

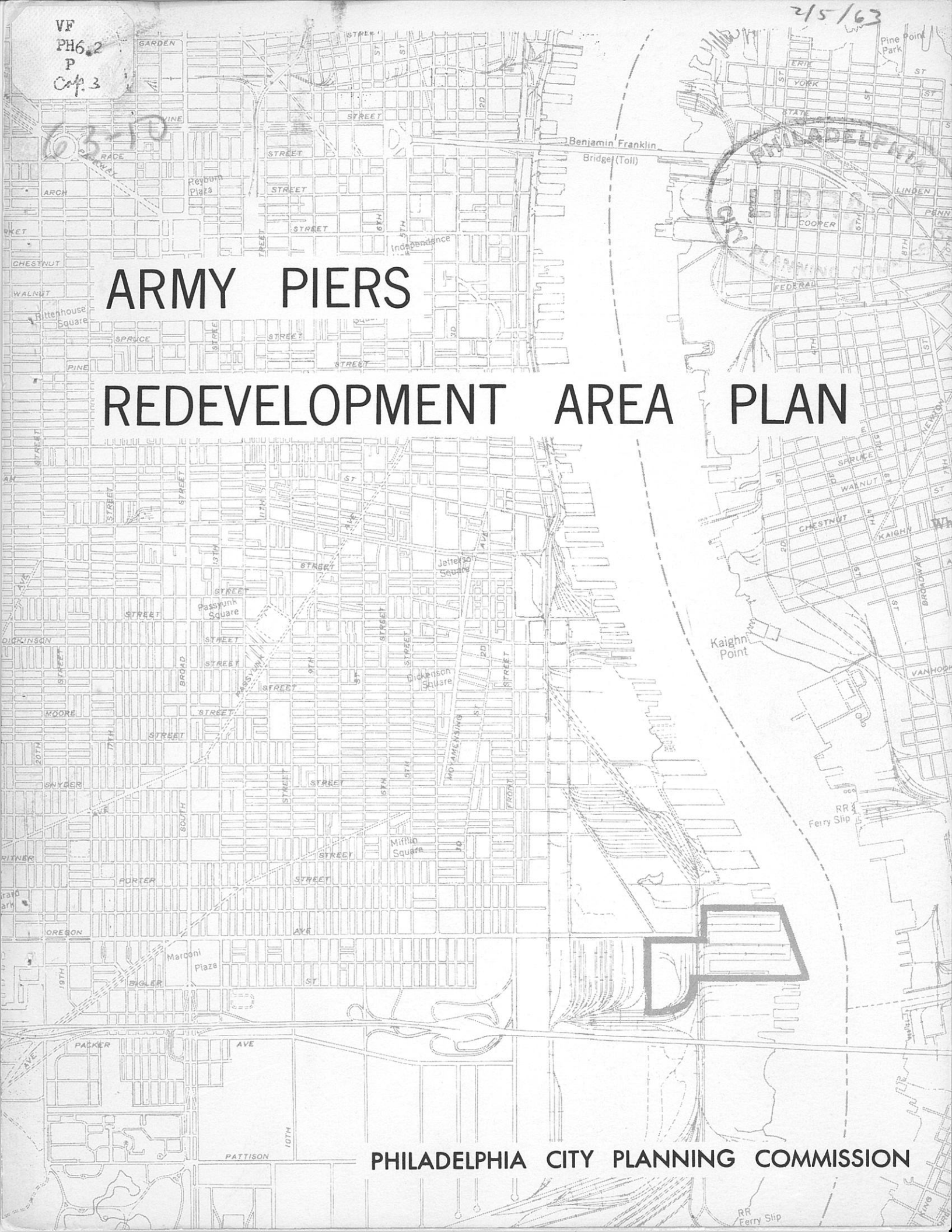
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ARMY PIERS

REDEVELOPMENT AREA PLAN



PHILADELPHIA CITY PLANNING COMMISSION

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ARMY PIERS

REDEVELOPMENT AREA PLAN

PHILADELPHIA CITY PLANNING COMMISSION

FEBRUARY 5, 1963

25648

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LETTER OF TRANSMITTAL

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CITY PLANNING COMMISSION

9TH FLOOR PENN SQUARE BUILDING

N. E. CORNER JUNIPER AND FILBERT STREETS

PHILADELPHIA 7

MU 6-9700

January 5, 1963

Mr. Gustave G. Amsterdam, Chairman
Redevelopment Authority of the
City of Philadelphia
211 S. Broad Street
Philadelphia 7, Pa.

Dear Mr. Amsterdam:

Transmitted herewith is the Army Piers Redevelopment Area Plan. It has been prepared by the City Planning Commission in accordance with the provisions of the Urban Redevelopment Law of May 24, 1945, P.L. 991, as amended.

This Redevelopment Area Plan is in conformity with the recommendations of the Comprehensive Plan for the City of Philadelphia dated May 1960, as amended, and was approved by the City Planning Commission at its meeting of January 5, 1963.

This plan covers the area bounded by Oregon Avenue, Delaware Avenue, south line of Pier 94 south, pierhead line of the Delaware River, south line of Pier 100 south, Delaware Avenue, north and east property line of Pennsylvania Railroad property to a point on the south side of Oregon Avenue 819 feet west of the west side of Delaware Avenue.

Sincerely yours,

G. Holmes Perkins
Chairman

INTRODUCTION

The Delaware River Port South Area runs along the Delaware River in South Philadelphia and includes the most important of the general cargo piers in the Port.

The Army Piers Redevelopment Area includes three piers which handle 25 per cent of the Port's general cargo. They are inefficiently laid out and deteriorating. Improving and developing this area will provide an efficient marine terminal with greatly increased capacity which can handle larger, more modern ships effectively.

The area is in a strategic location with unexcelled highway transportation connections which will be further enhanced by the Delaware Expressway. It is tied in to the Belt Line Railroad which connects the Port with the Pennsylvania, Reading and Baltimore and Ohio Railroads. The Food Distribution Center is nearby and International Airport is only minutes away.

This plan provides for the development of a modern public marine terminal in keeping with the City's program to improve waterfront facilities and industries to expand employment and commerce.

BOUNDARIES AND EXISTING CONDITIONS

The Delaware River Port South Area was certified on November 17, 1961, and includes approximately 586 acres of land bounded by the Northern Line of Pier 38 South, the pierhead line of the Delaware River, Hoyt Street, Delaware Avenue, Packer Avenue, Vandalia Street, Oregon Avenue, Swanson Street, Snyder Avenue, Water Street, Reed Street, Front Street, Washington Avenue, and Delaware Avenue.

The Army Piers Redevelopment Area is in the southern part of the above area on the river at the intersection of Delaware and Oregon Avenues and comprises 72.7 acres. Included in the area are Piers 96, 98, and 100 South and an area at the southwest corner of Delaware and Oregon Avenues.

Piers 96, 98 and 100 South are the major general cargo piers in the Port of Philadelphia. The vacant land across Delaware Avenue is used only occasionally as a storage area for cargo from or for ships calling at the piers.

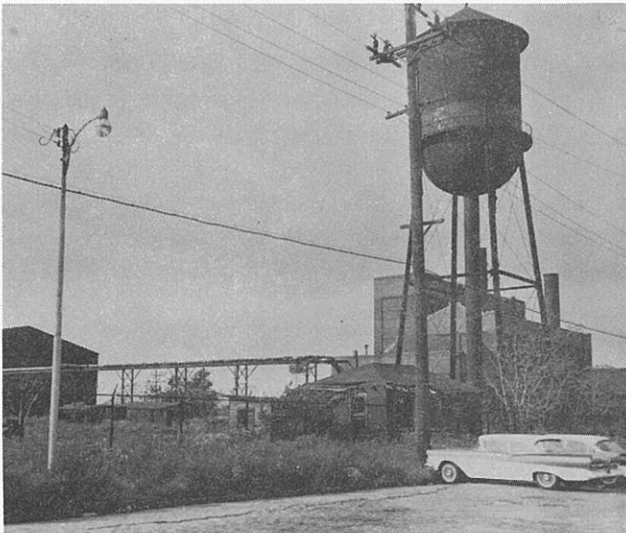
The major streets in the area are Delaware and Oregon Avenues. These street connect the Port with Baltimore and Washington via the Industrial Highway, New Jersey points via the Walt Whitman Bridge and the west via a connection with the Schuylkill Expressway.

At present, longshoremen working at the piers park in the bed of Delaware Avenue. Trucks waiting to pick up or discharge cargo also wait in the street while awaiting spaces on the piers.

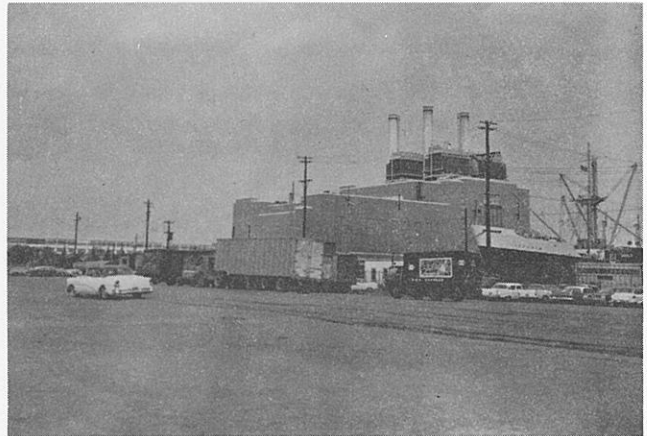
The present shed and track layout is inefficient. Truck loadings take place inside the present buildings, interfering with the flow of cargo and creating congestion and confusion. The location of the buildings and the tracks on Pier 98 South prevent the construction on an apron to load or discharge cargo efficiently. The inside lighting is inadequate throughout. The condition of the shed on Pier 96 South and the fender system on all piers is poor.

This area is predominantly open land and the few existing improvements are obsolete. Their location and design interfere with the sound development of an efficient marine terminal in the area. Although Piers 96, 98 and 100 South handle 25 per cent of the Port's general cargo, they are only 35 per cent efficient compared to other piers in the Port. If these facilities continue to deteriorate, much of this cargo will be diverted, causing an economic decline in employment and resultant losses by other industries which depend on the Port for raw materials.

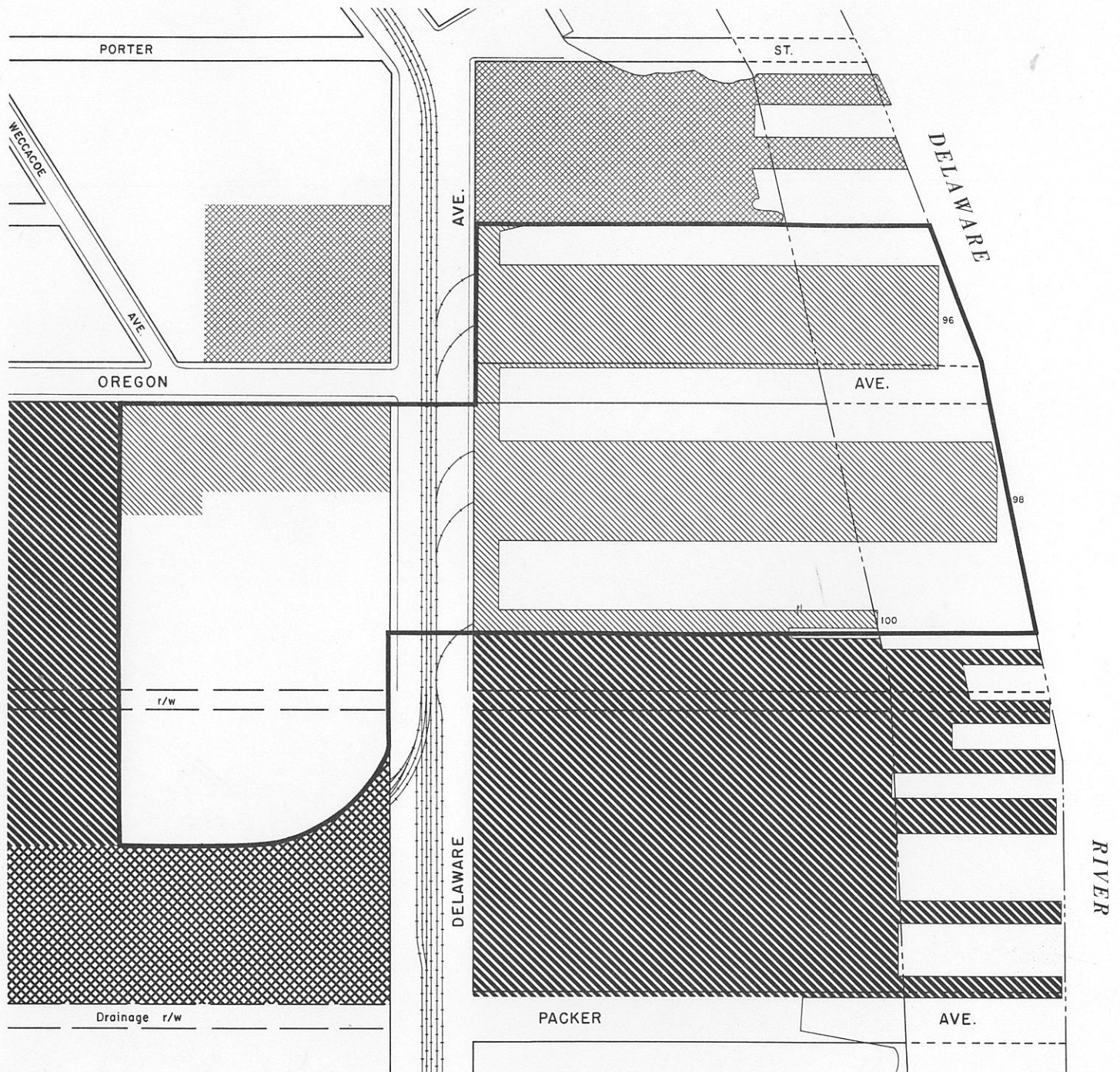
Photograph shows water tower to remain and buildings on west side of Delaware Avenue which will be cleared.



Delaware Avenue in front of Piers 96, 98, & 100 S. showing trucks waiting for loading space on piers.



EXISTING LAND USE



- AREA BOUNDARY
- VACANT
- ▣ UTILITIES
- ▤ PORT INDUSTRY
- ▥ INDUSTRY
- ▧ TRANSPORTATION

ARMY PIERS REDEVELOPMENT AREA

PHILADELPHIA CITY PLANNING COMMISSION DECEMBER 1962

0 200 400 600 800 1000 FEET

EXISTING LAND USE

The existing land use is Port Industrial and Commercial, the latter use confined to a small cafeteria for persons working in the vicinity.

PROPOSED LAND USE

The proposed land use is Port Industrial, through the construction of a modern facility to be operated as a public marine terminal. The certification of the Redevelopment Area and this Redevelopment Area Plan are in conformity with the Comprehensive Plan for the City of Philadelphia.

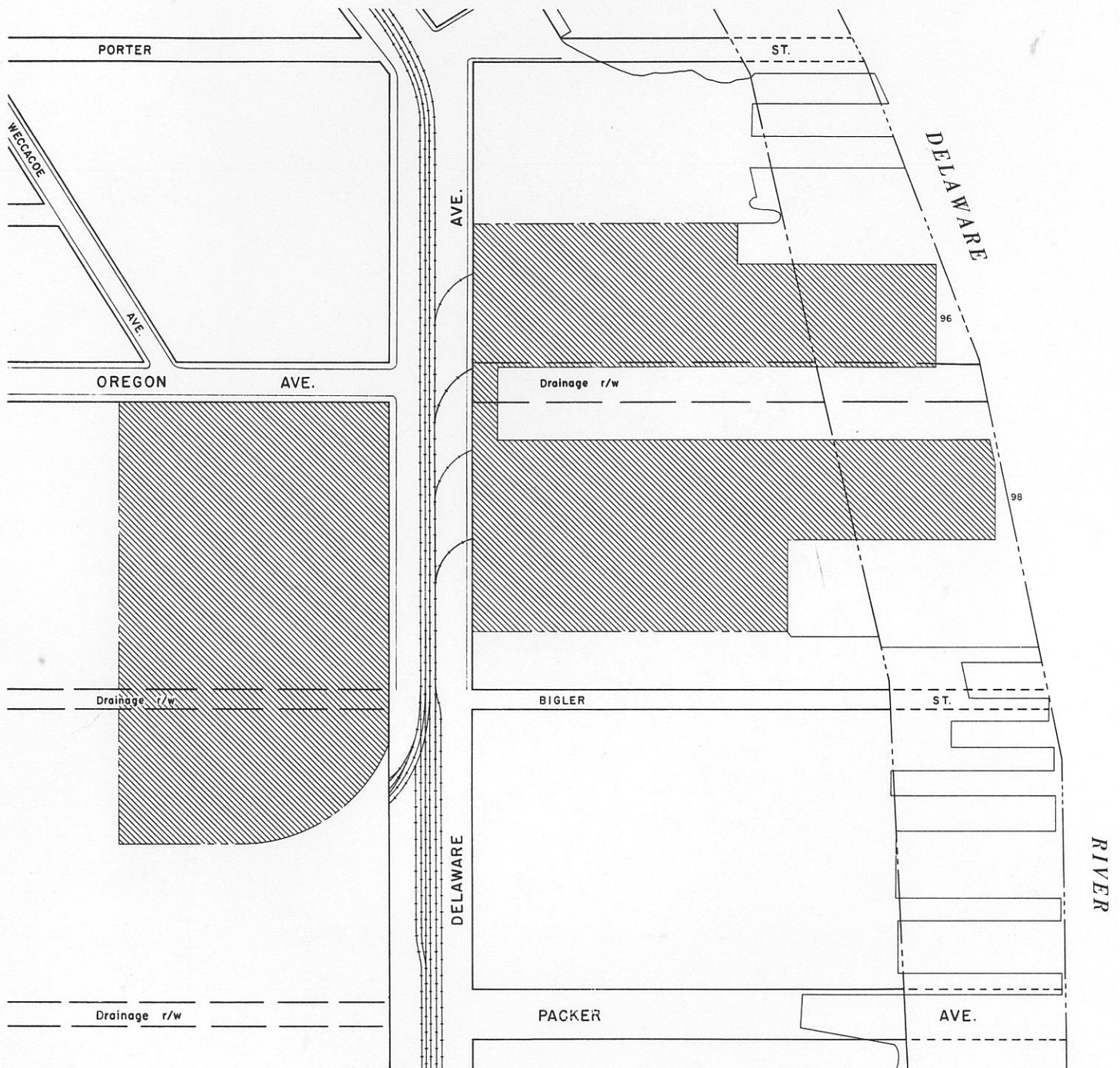
The use of a portion of land as a restaurant will be permitted as an accessory use to provide a convenient eating place for workers in the area.

ZONING

The entire area is zoned "Port Industrial District."

No change in zoning is required. The additional controls in the paragraph on Proposed Standards of Development will insure a development which will efficiently utilize the unique aspects of the pier arrangement.

PROPOSED LAND USE



▨ PORT INDUSTRIAL



ARMY PIERS REDEVELOPMENT AREA

PHILADELPHIA CITY PLANNING COMMISSION DECEMBER 1962

0 200 400 600 800 1000 FEET

PROPOSED STREET CHANGES

It is recommended that the following street be stricken from the City Plan, with a right-of-way retained for drainage purposes:

Oregon Avenue from the east house line of Delaware Avenue to the pierhead line of the Delaware River.

PROPOSED STANDARDS OF DEVELOPMENT

The regulations of the Port Industrial Zoning District are the basic standards for the area. In addition, the following controls are intended to insure the most efficient use of the existing site:

- a. Land coverage shall not exceed 90 per cent;
- b. At least six berths not less than 500 feet long shall be provided;
- c. Longitudinal aprons shall be provided at each berth and shall be at least 35 feet wide;
- d. Transit sheds will be constructed, affording at least 20 feet minimum clear height and will provide not less than 65,000 square feet of interior floor space per berth.

REHOUSING OF DISPLACED PERSONS

There are no residences in this Redevelopment Area.

PRELIMINARY SITE PLAN

It is intended to clear the entire area of all buildings. The water tower in the lumberyard will be preserved.

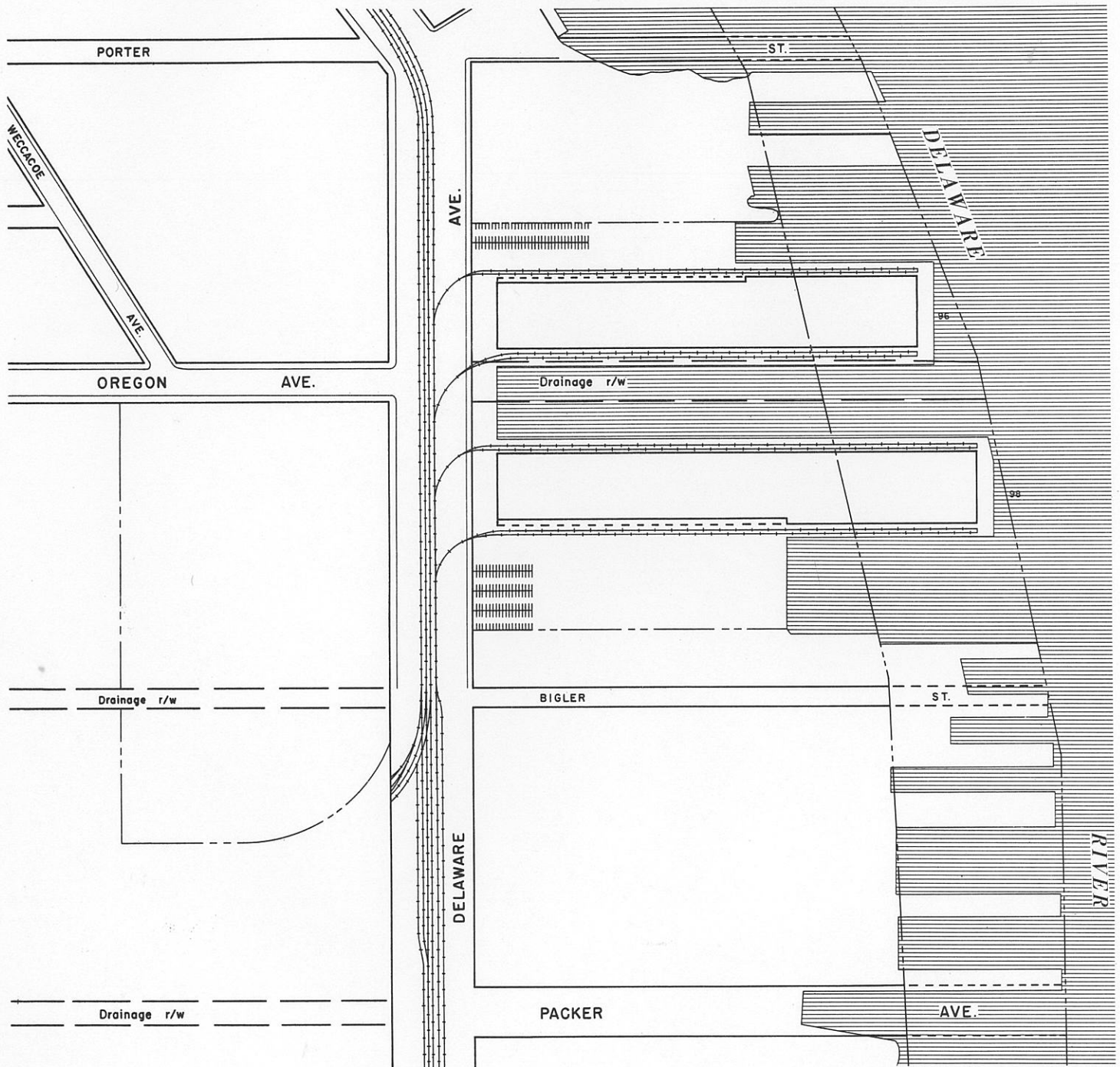
Six ship berths are proposed to be established. It is proposed that most of the water area between the north side of Pier 96 South and the north boundary will be filled and paved, leaving a 600-foot berth on the outshore end of the north side and two berths on the south side of the pier. Similarly a 600-foot berth will be established on the south side of Pier 98 South and the remainder of the area between Piers 98 and 100 South will be filled and paved. Two other berths will be maintained on the north side of Pier 98 South.

The open areas thus created could be used primarily for open storage, loading, parking, and truck maneuvering.

A pier apron, including necessary rail trackage, should be provided at each berth and a transit shed (initially single deck but capable of having a second deck added if needed), will be constructed on each pier between the aprons. Truck loading platforms will be provided along the south inshore side of the shed of Pier 98 South and the north inshore side of the shed of Pier 96 South.

Rail service in the area will be modified as required to suit the needs of the terminal. The open area to the west of Delaware Avenue will be developed as necessary to provide additional storage or warehousing space.

PRELIMINARY SITE PLAN




ARMY PIERS REDEVELOPMENT AREA

PHILADELPHIA CITY PLANNING COMMISSION DECEMBER 1962



0 200 400 600 800 1000 FEET



ESTIMATED COST OF ACQUISITION

The estimated cost of acquisition is \$ 1,200,000.

This estimate was based on an appraisal made on June 15, 1962.

CONTINUING CONTROLS

The Commonwealth of Pennsylvania Urban Redevelopment Law of 1945, P.L. 991, as amended, and the United States Housing Act of 1949, as amended, regulate Philadelphia's redevelopment and urban renewal.

The renewal of the Army Piers Redevelopment Area will be carried out in conformity with the provisions of the Army Piers Redevelopment Area Plan. It will be in accordance with the requirements of any Urban Renewal Plans prepared by the Redevelopment Authority of the City of Philadelphia and will comply with the Code of General Ordinances of the City of Philadelphia. All plans and proposals prepared by the Redevelopment Authority will be subject to the recommendations of the City Planning Commission and the approval of the Council of the City of Philadelphia.

