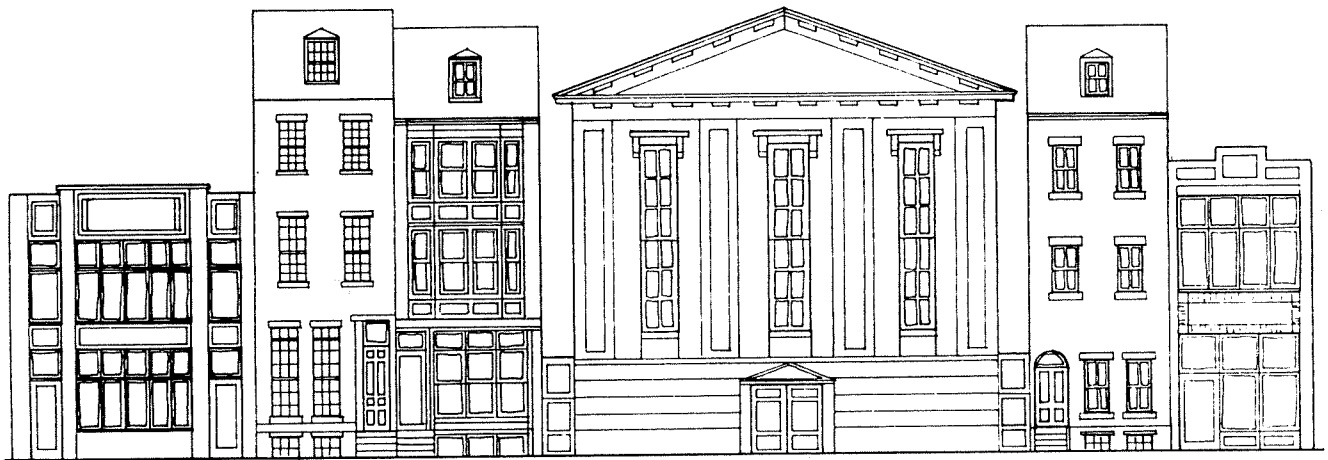


PRESERVATION CONSIDERATIONS

For Areas Adjacent To The Proposed PHILADELPHIA CONVENTION CENTER



prepared by
The Historic Preservation Studio
University of Pennsylvania

PRESERVATION CONSIDERATIONS
FOR THE AREAS ADJACENT TO THE PROPOSED
PHILADELPHIA CONVENTION CENTER

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I. INTRODUCTION

Construction of the proposed Philadelphia Convention Center, hotel complex and Criminal Justice Center in downtown Philadelphia will have a major economic and physical impact on the area bounded on the north by Vine Street, on the south by Market Street, on the east by the Reading Terminal viaduct and on the west by Broad Street. Although extensive land clearance will be necessary to accommodate the new development, many existing buildings in the areas immediately adjacent to the Convention Center will remain. For the purposes of this report the overall site in question is referred to as the Study Area. (See Illustration No. 1)

The Studio found that the Study Area contains significant historical and cultural resources. There are important examples of architecture ranging from simple gable-roofed Philadelphia Federal row houses, once so typical of this city, to the more ornate commercial buildings of the late nineteenth century. The Study Area also has fine examples of industrial loft buildings with Neoclassical or Gothic Revival elements.

It was determined that the historic architecture and the narrow half-streets which exist within the Study Area can be an important asset to the city of Philadelphia by providing a unique, refreshing, and historically significant setting for the proposed Convention Center. Few major cities in America can offer as historically rich a mixture of buildings as now exists around the proposed Convention Center site.

In 1925 these kinds of amenities were recognized in a book which was printed for Philadelphia's sesqui-centennial. Entitled Byways and Boulevards in and about Historic Philadelphia, it boasted "Camac Street.-A famous little street that has earned the name of the 'Greenwich Village' of Philadelphia. Its quaint old houses have been made over into old-fashioned clubs, studios, and places for adventures in eating." Although the writer was referring to Camac Street between Walnut and Spruce Streets, the continuation of Camac Street in the Study Area today has the same scale and intimacy which had been appreciated and used to advantage more than 60 years ago. However, without proper planning this valuable resource will unfortunately be lost.

The intent of the Studio was to identify that section of the Study Area, outside of the footprint of the proposed Convention Center, which is currently at highest risk; that is, the area having the least amount of direction for future development.

Once identified, the area's potential for preservation and revitalization was assessed. The assessment resulted in the development of a plan which is presented in this report. It is hoped that the plan will serve as a stimulus to others in developing and revitalizing areas around the Convention Center site.

II. METHODS

A. Information Gathering

The first requirement to be met in the preparation of this report was the gathering of basic information about the Study Area. The information was divided into two sections; existing data review and field surveys.

1. Existing Data Review

If the area is to be understood, it must be viewed in its historical context. In order to facilitate this, the history was divided into three periods; pre-1865, 1866-1918 and 1918-1945. It was felt that anything past 1945 could be considered modern and would appear on recent plans of the city. Historical information was gathered through newspapers, directories, atlases, and pictures. Three maps were generated showing each of these time periods and containing pertinent historical information such as names of buildings and the industries present.

The City Planning Commission was contacted for information regarding the district and its eventual use. Zoning, development and the use of the area were addressed in two commission working papers, Urban Form of Center City- working paper October 1985 and "Preserving the Past"- excerpt from Draft of Center City Plan, December 1986. The Planning Commission also provided maps which were helpful in creating base maps for subsequent work.

It was necessary to consider as many reports as possible that had been written concerning the area. First the Philadelphia Convention Center Environmental Impact Statement was reviewed. This report addressed the impact of the proposed Convention Center on the area, giving information on issues such as parking, square footage, traffic and transportation, history and community. This report was helpful in giving an overall impression of the Study Area.

The Philadelphia Chinatown Report, written by the 1985-1986 Collaborative Studio at the University of Pennsylvania (Graduate School of Fine Arts), was consulted to understand the needs and concerns for this contiguous area to the east. Development in the Study Area will have a major impact on Chinatown.

The Vine Street Expressway Environmental Impact Statement was also reviewed. This described development at the northern edge of the district and how it could impact on the northern quadrant of the Study Area. In addition, the Philadelphia Convention Center, Reading Site Alternative: Phase II Archeological and Architectural Investigations was consulted for information regarding significant cultural resources in the Study Area.

Finally, many interested agencies and organizations which had connections to the Study Area were contacted. They provided information on their operations and involvement in the Study Area. These groups were also informed of the intent of the Studio project. In addition,

major businesses, police and fire departments, the Masonic Temple, the Elks Club and the area churches were contacted for any information they might have concerning the Study Area.

2. Field Surveys

The second part of the information gathering process was undertaking a variety of field surveys. It was realized very early that it was necessary to be conversant with all buildings and physical features in the Study Area. Surveys were prepared which included type of building, use, height, materials and age. A subjective evaluation was developed to establish the relative significance of each building. Buildings designated "A" were regarded as individually important resources of "landmark status." Buildings designated "B" were regarded as being of considerable significance, but not of landmark status. "C" buildings were recognized for their contribution to the overall character of the Study Area. "D" buildings were divided into two sub-categories; "D1" for structures which had been insensitively altered but, with care, could be restored; and "D2" for structures of no architectural value. (See Illustration No. 9)

These ratings were adapted from Splendid Survivors, a book on San Francisco's architectural heritage. To facilitate this survey, panoramic photographic views were assembled for every street in the Study Area with a rating assigned to each individual building.

An inventory was prepared of buildings which were either included on the National Register of Historic Places or listed by the Philadelphia Historical Commission. Recommendations were also made for nominations to each list. It is realized that the Study Area does not stand isolated, but rather is a part of the greater City. With this in mind, the buildings forming the edges of the Study Area were assessed. Broad Street, Vine Street, Market Street and Chinatown were therefore considered as having an important impact on the Study Area.

B. Analysis

When the information was collected, a data base was created and all the survey information entered. The information could then be collated in a comprehensible form for mapping and analysis.

Mylar maps were generated for each of the headings in the survey, along with others, such as registered buildings, open spaces and zoning. From these, a comprehensive overview was achieved, and a clear understanding of the needs of the Study Area emerged. With the basic information that was obtained and analyzed, it was possible to narrow the focus of the Studio to specific sectors of the Study Area for which preservation and revitalization strategies could be most effectively developed and implemented.

III. FINDINGS

A. Historical Development of the Study Area

During the first years of Philadelphia's history, through the eighteenth century and into the early nineteenth century, the Study Area was mostly undeveloped land. The first major construction there was the Philadelphia Waterworks, designed by Benjamin Latrobe and built in 1800. Located at the Southwest corner of the Study Area, its domed engine house and sculptural fountain stood where City Hall now stands.

In the area between Vine and Race Streets, and east of 12th Street, was a large clay pit. Taking advantage of that resource, brickyards and kilns were located near that site until the first quarter of the nineteenth century.

Urban development in the Study Area did not really begin until after 1810. Many of the small streets, such as those between Race and Vine Streets, were established in the late 1820s and early 1830s. Watercolor illustrations by David Kennedy, painted in the years 1842 and 1849, depict two and three story row houses, of the Federal and Greek Revival styles, clustered among the hotels and business concerns on Broad Street.

By 1860 the Study Area had become a mix of domestic and small commercial structures. The area between Race and Vine Streets and 12th and 13th Streets, where the brickyards and kilns had once been, now became the major residential block in the Study Area. With the outbreak of the

Civil War, the railroad station located at the southeast corner of Broad and Cherry Streets, the Reading and Pottsville Railroad depot, became an army hospital. July 4th, 1984, marked the completion of City Hall. The Masonic Temple had been built in 1873.

The Study Area was becoming a mixture of residential use and light industry: shoe manufacturing, surgical instruments, a tooth factory, and printing establishments were located there; the Cyclorama, which later became the Winter Garden, was built on Broad Street to provide middle class family entertainment.

From 1876 to 1895 light industry increased in the Study Area. The Reading Terminal was constructed (1891-1893) at its present site. Carriage and wagon works were scattered along Broad Street. The Odd Fellows Temple at Broad and Cherry was built during this period.

The year 1900 marked the first appearance of an automobile manufacturer. According to Boyd's Business Directory of Philadelphia, the Schwarz Automobile and Carriage Company, Inc., stood at 317-319 North Broad Street. The construction of several entertainment establishments, such as the Globe theater on the northeast corner of Juniper and Market Streets, where One East Penn Square now stands, were noted. by 1905 there was even a bowling alley, located on the south side of Arch Street. About 1917 the Cyclorama was replaced by the Lyric and Adelphi Theatres.

During these first years of the twentieth century, automotive establishments quickly multiplied in the Study Area. The carriage and wagon works were rapidly transforming into automobile businesses. North Broad Street was developing into automobile row. By 1910 the Odd Fellows Temple had become the Automobile Trade Association. The number of automobile dealerships and services continued to increase into the 1920s.

The period between 1918 and 1945 saw the residential quadrant of the Study Area increasingly reduced to the central northern portion. In 1922 the blocks between Race to Vine and 12th and Clarion Streets were still crowded with small Federal row houses with open back yards. They were, however, soon replaced by garages, offices, and factories. As a result, the residential quadrant was further reduced to the Camac Street row remaining today.

A new industry affected the area for a time, as it still does to a limited extent. Movie theaters were founded along Broad Street and on Market Street. The Savoy and Family Theatres beckoned the filmgoer until after 1939. Major film companies such as United Artists, Columbia, Paramount, and MGM had offices on Vine and Winter Streets between 12th and Clarion Streets.

Today there are many remaining vestiges of the past development of the Study Area, from narrow streets and Federal row houses to the grand old industrial buildings and ornate late nineteenth century commercial

buildings. Walking through the Study Area, one can reflect upon the development of the city from its early years up to the proposed Convention Center and Hotel Complex.

B. Existing Cultural Resources

This Study Area has many existing cultural and architectural resources. Because of the historical background and evolution of the district, it is one of the most diversified in the city. As previously mentioned, the building types range from late Federal rowhouses to multi-storied lofts and warehouses. The extensive range of architectural design exhibits a wide variety of scale, form, and material. Camac Street, for example, has rows of two and three story rowhouses that form a residential neighborhood. (Illustration No. 5) The charm of such streets, however, is not destroyed by their coexistence with the loft buildings along Arch (Illustration No. 6) and Race Streets. These commercial and residential buildings add to the variety that makes this area interesting.

The more prominent resources within the Study Area are buildings that most greatly affect the proposed Convention Center. The Reading Terminal Train Shed, which is on the National Register of Historic Places, is America's only surviving single span, arched train shed. It is also thought to be the oldest long span roof structure in the world. The structure may be utilized as the lobby of the proposed Convention Center. (Illustration No. 2)

The Reading Terminal Headhouse, situated in the 1100 block of Market Street, is also on the National Register of Historic Places. This architecturally significant building will be restored as an office building within the convention complex. (Illustration No. 3)

The Reading Terminal Market, on the lower floor of the train shed, is one of America's oldest continually operating food markets. It will continue to operate as usual even after the proposed Convention Center has been completed.

Galleries I and II together form one of the largest inner city shopping malls in the country. Stretching from 8th to 11th Streets, the mall serves to connect three department store chains, J. C. Penney, Sterns, and Strawbridge and Clothier. The many stores within the Gallery will serve the needs of Philadelphia's future conventioners.

Many existing cultural resources in the area fall within the Broad Street Historic District, which extends along Broad Street north to Cherry Street and includes City Hall and the Penn Square buildings. Other significant structures like the Gilbert Building at 1315-1329 Cherry Street, (Illustration No. 4) and the Globe Ticket Company building at 112 North 12th Street appear on the National Register of Historic Places. Buildings on the City registry include: One East Penn Square (1319-1325 Market Street), Arch Street Methodist Church (1340-1348 Arch Street), Elks Club (1320 Arch Street), City Hall Annex (23-29 Juniper Street), 1313 Race Street, 200 Clarion Street, 208 Clarion

Street, 210 Clarion Street, 212 Clarion Street, 214 Clarion Street, 227 Camac Street, and 229 Camac Street. (Illustration 5) The following buildings appear on both registers: Reading Terminal and Train Shed (1115-1141 Market Street), A. J. Holman Building (1222-1226 Arch Street), Adelphi School (1223-1225 Spring Street), and the Masonic Temple (1 North Broad Street). All of these buildings represent positive resources that can only add to the ambiance of the Study Area.

C. Consideration in Establishing Revitalization Priorities for the Study Area

1. Physical Limitations

This area has a variety of physical limitations or boundaries. First, the Study Area is bounded by major City thoroughfares. Broad Street which is 69' wide and Market Street which is 54' wide, are the two major cross axis streets of the City. Further, the district is bounded by Vine Street to the north which is also a major transportation corridor connecting the Schuylkill Expressway (I-76) on the west with the Delaware Expressway (I-95) and the Benjamin Franklin Bridge to New Jersey on the east. The Vine Street Expressway, due to be completed by 1990, will further reinforce the northern boundary of the area. To the east, the area is bounded by the railroad viaduct for the Reading Terminal Train Shed. While the viaduct itself is going to be removed, the barrier will continue because the space will be used as a truck access route to the proposed Convention Center.

These four major roadways form boundaries for the Study Area, which is then intersected by Arch Street, 36' wide. The rest of the streets

within the district range from 26' wide to narrow alleys which limit through traffic.

Next, transportation routes encircle the Study Area. Bus routes run along Broad, 12th and Arch Streets and a subway line runs under Broad Street with a station located between Race and Vine Streets.

Finally, the edges of the Study Area are reinforced with tall commercial buildings along Broad and Market Streets to the west and south, the Reading Terminal Headhouse also along Market Street, and the Reading Terminal Train Shed which further separates the Study Area along the eastern edge from the rest of the City of Philadelphia.

2. Proposed Development

Within the Study Area, there currently exist several large-scale projects being developed by both public and private concerns. (Illustration No. 7) The largest project affecting the area is the proposed Convention Center, which will cover approximately four city blocks and will utilize the now decaying Reading Terminal Train Shed and Head House as a concourse connection to Market Street. The project is expected to begin early in 1988 and will take approximately three years to construct. Large-scale demolition is necessary to provide the site required for the footprint of the structure. Plans include utilization of part of the existing rail viaduct for access to the second story loading dock area. The Philadelphia Industrial Development Corporation is Project Manager for the Convention Center.

In conjunction with the construction of the Convention Center, a hotel complex is planned for the 1200 block of Market Street on the north side. The hotel complex will provide contiguous hotel space for the Convention Center, as well as a ballroom and adjacent parking.

Tentative plans exist to develop the 1100 block of Market Street on the north side, exclusive of the One East Penn Square building. This construction, as well as the construction of the hotel complex would involve demolition of existing structures.

The City of Philadelphia is currently finalizing its design for the Criminal Justice Center planned for the 1100 block of Filbert Street, from Filbert through to Arch, with the exclusion of the Elks Lodge, which will not be demolished. Other existing structures on Arch Street will be demolished for the development of the project. The site is intended to provide detention facilities, as well as full court rooms to alleviate the current inadequate situation in City Hall, and to provide state-of-the-art security controls for the processing of prisoners.

Currently underway, the Vine Street Expressway Improvements are anticipated to take approximately five years for completion. A continuation of earlier improvements to Vine Street, the new work will suppress the Expressway through most of Center City. The new expressway will provide a much needed highway link between the Schuylkill Expressway, I-95, and the Benjamin Franklin Bridge. These improvements

are expected to provide more efficient access to and from the Center City area, as well as remove through traffic from city streets which are physically incapable of handling such traffic.

Probable and Perceived Development

In consideration of the massive projects described above certain additional development areas have been delineated. It is assumed that with the construction of the Convention Center, the structures on the south side of Arch Street between 12th and 13th will attract speculative rehabilitation. The location will be "prime" from the standpoint of visibility and access for Convention Center traffic. The buildings within this location provide excellent opportunities for development.

The premise for spin-off development from the Convention Center can be further applied to the site on the north side of Arch Street between 13th and Juniper. The Trailways Bus Terminal site is currently under utilized and offers a prime opportunity for new construction. Should the Trailways service be considered a requisite at this site, it could be incorporated into below grade levels of a new structure.

The parking lot located on Broad Street (east side) between Cherry and Race Streets provides the largest cleared site within one block of the new Convention Center and Criminal Justice Center. It is, therefore, assumed that this site is a target for future development. In consideration of the decision to exclude parking from the Convention

Center structure itself, it is perhaps logical to assume that a large scale parking structure will be constructed on the site.

Market Demand/Use

Working within the parameters of the proposed and probable development activities within the Study Area and the sites anticipated to be impacted by this development, considerations was given to those demands and uses not anticipated to be satisfied by the projects already in the "pipeline."

While specific physical demands are herein described, certain abstract qualities were also outlined. These were determined to be of great importance for the overall success of the Study Area as it continues through this massive redevelopment. In attempting to maintain a workable mix of residential and commercial, and in consideration of the very clear housing requirements of Chinatown and the perceived housing requirements of the Hahnemann Hospital community, housing became a main focus for planning by the Studio.

In conjunction with this perceived demand for housing, an effort was made to use existing structures whose original construction and design was residential in nature. Further, this residential use was anticipated to create a demand for services and retail outlets which would be oriented to the local residents. Use of existing street level commercial space was incorporated into planning for rehabilitation.

With the demolition of existing structures within the proposed Convention Center site, displacement of existing tenants is anticipated to occur. These users are clearly not "Class A" office space users, and therefore demand for adequate "Class B" office and loft space is anticipated to occur. A percentage of these users will undoubtedly prefer to locate within the same area. Therefore, existing commercial structures, not targeted for demolition, offer opportunities for rehabilitation. The rehabilitated commercial structures would be oriented to multi-tenant operations with minimal to moderate floor area requirements. Focus was also placed on future infill construction for the east side of Broad Street between Race and Vine Streets.

With either commercial or residential activity, parking follows as a requisite for successful development. With this demand in mind, careful consideration was given to providing adequate accessible parking for the local community. The parking should be designed and constructed in such a manner as to provide private parking for residential and commercial residents of the local community, as well as hourly and daily parking for transient traffic.

Certain demands and uses were rejected during the analysis, most specifically the development of any major high rise "Class A" office structures, other than the complex anticipated for Market Street. This premise was rejected, due to the substantial amount of office space currently under construction along the Market Street West corridor, which will take several years for complete absorbtion. It is further

understood that the location along North Broad is not currently perceived as a "prime" address location within the city. Some demand for office space contiguous to the Criminal Justice Center is anticipated, but structures already planned or existing will accommodate this demand.

The possibility of creating an "entertainment" center adjacent to the Convention Center was discussed in depth but was rejected for a variety of reasons. Philadelphia currently offers numerous centers of culture and entertainment and the proposed Convention Center is planned to take advantage of the existing facilities. It is extremely difficult to "plan" an entertainment center without a large scale marketing scheme and effort, as well as funds. With the Study Area in its current condition, the entertainment district would have to rely almost exclusively on the Convention Center traffic for success. With heavy competition from other existing cultural and entertainment areas in Philadelphia, the success of this planned entertainment district was considered to be too questionable and too large an economic risk.

3. Public Policy

Planning

In 1960, the Philadelphia City Planning Commission, under the direction of Edmund Bacon, published its Comprehensive Plan for Philadelphia. The recommendations were further detailed in the Center City Philadelphia Plan of 1963. The most elaborate proposal in the 1963 plan was for a full-scale treatment of Market Street. For the past two decades, the

City has pursued the redevelopment of Market Street East. According to the Planning Commission, the completion of Galleries I and II along with the Commuter Rail Connection has reinforced the major retail district of the City. The Commission also feels that the ARA Building at One Reading Center has begun the office development of Market Street East.

Today, the Commission remains committed to its goal of the revitalization of Market Street as conceived in its plan of 25 years ago. Its faith in the imminent rejuvenization of this area is undoubtedly spurred by the proposed construction of the City's Convention Center. The Commission has actively pursued the building of a new center since 1980 (at the Market Street East location since 1983), and feels that the selection of Market Street East as a site greatly complements the existing Market Street retail uses. In addition, it will stimulate additional hotels, restaurants, and shopping. The Commission believes that Market Street East will eventually develop into the largest mixed-use district in Center City and will link effectively City Hall and the office district west of Broad Street with Independence Mall and the historic areas to the east.

The planners hope that the introduction of these uses in Market Street East will extend the hours of activity in the immediate area, create a safe and desirable environment, and complement existing retail stores. It is also anticipated that the pornographic movie theatres and book stores will be uprooted by the construction of the Convention Center and

by public and private improvements associated with the construction of the Criminal Justice Center along the 1300 block of Filbert Street.

Zoning

Zoning remapping in Center City took place in the early 1970s. It resulted in a redefinition and enlargement of the office core, as defined by zoning classes C-4 and C-5. From Arch Street south, the zoning is C-5, the City's most intense commercial district classification, permitting high commercial density. The zoning north of Arch Street is C-4, permitting the City's next level of commercial activity. (Illustration No. 8)

These districts allow buildings to cover 100% of the site, do not require setbacks, and do not have specific height limits. the C-4 zoning permits a basic gross floor area equal to five times the lot area. This can be increased by application of floor area premiums prescribed for site plan benefits, such as open areas at ground level and arcades. A similar system of floor area bonuses applies to C-5, but the allowable basic gross floor area begins at twelve times the lot area. Residential as well as commercial uses are allowed, but clearly not encouraged by this zoning classification. Also in C-4, industrial uses are specifically controlled by type permitted.

In the Spring of 1985, the Philadelphia City Planning Commission issued a proposal to change the Center City zoning districts. In the proposal, alternatives to the current bonus floor area system are offered,

alternatives with which the Commission intends to place greater emphasis on the useability of open space by establishing standards to govern the impact of development upon the utility of street-level spaces. These proposed changes, however, are still under review so their effect upon the zoning of the Study Area is not known.

Historic Designations

Those buildings already listed on the Philadelphia and National Registers have been cited above. Because of the virtual certainty of the development of Convention Center and Criminal Justice Center sites, the Philadelphia Historical Commission is not currently pursuing any additional local certification of individual structures, even if they would qualify for the local register. The Commission is, however, required to investigate the Race Street commercial buildings which will remain after the projects are completed.

IV. CONCLUSIONS AND RECOMMENDATIONS

A. Overall Strategies for Study Area

1. Preservation Policies

Future recommendations by those agencies charged with planning for the physical growth of the city must address conservation of the existing fabric of the streets, buildings, open spaces and landmarks in the Study Area. The Study Area is not built to existing development capacity under zoning, and pressures for clearance and new construction--particularly of parking lots--will increase once the Convention Center and Criminal Justice Center are built. In order to prevent the loss of significant cultural resources in the Study Area, planning, zoning, and historic designation must work together toward a common goal of identifying and safeguarding the welfare of these resources so that their preservation may complement the new construction.

2. Planning

The Philadelphia City Planning Commission espouses a long-standing belief in the potential and appropriateness of the Study Area for a high level of development. Since 1960, when this view was first articulated in a Master Plan for the City, the Commission has been steadfast in its commitment to the redevelopment of Market Street East and those areas, including the Study Area, which fall adjacent to it. While the Commission has actively supported historic preservation and rehabilitation in specific areas within Center City, little attention has apparently been paid to the Study Area in which important parts of

the architectural fabric of Philadelphia as a nineteenth century city remain.

It is recommended that future planning must recognize the significance--historically, architecturally, and in terms of human scale--of the many cultural resources which will remain in the Study Area after completion of the Convention Center. Many are worthy of preservation and reuse. It is critical that these be identified and incorporated into future plans for development. The fact that portions of the Study Area have been targeted for the Convention Center and hotel development should not preclude the protection of surrounding historic structures.

It is recognized that construction of a new Convention Center and Criminal Justice Center may help to eliminate many of the Study Area's problems including pornography, low-quality retail stores, and delapidated buildings. However, these two facilities alone cannot erase all of the problems.

A clear-cut policy must be formulated to ensure stabilization of the remaining structures and neighborhoods in the Study Area, in light of its impending, large-scale development. This policy should provide that the following objectives are met as this development occurs:

- a. Scale and continuity are maintained in the streetscapes;
- b. Light, air, and open space are provided around the Convention Center and Criminal Justice Center;

- c. View corridors of City Hall are preserved;
- d. Existing historic and architectural resources are protected.

3. Zoning

The Study District should not be uniformly zoned C-4 and C-5; along many of the streets that zoning is too high. It is recommended that the Planning Commission reaccess the C-4 and C-5 zoning designations which it has endorsed throughout virtually all of Center City. A parcel situated on North Broad Street, for example, is more suited for high density development than one on Juniper Street, yet under the current system the two are zoned identically.

Specifically, in order to reinforce the residential character of Camac Street between Spring and Summer Streets and Juniper Street between Race and Spring Streets, these neighborhoods should be down-zoned to encourage residential use. The sections of Arch and Race Streets that contain many commercial and industrial loft buildings should also be down-zoned to ensure that development pressures do not result in their demolition. These two portions of the Study Area possess a defined character and scale that could allow them to become special zoning districts, similar to the Chestnut Street--Walnut Street Special District, with controls regulating use, height, bulk, facade change, and signage.

To its credit, the Planning Commission has recently addressed some of the problems with the current zoning code and made recommendations for

its reorganization. Currently, aside from the controls to obtain bonus floor area, there are virtually no development controls in the C-4 and C-5 designations which encompass the entire Study Area. The Commission correctly recommends that new controls should establish performance and design standards for open space which would control their location, size, accessibility, and usefulness to the public.

The scale of development in relation to surrounding uses must also be given consideration when the zoning code is revised. These controls are of vital importance to the Study Area in ensuring that the designs of the proposed Convention Center and Criminal Justice Center include appropriate and useful open space, are of a scale compatible with the existing architectural fabric, preserve light and air, and maintain important views toward City Hall.

4. Historic Designations

It is recommended that the Historical Commission actively pursue the designation of many structures surrounding the Convention Center site. Such designation is critical to implementation of an effective preservation plan for these important buildings and neighborhoods, and is necessary to mitigate an adverse "ripple" impact from the new development.

Specifically, the area of Camac Street between Spring and Summer Streets is highly significant as the remnant of small-scale residential development which survives in this area, and it could become the nucleus

of a residential historic district which would include the already-certified dwellings on Juniper Street between Race and Spring Streets. Additionally, the existing Broad Street Historic District could be extended north to Vine Street to protect this important vista toward City Hall, both in terms of scale and fabric.

The following is a list of those buildings outside the proposed Convention Center site which we recommend be nominated to the Philadelphia and National Registers. The criteria for inclusion are that they meet one of three requirements.

- a. The building was rated "A" in our survey;
- b. The building is already included in the Philadelphia Historical Commission Register; or
- c. The building was recommended for nomination to the National Register in Philadelphia Convention Center, Reading Site Alternatives: Phase II Archeological and Architectural Investigations, a report prepared by John Milner Associates, Inc.

1027-31 Arch Street (Pitcairn Building)
1133-35 Arch Street (Peoples Trust Company Building)
1211-1217 Arch Street (Boyertown Building)
1214 Arch Street (A. H. Mershon Building)
1216-18 Arch Street (Young, Smith, Field and Co. Building)
1228-35 Arch Street (Breintall Building)
1301-04 Arch Street (Frankel Building)
1320 Arch Street (Elks Building)
111 South Broad Street
201 South Broad Street
214 Camac Street
216 Camac Street
218 Camac Street
220 Camac Street

222 Camac Street
 223 Camac Street
 225 Camac Street
 227 Camac Street
 228 Camac Street
 229 Camac Street
 230 Camac Street
 231 Camac Street
 232 Camac Street
 233 Camac Street
 234 Camac Street
 1216-28 Cherry Street (Potts Building)
 200-08 Clarion Street
 210 Clarion Street
 212 Clarion Street
 214 Clarion Street
 140 Juniper Street
 1132-34 Race Street (English Koster Building)
 1201-05 Race Street (Niessen Building)
 1313 Race Street
 1304-08 Race Street
 1320 Race Street
 1328-40 Race Street
 129-39 N. 12th Street (Robert Young Building)
 141-47 N. 12th Street (English Building)
 134 N. 13th Street (Metzger Building)
 146-50 N. 13th Street (Steppaches Building)
 230 N. 13th Street
 Reading Terminal Power-House, Arch Street Bridge, Railroad
 south of Cherry

5. Streetscape

In view of the scale and mass of the proposed new Convention Center, careful consideration must be given to creating an agreeable pedestrian environment which will be compatible with the existing historic buildings and will minimize the potentially overwhelming impact of the new construction. There are many devices which can be employed to achieve the desired results in streetscape. Street trees, landscaped parks and sidewalk furniture would provide a pleasant human quality to the area. Clarion Street is the only street in the Study Area which now has street trees, and its amenities are readily apparent. The placement of trees and related landscaping features must be carefully considered,

since some streets are too narrow for foliage, and some vistas would be destroyed by such visual obstacles.

Street trees, signage, banners and other devices may be used to designate major streets which serve as access routes to other points in the city. (e.g. Race Street as an access route east to Chinatown and Cherry Street as an access route west to the Benjamin Franklin Parkway; 12th Street as an access route to the proposed hotel development and existing major shopping areas.)

There is a recognized need for restoring a sense of neighborhood to the area north of the proposed Convention Center. Historically, the area surrounding Camac and Juniper Streets has always been residential in nature, but the sense of community has been greatly diminished in recent decades. The character of a private residential environment could again be achieved by the use of entrance gateways, restoration of the original Belgium block paving, and installation of plant material, lampposts, and benches.

6. Infill Construction

Open space within the Study Area should be infilled to create additional commercial and residential space. This infill should be of scale and material which are compatible with the existing structures. Roof lines and slopes should be visually sympathetic to the roof lines of adjacent buildings, although not necessarily in direct alignment. Infill structures should not project beyond or recess behind buildings in the

row. Window size and placement are important architectural features of buildings and new infill should respect the rhythm and proportion established by adjacent structures. If infill structures are carefully designed they will reinforce and complement the historic architectural character of the existing block. (Illustrations No. 10a, b, c, d.)

7. Signage

Signage is a critically important element of storefront design and can mean the difference between a successful or an unsuccessful business. Too often towns and cities are defaced by insensitive commercialism which is manifested, in part, in signs. Signage should be a harmonious part to the streetscape and should complement the architectural elements of the building facade in design, materials, and colors. It should not dominate or obscure the historic architectural features. A common problem with signs in most commercial areas is the excessive size and incorrect placement. They are intended to be read by the pedestrian at street level, not by individuals several blocks away. Large signs high above the doorway are of no value to the pedestrian.

Signs should relate to the ground floor cornice line whenever possible to reinforce the pedestrian scale. In all cases, signs should be an integral part of the architectural elements of the facade. For older buildings, the most appropriate sign placement will be on the lintel strips above the storefront. For newer buildings, the continuous area of masonry or "sign band" above the storefront is most appropriate.

Signs painted on a glass storefront may be an appropriate solution if they utilize less than half of the total glass area.

Simplicity is the key to good signage. The message need not contain any more than the name and nature of the business and perhaps a logo or trademark.

8. Parking.

The pressure for additional parking facilities in the area of the proposed Convention Center will escalate and could be hazardous to the future of many existing structures as well as the overall historic character of the Study Area. It is generally believed that prevention is the best cure. Therefore, the use of existing public transportation and new shuttle buses and vans should be encouraged in order to reduce the number of vehicles entering the Study Area. Satellite parking facilities could be established outside the area, north of Vine Street and over the commuter rail tunnel.

New parking facilities are inevitable and their sites should be chosen carefully. One appropriate site is located behind the Gallery adjacent to existing parking facilities, possibly in conjunction with the new Greyhound bus terminal slated for that location. Another feasible site is the one herein proposed, located in the Spring Street residential area between Vine and Spring Streets and between 12th and Marvine Streets. This site provides ease of access to the Vine Street

Expressway, is adjacent to the Convention Center, and should help to alleviate some of the traffic congestion in the Study Area.

Any new parking facilities should be multi-story and designed to be compatible with surrounding architectural aesthetics. Where appropriate, the street level fronts should be devoted to retail space.

B. Revitalization Master Plan for the Spring Street Neighborhood

A specific sector within the larger Study Area was selected as the focus for development of a Revitalization Master Plan. Designated as the Spring Street Neighborhood, the sector is bounded by the Reading Railroad viaduct on the east, Race Street on the south, Broad Street on the west and Vine Street on the north. The southern side of Race Street between Juniper and 13th Street is also included, as well as the two large industrial structures located on 13th Street between Race and Cherry Streets.

Surveys conducted during the first part of this Studio indicated that structures existing within this defined area are used for commercial, residential and some light industrial uses. These uses are not always in concert with the original design of the existing structures. Some structures are currently vacant, either partially or totally. Some parking structures exist along Watts and Juniper Streets.

The development of the Revitalization Master Plan for the Spring Street Neighborhood was a concerted effort to provide for a variety of uses and

demands within a defined area, with careful attention to aesthetic appeal, functional use of existing structures, sensitive and functional guidelines for infill and new construction, economic feasibility of planned commercial uses, and appropriate and adequate parking.

Certain over-riding parameters were set for development of the Revitalization Master Plan. The description of the area as a "Neighborhood" was considered paramount for the overall success of any plan attempted. It was, therefore, a primary goal of the plan to provide for a mixed-use location which affords an environment conducive to the growth of a "neighborhood," for which Philadelphia is so famous.

A second parameter was the use of all existing structures designated in the surveying efforts as those currently rating a minimum of "C" or capable of having a minimum rating of "C" after rehabilitation. Some structures were targeted for demolition. The following basic objectives of the plan were established.

RESIDENTIAL:

- to provide adequate and suitable residential units along the eastern side of the neighborhood, which would serve to satisfy demand for housing by the Chinatown community.
- to provide additional residential units along the western side of the neighborhood to accommodate demands from the Hahnemann

Hospital community, as well as provide housing for residents moving into this neighborhood from the outside.

- to provide suitable amenities, through the use of design guidelines for these residential areas, which would confirm a continuing commitment to maintaining residences within the area.

COMMERCIAL:

- to provide a plan for new infill structures along the Broad Street border, as well as for the feasible rehabilitation of existing structures.
- to provide for the local retail and service businesses required by a planned and existing residential community. (These businesses would not be primarily directed to the Convention Center traffic.)
- to provide good quality office and loft space in existing commercial structures.

PARKING:

- to provide adequate parking for planned residential units.
- to provide adequate parking for commercial and retail tenants.
- to provide additional parking for transient traffic.

- to accommodate the structure providing this parking within the overall architectural character of the neighborhood.

Based on an analysis of the problems and potential of the defined area and on the stated objectives for revitalization, the following recommendations are offered.

1. Residential

Development of the residential component of the Master Plan was divided into two distinct solutions targeted for two distinct areas. It was concluded that Camac Street and Summer Street between 12th and 13th, would be incorporated into an area described as "Camac Court." The second area, described as "Juniper Mews," encompasses that area bounded by Watts Street on the west, Vine Street on the north, Clarion Street on the east and Race Street on the south. (Illustration No. 11)

a. Camac Court

Camac Court was designed within the parameters of the existing residential structures, which can best be described as typical Philadelphia Row Houses with gabled roofs with dormers. Infill solutions should be compatible in design and street orientation, as well as in overall floor size and structure height. Entrances to Camac Court from 12th and 13th Streets would be constructed in such a way as to indicate that these are local streets and thru traffic would be prohibited. Tastefully designed gateways are a possible solution to connote a sense of privacy.

Streetscaping would include plantings, lampposts, benches and other appropriate features within an historical context. All buildings would have brick exterior walls.

Those structures planned for Summer Street, would have green space and decks along the Vine Street side. Suitable sound and visual barriers would be constructed. Units planned to infill on the south side of Summer Street and along 13th Street would have small "backyards," similar to those found throughout Philadelphia row house neighborhoods.

Thirty-four residential buildings are anticipated at the completion of new construction and rehabilitation of existing structures. The total number of living units would be approximately 50% more than the number of structures, as a majority of the new structures are anticipated to be two-family units.

Parking for residents of Camac Court would be provided in the Parking Structure planned for 12th Street and described later in this report.

b. Juniper Mews

Juniper Mews is planned as a completely new development. Existing parking and light industrial structures within the site would be demolished. All existing streets would be maintained in their current widths and Florist Street would be extended from Juniper to Watts Street.

The target market user for the residential units planned for Juniper Mews was defined as professionals within the Hahnemann Hospital community, as well as professionals seeking suitable housing within close proximity of Center City. These users would prefer low-scale townhouses and flats to high rise apartments. Provisions for units and designs suitable for families with children were considered in the plan process. Research was conducted in the area surrounding Pennsylvania Hospital to identify the types of housing that have been successfully developed within similar parameters.

The "Mews" concept was a result of several functional requirements, as well as certain aesthetic objectives. The described site is not suitable for row houses, as recommended for Camac Court, because of the depth of the blocks themselves. Units could not face onto Watts or Clarion Streets, as these streets face the backs of large commercial structures. With the objective of creating interior "green space," the concept of four individual "mews" evolved, with the extension of Florist Street providing the missing cross street. Decking the interior courtyards was a design requirement resulting from the provisions of parking within the complex. The new parking structure planned for 12th Street was determined to be unacceptable for residents of Juniper Mews, primarily because it is too far away.

Access to the garages would be obtained from Watts and Clarion Streets, with each garage having one entrance and one exit. Garages would have interior stairwells to provide access from the courtyards to the

garages. The garages would occupy the ground floor to approximately the center of the interior courtyards above.

Units would be a combination of one and two bedroom flats and two and three bedroom townhouses. All units on the ground level of Juniper Street would be flats with small terraces on the interior. These terraces would have stairs leading up to the courtyards. Second floor units would be accessible from the interior courtyards. Balconies are recommended for second floor units along Juniper and the second and third levels of interior units. Materials and roof-lines are to be compatible with surrounding structures.

Interior courtyards are to be secured by gates at all entrances, these archways and gates are to be functional as well as attractive. Two play areas are planned for both northern Mews, with a large wall barrier along Vine Street.

c. Spring Street Bed and Breakfast Hotel

In an effort to buffer the Juniper Mews neighborhood from the activity on Race Street, a bed and breakfast hotel is planned for the two sites on Juniper Street at Race Street. The structure on the west side of the street will have single and double rooms with baths upstairs, and registration and dining facilities on the first floor. The structure on the east side of the street is actually three townhouse structures with suite accommodations. Both structures will have gardens along Race Street, with attractive brick walls, wrought iron detailing and gates.

Target market for the "Spring Street" would be visitors to the Hahnemann Medical Center and possibly discriminating Convention Center visitors.

2. Commercial

The block along Broad Street would require only one major infill construction at mid-block. Demolition of the existing low-rise structure currently used as a recruiting station would be required. Rehabilitation of the existing structures to provide adequate office space for Hahnemann Hospital and its associate users is anticipated. Additional possibilities for development include hospice facilities, and some retail oriented to the area. Existing buildings are of good quality and some have already been rehabilitated with the Abbott Street Cafe on the corner of Broad and Race providing a good example of what could be accomplished. Demolition of the existing "McDonald's" facility is urged, with the incorporation of the existing establishment into the ground floor of a new and larger building.

a. Race Street, 12th Street and 13th Street

Recommended rehabilitation efforts for these areas fall into two categories, those requiring infill construction and those areas not requiring construction. Within the first category, the most obvious block is the southern side of Race Street between Juniper and 13th Street. Existing buildings are of good quality and provide definite guidelines for infill solution from a design standpoint. (Illustration No. 10a.) Attention to street level pedestrian access is very important. It is imperative that pedestrian traffic be encouraged

throughout the entire area, and attractive street level retail space will work to that end. Upper floors would be oriented to small space office users and in some cases light industrial facilities for larger existing commercial structures.

Loft space does exist and some has already been rehabilitated. Additional loft space demand is anticipated to occur when buildings are demolished for the construction of the Convention Center.

The site at the northwest corner of 13th and Race would be suitable for the construction of a large scale dining establishment, with the possibility of a large outdoor cafe along the western side. This outdoor cafe would buffer the existing residential structures on Clarion Street.

Other existing structures would require upgrading and rehabilitation. In some cases, exteriors would only require cleaning and cosmetic upgrading. Those commercial structures with residential units on upper floors would be returned to commercial use. Residential use is to be limited to the two areas previously described.

Service and local retail businesses would be target users for street level space. The residential plans previously outlined would provide the basic infrastructure to create and encourage an active community, which would in turn create sufficient demand to support local

businesses. Viability of this community is dependent upon creating a balanced interwoven plan for residential and commercial real estate.

b. Parking

Parking was determined to be of utmost importance in the planning process for this neighborhood. Contiguous, safe parking is a requisite for the success of the commercial properties. Additionally, the exclusion of transient parking facilities for the Convention Center itself creates some demand in the area for hourly and daily parking.

In consideration of the acoustical problems created by truck traffic using the ramp onto the railroad viaduct for access into the Convention Center, it was determined that residential or commercial structures were inappropriate for the block adjacent to this access on the east. The location did possess the ability to provide parking within close access of the Camac Court residential area and the commercial structures on 12th, 13th and Race Streets. Demolition of some existing structures is required, and relocation of one structure determined to be of architectural importance was considered.

The proposed parking structure would be a five level structure, anticipated to provide parking for approximately 200 cars on each level. A separate entrance and exit for one or two below grade levels is recommended to provide private parking for residential users and monthly commercial parkers. These users would purchase access cards to come and go without using the main toll booths.

The exterior of the structure should utilize materials compatible with adjacent structures. Lighting should be tailored to provide adequate security without offending adjacent residential areas.

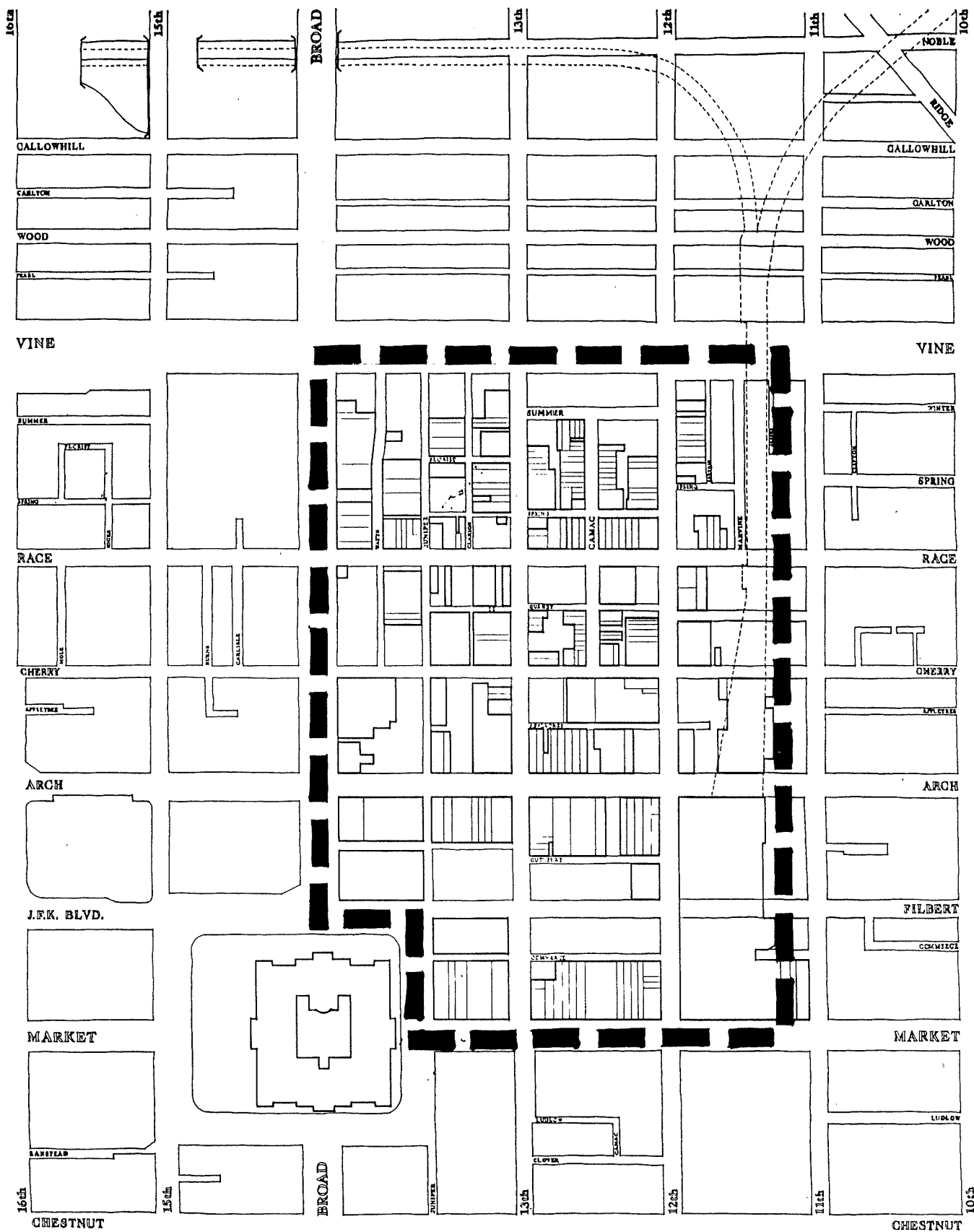
3. Summary

The Master Plan for Spring Street Neighborhood is designed and recommended to provide a viable community in close proximity to the Convention Center which is not dependent upon the Convention Center traffic for its direct economic success. The creation of this neighborhood places an attractive boarder to the Convention Center, providing Convention Center visitors with an example of that which Philadelphia is famous for; small residential enclaves tucked within commercial areas.

Additionally, the plan provides growing room for the Chinatown and Hahnemann communities, in a constructive and orderly plan, which is required to prevent continued decay of existing structures and provide specific solutions to infill problems.

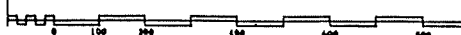
It is strongly believed that without a specific and economically feasible Master Plan for this area, it will fall prey to large scale demolition for parking lots. This would produce unattractive and inhospitable surroundings for the Convention Center and hotel complex and would not provide long term solutions to its economic viability.

ILLUSTRATIONS



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STUDY AREA LOCATION



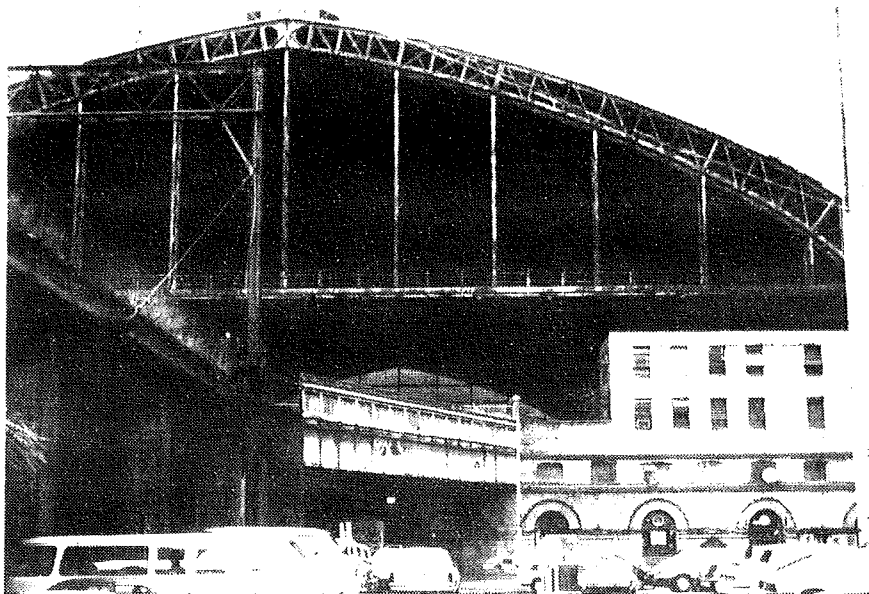


Illustration No. 2



Illustration No. 3

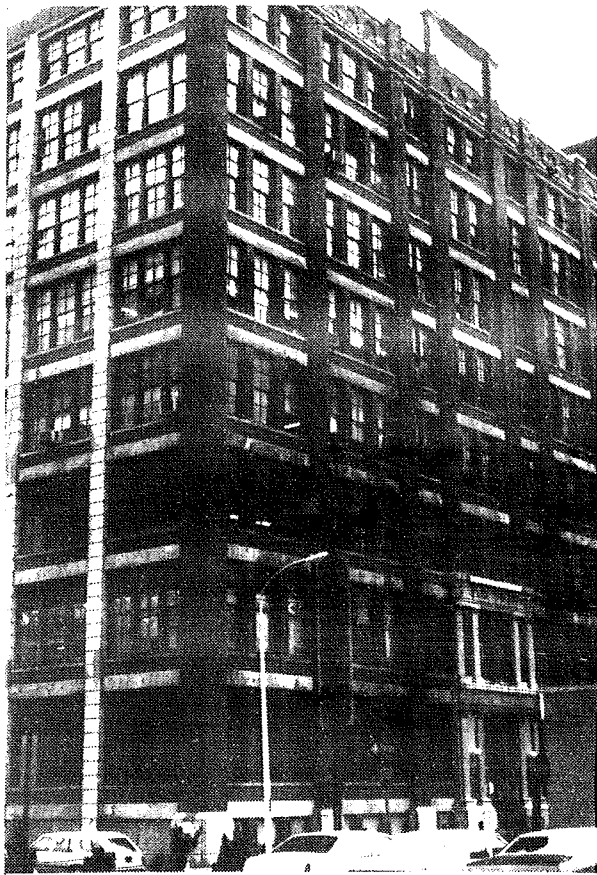


Illustration No. 4

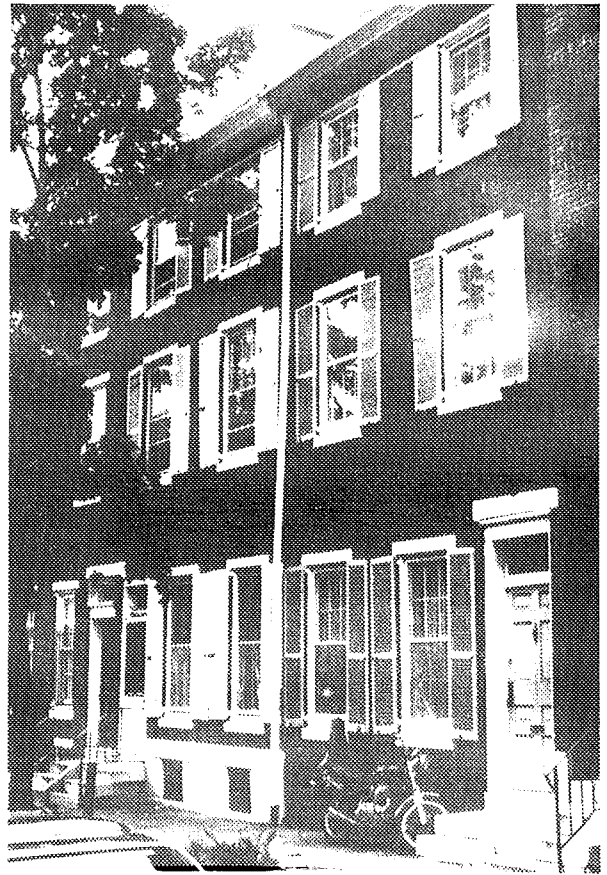
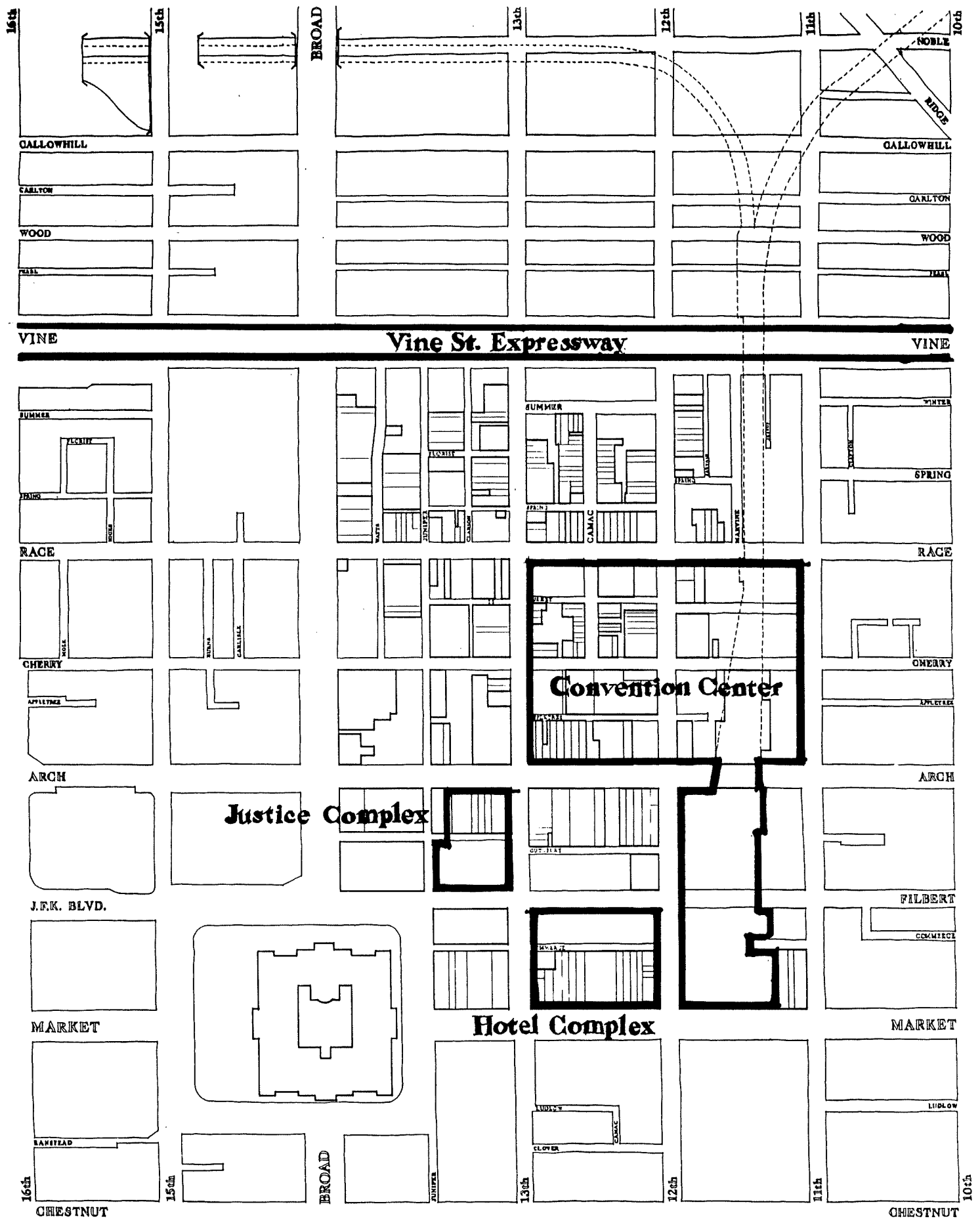


Illustration No. 5



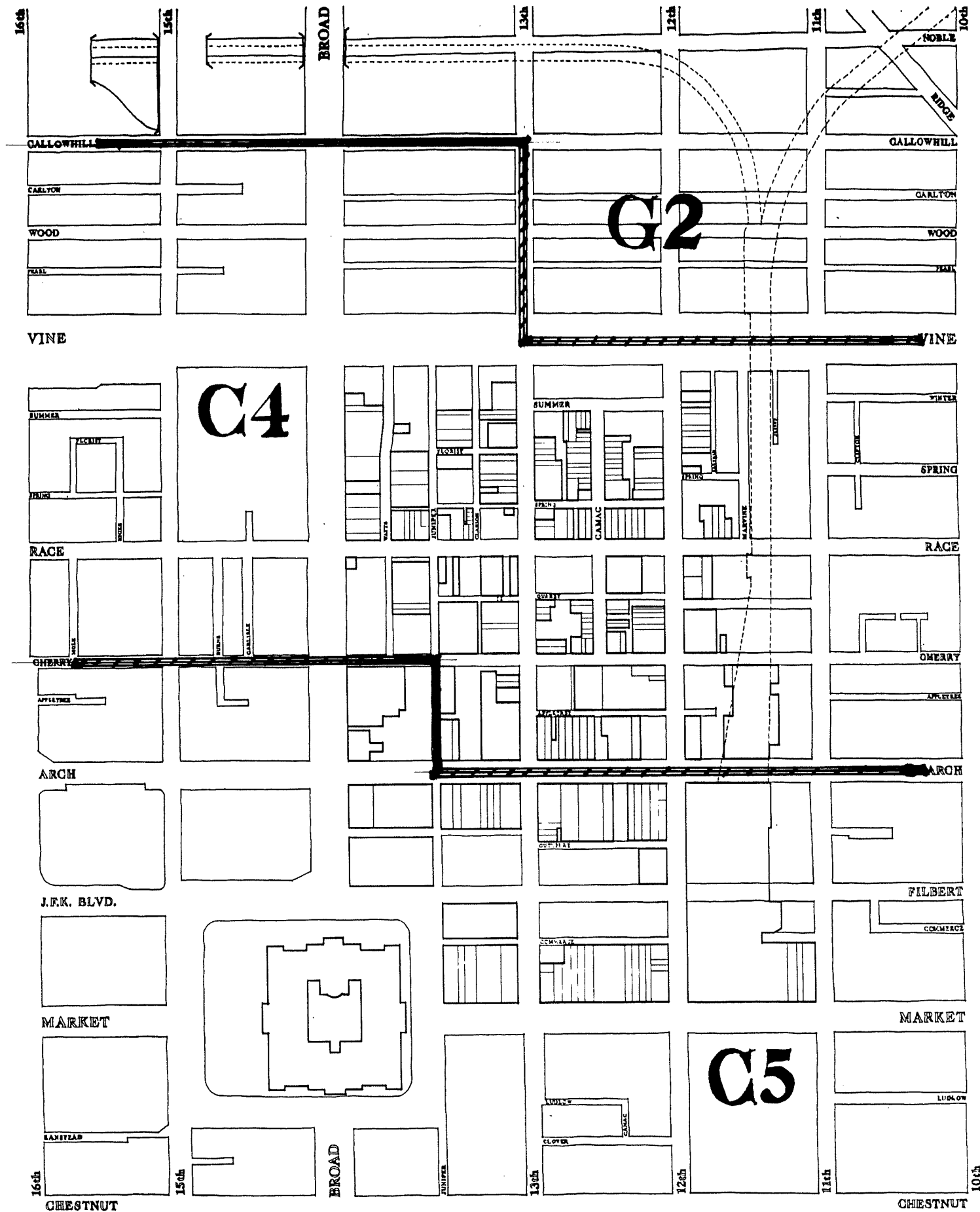
Illustration No. 6



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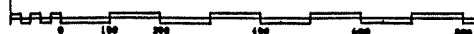
PROPOSED DEVELOPMENT

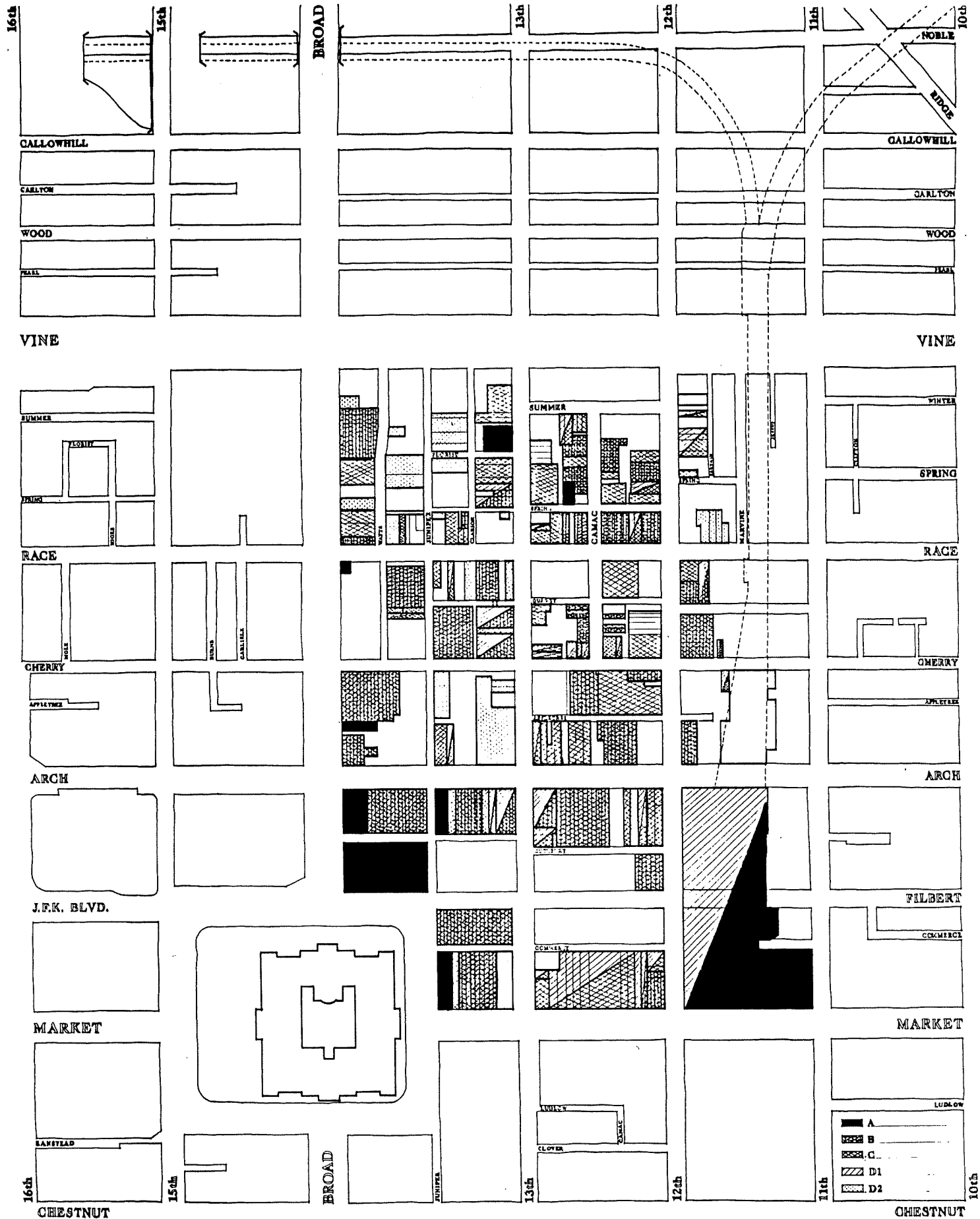




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EXISTING ZONING

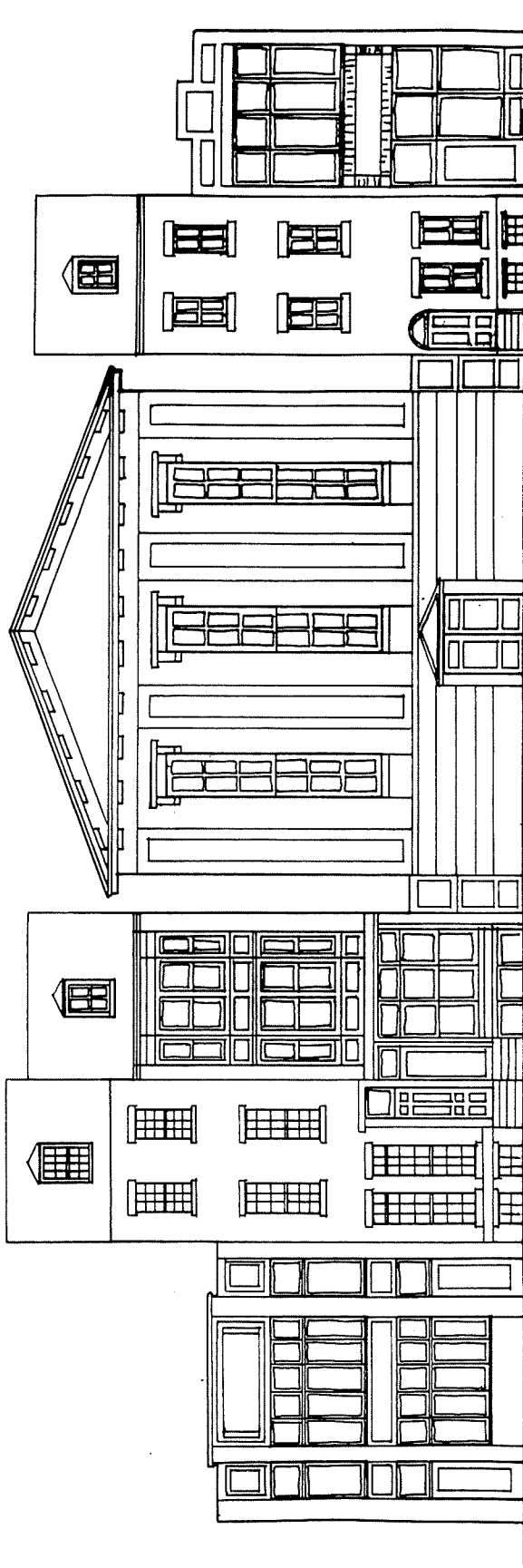




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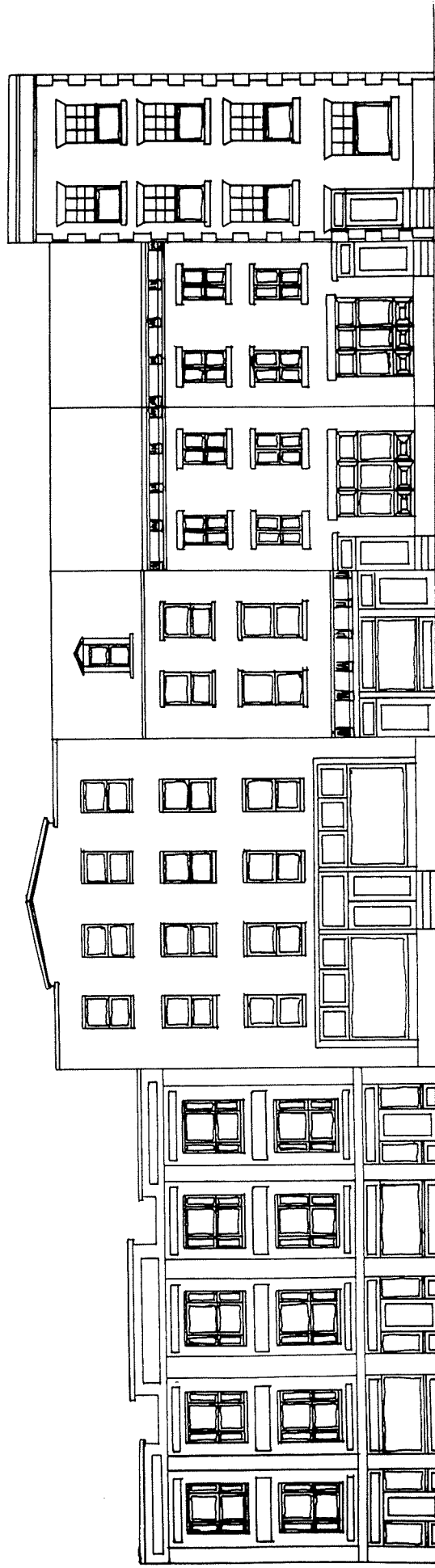
RATINGS





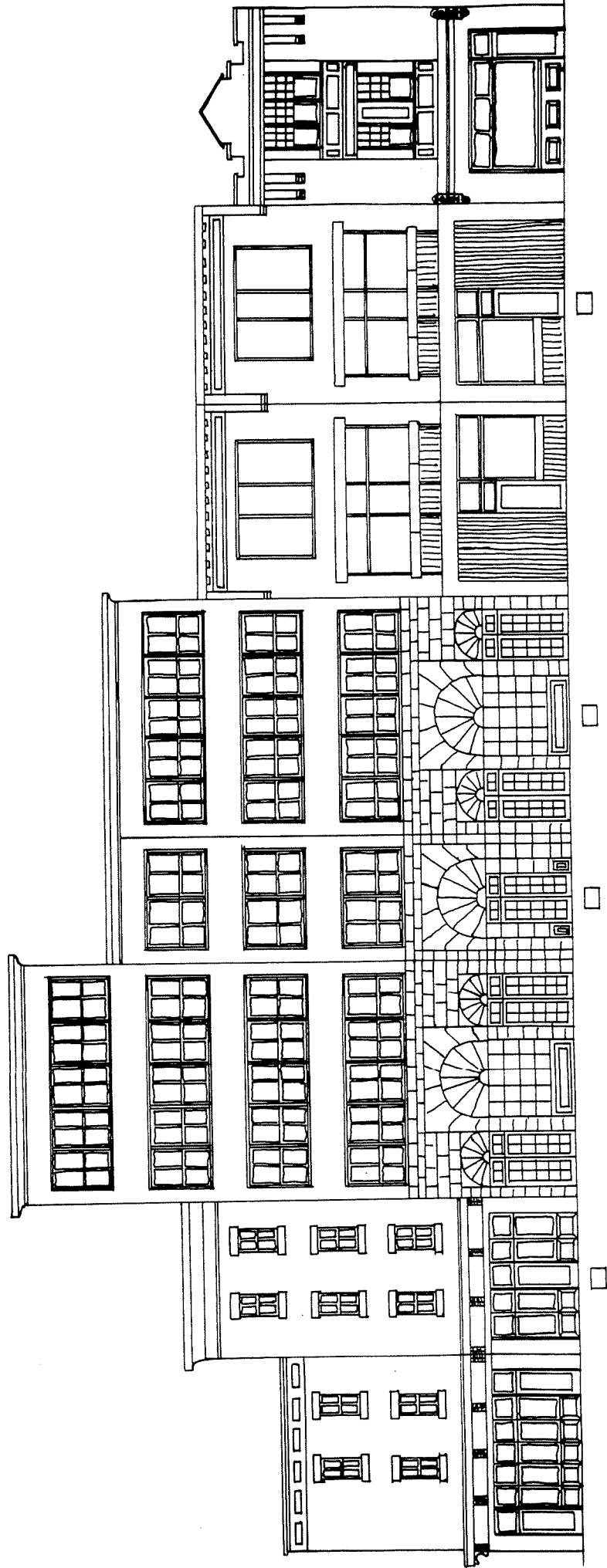
A PROPOSAL FOR THE EAST ELEVATION OF NORTH 12TH STREET BETWEEN SPRING AND SUMMER

CARL E NITTINGER, DELINEATOR



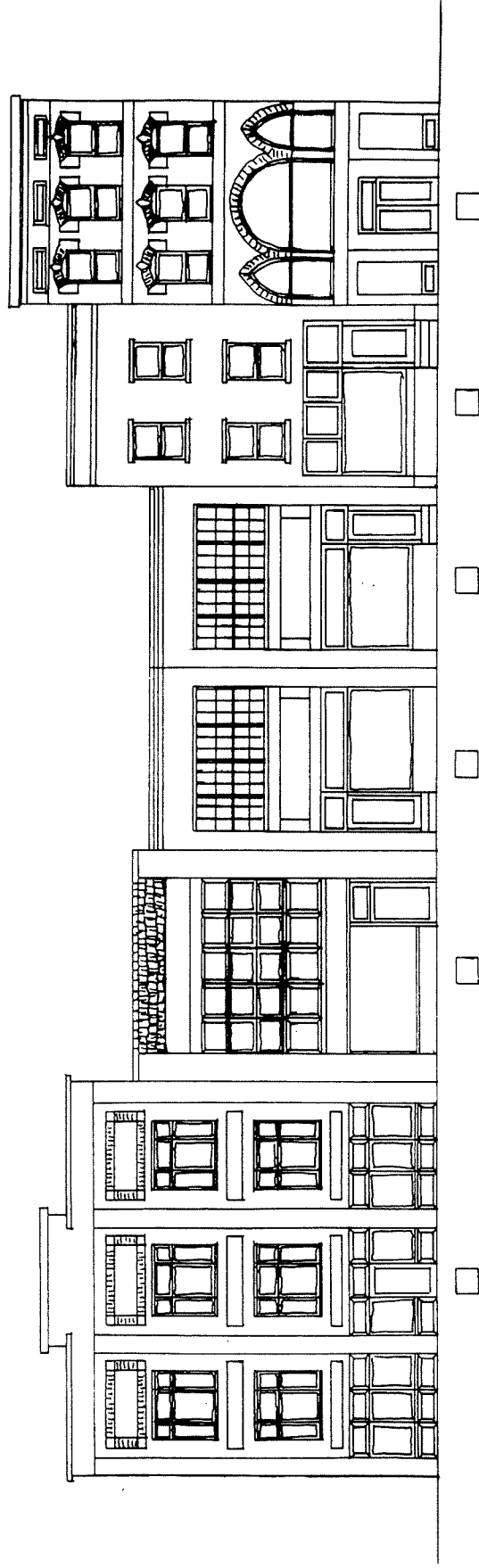
A PROPOSAL FOR THE SOUTH ELEVATION OF RACE STREET BETWEEN 13TH AND CAMAC

CARL E. NITTINGER, DELINEATOR



A PROPOSAL FOR THE NORTH ELEVATION OF RACE STREET BETWEEN 13TH AND JUNIPER

CARL E. NITTINGER, DELINEATOR



A PROPOSAL FOR THE SOUTH ELEVATION OF RACE STREET BETWEEN 12 TH AND MARVINE
CARL E NITTINGER, DELINEATOR

Stephanie Hetos Cocke
Historic Preservation Studio
Fall 1986

PLANNING

In 1960, the Philadelphia City Planning Commission, under the direction of Edmund N. Bacon, published its Comprehensive Plan for Philadelphia. The recommendations were further detailed in the Center City Philadelphia Plan of 1963.

The most elaborate proposal in the 1963 Plan was for a full scale treatment of Market Street. For the past two decades, the City has pursued the redevelopment of Market Street East. According to the Planning Commission, the completion of Gallery I and II along with the Commuter Connection has reinforced the major retail district of the City. The Commission feels that the One Reading Center Building (now the ARA Building) has begun the office development of Market Street East.

Nevertheless, the Commission concedes that our Study District, part of which encompasses Market Street East as its southern border, "is not known for its choice of cultural, entertainment and recreational activities...The area is characterized mainly by its pornographic stores and theatres, low quality retail stores and wholesale businesses, and street people." The Commission, however, remains committed to its goal of the revitalization of Market Street East as conceived in their Plan of twenty-five years ago.

Its faith in the imminent rejuvenization of this area

Stephanie Hetos Cocke
Historic Preservation Studio
Fall 1986

has undoubtedly been spurred by the proposed construction of the City's Convention Center on a site falling within the boundaries of our Study District. The Commission has actively pursued the building of a new center since 1980, and at the Market Street East location since 1983. It is felt that the selection of Market Street East for the Convention Center greatly complements the existing Market Street retail uses and will stimulate additional hotels, restaurants, and shopping. The Commission believes that Market Street East will eventually develop into the largest mixed-use district in Center City and will effectively link City hall and the office district west of Broad Street with Independence Mall and the historic areas to the east.

The planners hope that the introduction of these uses in Market Street East will extend the hours of activity, create a safe and more desirable environment, and complement existing retail stores. It is also anticipated that the X-rated movie theatres and book stores will be uprooted by the construction of the Convention Center and by public and private improvements associated with the development of the Criminal Justice Center on the 1300 block of Filbert Street.

Finally, because the quality of building design and street-level treatment of the facade of the proposed Criminal Justice Center will influence the image of Market Street East as a desirable entertainment, retail and office district, the design of these buildings is of interest and concern to the Commission.

Stuart W. Wells
HSTPV Studio
Dr. David De Long
December 1, 1986

CENSUS
REPORT

The census tracts in which our study area is situated have been labeled #2 and #5 since 1970 and labeled as 10-A and 9-A for the years prior to 1970. The tract #2 or 10-A is bounded on the north side by Vine Street, on the south side by Arch Street, on the east side by Seventh Street, and on the west side by Broad Street. The tract #5 or 9-A is bounded on the north side by Arch Street and the tract previously described, on the south side by Chestnut Street, on the east side by Seventh Street, and on the north side by Fifteenth Street.

The tract #2 or 10-A has been declining in population since 1940. In 1940 the population in the tract was 4,367, but it fell to 1,113 by 1970 with the largest drop of 2,103 people occurring between the years 1950 and 1960.

Tract #5 or 9-A, on the other hand, has maintained a fairly constant but low population level. The population level generally ranges from about 150 to 300 people. The exceptions are in the years 1960, when the population dropped to 71, and 1980 when the population rose to 461, the highest it has been. The very low population level within the tract might be accounted for by the commercial nature of the area. The area appears to have been predominantly commercial since the late nineteenth century; also, the area has been the location of various light industries.

The tracts from north of Vine Street to Spring Garden and east of Broad Street have been falling in population since 1950; but the tract west of Broad Street (125 or 15-B) has been slowly rising in population each year since 1940. The area between Walnut and Chestnut Streets from the Schuylkill River to Seventh Street has also been slowly rising in population. Between these two areas of rising population lies tract #3 or 10-B, located from north of Arch Street to Vine Street and from west of Fifteenth Street to the river. The population change shows no particular pattern but rises or falls in this tract with each new census year.

The large tract #10 or 5-A, north of South Street to Chestnut and from Seventh street to the Delaware River, had been slowly declining in population since 1940 until 1970 when the population started to rise along with that of the adjacent tracts situated between Spruce and Arch Streets and running west to the Schuylkill River. As the area's population increased then so did that of the of the tract adjacent on the north side situated between Chestnut, Vine, and Seventh Streets and the Delaware River.

The tracts between Pine and South Streets have had a slowly declining population since 1950.

Our study area is within the same tract as the Chinatown district, and the 1980 census figures show that tract #2 is 62% Asian or Pacific Islander, 32% white, and 5% black. Tract #5,

into which the bottom third of our study area juts, is 6% Asian or Pacific Islander, 83% white, and 8% black.

Calculating the racial percentages for the population of all the surrounding tracts gives some indication of how the Chinatown district may be spreading into and around our study area.

Tract #7, which is located off the southwest corner of tract #5, and also tract #126, directly north of our study area, each have a population which is 4% Asian or Pacific Islander. The pattern of higher Asiatic population in census tracts surrounding our study area may indicate that the Chinatown district is beginning to spill over into our study area. The Chinatown district report from last year's studio project at the University of Pennsylvania substantiates this view. The report indicated that many properties located well within our study area were owned by Asiatic persons.

This report is accompanied by five population maps and four income maps in color and by tables to implement the information given above.

1980 CENSUS TRACTS
RACE BY PERCENT

TRACT	TOTAL POP.	WHITE	BLACK	ASIAN & PACIFIC ISLANDER
0001	656	91%	8%	1%
0002	1,150	32%	5%	62%
0003	2,160	86%	11%	1%
0004	4,533	92%	7%	1%
0005	461	83%	8%	6%
0006	279	91%	6%	-
0007	2,448	84%	9%	4%
0008	8,110	95%	4%	1%
0009	4,230	91%	6%	2%
0010	5,213	95%	3%	1%
0011	5,993	92%	6%	<1%
0012	8,319	91%	7%	1%
0125	3,392	89%	8%	1%
0126	409	43%	28%	4%
0127	378	20%	77%	-
0128	71	69%	15%	-

GENERAL CHARACTERISTICS OF THE POPULATION *

RACE

	1980	1970	1960	1950	1940
White:	365/384	336/107	1,123/63	3,178/323	3,783/234
Black:	62/39	254/7	103/8	305/8	314/9
Asian & Pacific					
Islander:	714/29	x	x	x	x
Chinese:	590/16	x	x	x	x
Vietnamese:	24/4	x	x	x	x
Other:	9/9	x	509/-	335/4	270/-
Total Pop:	1,150/461	1,133/114	1,735/71	3,838/335	4,367/243

AGE

	1980	1970	1960	1950	1940
Under 5:					
Male	26/1	45/4	29/2	47/1	32/-
Female	28/7	44/1	24/-	54/3	35/1
5 to 9					
Male	24/-	64/-	31/-	37/1	48/6
Female	21/-	57/2	36/-	28/2	31/1
10 to 14					
Male	25/1	52/-	27/-	44/4	52/1
Female	31/2	49/1	30/-	33/-	56/-
15 to 19					
Male	35/32	52/-	14/1	68/8	73/1
Female	32/7	47/3	21/-	90/3	172/2
20 to 24					
Male	131/29	27/-	19/3	132/13	177/10
Female	75/30	55/3	12/1	246/2	215/9
25 to 34					
Male	145/44	49/11	83/10	355/29	368/26
Female	88/47	55/5	52/1	241/14	187/13
35 to 44					
Male	56/23	75/14	169/8	390/46	599/54
Female	35/15	54/1	38/2	159/20	168/12
45 to 54					
Male	69/48	107/13	322/16	603/70	762/38
Female	50/15	28/4	48/3	128/13	143/8
55 to 64					
Male	72/49	47/8	362/13	588/57	628/27
Female	43/25	22/2	36/3	91/7	98/10

*The first number before a slash is the figure for tract #2 or 10-A the second number is the figure for tract #5 or 9-A.

INCOME AND POVERTY STATUS IN 1979 AND 1969

INCOME	1979	1969
Households	398/390	171/6
Less than \$1,000		39/-
Less than \$5,000	167/141	
\$1,000 to \$1,999		-/-
\$2,000 to 2,999		13/-
\$3,000 to \$3,999		18/-
\$4,000 to \$4,999		8/-
\$5,000 to \$7,499	68/50	
\$6,000 to \$6,999		5/-
\$7,000 to \$7,999		27/-
\$7,500 to \$9,999	12/56	
\$8,000 to \$8,999		12/-
\$9,000 to \$9,999		9/-
\$10,000 to \$11,999		14/-
\$10,000 to \$14,999	59/75	
\$12,000 to \$14,999		9/-
\$15,000 to \$19,999	26/53	
\$15,000 to 24,999		14/6
\$25,000 to \$34,999	6/15	
\$25,000 to \$49,999		3/-
\$35,000 to \$49,999	24/-	
\$35,000 to \$49,999	23/-	
\$50,000 or more	13/-	-/-
Median Income	\$6,176/\$7,679	\$7,093/-
Mean Income	\$11,820/\$8,435	\$7,029/-

The first number before a slash is the figure for tract #2,
the second number is the figure for tract #5.

INCOME BELOW POVERTY LEVEL

	1979	1969
Families	49/-	76/-
Percent of families below poverty level	25.5/-	44.4/-
With related chil- dren under 18	28/-	63/-
Families with female head	13/-	53/-
With related chil- dren under 18	6/-	53/-
With related chil- dren under 6	6/-	35/-

The first number before a slash is the figure for tract #2,
the second number is the figure for tract #5.

OCCUPATIONS

Tract 9A (5)					Tract 10A (2)				
1940	1950	1960	1970	1980	1940	1950	1960	1970	1980
188	152	62	74	244	1993	1827	889	283	426
Total employed:									

OCCUPATION	1940	1980	1940	1980
Professional/Managerial	56 (30%)	48 (20%)	667 (34%)	92 (22%)
Technical, craftsmen, clerical, & service	117 (62%)	157 (64%)	1056 (52%)	296 (69%)
Operators, laborers	14 (7%)	29 (12%)	267 (14%)	38 (9%)

Big Brothers and Sisters Association

567-7000

George Beiswinger (Secretary's name is Betty)
230 North 13th Street

Mr. John Platt
Masonit Temple
1 North Broad Street
Philadelphia

988-1900

Women's International League for Peace and Freedom
1213 Race Street

563-7110

Elks Club
210 E. Harris

844-9347

Cecelia Yep
Phil. Chinatown Deve. Assoc.
1011 Race Street

WA2-2156

Spikes Trophys
13th and Race
Kieth Baldwin

Printers Inc.,
310 N. 11th Street

923-3040

Philadelphia School of Printing and Advertising
928 Market Street

925-1115

Palmer School
1118 Market Street

568-3800

Holy Redeemer Church and School
Sister Mary Ignacious, Principal
915 Vine Street

922-0999

Rodeph Shalom Congregation
Rabbi David H. Wice
615 N. Broad

627-6747

G. Harris
Philadelphia Technical Institute
231 N. Broad

563-4547

Ernest Mole
Institute of Business Technology
400 Market Street

592-8800

Tom Mathews
Delaware Valley School of Trades
1210 Race Street

568-1950

Chuck Harvey
Graphics Division
Planning Commission

(gave me a blueprint map of this district)

Joe Williams, Administrator
Real Estate
3rd Floor City Annex Building

Captain Delisa
Police Administration
8th and Race Streets.

592-5902, 03