



CITY OF PHILADELPHIA  
DEPARTMENT OF STREETS

Report Sent to Records: 3/12/2026

REPORT ON THE PUBLIC HEARING HELD JULY 18, 2025 BY THE PHILADELPHIA STREETS  
DEPARTMENT REGARDING PROPOSED AMENDMENTS TO THE PARKING REGULATIONS  
FOR CENTER CITY AREA MAY 2025

**1. Procedural Summary**

On May 30th, 2025, the Department of Records posted the proposed “Department of Streets Amendments to the Parking Regulations for the Center City Area May 2025” (“May 2025 Regulations”) for public inspection. On June 26, 2025, the Department of Records received a timely request for a public hearing on the proposed amended regulations from Lee and Geoff Dennis, who claimed to be members of a group called “The Friends of South Third Street.” Pursuant to the Philadelphia Home Rule Charter (the “Charter”) Section 8-407, the Philadelphia Department of Streets (the “Department”) collaborated with its managing office, the City’s Office of Transportation and Infrastructure Systems (“OTIS”), as well as the Philadelphia Law Department to organize a hybrid (in-person and virtual) public hearing for interested groups and citizens to provide input on the proposed regulation amendments. The public hearing was held on July 18, 2025 in room 18-022 of the One Parkway Building at 1515 Arch Street, Philadelphia, PA 19102 from 8am to 10am local time. At the hearing, members of the public were afforded two minutes to comment on the proposed regulation amendments. In-person attendees participated first, followed by members of the public attending virtually over Zoom. In addition to oral comments provided at the July 18th public hearing, numerous written comments were provided to the Department of Records, the Philadelphia Law Department, and the Streets Department. The in-person and written comments were focused particularly on the section of the proposed regulations that added daytime loading zones along South 3<sup>rd</sup> Street. Some members of the public were in favor of the addition of the loading zones, and other members of the public voiced opposition.

**2. Legal Authority**

Pursuant to Section 5-500 of the Charter, the Department is empowered to establish regulations governing traffic and parking on City streets as authorized by statute or ordinance, and determine “the type and location of any and all signs, signals, markings and devices for regulating and controlling vehicular and pedestrian traffic as shall be authorized by and not inconsistent with statute or ordinance...” A City ordinance from 1982 grants the



CITY OF PHILADELPHIA  
DEPARTMENT OF STREETS

Department the authority “to establish and revise limited time parking regulations in The Center City area bounded by Spring Garden street, Bainbridge street, the Schuylkill River and the Delaware River...” pursuant to Section 12-903(3) (now Section 12-903(5)) of the Philadelphia Code (“the Code”).<sup>1</sup> Section 12-903(5) permits the Department to establish and revise limited time parking regulations in areas expressly provided by ordinance.

On October 29, 2025 Mayor Parker signed into law Bill No. 250718-A.<sup>2</sup> That bill confirms the delegation of authority to the Streets Department to establish loading zones through regulations within the Center City area except the section located in fifth Councilmanic District 5. Through this broad and extensive authority granted to the Department under the Charter and City ordinances, the Department has promulgated regulations along South 3<sup>rd</sup> Street in the Center City area to place time limitations on stopping, standing, and parking within certain designated “loading zones” in efforts to reduce traffic congestion and enhance public safety for road users.

**3. Public Comments Regarding the Proposed Parking Regulation Amendments and Department Responses**

In writing this report, the Department examined the oral record created at the hearing and the written comments submitted to the City by 5:00pm Friday, July 18, 2025. Since then, the Department has deliberated on the comments, questions, and other input<sup>3</sup> provided by the public concerning the proposed regulation amendments. While the May 2025 Regulations addressed various parking restrictions in certain areas of Center City, the comments offered by the public at the July 18<sup>th</sup> hearing and submitted through email addressed the addition of time-limited loading zones on South 3<sup>rd</sup> Street. Since the July 18, 2025 hearing, the Department has repromulgated the other amendments to the Center City parking regulations that were not at issue at the hearing and those amendments became law after 30 days of their posting by the Department of Records. The only remaining amendments of the Center City parking regulations within the May 2025 Regulations that have not gone into

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<sup>1</sup> See, Attachment A.

<sup>2</sup> See, Attachment B.

<sup>3</sup> At the hearing, many commenters provided their positions on the City’s plan to install a bicycle lane on 3<sup>rd</sup> Street, protective barriers, and no stopping regulations for bicycle lanes. Given that none of these topics are included in the regulations published on May 30, 2025, this report only addresses comments related to the May 30, 2025 published regulations.



CITY OF PHILADELPHIA  
DEPARTMENT OF STREETS

effect are the proposed parking regulations on South 3<sup>rd</sup> Street, including the loading zones. Thus, the Department has determined to amend the proposed May 2025 Regulations to remove the currently effective parking regulations that have since been enacted by the Department after the July 18<sup>th</sup> hearing and finalize the parking regulations for South 3<sup>rd</sup> Street as originally promulgated in the proposed May 2025 Regulations. The amended May 2025 Regulations are attached to this report as Exhibit 1.

**a. Support for Loading Zones Along 3<sup>rd</sup> Street**

Commenters in support of the loading zones expressed that biking around the City is dangerous and a “harrowing experience” and that the loading zones, by providing a safe space for vehicles to pull into, instead of stopping in the vehicle lane or bike lane, protects cyclists using the bicycle lane. Some commenters stated that roughly a third of households do not own cars, and that there is a frequent presence of cyclists in the area commuting to Old City or East Market for work, even in the cold and rain, which is highly likely to increase with planned infrastructure changes. Commentors further held that protecting cyclists and pedestrians, including those who are children and elders, should take precedence over the convenience of certain homeowners in the area. A member of a group called Families for Safe Streets supported the loading zones and stated the need for cities to adapt to changes. Commenters said that the loading zones along 3<sup>rd</sup> Street will accomplish the same safety outcomes as the loading zones installed along Spruce and Pine streets by providing drivers with a safe and legal place to stop their cars, while keeping the travel lanes, including the City Council-approved bike lane, clear of parked, stopped, and standing motor vehicles.

**b. Opposition to Loading Zones Along 3<sup>rd</sup> Street**

Some commenters opposing the loading zones along the 3<sup>rd</sup> Street corridor claim that they are unnecessary because cyclists constitute such a small number of people in the city and that there is no data to support the installation of the loading zones. Specifically, one commenter claimed that, from a statistical standpoint, the City is not providing the most safety to people with its available resources.

Some of the commenters stated that they want the Department to conduct studies to evidence the position that the loading zones are prudent or necessary. Another commenter stated that cycling environment in the City is unsafe, but the loading zones will further reduce the residents’ access to their properties. Other commenters offered that



CITY OF PHILADELPHIA  
DEPARTMENT OF STREETS

speed cushions and other traffic calming devices are a better alternative. Neighbors who spoke against the loading zones commented that the Department has not developed a proper plan for the corridor, and they did not consult with the homeowners in the area for their input.

#### **4. Department Response**

The Department maintains the position that the planned loading zones along 3<sup>rd</sup> Street will serve to enhance the safety of all road users along the corridor. The loading zone regulations are responsive to public concerns regarding vehicles stopping in the middle of the vehicular travel lane or pulling into the bicycle lanes when there is no space in the parking lane for loading and unloading. Community members have also provided significant positive feedback about the loading zones that the Department installed along Pine and Spruce streets in Center City. Such feedback has indicated that daytime loading zones (1) provide convenience to drivers and residents nearby, (2) alleviate congestion, and (3) create a safer environment for all right-of-way users, including cyclists and pedestrians. Additionally, to provide space for the residents with parking permits to park their vehicles overnight, the new loading zones will revert to residential permit parking between 6pm and 8am in some locations and between 9pm and 8am in other locations, based on observed loading needs. Thus, the Department believes the parking regulations balance the needs of the public with the residents of the impacted area and, therefore, the Department will not alter the posted regulations with respect to South 3<sup>rd</sup> Street in response to the public comments received. As previously explained, all other proposed amendments to the Center City parking regulations beyond the South 3<sup>rd</sup> Street changes that were originally included in the May 2025 Regulations have been removed from the Final Department of Streets Amendments to the Parking Regulations for the Center City Area May 2025 as those regulations have since been enacted by the Department through amendments to the Center city parking regulations promulgated after the May 2025 Regulations.

#### **5. Final Action**

The Department hereby files with the Department of Records for final action this Report and the Final Department of Streets Amendments to the Parking Regulations for the Center City Area May 2025, as amended and attached as Exhibit 1.

# Exhibit 1

Department of Streets  
Final Amendments to the Center City Parking  
Regulations May 2025

*Originally promulgated in May 2025  
Report published in March 2026*

Kristin Del Rossi, Commissioner

<b>EXISTING</b>					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
<b>UNIT S. 3RD ST. E/S (SOUTH TO NORTH)</b>					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	24HRS	PD*	1		
7 DAYS	8AM-4PM	2HR PD*			PAID
7 DAYS	4PM-10PM	3HR PD*			PAID
7 DAYS	8AM-4PM	2HR PK	5		PAID
7 DAYS	4PM-10PM	3HR PK			PAID
7 DAYS	8AM-10PM	LO*	1		TIMING
7 DAYS	8AM-4PM	2HR PK	2		PAID
7 DAYS	4PM-10PM	3HR PK			PAID
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-10PM	LO*	1		TIMING
7 DAYS	8AM-4PM	2HR PK	1		PAID
7 DAYS	4PM-10PM	3HR PK			PAID
7 DAYS	24HRS	NSAT*	3		
7 DAYS	8AM-4PM	2HR PK	4		PAID
7 DAYS	4PM-10PM	3HR PK			PAID
7 DAYS	24HRS	NSAT*	2		

<b>PROPOSED</b>					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
<b>UNIT S. 3RD ST. E/S (SOUTH TO NORTH)</b>					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	24HRS	PD*	1		
7 DAYS	8AM-4PM	2HR PD*			PAID
7 DAYS	4PM-10PM	3HR PD*			PAID
7 DAYS	8AM-4PM	2HR PK	5		PAID
7 DAYS	4PM-10PM	3HR PK			PAID
7 DAYS	8AM-10PM	LO*	3		TIMING
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-10PM	LO*	2		TIMING
7 DAYS	24HRS	NSAT*	3		
7 DAYS	8AM-4PM	2HR PK	4		PAID
7 DAYS	4PM-10PM	3HR PK			PAID
7 DAYS	24HRS	NSAT*	2		

<b>EXISTING</b>					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
<b>200 S. 3RD ST. E/S (SOUTH TO NORTH)</b>					
7 DAYS	24HRS	NSAT*	1		
MON-WED	8AM-6:30PM	2HR PK	7	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
<b>7 DAYS</b>	<b>24HRS</b>	<b>NPAT*</b>	<b>1</b>		
7 DAYS	24HRS	NSAT*	1		
MON-WED	8AM-6:30PM	2HR PK	5	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	INST. PD*	1		TIMING
MON-FRI	8AM-6:30PM	LO*	2		TIMING
MON-WED	8AM-6:30PM	2HR PK	4	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	2		
7 DAYS	24HRS	PD*	1		
7 DAYS	8AM-10PM	3HR PD*			PAID
<b>7 DAYS</b>	<b>8AM-10PM</b>	<b>3HR PK</b>	<b>5</b>		<b>PAID</b>
7 DAYS	24HRS	NSAT*	1		

<b>PROPOSED</b>					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
<b>200 S. 3RD ST. E/S (SOUTH TO NORTH)</b>					
7 DAYS	24HRS	NSAT*	1		
MON-WED	8AM-6:30PM	2HR PK	7	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
<b>7 DAYS</b>	<b>24HRS</b>	<b>NSBZ*</b>	<b>1</b>		
7 DAYS	24HRS	NSAT*	1		
<b>7 DAYS</b>	<b>8AM-10PM</b>	<b>LO*</b>	<b>4</b>		<b>TIMING</b>
MON-WED	8AM-6:30PM	2HR PK	10	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	INST. PD*	1		TIMING
MON-FRI	8AM-6:30PM	LO*	2		TIMING
MON-WED	8AM-6:30PM	2HR PK	4	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	2		
7 DAYS	24HRS	PD*	1		
7 DAYS	8AM-10PM	3HR PD*			PAID
<b>7 DAYS</b>	<b>8AM-10PM</b>	<b>3HR PK</b>	<b>3</b>		<b>PAID</b>
7 DAYS	24HRS	NSAT*	1		

<b>EXISTING</b>					
<b>Days</b>	<b>Hours</b>	<b>Regulation</b>	<b>Approx # Of Spaces</b>	<b>RPP/CNT</b>	<b>Paid/Timing</b>
<b>300 S. 3RD ST. E/S (SOUTH TO NORTH)</b>					
7 DAYS	24HRS	NSAT*	1		
MON-WED	8AM-6:30PM	2HR PK	2	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NPAT*	1		
MON-WED	8AM-6:30PM	2HR PK	4	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	1		
7 DAYS	24HRS	NPAT*	1		
MON-WED	8AM-6:30PM	2HR PK	5	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NPAT*	1		
MON-WED	8AM-6:30PM	2HR PK	5	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NSBZ*	1		

<b>PROPOSED</b>					
<b>Days</b>	<b>Hours</b>	<b>Regulation</b>	<b>Approx # Of Spaces</b>	<b>RPP/CNT</b>	<b>Paid/Timing</b>
<b>300 S. 3RD ST. E/S (SOUTH TO NORTH)</b>					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
7 DAYS	24HRS	NPAT*	1		
MON-WED	8AM-6:30PM	2HR PK	4	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	1		
7 DAYS	24HRS	NPAT*	1		
MON-WED	8AM-6:30PM	2HR PK	5	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NPAT*	1		
MON-WED	8AM-6:30PM	2HR PK	4	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	8AM-6PM	LO*	1		TIMING
7 DAYS	24HRS	NSBZ*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
<b>400 S. 3RD ST. E/S (SOUTH TO NORTH)</b>					
7 DAYS	24HRS	NSAT*	1		
MON-WED	8AM-6:30PM	2HR PK	5	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NPAT*	1		
MON-WED	8AM-6:30PM	2HR PK	6	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NSBZ*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
<b>400 S. 3RD ST. E/S (SOUTH TO NORTH)</b>					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-WED	8AM-6:30PM	2HR PK	3	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NPAT*	1		
MON-WED	8AM-6:30PM	2HR PK	5	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	8AM-6PM	LO*	1		TIMING
7 DAYS	24HRS	NSBZ*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
<b>500 S. 3RD ST. E/S (SOUTH TO NORTH)</b>					
7 DAYS	24HRS	NSAT*	6		
MON-SAT	8AM-6PM	2HR PK	4	5/7	PAID
7 DAYS	24HRS	NPAT*	2		
7 DAYS	24HRS	PD*	1		
7 DAYS	8AM-6PM	2HR PD*		5/7	PAID
MON-SAT	8AM-6PM	2HR PK	3	5/7	PAID
7 DAYS	24HRS	NSBZ*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
<b>500 S. 3RD ST. E/S (SOUTH TO NORTH)</b>					
7 DAYS	24HRS	NSAT*	6		
7 DAYS	8AM-6PM	LO*	3		TIMING
MON-SAT	8AM-6PM	2HR PK	1	5/7	PAID
7 DAYS	24HRS	NPAT*	2		
7 DAYS	24HRS	PD*	1		
7 DAYS	8AM-6PM	2HR PD*		5/7	PAID
MON-SAT	8AM-6PM	2HR PK	2	5/7	PAID
7 DAYS	8AM-6PM	LO*	1		TIMING
7 DAYS	24HRS	NSBZ*	1		

Attachment A  
1982 City Ordinance

collected by such person; by imposing liability for the full amount of the tax upon any person who is required to collect the tax but who shall fail to collect the proper amount of such tax, and by extending a discount for early remittance of payments by persons required to collect the tax from others.

*The Council of the City of Philadelphia hereby ordains:*

SECTION 1. Section 19-1806 of The Philadelphia Code relating to the authorization of Realty Use and Occupancy Tax for school purposes is amended to read as follows:

§19-1806. Authorization of Realty Use and Occupancy Tax.

\* \* \*

(5) Collection of the Tax.

(a) Each owner of real estate used or occupied solely by himself, which use or occupancy is subject to tax under this Section, shall make a return to the Commissioner and pay any tax due within twenty-five days after the end of any month for which any tax is due.

(b) Each landlord or other person authorized to collect rentals on premises, the use or occupancy of which is subject to tax under this Section, shall collect monthly as agent for the School District of Philadelphia, from each user or occupier the proper proportion of the user's or occupier's tax and shall make a return and pay the total tax *due from such user or occupier* [collected] together with any tax for which the landlord or other person is liable, to the Commissioner at monthly, quarterly, or semi-annual intervals, as the Commissioner shall establish by regulation.

The return shall be on forms furnished by the Commissioner. The failure of any person to procure or receive any report form shall not excuse him from making a return and paying any tax due.

*Any person required under this Section to collect the tax from a user or occupier, who shall fail to collect the proper amount of such tax, shall be liable for the full*

*amount of the tax which is due from such user or occupier. However, such liability shall be limited to the tax due on premises from which rent was collected.*

(c) Any person required by this Section to collect the tax from a user or occupier, who shall remit the tax due by the fifteenth day after the end of any taxable period for which the tax is due, shall be entitled to apply against the tax due a discount of one per cent, as compensation for the expenses of collecting and remitting the tax and as a consideration for the early payment thereof.

SECTION 2. This Ordinance shall become effective for Realty Use and Occupancy Tax due for any period commencing on or after July 1, 1982.

Explanation:  
[Brackets] indicate matter deleted.  
Italics indicate new matter added.

Approved the thirtieth day of June A.D. 1982.

WILLIAM J. GREEN,  
Mayor of Philadelphia.

\* Bill No. 680

AN ORDINANCE

Explanation:  
[Brackets] indicate matter deleted.  
Italics indicate new matter added.

Amending Chapter 12-900 of the Philadelphia Code, entitled "Parking Regulations and Penalties," and Chapter 12-1000 of the Philadelphia Code, entitled "Parking Meter Regulations and Penalties," by, respectively, authorizing the Streets Department to establish and revise limited time parking regulations in areas expressly provided for by special ordinances, to install parking meters in areas expressly provided for by special ordinances, by increasing charges for metered parking, and by increasing penal-

ties for violation of Chapter 12-1000; and, further, specifically designating the Center City and University City areas for the purpose of authorizing the Streets Department to establish and revise limited time parking regulations, and to designate parking meter zones, and to specifically increase parking meter fees in these areas.

*The Council of the City of Philadelphia hereby ordains:*

SECTION 1. Chapter 12-900 of the Philadelphia Code, entitled "Parking Regulations and Penalties," is hereby amended as follows:

Chapter 12-900. Parking Regulations and Penalties

\* \* \*

§12-903. Stopping, Standing or Parking Prohibited at Certain Times.

\* \* \*

(3) *In areas expressly provided for by special ordinances, the Department may establish and revise limited time parking regulations, as prescribed in Section 12-903(3).*

\* \* \*

SECTION 2. Chapter 12-1000 of the Philadelphia Code, entitled "Parking Meter Regulations and Penalties," is hereby amended as follows:

Chapter 12-1000. Parking Meter Regulations and Penalties

§12-1001. Designation of Parking Meter Zones.

\* \* \*

(2) *In areas expressly provided for by special ordinances, the Department may designate parking meter zones and erect and maintain parking meters, as prescribed in Section 12-1001(2).*

\* \* \*

§12-1005. Use of Parking Meters.

(1) When a vehicle is parked in a parking meter space the operator shall immediately deposit the designated [coin or coins] *fee* in the parking meter. Failure to deposit such [coin] *fee* shall constitute a violation of this Chapter.

(2) Except in areas expressly provided for by special ordinances, the designated [coin or coins] *fee* to be deposited in all parking meters shall be *up to twenty-five (.25) cents* [the ten (10) cent coin of the United States] for one hour of parking.

\* \* \*

§12-1010. Penalty.

(1) Any person violating any provisions of this Chapter, shall upon summary conviction [before a Magistrate,] pay a fine of [\$6.] *ten dollars (\$10.00)* together with costs of prosecution or, in default of the payment, shall undergo imprisonment for not more than three (3) days; except that any person violating Section 12-1008 shall pay a fine of fifty dollars together with costs of prosecution or, in default of the payment, shall undergo imprisonment for not more than thirty (30) days.

SECTION 3. Pursuant to Section 12-903(3) of the Philadelphia Code, Section 1 of this ordinance, the Department is authorized to establish and revise limited time parking regulations in the Center City area bounded by Spring Garden street, Bainbridge street, the Schuylkill River and the Delaware River; and in the University City area bounded by [Arch street, University avenue, Fortieth street and the Schuylkill River.] *the Schuylkill River on the east. University avenue/Woodland avenue on the south, Fortieth street on the west, and by a line along Filbert street, between Fortieth street and Thirty-fourth street, along Thirty-fourth street to Arch street, along Arch street, between Thirty-fourth street and the Schuylkill River, on the north.*

SECTION 4. Pursuant to Section 12-1001(2) of the Philadelphia Code, Section 2 of this ordinance, the Department is authorized to designate parking meter zones, and to erect and maintain parking meters in said zones, in the Center City area bounded by Spring Garden street, Bainbridge street, the Schuylkill River and the Delaware River; and in the University City area bounded by [Arch street, University avenue, Fortieth street and the Schuylkill River.] *the Schuylkill River on the east, University avenue/Woodland avenue on the south, Fortieth street on the west, and by a line along Filbert street, between Fortieth street and Thirty-fourth street, along Thirty-fourth street to Arch street, along Arch street, between Thirty-fourth street and the Schuylkill River, on the north.*

SECTION 5. Pursuant to Section 12-1005(2) of the Philadelphia Code, the designated fee for twenty (20) minutes of parking in the Center City area bounded by Spring Garden street, Bainbridge street, the Schuylkill River and the Delaware River, and in the University City area bounded by [Arch street, University avenue, Fortieth street and the Schuylkill River,] *the Schuylkill River on the east, University avenue/Woodland avenue on the south, Fortieth street on the west, and by a line along Filbert street, between Fortieth street and Thirty-fourth street, along Thirty-fourth street to Arch street, along Arch street, between Thirty-fourth street and the Schuylkill River, on the north* shall not exceed twenty-five cents (25¢), as determined by the Department.

SECTION 6. Any ordinance contradictory or inconsistent herewith is hereby repealed.

SECTION 7. This ordinance shall take effect immediately, subject to such time implementation period as the Streets Commissioner deems reasonably necessary, *not later than three (3) months from the passage of this ordinance.*

Explanation:  
[Brackets] indicate matter deleted  
*Italics* indicate new matter added

Approved the thirtieth day of June A.D. 1982.

WILLIAM J. GREEN,  
*Mayor of Philadelphia.*

\* Bill No. 1280

\* AN ORDINANCE

Explanation:  
[Brackets] indicate matter deleted  
*Italics* indicate new matter added

To amend an ordinance approved December 24, 1959, which approved the redevelopment proposal, the redevelopment plan, and the relocation plan of the Redevelopment Authority of the City of Philadelphia for the redevelopment of the Southeast Central Redevelopment Area, (a portion of which is currently designated as the Center City Redevelopment Area), Southeast Central Redevelopment Area, Unit No. 1, by approving the first amendment of the redevelopment proposal, by providing for a change in land use and related controls, from industrial to residential/commercial, being the area bounded by South street, Third street, Lombard street, and Second street.

WHEREAS, The redevelopment proposal of the Redevelopment Authority of the City of Philadelphia (hereafter referred to as "Redevelopment Authority") for the redevelopment of the Southeast Central Redevelopment Area, Unit No. 1 was approved by Ordinance of the Council on December 24, 1959; and

WHEREAS, The Redevelopment Authority has prepared a first amendment of the redevelopment proposal, dated February, 1982, by inter alia providing for certain changes in land uses and controls for Center City Redevelopment Area Southeast Central Redevelopment Area Unit No. 1 (formerly a part of the Southeast Central Redevelopment Area) from industrial to residential/commercial and related control changes as a permitted use. The parcel is bounded by South street, Third street, Lombard street and Second street.

Attachment B  
Bill No. 250718-A

# City of Philadelphia



(Bill No. 250718-A)

## AN ORDINANCE

Amending Chapter 12-900 of the Philadelphia Code, entitled “Parking Regulations and Penalties,” to confirm regulations adopted by the Department of Streets that establish and revise time-limited and other rules restricting parking, stopping and standing, including the establishment of time-restricted loading zones, in the Center City area, bounded by Spring Garden street, the Schuylkill River, Bainbridge street and the Delaware River; and to reauthorize changes and additions to such parking rules in the Center City area by the Department of Streets on an ongoing basis; all under certain terms and conditions.

WHEREAS, Center City is characterized by high density, significant pedestrian, bicycle, and vehicular activity, and complex traffic patterns, and it is therefore prudent to reestablish the Streets Department’s broad discretion in regulating on-street parking, stopping and standing, including determining the location of loading zones, to ensure safety, accessibility, and operational efficiency; now, therefore,

*THE COUNCIL OF THE CITY OF PHILADELPHIA HEREBY ORDAINS:*

SECTION 1. Title 12 of The Philadelphia Code is hereby amended to read as follows:

### TITLE 12. TRAFFIC CODE

\* \* \*

### CHAPTER 12-900. PARKING REGULATIONS AND PENALTIES

\* \* \*

§ 12-926. *Center City Parking Regulations.*

*(1) Loading zones of any type, whether or not described in this Code, are hereby authorized within the area bounded as follows: Bainbridge Street, the Schuylkill River, Market Street, S 22<sup>nd</sup> Street, Chestnut Street, S 20<sup>th</sup> Street, Locust Street, West Rittenhouse Square, Rittenhouse Square, S 18<sup>th</sup> Street, Locust Street, S 17<sup>th</sup> Street, Chestnut Street, Broad Street, South Penn Square, East Penn Square, John F. Kennedy Boulevard, Broad Street, Spring Garden Street, and the Delaware River. Notwithstanding any other provision of this Code to the contrary, including Code subsections 12-2711(2) and 12-905(1), all regulations of the Department of Streets for the establishment of these loading zones are hereby confirmed and reestablished. The Department of Streets is hereby authorized to promulgate any additional*

# City of Philadelphia

*BILL NO. 250718-A continued*

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*regulations consistent with this ordinance.*

\* \* \*

SECTION 2. This Ordinance will take effect immediately.

# City of Philadelphia

*BILL NO. 250718-A continued*

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CERTIFICATION: This is a true and correct copy of the original Bill, Passed by the City Council on October 23, 2025. The Bill was Signed by the Mayor on October 29, 2025.



Elizabeth McCollum  
Chief Clerk of the City Council