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PRATT STREET

REDEVELOPMENT AREA PLAN

PHILADELPHIA CITY PLANNING COMMISSION

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CITY OF PHILADELPHIA

CITY PLANNING COMMISSION

June 19, 1962

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 Redevelopment Area Plan for the Pratt Street Redevelopment Area, as 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 June 19, 1962.

The area covered by this Plan is bounded by Bridge Street, Tacony Street, Aramingo Avenue, Margaret Street and the drainage right-of-way in the bed of the former Frankford Creek.

Sincerely yours,

G. Holmes Perkins

G. Holmes Perkins
Chairman

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INTRODUCTION

The Pratt Street Redevelopment Area, located in the Near Northeast part of the City, is primarily an industrial area. While the major land uses are industrial and residential, the industrial uses are three times larger than the residential area. The Pratt Street Area is located about six miles northeast of Center City and about 0.6 miles west of the Delaware River. The Redevelopment Area is in the 23rd Ward. Some of the major factors that influence this area are:

1. Barrett Division of Allied Chemical and Dye Corporation

   The Barrett Corporation, which is wholly within the boundaries of the Redevelopment Area, is a chemical manufacturing company. It accounts for 69 per cent of the total net area of the Redevelopment Area.

2. Frankford Arsenal

   The Frankford Arsenal is a very large industrial complex about twice the size of the Redevelopment Area. Although it lies outside the boundaries of the Area to the north, it is one of the major factors affecting the Pratt Street Area.

3. Delaware Expressway

   The proposed Delaware Expressway design calls for an elevated expressway on structure and fill to parallel Aramingo Avenue from Bridge Street to Bermuda Street.

The Pratt Street Redevelopment Area contains three sub-areas: 1) the area within the right-of-way of the proposed Delaware Expressway, 2) the large area of the Barrett Corporation, and 3) the pockets of land between the first two. About 106 structures are located in these isolated pockets. The underlying concepts of the plan are to coordinate the redevelopment activity in the Pratt Street area with the construction of the Delaware Expressway in order to provide the best means to eliminate conditions harmful to the well-being of the community.

This redevelopment has the following objectives: 1) to remove isolated residential uses for which adequate community services cannot be supplied, 2) to eliminate unnecessary streets and develop a new street system to serve more efficiently the land uses in the area, 3) to consolidate remnant parcels into lots which are suitable for new uses, and 4) to develop the entire area in conformity with the goals of the Comprehensive Plan.

BOUNDARIES AND EXISTING CONDITIONS

The Pratt Street Redevelopment Area covers that area bounded by Bridge Street, Tacony Street, Aramingo Avenue, Margaret Street, and the northern right-of-way line of the Frankford Creek.

The area is entirely within Census Tract 23 K and comprises approximately 64 acres. It contains about 310 dwelling units in 280 structures, with an estimated population of 900 persons, according to the 1960 Census.

On March 2, 1962, the City Planning Commission certified that the following characteristics existed which warranted the designation of the Pratt Street Area as a Redevelopment Area:

a. Inadequate planning of the area,

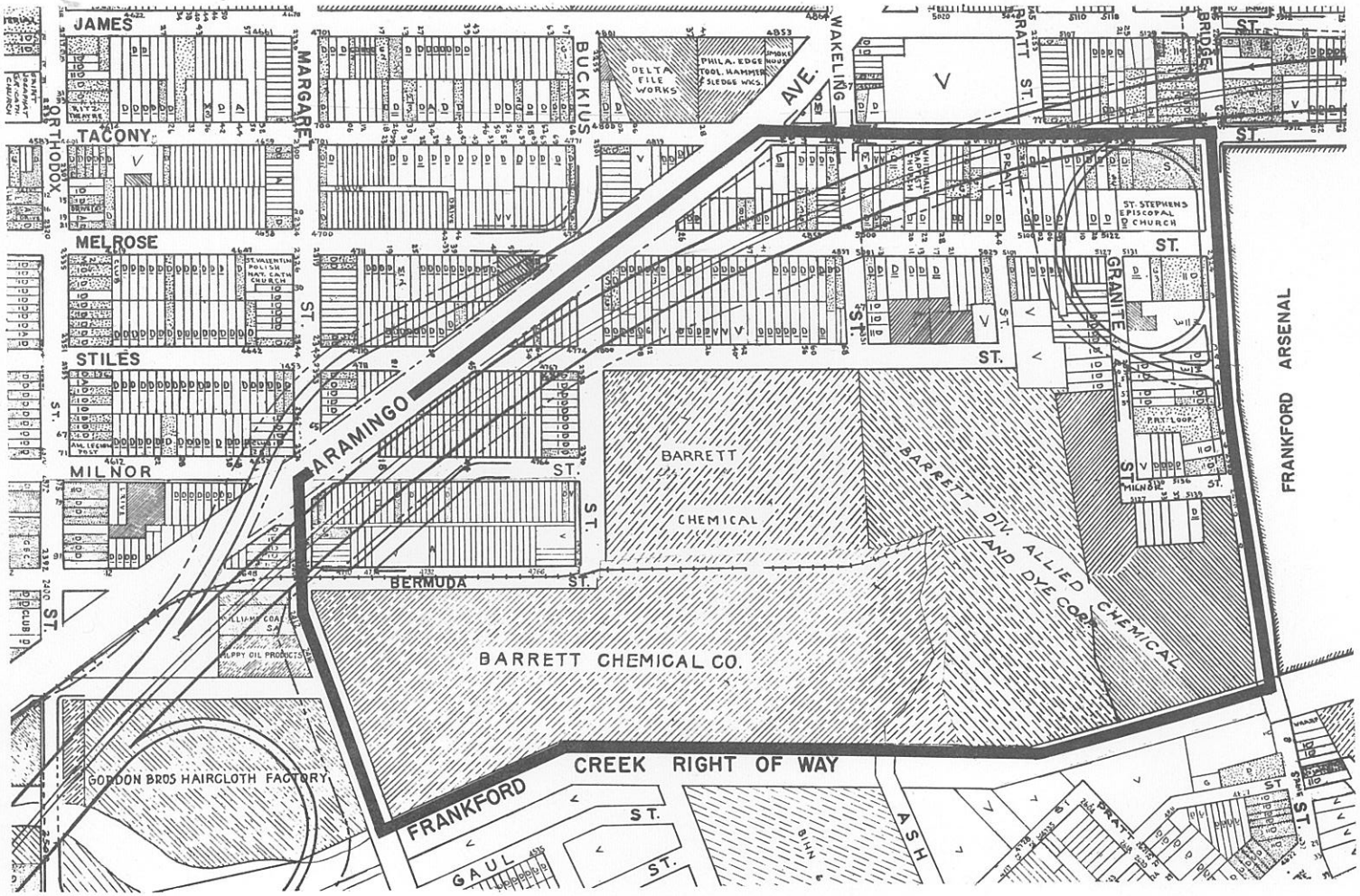
b. Unsafe, unsanitary, and inadequate conditions of (certain) buildings,

c. Faulty street and lot layout,

d. Defective arrangement of buildings, and

e. Economically and socially undesirable land uses.

BOUNDARIES



BOUNDARIES

RESIDENTIAL

RESIDENTIAL MULTI-FAMILY

COMMERCIAL

INDUSTRIAL

INSTITUTIONAL

VACANT LAND

PRATT REDEVELOPMENT AREA

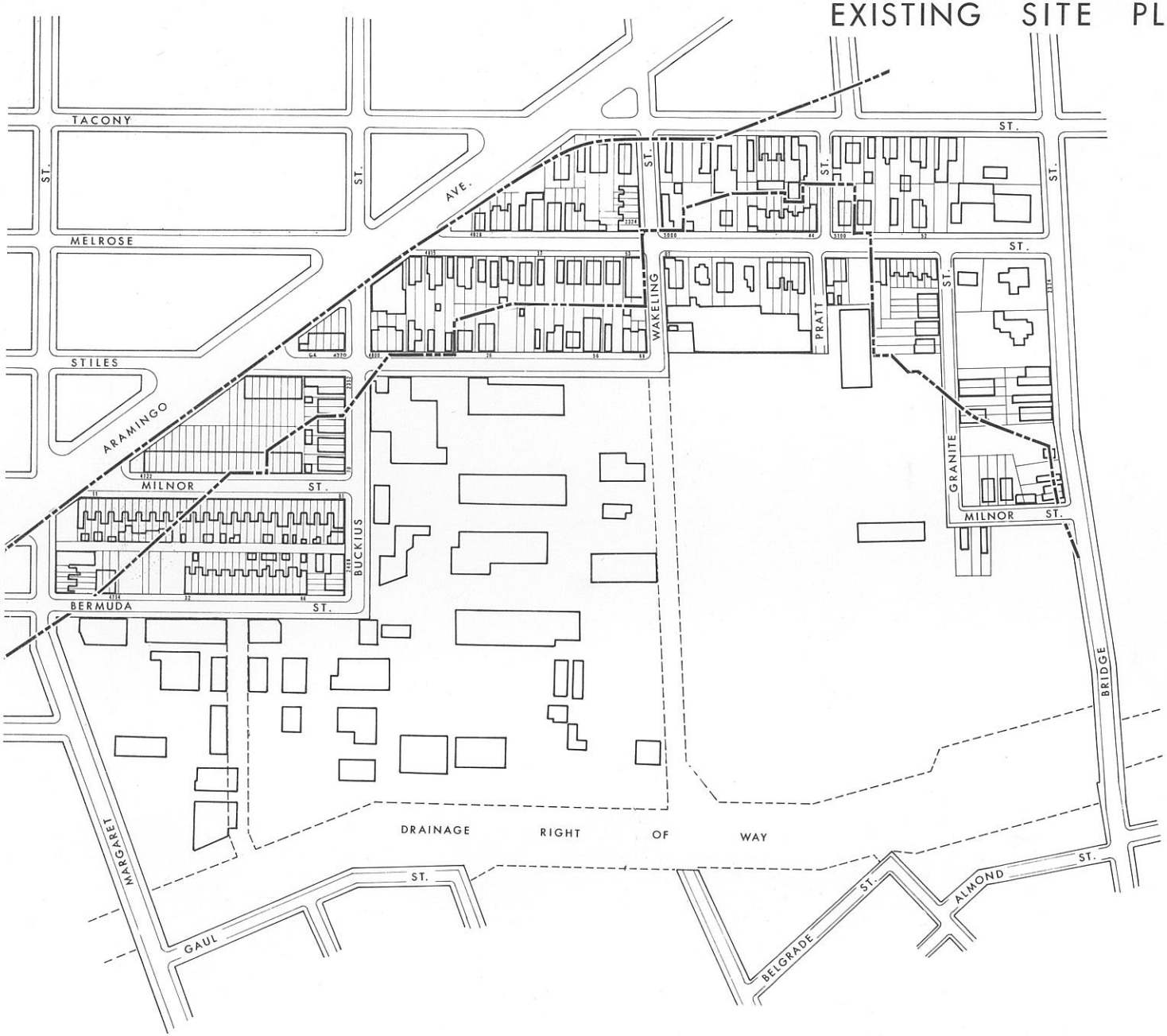
N

0 200 400 600 800 1000 FEET

PHILADELPHIA CITY PLANNING COMMISSION

JANUARY 1962

EXISTING SITE PLAN



PRATT STREET

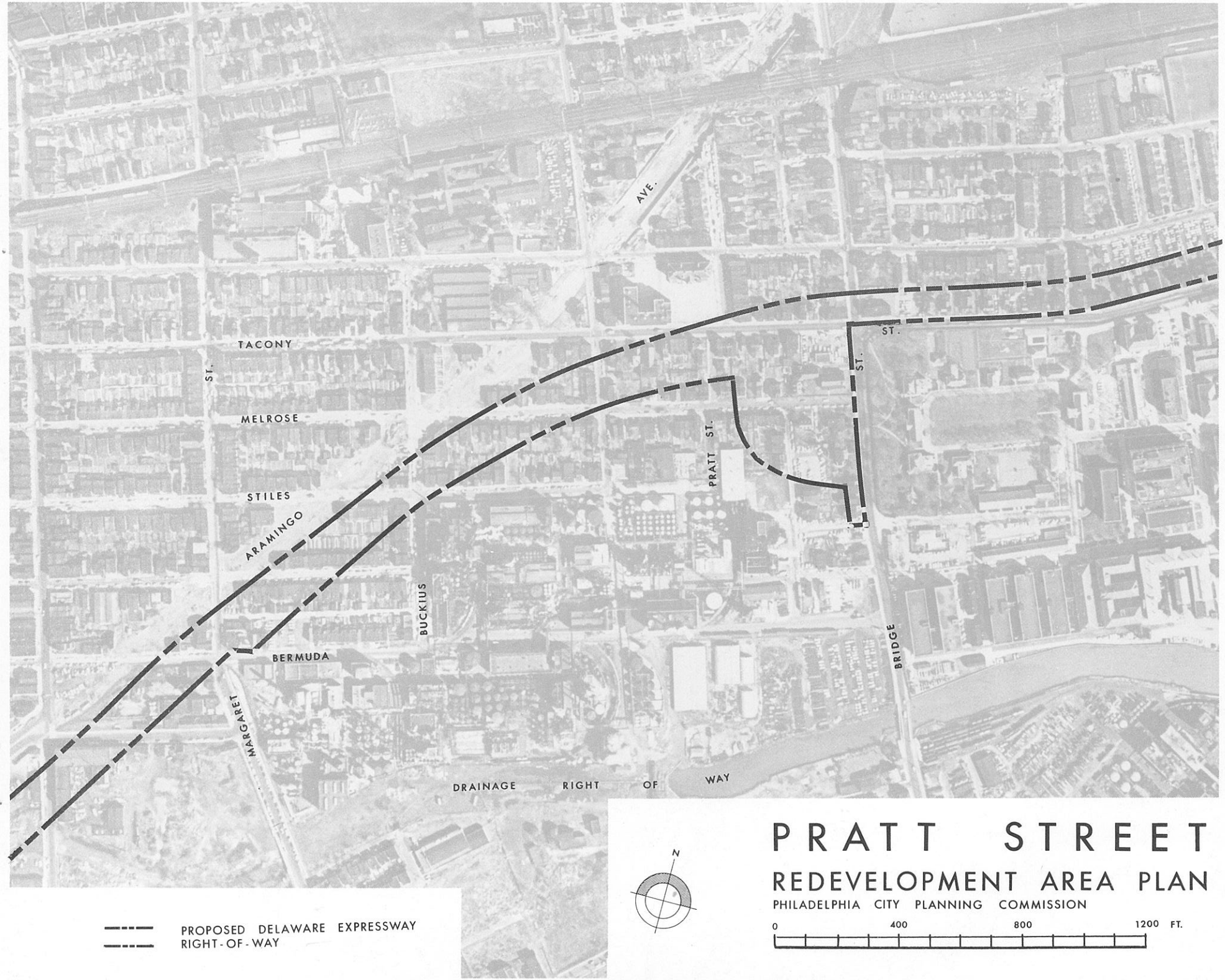
REDEVELOPMENT AREA PLAN

PHILADELPHIA CITY PLANNING COMMISSION JUNE 1962

N

0 100 200 300 400 500 600 700 800 900 1000 FT.

PROPOSED DELAWARE EXPRESSWAY RIGHT-OF-WAY



PRATT STREET

REDEVELOPMENT AREA PLAN

PHILADELPHIA CITY PLANNING COMMISSION

EXISTING LAND USE

The major land uses in the Pratt Street Area are industrial and residential, with the Barrett Company accounting for more than 95 per cent of the industrial land use and 69 per cent of the total net redevelopment area. The residential area, which is 23 per cent of the net total, consists mostly of single-family row and semi-detached houses. Although most of the properties within the area have been well maintained through the years, the 1960 Census lists approximately seven per cent of the dwellings in the area as "deteriorating" or "dilapidated." The major commercial activities in the area are one gasoline filling station at Bridge and Tacony Streets, and a beer distributor at Aramingo Avenue and Melrose Street. Four parking lots in the area are used by employees of Barrett and the Frankford Arsenal. Two churches are within the area, both within the proposed Delaware Expressway right-of-way. There are no other institutional uses in the area.

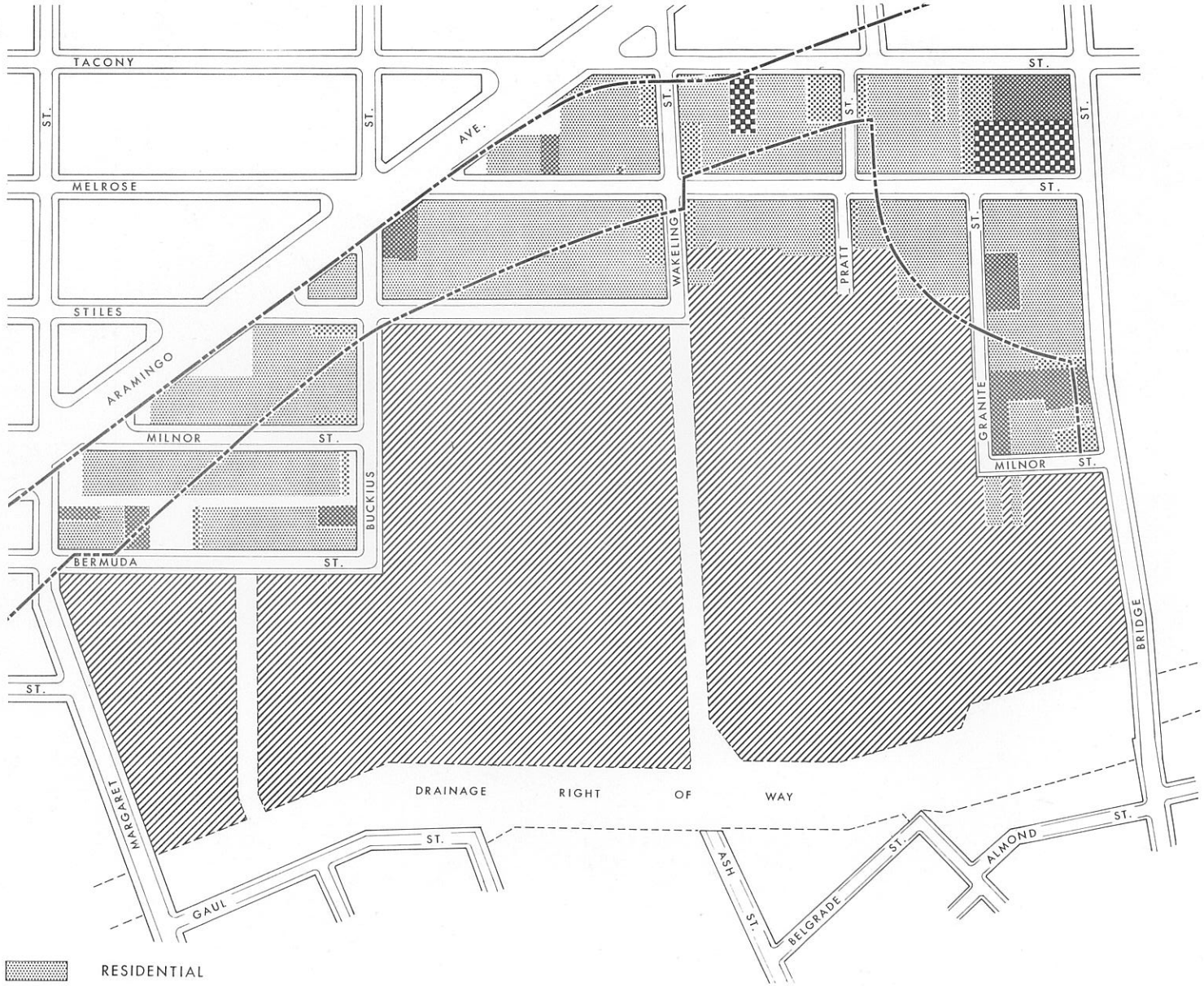
Pratt Area

	Acres
Gross Area	64.4
Net Area	51.8
Area to be included within proposed expressway right-of-way	15.6

Distribution of Existing Land Uses

Residential	11.9
Residential-Commercial	0.8
Commercial	1.3
Industrial	36.1
Institutional	0.7
Vacant	1.0
Streets	12.6

EXISTING LAND USE



RESIDENTIAL

RESIDENTIAL & COMMERCIAL

COMMERCIAL

INSTITUTIONAL

INDUSTRIAL

VACANT LAND

PROPOSED DELAWARE EXPRESSWAY RIGHT-OF-WAY

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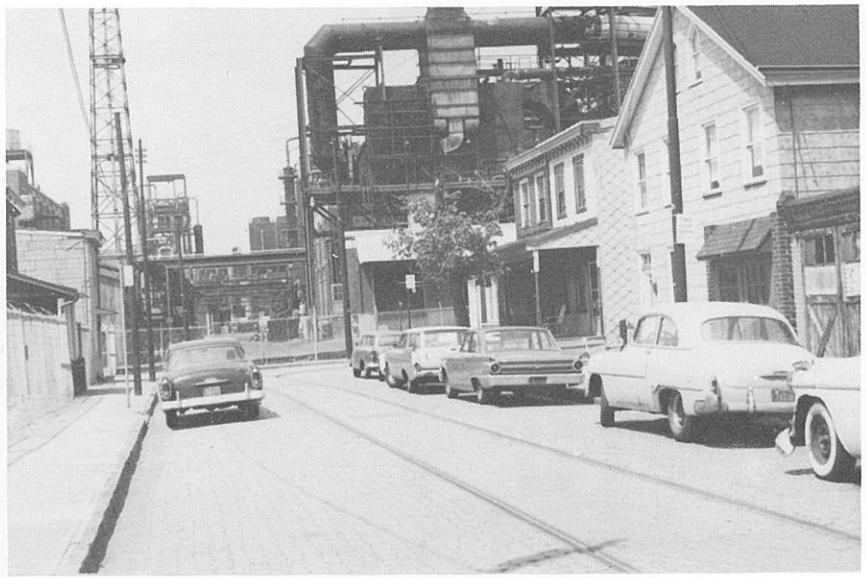
PRATT STREET

REDEVELOPMENT AREA PLAN

PHILADELPHIA CITY PLANNING COMMISSION JUNE 1962

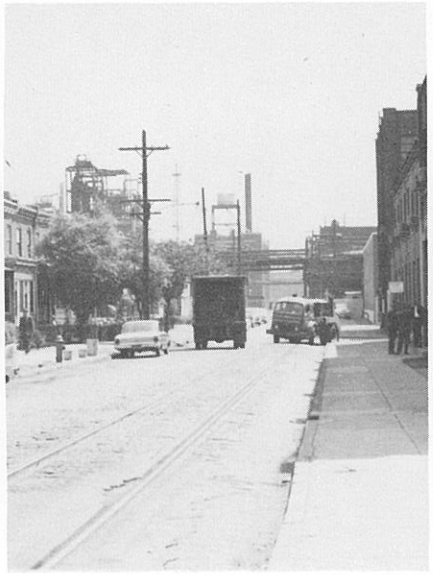
0 100 200 300 400 500 600 700 800 900 1000 FT.

Mixed land use
4800 block of Stiles Street



Mixed land use
5100 block of Milnor Street

A dilapidated structure
5100 block of Milnor Street

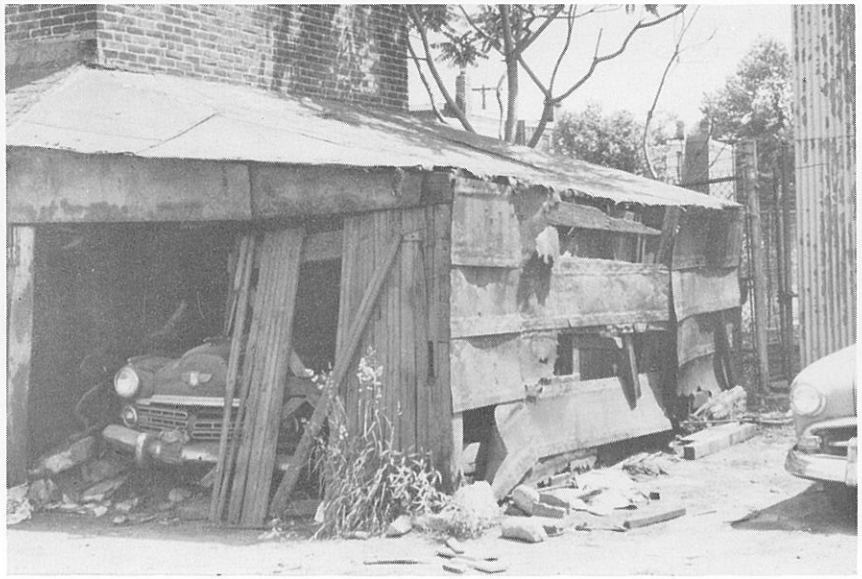


Mixed land use
4700 block of Bermuda Street

A dilapidated structure
4700 block of Bermuda Street

Vacant structure
Pratt and Melrose Streets

Mixed land use
2300 block of Pratt Street



A dilapidated structure
2300 block of Pratt Street

Mixed land use
2300 block of Granite Street

PROPOSED LAND USE

PRATT STREET

REDEVELOPMENT AREA PLAN

PHILADELPHIA CITY PLANNING COMMISSION JUNE 1962

INDUSTRIAL

PROPOSED DELAWARE EXPRESSWAY RIGHT-OF-WAY

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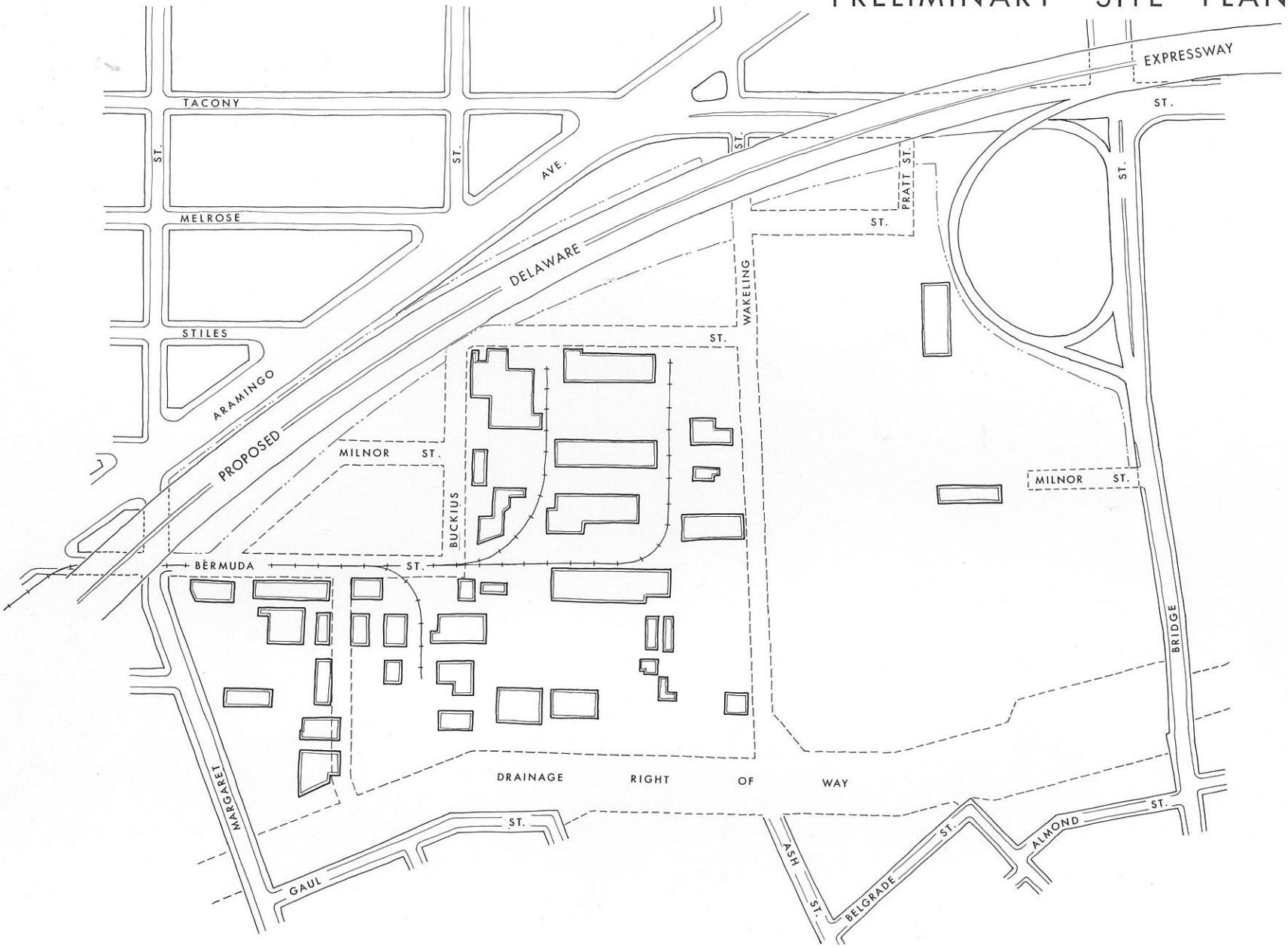
0 100 200 300 400 500 600 700 800 900 1000 FT.

PRELIMINARY SITE PLAN



PRATT STREET

REDEVELOPMENT AREA PLAN

PHILADELPHIA CITY PLANNING COMMISSION JUNE 1962

0 100 200 300 400 500 600 700 800 900 1000 FT.

PROPOSED LAND USE AND SITE PLAN

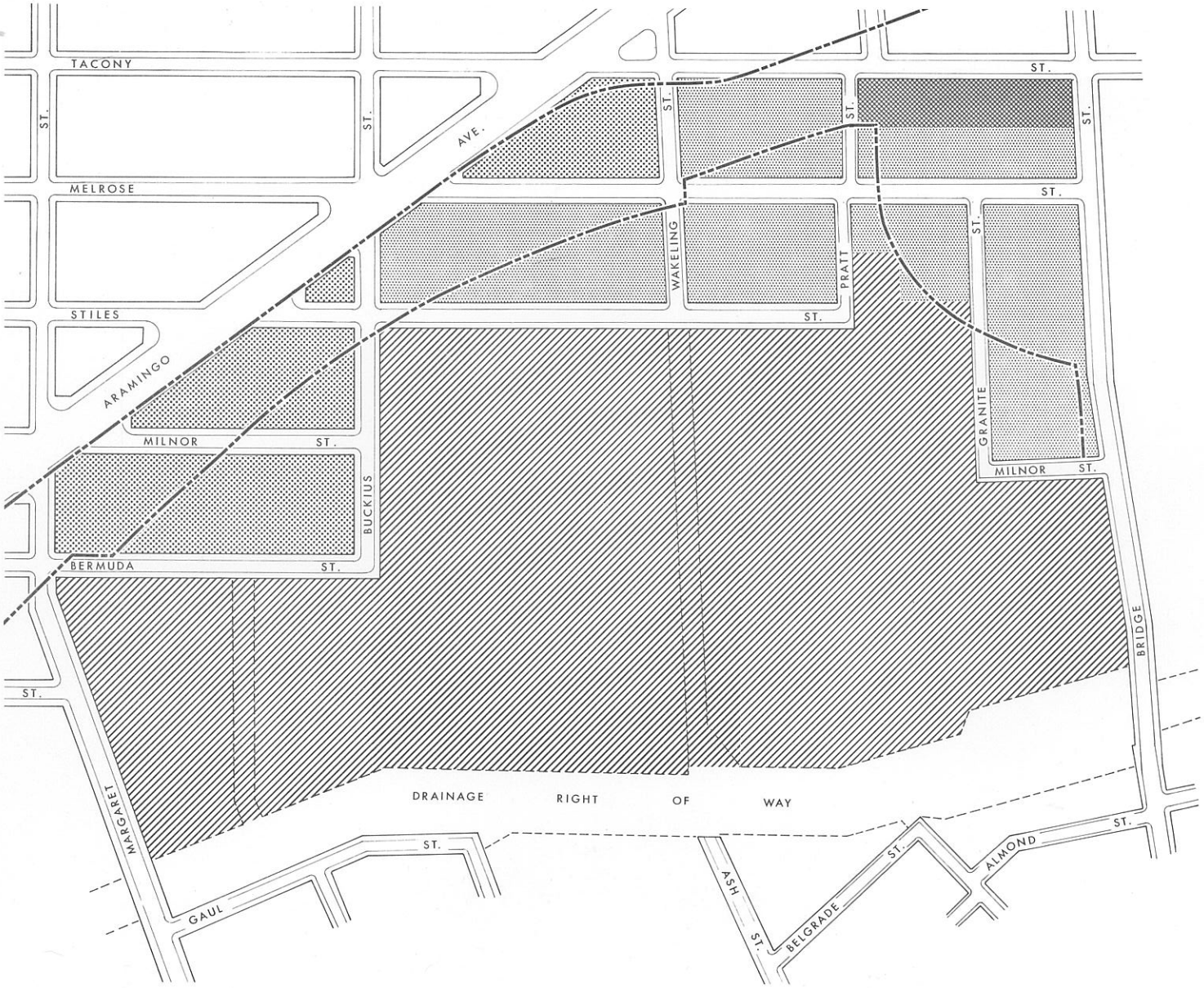
The entire area is proposed to be used for industrial purposes. The major existing industry will remain. The site plan shows those industrial buildings now in the area, with all other buildings cleared. The redeveloped area will include buildings which are now shown on this preliminary site plan.

EXISTING AND PROPOSED ZONING

The existing zoning in the Pratt Street Redevelopment Area provides for four types of development - D and D-1 Residential, A-Commercial, and General Industrial. The area zoned as Commercial is along Tacony Street from Bridge Street to Pratt Street, and is only a small per cent of the total net area. The residential zone is east of Aramingo Avenue, south of Tacony Street, west of Bridge Street, and north of the Barrett Company. Within the residential area are 20 cases of non-conforming uses at this time, including one industrial plant, two commercial properties, and four parking lots. The remainder of the Pratt Street Area is zoned General Industrial.

The entire area is proposed to be zoned General Industrial.

EXISTING ZONING



RESIDENTIAL D

RESIDENTIAL D-1

COMMERCIAL A

GENERAL INDUSTRIAL

PROPOSED DELAWARE EXPRESSWAY RIGHT-OF-WAY

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PRATT STREET

REDEVELOPMENT AREA PLAN

PHILADELPHIA CITY PLANNING COMMISSION JUNE 1962

0 100 200 300 400 500 600 700 800 900 1000 FT.

PROPOSED ZONING

PRATT STREET

REDEVELOPMENT AREA PLAN

PHILADELPHIA CITY PLANNING COMMISSION JUNE 1962

GENERAL INDUSTRIAL

PROPOSED DELAWARE EXPRESSWAY RIGHT-OF-WAY

N

0 100 200 300 400 500 600 700 800 900 1000 FT.

PROPOSED STREET CHANGES

Within the Pratt Street Redevelopment Area, the proposed Delaware Expressway Plan requires the following street closings:

Streets to be Stricken and Vacated

Milnor Street	-	between Aramingo Avenue and the east right-of-way line of the proposed Delaware Expressway
Melrose Street	-	between Aramingo Avenue and the east right-of-way line of the proposed Delaware Expressway
Melrose Street	-	between Pratt Street and Bridge Street
Granite Street	-	between Melrose Street and the east right-of-way line of the proposed Delaware Expressway
Stiles Street	-	between Aramingo Avenue and Buckius Street
Buckius Street	-	between Stiles Street and Aramingo Avenue

In order that the land may be assembled into sites suitable for development, a number of streets will be closed. Where important utilities exist in streets to be closed, rights-of-way will be retained.

The proposed street closings are:

Streets to be Stricken and Vacated

Stiles Street	- between Wakeling Street and Pratt Street
Pratt Street	- between Stiles Street and Melrose Street
Granite Street	- between Milnor Street and the east right-of-way line of the proposed Delaware Expressway

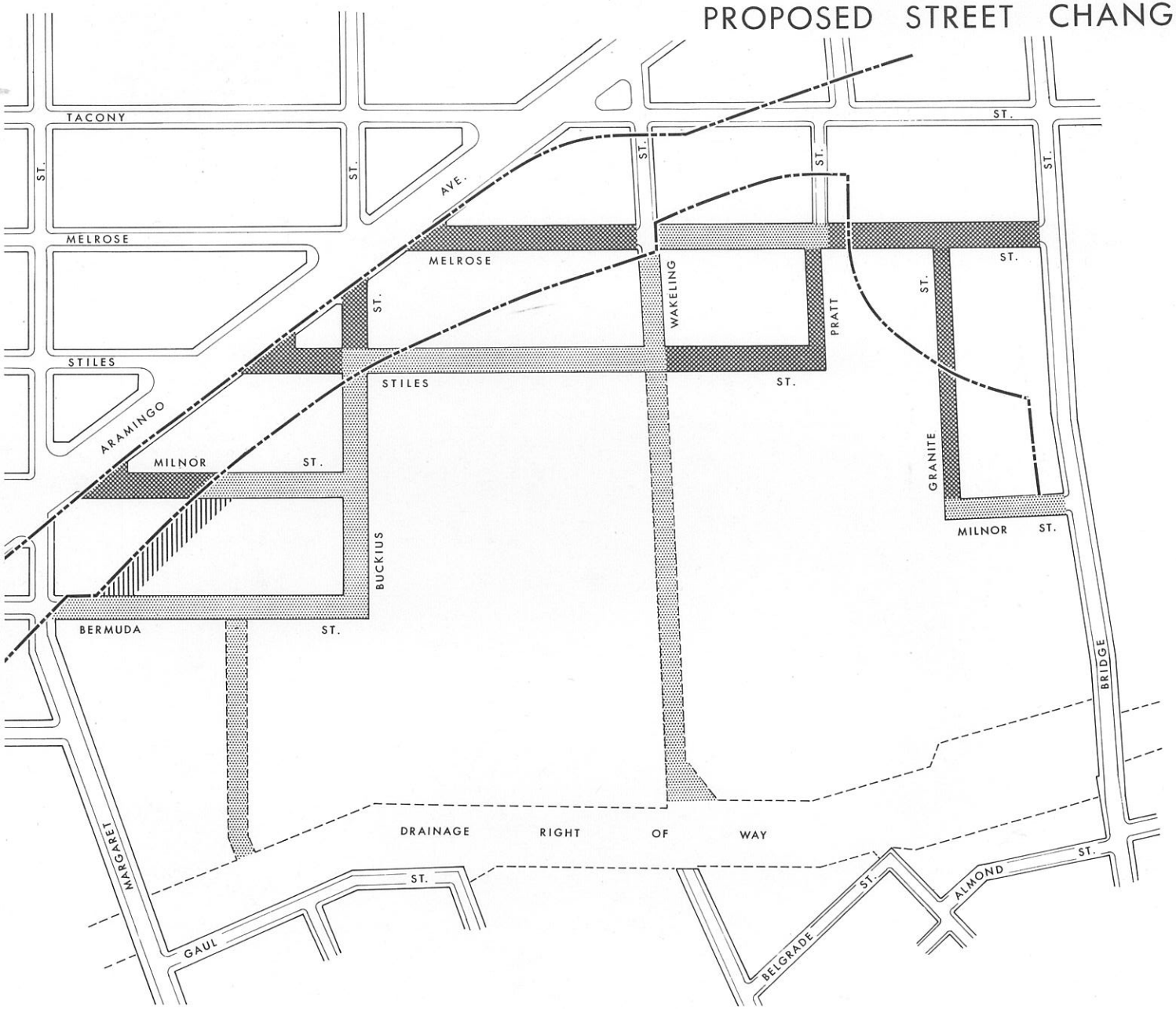
Streets to be Stricken and Vacated - Right-of-way to be Retained

Bermuda Street	- between Margaret Street and Buckius Street
Buckius Street	- between Bermuda Street and Stiles Street
Stiles Street	- between Buckius Street and Wakeling Street
Wakeling Street	- between Stiles Street and Melrose Street
Melrose Street	- between Wakeling Street and Pratt Street
Milnor Street	- between the east right-of-way line of the proposed Delaware Expressway and Buckius Street
Milnor Street	- between Granite Street and Bridge Street

Right-of-way to be Added

- between Bermuda Street and Milnor Street

PROPOSED STREET CHANGES



RIGHT OF WAY BE ADDED

STREET TO BE CLOSED

RIGHT OF WAY RETAINED

PROPOSED DELAWARE EXPRESSWAY RIGHT-OF-WAY

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PRATT STREET

REDEVELOPMENT AREA PLAN

PHILADELPHIA CITY PLANNING COMMISSION JUNE 1962

0 100 200 300 400 500 600 700 800 900 1000 FT.

REHOUSING OF DISPLACED FAMILIES

The 1960 Census of Housing reported a total of 102 dwelling units within the Pratt Street Redevelopment Area excluding the dwelling units within the proposed expressway right-of-way.

The Rehousing Bureau of the Redevelopment Authority will assist in the relocation of any families displaced by both the proposed redevelopment and highway programs.

ESTIMATED COST OF ACQUISITION

The 1962 real estate assessments were used to determine the probable acquisition costs of project areas. In this section of Philadelphia, it is estimated that the cost of acquisition and site preparation is 2.5 times the assessed value of the property.

The area to be redeveloped is 5.16 net acres and the total assessed value of these parcels is $311,600. The estimated acquisition cost is $779,000.

PROPOSED STANDARDS FOR DENSITY, LAND COVERAGE AND BUILDING INTENSITY

The proposed zoning regulations are the basic standards that will control the land coverage and limit the building intensity of new construction within the Pratt Street Redevelopment Area.

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 Pratt Street Area will be carried out in conformity with the provisions of the Pratt Street 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 for this area and will comply with the provisions of 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.