

PHILADELPHIA CITY PLANNING COMMISSION
December 8, 2009

PRESENT: Joseph Syrnick, Acting Chair
Duane Bumb
Christopher Donato, representing Rob Dubow
David G. Wilson, representing Camille Cates Barnett
Bernard Lee
Natalia Olson Urtecho
Nancy Rogo Trainer
Nilda Ruiz

ABSENT: Patrick J. Eiding

Executive Director: Alan Greenberger
Deputy Executive Director: Gary J. Jastrzab

Acting Chair Joseph Syrnick convened the City Planning Commission Meeting of December 8, 2009 at 1:13pm.

Mr. Syrnick welcomed Chris Donato, who has been appointed as an alternate for Rob Dubow.

1) Executive Director's Update

Mr. Greenberger also welcomed Mr. Donato. He stated that we have worked with Chris for several years on our Capital Plan. He probably knows more about the Planning Commission than lots of people in City government. He stated he thinks he will be a great addition to the City Planning Commission.

- 1) There are no minutes to be approved from last month's meeting because our crack minute taker, Beverly Beltz, was called away for awhile for Jury Duty this month. So rather than train somebody else to do it, we will let it go to next month.
- 2) He stated that the integrated plan in the zoning process that we showed to you last month. We just presented it to the entire Executive Team of the City, which consists all of the government agencies heads. They are now aware of it as well.
- 3) A Bill that on December 2, 2009 was in Council Committee on the Environment to approve an amendment to Bill No. 080025 was introduced by Councilwoman Reynolds-Brown. The Bill calls for major City government buildings to be designed, constructed, and certifiable LEEDS silver level. This Bill basically elevates and clarifies the previous City commitment that was contained in the Executive Order. He acknowledged one of our staff members, John Haak and several others on the commission, but especially John who was instrumental in shaping the amendments to this Bill to make it effective tool for the City towards making this City progress down the line for a broader and deeper commitment to sustainability. The final vote on this Bill is this Thursday, December 10.

4) **Item in Accord with Previous Policy:**

Staff approval was transmitted to the Redevelopment Authority for the following project that was in accord with previous actions of the Commission:

Redevelopment Agreement with ALAW Ogden Gardens, Inc. It is a Model Cities Urban Renewal Area at 879 Opal Street, which is in the vicinity of 20th and Poplar in the Francisville neighborhood. The developer is David Champaign, who proposes to take a vacant lot to construct a 2-story home. The price for the RDA lot is \$25,000, which is privately funded. This is located 2 blocks from 19th and Wylie Streets, which is on our agenda. This transaction is in accord with the North Philadelphia Redevelopment Area Plan, originally approved by the Commission in April 1998, and amended in October 2002.

He apologized for some of the last minute changes in the agenda and we will also have to shuffle the order around a bit. It is December and a lot of things are dumped on the Council's

docket to get in before their recess. He passed the floor to Gary Jastrzab, who has a nice announcement to make.

Mr. Jastrzab stated as you may know every 10 years there is a Constitutional requirement for the U.S. Census Bureau to count all of the population for the U.S. We are anticipation the 2010 decennial census occurring in the next several months, April of next year. Between the decennial census years, the Census Bureau is required to make annual estimates of municipalities throughout the country. For 2008 the Census Bureau estimated the City of Philadelphia's population at about 1,447,000, which showed a continuing decline of population during this decade. We decided that we would challenge that population estimate. And through the generous funding of the William Penn Foundation and the City Foundation, we worked with an organization called Social Compact to evaluate City property records to come up with a new and better estimate. He was happy to say that the Census Bureau accepted our challenge to their 2008 estimates. Our 2008 population is going to be shown as 1,540,351 as of July 1, 2008. That represents a 93,000 population increase over what the Census Bureau had been estimating. It is almost a 23,000 increase over the year 2000 complete count. It is a 1.5% increase. And actually the first time the City's population has increased in 59 years. That information will be reflected on the Census Bureau's website in the next several days.

5) *Information Only: Update on the 2010 Census and the Philly Counts! Campaign*

Patricia Enright, Executive Director Philly Counts!, stated the Mayor has put his full weight and commitment behind the City to insure the count in the upcoming census. Gary's news underscores why that is so important. It shows that Philadelphia is on the move again. Having said that it is going to be a tough year in terms of the economy, and particularly in terms of the growing distrust after 911 of our government. We have our work cut out for us. Mayor Nutter announced a complete count campaign called Philly Counts! Include in the kit are 10 facts about the Census to help people understand the Census – 10 things to do for the Census, 10 reasons to be count in the Census. It is a way of breaking it down so that people can understand it. Ten minutes, ten questions.

Ms. Olson Urtecho replied the Mayor did sign an Executive Order for City services last month.

Ms. Enright replied a copy of the Executive Order is in your packet as well. There are ministers and clergy telling people, especially Spanish speaking people, not to talk to the Census people. It is kind of like telling them don't let them know that you are here, but it also will not help them. The Census has nothing to do with Immigration Laws.

Mr. Syrnick gave congrats to everyone who was involved in that effort Being counted is important. Population is important in terms of representation.

Ms. Ruiz replied that immigrants are scared. They don't want people to ask for their social security or immigration papers.

Mr. Syrnick stated that we are moving item 13 to item 3. There is a Streets and Services hearing that Mr. Erickson needs to attend.

- 3) Three Bill legalizing building and street alterations at the Oak Lane Diner, 6528 N. Broad Street (Introduced by Councilmember Miller on November 19, 2009).
 - a. Streets Bill No. 090838: Establishing a one way regulation on Old York Road, from 66th Avenue to N. 67th Avenue, southbound;
 - b. Streets Bill No. 090839: Authorizing the striking and vacating portions of the beds of Old York Road and 66th Avenue between Old York Road and Broad Street, and by placing a curb bump-out at the northeastern corner of Old York Road and 65th Avenue;
 - c. Zoning Bill No. 090840: Granting permission to ABEER, LP, to legalize a one-story concrete masonry building.

William Erickson, Development Planner, stated that one of the Bills was incorrectly written as 66th to 67th; it should have been 66th to 65th. A new Bill has been re-introduced with the appropriate language. He doesn't have the actual number for that particular Bill. The item before you is the legalization of the expansion of the Oak Lane Diner. It is located in West Oak Lane. It is bounded by 66th, Old York Road, Broad, and 65th. The first Bill is to change the direction of Old York Road from 2-way to 1-way. The second Bill makes revisions of the lines and grades of Old York Road. The third Bill will allow for the actual encroachment at the property. A new addition was built at this location without benefit of permits. The purpose of these three Bills is to allow ABEER, LP to legalize that encroachment. There was a temporary ordinance to allow the Streets Department to do a southbound only test on the street to determine whether or not they actually needed that northbound lane and the northbound traffic. The owner came in to get an addition on his existing diner. He spoke to Frank Morelli of the Streets Department, who told him to get an encroachment ordinance to legalize the existing vestibule and to get an outdoor deck in the location where they put the new addition. The new addition was built, and it came out in the northbound lanes and the turning lane. They buried the fire hydrant. After they did that they contacted the Fire Department to see if they would need it. The Fire Department told them they would need the fire hydrant. They have corrected it. There are electric bollards or posts on the Broad Street side. The encroachment bumps out 7 ft on the sidewalk on Broad Street. Development plan includes a fountain or garden. Staff recommendation is that we request an additional 45 day extension. The Streets Department is disapproving it.

Mr. Greenberger we are unhappy about this as well. We need to get this off of Council's calendar right now, and the way to do it is to ask for the 45 day extension. Our fear is that it will get legalized as is.

Mr. Lee asked if they took out part of the building.

Mr. Erickson replied they removed most of the deck to get up and down on the Old York Road sidewalk.

Mr. Lee replied the reason that they got this far was because they had some of the permits.

Mr. Erickson replied that they had permits, but they built it beyond what the permits required. The Law Department has taken them to court on this, and they have stopped working on it at this time. The Councilwoman had indicated that she would introduce a Bill to legalize it.

Charles Philips, Chair of the Oak Lane Tree Tenders, stated the following:

“We are a committee of the Oak Lane Community Action Association, and have planted 500 trees in Oak Lane since 1996. The referenced Bills convey to the Oak Lane Diner parts of streets and street islands in which we have had an interest since 1998. The community Design Collaborative developed a plan which ultimately included planting trees, shrubs, and flowers on 3 traffic islands at Broad Street and 66th Avenue. On September 27, 2005 we entered into an agreement with the Streets Department to plant and maintain these three islands. The concrete was cut and the islands planted in the spring of 2006 with funding from Ogontz Avenue revitalization Corporation. Since then, Oak Lane Tree Tenders have watered and maintained these islands with our members and help from LaSalle University students and Saul Agricultural High School Students. In September 2008 we were told by Tony Elebah, owner of the Oak Lane Diner, that the City had given him the island next to the diner for an outdoor café. We had no prior notice of this. Later the island was bulldozed except for two trees, and 6 rose bushes which we salvaged. Mr. Elebah assured us that plantings would be part of the outdoor café. License and Inspection caused the work on the diner addition to stop in December 2008. We encourage the building of an outdoor café, and the legalization of the diner addition. However, we have concern that the design include sufficient plant material in the island portion to restore the approximately \$21,000 investment that was made there. We also feel that the former northbound land of Old York Road between 65th and 66th Avenue should have large trees, perhaps six or seven, as partial compensation for the loss of public land and as an opportunity to increase tree cover in our area. We trust the Philadelphia City Planning Commission will represent our interests in maintaining a green neighborhood, and require these specific requests, and review plans to assure the pleasant outdoor café.”

Upon motion by Ms. Ruiz, seconded by Mr. Lee, the City Planning Commission approved staff's recommendation for the 45 day extension.

Ms. Olson Urtecho suggested Mr. Philips contact the Water Department in regards to their Green Streets Initiative.

4) *Information Only: Barnes Foundation Museum at Benjamin Franklin Parkway and 20th Street.*

William McDowell, of the Barnes Foundation, stated they broke ground about 2 weeks ago, and they are ready to lay the foundations. He gave background history of the Barnes Foundation. It began in Merion in 1922. The building was designed by Paul Craig. The ensembles will stay the same. The arboretum is a very important part of the Merion campus. It will continue to operate as a credited horticultural program. The architectural team that was selected was Todd Williams and Billie Tsien out of New York City, and they think they are doing a very sensitive job on the Parkway site. Lori Owen was shortly added to the team. She is doing landscape sculpting of the Rodin Museum. The site was the former Youth Study Center. We are able to connect to the other cultural institutions along the Parkway. Parking will be on the north on Pennsylvania Avenue. The actual entry is on 20th Street. The Fountain Plaza will be on the

southeast corner, which they consider the front door of the Barnes Museum. People will enter off of 20th to the Public Plaza. They will have the same design in Merion and the Parkway. The stone is from Israel. Table top fountain is the Public Plaza. All 4 sides of this building are very important. When you enter into the building, there will be a shallow pool of water before you go into the Barnes itself. Toward the west, you get a view of the Rodin Museum and gardens. Idea is to bring nature into the building. There will be a rear garden and café, a theater, educational classrooms, retail store on the lower level, and an interior garden inserting horticultural into the building. It will be 3-story building with a light box that can look into the sky. It will bring in natural light. They are achieving a LEED Platinum certification. It will be the first building in the Delaware Valley that will achieve this certification. We are not there yet, but it is the driving force, and it will be a remarkable accomplishment. It is a very simple technique to use rainwater to water gardens.

Mr. Syrnick thanked Mr. McDowell.

Ms. Ruiz asked about light box.

Mr. McDowell replied it filters the southern light and brings it into the light court of the northern facing windows of the building. It also serves as an architectural feature and as a beacon that identifies the building on the Parkway.

Ms. Rogo Trainer asked why is the entrance here.

Mr. McDowell replied the entrance at Merion is when you come into the gate, not the art exhibit. It is not the literal door that you open and close. This entrance is at 20th and the Parkway. They really believe that the experience begins there. They want people to go through that experience to get them in the right frame of mind as they enter the building; not just to experience the gallery. The problem at Merion is the crush of people trying to get into a very small vestibule to get into the gallery building. We created a circuitous entrance. We don't consider the north side the back of the building.

Mr. Greenberger replied that he also asked the same question. It is counter intuitive. He was persuaded that the outside movement would be quite strong.

Ms. Rogo Trainer replied she respects the architects. It is counter intuitive.

Mr. McDowell replied there are great partners to this team. He will be happy to review details with anyone on the Commission.

5) Market Street East Plan

Laura Spina, Center City Community Planner, stated at the beginning of December 2008 Foxwoods Casino announced that it was considering moving and relocating from South Philadelphia to the Gallery at Market East. As a response to that we decided that we really needed to look at the area at the Gallery to see what kind of impact the casino would have. The City hired the firm of Ehrenkrantz Eckstut & Kuhn Architects out of New York, and PB America as transportation consultants. As it turns out though that the casino was the impetuous for the plan, it was really not the purpose of what we did on Market East. Throughout the planning process we had numerous meetings with stakeholders, key community groups in the Center City area, major landowners, developers, tourism groups, the Convention Center, and all of the

transportation agencies that work in the area. At one time Market Street was “the street” of Philadelphia. It supported 5 major department stores, a lot of other major retail, and as you can see with the street cars it was a very strong transportation hub. All the areas around Market East are very strong. You have the Convention Center, Chinatown, Washington Square West neighborhood, Thomas Jefferson University. All of these are strong neighborhoods, but none of them are actually on Market Street itself, some of them are just off of Market Street. The area has an incredible transportation infrastructure. A phenomenal train station is one of them. But there is some disconnect too. You have the Greyhound Terminal at 10th and Filbert, but there is not connection with the buses and all that transportation under ground. The Gallery provides the light to the underground transportation structure. It is a very good space to be in. It has lots of light. It's very open, but doesn't connect to all of the transit. We looked at the role of the Headhouse. It was the hub of the Reading Railroad and that role can as a transit gateway can come back. The proposal is a new intermodal transportation center. It is basically a new bus station on the existing site at 10th and Filbert Streets, but there would be a real connection to the transit that is already there under the Gallery. Build new bus depot, which covers Filbert Street, to link all of the transportation modes. Another problem is wayfinding. You can be on Market Street and never know that all of this transportation is right there underground. The idea is bringing in wayfinding signage at intersections and the Reading Terminal, so that people know that they can access all of that transportation right there. One of the biggest problems, we found out on Market Street, is that the number of buses are along the street especially at peak hours. There are 12 New Jersey Transit lines and 6 SEPTA lines that run along Market Street. The majority of the buses are actually not SEPTA. The proposal is to move some of the buses off of Market Street, and putting the circulation to Filbert and Arch Streets, and making part of the streets 2-way so that they can continue their easy loop on and off the Vine Street Expressway. We may also pursue light rail along Market Street as the Waterfront Transit Line. The Reading Terminal Market is a certain draw for tourists but also for the locals, who don't otherwise shop up on Market Street, but go to Reading Terminal Market. The Market, itself is bursting at the seams, looking for ways to expand. We are looking at bringing The Market into Headhouse, so that there is a presence of the Market right from Market Street. There is lots of space right in the Headhouse that can accommodate them. Also looked at what would be a draw along Market Street. So many of the streets are strong east/west, and we wanted the north/south connection. Tenth Street seemed to make the most sense. It is the gateway to Chinatown, but right now you can stand on Market Street and not know that Chinatown is not there to the north. And it is also consider the gateway to Thomas Jefferson University to their campus. We looked at ways that 10th Street could be made stronger, that a connection could be made more clear. The idea of putting a new gate to Chinatown at 10th and Market, and to advertise right there that this is the entrance for Chinatown. We are also encouraging Jefferson University, which is also expanding, to put a new gate on Market Street advertising for them. On the Gallery II site which is on the 1000 block of Market Street, that building was designed with two pads to provide for construction. One of the pads should be use to add commercial space to the Gallery. If you break it up with a very strong retail on one corner, and having a middle entrance, and an office tower on the other corner. When the Convention expansion is finished and opened in 2011, we estimated that the City will need about 1500 more hotel rooms. We looked for possible sites for new hotels that could be added to the corridor. The Girard Estate block is now a 2-story building. Chinatown is also looking to expand, and the area around Franklin Square, is one direction for them to move. A lot of those properties are in public ownership. Even though the Gaming Board has said that Foxwoods has to move back to South Philly, they were just looking at circulation for the casino. As we were working on the plan, Foxwoods decided they didn't want the Gallery, they wanted the Strawbridge building. Right behind the Strawbridge's building, just north of it is the Parking Authority Garage. We people parking at the garage, and with buses in the surrounding area, we would have little impact on the surrounding areas. The area just

north of the Convention Center is a pocket that hasn't had a lot of attention. The area between Race and Vine, 11th and Broad the area has a very small scale of many historic building back there, but a lot have been turned into surface parking lots. Also having a link to viaduct would be a great connection, since that link was broken with the Vine Street Expressway. We also looked at making Market Street a strong street, linking it to Waterfront to City Hall. This is the strong link and we looked at ways that could be done. We wanted to emphasis this throughout the plan as a way to restore Market Street as the main street throughout Philadelphia. The plan is on our website for anybody who wants to download it. Right now we are doing 2 follow-up plans to this. One is the Feasibility Study of the intermodal bus station. And the second plan that we are looking at is an economic impact of the viaduct. We are looking at what that viaduct could have or if it really should be demolished as proposed by one of the Chinatown community groups. That is the Market East Plan, and we are presenting it to you for adoption.

Mr. Synchron thanked Laura. He had a question about the transportation. How do the budget discount intercity buses play into the transportation center at all?

Ms. Spina replied right now they really do not. They have to pay fees to dock at the Greyhound Terminal. One of the ways those discount bus lines, can be discount bus lines, is that they avoid those docking fees at the bus terminal. At the study we are looking at now, we are looking at them closely. Some of it may be that the City doesn't require them to go to the terminal, that the City puts perimeters on them of where they can go. A couple of them are operating out of 30th Street Station. We are looking to see if all of the bus lines should be consolidated in Market East or having the 2 areas is better. It is something we are pursuing and studying more.

Mr. Greenberger replied in regards to Joe's question, it leads to broader issues. There is a lot of discussion over the years with the Planning Commission, Center City District, and the property owners on Market Street. What is the key to making Market Street better? He doesn't think there is any disagreement that it is lacking. The question is what is the trigger? There has been a lot debate. Is it the Gallery? Is it the empty site at 8th and Market Streets? Is it the Girard Estate block? Which one is it? After a lot of debate on this, the general consensus from a well formed group is it's the Gallery. If that is the place that we have to make it better. If there is confidence that we can make Market Street stronger. We have had talks with Jefferson University at the highest levels. We asked as a growing university, could you imagine coming to Market Street? They acknowledge that the sense of what we were saying wasn't totally in their comfort zone yet. Using that as an example, we have come back to this business with the bus terminal, not because of the bus terminal itself is the problem. Nobody would say that the existing bus terminal is any great prize, but that everything else is there. The transit hub, the rail, the interconnection with public space – is all there. The bus is not. There are a lot of interstate buses, especially north to New York. It is relatively cheap and the most sustainability form for transportation between Philadelphia and New York and Boston and Washington; more than the train. There is a lot of business there. It needs to be good, but it is not there now. We think that by focusing on that may be a way to leverage that ultimately through Federal Transportation dollars into more serious money to address more serious issues of the Gallery. We are talking about all the way from 8th Street to 12th Street. This is the idea that the team has developed. He paid special acknowledgement to Ms. Spina, who oversaw this, and Stan Exton, the principal who could not be here today. This is all about bringing life to Market Street. The bus is a piece of it, and we think it is the leverage point to really start to address the question of brining bigger issues about the Gallery, its appearance, its life, its presence.

Ms. Rogo Trainer replied she has issues with the bus. There are not places for the pedestrian to be or have access to.

Ms. Spina replied we did argue what to do and not to do. We did discuss that. The area has the more covers over various streets that you can imagine at 8th, 11th, 12th and 13th Streets, the Convention Center, and the Gallery at 10th Street. There are quite a few covers. The purpose of this is twofold: so that there is that direct connection to The Gallery spaces, so that the Gallery acts as a waiting area for the bus terminal; and the other is just to give us area for our footage. Imagine having 20 buses lined up, requires tremendous square footage, and there are a lot of blocks that a mass for it to be on one level.

Mr. Greenberger replied you should see the bus idea not solely in terms as this particular solution, but in terms of very specific problems facing opportunity that comes with it. For example, there is a vast underground city that showed up in one of the sections under the Gallery, where there is a truck traffic to serve the Gallery. It is pretty underutilized. That is part of the on going study that we are doing.

Ms. Rogo Trainer replied that she is reluctant to approve it. She has questions about the Reading Terminal Market and bringing Market Street alive.

Ms. Spina agreed with her. The Market has been remarkable as bringing that balance to tourism. They are bursting at the seams.

Ms. Rogo Trainer replied in regards to Thomas Jefferson University, they need to do something about street life at street level.

Mr. Greenberger replied what we actually suggested to Jefferson was could you envision a building in the air whether its clinical or offices on Market Street, that was approached from the core of your campus on the pedestrian side and was actually sitting on a base of commercial.

Ms. Olson Urtecho replied tourism is a huge, huge economic development factor here. How we tie the most visited sites like the Liberty Bell or the Constitution Center, and City Hall. She feels that somehow we should have that golden walk or pathway like the Paul Revere house in Boston, have tourist attraction businesses along Market Street and the area around City Hall. She sees tourists there all the time, so to get them on Market Street would be very accommodating. Second the viaduct, she would like to see a bigger emphasis on it. She thinks it has a lot of value to it. The high rise in New York has had an amazing impact on the visitors. The values have gone up.

Mr. Greenberger replied we are taking that seriously and we have the ability to apply some consultant effort to the specific question of economics of the viaduct. Demolition costs versus restoration/preservation cost, and the economic impact that might cause. We have also been approached by the Center City District, they are quite happy to contribute some services in the area to help us think through the potential of that. It is a big one.

Ms. Rogo Trainer replied north, as well as, east and west. What does adopting this means?

Mr. Greenberger replied this is the second plan of development, (at least in his time on the Planning Commission), that we have seen or done and completed. The first one was around

the Germantown/Wayne Junction Transit Orient Development that was done back in the summer. We are taking more of an assertive language by asking you to endorsing the principals of plan as the bases of for the next set of investigative or initiatives to move forward. The initiatives are not solely the Planning Commission's; there are more studies we need to do. But they are also initiatives that are being undertaken by the Deputy Mayor's Office, that are really about transportation strategies. So for example, the Reading Terminal Market – Laura has made this presentations, and Brian Flanagan, of the Deputy Mayor's Office, has been doing it also and he has been accumulating conversations into actionable how will we actually do this, where will the money come from, things that are some what outside of the Planning Commission's normal realm, but well within the realm of implementation. So in adopting, we are asking you to basically give us clearance to pursue these ideas, but without an obligation to make the end result necessarily as depicted here. The bus terminal here is a good example.

Ms. Rogo Trainer replied we are not committing exactly to the plan.

Mr. Greenberger replied giving a concept plan you are giving visual substance to ideas. We don't know whether the idea, as depicted, is going to work out. When we adopt a plan like this, we are saying that is an issue and we would like to find other alternatives.

Mr. Lee asked how does the streetcars fit in.

Mr. Greenberger replied the concept that was endorsed by DRPA, it was through their agent PATCO study, was that the best connection to the Delaware Avenue transit is through Market Street. The reason is very simple. It connects to every transit line in the City. It is a powerful set of connections. The DRPA have worked with the Delaware River Waterfront Corporation (DRWC) and the Planning Commission to coordinate a study to understand how that might work. The concept plan from DRPA did the same; they put the street cars here. But all of the transit agencies are endorsing that concept that actually feeds well into because it is all of these goals to make Market Street more of an exciting transit street (like San Francisco which has buses, trolleys, and trackless trolleys) and the subway under the block significantly less car traffic on Market Street and it will significantly end bus traffic that we have. It is a model that says this is the right approach. The streetcars will help, but there is no drawing or plan out there yet as to how this all comes together. There is a lot more study to go in support of what we want to do.

Ms. Olson Urtecho replied she has a concern, which is we have the EI on Market Street. It is underground and it is not utilized.

Mr. Greenberger replied that can only be a judgment call. There is a community that probably has a lot of major transit ideas. All by themselves are pretty good. They will all cost a lot of money and there won't be any resources to do all of them. In the end you really have to look for getting maximum value. Light rail on Market, one of the attractions is that if you could get on and off transit to get to wherever you want to get to. Another of the attractions of the light rail is that if you could get it to the green line trolleys and have a one seat or two seat connection, that doesn't exist right now, is much more extensive than trying to get it into the underground. The cost increases.

Ms. Rogo Trainer replied the emphasis on north/south is extremely important. It has to be that way. The Gallery has to be that way.

Mr. Greenberger replied 11th and 12th, which is the old route 23.

Craig Schelter, of the Developers Workshop, gave compliments on doing a very ambitious plan. But once again we have a plan for which he did not hear the cost estimate, timeframe on which things will be done. And he did not hear anything about would it be publicly owned land that you are going to do this own or whether it's privately owned land, and what involvement there has been with private landowners. Given the fact at your last Zoning Code Commission, there was a discussion about how the plans mission statement will become the bases for future zoning. The Development Workshop will ask how can you approve a plan today without having some of those figures on the table, or a timeframe on when those numbers would be available to be evaluated more specifically by the general public, the landowners, and major tenants in the area.

Mr. Greenberger replied you may not like the answer, but that is the next step to pursue that. We understand that most of the land involved here is private land. We have had extensive discussions with RDA, with Preit (the master lease holders for the Gallery), with Thomas Jefferson University, and with Chinatown. All of whom have expressed enthusiasm for this but certainly not yet willing to open up their pocketbook until we can get to more specifics of what leverage the public sector could buy into this, and therefore how this might play out for the private sector. Those are the series of steps we are embarking on now. As far as the timeline – it's kind of tough to layout a timeline when you don't know where the funding is coming from.

Ms. Spina replied most of the area is zoned "C-4" and "C-5".

Mr. Greenberger replied there are no particular issues with the zoning. Zoning is probably appropriate without strategic implementation issues. It more about public policy.

Ms. Olson Urtecho replied she understands Mr. Schelter's concerns. She feels he has one particular point having an economic analysis would be a good idea. The City is not doing great. We need to find ways to do job creation and get a better economy.

Mr. Greenberger replied to get from zero to something done, there is multiple steps involved. The vision plan is step 1. There is another set in this case of plans with strategic initiatives that flows into the Commerce Department, as well as, the Planning Commission to figure out how to make these things happen, with economic development leading to actual projects. That is where we are leading to that first piece.

Mr. Schelter replied he would like to make a cautionary comment. He has been involved in each of the projects on Market East when they were done with the Redevelopment Authority. Where there was a grand plan that was done on a block by block basis. Each block required major public subsidies and financing, whether it was by lease to make Aramark happen, or Federal Grants under the Urban Renewal Program. From 1994-2000, many times over there were efforts in the 800 block and the Girard Estate block to make things happened on those blocks.

Mr. Greenberger replied we are really focusing on the Gallery. We have had detailed conversations with RDA and Preit. We think that is the right level point to go, and probably not the other ones you mentioned. It is in part, because they are not up to the same level of conditions at the moment. There is nothing there to just leverage yet.

Ms. Ruiz replied she thinks it's great that we look at Jefferson Hospital and what is there. Have you look at any other options? Like hotel rooms? You don't know what you will find until to check it out.

Mr. Greenberger replied the casino is off the table. It means that Preit is clear to pursue other tenant options, which they are actively trying to do for the old Strawbridge's site. You are right we don't know what we don't know. Hotels may or may not be realistic. We know that there is a stated need out there for additional hotels, but financing for hotels is proving to be extremely difficult anywhere. This group of sites may ultimately be in competition with other sites that may prove to be better. As you can see particularly, the Convention Center taking place on Broad Street, it is a powerful presence. The beauty of the plan is that it basically says that doesn't rely on a single point. It says that it is many things both big and small that we can pursue; and that all of them contribute to life on Market Street, which may trigger some of those things we don't know. What it boils down to is that we see all of these things around that are doing well but none of them are on Market Street. Our job is to start grabbing them and try to get them there. That way it doesn't matter which one we do first. We created this thing that "Market Street is back". We may have to do it many times, in as many places as we can possible can.

Ms. Ruiz replied that is good. She likes the concept. She didn't make that connection to.

Upon motion by Ms. Ruiz, seconded by Ms. Rogo Trainer, the City Planning Commission adopted the Market Street East Plan.

- 6) Central Delaware Riverfront Overlay District: Waterview Grande, a proposed mixed-use development located at 1-33 Brown Street and 800 North Delaware Avenue (Core Realty)

Ms. Olson Urtecho recused herself.

James Templeton, from H2L2 architects, stated it's a new mixed-use development on Delaware Avenue. He is joined today with his client, developer Michael Samsphic, and Carl Engelke, consultant for the project. It is located at N. Delaware Avenue at the intersection of Poplar Street and Brown Street. Canal Street cuts through the middle of the development. The buildings are 800 N. Delaware and 1-33 Brown Street. They are existing 8-story warehouse buildings, which were made of solid concrete. They were built in the 1930's. Brown Street has been stricken; it is no longer a street. It is just used for parking. It is the same for Canal Street. They want to completely rehab, gut down to the concrete, fix and paint façades, remove all the concrete walls from beams to slabs and put in new floor to ceiling windows. And turn them all into very nice luxury apartments. There will be a total of 192 apartments; 126 on Brown Street; and 66 on Delaware Avenue. The first floor will be retail in both buildings. The second floor will be used for parking in both buildings. There is an existing ramp on the north side of the site. A café or restaurant could exist outside of either building with retail areas. We are using Canal and Brown for parking. They are going to repave Canal Street. It is near public transit. The buildings are existing buildings. On Brown Street, we are going to change the way it is currently laid out. The parking will be in the basement level with 44 spaces. Use roof of one building for parking. There will be 113 car spaces, 44 in the basement and 42 on site for a total of 199. A typical floor will be mostly two bedrooms units on the Delaware Avenue building almost 1100 sq. ft, and on Brown Street almost 1300 sq. ft. The bedrooms will be inside and the living room and kitchen will have floor to ceiling glass. They will have roof decks.

Ms. Rogo Trainer asked parking on the 2nd floor.

Mr. Templeton replied the 2nd floor windows will be removed for open air parking.

Mr. Lee asked about sustainability.

Mr. Templeton replied we are studying to see if the buildings can be LEED certified. He cannot guarantee it. They are trying to be sustainable in their design.

Ms. Rogo Trainer asked if the interior bedrooms are something that is commonly done.

Mr. Templeton replied yes, it is. They have done it on a few projects in New York and in Philadelphia. You see it a lot in Northern Liberties.

Ms. Ruiz asked will you have ownership.

Michael Samsphic, owner, replied yes.

Ms. Ruiz asked rent or homeownership.

Mr. Samsphic replied rental apartments.

Ms. Ruiz replied the other building across the way is not filled up. Is there a market for this?

Mr. Samsphic replied across the street they are primarily condos. We feel there is a market for this.

Ms. Rogo Trainer asked what are we voting for.

Mr. Jastrzab replied normally in a project like this, of this scale, we would present this as an information only item. And then come back with the approval of the Plan of Development. The case here is a little bit different in that the developer has an agreement for financing that they need to show City approval for by the end of this month.

What we are asking for is the Commission's conceptual approval of this plan, so that the staff can continue to work with the developer to make the little tweaks, to dot the "i"s and cross the "t"s, that are necessary to put a plan of development in place. Assuming you would vote to approve this as shown. We could then work with the developer and approve the plan of development administratively as an item in accord with previous policy. As we have done with many other projects, especially with Redevelopment Authority projects. So that is what we are asking for in this case.

Larry Freedman, Northern Liberties Neighbors Association's Zoning Chair, replied they saw a presentation a couple of weeks ago. Right now we are not pro or con. We want additional information on the following: look at how it fits in; how the retail works there; parking plan for retail and residential uses; traffic study, including possible impact on 100 block of Brown Street; explanation of plan to provide fresh air to all units and indirect or direct light into all bedrooms; list of possible commercial uses and size of retail spaces; green/sustainable features, open space; plans for roof use, including handicap access, and landscaping; security plan within and outside of the buildings; and Front Street façade and plan. We will be meeting with them on

December 21, 2009. Zoning is "C3" Residential and Commercial. Our position on the process - the POD, which is new for us, we are curious as to our role and if we have a role. He hasn't heard their name as part of the process.

Mr. Greenberger replied he would hope the developer would take this seriously and we will certainly encourage them.

Mr. Freedman asked do we have a spot at the table as part of the process. Where do we come into play here?

Mr. Greenberger replied they are reasonable questions. Some questions are architectural and would not be questions that would be directed at the Philadelphia City Planning Commission. Such as, plan to provide fresh air to all units and indirect or direct light into all bedrooms, is a code question. We don't need to review that. We know they have to do it. If they don't, they are not going to get a permit. It comes with the territory. What we would encourage this in a project that except for some small details, is basically a project that is an of right project, except that the overly District the Waterfront says there needs to be a plan of development. In concept, it is meeting those requirements. We are in an in between space, where we are rewriting the zoning code. In January we are conducting a facilitating dialogue box with neighborhood groups and redevelopment groups to talk about how these two interests intersect, particularly as we move to have projects as of right. He continues to believe that there is an avenue to answer questions like this. There should be an organized way to do it. And neighborhood groups are part of those discussions, because a lot of those questions will come from all of you. That may, however, be a separate matter from the question of private projects, in some cases, where the right to build tolerance into the code. We know the Zoning Code Commission, come Wednesday if you can – that is tomorrow, is one of the trickiest issues and is trying to get a hold of and figure out how to balance properly so that multiple interests can be legitimately addressed. He said he doesn't have the perfect answer yet, it is one of the greatly chaotic. The Philadelphia City Planning Commission built into the zoning overlay, this has to have a plan of development, which is our responsibility. As tradition, and as this is an existing building, frankly it is easier because the building sits there. It's a cold storage building now. This is a plan to bring life into it. Does it need any variances? Example, relating to parking – no, not under the code, it does not. It doesn't mean that your questions, as a matter for information, shouldn't be answered.

Mr. Mr. Freedman replied we don't see projects. That no one comes to see our committee unless they have to. They got a call from Carl. People come out and take the time to talk to them. We work hard at this. Should he take them off the list for December? Are we not needed? Are we not part of the process?

Mr. Greenberger replied that he wants Mr. Freedman to talk to them. He would like to see with a major project, that people come to you not because they have to but because it is a worthy conversation to have. Because you have legitimate questions to ask and they may have actual answers. And because both parties may learn something in the process, that makes a proposal better.

Carl Engelke replied that they have already addressed some of the issues in the letter and some that they will address in quick fashion. He doesn't see anything that they will not be able to accommodate.

Mr. Greenberger replied it is the organize method to do that. Your community group has it. Lots of the communities have no method. Our interest is equalizing that without taking away from the hard work your community has done.

Ms. Ruiz replied it does add life. Does the developer have financing? How is it going to affect the neighborhood? It's already there. She sees it improving what is already there.

Mr. Greenberger replied if this were new construction, I don't think we would be willing to take a speedier track, because there is a question of financing at stake. This Commission sometimes approves development that enables a developer to pursue financing. They don't all get. We don't want to take crazy stuff. When real developers are serious, and they are taking money to get professional help, we have to take them seriously of their worthy ideas and the means to go back into the financial market to see if they can get somewhere and what can be done.

Upon motion by Mr. Lee, seconded by Ms. Ruiz, the City Planning Commission conceptually approved the Central Delaware Riverfront Overlay District: Waterview Grande, a proposed mixed-use development located at 1-33 Brown Street and 800 North Delaware Avenue.

- 7) Zoning Bill No. 090852: Amending Chapter 14-1800 of the Philadelphia Code to require any person seeking a variance from the Zoning Board of Adjustment to be current in payments on all municipal taxes (Introduced by Councilmembers Rizzo, Krajewski, Jones, Miller, O'Neill, Tasco, Clarke, and Kelly on November 19, 2009).

Paula Brumbelow, Development Planner, stated this Bill amends Section 14-1802 of the Zoning Code, entitled "Zoning and Planning". Criteria of Granting Variances a provision that the Zoning Board of Adjustment shall not grant any application for variance from the terms of this Title until the Person who owns the property for which the variance is sought has submitted a certification from the Department of Revenue that all of the Person's taxes pursuant to Title 19 of this Code are current or are subject to a payment agreement; or produces evidence that denial of a variance would effect an unconstitutional taking of the property for which the variance is sought. When we say person, the code would identify that as an entity applying. It is not just the individual, whose corporation and partnerships, non-profit, they will all be entities. If someone applies for a zoning variance, they would have to be current on all taxes for all of their properties in the city. The Bill will create one additional step. They will need to get certificate proving all taxes are paid. The Zoning Board of Adjustment already has this in place. This Bill currently only addresses variances, yet the Zoning Board of Adjustment also grants relief to the Zoning Code through Special Use Permits and Certificates. It goes to the Rules Committee in February with the amended Bill.

The City Planning Commission staff recommendation is approval, but we would like to amend it to include all actions of the ZBA – certificates and special use permits. She stated about 20% of all applicants that go before the ZBA are certificates. That would be adding more uses instead of just variances.

Mr. Synchron asked do you think that was an oversight on the drafters' part.

Ms. Brumbelow replied she has been working with Councilman Rizzo's office, and they will be making the amendment on it. It goes to the Rules Committee in February with an amended Bill.

Mr. Syrnick asked how long is this going to slow the applicant, who is up-to-date with everything.

Ms. Brumbelow replied Revenue is still working out the process. Revenue is working as fast as they can on it. Not as computerized as the zoning certificate.

Mr. Lee replied conceptually this is a good idea. In other areas for tax applicants, where certificates are required the timing is 4 to 6 months. And if you are going to do that for variances and special use permits, it is going to be problematic. There should be a cut off.

Ms. Brumbelow replied we can advise applicant that they need to have the certificate from Revenue ahead of time. So that they get 30 days for refusal, and 6 to 8 weeks to be put on the agenda. It would be 3 months right there. Hopefully, shorter than that.

Mr. Lee replied the timing is the problem. Sometimes the applicant is not the owner of the property. They don't control the owners or any of the property owned by them.

Ms. Brumbelow replied it is to the benefit of the owner to be current, because he wouldn't be able to have a lease with anyone else.

Mr. Bumb replied if a tenant applies for a variance, but the owner owes taxes, the tenant cannot get the variance until the owner is up to date with their taxes.

Mr. Lee replied in the Bill, he saw the owner. Sometimes the applicant is not the owner.

Ms. Brumbelow replied the variance runs with the property forever not with the tenant, until the owner sells the property.

Ronald Patterson, attorney, stated he files 40, 50 or 60 zoning variances a year. He needs to know how to clear it up so that his client can get a variance. It is going to create problems for the owners. It seems to me that you think you can go before the Zoning Board of Adjustment and present your case and ask for them to hold the vote until you get the certificate.

Brian McHale asked does this mean that every project would require that certificate from the Revenue Department. How long does the certificate last? Is this something that Council puts a fee on? Is this a payment process? How much is it going to cost?

Ms. Brumbelow replied the first question, the answer is not. If I have a matter of right project, then I am going to the Board. The ZBA has 1500 cases a year. It is only for double that amount that L & I gives out permits for matter of right. Only for those who are seeking benefits, will be this process of not meeting the code. We do taxes every year. The Revenue certificate is current as they apply for that permit. We do charge for a zoning certificate. Don't know if or what they are going to charge for a revenue certificate.

Upon motion by Mr. Lee, seconded by Ms. Rogo Trainer, the City Planning Commission recommended that Zoning Bill No. 090852 be approved with the following provisos: (1) that requests for special use permits and zoning certificates be added to the Bill; (2) that the

Department of Revenue expedite the issuance of tax certifications; (3) and, in cases where a variance, special use permit, or zoning certificate is being sought by a tenant (rather than the owner) of a property, that the City consider a tax certification procedure for the tenant alone.

- 8) Zoning and Property Bill No. 090851: Authorizing the Commission of Public Property to convey fee simple title to 745-47 North 19th Street; 801-35 North 19th Street; 1825-45 Wylie Street; and 1851 Wylie Street (Cameron Square residential redevelopment site); amending the Philadelphia Zoning maps by changing zoning designations within an area bounded by 19th Street, Vineyard Street, and Cameron Street; and amending Section 14-1402 of the Zoning Code entitled "Parking in Residential Districts" (Introduced by Councilmembers Clarke and Greenlee on November 19, 2009).

Ms. Brumbelow stated this property is in response to a City issued request for proposal for the development of market rate housing for City-owned land in Francisville. The applicant will purchase the City-owned land. It is zoned "G-2" Industrial and "R-5" Residential. Proposed zoning is for "R10B" and RC4" Residential and Recreation. You saw this last month as an information only item for Cameron Square. The owner proposes to construct single-family rowhomes with parking in center and also 4-story condo with commercial, retail, and a restaurant on the ground floor. There will be 7 affordable housing units. Amending the parking from .7 parking ratio; now asking for 1 to 1 parking ratio. The City Planning Commission staff recommendation is approval.

Ms. Ruiz asked about affordable housing.

Ms. Brumbelow replied 7 affordable housing units.

Mr. Bumb asked if changing the parking will change the density that we saw earlier.

Ms. Brumbelow replied the City created a Bill that allowed them to have bicycle parking; then they can have a reduction in the amount of parking spaces they can provide. The applicant feels confident that they can meet the ratio.

Upon motion by Ms. Olson Urtecho, seconded by Ms. Ruiz, the City Planning Commission approved Zoning and Property Bill No. 090851.

- 9) Zoning Remapping Bill No. 090837: Amending the Philadelphia Zoning maps by changing the zoning designations of certain areas of land located within an area bounded by Wayne Avenue, Walnut Lane, and the Penn Central Railroad Right-Of-Way (Introduced by Councilmember Miller on November 19, 2009)

Ms. Brumbelow stated this Bill rezones an area bounded by Wayne Avenue, Walnut Lane and Penn Central Rail Road Right of Way. The purpose of this Bill is to change the zoning designation for a property from "R-14" Residential to "C2" Commercial. The building was originally the Scott Cadillac Auto Dealership and is currently used as a multi-tenant commercial building with uses from dry cleaning to auto repair with body and fender work. The owner proposes to continue the multi-tenant commercial uses and limit any new uses to those permitted

by the "C2" Commercial District which permits more than one tenant, auto related uses and restaurants. This property was built as a commercial building by variance over 30 years ago. This building has consistently been used commercially and that the zoning change will not have negative impacts to the surrounding neighborhood. The City Planning Commission staff recommendation is approval.

Upon motion by Ms. Rogo Trainer, seconded by Mr. Bumb, the City Planning Commission approved Zoning Remapping Bill No. 090837.

- 10) Zoning Remapping Bill 090735: Amending the Philadelphia Zoning maps by changing the zoning designations of certain areas of land located within an area bounded by Market Street, 48th Street, Haverford Avenue, and 49th Street (Introduced by Councilmember Blackwell on October 22, 2009)

Martin Gregorski, Development Planner and Acting IDD Administrator for the Philadelphia City Planning Commission, the purpose of this Bill is to rezone this block in an effort to create an Institutional Development District for the existing Kirkbride Center. This zoning change will ease the Center's ability to move uses around within their existing facilities and would require the approval by the City Planning Commission of a Master Plan. The Kirkbride Center specializes in the treatment of patients with behavioral or dependency problems. There are various treatments centers, a school for children with behavioral problems, and an inpatient hospital facility for the various treatments. This Bill also rezones a parcel along Market Street to "C3" Commercial, in line with the recommendations of the recently adopted Walnut Hill Planning Memo. The existing Zoning is "R4" Residential. The proposed zoning is "IDD" Institutional Development District and "C3" Commercial. This is consistent with the Walnut Hill TOD that we put before you. One of the benefits, of the IDD process, is that it permits one property to be moved. An IDD lets you switch uses easily. IDD zoning is strange. It is a Master Plan. The Master Plan must be approved by the Philadelphia City Planning Commission and City Council with an Ordinance. The Kirkbride Center is a behavior center. It has been here for over 100 years as the Pennsylvania Hospital for the Insane. Master Plan is here. Kirkbride is not asking for any changes. They are asking for parking. In the end they will have 482 parking spaces. The City Planning Commission staff recommendation is approval for zoning amendment and Master Plan.

Upon motion by Ms. Ruiz, seconded by Ms. Rogo Trainer, the City Planning Commission approved the zoning amendment and Master Plan for Zoning Remapping Bill No. 090735.

- 11) Property Bill No. 090835: Transferring four properties on the 900 and 1000 block of South 17th Street from the Department of Public Property to the Redevelopment Authority for residential development (Introduced by Councilmember Tasco for Council President Verna on November 19, 2009)

Michelle Webb, Development Planning Division, stated the purpose of this Bill is to transfer the ownership of 4 properties from Public Property to the Redevelopment Authority. The RDA has received 6 applicants. Commerce, the Philadelphia City Planning Commission, and RDA have selected Universal Companies. They are located at 17th Street between Montrose

Street and Washington Avenue, in the South of South neighborhood of Philadelphia. There will be 24 market rate, contemporary townhouses with green roofs, solar panels, pervious paving, and gardens. The City Planning Commission staff recommendation is approval.

Ms. Rogo Trainer asked once we approve this, is there any way to make sure that they use pervious paving and green roofs.

Ms. Webb replied the RFP, put out by the RDA and the developer, stated they are going to do this.

Mr. Greenberger replied it is a Redevelopment Agreement.

Mr. Lee asked is it 24 houses.

Ms. Webb replied yes.

Ms. Olson Urtecho asked did the RFP that the RDA put out asked for green roofs, etc.

Ms. Webb replied the RDA did ask for some of them.

Upon motion by Ms. Olson Urtecho, seconded by Ms. Rogo Trainer, the City Planning Commission approved Property Bill No. 090835.

- 12) Property Bill No. 090836: Authorizing the Commissioner of Public Property to convey fee simple title to eight properties for fair market value (Introduced by Councilmember Tasco for Council President Verna on November 19, 2009)

Martine DeCamp, Development Planning Division, stated this is in the South of South neighborhood. The 8 parcels of land were included in the previous item. Public Property felt the RDA didn't receive fair market value. The City's Department of Public Property re-issued an RFP to obtain a higher price, but maintained the original conditions of RDA's RFP such as fee simple title and certain deed restrictions, such as front garage parking. Public Property received \$35,000 extra for each property. The City Planning Commission staff recommendation is approval.

Mr. Greenberger replied it does beg a question. There is a lot of property owned by the City throughout the City. The City needs to get them in the hands of people who can take care of them. There is no defined boundary line. You will see the next item that has scatter sites that have no deed restrictions. We are going to ask for a 45 day extension on the next Bill.

Mr. Greenberger replied in theory, one owner with 10 development sites and one plan.

Ms. Olson Urtecho asked what was the original price.

Ms. DeCamp replied she didn't know the price but was told \$35,000 less. Selling price is \$240,000.

Ms. Olson Urtecho asked about the Vacant Land Committee.

Mr. Greenberger replied that Terry Gillen has been trying to get a handle on it.

Upon motion by Ms. Olson Urtecho, seconded by Ms. Rogo Trainer, the City Planning Commission approved Property Bill No. 090836.

- 13) Property Bill No. 090847: Authorizing the Commissioner of Public Property to convey fee simple title to seventeen parcels of vacant residential property located in the First Councilmanic District (Introduced by Councilmember DiCicco on November 19, 2009)

Ms. DeCamp stated the parcels are all scattered sites. It represents a pilot program that the RDA would like to set-up to dispose of property. They are zoned "R10" and "R10A". The City Planning Commission staff recommendation is for City Council to hold for 45 days. It went before City Council and they held it yesterday.

Upon motion by Ms. Rogo Trainer, seconded by Ms. Ruiz, the City Planning Commission requested a 45-day extension for the consideration of Bill No. 090847.

- 14) Streets Bill No. 090876: Authorizing the striking and vacating of Cherry Street from Broad to Carlisle Streets, and placing a 40-foot wide utility right-of-way (Introduced by Councilmember Clarke on December 3, 2009)

Ms. Brumbelow stated the purpose of this Bill is to strike and vacate Cherry Street from Broad to Carlisle Streets, and placing a 40-foot wide utility right-of-way. Party at interest is the Pennsylvania Academy of Fine Arts. It is zoned "C4" Commercial on the north side, and "C5" Commercial on the south side. They want to have more of an open air plaza. The Fire Department does have to approve this proposal. They are scheduled to come out for inspection on December 9, 2009. The City Planning Commission staff recommendation is approval.

Mr. Greenberger stated this has been around for a long time. He thought the Deputy Mayor of Transportation was approving it. We had many discussions among the staff for and against it. Orth-Rogers did do a study that said it was not a problem. We sent an intern out last year, who said there wasn't a lot of traffic turning there. Do we think this is a sound planning approach? We had discussion with Liberty Property Trust and the Parkway Corporation.

Ms. Olson Urtecho replied that she has seen this in Europe. Why don't you go all the way?

Mr. Greenberger replied there are other properties that need public access for deliveries.

Upon motion by Ms. Olson Urtecho, seconded by Ms. Ruiz, the City Planning Commission approved Streets Bill No. 090876.

Mr. Syrnick adjourned the City Planning Commission Meeting of December 8, 2009 at 4:10pm.

SUMMARY

- 1) Executive Director's Update
- 2) *Information Only: Update on the 2010 Census & the Philly Counts! Campaign (Patricia Enright, Exec. Dir. Philly Counts!).* Presentation
- 3) Three Bills legalizing building & street alterations at the Oak Lane Diner, 6528 N. Broad St (Introduced by Councilmember Miller on 11-19-09) (Wm Erickson):
 - a. Streets Bill #090838: Establishing a one way regulation on Old York Rd, from 66th Ave. to N. 67th Ave, southbound;
 - b. Streets Bill #090839: Authorizing the striking & vacating portions of the beds of Old York Rd & 66th Ave between Old York Rd & Broad St, & by placing a curb bump-out at the northeastern corner of Old York Rd & 65th Ave;
 - c. Zoning Bill #090840: Granting permission to ABEER, LP, to legalize a one-story concrete masonry building.45 day extension
- 4) *Information Only: Barnes Foundation Museum at Benjamin Franklin Parkway & 29th St (Presented by Wm McDowell, Barnes Foundation).* Presentation
- 5) Market Street East Plan (Presented By Laura Spina). Presentation
- 6) Central Delaware Riverfront Overlay District: Waterview Grande, a proposed mixed-use development located at 1-33 Brown St & 800 N. Delaware Ave (Core Realty; Presented by James Templeton, H2L2 Architects). Conceptual approval
- 7) Zoning Bill #090852: Amending Chapter 14-1800 of the Phila. Code to require any person seeking a variance from the ZBA to be current Approved w/provisos

in payments on all municipal taxes (Introduced by Councilmembers Rizzo, Krajewski, Jones, Miller, O'Neill, Tasco, Clarke, & Kelly on 11-19-09; Presented by Paula Brumbelow).

- 8) Zoning & Property Bill #090851: Approved
Authorizing the Commissioner of Public Property to convey fee simple title to 745-47 N. 19th St; 1825-45 Wylie St; & 1851 Wylie St (Cameron Square residential redevelopment site); amending the Phila Zoning maps by changing zoning designations within an area bounded by 19th St, Vineyard St, & Cameron St; & amending Sect. 14-1402 of The Zoning Code entitled "Parking in Residential Districts" (Introduced by Councilmembers Clarke & Greenlee on 11-19-09; Presented by Paula Brumbelow).
- 9) Zoning Remapping Bill #090837: Approved
Amending the Phila Zoning maps by changing the zoning designations of certain areas of land located within an area bounded by Wayne Ave, Walnut Ln, & the Penn Central Railroad right-Of-Way (Introduced by Councilmember Miller on 11-19-09; Presented by Paula Brumbelow).
- 10) Zoning Remapping Bill #090735: Approved
Amending the Phila Zoning maps by changing the zoning designations of certain areas of land located within an area bounded by Market St, 48th St, Haverford Ave & 49th St (Introduced by Councilmember Blackwell on 10-22-09; Presented by Martin Gregorski).
- 11) Property Bill #090835: Transferring Approved
4 properties on the 900 & 1000 blocks of S. 17th St from the Depart. of Public Prop to the RDA for residential development (Introduced by Councilmember Tasco for Council

Pres. Verna on 11-19-09;
Presented by Michelle Webb).

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| 15) Property Bill #090836: Authorizing the Commissioner of Public Prop to convey fee simple title to 8 properties for fair market value (Introduced by Councilmember Tasco for Council Pres. Verna on 11-19-09; Presented by Martine DeCamp). | Approved |
| 16) Property Bill #090847: Authorizing the Commissioner of Public Prop to convey fee simple title to 17 parcels of vacant residential property located in the 1 st Councilmanic Dist. (Introduced by Councilmember DiCicco on 11-19-09; Presented by Martine DeCamp). | 45 day extension |
| 14) Streets Bill #090876: Authorizing the striking & vacating of Cherry St from Broad to Carlisle Sts, & placing a 40-ft wide utility right-of-way (Introduced by Councilmember Clarke on 12-3-09; Presented by Wm Erickson). | Approved |