

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



GENERAL PROJECT INFORMATION

1. PROJECT NAME
The Study at University City
2. DATE
7/16/2014
3. APPLICANT NAME
Hospitality 3
5. PROJECT AREA: list precise street limits and scope
The address of the site 20-40 South 33rd Street in Philadelphia, PA 19104.
Entire property is enclosed by Ludlow Street to the north, 33rd Street to the east, Chestnut Street to the south and private property to the west. Dimensions of property are 90'-2" x214'-6".
The project includes the construction of a roposed 10-story hotel with 212 rooms. The will be a lobby and restaurant on the first floor and meeting rooms/hotel amenities on the second floor. Mechanical rooms will be located in the basement below grade.
4. APPLICANT CONTACT INFORMATION
1032 Chapel Street | Suite 3a | New Haven | CT | 06510
ph | 203.562.2220
cell| 917.295.1512
6. OWNER NAME
Paul McGowan, Principal
7. OWNER CONTACT INFORMATION
Same as above
8. ENGINEER / ARCHITECT NAME
Engineer: Stantec Consulting Services
Architect: DIGSAU
9. ENGINEER / ARCHITECT CONTACT INFORMATION
Engineer: Omar Rosa, PE
1500 Spring Garden St., Suite 1100, Philadelphia, PA 19130
215-665-7147
orosa@stantec.com
Architect: Jeff GoldStein, Principal, AIA LEED AP
340 NORTH 12TH STREET | SUITE 421
PHILADELPHIA, PA 19107
v 215.627.0808 x102
f 267.775.3397
jgoldstein@digsau.com
10. 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.

STREET	FROM	TO	COMPLETE STREET TYPE
<u>Ludlow St.</u>	<u>33rd St.</u>	<u>90'-2" west of 33rd St.</u>	<u>Local</u>
<u>33rd St.</u>	<u>Ludlow St.</u>	<u>Chestnut St.</u>	<u>Urban Arterial</u>
<u>Chestnut St.</u>	<u>33rd St.</u>	<u>90'-2" west of 33rd St.</u>	<u>Urban Arterial</u>

11. Does the Existing Conditions site survey clearly identify the following existing conditions?

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



- | | | | |
|---|---|-----------------------------|---|
| a. Parking and loading regulations in curb lanes adjacent to the site | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | |
| b. Street Furniture such as bus shelters, honor boxes, etc. | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| c. Street Direction | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | |
| d. Curb Cuts | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc. | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | |
| f. Building Extensions into the sidewalk, such as stairs and stoops | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |

APPLICANT: General Project Information

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: General Project Information

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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
<u>Ludlow St.</u>	<u>10' / 10' / 10'</u>	<u>10' / 10'</u>
<u>33rd St.</u>	<u>12' / 24' to 29' / 24' to 29'</u>	<u>24' to 29' / 24' to 29'</u>
<u>Chestnut St.</u>	<u>12' / 18' / 18'</u>	<u>18' / 18'</u>
_____	_____ / _____ / _____	_____ / _____

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
<u>Ludlow St.</u>	<u>5' / 7' / 6'-6"</u>
<u>33rd St.</u>	<u>12' to 14'-6" / 7' / 13' per correspondence with the Planning Commission</u>
<u>Chestnut St.</u>	<u>9' / 12' / 9'-6"</u>
_____	_____ / _____ / _____

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
<u>Ludlow St.</u>	<u>28'-5" wide driveway</u>	<u>Middle of property</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Ludlow Street</u>	<u>16' wide driveway</u>	<u>western end of site</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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 APPROVAL

YES NO

YES NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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
<u>Ludlow Street</u>	<u>0' / 0'</u>
<u>33rd Street</u>	<u>12' to 21' / 6'-4" to 13'-9"</u>
<u>Chestnut Street</u>	<u>1' / 2'-11"</u>
_____	_____ / _____

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
<u>Ludlow Street</u>	<u>5' / 3' / 3'-6"</u>
<u>33rd Street</u>	<u>4' / 5' / 4'-8"</u>
<u>Chestnut Street</u>	<u>4' / 6' / 5'-8"</u>
_____	_____ / _____ / _____

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
- Lighting
- Benches
- Street Trees
- Street Furniture

			DEPARTMENTAL APPROVAL	
YES	NO	N/A	YES	NO
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

20. Does the design avoid tripping hazards?
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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (continued)

- | | | |
|---|--|---|
| 22. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 23. Does the design maintain adequate visibility for all roadway users at intersections? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 24. When considering the overall design of the Building & Furnishing Component, does the design enhance the pedestrian environment? | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> |

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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>

1. DESIGN IMPROVES SAFETY FOR PEDESTRIANS AND BICYCLISTS:

SIDEWALK CROSS SLOPES WILL BE DESIGNED TO MEET ADA REQUIREMENTS (CROSS SLOPE 1-2 PERCENT); CURB REVEAL WILL BE DESIGNED TO MEET STREETS DEPARTMENT STANDARDS (REVEAL IN 4" TO 8" RANGE); AND ADA CURB RAMPS WILL BE UPGRADED AS PART OF THIS DEVELOPMENT PROJECT. DRIVEWAY ENTRANCES WILL BE DESIGNED TO ALERT PEDESTRIANS AND DRIVERS TO BE AWARE OF ONE ANOTHER THROUGH USE OF DIFFERENT TYPES OF MATERIALS AND PAVEMENT SCORING PATTERNS.

2. ENCOURAGES BIKING AND WALKING:

WE HAVE PROVIDED BICYCLE RACKS BOTH WITHIN THE PUBLIC RIGHT-OF-WAY AND WITHIN THE BUILDING TO ENCOURAGE THE USE OF BICYCLES.

3. PROMOTE AND ENHANCE THE ROLE OF SIDEWALKS AND STREETS AS THE PUBLIC REALM BY RE-ENVISIONING THEM AS PUBLIC SPACES FOR PEOPLE TO ENJOY.

THE STREETScape WILL BE BEAUTIFIED WITH DECORATIVE PAVEMENT AND PLANTER BOXES, MAKING THE SIDEWALKS MORE INVITING TO PEDESTRIANS AND PROVIDING A BUFFER FROM VEHICLES.

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
Ludlow Street	0	0 / 0	___ / ___
33rd Street	14 total required for overall project	0 / 6	___ / ___
Chestnut Street	14 total required for overall project	0 / 8	___ / ___
		___ / ___	___ / ___

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

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

DEPARTMENTAL APPROVAL

YES NO

YES NO

YES NO

YES NO

YES NO

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

- | | | | |
|---|---|-----------------------------|---|
| 30. Does the design limit conflict among transportation modes along the curb? | YES <input checked="" type="checkbox"/> | NO <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"/> |
| 32. Does the design provide a buffer between the roadway and pedestrian traffic? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| 33. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? | | | |

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"/> |

SEPTA bus and trolley stops are located on the south side of Chestnut Street and the east side of 33rd Street of the site and therefore are not impacted by this development

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



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	
<u>Ludlow Street</u>	<u>33rd St.</u>	<u>34th St.</u>	<u>10'</u>	<u>10'</u>	<u>25 mph</u>
<u>33rd Street</u>	<u>Chestnut St.</u>	<u>Ludlow St.</u>	<u>10'</u>	<u>10'</u>	<u>25 mph</u>
<u>Chestnut St.</u>	<u>33rd St.</u>	<u>34th St.</u>	<u>10'</u>	<u>10'</u>	<u>25 mph</u>

- | | | | | | | |
|--|----------------|---|--|---|------------------------------|-----------------------------|
| 35. What is the maximum AASHTO design vehicle being accommodated by the design? | <u>Unknown</u> | YES <input type="checkbox"/> | NO <input type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> | NO <input type="checkbox"/> | |
| 36. Will the project affect a historically certified street? An inventory of historic streets ⁽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"/> | |
| 37. 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"/> |
| 38. 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"/> | |
| 39. Will the public right-of-way be used for loading and unloading activities? | | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> | |
| 40. Does the design maintain emergency vehicle access? | | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | YES <input type="checkbox"/> | NO <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"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| 42. Does the design support multiple alternative routes to and from destinations as well as within the site? | | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> | NO <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"/> | YES <input type="checkbox"/> | NO <input type="checkbox"/> | |

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: _____

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

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



URBAN DESIGN COMPONENT (Handbook Section 4.8)

	YES	NO	N/A	DEPARTMENTAL APPROVAL	
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"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
45. Does the proposed project have a Philadelphia Water Department (PWD) Work Number? If so, please provide.	<u>2013-THES-2392-01</u>			YES <input type="checkbox"/>	NO <input type="checkbox"/>
46. List the stormwater management and drainage features incorporated into the design of the Right of Way (see Section 4.8.4). _____	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 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"/>	YES <input type="checkbox"/>	NO <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 checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

49. Identify Existing and Proposed Signal Cycle lengths

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

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

YES NO N/A

DEPARTMENTAL APPROVAL

YES NO

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

YES NO N/A

YES NO

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?

YES NO N/A

YES NO

* If yes, City Plan Action may be required.

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?

YES NO

- Marked Crosswalks
- Pedestrian Refuge Islands
- Signal Timing and Operation
- Bike Boxes

YES NO N/A

YES NO

YES NO N/A

YES NO

YES NO N/A

YES NO

YES NO N/A

YES NO

54. Does the plan simplify complex intersections where possible?

YES NO N/A

YES NO

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

YES NO N/A

YES NO

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

YES NO N/A

YES NO

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments: _____