20-30 WEST ALLENS LANE

PROJECT

4 STORY APARTMENT BUILDING WITH 76 RESIDENTIAL UNITS AND GROUND FLOOR ENCLOSED PARKING WITH 26 SPACES.

DESCRIPTION

AREA

77,353 GSF

WEST MOUNT AIRY NEIGHBORS, INC

AUGUST 3, 2022

DEVELOPER

KHOSLA PROPERTIES

ARCHITECT

CANNO DESIGN

STRUCTURAL

STRUCTURE LABS ENGINEERING

CIVIL

COLLIERS ENGINEERS
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<td>22-25</td>
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</tbody>
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Civic Design focuses on reviewing the impact of building and site design on the public realm, particularly streets, sidewalks, trails, public parks and open spaces. Please note that all Civic Design Review recommendations are advisory; The Zoning Board and Planning Commission are not required to abide by the Civic Design Review Committee’s recommendations.

The Civic Design Review Committee is located at:
One Parkway, 13th floor
1515 Arch Street, Philadelphia, PA, 19102.
Please contact (215) 683-4615 for more information.

Civic Design Response Form

<table>
<thead>
<tr>
<th>Property</th>
<th>Property Affected</th>
<th>Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>The applicant's property is located in any district, except as provided in 14-304.5(b)(3)(a)(i) AND REGARDLESS WHETHER THERE IS ANY AFFECTED PROPERTY</td>
<td>□ 1) Includes more than 100,000 square feet of new gross floor area</td>
<td>□</td>
</tr>
<tr>
<td></td>
<td>□ 2) Includes more than 100 new dwelling units</td>
<td></td>
</tr>
<tr>
<td>The applicant's property is located in a Commercial, Industrial, or Special Purpose District</td>
<td>□ 1) Includes more than 50,000 square feet of new gross floor area</td>
<td>□</td>
</tr>
<tr>
<td></td>
<td>□ 2) Includes more than 50 new dwelling units</td>
<td></td>
</tr>
</tbody>
</table>

Examiner’s Signature: Paulose Isaac
Examiner’s Phone: (215) 686-2563
Date: 6/22/2022
In accordance with the terms and provisions of Section 14-304 (6) of the Philadelphia Code pertaining to LOT ADJUSTMENT REVIEW.

Applied Electronically By:

Philadelphia City Planning Commission

AARON HOLLY

June 6, 2022

SD No.:

APPROVED

DISAPPROVED for

LOT AREA

STREET FRONTAGE

OCCUPIED AREA

LOT WIDTH

E-3391

KHOSLA PROPERTIES | CANNO DESIGN

SURVEY AND LOT CONSOLIDATION
W ALLENS LANE LOOKING SE AT MACLEN'S AUTO BODY SHOP

MACLEN'S AUTO BODY SHOP PROPERTY LOOKING EAST
GREEN ROOF
MEETING PWD REQUIREMENTS
NORTHEAST VIEW

REAR VIEW

SOUTHWEST VIEW

- VERTICAL BOARD AND BATTEN SIDING
- WISSAHICKON SCHIST
- **A** Cast Stone Lintel
- **B** Wissahickon Schist Stone Veneer
- **C** Vertical Board and Batten Siding
- **D** Black Exterior Windows
- **E** Sidewalk Bike Racks
LANDSCAPE MATERIALS & PLANTINGS

GREEN ROOF
LOCATION: Roof
SEDUM SPECIES:
- Sedum spurium 'Fuldaglut', 'John Creech', 'Red Carpet'
- Sedum kamtschaticum
- Sedum takesimensis 'Golden Carpet'
- Sedum acre 'Gold Moss' and 'Aureum'
- Sedum floriferum 'Weihenstephaner Gold'

SHRUB SPECIES:
- Chamaecyparis Pisifera "Gold Thread"
- Juniperus Conferta "Blue Pacific"

PERENNIALS / ANNUALS:
- Calamintha "White Catmint"
- Euphorbia "Diamond Frost"
- Mandevilla

GRASSES
LOCATION: Tree Planters
SPECIES:
- Sporobolus "Tara"

TREES
LOCATION: Sidewalk
SPECIES:
- Allegheny Serviceberry (Amelanchier laevis)
- Malus 'Sugar Tyme' - 'Sugar Tyme' Crabapple
- Acer buergeranum - Trident Maple
- Crataegus flava - Yellowleaf Hawthorn
- Malus x 'Harvest Gold' - 'Harvest Gold'

- Chamaecyparis Obtusa

- Sedum album 'Coral Carpet'

- Cornus x rutban – 'Aurora Dogwood'

- Lavandula

- Hakibeckloa "All Gold"
MULCH
GREEN ROOF (SEDUM SPECIES)
SHRUB SPECIES (Chamaecyparis Obtusa)
GRASSES (Sporobolus "Tara")
TREES (Lavalle Hawthorn)
PERENNIALS / ANNUALS (Lavandula)
TREES (Aurora Dogwood)
### Civic Sustainable Design Checklist – Updated September 3, 2019

#### Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservation and energy use. Development teams should try to integrate elements that meet many goals, including:

- **Resurfacing of existing streets.**
- **Incorporation of existing natural habitats and landscape elements.**
- **Inclusion of high-performing stormwater control.**
- **Site and building design to maximize daylight and reduce reliance on adjacent sites.**
- **Reduction of energy use and the production of greenhouse gases.**
- **Promotion of accessible transportation alternative.**

The Sustainable Design Checklist asks for responses to specific benchmarks. These metrics go above and beyond the measures in requirements for the Zoning and Building Code. All benchmarks are based on adaptation from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Benchmark</th>
<th>Does project meet benchmark? If no, please explain why not.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location and Transportation</td>
<td>(1) Access to Quality Transit</td>
<td>Yes - Located within 1/2 of City Road 203</td>
</tr>
<tr>
<td></td>
<td>(2) Reduced Parking Footprint</td>
<td>Yes - All new parking areas are in enclosed garage</td>
</tr>
<tr>
<td></td>
<td>(3) Green Vehicles</td>
<td>Yes - All parking spaces are enclose for green vehicles or car share vehicles.</td>
</tr>
<tr>
<td></td>
<td>(4) Railways Setbacks (including hotspots being on or adjacent to outside environments)</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>(5) Bike Share Station</td>
<td>N/A</td>
</tr>
</tbody>
</table>

#### Water Efficiency

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Description</th>
<th>No - The proposed development provides landscape area throughout the site</th>
</tr>
</thead>
<tbody>
<tr>
<td>(6) Outdoor Water Use</td>
<td>Maintain on-site vegetation without irrigation. In lieu of watering requirements of at least 30% of the landscaped area for the site.</td>
<td>No - The proposed development provides landscape area throughout the site</td>
</tr>
</tbody>
</table>

#### Sustainable Sites

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Description</th>
<th>Yes - The proposed development provides landscape area throughout the site</th>
</tr>
</thead>
<tbody>
<tr>
<td>(7) Peninsular Site Surfaces</td>
<td>Provide vegetated and/or pervious open space that is 30% or greater of the site.</td>
<td>Yes - The proposed development provides landscape area throughout the site</td>
</tr>
</tbody>
</table>

#### Rainwater Management

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Description</th>
<th>Yes - Applicant proposes to construct a green roof</th>
</tr>
</thead>
<tbody>
<tr>
<td>(5) Rainwater Management</td>
<td>Reduce the heat island effect through either of the following strategies for 50% of or all on-site hardscapes:</td>
<td>Yes - Applicant proposes to construct a green roof</td>
</tr>
<tr>
<td></td>
<td>A) Hardscapes that have a high reflectance on-site (e.g., bricks, stone,</td>
<td>Yes - Applicant proposes to construct a green roof</td>
</tr>
<tr>
<td></td>
<td>reflectors, etc.)</td>
<td>Yes - Applicant proposes to construct a green roof</td>
</tr>
</tbody>
</table>

#### Energy and Atmosphere

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Description</th>
<th>Project will meet all new energy conservation standards.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(22) Energy Conservation and Energy Performance - Adherence to the New Building Code</td>
<td>POC notes that as of April 1, 2019 all new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.1-2017. POC staff also the</td>
<td>Project will meet all new energy conservation standards.</td>
</tr>
<tr>
<td></td>
<td>applicant to state which specific energy conservation measures are being</td>
<td>Project will meet all new energy conservation standards.</td>
</tr>
<tr>
<td></td>
<td>taken for compliance, including their choice of codes and criteria.</td>
<td>Project will meet all new energy conservation standards.</td>
</tr>
<tr>
<td>(23) Energy Conservation and Energy Performance - Going beyond the code</td>
<td>Will the project pursue energy conservation measures beyond what is</td>
<td>Project will meet all new energy conservation standards.</td>
</tr>
<tr>
<td></td>
<td>required in the Philadelphia Building Code by meeting any of these benchmarks?</td>
<td>Project will meet all new energy conservation standards.</td>
</tr>
<tr>
<td></td>
<td>*Reduce energy consumption by achieving 70% energy savings or more from an</td>
<td>Project will meet all new energy conservation standards.</td>
</tr>
</tbody>
</table>

#### Innovation

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Description</th>
<th>Not at this time.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(34) Innovation</td>
<td>Any other sustainable measures that could positively impact the public realm</td>
<td>Not at this time.</td>
</tr>
</tbody>
</table>
INSTRUCTIONS:
This Checklist is an implementation tool of the Philadelphia Complete Streets Handbook (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The Handbook provides design guidance and discusses best practices based on research, state and local guidance, and best practices established in the City Code, City Farms, or Manual on Uniform Traffic Control Devices (MUTCD). The Philadelphia City Planning Commission reserves the Checklist as a function of its Curb Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public right-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see BLN-005) of The Philadelphia Code. Applicants for projects that require Curb Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.


WHEN DO I NEED TO FILL OUT THIS COMPLETE STREETS CHECKLIST?

WHEN YOU WANT TO ...

<table>
<thead>
<tr>
<th>DATE</th>
</tr>
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<tbody>
<tr>
<td></td>
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DECISION LEVELS

Pinwheel/YPN Review and Comments:

<table>
<thead>
<tr>
<th>DATE</th>
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<tbody>
<tr>
<td></td>
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</tbody>
</table>

Final Streets Dept Review and Comments:

<table>
<thead>
<tr>
<th>DATE</th>
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<tbody>
<tr>
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</table>

PRELIMINARY PDC REVIEW AND COMMENT:

<table>
<thead>
<tr>
<th>DATE</th>
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<tbody>
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<td></td>
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</table>

INEED TO FILL OUT THE COMPLETE STREETS CHECKLIST?

TRANSIT SHIELD/SHOUNDS

<table>
<thead>
<tr>
<th>DATE</th>
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</table>

PROPOSED CONDITIONS & STE PLAN should be an identified standard engineering scale

<table>
<thead>
<tr>
<th>DATE</th>
</tr>
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<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

INSTRUCTION (continued)

APPLICANTS MUST COMPLETE THE FOLLOWING REQUIREMENTS:

- This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Two sets of printed version are on every page.
- All plans submitted for review must clearly dimension the width of the walking, riding, and building zones (as defined in Section 1 of the Handbook). High Priority Complete Streets Improvements (listed in Table 1 and subsequent sections of the handbook) should be identified and dimensioned on plans.
- All plans submitted for review must clearly identify and site all surfacing materials, including but not limited to bus shelters, street signs and fixtures.
- Any project that calls for the development and installation of medians, bike lanes and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
- ADA, curb ramp angles must be submitted to Streets Department for review.
- Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at http://www.phila.gov/myPhila/planaction/applyonline/applyonlineenglish.html. An application to the Streets Department must be submitted when a project plan proposes the:
  - Placement of a new street;
  - Removal of an existing street;
  - Changes to medians, grade, curb lines, or widths;
  - Placing or altering a city utility right-of-way.

Complete Streets Review Submission Requirements:

- IDENTIFY CONDITIONS WITH PLAN, should be an identified standard engineering scale
  - FULLY DIMENSIONED
  - CURB CUT/GROWTH/LOW/LOW LANE
  - TREE UTIL/PLANTING/SCULPTURAL AREAS
  - BICYCLE RACKING/STORAGE AREAS
  - TRANSIT SHIELD/SHOUNDS

- PROPOSED CONDITIONS & STE PLAN should be an identified standard engineering scale
  - FULLY DIMENSIONED, INCLUDING DELIMITATION OF WALKING, BIKING, AND BUILDING ZONES, AND PINCH POINTS
  - PROPOSED CURB CUTS/GRADATIONS/LOW LANE
  - PROPOSED BLOOM/PLANTING
  - BICYCLE RACKING/STORAGE AREAS
  - TRANSIT SHIELD/SHOUNDS

*APPLICANTS PLEASE NOTE: ONLY FINAL SIZE, READABLE ice Plans WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE IDENTIFIED IF REQUISITE.
### COMPLETE STREETS HANDBOOK CHECKLIST

#### GENERAL PROJECT INFORMATION

<table>
<thead>
<tr>
<th>Project Name:</th>
<th>DATE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 SW W Main Lane</td>
<td>06/26/17</td>
</tr>
</tbody>
</table>

#### PEDESTRIAN/COMPONENT (Handbook Section 6.3)

<table>
<thead>
<tr>
<th>Component</th>
<th>Width</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Allen Lane</td>
<td>3’ 6” / 3’ 0”</td>
<td><strong>Rear End Design:</strong> Phi Alpha X (base) 3” Concrete</td>
</tr>
</tbody>
</table>

#### COMPLETE STREETS HANDBOOK CHECKLIST

#### BUILDING & FURNISHING COMPONENT (Handbook Section 6.4)

<table>
<thead>
<tr>
<th>Building Zone:</th>
<th>Maximum Building Zone Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear End Design</td>
<td>Phi Alpha X (base) 3” Concrete</td>
</tr>
</tbody>
</table>

#### UNIVERSITY ENVIRONMENTS

<table>
<thead>
<tr>
<th>University</th>
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</tr>
</thead>
<tbody>
<tr>
<td>West Allen Lane</td>
<td>Phi Alpha X (base) 3” Concrete</td>
</tr>
</tbody>
</table>

---

### COMPLETE STREETS HANDBOOK

#### GENERAL PROJECT INFORMATION

- **Project Name:** 20 SW W Main Lane
- **DATE:** 06/26/17
- **Engineer:** R. C. Tobler, PE, Cobra Engineering & Design, Inc.
- **Client:** KHOSLA PROPERTIES

#### PEDESTRIAN/COMPONENT (Handbook Section 6.3)

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#### COMPLETE STREETS HANDBOOK CHECKLIST

#### BUILDING & FURNISHING COMPONENT (Handbook Section 6.4)

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<tbody>
<tr>
<td>West Allen Lane</td>
<td>Phi Alpha X (base) 3” Concrete</td>
</tr>
</tbody>
</table>

---

**Complete Streets Handbook Checklist**

**Philadelphia City Planning Commission**

---

**Complete Streets Handbook**

**Building & Furnishing Component** (Handbook Section 6.4)

- **Building Zone:** Rear End Design
- **Maximum Building Zone Width:** Phi Alpha X (base) 3” Concrete

---

**Pedestrian/Component** (Handbook Section 6.3)

- **Component:** Phi Alpha X (base) 3” Concrete
- **Width:** 3’ 6” / 3’ 0”

---

**Overall Design:**

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day?

**Remarks:**

---

**notes:**

- "Phi Alpha X (base) 3” Concrete"
- "Phi Alpha X (base) 3” Concrete"
- "Phi Alpha X (base) 3” Concrete"
- "Phi Alpha X (base) 3” Concrete"
- "Phi Alpha X (base) 3” Concrete"
### Complete Streets Handbook Checklist

#### Building & Furnishing Component (continued)
- 21. Do street trees and/or plants comply with street restoration requirements (see sections 4.6.7 & 4.6.9)?
  - Yes ☑️
  - No ☑️
  - NA ☑️
- 22. Does the design maintain adequate visibility for all roadway users at intersections?
  - Yes ☑️
  - No ☑️
  - NA ☑️

---

#### Bicycle Component (Handbook Section 6.5)

<table>
<thead>
<tr>
<th>20. Does W.W. offers lane</th>
<th>23</th>
<th>0 / 0</th>
<th>0 / 0</th>
<th>0 / 0</th>
</tr>
</thead>
</table>

25. Identify proposed "high priority" bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where within projects. Are the following "high priority" elements identified and shown on the plan?
- Conventional Bike Lane
- Buffered Bike Lane
- Bicycle-Pedestrian Street
- Independent Bicycle Route

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?
- Yes ☑️
- No ☑️
- NA ☑️

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?
- Yes ☑️
- No ☑️
- NA ☑️

---

#### Curbside Management Component (Handbook Section 6.6)

| 28. Does the design limit conflict among transportation modes along the curb? | Yes ☑️
| 29. Does the design control transit stops to the surrounding pedestrian network and destinations? | Yes ☑️
| 30. Does the design provide a buffer between the roadway and pedestrian traffic? | Yes ☑️
| 31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? | Yes ☑️

---

#### Additional Information or Comments

- Additional Explanation / Comments: Proposed bicycle lanes will be located within the proposed building in the future.

---

**DEPARTMENTAL REVIEW: Building & Furnishing Component**

**DEPARTMENTAL REVIEW: Bicycle Component**

**DEPARTMENTAL REVIEW: Curbside Management Component**

**Reviewer Comments:**
33. What is the maximum ADA/HOS design vehicle-vehicle accommodation by the design?  

34. Will the project affect a historically certified street? An Inventory of Historic Properties is maintained by the Philadelphia Historical Commission.  

35. Will the public right-of-way be used for loading and unloading activities?  

36. Does the design maintain emergency vehicle access?  

37. Where new streets are being developed, does the design connect and extend the street grid?  

38. Does the design support multiple alternative routes to and from destinations as well as within the site?  

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?  

APPENDIX: Vehicle / Curbway Component  
Additional Explanation / Comments:  
DEPARTMENTAL REVIEW: Vehicle / Curbway Component  
Review Comments:  

40. Does the design incorporate windrows, stormdrains, and other active uses facing the street?  

41. Does the design provide driveways and access that safety-manages pedestrian / vehicle conflicts with vehicles (see Section 4.6.1)?  

42. Does the design provide direct, safe, and accessible connections between transit corridors and building access points and destinations within the site?  

APPENDIX: Urban Design Component  
Additional Explanation / Comments:  
DEPARTMENTAL REVIEW: Urban Design Component  
Review Comments:  

INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 8.9)  
46. If significant changes are proposed, please identify all existing and proposed signal cycle lengths, if not, go to question 46.  

DEPARTMENTAL REVIEW: Intersections & Crossings Component  
Review Comments:  