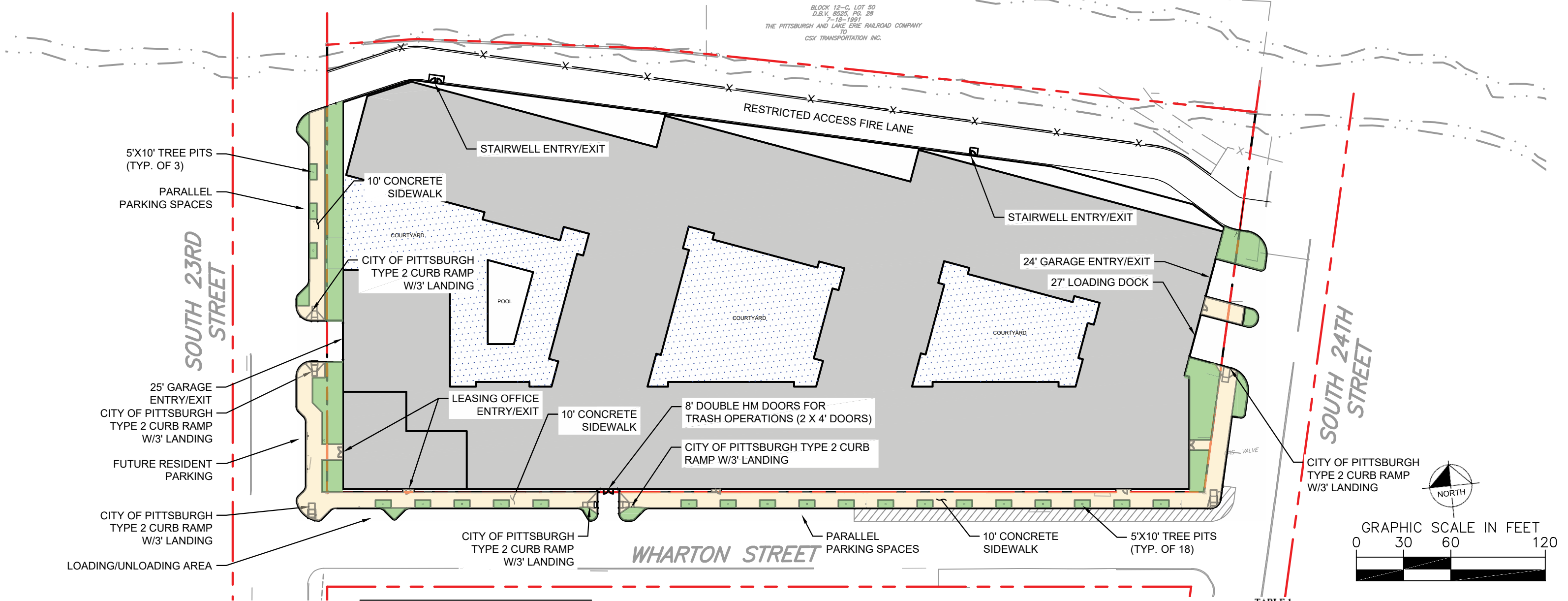




SITE FACILITIES

- 1. 5-STORY RESIDENTIAL BUILDINGS WITH 365 TOTAL UNITS.
- 2. GRADE LEVEL PARKING GARAGE WITH 322 PARKING STALLS.

SITE FEATURES

- 1. NATIVE/NON-INVASIVE TREES AND PLANTS.
- 2. SURFACE GREEN SPACES (SHOWN IN GREEN).
- 3. LEVEL 2 COURTYARD -- HARDESCAPED AND LANDSCAPED (SHOWN IN BLUE).
- 4. PERIMETER CURB IMPROVEMENTS AND ADA ACCESSIBLE CITY OF PITTSBURGH CURB RAMPS.
- 5. PERIMETER SITE LIGHTING.
- 6. 10' PEDESTRIAN-FRIENDLY SIDEWALKS ON ALL STREETS.

TRAFFIC IMPACT SUMMARY

- 1. PROPOSED ACCESS VIA 2 STOP CONTROLLED DRIVEWAYS: 1 ON SOUTH 23RD STREET AND 1 ON SOUTH 24TH STREET.
- 2. TRASH COLLECTION VIA WHARTON STREET.
- 3. LOADING AREA LOCATED ON SOUTH 24TH STREET.
- 4. STOP SIGN PROPOSED AT ENTRANCES ON SOUTH 24TH STREET AT WHARTON STREET, AND ON WHARTON STREET AT SOUTH 23RD STREET.
- 5. TRANSPORTATION MEMORANDUM FOR THIS PROJECT WAS SUBMITTED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. AND APPROVED BY DOMI IN 2022

LEGEND

- BUILDING
- SIDEWALK
- GREENSPACE
- LEVEL 2 COURTYARD

TABLE 1
ANTICIPATED TRIP GENERATION SUMMARY
Proposed Wharton Street Multi-Family Residential Development
City of Pittsburgh, Allegheny County, Pennsylvania

ITE Land Use Code	Description	Size	Trip Type		Trip Generation ⁽¹⁾						
					Weekday 24-Hour	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
						In	Out	Total	In	Out	Total
221	Multifamily Mid-Rise	370 units	Total	100%	1,718	35	116	151	88	57	145

Modal Split ⁽²⁾	Trip Type		Trip Generation ⁽¹⁾								
			Weekday 24-Hour	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour				
				In	Out	Total	In	Out	Total		
Total Development	Vehicular	61.4%	1,055	21	71	92	54	35	89		
	Transit	15.6%	268	5	18	23	14	9	23		
	Pedestrian	19.3%	332	7	22	29	17	11	28		
	Bicycle	1.4%	24	1	2	3	1	1	2		
	Other (ex. Work from home)	2.3%	40	1	3	4	2	1	3		
	Total	100.0%	1,719	35	116	151	88	57	145		

(1) Anticipated trip generation calculated using the rates and formulae contained within the Institute of Transportation (ITE) publication *Trip Generation*, Eleventh Edition, 2021.
(2) Modal split determined through mode of travel survey data published in the City of Pittsburgh PGHSnap Data, 2011 for the South Side Flats neighborhood.

SITE AND LANDSCAPE PLAN AND TRAFFIC IMPACT SUMMARY