

2201 E TIOGA STREET
Civic Design Review



CONTENTS

| | |
|------------------------------|-------|
| CDR PROJECT APPLICATION FORM | 3 |
| SITE CONDITIONS | 4-14 |
| SITE SURVEY | 4 |
| SITE LOCATION | 5 |
| SITE IMAGES | 6-7 |
| SITE CONTEXT IMAGES | 8-10 |
| SITE CONTEXT DIAGRAMS | 11-14 |
| PROJECT PROPOSAL | 14-46 |
| MASTER PLAN | 15 |
| GROUND LEVEL PLAN | 16 |
| SITE ACCESS | 17-19 |
| SITE SECTIONS | 20 |
| LANDSCAPE PLAN | 21 |
| LANDSCAPE SELECTIONS | 22 |
| SUSTAINABILITY QUESTIONNAIRE | 23-24 |
| FLOOR PLANS | 25-26 |
| EXTERIOR BUILDING MODULE | 27-28 |
| ELEVATIONS | 29-31 |
| PERSPECTIVES | 32-41 |
| COMPLETE STREETS HANDBOOK | 42-46 |

2201 E Tioga St
Philadelphia, PA 19131

Civic Design Review - 05/03/2022

Owner

Sepviva Lofts LLC
1500 Market St, Suite 3310E
Philadelphia, PA 19102

Architect

Designblendz Architecture LLP
4001 Main St, Suite 203,
Philadelphia, PA 19127

Civil Engineer

Ambric Technology Corpoation
100 Pine Street,
Colwyn, PA 19023

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-2021-015462

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

AFFECTS PROPERTY IN A RESIDENTIAL DISTRICT AND CREATES MORE THAN 50 ADDITIONAL DWELLING UNITS AND CREATES MORE THAN 50,000 SF OF NEW GROSS FLOOR AREA

PROJECT LOCATION

| | | | |
|--|---|-------------------|-------------|
| Planning District: | RIVER WARDS | Council District: | DISTRICT 01 |
| Address: | 2201 E TIOGA STREET PHILADELPHIA, PA 19134 | | |
| Is this parcel within an Opportunity Zone? | Yes | No | Uncertain |
| If yes, is the project using Opportunity Zone Funding? | Yes | No | |

CONTACT INFORMATION

| | | | |
|-----------------|------------------------------|----------------|---|
| Applicant Name: | DESIGNBLENDZ, LLC | Primary Phone: | 215-995-0228 |
| Email: | LANDI@DESIGNBLENDZ.COM | Address: | 4001 MAIN STREET, SUITE 203 PHILADELPHIA, PA 19127 |
| cc: | CHRIS.CLASS@DESIGNBLENDZ.COM | | |
| Property Owner: | SEPVIVA LOFTS LLC | Developer | SEPVIVA LOFTS LLC |
| Architect: | DESIGNBLENDZ, LLC | | |

SITE CONDITIONS

| | | | |
|--|-------------|--------------------------------|---|
| Site Area: | 31,297.4 SF | | |
| Existing Zoning: | ICMX | Are Zoning Variances required? | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> |
| Proposed Use: | | | |
| Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units): 73 RESIDENTIAL DWELLING UNITS WITHIN 62,825 OF GROSS FLOOR AREA | | | |
| Proposed # of Parking Units: | | | |
| SURFACE PARKING - 62 SPACES. 13,706 OF UNDER BUILDING AND REMAINING EXPOSED TO SKY ABOVE | | | |

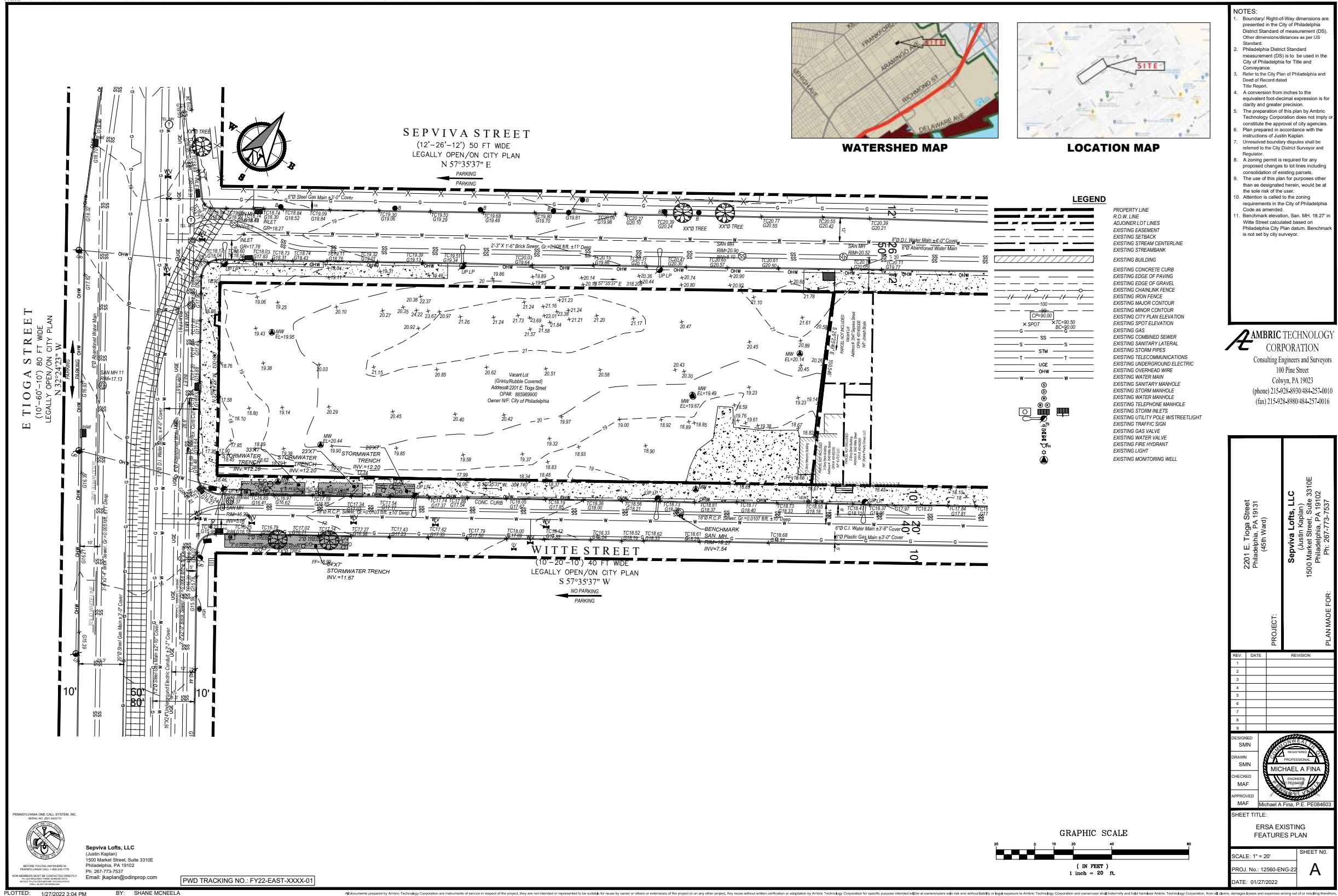
COMMUNITY MEETING

| | |
|---|---|
| Community meeting held: | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |
| If yes, please provide written documentation as proof. | |
| If no, indicate the date and time the community meeting will be held: | |
| Date: | Time: |

PROJECT WAS DISCUSSED IN COMBINATION WITH OTHER PROJECT WITHIN SAME DISTRICT. IN PROCESS OF ACQUIRING LETTER OF SUPPORT

ZONING BOARD OF ADJUSTMENT HEARING

| | |
|---|---|
| ZBA hearing scheduled: | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> NA <input type="checkbox"/> |
| If yes, indicate the date hearing will be held: | |
| Date: | |



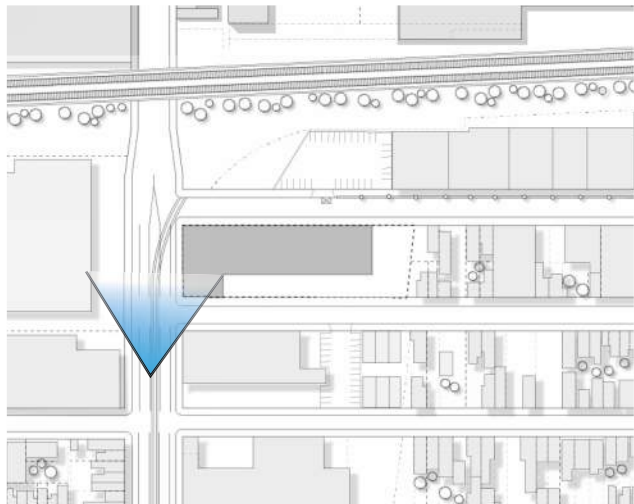
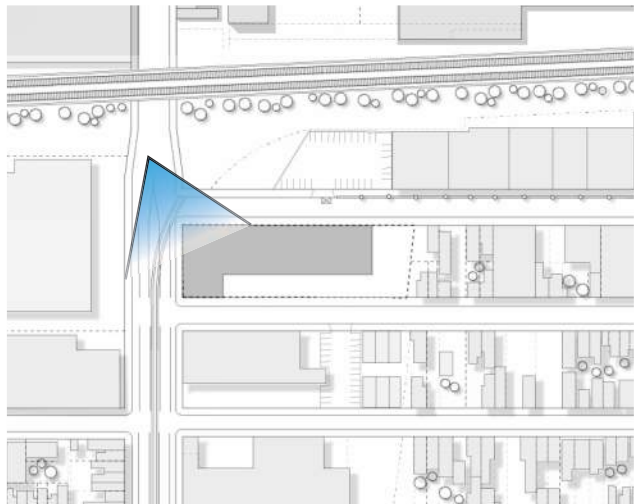


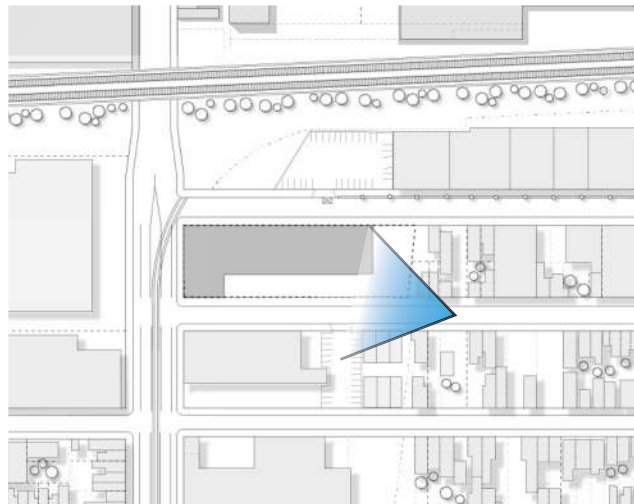
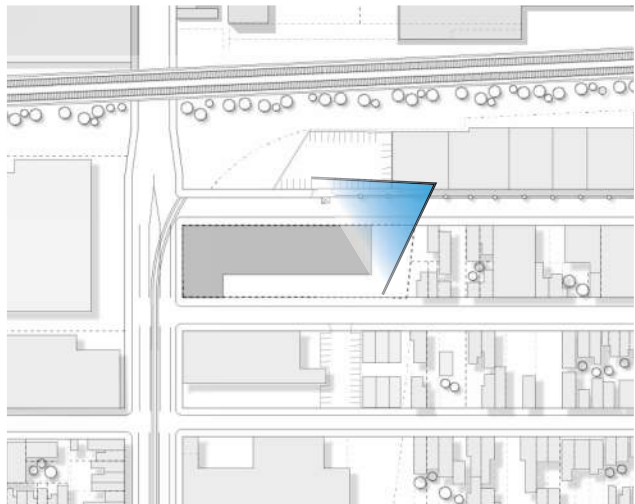
SITE AERIAL

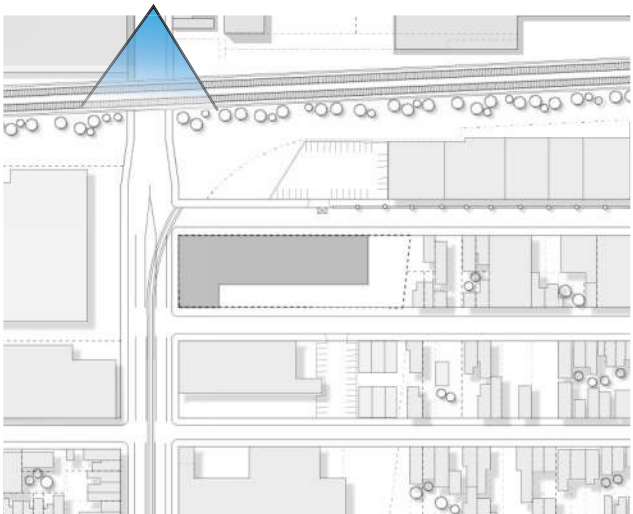
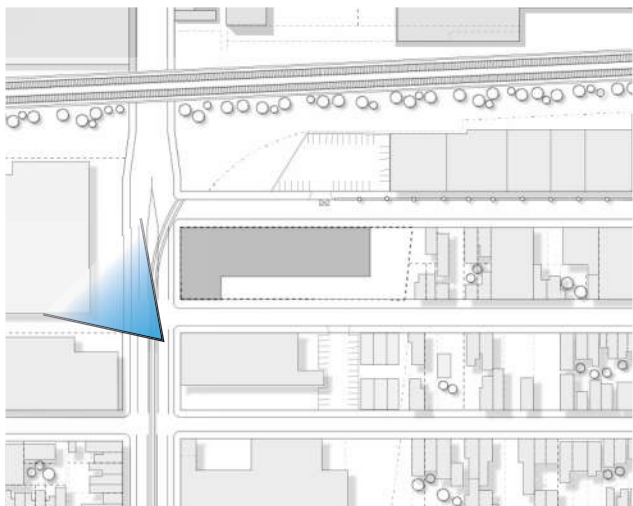


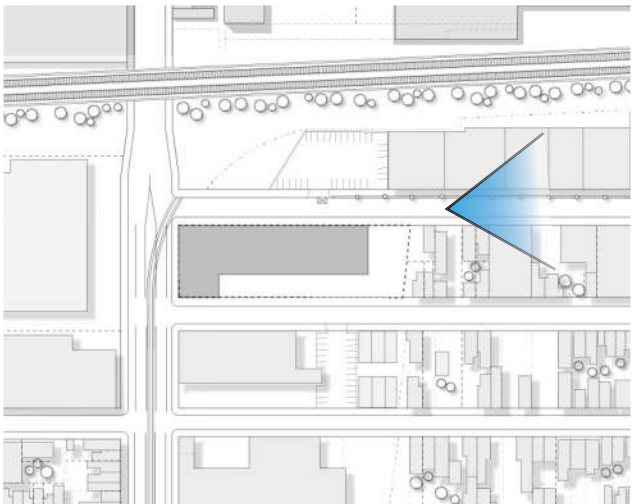
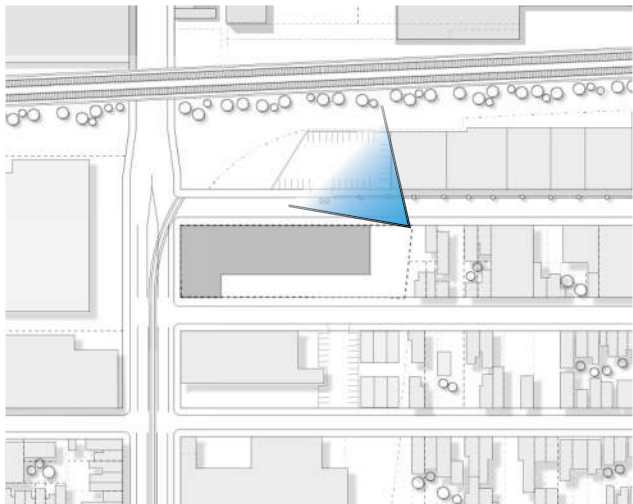
| | |
|-------|------------------------------------|
| ICMX | INDUSTRIAL COMMERCIAL MIXED-USE |
| CMX-1 | NEIGHBORHOOD COMMERCIAL MIXED-USE |
| CA-2 | AUTO-ORIENTED COMMERCIAL |
| RSA-5 | RESIDENTIAL SINGLE FAMILY ATTACHED |
| I-2 | MEDIUM INDUSTRIAL |

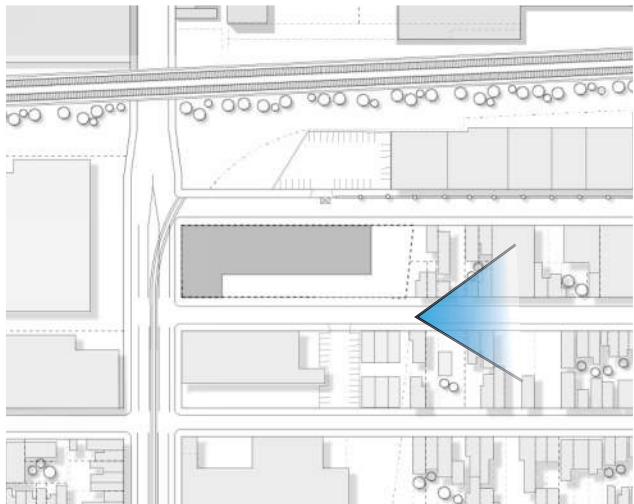
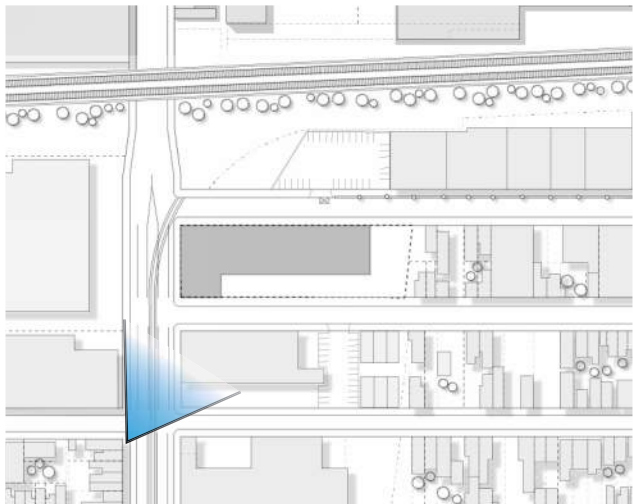
ZONING MAP

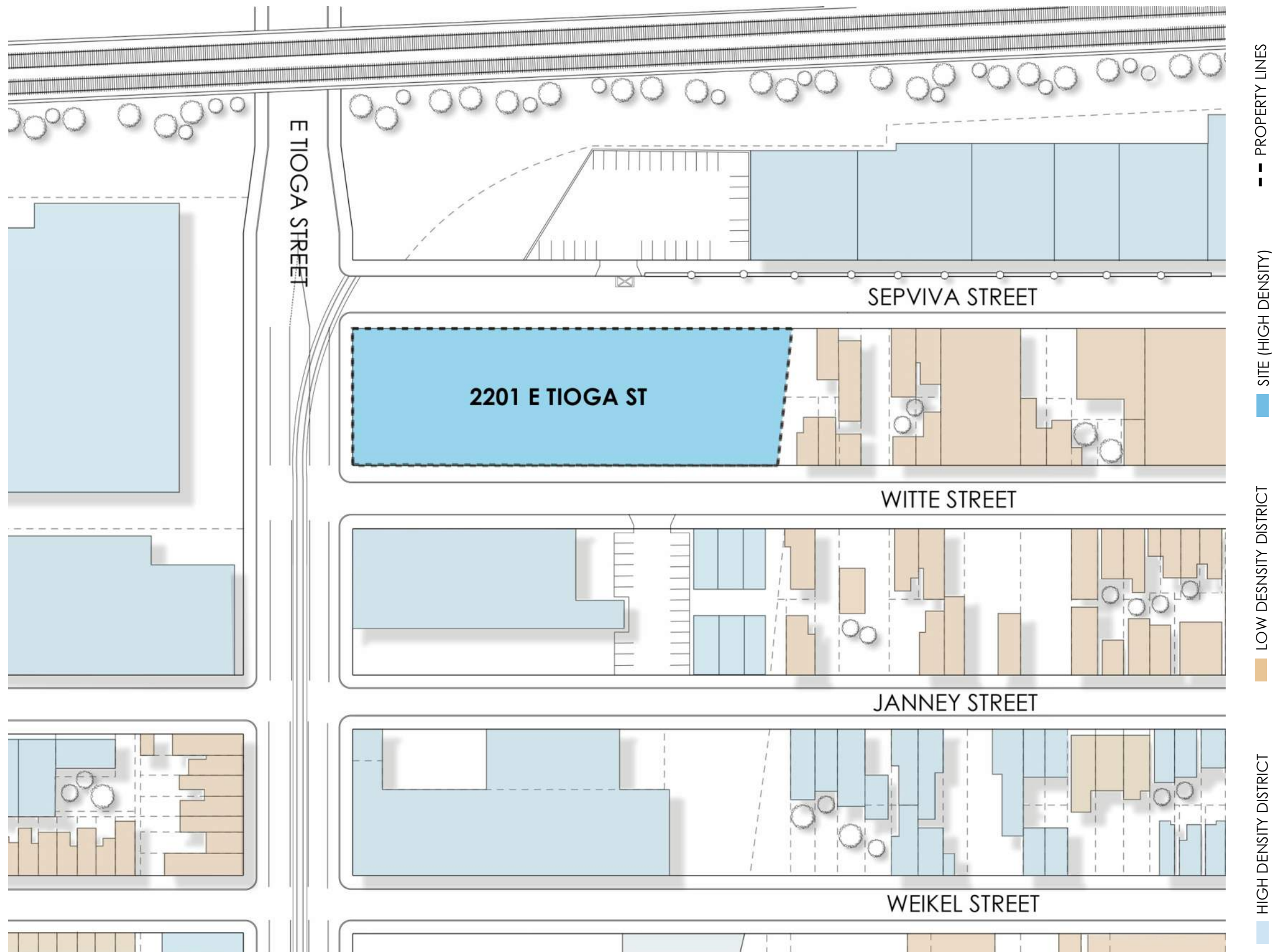


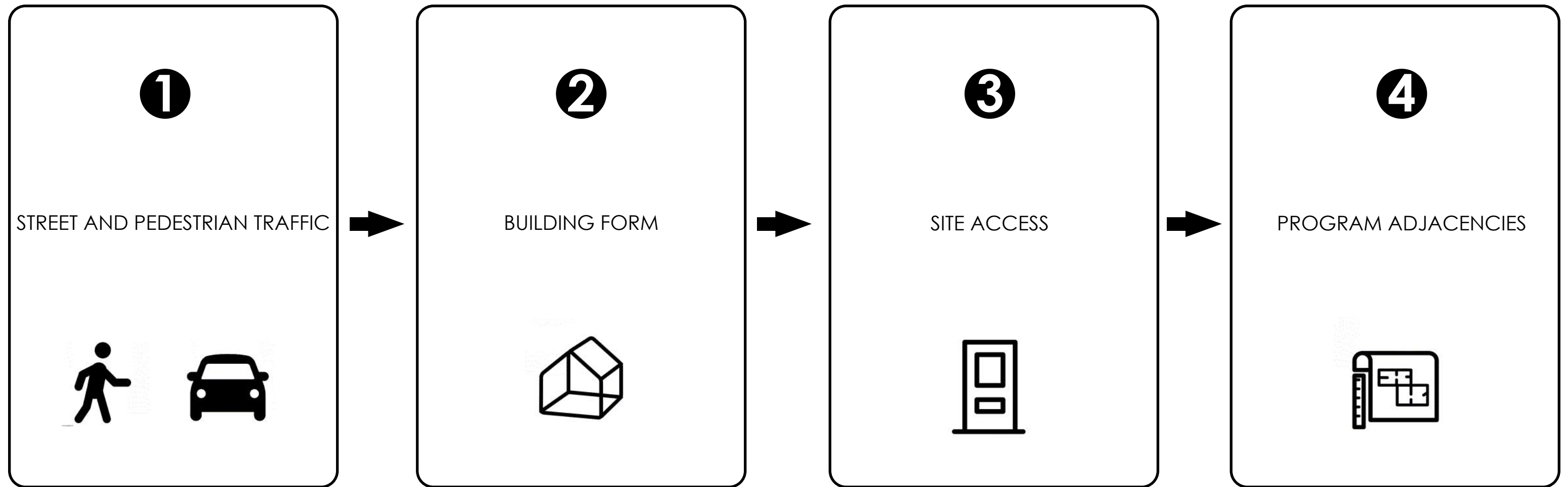


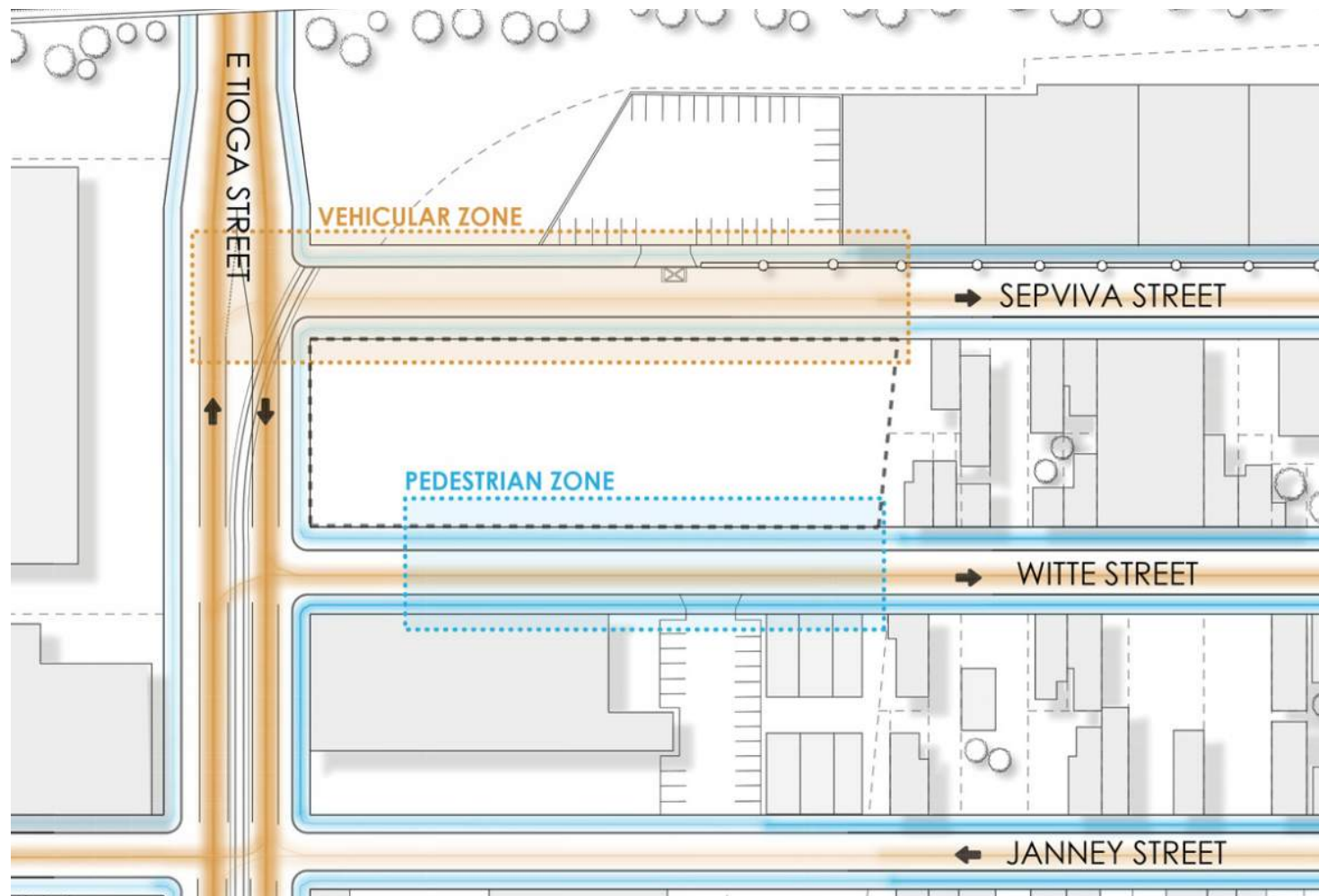








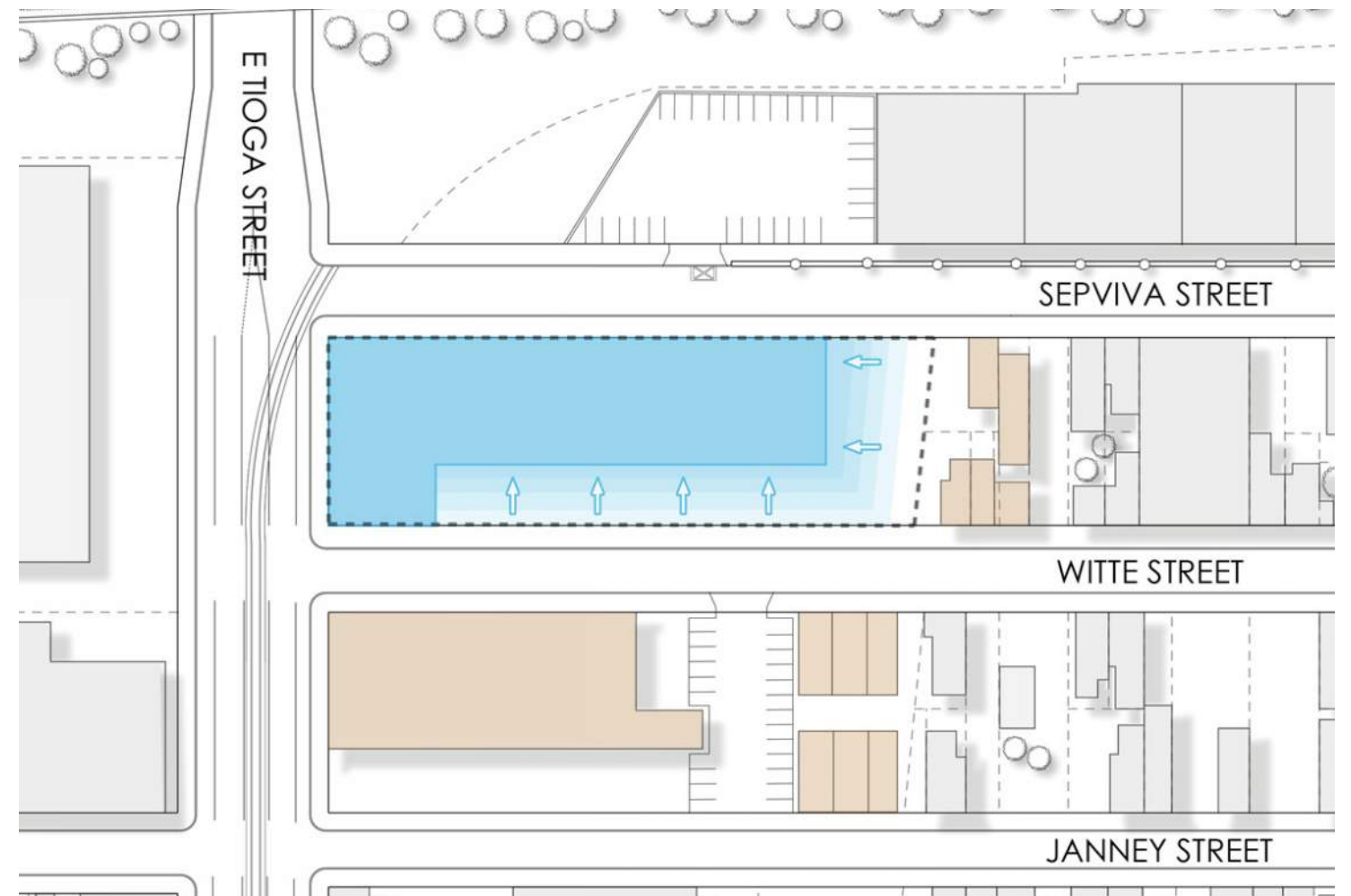




1

STREET AND PEDESTRIAN TRAFFIC

■ FOOT TRAFFIC ■ VEHICULAR TRAFFIC --- SITE

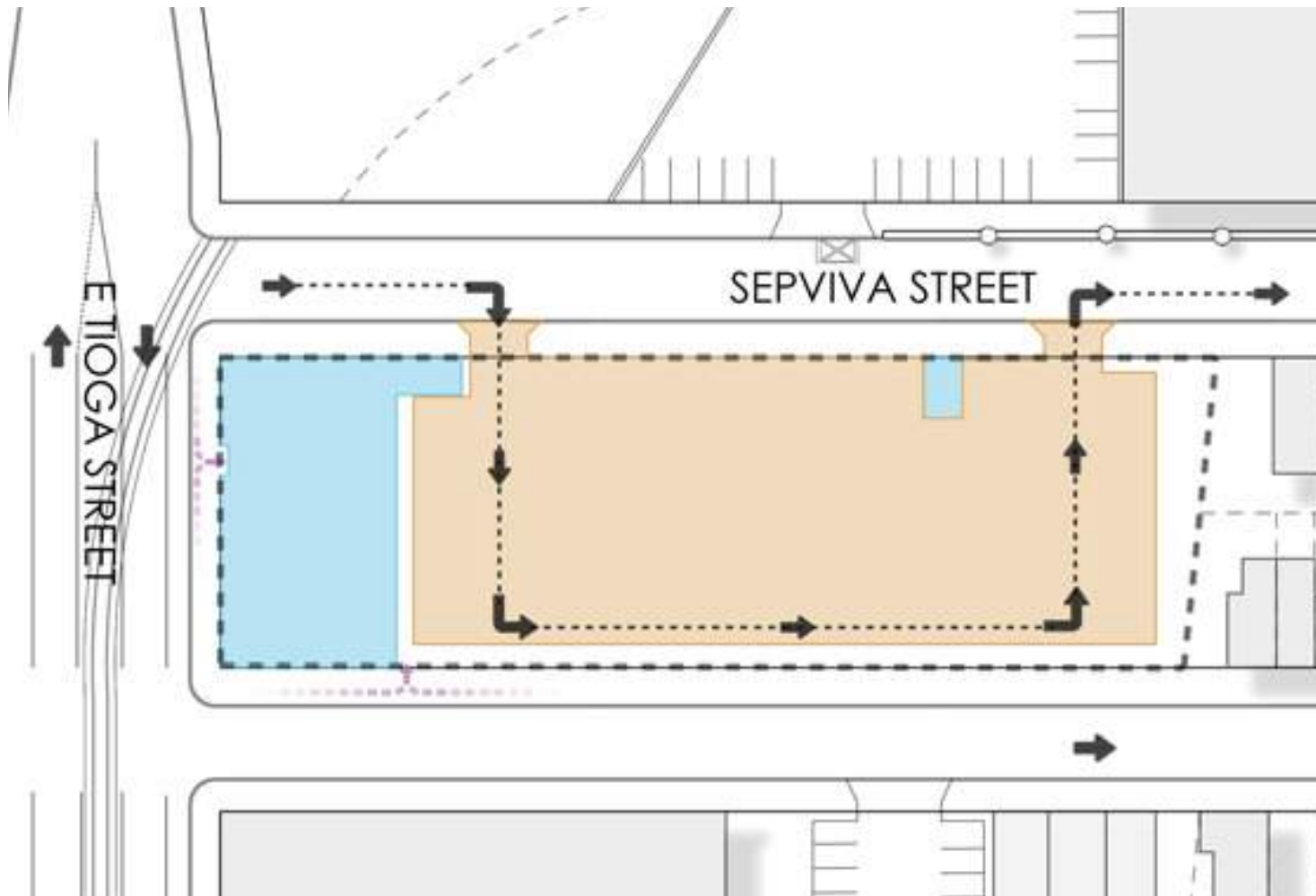


2

BUILDING FORM

■ BUILDING MASSING ■ ADJACENT RESIDENCES --- SITE



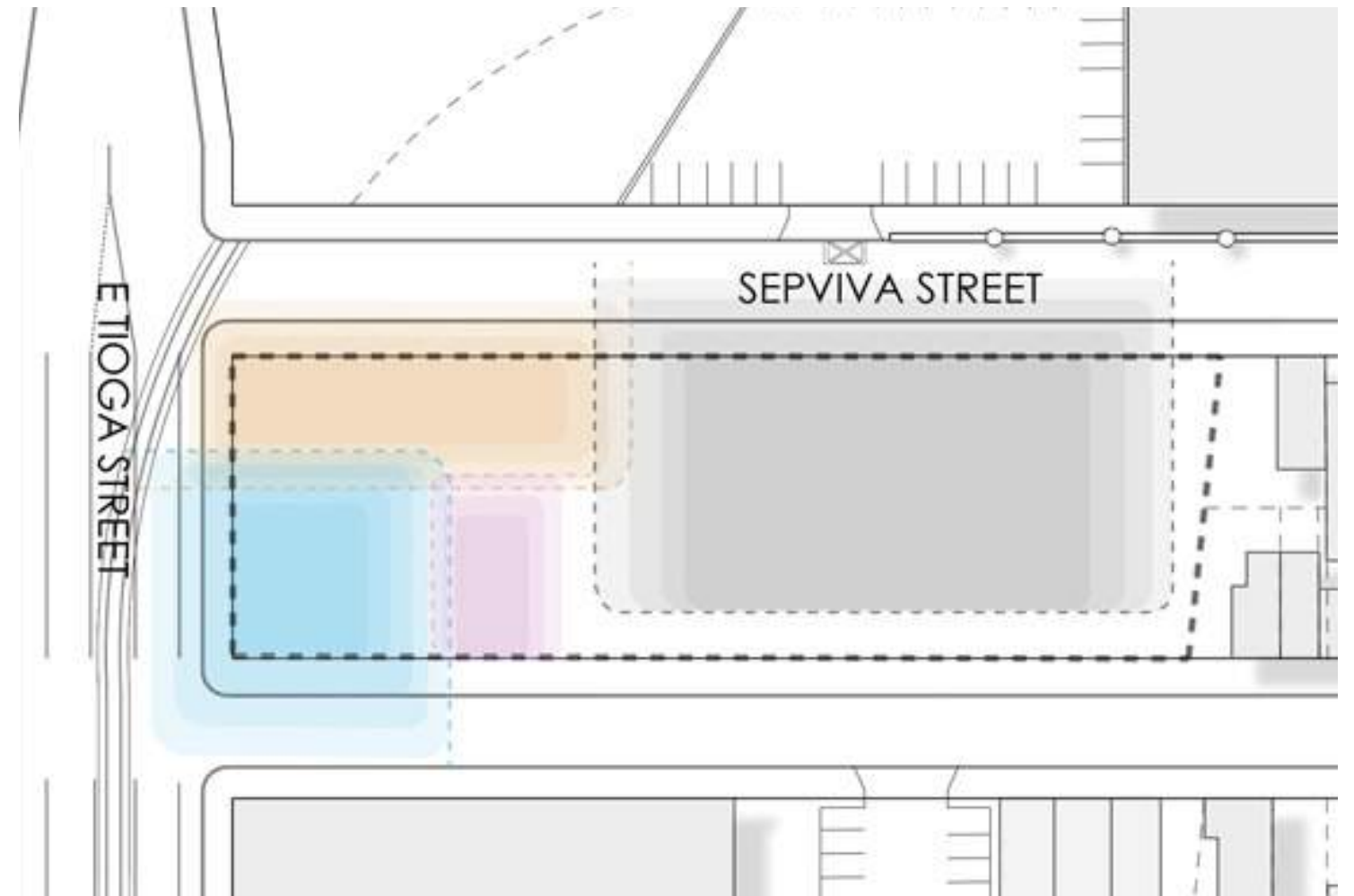


3

SITE ACCESS

■ BUILDING ■ PARKING --- VEHICLE ACCESS - - - PEDESTRIAN ACCESS

① → ② → ③ → ④

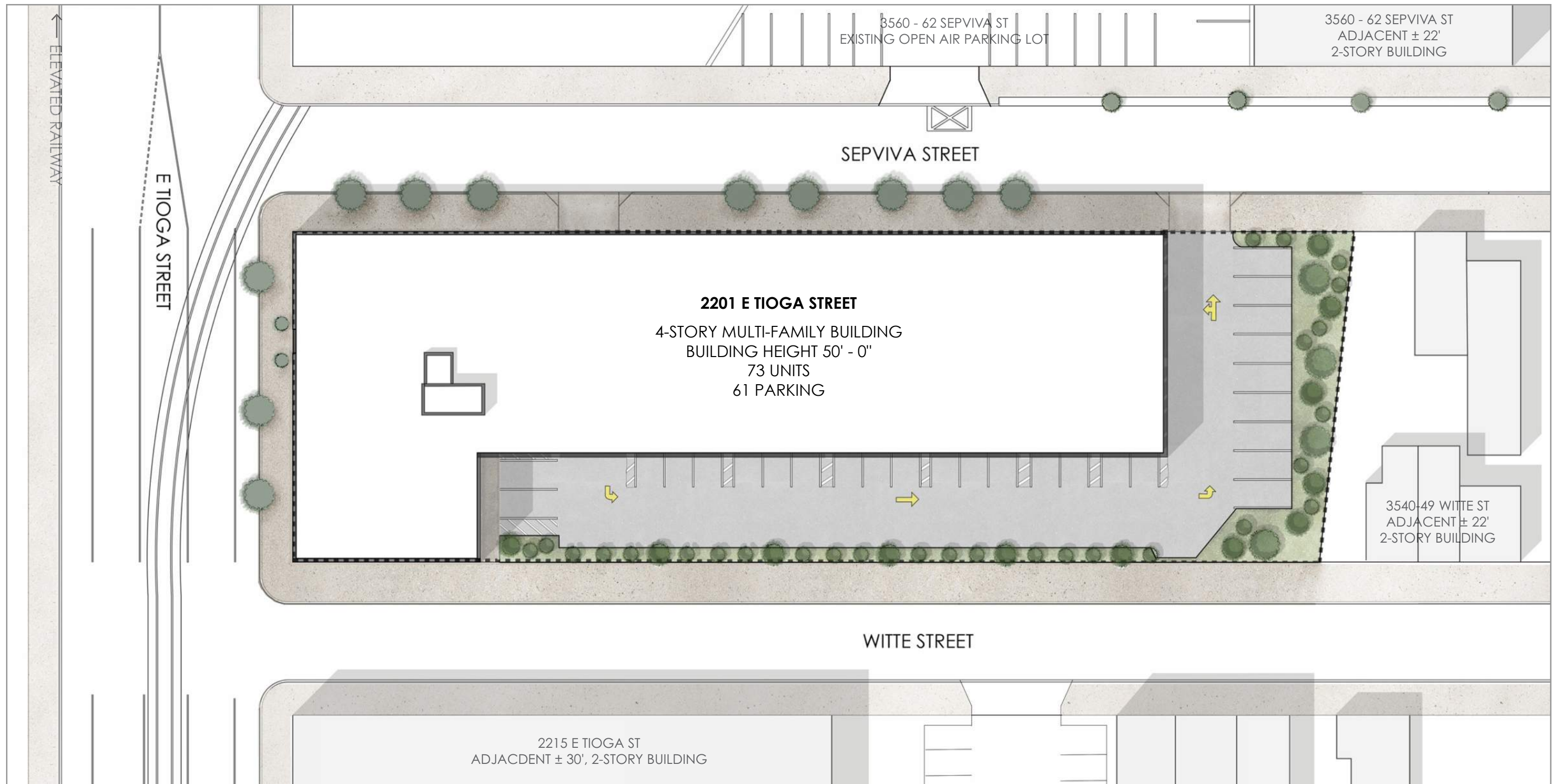


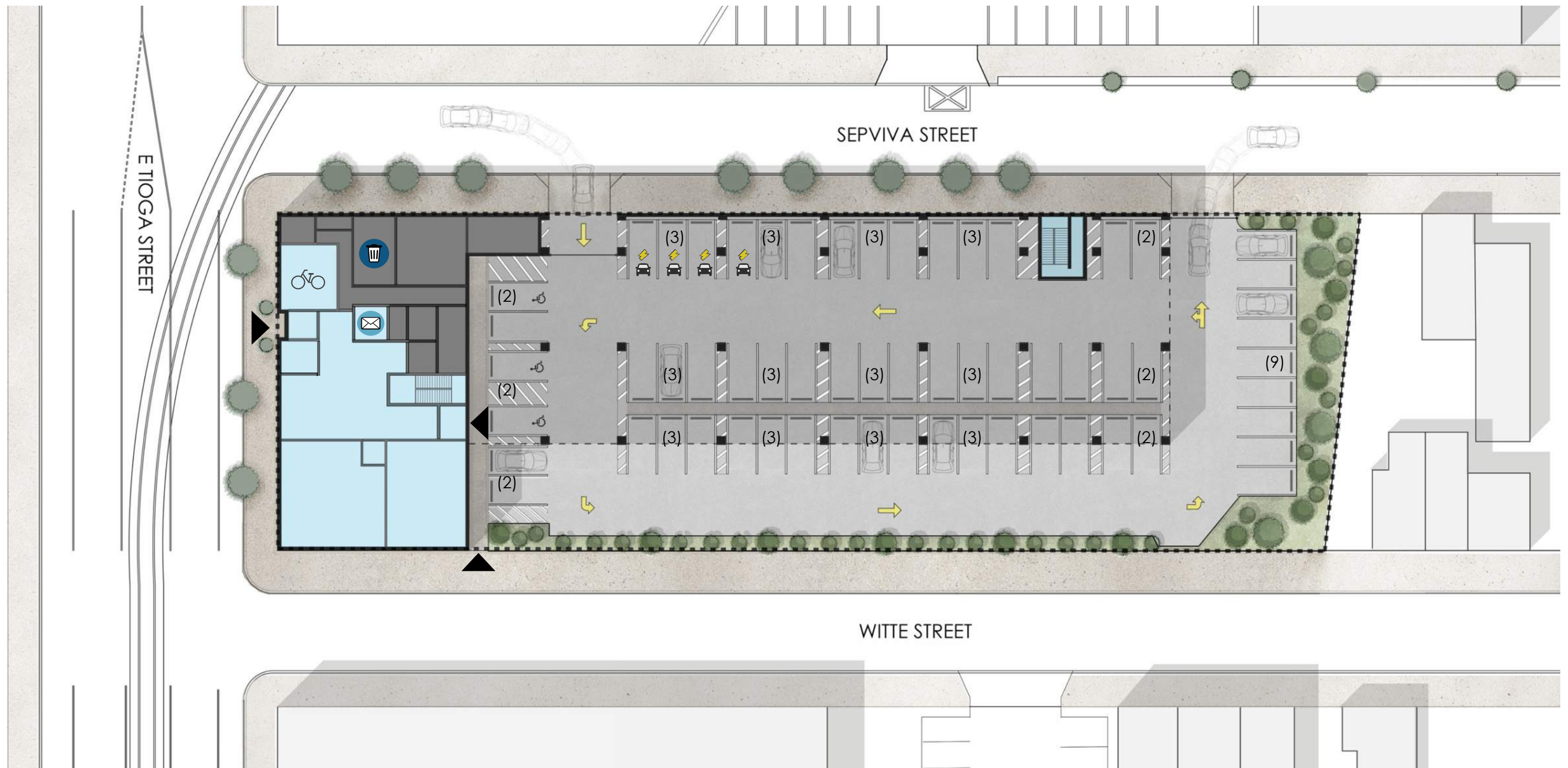
4

PROGRAM ADJACENCIES

■ AMENITIES ■ BUILDING SERVICES ■ PARKING ■ RESIDENTIAL

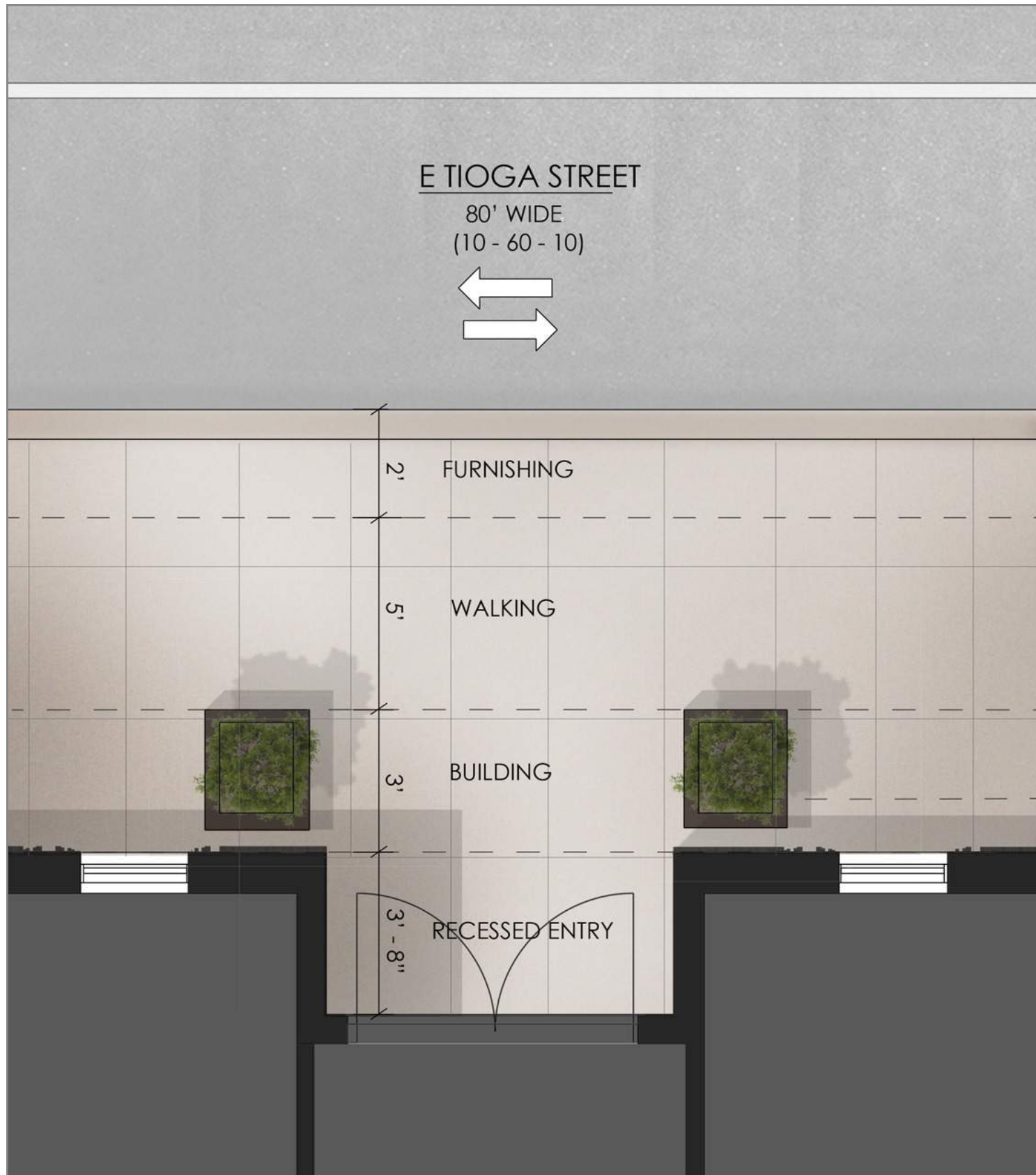
① → ② → ③ → ④



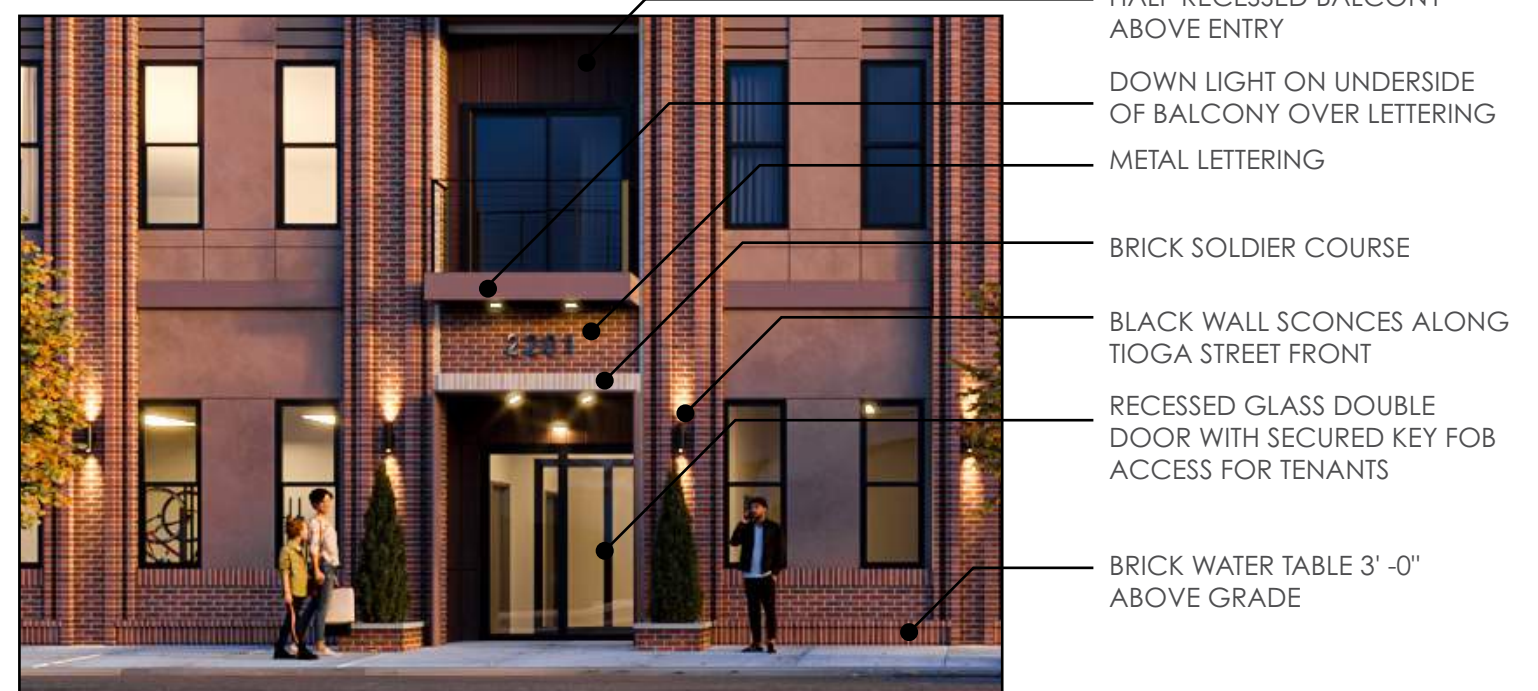


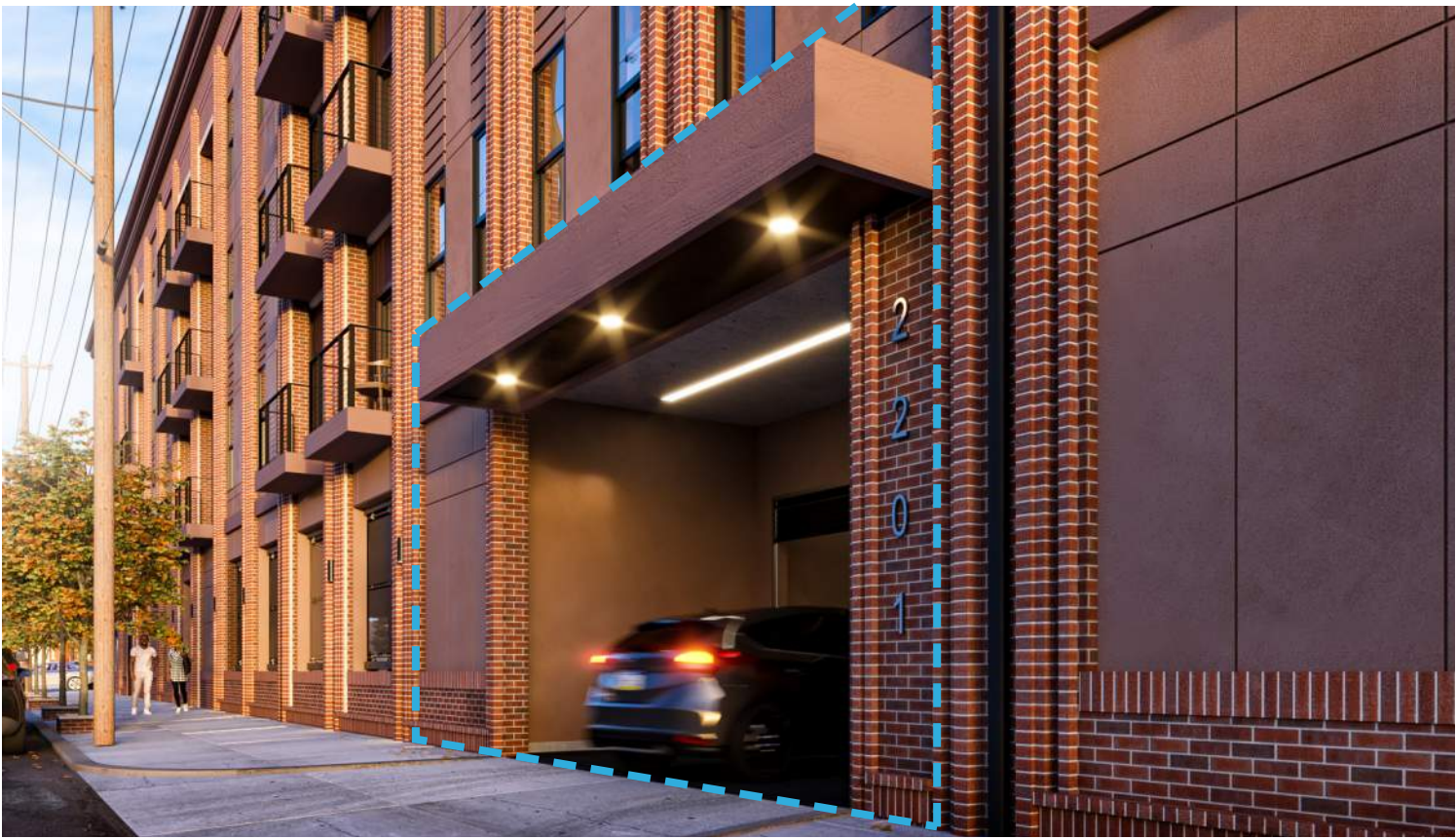
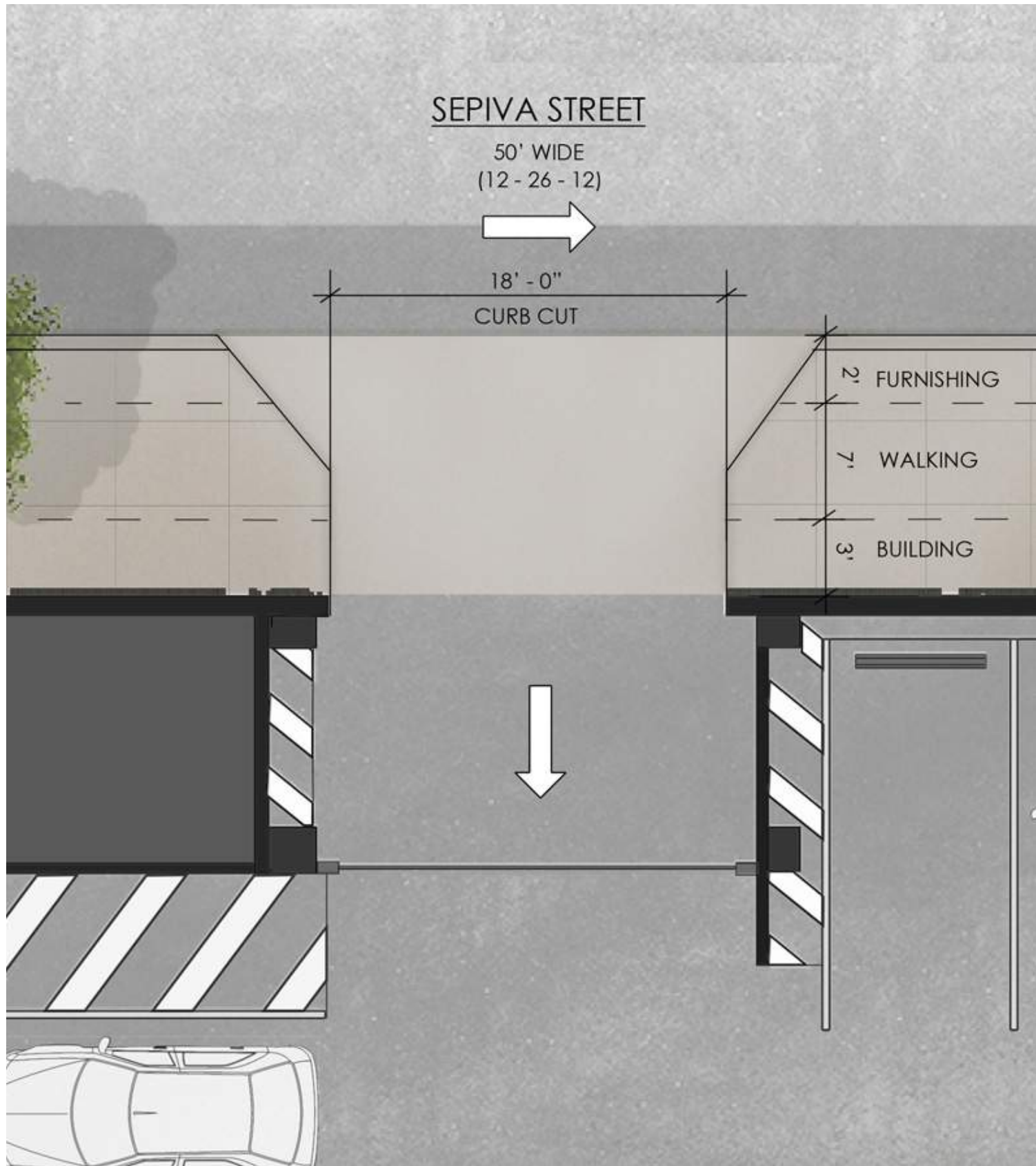
MAP LEGEND

- ▲ ENTRY POINTS
- CAR DIRECTIONAL ARROW
- ✉ MAIL
- 🗑 TRASH
- 🚗⚡ ELECTRIC PARKING
- ♿ ACCESSIBLE PARKING
- 🚲 BIKE PARKING
- 🏠 RESIDENTIAL
- 🏢 BUILDING SERVICES

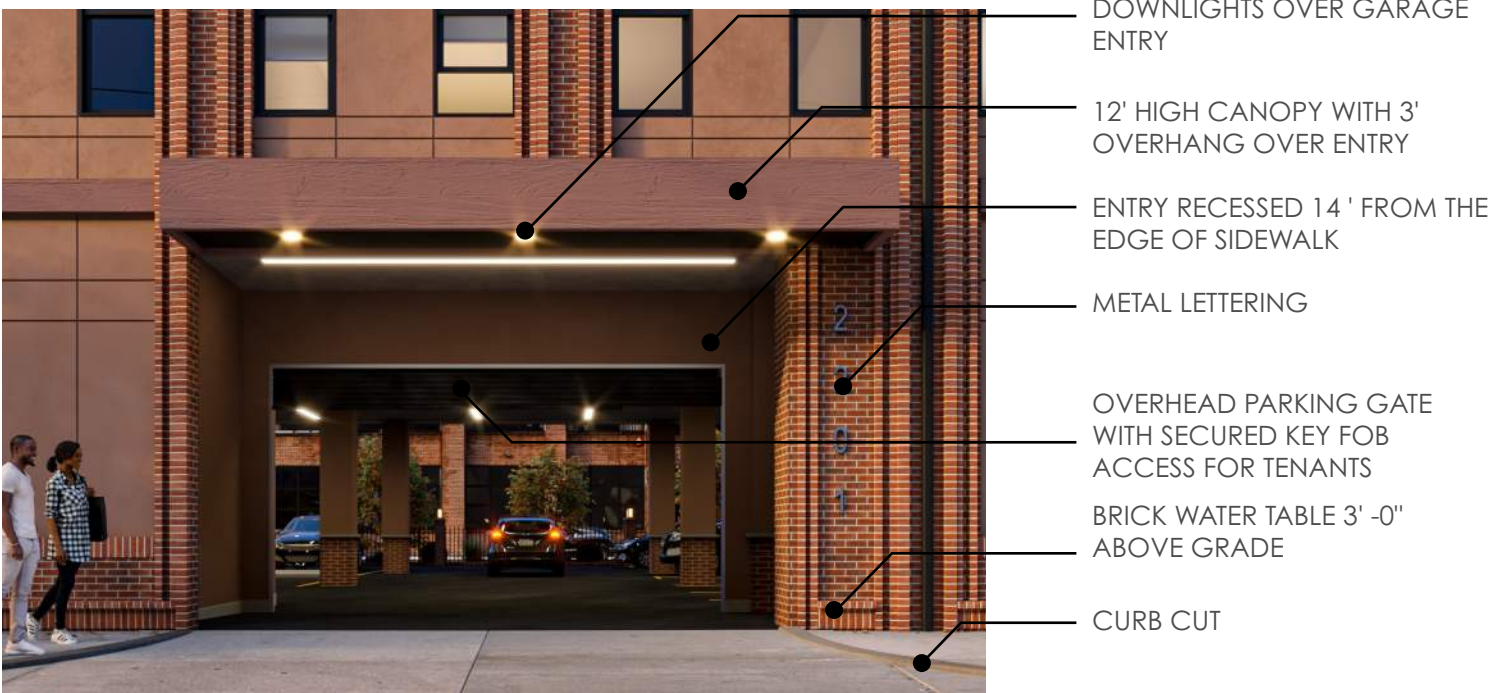


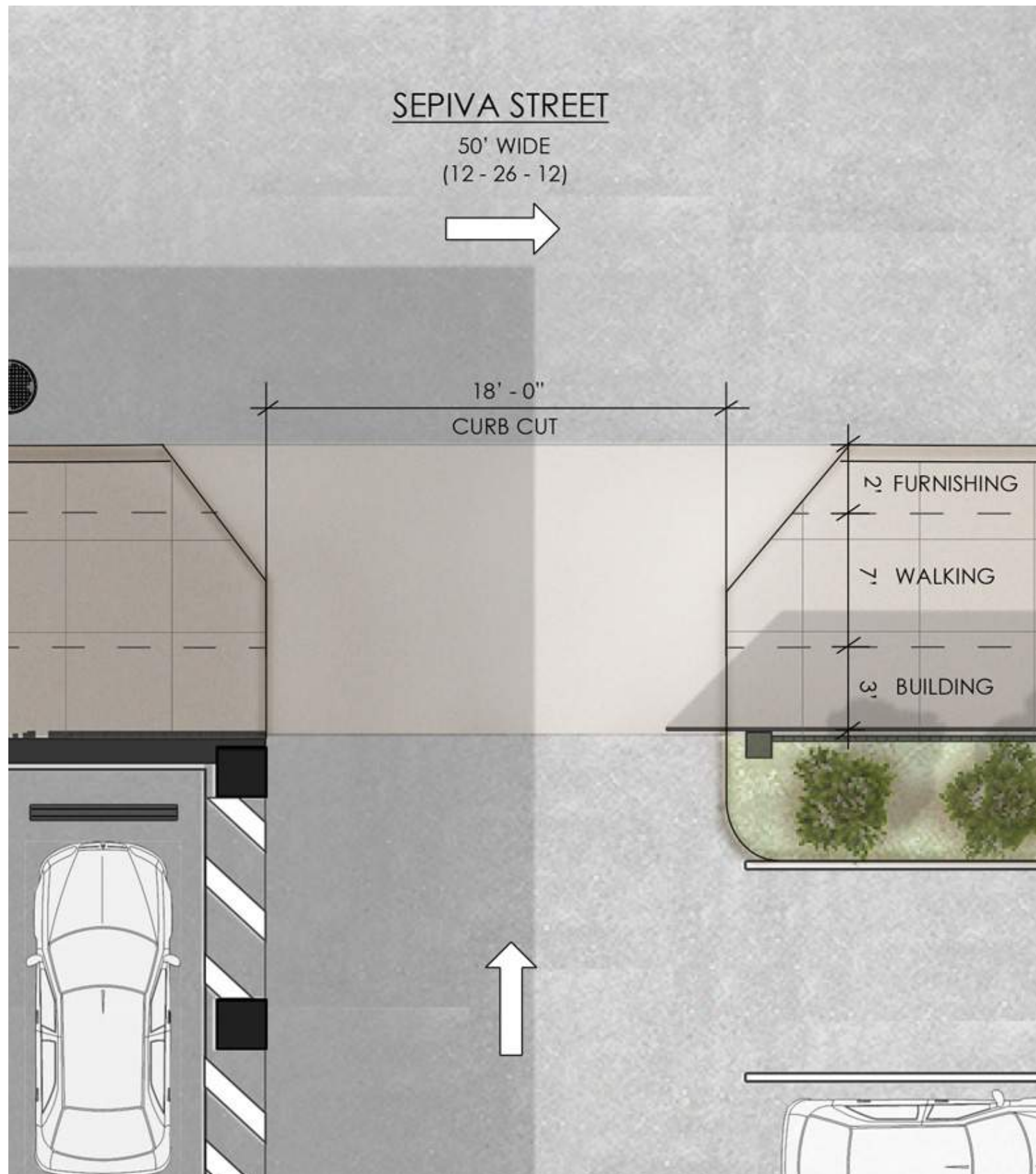
TIOGA STREET RESIDENTIAL ENTRY



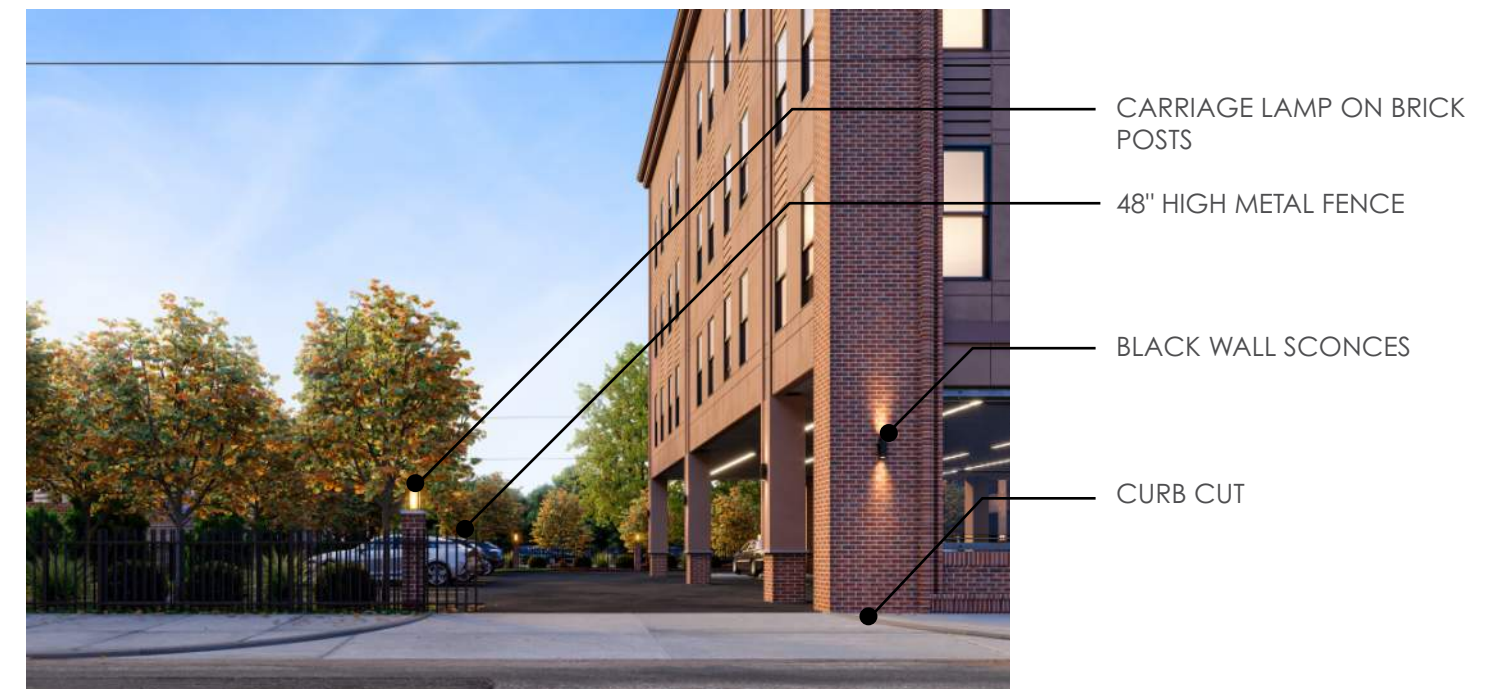


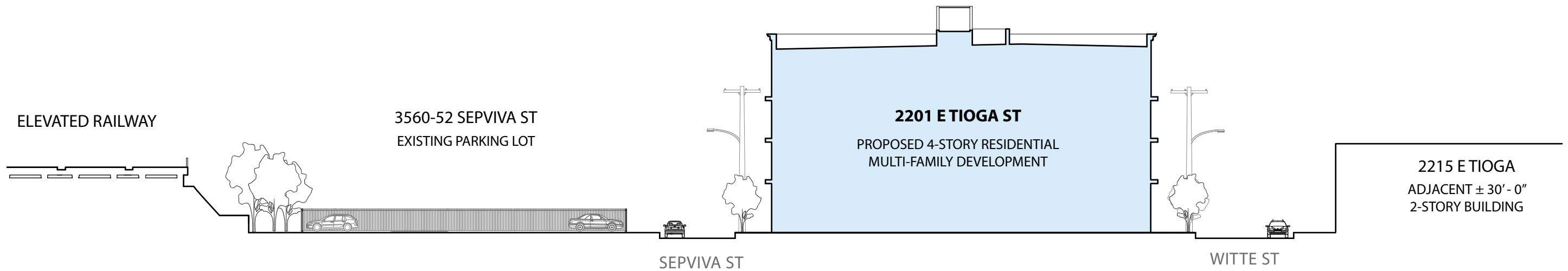
SEPVIVA STREET GARAGE ENTRY



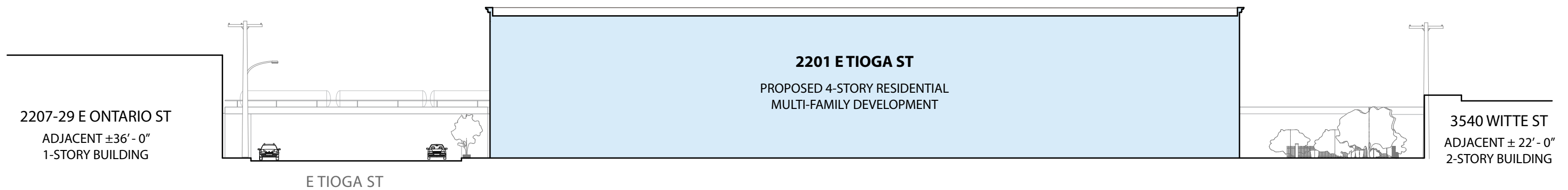


SEPVIVA STREET GARAGE EXIT

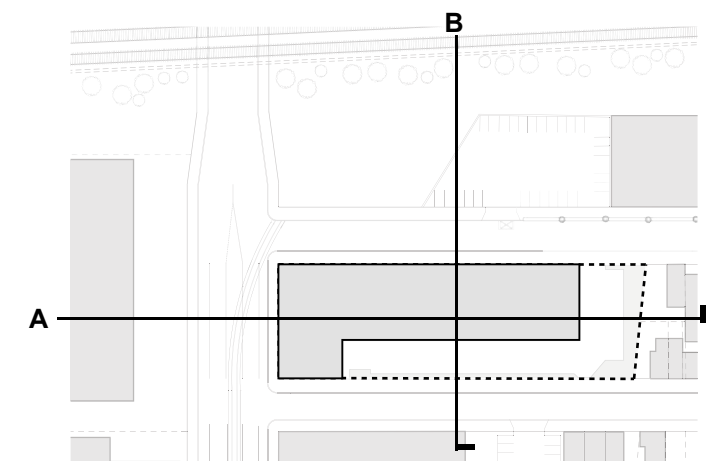


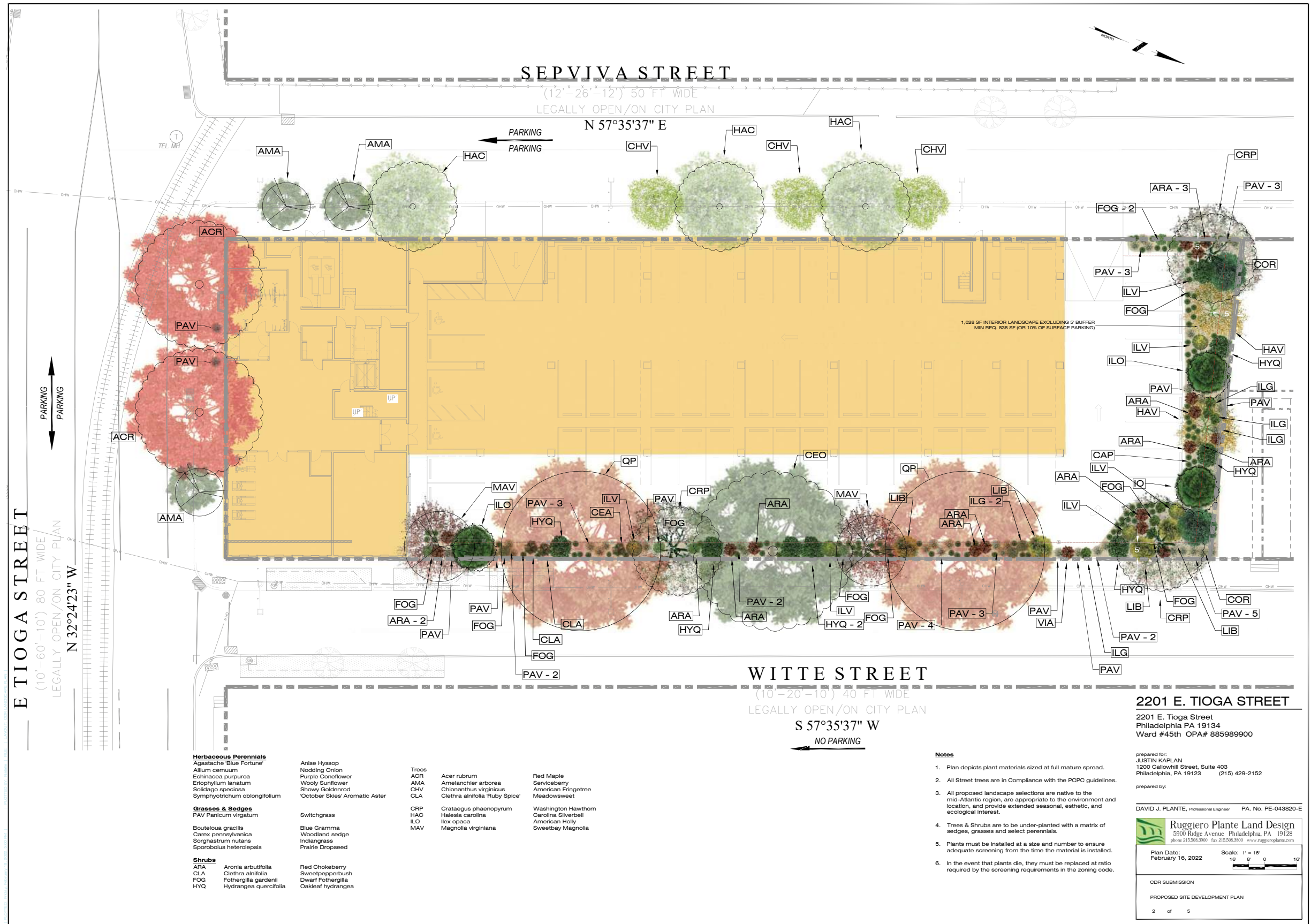


SECTION B



SECTION A








2201 E. TIOGA STREET

2201 E. Tioga Street
Philadelphia PA 19134
Ward #45th OPA# 685989900

prepared for:
JUSTIN KAPLAN
1200 Callowhill Street, Suite 403
Philadelphia, PA 19123 (215) 429-2152

prepared by:

| | |
|--|---------------|
|  Ruggiero Plante Land Design 5900 Ridge Avenue Philadelphia, PA 19128 phone: 215.368.3800 fax: 215.368.3800 www.ruggieroplantedesign.com | |
| Plan Date: February 16, 2022 | Scale: N.T.S. |
| CDR SUBMISSION | |
| LANDSCAPE PALETTE & NOTES | |
| 2 of 2 | |

Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservation and energy use. Development teams should try to integrate elements that meet many goals, including:

- Reuse of existing building stock
- Incorporation of existing on-site natural habitats and landscape elements
- Inclusion of high-performing stormwater control
- Site and building massing to maximize daylight and reduce shading on adjacent sites
- Reduction of energy use and the production of greenhouse gases
- Promotion of reasonable access to transportation alternatives

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 | Benchmark | Does project meet benchmark? If yes, please explain how. If no, please explain why not. |
|---|--|---|
| Location and Transportation | | |
| (1) Access to Quality Transit | Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations. | Tioga St & Frankford Ave Bus Stop (5) |
| (2) Reduced Parking Footprint | All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area. | No |
| (3) Green Vehicles | 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. | 4 Vehicles |
| (4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways) | 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 60dBA. (If setback used, specify distance) ⁱ | Yes |
| (5) Bike Share Station | Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share. | No |

| | | |
|---|---|--|
| Water Efficiency | | |
| (6) Outdoor Water Use | 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. | No irrigation will be utilized. |
| Sustainable Sites | | |
| (7) Pervious Site Surfaces | Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation. | No |
| (8) Rainwater Management | Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: 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 | No |
| (9) Heat Island Reduction (excluding roofs) | 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 SRI>29. B) Shading by trees, structures, or solar panels. | Yes, 63% of lot area will utilize a highly reflective roof surface |
| Energy and Atmosphere | | |
| (10) Energy Commissioning and Energy Performance - Adherence to the New Building Code | 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 90.01-2016. 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. ⁱⁱ | IECC 2018 |
| (11) Energy Commissioning and Energy Performance - Going beyond the code | Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using | Yes, project will pursue Energy Star certification |

| | | |
|--|---|--|
| | ASHRAE standard 90.1-2016 (LEED v4.1 metric). <ul style="list-style-type: none">•Achieve certification in Energy Star for Multifamily New Construction (MFNC).•Achieve Passive House Certification | Yes, project will pursue Energy Star certification |
| (12) Indoor Air Quality and Transportation | Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. ^{iv} | No, we are not with 1,000 feet |
| (13) On-Site Renewable Energy | Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage. | No |
| Innovation | | |
| (14) Innovation | Any other sustainable measures that could positively impact the public realm. | Project will propose low-flow plumbing fixtures to reduce water usage. |

ⁱ Railway Association of Canada (RAC)'s "Guidelines for New Development in Proximity to Railway Operations. Exterior Sound transmission standard from LEED v4, BD+C, Acoustic Performance Credit.

ⁱⁱ Title 4 The Philadelphia Building Construction and Occupancy Code
See also, "The Commercial Energy Code Compliance" information sheet:
<https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf>
and the "What Code Do I Use" information sheet:
<https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

ⁱⁱⁱ LEED 4.1, Optimize Energy Performance in LEED v4.1
For Energy Star: www.Energystar.gov
For Passive House, see www.phius.org

^{iv} Section 99.04.504.6 "Filters" of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways



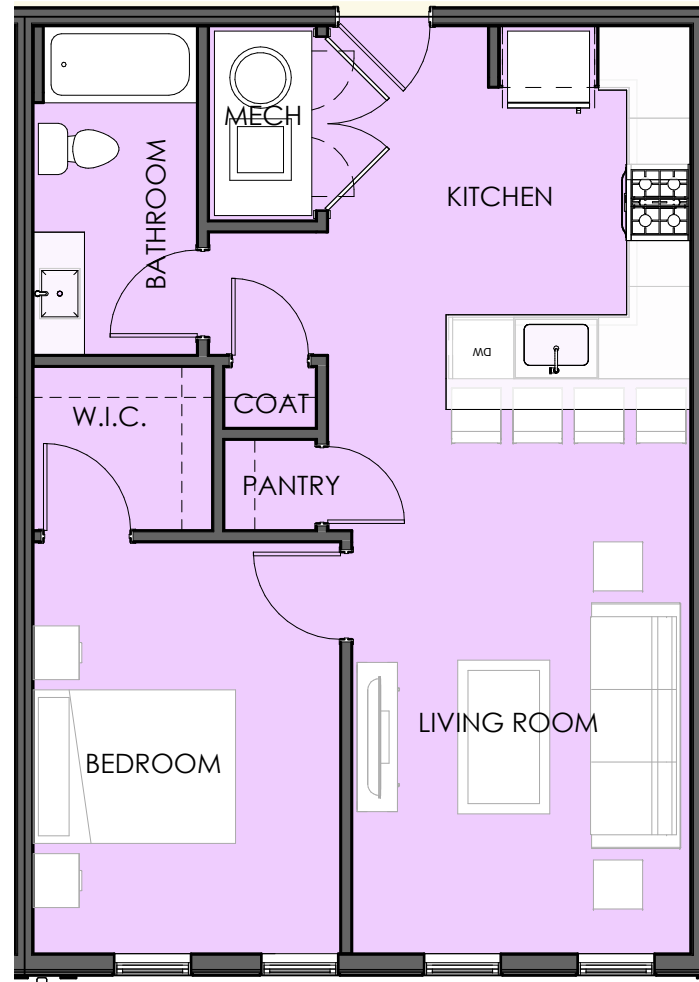
LEVEL 01

- COMMUNITY SPACE
- FITNESS CENTER
- (1) 1BR UNIT
- TRASH AND UTILITY
- OPEN AIR PARKING GARAGE W/ 6 PARKING SPACES

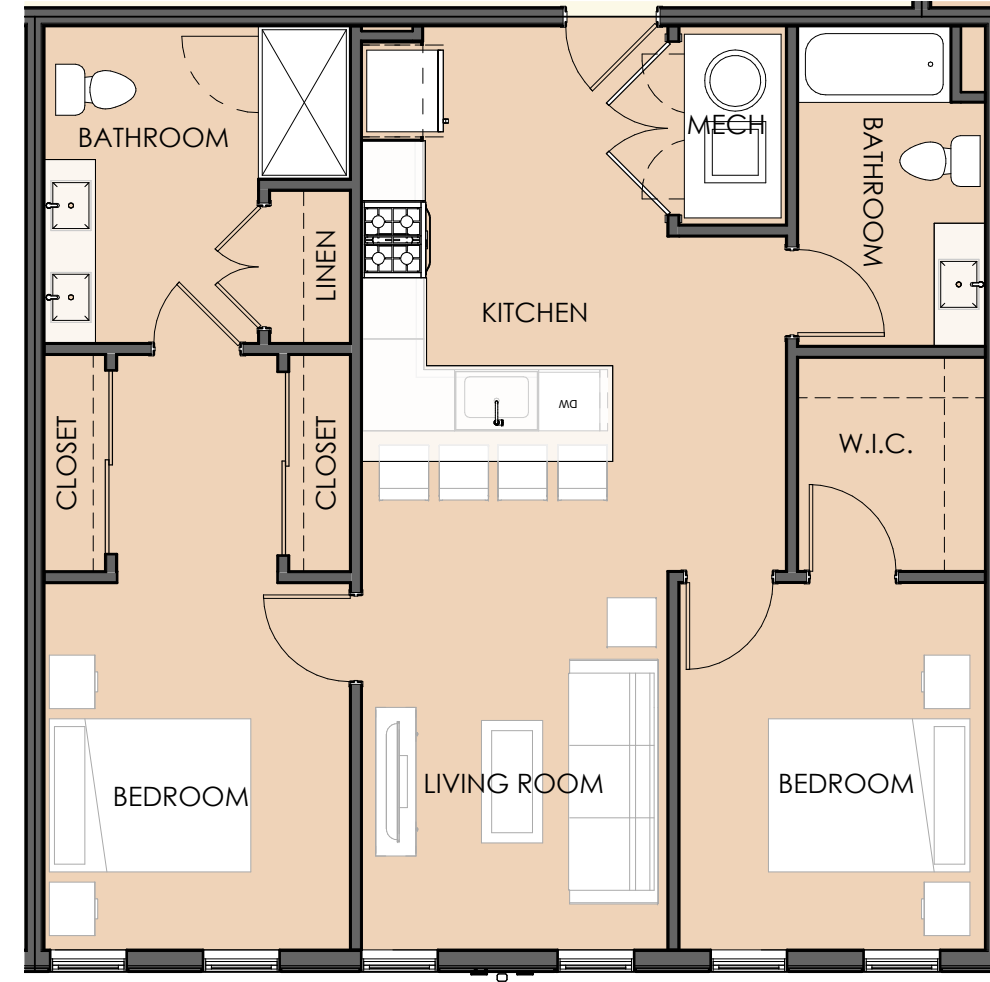


TYPICAL LEVEL 02 - 04

- (16) 1BR UNITS
- (6) 2BR UNITS
- (2) JUNIOR 1BR UNITS
- TRASH AND UTILITY



TYPICAL 1 BR UNIT
ESTIMATED UNIT AREA : 690 SQ FT



TYPICAL 2 BR UNIT
ESTIMATED UNIT AREA : 980 SQ FT





MATERIALS



GLEN GERY -
RUSTIC RED



HARDIEPLANK PANEL -
BAKED CLAY



HARDIEPLANK LAP SIDING -
BRISHWORK RED



HARDIEPLANK PANEL -
BITTERSWEET



GLEN GERY -
DOLOMITE GREY



MATERIALS



1
GLEN GERY -
RUSTIC RED



2
HARDIEPLANK PANEL -
BAKED CLAY



3
HARDIEPLANK LAP SIDING -
BRISHWORK RED



4
HARDIEPLANK PANEL -
BITTERSWEET



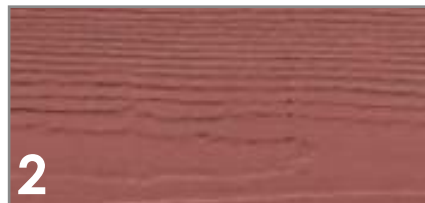
5
GLEN GERY -
DOLOMITE GREY



MATERIALS



1
GLEN GERY -
RUSTIC RED



2
HARDIEPLANK PANEL -
BAKED CLAY



3
HARDIEPLANK LAP SIDING -
BRISHWORK RED



4
HARDIEPLANK PANEL -
BITTERSWEET



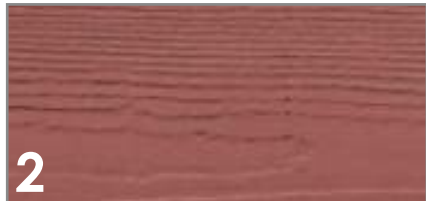
5
GLEN GERY -
DOLOMITE GREY



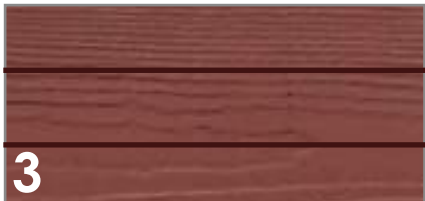
MATERIALS



1
GLEN GERY -
RUSTIC RED



2
HARDIEPLANK PANEL -
BAKED CLAY



3
HARDIEPLANK LAP SIDING -
BRISHWORK RED



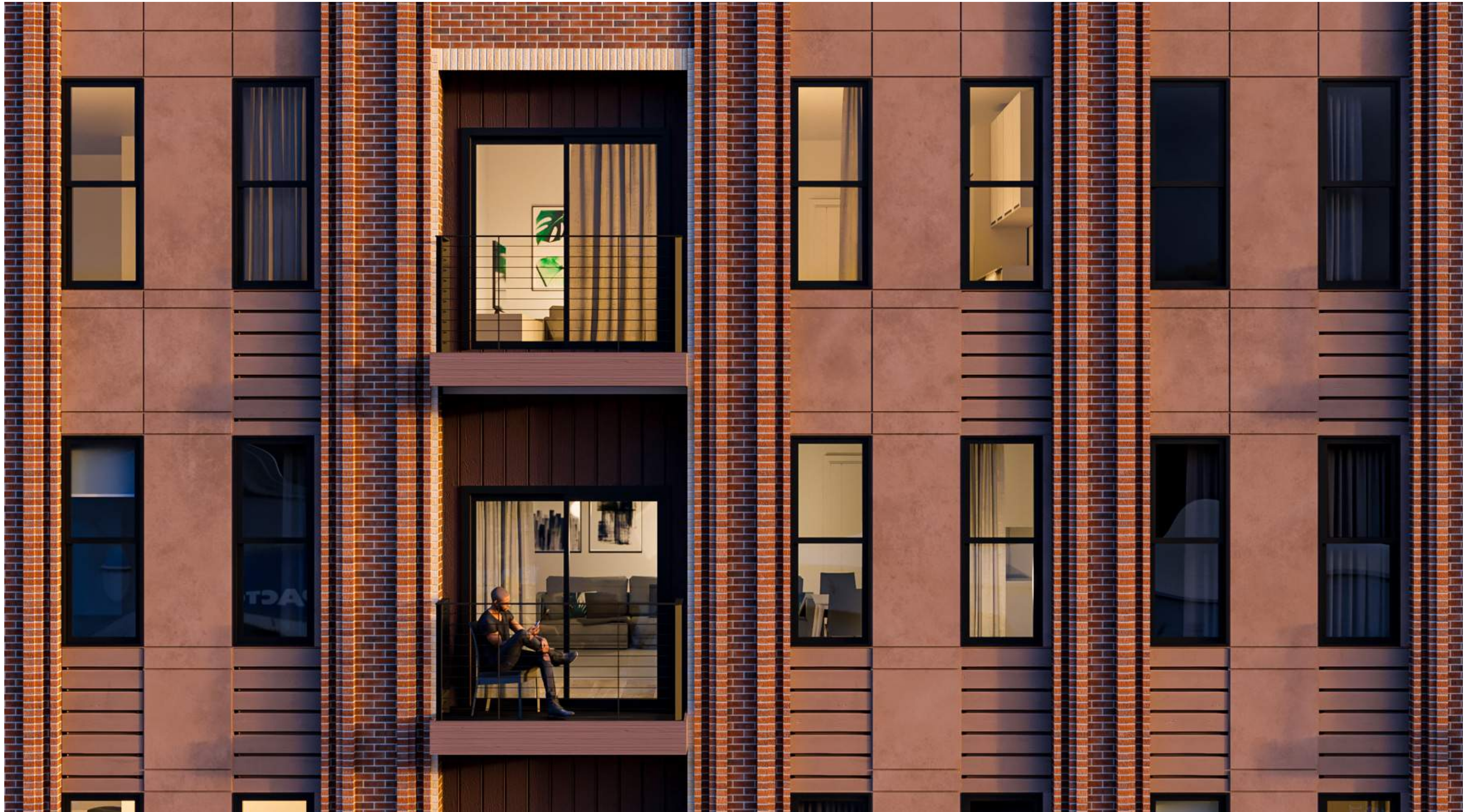
4
HARDIEPLANK PANEL -
BITTERSWEET



5
GLEN GERY -
DOLOMITE GREY





















Complete Streets Review Submission Requirement*:

- EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - FULLY DIMENSIONED
 - CURB CUTS/DRIVEWAYS/LAYBY LANES
 - TREE PITS/LANDSCAPING
 - BICYCLE RACKS/STATIONS/STORAGE AREAS
 - TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
 - PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
 - PROPOSED TREE PITS/LANDSCAPING
 - BICYCLE RACKS/STATIONS/STORAGE AREAS
 - 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

- PROJECT NAME
2201 E. Tioga Street
 - APPLICANT NAME
Justin Kaplan, Sepviva Lofts, LLC
 - APPLICANT CONTACT INFORMATION
1500 Market Street, Suite 3310E,
Philadelphia, PA 19102
 - OWNER NAME
Justin Kaplan
 - OWNER CONTACT INFORMATION
1500 Market Street, Suite 3310E,
Philadelphia, PA 19102
 - ENGINEER / ARCHITECT NAME
Ambric Technology Corporation, Michael Fina, P.E.
 - ENGINEER / ARCHITECT CONTACT INFORMATION
100 Pine Street, Colwyn, PA 19023
 - 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.
- DATE
02/10/2022
 - PROJECT AREA: list precise street limits and scope
 - Project includes the development of a 4-story residential building containing 73 units. Proposed parking lot on the ground floor to be entered from a proposed 18' wide driveway off of Sepviva Street and exited from a second proposed 18' wide driveway also on Sepviva Street. Development has frontage on E. Tioga Street, Witte Street and Sepviva Street. Site is currently vacant with some debris and concrete pads from the previously demolished structure.

- Also available here: <http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/>

| STREET | FROM | TO | COMPLETE STREET TYPE |
|------------------------|-----------------|-------------------|----------------------|
| E. Tioga Street | Witte Street | Sepviva Street | City Neighborhood |
| Partial Witte Street | E. Tioga Street | E. Venango Street | Local |
| Partial Sepviva Street | E. Tioga Street | E. Venango Street | Local |

- Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?
- Parking and loading regulations in curb lanes adjacent to the site
 - YES
 - NO
- Street Furniture such as bus shelters, honor boxes, etc.
 - YES
 - NO
 - N/A
- Street Direction
 - YES
 - NO
- Curb Cuts
 - YES
 - NO
 - N/A
- Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.
 - YES
 - NO
 - N/A
- Building Extensions into the sidewalk, such as stairs and stoops
 - YES
 - NO
 - N/A

APPLICANT: General Project Information

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: General Project Information

PEDESTRIAN COMPONENT (Handbook Section 4.3)

- SIDEWALK: list Sidewalk widths for each street frontage. Required Sidewalk widths are listed in Section 4.3 of the Handbook.

| STREET FRONTAGE | TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed | CITY PLAN SIDEWALK WIDTH Existing / Proposed |
|-----------------|---|--|
| E. Tioga Street | 12' / 10' / 10' | 10' / 10' |
| Witte Street | 10' / 10' / 10' | 10' / 10' |
| Sepviva Street | 12' / 12' / 12' | 12' / 12' |
| | ___ / ___ / | ___ / |

- WALKING ZONE: list Walking Zone widths for each street frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required widths.

| STREET FRONTAGE | WALKING ZONE Required / Existing / Proposed |
|-----------------|--|
| E. Tioga Street | 6' / 6' / 6' |
| Witte Street | 5' / 5' / 5' |
| Sepviva Street | 5' / 6' / 6' |
| | ___ / ___ / |

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

BICYCLE COMPONENT (Handbook Section 4.5)

- List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>
-
- 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.

| BUILDING / ADDRESS | REQUIRED SPACES | ON-STREET Existing / Proposed | ON SIDEWALK Existing / Proposed | OFF-STREET Existing / Proposed |
|----------------------|-----------------|----------------------------------|------------------------------------|-----------------------------------|
| 2201 E. Tioga Street | | 0 / 0 | 0 / 0 | 0 / 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?
 - Conventional Bike Lane
 - Buffered Bike Lane
 - Bicycle-Friendly Street
 - Indego Bicycle Share Station
- Does the design provide bicycle connections to local bicycle, trail, and transit networks?
- Does the design provide convenient bicycle connections to residences, work places, and other destinations?

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

APPLICANT: Bicycle Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

-
- Does the design limit conflict among transportation modes along the curb? YES NO
- Does the design connect transit stops to the surrounding pedestrian network and destinations? YES NO N/A
- Does the design provide a buffer between the roadway and pedestrian traffic? YES NO N/A
- How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? YES NO

The plan does not directly affect the attractiveness of public transport but will include new curb and sidewalks along E. Tioga Street, Witte Street and Sepviva Street enhancing the pedestrian safety along these corridors.

APPLICANT: Curbside Management Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments:

VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

- If lane changes are proposed, , identify existing and proposed lane widths and the design speed for each street frontage;

| STREET | FROM | TO | LANE WIDTHS Existing / Proposed | DESIGN SPEED |
|--------|------|----|------------------------------------|-----------------|
| | | | ___/___ | |
| | | | ___/___ | |
| | | | ___/___ | |
| | | | ___/___ | |

DEPARTMENTAL APPROVAL

| | | | | | |
|---|--------------------------|----|-----|-----|----|
| • What is the maximum AASHTO design vehicle being accommodated by the design? | <u>Passenger Vehicle</u> | | | YES | NO |
| • Will the project affect a historically certified street? An inventory of historic streets ⁽¹⁾ is maintained by the Philadelphia Historical Commission. | YES | NO | | YES | NO |
| • Will the public right-of-way be used for loading and unloading activities? | YES | NO | | YES | NO |
| • Does the design maintain emergency vehicle access? | YES | NO | | YES | NO |
| • Where new streets are being developed, does the design connect and extend the street grid? | YES | NO | N/A | YES | NO |
| • Does the design support multiple alternative routes to and from destinations as well as within the site? | YES | NO | N/A | YES | NO |
| • Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? | YES | NO | | YES | NO |

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments:

- http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf

URBAN DESIGN COMPONENT (Handbook Section 4.8)

| | | | | | |
|--|-----|----|-----|-----------------------|----|
| • | | | | DEPARTMENTAL APPROVAL | |
| • Does the design incorporate windows, storefronts, and other active uses facing the street? | YES | NO | N/A | YES | NO |
| • Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? | YES | NO | N/A | YES | NO |
| • Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? | YES | NO | N/A | YES | NO |

APPLICANT: Urban Design Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments:

INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

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

| SIGNAL LOCATION | EXISTING CYCLE LENGTH | PROPOSED CYCLE LENGTH |
|-----------------|-----------------------|-----------------------|
| | | |
| | | |
| | | |
| | | |

| | | | | | |
|---|-----|----|-----|-----------------------|----|
| • | | | | DEPARTMENTAL APPROVAL | |
| • | | | | YES | NO |
| • Does the design minimize the signal cycle length to reduce pedestrian wait time? | YES | NO | N/A | YES | NO |
| • Does the design provide adequate clearance time for pedestrians to cross streets? | YES | NO | N/A | YES | NO |
| • 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? | YES | NO | N/A | YES | NO |
| • If yes, City Plan Action may be required. | | | | YES | NO |
| • 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? | | | | YES | NO |
| • Marked Crosswalks | YES | NO | N/A | YES | NO |
| • Pedestrian Refuge Islands | YES | NO | N/A | YES | NO |
| • Signal Timing and Operation | YES | NO | N/A | YES | NO |
| • Bike Boxes | YES | NO | N/A | YES | NO |
| • Does the design reduce vehicle speeds and increase visibility for all modes at intersections? | YES | NO | N/A | YES | NO |
| • Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety? | YES | NO | N/A | YES | NO |

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments:

ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments:

DEPARTMENTAL REVIEW

Additional Reviewer Comments: