

EASTWICK

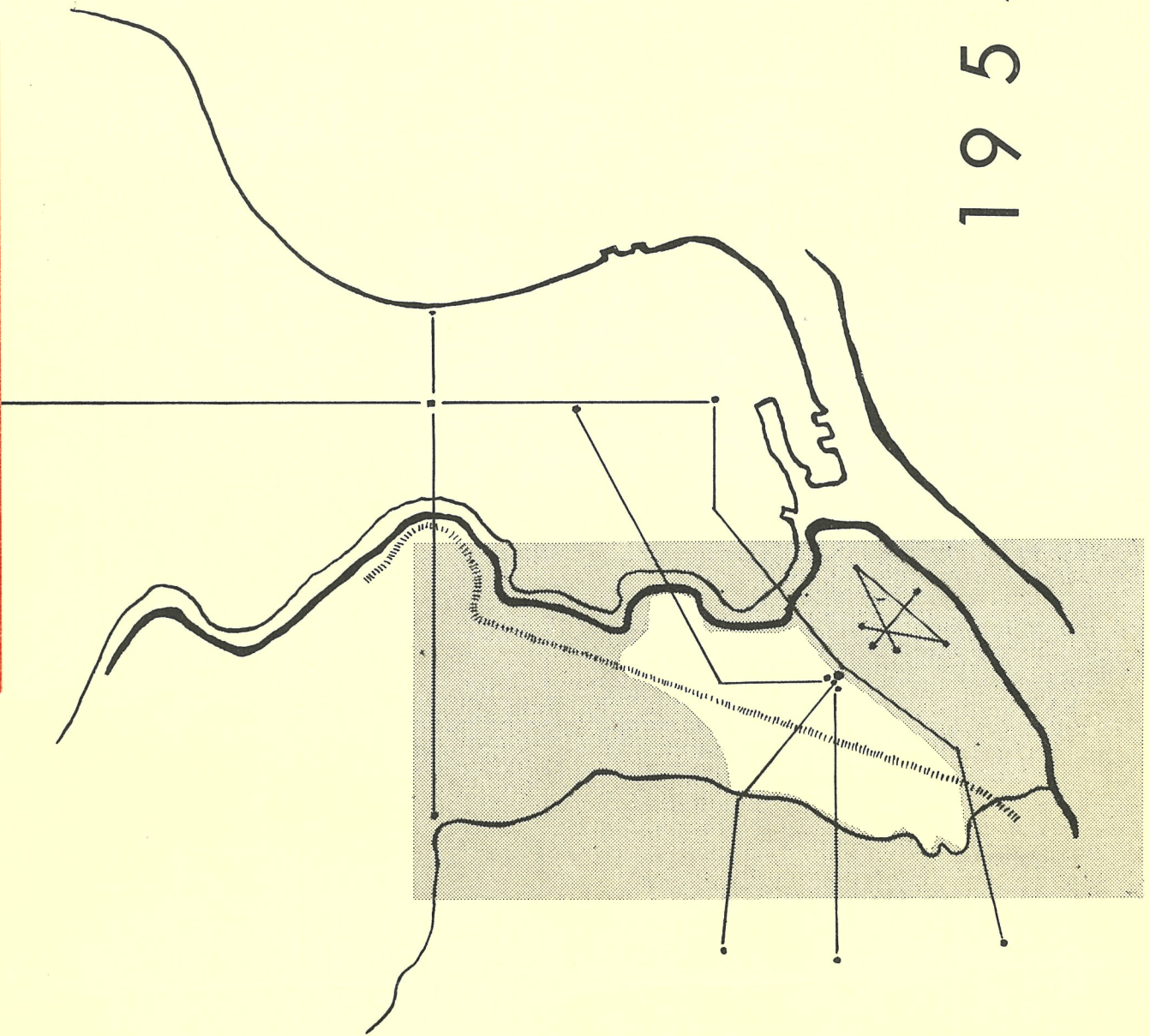
REDEVELOPMENT AREA PLAN

11-11-57

Southwicks Redevelopment Plan
Approved P.C.C. 17-17-51

HOUSING & REDEVELOPMENT
SECTION

LAND PLANNING DIVISION
CITY PLANNING COMMISSION



1954



City of Philadelphia

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EDWARD HOPKINSON, Jr., Chairman

CITY OF PHILADELPHIA

EDMUND N. BACON, Executive Director

D. ROBERT YARNALL, Vice-Chairman

CITY PLANNING COMMISSION

18th FLOOR, MARKET STREET NATIONAL BANK BUILDING

JUNIPER AND MARKET STREETS, PHILADELPHIA 7

LOCUST 4-0744 MUNICIPAL 6-9700



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HARLIN G. LOOMER, Chief, Planning Analysis Section

LARRY REICH, Chief, Comprehensive Planning Section

CHARLES L. CRANGLE, Executive Assistant

Market Street National Bank Building
Market and Juniper Streets, Philadelphia 7, Pennsylvania

November 5, 1954

Hon. Francis J. Myers
Chairman
Redevelopment Authority
Board of Education Building
Philadelphia 3, Pa.

Dear Senator Myers:

Transmitted herewith is a Redevelopment Area Plan for the Eastwick 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.

The Eastwick Area is bounded on the north by 58th Street, on the east by the Schuylkill River, on the southeast by Penrose Avenue, by the boundary line of the Southwest Sewage Disposal Works between Penrose and Island Avenues, and by the boundary line of the Philadelphia International Airport, on the south and west by the City Line, on the northwest by Woodland Avenue, Island Avenue, Passyunk Avenue, Dicks Avenue and Lindbergh Boulevard.

Sincerely yours,

Edward Hopkinson, Jr.
Edward Hopkinson, Jr.
Chairman



EASTWICK REDEVELOPMENT AREA PLAN

PHILADELPHIA CITY PLANNING COMMISSION

Consultant

EASTWICK PLANNERS


Henry Churchill, F.A.I.A., Chief Planner
 Daniel J. Stanton, Resident Planner

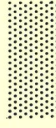
Consultants

Carroll, Grisdale & Van Alen
 Montgomery & Bishop
 Oscar Stonorov


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EXISTING LAND USE

 DETACHED & SEMI-DETACHED


 ATTACHED

RESIDENTIAL




 WITH DWELLING

COMMERCIAL

 INSTITUTIONAL

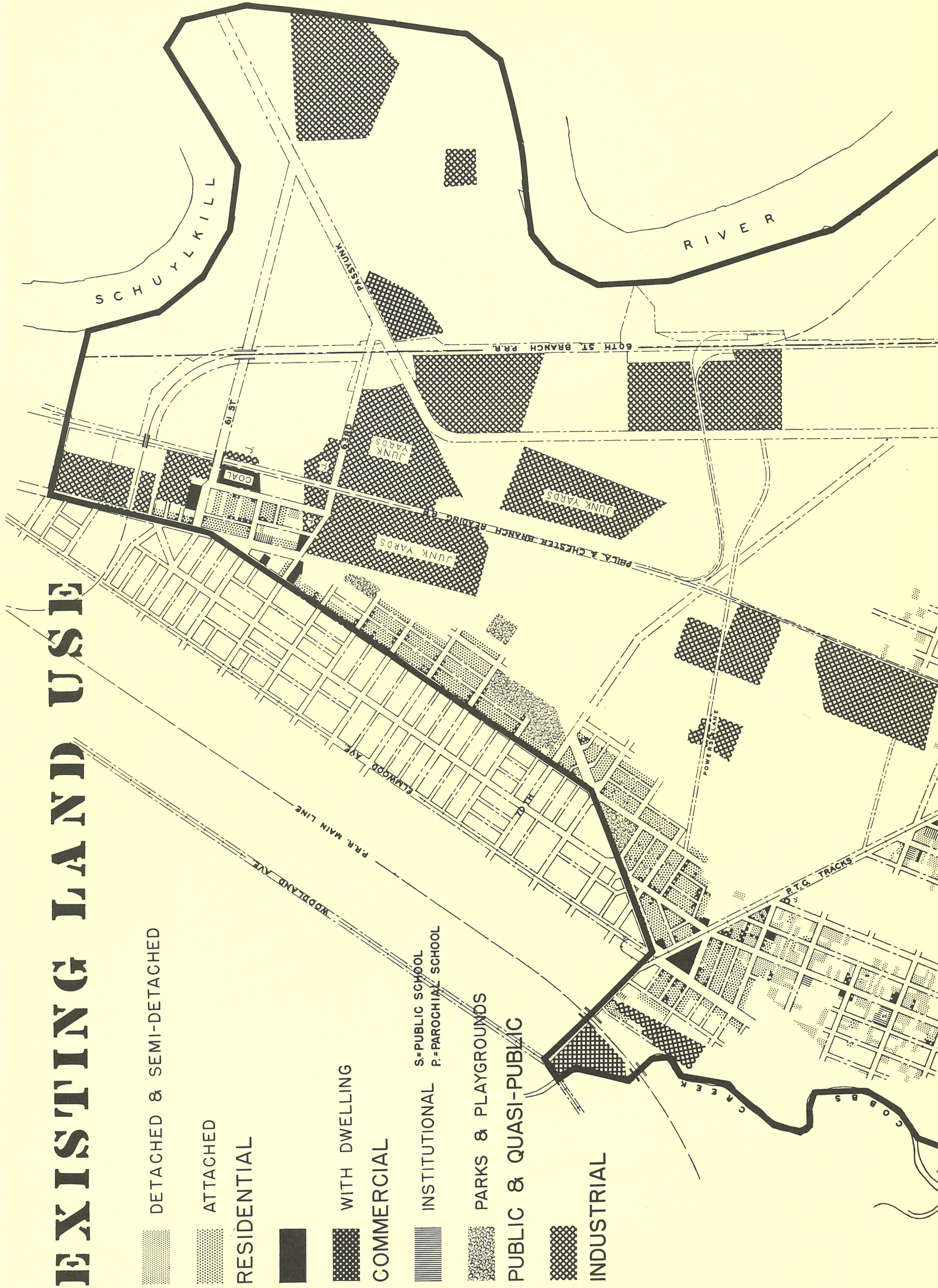
S=PUBLIC SCHOOL
 P=PAROCHIAL SCHOOL

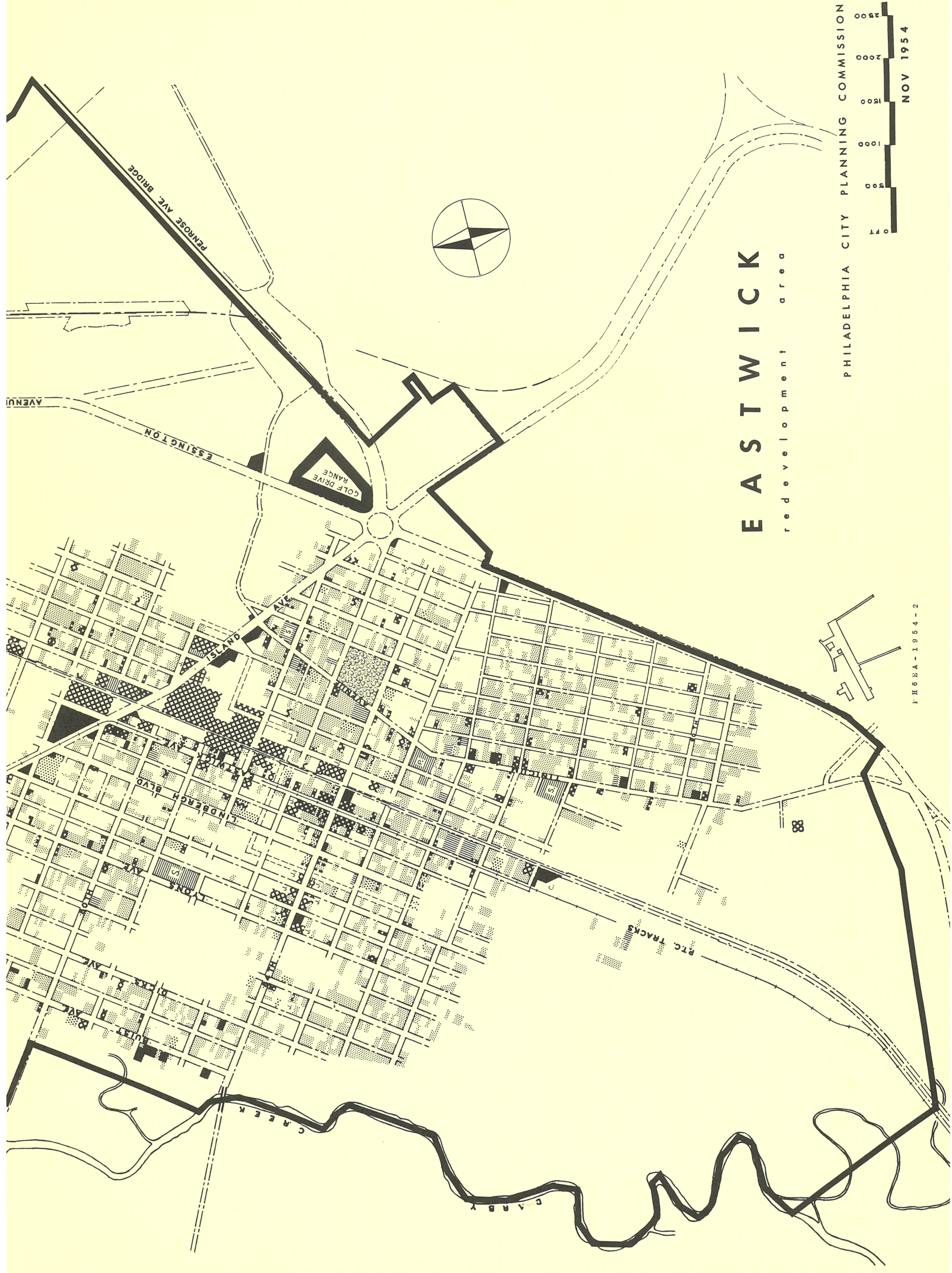
 PARKS & PLAYGROUNDS

PUBLIC & QUASI-PUBLIC



INDUSTRIAL





EASTWICK

redevelopment area

PHILADELPHIA CITY PLANNING COMMISSION
NOV 1954

EASTWICK REDEVELOPMENT AREA

Boundaries and Existing Land Use

The area is bounded on the north by 58th Street, on the east by the Schuylkill River, on the southeast by Penrose Avenue, by the boundary line of the Southwest Sewage Disposal Works between Penrose and Island Avenues, and by the boundary line of the Philadelphia International Airport; on the south and west by the City Line; and on the northwest by Woodland Avenue, Island Avenue, Passyunk Avenue, Dicks Avenue, and Lindbergh Boulevard.

The population of Eastwick is about 19,000 persons, living in 4,679 dwelling units. The Northwest Section, comprising approximately 5% of the land, contains about one-third of the total population of the area and consists mainly of row houses. These are generally well constructed, are in good repair, and have adequate drainage and sewers. The redevelopment of these properties will not be considered at this time.

The 1950 census shows that, of the remaining 2,983 dwellings housing about 12,800 persons, approximately 30% were dilapidated or without private bath. Overcrowding exists in 15% of all dwellings. A major portion of all homes

are detached, are located on lots of about one-eighth acre and are not served by city sewers.

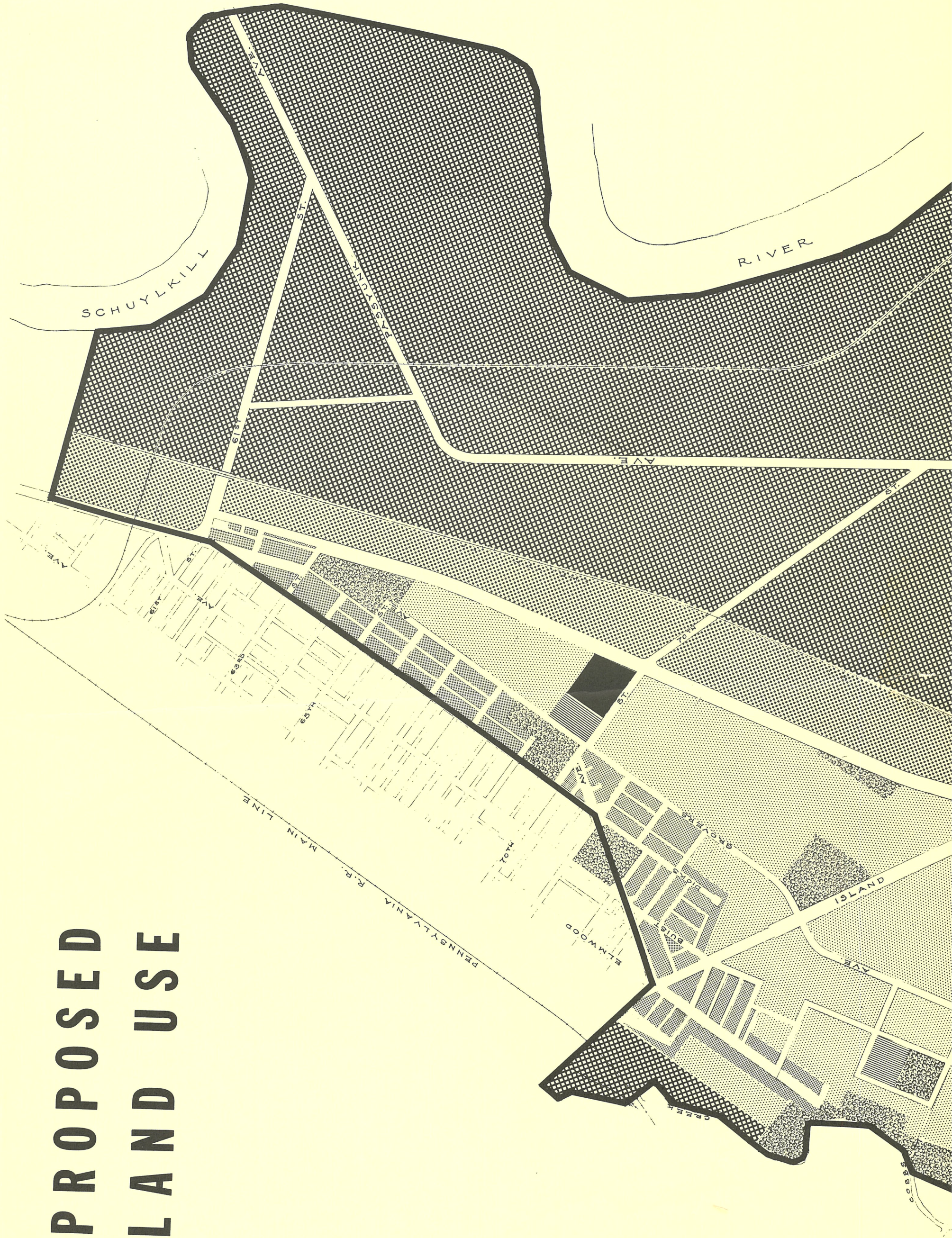
There is considerable industrial development concentrated north of Island Avenue. However, there is a spotty formation of small industrial uses throughout the predominantly residential areas to the south. Commercial facilities are limited to scattered local retail shops and to a few roadside establishments along major streets. A number of adequately paved highways and major streets cross and bound the area; however, the majority of existing streets are narrow, poorly paved, or entirely unpaved.

A great portion of the land in Eastwick is vacant, due largely to the extremely low lying land, high water table and poor drainage.

As a result of premature land subdivision, the area contains block after block of empty lots which are interspersed with only a few structures. Most of these lots are tax delinquent.

Surface water drainage is unsatisfactory, except for the newer development to the Northwest. Sewage is discharged into open ditches. There are several refuse dumps in or adjacent to the area that cause odor, smoke nuisance, and other health hazards as well as the lowering of property values.

PROPOSED LAND USE

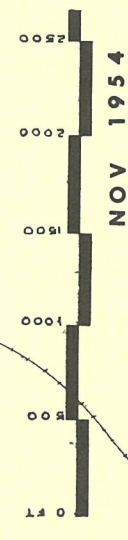




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redevelopment area

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Proposed Land Use

The proposed land use pattern for Eastwick will correspond to the Comprehensive Plan for Philadelphia, incorporating a separation of uses as follows:

a. An expansion of industry is proposed east of Lindbergh Boulevard and Island Avenue, and west of the Industrial Highway. This area already holds most of Eastwick's heavy industry and is served throughout its length by the Reading Railroad. A portion of ground, south of Island Avenue, and bordered by the Reading Railroad, is reserved for limited industry which would be inoffensive to a residential community.

b. The southern and western portions of the development will be predominantly residential and will include all community facilities such as schools, parks and playgrounds in accordance with the standards of the School Board and the Department of Recreation. The development of the Tinicum Marshes and the valleys of Darby and Cobbs Creeks will serve

to merge these areas with the surrounding regional park system.

c. An area in the vicinity of the proposed Island Avenue traffic circle which is located in the aircraft approach zone is reserved as an open space. *

Development of neighborhood and community or regional shopping centers must be based on family population and income of the proposed residential areas.

The area will be divided into planning areas which will be developed as neighborhoods in order to establish the atmosphere of a small town within a city.

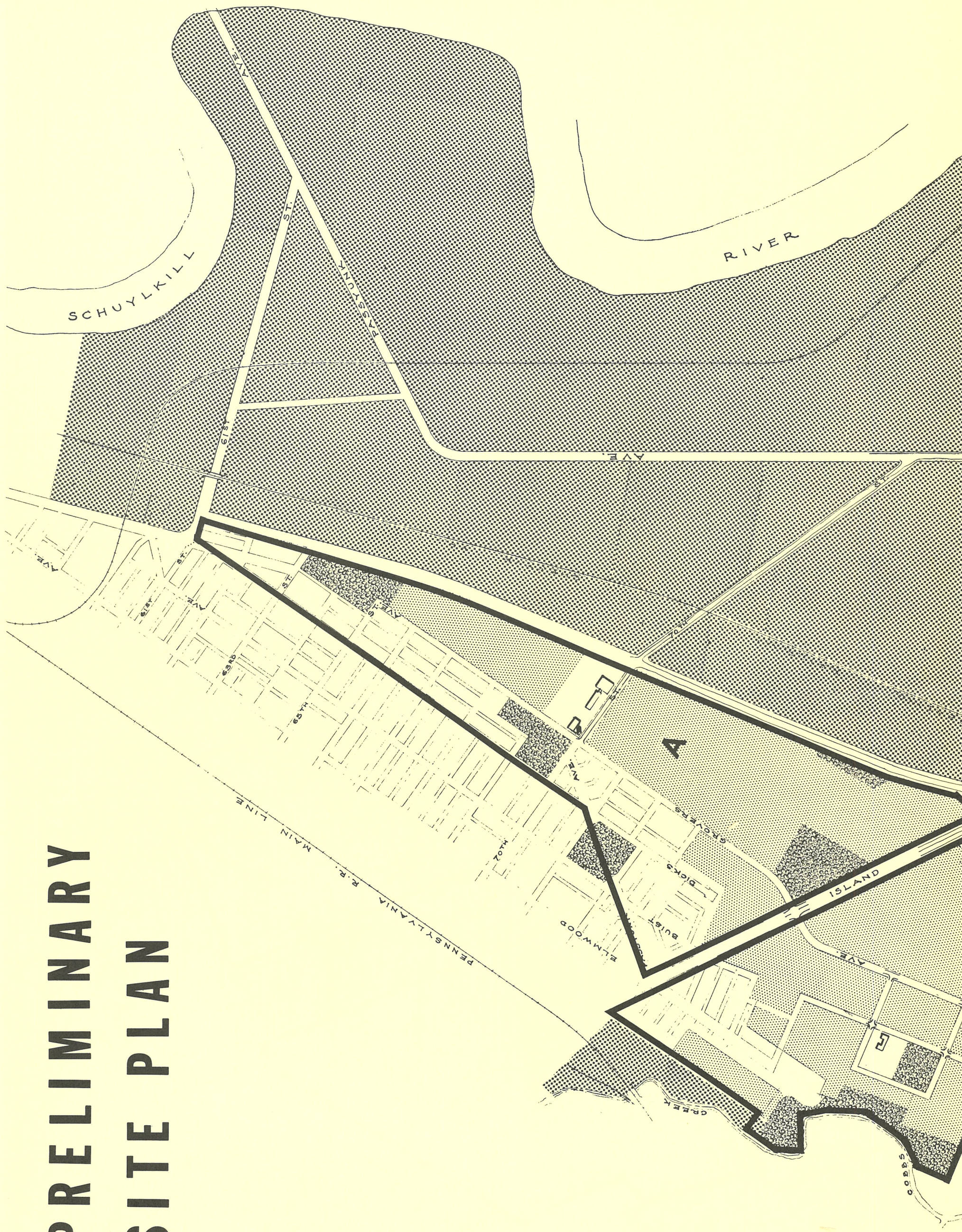
It is recommended that the Redevelopment Authority conduct a progressive housing market analysis, a detailed land planning study, a housing types study, and any further studies necessary to prepare the land for redevelopment.

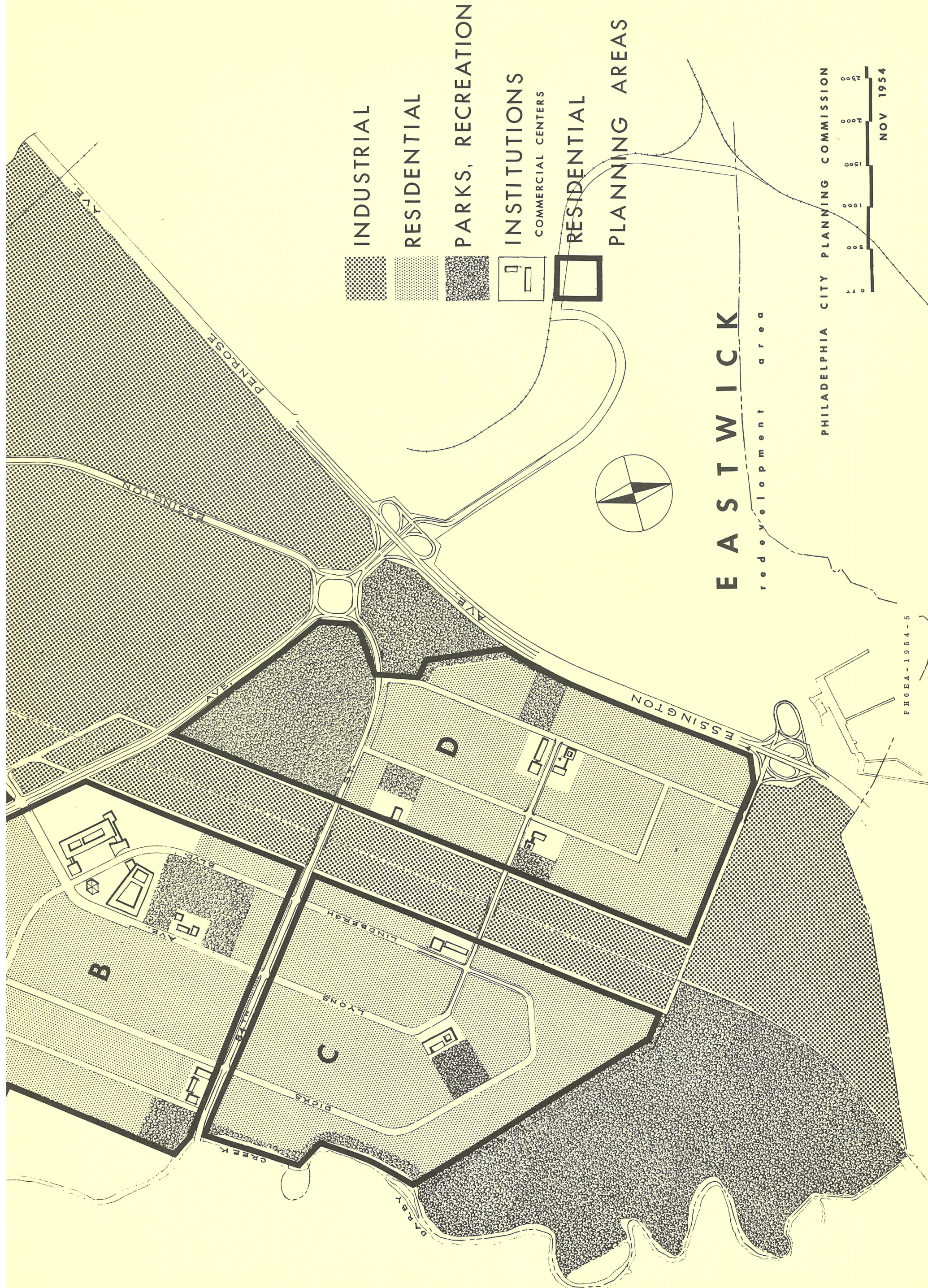
*See: U.S. President's Airport Commission, The Airport and

Its Neighbors, U.S. Government Printing Office,

Washington 25, D.C., pp 50 - 51.

PRELIMINARY SITE PLAN





EASTWICK

redevelopment area

- INDUSTRIAL
- RESIDENTIAL
- PARKS, RECREATION
- INSTITUTIONS
COMMERCIAL CENTERS
- RESIDENTIAL PLANNING AREAS

PHILADELPHIA CITY PLANNING COMMISSION
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Standards of Land Coverage, Population Densities and Building Intensities

Table #1 Population

Projected Standard of Occupied Dwelling Units by Number of Persons Per Dwelling Unit for the Redeveloped Areas.

Number of persons per Dwelling Unit	Percentage of proposed population
2	23%
3	27%
4	26%
5 - 6	20%
7 - more	4%

Source: Based on an analysis of population characteristics for:

1. The City as a whole.
2. An area in the Northeast Section of the City which is occupied predominantly by working class groups and which was an area of considerable new construction between 1940-1949.
3. Three communities within the City, primarily residential, but historically an outgrowth of a nearby industrial complex.

Table #2 Land Coverage and Building Intensities

Recommended Standards for Redevelopment:

Dwelling Type	Max. Gross Dwelling Density *	Building Intensity (F.A.R.)	Max. Net Building Coverage
1. Single family and semi-detached	7	0.3	20%
2. Attached	14	0.5	30%
3. Multi-family walk-up apartments	40	0.7	30%
4. Elevator apartments	60	1.5	20%

* Gross Dwelling Density includes all residential land and private streets, plus one-half the area of abutting minor streets.
Recommended standards for redevelopment shall conform to the requirements of the Philadelphia Subdivision Regulations and the Philadelphia Zoning Ordinance except as stated above.

4

A Statement of Any Proposed Changes in Street Layout or Street Level

The major street pattern is shown on the Site Plan. Where possible, existing or confirmed streets have been incorporated into the new plan. Major changes are proposed at the traffic circle intersection of the Industrial Highway, Essington Avenue, Island Avenue, 79th Street, and Penrose Ferry Road. These changes would facilitate the movement of heavy traffic, and would eliminate the hazard of the existing five-way intersection.

The remaining changes will be on minor streets, some of which are confirmed only, on the City Plan, and neither paved nor legally open.

To accomplish the objective of redeveloping land for residential and industrial uses, cutting and filling of the land will be necessary. This will result in the disappearance of the existing minor streets, and will make possible a new street pattern, based on the new uses of the land.

Detailed land uses will be determined as information from continuing studies is available.

EXISTING ZONING

"C" RESIDENTIAL

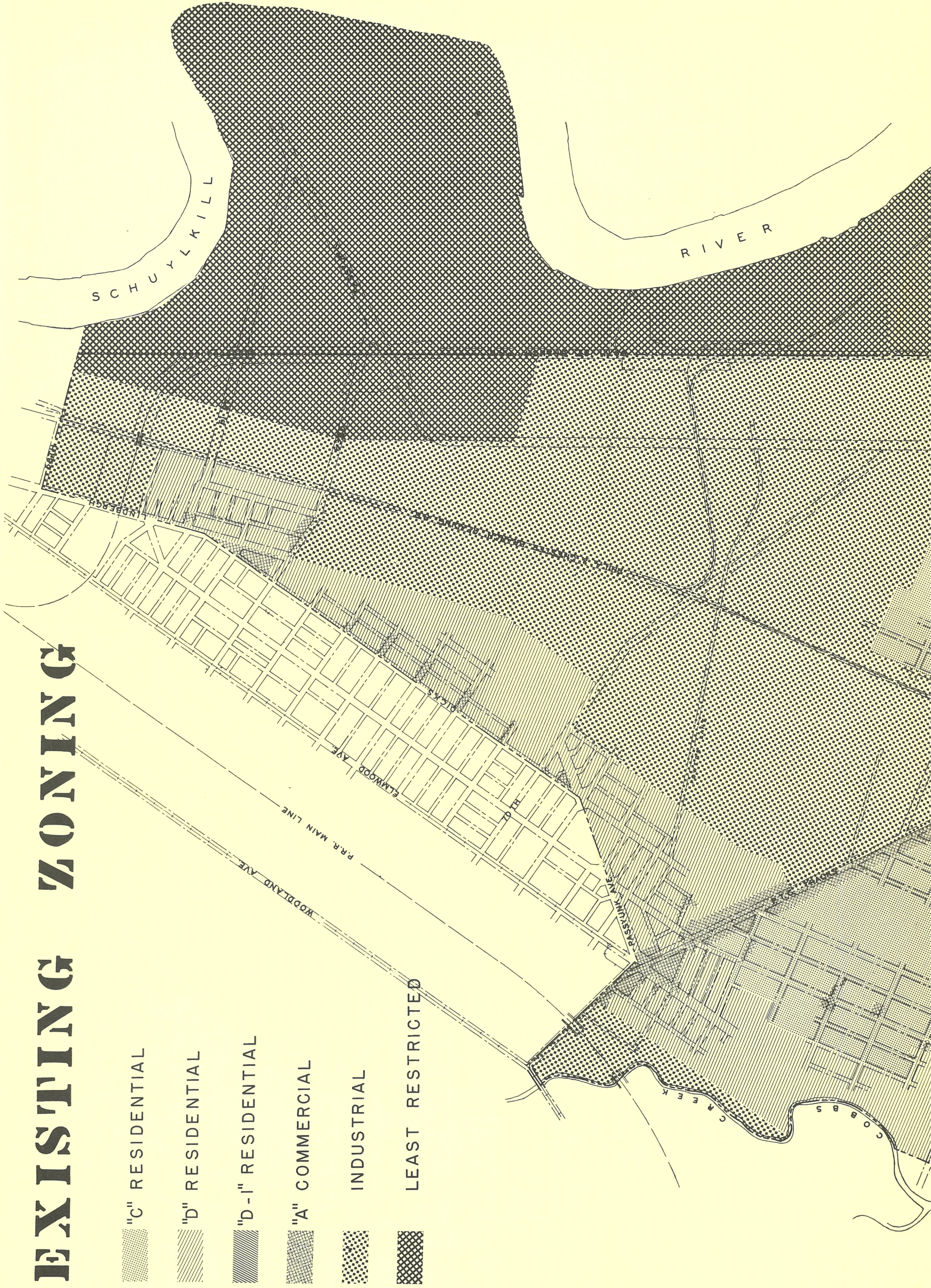
"D" RESIDENTIAL

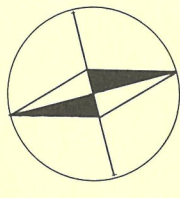
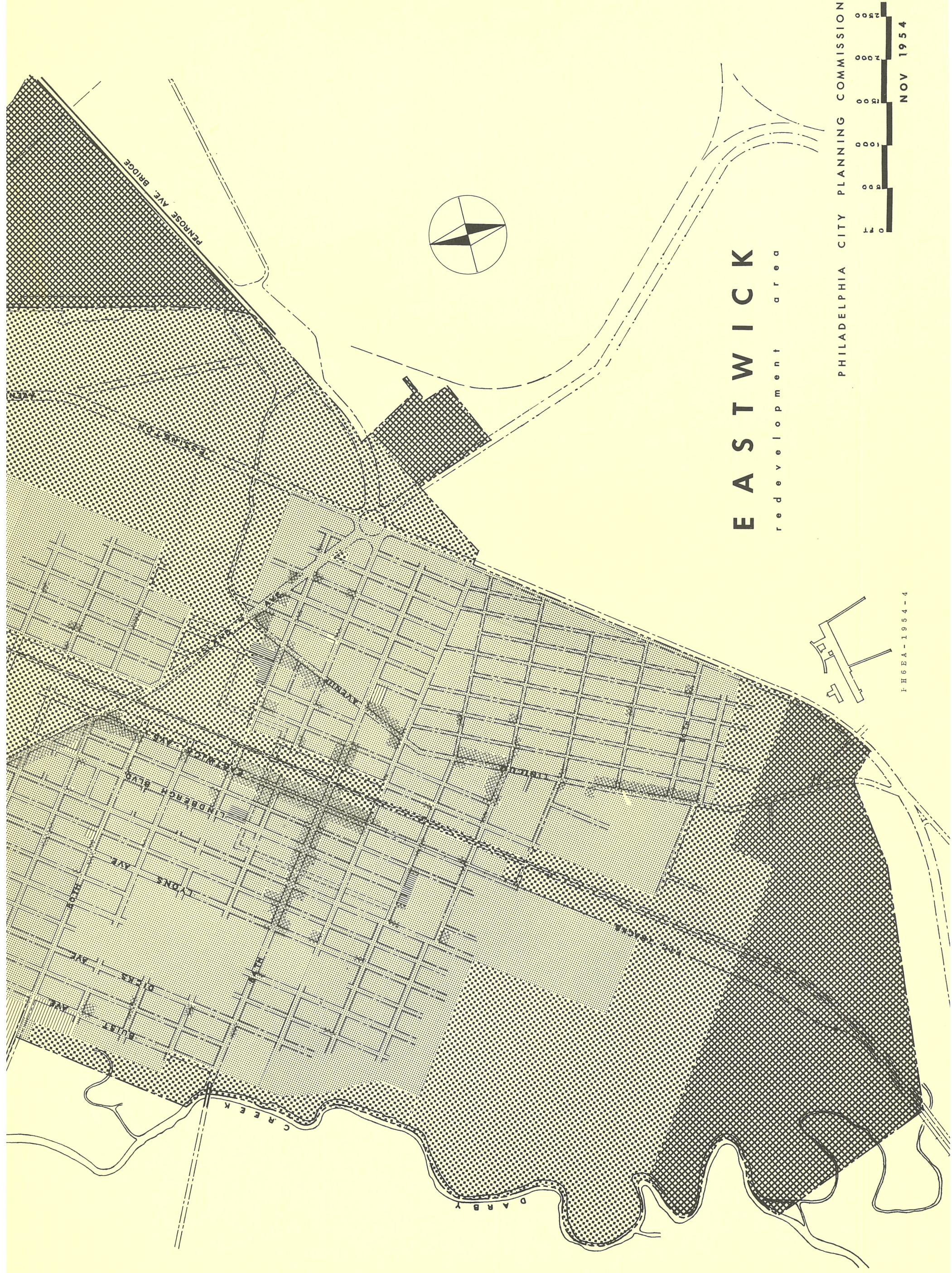
"D-1" RESIDENTIAL

"A" COMMERCIAL

INDUSTRIAL

LEAST RESTRICTED

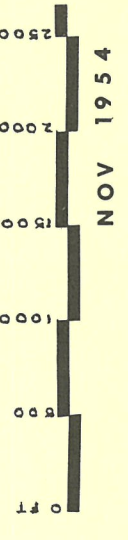




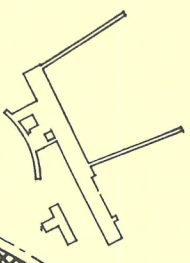
EASTWICK

redevelopment area

PHILADELPHIA CITY PLANNING COMMISSION



NOV 1954



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5

A Statement of Proposed Changes in Zoning

Zoning changes for Eastwick will follow the Proposed Land Use Plan. Spots of "C" Residential zones, east of Lindbergh Boulevard and north of Island Avenue, will be eliminated and the ground will be reserved for industrial use.

The scattered commercial development in the southern and western portions of the area will be subject to new zoning controls in order to concentrate commercial development in community and neighborhood shopping centers as proposed in the Land Use Plan.

Existing residential zoning in the northwest portion of Eastwick will not be changed. The remaining area for residential use is proposed for a general zoning category according to the proposed land use. Specific categories, reflecting a continuing housing market analysis will be proposed by the Redevelopment Authority prior to the time of building.

6

Relocation

Preliminary estimates indicate that in the Eastwick Redevelopment Area there are 3,315 families, occupying 2,919

dwelling units, who will need to be re-housed as a result of the demolition of their present dwellings. Seventy-two percent of these families are home owners and 28% are tenants.

It is recommended that the Redevelopment Authority conduct a relocation survey to determine in detail the extent of the relocation problem.

Because of the existence of large parcels of vacant land within the area and the policy of mixed development of housing types, it will be possible to relocate large numbers of families within the neighborhoods where they now live.

Residential planning areas will be developed by stages. Relocation should be accomplished by moving families from one area to a neighboring area.



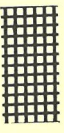

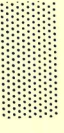
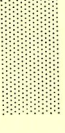

There will be a more than adequate supply of houses for sale for those families who wish to own their own homes.

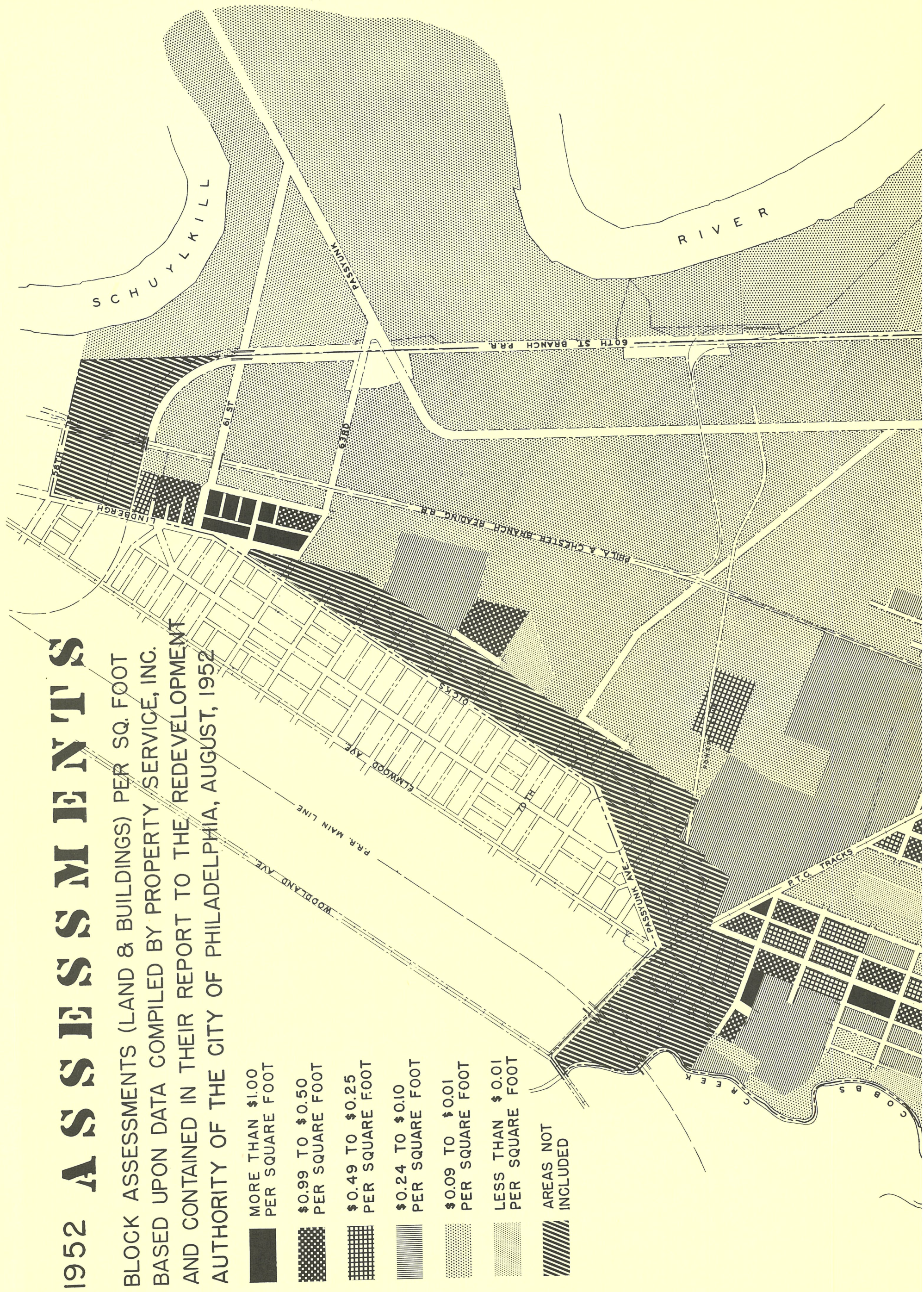
There should be, as well, private rental units for those families whose income is above the public housing level, and who do not wish to buy houses.

The supply of public housing should be influenced by the number of families to be relocated who are eligible for public housing.

1952 ASSESSMENTS

BLOCK ASSESSMENTS (LAND & BUILDINGS) PER SQ. FOOT
 BASED UPON DATA COMPILED BY PROPERTY SERVICE, INC.
 AND CONTAINED IN THEIR REPORT TO THE REDEVELOPMENT
 AUTHORITY OF THE CITY OF PHILADELPHIA, AUGUST, 1952

-  MORE THAN \$1.00 PER SQUARE FOOT
-  \$0.99 TO \$0.50 PER SQUARE FOOT
-  \$0.49 TO \$0.25 PER SQUARE FOOT
-  \$0.24 TO \$0.10 PER SQUARE FOOT
-  \$0.09 TO \$0.01 PER SQUARE FOOT
-  LESS THAN \$0.01 PER SQUARE FOOT
-  AREAS NOT INCLUDED

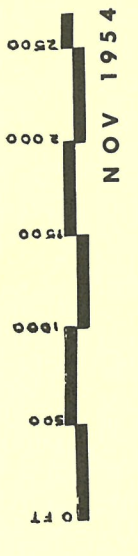




EASTWICK

redevelopment area

PHILADELPHIA CITY PLANNING COMMISSION



PH6EA-1954-1

7

Estimated Cost of Acquisition and Other Costs Necessary To Prepare the Area for Redevelopment. *

Survey and Planning Costs	\$ 1,700,000
Land	21,000,000
Site Clearance	1,300,000
Administrative	8,500,000
Site Improvements	
Storm Water Drainage	\$11,000,000
Filling and Grading	9,000,000
Bridges	2,000,000
Street Paving	2,000,000
Street Curbing	500,000
Contingency	1,400,000
Engineering Fees	1,500,000
Total	\$27,400,000

Total Project Expenditures	59,900,000
Supporting Facilities (Schools, Parks, Fire Station)	\$21,800,000
Non Cash Grants-in-Aid (Pumping Station)	1,500,000
Total	\$23,300,000

Gross Project Cost	83,200,000
Resale Value	\$35,000,000

Net Project Cost 48,200,000

Public Utilities - These facilities are to be installed by the Gas, Telephone, and Electric Companies.

- a. Gas Distribution System \$ 3,000,000
- b. Electric and Telephone Distribution System \$ 3,100,000

Public Services - These are self-sustaining facilities provided by the City.

- a. Sanitary Sewage \$ 2,000,000
- b. Water Distribution and 30" Feeder \$ 4,000,000

* Source: Redevelopment Authority of the City of Philadelphia.

8

A Statement of Continuing Controls As May Be Deemed Necessary To Effectuate the Purpose of the Redevelopment Act

Objectives of Controls

1. The creation of desirable living and working environment in all sections of the city.
2. The promotion of unified developments, properly planned and related to the Comprehensive Plan for the future development of the city.
3. The recognition of the obligations of those who benefit by public action in redevelopment areas.
4. The protection of the City's ability to meet future development needs.

5. The establishment of continuing controls for redevelopment projects which will assure proper maintenance of the properties; protect them against rapid physical and social deterioration, and avoid recurrence of conditions which made condemnation necessary.

Regulations - Redevelopment of land shall be governed by the proposals and regulations of the Redevelopment Authority and by this redevelopment area plan.

Residential

Lot subdivision shall conform to the provisions of the Philadelphia Subdivision Ordinance with the

exceptions and additions as follows:

1. Exceptions.
 - a. No attached house shall be built on a lot with an area of less than 1,620 square feet or with a width of less than 18 feet.
 - b. The number of houses in one row of attached houses shall not exceed ten.
2. Additions.
 - a. The above requirements shall not apply to group rental housing built in accordance with H-1 or H-2 zoning.
 - b. No residential structures shall be permitted in any industrial areas, except that quarters for a caretaker and his family may be maintained as part of an industrial structure if approved by the Redevelopment Authority.
 - c. Off-street parking shall be provided as follows:
 - (1) One parking space for each dwelling unit for sale.
 - (2) One parking space for each two dwelling units for rent.

Commercial

In any shopping center parking shall be provided in accordance with the requirements of the Philadelphia

Zoning Ordinance except as follows:

1. In a regional shopping center parking shall be provided in a ratio of 300 square feet of parking for 100 square feet of sales or office area, or one space for every five persons in places of public assembly.
2. In a neighborhood shopping center parking shall be provided in the ratio of 200 square feet of parking for 100 square feet of sales or office area, or one space for every five persons in places of public assembly.
3. Signs and lighting for advertising purposes shall be in conformity with the Philadelphia Zoning Ordinance and further subject to approval by the Redevelopment Authority.

Industrial

1. No plots for industrial use shall be smaller than two acres.
2. Industrial categories are defined in the Philadelphia Zoning Ordinance.
3. When included in a proposal by the Redevelopment Authority, and when so designated by the Developer, suitable structures for banks, restaurants, drug stores, gasoline stations or other appropriate

small commercial facilities may be erected within an industrial area.

4. Suitable recreational areas, as prescribed by the Redevelopment Authority, shall be set aside by industrial redevelopers.
5. No building shall be erected closer than 75 feet to the right-of-way lines of Essington Avenue, the Industrial Highway, Island Road, Lindbergh Boulevard, or the streets of residential areas.
6. No unenclosed storage of raw materials shall be permitted. Finished and partly finished products shall be stored behind properly maintained enclosures, provided no such storage or enclosure shall be permitted along Essington Avenue, Island Road, Lindbergh Boulevard or nearer than 30 feet to any residential property line.
7. A planting of trees or shrubs as approved by the Redevelopment Authority shall be placed and maintained between any industrial building or structure and Essington Avenue, Island Road, Lindbergh Boulevard and any residential area.
8. Public roads within industrial areas shall have rights-of-way of not less than 50 feet.
9. Buildings shall not exceed 40 feet in height, except that water towers or other small structures

necessary to the processes of manufacturing may exceed this at the discretion of the Redevelopment Authority.

Management

The Redevelopment Authority shall establish standards as to what constitutes adequate maintenance, and all contracts with a redeveloper shall contain provisions:

1. To permit periodic inspection of the property by the Redevelopment Authority, to assure that the property is being properly maintained.
2. To give the Authority, in case of failure to maintain the property, the right to do such work as may be necessary to restore the property to satisfactory condition, charging the cost of the work to the owner.
3. For the taking of the property and resale to others in case of flagrant neglect.

Resale of Properties

1. Resale of portions of the project should not be permitted without the consent of the Redevelopment Authority.
2. Assurance of continued good management and maintenance to the satisfaction of the Redevelopment Authority shall be provided if the property is resold.

Repurchase Option

Where redevelopers have received a benefit through this exercise of public power of condemnation and in some cases have enjoyed a subsidy, they shall be required to agree to the permissive recapture of the project by the Redevelopment Authority under the following conditions:

1. There must be evidence of gross negligence or mismanagement.
2. Changed conditions or physical depreciation must have rendered the project obsolete or the land use inappropriate. However, in order to assure the redevelopers an adequate period of undisturbed tenure, the Redevelopment Authority shall determine a minimum period, not longer than 40 years, during which recapture is not permitted. Five years' written notice of its intention to recapture must be given by the Redevelopment Authority.
3. Any reversionary clause shall provide that the price to be paid by the Authority shall be the sum of:
 - a. The then current market value of the land.
 - b. The then current replacement cost of structures, less depreciation at a rate per annum previously agreed upon.