



## 2650 Castor Ave



DESIGN ASSOCIATES  
6525 TULIP ST, PHILADELPHIA PA 19135  
215-833-9256 kcadesignassociates.com

CIVIC DESIGN REVIEW

Philadelphia Planning Commission

4/29/2025



# Contents

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3	CDR Application Form/Owner information
4	Zoning Refusal
6	Project Introduction
8	Zoning Drawings
13	Site Survey
14	Civil Drawings
18	Site Location / Massing Aerials
25	Floor Plans
28	Sections
30	Elevations
33	Materials
34	Renderings
40	Streets ROW complete checklist
48	Sustainability Checklist





# CDR Application



## CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: **ZP-2025-000139**

What is the trigger causing the project to require CDR Review? Explain briefly.

New GFA created by application = 72,568 sf

Proposed 68 residential units

### PROJECT LOCATION

Planning District: Ward 45 Division 5 Council District: 6<sup>TH</sup> Council District

Address: 2650 Castor Ave

Is this parcel within an Opportunity Zone? Yes ☐ No ☒ **Uncertain**  
If yes, is the project using Opportunity Zone Funding? Yes ☐ No ☐

### CONTACT INFORMATION

Applicant Name: Logan Dry, KCA Design Primary Phone: 570-259-9546

Email: Logan.dry@kcadesignassociates.com Address: 6525 Tulip Street  
Philadelphia PA 19135

Property Owner: 2650 Castor Ave Development LLC Developer: 2650 Castor Ave Development LLC

Architect: Logan Dry ,KCA Design Associates

### SITE CONDITIONS

Site Area: 49,483 s.f.

Existing Zoning: RSA-5 Are Zoning Variances required? Yes ☒ No ☐

Proposed Use:  
*FOR THE ERECTION OF FOUR (4) SEMI-DETACHED STRUCTURES WITH MULTIPLE ROOF DECKS ACCESSED BY MULTIPLE PILOTHOUSES*  
*ON A SINGLE LOT; FOR USE AS MULTI-FAMILY (SIXTY-EIGHT (68) DWELLING UNITS) HOUSEHOLD LIVING; WITH A TOTAL OF FIFTY (50)*  
*ACCESSORY OFF-STREET SURFACE PARKING SPACES, INCLUDING TWO (2) ADA PARKING SPACES, FOUR (4) EV SPACES; SIZE AND*  
*LOCATION AS SHOWN ON THE PLAN.*

### COMMUNITY MEETING

Community meeting held: Yes ☐ No ☒

If yes, please provide written documentation as proof.

If no, indicate the date and time the community meeting will be held:  
Date: 5/5/2025 (PROPAC) Time: 6pm

### ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes ☐ No ☒ NA ☐

If yes, indicate the date hearing will be held:  
Date: pending



# Zoning Refusal



Notice of: ☒ Refusal ☐ Referral

Application Number: ZP-2025-000139	Zoning District(s): RSA5	Date of Refusal: 3/26/2025
Address/Location: 2650 CASTOR AVE, Philadelphia, PA 19134 Parcel (PWD Record)		Page Number Page 1 of 2
Applicant Name: Rhett Chiliberti	Applicant Address: 1500 JFK Boulevard Suite 700 Philadelphia, PA 19102 USA	Civic Design Review? Y

Application for:

FOR THE ERECTION OF FOUR (4) SEMI-DETACHED STRUCTURES WITH MULTIPLE ROOF DECKS ACCESSED BY MULTIPLE PILOTHOUSES ON A SINGLE LOT; FOR USE AS MULTI-FAMILY (SIXTY-EIGHT (68) DWELLING UNITS) HOUSEHOLD LIVING; WITH A TOTAL OF FIFTY (50) ACCESSORY OFF-STREET SURFACE PARKING SPACES, INCLUDING TWO (2) ADA PARKING SPACES, FOUR (4) EV SPACES; SIZE AND LOCATION AS SHOWN ON THE PLAN.

The permit for the above location cannot be issued because the proposal does not comply with the following provisions of the Philadelphia Zoning Code. (Codes can be accessed at [www.phila.gov](http://www.phila.gov).)

CODE REFERENCE	THE PROPOSED USE IS REFUSED FOR THE FOLLOWING:		
TABLE 14-602-1	THE PROPOSED USE, MULTI-FAMILY HOUSEHOLD LIVING (68 DWELLING UNITS), IS EXPRESSLY PROHIBITED IN THIS ZONING DISTRICT, RSA-5.		
§14-401(4)(a)	THE PROPOSED MULTIPLE PRINCIPAL USES ON A SINGLE LOT ARE NOT PERMITTED IN THIS ZONING DISTRICT, RSA-5.		
§14-706 (3)(a)(.1)		REQUIRED	PROPOSED
	FRONT FENCE	MORE THAN 50 % OPAQUE	NONE
CODE REFERENCE	THE PROPOSED ZONING IS REFUSED FOR THE FOLLOWING:		
TABLE 14-701-1		REQUIRED	PROPOSED
	MAX. BUILDING HEIGHT	38 FT	48 FT
TABLE 14-804-1	BICYCLE PARKING BICYCLE	23	NONE
§14-706 (3)(a)(.1)	FRONT FENCE	LESS THAN 4 FT. HIGH	6 FT. HIGH

THREE (3) USE REFUSALS  
THREE (3) ZONING REFUSALS

CHANWOO JUNG  
PLANS EXAMINER

3/26/2025  
DATE SIGNED

**Notice to Applicant:** An appeal from this decision may be made to the Zoning Board of Adjustment, One Parkway Building, 1515 Arch St., 18<sup>th</sup> Fl., Phila., PA 19102 within thirty (30) days of date of Refusal / Referral. Please see appeal instructions for more information.



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Applicant Name: Rhett Chiliberti	Applicant Address: 1500 JFK Boulevard Suite 700 Philadelphia, PA 19102 USA	Civic Design Review? Y

FEE TO FILE APPEAL: \$ 300

NOTES TO THE ZBA:

N/A

PARCEL OWNER:

2650 CASTOR DEVELOPMENT LLC

Zoning Overlay District:  
/NE Northeast Overlay District - Map A/Use-Specific Standards - Child Care - Family Child Care - Area 1 and Area 2/ NIS Narcotics Injection Sites Overlay District

CHANWOO JUNG  
PLANS EXAMINER

3/26/2025  
DATE SIGNED

**Notice to Applicant:** An appeal from this decision may be made to the Zoning Board of Adjustment, One Parkway Building, 1515 Arch St., 18<sup>th</sup> Fl., Phila., PA 19102 within thirty (30) days of date of Refusal / Referral. Please see appeal instructions for more information.



# Owner & Design Team Contacts

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**Owner:**

2650 Castor Development LLC  
1936 Washington Ave  
Philadelphia PA 19146

**Applicant:**

Logan Dry  
KCA Design Associates  
6525 Tulip St  
Philadelphia PA 19135

**Architect:**

Logan Dry  
KCA Design Associates  
6525 Tulip Street  
Philadelphia PA 19135  
[logan.dry@kcadesignassociates.com](mailto:logan.dry@kcadesignassociates.com)

**Civil / Site:**

Colliers Engineering & Design  
2 Penn Center, Suite 700  
1500 JFK Blvd  
Philadelphia, PA 19102





# Project Introduction

**2650 Castor Ave** is a proposed multi-family residential complex comprised of a series of 30 buildings, 8 of which are triplexes (3 units in each) and 22 of which are duplexes (2 units in each). The buildings are clustered into (4) building masses, and create a total of 68 dwelling units.

**Typical Duplex** is a 3-story structure w/ cellar, pilot house and roof deck. One unit is bi-level between first floor & cellar levels, contains 3 bedrooms, and has it's own private rear yard. The second unit in the building is bi-level between second floor & third floor levels, contains 3 bedrooms, and has it's own private 2<sup>nd</sup> floor rear balcony & private roof deck accessed via pilot house.

**Typical Triplex** is a 3-story structure w/ cellar, pilot house and roof deck. One unit is bi-level between first floor & cellar levels, contains 3 bedrooms, and has it's own private rear yard. The second unit in the building is a flat unit, located on the entirety of the second floor, contains 1 bedroom and has it's own private covered terrace in the rear. The third unit in the building is a flat unit located on the entirety of the third floor, contains 1 bedroom, and has it's own private roof deck accessed via pilot house.

## Other Site Features

- (50) parking spaces, including (2) ADA accessible spaces, and (4) EV(electric vehicle) spaces.
- Intermediate parking lot landscaping beds located at entrances to parking lot, and also distributed within the parking areas.
- Street trees

## Zoning

The site is zoned RSA-5, and zoning for the project will require a few minor variances from the zoning code related to use, building height, and requirements related to fencing design. It should be noted that RSA-5 does not have a parking requirement however our proposal includes 50 spaces, well exceeding the typical 3/10 ratio more common in other zoning districts where multi-family necessitates a parking component.

## Design

The project has been designed as a series of 30 “buildings” with widths of 16’ and 17’ to emulate a typical rowhome style massing & scale. Rather than design one large continuous building mass onsite, we chose to break down the massing into 16’ & 17’ increments to fit in with the context of individual rowhome/multi-family buildings that are around the site. Facades make use of a traditional red brick and offer variations of bay windows in an effort to create the variety of scale/façade and materiality designs that one might find on a typical city block. The primary residential frontages have been turned to E.Thompson street & Edgemont Street so as to not have residential uses fronting along Castor Ave, which is much busier & commercial in nature.

**2650 Castor ave** offers the experiences of city living, with additional benefits of onsite amenities such as landscaped outdoor areas, roof deck views, & accessory parking.



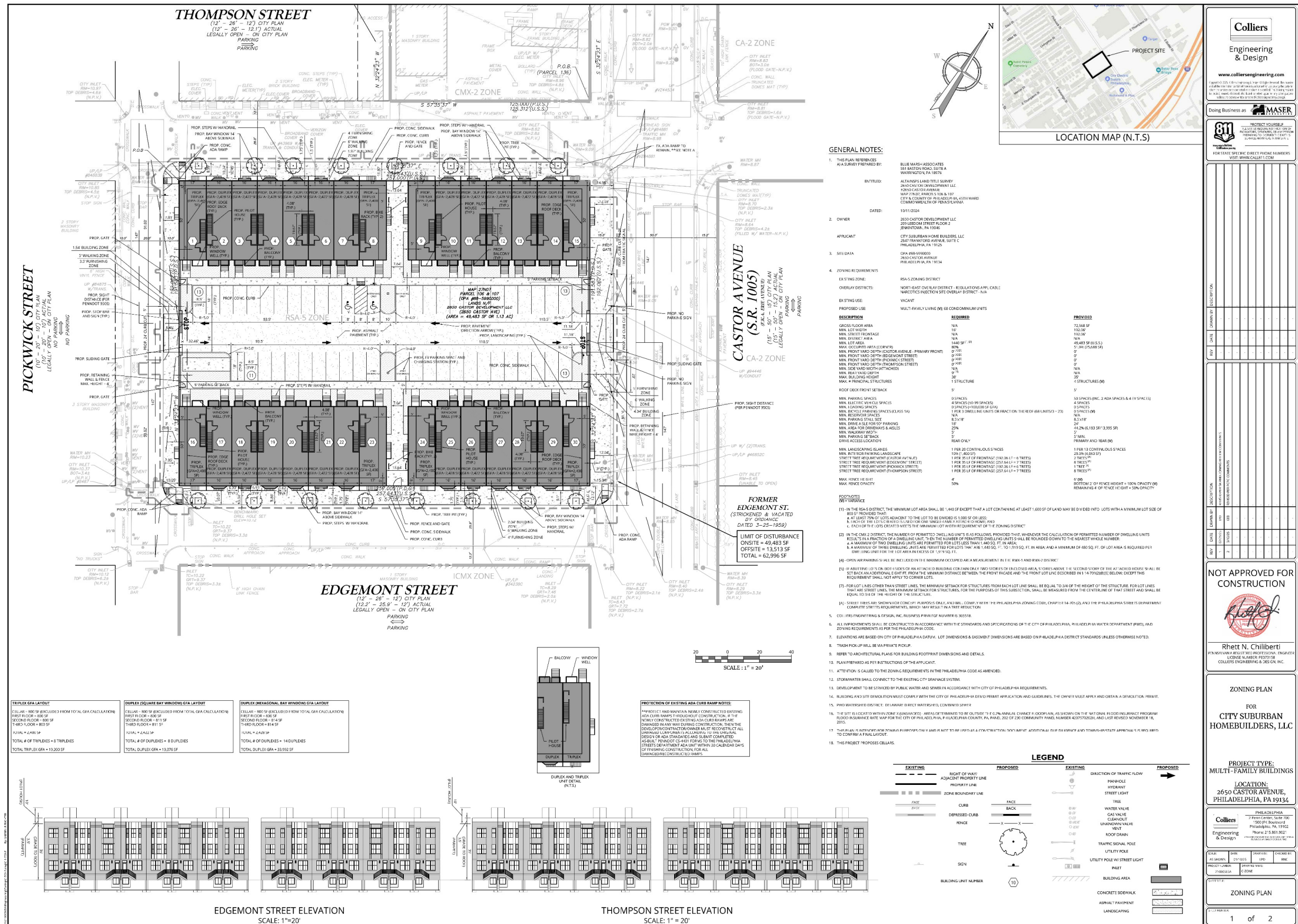


# Notes

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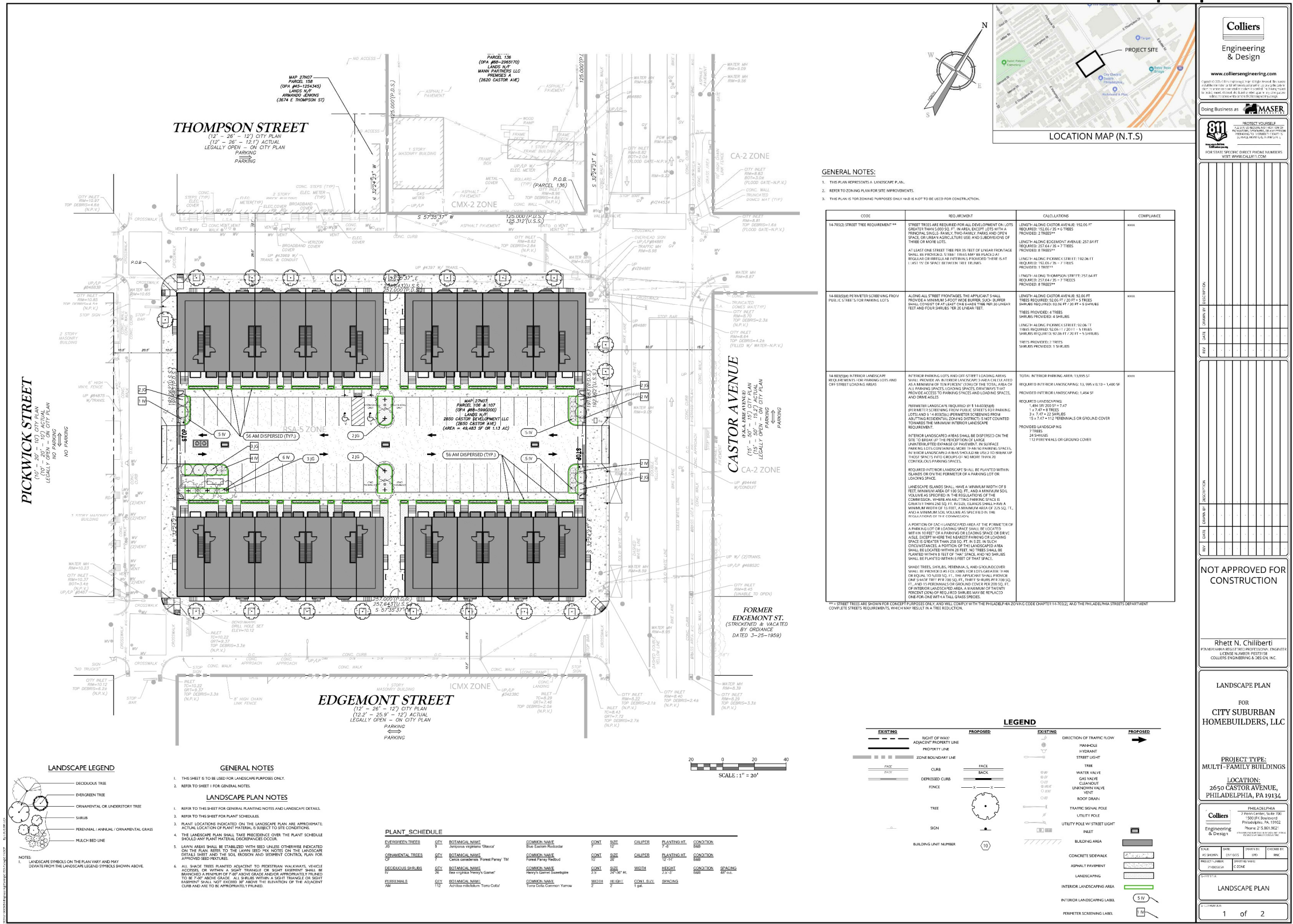
# Zoning Drawings





# Zoning Drawings

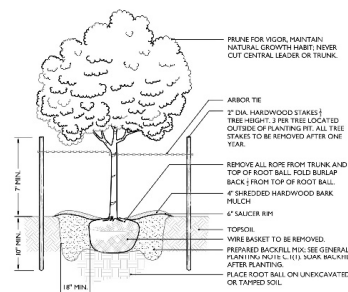
## Landscape plan



# Zoning Drawings

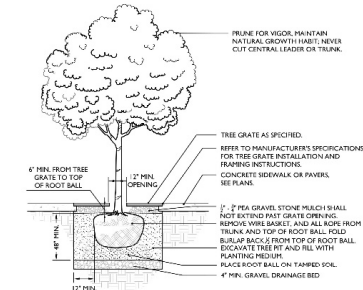
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## Landscape plan



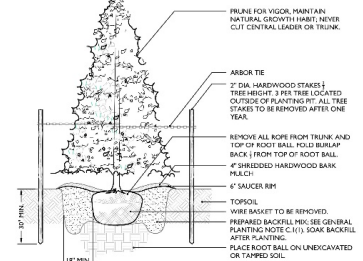
- NOTES:**
1. NO SOIL OR MULCH SHALL BE PLACED AGAINST ROOT COLLAR OF PLANT.

### DECIDUOUS TREE PLANTING DETAIL



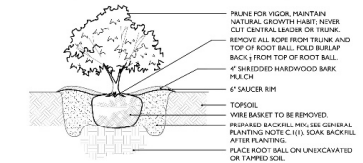
- NOTES:**
1. NO SOIL OR MULCH SHALL BE PLACED AGAINST ROOT COLLAR OF PLANT.
  2. PLANTING DEPTH SHALL BE THE SAME OR HIGHER AS GROWN IN NURSERY.
  3. SEE TREE GRATE DETAIL FOR TREE GRATE SPECIFICATIONS. REFER TO MANUFACTURER'S SPECIFICATIONS FOR INSTALLATION INSTRUCTIONS.

### DECIDUOUS TREE WITH TREE GRATE DETAIL



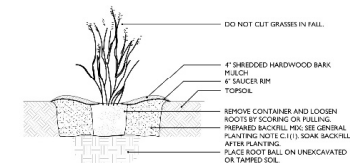
- NOTES:**
1. NO SOIL OR MULCH SHALL BE PLACED AGAINST ROOT COLLAR OF PLANT.
  2. PLANTING DEPTH SHALL BE THE SAME OR HIGHER AS GROWN IN NURSERY.

### EVERGREEN TREE PLANTING DETAIL



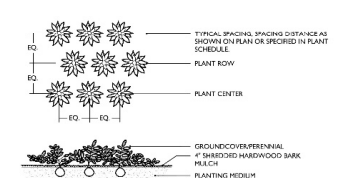
- NOTES:**
1. NO SOIL OR MULCH SHALL BE PLACED AGAINST ROOT COLLAR OF PLANT.
  2. PLANTING DEPTH SHALL BE THE SAME OR HIGHER AS GROWN IN NURSERY.

## SHRUB PLANTING DETAIL



- NOTES:**
1. NO SOIL OR MULCH SHALL BE PLACED AGAINST ROOT COLLAR OF PLANT
  2. PLANTING DEPTH SHALL BE THE SAME OR HIGHER AS GROWN IN NURSERY

### ORNAMENTAL GRASS PLANTING DETAIL



- NOTES:
1. PLANTING DEPTH SHALL BE THE SAME OR HIGHER AS GROWN IN NURSERY.

#### GROUND COVER/PERENNIAL PLANTING DETAIL

### GENERAL PLANTING NOTES

## LAND-USE/PLANT-NOTE

#### D. PLANTING PROCEDURE

- 1. PLANTING BEDS**
- 1.1. PROVIDE PLANTING PITS AS INDICATED ON PLANTING DETAILS. BACKFILL PLANTING PITS WITH SOIL AS OUTLINED IN SECTION 02050. PRIOR, BACKFILL SOIL TO BE AT MINIMUM ONE PART EACH OF TOPSOIL, MOISTENED PEAT MOSS, AND PARENT MATERIAL.
- 1.2. PLANTING BEDS SHALL RECEIVE FOUR (4) INCHES OF DIRECT SHREDED HARDWOOD MULCH AND TREATED WITH A PRE-EMERGENT HERBICIDE. NO MULCH SHALL COME IN CONTACT WITH ROOT FIBER/COLLAR; UNDER NO CIRCUMSTANCES SHALL THE ROOT CONTINUOUS BE BURNED.
- 1.3. SHRUB MASSSES SHALL BE PLANTED IN CONTIGUOUS MULCHED BEDS.

1. **PLANT LOCATIONS:** THE LOCATION OF ALL PLANT MATERIAL INDICATED ON THE LANDSCAPE PLANS ARE APPROPRIATE. THE PLANT LOCATION OF ALL PLANT MATERIAL AND PLANTING BEDLINES SHALL BE DETERMINED IN THE FIELD AT THE TIME OF INSTALLATION FOLLOWING THE BASIC INTENT OF THE APPROVED PLANS, UNLESS THERE IS A SPECIFIC DIMENSION OF LOCATION SHOWN.
2. **PLANTING DATES:** PLANTING OPERATIONS SHALL BE PERFORMED DURING PERIODS WITHIN THE PLANTING SEASON WHEN WEATHER AND SOIL CONDITIONS ARE SUITABLE AND IN ACCORDANCE WITH ACCEPTED LOCAL PRACTICES. PLANTING SEASONS ARE DEFINED AS MARCH THROUGH PAST 11 AND SOFT 15 THROUGH NOV 15. PLANTING IS SUPPLEMENTAL DURING THE MONTHS OF WEATHER PERMS AND THE GROUND IS NOT MOISTEN, AND IN THE SUMMER IF APPROPRIATE. WATERING IS PROVIDED. SOIL MUST BE FROST FREE, FRABLE AND NOT MUDDY AT TIME OF PLANTING.

- PLANTING METHODS:**
1. TREES SHALL BE CORPSED IMMEDIATELY AFTER PLANTING. PLANT MATERIAL SHALL BE PROPERLY GUYED, STAKED, AND PLANTED IN ACCORDANCE WITH THE TYPICAL PLANTING DETAILS.
2. STAKES SHALL BE RIGHT TO THE FIFTY (50) CM. STAKES, DURABLE, UNPERFORATED LINER CAPABLE OF WITHSTANDING ABOVEGROUND AND UNDERGROUND CONDITIONS DURING THE PERIOD OF GUARANTEE WITH TOP AND BOTTOM STAKES TO BE TWO (2) METERS LONG.
3. THREE STAKES SHALL BE EQUALLY SPACED AROUND THE TREE IN A TRIANGULAR FASHION. STAKES SHALL BE DIVIDED INTO TWO (2) METERS LONG AND TWO (2) METERS LONG.
4. TREES SHALL BE STAKED TO SUCH A POINT AT A HEIGHT OF THE FIFTY (50) FEET BY MEANS OF ARBORS THE TREE IS NOT RECOMMENDED FOR TREES UP TO 15 CM IN CIRCUMFERENCE.
5. SET PLANTS PLANTS AND STRAIGHT SET ON LEVELS. THAT AFTER SETTING A NORMA OR NATURAL RELATIONSHIP TO THE SETTING OF THE TREE. THE TREE SHALL BE SET IN A TRIANGULAR FASHION. LOCATE THE TREE TO THE SETTING OF THE TREE.
6. AT THE TIME OF INSTALLATION, THE CONTRACTOR SHALL WATER NEWLY INSTALLED PLANT MATERIAL. THE CONTRACTOR SHALL REGULARLY WATERING TO ENSURE THE ESTABLISHMENT, GROWTH AND SURVIVAL OF ALL PLANTS.
7. ALL PLANT MATERIAL TO BE HANDLED ON THE BOTTOM OF THE ROADSIDE ONLY. PLANTS WITH BROKEN, STUCK, OR DAMAGED ROOTBALLS SHALL BE REJECTED.
8. CORING BODIES OF ALL B&B PLANTS SHALL BE CUT AND REMOVED ALONG WITH THE BURLAP OF THE UPPER 5 CM OF THE B&B PLANTS.

F. MAINTENAN

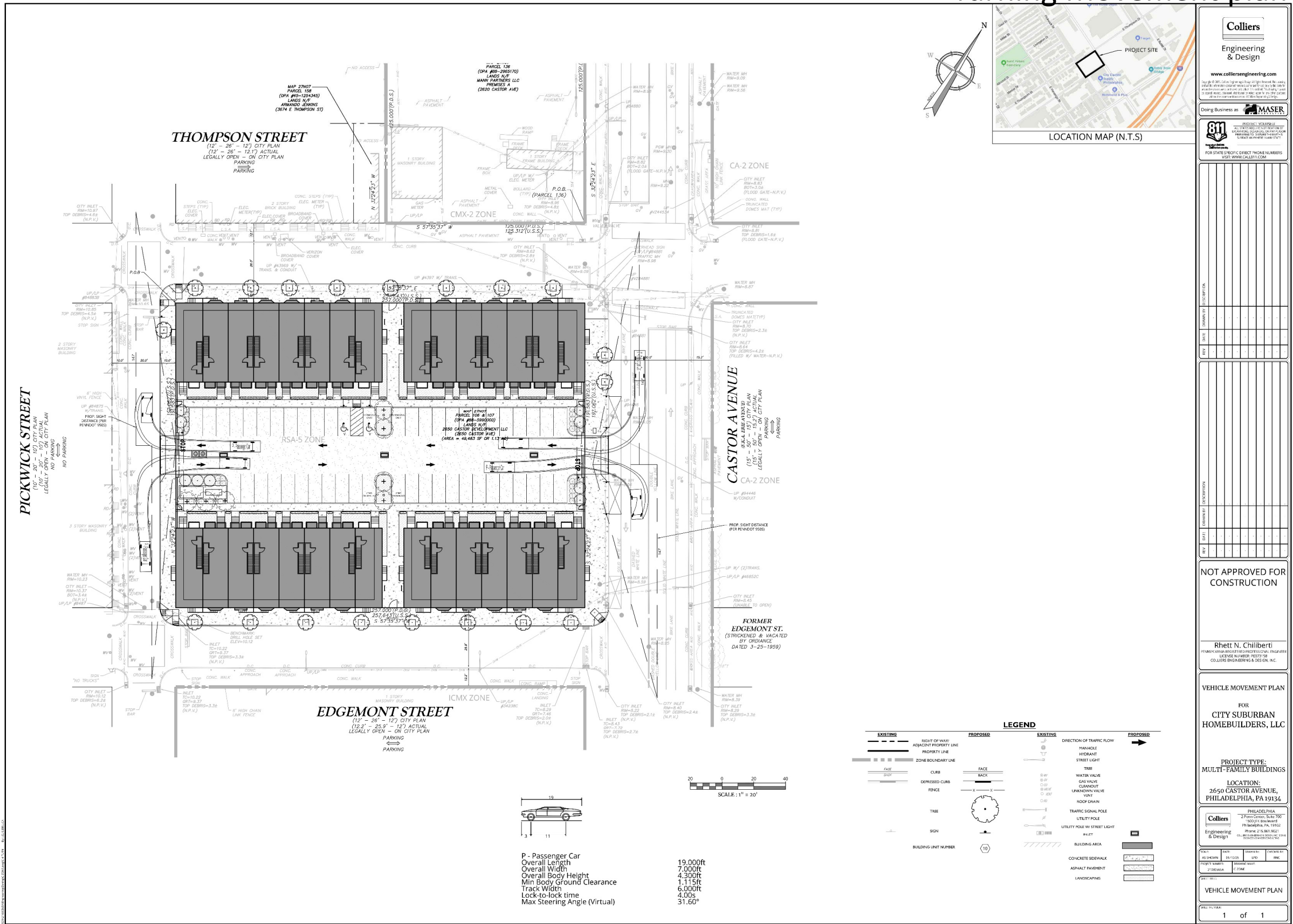
- PLANNING:**
1. EACH TREE AND SHRUB SHALL BE PRUNED IN ACCORDANCE WITH AMERICAN STANDARD FOR NURSERY STOCK TO REMOVE THE NATURAL CHARACTER OF THE TREE. DEAD WOOD SHOULD BE REMOVED AND ALL BROKEN OR BUCKLED BRANCHES SHALL BE REMOVED. BRANCHES SHALL BE CUT AT AN ANGLE OF 45 DEGREES TO THE TRUNK.
2. SHADE TREES PLANTED NEAR PESTRICTION OR VEHICULAR ACCESS SHALL NOT BE BRANCHED LOWER THAN 7' ABOVE GROUND. PLANT MATERIAL LOCATED WITHIN SIGHT TRIANGLES EXPANSION SHALL NOT EXCEED A MAXIMUM HEIGHT OF 10 FEET. BRANCHES SHALL BE PRUNED TO PREVENT BRANCHES FROM THE SIGHT TRIANGLE.
3. THE CENTRAL LEADER SHALL NOT BE CUT OR DAMAGED.
- LANDSCAPE:**
1. THE LANDSCAPE CONTRACTOR SHALL TEST THE SOIL TO CONFIRM SUITABILITY FOR THE PROPOSED SEED MIX AND FERTILIZER AS REQUIRED TO MEET THE REQUIREMENTS IN A PLANT OUTLINE.
2. ALL DISTURBED AREAS SHALL BE FERTILIZED WITH 50 LBS PER 1000 SQUARE FEET OTHERWISE INDICATED ON THE LANDSCAPE PLANS.
3. ALL SHALL BE IN ACCORDANCE WITH THE LAWN SEED MIX NOTES AND THE SOIL BROWN AND REDDISH COLORED SUBSTRATE OR SUBSTRATE DECOMPOSITION RATE.
4. SOO, IF SPECIFIED, SHALL CONSIST OF A SITE CERTIFIED TURFGRASS AND ALL DISTURBED AREAS INDICATED AS LAWN OR SOO SHALL BE TOPDRESSED, UNIFORM AND FERTILIZED 3-8 GRADE RICH TO LAWN INSTALLATION.
- EXISTING VEGETATION:** EXISTING TREES AND SHRUBS TO BE PRESERVED ON SITE SHALL BE PROTECTED AGAINST DAMAGE FROM EXCAVATION AND PLOWING. EXISTING TREES AND SHRUBS OUTSIDE THE INDIVIDUAL TREE CANOPY THAT ARE TO REMAIN SHALL BE IDENTIFIED IN THE FIELD PRIOR TO COMMENCEMENT OF CONSTRUCTION. TREE PROTECTION RINGS SHALL BE INSTALLED AND MAINTAINED THROUGHOUT CONSTRUCTION. EXISTING TREES AND SHRUBS TO BE REMOVED SHALL BE IDENTIFIED AND LOCATED AT THE EDGE OF THE NEW TREE LINE. TREES TO BE REMOVED AND THINNING TO REMOVE ALL DEAD TREES SHALL BE IDENTIFIED AND LOCATED AT THE EDGE OF THE NEW TREE LINE.
- SITE CLEANUP:** PLANTING DISKS (WIRE, TINE, RUBBERHOSE, BACKFILL, ETC.) SHALL BE REMOVED FROM THE SITE AFTER PLANTING IS COMPLETE. THE PROPERTY IS TO BE LEFT IN A NEAT, ORDERLY CONDITION IN ACCORDANCE WITH ACCEPTED PRACTICES.

[illegible]



# Zoning Drawings


## Turning Movement plan






# Zoning Drawings

## Approved Streets review



City of  
Philadelphia

Page 1 of 2



Streets Approval Number SR-2025-027491  
Zoning Plan (L&I Permit Pre-Requisite)

PROJECT KNOWN AS	DATE APPROVED
	3/31/2025

LOCATION(S) OF WORK

2650 CASTOR AVE, Philadelphia, PA 19134  
2600 Block of CASTOR AVE - E THOMPSON ST to EDGEMONT ST  
E THOMPSON ST to EDGEMONT ST  
3600 Block of E THOMPSON ST - PICKWICK ST to CASTOR AVE  
PICKWICK ST to CASTOR AVE  
2600 Block of PICKWICK ST - E THOMPSON ST to EDGEMONT ST  
E THOMPSON ST to EDGEMONT ST  
3600 Block of EDGEMONT ST - PICKWICK ST to CASTOR AVE  
PICKWICK ST to CASTOR AVE  
CASTOR AVE & E THOMPSON ST  
PICKWICK ST & E THOMPSON ST  
EDGEMONT ST & PICKWICK ST  
CASTOR AVE & EDGEMONT ST

OWNER INFORMATION	DEVELOPER INFORMATION
Tim Ajvazi 2650 Castor Development LLC 209 Leedom Street Floor 2 Jenkintown, APA 19046 fajvazi@gmail.com (215) 861-9021	Tim Ajvazi 2650 Castor Development LLC 209 Leedom Street Floor 2 Jenkintown, APA 19046 fajvazi@gmail.com (215) 861-9021
APPLICANT INFORMATION	DESIGNER INFORMATION
Rhett Chiliberti 1500 JFK Boulevard Suite 700 Philadelphia, PA USA 19102 rhett.chiliberti@collierseng.com (215) 915-0534	Rhett Chiliberti Colliers Engineering & Design Two Penn Center - Suite 222 1500 JFK Boulevard Philadelphia, PA USA 19102 rchiliberti@maserconsulting.com (215) 861-9021


FINAL SUMMARY

A review of the application and plans for the subject submission has been performed. The Philadelphia Streets Department (PSD) now takes no further exception to the most recently submitted current version of the Proposed Site Civil Plans for Zoning purposes, which are approved, as noted by any conditions.

APPROVAL CONDITIONS (THE FOLLOWING CLAUSES MUST BE ABIDED ACCORDINGLY)


- No Conditions

APPROVED BY	DATE APPROVED	CHECKED BY	DATE CHECKED
Amro Amin	3/31/2025	Jeanien Wilson	3/31/2025



City of  
Philadelphia


Page 2 of 2




Streets Approval Number SR-2025-027491  
Zoning Plan (L&I Permit Pre-Requisite)

GIS MAP DATA & IMPORTANT INFORMATION

Highway District: 5	City Planning District: CENTRAL EAST
Survey District: 5	GPIS Project Number:
Traffic District: 3	PWD Project Number:
State Routes: 1005	Other Reference Number:
SEPTA Routes: 25	PennDOT Reference Number:

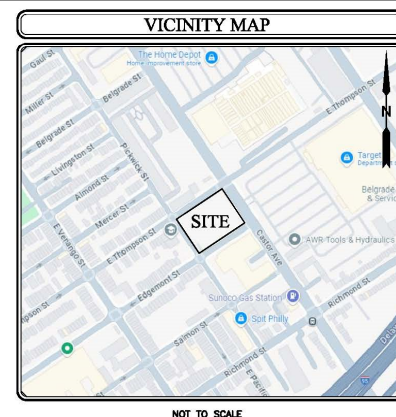


POST A TRUE COPY OF THIS NOTICE IN A CONSPICUOUS LOCATION AT THE WORK SITE.



TO ANONYMOUSLY REPORT UNSAFE CONDITIONS AT THIS WORK SITE, CALL 311 or 911.

# Site Survey



NOT TO SCALE

## NOTES

1. PROPERTY KNOWN AS MAP 27707, PARCELS 106 & 107 AS IDENTIFIED ON THE TAX REGISTRY OF THE CITY & COUNTY OF PHILADELPHIA, 44TH WARD, COMMONWEALTH OF PENNSYLVANIA.
2. AREA (7.0.5.) = 49,237 S.F. OR 1.13032 AC.  
AREA (7.0.5.) = 49,483 S.F. OR 1.13598 AC.
3. LOCATION OF ALL UNDERGROUND UTILITIES ARE APPROXIMATE. ALL LOCATIONS AND SIZES ARE BASED ON UTILITY MARK OUTS, ABOVE GROUND STRUCTURES THAT WERE VISIBLE & ACCESSIBLE IN THE FIELD. THE MAPS AS SHOWN IN THE EXHIBITS AVAILABLE AT THE TIME OF THE SURVEY. AVAILABLE ASBESTUS PLANS AND UTILITY MARKOUT DO NOT ENSURE MAPPING OF ALL UNDERGROUND UTILITIES AND STRUCTURES. BEFORE THE PREPARATION OF DESIGN PLANS AND/OR EXCAVATION IS TO BEGIN, ALL UNDERGROUND UTILITIES SHOULD BE VERIFIED AS TO THEIR LOCATION, SIZE AND TYPE BY THE PROPER UTILITY COMPANY.
4. THIS PLAN IS BASED ON INFORMATION PROVIDED BY A SURVEY PREPARED IN THE FIELD BY BLUE MARSH SURVEYING, INC. AND OTHER REFERENCE MATERIAL AS LISTED HEREON.
5. THE EXISTENCE OF UNDERGROUND STORAGE TANKS, IF ANY, WAS NOT KNOWN AT THE TIME OF THE FIELD SURVEY.
6. THIS PROPERTY SUBJECT TO RESTRICTIONS, COVENANTS AND/OR EASEMENTS, WRITTEN OR IMPLIED.
7. ELEVATIONS ARE BASED UPON PHILADELPHIA CITY PLAN DATUM.
8. ENCROACHMENTS AND VAULTS, IF ANY, BELOW SURFACE NOT SHOWN HEREON.
9. THIS SURVEY IS PREPARED TO UNITED STATES STANDARD (U.S.S.), OTHER DISTANCES SHOWN ARE IN PHILADELPHIA DISTRICT STANDARD AND ARE MARKED (P.D.S.).
10. THE CONVERSION FROM INCHES TO THE MORE PRECISE DECIMAL EXPRESSION MAY RESULT IN MINOR DIFFERENCES IN THE SECOND OR THIRD DECIMAL PLACES, THESE ARE NOT ERRORS OR OVSERIGHTS BUT MORE PRECISE VAILUES.
11. ATTENTION IS CALLED TO THE ZONING REGULATIONS IN THE PHILADELPHIA CODE AS AMENDED.
12. PLAN IS MADE PER INSTRUCTION OF COLLIERIES ENGINEERING & 2850 CASTOR DEVELOPMENT LLC.
13. BENCHMARK SHOWN ON THIS SURVEY MUST BE VERIFIED PRIOR TO THE COMMENCEMENT OF ADDITIONAL FIELD ACTIVITIES.

## REFERENCES

1. THE OFFICIAL TAX MAPS OF THE CITY & COUNTY OF PHILADELPHIA, 45TH WARD, COMMONWEALTH OF PENNSYLVANIA.
2. MAP ENTITLED "FIRM, LOSS INSURANCE RATE MAP, CITY OF PHILADELPHIA, PENNSYLVANIA, PHILADELPHIA COUNTY," PREPARED BY FEDERAL EMERGENCY MANAGEMENT AGENCY, PANEL 202 OF 230, MAP NUMBER 42075702021, WITH A REVISED DATE OF NOVEMBER 18, 2015.
3. COMPLETION PLAN OF CITY PLAN NO. 188 PROVIDED BY THE CITY & COUNTY PHILADELPHIA, COMMONWEALTH OF PENNSYLVANIA.
4. STREET STATUS CARD DEPICTING THE LEGAL STATUS OF CITY OF PHILADELPHIA ROADWAYS FOR THOMPSON ST. FROM VENANGO ST. TO CASTOR AVE., LDC05123.
5. STREET STATUS CARD DEPICTING THE LEGAL STATUS OF CITY OF PHILADELPHIA ROADWAYS FOR CASTOR AVE. FROM RICHMOND ST. TO ALMOND ST., LDC06895.
6. STREET STATUS CARD DEPICTING THE LEGAL STATUS OF CITY OF PHILADELPHIA ROADWAYS FOR RICHMOND ST. FROM VENANGO ST. TO ALMOND ST., LDC06895.
7. STREET STATUS CARD DEPICTING THE LEGAL STATUS OF CITY OF PHILADELPHIA ROADWAYS FOR PICKWICK ST. FROM THOMPSON ST. TO RICHMOND ST., LDC013999.
8. GAS MAPPING PROVIDED BY PHILADELPHIA GAS WORKS, MAP NO. K7-53 & K7-63.
9. WATER & SEWER MAPPING PROVIDED BY PHILADELPHIA WATER DEPARTMENT, MAP NOS. 150293, 262560, 310245 & 310929.
10. MAP ENTITLED "ZONING PLAN, ROW BUILDER, LLC, PROPOSED RESIDENTIAL DEVELOPMENT, 2650 S. 15TH AVENUE, CITY AND COUNTY OF PHILADELPHIA, COMMONWEALTH OF PENNSYLVANIA" PREPARED BY BOHLER ENGINEERING, DATED MAY 31, 2006, LAST REVISED JULY 6, 2006.

## TITLE REPORT EXCEPTIONS

THIS SURVEY IS PREPARED WITH REFERENCE TO A TITLE REPORT PREPARED BY LAND SERVICES USA, LLC, AGENT FOR FIDELITY NATIONAL TITLE INSURANCE COMPANY, FILE NO. PAFN24-2869, WITH AN EFFECTIVE DATE OF MAY 30, 2024, WHERE THERE ARE NO SURVEY RELATED EXCEPTIONS THAT APPEAR IN SCHEDULE B, SECTION II.

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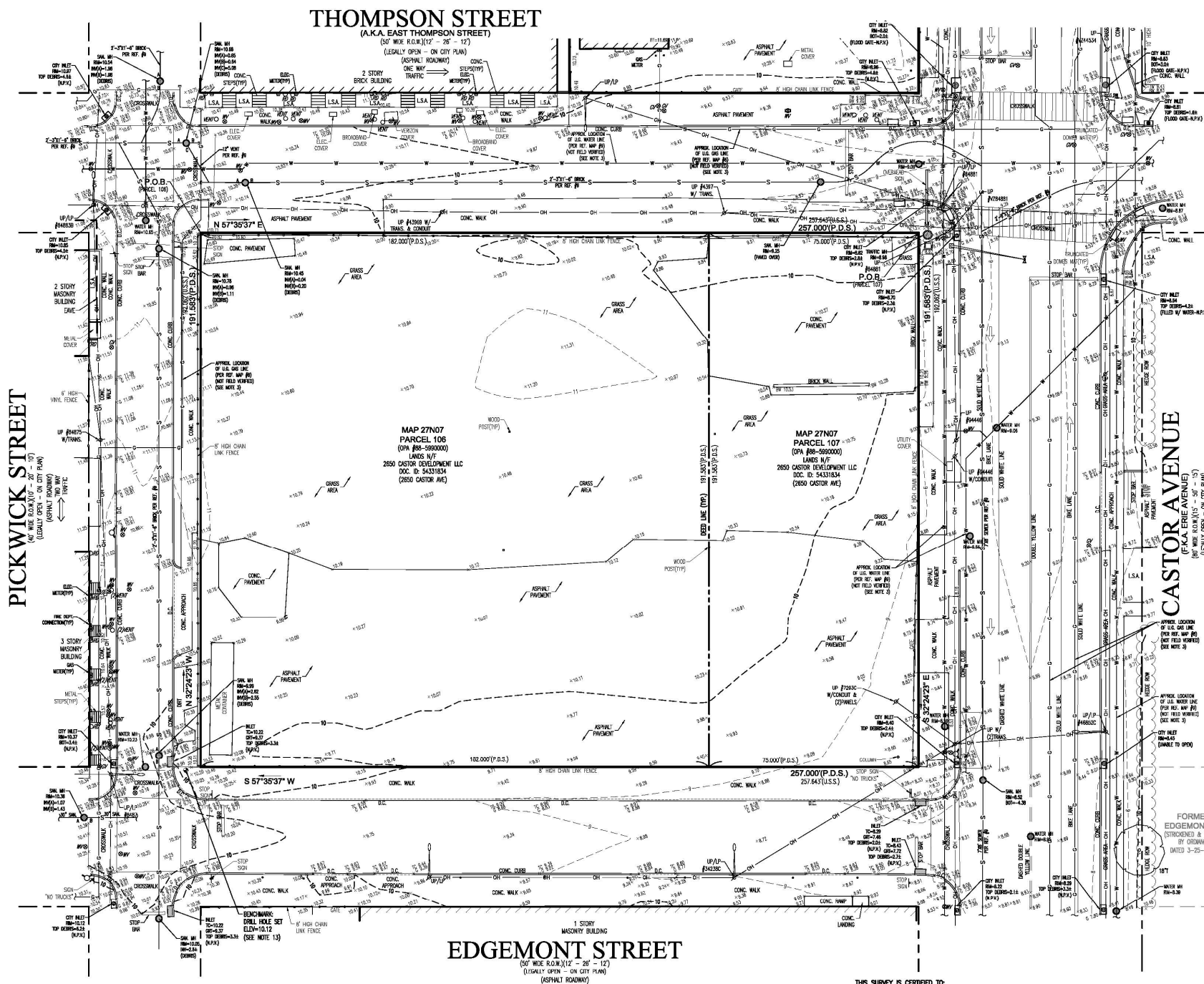
**TITLE METES & BOUND DESCRIPTION**

SITUATE ON THE CORNER FORMED BY THE INTERSECTION OF THE SOUTHWEST SIDE OF CASTOR (FORMERLY ERIC) AVENUE WITH THE NORTHWEST SIDE OF EDMONT STREET, IN THE FORTY FIFTH WARD OF THE CITY OF PHILADELPHIA.

CONTAINING IN FRONT OR BREADTH ON THE SAID CASTOR AVENUE ONE HUNDRED AND NINETY ONE FEET SEVEN INCHES TO THE SOUTHEAST SIDE OF THOMPSON STREET AND EXTENDING OF THAT WIDTH IN LENGTH OR DEPTH SOUTHWESTWARD, THE SOUTHEAST LINE THEREOF ALONG THE NORTHWEST SIDE OF EDMOND STREET AND THE NORTHWEST LINE THEREOF ALONG THE SAID SOUTHEAST SIDE OF THOMPSON STREET, SEVENTY FIVE FEET.

THE OTHER ONE BEING BEGINNING AT THE CORNER FORMED BY THE INTERSECTION OF THE SOUTHWEST SIDE OF THOMPSON STREET WITH THE NORTHEAST SIDE OF PICKWICK STREET, IN THE FORTY FIFTH WARD OF THE CITY OF PHILADELPHIA, THENCE EXTENDING SOUTHEASTWARD ALONG THE SAID NORTHEAST SIDE OF PICKWICK STREET ONE HUNDRED AND NINETY ONE FEET SEVEN INCHES, THENCE EXTENDING NORTHWESTWARD, ON A LINE AT RIGHT ANGLES TO THE SAID SOUTHEAST SIDE OF PICKWICK STREET, ONE HUNDRED AND EIGHTY TWO FEET TO POINT; THENCE EXTENDING NORTHWESTWARD, ON A LINE AT RIGHT ANGLES TO THE SAID NORTHWEST SIDE OF PICKWICK STREET, ONE HUNDRED AND EIGHTY TWO FEET TO POINT; THENCE EXTENDING SOUTHWESTWARD, ON A LINE AT RIGHT ANGLES TO THE SAID SOUTHWEST SIDE OF PICKWICK STREET, ONE HUNDRED AND EIGHTY TWO FEET TO THE SAID SOUTHWEST SIDE OF THOMPSON STREET; THENCE EXTENDING SOUTHWESTWARD, ALONG THE SAID SOUTHWEST SIDE OF THOMPSON STREET ONE HUNDRED AND EIGHTY TWO FEET TO THE SA NORTHEAST SIDE OF PICKWICK STREET, THE FIRST MENTIONED POINT, CORNER AND PLACE OF BEGINNING.

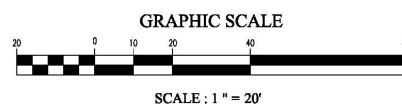
BEING KNOWN AS NO. 2650 CASTOR AVENUE



## LEGEND OF SYMBOLS & ABBREVIATIONS

- |  |   |  |  |  |                  |
|--|---|--|--|--|------------------|
|  | CONTOUR (MAJOR/MINOR)   |  | VANT FENCE   |  | BOLLARD          |
|  | SPOT ELEVATION  |  | CHAIN LINK FENCE                                     |  | TRAFFIC SIGNAL   |
|  | TOP OF CURVE ELEVATION  |  | OVERHEAD WIRES                                       |  | TRAFFIC ARROW    |
|  | OUTER ELEVATION   |  | APPROXIMATE LOCATION OF UNDERGROUND GAS LINE         |  | AREA LIGHT       |
|  | TOP OF WALL ELEVATION   |  | APPROXIMATE LOCATION OF UNDERGROUND WATER LINE       |  | STREET LIGHT     |
|  | BOTTOM OF WALL ELEVATION                                      |  | APPROXIMATE LOCATION OF UNDERGROUND SEWER LINE       |  | ROOF DRAIN       |
|  | PHILADELPHIA DISTRICT STANDARD (U.S.)                         |  | APPROXIMATE LOCATION OF UNDERGROUND STORM SEWER LINE |  | CLEAN OUT        |
|  | UTILITY POLE  |  | NULL   |  | ELECTRONIC METER |
|  | UTILITY POLE WITH LIGHT                                       |  | MANHOLE  |  | WATER METER      |
|  | OFFSET OF STRUCTURE AT GROUND LEVEL RELATIVE TO PROPERTY LINE |  |  |  | GAS VALVE        |
|  | UNDERSIZED AREA   |  |  |  | UNKNOWN VALVE    |
|  | N.E.V.  |  |  |  |                  |

**CALL BEFORE YOU DIG!**  
PENNSYLVANIA LAW REQUIRES  
3 WORKING DAYS NOTICE FOR  
CONSTRUCTION PHASE AND 10 WORKING  
DAYS IN DESIGN STAGE - STOP CALL  
 PA 1  
1-800-342-1776  
TICKET #20242682041



**THIS SURVEY IS CERTIFIED TO:**  
2650 CASTOR DEVELOPMENT LLC, A PENNSYLVANIA LIMITED LIABILITY COMPANY  
LAND SERVICES USA, LLC  
FIDELITY NATIONAL TITLE INSURANCE COMPANY

**SURVEYOR'S CERTIFICATION**

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 8, 11(a) & 13 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON OCTOBER 3, 2024.

DATE:	10-14-202
-------	-----------

SCALE: 1" = 20'

PROJECT NO.: 24-B-32

DRAWN BY:	S.N.W.
REVIEWED BY:	T.D.M./J.L.

REV-1:

MSM-7:

100

REV-3:

REV-4:

24	
----	--

NEW-0:

ALTA/NSPS LAND TITLE SURVEY

2650 CASTOR DEVELOPMENT LLC

#2650 CASTOR AVENUE

MAP 27N07, PARCELS 106 & 107  
CITY & COUNTY OF PHILADELPHIA, 45TH

**BLUE MARSH ASSOCIATES, INC**  
LAND SURVEYORS & PLANNERS

551 EASTON ROAD, SUITE A  
MADISON, NJ 07040, USA

215-278-4053 (MAIN)  
215-343-0216 (FAX)

 [www.BlueM.com](http://www.BlueM.com)

1541 ROUTE 37 EAST, SUITE B  
TOWNSHIP, NJ 07068

732-552-3641 (WAX)  
732-929-8915 (FAX)

associates.com

SHEET:  
1 OF 1



# Civil Drawings

## ERSA Plan/conceptual approval



February 3, 2025

### Conceptual Approval

Tim Ajvazi  
2650 Castor Avenue Development LLC  
2532 Amber St, Unit D  
Philadelphia, PA 19125

RE: 2650 Castor Avenue (FY25-CAST-7983-01)

Project Address:	2650 Castor Avenue	Earth Disturbance:	62,502 SF
Development Type:	Redevelopment	Flood Management District:	A
Watershed:	Delaware Direct	Sewer Type:	Combined

Dear Tim Ajvazi,

The Philadelphia Water Department (PWD) has completed its review of the Conceptual Review Submission Package for this project. PWD has determined that the project meets the requirements for Conceptual Approval. A table of documents approved as part of this submittal follows:

Item	Description	Dated
Sheet 2 of 2	Conceptual Stormwater Management Plan	01/29/2025

Conceptual Approval is a preliminary approval only and does not constitute final PWD approval of the project, nor does it relieve the applicant from meeting the requirements of other City agencies. The applicant may use this letter when filing for a Zoning Permit; however, PWD does not stamp Zoning Permit applications. The applicant is responsible to obtain any required federal, state, and local permits outside of this review.

**Below and on Page 2 of this letter are the PWD reviews applicable to this project which must be completed prior to construction activity proceeding.** Please see [Section 2.5](#) of the Manual for more information about these reviews:

1. Submit a [Utility Plan](#) to [PWDur@phila.gov](mailto:PWDur@phila.gov). Utility Plan Review is required for all projects that require a building permit or are proposing connections to PWD infrastructure.
2. If water service or sewer connections/disconnections are proposed, then approvals must be obtained through PWD Water Transport Records.
3. If the project includes installation of facilities that will generate sewage, then submit to PWD Projects Control for [Act 537](#) review.
4. Backflow prevention and cross connection control measures are required as a condition of water service. Please contact PWD [Industrial Waste](#) & [Backflow Compliance](#) for more information.

Page 1 of 2

VALID TWO YEARS FROM DATE OF ISSUANCE

Philadelphia Water Department | 1101 Market Street | Philadelphia, PA 19107-2994  
An Equal Opportunity Employer

Conceptual Approval Letter (FY25-CAST-7983-01)

February 3, 2025

#### 5. Post-Construction Stormwater Management Plan (PCSMP) Review

##### Development Compliance Review Path

The project is subject to the Post-Construction Stormwater Management Requirements identified below. Please refer to the Development Compliance Review Path in [Section 2.3.1](#) of the Manual for more information.

##### Post-Construction Stormwater Management Requirements

☒ Water Quality ☐ Channel Protection\* ☒ Flood Control\* ☐ PHS Release Rate \_\_\_cfs/acre

\*Some Redevelopment projects may be exempt from Flood Control and Channel Protection. See [Section 1.2.1](#) of the Philadelphia Stormwater Management Guidance Manual for more information. If eligible, these exemptions will be applied at the Post Construction Stormwater Management Plan Review Phase.

##### Expedited PCSMP Review Eligibility

☐ Disconnection Green Review ☐ Surface Green Review ☒ Not eligible for Expedited Review

##### PADEP NPDES Permit

Since more than one acre of earth disturbance is proposed, PWD's PCSMP Approval is contingent on the issuance of a PADEP NPDES Permit. Please refer to [Section 2.7](#) of the Manual for more information.

Sincerely,

Evan Huzinec  
Conceptual Plan Review  
Phone: (215) 685-6387  
Email: [Evan.Huzinec@phila.gov](mailto:Evan.Huzinec@phila.gov)

Jo-Marie McNulty  
Supervisor, Conceptual Stormwater Plan Review  
Phone: (215) 685-6387  
Email: [Jo-Marie.McNulty@phila.gov](mailto:Jo-Marie.McNulty@phila.gov)

Katelyn Csatari  
Manager, Stormwater Plan Review  
Phone: (215) 685-6387  
Email: [Katelyn.Csatari@phila.gov](mailto:Katelyn.Csatari@phila.gov)

Cc: E. Smith  
S. Chiu  
A. Fody  
G. Butcher (Colliers Engineering & Design, Inc)  
R. Chiliberti (Colliers Engineering & Design, Inc)

Page 2 of 2

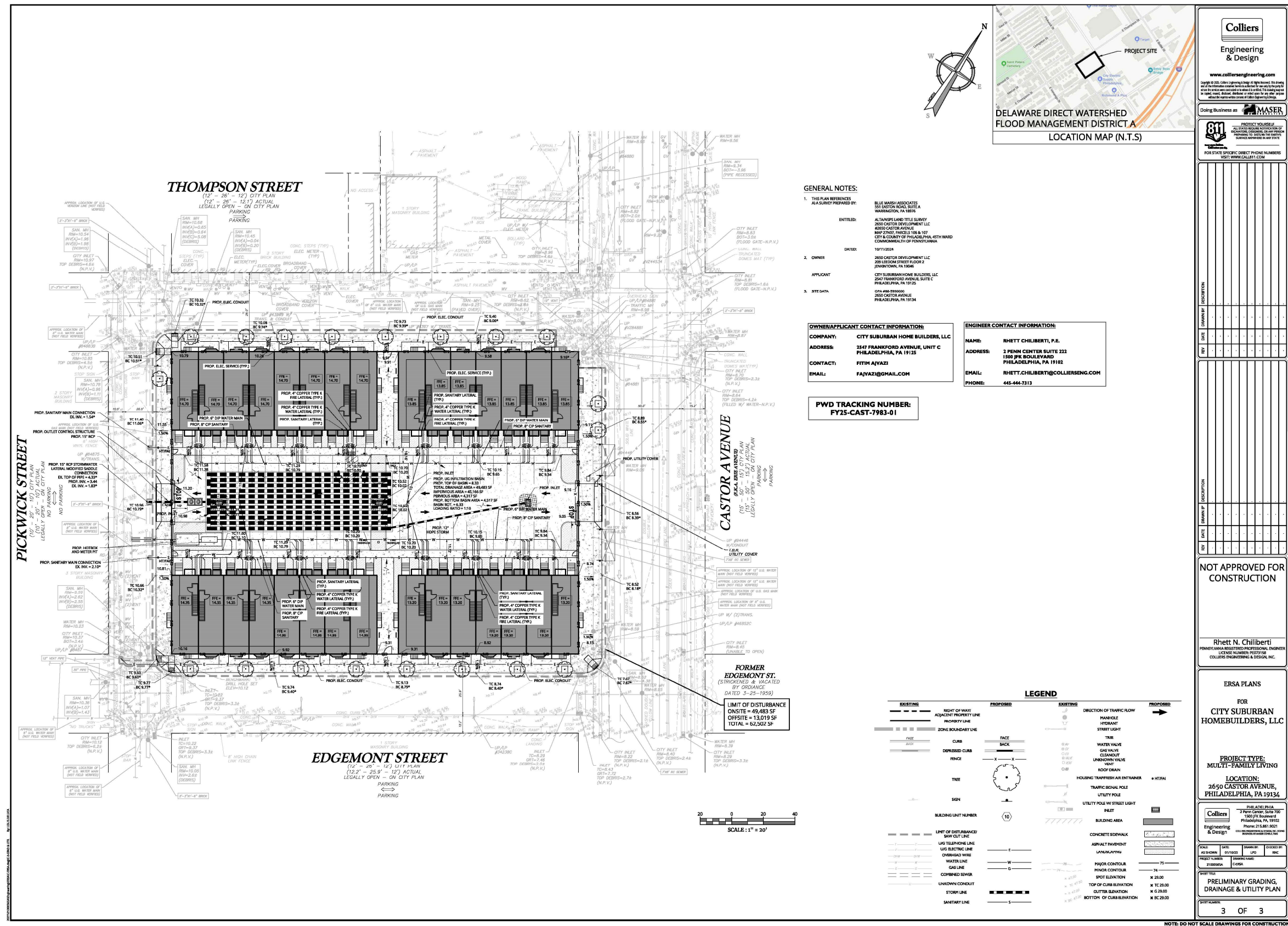
VALID TWO YEARS FROM DATE OF ISSUANCE

Philadelphia Water Department | 1101 Market Street | Philadelphia, PA 19107-2994  
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# Civil Drawings

## ERSA Plan/conceptual approval





# Rendered Site plan



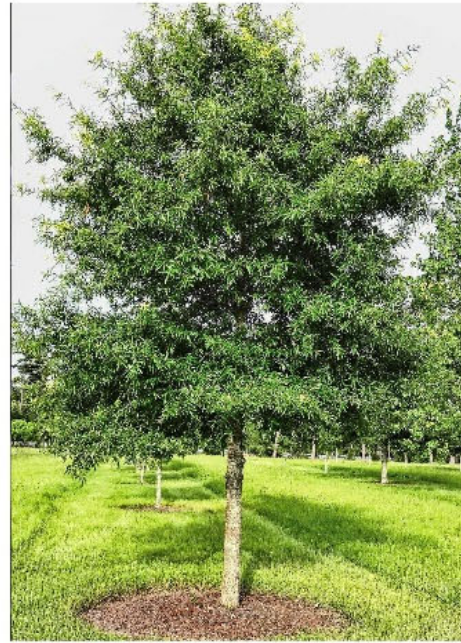


# Rendered Site plan

Landscape plan/renders



River Birch



Eastern Red Bud



Eastern Red Bud



Service Berry



Southern Magnolia



Red Osier Dogwood



Virginia Sweetspire



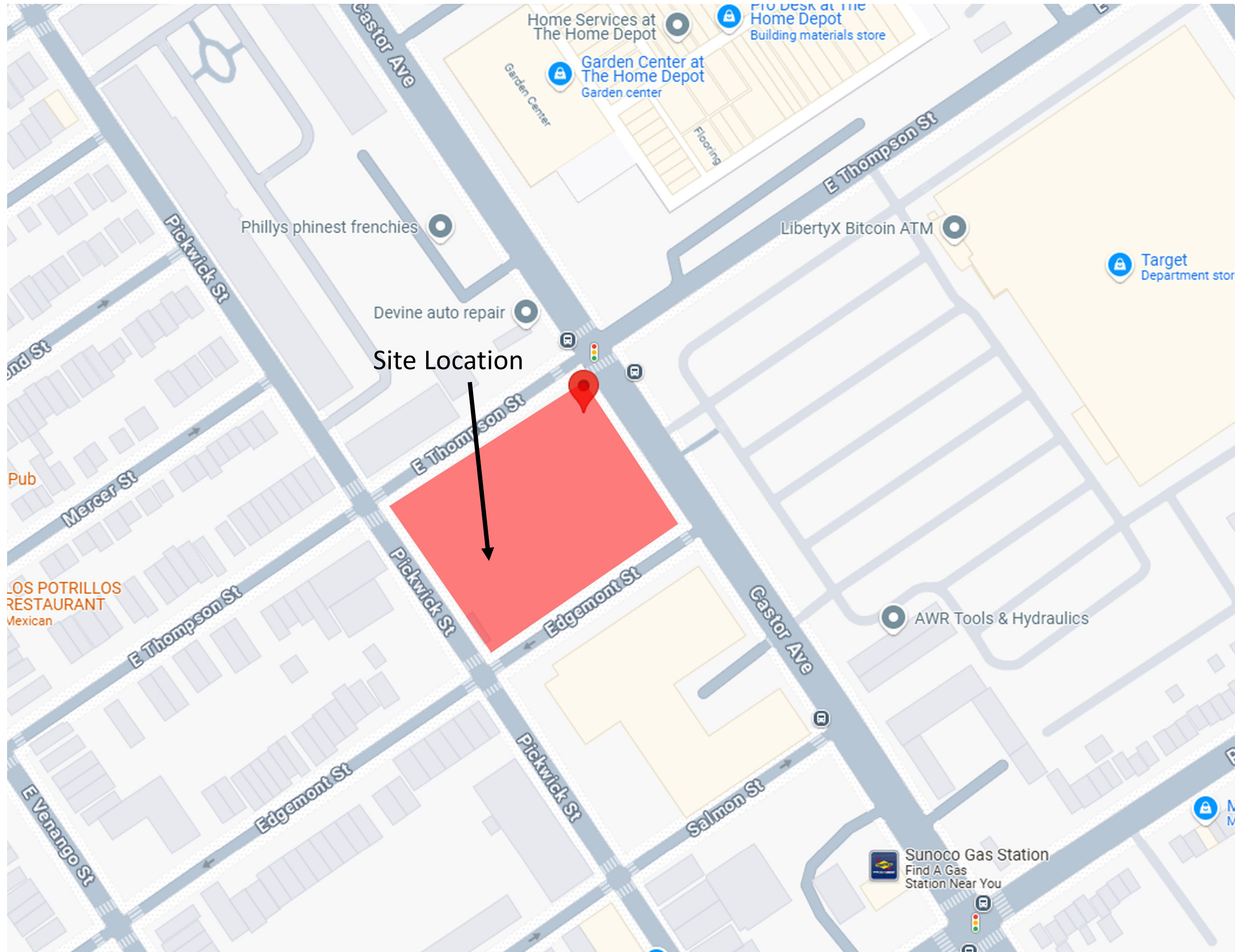
Sweet Pepperbush



Red Switch Grass

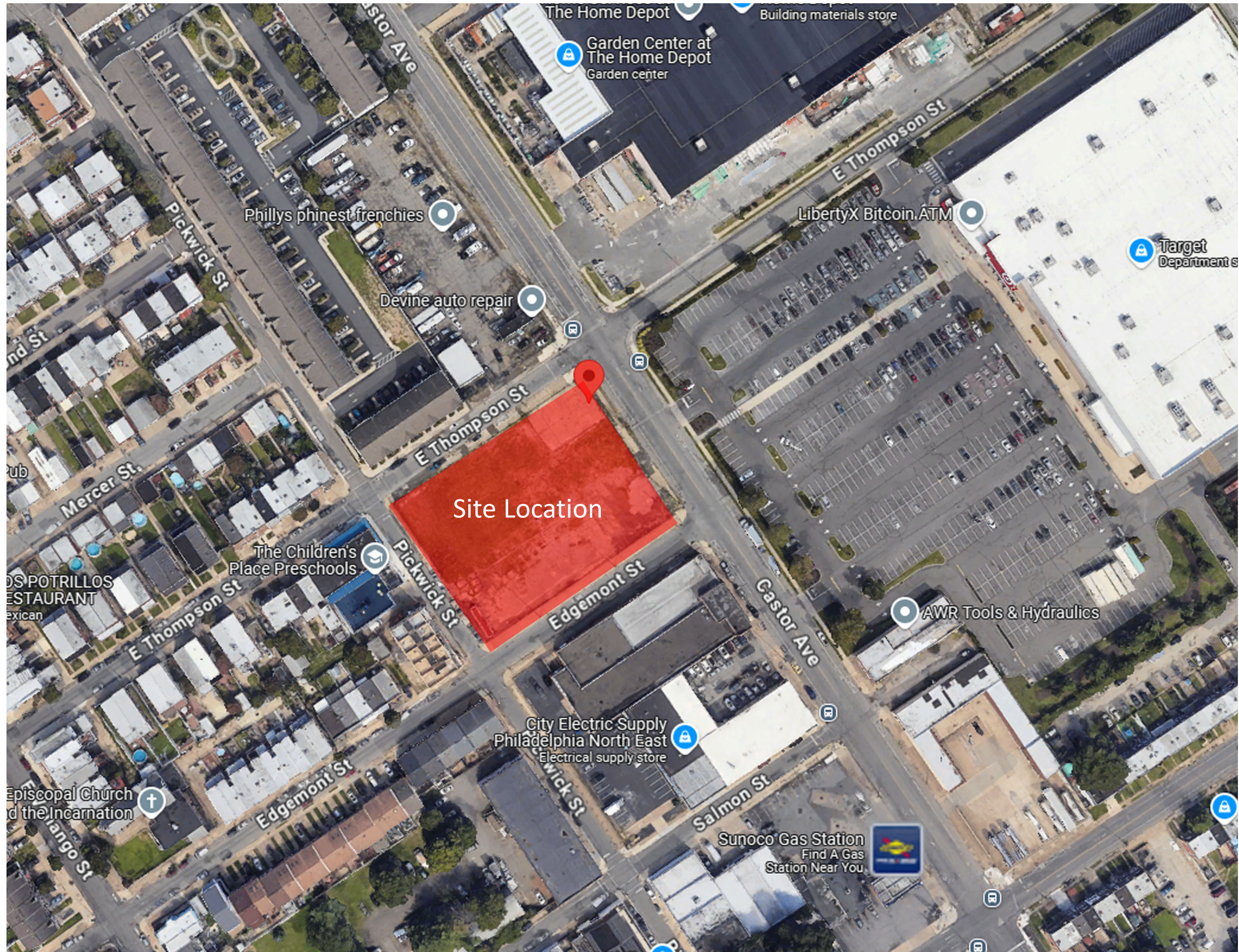


# Site Location





# Site Location





# Site Location



Aerial view of Complex



# Site Location





# Site Location



Photo 1 – View at corner of Castor & E Thompson st



Photo 2 – View at corner of Castor & Edgemont



Photo 3 – View across Edgemont street from subject site



Photo 4 – View at corner of Edgemont & Pickwick St



# Site Location



Photo 5 – View from corner of Pickwick & E Thompson st



Photo 6 – Context – view across Pickwick Street from site



Photo 7 – Context – Photo across Castor ave from site



Photo 8 – View further down Castor ave looking toward site



# Site Location



Photo 9 – looking toward site from further down Edgemont st



Photo 10 – looking toward site from further down E Thompson st



Photo 11 – looking towards site from further down Pickwick St



Photo 12 – Context – view of homes on Almond st

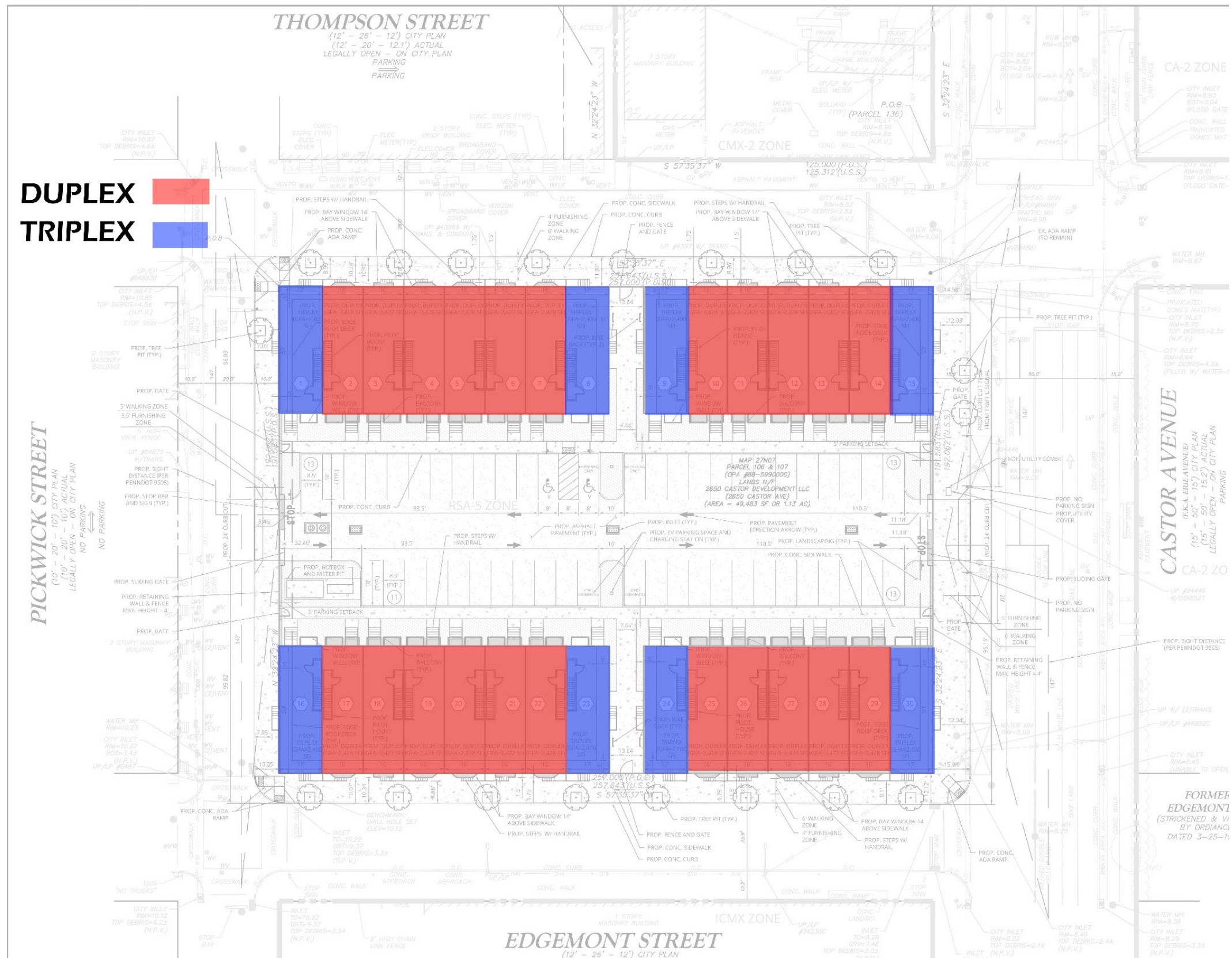


# Floor Plan- Complex

Site

- 22 duplex buildings
- 8 Triplex buildings
- 50 parking spaces w/ (2) ADA & (4) EV spaces
- Private yards

## Site plan showing duplex & triplex location

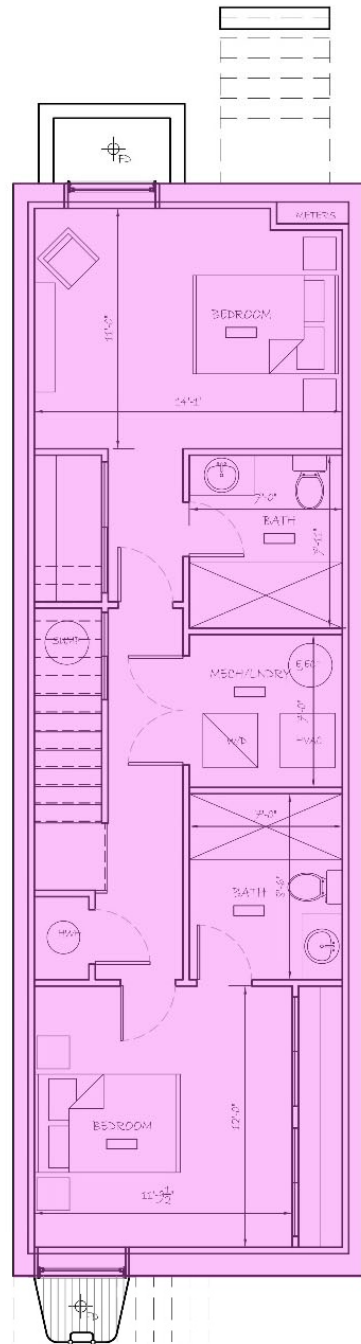


# Floor Plans- Typical Duplex

**UNIT 1**   
**UNIT 2**   
**COMMON**

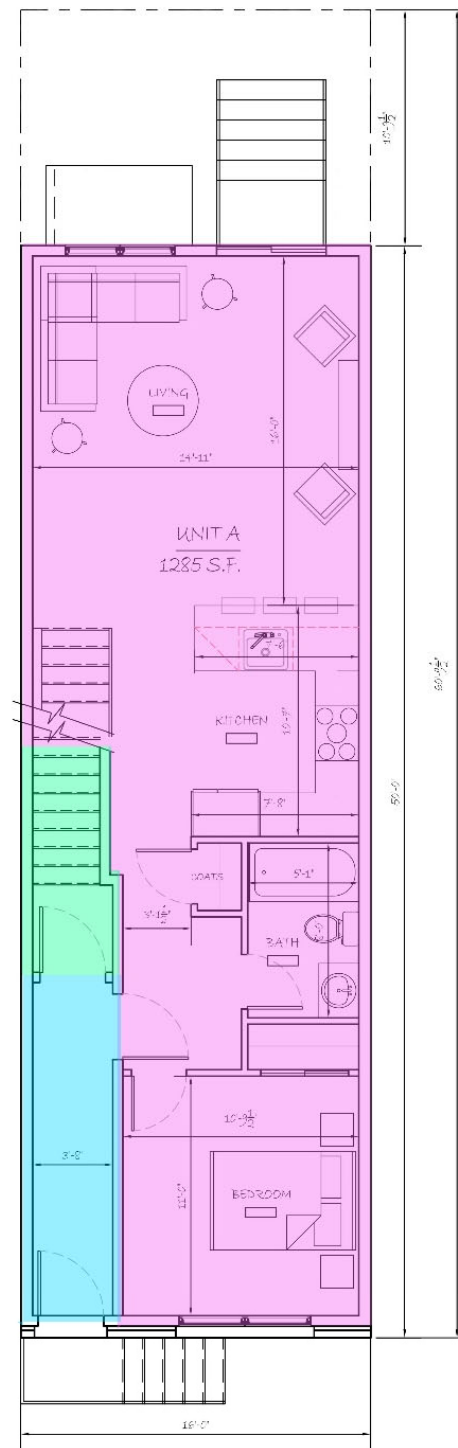
Unit A = 1285 sf, 3 bedrooms

Unit B = 1448 sf, 3 bedrooms



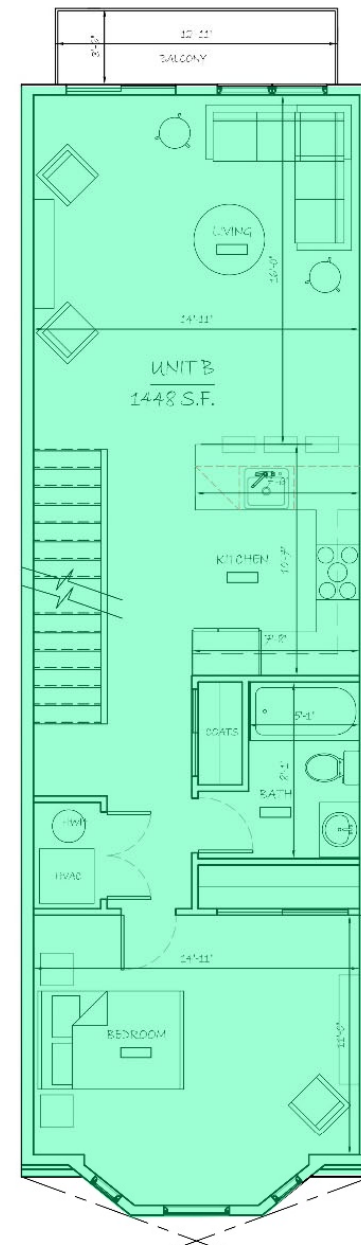
CELLAR PLAN

1/4" = 1'-0"



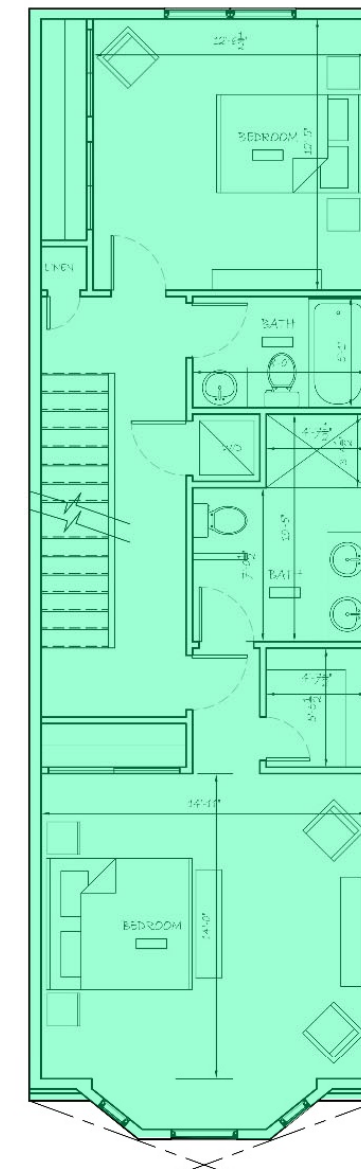
FIRST FLR PLAN

1/4" = 1'-0"



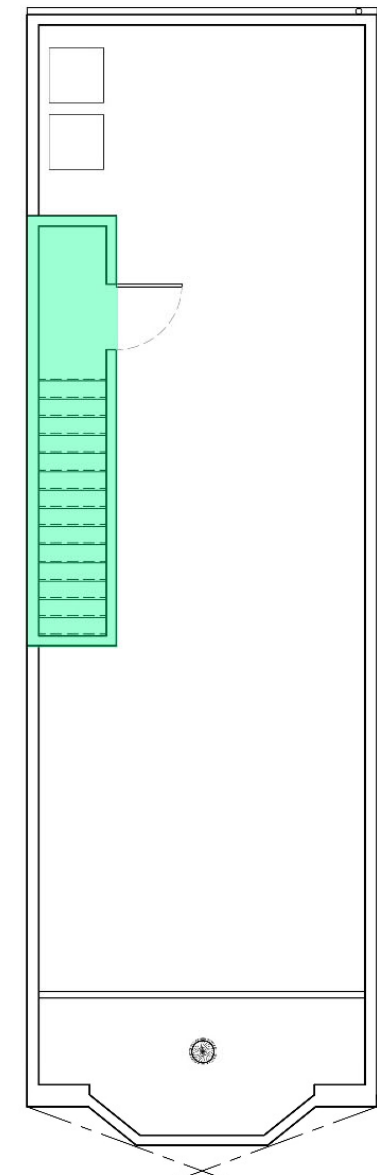
SECOND FLR PLAN

1/4" = 1'-0"



THIRD FLR PLAN

1/4" = 1'-0"



ROOF DECK PLAN

1/4" = 1'-0"



# Floor Plans- Typical Triplex

Unit A = 1373 sf, 3 bedrooms  
Unit B = 595 sf, 1 bedroom  
Unit C = 703 sf, 1 bedroom

UNIT 1  
UNIT 2  
UNIT 3  
COMMON

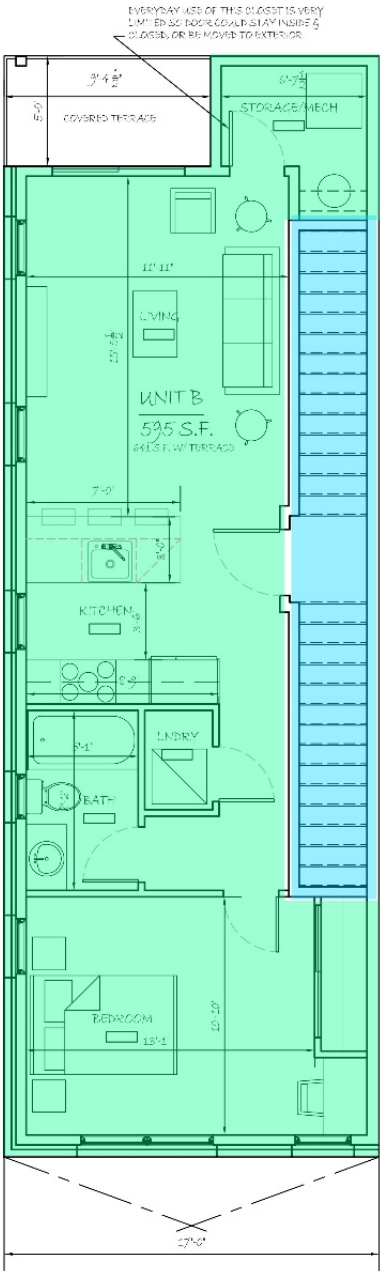


CELLAR PLAN

1/4" = 1'-0"

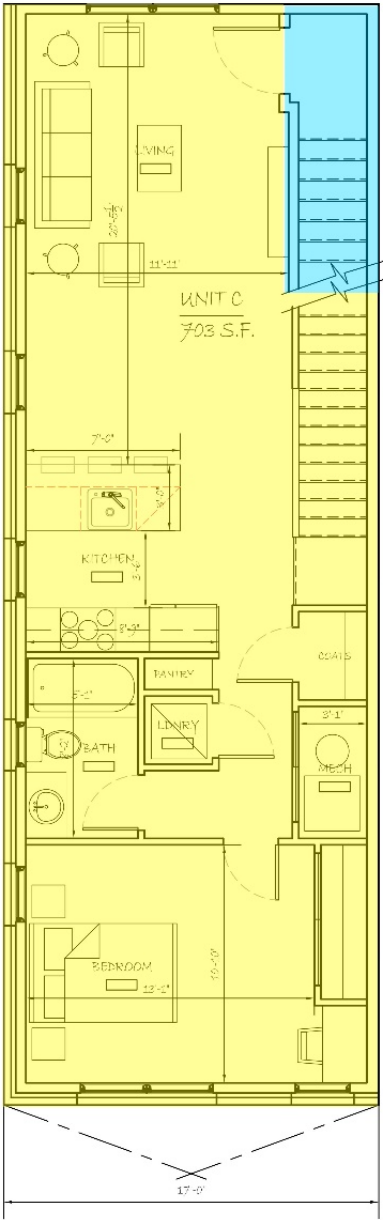
FIRST FLR PLAN

1/4" = 1'-0"



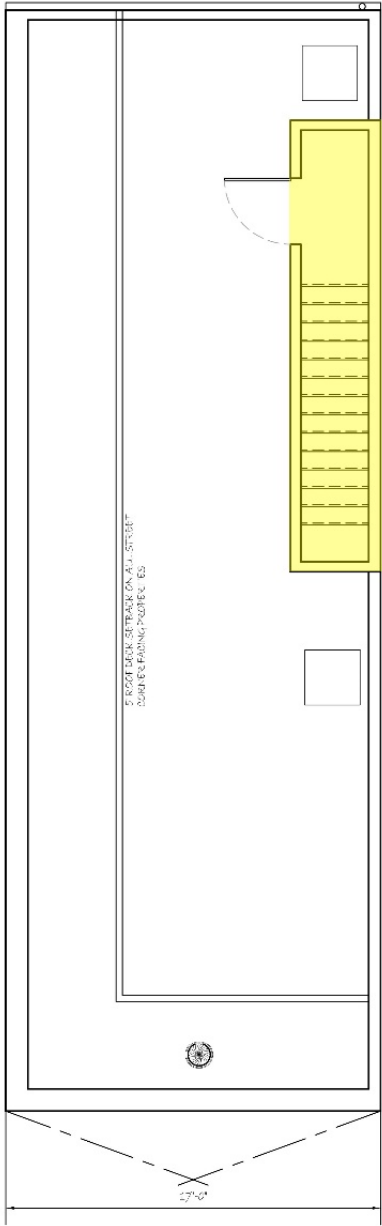
SECOND FLR PLAN

1/4" = 1'-0"



THIRD FLR PLAN

1/4" = 1'-0" ONE BED OPTION



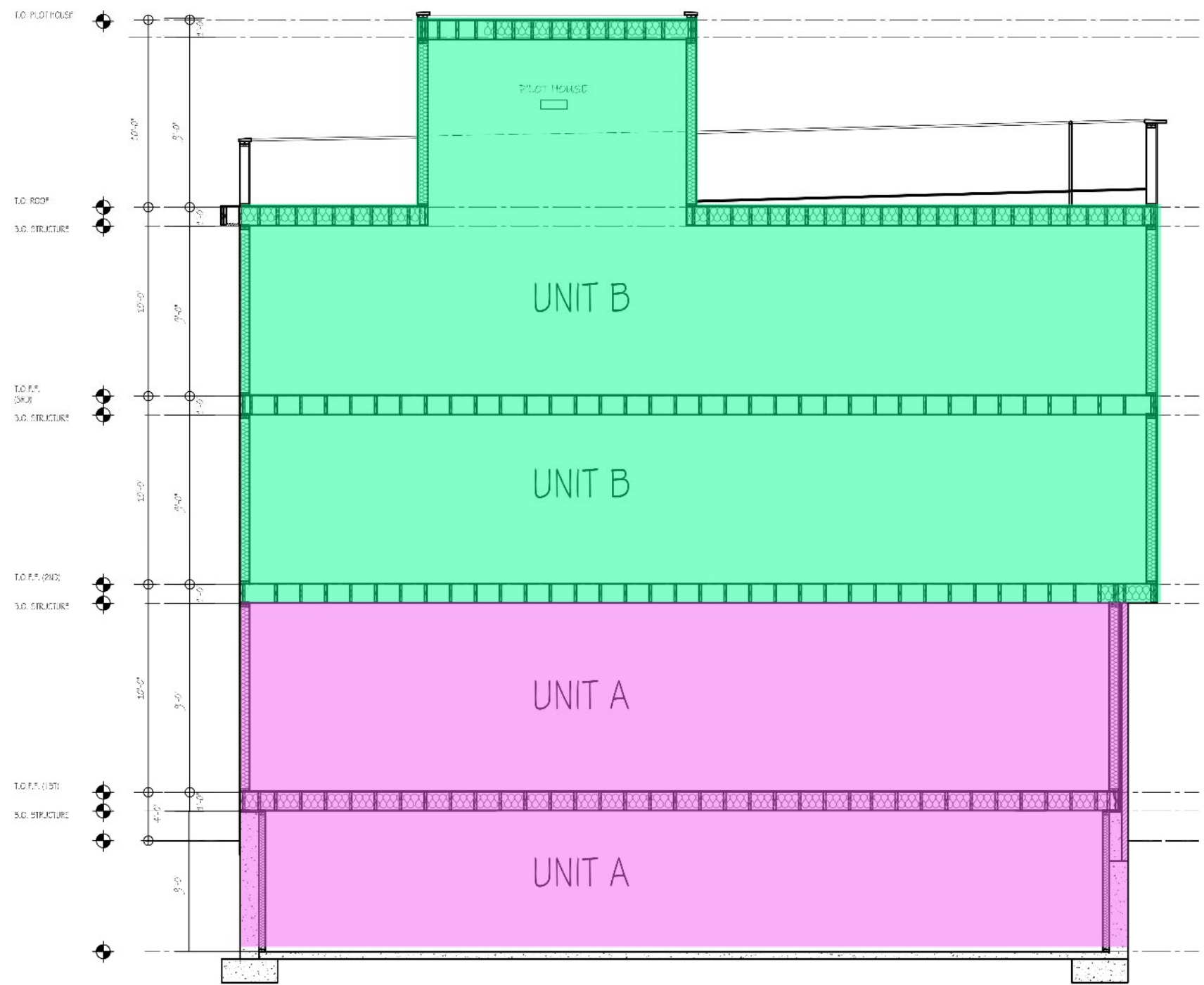
ROOF DECK PLAN

1/4" = 1'-0"



# Section-Typical Duplex

Unit A = 1285 sf, 3 bedrooms  
Unit B = 1448 sf, 3 bedrooms

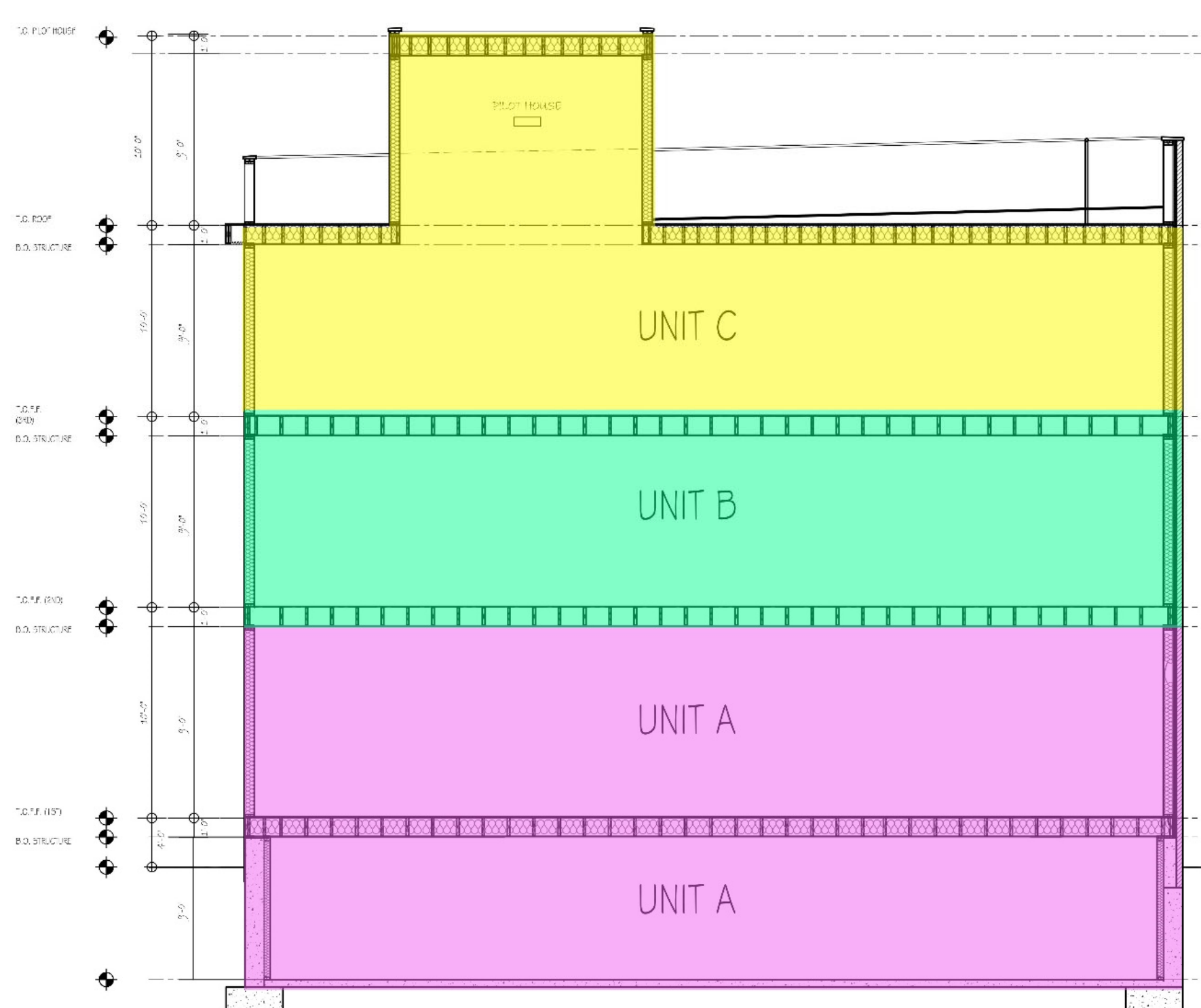


TYP. DUPLEX SECTION

1/4" = 1'-0"



# Section-Typical Triplex



A = 1373 sf, 3 bedrooms  
 B = 595 sf, 1 bedroom  
 C = 703 sf, 1 bedroom

TYP. TRIPLEX SECTION

1/4" = 1'-0"





# EDGEMONT STREET ELEVATION



# EDGEMONT STREET REAR ELEVATION



# Elevations- E Thompson St Clusters



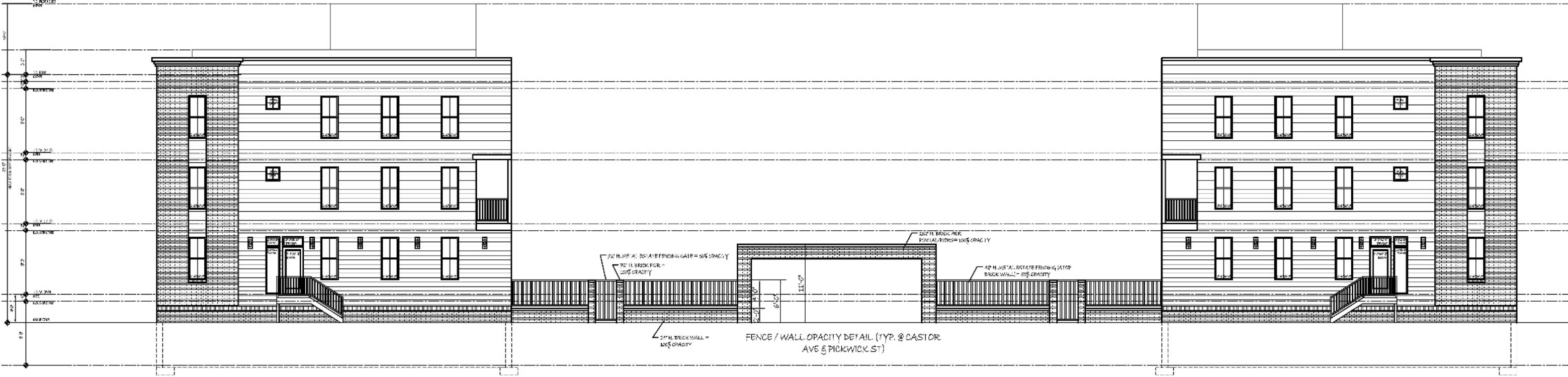
E. THOMPSON STREET ELEVATION



E. THOMPSON STREET REAR ELEVATION



# Elevations- E Thompson St Clusters



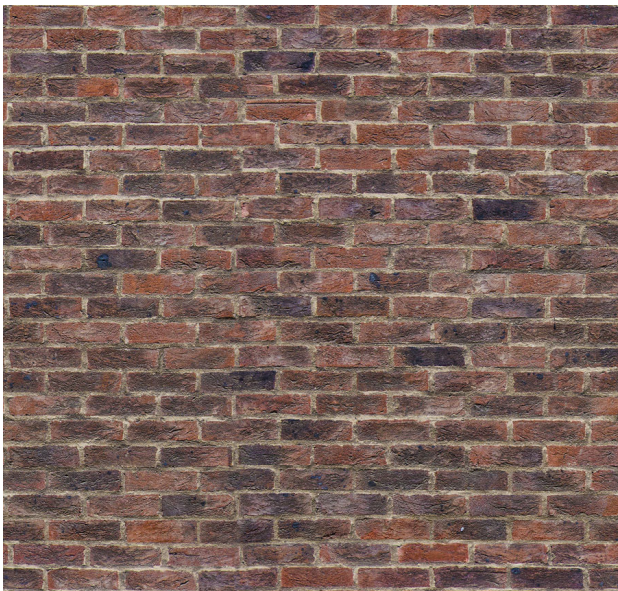
CASTOR AVE / PICKWICK ST ELEVATION



# Materials



(3) HORIZONTAL HARDIE BOARD LAP SIDING



(1) RED BRICK VENEER

Building materiality includes a pallet of red brick veneer, & window bays clad with metal / composite paneling in neutral colors, this scheme will be used at all street facing facades & also inner facades @ triplex locations. Rear parking lot facing facades will be clad in Hardie Board horizontal lap siding.



(7) ARCHITECTURAL SCONE LIGHTING (UP/DOWN ILLUMINATION TO REDUCE LIGHT NOISE)



(5) BLACK METAL RAILING, STAIRS @ BALCONIES & ACCENT TRIMS THROUGHOUT

(4) BLACK CURTAIN WALL GLAZING ELEMENTS @ GROUND FLOOR AMENITY SPACES



BLACK WINDOWS @ RESIDENTIAL UNITS ABOVE



# Renderings





# Renderings





# Renderings





# Renderings





# Renderings





# Renderings





# Complete Streets Handbook

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



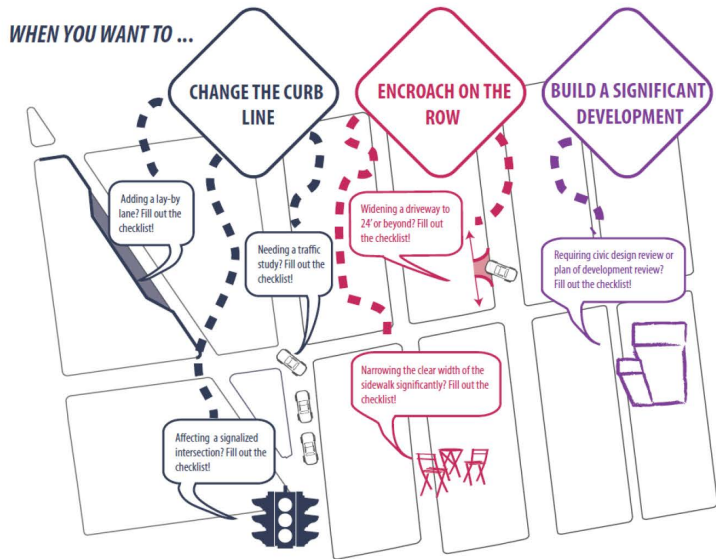
### INSTRUCTIONS

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 does not supersede or replace language, standards or policies established in the City Code, City Plan, or Manual on Uniform Traffic Control Devices (MUTCD).

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic 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 rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic 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.

The Handbook and the checklist can be accessed at <http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx>

### WHEN DO I NEED TO FILL OUT THE COMPLETE STREETS CHECKLIST?



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.

All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). “High Priority” Complete Streets treatments (identified 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 street furniture, including but not limited to bus shelters, street signs and hydrants.

Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.

ADA curb-ramp designs 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.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit>. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:

- Placing of a new street;
- Removal of an existing street;
- Changes to roadway grades, curb lines, or widths; or
- Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement\*:

- EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - FULLY DIMENSIONED
  - CURB CUTS/DRIVEWAYS/LAYBY LANES
  - TREE PITS/LANDSCAPING
  - BICYCLE RACKS/STATIONS/STORAGE AREAS
  - TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
  - PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
  - PROPOSED TREE PITS/LANDSCAPING
  - BICYCLE RACKS/STATIONS/STORAGE AREAS
  - TRANSIT SHELTERS/STAIRWAYS

\*APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY



# Complete Streets Handbook

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### GENERAL PROJECT INFORMATION

1. PROJECT NAME

2650 Castor Avenue
2. DATE

4/25/2025
3. APPLICANT NAME

2650 Castor Development LLC
4. APPLICANT CONTACT INFORMATION

Tim Ajvazi  
2547 Frankford Avenue, Suite C  
Philadelphia, PA 19125
5. PROJECT AREA: list precise street limits and scope

The project proposes a multi-family development with 8 triplexes and 22 duplexes and a 2-way drive aisle with a 24' curb cut in Castor Avenue and Pickwick Street. The project site is bounded by Castor Avenue, Pickwick Street, Edgemont Street, and Thompson Street.
6. OWNER NAME

2650 Castor Development LLC
7. OWNER CONTACT INFORMATION

Tim Ajvazi  
2547 Frankford Avenue, Suite C  
Philadelphia, PA 19125
8. ENGINEER / ARCHITECT NAME

Gabrielle Buchter, P.E., Colliers Engineering & Design
9. ENGINEER / ARCHITECT CONTACT INFORMATION

2 Penn Center, 1500 JFK Boulevard, Suite 700  
Philadelphia, PA 19102

10.

11. STREETS: List the streets associated with the project. Complete Streets Types can be found at [www.phila.gov/map](http://www.phila.gov/map) under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.

Also available here: <http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/>

STREET	FROM	TO	COMPLETE STREET TYPE
Castor Avenue	Thompson Street	Edgemont Street	Auto Oriented Commercial/Industrial
Edgemont Street	Castor Avenue	Pickwick Street	City Neighborhood Street
Pickwick Street	Edgemont Street	Thompson Street	Local
Thompson Street	Pickwick Street	Castor Avenue	City Neighborhood Street

11. Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?
- a. Parking and loading regulations in curb lanes adjacent to the site

YES ☒ NO ☐
- b. Street Furniture such as bus shelters, honor boxes, etc.

YES ☐ NO ☐ N/A ☒
- c. Street Direction

YES ☒ NO ☐
- d. Curb Cuts

YES ☒ NO ☐ N/A ☐
- e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.

YES ☒ NO ☐ N/A ☐
- f. Building Extensions into the sidewalk, such as stairs and stoops

YES ☒ NO ☐ N/A ☐

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



APPLICANT: General Project Information

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

DEPARTMENTAL REVIEW: General Project Information



# Complete Streets Handbook

## 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>Thompson Street</u>	<u>12' / 12' / 12'</u>	<u>12' / 12'</u>
<u>Edgemont Street</u>	<u>12' / 12' / 12'</u>	<u>12' / 12'</u>
<u>Castor Avenue</u>	<u>12' / 15' / 15'</u>	<u>15' / 15'</u>
<u>Pickwick Street</u>	<u>10' / 10' / 10'</u>	<u>10' / 10'</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>Thompson Street</u>	<u>6' / 6' / 5'</u>
<u>Edgemont Street</u>	<u>6' / 5' / 5'</u>
<u>Castor Avenue</u>	<u>6' / 6' / 6'</u>
<u>Pickwick Street</u>	<u>5' / 5' / 5'</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
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

#### PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<u>Curb Cut</u>	<u>24'</u>	<u>Castor Avenue</u>
<u>Curb Cut</u>	<u>24'</u>	<u>Pickwick Street</u>
_____	_____	_____
_____	_____	_____

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### PEDESTRIAN COMPONENT (continued)

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? YES ☒ NO ☐

DEPARTMENTAL  
APPROVAL

YES ☐ NO ☐

APPLICANT: Pedestrian Component

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

DEPARTMENTAL REVIEW: Pedestrian Component

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



# Complete Streets Handbook

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### 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
Thompson Street	2' / 3'
Edgemont Street	3' / 3'
Castor Avenue	4' / 4'
Pickwick Street	1.6' / 3'

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
Thompson Street	4' / 4' / 4'
Edgemont Street	4' / 4' / 4'
Castor Avenue	5' / 5' / 5'
Pickwick Street	3.5' / 3.5' / 2'

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). Are the following treatments identified and dimensioned on the plan?

Bicycle Parking

Lighting

Benches

Street Trees

Street Furniture

YES ☐

YES ☐

YES ☐

YES ☒

YES ☐

NO ☒

NO ☒

NO ☒

NO ☐

NO ☒

N/A ☐

N/A ☐

N/A ☐

N/A ☐

N/A ☐

19. Does the design avoid tripping hazards?

YES ☒ NO ☐ N/A ☐

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 13, or requires an exception

YES ☒ NO ☐ N/A ☐

DEPARTMENTAL APPROVAL

YES ☐

YES ☐

YES ☐

YES ☐

YES ☐

NO ☐

NO ☐

NO ☐

NO ☐

NO ☐

7

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

A row of five icons: a pedestrian walking, a person on a bicycle, a bus, a car, and a park bench.

### BUILDING & FURNISHING COMPONENT (continued)

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 ☐

N/A ☒

YES ☐

NO ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

8

The logo for KCA Design Associates, featuring the letters 'KCA' in a stylized, bold font.

2650 Castor Ave - KCA Design Associates \_43



# Complete Streets Handbook

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### 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>  
N/A
24. 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-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____
_____	_____	____/____	____/____	____/____

25. 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 <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Buffered Bike Lane           | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| ▪ Bicycle-Friendly Street      | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| ▪ Indego Bicycle Share Station | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES ☐ NO ☐ N/A ☒ DEPARTMENTAL APPROVAL YES ☐ NO ☐
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES ☐ NO ☐ N/A ☒ DEPARTMENTAL APPROVAL YES ☐ NO ☐

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)

- |   |   |                             |  |
|---|---|-----------------------------|--|
| 28. Does the design limit conflict among transportation modes along the curb?   | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/>                |
| 29. 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"/> YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 30. 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"/> YES <input type="checkbox"/> NO <input type="checkbox"/>            |
| 31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? |   |                             | YES <input type="checkbox"/> NO <input type="checkbox"/>   |

APPLICANT: Curbside Management Component  
Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW: Curbside Management Component  
Reviewer Comments:



# Complete Streets Handbook

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, identify existing and proposed lane widths and the design speed for each street frontage;

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____

33. What is the maximum AASHTO design vehicle being accommodated by the design? P-Car

34. Will the project affect a historically certified street? An [inventory of historic streets](#)<sup>(1)</sup> is maintained by the Philadelphia Historical Commission.

35. Will the public right-of-way be used for loading and unloading activities? YES ☐ NO ☒

36. Does the design maintain emergency vehicle access? YES ☒ NO ☐

37. Where new streets are being developed, does the design connect and extend the street grid? YES ☐ NO ☐ N/A ☒

38. Does the design support multiple alternative routes to and from destinations as well as within the site? YES ☐ NO ☐ N/A ☒

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users? YES ☒ NO ☐

#### DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

#### APPLICANT: Vehicle / Cartway Component

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

#### DEPARTMENTAL REVIEW: Vehicle / Cartway Component

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

(1) [http://www.philadelphiastreet.com/images/uploads/documents/Historical\\_Street\\_Paving.pdf](http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf)

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street? YES ☒ NO ☐ N/A ☐

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? YES ☒ NO ☐ N/A ☐

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? YES ☐ NO ☐ N/A ☒

#### DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

#### APPLICANT: Urban Design Component

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

#### DEPARTMENTAL REVIEW: Urban Design Component

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



# Complete Streets Handbook

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; if not, go to question No. 48.

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

				DEPARTMENTAL APPROVAL
44. 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"/>
45. 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"/>
46. 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? <i>If yes, City Plan Action may be required.</i>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
47. 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 type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Signal Timing and Operation	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
▪ Bike Boxes	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>

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: \_\_\_\_\_







# Sustainability Checklist

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:

- Reuse of existing building stock
- Incorporation of existing on-site natural habitats and landscape elements
- Inclusion of high-performing stormwater control
- Site and building massing to maximize daylight and reduce shading on adjacent sites
- Reduction of energy use and the production of greenhouse gases
- Promotion of reasonable access to transportation alternatives

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

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	YES, castor ave & thompson street bus #25 stops right @ corner of site
(2) Reduced Parking Footprint	All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	YES, Parking area is located between clusters of buildings (rear of buildings) and comprises less than 40% of total site area
(3) Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	YES, 4 EV parking spaces are proposed, double the 5% suggestion
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building's exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. <b>(If setback used, specify distance)<sup>i</sup></b>	N/A
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	NO, Open to ideas but given the individual duplex & triplex layouts, bike storage within units is proposed

Civic Sustainable Design Checklist – Updated September 3, 2019

(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	YES, drought resistant plantings are proposed, and the amount of irrigation required for the lawns are minimal - can explore recapturing from onsite stormwater system
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	NO, we propose some vegetated & pervious surfaces like lawns & planting beds in parking /common areas but they do not comprise 30% of total site
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	YES, option B shall be implemented with onsite stormwater management system designed & approved according to PWD guidelines
(9) Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	YES, hardscapes shall be designed to have high reflectance in accordance w/ standard detailed in option A
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 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 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. <sup>ii</sup>	Yes, Building shall meet required 2018 IECC energy codes as it relates to Comcheck building envelope & MEP design in accordance w/ 2018 IBC code mandated minimum energy insulative values.
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? <sup>iii</sup> •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	Yes, design team shall evaluate the use of LED lighting, sensor based lighting both interior & exterior locations.



# Sustainability Checklist

Civic Sustainable Design Checklist – Updated September 3, 2019

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. <sup>iv</sup>	YES
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	NO
<b>Innovation</b>		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Proposal includes various areas of grass & landscape buffering, in addition to street trees

<sup>i</sup> Railway Association of Canada (RAC)'s "Guidelines for New Development in Proximity to Railway Operations. Exterior Sound transmission standard from LEED v4, BD+C, Acoustic Performance Credit.

<sup>ii</sup> Title 4 The Philadelphia Building Construction and Occupancy Code  
See also, "The Commercial Energy Code Compliance" information sheet:  
<https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf>  
and the "What Code Do I Use" information sheet:  
<https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

<sup>iii</sup> LEED 4.1, Optimize Energy Performance in LEED v4.1  
For Energy Star: [www.Energystar.gov](http://www.Energystar.gov)  
For Passive House, see [www.phius.org](http://www.phius.org)

<sup>iv</sup> Section 99.04.504.6 "Filters" of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways