

SOUTHWARK- QUEEN VILLAGE PLAN

John F. ...

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SOUTHWARK-QUEEN VILLAGE

SOUTHEAST CENTRAL
REDEVELOPMENT AREA
PHILADELPHIA CITY PLANNING COMMISSION

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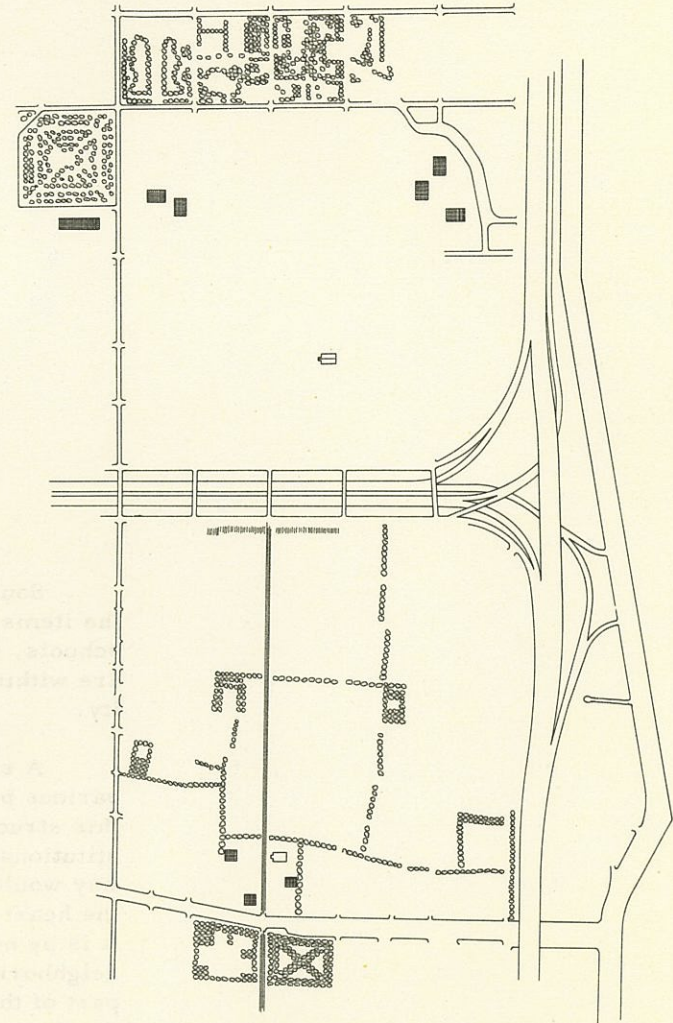
SOUTHWARK - A UNIQUE AREA

The area of Philadelphia known at various times as Wecacoe, Southwark or Queen Village, is among the oldest parts of the City. Swedish Settlers lived here 50 years before William Penn landed farther north at the foot of Dock Street. The age of this area is reflected in street names such as Passyunk and Moyamensing and even more in the pattern of structures which exists at the present time.

Successive waves of building and rebuilding over nearly 250 years have given a visual variety to this section which is completely missing in the 19th Century developments that extend beyond this area. Southwark has retained the imprint of the 18th, 19th and early 20th Centuries. Now the forces and technology of the mid 20th Century are impacting this old neighborhood, and the people living here are gathering their energies to restore the harmonious environment which existed in previous centuries, and to integrate the new forms with the old.

In addition to the charming variety of visual elements, a legacy of the evolutionary development of this area, Southwark-Queen Village has many other positive features. It is at the junction on the Delaware River of Penn's Landing and the modern working piers. It stands between the intensive development of Society Hill and the sound residential communities of South Philadelphia. It is within walking distance of the expanding office commercial area adjacent to Independence Mall.

The factors of a rich physical pattern within the area and direct access to adjacent residential, commercial, and industrial developments make Southwark a desirable place to live.

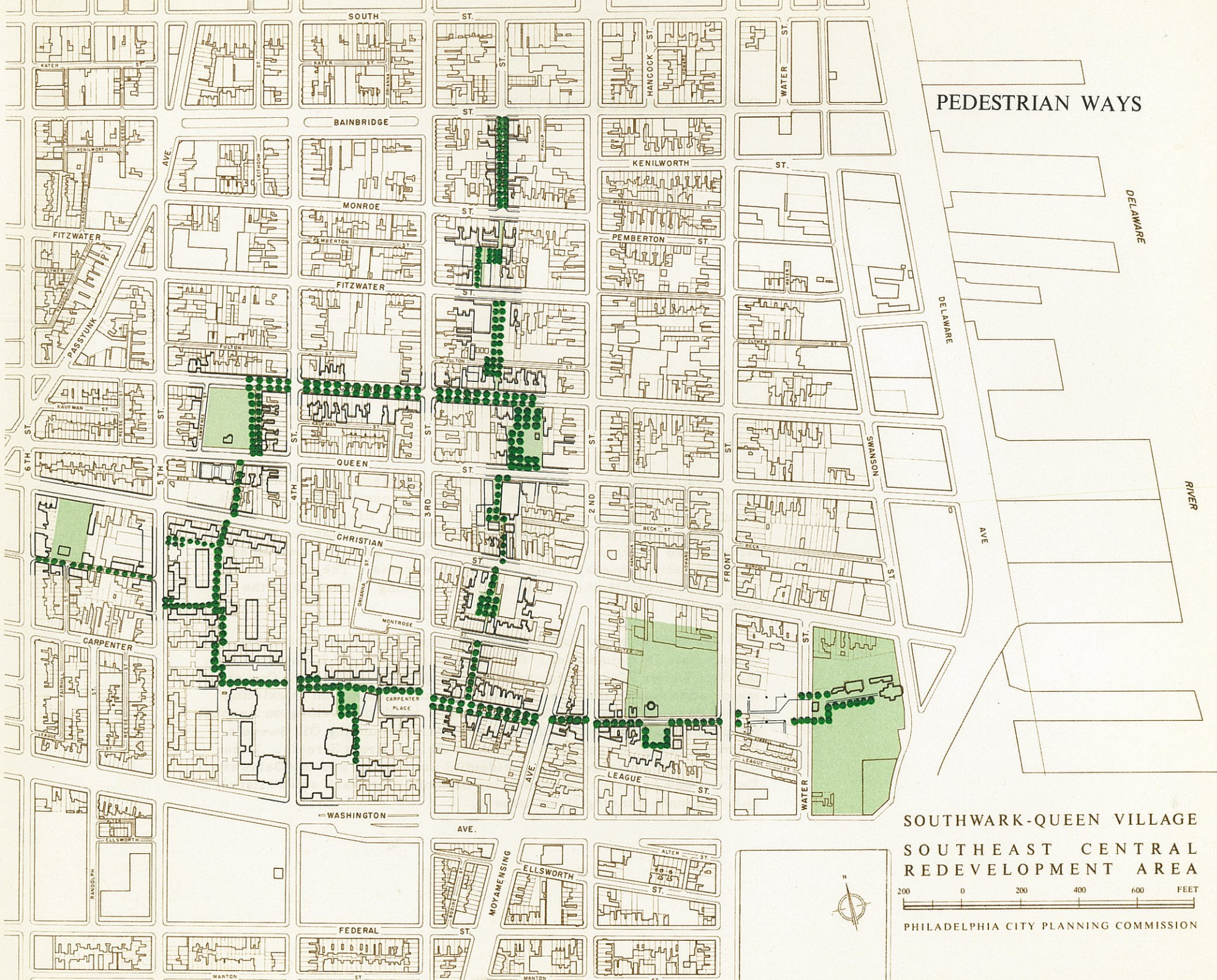


Design Structure of Southwark - Queen Village

PEDESTRIAN MOVEMENT

Southwark-Queen Village contains within a compact area many of the items necessary to a self-sufficient community. The churches and schools, the playgrounds and parks, the stores and community centers are within easy walking distance of all residential areas of the community.

A significant structure is already formed by the locations of the various public and semi-public facilities in Southwark. To clarify this structure as well as to improve the residents' access to their institutions, a pedestrian system is proposed for this area. The walkway would connect the major institutions with an inner loop forming the heart of the community. While Southwark has a strong identity, it is by no means isolated. From this strong core would go walks to neighboring communities north, south, and west and eastward to that part of the waterfront which has been associated with this area since the days of the first Swedish settlers.



PEDESTRIAN WAYS

SOUTHWARK-QUEEN VILLAGE
 SOUTHEAST CENTRAL
 REDEVELOPMENT AREA

200 0 200 400 600 FEET

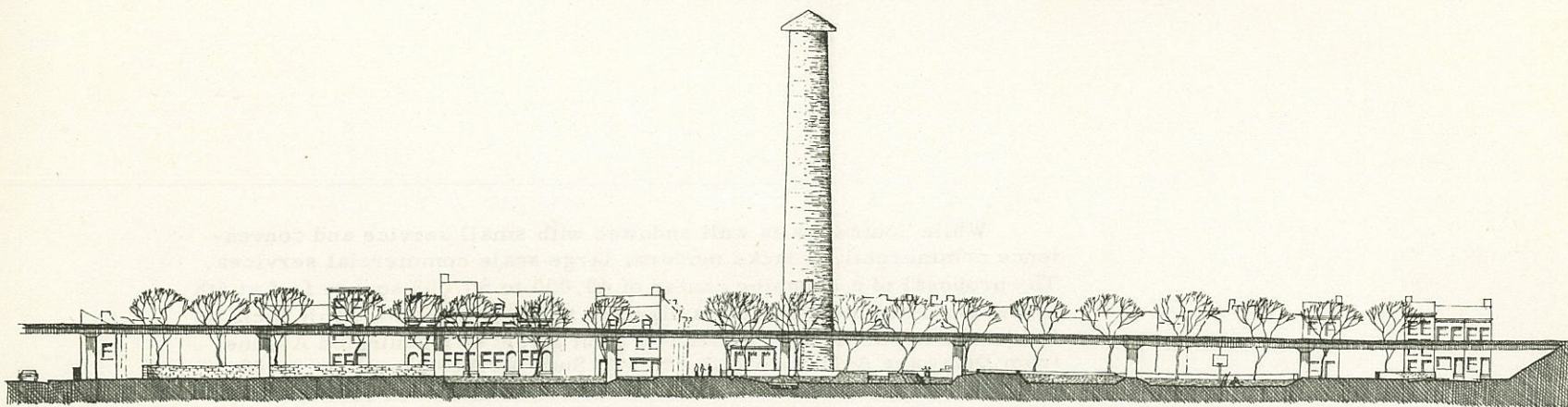
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INSTITUTIONS AND PLAYGROUNDS

Southwark-Queen Village has developed many institutions over the years which have served the residents. A number of these exist today and continue to play a vigorous part in the life of the community. Settlement Music School, while serving the metropolitan region, maintains a deep interest in the Southwark area and has been instrumental in inaugurating several of the citizens' programs. The churches located here have also been very active in serving the people of the community.

Southwark has a number of small parks and playgrounds located within its boundaries. Of the three playgrounds in the area one, the Shot Tower Playground, will be enlarged and improved. One of the major additions to the area will be in parks. In addition to existing Queen Park and Jefferson Square, located south of Washington Avenue, the plan shows the proposed Federal Park surrounding Old Swede's Church and a proposed park at Kenilworth and Front Streets. These provide a buffer between the residential community and the Delaware Expressway as well as a connection between Southwark and Philadelphia's Penn's Landing Development.



Above. Section through the Delaware Expressway between Washington Avenue and Christian Street looking west toward the Shot Tower.

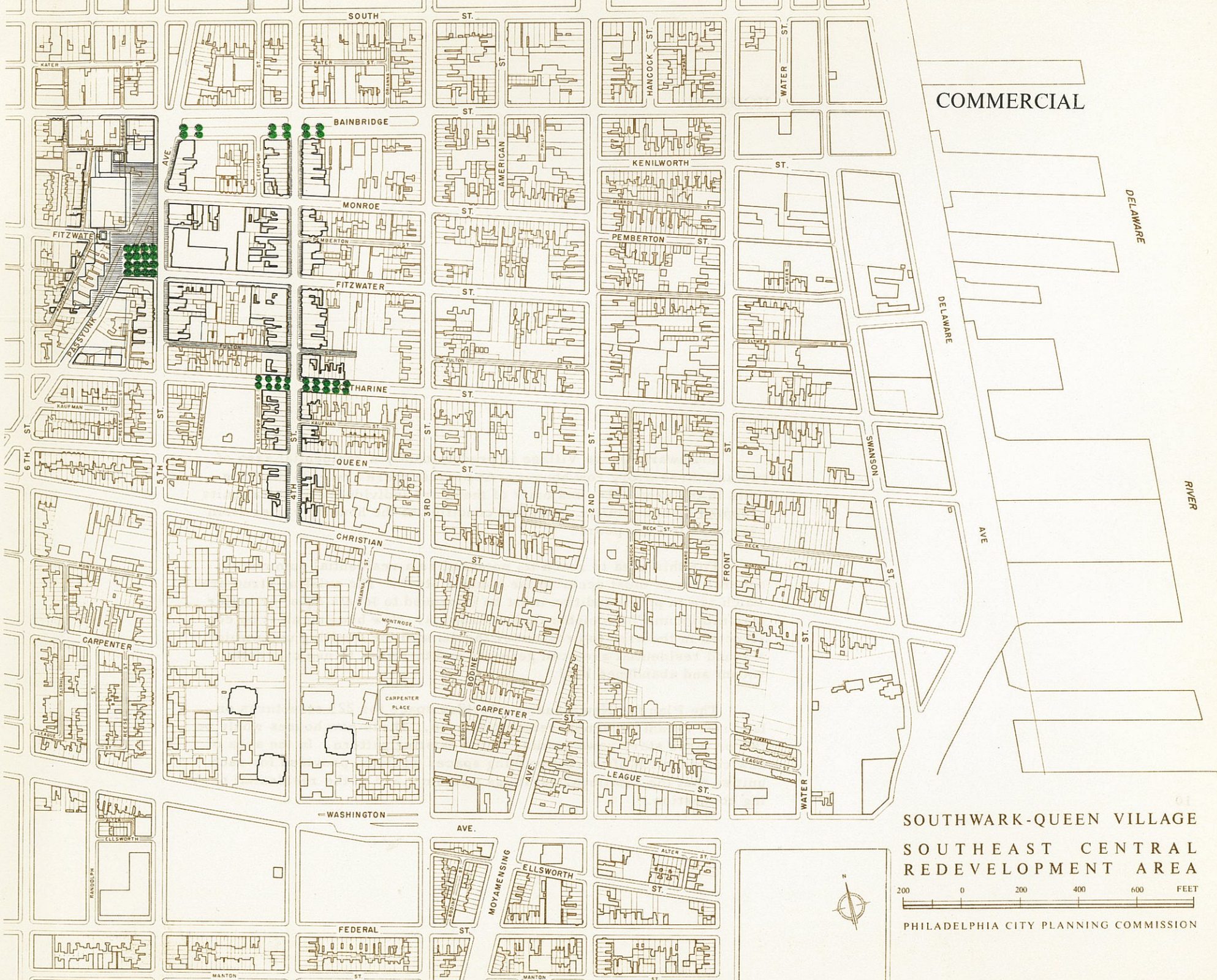
Left. Detailed plan for the area bounded by Christian Street, Delaware Avenue, Washington Avenue and Second Street. This shows the suggested expansion of the Shot Tower Playground. Delaware Expressway at this point passes just east of Front Street on an elevated structure. The uses suggested for the land beneath the Expressway are all weather recreational facilities, a walkway providing access to Gloria Dei Church from the residential community, and off Washington Avenue parking for visitors to the area.

COMMERCIAL

While Southwark is well endowed with small service and convenience commercial, it lacks modern, large scale commercial services. The proposal of a shopping center of 40,000 to 60,000 square feet at 5th Street and Passyunk Avenue is directed toward this need. This facility is located to serve the area from Walnut Street to Washington Avenue, from Delaware Avenue to 11th Street. Such a center serving 40,000 people could contain commercial recreation facilities in addition to shopping. This is designed to become a gathering point for the people north and south of the Crosstown Expressway and east and west of Sixth Street.

The retail and wholesale fabric center on 4th Street serves a regional market. The activity it generates, the employment it provides, and its long time association with Southwark make it an asset. Its presence will be supported by providing adequate access to the expressway system from South and Bainbridge Streets, and sufficient well-located parking facilities to relieve the congestion of the area. With the new parking facilities provided, Shippen Plaza will become a landscaped square providing a connection to the north and a handsome entrance to Southwark.

The small convenience establishments which now provide the residents with specialized services would remain distributed through the area. Even with the inclusion of large scale retail stores in the 5th and Passyunk area, many of the present businesses can compete by continuing to cater to the special needs of the residents. This variety adds greatly to the desirability of the area.



COMMERCIAL

DELAWARE

RIVER

SOUTHWARK-QUEEN VILLAGE
SOUTHEAST CENTRAL
REDEVELOPMENT AREA



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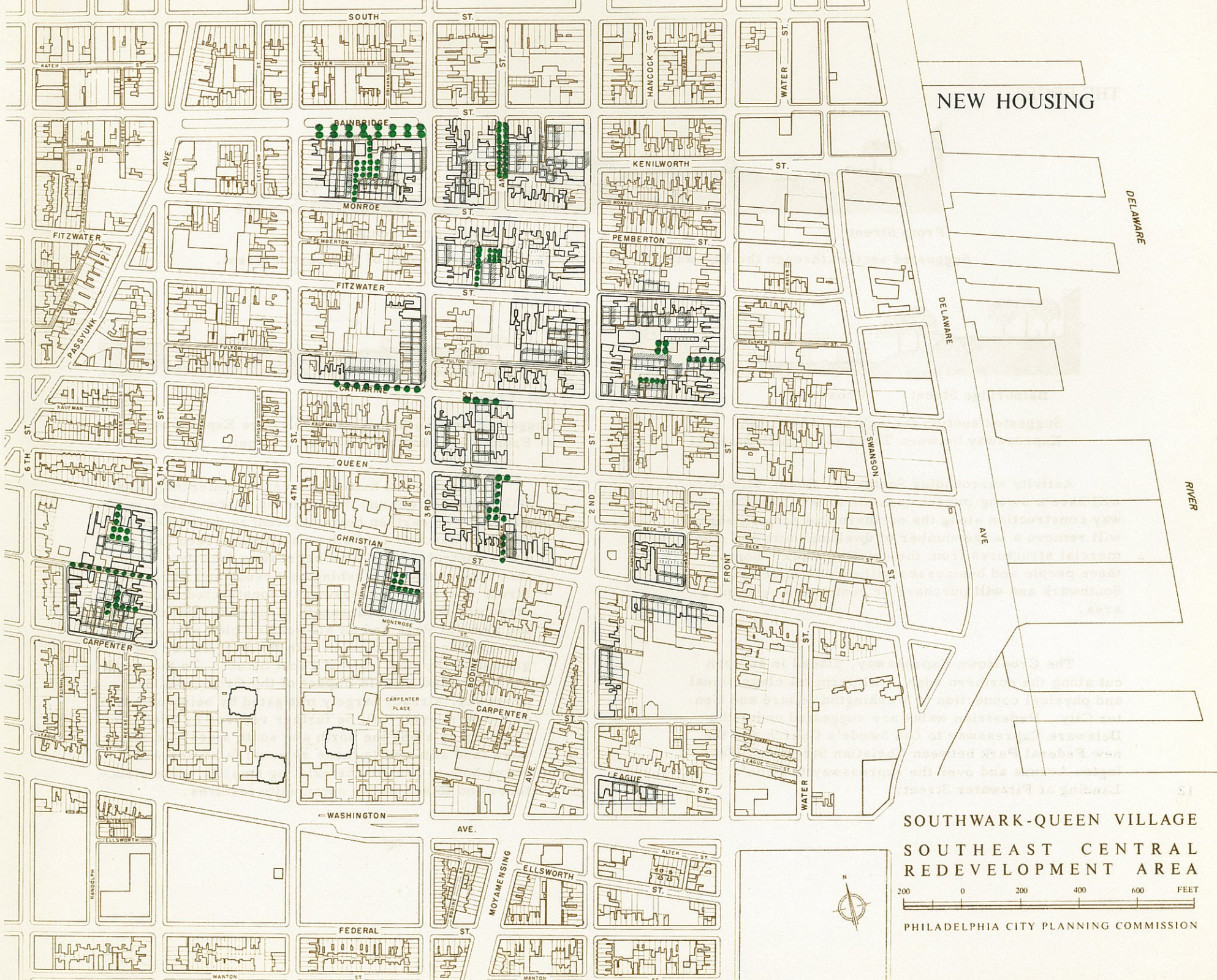


HOUSING

Southwark-Queen Village is predominantly a residential area of two and three-story row houses. At present there are 3133 dwelling units in the area. The majority of these are individual structural units occupied by one family. Physical condition of the housing varies from very good to very poor.

For this area to reach its potential as a residential community, several things must occur to the housing stock. The existing structures which are in poor condition must be improved to levels equal or better than minimum Philadelphia Code standards. New housing must be constructed in the area to provide for the demand for dwelling units which a sound residential area can generate and to return to use currently vacant and abandoned land.

The Plan for New Housing provides space for 225 structures on land now vacant or in non-residential uses. These new houses would be two or three story rows similar to the existing pattern. In the area of new construction off-street parking spaces would be provided for each unit so that the additional dwellings would not add to the residential parking congestion.



NEW HOUSING

DELAWARE

RIVER

SOUTHWARK-QUEEN VILLAGE
SOUTHEAST CENTRAL
REDEVELOPMENT AREA

200 0 200 400 600 FEET

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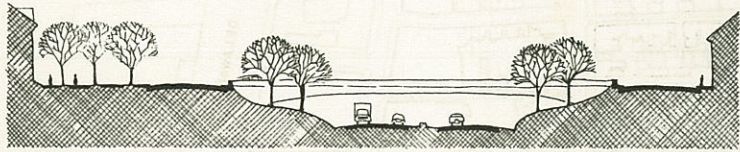
THE EDGES



Front Street

Delaware Avenue

Suggested section through the Delaware Expressway at Front Street south of Pemberton Street.



Bainbridge Street

Crosstown

South Street

Suggested section through the Crosstown Expressway between Third and Fourth Streets.



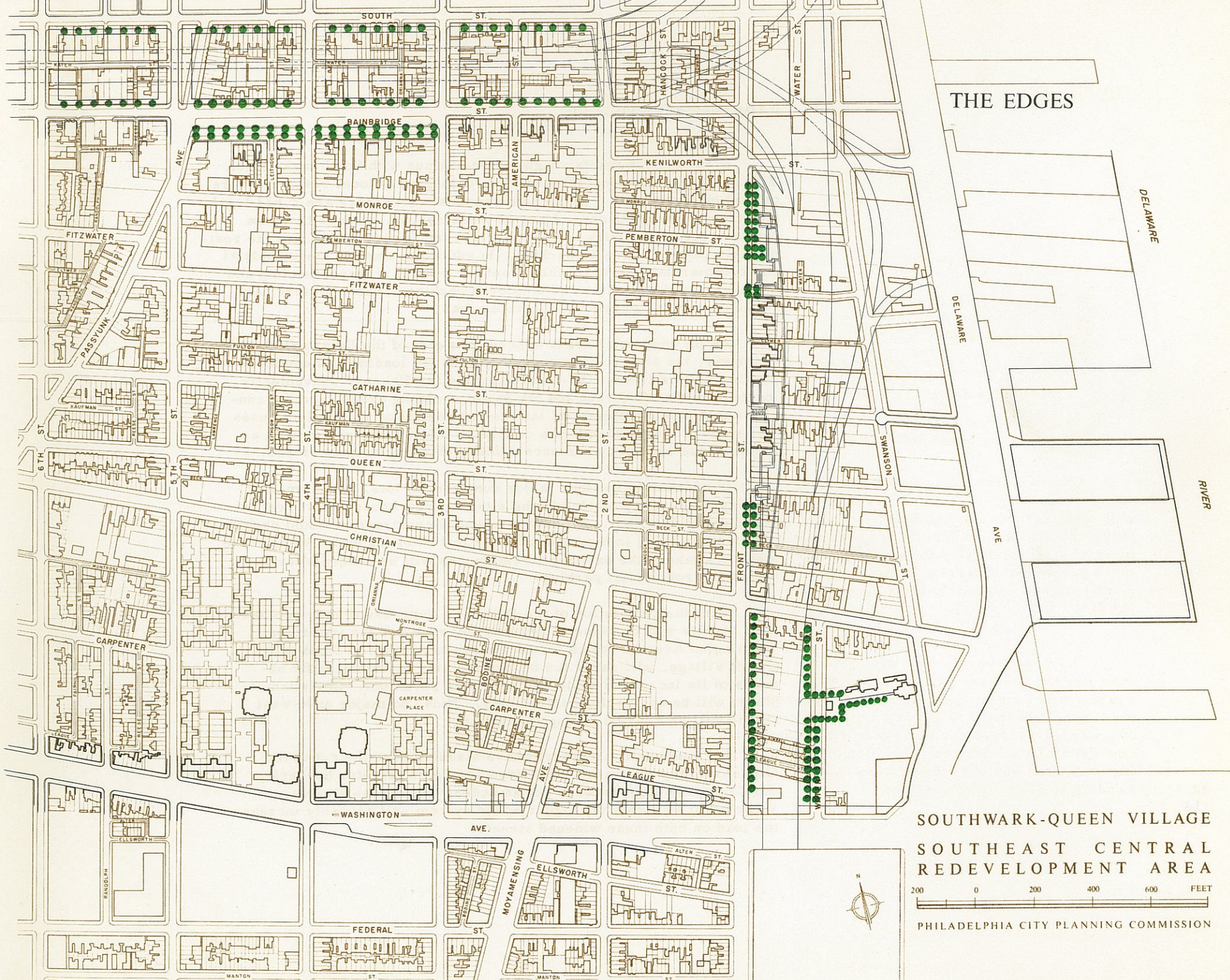
Front Street

Suggested section through the Delaware Expressway at Front Street south of Catherine Street.

Activity surrounding Southwark-Queen Village will have a strong impact upon the area. The Expressway construction along the northern and eastern edges will remove a large number of dwelling units and commercial structures from the existing stock. Some of these people and businesses will choose to remain in Southwark and will purchase or rent in the remaining area.

The Crosstown Expressway, placed in an open cut along the northern edge, will permit a clear visual and physical connection to Washington Square and Center City. Pedestrian walks are suggested under the Delaware Expressway to Old Swede's Church and the new Federal Park between Christian Street and Washington Avenue and over the expressway to Penn's Landing at Fitzwater Street.

To provide a buffer between the interchange at Bainbridge Street and the residential structures, a park with an earthen berm adjacent to the highway right-of-way will act both as a visual screen and noise control as well as a recreation facility. Further south between Washington Avenue and Christian Street where the expressway is constructed on open structure the land underneath is freed for parking for the Federal Park and an all weather play area which can operate in conjunction with the Shot Tower playground on the west side of Front Street. To the north the visual and audible impact of the Crosstown Expressway, already largely mitigated by being placed on a lower level, will be further reduced by adequate landscaping along the north and south sides. In these ways land adjacent to these regional facilities will serve both to protect the existing smaller scale structures and to add major community features.



THE EDGES

SOUTHWARK-QUEEN VILLAGE
 SOUTHEAST CENTRAL
 REDEVELOPMENT AREA

200 0 200 400 600 FEET

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PARKING AND TRAFFIC

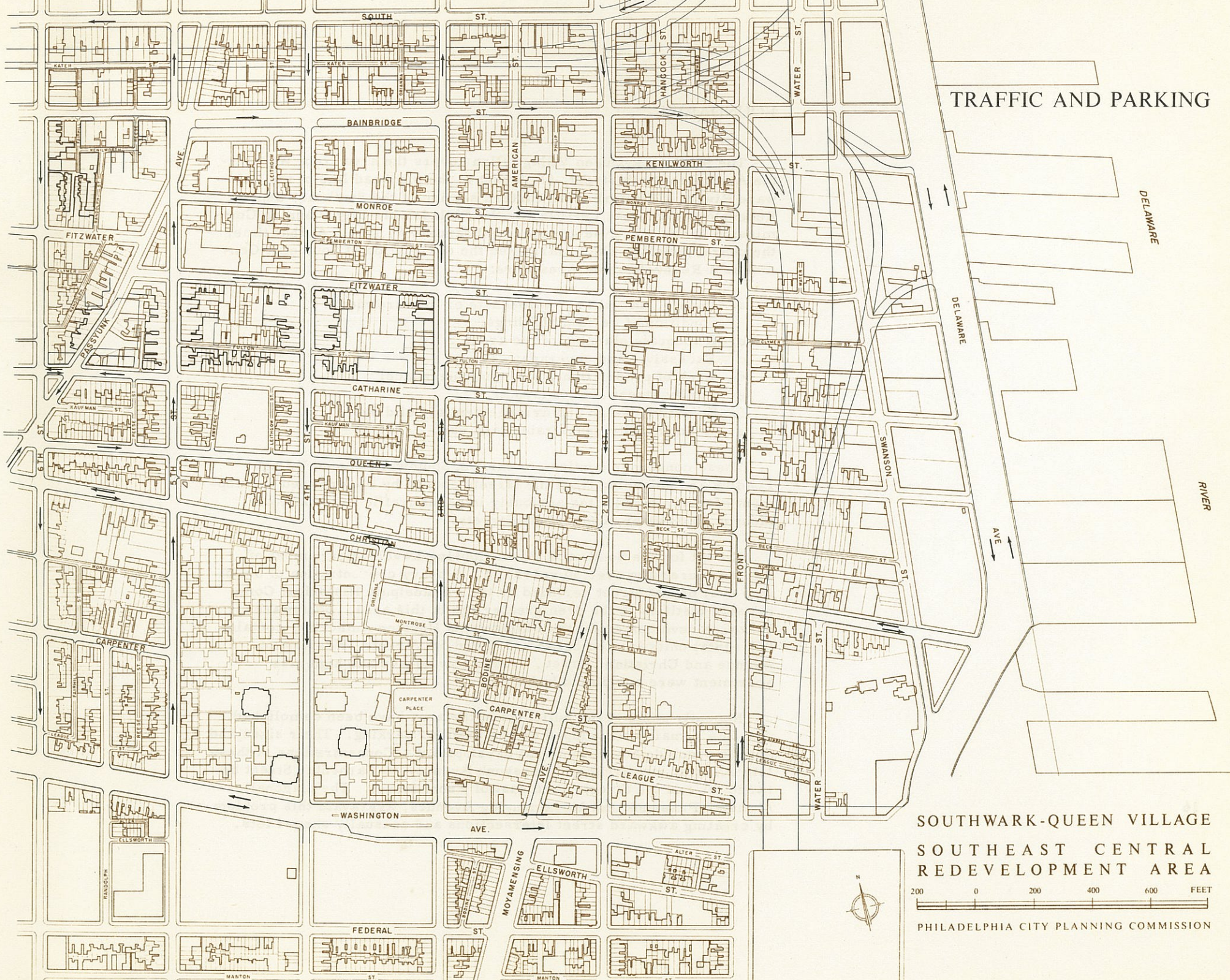
In the census tracts roughly co-terminus with Southwark-Queen Village, 1330 cars, including trucks, belonging to local residents were parked on the streets. In the same census tracts there are 2,633 legal on-street parking spaces. Many of these spaces, such as those on Swanson Street or Delaware Avenue, are too far removed from the residential areas to serve as parking. In addition, many of the industrial and commercial firms use the street for vehicle storage, loading and unloading, and customer and employee parking. These factors have caused a parking problem in certain areas.

As the industrial areas concentrate east of the Delaware Expressway, the street space currently used for loading and employee parking will be freed. Off-street parking for 500 cars conveniently located for the 4th Street and 5th Street shopping areas, and the conversion of other commercial land to residential or recreational uses will remove the problems now caused by these activities, as well as increase the efficiency and accessibility of the remaining stores.

In addition to the four major commercial lots, much smaller parking areas are provided in the sites for new houses as shown on the Housing Site Plan. All new residential construction would provide off-street parking in the ratio of 1 car to 1 dwelling unit. When these steps are taken, the existing street spaces will be adequate for the remaining residential parking.

With the completion of the Delaware Expressway only two east-west streets will continue to Delaware Avenue and the waterfront. Washington Avenue, which forms the southern limit of Southwark-Queen Village, will carry the bulk of the pier oriented traffic because of its increased width and improved pavement. Christian Street will be an overflow street only. Thus, no major east-west traffic will be carried through Southwark.

All numbered streets will have viaducts over the cut of the Crosstown Expressway. Bainbridge and South Streets, bordering the Crosstown Expressway, act as access and egress streets. Vehicles to and from the higher speed system will probably increase the load on both these widened streets.



TRAFFIC AND PARKING

SOUTHWARK-QUEEN VILLAGE
SOUTHEAST CENTRAL
REDEVELOPMENT AREA

200 0 200 400 600 FEET

PHILADELPHIA CITY PLANNING COMMISSION

BOUNDARIES

The Southwark-Queen Village Plan covers the area from Washington Avenue to South Street, 6th Street to the pierhead line of the Delaware River. This forms the eastern section of the Southeast Central Redevelopment Area, certified by the Philadelphia City Planning Commission January 9, 1948 and amended January 8, 1963. At that time, the characteristics which warranted the designation of Southeast Central as a Redevelopment Area were:

- a. Unsafe, unsanitary, inadequate or overcrowded condition of certain buildings;
- b. Inadequate planning of the area;
- c. Excessive land coverage;
- d. Lack of proper light, air, and open space;
- e. Faulty street and lot layout;
- f. Defective design and arrangement of buildings;
- g. Economically undesirable land use.

These conditions continue to exist in Southwark-Queen Village. Loading and unloading from the streets caused by the crowded development of commercial sites seriously impedes traffic especially on Monroe, Fitzwater, 2nd and 4th Streets.

Except for the Southwark Plaza Housing Development, most of the structures are over 50 years old. A heavy concentration of buildings east of 3rd Street certified by the Philadelphia Historical Commission testifies to the even greater age in this area. Southwark Plaza, a development of the Philadelphia Housing Authority, contains 853 rental units located between 3rd and 5th Streets, Washington Avenue and Christian Street. These row houses and high rise apartment were completed in 1964.

Recently some of the buildings in the area have been demolished. The lots remain undeveloped or are used for parking. Their sizes and shapes preclude any economical development. Concentrations of these lots occur at 5th Street and Passyunk Avenue, on Carpenter Street between 5th and 6th Streets, and east of Front Street. The diagonal streets, Passyunk and Moyamensing Avenues, aggravate this problem by creating awkward street intersections and unusually shaped lots.

EXISTING LAND USE

A survey of existing land use shows that the area is predominantly residential. However, as in many very old areas of the City, widely varied uses exist side by side.

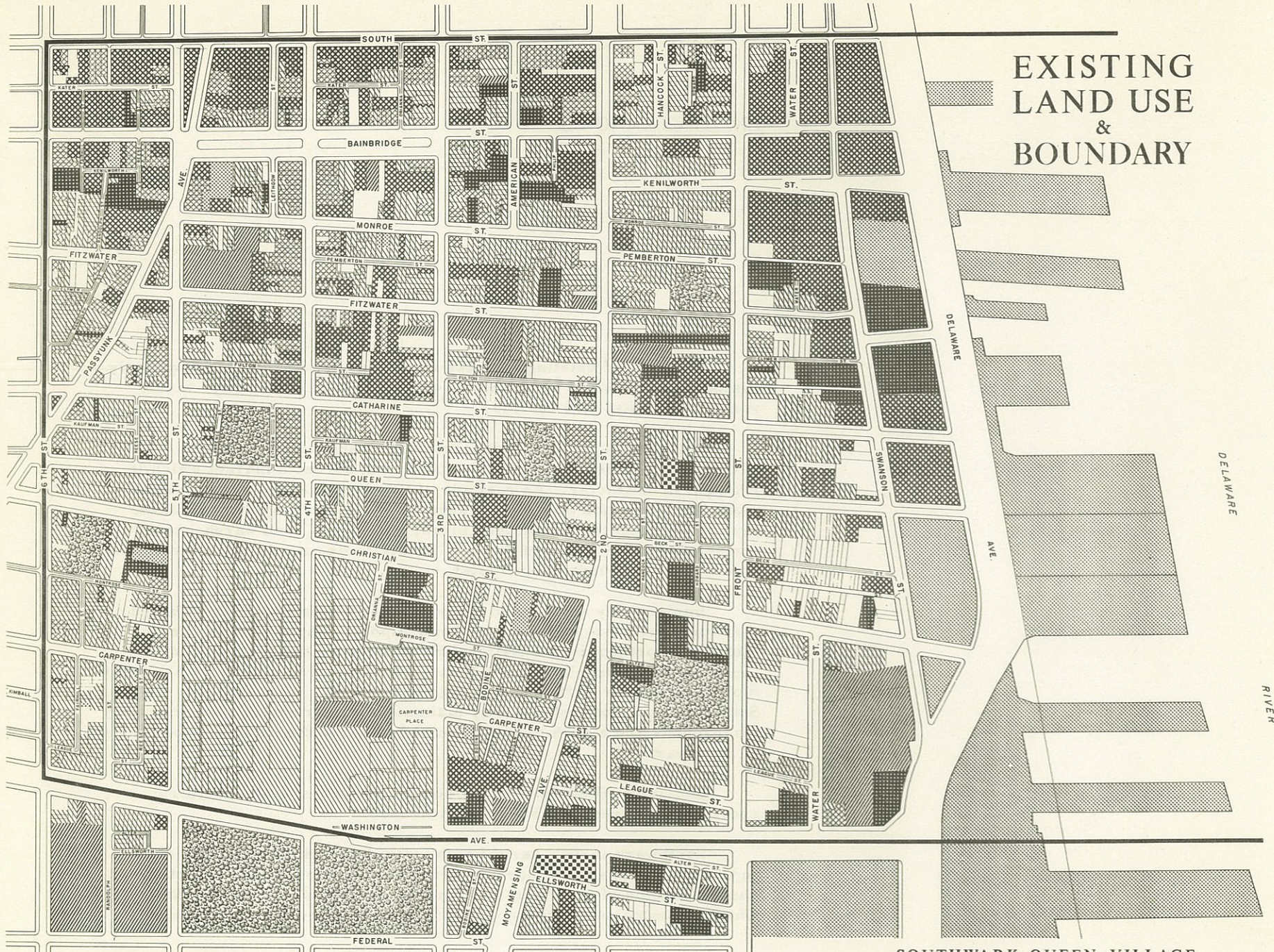
Both wholesale and retail commercial abound in Southwark. Much of this does not depend upon local sales, but serves a market which is regional in character. An example of this is the fabric center located along 4th Street and on 5th at Passyunk. Also of a regional character are the port related industries, piers, rail-yards, and warehouses concentrated east of Front Street. In this same area is the largest concentration of undeveloped sites.










Immediately adjacent to the port activities is Gloria Dei Church, the oldest religious structure in Philadelphia. Currently the site of a Mission 66 project by the National Park Service, the area around the church is being developed as a National Historical Park. There are many more historically certified buildings in this area. One of these, the Shot Tower, is located in a City maintained playground. Two other City playgrounds and a park are well located to serve the existing population of Southwark.

Southwark Plaza includes a community center and a geriatric center at 4th Street and Washington Avenue.

Southwark is well served with institutions which have long existed in this area. These include The Settlement Music School, churches and church schools of St. Philip Neri and St. Stanislaus, Nazareth Baptist Church, Emmanuel Lutheran Church and Ahavath Chesed Synagogue.

EXISTING LAND USE & BOUNDARY



- | | | | | | |
|---|------------------------------|---|-----------------------|---|----------------------------|
|  | RESIDENTIAL |  | INSTITUTIONAL |  | PARKING AND TRANSPORTATION |
|  | MIXED RESIDENTIAL COMMERCIAL |  | MUNICIPAL |  | INDUSTRIAL |
|  | COMMERCIAL |  | PARK AND RECREATIONAL |  | VACANT |

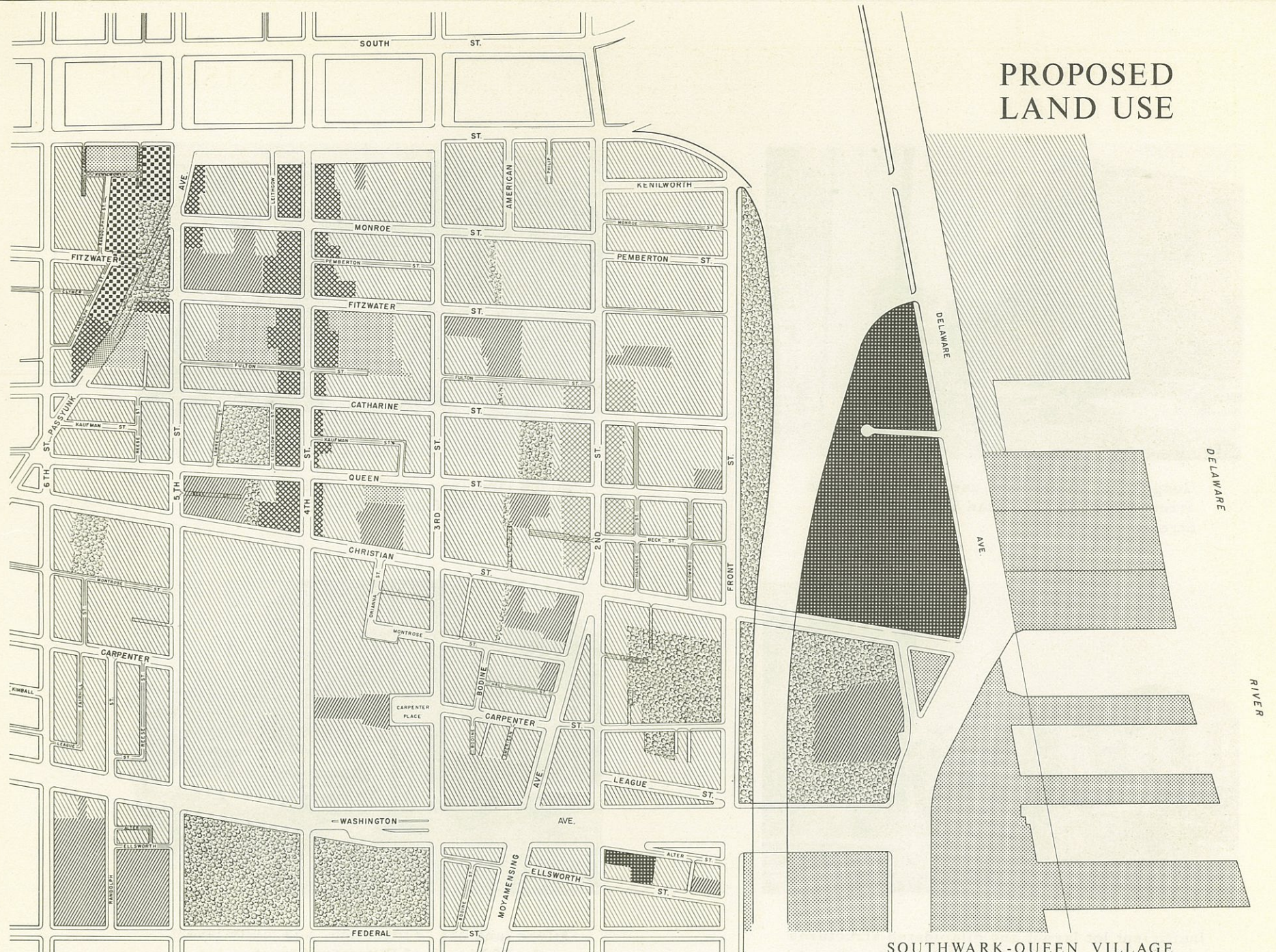











SOUTHWARK-QUEEN VILLAGE SOUTHEAST CENTRAL REDEVELOPMENT AREA



PHILADELPHIA CITY PLANNING COMMISSION
JULY, 1963
CODE 1370

PROPOSED LAND USE



- | | | | | | |
|---|-----------------------|---|---------------------------------|---|----------------------------|
|  | RESIDENTIAL |  | SHOPPING CENTER |  | EXPRESSWAY |
|  | NEIGHBORHOOD SHOPPING |  | INSTITUTIONAL |  | INDUSTRIAL |
|  | COMMERCIAL |  | PARK, RECREATIONAL AND WALKWAYS |  | PARKING AND TRANSPORTATION |



SOUTHWARK-QUEEN VILLAGE
SOUTHEAST CENTRAL
REDEVELOPMENT AREA

200 0 200 400 600 FEET

PHILADELPHIA CITY PLANNING COMMISSION



Congestion, mixed land use, and inefficient street layout on Christian Street at Howard Street.



Mixed land use and dilapidated structures in the 200 block of Queen Street.



Inefficient lot layout and dilapidated structures on Passyunk Avenue north of Catharine Street.



Mixed land use, congestion, and faulty layout on the 300 block of Fitzwater Street.

PROPOSED LAND USE

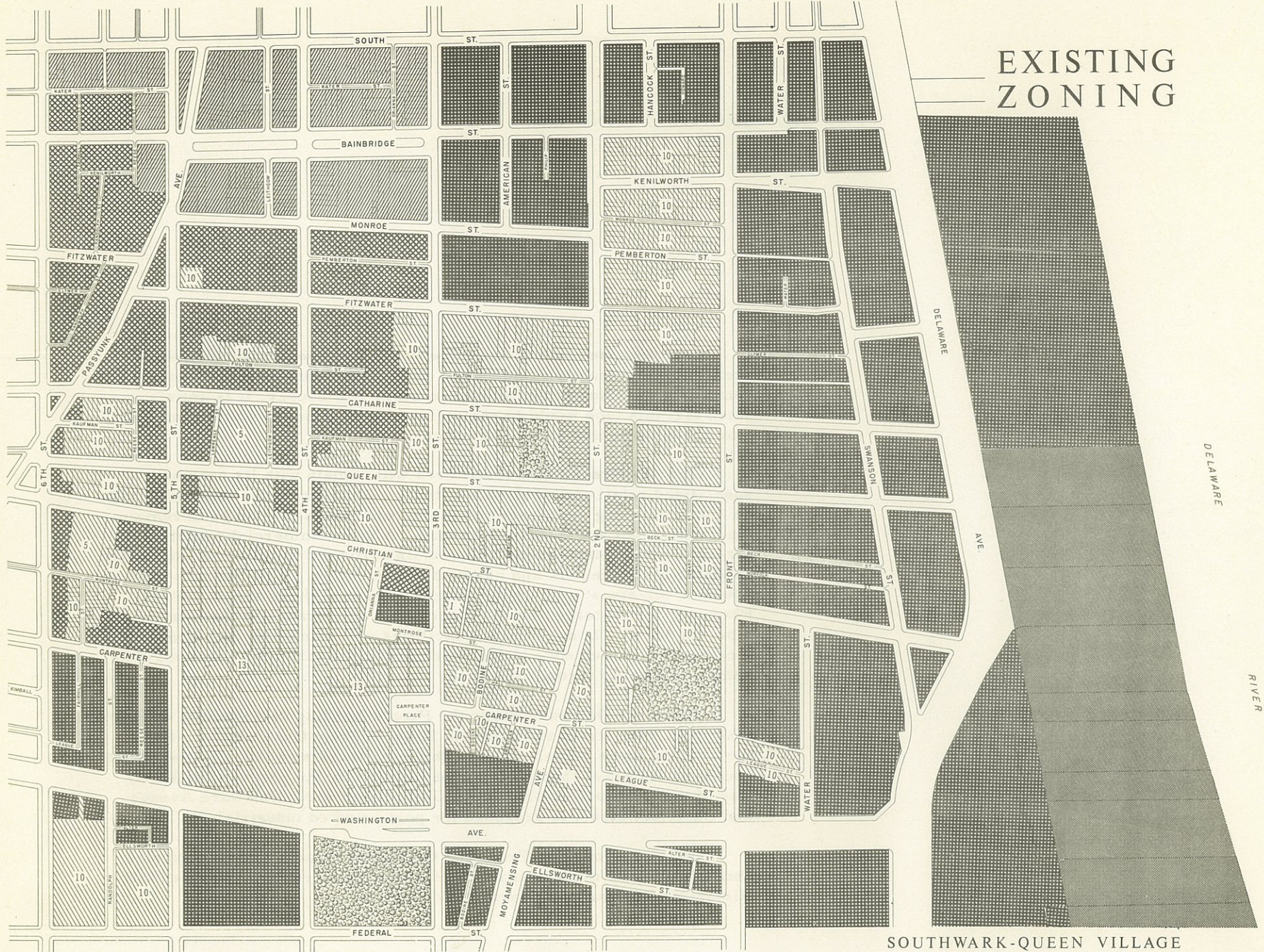
It is proposed that in accord with the Comprehensive Plan the area be predominantly residential. As the dominant pattern of residential construction is two and three-story row houses, it is anticipated that this type would be maintained where possible and extended into areas converted from other uses.

The 4th Street commercial area will remain with its present specialized retail and wholesale activity. Some room for expansion will be available along 4th Street and in the commercial buildings to remain along 5th Street and Passyunk Avenue. A new commercial center at 5th Street and Passyunk Avenue will contain sufficient space to accommodate shopping for Southwark and adjacent communities. With the provision of adequate off-street parking facilities adjacent to these areas, Shippen Plaza will be restored as a park providing an entrance to the community from the north. Local shopping facilities will remain on 2nd Street and a number of convenience shops which presently serve the residents will remain scattered through the area.

Along the Delaware River the Penn's Landing development will extend from Vine Street to Catherine Street. From Queen Street south, the working piers remain along with the railroad right-of-way and yards necessary to serve them. The area bounded by the proposed right-of-way of the Delaware Expressway, Catherine Street, Delaware Avenue, and Christian Street is proposed for port oriented industrial.

The Shot Tower at Front and Carpenter Streets will be expanded and a connection made beneath the elevated expressway to the National Historical Park around Gloria Dei Church.

EXISTING ZONING



RESIDENTIAL
NUMBER INDICATES
CATEGORY

C-1 COMMERCIAL

C-2 COMMERCIAL

C-3 COMMERCIAL

RECREATIONAL

PORT INDUSTRIAL

G-2 INDUSTRIAL



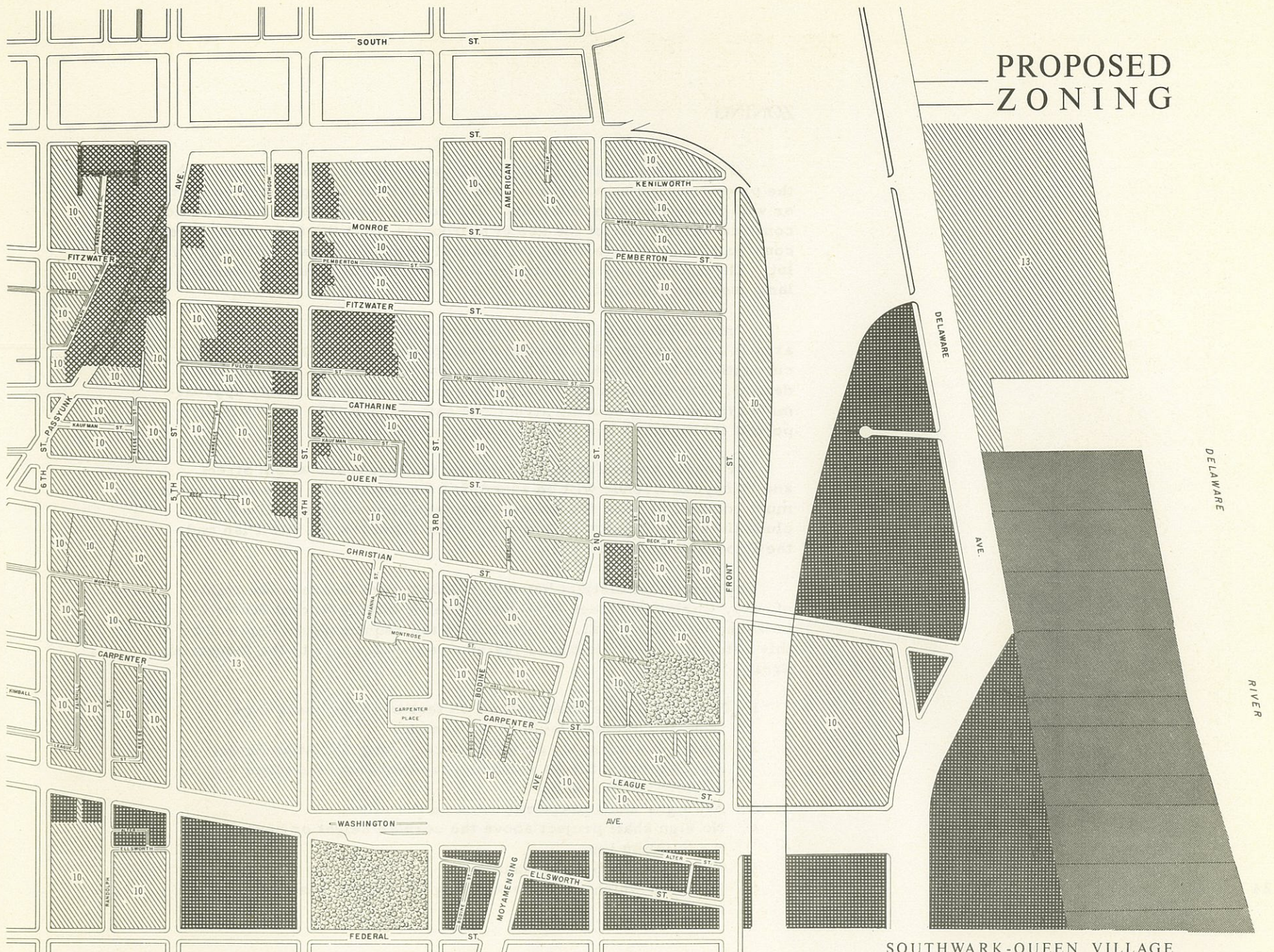
SOUTHWARK-QUEEN VILLAGE







SOUTHEAST CENTRAL
REDEVELOPMENT AREA

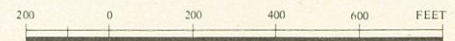


PHILADELPHIA CITY PLANNING COMMISSION

PROPOSED ZONING



- | | | | | | |
|---|---|---|----------------|---|-----------------|
|  | RESIDENTIAL
NUMBER INDICATES
CATEGORY |  | C-2 COMMERCIAL |  | G-2 INDUSTRIAL |
|  | C-1 COMMERCIAL |  | RECREATIONAL |  | PORT INDUSTRIAL |



SOUTHWARK-QUEEN VILLAGE
SOUTHEAST CENTRAL
REDEVELOPMENT AREA
PHILADELPHIA CITY PLANNING COMMISSION

ZONING

The existing zoning is highly diverse. It does not conform with the proposed land uses for this area shown in the Comprehensive Plan or with those shown in this plan. The zoning regulations are the basic controls which restrict the use of a property, limit the floor area of new construction, and determine the general locations of new buildings on a lot. The zoning requirements are the legal tool by which the desired land uses are obtained.

In accordance with the Proposed Land Use Plan, much of the area is proposed for Residential development. To obtain this, land currently zoned industrial or commercial must be rezoned for Residential. The Residential zoning category which most closely approximates the existing housing structural pattern is R-10. This would permit three-story row houses with no street setback.

The major commercial areas along 4th Street and at 5th Street and Passyunk Avenue will be zoned C-2 Commercial. This category is most compatible with the existing patterns here and yet will not preclude the developments referred to in the Commercial Site Plan and the Proposed Land Use Plan.

The Industrial district between the Delaware Expressway right-of-way, Christian Street, Delaware Avenue and Catherine Street will be zoned G-2 Industrial. In addition to the requirements imposed by this category these additional restrictions shall apply to the industrial area:

1. No cornice line shall exceed 35 feet in height measured from the average level of the ground.
2. Open air loading or parking spaces along Christian Street and Catherine Street shall be screened from the street by a 6 foot opaque wall.
3. All signs shall pertain to uses on the sites.
4. No sign shall project above the cornice height or beyond the building line.
5. No sign shall be illuminated.
6. No signs which are free standing structures shall be permitted.




STREET CHANGES

Several street changes have already been made in this area. With the construction of Southwark Plaza between Third and Fifth Streets, Washington Avenue was widened along the northern side and Carpenter Street was closed through the development. Parking facilities were added to Shippen Plaza off Bainbridge Street.

Additional major changes are proposed to improve circulation on arterials and expressways around the area and to decrease traffic through the residential community. Acquisition for new right-of-ways will be greatest for the Delaware and Crosstown Expressways along the northern and eastern boundaries. Some additional right-of-way will be needed to complete the pedestrian system.

STREET CHANGES

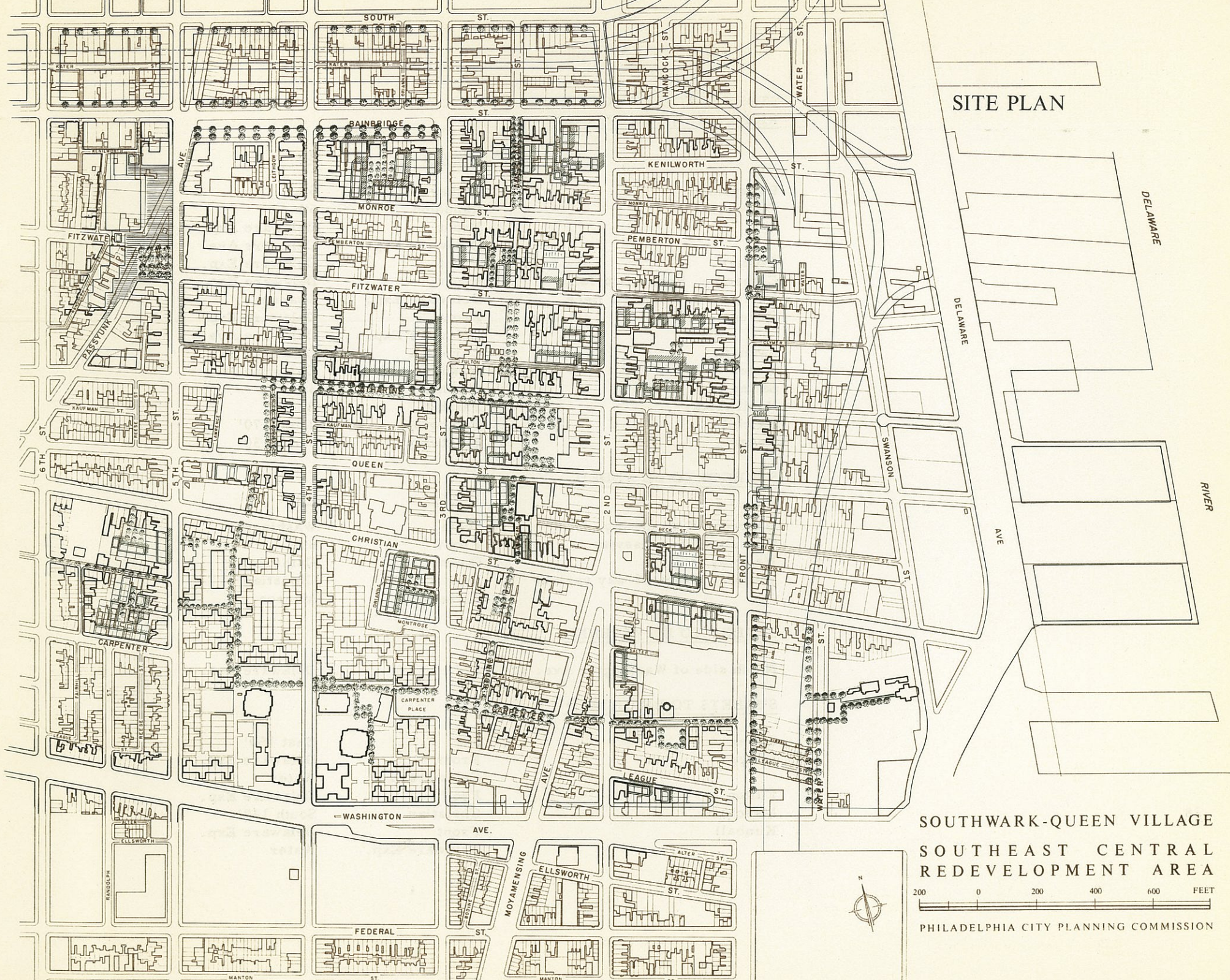


-  STREET TO BE CLOSED
-  WALKWAY AND STREET TO BE ADDED
-  RIGHT OF WAY RETAINED

SOUTHWARK-QUEEN VILLAGE
 SOUTHEAST CENTRAL
 REDEVELOPMENT AREA

200 0 200 400 600 FEET

PHILADELPHIA CITY PLANNING COMMISSION



SITE PLAN

SOUTHWARK-QUEEN VILLAGE
 SOUTHEAST CENTRAL
 REDEVELOPMENT AREA

200 0 200 400 600 FEET

PHILADELPHIA CITY PLANNING COMMISSION

STREETS TO BE VACATED
RIGHT-OF-WAY RETAINED

	<u>From</u>	<u>To</u>
Passyunk	Catherine	5th
Fitzwater	Randolph	5th
	Front	Delaware Exp.
	Delaware Exp.	Delaware Ave.
Clymer	Front	Delaware Exp.
Catherine, Beck & Norfolk	Front	Delaware Exp.
Norfolk, Catherine & Beck	Delaware Exp.	Swanson
Queen	Front	Delaware Exp.
	Delaware Exp.	Delaware Ave.
Swanson	Christian	Delaware Exp.
Water	Washington Ave.	Christian St.
Salter	Orianna	3rd
Kenilworth	Fairhill	Reese
Fairhill	Bainbridge	South 170'
Reese	Bainbridge	South 130'

STREETS TO BE ADDED

	<u>From</u>	<u>To</u>
Delaware Expressway ¹	South	Washington
Crosstown Expressway	Front	6th
Walkway (20')	Queen	Catherine
Walkway (right-of-way varies)	Montrose	Christian
	Catherine	Monroe

STREET TO BE WIDENED

North side of Washington Ave. 40'	3rd	Delaware Ave.
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STREETS TO BE CLOSED

Salter	2nd	East 150'
League	Front	Delaware Exp.
	Delaware Exp.	Water
Fulton	Front	Delaware Exp.
Mascher	Christian	South 140'
Kimball	Front	Delaware Exp.
	Delaware Exp.	Water

