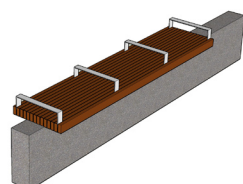




Biofiltration Swales



Street Furniture



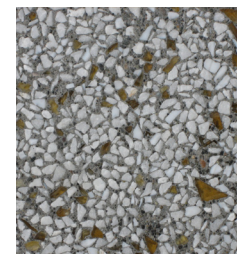
Street Trees



COS Standard Concrete



Stained Concrete with Exposed Glass and Aggregate



Stormwater Planter and Runnel

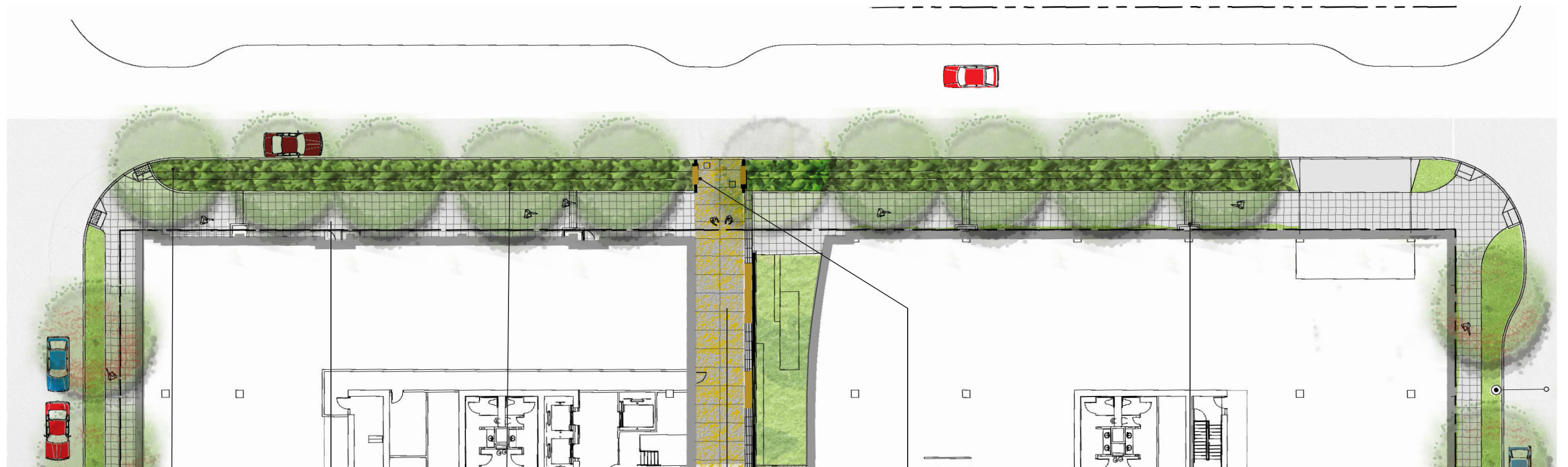


Sidewalk Enlargement



Traffic-calming Intersection

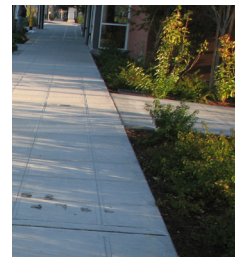




Street Trees



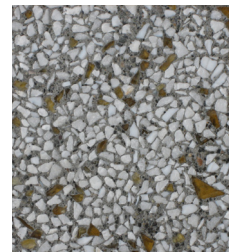
COS Standard Concrete



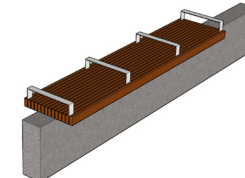
Biofiltration Swales



Stained Concrete with Exposed Glass and Aggregate

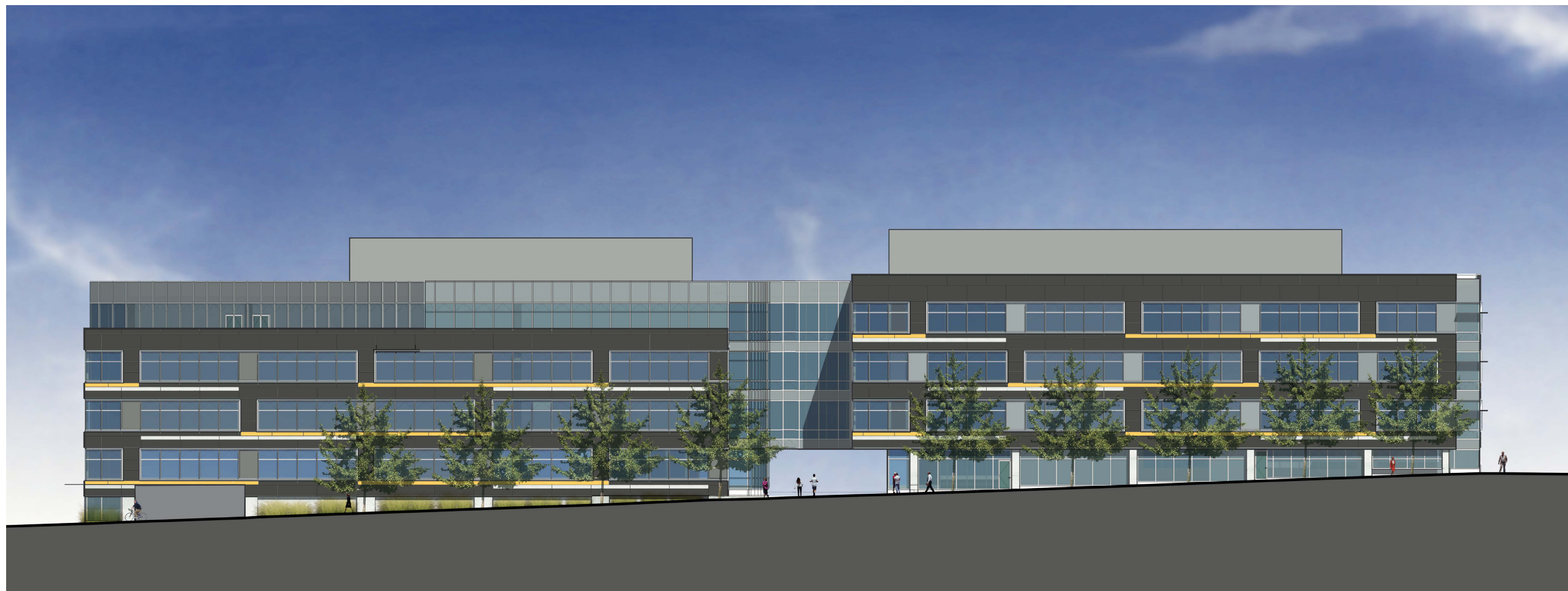


Street Furniture

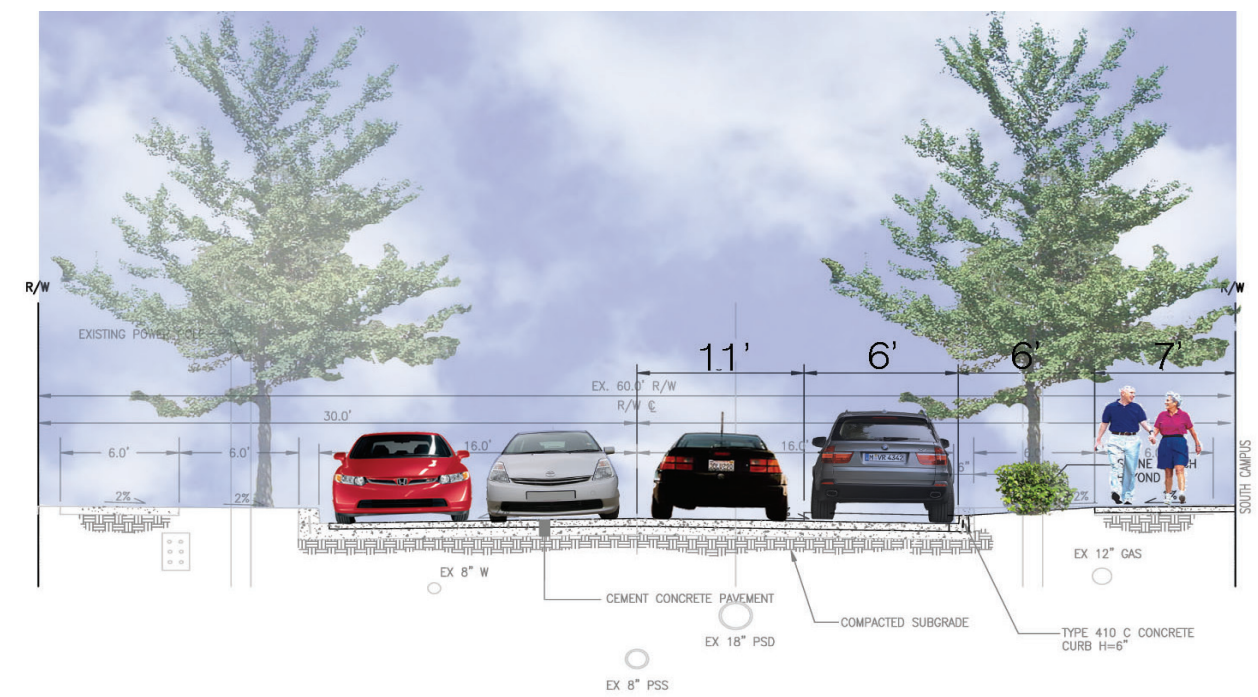
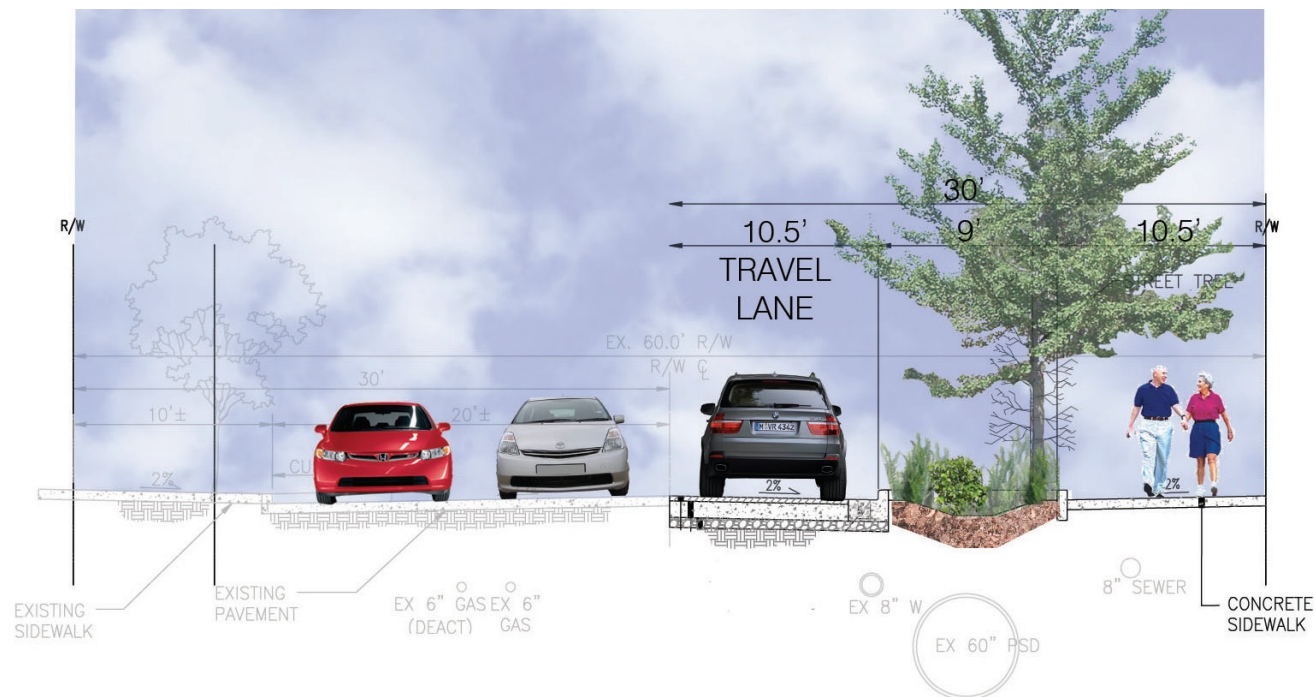
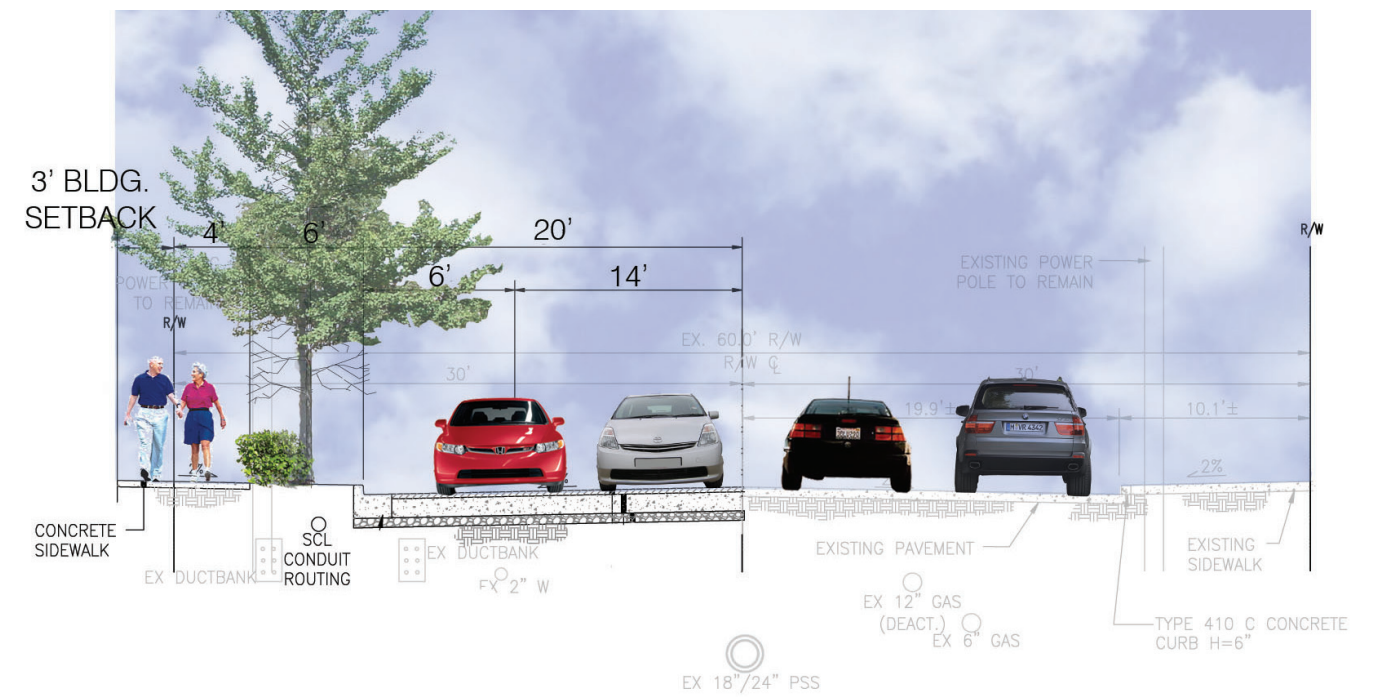
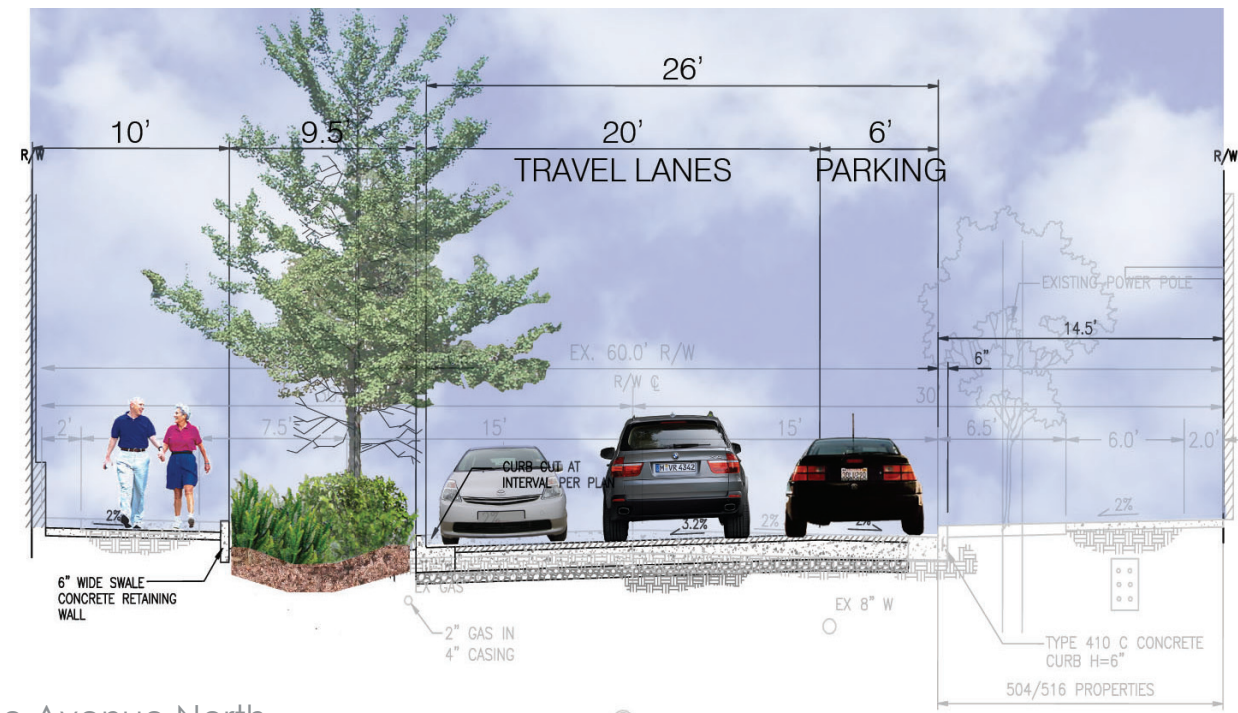


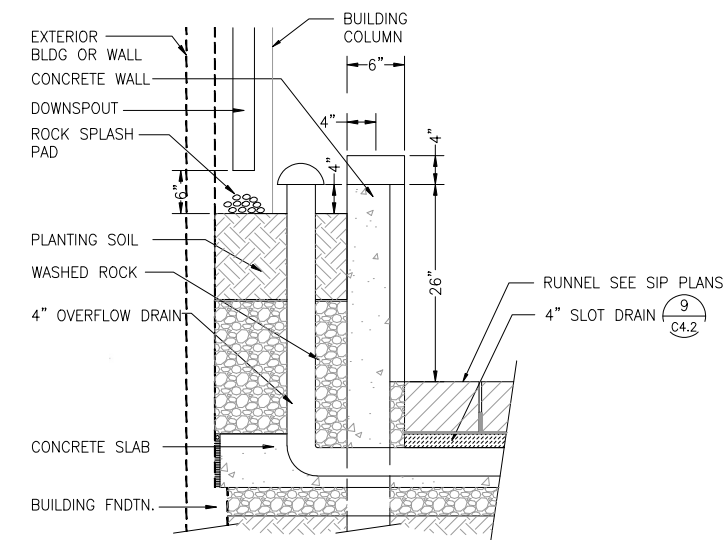
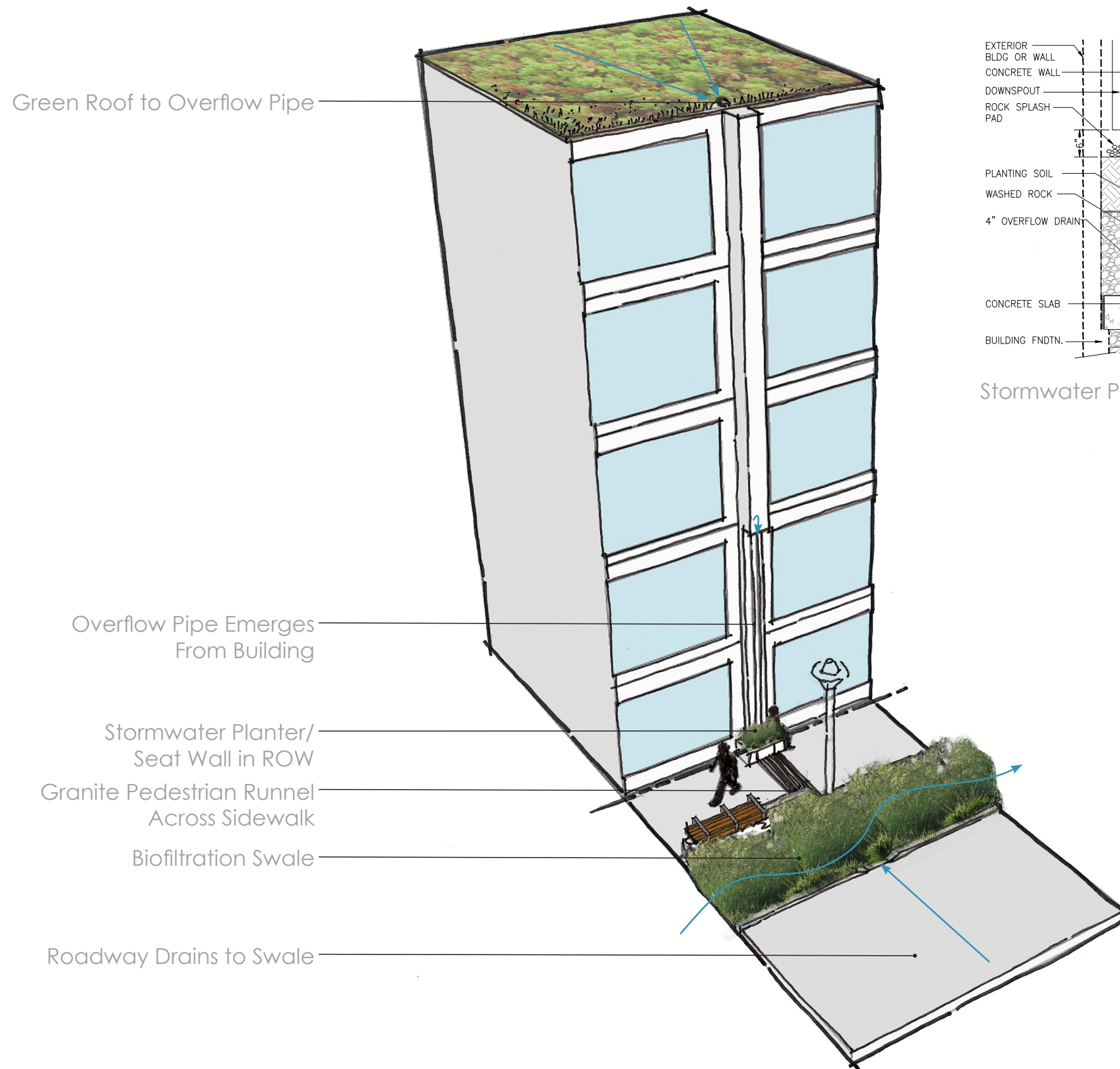
Stormwater Planter and Runnel



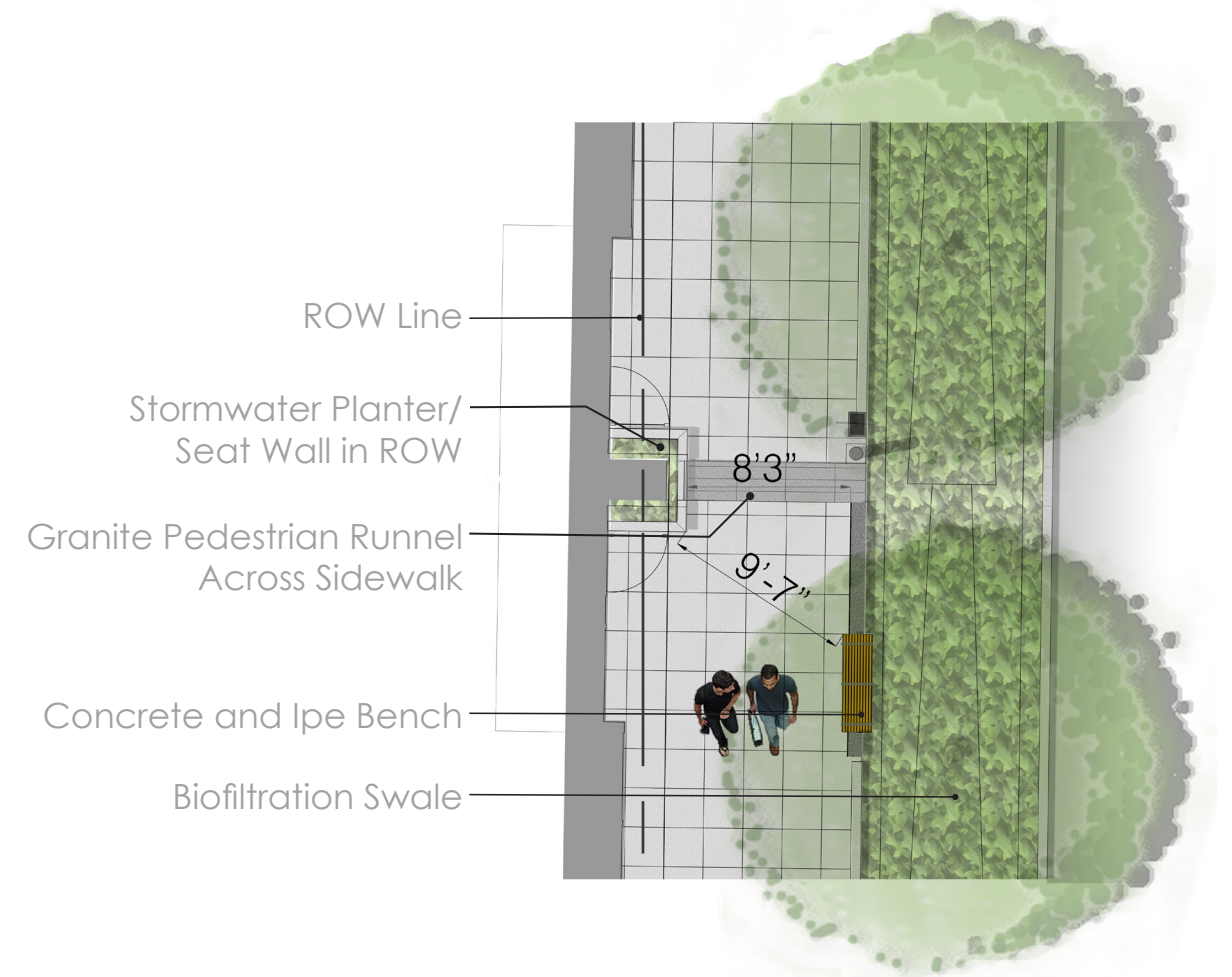








Stormwater Planter Detail







YALE SOUTH EAST ELEVATION

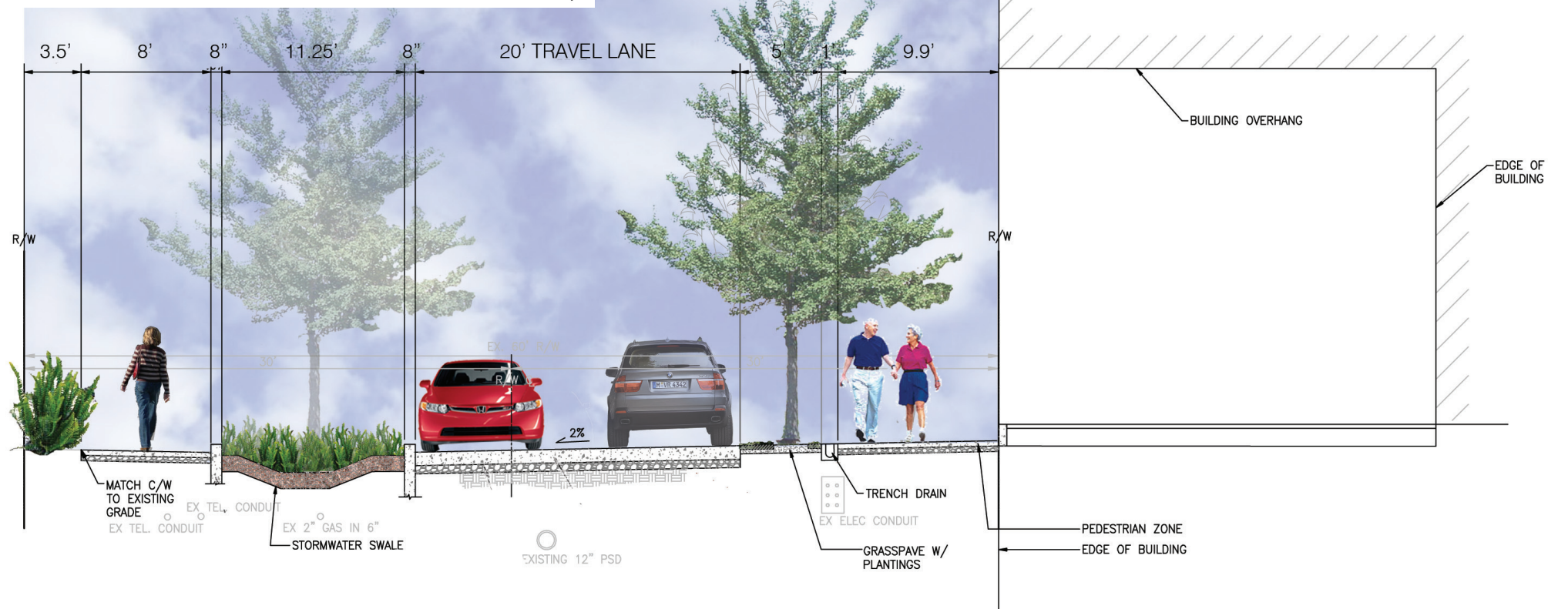


YALE NORTH WEST ELEVATION

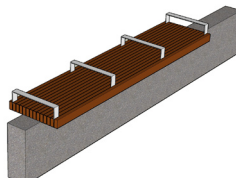
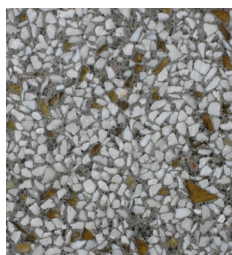
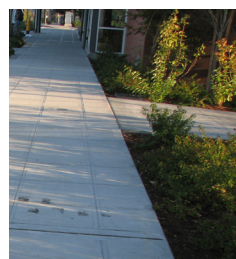




Woonerf Perspective



Woonerf Cross Section



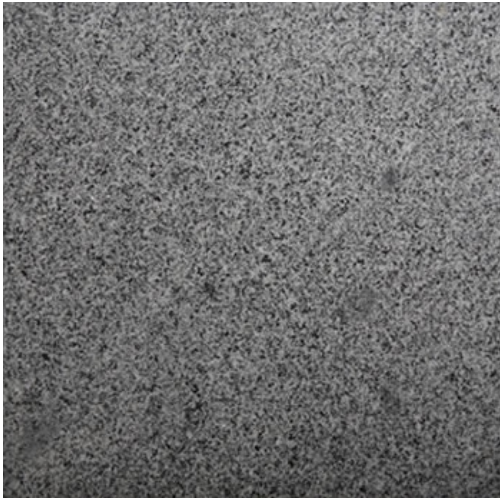
HARDSCAPE



pedestrian runnel



vehicular runnel



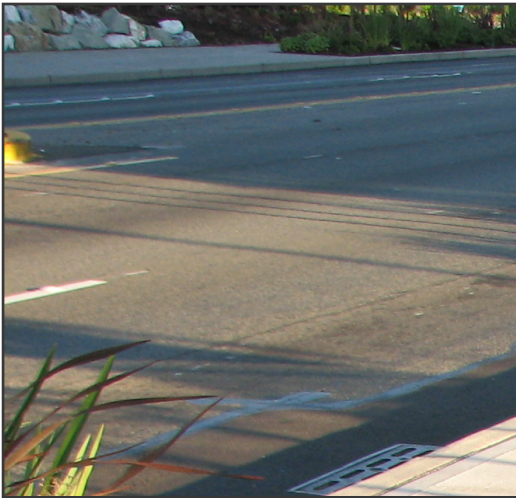
dark charcoal granite



concrete sample 1



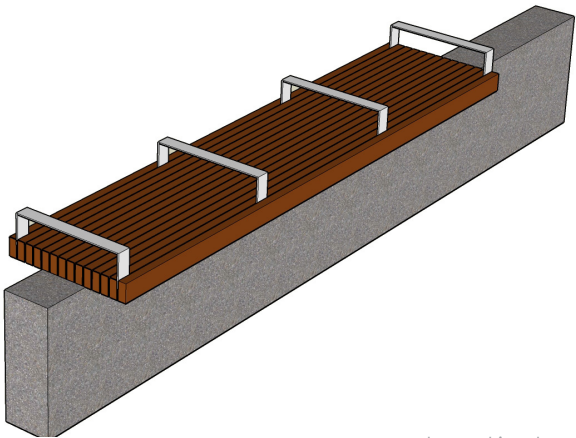
concrete sample 2



PLANTINGS



SITE FURNISHINGS

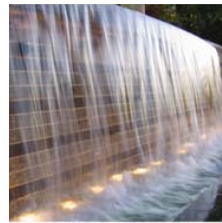


concrete and ipe benches





Wall mounted uplights



Submersible accent light



Recessed accent lights to highlight planters



Lobbies/building entries glow from within



Catenary mounted downlights



Pendant mounted uplights



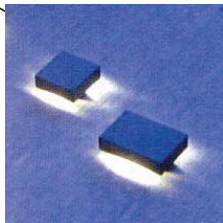
Canopy/soffit recessed downlights



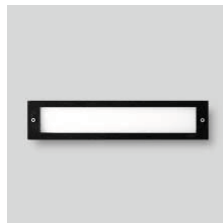
Louvered step lights



Tree accent lights



Lensed step lights

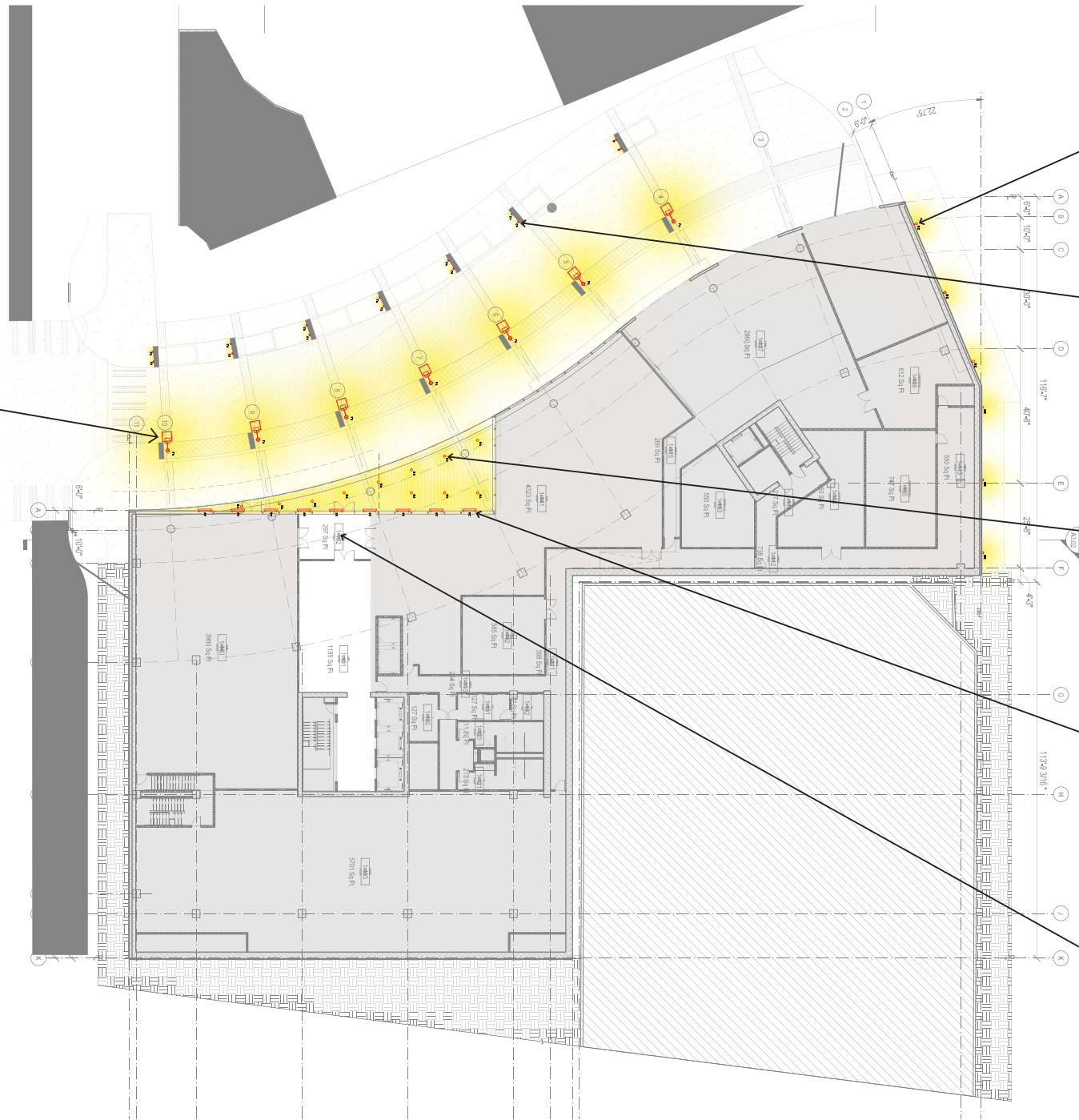


Pedestrian scale pole fixture

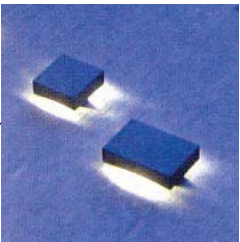




Pedestrian scale pole fixture



Building mounted downlights



Lensed steplights under benches



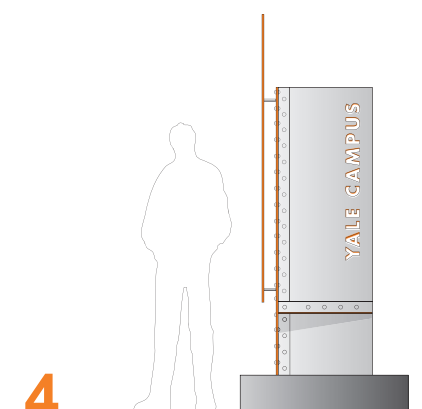
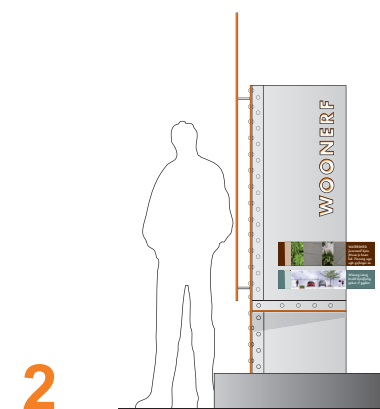
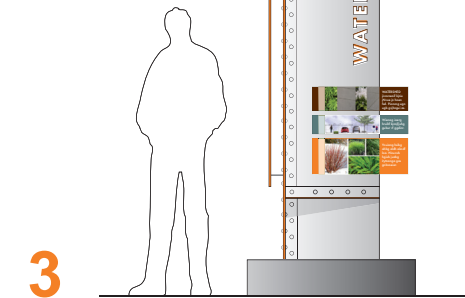
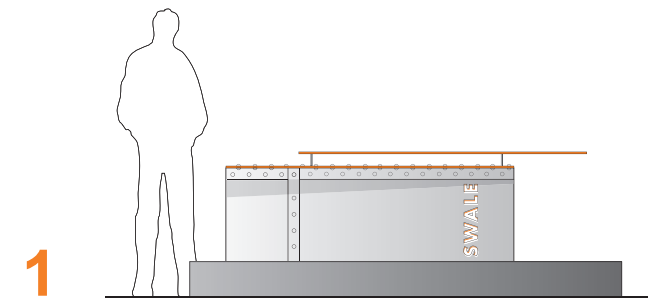
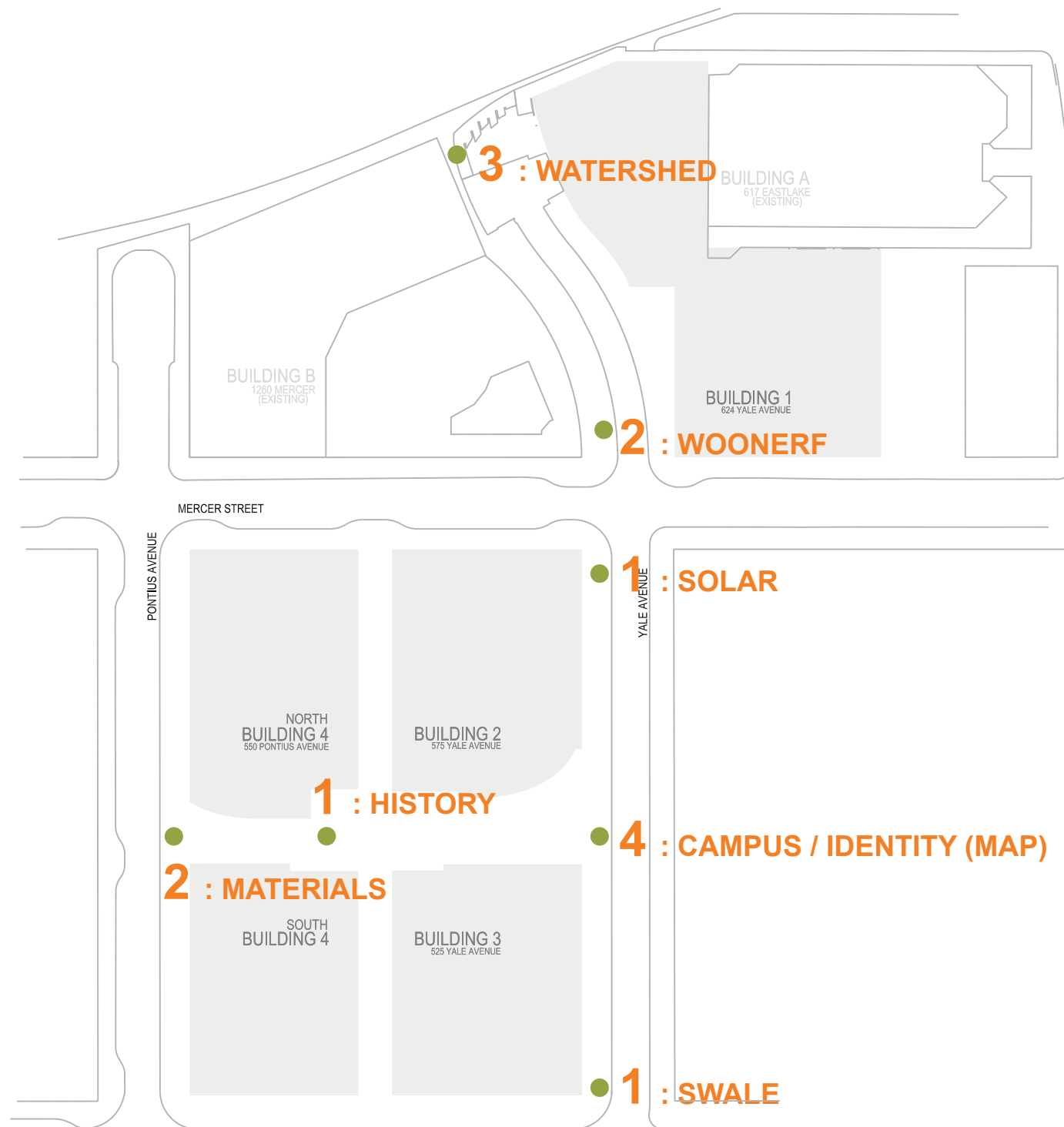
Canopy/soffit recessed downlights

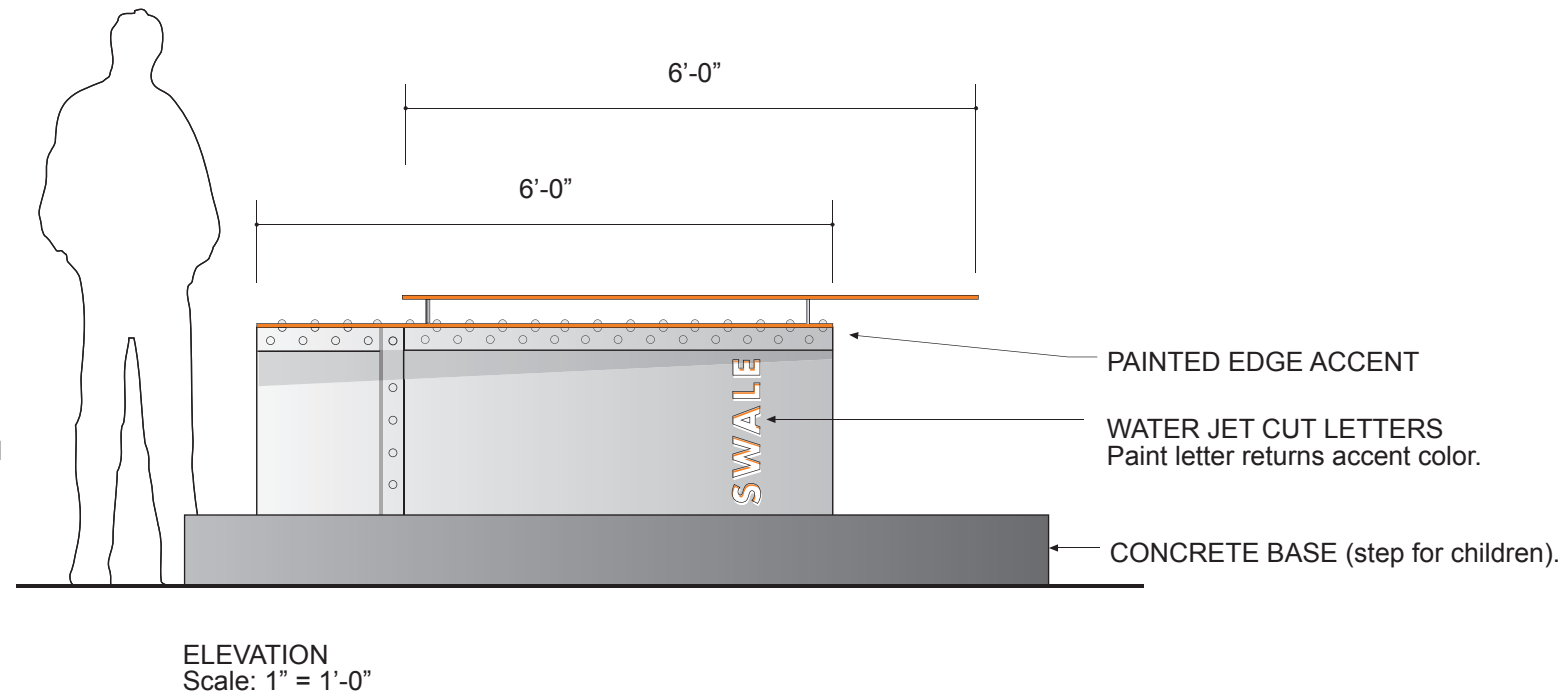
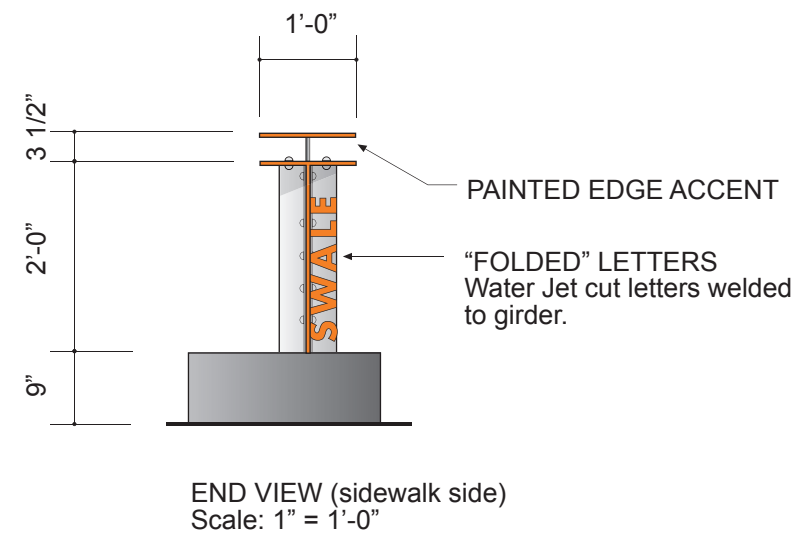


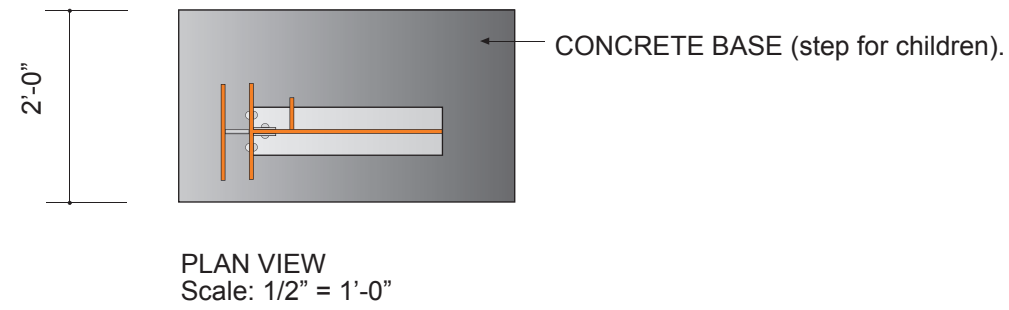
Wall mounted uplights



Lobbies/building entries glow from within

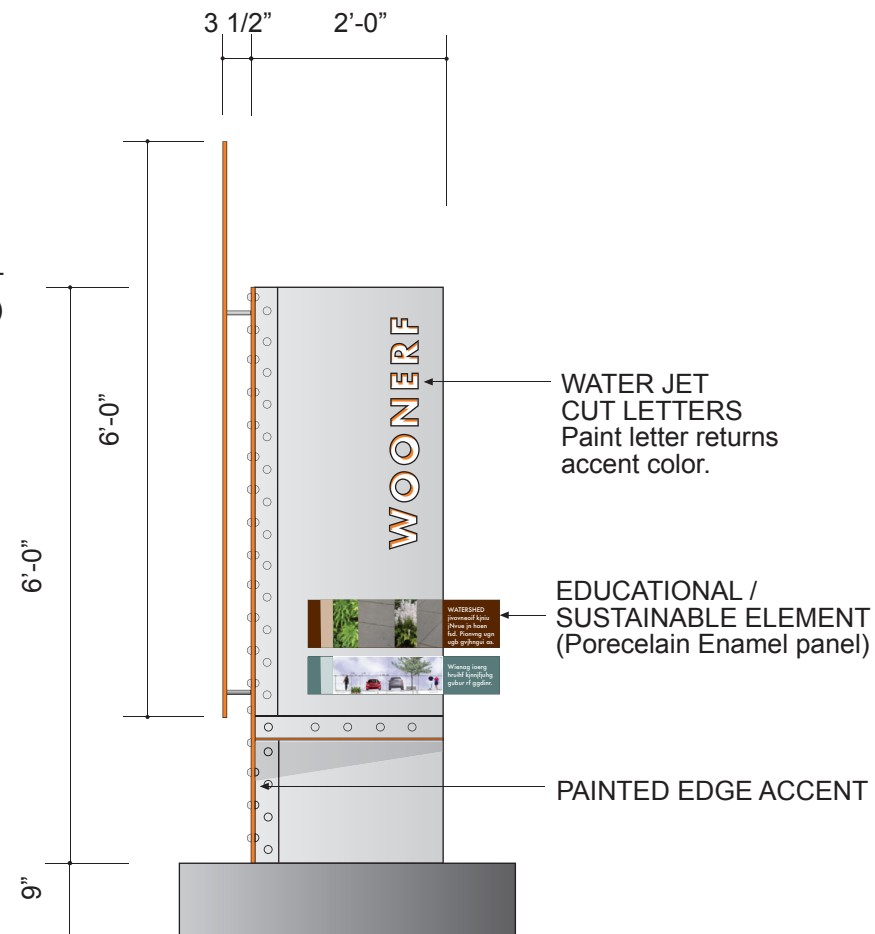




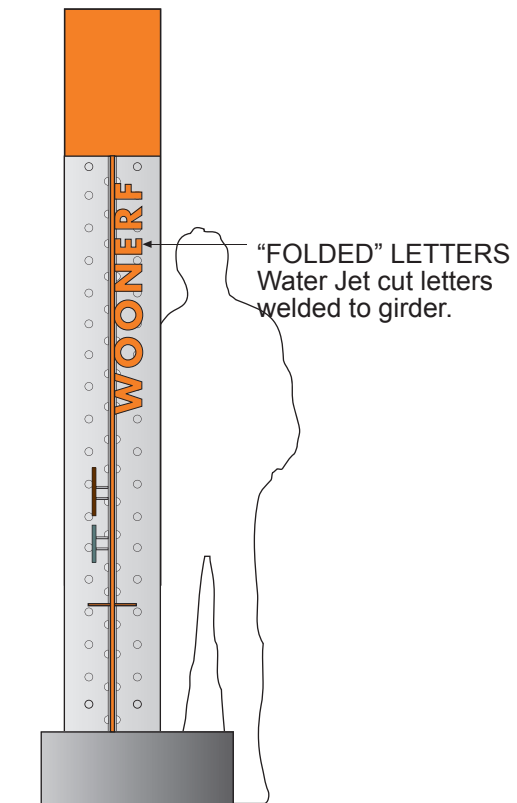


END VIEW (sidewalk side)
Scale: 1/2" = 1'-0"

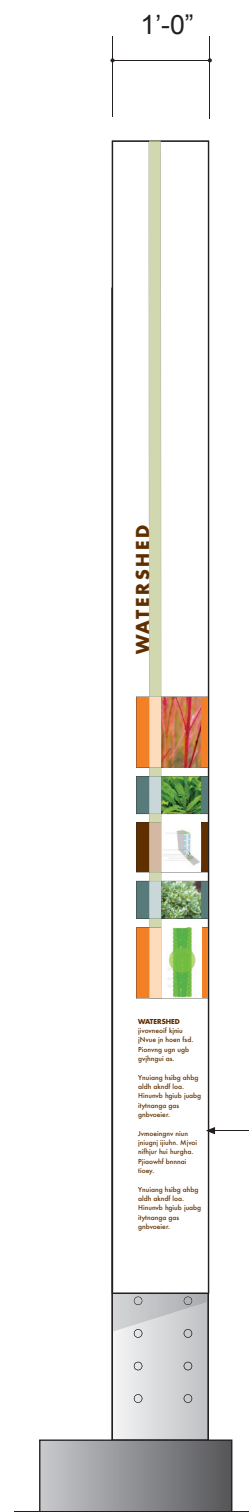
EDUCATIONAL /
SUSTAINABLE ELEMENT
(Porecelain Enamel panel)



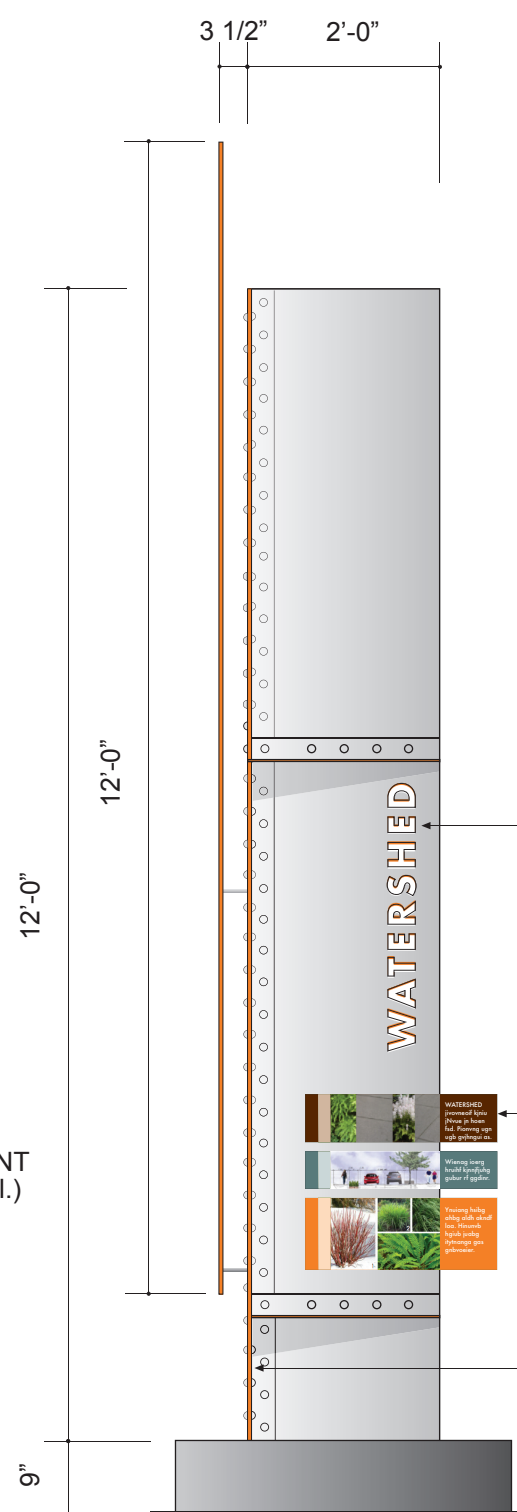
ELEVATION
Scale: 1/2" = 1'-0"



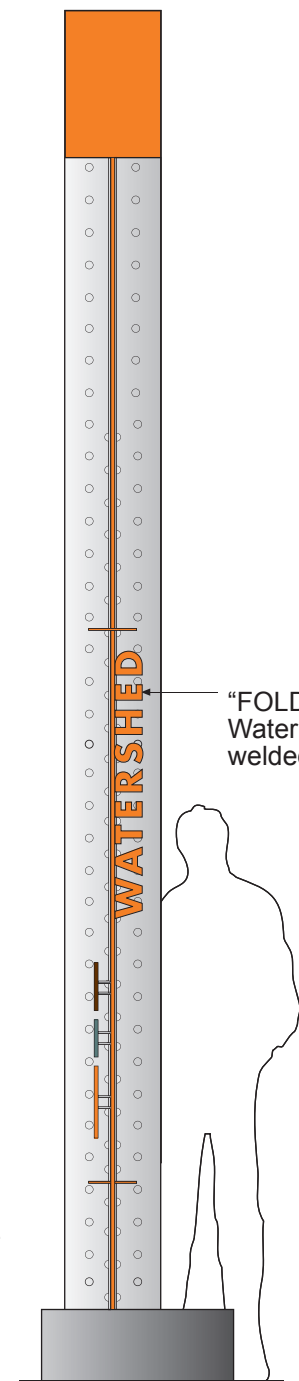
END VIEW (street side)
Scale: 1/2" = 1'-0"



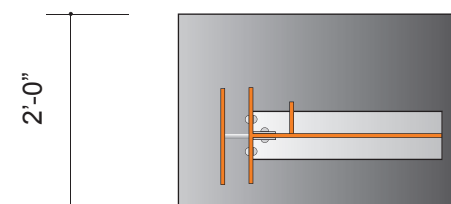
END VIEW (sidewalk side)
Scale: 1/2" = 1'-0"



ELEVATION
Scale: 1/2" = 1'-0"



END VIEW (street side)
Scale: 1/2" = 1'-0"



PLAN VIEW
Scale: 1/2" = 1'-0"

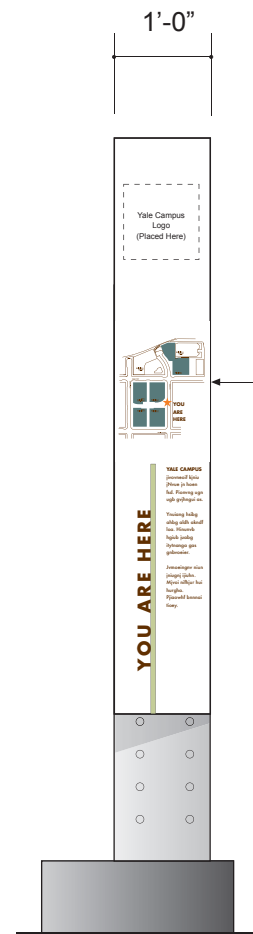
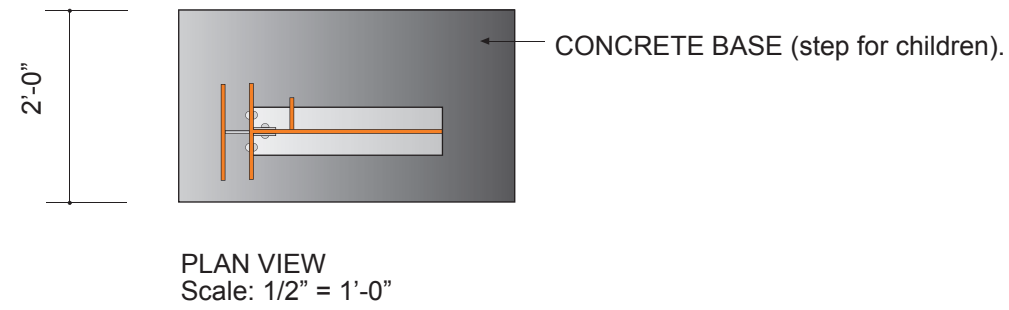
CONCRETE BASE (step for children).

WATER JET CUT LETTERS
Paint letter returns
accent color.

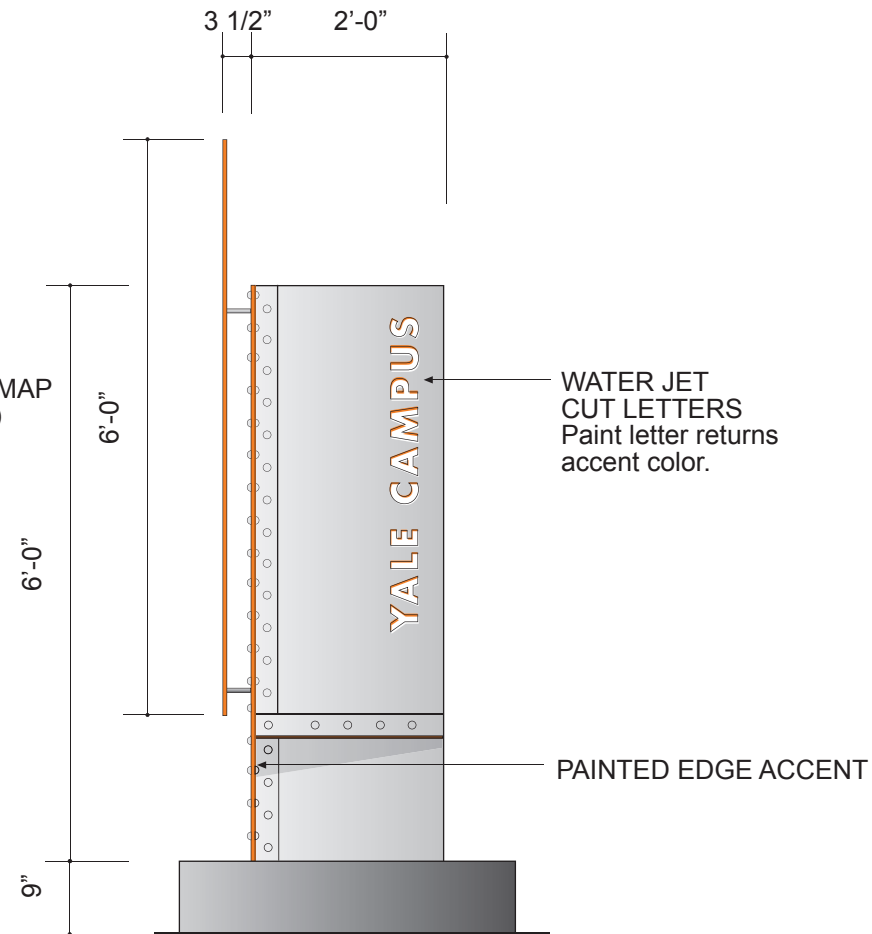
EDUCATIONAL /
SUSTAINABLE ELEMENT
(Porcelain Enamel panel.)

PAINTED EDGE ACCENT

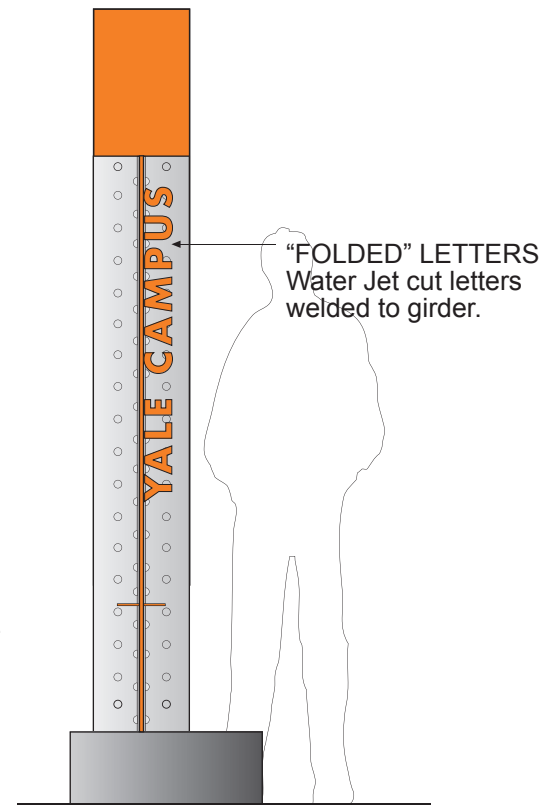
"FOLDED" LETTERS
Water Jet cut letters
welded to girder.



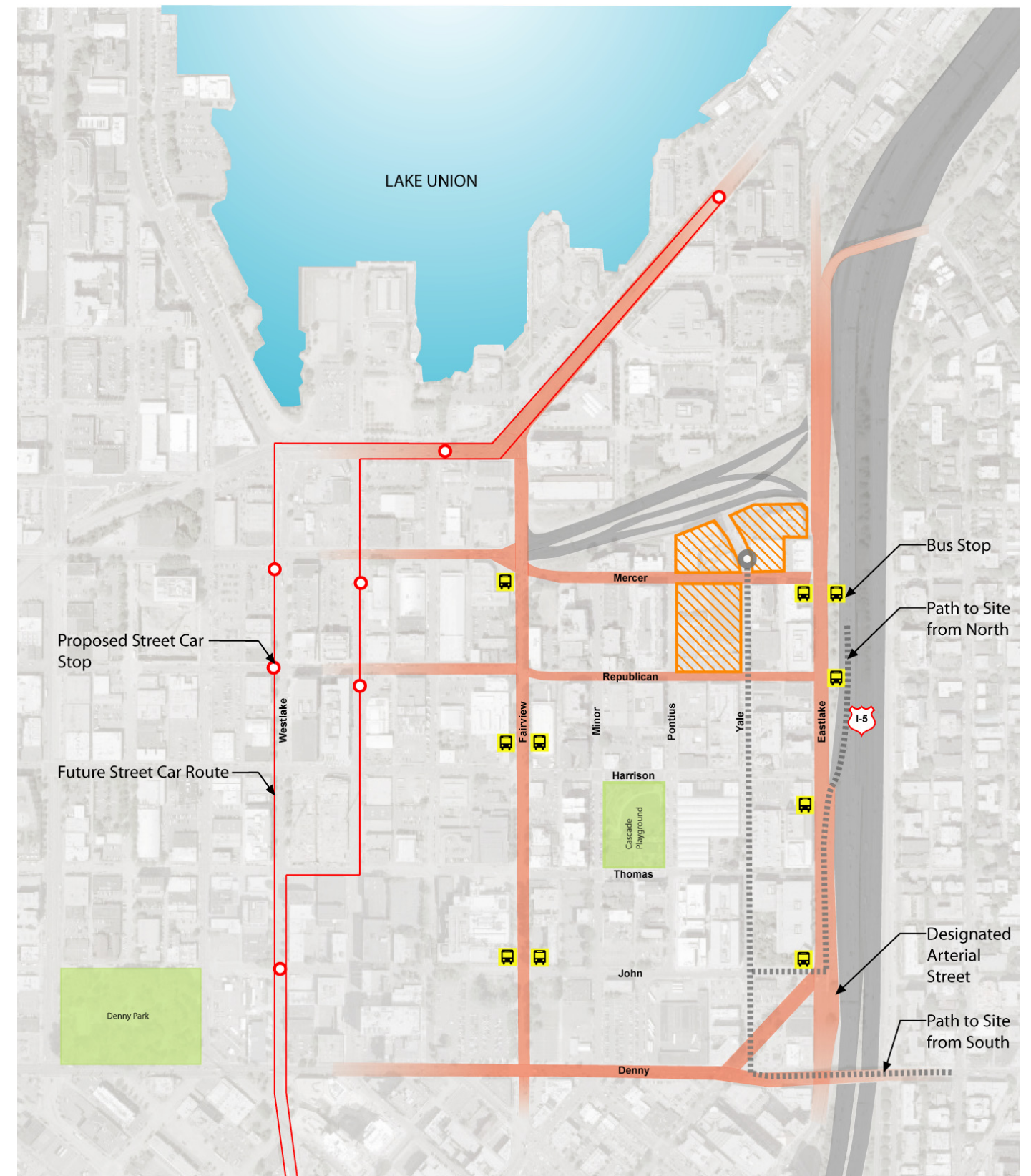
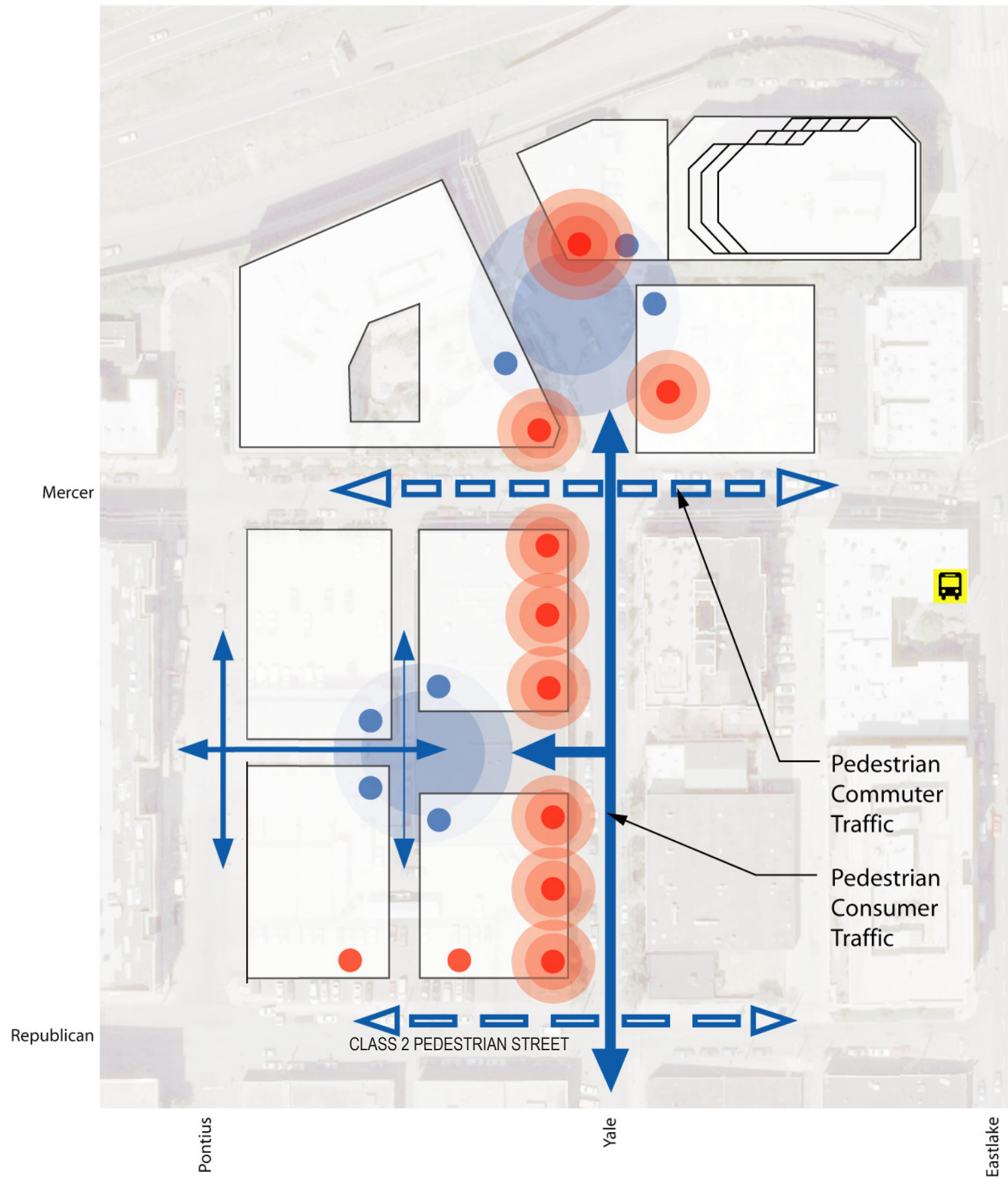
END VIEW (sidewalk side)
Scale: 1/2" = 1'-0"

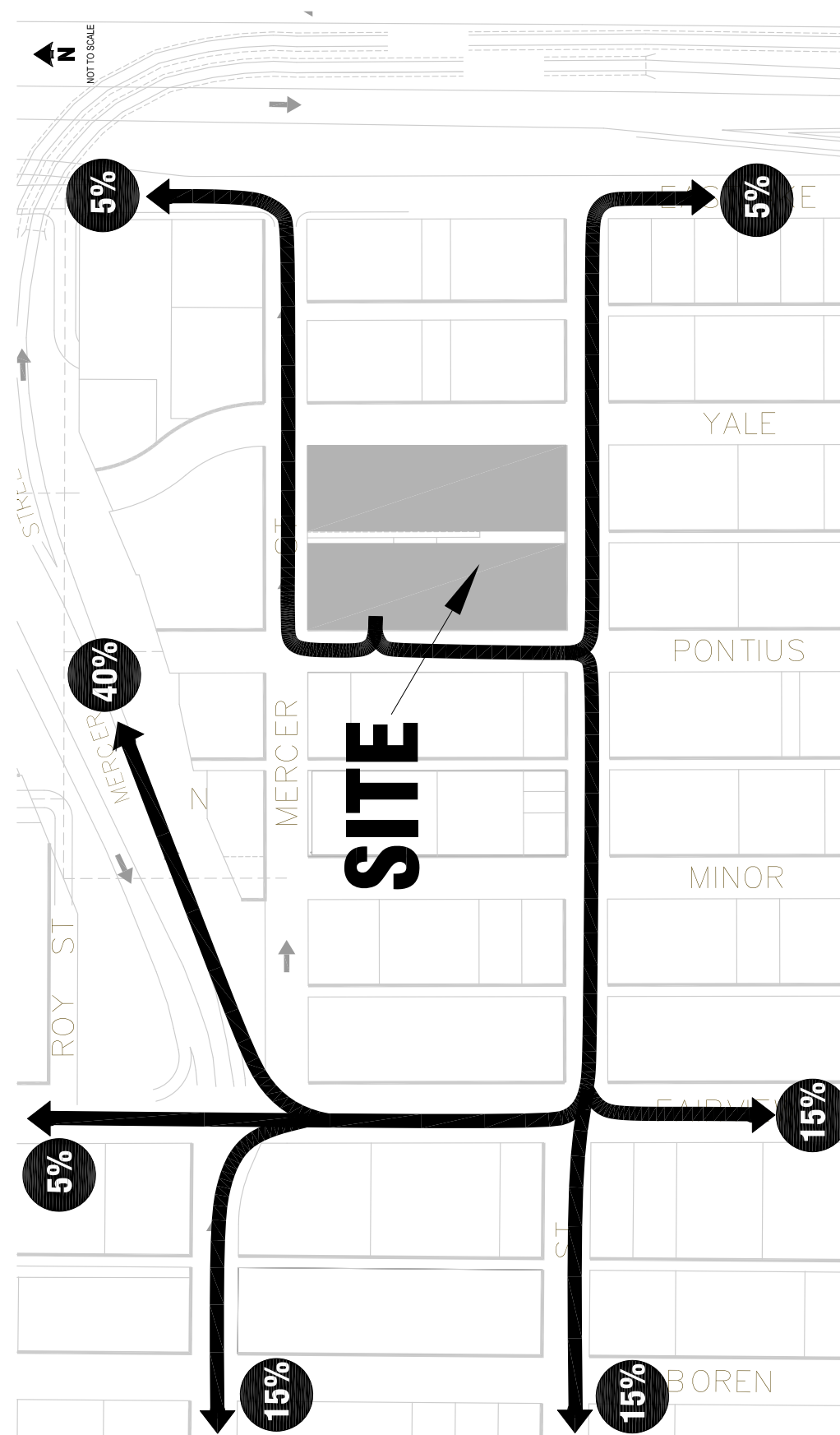


ELEVATION
Scale: 1/2" = 1'-0"



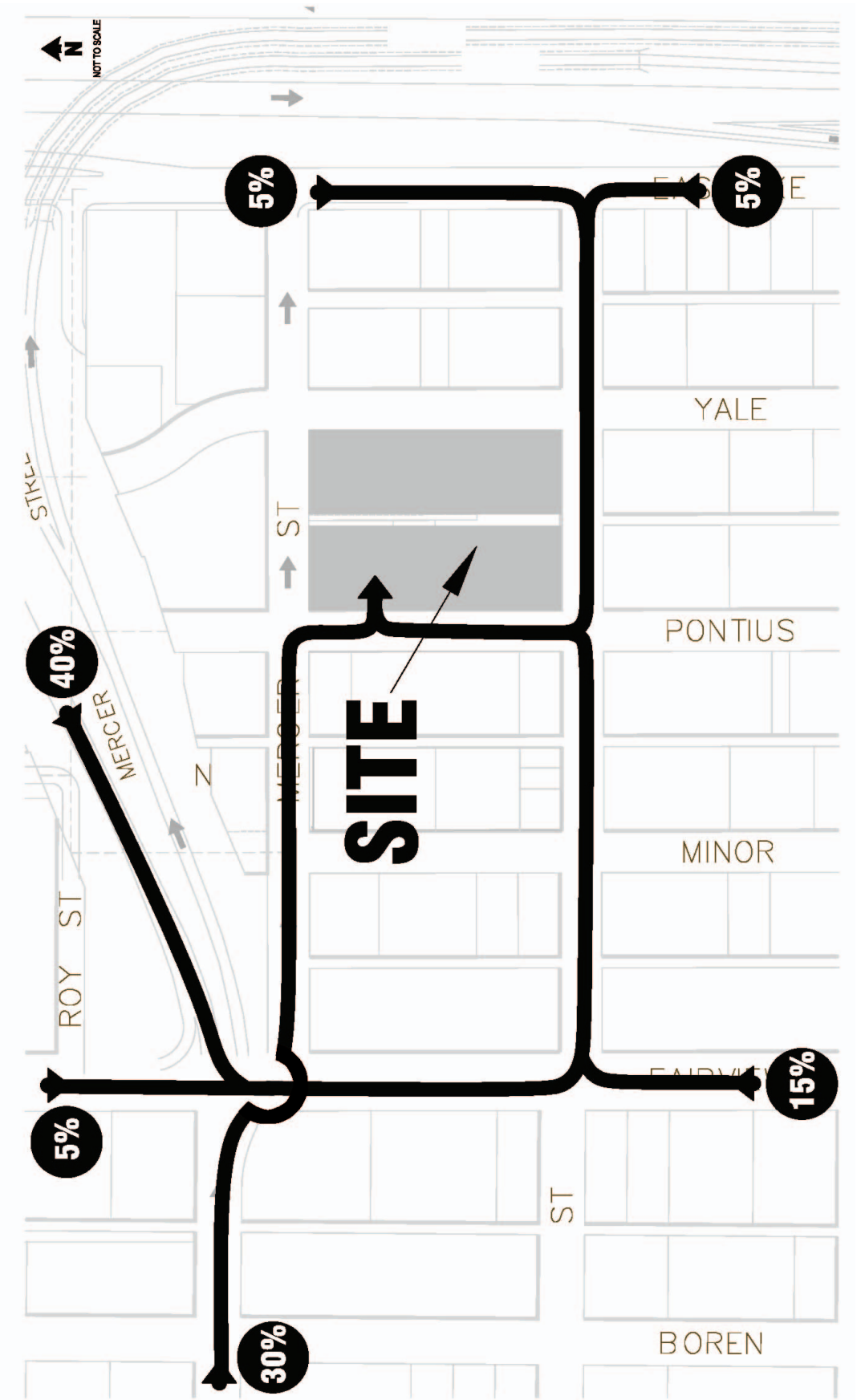
END VIEW (street side)
Scale: 1/2" = 1'-0"

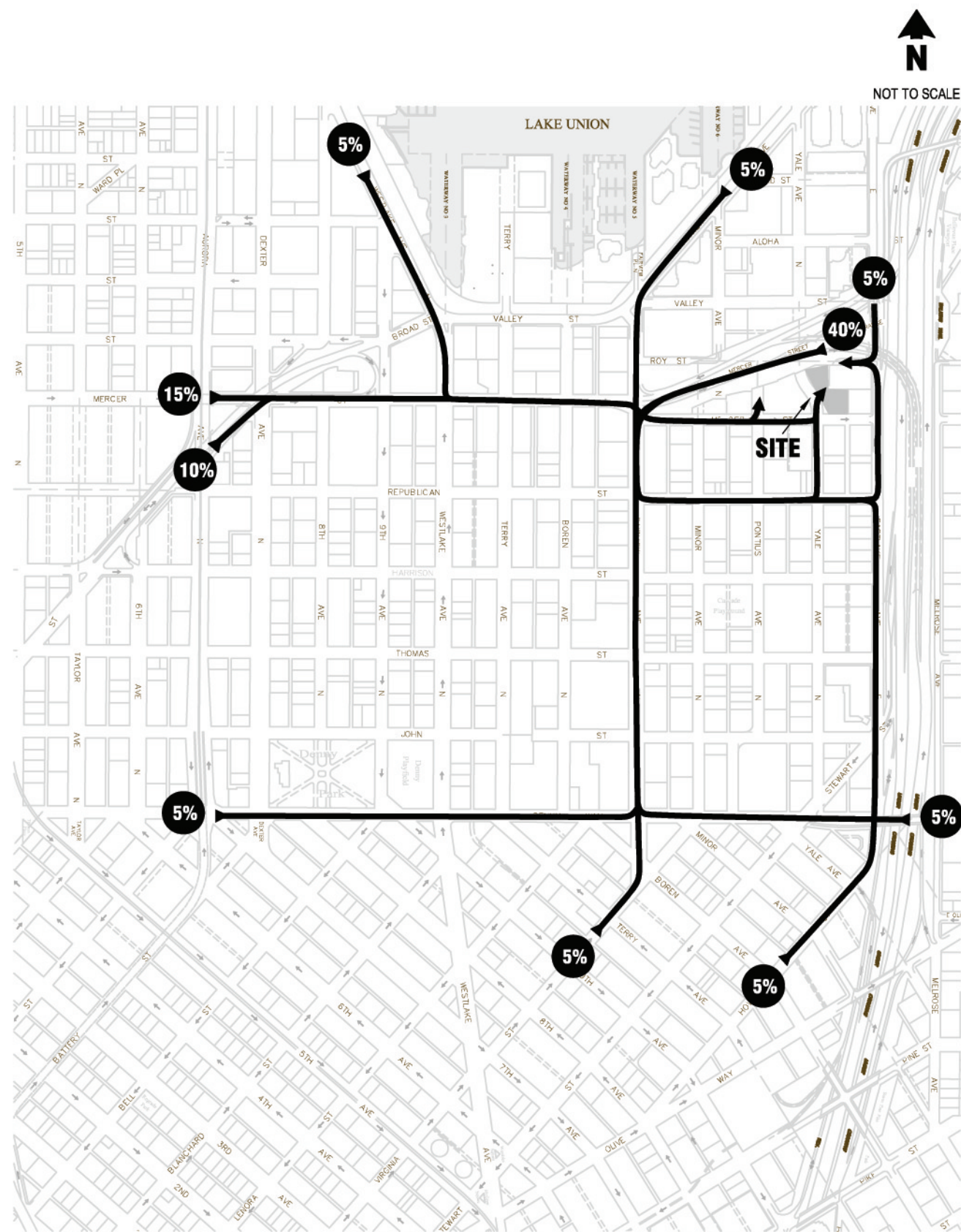




The proposed project is expected to generate approximately 1,820 new off site trips per weekday, 228 occurring during the weekday morning peak hours and 226 occurring during the evening peak hours.

The analysis of driveway operations also shows that no on-street vehicle queuing, and minimal on-site vehicle queuing are anticipated. Based on the analysis it is anticipated that the proposed site access driveway will facilitate the smooth flow of traffic and will not create a hazard. Based on the trip generation and parking analysis, it is not anticipated that the proposed 505 Yale Avenue project would result in a noticeable impact to either traffic operations or parking in the site vicinity.





The proposed project is expected to generate approximately 1,100 new off site trips per weekday; 137 occurring during the weekday morning peak hours and 138 occurring during the evening peak hours. Based on the trip generation and parking analysis, it is not anticipated that the proposed 624 Yale Avenue project would result in a noticeable impact to either traffic operations or parking in the site vicinity.

