural Society to plan and develop a Chinatown "greening" program.
- The Chinatown social services plan should incorporate recommendations to expand recreation programming and facilities and develop recreation programming management and leadership.

ECONOMIC DEVELOPMENT

- Form a Chinatown Business Improvement District to enhance the management, marketing, development and enhancement of the core business district. (Note: if this organization is formed, it may be able to also assume the duties and responsibilities of the Neighborhood Services District recommended above).

TRANSPORTATION

- Implement the initial recommendations of the Vine Street Reconnecting Communities study by the city in partnership with the Chinatown community. Use PCDC staff time



to work on the implementation of the traffic calming recommendations, including bumpouts, on-street parking, and the 10th Street plaza.

- In addition to implementing the initial recommendations of the Vine Street Reconnecting Communities study, pedestrian improvements should be made at the following locations:
 - Along Race and Arch Streets
 - At the intersection of Ridge Avenue, Callowhill and 10th Street
 - Along 10th Street, Spring Garden and 13th Streets
- The proposed Business Improvement District should work with parking garage companies to create a parking validation system for customers of local businesses.

V 早期行動項目

以下是對需要立即執行的早期行動項目的提議總結。這些被推薦的工程需要附合以下任何一個先決條件。

- 工程項目是先前或已經在執行計劃的一部分。
- 工程項目是一個階段的先提條件。
- 現有的機構有足夠的能力和資源來立即擔任這工程項目。
- 工程項目有基金支持。

居住和社區發展

- 相應的市政機關必須確保能獲得計劃裡標明的“優先發展地段”
- 作為最初的行動，華埠城市規劃委員會(CPZC)應和市政府共同完善拆除延期布告和社區設計方案。
- 市政府應該和華埠社區一起做對拆除，或保留，或重用鐵路高架橋的經濟方面的影響分析和研究。
- 改善社區連通性，包括由萬安街社區推薦的十街街容和通路的改進方案應立即由市政府，費城華埠發展公司(PCDC)，和費城展公司(CPDC)來執行。
- 這個計劃列出街容改善的第一步，先從以下街道開始：
 - 十街--李奇(Ridge)街中心。從友誼門(Friendship Gate)到春園(Spring Garden)。
 - 卡羅山 勞夫特(Callowhill Loft) 區的十三街中心。從萬安 (Vine) 街到春園 (Spring Garden)。
 - 禮士(Race)街，從會議中心到六街。
 - 亞區(Arch)街，從會議中心到六街。
- 費城華埠發展公司 (PCDC)應該和市政府一起為以下地點建立通道策略。
 - 十街橋
 - 六街和禮士(Race)街(全國理事會)
 - 六街和亞區(Arch)街 (遊客資訊中心)
 - 十一街和亞區(Arch)街(會議中心)
 - 七街和卡羅山(Callowhill)街
 - 春園(Spring Garden)和李奇 (Ridge) 街
 - 十街和卡羅山(Callowhill)街/李奇 (Ridge) 街



- 華埠有關機構應該發動"保持華埠清潔"的教育活動。
- 費城華埠發展公司(PCDC)和當地市政府有關機構一起探討鄰舍服務區來改善垃圾收取和清潔街道的可能行。
- 華埠社會服務計劃應該具備有計劃和協調現有或新的社區服務和設施。包括社區獻愛心活動。

開發空間, 公園 和娛樂場所

- 華埠社區代理應該和賓州歷史社會團體一起開展綠化華埠計劃。
- 華埠社會服務計劃應該包括增加娛樂活動項目和設施, 發展管理和領導能力。

經濟發展

- 成立一個華埠商業改善區來該善管理, 提高知名度, 發展 和增強商業區的核心。(註: 如果成立這個機構, 它將負責前面提到的鄰舍服務區的責任)

交通/運輸

- 萬安(Vine)街重新連接社區研究提出的初步方案將由市政府和華埠社區聯合執行。由費城華埠發展公司(PCDC)職工來實施減少交通流量的提議。包括街邊停車, 和十街購物中心。
- 另外, 為實施萬安(Vine)街重新連接社區的研究提出的初步方案, 以下街道需要改善行人交通。
 - 禮士(Race)街和亞區(Arch)街
 - 李奇(Ridge)街交叉路口, 卡羅山(Callowhill)街和十街
 - 十街, 春園(Spring Garden)和十三街
- 被提議的華埠改善商業區應該和有關的停車場公司為顧客和本地的商行一起建造停車確認系統。

CHAPTER 5. IMPLEMENTATION ACTION PLAN

The Implementation Actions provide a guide for PCDC, community organizations, such as CNA, and city agency revitalization activities in Chinatown/Callowhill over the next 5-7 years. The plan Recommendations and Priorities section provided the framework for these Implementation Actions. However new opportunities that support the plan goals may be pursued as they arise. In addition some proposed actions may not prove feasible, after completion of more detailed studies.

**Costs are conceptual. Costs will vary as specific project information becomes available.*

YEAR 1 (2004/5)

	Responsibility	Cost*	Source of Funds
1. Acquisition			
Ridge/Carlton (extension of Sing Wah Huen) (Map #1)	PCDC	\$1,800,000	NTI
10th and Winter (241 N. 10th St) (Map #2)	PCDC	\$100,000	NTI
1006 Buttonwood (Map #3)	PHA/PCDC/ Parking Authority	\$2,000,000	NTI
2. Housing Improvement/Development			
Community Center (Map #4)	PCDC	\$7,500,000	NTI
10th and Winter (241 N. 10th St) 5 units	(PCDC)	(TBD)	NTI
3. Open Space			
Improvements to Franklin Square landscaping and pathways	PHS/Historic, Inc/PCPC/ Metropolitan Building	TBD	
4. Planning/Design			
Social Services Plan	PCDC	\$100,000	Wachovia
Environmental Contaminant Study of Viaduct	Commerce Dept	Completed	Commerce Dept
Charter School Feasibility Study	AAU	Project Underway	Foundation, State
Chinatown Community Services Coordination (CCSC) (Neighborhood Advocacy Capacity Building)	PCDC and all existing community organizations to create CCSC	\$10,000	Foundation
Feasibility Study for Police Station Parking Lot Relocation	CCSC	\$10,000	City
Immigrant Housing Options Plan	PCDC/AAU	\$50,000	Foundation
Zoning Demolition Delay	CNA/Historical Trust/PCDC	\$5,000	Private Legal Fees
5. Streetscape Improvements			
10th Street (Arch to Ridge) Design	PCDC/CCD/Streets Dept/CNA	\$50,000	Foundation/SAFETEA
13th Street (Vine to Spring Garden) Design	PCDC/CCD/CNA/ Streets Dept	\$50,000	Foundation/SAFETEA
6. Economic Development			
Façade Improvement Program Workshop	PCDC/CCD/CNA	N/A	SBCIP, Commerce Dept./Main Street Program, DCED/ Design Collaborative
7. Quality of Life Improvements			
Eliminate dumping and nuisance issues with existing businesses (Increase trash pickup times in Chinatown core area)	CNA/CCSC/CCD/PCDC	N/A	L&I/CLIP Program/ Police Dept
8. Traffic/Transportation			
Explore transportation enhancements grant (SAFETEA) for traffic calming and streetscape improvements on Vine Street	PCDC/CCD/ Streets Dept/CNA	N/A	SAFETEA
Reconfiguration of 9th and Vine Street intersection and conversion to two-way	PCDC/Streets Dept	\$10,000	Capital Program
Parking Permit Chinatown North/Callowhill	CNA	N/A	



YEAR 2 (2006)

	Responsibility	Cost	Source of Funds
1. Acquisition			
Town Square Site (Map #5)	PCDC/CNA	\$1,800,000	NTI
Arch and 9th (815-37 Arch St - Parking Lot) (Map #6)	RDA/PCDC/PHA	\$1,900,000	RDA/PHA
2. Housing Improvement/Development			
Ridge Carlton (extension of Sing Wah Huen) 30 Units	PCDC		NTI
Community Center (on-going)			
1101 Race Street (Map #7) 27 Units	PCDC/Police Dept		
1006 Buttonwood 170 Units	PHA/PCDC/Parking Authority		NTI
3. Open Space			
Greening Chinatown Program	PHS/PCDC/CCSC/CAN/RVP	TBD	PHS, Foundation
4. Planning/Design			
Feasibility study, Trigen Site Reuse Study	PCDC/CNA	\$25,000	Commerce Dept, State/PENNVEST/PECO
Viaduct Economic Impact Study	RVP/PCDC/PCPC/CNA	\$25,000	SAFETEA, DCED
Chinatown Gateway Designs and Community Banner Design Program	PCDC	\$25,000	Foundation, State
Reuse feasibility study, former city morgue building, possible community use	CNA/Developer/RDA/PIDC	\$10,000	Developer/PIDC
5. Streetscape Improvements			
10th Street (Arch to Ridge) Construction	PCDC/CCD/Streets Dept/CNA	\$1,000,000	Capital Program
13th Street (Vine to Spring Garden) Construction	PCDC/CCD/CNA/ Streets Dept/CNA	\$1,000,000	Capital Program
Race Street (10th to 6th Street) Design	PCDC/CCD/Streets Dept/CNA	\$50,000	Foundation
Vine Street (15th to 6th Street) Design	PCDC/CCD/Streets Dept/CNA	\$50,000	Foundation/ SAFETEA
Arch Street (10th to 6th Street) Design	PCDC/CCD/Streets Dept/CNA	\$50,000	Foundation
6. Economic Development			
Chinatown Business Improvement District	CCSC/PCDC/CCD	\$25,000	DCED
Commercial Revitalization Plan Spring Garden (Broad to 8th)	CNA/PCDC	\$50,000	Commerce Dept/LISC
7. Quality of Life Improvements			
Create a Neighborhood Services District	PCDC/CCSC/CCD/CNA	See CBID item	Property Owners, Foundation
Keep Chinatown Clean Campaign	CCSC/CNA	\$10,000	Foundation
8. Traffic/Transportation			
Audible Pedestrian Countdown Signal Installation	CNA/PCDC	\$12,000	Capital Program, SAFETEA

YEAR 3 (2007)

	Responsibility	Cost	Source of Funds
1. Acquisition			
Trigen (Map #8)	PCDC	TBD	Commerce Dept, NTI, PENNVEST
Viaduct (Map #9)	Commerce Dept/PCDC/RVP	TBD	Commerce Dept, TE
2. Housing Improvement/Development			
Community Use building redevelopment (Map #10) Arch and 9th (815-37 Arch St - Parking Lot) 100 Units	Developer/CNA (RDA/PCDC/PHA)		Developer (RDA/PHA)
3. Open Space			
Town Square park development	PHS/Foundation/ CNA/PCDC	\$500,000	PHS, Foundation, DCNR
4. Planning/Design			
Town Square Design Plan	PCDC/CNA	\$50,000	DCED, DCNR, Foundation
5. Streetscape Improvements			
Race Street (10th to 6th Street) Construction	PCDC/CCD/Streets Dept/CNA	\$1,000,000	Foundation
Vine Street (15th to 6th Street) Construction	PCDC/CCD/Streets Dept/CNA	\$1,000,000	Foundation, SAFETEA
Arch Street (10th to 6th Street) Construction	PCDC/CCD/Streets Dept/CNA	\$1,000,000	Foundation
Ridge Ave (10th to Spring Garden) Design	PCDC/Streets Dept/CNA	\$1,000,000	Foundation, OHCD
6. Economic Development			
Spring Garden Business Coalition	CNA/Business Owners/PCDC	N/A	
7. Quality of Life Improvements			
Aesthetic Enhancements along PECO Substation	PCDC/CNA/PECO	\$50,000	PECO
8. Traffic/Transportation			
Parking Validation System	CCSC/ Parking Authority/ Parking Lot Owners		TBD



YEAR 4 (2008)

	Responsibility	Cost	Source of Funds
1. Acquisition			
328 N 8th Street (Nightclub) (Map #11)	PCDC	\$750,000	NTI
Acquire Callowhill Park Area (Map #13)	CNA	\$2,000,000	NTI/Private
2. Housing Improvement/Development			
Trigen Redevelopment Funds (90 Units)	(PCDC)	(TBD)	NTI
3. Open Space			
Establish Friends of Town Square	CNA/PCDC	N/A	PHS, Foundation
4. Planning/Design			
Viaduct Master Plan	RVP/CNA/PCDC	\$50,000	Foundation, SAFETEA
5. Streetscape Improvements			
12th Street (Race to Spring Garden) Design	CNA/PCDC/ Streets Dept/CNA	\$50,000	Foundations
Spring Garden (Broad to 6th) Design	CNA/Streets Dept/PCDC/CNA	\$100,000	Foundations
Ridge Ave (10th to Spring Garden) Construction	PCDC/Streets Dept/CNA	\$1,000,000	Capital Program
6. Economic Development			
Continuing Façade Improvements	CNA/PCDC/CCSC	N/A	
7. Quality of Life Improvements			
Recreation program and facilities management plan	CCSC/CNA	\$25,000	
8. Traffic/Transportation			
Chinatown Station Signature Headhouse	SEPTA/CCD	TBD	SAFETEA

YEAR 5 (2009)

	Responsibility	Cost	Source of Funds
1. Acquisition			
300 block N 7th St Ballfields (Coordination with Convention Center Expansion) (Map #12)	PCDC	\$2,250,000	PENNDOT, Convention Center
2. Housing Improvement/Development			
328 N 8th St (Nightclub) developed as housing 28 Units	PCDC		NTI
Part of 300 block N 7th St developed as housing 36 Units	PCDC		NTI
3. Open Space			
Part of the 300 block N 7th developed as ballfields Implement Viaduct Master Plan			DCNR, Foundation
4. Planning/Design			
Engineering feasibility study for capping Vine Street Expressway	CNA/CCD/PCDC/ Foundation/ Parkway Institutions	\$50,000	SAFETEA/ Foundation
5. Streetscape Improvements			
Callowhill (Broad to 8th) Design	CNA/PCDC/Streets Dept	\$50,000	Capital Program
12th Street (Race to Spring Garden) Construction	CNA/PCDC/ Streets Dept	\$1,000,000	Capital Program
Spring Garden (Broad to 6th) Construction	CNA/Streets Dept/PCDC	\$2,000,000	Capital Program
6. Economic Development			
Continuing Façade Improvements		N/A	
7. Quality of Life Improvements			
8. Traffic/Transportation			
Feasibility study, Ridge spur stations at Spring Garden and Callowhill	SEPTA/PCDC/CCSC	\$75,000	SEPTA/SAFETEA

V. 實施方案

本實施方案為未來 5-7 年內費城華埠發展公司 (PCDC)、社區組織和市政機構在華埠/卡羅山 (Callowhill) 地區進行的振興活動提供了指導方針。本計劃中的建議和優先等級為這些實施方案提供了框架方針。然而，能夠支持計劃目標的新的機遇會隨著它們的出現而被採納。另外，在經過詳細的研究後，一些被建議的項目可能被證實為不可行。

*成本只是一個估價。它將可能隨着更詳細的工程方案而改變。

第一年 (2004/5)

	責任方	成本*	資金來源
1. 收購項目			
李奇 (Ridge) 街/卡爾頓 (Carlton) 街 [興華軒(Sing Wah Huen) 之延伸] (圖#1)	費城華埠發展公司 (PCDC)	一百八十萬美元	鄰舍轉化主動性計劃 (NTI)
十街和冬天街 (北十街 241 號) (圖#2)	費城華埠發展公司 (PCDC)	十萬美元	鄰舍轉化主動性計劃 (NTI)
巴頓伍德 (Buttonwood) 街 1006 號(圖#3)	費城住房管理局 (PHA)/ 費城華埠發展公司 (PCDC)/停車管理局	二百萬美元	鄰舍轉化主動性計劃 (NTI)
2. 居住條件改善/發展			
社區中心(圖#4)	費城華埠發展公司 (PCDC)	七百五十萬美元	鄰舍轉化主動性計劃 (NTI)
十街和冬天街 (北十街 241 號) 5 個單元	費城華埠發展公司 (PCDC)	待決定	鄰舍轉化主動性計劃 (NTI)
3. 開放空間			
弗蘭克林 (Franklin) 廣場景觀和通路的改進	賓州園藝協會 (PHS)/ 歷史公司/費城華埠發展公司 (PCDC)/大都市建築	待決定	
4. 規劃/設計			
社會服務計劃	費城華埠發展公司 (PCDC)	十萬美元	華可比亞(Wachovia)銀行
高架橋環境污染研究	商務局	以完成	商務局
委辦學校可行性研究	亞裔美國人聯合會 (AAU)	工程正在進行中	州基金

華埠社區服務協調處(CCSC) (鄰舍互助力大廈)	費城華埠發展公司 (PCDC) 和所有現存的社區機構創立華埠社區服務協調處 (CCSC)	一萬美元	基金
警察局停車場位置變更的可行性研究	華埠社區服務協調處 (CCSC)	一萬美元	市政府
移民住房選擇計劃	費城華埠發展公司 (PCDC)/ 亞裔美國人聯合會 (AAU)	五萬美元	基金
為分區制度而拆除建築的延遲期	卡羅山 (Callowhill) 鄰舍協會 (CNA)/ 歷史信托/費城華埠發展公司 (PCDC)	五千美元	合法私人費用

5. 街景改造

十街 (亞區(Arch)街到李奇(Ridge)街) 設計	費城華埠發展公司 (PCDC)/中心城區 (CCD)/街道局/卡羅山 (Callowhill) 鄰舍協會 (CNA)/街道局	五萬美元	基金/運輸改進補助金 (SAFETEA)
十三街 (萬安(Vine)街到春園(Spring Garden)) 設計	費城華埠發展公司 (PCDC)/中心城區 (CCD)/卡羅山 (Callowhill) 鄰舍協會 (CNA)/街道局	五萬美元	基金/運輸改進補助金 (SAFETEA)

6. 經濟發展

建築外觀修繕計劃討論會	費城華埠發展公司 (PCDC)/中心城區 (CCD)/卡羅山 (Callowhill) 鄰舍協會 (CNA)		小企業商業改進計劃(SBCIP), 商務局, 社區和經濟發展局 (DCED), 設計合作院
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7. 生活質量改善

杜絕當前商店亂倒垃圾的現象(增加華埠的垃圾收取的次數)	卡羅山 (Callowhill) 鄰舍		執照和查驗局 (L&I)/社區生活改
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協會 (CNA)/ 華埠社區
服務協調處 (CCSC)

善計劃/警察局

8. 交通/運輸

利用運輸改進補助金 (SAFETEA) 來整頓萬安 (Vine) 街的交通及該街的街容

費城華埠發展公司
(PCDC)/中心城區
(CCD)/ 街道局/卡羅山
(Callowhill) 鄰舍協會
(CNA)

運輸改進補助金 (SAFETEA)

重新改造九街與萬安 (Vine) 街交口處，改為雙向道

費城華埠發展公司 一萬美元
(PCDC)/街道局

資金計劃

北華埠和卡羅山 (Callowhill) 的停車許可證

卡羅山 (Callowhill) 鄰舍
協會 (CNA)

第二年 (2006)

	責任方	成本	資金來源
1. 收購項目			
華埠廣場場址(圖#5)	費城華埠發展公司 (PCDC)/ 卡羅山 (Callowhill) 鄰舍協 會 (CNA)	一百八十萬美元	鄰舍轉化主動性計劃 (NTI)
亞區(Arch)街和九街(亞區街 815-37 號 - 停車場) (圖#6)	再發展管理局 (RDA)/費城華 埠發展公司 (PCDC)/費城住 房管理局 (PHA)	一百九十萬美元	再發展管理局 (RDA)/費城住房管 理局 (PHA)
2. 居住改善/發展			
李奇 (Ridge) 街/卡爾頓 (Carlton) 街 [興華軒(Sing Wah Huen) 之延伸] 30 個單元 社區中心 (進展中)	費城華埠發展公司 (PCDC)		鄰舍轉化主動性計劃 (NTI)
禮士 (Race) 街 1101 號 27 個單元(圖#7)	費城華埠發展公司 (PCDC)/ 警察局		
巴頓伍德 (Buttonwood) 街 1006 號 170 個單元	費城住房管理局 (PHA)/費城 華埠發展公司 (PCDC)/停車 管理局		鄰舍轉化主動性計劃 (NTI)
3. 開放空間			
綠化華埠計劃	賓州園藝協會 (PHS)/費城華 埠發展公司 (PCDC)/華埠社 區服務協調處 (CCSC)/ 卡羅 山鄰舍協會 (CNA)/ 閱覽高 架橋項目 (RVP)/	待決定	賓州園藝協會 (PHS), 基金
4. 規劃/設計			
三代 (Trigen) 堂場址的再利用可行性研究	費城華埠發展公司 (PCDC)/ 卡羅山 (Callowhill) 鄰舍協 會 (CNA)/	二萬五千美元	州商務局/費城基礎設施投資管理 局 (PENNVEST)/ 賓州電氣公司 (PECO)
高架橋的經濟影響研究	閱覽高架橋項目 (RVP)/費城 華埠發展公司 (PCDC)/費城 規劃協會 (PCPC)	二萬五千美元	運輸改進補助金 (SAFETEA), 社 區和經濟發展局 (DCED)
華埠通路口和社區旗幟設計	費城華埠發展公司 (PCDC)/	二萬五千美元	州基金



重建可行性研究，以前的市殯儀館可能改建為社區藝術中心

卡羅山 (Callowhill) 鄰舍協會 (CNA)/發展商/再發展管理局 (RDA)/費城工業發展公司 (PIDC)

一萬美元

開發商/費城工業發展公司 (PIDC)

5. 街景改造

十街 (亞區(Arch)街到李奇(Ridge)街) 施工

費城華埠發展公司 (PCDC)/中心城區 (CCD)/街道局/卡羅山鄰舍協會 (CNA)/

一百萬美元

資金計劃

十三街 (萬安(Vine)街到春園(Spring Garden)) 施工

費城華埠發展公司 (PCDC)/中心城區 (CCD)/街道局/卡羅山鄰舍協會 (CNA)/

一百萬美元

資金計劃

禮士 (Race) 街 (十街到六街) 設計

費城華埠發展公司 (PCDC)/中心城區 (CCD)/街道局/卡羅山鄰舍協會 (CNA)/

五萬美元

基金

萬安 (Vine) 街 (十五街到六街) 設計

費城華埠發展公司 (PCDC)/中心城區 (CCD)/街道局/卡羅山鄰舍協會 (CNA)/

五萬美元

基金/運輸改進補助金 (SAFETEA)

亞區 (Arch) 街 (十街到六街) 設計

費城華埠發展公司 (PCDC)/中心城區 (CCD)/街道局/卡羅山鄰舍協會 (CNA)/

五萬美元

基金

6. 經濟發展

華埠商業促進區

華埠社區服務協調處 (CCSC)/費城華埠發展公司 (PCDC)/中心城區 (CCD)

二萬五千美元

社區和經濟發展局 (DCED)

春園商業復興計劃

卡羅山 (Callowhill) 鄰舍協會 (CNA)/費城華埠發展公司 (PCDC)

五萬美元

商務局/地方主動性支持公司 (LISC)

7. 生活質量改善

創建一個居民服務街區

費城華埠發展公司 (PCDC)/華埠社區服務協調處 (CCSC)/中心城區 (CCD)/卡羅山 (Callowhill) 鄰舍協會

參見以上第 6 項目

房產業主基金會

保持華埠清潔活動	(CNA) 華埠社區服務協調處 (CCSC)/卡羅山(Callowhill) 鄰舍協會 (CNA)	一萬美元	基金
8. 交通/運輸			
行人倒計數信號安裝	卡羅山 (Callowhill) 鄰舍協會 (CNA)/費城華埠發展公司 (PCDC)		資金計劃, 運輸改進補助金 (SAFETEA)



第三年 (2007)

	責任方	成本	資金來源
1. 收購項目			
三代 (Trigen) 堂(圖#8)	費城華埠發展公司 (PCDC)	待決定	商務局, 鄰舍轉化主動性計劃 (NTI), 費城基礎設施投資管理局 (PENNVEST)
高架橋(圖#9)	商務局/費城華埠發展公司 (PCDC)/閱覽高架橋項目 (RVP)	待決定	商務局, 運輸專項強化基金 (TE)
2. 住房改造/發展			
社區藝術中心重建(圖#10)	開發商/卡羅山 (Callowhill) 鄰舍協會 (CNA)		開發商
亞區(Arch)街和九街 (亞區街 815-37 號 - 停車場) 100 個單元	再發展管理局 (RDA)/費城華埠發展公司 (PCDC)/費城住房管理局 (PHA)		再發展管理局 (RDA)/費城住房管理局 (PHA)
3. 開放空間			
華埠廣場公園發展項目	賓州園藝協會 (PHS)/基金會/卡羅山鄰舍協會 (CNA)/費城華埠發展公司 (PCDC)	五十萬美元	賓州園藝協會 (PHS)基金, 保護區和自然資源局 (DCNR)
4. 規劃/設計			
華埠廣場設計計劃	費城華埠發展公司 (PCDC)/卡羅山鄰舍協會 (CNA)	五萬美元	社區和經濟發展局 (DCED), 保護區和自然資源局 (DCNR) 基金
5. 街景改造			
禮士 (Race) 街 (第十街到第六街) 施工	費城華埠發展公司 (PCDC)/中心城區 (CCD)/街道局/卡羅山鄰舍協會 (CNA)	一百萬美元	基金
萬安 (Vine) 街 (第十五街到第六街) 施工	費城華埠發展公司 (PCDC)/中心城區	一百萬美元	基金, 運輸改進補助金 (SAFETEA)

亞區 (Arch) 街 (十街到六街) 施工	(CCD)/街道局/卡羅山鄰舍協會 (CNA) 費城華埠發展公司 (PCDC)/中心城區	一百萬美元	基金
李奇 (Ridge) 街 (十街到春園) 設計	(CCD)/街道局/卡羅山鄰舍協會 (CNA) 費城華埠發展公司 (PCDC)/街道局/卡羅山鄰舍協會 (CNA)	一百萬美元	住房和社區發展辦公室 (OHCD) 基金
6. 經濟發展			
春園商號聯合會	卡羅山 (Callowhill) 鄰舍協會 (CNA)/商號所有者/費城華埠發展公司 (PCDC)		
7. 生活質量改善			
改善賓州電氣公司 (PECO) 變電站沿線的景觀	費城華埠發展公司 (PCDC)/ 卡羅山 (Callowhill) 鄰舍協會 (CNA)/賓州電氣公司 (PECO)	五萬美元	賓州電氣公司 (PECO)
8. 交通/運輸			
停車確認系統	華埠社區服務協調處 (CCSC)/ 停車管理局/停車場主		

第四年 (2008)

	責任方	成本	資金來源
1. 收購項目			
北 8 街 328 號 (夜總會)(圖#11)	費城華埠發展公司 (PCDC)	七十五萬美元	鄰舍轉化主動性計劃 (NTI)
卡羅山 (Callowhill) 公園區域(圖#13)	卡羅山 (Callowhill) 鄰舍協會 (CNA)	二百萬美元	鄰舍轉化主動性計劃 (NTI)/ 私人
2. 居住條件改善/發展			
三代 (Trigen) 堂的重建資金 90個單元	費城華埠發展公司 (PCDC)	待決定	鄰舍轉化主動性計劃 (NTI)
3. 開放空間			
華埠廣場配套建築	卡羅山 (Callowhill) 鄰舍協會 (CNA)/費城華埠發展公司 (PCDC)		賓州園藝協會 (PHS) 基金
4. 規劃/設計			
高架橋主體計劃	RVP/卡羅山 (Callowhill) 鄰舍協會 (CNA)/費城華埠發展公司 (PCDC)	五萬美元	運輸改進補助金 (SAFETEA) 基金
5. 街景改造			
十二街 (禮士(Race)街到春園(Spring Garden)) 設計	卡羅山 (Callowhill) 鄰舍協會 (CNA)/費城華埠發展公司 (PCDC)/ 街道局	五萬美元	基金
春園 (百老匯(Broad)到第六街) 設計	卡羅山 (Callowhill) 鄰舍協會 (CNA)/街道局/費城華埠發展公司 (PCDC)	十萬美元	基金
李奇 (Ridge) 街 (十街到春園) 施工	費城華埠發展公司 (PCDC)/街道局/卡羅山 (Callowhill) 鄰舍協會 (CNA)	一百萬美元	資金計劃
6. 經濟發展			
繼續施行建築外觀改善計劃	卡羅山鄰舍協會 (CNA)/		

費城華埠發展公司
(PCDC)/華埠社區服務協
調處 (CCSC)

7. 生活質素改善

娛樂活動項目和設施管理計劃

華埠社區服務協調處
(CCSC)

二萬五千美元

8. 交通/運輸

華埠車站標誌性建築

東南賓州運輸管理局
(SEPTA)/中心城區
(CCD)

待決定

運輸改進補助金 (SAFETEA)

第五年 (2009)

	責任方	成本	資金來源
1. 收購項目			
北七街300號球場（與會議中心擴充項目協調進行）（圖 #12）	費城華埠發展公司 (PCDC)	二百二十五萬美元	賓州運輸局 (PENNDOT), 會議中心
2. 居住條件改善/發展			
北八街 328 號（夜總會）開發為住宅 28 個單元	費城華埠發展公司 (PCDC)		鄰舍轉化主動性計劃 (NTI)
部份北七街 300 號 開發為住宅 36 個單元	費城華埠發展公司 (PCDC)		鄰舍轉化主動性計劃 (NTI)
3. 開放空間			
部份北七街 300 號 開發為球場 實施高架橋主體計劃			保護區和自然資源局 (DCNR) 基金
4. 規劃/設計			
萬安 (Vine) 街高速工路上限可行性研究	卡羅山鄰舍協會 (CNA)/中心城區 (CCD) /費城華埠發展公司 (PCDC)	五萬美元	運輸改進補助金 (SAFETEA), 基金
5. 街景改造			
卡羅山 (Callowhill)（百老匯到八街）設計	卡羅山 (Callowhill)鄰舍協會 (CNA)/費城華埠發展公司 (PCDC)/街道局	五萬美元	資金計劃
十二街（禮士(Race)街到春園(Spring Garden)）施工	卡羅山 (Callowhill)鄰舍協會 (CNA)/費城華埠發展公司 (PCDC)/街道局	一百萬美元	資金計劃
春園（百老匯到六街）施工	卡羅山鄰舍協會 (CNA)/街道局/費城華埠發展公司 (PCDC)	二百萬美元	資金計劃
6. 經濟發展			
繼續施行建築外觀改善計劃			
7. 生活質量改善			

8. 交通/運輸

可行性研究，李奇 (Ridge) 支綫上的春園和卡羅山 (Callowhill) 站

東南賓州運輸管理局 (SEPTA)/費城華埠發展公司 (PCDC)/華埠社區服務協調處 (CCSC)

七萬五千美元

東南賓州運輸管理局 (SEPTA)/ 運輸改進補助金 (SAFETEA)

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CHAPTER 6 NEIGHBORHOOD INDICATORS: MEASURING SUCCESS

Tracking the success of community revitalization through on-going neighborhood indicators involves three types of measurements. The first focuses on whether the status of the neighborhood is improving in comparison to other communities-in effect a set of broadly recognized impact measures. The second assesses whether the specific plan objectives are achieved-the measurement of operational success. The third focuses on the impacts of plan implementation on current residents-the measurement of impact on plan participants.

Neighborhood Status Indicators

With regard to the broad assessment of neighborhood status, the Philadelphia Neighborhood Development Collaborative (PNDC) has researched potential measures of neighborhood conditions (neighborhood indicators) to assess the possible impacts of revitalization efforts on the health of neighborhoods. That research suggested eight measurements to track six indicators of neighborhood condition that would apply to all revitalizing neighborhoods (in fact, to all neighborhoods). The six suggested indicators are:

1. Housing vacancy/abandonment rate
2. Market for single-family houses
3. Business activity, particularly retail
4. Crime rate
5. Socio-economic status
6. School quality/educational attainment

The eight specific measurements recommended to track these indicators are:

1. Vacancy/abandonment (overall). The recommended measure that can be regularly updated involves tracking the ending of water service as reported by the Philadelphia Water Department, through the University of Pennsylvania Cartographic Modeling Laboratory's Neighborhood Information System (NIS).
2. Single-family housing market. The recommended measure includes specific dimensions of house sales price, rate of change in house price, turnover (sales) rate, owner-occupancy rate, and population change that can be tracked through local government records reported in various databanks, including NIS and The Reinvestment Fund.
3. Rental housing vacancy. PNDC recognizes that the suggested measurement--the percentage of all multi-family properties that seem to have at least one unit vacant, as evidenced by a water shut-off--does not provide a particularly accurate indicator. For the three neighborhoods in this study, an alternative approach may involve developing a list of multi-family property managers in the area and conducting an annual survey of them for vacancy as of a particular date.
4. Business activity. The suggested measure is rate of commercial vacancy in designated commercial concentrations (commercial corridors, etc.). An annual community-business association survey, beginning with a baseline set at the beginning of plan implementation, would provide tracking of this condition.
5. Crime/safety. PNDC recommends using the University of Pennsylvania reporting of crime data from the City Police Department. This data can be used to compute crimes, or serious crimes, per capita.
6. Socio-economic/demographic status. Obviously, this information can be tracked through decennial census data. PNDC further recommends use of the rate of household poverty, drawn from the Philadelphia Health Management Corporation (PHMC) bi-annual survey, although there appear to be serious limitations with this data at many neighborhood levels.
7. School quality/educational attainment. Three types of data are available - testing data, school attendance and enrollment data and school characteristics. All data is completely public for every school (including charters, privates and publics), conveniently available and can be manipulated.
8. Early Distress Signals. PNDC proposes two indicators that over time could indicate that a community is undergoing negative changes. The one that appears to be more easily tracked is sheriff's sale data, which is a decent partial indicator of abandonment, to complement the vacancy information from water records.



We recommend that Chinatown utilize these eight indicators to track general conditions, although issues of commercial vacancy are less important in this community.

Specific Plan Objectives

Success in achieving several priority plan objectives will be tracked through the eight neighborhood status indicators detailed above. For instance, successful rehabilitation activities will result in a decrease in property vacancy.

Other indicators of success in achieving plan objectives would include:

1. Availability of affordable housing
2. New housing construction and conversion
3. Expansion of available commercial space
4. Achieve of targeted image and community facility improvements: "The Big Lid," viaduct, Chinatown Community Center, Franklin Square
5. Investment in streetscape, parking, and open space improvements.

Specific measurements recommended to track these indicators are:

1. Affordable housing supply. Tracking the number of affordable housing units available in the neighborhood.
2. New housing construction and loft conversion. Tracking the number of new housing units constructed and the number of units provided through loft conversions.
3. Commercial space rehabilitation & construc-

tion. Tracking the square footage of new retail/commercial space constructed and commercial space rehabilitated throughout the community.

4. Achievement of targeted image and facility improvements. Monitoring a checklist of key facility improvements: "The Big Lid," viaduct, Chinatown Community Center, Franklin Square.
5. Streetscape, parking, and open space improvements. Tracking the dollar investment in streetscape improvements. Also tracking the square footage of available public open space.

Impacts on Current Residents

One key community concern is whether current Chinatown residents and businesses benefit from the process of revitalization or whether they are displaced for economic reasons. To track these impacts, we recommend three indicators:

1. Household mobility rate
2. Availability of affordable rental housing
3. Business turnover.

Specific measurements recommended to track these indicators are:

1. Housing mobility rate. This recommended measure is likely to be effective only once. Decennial census data reports at the block group level the number of households residing in the same house as five years previously. 2010 data would report on household mobility since 2005 (effectively the

start of plan implementation). Comparison of this data with data from the 2000 census would indicate whether mobility has increased—a potential indicator of displacement.

2. Availability of affordable rental housing. Decennial census data on rent distribution will give a timely report of data for 2010, though less timely for subsequent periods. This data can track the number of rental units with rents below a selected threshold of affordability. (Note: Number of affordable units is more useful than proportion of affordable units, since revitalization may be associated with increases in the number of market-rate units.)
3. Business turnover. The annual tracking of business vacancy in the community (see above) could be extended to collecting an annual business roster for year to year comparison. At the annual update, notation could be made of the reason for businesses leaving the area to track any economic displacement of current businesses.

APPENDIX A ACRONYM GLOSSARY

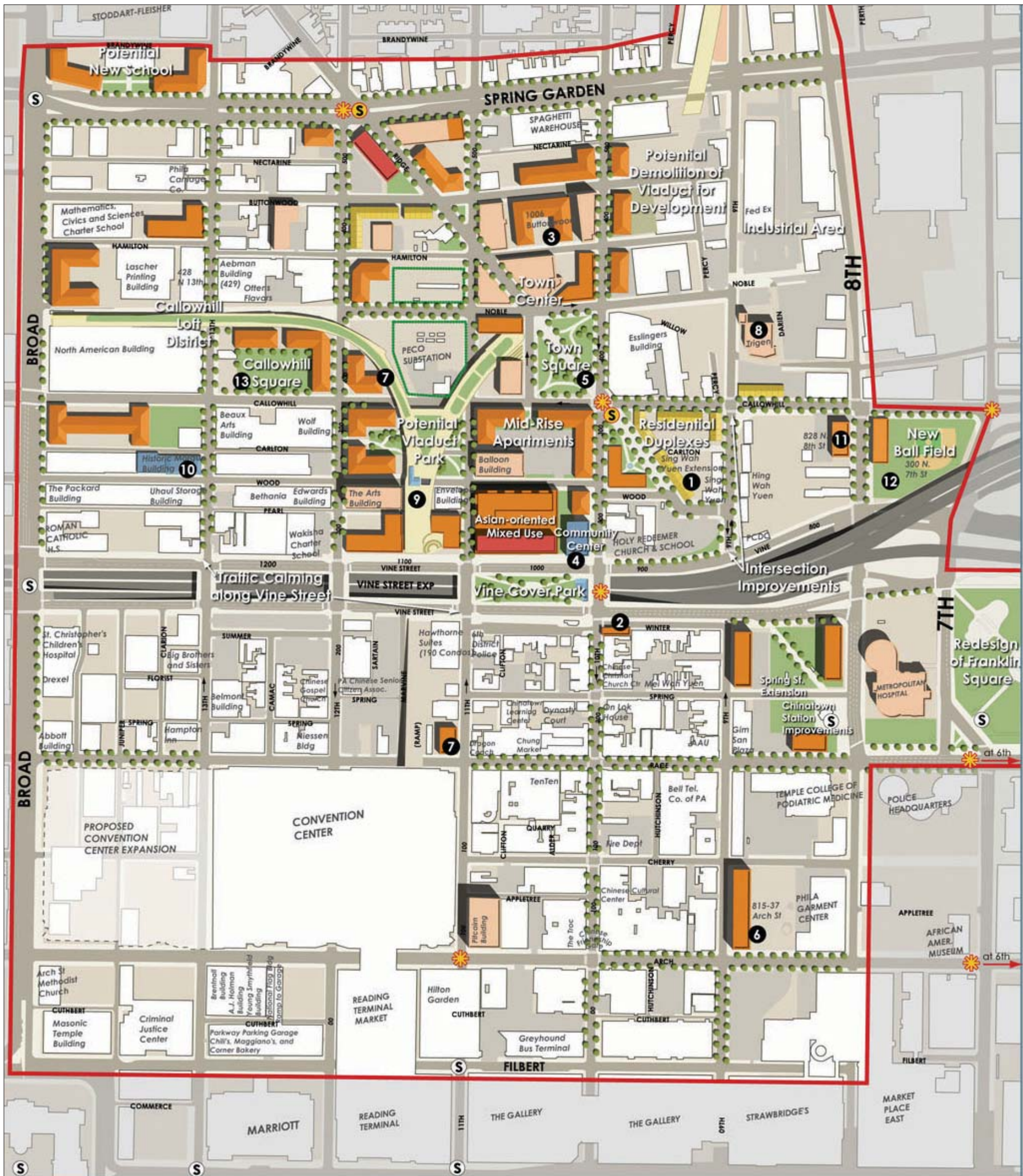
AAU - Asian Americans United
AST - Aboveground Storage Tank
CCD - Center City District
CCSC - Chinatown Community Services
Coordination Committee
CLIP - Community Life Improvement Program
CNA - Callowhill Neighborhood Association
CPZC - Chinatown Planning and Zoning
Committee
DCED - Pennsylvania Department of
Community and Economic
Development
DCNR - Pennsylvania Department of
Conservation and Natural Resources
DVRPC - Delaware Valley Regional Planning
Commission
INP - Independence National Park
LISC - Local Initiatives Support Corporation
NCC - National Constitution Center
NPS - National Park Service
NTI - Neighborhood Transformation Initiative
(An initiative of the Mayor)
OHCD - Philadelphia Office of Housing and
Community Development

PCDC - Philadelphia Chinatown Development
Corporation
PCPC - Philadelphia City Planning Commission
PENNVEST - Pennsylvania Infrastructure
Investment Authority
PHA - Philadelphia Housing Authority
PHS - Philadelphia Horticultural Society
PIDC - Philadelphia Industrial Development
Corporation
RDA - Redevelopment Authority (City of
Philadelphia)
RVP - Reading Viaduct Project
SAFETEA - Safe, Accountable, Flexible, and
Efficient Transportation Equity Act of
2004 (A source of federal funding for
transportation related projects. It is also
known as ISTEA or TEA-21.)
SBCIP - Small Business Commercial
Improvement Program (Philadelphia
Commerce Department)
TE - Transportation Enhancements (a federal
funding program)
UST - Underground Storage Tank

附錄A 字母縮寫詞術語表

AAU - 亞裔美國人聯合會
AST - 地面儲藏箱
CCD - 中心城區
CCSC - 華埠社區服務協調處
CLIP - 改善社區生活計劃
CNA - 卡羅山鄰舍協會
CPZC - 華埠規劃協會
DCED - 社區和經濟發展局
DCNR - 保護區和自然資源局
DVRPC - 特拉華河谷規劃協會
INP - 國家獨立公園
LISC - 地方主動性支持公司
NCC - 國家憲法中心
NPS - 國家公園服務處
NTI - 鄰舍轉化主動性計劃
OHCD - 住房和社區發展辦公室
PCDC - 費城華埠發展公司
PCPC - 費城規劃協會
PENNVEST - 費城基礎設施投資管理局
PHA - 費城住房管理局
PHS - 賓州園藝協會
PICD - 費城工業發展公司
RDA - 再發展管理局
RVP - 閱覽高架橋項目
SAFETEA - 運輸改進補助金
SBCIP - 小企業商業改進計劃
TE - 改進交通運輸(一個聯邦基金計劃)
UST - 地下儲藏箱

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LEGEND

- Commercial Development (6-9 stories)
- Multi-Family Residential with Ground Floor Commercial Development (4-6 stories)
- Rehabilitated Loft Buildings (4-8 stories)
- Residential Duplexes and Town Homes (3-4 stories)
- Community Buildings
- Open Space
- Streetscape Improvements
- Gateway Location
- Proposed Transit Station
- Transit Station
- Study Area
- Projects Listed in the Implementation Action Plan



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