

COUNCIL OF THE CITY OF PHILADELPHIA
COMMITTEES ON STREETS AND SERVICES
AND GLOBAL OPPORTUNITIES AND THE
CREATIVE/INNOVATIVE ECONOMY

Room 400, City Hall
Philadelphia, Pennsylvania
Monday, January 30, 2017
10:10 a.m.

PRESENT:

COUNCILMAN DAVID OH, CO-CHAIR
COUNCILMAN MARK SQUILLA, CO-CHAIR
COUNCILMAN ALLAN DOMB
COUNCILMAN WILLIAM K. GREENLEE

RESOLUTION 161039 - Resolution authorizing
Council's Streets and Services Committee and
Committee on Global Opportunities and the
Creative/Innovative Economy to hold hearings
regarding the installation of electric vehicle
parking spaces in Philadelphia.

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COUNCILMAN OH: Good morning.

We are going to begin the joint committee hearing regarding a resolution authorizing Council's Streets and Services Committee and the Committee on Global Opportunities and the Creative/Innovative Economy to hold a hearing this morning, and I'll ask the Clerk to read the title and the information concerning the resolution.

THE CLERK: Resolution No. 161039, resolution authorizing Council's Streets and Services Committee and Committee on Global Opportunities and the Creative/Innovative Economy to hold hearings regarding the installation of electric vehicle parking spaces in Philadelphia.

Can we please have the first panel, Richard Montanez and Corinne O'Connor.

(Witnesses approached witness table.)

COUNCILMAN OH: Thank you very

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2 much.

3 While they are approaching the
4 table, I'll ask my colleagues and
5 recognizing that here with me are
6 Councilman Bill Greenlee and Councilman
7 Allan Domb.

8 Do you have any comments to
9 make?

10 (No response.)

11 COUNCILMAN OH: No? Okay.

12 So let me summarize for the
13 public that this is a hearing which was
14 brought to my attention because there is
15 a process whereby citizens who own
16 electric vehicles can apply for an
17 electric vehicle charging station and a
18 reserved parking space in front of their
19 home. It was, I think, a very
20 cutting-edge type of a solution ten years
21 ago. The question is is that best
22 practices today and is that a process
23 that we should continue, considering that
24 there are more and more electric vehicles
25 being purchased and it looks like that

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2 will continue.

3 So with that, I will ask our
4 panel to identify yourself for the record
5 and then provide us your testimony,
6 starting with Richard Montanez from the
7 Streets Department. Thank you.

8 DEPUTY COMMISSIONER MONTANEZ:
9 Thank you, Chairman.

10 Good morning, Chairman Oh,
11 members of the Committee on Streets and
12 Service and Committee on Global
13 Opportunities and Creative/Innovative
14 Economy. My name is Richard Montanez. I
15 am the Deputy Commissioner of
16 Transportation for the Streets
17 Department. I am here to present
18 testimony on Resolution No. 161039
19 authorizing hearings regarding electric
20 vehicle parking spaces.

21 Electric vehicles, or EVs,
22 which can include plug-in hybrid electric
23 vehicles and all-electric vehicles,
24 present a tremendous opportunity to serve
25 a significant portion of Philadelphia's

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2 mobility needs and simultaneously reduce
3 energy use, dependence on oil and gas,
4 fuel costs, and greenhouse gas emissions.
5 According to DVRPC's Regional Greenhouse
6 Gas Emissions Inventory, on-road internal
7 combustion engine vehicles are
8 responsible for nearly one-third of
9 energy use and one-quarter of greenhouse
10 gas emissions in Southern Pennsylvania.

11 Despite the energy and emission
12 benefits of EVs, there are several
13 barriers to increase their usage, such as
14 insufficient access to charging
15 infrastructure and battery capacity.
16 Bill No. 070788 signed into law in 2007
17 sought to decrease barriers to charging
18 infrastructure EV usage by enacting
19 Section 12-1131 of The Philadelphia Code
20 to provide for the designation of
21 electric vehicle on-street parking spaces
22 where only electric vehicles may be
23 parked and amending Section 12-2809 of
24 The Philadelphia Code to provide for
25 penalties for non-electric vehicles that

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2 illegally park in a designated electric
3 vehicle parking space.

4 Section 12-1131 did reduce
5 barriers for EV charging infrastructure,
6 but it did so only for those who could
7 afford the administrative fees and costs
8 for installing of charging
9 infrastructure. These costs can be a
10 significant expense that a majority of
11 Philadelphia residents cannot afford.
12 And although Section 12-1131 makes clear
13 an EV parking space is not a personal
14 parking space, they can be viewed by some
15 as personal. The electricity for a space
16 is associated with a property, and that
17 property controls the electric for that
18 applicable charging station.

19 The Office of Transportation
20 and Infrastructure Systems and the
21 Streets Department are committed to
22 promoting EV usage through equitable
23 access to EV charging infrastructure.
24 There is, however, no simple solution to
25 providing equitable access to EV charging

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2 infrastructure. EVs in many ways
3 represent a new approach to fueling.
4 Instead of a "fill up" model of emptying
5 and then refilling, EV drivers should
6 never make a separate trip to fuel due to
7 the time needed to charge. Rather
8 through the "top off" model, they should
9 be able to consistently top off their
10 batteries as they park during the course
11 of their day-to-day driving.

12 To determine the best way to
13 modify our EV policy, we first must have
14 a clear understanding of the behaviors
15 and the needs of drivers and EV owners,
16 the charging technology of EVs and the
17 charging infrastructure, potential
18 incentive mechanisms, various models used
19 for integrating EV infrastructure into
20 the transportation network, and best
21 practices for EV parking wayfinding. We
22 are currently evaluating innovations in
23 the EV industry and the best practices
24 from peer cities. We will work with
25 federal, state, local, as well as other

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2 stakeholders to develop and implement a
3 thoughtful plan for equitable increased
4 access to electric vehicles throughout
5 the City.

6 The Streets Department, the
7 Office of Transportation and
8 Infrastructure Systems, and the Office of
9 Sustainability look forward to working
10 with you to develop an equitable plan for
11 EV infrastructure and parking.

12 I am happy to answer any
13 questions you have.

14 COUNCILMAN OH: Thank you very
15 much. We're going to hear testimony from
16 the Parking Authority before we take
17 questions, but I just wanted to state
18 that the Chairman of the Streets and
19 Services Committee, Councilman Mark
20 Squilla, is here to my right.

21 Would you please identify
22 yourself for the record and give us your
23 testimony.

24 MS. O'CONNOR: Corinne
25 O'Connor, Deputy Executive Director of

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2 the Philadelphia Parking Authority. I'm
3 here to testify on Resolution 161039.

4 Good morning, Councilman and
5 Committee members. My name is Corinne
6 O'Connor, as I said. I'm the Deputy
7 Executive Director of the Philadelphia
8 Parking Authority. I am here to testify
9 on the ten-year policy which enabled the
10 installation of on-street electrical
11 vehicles.

12 There are currently 51 active
13 zones, with an additional 12 approved
14 waiting for installation. The Authority
15 is currently working with the City of
16 Philadelphia to further review this
17 program. This program has been in effect
18 for ten years, and we feel it is time to
19 revisit how the program was originally
20 set up and come to a solution which would
21 not only benefit the operators of the
22 electric vehicles but also all citizens
23 of Philadelphia who wish to utilize the
24 public streets of Philadelphia. The
25 Authority looks forward to working with

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2 the City to create a program to support
3 these goals.

4 Thank you for the opportunity
5 to testify in front of the Committee this
6 morning. I'd be happy to answer any
7 questions at this time.

8 COUNCILMAN SQUILLA: Thank you.
9 Thank you for testifying, both Rich and
10 Corinne. I have a few questions before,
11 if you don't mind.

12 We've met several times on this
13 issue with the concern of now that the
14 electric vehicles have come down in price
15 and the ability for people to now have
16 access to the cars and also have a
17 charger in front of their house which
18 allows them to park there. I think what
19 they have done was regulated similar to
20 the handicapped parking as far as how
21 many electric car spots per street. What
22 we have found is that people see an
23 opportunity now, as parking gets harder
24 and harder in our neighborhoods, to have
25 a parking spot designated for them in

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2 front of their home by just being able to
3 receive an electric vehicle.

4 Now, we are in support of green
5 infrastructure obviously to use this, but
6 I think this hearing will help go a long
7 way to come up with maybe different
8 alternatives to maybe having charging
9 stations in an area that could be shared
10 by multiple people or in a close-by
11 parking lot or something like that
12 instead of physically in front of
13 someone's home, because as parking is
14 more scarce, it's a great way as an
15 individual -- we have some in my district
16 that have three and four on the same
17 block, and that really starts to hinder
18 the ability of others to be able to have
19 parking on that block.

20 Do we look at best practices in
21 other municipalities how this works and
22 are we looking to see if there are ways
23 that other municipalities are using as
24 far as parking? I know Minneapolis is
25 coming up with selling spots for people.

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2 I don't know if that's something we would
3 even look at, but are we looking at best
4 practices throughout the country to see
5 what ways we could better this
6 legislation to prevent just a personal
7 parking spot in front of their home if
8 you have an electric vehicle?

9 DEPUTY COMMISSIONER MONTANEZ:

10 Yeah. We are looking at best practices
11 throughout the nation. For example, San
12 Francisco, the city provides the charging
13 stations. When you run your credit card
14 through, not only does it charge you for
15 your parking space but it also charges
16 you for the electricity you're using.
17 And in residential areas, there is
18 currently -- we limit the amount of, I
19 guess, private parking or authorized
20 parking spaces to four per block. So if
21 you have a handicapped spot, electric
22 station, and a loading zone, you already
23 got three. So we would only issue the
24 permit for one more, and that's how we're
25 limiting current. That's also assuming

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2 that there's parking on both sides of the
3 street. If it's a single side parking,
4 then we're limiting it to two spaces.

5 COUNCILMAN SQUILLA: Is there a
6 way now -- I mean, if you looked at this,
7 the expense of doing this years ago, in
8 2007 when this was first introduced, the
9 electric cars were very expensive, and
10 now we see that the actual electric cars
11 are just as cheap as a regular car. The
12 only added cost would be your
13 infrastructure for electric, and that has
14 really reduced also.

15 So what is the cost of a permit
16 to have an electric car at that one
17 individual parking spot?

18 MS. O'CONNOR: So currently
19 there's a \$50 application fee. If you
20 live in University City or Center City,
21 it's \$250 for the year at the first year.
22 Outside of that, 150. After the first
23 year, for every year for maintenance fee
24 inside University City or Center City,
25 it's 150, outside \$75.

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2 COUNCILMAN SQUILLA: So if you
3 look at it for -- it's a great investment
4 for parking. So if I wanted a parking
5 spot in front of my home for the initial
6 cost of buying the car and the
7 infrastructure, in Center City it's only
8 \$150 a year after the first initial year.
9 That's cheap. You can't get that for a
10 month parking, and now you're parking in
11 front of your home. And if you're
12 outside the Center City areas, it's \$50.
13 So if we look -- maybe that should be
14 \$5,000 for that parking spot or something
15 like that that would raise the awareness
16 that you're really taking a parking spot
17 off the street for everybody else to use.
18 Now, I know another electric car could
19 use that spot, but they can't charge
20 there. So it really doesn't hold them
21 any good. I mean, I have people saying
22 I'm just going to buy a car and park it
23 in front of that guy's electric spot and
24 leave it there all the time, you know.
25 So we're starting to create this issue in

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2 the street where we have people upset
3 about it.

4 So we have to come up with
5 something. I don't know what the answer
6 is. I'm sure we're going to hear
7 testimony from some residents as we go
8 through. And I really do believe
9 initially this was good legislation to
10 try to promote this, but I think we need
11 to now come up with ways to look at
12 alternatives. And I don't know what the
13 answers are. Maybe we'll hear from some
14 of our residents out there that have the
15 answers, but hopefully together as we
16 work on this, we could come up with
17 something that would work better than
18 what we currently have.

19 Thank you.

20 MS. O'CONNOR: I agree.

21 COUNCILMAN SQUILLA: Councilman
22 Greenlee.

23 COUNCILMAN GREENLEE: Actually,
24 I'll be very quick, because in the area
25 that great minds think alike, I was going

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2 to say the exact same thing that

3 Councilman Squilla just said.

4 But, Mr. Montanez, just on the
5 one thing -- and the Councilman brought
6 it up -- you say that the law makes it
7 clear, an EV parking spot is not a
8 personal parking space, but in reality,
9 it really is, isn't it? Unlike
10 handicapped parking, anybody that has a
11 handicapped spot can park in that spot
12 and the owner of the property that
13 requests it really can't do much, but if
14 the owner controls the electricity, it's
15 really their spot, right, in a lot of
16 ways?

17 DEPUTY COMMISSIONER MONTANEZ:

18 In a way, yes. I mean, they -- most
19 owners shut the electricity off when they
20 leave so somebody just doesn't come in
21 and start using electricity.

22 COUNCILMAN GREENLEE: Right.

23 And the only other thing -- again, this
24 is kind of saying the same thing that
25 Councilman Squilla said -- that we have

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2 seen -- and I think we'll hear from
3 residents, including the area that I live
4 in in Fairmount where this is becoming an
5 issue and it's becoming an issue where
6 you got neighbors against each other, and
7 obviously anything we can do to avoid
8 that would be great. So, again, I'd be
9 interested to hear what other cities are
10 doing, what other possibilities there are
11 that at least you don't have -- if
12 there's any way to avoid a 24/7 parking
13 spot for someone, especially as the EV
14 cars are increasing, I think is
15 beneficial to everybody. So, again,
16 we're not against that. It's great that
17 people have electric vehicles, but
18 parking in a lot of our communities is
19 very difficult, and anything we can do to
20 kind of have a fair system I think works
21 for everybody.

22 Thank you, Mr. Chairmen.

23 COUNCILMAN SQUILLA: Thank you.

24 Councilman Oh.

25 COUNCILMAN OH: Thank you very

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2 much.

3 We do have on our next panel
4 Kevin Miller, Director of Public Policy
5 for ChargePoint. He will be testifying.
6 They are the largest provider in the
7 nation of electric vehicle charging.

8 I'd just like to say that from
9 my perspective, as far as I understand,
10 the electric vehicle took many hours to
11 charge back in 2007, upwards of 12 hours,
12 and there was very slow charging. So the
13 charging comes from the house. It's not
14 really high voltage. But today fast
15 charging can take 15 minutes, 30 minutes,
16 and even when someone charges fully in
17 their residence, they need to charge
18 again sometimes during the day because of
19 the limited ability of the batteries to
20 provide them long-distance travel.

21 So it seems as though it is
22 important for us to incentivize not
23 individual charging stations in front of
24 people's houses but fast-charging
25 stations available in many parts of our

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2 region so people can take long trips and
3 recharge quickly and those type of
4 things. And so that seems to be, at
5 least in my perspective, what we're
6 doing.

7 From what I've heard from both
8 the Streets Department and the Parking
9 Authority, it sounds as though you are
10 also looking at best practices and a
11 better way to do this process.

12 Would you support the idea that
13 we temporarily hold this application
14 process and the giving out of residential
15 parking spaces until we come up with a
16 better plan?

17 MS. O'CONNOR: I mean, whatever
18 you would suggest, we would follow.

19 COUNCILMAN OH: That sounds
20 like yes.

21 Streets Department?

22 DEPUTY COMMISSIONER MONTANEZ:
23 We would support Council.

24 COUNCILMAN OH: Okay. Thank
25 you.

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2 COUNCILMAN SQUILLA: Councilman

3 Domb.

4 COUNCILMAN DOMB: Thank you,

5 and thank you to the Co-Chairs and thank

6 you to the panelists.

7 Just two quick questions. When

8 somebody applies for this permit, do you

9 require them to document that they have

10 an electric car?

11 MS. O'CONNOR: Yes. They must

12 mail in the registration noting that it's

13 an electric vehicle car.

14 COUNCILMAN DOMB: And the

15 second question is, because I've heard

16 from my colleagues about it, finding out

17 what other cities are doing regarding

18 this matter. Have we also like contacted

19 the manufacturers of electric cars and

20 asked them, like Tesla, posed the problem

21 to them and asked them what their

22 possible solution might be that's

23 feasible?

24 DEPUTY COMMISSIONER MONTANEZ:

25 We have not contacted the manufacturers

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2 yet, but we can make that part of our
3 process.

4 COUNCILMAN DOMB: And if you
5 need help with that, let me know. Their
6 interest is to sell those cars. So if we
7 can tell them what our issues are and
8 tell them what we can and can't deal with
9 and let them figure out how to solve it.

10 Thank you.

11 COUNCILMAN SQUILLA: Thank you.
12 Thank you.

13 And I agree. I think the more
14 people we ask for more information, the
15 better off we are.

16 One last thing. As this
17 problem pursues, we're starting to get
18 this again, like I said, not just in
19 Center City area but throughout the
20 neighborhoods in the City. So we know
21 and we see that there is an issue. So
22 it's great to hear that there'll be like
23 a moratorium of some sort on this just
24 until we wrap our hands around it.

25 Now, you said there was how

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2 many in the works? I forget what --

3 MS. O'CONNOR: Twelve. Now
4 there's 12 pending.

5 COUNCILMAN SQUILLA: So there's
6 12 pending. And there are how many total
7 on the streets now?

8 MS. O'CONNOR: Fifty-six.

9 COUNCILMAN SQUILLA: Fifty-six.
10 All right.

11 And then if we come up with an
12 alternative, maybe there's a way for
13 these folks to then use the alternative.

14 Is there anything that would
15 then be able to transfer their rights
16 over to whatever our alternative is?
17 Now, is that done through legislation or
18 would they be concerned about a legal
19 challenge in that aspect?

20 DEPUTY COMMISSIONER MONTANEZ:
21 Transfer their rights in what way?

22 COUNCILMAN SQUILLA: In other
23 words, say right now they have parking in
24 front of their homes and then we change
25 the law to say, you know what, there's no

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2 longer a law that allows you to have
3 that. We now have charging stations
4 throughout the City that you could use,
5 sort of like maybe San Francisco or maybe
6 another model. Can we then change their
7 home parking spot from them?

8 DEPUTY COMMISSIONER MONTANEZ:
9 I actually don't know the answer to that
10 one, Councilman.

11 COUNCILMAN SQUILLA: I'm sure
12 we'll have our Law Department look into
13 that to see where that goes. I agree, I
14 don't know the answer to that either, but
15 I do know that instead of complicating
16 the matter and keep approving these as we
17 go forward, it's great to maybe slow down
18 and get what the best practices are.

19 Are there any other questions
20 for this -- Councilman Domb.

21 COUNCILMAN DOMB: Do we have a
22 list right now of the actual charging
23 stations that are public in the City of
24 Philadelphia?

25 DEPUTY COMMISSIONER MONTANEZ:

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2 That are public? Most public ones are in
3 private parking spaces.

4 COUNCILMAN DOMB: But I'm going
5 to use Tesla as an example. They have
6 locations I think in the City where you
7 can go and charge your vehicle. Do we
8 know like where even the private charging
9 stations are?

10 DEPUTY COMMISSIONER MONTANEZ:

11 That is part of the study that the
12 Streets Department and OTIS are doing to
13 determine where all these private
14 stations are. And there's some in the
15 airport.

16 MS. O'CONNOR: So the
17 Philadelphia Parking Authority currently
18 is going to install some at the
19 Philadelphia International Airport at
20 that parking garage, in all the
21 Philadelphia Parking Authority garages.
22 So when you park and you pay for parking,
23 then you can charge and you're not paying
24 an additional charging fee, because we
25 can't -- we're not charging for the

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2 electricity, so your payment to park will
3 cover that.

4 COUNCILMAN DOMB: So there's an
5 application, an app, that Tesla has that
6 tells you exactly where the charging
7 stations are in the City and ball park
8 which ones are theirs, which ones are
9 private, et cetera. But that may be a
10 starting point. I would strongly
11 recommend you go to these companies,
12 because their interest is to help us.

13 MS. O'CONNOR: Correct.

14 COUNCILMAN DOMB: Thank you.

15 COUNCILMAN SQUILLA: All right.

16 Thank you.

17 Any other questions?

18 (No response.)

19 COUNCILMAN SQUILLA: Seeing
20 none, Mr. McMonagle, you want to read the
21 title of the next panel.

22 THE CLERK: Panel No. 2, Kevin
23 George Miller, Director of Public Policy
24 for ChargePoint.

25 (Witness approached witness

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2 table.)

3 COUNCILMAN SQUILLA: Thank you.
4 Thank you for participating. Just state
5 your name for the record and then proceed
6 with your testimony.

7 MR. MILLER: My name is Kevin
8 George Miller. I'm the Director of
9 Public Policy for ChargePoint. Thank you
10 to the Chair and, through you, to the
11 members of the Committee for this
12 opportunity to testify on this critically
13 important issue.

14 ChargePoint designs and
15 sells -- am I to go along --

16 COUNCILMAN SQUILLA: Yes. I
17 just want to say, I know we have -- for
18 the record, we have your testimony. If
19 you just want to summarize it, because it
20 seems to be --

21 MR. MILLER: It is lengthy.

22 COUNCILMAN SQUILLA: -- pretty
23 detailed. Just so to get an idea of --
24 because we're going to have other
25 testimony from some residents after you,

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2 and I think if we could just summarize
3 that, that would be great, and then we
4 could ask questions.

5 MR. MILLER: Great. Briefly,
6 ChargePoint is the world's largest and
7 most open network of electric vehicle
8 charging stations. We have 32,000
9 stations in our network, with more than
10 230 spots across the Commonwealth, with
11 40 of those in Philadelphia. We do not
12 own and operate the charging stations
13 themselves. We partner with local site
14 hosts, from municipalities to state
15 entities, to private workplaces, to
16 homeowners or folks who live in
17 multi-unit dwellings, and they purchase
18 our smart networked EV charging stations,
19 and they partner with us to use our wide
20 range of networked control and services
21 and maintenance features to provide EV
22 charging services to themselves, to their
23 employees, to the general public. And by
24 having these network stations, they're
25 able to allow different layers of access,

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2 so they can be open to the general public
3 at some points during the day, they can
4 be closed and just available to
5 workplaces.

6 It's critically important to
7 note that EV charging primarily takes
8 place at home. Over 60 percent of
9 charging takes place at home. Almost 30
10 percent of charging takes place at the
11 workplace. And it's really only about 3
12 percent of charging that takes place
13 elsewhere. So when trying to set forth a
14 range of policies to support EV charging,
15 it's critically important to make sure
16 you are addressing that residential use
17 case, whether or not someone has a
18 single-family home, to be able to have
19 that charging, as well as in workplace
20 environments.

21 There isn't a one-size-fits-all
22 approach. Curbside charging is one
23 approach, and ChargePoint has worked with
24 cities like New York City, Los Angeles to
25 deploy curbside charging, but it's also

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2 important to investigate a range of other
3 options in the short and near term, such
4 as partnering with parking garages to
5 deploy and co-locate satellite charging
6 for the residential charging experience,
7 for the workplace charging experience,
8 but it's also important to look in the
9 long term. One primary tool to do so is
10 to address the building code for the
11 City, looking at how to add in a
12 requirement for new construction to be EV
13 ready. So that doesn't mean to require a
14 charging station to be installed at every
15 new commercial parking lot or every new
16 commercial building that has parking, but
17 when you're already laying in the wiring
18 and all of the underlying infrastructure,
19 to also lay the underlying infrastructure
20 for the charging station, so that you can
21 allow future tenants and residents to
22 make the decision to install charging
23 stations and have it be much more
24 economical. It can reduce costs to the
25 future tenant, resident or workplace by

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2 up to 90 percent to be able to install a
3 charging station on an EV-ready spot
4 versus a complete retrofit.

5 So there are also a number of
6 other ways to think about how to increase
7 equitable access to charging. It's not
8 just for the light-duty vehicle owner.
9 Not everyone has access to a personal
10 vehicle, so it's also important to
11 consider when looking at the full range
12 of options how to increase access to
13 electric buses as well as how to consider
14 other forms of clean transportation such
15 as car sharing pilots with electric
16 vehicles for lower income residents.
17 There's a pilot looking into that in Los
18 Angeles right now.

19 So there is a greater range of
20 detail of recommendations for different
21 approaches that the Council can take as
22 well as the City. So it's my hope that
23 ChargePoint can continue to be a resource
24 and to participate in a broad
25 public-private stakeholder group to

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2 develop some of those charging solutions.
3 Again, it's not a one-size-fits-all
4 approach. Curbside charging is one
5 approach, but instead of stopping one
6 entirely and replacing that policy with
7 another, it would be ChargePoint's
8 recommendation to look at the wide range
9 of options available and to use all of
10 them simultaneously to broadly increase
11 access to clean transportation throughout
12 the City.

13 COUNCILMAN SQUILLA: Thank you,
14 Mr. Miller, for your testimony.

15 Councilman Oh.

16 COUNCILMAN OH: Thank you.

17 I just wanted to kind of frame
18 this. So from a city's perspective, at
19 least giving my opinion, we have a lot of
20 people living in a relatively small area,
21 and as we are trying to accommodate the
22 changes in transportation, technology,
23 and bicycle lanes, pedestrian, all that,
24 and a reduction of paid parking spaces,
25 it would not be, in my opinion, a good

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2 policy for us to see that as electrical
3 vehicle purchases increase, that we are
4 encouraging residential charging stations
5 per household, as you had indicated.

6 As it is now, people can apply
7 for up to three spots, and that means
8 that a fourth, fifth, sixth, seventh
9 owner of an electric vehicle cannot apply
10 per block. And the problem is that it
11 costs up to \$4,000 to put in a charging
12 station that is low speed, and currently
13 only the owner of that vehicle can charge
14 there, and so while another electric
15 vehicle can park there, cannot charge.

16 What recommendations do you
17 have whereby we can encourage the
18 investment of ultra fast-charging
19 stations, which I understand is about a
20 \$100,000 investment as opposed to a
21 \$4,000 entire process, application and
22 everything for residential, slow speed,
23 but to make available an area where
24 people can conveniently charge their
25 electric vehicles in a very quick manner

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2 and thereby encourage multiple places
3 around our city and our region so that
4 people can go longer distances and we
5 will not end up having a battle over kind
6 of who was able to get one of the three
7 spots per block type of thing, if that
8 even continues?

9 MR. MILLER: That's a great
10 question, Councilman. So there are three
11 typical levels of charging
12 infrastructure. Level 1 is, as you
13 pointed to, the very long-term charge,
14 anywhere up to 18 hours for a full
15 charge. That's like a volt of like 120
16 volts. Level 2 is twice that in terms of
17 voltage, 240 volts, and that gets a full
18 charge in anywhere from three to six or
19 four to eight hours. It all depends on
20 the vehicle at some point on how fast a
21 charge they can get, what their rate of
22 charge is. Those stations can then also
23 be networked to allow for different
24 layers of access. So it's not just one
25 person's vehicle. Multiple individuals

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2 could access those charging stations and
3 use the electricity while covering those
4 costs if the site host chooses to sell
5 one.

6 There are also DC, direct
7 current, fast-charging stations.
8 ChargePoint just released a modular
9 infrastructure for charging stations with
10 a direct current of up to 400 kilowatts.
11 So that becomes, as you're pointing to,
12 Councilman, a very fast rate of charge.
13 There is also a high power output as a
14 result of that, and costs are higher to
15 maintain and operate those types of
16 stations.

17 There are opportunities,
18 though, to look at how you can meet
19 multiple needs with that type of faster
20 charging infrastructure. For example,
21 public buses that are electric are now
22 using the same infrastructure as
23 light-duty vehicles. So you could start
24 to see the possibility of creating
25 public-private partnerships whereby

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2 overnight you're charging a municipal
3 electric bus and then you're allowing
4 that faster charging infrastructure to be
5 available for private fleets during the
6 day and also the general public perhaps.
7 So there's a lot of ways to investigate
8 that option, but at the same time,
9 understanding that it's helpful to ensure
10 that you have that level to charging
11 infrastructure available also. Not
12 everything needs to be a 15-minute
13 charge. People do tend to park in longer
14 term scenarios. But when considering
15 curbside charging, I understand that
16 there are a lot of needs to balance.
17 That real property is significant. And
18 so understanding how you're setting a
19 value for that space and you're ensuring
20 that at the very at least it's not just
21 one person's space is a consideration
22 that the Council might want to have. So
23 some infrastructure can allow for
24 multiple drivers to engage and to cover
25 the costs of the electricity that they're

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2 using so that you're not just passing the
3 buck. Others can't.

4 So these are just a few of the
5 things that it would be worthwhile to
6 have a range of stakeholders come in,
7 identify those, and create a menu of
8 policy solutions.

9 COUNCILMAN OH: All right. I
10 thank you for that. I'm just going to
11 note that if there is a slow-charging
12 station that takes nine hours or 18
13 hours, it's pretty much not going to be
14 available to too many people. It's
15 overnight pretty much, and after that --
16 so you could put in some device where
17 someone could charge, but are they going
18 to take nine hours in front of your house
19 when you've left, even if they pay you
20 for your electricity? I mean, they're
21 going to be in front of your house for
22 nine to 18 hours?

23 MR. MILLER: One of the key
24 tools that ChargePoint site hosts use is
25 to be able to set price signals. So

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2 after an hour of charging, you could set
3 a different price to the driver. So you
4 incentivize turnover in the asset.

5 I do hear the point that on the
6 slower stations, which ChargePoint
7 doesn't sell, that 18 hours is a long
8 period of time. The turnover rate for a
9 Level 2 charging station would be you'd
10 probably get three sessions over the
11 course of the day, and also understanding
12 that the daytime use might differ from
13 the evening use. So there are a lot of
14 things that need to be taken into
15 consideration, I acknowledge that. And
16 understanding what kind of infrastructure
17 the City is incentivizing to be made
18 available to the general public, that can
19 impact the experience of other drivers as
20 well.

21 So it's not a
22 one-technology-fits-all approach just
23 like it's not a one-policy-fits-all
24 approach.

25 COUNCILMAN OH: All right.

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2 Thank you very much.

3 COUNCILMAN SQUILLA: Councilman
4 Greenlee.

5 COUNCILMAN GREENLEE: Thank
6 you, Mr. Chairman.

7 Just quickly, you mentioned
8 about dealing with other cities, New
9 York, LA, San Fran, DC. Do they have
10 similar regulations where there's like
11 this private spot that a homeowner can
12 use to charge their vehicle?

13 MR. MILLER: In some of those
14 other cities that I've mentioned, we've
15 seen more of a city-orchestrated approach
16 whereby it would be more public access,
17 not a reserved spot. And you would tend
18 to want to see deployed in those spots
19 infrastructure that would allow for the
20 city or for a private site host, whomever
21 it may be that the city is partnering
22 with, to be able to ensure that it has
23 open access to the general public in
24 terms of those who have EVs and also that
25 you're able to turn over the use of the

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2 asset.

3 COUNCILMAN GREENLEE: And when
4 were some of those put in? Were they
5 more recent than, say, the '07 law that
6 we have here in Philadelphia?

7 MR. MILLER: Some of those
8 programs -- I mean, ChargePoint really
9 got its start in 2007. We partnered with
10 those since. So many of those programs
11 have taken place in the more recent
12 history.

13 COUNCILMAN GREENLEE: Right
14 around the same time?

15 MR. MILLER: In the more recent
16 history.

17 COUNCILMAN GREENLEE: Because,
18 again, you see what the concern is.

19 MR. MILLER: Technology
20 advances rapidly, and policies have to
21 take facts on the ground into account.
22 There isn't always one solution. At the
23 time a solution that worked may not work
24 anymore. The private sector is
25 constantly innovating and providing new

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2 ways to provide access to clean
3 transportation. So this is a great
4 opportunity to revisit the range of
5 policy options.

6 COUNCILMAN GREENLEE: Okay.
7 All right. Thank you. Thank you very
8 much.

9 COUNCILMAN SQUILLA: Councilman
10 Domb.

11 COUNCILMAN DOMB: Thank you.

12 I have a question. You may not
13 be able to answer this, but do you know
14 of any technology on the horizon that
15 would allow people who have electric cars
16 to have like a battery in their house
17 that they charge, then they take the
18 battery to the car and that charges the
19 car and you don't need a line, you don't
20 need to be there?

21 MR. MILLER: There have been
22 some business models that have been
23 tested, Councilman, which exchanged the
24 physical battery from cars. Those
25 business models did not succeed for a

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2 number of different reasons. In terms of
3 being able to go up to a charging station
4 and just pull your battery out and
5 exchange it with another, there was a
6 company called Better Way, which did not
7 succeed. The infrastructure costs
8 involved at that commercial level are too
9 high.

10 In terms of removing the
11 battery itself, there tend to be warranty
12 issues when it comes to the vehicles
13 themselves, and that can be challenging
14 to take those out of the cars. So
15 typically, especially when you get to the
16 higher range batteries and the more
17 power-intensive charging situations, the
18 charging station connects directly to the
19 car.

20 COUNCILMAN DOMB: But I have to
21 think of the next five years or so.
22 We're going to see the ability not to
23 have to be near an electrical cord to
24 charge these cars. It's going to be like
25 with phones, you have those little

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2 portable chargers. There's going to be
3 some sort of invention that's going to
4 solve this issue.

5 MR. MILLER: I think it would
6 be presumptuous for us to believe that
7 we've come up with every technological
8 solution. So there are a range of new
9 ways in which we are going to be able to
10 deliver charges, so I definitely agree
11 with the point. In terms of how that
12 technology will shape itself, it's
13 unclear right now where the industry is.
14 In order to achieve the faster rates of
15 charging, there still needs to be a cord.
16 There are cordless charging solutions out
17 there, but those are extremely slow, but
18 in ten years time from now, we'll be
19 having a different conversation. So
20 that's the challenge, is identifying
21 what's the right policy solution today
22 that allows for enough flexibility so
23 that you're not relying on one policy to
24 support increased access to clean
25 transportation. But the point is well

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2 taken.

3 COUNCILMAN DOMB: Thank you.

4 Thank you very much.

5 COUNCILMAN SQUILLA: And thank
6 you too. I do agree, as technology
7 changes -- even from 2007 to today, you
8 see how much it changed, but as we go
9 longer, you're going to see the
10 technology change to make us relook at
11 this legislation. Even if we change it
12 at this point, we'll change it again
13 maybe in five years.

14 But I like what you said, that
15 most municipalities seem to have general
16 access to charging stations for everyone
17 instead of specific in front of home type
18 charging. I think that alleviates some
19 of our problems if we're able to at least
20 maybe copy that to a certain extent and
21 see how we could partner with
22 private-public partnerships and/or maybe
23 work with SEPTA and their charging
24 stations as they move to electric buses
25 and things like that and maybe look at

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2 different ways that we could give our
3 constituents and residents a way to
4 charge off site as well as in an area
5 close by. And like Councilman Domb had
6 said, these companies are looking to sell
7 more and more of these vehicles. I think
8 they would be a great asset for us, and
9 they may even be willing to partner with
10 the City to -- maybe that's not good for
11 your company, but they may be willing to
12 partner with the City to look at
13 different areas to help us and then help
14 you grow, because the more you grow, the
15 better it is for them.

16 MR. MILLER: We partner with
17 the auto OEMs frequently. There's a
18 range of different charging
19 infrastructure providers out there. The
20 EV Charging Association is our industry
21 trade group. We provide resources to
22 municipal and state government. So we're
23 always happy to participate. The auto
24 OEMs do indeed wish to sell their
25 vehicles, and we look to partner with

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2 folks to find the most sustainable and
3 scalable way to increase access to
4 charging.

5 So there's definitely a role
6 for everyone involved, from the Tesla
7 stations that have their proprietary
8 charging that's available just to Tesla
9 drivers, to other infrastructure that is
10 available to all EV drivers. So ensuring
11 that there is access to charging in
12 residences, whether they're multi-unit
13 dwellings or single-family homes, and at
14 the workplace is critical. This isn't to
15 say that curbside charging is without
16 merit. We've seen some curbside charging
17 programs be successful. As with any
18 policy, throwing the baby out with the
19 bath water isn't always the necessary
20 approach, but I understand that again the
21 Council has to balance a range of
22 different interests when identifying the
23 best way to provide that access to
24 charging.

25 So we look forward to continue

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2 serving as a resource and hope to partner
3 with you as you work through the
4 different options to implement in
5 Philadelphia.

6 COUNCILMAN SQUILLA: I agree.
7 I think we're going to look at options,
8 and I think that's really what this
9 hearing is for. And, you know, whether
10 it's -- when you have electric parking,
11 maybe electric parking is not 24 hours a
12 day for your vehicle. Maybe it's several
13 hours and that's all you get to use that
14 for. Or maybe it's if you have three
15 people on your block that have it, they
16 share one spot and they share the
17 charging for that. I don't know. We
18 don't know what the answer is going to
19 be, but, I mean, hopefully as we sit down
20 and go through this, we could come up
21 with a strategy that will work for this
22 instant in time, and then as technology
23 changes, we can move forward.

24 But thank you for your
25 testimony.

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2 Any other questions?

3 (No response.)

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

7 THE CLERK: Our third panel
8 will be Robert Curley, the Director of
9 the Society Hill Civic Association, and
10 Larry Reynolds, President of the
11 Fairmount Civic Association.

12 (Witnesses approached witness
13 table.)

14 COUNCILMAN SQUILLA: Thank you
15 for coming today, and I know you guys
16 have had some concerns with electric
17 vehicle parking. So I guess we'll start,
18 Bob, with you first. Just state your
19 name for the record and then continue
20 with your testimony, and before we ask
21 questions, we'll let you both testify.

22 MR. CURLEY: Okay. My name is
23 Bob Curley. I'm a continuing Director on
24 the Society Hill Civic Association Board
25 and appreciate this opportunity to

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2 discuss the existing regulations. And I
3 have a statement, which I've given to the
4 Clerk, but if you want, I can go over it
5 now and read it.

6 COUNCILMAN SQUILLA: Yeah.
7 Just summarize it. We have your
8 testimony for the record, but if you want
9 to summarize your testimony.

10 MR. CURLEY: I guess hearing
11 that there's 56 stations in the City, I
12 think we probably have at least, I think,
13 about 12 or 13. So we represent a large
14 portion of that.

15 COUNCILMAN SQUILLA: Bob, just
16 pull that mic a little closer to you.

17 MR. CURLEY: And our point is,
18 we think the program is basically unfair.
19 It discriminates by giving or granting a
20 permanent owner residents exclusive
21 parking lots in front of their houses
22 while the other residents who rent or
23 live on the no parking side of the street
24 are second-class citizens because they
25 can't qualify for the benefit.

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2 In addition, transient
3 visitors - contractors, delivery trucks,
4 and mail trucks - are denied access to
5 parking spaces that are unoccupied during
6 the day when the electric vehicle is
7 somewhere else with the owner.

8 Exactly one year ago we sat
9 down with Councilman Squilla to air our
10 concerns on how the Philadelphia Parking
11 Authority implemented the statutes to
12 allow EVC to proceed. Our meeting
13 resulted in some amendments to Section
14 12-1131 of the City Code that took effect
15 February 18th, 2016. While these changes
16 provided some practical improvements,
17 such as limiting the permits to three per
18 block, they didn't address some of our
19 most basic concerns about, first of all,
20 whether leasing public streets to private
21 homeowners' exclusive use is the best way
22 to incentivize the use of electric or
23 hybrid vehicles. Under the present
24 ordinance, the EVCs should be available
25 to all electric cars parked in the City

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2 of Philadelphia at any designated EVC
3 location.

4 Unfortunately, every permitted
5 EVC charging station in the Society Hill
6 neighborhood is activated exclusively by
7 the permit holder from inside their
8 homes. They're not available to any
9 other electric or hybrid vehicles parking
10 in Society Hill, and that's actually a
11 violation of the current ordinance's
12 intent.

13 The permitted homeowners have
14 exclusive rights to the permitted parking
15 24 hours a day, seven days a week. In
16 fact, as you discussed here today, they
17 only need parking for several hours,
18 which could easily be accomplished by
19 restricting the parking to certain times
20 of the day and maybe overnight.

21 And also the electric
22 automobile charger installation has
23 resulted in a proliferation of additional
24 and inappropriate signage, which is
25 tacked onto in our neighborhood the

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2 Franklin light poles or other existing
3 Streets Department poles. And I've
4 submitted with the statement some
5 photographs of those signs and also the
6 chargers themselves. Each individual --
7 there seems to be no code applicable to
8 them. It's like whatever electrician you
9 hire, that's the charger you get. And
10 some are -- they're all different it
11 seems like.

12 In our neighborhood, the
13 commercial parking spaces range from
14 \$2,400 to about \$3,600 a year, and a
15 property owner with parking has
16 significant increased value over similar
17 properties without parking availability.
18 Compared to other Philadelphia
19 neighborhoods, Society Hill has both
20 higher than average car ownership and
21 higher homeowners-occupied housing. So
22 the demand for parking on the street is
23 high, especially when so many historic
24 properties in the neighborhood lack
25 accommodation for parking. The current

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2 regulations provide an incredible benefit
3 to a limited group of homeowners who
4 happen to have public parking in front of
5 their house.

6 The surest way to ensure that
7 more consumers buy into electric vehicles
8 is to make access to recharging stations
9 convenient and ubiquitous. We urge the
10 City to put a hold on the issuance of new
11 EVC permits and instead direct the
12 Streets Department to develop a publicly
13 accessible electric vehicle charging
14 station network in the row house
15 neighborhoods. Instead of deeding
16 limited parking spaces to individual
17 homeowners, the Society Hill Civic
18 Association requests that the City
19 provide uniformly recognizable EVC
20 stations throughout Philadelphia, similar
21 to the parking meter system.

22 We thank you for your time and
23 consideration of our thoughts.

24 COUNCILMAN SQUILLA: Please
25 proceed.

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2 MR. REYNOLDS: My name is
3 Lawrence Reynolds, or Larry, actually.
4 I'll go with Larry. I'm the President of
5 the Fairmount Civic Association.

6 At this point I don't have a
7 written statement because we kind of
8 jumped into this very quickly last
9 Wednesday afternoon, and we did have an
10 opportunity to discuss this at our
11 community meeting on Thursday night. I
12 could say that without equivocation, that
13 our concerns are very similar to those
14 expressed by my co-panelist here with
15 regard to the Old City, Queen Village
16 and -- I can't -- what's your area now?

17 MR. CURLEY: Society Hill.

18 MR. REYNOLDS: Society Hill,
19 yeah. They're all the same, I think.

20 It was a lively discussion, but
21 basically there is very little support
22 for the notion of dedicated parking
23 spaces. I think if there was a way to
24 have parking clusters somewhere in the
25 area that might allow access to EV

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2 charging stations, something on that
3 order. As an example, I think about 12
4 years ago, PhillyCarShare -- it sounds
5 like I'm adding the same discussions
6 today that we had 12 years ago about
7 PhillyCarShare, at which point they were
8 saying, well, if we have a PhillyCarShare
9 car on your block, we'll save 17 cars or
10 some other number that they came up with.

11 There is a place for them.
12 There's a place for PhillyCarShare or now
13 Enterprise. There's a place for EVs, but
14 I think at this point it's a relatively
15 small percentage of the total
16 marketplace.

17 Personally we have very few
18 garages in our neighborhood. We have a
19 parking lot at 23rd and Fairmount, which
20 has been very successful in relieving
21 some of the pressure, but still if you
22 come by any of our blocks at 5 o'clock, 6
23 o'clock at night, there's no parking
24 anywhere. I pay 175 a month for a garage
25 around the corner, and that's fairly

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2 typical. So 175 compared to the 150 or
3 something like that for the annual fee
4 for space in front of your house doesn't
5 seem to be economically equitable.

6 Other comments -- I guess
7 that's about it really. I'd be happy to
8 answer any questions, and I will prepare
9 a written statement that I'll forward to
10 Councilman Oh within the next week or ten
11 days.

12 COUNCILMAN SQUILLA: Thank you.
13 Thank you, Larry and Bob, for your
14 testimony. I just have a couple
15 questions. I know, Bob, we have met over
16 this several times before and the concern
17 that was started as we started seeing
18 more and more cars go on the same blocks.

19 If the City comes up with
20 something different -- right now I
21 believe we agreed to a moratorium on
22 adding new ones. I'm sure everybody will
23 be happy with that, except for the 12 or
24 so that are pending. I don't know how
25 that's going to fly. But if we come up

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2 with a way, either you put charging
3 stations that could be used by everybody
4 on that block on the corner or if it's
5 something that allows charging from 10:00
6 at night to 6:00 in the morning and then
7 the spot is open all the time, like we
8 said, we don't know what the answer is
9 going to be and how it's going to work,
10 but I think your real life testimony
11 helps us understand the challenge of the
12 neighborhoods, whether it's Society Hill,
13 Center City, Fairmount or Queen Village,
14 or even now they're starting to pop up in
15 Fishtown, in East Kensington, South
16 Philly. We see this happening, and we're
17 getting the same concerns from other
18 neighbors throughout the City. So we
19 know we have to do something. And I
20 think just because I think it happened
21 more quickly in Society Hill, Queen
22 Village areas, you guys have jumped on
23 the issue a little faster and brought it
24 to our attention. We did make some
25 tweaks to it but, again, it still didn't

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2 resolve the overall issue of having the
3 private spots in front of their home.

4 So I want to thank you for your
5 diligence and your, I guess, ability to
6 speak for your community. And we hear
7 you loud and clear, and I think we're
8 looking forward to doing something to
9 hopefully help rectify this situation.

10 Councilman Greenlee.

11 COUNCILMAN GREENLEE: Yeah.

12 Thank you, Mr. Chairman.

13 Just very quickly, just as
14 Mr. Reynolds talked about, I well know
15 what he's referring to, since I live in
16 that same community, and we've heard a
17 lot of complaints. I think it's in
18 everybody's interest to try to work out
19 something where the drivers of the
20 electric vehicles are accommodated, but
21 it does not cause the distress that seems
22 to be caused on a lot of these row house
23 neighborhoods right now.

24 And I just have to add for the
25 record that Larry and I agree on this,

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2 and Larry will tell you, he and I don't
3 agree on a whole lot of things. So it's
4 good that we're on the same page on this.
5 And I must say, though, Mr. Reynolds does
6 a great job as the head of the Fairmount
7 Civic Association. Not an easy job, as I
8 can very well tell you.

9 Thank you, Mr. Chairman.

10 COUNCILMAN SQUILLA: Are there
11 any other questions?

12 (No response.)

13 COUNCILMAN SQUILLA: Seeing
14 none, I know, Mr. McMonagle, you're going
15 to read -- there is some more testimony
16 that was submitted for the record.

17 THE CLERK: We don't have
18 another panel, but we do have written
19 testimony submitted by Mr. Charles
20 Goodwin, President of the Center City
21 Residents Association, that Councilman Oh
22 is going to read into the record.

23 COUNCILMAN OH: Thank you very
24 much. This is a letter dated January
25 27th, 2017. It is from the Center City

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2 Residents Association, Charles Goodwin,
3 President.

4 Dear Councilman Oh and
5 Honorable Colleagues, the Center City
6 Residents Association provides this
7 written testimony at your request
8 concerning dedicated parking spaces for
9 electric vehicles.

10 CCRA, at its June 2015 board
11 meeting, voted to oppose dedicated
12 on-street vehicle parking to the extent
13 that the dedicated parking space
14 facilitates only a single owner's
15 charging of her/his EV.

16 As the motion states, CCRA
17 reserves judgment as to dedicated EV
18 spots where EVs (other than the
19 householder's EV) can be charged. We
20 have previously supported alternative
21 uses of parking spaces for car share (a
22 private commercial purpose), for bike
23 corrals (a public amenity), and bike
24 share stations (also a public amenity).
25 Thus, a publicly available charging spot

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2 is something we would give separate
3 consideration to as opposed to a purely
4 private spot.

5 And that is a relevant portion
6 of the statement.

7 Thank you very much.

8 COUNCILMAN SQUILLA: Thank you,
9 Councilman Oh.

10 I'd like to thank everyone who
11 testified, and also looking forward to
12 working with Streets and the Parking
13 Authority to come up with a plan. We'd
14 like to keep this open to the call of the
15 Chairs for a future meeting. We'd like
16 to sit down and hopefully put a timeline
17 together to see when we could work with
18 our colleagues to come up with a plan of
19 action.

20 Right now we agree to put a
21 moratorium on future electric car
22 locations. So I guess that means --
23 we'll see what that really means, but I
24 guess it means we won't be taking any
25 more applications or at least be letting

1 1/30/17 - STREETS/GLOBAL - RES. 161039

2 them know they'll be on hold as we do
3 take them.

4 But I thank you all for being
5 here. Again, we'll leave this open to
6 the call of the Chair.

7 And, Councilman Oh, you have
8 any other further comments?

9 COUNCILMAN OH: No.

10 Thank you, everybody. It is an
11 important issue and obviously one that is
12 trending greatly as technology changes.
13 So we would like to have best practices.

14 Thank you.

15 COUNCILMAN SQUILLA: Thank you
16 very much.

17 (Committees on Streets and
18 Services and Global Opportunities and the
19 Creative/Innovative Economy concluded at
20 11:05 a.m.)

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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, and that this is a true and
correct transcript of same.

MICHELE L. MURPHY
RPR-Notary Public

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