

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



## GENERAL PROJECT INFORMATION

1. PROJECT NAME Proposed Family Dollar- G Street
2. DATE 7/7/14
3. APPLICANT NAME Brett Milke
5. PROJECT AREA: list precise street limits and scope G Street
4. APPLICANT CONTACT INFORMATION 7 Piedmont Center, 3525 Piedmont Road, Suite 300, Atlanta, GA 30305
6. OWNER NAME Brett Milke
7. OWNER CONTACT INFORMATION 7 Piedmont Center, 3525 Piedmont Road, Suite 300, Atlanta, GA 30305
8. ENGINEER / ARCHITECT NAME George Cressman, Jr.
9. ENGINEER / ARCHITECT CONTACT INFORMATION 1515 Market Street, Suite 920, Philadelphia, PA 19102
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>G Street</u>	<u>Hunting Park Avenue</u>	<u>E. Lycoming Street</u>	<u>Urban Arterial 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
G Street	12.0' / 14.8' / 14.8'	15.0' / 15.0'
_____	____ / ____ / ____	____ / ____
_____	____ / ____ / ____	____ / ____
_____	____ / ____ / ____	____ / ____

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
G Street	6.0' / 14.8' / 10.8'
_____	____ / ____ / ____
_____	____ / ____ / ____
_____	____ / ____ / ____

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
Driveway	63.5'	G Street
_____	_____	_____
_____	_____	_____
_____	_____	_____

### PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway	30.0'	G Street
_____	_____	_____
_____	_____	_____
_____	_____	_____

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## PEDESTRIAN COMPONENT (continued)

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

YES  NO  N/A

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

YES  NO

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ACCEPT  N/M

ACCEPT  N/M

\*N/M = Needs Modification

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## 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	
G Street	N/A	N/A
_____	___/___	___/___
_____	___/___	___/___
_____	___/___	___/___

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		
G Street	4.0'	0.0'	4.0'
_____	___/___/___	___/___/___	___/___/___
_____	___/___/___	___/___/___	___/___/___
_____	___/___/___	___/___/___	___/___/___

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 <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 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"/>

19. Does the design avoid tripping hazards?

YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
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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.

YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
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21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)

YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
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22. Does the design maintain adequate visibility for all roadway users at intersections?

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

ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
ACCEPT <input type="checkbox"/>	N/M <input type="checkbox"/>
ACCEPT <input checked="" type="checkbox"/>	N/M <input type="checkbox"/>

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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>

### On-site bicycle parking

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
- Buffered Bike Lane
- Bicycle-Friendly Street

YES  NO  N/A   
 YES  NO  N/A   
 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 REVIEW ONLY

ACCEPT  N/M   
 ACCEPT  N/M   
 ACCEPT  N/M   
 ACCEPT  N/M   
 ACCEPT  N/M

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## CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

27. Does the design limit conflicts between 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?

Provide new sidewalk and grass area along G Street and sidewalk access from street and retail building.

DEPARTMENTAL  
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ACCEPT  N/M

ACCEPT  N/M

ACCEPT  N/M

ACCEPT  N/M

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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 Existing / Proposed	DESIGN SPEED
<u>G Street</u>	<u>Hunting Park Ave</u>	<u>E. Lycoming Street</u>	<u>12' / 12'</u>	<u>25 mph</u>
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____

- |  |  |  |                              |
|--|--|--|------------------------------|
| 32. What is the maximum AASHTO design vehicle being accommodated by the design?  | <u>WB-50 Truck</u>   | ACCEPT <input type="checkbox"/>            | N/M <input type="checkbox"/> |
| 33. Will the project affect a historically certified street? An <a href="#">inventory of historic streets</a> <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"/> |
| 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> | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | ACCEPT <input type="checkbox"/>            | N/M <input type="checkbox"/> |
| 35. 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"/> |
| 36. 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"/> |
| 37. 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"/> |
| 38. 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"/> |
| 39. Does the design support multiple alternative routes to and from destinations?  | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | ACCEPT <input type="checkbox"/>            | N/M <input type="checkbox"/> |
| 40. 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"/> |

DEPARTMENTAL REVIEW ONLY

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

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## URBAN DESIGN COMPONENT (Handbook Section 4.8)

41. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide. 2014-GSTR-2443-01 for on-site approval
42. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4).
- \_\_\_\_\_
43. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

YES  NO  N/A

YES  NO  N/A

DEPARTMENTAL REVIEW ONLY

ACCEPT  N/M

ACCEPT  N/M

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## INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

44. Identify existing and proposed signal cycle lengths

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
N/A	---	---
---	---	---
---	---	---
---	---	---

- |   |                              |                             | DEPARTMENTAL REVIEW ONLY                |  |                              |
|---|------------------------------|-----------------------------|---|--|------------------------------|
| 45. 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 checked="" type="checkbox"/> | N/M <input type="checkbox"/> |
| 46. 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"/> |
| 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?<br><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"/> |
| 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. |                              |                             |   | 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"/> |
| 49. Does the design 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"/> |
| 50. 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"/> |
| 51. 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"/> |

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## ADDITIONAL COMMENTS

### APPLICANT

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

### DEPARTMENTAL REVIEW ONLY

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