Logan Triangle Neighborhood Design Charrette and Design Guidelines Manual
Background

Redevelopment

The Pennsylvania Horticultural Society (PHS) is the lead organization for the Logan Triangle Neighborhood Design Charter. The objective of the study was to engage residents of the neighborhood in a community engagement process to inform the design of the area's redevelopment strategy. The plan is to develop a design strategy for the area that will include community input through a series of public meetings and workshops.

Logan Triangle Neighborhood Design Charter

The redevelopment effort is a partnership between PHS and CDC Philadelphia, with support from the Philadelphia Department of Planning and Development. The plan is intended to create a vibrant, mixed-use neighborhood that includes a range of housing options, retail, and green spaces.

Logan Triangle Neighborhood Design Charter

The plan is intended to create a vibrant, mixed-use neighborhood that includes a range of housing options, retail, and green spaces.
The Logan Triangle is a 48 acre site of predominantly vacant land, situated in the Logan neighborhood of north Philadelphia. It is bounded by Loudon Street to the north, railroad tracks to the east, Roosevelt Boulevard and W. Wingohocking Street to the south, and 11th Street to the west. The Wingohocking Creek, which once traversed the site, was filled with loosely compacted ash, cinder, and varying amounts of miscellaneous construction debris in the early 1900s to make way for residential development. Over time, the instability of the soil caused buildings to sink. By the 1950s, the homes were showing evidence of sinking (cracking foundations, sagging porches), and in 1986 an underground gas explosion revealed the extent and severity of the problem. Subsequently, the Philadelphia Redevelopment Authority began relocating residents and razing the properties, continuously working to acquire all the properties in the 17 block area within the Logan Triangle site, with the exception of two churches which are on stable, non-fill, soil.

The fill varies in depth throughout the site. While there are some areas with little to no fill (0 to 10 feet deep), there are other areas that the fill is a depth of approximately 40 feet or more. The northern portion of the site contains significant acreage with the least amount of fill. A smaller area that has lower fill levels also exists at the southern end of the site. In 1999, the Army Corps of Engineers estimated the remediation cost of the entire site to a point of "virgin" soil to be approximately $49.5 million, which could be $67 million today. However, the Urban Engineers Geotechnical study indicates that there are cost-effective means to develop these low-fill areas which incorporate significant acreage, and incorporate significant and meaningful green space into the deep-fill areas. As one example, the study suggests, pile foundation lengths can be much shorter in the areas of shallower fill, thereby reducing foundation costs. A pile is a slender column made of wood, concrete or steel. A pile is either driven into the soil or formed by excavating a hole and then filling it with concrete.

In 2007, two developers (Tower Investments and The Goldenberg Group) submitted proposals to the PRA, both of which were primarily retail use. Both proposals indicated that existing soil conditions were not a significant cost deterrent to development, validating the findings of the Urban Engineers study. Shortly after these two proposals were submitted, and rejected by the PRA, the market turned and development slowed nationwide. The site, therefore, continued to sit vacant and deteriorating. In an effort to redevelop the site temporarily, the PCPC proposed a largely green redevelopment strategy following the goals of the ULI-TAP report and the green infrastructure emphasized in the Greenworks Plan for Philadelphia, presenting a plan with an urban tree farm and commercial farming. This plan was created prior to PRA’s efforts to obtain 100% complete ownership of the Triangle.

The site has tremendous accessibility being located on Roosevelt Boulevard. This arterial road, with twelve lanes of traffic, carries approximately 85,000 vehicles per day at this location, but physically separates the Triangle from Hunting Park directly south of Roosevelt Boulevard. The site has generous public transportation options with SEPTA bus lines running through the site, and the nearby Broad Street Subway located just a few blocks away within walking distance. In addition, the site is easily accessible to I-76 and I-95 via Roosevelt Boulevard. Redevelopment of this site, after being vacant, underutilized, and poorly maintained for nearly 30 years, will bring desired improvements to this site and spur reinvestment in the adjacent residential areas. Being vacant, the area is prone to short term dumping, illicit activity, and deteriorating conditions. Extensive weed overgrowth throughout the site, and weed growth through cracks in streets and sidewalks, as well as jersey barriers blocking minor streets further accentuates the unattractive appearance of the site. A report prepared by the ULI notes that the Fairmount Park staff has confirmed that the Philadelphia Department of Public Property has a contract to clean the area twice a year (which proves ineffective at this rate). This report also states that the area is being used to park City vehicles. After years of neglect, promises of action, and planning fatigue, the community seeks action.
The Logan Triangle redevelopment site includes a mixed-use development that features retail, office, and residential spaces. The project was planned to include a mix of residential and commercial spaces, with a focus on creating a pedestrian-friendly environment.

The site was designed to accommodate a variety of uses, including retail, office, and residential spaces. The project was intended to be a mixed-use development that would include retail, office, and residential spaces. The site was designed to accommodate a variety of uses, including retail, office, and residential spaces. The project was intended to be a mixed-use development that would include retail, office, and residential spaces. The site was designed to accommodate a variety of uses, including retail, office, and residential spaces. The project was intended to be a mixed-use development that would include retail, office, and residential spaces.

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Option One: Triangle New Town Center

Development Principles:

Mixed-Use Neighborhood Centers: Cluster diverse land uses in accessible neighborhood and regional centers.

Mixed-Income Diverse Communities: Promote socially equitable and engaging communities.

Include a sufficient variety of housing sizes and types in the project.

Compact Development: Increase density, conserve land, promote livability, walkability, and transportation efficiency.

Design parking for an appropriate mix of on-road and off-road parking spaces.

Access to Civic & Public Space: Improve physical and mental health and social capital by providing a variety of open spaces close to work and home.

Access to Recreation Facilities: Improve physical and mental health and social capital by providing a variety of recreational facilities close to work and home to facilitate physical activity.
In September 2013, a Community Charrette was held at Harold O. Davis Memorial Baptist Church, as more of a community workshop, to gain feedback on the needs and desires of current and future residents and stakeholders in the Logan Triangle community, as well as to obtain their reaction to the two redevelopment proposals presented. The community members were given the opportunity to comment, and help affect change in their community by providing input on the proposed plans for the study area.

During the Planning process, KSK was invited to attend several sessions of an internal PWD study that looked into the feasibility of using portions of the site for Green Stormwater Infrastructure (GSI), utilizing designated open spaces within the Triangle as well as alternative spaces, such as existing alleys and publicly and privately owned vacant parcels in the broader neighborhood. Preliminary findings determined that 2 areas of approximately 2-4 acres could be used for this utility. The ULI - TAP study also suggested the use of the site for stormwater utility, and the design team considers this use an important component of the overall development program.

There were several development considerations that led to the conception of the three final plan options. These plans were prepared based on the following development principles and ideas:

1. Place making: Create mixed-use neighborhood centers, clustering diverse land uses in accessible neighborhood and regional centers.
2. Geotechnical: It has been determined that the suggestions by the Army Corps of Engineers on methods to stabilize the site are not necessary to redevelop the site, and building on areas of the least amount of fill will reduce the cost of development on the site, making re-development a more attractive possibility to interested development firms.
3. Streets: A newly proposed street system will provide a safe and pleasing streetscape, encouraging walking, bicycling, and transit use. The final design of the street network will create a system that accommodates all users: pedestrians, bicyclists, transit users, automobiles, and commercial vehicles.
4. Public Transportation: It is important to maintain major street connections for SEPTA bus routes and access to the Broad Street Subway, as well as accessibility to Roosevelt Boulevard. Access to public transportation and major streets will promote the viability of the site as a place to live as well as visit.
5. Mixed-Use: The development will be a mixed-use development, with a variety of housing types to support varying incomes and needs (single-family homes, duplexes, townhomes, apartments, and housing for individuals with special needs), and neighborhood as well as some destination commercial uses.
6. Housing: Mixed-income housing will provide socially equitable and engaging communities.
7. Density: Higher density non-residential areas conserve land and promote livability, walkability, and transportation efficiency; and an appropriate amount of on- and off-street parking is available.
8. Regional Stormwater Management: An area of 4-6 acres should be set-aside for future regional GSI. Setting aside land from this already vacant area for stormwater management will benefit the revitalization of the broader community that would be limited in providing land for this purpose.
9. Open Space: Additional, meaningful, open space for the community will be included in the proposed development plan. Passive and active recreational areas on the north side of Roosevelt Boulevard, close to work and home, are strongly desired by the community, improving the physical and mental well-being of the community.
The community has voiced its needs and desires for a gateway into the site, the provision of green space, and active recreation. The option provides the most feasible and most secure proposals, thus ensuring the feasible, sustainable, and expansion of green spaces. The increased parking is provided around the site currently exists. Additionally, a large school and community center is proposed. This requires the provision of new commercial uses as existing residential areas are proposed for new commercial uses. These proposals provide a transition from the existing low-rise commercial uses. This is consistent with the proposed redevelopment plan options. Option 1: Triangle New Town.
Option 2: Triangle Center Green, differs from Option 1 in that it provides more open space and the open space is configured differently than Option 1. In addition to the large central green, this proposal offers a recreational open space adjacent to the existing community. Both Options 1 and 2 appropriate the areas of deepest fill as passive and active open space areas, as well as designated areas for regional GSI; however, Option 2 provides approximately two more acres of green space. It is less densely developed than Option 1 as well, focusing more on place-making, and the town center green, emphasized by open space reaching out towards the residential areas. The green space is primarily fronted by residential and mixed-use buildings, providing an amenity to the residents as well as the retail users of the site. The arced street encompassing an oval ties the entire site together. While some uses front the green, street parking is also available throughout, yielding access to the site on a more regional scale. The main north-south and east-west streets, 9th Street and W. Wyoming Avenue have been retained, preserving the bus routes that run through the site as well as the bicycle lanes on both sides of W. Wyoming Avenue. While keeping the existing bus route, the stop locations are proposed to be relocated to the far side of intersections, allowing for the addition of shelters with amenities.
In 2012, the City of Philadelphia unveiled the Complete Streets Design Handbook to be used in the planning and design of streets in Philadelphia. The Logan Triangle redevelopment proposal follows the handbook's goal to accommodate all users of the transportation system. The Philadelphia Complete Streets Design Handbook illustrates preferred multi-modal street design and management practices within the City, defining complete streets as containing the following components: an urban design component, a bicycle component, a vehicle/cartway component, a curb side management component, a building and furnishing component, and a pedestrian component. The urban design component will be addressed within the final design guidelines manual with standards for the placement of buildings and the treatment of their facades. The remaining components will be addressed in the overall street design guidelines within the manual.

In addition to following the standards of the Complete Streets handbook, each of the redevelopment proposals attempts to meet LEED-ND design strategies, creating a better community plan. The plans eliminate some of the existing smaller north-south streets in order to create larger development parcels that could be more attractive to developers who may have interest in either the entire site or portions of the site. Yet the blocks remain small enough to be consistent with LEED-ND design strategies, making the neighborhood easily walkable, creating an attractive, pedestrian friendly streetscape.

While the community generally approved of both of these proposals, there was a stronger affinity towards Option 2: Triangle Center Green, as residents have suggested any new development should include walking/biking trails, community garden space, performance pavilions, and other recreation areas. Additionally, for both Option 1 and Option 2, there is a concern for both of these proposals as to whether or not the amount and type of housing illustrated is realistic enough to garner the political support necessary to be implemented. With the housing component of the development program removed, other development program and uses would need to be considered, and those uses would likely need to be investigated by additional planning studies.
In the final plan document, guidelines and controls for development will be established that will set forth the standards for which the site is to be developed such as building height setback, materials, façade transparency, parking location, as well as more aesthetic requirements. In addition, the design guidelines manual will set the standard for redevelopment so as to enhance the pedestrian experience on the street, as well as the attractiveness of the neighborhood.

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Logan Triangle Neighborhood Design Charrette

Moving forward with the development of the Logan Triangle neighborhood design charrette, the PPA to secure a development firm through the RFP process. The design guidelines for the entire community are being developed, and multiple developers are interested in developing the site. The overall strategy to keep a public/private partnership with the community is being promoted. The Logan Triangle can become a catalyst for the continued revitalization of the entire Logan neighborhood.
How to use this manual
New Street Pattern

A newly proposed street system will provide a safe and pleasing streetscape, encouraging walking, bicycling, and transit use. In addition, it is important to maintain major street connections for SEPTA bus routes and access to the Broad Street Subway, as well as accessibility to Roosevelt Boulevard. The final design of the street network will create a system that accommodates all users: pedestrians, bicyclists, transit users, automobiles, and commercial vehicles.

Creating shorter blocks will provide larger full development sites, maintaining walkability in the neighborhood. The street system should maintain connectivity to major thoroughfares (Broad Street and Roosevelt Boulevard), as well as existing neighborhoods, transit routes, schools, parks and other activity centers, and between and within the proposed neighborhood.

Blocks should be no longer than 500 feet in length. To create a grid system with greater efficiency and more development opportunity, the following street removal/additions are recommended:

Smaller residential streets should be able to accommodate on-street parking on at least one side of the street. Small streets with on-street parking on one side should be at least 20' in width. Small streets with on-street parking on both sides should be at least 28' in width. Larger streets that accommodate bus routes and bicycle lanes should be larger. These streets also carry higher volumes of traffic, and speeds are greater on these streets. Larger streets should vary depending on the number of traffic lanes. Alleys, if proposed within single-family or rowhome development areas, should be a minimum of 8' in width, but no greater than 12' in width.

Remove north-south streets to create larger urban blocks. Add east-west streets to create better connections between blocks, and larger urban blocks. A newly proposed street system will provide a safe and pleasing streetscape, encouraging walking, bicycling, and transit use. In addition, it is important to maintain major street connections for SEPTA bus routes and access to the Broad Street Subway, as well as accessibility to Roosevelt Boulevard. The final design of the street network will create a system that accommodates all users: pedestrians, bicyclists, transit users, automobiles, and commercial vehicles.
Street Lighting

Pedestrian scale lighting should be used along all streets to create a more attractive environment. Lighting should be provided with a maximum separation of 40' between fixtures, eliminating the possibility of the street appearing stark. Pedestrian-scale lighting would be considered lighting over the sidewalk, as opposed to over the street, with the fixture located 8-12 feet above the sidewalk.

Landscaping

Street trees create an attractive, appealing environment, providing shade and a buffer between the street and the sidewalk. Street trees can enhance outdoor dining and shopping experiences as well.

- Street trees shall be provided every 35' along all streets, centered between sidewalk/street light posts.
- Trees shall be located a minimum of 35' from an intersection.
- Trees should be placed a minimum of 1.5 feet from the curb. Where streets provide on-street parking, this distance provides adequate space for vehicle doors to open.
- Walkable tree grates should be used to protect tree roots and reduce tripping hazards.
- Tree trenches are encouraged to provide stormwater management.

Crosswalks

Crosswalks should be placed at all intersections to provide safe and organized crossing in the neighborhood. Standard crosswalks should be 10'-15' in width with 12" white stripes. Decorative crosswalks might be considered at key locations within the neighborhood that provide identity to the Logan Triangle neighborhood. Dura-Therm thermoplastic is the only City approved decorative crosswalk material permitted, but other materials that can be maintained will be considered by the City.
Parking facilities should be accessible to pedestrians and businesses.

- **Pedestrian-oriented streets:** Pedestrian-oriented streets should be located on neighborhood-commercial axes and service-oriented businesses located on neighborhood-commercial axes.

- **On-street parking:** On-street parking should be located in front of buildings, businesses, and public spaces.

- **Access to facilities:** On-street parking should provide easy access to facilities, businesses, and public spaces.

- **Walking area:** Walking areas should be accessible to pedestrians and businesses.

- **Loading areas:** Loading areas should be accessible to businesses and service-oriented businesses.

- **Bus stops:** Bus stops should be located at intersections and along major streets.

- **Bicycle lanes:** Bicycle lanes should be located along major streets and intersections.

- **Speed control:** Speed control should be maintained along major streets and intersections.

- **Lighting:** Lighting should be provided along major streets and intersections.

- **Signage:** Signage should be provided along major streets and intersections.

- **Shelter:** Shelters should be provided along major streets and intersections.

- **Street furniture:** Street furniture should be provided along major streets and intersections.

- **Street trees:** Street trees should be provided along major streets and intersections.

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On-street Parking

- On-street parking shall be designed parallel to curb with a minimum parking dimension of 8’x20’ per space, demarcated with white striping.
- Curb extensions, or bump-outs, should be used at corners. Stormwater bump-outs should be considered on streets that do not have transit stops.

![Stormwater management bumpout examples](image)

Off-street Parking

Off-street parking should be provided to accommodate the parking needs of large, single-use buildings, destination uses, multi-family residential and mixed-use buildings, as well as the occasional need for parking overflow in the neighborhood during events.

- Parking spaces should be perpendicular, measuring 9’x18’, with a minimum drive aisle of 24 feet.
- Lighting should be provided at a level that is bright enough for proper security and safety of the users of the facility while not creating light pollution for the occupants of the buildings surrounding the parking area. A minimum of 2.0 foot-candles is recommended.
- At least 20% of the total surface parking lot area should be landscaped.
- Islands shall be used to break up the length of parking aisles, inserting one island every 8 parking spaces.
- Parking lot islands, a minimum of 9’ x 18’, shall be provided to accommodate a tree and other landscaping such as ground cover and shrubs.
- Off-street parking lots should be located behind and between buildings, screened from view from the street.
- Screening should be provided for all parking areas to separate vehicles and pedestrians on the adjacent sidewalk.
- Landscaping used for screening should be see-through, planted with deciduous shrubs that are 3 - 4 feet in height at the time of planting, to screen headlights of vehicles.
- Intermittent pathways shall provide breaks in the screening to permit passage to/from the parking lot to the sidewalk.
- Pedestrian crosswalks/walkways traversing the parking lot should be provided to provide safe passage from one side of the parking area to another.
- Decorative fencing may be used along the perimeter of the parking lot, with breaks in the fencing where paths from the parking lot to the sidewalk are provided.
- Fencing shall be no more than 4 feet in height with a minimum openness of 50%.
- Fencing and screening should be appropriately integrated.
- Chain link or fencing with sharp or barbed elements protruding from any portion of the fence is prohibited.
- Bicycle racks should be incorporated into parking areas.
- Bicycles should be prohibited from being locked to fences.
- Bicycle racks should be located closest to the perimeter of the parking lot, adjacent to sidewalks and building entrances.

![Parking areas behind and between buildings](image)
Any signs posted by the City of Philadelphia
- Changeable letter signs, except for chrome and community centers
- Signs with mobile electric boxes or other equipment
- Signs showing expired electrical conduits
- Or may not be illuminated
- Can be 3 signs with letters or graphics on a display sheet which may
- Be supported by a pole or two or more uprights or braces
- Pole mounted signs defined as any free-standing sign greater than 5' in

Prohibited Signage

Non-Recommended Signage

Recommended Signage

Window Signs

- Letters which are proportional
- The hierarchy (largest to smallest) goes from right to left
- The significance type is very effective
- Located perpendicular to sidewalk
- Window signs and graphics
- Free-standing monument signs
- Windows on mornings, on the signs bonds or walls
- Signs should be located in an architecturally defined spaces above
- Graphics and text on a sign should be easily readable
- The design should be a maximum area of 15% of the total front facade.

Signage within the Logan Triangle neighborhood should enhance, not detract.
Retail/Commercial Building Lighting

Exterior Building Lighting

Effective exterior lighting at retail/commercial use entrances and on secondary building walls can create an attractive and inviting space for pedestrians walking along the sidewalk, as well as make pedestrians feel safer.

- Commercial/retail buildings should provide proper lighting at entrances.
- Lighting fixtures should complement the architecture and materiality of the building, and building signage.
- Larger buildings that have long sidewalk frontages should provide lighting along these frontages so that no areas are left unlit.
- Street lighting may be included to achieve adequate lighting.
- Lighting should average 2.0 footcandles at the entrance.
- Floodlights, wall packs, and tall light posts are prohibited.
- Energy-efficient lighting is encouraged.

Interior Building Lighting

Lighting within commercial buildings should draw attention to store displays, information, and entrances. It should be such that there is not significant overflow onto the street through window and door openings creating unnecessary glare and distraction.
**Logan Triangle Neighborhood Design Charter**

**Housing for Special Needs**

Many older neighborhoods have significant populations of older residents who may have special needs. This type of housing is generally more dense than single-family homes, providing greater opportunities for residents to live within walking distance of schools, parks, and other amenities. The design of these neighborhoods is focused on maximizing the use of available space, while still providing adequate privacy and security for residents. The use of mixed-use development with retail, commercial, and residential spaces can help create a sense of community and reduce the need for residents to travel long distances for basic needs.

**Single-Family Homes**

Single-family homes are generally the largest housing option, however not all single-family homes are necessarily large. Some smaller single-family homes are generally designed to provide a comfortable and functional living space for a family. These homes may be designed with energy-efficient features and may be located in areas with a higher walkability index, providing residents with easy access to local amenities and transportation options. The design of these homes should focus on maximizing the use of available space, while still providing adequate privacy and security for residents.

**Multi-Family Housing**

Multi-family housing with single-family homes is becoming more prevalent in many older neighborhoods. These homes provide an opportunity for residents to live in a more affordable and less expensive type of housing. They are also designed to be more energy-efficient and provide greater opportunities for residents to live within walking distance of local amenities. The design of these homes should focus on maximizing the use of available space, while still providing adequate privacy and security for residents.
Setback and Height Requirements
- Single-family homes, rowhomes, and duplexes should be 2-3 stories in height.
- Multi-family buildings may be a maximum of 3 stories.
- All building types should be constructed to the front property lines. A minimum side yard setback of 5 feet should be provided in order to provide some landscape elements, including grass, shrubs, and trees.
- When garages are provided in any residential development, the garage and access to the garage must be in the rear of the home or building. Alleys should be provided if necessary in order to accomplish this requirement.
- Surface parking areas may be provided in the rear of residential clusters.
- Fencing is not permitted in front yards.

Dimensional Design Guidelines: Commercial and Mixed Use Buildings
While there is no significant precedent set by the surrounding neighborhood for mixed-use development, new mixed-use buildings within the Logan Triangle neighborhood should be of a neighborhood scale where the design of the first floor activates the sidewalk.

The first floor of all mixed-use buildings is required to be a non-residential use, not related to the residential use of the floors above. It should be an active use that creates a relationship between the building and the pedestrian. Mixed-use buildings should be designed to reflect the pedestrian nature of the neighborhood, ensuring that the first floor does not discourage pedestrian activity, or present an uninviting wall along the street.

Setback and Height Requirements
- Buildings should be built to the front and side property lines, creating a strong building edge.
- Buildings should be a 2-3 stories in height.
- The first floor of any commercial or mixed use building should have a minimum interior clear ceiling height of 14 feet.
- All upper floors above the first floor should have a minimum interior clear ceiling height of 8 feet.

Entrances
- Building entrances should be clearly visible from the sidewalk and street.
- Entrances should be of an appropriate scale, material and shape to the overall façade, and contain clear glass.
- Entrances should not be obstructed with free-standing signage, furniture, landscape elements, or merchandise.
- Building entrances on corner buildings should be located on the primary façade of that building. Corner entrances are permitted, incorporating a corner element attracting pedestrians to the entrance.
- Where buildings are adjacent to surface parking lots, a secondary rear public entrances to the buildings should be provided.
- The rear façade should be appropriately designed to encourage access to the building from the parking area, but not overly designed to compete with the front entrance.
Blank Walls

When open during business hours, the interior of the windows should be less visible than the exterior. This creates a sense of security, as well as a sense of privacy for the occupants of the premises. The open, not solid, design of the windows makes them appear more inviting to potential customers.

Security Grilles

Impaired by blank walls, security grilles are essential. Blank walls, when placed behind glass, can provide a sense of security. The use of grilles or vertical bars is recommended to prevent unauthorized access.

The use of reflective or high-impact glass is also recommended.

Every window should be designed with the appropriate security measures in mind.

Upper story windows should be securely closed with the location of all doors.

The design of the facade should be carefully considered to create an attractive, inviting, and safe-feeling pedestrian-friendly streetscape.

The facade is what is primarily seen by the pedestrians. It sets the tone for the rest of the building.

The facade should be designed to complement the entrance door and window base.

The facade consists of the cornice, the transom window (sometimes), and the transom screen.

The upper story consists of the cornice and windows.

The essential function of the cornice is to form a public roadbed. The cornice provides a safe and inviting public space.

A front facade is any building face that is facing a public right-of-way or any other pedestrian space.
Color

Developments should consider color in the context of the entire commercial corridor. Colors should be used to bring together the elements of the entire façade, complementing and enhancing the architectural character of the building.

Awnings

Awnings can be used to identify the entrance of a building or create a unifying design element along a commercial streetscape. They can add color and variety to a streetscape, while acting as a functional element providing shade.
- Awnings should only be used if compatible with the design of the building and signage.
- Awnings should be made of canvas or canvas-like material, and should fit the scale of the door or window they are protecting.
- Shed awnings with open sides and valances are preferred.
- Signage may be included on an awning, on the valance only.

Articulation

The first floor should be articulated from the remaining stories of the building, using defining elements, in order to reduce the perceived mass of the building. This can be accomplished by using banding, varying materials, using different textures or a soldier course, as well as using different colors. In addition, setting back the second story, or providing roof overhangs can provide additional horizontal articulation to a building.

Vertical focal points should be used at appropriate locations on a free-standing building, such as arcades, porticos, towers, or changes in roof height to provide vertical articulation, breaking up the monotonous massing of such buildings.
Articulation

Free-standing, single use buildings are generally larger in scale. In order to maintain a pedestrian scale, and a more pedestrian-friendly experience along the sidewalk, it is imperative that the massing of the building be designed to minimize the perceived bulk of such large buildings.

- Horizontal articulation can be accomplished by varying materials from the base of the building, measured six feet above the point where the building meets the sidewalk, and the remainder of the façade above this area. Employing banding, using different textures, a soldier course, different colors, etc. can be effective.

- Vertical focal points should be used at appropriate locations on a free-standing building, such as arcades, porticos, towers, changes in roof height or second story windows and awnings, to provide vertical articulation, breaking up the monotonous massing of such buildings.

CPTED Design Standards

Crime Prevention Through Environmental Design is a method of smart site design to provide safe environments for pedestrians. It is important to consider these basic principles when designing the Logan Triangle neighborhood in order to provide a safe, pedestrian-friendly neighborhood that is livable for its residents and an attractive destination. CPTED identifies four main design principles:

Natural Surveillance
A person is less likely to commit a crime if they think someone will see them do it. Landscape areas should not provide spaces to hide. Parking areas, sidewalks and pedestrian walkways, and parks should be well lit.

Natural Access Control
Spaces should be designed so that a person is guided to proper entrances without leaving the possibility of going somewhere they should not. This can be accomplished with the use of walkways, landscaping, and lighting. It is not necessary to provide unattractive, baring security elements such as high fences and walls, and barbed wire.

Territorial Reinforcement
Utilizing physical cues such as decorative pavement, landscaping, and signage create a sense of ownership of a public space. Public and private spaces are distinguished, and pedestrians maintain proper boundaries.

Maintenance
When a nuisance in a neighborhood is left to exist, it is perceived as acceptable, and nuisances continue to persist and exacerbate, leading to the decline of a neighborhood. Neglected and poorly maintained neighborhoods are prime areas for criminal activity. Property should be properly maintained to help create a safe neighborhood.

Open/Recreation Space
When provided, open/recreation space may include trails, courts (basketball, volleyball), open playing fields (soccer, baseball), passive open space, pavilions, amphitheaters, farmer’s markets, etc.

Neighborhood Identity
Small elements can be added to a neighborhood development plan to create a sense of identity to a neighborhood and to celebrate its history. Neighborhood identity can be achieved through banners, artwork at transit stops, and special markers at gateways into the neighborhood.
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