

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



## GENERAL PROJECT INFORMATION

1. PROJECT NAME  
The Museum of the American Revolution
2. DATE  
July 3, 2014
3. APPLICANT NAME  
The American Revolution Center
4. APPLICANT CONTACT INFORMATION  
Michael C. Quinn  
President CEO  
123 Chestnut Street, Suite 401,  
Philadelphia, PA 19106
5. PROJECT AREA: list precise street limits and scope  
The proposed Project Site is located in historic Philadelphia, Pennsylvania, at the southeast corner of 3rd Street and Chestnut Street. The site is abutted to the south by land owned by the National Park Service and the Former "Dock Street" and the US Customs House to the east.  
The proposed building will house the Museum of the American Revolution. The structure will be approximately 96,400 SF with 4-stories, including mechanical areas and storage located in the lower level.  
Storage and delivery will access off of Chestnut Street.
6. OWNER NAME  
The American Revolution Center  
1101 17<sup>th</sup> Street NW, Suite 601  
Washington, DC 20036
7. OWNER CONTACT INFORMATION  
Michael C. Quinn
8. ENGINEER / ARCHITECT NAME  
Brennan Flanagan  
Pennoni Associates Inc.  
3001 Market Street, Suite 200  
Philadelphia, PA 19104
9. ENGINEER / ARCHITECT CONTACT INFORMATION  
215-222-7711 / bflanagan@pennoni.com
10. STREETS: List the streets associated with the project. Complete Street Types can be found at [www.phila.gov/map](http://www.phila.gov/map) under the "Transportation and Utilities" field. Complete Street Types are also identified in Section 3 of the Handbook.

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Chestnut Street (S.R. 3008)</u>	<u>3<sup>rd</sup> Street</u>	<u>American Street</u>	<u>Walkable Commercial Corridors</u>
<u>3<sup>rd</sup> Street</u>	<u>Chestnut Street</u>	<u>230 feet south of Chestnut Street</u>	<u>City Neighborhood Street</u>
_____	_____	_____	_____
=====	=====	=====	=====

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## PEDESTRIAN COMPONENT (Handbook Section 4.3)

11. 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)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<b><u>Chestnut Street (S.R. 3008)</u></b>	<b><u>12' / 17' / 17'</u></b>	<b><u>17' / 17'</u></b>
<b><u>3rd Street</u></b>	<b><u>12' / 12' / 12'</u></b>	<b><u>12' / 12'</u></b>
_____	____ / ____ / ____	____ / ____
_____	____ / ____ / ____	____ / ____

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
<b><u>Chestnut Street (S.R. 3008)</u></b>	<b><u>6' / 12' / 10.5'</u></b>
<b><u>3rd Street</u></b>	<b><u>6' / 6' / 6.0'</u></b>
_____	____ / ____ / ____
_____	____ / ____ / ____

13. VEHICULAR INTRUSIONS: list Vehicular Intrusions into the sidewalk. Examples include but are not limited to; driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

### EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<b><u>N/A</u></b>	<b><u>N/A</u></b>	<b><u>N/A</u></b>
_____	_____	_____
_____	_____	_____
_____	_____	_____

### PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<b><u>Loading Dock Driveway/Curb Cut</u></b>	<b><u>24'</u></b>	<b><u>175' from eastern curbline of 3<sup>rd</sup> Street to centerline of driveway apron</u></b>
_____	_____	_____
_____	_____	_____
_____	_____	_____

### DEPARTMENTAL APPROVAL

14. Does the design limit block lengths to 500 feet or less?

YES  NO  N/A

YES  NO

15. When considering the overall design, does the design create a

YES  NO

YES  NO

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pedestrian environment that provides safe and comfortable access for all pedestrians?

## 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.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH
	Existing / Proposed
<u>Chestnut Street (S.R. 3008)</u>	<u>0' / 0'</u>
<u>3rd Street</u>	<u>0' / 0'</u>
_____	____ / ____
_____	____ / ____

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.

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH
	Recommended / Existing / Proposed
<u>Chestnut Street (S.R. 3008)</u>	<u>4' / 4.25'-5' / 6'</u>
<u>3rd Street</u>	<u>4' / 4'-4.75' / 6'</u>
_____	____ / ____ / ____
_____	____ / ____ / ____

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). The following treatments shall be identified and dimensioned on the plan.

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

- YES  NO  N/A
- YES  NO  N/A
- YES  NO  N/A
- YES  NO  N/A
- YES  NO  N/A
- YES  NO  N/A
- YES  NO  N/A
- YES  NO  N/A
- YES  NO  N/A
- YES  NO  N/A

### DEPARTMENTAL APPROVAL

- YES  NO
- YES  NO
- YES  NO
- YES  NO
- YES  NO
- YES  NO
- YES  NO
- YES  NO

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 12, or requires an exception. Identify all pinch points and encroachments on right-of-way on design plans.

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?

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## BICYCLE COMPONENT (Handbook Section 4.5)

23. 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>

ADA curb ramps will be upgraded. Street trees are proposed as well as bike racks and benches within the proposed plaza areas. The proposed loading dock driveway is designed to meet the City Standard. The cartway width will remain the same in the proposed condition and bike lanes can be installed in the future. This project impacts one block and as such, bicycle lanes are not included in the project scope.

24. 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 YES  NO  N/A
- Buffered Bike Lane YES  NO  N/A
- Bicycle-Friendly Street YES  NO  N/A

25. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES  NO

26. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES  NO

### DEPARTMENTAL APPROVAL

YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

## CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

27. Does the design limit conflict among transportation modes along the curb? YES  NO

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

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

30. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? YES  NO

### DEPARTMENTAL APPROVAL

YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

The public will be able to utilize bike racks to secure bicycles while visiting the museum. Street Trees and plazas comprised of benches and landscaping will add to the overall attractiveness of the Old City and Society Hill neighborhoods. Access and connectivity to several SEPTA Bus Stops located at the southwest corner of 3<sup>rd</sup> and Chestnut Streets will be improved by the proposed ADA curb ramps.

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## VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

31. For each street frontage, identify existing and proposed lane widths and the design speed.

STREET FRONTAGE	FROM	TO	LANE WIDTHS		DESIGN SPEED
			Existing	Proposed	
<u>Chestnut Street (S.R. 3008)</u>	<u>3<sup>rd</sup> Street</u>	<u>American / S. Bank St.</u>	<u>9'-9"</u>	<u>8' / 9'-9" - 8'</u>	<u>25</u>
<u>3rd Street</u>	<u>Chestnut Street</u>	<u>Walnut Street</u>	<u>9'-9"</u>	<u>8' / 9'-9" - 8'</u>	<u>25</u>
_____	_____	_____	_____ / _____	_____	_____
_____	_____	_____	_____ / _____	_____	_____

- |  |   |   |
|--|---|---|
| <p>32. What is the maximum AASHTO design vehicle being accommodated by the design? _____</p> <p>33. Will the project affect a historically certified street? An <u>inventory of historic streets</u><sup>(1)</sup> is maintained by the Philadelphia Historical Commission.</p> <p>34. Does the design plan incorporate roadway medians (a "high priority" vehicle / cartway design treatment for some street types)?<br/><i>*Any proposed median may require a maintenance agreement with the Streets Department.</i></p> <p>35. Does the design facilitate safe and accessible, deliveries to local industries and businesses?</p> <p>36. Will the public right-of-way be used for loading and unloading activities?</p> <p>37. Does the design maintain emergency vehicle access?</p> <p>38. Where new streets are being developed does the design connect and extend the street grid?</p> <p>39. Does the design support multiple alternative routes to and from destinations?</p> <p>40. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?</p> | <p>_____</p> <p>YES <input type="checkbox"/> NO <input checked="" type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/></p> <p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input checked="" type="checkbox"/></p> <p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/></p> <p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/></p> <p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p> | <p>DEPARTMENTAL APPROVAL</p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p> |
|--|---|---|

(1) <http://www.phila.gov/historical/PDF/Historic%20Street%20Paving%20District%20Inventory.pdf>

## URBAN DESIGN COMPONENT (Handbook Section 4.8)

- |   |   |   |
|---|---|---|
| <p>41. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide.</p> <p>42. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4).</p> <p>_____</p> <p>43. Does the design provide driveway access that safely manages</p> | <p><u>N/A</u></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/></p> <p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/></p> | <p>DEPARTMENTAL APPROVAL</p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p> |
|---|---|---|



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pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

## INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

44. Identify existing and proposed signal cycle lengths

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
<u>N/A Signal work not included in Project Scope</u>	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

45. Does the design minimize the signal cycle length to reduce pedestrian wait time?

YES  NO  N/A

46. Does the design provide adequate clearance time for pedestrians to cross streets?

YES  NO  N/A

47. 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

*\* If yes, City Plan Action may be required.*

48. 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
- Pedestrian Refuge Islands
- Signal Timing and Operation
- Bike Boxes

YES  NO  N/A

YES  NO  N/A

YES  NO  N/A

YES  NO  N/A

49. Does the design simplify complex intersections where possible?

YES  NO  N/A

50. Does the design reduce vehicle speeds and increase visibility at intersections?

YES  NO  N/A

51. Overall, do intersection designs limit conflicts between modes and promote pedestrian and bicycle safety?

YES  NO  N/A

### DEPARTMENTAL APPROVAL

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

YES  NO

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## ADDITIONAL COMMENTS

### APPLICANT

Additional Explanation / Comments:

11. The proposed walking zone along 3rd Street is 6' typical and 5' is provided adjacent to the proposed tree pits, creating a pinch point. The tree pits are proposed to be 6' wide in order to plant larger trees at the outset. The overall dimension of the frame limits the caliper size of the tree you are able to plant as the rootball has to fit through the frame when planting. The tree grates selected for this project are ADA compliant and completely walkable. It is expected and has been stated in the drawings that the trees chosen for 3rd Street are to be limbed up to a clearance of 96". The trees and trees grates will not impinge on the amount of walkable space along the sidewalk of 3rd Street.

18. Several "High Priority" items are not being provided within the building or furnishing zones but are proposed within the plaza areas beyond the property line. These components consists of benches, bike racks, landscaping, and other furniture.

### DEPARTMENTAL APPROVAL

Additional Reviewer Comments: