Civic Design Review
September 10, 2021

1101 WALNUT STREET
Mixed-Use | Residential Development
1101 Walnut Street is a proposed 18-story mixed-use development with frontages on the corner of Walnut Street and 11th Street. The site includes 198 residential units over 16 floors. The units are a mix of studios, one-bedroom units, and two-bedroom units. The first floor includes 4,420 SF of leasable commercial space. The fourth floor is set back from the lower level to allow for residential amenities and exterior space.

The building’s residential entrance and lobby is located along Walnut Street. There is a corridor from the residential lobby leading to the rear alley. Utilities and the bike storage room can be found in the basement. The building features new pavement, a recessed entrance, and trees to enhance the pedestrian experience. A masonry base, extending from the first through the third floor, grounds the building with glazing and metal panels on the fourth through eighteenth floors.
CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: ZP-2021-004574

What is the trigger causing the project to require CDR Review? Explain briefly.

Case 1: The project creates more than 100,000 square feet of new gross floor area and more than 100 new dwelling units.

PROJECT LOCATION

Planning District: Central District Council District: 1st

Address: 1101, 1105, and 1107 Walnut Philadelphia, PA

Is this parcel within an Opportunity Zone? Yes No X Uncertain

If yes, is the project using Opportunity Zone Funding? ___

L&I APPLICATION NUMBER: ZP-2021-004574

PROJECT LOCATION

Planning District: Central District Council District: 1st

Address: 1101, 1105, and 1107 Walnut Philadelphia, PA

Is this parcel within an Opportunity Zone? Yes No X Uncertain

If yes, is the project using Opportunity Zone Funding? ___

CONTACT INFORMATION

Applicant Name: Jerry Roller, AIA
Primary Phone: 215.928.9331

Email: jroller@jkrparchitects.com

Address: 100 East Penn Square, Suite 1080 Philadelphia, PA 19107

Property Owner: ARD 1105 Walnut LLC
Developer: ARD 1105 Walnut LLC
Architect: JKRP Architects

SITE CONDITIONS

Site Area: 10,149 SF
Existing Zoning: CMX-5 Are Zoning Variances required? Yes ___ No X ___

Proposed Use:
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
148,697 SF – Mixed-Use Building
- 4,420 SF – Retail at Ground Floor
- 6,281 SF – Office/ Amenities – Fourth Floor
- 138,150 SF – (198) Residential – 2nd – 3rd Floor and 5th-18th Floor

Proposed # of Parking Units:
- (34) Off-Site Interior Parking Spaces at 1201 Walnut Street
- (68) Class 1A Bicycle Parking Spaces

COMMUNITY MEETING

Community meeting held: Yes ___ No X ___

If yes, please provide written documentation as proof.

If no, indicate the date and time the community meeting will be held:
Date: 07.27.2021 Time: 7 PM

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ___ No ___ NA ___ X ___

If yes, indicate the date hearing will be held:
Date: ___
LOOKING SOUTH ON 11TH ST

LOOKING WEST ON 11TH ST

LOOKING NORTH WEST AT 11TH ST AND WALNUT ST

LOOKING NORTH ON WALNUT ST

LOOKING NORTH EAST ON WALNUT ST

LOOKING SOUTH DOWN JESSUP ST
The Sustainable Design Checklist asks for responses to specific benchmarks. These metrics go above and beyond the minimum requirements in the Zoning and Building codes. All benchmarks are based on adaptations from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

**Categories**

<table>
<thead>
<tr>
<th>Location and Transportation</th>
<th>Benchmark</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Access to Quality Transit</td>
<td>Locate a functional entry of the project within a 0.5 mile (800 meter) walking distance of existing or planned bus, streetcar, or light rail stops.</td>
</tr>
<tr>
<td>(2) Reduced Parking Footprint</td>
<td>All new parking areas will be in the rear yard of the property or under the building, and uninclosed or uncovered parking areas are 40% or less of the site area.</td>
</tr>
<tr>
<td>(3) Green Vehicles</td>
<td>Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.</td>
</tr>
<tr>
<td>(4) Railway Setbacks (excluding frontages facing trolley/light rail or enclosed subsurface rail lines or subways)</td>
<td>To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to 65dBA, if setback used, specify distance.</td>
</tr>
<tr>
<td>(5) Bike Share Station</td>
<td>Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.</td>
</tr>
</tbody>
</table>

**Water Efficiency**

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(6) Outdoor Water Use</td>
<td>Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site’s peak watering month.</td>
</tr>
</tbody>
</table>

**Sustainable Sites**

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(7) Pervious Site Surfaces</td>
<td>Provides vegetated and/or pervious open space that is 30% or greater of the site’s Open Area, as defied by the zoning code. Vegetated and/or green roofs can be included in this calculation.</td>
</tr>
</tbody>
</table>

**Rainwater Management**

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(8) Rainwater Management</td>
<td>Conform to the stormwater requirements of the Philadelphia Water Department (PWD) and other: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations.</td>
</tr>
</tbody>
</table>

**Energy and Atmosphere**

<table>
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<tr>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
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<tbody>
<tr>
<td>(9) Heat Island Reduction (excluding roofs)</td>
<td>Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SR&gt;29. B) Shading by trees, structures, or solar panels.</td>
</tr>
</tbody>
</table>

**Energy Commissioning and Energy Performance - Adherence to the New Building Code**

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code</td>
<td>PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.1-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC.</td>
</tr>
</tbody>
</table>

**Energy Commissioning and Energy Performance - Going beyond the code**

<table>
<thead>
<tr>
<th>Benchmark</th>
<th>Does project meet benchmark? If yes, please explain how. If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(11) Energy Commissioning and Energy Performance - Going beyond the code</td>
<td>Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? Reduce energy consumption by achieving 10% energy savings or more from an established baseline using</td>
</tr>
</tbody>
</table>
INSTRUCTIONS
This Checklist is an implementation tool of the Philadelphia Complete Streets Handbook (the "Handbook") and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards or policies established in the City Code, City Plan, or Manual on Uniform Traffic Control Devices (MUTCD).

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed at http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:
□ This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
□ All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). “High Priority” Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
□ All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
□ Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
□ ADA curb-ramp designs must be submitted to Streets Department for review
□ Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at http://www.philadelphiastreets.com/survey-and-design-bureau/city-plans-unit. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
  o Placing of a new street;
  o Removal of an existing street;
  o Changes to roadway grades, curb lines, or widths; or
  o Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:
• EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  o FULLY DIMENSIONED
  o CURB CUTS/DRIVEWAYS/LAYBY LANES
  o TREE PITS/LANDSCAPING
  o BICYCLE RACKS/STATIONs/STORAGE AREAS
  o TRANSIT SHELTERS/STAIRWAYS
• PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  o FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
  o PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
  o PROPOSED TREE PITS/LANDSCAPING
  o BICYCLE RACKS/STATIONs/STORAGE AREAS
  o TRANSIT SHELTERS/STAIRWAYS

*APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY
GENERAL PROJECT INFORMATION

1. PROJECT NAME
   1101 Walnut Street

3. APPLICANT NAME
   ARD 1105 Walnut, LLC

4. APPLICANT CONTACT INFORMATION
   310 Yorktown Plaza
   Elkins Park, PA 19027

5. PROJECT AREA: List precise street limits and scope
   1101, 1105 & 1107 Walnut Street
   Philadelphia PA, 19107
   Project is located at the corner of 11th Street and Walnut Street. Area of improvement includes the first three parcels on the Northeast corner along Walnut Street. All existing structures shall be razed and a new building shall be constructed.

6. OWNER NAME
   ARD 1105 Walnut, LLC

7. OWNER CONTACT INFORMATION
   310 Yorktown Plaza
   Elkins Park, PA 19027

8. ENGINEER / ARCHITECT NAME
   Landcore Engineering Consultants, PC
   C/O D. Alexander Tweedie P.E.

9. ENGINEER / ARCHITECT CONTACT INFORMATION
   ATweedie@LandcoreConsulting.com
   PO BOX 37635 #56287
   Philadelphia, PA 19101-0635

10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the “Complete Street Types” field. Complete Streets Types are also identified in Section 3 of the Handbook.
    Also available here: http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>COMPLETE STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walnut Street</td>
<td>S. 11th Street</td>
<td>S. 12th Street</td>
<td>High-Volume Pedestrian</td>
</tr>
<tr>
<td>S. 11th Street</td>
<td>Walnut Street</td>
<td>Sansom Street</td>
<td>High-Volume Pedestrian</td>
</tr>
</tbody>
</table>

11. Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?
   a. Parking and loading regulations in curb lanes adjacent to the site
      YES ☐  NO ☐  N/A ☐
   b. Street Furniture such as bus shelters, honor boxes, etc.
      YES ☐  NO ☐  N/A ☐
   c. Street Direction
      YES ☐  NO ☐  N/A ☐
   d. Curb Cuts
      YES ☐  NO ☐  N/A ☐
   e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.
      YES ☐  NO ☐  N/A ☐
   f. Building Extensions into the sidewalk, such as stairs and stoops
      YES ☐  NO ☐  N/A ☐
### PEDESTRIAN COMPONENT (Handbook Section 4.3)

#### 12. SIDEWALK:

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)</th>
<th>CITY PLAN SIDEWALK WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walnut Street</td>
<td>16' / 17' / 17'</td>
<td>17' / 17'</td>
</tr>
<tr>
<td>S. 11th Street</td>
<td>16' / 12' / 12'</td>
<td>12' / 12'</td>
</tr>
</tbody>
</table>

#### 13. WALKING ZONE:

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>WALKING ZONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walnut Street</td>
<td>8' / 13'</td>
</tr>
<tr>
<td>S. 11th Street</td>
<td>8' / 8'</td>
</tr>
</tbody>
</table>

#### 14. VEHICULAR INTRUSIONS:

<table>
<thead>
<tr>
<th>INTRUSION TYPE</th>
<th>INTRUSION WIDTH</th>
<th>PLACEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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<tr>
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</tbody>
</table>

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day?

- **APPLICANT**: Pedestrian Component
- **Additional Explanation / Comments**: 
- **DEPARTMENTAL REVIEW**: Pedestrian Component

**Reviewer Comments**: 

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**DEPARTMENTAL APPROVAL**

- **YES**: ☐
- **NO**: ☐

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**APPLICANT**: Pedestrian Component

**Additional Explanation / Comments**: 

**DEPARTMENTAL REVIEW**: Pedestrian Component

**Reviewer Comments**: 

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**DEPARTMENTAL APPROVAL**

- **YES**: ☐
- **NO**: ☐
### BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. **BUILDING ZONE**: List the maximum, existing, and proposed building zone width on each street frontage. The building zone is defined as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lawn in lower density residential neighborhoods. The building zone is further defined in section 4.4.1 of the Handbook.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MAXIMUM BUILDING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walnut Street</td>
<td>0 / 0</td>
</tr>
<tr>
<td>11th Street</td>
<td>0 / 0</td>
</tr>
</tbody>
</table>

17. **FURNISHING ZONE**: List the minimum, recommended, existing, and proposed furnishing zone widths on each street frontage. The furnishing zone is further defined in section 4.4.2 of the Handbook.

<table>
<thead>
<tr>
<th>STREET FRONTAGE</th>
<th>MINIMUM FURNISHING ZONE WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walnut Street</td>
<td>4 / 4 / 4</td>
</tr>
<tr>
<td>11th Street</td>
<td>4 / 4 / 4</td>
</tr>
</tbody>
</table>

18. Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?

- Bicycle Parking
- Lighting
- Benches
- Street Trees
- Street Furniture

19. Does the design avoid tripping hazards?

20. Does the design avoid pinch points? Pinch points are locations where the walking zone width is less than the required width identified in item 13, or requires an exception.

### BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)?

22. Does the design maintain adequate visibility for all roadway users at intersections?

### APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

### DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:
**BICYCLE COMPONENT (Handbook Section 4.5)**


24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

<table>
<thead>
<tr>
<th>BUILDING / ADDRESS</th>
<th>REQUIRED SPACES</th>
<th>ON-STREET Existing / Proposed</th>
<th>SIDEWALK Existing / Proposed</th>
<th>OFF-STREET Existing / Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1101/1105/1107 Walnut Street</td>
<td>66</td>
<td>0 / 0</td>
<td>1 Rack / 1 Rack</td>
<td>0 / 68</td>
</tr>
<tr>
<td></td>
<td></td>
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</tbody>
</table>

25. Identify proposed “high priority” bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following “High Priority” elements identified and dimensioned on the plan? DEPARTMENTAL APPROVAL:

- Conventional Bike Lane YES  NO  N/A
- Buffered Bike Lane YES  NO  N/A
- Bicycle-Friendly Street YES  NO  N/A
- Indego Bicycle Share Station YES  NO  N/A

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES  NO  N/A

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES  NO  N/A

**CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)**

28. Does the design limit conflict among transportation modes along the curb? YES  NO  N/A

29. Does the design connect transit stops to the surrounding pedestrian network and destinations? YES  NO  N/A

30. Does the design provide a buffer between the roadway and pedestrian traffic? YES  NO  N/A

31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? N/A

**DEPARTMENTAL REVIEW: Curbside Management Component**

Reviewer Comments: 
### VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS Existing / Proposed</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</table>

32. If lane changes are proposed, identify existing and proposed lane widths and the design speed for each street frontage:

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>LANE WIDTHS Existing / Proposed</th>
<th>DESIGN SPEED</th>
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</table>

33. What is the maximum AASHTO design vehicle being accommodated by the design?

- SU-30

34. Will the project affect a historically certified street? An inventory of historic streets(1) is maintained by the Philadelphia Historical Commission.

- YES

35. Will the public right-of-way be used for loading and unloading activities?

- YES

36. Does the design maintain emergency vehicle access?

- YES

37. Where new streets are being developed, does the design connect and extend the street grid?

- N/A

38. Does the design support multiple alternative routes to and from destinations as well as within the site?

- YES

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

- YES

**APPLICANT:** Vehicle / Cartway Component

Additional Explanation / Comments: Loading/Unloading including Trash is designed to occur in the rear of the property via Moravian and Jessup Streets.

**DEPARTMENTAL REVIEW:** Vehicle / Cartway Component

Reviewer Comments:

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### URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?

- YES

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

- YES

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

- YES

**APPLICANT:** Urban Design Component

Additional Explanation / Comments: No driveways or curb cuts proposed along 11th or Walnut.

**DEPARTMENTAL REVIEW:** Urban Design Component

Reviewer Comments: ________
INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; if not, go to question No. 48.

<table>
<thead>
<tr>
<th>SIGNAL LOCATION</th>
<th>EXISTING CYCLE LENGTH</th>
<th>PROPOSED CYCLE LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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44. Does the design minimize the signal cycle length to reduce pedestrian wait time? YES ☐ NO ☐ N/A ☐

45. Does the design provide adequate clearance time for pedestrians to cross streets? YES ☐ NO ☐ N/A ☐

46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?
   If yes, City Plan Action may be required.
   YES ☐ NO ☐ N/A ☐

47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?

- Marked Crosswalks YES ☐ NO ☐ N/A ☐
- Pedestrian Refuge Islands YES ☐ NO ☐ N/A ☐
- Signal Timing and Operation YES ☐ NO ☐ N/A ☐
- Bike Boxes YES ☐ NO ☐ N/A ☐

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections? YES ☐ NO ☐ N/A ☐

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety? YES ☐ NO ☐ N/A ☐

APPLICANT: Intersections & Crossings Component
Additional Explanation / Comments: No changes to the current intersection are proposed.

DEPARTMENTAL REVIEW: Intersections & Crossings Component
Reviewer Comments: ___