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2 COUNCIL OF THE CITY OF PHILADELPHIA  
3 COMMITTEE ON RULES

4

5 Room 400, City Hall  
Philadelphia, Pennsylvania  
Monday, March 10 , 2008, 10:25 a.m.

6

7 Bill 080027, Amending Philadelphia Zoning  
8 Maps by changing zoning designation of  
9 certain areas of land located within area  
10 bounded by Christopher Columbus Boulevard,  
(former) Reed Street, the Delaware River,  
and Tasker Street (extended), under certain  
terms and conditions.

11 Bill 080028 - Approving plan of development  
12 for a Commercial Entertainment District in  
13 area generally bounded by (former) Reed  
Street, Tasker Street (extended),  
14 Christopher Columbus Boulevard, and the  
Delaware River.

15 COMMITTEE MEMBERS PRESENT:  
16 Anna C. Verna, Chair  
17 James F. Kenney, Vice Chair  
18 Blondell Reynolds Brown  
Darrell L. Clarke  
Frank DiCicco  
William K. Greenlee

19 Also Present: Councilman Bill Green

20

21

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2 COUNCIL PRESIDENT VERNA: Good  
3 morning, everyone this is the continued  
4 public hearing on rules regarding Bill  
5 No. 080027 and Bill No. 080028. I  
6 would ask Mr. McPherson to please call  
7 the first witness.

8 MR. MCPHERSON: Harris  
9 Steinberg, Central Delaware Advisory  
10 Group.

11 (Witness comes forward.)

12 COUNCIL PRESIDENT VERNA: Good  
13 morning.

14 MR. STEINBERG: Good morning,  
15 Madam President. I'm going to give a  
16 presentation if that's okay. If I  
17 could come to the podium.

18 COUNCIL PRESIDENT VERNA: That  
19 would be fine.

20 MR. STEINBERG: Thank you.

21 Good morning, Madam President  
22 and members of the Rules Committee.  
23 My name is Harris Steinberg. I am the  
24 executive director of PennPraxis,  
25 which is the clinical arm of the

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2 School of Design at the University of  
3 Pennsylvania.

4 Our office led a 13-month  
5 public planning process for the  
6 Central Delaware, under executive  
7 order of former Mayor John Street.  
8 The executive order was signed in  
9 October of 2006, and the project  
10 culminated in November of 2007, with a  
11 presentation at the Pennsylvania  
12 Convention Center.

13 Over the 13 months, we engaged  
14 over 4,000 Philadelphians in imagining  
15 a future for the Central Delaware,  
16 which, as you know, is largely post-  
17 industrial lands that have developed  
18 over time without an overarching plan  
19 or vision.

20 Councilman DiCicco's office  
21 approached us in the summer of 2006  
22 with the then prospect of one,  
23 possibly two, casinos as well as 22  
24 residential towers being built in the  
25 area, without any overarching plan or

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2 vision, and it was our job to kind of  
3 help assemble that.

4 We gave the following  
5 conditions to doing the work: One,  
6 that it was open and transparent; that  
7 it was a public process that the press  
8 was involved; and that, ultimately, we  
9 would put forth the recommendations  
10 for the governing agency or  
11 implementing body that was accountable  
12 to the public voice.

13 So what I'm going to show you  
14 today is an abbreviated version of  
15 that 13 months' worth of work. You  
16 have before you the actual vision  
17 document, which is a 242-page document  
18 that was delivered to the Mayor in  
19 November and was guided by a 46-member  
20 advisory group that consisted of 15  
21 civic associations that comprised the  
22 river wards, as well as government  
23 officials from Philadelphia and the  
24 state.

25 Rhina Cutler, who's with us

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2 today, was a member of the -- an  
3 active member of the advisory group in  
4 her then-capacity as PennDOT, and  
5 we're happy that she is here now with  
6 us in the City as the City moves  
7 forward on figuring out what to do  
8 with the Central Delaware.

9 So that's the brief  
10 background.

11 On November 14, 2007, 1500  
12 people came to the Convention Center;  
13 it was a standing-room-only crowd, and  
14 the project received a standing  
15 ovation from the assembled audience in  
16 terms of the vision that was put  
17 forth.

18 So I bring it here today and  
19 I'm honored to do so, to give you kind  
20 of a sense of the work that was done  
21 and how it may impact all of our  
22 decisions on the Central Delaware in  
23 terms of planning, design, and moving  
24 forward.

25 COUNCILMAN DICICCO:

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2 (Inaudible, off-mic.)

3 MR. STEINBERG: The disk  
4 includes the full version of the book.  
5 You have before you not only the book,  
6 but there's also an op-ed, which I have  
7 in the Daily News today, which is  
8 essentially saying, Let's figure out  
9 what are the steps along the Central  
10 Delaware until the Zoning Code  
11 Commission does its work in terms of  
12 coming up with a new zoning code and  
13 master plan for the Delaware. How can  
14 we do no harm in terms of reaching the  
15 goals of a pedestrian-friendly,  
16 human-scaled extension of Philadelphia  
17 to the riverfront, which is what the  
18 vision calls for.

19 So with that, I beg your  
20 patience. I will show you the Central  
21 Delaware. And, again, we're going to  
22 go quickly.

23 So the question is: Why a  
24 civic vision? And it's important to  
25 remember that the Delaware is part of

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2 a much larger ecosystem and geological  
3 network, that the headlands of the  
4 Delaware supply water for half of New  
5 York's drinking supply, they empty out  
6 into the Delaware Bay and as we kind  
7 of think about and wrestle with what's  
8 the future of these seven miles are  
9 part of a much larger natural system.

10 As we kind of zoom in and  
11 position ourselves in terms of the  
12 Central Delaware itself, it's seven  
13 miles of riverfront from Allegheny at  
14 the north to Oregon at the south, the  
15 river to the east, and I-95 to the  
16 west.

17 It's an area that is largely  
18 post-industrial in nature in terms of  
19 the size of the parcels it terms of  
20 its disconnect from the riverward  
21 neighborhoods by I-95 and presents  
22 what we feel is an important  
23 opportunity for the City to become a  
24 city of choice in the 21st century in  
25 terms of extending neighborhoods and

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2 uses to the river. And we'll talk  
3 about how we think that can be done.

4 It's largely a landscape  
5 that's dominated by former  
6 industrial -- remnants of former  
7 industry that used to be here. This  
8 is the PECO power station at Penn  
9 Treaty Park.

10 There's a tangle of  
11 infrastructure -- I-95 and 676 where  
12 they meet. At the foot of -- near the  
13 foot of Market Street, it disconnects  
14 the riverward neighborhoods from the  
15 river.

16 There are changing and  
17 evolving uses. The active port, which  
18 will be expanding to the south and  
19 south port and then the new large,  
20 big-box stores that have come to the  
21 area are demonstrated here in this  
22 image as a collage of uses on the  
23 southern part.

24 And there's history that  
25 underlines the entire seven miles.

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2 These are steps at the Wood Street  
3 terminus that connect Front Street  
4 with Water Street and are a reminder  
5 of the first public states that  
6 William Penn mandated in terms of  
7 development of the Central Delaware,  
8 which was then the epicenter of the  
9 City.

10 So why a civic vision?

11 In the past, many decisions  
12 about the Delaware, as well as uses up  
13 and down the riverfront, were done on  
14 a parcel-by-parcel basis. And, in  
15 fact, we're here today to talk about a  
16 specific parcel of land.

17 Our feeling is, and those of  
18 the more than 4,000 folks who  
19 participated in this process, is that  
20 by developing a comprehensive vision,  
21 one that looks at traffic,  
22 transportation, ecological  
23 infrastructure, civic values, and  
24 planning principles will create the  
25 infrastructure and the vision for the

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2 Central Delaware that will take us 30,  
3 40 years into the future so that the  
4 that decisions we make today are a  
5 part of a much wider and broader  
6 concept of what the Central Delaware  
7 can be.

8 So engaging people on walks,  
9 taking them through different forums  
10 where they talked about principles and  
11 values, and ultimately, we were able  
12 to come up with planning principles  
13 which guided the formation of the  
14 vision I will show you.

15 A hundred years ago,  
16 Philadelphia was a thriving industrial  
17 center; we were the workshop of the  
18 world, and the Delaware itself played  
19 a tremendously active role in that.

20 At the same time, though, we  
21 were planning the Ben Franklin  
22 Parkway, and Fairmount Park was being  
23 developed, so we were thinking ahead,  
24 we were thinking long-term, and we  
25 were beginning to come to grips with

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2 how do you balance the needs of the  
3 industrial society with kind of  
4 elegant and forward-thinking city  
5 plans.

6 The question then is: What is  
7 our challenge today? How do we take a  
8 largely inaccessible waterfront and  
9 make it the centerpiece of a city of  
10 choice for the knowledge economy of  
11 the future? Other cities have done  
12 it, and we looked to:

13 Chicago and Millennium Park;  
14 To Battery Park City in New  
15 York;

16 To the Hudson River piers  
17 along the upper westside;

18 To San Francisco, where the  
19 Embarcadero Freeway fell down and has  
20 now become a boulevard;

21 To Hoboken, where they  
22 extended grid systems to the streets  
23 to access the river;

24 And to Milwaukee, where  
25 historic housing is being adaptively

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2 reused in old industrial structures.

3 In Portland, we learned from  
4 the riparian edges where the landscape  
5 is actually doing active work to  
6 filter pollutants and manage storm  
7 water.

8 So taking all of that  
9 knowledge that we learned and the  
10 citizens' values and principles that  
11 we distilled from the civic forums  
12 where over, as I said, 4,000 folks  
13 participated, along with our partners  
14 in the Penn Project for Civic  
15 Engagement, there were principles  
16 about connectivity, about designing  
17 with nature that ultimately went into  
18 framing a vision that was based on  
19 three simple networks: Movement, how  
20 you get around; Parks and open space,  
21 what's green and accessible; And then  
22 development.

23 And we'll start to show you  
24 how those networks can come over and  
25 onto the Central Delaware over 20, 30,

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2 40 years. This is a long-term vision.

3 And, in fact, we're working with the  
4 15 civic associations that were a part  
5 of the initial executive order to come  
6 up with an action plan for the next  
7 ten years that are actually doable  
8 first steps towards realizing the  
9 vision.

10 It starts with a network of  
11 streets. Any traffic engineer will  
12 tell you that multiple streets will  
13 disperse traffic and calm traffic.  
14 And if we take Delaware Avenue/  
15 Columbus Boulevard, which is currently  
16 designed more as a highway than as a  
17 boulevard, the more congested it  
18 becomes, the more disconnected the  
19 neighborhoods come from the river. So  
20 the vision calls for a rich network of  
21 streets that extends Philadelphia's  
22 streets pattern to the riverfront.

23 It includes park spaces, where  
24 there are now eight acres of park and  
25 1100 acres. It's a minuscule fraction

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2 of the waterfront. We're calling for  
3 about 27 percent of the riverfront to  
4 become greenways and park spaces that  
5 can become active, connective parts of  
6 neighborhoods. In fact, we're hoping  
7 that there'll be a park every 2,000  
8 feet, which is roughly a ten-minute  
9 walk from any neighborhood.

10 And then the rest is  
11 development. This is a development-  
12 rich plan that calls for a wide  
13 variety of different types of  
14 development. It accommodates the  
15 existing working port as well as what  
16 we hope will be -- where we'll be at  
17 the forefront of the knowledge  
18 economy, with pharmaceuticals and  
19 bioengineering, as well as mixed uses  
20 of residential and commercial up and  
21 down the Central Delaware.

22 The goal, of course, is to --  
23 through movement systems, through  
24 connectivity, through streets, and a  
25 network of parallel roads and a

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2 boulevard -- literally connect the  
3 riverfront with the City in a way that  
4 it hasn't been for many, many decades.

5 So it starts with the  
6 boulevard. And how does what is  
7 currently -- and this is Festival Pier  
8 up by Spring Garden Street -- present  
9 itself really not as a very attractive  
10 or welcoming place, become, through  
11 kind of dense urban, infilled, mass  
12 transportation, and quality sidewalks,  
13 a place of choice. This is really  
14 about making it a place you're going  
15 to want to walk, live, work, and play.

16 Allegheny Avenue at the north,  
17 which connects Kensington with the  
18 riverfront, could be a green connector  
19 street that manages storm-water runoff  
20 as well as accommodates the  
21 development of the knowledge economy.

22 Over time, Columbus Boulevard  
23 and Delaware Avenue, which currently  
24 is three lanes in each direction and  
25 is more highway in scale than

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2 pedestrian in scale, through the  
3 integration of mass transit -- and,  
4 again, this is looking way down the  
5 road -- we can imagine reducing the  
6 scale of those streets to two lanes in  
7 each direction, when a network of  
8 streets comes on board to help  
9 disperse traffic and make this more  
10 part of Center City as opposed to the  
11 suburban character of the road, which  
12 it currently has.

13 And to do that, we have to  
14 extend Philadelphia's urban fabric,  
15 literally bring the streets that are  
16 on the west side of I-95 over,  
17 through, and across the 1100 acres so  
18 that it's an interconnected series of  
19 roadways, walkways, sidewalks, few  
20 corridors and pedestrian access  
21 between the neighborhoods and the  
22 river.

23 The foot of Washington Avenue.  
24 We can manage Washington Avenue just  
25 going the extra half block and

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2 connecting to a ribbon of green up and  
3 down the water's edge.

4 And on the Conrail lands, 250  
5 acres of former Port Richmond rail  
6 yards at the northern end by Allegheny  
7 Avenue, we can imagine Lehigh Avenue,  
8 Cumberland, and other main streets  
9 coming through and forming a network  
10 of streets and development parcels  
11 along with green and active rivers'  
12 edges.

13 But it's all got to be thought  
14 of in terms of a traffic and  
15 transportation policy. How do we  
16 manage parking? how do we think about  
17 water transportation? how do we think  
18 about mass transportation? how do we  
19 connect this into the regional rail  
20 system -- SEPTA and PATCO -- so that  
21 Delaware Boulevard, which is what  
22 we're calling the combined Columbus  
23 Boulevard and Delaware Avenue, is not  
24 solely an automobile thoroughfare but  
25 is part of a regional transportation

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2 network, where we're building the  
3 infrastructure for the future in order  
4 to make this maturing commercial  
5 corridor urban in nature and not  
6 suburban, which is how it's trending.

7 So the foot of Market Street  
8 gets connected with a ferry terminal  
9 to Camden. And the light-rail system,  
10 which we talked about, runs down the  
11 center of Delaware Boulevard.

12 To do that, we have to really  
13 embrace innovative infrastructure. We  
14 worked closely with Rhina Cutler when  
15 she was at PennDOT to imagine the  
16 future of I-95, which will be rebuilt  
17 over the next 20 to 30 years.

18 Billions of dollars, of federal money  
19 and infrastructure will be pumped into  
20 the local economy into rebuilding  
21 I-95. Do we rebuild it exactly as it  
22 is, or do we take this opportunity to  
23 imagine perhaps tunneling, covering  
24 over in certain places, making more  
25 gracious civic portals and others, but

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2 using and leveraging the federal  
3 investment along with other  
4 investments to use this as a way to  
5 bridge the divide of I-95.

6 And we looked at a variety of  
7 different ways to actually think about  
8 the center section, which is where  
9 it's most significantly cut off over  
10 600 foot of asphalt between Front  
11 Street and Penn's Landing. Are there  
12 ways to bridge, deck, tunnel. There's  
13 tremendous controversy around this;  
14 but, on the other hand, we're at a  
15 moment where we can imagine it.

16 It will be rebuilt in the next  
17 20 to 30 years. What studies do we  
18 need to do now? what kind of  
19 relationships do we need to build in  
20 Harrisburg to even think about making  
21 this happen?

22 If we were to do this, Penn's  
23 Landing -- which, again, now is  
24 disconnected -- would be not only  
25 prime development along this beautiful

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2 new boulevard, but a signature urban  
3 park right at the center, at the foot  
4 of Market Street, much like parks in  
5 New York, Chicago, Boston, and San  
6 Francisco are the pride and envy of  
7 the rest of the world.

8 So Market Street, which is now  
9 disconnected by the I-95 as well as  
10 the scissor ramps, if that were to go  
11 away, a beautiful new park at the foot  
12 of Market Street that is accessible by  
13 foot between the river's edge and  
14 Market, much like it was for 250 years  
15 of our existence, would be recreated.

16 But they're not all big moves.  
17 Small moves, such as Frankford Avenue,  
18 which is currently a rather desolate  
19 connection between the neighborhood  
20 and the riverfront, could be enlivened  
21 through streets and bike paths and  
22 I-95 that's more of a civic portal,  
23 and these are ways to connect the  
24 neighborhoods with the river while  
25 using the infrastructure investment in

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2 I-95 to make it more of a gracious  
3 connection.

4 So if movement systems is the  
5 first of the frameworks to make a  
6 pedestrian-friendly, human-scaled  
7 riverfront, parks and open spaces is  
8 the next.

9 And parks and open spaces in  
10 this vision are not just beautiful  
11 places, but they're actually working:  
12 They filter storm water, they filter  
13 pollutant, manage storm water, and are  
14 active members of the physical  
15 infrastructure in helping to kind of  
16 achieve a 21st-century city of choice.

17 Penn Treaty Park, one of only  
18 eight acres of public land, is  
19 imagined in the future as part of a  
20 series of trails as well as a  
21 naturalized edge that helps to bring  
22 wild life back to the river's edge as  
23 well as manage storm water and filter  
24 pollutants.

25 Penn's Landing, currently a

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2 sea of parking, is envisioned as a  
3 great lawn and really a signature open  
4 space of significant urban quality at  
5 the river's edge in the center of the  
6 Central Delaware.

7 Connecting the riverfront to  
8 the City through a series of trails  
9 that parallel the river is critical to  
10 the vision and. Linking neighborhoods  
11 that are currently underserved, with  
12 very little green space, such as  
13 Pennsport and Whitman, is shown here  
14 with a storm-water management park as  
15 South Philly, allowing the  
16 neighborhoods to be connected with  
17 green spaces to the river's edge.

18 The Conrail lands to the north  
19 also become a part of a green edge,  
20 tidal wetlands and development.

21 And Spring Garden Street,  
22 which actually connects the Schuylkill  
23 to the Delaware, is imagined as a  
24 storm water -- a green street that  
25 helps to manage storm water and get

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2 people to a public park at the Spring  
3 Garden terminus, which is on the  
4 incinerator side and Festival Pier,  
5 which is owned by the City.

6 Investing in a sustainable  
7 riverfront means really active, green  
8 urban infrastructure. And by that, I  
9 mean a river's edge that actually  
10 works for us.

11 The city is under a federal  
12 mandate to manage its combined sewer  
13 and soil outflow into the river. And  
14 this is an opportunity for us to get  
15 ahead of the curve and begin to use  
16 infrastructure investment to meet that  
17 mandate in the future so that  
18 storm-water management, rain-water  
19 collection, pollutants that are  
20 filtered at the river's edge are all a  
21 part of the green riparian buffer of a  
22 hundred foot, which we're calling for  
23 in this vision.

24 We worked with the Water  
25 Department on potential tidal wetlands

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2 that could be restored along the  
3 river's edge. As the airport expands  
4 and wetlands are potentially given up  
5 for the expansion of the airport,  
6 there's the potential to make  
7 compensatory wetlands, which will be  
8 naturalized areas along the Central  
9 Delaware.

10 And at Pulaski Park, at the  
11 northern end, which is currently  
12 another part of the acres of green  
13 along the Central Delaware, we can  
14 imagine tidal pools that come and go  
15 as the river ebbs and flows in terms  
16 of coming into view the industrial  
17 past that's celebrated through the  
18 restoration of the gantries and new  
19 development that's part of the  
20 burgeoning knowledge economy of the  
21 future.

22 At the Girard Avenue  
23 interchange, we worked closely with  
24 PennDOT, and this is a project that's  
25 happening in real time. Almost

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2 \$900 million of investment in this  
3 interchange alone is being considered  
4 at the moment. And how can we make it  
5 something that actually adds value to  
6 the neighborhood, adds connectivity,  
7 creates opportunities for connections  
8 under the interchange, manages storm  
9 water in a way that actually creates  
10 green, healthy spaces as part of  
11 connected series of trails, has  
12 ecological sound walls, and is all  
13 part of connecting neighborhoods with  
14 the river in a way that is not only  
15 sustainable but elegant and fun.

16 Behind Wal-Mart in South  
17 Philadelphia, an unused service road  
18 is imagined as part of the trail that  
19 can connect north and south along the  
20 Central Delaware, and then over time,  
21 is part of a larger park and  
22 naturalized tidal wetlands system at  
23 Pier 70.

24 So if we have movement systems  
25 and we have open space, the rest is

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2 development. And how do we begin to  
3 think about development? Again, the  
4 goals are that this is a connected  
5 urban, urbane, humane, pedestrian-  
6 oriented part of the City. It is not  
7 a suburb part of the City, which it  
8 currently, you could say, it's  
9 characterized as. The big-box stores,  
10 the sea of parking lots that currently  
11 characterize the southern part of the  
12 Central Delaware in particular are  
13 something you might find in exurbs or  
14 parts of South Jersey not necessarily  
15 in a dense, historic city.

16 It's important to stress --  
17 and here is, again the potential of  
18 what the mixture of uses could look  
19 like, everything from the working  
20 port, which is the purple to the left,  
21 to housing, commercial, retail and  
22 other uses.

23 It is important to stress that  
24 the casino issue dominated this  
25 process for the 13 months that we were

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2 leading it. We tried very hard to say  
3 this is not about casinos; it's about  
4 investment in infrastructure and it's  
5 about the way Philadelphia wants to  
6 grow over time, that cities are large,  
7 flexible organisms that can  
8 accommodate a multiplicity of uses.

9 And, in fact, William Penn's  
10 original grid plan, which now  
11 accommodates everything Alfreth's  
12 Alley to the Comcast Tower, still  
13 serves today as our primary system of  
14 movement, parks, and open spaces. And  
15 so, taking that philosophy and  
16 extending it out over the Central  
17 Delaware, we hope to say this isn't  
18 about specific uses but the way that  
19 buildings act on their sites, the way  
20 you get to them, how you manage  
21 traffic, how you create open space,  
22 and what the form of the building is  
23 like, what's the proper size, how do  
24 you get through sites, how do you get  
25 to the river's edge.

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2 The advisory group voted in  
3 May of '07 to include what is called  
4 "a build and no-build option" in the  
5 report, and that is before you.

6 So our report really doesn't  
7 focus specifically on the casino  
8 sites. It says, if the casinos were  
9 built -- this diagram, which actually  
10 is a little light, shows the scale of  
11 those properties relative to the scale  
12 of the grid structure that we're  
13 proposing. So they're large sites and  
14 they have the potential to block  
15 access to the river's edge.

16 But we thought it was more  
17 important -- and this is really what  
18 we think is important for you in your  
19 work today as you move this potential  
20 legislation through Council -- to  
21 think about what are important  
22 guidelines to guide development.  
23 Rather than say one use is good or one  
24 use is bad, we felt it was more  
25 important to put forward guidelines

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2 that said buildings should relate to a  
3 street grid. And a street grid that's  
4 a Philadelphia street grid, we're  
5 saying 500 foot. Penn's original grid  
6 is roughly 400 foot by 400 foot.  
7 That's a comfortable dimension for  
8 Philadelphia. It makes us -- we know  
9 how to walk it, we know what it feels  
10 like to be on a rowhouse block that's  
11 400 foot without a driveway that cuts  
12 through. It's kind of in our DNA that  
13 this is part of how we measure  
14 ourselves against the built  
15 environment. So we felt that that was  
16 an appropriate dimension to bring  
17 across onto the Central Delaware.

18 We also thought that the  
19 hierarchy of the streets -- just like  
20 Broad Street and Market Street are big  
21 streets, Chestnut and Walnut are  
22 secondary streets, and then Sansom and  
23 others are tertiary -- that the  
24 Central Delaware would benefit from a  
25 similar kind of street network.

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2 So we're looking at the  
3 boulevard as the main connecting link  
4 with light rail, a network of streets  
5 that can be subdivided as developers  
6 and the City wish, and then a  
7 hundred-foot riparian buffer to help  
8 filter storm water and manage  
9 pollutants.

10 To do that, building should  
11 meet the street edge. Just like  
12 everything around us comes up to the  
13 sidewalk with active retail on the  
14 ground floor, that's what makes a city  
15 truly urban, where you want to walk  
16 the distance between Rittenhouse  
17 Square and City Hall because there's  
18 things to see and do and look at, and  
19 it's not dominated any one single use,  
20 blank walls, or driveways. So active  
21 uses on the ground floor and buildings  
22 that meet the street edge.

23 Parking, then, is handled  
24 carefully. It should be hidden where  
25 it can be -- either wrapped within the

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2 building, underground if possible, or  
3 part of a remote parking car-share or  
4 mass-transportation system. This  
5 really gets to -- a critical part of  
6 the civic vision is, how do we manage  
7 traffic and transportation and parking  
8 so that it does not dominate the  
9 physical landscape, because large  
10 parking structures that are visible  
11 multiple lanes of traffic where  
12 pedestrians can't cross make the  
13 riverfront, or any part of this city  
14 that's dominated by those  
15 characteristics, unfriendly and  
16 unwelcoming.

17 So how we manage parking, how  
18 we deal with traffic is a critical  
19 part of our thinking.

20 Green spaces that are both  
21 public and private, green roofs,  
22 courtyards, a network of open spaces  
23 all contribute to the health and  
24 viability of what we're calling a  
25 21st-century city.

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2 And then massing of building,  
3 towers that are staggered for views  
4 allow people to live in a variety of  
5 different building types and forms,  
6 not calling for any one specific form  
7 in general.

8 The piers: Sixty-one of them  
9 that line the river's edge are  
10 important development opportunities  
11 but also could be overbuilt if we're  
12 not careful. How do we manage the  
13 development of the piers, protect  
14 public and private views, allow for  
15 parking, and also protect the river's  
16 edge?

17 So this shows a series of  
18 subdistricts, which is basically  
19 helping the Zoning Code Commission as  
20 it does its work, and it breaks down  
21 to the various geographic areas as  
22 well as different market forces that  
23 are currently occurring on the Central  
24 Delaware.

25 So a quick view of what this

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2 might look like. Looking from the  
3 north, from Allegheny Avenue over the  
4 Conrail lands, as we imagine the  
5 network of streets, open spaces, and  
6 development parcels, it's essentially  
7 an extension of Philadelphia to the  
8 river's edge, with lots and lots of  
9 development.

10 And in the south, across the  
11 Ikea, Wal-Mart, and other areas of --  
12 that include big boxes and lots of  
13 parking, we imagine Whitman,  
14 Pennsport, Queen Village also extended  
15 out across the Central Delaware.

16 Again, this is long-term. We  
17 manage imagine a master plan that will  
18 create the template for growth, but  
19 ultimately, as market conditions kick  
20 in over time, there will be the  
21 infrastructure that's developed and  
22 implemented in order for this plan to  
23 be realized.

24 And at Penn Treaty Park, we  
25 can imagine the adaptive reuse of the

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2 power station, with development  
3 surrounding it and people coming to  
4 the river's edge in a truly urban and  
5 exciting fashion.

6 And if you'll give me about  
7 two more minutes, I'm going to take  
8 you on a flyover of what the Central  
9 Delaware might look like as it goes  
10 from kind of a largely post-industrial  
11 landscape to one that is urban and  
12 connected and a part of the extension  
13 of Philadelphia to the river.

14 (Flyover views shown at this  
15 juncture in the presentation.)

16 MR. STEINBERG: And that's it.

17 (Applause.)

18 COUNCIL PRESIDENT VERNA: Thank  
19 you very much.

20 MR. STEINBERG: Would you like  
21 me to sit down?

22 COUNCIL PRESIDENT VERNA: Yes,  
23 please.

24 MR. STEINBERG: Okay.

25 COUNCIL PRESIDENT VERNA: The

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2 Chair recognizes Councilman Kenney.

3 COUNCILMAN KENNEY: Thank you,  
4 Madam President.

5 It was a very impressive  
6 presentation, and I know that you have  
7 worked very hard on it and Councilman  
8 DiCicco has worked extremely hard in  
9 trying to bring this vision to a  
10 reality.

11 A long-term question I have,  
12 and this is as a member of the Penn's  
13 Landing Board for the past, god,  
14 twenty-some years: The ownership of  
15 the parcels along the entire  
16 waterfront are mixed, are varied from  
17 public ownership to private ownership,  
18 you know, as you went through your  
19 presentation, old industrial uses.  
20 How do you -- or has the discussion  
21 been had to talk about how you manage  
22 individual development desires over  
23 the course of 25 or 30 years?

24 'Cause what I always remember  
25 about these large kind of Penn's

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2 Landing projects is that they were  
3 really massive in scale, and they had  
4 a lot of iterations, and they would  
5 be -- they started out more grand than  
6 they wound up, and it was a very  
7 frustrating process.

8 Since this all needs to be  
9 coordinated in some fashion, how do  
10 you keep -- or how do you manage a  
11 private owner or a private developer  
12 from developing parcels of land that  
13 maybe don't fit into the vision of the  
14 green, open, environmentally-friendly  
15 riparian touching edge?

16 'Cause it's hard when people  
17 own their own property if they want to  
18 build either a high-rise residential  
19 property or they want to do some  
20 commercial or entertainment use.  
21 What's the suggestion to try to not  
22 slow it down but manage it in a way  
23 that it fits into the overall vision?

24 MR. STEINBERG: That's a great  
25 question. Thank you, Councilman

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2 Kenney.

3 I'm going to try to break that  
4 down in a couple of different  
5 responses.

6 One is: This is going to take  
7 time. If it didn't happen overnight,  
8 it's not going to be solved overnight.

9 The City, as we all know, has  
10 the ability to create zoning, to  
11 create a master plan, and ultimately  
12 decide the form of its city in terms  
13 of streets, open space, and  
14 transportation networks, but it will  
15 take a concerted effort to create the  
16 master plan, work with the development  
17 community and the private ownership.

18 The Delaware is largely, 95  
19 percent, privately controlled, whether  
20 it's the port, private development.  
21 The City owns about two miles, but  
22 that's under the control of the Penn's  
23 Landing Corporation.

24 So in the interim, which is  
25 what my op-ed says today: First, do

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2 no harm. Let's agree -- if these are  
3 the principles that are important,  
4 then let's figure out a way to use  
5 them to, in the very short term, use  
6 that to guide decision-making.

7 At the same time, we've spoken  
8 with the Councilman's office and  
9 working with the civic associations to  
10 do an interim zoning overlay that  
11 would help to codify the goals of the  
12 Central Delaware, while the Zoning  
13 Code Commission is working to  
14 ultimately do long-term zoning reform.  
15 This could be one of their test cases,  
16 given that a lot of work has been  
17 done.

18 There also needs to then be a  
19 master plan that lays out the  
20 intention of the City streets put on  
21 paper that say, When this parcel gets  
22 developed, a street will go in. It's  
23 a long-term and difficult but, we  
24 think, something worth striving for  
25 structure.

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2           There is the Penn's Landing  
3       Corporation and whether or not it's  
4       reformed as something that we think  
5       needs to be discussed. We've talked  
6       about that, it's in my op-ed today,  
7       that it has the potential to be a  
8       progressive, open and transparent  
9       implementation and management agency.

10           I think it's up to Council and  
11       the new administration to determine  
12       how they want to move forward on  
13       managing this kind of growth.

14           COUNCILMAN KENNEY: Do you  
15       think that the development of the  
16       public land first sets the tone for the  
17       overall vision?

18           MR. STEINBERG: Yes.

19           COUNCILMAN KENNEY: For  
20       example, that two-mile strip -- I mean,  
21       I've always felt that with all of the  
22       private development proposals that have  
23       gone at Penn's Landing, I'm really glad  
24       none of them ever happened because I  
25       think we would have been stuck with

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2 something we didn't want there, and for  
3 numbers of reasons, the two or three or  
4 four of them went by the wayside, and  
5 I'm happy in retrospect that that's the  
6 case.

7 MR. STEINBERG: Yeah.

8 COUNCILMAN KENNEY: I've always  
9 concluded, after all these years, that  
10 somehow, large public subsidies are  
11 going to be needed to develop that  
12 particular two-mile parcel in a way  
13 that's accessible and open to the  
14 public and really fits into what it is  
15 you're outlining here.

16 But you do believe that trying  
17 to get the publicly-owned parcels  
18 developed in this vision first will  
19 set the tone for it?

20 MR. STEINBERG: Yes,  
21 absolutely.

22 Those are a bird in hand. We  
23 have them, they are a tremendous  
24 asset, and making them a green and  
25 public space will increase the value

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2 of everything around it. We know that  
3 from Rittenhouse Square, where the  
4 Parking Authority invested \$6 million  
5 in the parcel just to the north of the  
6 square, and they sold it for  
7 \$37 million a couple years later.  
8 Quality, open space is a tremendous  
9 incentive for private development.

10 The model in Philadelphia has  
11 been, Let's pump money -- put  
12 development on public land. We want  
13 to -- we're trying to turn that on its  
14 end: Let's public money in public  
15 space to help support and enhance the  
16 value of the private sector.

17 COUNCILMAN KENNEY: And I  
18 totally agree 'cause I think that what  
19 we've seen over the years are kind of  
20 unworkable projects that -- again, the  
21 last one tat we worked very hard on, if  
22 it had gone there, I think, would have  
23 been an absolute disaster in the end.

24 MR. STEINBERG: Agreed.

25 COUNCILMAN KENNEY: So I'd like

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2 to keep that public space open.

3 Thank you, Madam President.

4 COUNCIL PRESIDENT Verna:

5 You're welcome.

6 The Chair recognizes

7 Councilman DiCicco.

8 COUNCILMAN DICICCO: Thank you,

9 Madam President.

10 Good morning.

11 MR. STEINBERG: Good morning.

12 COUNCILMAN DICICCO: I would

13 kind of like to pick up on one of the

14 questions that Councilman Kenney asked

15 about the development and the vision

16 specific to the Foxwoods 'cause,

17 obviously, that's the purpose of this

18 hearing today.

19 Do you think that the Foxwoods

20 plan of development fits the civic

21 vision?

22 MR. STEINBERG: Not as

23 currently designed, it does not.

24 COUNCILMAN DICICCO: Could you

25 elaborate on why you don't think it

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2 does?

3 MR. STEINBERG: It includes a  
4 million and a half square feet of  
5 structured parking, which is equal to  
6 roughly 26 football fields or  
7 one-and-a-half John Wanamakers or  
8 one-and-a-half One Liberty's as exposed  
9 parking structure which would dominate  
10 the streetscape as well as the  
11 landscape. So that's one of the  
12 issues.

13 Their parking remediation  
14 suggestions make the Delaware  
15 Boulevard -- or Columbus Boulevard at  
16 that point more highway in nature and  
17 less pedestrian-friendly and is really  
18 a short-term solution to what is a  
19 long-term challenge, which is a  
20 maturing commercial corridor that is  
21 trending towards dense urbanization  
22 and needs to be thought of in a more  
23 kind of wholistic traffic and  
24 transportation program.

25 The site itself covers

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2 approximately 8 to 900 foot of  
3 frontage on Columbus Boulevard and is  
4 not broken at the 500-foot intervals,  
5 which we're calling for in terms of  
6 the Philadelphia street pattern.

7 There's no active uses at the  
8 street edge. The building itself is  
9 set back behind what is essentially  
10 kind of a traffic park.

11 And so it would be very  
12 difficult to get to it by foot and to  
13 kind of want to get there because  
14 there's large parking ingress and  
15 egress and access to the building. So  
16 it's not a pedestrian-scale or a  
17 pedestrian-friendly destination.

18 COUNCILMAN DICICCO: You  
19 answered all three of my questions with  
20 that one statement, and I thank you, in  
21 the interest of time.

22 Thanks, Madam Chair.

23 COUNCIL PRESIDENT Verna:

24 You're welcome.

25 The Chair recognizes

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2 Councilman Greenlee.

3 COUNCILMAN GREENLEE: Thank  
4 you, Madam President.

5 Good morning, Mr. Steinberg.

6 MR. STEINBERG: Good morning.

7 COUNCILMAN GREENLEE: Actually,  
8 bouncing off of what Councilman DiCicco  
9 said: Have you, as a result of the  
10 concerns you have with the Foxwoods  
11 design,s have you had conversations  
12 with anybody dealing with Foxwoods, or  
13 have they engaged you at all? Has  
14 there been any back-and-forth on that?

15 MR. STEINBERG: We have met  
16 with representatives of Foxwoods nearly  
17 from the beginning of this process to  
18 just understand where they were, and we  
19 have given them as well as SugarHouse  
20 briefings on the Central Delaware  
21 through the process, but we did not  
22 feel it was our role to actually advise  
23 them on design or be critics, per se.

24 So our job was, as we saw it,  
25 to walk a very fine line between not

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2 commenting on use because we know that  
3 that's a sensitive issue, but to what  
4 our appropriate design guidelines to  
5 help manage the growth of the whole  
6 corridor, not just this site.

7 So our focus was to always be  
8 as open and honest about where we were  
9 going with this process as it evolved  
10 through the civic forums, feedbacks,  
11 and best practices, share that  
12 information but not critique or design  
13 individual parcels.

14 COUNCILMAN GREENLEE: Okay.  
15 All right. Thank you.

16 COUNCIL PRESIDENT VERNA: The  
17 Chair recognizes Councilwoman Brown.

18 COUNCILWOMAN BROWN: Good  
19 morning.

20 MR. STEINBERG: Good morning.

21 COUNCILWOMAN BROWN: Let me  
22 first echo Councilman Jim Kenney's  
23 remarks regarding the -- how  
24 comprehensive, thorough, and detailed  
25 this presentation was; it was quite

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2 impressive.

3 MR. STEINBERG: Thank you.

4 COUNCILWOMAN BROWN: To  
5 Councilman Greenlee's question, you  
6 stated that at some point in the  
7 process, you had conversations with  
8 Foxwoods and SugarHouse regarding this  
9 presentation here today.

10 MR. STEINBERG: Yes.

11 COUNCILWOMAN BROWN: At what  
12 point?

13 MR. STEINBERG: At what point?  
14 We met with Foxwoods and with  
15 SugarHouse, I believe, as early as last  
16 fall, really just to get information  
17 and meet them and to show that we're  
18 trying to reach out to everybody.

19 COUNCILWOMAN BROWN: Sure.

20 MR. STEINBERG: What we did --  
21 from the very beginning, our strategy,  
22 politically -- and I say it in kind of  
23 a small P -- was to reach out to  
24 everybody.

25 COUNCILWOMAN BROWN: Sure.

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2 MR. STEINBERG: Before the  
3 advisory group even met, which is the  
4 official body, we met with nearly all  
5 15 of the civic association that line  
6 the river wards to show them that we  
7 were independent, honest, neutral  
8 brokers.

9 COUNCILWOMAN BROWN: Mm-hmm.

10 MR. STEINBERG: Not everyone  
11 believed that and there was a lot  
12 suspicion throughout, but our goal was  
13 to dispel that by being as transparent  
14 and open as possible.

15 We did --

16 COUNCILWOMAN BROWN: So when  
17 you met -- I'm sorry.

18 MR. STEINBERG: I'm sorry.

19 We did the same thing with the  
20 casino operators as well as other  
21 developers up and down the corridor.  
22 So we met with Jeff Rotwood, who is a  
23 lawyer at Obermeyer, who was involved  
24 with Foxwoods. We met with Keating  
25 and -- Dan Keating and his group,

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2 which included Ian Cope, from  
3 Copeland, who were working on  
4 SugarHouse, and that was before we had  
5 any designs on paper.

6 COUNCILWOMAN BROWN: Okay.

7 MR. STEINBERG: The designs  
8 didn't emerge until about four months  
9 into the process. So we spent four  
10 months listening, learning,  
11 researching, and analyzing best  
12 practices.

13 COUNCILWOMAN BROWN: Mm-hmm.

14 MR. STEINBERG: We brought  
15 folks from around the country to  
16 Philadelphia to share what they've done  
17 on their waterfronts.

18 COUNCILWOMAN BROWN: Mm-hmm.

19 MR. STEINBERG: We brought in  
20 teams of designers from around the  
21 world as well as locally to kind of  
22 help start to think if we have best  
23 practices, if we have citizen values,  
24 if we have input from a variety of  
25 stakeholders, how can we start to solve

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2 this problem.

3 COUNCILWOMAN BROWN: Mm-hmm.

4 MR. STEINBERG: So we

5 consciously waited to declare anything

6 until we had done a lot of listening

7 and learning.

8 COUNCILWOMAN BROWN: Okay,

9 okay.

10 MR. STEINBERG: And then the

11 ideas started to come out, and then we

12 shared again, and we went -- we had a

13 meeting at -- I believe it was at the

14 Obermeyer law firm, where there were

15 representatives of the two casinos,

16 where they were given a briefing on the

17 emerging systems of transportation,

18 movement, open@space development, and

19 the guidelines for development that was

20 presented to them last summer.

21 COUNCILWOMAN BROWN: Okay. So

22 you answered my subsequent question,

23 which was: When you initially sat with

24 them, you did not have a document like

25 this to share with them, which might be

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2 helpful in informing and instructing  
3 subsequent steps?

4 MR. STEINBERG: Right. That  
5 was premature at that time.

6 COUNCILWOMAN BROWN: Okay.

7 MR. STEINBERG: There wasn't  
8 anything to -- and one of the  
9 fascinating parts of this process as  
10 well as what you're doing is that, you  
11 know, there are projects in play and  
12 how you -- and this gets back to  
13 Councilman Kenney's question: How do  
14 you begin to kind of manage growth in a  
15 way that balances public good and  
16 private investment, while there are  
17 projects that are working their way  
18 through the pipeline.

19 COUNCILWOMAN BROWN: Mm-hmm.  
20 And to make sure I heard you correctly,  
21 you've since met the with the parties  
22 connected with the casinos since the  
23 publication of this document, so  
24 they've had a chance to see this  
25 tangible document and react to it?

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2 MR. STEINBERG: That I don't  
3 know.

4 COUNCILWOMAN BROWN: Okay.

5 MR. STEINBERG: I don't recall  
6 if we have done that.

7 COUNCILWOMAN BROWN: Okay. And  
8 I ask that question because, in  
9 response to Councilman Greenlee's  
10 question, you indicated that there have  
11 been discussions. Discussions with a  
12 document is one thin; discussions  
13 without a document is something else.

14 MR. STEINBERG: Yeah. This has  
15 been very public and very -- you know,  
16 the public has been apprised of this  
17 throughout. It's been in over 80 or 90  
18 articles in the newspapers. We have a  
19 website where everything is videotaped  
20 and online. So it's all out there.

21 And we've certainly met with  
22 as many people as we can, but we  
23 haven't -- I do not believe we've met  
24 with the casinos post-issuing the  
25 documents itself.

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2 COUNCILWOMAN BROWN: Okay.

3 Central Delaware Advisory Group is an  
4 agent of whom?

5 MR. STEINBERG: The Central  
6 Delaware Advisory Group was created by  
7 executive order of Mayor Street --

8 COUNCILWOMAN BROWN: Okay.

9 MR. STEINBERG: -- in October  
10 of '06.

11 COUNCILWOMAN BROWN: All right.

12 MR. STEINBERG: And it runs --  
13 it expires in '09, so it's currently  
14 active in its -- there's 15 civic  
15 associations which have decided to stay  
16 active.

17 COUNCILWOMAN BROWN: I see.

18 MR. STEINBERG: And we're  
19 helping to work with them to create an  
20 active plan.

21 COUNCILWOMAN BROWN: Okay.

22 Well, thank you for your testimony.

23 MR. STEINBERG: Thank you.

24 COUNCILWOMAN BROWN: Thank you,  
25 Madam President.

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2 COUNCIL PRESIDENT VERNA:

3 You're welcome.

4 The Chair recognizes

5 Councilman Clarke.

6 COUNCILMAN CLARKE: Thank you

7 Madam President.

8 Good morning.

9 MR. STEINBERG: Good morning.

10 COUNCILMAN CLARKE: Great plan.

11 MR. STEINBERG: Thank you.

12 COUNCILMAN CLARKE: I wanted to

13 ask you a question more centered around

14 the mass-transit component. I don't

15 know what level of specificity you got

16 into the practicality of it, but it's

17 something that I've thought for quite

18 some time regardless of what happens

19 ultimately related to the casinos or

20 any other development that should be

21 explored.

22 I actually had the occasion,

23 like Councilman Kenney, to sit on the

24 Penn's Landing Board for a while doing

25 the -- I guess it was the Bartolo --

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2 the Simon project, and it was a  
3 massive proposal. It wasn't very  
4 green in any standards whatsoever, and  
5 it didn't happen, obviously. But  
6 during the discussion, it was thought,  
7 even back then, that there needed to  
8 be some sort of a mass transit  
9 component.

10 I actually had an  
11 opportunity -- and this is maybe three  
12 or four years -- maybe four or five  
13 years ago, to ride a train.  
14 Mr. Bennett Levin, who actually used  
15 to be the L&I commissioner, he had  
16 a -- he brought one of his trains  
17 down, a passenger train, and he took a  
18 number of Councilmembers and state  
19 legislators for a ride.

20 And the ride started at the  
21 Hyatt Hotel, and he actually took us  
22 all the way up to East Falls. It was  
23 amazing that we had the ability.

24 MR. STEINBERG: Wow.

25 COUNCILMAN CLARKE: Yeah. I

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2 was like, wow, I had no idea you could  
3 actually connect and understanding  
4 that.

5 Is there -- did you -- when  
6 you got into the mass-transit  
7 proponent, first of all, did you look  
8 at the practicality of bringing rail?  
9 And you would obviously either have to  
10 share the tracks on the southern end  
11 with the CSX I believe it is?

12 MR. STEINBERG: Right.

13 COUNCILMAN CLARKE: And then  
14 further up -- extending it further up  
15 the river. Did you look at, first, the  
16 practicality of putting something like  
17 that down there in terms of the  
18 infrastructure and then the ability to  
19 actually tie that into other areas  
20 throughout the City, similar to what we  
21 did on that ride?

22 MR. STEINBERG: We did. That's  
23 a great question, and --

24 COUNCILMAN CLARKE: It was a  
25 long question, I know, but I --

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2 MR. STEINBERG: But I think  
3 it's a critical question. I think in  
4 developing the riverfront as well as  
5 developing the rest of this city, our  
6 mass-transit infrastructure is a  
7 tremendous asset that we have. And as  
8 oil's at \$104 gallon and they expect it  
9 to be \$4 a gallon at the pump by  
10 summer, it's only going to get worse.

11 So the -- so what we're trying  
12 to do with this report is position  
13 Philadelphia to really sort of seize  
14 that opportunity, build the  
15 relationships with Washington, where  
16 we hope federal dollars will be  
17 disbursed differently than they are  
18 now, and begin to kind of have that  
19 kind of infrastructure investment  
20 that's critically needed along the  
21 Central Delaware.

22 We worked closely with SEPTA  
23 and PATCO throughout this process.  
24 And PATCO, as you know, us studying  
25 light rail along the Central Delaware

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2 right now that could connect with the  
3 Stadium District as well as with east  
4 Market Street and the subway surface  
5 lines.

6 So they are in the process of  
7 beginning to kind of look at it from a  
8 kind of deeper feasibility level.

9 They've invited me to be a part of  
10 their technical advisory committee,  
11 which Rhina Cutler is part of as well  
12 as Paul Levy, who's interested in this  
13 issue.

14 Our traffic consultants, as  
15 well as our design consultants, looked  
16 at dimensionally the feasibility of  
17 adding light rail to Delaware  
18 Boulevard in its kind of width and  
19 right-of-way, and it is feasible.

20 It's also feasible, from what  
21 we understand, to use the existing  
22 freight rail with a modification that  
23 they could switch from both. Cities  
24 such as San Diego, Seattle, and others  
25 do share the right-of-way between

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2 passenger and freight.

3 So one of the things I called  
4 for in today's op-ed is: Don't give  
5 up that right-of-way. There could be  
6 the urge to do so to get more traffic  
7 in particularly to some of the  
8 development and add more turning  
9 lanes, but if we give up that  
10 right-of-way, we give up what I think  
11 is really the future of the  
12 waterfront, which is in making sure  
13 that mass transit is a vital part of  
14 the realization of the vision.

15 COUNCILMAN CLARKE: Mm-hmm.

16 Understanding the -- what I believe the  
17 obvious significant costs of  
18 implementing such a program, at what  
19 point will you start looking at the  
20 costs associated with doing something  
21 like that on, you know, maybe a phased  
22 approach? Because even if we're  
23 looking at the federal government, in  
24 order to get enough allegation of  
25 funding, you have to start far out and

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2 work your way through the system and  
3 ultimately get a phased revenue stream  
4 to support such a significant  
5 improvement.

6 MR. STEINBERG: And PATCO,  
7 that's a part of their work that  
8 they're undergoing right now as a part  
9 of a phased feasibility study to  
10 ultimately make the case for  
11 implementing this kind of investment.

12 At the moment, the deck is  
13 stacked against us, to use a bad  
14 analogy, because --

15 COUNCILMAN DICICCO: We don't  
16 have table games yet, just --

17 MR. STEINBERG: Density usually  
18 drives investment, and we don't have  
19 the density yet. It's a chicken and  
20 egg, so how you start to craft that  
21 argument --

22 COUNCILMAN CLARKE: You mean  
23 density along the waterfront?

24 MR. STEINBERG: Exactly.

25 COUNCILMAN CLARKE: Oh, okay.

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2 Well -- so is that the parameters that  
3 they're operating around, that you need  
4 to be able to have a significant amount  
5 of potential traffic -- customers in  
6 order to justify such a use?

7 MR. STEINBERG: There's a  
8 number of metrics that the federal  
9 government uses in terms of investment  
10 in that kind of infrastructure, and  
11 many of them are being requested right  
12 now in terms of the way the gas tax is  
13 redistributed to the states for highway  
14 reinvestment as opposed to  
15 transportation investment.

16 And there's a bill that's  
17 coming up at the end of this session  
18 in Congress that could ultimately  
19 raise the gas tax to 40 cents, from  
20 what is now currently 18 cents, over  
21 the next five years that could then  
22 start to put significant investment  
23 into transportation in the inner-city.

24 So I think the moment is now  
25 to really have us start to think that

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2 way, with the potential for a change  
3 in the White House, a change in  
4 Congress at the end of this year.  
5 With Congress starting to think more  
6 broadly about the implications of  
7 global warming and rising gas tax,  
8 mass transportation, then, becomes a  
9 critical part of that discussion.

10 We currently fund  
11 transportation as part of a -- the  
12 Highway Funding Act of 1956, which  
13 largely goes to building new highways  
14 in areas that are congested.

15 So a shift in paradigm is  
16 potentially coming down the road, and  
17 this sets us up, I think, for this  
18 conversation in a way that's critical.

19 COUNCILMAN CLARKE: Okay.

20 Thank you.

21 Thank you, Madam President.

22 COUNCIL PRESIDENT VERNA:

23 You're welcome.

24 Are there any further  
25 questions?

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2 (No further questions.)

3 COUNCIL PRESIDENT VERNA: Thank  
4 you very much, sir.

5 MR. STEINBERG: Thank you.

6 COUNCIL PRESIDENT VERNA:

7 Mr. McPherson, our next witnesses?

8 MR. MCPHERSON: Our next  
9 witnesses are: Charles Denny, from the  
10 Streets Department; and Fran Harney,  
11 who is an assistant district traffic  
12 engineer for PennDOT.

13 (Witnesses come forward.)

14 COUNCIL PRESIDENT VERNA: Good  
15 morning, Mr. Denny.

16 MR. DENNY: Good morning.

17 Madam President and members of  
18 the committee, I thank you for the  
19 opportunity to appear. My name is  
20 Charles Denny, and I am the acting  
21 chief traffic engineer for the  
22 Department of Streets, and I'm here to  
23 offer testimony on Bill No. 080026 and  
24 Bill No. 080027.

25 The Streets Department has

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2 been working with PennDOT in reviewing  
3 the impact of the casinos on the  
4 Delaware for the past few years. Each  
5 casino provided preliminary impact  
6 studies to the Streets Department and  
7 PennDOT for our review last year.

8 Both agencies reviewed the  
9 preliminary studies and issued a joint  
10 letter that required a collection of  
11 additional data, identification of  
12 additional mitigation measures, and  
13 requested that traffic engineering  
14 consultants for the two separate  
15 casinos share traffic projection since  
16 one casino's crosses over into the  
17 area of the other casino. This should  
18 be a part of the traffic impact  
19 analysis.

20 The casinos have agreed to use  
21 the Market Street as the boundary  
22 between the two casino areas.  
23 Foxwoods would be responsible for  
24 mitigation measures south of Market  
25 Street along Columbus Boulevard, and

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2 SugarHouse would be responsible for  
3 mitigation measures north of Market  
4 Street along Columbus Boulevard/  
5 Delaware Avenue.

6 Both the Streets Department  
7 and PennDOT have stated that the goals  
8 of each organization are to reduce the  
9 effect of the additional traffic  
10 generated by the casinos to a minimum  
11 and to keep that traffic on the main  
12 highway, Columbus Boulevard/Delaware  
13 Avenue, and off the local roadways.

14 Both agencies have stated that  
15 all mitigation measures identified in  
16 the impact study for Phase I are to be  
17 installed before the (indiscernible)  
18 casinos open.

19 Traffic consultants for each  
20 casino have redone their traffic  
21 impact studies and resubmitted them to  
22 the Streets Department and PennDOT  
23 with the additional information that  
24 was requested. These studies are  
25 being reviewed by both the City and

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2 State departments, and these reviews  
3 are not yet complete.

4 Specifically, on the Foxwoods  
5 casino site and the mitigation  
6 measures, I have preliminarily  
7 reviewed some of the plans and their  
8 studies. This site has more  
9 challenges than the other casino. The  
10 streets Department has the same  
11 challenges with Columbus Boulevard  
12 today from Walnut Plaza to the Morris  
13 Street on-ramp to I-95.

14 The solutions require physical  
15 changes to several intersections to  
16 make the existing conditions work and  
17 to handle future traffic generated by  
18 the Foxwoods Casinos. Excluding the  
19 changes at the entrance to Foxwoods  
20 Casinos, the following changes will be  
21 required:

22 Add a second northbound turn  
23 lane from Columbus Boulevard to the  
24 combined I-95 I-676 ramp, keeping  
25 three moving lanes northbound and

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2 southbound on Columbus Boulevard.

3 Add a second northbound turn

4 lane from Columbus Boulevard at

5 Washington Avenue, keeping three

6 moving lanes northbound and southbound

7 on Columbus Boulevard.

8 Establish a new left turn and

9 traffic signal at Columbus and Morris

10 Street for the northbound traffic to

11 reduce the need for traffic to make

12 U-turns on Columbus Boulevard or to

13 travel through neighborhood streets to

14 reach the southbound I-95 ramp.

15 Replace the all-way stop

16 control at Water and Morris Streets

17 with a traffic signal, which causes

18 the traffic heading to I-95 southbound

19 ramp to back up onto southbound

20 Columbus Boulevard.

21 The other signals not at the

22 site require signal retiming and

23 possible restriping of some

24 approaches.

25 The three intersections at the

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2 site -- Reed, Dickinson, and Tasker  
3 Street with Columbus Boulevard --  
4 require that the intersections and the  
5 signals be redesigned.

6 The streets Department and  
7 PennDOT system are still reviewing the  
8 design package that was submitted.

9 In addition, Bill No. 080027  
10 provides that the zoning map change  
11 for a Commercial Entertainment  
12 District for the proposed Foxwoods  
13 Casinos sites contain several  
14 conditions that need to be met before  
15 the ordinance can take effect. Among  
16 these conditions is Section 3(a)2 of  
17 the bill, which calls for an  
18 independent traffic analysis.

19 The administration supports  
20 this condition and other terms and  
21 conditions contained within the Bill  
22 080027.

23 Thank you for the opportunity  
24 to appear before you today, and I am  
25 here to answer any questions.

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2 COUNCIL PRESIDENT VERNA: Thank  
3 you.

4 Mr. Harney, are you going to  
5 testify?

6 MR. HARNEY: I don't have any  
7 formal testimony; I'm just here in  
8 support of Charlie Denny.

9 COUNCIL PRESIDENT VERNA: Thank  
10 you.

11 Mr. Denny, you state that the  
12 Streets Department and PennDOT have  
13 been working with the two proposed  
14 casino operators on various traffic  
15 engineering issues and that each  
16 casino has redone their traffic impact  
17 studies and resubmitted them to the  
18 Streets Department and PennDOT, and  
19 that the review of these amended  
20 studies is not yet completed.

21 When can we expect to see a  
22 report from the Streets Department and  
23 also PennDOT?

24 MR. DENNY: I think either by  
25 the end of this month or the middle of

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2 next month.

3 COUNCIL PRESIDENT VERNA: Are  
4 you saying that at least six design  
5 changes must be made by Foxwoods? If  
6 these changes are not agreed to, will  
7 the Streets Department withhold  
8 approval of the project plan?

9 MR. DENNY: Uh... yes.

10 COUNCIL PRESIDENT VERNA: Are  
11 these design changes the only changes  
12 that will need to be made for the  
13 Foxwoods project, or do they only  
14 relate to Phase I of the project; and  
15 if it is only Phase I, what additional  
16 phases -- or changes, I'm sorry, will  
17 have to be made for Phases II and III?

18 MR. DENNY: The report's just  
19 for Phase I, and I need to look a  
20 little further to see what will be  
21 necessary for additional phases.

22 COUNCIL PRESIDENT VERNA: Well,  
23 is your report going to indicate all  
24 three phases? It should.

25 MR. HARNEY: The initial report

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2 does -- did include the additional  
3 phases of the casinos as they moved on  
4 and identified some potential  
5 improvements to be associated with  
6 those phases. However, as we go  
7 through the current negotiations, we  
8 are only discussing Phase I and those  
9 improvements that are associated with  
10 Phase I.

11 COUNCIL PRESIDENT VERNA: Well,  
12 do you think it's prudent to proceed  
13 with Phase I of this project without  
14 knowing whether the traffic  
15 requirements for proceeding with --

16 (Applause.)

17 COUNCIL PRESIDENT VERNA: Phase  
18 s II and III will be in place at the  
19 future time?

20 MR. HARNEY: That's obviously a  
21 very good question and something we are  
22 also considering.

23 COUNCIL PRESIDENT VERNA: Well,  
24 the report that we will be getting at  
25 the end of the month, will that be

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2 all-inclusive, or are we just talking  
3 about Phase I?

4 MR. HARNEY: We are primarily  
5 talking about the initial phases of the  
6 casino at this time and how to mitigate  
7 those initial traffic projections, and  
8 that has been agreed to with both  
9 casinos at this time, but that doesn't  
10 mean that that's the end of the  
11 discussions.

12 COUNCILMAN DICICCO: That  
13 doesn't answer your question.

14 COUNCIL PRESIDENT VERNA: No.  
15 I that's not an answer to the question.

16 Mr. Denny?

17 MR. DENNY: There will be  
18 additional mitigation measures required  
19 for --

20 COUNCIL PRESIDENT VERNA: I'm  
21 sorry?

22 MR. DENNY: There will be  
23 additional mitigation measures required  
24 for the subsequent phases as more  
25 traffic is generated by the two sites,

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2 and they won't be able to expand to the  
3 later phases unless those are done.

4 COUNCILMAN DICICCO: Point of  
5 order, Madam Chair.

6 COUNCIL PRESIDENT VERNA: Well,  
7 that's not a very prudent way of doing  
8 things, in my opinion.

9 Councilman DiCicco?

10 COUNCILMAN DICICCO: Well, I  
11 guess I was going to basically make the  
12 same statement.

13 I mean, if you do the Phase I,  
14 and you said you'll address the issues  
15 going forward with II and III, will  
16 there be -- do you know whether there  
17 will be the need to acquire some  
18 private properties in order to add  
19 some travel lanes and things?  
20 Shouldn't that be a part of our  
21 forward-thinking?

22 I mean, we just saw a civic  
23 vision, which your department was a  
24 party to. These are the things we  
25 probably didn't do many, many years

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2 ago and we should be doing now,  
3 whether it's casinos or not, with the  
4 anticipation of development that's  
5 going on down there anyway.

6 Is there a much more  
7 futuristic vision for how we would  
8 move traffic up and down Columbus  
9 Boulevard/Delaware Avenue in  
10 relationship to the casinos being  
11 developed or not?

12 Phase I, we know what the  
13 anticipated vehicular traffic will be.  
14 And as the Council President's asking,  
15 should we -- I believe it would be  
16 prudent for us to have a much more  
17 forward vision of what we will need --  
18 what will need to be done in order to  
19 accommodate Phases II and III, should  
20 they ever become a reality.

21 MR. DENNY: We believe the  
22 SugarHouse will -- Columbus Boulevard  
23 will be able to handle the traffic  
24 generated by SugarHouse in the later  
25 phases.

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2 The southern one, again, has  
3 more challenges. There were  
4 recommendations for an additional ramp  
5 off of I-95, and that requires more  
6 work in terms of finding out where  
7 that would be sited.

8 COUNCILMAN DICICCO: And who  
9 will pay for it.

10 MR. DENNY: And who would pay  
11 for it, yeah.

12 COUNCIL PRESIDENT VERNA: Who  
13 would?

14 COUNCILMAN DICICCO: We don't  
15 know.

16 MR. HARNEY: We don't know who  
17 would pay for it.

18 COUNCIL PRESIDENT VERNA: And  
19 don't know one?

20 That's the title of a song, I  
21 think.

22 COUNCILMAN DICICCO: Go ahead.  
23 I'll come back for more questions.

24 COUNCIL PRESIDENT VERNA: The  
25 Chair recognizes Councilman Greenlee.

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2 COUNCILMAN GREENLEE: Thank  
3 you, Madam President.

4 I guess my question's along  
5 sort of the same lines, maybe just  
6 slightly different.

7 I mean, obviously, one of the  
8 concerns raised the very day that  
9 Foxwoods was recommended or approved,  
10 whatever word you want to use, was the  
11 whole issue of traffic and how you get  
12 there and all of that kind of stuff.

13 Now, I know you say, you know,  
14 that the traffic consultants for each  
15 casino have re-done their traffic  
16 impact studies. You said you -- so  
17 that's that means that you've had  
18 conversations with them in some form.  
19 How long back -- how long has that  
20 been going on?

21 MR. DENNY: There were reports  
22 generated prior to that, when there  
23 were six casinos in consideration that  
24 we reviewed. But for these two  
25 specifically, the last year and a half.

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2 And we provided a joint letter  
3 last August to both casinos in terms  
4 of what we required in terms of  
5 additional information and mitigation  
6 measures.

7 COUNCILMAN GREENLEE: Did they  
8 do those things or --

9 MR. DENNY: They included them  
10 in their report, yes.

11 COUNCILMAN GREENLEE: Okay. So  
12 you would basically say they've done  
13 what they were supposed to -- I mean,  
14 is that what would be your statement,  
15 that they dealt with the issue, is that  
16 -- I mean would that be...

17 MR. DENNY: Not completely.  
18 We're still going through the report,  
19 and we'll still have requirements for  
20 them to do, but --

21 COUNCILMAN GREENLEE: I guess  
22 one of the things in your statement --  
23 and I'm not trying to be critical, but  
24 you talk about some things like turning  
25 lanes and timing and that. And, again,

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2 I go back to what I first said: You  
3 had a problem there in the beginning.  
4 With all due respect to the Streets  
5 Department, why haven't you done some  
6 of those things already to fix what's  
7 already there?

8 (Applause.)

9 COUNCILMAN GREENLEE: Because  
10 we have a -- don't -- do you agree -- I  
11 guess I should ask first, do you agree  
12 that there's a problem now, that  
13 there's a traffic-flow problem now?

14 MR. DENNY: Yes. And the two  
15 ones are the double turns required at  
16 Washington and at the double ramp to  
17 I-95, I-76.

18 COUNCILMAN GREENLEE: Uh-huh.

19 MR. DENNY: And that requires a  
20 good bit of additional money, which we  
21 did not have available, to rebuild  
22 those two intersections and get the  
23 extra lane constructed in either one of  
24 those.

25 COUNCILMAN GREENLEE: But I

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2 know one of the things you say here is,  
3 the other signals not onsite require  
4 signal significantly timing and  
5 possible restriping. I mean, is  
6 that -- the timing doesn't sound -- the  
7 retiming of things --

8 MR. DENNY: We have prepared  
9 new timing plans; we have not  
10 implementing them. We will be  
11 implementing them within the next month  
12 or so on that section from -- from  
13 basically Walnut Plaza on to Columbus  
14 Commons, changing the cycle and  
15 improving the green time for  
16 pedestrians crossing.

17 COUNCILMAN GREENLEE: You're  
18 doing that --

19 MR. DENNY: Yes.

20 COUNCILMAN GREENLEE: You're  
21 saying you'll be doing that --

22 MR. DENNY: We'll be doing  
23 that, yes.

24 COUNCILMAN GREENLEE: Again,  
25 not to be confrontational or critical

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2 here, but that's been a problem for a  
3 while, hasn't it?

4 MR. DENNY: There were a number  
5 of problems.

6 COUNCILMAN GREENLEE: I mean  
7 that, you know --

8 MR. DENNY: There were a number  
9 of problems. It wasn't working  
10 properly to start with; we fixed that.  
11 But it's still -- we realized we needed  
12 to make the changes, and we've been  
13 working on making those changes.

14 But we have not at this point  
15 implemented -- we still have to work  
16 out the actual coordination of the  
17 signals, how we're going to group them  
18 together, because we're going to a  
19 longer cycle length, which tends to  
20 make things more sluggish and slower.  
21 And we have to choose how we pair or  
22 group the signals together to maximize  
23 the flow north and south, so it's less  
24 sluggish.

25 COUNCILMAN GREENLEE: Now, the

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2 timing of those lights, or some of the  
3 other things you're doing, is that in a  
4 sense -- I guess the only way to say  
5 this, is that speeding traffic through  
6 a little bit more? Would that be  
7 the -- because it wouldn't get backed  
8 up. Is that --

9 MR. DENNY: We're not speeding  
10 them through; we're trying to move them  
11 through more efficiently. We're moving  
12 them through groups of vehicles in  
13 platoons so that there's a series of  
14 lights that are green that the vehicles  
15 move through; and then when they get to  
16 a light that's red, they've got to  
17 stop, wait for that to change and then  
18 move through that next grouping.

19 We're also increasing the time  
20 for pedestrians to cross from what  
21 they're getting now so that they'll be  
22 getting a little bit more time.

23 COUNCILMAN GREENLEE: That's my  
24 next point.

25 MR. DENNY: Yes.

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2 COUNCILMAN GREENLEE: That  
3 change you have in the traffic, how  
4 does that affect pedestrian flow, as  
5 you could see? 'Cause I think at our  
6 last hearing, the folks from  
7 Foxwoods -- and I think everybody would  
8 agree that if we can, you know, improve  
9 pedestrian flow, that obviously helps  
10 also. So is that where we'd see that  
11 --

12 MR. DENNY: We'll be timing the  
13 lights so that the pedestrian leaving  
14 the curb gets all the way across in one  
15 across; where, in many cases, they  
16 don't do that now, they're only going  
17 halfway, and then they have to wait for  
18 the next cycle.

19 COUNCILMAN GREENLEE: Okay, all  
20 right. Let me just, in a sense, repeat  
21 my first question and then I'll -- I  
22 won't dominate here.

23 The Streets Department has not  
24 yet approved what -- we're going to  
25 hear from Orth-Rodgers. Have they

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2 actually -- are they in agreement with  
3 what Orth-Rodgers is saying? Or I  
4 thought I heard you say that there are  
5 still other discussions to have or --

6 MR. DENNY: We are still  
7 reviewing their proposal and we will be  
8 making a joint letter from PennDOT and  
9 the Streets Department to each of the  
10 casinos but to Foxwoods concerning that  
11 particular report and what their design  
12 shows.

13 COUNCILMAN GREENLEE: So is it  
14 fair to say at this point that traffic  
15 engineering is not quite there yet, as  
16 saying that they agree that this -- the  
17 plan, as described by the consultant  
18 for Foxwoods, they are not totally in  
19 agreement with yet? Is that a fair  
20 statement?

21 MR. DENNY: Well, they may need  
22 to make some changes, yes.

23 COUNCILMAN GREENLEE: They  
24 still need to make some changes.

25 MR. DENNY: Yes.

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2 COUNCILMAN GREENLEE: And  
3 you're still working with them on that;  
4 is that what you said?

5 MR. DENNY: Yes.

6 COUNCILMAN GREENLEE: All  
7 right, okay. Thank you.

8 Thank you, Madam President.

9 COUNCIL PRESIDENT VERNA: Thank  
10 you.

11 The Chair recognizes  
12 Councilman Kenney.

13 COUNCILMAN KENNEY: Thank you,  
14 Madam President.

15 First let me preface my  
16 question/comment with no desire to  
17 give you guys a hard time. I know  
18 you're technical people, this is what  
19 you do, and I know the task you've  
20 been given is probably fraught with  
21 some pressure to kind of get this  
22 thing moving, especially from the  
23 Harrisburg side. And I don't need you  
24 to comment, and I understand that.

25 What confuses me is not Phases

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2 II and III but Phase I. The six  
3 things that have been recommended  
4 don't seem to me to be that  
5 significant of changes that are going  
6 to really make this any -- much better  
7 than it is today, or with the  
8 additional 25,000 vehicles as  
9 expected.

10 And what I'm confused about is  
11 that on one hand, the testimony says  
12 that we're trying to do something with  
13 light-timing to move the vehicles more  
14 efficiently, while, at the same time,  
15 giving people a longer period of time  
16 to cross the street. I don't know how  
17 you do both.

18 If you're going to move  
19 cars -- not speed them through, but if  
20 you're going to move them through in a  
21 more -- in a quicker or a more  
22 effective, efficient manner, how do  
23 you get people the time to cross the  
24 street if you're moving these vehicles  
25 faster than they are moving now?

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2 MR. DENNY: We're basically  
3 going to a longer cycle length. We're  
4 going from 90 to 120, so we have 30  
5 seconds we're separating -- we're  
6 giving some of that time to the  
7 pedestrians to cross and we're giving  
8 some of that time to the traffic to go  
9 through north and south.

10 COUNCILMAN KENNEY: Will cars  
11 be turning while people are crossing?

12 MR. DENNY: In some cases, yes,  
13 as they currently do, yes.

14 COUNCILMAN KENNEY: All right.  
15 I -- because -- I mean, as someone who  
16 uses that area all the time, including  
17 the Water Street passageway, if you  
18 call it that, I mean, right now, I  
19 think we have too many streets under 95  
20 and on Water Street that are going in  
21 two different directions, which really  
22 are confusing.

23 I mean, if you stop at that  
24 intersection at Water and Tasker and  
25 to try to get through it, it's a very,

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2 very dangerous people, despite how  
3 small it is. People are turning left  
4 as you're trying to get across Water,  
5 people are not stopping at the stop  
6 sign, people are backing up from  
7 Tasker Street from Columbus Boulevard  
8 to Water.

9 It's just -- there's two lanes  
10 of traffic under the highway of those  
11 streets, which makes it very difficult  
12 to turn and very difficult to cross,  
13 'cause there's cars coming all the  
14 time.

15 I mean, I appreciate the  
16 efforts on Phase I for additional  
17 lanes and signage and lights and  
18 timing; I don't really think that's  
19 enough. I really just -- I don't  
20 think it's enough.

21 (Applause.)

22 COUNCILMAN KENNEY: Just  
23 knowing the conditions now, it's  
24 just -- it's really scary.

25 But, again, I mean no

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2 disrespect. I know you're doing your  
3 job and I appreciate you're doing your  
4 job, and we love our Streets  
5 Department and PennDOT's wonderful,  
6 but I just -- I think you're trying to  
7 fit a square peg in a round hole down  
8 there, and I don't think it's going to  
9 work.

10 So that's just my comment.

11 COUNCIL PRESIDENT VERNA: Thank  
12 you.

13 Are there any other questions?

14 The Chair recognizes  
15 Councilman DiCicco.

16 COUNCILMAN DICICCO: Thank you,  
17 Madam Chair. And good morning again,  
18 gentlemen.

19 The questions I had on  
20 pedestrians have already been asked.

21 The suggestions that you're  
22 making on the changes as it relates to  
23 traffic -- pedestrian traffic,  
24 vehicular traffic -- on Columbus/  
25 Delaware Avenue Boulevard, what, if

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2 any, impact will they have on the  
3 feeder streets coming from the west,  
4 obviously?

5 MR. DENNY: As you give more  
6 time to the pedestrians, you're giving  
7 more time to the east-west streets  
8 because they're sharing that time with  
9 the pedestrians.

10 COUNCILMAN DICICCO: Will there  
11 be more stacking on the westbound  
12 streets because you're giving more time  
13 on the -- for the north-south traffic?

14 MR. DENNY: When we give more  
15 time to pedestrians, we give more time  
16 to the east-west streets, so they  
17 have -- they are getting more time.

18 COUNCILMAN DICICCO: And that  
19 would also --

20 MR. DENNY: But the stacking  
21 for the east-west streets will remain  
22 the same.

23 COUNCILMAN DICICCO: No  
24 increase?

25 MR. DENNY: But the green for

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2 east-west streets will increase.

3 COUNCILMAN DICICCO: But what?

4 MR. DENNY: The green time for  
5 the east-west streets increases 'cause  
6 we're increasing the green time for the  
7 pedestrians.

8 COUNCILMAN DICICCO: On your  
9 other suggestions -- I think it was  
10 number one. Yes, it is. Add a second  
11 northbound lane from Columbus Boulevard  
12 to the combined I-95 I-676 on-ramp,  
13 keeping three lanes northbound and  
14 southbound on Columbus Boulevard.

15 That's the lane where, if  
16 you're traveling north, you make the  
17 left off of Columbus Boulevard to get  
18 onto I-95, correct?

19 MR. DENNY: Or I-76.

20 COUNCILMAN DICICCO: Pardon me?

21 MR. DENNY: There's two ramps  
22 to I-95.

23 COUNCILMAN DICICCO: Well, I'm  
24 talking about the first one.

25 MR. DENNY: Right.

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2 COUNCILMAN DICICCO: The one  
3 just north of Christian Street.

4 MR. DENNY: Correct.

5 COUNCILMAN DICICCO: The Queen  
6 Street ramp or whatever.

7 MR. DENNY: Yes.

8 COUNCILMAN DICICCO: In order  
9 for you to add a third lane, a travel  
10 lane, that means you would have to take  
11 the eastbound side of the roadway, that  
12 sidewalk; is that correct?

13 MR. DENNY: Correct.

14 COUNCILMAN DICICCO: The  
15 sidewalk -- the distance from the  
16 sidewalk, the curb line of that  
17 sidewalk to the bulkhead between  
18 Dockside and the other pier, which  
19 number I can't think of, is very  
20 narrow. How would you be able to add a  
21 lane in without either eliminating or  
22 significantly reducing that sidewalk?

23 MR. DENNY: There is -- the  
24 distance varies. There's also a lay-by  
25 there for parking, which I think we

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2 would lose, but the width is there that  
3 you can take the lane and still have a  
4 sufficiently wide enough sidewalk.

5 COUNCILMAN DICICCO: Do you  
6 know the width of that sidewalk is now?  
7 You know the piece I'm talking about,  
8 where it gets really narrow between the  
9 piers?

10 mr den: There's --

11 COUNCILMAN DICICCO: It's  
12 almost to the immediate right of where  
13 you make the left to get onto I-95.  
14 It's the finger pier --

15 MR. DENNY: Yes.

16 COUNCILMAN DICICCO: -- where  
17 the bulkhead comes in.

18 UNIDENTIFIED SPEAKER:  
19 (Inaudible, off-mic.)

20 COUNCILMAN DICICCO: No, no.  
21 This is south of that. This is just  
22 near Jack Brown's and Dockside, just  
23 south of Dockside. It gets very  
24 narrow.

25 MR. DENNY: I remember looking

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2 at the plan for that. I don't remember  
3 the exact measurement, but the width  
4 was as least ten feet left, if not  
5 more, at the narrowest point for the  
6 sidewalk.

7 COUNCILMAN DICICCO: Ten feet  
8 exists now?

9 MR. DENNY: It's wider than  
10 that now. There would be another feet  
11 now.

12 COUNCILMAN DICICCO: How --

13 MR. DENNY: But remember,  
14 there's a lay-by in there, so it  
15 narrows it down.

16 (Indiscernible; parties  
17 talking over each other.)

18 COUNCILMAN DICICCO: I could be  
19 wrong, but I don't think we're talking  
20 about the same section of sidewalk. In  
21 fact, after this hearing, I may take a  
22 ride down there just to re-acclimate  
23 myself, but I know it gets very narrow.

24 And my -- the way I remember  
25 that sidewalk being so narrow is that

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2 you would literally have to start  
3 moving that bulkhead further out and  
4 have filling, which leads to a whole  
5 bunch of other issues.

6 COUNCILMAN KENNEY: Riparian  
7 rights.

8 COUNCILMAN DICICCO: Riparian  
9 rights and environmental issues as  
10 well.

11 MR. DENNY: The plan --

12 COUNCILMAN DICICCO: I'm not  
13 trying to be difficult; I'm just trying  
14 to figure out -- look, I think we  
15 should have a third lane in there now,  
16 I mean, because that would stop some of  
17 the stacking that we are already  
18 currently experiencing.

19 And I think the way I remember  
20 it, it would not permit to have a  
21 sidewalk if you took more of that  
22 eastbound travel lane to create a  
23 third lane for travel going north.

24 MR. HARNEY: The plans that  
25 I've seen retain the sidewalk, but I'm

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2 sure Mr. Greene from Foxwoods could  
3 probably elaborate further.

4 COUNCILMAN DICICCO: Yeah, I  
5 just would like to know what the  
6 current size of the sidewalk is and  
7 what we would have left if that third  
8 lane were added in.

9 I think that's all, Madam  
10 President.

11 COUNCIL PRESIDENT VERNA: Thank  
12 you.

13 Any other questions from  
14 members of the committee?

15 (No further questions.)

16 COUNCIL PRESIDENT VERNA: Thank  
17 you very much.

18 MR. McPHERSON: Our next  
19 witness is Jeremy Alvarez.

20 (Witnesses come forward.)

21 COUNCIL PRESIDENT VERNA: Good  
22 morning. Nice seeing you.

23 MR. ALVAREZ: Nice to see you.

24 COUNCIL PRESIDENT VERNA:  
25 Please identify yourself for the record

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2 and proceed with your testimony.

3 MR. ALVAREZ: I'm Jeremy  
4 Alvarez. I'm an urban planner and a  
5 transportation planner who's been  
6 active in this region for many years.  
7 I'm accompanied today by Lou Luggio, a  
8 professional engineer and expert in  
9 traffic matters.

10 We both work for Stantec  
11 Consulting, a multi-disciplined  
12 planning, engineering, architecture  
13 management consulting firm with  
14 offices throughout North America. We  
15 work out of our office at 260 South  
16 Broad Street, here in Philadelphia.

17 Madam Chairwoman and members  
18 of the Rules Committee, I'm here  
19 today --

20 COUNCIL PRESIDENT VERNA:  
21 Excuse me, Jeremy. Before you proceed,  
22 do you have written testimony that you  
23 can share with us?

24 MR. ALVAREZ: It's -- yes.  
25 I -- but it won't be precise because

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2 we've been working --

3 COUNCIL PRESIDENT VERNA:

4 Changing it?

5 MR. ALVAREZ: We've been

6 working on it as we go along.

7 COUNCIL PRESIDENT VERNA: All

8 right. Please proceed.

9 MR. ALVAREZ: Our firm was

10 retained in the summer of 2007 by City

11 Council to conduct a review of the --

12 and to develop commentary on the

13 proposed traffic-mitigation plans for

14 both the Foxwoods and SugarHouse casino

15 proposals.

16 The focus of our review was,

17 and is, to assist in optimizing the

18 effectiveness of the proposed

19 mitigation. Today, we're going to

20 focus solely on the Foxwoods proposal,

21 given the purpose of the hearing, and

22 I will provide an overview of what has

23 transpired to date, and Mr. Luggio

24 will comment more specifically on the

25 traffic -- selected aspects of the

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2 traffic studies that are in the  
3 proposed mitigation plans.

4 There are have been several  
5 cycles of traffic review as part of  
6 this process. In mid-November of  
7 2006, five casino operators made  
8 proposals for two licenses in the  
9 city. They presented their plans and  
10 a host of other materials to the  
11 Pennsylvania Gaming Control Board at  
12 hearings in Harrisburg. Each of these  
13 proposals contained traffic-mitigation  
14 plans, and these were posted by the  
15 Casino Board on their website.

16 The Foxwoods traffic impact  
17 study had been submitted in May of  
18 2006. An extensive revision was  
19 submitted to the board in October of  
20 2006. At this point in the process,  
21 Foxwoods' plan contained several  
22 features -- notably a ramp from I-95  
23 southbound to the waterfront -- that  
24 were proposed to be developed in  
25 conjunction with later phases of the

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2 project.

3 Shortly after the November  
4 hearings, SugarHouse and Foxwoods  
5 proposals selected by the board to  
6 receive the two Philadelphia licenses.

7 In September of 2007, the  
8 Stantec team sent Councilman DiCicco a  
9 memorandum summarizing our comments on  
10 the mitigation plans as they stood at  
11 that point. The councilman forwarded  
12 these comments to the Foxwoods team.  
13 There were numerous comments, but I'll  
14 summarize some of the, I think, most  
15 important ones.

16 We agreed with their trip-  
17 generation assumptions, particularly  
18 the assumed number of automobiles  
19 arriving at the site. These were  
20 lower than suggested by independent  
21 research that we conducted and also  
22 lower than those suggested by the  
23 Mayor's Gaming Commission, which had  
24 researched the issue in other locales.

25 We disagreed with the trip

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2 distribution on the roadway network,  
3 particularly the assumption that 25  
4 percent of the traffic would approach  
5 from the south on Columbus Boulevard;  
6 specifically, that seemed too high to  
7 us.

8 There were concerns about  
9 traffic operations in later phases of  
10 the project, which had not, in our  
11 view, been adequately addressed.

12 There were suggestions  
13 regarding further, particularly  
14 traffic-modeling, that were made by  
15 Stantec to Orth-Rodgers.

16 A meeting was held with the  
17 Foxwoods team, with representatives of  
18 the City in attendance, to discuss our  
19 comments. It is important for the  
20 record to reflect that at all times,  
21 the manner and approach of the  
22 Foxwoods team was highly professional  
23 and cooperative, a fact that was much  
24 appreciated throughout the process.

25 At the meeting, Orth-Rodgers

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2 Associates presented a written  
3 response to our comments, and we had a  
4 thorough discussion of all of the  
5 issues.

6 On the matters of trip  
7 generation and distribution, Orth  
8 chose not to change either set of  
9 assumptions. On a wide variety of  
10 other matters, changes had been made  
11 by Orth to meet particular concerns;  
12 that is, they had responded to many  
13 comments by making changes to their  
14 proposals. And the Foxwoods team  
15 agreed to perform additional traffic-  
16 modeling, per the suggestions.

17 Perhaps most importantly,  
18 though, at that meeting, the Foxwoods  
19 team told us that they were not  
20 planning to develop traffic-mitigation  
21 plans for the possible later phases of  
22 the project. Specifically, the plans  
23 would address their Phase I plan,  
24 which included 3,000 slot machines and  
25 a variety of support retail. They

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2 stated that the later phases were  
3 uncertain and speculative at this  
4 point.

5 They made a commitment to  
6 re-study the needed mitigation when a  
7 decision was taken to move to Phase  
8 II, which would increase the number of  
9 slot machines from 3,000 to 5,000.  
10 And the work would benefit from actual  
11 operation data from Phase I; that is,  
12 they'd have an operating casino and  
13 they'd have new data to work with as  
14 they analyzed what would happen with  
15 Phase II.

16 So it is that Phase 1 project  
17 and the associated proposed traffic  
18 mitigation that is the topic of our  
19 testimony today.

20 In the course of this process,  
21 several meetings were held jointly  
22 with Foxwoods, PennDOT's traffic unit,  
23 the City's traffic unit. It would be  
24 useful -- not be useful -- we didn't  
25 think it would be useful today to try

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2 to describe the evolution of these  
3 discussions, but it is important to  
4 understand that in the case of a large  
5 project in a complex environment --  
6 and this certainly meets those two  
7 criteria -- it is normal for the  
8 studies and plans to develop in a  
9 series of iterations, a back-and-forth  
10 discussion, as things are developed.

11 Given that Foxwoods had  
12 previously prepared a full traffic  
13 impact study in 2006, PennDOT made a  
14 decision late in 2007 to scale back  
15 the required additional work somewhat  
16 and requested that Foxwoods bring  
17 their various proposals together as a  
18 signal-permit application.

19 The resulting document is the  
20 Traffic-Signal System Design Report,  
21 which our team received in late  
22 February of this year. Again, only  
23 the Phase I portion of the potential  
24 Foxwoods project is addressed in the  
25 report.

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2 With that document, Orth-  
3 Rodgers supplied computer-model files  
4 that were employed to develop the  
5 signal designs; that is, we had live  
6 files that we could look at and run  
7 them ourselves. And Stantec reviewed  
8 those models.

9 So at this point, I would like  
10 to turn the presentation over to Lou  
11 Luggio, a traffic engineer very  
12 familiar with these models, to provide  
13 comments on the proposals contained in  
14 the report.

15 MR. LUGGIO: Thanks, Jeremy.

16 To reiterate what has been  
17 stated earlier, the Foxwoods team has  
18 been very professional and responsive  
19 in addressing comments on the traffic  
20 analysis prepared for the project.

21 As noted in Mr. Denny's  
22 testimony, numerous improvements are  
23 proposed along the Columbus Boulevard  
24 corridor. These improvements are not  
25 only designed to mitigate the impacts

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2 of the Foxwoods Casino, but also help  
3 to address a number of existing  
4 deficiencies along Columbus Boulevard.

5 Before I begin discussing our  
6 comments, I'd like to provide a brief  
7 explanation of a few traffic-  
8 engineering technical materials.

9 The first is "level of  
10 service," LOS. The level of service  
11 is a report card on how well an  
12 intersection can process traffic, and  
13 it ranges from Level Service A, which  
14 is a free-flow, great condition, to  
15 Level Service F. So it's A through F,  
16 F being a failing condition. At Level  
17 Service E, it's accessible for  
18 vehicles to get through the  
19 intersection, but they are congested.

20 The second term is a "V-over-C  
21 ratio"; that's a volume-to-capacity  
22 ratio. If you think about a glass of  
23 water, the volume of that glass gets  
24 increasing, increasing to the capacity  
25 of the glass, and at some point in

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2 time, it is full, and so that  
3 volume-to-capacity ratio is 1, 1.0.

4 The last is "queuing."

5 Queuing is basically cars that are  
6 stacked up, waiting to get processed  
7 by the traffic signal. If there's an  
8 exclusive left-turn lane, that lane  
9 itself experiences a number of  
10 vehicles that are queued in it,  
11 waiting to get processed by the  
12 signal.

13 And, as you would imagine, if  
14 that lane is too short to handle the  
15 queuing traffic, it then backs up the  
16 through-movements in the corridor,  
17 thereby creating congestion.

18 As Jeremy stated, we received  
19 a copy of the Traffic Signal System  
20 Design Report prepared by Orth-Rodgers  
21 in late February of 2008. The report  
22 documents the analysis of fifteen  
23 intersections along Columbus Boulevard  
24 as well as the intersection of Morris  
25 Street and Water Street during nine

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2 different peak periods of operation.

3 Our review of the documents identified  
4 some areas of concern.

5 The analysis, as presented in  
6 the report, identifies a number of  
7 intersections where there are  
8 significant increases in delay  
9 associated, or anticipated, in the  
10 future; that's ten years beyond the  
11 anticipated 2009 opening of the  
12 casino.

13 When we talk about delay,  
14 we're talking about the additional  
15 time that a vehicle or a motorist  
16 would have to wait in addition to the  
17 red time of a traffic signal, so the  
18 vehicle wouldn't be moving because of  
19 the congestion that's in the corridor.

20 During numerous periods, the  
21 northbound left turn at Reed Street  
22 drops from no worse than Level Service  
23 D to Level Service F. An example of  
24 this: For the Friday early peak hour  
25 is that the delay would be

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2 approximately a half a minute, and it  
3 would increase to nearly two minutes  
4 of delay.

5 During all Friday peak  
6 periods, the southbound Columbus  
7 Boulevard through-movement at  
8 Christian Street is degraded from an  
9 acceptable level of service to a Level  
10 Service F. And an example of this:  
11 Again, on a Friday early peak hour  
12 would be a Level Service E, about a  
13 minute or 60 seconds to a Level  
14 Service F, 123 seconds of delay.

15 Similar degradation from an  
16 acceptable level of service to Level  
17 Service F, or a significant increase  
18 in delay, on an already-failing  
19 movement occurs during at least on  
20 peak period at the following  
21 intersections. These are the key  
22 intersections that would have  
23 problems:

24 The northbound left turn at  
25 Christian Street, the eastbound left

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2 turn at Reed Street, the northbound  
3 left turn at the I-95 northbound  
4 on-ramp at Lombard Circle, and the  
5 northbound left turn at Dock Street.

6 In addition, the following new  
7 movements fail during one analysis  
8 period, and that would be: the  
9 northbound left turn at Tasker Street,  
10 the northbound left turn into the site  
11 at Dickinson Street.

12 After review of all of the  
13 material and during a recent review of  
14 the electronic data files and  
15 analysis, we discovered a coding error  
16 that impacts all of the analysis that  
17 has been prepared and presented in the  
18 current report. As a result of this  
19 coding error and delay, the V-over-C  
20 ratios and the queuing that were  
21 predicted and analyzed in the report  
22 are all underestimated in the current  
23 report.

24 The issue here is moving data  
25 files from one version of the software

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2 that is used to look at the signal  
3 progression and analysis and operation  
4 through the corridor to a newer  
5 version of the program.

6 In effect, what happens is  
7 that there is an additional amount of  
8 green time that's added to all of the  
9 approach movements. And this is not  
10 something that was done purposely;  
11 unfortunately, moving data files from  
12 one program to a newer version of it,  
13 this happened, and it was just  
14 recently discovered.

15 I'd like to provide you with a  
16 few examples of what this change means  
17 that occur in correcting this coding  
18 error and not making any other  
19 adjustments, no geometric or timing  
20 adjustments.

21 One example would be, the  
22 southbound left turn into the site at  
23 Dickinson would increase from 74  
24 levels of delay -- and that's Level  
25 Service E at a V-over-C of '0.9, very

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2 close to capacity. So that 74 seconds  
3 would go to 92 seconds of delay, and  
4 that would result in a Level Service  
5 F, very close to capacity at that turn  
6 bay, and the queuing of the vehicles  
7 would also increase.

8 And the queuing is the most  
9 important part of this because it  
10 affects not only the operation of that  
11 signal but the signals to the north  
12 and south of it.

13 We have similar examples of  
14 the northbound left turn at Reed  
15 Street, which would increase from the  
16 81 seconds projected -- and that is a  
17 Level Service F and a queue of 197  
18 feet -- to just about two minutes, in  
19 Level Service F, and exceeding the  
20 V-over-C ratio of 1.0, and that queue  
21 would go from 197 feet to 220 feet.

22 These are just a few examples  
23 of the changes that would occur based  
24 on the coding error that was  
25 discovered. It our opinion that this

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2 analysis presented in the current  
3 report needs to be revised to  
4 accurately evaluate the effectiveness  
5 of the proposed mitigation.

6 As Jeremy noted in his  
7 testimony, we also raised concerns  
8 about the trip generation and  
9 distribution utilized in the analysis.

10 Basically, the trip generation  
11 itself is the key fundamental aspect  
12 of the program and the development.

13 If the trip generation is  
14 underestimated, then the mitigation in  
15 the proposed roadway network volume is  
16 also suspect. The trip generation is  
17 a key element in looking at what the  
18 build conditions could or would be,  
19 not only in Phase I but the subsequent  
20 phases.

21 Orth-Rodgers, unfortunately,  
22 chose not to change their assumption;  
23 however, they agreed to perform a  
24 sensitivity analysis to determine the  
25 impact of the site, generating higher

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2 traffic volume. If, in fact, that  
3 trip generation would be higher, that  
4 sensitivity looked at that and being  
5 distributed to the roadway network in  
6 a different manner.

7 Information on this was  
8 provided in the current report;  
9 however, it only provided for the 2009  
10 analysis year for Friday p.m. and a  
11 late Friday afternoon and Saturday  
12 early periods. This information  
13 should also be provided for the 2019  
14 analysis year.

15 There are many different  
16 analysis periods; there are nine  
17 altogether. So the other six peak  
18 periods -- and we're not sure if  
19 they're all required because some  
20 generate a worse-case condition, and  
21 that's something that we would discuss  
22 with them.

23 Once the analysis has been  
24 revised with the coding error  
25 corrected, we then will also be able

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2 to accurately assess the results of  
3 the sensitivity analysis that has been  
4 provided.

5 Additionally, Orth-Rodgers is  
6 committed to preparing a  
7 microsimulation model to assess the  
8 full impacts of the development. This  
9 microsimulation model, in our opinion,  
10 needs to be conducted in a different  
11 analysis tool that has been used. The  
12 Vissim, V-I-S-S-I-M, the Vissim  
13 analysis program would better  
14 ascertain the impacts of the proposed  
15 mitigation plan in the corridor  
16 itself. We strongly urge that the  
17 Vissim model be prepared for the  
18 entire corridor length, and not only  
19 at the intersections that have a  
20 mixture of vehicle traffic and  
21 railroad preemption.

22 The preparation of this model  
23 is ongoing for isolated intersections,  
24 and future comments may result after  
25 reviewing the results of this analysis

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2 is.

3 Finally, this is the current  
4 status of our review. As you can tell  
5 from our testimony here, there is  
6 additional work that is required to be  
7 completed before a final assessment of  
8 the impacts of the Foxwoods casino can  
9 be determined.

10 Thank you.

11 COUNCIL PRESIDENT VERNA: The  
12 Chair recognizes Greenlee.

13 COUNCILMAN GREENLEE: Thank  
14 you, Madam President.

15 Just one, I guess, general  
16 question, sir. And you may have said  
17 this; I may have missed it.

18 I know you said that  
19 Orth-Rodgers -- and, again, we're  
20 going to hear from them, I know -- did  
21 not choose to change anything yet.  
22 Did they agree with you that -- you  
23 talked about the coding error. Sorry,  
24 I lost you a little bit there, but,  
25 you know, you -- did they agree with

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2 your assessment on that, that there  
3 was an error there or --

4 MR. LUGGIO: I think that this  
5 happened last week?

6 MR. ALVAREZ: It --

7 MR. LUGGIO: Go ahead.

8 MR. ALVAREZ: I don't think  
9 they actually switched program. It was  
10 just a coding error that was built in  
11 and then carried over, and -- but the  
12 coding error is there. It, in effect,  
13 provides a couple of extra seconds that  
14 aren't there.

15 COUNCILMAN GREENLEE: Uh-huh.  
16 Did they agree with you on that or --

17 MR. ALVAREZ: I think so, but  
18 you'll be talking to them shortly.

19 COUNCILMAN GREENLEE: Oh, okay.  
20 I guess I'm just --

21 MR. ALVAREZ: We've kept in  
22 touch with them.

23 COUNCILMAN GREENLEE: Mm-hmm,  
24 mm-hmm.

25 MR. LUGGIO: We have also

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2 contacted the manufacturer of the  
3 traffic software, and they agree that,  
4 unfortunately, this is something that  
5 is built into the model and needs to be  
6 changed every time that you go in and  
7 you make changes to each individual  
8 intersection.

9 So it is there, and that's a  
10 question that we would have to follow  
11 up with Orth-Rodgers on.

12 COUNCILMAN GREENLEE: And is  
13 that the main concern you have with  
14 their report or --

15 MR. LUGGIO: Well, that's one  
16 of the main concerns.

17 COUNCILMAN GREENLEE: Uh-huh.

18 MR. LUGGIO: The other is,  
19 obviously, the trip generation and the  
20 distribution aspects, which  
21 fundamentally really cause the traffic  
22 to be assigned to the network and then  
23 looking at the mitigation that would be  
24 required for each one of those.

25 MR. ALVAREZ: If I could detail

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2 that a little bit, or put some  
3 dimensions on it, we did our own  
4 investigation at a certain point in  
5 looking at another casino proposal, and  
6 we projected approximately 740 trips in  
7 the Friday peak.

8 The SugarHouse proposal  
9 proposed 840 trips in the Friday peak.  
10 And the number that was used by the  
11 Foxwoods team was 650. Now, those are  
12 actually significantly different  
13 numbers.

14 COUNCILMAN GREENLEE: Right.

15 MR. ALVAREZ: And you go to  
16 850, or you go up even a relatively  
17 small amount in a very fragile system,  
18 which is really what this is -- in  
19 other words, it's operating at the very  
20 edge.

21 COUNCILMAN GREENLEE: So it  
22 could throw it all off, obviously, the  
23 numbers.

24 MR. ALVAREZ: Yes. That was  
25 our concern.

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2 COUNCILMAN GREENLEE: Mm-hmm.

3 Okay, all right. And, like you say,  
4 when Orth-Rodgers comes up, I guess  
5 I'll ask a similar question.

6 MR. ALVAREZ: Right.

7 COUNCILMAN GREENLEE: Okay.

8 Thank you.

9 (Vice Chair Councilman Kenney  
10 takes over chairing of proceeding.)

11 COUNCILMAN KENNEY: Councilman  
12 DiCicco.

13 COUNCILMAN DICICCO: Thank you.

14 Good morning.

15 In reference to the code, how  
16 long do you think it will take to  
17 correct this error?

18 MR. ALVAREZ: I think that's a  
19 question that should be put to the  
20 Foxwoods team. I don't know. I don't  
21 want to comment on their behalf.

22 COUNCILMAN DICICCO: What does  
23 it mean, this error? What does it mean  
24 in significance to Foxwoods' plan?

25 MR. LUGGIO: The overall plan

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2 probably wouldn't change it. It then  
3 looks at the mitigation that is  
4 beneficial on an intersection-by-  
5 intersection basis long Columbus. Some  
6 of the mitigation may not be enough in  
7 terms of capacity to handle that  
8 additional, number one, traffic and/or  
9 the reduction and some of the green  
10 time --

11 (Applause.)

12 MR. LUGGIO: -- that's actually  
13 allowed in the model.

14 COUNCILMAN DICICCO: And I  
15 don't mean this to be a loaded  
16 question, although I'm sure some people  
17 will figure it is, but from time to  
18 time -- actually, from the beginning,  
19 we've always heard from the Foxwoods  
20 folks that their traffic-mitigation  
21 plan and all of these necessary  
22 improvements or whatever, changes, will  
23 actually make traffic conditions  
24 better.

25 In your estimation, do you

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2 agree or disagree with that?

3 MR. LUGGIO: I think that --

4 COUNCILMAN DICICCO: And I  
5 understand the professionalism that  
6 goes on both sides.

7 MR. LUGGIO: Right.

8 COUNCILMAN DICICCO: And I'm  
9 not trying to pit one side against the  
10 other, but that's a very crucial  
11 question, I think, because that's  
12 always been their contention.

13 And being a layperson, I still  
14 can't figure how, when you add 20 to  
15 25 or 28,000 cars a day, it will make  
16 traffic conditions better. I just, in  
17 my mind, have never be able to  
18 comprehend that, without even taking  
19 into consideration Phase II and III  
20 and no consideration for any of the  
21 development that we hope would come to  
22 the Central Delaware waterfront.

23 MR. ALVAREZ: Right.

24 COUNCILMAN DICICCO: And the  
25 fragile -- Jeremy, as you mentioned,

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2 it's very fragile already.

3 MR. ALVAREZ: Right.

4 COUNCILMAN DICICCO: How does

5 it work? And this kind of goes to my

6 statement that Foxwoods folks have been

7 saying for a year. In order for

8 Foxwoods to be successful and the

9 what-if, as Mr. Primavera said at the

10 end of our last meeting, what if we all

11 wake up, and there will be casinos

12 there because of the courts or whatever

13 have made that decision, I know for me,

14 I want 'em to be successful, because

15 the revenues that they generate not

16 only for the profit for the operators,

17 but the revenues that the City will

18 benefit by is important to us, all of

19 us.

20 MR. ALVAREZ: Right.

21 COUNCILMAN DICICCO: And if you

22 can't get your customer in, will you be

23 as successful as you believe that you

24 will be?

25 And these things that we're

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2 talking about today lead me to  
3 continually believe that something's  
4 going to break, and we'll get into the  
5 economic impact. It's either the  
6 casinos won't be successful or the  
7 retail establishments that we worked  
8 so hard to bring to the city, the big  
9 box and all will fail. There's just  
10 not enough --

11 MR. ALVAREZ: To get back to  
12 your loaded question, we anticipated  
13 the question and wrestled with what the  
14 proper response would be.

15 The most accurate thing I  
16 could say is that many movements for  
17 many hours are, in fact, improved by  
18 their mitigation plan. However, other  
19 movements deteriorate and -- so  
20 it's -- it's a complicated question to  
21 answer.

22 MR. LUGGIO: It all depends on  
23 the time period that you're looking at.

24 MR. ALVAREZ: It depends on the  
25 time period and it depends on the

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2 particular movement.

3 MR. LUGGIO: And, in fact,  
4 adding vehicles with the mitigation  
5 plan on the corridor and looking at the  
6 progression of the signals as the  
7 platoon, as Mr. Denny pointed out,  
8 moves through the intersection, I guess  
9 in a layman's term, you would stop at  
10 less traffic signals that are red.  
11 However, your speed wouldn't be  
12 increased during the corridor  
13 experience; you would just stop less,  
14 and in fact, you would think that you  
15 would be moving quicker through the  
16 corridor because you stop at less  
17 intersections.

18 In effect, that enables the  
19 side street and pedestrian movements  
20 to happen more effectively at the  
21 intersections.

22 But in general terms, without  
23 going through this latest sensitivity  
24 analysis and the coding issues that we  
25 have, it would probably be as it is

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2 today, if not, as Jeremy said, a  
3 little worse at different locations  
4 and different movements.

5 So there is a balancing of  
6 some movements having an improved  
7 level of service and, unfortunately,  
8 some movements having a stressed level  
9 of service.

10 COUNCILMAN DICICCO: Did your  
11 study take into consideration the  
12 possibility of the additional ramp,  
13 southbound ramp, off of 95?

14 MR. ALVAREZ: Our approach  
15 throughout, Councilman, was to evaluate  
16 the work put forward by the proponents.  
17 So while that component was in the very  
18 early traffic-impact study, the one  
19 prior to the presentation to the board,  
20 it was not in any of the subsequent  
21 work, and so we did not evaluate it,  
22 and it was not included in their  
23 modeling exercises.

24 At a certain point -- I  
25 believe that Mr. Greene testified to

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2 this at the prior hearing that you had  
3 here -- PennDOT indicated that they  
4 wanted to reconsider the whole matter.  
5 They didn't want the casino  
6 proponent -- necessarily the call that  
7 they had made, they weren't convinced  
8 that that was absolutely the right  
9 ramp to build if you were going to  
10 build one or that it was maybe not the  
11 right place to build it. And they  
12 took that decision back under their  
13 wing. I think Mr. Greene testified to  
14 that last time he was here.

15 And we were aware of that  
16 decision, we were aware of that  
17 transition where PennDOT basically  
18 pulled back on that.

19 COUNCILMAN DICICCO: One final  
20 question: Would you recommend further  
21 study prior to our final approval?

22 MR. ALVAREZ: Yeah, definitely.  
23 I mean, the -- first of all, there are  
24 defects in this work that are  
25 correctable but they need to be worked

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2 out. And then a little more evaluation  
3 about what they propose needs to be  
4 done.

5 I mean, we're not convinced  
6 we're looking at the actual scenario  
7 right now. In other words, the  
8 scenario may be different and/or  
9 worse, and we'd like to see that.

10 COUNCILMAN DICICCO: Thank you.

11 Thank you, Mr. Chairman.

12 COUNCILMAN KENNEY: Thank you.

13 Any other questions?

14 (No further questions.)

15 COUNCILMAN KENNEY: Thank you  
16 very much for your testimony.

17 Philadelphia Neighborhood  
18 Alliance.

19 (Witnesses come forward.)

20 COUNCILMAN KENNEY: Please  
21 identify yourself for the record.

22 MR. TAVANI: Good afternoon.

23 My name is Frank Tavani. I am a  
24 traffic engineer representing the  
25 Philadelphia Neighborhood Alliance. I

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2 do have something I will be discussing  
3 today and I have handouts, if I can  
4 approach.

5 (Mr. Tavani's handouts  
6 distributed.)

7 COUNCILMAN KENNEY: Speak  
8 directly into the microphone and  
9 proceed with your testimony.

10 MR. TAVANI: Thank you.

11 Again, my name is Frank  
12 Tavani. I am a licensed traffic  
13 engineer in the Commonwealth of  
14 Pennsylvania. I've been in practice  
15 for 15 years, and I am the president  
16 and principal of F. Tavani &  
17 Associates, Incorporated, which was  
18 organized and 2004.

19 I come here today to discuss a  
20 couple of issues that are mentioned in  
21 the handout, which I just circulated.  
22 The handout is a two-page letter  
23 followed by a three-page curriculum  
24 vitae.

25 The first comment says that

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2 neither casino's traffic study  
3 reflects the other. And to explain  
4 that a little bit better, when these  
5 traffic studies for both Foxwoods and  
6 SugarHouse were first conducted, no  
7 one knew who the licenses were going  
8 to go to at that time. So, obviously,  
9 neither study preparer could  
10 accurately predict how much traffic  
11 might be due to other casinos that  
12 might be in the immediate area.

13 And, as it turns out in this  
14 particular instance, we have both  
15 licenses awarded to the same --  
16 awarded to locations that are on the  
17 same corridor. And in all of the  
18 studies that I've reviewed over the  
19 last approximately two years to this  
20 point, I've seen no mention of the  
21 additional traffic that SugarHouse  
22 would bring to Foxwoods or vice versa.

23 Now, I should point out that  
24 in earlier testimony today, I did hear  
25 something I had not heard before. I

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2 think it was Mr. Denny who pointed out  
3 that one of the comments from the City  
4 was, in fact, that that traffic should  
5 be included. And, obviously, I have  
6 not seen the outcome of that review or  
7 even the studies that the applicant  
8 prepared to at this point.

9 But I will say this: When a  
10 traffic engineer is tasked with  
11 including other development traffic in  
12 his or her traffic study, you can  
13 simply take the traffic that is due to  
14 that development and layer it into  
15 your traffic study and reflect it that  
16 way.

17 So, for example, if you're  
18 preparing a traffic study for a  
19 residential development and it just so  
20 happens that another residential  
21 development is proposed down the  
22 street, it's relatively simple to  
23 include that traffic one to the other.

24 However, in this case, these  
25 are casinos. And one could offer an

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2 opinion, which I think would be  
3 justifiable, that there's a certain  
4 synergy that is actually achieved when  
5 you start having multiple casinos in  
6 the same general area.

7 And, you know, taken from one  
8 extreme, you have Chester Downs, which  
9 is an existing freestanding casino in  
10 the Philadelphia right now, and that  
11 probably has different trip-generation  
12 characteristics than, say, casinos in  
13 Las Vegas, where that whole city is  
14 promoted as a destination that has a  
15 certain synergy and other activities  
16 that come with having so many casinos  
17 in one location.

18 So in this instance, you know,  
19 neither one nor the other, maybe you  
20 could argue, were closer to the  
21 singular situation, but I think it's  
22 certainly reasonable to think that  
23 there would be some cross traffic  
24 between the two casinos.

25 And even the trip-generation

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2 characteristics of the casinos  
3 themselves might be elevated because  
4 of the fact that now we have like a  
5 strip effect that's starting to be  
6 developed. So I would like to see  
7 some discussion, or I would humbly  
8 suggest that the City request that  
9 some suggestion of that be  
10 incorporated in future reports.

11 The second issue, which I  
12 think we've already covered today, is  
13 that it's my understanding that the  
14 license that's awarded by the state  
15 permits up to 5,000 slot machines, but  
16 it seems that despite some previous  
17 preliminary work by Foxwoods' traffic  
18 engineer indicating other improvements  
19 might be necessary at the 5,000 slot  
20 machine level, all we're talking about  
21 now are improvements that serve up to  
22 3,000 slots.

23 And I think that it would be  
24 incumbent upon City Council to at  
25 least find out what improvements would

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2 be needed and maybe even mandate that  
3 those improvements be put in place not  
4 only to meet the mandate of making  
5 traffic conditions better, as  
6 Councilman DiCicco mentioned earlier  
7 today, but also just to give some  
8 assurances to the people of  
9 Philadelphia, and even in the region,  
10 that there couldn't be the possibility  
11 of going from 3,000 slots to 5,000  
12 slots without those improvements  
13 already in place.

14 The third item has to do with  
15 the potential for some port  
16 redevelopment, which I have seen  
17 reported in various capacities in the  
18 immediate vicinity of Foxwoods. I'm  
19 not sure if any of those plans have  
20 been finalized at this point, but I  
21 think there's been some pretty  
22 discussion and there's been some  
23 movement toward a significant  
24 revitalization effort that would bring  
25 with it its own traffic. And to this

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2 point, I believe neither traffic  
3 studies for either casino have  
4 incorporated the effect of that added  
5 traffic along the Christopher Columbus  
6 Boulevard, and that in itself could  
7 render some of the proposed  
8 improvements less effective.

9 And, more importantly, just  
10 the added traffic from the casino,  
11 even with -- or the casinos, even with  
12 their proposed improvements, could  
13 result in a situation where, as you  
14 heard from Stantec, certain movements  
15 may deteriorate while others actually  
16 get better.

17 If some of those movements  
18 which deteriorate happen to be  
19 through-movements along Columbus  
20 Boulevard, then that would mean that  
21 the casinos could have a potentially  
22 deleterious effect on any planned  
23 industrial-seaport activities, which,  
24 of course, would render that  
25 redevelopment activity less effective.

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2 And then, finally, you've  
3 heard a couple of times tonight that  
4 pedestrians, mass transit, and  
5 alternative forms of transportation  
6 are important to any proposed land  
7 development and, certainly, one of  
8 this scale.

9 And I find it interesting to  
10 note that Shawn Jalosinski, a name  
11 with which you're probably all  
12 familiar, who is a former traffic  
13 engineer with the City and is  
14 currently the executive director of  
15 the Sports Complex Special Services  
16 District was recently quoted, I think,  
17 in The Review as saying, quote: The  
18 biggest unmet need at this hour is a  
19 better way of directing pedestrian  
20 flow. Because all pedestrians cross  
21 at grade level, they block auto  
22 traffic at peak times, end quote.

23 And that is very significant  
24 because that is what happens. If you  
25 have pedestrian crossings that are

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2 shared with other vehicular movements,  
3 you invariably stymie one or the  
4 other. You have a situation where a  
5 horde of pedestrians could, in fact,  
6 impede some vehicular flow, or vice  
7 versa.

8 In the Stadium Complex area,  
9 obviously, the pedestrian spikes are  
10 significant, and they're clustered  
11 around the beginnings and endings of  
12 certain events, which are not daily.

13 In the case of a casino, some  
14 of the trip-generation information  
15 that I've seen submitted by the  
16 applicant would seem to suggest a  
17 fairly consistent activity level  
18 within the casino and, one would  
19 assume, a fairly consistent pedestrian  
20 activity level of, you know, seven  
21 days a week, 24 hours a day to some  
22 extent.

23 So I haven't seen any  
24 pedestrian studies submitted, I  
25 haven't seen any suggestions for what

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2 I would term, you know, "unusual  
3 pedestrian facilities" such as grade  
4 separation. You know, obviously  
5 adding additional green time, or maybe  
6 even adding additional crosswalks is  
7 an improvement -- there is no denying  
8 that -- but that still does not remove  
9 the potential conflict that occurs  
10 between pedestrians and cars, which  
11 could, you know, potentially  
12 negatively affect one or the other.

13 And that's essentially the  
14 summation of what I turned in.

15 And I should just point out  
16 one other thing that I had noticed  
17 during the first presentation, which I  
18 also thought was very good. I think a  
19 particular slide showed a potential  
20 vision of Christopher Columbus  
21 Boulevard as being, instead of six  
22 lanes in cross-section, maybe two  
23 lanes in each direction, with a  
24 boulevard in the center that was  
25 tree-lined and grassed and went for

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2 more -- I think the word the gentleman  
3 used was from a highway more to a  
4 boulevard, something that was  
5 befitting what's along the riverfront.

6 And it would seem to me that  
7 the City -- the Council is facing a  
8 really difficult situation because you  
9 can't really do that and mitigate the  
10 traffic impacts of the casino at the  
11 same time. The casino would require  
12 obvious traffic improvements that  
13 would make the roads wider.

14 And if, in the City's wisdom,  
15 the plan is to actually make it a more  
16 pedestrian-friendly environment and  
17 have a different context along the  
18 roadway, then although perhaps the  
19 license can be upheld, it would seem  
20 that this location is fundamentally  
21 incompatible with what the plan is for  
22 the corridor.

23 Thank you.

24 (Applause.)

25 COUNCIL PRESIDENT VERNA: Are

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2 there any questions of the witnesses  
3 before us?

4 COUNCILMAN GREENLEE: One quick  
5 question.

6 COUNCIL PRESIDENT Verna: Yes,  
7 the Chair recognizes Councilman  
8 Greenlee.

9 COUNCILMAN GREENLEE: Thank  
10 you, Madam President.

11 Mr. Tavani, you heard the  
12 recommendations earlier today of  
13 traffic engineering. Have you seen  
14 the Orth-Rodgers or heard the  
15 Orth-Rodgers recommendations?

16 MR. TAVANI: I have read  
17 through the applicant's traffic  
18 reports, yes.

19 COUNCILMAN GREENLEE: Okay. I  
20 guess my question is: The  
21 recommendations that they made -- and  
22 I'll reference what Councilman Kenney  
23 others, and I guess others feel it  
24 might not be enough, but what is your  
25 opinion of those recommendations

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2 generally? Do you think they improve  
3 things at all? do you think they just  
4 don't go far enough?

5 What would be your general --  
6 without going into great detail. I'm  
7 just wondering.

8 MR. TAVANI: I understand.

9 This is almost a follow-up to  
10 the last question that was posed to  
11 the last witness about, I guess, the  
12 quality of the improvements and what  
13 they do in terms of offsetting  
14 impacts.

15 And I guess when there's a  
16 mandate that's somewhat open-ended and  
17 not specific such as improved traffic  
18 conditions, that leaves it open to  
19 interpretation. And you can make  
20 certain improvements better and you  
21 can come up with different ways of  
22 measuring improvement that might not  
23 be the same as what the person who  
24 offered that mandate imagined or had  
25 in their mind at the time.

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2           So the studies that have been  
3       done to date are extensive, and I have  
4       not really had the opportunity or the  
5       mandate to go through in each  
6       individual case and say whether every  
7       improvement -- or every turning  
8       movement is actually improved over the  
9       existing condition.

10           I've heard earlier today that  
11       that's not the case, and I would think  
12       that that's true, that there's just  
13       simply no way that you can add 25,000  
14       vehicles a day, make a few spot  
15       improvements, and think everything is  
16       going to be better.

17           I don't think the applicant is  
18       being disingenuous when it says that  
19       there's an overall improvement, but I  
20       still go back to the fact that there  
21       will be some instances where things  
22       will get worse and there are some --  
23       there's a vision that's being put  
24       forth right now for what this corridor  
25       should look like, and it seems like

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2 it's fundamentally incompatible with  
3 what the applicant, even if it wanted  
4 to do, should do.

5 (Applause.)

6 COUNCILMAN GREENLEE: Okay,  
7 thank you.

8 COUNCIL PRESIDENT VERA: Thank  
9 you.

10 Any other questions or  
11 comments from members of the  
12 committee?

13 (No further questions.)

14 COUNCIL PRESIDENT VERA:  
15 Gentlemen, thank you very much.

16 MR. RUSH: Good morning, Madam  
17 President, Councilman DiCicco, and  
18 members of Council's Rules Committee.  
19 My name is Jeff Rush and I am president  
20 of Queen Village Neighbors Association,  
21 and I'm pleased to be here again to  
22 testify on traffic for the Philadelphia  
23 Neighborhood Alliance, which, you may  
24 recall, is comprised of 27 civic  
25 associations citywide.

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2 I'd especially like to thank  
3 Councilman DiCicco and his staff and  
4 members of Council for having the  
5 foresight to hire an independent -- or  
6 a review team, Stantec. It is perhaps  
7 better to have your own guard dog than  
8 to have the Fox guard the hen house.

9 As all of you are, no doubt,  
10 aware, the target areas surrounding  
11 the proposed Foxwoods site at Reed  
12 Street and Columbus Boulevard is  
13 situated in an area with numerous very  
14 successful big-box businesses such as  
15 United Artists Movie Complex, Home  
16 Depot, Wal-Mart, Fresh Foods, Ikea,  
17 and many others. Add to this the  
18 bustling port operations that are  
19 poised to take off following the  
20 dredging of the Delaware River in that  
21 area and throw in four strip clubs for  
22 good measure.

23 All these businesses did not  
24 exist back in the early '90s when  
25 riverboat gambling was a gleam in the

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2 governor's eye.

3 Madam President, I've lived at  
4 Old Swedes' Court at Delaware and  
5 Christian Street for 28 years. I've  
6 watched the traffic in this area go  
7 from a trickle to a torrent.

8 Saturday and Sunday traffic  
9 regularly crawls as neighbors,  
10 visitors, and shoppers all struggle to  
11 make it from the I-95 expressway ramps  
12 to various destinations along the  
13 corridor. It's not unusual to get  
14 stuck in traffic on a typical Saturday  
15 for an hour or over on a trip that  
16 normally takes maybe ten minutes.  
17 Simply put: At times of peak usage,  
18 we are already maxed out.

19 And let's not forget major  
20 traffic from sporting events at the  
21 Stadium Complex, special events,  
22 motorcycles, whatever, the train, and  
23 inevitable emergencies. The result of  
24 all of this activity occurring on the  
25 edge of this densely populated urban

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2 area in South Philadelphia is at least  
3 one-and-a-half million vehicular trips  
4 a year through the boulevard corridor.

5 By Foxwoods' own traffic  
6 estimates, to support the 3,000 slot  
7 machines programmed for Phase I, this  
8 traffic will nearly double. Traffic  
9 generated by Foxwoods will presumably  
10 increase another 40 percent within two  
11 years of opening, when 2,000 more slot  
12 machines are added in the next round.  
13 Then there's more traffic from  
14 additional development that will occur  
15 from the final phase of a full  
16 buildout.

17 Have I mentioned the bus  
18 traffic in and out of there? The  
19 pollution and congestion are  
20 potentially staggering.

21 Do you know where they're  
22 going to park those buses waiting to  
23 take those patrons home? I don't.

24 In a letter dated January 14,  
25 2008, from Orth-Rodgers, Foxwoods'

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2 traffic consultant, to Lester Tiazzo  
3 (sp?), district engineer for PennDOT,  
4 they state: "Our initial response  
5 letter dated August 20, '07, answered  
6 some of the questions and comments  
7 relative to Phase I only" -- as you  
8 noted, Madam President.

9 "The department, however,  
10 asked us to address of other comments  
11 in full in the documentation for the  
12 Traffic-Signal System Design Report  
13 rather than submit a revised traffic  
14 impact study. This allowed the design  
15 to proceed. Nevertheless, the  
16 responses do not address Phase II by  
17 agreement reached at the August 17,  
18 2000, meeting."

19 The consultant adds: "It  
20 should be noted that Foxwoods commits  
21 to analyze the impacts of Phase 2 and  
22 Phase III as their timelines become  
23 firm."

24 We understand that DVRPC has  
25 been developing traffic volumes for

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2 overall riverfront planning. However,  
3 their studies are not yet available.

4 And they go on to say:

5 "Nevertheless, we believe that the  
6 improvements in the highway occupancy  
7 permit application will function well  
8 under a range of traffic volumes."

9 Now, keep in mind, as  
10 previously noted, none of Foxwoods'  
11 projections take into consideration,  
12 as noted, the effect of traffic from  
13 both casinos, which, if permitted will  
14 be 2.4 miles apart.

15 So what exactly is Foxwoods  
16 asking City Council to do? They're  
17 asking you to allow them to get in the  
18 ground, with not much more than their  
19 beliefs and promises that they can  
20 make this work.

21 The previous City  
22 administration and the Governor were,  
23 and are, so anxious to happen that  
24 they lowered the bar and green-lighted  
25 a traffic management study rather than

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2 a traffic impact plan.

3 And, curiously, PennDOT  
4 relieved Foxwoods of the  
5 responsibility for an additional  
6 southbound off-ramp in South Philly,  
7 which then conveniently disappeared  
8 from their traffic plan. Does that  
9 mean they don't need the ramp? Is it  
10 really irrelevant? It's really  
11 irrelevant because that ramp is ten  
12 years out in any case.

13 And, of course, what  
14 incredibly little they've actually put  
15 on the table is, as they say, for  
16 Phase I only. By their own admission,  
17 they have only timelines but no plan  
18 as to how or when they will be able to  
19 straighten out the problems stemming  
20 from additional development.

21 But they promise it will be  
22 fine, better than today. It's as  
23 though the kid down the block asked  
24 for your permission to take your  
25 teenage daughter across country but

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2 hasn't figured out how to get past  
3 West Philly, let alone how to get to  
4 California. But he promises you he  
5 can do it, he promises. Not to worry.

6 Members of City Council, we  
7 should all be worried. Approval of  
8 zoning without a thorough and  
9 completed traffic impact study risks a  
10 catastrophe either now or in the  
11 future, and it's ill-advised.

12 Why is the burden of proof  
13 being put squarely on our  
14 neighborhoods to accept these promises  
15 when, after all, we're the ones that  
16 will have to live with all of this?

17 (Applause.)

18 MR. RUSH: The governor, the  
19 trades, and even many residents are  
20 frustrated because of our concerns, and  
21 want to see casinos built.

22 And granted, the City and the  
23 Commonwealth do need the revenues.

24 The quickest away to break  
25 this impasse is to move the casinos to

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2 sites that do not threaten

3 neighborhoods.

4 City Council, Mayor Nutter,

5 Governor Rendell, and our state

6 delegation should convince casino

7 investors to work with them together

8 to find alternate sites such as the

9 airport, as recommended in a recent

10 Inquirer editorial.

11 We strongly urge Council to

12 immediately convene a reciting

13 committee, a measure you authorized

14 eight months ago, to examine alternate

15 sites to see where we could find sites

16 that will not threaten neighborhoods.

17 Now that's a winning hand.

18 (Applause.)

19 COUNCIL PRESIDENT VERNA: Thank

20 you very much. Thank you.

21 Are you going to testify?

22 MR. KERLIN: My name is Ed

23 Kerlin. I'm a lifelong resident of the

24 Pennsport community.

25 Welcome to Foxwoods Casino,

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2 where the only gamble you take is  
3 getting there. As we know, with the  
4 Girard Avenue exchange work that's  
5 going to start -- and it will take  
6 probably ten to twelve years to  
7 complete -- you can well imagine that  
8 that is not going to be with its own  
9 delays, albeit temporary, if you call  
10 ten years "temporary."

11 So you can imagine from the  
12 point of view of a customer coming to  
13 Foxwoods, who will be waiting in a  
14 long line and a traffic jam coming  
15 south on 95. And then they get off of  
16 95 and then they wait on Delaware  
17 Avenue until they finally get into the  
18 casino.

19 My mission today is to convey  
20 to you some of the sense of  
21 frustration and confusion that the  
22 residents and the taxpayers in the  
23 adjacent neighborhoods are feeling as  
24 we have tried to withstand this  
25 process over the last two years.

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2 It started back with the  
3 application process, when Foxwoods  
4 submitted their application and their  
5 mitigation proposals, which, because  
6 of their kindness and their courtesy  
7 and their neighborliness, we had to  
8 get off of the Internet; no one was  
9 kind enough or courteous enough to  
10 deliver that to our offices.

11 In that application, there was  
12 a letter from the Streets Department  
13 by a Mr. Robert Wright, who stated for  
14 the record -- and the application was  
15 approved based on that letter -- that  
16 all the traffic mitigation proposals  
17 would work and, quote, that the  
18 neighboring communities would be  
19 satisfied with that.

20 I believe Mr. Wright was fired  
21 for that, but the letter has never  
22 been rescinded, and it's never been  
23 communicated to the Gaming Board that  
24 that letter was sent in error.

25 The next step in the process

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2 was someone from the Gaming Board had  
3 Kelsey & Associates to review the  
4 traffic-mitigation proposals, but, of  
5 course, they also relied in part on  
6 that letter from Mr. Wright, which was  
7 never rescinded.

8 Also, Kelsey & Associates  
9 never contacted anyone in the  
10 community for a commonsense  
11 perspective on whether the traffic  
12 would work or wouldn't work.

13 In October of 2006, Pennsport,  
14 Whitman, State Representative Keller,  
15 State Representative O'Brien, State  
16 Representative Taylor, and the two  
17 civic associations hosted a symposium  
18 where the casinos were invited to make  
19 a presentation, and they had indicated  
20 that they would come, but on the  
21 morning of the symposium, they didn't  
22 show, and we still are wondering where  
23 they were and why they didn't come.

24 In January, there was another  
25 symposium because at the first

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2 symposium, we found that we didn't  
3 have all the people and the experts in  
4 the room who could testify. At that  
5 symposium, PennDOT was present, the  
6 Streets Department was present, and  
7 the DVRPC, the mother ship of traffic  
8 issues, was there as well. That was  
9 also on December 20th, the same day  
10 that the licenses were awarded.

11 The DVRPC came out with an  
12 "Impacts of Gaming in Greater  
13 Philadelphia." On page 2 in the  
14 executive summary, they've said:

15 "I-95 plays an important role  
16 as principal access to all of the  
17 sites except Limerick. Given that  
18 portion of this highway are at or near  
19 capacity during weekday peak periods,  
20 proposed casino trips will add to  
21 saturation. Additionally, many of the  
22 other regional highways are also  
23 already congested according to the  
24 recent updated DVRPC congestion  
25 management process. Additional trips

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2 will exacerbate congested conditions,  
3 increasing time of delay and extending  
4 peak periods. The local roadways will  
5 bear the brunt of the impacts. It is  
6 imperative that the increased traffic  
7 flow through the established  
8 residential neighborhoods be mitigated  
9 for accessibility and safety concerns,  
10 particularly pedestrian safety."

11 Now, Foxwoods claims that  
12 their traffic mitigation will improve  
13 conditions 32 percent. Well, that's  
14 in direct contradiction with what the  
15 DVRPC said, the mother ship. And no  
16 one, to our satisfaction, has  
17 reconciled the differences.

18 Let me see here.

19 Also, you know, in terms of  
20 the confusion and the information and  
21 the flow of information and the  
22 modifications that are made, there's  
23 testimony here from an earlier bill  
24 before City Council where Mr. Kenney  
25 asked Mr. Rotwit what the traffic

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2 would be, and I'll read from the  
3 testimony.

4 "Just to piggyback on that  
5 question, how many people do you  
6 expect there on average?"

7 Council President Verna:  
8 "That's the question."

9 Mr. Rotwit: "Well, it  
10 depends."

11 Councilman Kenney: "On your  
12 busiest day?"

13 Mr. Rotwit: "15,000."

14 So now that's 15,000, and it's  
15 been doubled since that testimony.

16 So, again, this is all just  
17 going to the point of our confusion  
18 and our frustration with the  
19 information that comes around.

20 We had the Stantec report  
21 Mr. Alvarez just presented on that,  
22 but even that, it was a \$50,000 study  
23 that, in the midterm report, was still  
24 waiting on information from the  
25 casinos and information from the

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2 DVRPC.

3 And we also have the draft of  
4 the PennPraxis plan, which their  
5 findings on traffic and pedestrian  
6 issues is in direct contradiction to  
7 what Foxwoods is proposing.

8 I know that today's hearing is  
9 about the CED, the process by which  
10 they will get their zoning. I would  
11 ask that -- they keep talking about  
12 mitigation and it's like this is some  
13 panacea, but to the people in  
14 community it's more like chemotherapy,  
15 and we know chemotherapy always  
16 doesn't work out. We would ask that  
17 there -- let's consult with the  
18 patient if we're going to do these  
19 things.

20 To this point no one in the  
21 community knows anything about any of  
22 these plans, and they're the ones that  
23 are going to have to live with it.  
24 Again, under the heading of 'courtesy  
25 and neighborliness," we got this

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2 report Thursday of their traffic  
3 mitigations.

4 So as far as the process for  
5 getting the CED legislation is  
6 concerned, we would ask that there be  
7 a member of the communities that is a  
8 working team member on each of these  
9 review panels so that we can save a  
10 step. What's going to happen is,  
11 they're going to do their independent  
12 analysis and then come back to the  
13 community, and then we'll have a  
14 limited window to react or critique.

15 Why not save some steps, since  
16 we're being accused of say. And I  
17 want to say that due diligence is not  
18 delay. But why not put a working team  
19 member from the communities on these  
20 panels so that as questions come up,  
21 the commonsense questions that  
22 sometimes escape the experts, can be  
23 raised at the table at the time that  
24 they're being considered.

25 And, also, we would ask that

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2 all of these traffic mitigation  
3 proposals, that they be presented to  
4 the community before you make your  
5 decisions, before you even have your  
6 independent reviews, so that all of  
7 the concerns of the neighbors in a  
8 half-a-mile radius of the changes can  
9 be considered.

10 Lastly, I have a couple more  
11 points, and that is: Nowhere in their  
12 study -- they talk about the  
13 pedestrians and they cite a figure of  
14 3.5 feet per second is how fast a  
15 pedestrian is supposed to walk. Well,  
16 I'll tell ya, my grandmother doesn't  
17 walk that quick.

18 And the other point is the  
19 amount of pedestrians. Nowhere in  
20 there -- they give estimates for cars  
21 but they don't give estimates for  
22 pedestrians.

23 One of the uses -- you know,  
24 if PennPraxis goes ahead and the  
25 Foxwoods built and we have all of this

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2 access to the riverfront, there could  
3 be as many as 10 to 20,000 pedestrian  
4 crossings a day. You have to remember  
5 a few things. There's going to be  
6 pedestrians there that are non-gaming  
7 pedestrians, and there's going to be a  
8 lot of people who come to the casino  
9 and park their car and walk across  
10 Delaware Avenue for the, quote,  
11 attractions that are over there,  
12 meaning the four skin joints. There's  
13 a Wawa and there's restaurants.

14 So throughout this, we have  
15 asked for verification, verification,  
16 verification. And what does that  
17 mean?

18 Well, if you're adding 1100  
19 cars per hour and you're telling me  
20 that you're going to re-time the  
21 lights, then tell me exactly how many  
22 cars is that re-timing going to  
23 accommodate. And if you're shortening  
24 the light cycle at one interchange,  
25 how many cars are going to be stacked

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2 up on the other side?

3 It's all about the law of  
4 unintended consequences. And the  
5 neighborhoods' concerns are that none  
6 of this has been bore out. It's just  
7 that they're making -- oh, we're going  
8 to do -- make a lot of changes, but no  
9 one has proved to us mathematically  
10 that the changes will handle the  
11 increases in the traffic.

12 COUNCIL PRESIDENT Verna: Thank  
13 you very much.

14 Are there any questions or  
15 comments from members of the  
16 committee?

17 (No questions.)

18 COUNCIL PRESIDENT Verna:  
19 Gentlemen, thank you for your  
20 interesting testimony.

21 MR. RUSH: Thank you, Madam  
22 President.

23 COUNCIL PRESIDENT Verna: We  
24 appreciate your coming in.

25 (Applause.)

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2 MR. MCPHERSON: The next  
3 witness: Representatives from the  
4 Philadelphia Entertainment and  
5 Development Partners, Jeff Greene.

6 (Witnesses come forward.)

7 MR. PRIMAVERA: Madam  
8 President, again Carl Primavera.

9 Jeff Greene from Orth-Rodgers,  
10 hopefully he's going to be able to be  
11 mic'd as Harris Steinberg was. It  
12 will make it easier for his  
13 presentation. He has some larger  
14 boards that he would like to refer to.  
15 So if we could ask the staff to make  
16 that happen.

17 Also, we have materials which  
18 we will be submitting to the committee,  
19 which are really the reduced versions  
20 of the larger boards that he'll be  
21 talking from.

22 Thank you.

23 And with me, of course, is  
24 Mr. Jim Dougherty to my left.

25 While Jeff is setting up, just

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2 a few things by way of background, just  
3 to clarify some of the discussions.  
4 And we'll probably agree to disagree on  
5 more than one issue.

6 But on the CED approval that  
7 we're seeking through these hearings,  
8 this is for Phase I of our project. If  
9 and when we go to further phases, I  
10 just want to make sure that we all  
11 remember that we have to go back to the  
12 Gaming Board, back to the Planning  
13 Commission, and then back to City  
14 Council.

15 So there's no opportunity for  
16 the horse to get away and then there's  
17 a closing of the door. This is a  
18 process which PennDOT and the Planning  
19 Commission and the other review  
20 agencies suggested made the most sense,  
21 and the idea being that with all of the  
22 development that we hope will happen in  
23 the future, to make a prediction now on  
24 what's going to happen would premature  
25 So, again, the number of machines,

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2 Phase I process is what we're talking  
3 about today.

4 The committee has also  
5 received, as per Council President  
6 Verna's request at the last hearing,  
7 the complete traffic study, so you have  
8 that as well, with all of the backup  
9 data as well as an executive review  
10 that Jeff has put together.

11 So, hopefully, those detailed  
12 documentations will be available to  
13 you, and today's presentation will  
14 really be a summary.

15 And then, of course, he's  
16 available to answer any particular  
17 questions that you have.

18 Councilman Greenlee asked a  
19 very insightful question, and I don't  
20 believe he got the answer. He said to  
21 Stantec, Did you talk to Orth-Rodgers  
22 about this so-called coding issue? And  
23 they both answered, but the truth is,  
24 you'll hear from Jeff, is that over the  
25 weekend, they called him, and for the

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2 first time told him about their recent  
3 discovery of this so-called coding  
4 issue.

5 So that happened over the  
6 weekend, and I don't know if that was  
7 clear this the commentary you had with  
8 the witnesses.

9 COUNCILMAN GREENLEE: Madam  
10 President, may I just ask a question.

11 COUNCIL PRESIDENT VERNA: Yes,  
12 please.

13 COUNCILMAN GREENLEE: While  
14 you're on that, can I just ask, do  
15 you -- and maybe you haven't had a  
16 chance to look at it yet, do you agree  
17 with that --

18 MR. PRIMAVERA: No.

19 COUNCILMAN GREENLEE: -- that  
20 there is a coding --

21 MR. PRIMAVERA: No, we don't.

22 COUNCILMAN GREENLEE: Okay.

23 MR. PRIMAVERA: And what  
24 happened is, you'll hear we are using  
25 the PennDOT-approved program, which is

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2 used by all of the tristate agencies.

3 What Stantec did is, they went to a  
4 later software version, which is, as  
5 yet, untried and untrue. And in doing  
6 that they found a glitch.

7 Our report is based on the  
8 computer software PennDOT mandated and  
9 the City mandated. It's the accepted  
10 gold standard. So it's not unusual  
11 when, like, software comes out, a  
12 later edition, that there's something  
13 lost in the translation.

14 Now, we're going to work with  
15 them, and as they said, we've been  
16 working with them very closely and  
17 collaboratively. So if somebody has a  
18 better idea, we're certainly going to  
19 look at it.

20 But all of the agencies  
21 mandated our use of the software that  
22 we have used, and that's why we don't  
23 think that this over-the-weekend  
24 discovery for today's hearing was at  
25 all changing the confidence that we

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2 have in our own program.

3 COUNCILMAN GREENLEE: Well, if  
4 I just could ask, though, I mean,  
5 obviously, their point was that by the  
6 coding being wrong, the numbers were in  
7 a sense wrong, and it threw the whole  
8 design, if you will, the whole plan out  
9 of balance.

10 Now, it sounds like,  
11 obviously, you don't agree with  
12 that --

13 MR. PRIMAVERA: Obviously.

14 COUNCILMAN GREENLEE: But it  
15 does seem like they have numbers, you  
16 have numbers, and somehow they're not  
17 the same numbers. And I'm not saying  
18 who's right or wrong.

19 MR. PRIMAVERA: Oh, no.

20 COUNCILMAN GREENLEE: I'm just  
21 trying to --

22 MR. PRIMAVERA: What we did, as  
23 you'll hear, there's a Program 6 that  
24 PennDOT mandates.

25 COUNCILMAN GREENLEE: Uh-huh.

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2 MR. PRIMAVERA: We use the  
3 Program 6 and the City mandates that,  
4 and all of the tristate-area highway  
5 agencies. They put it in on their own  
6 in number 7, which is like a new  
7 product by the software company. So  
8 they didn't do what PennDOT mandated.  
9 They said, Well, let's try this new  
10 software that's out on the market.

11 And in going from our numbers  
12 in the 6 Program to this kind of  
13 untested, untried 7 Program, they came  
14 up and said, Gee, it's coming out with  
15 a different answer. And we said,  
16 Well, we'll work with you on that, but  
17 what we were obligated to do by the  
18 appropriate agencies, our numbers are  
19 very validated.

20 And, quite frankly, PennDOT  
21 and the City and everybody else, the  
22 people who were the experts for the  
23 Gaming Board, they're all using the  
24 same software, which is what we're  
25 using. We're kind of using the gold

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2 standard.

3 Now, in a perfect world, this  
4 newer-generation program should speak  
5 the same language and come to the same  
6 results as the tried and true system.  
7 And that's why we're going to talk to  
8 the software company and see. It may  
9 well be that there is a glitch that is  
10 easily explained.

11 But it's not as though they  
12 discovered wrong with our report; they  
13 just put it through a different  
14 program. And, as we all know, if  
15 we're walking at the same speed but  
16 you start two steps ahead of me, I'll  
17 never catch up to you. So sometimes  
18 it's the technology that's really  
19 causing the complication.

20 But our report, as you'll hear  
21 from Jeff today, is really as good as  
22 it can be.

23 So, Jeff, with that, can you  
24 just give us your introduction. And  
25 then we're going refer to the

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2 materials --

3 COUNCIL PRESIDENT VERNA: One  
4 moment, please.

5 The Chair recognizes  
6 Councilman DiCicco.

7 COUNCILMAN DICICCO: Thank you,  
8 Madam Chair.

9 Not to belabor the point, but  
10 you just mentioned it yourself, that  
11 the software -- the glitch, as you  
12 referred to it, my understanding is  
13 that was identified by the software  
14 developer, not necessarily Stantec.  
15 It was just given to them as a result  
16 of the designer of the software.

17 MR. PRIMAVERA: And that's in  
18 the 7, which we're not using. The  
19 glitch is in the 7. Our 6 is the gold  
20 standard; that's why PennDOT mandates  
21 it.

22 So this new 7 that has not  
23 been adopted by PennDOT probably needs  
24 a little bit of grooming. I guess  
25 Stantec wanted to be a little bit over

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2 the top and said, If 6 is good, 7  
3 might be better. And that's when they  
4 said, Gee, we're getting a glitch.

5 But it's not necessarily  
6 anything wrong with our report. We're  
7 standing by our report, PennDOT stands  
8 by our report.

9 So, again, it's -- it's apples  
10 and oranges, and that's why the  
11 confusion. They're comparing us to a  
12 software that we didn't use.

13 COUNCILMAN DICICCO: Madam  
14 Chair, I just -- they can go through  
15 with their presentation. I think at  
16 some point, we have to get Stantec back  
17 because it seems like there's either a  
18 misunderstanding or -- obviously,  
19 either side sees it totally different  
20 that the other side, and I'd like to  
21 get clarification on --

22 MR. PRIMAVERA: Well, I think  
23 clarification would be helpful.

24 COUNCILMAN DICICCO: After your  
25 presentation.

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2 MR. PRIMAVERA: Yeah. And I  
3 don't know if it was clear to you,  
4 Councilman DiCicco, that this came up  
5 over Saturday. It didn't sound that  
6 way in the testimony, and I see  
7 Councilman Greenlee saying -- so to  
8 some extent, I'm wondering why they  
9 were so reluctant to share that this  
10 was not something that had come about  
11 before because he said --

12 (Indiscernible; parties  
13 talking over each other.)

14 COUNCILMAN DICICCO: We'll give  
15 them the opportunity to answer that.

16 MR. PRIMAVERA: Yeah. All  
17 right, thank you.

18 Jeff -- and, again, we're  
19 referring to the materials that he has  
20 on the big boards, but they're the  
21 same as the what you have at your  
22 desk.

23 MR. GREENE: Let me start by  
24 talking -- am I mic'd properly?

25 Let me start by talking about

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2 what makes a traffic-impact study and  
3 how a mitigation plan is put together.

4 When we do a traffic-impact  
5 study -- and you heard a little bit  
6 about this earlier today -- the first  
7 thing one does is look in the existing  
8 traffic volumes, kind of like in a  
9 (indiscernible) chart, we build upon  
10 each layer.

11 And we did an extensive amount  
12 of traffic counting, both in 2006 and  
13 in 2007 to try and, you know, get a  
14 good handle on how much traffic there  
15 really is on Columbus Boulevard.

16 We also looked at data that  
17 DVRPC collects on behalf of PennDOT  
18 for daily traffic and tried to make  
19 sense of all of that. And you'll see,  
20 I'll going to back and forth with each  
21 of them as we go forward.

22 The next thing is, we looked  
23 at background traffic and traffic from  
24 other developments, and we did due  
25 diligence, went to the Planning

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2 Commission in 2006, learned about a  
3 lot of development. But as time went  
4 on and did our studies, it all melted  
5 away, particularly in the southern end  
6 of Columbus Boulevard, except for an  
7 additional building in the Dockside  
8 Complex, which we included in our  
9 study.

10 We also looked at background  
11 traffic and felt that traffic -- well,  
12 PennDOT keeps a traffic growth-rate  
13 sheet, and they estimate a 1 percent  
14 annual growth rate for Columbus  
15 Boulevard for our section.

16 We actually used a higher  
17 growth rate -- 1.6 percent for the  
18 first five years of our analysis, and  
19 then 1 percent after it. So as you  
20 compound it, our rate is a lot higher  
21 than, excuse me, the PennDOT rate.  
22 And that adds up to some 5 to 600  
23 vehicles on -- additional vehicles on  
24 Columbus Boulevard. And that's a  
25 pretty hefty development.

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2 So on top of that, then you  
3 would add site traffic, so you would  
4 have three tiers of traffic.

5 Now, normally, when you're all  
6 looking at a development for zoning  
7 approval or, you know, just approval  
8 here in the city -- and this is the  
9 same as everywhere else in the  
10 surrounding areas, in the suburbs -- a  
11 developer is asked to mitigation just  
12 his site traffic. In other words,  
13 look to the future and put it back as  
14 if everything else happens except the  
15 development. You're only mitigating  
16 the development.

17 We were serious when we took  
18 the job that we wanted to mitigate the  
19 existing traffic problems as well as  
20 traffic from other developments and  
21 our site traffic. And we were serious  
22 about that. We would need a lot fewer  
23 improvements if we were just  
24 offsetting our usage of the capacity  
25 by working with site traffic alone.

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2 So we're very serious about  
3 it, to try and mitigate the problems.  
4 And I've talked about 'em repeatedly.  
5 And I think you've heard Mr. Denny  
6 talk about taking action on a number  
7 of recommendations that we have been  
8 making in our study.

9 So how much traffic is  
10 Foxwoods going to add? I think you  
11 heard some testimony today that we're  
12 only adding some 640 vehicles in the  
13 peak hour, in the Friday peak. That's  
14 not true.

15 We studied nine peak hours,  
16 and you can see the peak hours shown  
17 here on this graphic. And then we  
18 studied a typical weekday, Friday,  
19 Saturday, and Sunday, our 24-hour  
20 volumes. Last time I was here, I  
21 answered some of the 24-hour volume  
22 questions, and I'd like to respond to  
23 the comment from earlier today as  
24 well.

25 We studied three peaks on a

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2 Friday: An early p.m. peak from 4:15  
3 to 5:15. That's a casino peak, we  
4 have a lot of entering traffic. And  
5 we saw it, you know, based upon the  
6 data that we collected from Foxwoods,  
7 their business model, their  
8 performance in Connecticut, how they  
9 attract businesses and use buses, we  
10 actually did an accumulation of people  
11 in the building, and we identified  
12 that during that 4:15-to-5:15 peak  
13 hour, 740 vehicles would be entering  
14 and leaving the site.

15 COUNCILMAN DICICCO: May I  
16 interrupt you? Madam President, point  
17 of order.

18 COUNCIL PRESIDENT VERNA: Yes.

19 COUNCILMAN DICICCO: Thank you.

20 Not to interrupt, but this is  
21 the additional numbers that we're  
22 looking at --

23 MR. GREENE: These are --

24 COUNCILMAN DICICCO: -- in  
25 addition to what is currently

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2 happening?

3 COUNCILMAN GREEN: Yes. This  
4 is the new traffic that our site's  
5 going to generate, our site alone.

6 COUNCILMAN DICICCO: What is  
7 the current traffic? The Council  
8 President and were asking -- she was  
9 going to ask this question, but I'll  
10 take advantage of the --

11 COUNCILMAN GREEN: It depends  
12 where you are on Columbus Boulevard.  
13 Right around Christian Street, it's  
14 about 50,000 a day. In front of our  
15 site, 31,000; and south of us, 28,000.

16 COUNCILMAN DICICCO: Could you  
17 give me it by the hour, that peak hour?  
18 How many cars are in that site vicinity  
19 on those peak hours you're speaking to?

20 MR. GREENE: I'd have to open  
21 up my studies and -- do you want me to  
22 --

23 COUNCIL PRESIDENT VERNA: Yes,  
24 please. I think that's important.

25 MR. PRIMAVERA: And each of you

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2 have this as well, so I'll ask Jeff to  
3 refer to the page when he goes through  
4 it.

5 MR. GREENE: Councilwoman  
6 Verna, you asked me about today's  
7 traffic?

8 COUNCIL PRESIDENT VERNA: Yes.

9 MR. GREENE: Okay. Um --

10 COUNCILMAN DICICCO: At those  
11 hours. Based on --

12 COUNCIL PRESIDENT VERNA: At  
13 peak hours.

14 MR. GREENE: Okay. At the  
15 Friday afternoon peak hour, where we  
16 generate 760 vehicles, in front of our  
17 site, there is... about 2800 vehicle;  
18 that's both directions.

19 COUNCILMAN DICICCO: Currently.

20 MR. GREENE: Both directions,  
21 up and down on Columbus Boulevard.

22 COUNCILMAN DICICCO: And you'll  
23 add 760 to that 2800.

24 MR. GREENE: Not exactly.

25 COUNCILMAN DICICCO: Well,

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2 that's --

3 MR. GREENE: We have different  
4 access points, so it's not all to one  
5 point, one single point.

6 COUNCILMAN DICICCO: I'm  
7 confused.

8 MR. GREENE: We have two  
9 driveways.

10 COUNCILMAN DICICCO: Well --  
11 but you're using numbers. It's 760  
12 trips.

13 MR. GREENE: Yes.

14 COUNCILMAN DICICCO: Peak hour.

15 MR. GREENE: The number  
16 represents only the traffic that we're  
17 adding to the roadway system. That's  
18 what it represents.

19 COUNCIL PRESIDENT VERNA: Did  
20 you say it's presently --

21 COUNCILMAN DICICCO: 2800.

22 MR. GREENE: About 2800  
23 vehicles up and down. That's total of  
24 both directions.

25 Between 5 and 6 p.m., it's

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2 1,088. That's quite a bit more than  
3 640.

4 COUNCILMAN DICICCO: And the  
5 2800 is still the same number?

6 MR. GREENE: It would go up  
7 slightly; I'd have to look up the  
8 number.

9 COUNCILMAN DICICCO: Well --

10 MR. GREENE: That's in the  
11 later report. We counted a lot more  
12 and broke it down a lot more finally  
13 for the traffic-signal system design  
14 report. It goes up a little bit but  
15 not much.

16 COUNCILMAN DICICCO: A couple  
17 hundred?

18 MR. GREENE: Yeah. And then  
19 Friday evening -- this is 7:15 to 8:15,  
20 which is a casino peak -- 1,095  
21 vehicles. So we added quite a lot of  
22 traffic on a Friday; it's a busy day.

23 On Saturday, we add as much as  
24 1,752 vehicles.

25 At the key shopping peak,

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2 early Saturday, which is between 1:30  
3 and 2:30, we add almost 1200 -- 1187  
4 -- to the exiting shopping peak  
5 traffic.

6 COUNCILMAN DICICCO: And,  
7 again, is the Saturday existing peak  
8 current traffic, is it higher than the  
9 Friday?

10 MR. GREENE: Yes, it is. Yes,  
11 it is.

12 COUNCIL PRESIDENT VERNA:  
13 (Inaudible, off-mic.)

14 COUNCILMAN DICICCO: Well,  
15 those are the numbers that, I think,  
16 are important.

17 COUNCIL PRESIDENT VERNA: Yeah,  
18 I think this is very informative but  
19 useless in a way because it really  
20 doesn't tell you what presently is in  
21 existence and what you would be adding  
22 to it.

23 MR. GREENE: I didn't plan to  
24 go through all of those graphics. If  
25 you'd like me to, I can.

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2 COUNCILMAN DICICCO: That's one  
3 of the questions -- the layman's  
4 question is: How many more cars are we  
5 going to add to the current number of  
6 vehicles that are on Columbus Boulevard  
7 at any given hour today? You're  
8 showing us what you anticipate at the  
9 site.

10 MR. GREENE: Well, we're  
11 showing you what we're adding to  
12 Columbus Boulevard. And the number  
13 changes block by block because traffic  
14 turns off and traffic enters at  
15 different places.

16 MR. PRIMAVERA: Jeff, would it  
17 help you to have your materials over  
18 there rather than over here? This way,  
19 you --

20 MR. GREENE: Sure.

21 MR. PRIMAVERA: 'Cause I think  
22 most of this is in your report. It's  
23 just not in the graphic.

24 MR. GREENE: It is.

25 MR. PRIMAVERA: All right. And

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2 what they're saying is -- just go to  
3 your report. The graphic was meant to  
4 be an aid to you, but if they have a  
5 question that's in your report, they  
6 have the report at their desk; just let  
7 them know which page it is, and then  
8 you can refer to that.

9 I think they're trying to say,  
10 What is the current load? and then  
11 what's the factor by which you  
12 anticipate you'll be adding to it?

13 MR. GREENE: This would be  
14 Figure 8, and it follows page 17.

15 COUNCILMAN DICICCO: I don't  
16 have one of those.

17 COUNCIL PRESIDENT VERNA: There  
18 it is.

19 MR. PRIMAVERA: And these  
20 materials were delivered, I guess, last  
21 week with a separate cover letter.

22 COUNCILMAN DICICCO: Thank you.  
23 Thanks.

24 Where are we now? What page?

25 MR. GREENE: It's Figure 8 and

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2 it follows page 17. That's it, that's  
3 it.

4 Those are hourly numbers. And  
5 you can see the streets and pick the  
6 locations.

7 Between Dickson and Reed, you  
8 would add 116, plus 17, plus 1,014,  
9 plus 19. And on the other side, it  
10 would be 1872. So we're talking  
11 about, let's see, about 3,000  
12 vehicles.

13 That's how you would read that  
14 graphic and you would do the same for  
15 each block up and down Columbus  
16 Boulevard.

17 Shall I go on?

18 COUNCILMAN DICICCO: Those  
19 numbers don't add up.

20 MR. GREENE: Shall I go on?

21 COUNCILMAN DICICCO: (Nods  
22 head.)

23 COUNCIL PRESIDENT VERNA:  
24 (Inaudible, off-mic.)

25 Councilman, you --

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2 COUNCILMAN DICICCO: You're  
3 saying 3,000 cars, but currently, there  
4 are 2800 cars in that peak hour. And  
5 if you add 760, we're at 3560 cars.

6 MR. GREENE: Mm-hmm, that's  
7 right.

8 COUNCILMAN DICICCO: And then  
9 if you take Saturday, which goes up by  
10 a couple of hundred, you're up to over  
11 4,000 --

12 MR. GREENE: That's correct.

13 COUNCILMAN DICICCO: Almost  
14 4100, 4200 --

15 MR. GREENE: That's correct.

16 COUNCILMAN DICICCO: But you  
17 just said it's 3,000 cars. What  
18 happened to the other thousand?

19 MR. GREENE: I said that was  
20 the existing --

21 COUNCILMAN DICICCO: The  
22 existing is 3 --

23 MR. GREENE: It's about 3,000  
24 on a Saturday peak you asked me about,  
25 and then you would add --

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2 COUNCILMAN DICICCO: Add  
3 those -- okay. Then we're up over  
4 4,000, 4200, whatever, okay.

5 MR. GREENE: It's an  
6 approximation because people turn  
7 different ways.

8 COUNCILMAN DICICCO: Is that --  
9 are the current numbers the average  
10 over a 365-day period of time, or were  
11 they taken just on certain Saturdays in  
12 general?

13 MR. GREENE: Normally, we would  
14 take it on a certain Saturday.

15 COUNCILMAN DICICCO: Holidays,  
16 Christmas holidays, I guess, weren't  
17 taken into consideration. Or were  
18 they?

19 MR. GREENE: No, not at all.

20 COUNCILMAN DICICCO: All right.  
21 You could probably put another 3,000  
22 cars on that one, but go ahead. I'm  
23 sorry.

24 MR. PRIMAVERA: Jeff, just  
25 let's talk about the protocol. How was

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2 the protocol arrived at for your  
3 traffic-impact analysis, you know, and  
4 who was involved and what was involved?  
5 just so that they understand the  
6 protocols and the accepted techniques  
7 that were involved here.

8 MR. GREENE: Basically, it's  
9 counting cars. The field of work is  
10 going out and counting the number of  
11 vehicles on the street making each  
12 turning movement. We also counted  
13 pedestrians and we also counted --  
14 well, basically anything that moves.  
15 And we've provided all of that --

16 MR. PRIMAVERA: You picked  
17 representative times and dates; is that  
18 --

19 COUNCILMAN DICICCO: Well, in  
20 the report, as the Council President  
21 pointed out, this was done on --

22 (Indiscernible; parties  
23 talking over each other.)

24 COUNCILMAN DICICCO: And  
25 everyone knows -- and I'm not trying to

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2 create an argument here, but everyone  
3 knows that January and February, are  
4 the slower retail months. And when the  
5 City's Streets Department did a survey  
6 of the off-ramp of 95, I believe it was  
7 February of either '06 or '05, and it  
8 was 1100 cars per hour coming off that  
9 ramp.

10 But, again, these are really  
11 downtimes in terms of traffic on  
12 Columbus Boulevard.

13 MR. GREENE: In 2007, we  
14 repeated the counts a little bit later,  
15 February and March, at the same  
16 intersections and made adjustments.

17 COUNCILMAN DICICCO: Well,  
18 February is not a good -- I don't think  
19 is a good month to use as a -- and I'm  
20 not a traffic engineer, but I'm just a  
21 regular guy who goes up and down  
22 Columbus Boulevard, and I can tell you,  
23 from my experience in the retail  
24 business, that February is the slowest  
25 month of the year.

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2 COUNCIL PRESIDENT Verna: All

3 right. Are you finished, Frank?

4 The Chair recognizes

5 Councilman Greenlee.

6 COUNCILMAN GREENLEE: Thank

7 you, Madam President.

8 I just had a question still on

9 the trip-generation issue, but I guess

10 kind of from the other angle. I'm

11 sorry, you may said this and I missed

12 it.

13 How do you get these figures

14 for where -- how you project Foxwoods

15 will be?

16 MR. GREENE: We did a number of

17 things. First, we got a lot of

18 information from the Foxwoods people.

19 They know at their Connecticut facility

20 how much traffic goes out and comes in,

21 how long they're there.

22 COUNCILMAN GREENLEE: Mm-hmm.

23 MR. GREENE: And we were able

24 to do an accumulation of people in the

25 building. And knowing how many people

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2 are in a car on average, how many  
3 people would be on a bus, we were able  
4 to deduce the number of vehicle trips,  
5 car trips, in and out, which is what  
6 these number represent, but we didn't  
7 stop there.

8 COUNCILMAN GREENLEE: Mm-hmm.

9 MR. GREENE: We checked all  
10 five applicants for licenses in  
11 Philadelphia, their traffic studies,  
12 one of which was the one Stantec did  
13 for Trump, and our traffic was higher  
14 than that study.

15 We also looked at literature  
16 about casinos in Las Vegas to make  
17 sure that we were in concert with the  
18 suburban-ring casinos, and we were.

19 We also looked at -- there  
20 were articles published in the  
21 Institute of Transportation Engineers  
22 as part of its effort to identify the  
23 trip-generation rates for casinos.  
24 And we found it to be consistent with  
25 that.

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2 We also did actual studies by  
3 counting traffic at Delaware Park over  
4 in Newark, Delaware.

5 COUNCILMAN GREENLEE: How about  
6 the two casinos that are closer here?  
7 I'm just wondering --

8 MR. GREENE: They weren't open  
9 at the time.

10 COUNCILMAN GREENLEE: They  
11 weren't open when you did the study.

12 MR. GREENE: Right.

13 COUNCILMAN GREENLEE: Okay.

14 MR. GREENE: If they were, I  
15 would have counted 'em.

16 COUNCILMAN GREENLEE: Mm-hmm,  
17 okay. 'Cause I'm just thinking, you  
18 know, they're closing closer to  
19 Philadelphia, they're closer to the --  
20 what the folks might do.

21 MR. GREENE: I wish we had them  
22 at the time, and it would have been a  
23 good model.

24 COUNCILMAN GREENLEE: Mm-hmm.  
25 Okay, all right. Thank you.

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2 COUNCILMAN DICICCO: I keep  
3 interrupting you because you say some  
4 things, obviously, that come to mind --  
5 I have questions that come to mind.

6 You say you looked at the  
7 Connecticut numbers.

8 MR. GREENE: Yes.

9 COUNCILMAN DICICCO: Isn't that  
10 a totally different environment than  
11 Delaware Avenue? I mean, Connecticut  
12 is a -- the largest casino in the  
13 world, what have you. It's out in the  
14 country, it's a destination point, it's  
15 where people stay. Most -- I would  
16 think a lot of people stay, and I'm  
17 sure it has day commuters as well.

18 But isn't it apples versus  
19 oranges here?

20 MR. GREENE: Actually --

21 COUNCILMAN DICICCO: You're  
22 looking at numbers of people who come  
23 in and out, but the environment itself.

24 MR. GREENE: Actually, we used  
25 it only for people trips and time of

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2 arrival. I wasn't interested in the  
3 number of vehicle trips in and out  
4 because your point's well taken.

5 What we did then is use the  
6 literature to determine the number of  
7 people per vehicle and, you know, the  
8 rate that they would arrive to make  
9 our comparisons, and we were able to  
10 get some convergence with that data,  
11 and that's how we know that we're have  
12 good with our -- and very strong with  
13 our trip-generation estimates.

14 MR. PRIMAVERA: And just so  
15 I -- I want to -- if I may, just one  
16 question. You said that your trip  
17 generation was greater than what  
18 Stantec did for Trump, and Trump is  
19 probably the biggest name in the world  
20 in gaming. So you actually have more  
21 numbers for your trip generation, even  
22 though today, Stantec came in and  
23 perhaps criticized your trip  
24 generation. It was larger than what  
25 they had anticipated when they were the

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2 consultants for Trump.

3 MR. GREENE: That's correct.

4 MR. PRIMAVERA: All right.

5 Thank you.

6 COUNCILMAN DICICCO: Is that to  
7 suggest that the name Trump would have  
8 generated more --

9 MR. PRIMAVERA: It's to suggest  
10 that we were more --

11 COUNCILMAN DICICCO: More  
12 patrons to its --

13 MR. PRIMAVERA: Well, Trump is  
14 the biggest name to me, and I'm just  
15 saying that if we're projecting more  
16 trip generation for our site than  
17 Stantec projected for Trump, I think if  
18 you do a show of hands anywhere, Trump  
19 is the name, at least in this  
20 marketplace.

21 COUNCILMAN DICICCO: I --  
22 well --

23 MR. PRIMAVERA: Well, maybe --

24 COUNCILMAN DICICCO: I think  
25 Trump's been Trumped by Borgata lately,

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2 but that's beside the point.

3 MR. PRIMAVERA: Well, I don't  
4 think Foxwoods is as well known as  
5 Trump in this market. Now, when we're  
6 up and running, we will be 'cause we'll  
7 be state-of-the-art.

8 But I think that -- to show  
9 that we really balanced the numbers  
10 aggressively in favor of trying to be  
11 the most forthcoming with our trip  
12 generation. We didn't try to show the  
13 numbers in a way that was beneficial  
14 to us because, as you remember Jeff  
15 saying last time, there's an  
16 engineering science we're bringing to  
17 this, and the facts and the numbers  
18 work in a way that makes it better for  
19 everybody. We don't want to, in  
20 effect, build in something that's not  
21 going to be accurate.

22 All right, Jeff, if you want  
23 to proceed.

24 COUNCILMAN DICICCO: We'll try,  
25 we'll try. We're trying, Carl.

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2 MR. GREENE: Okay. And last  
3 time we were here, I talked about the  
4 daily-trip numbers, and I thought I  
5 would like to expand on it a little  
6 bit.

7 The number that everybody  
8 asked me about was Saturday, which is  
9 the highest. And the way to read this  
10 line for Saturday is: In-trips would  
11 be 14,200 per day, exiting would be  
12 14,200 per day, for a total of 28,400.  
13 So we have 14,000 in and 14,000  
14 vehicles coming out.

15 And that's the way to read it.  
16 And I didn't say that. I only quoted  
17 the one number last time. And that's  
18 how you would read all of the numbers  
19 for the trip generation.

20 Another question from last  
21 time was: Does all of this traffic  
22 happen at one time during the day?  
23 And the answer is it's not. And these  
24 squiggly lines are an attempt to  
25 describe that.

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2 What I would like to do is  
3 describe how traffic patterns go  
4 throughout a Friday, a Saturday, and a  
5 Sunday. And you can see that the  
6 numbers that I used in the last  
7 graphic of trip generation kind of  
8 parallel where the squiggly lines are.

9 For example, on Friday, during  
10 the early-morning hours, they were  
11 fairly low. And then throughout the  
12 day, we tend to go upward, to a peak  
13 at 8 p.m. at night and then drop off.

14 On Saturday we have a lot of  
15 late-evening people, and this explains  
16 the unbalance in the numbers for, you  
17 know, the ins and outs that I showed  
18 you, down to a low, which is first-  
19 thing-in-the-morning Saturday. And  
20 then it kind of creeps up as the day  
21 goes forward to its highs.

22 On Sunday, similarly, there's  
23 the late owls that stay around. And  
24 we have, again, our lull at 7 in the  
25 morning. And then it kind of creeps

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2 up to a peak at 1 in the afternoon.

3 And then it kind of stays constant or  
4 decreases as the day goes forward.

5 So there are different peaks.

6 This is the sum total of ins plus outs  
7 for every hour of the day.

8 This graphic represents  
9 direction of approach and departure.

10 We believe that some 60 percent of our  
11 traffic is going to arrive via the  
12 expressway network. Now, by some  
13 estimates it might be higher, but we  
14 believe that it's going to be 60, a  
15 minimum of 60 percent.

16 Further to the north of us --  
17 and this would include traffic to the  
18 residential districts, to Center City,  
19 and maybe even to SugarHouse -- would  
20 be about 15 percent.

21 And traffic south of Columbus  
22 Boulevard, south of us, including some  
23 95 traffic, is either 15 or 25  
24 percent, depending on your direction.

25 And then we believe that into

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2 Pennsport, Queen Village, into that  
3 area, there would be 10 percent, most  
4 it using Washington Avenue, and the  
5 rest of it on the local streets; Reed,  
6 Tasker would be primary streets to  
7 carry that traffic.

8 COUNCILMAN DICICCO: Point of  
9 order, Madam President.

10 COUNCIL PRESIDENT Verna: Yes.

11 COUNCILMAN DICICCO: Could you  
12 give me raw numbers?

13 MR. GREENE: Raw numbers?

14 COUNCILMAN DICICCO: Cars.

15 MR. GREENE: Cars?

16 COUNCILMAN DICICCO: Of cars  
17 that are going to be in Queen Village  
18 and those neighborhood, what the 10  
19 percent represents. Or 15, whatever  
20 the numbers you --

21 MR. GREENE: I'm sorry. I'm  
22 not understanding.

23 COUNCILMAN DICICCO: You  
24 mentioned something about neighborhoods  
25 increasing 10 percent, some traffic.

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2 What is that in terms of raw numbers?

3 MR. GREENE: We believe that 10  
4 percent of our traffic is going to the  
5 neighborhood.

6 Let me go back to my  
7 trip-generation graphic. Friday,  
8 early p.m., 4:15 to 5:15, if 10  
9 percent goes into the neighborhoods,  
10 that's 76 vehicles. At the high peak  
11 on Friday, it's 108. At our highest  
12 peak, it's 175 in one hour.

13 COUNCILMAN DICICCO: Okay.

14 COUNCIL PRESIDENT VERNA: The  
15 Chair recognizes Councilman Greenlee.

16 COUNCILMAN GREENLEE: Thank  
17 you, Madam President.

18 Along the same line of that  
19 question I asked before, how did you  
20 come up, say, with the percentages?  
21 How -- was there -- how did you  
22 determine that?

23 MR. GREENE: It's another long  
24 explanation. Let me talk to it.

25 COUNCILMAN GREENLEE: Okay.

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2 MR. GREENE: We did what's  
3 called -- I guess "a sector study" is  
4 the best word, much like a marketer  
5 would do to locate a business, a retail  
6 business.

7 We started with census data,  
8 looking at the number of gambling-aged  
9 people. You can get that from the  
10 census data, and you can get it by  
11 municipality, which is a little finer  
12 grain than zip code -- census block  
13 data. And we plotted it out for, my  
14 gosh, going out to the edge of the  
15 Delaware Valley Regional Planning  
16 Commission area.

17 And then what you can do is,  
18 using the Google maps or, you know,  
19 the Map Quest, you can actually find,  
20 by doing it enough, what the dividing  
21 lines are as to which would be the  
22 quickest route to the site. And we  
23 did that and we came up with a  
24 distribution.

25 Then, because all of us live

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2 in the Philadelphia area, we tested it  
3 among the members of our firm. And we  
4 said to ourselves, for instance, if  
5 you live in New Jersey, certain points  
6 in New Jersey like Marlton or Evesham  
7 Township, you have a choice of  
8 bridges, and the choice of bridges  
9 might be different during different  
10 times of the day.

11 If you lived in the western  
12 suburbs, for example, and -- take  
13 Lansdale, not quite the western  
14 suburbs, but the northwestern suburbs,  
15 how would you go? Well, you have two  
16 choices: You can come down the  
17 turnpike I-476, you can either come in  
18 the Schuylkill Expressway to Vine  
19 Street to the site, which is the way  
20 the mapping programs tell you. Or go  
21 down 476 and come past the airport and  
22 come back up from the south.

23 And, again, different hours of  
24 the different days would have  
25 different routes. And it's very tough

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2 because -- I know I would listen to  
3 the traffic report and make that  
4 decision. So we made some adjustments  
5 based upon that.

6 Pretty much, if you're in the  
7 I-95 corridor, that was the easy one,  
8 but everything else was based upon our  
9 knowledge of the area and the mapping  
10 programs and the census data to where  
11 the customers, the potential  
12 customers, would live.

13 COUNCILMAN GREENLEE: Okay.  
14 Thank you.

15 MR. GREENE: Okay. You've  
16 heard a lot of talk about our  
17 improvement plan, and I was gratified  
18 to hear that the first one I'm going to  
19 talk about, at least the first element  
20 of the first part of it is going to be  
21 implemented by the City. We have  
22 provided our data to the City, to the  
23 Streets Department, so that they could  
24 generate new re-timing plans for  
25 Columbus Boulevard.

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2 They recognized, as we  
3 recognized, that re-timing the signals  
4 would be a major benefit right now,  
5 and repairing the existing system  
6 would be a major benefit right now.  
7 And I'm happy to hear that they're on  
8 target with doing that work.

9 We still think that the  
10 traffic system needs to be replaced  
11 with new technology, and we have been  
12 designing that traffic-signal system.  
13 The first part of it is a big  
14 communication system.

15 You've heard the term "fiber  
16 optics." One of the points of  
17 coordination with us and SugarHouse is  
18 a single fiber optics cable to go the  
19 length of Columbus Boulevard. Our  
20 responsibility is to take it up to  
21 Market Street. However, we're going  
22 to end up taking it a little further.

23 There is a hub at Spring  
24 Garden that both the City and the  
25 state share. We'll be connecting to

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2 it. And right there at the hub is a  
3 direct connection into the City's  
4 operation center as well as PennDOT's  
5 traffic operations center. They want  
6 to know what's going on.

7 Now, that cable will actually  
8 communicate traffic volume information  
9 as well as it has the ability to do  
10 cameras, video links. And we expect  
11 that they'll be asking us to put  
12 cameras up on Columbus Boulevard so  
13 that they can see real-time traffic,  
14 and we will do that as part of the  
15 system.

16 Also as part of the system is  
17 going to be -- and this is at  
18 PennDOT's request -- programs that  
19 will cover when there's an incident on  
20 I-95 that remotely the City can direct  
21 a new traffic-signal timing plan to  
22 accommodate the added traffic from '95  
23 on Columbus Boulevard when they have  
24 to when there's an incident. And  
25 we're designing those traffic plans as

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2 well.

3 There's another part to the  
4 signal program, and that's the  
5 railroad preemption. Right now, there  
6 isn't any. We're also -- so we have  
7 to add railroad preemption to the  
8 system.

9 And what that does is, because  
10 of the type of detection we're using,  
11 we're able to make it very efficient  
12 by following a train. Rather than  
13 blocking all of the crossings of  
14 Columbus Boulevard at once we can  
15 actually roll -- you know, have the  
16 preemption follow the train as it goes  
17 up and it goes down Columbus  
18 Boulevard. It's a very high-tech  
19 system, and we're-looking working with  
20 Conrail Shared Assets and Norfolk  
21 Southern to come up with a way to do  
22 it. It's a kind of state-of-the-art.

23 So it's a very high-tech  
24 traffic-signal system, and I might add  
25 it has detection for pedestrians,

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2 detection for left-turn lanes, and  
3 detection for cross streets.

4 One of the things that we're  
5 concerned about is pedestrian  
6 crossing. And what we're building  
7 into the system is increased time to  
8 cross the street and pedestrian-refuge  
9 islands where we can fit them in so  
10 that if somebody does get caught  
11 halfway across the street, they'll  
12 have a place to stop until the walk  
13 signal occurs.

14 And we're also providing, like  
15 you see in a growing number of places  
16 around Philadelphia, walk/don't walk  
17 countdown, you know, where you go 10,  
18 9, 8, 7, 6. And we think that that's  
19 a major improvement.

20 So all 15 intersections -- and  
21 now 16, because we're going to have to  
22 design the traffic signal at Water  
23 Street and Morris Street -- will have  
24 all of those provisions as part of it.  
25 And those signal systems typically are

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2 expandable as time and finances see  
3 fit.

4 So that's the first. I'm not  
5 going to read the revised signal timing  
6 everywhere, because that's basically  
7 what I just described.

8 But at I-95 and Lombard  
9 Circle, we're building a pedestrian-  
10 refuge island. That's a big one  
11 because there's a lot of pedestrians at  
12 that location

13 At the I-95 double-slide  
14 under-ramps, we're building a double  
15 left-turn lane, as you heard earlier,  
16 as well as a pedestrian-refuge island,  
17 again, for the number of folks there.

18 At Christian Street, we're  
19 restriping the Christian Street  
20 approach to provide a separate turn  
21 lane.

22 At Washington Avenue, we're  
23 providing a double left-turn lane to go  
24 into Washington Avenue in the  
25 northbound direction. And a lot of

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2 people now on Washington kind of make  
3 it a double left-turn lane. It's not  
4 striped as such, it's not phased for  
5 that for the traffic signals. We'll do  
6 that, we'll provide that so that it is  
7 a true, safe double left-turn lane.

8 In front of our site, we're  
9 providing -- and this was important to  
10 your Planning Commission. We're  
11 providing three lanes in each direction  
12 as well as continuing the bike lane

13 At Reed Street, in the block  
14 between Reed and Water Street, one of  
15 the reasons that traffic kind of backs  
16 up in the southbound direction a lot --  
17 there's two basic reasons. One is, the  
18 driveway at Staple's is pretty small.  
19 The other is that when someone wants to  
20 turn in on Reed Street into the movie  
21 theater parking lot, traffic tends to  
22 back up around the corner, particularly  
23 at change of showtimes A lot of people  
24 that make that turn want to go under  
25 I-95 to park or on into the

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2 neighborhood.

3 We can fix that by -- if we  
4 can just take half a block of parking  
5 on each side off, what we can do is --

6 COUNCILMAN DICICCO: Excuse me.  
7 Point of order, Madam President.

8 COUNCIL PRESIDENT VERNA: Sorry.

9 COUNCILMAN DICICCO: We've  
10 already removed that traffic; it's no  
11 longer there. The parking, I should  
12 say.

13 MR. GREENE: Okay. Well, we'd  
14 like to stripe it as five lanes. That  
15 was the last thing.

16 So that we have two incoming  
17 lanes and three outgoing lanes. And  
18 it will make a big difference. I'm  
19 sure the parking removal has made a  
20 big difference as well.

21 At Dickinson Street, our  
22 driveway is the big feature there, but  
23 we're going to signalize that  
24 intersection. We'll be providing a  
25 left-turn lane in, three through-lanes

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2 south, three through-lanes north.

3 And as the southbound left  
4 turn and the right turns go in, they  
5 go into two lanes; one lanes goes up  
6 to the port cochere, and the other  
7 lane goes into the self-parking  
8 garage.

9 Just immediately to the south  
10 of that interchange, we're going to  
11 take left turns on Tasker that want to  
12 go westbound to go southbound to 95,  
13 and we're going to bring them up along  
14 the front of the parking garage and  
15 then bring them into the Dickson  
16 intersection and turn them. And that  
17 movement will go at the same time the  
18 entering lefts will go, so that we're  
19 taking advantage of that green period  
20 of time. It's a very efficient use of  
21 the space and the time.

22 At Reed Street, what we're  
23 providing is a left-turn lane in the  
24 southbound direction by taking a lane  
25 across the tracks just south of

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2 Dickinson. Currently, the northbound  
3 lanes are wide enough to provide this  
4 lane. So we can provide three  
5 through-lanes up north and one  
6 left-turn lane south.

7 We can also provide something  
8 that the community asked us for. And  
9 I remember, Councilman DiCicco, when  
10 we were at Washington School, they  
11 asked us for this one: To provide a  
12 northbound left-turn lane at Tasker  
13 Avenue. And with this design, we have  
14 a way to provide it.

15 At Morris, this is an  
16 interesting mitigation. Right now,  
17 anybody who's south of Morris Street  
18 and wants to go up to 95-South, what  
19 they have to do is go up to Dickinson  
20 street and make a U-turn or to Reed  
21 Street and make a U-turn -- usually  
22 it's Dickinson Street -- and then they  
23 can go over to Morris and turn right  
24 and go onto 95.

25 By regrading the railroad

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2 tracks and adjusting the curbs, we can  
3 provide a crossing of the railroad  
4 there so that people can go directly  
5 to I-95 if they're traveling north on  
6 Columbus Boulevard. That gets to be a  
7 lot of traffic at sometimes during the  
8 day, and it really takes away from the  
9 operation -- the smooth operation of  
10 Columbus Boulevard, so we want to fix  
11 that.

12 So those are basically the  
13 civil engineering of the highway-type  
14 improvements.

15 Now --

16 MR. PRIMAVERA: And, Jeff, just  
17 for the record, you need a highway  
18 occupancy permit which will be jointly  
19 administered by the City and PennDOT,  
20 and before they would give you that  
21 permit, they would have to, in effect,  
22 ratify this mitigation plan, which is  
23 what Mr. Denny said was hopefully going  
24 to be decided by the end of this month;  
25 is that correct?

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2 MR. GREENE: That is correct.

3 We've made our submission jointly to  
4 both PennDOT and the City's Streets  
5 Department as well as other City  
6 agencies who have asked us for it, and  
7 they are in the process of reviewing  
8 it; I was hoping to have their letter  
9 for today.

10 MR. PRIMAVERA: And as a  
11 follow-up question that was asked  
12 previously to PennDOT and the City:  
13 Was there anything that PennDOT or the  
14 City have asked you to do that you've  
15 refused to do or you're not willing to  
16 do?

17 MR. GREENE: No.

18 MR. PRIMAVERA: And,  
19 presumably, whatever they ask you to do  
20 you'll do because you need that highway  
21 occupancy permit to build.

22 MR. GREENE: Yes.

23 Now, I tried to work with the  
24 levels of service and show them in a  
25 very easy-to-understand manner. We

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2 made, actually, 1500 calculations,  
3 level-of-service calculations, for all  
4 of the nine peak hours.

5 And what this shows is the  
6 overall level of service today in the  
7 first block, and in the second block  
8 is the overall intersection level of  
9 service for 2009 after the casino  
10 opens.

11 And what we're showing in this  
12 graphic is that in green is level of  
13 service D; in yellow, level of service  
14 E; and in F [sic], level of service F.

15 As I mentioned before, our  
16 goal is to try and make traffic flow  
17 better than today, and part of it is  
18 improve the level of service.

19 As you can see, at Washington  
20 Avenue, we have some peaks where today  
21 we're in the yellow and we're also in  
22 the red. We can improve all but two  
23 to green, and those two are in the  
24 yellow, so we've made an improvement  
25 at Washington with our improvement

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2 program.

3 At Christian Street, one of --  
4 the Saturday peak hour, the shopping  
5 peak, is in the red -- or in the  
6 yellow. We can improve that to the  
7 green.

8 The I-76 I-95 ramps -- 676,  
9 I-95 ramps is a real issue where we  
10 have most of the peak hours how a poor  
11 level of service; and, again, with our  
12 double left-turn lane, we can make a  
13 major improvement such that we can get  
14 into the green range.

15 Now, that doesn't mean, like  
16 the folks from Stantec said, that  
17 every single movement is acceptable.  
18 In a city, it's very difficult to make  
19 all movements acceptable. So you look  
20 at overall level of service; in fact,  
21 that's the PennDOT regulation when  
22 they look at whether you have to have  
23 a level of service waiver or a  
24 mitigation. They look at the overall  
25 level of service, and then once they

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2 identify that there is a mitigation  
3 needed, then you look at each move the  
4 and try and mitigate it so.

5 Our mitigations actually make  
6 traffic flow better than today, and  
7 let me talk to you about how it's  
8 done.

9 The overall level of service  
10 and delay figure for each  
11 intersection, each of our 15  
12 intersections. And when you add up  
13 the overall level of service for  
14 intersection and delay, you can see --  
15 this is the -- each of peak hours is  
16 shown, all nine peak hours.

17 The middle column in the white  
18 area is the number of seconds of delay  
19 that we're reducing. Now, granted, it  
20 isn't much when you're thinking about,  
21 you know, driving down Columbus  
22 Boulevard, but don't forget, we took  
23 it -- we took responsibility for all  
24 of the background growth and the  
25 existing problems and made a

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2 comparison against traffic signals  
3 that have been working together in a  
4 system -- not as they do today, all  
5 independent.

6 So we're showing some modest  
7 improvements -- as little as ten  
8 seconds but as great as in excess of a  
9 minute and a half.

10 Our percent improvements range  
11 from 3 percent all the way up to 24  
12 percent during the various times of  
13 the day. If I make an average, it's  
14 13 is percent improvement.

15 Now, that is based strictly on  
16 the analysis, as we've submitted it,  
17 for our 30 percent plans; that doesn't  
18 reflect any comments that were made by  
19 Stantec and it doesn't reflect any  
20 comments I haven't seen yet like the  
21 PennDOT comments that PennDOT and the  
22 City are working on.

23 But as it stands now, based on  
24 our analysis, which I believe is  
25 correct -- and I believe in this

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2 analysis I've made -- we've met our  
3 mandate.

4 MR. PRIMAVERA: And, also,  
5 there was a question by the committee  
6 last time about the port delays, and I  
7 think you said that you would look at  
8 that and report back. Could you tell  
9 us what you did on that?

10 MR. GREENE: I did. I wish  
11 Councilman Kenney was here to hear it.  
12 He's the one that asked me the  
13 question.

14 COUNCILMAN DICICCO: He's  
15 actually in his office now.

16 MR. PRIMAVERA: They can listen  
17 on the --

18 COUNCILMAN DICICCO: I think  
19 he's listening.

20 MR. GREENE: Okay. We took a  
21 look at where the piers are in relation  
22 to I-95. The first part of his  
23 question was: All of the truck traffic  
24 on Columbus Boulevard is going to be  
25 affected by Foxwoods, so -- and

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2 particularly the ramps that we're going  
3 to put most of our traffic on, or that  
4 most of our traffic will use, I think,  
5 is a more correct way of saying it.

6 This graphic shows the port  
7 all the way from Pattison Avenue, with  
8 Ameriport and the Packer Avenue  
9 Terminal, the Walt Whitman Bridge, and  
10 on up Christopher Columbus through the  
11 numbered piers of 98 through 78, past  
12 Pier 70 retail, Foxwoods, on up to 40  
13 and 38, and then on past to the 95 and  
14 676 ramps.

15 Looking at, again, the  
16 distance to the ports from 95 and the  
17 access ramps to and from 95, it's very  
18 clear to us that somewhere between  
19 Pier 80 and 82 is the boundary between  
20 trucks that would use the Walt Whitman  
21 Bridge as opposed to the Penn's  
22 Landing interchange.

23 Pier 82 and south would most  
24 likely use the Walt Whitman Bridge  
25 interchange, which we impact very

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2 little. Pier 80, 78, 40, and 38 would  
3 use the Penn's Landing interchange,  
4 all of those four ramps that we will  
5 be impacting. But then, again, they  
6 will have the benefit of the reduced  
7 delays that our mitigations will bring  
8 to bear.

9 Let me talk about that for a  
10 second because he asked me very  
11 pointedly: If a truck is late to,  
12 say, Wal-Mart or Home Depot, that's  
13 okay, but if a truck is late to be  
14 loaded or unloaded at a port, that's  
15 not okay because the boat leaves. And  
16 we took a look at that.

17 From the analysis that we did,  
18 we know how many trucks are on  
19 Columbus Boulevard during each of our  
20 periods, peak periods, and depending  
21 on the day of the week, PennDOT  
22 reports that the number of trucks is  
23 anywhere from 800 to 1500. But these  
24 are each of the peak hours, and it  
25 doesn't cover the 24-hour, you know,

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2 period of the day.

3 So if you look at our delays  
4 that I've projected for all traffic at  
5 our intersections, we can come up with  
6 a cost per hour of delay for the  
7 trucks.

8 Now, what research tells us is  
9 that -- and this is from the Federal  
10 Highway Administration, United States  
11 Department of Transportation -- that  
12 it costs about anywhere from \$25 to  
13 \$250 per hour to operate a truck.

14 I'm not sure what the cost is  
15 to operate a truck on Columbus  
16 Boulevard, so we've assumed something  
17 in the middle; we took \$100 as a cost  
18 per hour. It may be more, it may be  
19 less, but I think the conclusion would  
20 be the same.

21 Basically, if you look at the  
22 total number of trucks and the  
23 decrease per trucks, multiply it out,  
24 and then the cost for the delay, these  
25 numbers here are the reduction in

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2 dollars for trucks during each of the  
3 peak hours. No, it's not a lot of  
4 cost reduction: \$254 weekday morning,  
5 251 Friday morning, 339 in the middle  
6 of the afternoon on a weekday, which  
7 is the high. But on the other hand,  
8 it is a reduction.

9 So our mitigation is actually  
10 saving money for the trucking industry  
11 in general. And we're not -- and  
12 we're not adding to the cost or adding  
13 to the delays for the trucks destined  
14 to the cargo ships.

15 And that's the conclusion of  
16 our analysis. That's my direct  
17 testimony.

18 COUNCILMAN DICICCO: I do have  
19 a couple of questions.

20 COUNCIL PRESIDENT VERNA: The  
21 Chair recognizes DiCicco.

22 COUNCILMAN DICICCO: Thank you,  
23 Madam Chair. I think I have more than  
24 a couple questions now.

25 The first one came from

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2 someone out in the audience. You  
3 described a -- the analysis for where  
4 the customers would be coming from and  
5 what routes they would be taking. Is  
6 that -- would that be a public  
7 document that you can share?

8 MR. GREENE: We have a pretty  
9 large spreadsheet that I can make  
10 available.

11 COUNCILMAN DICICCO: Would you  
12 please do that and --

13 MR. GREENE: Yes.

14 COUNCILMAN DICICCO: -- make it  
15 available to the Chair?

16 The next question I have is  
17 about the -- what you described, and  
18 this is not to be -- meant to be  
19 sarcastic 'cause I guess it would  
20 apply even to the Stantec.

21 It's a perfect environment:  
22 Traffic moving, no accidents, no  
23 disruption of construction going on on  
24 the City street -- on Columbus  
25 Boulevard in this particular instance

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2 -- no accidents on I-95. Anyone who's  
3 been familiar -- is familiar with  
4 I-95, especially south of maybe  
5 Allegheny, understands that in  
6 addition to the heavy volume of  
7 traffic on Columbus/Delaware Avenue,  
8 when there's an accident on I-95,  
9 Columbus Boulevard becomes the  
10 alternate route, in addition to it  
11 already being an alternate route for  
12 people who have figured an easier way  
13 of going north or south up and down  
14 the Delaware River.

15 Has any of that be taken into  
16 consideration? And has any  
17 consideration been given to game days,  
18 be it the Sixers, be it the Flyers, be  
19 it the Eagles, and special events that  
20 are part of what we do and promote in  
21 the Penn's Landing Central Delaware  
22 Waterfront corridor? Have any of  
23 those things been taken into  
24 consideration?

25 I mean, logic would tell you

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2 that it's going to change these  
3 numbers. Has there any consideration  
4 been given to those things?

5 MR. GREENE: Yes.

6 COUNCILMAN DICICCO: Because  
7 these are things, by the way, but for  
8 special events when we know when  
9 they're coming, accidents we can't  
10 predict, and they happen almost on a  
11 regular basis. I mean, just turn into  
12 KYW any morning or afternoon, and  
13 you'll always hear about backups on  
14 I-95; it's just a natural, everyday  
15 occurrence.

16 MR. GREENE: Councilman  
17 DiCicco, the answer is yes, we have.

18 I talked earlier about the  
19 traffic-signal system and the  
20 capabilities that we're designing into  
21 it and that the programs -- and,  
22 again, we're doing exactly what  
23 PennDOT and the City want on this  
24 because they control how the traffic  
25 is diverted. They've asked us to

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2 design a traffic-signal program to  
3 cover the diversion of traffic onto  
4 Columbus Boulevard, and we intend to  
5 do that as part of our next  
6 submission.

7 COUNCILMAN DICICCO: Oh.

8 MR. GREENE: Now, in terms of  
9 the Phillies, the Sixers, the Flyers,  
10 um...

11 COUNCILMAN DICICCO: That's a  
12 reality.

13 MR. GREENE: It -- it -- you're  
14 right, it is a reality. And what we  
15 need to do there is, again, look at the  
16 number -- look at our traffic-signal  
17 programs, and it's going to make an  
18 adjustment to either the cycle length  
19 or the apportionment of the green time.

20 So that's how we intend to  
21 handle that situation, so the answer  
22 is yes to your question.

23 COUNCILMAN DICICCO: Pedestrian  
24 bridges, tunnels, have they ever been  
25 taken into consideration?

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2 MR. GREENE: We --

3 COUNCILMAN DICICCO: 'Cause  
4 someone mentioned Las Vegas -- I don't  
5 know if it was in your testimony or in  
6 someone else's testimony. And I  
7 happened to be out in Vegas a couple of  
8 years ago, which was the first time in  
9 20 years, and even though it's a  
10 destination place when there's hotels  
11 and most people go there and wind up  
12 staying there, the vehicular traffic is  
13 so much that they had to create  
14 pedestrian bridges almost at after  
15 every single intersection.

16 MR. GREENE: I have an office  
17 in Las Vegas, and my partner was the  
18 one that got -- Steve Wynn and Sherman  
19 Addleson (sp?), I think, were banging  
20 their heads, and I think I told you the  
21 story. And they built a pedestrian  
22 bridge between the two after a lot of  
23 consternation.

24 We looked at the possibility  
25 here in South Philadelphia. We can

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2 certainly do something on our side but  
3 we have nothing to connect it to on  
4 the other side that would be -- that  
5 would allow us to have a good design  
6 that's ADA-compliant, so we did look  
7 at it.

8 As a part of our design -- and  
9 you heard a lot of talk from our  
10 review team about pedestrians and how  
11 to accommodate the pedestrians -- we  
12 are providing sufficient green time to  
13 cross in accordance with the manual  
14 and uniform traffic-control devices,  
15 and this is something that your own  
16 Planning Commission is very insistent  
17 upon, and it's something that we want  
18 to do because it's a part of a good  
19 design.

20 So as Mr. Denny testified  
21 earlier, the increased cycle length, a  
22 lot of that time is going to increase  
23 the cross street green time to provide  
24 for pedestrians.

25 COUNCILMAN DICICCO: Sidewalks

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2 will be maintained adequately in terms  
3 of size?

4 MR. GREENE: Yes.

5 COUNCILMAN DICICCO: And I'm --  
6 this came from somewhere else; I'm not  
7 sure if it was my legislative assistant  
8 or not but I want to follow up. You  
9 mentioned about the train tracks.

10 MR. GREENE: Yes.

11 COUNCILMAN DICICCO: And I  
12 think I asked this at the last hearing.

13 MR. GREENE: Yes.

14 COUNCILMAN DICICCO: Where you  
15 in terms of discussions with the owners  
16 of the tracks; are they agreeing to  
17 modify the tracks, relocate? Where are  
18 we with those discussions?

19 MR. GREENE: We are  
20 coordinating with the railroads. We're  
21 in the middle of that process right  
22 now. We know we have to be successful  
23 with that coordination, and we believe  
24 we have three alternatives right now to  
25 achieve that success. And the

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2 railroads are looking at the three  
3 potential alternatives.

4 COUNCILMAN DICICCO: Are they  
5 potential alternatives in the event  
6 that they refuse, or are they  
7 alternatives to what you've currently  
8 presented to them?

9 MR. GREENE: Currently  
10 presented to them.

11 COUNCILMAN DICICCO: What  
12 happens if they refuse?

13 MR. GREENE: We don't think  
14 they will, and here's why:

15 COUNCILMAN DICICCO: I don't  
16 think the state legislature thought  
17 that there'd be any opposition to the  
18 casinos on the Delaware waterfront as  
19 well, but here we are.

20 (Applause.)

21 COUNCILMAN DICICCO: I mean, we  
22 really -- we really need to look at  
23 this because my experience with  
24 railroads during the twelve years or so  
25 that I've been here, in addition to

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2 taking about two years to find out --  
3 to get somebody to talk to, because  
4 it's like a secret society, they are  
5 not very cooperative in most cases that  
6 I've had a dealing with them.

7 And I'm not suggesting that  
8 they won't be here, but what if? It's  
9 the what-if again. If they refuse,  
10 what happens; is there another plan?

11 MR. GREENE: I'd rather talk  
12 about the motives of the railroad to  
13 start my dialogue here.

14 COUNCILMAN DICICCO: Yeah.  
15 Well, I know their motives. I did  
16 legislation that gave them Ikea, which  
17 gave them 16 million bucks when I did  
18 the legislation to change the  
19 classification for the Ikea site with  
20 CSX, 16-and-a-half million dollars  
21 extra.

22 MR. GREENE: We were told by  
23 the railroads that they would like to  
24 move their switching operations to the  
25 south, to somewhere other than in front

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2 of our site.

3 COUNCILMAN DICICCO: I'll give  
4 you an example. Swanson Street in that  
5 little shopping area -- Staple's or  
6 Office Max was there. I would assume  
7 it's maybe where McKean Street  
8 intersects with Swanson. There's a set  
9 of tracks there.

10 MR. GREENE: Right.

11 COUNCILMAN DICICCO: I've been  
12 working for three years with a private  
13 developer who manages that shopping  
14 mall to correct a very dangerous  
15 situation, that there's the crash  
16 barrier, if you will, that's been there  
17 probably for 50 years that is a very  
18 dangerous situation.

19 I've been working for three  
20 years with the railroads to try to get  
21 them to give the developer, who's  
22 willing to pay for the improvements,  
23 the permission to go there and make  
24 that a safe intersection. Three years  
25 and counting.

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2 Again, railroads, my  
3 experience with railroads have been  
4 very difficult -- but for the Ikea  
5 deal because they got 16-and-a-half  
6 million dollars by virtue of that  
7 legislation in additional, you know,  
8 revenues.

9 So I can't sit here and in  
10 good conscience agree on the -- you're  
11 saying that "we believe we're going to  
12 get there." We always have to keep in  
13 mind that that may not happen. And  
14 then where would we be?

15 MR. GREENE: Well, let me talk  
16 about what we believe will happen, and  
17 then I'll talk about our Plan B.

18 As I said earlier, the  
19 railroads don't want to do their  
20 switching operations in the increased  
21 traffic that is coming to the area  
22 where they do their switching  
23 operations today, centered around  
24 Dickinson. They would like to move it  
25 somewhere else, and we've identified

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2 three alternative ways to do it to the  
3 south, and they're looking at it to  
4 make a determination as to which one  
5 is best.

6 If they can do that, then we  
7 can go from two tracks to one track  
8 from Morris Street up to just south of  
9 Washington, and that would be a part  
10 of our plan to reduce to one track.

11 Whether we go to no tracks has  
12 everything to do with the PennPraxis  
13 plan and the proposed light-rail  
14 system because those tracks could be  
15 used for the light rail.

16 It also has everything to do  
17 with Pier 38 and 40; there's a viable  
18 paper company there that does -- they  
19 get maybe one or two cars, railroad  
20 cars, a month, but it needs to be  
21 served so that unless they can -- we  
22 can work out an arrangement where  
23 they, you know, get their goods in and  
24 out some other way, either by trucks,  
25 they're going to need rail service.

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2 So we believe that the end-game is  
3 going to be one track for the  
4 long-term reasons that you Harris  
5 Steinberg talk about this morning to  
6 the short-term reasons that  
7 something -- you know, service has to  
8 be provided to Penn Paper, I believe  
9 it is, at Pier 38 and 40.

10 The other part is Inolex,  
11 which is the problem that, Councilman,  
12 you're working on. They have service  
13 from two railroads -- Norfolk Southern  
14 and Conrail.

15 And I believe when Conrail  
16 serves them, they have to bring the  
17 train up in front of our site and then  
18 back it in. They don't need a lot of  
19 rail cars, unlike the Pier 78, Pier  
20 80, Pier 82, that complex. They get a  
21 lot of cars a month, and that's really  
22 the switching operation that has to be  
23 accommodated. So for the few cars a  
24 month that the paper company gets and  
25 that Inolex gets, there's going to be

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2 a train that comes up and goes back.

3 Now, if your initiative is  
4 successful, we won't have the Inolex  
5 train coming up and going back; but if  
6 it's not, we will have it.

7 So we believe that there will  
8 have to be a railroad track, a single  
9 track, in front of our site. We  
10 believe that there's going to have to  
11 be a double track somewhere to the  
12 south to make up the difference. And  
13 we've presented a series of  
14 alternatives to the railroad  
15 companies, and we're waiting to hear  
16 back from them.

17 Now, if it's not successful,  
18 where are we? And that's really the  
19 question that you asked me, and I'd  
20 like to answer that. And we have two  
21 tracks in front of us.

22 We've, again, presented our  
23 traffic data to the railroads. Most  
24 of their switching operations can be  
25 moved to the morning, so they can

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2 control, to a degree, when they have  
3 to come up Columbus Boulevard. And  
4 you saw from my graphic earlier that  
5 we don't have a lot of traffic in the  
6 morning.

7 You also heard my dialogue  
8 about the preemption system. Unlike  
9 most preemption systems where you pull  
10 up to a grade crossing, the gates are  
11 down, the signals are going crazy, and  
12 you're wondering where the train is,  
13 this one's different.

14 The preemption system that we  
15 have is -- will be high-tech. And the  
16 way that it will work is that the  
17 signals up and down Columbus Boulevard  
18 will be forced to green for north and  
19 southbound Columbus Boulevard as the  
20 train goes across the crossings. And  
21 there's appropriate clearances and  
22 safety zones and things like that that  
23 are a part of it.

24 But when that occurs, traffic  
25 on Columbus Boulevard will keep

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2 moving, and traffic coming out of the  
3 side streets on our site can be able  
4 to turn right full-time. The only  
5 movements that will not be able to  
6 occur would be left turns and cross  
7 traffic.

8 Today, without preemption, the  
9 trains go at walking speed, and  
10 there's supposed to be a flagger. I  
11 know sometimes it's not there, but  
12 there's supposed to be a flagger. And  
13 it's a very difficult operation; we've  
14 watched it occur.

15 So the railroad wants to  
16 eliminate that operation. There's  
17 something in this for them, and that's  
18 why they're cooperating with us. They  
19 finally get a system that's much safer  
20 than it is today. And that's why  
21 we're working together, to try and  
22 find what the best preemption system  
23 is and the best way that they can use  
24 the need for a "runaround track," as  
25 they call it.

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2 So that's the answer is as to  
3 where we stand today.

4 COUNCILMAN DICICCO: Well, I  
5 think you got close to answering the  
6 what-if, but I don't think you've  
7 answered it entirely because, again,  
8 dealing with the railroads and the time  
9 that it takes and the time that I've  
10 been -- like I said, I've experienced a  
11 number of projects in my district.  
12 They can be very difficult.

13 And I still don't think you've  
14 answered entirely the question. I  
15 know you took a good shot at it, but  
16 --

17 MR. GREENE: The preemption  
18 system that we're designing will make  
19 things a lot better if the double track  
20 must remain, but I don't believe it  
21 will remain.

22 COUNCILMAN DICICCO: Well, and  
23 the "what-if" is if it does remain.

24 MR. GREENE: Then the  
25 preemption system, when the trains are

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2 there in the earlier parts of the day

3 --

4 COUNCILMAN DICICCO: Makes it a  
5 little bit better.

6 MR. GREENE: It -- well, we're  
7 not generating a lot of traffic, so it  
8 would be much as it is today except  
9 better and safer because traffic will  
10 be directed when it's safe to move for  
11 each of the movements -- not today,  
12 when folks simply just go in front of  
13 the engine, which is not safe at all.

14 So it will be a lot safer than  
15 it is today.

16 COUNCILMAN DICICCO: But your  
17 mitigation requires that one of those  
18 tracks be removed.

19 MR. GREENE: It doesn't require  
20 it.

21 COUNCILMAN DICICCO: It  
22 doesn't?

23 MR. GREENE: No. We've assumed  
24 in all of our calculations that the two  
25 tracks remain, and if you look at it,

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2 the trains come at different times of  
3 the day, so it's very difficult to make  
4 those calculations, but as we've looked  
5 at it from our modeling with the  
6 preemption system, because the north  
7 and southbound Columbus Boulevard  
8 traffic continues to move, there's very  
9 little increase in delay to Columbus  
10 Boulevard. That traffic just keeps  
11 moving.

12 COUNCILMAN DICICCO: No further  
13 questions at this time. Thank you.

14 COUNCIL PRESIDENT VERNA: Thank  
15 you.

16 The Chair recognizes  
17 Councilman Greenlee.

18 COUNCILMAN GREENLEE: Thank  
19 you, Madam President.

20 And, again, Mr. Greene, you  
21 may have addressed this, I may have  
22 missed it: As far as accidents, did  
23 you look at the accident rate now?  
24 And do you think some of the things  
25 you're suggesting, was that taken into

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2 consideration? And, also, I guess  
3 along the same lines, with the  
4 increased traffic, did you look at the  
5 accident potential at all? Where did  
6 that factor in?

7 MR. GREENE: We didn't -- we  
8 didn't study the crash rates.

9 COUNCILMAN GREENLEE: You did  
10 or didn't?

11 MR. GREENE: We did not.

12 COUNCILMAN GREENLEE: Wouldn't  
13 that seem to have fit in there  
14 somewhere?

15 MR. GREENE: It's not a -- not  
16 a requirement, and we haven't been  
17 asked to do it by the review team.

18 COUNCILMAN GREENLEE: You were  
19 not.

20 MR. GREENE: We were not.

21 COUNCILMAN GREENLEE: Hmm. Let  
22 me just jump to another thing, and I  
23 know this was done back -- your report  
24 was done now, I guess, like 20 months  
25 ago or whatever, but you talk about

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2 coordination with SEPTA and tour bus  
3 operators on page 69 of your study.

4 MR. GREENE: Yes.

5 COUNCILMAN GREENLEE: And  
6 Mr. Rush earlier had said about tour  
7 buses or buses generally, where would  
8 they sit? And the last sentence here,  
9 it says: "It is intended that buses  
10 would drop off customers, exit the site  
11 to lay over at some offsite location,  
12 then return to pick up patrons."

13 MR. GREENE: That's right.

14 COUNCILMAN GREENLEE: Over this  
15 period of time, have you gotten any  
16 more specific where you're looking at  
17 with that or --

18 MR. GREENE: We haven't  
19 identified where our charter buses  
20 would lay over, we have not done that  
21 yet.

22 COUNCILMAN GREENLEE: Mm-hmm.  
23 I mean, obviously, there would be a  
24 concern if --

25 MR. GREENE: We'll -- we'll

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2 have to do that.

3 COUNCILMAN GREENLEE: Okay.

4 (Laughter.)

5 COUNCILMAN GREENLEE: Wouldn't

6 -- again, I'm not trying to be

7 critical, but wouldn't that have been

8 something that would be pretty -- I

9 mean, again, if you're trying to bring

10 in people through the buses, I mean,

11 wouldn't the layover issue be a

12 pretty --

13 MR. GREENE: Oh, it is.

14 COUNCILMAN GREENLEE: --

15 significant issue?

16 MR. GREENE: I'm not denying it

17 is.

18 COUNCILMAN GREENLEE: Yeah.

19 MR. GREENE: But we have to go

20 and either by land or lease land or do

21 something, and since we're not far

22 enough along in the process to make

23 that kind of a commitment, we haven't

24 done it yet but we sure will. We have

25 to do that because it's a part of the

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2 operation.

3 COUNCILMAN GREENLEE: Okay.

4 And how about SEPTA; has there been any  
5 more conversation with SEPTA as far as  
6 what improvement could be done for  
7 buses or if it's increasing the routes  
8 that there are there now or other  
9 routes, anything like that? Does  
10 anybody know?

11 MR. GREENE: One of the things  
12 on my to-do list is to meet with SEPTA  
13 again to present our plan for their  
14 buses. We're providing a place for  
15 four buses right outside our bus  
16 entrance --

17 COUNCILMAN GREENLEE: Mm-hmm.

18 MR. GREENE: -- to the casino  
19 on the Tasker Avenue side -- the Tasker  
20 Street side.

21 One of the issues with them is  
22 the route, as they go through the Pier  
23 70 shopping center and come around, we  
24 need to make some changes, which, at  
25 our first meeting them, they indicated

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2 a willingness to make -- in fact, they  
3 suggested it.

4 COUNCILMAN GREENLEE: Mm-hmm.

5 MR. GREENE: What we need to do  
6 now is get down into the details and  
7 talk with them about it. They are  
8 planning -- they have on their wish  
9 list two more bus routes that would  
10 terminate in the Foxwoods Pier 70 area.

11 COUNCILMAN GREENLEE: Okay.

12 MR. GREENE: But they haven't  
13 made any plans yet, and I think they're  
14 waiting for us to come back. And it  
15 also depends upon, you know, the --  
16 well, they'll probably make the  
17 decision closer to either the opening  
18 or after the -- you know, after we  
19 open.

20 They also, I guess, have to go  
21 a little bit further with the  
22 light-rail idea that's been put  
23 forward.

24 COUNCILMAN GREENLEE: Okay,  
25 right.

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2 MR. GREENE: And that's a  
3 concept that we encourage. We believe  
4 it's a very positive thing.

5 And, as I talked about  
6 earlier, when Councilman DiCicco was  
7 talking to me about the railroad  
8 tracks, I firmly believe that one of  
9 the tracks should remain to provide  
10 that opportunity to get light rail  
11 back into Center City, where customers  
12 are.

13 COUNCILMAN GREENLEE: Mm-hmm.  
14 And last question on that: On page 70,  
15 you talk about offsite parking,  
16 shuttle-bus service for employees.

17 MR. GREENE: Yes.

18 COUNCILMAN GREENLEE: It says:  
19 "It is possible that some parking,  
20 particularly for employees, could be  
21 provided offsite with shuttle buses  
22 providing connection."

23 Again, have you looked at that  
24 any more closely since that time,  
25 since your report?

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2 MR. GREENE: We believe that we  
3 have sufficient onsite. However --

4 COUNCILMAN GREENLEE: For the  
5 employees or for everybody.

6 MR. GREENE: For everybody.

7 COUNCILMAN GREENLEE: Okay.

8 MR. GREENE: However, opening  
9 day -- and. Jim, maybe you can, you  
10 know, talk about this a little bit.  
11 We're very popular and we have a lot  
12 more people than estimated coming in.  
13 It may be something that Foxwoods wants  
14 to do just as a, you know, a measure to  
15 make sure that customers have  
16 sufficient places to park.

17 And I'm not -- we haven't  
18 really --

19 COUNCILMAN GREENLEE: When you  
20 say "something," do you mean  
21 shuttle-bus service?

22 MR. GREENE: Shuttle buses or  
23 some way to park the employees offsite.

24 COUNCILMAN GREENLEE: And then  
25 we get back to the same questions:

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2 Where would though buses lay over --

3 MR. GREENE: Well, we

4 haven't --

5 COUNCILMAN GREENLEE: You

6 haven't gotten there yet.

7 MR. GREENE: We haven't gotten

8 there yet.

9 COUNCILMAN GREENLEE: Okay.

10 All right. Thank you.

11 Thank you, Madam President.

12 COUNCIL PRESIDENT VERNA:

13 You're welcome.

14 The Chair recognizes

15 Councilman Kenney.

16 COUNCILMAN KENNEY: Thank you,

17 Madam President.

18 Just before I get to the port

19 issues, relative to casino-bus

20 traffic, you really don't have any

21 control over where they park, do you?

22 You can't force them into a lot or

23 onto a site. If the operator of the

24 bus wants to park at -- under I-95, I

25 don't think -- which would be a

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2 disaster, I don't think that the  
3 casino has the ability to tell a tour  
4 bus operator where to go.

5 MR. GREENE: Yeah, they do.

6 COUNCILMAN KENNEY: You  
7 contract with them?

8 MR. GREENE: Yeah, they'll be  
9 denied access to the loading base.

10 COUNCILMAN KENNEY: So you're  
11 requiring them to sign a contract where  
12 they would have to park their vehicles  
13 in a specific spot?

14 MR. GREENE: It's part of a  
15 program. Jim, maybe you can talk a  
16 little bit more about that. I --

17 MR. DOUGHERTY: (Inaudible;  
18 off-mic.)

19 COUNCIL PRESIDENT VERNA: I'm  
20 sorry, Jim. You're going to have to  
21 identify yourself for the record.

22 MR. DOUGHERTY: Jim Dougherty.

23 At this point, even though we  
24 haven't designated any specific lots  
25 for that, on our program with our bus

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2 traffic or with our bus operators, we  
3 can ask them, Here's where we want you  
4 to park, and that's a part of the  
5 requirement they have in order to get  
6 incentives, you know, to use our  
7 facility.

8 COUNCILMAN KENNEY: Do you have  
9 any other facilities that you have a  
10 requirement for the buses to park in a  
11 specific location?

12 MR. DOUGHERTY: No. In  
13 Connecticut, we have (indiscernible).  
14 They can park right there on one of our  
15 satellite parking lots.

16 COUNCILMAN KENNEY: So you  
17 provide onsite parking there.

18 MR. DOUGHERTY: In Connecticut,  
19 we do, yes.

20 COUNCILMAN KENNEY: But there's  
21 not enough space at this site for  
22 onsite parking for buses.

23 MR. DOUGHERTY: That is  
24 correct.

25 COUNCILMAN KENNEY: So it's got

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2 to be offsite regardless.

3 MR. DOUGHERTY: Yes.

4 COUNCILMAN KENNEY: And you  
5 have an ability to require it by  
6 contract that your tour bus operators  
7 park in the --

8 MR. DOUGHERTY: We can make  
9 that a part of the requirement, yes,  
10 sir.

11 COUNCILMAN KENNEY: Have you  
12 looked at any locations?

13 MR. DOUGHERTY: No, sir, we  
14 have not.

15 COUNCILMAN KENNEY: And how  
16 far -- industry standard-wise, how far  
17 is too far away from the site? I mean,  
18 how far can you send a bus to lay over  
19 while they're waiting for their  
20 passengers to get back on? I mean, is  
21 there a distance which -- where they  
22 will not travel?

23 MR. DOUGHERTY: Not that I'm  
24 aware of, Councilman, no.

25 COUNCILMAN KENNEY: All right,

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2 because I -- I mean I -- I think that  
3 if we get into a situation where we  
4 don't have -- or you don't have control  
5 over where your tour buses operators  
6 park and they just start lining up  
7 wherever they feel like it, it's going  
8 to be a disaster.

9 And the closest, most obvious  
10 place is under I-95, and I see it  
11 happening now with various tour bus  
12 operators -- not related to casinos,  
13 but just in general, they park at  
14 Washington Avenue under I-95 and other  
15 locations under I-95.

16 So that would be a real big  
17 problem 'cause they usually idle the  
18 buses in the hot weather to keep the  
19 air-conditioning on, and in the cold  
20 weather to keep the heat on. So  
21 that's a huge problem.

22 Just for the record, I mean,  
23 I'm not going to belabor this port  
24 issue but it is extremely  
25 counterintuitive to anybody who just

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2 looks at the facts that the additional  
3 cars that you're bringing in to this  
4 site, regardless of the signalization  
5 mitigation, is going to save the port  
6 operators money and speed up their  
7 truck traffic. It's just  
8 counterintuitive.

9 (Applause.)

10 MR. GREENE: I --

11 COUNCILMAN KENNEY: I recognize  
12 you work for Foxwoods, and I respect  
13 that, and everybody has kind of their  
14 slant of things, our own -- our  
15 consultants, you know, PennDOT the  
16 City, you guys, but...

17 So what you're telling us in  
18 your testimony is that by what you do  
19 in signalization, that if I'm a  
20 trucker going into the Port of  
21 Philadelphia, I'm going to save money?

22 MR. GREENE: What I'm saying is  
23 that by reducing the delays at the  
24 intersections, like we are, all  
25 vehicles are going to benefit from

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2 those delays. Truckers have a cost per  
3 hour to operate, and if you apply that  
4 to the delay savings and the number of  
5 trucks, then you get these modest  
6 numbers that I've shown here.

7 COUNCILMAN KENNEY: And let me  
8 just understand it again. We take the  
9 current traffic -- what's the current  
10 traffic counts now, without the casino?

11 MR. GREENE: We -- hour or  
12 daily?

13 COUNCILMAN KENNEY: Daily.

14 MR. GREENE: North of  
15 Washington, around Christian Street,  
16 it's about 50,000 per day. In front of  
17 our site, about 31,000. And south of  
18 us, around Pier 70, north of Snyder,  
19 28,000 per day. It goes down when you  
20 get south of that.

21 COUNCILMAN KENNEY: And you  
22 believe that despite the mitigation --  
23 I mean because of the mitigation, that  
24 the additional traffic flow that you're  
25 attracting to this site is going to

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2 speed up traffic through that area.

3 MR. GREENE: It's not going to  
4 speed it up; it's going to reduce the  
5 delays.

6 COUNCILMAN KENNEY: Well,  
7 that's speeding it up, isn't it?

8 MR. GREENE: No.

9 COUNCILMAN KENNEY: No?

10 MR. GREENE: It reduces the  
11 amount of time that they're stopped.

12 COUNCILMAN KENNEY: Which makes  
13 it faster.

14 MR. GREENE: Which -- it makes  
15 it faster --

16 COUNCILMAN KENNEY: Not faster.  
17 It doesn't make it mile-per-hour  
18 faster.

19 MR. GREENE: Right.

20 COUNCILMAN KENNEY: It makes it  
21 move faster.

22 MR. GREENE: It makes it  
23 quicker in time, not miles per hour.

24 COUNCILMAN KENNEY: Quicker in  
25 time.

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2 MR. GREENE: Yes, that's  
3 correct.

4 COUNCILMAN KENNEY: It's just  
5 counterintuitive, I'm sorry. I just --  
6 I mean, it's -- I just -- it just  
7 doesn't make any sense whatsoever.

8 And if you couple that with  
9 the fact that this port expansion is  
10 supposedly, and hopefully, going to  
11 bring in significant amounts of  
12 additional traffic for the port, I  
13 don't know see how you could say that  
14 south of Pier -- I guess in the  
15 southern end of the port is not  
16 affected by your operation.

17 I -- that doesn't make any  
18 sense, either. People are not coming  
19 from New Jersey?

20 MR. GREENE: I wish you were  
21 here when I --

22 COUNCILMAN KENNEY: I was here.  
23 I watched the whole thing on  
24 television.

25 MR. GREENE: Okay.

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2 COUNCILMAN KENNEY: I was  
3 eating my sandwich, but I was there.

4 MR. GREENE: Okay. What we  
5 found was that natural dividing line in  
6 terms of --

7 COUNCILMAN KENNEY: Why is it a  
8 natural dividing line? I still don't  
9 understand the premise.

10 MR. GREENE: Because it's  
11 easier to get from Pier 82 on south  
12 from the Walt Whitman Bridge  
13 interchange.

14 COUNCILMAN KENNEY: So no --

15 MR. GREENE: Very little --

16 COUNCILMAN KENNEY: A good  
17 portion of your traffic is not coming  
18 off the Walt Whitman Bridge?

19 MR. GREENE: That's right.

20 COUNCILMAN KENNEY: Or 76?

21 MR. GREENE: That's right.

22 COUNCILMAN KENNEY: Where's it  
23 coming from?

24 MR. GREENE: Most all of our  
25 traffic from the expressway system is

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2 using the Penn's Landing interchange.

3 COUNCILMAN KENNEY: Wait a  
4 minute. If I live in Washington  
5 Township -- Councilman DiCicco's  
6 favorite spot -- I'm going to take the  
7 Ben Franklin Bridge to get to this  
8 site?

9 MR. GREENE: No. You're going  
10 to take the Walt Whitman Bridge.

11 COUNCILMAN KENNEY: Take the  
12 Walt Whitman Bridge. And where am I  
13 going to get off at?

14 MR. GREENE: You're going to  
15 get off --

16 COUNCILMAN KENNEY: On Delaware  
17 Avenue.

18 MR. GREENE: Right here. If  
19 you're driving your car and you're  
20 going to Foxwoods, you're going to get  
21 off at the Penn's Landing interchange  
22 that ramp is a block from the site.

23 COUNCILMAN KENNEY: And if --  
24 and in the event that your mitigation  
25 efforts are not successful or you're so

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2 successful that you've ever brought  
3 more cars into the area than you  
4 thought you would, I, coming from South  
5 Jersey, would get off at the Walt  
6 Whitman Bridge and get on Delaware  
7 Avenue at --

8 MR. GREENE: That's correct.

9 COUNCILMAN KENNEY: -- as  
10 opposed to -- correct.

11 MR. GREENE: Yes, that's  
12 correct.

13 COUNCILMAN KENNEY: So how  
14 would it not have an impact on port  
15 traffic south of this natural dividing  
16 line that you speak of?

17 MR. GREENE: 'Cause traffic  
18 volumes on Columbus Boulevard are a lot  
19 lower down here, in the southern part,  
20 than they are up here.

21 COUNCILMAN KENNEY: By what  
22 factor?

23 MR. GREENE: Oh, geez. If  
24 we're 50,000 here, we're 28,000 here,  
25 we're lower here. I don't know what

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2 the number is down here, but it is  
3 lower.

4 COUNCILMAN KENNEY: Look, I've  
5 lived in that neighborhood my whole  
6 life and I've traveled all of these  
7 highways, and I'm always looking for  
8 spots to get around, and I can't  
9 believe -- and until I see it -- and  
10 I'll tell you that were right, if I see  
11 it -- that your location and operation  
12 there is going to make the Port of  
13 Philadelphia cheaper for a trucker to  
14 use. That's basically what you're  
15 telling me.

16 MR. GREENE: What I'm saying  
17 is -- and I'm -- we're talking around  
18 the same thing. What I'm saying is --

19 COUNCILMAN KENNEY: Right.  
20 You're telling me there's savings right  
21 there.

22 MR. GREENE: For a truck that  
23 has to go through the traffic signals  
24 that we are improving and through the  
25 intersections that we're improving,

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2 because we're reducing delays at those  
3 intersections --

4 COUNCILMAN KENNEY:

5 Hypothetically reducing delays.

6 MR. GREENE: Well, I believe we  
7 are going to reduce delays.

8 COUNCILMAN KENNEY: Okay. It's  
9 an hypothesis as we speak 'cause you  
10 haven't done it yet.

11 MR. GREENE: I believe we are  
12 going to reduce delays.

13 COUNCILMAN KENNEY: Okay. But  
14 it's still -- it's a hypothesis as we  
15 speak 'cause you haven't done it yet.

16 MR. GREENE: That's true, it's  
17 theoretical.

18 COUNCILMAN KENNEY: Okay.

19 MR. GREENE: By reducing the  
20 delays at each of those intersections,  
21 we're reducing the amount of time that  
22 a truck spends on the road; therefore,  
23 we're theoretically reducing those  
24 costs because they measure their costs  
25 in cost per hour.

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2 COUNCILMAN KENNEY: So the  
3 location of Foxwoods Casino at Delaware  
4 Avenue and Reed Streets and your  
5 mitigation efforts is going to make the  
6 Port of Philadelphia a more cost-  
7 effective place to do business.

8 MR. GREENE: Mitigation efforts  
9 are going to --

10 COUNCILMAN KENNEY: Well, it  
11 just -- it just -- I mean, it seems to  
12 be about as bizarre a statement as I've  
13 heard, and I don't mean any disrespect  
14 by it, but you see what's there now.

15 I mean, how -- all right.  
16 Look, I know you have to try to get  
17 through this and you have to try to  
18 get what you need done for your  
19 clients, and that's terrific. But  
20 I'm -- anyone who has lived in that  
21 neighborhood and seen that traffic  
22 pattern and can tell me that the Port  
23 of Philadelphia is going to be better  
24 off for it, I think is just not  
25 accurate.

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2 Thank you.

3 (Applause.)

4 COUNCIL PRESIDENT Verna: The  
5 Chair recognizes Councilman DiCicco.

6 COUNCILMAN DICICCO: Thank you,  
7 Madam Chair.

8 One final question: Are you  
9 familiar, or did your firm do any work  
10 for Atlantic City with its casinos?

11 MR. GREENE: We did the very  
12 first traffic study for the Kansas and  
13 Missouri entering the entrance  
14 boulevard, the one that they ultimately  
15 built. We didn't do any of the impact  
16 studies for any of the casinos there.

17 COUNCILMAN DICICCO: Are you  
18 familiar --

19 MR. GREENE: What we also did  
20 in Atlantic City the off-island  
21 employee bus system.

22 COUNCILMAN DICICCO: Are you  
23 familiar with the signalization on  
24 Atlantic Avenue in Atlantic City? I  
25 assume that there were some

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2 signalization changes made that would  
3 mitigate traffic or whatever.

4 MR. GREENE: Yes. There is an  
5 island-wide system that has been  
6 implemented.

7 COUNCILMAN DICICCO: Right.  
8 And I suspect that that was implemented  
9 in order for traffic to be able to move  
10 more quickly -- not speed-wise, but  
11 more quickly.

12 MR. GREENE: That's correct.

13 COUNCILMAN DICICCO: How long  
14 have you lived in this area? Do you --  
15 let me ask you this question: Did you  
16 know Atlantic City before there were  
17 casinos?

18 MR. GREENE: Uh, geez, I don't  
19 remember very much before there were  
20 casinos.

21 COUNCILMAN DICICCO: I do. And  
22 I remember Atlantic City pre-casino,  
23 when it was in its hay day, I remember  
24 it when it was at the bottom, and I see  
25 it today. And with all their

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2 mitigation remedies Atlantic Avenue in  
3 Atlantic City is one big traffic grid,  
4 and it's a result of all of those tens  
5 of thousands of additional cars that  
6 come to Atlantic City on a daily basis.

7 And I say that because it's  
8 what we keep coming back to over here  
9 is, how does it get better by adding  
10 tens of thousands of additional cars  
11 on a daily basis?

12 And Atlantic Avenue probably  
13 has -- and I'll give it the benefit of  
14 the doubt, it probably has more  
15 stoplights than Delaware Avenue/  
16 Columbus Boulevard has, but its  
17 volume -- and that's the only way I  
18 can describe it, it's just that volume  
19 has caused the gridlock in Atlantic  
20 City pretty much on every given  
21 evening, most weekends during the day,  
22 24-hour periods, it is -- and for  
23 anyone who's ever been there, and I'm  
24 sure most people in this office have  
25 been there either -- not to gamble,

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2 but they've been to Atlantic City.

3 It's horrible.

4 MR. GREENE: It has two lanes  
5 in each direction, except where you get  
6 right to the center of Missouri and  
7 (indiscernible) Avenues.

8 COUNCILMAN DICICCO: And you  
9 have Pacific Avenue.

10 MR. GREENE: Right.

11 COUNCILMAN DICICCO: Which is  
12 two lanes in each direction.

13 MR. GREENE: But it also has a  
14 left-turn lane, and it does flare out  
15 at the -- where the Atlantic City  
16 Expressway comes in to the boulevard.

17 COUNCILMAN DICICCO: But north  
18 and south of the expressway entrance or  
19 exit --

20 MR. GREENE: Yes.

21 COUNCILMAN DICICCO: -- all the  
22 way back to the Tropicana, south of  
23 that, it does start to open up.

24 MR. GREENE: Right.

25 COUNCILMAN DICICCO: But from

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2 back where the Tropicana -- I can't  
3 remember what the cross-street is  
4 there -- all the way up through and  
5 north of the shopping mall that was  
6 created, it is total gridlock.

7 MR. GREENE: The, um...

8 COUNCILMAN DICICCO: And I'm  
9 not trying to trick you into anything.  
10 I'm just, again, from a layman's point  
11 of view realizing that there's going to  
12 be -- and your estimates, I take, are  
13 correct, they actually may get higher  
14 with Phases II and III, but just using  
15 Phase I and say we never even get to  
16 Phase II and III and that your  
17 projections are going to be stagnant,  
18 they'll never increase, how does it  
19 work?

20 And I look at Atlantic City as  
21 the example, and maybe I shouldn't,  
22 but you guys talk about Connecticut,  
23 so I need to talk about Atlantic City.

24 MR. GREENE: Atlantic City --  
25 Atlantic Avenue is a totally different

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2 street. It does have more traffic  
3 signals, but the way that the boulevard  
4 going to the Atlantic City Expressway  
5 comes in, it's really a point source.

6 Our traffic entrances, as you  
7 can see in this graphic, are more  
8 spread out. The highest traffic block  
9 is between Reed and the 95-northbound  
10 off-ramp for our traffic. This is  
11 where 71 percent of our traffic is  
12 going to be.

13 And this is where we don't do  
14 as well as we'd like to do with  
15 improving the traffic, but because  
16 we're able to improve the other  
17 intersections where we have the double  
18 left here at 95 and at Washington, and  
19 our work at Reed Street, by getting  
20 more traffic out of there, we're able  
21 to provide additional capacity.

22 And, surprisingly, the 122nd  
23 cycle length, going from the existing  
24 90- to a 120-second cycle, makes the  
25 progression work even better. It's

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2 almost a perfect progression.

3 So there's a lot of good  
4 things that happen with the signal  
5 system that adds capacity because we  
6 get more traffic moving during more  
7 times during the signal cycle as well  
8 as we're eliminating some of the  
9 bottlenecks that exist today.

10 So that's -- that's the  
11 reason.

12 COUNCILMAN DICICCO: I hate to  
13 put you on the spot, but if you were  
14 opening up a casino, would that be a  
15 site that you would choose in terms of  
16 traffic? And you don't have to answer  
17 that.

18 (Indiscernible; parties  
19 talking over each other.)

20 MR. PRIMAVERA: He wishes he  
21 was opening up the casino, right?

22 COUNCILMAN DICICCO: I know,  
23 it's a cheap shot but I can't help it,  
24 I just can't help it. I'm sorry.

25 MR. PRIMAVERA: And we don't

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2 have anything further. I just -- if

3 it's up to the committee --

4 COUNCILMAN DICICCO: And,

5 obviously, Carl, I think if Foxwoods

6 had their druthers about this, they

7 wouldn't have chosen this site as well.

8 That's just my opinion.

9 MR. PRIMAVERA: I don't know.

10 (Applause.)

11 (Cheering.)

12 COUNCILMAN DICICCO: Because

13 had they chosen a site going through

14 the process, they would have probably

15 been under construction today, but

16 we're stuck with this, and I understand

17 that.

18 MR. PRIMAVERA: Two things:

19 One, we're looking forward to making

20 the port traffic better; and, two,

21 before we ask Jeff to sit down, the

22 question was asked before about the

23 discrepancy between Version 7 and

24 Version 6. I know we're going to hear

25 from Stantec. I guess rather than

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2 having Jeff sit down and stand up  
3 again, if the committee's interested in  
4 hearing his explanation on that, he's,  
5 you know, happy to present it.

6 (No response.)

7 MR. PRIMAVERA: I think that's  
8 a yes, Jeff.

9 COUNCILMAN DICICCO: We need  
10 Alvarez u now.

11 COUNCIL PRESIDENT VERNA:

12 Mr. Alvarez.

13 (Witness comes forward.)

14 MR. PRIMAVERA: I think the  
15 question for Jeff was: You heard  
16 Mr. Alvarez earlier talk about the  
17 discrepancy between 7 and 6 in the  
18 program. I know you heard about it  
19 over the weekend, but you did have an  
20 opportunity to analyze it, and if you  
21 could explain for the committee what  
22 you believe the discrepancy is  
23 attributed to, and then we'll hear from  
24 Jeremy as to here opinion.

25 MR. GREENE: Okay. The Synchro

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2 program that we all use to analyze  
3 intersections -- and all traffic  
4 engineers all over the country use  
5 it -- started with just Synchro, and  
6 then it went on to -- up to Version 6,  
7 which is the latest version that's in  
8 widespread use right now. Version 7 is  
9 just coming on stream.

10 The software is supposed to  
11 follow the rules of the Highway  
12 Capacity Manual. When we're talking  
13 about startup time at an intersection,  
14 or "lost time" as they call it, three  
15 components of the lost time.

16 First is the first two seconds  
17 of when the green light goes on. The  
18 second is the all-red phase. And the  
19 third is the last two seconds of the  
20 yellow phase -- 2, 2, 2, six seconds,  
21 and that's what you heard Lou Luggio  
22 talk about.

23 Uniformly throughout the  
24 Delaware Avenue, throughout New  
25 Jersey, throughout Delaware, the

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2 engineers have been using Version 6  
3 and a four-second lost time, not six  
4 seconds, as was recommended by Version  
5 7.

6 As far as -- I've looked at it  
7 and I've read the Highway Capacity  
8 software when I was doing my  
9 late-night reading last night, after  
10 "The Wire," and there's a paragraph  
11 after the paragraph that says to use  
12 two seconds for the green, the last  
13 two seconds for yellow and all red to  
14 get the six, that says where you have  
15 complicated intersections and turning  
16 movements, left-turn phases  
17 specifically, you can use four  
18 seconds.

19 Now, the difference in our  
20 intersection, because we have  
21 left-turn lanes just about everywhere  
22 at our intersections, is we can use  
23 four seconds for those. So at some of  
24 the locations where they've cited that  
25 we didn't use the -- made it the

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2 coding error, where you have a high  
3 level of -- a high-volume capacity  
4 ratio, it has an impact for a  
5 left-turn lane, but it would be wrong  
6 to apply that lost time for a  
7 left-turn lane because the Capacity  
8 Manual says we don't have to account  
9 for it.

10 Now, let me talk about that  
11 first green period, the first two  
12 seconds of a green. And I was  
13 thinking about it as I was driving  
14 into work this morning, every traffic  
15 signal I went through that I had to  
16 stop at.

17 What it means is: The light  
18 turns green and you count -- 1001,  
19 1002, and then you go after the light  
20 turns greens two seconds later. Well,  
21 nobody in Philadelphia waits two  
22 seconds; they get started, they just  
23 go when the light turns green. And  
24 so, I think in an urban situation like  
25 this, it would be wrong to use those

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2 extra two seconds.

3 Now, the Capacity Manual says  
4 that we should use those extra two  
5 seconds as you transfer from the  
6 through-phase. As far as we're  
7 concerned, for the left-turn phases,  
8 it permits us to use the four seconds.

9 And that's the exact answer  
10 that I can get from my understanding  
11 and reading of the Capacity Manual.

12 I believe that I did it  
13 correctly because our study has gone  
14 through -- and we provided our live  
15 files to anybody who's asked, and  
16 those live files were presented to  
17 both PennDOT and the City, and they've  
18 worked with them, and because all of  
19 the traffic engineers in our region  
20 use Version 6 and use four seconds for  
21 that lost time, I believe our study is  
22 exactly correct and should go forward  
23 as it sits. It is exactly the way  
24 that we've all been doing it for a  
25 long time here in the Philadelphia

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2 area.

3 MR. PRIMAVERA: Thank you.

4 (Messrs. Alvarez and Luggio  
5 return to the witness table.)

6 COUNCIL PRESIDENT VERNA:

7 Mr. Alvarez?

8 MR. LUGGIO: Again, Louis  
9 Luggio from Stantec.

10 The issue of lost time and  
11 all-red is, in fact, the four seconds  
12 and the two seconds that we're talking  
13 about here. And, in fact, it doesn't  
14 really matter which version -- whether  
15 it be 6 or 7 that you utilize, we  
16 still need to utilize six seconds of  
17 what we call "lost time," lost time  
18 that no one, no vehicle, is moving  
19 through the intersection.

20 On the signal plans that have  
21 been presented on the timing sheets,  
22 indeed it shows four seconds and two  
23 seconds, for a total of six seconds  
24 that's in the signal plan. But in the  
25 Synchro model itself, there's only

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2 four seconds of lost time.

3 So those two additional  
4 seconds that are not considered lost  
5 time get put back into what we call  
6 "the effective green." It takes into  
7 account that people are aggressive in  
8 urban areas and that they do not wait  
9 for all-yellow to be completed; they  
10 go through all-yellow. It does take  
11 into account that.

12 But the traditionally,  
13 across-the-board utilizing six seconds  
14 of lost time is what is required.  
15 And, again, it doesn't matter if it's  
16 Version 6 or Version 7. And if it's  
17 shown on the timing plan as being 4+2,  
18 or 6, seconds, then that does not  
19 match up with the electronic files.  
20 That's the source of our concern.

21 And if, in fact, the  
22 electronic files were updated to  
23 actually include the six seconds, we  
24 feel that the delays that are  
25 presented are overestimated at this

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2 point, and that's really the fact of  
3 the matter.

4 MR. GREENE: We do make  
5 separate yellow inputs and separate  
6 all-red inputs. So under Version 6,  
7 we're entirely consistent by making all  
8 of the clearance inputs that were  
9 required, as well as the default value  
10 for lost time, so I believe that our  
11 numbers are exactly correct.

12 MR. LUGGIO: And, obviously, we  
13 disagree.

14 MR. ALVAREZ: Jeremy Alvarez  
15 again.

16 I just wanted to mention one  
17 thing: I only have one of the many  
18 numbers that were done for the Trump  
19 study, but there was an assertion made  
20 by Mr. Primavera that the trip-  
21 generation estimates that were used  
22 for the Foxwoods analysis were higher  
23 than the ones that were used for Trump  
24 or for others. And I only have for  
25 Friday night; I don't have all of our

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2 data with us 'cause I just picked a  
3 sample.

4 But on Friday night, their  
5 number was 650 in peak hour, which is  
6 22 percent lower than SugarHouse's,  
7 which is 840 almost and the number  
8 that was used that we gave for the  
9 Trump study, which was 740. Again,  
10 about 15 percent higher.

11 So I'm just saying that I  
12 don't know where that assertion comes  
13 from that they used higher numbers.  
14 And, again, I only have the one-hour  
15 period, and they did a very good job  
16 of covering nine different peaks, and  
17 there may be a whole lot of other  
18 issues floating around out there that  
19 I don't have the data for at this  
20 point.

21 MR. LUGGIO: But, respectfully  
22 also, in the numbers that Jeremy just  
23 pointed out, we're really considered  
24 about the trip generation for the  
25 slots, not for the balance of the

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2 retail that's a component of the  
3 facility, but focusing in on the slots  
4 themselves because that's the issue of  
5 trip generation and distribution that  
6 is most critical to us.

7 MR. GREENE: And as I testified  
8 earlier, we studied three Friday peaks:  
9 the Friday peak from 4:15 to 5:15,  
10 where we generate 650 total; the peak  
11 from 5 p.m. to 6 p.m., where we  
12 generate 1,088 trips; and the peak from  
13 7:15 to 8:15, where we generate 1,095  
14 trips.

15 So it is higher.

16 MR. LUGGIO: I just want to be  
17 clear that the numbers that you just  
18 presented include the retail  
19 development, not just the slots; is  
20 that true?

21 MR. GREENE: We don't have a  
22 real retail development in our Phase I;  
23 we have complementary restaurants and  
24 some stores.

25 MR. LUGGIO: And it includes

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2 that.

3 MR. GREENE: It includes all

4 that, yes.

5 COUNCILMAN DICICCO: Madam

6 President?

7 COUNCIL PRESIDENT VERNA: Yes.

8 COUNCILMAN DICICCO: Thank you.

9 Good point. You said you  
10 don't have those in this?

11 MR. GREENE: We have -- there  
12 are restaurants and there are some  
13 stores and there is a showroom.  
14 However, everybody that attends the  
15 restaurants, the showrooms and the  
16 stores gambles.

17 COUNCILMAN DICICCO: No, no,  
18 no, no. I don't know where you get  
19 that from.

20 MR. GREENE: We have actual  
21 data from Foxwoods in Connecticut that  
22 that's the case.

23 COUNCILMAN DICICCO: Well, I  
24 don't know. The last three trips that  
25 I did to an Atlantic City casino, I

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2 went to a show and left.

3 So what about the shows? I  
4 mean you have a 2500-seat theater?

5 MR. GREENE: Mm-hmm.

6 COUNCILMAN DICICCO: You're  
7 saying that those numbers for the  
8 theater attendance are included in  
9 those peak hours?

10 MR. GREENE: Yes.

11 COUNCILMAN DICICCO: All of  
12 them?

13 MR. GREENE: They're included  
14 in all of the peak hours. I've only  
15 done part of 'em.

16 COUNCILMAN DICICCO: Because  
17 you believe that everyone that goes to  
18 the show is going to stay to gamble.

19 MR. GREENE: Um, yeah. That's  
20 generally the case.

21 COUNCILMAN DICICCO: I don't  
22 know if that's accurate. I'm not a  
23 casino expert, but I know people who go  
24 to the shows and go to retail. They  
25 were built so the husbands can gamble

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2 and the wives can shop. A lot of that  
3 stuff is happening today in Vegas, a  
4 lot of the retail, but...

5 MR. LUGGIO: Thank you.

6 COUNCILMAN DICICCO: I don't  
7 know.

8 COUNCIL PRESIDENT VERNA: Okay.

9 The committee will stand in recess  
10 until 3 o'clock. Thank you.

11 (Break taken at 2:15.)

12 (Proceedings resume at 3:15.)

13 COUNCIL PRESIDENT VERNA: The  
14 Committee is now back in session.

15 Our next witness?

16 MR. McPHERSON: Terry Gillen,  
17 Commerce Department.

18 (Witness comes forward.)

19 COUNCIL PRESIDENT VERNA: Good  
20 afternoon. Thank you for your  
21 patience. Please identify yourself for  
22 the record.

23 MS. GILLEN: Thank you, Council  
24 President. My name is Terry Gillen.  
25 I'm a senior advisor to the Mayor.

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2 I have submitted written  
3 testimony so I won't read all of it,  
4 but I'll just hit the highlights,  
5 given the hour.

6 COUNCIL PRESIDENT VERNA: Very  
7 well. Thank you.

8 Does the stenographer have a  
9 copy?

10 (Ms. Gillen's submitted  
11 testimony attached hereto.)

12 MS. GILLEN: Do you want me to  
13 proceed?

14 COUNCIL PRESIDENT VERNA: Yes,  
15 please.

16 MS. GILLEN: I was asked to  
17 talk about the economic impact of the  
18 Foxwoods proposal and just wanted to  
19 make two quick points.

20 One was, for purposes of the  
21 City's Five-Year Plan and budget, the  
22 Nutter administration has anticipated  
23 that the City will receive a host fee  
24 from the casinos, but we did not  
25 assume any additional revenues from

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2 wage taxes, induced businesses, or  
3 other sources. So I just wanted folks  
4 to be clear that for financial  
5 purposes, that was the only assumption  
6 that we made.

7 The Foxwoods Casino will  
8 certainly create some jobs, new casino  
9 jobs, and induce some construction  
10 jobs; however, we have not done any  
11 independent impact-economic analysis  
12 of how many jobs or the likely impact.  
13 For this reason, Mayor Nutter supports  
14 City Council's requirement that an  
15 outside economic-impact study be  
16 performed as part of the Foxwoods'  
17 approval process.

18 We encourage Council to  
19 considering the following factors in  
20 any study that Council undertakes.  
21 And just very quickly:

22 Updated gaming impact study  
23 that's done since 2004, because the  
24 study that was done under the Mayor --  
25 under the Philadelphia Gaming Task

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2 Force study looked at 2004 data, so  
3 there's an opportunity to update that  
4 data.

5 Whether there's been a  
6 leveling-off in visits to casinos that  
7 were looked at in the study, because  
8 there's a pattern that visits tend to  
9 level off after a couple of years,  
10 when the novelty wears off.

11 An examination of the track  
12 record of other Pennsylvania casinos.  
13 Those casinos were not up and running  
14 when the study was done, and there's  
15 an opportunity to look at them now.

16 And, also, I would point out  
17 that how we do it matters. As the  
18 task force noted, casinos will only  
19 benefit the City to the extent that  
20 they augment, rather than detract  
21 from, qualities that bring people to  
22 Philadelphia. So the overall tourism  
23 impact depends in large part on the  
24 location and the amenities attached to  
25 the casino project. Now that we know

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2 what those will be, there's an  
3 opportunity to go back and do a better  
4 analysis of the numbers.

5 In addition, the Gaming Task  
6 Force's model depended on the location  
7 of the casino and the other casinos  
8 that were award a license. They noted  
9 that locating it near a cluster of  
10 hotels will maximize tourist revenues.  
11 Since that didn't happen here, what it  
12 will mean to the revenue projections?

13 Finally, later phases will  
14 have a large long-term impact. One  
15 problem that has been noted in the  
16 testimony today is that the traffic  
17 constraints of Phase II and Phase II  
18 of Foxwoods are significant, so one  
19 question is: If there's not going to  
20 be a Phase II or a Phase III, what  
21 does that do to the economic-impact  
22 analysis?

23 Also, we have to be careful  
24 that we don't mix up new spending with  
25 substitution spending, and this a

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2 really critical point for any economic  
3 impact study of casinos.

4 The Gaming Task Force model  
5 determined that between 75 and 90  
6 percent of all casino spending is new;  
7 that is, money that would have not  
8 been spent on movies, sporting events,  
9 or other things in Philadelphia. We  
10 need to understand that number, the  
11 origins of it, and test some of the  
12 assumptions that went into it.

13 Conversely, we need to study  
14 whether there might be a negative  
15 impact on existing businesses, as has  
16 occurred at many other places that  
17 have had casinos.

18 In summary, the good news  
19 about the delay and implementation of  
20 the casino project is that the City  
21 has a chance to go back and get  
22 updated data that will allow us to  
23 make this a better project. We can  
24 look at the experience of other  
25 casinos and revisit some assumptions

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2 that were made in the 2005 study.

3 Mayor Nutter applauds

4 Council's attempt to get this right,

5 and we look forward to working with

6 you on this.

7 That's the end of my

8 testimony.

9 COUNCIL PRESIDENT VERNA: Miss

10 Gillen, you state that in preparing the

11 Five-Year Plan, the administration did

12 not assume any additional revenue from

13 wage taxes, induced businesses, or

14 other source.

15 Did Econsult make any such

16 estimates? If so, what were they?

17 MS. GILLEN: They did make

18 estimates. I'd have to go and check on

19 them and get back to you on that,

20 although I think that Steve Mullin will

21 be here testifying about that, and if

22 you wanted to ask him that, you

23 probably could.

24 But I can get those numbers

25 for you and get back to you.

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2 COUNCIL PRESIDENT VERNA: I'd  
3 appreciate it.

4 You further state that the  
5 City Council should have its economic  
6 consultant look at the long-term  
7 impact of the project, specifically  
8 that the traffic constraints in Phases  
9 II and III are so significant that it  
10 is difficult to see how Foxwoods can  
11 overcome them.

12 Can you tell us, what does  
13 this mean for long-term revenues?

14 MS. GILLEN: I think that's the  
15 question. We need to look and see  
16 whether the long-term revenues that  
17 Foxwoods projects in Phase II and III  
18 are critical to the success of the  
19 project.

20 And I think we saw some of  
21 that this morning, when there was a  
22 discussion about what would be the  
23 custody of traffic improvements and  
24 the I-95 improvements that would be  
25 required for Phase II and III. And

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2 until the impact of them is clear, I  
3 want to make sure that when we're  
4 looking at economic-impact numbers,  
5 we're looking just at Phase 1, not at  
6 Phase II and III; or if we are looking  
7 at Phase II and III, to make sure  
8 we're clear on what the complete set  
9 of costs would be of implementing  
10 Phase II and III.

11 Sometimes we're looking at  
12 apples and oranges, and I just want to  
13 make sure that we're consistent.

14 COUNCIL PRESIDENT VERNA: Very  
15 well.

16 The Chair recognizes  
17 Councilman DiCicco.

18 COUNCILMAN DICICCO: Thank you,  
19 Madam Chair.

20 Actually, I have a brief  
21 statement I wanted to make regarding  
22 the record, and I just was e-mailed a  
23 message from Senator Fumo, who is  
24 watching these proceedings while he is  
25 recuperating from his heart attack.

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2 I'll read that after I read my quick  
3 statement.

4 Much of the testimony we will  
5 hear today raises concerns about the  
6 economic impact of Foxwoods Casinos,  
7 and I recognize that there are some  
8 who disagree or have some concerns and  
9 don't share the same concerns that we  
10 may have.

11 I want to make it clear that  
12 of these organizations -- many of  
13 these organizations were contacted in  
14 an effort to be fair and balanced.  
15 The Greater Philadelphia Tourism and  
16 Marketing Corporation, the Chamber of  
17 Commerce, among others, all declined  
18 to testify.

19 In addition, we contacted  
20 several businesses in the proximity of  
21 the site. The businesses also  
22 declined to testify, expressing  
23 concerns on how their testimony would  
24 be perceived in Harrisburg and by  
25 certain political leaders.

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2 And, again, Madam President, I  
3 just wanted to put that on the record.

4 And if you will bear with me  
5 for a moment, I would like to read the  
6 senator's statement, which is actually  
7 being put out as a news release. Let  
8 me just get it back here.

9 COUNCILMAN GREENLEE: Isn't he  
10 supposed to be resting, Councilman?

11 (Laughter.)

12 COUNCILMAN DICICCO: Well, he  
13 and I were e-mailing each other at  
14 1 o'clock this morning, from 10 o'clock  
15 yesterday morning, so --

16 COUNCILMAN GREENLEE: Enough  
17 said.

18 COUNCILMAN DICICCO: Enough  
19 said. Thank you.

20 (Reading.) Fumo issues  
21 statement concerning use of ILMC  
22 land -- ILMC is the Interstate Land  
23 Management Corporation that basically  
24 controls and manages the areas under  
25 I-95, down where the movie theater is,

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2 as an example, as parking that is  
3 controlled by ILMC.

4 (Continues reading.) Today,  
5 March 10th, in conjunction with the  
6 City Council Rules Committee meeting  
7 today regarding the proposed Foxwoods  
8 Casino development on the Delaware  
9 waterfront, Senator Fumo issued the  
10 following statement:

11 "Interstate Land Management  
12 Act controls certain lands along  
13 Interstate I-95. As a state senator  
14 who has a seat on the ILMC Board, I  
15 want to make it clear at this time  
16 that I will vigorously oppose leasing  
17 any ILMC space underneath I-95, or  
18 elsewhere in the Pennsport, for  
19 employee or especially bus parking for  
20 Foxwoods; the same holds true for  
21 Queen Village, Society Hill, and  
22 Whitman.

23 "Use of such lands resources  
24 for the casino would increase traffic  
25 congestion and air pollution in

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2 Pennsport to a degree that would be  
3 unacceptable to the residents of the  
4 community. It is an unacceptable  
5 potential solution to the requirements  
6 of the Foxwoods facility, one that  
7 would come at the expense of Pennsport  
8 or other neighborhoods."

9 And that's the end of it.

10 (Applause.)

11 COUNCIL PRESIDENT VERNA: Thank  
12 you.

13 COUNCILMAN DICICCO: Thank you.

14 COUNCIL PRESIDENT VERNA: And  
15 should the senator be watching this  
16 view, we just wish him a very speedy  
17 recovery.

18 COUNCILMAN GREENLEE: Yes,  
19 absolutely.

20 COUNCIL PRESIDENT VERNA: And  
21 godspeed.

22 The Chair recognizes my dear  
23 friend to my left, Councilman  
24 Greenlee.

25 COUNCILMAN GREENLEE: Thank

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2 you, Madam President.

3 Miss Gillen, actually,  
4 Councilman DiCicco touched on a  
5 question that I was going to ask about  
6 the -- you talk about the negative  
7 impact on existing businesses. Is  
8 that something our Commerce Department  
9 would be looking into at some point,  
10 or some entity in the City to sort of  
11 get a impartial, as much as we can get  
12 --

13 MS. GILLEN: They could. They  
14 have not, to date, done that.

15 COUNCILMAN GREENLEE: Uh-huh.

16 MS. GILLEN: And I would urge  
17 that, you know, on this project,  
18 someone should do it.

19 COUNCILMAN GREENLEE: Uh-huh.

20 MS. GILLEN: And I think that's  
21 why we hoped that either the study that  
22 the Council is doing do that, or we  
23 could look at doing in on our own,  
24 because displacement of spending, you  
25 know, in the local economy is a big

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2 issue, and it was dealt with at some  
3 length in the Gaming Task Force report.

4 COUNCILMAN GREENLEE: Mm-hmm.

5 MS. GILLEN: But, you know, the  
6 assumptions about, you know, what level  
7 will be new, they -- you know, they  
8 make certain assumptions, and different  
9 consultants could make different  
10 assumptions. And I think that the  
11 more -- somebody should at least make  
12 sure that the assumptions of 75 percent  
13 to 90 percent new spending is a good  
14 assumption, I think the better.

15 So that's a long answer, but  
16 that's the --

17 COUNCILMAN GREENLEE: No, I  
18 understand, 'cause that, certainly  
19 along with the traffic issue, is  
20 certainly a concern. You know, you  
21 don't want to hurt existing businesses  
22 that have been, you know, pushing for a  
23 while if -- and I'm not saying it would  
24 do it. Like you said, you're not sure,  
25 but I'm just --

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2 MS. GILLEN: Oh, right. And  
3 it's complicated. It depends on what's  
4 within in the casino itself. It  
5 depends on -- the traffic has an  
6 impact, obviously, if it's hard for  
7 people to get to other businesses, that  
8 sort of thing.

9 COUNCILMAN GREENLEE: Mm-hmm,  
10 right, right.

11 MS. GILLEN: So the answer gets  
12 very complicated, but now that we know  
13 what this particular project looks  
14 like, we -- I think we can do a better  
15 analysis of the displacement factor.

16 COUNCILMAN GREENLEE: Thank  
17 you.

18 MS. GILLEN: Sure.

19 COUNCILMAN GREENLEE: Thank  
20 you, Madam Chair.

21 COUNCIL PRESIDENT VERNA:  
22 You're welcome.

23 Any our questions?

24 (No further questions.)

25 COUNCIL PRESIDENT VERNA: Thank

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2 you.

3 MS. GILLEN: Thank you.

4 COUNCIL PRESIDENT VERNA: Our

5 next witness?

6 MR. McPHERSON: Jim Paylor,

7 International Longshoremen's

8 Association.

9 (Witness comes forward.)

10 COUNCIL PRESIDENT VERNA: Good

11 afternoon. Thank you for your

12 patience. Please identify yourself for

13 the record --

14 MR. PAYLOR: Good afternoon,

15 Madam Chair.

16 COUNCIL PRESIDENT VERNA: --

17 and proceed with your testimony.

18 MR. PAYLOR: My name is Jim

19 Paylor. I am president of Local 1566,

20 from the Port of Philadelphia, and I

21 also am a vice president with the

22 International Longshoremen's

23 Association, which gives me the

24 privilege of working in ports from

25 Portland, Maine, to Corpus Christi,

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2 Texas, including Puerto Rico and the  
3 Great Lakes.

4 I'm here today to testify  
5 based on what I think is a common  
6 issue of employees, workers, and the  
7 people who live in the South Philly  
8 community. I think it comes down to  
9 one issue: It comes down  
10 compatibility. And I think -- or I  
11 hope when I conclude today, you'll  
12 understand what my concerns are.

13 I've been in front of this  
14 committee and other committees  
15 numerous times, and at the expense of  
16 being somewhat painful to you, I'd  
17 just like to give a quick summary of  
18 where the port is today, meaning the  
19 Port of Philadelphia, and then get  
20 into the impact of casinos.

21 When I was in front of City  
22 Council a few months back, there was  
23 an issue concerning where we were  
24 going to -- or as a port, and I was  
25 concerned that the industrial Port of

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2 Philadelphia was being bookended by a  
3 Food Center project that was going to  
4 interfere with potential growth moving  
5 south, and then where the casinos are  
6 going to be located, that they would  
7 have a severe impact and will have a  
8 severe impact on the facilities, which  
9 are outlined in the presentation that  
10 was given today, which are Piers 38,  
11 40 and Pier 39, which are a few blocks  
12 north of the Foxwoods site, and also  
13 Piers 78, 78 annex, Piers 80 and 80  
14 annex, Pier 82 and Pier 84. These are  
15 all active facilities as we speak.  
16 There's the longshoremen, Teamsters,  
17 truck drivers, warehousemen, freight  
18 forwarders, and many office personnel  
19 that work out of these facilities.

20 There has been some changes,  
21 okay, I'm sure that the committee is  
22 aware of that the Governor has now  
23 changed his mind on the port expansion  
24 project. He's been lobbying for the  
25 drudging, and as a result of the

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2 drudging project moving forward and  
3 the possibility of other investors  
4 coming in and spending millions and  
5 billions of private money for port  
6 expansion, for the first time in many,  
7 many years, I think that there's a  
8 reason to be somewhat optimistic as  
9 far as our industry is concerned.

10 I testified in previous  
11 meetings about the potential growth.  
12 And by 2020, the cargo that's coming  
13 into the United States is expected to  
14 multiply at a level where it should at  
15 least double, and it's raising  
16 concerns in Washington that, will we  
17 believe to handle the imported cargo?  
18 is the infrastructure in place?  
19 meaning the pier facilities  
20 themselves, the roads necessary to  
21 move the cargo to and from the piers,  
22 and including railroads; is that  
23 infrastructure available?

24 What we've seen recently,  
25 knowing that there's not enough space

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2 in the maritime industry or along our  
3 coast to accommodate those cargos,  
4 that the -- any waterfront real estate  
5 is now being considered prime real  
6 estate, and there's parcels -- or  
7 facilities, I should say, that are  
8 being sold for millions and billions  
9 of dollars. And that's being seen in  
10 the port of New York, which is  
11 probably our closest competitor. It's  
12 being in Baltimore.

13 And the good news is that  
14 watching that experience, we've now  
15 seen the interest go from little in  
16 the Port of Philadelphia to  
17 tremendous.

18 The Governor has changed his  
19 position based on the ILA working  
20 along with the maritime industry, the  
21 Philadelphia Marine Trade Association,  
22 and the Philadelphia Maritime  
23 Exchange.

24 We have put together a group  
25 called "The Stakeholders," and our

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2 interest is basically to lobby for  
3 port development. And what we did at  
4 the challenge of Governor's office is,  
5 we went and found potential investors.  
6 They're AIG, American International,  
7 and there's Coleman Sachs, and just  
8 recently, I met with Galaxy  
9 International Fund, and they came in  
10 with a group that they called their  
11 "dream team," and they brought  
12 \$7 billion to the table, and that  
13 \$7 billion now wants to be invested  
14 and not just in the 820 acres that was  
15 being projected but they want 700  
16 acres in this area.

17 And the reason why they want  
18 to come into this area is something  
19 that I testified to earlier, is that  
20 we're the only port in country, the  
21 only port, that has three prime  
22 railroads that are located in a  
23 maritime-related facility. And I  
24 presented that diagram before, and I  
25 have it here again today.

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2 That's the good news.

3 The bad news is what we're  
4 concerned about still is that the  
5 facilities which I talked about --  
6 Pier 82, Pier 38, their future is at  
7 risk if the casinos go there.

8 And the reason why we know  
9 that is that we have had to analyze  
10 what it takes to bring cargo into this  
11 port. Our port dropped at one time to  
12 1.2 million man hours, and as a result  
13 of the concessions that the  
14 longshoremen have made that included  
15 freezing our pension plan in 1996,  
16 freezing the wages. The wages that  
17 longshoremen work for at Pier 82 and  
18 Pier 84 today are only \$1.50 above  
19 what they were in 1981.

20 We've eliminated manning,  
21 okay, so there was major concessions  
22 all put in place by our crafts in  
23 order to maintain the cargo that was  
24 here and to attract new cargo.

25 The forest products that go

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2 into 38 and 40 and into Piers 82 and  
3 84 are some of the cargos that we had  
4 originally and, as a result of the  
5 concession, have almost doubled and  
6 sometimes tripled in their size or  
7 their volume.

8 The other thing that's  
9 necessary to bring cargo into the  
10 port, other than the cost of who's  
11 performing the work, is that you have  
12 to be able to move that cargo as quick  
13 as possible. You have to be able to  
14 store it beyond the owner of the  
15 cargo's needs, and you have to be able  
16 to move it without any obstacles when  
17 the owner of that cargo says send to  
18 whomever, the inquirer or wherever  
19 else.

20 One of the things that we've  
21 done in the Port of Philadelphia is  
22 that we make sure our people are  
23 high-skilled, they're trained, and  
24 they're dedicated; and as a result, we  
25 have a reputation for being the

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2 highest productive along the East  
3 Coast.

4 That type cargo is called  
5 niche cargo 'cause it's different than  
6 containers, it's a different  
7 operation, but that's been the life  
8 blood of the Port of Philadelphia. We  
9 have 70 percent break bulk, which is  
10 cargo similar to plywood, paper, and  
11 fruit, and only 30 percent containers.

12 That's starting to change,  
13 okay? It's starting to shift. It's  
14 more like a 40 percent of containers,  
15 and it's going to grow if we get the  
16 port expansion.

17 We're concerned that there's  
18 not enough support to protect the  
19 other cargos, the break bulk cargos,  
20 because the interest is in containers,  
21 and the threat of casinos has created  
22 a situation where the owner and  
23 operator of J&H Stevedore and Penn  
24 Trucking Warehouse, which is one in  
25 the same, who operates out of Piers

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2 38, 39, 40, and Pier 82 and Pier 80,  
3 has not purchased the majority stocks.  
4 N. Murphy Marine Services, which is  
5 down in Wilmington, Delaware, and we  
6 feel that he's doing that to hedge his  
7 bets here, that if the facility cannot  
8 operate in a product fashion and we  
9 can't move the cargo across the piers,  
10 in and out of the piers, that he wants  
11 to have a backup facility where he  
12 could then take that cargo within  
13 close proximity to the City of  
14 Philadelphia, because that's where  
15 some of their cargo goes, but far  
16 enough away where he's not dealing  
17 with some of the bureaucracy of our  
18 port, unfortunately. That's as we  
19 speak.

20 What are the issues? The  
21 issues are, very simply -- and I came  
22 into the meeting late today, but I  
23 heard the conversation and some of the  
24 questions that were raised by your  
25 panel -- how can the casinos, okay,

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2 provide a situation with traffic flow  
3 that won't interfere with existing  
4 businesses?

5 And I believe that the  
6 stevedoring business is the business  
7 that should be looked at the most, the  
8 reason being it's an industry that  
9 still requires people who may not be  
10 college-educated but pays a wage and a  
11 benefit that's family-sustaining. You  
12 could buy a house in South  
13 Philadelphia on the wage of a  
14 longshoremen or a truck driver.

15 And I've asked at many  
16 meetings -- one with the Delaware  
17 Valley Regional Planning Commission,  
18 one with the City Planning Commission,  
19 and one with PennDOT, and sometimes  
20 there's meetings that included all  
21 three of those entities. And the  
22 question that was asked all the time  
23 was: Did any entity perform an  
24 economic-impact study on how the  
25 casinos will affect the existing

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2 businesses? And in all cases. The  
3 answer to that was no. And it doesn't  
4 surprise me, but it was no.

5 Now the issue of congestion,  
6 okay, is one of the things that you're  
7 analyzing. And I can't sit here and  
8 say to you I'm an expert on traffic  
9 flow because I'm not. But what I am  
10 is someone who sits in that traffic  
11 almost on a daily basis 'cause my  
12 office is at 1341 Delaware Avenue.  
13 And I know it used to take me 15  
14 minutes to go from Spring Garden  
15 Street down to Oregon Avenue; now it  
16 takes at least a half hour to do so.

17 And my time may not be as  
18 valuable as the truck drivers, but the  
19 truck driver's time is valuable  
20 because they have to move that cargo  
21 that we're talking about.

22 And that's where we have a  
23 common interest with the neighborhood,  
24 because the other businesses that are  
25 there are educating themselves,

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2 something I had to educate myself too.

3 And it is: What is the total impact  
4 going to be?

5 And sometimes we make things  
6 too complicated, or we listen only to  
7 the dollars and cents and not to the  
8 general impact.

9 My experience has taken me  
10 with the community people to learn  
11 about the social ills, and I know you  
12 probably heard a lot about that today,  
13 but in this case, I just want to  
14 concentrate on the economics.

15 I have traveled, like I said,  
16 and I've been to different cities who  
17 do have casinos, and there's three  
18 that stand out: One is Atlantic City,  
19 and with all due respect to Atlantic  
20 City, it's a pretty one-dimensional  
21 city based around beach and  
22 entertainment, and the casinos are  
23 there. But, as Councilman DiCicco  
24 said, if you drive down to Atlantic  
25 Boulevard, you see what surrounds the

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2 casinos that at one time were  
3 residential properties, okay, and it's  
4 not the time of development and  
5 they're not the type of businesses  
6 that you want in our neighborhoods.

7 And if you go to cities like  
8 Detroit, who have now had casinos, I  
9 would ask everybody in this room to  
10 raise their hand on how many people  
11 think, "I want to go to Detroit today  
12 'cause I want to gamble." I don't  
13 think you would find anyone.

14 And the same thing with New  
15 Orleans. New Orleans has been through  
16 some very trying times, but even prior  
17 to Hurricane Katrina, they had  
18 casinos. And I think if you ask the  
19 same question here of who wants to go  
20 to New Orleans for the purpose of  
21 gambling, you wouldn't have many  
22 people say, "I do." They go there for  
23 the French Quarter or Duval Street or  
24 some of the other things that New  
25 Orleans provides. And I think the

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2 same thing exists in Philadelphia,  
3 okay?

4 If the casinos didn't generate  
5 the prosperity in the inner cities of  
6 those other places, why do we have to  
7 look further? Why do we have to look  
8 into what people are going to put  
9 presentations together to make it look  
10 like they want it to look like? Why  
11 don't we look at what the reality of  
12 the issue is.

13 In all of those other cities,  
14 you see the decay that surrounds those  
15 casinos. You see unhealthy other  
16 activities.

17 I notice, riding down Delaware  
18 Avenue just recently, there's been two  
19 major capital improvements: One is on  
20 a gentleman's club that spent about a  
21 million dollars, a new Atlantic City  
22 casino-type sign that now blinks and  
23 flashes; and the other one is from a  
24 show-and-tell adult facility that's on  
25 Delaware Avenue. They're the ones

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2 spending the money speculating the  
3 casinos are going to bring something  
4 into our area.

5 The longshoremen live in the  
6 same communities that the people that  
7 are raising the objections, okay? You  
8 have to look into the economics of  
9 what it will do to those persons.  
10 Tell a person who's lived in the  
11 Fishtown area or in the Pennsport area  
12 or in the Whitman area that the value  
13 of their homes is not important; it's  
14 the jobs that are going to be  
15 generated and construction and the  
16 other things that are going to come  
17 into our area. And they're going to  
18 say, Well, why? And they've been  
19 fighting it for years.

20 At other meetings, I've showed  
21 that -- and I want to say this  
22 delicately 'cause I made a mistake. I  
23 offended people by raising the issue,  
24 but I think it has to be raised in a  
25 way where it's understood.

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2 In other meetings I presented,  
3 which I have here today, segments of a  
4 collective-bargaining agreement from  
5 the Borgata in Atlantic City, and I  
6 have that here with me today, only  
7 segments of it. And in the wage  
8 provisions of 35 different  
9 classifications at the Borgata, there  
10 was only thing one classification that  
11 paid more than \$10 an hour, and that  
12 was \$12.50 an hour.

13 And then I presented, which I  
14 have here also, it's an Excel sheet  
15 that shows how a person on \$12 an hour  
16 pays for their mortgage in our  
17 neighborhood, pays for electric bill  
18 or a cable bill; and at the end of  
19 each month, there's a serious deficit  
20 and there's no money left over for  
21 recreation and there's no money left  
22 over for education and there's no  
23 money left over for clothing. It's  
24 called "the working poor," and we're  
25 creating more of these jobs, and it's

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2 unhealthy for everybody.

3 I noticed something for the  
4 half-hour break that if you go to the  
5 right-hand corner, it says, "Provide a  
6 minimum of five-foot bicycle lane in  
7 both northbound and southbound  
8 directions." That sounds nice, and a  
9 lot of people get a lot of exercise.  
10 But in my opinion, that's the only way  
11 the workers that will work in the  
12 casino can get to and from work,  
13 because they can't buy a house in  
14 South Philadelphia and pay for a car  
15 also.

16 When I look at the design --  
17 and, once again, I'm not an expert,  
18 but I think it's a knee-jerk reaction  
19 to address a complaint of where are  
20 the people and where is the traffic  
21 going to go and what impact is it  
22 going to have.

23 My understanding is that when  
24 the impact study was going to be done,  
25 it would be done by an independent

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2 company, number one. And Councilman  
3 DiCicco, you remember when we were  
4 down at Old Swedes' Church, we talked  
5 about, can we really get an  
6 independent analysis done that  
7 wouldn't have any political  
8 stringholds tied to it, and I would  
9 hope that if it hasn't been done  
10 already, if it's being done, that that  
11 impact study does include having  
12 participation from a lot of the  
13 different businesses in that area.

14 The other thing that I noticed  
15 here -- and, once again, being  
16 familiar with Delaware Avenue -- is  
17 that you've never had to take  
18 pedestrians into consideration, and I  
19 drive it almost daily, okay, 'Cause  
20 there's not many people walking across  
21 Delaware Avenue. Really, the only  
22 place that you do see some pedestrian  
23 traffic is when they're going into the  
24 SuperFresh or where Wal-Mart and Home  
25 Depot is. But in most cases, most

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2 people are driving because the  
3 packages that they're carrying out of  
4 those facilities warrant some type of  
5 transportation, so there's not much  
6 pedestrian traffic.

7 And when I see what's going  
8 here on Tasker Street or Morris  
9 Street, the Morris Street ramp, if you  
10 put a left-hand turn on the Morris  
11 Street ramp, you would be required to  
12 close down Water Street because that's  
13 coming southbound on Delaware Avenue  
14 that turns right, past the Wawa, and  
15 goes up onto the southbound 95 ramp is  
16 always intersected by Water Street and  
17 traffic on Water Street.

18 To bring traffic coming  
19 northbound and put a left-hand turn in  
20 there, number one, I don't think  
21 Morris Street is wide enough -- I'm  
22 sure that could be dealt with -- but  
23 the traffic you would probably have to  
24 close Water Street down.

25 When I look at the Tasker

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2 Avenue and the Reed Street and the  
3 Washington Avenue access proposals,  
4 you could see that they did the same  
5 thing that they did in Atlantic City  
6 when they widened the Atlantic City  
7 Expressway. They want to make wider  
8 roads getting to the casinos, okay?  
9 But in this case, every one of those  
10 roads comes either to and from out of  
11 the neighborhoods; they're not access  
12 ramps onto 95.

13 So where I thought the design  
14 was supposed to eliminate or keep  
15 traffic from coming into the  
16 community, when you read this -- and  
17 I'm only reading it for the first  
18 time -- it seems like they're  
19 preparing to have more traffic come to  
20 and from the surrounding  
21 neighborhoods.

22 So that in itself, in my  
23 opinion, tells the people who have  
24 been fighting this that their fears  
25 are real, that the older person who

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2 may have even inherited a home that's  
3 been there for a hundred years is  
4 going to lose some of the values,  
5 they're going to lose the quality of  
6 life. They're all economic issues, as  
7 far as I'm concerned 'cause they add  
8 to the stress of living in South  
9 Philadelphia.

10 The new person, okay, the  
11 person that's only 25 years old that  
12 paid 20 times the amount than I did  
13 for my house on Durfor Street is now  
14 looking at -- my mortgage may not --  
15 may be more expensive than the value  
16 of my home. And if we allow this  
17 impact to come into our community, the  
18 value of my home is even going to be  
19 less, and I'll be working harder to  
20 pay for something that's worth a lot  
21 less.

22 So the impact is not just on  
23 the businesses; it's on the total  
24 environment.

25 And with that, if you want, I

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2 could give you more detail on the  
3 waterfront. I don't know how necessary  
4 it is other than, if our jobs are being  
5 displaced why would you want to  
6 displace a family-sustaining job and a  
7 family-sustaining wage with employees,  
8 with all due respect, okay, that are  
9 working for a wage that cannot buy a  
10 house in our own area. They have to  
11 supplement it somehow.

12 And they could get into -- and  
13 I've had this said to me through this  
14 analysis, "Well, a husband and a wife  
15 do have to work," and I understand  
16 that; it's pretty natural to what we're  
17 doing right now. Then you have take  
18 into consideration day care, which is  
19 expensive also, and you got to work out  
20 a whole 'nother economic issue like I  
21 did.

22 It doesn't pay to work for  
23 those type jobs when you're coming --  
24 -- or when you're especially displacing  
25 other family-sustaining jobs.

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2           What my concern is, sitting  
3       here, which I think is a representative  
4       of my own people who live in the  
5       communities that we're talking about,  
6       is that I'm confused on where are we in  
7       this city? 'Cause depending on what  
8       letter I read, it sounds like the City  
9       has certain right, whether it's over  
10      zoning, whether it's over riparian  
11      rights, whether it's over the  
12      entertainment district zoning that  
13      you're involved in

14           And then I read another  
15      document that says no, the State has  
16      control over those things. Or then I  
17      hear other things where we're going to  
18      go to court to make sure the State  
19      takes it out of City Council's hands.

20           Well, no matter what this  
21      thing plays out to be, where I think  
22      that you have the responsibility -- and  
23      I say this with all due respect 'cause  
24      you've done a great job -- is that you  
25      have to analyze what our

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2 responsibilities are.

3 And the way I understand it  
4 is, our responsibilities are to the  
5 people and not to the person who  
6 contributes to campaigns, but to the  
7 people themselves. And I think we lose  
8 focus on that sometimes.

9 Harrisburg, when you read the  
10 paper, says, Well, if Philadelphia  
11 doesn't do the right thing, well, we're  
12 going to take it out of their hands, or  
13 they're going to pay for it down the  
14 road.

15 I understand that that's part  
16 of business; you have to have some  
17 relationship with Harrisburg for  
18 certain, but they shouldn't be able to  
19 strip you of all your rights -- not  
20 City Council, nor the people that work  
21 there, nor the people that live there.

22 And I'd be glad to answer any  
23 questions.

24 COUNCIL PRESIDENT VERNA: I  
25 don't think there are any questions,

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2 but I want you to know I personally  
3 enjoyed your testimony. I thought it  
4 was very informative. Thank you very  
5 much.

6 MR. PAYLOR: Thank you.

7 (Applause.)

8 COUNCIL PRESIDENT VERNA: Our  
9 next witness?

10 MR. McPHERSON: Is Dave Barry  
11 from the United Auto Workers.

12 (Witness comes forward.)

13 MR. BARRY: I'm going to get  
14 some water. I'm not used to this kind  
15 of stuff.

16 COUNCIL PRESIDENT VERNA: Sure.

17 Good afternoon. Please  
18 identify yourself for the record and  
19 proceed with your testimony.

20 MR. BARRY: My name is David  
21 Barry, and I want to thank the members  
22 of this Council for allowing me this  
23 time.

24 As a Foxwoods employee in  
25 Connecticut, as a member of the United

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2 Auto Workers union, UAW, I'm here to  
3 offer testimony to the proposed  
4 Foxwoods development plan from the  
5 perspective of the Foxwoods employee.

6 The bottom line: Foxwoods has  
7 broken its promises to us and our  
8 communities. I have worked as a  
9 dealer at Foxwoods Resorts Casinos for  
10 16 years and I have lived in  
11 Connecticut all of my life. As a  
12 Foxwoods employee, I have experienced  
13 the impact of Foxwoods' management  
14 decisions on me and my coworkers as  
15 well as our community.

16 When the Mahantucket Pequot  
17 tribe proposed building the casinos,  
18 they promised our communities  
19 good-paying jobs with great benefits.  
20 They were good jobs at first, but over  
21 the years, wages have stagnated, and  
22 the benefits and the working  
23 conditions have gotten worse.

24 Foxwoods has grown into a  
25 multi-billion-dollar-a-year gaming

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2 enterprise, and with that growth,  
3 Foxwoods has become like so many other  
4 giant corporations: Employees are  
5 just treated as numbers.

6 When I started back in 1992  
7 dealing, the starting rate was 3.75 an  
8 hour; the starting rate is now 4.25 an  
9 hour. That's right, the base pay has  
10 gone up only 50 cents in 16 while  
11 Foxwoods' profits have gone through  
12 the roof.

13 Meanwhile, the price of  
14 gasoline has tripled, electricity and  
15 oil have gotten harder and harder to  
16 afford, every other expense has  
17 skyrocketed. The only reason we can  
18 make a living and support our families  
19 is because of the generosity of the  
20 customers from their tips.

21 Last February, the federal  
22 courts ruled that the National Labor  
23 Relations Act gives casinos employees  
24 on tribal lands the right to organize  
25 a union. Within weeks, Foxwoods told

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2 the community and all the employees  
3 that they would get a 5 percent raise.  
4 The truth is, most of us received  
5 nothing at all; many of us got  
6 pennies. We would have been further  
7 ahead if they had given us the stamps  
8 to mail our bills rather than the  
9 pennies per paycheck that we  
10 calculated. I am sure -- I am -- I  
11 wasn't sure if I -- I'm sorry. It  
12 sure wasn't the 5 percent that they  
13 had promised, and one thing dealers  
14 can do is math.

15 When we decided to organize  
16 the union with the UAW, Foxwoods'  
17 management said it would respect our  
18 rights to organize but, instead,  
19 violated these legal rights at every  
20 turn to intimidation, harassment, and  
21 unfair discipline.

22 During the time leading up to  
23 our union vote, Foxwoods illegally  
24 disciplined some of our union  
25 committee members. They ran captive

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2 audiences 24 hours a day, seven days a  
3 week. They threatened that it would  
4 be futile to form a union because they  
5 would never come to the negotiating  
6 table.

7 They segregated Asian workers  
8 into separate anti-union meetings with  
9 Chinese translators. Whether my  
10 coworkers were Cambodian, Vietnamese,  
11 or Korean, as long as they looked  
12 Asian, they were sent to the  
13 Asian-only meetings.

14 The National Labor Relations  
15 Board, the NLRB, investigated charges  
16 filed by the union on behalf of  
17 Foxwoods employees. The NLRB found  
18 merit to the charges and is bringing  
19 Foxwoods to trial on 35 counts,  
20 involving discrimination, threats,  
21 unlawful discipline, including warning  
22 suspensions, and a discharge. I have  
23 submitted of the Labor Board's  
24 complaints with my testimony. And the  
25 trial sent March 25th on these

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2 violations.

3 In the face of all this, we  
4 stood strong, we stood together, and  
5 we won 60 percent of our vote in our  
6 union election in November.

7 Despite our decisive vote,  
8 Foxwoods management is continuing  
9 legal delays. They've filed  
10 objections to our election because  
11 they refuse to accept the results of  
12 the election. They have threatened to  
13 go all the way to the Supreme Court.

14 Foxwoods claims that this is  
15 about tribal sovereignty, but let's be  
16 clear: This is an irresponsible  
17 corporation using whatever legally  
18 tactics they can come up with to try  
19 to fight its own employees.

20 Through the UAW, we are now  
21 pursuing state legislation in  
22 Connecticut to ban smoking in the  
23 casinos. Foxwoods employees face high  
24 incidences of asthma, emphysema, and  
25 cancer due to secondhand smoke. As a

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2 table-games dealer, I have to breathe  
3 highly contaminated levels of  
4 secondhand smoke eight hours a day,  
5 day in and day on it.

6 Foxwoods used to have a  
7 totally smoke-free area that employees  
8 with asthma or other health problems  
9 or pregnant women would be assigned  
10 to. About three to five years ago,  
11 they discontinued that. Workers with  
12 asthma and emphysema were told that  
13 they had to either produce a doctor's  
14 note clearing them to work in the  
15 smoky casino or resign. No one should  
16 have to choose between the financial  
17 security of their families and their  
18 lives.

19 We have raised our concerns to  
20 management about exposure to  
21 secondhand smoke for years now.  
22 They've had plenty of opportunity to  
23 do something about it, and now their  
24 position on the proposed legislation  
25 is one of arrogance: You can't make

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2 us. We are not surprised; for years,  
3 this has been Foxwoods' way of dealing  
4 with the employees and our  
5 communities.

6 I hope our experiences will  
7 help you to make a thoughtful decision  
8 for Philadelphia. We are all for  
9 economic development, if it is a smart  
10 development that brings good jobs and  
11 allows hardworking people to support  
12 their families. It's up to you to  
13 make that decision, what is right for  
14 your community, but please, one word  
15 of caution: Don't bank on Foxwoods'  
16 promises; get everything in writing.

17 Thank you again for your time.

18 COUNCIL PRESIDENT Verna: Thank  
19 you.

20 (Applause.)

21 COUNCIL PRESIDENT Verna: Any  
22 questions of this witness?

23 (No questions.)

24 COUNCIL PRESIDENT Verna: Thank  
25 you very much. We appreciate your

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2 coming in to testify.

3 Oh, I'm sorry. Councilman

4 Green?

5 COUNCILMAN GREEN: Thank you

6 very much. I just have one quick

7 question. I've asked other people from

8 the union this question who are here

9 today, and I just told them I'd be

10 asking it of you on the union's behalf

11 to get it on the record.

12 Would the location of the

13 casino have any bearing on the desire

14 or ability to organize casino

15 workers -- or on UAW's desire or

16 ability to organize the casino

17 workers?

18 MR. BARRY: No, it wouldn't.

19 COUNCILMAN GREEN: Thank you

20 very much.

21 COUNCIL PRESIDENT VERNA: Thank

22 you.

23 MR. BARRY: Thank you for your

24 time.

25 COUNCIL PRESIDENT VERNA: Thank

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2 you.

3 Our next witness?

4 MR. McPHERSON: Cynthia Philo.

5 (Witness comes forward.).

6 MS. PHILO: Good afternoon.

7 COUNCIL PRESIDENT VERNA: Good  
8 afternoon. Please identify yourself  
9 for the record.

10 MS. PHILO: I'm Cynthia Philo.  
11 I'm here testifying as the chair of the  
12 Pennsylvania Downtown Center, as well  
13 as a member of the board of directors  
14 of the International Downtown  
15 Association.

16 I have testimony that's  
17 prepared today. It's short.  
18 Hopefully, it will be sweet, and I'll  
19 just start.

20 COUNCIL PRESIDENT VERNA: Thank  
21 you.

22 MS. PHILO: The Pennsylvania  
23 Downtown Center is headquartered in  
24 Harrisburg and is the only statewide  
25 nonprofit organization dedicated solely

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2 to the revitalization of the  
3 Commonwealth's core, or traditional,  
4 communities.

5 Community leaders and citizens  
6 across the Commonwealth are working  
7 diligently to ensure that their  
8 downtowns and neighborhoods that  
9 surround them remain viable centers of  
10 activity, both economic and social.

11 The International Downtown  
12 Association, with its headquarters  
13 located in Washington, D.C., is a  
14 world leader and champion of vital,  
15 liveable downtown communities.

16 Both organizations address  
17 issues including that of gaming as  
18 well as the impact on our urban  
19 centers. Today, I would like to focus  
20 my comments on the need for an  
21 independent economic-impact study as  
22 it relates to gaming and the  
23 surrounding business community.

24 In order to create a true  
25 synergy with the surrounding

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2 community, the City would benefit from  
3 an independent economic-impact study  
4 to see how gaming fits into the fabric  
5 of a neighborhood. Most studies that  
6 have been undertaken by both the  
7 casinos and city governments relating  
8 to economics have focused solely on the  
9 following: the employment or job  
10 creation by casinos; on the impact of  
11 various tribal communities that have a  
12 stake in gaming, whether or not the  
13 members of the tribe are receiving  
14 adequate benefits from gaming  
15 revenues; whether there's tax revenue  
16 generated to the city; as well as  
17 studies related to the mental health  
18 impacts on municipalities with gaming.

19 Nothing has really focused on  
20 how gaming in particular affects the  
21 growth, either positive or negative,  
22 of nearby local businesses, especially  
23 with regard to retail, restaurant, or  
24 cultural. A number of gaming sites  
25 have gone into the areas of

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2 communities that are distressed, with  
3 no surrounding business or residential  
4 elements nearby.

5 In those cases, the  
6 introduction of a new business, which  
7 is the casino itself, serves to boost  
8 the economics in the particular area.  
9 Often, the architecture of the gaming  
10 facility encourages the customer to  
11 stay inside the facility. This works  
12 well when there's nothing else  
13 surrounding the casino, and may be  
14 beneficial to the overall economy of  
15 the casino and, in the long run, the  
16 city government by way of tax refers.

17 However, in Philadelphia, our  
18 gaming facilities are being placed  
19 along a vibrant waterfront with many  
20 businesses already existing in the  
21 area. In fact, our gaming venues are  
22 to be located right in core downtown  
23 communities. How will gaming connect  
24 to the urban economic fabric of this  
25 type of a neighborhood? Can this be

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2 done in a positive way for all  
3 concerned? This is where a study can  
4 be most beneficial.

5 The question came up, I  
6 believe, that Councilman Greenlee had  
7 said to Terry Gillen with regard to  
8 the Commerce Department: Can the  
9 Commerce Department do this type of a  
10 survey or an economic study?

11 And I would recommend  
12 personally, coming from my opinion, it  
13 really needs to be truly independent  
14 so that both the casinos, the City, as  
15 well as the business community feel  
16 that it's a true independent view of  
17 what is out there, and they can buy  
18 into that study.

19 Additionally, along those  
20 lines, the Pennsylvania Downtown  
21 Center is particularly interested to  
22 understand whether or not gaming is  
23 truly a tourist destination for areas  
24 where casinos are located.

25 The Commonwealth describes a

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2 tourist destination as one in which a  
3 person drives more than 50 miles to  
4 get to and stays overnight. Tourists  
5 that do this tend to not only take  
6 part in what the casino has to offer  
7 by way of retail and restaurants, but  
8 they tend to venture outside the  
9 casino, into the neighborhood, and  
10 also partake in local shopping, dining  
11 as well as tours and cultural  
12 activities.

13 If an individual is not  
14 traveling such a distance, they may be  
15 staying solely inside the gaming venue  
16 and not stimulating the economy in the  
17 downtown core or the surround  
18 community. Further, whatever types of  
19 dining and shopping are offered on the  
20 inside of the casino can have an  
21 impact on the surrounding shopping and  
22 dining community.

23 We want casino-goers to eat,  
24 shop, and tour in our downtowns. If  
25 casinos have all the same places that

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2 our downtowns have, will casino-goers  
3 even venture forth into the  
4 neighboring community to spend their  
5 dollars?

6 Should there be an agreement  
7 with the individual casinos to avoid  
8 duplication of local businesses inside  
9 their establishment; in other words,  
10 to help grow local employees?

11 Or can arrangements be made  
12 where diners, shoppers, and tourists  
13 leave the casino at some point to go  
14 into downtown to do some of their  
15 business?

16 Knowing the answers to these  
17 type of questions, which are very  
18 important because it impacts the  
19 entire group, would be highly  
20 beneficial to the City government and  
21 casinos as well as the community.

22 Without a clearer  
23 understanding of the larger economic  
24 issues that may impact the immediate  
25 and surrounding business/residential

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2 areas, we may not be able to truly  
3 make sound judgments as to the future  
4 revitalization through gaming. And I  
5 would recommend that this Council move  
6 forward with going through and doing a  
7 true independent economic-impact  
8 study.

9 Thank you.

10 (Applause.)

11 MS. PHILO: If you have any  
12 questions, I'd be happy to answer them.

13 COUNCIL PRESIDENT Verna: Any  
14 questions for this witness?

15 (No questions.)

16 COUNCIL PRESIDENT Verna: Thank  
17 you very much.

18 Our next witness?

19 MR. McPHERSON: Representatives  
20 from the Philadelphia Neighborhood  
21 Alliance.

22 (Witnesses come forward.)

23 COUNCIL PRESIDENT Verna: Good  
24 afternoon. Please identify yourself  
25 for the record.

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2 MR. RUBEN: Good afternoon,  
3 Madam Chairman. My name is Matt Ruben.  
4 I am with the Northern Liberties  
5 Neighborhood Association and the  
6 Philadelphia Neighborhood Alliance.

7 MR. RAIRIGH: Shawn Rairigh.  
8 I'm with the Philadelphia Neighborhood  
9 Alliance, also with Fishtown  
10 Neighborhood Association and with  
11 Neighbors Allied for the Best  
12 Riverfront, NABR.

13 MS. HUNT: I am Caryn Hunt, I'm  
14 with Philadelphia Neighborhood  
15 Alliance, and I'm a delegate from  
16 Passyunk Square Civic Association.

17 COUNCIL PRESIDENT VERNA: Thank  
18 you.

19 MR. RUBEN: Madam President and  
20 members of Council, thank you so much  
21 for the opportunity to have us testify  
22 as part of this hearing. We will be as  
23 brief as possible and will be going in  
24 the order from your right to left, our  
25 left to your right.

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2 I want to make a few brief  
3 points. First of all, I would like to  
4 say that I very much appreciate what  
5 Council has done, particularly  
6 Councilman DiCicco and you, President  
7 Verna. We understand the importance  
8 of the bill that is before the  
9 Council, particularly given the  
10 Supreme Court's actions in previous  
11 similar situations with the SugarHouse  
12 Casino. We understand the thrust of  
13 the bill, and I, for one, certainly  
14 appreciate, you know, the reason that  
15 it's here and what it's trying to do.

16 That said, I have serious  
17 concerns about the bill, at least in  
18 its current form, and at this  
19 juncture, would recommend not  
20 recommending this bill to the full  
21 Council, at least in its current form,  
22 and there are a few reasons that I  
23 want to briefly go over that, some of  
24 which have been very well covered by  
25 Ms. Gillen and by other witnesses

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2 today.

3 First off, as we know from the  
4 PICA report, probably the most  
5 willfully ignored report in the  
6 history of PICA, Philadelphia casinos,  
7 according to credible studies, the  
8 Foxwoods site, in particular for  
9 today, could end up costing the City  
10 \$200 million a year simply in terms of  
11 the cost of dealing gambling addiction  
12 and the criminal justice and social  
13 service costs associated with that.

14 This is a cost whose existence  
15 has never been refuted, as far as I  
16 know, by any credible source, by any  
17 credible study by either of the two  
18 proposed casinos for Philadelphia.  
19 This is a significant cost that was  
20 not included in the original Five-Year  
21 Plan produced by the City under the  
22 previous administration, and it's a  
23 cost that needs to be taken into  
24 account along with many others, if we  
25 are to paint a clear picture of what

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2 exactly the economic impact of casinos  
3 are.

4 Secondly, as Ms. Gillen and  
5 others have noted, there has been no  
6 sufficient evidence that the full  
7 5,000 slot machine Phase II or III  
8 buildout can be sufficiently or  
9 feasibly mitigated or even  
10 accomplished any way that is  
11 profitable given the current tax  
12 structure that the State has put on  
13 casinos.

14 So we have a situation where  
15 there is no evidence whatsoever that  
16 is credible that Foxwoods can actually  
17 provide the full revenues at this  
18 proposed location. And that  
19 reinforces the Philadelphia  
20 Neighborhood Alliance's conviction  
21 that this is an improper location for  
22 this casino, because it cannot produce  
23 the revenues that we are all depending  
24 on and is being promised by casino  
25 development.

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2 Thirdly, if there's one thing  
3 that all of the scholarship shows us,  
4 it's that proximity kills. All of the  
5 negative impacts of casinos pose a  
6 greater risk and are more accentuated  
7 and are more difficult to deal with  
8 the closer a casino is to established  
9 residential communities. And to the  
10 best of my knowledge, no one in the  
11 country -- or perhaps anywhere -- has  
12 contemplated putting a casino this  
13 large in thriving residential  
14 communities this dense; it is a giant  
15 social experiment, and we believe that  
16 at this point, it is a more or less  
17 entirely uncontrolled experiment.

18 Again, the closer you are to a  
19 casino, the more the negative impacts  
20 affect your community, the more people  
21 who are liable to become addicted to  
22 gambling, the more problems you have  
23 with traffic, and so on.

24 In addition, and as  
25 Mr. Rairigh will testify in more

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2 detail, you have lost opportunities.

3 This is not destination gambling;

4 these are slot machine facilities,

5 they are convenience gambling. And

6 convenience gambling does not belong

7 in a prime destination spot like a

8 waterfront. You give up the

9 opportunity to develop an incredibly

10 valuable and lucrative mixed-use and

11 commercial developments that require

12 the specificity of waterfront and

13 destination locations. A convenience

14 facility can, and should, go somewhere

15 else to allow the City to reap the

16 full benefits of its waterfront.

17 I'm certainly for quality of

18 life, but for this hearing,

19 economically as well.

20 In addition, you also have

21 other opportunity costs that

22 Mr. Rairigh will talk about, including

23 the sabotaging of existing businesses

24 that was also just brought up

25 recently.

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2 Finally, it seems to me that  
3 casinos, based solely on the tax  
4 structure are not private development;  
5 they're public policy. The State of  
6 Pennsylvania and, therefore, our city  
7 and, therefore, our public are  
8 partners in this enterprise with a tax  
9 rate that is over 50 percent. And,  
10 therefore, it is incumbent upon all of  
11 us at all levels of government and the  
12 citizenry to participate in the  
13 regulation of these casinos at all  
14 levels, in all aspects.

15 If the State is granting a  
16 license based on revenues produced by  
17 a 5,000 slot machine buildout, then  
18 Foxwoods needs to demonstrate by a  
19 reasonable standard that it can build  
20 in a profitable way and that it can  
21 mitigate 5,000 machine buildout -- and  
22 it has not even come close to doing  
23 that at any time, as far as I am  
24 aware.

25 If this bill is going to go

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2 forward, I think at the very least, it  
3 needs some amendments in order to  
4 provide safeguards and to make  
5 Foxwoods meet a reasonable standard  
6 for casino development. And this is  
7 by no means exhaustive, but among  
8 them:

9 Number one, it must be made  
10 clear that any traffic study, any  
11 proposed traffic mitigation, must be  
12 for the full 5,000 machine buildout;  
13 that is not, in my understanding,  
14 currently spelled out with that degree  
15 of specificity in the legislation and  
16 certainly has not been proposed or  
17 provided by Foxwoods thus far. That's  
18 one thing that has to be done.

19 In addition, there must be a  
20 study, an independent study, on the  
21 preparedness of our social service  
22 infrastructure for the inevitable  
23 social pathologies and social impacts  
24 of gambling. And in my view, the  
25 casino should have to fund an

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2 independently conducted -- in other  
3 words, there should be an independent  
4 consultant but funded by the casinos  
5 to assess our social infrastructure,  
6 and they should have to pay whatever  
7 money is necessary to bring our social  
8 service infrastructure up to speed.

9 In addition, any nonprofit  
10 that is established, which is a part  
11 of the legislative criteria here,  
12 should not be providing enhanced  
13 municipal services; those should be  
14 provided by a casino and the City and  
15 State government. Any nonprofit is  
16 merely compensation to build up  
17 cultural and social infrastructure to  
18 compensate for the inevitable negative  
19 effects of a casino.

20 And, finally, Foxwoods should  
21 be required to participate -- and  
22 this, in my view, should be the new  
23 subsection 3(a)1 -- to participate in  
24 a public process to evaluate the  
25 feasibility and workability of other

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2 alternative locations for their  
3 casino, because, in our view, that is  
4 the number-one best way to mitigate,  
5 is to move them to a better site.

6 (Applause.)

7 MR. RUBEN: I don't want to  
8 take up any more of the Council's time,  
9 so I'll stop there and turn it over to  
10 Mr. Rairigh.

11 MR. RAIRIGH: Thank you. I'll  
12 try to be brief.

13 Basically, I should introduce  
14 myself a little more. I'm here today  
15 for the Philadelphia Neighborhood  
16 Alliance but I also am a part of  
17 Fishtown Neighborhood Association and  
18 a group called NABR, Neighbors Allied  
19 for the Best Riverfront. We started  
20 prior to the casino issue; we started  
21 worrying about the waterfront when we  
22 were getting proposals for 40-story  
23 towers and 8-story parking garages and  
24 things like that, so we are not  
25 anti-casino; we're just careful about

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2 the kind of development we want to see  
3 on the waterfront.

4 In my eight years of planning  
5 experience, where I especially worked  
6 in the revitalization of Philadelphia  
7 neighborhoods, this becomes a very  
8 interesting case, the casino thing.  
9 And it just proves that place matters.  
10 What we're here today to decide is  
11 whether this set of uses should be  
12 allowed at this location in the City.

13 And I would like to remind  
14 Council, as they've heard many times  
15 today, that the jobs, the union  
16 activity, the tax revenues, and even  
17 the social costs that are associated  
18 with casinos will happen no matter  
19 what the site is in the City.

20 Casinos, as long as they can  
21 attract gamblers, as long as there is  
22 access, the revenue you hear projected  
23 by the casino folks today will remain  
24 the same no matter the site, but the  
25 costs may not.

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2 And, ultimately, what we  
3 should be worrying about from the City  
4 government's perspective is the base  
5 economics. Base economics is a term I  
6 learned my first year of planning  
7 school. Basically, it means we should  
8 build our base economy; that is, the  
9 dollars coming in from outside the  
10 city. Those dollars should stay here  
11 and then fund grocery stores, small  
12 stores, things like that.

13 With the casino located where  
14 it is, next to the neighborhood, with  
15 very troublesome access to it along  
16 Delaware Avenue, a higher proportion  
17 of the casino revenue will come from  
18 Philadelphians solely because of the  
19 location. These are not -- they're  
20 not near the -- the casinos are not  
21 located near where the out-of-towners  
22 are, so every dollar spent in the  
23 casino really is no longer being spent  
24 at existing businesses in Philadelphia  
25 and existing entertainment places in

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2 Philadelphia.

3           Instead, if the CED zoning  
4 were given to locations where  
5 out-of-town money already exists --  
6 and I'm not going to speculate on  
7 those locations -- you could imagine a  
8 higher proportion of the casino  
9 revenue will come from outside the  
10 City and region, becoming a base  
11 economic item.

12           In addition, much like putting  
13 smoke stacks on the edge of town, the  
14 pollution goes into the neighboring  
15 state. If you attract out-of-town  
16 gamblers, they take their social  
17 problems home. I don't really  
18 recommend we get a lot of social  
19 problems, but at least they go home at  
20 the end of the day.

21           So if not casinos, then what?  
22 There are also neighborhoods  
23 representative for the waterfront plan  
24 that you heard from Mr. -- that you  
25 heard from the PennPraxis folks

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2 earlier today, where I helped craft  
3 the plan principles and vision there.

4 As part of that, NABR got  
5 together and created our own  
6 waterfront charrette, you might call  
7 it, where we invited anybody and  
8 everybody, members of the public. We  
9 had a team of planners, architects,  
10 urban designers, and engineers come  
11 and look at the two sites.

12 And you can from the last page  
13 or two of the Foxwoods site -- you can  
14 see that folks are not anti-  
15 development. There's clearly a large  
16 mixed-use, mixed-density development  
17 shown there. And that is ultimately  
18 what fits into the vision for the  
19 waterfront.

20 And let me remind also,  
21 Council, that wage tax is our largest  
22 source of City revenue, slightly less  
23 than half of the revenue pie in the  
24 City. So if you're really want to  
25 increase City revenue, putting new

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2 people at this site. People that  
3 don't live in Philadelphia or work in  
4 Philadelphia, you want them there at  
5 this site.

6 Well, luckily, waterfronts are  
7 seen as ideal places for people to  
8 live especially nowadays, especially  
9 luxury residential development. Every  
10 city knows this and is remaking  
11 waterfronts to capture these new  
12 residents, these new high-income  
13 residents that pay more in wage tax.

14 You see from our vision plan a  
15 mixed-use, mixed-density community.  
16 It's community-driven vision includes  
17 open space and extension of the street  
18 grid, it's walkable, it's healthy, it  
19 supports existing transit  
20 infrastructure, all low-cost items for  
21 the City.

22 There's over one thousand  
23 units of housing proposed there, over  
24 60,000 square feet of commercial  
25 space. Given typical housing prices

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2 and the attraction rate for new  
3 residents versus existing residents, I  
4 would conservatively estimate about  
5 7.6 million in real-estate transfer  
6 fees alone, about 3-and-a-half million  
7 in property taxes every year, and more  
8 as tax reassessment goes forward, and  
9 2 million in new wage-tax revenue.  
10 This is even if only half of the  
11 residents there are from out of the  
12 City.

13 This doesn't include  
14 construction jobs. And, of course, a  
15 complexed, mixed-use, mixed-density  
16 project like this will have  
17 construction jobs lasting much longer  
18 than any single box with slot machines  
19 in it.

20 So I guess to sum up really,  
21 the opportunity that you see presented  
22 before you is really being lost. And  
23 the fact is that this could be under  
24 construction today if it weren't for  
25 the casinos, that this could also be

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2 completed today if it had been started  
3 four years ago instead of casinos.

4 And, moreover, unlike the  
5 casino projects, this development will  
6 actually spur additional investment in  
7 nearby neighboring properties.

8 So I give you the answer. The  
9 answer is simple: We can have our  
10 cake and we can eat it, too. Zone the  
11 casinos elsewhere; you still get the  
12 revenue, you still get the problems,  
13 but you also get this site to become  
14 what its potential is, a mixed-use  
15 residential and commercial  
16 development.

17 And if you choose to zone this  
18 site for CED zoning, you're basically  
19 choosing less revenue for the City and  
20 less chance for future development in  
21 that area of South Philadelphia.

22 COUNCIL PRESIDENT Verna: Thank  
23 you.

24 (Applause.)

25 MS. HUNT: Hi. I'm Caryn Hunt

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2 from PNA and from Passyunk Square Civic  
3 Association.

4 The question of the day is:

5 Will Foxwoods bring more economic  
6 benefit to the City than harms? And  
7 the answer is: Not at its current  
8 locate. The port industries will be  
9 harmed, we'll be playing catch-up with  
10 the infrastructure problems for years  
11 to come, and in the process,  
12 destroying thriving neighborhoods.  
13 Their impacts will be felt citywide  
14 and, therefore, they should be  
15 measured citywide.

16 These are not destination  
17 casinos that we're talking about;  
18 these are convenience casinos, so  
19 called because they'll be conveniently  
20 placed near large populations so that  
21 the discretionary wealth of an area is  
22 made available to them.

23 But it's important to keep in  
24 mind that it's not going to be very  
25 convenient to get to the Foxwoods

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2 location.

3 In Colorado, Central City  
4 Casinos suffer because folks from  
5 Denver don't -- won't drive the extra  
6 mile to get to them; they'll go to  
7 Blackwood because it's closer -- by  
8 one mile.

9 It will take years of  
10 infrastructure improvements to make  
11 the Foxwoods location work. In the  
12 meantime, gamblers in the vicinity  
13 will find it faster to travel to  
14 Harrah's or Philadelphia Park or maybe  
15 even Atlantic City rather than  
16 navigate the traffic tsunami that the  
17 Inquirer predicted -- has predicted.

18 So far, the idea for these  
19 casinos, especially Foxwoods, seems to  
20 be: Build now, pay later.

21 On the jobs and revenues. The  
22 job-opportunity claim for local  
23 residents is a myth. Using statistics  
24 from the Pennsylvania Gaming Control  
25 Board's recent diversity report, only

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2 208 out of 1,098 Harrah's employees  
3 are residents of Chester City; that's  
4 less than 20 percent. Fifteen percent  
5 of their employees live out of state.  
6 Apparently, Harrah's did not provide  
7 that many jobs to residents in Chester  
8 City, where they really need  
9 employment; they hired from Delaware  
10 Montgomery, Philadelphia, and Chester  
11 Counties.

12 The numbers are similar at  
13 Philadelphia Park. The diversity  
14 report indicates that there are  
15 Philadelphia residents that currently  
16 work at both locations. These  
17 Philadelphians don't need casinos in  
18 their neighborhoods to get these jobs.

19 The seven other Pennsylvania  
20 casinos that are up and running are  
21 not located in densely populated urban  
22 neighborhood, and they're exceeding  
23 their revenue projections. Foxwoods,  
24 Philadelphia, and the State of  
25 Pennsylvania will receive the same or

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2 better revenues no matter where in  
3 Philadelphia it's located.

4 Although Econsult is a  
5 reputable company and used many solid  
6 numbers in its report, its study is  
7 essentially a sell document for  
8 Foxwoods. And as such, it glosses  
9 over some serious issues.

10 For instance, Professor Fred  
11 Murphy, who has spoken before you  
12 before disputes Econsult's ancillary  
13 spending numbers. The effects of the  
14 diversion of local discretionary  
15 dollars to casinos has been well  
16 documented elsewhere. And other  
17 studies exist that show casinos  
18 detract from historical tourist sites.

19 Econsult does not account for  
20 negative consequences of casinos such  
21 as social costs, Foxwoods assumes no  
22 value to the riverfront property  
23 without their casino project.  
24 Additionally, there is no way that  
25 Phase III of Foxwoods' project is

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2 going to be profitable enough for  
3 them, given the current State  
4 percentage rate. Are they counting on  
5 that rate to decrease? You know, what  
6 is the basic assumption there?

7 Other assumptions Econsult  
8 used derived from Mayor Street's  
9 Advisory Task Force, certainly not as  
10 independent an inquiry as it could  
11 have been. This study was a first-  
12 round attempt to grapple with issues  
13 of casino impacts on the City, again  
14 glossing over costs.

15 The Innovation Group, which  
16 has played such a key role in the  
17 State's gambling expansion, has said  
18 that the adoption of slots in  
19 Pennsylvania should create a  
20 reverberation effect in the region,  
21 enticing other states to step up  
22 competition for gambling dollars,  
23 perhaps even causing New Jersey to  
24 build casinos outside of Atlantic  
25 City. What will casinos in Camden do

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2 to Foxwoods' numbers?

3 Casinos are posting revenue  
4 declines all over the country -- in  
5 Connecticut, in Illinois, in Atlantic  
6 City, even in Las Vegas. And this is  
7 all just to say that projected  
8 revenues over time are impossible to  
9 accurately predict; just as is the  
10 consistency of state transfers.

11 Nonetheless, the PNA is not  
12 here to advocate turning away any of  
13 those casino revenues, neither the  
14 one-time construction monies, nor the  
15 long-term casino jobs benefits, or  
16 whatever nontaxable, charitable  
17 benefits are slated to flow into our  
18 communities. We are only advocating  
19 taking a sober, rational view to the  
20 cost-benefit balance.

21 A build-now-pay-later scheme  
22 is not going to work. We've looked at  
23 the costs, and that's why we advocate  
24 re-siting.

25 In order to truly assess the

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2 economic impact of Foxwoods on the  
3 City, the effect would have to be  
4 measured citywide. Let's see if other  
5 locations would not work better. A  
6 study would have to include:

7 A comprehensive costs-benefits  
8 analysis on the impacts to the City  
9 for every stage of the buildout of the  
10 proposed location, as has been  
11 mentioned before. In this case,  
12 including:

13 The impacts to the port  
14 industries, to local businesses, bars,  
15 restaurants, and entertainment venues  
16 throughout the City;

17 An analysis of the costs  
18 associated with negative public health  
19 effects;

20 An analysis of the financial  
21 impacts to Medicare and Medicaid;

22 Consideration of the economic  
23 well-being of seniors;

24 A survey of our social service  
25 agencies' readiness, like they did out

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2 of the University of Pittsburgh to  
3 assess the readiness of the social  
4 service agencies in Pittsburgh;

5 A finding that the project  
6 will impose additional law-enforcement  
7 costs relating to the apprehension,  
8 prosecution, imprisonment, and  
9 rehabilitation of compulsive gamblers  
10 in the City of Philadelphia of no more  
11 than half the \$14 million host fee  
12 paid by the casino, or let's at least  
13 know what that number is;

14 And an analysis of the lost  
15 opportunity cost of developing  
16 riverfront real estate for casino  
17 operation, including an assessment of  
18 property values from alternative  
19 developments, long-term tax revenue and  
20 economic benefit to the City that such  
21 developments would bring

22 It should also demonstrate a  
23 net addition of jobs and revenues to  
24 the City over a period of ten years,  
25 not a loss.

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2           Such a study would then be  
3       reviewed by an independent economic  
4       consultant, with additional commentary  
5       provided by consultants representing  
6       Foxwoods and the affected  
7       neighborhoods, and should, for some  
8       period, be open for public comment as  
9       well.

10           This is the way to look  
11       forward, to plan, and to prepare for  
12       the casinos that are coming to our  
13       city.

14           The sooner these casinos are  
15       re-sited to minimize harms, the sooner  
16       they can be operational. The State  
17       will get its revenues, we'll get the  
18       jobs, everybody wins.

19           But the problems  
20       represented -- or presented by the  
21       current location are unmitigatable; and  
22       that's why we recommend voting no for  
23       at this location.

24           And the last thing I'd just  
25       like to say is, Professor Murphy did a

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2 really good independent report based on  
3 the Econsult numbers, and I do have a  
4 copy of that report here, along with --  
5 there's a bunch of other stuff.

6 But the Professor Murphy  
7 report you really should take a look at  
8 because he just -- he uses a lot of  
9 their numbers, but he changes the  
10 assumptions and he comes up with  
11 different conclusions, and it's very  
12 interesting to get a different  
13 perspective.

14 COUNCIL PRESIDENT VERNA: Thank  
15 you very much.

16 Are there any questions of the  
17 witness?

18 (No questions.)

19 COUNCIL PRESIDENT VERNA: Thank  
20 you very much.

21 MR. RUBEN: Thank you.

22 (Applause.)

23 MR. McPHERSON: Our next panel  
24 is the Philadelphia Entertainment and  
25 Development Partners and Steve Mullin

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2 of Econsult.

3 (Witness comes forward.)

4 COUNCIL PRESIDENT VERNA: Good  
5 afternoon. Nice seeing you.

6 MR. MULLIN: Thank you.

7 COUNCIL PRESIDENT VERNA:  
8 Please identify yourself for the  
9 record.

10 MR. MULLIN: My name is Steve  
11 Mullin. I'm a principal with Econsult  
12 Corporation.

13 COUNCIL PRESIDENT VERNA: Thank  
14 you. Please proceed with your  
15 testimony.

16 MR. MULLIN: Okay, thank you  
17 very much. I appreciate the  
18 opportunity to testify here today about  
19 the potential economic impacts of  
20 Foxwoods Casino, as my firm has studied  
21 that.

22 I also -- on a quick side  
23 note, I was very happy to hear one of  
24 my former students, Shawn, comment  
25 about base economics, which is a

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2 course I taught him. And so even  
3 though we don't necessarily see eye to  
4 eye on the conclusions there, I was  
5 very happy to hear him report and come  
6 up with the points that are very, very  
7 important, too. So it makes that part  
8 of me feel good to see a good former  
9 student working.

10 And I appreciate the comments  
11 about Econsult and our work, and I'd  
12 like to note what we did present. I  
13 thought I'd give a very brief overview  
14 of the work we did as part of the  
15 submission and the application.

16 And then, since I know that in  
17 the most recent legislation that's  
18 being proposed, you're talking about a  
19 two-mile radius, and talk about -- so  
20 just some comments about that, even  
21 though we didn't do any direct -- in  
22 our earlier report, we didn't do any  
23 direct analysis of that two-mile  
24 radius. We did a little bit in one  
25 mile, but that was really more for

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2 characteristics of the site there.

3 What our potential

4 economic-impact study was, we found

5 significant citywide and statewide

6 impacts in the -- basically the three

7 areas that have been talked about in

8 one way, shape, or form: economic

9 spending, overall economic spending;

10 overall employment; and earnings by

11 both direct employees and earnings by

12 employees and indirectly affected

13 businesses there.

14 And we also forecasted

15 positive tourism and riverfront

16 revitalization effects of the Foxwoods

17 Casinos. And, actually, Foxwoods

18 Casino, with SugarHouse, are what a

19 lot of people have referred to as

20 "bookends" along the riverfront.

21 I would note that as we look

22 at a two-mile radius, we -- the

23 impacts could be on commercial,

24 whether it's office or retail or

25 entertainment businesses, hotel and

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2 hospitality venues, and port-related  
3 development. And the other types of  
4 impacts that are non-sectoral will be  
5 employment and property values,  
6 including residential property values.  
7 These are all things that we have  
8 looked although didn't include in our  
9 study, but I would like to note our  
10 views on those in general here.

11 We think that the overall  
12 business impacts will be virtually nil  
13 for most of the two-mile radius. As  
14 you get further west, we think that  
15 impacts on commercial and retail  
16 businesses in that two-mile radius  
17 will be very close to zero and  
18 actually somewhat positive for the  
19 closest areas.

20 And I'll note part of the  
21 reason why we -- the basic reason why  
22 we think that's the case is that -- is  
23 that the economy is so big inside that  
24 two-mile radius. And, remember, it's  
25 really only a half a radius 'cause the

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2 Delaware River, it's half a circle  
3 there.

4 If you look at the four zip  
5 codes that are primarily contained in  
6 those -- 19106, 107, 147 and 148 --  
7 the establishment data, federal  
8 establishment data, suggests there are  
9 4900, over 4900 businesses employing  
10 almost 97,000 employees, with an  
11 annual payroll of \$4.2 billion in that  
12 area.

13 We also took a look at how  
14 many accommodation and food-service  
15 establishment and entertainment  
16 establishments: 884 in that area.

17 So part of what we were  
18 looking at was, what's the impact?  
19 There's already a lot, a huge amount,  
20 and even the numbers that Foxwoods was  
21 talking about relative to that huge  
22 amount is fairly small. The numbers  
23 are big but they're -- in relation to  
24 numbers that are huge, we think that  
25 that will be -- that there will be a

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2 relatively small -- and we also happen  
3 to think that's positive, I'll note  
4 there -- impact there.

5 We think that there will be no  
6 discernible impact on commercial  
7 office land use in the two-mile  
8 radius, the primary commercial office  
9 uses in Center City, both east and  
10 west, primarily east in that radius of  
11 Center City.

12 We also believe that the  
13 immediate neighborhood businesses are  
14 likely to have no negative impact via  
15 loss of demand as the casino venue  
16 generates spending from outsiders and  
17 imports substitutes. Now, that's what  
18 Terry had mentioned and several of the  
19 other speakers too, and it's always  
20 worth another look to see what those  
21 numbers are, and we say new spending  
22 from outside of Philadelphia and from  
23 Philadelphians who are spending, doing  
24 the same type of expenditures,  
25 primarily Atlantic City before.

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2 And our view is that the  
3 numbers that the task force came up  
4 with, saying 75 to 90 percent of new  
5 dollars for -- when I say "new" and  
6 including import substitution, we  
7 think that those numbers -- we thought  
8 originally that they were reasonable.  
9 We used those in our Foxwoods picture  
10 and our study. And we also think that  
11 that's -- we don't see any reason to  
12 say that that's radically different  
13 now.

14 Now, people could study that  
15 and take another look -- and take a  
16 look, but we don't think that they'll  
17 find a significant difference there.

18 We also think that the --  
19 unlike -- sometimes people will say,  
20 Well, you put a large department store  
21 or a large venue someplace and that  
22 will draw from others. The types of  
23 venues that -- non-gambling venues  
24 that would be included at Foxwoods  
25 would not sort of run the gamut, and

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2 we think that the impact there would  
3 be relatively low because, once again,  
4 we think it will be a very small  
5 portion of those almost a thousand  
6 food-service establishments in the  
7 two-mile radius, and even less as you  
8 go further away.

9 We also think that there would  
10 be a positive impact in the -- for  
11 basically three source of positive  
12 impact in the neighborhoods and to  
13 neighborhood business. First will be  
14 the payroll that's spending nearby,  
15 generating demand for neighborhood  
16 retail and restaurants. We note  
17 that -- it's our view that the  
18 development -- and Shawn had it  
19 exactly right -- and economic base  
20 development of neighborhood retail is  
21 primarily serving the current  
22 neighborhoods. Now, that doesn't mean  
23 there aren't people who say, We want  
24 to try to get customers from outside,  
25 but primarily serving the

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2 neighborhoods. The way that those  
3 types of businesses thrive and do well  
4 and start up in the first place is  
5 based on the income of the people in  
6 the neighborhood.

7 So a portion of the payroll  
8 that will be spent nearby, we think,  
9 will be a positive impact on those  
10 businesses.

11 We also think that there will  
12 be some indirect spending by Foxwoods  
13 to -- directly to businesses in the  
14 neighborhood, and we don't know  
15 exactly what that percentage will be,  
16 but to the extent it's greater than  
17 zero -- and we're pretty comfortable  
18 that it will be greater than zero --  
19 there will be other money going into  
20 the immediate surrounding area that  
21 will generate income for people, which  
22 will then support -- help support  
23 other businesses.

24 It's our view that the  
25 neighborhood -- once again that the

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2 neighborhood economic -- the  
3 neighborhood retail is a function of  
4 income of the people in the  
5 neighborhood, not a function of the  
6 businesses that go in there. They  
7 follow.

8 And then, finally, in that  
9 Special Services District proposal and  
10 expenditures on that -- by that in the  
11 area is also something that we think  
12 will generate additional demand in the  
13 area.

14 We also think that employment  
15 in nearby businesses will have little  
16 to no negative impact, and that's  
17 primarily a function of what I've just  
18 talked about, about the estimate --  
19 our estimate of the economic activity.

20 We think that the indirect  
21 employment will be positive, and  
22 that's the spending -- that's the jobs  
23 that are supported by the spending of  
24 both payroll and indirect and induced  
25 spending in that area.

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2 We also think that they're  
3 looking at little or negligible impact  
4 to expanded port operations, including  
5 PRPA's planned RFP for the container  
6 port further south there and primarily  
7 due to location there.

8 And also, when looked and  
9 talked to people at PRPA about what  
10 they were looking at, their view is  
11 that -- or at least some there think  
12 that the casinos -- that potential  
13 casinos further north would not be a  
14 hindrance to the proposed port  
15 expansion.

16 And, finally, in one of the  
17 areas -- oh, yes. Finally, in one of  
18 the areas that is considered -- one of  
19 the areas considered... a real -- I'm  
20 trying to think of the word.

21 Something that generates a lot  
22 of anticipation and nervousness and  
23 uncertainty, and that is the impact of  
24 the casino on residential property  
25 values, which is something that is

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2 absolutely a legitimate concern and  
3 absolutely an economic impact.

4 We've taken a look at many of  
5 the studies that have been done in  
6 other cities, especially one that was  
7 done in Henderson, Nevada, that has  
8 sort of circulated around, and I know  
9 that people have said, And here,  
10 because of this, based on this sort of  
11 information, we'll have property  
12 values decreasing.

13 It's our opinion that the  
14 property values in the -- as you get  
15 further to the west, there will be  
16 little or no impact, but even in the  
17 residential areas immediately to the  
18 west of I-95, there will actually be a  
19 positive impact on property values for  
20 the following three reasons:

21 One is that it will react --  
22 the property values and demand will  
23 react positively to the elimination of  
24 blight and underutilization along the  
25 riverfront.

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2 (Jeers.)

3 MR. MULLIN: We think that that  
4 will ripple out from the immediate  
5 adjacent neighborhoods. And it will be  
6 augmented by the induced development  
7 that the casinos will bring along the  
8 riverfront too.

9 We do not think that the  
10 Henderson study that's been used is  
11 applicable at all here; and that is,  
12 once again -- and some -- and other  
13 people have noted that we've got to be  
14 careful about studies from Atlantic  
15 City and others, where you're looking  
16 at an economy that is predominantly  
17 casino and casino-related but not  
18 necessarily -- and which Philadelphia  
19 would not be at all in this case.

20 We also think that this  
21 scenario is even more likely now,  
22 given the current state of the real  
23 estate market, where inducements  
24 along -- say, along the riverfront  
25 here would be even more necessary with

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2 the -- with the -- I won't say  
3 "collapse," but at least the slowdown  
4 of the residential and not as much  
5 slowdown of the commercial office  
6 markets.

7 So that -- so I just wanted to  
8 sort of step through some of the  
9 points here and know that they're  
10 probably not necessarily the same  
11 points that you've been hearing most  
12 of the afternoon.

13 But I also do want to note  
14 that when Terry was talking about  
15 taking an independent look, we do  
16 think that an independent look will  
17 support the findings that we have.

18 COUNCIL PRESIDENT VERNA: Thank  
19 you.

20 And may I say that your  
21 student is sitting back there shaking  
22 his head, and I don't think he agrees  
23 with you at all.

24 MR. MULLIN: Mm-hmm, I know.

25 COUNCIL PRESIDENT VERNA: But

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2 that's beside the point.

3 MR. MULLIN: I know.

4 (Laughter.)

5 COUNCIL PRESIDENT Verna: The

6 Chair recognizes Councilman DiCicco.

7 COUNCILMAN DICICCO: Thank you,

8 Madam Chair.

9 Good afternoon, Mr. Mullin.

10 MR. MULLIN: Yes, hi.

11 COUNCILMAN DICICCO: On your

12 last point about the independent study,

13 I just want for the record -- it's

14 obvious that we do have different

15 points of view on this Foxwoods Casino

16 site. Would you have any objection to

17 an independent study that would examine

18 your findings?

19 MR. MULLIN: No, not at all.

20 As I mentioned, I think that they will

21 find our assumptions reasonable.

22 COUNCILMAN DICICCO: Okay. You

23 mentioned something about the PRPA.

24 For those of you who are not familiar

25 with it, that's the Philadelphia

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2 Regional Port Authority. Their mission  
3 is to encourage port development.

4 What was it you said about  
5 them?

6 MR. MULLIN: Yeah, I was at  
7 a -- I attended a talk where John Estee  
8 (sp?) was talking about the planned  
9 expansion that the State is looking at.  
10 And one of the questions that someone  
11 at the planned container-port  
12 expansion, one of the questions someone  
13 in the audience asked, who wasn't me,  
14 but I perked up, was that did he see  
15 any problem with any of the casino  
16 proposals there? And he said he did  
17 not think that that would be a -- that  
18 that would be a problem.

19 Now, as I think about it, I'm  
20 interpreting his response to mean that  
21 he didn't think there would be a  
22 problem if there were a casino. I  
23 didn't -- there's a possibility, but I  
24 think it's a remote, that he was  
25 saying, Well, I don't think there are

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2 going to be casinos there so I don't  
3 think it's a problem. I think he  
4 was -- I think he was responding to  
5 casino location just north of the  
6 port.

7 COUNCILMAN DICICCO: Well, you  
8 know, for the record, and for those who  
9 may not know, Mr. Estee was, up until a  
10 couple of weeks ago, Governor Rendell's  
11 chief of staff, so I think it's  
12 important that we recognize the fact  
13 that his boss has been -- and we all  
14 know for 16 years, when you were  
15 commerce director, he's always been  
16 encouraging riverboat gaming or some  
17 sort of gaming along the Central  
18 Delaware River waterfront.

19 MR. MULLIN: Sure.

20 COUNCILMAN DICICCO: For the  
21 record, I called the executive  
22 director, Mr. McDermott, of the PRPA  
23 about a week ago to ask if he or anyone  
24 from PRPA would be testifying today.  
25 They indicated that no one would be

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2 testifying; however, an employee, whose  
3 title I don't recall -- his name is  
4 Robert Blackburn, who is a resident of  
5 Whitman, speaking as a resident, said  
6 that, in his opinion, he would be  
7 opposed to the casino at the current  
8 site. Again, not speaking as an  
9 employee of PRPA but as a resident who  
10 would be immediately impacted and whose  
11 quality of life would be impacted.

12 But needless to say, there was  
13 no written testimony, nor was there  
14 anyone here to testify here today.

15 I do have one other question.  
16 When you talk about that radius, that  
17 half a radius, 'cause the rest of it's  
18 the river --

19 MR. MULLIN: Mm-hmm.

20 COUNCILMAN DICICCO: I might  
21 subscribe that I would agree that the  
22 further west you go, the less impact it  
23 might have on businesses the further  
24 west you go. How far west, I'm not  
25 sure what that line of less versus more

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2 would be.

3 MR. MULLIN: Right.

4 COUNCILMAN DICICCO: And if you  
5 have some indication of that, I would  
6 appreciate it, but I look at this as a  
7 practical thing, and I've talked about  
8 it a number of times in testimony, in  
9 previous hearings in relationship to  
10 the Foxwoods site, and we have similar  
11 problems up at the SugarHouse site as  
12 well.

13 But in relationship to the  
14 Foxwoods site, which is Delaware  
15 Avenue/Columbus Boulevard, two blocks  
16 or so off of Second Street, everyone  
17 knows that's part of the culture of  
18 the environment, which is the  
19 neighborhood environment of Second  
20 Street, there are a number of bars,  
21 and there are a number of venues where  
22 people go to socialize. Within two  
23 blocks, a massive facility like the  
24 Foxwoods facility would be built.

25 I'm a South Philadelphian. I

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2 started my adulthood hanging out in  
3 bars in my neighborhood 'cause that  
4 was the social thing to do. I can't  
5 imagine those same guys sitting in  
6 McNichol's or Jung's or name any one  
7 of the bars down there, when they have  
8 the availability to be able to walk  
9 across the street or two blocks away  
10 and spend their disposable income in a  
11 place where they think they may have  
12 an opportunity to strike it rich and  
13 smoke.

14 Well, actually, I can't say --  
15 'cause some of the -- when we did the  
16 smoking legislation, if you remember,  
17 that was one of my hang-ups, to let  
18 the local bars that were not serving a  
19 certain percentage of food to continue  
20 to have that choice, and I was  
21 specific in that request on the  
22 amendment because I was concerned  
23 about the what if casinos come, at  
24 least you may give those bars, you  
25 know, an opportunity to compete

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2 because it's not that I'm going to run  
3 to the casino 'cause I could smoke  
4 there but I could still smoke in the  
5 bar that I hang in.

6 But there's that temptation.

7 There's that, you know, sitting in the  
8 bar, watching the games, watching the  
9 Eagles play, watching the sports, the  
10 football games, you know, the betting,  
11 or whatever goes on, it's all going to  
12 not happen, in my opinion, in an  
13 establishment that's going to allow  
14 the smoking, it's going to allow  
15 probably -- I'm not sure what the game  
16 plan is yet on the drinks 'cause I  
17 think that's still being argued in the  
18 legislature and I don't know if that's  
19 been resolved yet, whether drinks will  
20 be comped or not. Eventually, I think  
21 they will be comped, whether that's  
22 the case today or not 'cause that's  
23 the nature of the gaming industry, to  
24 do as much as you can -- and this  
25 isn't being critical of them -- to

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2 keep your patron indoors, in your  
3 facility, and not leave until you're  
4 ready to go for whatever reason.

5 So I -- at the end of the day,  
6 my belief is that there will be free  
7 drinks permitted at some point in  
8 time. That will all change. And  
9 there has to be -- Steve, I respect  
10 you, and we've had a great  
11 relationship.

12 MR. MULLIN: Mm-hmm, mm-hmm.

13 COUNCILMAN DICICCO: But I  
14 can't imagine these casinos -- 'cause  
15 SugarHouse has the same problem with at  
16 Northern Liberties, which is finally  
17 being developed and more people are  
18 moving in, and there's some great  
19 places for people to socialize. That  
20 disposable income not -- literally  
21 walking two blocks east, I -- did --  
22 was that taken into consideration? And  
23 can you even figure out how that would  
24 play into this?

25 MR. MULLIN: Yeah, I think I

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2 understand -- I think I understand  
3 exactly where you're coming from on  
4 that.

5 My response would -- I do have  
6 to note one thing: Is there a  
7 potential that a business -- any  
8 individual business might lose  
9 customers? The answer is absolutely  
10 yes.

11 But in the -- where I think  
12 the -- where I would differ with you  
13 on your analysis there is to say that  
14 if it's a zero-sum game and somebody  
15 has to be here in this seat or in this  
16 seat, then I would agree with you.

17 But I don't see this as a  
18 zero-sum game at all; I see the growth  
19 of the pie. So even if there's a  
20 slice coming out, it's a larger pie,  
21 and I think that that's where --  
22 that's where you can have your story,  
23 which is very, very logical, still  
24 happen but still have a positive  
25 impact.

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2 COUNCILMAN DICICCO: I

3 understand your rationale for the  
4 bigger picture, but I just mentioned a  
5 couple, and Jimmy can probably speak to  
6 this better than I can. There are --  
7 there's a significant number of those  
8 neighborhood social-gathering places,  
9 all right, bars, taprooms, taverns, in  
10 addition to the Mummers clubs that rely  
11 heavily -- and Jimmy, again, can to  
12 talk to this better than I can -- on  
13 their members who hang out at the  
14 Mummers clubs, and it's a part of that  
15 social environment.

16 And they're talking about not  
17 a couple of little businesses; you're  
18 talking about a large portion of the  
19 population and the fabric of the --  
20 the economic fabric of Second Street  
21 in particular that I think will have a  
22 very severe, dramatic decline in  
23 businesses.

24 It's kind of like when the  
25 Acme Market -- and I'm not picking on

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2 Acme, but when the supermarkets  
3 started in my neighborhood, it was the  
4 beginning of the end for the Ninth  
5 Street Market, it was the beginning of  
6 the end for all of the mom-and-pop  
7 stores, because it just made it more  
8 convenient.

9 So if I have the opportunity  
10 to walk two blocks, three blocks to a  
11 gaming venue to spend my disposable  
12 income, drink the same alcohol, watch  
13 the same sports game, do all of the  
14 same things but still have the  
15 opportunity to maybe, you know, score  
16 a jackpot, where am I going to go?

17 MR. MULLIN: Yeah. I --

18 COUNCILMAN DICICCO: There's a  
19 certain loyalty, but I think the  
20 loyalty may end because it's just too  
21 you -- and, look, it's part of doing  
22 business in casinos. You make it --  
23 you offer the incentives. I get these  
24 things in the mail -- a room for \$20 a  
25 night or \$50 or whatever it is, come

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2 down. It's all about bringing you in,  
3 and that's good business.

4 What's bad business is for the  
5 businesses that are in nearby  
6 proximity who may fold up and close  
7 their doors and then we wind up with a  
8 lot more vacant properties.

9 That's sort of a question/  
10 statement, and that's my concern.

11 MR. MULLIN: Yeah. No, I -- I  
12 don't know if you want me to respond,  
13 but I do think that I -- I'm not saying  
14 that things might not be different, but  
15 I think that that impact, that ultimate  
16 impact will be a lot smaller than  
17 people think on that.

18 And in the -- and I'll note  
19 again, 'cause you're -- you are  
20 thinking specifically of particular  
21 bars and places, and there's no  
22 question about that.

23 We found 188 accommodation and  
24 food-service establishments in zip  
25 19147, 188 of 'em part, so part of

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2 when we're looking at things is what's  
3 the ripple effect, what happens with  
4 millions of dollars more going in and  
5 income and stuff like that. So we are  
6 looking at a broader picture than  
7 that.

8 But I will also note -- and  
9 this is a little bit -- a little bit  
10 different, because you've identified  
11 specific places that have been around  
12 for a long time and are a part of  
13 fabric, but we also do know that  
14 things like taverns, bars, restaurants  
15 many of 'em start up and they have a  
16 notoriously tough time staying alive  
17 to begin with. So there's a lot of  
18 turning and, you know, tough  
19 competition even with or without.

20 So it's just our thinking that  
21 the -- that ultimately, the additional  
22 income will generate -- will generate  
23 more than the offset.

24 And, again, I don't want to  
25 say, oh, you know, that bar is never

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2 going to close or anything like that  
3 'cause I don't mean that at all in my  
4 testimony.

5 COUNCILMAN DICICCO: Well, but  
6 the 47 and 48 zip codes, I mean,  
7 they're next to each other.

8 MR. MULLIN: Mm-hmm.

9 COUNCILMAN DICICCO: So you  
10 could take that same example and just  
11 extend it as far down as Oregon Avenue,  
12 which is zip code 48, and there's  
13 probably another couple hundred, so you  
14 got 4 or 500 --

15 MR. MULLIN: Yeah. Actually,  
16 48 has another 140, so you're talking  
17 about 350.

18 COUNCILMAN DICICCO: And then  
19 that's only using that one little  
20 corridor.

21 MR. MULLIN: Correct.

22 COUNCILMAN DICICCO: And then  
23 you get to Passyunk Avenue, which we've  
24 been working on for years and it's  
25 finally starting to be developed and

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2 these small, little restaurants are a  
3 part of the fabric of that community  
4 that's developing. You're ten blocks,  
5 you're away only ten blocks away.

6 MR. MULLIN: Yeah, okay.

7 COUNCILMAN DICICCO: Thank you.

8 No further questions.

9 COUNCIL PRESIDENT VERNA:

10 You're welcome.

11 The Chair recognizes

12 Councilman Kenney.

13 COUNCILMAN KENNEY: Thank you.

14 Just on top of that, what is the  
15 average financial demographic of a  
16 Foxwoods customer? What's the income  
17 level on average in Phase I? Do we  
18 have a number on what type of person  
19 we're talking about as far as what they  
20 make a year?

21 I mean, I'm sure that you're  
22 not going to have your James Bond guy  
23 in there playing baccarat with the  
24 white tux to begin with, so you're  
25 going to have a person who is probably

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2 a working person, who has X-amount of  
3 dollars in disposable income monthly.  
4 Do we know that that demographic is?

5 MR. MULLIN: I don't actually,  
6 but I have to believe that the Foxwoods  
7 group does know which --

8 COUNCILMAN KENNEY: Average  
9 income?

10 MR. MULLIN: -- group's there,  
11 they're looking at.

12 Jim?

13 (Witness comes forward.)

14 MR. DOUGHERTY: I'm Jim  
15 Dougherty.

16 Councilman, I would like to be  
17 careful how I answer the question  
18 because some of this is confidential  
19 information that, once it becomes  
20 public record, I now have --

21 COUNCILMAN KENNEY: Well, if  
22 you can give me a bigger --

23 MR. DOUGHERTY: -- competitors.

24 COUNCILMAN KENNEY: Well, if  
25 you can give me a bigger range, if you

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2 can give me want to give me large  
3 range.

4 MR. DOUGHERTY: The average  
5 income I would -- would be in the  
6 neighborhood of between 30 and maybe  
7 75,000.

8 COUNCILMAN KENNEY: Okay. So  
9 if we take that individual, I would  
10 probably be safe in terming that a  
11 blue-collar worker of some kind.

12 MR. DOUGHERTY: Agreed.

13 COUNCILMAN KENNEY: And I mean  
14 blue-collar and white-collar, office  
15 type of people.

16 MR. DOUGHERTY: Mm-hmm.

17 COUNCILMAN KENNEY: So if  
18 you're making -- let's go to the high  
19 end, you're making \$75,000 a year and  
20 you're married and maybe your wife's  
21 working and maybe she's making another  
22 40, 50, maybe she's making as much as  
23 you are, and you got, say, two kids,  
24 three kids.

25 That family unit has a certain

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2 amount of disposal income that they  
3 have monthly that's available to them  
4 beyond their mortgage and their  
5 insurance payments and their utilities  
6 and their car payments and all the  
7 other stuff -- and tuition and all of  
8 the other things.

9 So I don't know what that  
10 number is, and you probably don't know  
11 what that number is; or if you do, you  
12 probably can't tell me.

13 But let's just say, for  
14 argument's sake, that that family unit  
15 has about 200 to \$250 maybe a month,  
16 \$200 a month in disposal income to  
17 spend beyond food and necessities and  
18 all of the other things.

19 Isn't that a finite universe  
20 of money with all of these people?  
21 Don't they have to make choices to be  
22 your customer or not to be your  
23 customer based on the amount of money  
24 that they have a month that they can  
25 spend not on necessities? Is that

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2 fair?

3 MR. DOUGHERTY: I think it's a  
4 fair comment, yes.

5 COUNCILMAN KENNEY: So I go  
6 back to Councilman DiCicco's -- and  
7 we've had this discussion for a long  
8 time, the two of us back forth, as far  
9 as the effect it has on blue-collar or  
10 working-class, working-class  
11 neighborhoods 'cause it's not just  
12 blue-collar workers.

13 They have to make a decision  
14 on how to spend that money, and they  
15 have to make a decision to take that  
16 \$100 or that \$150 or \$200 and go to a  
17 Foxwoods or a SugarHouse casino to  
18 gamble that money and, hopefully, to  
19 make -- obviously to hit the jackpot  
20 and strike it rich.

21 Doesn't that, Steve, impact  
22 those businesses that also entertain  
23 discretionary dollars? If I'm going  
24 to go to a local restaurant in my  
25 neighborhood and spend 75 to \$100 and

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2 all I have is the 200 a month that's  
3 my choice to make.

4 If I take my 150, \$200 to the  
5 casino and spend it there, I don't  
6 have the ability -- clearly don't have  
7 the ability to spend it at a local  
8 restaurant or tavern or other  
9 entertainment venue.

10 Is that an unfair  
11 characterization?

12 MR. MULLIN: That's -- that's  
13 completely fair and, I think, very  
14 accurate on the micro-behavior of an  
15 individual family.

16 Once again, I'll go back and  
17 say: If we're talking about a  
18 zero-sum game, where the pie -- and,  
19 by the way, in the pie on this, I  
20 meant number of people with incomes,  
21 the inflow and outflow of people  
22 moving in and moving out, the  
23 aggregate income of the neighborhood,  
24 that can increase.

25 And even if both you and I

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2 didn't go to one place, you know,  
3 where we'd go two times a week, now we  
4 only go one time a week, that doesn't  
5 necessarily mean that that place isn't  
6 going to have more customers.

7 COUNCILMAN KENNEY: Why  
8 would -- see, that's where I think  
9 we -- where we -- I guess we fall down  
10 on not understanding the premise. How  
11 do you wind up with more customers in a  
12 local restaurant/bar when you're trying  
13 to maximize your customer base across  
14 Delaware Avenue? How do those two  
15 things --

16 MR. MULLIN: Well, their  
17 customer base is a much, much, much  
18 larger area.

19 COUNCILMAN KENNEY: But it also  
20 includes the smaller area.

21 MR. MULLIN: Sure, but --

22 COUNCILMAN KENNEY: Especially  
23 in the beginning time, where it's  
24 really novel and interesting, you're  
25 going to really be an attraction away

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2 from -- I mean, if I'm going -- if I  
3 have a \$150 in my pocket to spend on a  
4 Saturday night and I'm passing  
5 McDaniel's Pub on the way to Foxwoods,  
6 McDaniel's isn't going to get that  
7 money that night.

8 MR. MULLIN: Right. But I --

9 COUNCILMAN KENNEY: It may not  
10 be getting it for the next six months  
11 to a year if I really like it over  
12 there.

13 MR. MULLIN: I -- I -- that --  
14 but it's, again, yours.

15 My estimate would be that the  
16 net money that goes into these two zip  
17 codes, or into those neighborhoods,  
18 exceeds the amount of money that  
19 gets -- that will get spent by people  
20 in that neighborhood at the Foxwoods  
21 Casino.

22 COUNCILMAN KENNEY: But it  
23 represents a reduction in overall  
24 revenue for those businesses  
25 potentially.

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2 MR. MULLIN: Not necessarily.

3 COUNCILMAN KENNEY: How does it  
4 represent --

5 MR. DOUGHERTY: If I may.

6 COUNCILMAN KENNEY: Yeah.

7 MR. DOUGHERTY: If the  
8 employees -- if you now have a thousand  
9 more people employed and there's more  
10 indirect jobs that are created, those  
11 people more disposable income that they  
12 now can go to some of those outlets.

13 COUNCILMAN KENNEY: I don't  
14 know -- I mean, I don't know that.

15 And your contention is, that's  
16 the case?

17 MR. MULLIN: My sense is,  
18 because of the size of the draw, that  
19 the net -- and, by the way, the size of  
20 the draw with both direct employment,  
21 indirect employment, indirect spending,  
22 and spending by the neighborhood  
23 services district and anything else, by  
24 the way, that might be spent through --  
25 from state or local taxes there, that

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2 that net -- that that would net  
3 positive compared to the amount of  
4 money that people in this area would  
5 spend at Foxwoods.

6 COUNCILMAN KENNEY: But it also  
7 assumes that the bulk of the jobs would  
8 go to people living in the 19147, 48  
9 zip code, and if that's not --

10 MR. MULLIN: Not necessarily.  
11 I didn't mean to cut you off there.

12 COUNCILMAN KENNEY: Well, if  
13 you're telling me that there's more  
14 disposable income potentially generated  
15 by the investment of the Foxwoods  
16 Casino, that would assume, in my mind,  
17 that the people who are living in those  
18 two zip codes would be the primary  
19 beneficiary of the new positions  
20 created; therefore, their disposable  
21 income would be more.

22 MR. MULLIN: Yeah. It wouldn't  
23 necessarily --

24 COUNCILMAN KENNEY: But if  
25 that's not --

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2 MR. MULLIN: When you say  
3 "primary," I don't know if you mean  
4 "primary" meaning they will be the  
5 direct employees or that that's where  
6 the bulk of the payroll will go to.

7 COUNCILMAN KENNEY: Both.

8 MR. MULLIN: Even with a  
9 relatively low percentage of payroll, I  
10 think that the net would still be  
11 positive.

12 COUNCILMAN KENNEY: Well, all  
13 right. I mean -- well, I'm not going  
14 to argue -- we're not going to argue  
15 back and forth.

16 MR. MULLIN: Yeah, I --

17 COUNCILMAN KENNEY: I just want  
18 to make sure the record's clear that  
19 there's some real serious concern about  
20 neighborhood economic development.

21 MR. MULLIN: (Indiscernible.)

22 COUNCILMAN KENNEY: Look, if  
23 you guys get there, and everybody can  
24 be accommodated as best as possible or  
25 if it can't be moved, or whatever the

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2 end is, you know, I wish you well, I  
3 hope you kick Atlantic City's butt.

4 But, in the meantime, I don't  
5 want to see what happened around  
6 Atlantic City to some of those  
7 wonderful restaurants and eateries and  
8 places that you --

9 And Frank's right, you want to  
10 keep those people indoors; you don't  
11 want them leaving. As a matter of  
12 fact, when they did Atlantic casinos,  
13 it's marvelous -- you can walk from  
14 casino to casino all the way down the  
15 Boardwalk and never hit the Boardwalk  
16 once.

17 So, I mean, we understand the  
18 need to keep the people in there at  
19 those machines, but I just -- I have  
20 some serious concerns, not only on the  
21 port jobs, which was another  
22 discussion, but on the five, six, ten  
23 people working in each of those  
24 individual businesses, unless you're  
25 willing to guarantee, if they go out

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2 of business, you can hire them at  
3 Foxwoods, I don't know what their  
4 future is like.

5 So just to register concern.

6 MR. MULLIN: Thank you.

7 COUNCIL PRESIDENT VERNA: Thank  
8 you.

9 Councilman DiCicco your  
10 light's on.

11 COUNCILMAN DICICCO: No  
12 questions.

13 COUNCIL PRESIDENT VERNA: Any  
14 other questions?

15 Do we have anyone else to  
16 testify?

17 (No response.)

18 COUNCIL PRESIDENT VERNA: Thank  
19 you. Thank you, Mr. Dougherty.  
20 Mr. Mullin, good seeing you.

21 MR. DOUGHERTY: Thank you very  
22 much.

23 MR. MULLIN: Thank you very  
24 much.

25 COUNCIL PRESIDENT VERNA: This

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2 hearing will be recessed until April 4,

3 '08, at 10 a.

4 M. thank you all very much.

5 (Proceedings end at 5:15 p.m.)

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I HEREBY CERTIFY that the  
proceedings of the City of Philadelphia  
Council Committee on Rules are contained  
fully and accurately in the stenographic  
notes taken by me on Monday, March 10,  
2008, and that this is a true and correct  
statement of same.

---

JOSEPHINE CARDILLO  
Registered Professional Reporter

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