

# COMPLETE STREETS HANDBOOK CHECKLIST

CHS NO. 2014-023  
ROW UNIT LOG 2014-842

Philadelphia City Planning Commission



## GENERAL PROJECT INFORMATION

1. PROJECT NAME 6137 FRANKFORD AVE      2. DATE 9/25/14
3. APPLICANT NAME \_\_\_\_\_      4. PROJECT AREA: list precise street limits and scope 6101 & 6137 FRANKFORD AV
5. APPLICANT CONTACT INFORMATION \_\_\_\_\_      MORELAND DEVELOPMENT      ELCAN AND ASSOCIATES, INC
- ERIC SEIDMAN      DAN ELCAN
6. OWNER NAME BIAGGIO DESIMONE      610-664-7200      251-460-0069
7. OWNER CONTACT INFORMATION \_\_\_\_\_      6101 FRANKFORD AVE, PHILADELPHIA, PA 19135-4408
8. ENGINEER / ARCHITECT NAME \_\_\_\_\_      TIMOTHY CASEY, PE, ROBERT E. BLUE CONSULTING ENGINEERS, PC
9. ENGINEER / ARCHITECT CONTACT INFORMATION \_\_\_\_\_      TCASEY@ROBERTBLUE.COM, 610-277-9441 X17
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
FRANKFORD AVE	BENNER STREET	DEVEREAUX AVE	URBAN ARTERIAL
DEVEREAUX AVE	FRANKFORD AVE	HAWTHORNE ST	URBAN ARTERIAL
HAWTHORNE ST.	DEVEREAUX AVE	BENNER ST	LOCAL
BENNER ST.	HAWTHORNE ST	FRANKFORD AVE	CITY NEIGHBORHOOD

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

### APPLICANT: General Project Information

Additional Explanation / Comments: \_\_\_\_\_

### DEPARTMENTAL REVIEW ONLY: General Project Information

Reviewer Comments: \_\_\_\_\_

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## PEDESTRIAN COMPONENT (Handbook Section 4.3)

12. 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
FRANKFORD AVE	6' / 4' MIN / 9' MIN	18' / 18'
DEVEREAUX AVE	6' / 6' MIN / 6' MIN	N/A / N/A
HAWTHORNE ST	5' / 5' MIN / 7.5' MIN	13' / 13'
BENNER ST	6' / 6' MIN / 7.5' MIN	13' / 13'

13. 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
FRANKFORD AVE	9' / 4' MIN / 9'
DEVEREAUX AVE	6' / 6' MIN / 6'
HAWTHORNE ST	7.5' / 5' MIN / 7.5'
BENNER ST	7.5' / 6' MIN / 7.5'

14. 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
DRIVEWAY	28', 68', 30', 30'	FRANKFORD AVE
DRIVEWAY	32', 27'	DEVEREAUX AVE
DRIVEWAY	36', 30'	HAWTHORNE ST
DRIVEWAY	67', 23'	BENNER ST

### PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
DRIVEWAY	27', 30'	FRANKFORD AVE
DRIVEWAY	24', 24'	BENNER ST

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## PEDESTRIAN COMPONENT (continued)

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

YES  NO  N/A

16. When considering the overall design, does the design create a pedestrian environment that provides safe and comfortable access for all pedestrians?

YES  NO

### DEPARTMENTAL REVIEW ONLY

ACCEPT  N/M

ACCEPT  N/M

\*N/M = Needs Modification

**APPLICANT: Pedestrian Component**

Additional Explanation / Comments: \_\_\_\_\_

EXISTING CURB CUTS ARE TO BE REMOVED AND REPLACED WITH NEW SIDEWALK AND CURB. NEW CURB CUTS TO BE INSTALLED ON FRANKFORD AVE AND BENNER STREET.

**DEPARTMENTAL REVIEW ONLY: Pedestrian Component**

Reviewer Comments: \_\_\_\_\_

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## BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

17. **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
FRANKFORD AVE	0	0
DEVEREAUX AVE	0	0
HAWTHORNE ST	0	0
BENNER ST	0	0

18. **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
FRANKFORD AVE	4'	5'	5'
DEVEREAUX AVE	4'	2.5'	2.5'
HAWTHORNE ST	3.5'	2.5'	4'
BENNER ST	4'	0	4'

19. Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?

- Bicycle Parking (ONSITE)
- Lighting
- Benches
- Street Trees
- Street Furniture

		DEPARTMENTAL REVIEW ONLY	
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input checked="" type="checkbox"/> N/M <input type="checkbox"/>

20. Does the design avoid tripping hazards? YES  NO  N/A
21. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception. YES  NO  N/A
22. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)? YES  NO  N/A
23. Does the design maintain adequate visibility for all roadway users at intersections? YES  NO
24. When considering the overall design of the Building & Furnishing Component, does the design enhance the pedestrian environment? YES  NO

\*N/M = Needs Modification

**APPLICANT: Building & Furnishing Component**

Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW ONLY: Building & Furnishing Component**

Reviewer Comments: \_\_\_\_\_

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## BICYCLE COMPONENT (Handbook Section 4.5)

25. 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>

PROPOSED BIKE RACKS IN FRONT OF BOTH PROPOSED STORES

26. 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 SIDEWALK OR STREET		OFF-STREET	
		Existing / Proposed		Existing / Proposed	
6101 FRANKFORD AVE	2	0	0	0	2
6137 FRANKFORD AVE	2	0	0	0	2
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

27. 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

YES  NO  N/A

YES  NO  N/A

YES  NO  N/A

### DEPARTMENTAL REVIEW ONLY

ACCEPT  N/M

ACCEPT  N/M

ACCEPT  N/M

ACCEPT  N/M

ACCEPT  N/M

\*N/M = Needs Modification

28. Does the design provide bicycle connections to local bicycle, trail, and transit networks?

YES  NO

29. Does the design provide convenient bicycle connections to residences, work places, and other destinations?

YES  NO

### APPLICANT: Bicycle Component

Additional Explanation / Comments: \_\_\_\_\_

### DEPARTMENTAL REVIEW ONLY: Bicycle Component

Reviewer Comments: \_\_\_\_\_

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## CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

### DEPARTMENTAL REVIEW ONLY

- |   |  |   |
|---|--|---|
| 30. Does the design limit conflicts between transportation modes along the curb?  | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>                              | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>            |
| 31. Does the design connect transit stops to the surrounding pedestrian network and destinations?                           | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>            |
| 32. Does the design provide a buffer between the roadway and pedestrian traffic?  | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>            |
| 33. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? | THE PREPARED PLAN DOES NOT DISTURB EXISTING BUS STOP ON FRANKFORD AVE.                           | ACCEPT <input checked="" type="checkbox"/> N/M <input type="checkbox"/> |

\*N/M = Needs Modification

### APPLICANT: Curbside Management Component

Additional Explanation / Comments: \_\_\_\_\_

### DEPARTMENTAL REVIEW ONLY: Curbside Management Component

Reviewer Comments: \_\_\_\_\_

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## VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

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

STREET	FROM	TO	LANE WIDTHS		DESIGN SPEED
			Existing	Proposed	
FRANKFORD AVE	BENNER ST	DEVEREAUX AVE	10'	10'	30 MPH
DEVEREAUX AVE	FRANKFORD AVE	HAWTHORNE ST	30'	30'	30 MPH
HAWTHORNE ST	DEVEREAUX AVE	BENNER ST	34'	34'	25 MPH
BENNER ST	HAWTHORNE ST	FRANKFORD AVE	17'	17'	25 MPH

- |  |   |  | DEPARTMENTAL REVIEW ONLY                   |                                 |                              |
|--|---|--|--|---------------------------------|------------------------------|
| 35. What is the maximum AASHTO design vehicle being accommodated by the design?  | WB62                                    |  | ACCEPT <input checked="" type="checkbox"/> | N/M <input type="checkbox"/>    |                              |
| 36. 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. | YES <input type="checkbox"/>            | NO <input checked="" type="checkbox"/> | ACCEPT <input type="checkbox"/>            | N/M <input type="checkbox"/>    |                              |
| 37. Does the design plan incorporate roadway medians (a "high priority" vehicle / cartway design treatment for some street types)?   | YES <input type="checkbox"/>            | NO <input type="checkbox"/>            | N/A <input checked="" type="checkbox"/>    | ACCEPT <input type="checkbox"/> | N/M <input type="checkbox"/> |
| <i>*Any proposed median may require a maintenance agreement with the Streets Department.</i>   |   |  |  |                                 |                              |
| 38. Does the design facilitate safe and accessible, deliveries to local industries and businesses?   | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/>            | ACCEPT <input type="checkbox"/>            | N/M <input type="checkbox"/>    |                              |
| 39. Will the public right-of-way be used for loading and unloading activities?   | YES <input type="checkbox"/>            | NO <input checked="" type="checkbox"/> | ACCEPT <input type="checkbox"/>            | N/M <input type="checkbox"/>    |                              |
| 40. Does the design maintain emergency vehicle access?   | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/>            | ACCEPT <input type="checkbox"/>            | N/M <input type="checkbox"/>    |                              |
| 41. Where new streets are being developed, does the design connect and extend the street grid?   | YES <input type="checkbox"/>            | NO <input type="checkbox"/>            | N/A <input checked="" type="checkbox"/>    | ACCEPT <input type="checkbox"/> | N/M <input type="checkbox"/> |
| 42. Does the design support multiple alternative routes to and from destinations as well as within the site?   | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/>            | N/A <input type="checkbox"/>               | ACCEPT <input type="checkbox"/> | N/M <input type="checkbox"/> |
| 43. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?   | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/>            | ACCEPT <input checked="" type="checkbox"/> | N/M <input type="checkbox"/>    |                              |

\*N/M = Needs Modification

**APPLICANT: Vehicle / Cartway Component**

Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW ONLY: Vehicle / Cartway Component**

Reviewer Comments: \_\_\_\_\_

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

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## URBAN DESIGN COMPONENT (Handbook Section 4.8)

### DEPARTMENTAL REVIEW ONLY

- |   |  |   |
|---|--|---|
| 44. Does the design incorporate windows, storefronts, and other active uses facing the street?  | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>            |
| 45. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide: <u>2014-DOLL-2453-01</u>   |  |   |
| 46. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4).<br><u>SUBSURFACE DETENTION BASIN OUTLET PIPE</u> | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>            |
| 47. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?   | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | ACCEPT <input type="checkbox"/> N/M <input type="checkbox"/>            |
| 48. Does the design provide direct, safe, and accessible connections between transit stops and building access points and destinations within the site?                         | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | ACCEPT <input checked="" type="checkbox"/> N/M <input type="checkbox"/> |

\*N/M = Needs Modification

**APPLICANT: Urban Design Component**

Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW ONLY: Urban Design Component**

Reviewer Comments: \_\_\_\_\_



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## INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

49. Identify Existing and Proposed Signal Cycle lengths

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
FRANKFORD AVE AND BENNER STREET	_____	SAME
_____	_____	_____
_____	_____	_____
_____	_____	_____

			DEPARTMENTAL REVIEW ONLY		
50. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
51. Does the design provide adequate clearance time for pedestrians to cross streets?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
52. 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? <i>* If yes, City Plan Action may be required.</i>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
53. 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?				ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
▪ Marked Crosswalks	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
▪ Pedestrian Refuge Islands	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
▪ Signal Timing and Operation	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
54. Does the plan simplify complex intersections where possible?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
55. Does the design reduce vehicle speeds and increase visibility at intersections?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
56. Overall, do intersection designs limit conflicts between modes and promote pedestrian and bicycle safety?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	ACCEPT <input checked="" type="checkbox"/>	N/M <input type="checkbox"/>

\*N/M = Needs Modification

**APPLICANT: Intersections & Crossings Component**

Additional Explanation / Comments: **NO IMPROVEMENTS AT INTERSECTION.**

**DEPARTMENTAL REVIEW ONLY: Intersections & Crossings Component**

Reviewer Comments: \_\_\_\_\_

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## ADDITIONAL COMMENTS

### APPLICANT

Additional Explanation / Comments: APPLICATION IS BEING MADE FOR PROPOSED CURB CUTS/DRIVEWAYS.

### DEPARTMENTAL REVIEW ONLY

Additional Reviewer Comments: \_\_\_\_\_