

ADDRESS: 1613 TO 1627 W NORRIS ST AND 1610 TO 1616 PAGE ST

Name of Resource: Parking lot

Proposed Action: Designation

Property Owner: Philadelphia Land Bank

Nominator: Mary McNatt

Staff Contact: Meredith Keller, meredith.keller@phila.gov

OVERVIEW: This nomination proposes to designate a parking lot at 1613 to 1627 W. Norris Street and 1610 to 1616 Page Street in North Philadelphia. The parking lot is paved with asphalt and has low concrete walls along W. Norris Street. The nomination contends that the parking lot satisfies Criteria for Designation A, B, G, and H, which are enumerated as follows in Section 14-1004 of the historic preservation ordinance.

(A) Has significant character, interest, or value as part of the development, heritage, or cultural characteristics of the City, Commonwealth, or nation or is associated with the life of a person significant in the past;

(B) Is associated with an event of importance to the history of the City, Commonwealth or Nation;

(G) Is part of or related to a square, park, or other distinctive area that should be preserved according to a historic, cultural, or architectural motif;

(H) Owing to its unique location or singular physical characteristic, represents an established and familiar visual feature of the neighborhood, community, or City;

The nomination provides some background on the parking lot and explains why current access to parking is important for neighborhood residents. The nomination does not provide specific arguments regarding the historical significance of the parking lot or the satisfaction of the Criteria for Designation, except to check the boxes on the nomination form.

According to a document in the Department of Licenses and Inspections Zoning Archive, the parking lot was constructed in 1964 or 1965. The City of Philadelphia was issued a zoning permit to demolish the rowhouses at 1613 to 1627 W. Norris Street and 1610 to 1616 Page Street and construct a "City-owned public parking lot" on October 6, 1964 (Figure 1). The rowhouses that were demolished dated to 1873. They were constructed by Thomas S. Shoemaker, the "largest homebuilder at the time of the Centennial." Shoemaker built hundreds of similar rowhouses in North Philadelphia in the second half of the nineteenth century. The parking lot was constructed for the public school to the south, across Norris Street, now called the Carver Science and Engineering. Originally called the George Washington Carver School, the school building was a replacement for the nearby, outdated James L. Claghorn School, was designed by architects Baader, Young and Schlutze, who specialized in school buildings, and opened in September 1949. The school was erected on the site of the former Baptist Home for Aged and Poor.

The nomination contends that the parking lot is located on land that was once part of Monument Cemetery. That is untrue. Monument Cemetery was located to the southeast of the parking lot. The shortest distance from the parking lot to the former cemetery boundary is approximately 135 feet. The land where the parking lot is located was historically separated from the cemetery by Turner's Lane, which no longer exists, and by Norris Street, originally called Franklin Avenue (Figure 2 to Figure 4).

The parking lot is currently held by the Philadelphia Land Bank, part of the Philadelphia Housing Development Corporation, a quasi-City agency. The Land Bank holds vacant land and ensures

that the land is repurposed in ways that benefit the public. The Page Street section of the parking lot has been slated for redevelopment as low and moderate-income housing by Habitat for Humanity. Zoning permits ZP-2021-009229, 009245, 009247, and 009249 and building permits RP-2021-014883, 015076, and 015075 have been issued for the project and are not subject to the Historical Commission's review. The remainder of the land will be redeveloped to benefit the public at a future date.

STAFF RECOMMENDATION: The staff recommends that the nomination fails to demonstrate that the parking lot at 1613 to 1627 W. Norris Street and 1610 to 1616 Page Street satisfies any Criteria for Designation and that the parking lot should not be designated as historic. The staff notes that a large section of the parking lot is already committed for redevelopment as low-income housing and the permits for that redevelopment are not reviewable by the Historical Commission. While parking may be at a premium in this neighborhood, the Historical Commission must limit the use of its regulatory authority to preserving truly historic resources.

FIGURES

C APPLICATION FOR ZONING PERMIT AND/OR USE REGISTRATION PERMIT CITY OF PHILADELPHIA
DEPARTMENT OF LICENSES AND INSPECTIONS
SECOND FLOOR - CITY HALL ANNEX

NOTE: The requirements for this permit are in addition to all others required by law or regulation. The issuance of this permit does not imply that a building permit or other permits will be issued if the specifications do not conform with the Building Code, Plumbing Code, Housing Code, Fire Code and all other pertinent laws or regulations.

Application is hereby made for the permit or permits required by the Philadelphia Zoning Ordinance before commencing the use or the work described herein, and as shown on accompanying plan.

LOCATION OF PROPERTY (Street and House Number)
1613-27 W. Norris St. thru to 1610-16 W. Page.

situated on _____ side of _____ Street
at the distance of _____ feet _____ inches from _____ side
of _____ Street
Front _____ feet _____ inches. Depth _____ feet _____ inches.
If lot is irregular in shape, give deed description below:

APPLICATION NO. 37228
DISTRICT DESIGNATION R-1012
ZONING MAP NO. SA
F. A. VOL. PL. 7
WARD 651
PREVIOUS APPLICATION NC
CALENDAR NO. X-1339
ZONING REFUSED
USE REFUSED (1) 7-8-64
APPEAL 7-9-64
APP. GRANTED 8-26-64
APP. REFUSED
REP. TO B. OF A.
REP. GRANTED
REP. REFUSED

EXPLAIN ANY ALTERATIONS OR PROPOSED CONSTRUCTION
Demolition of (4) existing dwellings and construction of City-owned public parking lot.

STORIES AND HEIGHTS FROM GROUND TO ROOF

HEIGHT	EXISTING BUILDING			PROPOSED ADDITION, ALTERATION OR NEW BUILDING		
	FRONT	SIDE	REAR	FRONT	SIDE	REAR
In Feet	30	30	30	-	-	-
In Stories	2	2	2	-	-	-

TABULATION OF USES

FLOOR NO.	PRESENT USE	LAST PREVIOUS USE	DATE LAST USED
	Vacant	private dwellings	1964

FLOOR NO.	PROPOSED USE OF PRESENT BUILDING	PROPOSED USE OF ADDITION OR NEW BUILDING
	To be demolished	Construction of City-owned public parking lot.

Additional use information, if required _____

OWNER City of Phila.
ARCHITECT OR ENGINEER Urban Engineers, Inc.
CONTRACTOR

ADDRESS Rm 1316 City Hall Annex
ADDRESS 1619 Chestnut Street
ADDRESS

PHONE MU 6-4442
PHONE LO 7-5553
PHONE

THIS SPACE FOR OFFICIAL STAMP
(Do not write in this space)
DEPT. OF LIC. & INSPECTIONS
CITY OF PHILADELPHIA
ZONING AND USE REGISTRATION
PERMITS
NO. 117596
DATE 10-6-64
FOR THE CHIEF OF THE DEPT.
CERTIFICATE
NO. 9
DATE

Figure 1: Zoning permit to demolish rowhouses and construct the parking lot, October 6, 1964.

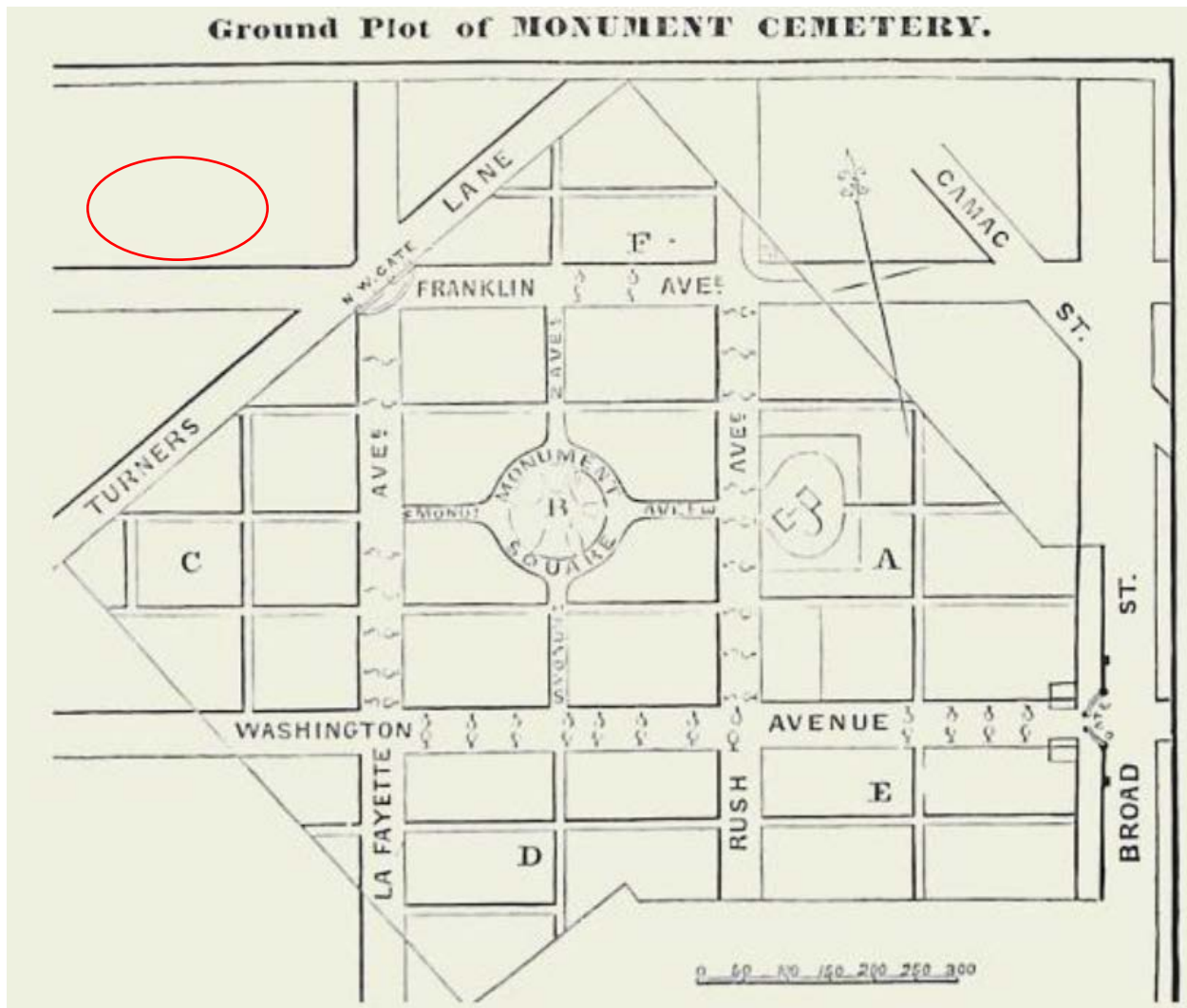


Figure 2: Ground Plot of Monument Cemetery, Act of Incorporation, By-laws, Rules and Regulations of the Monument Cemetery, 1839, with the area of the parking lot circled in red.

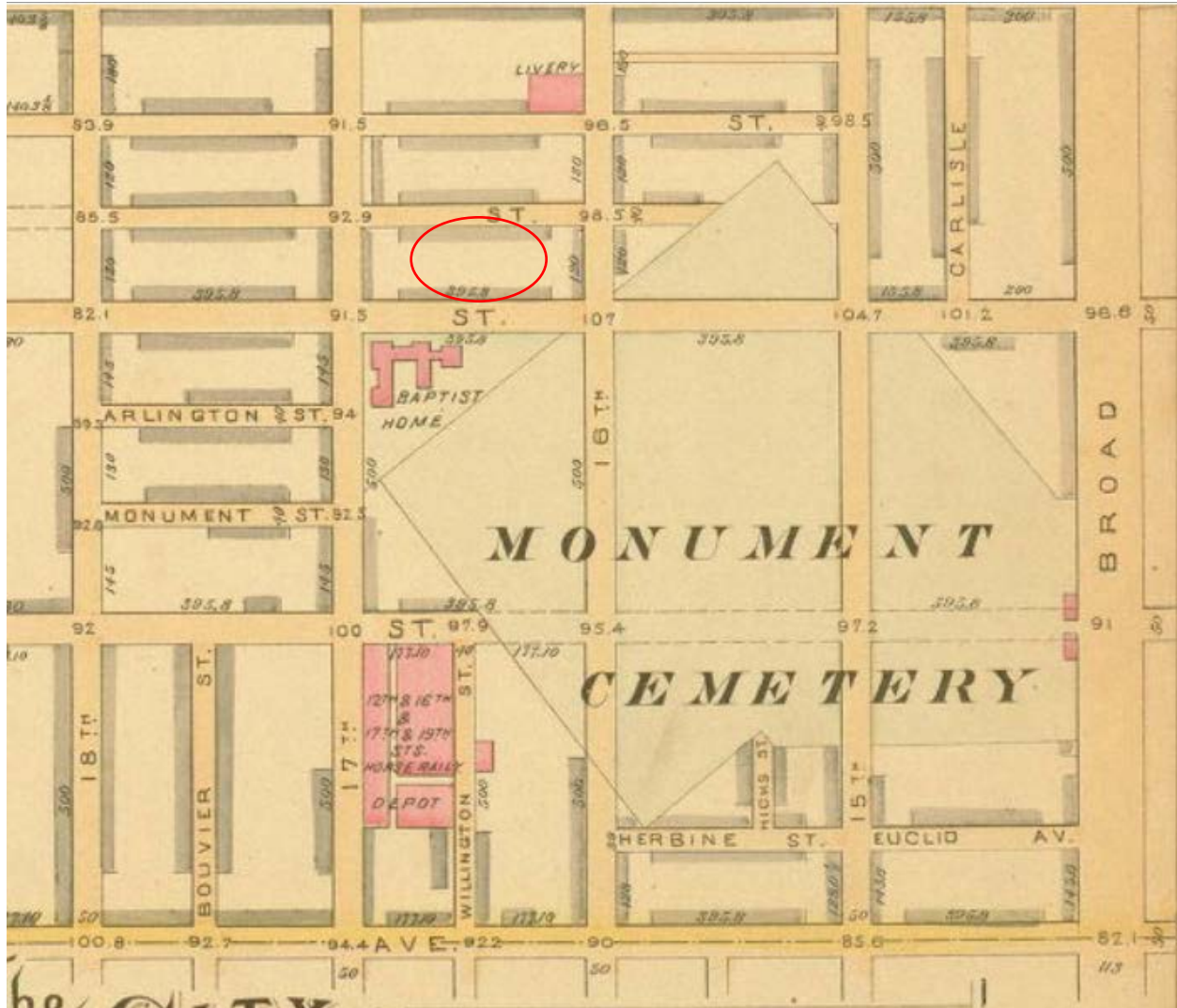


Figure 3: Baist's Property Atlas of the City of Philadelphia, Penna, complete in one volume, 1888, with the area of the parking lot circled in red.



Figure 4: Delaware Valley Regional Planning Commission, Aerial Photographs of the Delaware Valley, 1959, with the area of the parking lot circled in red and the school building to the south, across W. Norris Street.

NOMINATION OF HISTORIC BUILDING, STRUCTURE, SITE, OR OBJECT
PHILADELPHIA REGISTER OF HISTORIC PLACES
PHILADELPHIA HISTORICAL COMMISSION

SUBMIT ALL ATTACHED MATERIALS ON PAPER AND IN ELECTRONIC FORM (CD, EMAIL, FLASH DRIVE)
ELECTRONIC FILES MUST BE WORD OR WORD COMPATIBLE

1. ADDRESS OF HISTORIC RESOURCE *(must comply with an Office of Property Assessment address)*

Street address: 1610 to 1616 Page Street; 1613 to 1627 W. Norris Street

Postal code: 19121

2. NAME OF HISTORIC RESOURCE

Historic Name: Redevelopment Authority of Philadelphia parking lot

Current/Common Name: Redevelopment Authority of Philadelphia parking lot

3. TYPE OF HISTORIC RESOURCE

☐ Building

☒ Structure

☒ Site

☐ Object

4. PROPERTY INFORMATION

Condition: ☐ excellent ☐ good ☒ fair ☐ poor ☐ ruins

Occupancy: ☐ occupied ☐ vacant ☐ under construction ☐ unknown

Current use: Parking structure for motor vehicles

5. BOUNDARY DESCRIPTION

Please attach a narrative description and site/plot plan of the resource's boundaries.

6. DESCRIPTION

Please attach a narrative description and photographs of the resource's physical appearance, site, setting, and surroundings.

7. SIGNIFICANCE

Please attach a narrative Statement of Significance citing the Criteria for Designation the resource satisfies.

Period of Significance (from year to year): from 1964 to Present

Date(s) of construction and/or alteration: None

Architect, engineer, and/or designer: Redevelopment Authority of Philadelphia

Builder, contractor, and/or artisan: Redevelopment Authority of Philadelphia

Original owner: Redevelopment Authority of Philadelphia

Other significant persons: Philadelphia Land Bank

CRITERIA FOR DESIGNATION:

The historic resource satisfies the following criteria for designation (check all that apply):

- ☒ (a) Has significant character, interest or value as part of the development, heritage or cultural characteristics of the City, Commonwealth or Nation or is associated with the life of a person significant in the past; or,
- ☒ (b) Is associated with an event of importance to the history of the City, Commonwealth or Nation; or,
- ☐ (c) Reflects the environment in an era characterized by a distinctive architectural style; or,
- ☐ (d) Embodies distinguishing characteristics of an architectural style or engineering specimen; or,
- ☐ (e) Is the work of a designer, architect, landscape architect or designer, or engineer whose work has significantly influenced the historical, architectural, economic, social, or cultural development of the City, Commonwealth or Nation; or,
- ☐ (f) Contains elements of design, detail, materials or craftsmanship which represent a significant innovation; or,
- ☒ (g) Is part of or related to a square, park or other distinctive area which should be preserved according to an historic, cultural or architectural motif; or,
- ☒ (h) Owing to its unique location or singular physical characteristic, represents an established and familiar visual feature of the neighborhood, community or City; or,
- ☐ (i) Has yielded, or may be likely to yield, information important in pre-history or history; or
- ☐ (j) Exemplifies the cultural, political, economic, social or historical heritage of the community.

8. MAJOR BIBLIOGRAPHICAL REFERENCES

Please attach a bibliography.

9. NOMINATOR

Organization _____ Date January 21, 2022

Name with Title Ms. Mary McNatt Email mcnattmary@gmail.com

Street Address 1617 W. Page Street Telephone (267) 210-4795

City, State, and Postal Code Philadelphia, PA 19121

Nominator ☐ is ☒ is not the property owner.

PHC USE ONLY

Date of Receipt: January 24, 2022

☒ Correct-Complete ☐ Incorrect-Incomplete Date: March 17, 2022

Date of Notice Issuance: March 18, 2022

Property Owner at Time of Notice:

Name: Philadelphia Land Bank

Address: 1234 Market Street, 17th Floor

City: Philadelphia State: PA Postal Code: 19107

Date(s) Reviewed by the Committee on Historic Designation: _____

Date(s) Reviewed by the Historical Commission: _____

Date of Final Action: _____

☐ Designated ☐ Rejected

12/7/18

Situate on the Northerly Side of Norris Street (50 feet wide) at the distance of 197 feet 10 inches from the Easterly side of 17th Street. Containing in front or breadth on the said Norris Street 18 feet and extending in length or depth Northward of that width between parallel lines with said 17th Street 65 feet to a 4 feet wide alley which communicates with a certain 3 feet wide alley which extends from Norris Street to Page Street.

Situate on the Northerly Side of Norris Street (50 feet wide) at the distance of 179 feet 10 inches from the Easterly side of 17th Street. Containing in front or breadth on the said Norris Street 18 feet and extending of that width in length or depth Northwardly between parallel lines with 17th Street 65 feet to the Southerly side of a certain 4 feet wide alley.

Situate on the Northerly Side of Norris Street (50 feet wide) at the distance of 161 feet 10 inches from the Easterly side of 17th Street. Containing in front or breadth eastward on the said Northerly side of Norris Street 18 feet and extending in length or depth Northward between parallel lines with 17th Street 65 feet to a 4 feet wide alley.

1619 W. Norris Street

Situate on the Northerly Side of Norris Street (50 feet wide) at the distance of 143 feet 10 inches from the Easterly side of 17th Street. Containing in front or breadth on the said Norris Street 18 feet and extending in length or depth Northward of that width between lines parallel with the said 17th Street 65 feet to a 4 feet wide alley which communicates with a 3 feet wide alley which extends from Norris Street to Page Street.

1621 W. Norris Street

Situate on the Northerly Side of Norris Street (50 feet wide) at the distance of 125 feet 10 inches from the Easterly side of 17th Street. Containing in front or breadth 18 feet and extending of that width in length or depth Northwardly between parallel lines with 17th Street 65 feet to the Southerly side of a certain 4 feet wide alley.

1623 W. Norris Street

Situate on the Northerly Side of Norris Street (50 feet wide) at the distance of 107 feet 10 inches from the Easterly side of 17th Street. Containing in front or breadth 18 feet and extending of that width in length or depth Northwardly between parallel lines with 17th Street 65 feet to the Southerly side of a certain 4 feet wide alley.

1625 W. Norris Street

Situate on the Northerly Side of Norris Street (50 feet wide) at the distance of 89 feet 10 inches from the Easterly side of 17th Street. Containing in front or breadth 18 feet and extending of that width in length or depth Northwardly between parallel lines with 17th Street 65 feet to the Southerly side of a certain 4 feet wide alley.

1627 W. Norris Street

Situate on the Northerly Side of Norris Street (50 feet wide) at the distance of 71 feet 10 inches from the Easterly side of 17th Street. Containing in front or breadth on the said Norris Street 18 feet and extending in length or depth Northward of that width between lines parallel with the said 17th Street 65 feet to a 4 feet wide alley which communicates with the 3 feet wide alley which extends from Norris Street to Page Street.

1610 Page Street

Situate on the South side of Page Street beginning at the distance of 229 feet 10 inches Eastward from the East side of 17th Street. Containing in front or breadth on the said Page Street 16 feet and extending in length or depth Southward of that width between parallel lines with the said 17th Street 51 feet to a 4 feet wide alley which communicates with a 3 feet wide alley which extends from Page Street to Norris Street.

1612 Page Street

Situate on the South side of Page Street beginning at the distance of 213 feet 10 inches Eastward from the East side of 17th Street. Containing in front or breadth on the said Page Street 16 feet and extending in length or depth Southward of that width between parallel lines with the said 17th Street 51 feet to a 4 feet wide alley which communicates with a 3 feet wide alley which extends from Page Street to Norris Street.

1614 Page Street

Situate on the South side of Page Street beginning at the distance of 197 feet 10 inches Eastward from the East side of 17th Street. Containing in front or breadth 16 feet and extending of that width in length or depth Southwardly between parallel lines with 17th Street the distance of 51 feet to the Northerly side of a certain 4 feet wide alley.

1616 Page Street

Situate on the South side of Page Street beginning at the distance of 181 feet 10 inches Eastward from the East side of 17th Street. Containing in front or breadth on the said Page Street 16 feet and extending in length or depth Southward of that width between parallel lines with the said 17th Street 51 feet to a 4 feet wide alley which communicates with a 3 feet wide alley which extends from Page Street to Norris Street.

January 20,2022

Philadelphia Historical Commission

Attention: Sir or Madame

1515 Arch Street

Philadelphia, Pa.19102

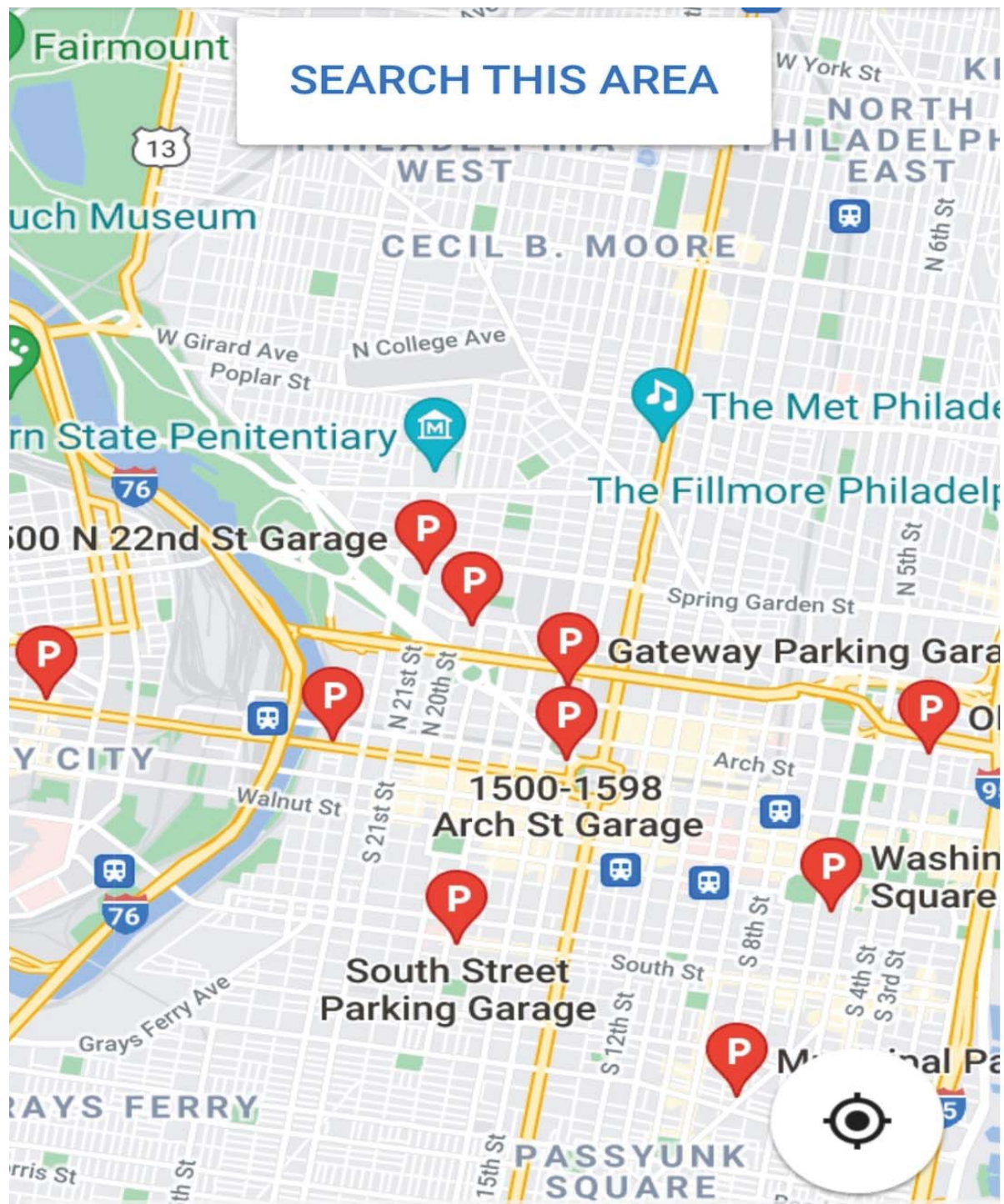
Re: Historical Preservation

Dear Sir or Madame,

I would like to nominate in the heart of North Philadelphia an existing forgotten hidden treasure. Let us divulge ourselves in the importance of it's past, present, and future circumstances through description. It has been present for more than half a century; 57 years of service to be more exact in this particular community, giving it historical relevance. It was constructed by the Redevelopment Authority of Philadelphia in 1964 for the then George Washington Carver Elementary School as an extension. George Washington Carver Elementary erected in 1954 which is a landmark now. It stands to reason this structure should have been included as a landmark as well. Prior to the George Washington Public School erection; it was the Baptist Home and Monument Cemetery. Those two landmarks that no longer exist just as the outcome of many other historical landmarks in Philadelphia. The structure I am referring to is not quite, "The Eight Wonder of The World." However, during the developing congestion of gentrification in this community; it serves as a pentacle commodity giving value to this multicultural neighborhood between the 1600 block of Page Street and the 1600 block of Norris Street. You may ask, what this treasure may be? It measures more or less 16,438 square feet, rectangular and square in shape, concrete in circumference, and with the ability to accommodate 30 motor vehicles or more. You have made the right guess. It's a parking structure.

Presently, parking is an issue on many city neighborhood streets. There's even a popular television show in Philadelphia called; "The Parking Wars." As to not disturb the normal operations of this small neighborhood the Philadelphia Parking Authority has comprised a way for permanent home owners, temporary residents, and visitors alike to utilize this parking structure. Home owners can purchase residential parking zone permit #9 for \$35 and the other motor vehicle drivers can utilize the parking structure for 2 hours Monday through Saturday until 7pm and free on Sunday. There is disability parking on the street for 3 hours without a parking permit #9. However, there is not a prominent disability slot to accommodate disabled individuals within the parking structure. To elaborate, in this community parking structure; all acquired monetary funds are revenue collected by the Philadelphia Parking Authority from over the time limit motor vehicles. This was a resolution for voting constituents with complaints about parking in this neighborhood to city council of the 5th district. The voting constituencies feel in the 57 years, this parking structure should be zoned for parking when the Redevelopment Authority of Philadelphia made the parking structure.

In the past, it was 1977 I received my first car at age sixteen; with it came my first parking ticket for \$10.00. Like a few others in this neighborhood; we had received tickets for parking in this parking structure on our block. This parking structure use to have a small amount of support in its upkeep. Other than restoration, to alter the continuity of this parking structure would affect the quality of life and life styles of so many individuals in this community. The individuals consist of tax payers, voting constituents, residents, families, seniors, students, workers, visitors, church goers, and a host of others. The public will be greatly affected without the needed parking. Basically, this parking structure is in use every day of the week. It is convenient to local transportation and great walkable location. I must be honest this parking structure is in need of maintenance. This parking structure had support with maintaining; debris removal, utility transformer, over grown foliage, and with the two remaining light post. It would be nice if this parking structure was re-surfaced. Also, the need for disability accessible parking slots; which are required by ADA and city code §208. There are a least 40,000 lots in the city of Philadelphia 74% are privately owned. There are 45 designated city owned parking lots spread within the city; which seem to indicate primary use for certain areas. I cannot use any of those parking structure because of the far distance and cost. In the diagrams below there are no parking structures accessible to the public in my neighborhood except the one I am nominating for historical preservation.



Let us focus on easement as a solution for a moment; at one time this small quaint city parking structure was granted verbal easement. What does easement mean you may ask? Easement is the right to use another's property for a specific purpose. Wherein, the property owner is still responsible for maintaining said property. In this case, it would be the parking structure located at the 1600 block of Page Street and 1600 block of Norris Street. Also, easement comes in the form of rotational parking; this occurs depending on the shifts a worker may have to go to work. Another way to gain easement is to relieve of some the parking issues would be to removing vehicles parked more than 72 hours. These vehicles although not in use are considered abandoned in a residential area. Usually, these vehicles are parked for months at a time. An officer or employee of the police department has the right to issue a vehicle a parking violation notice. There is also a vehicle code section that allows the officer or employee to have that vehicle towed and stored at the owner's expense. I personally have not seen this occur in quite some time. We must consider public transportation as a point of easement. However, public transportation means being in close proximity of another person during this time of the pandemic. I say, no thank you I would rather use my private vehicle for health reasons, no time constraints, inconvenience when transporting groceries, and so on.

Although, there are more pedestrians' than motorist; the congestion is still present with many vehicles using off street parking. At best Temple University College students are doing their part by walking to class. However, there are those who do not participate in parking solutions. Temple University College provides parking for its attendees at a cost of \$100. This can be considered another form of parking easement. I pay for a parking permit #9 annually. The Philadelphia Parking Authority offers a temporary pass at \$15 for 15 days with the waiting increment of 45 days to re-apply for another parking pass. Parking permits are an upwards cost of 1st vehicle \$35, 2nd vehicle \$50, 3rd vehicle \$75, and \$100 for an additional vehicle per household.

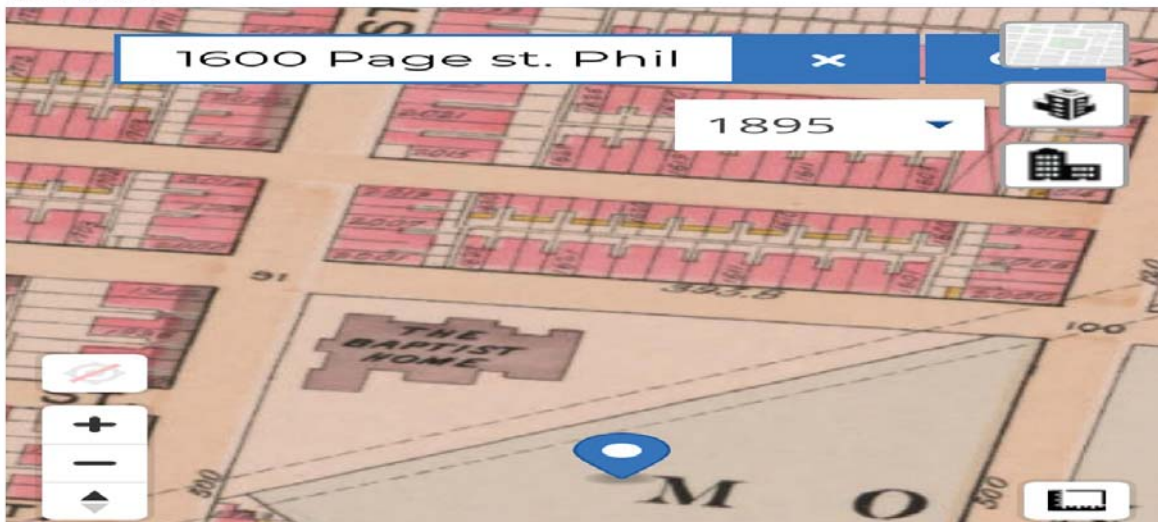
Now, I must admit there are times when parking become more available. This is when the college students return home for breaks or vehicles move due to time limit has expired to park a vehicle without a parking permit. There is also another chance parking a vehicle becomes available. It's in the beginning of workforce rotation as the 2nd and 3rd shifts start. However, close to the end of the work day the chance to park your vehicle is decreased by 7pm. I must say, after a hard day at work humans seek to return home to be comforted in safely securing their vehicle. Hunting for parking is stressful; you just want to park your vehicle safety and legally.

I cannot express enough how important this parking structure is to this community. To find parking can be difficult; if you have a physical emergency where you need to relieve yourself the results will not be in your favor. So, strategic planning and preparation is a must to find parking. There are several disabled motor vehicle drivers on the 1600 block of Page Street that rely on parking for afforded mobility. I myself and others have experienced the lack of parking. If I was to retrieve groceries, medication, attend a Doctor's appointment, or the happenings of community events; there would be no parking or parking would be far from my home. Those whom are handicap can apply for disability parking placards or designed parking on the streets. However, there are disabled individuals that rely on motor vehicles for transportation in this particular community. The Philadelphia Parking Authority only allows only three designated parking slots on any given street; which anyone with a disability placard can park their vehicle. This also decrease the parking availability. Moreover, this community uses the now George Washington High School to vote during election time, new enrollees to this school, and for visitors to this educational establishment. You may ask, why don't these public establishment open their parking lots to the public? Well, the answer is simple; some motor vehicle drivers would not remove their vehicles; so that the educators can park their vehicles safely during school hours. Unshared parking is not something I blame them for in this instance. There are students that attend Temple University College whom utilize this parking structure as well. However, in the shortage of parking; between Cecil B. Moore Avenue and Montgomery Avenue of 15th Street vehicles are not allowed to park. As I had expressed previously, finding parking for your vehicle is challenging. You can drive around for hours to locate suitable parking. Outside this neighborhood city block; there are other neighborhoods that utilize this parking structure from different locations as well.

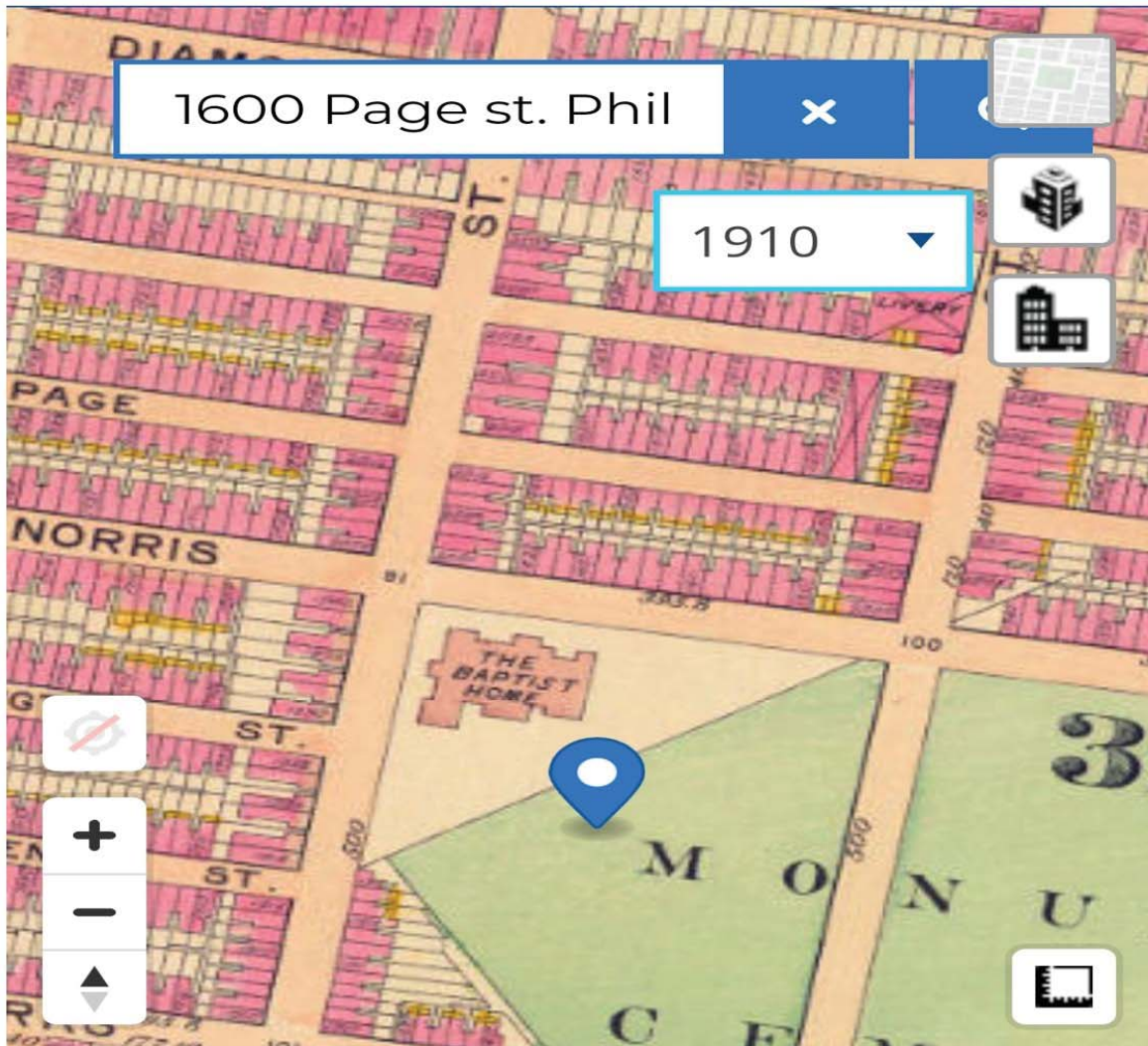
As for the future of this parking, I beseech upon the Philadelphia Historical Commission to grant the historical preservation as a landmark of this most important community parking structure. The future of this parking structure can remain part of this community with your willing support. Below I have incorporated photos of the site for nomination by way of personal images provided by Mary McNatt and Atlas.phila.gov. Hopefully, this will identify and designate this site as a historical landmark for its 57 years of community servitude.

Below you will see images of on-site area and overhead view dating back as far as 1895 to present. It capsulate the changes within this community as parts of Philadelphia is sold to investors, developers, and very few private owners. The changes are part of an indication of growth within this community allowing more motor vehicle owners. Moreover, during the time of the pandemic motor vehicle owners are on the rise to practice social distancing adding to the congestion of city streets. This adds to the basic needs of the public. Once parking disappears in an area; it resurfaces somewhere else, this kind of congestion will need easement. As proof in 2010 and onward; pockets of land disappear for housing and parking issues rise. The city officials have ignored the urgency for parking replacing it with much needed housing. Moreover, throughout the years Philadelphia has lost many iconic historical landmarks; let us not submit to adding this parking site to the long list of forgotten landmarks.

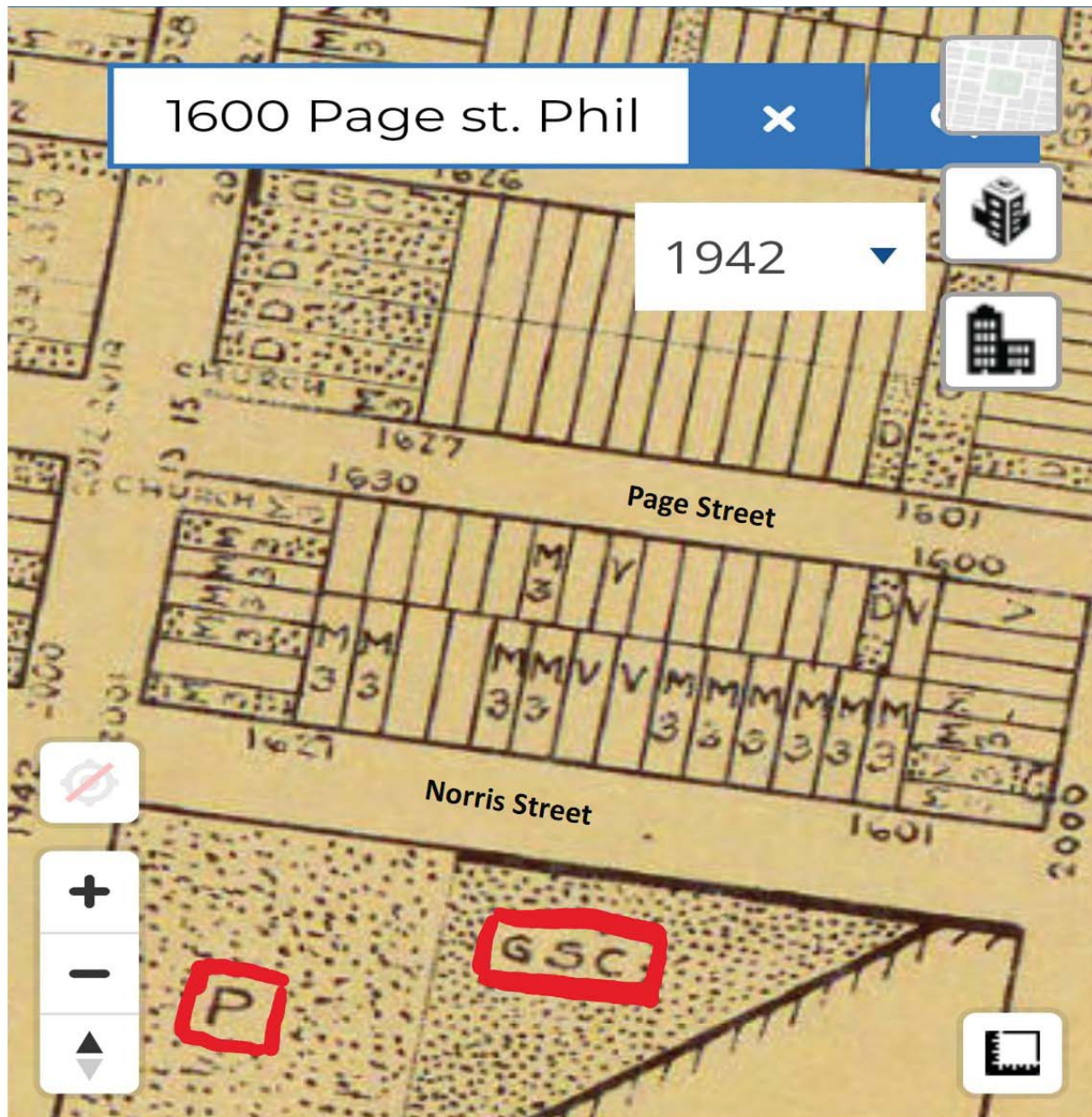
Here the city of Philadelphia has divided this territory in sections in 1895 as plot plans.



Below in 1910 much has not changed but Page Street and Norris Street is visible. The historical landmarks the Baptist home for females and Monument cemetery are prominent. Moreover, the highlighted yellow areas are occupied residential or commercial properties. Whereas, the rest are vacant lands in 1910.



Below in 1942 you can see an image of the disappearance of the Baptist church and Monument cemetery. It is established the mutli-residential homes. This territory needed home owners to prosper, the demand for housing had not developed. The plans to develop the land was not clear. However, parking lot and the development of George Washington Carver Elementary was in the near future.



Below in 1954 George Washington erected. A parking area was not provided on the side of building as indicated in 1942 shown in the fore mentioned diagram above. By 1954 the Baptist church and Monument cemetery no longer exist. It is the Carver Elementary school. The addresses that make-up the parking structure for the Carver Elementary School are 1610-1616 W. Page Street and 1613-1627 W. Norris Street, would be not established until 1964, the delay was community census still needed to flourish in 1962.

Below in 1954 George Washington erected. A parking area was not provided on the side of building as indicated in 1942 shown in the fore mentioned diagram above. By 1954 the Baptist church and Monument cemetery no longer exist. It is the Carver Elementary school. The addresses that make-up the parking structure for the Carver Elementary School are 1610-1616 W. Page Street and 1613-1627 W. Norris Street, would be not established until 1964, the delay was community census still needed to flourish in 1962.

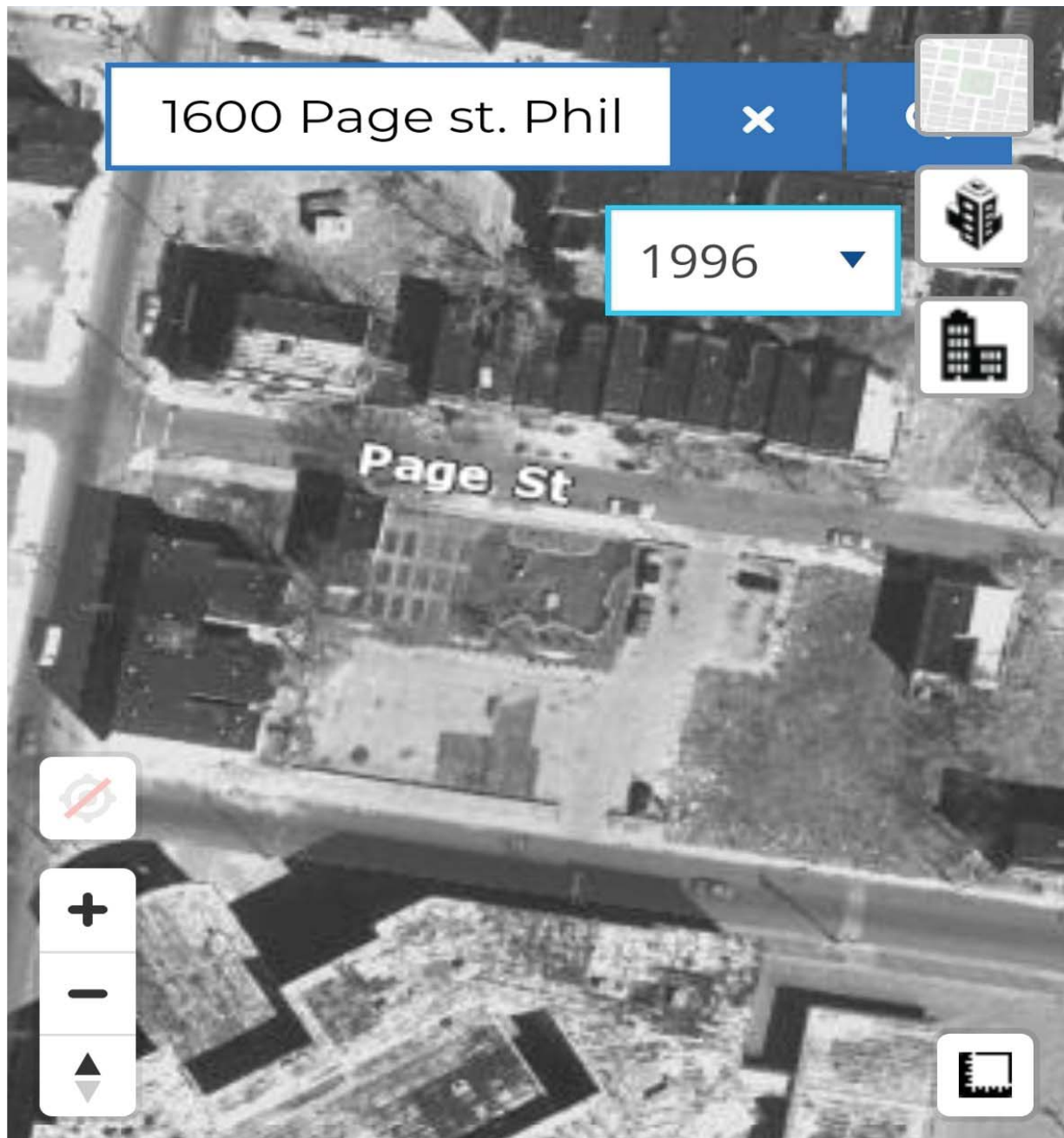


In the past there were 3 story appartnating three separate families. This being said, this neighborhood still had ample parking. However, it is different today; most families require two vehicles, teenager drivers are present, students that attend college, visitors, repair workers, church goers, residents, and etc. This is described as a community parking lot.

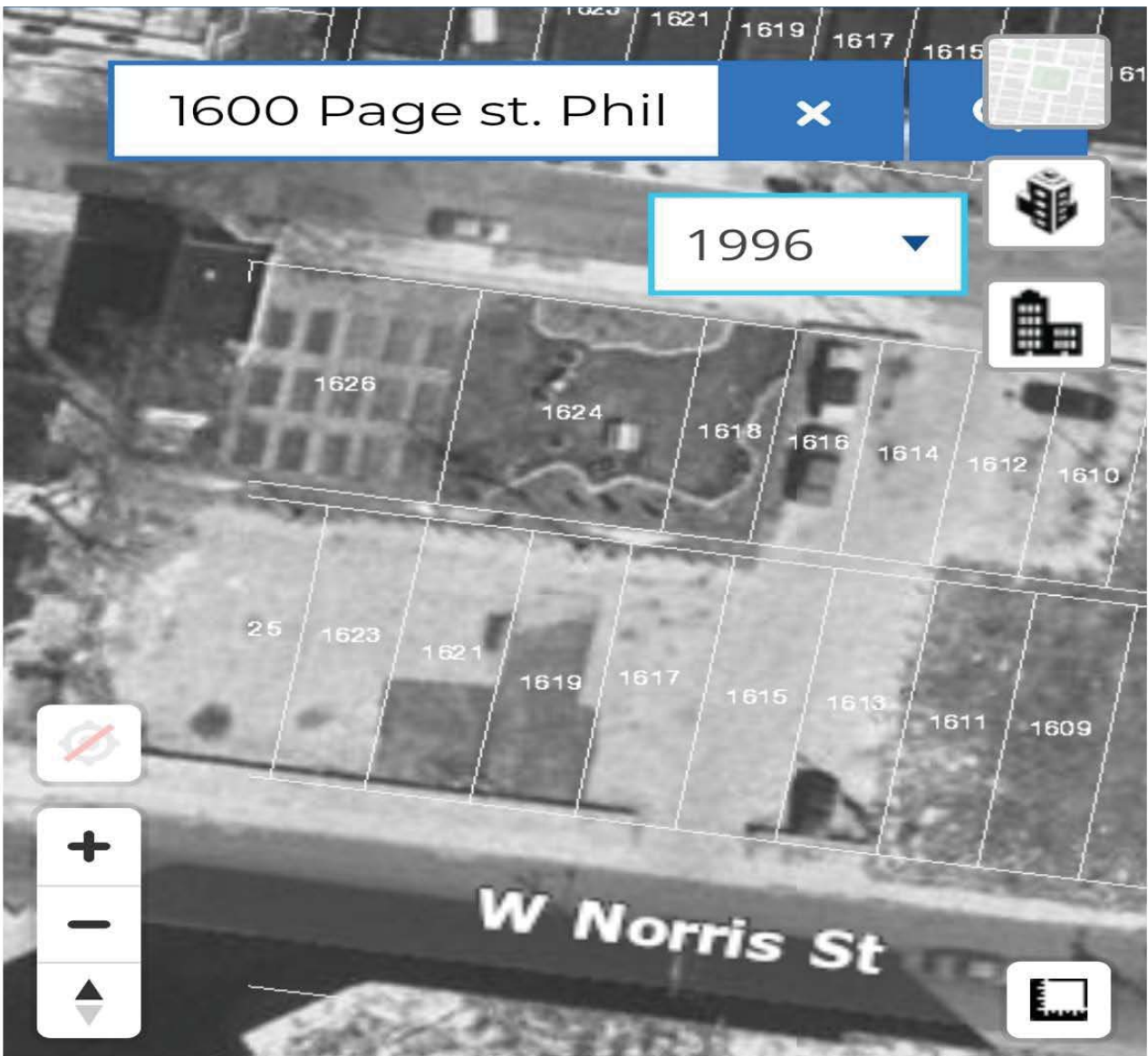
Below the diagram is significant because when my family relocated to this neighborhood ; there were changes in how the homes were divided. I could not find records; this is a reused image to indicate the changes in 1971; as a code "D " means homes in 1971, "V " for vacant and "M3" for multi residential use.



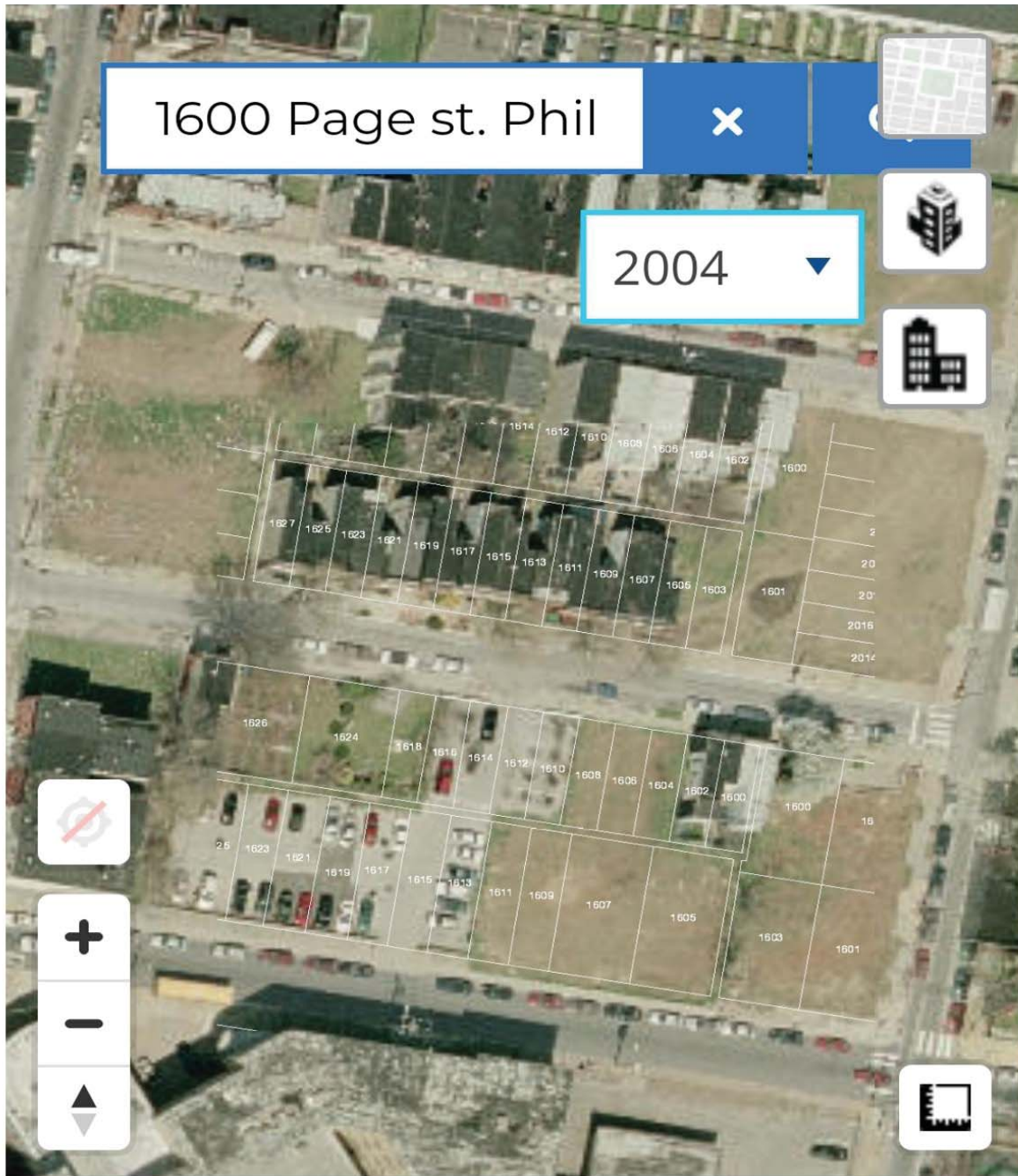
Below the parking lot is utilized; separated with half walls and half poles. Certain properties were used as farm land in the 1980's. At one time just starting out a young Darrel Clarke visited the farmed land and the parking structure came up as a topic of concern. The addresses that make-up the parking for the Carver Elementary School are 1610-1616 W. Page Street and 1613-1627 W. Norris Street. If you notice their calculations were mistaken; it lists 1613-1625 W. Norris Street. There were at least 6 convenient stores, barber shop, car repair shop, 2 bars, 3 churches, and 2 elementary schools in this neighborhood.



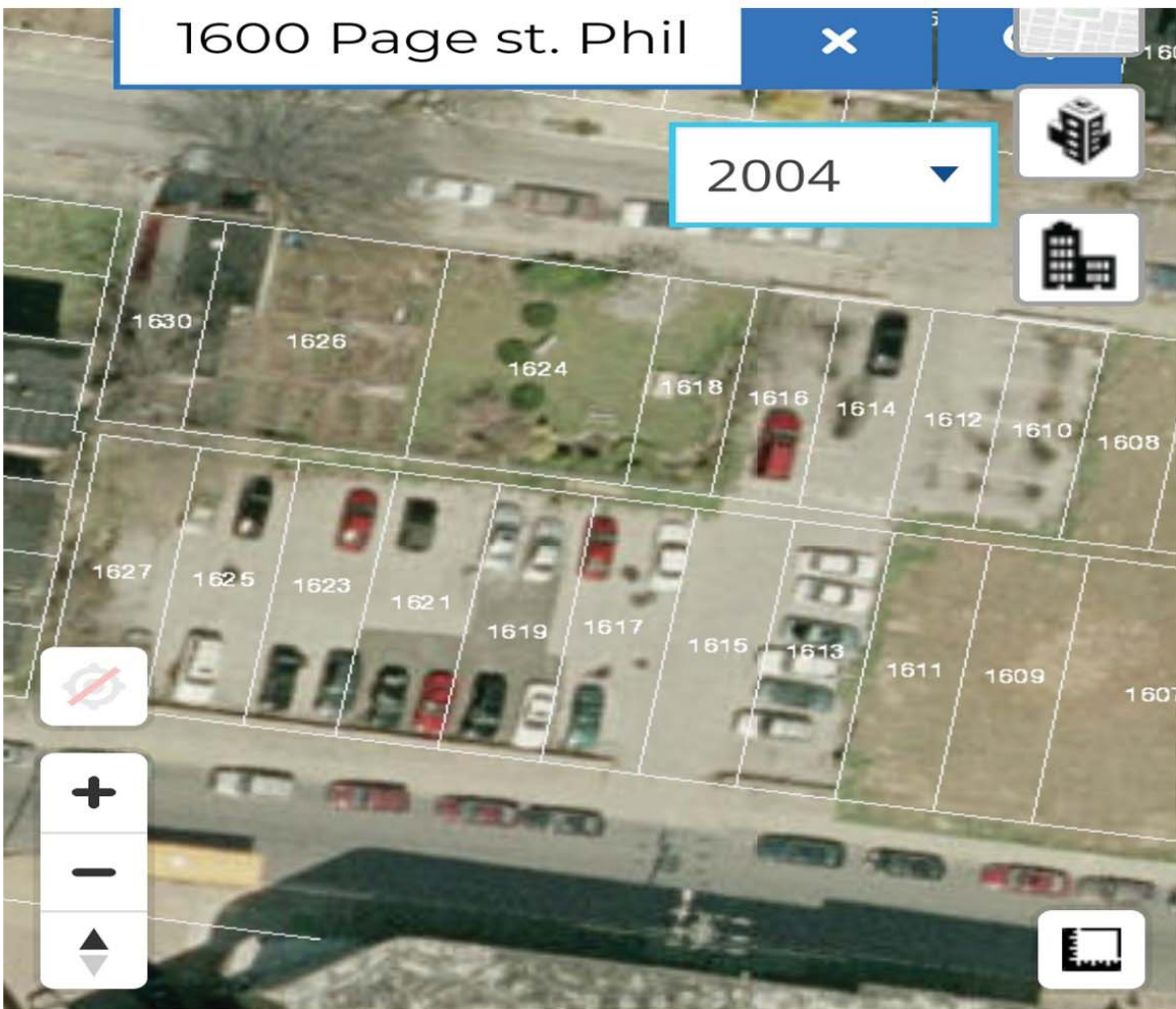
Below the City of Philadelphia has divided the vacant lands into segments of plotted plan. However, only the developers and investors are able to purchase vacant land



Below it is clear the pockets of vacant land available. In this area the distance of public transportation are on seventh and sixteenth street. More transportation is located on Broad street. However, in this area there were many convenient stores. Now, there are very few resources; food sources are far away. Wherein a vehicle is required to support ones way of quality of life. Without a vehicle many senior citizens are secluded. Having a vehicle is not a luxury but necessity just as shelter, food, medical, policing, education, and a host of other resources to enhance ones life style. There are 3 convenient stores, 1 church, 2 schools, and no bars

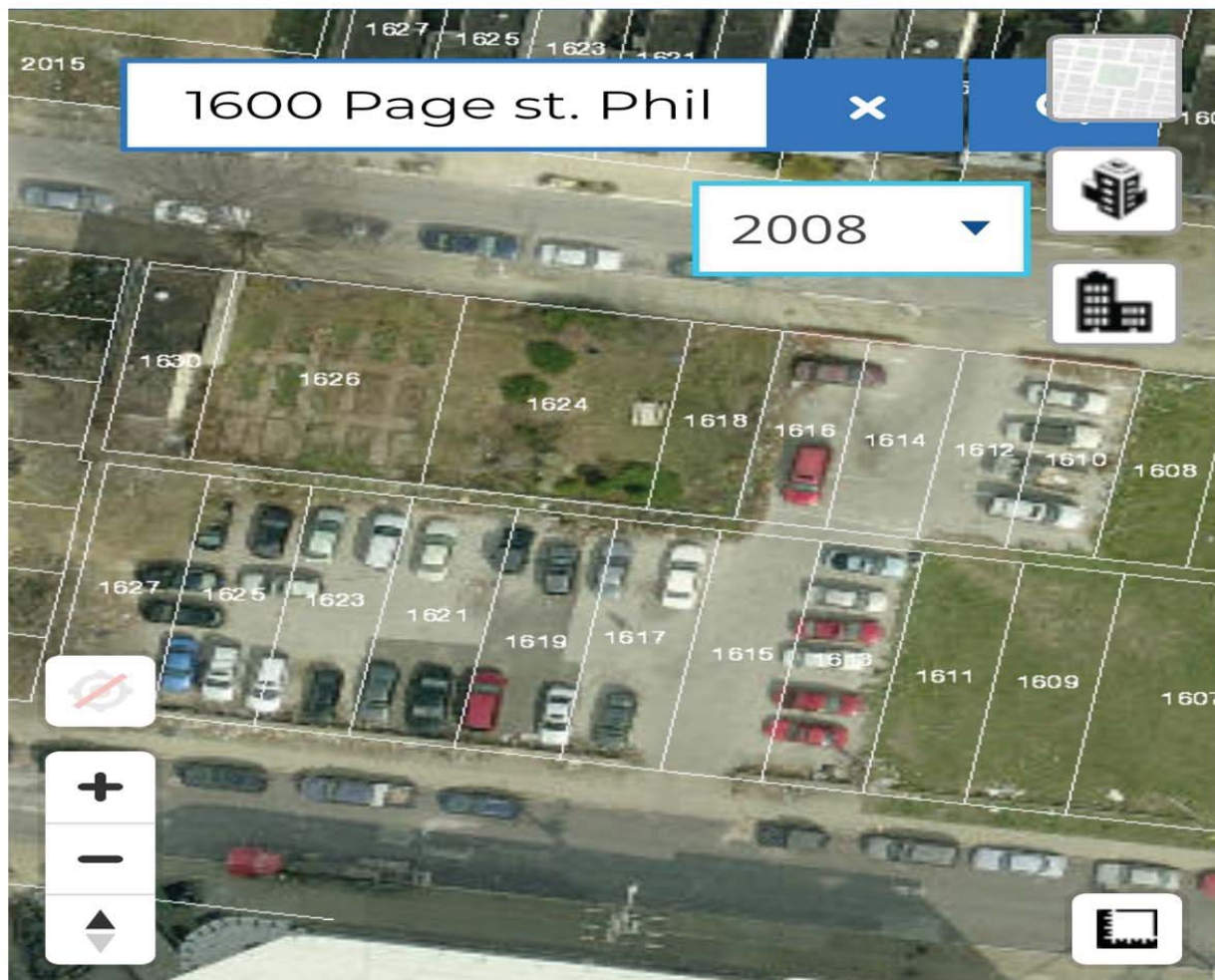


Below is a clear view of vacant land and parking lot in question in 2004.

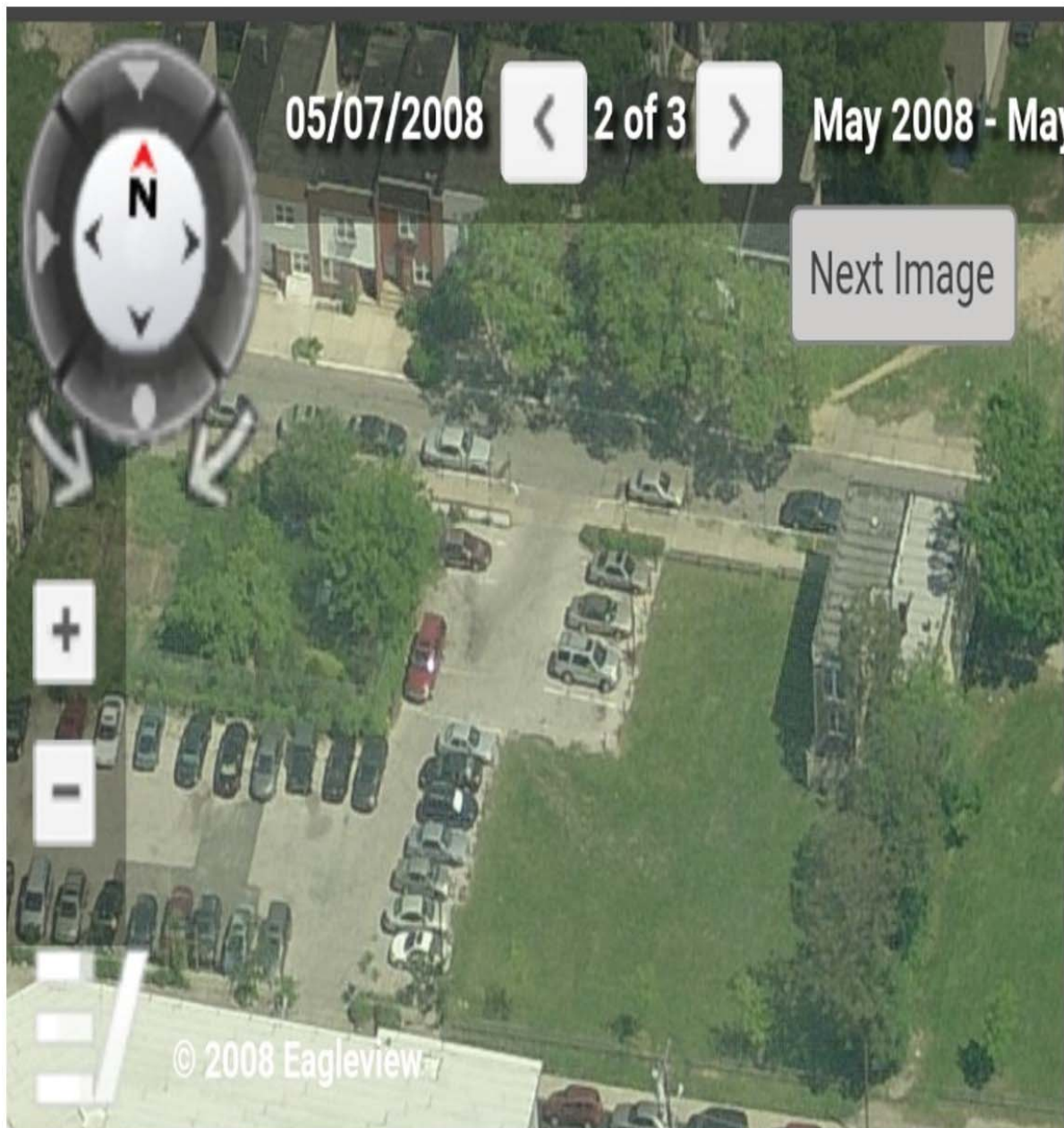


In the diagram below, this neighborhood is almost at full capacity in 2008. There was plenty of vacant land partially used in farming. The addresses at 1624 and 1626 where three homes in 1971. In total six homes combined to make 1624 and 1626 West Page street. Here the investor have depleted possible residents and a parking space in which this neighbor needs. The more residents; taxes are paid, which is vital to the economy. I think the city of Philadelphia should rely on affordable housing programs before relying on investors or developers to acquire vacant lands. Every time another city or country has an emergency, the city of brother love is there to assist with housing and much more. Will this add to the parking issues? If handled properly; housing, parking and other resources can be accomplished by satisfying the needs of this community; the three go hand in hand and should not be ignored by the powers to be. A proposal to increase the heights of

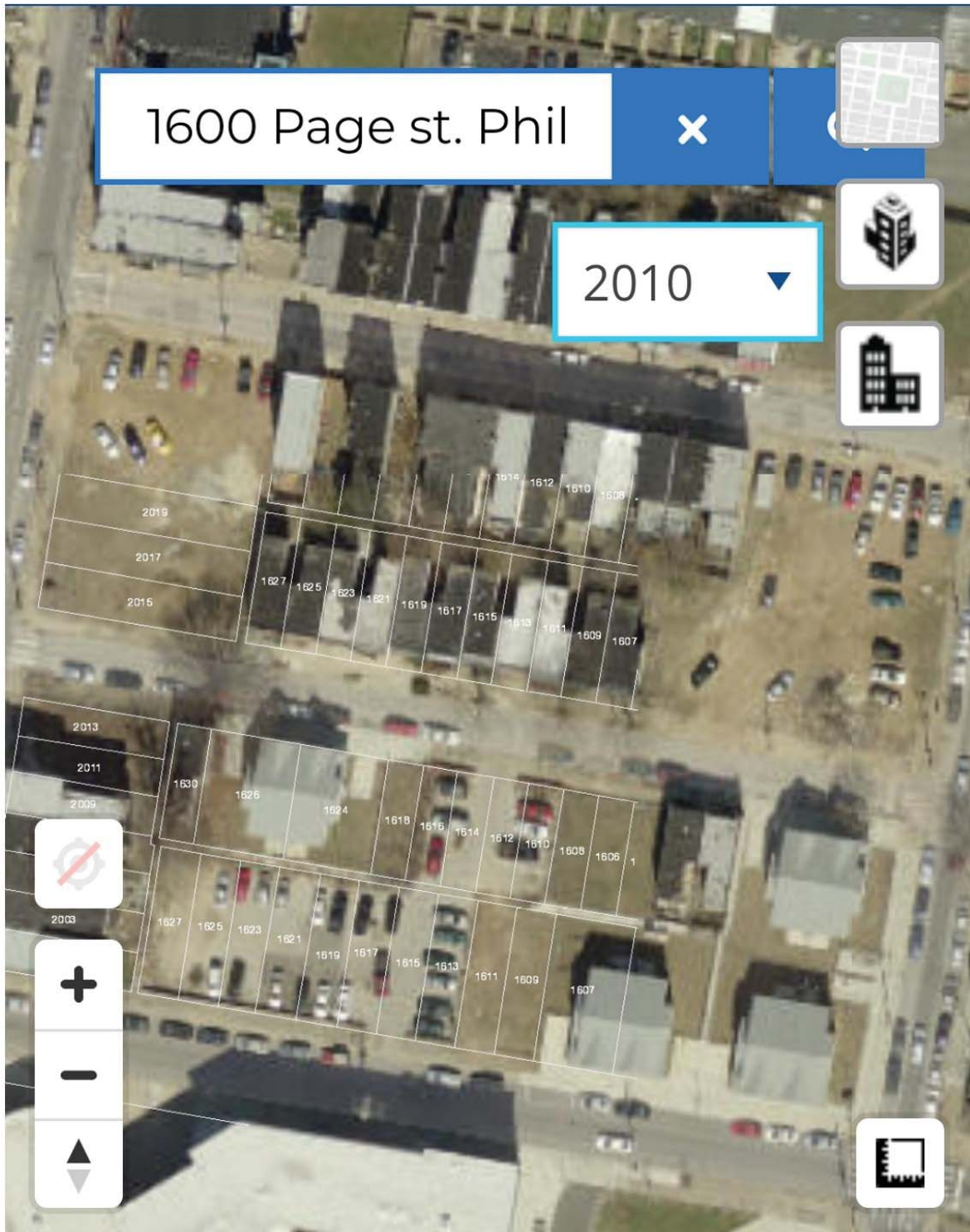
building, “the inclusionary program”. In which developers can include garages to properties with the inclusion two story building. This may allow home owners to be included within a community but line the pockets of developers with over charges in updated items. Properties that are not affordable housing for low income buyers will increase taxes in an already poverty stricken neighborhood. Furthermore, decrease off street parking; which will not solve this communities parking issue. Moreover, sometimes developers increase more square footage of a property by clearing further below ground because license and inspections only measure everything above ground especially if it is an another apartment building. Hopefully, in having this parking structure remain will ease some of the parking frenzy. In my view someone did not consider a full assessment of what this community require in lieu of housing placement.



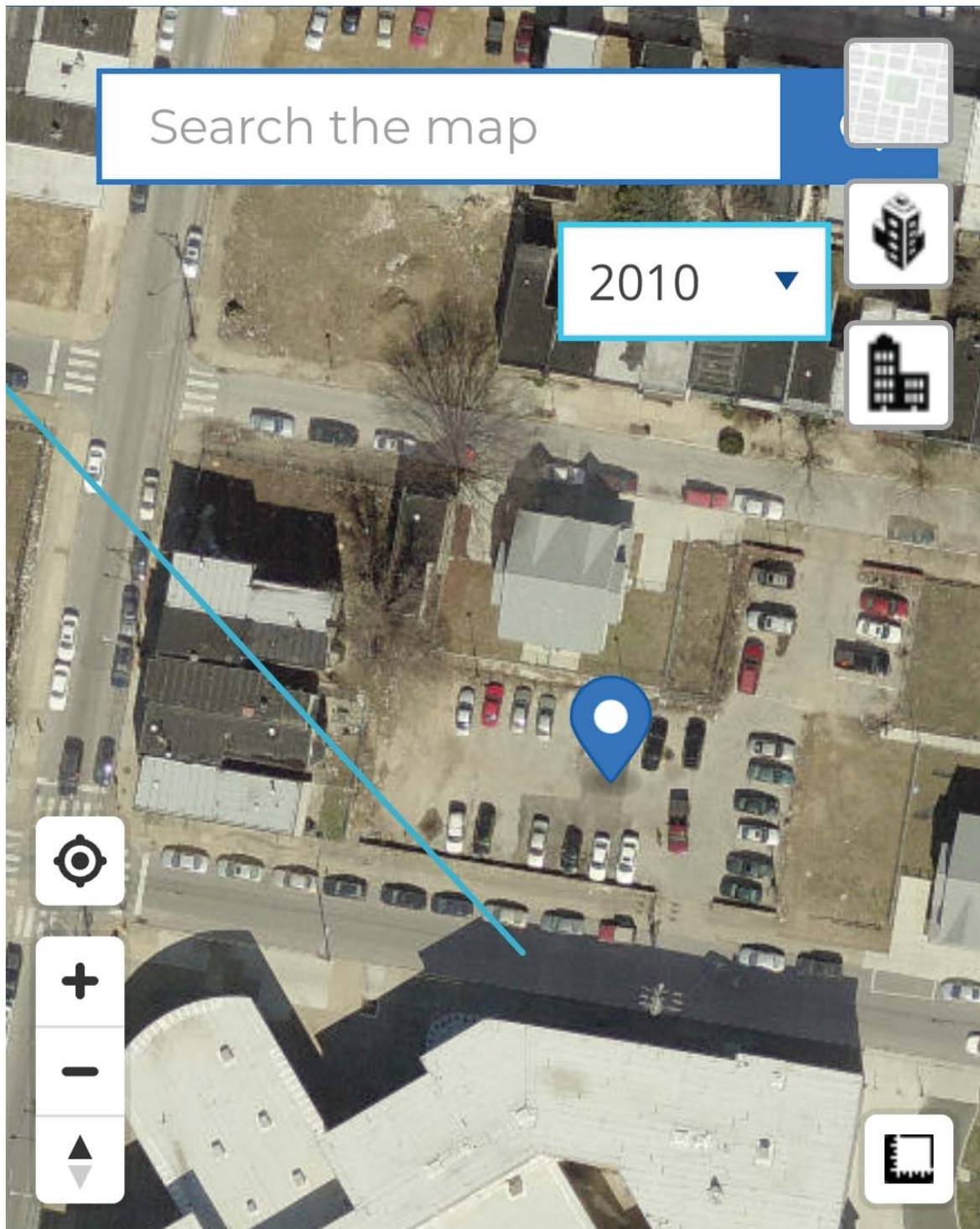
Below is the parking structure in full bloom; it's full of over grown foliage and the display of parked vehicles in 2008.



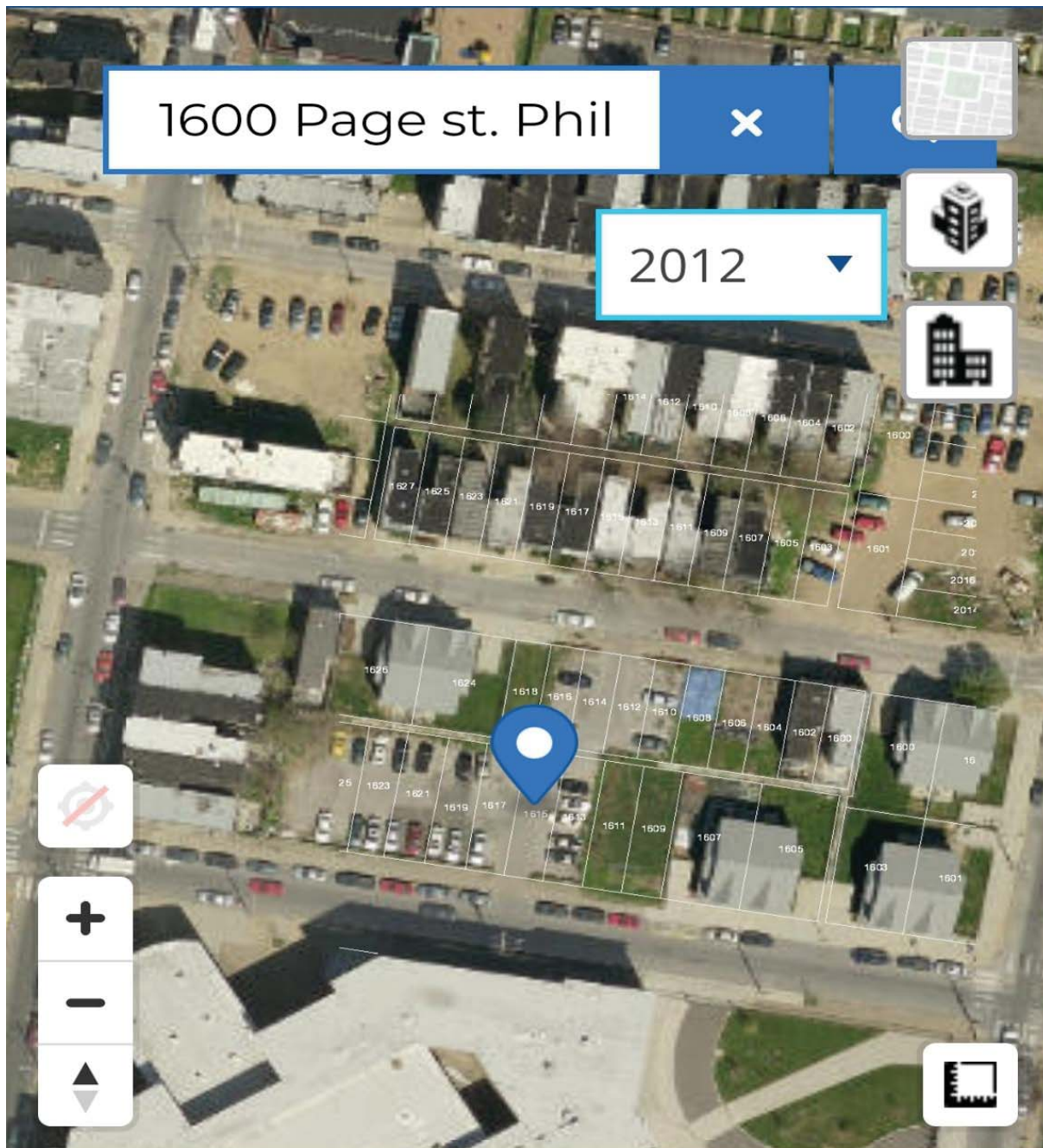
Below a few new homes are built by investors in 2010 complete with driveways; this decreases the off street a parking spaces.



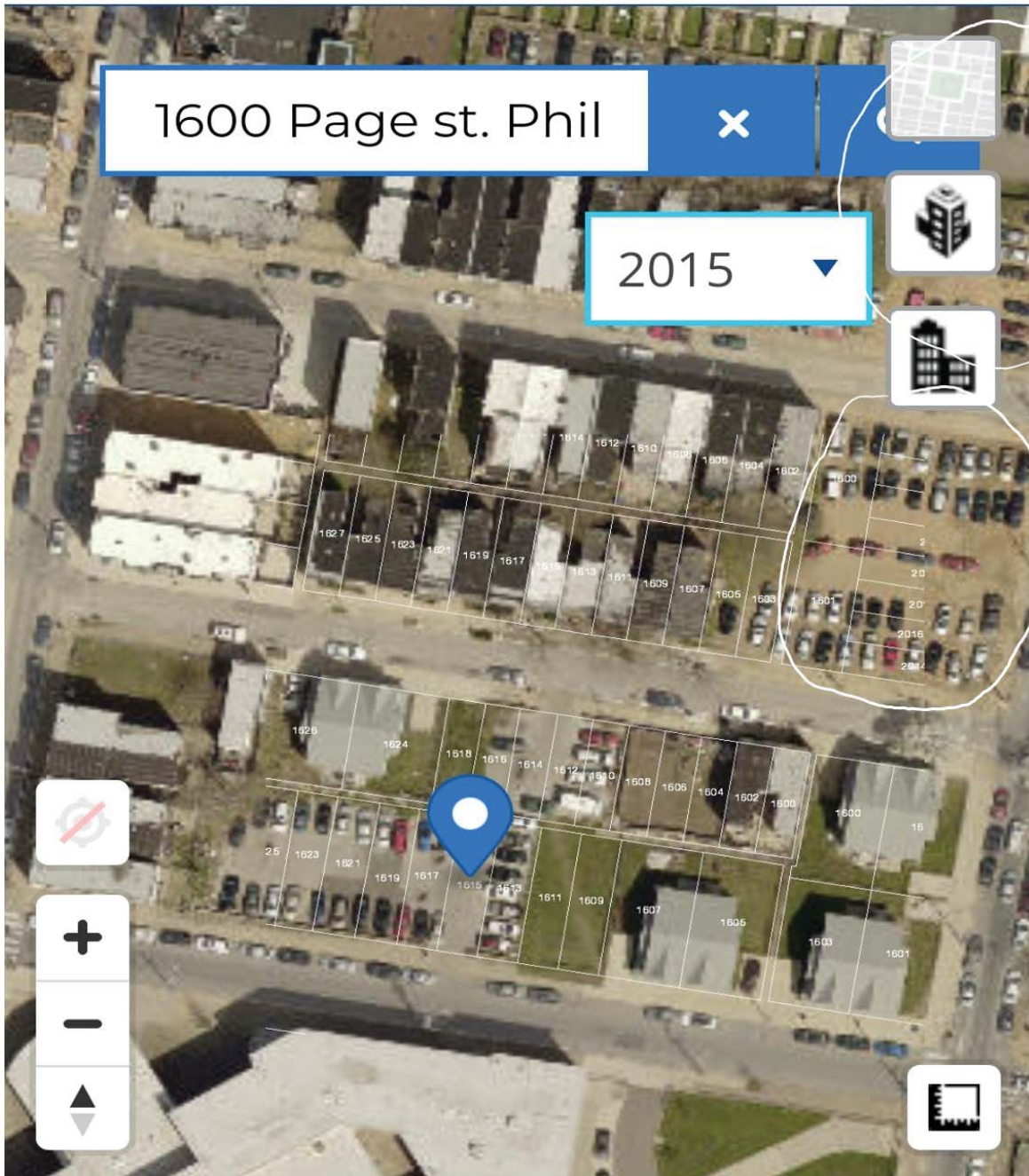
Below the parking structure is still in use in 2010 with plenty of vacant land available



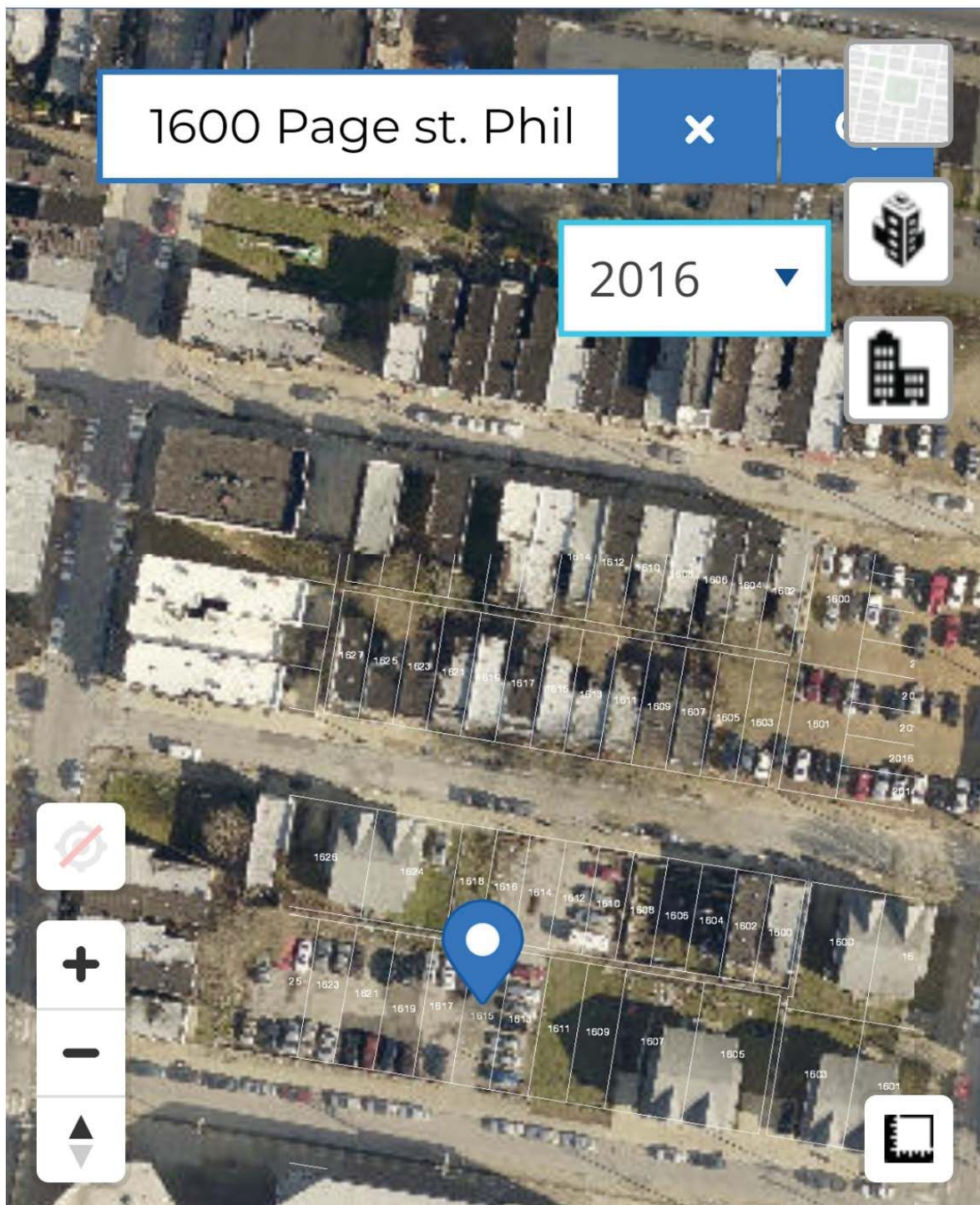
Below it car owners are using whatever is available for parking. It must be during the students are attending classes in 2012



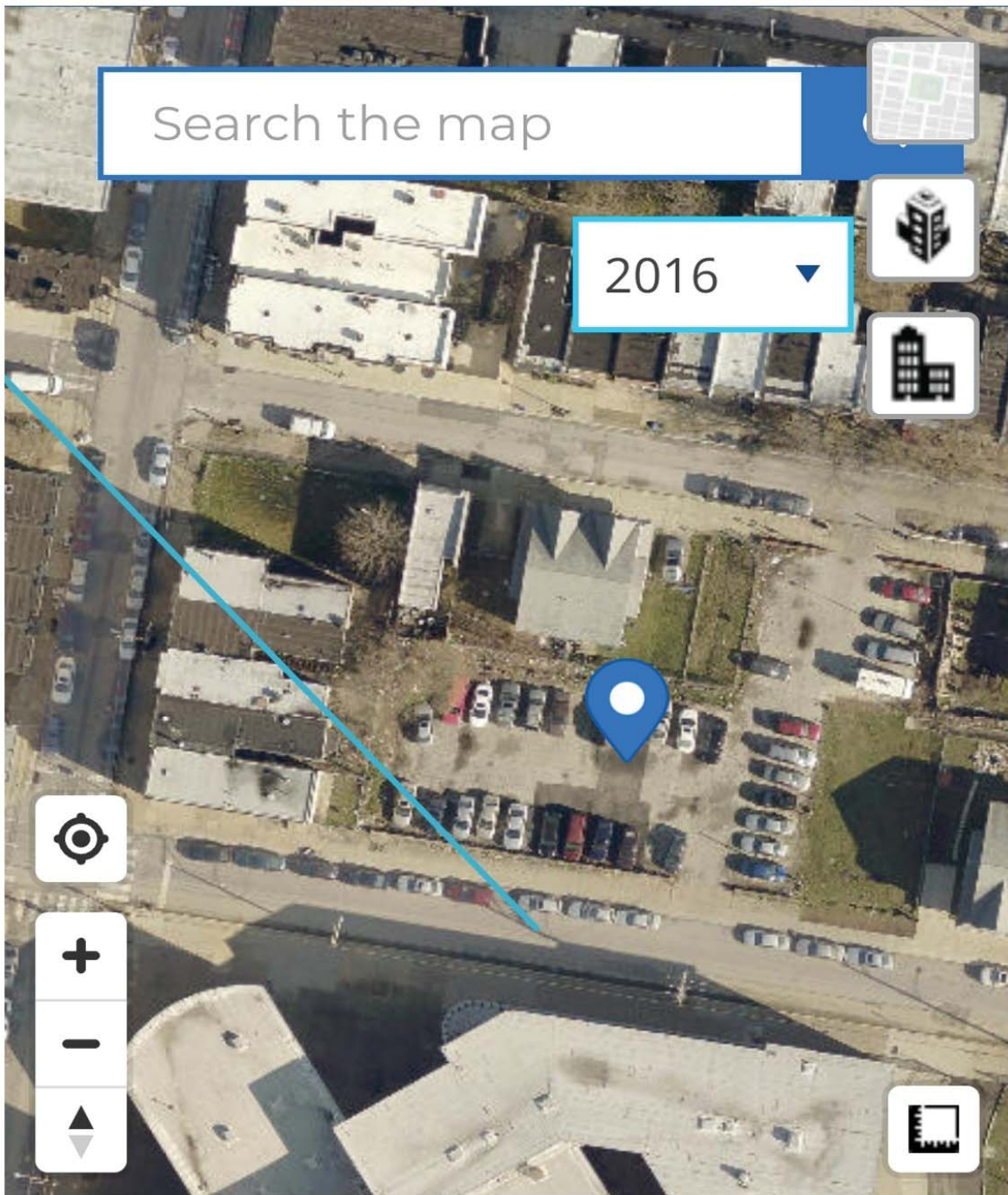
Below is clear view there are more vehicles parking; where there is an availability in 2015. On the corner of Page street there are 4 multi-unit buildings on the west side. Most likely, the temporary residents own vehicles decreases parking space as well. All the twin homes with a gray rooftop come with private parking



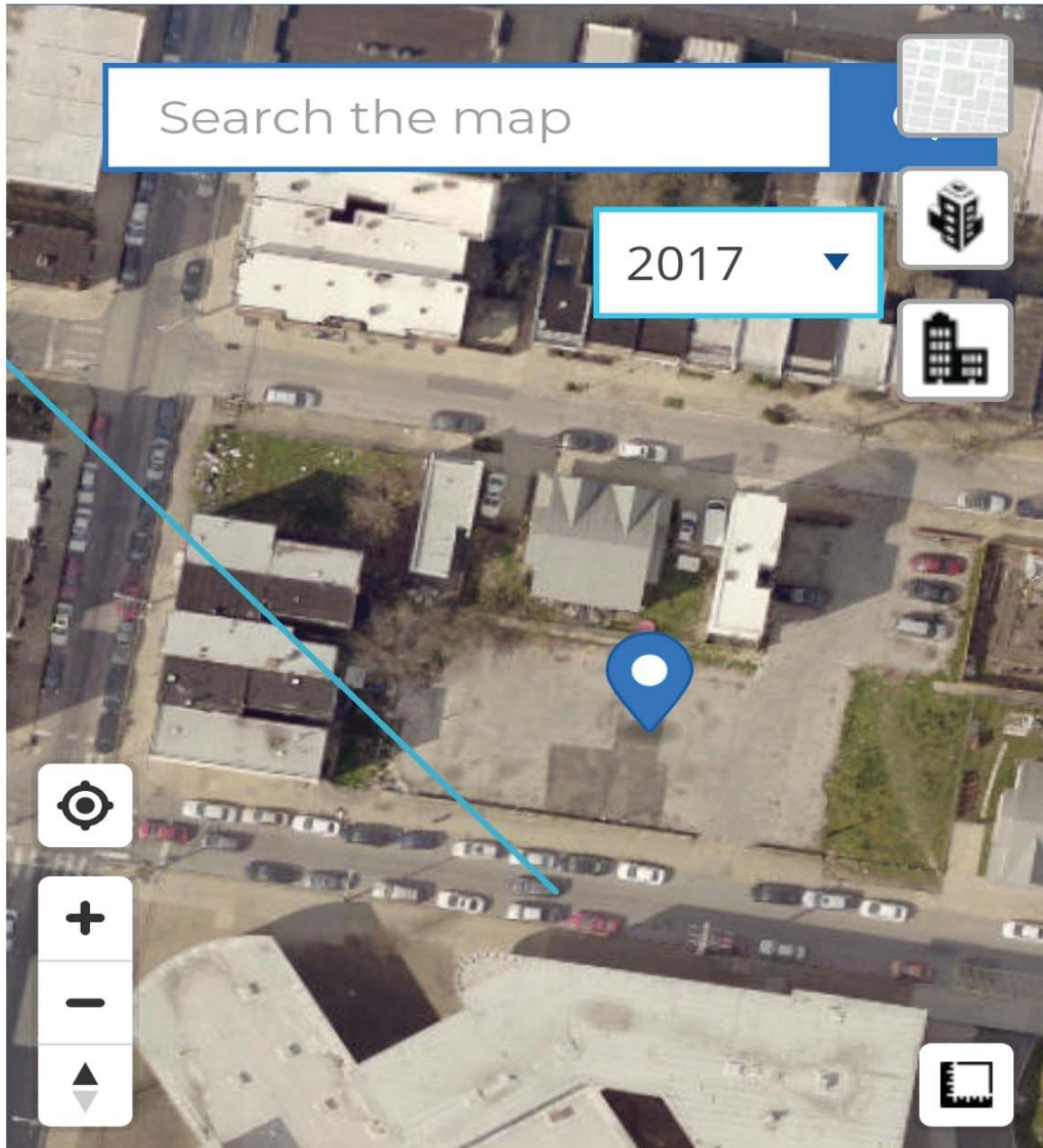
Below is much of the same just as the image above. In this photo which more clearer you can view the walls that separate the pavement to engulf the parking structure. On those walls should show metal like forms for displaying signs; indicating the property of the Philadelphia Redevelopment Authority. Although the signs where removed the metal like forms are still there to this day, located and visible at each entry



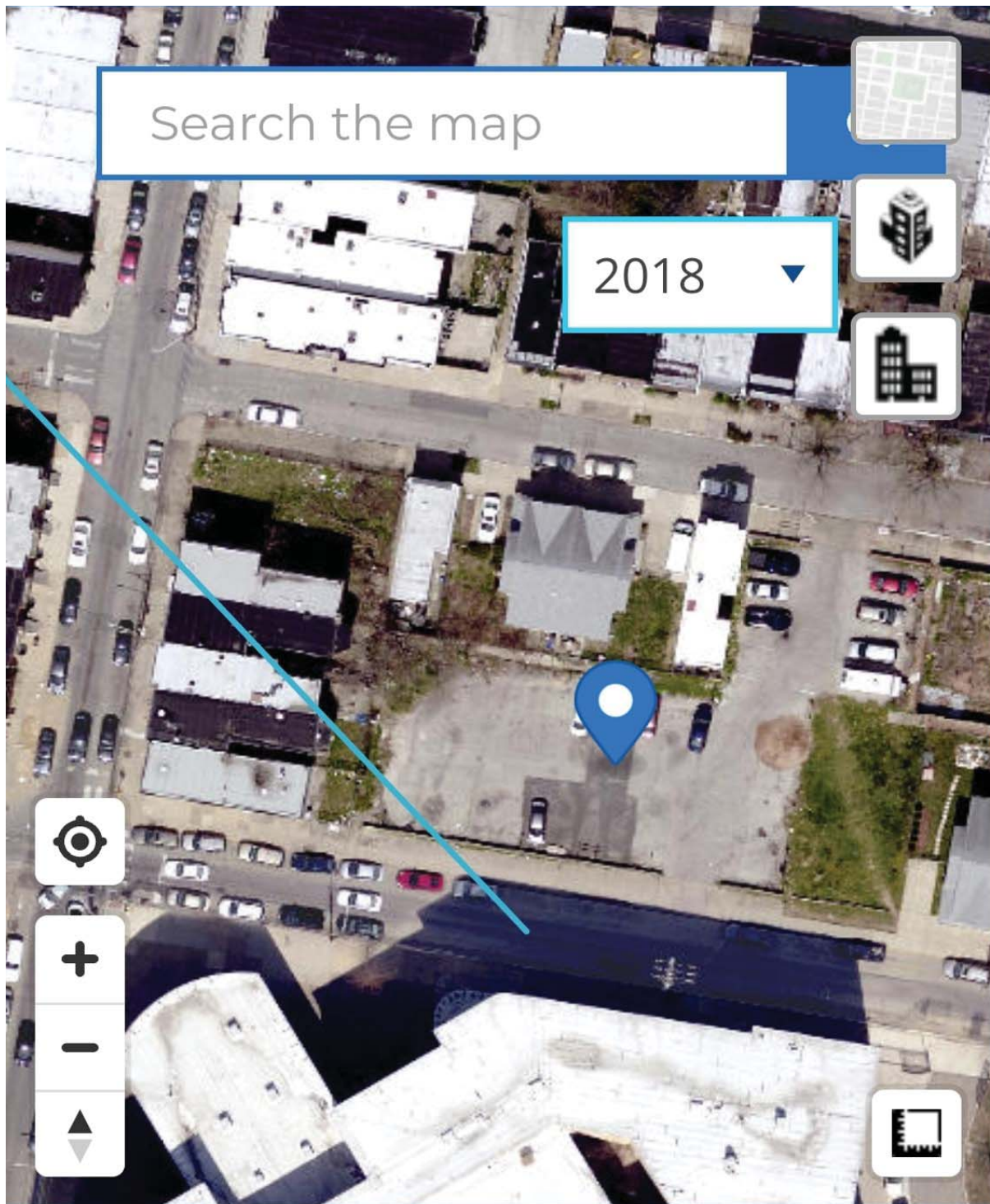
Below it the image displays sectioned off alley ways, the parking structure, houses, apartments, and vacant land



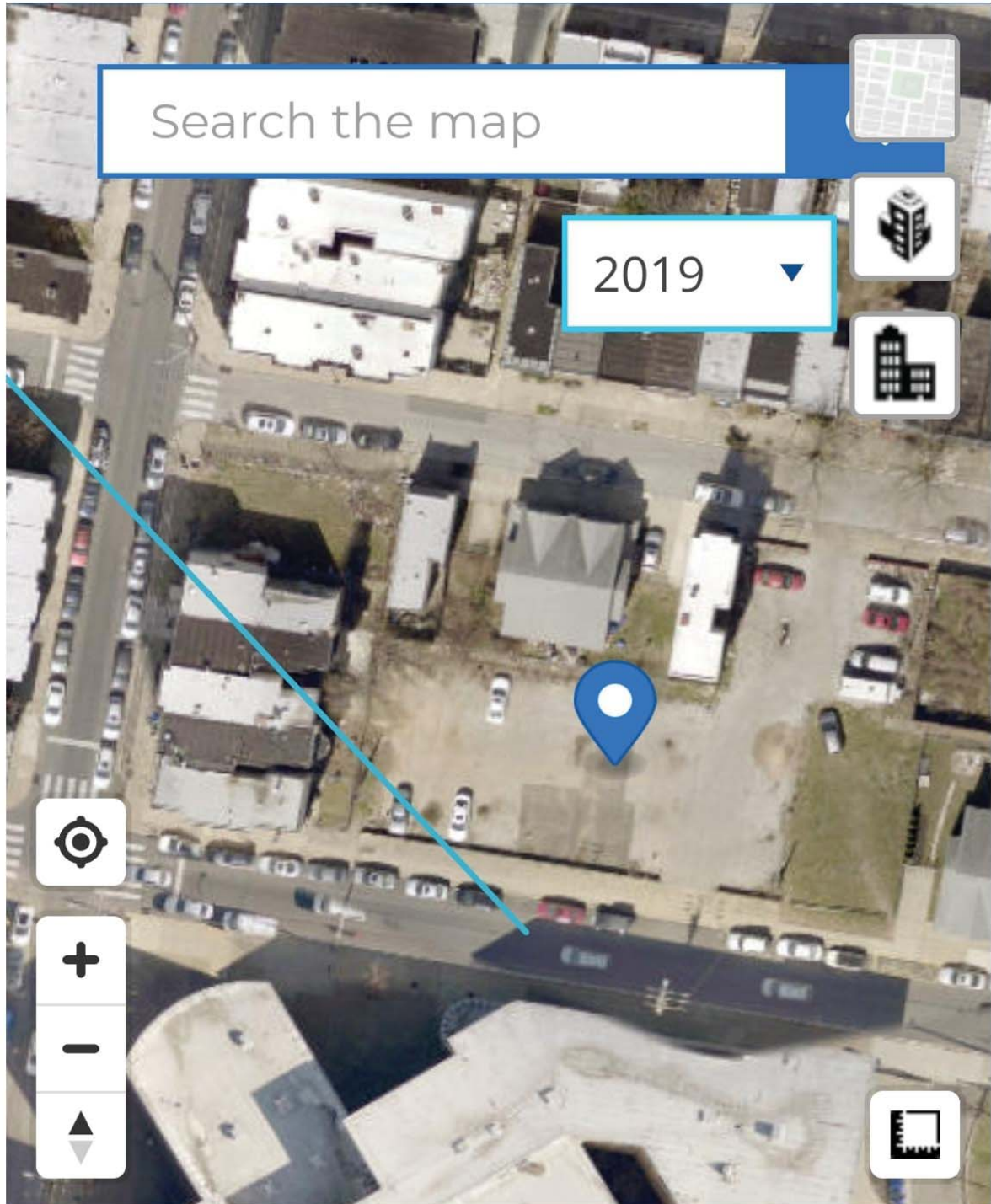
Below is a clear image of over grown foliage in 2017 The departure of vehicles; it must after ten am when PPA patrol for time lapse vehicles and school is not in session. Like many neighborhood it is not allowed to park your vehicle in close proximity to a school during school hours



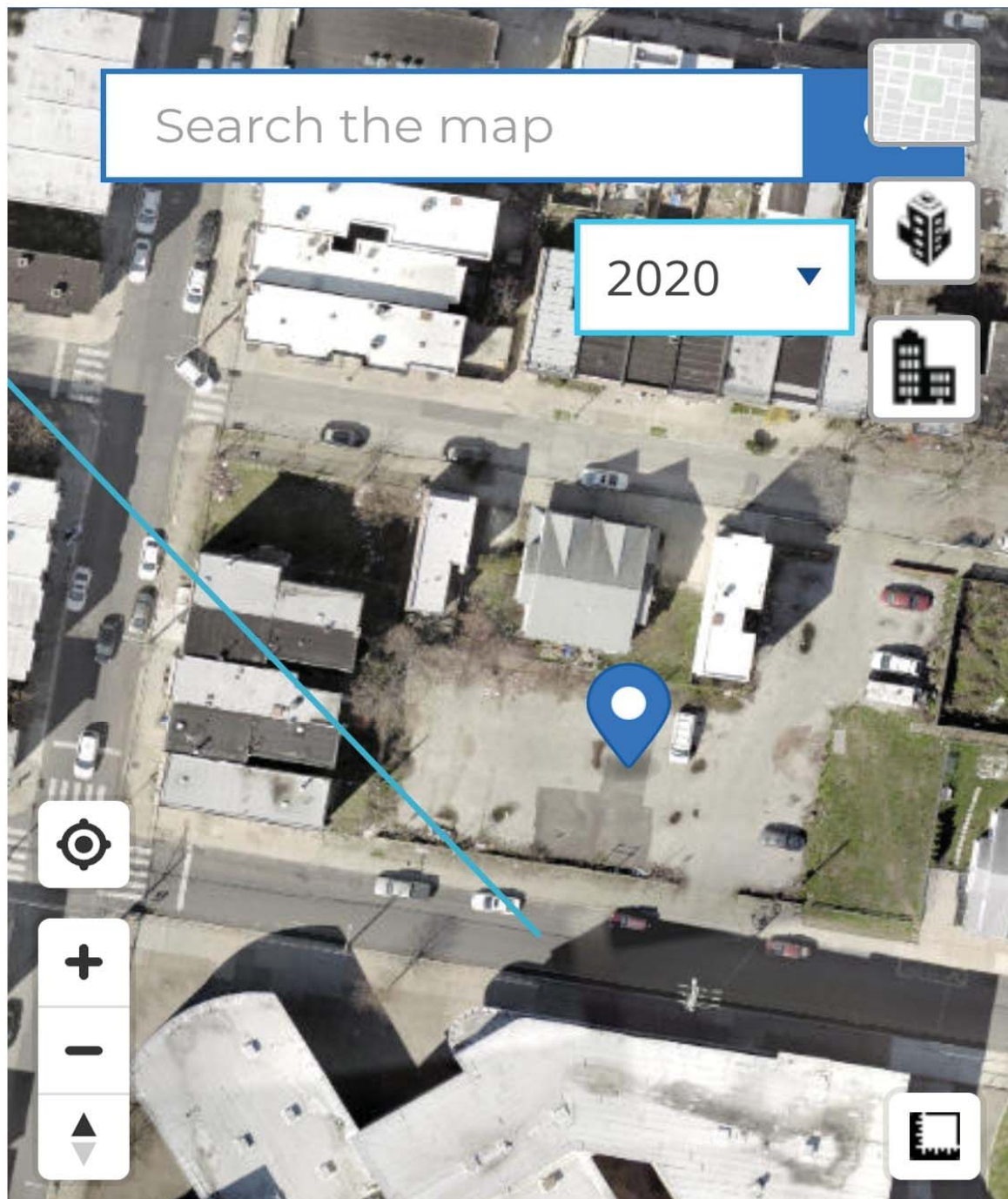
Below in 2018 many buildings erected often causing residents had to find other means to return to their properties. It was convenient the parking structure was available to ease to this matter. Without this parking structure; the residence would not acquire access to their homes. It was a terrible time because I cannot walk that far, it was inconvenient. As a view there are surrounding lands available for development, excluding the parking structure



Below much has not changed in 2019. The new home owners are disappointed in the parking issues



Below in much has not changed in 2020 There are more new home owners; parking is still a major issue. However, it could be much worse if the parking was not available



Below brings us to 2021 are recent images of the parking structure. It is during the Christmas holiday

1-Image: East side with original light post close to Page street parking lot entrance – exit. The overgrown foliage is 5 feet or more



2-Image: West side view displays vacant, PPA sign post, homes, mural, and parking lot on Page street to the left. As you can see most of the half post have dislodged or bent over



3-Image: Over grown foliage in parking lot



4-Image: Norris street entrance – exit of parking lot, previous light post, original utility transformer, parked cars, and half length wall separation



5- Image: Norris street entrance – exit of parking lot with over grown trees and weeds blocking PPA parking sign



6- Image: Norris street entrance – exit of parking lot, and, parked cars facing South

7- Image: Norris Street side of parking lot east side view.



8-Image: South side view across from George Washington Carver School close to 17th and Norris Street



9- Image: Facing the North side towards Page Street are parked cars, more homes plus apartment, trees, weeds, and original light post.



10- Image: Facing South side of Norris Street; more parked cars, original light post, homes, apartment buildings, and remaining section of parking structure on right side.





11- Image: Facing the South side of parking lot on Norris Street; George Washington Carver School, original utility transformer, PPA signs, parked cars, half size separation poles, original light post removed, and vacant land. This vacant land is owned by the city at 1611; in which the grass is always cut by property owner at 1609 applied for expressed interest to purchase that property. However, just like me she was denied



12- Image: On Page Street is the North side view of parking on the far right side. Besides the parking lot on left side is vacant land. Covering two parking spaces is yellow tape sectioned off for home repair. It has been this way for several months. Usually, this space is reserved for large blue trash/materials receptacle. The home has gutted out for some time now, but the receptacle is still here



13- Image: Here is $\frac{3}{4}$ view of parking lot surrounded by the school, apartments, and homes. It is the holiday weekend. There are not many cars on bigger side of the parking lot



14- Image: Facing the West side of parking structure is the rear view of homes and apartments on 17th Street. As you can see the parking lot needs resurfacing, tree and weeds removal



15- Image: Facing 16th street towards the South East of Norris Street is George Washington Carver School and part of Temple University Campus. There are several indentations on the surface of this parking lot



16- Image: Across the street from school; which use to be the main entrance is the parking lot. As you can see the indentation on the surface and original sign holder. It use display in blue and yellow; the property of Redevelopment Authority of Philadelphia



17-Image: Facing the East of the parking there is the remaining part of the parking lot; it leads to the North side left onto Page Street. The surfaces are one in the same making it a whole parking lot in square footage



18- Image: Facing the North is Page Street. Here is a clearer view of the parking lot surface revealed. It is surrounded by homes, cars, vacant land, and apartments