

Story of a highway that did not happen

- HOW PHILLY NEIGHBORHOODS KILLED THE -

CROSTOWN EXPRESSWAY



Photo Credit: Temple University Libraries, George D. McDowell Philadelphia Evening Bulletin collection.

Find out how a diverse group of neighborhood activists helped save South Street from being destroyed in the late '60s and early '70s. **You can fight City Hall ... and win!**

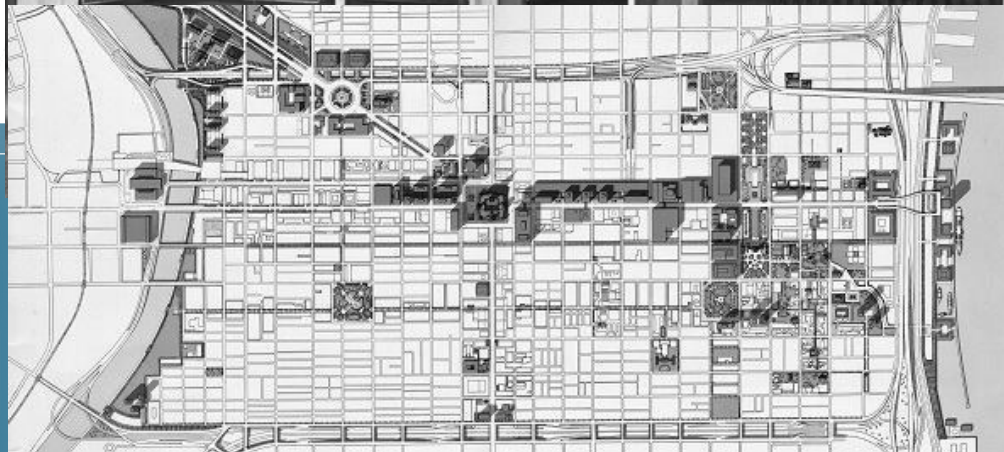


Historic Gloria Dei
(Old Swedes')
Preservation Corporation



Panelists include:

- **Joel Spivak**, architect, artist, former owner of Rocketships & Accessories and originator of Philadelphia's National Hot Dog Month Celebration.
- **Marge Scherneck**, a community organizer and leader in Queen Village whose family has lived in the area for five generations.
- **Paul Levy**, founding CEO of the extremely successful Center City District and author of "Queen Village: The Eclipse of a Community."
- **Ruth and Rick Snyderman**, founders of The Works and Snyderman Galleries, and key players in organizing the "South Street Renaissance."
- **Conrad Weiler**, former activist on preventing displacement in gentrifying neighborhoods & Temple political science faculty member since 1968.
- **John Coates**, former housing development leader and executive director for SCPAC, a coalition of



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Don't miss this special event co-sponsored by the Historic Gloria Dei Preservation Corporation and Queen Village Neighbors Association. It will be taped for YouTube.

19th century: largest industrial city in North America

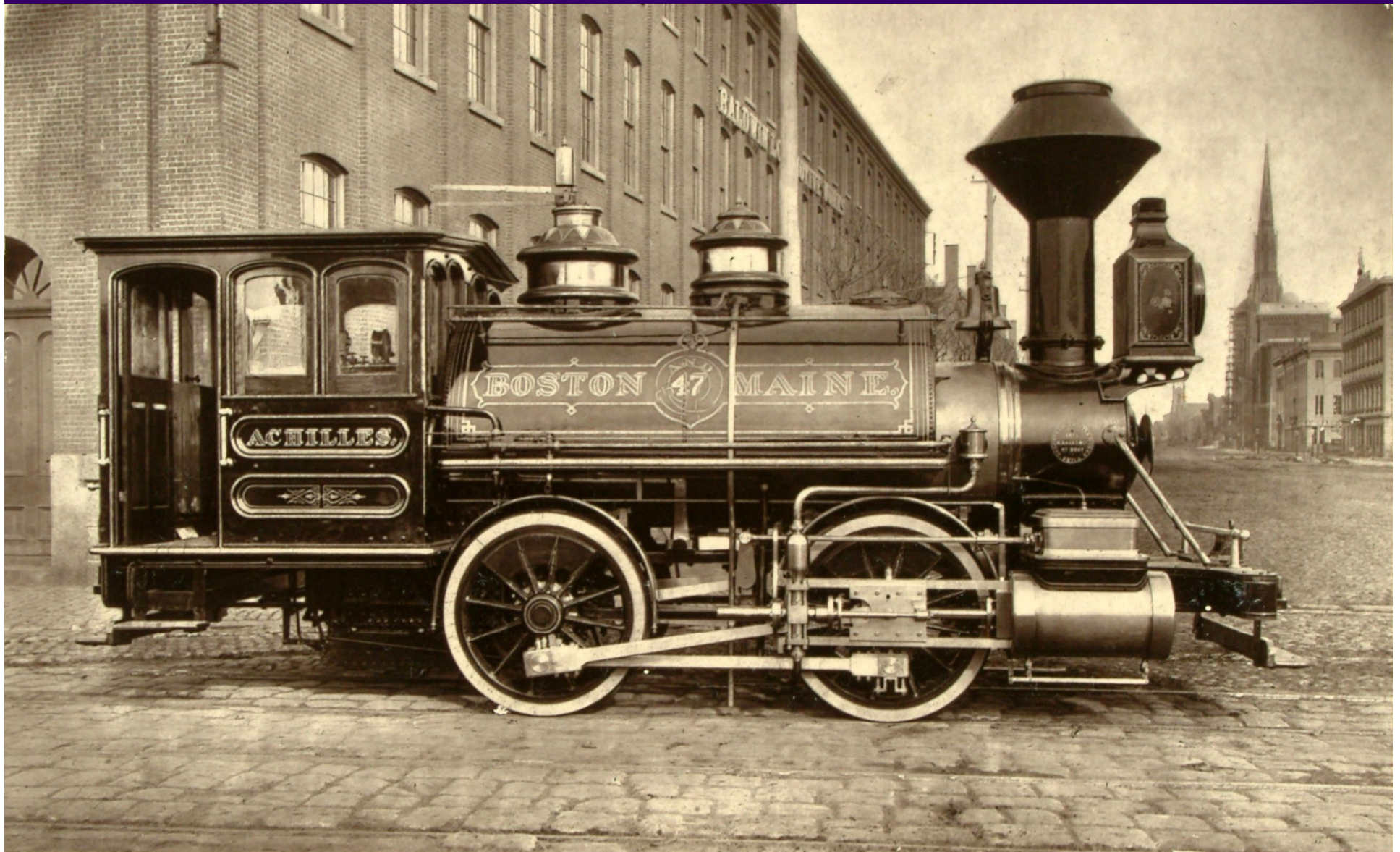
Stetson Hat Factory



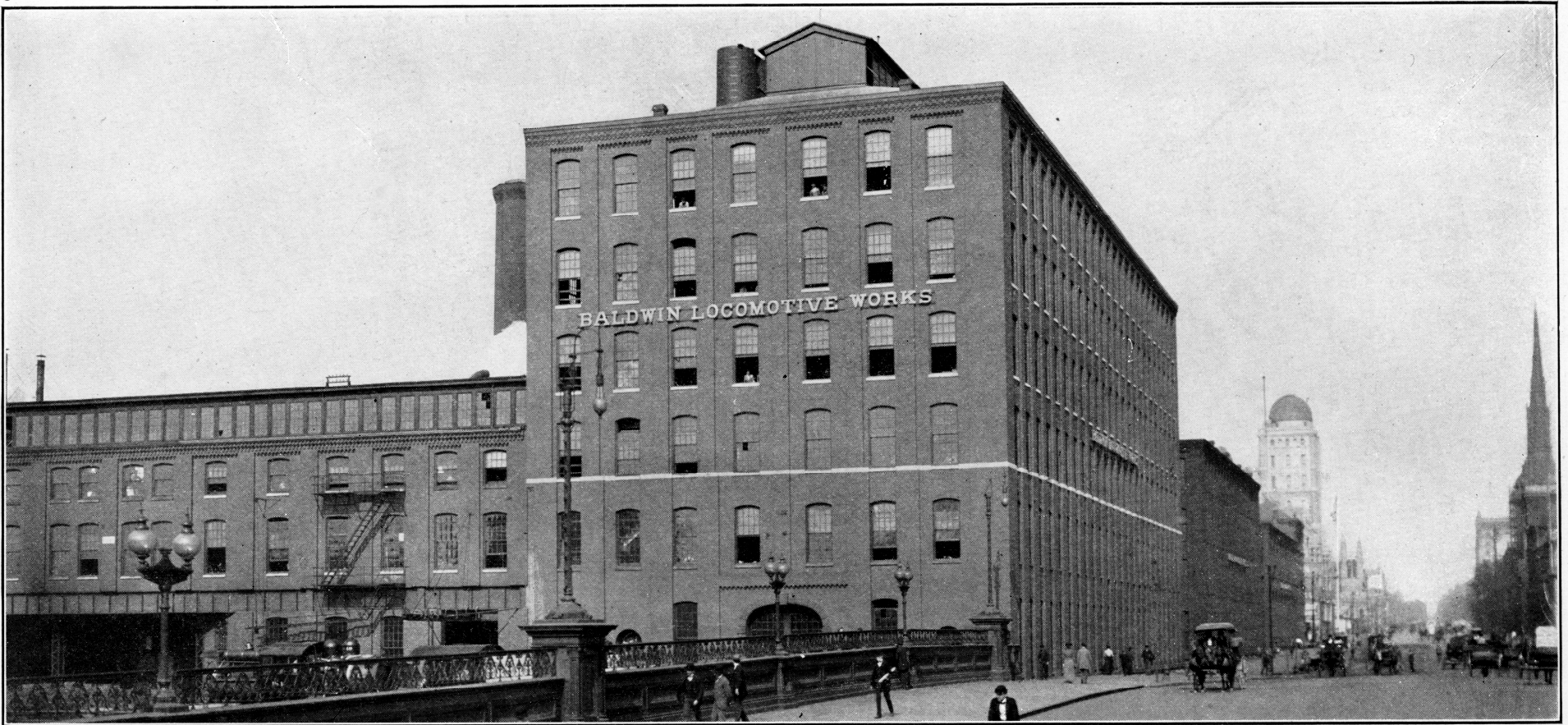
Several hundred thousand hats per year



Baldwin Locomotives



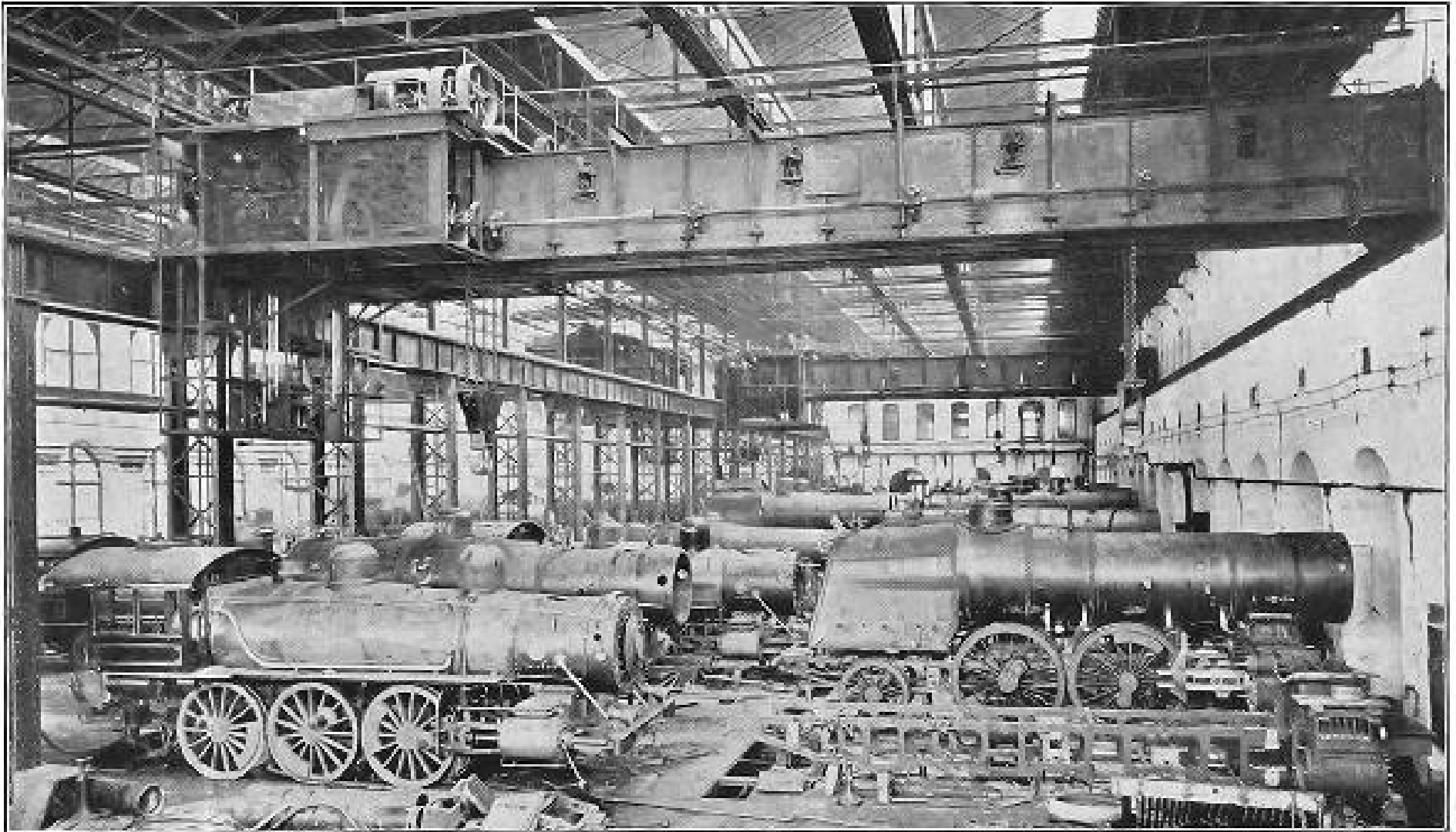
Dominated North Broad: Callowhill to Spring Garden



Stretching west to 19th Street



Largest railroad train manufacturer in U.S.



Atwater Kent Radio



SHORPY

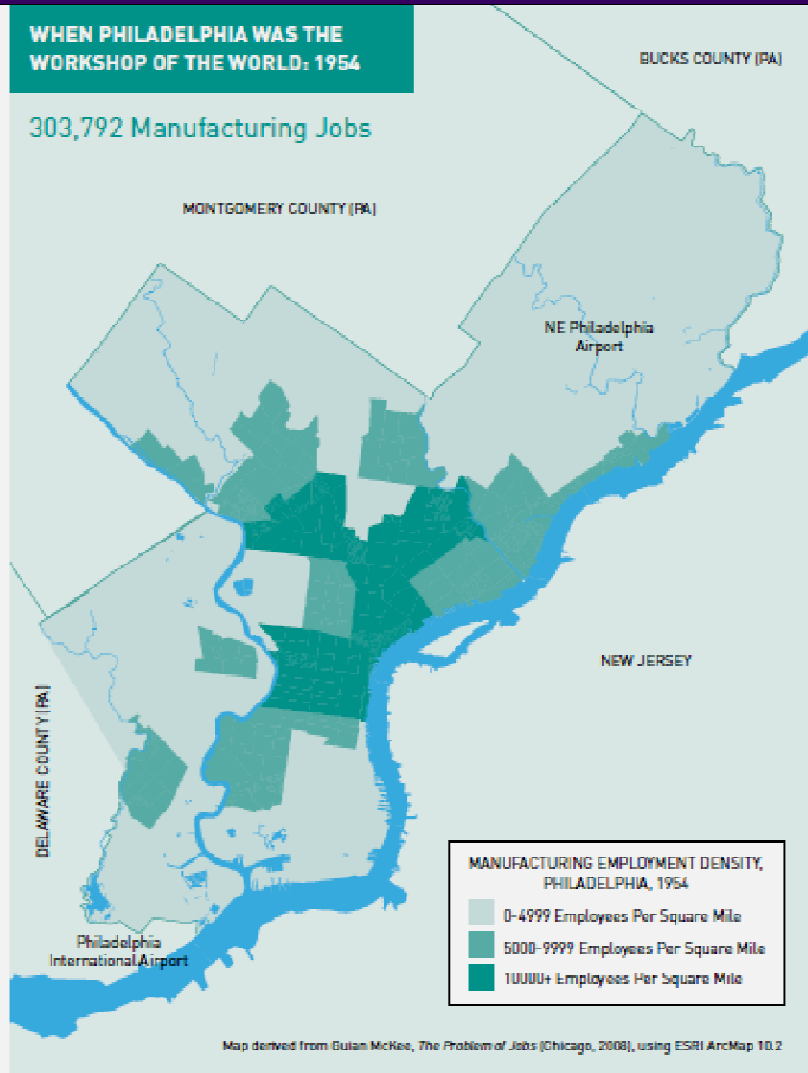
Refined Jack Frost Sugar



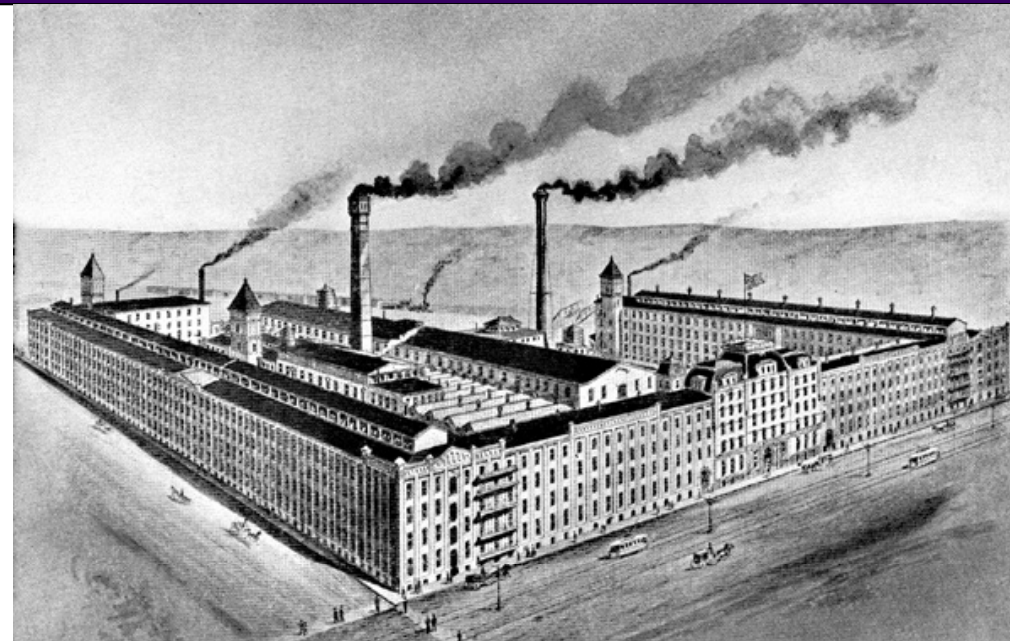
As late as 1954: 304,000 manufacturing jobs

WHEN PHILADELPHIA WAS THE
WORKSHOP OF THE WORLD: 1954

303,792 Manufacturing Jobs



In 1954, Philadelphia had 303,792 manufacturing jobs clustered along rail lines and rivers, forming the economic backbone of rowhouse neighborhoods. Sixty years later, manufacturing provides 24,626 jobs in the city.



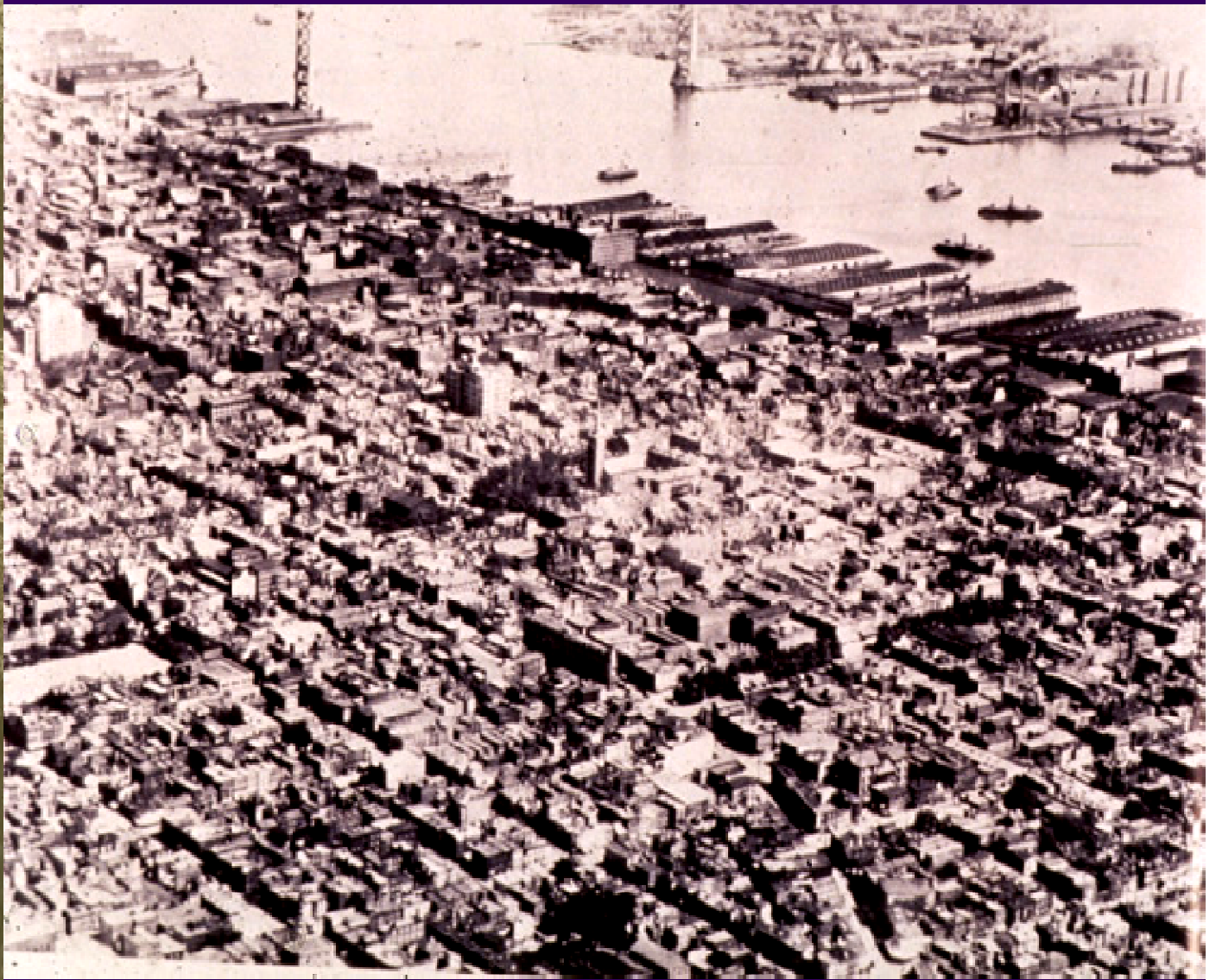
Central waterfront: center for importing & exporting



Delaware Ave. dominated by trucks & trains



Working class neighborhoods adjacent to port



Ships were unloaded manually

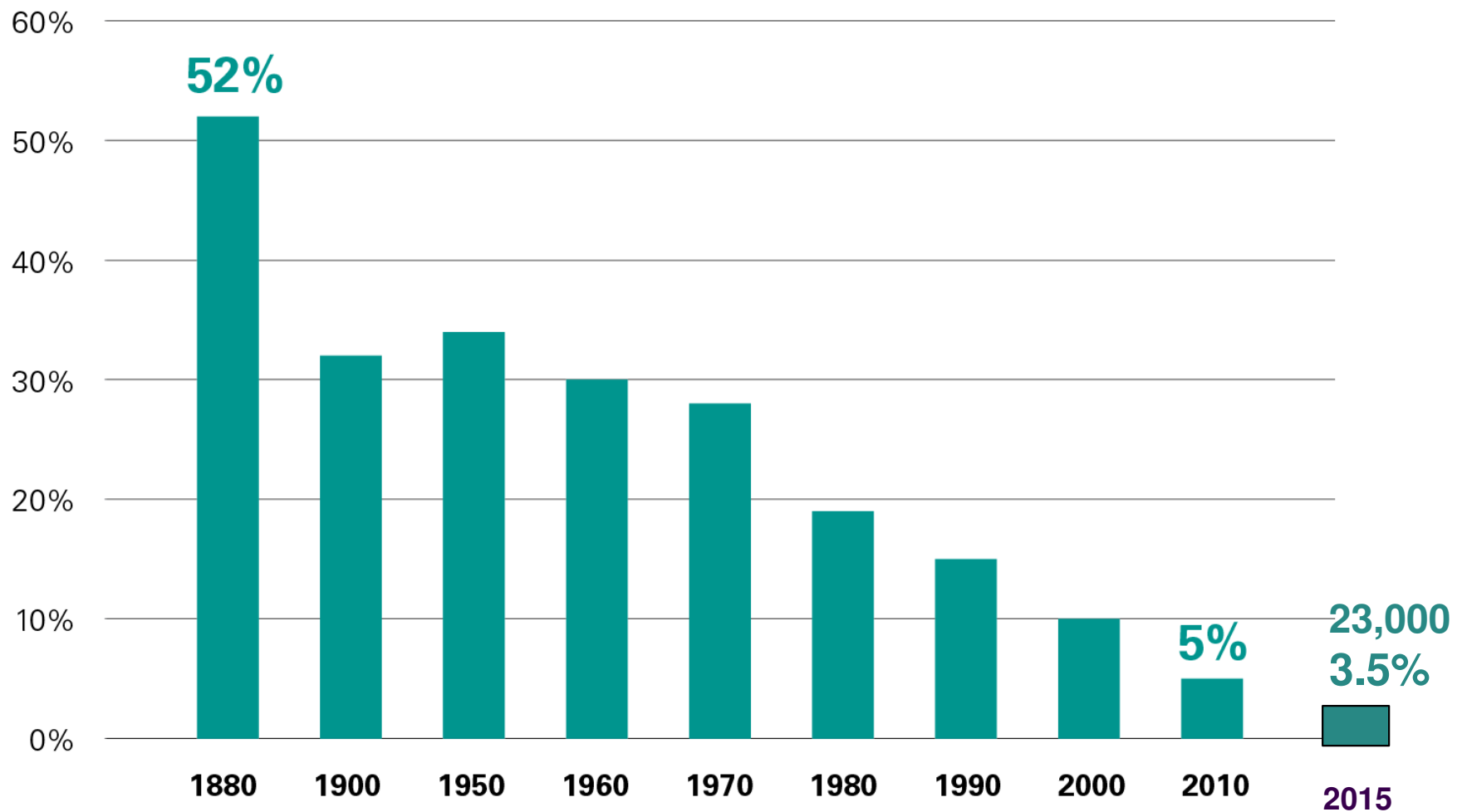


A city without major highways



Decline of manufacturing profoundly impacted city

From 52% of jobs in manufacturing to 3.5% of jobs



After World War 2 Factories were closing & moving out the city



Containerization of cargo: moved function away from central waterfront



Packer Marine Terminal



Dramatically reduced the demand for labor



1950s: working waterfront was in decline



Finger piers became obsolete



Left to deteriorate



Post WW 2: mass production of housing: Levittown





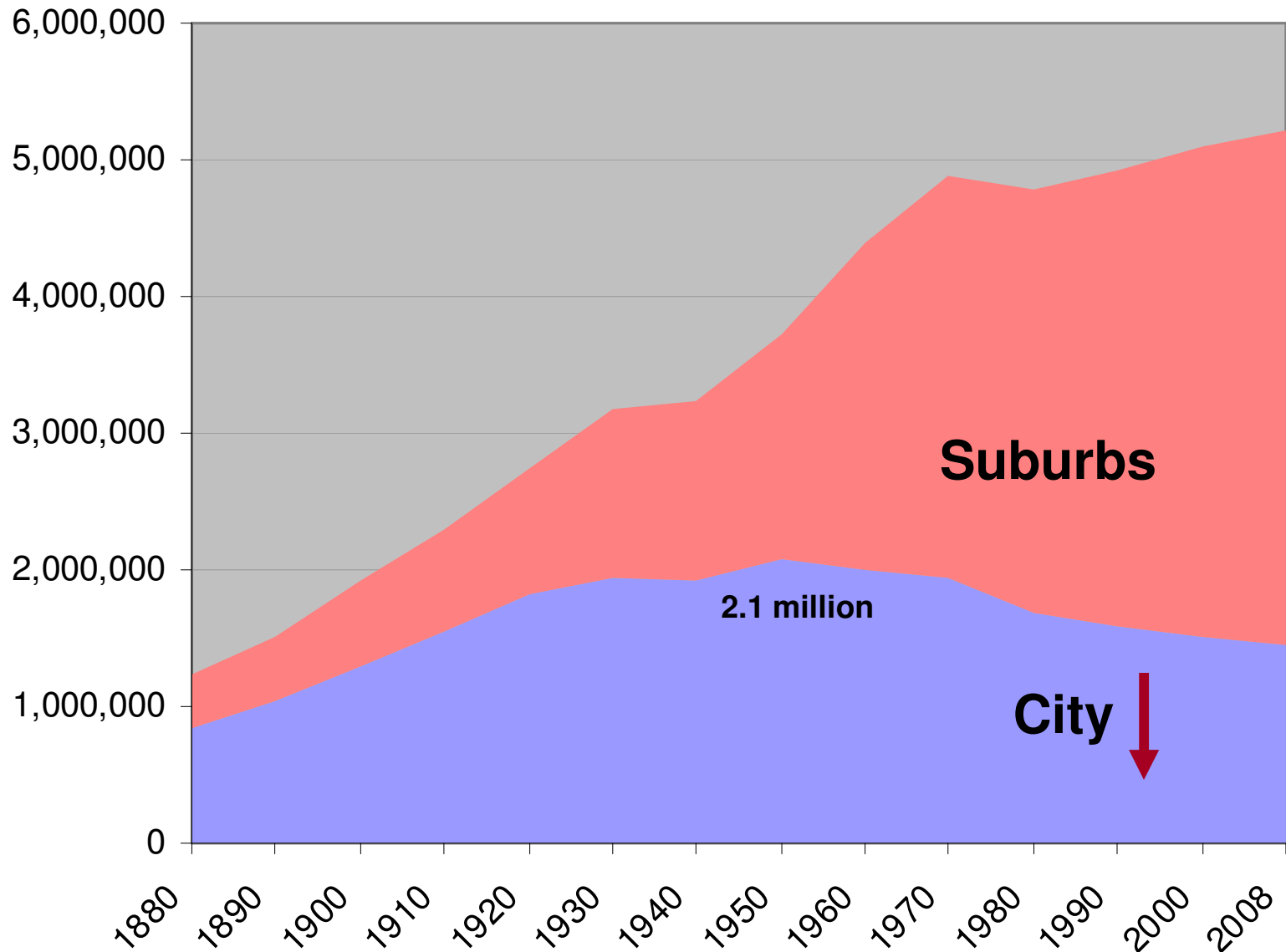
Significant new supply across the region



Residential abandonment in older neighborhoods



Postwar suburbanization



In the 1950s, cities respond with urban renewal



Urban renewal started on Dock Street



Old Food Distribution Center on Dock Street



1908: from ship to shore to local stores



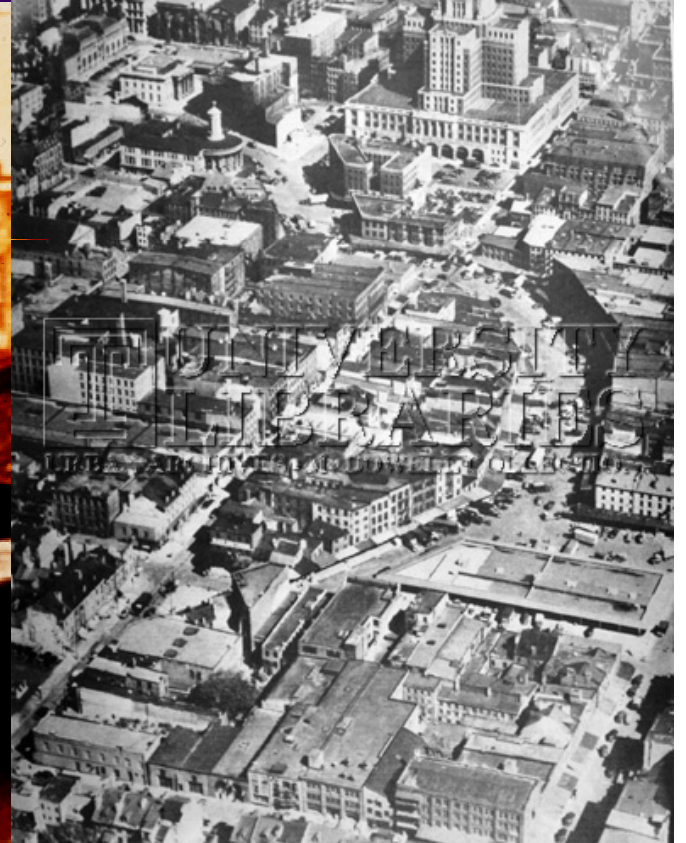
070248 DOCK STREET, PHILADELPHIA, PA.

SHORPY

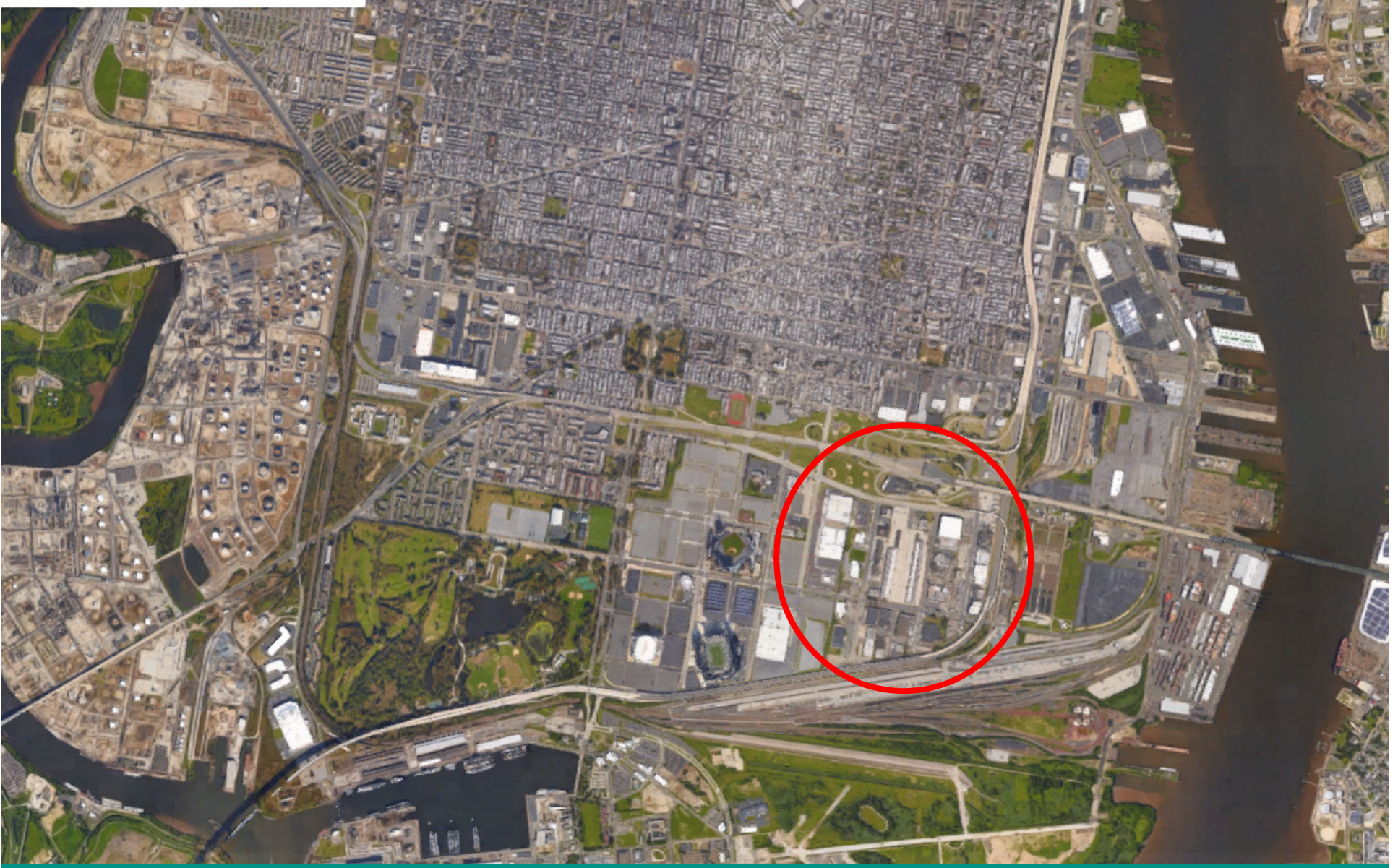
Ever more congested with wagons & trucks



1950s seriously deteriorated markets Moved to South Philadelphia



Food Distribution Center



Dilworth supervises demolition on Dock Street





 CENTER CITY DISTRICT

Replaced by new construction to signal change



Very selective process of demolition & preservation



**Preservation of only colonial & federal architecture
Industrial and Victorian was demolished
Creation of Society Hill**



1956: 567 properties designated for preservation



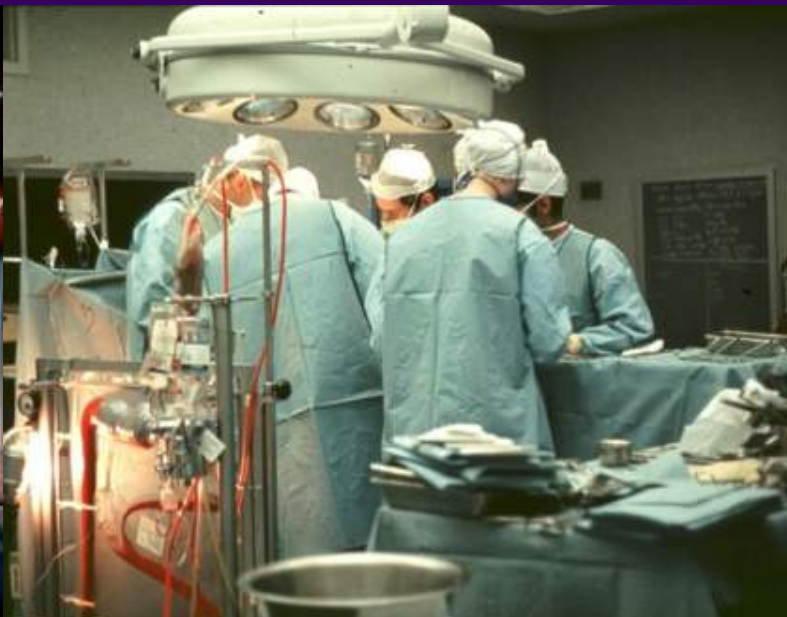
Demolition of industrial era train tracks Creation of modern new Office District



1960s renewal laid groundwork for our contemporary office district



Renewal facilitated growth of research & health care

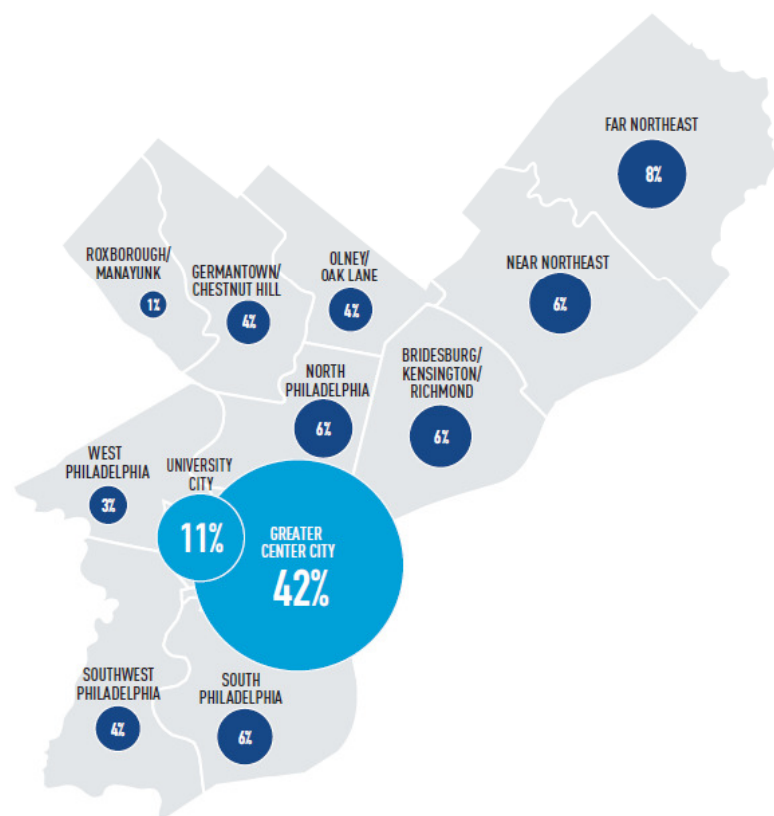


Global center for education

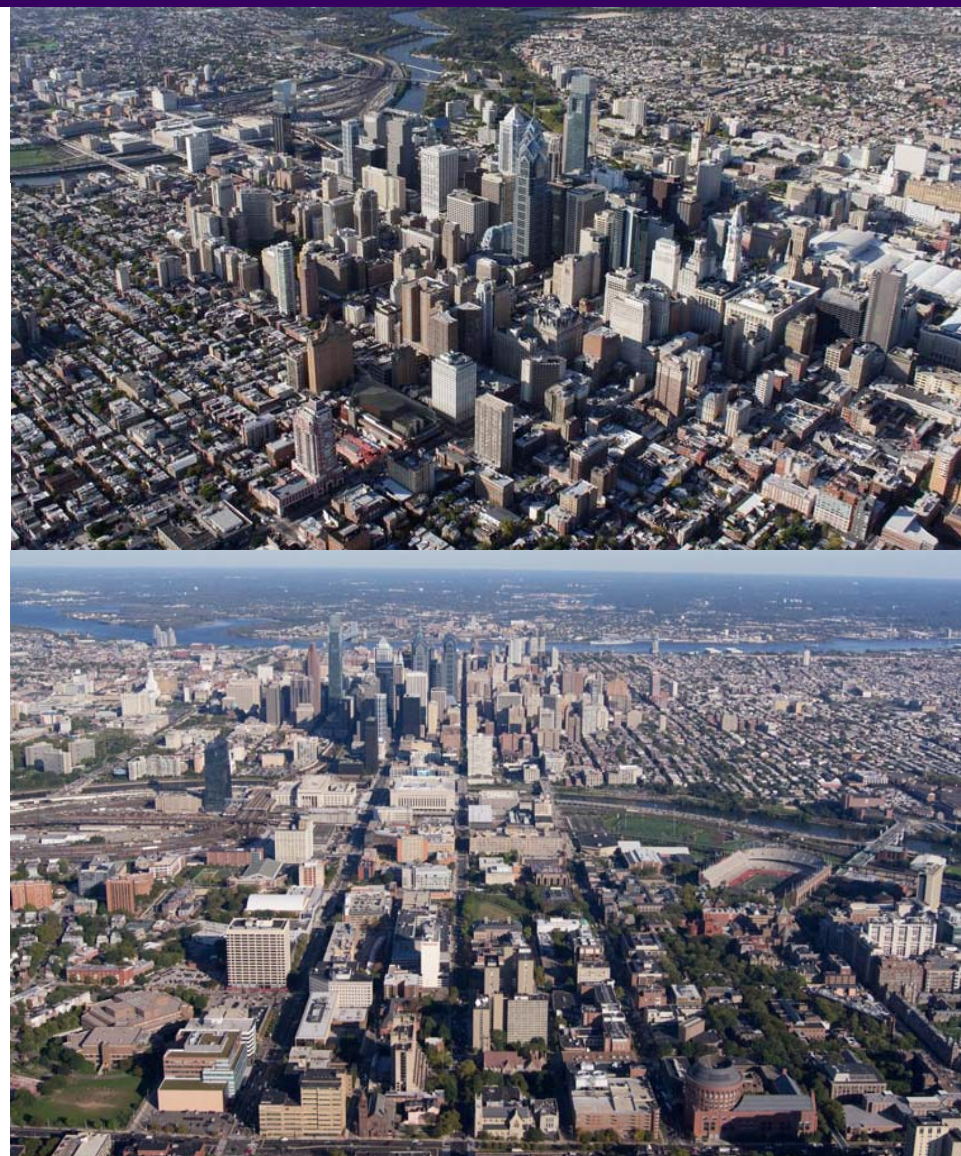


**Center City (42%) + University City (11%) = 53% of all jobs
Account for 37% of all in-movers to city 2010-2015**

PHILADELPHIA EMPLOYMENT BY AREA



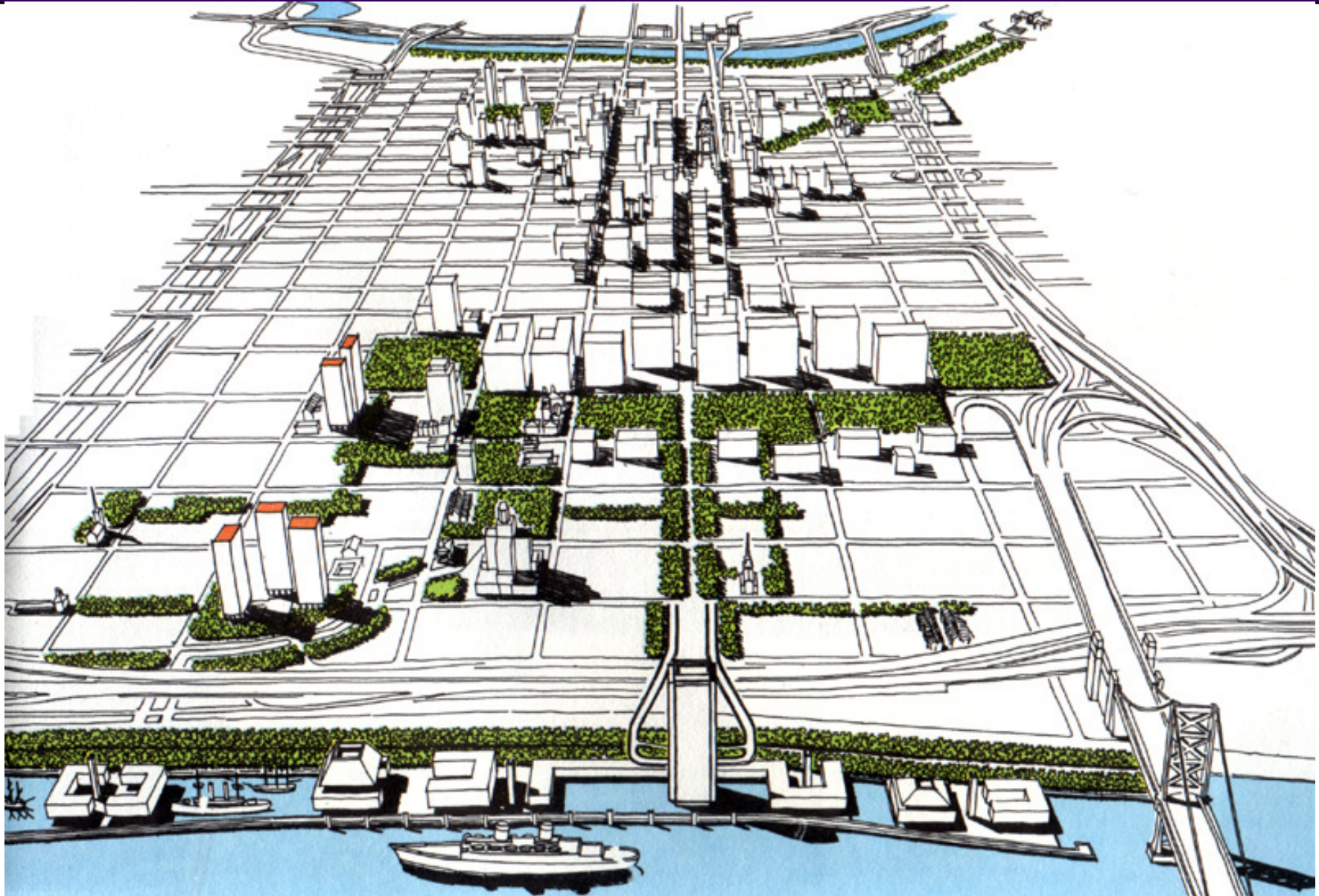
Source: U.S. Census Bureau, Local Employment-Household Dynamics, 2014



**1963 boundaries of Center City quite small
Vine to Pine, River to river**



Framed by highways in the 1963 plan



Central waterfront before I-95





Demolition of hundreds of homes



Cut the neighborhoods off from the Delaware



Separated the entire city from the waterfront



Creating a huge gap



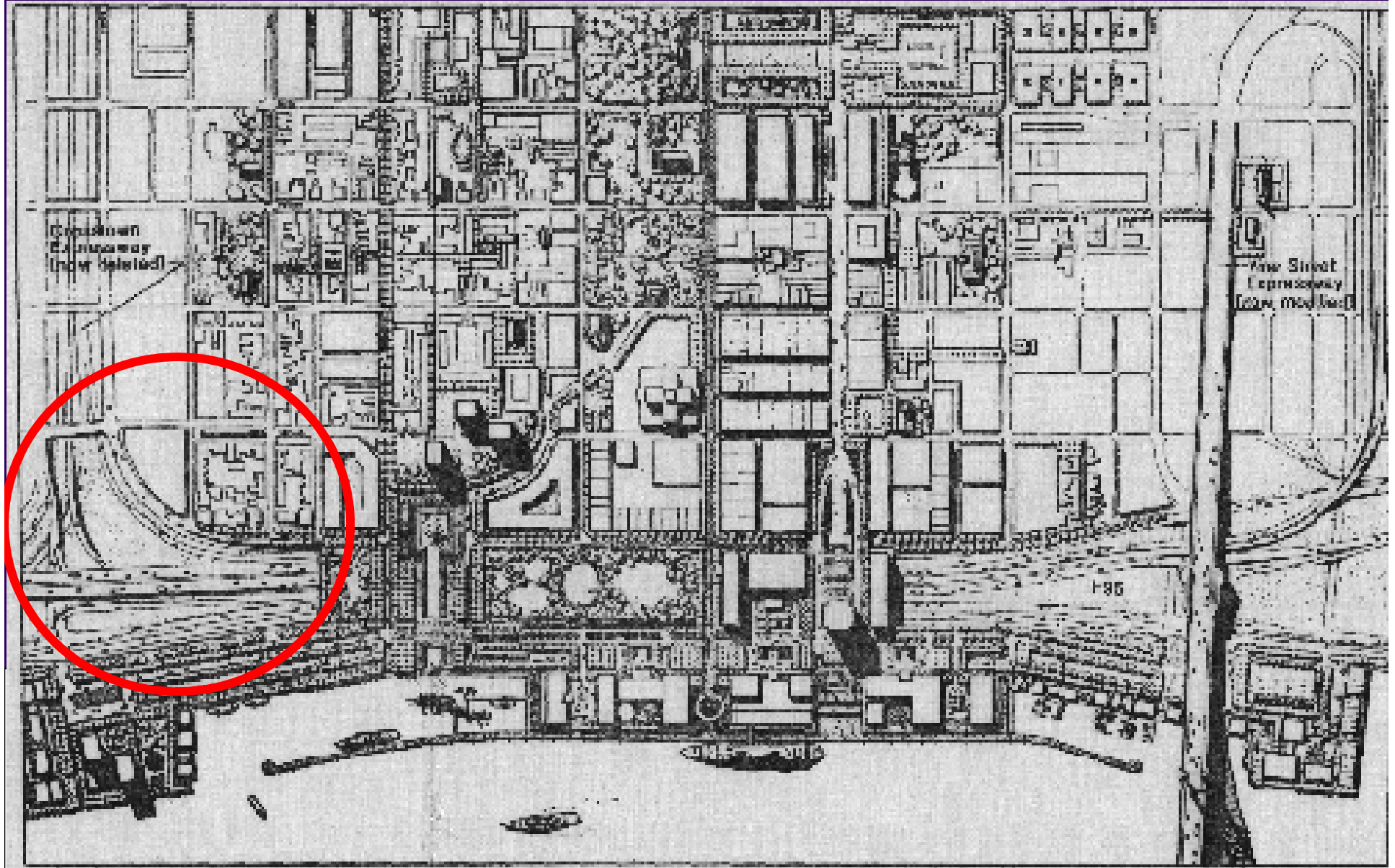
Only giants can cross



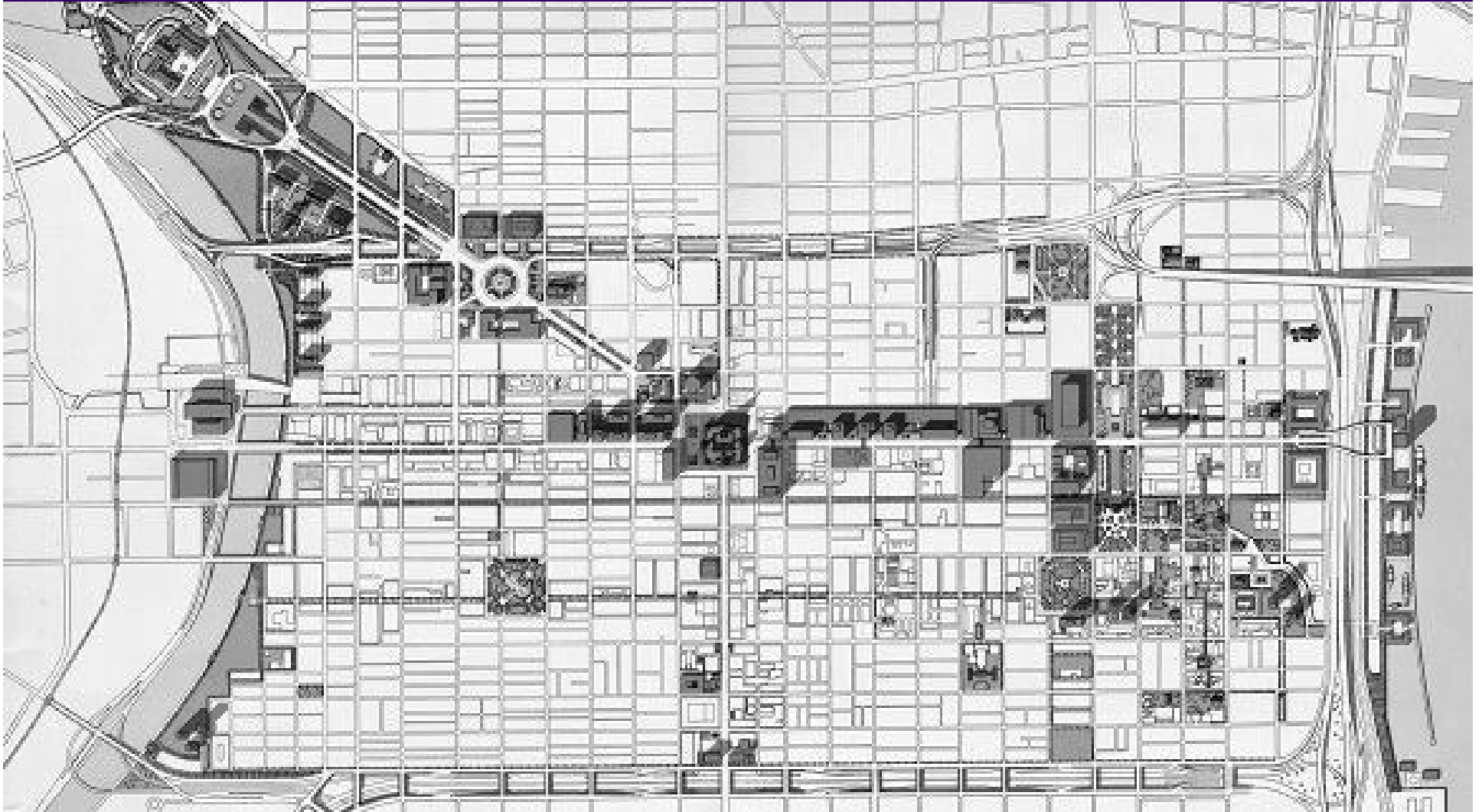
Creating a challenge for waterfront development



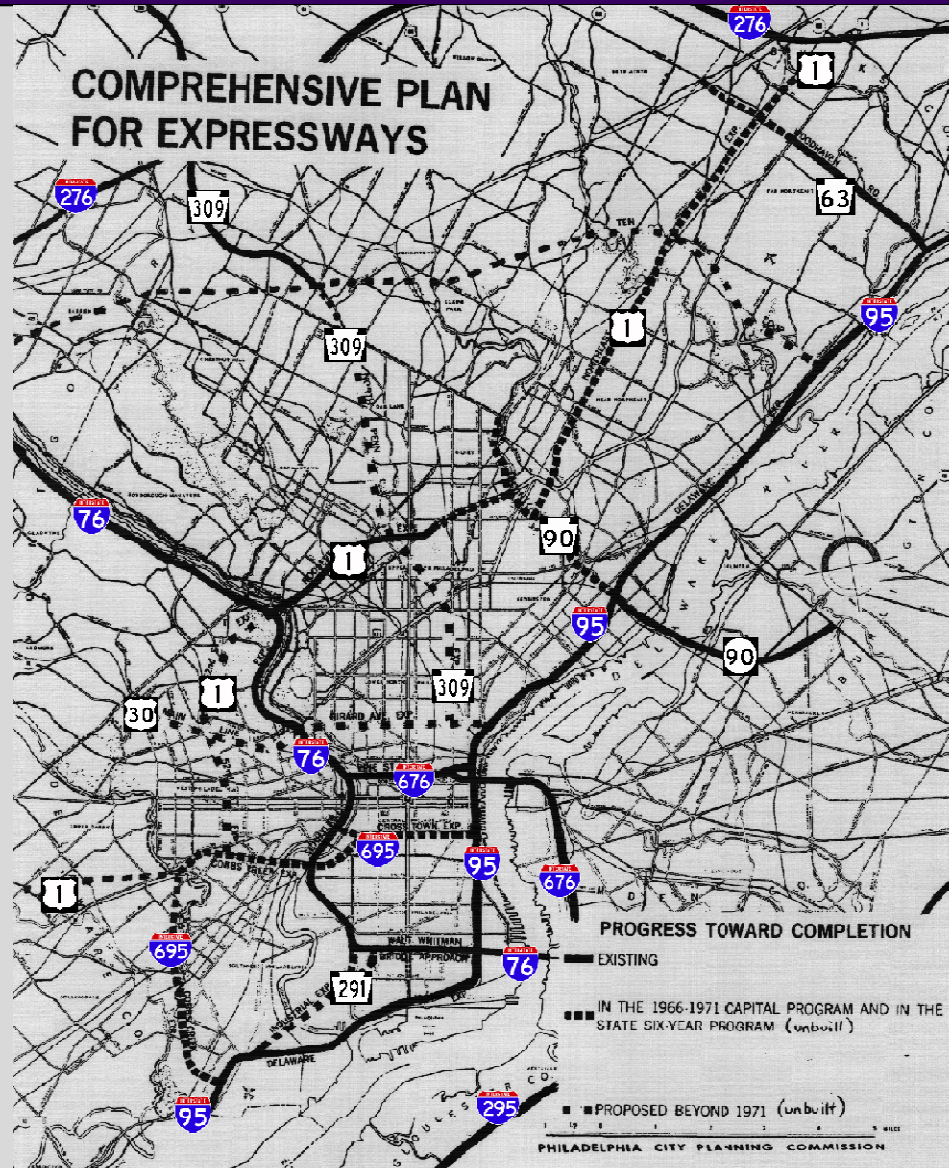
I-95 connected to Crosstown expressway



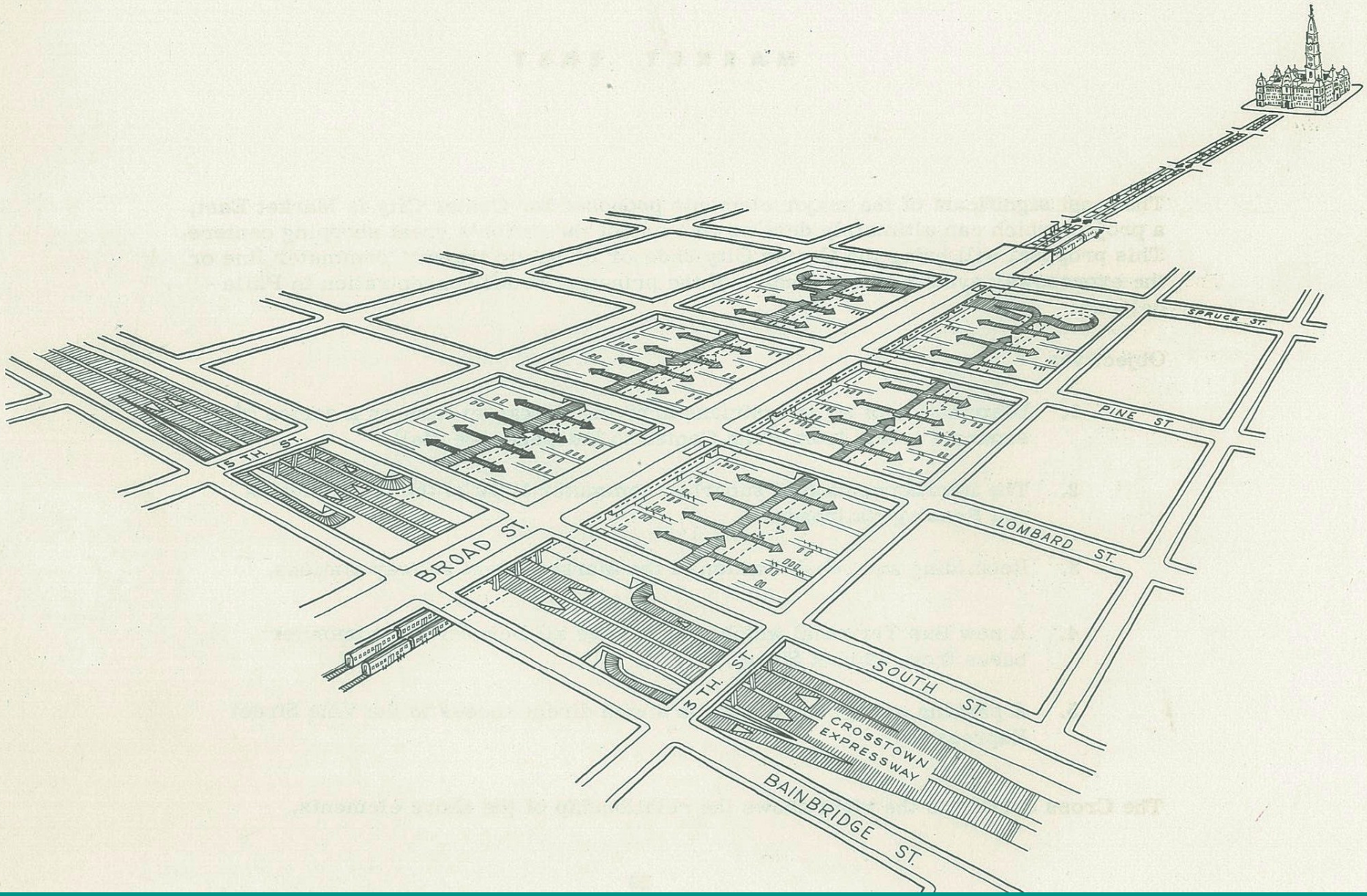
River to river along South Street corridor



Part of a broader network of proposed highways



Right of way acquired by condemnation



Families received letters from PennDOT

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF HIGHWAYS

1400 Spring Garden Street
Philadelphia, Pa. 19130

FORM 4100-TD 9-65

Philadelphia County
Legislative Route 1000, Section B-3
Federal Project I-95-2(35)19
Claim 6704399

FEB 16 1967

Stanley Kubiak and Mary, His Wife
710 S. Front Street
Philadelphia, Pa.

Dear Mr. and Mrs. Kubiak:

This is to inform you that your Department of Highways has decided, on the basis of comprehensive engineering and traffic studies, to build or improve the above highway, and in so doing finds it necessary to acquire right of way from the above property.

In the next few weeks it will be necessary for Department staff appraisers, local independent real estate brokers retained by the Department of Highways, or both, to inspect the property so that a proper determination of its value can be made.

Please note that your property has not been condemned, and you are not required to move from the premises. When your removal is eventually required, you will be visited by the right of way agent who will explain your rights to relocation assistance and moving costs.

We thank you in advance for the cooperation we are sure you will give your Highway Department and its employees throughout the making of this highway improvement.

Very truly yours,
Harvey B. Rayson
District Right of Way Engineer

WGR/cab

Notice to property owners

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Chilling effect on owners: 618 to 622 South Front St



& willingness of commercial owners to reinvest



Threat of the highway helped depress South Street



Created a void; set stage for South St renaissance



Also triggered revolt against highways



Organized protests, a sense of empowerment: Preserving neighborhoods more important than building highways



Coalition of black & white neighborhoods



Brought very diverse groups together



While Vine St expressway cut thru northern edge Center City



Crosstown expressway was not built



Instead Lipscomb Square Apartments



S.E. Corner of Hancock & South Streets



S.E. Corner of Hancock & South Streets



2nd & South



Bridget Foy's



616 to 624 South Hancock Street

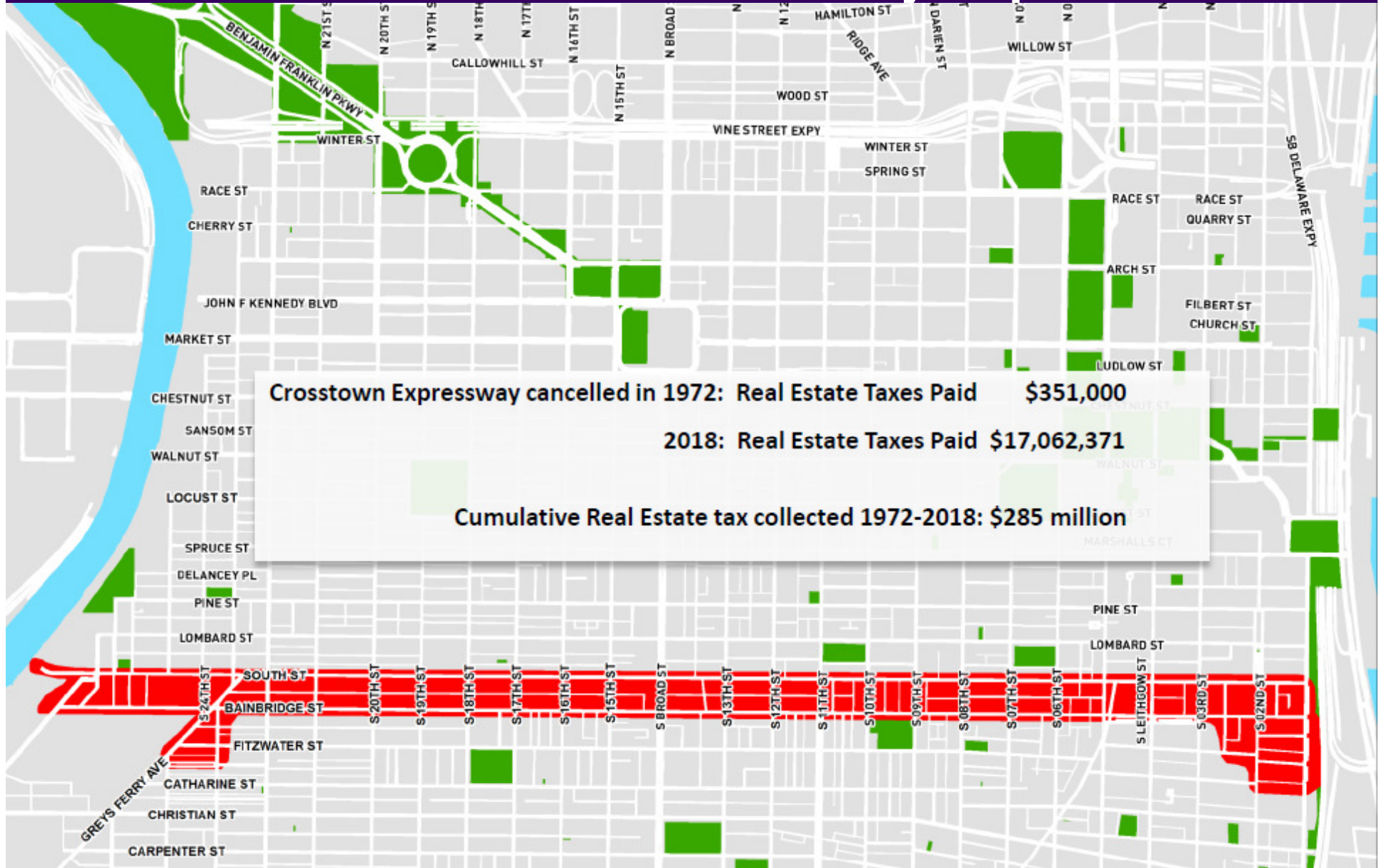




Thriving South Street: east & west



Value to the city of preservation



Uninterrupted flow of neighborhoods to the south



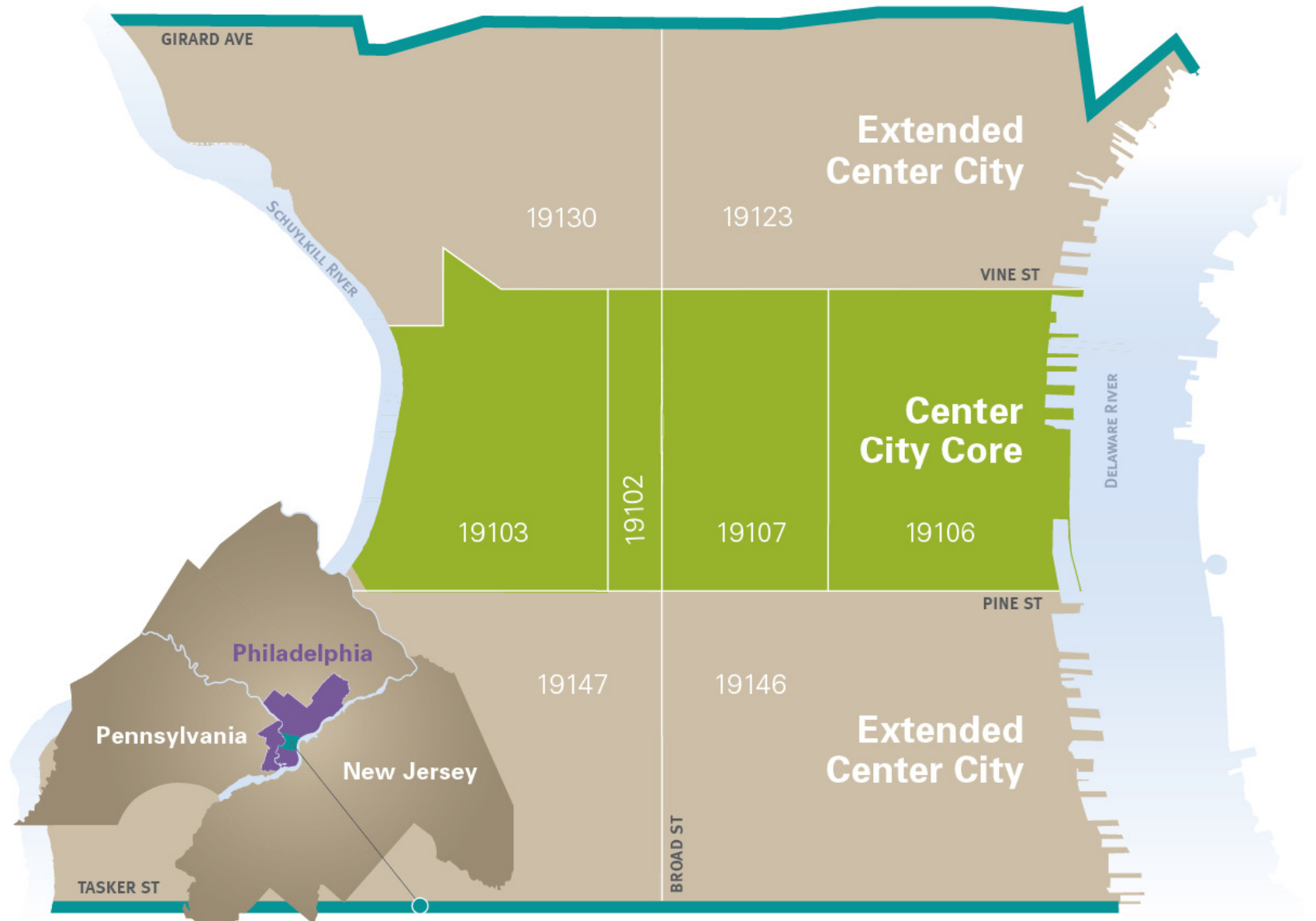
Significant gaps & discontinuity along northern edge



Flyin Phil's Photos
www.FlyinPhilsPhotos.com

 CENTER CITY DISTRICT

Greater Center City: Girard Avenue to Tasker St

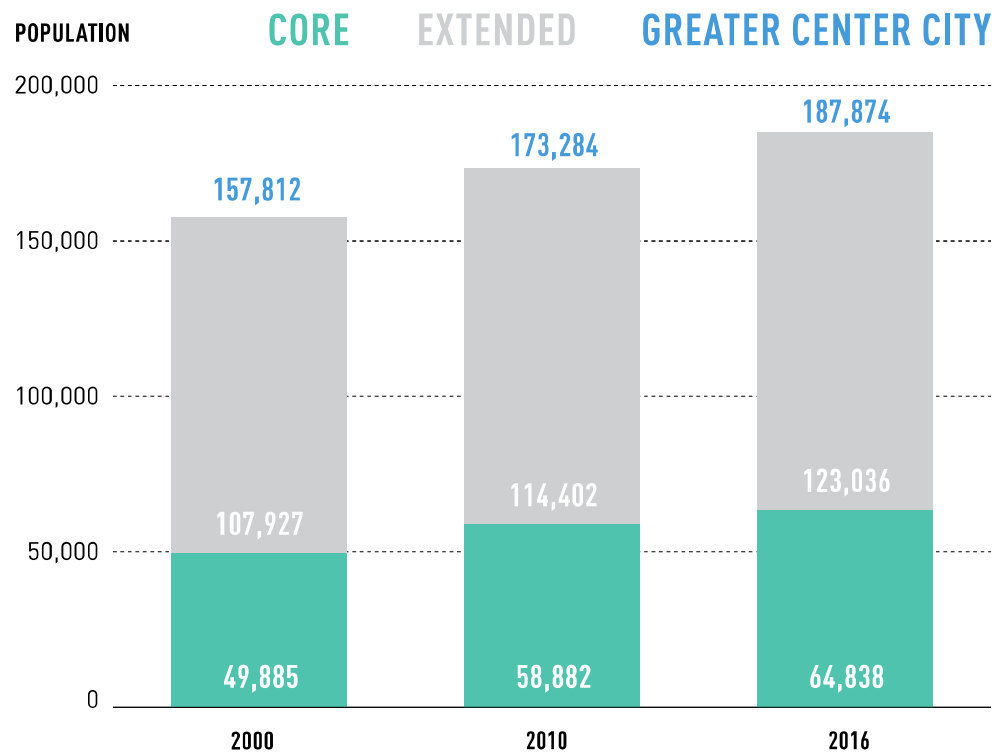


Fastest growing neighborhood in Philadelphia

Population up 19% since 2000 = 188,000

25% of those who moved to PHL between 2000-2015 moved to downtown

GREATER CENTER CITY POPULATION



Source: U.S. Census Bureau, 2000 and 2010 Decennial Census; CCD Estimates



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John Coates, Executive Director, South Central PAC

Rick Snyderman & Joel Spivak, South St Renaissance

Marge Scherneck, QVNA

David Auspitz & Conrad Weiler, QVNA