

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia Streets Department



GENERAL PROJECT INFORMATION

- | | |
|---|--|
| <p>1. PROJECT NAME
<u>CHOP Family Care Center</u></p> <p>3. APPLICANT NAME
<u>CHOP LP</u></p> <p>4. APPLICANT CONTACT INFORMATION
<u>Douglas E. Carney, AIA, LEED AP</u></p> <p>6. OWNER NAME
<u>City of Philadelphia</u></p> <p>7. OWNER CONTACT INFORMATION
_____</p> <p>8. ENGINEER / ARCHITECT NAME
<u>Pennoni Associates</u></p> <p>9. ENGINEER / ARCHITECT CONTACT INFORMATION
<u>Brennan Flanagan (215)-254-7711</u>
<u>bflanagan@pennoni.com</u></p> <p>10. STREETS: List the streets associated with the project. Complete Street Types can be found at www.phila.gov/map under the "Transportation and Utilities" field. Complete Street Types are also identified in Section 3 of the Handbook.</p> | <p>2. DATE
<u>1/17/14</u></p> <p>5. PROJECT AREA: list precise street limits and scope
<u>Broad Street from Morris Street to Castle Avenue</u>
<u>Morris Street from Broad Street to 15th Street</u>
<u>15th Street from Morris Street to Castle Avenue</u>
<u>Castle Avenue from 15th Street to Broad Street</u></p> |
|---|--|

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Broad Street</u>	<u>Morris Street</u>	<u>Castle Avenue</u>	<u>Civic/Ceremonial Street</u>
<u>Morris Street</u>	<u>Broad Street</u>	<u>15th Street</u>	<u>City Neighborhood Street</u>
<u>15th Street</u>	<u>Morris Street</u>	<u>Castle Avenue</u>	<u>City Neighborhood Street</u>
<u>Castle Avenue</u>	<u>15th Street</u>	<u>Broad Street</u>	<u>Local</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
Broad Street	<u>22' / 22' / 22'</u>	<u>22' / 22'</u>
Morris Street	<u>12' / 12' / 12'</u>	<u>12' / 12'</u>
15th Street	<u>12' / 12' / 12'</u>	<u>12' / 12'</u>
Castle Avenue	<u>12' / 12' / 12'</u>	<u>12' / 12'</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
Broad Street	<u>10' / 14'-18' / 14'-17'</u>
Morris Streets	<u>6' / 5.5'-8.3' / 7.3'-7.8'</u>
15th Street	<u>6' / 7.2' / 7.2'</u>
Castle Avenue	<u>5' / 5.7'-7.2' / 7.2'-7.4'</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>Curb Cut for Driveway on Morris St.</u>	<u>26'</u>	<u>South Curb Line, between Carlisle and Rosewood Streets</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Curb Cut for Driveway on Morris St.</u>	<u>8'</u>	<u>100' west of Broad Street</u>
<u>Curb Cut for Driveway on Morris St.</u>	<u>12'</u>	<u>South Curb Line, between Carlisle and Rosewood Streets</u>
<u>Curb Cut for Driveway on Castle Ave</u>	<u>12'</u>	<u>95' east of 15th Street</u>
<u>Curb Cut for Driveway on Castle Ave</u>	<u>12'</u>	<u>145' east of 15th Street</u>
<u>Curb Cut for Driveway on Castle Ave</u>	<u>12'</u>	<u>235' east of 15th Street</u>

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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 pedestrian environment that provides safe and comfortable access for all pedestrians? YES NO YES NO

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
Broad Street	0' / 7.5'
Morris Street	0' / 0'
15th Street	0' / 0'
Castle Avenue	0' / 0'

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
Broad Street	5' / 2' / 4.7'
Morris Street	4' / 3.8'-6.5' / 4.5'
15th Street	4' / 4.8' / 4.8'
Castle Street	3.5' / 4.8'-6.3' / 4.7'

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

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

19. Does the design avoid tripping hazards? YES NO N/A YES NO
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 NO N/A YES NO
21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES NO N/A YES NO
22. Does the design maintain adequate visibility for all roadway users at intersections? YES NO YES NO

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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>

The existing sidewalk and cartway widths will be maintained. A crosswalk is proposed along Castle Avenue Broad Street. ADA ramps are proposed or be upgraded to meet current standards. The sidewalks along the property frontage will be reconstructed to meet current standards for cross slopes.

Bicycle lanes and bicycle friendly streets do not currently existing along the property frontage. The design will not impact sidewalk or cartway widths and will not adversely impact any future bicycle improvements.

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

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YES NO
 YES NO
 YES NO
 YES NO
 YES NO

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?

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YES NO
 YES NO
 YES NO
 YES NO

The proposed improvements will enhance the attractiveness to the Broad Street subway and SEPTA Busses with new curb, sidewalk, street trees, and a planter. Public transit users will have access to a the new family care center and new library.

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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>Broad Street</u>	<u>Morris Street</u>	<u>Castle Avenue</u>	<u>8'/11'/10.5'/10'/11.5'/8'</u> / <u>8'/11'/10.5'/10'/11.5'/8'</u>	<u>25 mph</u>
<u>Morris Street</u>	<u>Broad Street</u>	<u>15th Street</u>	<u>8'/10'/8' / 8'/10'/8'</u>	<u>25 mph</u>
<u>15th Street</u>	<u>Morris Street</u>	<u>Castle Avenue</u>	<u>8'/10'/8' / 8'/10'/8'</u>	<u>25 mph</u>
<u>Castle Avenue</u>	<u>15th Street</u>	<u>Broad Street</u>	<u>8'/10'/8' / 8'/10'/8'</u>	<u>25 mph</u>

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| 32. What is the maximum AASHTO design vehicle being accommodated by the design? | <u>Single Unit Truck</u> | YES <input type="checkbox"/> NO <input type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 33. Will the project affect a historically certified street? An <u>inventory of historic streets</u> ⁽¹⁾ is maintained by the Philadelphia Historical Commission. | | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 34. Does the design plan incorporate roadway medians (a "high priority" vehicle / cartway design treatment for some street types)?
<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"/> | YES <input type="checkbox"/> NO <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"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 36. Will the public right-of-way be used for loading and unloading activities? | | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 37. Does the design maintain emergency vehicle access? | | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | YES <input type="checkbox"/> NO <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 checked="" type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <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"/> | YES <input type="checkbox"/> NO <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"/> | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> |

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

URBAN DESIGN COMPONENT (Handbook Section 4.8)

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| 41. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide. | <u>N/A</u> | DEPARTMENTAL APPROVAL |
| 42. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4).
<u>Existing PWD facilities will be maintained.</u> | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> |

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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

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 is not included in the project scope</u>	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

- | | | | | | |
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| | | | | DEPARTMENTAL APPROVAL | |
| 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"/> | YES <input type="checkbox"/> | NO <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"/> | YES <input type="checkbox"/> | NO <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? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| <i>* If yes, City Plan Action may be required.</i> | | | | | |
| 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. | | | | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Marked Crosswalks | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Pedestrian Refuge Islands | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Signal Timing and Operation | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| ▪ Bike Boxes | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> | NO <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"/> | YES <input type="checkbox"/> | NO <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"/> | YES <input type="checkbox"/> | NO <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"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |

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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments:

36. Passenger Loading - the design team and CHoP are coordinating with the Cith Councilpersons office and the community in regards to placing a 60-foot +/- loading/passenger drop-off area along the west curbline of Broad Street, south of Morris Street. The project team is aware of the impacts to neighborhood parking and have been coordinating with the community. The loading area was also dicussed at the 11/06/13 Streets Department DSC Mtg.

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Additional Reviewer Comments: