The area covered by this plan is bounded by Richmond Street, Allegheny Avenue, Market Street, and the Allegheny River. It consists of the Richmond area plan in conformity with the recommendations of the Comprehensive Plan of the City of Philadelphia, approved by the City Planning Commission at the meeting of May 7, 1963.

Dear Mr. Amsterdam:

211 South Broad Street

Re: Redesignation of the Port of Philadelphia

May 7, 1963
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Street and Allegheny Avenue.

Avenue from Robinson and Cambria Streets to approximately Avenue
expressway on structure and I-79 to run diagonally through the
the proposed expressway design cells for an elevated
expressway.

1. Port Robinson Terminal

The Port Robinson Terminal is a major influence in this area and
places on the east side of the Reading Company's Port Robinson Terminal. Two of the
is significant to the Reading Company. Between Cambria Street and Allegheny Avenue,
Expressway between Cambria Street and Allegheny Avenue.

2. Port Allegheny

Port Allegheny is located about four miles north-
The goals of the comprehensive plan:

1. For new uses, and I) to develop the entire area in conformity with
2. (3) to consolidate remnant parcels into lots which are suitable
devise a new street system to serve land uses in the area more efficiently
services cannot be supplied, 2) to eliminate unnecessary streets and
3) to remove isolated, pedestrian uses for which adequate community

The redevelopment area plan has the following objectives:
e. Economic or social suitability for land use

c. Defective arrangement of buildings,

b. Rundown street and lot layout,

d. Unsafe, unsanitary, and inadequate conditions of (community)

e. Inadequate planning of the area.

The following characteristics existed within the designated area of the approximately 250 housing units within a total population of 790. According to the 1960 census, it contained about 250 housing units within a total population of 790. According to the 1960 census, it contained approximately 250 housing units within a total population of 790.

Address Street extended to Commonwealth Street, Commonwealth Street, Allen Street, Allegety Avenue, Bath Street, Infantry Street, Allen Street, Commonwealth Street, Commonwealth Street, Commonwealth Street.

The proposed redevelopment area covers the area bounded by Commonwealth.

BOUNDARIES AND EXISTING CONDITIONS
from Bikhart St.
Unpaved street. Allen Street looking south.

In the west toward Richmond St.
Junk shop, south side of Bikhart Street. Look.

East side of Melville St., east of Mem不动产
Steel fabricating plant adjacent to residential.

Camberia St., east of Melville St.
Frame construction and mixed land uses.
Thomond Street and Ailsa Bernie Avenue.

Church, the Deans' Church Institute, and some private clubs on both
Institutional uses in the area consist of the Holy Redeemer Diocesan
way with Old College a major portion of those existing industries.

Company's Port Thomond Territorial gradient shows construction of the Expressway
The existing industrial land is located adjacent to the head

mixed with existing industries and vacant parcels of land.

Dense east of Mallow Street not touched by the Expressway are under
Take about 120 of the 250 dwelling units in the area. Many of the res
and Toronto Streets, is residential. The Expressway along the existing
A great part of the Industrial, of the area, especially Among Havelock, an
The area has a combination of residential and commercial uses on the
Thomond Street, the major traffic artery and shopping street in
are residential, commercial, residential and commercial, and industrial.

The predominant land uses in the Port Thomond Redevelopment Area

EXISTING LAND USES
The proposed land use along Allston Street as combined commercial and residential. The proposed land use along Allston Street is commercial and residential. The proposed use along Allston Street is commercial and residential. The proposed land use along Allston Street is commercial and residential.
be zoned "C-2" General Industrial.

The existing zoning districts in the area are: "C-2" General Commercial, "C-10" Residential, and "C-20" Industrial (about 50% of the area). "C-2" General Commercial, "C-10" Residential (about 20%) and "C-2" General Commercial will remain unchanged. The area northwest of the Expressway will remain undeveloped. The entire area southeast of the Expressway will be zoned "C-2" General Industrial. The proposed zoning reflects the proposed land use after complete Redevelopment of the Expressway.
PROPOSED STREET CHANGES

Within the Port Richmond Redevelopment Area, the construction of the Delaware Expressway will close the following streets:

**MELVALE STREET** - from the southeast right-of-way line of the Delaware Expressway (north of Ann Street) to Allegheny Avenue. It will be relocated westerly in the block between Clearfield and Wishart Streets.

**ALLEN STREET** - from Clearfield Street to Wishart Street.

**TORONTO STREET** - from the southeast right-of-way line of the Delaware Expressway to Melvale Street.

**INDIANA AVENUE** - between right-of-way lines of the Delaware Expressway.

**ELKHART STREET** - between right-of-way lines of the Delaware Expressway.

**CLEARFIELD STREET** - between right-of-way lines of the Delaware Expressway.

**LIPPINCOTT STREET** - from the southeast right-of-way line of the Delaware Expressway to Allen Street.

**WISHART STREET** - between right-of-way lines of the Delaware Expressway.

In order that land may be assembled into sites suitable for development, a number of additional streets are proposed to be closed. Where important utilities exist in streets to be closed, rights-of-way will be retained where necessary.
PROPOSED STREET CLOSINGS

CAMBERIA STREET - From Melvina street to Allen Street.
BATH STREET - From Lippincott Street to Allegheny Avenue.
ALLEN STREET - From an Street to Clearfield Street.

PROPOSED STREET CLOSINGS, RIGH-OF-WAY RETAINED:

Expressway to Bath Street.

WISNAR STREET - From the southeaest Right-of-Way line of the Delaware
Expressway to Bath Street.

LIPPINCOtt STREET - From the southeaest Right-of-Way line of the Delaware
Expressway to Allen Street.

Also from southeaest Right-of-Way line of the Delaware
of the Delaware Expressway

RICHARD STREET - From Richmond Street to the northwest Right-of-Way line
Expressway to Allen Street.

TORONTO STREET - From southeaest Right-of-Way line of the Delaware.

MONMOUTH STREET - From Melvina street to Allen Street.

Cooper Street - From Lippincott Street to Allegheny Avenue.

Delaware Expressway

MELVINA STREET - From an Street to southeaest Right-of-Way line of the
ALLEN STREET - From Cambria Street to Monmouth Street.
MELVILLE STREET - From Campus Street to Ann Street.
ANN STREET - From Rhode Island Street to Meldale Street.
CAMBRIA STUDENT - From Rhode Island Street to Meldale Street.

Rights-of-Way for utilities retained:

In the event a single developer is selected for the entire area:

EXPRESSWAY to Allen Street.

INDIANA AVENUE - From southeast right-of-way line of the Delaware.
ANN STREET - From Meldale Street to Allen Street.
MELVILLE STREET - Proposed street closings, rights-of-way retained:

Continued.
The estimated acquisition cost is $556,500. The cost of acquisition and site preparation is 2.5 times the assessed value of the property. In this section of Philadelphia, it is estimated that assessments were used to determine the probable acquisition cost of the total assessed value of these parcels is $222,600. The 1962 real estate the tentative acquisition areas comprise about 6.9 acres and the

ESTIMATED COST OF ACQUISITION

and the redevelopment program

in the relocation or any families displaced by both the proposed highway.
The Housing Bureau of the Redevelopment Authority will assist

street (about 75 will remain)

Expressway and isolated by its residential units alone Richmond

will remove approximately 63 more housing units east of the

construction of the Delaware Expressway. Long-range redevelopment plans

Redevelopment Area. Of these, approximately 120 will be removed by the

The 1960 Census reports 256 housing units within the Port Richmond

REHOUSING OF DISPLACED FAMILIES
Ordinances of the City of Philadelphia
for this area and will comply with the provisions of the code of General
plan prepared by the redevelopment authority of the City of Philadelphia
in accordance with the requirements of any urban renewal
area plan. The renewal of the Port Richmond redevelopment area will be carried out in conformity
with the provisions of the Port Richmond redevelopment area plan.

amended, Revised Philadelphia Redevelopment and Urban Renewal
P.L. 91, as amended, and the United States Housing Act of 1949 as

The Commonwealth of Pennsylvania Urban Redevelopment Law of 1949,

CONTINUING CONTROLS

Port Richmond Redevelopment Area.

limit the building intensity of new construction within the Port

The proposed zoning regulations will control the land coverage and

AND BUILDING INTENSITY

PROPOSED STANDARDS FOR DENSITY, LAND COVERAGE
of the City of Philadelphia.

City Planning Commission and the approval of the Council.

Authority will be subject to the recommendations of the

All plans and proposals prepared by the Redevelopment