

CENTRAL

PHILADELPHIA



>ZONING APPENDIX



City of
Philadelphia

MAYOR MICHAEL A. NUTTER

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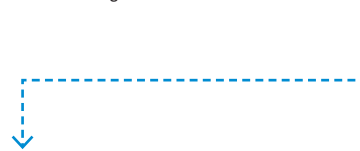
Land Use and Zoning

Purpose of the Zoning Appendix

This document serves as a supplement to the proposed zoning remappings found in the Central District Plan. To better assist the public in understanding the location and intentions of all proposed zoning remappings, all zoning recommendations have been located and the reason for proposing them have been stated. Proposed zoning changes have been shown in neighborhood plans so that they can be seen by street and by block. Proposed Transit Oriented Development (TOD) zoning overlays have also been detailed, with primary and secondary streets shown in conformance with the conditions described in the recently adopted zoning code.

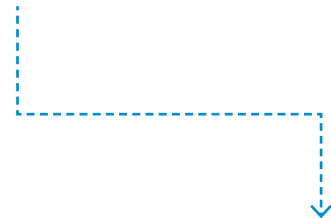
What Is Land Use?

Planners categorize and map land use to document and understand the current state of development. Land use refers to broad categories such as residential, commercial, or industrial and can be broken out into more detail such as high density residential, office commercial, or warehousing/distribution. Maps can help planners identify potential uses that, if developed, could enhance the quality of life or economic productivity of an area. Intensity or type of land use also impacts infrastructure needs such transit or utilities. Most importantly, land use impacts development regulations such as zoning.



What Is Zoning?

Zoning is the primary tool for regulating land use. Zoning is a set of regulations governing land development and permitted uses for property. These laws regulate what type of uses can occur (use), where buildings can be located on a property (area), and the size of the building (bulk). Existing properties may not conform with zoning regulations if they have received a variance for their use, area, or bulk, or if they legally existed prior to the zoning laws being enacted.



Adoption of the New Zoning Code

In August 2012 the revised code took effect, following a four-year process to create the first comprehensive rewrite of the Philadelphia Zoning Code in 50 years. The new zoning code is better organized and easier to navigate. The purpose of the zoning code is to set clear rules and expectations about land use, preserve neighborhood character, protect open space, and encourage investment and jobs.

The zoning code rewrite was the first part of the integrated zoning and planning process: the other major part is the zoning map revision process. The district plans are key to the zoning map revision process by providing land use and zoning recommendations. These land use and zoning recommendations ensure that the new code is properly mapped to reflect both existing and future land use needs. This thereby reduces the number of developments requiring relief from the Zoning Board of Adjustment.

Zoning Map Revision Process

When analyzed together, land use and zoning inform planners if a property or area is zoned correctly for current conditions or if zoning changes are necessary to either reflect existing conditions or bring about changes to future physical development. Over time, changes in land use may require a remapping, or a change to a property's zoning district classification, as shown on the official zoning map. Zoning map revision is a public process for updating and revising the zoning in an area and requires an action by City Council.

Proposed Zoning

The zoning of a parcel is analyzed to ensure that it can implement the desired future land use. Zoning is the primary tool to regulate land use (use), where a building can locate on the property (area), and building size (bulk). The zoning in most of the district will remain as-is since many of the uses are appropriate and should continue into the future. In some areas, the zoning does not match the existing and future land use and, therefore, requires **Corrective Zoning**. Other areas are targeted for long-term transition to new uses and development as envisioned by the community through the planning process. These zoning revisions are referred to as **Zoning to Advance the Plan**. Places where a zoning change is proposed are called out and detailed on the next pages.

Corrective Zoning

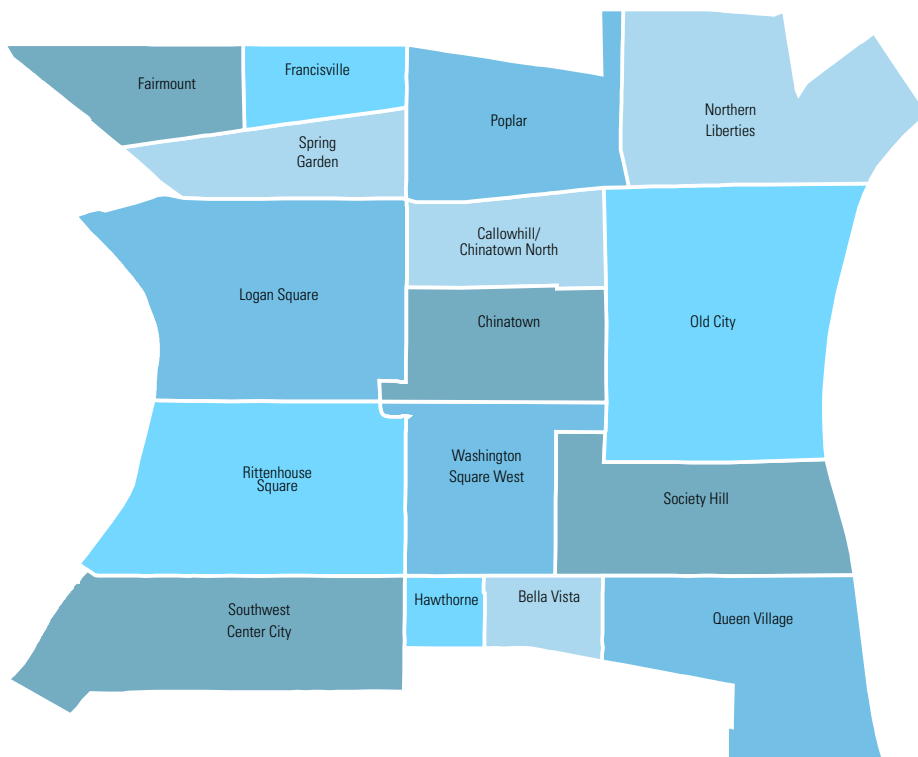
Matches zoning with existing land use.

These are areas where the mismatch may cause unnecessary zoning variances or certificates, or allow an inappropriate use.

Zoning to Advance the Plan

Encourages new development and uses envisioned by the community through the planning process.

These are areas where revisions to the zoning code will enable development as recommended by this plan. These recommendations are based on the Future Land Use map of the Central District Plan (p. 86), not what exists today.

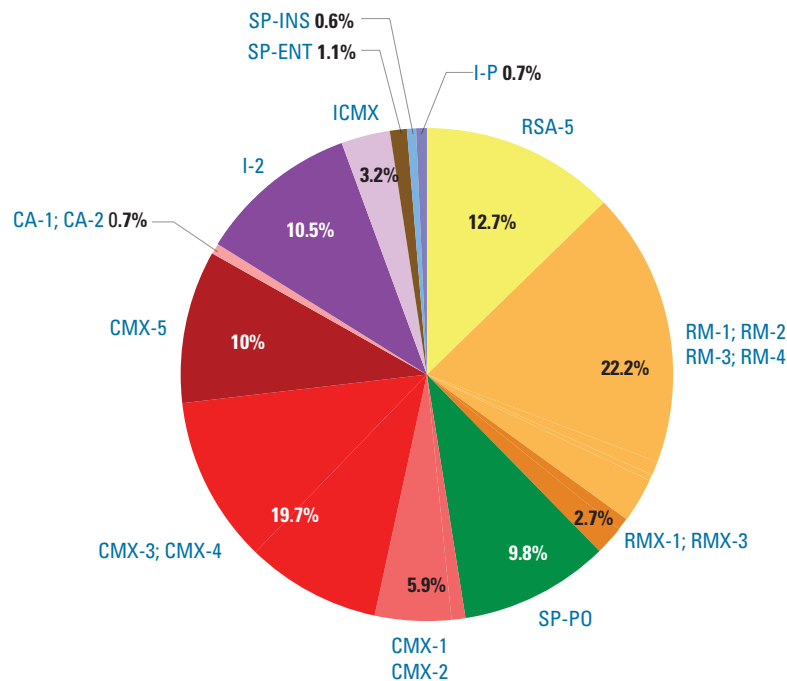


Existing Zoning

On December 22, 2011, Mayor Nutter signed into law the first comprehensive rewrite of the Philadelphia Zoning Code in 50 years. The new zoning code went into effect on August 22, 2012.

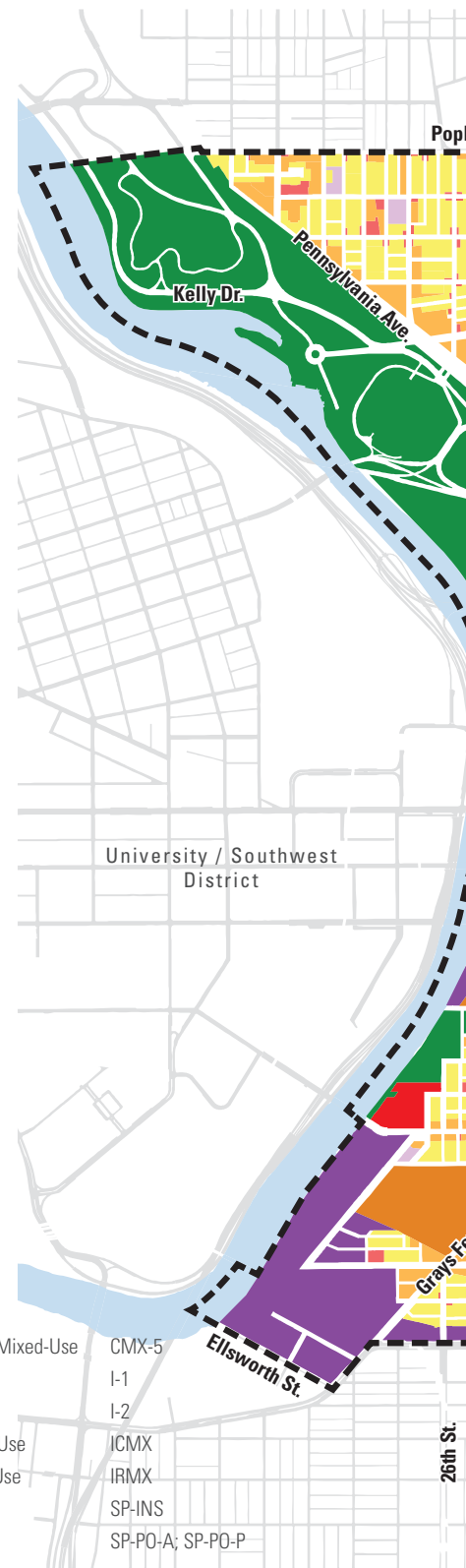
Zoning in the Central District is unique, allowing for most dense, mixed-use development opportunities. The existing zoning of the Central District is generally consistent with the existing land use. With large swathes of the Central District zoned for commercial mixed uses at high densities (CMX-4 and CMX-5), a wide-range of residential, commercial, institutional, and cultural uses are permitted. CMX-4 and CMX-5 are the highest density, mixed-use zoning classification in the Zoning Code and are perfectly suited for high-rise development in Philadelphia's "downtown." These designations often cover full-city blocks and often permit more dense development than what currently exists.

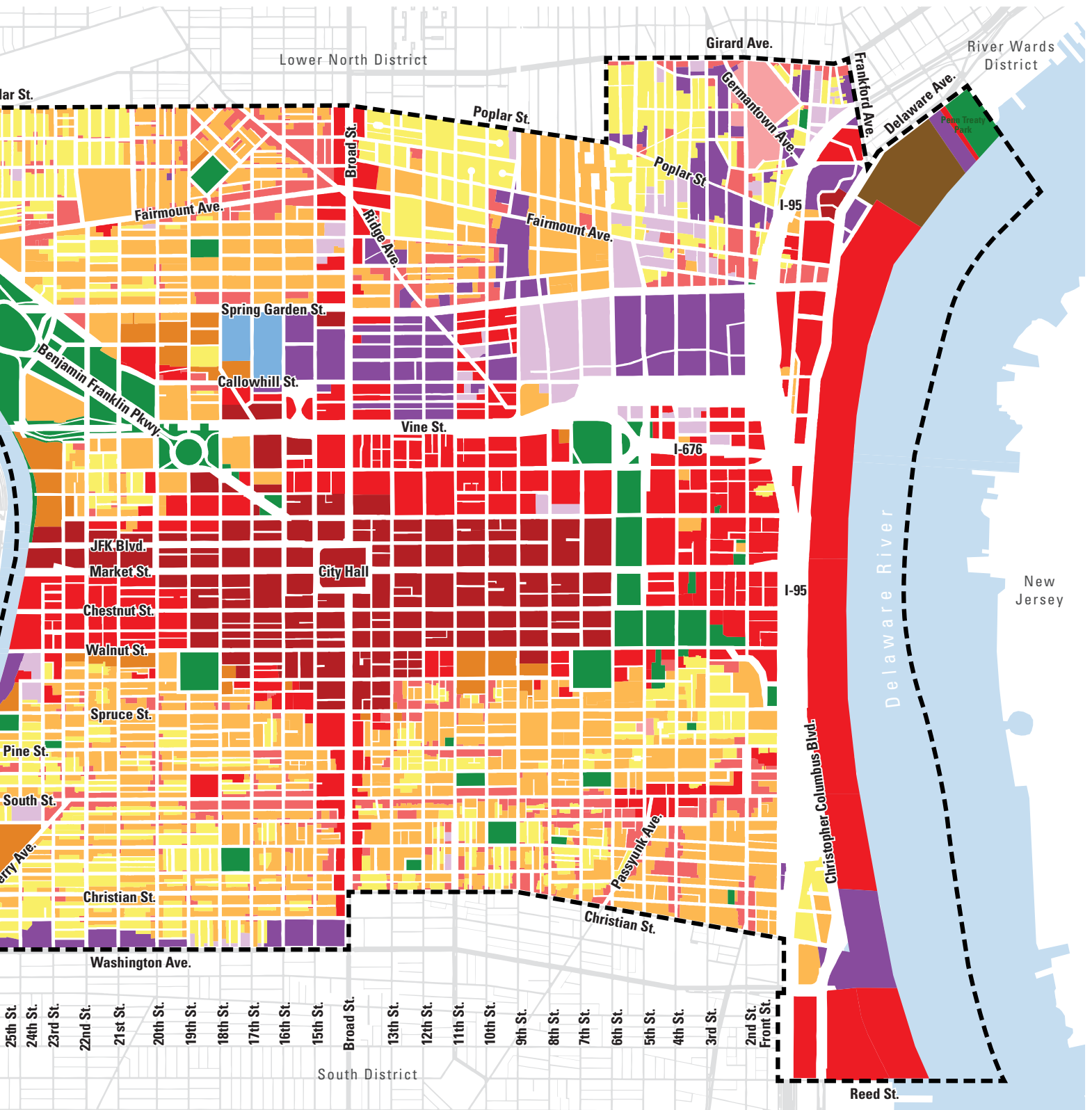
The zoning also created Center City's elegant transition to mid-rise and low-rise development in surrounding neighborhoods with spines of higher density zoning designations along Broad Street, Market Street and John F. Kennedy Boulevard. However, as the zoning classifications become more fine-grained and less permissive outside the core, zoning and land use do not align as well. Recurrent areas of mismatch in the Central District neighborhoods include single-family use areas zoned to allow multifamily, open space and recreation uses zoned incorrectly, and a variety of commercial and residential uses zoned industrial. Specific zoning recommendations are outlined in the "Making It Happen" section of this plan and the Zoning Appendix.



Existing Zoning Map Legend

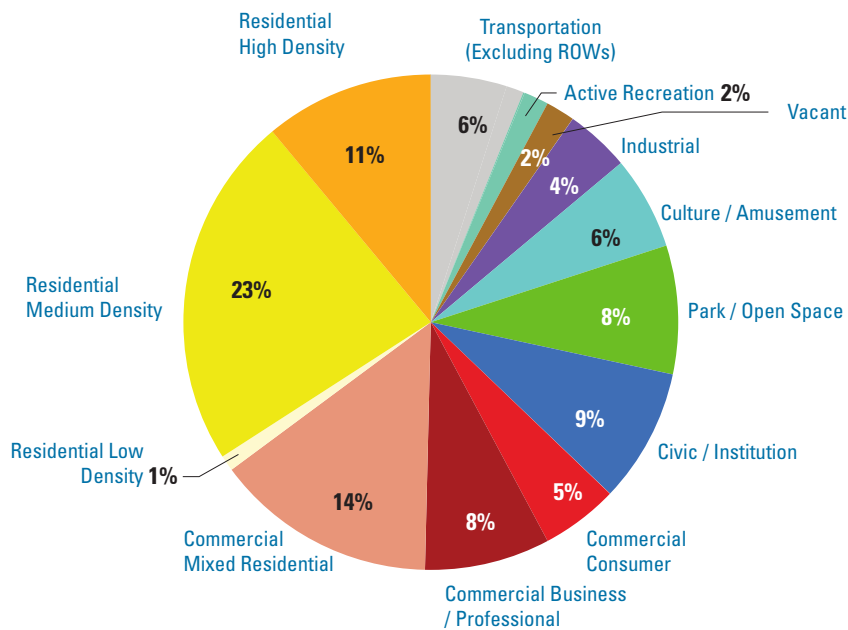
■ Residential Single-Family Attached	RSA-1; RSA-2; RSA-3; RSA-4; RSA-5	■ Center City Core Commercial Mixed-Use
■ Residential Two-Family Attached	RTA-1	■ Light Industrial
■ Residential Multifamily	RM-1; RM-2; RM-3; RM-4	■ Medium Industrial
■ Auto-Oriented Commercial	CA-1; CA-2	■ Industrial Commercial Mixed-Use
■ Neighborhood Commercial Mixed-Use	CMX-1; CMX-2; CMX2.5	■ Industrial Residential Mixed-Use
■ Community/Center City Commercial Mixed-Use	CMX-3; CMX-4	■ Institutional Development
		■ Recreation





Proposed Land Use

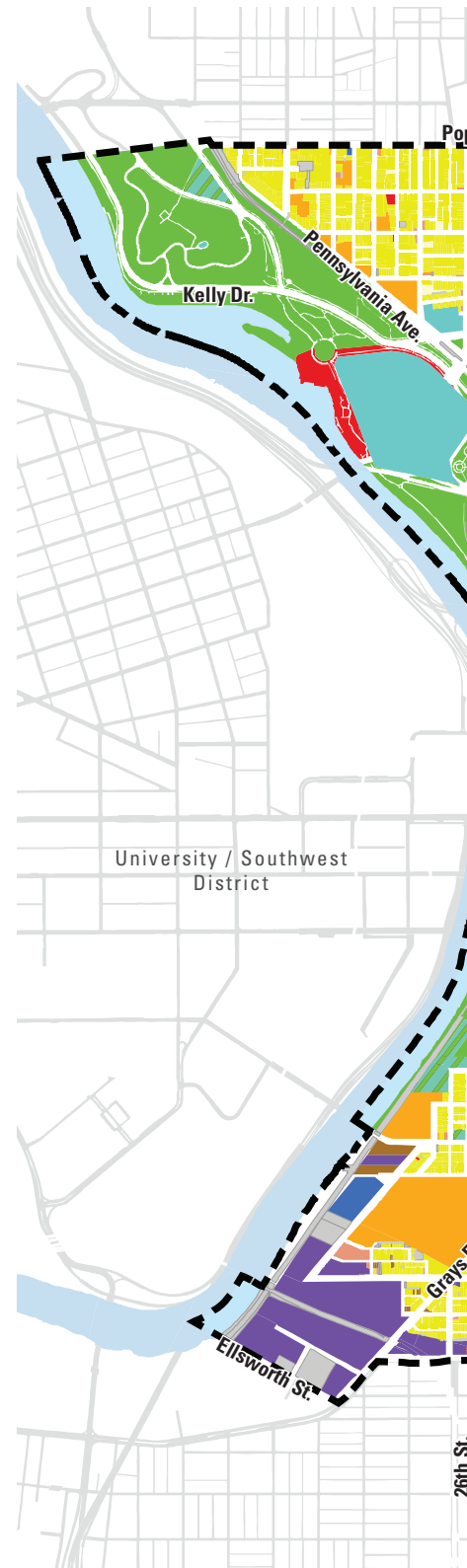
The Central District is forecast to see moderate growth over the next 10 years. These proposed changes to the land use of the district take into account not only places that are stable, such as the residential neighborhoods and some commercial areas, but also where growth should and can be accommodated. Taking into account the recommendations from the *Citywide Vision* as well as previously existing plans and community feedback, this proposal looks to distribute density around areas of concentrated transit access, capital facilities, and cultural amenities.

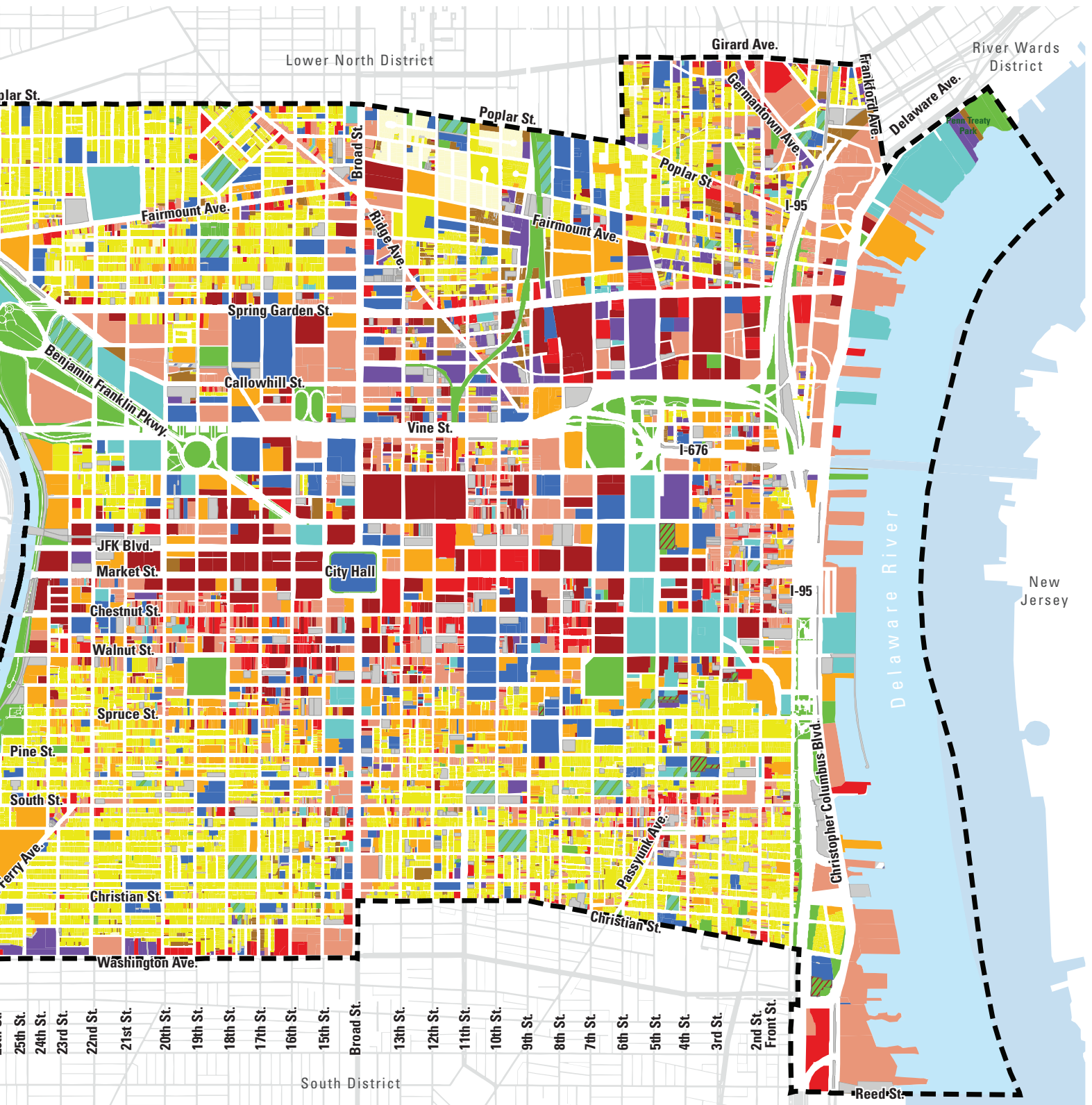


Existing Land Use Map Legend

	Residential Low Density		Transportation
	Residential Medium Density		Culture / Amusement
	Residential High Density		Active Recreation
	Commercial Consumer		Park / Open Space
	Commercial Business / Professional		Cemetery
	Commercial Mixed Residential		Water
	Industrial		Vacant
	Civic/Institution		

* The Transportation percentage does not include streets and sidewalks, which cover a total of 928 acres.





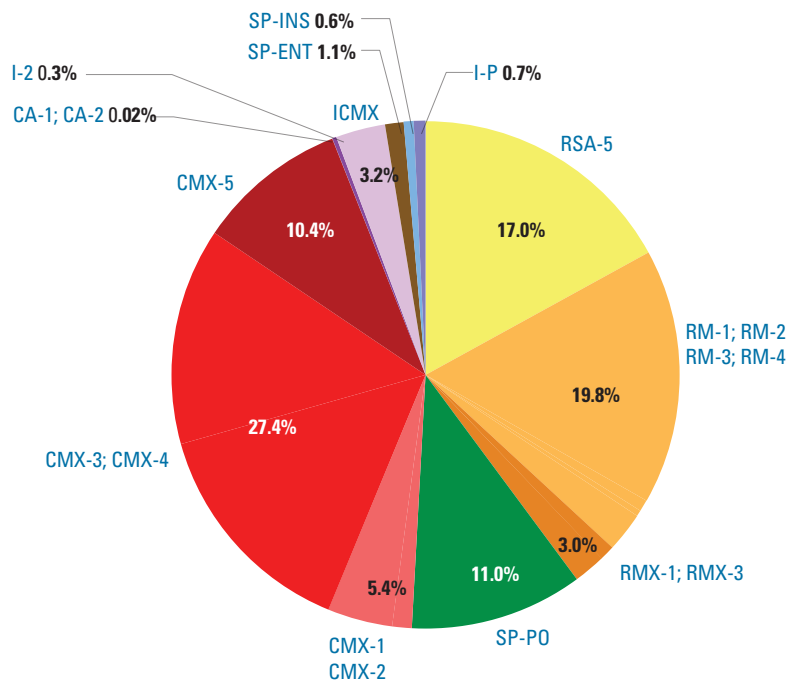
Proposed Zoning

The zoning of a parcel is analyzed to ensure that it can implement the desired future land use. Many of the proposed zoning changes outlined on the following pages can fall into several categories:

Industrial Zoning — Currently, many areas of the Central District are zoned to allow industrial uses, but are transitioning to other uses, such as residential or commercial. Along the Delaware waterfront, the former Callowhill Industrial District and the western end of Washington Avenue are all seeing new uses mix in with the remaining industrial businesses. The new zoning in these areas will further help the transition, while preserving locations for light industry that serves the district.

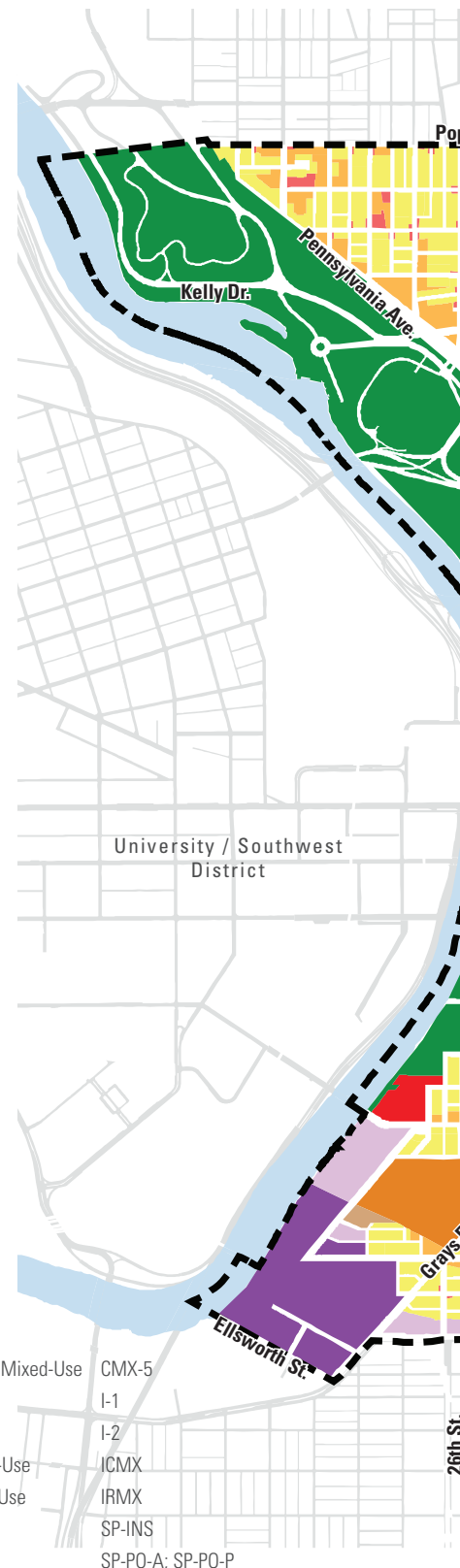
Commercial Corridors — Several commercial corridors can benefit from higher densities. The influx of additional residents along these corridors will help support commercial ventures and strengthen the mix of uses of the area.

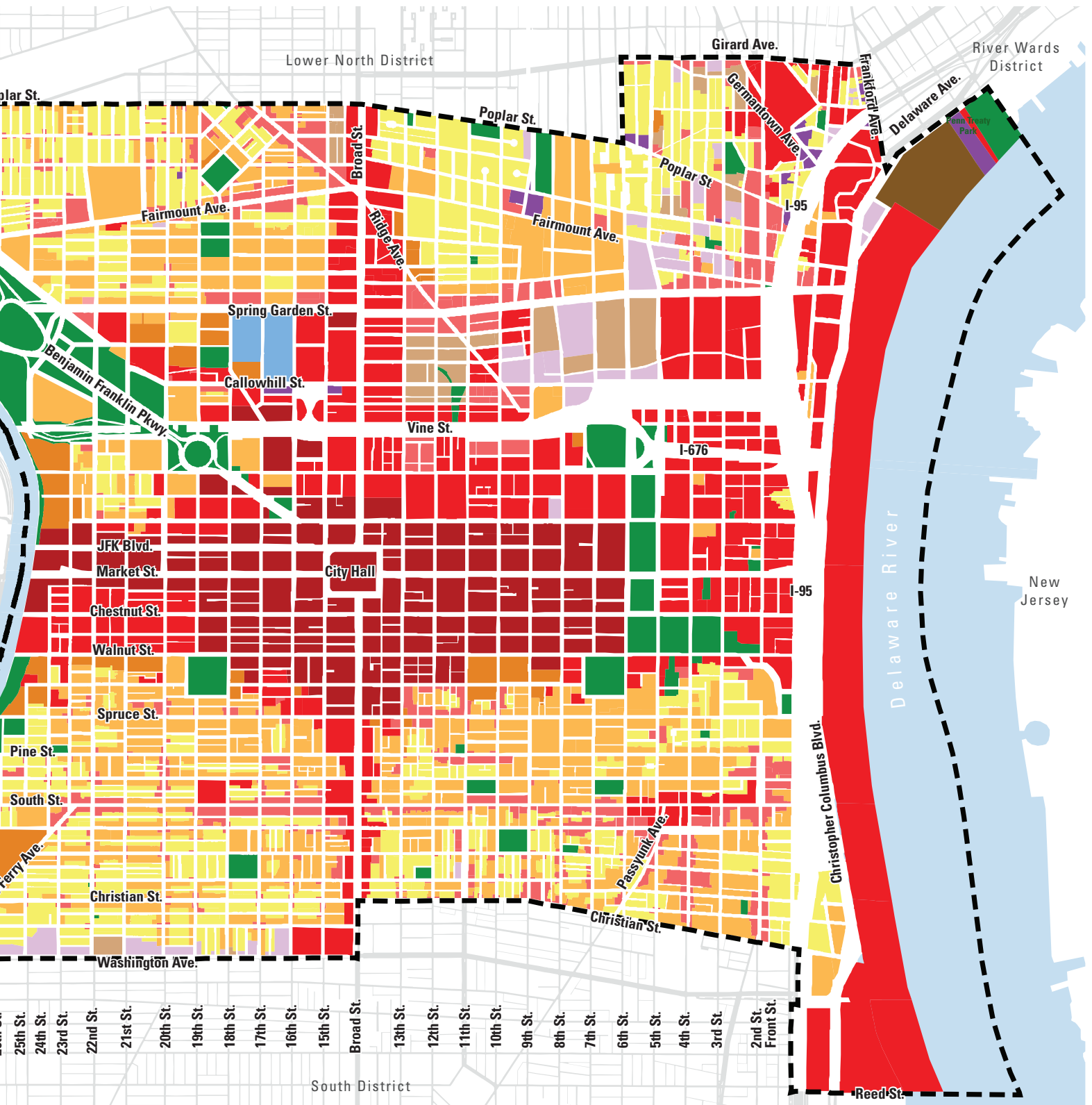
Transit-Oriented Development Overlays — The new zoning code allows for overlays around transit centers to increase density and support multimodal transportation. Several key subway and El stops in the Central District would benefit from additional development around these transportation nodes.



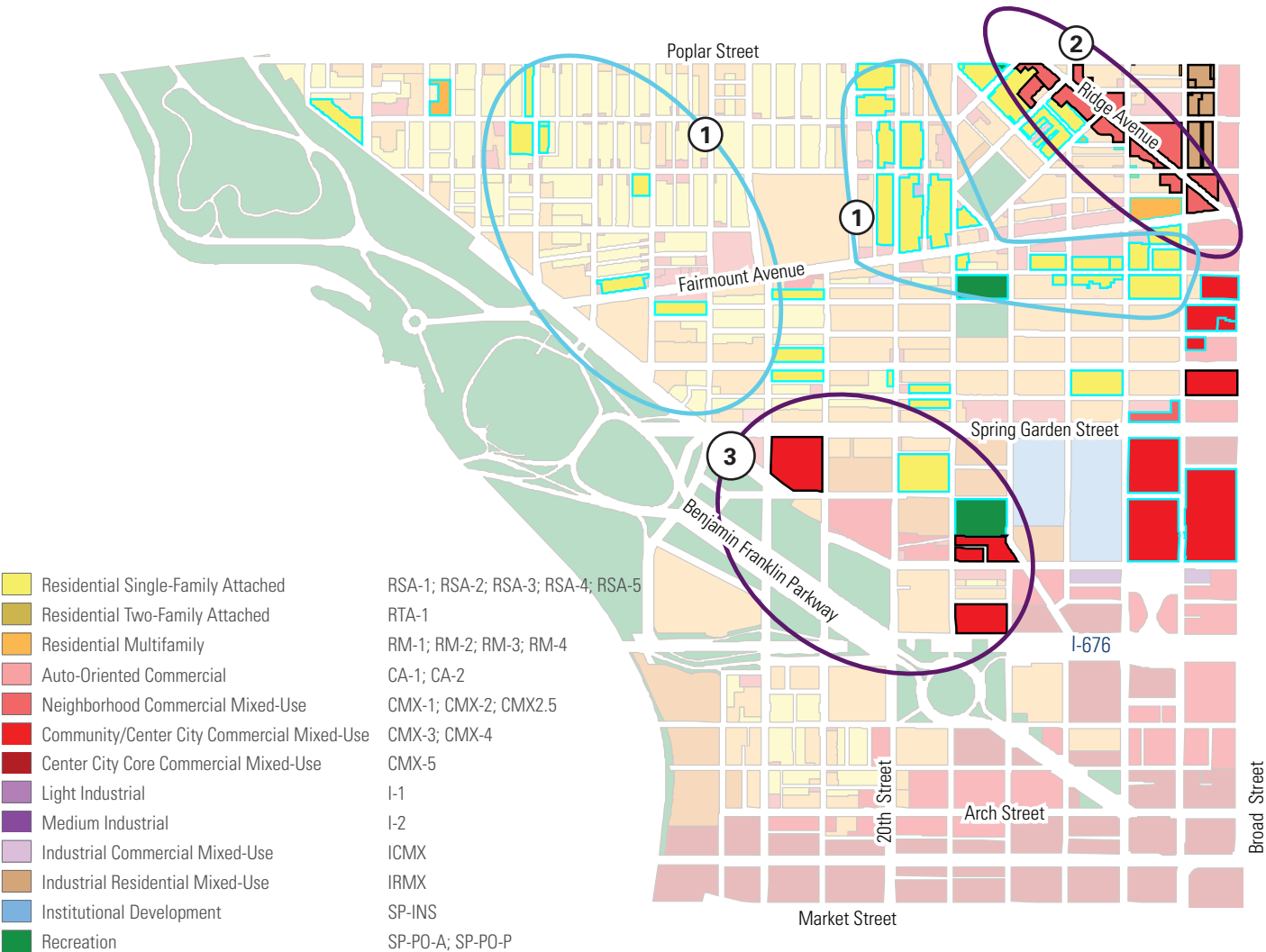
Proposed Zoning Map Legend

■ Residential Single-Family Attached	RSA-1; RSA-2; RSA-3; RSA-4; RSA-5	■ Center City Core Commercial Mixed-Use	CMX-5
■ Residential Two-Family Attached	RTA-1	■ Light Industrial	I-1
■ Residential Multifamily	RM-1; RM-2; RM-3; RM-4	■ Medium Industrial	I-2
■ Auto-Oriented Commercial	CA-1; CA-2	■ Industrial Commercial Mixed-Use	ICMX
■ Neighborhood Commercial Mixed-Use	CMX-1; CMX-2; CMX2.5	■ Industrial Residential Mixed-Use	IRMX
■ Community/Center City Commercial Mixed-Use	CMX-3; CMX-4	■ Institutional Development	SP-INS
		■ Recreation	SP-PO-A; SP-PO-P



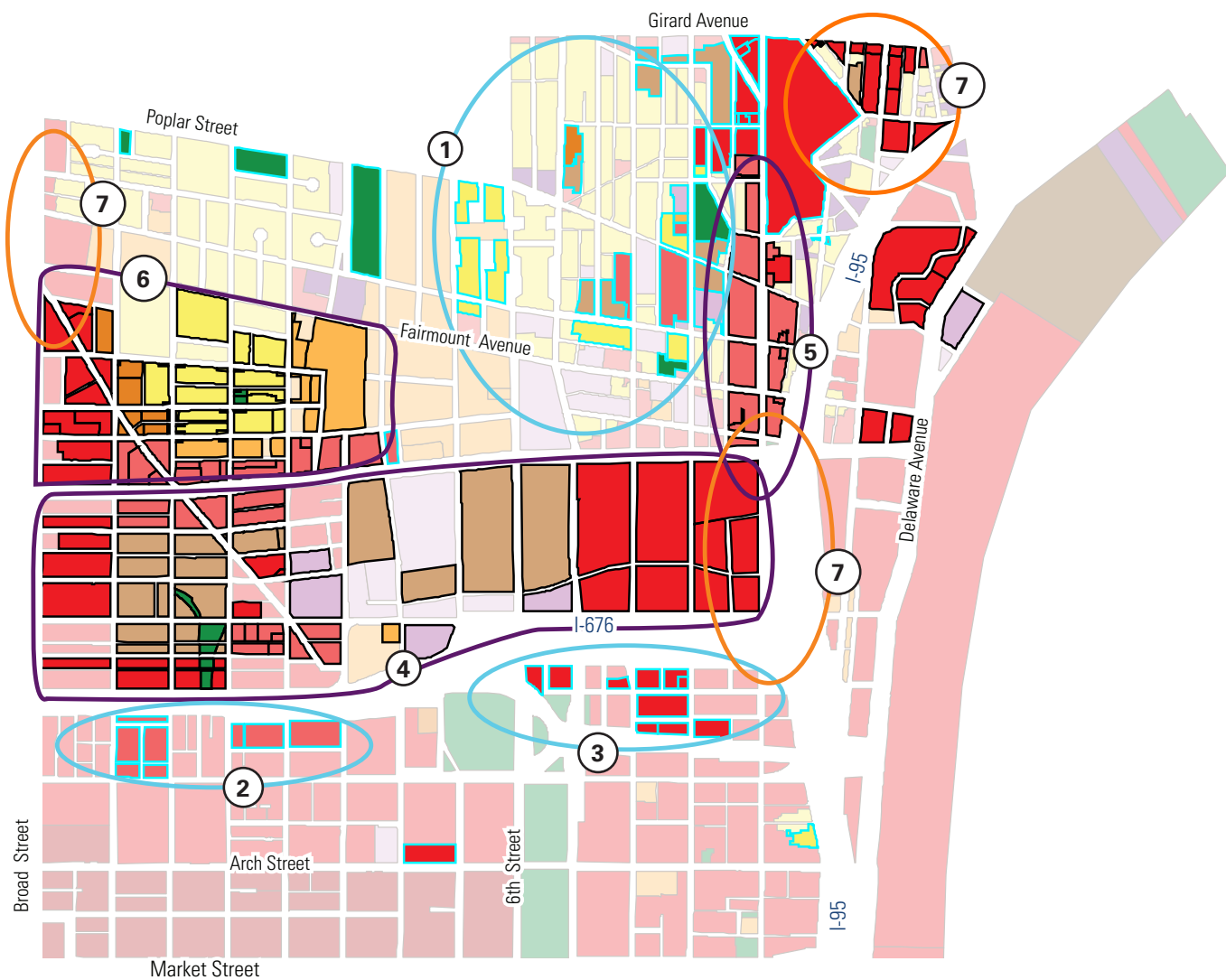


Priority Zoning Changes — Northwest Quadrant



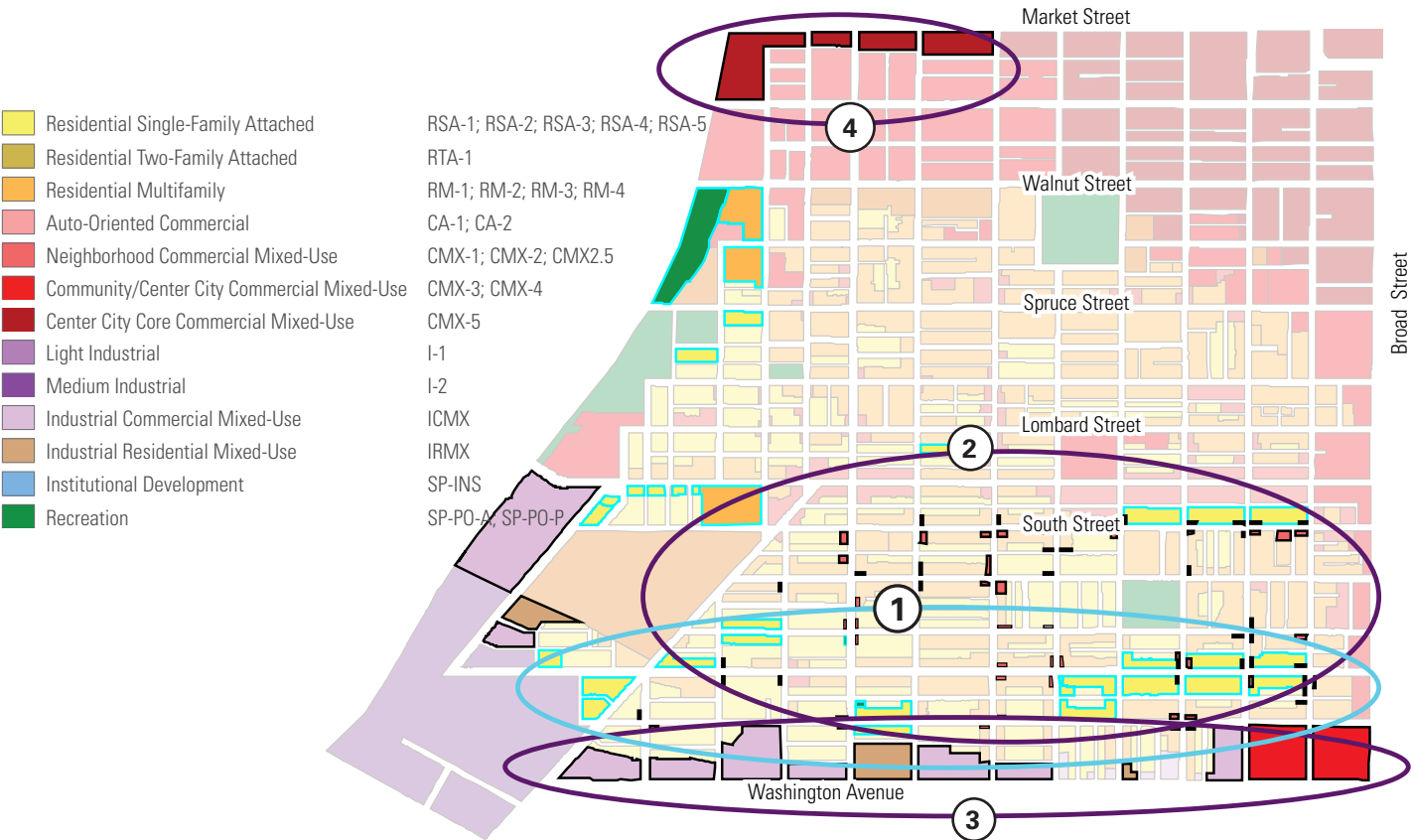
		Existing Zoning	Proposed Zoning	Reason for Rezoning
Corrective Zoning	1. Multiple Locations	RM-1	RSA-5	Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use.
	2. Ridge Avenue Corridor, Francisville	CMX-2	CMX-2.5	Create density along commercial corridor and preserve single family areas
Zoning to Advance the Plan	3. Callowhill Street Area, Logan Square	RMX-4, CMX-2	CMX-3, CMX-4	Continue development momentum with mixed use

Priority Zoning Changes — Northeast Quadrant



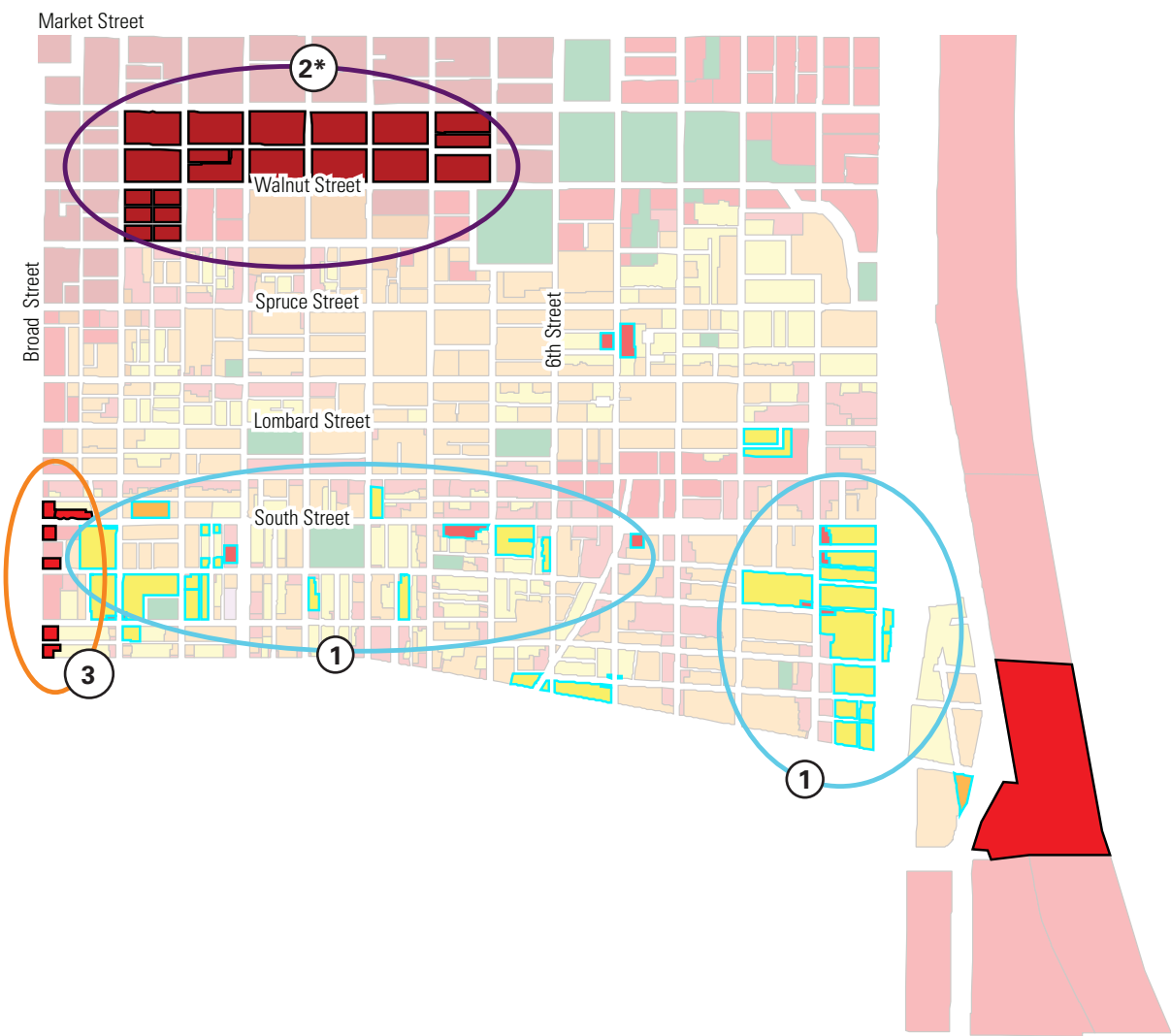
		Existing Zoning	Proposed Zoning	Reason for Rezoning
Corrective Zoning	1. Northern Liberties	I-2 and ICMX	mixed	Align to the existing land use
	2. Chinatown	CMX-3	CMX-2	
	3. Old City	CMX-1	CMX-3	
Zoning to Advance the Plan	4. Callowhill/Chinatown North/Old City	ICMX, I-2	ICMX, IRMX, CMX-3	Encourage corridor to rebuild by allowing slightly higher density and mixed uses
	5. Second Street, Northern Liberties	varied	CMX-2.5	Reinforce existing commercial corridor
	6. Poplar	RM-1, RM-2, CMX-2	RSA-5, CMX-4, CMX-3, CMX-2.5, RMX-3, RM-1	Create density along commercial corridors to preserve single family areas
	7. Fairmount and Broad Street Line, Spring Garden El Station, Girard El Station	varied	TOD overlay	Support affordable housing and reduced parking near transit

Priority Zoning Changes — Southwest Quadrant



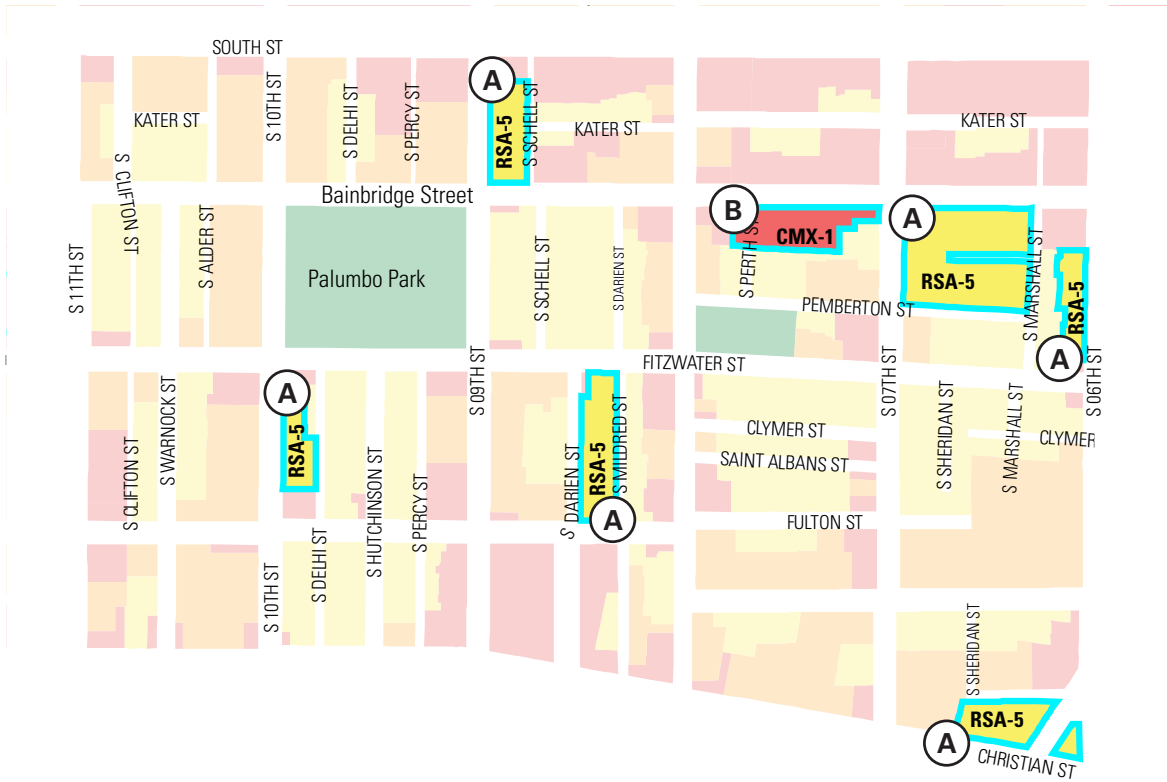
		Existing Zoning	Proposed Zoning	Reason for Rezoning
Corrective Zoning	1. Multiple Locations	RM-1	RSA-5, SP-PO	Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use.
	2. Corner Stores, Southwest	CMX-1	CMX-2	Require commercial uses to preserve corner stores
	3. Washington Avenue Corridor	I-2, ICMX	ICMX, IRMX, CMX-4	Allow industrial sites to transition to mixed use and commercial use
	4. West Market Street	CMX-4	CMX-5	Allow greater density within the core of the Central District

Priority Zoning Changes — Southeast Quadrant



		Existing Zoning	Proposed Zoning	Reason for Rezoning
Corrective Zoning	1. Multiple Locations	RM-1	RSA-5	Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use.
Zoning to Advance the Plan	2*. East Walnut and East Chestnut Streets	CMX-5	Consider changing to CMX-4	Right size development to better transition from high-rise Market Street to rowhouse neighborhood
	3. Lombard and Broad Street Line TOD	varied	TOD Overlay	Support affordable housing and reduced parking near transit

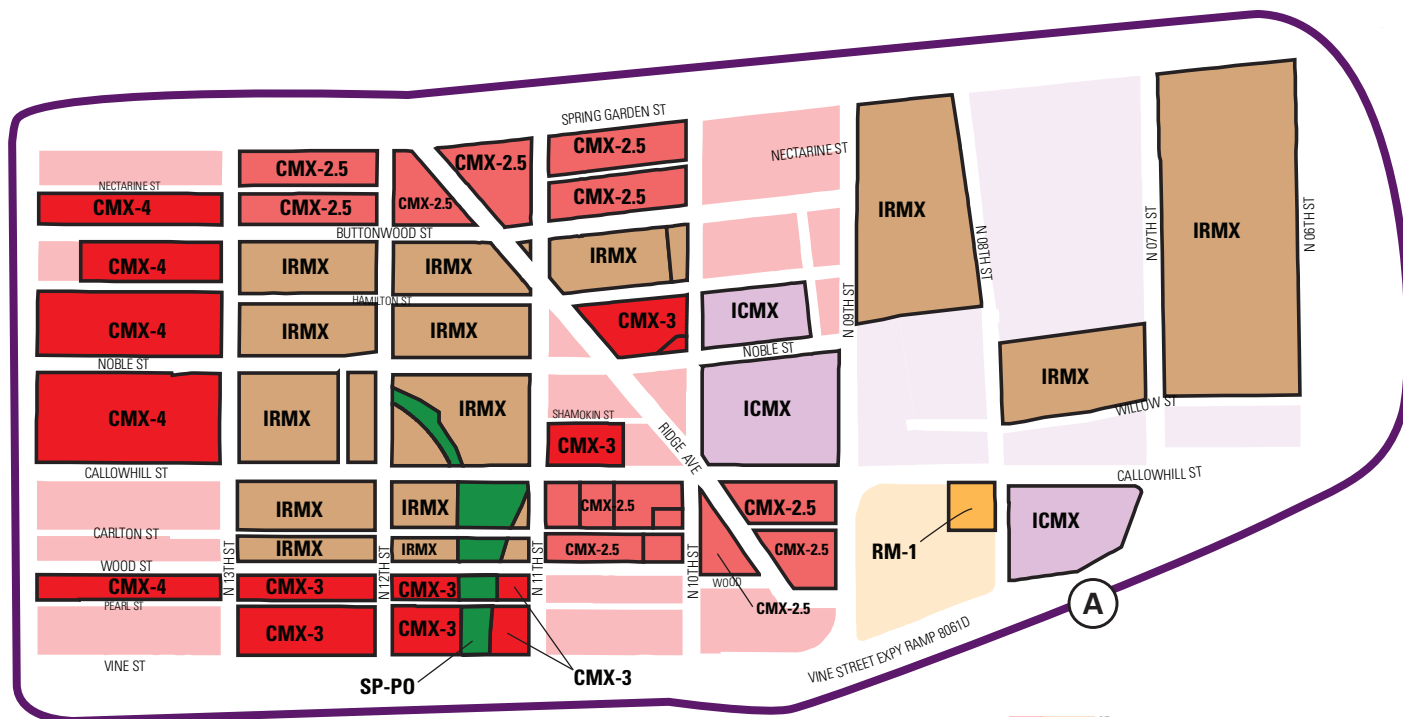
Bella Vista



Residential Single-Family Attached	RSA-1; RSA-2; RSA-3; RSA-4; RSA-5
Residential Two-Family Attached	RTA-1
Residential Multifamily	RM-1; RM-2; RM-3; RM-4
Auto-Oriented Commercial	CA-1; CA-2
Neighborhood Commercial Mixed-Use	CMX-1; CMX-2; CMX2.5
Community/Center City Commercial Mixed-Use	CMX-3; CMX-4
Center City Core Commercial Mixed-Use	CMX-5
Light Industrial	I-1
Medium Industrial	I-2
Industrial Commercial Mixed-Use	ICMX
Industrial Residential Mixed-Use	IRMX
Institutional Development	SP-INS
Recreation	SP-PO-A; SP-PO-P

		Existing Zoning	Proposed Zoning	Reason for Rezoning
Corrective Zoning	A. Multiple Locations	RM-1	RSA-5	Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use.
	B. Bainbridge Street between 7th and 8th Streets	CMX-2	CMX-1	

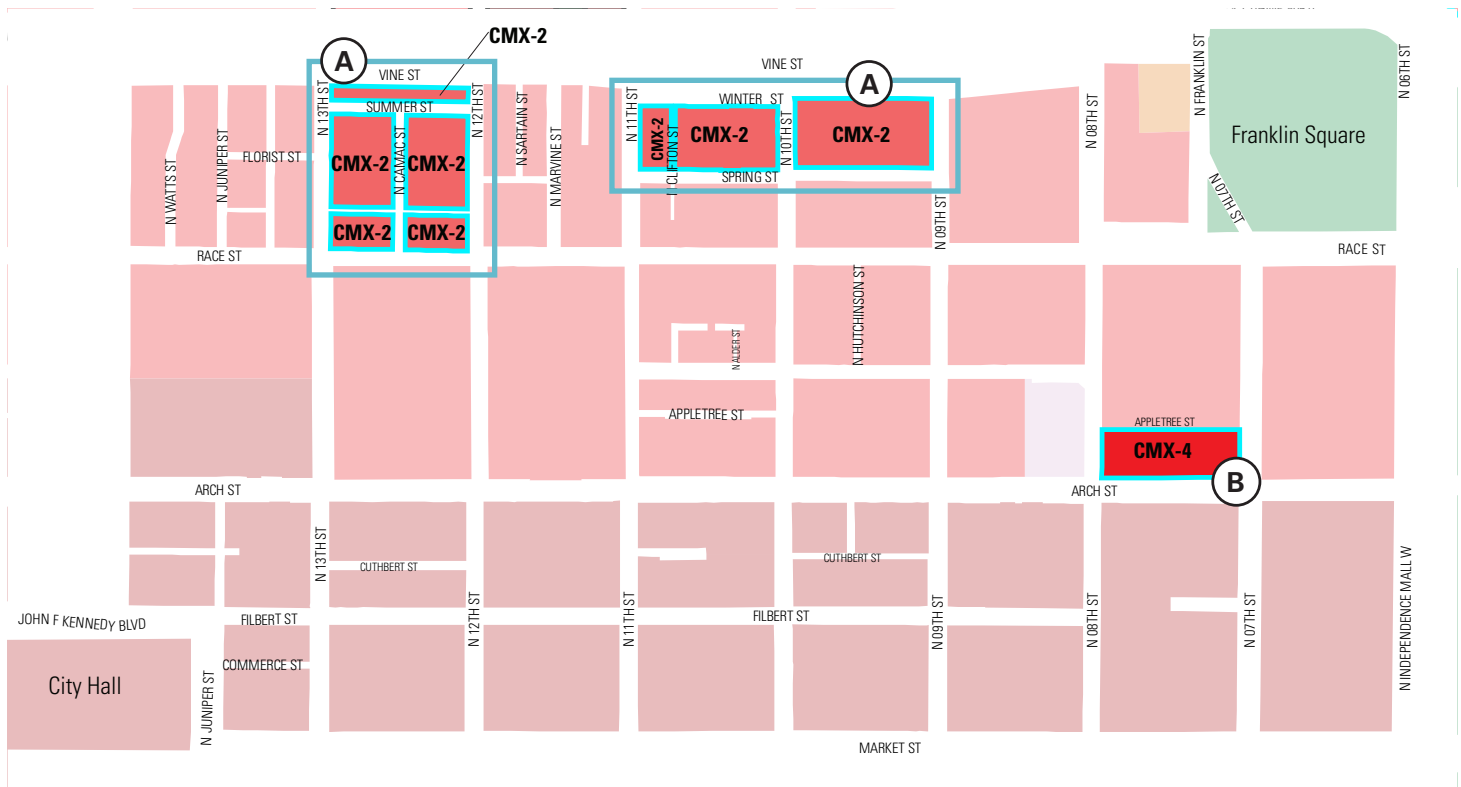
Callowhill/Chinatown North



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| Residential Single-Family Attached | RSA-1; RSA-2; RSA-3; RSA-4; RSA-5 |
| Residential Two-Family Attached | RTA-1 |
| Residential Multifamily | RM-1; RM-2; RM-3; RM-4 |
| Auto-Oriented Commercial | CA-1; CA-2 |
| Neighborhood Commercial Mixed-Use | CMX-1; CMX-2; CMX2.5 |
| Community/Center City Commercial Mixed-Use | CMX-3; CMX-4 |
| Center City Core Commercial Mixed-Use | CMX-5 |
| Light Industrial | I-1 |
| Medium Industrial | I-2 |
| Industrial Commercial Mixed-Use | ICMX |
| Industrial Residential Mixed-Use | IRMX |
| Institutional Development | SP-INS |
| Recreation | SP-PQ-A; SP-PQ-P |

		Existing Zoning	Proposed Zoning	Reason for Rezoning
Zoning to Advance the	A. Callowhill/Chinatown North/Old City	ICMX, I-2	ICMX, IRMX, CMX-3, CMX-4, RM-1	Encourage corridors to rebuild by allowing slightly higher density and mixed uses

Chinatown



- Residential Single-Family Attached
- Residential Two-Family Attached
- Residential Multifamily
- Auto-Oriented Commercial
- Neighborhood Commercial Mixed-Use
- Community/Center City Commercial Mixed-Use
- Center City Core Commercial Mixed-Use
- Light Industrial
- Medium Industrial
- Industrial Commercial Mixed-Use
- Industrial Residential Mixed-Use
- Institutional Development
- Recreation
- RSA-1; RSA-2; RSA-3; RSA-4; RSA-5
- RTA-1
- RM-1; RM-2; RM-3; RM-4
- CA-1; CA-2
- CMX-1; CMX-2; CMX2.5
- CMX-3; CMX-4
- CMX-5
- I-1
- I-2
- ICMX
- IRMX
- SP-INS
- SP-PO-A; SP-PO-P

		Existing Zoning	Proposed Zoning	Reason for Rezoning
Corrective Zoning	A. Chinatown	CMX-3	CMX-2	Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use.
	B. Arch Street and 8th Street	ICMX	CMX-4	

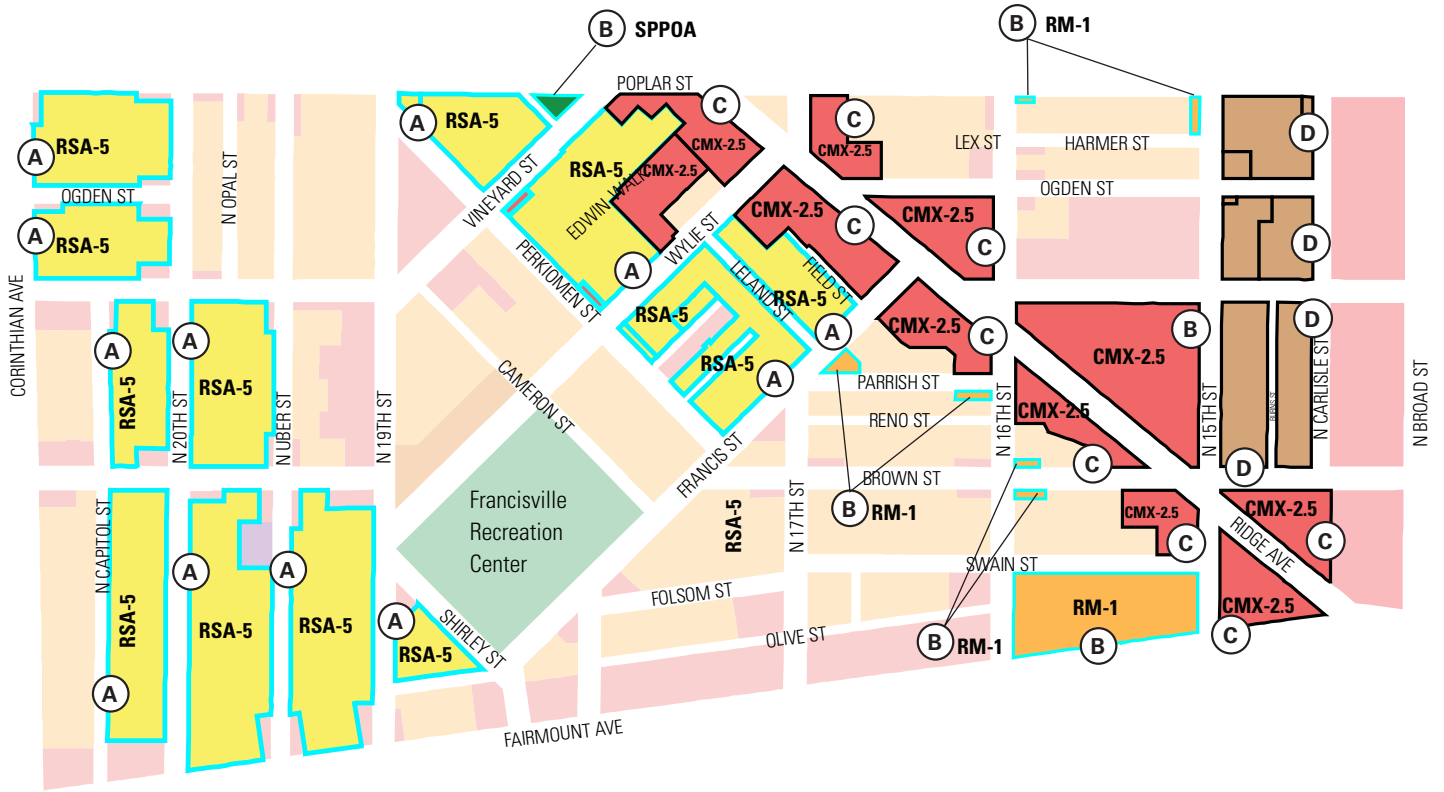
Fairmount



Residential Single-Family Attached	RSA-1; RSA-2; RSA-3; RSA-4; RSA-5
Residential Two-Family Attached	RTA-1
Residential Multifamily	RM-1; RM-2; RM-3; RM-4
Auto-Oriented Commercial	CA-1; CA-2
Neighborhood Commercial Mixed-Use	CMX-1; CMX-2; CMX2.5
Community/Center City Commercial Mixed-Use	CMX-3; CMX-4
Center City Core Commercial Mixed-Use	CMX-5
Light Industrial	I-1
Medium Industrial	I-2
Industrial Commercial Mixed-Use	ICMX
Industrial Residential Mixed-Use	IRMX
Institutional Development	SP-INS
Recreation	SP-PO-A; SP-PO-P

		Existing Zoning	Proposed Zoning	Reason for Rezoning
Corrective Zoning	A. Multiple Locations	RM-1	RSA-5	Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use.
	B. Parrish and Pennock Streets	ICMX	RM-1	

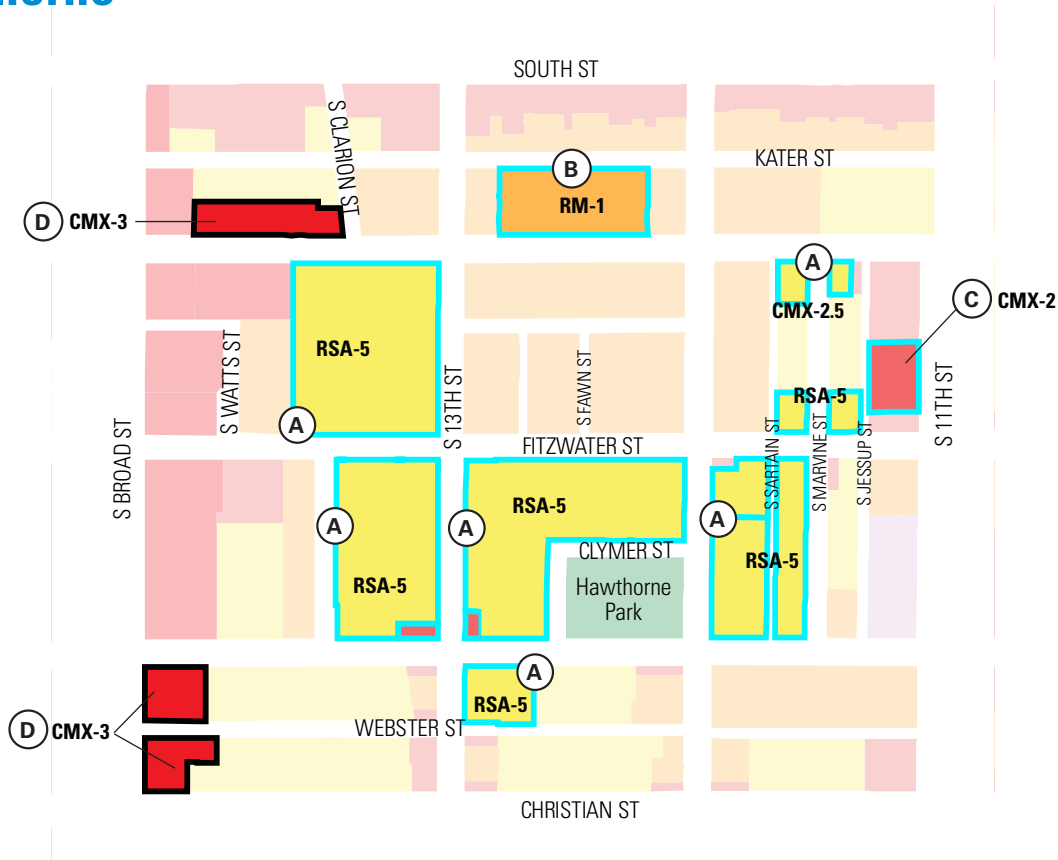
Francisville



- Residential Single-Family Attached
 - Residential Two-Family Attached
 - Residential Multifamily
 - Auto-Oriented Commercial
 - Neighborhood Commercial Mixed-Use
 - Community/Center City Commercial Mixed-Use
 - Center City Core Commercial Mixed-Use
 - Light Industrial
 - Medium Industrial
 - Industrial Commercial Mixed-Use
 - Industrial Residential Mixed-Use
 - Institutional Development
 - Recreation
- RSA-1; RSA-2; RSA-3; RSA-4; RSA-5
 - RTA-1
 - RM-1; RM-2; RM-3; RM-4
 - CA-1; CA-2
 - CMX-1; CMX-2; CMX2.5
 - CMX-3; CMX-4
 - CMX-5
 - I-1
 - I-2
 - ICMX
 - IRMX
 - SP-INS
 - SP-PO-A; SP-PO-P

		Existing Zoning	Proposed Zoning	Reason for Rezoning
Zoning to Advance the Plan	A. Multiple Locations	RM-1	RSA-5	Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use.
	B. Multiple Locations	CMX-1, CMX-2	RM-1, SPP0A	
	C. Ridge Avenue Corridor	CMX-2	CMX-2.5	Create density along commercial corridor and to preserve single family areas
	D. Carlisle Street to 15th Street	CMX-2, RM-1	IRMX	Encourage corridors to rebuild by allowing slightly higher density and mixed uses

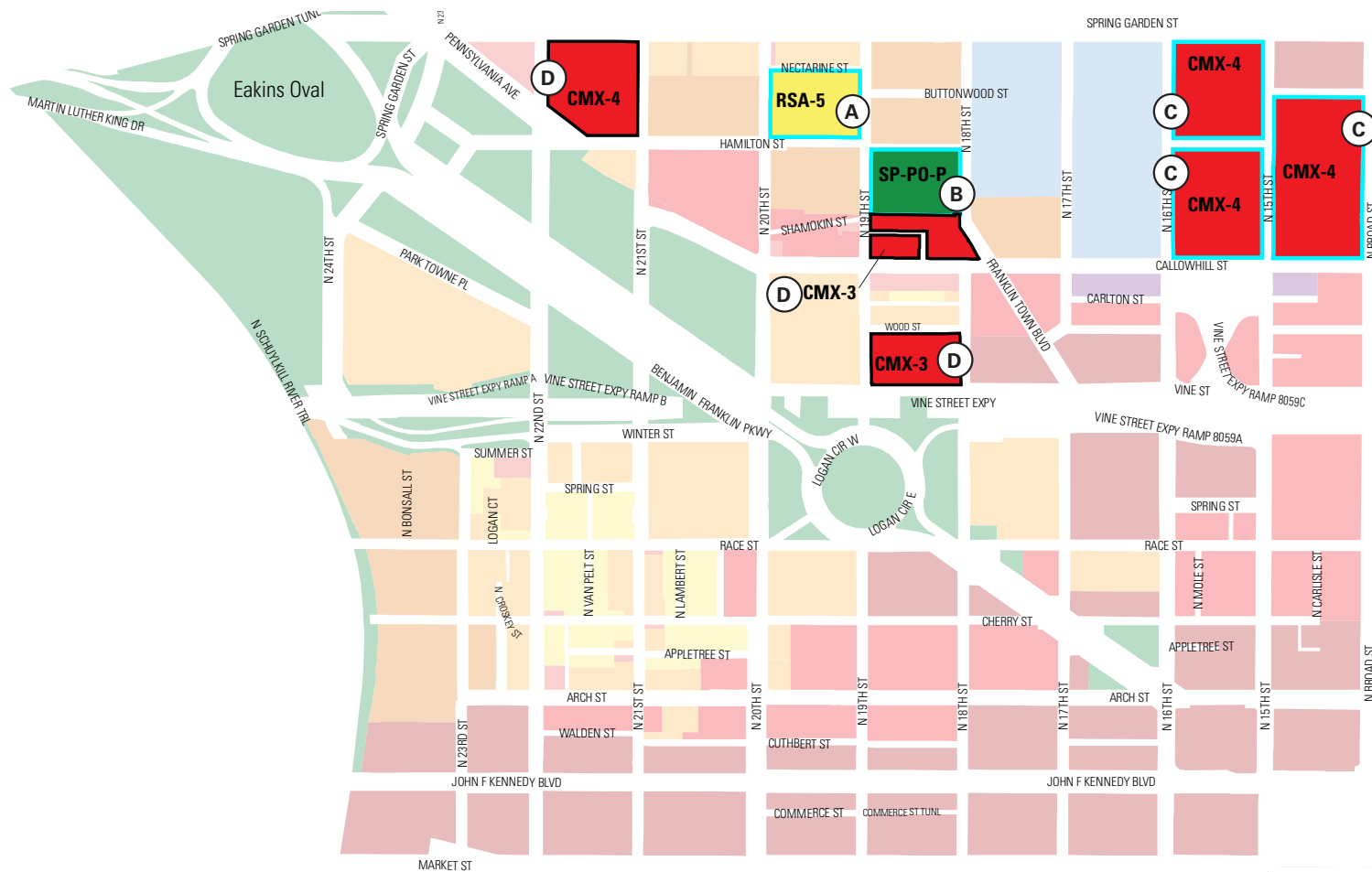
Hawthorne















Residential Single-Family Attached	RSA-1; RSA-2; RSA-3; RSA-4; RSA-5
Residential Two-Family Attached	RTA-1
Residential Multifamily	RM-1; RM-2; RM-3; RM-4
Auto-Oriented Commercial	CA-1; CA-2
Neighborhood Commercial Mixed-Use	CMX-1; CMX-2; CMX2.5
Community/Center City Commercial Mixed-Use	CMX-3; CMX-4
Center City Core Commercial Mixed-Use	CMX-5
Light Industrial	I-1
Medium Industrial	I-2
Industrial Commercial Mixed-Use	ICMX
Industrial Residential Mixed-Use	IRMX
Institutional Development	SP-INS
Recreation	SP-PO-A; SP-PO-P

		Existing Zoning	Proposed Zoning	Reason for Rezoning
Corrective Zoning	A. Multiple Locations	RM-1	RSA-5	Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use.
	B. Kater and 13th Streets	CMX-2	RM-1	
	C. Fitzwater and 11th Streets	ICMX	CMX-2	
Zoning to Advance the Plan	D. Multiple Locations	RM-1, CMX-2	CMX-3	Create density along transit corridors

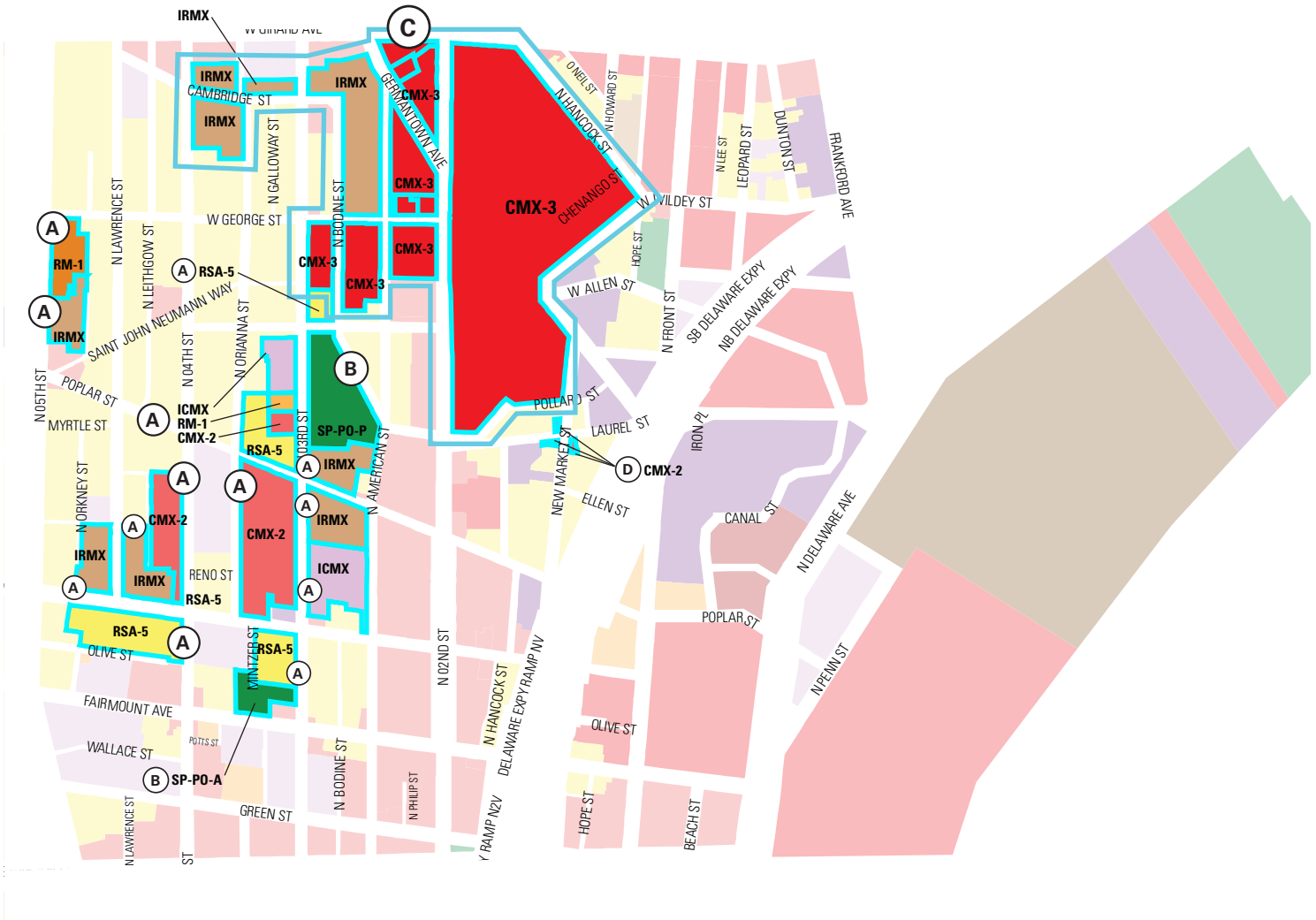
Logan Square
















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|---|--|-----------------------------------|---|----------------------------------|--------|
|  | Residential Single-Family Attached | RSA-1; RSA-2; RSA-3; RSA-4; RSA-5 |  | Light Industrial | I-1 |
|  | Residential Two-Family Attached | RTA-1 |  | Medium Industrial | I-2 |
|  | Residential Multifamily | RM-1; RM-2; RM-3; RM-4 |  | Industrial Commercial Mixed-Use | ICMX |
|  | Auto-Oriented Commercial | CA-1; CA-2 |  | Industrial Residential Mixed-Use | IRMX |
|  | Neighborhood Commercial Mixed-Use | CMX-1; CMX-2; CMX2.5 |  | Institutional Development | SP-INS |
|  | Community/Center City Commercial Mixed-Use | CMX-3; CMX-4 | | | |
|  | Center City Core Commercial Mixed-Use | CMX-5 | | | |

		Existing Zoning	Proposed Zoning	Reason for Rezoning
Corrective Zoning	A. Hamilton and 19th Streets	RMX-3	RSA-5	Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use.
	B. Kater and 13th Streets	RSA-5	SP-PO-P	
	C. Multiple Locations	I-2	CMX-2	
Zoning to Advance the Plan	D. Multiple Locations	RM-4, CMX-2, RMX-3	CMX-3, CMX-4	Create density and commercial development along corridors

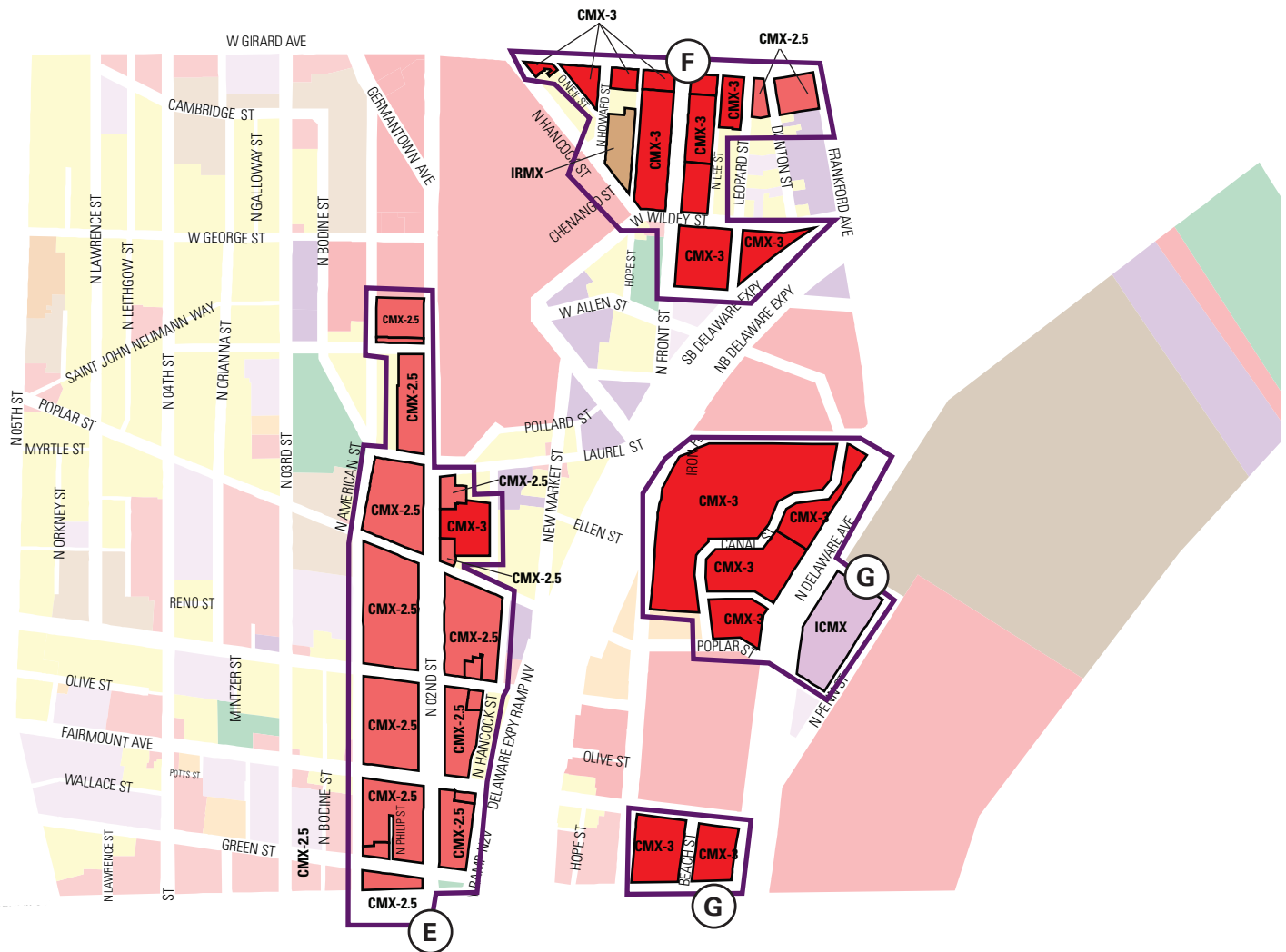
Northern Liberties — Corrective Zoning
















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|  | Residential Single-Family Attached | RSA-1; RSA-2; RSA-3; RSA-4; RSA-5 |  | Light Industrial | I-1 |
|  | Residential Two-Family Attached | RTA-1 |  | Medium Industrial | I-2 |
|  | Residential Multifamily | RM-1; RM-2; RM-3; RM-4 |  | Industrial Commercial Mixed-Use | ICMX |
|  | Auto-Oriented Commercial | CA-1; CA-2 |  | Industrial Residential Mixed-Use | IRMX |
|  | Neighborhood Commercial Mixed-Use | CMX-1; CMX-2; CMX2.5 |  | Institutional Development | SP-INS |
|  | Community/Center City Commercial Mixed-Use | CMX-3; CMX-4 |  | Recreation | SP-PO-A; SP-PO-P |
|  | Center City Core Commercial Mixed-Use | CMX-5 | | | |

		Existing Zoning	Proposed Zoning	Reason for Rezoning
Corrective Zoning	A. Multiple Locations	I-2,ICMX	ICMX,IRMX, CMX-2, CMX-3, RM-1, RSA-5	Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use.
	B. Liberty Lands, Fairmount and 3rd Streets	RSA5, I-2	SP-PO-A,SP-PO-P	
	C. Multiple Locations	I-2, ICMX	IRMX, CMX-3	
	D. New Market and Laurel Streets	CMX-1	CMX-2	

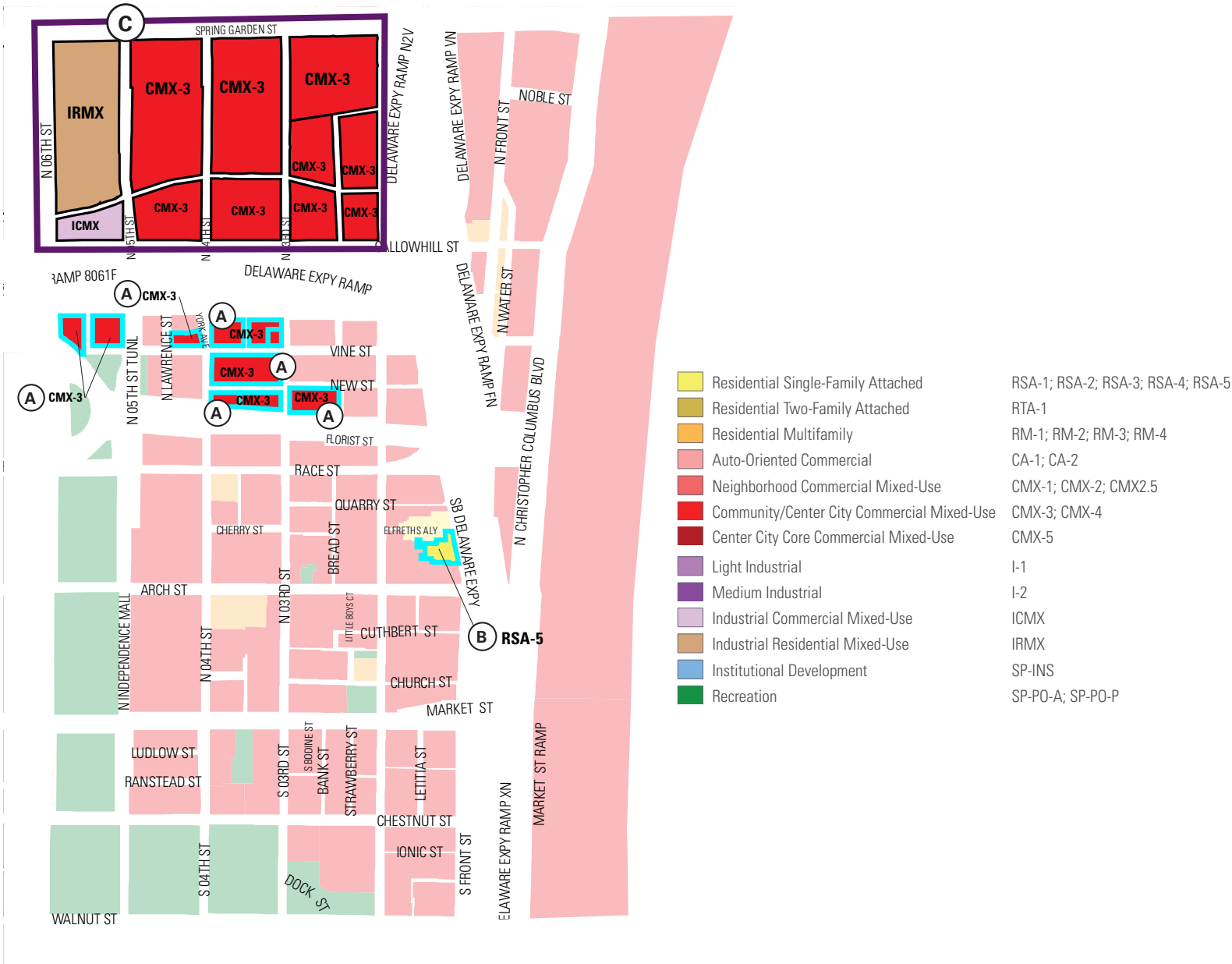
Northern Liberties — Zoning to Advance the Plan



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|---|--|-----------------------------------|---|----------------------------------|------------------|
|  | Residential Single-Family Attached | RSA-1; RSA-2; RSA-3; RSA-4; RSA-5 |  | Light Industrial | I-1 |
|  | Residential Two-Family Attached | RTA-1 |  | Medium Industrial | I-2 |
|  | Residential Multifamily | RM-1; RM-2; RM-3; RM-4 |  | Industrial Commercial Mixed-Use | ICMX |
|  | Auto-Oriented Commercial | CA-1; CA-2 |  | Industrial Residential Mixed-Use | IRMX |
|  | Neighborhood Commercial Mixed-Use | CMX-1; CMX-2; CMX2.5 |  | Institutional Development | SP-INS |
|  | Community/Center City Commercial Mixed-Use | CMX-3; CMX-4 |  | Recreation | SP-PO-A; SP-PO-P |
|  | Center City Core Commercial Mixed-Use | CMX-5 | | | |

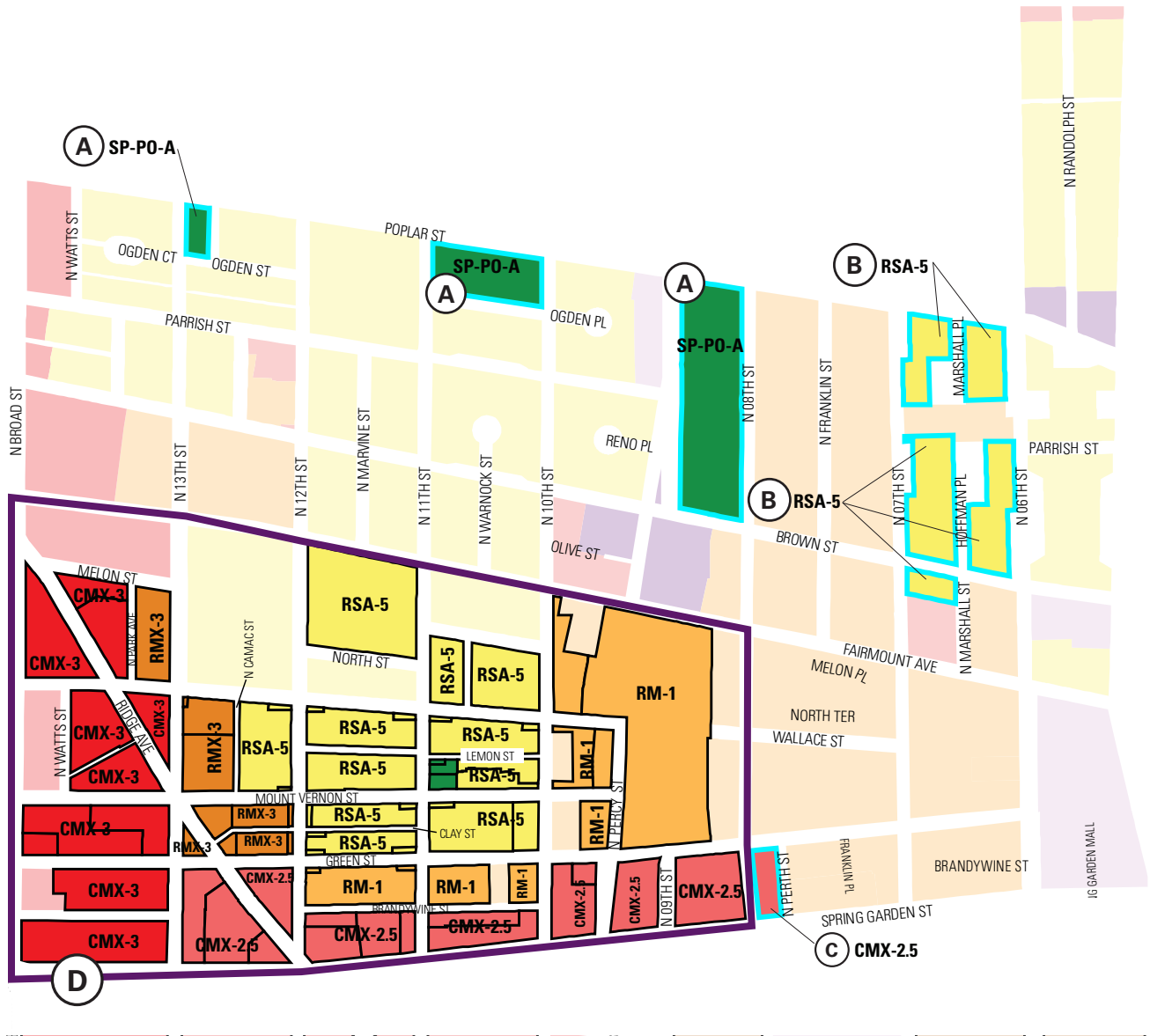
		Existing Zoning	Proposed Zoning	Reason for Rezoning
Zoning to Advance the Plan	E. 2nd Street Corridor	I-2,CMX-2, ICMX	CMX-2.5,CMX-3	Create density along corridors
	F. Girard El Transit-Oriented Development	I-2,CMX-2, ICMX	CMX-2.5,CMX-3, IRMX within TOD overlay	Add density around transit node
	G. Delaware and Penn Streets	I-2	CMX-3, ICMX	Encourage mixed use development in conformance with adopted Master Plan for the Central Delaware

Old City



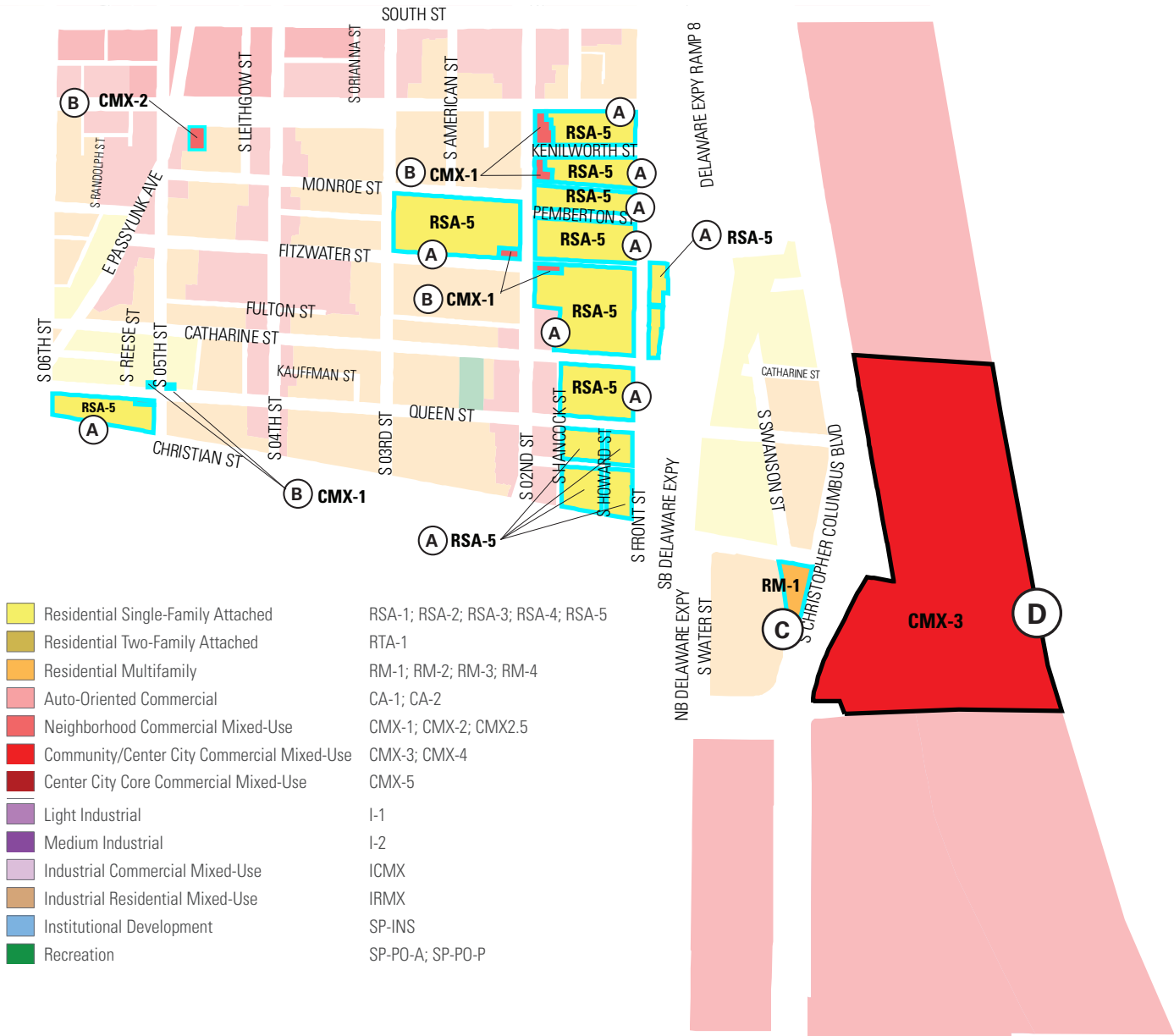
		Existing Zoning	Proposed Zoning	Reason for Rezoning
Corrective Zoning	A. Multiple Locations	ICMX	CMX-3	Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use.
	B. Adjacent to Elfreth's Alley and Delaware Expressway	CMX-3	RSA-5	
Zoning to Advance the Plan	C. Multiple Locations	I-2	IRMX,ICMX, CMX-3	Encourage corridor to rebuild by allowing slightly higher density and mixed uses.

Poplar



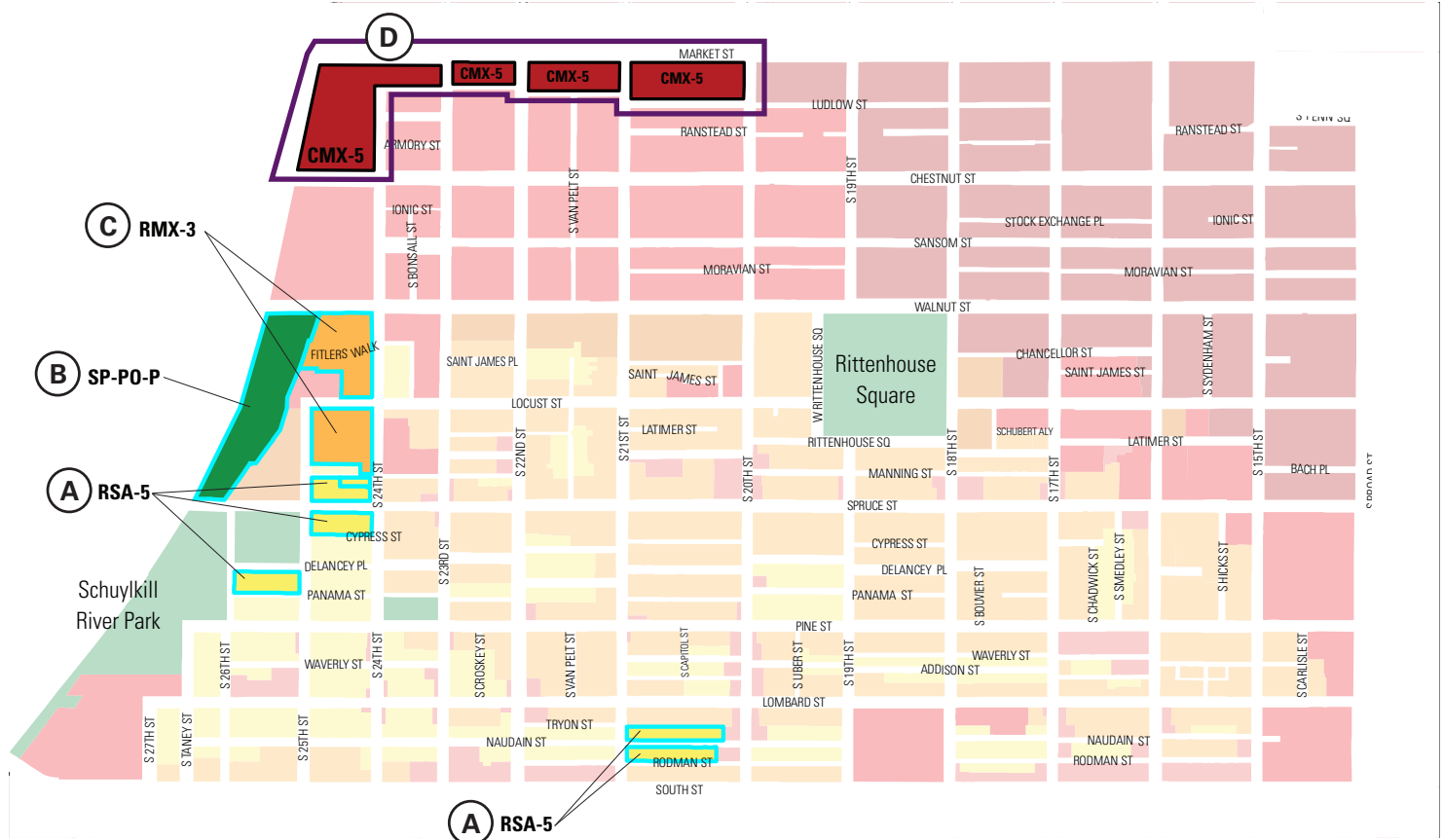
		Existing Zoning	Proposed Zoning	Reason for Rezoning
Corrective Zoning	A. Multiple Locations	RSA-5, RM-1	SP-PO-A, SP-PO-P	Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use.
	B. Multiple Locations	RM-1	RSA-5	
	C. Multiple Locations	I-2	CMX-2.5	
Zoning to Advance the Plan	D. Between Fairmount Avenue and Spring Garden Street, Broad and 8th Streets	RM-1, RM-2, CMX-2	RSA-5, CMX-4, CMX-3, CMX-2.5, RMX-3, RM-1	Create density along commercial corridors to preserve single family areas

Queen Village



		Existing Zoning	Proposed Zoning	Reason for Rezoning
Corrective Zoning	A. Multiple Locations	RM-1	RSA-5	Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use.
	B. Multiple Locations	RM-1	CMX-1, CMX-2	
	C. Christopher Columbus Boulevard and Christian Street	I-2	RM-1	
Zoning to Advance the Plan	D. Between Christopher Columbus Blvd and Delaware River, Reed and Catharine Streets	I-2	CMX-3	Encourage mixed use development in conformance with adopted Master Plan for the Central Delaware.

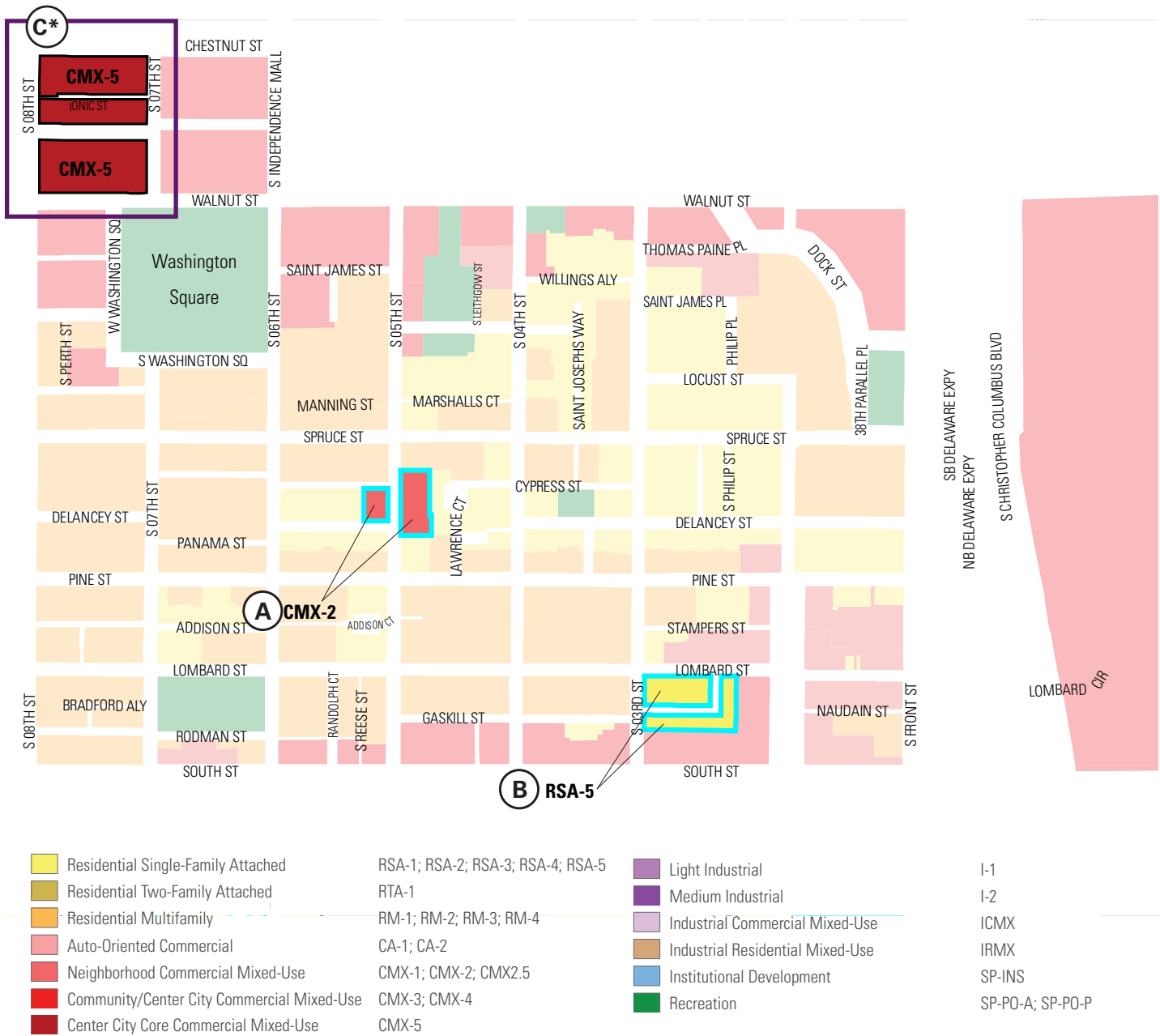
Rittenhouse Square



Residential Single-Family Attached	RSA-1; RSA-2; RSA-3; RSA-4; RSA-5	Light Industrial	I-1
Residential Two-Family Attached	RTA-1	Medium Industrial	I-2
Residential Multifamily	RM-1; RM-2; RM-3; RM-4	Industrial Commercial Mixed-Use	ICMX
Auto-Oriented Commercial	CA-1; CA-2	Industrial Residential Mixed-Use	IRMX
Neighborhood Commercial Mixed-Use	CMX-1; CMX-2; CMX2.5	Institutional Development	SP-INS
Community/Center City Commercial Mixed-Use	CMX-3; CMX-4		
Center City Core Commercial Mixed-Use	CMX-5		

		Existing Zoning	Proposed Zoning	Reason for Rezoning
Corrective Zoning	A. Multiple Locations	RM-1	RSA-5	Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use.
	B. Schuylkill Banks between Walnut and Spruce Streets	I-2	SP-PO-P	
	C. Locust and 24th Streets	ICMX	RMX-3	
Zoning to Advance the Plan	D. South side of Market Street between 20th and 25th Streets	CMX-4	CMX-5	Create density along commercial corridor that connects Center City and University City

Society Hill

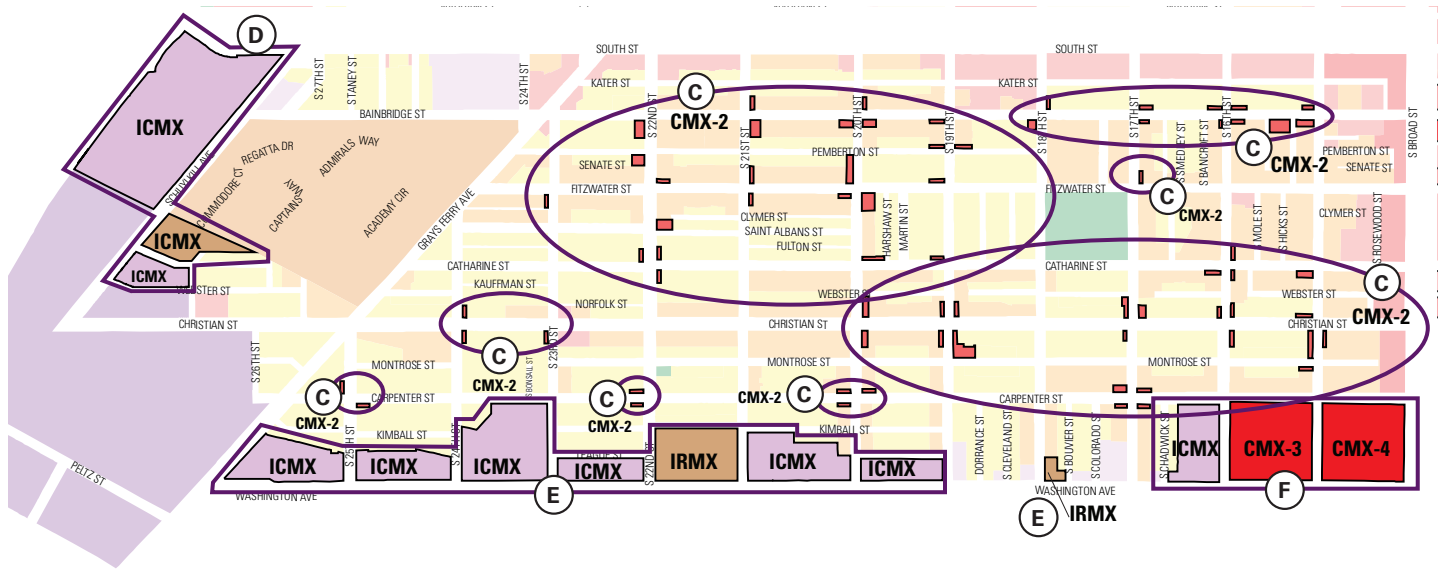


		Existing Zoning	Proposed Zoning	Reason for Rezoning
Corrective Zoning	A. Cyprus and 5th Streets	CA-1	CMX-2	Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use.
	B. 3rd and Lombard Streets	RM-1	RSA-5	
Zoning to Advance the Plan	C. 800 blocks of Chestnut and Walnut Streets	CMX-5	Consider changing to CMX-4	Right size development to better transition from high-rise Market Street to rowhouse neighborhood

The map displays the City of St. Paul with various streets and zoning districts. The left section shows the area around the University of Minnesota, with streets like Regatta Dr, Adams Way, and Academy Dr. The middle section shows the area around the city center, with streets like Senate St, Fitzwater St, and Webster St. The right section shows the area around the city center, with streets like South St, Kater St, and Webster St. The map uses color-coding to indicate different zoning districts: RSA-5 (yellow), RM-1 (orange), SP-P0 (green), and RSA-5 (yellow). The map also shows the locations of the University of Minnesota, the City of St. Paul, and the proposed zoning changes.

- | | | Existing Zoning | Proposed Zoning | Reason for Rezoning |
|-------------------|--------------------------|-----------------|-----------------|---|
| Corrective Zoning | A.-B. Multiple Locations | A. RM-1 | RSA-5 | Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use. |
| | | B. RSA-5, ICMX | SP-PO, RM-1 | |

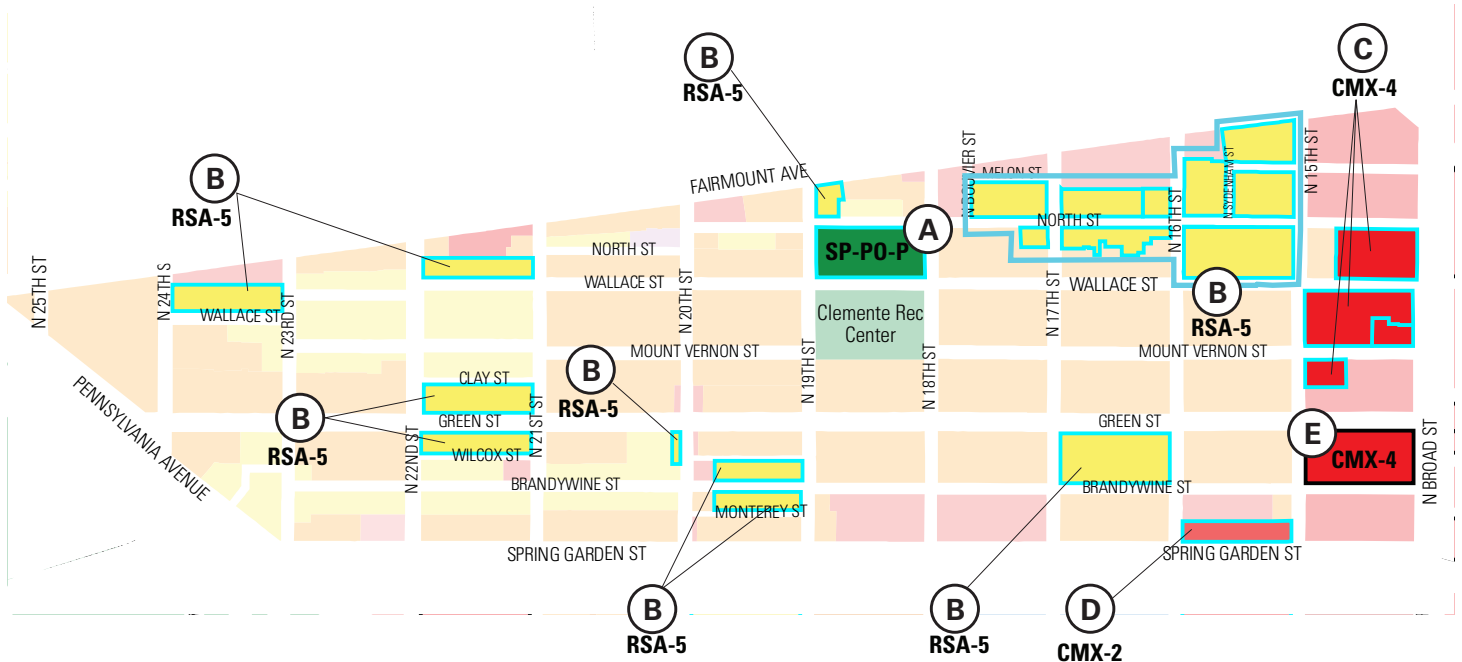
Southwest Center City — Zoning to Advance the Plan



Residential Single-Family Attached	RSA-1; RSA-2; RSA-3; RSA-4; RSA-5	Light Industrial	I-1
Residential Two-Family Attached	RTA-1	Medium Industrial	I-2
Residential Multifamily	RM-1; RM-2; RM-3; RM-4	Industrial Commercial Mixed-Use	ICMX
Auto-Oriented Commercial	CA-1; CA-2	Industrial Residential Mixed-Use	IRMX
Neighborhood Commercial Mixed-Use	CMX-1; CMX-2; CMX2.5	Institutional Development	SP-INS
Community/Center City Commercial Mixed-Use	CMX-3; CMX-4	Recreation	SP-PO-A; SP-PO-P
Center City Core Commercial Mixed-Use	CMX-5		

Zoning to Advance the Plan		Existing Zoning	Proposed Zoning	Reason for Rezoning
	C. Multiple Locations at corner stores, Existing CMX-1 Only	CMX-1	CMX-2	To protect corner commercial to serve the neighborhood
	D. East Banks of Schuylkill River	I-2	ICMX	Allow industrial sites to transition to mixed use and commercial use
	E. Washington Avenue, north side, between Grays Ferry and 17th Street	I-2	ICMX, IRMX	Allow industrial sites to transition to mixed use and commercial use
	F. Washington Avenue, north side between 17th and Broad Streets	I-2	ICMX, CMX-3, CMX-4	Allow industrial sites to transition to mixed use and commercial use, including greater density at Broad Street

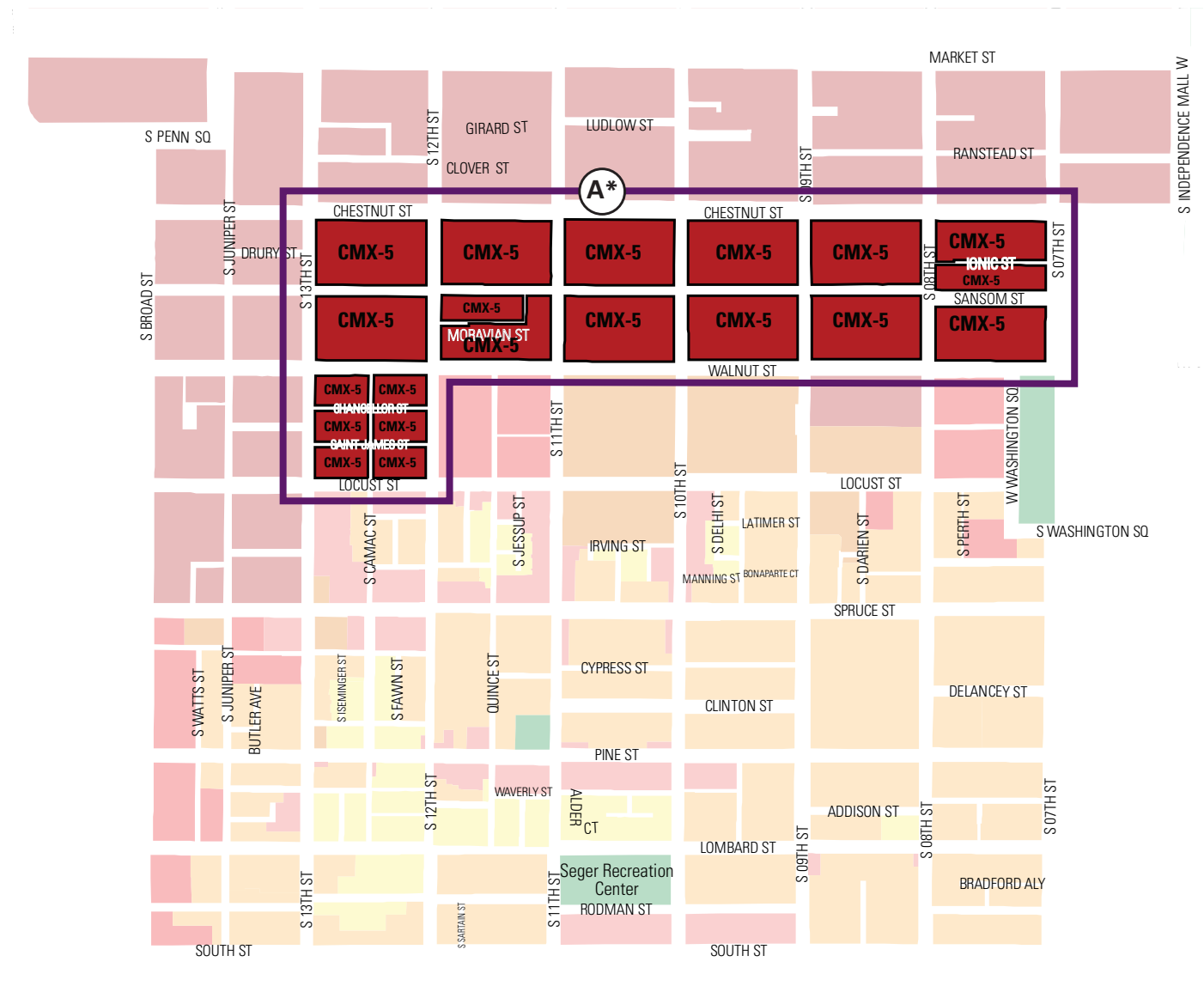
Spring Garden



Residential Single-Family Attached	RSA-1; RSA-2; RSA-3; RSA-4; RSA-5	Light Industrial	I-1
Residential Two-Family Attached	RTA-1	Medium Industrial	I-2
Residential Multifamily	RM-1; RM-2; RM-3; RM-4	Industrial Commercial Mixed-Use	ICMX
Auto-Oriented Commercial	CA-1; CA-2	Industrial Residential Mixed-Use	IRMX
Neighborhood Commercial Mixed-Use	CMX-1; CMX-2; CMX2.5	Institutional Development	SP-INS
Community/Center City Commercial Mixed-Use	CMX-3; CMX-4	Recreation	SP-PO-A; SP-PO-P
Center City Core Commercial Mixed-Use	CMX-5		

		Existing Zoning	Proposed Zoning	Reason for Rezoning
Corrective Zoning	A. Wallace and 18th Streets	RM-1	SP-PO-P	Align zoning to the existing land use. These are areas where the mismatch may cause unnecessary zoning variances or certificates or allow an inappropriate use.
	B. Multiple Locations	RM-1	RSA-5	
	C. Multiple Locations	ICMX, RM-1	CMX-4	
	D. Spring Garden and 16th Streets	RM-1	CMX-2	
Zoning to Advance the Plan	E. Broad and Brandywine Streets	RM-4	CMX-4	Create density along commercial corridors to preserve single family areas

Washington Square West



Residential Single-Family Attached	RSA-1; RSA-2; RSA-3; RSA-4; RSA-5	Light Industrial	I-1
Residential Two-Family Attached	RTA-1	Medium Industrial	I-2
Residential Multifamily	RM-1; RM-2; RM-3; RM-4	Industrial Commercial Mixed-Use	ICMX
Auto-Oriented Commercial	CA-1; CA-2	Industrial Residential Mixed-Use	IRMX
Neighborhood Commercial Mixed-Use	CMX-1; CMX-2; CMX2.5	Institutional Development	SP-INS
Community/Center City Commercial Mixed-Use	CMX-3; CMX-4	Recreation	SP-PO-A; SP-PO-P
Center City Core Commercial Mixed-Use	CMX-5		

	Existing Zoning	Proposed Zoning	Reason for Rezoning
Zoning to Advance the Plan	A.* Multiple Locations	CMX-5	Consider changing to CMX-4
			Right size development to better transition from high-rise Market Street to rowhouse neighborhood.

Transit-Oriented Development (TOD) Overlays

Reasons for Applying TOD Overlays

As described in the *Citywide Vision*, Transit-Oriented Development (TOD) is defined as:

"Mixed-use development, including residential, commercial, and institutional uses, centered at transit stations to maximize access to and ridership of public transportation. TOD generally encourages higher density and reduced parking requirements." Philadelphia2035, Citywide Vision (1.1.3.a)

With its multitude of bus, regional rail, subway, and trolley lines, the Central District offers numerous opportunities to leverage transit for development. Specific provisions in the zoning code (see left panel) allow the creation of a TOD overlay district, which provides incentives for increasing density, affordable housing, and parking reductions.

However, even with its multitude of transit opportunities, not all areas of the Central District are suitable for a TOD zoning overlay. Within the commercial corridors of Center City, the high densities and low parking ratios already allowed within the existing CMX-4 and CMX-5 zoning districts exceed any benefits that could be gained from a TOD overlay. In other outlying neighborhoods, additional density incentives may not always be desirable or necessary due to the moderate scales of the existing blocks that have low vacancies and few remaining open lots.

The areas highlighted in the map below represent some of the best opportunities for TOD development, where ready access to rail transit complements adjacent growth, and numerous soft sites (a combination of open lots, obsolete uses, and/or aging low-density building stock ripe for new construction). These can create opportunities for higher-density development that relies on fewer parking spaces, as well as encouraging the development of affordable housing units. Due to available lot sizes, ownership patterns, and recent growth, there are few locations left in the Central District that may be able to support affordable housing. As a result, these TOD overlays may be among the few remaining opportunities for creating affordable housing at key locations.

The Benefits of TOD Overlays in the Zoning Code

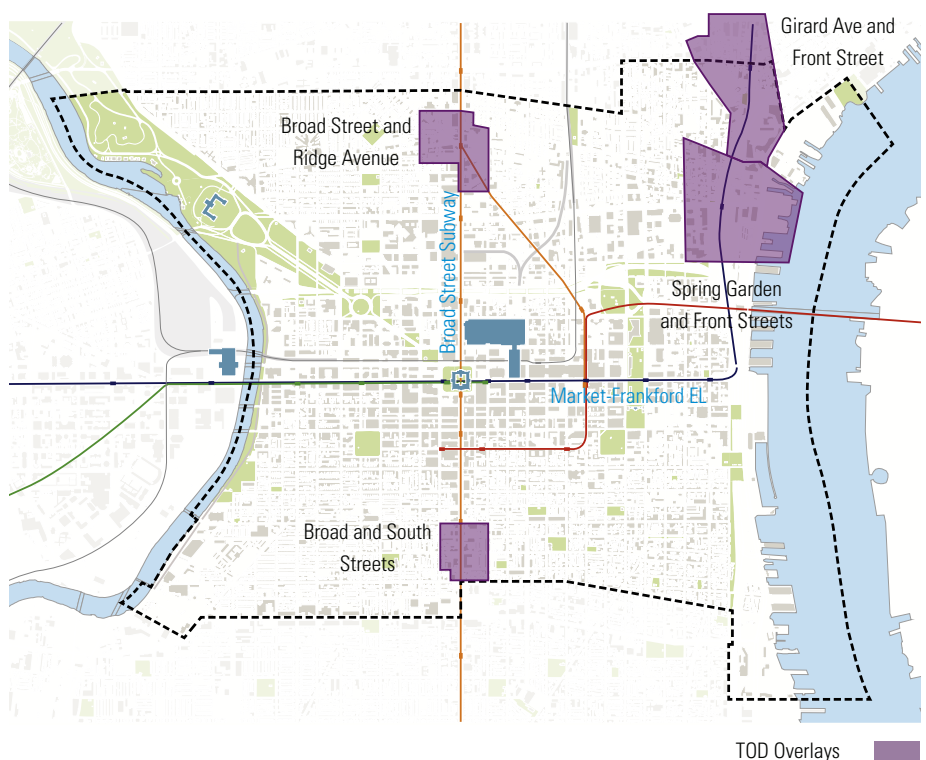
All Properties:

Minimum parking requirements are reduced by 50%

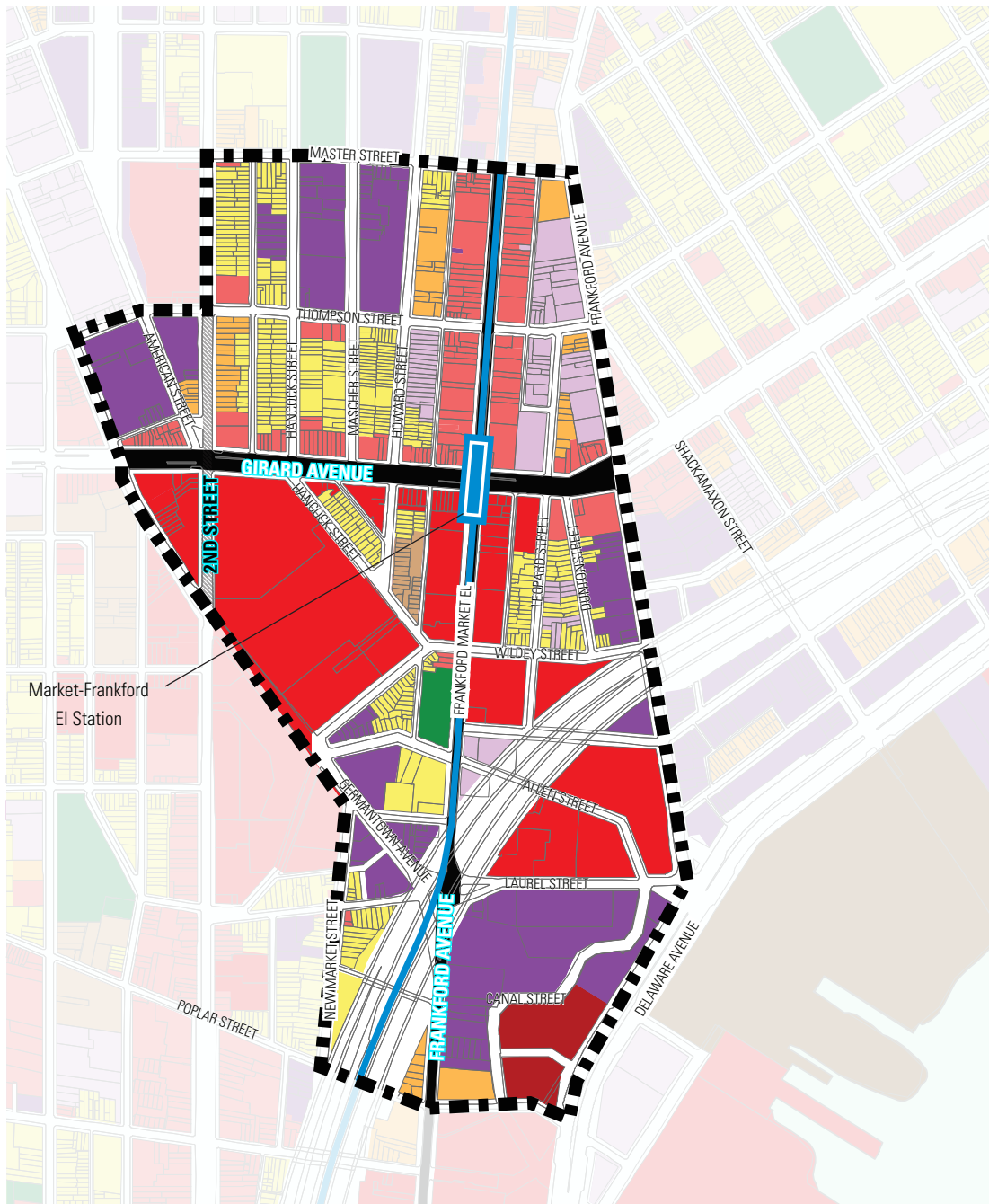
CMX-3 Zoned Properties:

Affordable Housing: Density Bonus
Up to 150% FAR increase

Green Building: Density Bonus
Up to 100% FAR increase



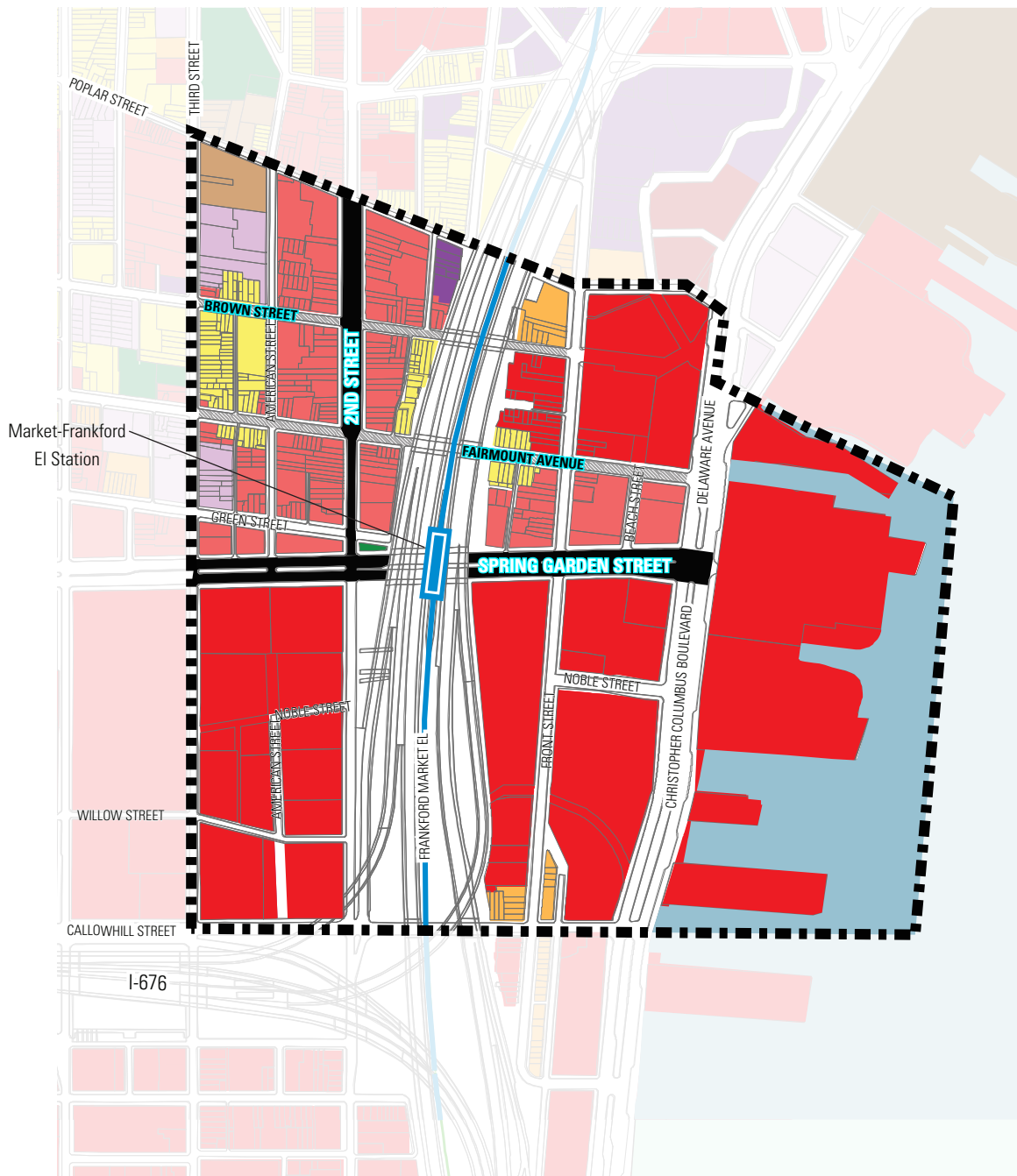
Girard Avenue and Front Street TOD Overlay



TOD BOUNDARY PRIMARY STREET SECONDARY STREET

Residential Single-Family Attached	RSA-1; RSA-2; RSA-3; RSA-4; RSA-5	Light Industrial	I-1
Residential Two-Family Attached	RTA-1	Medium Industrial	I-2
Residential Multifamily	RM-1; RM-2; RM-3; RM-4	Industrial Commercial Mixed-Use	ICMX
Auto-Oriented Commercial	CA-1; CA-2	Industrial Residential Mixed-Use	IRMX
Neighborhood Commercial Mixed-Use	CMX-1; CMX-2; CMX2.5	Institutional Development	SP-INS
Community/Center City Commercial Mixed-Use	CMX-3; CMX-4	Recreation	SP-PO-A; SP-PO-P
Center City Core Commercial Mixed-Use	CMX-5		

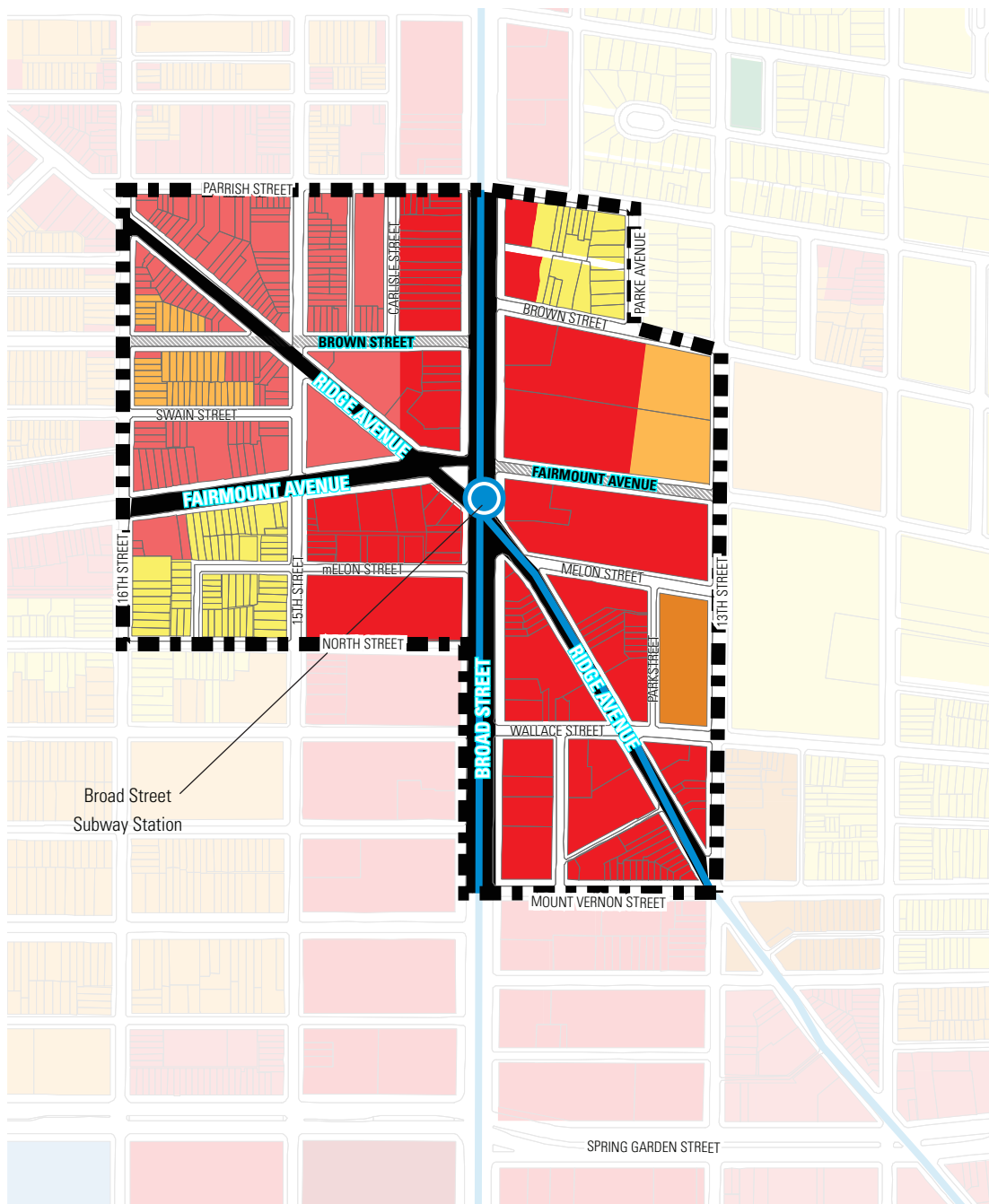
Spring Garden and Front Streets TOD Overlay



TOD BOUNDARY PRIMARY STREET SECONDARY STREET

Residential Single-Family Attached	RSA-1; RSA-2; RSA-3; RSA-4; RSA-5	Light Industrial	I-1
Residential Two-Family Attached	RTA-1	Medium Industrial	I-2
Residential Multifamily	RM-1; RM-2; RM-3; RM-4	Industrial Commercial Mixed-Use	ICMX
Auto-Oriented Commercial	CA-1; CA-2	Industrial Residential Mixed-Use	IRMX
Neighborhood Commercial Mixed-Use	CMX-1; CMX-2; CMX2.5	Institutional Development	SP-INS
Community/Center City Commercial Mixed-Use	CMX-3; CMX-4	Recreation	SP-PO-A; SP-PO-P
Center City Core Commercial Mixed-Use	CMX-5		

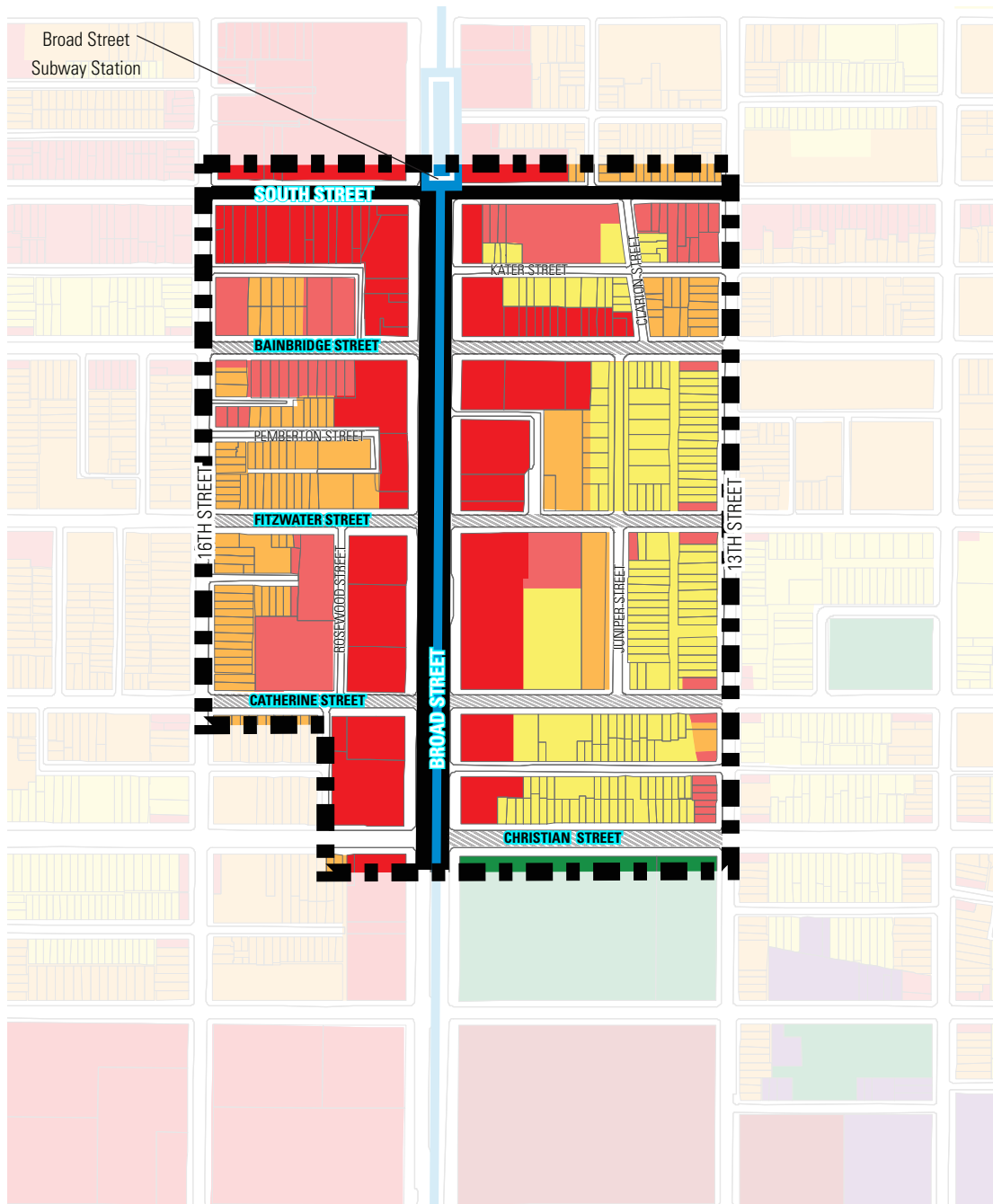
Ridge Avenue and Broad Street TOD Overlay



TOD BOUNDARY PRIMARY STREET SECONDARY STREET

Residential Single-Family Attached	RSA-1; RSA-2; RSA-3; RSA-4; RSA-5	Light Industrial	I-1
Residential Two-Family Attached	RTA-1	Medium Industrial	I-2
Residential Multifamily	RM-1; RM-2; RM-3; RM-4	Industrial Commercial Mixed-Use	ICMX
Auto-Oriented Commercial	CA-1; CA-2	Industrial Residential Mixed-Use	IRMX
Neighborhood Commercial Mixed-Use	CMX-1; CMX-2; CMX2.5	Institutional Development	SP-INS
Community/Center City Commercial Mixed-Use	CMX-3; CMX-4	Recreation	SP-PO-A; SP-PO-P
Center City Core Commercial Mixed-Use	CMX-5		

South Street and Broad Street TOD Overlay



TOD BOUNDARY PRIMARY STREET SECONDARY STREET

Residential Single-Family Attached	RSA-1; RSA-2; RSA-3; RSA-4; RSA-5	Light Industrial	I-1
Residential Two-Family Attached	RTA-1	Medium Industrial	I-2
Residential Multifamily	RM-1; RM-2; RM-3; RM-4	Industrial Commercial Mixed-Use	ICMX
Auto-Oriented Commercial	CA-1; CA-2	Industrial Residential Mixed-Use	IRMX
Neighborhood Commercial Mixed-Use	CMX-1; CMX-2; CMX2.5	Institutional Development	SP-INS
Community/Center City Commercial Mixed-Use	CMX-3; CMX-4		
Center City Core Commercial Mixed-Use	CMX-5		

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www.phila.gov/cityplanning

June 2013

PHILADELPHIA CITY PLANNING COMMISSION

