



# Logan Triangle Neighborhood Design Charrette and Design Guidelines Manual

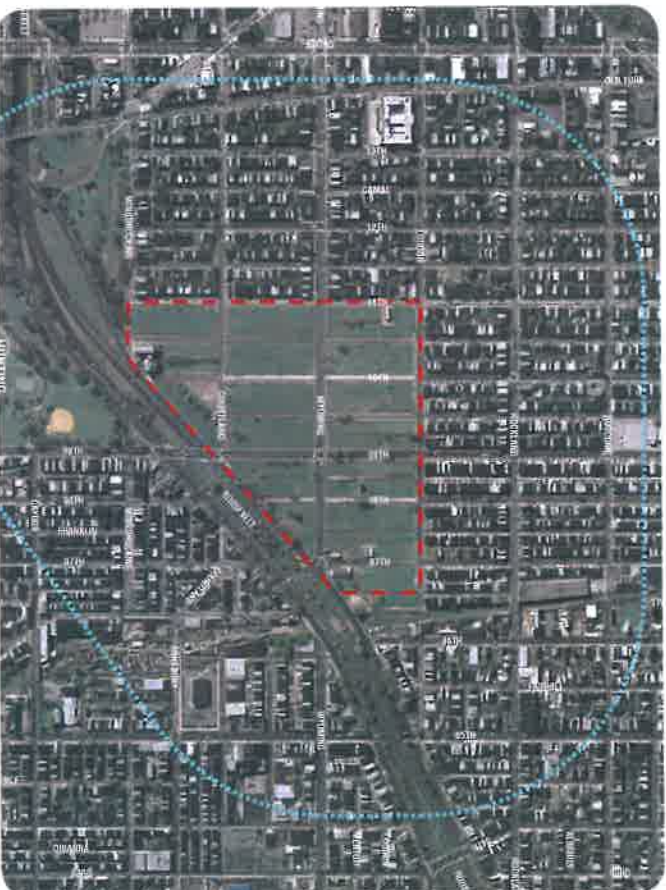
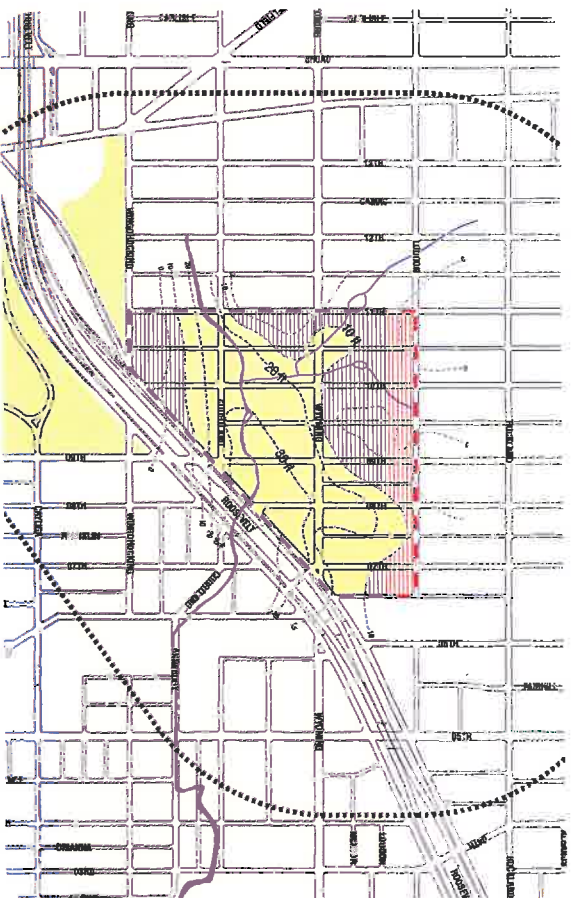


Elwell Studio  
Land Planning · Landscape Architecture

## Background

Logan CDC, with a generous grant from the Philadelphia Foundation, is working to define a viable redevelopment strategy for the Logan Triangle. The redevelopment strategy focuses on a mixed-use approach including neighborhood retail, affordable housing, and medical offices; destination uses including retail, dining, health club/recreational use; and some flexible uses including church expansion, light industrial, and community open space. The redevelopment program for this effort was established in a market study commissioned by the Philadelphia Redevelopment Authority (PRA) and produced by AKRF to determine what this site can support.

Logan CDC partnered with the design team of KSK Architects Planners Historians, Inc. (KSK) and Eiwel Studio to develop a preferred redevelopment plan based on the market study by AKRF, additional research, and earlier development proposals for the site. Studies by various organizations have been performed for the site, which were significant in the development of the design proposals. It was the Green Acre study, for instance, that gave insight as to the desires of area residents for more open space. Others include the Philadelphia City Planning Commission (PCPC), Green Interim Plan, and Area Redevelopment Plan, the Urban Engineers Geotechnical Study, Logan CDC Strategic Plan and Asset Mapping Plan, a study prepared by The Reinvestment Fund, Inc., and the Urban Land Institute (ULI) - TAP Plan. Meetings/interviews with various city agencies, the site's landowner (PRA), as well as input and feedback from community members through a Community Design Charrette process, were valuable to this process. The original intent of the study was to use the results of this design exercise to inform the release of a new RFP by the PRA to seek developer interest to implement site redevelopment.





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. Wingoocking Street to the south, and 11th Street to the west. The Wingoocking 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 \$48.5 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.

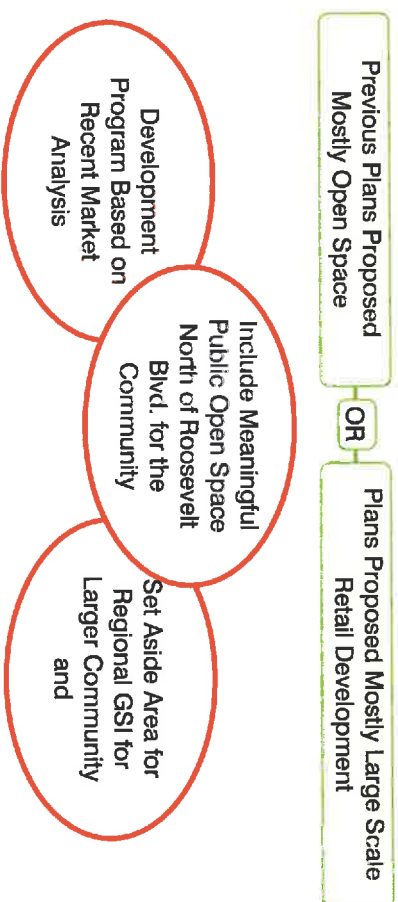


In May 2013, a Steering Committee Meeting was facilitated by KSK with selected representatives from Logan CDC and its community partners, Elwell Studio, and interested residents surrounding the site. The meeting was held to discuss the parameters of the Logan Triangle project and the steps in developing a redevelopment proposal which incorporates the area market study data and area stakeholder and community member concerns and ideas. The stability and viability of the site for re-development, from a structural and environmental basis, and the importance of community participation were heavily discussed topics at this working meeting.

In June 2013, a Stakeholder working meeting was held with representatives from Logan CDC, KSK, the PRA, Philadelphia Streets Department, and the Philadelphia Water Department (PWD). The project was presented to the stakeholders, asking for input, ideas, and to address any areas of concern. Again, discussion focused around the cost effectiveness of building on the site given its existing soil conditions. It was explained how different approaches to development can determine the level of costs involved. As an approach to reducing redevelopment costs, KSK presented initial ideas that demonstrated that the amount of development identified in the AKRF market study could be constructed on the areas of the site where there is the least amount of fill – the northern and southern areas of the site.

Market study information was presented to show participants the levels of retail, commercial, limited office and residential development the site could support. Brownfield redevelopment case studies from elsewhere were presented to show development strategies similar to the concept being proposed by KSK – A redevelopment design proposal that does not place physical development on the entire site, but rather balances development with significant meaningful open space for community use.

Two different design proposals were presented by KSK, prompting discussion regarding the proposed street network, existing physical street conditions (which needed to be further examined with the Streets Department) and the allocation of permanent open space to the PWD for stormwater management use, and use by the Parks and Recreation Department for community park land. Community outreach during this planning exercise, as well as outreach from past studies, indicated that open space and outdoor recreational areas north of Roosevelt Boulevard are highly desirable by residents surrounding the Logan Triangle redevelopment site.



What is Different Now - A Balanced Development Approach



1 Retail



2 Senior Housing



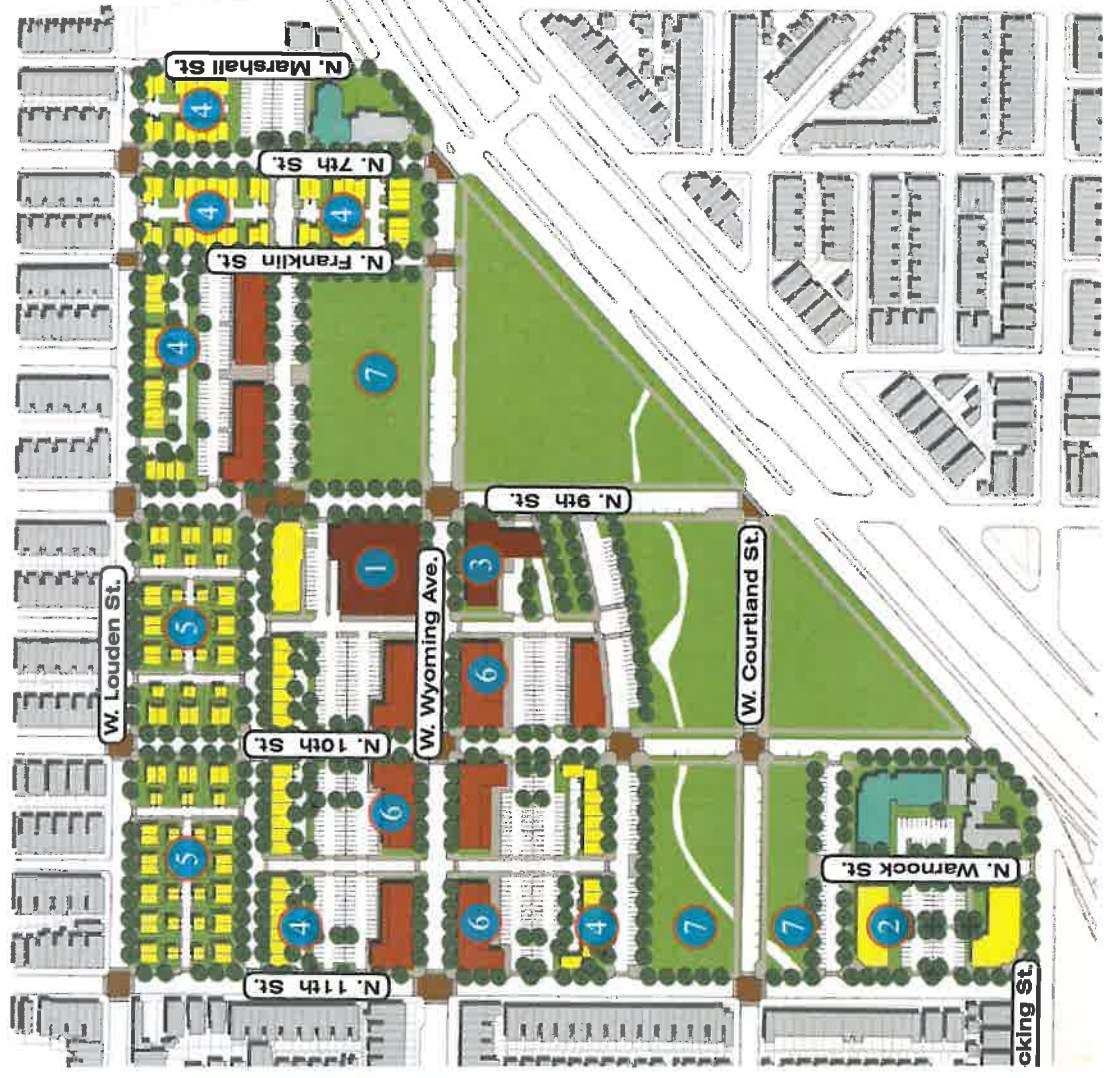
3 Medical Office



4 New Housing



5 Mixed Use



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



Option Two: Triangle Center Green

**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.

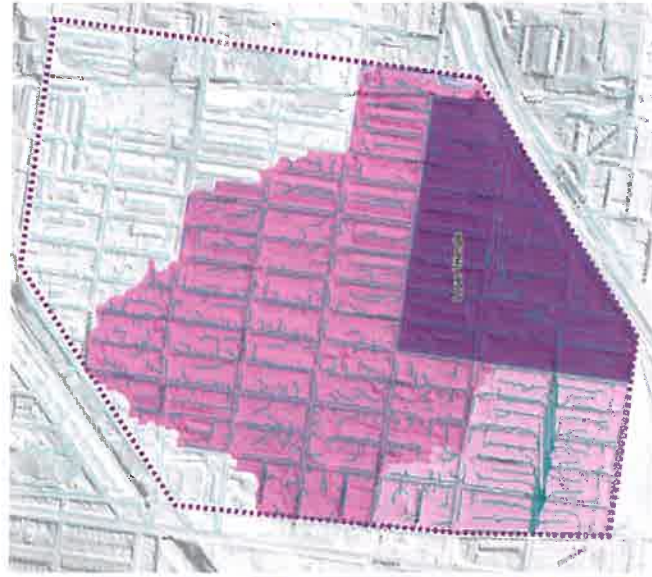
Include a sufficient variety of housing sizes and types in the project.

**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.

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 and regional 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 redevelopment 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.





**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.

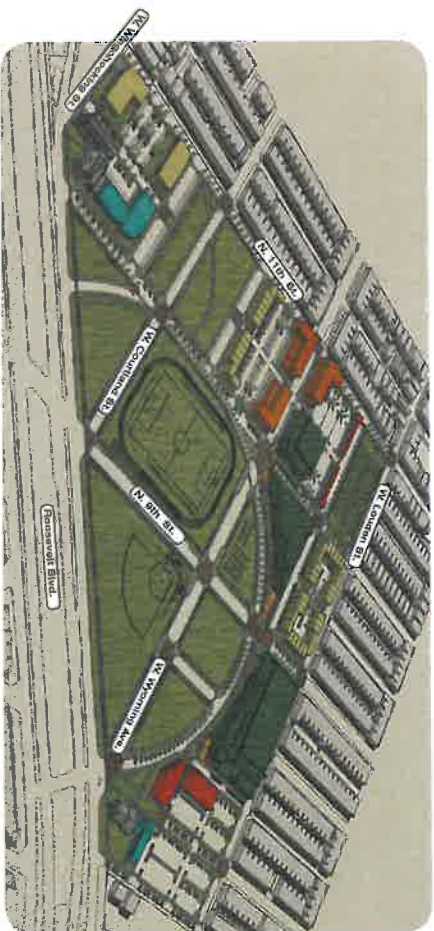


*Illustrative sketch models showing different views of the proposed redevelopment concept*



**Option 3: Triangle SportsPlex:** In ongoing stakeholder conversations, after the public Charrette workshop, a third option has emerged that has not yet been vetted publically. This option shows a mixed-use community with a Sportsplex Center Campus. This design stems from the base design of Option 2: Triangle Center Green, providing a regional sports and recreation facility that is not currently available in the Philadelphia region. The development would be considered more of a destination, yet still be a huge amenity to the existing and new local residents. The proposal focuses mostly on a Sportsplex campus, providing some minimal residential development and supporting commercial uses. Athletic facilities, including an indoor track, courts for basketball and volleyball, conditioning space, and food service facilities, are envisioned in this concept. A large amount of outdoor recreation and open space is proposed as well, including an outdoor track. In addition, a community park is proposed in the northwest area of the site, adjacent to the existing residents to the north, providing an open space amenity for the local residents. A farmer's market to the south of the community park can create an identity to the area, providing a secondary destination to the site. The church expansions continue to be proposed on this site, as they are staples in this community, and will continue to provide community support services; more so with their proposed expansions. The community has voiced the desire for more recreational space, and this proposal meets these needs.

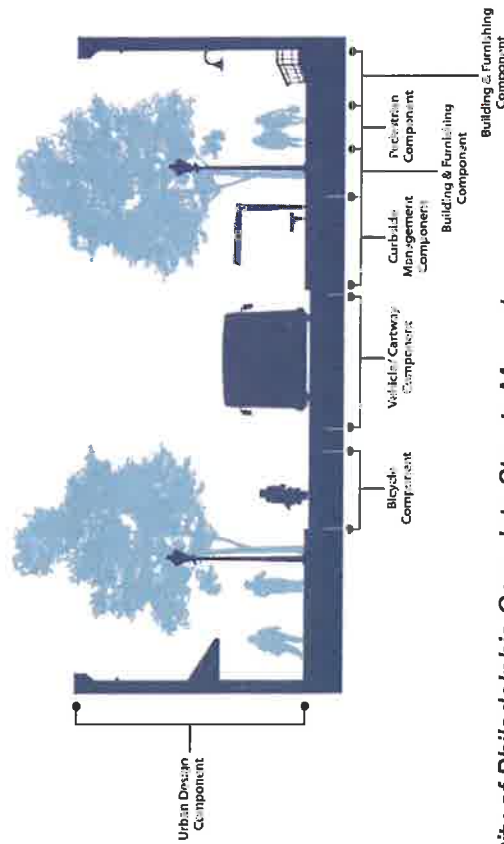
A development group is currently interested in the possibility of providing a large indoor/outdoor recreational facility on the Logan Triangle, and the costs for a feasibility study are currently being developed by a local planning firm.



*Illustrative sketch models showing different views of the proposed redevelopment concept*



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 curbside 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.



City of Philadelphia Complete Streets Manual Component Diagram

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



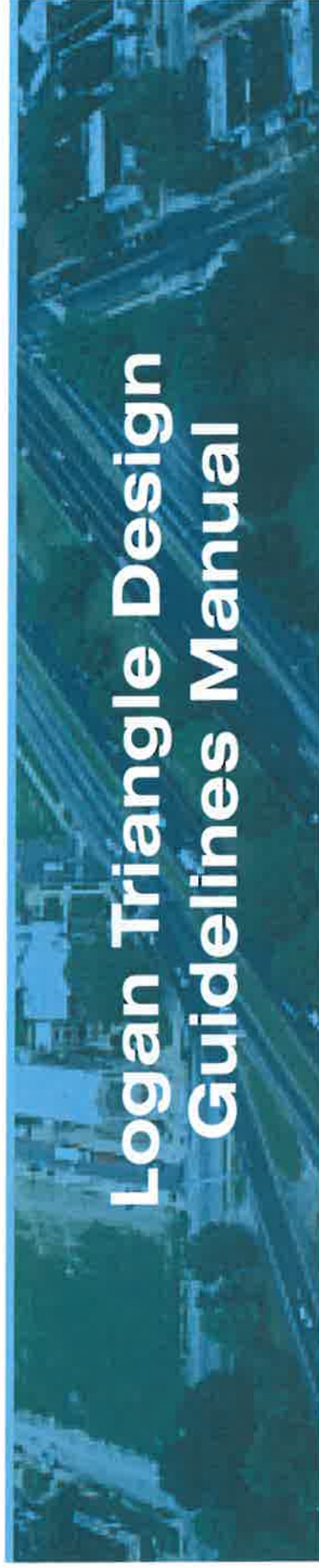
While the community generally approved of both of these proposals, there was a stronger affinity towards Option 2: Triangle Center Green, as residents have suggested any new development should include walking/biking trails, community garden space, performance pavilions, and other recreation areas. Additionally, 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 ongoing stakeholder conversations, after the public Charrette workshop, a third option has emerged that has not yet been vetted publically. This option shows a mixed-use community with a Sportsplex Campus. This design stems from the base design of Option 2: Triangle Center Green, providing a regional sports and recreation facility that is not currently available in the Philadelphia region. The development would be considered more of a destination, yet still be a huge amenity to the existing and new local residents. The proposal focuses mostly on a Sportsplex campus, providing some minimal residential development and supporting commercial uses. Athletic facilities, including an indoor track, courts for basketball and volleyball, conditioning space, and food service facilities, are envisioned in this concept. A large amount of outdoor recreation and open space is proposed as well, including an outdoor track. In addition, a community park is proposed in the northwest area of the site, adjacent to the existing residents to the north, providing an open space amenity for the local residents. A farmer's market to the south of the community park can create an identity to the area, providing a secondary destination to the site. The church expansions continue to be proposed on this site, as they are staples in this community, and will continue to provide community support services; more so with their proposed expansions. The community has voiced the desire for more recreational space, and this proposal meets these needs. A development group is currently interested in the possibility of providing a large indoor/outdoor recreational facility on the Logan Triangle, and the costs for a feasibility study are currently being developed by a local planning firm.

In the final plan document, guidelines and controls for redevelopment will be established that will set forth the standards for which the site is to be developed such as building height, setback, materiality, façade transparency, parking location, as well as more aesthetic requirements, aiding developers in following through with the community vision, as well as ensuring a more cohesive and complementary development if the site is developed in phases and/or by different development firms. Parking location (ex. on-street, rear of building), bus stop and shelter standards, and landscaping and street lighting requirements, including the spacing of trees and street lights along the street, distance located from curb, tree type and light fixture standards, will also be a part of this final document. Ultimately, 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.

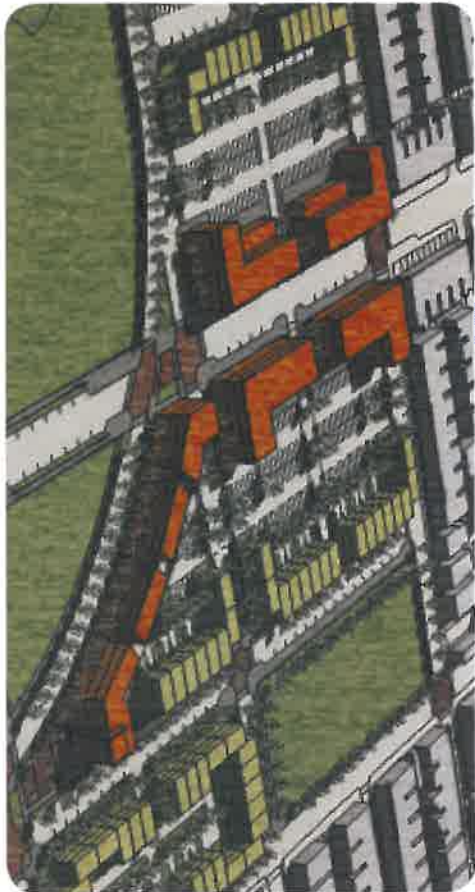
Moving forward with the development of the Logan Triangle based on this community driven redevelopment concept will likely require the PRA to secure a development firm through the RFQ/RFP process utilizing the design guidelines that have been developed for the site. Utilizing a single developer for the entire site, or multiple developers to develop on a per block basis in phases, are both acceptable to redevelopment. Ongoing communication between the PRA, PWD and the Parks and Recreation Department will be necessary for the implementation of the regional GIS proposed in the plan as well as the significant amount of community open space. GSIs in this area will provide regional stormwater management to the City of Philadelphia as part of its overall strategy to reduce Combined Stormwater Overflows (CSOs). It is pertinent to keep a public-private partnership with the community, promoting communication regarding all phases of development. Ultimately, the redevelopment of the Logan Triangle can become a catalyst for the continued revitalization of the entire Logan neighborhood.





# Logan Triangle Design Guidelines Manual





## How to use this manual

The design guidelines contained within this manual have been prepared to aid developers in following through with the community vision, as well as to ensure a more cohesive and complementary development. They are intended to assist in plan review by the City agencies responsible for reviewing and approving proposed developments.

The guidelines are a supplement to the city's Zoning Code and other development regulations. Development firms should be familiar with the overall development goals of the Logan Triangle Community when preparing development plans for the neighborhood for review.

Adhering to the guidelines will help ensure the development plans will represent the community vision and enhance the pedestrian experience on the street, as well as the attractiveness of the community.



Option 1



Option 2

## New Street Pattern

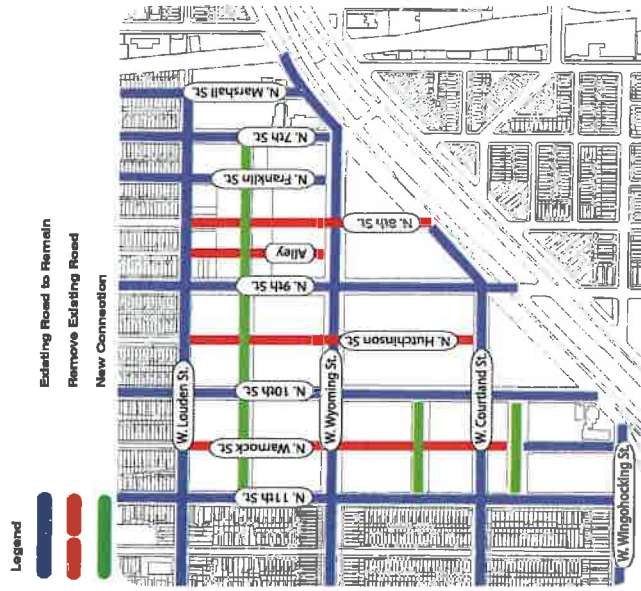
A newly proposed street system will provide a safe and pleasing streetscape, encouraging walking, bicycling, and transit use. In addition, it is important to maintain major street connections for SEPTA bus routes and access to the Broad Street Subway, as well as accessibility to Roosevelt Boulevard. 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.

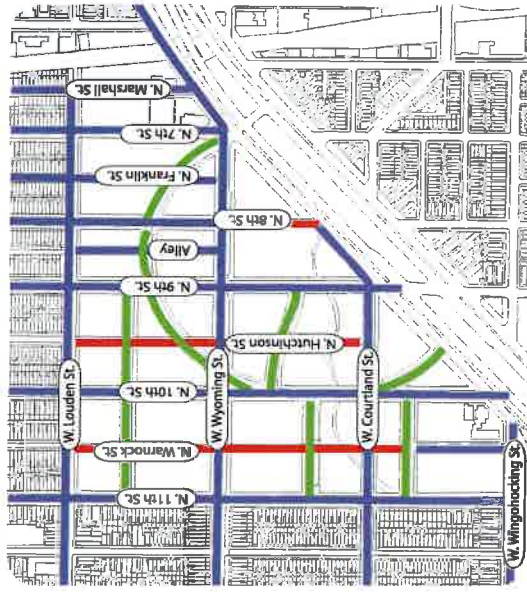
Blocks should be no longer than 500 feet in length. To create a grid system with greater efficiency and more development opportunity, the following street removal/additions are recommended:

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.

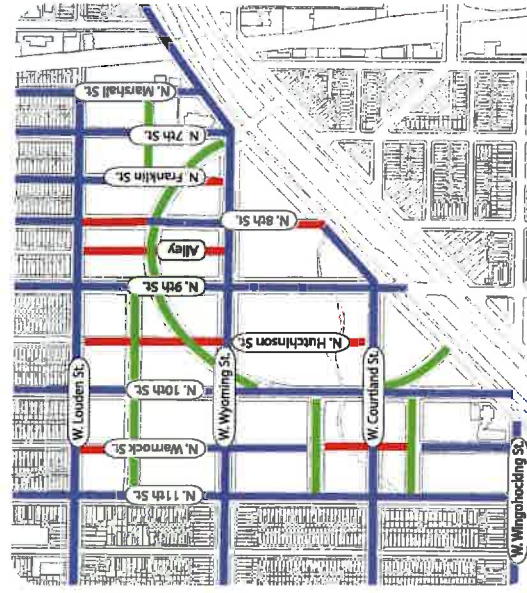
Remove north-south streets to create larger urban blocks. Add east-west streets to create better connections between blocks, and larger urban blocks. A newly proposed street system will provide a safe and pleasing streetscape, encouraging walking, bicycling, and transit use. In addition, it is important 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.



Option 1



Option 2

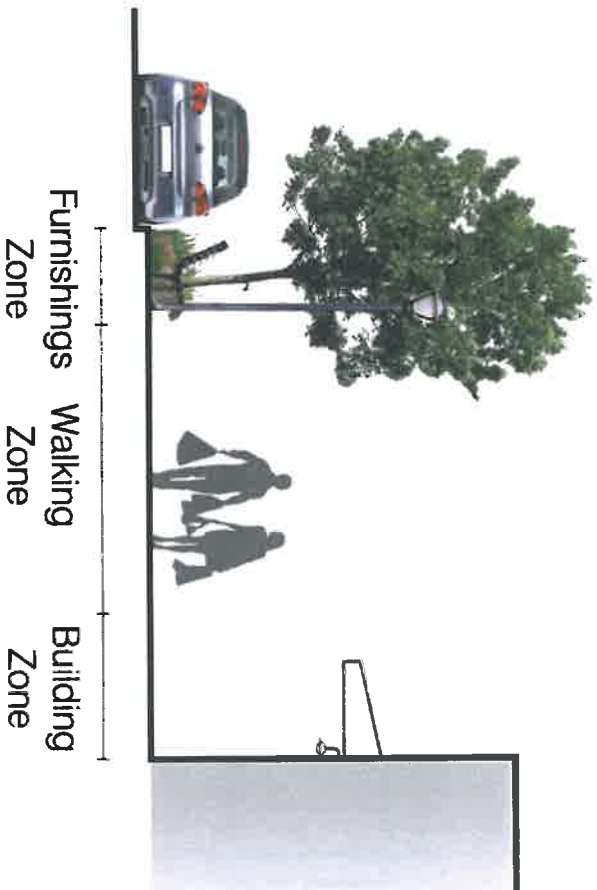


Option 3

## Streetscape Design Standards

The area between the street and the building is important in creating an environment suitable for the pedestrian, maintaining safe and inviting pedestrian-friendly corridors. 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 curbside management component, a building and furnishing component, and a pedestrian component. These six components should be the basis for all streetscape designs per the City of Philadelphia's Complete Streets requirements for new development.

The following breaks out specific elements that should be carefully considered when designing the streetscape of the Logan Triangle neighborhood.



*Walking Zone should be a minimum width of 6' for Residential districts and 12' for Commercial districts*

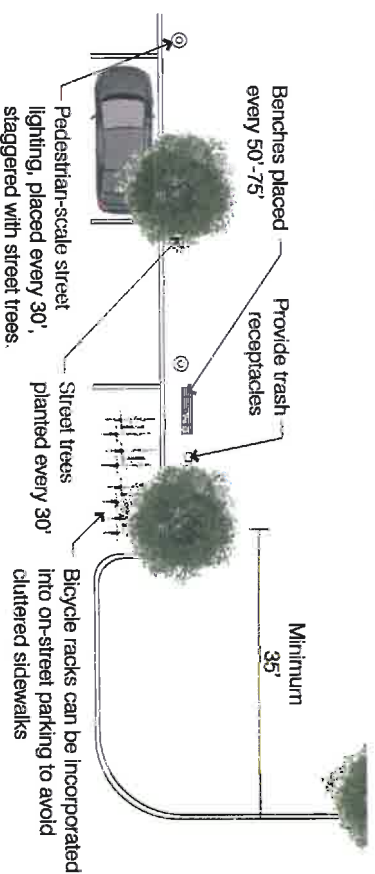
## Sidewalks

Sidewalks provide direct routes between destinations for pedestrians, and should be provided along all streets. Sidewalks should have a clear pedestrian walking area of at least six feet (6'), plus ample space for furnishings including trees, landscaping, furniture, and transit stops.

Sidewalks should be wider in mixed-use and non-residential areas to accommodate higher volumes of pedestrian traffic and permit outdoor restaurant dining. Where possible, sidewalks should include planted areas and stormwater management features including stormwater planters, stormwater tree trenches, stormwater bumpouts, and green gutters.

Sidewalk furnishings should not interfere with safe pedestrian passage along the sidewalk. Street furnishings, including benches, trash receptacles and bicycle racks should be placed on each block.

- o Benches shall be designed to sustain adverse natural elements. Benches shall be placed intermittently on each non-residential block, ideally every 50-75 feet. In residential only areas, benches may be located at locations deemed as appropriate gathering places.
- o Trash/recycle receptacles shall be placed near benches, bus stops, and/or at intersections.
- o Bicycle racks shall be placed near benches and at appropriate locations proximate to commercial/retail uses and park and recreation spaces.
- o Bicycle racks may also be incorporated into on-street parking spaces as well as the design of new bus stops and shelters.





## 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.



*Pedestrian scale streetscape lighting*

## 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 thermo-plastic is the only City approved decorative crosswalk material permitted, but other materials that can be maintained will be considered by the City.



*Dura-Therm crosswalk*

## 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.
- o Street trees shall be provided every 35' along all streets, centered between sidewalk/street light posts.
  - o Trees shall be located a minimum of 35' from an intersection
  - o 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.
  - o Walkable tree grates should be used to protect tree roots and reduce tripping hazards.
  - o Tree trenches are encouraged to provide stormwater management.



*Green gutter*



*Tree trench*

## Bus Routes, Stops, and Shelters

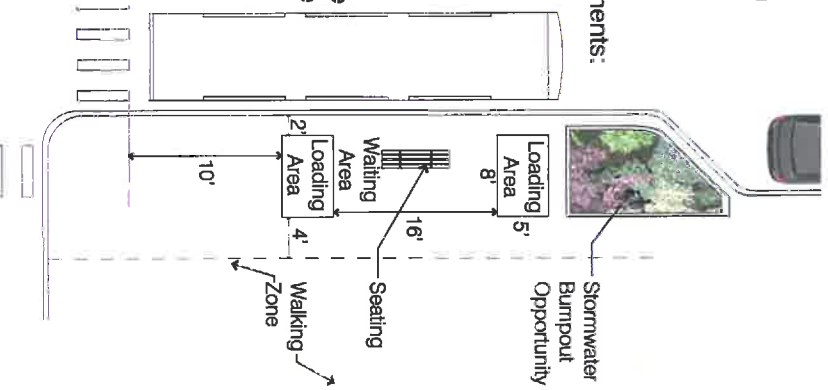
Transit stops should be easily accessible to/from neighborhood destinations and the pedestrian sidewalk connections. Access to public transportation and major streets will promote the viability of the site as a place to live as well as visit. West Wyoming Street and N. 9th Street are bus routes. These existing routes shall be preserved, while redesigning the bus stops to provide improved vehicle and pedestrian circulation. The stop locations should be relocated to the far side of intersections, allowing for the addition of shelters with amenities.

Shelters should provide benches, ADA compliant waiting areas, trash/recycle receptacles, informational signage, and proper lighting. The following standards and requirements are set forth in the City of Philadelphia Pedestrian and Bicycle Plan:

- o Lighting at bus shelters must be a minimum of 1.3 to 2.6 foot candles.
- o Bus stop lengths should be a minimum of 60 feet for a standard bus and 90' for an articulated bus.

Transit stops should incorporate 3 design elements:

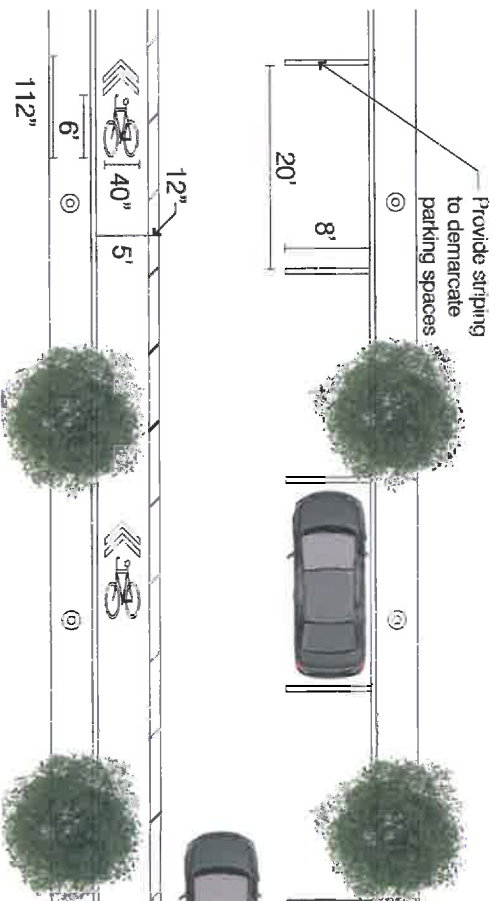
- o **Loading area:**  
Loading areas should be a minimum of 5' wide by 8' deep. A second loading area is advisable to provide space for passengers exiting from the rear of the bus.
- o **Waiting area**  
Waiting areas should be sized according to expected passenger volume. Seven square feet per person should be used in sizing the shelter. Waiting areas should be located outside the loading areas. If passenger volume is expected to be low, waiting and loading areas may overlap.
- o **Accessible pedestrian path**  
A path, minimum 4 feet in width, should be provided for access to waiting and loading areas, and bus shelter or bench.



## Bicycle Lanes

Bicycle lanes exist along W. Wyoming Avenue and N. 9th Street and should be preserved. The Philadelphia Pedestrian and Bicycle Plan also proposes that N. 10th Street from W. Wyoming Avenue, continuing north beyond the neighborhood boundaries be designated as a bicycle friendly street which is a street designed to be more attractive to bicyclists and less attractive to high-speed traffic.

- o Bicycle lanes should be a minimum of 5 feet in width with a 12" striped area separating the vehicle and bicycle lanes.



## Parking

Parking areas should be integrated into the design of the site, whether it is on- or off-street parking. On-street parking provides a barrier between street traffic and pedestrian movement on sidewalks, creating a more pedestrian-friendly environment. On-street parking is helpful in traffic calming. In addition, it provides a safer and faster way to access retail, commercial, and service-oriented businesses located on neighborhood-commercial, pedestrian-oriented streets.

Off-street parking provides an area for more parking to be clustered in one location. Off-street parking is an ideal solution to providing a centrally located parking facility for multiple businesses or residences.

## On-street Parking

- o On-street parking shall be designed parallel to curb with a minimum parking dimension of 8'x20' per space, demarcated with white striping.
- o 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



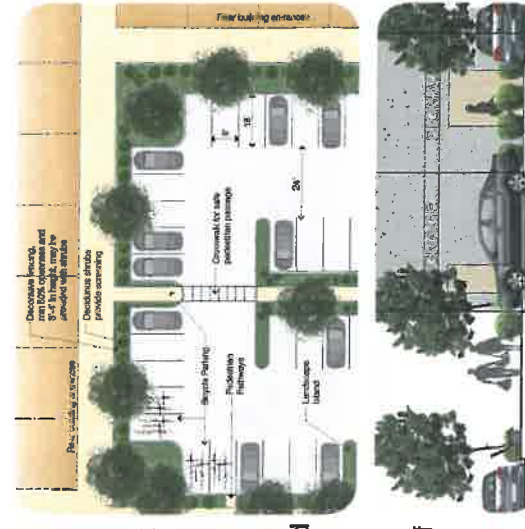
## Off-street Parking

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.



- o Parking spaces should be perpendicular, measuring 9'x18', with a minimum drive aisle of 24 feet.
- o 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.
- o At least 20% of the total surface parking lot area should be landscaped.
- o Islands shall be used to break up the length of parking aisles, inserting one island every 9 parking spaces.
- o Parking lot islands, a minimum of 9' x 18', shall be provided to

- o accommodate a tree and other landscaping such as ground cover and shrubs.
- o Off-street parking lots should be located behind and between buildings, screened from view from the street.
- o Screening should be provided for all parking areas to separate vehicles and pedestrians on the adjacent sidewalk.
- o 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.
- o Intermittent pathways shall provide breaks in the screening to permit passage to/from the parking lot to the sidewalk.
- o Pedestrian crosswalks/walkways traversing the parking lot should be provided to provide safe passage from one side of the parking area to another.



Parking areas behind and between buildings

- o 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.
- o Fencing shall be no more than 4 feet in height with a minimum openness of 50%.
- o Fencing and screening should be appropriately integrated.
- o Chain link or fencing with sharp or barbed elements protruding from any portion of the fence is prohibited.
- o Bicycle racks should be incorporated into parking areas.
- o Bicycles should be prohibited from being locked to fences.
- o Bicycle racks should be located closest to the perimeter of the parking lot, adjacent to sidewalks and building entrances.

## Signage

Signage within the Logan Triangle neighborhood should enhance, not detract from, the pedestrian experience of the street. The type of signage used has an impact on the character of the neighborhood, and size, content, and lighting of signs should be controlled.

- o Signage should be a maximum area of 15% of the total front facade.
- o Graphics and text of a sign should be easily legible.
- o Signage should be located in architecturally defined spaces above windows, on awnings, or on the sign bands of walls.

### Recommended Signage

#### o Wall signs

Includes wall mount, channel letter, or other durable sign material (no natural materials) that is mounted directly to the wall. Use opaque lettering or letter cut-outs that are illuminated from behind (different than internally illuminated plastic letters, which are prohibited).



#### o Free-standing monument sign

Special attention may be given to entry points into the neighborhood at the gateways to the neighborhood (Roosevelt Blvd. and W. Wyoming Ave. as well as Roosevelt Blvd. and N. 9th Street).



#### o Projecting or hanging signs

Located perpendicular to sidewalk. This signage type is very effective when scaled for pedestrian-use.



#### o Window signs and graphics

Window signs and graphics that provide additional information, such as store hours, are permitted, but should not exceed 5% of the total window area.



#### o Banners

Banners should be used for special events or neighborhood identity signs, located on light poles that are designed to hold banners. Banners should not be displayed across a building facade, or across streets as permanent signage.



#### o Iconic, graphic, three-dimensional signs

Appropriate when distinctly characteristic to the use. Effective only when at a pedestrian-scale



### Prohibited Signage

- o Pole mounted signs, defined as any free-standing sign greater than 8' in height, supported by a pole or two or more uprights or braces.
- o Can or Cabinet signs with letters or graphics on a plastic sheet, which may or may not be illuminated.
- o Signs employing exposed electrical conduits
- o Signs with visible ballast boxes or other equipment
- o Changeable letter signs, except for cinema and community centers
- o Any signs prohibited by the City of Philadelphia



## Dimensional Design Guidelines: Residential

The existing homes to the north of the Logan Triangle are typically 20th century, two-story porch-front rowhomes. The homes vary by block in the surrounding neighborhood, with some homes having enclosed porches, and others having elevated open front porches. New developments should reflect the surrounding neighborhood in a more modern approach to the defining elements of the existing homes.

Multi-family 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.

The following residential building types should be incorporated into the overall design of the Logan Triangle neighborhood development site. By including a well-balanced mix of these types of residential dwelling types, the neighborhood will appeal to and consist of varied socioeconomic population.



Large Rowhomes

Duplex



Multi-family

**Single-family homes**  
Single-family homes are generally the largest housing option; however not necessarily. Single-family homes have setback requirements on all four sides, providing greenspace on the individual home lots. This type of home can be intermixed on a block with duplexes. In addition, developers can provide a variety of styles and sizes, i.e. two and three bedroom, serving differing economic and home size needs. Single-family homes tend to be the most expensive housing option.

**Large and small rowhomes**  
Rowhomes are a continuous row of homes that have a common dividing wall between each unit. Rowhomes may have a front porch, enclosed or unenclosed, or just steps up to the front door. Rowhomes create a continuous, unifying wall of homes on a block.

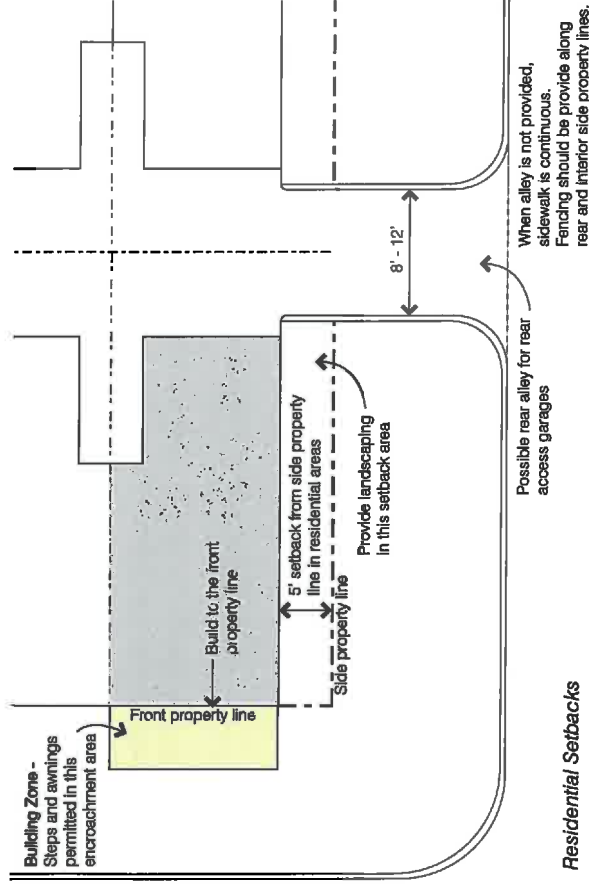
**Duplexes**  
Duplexes are two homes that share a wall, and sometimes a front porch, often with a dividing wall as well. Duplexes can also be divided horizontally, with one unit above the other unit. Duplexes tend to be smaller and less expensive than single family homes. They provide an opportunity for residents to own a home that is less expensive than a single family home. Duplexes can be intermixed on the same block with single-family homes.

**Multi-family**  
Multiple housing units contained within one building, typically apartments. This type of housing can provide a lower cost option for residents to remain in the neighborhood. Since this type of housing is generally apartments, it provides an opportunity for residents who do not have the means or desire to own a home, to rent.

**Housing for special needs**  
Incorporating housing for special needs is important to this neighborhood as the population of older residents who wish to remain in the neighborhood increases. This housing type in urban environments is best accomplished in a multiple unit building where accessibility elements, such as ramps and elevators, are more easily incorporated into the design.

## Setback and Height Requirements

- o Single-family homes, rowhomes, and duplexes should be 2-3 stories in height.
- o Multi-family buildings may be a maximum of 3 stories.
- o 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.
- o 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.
- o Surface parking areas may be provided in the rear of residential clusters.
- o 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

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

### Entrances

- o Building entrances should be clearly visible from the sidewalk and street.
- o Entrances should be of an appropriate scale, material and shape to the overall façade, and contain clear glass.
- o Entrances should not be obstructed with free-standing signage, furniture, landscape elements, or merchandise.
- o 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.
- o Where buildings are adjacent to surface parking lots, a secondary rear public entrances to the buildings should be provided.
- o 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.

## Facade Design

A front facade is any building face that is fronting a public right-of-way or any infernal drive that acts as a public roadway. The storefront establishes the visual relationship between the interior of the business and the sidewalk.

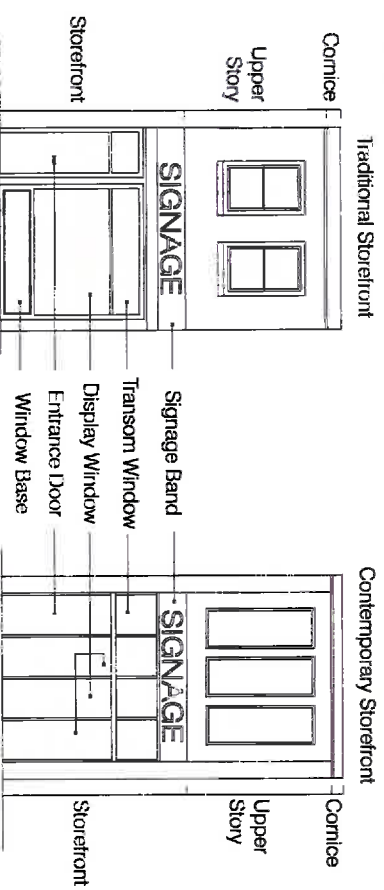
### Storefront Facade Components

Upper story

The upper story consists of the cornice and windows.

Storefront

The storefront consists of the sign band, transom window (sometimes), display windows, entrance door, and window base



The storefront is what is primarily seen by the pedestrian. It is what attracts a pedestrian inside its doors, or simply provides a visual experience along the sidewalk. The design of storefronts should be carefully considered to create an attractive, inviting, and safe-feeling pedestrian-friendly streetscape.



Traditional facade example

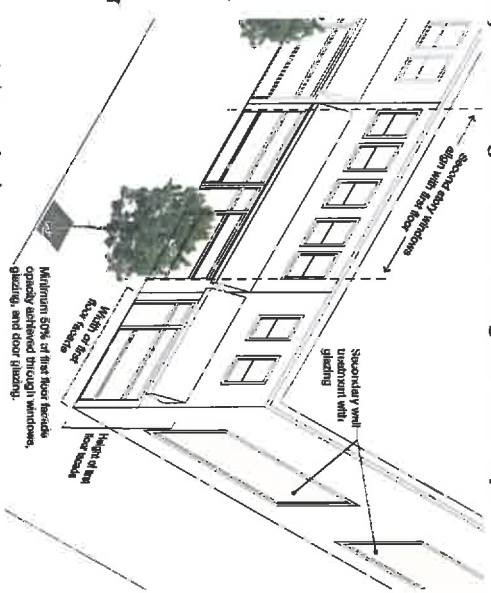


Contemporary facade example

## Opacity

Blank or featureless walls do not promote activity or a sense of security. The lack of visual connectivity between the interior and exterior of a building may inhibit pedestrian activity. Providing windows and glass doorways not only allow people to see in to a business, but to see out as well. This can instill a sense of security in pedestrians, shoppers, and business owners, knowing they can be seen and aided, if necessary. Whether promoting activity on the sidewalk or inside, the activity is visible.

- o Each building's first floor (storefront) facade shall have no less than 50% opacity, achieved through windows, glazing and door glazing.
- o Upper story windows should be vertically aligned with the location of windows and doors on the ground floor. Windows should be distributed evenly in a consistent pattern.
- o The use of reflective or highly tinted glass is prohibited.



### Blank Walls

Blank walls are prohibited. Blank walls should incorporate windows, fixed glazing, another entrance, or other treatment that mitigates the impact of blank walls, and adds visual interest.

### Security Grilles

Window security grilles should be visually open, not solid, to be more attractive and make pedestrians feel safe. Grilles should be installed on the interior of the windows to be less visible when open during business hours.



## 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 and color provide distinction between retail spaces*

## 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.

- o Awnings should only be used if compatible with the design of the building and signage.
- o Awnings should be made of canvas or canvas-like material, and should fit the scale of the door or window they are protecting.
- o Shed awnings with open sides and valances are preferred.
- o 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.

## Varied setbacks



Channel letter wall sign

Clearly visible entrance

Defined seating area



Above: Building articulation is shown through changes in material, texture, color, and projections.

Right: Corner entrance which also provides vertical articulation.

Below: Avoid building designs where entrances are not clearly visible from the sidewalk or street.



## Dimensional Design Guidelines: Freestanding

Free-standing buildings with single uses are different from other commercial uses, as design considerations must be made for all sides of the building. In addition, free-standing buildings have more opportunity for blank walls and excessive signage if thoughtful development controls are not put in place. These buildings should blend and be compatible with the rest of the development.

Variation in building massing and moving away from distinct, branded architecture is encouraged in order to add interest to the neighborhood.



*Non-prototypical architecture of a fastfood restaurant*

### Setback and Height Requirements

- o Free-standing buildings should be built to the front and side property lines.
- o The minimum height of any free-standing building shall be 24 feet.

### Opacity

- o Pedestrian-scale windows and entries shall be incorporated into the design of the building.
- o Windows and transparent doors should comprise a minimum of 60% of any facade which includes a public entrance into the building.

### Treatment of Primary and Secondary Facade

- o Each wall of a free-standing building should be treated as a primary facade. The facade of any side of the building that does not have a public entrance should incorporate features such as fixed windows, display windows, or awnings, articulating the wall with varying setbacks and/or projections, or other treatments that create the appearance of a primary facade.
- o Free-standing, single use buildings can maximize on the 'secondary' uses in the building, such as a grocery store with a deli or bakery, and provide entrances or service areas on secondary frontages, eliminating blank walls, and gaining more exposure.

## Open Space

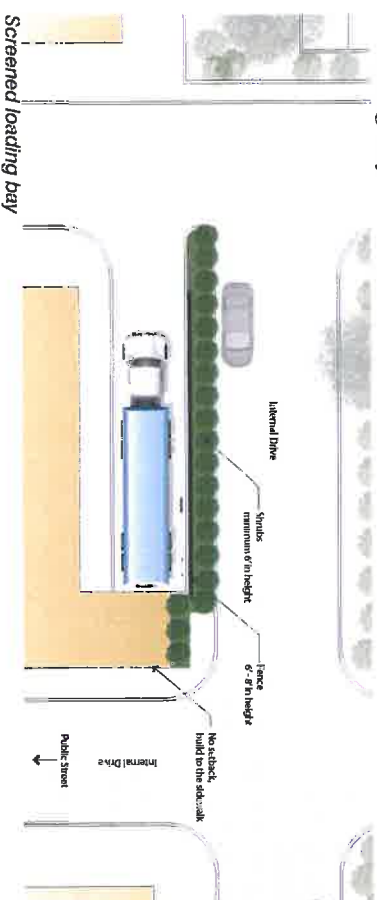
Pedestrian space should be provided for any free-standing building, such as a decorative paved area for eating, sitting, or people watching. This area should be distinct and inviting. Landscape elements, such as planters or water features can be used to create smaller sub-areas for sitting.



*Open spaces provided for seating and eating areas*

## Mechanical Systems and Loading Areas

- o All roof-top mechanical equipment should be set back from the edge of the roof line so as to not be visible from the sidewalk or street. If necessary, screening, such as a parapet, should be used.
- o Loading areas should be effectively screened. Loading areas should be situated furthest away from a public street.
- o A fence, between 6 and 8 feet in height with landscaping to include shrubs planted at 6 feet in height, should be placed along the length of the entire loading bay.



## 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.

- o 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.

- o 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.



*Vertical and horizontal articulation of single-use corner buildings*

## 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.

## 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 someplace they should not. This can be accomplished with the use of walkways, landscaping, and lighting. It is not necessary to provide unattractive, barring 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.

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