

# COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



## GENERAL PROJECT INFORMATION

1. PROJECT NAME Aldi - City Ave.
2. DATE 7/3/14
3. APPLICANT NAME Aldi, Inc. - Will Carpenter
5. PROJECT AREA: list precise street limits and scope \_\_\_\_\_  
Property of existing bowling alley (1.34 ac) in Haverford Avenue Shops. Aldi is proposing a grocery store with associated parking/loading areas, stormwater management, and utilities.
4. APPLICANT CONTACT INFORMATION 610-798-9200
6. OWNER NAME same as applicant
7. OWNER CONTACT INFORMATION same as applicant
8. ENGINEER / ARCHITECT NAME Bohler Engineering, Inc.
9. ENGINEER / ARCHITECT CONTACT INFORMATION (215) 996-9100
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>76th</u>	<u>City Ave.</u>	<u>Overbrook Ave.</u>	<u>City Neighborhood</u>
<u>City Ave.</u>	<u>76th St.</u>	<u>Haverford Ave.</u>	<u>Urban Arterial</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
<u>76th</u>	<u>12' / 10' / 10'</u>	<u>10' / 10'</u>
<u>City Ave.</u>	<u>12' / 15.2' / 15.2'</u>	<u>15.2' / 15.2'</u>
_____	____ / ____ / ____	____ / ____
_____	____ / ____ / ____	____ / ____

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
<u>76th</u>	<u>6' / 6' / 6'</u>
<u>City Ave.</u>	<u>7'6" / 11'2" / 11'2"</u>
_____	____ / ____ / ____
_____	____ / ____ / ____

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
<u>Driveway</u>	<u>76.8</u>	<u>76th</u>
<u>Driveway</u>	<u>33'</u>	<u>City Ave.</u>
_____	_____	_____
_____	_____	_____

### PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Driveway</u>	<u>40'</u>	<u>76th</u>
<u>Driveway</u>	<u>28'</u>	<u>City Ave.</u>
_____	_____	_____
_____	_____	_____

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## PEDESTRIAN COMPONENT (continued)

- 14. Does the design limit block lengths to 500 feet or less?
- 15. When considering the overall design, does the design create a pedestrian environment that provides safe and comfortable access for all pedestrians?

YES  NO  N/A   
YES  NO

DEPARTMENTAL  
REVIEW ONLY

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
<u>76th</u>	<u>4'</u>	<u>4'</u>
<u>City Ave.</u>	<u>5'</u>	<u>11.2'</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>76th</u>	<u>4'</u>	<u>4'</u>	<u>4'</u>
<u>City Ave.</u>	<u>54'</u>	<u>2.9'</u>	<u>4'</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

			DEPARTMENTAL REVIEW ONLY	
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"/>
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 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"/>

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>

None

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

**DEPARTMENTAL  
REVIEW ONLY**

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

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

YES  NO

ACCEPT  N/M

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

YES  NO

ACCEPT  N/M

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## CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

			DEPARTMENTAL REVIEW ONLY	
27.	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"/>
28.	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"/>
29.	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"/>
30.	How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? <u>N/A</u>		ACCEPT <input checked="" type="checkbox"/>	N/M <input type="checkbox"/>

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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>76th</u>	<u>City Ave.</u>	<u>Overbrook Ave.</u>	<u>17.9'</u>	<u>17.9'</u>	<input checked="" type="checkbox"/> <u>25 mph</u>
<u>City Ave.</u>	<u>76th</u>	<u>Maverona Ave.</u>	<u>20'</u>	<u>20'</u>	<input checked="" type="checkbox"/> <u>35 mph</u>
_____	_____	_____	____/____	____/____	_____
_____	_____	_____	____/____	____/____	_____

- |  |   |                             |   | DEPARTMENTAL REVIEW ONLY                   |   |
|--|---|-----------------------------|---|--|---|
| 32. What is the maximum AASHTO design vehicle being accommodated by the design?  | <u>Aldi Custom -</u>                    |                             |   | ACCEPT <input type="checkbox"/>            | N/M <input type="checkbox"/>            |
|  | <u>Refer to truck turn analysis</u>     |                             |   |  |   |
| 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. | YES <input type="checkbox"/>            | NO <input type="checkbox"/> |   | ACCEPT <input type="checkbox"/>            | N/M <input checked="" type="checkbox"/> |
| 34. 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>   |   |                             |   |  |   |
| 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 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 type="checkbox"/>            | NO <input type="checkbox"/> | N/A <input checked="" 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"/>            |

\*N/M = Needs Modification

(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. 2013-ALDI-2287-01
42. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4). YES  NO  N/A  DEPARTMENTAL REVIEW ONLY ACCEPT  N/M
43. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? YES  NO  N/A  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
<u>76th &amp; City Ave.</u>	<u>Unknown</u>	<u>N/A</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

- |   |   |                             | 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 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 checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input 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: \_\_\_\_\_

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