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CITY OF PHILADELPHIA  
CITY PLANNING COMMISSION

May 7, 1963

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

Dear Mr. Amsterdam:

Transmitted herewith is the Redevelopment Area Plan for the Port Richmond 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 May 7, 1963.

The area covered by this Plan is bounded by Richmond Street, Allegheny Avenue, Bath Street, Lippincott Street, Allen Street, Allen Street extended to Monmouth Street, Monmouth Street, Allen Street and Cambria Street.

Sincerely yours,

G. Holmes Perkins  
Chairman

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## INTRODUCTION

The Port Richmond Redevelopment Area is located about four miles north-east of City Hall and a third of a mile west of the Delaware River. It lies east of Richmond Street, between Cambria Street and Allegheny Avenue, adjacent to the Reading Company's Port Richmond Terminal. Two of the major influences in this area are:

### 1. Port Richmond Terminal

The extensive Port Richmond Terminal of the Reading Company to the east and south of the area is one of three principal deep-water terminals in Philadelphia. It includes general and special cargo piers, a large grain elevator, and extensive rail yards.

### 2. Delaware Expressway

The proposed Delaware Expressway design calls for an elevated expressway on structure and fill to run diagonally through the area from Richmond and Cambria Streets to approximately Allen Street and Allegheny Avenue.

The Redevelopment Area Plan 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 land uses in the area more efficiently, 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 Port Richmond Redevelopment Area covers that area bounded by Richmond Street, Allegheny Avenue, Bath Street, Lippincott Street, Allen Street, Allen Street extended to Monmouth Street, Monmouth Street, Allen Street, and Cambria Street.

Comprising approximately 31 acres, this area is within the 25th Ward and census tract No. 25D. According to the 1960 census, it contained about 258 housing units with a total population of 790.

On March 2, 1962, the City Planning Commission certified that the following characteristics existed which warranted the designation of the Port Richmond 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,
- e. Economically or socially undesirable land uses.

The elements of blight which existed in the area at the time of certification continued to exist, especially the following:

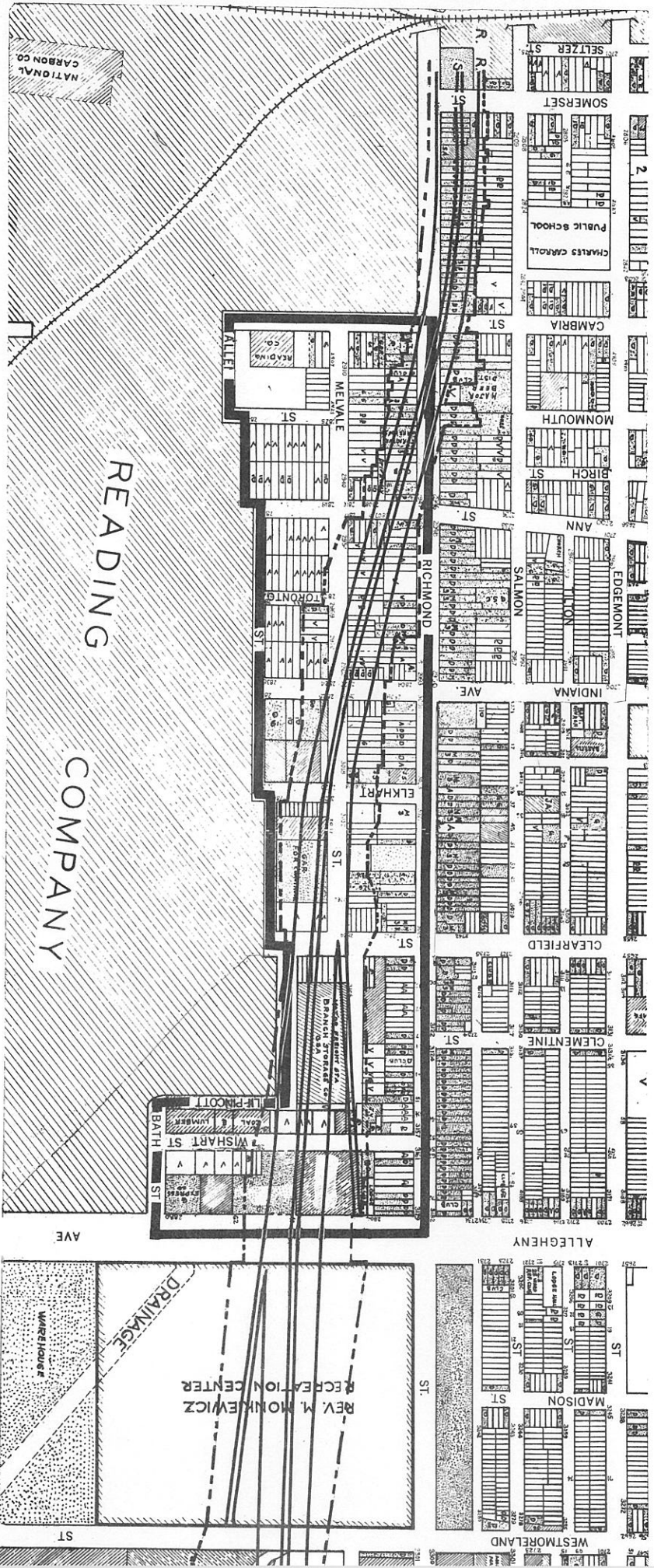
b. Unsafe, unsanitary, inadequate, or over-crowded dwellings:









The 1960 Census estimated that 45% of the housing units in this area were in a deteriorating or dilapidated condition.

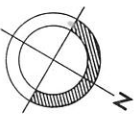
c. Economically or socially undesirable land uses: The mixture of incompatible land uses is evident, especially the proximity of heavy industrial uses, like steel fabrication, to residential. Concernation for the right-of-way for the Delaware Expressway will render certain parcels of land adjacent to it unuseable unless assembled with other parcels in the area.



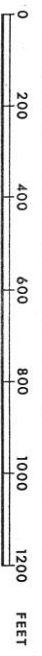
# BOUNDARIES

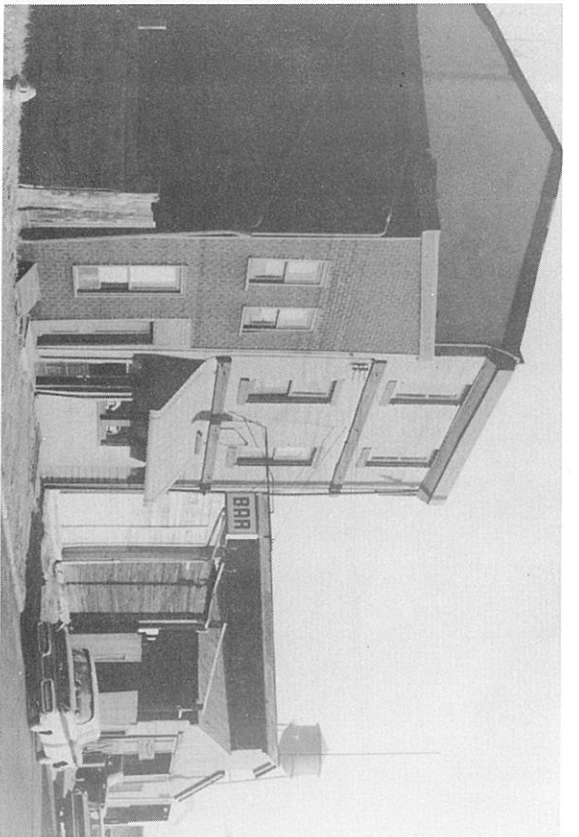


-  BOUNDARIES
-  RESIDENTIAL
-  RESIDENTIAL MULTI-FAMILY
-  COMMERCIAL
-  INDUSTRIAL
-  CHURCH
-  VACANT LAND
-  DELAWARE EXPRESSWAY RIGHT-OF-WAY



**PORT RICHMOND**  
**REDEVELOPMENT AREA PLAN**  
 PHILADELPHIA CITY PLANNING COMMISSION MAY 1963





Frame construction and mixed land uses.  
Cambria St. east of Melvale St.



Steel fabricating plant adjacent to residential  
use. East side of Melvale St. at Monmouth St.



Junk shop, south side of Elkhart Street, looking  
west toward Richmond St.



Unpaved street. Allen Street looking south  
from Elkhart St.

## EXISTING LAND USE

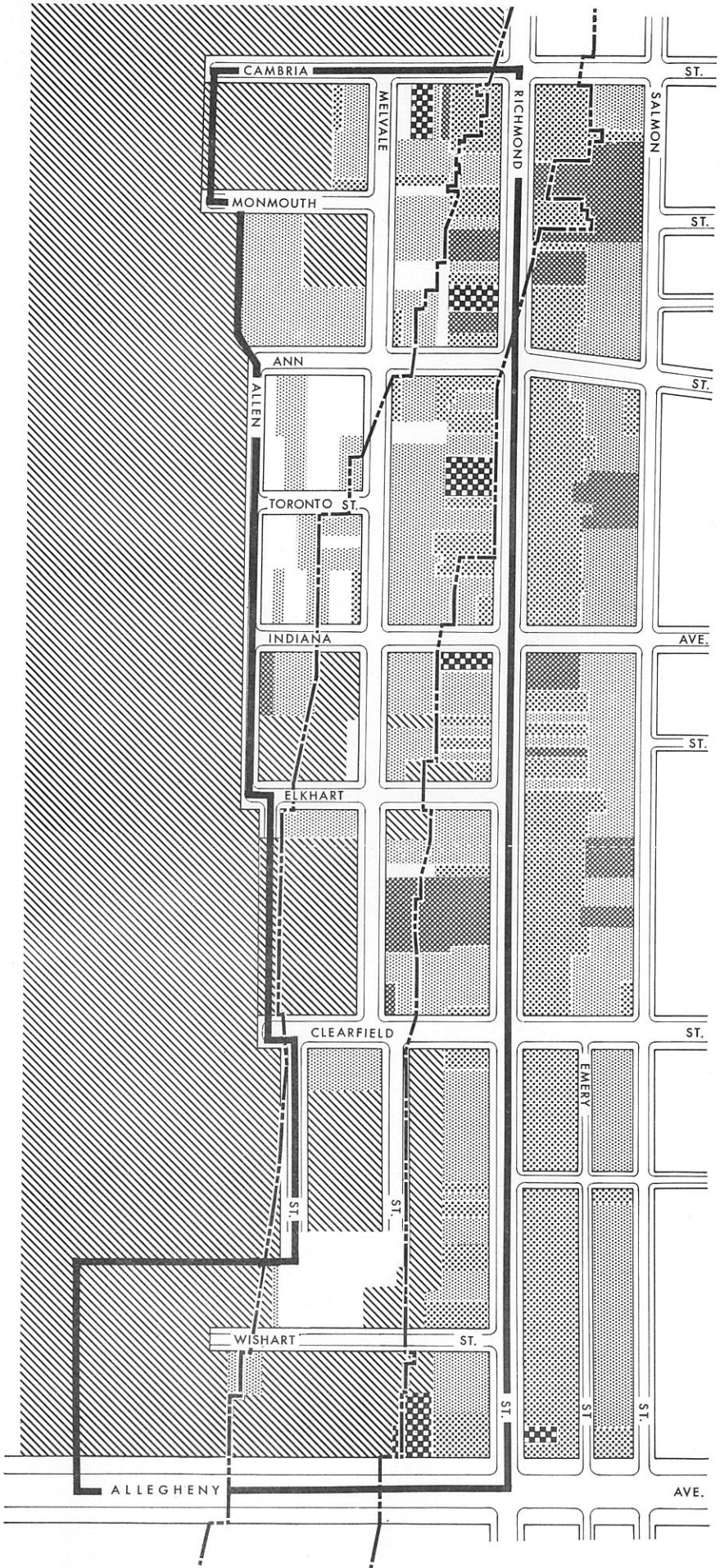
The predominant land uses in the Port Richmond Redevelopment Area are residential, combined residential and commercial, and industrial.

Richmond Street, the major traffic artery and shopping street in the area, has a combination of residential and commercial uses on it. A great part of the interior of the area, especially along Melvale, Ann, and Toronto Streets, is residential. The Expressway right-of-way will take about 120 of the 258 dwelling units in the area. Many of the residences east of Melvale Street not touched by the Expressway are intermingled with active industries and vacant parcels of land.

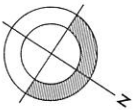
The existing industrial land is located adjacent to the Reading Company's Port Richmond terminal facilities. Construction of the Expressway will eliminate a major portion of these existing industries.

Institutional uses in the area consist of the Holy Redeemer Episcopal Church, the Seamen's Church Institute, and some private clubs on both Richmond Street and Allegheny Avenue.

# EXISTING LAND USE



-  RESIDENTIAL
-  RESIDENTIAL & COMMERCIAL
-  COMMERCIAL
-  INSTITUTIONAL
-  INDUSTRIAL
-  VACANT LAND
-  DELAWARE EXPRESSWAY RIGHT-OF-WAY



**PORT RICHMOND**  
**REDEVELOPMENT AREA PLAN**  
 PHILADELPHIA CITY PLANNING COMMISSION  
 MAY 1963



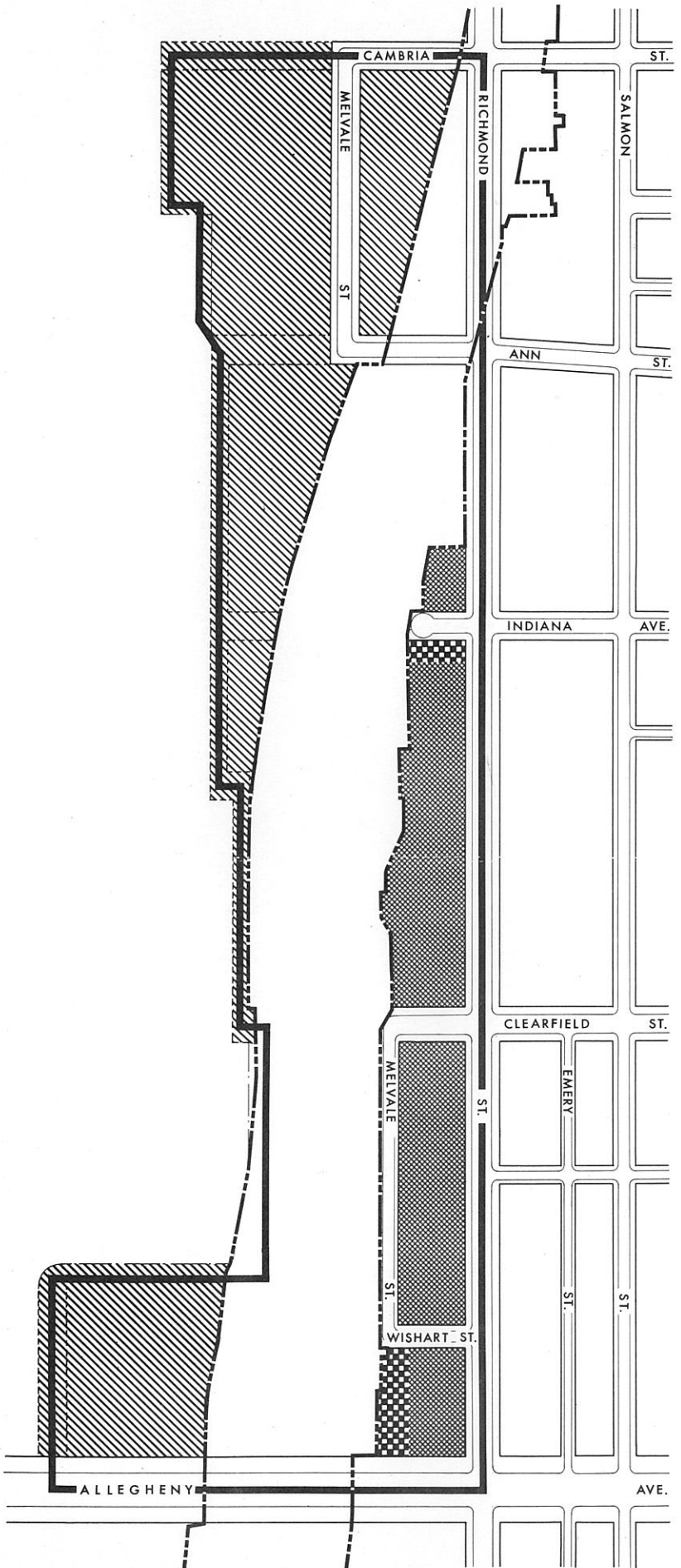
PROPOSED LAND USE AND PRELIMINARY SITE PLAN

The proposed land use along Richmond Street is combined commercial and residential.

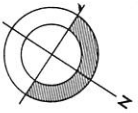
The proposed long-range use of the area southeast of the Delaware Expressway is industrial, oriented toward the expansion of the existing railroad facilities.

Remnants of properties remaining after the construction of the Expressway will be put to appropriate uses through the redevelopment process. These uses will include additional parking and open space. Industrial uses northwest of the expressway are proposed to be cleared.

# PROPOSED LAND USE



-  RESIDENTIAL & COMMERCIAL
-  INDUSTRIAL
-  INSTITUTIONAL
-  PROPOSED DELAWARE EXPRESSWAY RIGHT-OF-WAY

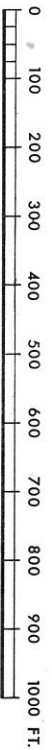


# PORT RICHMOND

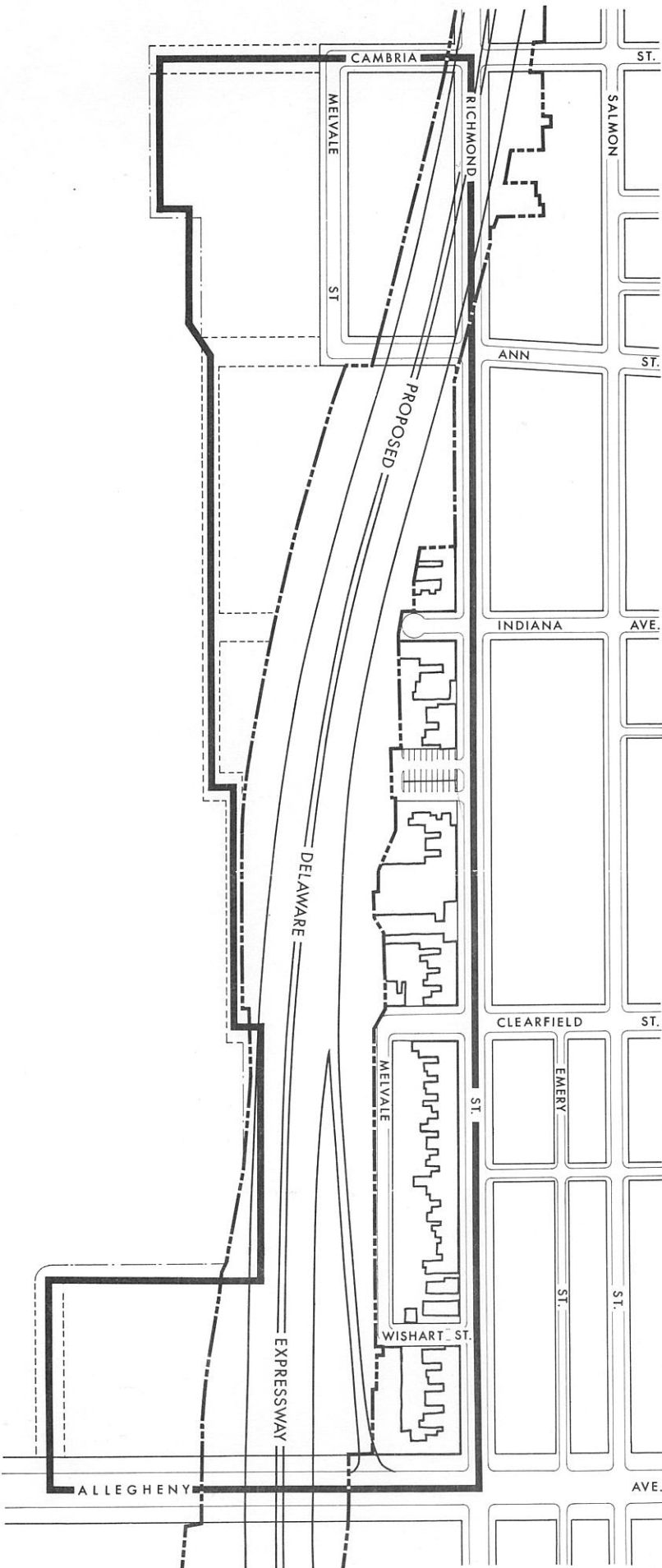
## REDEVELOPMENT AREA PLAN

PHILADELPHIA CITY PLANNING COMMISSION

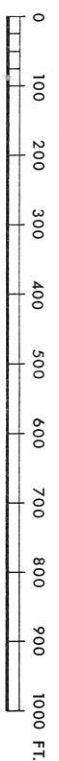
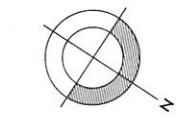
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# PRELIMINARY SITE PLAN



**PORT RICHMOND**  
**REDEVELOPMENT AREA PLAN**  
PHILADELPHIA CITY PLANNING COMMISSION  
MAY 1963



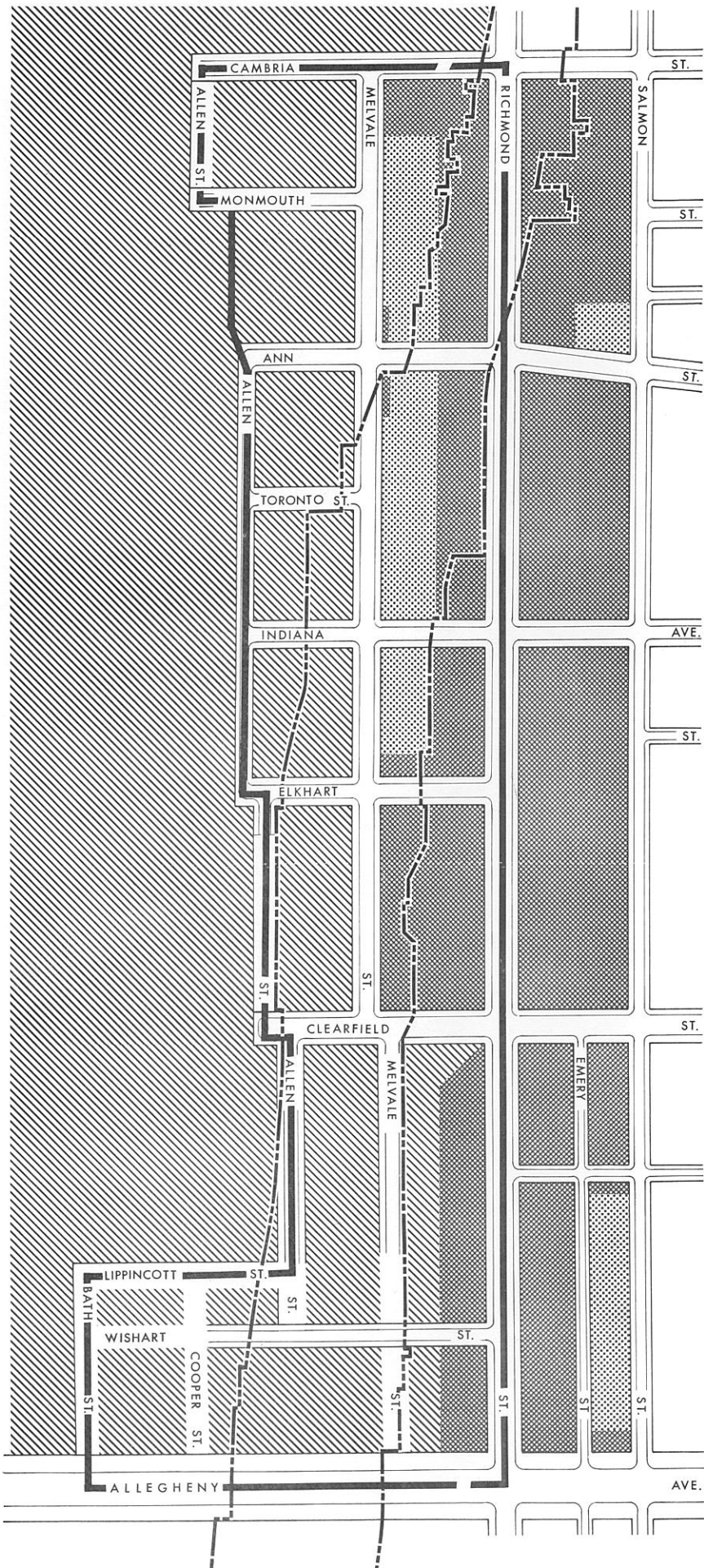
## EXISTING AND PROPOSED ZONING

The existing zoning districts in the area are: "G-2" General Industrial (about 50% of the area); "C-2" Commercial (about 30%) and "R-10" Residential (about 20%). Generally, all the property east of Melvale Street is zoned industrial; the property along Richmond Street is zoned commercial; and property on the west side of Melvale Street residential.

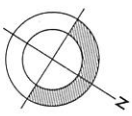
The proposed zoning reflects the proposed land uses after complete redevelopment. The area northwest of the Expressway will remain "C-2" Commercial. The entire area southeast of the Expressway will be zoned "G-2" General Industrial.



# EXISTING ZONING



-  RESIDENTIAL R-10
-  COMMERCIAL C-2
-  GENERAL INDUSTRIAL G-2
-  DELAWARE EXPRESSWAY RIGHT-OF-WAY

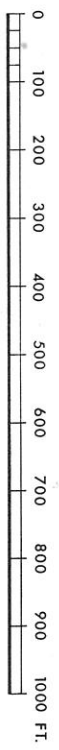


# PORT RICHMOND

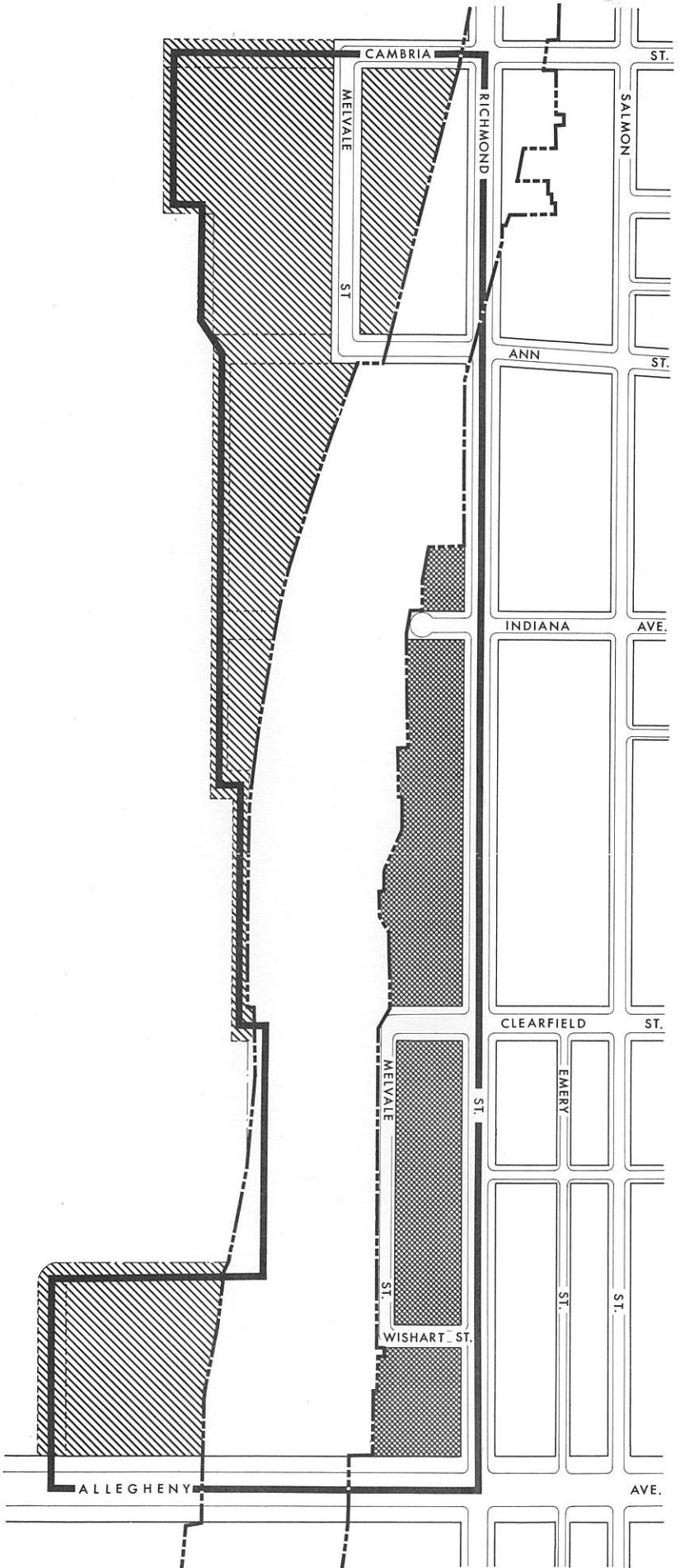
## REDEVELOPMENT AREA PLAN

PHILADELPHIA CITY PLANNING COMMISSION

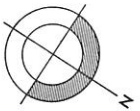
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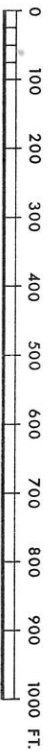
# PROPOSED ZONING



-  COMMERCIAL C-2
-  INDUSTRIAL G-2
-  PROPOSED DELAWARE EXPRESSWAY
-  RIGHT-OF-WAY



**PORT RICHMOND**  
**REDEVELOPMENT AREA PLAN**  
 PHILADELPHIA CITY PLANNING COMMISSION  
 MAY 1963



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.

WISHART 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, no rights-of-way retained:

ALLEN STREET - from Cambria Street to Monmouth Street.

MELVALE STREET - from Ann Street to southeast right-of-way line of the Delaware Expressway.

COOPER STREET - from Lippincott Street to Allegheny Avenue.

MONMOUTH STREET - from Melvale Street to Allen Street.

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

ELKHART STREET - from Richmond Street to the northwest right-of-way line of the Delaware Expressway;

Also from southeast right-of-way line of the Delaware Expressway to Allen Street.

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

WISHART STREET - from the southeast right-of-way line of the Delaware Expressway to Bath Street.

PROPOSED STREET CLOSINGS, rights-of-way retained:

ALLEN STREET - from Ann Street to Clearfield Street.

BATH STREET - from Lippincott Street to Allegheny Avenue

CAMBRIA STREET - from Melvale Street to Allen Street.

Continued:

PROPOSED STREET CLOSINGS, rights-of-way retained:

ANN STREET - from Melvale Street to Allen Street.

INDIANA AVENUE - from southeast right-of-way line of the Delaware Expressway to Allen Street.

In the event a single developer is selected for the entire area southeast of the Expressway, the remaining streets may be closed, with rights-of-way for utilities retained:

CAMBRIA STREET - from Richmond Street to Melvale Street.

ANN STREET - from Richmond Street to Melvale Street.

MELVALE STREET - from Cambria Street to Ann Street.

## REHOUSING OF DISPLACED FAMILIES

The 1960 Census reports 258 housing units within the Port Richmond Redevelopment Area. Of these, approximately 120 will be removed by the construction of the Delaware Expressway. Long-range redevelopment plans will remove approximately 63 more housing units east of the Expressway and isolated by it. The residential units along Richmond Street (about 75 will remain).

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

### ESTIMATED COST OF ACQUISITION

The tentative acquisition areas comprise about 6.9 acres and the total assessed value of these parcels is \$222,600. 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 estimated acquisition cost is \$556,500.

PROPOSED STANDARDS FOR DENSITY, LAND COVERAGE  
AND BUILDING INTENSITY

The proposed zoning restrictions will control the land coverage and limit the building intensity of new construction within the Port Richmond 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 Port Richmond Area will be carried out in conformity with the provisions of the Port Richmond 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.



