

COUNCIL OF THE CITY OF PHILADELPHIA
COMMITTEE ON STREETS AND SERVICES

Room 400, City Hall
Philadelphia, Pennsylvania
Monday, May 29, 2012
1:20 p.m.

PRESENT:

COUNCILMAN MARK SQUILLA, CHAIR
COUNCILWOMAN JANNIE BLACKWELL
COUNCILMAN WILLIAM K. GREENLEE
COUNCILMAN BOBBY HENON
COUNCILMAN KENYATTA JOHNSON
COUNCILMAN CURTIS JONES, JR.
COUNCILMAN DAVID OH
COUNCILWOMAN MARIA D. QUINONES-SANCHEZ

BILLS 120099, 120299, 120323, 120324, 120325,
120327, 120333, 120334, 120335, 120336,
120344, 120390, 120391, 120410, 120411,
120412, 120415, 120419, 120420, 120422,
120423, 120424, 120425, 120426, 120437, 120438
and 120439

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1

2

COUNCILMAN SQUILLA: Good

3

afternoon, everyone. We'll be starting.

4

My name is Mark Squilla, Chairman of the

5

Committee of Streets and Services. We

6

will now begin our hearing.

7

To my immediate left,

8

Councilman Oh and to my right, we have

9

Councilman Greenlee and Councilman

10

Johnson.

11

We have one bill, No. 120099,

12

we will hold, and I will now ask

13

Mr. McMonagle to read the title of the

14

first bill.

15

THE CLERK: Bill No. 120327, an

16

ordinance amending Title 12 of The

17

Philadelphia Code, entitled "Traffic

18

Code," by providing a new Chapter,

19

entitled "Bicycle Lanes," requiring that

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the designation of bicycle lanes upon

21

streets be authorized by ordinance,

22

adding definitions and making certain

23

technical changes, all under certain

24

terms and conditions.

25

COUNCILMAN SQUILLA: I'd like

1 5/29/12 - STREETS - BILL 120299, etc.
2 to call up the first panel for this bill:
3 Joe Resta, Convention Center; John Chin,
4 PCDC; and Mike Boyle. Please come up.

5 I'm sorry, Andrew. Andrew, you
6 go first.

7 (Witness approached witness
8 table.)

9 MR. STOBER: Good afternoon,
10 Chairman Squilla and members of Council.
11 On behalf of Rina Cutler, as I shared
12 with you before, the Deputy Mayor, she is
13 currently stuck behind a flipped-over and
14 jackknifed truck on I-76, and as she said
15 in an e-mail to me, if she hadn't had to
16 drive to a PennDOT meeting this morning
17 in King of Prussia, she would be here
18 today.

19 COUNCILMAN SQUILLA: Also, if
20 she was on a bike, she would have been
21 here.

22 MR. STOBER: It's a long ride
23 to King of Prussia.

24 Good afternoon. I'm Andrew
25 Stober, the Chief of Staff from the

1 5/29/12 - STREETS - BILL 120299, etc.
2 Mayor's Office of Transportation and
3 Utilities, and I'm here today to testify
4 on Bill 120327.

5 You have the written testimony,
6 and I'll summarize that testimony for
7 you.

8 I was pleased to hear that the
9 bill will be amended to require a Council
10 ordinance only for the installation of
11 new bike lanes that result in the loss of
12 a travel or parking lane, not all bike
13 lanes. Yet we continue to have concerns
14 about the need for Council action on bike
15 lanes and for the ability of the City to
16 install pilot bike lanes if this bill
17 were to become law.

18 Philadelphia is changing, and
19 we believe it's our responsibility and
20 the responsibility of government leaders
21 to respond thoughtfully and effectively
22 to those changes. The latest American
23 Community Survey conducted by the U.S.
24 Census Bureau found that nearly 5 percent
25 of all trips to work north and south of

1 5/29/12 - STREETS - BILL 120299, etc.
2 Center City occur by bike. This is up
3 more than 100 percent since the year
4 2000, and about 10,000 Philadelphia
5 residents bike to work regularly and
6 thousands more trips are made for
7 transportation and recreation each day.
8 Philadelphia has more than 200 miles of
9 bike lanes, most of which were installed
10 in the last ten years and in the 1990s.

11 In the last three years, the
12 City has installed an additional
13 approximately ten miles of new lanes that
14 replaced travel lanes or parking lanes.
15 These lanes were installed where
16 bicycling volumes are the highest. This
17 has not been a "build it and they will
18 come" situation. In fact, I would
19 describe our efforts as painting lanes
20 because the bicyclists are already here.

21 In cases where bike lanes were
22 installed that replaced travel lanes, the
23 projects were done in consultation with
24 District Councilmembers and their staff,
25 civic groups and business groups,

1 5/29/12 - STREETS - BILL 120299, etc.
2 businessowners and the broader public.
3 Public engagement has been robust. Prior
4 to initiating the pilot bike lanes on
5 10th and 13th Street, we held a public
6 meeting at Jefferson University, which
7 was attended by nearly 80 citizens. In
8 the weeks that followed, our office
9 received 103 non-form letters. These
10 weren't a click and e-mail and we get the
11 same letter over and over again.
12 Ninety-six of those letters were in
13 support of the pilot program, seven were
14 opposed, mostly complaining about the
15 behavior of cyclists. In the months that
16 followed, Chairman Squilla's office
17 shared with us a petition from Chinatown
18 requesting that the bike lane be removed,
19 and our staff knocked on the doors of
20 each individual businessowner in
21 Chinatown and met many times with the
22 Chinatown Development Corporation to
23 better understand specific concerns.

24 We also reviewed the data, and
25 it showed us that the positive impact for

1 5/29/12 - STREETS - BILL 120299, etc.
2 cyclists through Chinatown was limited
3 and that businesses perceived an increase
4 in congestion.

5 For our office, pilot programs
6 are best used to test a program before it
7 becomes permanent, and when it doesn't
8 work, you revise that plan. In
9 Chinatown, this is just what we've done.
10 Much to the satisfaction of
11 businessowners along the corridor, we've
12 pledged to restore a two-lane
13 configuration this summer when 10th
14 Street is repaved, and the community
15 engagement process worked and it worked
16 well.

17 Evidence from Spruce and Pine
18 Street suggests that the greatest safety
19 beneficiaries of these bike lanes are in
20 fact drivers, pedestrians and
21 neighborhood residents. In the two years
22 following the installation of the Spruce
23 and Pine lanes, accidents that sent a
24 person to the hospital or required a
25 vehicle to be towed have dropped 44

1 5/29/12 - STREETS - BILL 120299, etc.
2 percent. The number of accidents on
3 these two streets are not trivial. It's
4 estimated that there have been two dozen
5 fewer serious accidents each year since
6 the lane was installed.

7 From a traffic engineering
8 perspective, these results are not
9 surprising. During the pilot period, we
10 found that the streets continued to carry
11 the same volume of motor vehicles and
12 that the median speed of drivers was no
13 more than two miles per hour faster or
14 slower. The length of queued vehicles at
15 intersections likewise remained
16 approximately the same. However, the
17 speed of the fastest vehicles was
18 reduced, making the streets safer and
19 calmer, and this has been an added
20 benefit to residents on these streets who
21 have long raised concerns about their
22 streets being used as speedways for
23 drivers traveling through their
24 neighborhoods. The bike lanes made the
25 flow of traffic on the two streets for

1 5/29/12 - STREETS - BILL 120299, etc.
2 both cars and bicycles more orderly and
3 predictable and curtailed aggressive
4 driving.

5 Council and community input
6 into Streets Department decisions are
7 important and something that both the
8 Mayor's Office of Transportation and
9 Utilities and the Streets Department take
10 seriously. Under current law, the
11 Streets Department is not required to
12 have a Council ordinance in advance of
13 making any changes to traffic flow.
14 Council can by ordinance require that the
15 Streets Department take actions, as it
16 does with some regularity. The current
17 system allows Council to rely on the
18 professional judgment of Streets
19 Department engineers, unless Council
20 disagrees. This system serves the public
21 well and allows for an efficient
22 administration of programs without a lot
23 of bureaucracy. The system enables
24 innovative ideas and programs to move
25 forward. I'm concerned that Council

1 5/29/12 - STREETS - BILL 120299, etc.
2 would single out a program with proven
3 safety results and a strong record of
4 community engagement to require Council
5 action. We should ensure that future
6 lanes that remove a traffic or parking
7 lane have a more than adequate public
8 process, but the public should not have
9 to wait for legislative action to realize
10 the safety benefits of -- the safety
11 benefits and mobility improvements.

12 I know Council is often
13 interested in how other cities handle
14 similar issues. We could not find a
15 major city that required action of a
16 legislative body for the installation of
17 a bike lane. In fact, even codifying the
18 public process, which would be our
19 preference, would bring Philadelphia well
20 beyond the national standard for
21 legislative involvement in bike lanes.

22 I believe that over two
23 decades, and particularly in the last
24 four years, the Streets Department has
25 proven that bicycle lanes are an

1 5/29/12 - STREETS - BILL 120299, etc.
2 effective and publicly supported way of
3 making our roadway system safer for all
4 users.

5 It's my understanding that a
6 number of Councilmembers wish to ensure
7 that there's a robust public process
8 whenever a bike lane replaces a travel
9 lane or a parking lane, and our office
10 agrees. We believe the best way to
11 achieve this is not by requiring Council
12 action that adds to your already dense
13 voting schedule, but by requiring in the
14 code a public process for the Streets
15 Department to follow at the request of a
16 member of Council.

17 In my testimony we outline what
18 such a process would require, which would
19 include notification of Council and
20 public meetings and notification of the
21 public and the issuance of a final report
22 following that.

23 We might recommend that the
24 public process be required only at the
25 request of a District Councilperson,

1 5/29/12 - STREETS - BILL 120299, etc.
2 because we've had situations such as the
3 approaches to the South Street Bridge
4 where the lane request came from
5 community groups, with the support of
6 then President Verna, who was the
7 District Councilperson for the area.
8 This is in contrast to the controversies
9 that were on Spruce and Pine and on 10th
10 and 13th Street where Councilman DiCicco,
11 then the District Councilperson at the
12 time, requested a full public process,
13 which the Administration implemented. It
14 seems to us that flexibility might be
15 something that Council would desire as an
16 alternative.

17 My office and the Streets
18 Department, as always, look forward to
19 working with you to address your specific
20 concerns, and we respectfully request
21 that the bill be held in committee
22 pending further amendments that would
23 formalize a public process rather than
24 require a Council ordinance or, at a
25 minimum, at least ensure that the

1 5/29/12 - STREETS - BILL 120299, etc.
2 Department would be able to conduct pilot
3 programs. The current system seems to be
4 working well and has existed for a long
5 time. And I'm happy to answer any
6 questions you may have.

7 COUNCILMAN SQUILLA: Thank you,
8 Mr. Stober.

9 Questions? I'd like to
10 recognize Councilman Greenlee.

11 COUNCILMAN GREENLEE: Thank
12 you, Mr. Chairman.

13 Good afternoon, Mr. Stober.

14 MR. STOBER: Good afternoon.

15 COUNCILMAN GREENLEE: I know
16 you talk a lot about the pilot, concern
17 about running the pilot. Right now when
18 there are direction of traffic changes or
19 other kind of changes, some of which the
20 type we're going to hear today, there are
21 trial periods or pilot periods.

22 MR. STOBER: Correct.

23 COUNCILMAN GREENLEE: So what
24 would stop it from occurring in this
25 case?

1 5/29/12 - STREETS - BILL 120299, etc.

2 MR. STOBBER: Well, our concern
3 is on the current reading of the
4 amendments as written is, it doesn't
5 specify for a trial period, and so our
6 reading of it would suggest that we would
7 have to have a Council ordinance in
8 advance of being able to install
9 anything.

10 COUNCILMAN GREENLEE: On the
11 other issues that I raise, changing of
12 traffic lanes, parking regulations, is it
13 stated somewhere that there has to be a
14 trial period?

15 MR. STOBBER: On the changing of
16 direction of traffic, it is stated that
17 there's an eight-month trial period, or
18 up to eight-month trial period.

19 COUNCILMAN GREENLEE: If we put
20 an amendment in allowing for a trial
21 period, pilot period, whatever you want
22 to call it, would that satisfy you?

23 MR. STOBBER: That would be
24 something that we would certainly
25 support.

1 5/29/12 - STREETS - BILL 120299, etc.

2 COUNCILMAN GREENLEE: Would you
3 support the bill then?

4 MR. STOBBER: Our strong
5 preference would be that we just codify
6 the public process rather than requiring
7 that we come to Council, but that would
8 be a considerable improvement.

9 COUNCILMAN GREENLEE: Okay.

10 Mr. Chairman, I will have an
11 amendment put in to allow for a pilot
12 period in this, but I am still very
13 interested in pushing the bill, because I
14 think this is consistent -- I've said
15 this many times -- consistent with what
16 we do and what we'll be doing in about
17 20, 25 minutes, is regulate what goes on
18 on the roadway. Bicycle advocates -- and
19 I agree with them -- said the road should
20 be shared. Council regulates what goes
21 on on those roads. As far as I'm
22 concerned, this is just being consistent.
23 I just don't -- I guess I don't
24 understand why --

25 MR. STOBBER: Well, I guess the

1 5/29/12 - STREETS - BILL 120299, etc.
2 one response that I would have to that
3 is, in those other instances where
4 Council takes action, Council takes
5 action because they see that there's a
6 problem, there's a problem with how
7 parking is occurring on the street,
8 there's a problem with the direction of
9 the street. Council could take action.
10 So, for instance, I would suggest that if
11 our office had said we're doing the bike
12 lane on 10th Street, we don't care what
13 the data says, we don't care what the
14 neighbors say --

15 COUNCILMAN GREENLEE: There are
16 some people who feel that way.

17 MR. STOBBER: -- that this
18 Council might have taken action to
19 require us, as they could, to remove that
20 bike lane.

21 Most of the lanes that we have
22 installed or many of the lanes, I should
23 at least say, that we've installed, even
24 those that have removed lanes of traffic,
25 have not encountered opposition. I would

1 5/29/12 - STREETS - BILL 120299, etc.
2 suggest an alternative would be to have
3 that public process, and then when
4 Council feels the Administration is not
5 being respectful of the process, for
6 Council to act.

7 COUNCILMAN GREENLEE: I'll --

8 MR. STOBBER: And I think we'll
9 agree to disagree on that.

10 COUNCILMAN GREENLEE: Okay.
11 But most of what we're going to hear
12 today on the other regulations that we do
13 do not generate opposition.

14 MR. STOBBER: Right.

15 COUNCILMAN GREENLEE: So,
16 again, I just see it as being consistent.

17 MR. STOBBER: Okay.

18 COUNCILMAN GREENLEE: Thank
19 you.

20 Thank you.

21 COUNCILMAN SQUILLA: Agree to
22 disagree.

23 I'd like to also recognize
24 Councilwoman Quinones-Sanchez present
25 here at the board.

1 5/29/12 - STREETS - BILL 120299, etc.

2 Any other questions?

3 (No response.)

4 COUNCILMAN SQUILLA: All right.

5 Seeing none, Mr. McMonagle, would you
6 like to call the next panel.

7 THE CLERK: Joe Resta, John
8 Chin and Mike Boyle, please.

9 (Witnesses approached witness
10 table.)

11 COUNCILMAN SQUILLA: Please
12 state your name for the record and
13 proceed with your testimony. Mike, if
14 you want to start.

15 MR. BOYLE: Hi. Good
16 afternoon. Mike Boyle. I'm the
17 Democratic Leader of the 5th Ward.

18 Can you hear me?

19 COUNCILMAN SQUILLA: Go ahead.

20 MR. BOYLE: I have a statement,
21 if it pleases the Council.

22 Again, I'm Mike Boyle. I'm the
23 Democratic Leader of the 5th Ward in
24 Center City, east of Broad, and a past
25 President of the Washington Square West

1 5/29/12 - STREETS - BILL 120299, etc.
2 Project Area Committee and Washington
3 Square West Civic Association. I also
4 for many years rode a bicycle through the
5 streets of Center City.

6 I come here to urge you to pass
7 the proposed Council Bill 120327. First
8 of all, I want to make it clear I do not
9 oppose the installation of bike lanes.
10 Bicycles represent an important and
11 growing part of our transportation needs
12 as we move forward, and certainly
13 bicyclists deserve to be treated with
14 respect and given the same rights and
15 considerations and protections we afford
16 to motor vehicles.

17 My concerns are as follows:
18 Changes in use of streets affect everyone
19 in the community and should be subject to
20 public input and comment before being
21 implemented.

22 Requiring an ordinance to
23 install bike lanes guarantees that the
24 public has an opportunity to be heard
25 before any changes are made to travel or

1 5/29/12 - STREETS - BILL 120299, etc.
2 parking lanes.

3 Removal of a travel or parking
4 lane may have a significant impact on
5 traffic flow and parking and should be
6 studied and debated prior to
7 implementation.

8 Finally, the only way to ensure
9 that all members of an affected community
10 have the chance to comment on proposed
11 changes that affect the use of their
12 streets is to hold open hearings at which
13 everyone who wishes to speak can do so.

14 And I thank the Council for
15 consideration of my remarks and for the
16 opportunity to be heard.

17 COUNCILMAN SQUILLA: I'm going
18 to hold questions for the panel until
19 everybody testifies. Next, please state
20 your name and testify for the record.

21 MR. CHIN: I am John Chin, the
22 Executive Director of the Philadelphia
23 Chinatown Development Corporation. I'm
24 here today to speak on City Council Bill
25 120327 regarding bicycle lanes.

1 5/29/12 - STREETS - BILL 120299, etc.

2 I support the legislation, with
3 the included amendment that was discussed
4 earlier, but, however, I'd like to share
5 with you Chinatown's experience with the
6 Mayor's Office of Transportation and
7 Utilities, MOTU, their implementation of
8 the 10th Street pilot bicycle lane.

9 PCDC is a non-profit community
10 organization and we focus on four core
11 areas: neighborhood planning and
12 advocacy, community outreach and family
13 services, economic development, and
14 community development and affordable
15 housing. PCDC's Main Street program
16 staff and I worked closely with MOTU and
17 the businesses on the 10th Street bicycle
18 pilot program these last 12 months.

19 The communities along 10th
20 Street heard the details for a summer
21 pilot program in May 2011 at a public
22 meeting at Thomas Jefferson Hospital.
23 After a number of discussions between
24 PCDC and MOTU, the implementation of the
25 section in Chinatown was delayed until

1 5/29/12 - STREETS - BILL 120299, etc.
2 November 5th, 2011. During that time,
3 PCDC was talking with MOTU to develop
4 metrics that would capture the true
5 impact to traffic patterns and, more
6 importantly, to commerce.

7 We were concerned and many of
8 the businesses were very afraid that
9 traffic congestion would deter visitors
10 from patronizing Chinatown's businesses.
11 Many of our businesses are small
12 mop-and-pop operations and these
13 individuals earn a living on a very small
14 margin that has gotten even smaller
15 during this economic recession.

16 The impact was felt by
17 businesses based on my conversations with
18 the owners. At a MOTU community meeting
19 earlier this year, restaurant owner
20 Mr. Leung said that he lost 10 percent of
21 his business because his frequent diners
22 were spending their discretionary income
23 at the SugarHouse Casino. He lost
24 another 10 percent because of the pilot
25 bicycle lane deterring visitors coming

1 5/29/12 - STREETS - BILL 120299, etc.
2 into Chinatown.

3 Holy Redeemer School pastor,
4 Father Tom Betz, said that the loss of
5 one vehicle lane causes traffic
6 congestion each morning around his school
7 at 10th and Wood Streets.

8 Tenth Street is a heavily
9 traveled street. Morning traffic stems
10 from a number of sources - workers coming
11 to Chinatown coffeehouses and bakeries
12 for breakfast, parents dropping their
13 children off at one of the four
14 pre-schools in Chinatown and two
15 elementary schools, school buses dropping
16 off students at two elementary schools,
17 school buses picking up children to be
18 dropped off at McCall Public Elementary
19 School, commercial trash trucks, which
20 must wait until 8:00 a.m. to collect
21 trash in Center City, and the 6th
22 District Police morning shift change at
23 11th and Winter Streets. As the
24 afternoon starts and leads into early
25 evening, the lunch crowd drives into

1 5/29/12 - STREETS - BILL 120299, etc.
2 Chinatown. Delivery trucks start their
3 day. All the activity transporting
4 students home ensues, and there are the
5 Center City workers who pick up food to
6 go for their family in Chinatown.

7 The busiest part of the week is
8 the weekend. Chinatown businesses
9 generate the most revenue on Saturday and
10 Sunday. Thousands of visitors converge
11 on Chinatown to attend religious services
12 at any of the community's three Christian
13 churches and two Buddhist temples. They
14 dine, shop, seek health services, attend
15 language and cultural lessons in
16 Chinatown. The Reading Terminal draws
17 visitors. And then there are the special
18 events at the Pennsylvania Convention
19 Center that just overload the
20 transportation grid.

21 MOTU developed some basic
22 metrics to measure vehicle and bicycle
23 volume and traffic congestion. MOTU used
24 tools to improve traffic flow. MOTU
25 brought in the Philadelphia Parking

1 5/29/12 - STREETS - BILL 120299, etc.
2 Authority early to help with the
3 situation. I think MOTU anticipated
4 traffic conditions and had responses.
5 There is no doubt in my mind that MOTU is
6 skilled at traffic planning and
7 management and that MOTU wanted to fairly
8 assess the impact to Chinatown.

9 The one metric that was very
10 important but not existing for
11 Chinatown's business district was the
12 measurement of traffic congestion and how
13 it would impact our small businesses. As
14 much as MOTU cared about business impact,
15 the fact is that MOTU just did not have
16 the expertise or resources to assess
17 economic impact. I think there needs to
18 be a model which provides MOTU with other
19 City resources to study the economic
20 impact on pilot bicycle lanes.

21 In the end, I feel MOTU made
22 the right decision during the pilot
23 phase. However, the businesses feel that
24 they suffered an economic cost during
25 this period. MOTU decided to reverse the

1 5/29/12 - STREETS - BILL 120299, etc.
2 bicycle lane and install a shared lane
3 this upcoming summer.

4 Again, I want to repeat that
5 I'm in support of this legislation. I
6 support bicycle lanes, and we've done a
7 number of things in Chinatown to provide
8 bicycle parking.

9 Thank you.

10 COUNCILMAN SQUILLA: Thank you.

11 MR. RESTA: Thank you,
12 Councilman. My name is Joe Resta,
13 R-E-S-T-A. I'm the Project Executive for
14 the Pennsylvania Convention Center, and
15 although we haven't prepared and
16 submitted testimony in advance, we
17 basically are here to talk about our
18 operational experience with the bike lane
19 that's been installed on northbound 13th
20 Street from the time of our opening last
21 March until the present day.

22 We are definitely generally
23 supportive of bike lanes and coordinated
24 closely with the Mayor's Office of
25 Transportation and Utilities and the

1 5/29/12 - STREETS - BILL 120299, etc.
2 Streets Department during its
3 installation. We had some of our own
4 traffic engineering to resolve it as
5 well. We have an authorized bus parking
6 lane on the northbound 13th Street
7 between Arch Street and Race Street. So
8 the coordination with the City was
9 actually very close and very open.

10 But operationally we have seen
11 some issues. We have a transition from
12 the standard flow of traffic to the bike
13 lane that occurs essentially under the
14 overbuild of our building across 13th
15 Street, and there is a transition,
16 especially in the daytime, between a kind
17 of sunlit space and a dark space and the
18 transition to the bike lane and the kind
19 of diminution from two lanes to one lane,
20 happens all at the same time. On a
21 normal day as today when there's not much
22 going on at the Convention Center, it's
23 really not an issue at all, but when we
24 have events there and we have thousands
25 of people crossing that street there, we

1 5/29/12 - STREETS - BILL 120299, etc.
2 essentially have concerns for bicyclists
3 and pedestrians, honestly, as they cross
4 and use that street and that
5 intersection.

6 And essentially I'd be happy to
7 answer any other detailed questions
8 regarding that.

9 COUNCILMAN SQUILLA: I'd like
10 to recognize Councilman Greenlee.

11 COUNCILMAN GREENLEE: Thank
12 you, Mr. Chairman.

13 Just very quickly to all three
14 of you, I appreciate the background,
15 particularly Mr. Chin and Mr. Resta gave,
16 and it's one of the reasons why I
17 generated -- not the only reason, but the
18 reason I generated this bill.

19 I did agree to put in the pilot
20 language, but I think the understanding
21 is, they have to come back and it has to
22 be done through an ordinance. So I would
23 hope that would mean that they would give
24 every consideration to the residents of
25 that area, because they know eventually

1 5/29/12 - STREETS - BILL 120299, etc.
2 if it isn't approved by Council, it's not
3 going to get done. So that's sort of the
4 way we've worked this out, and I hope it
5 will address situations like yours in the
6 future. Obviously we can only address
7 what happens in the future, not happened
8 in the past, but I think what you gave us
9 gave us a good indication of why this
10 bill is necessary.

11 COUNCILMAN SQUILLA: I have a
12 question too, Mr. Resta. On the, I
13 guess, underpass on 13th Street, is there
14 a way you think that we can make that
15 safer for bicyclists or pedestrians
16 during these busy times or is that
17 something that --

18 MR. RESTA: We actually have
19 been in discussion with the Mayor's
20 Office of Transportation and Utilities
21 about that situation, and we're
22 essentially looking for ways to throttle
23 the traffic as it goes northbound. We,
24 the Convention Center, are looking at
25 some different lighting schemes

1 5/29/12 - STREETS - BILL 120299, etc.
2 underneath to make the transition a
3 little bit smoother from a brightness
4 perspective.

5 So it has been an open
6 dialogue. It remains an open dialogue
7 and we're looking to fix that situation.
8 Honestly, our biggest concern is just the
9 speed of the traffic. We are supportive
10 of bike lanes, were supportive
11 specifically of this bike lane initially
12 because we also thought it would help our
13 interest in slowing traffic down, and it
14 just hasn't worked out that way.

15 COUNCILMAN SQUILLA: Okay.
16 Thank you. And I'd like to stay informed
17 of that also since that would be, I
18 think, in my district. The Convention
19 Center is a big part of the district and
20 we want to try to make it as safe as
21 possible for all pedestrians, bikers and
22 even drivers. So thank you for your
23 testimony.

24 MR. RESTA: Thank you,
25 Councilman.

1 5/29/12 - STREETS - BILL 120299, etc.

2 COUNCILMAN SQUILLA: Any other
3 questions?

4 (No response.)

5 COUNCILMAN SQUILLA: Seeing
6 none, Mr. McMonagle, you want to call the
7 next panel.

8 MR. BOYLE: Thank you,
9 Councilmembers.

10 THE CLERK: Sarah Clark Stuart
11 and Alex Doty.

12 (Witnesses approached witness
13 table.)

14 COUNCILMAN SQUILLA: Please
15 state your name for the record and begin
16 with your testimony.

17 MR. DOTY: Alex Doty, Executive
18 Director of the Bicycle Coalition of
19 Greater Philadelphia.

20 MS. STUART: Sarah Clark
21 Stuart, Policy Director for the Bicycle
22 Coalition of Greater Philadelphia. Good
23 afternoon, Chairman Squilla and other
24 members of the Committee.

25 We agree with all of you that

1 5/29/12 - STREETS - BILL 120299, etc.
2 there needs to be a formal process by
3 which the public gets a chance to review
4 when bike lanes are being proposed for
5 travel lane or parking lane, and we agree
6 there should be transparency and an
7 opportunity for how that public review,
8 and we agree that City Council should
9 have a role to play. The bill, as we
10 have seen it -- and I'm not sure about
11 what the amendment is that Councilman
12 Greenlee spoke about a few minutes ago --
13 we just don't agree that that ordinance,
14 as we have seen it as of last week, we
15 don't agree that that's the way to
16 accomplish those goals. And there's --
17 for three reasons, and I'll try to be
18 very quick here.

19 We think that as written, it
20 could prevent bike lanes from being
21 proposed, because it would be very
22 difficult to get an ordinance passed
23 first without a bike lane being tested.

24 Secondly, if there's any kind
25 of delay with an ordinance, if it takes

1 5/29/12 - STREETS - BILL 120299, etc.
2 six weeks, eight weeks, nine weeks, that
3 could play havoc with the pavement
4 contracting system. And if there's a
5 delay, that will kill a bike lane,
6 because bike lanes can only go in when
7 streets are repaved and repainted.
8 There's no opportunity to go back and do
9 it later.

10 Thirdly, we just don't
11 understand why buffered bike lanes or
12 bike lanes that remove a travel lane or a
13 parking lane are subject to this kind of
14 need to have an ordinance, a law, passed
15 when all other kinds of traffic or many
16 other kinds of traffic control measures
17 don't require a law to be passed. You
18 don't have to pass a law to put in a
19 crosswalk, to put in a vehicular travel
20 lane, to put in a speed bump. So why a
21 bike lane?

22 We want -- we really think it's
23 possible to provide an opportunity for
24 community input and Council review while
25 still allowing the Streets Department to

1 5/29/12 - STREETS - BILL 120299, etc.
2 do its job and test out buffered and
3 separated bike lanes.

4 So that's where we are. We
5 would love to be able to find a way. If
6 that's what Councilman Greenlee's bill
7 and Committee wants to do, then I think
8 we have found common ground. But if the
9 bill that we have seen last week is up
10 for being voted on today, then we would
11 urge you to hold that bill.

12 So in addition, I just want to
13 say that we have been talking with many
14 of you about this bill. We have offered
15 alternative language. We very much want
16 to be reasonable and find a way that we
17 can work this out, and we have said that
18 from the get-go.

19 We also want to take this
20 opportunity to put before you that there
21 are other provisions in the code that
22 could be upgraded, made better. A
23 complete streets bill that we have also
24 provided to some of you or all of you
25 would be a very important bill for this

1 5/29/12 - STREETS - BILL 120299, etc.
2 Committee to consider voting on at next
3 week's hearing if it is introduced on
4 Thursday. That bill would put
5 Philadelphia in the forefront of being
6 progressive, innovative and on the
7 forefront of making our streets safer and
8 protecting bicyclists' rights.

9 Thank you very much. I'd be
10 happy to take any questions.

11 MR. DOTY: So I guess the
12 question that we have is just to confirm
13 on the amendment that that then
14 mirrors -- being unfamiliar with Section
15 12-203 of Emergency and Trial
16 Regulations, if we could just have a
17 confirmation of what that process is, I'd
18 be happy to talk about our support for
19 that amendment.

20 COUNCILMAN GREENLEE:

21 Mr. Chairman.

22 Basically what it does is,
23 again, consistent with what we do when we
24 change traffic patterns, is that there's
25 a trial period and that it's eight

1 5/29/12 - STREETS - BILL 120299, etc.
2 months, and after the eight months, if
3 it's not confirmed by Council ordinance,
4 it would cease to exist. So you have an
5 eight-month trial period.

6 MR. DOTY: So the Streets
7 Department --

8 COUNCILMAN GREENLEE: And
9 that's consistent with everything else.

10 MR. DOTY: So under that,
11 Streets Department traffic engineers make
12 their determination of something that's
13 needed, install that, inform the City
14 Councilperson that that's been done, and
15 then there's the eight-month trial?

16 COUNCILMAN GREENLEE: And I
17 would hope it's a little more than
18 inform, because I think that's the
19 problem we ran into with the 10th and
20 13th Street. At least there was the
21 feeling. I was not in these meetings,
22 but I heard it from a number of people,
23 not just the individuals here today, that
24 it was sort of a fait accompli, that this
25 was the way it was going to be.

1 5/29/12 - STREETS - BILL 120299, etc.

2 I'm hoping that the
3 establishment of this ordinance will make
4 it clear that you have to work with
5 everybody, because if it doesn't come out
6 the way you want, if Council doesn't pass
7 the bill, it will be taken away. So just
8 so everybody understands that.

9 MR. DOTY: So in a matter of
10 speaking, in the past, Streets has put
11 these in, said this is a trial.

12 COUNCILMAN GREENLEE: Right.

13 MR. DOTY: I think there's been
14 some doubt about whether --

15 COUNCILMAN GREENLEE: And
16 usually with discussion with at least the
17 District Councilmember.

18 MR. DOTY: Right. So what this
19 does is say formally this is -- it is a
20 trial, because it's by statute now, it's
21 a trial.

22 COUNCILMAN GREENLEE: Right.
23 And, again, consistent -- that's why I
24 asked the question of Mr. Stober, is it
25 in the code that it has to be a trial

1 5/29/12 - STREETS - BILL 120299, etc.
2 period for the other regulations that I
3 referred to. I didn't think there was.
4 He said there was. I'll take his word
5 for it. And that's why we're doing this
6 regulation, these amendments. And
7 there's also an amendment going in saying
8 it would just affect when the parking
9 lane and/or travel lane are taken away.

10 MR. DOTY: Right.

11 COUNCILMAN GREENLEE: So I ask
12 you on record as I asked you on the side,
13 with those two stipulations, will you
14 support the bill?

15 MR. DOTY: So the only last
16 question that I have is that -- so there
17 is a process that's established. It's a
18 process that's perhaps negotiated between
19 Streets and City Council, but that
20 process before the trial goes in is one
21 that does not require an ordinance in
22 terms of City Council?

23 COUNCILMAN GREENLEE: No, it
24 does not. Right, consistent with
25 everything else.

1 5/29/12 - STREETS - BILL 120299, etc.

2 MR. DOTY: So, yes, with this
3 amendment, this is a bill that we can
4 support.

5 COUNCILMAN GREENLEE: You
6 support it? Am I hearing that from both
7 of you?

8 MR. DOTY: She's less
9 enthusiastic. We would have the same --

10 COUNCILMAN GREENLEE: I'll take
11 50/50. I'll take 500.

12 MS. STUART: Well, I would urge
13 you to hold it and include it in with a
14 complete streets bill and vote on it next
15 week. That's what I would --

16 COUNCILMAN GREENLEE: I
17 respectfully disagree with that.

18 COUNCILMAN SQUILLA: And I did
19 tell you, I will introduce hopefully, if
20 we can't get it in this Thursday, a
21 streets bill that will have a lot of
22 language in that requested for, I guess,
23 consistent with a lot of the state laws
24 that aren't in the City code that we
25 would be able to add in there for you and

1 5/29/12 - STREETS - BILL 120299, etc.
2 hopefully get that out before the end of
3 the session.

4 MS. STUART: Thank you very
5 much. Appreciate that.

6 COUNCILMAN SQUILLA: Any other
7 questions?

8 (No response.)

9 COUNCILMAN SQUILLA: Seeing
10 none, Mr. McMonagle, would you like to
11 read the next panel.

12 MR. DOTY: Thank you.

13 COUNCILMAN SQUILLA: Thank you.

14 THE CLERK: Andrew Sharp, Nick
15 Rogers, Tanya Seaman and Juliet Geldi.

16 (Witnesses approached witness
17 table.)

18 MR. SHARP: Good afternoon,
19 Councilmembers. Thanks for the
20 opportunity to speak today. My name is
21 Andrew Sharp and I am the Philadelphia
22 Outreach Coordinator from PennFuture, a
23 statewide environmental advocacy
24 organization. I'm also the leader of the
25 Next Great City Coalition, a coalition

1 5/29/12 - STREETS - BILL 120299, etc.
2 backed by over 140 groups from faith
3 groups to labor to civic associations,
4 all working all throughout the City.

5 One of the issues that our
6 members care most about is making our
7 streets safer for all of our residents -
8 pedestrians, cyclists, the disabled and
9 motorists. In a survey we did in 2010
10 with Terry Madonna, 87 percent of
11 Philadelphians favored making our city
12 safer for bicyclists and pedestrians
13 through expansion of bike lanes and
14 implementation of the complete streets
15 policies, which we've shared with some of
16 you, Chairman Squilla especially.
17 Creating more bike lanes saves lives,
18 lowers asthma rates, reduces the demand
19 for parking and removes cyclists from
20 sidewalks.

21 We're here today to talk about
22 how we implement bike lanes, and I think
23 we all agree that we need a formalized
24 process. We've proposed a common sense,
25 practical review process, which gives a

1 5/29/12 - STREETS - BILL 120299, etc.
2 District Councilperson final say when a
3 lane is removed.

4 What I've heard today, we will
5 withdraw our opposition to the bill if,
6 as I understand it, the amendments are
7 added. So if, as I understand it, and
8 the bill includes some provision
9 including a test period, Next Great City
10 can support that bill.

11 We would also urge Council to
12 consider complete streets legislation,
13 which we have shared with many of you.
14 And, Chairman Squilla, I thank you for
15 agreeing to introduce that potentially
16 this Thursday. That would be great, and
17 we really would be in the forefront of
18 cities all across the U.S. in terms of
19 our biking policies.

20 So I just want to thank you,
21 and, again, if that's the understanding,
22 if that's the bill, that's something that
23 we can support and we will withdraw our
24 opposition at this point.

25 Thank you.

1 5/29/12 - STREETS - BILL 120299, etc.

2 We will be withdrawing our
3 testimony of our other members in light
4 of the fact that it seems we've reached
5 an agreement. So thank you.

6 COUNCILMAN SQUILLA: All right.
7 Any questions for this panel?
8 (No response.)

9 COUNCILMAN SQUILLA: Seeing
10 none, thank you for your testimony.

11 Mr. McMonagle, is that
12 everybody then who is supposed to testify
13 or anybody else that's willing to testify
14 for this bill?

15 Please walk up. State your
16 name for the record and proceed with your
17 testimony.

18 (Witness approached witness
19 table.)

20 MR. VILLA: My name is Brian
21 Villa, V-I-L-L-A. Chairman Squilla,
22 Councilmembers, dignitaries and
23 interested parties, good afternoon. I am
24 Brian Villa and I'm also a committeeman
25 in the 27th Ward, 14th District, where

1 5/29/12 - STREETS - BILL 120299, etc.
2 four bike lanes border this area.

3 As to my comments on this bill,
4 now amended, my comments don't completely
5 reflect the changes, so I will make some
6 ad hoc comments as necessary.

7 I will present the facial
8 analysis of the bill, next some fiscal
9 policy considerations, and finally some
10 practical policy and transportation
11 considerations.

12 But before I engage my remarks,
13 I would like to acknowledge my home 4th
14 District Councilwoman, Councilwoman
15 Blackwell, and my family Councilmembers,
16 Representatives, Councilman Kenyatta
17 Johnson and Councilwoman Cindy Bass.

18 Now then, Bill 120327's facial
19 analysis is legislation as a blank check.
20 That check is currently being cashed in
21 the form of amendments, but it is still a
22 bill which has ambiguities.

23 These ambiguities are thus
24 undefined and the elements of what we're
25 actually considering is not fully known.

1 5/29/12 - STREETS - BILL 120299, etc.
2 By being unknown, this breeds ambiguity.
3 Ambiguity will breed uncertainty, and
4 uncertainty will breed fiscal
5 transportation and public policy
6 conflicts if we are not careful.

7 An emergent example is that the
8 grandfather clause in this bill, which
9 exempts existing bike lanes from this
10 bill's marginally defined reaches. So
11 then we have two adverse issues to
12 address from the onset.

13 Next is the fiscal policy.
14 Here I draw each Councilmember's
15 attention to the practical consideration
16 that this bill, with its nebulously
17 defined central element, can adversely
18 affect surface transportation fiscal
19 policy; namely, the use of federal and
20 state monies, for employment creation,
21 road improvements or reducing air
22 pollution, as well as affect government
23 planning.

24 Additionally, the uncertain
25 outcome a bike lane designation due to

1 5/29/12 - STREETS - BILL 120299, etc.
2 Council dynamics, as originally
3 conceived, has an impact on more than the
4 foregoing. Public health can suffer, as
5 evidenced by an article in the Journal of
6 Physical Activity and Health documenting
7 increased biking ridership in the urban
8 mixed-income community of New Orleans,
9 Louisiana when bike lanes were installed.
10 Of particular note, female ridership
11 increased by triple-digit percentages due
12 to traffic separation and thus increased
13 safety improvements. Ad hoc bike lane
14 improvements, as noted above, can thus
15 have serious negative financial and
16 public health consequences.

17 Last, some practical policy and
18 transportation considerations are in
19 order. Bike lanes catalyze biking as
20 transportation means, define and promote
21 road and traffic space, reduce sidewalk
22 riding and present significant -- and
23 prevent significant or catastrophic
24 accidents. They remind motorists look
25 for cyclists. In regards such as these,

1 5/29/12 - STREETS - BILL 120299, etc.
2 well-designed facilities promote proper
3 behaviors and reduce crashes. Moreover,
4 bike lanes, particularly as to
5 Philadelphia, are an important component
6 of this city's green, sustainable and
7 forward-looking vision for our 21st
8 century city.

9 We all need a steady, long pace
10 by local, state and federal government
11 actors in adapting streets to create
12 bike-friendly transportation routes.
13 Ill-considered, cheap or after-thoughty
14 efforts do not make the grade.

15 As stewards of the community's
16 health, safety and welfare, this bill
17 should not move forward as currently
18 constructed.

19 I thank you for your time and
20 your careful consideration of the
21 teachings provided in today's testimony.

22 COUNCILMAN SQUILLA: Thank you.
23 Any questions for this witness?
24 (No response.)

25 COUNCILMAN SQUILLA: Seeing

1 5/29/12 - STREETS - BILL 120299, etc.
2 none, is there anybody else to testify on
3 this bill, Bill No. 120327?

4 (No response.)

5 COUNCILMAN SQUILLA: Seeing
6 none, Mr. McMonagle, would you like to
7 read the title of the next bill.

8 THE CLERK: Bill No. 120390, an
9 ordinance establishing a no parking
10 regulation on Roberts Avenue, north side.
11 David Dlugosz.

12 (Witness approached witness
13 table.)

14 COUNCILMAN SQUILLA: Please
15 state your name and proceed with your
16 testimony.

17 MR. DLUGOSZ: David Dlugosz.

18 Good morning, Mr. Chairman,
19 members of the Committee. Thank you for
20 the opportunity to appear before you
21 today. My name is David Dlugosz,
22 District Traffic Engineer for this part
23 of the City and the Department of
24 Streets. I am here to offer testimony on
25 Bill 120390.

1 5/29/12 - STREETS - BILL 120299, etc.

2 The Streets Department supports
3 the passage of this bill. It is part of
4 the Bakers Square development near
5 Hunting Park Avenue, Fox Street and
6 Roberts Avenue, and as part of their
7 agreement, the developers have agreed to
8 implement this change for the Streets
9 Department with the coordination of
10 PennDot.

11 Thank you for the opportunity
12 to appear before you today. I'd be happy
13 to answer any questions.

14 COUNCILMAN SQUILLA: Any
15 questions on this bill?

16 (No response.)

17 COUNCILMAN SQUILLA: Seeing
18 none, is there any other testimony?

19 (No response.)

20 COUNCILMAN SQUILLA: Seeing
21 none, Mr. McMonagle, can you read the
22 title of the next bill.

23 THE CLERK: Bill No. 120391, an
24 ordinance establishing a no parking
25 regulation on Fox Street, east side.

1 5/29/12 - STREETS - BILL 120299, etc.

2 MR. DLUGOSZ: Hello again. My
3 name is David Dlugosz, District Traffic
4 Engineer for the Department of Streets,
5 here to offer testimony on Bill 120391.

6 Again, just as the previous
7 one, the Streets Department supports the
8 passage of this bill, and the Bakers
9 Square development with the coordination
10 of PennDOT and the Streets Department
11 will implement the changes upon their
12 construction.

13 Thank you for the opportunity
14 to appear. I'd be happy to answer any
15 questions you have for me.

16 COUNCILMAN SQUILLA: Any
17 questions?

18 (No response.)

19 COUNCILMAN SQUILLA: Seeing
20 none, any other testimony?

21 (No response.)

22 COUNCILMAN SQUILLA: Seeing
23 none, Mr. McMonagle, please read the
24 title of the next bill.

25 THE CLERK: Bill No. 120344, an

1 5/29/12 - STREETS - BILL 120299, etc.
2 ordinance amending Section 9-407 of The
3 Philadelphia Code, entitled "Tour
4 Passenger Carriers," by providing for an
5 additional Tour Passenger Loading Zone on
6 the west side of 12th Street between
7 Market and Filbert Streets, all under
8 certain terms and conditions.

9 (Witness approached witness
10 table.)

11 MR. DENNY: Good afternoon,
12 Mr. Chairman. I want to apologize first
13 because I missed this bill and didn't get
14 your testimony ahead of time.

15 COUNCILMAN SQUILLA: That's
16 okay.

17 MR. DENNY: My name is Charles
18 Denny. I'm the Assistant Traffic
19 Engineer with the Department of Streets,
20 and I'm here to testify on Bill 120344.

21 The Streets Department has no
22 objections to this bill. We think that
23 that location in the past has been a stop
24 for tour buses or actually for ducks in
25 that particular case, and it's certainly

1 5/29/12 - STREETS - BILL 120299, etc.
2 capable of handling the traffic and the
3 activity at that location.

4 Thank you for the opportunity
5 to testify. If you have any questions,
6 I'm free to answer.

7 COUNCILMAN SQUILLA: The
8 loading zone that was previously there,
9 that was not being -- was that being paid
10 for yearly?

11 MR. DENNY: No. They had
12 stopped using that a few years ago.

13 COUNCILMAN SQUILLA: And what
14 is our, I guess, rule on removing a
15 loading zone once they, I guess, stop
16 paying for it? Is that something we're
17 supposed to --

18 MR. DENNY: We should have
19 taken the signs down. They weren't using
20 it, but we did not get around to taking
21 down the signs and replacing them with a
22 no stopping zone.

23 COUNCILMAN SQUILLA: All right.
24 Thank you. I was curious of that,
25 because we weren't sure whether it was

1 5/29/12 - STREETS - BILL 120299, etc.
2 being used or not, but normally if they
3 stop paying, that sign would have to come
4 down?

5 MR. DENNY: Correct.

6 COUNCILMAN SQUILLA: All right.
7 Thank you very much.

8 Any other questions?

9 (No response.)

10 COUNCILMAN SQUILLA: Seeing
11 none, any other testimony on that bill?

12 (No response.)

13 COUNCILMAN SQUILLA: Seeing
14 none, Mr. McMonagle, you want to read the
15 title of the next bill.

16 THE CLERK: Bill No. 120411, an
17 ordinance establishing a parking
18 regulation on Harper Street, south side,
19 30th Street to a point 200 feet west.

20 Bill No. 120412, an ordinance
21 establishing a parking regulation on
22 Mount Vernon Street, north side, 12th
23 Street to 13th Street.

24 Bill No. 120422, an ordinance
25 establishing a parking regulation on

1 5/29/12 - STREETS - BILL 120299, etc.
2 Christian Street, south side, 19th Street
3 to 20th Street.

4 Bill No. 120423, an ordinance
5 establishing a parking regulation on
6 Colorado Street, east side, Carpenter
7 Street to Washington Avenue.

8 Bill No. 120424, an ordinance
9 establishing a parking regulation on
10 Beulah Street, east side, Johnson Street
11 to Oregon Street.

12 Bill No. 120425, an ordinance
13 establishing a parking regulation on
14 Catharine Street, both sides, 22nd Street
15 to 23rd Street.

16 Bill No. 120426, an ordinance
17 establishing a parking regulation on 15th
18 Street, west side, Catharine Street to
19 Christian Street.

20 Bill No. 120437, an ordinance
21 establishing a parking regulation on
22 Sheridan Street, west side, Manton Street
23 to Wharton Street.

24 Bill No. 120438, an ordinance
25 establishing a parking regulation on

1 5/29/12 - STREETS - BILL 120299, etc.
2 Sartain Street, east side, McKean Street
3 to Mifflin Street.

4 And Bill No. 120439, an
5 ordinance establishing a parking
6 regulation on Emily Street, south side,
7 12th Street to 13th Street.

8 (Witness approached witness
9 table.)

10 COUNCILMAN SQUILLA: Before we
11 proceed, I'd just like to announce -- I
12 don't know if I did or failed to
13 announce -- that Councilman Henon is here
14 at the Committee.

15 So thank you. Please state
16 your name and proceed with your
17 testimony.

18 MR. BRACLEY: Good afternoon,
19 Council. My name is Dionne Bracley,
20 Deputy Manager, Permit Issuance and Smart
21 Cards for the Philadelphia Parking
22 Authority. Thank you for allowing me to
23 testify before Council.

24 The Philadelphia Parking
25 Authority has no objections to all of the

1 5/29/12 - STREETS - BILL 120299, etc.
2 bills previously read before Council and
3 recommends favorable consideration.

4 Thank you.

5 COUNCILMAN SQUILLA: Any
6 questions?

7 COUNCILMAN JOHNSON: Yes.

8 COUNCILMAN SQUILLA: I'd like
9 to recognize Councilman Johnson.

10 COUNCILMAN JOHNSON: I'd just
11 like to welcome Dionne to City Council in
12 your presentation. She hails from the
13 great district of the 2nd Councilmanic
14 District in South Philadelphia. I'm just
15 honored to see you there doing your
16 presentation. And so that's all I have
17 to say.

18 MR. BRACLEY: Thank you.

19 COUNCILMAN SQUILLA: Thank you.
20 Any other comments or
21 questions?

22 (No response.)

23 COUNCILMAN SQUILLA: Seeing
24 none, any other testimony on these bills?

25 (No response.)

1 5/29/12 - STREETS - BILL 120299, etc.

2 COUNCILMAN SQUILLA: Seeing
3 none, Mr. McMonagle, you want to read the
4 next bill, please.

5 THE CLERK: Bill No. 120323 an
6 ordinance authorizing Samuel Davis,
7 Wilhelmina Davis, Jr., Rochelle Davis,
8 and Deborah Davis ("Owners") to
9 construct, own and maintain an enclosed
10 basement entrance at 5512 Woodland
11 Avenue, under certain terms and
12 conditions.

13 (Witnesses approached witness
14 table.)

15 COUNCILMAN SQUILLA: Please
16 state your name for the record and
17 continue with your testimony.

18 MS. BRISBON: Good afternoon,
19 Chairman Squilla and members of the
20 Streets and Services Committee. My name
21 is Michelle Brisbon and I'm a Staff
22 Engineer with the Department of Streets
23 and I'm here to offer testimony on Bill
24 No. 120323.

25 This bill authorizes Samuel

1 5/29/12 - STREETS - BILL 120299, etc.
2 Davis, Wilhelmina Davis, Jr., Rochelle
3 Davis, and Deborah Davis to construct,
4 own and maintain an enclosed basement
5 entrance within the right-of-way at 5512
6 Woodland Avenue. The enclosed basement
7 entrance encroaches five feet, eight
8 inches onto the south footway of Woodland
9 Avenue, leaving 12 feet, four inches of
10 unobstructed footway.

11 The Streets Department has no
12 objections to this proposed encroachment
13 and supports the passage of this bill.

14 Thank you for your time. This
15 concludes my testimony and I'm pleased to
16 answer any questions.

17 MR. CHIU: Good afternoon,
18 Chairman Squilla and members of Streets
19 and Services Committee. I am Sarah Chiu,
20 a City Planner with the Philadelphia City
21 Planning Commission. I'm here to testify
22 on Bill No. 120323, which Councilmember
23 Blackwell introduced on May 3rd, 2012.

24 The purpose of Bill No. 120323
25 is to legalize an existing at-grade

1 5/29/12 - STREETS - BILL 120299, etc.
2 basement entrance encroachment of
3 approximately five feet, eight inches
4 onto the south footway of Woodland
5 Avenue, leaving approximately 12 feet,
6 four inches of clear and unobstructed
7 footway.

8 At its meeting of May 15th,
9 2012, the City Planning Commission
10 recommended that Bill No. 120323 be
11 approved.

12 This concludes my testimony. I
13 appreciate the opportunity to testify
14 before you today and would be pleased to
15 answer any questions you may have.

16 COUNCILMAN SQUILLA: Any
17 questions?

18 Councilwoman Blackwell.

19 COUNCILWOMAN BLACKWELL: Thank
20 you, Mr. Chairman. I'm happy to -- we
21 did introduce this legislation and we're
22 happy to support it.

23 COUNCILMAN SQUILLA: Thank you,
24 Councilwoman.

25 COUNCILWOMAN BLACKWELL: Thank

1 5/29/12 - STREETS - BILL 120299, etc.

2 you.

3 COUNCILMAN SQUILLA: Any other
4 questions?

5 (No response.)

6 COUNCILMAN SQUILLA: Seeing
7 none, is there any other testimony on
8 this bill?

9 (No response.)

10 COUNCILMAN SQUILLA: Seeing
11 none, Mr. McMonagle, read the next bill,
12 please.

13 THE CLERK: Bill No. 120324, an
14 ordinance authorizing the University of
15 Pennsylvania to construct, own and
16 maintain a pedestrian barrier within the
17 right-of-way on the median that divides
18 33rd Street and 34th Street between
19 Spruce Street and Convention Avenue,
20 under certain terms and conditions.

21 MS. BRISBON: Good afternoon
22 Chairman Squilla and members of the
23 Streets and Services Committee. My name
24 is Michelle Brisbon and I'm a Staff
25 Engineer with the Department of Streets.

1 5/29/12 - STREETS - BILL 120299, etc.
2 I'm here to offer testimony on Bill No.
3 120324.

4 This bill authorizes the
5 University of Pennsylvania to construct,
6 own and maintain a pedestrian barrier
7 within the right-of-way on the median
8 that divides 33rd Street and 34th Street
9 between Spruce Street and Convention
10 Avenue. The pedestrian barrier is a
11 fence that consists of several posts with
12 a chain between each post. The
13 pedestrian barrier is being installed as
14 a measure to deter pedestrian jaywalking
15 along this street.

16 The Streets Department has no
17 objections to this proposed encroachment
18 and supports the passage of this bill.

19 Thank you for your time. This
20 concludes my testimony, and I'm pleased
21 to answer any questions.

22 MR. CHIU: Good afternoon,
23 Chairman Squilla and members of Streets
24 and Services Committee. I'm Sarah Chiu,
25 City Planner with the Philadelphia City

1 5/29/12 - STREETS - BILL 120299, etc.
2 Planning Commission. I'm here to testify
3 on Bill No. 120324, which was introduced
4 by Councilmember Blackwell.

5 Bill No. 120324 would place a
6 pedestrian barrier in the existing median
7 which is between 33rd, 34th Street and
8 south of Spruce Street. The median is
9 composed of posts and chains, which will
10 be approved by the Streets Department.
11 The purpose of the Bill No. 120324 is to
12 stop pedestrian jaywalking by providing a
13 designated pedestrian crosswalk with
14 signal controls.

15 The Planning Commission is
16 scheduled to hear this bill at its
17 meeting today, on May 29th, 2012. The
18 staff recommendation is to have Bill No.
19 120324 be approved.

20 This concludes my testimony. I
21 appreciate the opportunity to testify
22 before you today and would be pleased to
23 answer questions you may have.

24 COUNCILMAN SQUILLA: Any
25 questions?

1 5/29/12 - STREETS - BILL 120299, etc.

2 COUNCILWOMAN BLACKWELL: Mr.
3 Chairman?

4 COUNCILMAN SQUILLA: Yes.

5 COUNCILWOMAN BLACKWELL: I'm
6 happy to support this legislation as
7 well.

8 COUNCILMAN SQUILLA: Thank you,
9 Councilwoman.

10 COUNCILWOMAN BLACKWELL: Thank
11 you.

12 COUNCILMAN SQUILLA: I'm not
13 used to looking over there for both
14 sides.

15 All right. No other questions.
16 Any other testimony on this bill?

17 (No response.)

18 COUNCILMAN SQUILLA: Seeing
19 none, Mr. McMonagle, please read the next
20 bill.

21 THE CLERK: Bill No. 120325, an
22 ordinance authorizing Whispering Leaves
23 Herb and Sip Shop, LLC, to construct, own
24 and maintain an open-air sidewalk cafe at
25 4615 Woodland Avenue, under certain terms

1 5/29/12 - STREETS - BILL 120299, etc.
2 and conditions.

3 MS. BRISBON: Good afternoon,
4 Chairman Squilla and members of the
5 Streets and Services Committee. My name
6 is Michelle Brisbon and I'm a Staff
7 Engineer with the Department of Streets.
8 I'm here to offer testimony on Bill No.
9 120325.

10 This bill authorizes the
11 Whispering Leaves Herb and Sip Shop, LLC,
12 to construct, own and maintain an
13 encroachment in the form of an open-air
14 cafe on the sidewalk located at 4615
15 Woodland Avenue. The cafe includes a
16 total of four tables to accommodate eight
17 occupants. Two tables will be located
18 adjacent to the building and two tables
19 will be located adjacent to the curbline.
20 The tables will encroach approximately
21 six feet onto the north footway of
22 Woodland Avenue, leaving approximately
23 nine feet of clear, unobstructed footway.

24 The Streets Department has no
25 objections to this proposed encroachment

1 5/29/12 - STREETS - BILL 120299, etc.
2 and supports the passage of this bill.

3 Thank you for your time. This
4 concludes my testimony. I'm pleased to
5 answer any questions.

6 MR. CHIU: Good afternoon,
7 Chairman Squilla and members of Streets
8 and Services Committee. I'm Sarah Chiu,
9 City Planner with the Philadelphia City
10 Planning Commission. I'm here to testify
11 on Bill No. 120325, which Councilmember
12 Blackwell introduced on May 3rd, 2012.

13 The purpose of Bill No. 120325
14 is to allow an open-air sidewalk cafe at
15 4615 Woodland Avenue. The bill permits
16 the establishment to place four tables
17 and eight chairs on the sidewalk at this
18 location. Two tables will be encroaching
19 approximately three feet onto the north
20 sidewalk of Woodland Avenue at the
21 building line, and the other two tables
22 will be placed at the curbline with a
23 minimum of 18 inches away from the
24 existing curb. Nine feet of clear and
25 unobstructed footway between the two sets

1 5/29/12 - STREETS - BILL 120299, etc.
2 of tables will remain for pedestrian
3 passage.

4 At its meeting of May 15th,
5 2012, the City Planning Commission
6 recommended that Bill No. 120325 be
7 approved, with the comment that placing
8 tables at the curblane creates a
9 potential safety hazard. This is
10 especially true if there is no railing or
11 other barrier between the curbside tables
12 and the vehicle parking and traffic lanes
13 of Woodland Avenue. The Commission,
14 while supporting the concept of a
15 sidewalk cafe at this location, would
16 prefer all the tables be placed at the
17 building line to mitigate this potential
18 hazardous condition.

19 This concludes my testimony. I
20 appreciate the opportunity to testify
21 before you today and would be pleased to
22 answer any questions you may have.

23 COUNCILMAN SQUILLA: Thank you.

24 The Chair recognizes
25 Councilwoman Blackwell.

1 5/29/12 - STREETS - BILL 120299, etc.

2 COUNCILWOMAN BLACKWELL: Thank
3 you, Mr. Chairman. We support this
4 legislation and thank you, ask for the
5 board's approval.

6 COUNCILMAN SQUILLA: Thank you.
7 Any other questions?
8 (No response.)

9 COUNCILMAN SQUILLA: Seeing
10 none, any other testimony on this bill?
11 (No response.)

12 COUNCILMAN SQUILLA: Seeing
13 none, Mr. McMonagle, please read the
14 title of the next bill.

15 THE CLERK: Bill No. 120410, an
16 ordinance authorizing Old Nelson Food PA,
17 LLC to construct, own and maintain an
18 open-air sidewalk cafe at 2930 Chestnut
19 Street, under certain terms and
20 conditions.

21 MS. BRISBON: Good afternoon,
22 Chairman Squilla and members of the
23 Streets and Services Committee. My name
24 is Michelle Brisbon and I'm a Staff
25 Engineer with the Department of Streets.

1 5/29/12 - STREETS - BILL 120299, etc.

2 I'm here to offer testimony on Bill No.
3 120410.

4 I'm offering a proposed
5 amendment to the bill that would change
6 the clear, unobstructed footway width to
7 eight feet.

8 This bill authorizes Old Nelson
9 Food PA, LLC to construct, own and
10 maintain an encroachment in the form of
11 an open-air cafe on the sidewalk located
12 at 2930 Chestnut Street. The cafe
13 includes a total of 12 tables and 24
14 chairs. The tables and chairs will be
15 located adjacent to the building and will
16 encroach approximately four feet onto the
17 east sidewalk of the upper level of 30th
18 Street, leaving approximately eight feet
19 of clear, unobstructed footway.

20 The Streets Department has no
21 objections to this proposed encroachment
22 and supports the passage of this bill.

23 Thank you for your time. This
24 concludes my testimony, and I'm pleased
25 to answer any questions.

1 5/29/12 - STREETS - BILL 120299, etc.

2 MR. CHIU: Good afternoon,
3 Chairman Squilla and members of Streets
4 and Services Committee. I'm Sarah Chiu,
5 City Planner with the Philadelphia City
6 Planning Commission. I'm here to testify
7 on Bill No. 120410, which Councilmember
8 Blackwell introduced on May 17th, 2012.

9 The purpose of Bill No. 120410
10 is to allow an open-air sidewalk cafe at
11 2930 Chestnut Street property. The bill
12 permits the establishment to place 12
13 tables and 24 chairs on the east sidewalk
14 of upper 30th Street. Eight feet of
15 clear and unobstructed footway will
16 remain for pedestrian passage.

17 The Planning Commission is
18 scheduled to hear this bill at its
19 meeting on May 29th, 2012. The staff
20 recommendation is that Bill No. 120410 be
21 approved.

22 This concludes my testimony. I
23 appreciate the opportunity to testify
24 before you today and would be pleased to
25 answer questions you may have.

1 5/29/12 - STREETS - BILL 120299, etc.

2 COUNCILMAN SQUILLA: Thank you.

3 I'd like to recognize

4 Councilwoman Blackwell.

5 COUNCILWOMAN BLACKWELL: Thank

6 you, Mr. Chairman. We support this

7 legislation and ask the Committee to do

8 the same. Thank you for your

9 consideration on all four bills.

10 COUNCILMAN SQUILLA: Thank you.

11 Any other questions?

12 (No response.)

13 COUNCILMAN SQUILLA: Seeing

14 none, any other testimony on this bill?

15 (No response.)

16 COUNCILMAN SQUILLA: Seeing

17 none, Mr. McMonagle, please read the

18 title of the next bill, please.

19 THE CLERK: Bill No. 120415, an

20 ordinance authorizing Temple University

21 to construct, own and maintain

22 encroachments within the right-of-way at

23 1837-55 North Broad Street, under certain

24 terms and conditions.

25 MS. BRISBON: Good afternoon,

1 5/29/12 - STREETS - BILL 120299, etc.
2 Chairman Squilla and members of the
3 Streets and Services Committee. My name
4 is Michelle Brisbon and I'm a Staff
5 Engineer with the Department of Streets.
6 I'm here to offer testimony on Bill No.
7 120415.

8 This bill authorizes Temple
9 University to construct, own and maintain
10 encroachments within the right-of-way in
11 front of 1837-55 North Broad Street. The
12 encroachments consist of an LCD sign and
13 three planters. The sign and planters
14 will encroach approximately five feet
15 onto the east footway of North Broad
16 Street, leaving approximately 17 feet of
17 clear, unobstructed footway.

18 The Streets Department has no
19 objections to these proposed
20 encroachments and supports the passage of
21 this bill.

22 Thank you for your time. This
23 concludes my testimony. I'm pleased to
24 answer any questions.

25 MR. CHIU: Good afternoon,

1 5/29/12 - STREETS - BILL 120299, etc.
2 Chairman Squilla and members of Streets
3 and Services Committee. I am Sarah Chiu,
4 City Planner with the Philadelphia City
5 Planning Commission. I am here to
6 testify on Bill No. 120415, which
7 Councilmember Greenlee introduced for
8 Council President Clarke on May 17th,
9 2012.

10 Bill No. 120415 would allow
11 encroachment of LCD sign and three
12 planters projecting approximately five
13 feet into the footway of North Broad
14 Street, leaving approximately 17 feet of
15 clear and unobstructed footway.

16 The City Planning Commission is
17 scheduled to hear this bill at its
18 meeting on May 29th, 2012. The staff
19 recommendation will be that Bill No.
20 120415 be approved.

21 This concludes my testimony. I
22 appreciate the opportunity to testify
23 before you today and would be pleased to
24 answer questions you may have.

25 COUNCILMAN SQUILLA: Any

1 5/29/12 - STREETS - BILL 120299, etc.

2 questions on this bill?

3 (No response.)

4 COUNCILMAN SQUILLA: Seeing

5 none, any other testimony for this bill?

6 (No response.)

7 COUNCILMAN SQUILLA: Seeing

8 none, Mr. McMonagle, please read the

9 title of the next bill.

10 THE CLERK: Bill No. 120420, an

11 ordinance authorizing Caffè Italia to

12 construct, own and maintain auxiliary

13 seating at 1424 Snyder Avenue, under

14 certain terms and conditions.

15 MS. BRISBON: Good afternoon,

16 Chairman Squilla and members of the

17 Streets and Services Committee. My name

18 is Michelle Brisbon and I'm a Staff

19 Engineer with the Department of Streets.

20 I'm here to offer testimony on Bill No.

21 120420.

22 This bill authorizes Caffè

23 Italia to construct, own and maintain an

24 encroachment in the form of auxiliary

25 seating located at 1424 Snyder Avenue.

1 5/29/12 - STREETS - BILL 120299, etc.

2 The auxiliary seating includes a total of
3 four tables to accommodate a total of
4 seven occupants. Two tables and three
5 chairs will be located adjacent to the
6 building and will encroach approximately
7 two feet, six inches onto the south
8 sidewalk of Snyder Avenue, and two tables
9 and four chairs will be located adjacent
10 to the curblineline of Snyder Avenue and will
11 encroach approximately four feet, six
12 inches onto the south sidewalk of Snyder
13 Avenue. The total encroachment on the
14 south sidewalk of Snyder Avenue leaves
15 approximately eight feet of clear,
16 unobstructed footway.

17 The Streets Department has no
18 objections to this proposed encroachment
19 and supports the passage of this bill.

20 Thank you for your time. This
21 concludes my testimony, and I'm pleased
22 to answer any questions.

23 MR. CHIU: Good afternoon,
24 Chairman Squilla and members of Streets
25 and Services Committee. I'm Sarah Chiu,

1 5/29/12 - STREETS - BILL 120299, etc.
2 City Planner with the Philadelphia City
3 Planning Commission. I'm here to testify
4 on Bill No. 120420, which Councilman
5 Johnson introduced on May 17th, 2012.

6 The purpose of Bill No. 120420
7 is to allow auxiliary seating at 1424
8 Snyder Avenue property. The bill permits
9 the establishment of placing four tables
10 and seven chairs on the south sidewalk of
11 Snyder Avenue. Two tables and three
12 chairs will be placed adjacent to the
13 building and will encroach two feet, six
14 inches onto the sidewalk. Another two
15 tables and four chairs will be placed
16 along the existing bollards and fence
17 along the curblane, which will encroach
18 four feet, six inches onto the sidewalk,
19 leaving eight feet clear, unobstructed
20 footway for pedestrian passage.

21 The City Planning Commission is
22 scheduled to hear this bill at its
23 meeting on May 29th, 2012. The staff
24 recommendation will be that Bill No.
25 120420 be approved.

1 5/29/12 - STREETS - BILL 120299, etc.

2 This concludes my testimony. I
3 appreciate the opportunity to testify
4 before you today and would be pleased to
5 answer questions you may have.

6 COUNCILMAN SQUILLA: Any
7 questions on this bill?

8 (No response.)

9 COUNCILMAN SQUILLA: Seeing
10 none, any other testimony for this bill?

11 (No response.)

12 COUNCILMAN SQUILLA: Seeing
13 none, thank you for your testimony.

14 Mr. McMonagle, would you like
15 to read the title of the next bill,
16 please.

17 THE CLERK: Bill No. 120299, an
18 ordinance amending Section 2 of an
19 ordinance (Bill No. 080544) approved
20 November 19th, 2008, entitled "An
21 ordinance authorizing the revision of
22 lines and grades on a portion of City
23 Plan No. 163 by relocating the
24 southwesterly houseline and curblin of
25 Ridge Avenue near Calumet Street; by

1 5/29/12 - STREETS - BILL 120299, etc.
2 relocating the northwesterly houseline
3 and curbline of Calumet Street from Ridge
4 Avenue to the Fairmount Park Line; by
5 striking from the City Plan East River
6 Road from Calumet Street northwestwardly
7 to its terminus; and vacating the
8 portions of said East River Road laying
9 outside the lines of Fairmount Park; all
10 under certain terms and conditions," by
11 extending the period for compliance with
12 the terms and conditions stated therein.

13 (Witnesses approached witness
14 table.)

15 COUNCILMAN SQUILLA: Please
16 state your name for the record and
17 proceed with your testimony.

18 MR. MORELLI: Good afternoon,
19 Mr. Chairman and members of the
20 Committee. My name is Frank Morelli,
21 Survey Bureau Manager of the Department
22 of Streets, and the Department of Streets
23 would like to offer the following
24 testimony on Bill No. 120299.

25 This is not an Administration

1 5/29/12 - STREETS - BILL 120299, etc.
2 ordinance, but an ordinance requested by
3 Mr. Timothy McDonald, President, Onion
4 Flats, LLC.

5 The purpose of this ordinance
6 is to amend a previous ordinance (Bill
7 No. 080544), approved November 19, 2008,
8 which authorized the widening of Ridge
9 Avenue from Calumet to approximately 312
10 feet northwestwardly therefrom, the
11 reducing of the width of Calumet Street
12 from Ridge Avenue to the East River Road
13 and the striking from the City Plan of
14 East River Road from Calumet Street
15 northwestwardly to its terminus. The
16 proposed amendment will extend the time
17 period for compliance with the terms and
18 conditions of the authorizing ordinance.
19 These actions will facilitate plans for a
20 proposed redevelopment of the abutting
21 property consisting of 126 residential
22 units and 8,700 square feet of retail
23 space.

24 This ordinance is supported by
25 the Department of Streets and is

1 5/29/12 - STREETS - BILL 120299, etc.
2 recommended to your Committee for
3 favorable action.

4 MR. CHIU: Good afternoon,
5 Chairman Squilla and members of Streets
6 and Services Committee. I am Sarah Chiu,
7 City Planner with the Philadelphia City
8 Planning Commission. I'm here to testify
9 on Bill No. 120299, which Councilmember
10 Jones introduced on April 19th, 2012.

11 The purpose of Bill No. 120299
12 is to amend Section 2 of an ordinance
13 (Bill No. 080544) by extending the period
14 for compliance with the terms and
15 conditions. On August 19th, 2008, the
16 City Planning Commission had approved the
17 Bill No. 080544, which was to allow a
18 development proposal at the Rivage site
19 for a mixed-use development.

20 Therefore, at its meeting of
21 May 15th, 2012, the City Planning
22 Commission recommended that Bill No.
23 120299 be approved as an item in accord
24 with previous policy.

25 This concludes my testimony. I

1 5/29/12 - STREETS - BILL 120299, etc.
2 appreciate the opportunity to testify
3 before you today and would be pleased to
4 answer questions may have.

5 COUNCILMAN SQUILLA: Any
6 questions?

7 (No response.)

8 COUNCILMAN SQUILLA: Seeing
9 none, any other testimony on this bill?

10 (No response.)

11 COUNCILMAN SQUILLA: Seeing
12 none, Mr. McMonagle please read the title
13 of the next bill.

14 THE CLERK: Bill No. 120333, an
15 ordinance authorizing the paving of Cross
16 Street from Gates Street to Hermitage
17 Street and Gates Street from Silverwood
18 Street to Cross Street, under certain
19 terms and conditions.

20 MR. MORELLI: Good afternoon,
21 Mr. Chairman and members of the
22 Committee. My name is Frank Morelli,
23 Survey Bureau Manager of the Department
24 of Streets, and the Department of Streets
25 would like to offer the following

1 5/29/12 - STREETS - BILL 120299, etc.
2 testimony on Bill No. 120333.

3 This is not an Administration
4 ordinance, but an ordinance requested by
5 Kevin Smith, PE of Stantec Consulting
6 Services, Incorporated.

7 The purpose of this ordinance
8 is to authorize the paving of Cross
9 Street from Gates Street to Hermitage
10 Street and Gates Street from Silverwood
11 Street to Cross Street. This action is
12 part of a proposed development for an
13 abutting property consisting of the
14 construction of 12 market-rate
15 single-family townhomes.

16 This ordinance is supported by
17 the Department of Streets and is
18 recommended to your Committee for
19 favorable action.

20 MS. CHIU: I don't have
21 testimony for this.

22 COUNCILMAN SQUILLA: Any
23 questions?

24 (No response.)

25 COUNCILMAN SQUILLA: Seeing

1 5/29/12 - STREETS - BILL 120299, etc.
2 none, any other testimony on this bill?

3 (No response.)

4 COUNCILMAN SQUILLA: Seeing
5 none, Mr. McMonagle, please read the
6 title of the next bill.

7 THE CLERK: An ordinance
8 authorizing and directing the revision of
9 a portion of City Plan No. 231 by
10 changing the grades of Cross Street from
11 Gates Street to Hermitage Street and
12 Gates Street from Silverwood Street to
13 Cross Street, under certain terms and
14 conditions.

15 MR. MORELLI: Good afternoon,
16 Mr. Chairman and members of the
17 Committee. My name is Frank Morelli,
18 Survey Bureau Manager of the Department
19 of Streets, and the Department of Streets
20 would like to offer the following
21 testimony on Bill No. 120334.

22 This is not an Administration
23 ordinance, but an ordinance requested by
24 Kevin Smith, PE of Stantec Consulting
25 Services, Incorporated.

1 5/29/12 - STREETS - BILL 120299, etc.

2 The purpose of this ordinance
3 is to authorize the revision of lines and
4 grades of Cross Street from Gates Street
5 to Hermitage Street and Gates Street from
6 Silverwood Street to Cross Street in
7 order to provide for better access for
8 vehicles and pedestrians. This action
9 will facilitate the development of the
10 abutting property consisting of the
11 construction of 12 market-rate
12 single-family townhomes.

13 This ordinance is supported by
14 the Department of Streets and is
15 recommended to your Committee for
16 favorable action.

17 MS. CHIU: Good afternoon,
18 Chairman Squilla and members of Streets
19 and Services Committee. I'm Sarah Chiu,
20 City Planner with the Philadelphia City
21 Planning Commission. I'm here to testify
22 on Bill No. 120334, which Councilmember
23 Jones introduced on May 3rd, 2012.

24 Bill No. 120334 is to change
25 grades of Cross Street from Gates to

1 5/29/12 - STREETS - BILL 120299, etc.
2 Hermitage Streets and Gates Street from
3 Silverwood to Cross Street. The purpose
4 of the bill is to facilitate a
5 residential development of 12
6 single-family attached dwellings on this
7 block. The same identical bill (Bill No.
8 080948) was approved by the Planning
9 Commission in January of 2009.

10 Therefore, at its meeting of
11 May 15th, 2012, the Planning Commission
12 recommended that Bill No. 120334 be
13 approved as an item in accord with
14 previous policy.

15 This concludes my testimony. I
16 appreciate the opportunity to testify
17 before you today and would be pleased to
18 answer questions you may have.

19 COUNCILMAN SQUILLA: Seeing no
20 questions, is there anybody else to
21 testify on this bill?

22 (No response.)

23 COUNCILMAN SQUILLA: Seeing
24 none, McMonagle, please read the title of
25 the next bill.

1 5/29/12 - STREETS - BILL 120299, etc.

2 THE CLERK: Bill No. 120335, an
3 ordinance authorizing the revision of
4 lines and grades on a portion of City
5 Plan No. 229 by placing on the City Plan
6 Kingsley Court from Ridge Avenue,
7 southeast of Walnut Lane, northeastwardly
8 to a cul-de-sac turnaround, striking from
9 the City Plan and vacating the legally
10 open portions of Kingsley Street from a
11 point approximately one-hundred
12 seventy-one feet northwest of Houghton
13 Street to Ridge Avenue, striking from the
14 City Plan Markle Street from a point
15 approximately one-hundred eighty feet
16 northwest of Houghton Street to a point
17 approximately three-hundred forty feet
18 further northwestwardly therefrom, and
19 placing on the City Plan two
20 rights-of-way for various utility
21 purposes, extending from the proposed
22 cul-de-sac turnaround of Kingsley Court
23 to the proposed termini of Houghton
24 Street and Markle Street and authorizing
25 acceptance of the grant to the City of

1 5/29/12 - STREETS - BILL 120299, etc.
2 the said rights-of-way, all under certain
3 terms and conditions, including the
4 dedication to the City of the bed of
5 Kingsley Court.

6 MR. MORELLI: Good afternoon,
7 Mr. Chairman and members of the
8 Committee. My name is Frank Morelli,
9 Survey Bureau Manager of the Department
10 of Streets, and the Department of Streets
11 would like to offer the following
12 testimony on Bill No. 120335.

13 This is not an Administration
14 ordinance, but an ordinance requested by
15 Joseph Beller of Offit Kurman, Attorneys
16 At Law.

17 The purpose of this ordinance
18 is to authorize the placing on the City
19 Plan of Kingsley Court from Ridge Avenue,
20 southeast of Walnut Lane, northeastwardly
21 to a cul-de-sac turnaround, the striking
22 from the City Plan of portions of
23 Kingsley and Markle Streets, and the
24 placing on the City Plan of two
25 rights-of-way for various utility

1 5/29/12 - STREETS - BILL 120299, etc.
2 purposes. This ordinance will facilitate
3 plans for the development of a proposed
4 residential subdivision to consist of 32
5 single-family semi-detached homes.

6 This ordinance is supported by
7 the Department of Streets and is
8 recommended to your Committee for
9 favorable action.

10 MR. CHIU: Good afternoon,
11 Chairman Squilla and members of Streets
12 and Services Committee. I am Sarah Chiu,
13 City Planner with the Philadelphia City
14 Planning Commission. I'm here to testify
15 on Bill No. 120335, which Councilmember
16 Jones introduced on May 3rd, 2012.

17 Bill No. 120335 is to place
18 Kingsley Court from Ridge Avenue to a
19 cul-de-sac turnaround and to strike
20 portions of Kingsley Street and Markle
21 Street near Houghton Street from the City
22 Plan, as well as to place utility
23 rights-of-way on the City Plan. The
24 purpose of this bill is to facilitate a
25 subdivision plan to construct 32

1 5/29/12 - STREETS - BILL 120299, etc.
2 single-family semi-detached homes at this
3 location. The City Planning Commission
4 had approved a preliminary subdivision
5 plat for this development proposal at its
6 meeting on April 17th, 2012.

7 Therefore, at its meeting of
8 May 15th, 2012, the Planning Commission
9 recommended that Bill No. 120335 be
10 approved as an item in accord with
11 previous policy.

12 This concludes my testimony. I
13 appreciate the opportunity to testify
14 before you today and would be pleased to
15 answer questions you may have.

16 COUNCILMAN SQUILLA: Any
17 questions?

18 (No response.)

19 COUNCILMAN SQUILLA: Seeing
20 none, is there any other testimony on
21 this bill?

22 (No response.)

23 COUNCILMAN SQUILLA: Seeing
24 none, Mr. McMonagle, please read the
25 title of the next bill.

1 5/29/12 - STREETS - BILL 120299, etc.

2 THE CLERK: Bill No. 120336, an
3 ordinance authorizing the paving of
4 Kingsley Court from Ridge Avenue
5 northeastwardly approximately
6 three-hundred fifty-five feet to a
7 cul-de-sac turnaround, under certain
8 terms and conditions.

9 MR. MORELLI: Good afternoon,
10 Mr. Chairman and members of the
11 Committee. My name is Frank Morelli,
12 Survey Bureau Manager of the Department
13 of Streets, and the Department of Streets
14 would like to offer the following
15 testimony on Bill No. 120336.

16 This is not an Administration
17 ordinance, but an ordinance requested by
18 Joseph Beller of Offit Kurman, Attorneys
19 At Law.

20 The purpose of this ordinance
21 is to authorize the paving of Kingsley
22 Court from Ridge Avenue, southeast of
23 Walnut lane, northeastwardly to the
24 cul-de-sac turnaround. This action is
25 part of a plan for the development of a

1 5/29/12 - STREETS - BILL 120299, etc.
2 proposed residential subdivision to
3 consist of 32 single-family semi-detached
4 homes.

5 This ordinance is supported by
6 the Department of Streets and is
7 recommended to your Committee for
8 favorable action.

9 COUNCILMAN SQUILLA: Any
10 questions on this bill?

11 (No response.)

12 COUNCILMAN SQUILLA: Seeing
13 none, is there any other testimony?

14 (No response.)

15 COUNCILMAN SQUILLA: Seeing
16 none, Mr. McMonagle, please read the
17 title of the next bill.

18 THE CLERK: Bill No. 120419, an
19 ordinance authorizing the revision of
20 lines and grades on a portion of City
21 Plan No. 314, within the area bounded by
22 Lindbergh Boulevard, Dicks Place,
23 Eighty-Sixth Street, Shecktor Place, and
24 a certain pedestrian walkway which
25 extends from the southwesterly terminus

1 5/29/12 - STREETS - BILL 120299, etc.
2 of Shecktor Place southeastwardly and
3 southwestwardly to Lindbergh Boulevard,
4 by striking from the City Plan and
5 vacating certain streets and portions of
6 certain pedestrian walkways, striking
7 from the City Plan and abandoning certain
8 rights-of-way for sewer and drainage
9 purposes and water main purposes, and
10 reserving and placing on the City Plan
11 rights-of-way for sewer and drainage
12 purposes and water main purposes within
13 the lines of the streets and walkways
14 being stricken, such as may be necessary,
15 all under certain terms and conditions,
16 and authorizing the acceptance of the
17 grant to the City of the said
18 rights-of-way being placed.

19 MR. MORELLI: Good afternoon,
20 Mr. Chairman and members of the
21 Committee. My name is Frank Morelli,
22 Survey Bureau Manager of the Department
23 of Streets, and the Department of Streets
24 would like to offer the following
25 testimony on Bill No. 120419.

1 5/29/12 - STREETS - BILL 120299, etc.

2 This is not an Administration
3 ordinance, but an ordinance requested by
4 Thomas A. Chapman of Blank & Rome, LLP.

5 The purpose of this ordinance
6 is to authorize the striking from the
7 City Plan and vacating or abandoning of
8 various streets, walkways and
9 rights-of-way within the bounded area
10 described in the title and the reserving
11 and placing on the City Plan of
12 rights-of-way for sewer, drainage and
13 water main purposes within the lines of
14 the streets and walkways being stricken,
15 if necessary. The streets proposed to be
16 stricken are either not paved or, where
17 paved, are abutted by undeveloped land
18 and not essential to public traffic.
19 This action is part of a project by
20 Korman Residential to develop this area
21 as a 722-unit apartment complex.

22 This ordinance is supported by
23 the Department of Streets and is
24 recommended to your Committee for
25 favorable action.

1 5/29/12 - STREETS - BILL 120299, etc.

2 MR. CHIU: Good afternoon,
3 Chairman Squilla and members of Streets
4 and Services Committee. I am Sarah Chiu,
5 City Planner with the Philadelphia City
6 Planning Commission. I'm here to testify
7 on Bill No. 120419, which Councilman
8 Johnson introduced on May 17th, 2012.

9 Bill No. 120419 would strike
10 and vacate certain streets and utility
11 rights-of-ways within the area bounded by
12 Lindbergh Boulevard, Dicks Place,
13 Eighty-Sixth Street, Shecktor Place and
14 certain pedestrian walkways. The streets
15 included in this bill are not physically
16 improved and they are not open to the
17 public traffic.

18 The purpose of the Bill No.
19 120419 is to support Korman Properties'
20 approximately 700 units residential
21 development.

22 The Planning Commission is
23 scheduled to hear this bill at its
24 meeting on May 29th, 2012. The staff
25 recommendation will be that Bill No.

1 5/29/12 - STREETS - BILL 120299, etc.
2 120419 be approved.

3 This concludes my testimony. I
4 appreciate the opportunity to testify
5 before you today and would be pleased to
6 answer questions that you may have.

7 COUNCILMAN SQUILLA: Are there
8 any questions?

9 (No response.)

10 COUNCILMAN SQUILLA: Seeing
11 none, is there any other testimony on
12 this bill?

13 Please come forward. State
14 your name for the record and proceed with
15 your testimony.

16 (Witnesses approached witness
17 table.)

18 MR. KELSEN: Good afternoon,
19 members of the Committee. Peter Kelsen,
20 Blank Rome, on behalf of the Korman
21 organization. Thank you for taking us
22 out of order. We literally just came
23 back from the Planning Commission, and,
24 Sarah, they did vote to recommend
25 approval.

1 5/29/12 - STREETS - BILL 120299, etc.

2 I'm going to give a second for
3 the plans and materials to be
4 distributed, but as Frank and Sarah
5 indicated, this is part of a request to
6 develop 35 acres in the Eastwick section
7 of the City of Philadelphia, the area
8 bounded by Lindbergh Boulevard, 84th
9 Street for 722 apartment units. It would
10 be developed by the Korman organization.
11 It would include 1.4 parking spaces per
12 unit, and the total approximate cost of
13 this project is \$102 million. We are not
14 requesting any City or governmental
15 incentive money to facilitate the
16 development other than the usual tax
17 abatement.

18 We will show you a rendering of
19 the development site, but the reason for
20 us being here today is to request the
21 striking and vacating of really paper
22 streets that were plotted when this was
23 called for a residential development
24 under the Redevelopment Authority, still
25 under Redevelopment Authority control,

1 5/29/12 - STREETS - BILL 120299, etc.
2 and they were going to be single-family
3 homes.

4 By striking and vacating the
5 streets, members of the Committee, we do
6 a number of things. The first is, we
7 take them off the City Plan and,
8 therefore, if this development moves
9 forward, the streets will be private.
10 They will be maintained by the developer
11 operator, the Korman organization;
12 therefore, at no cost or obligation to
13 the City of Philadelphia.

14 The street striking will also
15 enable the property to be developed in a
16 configuration which will be presented to
17 City Council, I believe, on June 12th
18 before the Rules Committee for a
19 remapping to R-12.

20 But basically the concept is a
21 two-story garden apartment type complex,
22 built to current modern amenity standards
23 that will be laid out in 51 buildings and
24 built in four phases, again, covering
25 approximately 722 units.

1 5/29/12 - STREETS - BILL 120299, etc.

2 The materials that I've
3 submitted to Council also include an
4 economic impact analysis done by
5 Econsult. I will highlight it for one
6 moment.

7 The upfront economic impact of
8 this \$102 million project would be \$138
9 million during construction; upfront
10 fiscal impact, \$1.5 million of tax
11 revenues during construction; ongoing
12 fiscal impact or economic impact post
13 completion, \$4 million every year at full
14 occupancy; and, finally, after the real
15 estate tax abatement expires, annual real
16 estate and school taxes of \$2,620,000.
17 There is no tax revenue whatsoever
18 flowing from this Redevelopment Authority
19 site.

20 During construction, we intend
21 that there will be 590 jobs created
22 during that period and 373 of which will
23 be construction trade defined, those in
24 the construction trade.

25 As I said, there is a companion

1 5/29/12 - STREETS - BILL 120299, etc.
2 bill pending to the Rules Committee for
3 the remapping to R-12, but as part of
4 both ordinances, we have also offered an
5 economic opportunity plan, and I believe
6 that's been part of the package that
7 Councilmembers have. Let me just give
8 you highlights of that plan.

9 There are significant
10 participation goals called for in the
11 EOP. Overall goals of 25 to 30 percent
12 minority business enterprise
13 participation, 15 to 20 percent women
14 business enterprise participation. This
15 is consistent with other legacy projects
16 we brought before Council, but it also
17 includes significant minority and female
18 apprentice and journeymen participations
19 in the sense that, by way of example,
20 apprentice positions will be 50 percent
21 of hourly jobs for minorities and there
22 will be other stacking, as you will see
23 from the document.

24 We have today with me Mr. John
25 Korman from the Korman organization. We

1 5/29/12 - STREETS - BILL 120299, etc.
2 also have representatives of Pennoni, who
3 have done a traffic impact analysis and
4 can answer any questions the Committee
5 may have with regard to the issue before
6 you, the street striking, and I'm happy
7 to answer any questions you may have
8 about the overall project.

9 COUNCILMAN SQUILLA: Any
10 questions?

11 Councilman Johnson.

12 COUNCILMAN JOHNSON: Thank you.

13 I guess since it's my bill,
14 it's okay to ask a couple of questions
15 while we work through this process.

16 It was brought to my attention.
17 Can the individual who is doing the
18 traffic analysis, can you please come to
19 the table, please. Just give us an
20 overview of how the flow of traffic is
21 going to take place, because you know
22 we've been working on this process with
23 the community and so forth, so I'm trying
24 to make this a win-win for all. But it
25 was brought to my attention that, of

1 5/29/12 - STREETS - BILL 120299, etc.
2 course, with 722 new units, there's going
3 to be an increase in traffic and the flow
4 of traffic, and, of course, one of the
5 questions were for the current residents
6 who live there, would that increase of
7 traffic have an impact on where they
8 currently live at, as well as during the
9 construction process, the flow of
10 traffic, and then how that flow of
11 traffic hopefully won't have an impact on
12 their current living conditions and
13 what's going to be in place to make sure
14 or how will we work out a way where they
15 aren't impacted on the flow of the actual
16 construction.

17 MR. KELSEN: Councilman, I'm
18 just going to jump in and talk about the
19 construction, if I may, initially and
20 then turn it over to the experts on the
21 base traffic.

22 As indicated earlier and we've
23 committed to all construction-related
24 traffic activity will be restricted to
25 ingress and egress of the site from

1 5/29/12 - STREETS - BILL 120299, etc.
2 Lindbergh Boulevard. There's an existing
3 curb cut that will be utilized. We are
4 willing and certainly desirous of
5 entering into a traffic management plan
6 with the community or with any other
7 agency that would be appropriate to, in
8 writing, quantify that.

9 So the construction activity
10 will be forced away from the residential
11 properties that you can see on the plan
12 onto Lindbergh Boulevard, which actually
13 doesn't flow into the residential, it's a
14 stub street, and move back away from the
15 site.

16 But with that, let me turn it
17 over to our representative from Pennoni
18 to give you a deeper understanding of the
19 other traffic issues.

20 MS. FERRARO: Good afternoon,
21 Chairman and members of the Committee.
22 My name is Debbie Ferraro. I'm with
23 Pennoni Associates and I completed the
24 traffic impact study for this project.

25 So there's two roadways

1 5/29/12 - STREETS - BILL 120299, etc.
2 traversing -- bordering the site,
3 Lindbergh Boulevard and 84th Street. So
4 currently we see a trend of traffic
5 really to the regional routes. The trend
6 of traffic is to eastbound 84th Street in
7 the morning and back in the afternoon in
8 the PM peak, and we also see a trend of
9 traffic using Lindbergh Boulevard.

10 So for access to the site, as
11 you may be aware, all of the traffic
12 exiting the site must exit onto Lindbergh
13 Boulevard to then travel to the other
14 regional routes. Entering -- no. I'm
15 sorry. All traffic entering the site
16 must enter the site from Lindbergh
17 Boulevard. Exiting the site, there is an
18 exit, and that exit is through the
19 residential neighborhoods onto 84th
20 Street. That may be the roadway that
21 some of the residents have mentioned.

22 We did take traffic counts on
23 the roadways surrounding the sites, and
24 in the morning peak, we find that about
25 only 10 percent of the traffic now is

1 5/29/12 - STREETS - BILL 120299, etc.
2 using that roadway. So it's great that
3 we have a residential development in
4 existence with the same access points so
5 we could actually measure how much
6 traffic is using that existing and then
7 apply that to the new development.

8 So it's about 17 cars that we
9 would add to these residential streets in
10 the morning peak, which is the highest
11 point, and even less in the PM peak.

12 COUNCILMAN JOHNSON: Is there
13 any other alternative besides going
14 through the residential area, even though
15 I know you mentioned that certain cars go
16 through that area now?

17 MS. FERRARO: Do you have a
18 copy of the site layout? Actually, the
19 site layout is actually designed to
20 discourage traffic going through those
21 routes. As you can see -- so the site
22 layout is not designed for all of this to
23 connect directly into these residential
24 streets. Lyons Place is the only one
25 that continues that's able to continue

1 5/29/12 - STREETS - BILL 120299, etc.
2 through with access onto 84th Street. So
3 there is no direct connection with the
4 rear portion of the site onto those
5 roadways. They would have to use this
6 private driveway in the vicinity of
7 Cratin Place and then continue on the
8 route. So it may just be a quicker route
9 just to travel right on Lindbergh for
10 exit onto the site, just by the proximity
11 of where the cars would be parked.

12 COUNCILMAN JOHNSON: Probably
13 you know -- and we'll talk more about
14 this after. I don't want to hold my
15 fellow members hostage, but some of them
16 have been around a little longer than
17 myself, so if they want to chime in,
18 that's okay, but we'll have more of a
19 direct conversation as we move forward,
20 because what I think the neighborhood is
21 going to be looking for at least to make
22 this a win-win for everybody is probably
23 the least -- and I know in the ideal
24 world, we probably will have a situation
25 where the least amount of traffic

1 5/29/12 - STREETS - BILL 120299, etc.
2 impacting. No one wants to hear the
3 comments about, well, the construction
4 trucks are making my house rattle. And,
5 you know, those are quite simply the
6 complaints that we hear when we talk
7 about construction.

8 So if we can look at the least
9 point of -- what I'm looking for is the
10 minimum impact construction going to and
11 from the residential area, as much as
12 possible, within reason, is what we're
13 pretty much going to be looking for.

14 MR. KELSEN: Councilman, one of
15 the things that I mentioned at a couple
16 community meetings was that we would be
17 amenable and work with the Streets
18 Department and the community and you,
19 sir, to limit access off of what Debra
20 described as the residential streets
21 either by creating emergency barriers so
22 that police and fire could access if they
23 have to, but force as much traffic as
24 reasonable onto Lindbergh Boulevard, as
25 Debra mentioned.

1 5/29/12 - STREETS - BILL 120299, etc.

2 So we're very cognizant of this
3 issue. We want to be very, very
4 sensitive to the community and mitigate
5 traffic, but I think if you look at the
6 statistics, how much traffic would
7 actually be generated by this development
8 when it's fully built out and the impact
9 of that traffic, I think you're going to
10 find it is really fairly insignificant.

11 MS. FERRARO: Should I take
12 just a moment to give you just a few more
13 details of how much traffic, just to give
14 an idea? I mean, in the PM peak, we
15 would anticipate about 300 cars being
16 generated, and about 200 of those cars
17 would be entering the site and 100
18 exiting the site. And, again, that's a
19 conservative estimate because, as you are
20 aware, we're close to transit. There's a
21 regional rail station. There's bus
22 stops. So we estimated about 20 percent
23 of the residents would be using some
24 alternate mode of transportation, but in
25 most likelihood, it would be higher.

1 5/29/12 - STREETS - BILL 120299, etc.

2 COUNCILMAN JOHNSON: You're
3 saying hypothetically after the
4 construction is done, correct?

5 MS. FERRARO: I'm saying long
6 term.

7 COUNCILMAN JOHNSON: Long term,
8 I understand.

9 MR. KELSEN: We're really
10 focusing now on the construction.

11 COUNCILMAN JOHNSON: I'm
12 thinking that really the combination of
13 both. On the front end, the construction
14 with the trucks coming to and from,
15 that's one component. The long-term
16 component we'll also take a look at in
17 terms of this is what it will look like
18 in the future in terms of traffic flow.
19 But you're probably right, it probably
20 won't be anything major significantly
21 that's going to change from a long-term
22 perspective.

23 MS. FERRARO: Okay.

24 MR. KELSEN: I'm going to also
25 provide for the record and for Council

1 5/29/12 - STREETS - BILL 120299, etc.
2 executive summaries of the traffic impact
3 analysis for your convenience. It's a
4 little bit of light reading.

5 COUNCILMAN JOHNSON: Do my
6 office have -- we have one of those?
7 Okay.

8 MR. KELSEN: You do. You do.

9 COUNCILMAN SQUILLA: Are there
10 any other questions on this bill?
11 Councilman Henon.

12 COUNCILMAN HENON: Good
13 afternoon. Thank you for coming. You
14 said that -- is Korman the owner of the
15 land or are they the -- are they the
16 owner or do they have a redevelopment
17 agreement with the City of Philadelphia?

18 MR. KELSEN: Councilman, they
19 are currently working with the
20 Redevelopment Authority to amend the
21 redemption contract. So they are an
22 equitable owner of the property, subject
23 to a final redemption agreement with
24 the RDA. Korman has owned, if you
25 will -- I'm using the term loosely -- has

1 5/29/12 - STREETS - BILL 120299, etc.
2 had option through the Redevelopment
3 Authority for this development site for
4 decades.

5 COUNCILMAN HENON: Correct.

6 MR. KELSEN: And this would be
7 one of the last phases of their
8 development. So they have an existing
9 agreement, which is now being modified
10 with the Redevelopment Authority.

11 COUNCILMAN HENON: And that's
12 why I bring it up, because I do recall
13 some previous redevelopment agreement,
14 and I know they've been owner of the land
15 for quite some time and the
16 redevelopment.

17 What's the timeline of the
18 construction? So it will be stipulated
19 in the redevelopment agreement?

20 MR. KELSEN: Yes, Councilman.
21 In fact, there is a drop-dead date
22 provision in the redevelopment contract.
23 We anticipate that if Council grants
24 approval for the street striking as well
25 as the rezoning, that construction could

1 5/29/12 - STREETS - BILL 120299, etc.
2 begin in June of 2013 of Phase 1 and that
3 full build-out would occur by 2018.

4 The Redevelopment Authority
5 contract requires that there is a final
6 end point for construction. I believe
7 that's 2018, but I will confirm that with
8 you, if you so desire. But there are
9 absolute certain timeframes now in this
10 agreement.

11 COUNCILMAN HENON: And your
12 phase build-out, you anticipate running
13 through 2018?

14 MR. KELSEN: Yes. We believe
15 we're going to be able to build four
16 phases, about 180 units per phase
17 roughly, again hopefully starting in June
18 of next year.

19 COUNCILMAN HENON: Okay. Thank
20 you.

21 COUNCILMAN SQUILLA: Are there
22 any other questions for this bill?

23 (No response.)

24 MR. KELSEN: Councilman, if I
25 could, just a housekeeping item. The

1 5/29/12 - STREETS - BILL 120299, etc.
2 economic opportunity plan needs to be
3 added as an amendment, I believe, to this
4 ordinance and we'll also offer it to the
5 rezoning bill. I believe you have copies
6 of that. And we would also ask for a
7 suspension of rules.

8 COUNCILMAN JOHNSON: Just real
9 quick, what's the timeframe for the
10 redevelopment agreement?

11 MR. KELSEN: I know for a fact
12 that they're in negotiations right now,
13 Councilman, and I would imagine that they
14 would want to finish that up by the end
15 of June.

16 COUNCILMAN JOHNSON: You might
17 want to see if they can get it before we
18 go to the Council floor.

19 MR. KELSEN: Understood.

20 COUNCILMAN JOHNSON: So part of
21 the discussion needs to be before we come
22 to City Council floor, that that should
23 be taken care of.

24 MR. KELSEN: That would be our
25 goal, and we'll press that.

1 5/29/12 - STREETS - BILL 120299, etc.

2 COUNCILMAN JOHNSON: In terms
3 of the equal opportunity plan, you said
4 that needs to be an amendment?

5 MR. KELSEN: Yes. Technically
6 it needs to be included as an amendment
7 to whichever bill Council considers. You
8 don't have to change the title,
9 obviously, but just reference that in the
10 bill.

11 COUNCILMAN JOHNSON: Does Steve
12 have a copy of it?

13 MR. KELSEN: Yes. We'd also
14 ask for a suspension of rules if the
15 Committee is so disposed.

16 COUNCILMAN SQUILLA: Hold on
17 one second.

18 MR. KELSEN: I don't believe
19 the streets bill has the EOP language,
20 and that's why we want to make sure it's
21 in there.

22 MR. CHAPMAN: Councilman, if I
23 may. I don't think it makes a real
24 difference which bill the EOP is included
25 in, as long as it's included in one of

1 5/29/12 - STREETS - BILL 120299, etc.
2 the bills. We have a bill here today in
3 Streets. We're going to have a bill in
4 Rules. Typically it goes in with a
5 rezoning bill, but in this case, we just
6 have the Streets bill first, so that's
7 why we wanted to be in a position that if
8 Council wants to have it included in the
9 Streets bill, let's include it in the
10 Streets bill.

11 MR. KELSEN: Councilman
12 Greenlee, we wanted no ambiguity that
13 this project is tied to an EOP plan.

14 COURT STENOGRAPHER: I'm sorry.
15 Can you state your name.

16 MR. CHAPMAN: Thomas Chapman,
17 Blank Rome.

18 COUNCILMAN JOHNSON: For me,
19 the most important one is striking the
20 streets, but the main one is the rezoning
21 bill, the remapping bill. That's going
22 to be --

23 MR. KELSEN: We agree with you.

24 COUNCILMAN JOHNSON: --
25 probably, be honest with you, move

1 5/29/12 - STREETS - BILL 120299, etc.
2 forward or unless take a break and kind
3 of see how we can figure it out. We need
4 it to be addressed from both sides, the
5 community and Korman. I just wanted to
6 out of due respect put it on the Calendar
7 so we can kind of work out the details as
8 we move forward. So that's the most
9 important one for me.

10 MR. KELSEN: Okay.

11 COUNCILMAN SQUILLA: This
12 concludes the public hearing on the
13 Committee of Streets and Services. We
14 now go into a public meeting.

15 The Chair recognizes Councilman
16 Greenlee for a motion on his bill that we
17 just heard.

18 COUNCILMAN GREENLEE: Thank
19 you, Mr. Chairman. I move the adoption
20 of the amendment to Bill No. 120327 as
21 discussed in the public hearing.

22 (Duly seconded.)

23 COUNCILMAN SQUILLA: It's been
24 and properly seconded the bill that was
25 just read into the record be reported out

1 5/29/12 - STREETS - BILL 120299, etc.
2 of the Committee with a favorable
3 recommendation -- I'm sorry; approval of
4 the amendments.

5 (Duly seconded.)

6 COUNCILMAN SQUILLA: All in
7 favor?

8 (Aye.)

9 COUNCILMAN SQUILLA: All
10 opposed?

11 (No response.)

12 COUNCILMAN SQUILLA: The ayes
13 have it.

14 I'd like to recognize
15 Councilman Greenlee for the bill as
16 amended.

17 COUNCILMAN GREENLEE: Thank
18 you, Mr. Chairman. I move that Bill No.
19 120327, as amended, be reported out of
20 Committee with a favorable
21 recommendation, that the rules of Council
22 be suspended to allow for first reading
23 at our next session of Council.

24 (Duly seconded.)

25 COUNCILMAN SQUILLA: All in

1 5/29/12 - STREETS - BILL 120299, etc.

2 favor?

3 (Aye.)

4 COUNCILMAN SQUILLA: All

5 opposed?

6 (No response.)

7 COUNCILMAN SQUILLA: The ayes

8 have it. The bill passes.

9 I recognize Councilman for an
10 amendment.

11 COUNCILMAN GREENLEE: Thank
12 you, Mr. Chairman. I move the adoption
13 of the amendment to Bill No. 120410.

14 (Duly seconded.)

15 COUNCILMAN SQUILLA: All in

16 favor?

17 (Aye.)

18 COUNCILMAN SQUILLA: Any

19 opposed?

20 (No response.)

21 COUNCILMAN SQUILLA: The ayes

22 have it. The amendment is added.

23 I'd like to recognize

24 Councilman Greenlee for a motion on the

25 bill.

1 5/29/12 - STREETS - BILL 120299, etc.

2 COUNCILMAN GREENLEE: Mr.

3 Chairman, I move that Bill No. 120410, as
4 amended, be reported out of this
5 Committee with a favorable recommendation
6 with a rules suspension to allow for
7 first reading at our next session of
8 Council.

9 (Duly seconded.)

10 COUNCILMAN SQUILLA: All in
11 favor?

12 (Aye.)

13 COUNCILMAN SQUILLA: Opposed?

14 (No response.)

15 COUNCILMAN SQUILLA: The ayes
16 have it. The bill has passed.

17 The Chair would like to
18 recognize Councilman Greenlee to read the
19 rest of the bills for the Streets
20 Committee.

21 COUNCILMAN GREENLEE: Thank
22 you, Mr. Chairman. I move that the
23 following bills be reported out of
24 Committee with a favorable recommendation
25 with a rules suspension to allow for

1 5/29/12 - STREETS - BILL 120299, etc.
2 first reading at our next session of
3 Council: Bills No. 120390, 391, 344,
4 411, 412, 422, 423, 424, 425, 426, 437,
5 438, 439, 323, 324, 325, 415, 420, 299,
6 333, 334, 335, 336 and 419.

7 (Duly seconded.)

8 COUNCILMAN SQUILLA: All in
9 favor?

10 (Aye.)

11 COUNCILMAN SQUILLA: Any
12 opposed?

13 (No response.)

14 COUNCILMAN SQUILLA: The ayes
15 have it. The bills have passed.

16 This concludes the Streets and
17 Services Committee meeting. Thank you
18 for your attendance, and hopefully we
19 have less next time.

20 (Committee on Streets and
21 Services concluded at 3:00 p.m.)

22 - - -

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CERTIFICATE

I HEREBY CERTIFY that the
proceedings, evidence and objections are
contained fully and accurately in the
stenographic notes taken by me upon the
foregoing matter on May 29, 2012, and that
this is a true and correct transcript of same.

MICHELE L. MURPHY
RPR-Notary Public

(The foregoing certification of this
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of the same by any means, unless under the
direct control and/or supervision of the
certifying reporter.)

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