

A vibrant photograph of the Logan Square Fountain in Philadelphia. The fountain features several large, green, muscular figures in dynamic poses, with water spraying from their hands and the base. In the background, the iconic Philadelphia City Hall with its clock tower is visible, surrounded by modern city buildings and trees with pink blossoms. The sky is clear and blue.

LOGAN SQUARE PARKWAY NEIGHBORHOOD PLAN UPDATE 2019

PREPARED FOR
LOGAN SQUARE NEIGHBORHOOD ASSOCIATION
PHILADELPHIA CITY PLANNING COMMISSION
AUGUST 2019

PREPARED BY
JOHN GIBBONS, ARCHITECT AND URBAN PLANNER | URBAN PARTNERS | MARK KEENER AICP/AIA

WELCOME

Update to the Logan Square Neighborhood Parkway Plan

Welcome to the update of the Logan Square Neighborhood Parkway plan.

The Logan Square Neighborhood Parkway Plan was initiated in 2007 by the Logan Square Neighborhood Association (LSNA) with the support of the City of Philadelphia, and with extensive participation from local residents, businesses, various institutions; and other stakeholders in the Logan Square area. The consultant team led by Kise Straw & Kolodner performed the comprehensive study of the neighborhood background, current resources and challenges, neighborhood objectives, and outline of actions to meet those objectives. LSNA set up a Steering Committee as well as an Advisory Committee to oversee study development and to ensure full neighborhood and stakeholder involvement. This included periodic reports to the board as well as multiple public meetings.

Following LSNA Board approval, the plan was formally accepted by the Philadelphia City Planning Commission in January 2009. Beyond that, the scope and interactive process of the Plan helped establish meaningful and productive relationships with City and private "deciders". LSNA is proud that a number of goals from the original Plan have been achieved or improved, including improved design review procedures, stronger mixed-use commercial corridor on Callowhill Street, better access to JFK Boulevard bridge, closer working relationship with the Parkway Council, new traffic controls for safety (e.g., 4 way stop at 21st & Cherry, traffic light at 22nd & Cherry, and controls at 19th & Hamilton), a new community garden, improved lighting especially at underpasses, the covering of a portion of Vine Street near the Library, improved traffic flow and parking on Winter Street near the Franklin Institute, and more on the way.

After the passage of 10 years, LSNA felt it would be both timely and useful to undertake an Update to the Plan. This would: 1) update current conditions in the neighborhood; 2) determine the degree of success in achieving the goals of the original plan; 3) identify new priorities, opportunities and challenges; 4) define ongoing and new actions needed to accomplish those objectives.

As with the original Plan, an Update Plan Committee was set up to oversee its development and a concurrent program undertaken with a series of three public meetings to incorporate neighbor and stakeholder input. We thank the many people in Logan Square, the City and other entities who did much to develop, review and support this Plan Update effort.

To clarify and facilitate review, this Update plan was structured to mirror the structure of the existing plan. The study (and the summary graphics) shows how ten years of growth, development, and neighborhood composition have changed the Logan Square neighborhood. It also shows varying degrees of success in accomplishing the original goals. Importantly, it also points out new actions to address goals and concerns.

The update review also points out some basic issues which will affect the future of Logan Square, and require continuing attention and engagement by the community. These include:

1) Affordable housing. An issue of citywide need and concern, the neighborhood's approach and decisions on affordability may have pronounced benefit and impact on Logan Square. The update study includes specialized information on demographic trends and affordable housing options and strategies to help in Logan Square's approach. In addition, recognizing and complementing the city's efforts will be an important part of affordability decisions. LSNA is already working with developers to incorporate affordable housing incentives into their decision making, with recent success.

2) Resource Conservation. The fabric of the Logan Square in the original plan has been changed greatly by optimum conditions for development: 1) a steadily growing economy; 2) a re-urbanizing population 3) Center City location and proximity of cultural and other amenities; 4) the availability of many large parcels for development. Retaining the special residential quality of the original neighborhoods and Logan Square will require action to keep both those physical and social elements. This update study has touched upon various options to protect resources, including historic preservation and neighborhood conservation. The neighborhood should look further at what measures or combinations of them would serve to preserve and improve community quality of life.

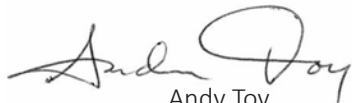
3) Understanding and providing for the different elements in our varied neighborhood. For instance, educational and recreational amenities are key to young families while accessibility and quieter areas are important to older neighbors. Other opportunities include new play areas, a dog park, transportation and pedestrian improvements and mitigation of train parking that impacts access and environment along the Schuylkill River. The wants and needs of people of different ages, family makeups, work patterns, and lifestyles are part of balanced planning and implementation.

4) The power and practicality of partnering. One part of the success of Logan Square, particularly in terms of dealing with development, has been keeping a close consultation with the city's "deciders", both public and private. This is led to a give-and-take which occasionally means some sacrifice, but also has gained respect and some influence in key decisions and projects. The effort and sophistication of the original plan which has been helpful with some projects, as well as quite helpful in Logan Squares zoning remapping.

We hope that this Plan Update will, similarly, help to establish both objectives and methods which are aspirational but also with a basis in practical thinking to optimize the future of the Logan Square neighborhood.



Sam Little



Andy Toy

Co-Chairs, Plan Update Committee | Logan Square Neighborhood Association

CONTENTS

1 Existing Conditions And Opportunities

Introduction	I
Major Developments Completed or Currently Under Construction Since 2009	5
Potential Development Sites in the Logan Square / Parkway Area	11
Status of Key 2009 Recommendations	20
Recent Planning Documents that Relate to the Logan Square Neighborhood	49
Socioeconomic and Housing Profile	63

2 Recommendations

Quality of Life and Open Space	66
Transportation	84
Development	94

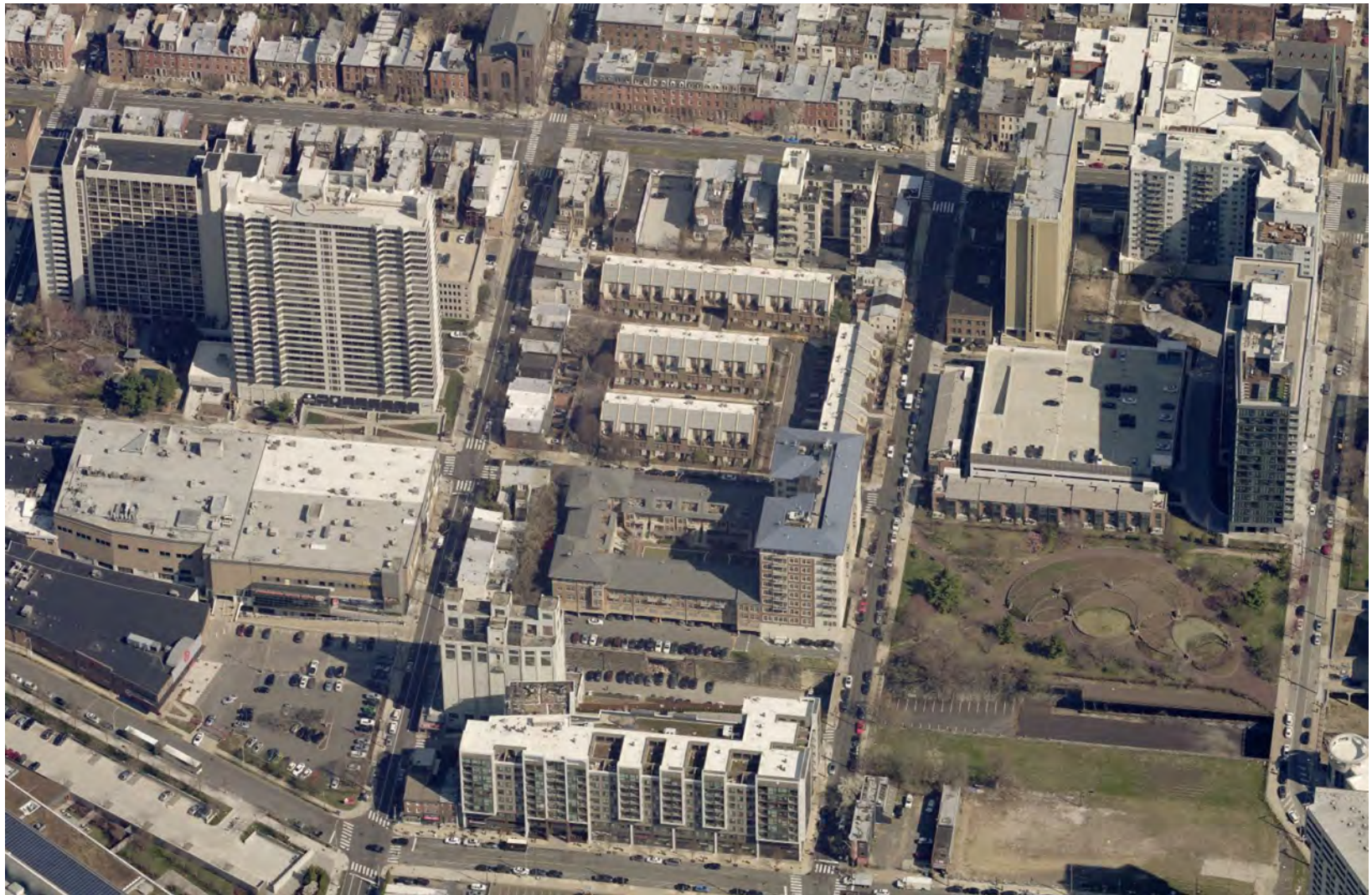
3 Early Action Plan

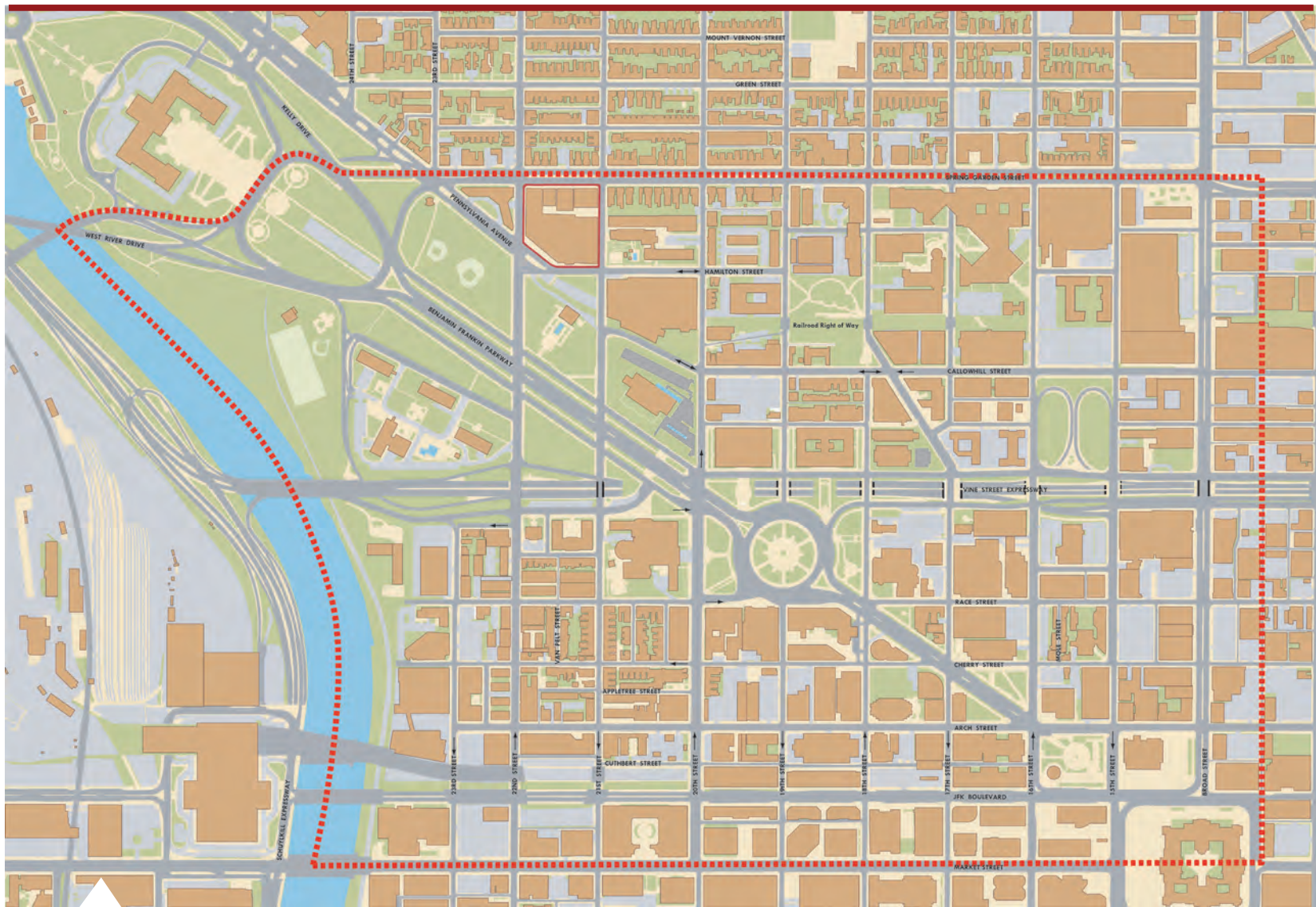
Implementation Projects	111
<i>Quality of Life and Open Space</i>	
<i>Transportation</i>	
<i>Development</i>	
Planning Feasibility Studies	116
<i>Quality of Life and Open Space</i>	
<i>Transportation</i>	
<i>Development</i>	

APPENDIX 123

<i>Socio Economic Trends</i>
<i>Housing Trends</i>
<i>Growth Trends</i>
<i>Retail Market Trends</i>

CHAPTER 1: EXISTING CONDITIONS





Neighborhood Boundary Map

EXISTING CONDITIONS AND OPPORTUNITIES

Introduction

The original Logan Square Neighborhood-Parkway Plan completed in 2009 reflected an extensive community planning process that began in 2007. This update of the Logan Square Neighborhood-Parkway Plan reflects changes in the neighborhood over the last 10 years. It evaluates the community's success in implementing the recommendations of the 2009 Plan, assesses the potential impacts of other recent plans and proposals that may impact the neighborhood, identifies current priority issues, provides recommendations for improvements over the next 10 years, and proposes a short term 1-2-year action plan.

Within the last 10 years there have been significant positive changes in the Logan Square Neighborhood. Many new large-scale commercial, mixed use, residential and institutional real estate developments have been completed or are under construction, particularly along Arch Street in the Center City Core and north of the Parkway.

Over 2500 new residential units have been constructed in the neighborhood since 2009, mostly rental apartment units in large multistory structures, resulting in a significant increase in the number of residents, a change in the socioeconomic character of the population, and an increase in the vitality of the neighborhood.

Other major apartment developments are under construction, including the Riverwalk development at 23rd and Arch Streets and the Hamilton at 15th and Hamilton. These two developments will add 1200 more residential units in the neighborhood

after 2018, targeted to young professionals, recent graduates and college students.

In addition to rental apartment developments, nearly 50 new large million-plus-dollar sales townhomes have been constructed adjacent the historic residential core of the Logan Square Neighborhood and additional luxury townhouses are under construction near the Mormon Meeting House. The population of the study area has increased by over 4,000 people since 2009, representing a doubling of the population since 2000.

Institutional and commercial developments have increased pedestrian activity in the neighborhood. The new Barnes Museum attracts 240,000 visitors a year, and the new Comcast Technology Center will generate over 1500 new jobs. New owners have invested \$200m in renovations to the historic mid-century modern 959-unit Park Towne Place apartment development on the Parkway. The 1800 and 1900 blocks of Callowhill Street have emerged as a neighborhood-oriented dining and drinking destination. The Dalian development on 22nd Street includes a destination full-size Wholefoods grocery store. The Logan Square Neighborhood /Parkway area is a more vibrant and attractive and desirable place for residents, visitors and workers than 10 years ago. New development has contributed significant additional tax revenues.

Most of the 'soft' development opportunity sites identified in the 2009 plan have been developed or are soon to be developed. However, there are still many potential development sites including the 1900 block of Arch Street, north side, 1900 block of Callowhill Street, south side, 2000 block of Arch Street,

south side, air rights over the 15th Street Vine Expressway interchange, the PECO parking lot on Market Street, as well as parking lots closer to Broad Street. In addition, the Archdiocese has released a request for proposals to developers for high rise residential mixed-use redevelopment of its high-profile properties abutting the Cathedral. These sites could accommodate more than 7.5m sf of additional development and the potential for more than 6300 additional residential units, that would further activate the neighborhood and generate additional real estate tax revenue for the city.

Neighborhood issues and recommendations were identified in the 2009 Neighborhood Plan, relating to the three categories of Quality of Life, Transportation, and Development. The plan included specific short-term, mid-term and long-term recommendations designed to address the issues and concerns identified during the planning process. While many of these recommendations have been successfully implemented, others remain to be addressed.

Quality of Life issues and concerns at that time included the chronic street homeless population, the excessive number of Parkway events, and inadequate neighborhood serving retail. Measures have been taken which help address these concerns. The Project Home “Hub of Hope” in Suburban Station has been a positive step in addressing the problem of chronic street homelessness that was such a concern in 2008. A recent report provided a score card for evaluating the neighborhood impact of Parkway events prior to approval. Completion of the Penn’s Landing Cap Park in 2021 will create a new major civic space that may offer an alternative venue for some events. Callowhill Street is now a thriving neighborhood serving retail corridor.

Open space improvement recommendations in the plan that have been completed over the last 10 years include: the

successful reconstruction of Dilworth Plaza as Dilworth Park; the reconstruction of Love Park; construction of a new open space over the vine expressway between 19th and 20th Street adjacent the Free Library and Shakespeare Park, construction of Sister Cities Park at Logan Square and the Logan Square Café, and creation of a community garden at 23rd Street adjacent to the Vine Expressway. However, other open space recommendations in the 2009 Plan, including the improvement of the derelict area under the Vine Expressway bridge in the vicinity of 24th Street and the CSX tracks, to connect open space areas north and south of the expressway, remain to be addressed. Construction of Phase 1 of the elevated portion of the Viaduct Rail Park outside the study area is now complete; however, there are no detailed plans for the future cut and tunnel portions of the proposed rail park in the Logan Square neighborhood. Planning is underway for a children’s play space and neighborhood dog park on Winter Street.

Major transportation improvement recommendations in the 2009 plan have been completed or are underway. These include the reconstruction of the bridges over the Vine Expressway between 18th and 22nd Street, reconstruction of the Parkway with reconfiguration of traffic lanes to enhance pedestrian crossing safety, and reconstruction of the JFK Boulevard bridges over 21st, 22nd and 23rd Streets, including construction of a much-needed pedestrian ramp from elevated JFK Boulevard to 22nd Street. Other transportation related recommendations in the 2009 plan, such as improving the Septa track underpasses at cross streets and addressing the future of the City Branch Right of Way, remain to be addressed.

Anticipating adoption of the new citywide Zoning Code, a key development recommendation in the 2009 plan was completion of revisions to the Zoning Map to eliminate obsolete zoning and ensure that each parcel is appropriately zoned. A

new zoning map was adopted by the City in 2016 based on the plan recommendations. The new zoning map is already helping to protect the existing historic Logan Square residential core as well as other residential areas, as zoning now more accurately reflects the existing or desired development characteristics of each parcel.

Changes in the “as of right” provisions of the code, as well as modifications to the zoning code, have been recently passed or proposed by City Council that could impact Logan Square, including significant development bonuses under the new affordable housing ordinance. Consideration of a proposed significant increase in required parking ratios for high density apartments that could impact the Logan Square neighborhood will need to be tracked. In May 2019 a City Council Resolution was introduced to create a new Zoning Code Commission to evaluate the impact of the new code and develop recommendations for improvement, particularly to address the high rate of use variances granted by the Zoning Board of Adjustment. The membership of this committee and its objectives will need to be clarified.

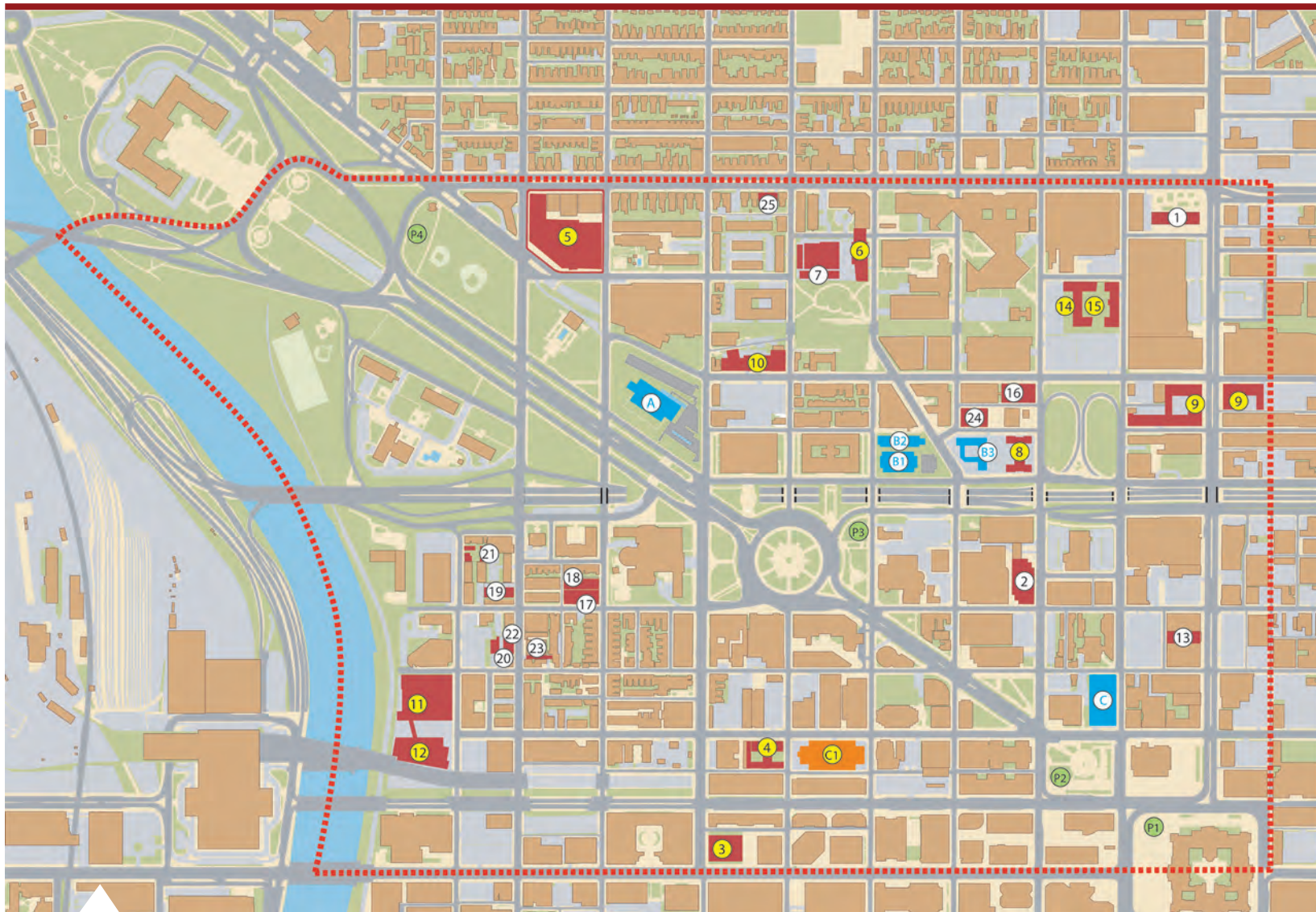
The 2009 Plan development recommendations, to consider a Neighborhood Conservation District to maintain the special character of the historic residential core of Logan Square, or to expand the inventory of historic register properties, have not yet been pursued. While a significant number of individual buildings on key blocks in the historic Logan Square neighborhood core are listed in the city’s Register of Historic Buildings and protected from demolition and inappropriate alterations, other important blocks are not protected. The increasing value of real estate has encouraged the demolition of unprotected individual buildings on blocks such as the 2100 block of Spring Street.

The 2009 Plan recommended establishment of a design review procedure for major projects that included community input.

This recommendation has been partially realized through the City’s Civic Design Review procedure, although the benefits and effectiveness of the review procedure are currently limited by the cumbersome nature of a single-phase review process, voluntary nature of compliance and lack of an enforcement mechanism.

There are several recent planning documents and proposals that have implications that could impact the future of the Logan Square neighborhood. These include the 30th Street Station District Master Plan that addresses the development of the rail yards across the Schuylkill from Logan Square. A key recommendation of the 2050 plan for over 18m sf of new development is improvement of linkages between Center City and University City and the construction of 2 new pedestrian and bicycle bridges over the Schuylkill to the Logan Square neighborhood that would significantly improve access to amenities in University City. With the 100th anniversary of the Parkway in 2017, there have been several important planning efforts that address the future of the Parkway, including improvement and activation of underutilized open space along the Parkway through enhanced landscaping and new development, and improvements to pedestrian access.

Current neighborhood issues include a desire to encourage the development of more family-oriented housing development, encourage more active participation of the renter population in neighborhood civic life, and consideration of a neighborhood-based CDC to help implement recommendations. There has been a concern over the safety and other long-term impacts of the CSX oil trains in the neighborhood. Other issues include the planning for activation of unprogrammed open space along the Parkway, actions to conserve the character of the historic residential core of Logan Square, and the impacts of new and proposed zoning code changes.



New Developments Location Map

Key: New Developments Map

Apartment Developments

- 1 Tower Place
- 2 Franklin Tower Residences
- 3 1919 Market Street
- 4 1900 Arch Street
- 5 Dalian on the Park
- 6 North x Northwest
- 7 Tru North
- 8 The Alexander
- 9 Hanover N Broad Street
- 10 Granary Apartments
- 11 Riverwalk 1
- 12 Riverwalk 2
- 13 N Broad Street Housing
- 14 Hamilton Phase 1
- 15 Hamilton Phase 2
- 16 1600 Callowhill

Townhouse Developments

- 17 2101-2115 Race Street
- 18 202-212 N 21st Street
- 19 206-212 N 22nd Street
- 20 135-139 N Croskey Street
- 21 227-235 N 23rd Street
- 22 134-140 N 22nd Street
- 23 133 N 22nd Street
- 24 327 N 17th Street
- 25 1910 Spring Garden Street

Institutional Developments

- A Barnes Museum
- B1 Mormon Temple
- B2 Temple Services Building
- B3 Mormon Meeting House
- C Family Court

Commercial Developments

- C1 Comcast Technology Center

Parks

- P1 Dilworth Park
- P2 Love Park
- P3 Sister Cities
- P4 Von Colln Playground

Major Developments Completed or Currently Under Construction since 2009

Residential Developments

Apartment Developments Completed Since 2009

Table 1 lists the developments that have been completed within the Logan Square /Parkway Neighborhood Plan study area since 2009. Map 1 shows the location of these developments. 11 major apartment developments have been completed over the last 10 years, creating over 2500 new apartment units, an unprecedented rate of construction. Total development area is over 3.6m sf with and assessed value of over \$900m, generating a potential \$12.6m in additional annual property taxes. Most have been new construction developments on formerly vacant parcels, often former parking lots. However, three of the developments, Tower Place at 1400 Spring Garden Street, Franklin Tower Residences at 200 N 16th Street, and 1600 Callowhill Street involve the adaptive use of former office buildings. These include the former state office building (Tower Place) and the former Smith Kline headquarters (Franklin Tower).

Many of the new construction developments are mixed use developments with first floor retail, including the Granary Apartments at 1901 Callowhill and Dalian on the Park north of the Parkway, and 1919 Market Street and 1900 Arch Street south of the Parkway. The Dalian includes a full size 55,000 sf full size Whole Foods Supermarket with its own parking that attracts patronage from a wide area.

Each of the developments typically accommodates 200-300 rental apartments, typically small one and 2-bedroom units targeted to young professionals and graduate students. Most include common amenities such as roof decks and fitness centers.

LoganSquare: Major Rental Apartment Developments Completed Since 2008 and Proposed New Developments

Name	Address	Developer	Date Complete	No of Units	Unit Type	Zoning	Stories	Land Area	Building Area SF
Completed									
Tower Place	1400 Spring Garden Street	Tower Investments	2010	204	1 and 2 bed	CMX-5	18	36,840	283,464
Franklin Tower Residences	200 N 16th Street	PMC	2017	360	1 and 2 bed	CMX-5	24	39,798	626,685
1919 Market Street	1919 Market Street	Brandywine Realty and LOCR	2017	321	Studio, 1 and 2 bed	CMX-5	29	33,548	455,000
1900 Arch Street	1900 Arch Street	PMC	2015	248	1, 2 and 3 bed	CMX-4	14	38,790	332,245
Dalian on the Park	501 N 22nd Street	Dalian Development	2017	293	Studios, 1 and 2 bed	CMX-4	10	127,172	557,765
North x Northwest	450 N 18th Street	Forest City	2017	270	1,2 bed	RMX-3	16	105,713	295,469
Tru North	450 N 18th Street	Forest City	2017	16	2 bed TH	RMX-3	2		
Alexander	1601 Vine/300 Alexander Court	PRI	2018	271	Studios, 1, 2, 3 and 4 bed	CMX-5	32	92,824	513,997
Hanover N Broad Street	322 North Broad Street	Parkway Corp/ Hanover	2017	229	Studios, 1 and 2 bed	CMX-5	6	64,108	253,276
Granary Apartments	1915 Callowhill Street	Pearl Properties	2015	227	1 and 2 bed	CMX-4	9	40,498	310,676
Total Completed Units				2,439		Total Completed Area			3,628,577
Proposed									
Riverwalk I	60 N 23rd Street	PMC		291		RMX-3	28	107,475	456,529
Riverwalk II	2301 JFK	PMC		321		CMX-5	32	48,173	476,500
North Broad Street Housing	142 North Broad Street	Myron Berman		101	Studios, 1 bed	CMX-5	10	9,180	92,624
Hamilton Phase I	440 N 15th Street	Radnor Property Group	2018	279		CMX-4	10	73,297	504,035
Hamilton Phase II	440 N 15th Street	Radnor Property Group		320		CMX-4	16		
352 N 16th (1600 Callowhill)	352 N 16th Street	Ivy Realty	2018	93		CMX-4	6	17,967	123,753
Total Proposed Units				1,405		Total Proposed Area			1,653,441
Total New Rental Units				3,844		Total New Area			5,282,018

Logan Square: Townhouse and Small Infill Developments Completed Since 2008 and Proposed

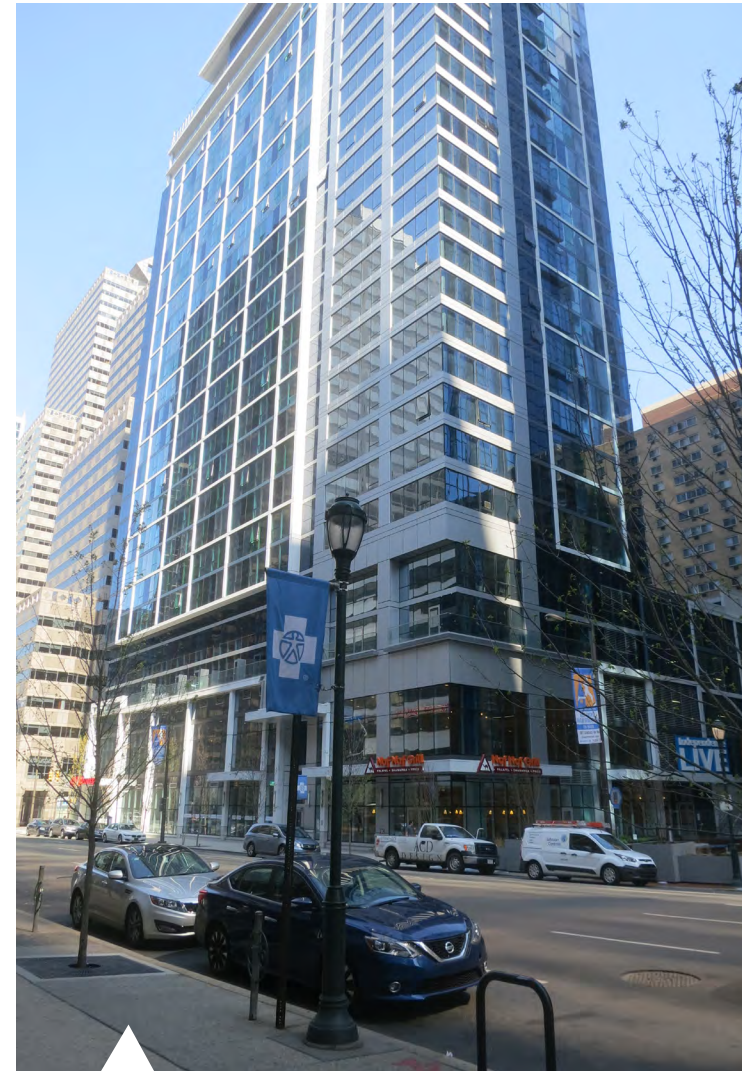
	Address	No of Units
	201-2115 Race Street	8
	201-212 N 21st Street	7
	206-212 N 22nd Street	5
	135-139 N Croskey Street	3
	227-235 N 23rd Street	5
	134-140 N22nd Street	4
	133 N 22nd Street	1
	327 N 17th Street	10
	113 N 23rd Street	16
	1910 Spring Garden Street	4
		63

Total New and Proposed Apartment and Townhouse Units **3,907.00**

In some of the developments such as the Granary Apartments, many of the units have private balconies. Development in the Logan Square Parkway area has thus far not included the type of small footprint full floor large unit luxury condominium buildings that have recently been developed in the Rittenhouse Square area and Society Hill.

Developments have typically included accessory parking in excess of the code requirement of 3 spaces per 10 units. 1919 Market Street includes 215 spaces for 321 units (6.6 spaces per 10 units). 1900 Arch Street includes 148 spaces for 248 units (6 spaces per 10 units). Dalian on the Park includes 270 accessory spaces for 293 units (9 spaces per 10 units), although some of these spaces are now available for public occupancy. The Alexander provides 238 spaces for 271 units (9 spaces per 10 units). While in most cases parking is provided underground, Dalian on the Park and 1919 Market Street have above ground multi story parking garages.

Density of development of these apartment buildings is typically consistent with the base zoning, with a FAR of between 4 and 8. The highest density new construction development is 1919 Market Street in the Center City core in a CMX-5 zone with an FAR of 13. While the Alexander is in a CMX-5 zone the overall density of development is only FAR 5.5, as the site also include the 2-story Mormon Meeting House and landscaped areas. Building heights vary from 6 to 32 stories. Typically, buildings located within the 125-foot height limit zone such as the Dalian and Granary Apartments are 10 stories or less in height. An exception is the 14 story 1900 Arch Street building where the immediate neighbors agreed to a higher building. Buildings within the 125 ft height limit typically have a large building footprint slab or L shape building configuration. Buildings outside



1919 Market Street

the 125-foot height limit are typically higher. The Alexander is 32 stories, while 1919 Market Street is 24 stories. In contrast to the more typical slab building footprint, the Alexander is a small footprint tower (10,000 sf floor area) above a podium.

In 2018 typical monthly rents for apartments in the study area were \$1,500 for a studio, \$2,000-\$2,500 for a 1 bedroom and \$2,500 to \$4,000 for a 2 bedroom unit.

Apartment Developments Under Construction in 2018

Table 1 lists the apartment developments that are under construction as of 2018. The location of these developments is shown on Map 2. These developments, which will create an additional 1200 plus units include the 2 phase Riverwalk project at 23rd and Arch that includes 612 units in 2 high rise slab apartment buildings of 28 and 32 stories high, and the 2 phase Hamilton development at 15th and Hamilton that includes 619 units in 10 and 16 story buildings.

Townhouses Completed Since 2009 and Under Construction

More than 60 new single-family sales townhouses have been constructed in the Logan Square Neighborhood since 2008 or are currently under construction. Most of these developments have been under 10 units, typically on the sites of former parking lots, or former single-story warehouse structures. An exception is the 210-212 N 21st Street development on the former Please Touch Museum site. The townhouses are typically luxury large multi bedroom multi bathroom units with integral garages, private elevators, and roof decks, targeted to an upper income population. The homes have private off-street parking even though it is not required by code. The typical sales townhome is 3-4 story has 4-5 beds, 4-6 bathrooms and an area of 4,000 to 5,000 sf



Hamilton Development Under Construction



2100 Block Race Street Townhouses

and sold for between \$2m and \$2.5 (\$500sf) in 2018 dollars. Sixteen 3 story townhouses with integral parking are currently under construction on the site of the former vacant industrial building at 113-27 N 23rd Street across from Riverwalk.

Institutional Developments

Major institutional development completed since 2009 include the Barnes Museum on the Parkway at 21st Street, the Mormon Temple complex at 18th and Vine and the new Family Court building at 15th and Arch Streets. The Barnes Museum attracts 240,000 visitors a year who help activate the Parkway and provide patronage for Callowhill Street retail. The Barnes Museum includes the Garden Restaurant which is open to the public and for which Barnes Museum admission is not required. Employees and visitors at the Family Court building help activate adjacent Love Park. The historic former Philadelphia Inquirer Building at 400 N Broad Street will be renovated as the new headquarters for the Philadelphia Police Administration and well as the 6th and 9th Police District headquarters. The \$290m project is anticipated to be completed in 2020.

Commercial Developments

While Logan Square includes the Center City Commercial core, the only major office commercial building that has been constructed since 2008 is the Comcast Technology Center at 1800 Arch Street. The mixed-use building completed in 2018 includes over 1.7m sf of development in the 1,100-foot-tall 60 story building. The upper floors of the tower accommodate a Four Seasons hotel. The 70-foot-high podium accommodates NBC TV studios, public spaces and retail. There are 70 underground parking spaces. The development FAR is 27, including a base zoning FAR of 16 in the CMX-5 core, and bonuses totaling an

additional FAR 12 for incorporation of public art, public open space, transit improvements, underground parking, and achieving LEED Gold (a criterion for energy efficiency).

There have been plans to renovate the historic now vacant former Family Court Building on Logan Square as a 205-room luxury hotel, utilizing historic preservation tax credits. However, increasing renovation costs and the significant reduction in the value of historic preservation tax credits under the 2017 tax code have delayed project construction while additional public funding sources have been sought. This required additional funding may now be in place. Historic rehabilitation of this historic structure as a hotel would help further activate Logan Square and adjacent Sister Cities Park and other open spaces over the Vine Expressway.



Barnes Museum



Mormon Temple



Comcast Technology Center

Potential Development Sites in Logan Square/Parkway Area

Table 2 lists major potential development sites in the Logan Square area. The location of these sites is shown on Map 2. These are sites that are undeveloped or are not developed to their full potential under the zoning code. Many are currently surface parking lots while others are developed with lower density low rise structures but are zoned for high density high rise development. There are more than 20 major development opportunity sites with a potential for 7.5 m sf of development using the base FAR and not considering potential bonuses. The current value of this amount of development would be \$1.8b, which would generate over \$26m in annual real estate taxes. This development area could translate into an additional 6000 plus residential units, based on 1200 sf per unit. However, it is unlikely that the rate of construction of apartments over the last few years will continue, and several real estate analyses suggest a slowing of apartment construction in 2019 and beyond.

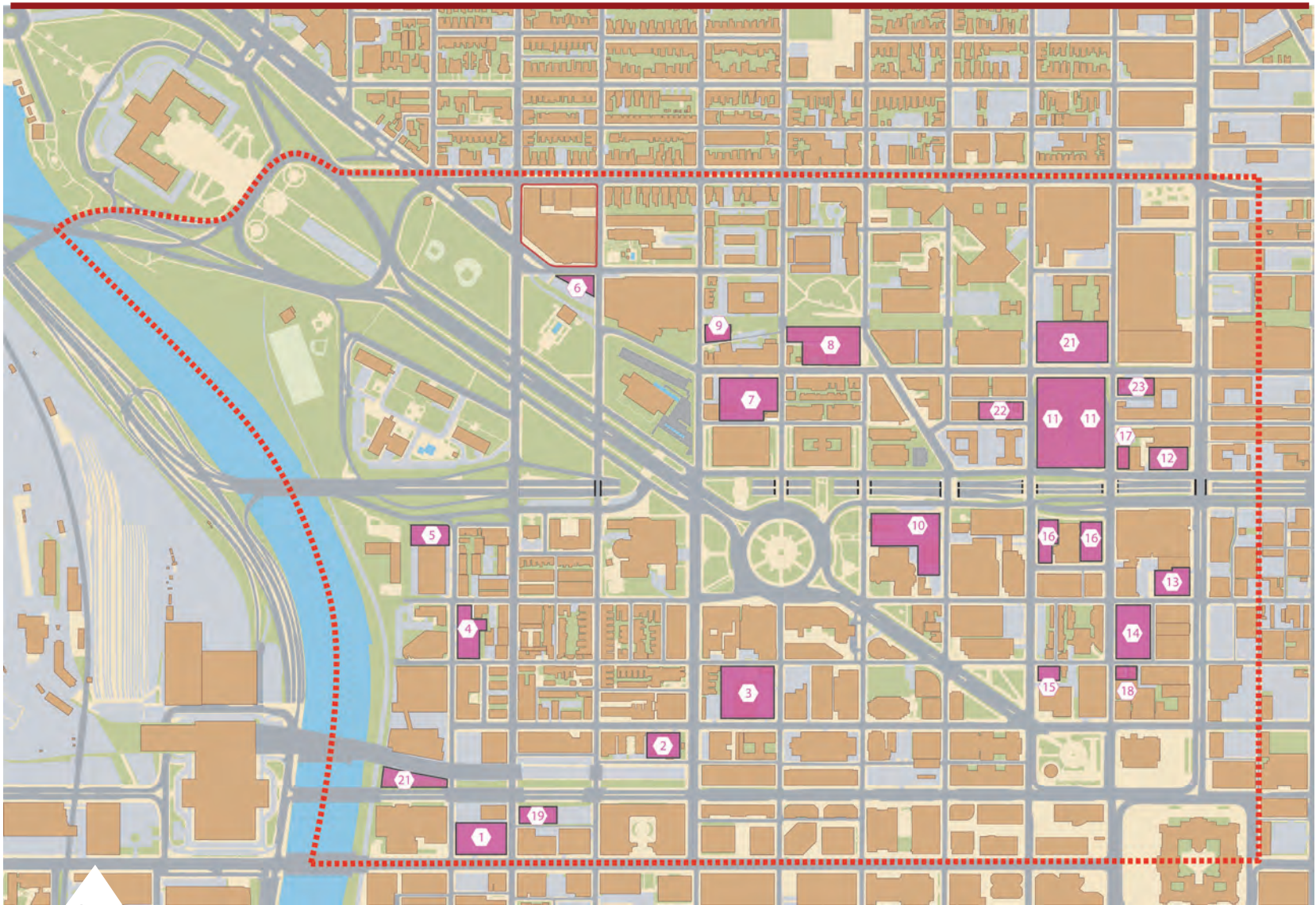
A few of these parcels, such as the unsightly PECO parking lot and substation site at 2201 Market Street, the triangular 2301 JFK Boulevard site wedged between JFK Boulevard and the SEPTA tracks, and the 33 N 22nd Trader Joes parking lot site, are located within the high-density Center City/ University city FAR area, which allows a base FAR of 16 instead of 12 for CMX-5 zoned parcels. Because of its large size (over 77,500 sf), high visibility, transit access, high-density zoning, and location as a gateway link between Center City and University City, the PECO parcel is an important major mixed-use future development parcel. However, because of its location, development would have less of an impact on the historic residential core of Logan Square than parcels north of the SEPTA tracks. The city could work with PECO to encourage appropriate development of this site.

The parcel currently includes the 10,000 sf Penn Substation building that would need to be relocated or its functions incorporated in any development. The PECO site is currently significantly undervalued for real estate tax purposes and currently only generates \$56,000 annually in real estate taxes. If fully developed to the base FAR the parcel would generate \$4.5m annually in property taxes. The land is valued by OPA at only \$100 sf. For comparison the CMX-4 zoned parking lot parcels at 2116-38 Market Street and 33 N 22nd are valued at \$330 sf and \$293 sf respectively.

Development of these 3 parcels, with building frontage and pedestrian access from JFK Boulevard could help enliven JFK Boulevard. The PECO parcel and 33 N 22nd Street parcels could also incorporate public vertical access between elevated JFK



PECO Parking Lot Site



Potential Development Sites Location Map

Key: Potential Development Sites

	Address	Owner	Current Development	Area (sf)	Zoning	Notes	Base FAR	Development Area	# Res. Units @ 1200sf
1	2201 Market Street	PECO	Parking lot	77,532	CMX-5	Full city block. PECO site	16	1,240,512	1033
2	2000-24 Arch Street	2000 Arch St Assoc	Parking lot	33,292	CMX-4	Former Avis site	5	166,460	138
3	100-22 N 19th, 1911-39 Arch	Liberty Prop + others	Parking lots and low / midrise	98,098	CMX-4, RM-1	Comcast 3 site	5	490,490	408
4	139 N 23rd Street	Cherry Street Assoc.	Parking lot	35,474	RM-1	43 4 story townhouses, 69 parking spaces, proposed 2009	2.25	79,817	66
5	230 N 23rd	Edgewater Apts. Dev.	Parking lot	37,397	RMX-3	240 unit apartment building, 263 feet high proposed 2013	5	186,985	155
6	2100 Hamilton	UCFP	Parking	6,113	RM-4	33 unit apartment building 125 feet high proposed 2018	3.5	21,396	17
7	1900 Callowhill Street	City of Philadelphia	Parking	90,332	RM-4	Library expansion site. Full city block	3.5	316,162	263
8	1801-45 Callowhill	University Housing + others	Vacant lot	71,874	CMX2.5		3.75	269,528	224
9	407 N 20th	Granary Properties	Historic granary building	23,000	CMX-4	Additions and apartments proposed 2012	5	115,000	95
10	1700 Vine, 227-35 N 18th, 222 N 17th	Archdiocese	Parking, office building	82,800	CMX-4	Archdiocese site	3.5	289,800	241
11	15th/16th Street Vine Expressway Interchange	Penn Dot	Landscaped open space	62,000	CMX-4	Fields within interchange	5	310,000	258
12	304 N Broad	Tenet Health	Park	29,800	CMX-5	Corner parcel adjacent garage	12	357,600	298
13	200-214 N Broad	Broad St Health Care	Parking lot	23,621	CMX-5	Corner parcel	12	283,452	236
14	133-49 N 15th, 1443-49 Cherry	Parkway, Fogels	Parking lot	52,338	CMX-5		12	628,056	523
15	117-29 N 16th	PAID	Parking lot	11,026	CMX-5		12	132,312	110
16	1500-98 Vine	PennDOT	Parking lots	45,000	CMX-5	Parking lots either side of garage	12	540,000	450
17	1435-39 Vine/305-09 N 15th	Drexel/Various	One and 2 story building	6,673	CMX-5		12	80,076	66
18	125-31 N 15th, 1429-35 Cherry	Various	Small 1-3 story row structures	10,838	CMX-5		16	173,408	144
19	33 N 22nd Street	PMC	Parking lot	37,616	CMX-5	Trader Joes parking lot	16	601,856	501
20	2301 JFK Boulevard	PMC	Parking lot	53,102	CMX-5		12	637,224	531
21	1527-47 Callowhill Street	400 Broad St Partners	Parking lot	63,777	CMX-4	Parking lot-extends over City Branch Right of Way	5	318,885	265
22	314-24 N 16th Street 1615-23 Wood	Flyn	Parking lot/one story building	25,239	CMX-4		5	126,195	105
23	1426-42 Callowhill 335-37 N 15th	Various	Parking lot/3 story building	20,125	CMX-5		12	241,500	201
				997,067				7,606,713	6328

Boulevard and Market Street. Development of the Trader Joes parking lot site could incorporate structured or underground parking for Trader Joes to help alleviate the current congestion on 22nd Street relating to operation of the current surface parking lot.

There are theoretically air rights development parcels over the SEPTA tracks between 20th and 23rd Streets. These parcels are identified by the office of Property Assessment as 2001, 2101-45, and 2201 John F Kennedy Boulevard, and have frontage on the north side of JFK Boulevard. The 2101-45 parcel includes the surface parking lot on the south side of Walden Street. The 2201 parcel includes the deteriorated surface parking on the south side of Cuthbert Street. The parcels are zoned CMX-5 and are located within the high-density Center City/ University City FAR 16 area. Total area of the 3 parcels including the air rights is 147,000 sf. Based on a FAR of 16 the sites could theoretically support over 2.3m sf of development. The parcels were previously proposed for development as part of the 2007 River City development proposal. The three parcels have been owned by PMC Property Group since 2015 and generate almost \$176,000 in property taxes annually. Because of the complications, costs and logistics of developing these 3 sites they have not at this time been included in the list of major potential development sites.

Two sites where development could have a more significant impact on the Logan Square residential core are the 1900 block of Arch Street, north side through to Cherry Street, where

Liberty Property Trust has been assembling much of the block, currently a mix of low rise buildings and parking lots. The site is across from the Comcast Technology Center and has been considered as a possible location for a third Comcast tower. The site includes the Russell Byers Charter School that is a key community fixture. The school is making improvements to the building in 2018 to accommodate Middle School grades. The site is currently zoned CMX-4 and is within the 125 ft height limit zone but could be subject to pressure for future zoning changes. The other parcel where development could impact the historic core of Logan Square is the 2000 block of Arch Street, south side. The parcel, currently a parking lot, is zoned CMX-4 but is also currently within the 125-foot height limit zone. A 2019 ordinance for this property allows an exception to the 125-foot height limit



1900 Block Arch Street

2000 Block Arch Development Site



and increased FAR based on a contribution for affordable housing to the Housing Trust Fund.

The parcel at 139 N 23rd Street, currently a surface parking lot, had been proposed for a 43 unit townhouse development in 2009 but did not proceed to construction. A townhouse development of this site, zoned RM-1, would further strengthen the historic residential core of Logan Square. The RMX-3 zoned site at 230 N 23rd Street, part of the Edgewater apartment development, had been proposed for a 240 unit 22 story apartment building, but the development did not proceed. The parcel is located within the 125-height limit zone, but a higher building was supported by the community at this location as an asset to the community. Development of this site for a high rise high density apartment building would help activate the southern edge of the Parkway and could provide an impetus for improvements to the derelict area under the Vine Expressway in the vicinity of 24th Street and a construction of a pedestrian link under

the expressway to Eakins Oval. A high-rise building in excess of the 125-foot height limit could be appropriate for this site. The proposed building height and bulk district map in the 2009 plan that was not adopted, had recommended a 300-foot height limit for this site, subject to a 120-foot maximum tower diagonal building dimension.

The key development site south of Vine Street is the Archdiocese owned parcel adjacent the cathedral with frontage on 18th Street on Logan Square, 17th Street and Vine Street. The 2-acre parcel, zoned CMX-4 high density high rise mixed-use, is outside the 125-foot height limit (although subject to the Parkway height controls) and is currently occupied by a former convent building, archdiocese office building and parking lot. It is one of the highest profile development sites in the City. The Archdiocese issued a request for proposals for development of the site in 2017. A



Archdiocese Development Site

conceptual development proposal for the site in 2016 included 2 high rise residential towers of 33 and 44 stories each, 400 underground parking spaces, retail and open space.

A high quality residential development of this site would help further activate the Parkway and Logan Square and Sister Cities Park and complement the Mormon development on the north side of the 1600 block of Vine Street.

Other development parcels south of Vine include the large 52,000 sf surface parking lot at 15th and Race, and the two Penn DOT owned surface parking lots either side of the Gateway parking garage at 15th and Vine. These parcels are zoned CMX-5 and are located outside the 125-foot height limit zone. High rise high-density mixed-use development on these sites and would help activate the area north of Love Park, where there is currently little pedestrian activity in the evening. Development would not adversely impact the existing residential areas of Logan Square. The city could work with PennDOT to issue an RFP for development of the two Penn DOT owned sites. Assuming a similar per square foot land value to the adjacent Franklin Tower land parcel, the 2 PennDOT parcels would be worth approximately \$15.75M. A by-right project for a 17 story 28-unit apartment building with first floor retail has been proposed for redevelopment of the existing row house structures at 1700-1706 Race Street.

There are several sites north of Vine Street where development could positively impact the residential neighborhoods of Parkway North. A critical site includes the currently vacant parcels at 1801-45 Callowhill Street. Development of this site would front Baldwin Park and the City Branch Right of Way to the



1800 Block Callowhill Street
Development Site

north and most of the north side of the 1800 block of Callowhill Street (potentially also including the Rose Tattoo building at 19th St) to the south. The development should include consolidation of the various parcels to permit striking of the former Shamokin Street right of way and include a pedestrian bridge plaza access between the development and Baldwin Park. The design of the Baldwin Park façade will be as important as that of the Callowhill Street façade. The parcel is zoned CMX2.5 Neighborhood Commercial Corridor mixed use, with a height limit of 55 feet or 5 stories. Retail is required at the first floor. The parcels are in various ownership. The owner of the parcel at 1823-35 Callowhill Street submitted a zoning application in 2015 for 5 story 75 feet high 32-unit apartment building with first floor retail, which was supported by LSNA and approved by zoning variance, but has not proceeded to construction. A zoning application for a 63-unit 10 story building with first floor retail on the parcel at 1839-45 Callowhill Street, submitted in

1900 Block Callowhill Street
Development Site



December 2017, was opposed by LSNA and the zoning variance hearing was continued. Development of this site would complete Callowhill Street as a vibrant neighborhood retail corridor and provide a connection to Community College and development east of 18th Street, as well as activate the south side of Baldwin Park. The entire parcel could accommodate a 270,000 sf 5 story residential development with first floor retail.

The surface parking lot that occupies most of the south side of the 1900 block of Callowhill Street is owned by the City of Philadelphia and was proposed as a Moshe Safdie major addition to the main Free Library building on Logan Square in 2003. However, the project has now been abandoned for cost reasons. The 2 acres plus site could provide an opportunity for a public-private mixed-use residential development with first floor retail and underground parking, and a more modest addition to the Free Library. The parcel is zoned RM-4, high rise residential, with an FAR of 3.5. The parcel is currently subject to

the 125-foot height limit. A block long 125-foot-high building at this location would be problematic, because of the similar height Granary Apartments across the street. It could create an uninviting canyon and prevent sunlight penetration to the block. The 2009 Plan recommended a more flexible bulk control for the site that would permit up to 300 feet tall small footprint high rise buildings above a 4-story podium structure, where high rise buildings would be limited to a maximum diagonal footprint of 120 feet with a minimum separation of 100 feet between towers. Such controls would permit the same density of development but would allow sunlight penetration and avoid a canyon effect. Because the parcel is owned, design controls could be established by the city prior to marketing the parcel.

Zoning approval was granted in the Spring of 2018 for development of the triangular parcel at 2100 Hamilton Street behind the Rodin Museum. The Zoning approval was under appeal as



Rendering 2100 Hamilton Development

of September 2018 by the owners of the Dalian development. The 10-story condominium development of 33 units with 48 underground parking spaces is as of right under the RM-4 zoning and 125 floor height limit. The small development would further help activate the Parkway and offer the option of large luxury condominium units in the Logan Square area, a product that has recently been provided in Rittenhouse Square and Society Hill, but not typically in Logan Square.

However, as currently planned the project would involve construction of a deck over the City Branch right of way cut which would impact a potential future extension of the Rail Park within the cut section.

While not noted as an immediate potential development opportunity, over the long term the 2000 Hamilton Street and 2001 Pennsylvania Ave parcels could offer an opportunity for a higher density development. Total site area of the 2 parcels



Former Family Court Building



Target Store 2000 Pennsylvania Ave Development Site

is approximately 170,000 sf. The parcel is zoned CMX-4 with a base FAR of 5 and is subject to the 125-foot height limit. The Hamilton Street parcel is currently occupied by a 3-story former industrial building that has been converted to retail and office use and is substantially leased. However, the 9th Police District headquarters currently located in the building will move to the new Police Administration headquarters in the renovated historic former Philadelphia Inquirer Building in 2020. The Pennsylvania Ave. parcel is currently occupied by a single story newly leased Target store with an accessory off street parking lot. Total existing development area is approximately 316,624 sf., representing an FAR of only 1.8. The 2009 Plan included an evaluation of alternative potential mixed-use high density residential development scenarios that could minimize any adverse impacts on nearby residents. Development of the 2000 Hamilton Street parcel would offer the opportunity to eliminate the problematic right-angle parking at the Wawa at the corner of 21st and Hamilton.

Vine Street Interchange Parcel



The historic currently vacant former Family Court Building on Logan Square has been proposed for historic rehabilitation as a luxury 205 room boutique hotel using federal historic tax credits, but the project was still not fully funded as of mid-2018. Early completion of this project will be a critical step in continuing to activate Logan Square, Sister Cities Park and the Cover areas over the Vine Expressway.

The completion of the 271 unit Alexander Court apartments on the 1600 block of Vine Street has transformed that block of Vine Street into a pedestrian friendly thoroughfare. However, the Vine Street interchange on the 1500 block of Vine creates an unattractive no man's land between 16th Street and Broad Street. The interchange infield areas were originally conceived as park areas relating to Hahnemann Hospital, but have never worked as inviting open space park areas because of traffic and grading

issues. The two infield areas are zoned CMX-4 commercial and, in conjunction with reconfiguration of the free movement entrance and exit ramps, the 2 sites could accommodate high density high rise mixed use development that could create a more pedestrian friendly frontage for both the 1500 block of Vine Street and 15th and 16th Street north of Vine, and build upon the success of the Alexander development in linking areas north and south of the expressway. Rezoning to CMX-5 could encourage developer interest. Assuming a similar per square foot land value to the adjacent Alexander site, the value of the interchange field site would be approximately \$10m. The city could work with PennDOT to issue an RFP for development of the site. Modification of the access and exit ramps from the expressway would likely be required, including tightening of the large radius turn from Vine Street to 16th Street. Alternatively, the parcels could be reconfigured in the interim as more usable open space.

There are several potential development sites along the heavily trafficked 15th and 16th Street corridors, both north and south of Vine Street. Development of these parcels would enhance these unattractive streets that have little pedestrian activity, particularly in the evening. Development of the 63,000-sf lot at 16th and Callowhill for high rise mixed use residential development would complement the adjacent high-rise Hamilton apartment development at 15th and Hamilton.

Status of Key 2009 Plan Recommendations

The 2009 Plan included over 20 major recommendations within 3 major categories: Quality of Life, Transportation and Development. Many of the Recommendations have been fully or partially implemented, while others remain to be addressed. Some of the 2009 recommendations not yet addressed may no longer be relevant. The following is a summary of the status of key recommendations in the 2009 Plan. The numbering of the Recommendations and status report below follows the format of the original Plan. Where the numbering of recommendations below is not sequential, the omitted recommendation has not been not considered a key recommendation.

5.1 Quality of Life

The Quality of Life recommendations include those relating to such issues as parks and open space, streetscape, homelessness, sustainability, and management of Parkway events

5.1.1 Passive Open Space and Streetscape

A. Logan Square-Parkway

Locate a limited number of additional cafes along the Parkway, similar to Café Cret

This recommendation has been partially addressed. Since 2009 the Logan Square Café has been completed in Sister Cities Park in Logan Square and construction of the Love Park Café in the historic former visitor center is nearing completion. Additional similar cafes to serve visitors and residents are still needed along the section of the Parkway between Logan Square and the



Logan Square Cafe

Art Museum, potentially within the open area in front of Park Towne Place at 22nd Street, or within a cultural development on the former Calder Museum site.

Infill Openings over the Vine Expressway at Free Library and Family Court Building

This recommendation has been partially addressed. A new small section of cover has been constructed over the Expressway at the Free Library at 20th Street, to create an enlarged Shakespeare Memorial Park that includes a paved plaza, lawn area, and the historic 1926 Alexander Calder statue of Shakespeare. In addition, the existing cover at Pennypacker Park in front of the former Family Court building has been renovated. However, several critical areas where the expressway is exposed still need to be addressed. These include the 3 remaining relatively small open areas within Logan Square; the 2 openings either side of the 19th Street bridge, and the section between Pennypacker

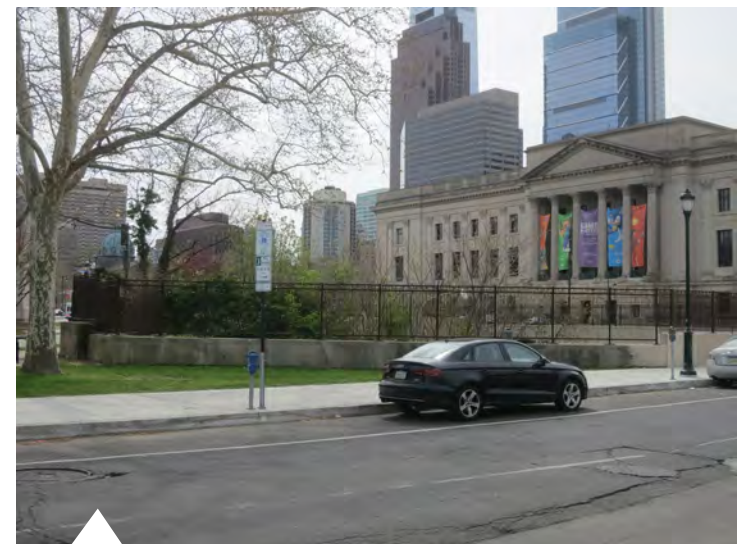
Shakespeare Memorial Park



Park and the 18th Street bridge. These should be improved as landscape areas to create a continuous forecourt park in front of the Free Library and former Family Court Building, soon to become a boutique hotel. The other critical open area is the area east of 21st Street in front of the Franklin Institute that could become a landscaped forecourt to the Franklin Institute and future development of the formerly proposed Calder Museum site.

A longer-term goal is the capping of the 4 block long cut sections of the Vine Expressway between 18th and Broad Street. The "Cap 676" web site included renderings showing a continuous landscaped cover between 18th and 10th Street. The recent Chinatown Plan included a recommendation for capping portions of the Expressway starting from 10th to 11th Street to create green space, support development opportunities, and improve linkages between the north and south sides of the Expressway. Within the Logan Square-Parkway area capping

the block between 17th and 18th Streets would provide the opportunity to create a publicly and privately funded ecumenical park between the Archdiocese and Mormon sites and St John Chrysotom Albanian Orthodox Church, as an extension of Logan Square. Capping the block between Broad and 15th Street would provide the opportunity to create a publicly and privately funded therapy park with frontage on Broad Street as part of the Hahnemann University Hospital complex. Capping of depressed sections of downtown expressways for parks has recently been completed or proposed in multiple cities in the US, including the completed 5 acre \$110m Klyde Warren Park in Dallas. Capping of depressed highways and creation of new parkland is expensive, typically about \$500 sf, but this cost is low in relation to the acquisition cost of Center City development land close to City Hall for a park, where current land values, based on OPA data, are close to or in excess of \$1,000 sf or over \$40m acre. Cost of



Vine Expressway at Franklin Institute

constructing a 1-acre cap park on the block between 17th and 18th Streets would be \$20-\$25M but could have a significant impact in boosting nearby property values

Install pedestrian landscaping on north-south Streets within the Parkway and a welcoming tool and to link areas north and south of the Parkway

This recommendation has been partially addressed. High quality pedestrian scaled landscaping that includes a wide variety of shrubs and flowering trees has been installed along the west side of 21st Street and east side of 22nd Street north of the Parkway adjacent the Rodin Museum as part of the renovations to the Museum. Similar improvements would be appropriate for the west side of 22nd Street adjacent Von Colln Field north of the Parkway and along 22nd Street south of the Parkway at Park Towne Place. There is a current proposal for extensive landscaping improvements to the open area adjacent Park Towne Place that is discussed in the section of Recent Planning Documents relating to Logan Square.

Replace Sidewalks and Benches along the Parkway from Logan Square to the Art Museum

This recommendation has been addressed. New special exposed aggregate concrete sidewalks with Brick edging have been installed along the full length of the Parkway, together with other streetscape enhancements such as benches and plantings. The new streetscape treatments create a unified attractive distinct image for the Parkway.



Pedestrian Oriented Landscaping at Rodin Museum



New Sidewalks at Parkway

Former Coal Pier Abutment



B. Schuylkill River Park

Create a bicycle/pedestrian link on city owned parcel on the east side of the CSX tracks adjacent Rivers Edge Condominium to connect the Schuylkill River Trail to Cherry Street via the Race Street crossing

This specific recommendation has been addressed. A paved public access path now connects Cherry Street and Race Street east of the CSX tracks. However, there is no public access connection east of the CSX tracks to link Race Street north to the community gardens or to the undeveloped areas under the Vine Expressway in the vicinity of 24th Street. A public access easement along the east side of the CSX tracks along the existing paved path within the Edgewater development should be sought. This could be a precondition for community approval for development of the undeveloped site on the north side of property.

Build a Bridge across the CSX tracks at Schuylkill River Park on City Owned Existing Former Coal Pier Abutments to Make a Connection at 24th Street

This recommendation has not been addressed. There is no CSX track crossing between Race Street and Paines Park, a distance of over 1600 feet. The existing piers, where the CSX tracks are in a partial cut, could provide structural support for a pedestrian/bicycle bridge link from the Schuylkill Trail to River Field and 24th Street over the tracks in the vicinity of the Vine Expressway bridge, although the location is not ideal. The 30th Street Station Master Plan includes a proposal for a pedestrian/bicycle bridge across the Schuylkill at Race Street with a bridge crossing of the CSX tracks and an additional crossing north of Paines Park.



30th Street Station Master Plan Showing Proposed River Crossings

With the ultimate development of another riverside trail on the west side of the Schuylkill, these bridges would significantly increase route options for both bicyclists and pedestrians on both sides of the river. However, completion of these bridges is not anticipated before 2035. A bridge over the CSX tracks at the existing abutments could be an element in improving access to River Field site under a potential development scenario of this underutilized open space, discussed under Recent Planning Documents.

C. Dilworth Plaza

Rehabilitate Dilworth Plaza to make it more user friendly, Enhance Pedestrian Access to the Subway Concourses and Reduce barriers to Views of City Hall by Removing Dense Tree Cover

This recommendation has been fully addressed with the reconstruction of Dilworth Plaza as Dilworth Park. The successful transformation of the Plaza includes the Dilworth Park Café, Air Grille, seasonal splash fountain and ice rink, and extensive lawn area. In addition, Love Park across from Dilworth Park has also been fully renovated.

D. Streetscape

Improve JFK Boulevard and Septa underpasses at 21st, 22nd and 23rd Streets and provide pedestrian connections between JFK Boulevard and numbered streets

This recommendation has been partially addressed. The JFK Boulevard bridges over 21st, 22nd and 23rd Streets have been reconstructed. The JFK Boulevard improvements include construction of a pedestrian/ bicycle ramp that links the north side of JFK Boulevard to the west side of 22nd Street. The steelwork of the overhead structures on the cross streets has recently been painted. However, the improvements do not include



Dilworth Park



SEPTA Underpass at 22nd Street

reconstruction of the deteriorated numbered street sidewalks under the bridges, any improvements to the deteriorated SEPTA bridge structures where the concrete surface is spalling, or pedestrian access from JFK Boulevard to 21st Street, the east

JFK Boulevard Reconstruction



side of 22nd Street, or 23rd Streets. The deteriorated underpasses still create an unattractive psychological barrier between Market Street and the core residential areas of Logan Square. In addition, the 2200 block of Cuthbert Street with informal parking adjacent the elevated SEPTA track is in a very deteriorated condition with poor lighting. Development of key opportunity sites abutting JFK Boulevard, including the PECO site and Trader Joes parking lot site, should include public access pedestrian/bicycle ramps between JFK Boulevard and 22nd and 23rd Streets.

Install pedestrian scaled lighting throughout Logan Square to improve safety and livability

This recommendation has been partially addressed. The reconstruction of JFK Boulevard has included pedestrian scaled lighting. In addition, the new bridges over the Vine Expressway at 18th through 22nd Street have all incorporated standard Center City style pedestrian lighting. A limited number of new apartment developments have included pedestrian lighting as

part of their sidewalk improvements, including the Granary Apartments on Callowhill Street. There has been no consistent pattern of incorporation of pedestrian scale lighting in conjunction with major new private developments.

E. Other Open Space

Improve derelict area under the Vine Expressway at 24th Street to connect open space areas north and south of the expressway

This key recommendation has not been addressed. The area remains a blighted graffiti scarred wasteland where unmaintained PennDOT right of way areas are litter strewn and surrounded by unsightly chain-link fencing. There is no pedestrian connection from 24th Street under the expressway to the community garden and Schuylkill Trail. The deteriorated conditions adversely impact the recently renovated Park Towne Place development. A comprehensive landscape design plan that addresses improvement of the area under the Vine Expressway, creates pedestrian



Deteriorated Vacant Land Under Vine Expressway at 24th Street

connections between sections of the neighborhood north and south of the expressway and to the community garden, Eakins Oval and Schuylkill Trail should be a high priority. The plan should address responsibilities for long term maintenance of the improvements.

Require new development to provide passive private and public open space such as balconies and plazas

This recommendation, developed to assure that new high-density residential development would not result in overuse of existing public open space has not been addressed as a requirement under the Zoning Code, but many recent developments have incorporated individual unit balconies, common landscaped roof terraces, and common courtyards for resident use. Concern has been expressed by residents regarding noise impacts from late night activity on roof terraces associated with recently constructed rental apartment building targeted to young singles.

Identify locations for neighborhood parks

This recommendation has been partially addressed. The 2009 plan had suggested a possible location for a dog park in the vicinity of 24th Street under the Vine Expressway. A dog park site is now proposed for the landscaped area abutting Winter Street and the edge of the depressed Vine Expressway between 21st and 22nd Street as part of the Winter Street Greenway. The dog park would include small dog and large dog play areas and include water fountains and antimicrobial K9 polymer grass. The adjacent landscaped area on the 2000 block of Winter Street would be improved as a protected play area for children. Together these two new green spaces (created by a road diet through PennDOT's Vine Street Bridge project) are called the Winter Street Greenway. A schematic design for the Greenway

was conducted in 2016 and made possible by \$15,000 allocated by the City Council President in 2016. In 2018, the play area was allocated \$800,000 by the City Council President and LSNA



Balconies at Granary Apartments



Proposed Winter Street Greenway Dog Park.

New Von Colln Field Playground



raised \$175,000 from a Pennsylvania DCED grant and \$50,000 from a Keystone grant. Both parks are being fully designed by Philadelphia Parks and Recreation, and construction could begin at the end of 2019 or early 2020. Establishment of a maintenance program for the dog park and play space and funding for maintenance will be a critical issue.

5.1.2 Active Open Space

Construct Paine's Park Skateboard Park and Von Colln Field Playground

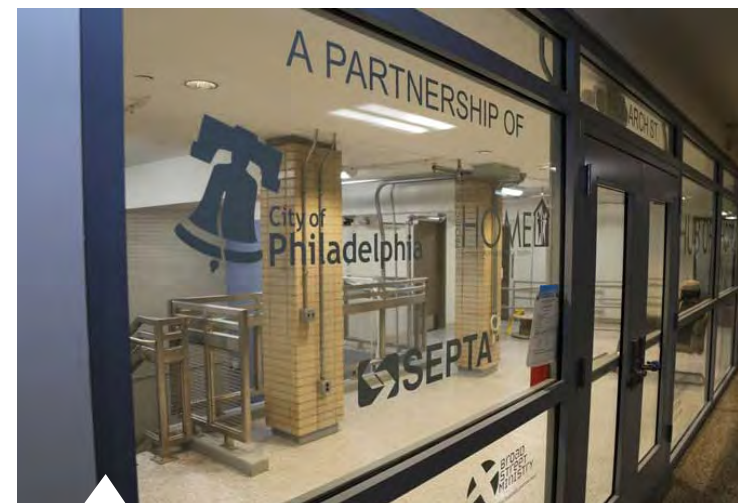
This recommendation has been fully addressed. Paine's skateboard park was completed in 2013 and has become a popular citywide skateboard destination. Construction of the playground on the western edge of Von Colln Field adjacent Art Museum Drive was completed in 2018 and primarily serves residents north of the Parkway. Access from the south is currently difficult because of the lack of a pedestrian crossing of the Parkway from

the south at Art Museum Drive. Funding is in place for construction of a new children's play area on the south side of the Vine Expressway between 20th and 21st Street, as part of the Winter Street Greenway.

5.1.3 Homelessness

Address homelessness issues that impact the neighborhood

This recommendation has been partially addressed. In 2009, homelessness and homeless encampments along the Parkway and outdoor food distribution programs along the Parkway and at Logan Circle were a major community issue. Since 2009 several factors have reduced the neighborhood impact of homelessness. In January 2018 Project Home opened the Hub of Hope in Suburban Station. The facility creates a permanent service hub and engagement center for the homeless. The facility is open 7 days a week and serves 325-375 homeless people each day. Services are being expanded in 2018 to offer dinners to the homeless 7 days a week. New developments



The Hub of Hope at Suburban Station Concourse

and improvements along and adjacent the Parkway, including the demolition of the Youth Study Center and completion of the Barnes Museum, and rehabilitation of Sister Cities Park and Shakespeare and Pennypacker Memorial Parks have encouraged active use of these areas and discouraged encampments. However, congregation of the homeless in Suburban Station concourse has recently emerged as an issue, as well as the emergence of a homeless encampment along the south side of the Vine Expressway between 17th and 18th Streets.

5.1.4 Education

Support the expansion of public, charter, parochial, and independent schools in the neighborhood to provide an asset for residential development and encourage an age-diverse population. Support the expansion of higher education providers while respecting the existing residential building fabric

This recommendation has been partially addressed. LSNA is an active participant in the annual school fair that provides an opportunity for parents to speak directly with representatives of public, charter, independent and parochial elementary schools to learn about educational options. More recently concern has been expressed over the future of the existing Science Leadership Academy space at 22nd and Arch, once the Academy relocates to its new space within Benjamin Franklin High School on North Broad Street. There is also concern over the future of the Russel Byers charter school located within the potential major development site on the 1900 block of Arch Street.

5.1.5 Sustainability

Develop community gardens along the neighborhood side of the



**6th Annual
SCHOOL FAIR**

Choosing the right elementary school
for your Center City child.

**Tuesday
October 17, 2017
5:00-7:00 pm • FREE**

The Franklin Institute
222 N. 20th Street, Philadelphia

Families Welcome
Free Parking – If walking, please use business entrance

Speak directly with representatives from
**public, charter, independent and parochial
elementary schools** to learn about education
options in Center City Residents' Association,
Logan Square Neighborhood Association
and South of South Neighborhood
Association areas.

Presented by:

CCRA **LSNA** **SOSNA** **THE FRANKLIN INSTITUTE**

Sponsors: **Q**

Find us on FACEBOOK:
CCRA-LSNA-SOSNA-School-Fair
Questions: sharonk@fi.edu

CSX tracks near the river at Vine Street

This recommendation has been partially addressed. A PennDOT parcel on the north side of the Vine Expressway bridge over the Schuylkill has been improved as an active community garden, the Winter Street Community Garden. However, access to the garden from the community is tortuous. The garden is not accessible from the Schuylkill Trail. The only pedestrian access from the south is along the grass sloped edge on the neighborhood side of the concrete barrier beside the 23rd street exit ramp from the Vine Expressway. There is no legal access to the garden from the north. The only pedestrian access from the north via the 24th Street Vine Expressway access ramp and the CSX tracks right of way. The only vehicular service access is via the 24th Street I-676 entrance ramp and through a fenced off derelict area under the expressway—now also prohibited. A comprehensive improvement plan for the derelict area under the expressway and creation of a clear pedestrian and service access from the



Winter Street Community Garden.

north and south to the community garden, while maintaining security for the garden is a critical need. Improvements would need to be planned in conjunction with the garden coordinator.

5.1.6 Parkway Events

Limit Events to Signature Events and encourage alternatives to driving

Some progress has been made in developing a process to address this issue. A major concern in the 2009 Plan was the proliferation of events along the Parkway and the impact on local institutions and residents. Institutions along the Parkway had reported reduction in visitors during these events. Residents had complained about traffic congestion, noise and trash. Residents believed that the Parkway should be use for signature family-oriented events such as July 4th celebrations and Thanksgiving Day parades but should not necessarily accommodate commercial



Crowd attending concert at Eakins Oval

paid entry gated events. The plan recommended that a committee of stakeholders evaluate the number and type of events on the Parkway and determine if some would be better served in other areas of the City.

In 2018 the Parkway Council Foundation, in partnership with the Managing Director's Office of the City of Philadelphia, issued a report "Developing a Strategy for Appropriate Uses of the Benjamin Franklin Parkway". The report provided an objective tool for decision making on special events on the Parkway. The report included a Special Events score card that enables decision makers to evaluate the impact of each event under five categories: public benefit, economic benefit, city image, quality of life and Institutional support. However, the report did not include recommendations on specific events, although it did note resident concern over the adverse impacts of fenced paid entry commercial events. The report also discussed consideration of alternative locations for some events, including the Sports Complex, Penn's Landing, Belmont Plateau and the man Music Center. However, many of the alternative location have issues relating to size and access. One location that may be a potential future alternative location for some events will be the new 4-acre Penn's Landing Cap Park which is proposed for completion in the early 2020's. Although only half the size of Eakins Oval, the central location of the park and accessibility from I-95 and the regional transportation network may make it a viable alternative for some events currently held on the Parkway. There is still significant resident concern over noise, trash and deterioration of the Parkway landscaping resulting from major events, the number of events, and impact on neighborhood access and circulation.

5.1.8 Community Organization

Establish a seat on the Parkway Council Foundation for LSNA

LSNA has been working on this issue, but it has not yet been addressed. The Parkway Council Foundation is a coalition of cultural and educational institutions and businesses located in the Parkway area. Its mission is to create "A distinctive, vibrant and welcoming place for local residents, visitors and the institutions and businesses that share the Parkway". While representatives of all the major institutions, property owners and educational institutions, as well as the Center City District and Philadelphia Parks and Recreation are included on the Board, there is currently no representation of the interests of residents on the Parkway Council Foundation Board. As of January 2019, LSNA has a seat on the Parkway Council Advocacy Committee, which should provide an opportunity for ongoing input regarding LSNA concerns.

Provide a consistent review process for infrastructure and development projects that includes developers, public entities and residents

This recommendation has been partially addressed. Major development projects are now subject to the city's Civic Design Review process, which was introduced under the 2012 new Zoning Code. The Civic Design Review Committee is a subcommittee of the Philadelphia City Planning Commission and is comprised of 7 members each representing a profession related to the field of urban design. One rotating seat is reserved for a representative of the local Registered Community Organization located in the project area. Most of the major developments in the Logan Square neighborhood initiated since 2012 have been subject to this civic design review process. The process has provided the opportunity for community input into the urban design aspect of the project and the impact on the public realm. However, a major deficiency of the current process is

that, unlike some other cities, it is advisory only, and there is no way to compel the applicant to address the committee recommendations. While in many cases the applicant will address the committee's concerns in a constructive way, in other cases the applicant has ignored the committee's recommendations to the detriment of the community. An example in Logan Square was the Civic Design Review process in 2017, for 2301 JFK Boulevard/60 N 23rd Street development fronting the Schuylkill River at 23rd and Cherry Street. The review committee had raised issues concerning the proposed exposed metal clad parking garage podium facing 23rd and Cherry Street, an elevated pedestrian bridge across Arch Street between the two proposed residential towers and recommended that Arch Street should not function as a private drive, and utilities should be relocated underground on 23rd Street. None of these recommendations were addressed by the applicant. A significant problem is that the Civic Design Review process is the one stage process where the developer is required to invest substantial design costs to meet the submission requirements. This problem could be addressed by establishing a 2-stage process with an initial Design Guidance Phase involving minimal design costs that establishes clear design criteria for the specific site and provides a more informed basis for the subsequent second stage design work, and thus not result in wasted design effort. Civic Design Review approval could then reasonably be made a mandatory part of the development review process, as in other cities such as Seattle.

5.2 Transportation

Transportation recommendations address such issues as traffic circulation and parking, pedestrians, bicycles, and transit.

5.2.1 Circulation

Reconfiguration of Parkway traffic lanes to calm traffic

This recommendation has been addressed in the reconstruction of the Parkway. The outer Parkway lanes were reduced to function as 2 traffic lanes during peak periods and one traffic lane plus parking lane in non-peak periods and bicycle lanes relocated to rebuilt traffic calmed outer sections.

Redesign of Eakins Oval and elimination of surface parking

Some progress has been made in addressing this recommendation. The 2009 report noted that Eakins Oval represented a complex circulation challenge and in its current condition fails for all modes of travel. Eakins Oval is in effect a large traffic island. The current vehicular oriented design dates from 1957. The report noted the heavy flows and failing level of service in morning and afternoon peaks and uncontrolled merging



Painted Bike Lanes on Parkway West of 20th Street

and weaving. It noted that pedestrian crossings are missing at several key desire lines and bicycle merging across weaving traffic lanes is a major problem. The report reviewed alternative reconfiguration concepts but all had issues and noted that the redesign of the oval required a dedicated traffic study. The report recommended that any redesign of Eakins Oval should address the principal goal of improving the safety and number of pedestrian crossings and eliminating the unsightly surface parking. There has been further discussion of the Eakins Oval traffic circulation issues in the more recent “More Park, Less Way” report on the future of the Parkway. The study recommended removal of the parking to reclaim it as civic space, addition of sidewalks around the perimeter, formalized bump out areas that are currently striped for new plantings and pedestrian refuge, tightening of the turns at Spring Garden and 23rd Streets and clarification of lane configuration at the entrance to the Spring Garden Bridge, creation of an on-axis pedestrian crossing from the center of Eakins Oval to the Art Museum Steps and creation of an signalized pedestrian access point to Eakins Oval at the ramp to the Vine Expressway. There has been a new focus on the activation of Eakins Oval with “The Oval” Summer pop up park that includes family-oriented family events in July and August. A detailed in-depth comprehensive traffic study of Eakins Oval vehicular and pedestrian circulation and access has not been completed recently and may be appropriate at this point.

Reconfiguration of 20th Street and Parkway Intersection

The report recommended reconfiguration of the 20th Street and Parkway intersection to clarify vehicular movements and reduce pedestrian crossing distances. This recommendation has been fully implemented and has made the intersection considerably safer for both drivers and pedestrians.

5.2.2 Parking

Construct new garages north of Vine to increase parking supply to support institutional uses

This recommendation has been partially addressed with construction of the new Dalian parking garage on 21st Street north of Vine that includes public parking. The garage provides convenient parking for the Barnes Museum and other activities along the Parkway. In addition, the One Franklinton parking garage with 374 spaces at 1701 Callowhill Street is now open for public occupancy. The garage at 1601 Callowhill Street is also available for public parking.

Rehabilitate the deteriorated parking garage under Love Park, including installing new elevators, to support area business

This recommendation has been fully addressed with the complete rehabilitation of Love Park and the underground parking garage, and installation of new elevators and headhouse.

Prohibit garage front townhouses



Dalian Parking Garage on 21st Street

This recommendation has been largely addressed in the new zoning code. Off street parking is no longer required in the RSA-5 single family or RM-1 multifamily zoning districts and accessory parking for one and two-family or multifamily dwellings is prohibited unless accessed by a common driveway easement serving 3 or more abutting properties. While some garage front townhouses were constructed between 2007 and 2012, no garage front townhouses have been constructed since passage of the new zoning code. The construction of garage front townhouses and the consequent elimination of on street parking spaces and adverse impact of cross sidewalk driveways on pedestrian movement is no longer acceptable and recent townhouse developments in Logan Square have rear access driveway parking.

5.2.3 Pedestrians



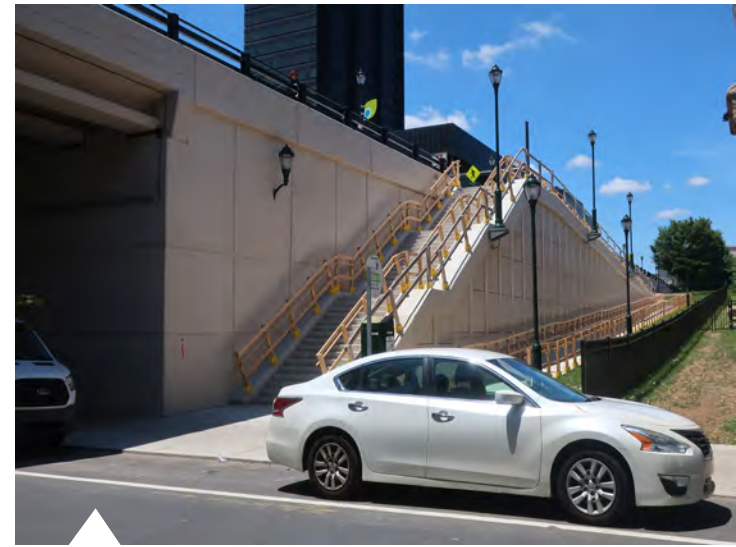
Love Park Garage Headhouse

Construct stair/Ramp connections between JFK Boulevard and 21st, 22ND and 23rd Streets

This recommendation has been partially addressed. There was originally no pedestrian access between JFK Boulevard and the numbered cross streets between 30th Street Station and 20th Street, resulting in long circuitous walks to reach intervening cross streets. As part of the reconstruction of JFK Boulevard a pedestrian ramp and stair connection has been constructed between the north sidewalk of JFK Boulevard and the west side of 22nd Street. Stair/ramp connections to 21st and 23rd Streets still remain to be addressed in the future.

Eliminate free right turn and large turning radius at the 24th Street access ramp to the Vine Expressway

This recommendation is discussed under Eakins Oval Traffic Circulation. The recommendation has not yet been addressed. Currently there is a marked crosswalk, but no stop signs or signal



New Pedestrian Ramp between JFK Boulevard and 22nd Street

at the intersection, creating a hazardous condition for pedestrians. The recommendation, including creation of a signalized intersection at this location is also included in the “More Park, Less Way” Study for the Parkway.

Eliminate free right turn and large turning radius at 23rd Street exit ramp from the Vine Expressway

This recommendation is also discussed under the Community Gardens recommendation. The recommendation has not been addressed. There is no crosswalk on 23rd Street at Summer Street and thus no connection to the access route to the Community Garden, creating a pedestrian safety hazard.

Redesign Eakins Oval for better pedestrian access

This recommendation is also discussed in the Redesign of Eakins Oval recommendations under Circulation. Some limited improvements to pedestrian access have been made. but access, particularly from the south is still problematic. In addition, the existing 6 feet wide curbside sidewalk on the south side of MLK



Free Right Turn at 23rd Street Exit Ramp



Free Right Turn at 24th Street Ramp

drive adjacent River Field is very narrow and creates an uncomfortable condition for pedestrians adjacent fast-moving heavy traffic. The “More Park, Less Way” study highlighted the issue in the graphic showing pedestrian movement desire lines that cross and meet in the center of Eakins Oval. Proposed recommendations that still need to be addressed are completion of a continuous crosswalk from the south side of the Parkway to Von Colln Field at the eastern edge of Eakins Oval traffic circulation.

Eliminate the right-angle parking at Hamilton and 21st Street

This issue has not yet been addressed. The current head on parking at the intersection causes congestion and has eliminated a section of the public sidewalk. After completion of the 2009 plan, LSNA sponsored the completion of a traffic study of the intersection “Hamilton and 21st Street, the Intersection from Hell” that evaluated potential solutions. The study noted that the perpendicular parking spaces block both east and west bound traffic, often backing up into the intersection. East

bound bus turns from Hamilton to 21st Street are difficult and often blocked, creating backups on both 21st Street and Hamilton Street. The report recommended several short-term solutions including reconfiguring the perpendicular parking as angle parking to favor use by traffic in one direction, possible removal of on street parking on the north side of Hamilton near 21st Street to reduce conflicts, and creation of a 50-foot clear zone on 21st street south of Hamilton. The issue could eventually be addressed by the elimination of the perpendicular parking, widening of the sidewalk to its original configuration and reinstatement of parallel curb side parking, as part of a comprehensive redevelopment of the block. The existing right-angle parking and reduced sidewalk width in front of the Wawa does not appear on the legislated City Plan that governs street and sidewalk widths and thus may have no legal basis.



Missing Crosswalk Link at Eakins Oval

Recent proposals for additional pedestrian improvements include construction of a mid-block crosswalk on 19th Street at Hamilton Street to provide safe access to Baldwin Park from Hamilton Street. The increase in population and the number of visitors in the Logan Square /Parkway Area since 2009 may warrant additional measures to address pedestrian safety.

5.2.4 Bicycles

Enhance bicycle system and fill gaps in the existing bicycle network

The 2009 report included several recommendations to enhance the bicycle system in the neighborhood, many of which have been completed. The report noted that the bike lanes have been historically limited to streets where they could fit, resulting in gaps in the system. The 2009 report proposed several



Congestion at 21st and Hamilton

enhancements including the following: completion of shared bicycle lanes on 22nd Street north of Race, on 21st street (south bound) and on Callowhill Street, as well as relocation of bicycle lanes on the Parkway to the outer traffic calmed section of the Parkway. The relocation of the Bicycle lanes to the outer section of the Parkway has been completed as well as establishment of 18th Street as a north bound shared lane and 21 street as a south bound shared lane. Callowhill Street has been established as a west bound connector.

The 2009 report recommendations had called for traffic calming of Market Street and JFK Boulevard and creation of a better retail environment. In 2018 the city completed construction a pilot program consisting of new parking protected bike lanes on both JFK Boulevard and Market Street, including removal of an existing traffic lane on each street.

Install bicycle rental facilities

The 2009 report proposed bike rental locations at Love Park, Race Street at the Schuylkill Trail and at the Free Library. Since completion of the report in 2009, Indego bicycle rental locations have been installed at multiple locations, including 23rd and Market, the 1900 and 2000 blocks of Market, Race Street at the Schuylkill Trail, the Free Library, Banes Foundation Rodin Museum and Art Museum and MSB Plaza. The Map shows the location of these bike rental facilities as of December 2018.

A City Council ordinance passed in June 2018 provides for licensing requirements and parking regulations for dock less bike



New Protected Bike Lanes on Market Street

share that also include pedal assist electric bikes. The regulations permit dock less bikes to be parked adjacent the curb, on the sidewalk, or against buildings “in such a manner as to afford the least obstruction to pedestrian traffic”, a regulation that is subject to interpretation. Because of the narrow width and heavy use of Philadelphia streets and sidewalks, the impact of the program, once in operation, on pedestrian movement will likely need to be evaluated. Other cities have created special bicycle parking zones to address this issue. The potential need for bike traffic signals at key intersections has been raised. There is a need for better visible distinction between auto and non-auto lanes and geometry, such as use of green paint, for clear demarcation of bicycle lanes.

5.2.5 Transit

Advocate for City Branch Right of Way as Mobility Corridor

The 2009 Plan had noted that the City Branch Right of Way could offer the opportunity for a Center City dedicated transit route to cultural destinations. In 2015 DVRPC studied 3 alternatives for the future of the City Branch Right of Way as bus route, including a cultural corridor bus route, express busway, and a combined busway, and bike and walking trail. However, the study determined that all three options were not viable at the present time, because of redundancy and funding issues. However, the study included a recommendation to maintain an unblocked right of way along the corridor to maintain future mobility options. Currently the right of way is conceived as westward extension of the Philadelphia Rail park, the first phase of which was completed in 2018. It would accommodate bicycle and pedestrian traffic. There is no timetable or funding in place for design or construction of additional sections of the rail park. Part of the right of way west of 18th Street has been paved and is used for surface parking. Decking over part of the right of way at 21st Street has been proposed as part of the 21st and Hamilton condominium development, which if implemented would adversely impact the potential park.

5.3 Development

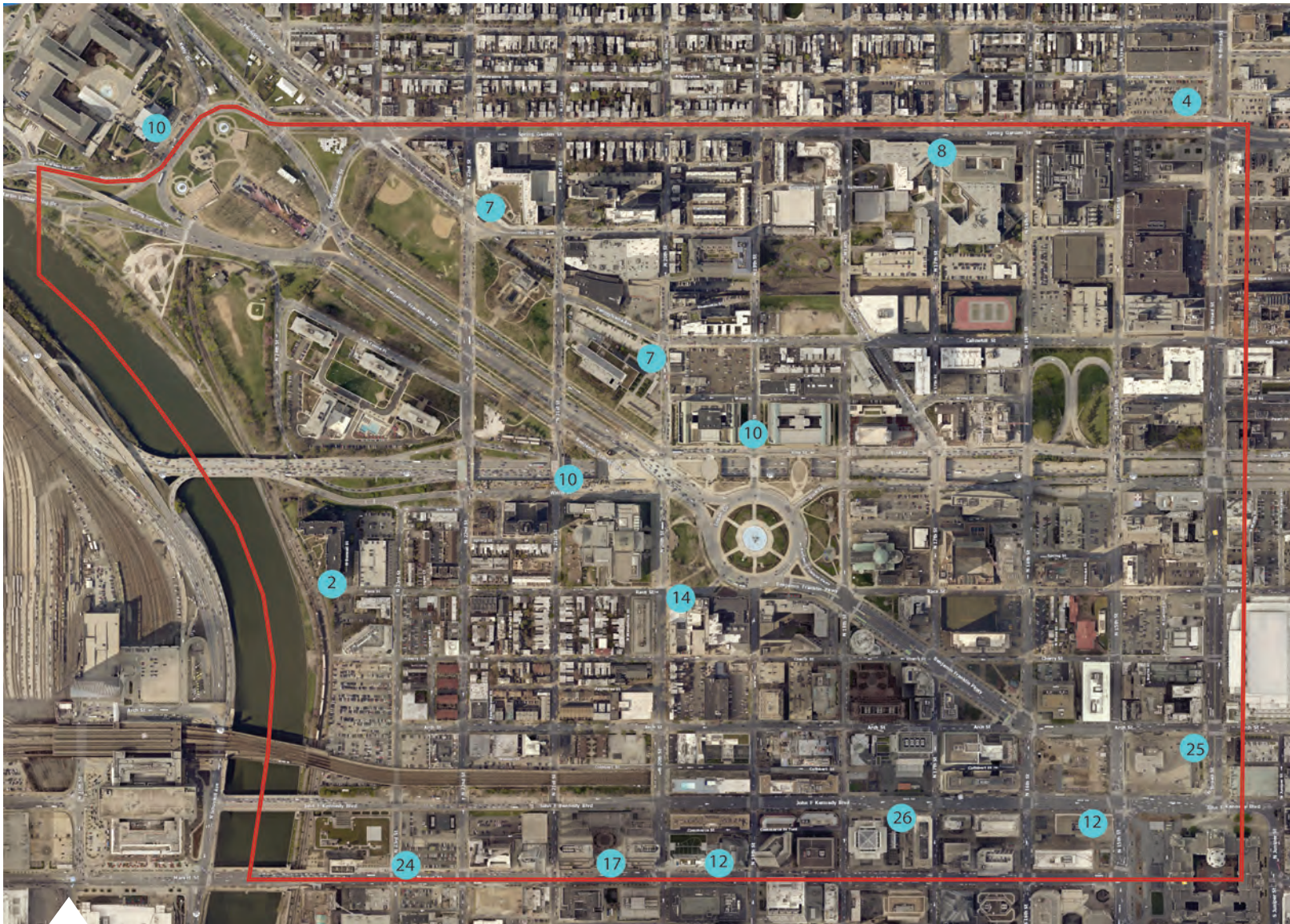
The Development Recommendations include Neighborhood Conservation, Historic Resources, a new Zoning Map, new specific Zoning District Controls, Design Review, and sub area Design Guidelines.

5.3.1 Neighborhood Conservation

The 2009 Plan recommended that consideration be given to adoption of a Neighborhood Conservation District for the core residential area of Logan Square, bounded by 20th, 23rd, Winter and Arch Street. This issue has not yet been addressed. A Neighborhood Conservation District provides for control over alterations to facades of existing buildings and the design of new buildings in the district, but unlike city register historic designation it does not currently prevent demolition of a building within the district. The original Neighborhood Conservation District regulations under the old zoning code included Planning Commission review of proposed demolitions, but this provision was removed in the new Zoning Code. However, the recent report of the Philadelphia Historic Preservation Task Force has



City Branch Right of Way at 19th Street



Indigo Bike Share Locations. The number shown indicates the number of bike docks at each site.

recommended that a new enhanced Conservation District type be established that would include Planning Commission regulation of demolitions. A conservation district involves the creation of community-based design guidelines developed in conjunction with the Planning Commission. The design of any proposed exterior alterations or design of new buildings in the district would be subject to Planning Commission review. It permits more flexible community-based design standards than would be permitted in a historic district. While groups of buildings on several blocks within this area are individually listed on the city historic register, other important blocks are not protected. Unlike other some other historic residential areas of Center City, the area is not designated as a city register Historic District. Some of the design features that were an issue prior to adoption of the new zoning code in 2012, such as garage front townhouses and walled front yard setbacks are now prohibited in the code.

A current issue in Logan Square is that, with the very high sales price of large new construction homes, it has become economically advantageous to tear down existing sound 19th century buildings that could be part of a conservation district and replace them with a much larger new construction buildings on the same site. In most cities, Neighborhood Conservation Districts provide for the review and approval of proposed demolitions. Lack of review of proposed demolitions in a Neighborhood Conservation District undermines the basic intent of a Conservation District, which is to protect the existing character of a neighborhood. A change in the legislation to provide for a procedure for review and approval of demolition within a neighborhood Conservation District would be required for it to address this problem. There is currently no opportunity for community review of the bulk, form or materials of replacement buildings.



Demolition of Neighborhood Fabric and Replacement with Out of Scale New Construction



Out of Scale Townhouse lacking Ground Floor Windows

5.3.2 Historic Resources

The report recommended that a survey of potential historic resources within the Logan Square neighborhood be completed to determine eligibility for the Philadelphia Register of Historic Places. This recommendation has not yet been addressed. Currently buildings within many row house groups within the historic residential core of the Logan Square neighborhood are individually listed. However, buildings on some key blocks of historic interest are not listed, including the west side of the 200 block of N 21st Street and the north side of the 1800 block of Carlton Street. Map XXX on Page XXX shows the location of all City of Philadelphia Historic Register properties in the study area. The city is presently considering completing a survey of historic resources throughout the city through the Historic Preservation Task Force, although a timetable for completion of the work has not been established.

A survey of potentially eligible properties within the entire Logan Square Neighborhood/ Parkway Plan study area still needs to be completed, and key properties added to the register.

5.3.3 Zoning Map

This recommendation has been fully addressed. The 2009 Plan noted that the zoning map at that time included some areas of inappropriate and obsolete zoning and recommended that the zoning of these areas should be changed to reflect desired development patterns and protect the existing scale of development where appropriate. The map at the top of the opposite page shows the zoning plan in 2009. The north east corner of the study area bounded by 16th, Callowhill, Broad and Spring Garden Streets was still zoned general industrial, reflecting early 20th century uses that no longer existed. Areas of low rises



Potential Historic Register Buildings on 200 Block of 21st Street



Potential Historic Register Buildings on 1800 Block of Carlton Street

2009 Zoning Map



2018 Zoning Map

townhouse development, such as the Hamilton Townhouses at 19th and Hamilton, were zoned for high rise development. The historic 2 story Boy Scouts building at 22nd and Summer was zoned for high rise development.

In 2017 the Planning Commission worked with LSNA to prepare an updated zoning map that reflected the plan recommendations. Areas zoned for highest density Commercial Mixed-Use development (CMX-5) are located near Market Street and Broad street, along high-density transit corridors and away from low rise residential townhouse areas. Town house blocks formerly zoned for high rise development such as Hamilton Townhouses, are now zoned RSA-5 Single Family Attached to protect the low-rise character of these blocks. The historic Boy Scouts Building is now zoned RM-1, with a height limit of 38 feet, reflecting the scale of the historic building. Baldwin Park, previously zoned for high rise multifamily development and Love park, previously zoned high-density commercial are both now correctly zoned as public open space. The 1800 block of Callowhill Street, north side, formerly zoned CMX-3, is now zoned CMX-2.5 which has a 55-foot height limit and requires first floor retail to enhance the Callowhill Street neighborhood commercial corridor. In 2019 the Archdiocese parcels between 17th and 18th Streets north of Race were rezoned from RM-4 to CMX-4 to permit high-density mixed-use development.

5.3.4 Specific District Zoning Controls

New special building height and bulk controls within 125' height limit zone

This recommendation has not been implemented. A building height limit of 125 feet was imposed on much of the predominantly residential neighborhood west of 18th and north of JFK Boulevard. It was originally proposed as a temporary measure

until more detailed zoning controls could be developed. Special building height and bulk controls were drafted in the 2009 Plan that would have permitted higher buildings subject to these controls, but they were not approved. There was concern that the 125-foot height restriction could potentially have an adverse impact of some residential blocks because of the need to build a larger bulkier building to achieve the same FAR, resulting in a 125-foot-high 12 story street wall building that could block views and limit daylight, compared to a higher small footprint tower coupled with a low-rise podium building that would permit more daylight and sunlight penetration, as well as views between buildings. For instance, 1910 Arch Street is a bulky continuous 14 story building built to a FAR 5 within the boundaries of the 125-foot height limit zone by variance. Residents of Kennedy House have complained over the adverse impacts of the building in blocking views from the lower floors of the high-rise condominium and subsequent reduction in property values on these floors. In contrast, Alexander Court development and Mormon Meeting House outside the 125' height limit zone is also built to a FAR 5 but includes a small footprint high rise tower on a low-rise podium together with the single-story meeting house and landscaped open space that permits more daylight and views. The option of building in excess of the 125-foot height limit, subject to new rigorous building bulk controls could be further explored. A positive impact of the existing 125 foot height limit has been that several proposed developments have sought a variance from the height limit, resulting in an opportunity for community review and approval of the entire project as a condition for neighborhood support. The 2009 Plan included a proposed building height and bulk control map for various districts within the study area. The bulk controls specified maximum heights and building footprint dimensions for podium structures and towers in each district.

Buildings in CMX-4 and CMX-5 zones are currently subject to certain bulk and massing controls under the Zoning Code, typically under the options of either the Sky Plane controls, or the Open Area, Building Width and Height Controls. The Sky Plan control option is available for buildings fronting streets greater than 50 feet in width except for streets abutting public parks. The Open Area, Building Width and Height controls include specific building dimensional and spacing controls for buildings fronting the south side of Market Street and John F Kennedy Boulevard.

Prohibition of exposed above ground parking garages

This recommendation has not been implemented. The 2009 report noted the adverse visual impact of exposed parking podiums and recommended that all above ground parking garages be prohibited unless wrapped with active uses for a minimum depth of 25 feet around the perimeter of any street facing



Proposed Building Height and Bulk Control Map from 2009 Plan



1910 Arch Street



Alexander Court

façade of the garage. The 2009 Plan also recommended that a zoning code incentive for underground parking be increased and made applicable to all developments in the RM-4 and CMX-3 zones as well as RMX-3, CMX-4 and CMX-5 zones. While some developments such as the Alexander development and 1910 Arch Street have underground parking, others such as the Dalian development have unsightly bulky metal clad multi story parking podiums facing the street.

The above ground parking garage at the North x Northwest is appropriately screened by 2 story town houses fronting Baldwin Park and 19th Street. Unfortunately, the top of the garage is visible from the park, but could have been fully screened by 3 story townhouses or construction of the townhouses on a raised first floor (The Civic Design Review package includes a drawing with sightlines showing the garage fully screened by the townhouses). The Riverwalk development at 23rd and Cherry Street also has an exposed metal screen clad multi story parking podium at the highly visible 23rd and Cherry Street intersection. For comparison at the Edgewater development on the next block at 23rd and Race Streets the multi-story above ground parking garage is screened by 3 story single aspect townhouses, with an elevated first floor above the flood plain. The Zoning Code should be amended to prohibit exposed above ground accessory parking garages and provide incentives for underground parking in the RM-4 and CMX-3 zones.

5.3.5 Design Review for Major Developments

This recommendation has been partially addressed and is discussed under 5.1.8, Community Organization. A 2-stage review process coupled with mandatory compliance with the design review recommendations should be required to avoid adverse neighborhood impacts.

5.3.6 Character Quadrant Design Guidelines

The 2009 Plan established 4 different neighborhood character quadrants within the Logan Square area. These quadrants are shown on Map on the opposite page, and include the following:

1. Center City Mixed Use Office Core in the southeast



Exposed Above Ground Parking Garage at Dalian



Underground Parking at Alexander Court

2. Historic Logan Square in the southwest
3. Parkway North in the northwest
4. Vine Street North in the northeast

The 2009 Plan established design guidelines for each of the quadrants. In many cases developments have conformed partially or fully with the guidelines.

Zone 1-Center City Office Mixed Use Core

The 2009 guidelines included the following:

- Tall buildings should enhance the skyline
- Spacing of towers should preserve daylight penetration
- The base of towers should be designed at the scale of the pedestrian
- New structures should provide a transition in form and scale to existing buildings to remain

The Comcast Technology Center wholly complies with the design guidelines. The articulated form of the high-rise tower set in the middle of the block enhances the skyline and allows



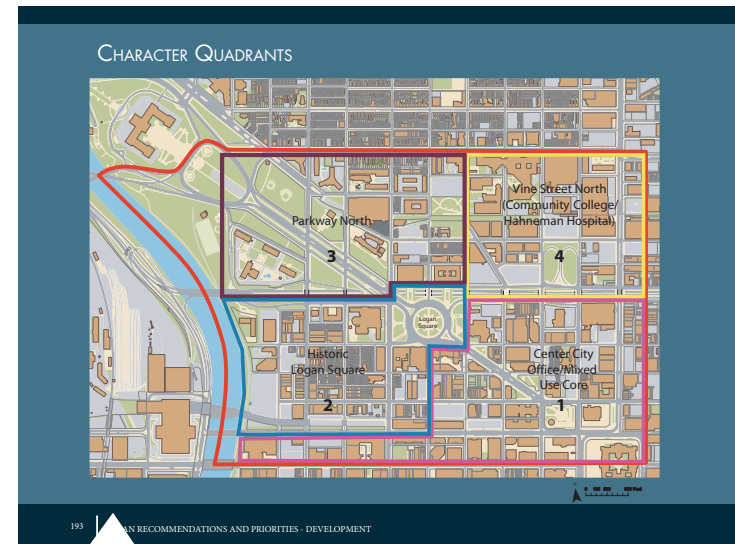
Pedestrian Scale Base of Comcast Technology Center

sunlight and daylight penetration to the street. The aesthetically distinct horizontal podium structure with retail creates an attractive pedestrian scale at street level. The glazed end wall to the podium provides a successful transition to the historic Arch Street Presbyterian Church. The impact of loading docks and parking access is minimized. In contrast the earlier Comcast Center building that predated the plan does not comply with the guidelines. The flat uninviting base of the tower is not designed to the scale of the pedestrian, the glass façade facing Arch Street does not provide a successful transition to the Arch Street Presbyterian Church complex and extended loading docks visually dominate the Arch Street frontage.

Zone 2-Historic Logan Square

The 2009 guidelines included the following:

- New buildings within or adjacent the historic rowhouse core should respond to the context of the adjacent site in terms of



Map Showing Character Quadrants from 2009 Plan

building massing, scale, fenestration and materials

- Development outside the historic core should consist of a mix of townhouses, midrise apartments and high rise small footprint residential towers
- Developments adjacent Zone 1 should create a transition in bulk and scale
- Arch Street view corridor west of 23rd street should be maintained
- 23rd Street edge of development of 23rd street parcels should respond to the residential scale of the townhouse district
- Small footprint widely spaced residential towers are appropriate for waterfront sites west of 23rd Street in conjunction with a low rise residential mixed-use podium above the floodplain

The Riverwalk development follows some but not all the guidelines. The development consists of towers on a podium. However, while an open Arch Street corridor is maintained, the aerial bridge blocks views. The exposed multi story exposed parking garage fronting Cherry Street and 23rd Street instead of residential uses does not comply with the guidelines. The development consists of long large footprint slab towers rather than small footprint point towers. However, the previously proposed River City development would not have conformed to any of the guidelines and would have had a significantly greater adverse impact on the neighborhood. Recent new townhouse development has generally been in conformance with the guidelines.

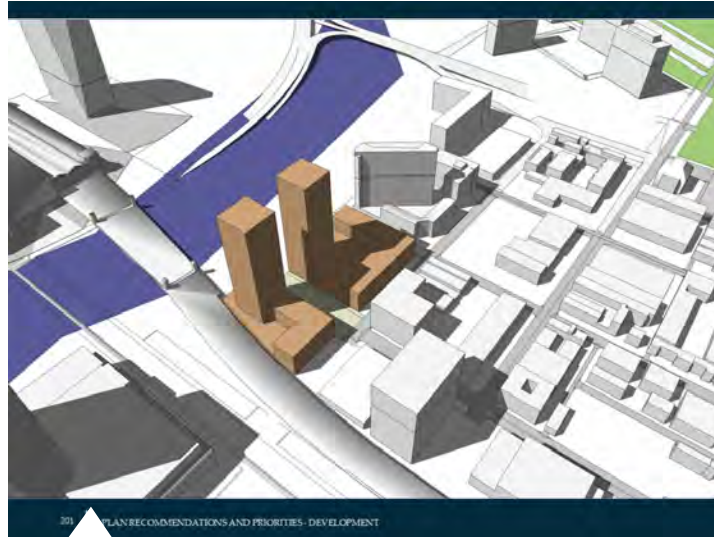
Zone 3-Parkway North

The 2009 Guidelines included the following:

- Low/midrise residential development with individual townhouse entrances and carefully located small footprint



Rendering of Riverwalk Development now Under Construction



Design Guidelines Massing Diagram from 2009 Plan

towers should front Baldwin Park to encourage more active use of this underutilized resource

- Buildings fronting the 2000 blocks of Hamilton Street and 1800 and 1900 blocks of Callowhill Street should include first floor retail uses
- Buildings should be sited to minimize impacts on views from, and sunlight and daylight access to, existing residential buildings
- High rise/midrise buildings should include bays, setbacks and balconies and other features to create a residential scale

New development in Zone 3 has generally been consistent with the guidelines. The North x Northwest development conforms the guidelines. Townhouses with individual entrances front Baldwin Park. The high-rise tower extends north/south, maximizing daylight access to the park. The tower includes bays, setbacks and balconies to create a residential scale. The Granary Apartments development on the 1900 block of Callowhill includes first floor retail. The upper floors include bays, and balconies to create a residential scale for the block long façade. The Dalian generally conforms to the guidelines. It includes first floor retail. The upper floors include bays, and balconies to create a residential scale for the long façade. First floor retail will be required under the zoning map for development of the 1800 block of Callowhill Street.

Zone 4-Vine Street North

The 2009 guidelines included the following:

- Parcels fronting Vine Street should be developed with high rise high intensity mixed use buildings to draw pedestrian



TOP: North x Northwest at Baldwin Park

BOTTOM: Granary Apartments Mixed Use on Callowhill Street

activity north of Vine and create a visual link to the high intensity office core of Zone 1

- The Vine Expressway air rights parcels should be developed with high rise high intensity mixed use buildings to further enhance the linkages north and south of the expressway
- New development should establish a pedestrian friendly 'street wall' along Vine Street

The Alexander development high rise and podium configuration, with ground floor commercial at the corner of 16th and Vine, is in conformance with the guidelines. It establishes a strong visual connection between the north and south sides of the expressway and draws activity north. The brick masonry podium structure fronting Vine Street with individual townhouse entrances and stoops and small landscaped setbacks creates a pedestrian friendly street wall.



Front Stoops and Individual Townhouse .



Entrances Provide Pedestrian Scale to Vine Street

Recent Planning Documents that Relate to the Logan Square Neighborhood

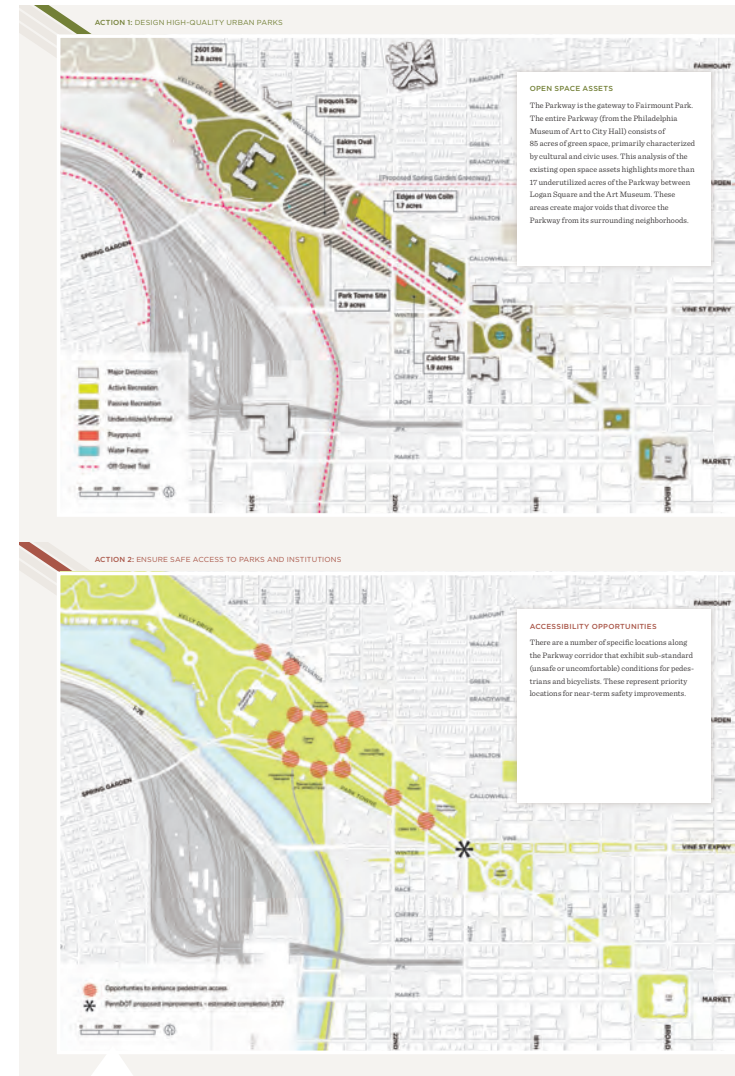
Recent plans that could impact the future of the Logan Square neighborhood include several planning initiatives for improvements to the Parkway, and the 30th Street Station District Master Plan that addresses development of the rail yards on the west side of the Schuylkill River in University City, and linkages between University City and the Logan Square neighborhood across the river.

Recent Plans Relating to the Parkway

Since completion of the 2009 Plan several studies have been completed that address the future of the Parkway. All note that the Parkway is still a work in progress. All note the need to improve pedestrian access across the Parkway and improve linkages between neighborhoods either side, encourage more activity along the edge of the Parkway and encourage better use of underutilized open space. All identify the need to activate Eakins Oval and make it a more pedestrian and neighborhood-oriented park that can attract visitors outside major city-wide events. While some studies have focused on better utilization of, and landscaping improvements to, underutilized open space, others have recognized a potential opportunity for new residential and cultural development as well, to further activate the Parkway and generate a potential revenue stream for maintenance of landscaping.

1. More Park, Less Way. An Action Plan to Increase Urban Vibrancy on the Benjamin Franklin Parkway

The “More Park, Less Way” Report for the Future of the Benjamin Franklin Parkway was completed in 2013 by Penn Praxis for Philadelphia Parks and Recreation. The focus of the plan was the development of high quality urban parks on underutilized parkland within the Parkway and improving community access,



Map from More Park Less Way Showing Location of Underutilized Open Space

Map from More Park Less Way Showing Location of Opportunities to Improve Pedestrian Access to Eakins Oval

to encourage more regular use of the Parkway and better serve neighborhoods along the edge of the Parkway. The plan focused on small scale incremental landscaping improvements to spaces. The report noted that use of the Parkway has previously focused on large-scale city-wide events at the expense of maintaining a fine-grained urban texture that related to abutting neighborhoods. The auto dominated Parkway creates a barrier between neighborhoods north and south of the Parkway. Large areas of the Parkway lack public amenities and are characterized by underutilized open spaces. High speed turning lanes at the edges of the Parkway impact pedestrian safety. The report noted the lack of pedestrian amenities between Logan Square and the Art Museum. The overall Parkway recommendations in the report include the following

- Creation of new high quality urban parks on underutilized open space adjacent the abutting neighborhoods to integrate the Parkway into the neighborhood fabric
- Integration of public art into the park spaces
- Traffic calming
- Improved linkages between the Parkway and River Trails
- Filling in of the gap in amenities between Logan Square and the Art Museum, including food and other concessions

The report did not recommend new major building development along the Parkway, except at the former proposed Calder Museum site at 21st Street

The specific report recommendations relevant to the Logan Square Neighborhood Parkway Plan include the following:

- Development of the former proposed Calder Museum site as a future cultural facility
- Removal of parking from Eakins Oval and creation of a 7-acre flexible space as a civic space with new walkways and temporary public art exhibits

- Landscaping of the southern edge of Von Colln field to separate the field from the Parkway
- Improvement of the open lawn area north of Park Towne Place as a neighborhood-oriented park with a series of outdoor rooms, walking paths, public art, an enclosed play area, bocce courts and a food kiosk, for use by the local community
- Creation of safe pedestrian access to Eakins Oval at multiple locations around the perimeter of the Oval
- Short term fixes to traffic at Eakins Oval, while keeping open the long-term option of returning Eakins Oval closer to its original form as designed by Greber
- Addition of sidewalks to the perimeter of Eakins Oval
- Installation of a signalized intersection and tighter curb radii at the 24th Street ramp to the Vine Expressway

The report noted the need for a funding stream for maintenance and the need for a Parkway management entity/ improvement district to attract continuous funding and program uses.

In 2013 LSNA submitted a formal response letter regarding the plan recommendations to Philadelphia Parks and Recreation. Key LSNA priorities identified in the letter included:

- Construction of a permanent playground on the south side of the Parkway within the underutilized open space in front of Park Towne Place
- Improvement of 22nd Street at the I-676 on and off ramps to enhance pedestrian crossing safety
- Creation of a neighborhood dog park, at a location adjacent to but off the Parkway
- Creation of quiet landscaped spaces in addition to active spaces
- Collaboration with Philadelphia Parks and Recreation in planning, programming and design of improvements

Since completion of the plan there have been several initiatives toward realization of some of the recommendations, including improvements to Eakins Oval and design work relating for the area in front of Park Towne Place.

The plan helped trigger creation of “The Oval”, a summer temporary pop up park in Eakins Oval developed by Philadelphia Parks and Recreation and the Fairmount Park Conservancy. “The Oval” has been an annual 4-week event from mid-July to mid-August since 2013 and includes family friendly activities such as movie nights with food trucks as well as dance parties, a sand box and a beer garden. In 2018 The Oval event has been expanded in area beyond Eakins Oval to include the closure of the west bound outer lane lanes of the Parkway west of 20th Street. While “The Oval” has activated the area for a short period of the summer, it has not addressed the long-term improvement of the space.

In 2017 Philadelphia Parks and Recreation in association with Aimco, the owner of Park Towne Place, released a detailed plan

Plan and Rendering of Proposed Century Park



for improvement of the underutilized open space are between Park Towne Place and the Parkway as “Century Park”, building upon the “More Park, Less Way” recommendations. The plan would create a more pedestrian friendly open space that would function as a front yard for Park Towne Place. The plan would create bump outs and paved crosswalks on Park Towne Place Street at the access driveways to enhance pedestrian access to the park. Improvements would include construction of a paved plaza with seating opposite the crosswalk at the east end of the park, and construction of a water feature and lawn area at the west driveway crosswalk. The existing grove of trees and meadow at the west end of the space abutting 24th Street would be retained. Additional walkways and pedestrian oriented landscaping would be installed. The plan does not include new building structures. Initial public and private funding toward completion of the \$3.9m improvements has been obtained. Improvement of the underutilized area in front of Park Town Place would be a logical high priority project because of the recent renovation of Park Town Place and interest of the owner, Aimco.



2. Laurie Olin Concepts for an Improved Parkway

At the end of 2017, as part of the “Parkway 100” celebration of the 100th anniversary of the Benjamin Franklin Parkway, Laurie Olin developed concepts for activation of the Parkway and improving the connections between neighborhoods north and south of the Parkway, through the development of additional strategically located low, mid and high-rise buildings on key sites along the edges of the Parkway, for cultural, residential and recreational uses. The Olin concept presents a somewhat different vision for the future of underutilized open space along the Parkway than that proposed in the “More Park, Less Way” plan.

Key potential cultural development sites for cultural development in the Olin concept include air rights development sites over the Vine Expressway either side of 21st Street adjacent the Franklin Institute, and the underutilized parcel on the south side of the Parkway between 21st and 22nd Street, formerly proposed for the Calder Museum. With construction of a retaining wall abutting the 22nd Street exit ramp, the former Calder Museum site could be expanded to provide a 2-acre site for a high-profile cultural destination building of international significance.

Key residential development sites in the Olin concept plan include the west end of the open space in front of Park Towne Place, at 24th Street, where the existing grove of trees would be developed, and the Philadelphia Parks and Recreation River Field Site west of 24th Street, which is shown as accommodating several high-rise residential structures that could enliven the west

end of the Parkway and also provide greater spatial enclosure for the south side of the Parkway near the River. Because it is publicly owned and of significant area, development of the River Field site could make a significant contribution to activation of the 24th Street area, particularly in conjunction with improvement of the 24th Street pedestrian connection under the Vine Expressway. However, River Field is currently used on a regular basis by Roman Catholic High for sports practice and includes a baseball diamond and La Crosse field as well as a changing room building. The site is surrounded by an unsightly chain link fence and vehicular access to the site is difficult. Any plan for development of the site would need to integrate existing activities at the site or provide a viable relocation plan. Development of the site would require reconfiguration of the 24th Street Vine Expressway access ramp and creation of a 2-way section of 24th Street to provide access to the site. The River Field is approximately 5.7 acres in area. Assuming a density of development equivalent to the nearby RM-4 Zoned parcels at Park Towne Place, full development of the site could accommodate up to 900,000 sf of development based on a 350% FAR, or up to 900 residential units, possibly in 3 buildings of 300 units each. Assuming a similar per square foot land value to Park Towne Place, the site would be worth approximately \$20m. A 900,000-sf development with a value of \$245m could generate over \$3 m in annual real estate taxes.

The concept plan showed small-scale low-rise recreational development and gardens on the remainder of the parcel in front of Park Towne Place, and culturally oriented low-rise buildings such as conservatories along the edge of Eakins Oval.



Olin Parkway Concept Plan Showing Potential Development Sites

3. Parkway 100: Envisioning the Future

At the end of 2017, Central Philadelphia Development Corporation released a video “Parkway 100: Envisioning the Future” to set the stage for discussion about the future direction of the Parkway. The original plan for the Parkway developed by Paul Cret in 1907, envisaged a boulevard lined with buildings, similar in character to Parisian Boulevards, that would connect the City to Fairmount Park. This concept was further developed in a 1907 model of the Parkway that showed buildings lining a boulevard. The final plan for the Parkway as implemented was developed by Greber in 1917 and envisaged the Parkway as more of a wedge of green extending Fairmount Park into the City and was designed to address the large areas of vacant land resulting from demolition of over 1300 buildings along the Parkway route. While some key sites along the Parkway were developed with cultural and institutional structures such as the Art Museum and Free Library in the 1920’s and 30’s, development was slow in coming to fruition and development ceased with World War II. The video notes that pedestrian access is difficult west of Logan Square because of multiple traffic lanes and the Parkway would benefit from more people living along the edges of the Parkway to provide activity. There is potentially a strong demand for living along the Parkway. There is insufficient public tax supported funding for maintenance of high-quality landscaping along the Parkway, and new development, such as small footprint high quality high-rise residential buildings could be an economic driver that could generate a revenue stream for high quality landscaping improvements and maintenance.

30th Street Station District Master Plan

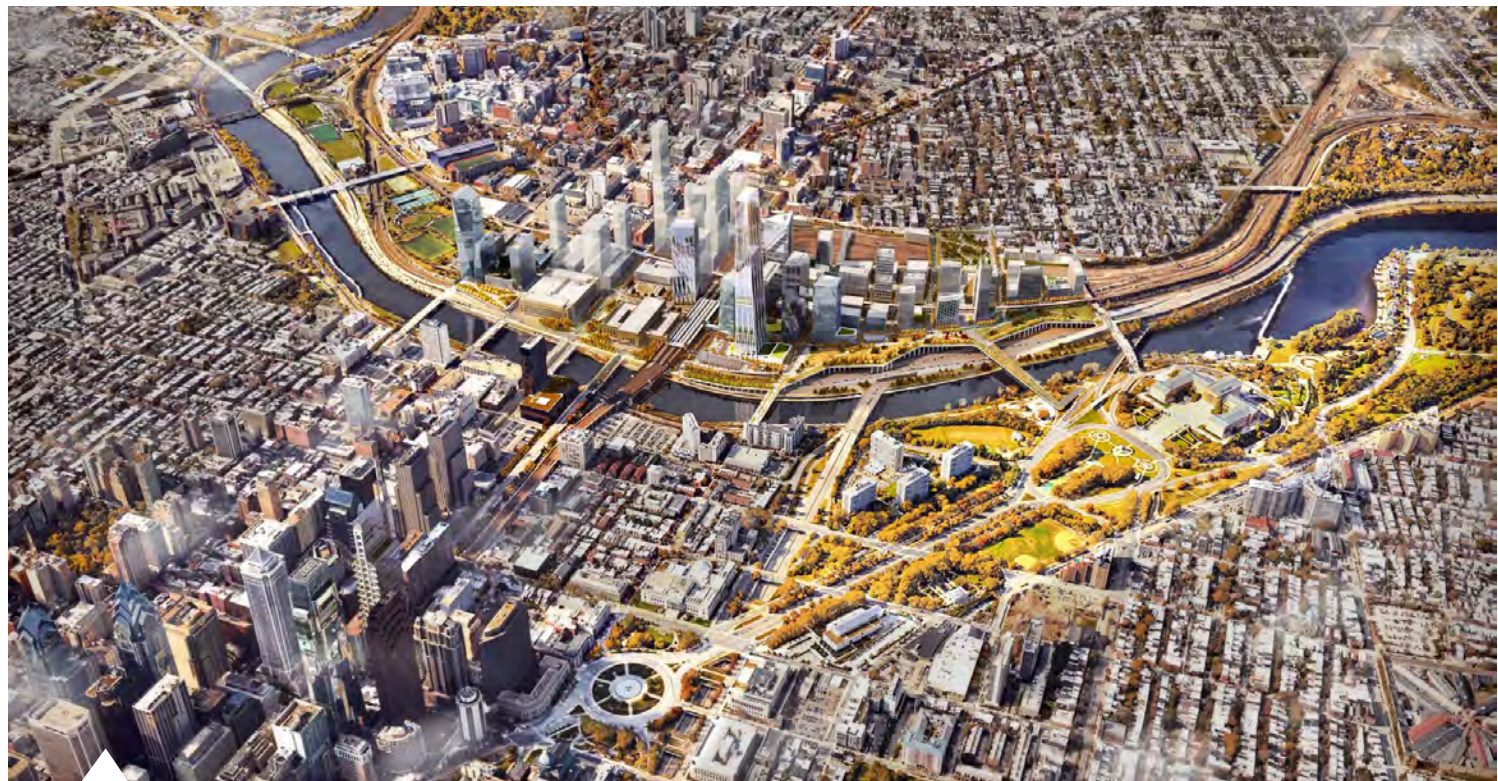
The 30th Street Station Master Plan was completed in June 2016 for a consortium that included AMTRAK, Brandywine Realty Trust, Drexel University, Penn DOT, and SEPTA. The long-range plan provides a comprehensive vision for development of the area around 30th Street Station and the rail yards to the north, for the year 2050 and beyond. The boundaries of the study area include the Spring Garden Street bridge in the north, the east bank of the Schuylkill and the CSX tracks to the east, Walnut Street to the south and 32nd Street to the west. The plan envisages up to 18m sf of development, 40 acres of open space, \$10b in investment and creation of 40,000 jobs. 10m sf of development would be located over the rail yards north of the station and directly across the river from the Logan Square neighborhood. The yards development area south of Powelton Ave would be mixed use development, while the area north of Powelton Ave and east of Drexel Park would be predominantly residential. Approximately 8m sf would be residential development, representing 6-7000 residential units. Plan goals include knitting together the neighborhoods of University City and Center City through enhanced and new connections and improve connections to the river.

An improved 30th Street Station would be the anchor for the development. The project would include reconfiguration of the Schuylkill Expressway 30th Street Station on and off ramps at the station which would significantly simplify vehicular access from the 30th Street Station south bound off ramp by providing

a direct connection to east bound JFK boulevard, and avoid the need to circulate around the station. A 2-way protected bicycle lane would be installed on JFK Boulevard.

Two new pedestrian/bicycle connections are proposed across the Schuylkill River at Race Street and Pearl Street in the plan. The Race Street River crossing would provide a direct connection from the Logan Square neighborhood at Race Street to the proposed signature Schuylkill Bluffs parkland on the west side

of the Schuylkill and lower and upper river promenades on the west side of the Schuylkill. The bridge would also provide a connection through the proposed new development to University City. In Logan Square at Race Street the bridge would extend over the CSX tracks and include a switch back ramp access from grade east of the CSX tracks and north of Race Street adjacent the Edgewater Apartment development. Construction of the ramp as shown would require acquisition of surplus CSX right of way or an easement or right of way within the Edgewater



Rendering of 30th Street Station Master Plan Showing Pedestrian Bridge Linkages to Logan Square

Apartment complex property which abuts the CSX right of way. Alternatively, the switch back ramp could extend south of Race Street where there is an existing public right of way that could possibly be expanded.

The Pearl Street bridge crossing over the Schuylkill would extend from the Schuylkill Bluffs within the proposed residential area north of Powelton Ave and across the river and the CSX tracks with a ramp connection to grade adjacent Paine Park and West River Drive, where there is an existing pedestrian crossing to the Art Museum. The bridge would provide access to Drexel Park and the Powelton Village neighborhood to the west. Neither proposed bridge makes use of the existing old coal pier abutment between the Vine Expressway bridge and Paine Park.

Development would begin in the south, closest to 30th Street station and extend north. Completion of the Race Street bridge over the Schuylkill is proposed for 2035. Completion of the Peral Street Bridge is proposed for 2040. The Race Street pedestrian bridge will be a key improvement in enhancing access between the Logan Square neighborhood and University City.

New Issues Since 2009 Plan

The following are some of the potential issues that have been raised

CSX Oil Train Safety Issues

In 2014 LSNA issued a position paper concerning potential safety issues relating to the oil trains using the CSX tracks between the neighborhood and the Schuylkill River. There had been nationwide



30th Street Station Master Plan

concern over the safety of oil trains after the 2013 oil train explosion in Quebec that killed 47 people and destroyed the town of Lac Megantic. The oil trains on the CSX tracks bring light crude oil from the Bakken oil fields in North Dakota to the east coast refineries, including the Philadelphia Energy Solutions refinery in southwest Philadelphia. In 2014 there were 2 oil trains per day passing through Logan Square, each consisting of 100 tank cars bringing a total of 6m gal of light crude oil through the neighborhood every day. Because of the high density of residential development near the tracks, a significant number of residents are located within a potential blast zone. There is a ½ mile emergency evacuation zone from the rail line that would be implemented in case of a derailment and fire. In 2014 6 CSX rail-cars carrying crude oil derailed on the Schuylkill Arsenal bridge in University City, but in this case did not result in a fire. After 2014 oil production in the Bakken Field declined because of the world-wide decline in crude oil prices. However, with the recent increase in oil prices, production has increased and 2018 is expected to be a record year for Bakken Field oil production. Since 2014 there has been as significant increase in the percentage of oil production from the Bakken Field transported via pipelines versus railroads. This percentage likely to increase with the completion of the Dakota Access pipeline between the Bakken Field and the gulf refineries and construction of the Keystone XL pipeline. More than half of Bakken Field production is now transferred via pipeline.

However, rail transportation of oil, including on CSX tracks to the South Philadelphia refineries, is also likely to remain important into the foreseeable future because of its flexibility compared to a pipeline. New safety standards for oil cars since 2013 have reduced the potential for a catastrophic event in the case of a derailment. The position paper argued for the eventual long-term removal of the tracks on the east side of the Schuylkill to

A Disaster Waiting To Happen? Oil Trains And The Collision at Fairmount Park Tunnel

MARCH 23, 2015 | BY HARRY KYRIAKOUDIS | HISTORY | BENJAMIN FRANKLIN PARKWAY, CRUDE OIL TRAINS, EAKINS OVAL, FAIRMOUNT PARK, SCHUYLKILL BANKS, SCHUYLKILL RIVER, TRAIN DERAILMENT

Like 114 Tweet Save Share 9



This train ain't bound for glory | Photo: Michael Bieker

Across the country, oil train accidents have become routine news fodder—four trains have derailed in the past month alone—making the possibility of a serious incident along the Schuylkill River seem quite high. Federal data shows that more petroleum has spilled from trains in 2013 than in the previous four decades combined. Each week, 60 to 70 trains carrying upwards of a million barrels of crude oil fracked from the Bakken shale formation in North Dakota, Montana, and Saskatchewan travel through the city to the Philadelphia Energy Solutions refining complex in South Philadelphia. This route includes a narrow, half-mile-long tunnel passing from Fairmount Park to the Schuylkill Banks underneath the Philadelphia Museum of Art and Eakins Oval.

Source: Plan Philly

provide continuous direct access between Center City residential areas and the Schuylkill River.

However current LSNA concerns are focused on eliminating parking and idling of trains in the neighborhood, because of the impacts on noise and air pollution and blocking of at grade crossings between the residential neighborhood and the Schuylkill River Trail. The summer 2019 explosion at the Philadelphia Energy Solutions Refinery, the subsequent bankruptcy of PES and the permanent shut down of the refinery, will likely impact oil transportation on the rail line.

Parking

The new 2012 zoning code significantly reduced the parking requirements for residential development. No parking is required for single family townhouse development, or for multifamily development in the RM-1 low rise rowhouse lot zone. In higher density multifamily and mixed-use zones, parking for residential uses is required at the rate of 3 spaces per 10 units in the RM-4, RMX-3, and CMX-3,4 and 5 zones prevalent in Logan Square. While only 3 spaces per 10 units are required, most recent new construction apartment developments in the Logan Square area have provided parking in excess of this requirement. Most new townhouse developments have provided at least one parking space per unit to meet market demand. Dalian on the Park and the Alexander provide 9 spaces per 10 units, while 1919 Market Street, 1900 Arch Street and the Hanover provide approximately 6 spaces per 10 units. Only the Riverwalk and Hamilton developments provide the code minimum parking. Thus, several hundred additional parking spaces have been provided beyond those required by code. In some cases, such as at the Dalian and 1900 Arch Street, parking spaces are available for daily use by non-residents.

In 2017 legislation was introduced into Council to increase the parking provision in high density apartment classifications from

3 spaces per 10 spaces to 6 spaces per 10 units. No additional parking would be required the RM-1 Multifamily rowhouse zone. The legislation was opposed by the Planning Commission, but it may be reintroduced in the future. There does not appear to be a justification for increasing the required parking provision for higher density apartment developments, since developers are providing parking to the extent that they believe it to be required to meet market demand. Where developers have provided parking in excess of 3 spaces per 10 units, the excess parking is often made available to the general public as non-accessory parking. A good case can be made for also requiring a minimum of 3 spaces per 10 units in the RM-1 rowhouse multifamily zone, above 3 units, but there are limited parcels of RM-1 land with development potential in Logan Square.

Because of the relatively large amount of open space and street frontage without development in Logan Square, on street parking is more readily available than in other sections of Center City. During work days between 8.00 am and 5 pm curbside spaces are typically available within the historic residential core, with no time limit for residents with permit parking and a 1-2-hour time limit for visitors. Outside the workday period finding on street parking within the historic core can be more challenging. One issue in Philadelphia is the very low cost of resident parking permits, which is substantially below the cost of monthly off-street garage parking. The cost of a resident parking permit is only \$35 a year or 1c a day, for the first car and \$50 a year for the second car, substantially below its economic value.

Because of the relatively large amount of open space and street frontage without development in Logan Square, on street parking is more readily available than in other sections of Center City. During work days between 8.00 am and 5 pm curbside spaces are typically available within the historic residential core, with no time limit for residents with permit parking and a 1-2-hour time limit for visitors. Outside the workday period finding on street parking within the historic core can be more challenging.

One issue in Philadelphia is the very low cost of resident parking permits, which is substantially below the cost of monthly off-street garage parking. The cost of a resident parking permit is only \$35 a year or 1c a day, for the first car and \$50 a year for the second car, substantially below its economic value. Because of the artificially low cost, some residents may own and park a car on the street that they may seldom use. With higher permit costs some residents may choose to not own a car and use a car share service. In Europe the cost of resident permit parking is priced much closer to its economic value. For instance, the typical cost of an annual resident on street parking permit in major UK cities is over \$500, a cost much closer to real market value. An increase in the pricing of on street parking permits to a level closer to market value, say \$1 a day, would increase the availability of on street parking spaces. The existing free visitor parking on many residential streets encourages commuters to make use of the free parking and move their car every couple of hours rather than use paid off street garage parking spaces.



Riverside Presbyterian Homes at 23rd and Race Streets

Family Oriented and Affordable Housing

Residents have expressed the desire to see more middle-income family-oriented homeownership development in the neighborhood, of a similar size to and targeted to the same market as the traditional single family rowhouse and condominium stock. Longer term home owners are often more likely to actively participate in the community. Development since 2009 has been oriented to multifamily small rental apartments targeted to young single professionals and graduate students at one end and luxury large single-family owner occupancy townhouses selling in the \$2m price range at the other. Based on current interest rates and assuming a 20% down payment, an annual income of nearly \$400,000 is required to purchase a \$2m home, which is over 5 times the current Adjusted Median Area Income. New middle-income sales townhouse and condominium units in the \$500,000-600,000 range affordable to younger middle-income family households with an income of \$100-120,000 range are now mostly being constructed in the outer edges of the Center City market in areas such as Point Breeze and Fishtown.



Hamilton Circle Townhouses, 1900 block of Hamilton Street

Existing Affordable Housing Units by Center City Quadrant

Quadrant	Affordable Units	Total Units	% Affordable Units
Logan Square/ Parkway (NW)	400	6,457	6.2
Rittenhouse Sq/ Fitler Sq (SW)	450	15,491	2.9
Society Hill/ Washington Sq (SE)	967	9,845	9.8
Old City/ Loft District (NE)	547	5,678	9.7

There has been no ‘affordable’ subsidized housing constructed in the Logan Square/Parkway neighborhood in the last decade. The last major affordable developments constructed in the neighborhood were the 208-unit Spring Garden Towers at 1818 Spring Garden Street in 1979 and the 150-unit Riverside Presbyterian Homes on 23rd Street in 1981, both housing for seniors. 6.2% of the housing units in Logan Square- Parkway Neighborhood are subsidized ‘affordable’ units. This compares to 2.9% in Rittenhouse/Fitler Square, 9.8% in Washington Square/Society Hill and 9.7% in Old City/ Loft District quadrants of Center City.

As a result of recent changes, the Philadelphia zoning code now provides a density bonus for the provision of ‘affordable’ housing in new multifamily developments. The density bonus in high density districts is 100% FAR (RM-4), 150% FAR (RMX-3, CMX3, CMX-4), and 300% FAR (CMX-5) for developments that include a minimum 10% of units for ‘moderate income’ households. The bonuses for units for ‘low income’ households are 175% (RM-4), 250% (RMX-3, CMX-3, CMX-4) and 400% (CMX-5). Instead of providing the affordable housing units within the development the developer may make a payment to the city of

\$25 sf for additional area attributable to the moderate-income housing bonus and \$30 sf for additional areal attributable to the low-income housing bonus. The bonus represents a 25- 50% increase in permitted density. For lower density RM-1 multi-family districts the zoning code provides for a 25-50% increase in the number of units and a one-story increase in building height (from 3 to 4 stories) for developments that include a minimum 10% affordable units. Alternatively, the developer may make a payment to the city of \$20-\$24 sf of lot area or \$25,000-\$30,000 per additional unit. For purposes of the density bonus for rental units, ‘moderate income’ is defined as up to 60% of Adjusted Median Income, while ‘low income’ is defined as up to 50% of AMI. The Adjusted Area Median Income is calculated for the Philadelphia metropolitan area.

The density bonuses are also available for owner occupied units where household income is up to 80% of AMI for ‘moderate income’ units and up to 70% of AMI for ‘low income’ units. ‘Moderate income’ as defined by HUD is 80% of Adjusted Area Median Income, which is an income of \$45,000 for a couple and \$56,000 for a family of 4. For comparison, the median family income in 2016 for Zip Codes 19103 and 19130 (which include

most of the Logan Square neighborhood) was \$138,000 and \$108,000 respectively. There are no bonus incentives for the construction of middle-income family owner occupancy units.

The provision of substantial density bonuses for developments that include affordable housing units could have adverse building bulk impacts on abutting properties, without providing any immediate neighborhood benefit or amenity. Other cities have used a variety of strategies to address the need for more affordable homes, particularly in high cost communities such as San Francisco, Seattle, Boston and Portland. However, most of these programs require developers to provide a certain percentage of affordable units within a development of more than 10 or 20 homes, construct a similar number of off-site affordable units, or contribute to a city fund for affordable housing, without offering a density bonus. Typically, the provisions apply to both rental and owner occupancy developments. While some cities require the provision of affordable housing for all housing developments, others only require affordable housing for projects that include other zoning changes or variances that grant additional density or height. Most define affordable housing as serving residents with incomes of up to 80% of the area median income. However, the area median incomes for these cities are typically higher than for Philadelphia. Portland requires that developers of new residential developments of more than 20 units include either 15-20% affordable units at 80% of median income on site, 20% affordable units at 60% AMI off site, or contribute a fee in lieu of \$20-\$30 sf. of the overall development area. A 10-year tax abatement and exemption from parking requirements is also provided for the affordable units. The programs in these cities do not typically address ways of encouraging middle

income owner occupancy housing for households making 100-150 % of median area income that may be priced out of high cost markets.

The community could work with potential developers of multifamily developments during the development review process to encourage the construction of 2 and 3-bedroom condominium units targeted to middle income families, instead of rental units, particularly in response to developer requests for community support of zoning variances. Similarly, in RM-1 multifamily zones, the community could encourage the developer to consider provision of 2 more moderately priced and sized condominium duplex units in place of a single house or rental units on a typical rowhouse width lot. Many families with children may prefer a townhouse style structure with a street front door and direct access to outdoor open space. During the 1970's and 1980's a significant number of duplex townhouses were developed in the Logan Square area, including Hamilton Townhouses and the Arches. Two-bedroom units at Hamilton Townhouses currently sell for \$450-500,000. 3-bedroom duplex units at the Arches sell for \$700,000. A 2-unit duplex configuration could provide a model for development of some RM-1 zoned parcels. However, only a limited number of potential development parcels remain in the study area that are zoned for low rise attached housing. Most potential development parcels are zoned for high-density high-rise development. The Alexander Court development could offer a model form for future development of other high-density zoned sites, with a low-rise podium of owner occupancy townhouses combined with small footprint residential towers that could accommodate larger family oriented rental or condominium apartment units. This model of development could not only address LSNA housing goals, but also minimize the adverse impacts on views from

existing high-rise residential buildings created by large footprint high rise slab buildings such as 1900 Arch Street, a key concern of many existing high-rise apartment building residents. The high-rise towers could also incorporate a limited number of 'affordable' rental housing units, some of which could be micro units, and thus also address the community's affordable housing goals. While LSNA has a limited ability to control the form and occupancy of privately-owned sites unless a variance request is involved, this is not true of publicly owned potential development sites where controls on the form and unit size, tenure and affordability of the development can be prescribed in the developer request for proposals. Design standards for development of the city owned Library Expansion site on Callowhill Street, and the River Field site should incorporate these requirements. Development RFP's for the PennDOT Vine Expressway Interchange and Gateway Garage surface parking parcels should also incorporate these requirements. Consideration of elimination of the 10-year tax property abatement for the excess value of new residential properties selling for over a specific value, such as \$1,000,000, could also encourage developer interest in developments targeted to more middle-income home owners. Another option that could be considered would be to amend the affordable housing ordinance to adjust the 80% of median income limit for affordable housing bonuses in developments in higher income Zip Codes, to reflect the actual household incomes in that zip code or census tract.

It may be reasonable for LSNA to establish a long-term goal of 10% 'affordable' (up to 80% of AMI) housing units in the Logan

Square/Parkway neighborhood. LSNA could encourage developers of major rental developments with more than 50 units to include a minimum of 5-10% of units for moderate income households with incomes up to 80% of AMI as a condition for support of a zoning variance, if a variance is required.

Underutilized Open Space

The 2009 Plan and other recent documents relating to the Parkway have focused on better utilization of the large areas on unprogrammed open space along the Parkway to help activate the Parkway. These areas include the area on the south side of the Parkway between 20th and 21st Street at one time proposed for the Calder Museum, the area in front of Park Towne Place between 22nd Street and the 24th Street Vine Expressway access ramp, Eakins Oval, the Iroquois site, and the southern edge of Von Colln Field.

The "More Park, Less Way" study identified 17 acres of underutilized open space along the Parkway. In addition, there are potential Vine Expressway cover sites at Logan Square and at the Franklin Institute. There is also the large River Field site between 24th Street and the CSX tracks that was proposed for new high-rise residential development in the Olin Concept Plan. Underutilized open space could provide an important opportunity for both strategically located cultural, residential and small scale commercial development as well as high quality destination parks.

SOCIOECONOMIC AND HOUSING PROFILE

A detailed socioeconomic and housing profile of the Logan Square neighborhood is in the Appendix. The profile compares statistics and trends in Logan Square/Parkway with those of the other 3 quadrants of Center City between Spring Garden and South Street; Rittenhouse Square/ Fitler Square in the southwest, Society Hill/ Washington Square in the south east and Old City / Loft District / Chinatown in the north east.

Population: From 2010 to 2017 the population of Center City increased by 18% to 66,915. The population of Logan Square/ Parkway increased by 12%, to 11,400 in the same period. The neighborhood population is anticipated to increase to 14,715 by 2020, an increase of 44% since 2010. It is anticipated to grow to 22,500 by 2045. For comparison the populations of Rittenhouse Square/ Fitler Square, Society Hill/ Washington Square and Old City /Loft District grew by 18%, 7% and 44% respectively between 2010 and 2017.

Age Distribution: The number of school age children in Center City increased by over 100% between 2010 and 2017 to 2,684 or 4% of the population. The number of children increased by 112% to 304 in Logan Square Parkway in this period. The percentage of school age children in the population varies from 3% in Logan Square to 5% in Society Hill. The percentage of children may likely reflect the type of housing in each neighborhood. Single unit townhouse structures represent 21% of the housing units in Society Hill, but only 8% of units in Logan Square.

The percentage of the population of over 65 is 20% in Logan Square, 16% in Rittenhouse Square, 17% in Society Hill, but only 7% in Old City/ Loft District. The relatively high percentage of

senior residents in Logan Square likely reflects the number of senior housing and assisted living developments. In all 4 quadrants the number of residents between 65 and 74 increased significantly, from 40% in Logan Square to 51% in Rittenhouse Square, possibly reflecting empty nesters moving to Center City for the convenience and amenities.

There was a significant increase in the young adult 25-34 years old prime child bearing age population in each of the Center City Quadrants during the same period; a 22% increase in Rittenhouse Square, a 45% increase in Logan Square and a 52% increase in Old City. This increase is consistent with the increase in the number of school age children.

Old City/ Loft District was the only quadrant where the number of young adult residents between 18 and 34 increased significantly (by 88%) likely reflecting the significant amount of new rental apartment development in the quadrant during the period.

Household Income: From 2010 to 2017 household income in Logan Square quadrant increased by 29% in 2019 dollars, the highest percentage in Center City. Median income at \$75,578 was below that of Rittenhouse Square at \$89,223, but significantly higher than that for Old City/ Loft District at \$48,091, where household income decreased 11%. The increase in Logan Square may reflect the completion of luxury townhouses, occupied by higher income residents, while the income decline in Old City may reflect the significant increase in the 18-24-year-old population with lower earnings.

Housing Units: Between 2010 and 2017 the number of housing units in Center City increased by 8% to 37,421. During the same

period the number of occupied housing units in Logan Square increased to 6,457 (9%). However, this number does not include the significant number of units completed between 2017 and 2019. The total number of units in Logan Square is anticipated to increase to 8,496 by 2020, an increase of 43% since 2010. For comparison the number of units in Old City quadrant increased by 24% between 2010 and 2017 while there was no increase in Society Hill/ Washington Square

Housing Tenure: Between 2010 and 2017 the owner-occupied housing stock in Center City increased by 7% while the rental housing stock increased by 9%. For comparison the owner-occupied housing stock in Logan Square increased by 27%, while it declined in Society Hill/ Washington Square (-6.2%) and in Old City (-5.2%). In contrast the number of rental units in Old City increased by 39%, compared with an increase of only 4% in Logan Square during this period, before completion of recent large-scale rental developments.

Number of Bedrooms by Tenure: In Logan Square 52% of rental units are 1 bedroom, 27% are 2 bedroom and 5% are 3-bedroom units. In contrast, of owner-occupied units in Logan Square, 43% are 2-bedroom units and 23% are 3-4-bedroom units.

Household Income by Tenure: For all Center City quadrants the household income of owner-occupied units is significantly higher than that for rental units. Median household income in 2019 dollars for owner occupied units was \$118,400 in Logan Square, \$148,100 in Rittenhouse Square and \$150,800 in Society Hill. In 2017 income of renter households in Logan Square was only 62 % of that of owner-occupied units.

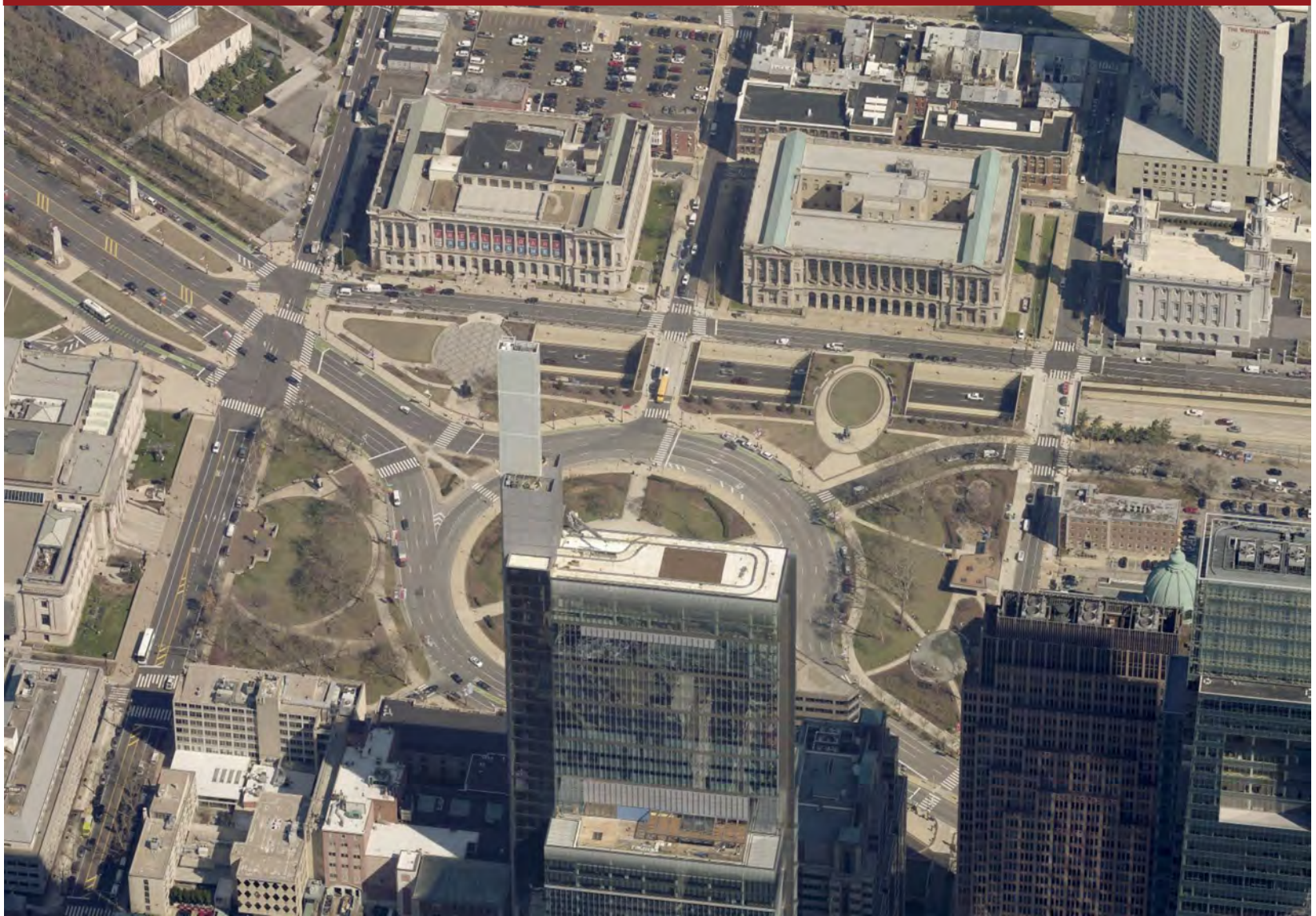
Sales Housing Trends: Median sales price of homes sold between 2017 and 2019 in Logan Square was \$450,000, compared to \$544,000 in Rittenhouse Square and \$490,000 in Society Hill/ Washington Square.

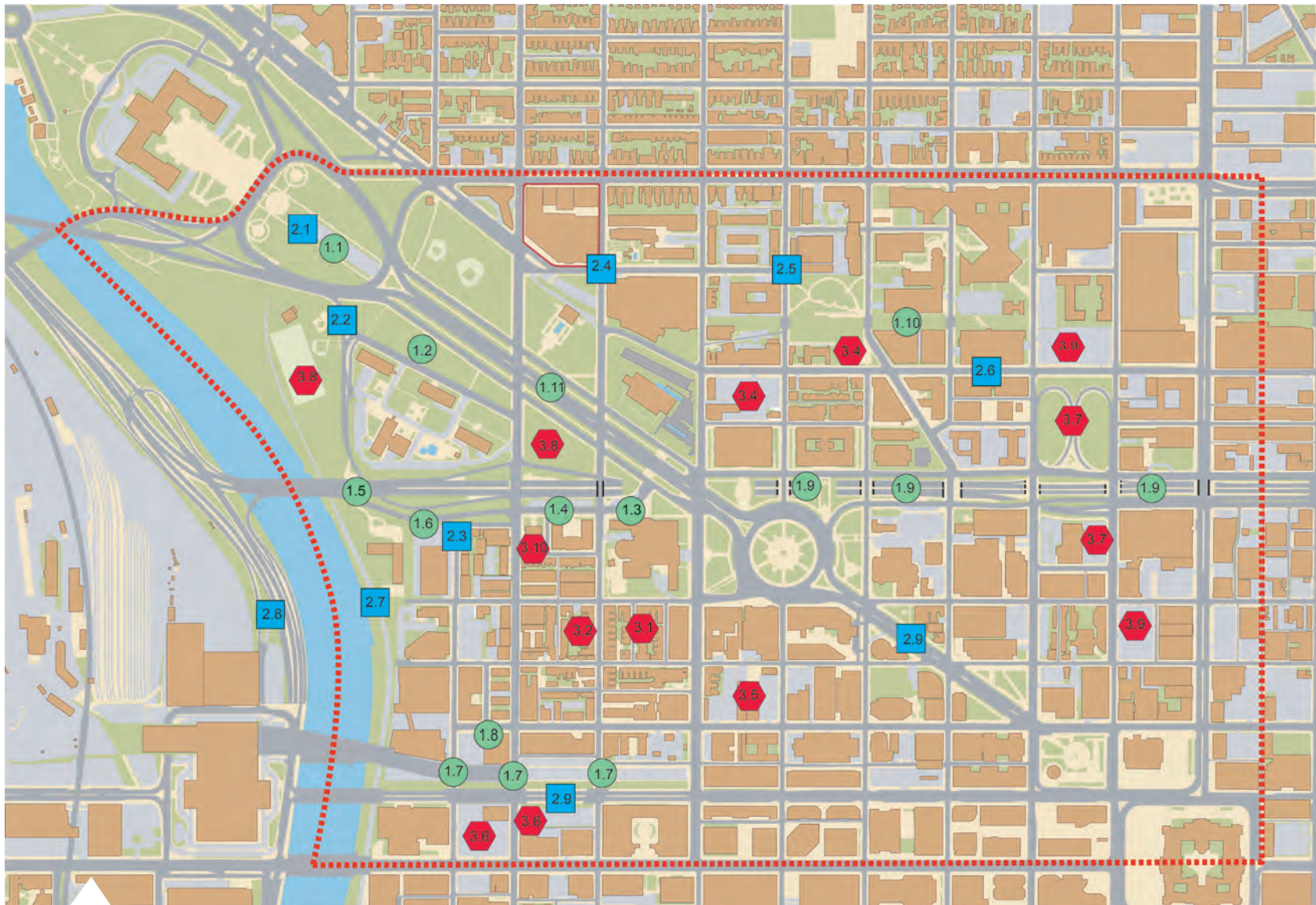
Median Rent: Median 2017 rent in Logan Square in 2019 dollars was \$1,857, the highest of all 4 quadrants and a 26% increase since 2010. Median rent varies from \$1,834 for a 1-bedroom unit to \$3,632 for a 3-bedroom unit

Housing Growth: Median household size in Logan Square was 1.77 persons in 2017. This is expected to decline to 1.59. An additional 5,000 units are projected to be built between 2020 and 2045. To achieve a balanced community with significant homeownership, 33% of new construction units should be owner occupancy units.

Retail: The Logan Square/ Parkway quadrant has a significant supply of supermarkets that draw customers from a broad area. Existing stores include a Whole Foods and Trader Joes. An additional supermarket is proposed as part of the Riverwalk development. There are opportunities for select additional retail, including full-service restaurants that could help enliven areas such as the Callowhill Street corridor. There is an opportunity for 40,000 sf of new restaurant space, representing 10-20 restaurants.

CHAPTER 2: RECOMMENDATIONS





Map showing locations for Recommended Open Space, Transportation and Development Projects

Key: Recommendations Map

1. Quality of Life and Open Space

- 1.1 Enhance Pedestrian Oriented Landscaping at Underutilized Spaces Along Parkway
- 1.2 Improve Underutilized Open Space in Front of Park Towne Place as Century Park
- 1.3 Construct Childrens Play Area on 2000 Block of Winter Street as Part of Winter Street Greenway
- 1.4 Complete Dog Park on 2100 Block of Winter Street as Part of Winter Street Greenway
- 1.5 Improve Derelict Space Under Vine Expressway at 24th Street
- 1.6 Improve Access to Winter Street Community Garden at 23rd Street
- 1.7 Eliminate Leaks at Septa Bridges at 21st, 22nd and 23rd Streets and Repair Sidewalks Under Bridges
- 1.8 Eliminate leaks at Elevated Septa Tracks on 2200 Block of Cuthbert Street and Rebuild Street
- 1.9 Work Toward Long Term Goal of Capping Open Depressed Sections of Vine Expressway
- 1.10 Preserve City Branch Right of Way as Future Recreation and Mobility Corridor
- 1.11 Assure Neighborhood Impacts of Major Parkway Events are Minimized

2. Transportation

- 2.1 Complete Comprehensive Traffic Study of Eakins Oval
- 2.2 Complete Bicycle and Pedestrian Improvements to Eakins Oval Including Reconfiguration of 24th Street Expressway Access Ramp
- 2.3 Reconfigure Vine Expressway Exit Ramp at 23rd Street to Improve Pedestrian Safety
- 2.4 Address Parking Loading and Pedestrian Safety at Intersection of 21st and Hamilton
- 2.5 Complete Pedestrian Crosswalk to Baldwin Park at 19th and Hamilton Streets
- 2.6 Make Callowhill Street 2-Way Between 17th and Broad Street
- 2.7 Address Issue of Parked and Idling CSX Trains at Race Street Crossing to Schuylkill Trail
- 2.8 Coordinate with 30th Street Station Master Planning re New River Crossings Between University City and Logan Square

3. Development

- 3.1 Pursue Creation of Neighborhood Conservation District
- 3.2 Pursue Additional Historic Building Designations
- 3.3 Pursue Zoning Changes to Prohibit Exposed Above Ground Accessory Parking Garages
- 3.4 Callowhill Street: Encourage Mixed Use Development of Key Parcels on 1800 and 1900 Blocks
- 3.5 Arch Street: Support Appropriate Development of 'Avis' And 'Liberty Trust' Sites on 1900 and 2000 Blocks of Arch Street
- 3.6 JFK Boulevard: Support High Density Development of Key Parcels including PECO Parking Lot and Trader Joes Parking Lot
- 3.7 Vine Street: Encourage Development of Penn DOT Vine Expressway Interchange and Surface Parking Lot Parcels
- 3.8 Parkway: Encourage Development of City Owned Calder Museum Site as Destination Cultural Facility and City Owned River Field Site for High Quality Residential Use
- 3.9 15th/16th Streets: Encourage High Density Development of Large Parking Lot Sites

Recommendations have been developed based on changes that have occurred in the neighborhood over the last decade as well as changes that are anticipated over the next decade.

Over the last decade over 3.6m sf of new development has been completed in the neighborhood with an assessed value of \$900m, which has generated \$12.6m in additional annual property taxes. There has been an increase in the neighborhood population since 2009 of over 4,000 and the current population is now over 14,000. Potential development sites totaling 1m sf (23 acres), many of which are zoned for high-density mixed-use development, provide the opportunity for significant additional development of 7.5m sf with an assessed value of \$1,875m. This value of development would generate over \$26.25m in additional annual property taxes from the neighborhood. Development of these sites could result in an additional population of over 6,500 and a potential total neighborhood population of over 20,000. This additional population will generate new demand for schools, open space and retail.

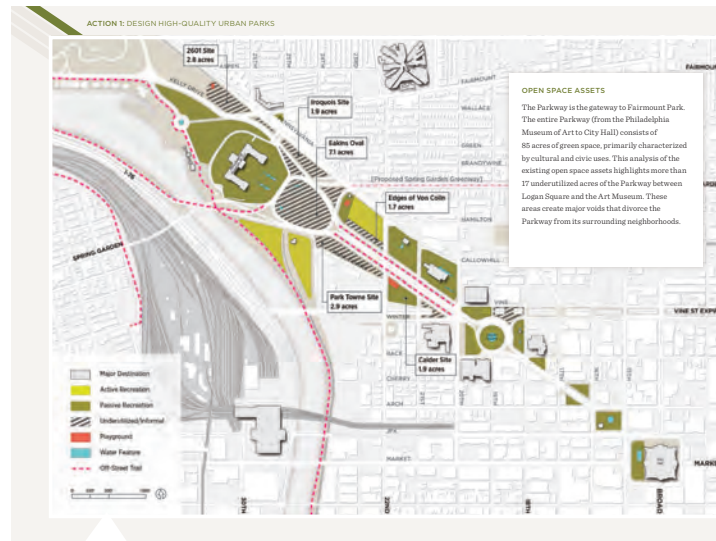
Many Recommendations of 2009 Plan have been successfully implemented while some recommendations remain to be addressed. Recent plans by others impact the neighborhood. New Issues have also arisen since completion of the 2009 Plan.

The Recommendations follow the format of the Recommendations of the 2009 Plan and are categorized under the three headings of Quality of Life and Open Space, Transportation, and Development.

1. Quality of Life and Open Space

1.1 Pursue Recommendations of the 'More Park- Less Way' Report for Enhanced Pedestrian Oriented Landscaping at Underutilized Open Spaces along the Parkway

The 'More Park-Less Way; An Action Plan to Increase Vibrancy on the Benjamin Franklin Parkway' report identified more than 17 acres of underutilized open space between Logan Square and the Art Museum that create major voids and divorce the Parkway from the surrounding neighborhood. Underutilized spaces within the Logan Square-Parkway neighborhood include Eakins Oval, the area in front of Park Towne Place and the southern edge of Von Colln Field. The plan recommended that these spaces be improved as more formally landscaped high-quality



Map Showing Location of Underutilized Open Space

urban parks that include public art and recreational amenities such as food, public conveniences and comfortable places to sit as well as provide interesting programs and activities. LSNA should continue supporting implementation of these policy goals for improvement of the underutilized open space areas along the Parkway. Neighborhood residents have mixed opinions regarding a suggested summer weekend closure on one lane in each direction on the Parkway to encourage more pedestrian activity, because of potential traffic impacts. However, a summer 2018 closure of the outer outbound lanes of the Parkway was not found to cause traffic problems. A resident of Park Towne Place has requested exploration of the feasibility of a pedestrian only traffic signal phase at 22nd and the Parkway, to eliminate the severe conflicts between pedestrians crossing the Parkway, and traffic turning from 22nd Street on to the west bound Parkway lanes.

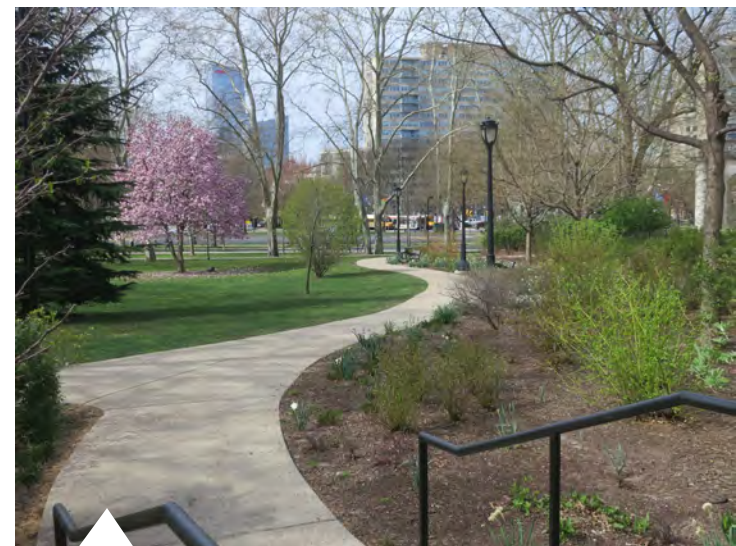
1.2 Support Park Towne Place Plan for Improvements to Parkway Underutilized open Space in front of Park Towne Place as ‘Century Park’

The ‘More Park, Less Way’ Report recommended creation of a more formal pedestrian friendly park space within the long stretch of underutilized open space in front of the Park Towne Place complex. The park would include public art and recreational amenities that would minimize the perceived distance between the Art Museum and institutions around Logan Square and Park Towne Place. In 2017 Ground Reconsidered prepared a schematic design for improvements to the space that would create a destination space and an extension of the Park Towne Place complex. The plan would narrow Park Towne Place street, provide angle parking and include sidewalk bump outs at new pedestrian crosswalks at the ends of the Park Towne Place drop off drive. Proposed improvements include a network of paths

linking amenity areas, a fountain and pool, sculpture staging area, seat wall, and plaza with seating and a pergola. Existing trees along the Parkway would be retained. Century Park would be a joint development of Philadelphia Parks and Recreation, the Association for Public Art, and Aimco, the owner of Park Towne Place. The \$3,900,000 project is partially funded. LSNA should support acquisition of additional funding needed to complete the project and work with the stakeholders to encourage the provision of a café structure within the park at 22nd Street, to further encourage use of the park and activate the west end of the Parkway.

1.3 Complete Proposed Children’s Protected Play Area on 2000 Block of Winter Street as Part of Winter Street Greenway

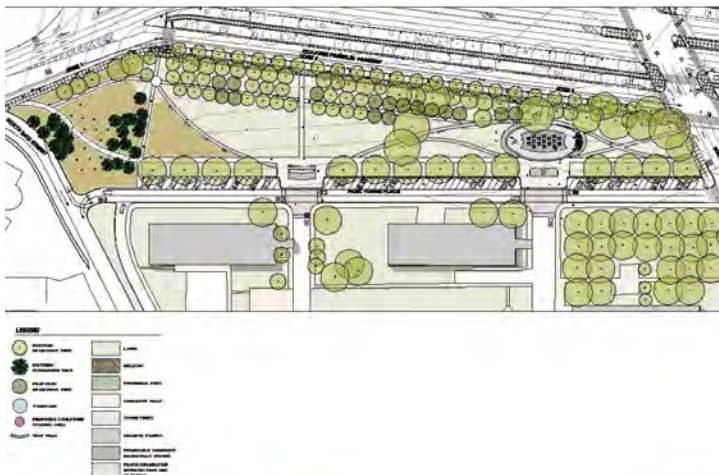
A conceptual plan and cost estimate for installation of a children’s



Intimate Pedestrian Scale Landscaping at Rodin Museum



PHILADELPHIA PARKS & RECREATION Association for Public Art Aimco CENTURY PARK Proposed West Plaza Ground Reconsidered Date: April 2017



PHILADELPHIA PARKS & RECREATION Association for Public Art Aimco CENTURY PARK Schematic Design Ground Reconsidered Date: April 2017

Plan and Rendering of Century Park

play area within the open space abutting the Vine Expressway, bounded by the 2000 block of Winter Street and the Parkway, was completed by Ground Reconsidered in 2017. PennDOT has completed reconfiguration of the angle parking on this block, installation of new sidewalks and pedestrian lighting, planting of street trees, and seeding of the open space, as part of the Vine Expressway bridge replacement project. The play area will include spaces for both infants with parents and young children. The fenced and gated area will incorporate landscape structures, climbing rocks and play equipment and soft landscaping linked by a paved walkway. The play area will also accommodate a maintenance shed, trash receptacles and drinking fountains. The park will be maintained by Parks and Recreation. The project is now fully funded, and the project is anticipated to proceed through final design in 2019 and construction in 2020.

1.4 Complete Proposed Dog Park on 2100 block of Winter Street as part of the Winter Street Greenway

A conceptual plan and cost estimate for installation of a dog park within the open space on the north side of the 2100 block of Winter Street abutting the Vine Expressway, was completed in 2017 by Ground Reconsidered. PennDOT has completed reconfiguration of the angle parking on this block, installation of new sidewalks and pedestrian lighting, planting of street trees, and seeding of the open space as part of the Vine Expressway bridge replacement project. The dog park as currently proposed includes a double gated entry to separate large dog and small dog play areas, dog play equipment, water fountains, lidded trashcans for dog waste, an antimicrobial K9 artificial grass surface, perimeter fencing and a maintenance shed. The current location of the recently planted trees conflicts with the previously completed conceptual design plans. Modification of the existing perimeter fence along the expressway may be required

to address the issue of balls bouncing to the expressway below. The project is funded and will proceed to final design in 2019, with construction in 2020. However, a management and maintenance plan are required for the dog park.

A model for development of a funding, management and maintenance plan for the Winter Street Dog Park may be the recently completed ¼ acre Green Street Dog Park on the 1800 block of Green Street in Spring Garden completed by Spring Garden CDC. The \$750,000 park includes a maintenance shed with a freezer to accommodate bags of dog waste emptied from the trashcans daily for storage between weekly trash pickups. The K9 artificial grass surface includes drain outlets to permit hosing down of the surface daily and trash cans for dog waste bags are lidded to minimize odors. Trash cans are also lined with charcoal to further reduce the potential for odors. Entry to the park is by a fob key. There is 24-hour security surveillance of the park.



Winter Street Greenway; Childrens Play Area Site and Proposed Plan



Successful Green Street Dog Park in Spring Garden



Winter Street Greenway; Dog Park Site and Proposed Plan.

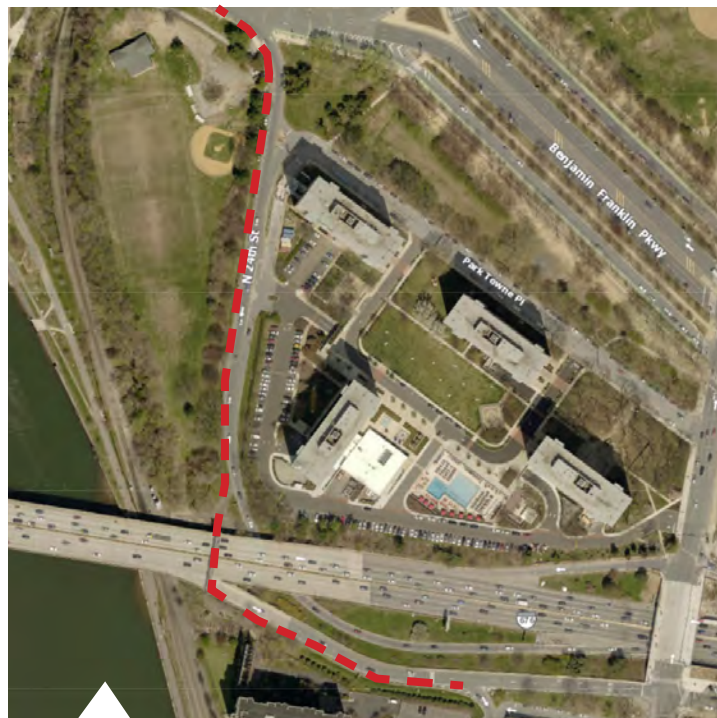
Regulations were established for the behavior of both dogs and their owners. Membership based public access to the park is permitted in accordance with DCNR regulations and is subject to an annual fee of \$50 per dog for neighborhood residents and \$100 for members living outside the neighborhood. Dogs must have a city license. Members are required to volunteer 4-5 hours a month of their time toward maintenance of the park. Membership dues cover approximately 50% of operating costs. The Green Street Dog Park has been an outstanding success with over 250 members, of whom 60% live within the neighborhood and 40% outside the neighborhood.

1.5 Work with PennDOT, Park Towne Place and other Stakeholders to Improve Derelict Space under Vine Expressway at 24th Street

Improvement of the deteriorated conditions under the Vine Expressway at 24th Street was identified as a key recommendation in the 2009 Logan Square -Parkway Neighborhood Plan, but no progress has been made over the last decade to address the issue. There is no public access to the areas under the highway, which are enclosed with deteriorated barbed wire topped chain link fencing. Concrete support piers and abutments are graffiti scared. The bare earth surface at grade is strewn with trash and the entire area is unmaintained. Beyond the elevated structure, vegetation is unkempt. There is no lighting under the elevated highway. Current conditions adversely impact Park Towne Place. Conditions are in marked contrast to generally well-maintained conditions at the north end of 24th Street at the intersection with the Parkway. Improvements to the area would eliminate blight and provide the opportunity for creation



Deteriorated Area Under Vine Expressway



Potential Pedestrian Link Under Vine Expressway Between Parkway and Winter Street.

of a well-lighted pedestrian link from Eakins Oval along 24th Street and under the highway to provide controlled access to the Winter Street community garden, 23rd Street and the core Logan Square Village community. Construction of an attractive fenced enclosure to provide security and privacy for the community garden will be important. Improvements could also provide the opportunity for creating vehicle access for loading at the community garden, and space for a sitting area, storage and maintenance shed for the community garden. Proposed improvements include removal of the chain link perimeter fencing, paving of the ground surface under the highway, installation of lighting, and construction of a paved sidewalk along the west side of 24th Street to the Parkway. Improvements would be coordinated with proposed pedestrian access improvements to the community garden from 23rd Street. LSNA should coordinate with Park Towne Place and initiate discussions with Streets Department and PennDOT regarding improvements.



Unsafe Access to Winter Street Community Garden

1.6 Provide Improved and Safer Access Route to Winter Street Community Garden at 23rd Street

The Winter Street Community garden installed within excess PennDOT right of way adjacent the elevated section of the Vine Expressway and the CSX tracks has been a success and a community asset. However, it lacks proper pedestrian access from the community at 23rd Street. The only access is via an informal PennDOT owned grass strip wedged between the rear of the exit ramp concrete highway barrier and the Edgewater property line. In some areas the available right of way is only 6 feet wide. The access route is not lighted. Access improvements need to be coordinated with proposed improvements to the intersection of the Vine Expressway exit ramp and 23rd Street, discussed under Transportation Recommendations and improvements to the derelict areas under the Vine Expressway discussed under Open Space Recommendations. Proposed improvements include construction of a paved and lighted walkway between 23rd Street and the community garden. All Improvements should be planned in conjunction with the community garden coordinator and assure security for the community garden. LSNA should coordinate with the city and PennDOT re planning and funding the improvements.

1.7 Eliminate Overhead Leaks at SEPTA tracks and Repair Deteriorated Sidewalks Under JFK Boulevard Bridges and SEPTA Bridges at 21st, 22nd and 23rd Streets

The JFK Boulevard Bridges have been recently replaced by PennDOT. However, the adjacent SEPTA train track bridges are still deteriorated. The overhead steel bridge structures are

rusted and leak to the sidewalk below. The concrete abutments are spalling. Lighting under the recently painted bridges is poor. The deteriorated sidewalks below both the JFK Boulevard and SEPTA bridges are in disrepair with buckled sections of sidewalk that do not drain to the curb and create a tripping hazard. The deteriorated conditions at 21st, 22nd and 23rd Street underpasses create a psychological barrier between the Center City Market Street Corridor and the Logan Square residential core. LSNA should work with SEPTA and Streets Department to establish a firm schedule for repair of the SEPTA bridge structures, elimination of leaks, and construction of new sidewalks.

1.8 Improve Deteriorated Conditions on 2200 Block of Cuthbert Street including Elimination of Leaks at Elevated SEPTA Tracks, Painting, Paving and Lighting

The 2200 block of Cuthbert Street and abutting parcel to the south used for informal surface parking are in a very deteriorated

condition. The Belgian block street surface is in disrepair. The overhead structure supporting the SEPTA tracks is rusted and leaks to the roadway below. Lighting is poor. With completion of the new major residential mixed-use development at 23rd and Cherry this block of Cuthbert Street will be more heavily used by vehicular traffic from the development heading north on 22nd Street to the Schuylkill Expressway access ramp. LSNA has previously contacted the City and SEPTA regarding conditions on the block, but no schedule for repairs has been established. LSNA should work with Streets Department, SEPTA and PMC (the owner of the adjacent parcel) to develop a schedule for completion of the repairs including reconstruction of the street, repair and painting of the overhead SEPTA structure and elimination of leaks and new street lighting. Completion of the repairs will permit improvement of the abutting privately owned parcel under the tracks for formal paid surface parking.



Deteriorated SEPTA Overpass at 22nd Street



Deteriorated 2200 Block of Cuthbert Street

1.9 Work Toward Long Term Goal of Capping Depressed Sections of the Vine Expressway as a Linear Park

The Vine Expressway is a visual and psychological barrier between neighborhoods north and south of the Expressway. Noise and visual impacts adversely affect abutting properties. Capping of the depressed sections of the expressway as public parks will eliminate adverse visual and noise impacts, increase property values of abutting parcels and enhance cohesion between blocks north and south of the expressway. LSNA should support the long-term goal of capping the open sections of the expressway between Logan Square and Broad Street to create a linear park, as proposed by 'Cap 676; A Vision for a Connected Philadelphia'. The park would effectively extend the green swathe of the Parkway and Logan Square east to Broad Street and ultimately east to 10th Street. The resulting street cross section, with a 100-foot-wide central greenway, would match that of iconic Commonwealth Ave in Boston and transform Vine Street as a destination park. A model for successful capping of a depressed urban expressway is Klyde Warren park in Dallas, where capping of several blocks of the Woodall Rodgers Freeway has created a 5-acre urban park that incorporates a mix of active and passive spaces, including a restaurant and performance space and botanical garden. The cost of the 5-acre Klyde Warren park was \$110m (\$500 sf) financed with 50% public and 50% private financing. While the costs of a cover park are high, they need to be considered in the context of land values and potential increases in property values and rents on adjacent properties. After construction of Klyde Warren Park, a study found that rental rates for nearby properties increase by 50%. While land values of parcels adjacent the Vine Expressway are currently about only \$200 sf, land values on core Center City

blocks and fronting the amenity of Rittenhouse Square are over \$1000 sf. Proceeds from disposition of the PennDOT Vine Street parcels for development could be used to fund a detailed construction and financing feasibility study for completion of the cover and linear park. Completion of the cover park will require a phased approach and a combination of public and private and foundation funding. Initial improvements should include removal of the concrete barrier faced raised planters along the surface lanes east of 18th Street to Broad Street that create an unattractive highway character to these local traffic lanes. The raised planters should be replaced with a standard curbed sidewalk and planting area similar to the condition west of 18th Street adjacent the Free Library and former Family Court building.



Example of roadway cover: Klyde Warren Expressway Cover Park in Dallas



Open Areas of Vine Expressway within Historic Logan Square



Phase 1: Infill Remaining Open Areas of Vine Expressway within Logan Square to Reinstall Historic Logan Square: There are still three remaining open sections of the expressway within historic Logan Square; one west of 19th Street in front of the Free Library, and two between 18th and 19th in front of the historic former Family Court Building. The open trench of the expressway and surrounding fencing visually separates and isolates these historic properties from the park and adversely impacts the historic context. Historic photos show the original direct relationship of the structures to the open space of the park that existed until 1959 when the expressway was cut through the historic park. The historic Family Court building is proposed to conversion to a boutique hotel. Completion of the cover sections in Logan Square will restore the park to its original configuration and provide the opportunity to restore a meaningful open space parks in front of the 2 buildings, similar in scope to successful Sister Cities Park on the east side of the square. It will also provide hotel guests with views of a park rather than expressway traffic and eliminate the noise impacts of the expressway on guests. Cost of the completing the 3 cover sections within the park and restoring the park would be about \$25m, based on a cost of



Franklin Institute before the Expressway



Historic Logan Square before the Expressway

\$500 sf. LSNA should work with the City, Center City District, developer of the hotel at Family Court, PennDOT and other potential stakeholders to complete a design, construction and financial feasibility study for early completion of these small cap sections and restoration of historic Logan Square.

Phase 2; Infill Open Vine Expressway Trench Area at 21st Street in front of Franklin Institute to Reinstate Parkway Forecourt to the Museum; Until construction of the Vine Expressway through the Parkway in 1959, the Franklin Institute had direct frontage on the open space of the Parkway. Construction of the Expressway and the fencing around the expressway trench visually isolates the museum from the Parkway. Capping this section of the Expressway will restore the Parkway frontage of the museum and support development of the former proposed



Family Court Building

Calder Museum site between 21st and 22nd Street discussed under Development Recommendations. Cost of the cover park would be approximately \$10m based on \$500 sf. LSNA should work with the City, Center City District, Franklin Institute, PennDOT and other potential stakeholders to complete a design, construction and financial feasibility study.

Phase 3; Infill Open Area between 17th and 18th Streets abutting Religious Institutions and proposed Archdiocese Development as Ecumenical Peace Park; This section of the expressway abuts the Mormon Temple complex to the north, the Archdiocese property to the south and the Albanian Orthodox Church on 17th Street. The open trench area of the expressway surrounded by concrete walls and fencing creates a significant visual barrier between the Archdiocese and Mormon institutions either side



Open Area of Vine Expressway at Family Court Building

Open Area of Vine Expressway at
Mormon and Archdiocese Parcels



of the expressway and has significant noise impacts on both properties. A major residential mixed-use development is proposed for the portion of the Archdiocese land parcel abutting the expressway. Capping of this block as a potential ecumenical peace park would provide a link between the institutions and increase the value of the Archdiocese parcel and marketability of the residential units by eliminating noise and visual impacts. Cost of the cover park would be approximately \$25m, based on \$500 sf and require a mix of public and private and foundation funding. LSNA should work with the City, PennDOT and the abutting religious institutions to complete a design, construction and financial feasibility study for completion of the park.

Phase 4: Infill Open Area Between 15th and Broad Streets to Link Sections of Hahnemann Hospital Campus North and South of the Expressway; The concrete walls and perimeter fencing of the expressway trench are currently a significant visual barrier between hospital buildings north and south of the expressway and create significant noise impacts. Capping this section of the expressway will provide the opportunity to create a potential wellness/therapy park serving the hospital that could link facilities north and south of Vine Street and create a new focal point for the campus. Cost of the cover park would be approximately \$25m, based on \$500 sf and require a mix of public and private funding. LSNA should work the City, PennDOT and Hahnemann Hospital to initiate a design, construction and financial feasibility study for the park . (Note: prior to final publication of this plan Hahnemann Hospital announced its closure. However, the cover park will create a focal point and link between any future institutional reuse of the Hahnemann campus buildings north and south of the expressway).

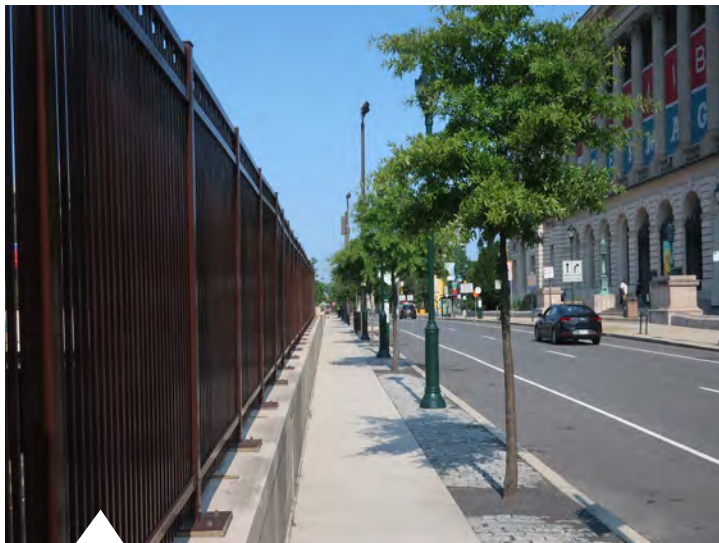
As a shorter-term improvement, the feasibility of removing the concrete highway barrier faced raised planters that abut the sections of the expressway east of 18th Street should be explored and replacing the raised planters with a standard curbed sidewalk with street trees, street lights and possibly curbside parking, similar to the configuration in front of the former Family Court building west of 18th Street. This would reduce the high-speed highway character of the surface lanes east of 18th Street.

1.10 Preserve Former City Branch Right-of-way as Future Recreation and Mobility Corridor

Improvement of the cut section of the former City Branch rail line right of way as a recreational resource is included in the



Highway Barrier Planters East of 18th Street



Pedestrian Friendly Sidewalks, Street Trees and Lighting East of 18th Street



Open Area of Expressway at Hahneman Hospital

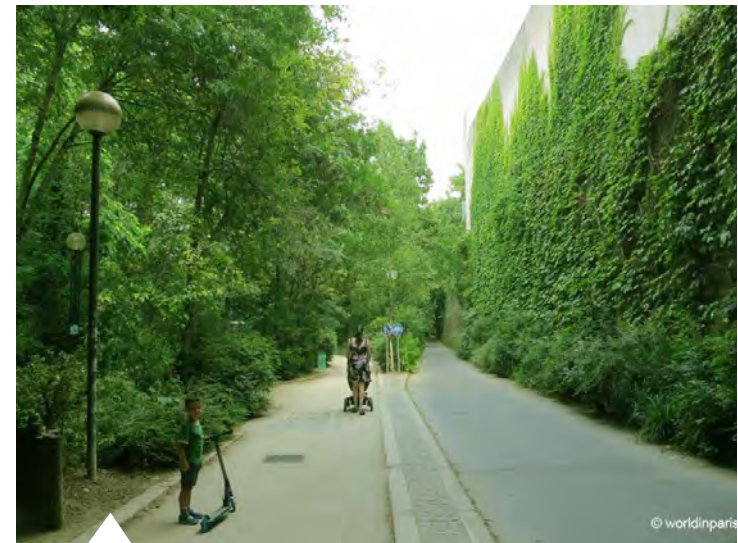
City Branch Right of Way
West of 18th Street



long-term master plan for Rail Park, which is conceived by the Friends of Rail Park as a 3-mile recreational trail extending from 9th and Fairmount to Fairmount Park at 31st and Girard. There has also been interest by SEPTA and the city in maintaining the cut and tunnel section of the right of way as a long-term future mobility corridor for yet to be determined uses. The two uses may not be mutually exclusive. While the section of the trail east of Broad Street to 9th and Fairmount Ave is on elevated track structure, the section within Logan Square, between Broad Street and 22nd Street, a distance of 2/3 mile, is located in a cut section. West of 22nd Street the former railroad right of way is located below grade in a cut and cover tunnel section below Pennsylvania Ave.

The first phase of the trail, the ¼ mile elevated section between Broad Street at Nobel Street and Vine Street, was completed and opened in June 2018 at a cost of \$10.3 m. Total cost of the ultimate 3-mile trail park was estimated at \$100m in 2014.

Planning is now underway for the next \$20m phase of the trail park, the remainder of the elevated viaduct section of the park extending ½ mile north to 9th and Fairmount. Development of the park has been a public/private partnership. Friends of Rail Park promote the park. Center City District has been responsible for securing funds, managing construction and providing security for the first phase of the park, while the Department of Parks and Recreation is responsible for maintenance of the landscaping. The visibility of and views from the elevated viaduct section of the park and the availability of adjacent potential development sites are factors that may likely encourage new residential and commercial development along this section of the corridor, as has occurred along the New York High Line corridor. Later phases of the proposed trail park, including the cut section in the Logan Square-Parkway neighborhood, pose significant



Cut Section of Promenade Plantee in Paris



Friends of Rail Park Rendering of Cut Section of Park at Community College

challenges. The cut section between 17th and 22nd Streets is open to the air. However, an addition to the former Philadelphia Inquirer printing facility, now the School District headquarters, spans the cut section between Broad and 15th Street creating a block long tunnel. A parking deck spans a portion of the section between 15th and 16th Streets. The Rail Park master plan and renderings show demolition of these structures, as well as removal of surface parking in front of the building, to open the cut and create a new entrance from Broad Street in front of the School District Building. Part of the right of way between 15th and 16th has been blocked by construction of a parking garage. West of 18th Street the right of way is occupied by surface parking. West of 21st Street the proposed condominium tower at 21st and Hamilton behind the Rodin Museum could impact the right of way. Access ramps and stairs to the park would need to be provided at cross streets. There are some precedent successful trail parks within cut and tunnel sections of former rail line rights of way, including parts of the Promenade Plantee in Paris, where sections of the park run through cuts and tunnels.

The open sunken sections and 30-foot-high stone retaining walls could provide the opportunity for a hidden park with lush plantings, winding paths and trees similar to the cut sections of the Promenade Plantee. The trails section between 18th and 19th Street abutting Baldwin Park could be integrated with the park with ramps providing direct access to the trail. However, the below grade sections of rail park may not directly stimulate adjacent development in the same way as the elevated sections of the park because of the relative lack of visibility of and access to the park. Neither do they provide users with the skyline views of the viaduct sections. More detail planning should proceed to explore the feasibility of constructing and maintaining the cut section of the trail, including provision of ramp access at cross streets and from new development abutting the right of way, removal of impediments, costs, potential funding sources, and economic impact of the cut trail park on stimulating new development.

1.11 Work with the City to Assure that Adverse Neighborhood Impacts of Major Parkway Events are Minimized, and that the Neighborhood Benefits from these Events

The 2018 Parkway Council Foundation Report “Developing a Strategy for Appropriate Uses of the Benjamin Franklin Parkway” included a score card for evaluating the appropriateness of specific events on the Parkway in terms of public benefit, economic impact, quality of life, city image, and institutional impact. However, residents have continued to express concern over the overutilization of the Parkway for key events that negatively impact the neighborhood by disrupting public and private transportation for successive days at a time, amplified sound, accumulated trash, alcohol and drug induced behavior and lack of expeditious clean up after events. Residents have argued that the neighborhood should benefit from Parkway events, and that the Parkway be restored to better condition after events. LSNA



Large crowds for Parkway concerts usurp other uses and functions

should continue to work with the City and Parkway Foundation Council to assure that potential adverse impacts of events, including noise and trash, be addressed and that the Parkway be expeditiously returned to a condition equal to that before the event. As of 2019 LSNA now has a seat on the Parkway Council’s new Advocacy Committee that includes Council representatives from cultural, educational and nonprofit institutions, corporations, hospitality interests and neighborhood organizations. LSNA should work with the City to encourage major commercial events to be relocated to the new Penns Landing park over I-95, once it is completed.

1.12 Monitor Noise Impacts of Late-Night Use of Open Space Associated with Roof Terraces and Balconies of Large Apartment Developments

Residents of high-density areas of the neighborhood have expressed concern over the adverse noise impacts of late-night use and partying on common open space such as roof terraces and balconies associated with some recent developments. Residents of these developments are typically young singles. LSNA should acknowledge residents’ concerns over specific locations and review the situation with the management entity of the building to explore solutions such as curfew hours for noise making activities on common outdoor spaces.

1.13 Address Adverse Impacts of Construction Activity and Neighborhood Cleanliness

Residents of Logan Square ‘Village’ have expressed concern over adverse impacts of construction activities in terms of noise, trash and disruption of traffic. LSNA should acknowledge concerns about specific locations and assist in coordination with complaints to appropriate city agencies.

2. Transportation

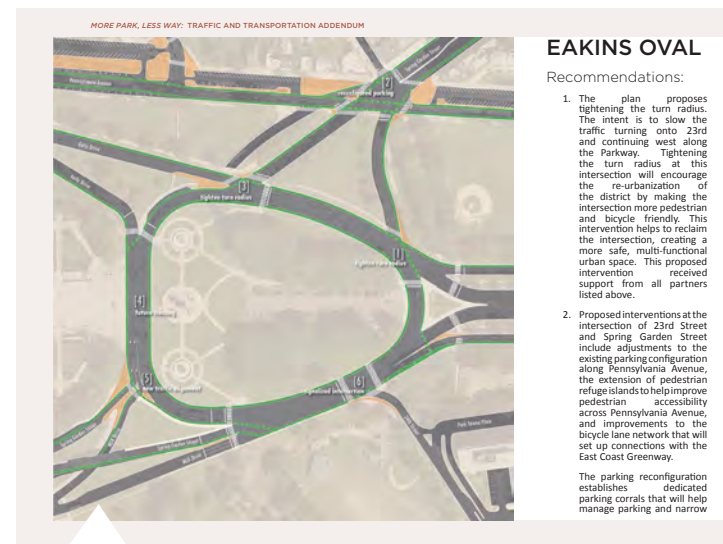
2.1 Complete a Comprehensive Traffic Study of Eakins Oval for Long Term Improvement of Vehicular, Bicycle and Pedestrian Access and Circulation

The current traffic configuration of Eakins Oval dates back to 1957, over 60 years ago, when the original 1930 Greber designed Eakins Oval circulation plan in front of the Art Museum was reconfigured to improve commuter vehicular traffic flow to and from Spring Garden Street, West River Drive and Kelly Drive, mainly at the expense of pedestrian access. The current configuration involves multiple traffic lanes and complex weaving movements to and from West River Drive, Spring Garden Street and Kelly Drive. Pedestrian access to the Museum across the multiple traffic lanes is difficult. There is no direct on-axis access from Eakins Oval to the Art Museum Steps. In 2011 the Parkway Council Foundation completed a study, 'Enhancing and Promoting the Parkway- Reconfiguration of Key Intersections' that explored several conceptual long-term options for reconfiguration of Eakins Oval to improve pedestrian access to the Art Museum, calm traffic, increase pedestrian safety, and provide pathways for cyclists, while maintaining traffic patterns for commuters. Each of the conceptual alternatives was evaluated in terms of cost, traffic calming, improvement to bicycle and pedestrian circulation, improved pedestrian access to the Art Museum, impacts on River Field, and other criteria. The alternative concepts were not fully evaluated, and no detailed traffic operations or modelling study of the alternatives was completed. Each option had issues and there was no recommended solution.

While completion of short-term improvements to improve pedestrian and bicycle access and safety within the existing configuration is critical, a comprehensive detailed traffic study for the long-term improvement of Eakins Oval to address pedestrian and bicycle access, circulation and safety is also important. Streets Department should initiate a comprehensive study for redesign alternatives of the Oval circulation in conjunction with all impacted stakeholders.

2.2 Complete Short-Term Bicycle and Pedestrian Improvement at Eakins Oval

The 'More Park-Less Way' study and Parkway Foundation 'Enhancing and Promoting the Parkway- Reconfiguration of



Proposed Short Term Improvements to Eakins Oval from More Park Less Way



Missing Crosswalk at Eakins Oval

Key Intersections’, as well as the 2009 Logan Square- Parkway Neighborhood Plan, proposed several short-term improvements to Eakins Oval to improve pedestrian and cyclist safety. Key improvements that need to be completed include the following:

Completion of Marked Crosswalk between south side of Parkway at Park Towne Place to Throat Island at Approach to Eakins Oval and Thence to the North Side of the Parkway at Von Colln Field: While there is a marked crosswalk from Park Towne Place across the outer drive of the Parkway and marked crosswalks between the throat traffic island and the north side of the Parkway there is no crosswalk across the inbound center lanes of the Parkway, creating a safety hazard. This missing link needs to be installed as soon as possible.

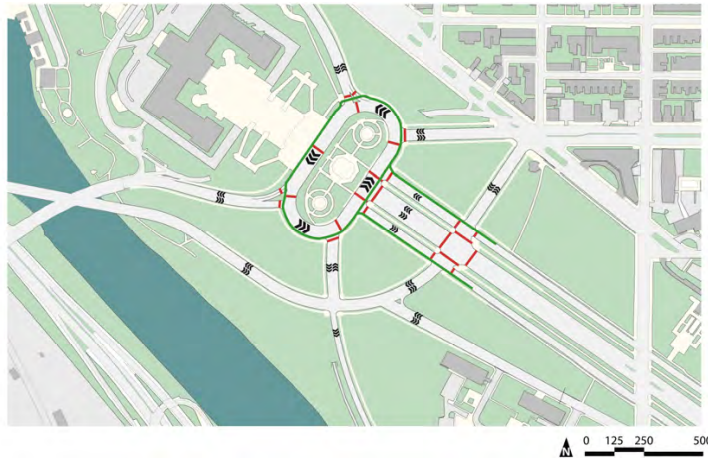
Reconfigure Intersection at 24th Street access to the Vine Expressway Eastbound Access Ramp to Improve Pedestrian Safety:

The 2009 Plan and ‘More Park-Less Way’ Report proposed that the intersection of 24th Street and Eakins Oval at Park Town Place be reconfigured to reduce the curb radii at 24th Street and create a safer pedestrian crossing of 24th Street. This recommendation is also included in the City’s ‘Philadelphia Pedestrian and Bicycle Plan’. The ‘More Park Less Way’ report also proposed that a signalized intersection be installed at 24th Street and the Parkway, to create a safe pedestrian crossing to Eakins Oval from the south side of the Parkway at 24th Street. This northern section of 24th Street that include the vehicular connections to Park Town Place should be treated as an urban street, rather than an expressway access ramp. Plans should be developed for safety improvements to the 24th Street crosswalk and modifications to the intersection at the Parkway and 24th Street including the intersection of 24th Street and Park Towne

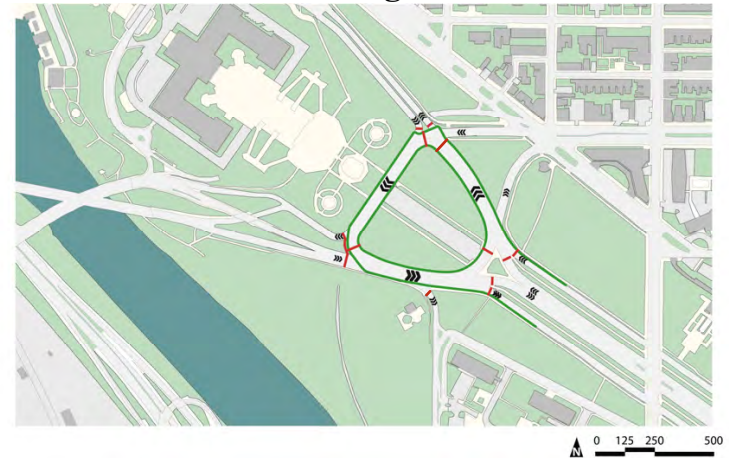


Circulation at Eakins Oval Before 1957

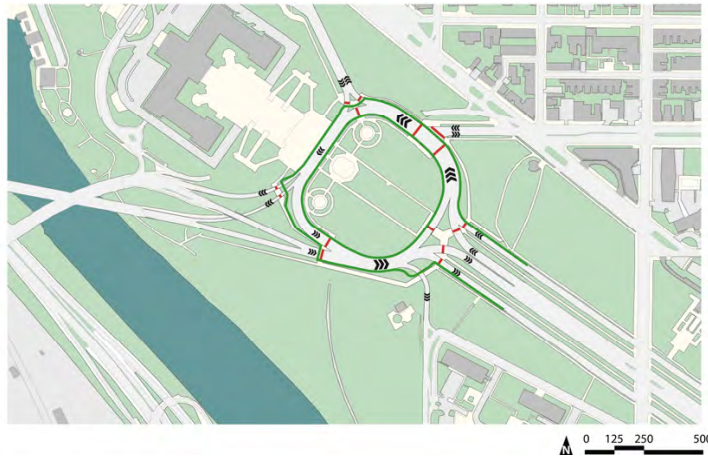
**Figure ES-1 – Four alternative configurations for Eakins Oval
Modified Gréber Oval**



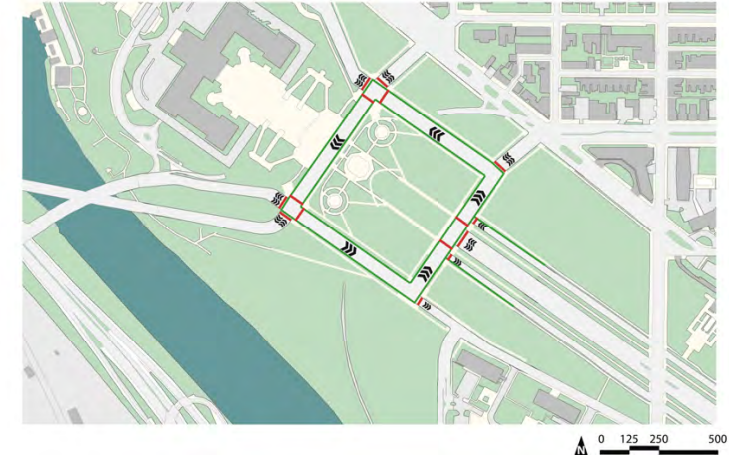
Triangle



Modified Current Design



Square



Alternative Configurations for Eakins Oval from Parkway Council Foundation Study

Place Drive. A detail traffic study should be completed to support installation of a signalized intersection and crosswalk to the east end of Eakins Oval at 24th Street.

Widen Sidewalks on south side of the Parkway at Eakins Oval between Paine Park and 24th Street. Install perimeter sidewalks to Eakins Oval: The sidewalk on the south side of the Parkway between 24th Street and Paine Park is only 6 feet wide and is of inadequate width for pedestrians to feel safe directly adjacent fast-moving traffic on Eakins Oval. The sidewalk between 22nd Street and 24th Street is 10 feet wide. The sidewalk west of 24th Street should be widened to a minimum of 10 feet to create a more comfortable condition for pedestrians. There are presently no perimeter sidewalks at Eakins Oval. Perimeter sidewalks, separated by a grass verge, should be installed around Eakins



Pedestrian Unfriendly Free Turn at 24th Street Expressway Ramp



Oval to link pedestrian crosswalks to the Oval from the north at Spring Garden Street, from the East at the Parkway and from the south at Paines Park.

Complete Bicycle Lanes on both sides of Eakins Oval Traffic Circulation: There are partial bicycle lanes on the outer edge of Eakins Oval that are poorly marked. There are no marked bike lanes on the inner edge of the Oval although the shoulder is informally used by cyclists. Formal continuous properly marked bicycle lanes should be created within the shoulder areas of Eakins Oval to provide continuous bicycle infrastructure around the Oval. This recommendation is included the Philadelphia Pedestrian and Bicycle Plan. The bike lanes should be painted green for visibility consistent with the bike lanes on the remainder of the Parkway.



Pedestrian Unfriendly Unsafe Free Turn at 23rd Street Expressway Ramp

2.3 Reconfigure Intersection at 23rd Street and Vine Expressway Exit Ramp to Improve Pedestrian Safety

The free right turn, lack of a pedestrian crosswalk, and large turning radius with a concrete highway barrier at the Vine Expressway exit ramp and 23rd Street intersection creates a hazardous condition for pedestrians, particularly for residents crossing 23rd Street to the community garden. The entire intersection, including the junction of Winter Street and 23rd Street needs to be reconfigured to create a safe pedestrian crossing. Proposed improvements to create a more pedestrian friendly crossing include reduction in the curb radius and elimination of the highway barrier at the intersection to create a more urban intersection, installation of a crosswalk, and reconfiguration of the ramp exit lanes with one lane for the right turn at 23rd Street and the other for the left turn at 22nd Street. LSNA should work with Streets Department and PennDOT to initiate a feasibility study for reconfiguration of this intersection.

2.4 Develop Plan for Addressing Parking Congestion and pedestrian safety issue at WaWa at 21st and Hamilton Streets

Parking congestion and pedestrian safety at the WaWa at 21st and Hamilton has been a long-standing issue. Vehicles turning in and backing out from the right-angle parking at the south east corner of 19th and Hamilton in front of the Wawa, buses turning from Hamilton Street onto 21st Street, loading for WaWa, and parking for the 9th Police District create traffic conflicts. The problem will likely be exacerbated with the construction of the proposed condominium building at 21st and Hamilton. The 9th Police District Headquarters is expected to relocate to the new Police Administration Building in the renovated historic Philadelphia Inquirer Building in 2020. The right-angle parking impinges on the legal sidewalk of Hamilton Street and is not on the legal City Plan. LSNA should work with Streets Department, and other stakeholders including the owner of the parcel that includes the WaWa and the current 9th Police District Headquarters, the owner of the Dalian development, and the developer of the proposed condominium building at the southwest corner of 21st and Hamilton to develop a plan that eliminates the right-angle parking and provides a designated loading zone for delivery vehicles.

2.5 Finalize Plans and Construct a Pedestrian Crosswalk at 19th and Hamilton to Baldwin Park to Improve Pedestrian Safety

Residents have been concerned about the lack of a safe pedestrian crossing from Hamilton Street to Baldwin Park at 19th Street. The Friends of Baldwin Park have been working with Streets



21st and Hamilton Intersection

Department for installation of a crosswalk from the north side of Hamilton Street to the Northwest corner of Baldwin Park. Streets Department has agreed to install a crosswalk at this location. LSNA should work with the Friends of Baldwin Park for installation of the crosswalk in 2019.

2.6 Make Callowhill Street 2 Way Between Broad to 17th Street

Currently Callowhill Street is 2 way from 20th Street and Pennsylvania Ave to 17th Street, but only one way west bound between 17th and Broad Street. The 2009 Plan recommended that Callowhill Street be made a 2-way street for the entire length of the Street between 20th Street/Pennsylvania Ave and Broad Street, to improve neighborhood circulation and provide an alternative east west vehicular route when the Parkway is closed. LSNA has worked with Streets Department to effect

the change in conjunction with street improvements proposed for rehabilitation of the former Philadelphia Inquirer Building as the new Police Headquarters. 2-way operation of Callowhill Street would also benefit the Police Headquarters. The sidewalk on the north side of the 1400 block of Callowhill should also be rebuilt to reduce the sidewalk slope. With conversion of Callowhill Street to 2-way operation, the confusing 2-way section of 15th Street between the City Branch right of way bridge and Buttonwood Street, where there is a short section of north bound lane that serves the Philadelphia School District service bays, should be eliminated and the entire block be made one way south bound. This work will be completed in 2020.

2.7 Develop Plan to Address Issues of Parked and Idling CSX trains at Race Street Crossing to Schuylkill River Trail



Section of Callowhill Street to be Converted to Two Way Traffic

CSX trains continue to park and idle in the vicinity of Race Street in violation of the legal agreement between the City and CSX. Noise and exhaust fumes adversely impact the neighborhood and parked trains block pedestrian access between Race Street and the Schuylkill Trail. LSNA should work to resolve the active lawsuit between the City and CSX to assure compliance with the Agreement provisions.

2.8 Continue Coordination with 30th Street Master Planning to Create Additional Bike and Pedestrian River Crossings between Logan Square-Parkway Neighborhood and University City

The 30th Street Master Plan includes 2 new pedestrian and bicycle Schuylkill River bridge crossings, one at Race Street and the other from Pearl Street in University City to Logan Square in the vicinity of Paines Park. The bridges will provide a critical link between Logan Square and emerging development in University City. With the ultimate development of a riverside trail on the west side of the Schuylkill the new bridges would increase pathway options for both cyclists and pedestrians. Timing of construction of the bridge crossings will be dependent on construction of proposed residential development over the 30th Street station tracks, completion of the proposed Schuylkill Bluffs Park at Race Street in University City and proposed upper and lower level riverfront promenades. Completion of the new bridges is not anticipated until 2035-40. LSNA should continue

to work with the development team on the location, design and construction timing of the bridges as more detailed planning of the area begins, to assure timely construction of the bridge links.

2.9 Continue Coordination with Bike Lane, Bike Sharing and Other Innovative Mobility Schemes that Impact the Logan Square Area

Continuing changes to bike sharing programs are underway in Philadelphia. In November 2018 Indego introduced e bikes on a trial basis and an additional 200 e bikes are anticipated to be provided in 2019. City council has drafted regulations for dock less bike and scooter share operations and dock less bikeshare is likely to be available in Philadelphia in 2019 once the regulatory infrastructure is in place. Dock less bike share has the potential to significantly reduce operational costs and thus fees for bike share programs, but if not properly managed can result in adverse impacts of improperly parked bikes. Indego is expected to initiate a hybrid dock less program in 2019. Impacts of these new programs on Logan Square will need to be monitored.

There are several specific proposed bicycle infrastructure improvements:

Extension of Protected Bicycle Lanes on JFK Boulevard from 20th Street to 30th Street Station: Parking protected bike lanes were installed on JFK Boulevard and Market Street between 15th and 20th Streets on a 9-month trial basis. After completion of the test period and completion of the JFK Boulevard bridge replacement project a 2-way protected bike lane should be installed on



Proposed Pedestrian Bridge Linkages from 30th Street Station Development to Logan Square

JFK Boulevard, potentially within the newly widened sidewalk on the south side of JFK Boulevard, where a traffic lane has been eliminated to allow the south sidewalk to be widened to 21 feet. The recommendation for a formal bicycle lane link between 20th Street and 30th Street Station along JFK Boulevard is included in the Philadelphia Pedestrian and Bicycle Plan.

Extension of Green Painted Bicycle Lanes on the Benjamin Franklin Parkway to 16th Street: Currently full green painted bicycle lanes extend from 20th Street to 24th Street on each side of the Parkway. Green painted lane markings are discontinuous through Logan Circle through to the termination of the Parkway at 16th Street. Colored bike lanes have been shown to increase safety, by increasing the visibility of cyclists, discouraging illegal parking, raising awareness in potential bicycle and vehicle conflict areas, and increasing bicyclist comfort and motorist yielding behavior. Full green painted bicycle lanes should be extended from 20th to 16th Streets and around Eakins Oval.

Enhancing the Benjamin Franklin Parkway bike lanes: The City should explore enhancing the green bike lanes by protecting them with physically separation. LSNA could work with the Office of Transportation and Infrastructure to explore how to increase the quality of these lanes and add safety measures that will attract more people to use bikes on the Parkway.

2.10 Repair deteriorated Sidewalks around the perimeter of Logan Circle

The perimeter exposed aggregate concrete sidewalks around Logan Circle are spalled and in a deteriorated condition and detract from the appearance of this iconic location. The perimeter sidewalks should be replaced with new exposed aggregate sidewalks.

3. Development

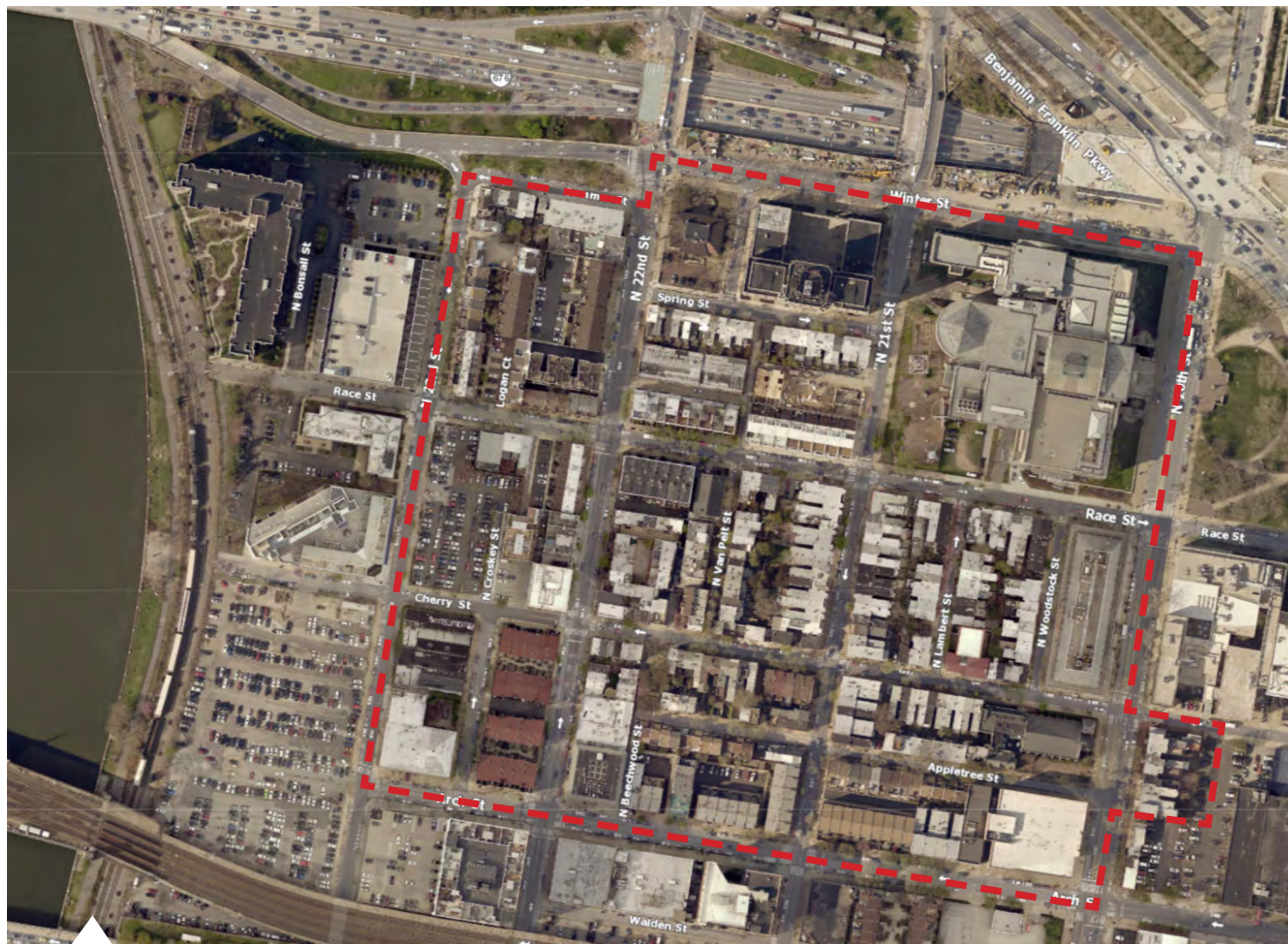
3.1 Pursue Creation of a Neighborhood Conservation District to Protect Older and Smaller Scale Residential Areas in Logan Square

There is concern over the potential adverse impacts of increasing development pressures on the character of the traditional row-house core of Logan Square. The high sales prices of large new construction town houses in the neighborhood has encouraged the demolition of sound 19th century brick row home buildings to construct larger taller higher value single-family buildings on blocks where buildings are not listed on the Philadelphia Register of Historic Places, such as the 2100 block of Spring Street. New zoning legislation now permits 4 story buildings up to 45 feet in height in RM-1 multifamily rowhouse zoned blocks with payment into the Housing Trust Fund. Compared to other Center City neighborhoods such as Rittenhouse Square, Washington Square West, Society Hill and Spring Garden the traditional rowhouse blocks in Logan Square have limited protection. While creation of a neighborhood wide Historic District for Logan Square Village is not proposed because of the restrictive review requirements, creation of a neighborhood Conservation District is appropriate to provide the opportunity for Planning Commission review of the design of new buildings and alterations to existing buildings, for compliance with simple design guidelines established by the community, and assure that development within these smaller scale residential areas maintains the traditional character of these blocks. The potential boundaries of the Conservation District would be 23rd Street to the west, Winter Street between 21st and 23rd and Race Street between 20th and 21st Street to the north, 20th Street to the

east and Arch Street to the south. Design guidelines would be limited to a minimal set of standards required to maintain the basic character of the area without detail prescriptive requirements. These minimal standards would include requirements for basic alignment of cornice levels on the block and a requirement for building setbacks above this level, provision of a required minimum window openings on the ground floor to avoid pedestrian unfriendly blank walls, and requirement for a minimum percentage of traditional masonry materials on street facing facades to maintain the traditional character of the area and encourage more sensitive infill. LSNA supports the recommendation of the Philadelphia Historic Preservation Task Force



Historic Register Homes on Lambert Street



Potential Boundaries of Conservation District in Logan Square

that a new enhanced Conservation District type be established that provides for Planning Commission review and approval of proposed demolitions.

3.2 Pursue Additional Historic Building Designations for Critical sites

LSNA should work with the Historic Commission toward individual Historic Building designation of buildings on a limited number of additional blocks with high architectural integrity where Historic Designation and Historic Commission review is appropriate. While homes such as those on the 100 block of N Lambert Street, 2000 block of Cherry Street and east side of the 100 block of N 21st Street are listed on the Philadelphia Historic Register, other traditional rowhouse blocks, such as the west side of the 100 block of N 21st Street, and the north side of the 1800 block of Carlton Street, have sufficient integrity to meet the criteria for historic designation.

3.3 Pursue Zoning Changes to Prohibit Exposed Above Ground Accessory Parking Garages. Provide Zoning Incentives for Underground Parking in all High-Density Zones

In most of the recent large-scale development in Logan Square-Parkway Neighborhood, required parking is accommodated in below grade parking garages or within above grade garages screened by residential development. However, this is not currently required by code and there are several examples of developments with unsightly exposed above ground parking garages that adversely impact the neighborhood streetscape, such as the Dalian garage on 21st Street. The Zoning Code should be



TOP: Unsightly Exposed Above Ground Parking Garage
BOTTOM: Discretely located Underground Parking

amended to prohibit above grade accessory parking garages that are not screened by an active residential or commercial use. A 200% FAR bonus for provision of underground parking is available in CMX-4 and CMX-5 zones. A 100% FAR bonus for underground parking is available in the RMX-3 zone, but no bonus is available in the CMX-3 zone with a similar base FAR. No bonus is available in the RM-4 residential high-rise zone. The Zoning Code should be amended to provide a bonus of 100% FAR in CMX-3 zones and an 75% FAR in RM-4 zones to encourage provision of underground parking. LSNA should meet with Planning Commission and City Councilman to pursue early implementation of these Zoning Code changes.



3.4 Callowhill Corridor: Encourage Mixed Use Development of Key Parcels on 1800 and 1900 blocks of Callowhill Street, Including Library Expansion Site, to Enhance Callowhill Neighborhood Retail Corridor

1900 Block Callowhill Street, South Side; Most of the south side of the 1900 block of Callowhill Street is a city owned surface parking lot originally proposed as a Moshe Safdie designed major expansion of the Free Library. The proposal was abandoned, and the library expansion needs are now more limited. The site offers the opportunity for a high-density mixed-use development with first floor retail that could also incorporate more limited library expansion needs. LSNA should work with the city to determine the library expansion needs, develop design standards and evaluation criteria for the development and prepare a developer request for proposals for the site.



Free Library Expansion Site, 1900 Block of Callowhill Street

The site is currently subject to the 125-foot height limit, which could result in a block long 125-foot-high building opposite the Granary Apartments creating a canyon effect. Design guidelines should be established that require separate small footprint high rise buildings above a low-rise podium to maintain sun and daylight access to the block. The developer request for proposals should also incorporate specific percentage requirements for provision of owner occupancy units and ‘affordable’ rental units within the development.

1800 Block Callowhill Street North Side; Most of the north side of the 1800 block of Callowhill Street is now vacant land. The land abuts the former City Branch right of way and Baldwin Park to the north. Developers are actively pursuing development of portions of the site. It is critically important that the design of development respond to and enhance its direct relationship to Baldwin Park as the new development will provide visual closure to the south of the park. The CMX 2.5 zoning permits buildings up to 55 feet in height (62 feet with contributions to the Housing Trust Fund). The CMX-2.5 zoning classification requires first floor retail. LSNA should work with prospective developers to ensure that new mixed-use development on the block respects the traditional mixed-use building fabric context of the south side of the block and provides an attractive southern backdrop to the park. Development that includes small footprint buildings of up to 10 stories (125 feet) at the corners above a podium could be considered if they do not include a blank party wall condition. The former right of way of 18th Street at the east end of the parcel should remain open so that development does not block 18th Street corridor sightlines. The former bed of 18th Street can be improved as open space and a pedestrian walkway, or possibly reopened as a vehicular right of way.



1800 Block of Callowhill Street Mixed Use Development Site



3.5 Arch Street Corridor: Support Appropriate Development of 'Avis' and 'Liberty Trust' Sites on 1900 and 2000 Blocks of Block of Arch Street that Respect Neighborhood Context and Include Accommodation of Educational and Community Facilities

These 2 underdeveloped parcels abut and have a critical relationship to the traditional low-rise residential core of Logan Square.

1900 Block Arch Street, North Side; The Liberty Trust parcels on the north side of the 1900 block of Arch are zoned CMX-4 and subject to the 125-foot height limit. The 20th Street frontage of the 1900 block includes townhouses on the Philadelphia Historic Register. The 20th Street frontage of the block is zoned RM-1 and subject to a 38 feet height limit. Plans for future development of this block should be made in consultation with LSNA and near neighbors and stakeholders. Residents of Kennedy House on the 1900 block of JFK have expressed concerns that the existing 125-foot height limit on the remainder

of the block be maintained to protect views from the upper floors of the building. Additionally, every effort should be made to avoid a block long solid 125-foot high building. Views from Kennedy House may be better maintained by a smaller footprint high rise tower at the east end of the site, above a midrise podium. Impacts of alternative options for development of the site should be explored. As site assembly proceeds LSNA should work with the developer to explore the accommodation of a new Russell Byers Charter School or other educational facility within the development. The historic register buildings fronting 20th Street must be retained and any new development on the remainder of the 20th Street frontage of the block should be limited to the height of the Philadelphia Horticultural Society Building on the opposite side of the street to respect the scale of Logan Square Village. Any portion of the development that is proposed to exceed the 125-foot height limit should be restricted to the eastern half of the block to minimize impacts on Logan Square and Kennedy House.



1900 Block Arch Street Development Site

2000 Block Arch Street, South Side; The Avis parcel on the south side of the 2000 block of Arch Street, currently a surface parking lot, is zoned CMX-4 and is subject to the 125-foot height limit. However, a 2019 ordinance allows an exception to the 125-foot height limit for this parcel. When the owner of the parcel proceeds with development planning, LSNA should work with the owner to explore the feasibility of incorporation of a new school and/or community center within the development and assure that new development respect the scale and context of Logan Square Village. Every effort should be made to avoid a block long 125-foot building that extends the full light of the parcel such as on the south side of the 1900 block of Arch Street. High rise development should be limited small footprint buildings to the rear of the site abutting the SEPTA tracks, to permit sunlight and daylight penetration to Arch Street. Height of building facades fronting Arch Street should be limited to 4 stories consistent with the remainder of the block to respond to the Logan Square Village context.



2000 Block Arch Street Development Site



3.6 JFK Boulevard: Encourage High Density Development of Key JFK Boulevard Development Parcels, Including PECO Parking Lot and Trader Joes Parking Lot Sites

These 2 underdeveloped parcels are key “gateway” sites between Center City and 30th Street Station, with frontage on both JFK Boulevard and Market Street. The reconstruction of JFK Boulevard and the widening of the sidewalk on the south side of the street now make JFK Boulevard an attractive street address. Buildings with direct frontage on the Boulevard and a Boulevard address will help activate the corridor. Both sites also have frontage on 22nd Street and provide the opportunity to enhance the link between Market Street and Arch Street under JFK Boulevard and the SEPTA tracks.

PECO Parking Lot; The PECO parking lot parcel is zoned CMX-5 and is located within the Center City/University City high intensity development area with a base FAR of 16. High Density

Trader Joes Parking
Lot Development Site



high rise commercial mixed-use development of this site with frontage on JFK Boulevard and Market Street could invigorate this area.

Trader Joes Parking Lot; The Trader Joes Parking Lot site is also zoned CMX-5 and is located within the Center City/ University City high intensity development area with a base FAR of 16. High density high rise residential mixed-use development of this site with frontage on JFK Boulevard could help invigorate JFK Boulevard as an attractive pedestrian link to 30th Street Station. The development would incorporate parking for Trader Joes. (For the short term, a neighborhood resident has recommended that, to reduce congestion related to cars queuing to enter the existing parking lot, curbside parking should be eliminated on the east side of 22nd Street between Market and the lot entrance to create a queue lane.)



PECO Parking Lot Development Site

LSNA should work with the owners of the sites to provide support for high quality high-density mixed-use development on these key sites.

3.7 Vine Street Corridor: Encourage Development of PennDOT Vine Expressway Interchange Infield Areas and Surface Parking Lot Parcels at 15th and 16th Streets for Mixed Use Development

Development of these PennDOT parcels will help activate the Vine Street corridor, enhance connections north and south of the expressway, support recent and ongoing activity on the Mormon and Archdiocese parcels to the west. Proceeds from disposition of the development rights for the parcels could be used to fund a feasibility study and provide funding toward construction of the expressway cover park.

15th/16th Street Interchange Parcels; The Interchange parcels fronting 15th and 16th Street are currently zoned CMX-4 with a base FAR of 5. The parcels should be rezoned CMX-5 with a base FAR of 12, consistent with the adjacent parcels fronting Vine Street to increase the potential value and disposition proceeds from the parcels. The Zoning map should be amended to include the entire interchange area. Potential reconfiguration of the ramp approaches, including modification of the large radius highway intersection at 16th and Vine should be explored. The infield parcels may offer the opportunity for incorporation of below grade parking with access from Callowhill Street under the ramps. LSNA should work with the City and PennDOT to complete a feasibility study for development of the parcels to support a developer request for proposals.



Vine Expressway Interchange Parcel Development Site

Gateway Garage Parking Lot Parking Lot Parcels; The Gateway Garage surface parking lot parcels either side of the garage structure are zoned CMX-5. High density mixed use residential development of these parcels would complement the recent investment in the mixed-use conversion or Franklin Tower at 16th and Arch and enhance the 15th Street 'Gateway' from the Expressway. LSNA should work with PennDOT and the city to prepare a developer request for proposals for these sites.

3.8 Parkway: Encourage Development of Former Proposed Calder Museum Site at 21st and Parkway for an International Caliber Cultural Facility and Explore Feasibility of Residential Development of Part of City Owned 'River Field' Site at 24th and Parkway to Help Activate the Parkway

Development of these two cities owned sites could provide additional opportunities to activate the Parkway between Logan Square and the Art Museum as well as enhance the urban design of the Parkway.

Calder Museum Site; Appropriate high-quality cultural development of the Calder site would enliven the south side of the Parkway and complement the Barnes Museum and Rodin Museum on the north side as well as provide visual enclosure to the Parkway. The site can be enlarged to the south to create a more viable development parcel by construction of a retaining wall alongside the north side of the expressway exit ramp and backfilling the existing ramp slope. The site setting would be further enhanced by completion of the expressway cover park in front of the Franklin Institute. The development should



PenDOT Gateway Parking Lot Development Sites

include a high visibility general public access café to further enliven the Parkway. LSNA should work with the city and Museum of Art to explore international interest in developing a cultural destination on this site.

River Field Site; Development of a portion of the city owned River Field site at 24th and the Parkway for residential development while maintaining the practice field function on part of the site, could provide the opportunity for a high-quality residential development that could help activate the west end of the Parkway and also provide visual enclosure. LSNA should work with the city and other stakeholders to prepare a feasibility study of development options for the site that could incorporate both practice field functions and high-quality residential development and address site access issues.

3.9 15th/16th Street Corridor: Encourage High-Density Mixed-Use Development of Underutilized Surface Parking Lots Fronting 15th Street and 16th Street North and South of the Expressway

Heavily trafficked 15th and 16th Street between Spring Garden and Market Streets are generally unattractive pedestrian unfriendly thoroughfares dominated in many areas with parking lots and garages. There are also groups of remnant 1-3 story row structures. Parcels along the corridor are zoned for high-density mixed-use development. There are two high visibility large surface parking lots, one at the corner of 16th and Callowhill Streets north of the expressway and one on 15th Street south of the expressway between Race and Cherry Street through to



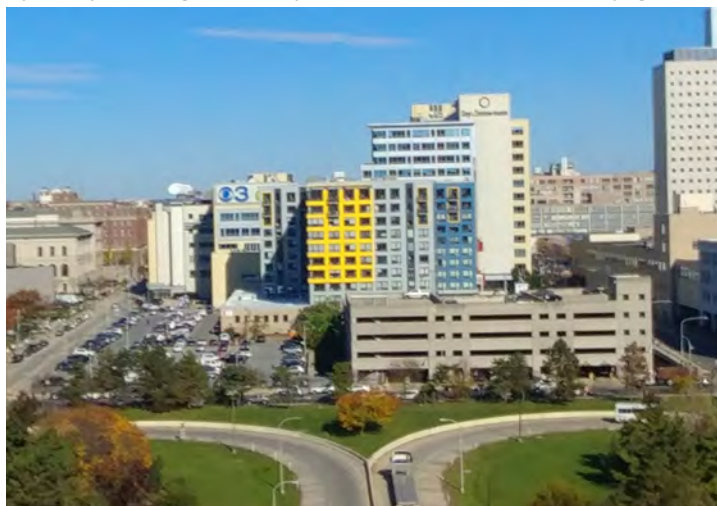
A 'Calder Museum' Site 21st and Parkway



River Field Site 24th and Parkway

Carlisle Street. Development of these parcel would significantly enhance these important transportation routes in the east of the neighborhood and encourage redevelopment of the smaller development opportunity parcels

1527-47 Callowhill/1540 Hamilton; The parking lot parcel at 1527-47 Callowhill Street/1540 Hamilton Street is zoned CMX-4 with a base FAR of 5. It was originally parking for the former Philadelphia Inquirer Building on Broad Street and is currently owned by Bart Blatstein. It abuts a 5-story parking garage at 1501 Callowhill that will provide parking for the new proposed Police Administration headquarters in the renovated historic Philadelphia Inquirer Building on N Broad Street. On Hamilton Street the lot abuts the new 440 Hamilton apartment development. The parking lot parcel currently extends as a deck over the City Branch Right of Way. Removal of the deck section would open up the right of way east of 16th Street to daylight and



future rail park use and result in two separate development parcels. Residential mixed-use development of this 63,000-sf site would complement the recently completed Alexander Court on the southwest corner and the recommended development of the Vine Expressway interchange areas. The parcels should be rezoned to CMX-5 consistent with the proposed CMX-5 zoning for the Vine Expressway Interchange parcels, to encourage development and provide potential revenue to help fund the Rail Park Cut.

133-49 N 15th Street/1443-49 Cherry; The parking lot parcel on 15th Street is in multiple ownership and zoned CMX-5 with a base FAR of 12. Development of this 52,000-sf site would complement the Philadelphia Friends Center across the street and the new Family Court complex. LSNA should support high-density mixed-use development of these 2 key parcels.



15th and Callowhill Parking Lot Development Site

3.10 Encourage Development of Housing for a Range of Incomes and Household Types, Including Middle Income Owner Occupancy Units such as Duplexes and Condominium Apartments, as well as Affordable Apartment Rental Units within Large Scale Market Rate Apartment Developments

Residential Development over the last decade has principally focused on large scale apartment developments with small one- and 2-bedroom units targeted to young single professionals and graduate students. In addition, a number of large luxury multi bedroom multi bathroom homes have been constructed targeted to high income mature professionals. There has been limited development targeted to middle income home owners, such as the duplex homeownership units and apartment condominiums commonly constructed in the neighborhood in the late 20th Century. There has been no affordable housing constructed in the neighborhood since the 1980's. LSNA should encourage development of more owner occupancy housing targeted to middle income residents, including homeownership duplex townhouse units and apartment condominium units. The goal of the community is to maintain an overall minimum of 30% owner occupied units within the neighborhood, consistent with the existing tenure pattern. Recent revisions to the Zoning Code provide zoning FAR bonuses for the provision of affordable rental housing units. LSNA should encourage the provision of a limited number of affordable rental units within new large-scale rental apartment developments as a condition for approval of any required zoning variances. Developer



Duplex Townhouses on Hamilton Street

requests for proposals for publicly owned development sites, including the Library Expansion site and River Field Site should incorporate clear requirements for the inclusion of a percentage of owner occupancy units targeted to families and a percentage of affordable rental units.

3.11 Explore Creation of a Logan Square Community Development Corporation to Assist in Implementation of Recommendations and Management of Public Improvements

Residents have expressed the need for LSNA to take a more proactive role in implementation of recommended improvements. Many of the proposed public space improvements require active pursuit of potential funding sources for implementation as well as establishment of a revenue stream for management of the improvements and funding a staffed office. A non-profit community development corporation could provide an appropriate vehicle for solicitation of state and federal grant funds for implementation as well as a structure for managing design and construction contracts, and management and maintenance of improvements. Residents have also recommended upgrading the LSNA web site.

3.12 Support Legislation to Improve Civic Design Review Process Including Establishment of a Two Stage Review Process with an Initial Preliminary Review Guidance to the Developer Phase to Streamline the Design Process, and Make Conformance with the Civic Design Review Requirements Mandatory for Zoning Approval

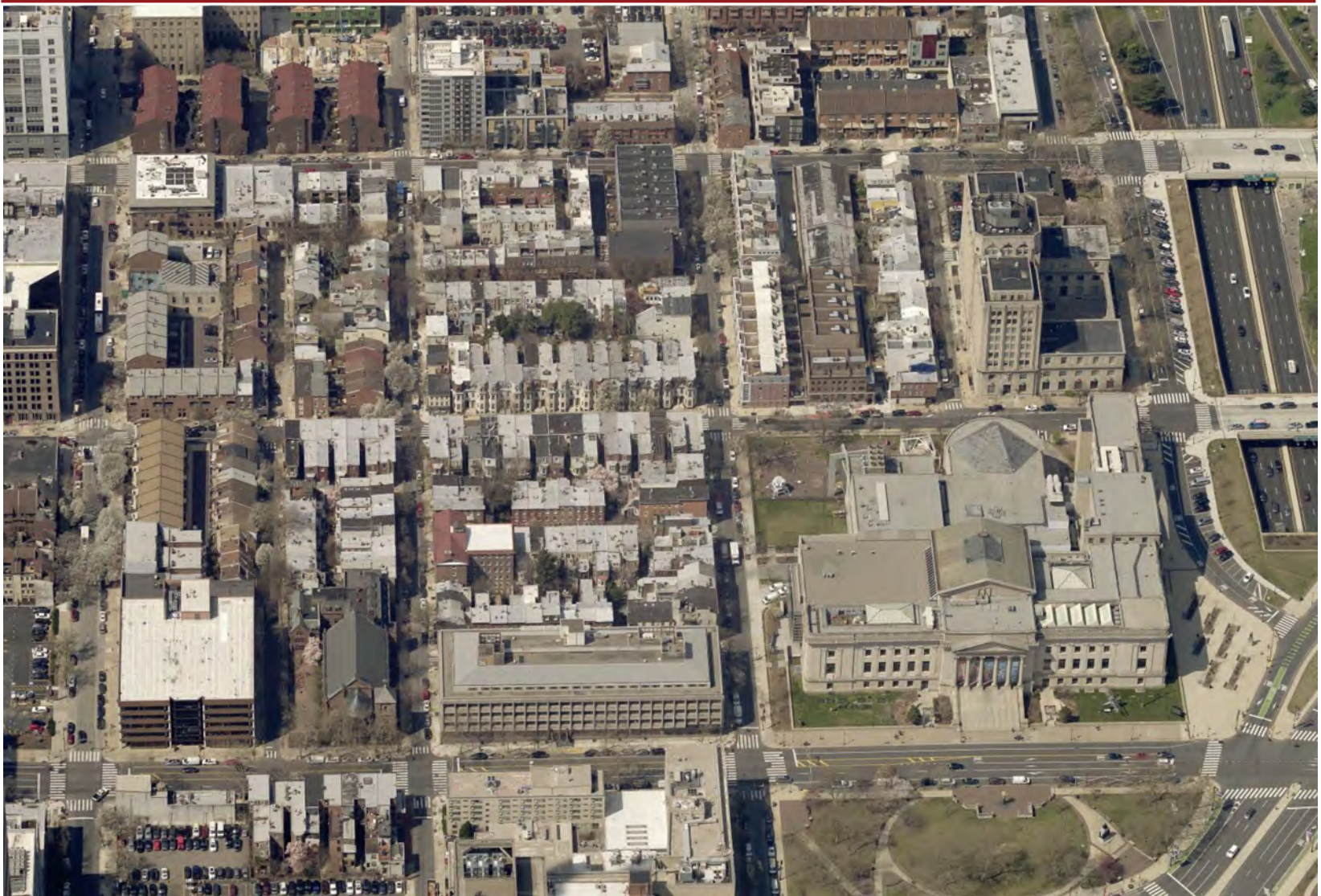
While the Civic Design Review process has been a significant benefit to improving the quality of urban design of major developments, both neighborhoods and developers have expressed dissatisfaction with elements of the Civic Design Review Process. Developers are required to expend significant professional design fees to meet the extensive requirements of the Civic Design Review submission with limited initial design guidance from the City and are thus often reluctant to make changes to the design in response to Civic Design review comments. Under the current procedure there is no requirement for the applicant to incorporate the recommendations.

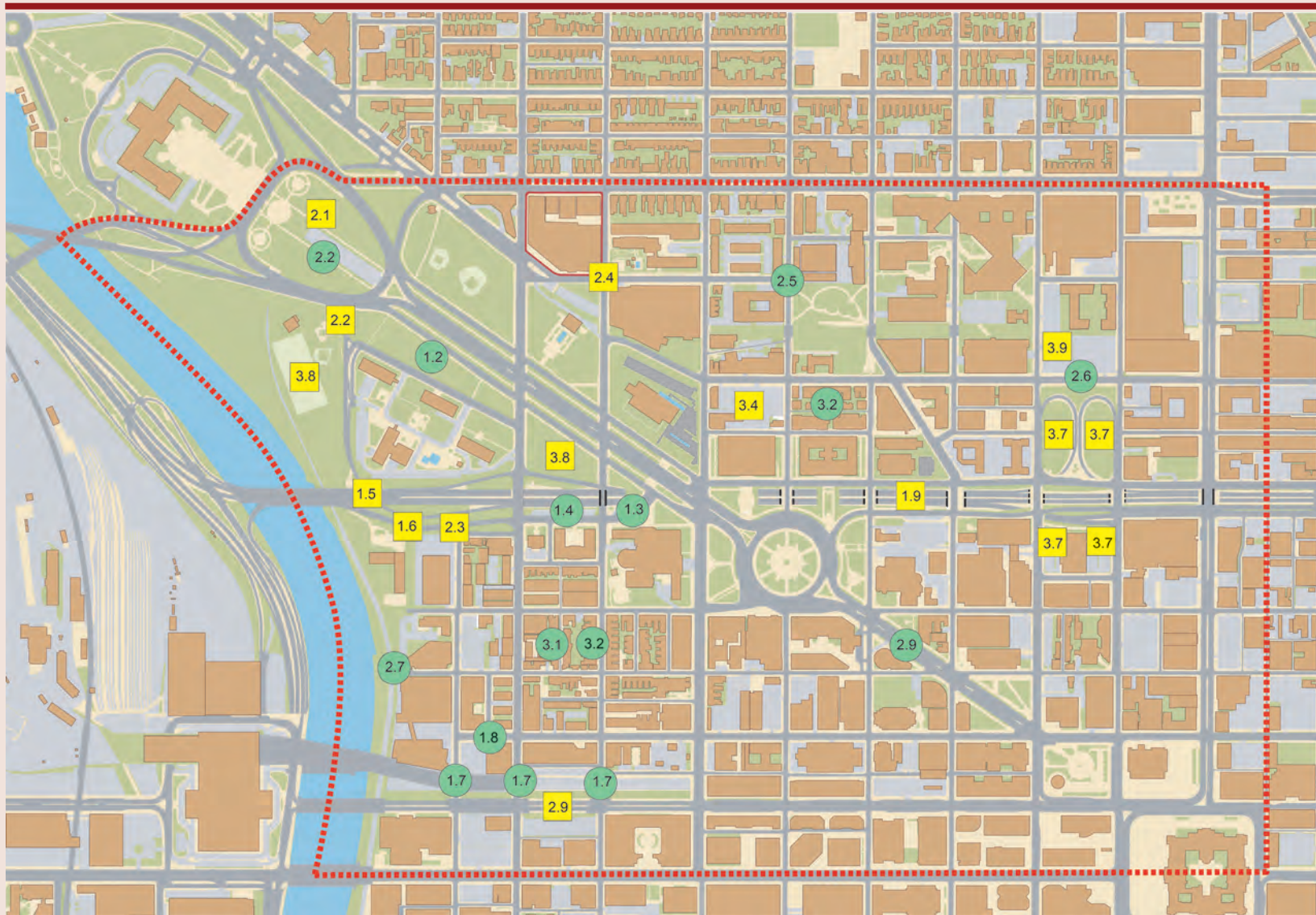
LSNA recommends that the Civic Design Review process be modified to provide a 2-stage process with an initial predesign submission that explores site design issues, so that clear key design criteria can be established for the site by the Civic Design Review Committee at an initial meeting to provide design guidance to the applicant for the second-round full design review submission. Compliance with second round review comments that relate to the previously established design criteria would be mandatory for zoning approval.



Cover of Civic Design Review Submission Package for Riverwalk

CHAPTER 3: EARLY ACTION PLAN





Map showing locations for Open Space, Development Projects, and Transportation Action Plan Recommendations

A. IMPLEMENTATION PROJECTS

1. Quality of Life and Open Space

- *1.2 Improve Underutilized Open Space in Front of Park Towne Place as Century Park
- *1.3 Complete Children's Play Area on 2000 Block of Winter Street as Part of Winter Street Greenway
- *1.4 Complete Dog Park on 2100 Block of Winter Street as Part of Winter Street Greenway
- *1.7 Eliminate Leaks at Septa Bridges at 21st, 22nd and 23rd Streets and Repair Sidewalks Under Bridges
- *1.8 Eliminate leaks at Elevated Septa Tracks on 2200 Block of Cuthbert Street and Rebuild Street
- *1.11 Assure Neighborhood Impacts of Major Parkway Events are Minimized

2. Transportation

- *2.2 Complete Short Term Bicycle and Pedestrian Improvements to Eakins Oval Including Crosswalk at Throat Island
- *2.5 Complete Pedestrian Crosswalk to Baldwin Park at 19th and Hamilton Streets
- *2.6 Make Callowhill Street 2-Way Between 17th and Broad Street
- *2.7 Address Issue of Parked and Idling CSX Trains at Race Street Crossing to Schuylkill Trail
- 2.8 Coordinate with 30th Street Station Master Planning re New River Crossings Between University City and Logan Square
- *2.9 Extend Green Painted Bike Lanes on Parkway from 20th Street to 16th Street

3. Development

- *3.1 Pursue Creation of Neighborhood Conservation District
- *3.2 Pursue Additional Historic Building Designations

B. PLANNING FEASIBILITY STUDIES

1. Quality of Life and Open Space

- 1.5 Prepare Plan for Improvement of Derelict Space Under Vine Expressway at 24th Street
- 1.6 Plan for Improved Access to Winter Street Community Garden from 23rd Street
- 1.9 Complete Feasibility Study for Capping Open Depressed Sections of Vine Expressway as Linear Park

2. Transportation

- 2.1 Complete Comprehensive Traffic Study for Improvement of Eakins Oval
- *2.2 Complete Bicycle and Pedestrian Improvements to Eakins Oval Including Reconfiguration of 24th Street Expressway Access Ramp
- 2.3 Prepare Plan for Reconfiguration of Intersection of 23rd Street and Vine Expressway Exit Ramp
- 2.4 Prepare Plan to Address Parking Congestion and Pedestrian Safety at 21st and Hamilton Streets
- *2.9 Prepare Plan for Installation of 2- Way Protected Bike Lane on JFK Boulevard Between 20th St and 30th Street Station

3. Development

- 3.3 Pursue Zoning Changes to Prohibit Exposed Above Ground Accessory Parking Garages
- *3.4 Callowhill Street: Prepare Feasibility Study and RFP for Development of City Owned Library Expansion Site on 1900 Block
- 3.7 Vine Street: Prepare Feasibility Study and RFP for Development of Penn DOT Vine Expressway Interchange and Surface Parking Lot Parcels, Including Rezoning of Interchange Parcel to CMX-5
- 3.8 Parkway: Prepare Feasibility Study and RFP for Development of City Owned Calder Museum Site as Destination Cultural Facility and City Owned River Field Site for High Quality Residential Use
- 3.9 115th/16th Streets: Pursue Rezoning of Block Bounded by 15th, Callowhill, 16th and Vine Streets from CMX-4 to CMX-5 to Encourage High Density Development of Parking Lots
- *3.10 Pursue Additional affordable housing options within large projects or with funding the AHTF created

Note: An asterisk () after the number, indicates an ACTION ITEM that will be completed in the next 24 months*

A. Implementation Projects

Early Action Plan Recommendations are categorized as either early action implementation projects or early action planning/ feasibility studies. Early action implementation projects are those for which initial planning is complete, are fully or partially funded, for which there is significant stakeholder and political support, and/or for which there is an urgent need. Early action planning feasibility studies are proposed in the Action Plan where such studies are a prerequisite for implementation of medium and longer-term projects. Most Early Action Recommendations involve public sector action and/or funding, or involve publicly owned land parcels, over which LSNA has a greater level of control.

1. Quality of Life/Open Space

1.2 Improve Open Space in front of Park Towne Place as Century Park

A feasibility study and conceptual plan has been completed for the site and the project is partially funded. There is broad stakeholder and city support for implementation of the conceptual plan. Sources for the remainder of the required funds for implementation should be sought to permit the project to proceed to final design in 2019 and construction in 2020. (Stakeholders: LSNA, Parks and Recreation, Association for Public Art, Aimco).

1.3 Complete children's play area on 2000 block of Winter Street as part of Winter Street Greenway.

A conceptual plan for the play area has been completed and the project is fully funded. Final design should proceed in 2019, with construction in 2020. (Stakeholders: LSNA, DCNR, Parks and Recreation).

1.4 Complete Dog Park on 2100 block of Winter Street as part of the Winter Street Greenway

A conceptual plan for the dog park has been completed and the project is funded. Final design should proceed in 2019, with construction in 2020. A maintenance and management plan for the park needs to be developed (LSNA, DCNR, Parks and Recreation, District Councilperson)

1.7 Eliminate Overhead Leaks at SEPTA tracks and Repair Deteriorated Sidewalks Under JFK Boulevard Bridges and SEPTA Bridges at 21st, 22nd and 23rd Streets

Work with SEPTA and Streets Department to establish firm early action schedule (2020) for repair of leaking SEPTA bridge structures, construction of new sidewalks, and improved lighting. (LSNA, SEPTA, Streets Dept.)



Century Park Site



Winter Street Greenway Parcels



Successful Green Street Dog Park in Spring Garden

1.8 Improve Deteriorated Conditions on 2200 Block of Cuthbert Street including Elimination of Leaks at Elevated SEPTA Tracks, Painting, Paving and Lighting

Work with SEPTA, Streets Department and PMC to develop firm early action schedule (2020) for repair of leaking SEPTA elevated structure, reconstruction of the street and sidewalk, new lighting and improvement of parking area. (LSNA, SEPTA, Streets Department, PMC)

1.11 Work with the City to Assure that Adverse Neighborhood Impacts of Major Parkway Events are Minimized, and that the Neighborhood Benefits from these Events

Continue to work with the City and Parkway Foundation Council (through new Advocacy Committee) to assure that potential adverse impacts of events, including noise and trash, are fully addressed and that the Parkway is expeditiously returned to a condition equal to that before the event. (LSNA, City, Parkway Council)



Deteriorated SEPTA Bridge at 22nd Street

2. Transportation

2.2 Complete Short-Term Bicycle and Pedestrian Improvements at Eakins Oval

The low-cost short-term bicycle and pedestrian safety improvements proposed in “More Park, Less Way” should be implemented. These include completion of a marked crosswalk between south side of Parkway at Park Towne Place to the throat Island at Approach to Eakins Oval and thence to the North Side of the Parkway at Von Colln Field, and completion of painted bicycle lanes on both sides of Eakins Oval traffic circulation as recommended in the Philadelphia Pedestrian and Bicycle Plan: Implementation 2020. (Stakeholders: LSNA, Streets Department)



Deteriorated SEPTA Structure at 2200 Block Cuthbert Street

2.5 Construct crosswalk at 19th and Hamilton across 19th Street to Baldwin Park

Streets Department has agreed to install a crosswalk at this location. Installation should be completed in 2019. (Stakeholders: LSNA, Friends of Baldwin Park, Streets Department)

2.6 Make Callowhill Street 2 Way between Broad and 17th Street

This recommendation was included in the 2009 Plan. The change should be implemented in conjunction with the street improvements proposed in conjunction with rehabilitation of the former Philadelphia Inquirer Building as the new Police Headquarters. (LSNA, Streets Department)

2.7 Address Issues of Parked and Idling CSX Trains at Race Street Crossing to Schuylkill River Trail

Expediently resolve active lawsuit between City and CSX. (LSNA, City, CSX)

2.9 Continue Coordination with Bike Lane, Bike Sharing and Other Innovative Mobility Schemes that Impact the Logan Square Area

Extend green painted bicycle lanes on Parkway from 20th Street to 16th Street. (LSNA, Streets Dept)

2.10 Repair deteriorated Sidewalks around the perimeter of Logan Circle

Replace spalled exposed aggregate perimeter sidewalks Implementation 2019. (LSNA, Parks and Recreation)

3. Development

3.1 Establish Neighborhood Conservation District to Protect Older and Smaller Scale Residential Areas in Logan Square

Work with Planning Commission to determine Conservation Area boundaries, prepare design guidelines for Planning Commission review of new construction and alterations, and prepare draft ordinance. Support legislation for inclusion of demolition review in new enhanced Conservation District type (LSNA, Planning Commission, City Council)

3.2 Obtain Historic Building designation for Critical Sites

Work with Historical Commission to identify the limited number of additional key buildings and building groups where historic designation and Historic Commission review of demolition and building permits for new construction and alterations is warranted and obtain designation. (LSNA, Historical Commission)

B. Planning Feasibility Studies

1. Quality of Life/Open Space

1.5 Work with PennDOT, Park Towne Place and other Stakeholders to Improve Derelict Space under Vine Expressway at 24th Street

Seek public and foundation funding for completion of a master plan, feasibility study and cost estimates for improvement of the areas under the Vine Expressway, including a new pedestrian connection from Eakins Oval along 24th Street under the expressway to 23rd Street, new pedestrian access to the Community Garden from the north including new lighting, and



Potential Conservation District Boundary

improvement of spaces abutting Park Towne Place. Seek funding for construction of improvements proposed in the master plan. (LSNA, Parks and Recreation, PennDOT, foundations, Aimco)

1.6 Provide Improved and Safer Access Route to Winter Street Community Garden at 23rd Street

Prepare conceptual plan for improved access to the Winter Street Community Garden from 23rd Street, including a paved walkway and lighting, in conjunction with proposed improvement of intersection of Vine Expressway exit ramp at 23rd Street listed under Transportation. (LSNA, PennDOT, Parks and Recreation, Foundations)



Potential Historic Register Building Group

1.11 Work Toward Long Term Goal of Capping Depressed Sections of the Vine Expressway as a Linear Park

Seek foundation, public and private funding for preparation of a master plan/feasibility study for long term capping of depressed sections of the expressway as a linear park, including resolution of technical issues, costs, phasing and potential funding and revenue sources. Feasibility study should address shorter term improvements for removal of raised concrete highway barrier faced planters at surface lanes east of 18th Street. (LSNA, Planning Commission, Parks and Recreation, Center City District, Foundations, PennDOT, private sector stakeholders)

2. Transportation

2.1 Complete a Comprehensive Traffic Study of Eakins Oval for Long Term Improvement of Vehicular, Bicycle and Pedestrian Access and Circulation

Work with Streets Department and the Planning Commission to obtain funding for a comprehensive planning feasibility study of options for long term improvement of Eakins Oval traffic circulation, including vehicular, bicycle and pedestrian circulation. (LSNA, Parkway Council, Streets Department, Planning Commission)

2.2 Complete Short-Term Bicycle and Pedestrian Improvement at Eakins Oval; 24th Street

Work with Streets Department and PennDOT to prepare a plan for reconfiguration of the intersection at the 24th Street with

the Vine Expressway eastbound access ramp to improve pedestrian safety, including elimination of free right turn. (LSNA, PennDOT, Streets Department)

2.3 Reconfigure Intersection at 23rd Street and Vine Expressway Exit Ramp to Improve Pedestrian Safety

Work with Streets Department and PennDOT to prepare a plan for reconfiguration of the Intersection at the 23rd Street and the Vine Expressway exit ramp to improve pedestrian safety, including elimination of free right turn. (LSNA, PennDOT, Streets Department)



Open Sections of Vine Expressway

2.4 Develop Plan for Addressing Parking Congestion and pedestrian safety issue at WaWa at 21st and Hamilton Streets

Work with Streets Department, and other stakeholders, including the owner of the parcel that includes the WaWa and the current 9th Police District Headquarters, the owner of the Dalian development, and the developer of the proposed condominium building at the southwest corner of 21st and Hamilton to develop a plan that addresses congestion, eliminates the right-angle parking and provides a designated loading zone for WaWa delivery vehicles. (LSNA, Streets Department, Property owner stakeholders)

2.9 Continue Coordination with Bike Lane, Bike Sharing and Other Innovative Mobility Schemes that Impact the Logan Square Area

Pursue installation of 2-way protected bike lane between 20th Street and 30th Street station on JFK Boulevard within widened south sidewalk, as recommended in the Philadelphia Pedestrian and Bicycle Plan. Extend green painted bicycle lanes on Parkway from 20th Street to 16th Street. (LSNA, Streets Dept)

3. Development

3.3 Pursue Changes to Zoning Regulations to Prohibit Exposed Above Ground Parking Garages and Provide Zoning Incentives for Underground Parking in all High-Density Zones

Work with Planning Commission and City Council to develop an ordinance to address proposed changes to Zoning Regulations. (LSNA, Planning Commission, District Council Person)

3.4 Callowhill Corridor: Encourage Mixed Use Development of Key Parcels on 1800 and 1900 blocks of Callowhill Street, Including Library Expansion Site, to Enhance Callowhill Neighborhood Retail Corridor

Work with Planning Commission and Free library to pursue a mixed-use development of City owned library expansion site, including preparation of a program for library expansion needs,



Existing Traffic Configuration at Eakins Oval

preparation of design guidelines for development of the site, establishment of a market value for the site, and preparation of a developer Request for Proposal package. (LSNA, Planning Commission, Free Library). The RFP should include specific requirements for the inclusion of a percentage of larger family-oriented owner occupancy units and affordable rental housing units.

3.7 Vine Street Corridor: Encourage Development of PennDOT Vine Expressway Interchange Infield Areas and Surface Parking Lot Parcels at 15th and 16th Streets for Mixed Use Development

Work with City and PennDOT to obtain funding for completion of a feasibility/market study for mixed use development of the infield areas of the Vine Expressway 15th/16th Street interchange, including analysis of traffic impacts and required street modifications. Establish market value of the site and prepare design guidelines for inclusion in a developer Request for Proposals. The RFP should include specific requirements for inclusion of a percentage of affordable rental housing units. Feasibility study should also address short term interim landscaping modifications to the infield areas. (LSNA, City, PennDOT, potential private developers)

Work with Planning Commission for rezoning of expressway interchange block from CMX-4 to CMX-5 to match zoning of parcels on 1400 and 1600 blocks of Vine Street, to support development. (LSNA, Planning Commission, District Councilperson)

Work with City and PennDOT to pursue development of Gateway Garage surface parking lot parcels on 15th and 16th Street, including preparation of development guidelines and a developer Request for Proposals for the site. (LSNA, City, PennDOT, potential private developers)

3.8 Parkway: Encourage Development of Former Proposed Calder Museum Site at 21st and Parkway for an International Caliber Cultural Facility and Explore Feasibility of Residential Development of Part of City Owned ‘River Field’ Site at 24th and Parkway to Help Activate the Parkway

Calder Museum Site: Work with the city and Philadelphia Museum of Art to explore international interest in developing a cultural destination on this site. Prepare Request for Proposals and development design guidelines for marketing of the site. (LSNA, Parkway Council, Philadelphia Museum of Art)



Free Library Development Site

Vine Expressway Interchange
Development Site



River Field Site: Work with the city, Parks and Recreation and other stakeholders to obtain funding for preparation of a feasibility/urban design study for development options for the site that could incorporate both existing practice field functions and high-quality residential development and address access issues. (LSNA, Parkway Council, Parks and Recreation, Planning Commission)

3.9 15th /16th Street Corridor: Encourage High-Density Mixed-Use Development of Underutilized Surface Parking Lots Fronting 15th Street and 16th Street North and South of the Expressway

Work with Planning Commission for rezoning of block bounded by 15th Street, Callowhill Street, Hamilton and 16th Street from CMX-4 to CMX-5 to encourage development and provide potential revenue to help fund future cut section of Rail Park. (LSNA, Planning Commission, District Councilperson)

3.10: Encourage Development for a Range of Household Types

Prepare LSNA policy statement regarding neighborhood goals for development of housing for a wide range of incomes and household types (LSNA)

3.11 Explore Creation of a Logan Square Community Development Corporation to Assist in Implementation of Recommendations and Management of Public Improvements

Complete detailed financial and operational feasibility study for establishment of a Logan Square Community Development Corporation to manage project implementation including detailed evaluation of benefits and funding/revenue sources. (LSNA, consultant)

3.12 Support Legislation to Improve Civic Design Review Process Including Establishment of a Two Stage Review Process with an Initial Preliminary Review Guidance to the Developer Phase, to Streamline the Design Process, and Make Conformance with the Civic Design Review Requirements Mandatory for Zoning Approval

Work with Planning Commission and City Council to prepare an ordinance for modification of the Civic Design Review process under the Zoning Code. (LSNA, other neighborhood community organizations, Planning Commission, City Council, and development community)



"Calder Museum" Development Site



Riverfield Potential Development Site

APPRECIATION

In addition to those who supported the Original Logan Square Neighborhood Parkway Plan, the following include people who were most helpful in making this Update possible. We greatly appreciate their expertise, time and input for this effort.

LSNPP Update Committee

Ed Dougherty

Aaron Goldblatt

Jovida Hill

Barbara Krassenstein

Rich Leimbach

Sam Little

Jim McGrath

Drew Murray

Fran Rafferty

Sven Schroeter

David Searles

Joe Sirbak

Tully Speaker

Sarah Stuart

Andy Toy

Nancy Weinberg

Philadelphia City Council

Hon. Darrell L. Clarke, Council President

Corey Bell, Office of the President

Jeffrey Hall, Office of the President

Philadelphia City Planning Commission

Ian Litwin

Andrew Meloney

Laura Spina

Philadelphia Historical Commission

Randal Baron

Laura DiPasquale

Greenway liaisons (City)

Aparna Palantino

Stephanie Craighead

Francesco Cerri

Nancy O'Donnell

Greenway liaisons (PennDOT)

Charles Davies

Craig Suhoskey

Paul Shultes

Mike Girman

Janes Pezzotti

Parkway Council

Judi Rogers

Affordable Housing Advisors

Beth McConnell

Andrew Stober

Public Meeting hosts

Church of Jesus Christ of Latter Day Saints

Moore College of Art

Franklin Institute

APPENDIX



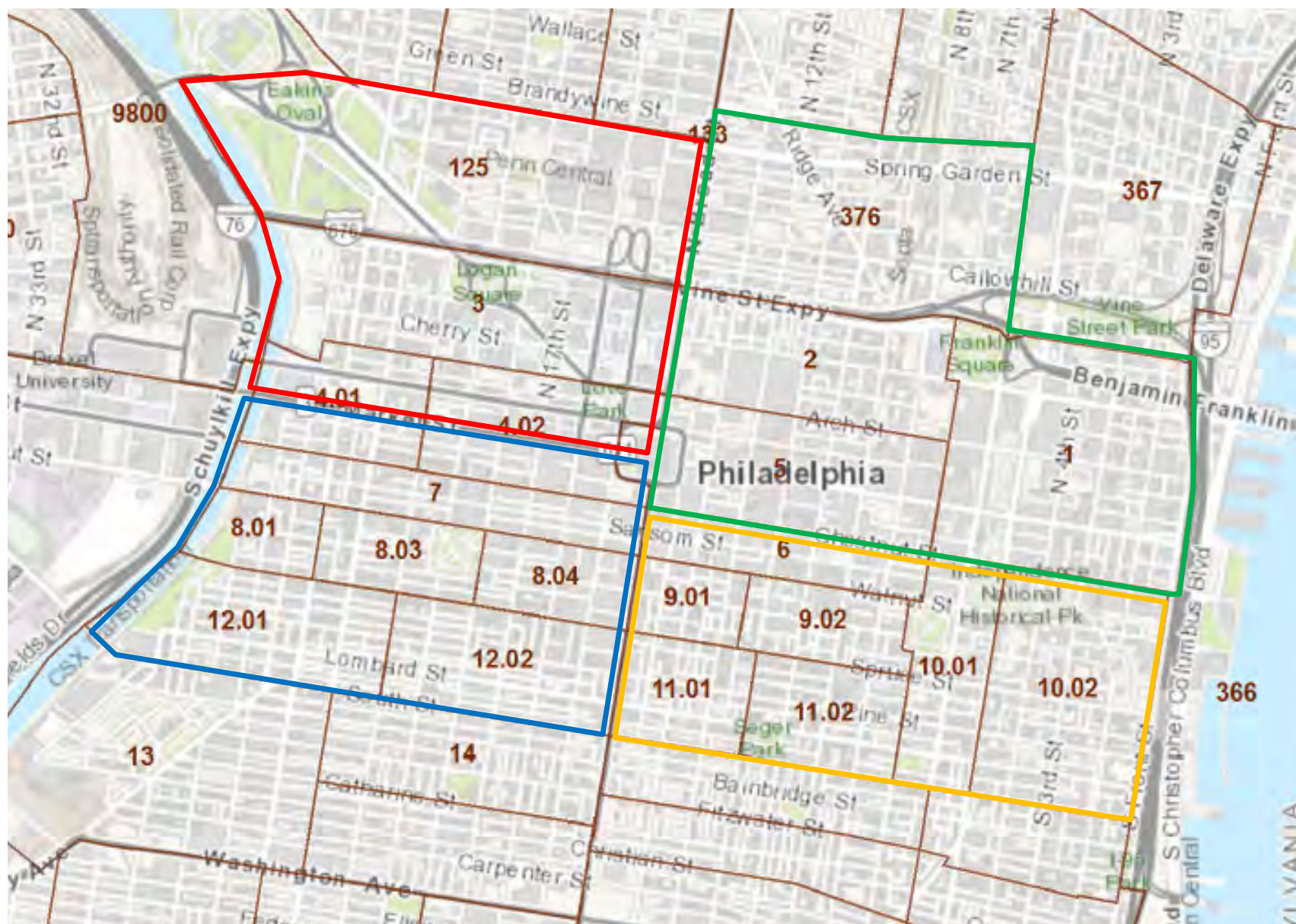
INTRODUCTION

As a background component of the Logan Square Neighborhood-Parkway Plan Update, Urban Partners has assessed select demographic/socio-economic, housing, and real estate trends from 2010 to 2017 in the Logan Square-Parkway neighborhood using multiple secondary sources of data. Such sources include the U.S. Census, including American Community Survey and PolicyMap, Core Logic – a database of real estate sales transactions, and Environics Analytics – a source for retail spending behavior. Trends examined for this analysis consist of population, age distribution, household income, housing tenure, housing units by type and bedroom count, residential rental unit trends, sales housing price and pace trends, and numbers and types of government-assisted affordable housing.

For this analysis, using Census Tracts, we have compared these trends in Logan Square-Parkway to the three other peer Center City quadrants – collectively referred to as Center City for the purposes of this study: Rittenhouse Square/Fitler Square, Society Hill/Washington Square, and Old City/Loft District (see **Map 1**).

Logan Square-Parkway is bounded by Spring Garden Street, N. Broad Street, Market Street, and the Schuylkill River. Rittenhouse Square/Fitler Square is bounded by Market Street, S. Broad Street, South Street, and the Schuylkill River. Society Hill/Washington Square is bounded by Chestnut Street, the Delaware River, South Street, and S. Broad Street. Finally, Old City/Loft District is bounded by Green Street and Vine Street, N. 6th Street and the Delaware River, South Street, and N. Broad Street.

Census Tracts 4.01 and 4.02 are bisected by Market Street, considered the boundary between Logan Square-Parkway and Rittenhouse Square/Fitler Square. As a result, the population and housing Census data was proportionately allocated to each respective neighborhood.



Map 1: Logan Square – Parkway in Red, Peer Center City Quadrants, and Associated Census Tracts

SOCIO-ECONOMIC TRENDS

Population

According to the 2017 American Community Survey 5-Year Estimates (ACS), the total population of the Logan Square-Parkway neighborhood was 11,408 (see **Table 1**). From 2000 to 2017, the neighborhood's population grew by 11.9%, compared to 18.5% for Rittenhouse Square/Fitler Square, 7% for Society Hill/Washington Square, and 44.4% for the Old City/Loft District. This growth propelled Old City past Logan Square in terms of total population between 2010 and 2017, making Logan Square the smallest neighborhood among its peers by 2017. Overall, Center City grew by 17.8% during that period.

Table 1: Population, 2010-2017

	2010	2017	% Change
Logan Square - Parkway	10,199	11,408	11.9%
Rittenhouse Sq./Fitler Sq.	21,184	25,096	18.5%
Society Hill/Washington Sq.	16,825	18,008	7.0%
Old City/Loft District	8,592	12,403	44.4%
Center City Total	56,800	66,915	17.8%

Source: U.S. Census Bureau

Age Distribution

The Logan Square-Parkway neighborhood experienced a significant shift in population among younger age cohorts from 2010 to 2017, according to the ACS data (see **Tables 2 and 3**).

Table 2: Age Distribution, 2017

2017	Logan Square - Parkway		Rittenhouse Sq./Fitler Sq.		Society Hill/Washington Sq.		Old City/Loft District	
	#	%	#	%	#	%	#	%
Under 5 Years	296	2.6%	845	3.5%	597	3.3%	260	2.1%
5 - 17 Years	304	2.7%	901	3.7%	915	5.1%	564	4.5%
18 - 24 Years	1,253	11.0%	2,354	9.7%	2,025	11.2%	1,435	11.6%
25 - 34 Years	4,173	36.6%	9,474	38.9%	6,252	34.7%	5,216	42.1%
35 - 44 Years	1,094	9.6%	2,726	11.2%	1,792	10.0%	1,629	13.1%
45 - 54 Years	1,024	9.0%	2,142	8.8%	1,635	9.1%	1,422	11.5%
55 - 64 Years	1,023	9.0%	2,003	8.2%	1,784	9.9%	954	7.7%
65 - 74 Years	1,091	9.6%	2,240	9.2%	1,830	10.2%	485	3.9%
75 - 84 Years	701	6.1%	1,185	4.9%	927	5.1%	284	2.3%
85 Years +	448	3.9%	458	1.9%	251	1.4%	154	1.2%

Source: U.S. Census Bureau

While during the seven-year period the school-age population (ages 5 to 17 years) in Logan Square-Parkway more than doubled to 304, it remained the smallest school-age cohort among peer neighborhoods in 2017 with the smallest proportion of its population at 2.7%. Of these 304, the most - 188 - were in Census Tract (CT) 3, the central portion of Logan Square. CT 125, the northernmost portion, had 100 children in this age group.

Meanwhile, the young adult cohort of ages 18 to 24 years dropped by 47.6%. This loss was predominantly women in group quarters, so likely the result of Moore College of Art's reporting of residents in their dormitories. At the same time, a key cohort of the Millennial generation – ages 25 to 34 – grew by 44.5% in the Logan Square-Parkway area.

This growth occurred mostly in CT 125, which increased by 81.2% among this age group.

Table 3: Change in Age Distribution, 2010-2017

% Change 2010-2017	Logan Square - Parkway	Rittenhouse Sq./ Fitler Sq.	Society Hill/ Washington Sq.	Old City/Loft District
Under 5 Yrs	-2.2%	117.1%	102.4%	5.7%
5 - 17 Years	111.9%	30.7%	123.2%	115.3%
18 - 24 Years	-47.6%	5.7%	-34.1%	88.3%
25 - 34 Years	44.5%	22.3%	29.4%	51.8%
35 - 44 Years	43.2%	-0.4%	-10.2%	15.9%
45 - 54 Years	24.2%	16.0%	-3.5%	53.4%
55 - 64 Years	23.5%	-17.2%	-17.4%	11.1%
65 - 74 Years	39.4%	51.4%	42.1%	44.3%
75 - 84 Years	-4.9%	6.1%	17.2%	5.6%
85 Years +	-16.6%	-14.4%	-11.9%	73.0%

Source: U.S. Census Bureau

The other quadrants experienced similar trends among younger residents for the most part, although not as severe as Logan Square-Parkway. While the Old City/Loft District grew by 88% among 18 to 24 year-olds – and had the highest percentage of young adults aged 18 to 24 years (11.6%) among peer neighborhoods by 2017 – each quadrant otherwise lost population or stayed relatively stable in those cohorts while making significant gains in the 25 to 34 year-old group. This was the largest cohort in each of the quadrants. The Old City/Loft District had the highest jump in this age group as well at 51.8%, which accounted for 42.1% of its population in 2017. Logan Square edged out Society Hill/Washington Square with this cohort comprising 36.6% of its 2017 population.

After age 34, age groups represented in Center City neighborhoods decreased significantly. However, Logan Square-Parkway increased its 35 to 44 year-old population by 43.2% from 2010 to 2017, while Rittenhouse Square/Fitler Square and Society Hill/Washington Square experienced losses. Logan Square-Parkway gained population in the subsequent age cohorts as well, increasing its 65 to 74 year-old residents by 39.4%. By 2017 Logan Square-Parkway contained the largest proportion of residents aged 35 and older among peer neighborhoods at 47.2%. Rittenhouse Square/Fitler Square and Society Hill/Washington Square exhibit similar characteristics. Old City/Loft District contains a higher percentage of middle-aged residents (35 to 54) than its peers but had a much lower proportion of residents over 55 in 2017 – though it experienced gains in every cohort. While Logan Square-Parkway's residents aged 85 and above decreased by 16.6% between 2010 and 2017, it comprised almost 4% of the neighborhood's population – more than twice the proportion of the peer neighborhoods.

Household Income

As estimated by the 2017 ACS, and converted to 2019 dollars by Urban Partners, the median household income in the Logan Square-Parkway neighborhood was \$75,578 (see **Table 4**).

Table 4: Median Household Income (2019 Dollars), 2010-2017

	2010	2017	% Change
Logan Square - Parkway	\$58,400	\$75,578	29.4%
Rittenhouse Sq./Fitler Sq.	\$71,687	\$89,223	24.5%
Society Hill/Washington Sq.	\$62,906	\$77,824	23.7%
Old City/Loft District	\$54,193	\$48,091	-11.3%

Source: U.S. Census Bureau

While this was the third-lowest among peer quadrants, from 2000 to 2017 the neighborhood's median income increase was the highest at 29.4%. The highest median income in Logan Square was in CT 3 at \$87,303, followed by CT 125 at \$75,545. The Logan Square portion of CT 4.01 – between Market and Arch Streets – had a similar \$75,610 median household income.

Rittenhouse Square/Fitler Square, with the highest median household income at \$89,223, and Society Hill/Washington Square experienced similar increases. The Old City/Loft District, with the lowest median household income of \$48,091, experienced an income loss of 11.3%.

HOUSING TRENDS

Total Occupied Housing Units

The 2017 ACS identifies a total of 6,457 occupied housing units in the Logan Square-Parkway neighborhood (see **Table 5**). This was the third-highest number of units among peer quadrants, matching trends in population. However, since several large apartment complexes were completed in the Logan Square-Parkway area in 2017 and 2018, this figure will increase significantly when 2019 estimates are released.

Table 5: Total Occupied Housing Units, 2010-2017*

	2010	2017	% Change
Logan Square - Parkway	5,920	6,457	9.1%
Rittenhouse Sq./Fitler Sq.	14,088	15,491	10.0%
Society Hill/Washington Sq.	10,021	9,845	-1.8%
Old City/Loft District	4,527	5,628	24.3%
Center City Total	34,556	37,421	8.3%

* Numbers do not include new residential buildings constructed in 2017 and 2018
Source: U.S. Census Bureau

From 2000 to 2017, the neighborhood's total number of occupied units grew by 9.1%, compared to a 10% increase for Rittenhouse Square/Fitler Square and 24.3% increase for the Old City/Loft District. Society Hill/ Washington Square lost 1.8% of its occupied housing units during that period. At the same time, the number of units in Center City grew by 8.3%.

Housing Tenure

According to the ACS, owner-occupied housing increased significantly in the Logan Square-Parkway neighborhood from 1,402 to 1,777 units during the 2010 to 2017 period (see **Table 6**). This 26.7% increase was the highest among the Center City quadrants. Within Logan Square, the biggest increase in owner-occupied units – 292 units, or 166.9% - occurred in CT 125. CT 4.01 saw an increase of 90 units and CT 4.02 gained 128 units.

Table 6: Housing Tenure, 2010-2017*

Owner-Occupied	2010	2017	% Change
Logan Square - Parkway	1,402	1,777	26.7%
Rittenhouse Sq./Fitler Sq.	4,644	5,328	14.7%
Society Hill/Washington Sq.	3,718	3,486	-6.2%
Old City/Loft District	1,522	1,443	-5.2%
Center City Total	11,286	12,034	6.6%

Renter-Occupied	2010	2017	% Change
Logan Square - Parkway	4,518	4,680	3.6%
Rittenhouse Sq./Fitler Sq.	9,444	10,163	7.6%
Society Hill/Washington Sq.	6,303	6,359	0.9%
Old City/Loft District	3,005	4,185	39.3%
Center City Total	23,270	25,837	9.1%

* Numbers do not include new residential buildings constructed in 2017 and 2018
Source: U.S. Census Bureau

Two peer neighborhoods – Society Hill/ Washington Square West and the Old City/Loft District – both lost owner-occupied units, 6.2% and

5.2 % respectively. Overall, Center City gained 748 owner-occupied units, half of which were in Logan Square-Parkway.

Renter-occupied housing also increased in the neighborhood but by the much more modest amount of 3.6% from 2010 to 2017, according to the ACS. As of 2017, rental units comprised 72.5% of total housing units in Logan Square-Parkway. The largest gain in rental units occurred in CT 3, where 108 units appeared since 2010. CT 125 and 4.01 experienced very modest gains in rental units while CT 4.02 lost 32 units.

According to the existing estimates, the Old City/Loft District experienced the largest increase in renter-occupied units among the Center City neighborhoods, growing by 39.3% from 2000 to 2017, and resulting in a 2017 rental rate of 74.2%. Society Hill/ Washington Square experienced less than a 1% increase in rental housing units during the same period, and Rittenhouse Square/Fitler Square a 7.6% increase. Rental rates in both neighborhoods stood at about 65% in 2017. Overall, Center City gained 2,567 renter-occupied units, an increase of 9.1%.

Units in Structure by Tenure

The ACS data shows that the majority of housing units in the Logan Square-Parkway neighborhood in 2017 – 4,918 or 76.2% – existed in larger buildings with 50 units or more (see **Tables 7 and 8**). This is significantly higher than in the other Center City quadrants. In Rittenhouse Square/Fitler Square, 49.5% of all housing units were in similar larger buildings, compared to 37.2% in Society Hill/Washington Square, and 41.1% in the Old City/Loft District.

In Logan Square-Parkway, 73.9% of these units were occupied by renters in 2017. Of Logan Square's 3,632 renter-occupied units in these larger buildings, 2,088 – or 57.5% - were in CT 125, while 23.5% were in CT 3.

Single-family units (detached or rowhomes) were the second most common housing type in Logan Square-Parkway in 2017, but by significantly less – just 8.6% of the occupied housing stock, or 558 units. Of these units, 71.3%, or 398, were owner-occupied – the highest rate of owner-occupancy by unit type in the neighborhood. CT 3 had the most single-family owner-occupied units within Logan Square at 285.

The other quadrants exhibited similar characteristics in terms of single-family units, except for the Old City/Loft District. There, the second highest number of units – 22.0% – were in buildings with 20-40 units.

Duplexes or twins are a particularly rare housing type in Logan Square-Parkway, occupying just 1.2% of the neighborhood's occupied housing stock, according to the ACS, though the neighborhood contains several developments of stacked townhomes, which it appears are counted by the ACS as a different unit type. This is generally the case within the other quadrants as well.

Despite their relative scarcity in the neighborhood, the number of twin units from 2010 to 2017 more than doubled in Logan Square-Parkway. Almost all of these were rental units. That type of housing saw the largest overall percentage gains in the neighborhood during the examined period. During the same time, renter-occupied single-family units increased by over 150%, 61.9% of which occurred in CT 3.

Table 7: Units in Structure by Tenure, 2017*

2017	All Units	1 Unit	2 Units	3 or 4 Units	5 - 9 Units	10 - 19 Units	20 - 49 Units	50 Units or More	Other
Logan Square - Parkway	6,457	558	78	125	305	106	338	4,918	29
%		8.6%	1.2%	1.9%	4.7%	1.6%	5.2%	76.2%	0.4%
Owner-Occupied	1,777	398	2	-	15	44	33	1,285	-
%		22.4%	0.1%	0.0%	0.8%	2.5%	1.9%	72.3%	0.0%
Renter-Occupied	4,680	160	76	125	290	62	305	3,632	29
%		3.4%	1.6%	2.7%	6.2%	1.3%	6.5%	77.6%	0.6%
Rittenhouse Sq./Fitler Sq.	15,491	2,528	484	901	2,097	573	1,208	7,672	28
%		16.3%	3.1%	5.8%	13.5%	3.7%	7.8%	49.5%	0.2%
Owner-Occupied	5,328	2,029	150	158	222	55	299	2,415	-
%		38.1%	2.8%	3.0%	4.2%	1.0%	5.6%	45.3%	0.0%
Renter-Occupied	10,163	499	334	743	1,875	518	909	5,258	28
%		4.9%	3.3%	7.3%	18.5%	5.1%	8.9%	51.7%	0.3%
Society Hill/Washington Sq.	9,845	2,139	307	739	1,517	779	658	3,667	39
%		21.7%	3.1%	7.5%	15.4%	7.9%	6.7%	37.2%	0.4%
Owner-Occupied	3,486	1,684	41	133	288	85	124	1,115	16
%		48.3%	1.2%	3.8%	8.3%	2.4%	3.6%	32.0%	0.5%
Renter-Occupied	6,359	455	266	606	1,229	694	534	2,552	23
%		7.2%	4.2%	9.5%	19.3%	10.9%	8.4%	40.1%	0.4%
Old City/Loft District	5,628	519	224	487	294	555	1,238	2,311	-
%		9.2%	4.0%	8.7%	5.2%	9.9%	22.0%	41.1%	0.0%
Owner-Occupied	1,443	340	48	29	8	111	371	536	-
%		23.6%	3.3%	2.0%	0.6%	7.7%	25.7%	37.1%	0.0%
Renter-Occupied	4,185	179	176	458	286	444	867	1,775	-
%		4.3%	4.2%	10.9%	6.8%	10.6%	20.7%	42.4%	0.0%

* Numbers do not include new residential buildings constructed in 2017 and 2018

Source: U.S. Census Bureau

Table 8: Change in Units in Structure by Tenure, 2010-2017*

% Change 2010-2017	All Units	1 Unit	2 Units	3 or 4 Units	5 - 9 Units	10 - 19 Units	20 - 49 Units	50 Units or More	Other
Logan Square - Parkway	9.1%	0.5%	115.0%	-22.6%	17.8%	-38.1%	38.7%	10.0%	29.5%
Owner-Occupied	26.7%	-19.0%	-	-	36.4%	214.3%	-41.3%	59.2%	-100.0%
Renter-Occupied	3.6%	150.8%	110.4%	-22.6%	17.0%	-60.5%	62.5%	-0.8%	-
Rittenhouse Sq./Fitler Sq.	10.0%	12.3%	-2.1%	8.0%	-4.2%	-31.3%	19.5%	19.3%	-34.2%
Owner-Occupied	14.7%	12.7%	-19.6%	69.9%	270.0%	323.1%	-0.6%	12.4%	-100.0%
Renter-Occupied	7.6%	10.6%	8.5%	0.2%	-11.9%	-37.0%	28.0%	22.7%	-
Society Hill/Washington Sq.	-1.8%	-4.1%	39.5%	-36.3%	27.1%	17.1%	14.0%	-7.7%	-
Owner-Occupied	-6.2%	-2.0%	-57.3%	12.7%	-5.9%	-11.5%	37.8%	-13.8%	-
Renter-Occupied	0.9%	-11.0%	114.5%	-41.8%	38.4%	22.0%	9.7%	-4.8%	-
Old City/Loft District	24.3%	1.4%	-10.4%	5.9%	28.9%	66.2%	39.7%	24.4%	-
Owner-Occupied	-5.2%	12.6%	-28.4%	-60.8%	-20.0%	29.1%	26.2%	-22.2%	-
Renter-Occupied	39.3%	-14.8%	-3.8%	18.7%	31.2%	79.0%	46.5%	52.0%	-

* Numbers do not include new residential buildings constructed in 2017 and 2018

Source: U.S. Census Bureau

Another relatively significant increase occurred in units in buildings containing 20 to 49 units, which grew by 38.7% overall in the Logan Square-Parkway neighborhood. Over 90% of these units were rentals. CT 3 and 125 both experienced a similar increase in these units.

The neighborhood did experience some reductions in units as well from 2010 to 2017. Renter-occupied units in buildings with 3 or 4 units decreased by 22.6%, occurring in both CT 3 and 125, as did renter-occupied units in buildings with 10 to 19 units (a decrease of 60.5%). Owner-occupied units in buildings with 20 to 49 units decreased as well by 41.3%.

Among other Center City quadrants, the largest percentage increases in housing units – particularly owner-occupied – from 2010 to 2017 occurred in Rittenhouse/Fitler Square. There, owner-occupied units in buildings containing 5 to 9 units increased by 270.0%. Similarly, owner-occupied units in buildings containing 10 to 19 units increased by 323.1%. At the same time the Old City/Loft District experienced significant gains in all categories of its multi-unit buildings, particularly those housing renters.

Number of Bedrooms by Tenure

The ACS data shows that the majority of homes in the Logan Square-Parkway neighborhood in 2017 – 2,932 or 45.3% – were one-bedroom units, 83.4% of which were renter-occupied (see **Tables 9 and 10**). Of Logan Square's 2,438 one-bedroom renter-occupied units, 1,321 – or 54.2% - were in CT 125, while 29.0% were in CT 3. A close second were two-bedroom units, comprising 31.6% of the neighborhood's occupied housing stock, also mostly rentals (62.7%), and the most of which were

in CT 125. However, among owner-occupied two-bedroom units, more than half were in CT 4.02.

Three bedrooms became majority owner-occupied (but only at 60.4%), since these unit types are mostly in the form of rowhomes. The fewest unit types were four- and five-bedroom units, making up just 1.3% of Logan Square-Parkway's housing units collectively.

By comparison, the highest number of one-bedroom units could be found in Rittenhouse Square/Fitler Square in 2017, where they occupied 46.6% of all units in that neighborhood. In Society Hill/Washington Square the one-bedroom unit proportion was 43.9% while it was 43.1% in the Old City/Loft District. Two-bedroom units had the next highest proportion in each neighborhood, ranging from 28.7% of all units in the Old City/Loft District to 21.9% in Society Hill/Washington Square. In Rittenhouse Square and Society Hill, the owner/renter ratio of two-bedroom units was fairly even compared to Logan Square and Old City. As with Logan Square-Parkway, the number of five-bedroom units in the other quadrants was relatively low, ranging from 1.8% to less than one percent.

During the 2010 to 2017 period, Logan Square-Parkway experienced the largest percentage growth in three-bedroom units at 26.9%, despite their relative scarcity, with renter-occupied three-bedroom units more than doubling. A potential source of that increase is residents moving out of their homes, retaining ownership, and renting them out. Of the three-bedroom rentals, 72.9% were occurring in CT 125. This was also 36.6% of the neighborhood's entire three-bedroom stock.

Table 9: Number of Bedrooms by Tenure, 2017*

2017	All Units	No Bedroom	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5 or More Bedrooms
Logan Square - Parkway	6,457	773	2,923	2,044	625	50	43
%		12.0%	45.3%	31.7%	9.7%	0.8%	0.7%
Owner-Occupied	1,777	81	485	763	378	30	39
%		4.6%	27.3%	43.0%	21.3%	1.7%	2.2%
Renter-Occupied	4,680	691	2,438	1,280	247	20	4
%		14.8%	52.1%	27.3%	5.3%	0.4%	0.1%
Rittenhouse Sq./Fitler Sq.	15,491	1,800	7,226	4,065	1,817	406	177
%		11.6%	46.6%	26.2%	11.7%	2.6%	1.1%
Owner-Occupied	5,328	125	1,420	1,955	1,312	377	140
%		2.3%	26.7%	36.7%	24.6%	7.1%	2.6%
Renter-Occupied	10,163	1,676	5,806	2,110	505	29	37
%		16.5%	57.1%	20.8%	5.0%	0.3%	0.4%
Society Hill/Washington Sq.	9,845	1,464	4,323	2,153	1,329	397	179
%		14.9%	43.9%	21.9%	13.5%	4.0%	1.8%
Owner-Occupied	3,486	85	766	1,148	1,003	321	163
%		2.4%	22.0%	32.9%	28.8%	9.2%	4.7%
Renter-Occupied	6,359	1,379	3,557	1,005	326	76	16
%		21.7%	55.9%	15.8%	5.1%	1.2%	0.3%
Old City/Loft District	5,628	772	2,420	1,618	685	77	56
%		13.7%	43.0%	28.8%	12.2%	1.4%	1.0%
Owner-Occupied	1,443	91	427	574	264	55	32
%		6.3%	29.6%	39.8%	18.3%	3.8%	2.2%
Renter-Occupied	4,185	681	1,993	1,044	421	22	24
%		16.3%	47.6%	24.9%	10.1%	0.5%	0.6%

* Numbers do not include new residential buildings constructed in 2017 and 2018

Source: U.S. Census Bureau

Table 10: Change in Number of Bedrooms by Tenure, 2010-2017*

% Change 2010-2017	All Units	No Bedroom	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5 or More Bedrooms
Logan Square - Parkway	9.1%	-17.1%	12.8%	18.1%	26.9%	-50.9%	-39.6%
Owner-Occupied	26.7%	29.8%	48.5%	37.2%	2.4%	-65.5%	-
Renter-Occupied	3.6%	-20.5%	7.6%	9.1%	100.7%	33.3%	-93.8%
Rittenhouse Sq./Fitler Sq.	10.0%	-12.0%	10.8%	18.3%	39.9%	-16.2%	-41.8%
Owner-Occupied	14.7%	39.5%	13.8%	16.5%	25.8%	-9.7%	-17.2%
Renter-Occupied	7.6%	-14.3%	10.1%	19.9%	97.3%	-56.7%	-72.7%
Society Hill/Washington Sq.	-1.8%	23.1%	-6.7%	-6.6%	6.8%	-4.6%	-24.2%
Owner-Occupied	-6.2%	2.4%	-25.9%	6.2%	1.9%	-9.3%	-10.4%
Renter-Occupied	0.9%	24.7%	-1.1%	-17.9%	25.4%	22.6%	-70.4%
Old City/Loft District	24.3%	36.4%	5.0%	30.1%	99.1%	48.1%	229.4%
Owner-Occupied	-5.2%	-32.1%	-28.7%	5.1%	41.2%	41.0%	88.2%
Renter-Occupied	39.3%	57.6%	16.9%	49.6%	168.2%	69.2%	-

* Numbers do not include new residential buildings constructed in 2017 and 2018

Source: U.S. Census Bureau

At the same time, the number of studio units and four-bedroom units decreased in the neighborhood by 17.1% and 50.9% respectively.

A few trends of note occurred in the other Center City neighborhoods during that period as well in terms of percent change. Similar to Logan Square, renter-occupied three-bedroom units in Rittenhouse Square/Fitler Square almost doubled. The Old City/Loft District experienced unit increases in all of its types, from a 5.0% increase in one-bedroom units to almost a doubling of three-bedroom units. The largest increases were renter-occupied units. Conversely, owner-occupied one-bedroom units decreased by 28.7%. Society Hill/Washington Square witnessed a similar 25.9% reduction in owner-occupied one-bedroom units.

Median Household Income by Tenure

The 2017 ACS identified a median household income of \$118,351 (in 2019 dollars) among owner-occupied households in the Logan Square-Parkway neighborhood compared to \$74,240 among renters (see **Table 11**). This was the highest renter-occupied median household income among peer quadrants.

Within Logan Square in 2017, the highest median household income of renters was found in CT 4.02 at \$79,692 with a close second of \$77,529 in CT 3. From 2010 to 2017, Logan Square experienced the largest increase in renter income at 38.9%. The biggest increase in this income occurred in CT 4.01.

Table 11: Median Household Income by Tenure (2019 \$), 2010-2017*

	2010	2017	% Change
Logan Square - Parkway	\$58,400	\$75,578	29.4%
Owner-Occupied	\$124,801	\$118,351	-5.2%
Renter-Occupied	\$53,434	\$74,240	38.9%
Rittenhouse Sq./Fitler Sq.	\$71,687	\$89,223	24.5%
Owner-Occupied	\$146,691	\$148,104	1.0%
Renter-Occupied	\$57,341	\$69,101	20.5%
Society Hill/Washington Sq.	\$62,906	\$77,824	23.7%
Owner-Occupied	\$129,802	\$150,785	16.2%
Renter-Occupied	\$48,691	\$55,628	14.2%
Old City/Loft District	\$54,193	\$48,091	-11.3%
Owner-Occupied	\$77,473	\$88,201	13.8%
Renter-Occupied	\$54,401	\$37,922	-30.3%

* Numbers do not include new residential buildings constructed in 2017 and 2018

Source: U.S. Census Bureau

Rittenhouse Square/Fitler Square had the second-highest median household income among renters at \$69,101, as well as the second-highest increase in renter income from 2010 at 20.5%. While the median household incomes of renters in Society Hill/Washington Square was significantly less at \$55,628, it did experience an income increase of 14.2%. Conversely, the incomes of renters in the Old City/Loft District dropped by more than 30% to less than half the median household income of renters in Logan Square-Parkway.

Among homeowners, the Logan Square-Parkway neighborhood's median household income - \$118,351 - was third highest, down 5.2% from 2010. In 2017, CT 3 had the highest owner-occupant median household income at \$151,201 compared to a low of \$73,284 in CT 4.02. Both CT 4.01 and 125 experienced significant

drops in median household incomes among homeowners, decreasing by \$49,449 and \$38,264 respectively. However, incomes in CT 3 increased by \$59,093.

The highest income among homeowners was in Society Hill/Washington Square at \$150,785 – up 16.2% from 2010 – followed closely by Rittenhouse Square/Fitler Square, which only increased by a percentage.

Gross Median Rent

As estimated by the 2017 ACS, and converted to 2019 dollars by Urban Partners, the gross median rent in the Logan Square-Parkway neighborhood was \$1,857 (see **Table 12**).

Table 12: Gross Median Rent (2019 \$), 2010-2017*

	2010	2017	% Change
Logan Square - Parkway	\$1,472	\$1,857	26.1%
Rittenhouse Sq./Fitler Sq.	\$1,396	\$1,639	17.4%
Society Hill/Washington Sq.	\$1,317	\$1,318	0.1%
Old City/Loft District	\$1,300	\$1,484	14.1%

* Numbers do not include new residential buildings constructed in 2017 and 2018
Source: U.S. Census Bureau

This was the highest gross median rent among peer quadrants, and from 2000 to 2017, the largest increase in rent at 26.1%. The highest rent in 2017 was in CT 3 at \$1,976 and the lowest - \$1,489 – in CT 4.01. However, that Tract experienced the largest gain in gross median rent of 47.4% while CT 3 experienced the lowest of 13.5%.

Rittenhouse Square/Fitler Square had the second-highest gross median rent at \$1,639, as well as the second-highest increase from 2010 at 17.4%. Society Hill/Washington Square, with the lowest median rent in 2017 experienced a negligible increase of 0.1%, while rent in the Old City/Loft District increased by 14.1% over the seven years.

Predictably, rents increased by number of bedrooms (see **Table 13**). While gross median rent data was unavailable for four- and five-bedroom units in 2017, three-bedroom units had the highest rents among all Center City quadrants. Logan Square-Parkway had the highest three-bedroom unit rents at \$3,632.

Table 13: Gross Median Rent by Unit Count (2019 \$), 2010-2017*

2017	Logan Square - Parkway	Rittenhouse Sq./ Fitler Sq.	Society Hill/ Washington Sq.	Old City/Loft District
All Units	\$1,857	\$1,639	\$1,318	\$1,484
No Bedroom	\$1,266	\$1,174	\$1,041	\$1,140
1 Bedroom	\$1,834	\$1,639	\$1,344	\$1,553
2 Bedrooms	\$2,405	\$2,033	\$1,989	\$1,720
3 Bedrooms	\$3,632	\$3,007	\$2,905	-
4 Bedrooms	-	-	-	-
5 or More Bedrooms	-	-	-	-

* Numbers do not include new residential buildings constructed in 2017 and 2018
Source: U.S. Census Bureau

Affordable Housing

PolicyMap has identified a total of 400 affordable units in the Logan Square-Parkway neighborhood (see **Table 14**). This includes 358 affordable units in HUD housing facilities as well as 42 units in low-income housing tax credit (LIHTC) projects.

Table 14: Total Affordable Units, 2019

2019	Total Occupied Units	Affordable Units	% of Total Units
Logan Square - Parkway	6,457		
Affordable HUD		358	5.5%
LIHTC		42	0.7%
Total		400	6.2%
Rittenhouse Sq./Fitler Sq.	15,491		
Affordable HUD		260	1.7%
LIHTC		190	1.2%
Total		450	2.9%
Society Hill/Washington Sq.	9,845		
Affordable HUD		780	7.9%
LIHTC		187	1.9%
Total		967	9.8%
Old City/Loft District	5,628		
Affordable HUD		258	4.6%
LIHTC		289	5.1%
Total		547	9.7%

Source: PolicyMap, Urban Partners

The HUD facilities include Spring Garden Towers at 1818 Spring Garden Street and Riverside Presbyterian at 158 N. 23rd Street. All these units are one-bedroom. The sole LIHTC project is Westminster Apartments at 2215 Arch Street, though those units – a mix of studio, one-, two-, and three-bedroom units - may not all be affordable. **Appendix A** contains a detailed inventory of affordable HUD and LIHTC projects in the Center City quadrants, including occupancy, income restrictions, and unit counts.

According to PolicyMap, while the Logan Square-Parkway neighborhood's 400 affordable units are the fewest among its peer quadrants, they constitute 6.2% of the neighborhood's total occupied housing units. Rittenhouse Square/Fitler Square has the lowest percentage of affordable units at 2.9%, while Society Hill/Washington Square and the Old City/Loft District share a similar proportion of just under 10% of their total occupied housing units.

The Logan Square-Parkway neighborhood appears to have some of the longest-standing affordable developments among Center City quadrants. The Westminster Apartments were placed in service in 1993 – the second oldest of all LIHTC projects among peer neighborhoods. Similarly, Logan Square's HUD projects are the oldest. There have been no HUD affordable units constructed in the neighborhood since 1981, while there have been new such units constructed in the other three quadrants since 2007.

Sales Housing Trends

Using Core Logic, a database of real estate transactions, the total number of sales and median sales prices for resale owner-occupied homes in the Center City quadrants were calculated for a two-year period between April 2017 and March 2019 (see **Table 15**).

Table 15: Total Home Sales, 4/2017-3/2019

	4/17- 3/18	4/18- 3/19	Total	% Change
Logan Square - Parkway	128	183	311	43.0%
Rittenhouse Sq./Fitler Sq.	452	430	882	-4.9%
Society Hill/Washington Sq.	380	344	724	-9.5%
Old City/Loft District	267	222	489	-16.9%
Center City Total	1,227	1,179	2,406	-3.9%

Source: Core Logic, Urban Partners

A total of 311 housing units were sold in the Logan Square-Parkway neighborhood from April 2017 through March 2019. This was the fewest number of units sold among peer Center City quadrants, however, Logan Square-Parkway was the only neighborhood that experienced an increase in sales – 43.0% – over the two-year period. Rittenhouse Square/Fitler Square experienced the highest number of sales each year but witnessed a 5% reduction in sales during the examined period. Society Hill/Washington Square had a 9.5% reduction in sales and 16.9% fewer homes were sold in the Old City/Loft District from April 2017 through March 2019. Overall, there was a 3.9% decrease in Center City home sales.

The median sales price of homes sold over the two-year period was \$450,000 in the Logan Square-Parkway neighborhood (see **Table 16**).

Table 16: Median Sales Price of Sold Homes, 4/2017-3/2019

	4/17-3/19
Logan Square - Parkway	\$450,000
Rittenhouse Sq./Fitler Sq.	\$544,000
Society Hill/Washington Sq.	\$490,000
Old City/Loft District	\$329,000
Center City Total	\$455,000

Source: Core Logic, Urban Partners

The highest median sales price of sold units was \$544,000 in Rittenhouse Square/ Fitler Square, followed by \$490,000 in Society Hill/Washington Square. The Old City/Loft District had the lowest median sales price at \$329,000. The Center City median sales price was \$455,000, slightly above that of Logan Square-Parkway.

GROWTH TRENDS

Population Growth

Based on U.S. Census data, the Delaware Valley Regional Planning Commission (DVRPC) estimates that the population in the portion of Philadelphia designated “Central” (generally between Girard and Washington Avenues; Schuylkill to Delaware Rivers) had grown from 117,132 to 126,629 during the 2010 to 2015 period. Extrapolating that growth to 2017, we estimate the population of the Central area at 129,117 in 2017. This represents population growth of nearly 12,000 persons (see **Table 17**).

Over 84% of this growth occurred in Center City, including 10.1% in the Logan Square neighborhood. We should note that nearly 32% of growth occurred in the Old City/Loft District Area, occupying previously underutilized space available at a lower price point to developers than other Center City neighborhoods. In the future, we anticipate that much of this segment of growth will shift north of Spring Garden or south of South Street.

Table 17: Population Trends, 2010-2017

	Center City	Phila. Central	Logan Square	Logan Square/ Rittenhouse- Fittler/ Society Hill- Wash West	Old City/ Loft District	Other Central
2010	56,800	117,132	10,199	48,208	8,592	60,332
2015		126,629				
2017	66,915	129,117	11,408	54,512	12,403	62,202
Growth: 2010 -17	10,115	11,985	1,209	6,304	3,811	1,870
Share of Growth			10.1%	52.6%	31.8%	15.6%

Source: U.S Census Bureau, DVRPC, Urban Partners

Beginning in 2017, Logan Square faced rapid development of new apartment buildings. Looking at completed developments plus those currently under construction, we have identified 2,039 new housing units likely to be located in Logan Square by 2020. Note that those completed during 2017 were not included in the Census Bureau’s 2017 estimates of population and housing. These 2,039 new housing units will likely represent 59% of all population growth in DVRPC’s “Philadelphia Central” area for the 2017 to 2020 period.

DVRPC provides population forecasts through 2045 (see **Table 18**). We believe current Center City housing development already exceeds these estimates for 2020 and have added 1,800 persons to that estimate for 2020. Beyond 2020, these population growth projections show steady growth in this Central Area through the entire forecast period to 157,035 in 2045.

Table 18: Population & Housing Growth Trends, 2020-2045

	Center City	Phila. Central	Logan Square Pop.	Logan Square Pop. Growth	Occupied Housing Growth	Projected New Owner-Occupied Units	Projected New Rental Units
2020	71,960	134,722	14,715	3,307	2,077	38	2,039
2025	74,132	137,233	15,671	956	591	33	558
2030	78,969	143,015	17,579	1,908	1,200	396	804
2035	82,838	148,841	19,502	1,923	1,209	399	810
2040	86,198	153,321	20,980	1,478	930	307	623
2045	88,984	157,035	22,206	1,226	771	254	516
Total				10,798	6,778	1,427	5,351

Source: U.S Census Bureau, DVRPC, Urban Partners

With the large number of potential sites for redevelopment in Logan Square—accommodating up to 9,700 units of new housing beginning in 2017—we can see no reason that the neighborhood would not participate in this on-going growth. We have identified four

developments with 591 units likely to be completed by early 2025. After that point, we anticipate that Logan Square will capture about 33% of all “Philadelphia Central” growth in the 2025 to 2045 period (see Table 15).

Under those assumptions, Logan Square’s population will grow from 11,400 in 2017 to 14,700 by 2020, 17,600 in 2030 and more than 22,200 by 2045. This represents population growth from early 2017 of 3,300 by 2020, 6,200 by 2030 and 10,800 by 2045.

Housing Growth

Typical household size in Logan Square in 2017 was 1.77 persons; we anticipate that the newer, mostly rental units being constructed will drive that average household size down to 1.59 for future estimates. This population growth has already been associated with an additional 1,800 housing units and will require another 2,100 units during the 2019 to 2030 period, followed by another 2,900 units in the 2030 to 2045 timeframe. In the more mature neighborhoods of Center City (Rittenhouse Square; Society Hill; Logan Square), about 33% of housing units are owner-occupied. Logan Square has been somewhat below this level at 28%. The recent developments and those anticipated through 2025 are heavily rental. To achieve a more balanced community with significant homeownership, Logan Square could focus on having growth in the 2025 to 2045 period include 33% homeownership units (townhomes and condominiums). This would target 1,400 new owner-occupied and 2,800 rental units for that time period.

In Center City, single-family units (mostly townhomes) are generally 80% owner-occupied. In Logan Square currently, 23% of units in larger structures are owner-occupied. Therefore, whether an overall 33% rate of homeownership can be achieved in new development in Logan Square will depend on the type of sites available for redevelopment. If

the current ratios by housing type persist, sites would be necessary for 750 townhomes and 3,450 multi-family units during the 2025 to 2045 period.

As noted above, redevelopment sites have been identified that can accommodate 9,700 new housing units after 2017, of which 2,100 are likely to be completed by 2020. With a total forecast of 6,800 new housing units in the 2017 to 2045 period, these available sites seem sufficient to handle new demand during this period.

RETAIL MARKET TRENDS

A retail market assessment was conducted to characterize the performance of existing retailers in the Logan Square-Parkway neighborhood as well as to identify gaps and opportunities for the potential for new retailing within the area.

Retail Supply

For this retail market analysis, we are focused chiefly on retail stores engaged in selling merchandise for personal and/or household consumption and on establishments that render services incidental to the sale of these goods. All retail establishments in the area were classified by type of business according to the principal lines of merchandise sold and the usual trade designation. In general, this classification follows the numeric system established for both government and industry practice – the North American Industry Classification System (NAICS).

The term “retail store sales” in this analysis includes sales by establishments that are normally found in pedestrian-oriented retail shopping areas. This definition excludes the sales of automobile dealerships and repair facilities, service stations, fuel oil dealers, and non-store retailing. Banks and other financial establishments are also excluded from this assessment because banking activities – deposits, loans, etc. – cannot be added to sales volume data for other types of retail establishments. Personal services businesses, such as salons, spas, and dry cleaners, are excluded as well.

Retail Demand

Consumer shopping patterns vary depending on the types of goods being purchased. For convenience goods purchased frequently, such as groceries, drugs, and prepared foods, shoppers typically make purchases at stores close to their home or place of work. For larger-ticket, rarely purchased items – such as automobiles, electronics and large appliances – shoppers may travel anywhere within the metropolitan area or beyond to obtain the right item at the right price.

For apparel, household furnishings, and other shopping goods, consumers generally establish shopping patterns between these two extremes, trading at a number of shopping areas within a 30-minute commute of their homes.

In analyzing the retail market demand within a portion of a larger metropolitan area, these behavioral observations translate into a series of analytical rules-of-thumb:

- Shopping for community-serving goods and services is generally confined to the immediate trade area.
- Expenditures made at full-service restaurants will occur chiefly within the immediate trade area, but some restaurant expenditures made by the trade area population will be lost to established restaurants located outside the immediate trade area. Similarly, some restaurant sales occurring in the immediate trade area will be attracted from residents who live elsewhere in the region.

- Expenditures made by immediate trade area residents for shopping good items (department stores, apparel, and most specialty goods) will more likely occur within the area, but a substantial proportion of these sales will occur outside the area. Similarly, significant sales will be attracted from residents outside the immediate trade area to any large, well-known stores located within the trade area.
- Specific high-quality stores within the immediate trade area may attract significant clientele from well beyond the trade area for highly-targeted, single destination trips for specialized purchases.

Retail Trade Area

To examine the range of retailers potentially feasible for the Logan Square-Parkway neighborhood, we have identified the entire neighborhood as a trade area (see **Map 2**) from where potential customers would likely originate for the types of goods and services most typically available there. This includes the area bounded by Spring Garden Street, N. Broad Street, Market Street, and the Schuylkill River. We have also divided the neighborhood trade area into two smaller sub-trade areas to help identify retail opportunities for specific locations. Logan Square West includes the area west of N. 20th Street between Spring Garden and Market Streets, and Logan Square East is the area east of N. 20th Street.

Supply and Demand Characteristics

To determine the retail supply and demand for the trade areas, we acquired information about the retail spending behavior of market

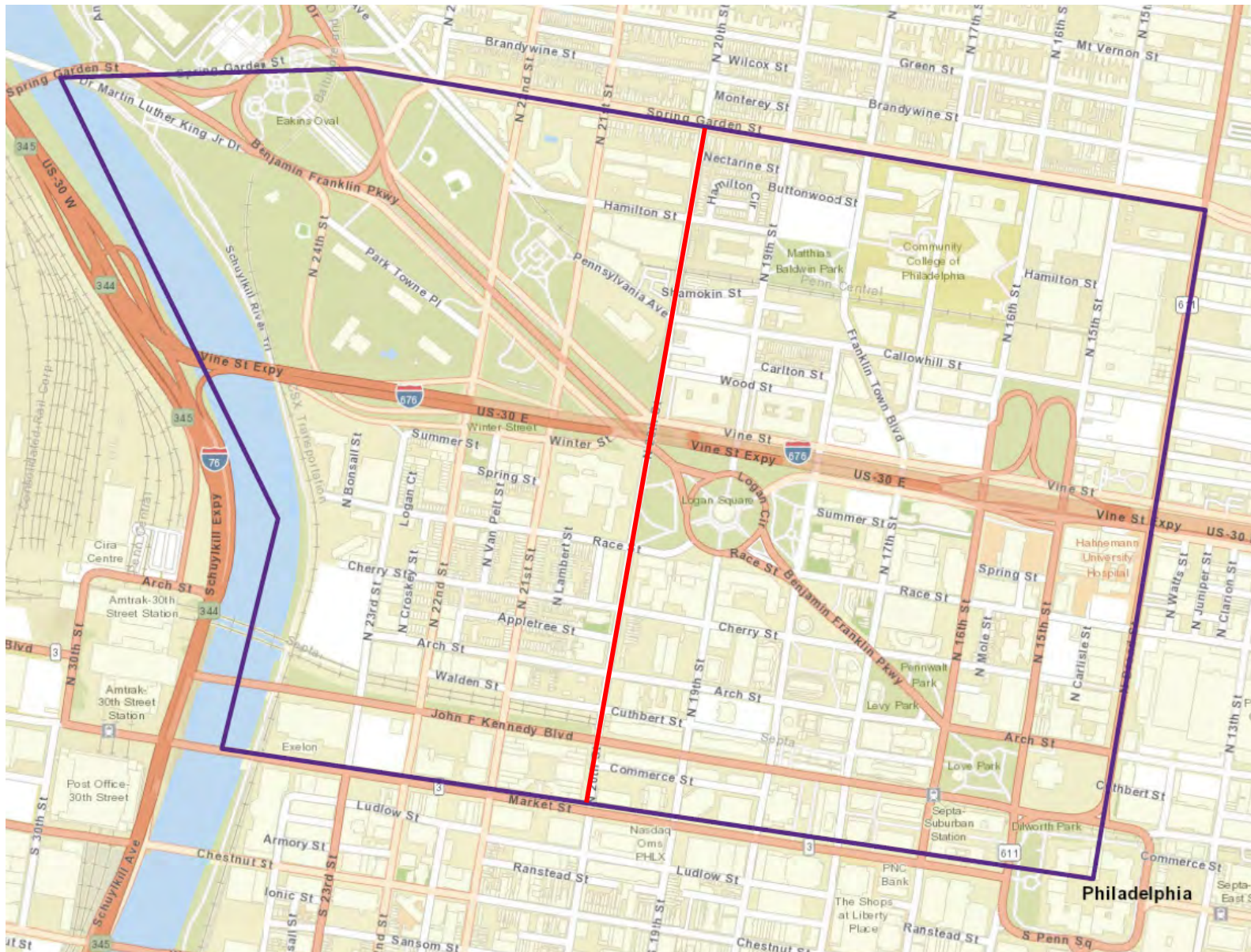
study area residents from Environics Analytics, which obtains its data from the Nielsen Company, a national data service typically used by retail store location and real estate professionals. **Appendix B contains the full supply and demand characteristics of these trade areas.**

According to this data about the retail spending behavior of market study area residents, stores within the Logan Square trade area sell more than **\$217 million** worth of retail goods annually, while the trade area's population spends over **\$220 million** on retail goods annually. This retail spending includes:

- \$46.3 million in Eating and Drinking Establishments,
- \$42.8 million in Food and Beverage Stores,
- \$39.9 million in General Merchandise Stores,
- \$21.9 million in Building Material and Garden Stores,
- \$19.4 million in Health and Personal Care Stores,
- \$18.9 million in Clothing and Accessories Stores,
- \$9.7 million in Furniture and Home Furnishings Stores,
- \$7.3 million in Miscellaneous Store Retailers,
- \$5.4 million in Electronics and Appliance Stores,
- \$3.9 million in Auto Parts Stores, and
- \$3.9 million in Sporting Goods, Hobby, and Book Stores

By comparison, stores within the Logan Square West trade area sell more than **\$180 million** worth of retail goods annually, while that trade area's population spends approximately **\$109 million** on retail goods annually. This retail spending includes:

- \$22.2 million in Eating and Drinking Establishments,
- \$21.3 million in Food and Beverage Stores,
- \$19.8 million in General Merchandise Stores,



Map 2: Logan Square – Parkway Retail Trade Area, including Logan Square West and East

- \$12.2 million in Building Material and Garden Stores,
- \$9.9 million in Health and Personal Care Stores,
- \$8.9 million in Clothing and Accessories Stores,
- \$4.8 million in Furniture and Home Furnishings Stores,
- \$3.6 million in Miscellaneous Store Retailers,
- \$2.7 million in Electronics and Appliance Stores,
- \$2.0 million in Auto Parts Stores, and
- \$1.9 million in Sporting Goods, Hobby, and Book Stores

Finally, stores within the Logan Square East trade area sell more than **\$39 million** worth of retail goods annually, while that trade area's population spends approximately **\$110 million** on retail goods annually. This retail spending includes:

- \$24.2 million in Eating and Drinking Establishments,
- \$21.6 million in Food and Beverage Stores,
- \$20.2 million in General Merchandise Stores,
- \$10.0 million in Clothing and Accessories Stores,
- \$9.7 million in Building Material and Garden Stores,
- \$9.4 million in Health and Personal Care Stores,
- \$5.0 million in Furniture and Home Furnishings Stores,
- \$3.7 million in Miscellaneous Store Retailers,
- \$2.8 million in Electronics and Appliance Stores,
- \$2.1 million in Sporting Goods, Hobby, and Book Stores, and
- \$1.9 million in Auto Parts Stores

Retail Potential

A comparison of retail supply and demand for the trade areas (shown in Appendix B) reveals the retail surplus or gap/potential for additional

retailing in the Logan Square trade area that is currently missing and being met outside the neighborhood. For many categories of retailing—apparel, department stores, specialty goods—Logan Square-Parkway exhibits a significant gap in supply; however, it is both (1) highly likely that these needs are been met through visits to nearby stores elsewhere in Center City and (2) that Logan Square-Parkway does not contain appropriate sites for adding such store types within the community.

Instead, we focus here on categories of retailing compatible with the generally residential character of the community and that provide the routine goods and services needed by that community (see **Table 19**).

Among the retail categories appropriate for Logan Square-Parkway, there is a total surplus of \$58.2 million, indicating there is more total supply than demand among these categories that is drawing customers from outside the trade area. However, this retail surplus is mostly driven by several specific categories. The largest surplus within the trade area is in the supermarket category, likely a reflection of Whole Foods attracting substantial retail spending from beyond Logan Square. Other surpluses include limited-service restaurants (those with take-out available), convenient stores, and pharmacies – all serving a wider customer base than just the neighborhood. The Target also creates a surplus in Logan Square West. As a result of this over-supply, additional stores within these categories are not recommended for the Logan Square-Parkway neighborhood.

Table 19: Retail Categories Appropriate for Logan Square-Parkway

	Logan Square Total			Logan Square West			Logan Square East		
	2019 Demand (Consumer Expenditures)	2019 Supply (Retail Sales)	Opportunity Gap/ Surplus	2019 Demand (Consumer Expenditures)	2019 Supply (Retail Sales)	Opportunity Gap/ Surplus	2019 Demand (Consumer Expenditures)	2019 Supply (Retail Sales)	Opportunity Gap/ Surplus
Total Retail Sales	121,409,237	179,658,611	(58,249,374)	59,832,860	152,082,234	(92,249,374)	61,752,712	27,701,928	34,050,784
Food and Beverage Stores-445	42,833,658	92,173,950	(49,340,292)	21,260,580	80,793,137	(59,532,557)	21,634,747	11,386,209	10,248,538
Grocery Stores-4451	36,330,858	87,635,175	(51,304,317)	18,049,320	79,359,385	(61,310,065)	18,333,750	8,280,091	10,053,659
Supermarkets, Grocery (Ex Conv) Stores-44511	34,541,498	78,161,366	(43,619,868)	17,165,662	70,354,000	(53,188,338)	17,425,469	7,807,366	9,618,103
Convenience Stores-44512	1,789,360	9,473,809	(7,684,449)	883,658	9,005,385	(8,121,727)	908,281	472,725	435,556
Specialty Food Stores-4452	1,276,074	431,478	844,596	629,996	244,588	385,408	647,913	187,985	459,928
Beer, Wine and Liquor Stores-4453	5,226,726	4,107,297	1,119,429	2,581,264	1,189,164	1,392,100	2,653,084	2,918,133	(265,049)
Health and Personal Care Stores-446	19,360,002	17,531,572	1,828,430	9,940,138	14,444,897	(4,504,759)	9,446,878	3,106,215	6,340,663
Pharmacies and Drug Stores-44611	15,880,191	17,283,414	(1,403,223)	8,144,891	14,270,106	(6,125,215)	7,757,470	3,032,762	4,724,708
Cosmetics, Beauty Supplies, Perfume Stores-44612	1,209,634	71,992	1,137,642	622,537	71,991	550,546	588,780	0	588,780
Optical Goods Stores-44613	929,981	45,436	884,545	484,205	45,433	438,772	447,070	0	447,070
Other Health and Personal Care Stores-44619	1,340,196	130,730	1,209,466	688,505	57,367	631,138	653,558	73,453	580,105
General Merchandise Stores-452	9,242,498	7,200,000	2,042,498	4,495,792	7,200,000	(2,704,208)	4,760,282	0	4,760,282
Department Stores Excl Leased Depts-4521	9,242,498	7,200,000	2,042,498	4,495,792	7,200,000	(2,704,208)	4,760,282	0	4,760,282
Other Community Retailers	3,690,957	865,353	2,825,604	1,947,013	796,080	1,150,933	1,749,323	69,764	1,679,559
Florists	358,553	0	358,553	203,310	0	203,310	155,748	0	155,748
Gift, Novelty and Souvenir Stores	936,438	629,913	306,525	447,044	603,932	(156,888)	490,777	26,338	464,439
Hardware Stores-44413	1,530,143	0	1,530,143	861,617	0	861,617	670,686	0	670,686
Pet and Pet Supply Stores-45391	865,823	235,440	630,383	435,042	192,148	242,894	432,112	43,426	388,686
Foodservice and Drinking Places-722	46,282,122	61,887,736	(15,605,614)	22,189,337	48,848,120	(26,658,783)	24,161,482	13,139,740	11,021,742
Drinking Places -Alcoholic Beverages-7224	3,430,327	5,960,170	(2,529,843)	1,620,716	4,395,793	(2,775,077)	1,814,837	1,582,490	232,347
Full-Service Restaurants-722511	23,157,891	12,811,846	10,346,045	11,086,465	8,823,637	2,262,828	12,105,888	3,993,943	8,111,945
Limited-Service Eating Places-722513	16,301,860	40,380,784	(24,078,924)	7,848,104	33,045,726	(25,197,622)	8,477,772	7,409,327	1,068,445
Cafeterias, Grill- Buffets, and Buffets-722514	608,303	0	608,303	292,839	0	292,839	316,360	0	316,360
Snack and Nonalcoholic Beverage Bars-722515	2,783,741	2,734,936	48,805	1,341,213	2,582,964	(1,241,751)	1,446,625	153,980	1,292,645

Source: Environics Analytics, Urban Partners

Despite these surpluses, there is more than a **\$14 million gap or opportunity for the expansion** in Logan Square-Parkway of specific community-serving retail categories that could be met within the neighborhood and are appropriate in type and scale (see **Table 20**).

Together, these retail opportunities could total more than 56,000 SF in additional store space to serve residents of the Logan Square-Parkway neighborhood.

Table 20: Retail Opportunities in Logan Square-Parkway

	Logan Square Trade Area		
	2019 Demand (Consumer Expenditure)	2019 Supply (Retail Sales)	Opportunity Gap/ Surplus
Optical Goods Stores	\$929,981	\$45,436	\$884,545
Florists	\$358,553	0	\$358,553
Gift, Novelty and Souvenir Stores	\$936,438	\$629,913	\$306,525
Hardware Stores	\$1,530,143	0	\$1,530,143
Pet and Pet Supply Stores	865,823	\$235,440	\$630,383
Full-Service Restaurants	\$23,157,891	\$12,811,846	\$10,346,045

Source: Environics Analytics, Urban Partners

Based on this gap or opportunity, the neighborhood could support the following stores:

- A 3,500 SF optical goods store;
- A 1,400 SF florist;
- A 1,300 SF gift, novelty, and souvenir store;
- A 6,400 SF hardware store;
- A 2,300 SF pet and pet supply store; and
- 41,400 SF in full-service restaurants, which could amount to 10 to 20 restaurants depending on size.

APPENDIX A

HUD Affordable Multifamily Facilities

Area	Property Name	Owner Organization Name	Owner Company Type	Address	Total Subsidized Units	Number of Residents	Earliest Active Contract Expiration Date	% Occupied	% Households Extremely Low Income	% Disabled Residents	% Senior-headed Households	Unit Type
LS-P	Spring Garden Towers	Lutheran Associates	Profit Motivated	1818 Spring Garden Street	208	232	2018	99	80	16	92	100% 1BR
	Riverside Presbyterian	Riverside Senior Apartments LP	Profit Motivated	158 N. 23rd Street	150	172	2032	98	78	16	95	100% 1BR
RS/FS	John Fox Towers	John Fox Housing Partners LP	Profit Motivated	22 S. 22nd Street	260	335	2017	99	94	8	98	100% 1BR
SH/WS	Casa Fernese	Casa Fernese, Inc.	Non-Profit	1300 Lombard Street	206	N/A	2033	N/A	N/A	N/A	N/A	N/A
	Center-South Supported Independent Living	Center South Housing Development Corp.	Non-Profit	1213 Spruce Street	10	N/A	2017	N/A	N/A	N/A	n/A	N/A
	Washington Square West	Washington Square West Preservation LP	Profit Motivated	220 S. 11th Street	132	199	2024	99	82	41	24	76% 1BR, 21% 2BR, 4% 3BR
	St. George Athenagoras	St. George Senior Housing Corporation	Non-Profit	850 Locust Street	94	101	2019	96	91	24	86	100% 1BR
	St. George Cathedral Manor	St. George Cathedral Manor	Non-Profit	850 Locust Street	39	55	2017	98	93	0	100	100% 1BR
	American Postal Workers House	American Postal Workers House Associates	Profit Motivated	801 Locust Street	299	369	2030	100	94	13	92	100% 1BR
OC/LD	Friends Guild House East	Guild House East LP	Profit Motivated	711 Spring Garden Street	89	92	2031	97	92	30	86	97% 1BR, 3% 2BR
	Dynasty Court	Philadelphia Housing Assoc. LLC	Profit Motivated	1011 Race Street	56	122	2017	100	84	9	67	40% 1BR, 7% 2BR, 53% 3BR
	On Lok House	On Lok House, Inc.	Non-Profit	219 N. 10th Street	54	66	2034	100	98	0	100	100% 1BR
	Old City Presbyterian	Old City Presbyterian Apts. Inc.	Non-Profit	25 N. 4th Street	59	59	2017	97	83	3	100	100% 1BR

Source: PolicyMap

Affordable Low-Income Housing Tax Credit Projects

Area	Project Name	Address	Year Placed in Service	Construction Type	Total Units	Low Income Units	Rent or Income Ceiling	Number of Rooms	Project Currently Active in LIHTC Program?	Year 15 in LIHTC Program	Year 30 in LIHTC Program	Targets Specific Populations	Targets Families	Targets Elderly	Targets Disabled	Targets Homeless
LS-P	Westminster Apartments	2215 Arch Street	1993	Acquisition and Rehab	42	42	60% AMGI	6 Eff, 6 1BR, 26 2BR, 6 3BR	No	2008	2023	Yes	Yes			
RS/FS	Mid-City YWCA Apartments	2025 Chestnut Street	1999	Acquisition and Rehab	60	60	50% AMGI	48 Eff, 12 1BR	Yes	2014	2029	Yes				Yes
	Kate's Place	1929 Sansom Street	2002	Acquisition and Rehab	144	130	60% AMGI	N/A	Yes	2019	2034	Yes	Yes			
SH/WS	Washington Square West	233 S. 13th Street	2007	Acquisition and Rehab	131	131	60% AMGI	99 1BR, 27 2BR, 1 4BR	Yes	2022	2037	Yes	Yes			
	William Way Senior Residences	249-257 S. 13th Street	2013	New Construction	56	56	60% AMGI	56 1BR	Yes	2028	2043	Yes		Yes		
OC/LD	St. John the Evangelist House	1212 Ludlow Street	N/A	N/A	79	55	N/A	N/A	Yes	N/A	N/A	N/A				
	Art Apartmets	1234 Market Street	1990	Acquisition and Rehab	30	30	60% AMGI	9 Eff, 6 1BR, 16 2BR, 8 3BR	No	2005	2020	Yes	Yes			
	810 Arch Street	810 Arch Street	2015	New Construction	94	94	60% AMGI	94 Eff	Yes	2030	2048	Yes				Yes
	Caton House East	1239 Spring Garden Street	1994	Acquisition and Rehab	20	20	60% AMGI	20 Eff	Yes	2009	2024	Yes				Yes
	Guild House East	711 Spring Garden Street	2008	N/A	90	90	60% AMGI	55 Eff, 32 1BR, 3 2BR	Yes	2023	2038	Yes		Yes	Yes	

Source: PolicyMap

APPENDIX B

Logan Square Trade Area Retail Supply and Demand Characteristics, 2019

In Dollars	Logan Square Total			Logan Square West			Logan Square East		
	2019 Demand (Consumer Expenditures)	2019 Supply (Retail Sales)	Opportunity Gap/ Surplus	2019 Demand (Consumer Expenditures)	2019 Supply (Retail Sales)	Opportunity Gap/ Surplus	2019 Demand (Consumer Expenditures)	2019 Supply (Retail Sales)	Opportunity Gap/ Surplus
Total Retail Sales	219,548,047	217,005,705	2,542,342	109,264,681	180,346,483	(71,081,802)	110,602,874	39,049,530	71,553,344
Motor Vehicle and Parts Dealers-441	3,919,829	0	3,919,829	2,031,333	0	2,031,333	1,894,166	0	1,894,166
Automotive Parts/Accsrs, Tire Stores-4413	3,919,829	0	3,919,829	2,031,333	0	2,031,333	1,894,166	0	1,894,166
Furniture and Home Furnishings Stores-442	9,753,135	1,135,818	8,617,317	4,751,941	373,601	4,378,340	5,015,805	762,217	4,253,588
Furniture Stores-4421	4,940,260	1,118,296	3,821,965	2,372,839	370,159	2,002,680	2,574,858	748,137	1,826,721
Home Furnishing Stores-4422	4,812,875	17,522	4,795,353	2,379,102	3,442	2,375,660	2,440,947	14,080	2,426,868
Electronics and Appliance Stores-443	5,449,516	4,302,040	1,147,476	2,697,041	2,423,915	273,126	2,760,523	1,880,191	880,332
Appliances, TVs, Electronics Stores-44311	5,449,516	4,302,040	1,147,476	2,697,041	2,423,915	273,126	2,760,523	1,880,191	880,332
Household Appliances Stores-443141	764,191	0	764,190	388,698	0	388,698	376,622	0	376,622
Electronics Stores-443142	4,685,325	4,302,040	383,285	2,308,343	2,423,915	(115,572)	2,383,901	1,880,191	503,711
Building Material, Garden Equip Stores -444	21,869,865	17,649,159	4,220,706	12,222,115	13,772,779	(1,550,664)	9,678,765	3,876,380	5,802,385
Building Material and Supply Dealers-4441	18,994,498	17,649,159	1,345,339	10,600,242	13,772,779	(3,172,537)	8,421,214	3,876,380	4,544,834
Home Centers-44411	10,691,110	6,297,734	4,393,376	5,902,783	4,359,440	1,543,343	4,803,576	1,938,294	2,865,282
Paint and Wallpaper Stores-44412	473,937	0	473,913	269,941	0	269,924	204,662	0	204,654
Hardware Stores-44413	1,530,143	0	1,530,123	861,617	0	861,603	670,686	0	670,680
Other Building Materials Dealers-44419	6,299,308	11,351,425	(5,052,117)	3,565,901	9,413,339	(5,847,439)	2,742,290	1,938,086	804,204
Lawn, Garden Equipment, Supplies Stores-4442	2,875,367	0	2,875,367	1,621,873	0	1,621,873	1,257,551	0	1,257,551
Outdoor Power Equipment Stores-44421	432,387	0	432,387	246,831	0	246,831	186,163	0	186,163
Nursery and Garden Centers-44422	2,442,980	0	2,442,980	1,375,042	0	1,375,042	1,071,388	0	1,071,388
Food and Beverage Stores-445	42,833,658	92,173,950	(49,340,292)	21,260,580	80,793,137	(59,532,557)	21,634,747	11,386,209	10,248,538
Grocery Stores-4451	36,330,858	87,635,175	(51,304,317)	18,049,320	79,359,385	(61,310,065)	18,333,750	8,280,091	10,053,659
Supermarkets, Grocery (Ex Conv) Stores-44511	34,541,498	78,161,366	(43,619,868)	17,165,662	70,354,000	(53,188,338)	17,425,469	7,807,366	9,618,103
Convenience Stores-44512	1,789,360	9,473,809	(7,684,450)	883,658	9,005,385	(8,121,727)	908,281	472,725	435,556
Specialty Food Stores-4452	1,276,074	431,478	844,595	629,996	244,588	385,409	647,913	187,985	459,928
Beer, Wine and Liquor Stores-4453	5,226,726	4,107,297	1,119,429	2,581,264	1,189,164	1,392,100	2,653,084	2,918,133	(265,049)
Health and Personal Care Stores-446	19,360,002	17,531,572	1,828,430	9,940,138	14,444,897	(4,504,759)	9,446,878	3,106,215	6,340,663
Pharmacies and Drug Stores-44611	15,880,191	17,283,414	(1,403,222)	8,144,891	14,270,106	(6,125,215)	7,757,470	3,032,762	4,724,708
Cosmetics, Beauty Supplies, Perfume Stores-44612	1,209,634	71,992	1,137,642	622,537	71,991	550,546	588,780	0	588,780
Optical Goods Stores-44613	929,981	45,436	884,546	484,205	45,433	438,772	447,070	0	447,070
Other Health and Personal Care Stores-44619	1,340,196	130,730	1,209,467	688,505	57,367	631,139	653,558	73,453	580,106

Clothing and Clothing Accessories Stores-448	18,876,650	6,530,454	12,346,196	8,914,814	5,168,203	3,746,611	9,989,936	1,362,232	8,627,704
Clothing Stores-4481	13,065,711	5,492,169	7,573,542	6,203,967	4,129,932	2,074,035	6,881,179	1,362,232	5,518,947
Men's Clothing Stores-44811	724,035	315,897	408,138	339,569	315,895	23,674	385,556	0	385,556
Women's Clothing Stores-44812	2,619,040	669,436	1,949,604	1,255,181	669,434	585,747	1,367,737	0	1,367,737
Children's, Infants Clothing Stores-44813	434,167	91,637	342,530	197,080	91,636	105,444	237,730	0	237,730
Family Clothing Stores-44814	7,534,639	4,415,199	3,119,440	3,577,270	3,052,967	524,303	3,968,587	1,362,232	2,606,355
Clothing Accessories Stores-44815	791,684	0	791,684	374,650	0	374,650	418,213	0	418,213
Other Clothing Stores-44819	962,146	0	962,146	460,217	0	460,217	503,356	0	503,356
Shoe Stores-4482	2,082,809	820,204	1,262,605	971,583	820,192	151,391	1,114,328	0	1,114,328
Jewelry, Luggage, Leather Goods Stores-4483	3,728,130	218,081	3,510,049	1,739,264	218,079	1,521,185	1,994,429	0	1,994,429
Jewelry Stores-44831	3,512,739	218,081	3,294,658	1,637,630	218,079	1,419,551	1,880,350	0	1,880,350
Luggage and Leather Goods Stores-44832	215,391	0	215,391	101,634	0	101,634	114,079	0	114,079
Sporting Goods, Hobby, Book, Music Stores-451	3,944,371	1,751,649	2,192,722	1,881,040	672,287	1,208,753	2,069,248	1,080,097	989,151
Sporting Goods, Hobby, Musical Inst Stores-4511	3,330,369	1,414,727	1,915,642	1,580,113	335,400	1,244,713	1,755,295	1,080,097	675,198
Sporting Goods Stores-45111	1,910,816	768,214	1,142,602	895,736	121,965	773,771	1,018,009	647,019	370,990
Hobby, Toys and Games Stores-45112	992,015	410,944	581,071	470,765	213,435	257,330	522,739	197,509	325,230
Sew/Needlework/Piece Goods Stores-45113	154,785	235,569	(80,784)	78,644	0	78,644	76,365	235,569	(159,204)
Musical Instrument and Supplies Stores-45114	272,753	0	272,753	134,968	0	134,968	138,182	0	138,182
Book, Periodical and Music Stores-4512	614,002	336,922	277,080	300,927	336,887	(35,960)	313,953	0	313,953
Book Stores-451211	561,940	118,829	443,111	275,417	118,820	156,597	287,325	0	287,325
News Dealers and Newsstands-451212	52,062	218,093	(166,031)	25,510	218,067	(192,557)	26,628	0	26,628
General Merchandise Stores-452	39,937,391	12,477,061	27,460,330	19,759,352	12,477,048	7,282,304	20,236,002	2,261,181	17,974,821
Department Stores Excl Leased Depts-4521	9,242,498	7,200,000	2,042,498	4,495,792	7,200,000	(2,704,208)	4,760,282	2,261,181	2,499,100
Other General Merchandise Stores-4529	30,694,893	5,277,061	25,417,832	15,263,560	5,277,048	9,986,512	15,475,720	0	2,499,100
Warehouse Club and Supercenters-452311	25,948,862	1,107,528	24,841,333	12,900,219	1,107,515	11,792,704	13,086,133	0	2,499,100
All Other General Merchandise Stores-452319	4,746,031	4,169,533	576,498	2,363,341	4,169,533	(1,806,192)	2,389,587	0	2,499,100
Miscellaneous Store Retailers-453	7,321,508	1,556,796	5,764,712	3,616,990	1,372,496	2,244,494	3,715,322	185,633	3,529,689
Florists-4531	358,553	0	358,553	203,310	0	203,310	155,748	0	155,560
Office Supplies, Stationery, Gift Stores-4532	1,569,597	1,091,238	478,359	756,367	1,004,185	(247,818)	815,558	88,252	727,306
Office Supplies and Stationery Stores-45321	633,159	461,325	171,834	309,323	400,253	(90,930)	324,781	61,914	262,867
Gift, Novelty and Souvenir Stores-45322	936,438	629,913	306,525	447,044	603,932	(156,888)	490,777	26,338	464,439
Used Merchandise Stores-4533	1,428,413	0	1,428,413	686,914	0	686,914	743,611	0	743,611
Other Miscellaneous Store Retailers-4539	3,964,945	465,558	3,499,387	1,970,399	368,311	1,602,088	2,000,405	97,381	1,903,024
Pet and Pet Supply Stores-45391	865,823	235,440	630,383	435,042	192,148	242,894	432,112	43,426	388,686
Art Dealers-45392	824,063	230,118	593,945	388,222	176,163	212,059	437,071	53,955	383,116
All Other Miscellaneous Stores-45399	2,275,059	0	2,275,059	1,147,135	0	1,147,135	1,131,222	0	1,131,222

Foodservice and Drinking Places-722	46,282,122	61,897,206	(15,615,084)	22,189,337	48,848,120	(26,658,783)	24,161,482	13,149,175	11,012,307
Drinking Places -Alcoholic Beverages-7224	3,430,327	5,960,170	(2,529,843)	1,620,716	4,395,793	(2,775,077)	1,814,837	1,582,490	232,347
Full-Service Restaurants-722511	23,157,891	12,811,846	10,346,045	11,086,465	8,823,637	2,262,828	12,105,888	3,993,943	8,111,945
Limited-Service Eating Places-722513	16,301,860	40,380,784	(24,078,923)	7,848,104	33,045,726	(25,197,622)	8,477,772	7,409,327	1,068,445
Cafeterias, Grill-Bufferets, and Bufferets-722514	608,303	9,470	598,833	292,839	0	292,839	316,360	9,435	306,924
Snack and Nonalcoholic Beverage Bars-722515	2,783,741	2,734,936	48,805	1,341,213	2,582,964	(1,241,751)	1,446,625	153,980	1,292,645

Source: Environics Analytics, Urban Partners