

Project Name: _____
 Project Address: _____
 Developer: _____
 Date: _____
 PEDS Contact: _____



I. Site Selection:

1- Site Selection Criteria:

- a. Proximity to transit: project is accessible by buses or rail within a five minute walk
- b. Surrounding neighborhood development density supports walkability: minimum of 8 units per acre
- c. Land use: project adds to the diversity of uses within an existing community
- d. Road network appropriate for pedestrian activity/safety: no more than two travel lanes in each direction
- e. Community connectivity and accessibility: no surrounding barriers such as highways or cul-de-sacs

II. Building Design & Orientation:

1- Building Orientation on Site:

- a. Oriented to existing pedestrian network: project enhances the pedestrian experience
- b. Oriented to transit stops: direct access from transit stop to building entrance (when adjacent to transit)
- c. Improved community connectivity: connects to existing grids with 300' to 400' maximum block length.
- d. Align building façade to sidewalks: allow for landscape buffer, sidewalks & supplementary zone
- e. Conceal parking structures and avoid visibility from streets: wrap with commercial and/or residential program.

2- Building Façade Treatment (Design Criteria & Guidelines):

- a. High percentage of glass / transparency at street level:
- b. Ground level finish floor at street level: avoid stairs or ramps between sidewalks and buildings
- c. Variety of façade treatment and human scale details: such as awnings or soffits at a height of 10' to 12'
- d. Division of façade into traditional +/-30' increments: break up retail bays to avoid monotony
- e. Well defined entrances directly accessible from sidewalks

3- Ground Level Program:

- a. Commercial with active storefront and street level pedestrian uses
- b. Mix of businesses for day and night activity: outdoor café seating in supplementary zone
- c. Variety of land uses that are compatible in scale and design: variety of housing types, mixed use, etc.
- d. Publicly accessible outdoor space: park, plaza, water feature, seating...etc.

Additional Notes: _____



III. Street Design (Pedestrian Experience):

1- Traffic Calming:

- a. Lower motor vehicle speeds: design for lower travel speeds (10-20 MPH)
- b. Narrower lane width and road diet: encourage slower travel speeds with 10' to 11' travel lanes
- c. Reduced turning radii and raised island: require vehicles to slow down while making turns
- d. Curb extensions on streets with parallel parking: help reduce travel speeds and minimize crossing distances

2- Crosswalks:

- a. Crossings that reflect pedestrians desire path
- b. Distance between intersections of less than 400' or mid-block crossings on streets with blocks 600'+ in length
- c. Improved sight lines and visibility at crosswalks
- d. Median refuge islands where appropriate: crossing islands
- e. Appropriate traffic controls & pedestrian signals: leading pedestrian indicators, countdown signals, etc.
- f. Rectangular rapid flash or hybrid pedestrian beacons at locations with heavy vehicular traffic
- g. Accessible crossings: American with Disabilities Act (ADA) compliant curb ramps, crosswalks and signals

3- Sidewalks:

- a. Appropriate sidewalk widths for pedestrian volumes: criteria for sidewalk widths based on land use
- b. Zone-based sidewalks: building zone, transition zone, through zone and amenity/buffer zone
- c. Reduced driveway curb cuts along the front property line and street frontage: consolidate parking to minimize
- d. Sidewalk treatment at driveways: continue sidewalk across driveway at grade
- e. Furniture and amenities: benches, recycling and trash receptacles, public art, street cafes, etc.
- f. Smooth accessible pavement: grates over tree areas
- g. Street trees: provide street trees and locate between sidewalks and streets
- h. Pedestrian scale street lighting: avoid the use of breakaway poles at pedestrians areas
