

PHILADELPHIA CITY PLANNING COMMISSION

MEETING VIA ZOOM

MINUTES SEPTEMBER 15, 2022

PRESENT:

Cheryl L. Gaston

Marisa Waxman

Garlen Capita

Ximena Valle

Michael Johns

Charlotte Castle

Dawn Summerville

Eleanor Sharpe

NOT PRESENT:

Joseph Syrnick, Vice Chair

Patrick Eiding

Maria Gonzalez

Chair Fadullon called the Philadelphia City Planning Commission to order at 1:02 p.m.

David Fecteau, of the Philadelphia City Planning Commission, (PCPC) – introduced the Zoom platform and remote City Planning Commission process. We are hosting this meeting on Zoom. We may also have some people join us by phone.

During today's meeting, each agenda item will be presented by a member of the staff. Following each presentation, the Chair will ask the Commissioners for questions or comments. The Chair will then ask the audience for questions and comments. After that, the Commissioners will finish their discussion and vote.

Those of you who are joining us on Zoom will have two options to ask questions and comments. If you would like to speak, click, or tap on the "RAISE HAND" button on the menu bar on the bottom of your screen at any time during the agenda item. You will be called on and will have the opportunity to speak to the Commission and the audience.

If you prefer to type your question or comment, click, or tap on the "Q&A" button on the menu bar at the bottom of your screen at any time during the agenda item. Once all attendees have had an opportunity to speak, I will read out loud any written questions and comments that have been posted to the Q&A.

For those joining by phone, we're unable to take spoken testimony, however, you can email your questions and/or comments to the Commission at Planning@phila.gov. This meeting will be recorded and posted to our website.

Mr. Fecteau turned the meeting over to the Commission Chair, to begin the meeting.

1. Action Item: Approval of the Meeting Minutes for May 19, 2022.

The May Minutes were not finalized.

2. Executive Director's Update.

Next City Planning Commission Meeting

- October 20th at 1:00 p.m.

Next Civic Design Review Meeting

- October 11th at 1:00 p.m.

Framing the Future of the Roundhouse

- Roundhouse update – Engagement

Cherry Street Pier
Friday, October 7, 2022
6:00 p.m. to 8:00 p.m.

At the Roundhouse
Saturday, October 15, 2022
5:00 p.m. to 8:00 p.m.
<https://www.roundhousefutures.com/>

3. Information Only: SEPTA's Trolley Modernization (Jennifer Dougherty, SEPTA)

Trolley Modernization is a once-in-a-generation opportunity to transform the nation's largest trolley network, delivering benefits across the region. Trolley Modernization delivers equity, by improving transit access in communities of color; jobs, by catalyzing over 38,000 permanent jobs; improved air quality, by lowering pollution and keeping more cars off the road; and community, by linking more communities together.

Trolley Modernization includes:

- New, longer vehicles that hold more passengers, and feature low floors and ramps, wider pathways, audio and visual messaging systems, and designated open space for people with wheelchairs, walkers, strollers, and shopping carts.
- New on-street stations that will be well-marked, safe, and fully accessible and rebuilt existing stations that will be fully accessible with improved amenities.
- Infrastructure and operational improvements to facilities, signals, and stations to make service faster and more reliable.
- Proposed line extensions that will make it easier for riders to reach more destinations and connect to more SEPTA services, improve operations, and have more room for passenger and operator amenities. SEPTA has been conducting public outreach to raise program awareness and gather community input on station design, trolley operations, and trolley corridor improvements.

SEPTA will continue civic engagement efforts throughout the multi-year, multi-municipal effort.

Questions and comments from the Commission (00:29:04).

Jennifer Dougherty addressed comments from Commissioner Capita, Commissioner Johns and Commissioner Gaston regarding the corridor-based study, adequate lighting, safety component, and shelters.

Questions and comments from the Public were made by Allison Wise about the route 23 restoration service and shelters and Andy, who wanted to know about the timeline (00:38:32).

Additional comments about historic preservation planning and community planning continued (00:44:05).

4. Review and Comment: Nomination of the Gates Street Historic District (300 block) to the Philadelphia Register of Historic Places (Allyson Mehley, Philadelphia Historical Commission)

Pursuant to Section 14-1004(4) of the Philadelphia Code, during the 60 days prior to a Historical Commission hearing on designation of a particular historic district, the Planning Commission shall review and comment on the creation of the district and transmit its comments to the Historical Commission to assist the Historical Commission in making its determination.

Chair Fadullon read an email in support of the nomination from Councilman Jones, Jr. requesting a favorable vote of the nomination followed by questions and comments from the Commission (00:56:04).

Questions and comments from the Public by Marlene, Sandy Carter, Oscar, Judith Robinson, and Cheryle Feldman concerning the upkeep of trolley tracks, green space and impact on the community (00:59:52)

David Fecteau read a public comment regarding maintenance, and preservation guidelines (01:14:05).

5. Action Item: Zoning Bill No. 220418: “An Ordinance amending Title 14 of The Philadelphia Code, entitled ‘Zoning and Planning,’ by revising and clarifying certain provisions and making technical changes, all under certain terms and conditions.” Introduced by Councilmember Johnson on May 12, 2022. (Presented by Mason Austin)

Bill No. 220418 contains an assortment of minor technical changes that arose from recommendations of the Zoning Technical Committee, which includes representatives from Planning, L&I, and Law. The Bill would make clarifications to a variety of sections, including split zoning, solar collectors, steep slopes, off-site parking, historic preservation, and several others.

Staff recommendation is for approval.

Questions and comments from the Commission (01:27:14).

Commissioner Gaston suggested to eliminate split zoned parcels.

Questions and comments from the Public (01:29:18).

Ms. Robinson inquired about the cleanup of SPINS. Mark Zachary commented on rules for the parcels.

Seeing no further questions and comments from the Commission or Public, Chair Fadullon asked for a motion at the minute mark in video (01:33:23).

Motion duly made by Commissioner Johns and seconded by Commissioner Summerville to accept staff recommendation for approval.

Chair Fadullon polled the Commission for the vote: Commissioner Waxman, Capita, Valle, Johns, Castle, Summerville, and Commissioner Gaston. Motion carried unanimously to approve staff recommendation of not for approval (7-0).

6. Action Item: Zoning Bill No. 220447: Amending Title 14 of The Philadelphia Code, entitled "Zoning and Planning," by providing for limited expansion of single-room residence, under certain terms and conditions. Introduced by Councilmember Green on May 19, 2022. (Presented by Ian Hegarty)

This Bill was drafted and introduced by Councilmember Green. The intent is to address the ongoing housing shortage by increasing the availability of single-room residential housing,

called Single Room Residence (SRR) in the Zoning Code.

The Bill includes three elements. First, it redefines the SRR use. The current definition defines the use as including rooming units without kitchens; this bill proposes defining SRR as rooming units without bathrooms.

Second, the Bill proposes that SRR be permitted as a matter of right in eleven zoning districts:

- Seven residential zoning districts in which SRR is currently permitted by special exception (RM-1 through 4 and RMX-1 through 3);
- Two commercial zoning districts in which SRR is not currently permitted (CMX-2 and 2.5);
- Two industrial districts in which SRR is not currently permitted (IRMX and ICMX)

Third, the Bill proposes a separation requirement for new SRR uses. Applicants for this use would need to show that there are no SRR uses within 500 feet of a proposed SRR.

Staff recommendation is for approval with amendments.

Questions and comments from the Commission (01:40:30).

Commissioner Johns, Chair Fadullon and Commissioner Waxman expressed concerns about the lack of public input, cost of housing and policies. Further discussion on the topics continued at the minute mark (01:47:47).

Questions and comments from the Public (01:59:23).

Comments were made by Judith Robinson, Sandy Carter, and Mark Zachary about the cost of housing, quality of living, community engagement and housing shortage.

Seeing no further questions and comments from the Commission or Public, Chair Fadullon asked for a motion at the minute mark in video (02:10:04).

Motion duly made by Commissioner Johns and seconded by Commissioner Gaston not to accept staff recommendation for approval.

Chair Fadullon polled the Commission for the vote: Commissioner Gaston, Commissioner Capita, Commissioner Valle, and Commissioner. Motion carried, not to approve staff recommendation for approval (4-3).

Commissioner Waxman, Commissioner Castle, and Commissioner Summerville abstained from this item.

Chair Fadullon asked for a motion to adjourn at the minute mark in video (02:12:35).

Motion duly made by Commissioner Gaston and seconded by Commissioner Castle to adjourn the September Planning Commission.

SUMMARY

1. Action Item: Approval of the Meeting Minutes for May 19, 2022.
2. Executive Director's Update.
3. Information Only: SEPTA's Trolley Modernization (Jennifer Dougherty, SEPTA)
4. Review and Comment: Nomination of the Gates Street Historic District (300 block) to the Philadelphia Register of Historic Places (Allyson Mehley, Philadelphia Historical Commission)
5. Action Item: Zoning Bill No. 220418: "An Ordinance amending Title 14 of The Philadelphia Code, entitled 'Zoning and Planning,' by revising and clarifying certain provisions and making technical changes, all under certain terms and conditions." Introduced by Councilmember Johnson on May 12, 2022. (Presented by Mason Austin)
6. Action Item: Zoning Bill No. 220447: Amending Title 14 of The Philadelphia Code, entitled "Zoning and Planning," by providing for limited expansion of single-room residence, under certain terms and conditions. Introduced by Councilmember Green on May 19, 2022. (Presented by Ian Hegarty)

APPROVED

STAFF RECOMMENDATION FOR APPROVAL WAS NOT APPROVED

SEPTA FORWARD>>>



Trolley Modernization

Program Overview Presentation

September 2022



Agenda

- 01** **Program Overview**
- 02** **Current Studies**
- 03** **Outreach**



A photograph of a light rail train, number 9089, traveling on a city street. The train is white with a blue stripe and has "34 13TH-MARKET" displayed on its front. The street is lined with trees and parked cars. A purple semi-transparent overlay covers the entire image. The text "Program Overview" is written in white, bold, sans-serif font on the right side of the image.

Program Overview

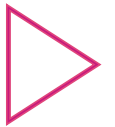
What is Trolley Modernization? A once in a generation opportunity to transform the nation's largest trolley network, delivering benefits across the region.



Trolleys have played a critical role in our region since the early 1900s.



The current vehicles have served communities since the 1980s, but need to be replaced with modern, accessible vehicles and stations.



SEPTA is transforming trolleys to meet the needs of riders today and tomorrow—**that means accessible, faster and easier to use service for everyone.**



Overbrook Trolley 6/5/1908, Free Library of Philadelphia

Trolley Modernization Includes:

New, longer vehicles that hold more passengers and feature low floors and ramps, wider pathways, and open space for people with wheelchairs, walkers, and strollers.

New on-street stations that are well-marked, safe, and fully accessible. Rebuilt existing stations are fully accessible with improved amenities.

Infrastructure + operational improvements to facilities signals and stations to make service faster and more reliable.

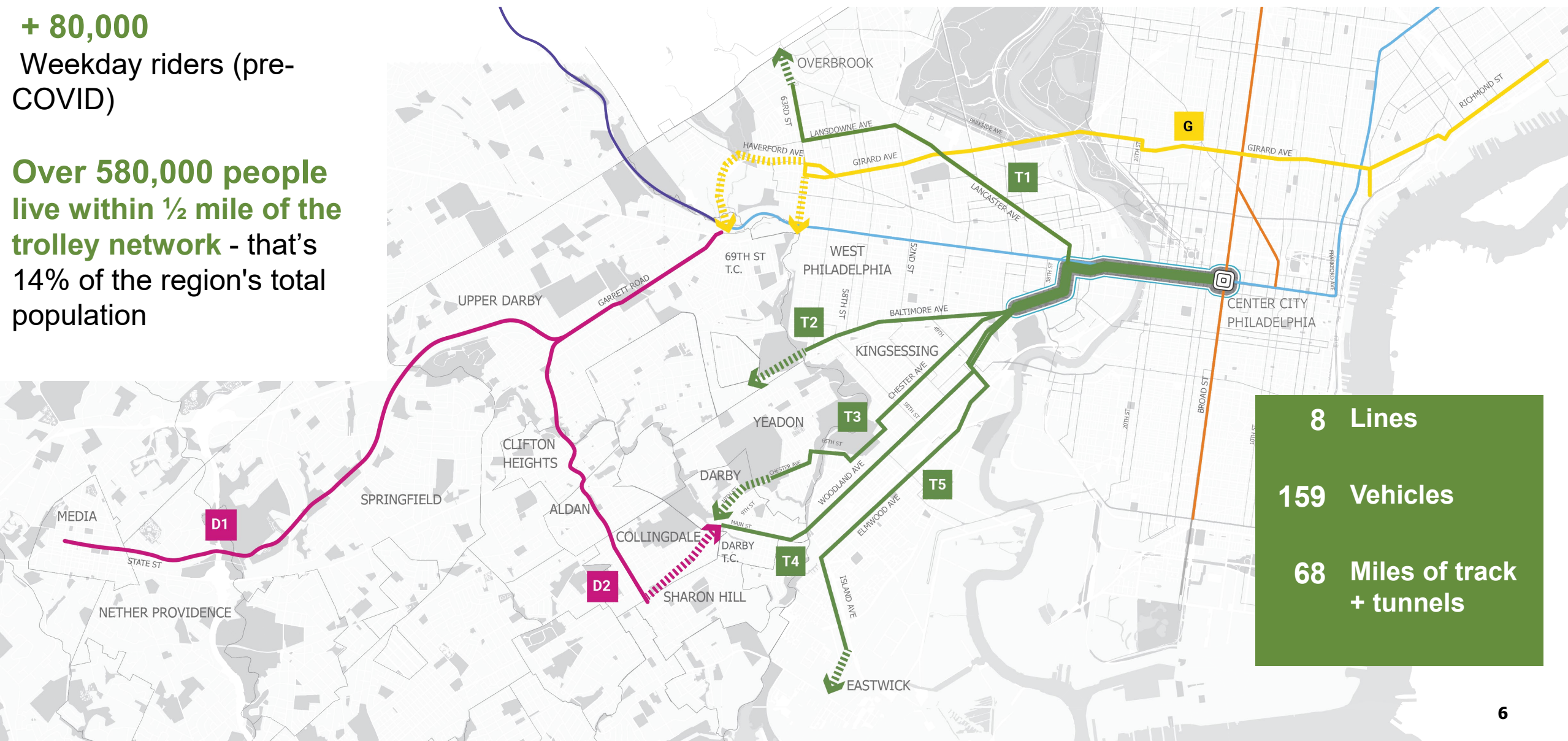
Proposed line extensions that reach more destinations and connect to more SEPTA services, improve operations, and have new, larger passenger and operator amenities.

SYSTEM MAP

+ 80,000

Weekday riders (pre-COVID)

Over 580,000 people live within ½ mile of the trolley network - that's 14% of the region's total population

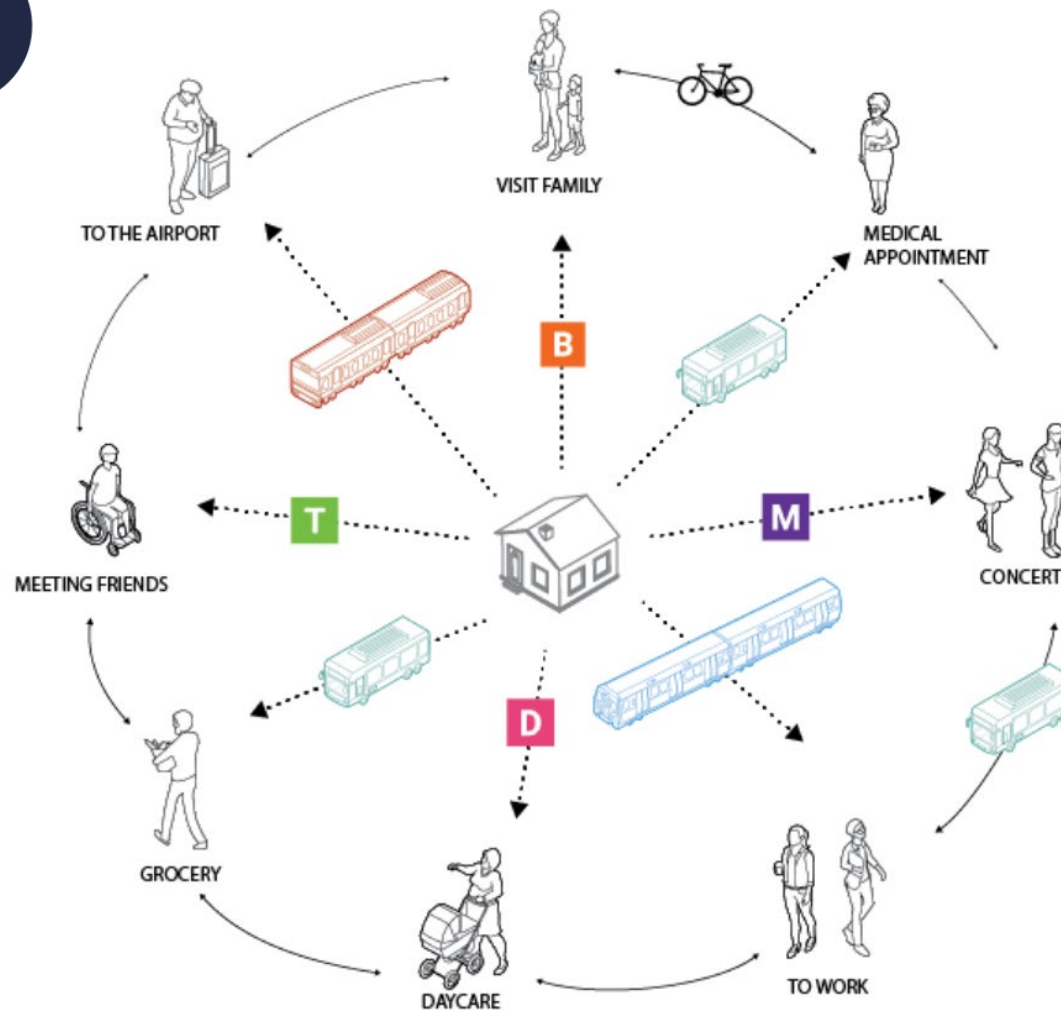


SEPTA FORWARD >>>

Trolley Modernization is a critical initiative of SEPTA Forward, our strategic plan, and our efforts to revamp our services and better connect people across the region.

SEPTA Forward sets the vision for a **Lifestyle Transit Network: a frequent, easy to use, and integrated transit system that can be used for any sort of trip.**

That could be a traditional 9-to-5 commutes, reverse commuting, heading to school, shift work, everyday errands, or leisure activities—anything!



Benefits of Trolley Modernization



Equity

Trolley Modernization will improve transit access in communities where 59% of the population are people of color—disproportionately more than the region at large.



Climate

Trolley Modernization will result in lower levels of air pollution by speeding up service and reducing the number car trips taken in our communities.



Community

Trolley Modernization will strengthen existing connections by improving transit services that link workers to jobs, students to schools, and diverse communities to each other—supporting local businesses and an affordable cost-of-living for everyone.



Jobs

Trolley Modernization will catalyze over 38,000 permanent jobs across the region and improve access to 350,000 jobs, including those in Center City and University City, the economic heart of our region.

Trolley Modernization will deliver transit service that is:

ACCESSIBLE

FAST

EASY

By making trolleys accessible, fast, and easy to use, Trolley Modernization strengthens this critical part of SEPTA Metro—enabling more people to reach more opportunities affordably, equitably, and sustainably.



GOAL #1 **ACCESSIBLE**

Create a fully accessible trolley system with new vehicles and stations built for universal access.



ACCESSIBLE

- New, accessible vehicles with low floors and ramps
- New, on-street accessible stations
- Fully accessible subway stations with elevators and higher platforms
- Fully accessible SEPTA right of way stations with ramps and higher, longer, and wider platforms
- Audio and visual messaging systems

GOAL #2

FAST

Deliver faster service with modern signal systems and roadway space prioritized for transit.



FAST

- Higher capacity vehicles
- No-step boarding
- All door boarding
- Frictionless fare payment
- Stop rebalancing
- Transit signal prioritization
- Double tracking and switch improvements
- Transit supportive development
- Enforcement of parking rules and coordination with curb uses
- Reduced power outages

GOAL #3
EASY

Provide an easy-to-use trolley system with highly visible stations and consistent service.



EASY

- Wayfinding with clear signage, maps, station and route naming
- Real-time information
- Comfortable vehicles
- Visible stations with consistent passenger amenities
- Route extensions and connections
- Coordinated and consistent schedules across modes
- Operator amenities

ACCESSIBLE, FAST, EASY

What does accessible, fast, and easy trolley service look like? Trolley Modernization improves every step of riders' journeys—from arriving at the station to reaching your destination.

- A** Stations are highly visible and have clear wayfinding
- B** Crosswalks and fully accessible station facilities are integrated
- C** Stations have comfortable waiting areas with benches, maps, and real-time information
- D** Platforms are the same height as trolley floors, providing easy, accessible access
- E** New trolleys have more space, all door boarding, and are fully accessible



A photograph of a SEPTA train at a station platform, overlaid with a semi-transparent green filter. The train is white with 'SEPTA' and the number '9000' visible. The destination sign on the front reads '36 13th-MARKET'. The platform has a trash can and a utility pole. The background shows trees and a building.

Current Studies

Operations & Capacity Study

Purpose:

- Provide a comprehensive look at existing conditions on the network
- Identify short- and long-term improvements to the system which the study will model and analyze to quantify their impacts. Including:
 - Signals and Communications – on street and off
 - Vehicle capacity
 - Track & switches
 - Schedules
 - Boarding & aligning, stop consolidation
- Grant preparedness
- **Conducted with the program goals in mind (accessible, fast, easy).**

Potential outcomes

- Faster, more reliable trips
- More frequency for more of the day
- New boarding procedures
- Intersection improvements
- Roadway operational changes

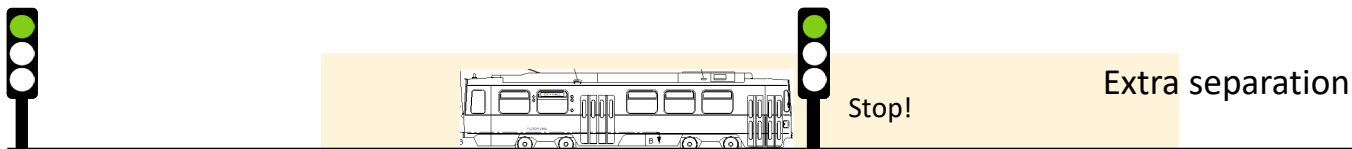
Status:

- Existing conditions & operations analysis complete.
- Operations simulation model creation complete.
- Tunnel simulation complete.

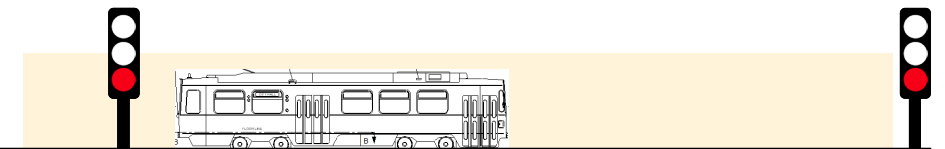
Next:

- Develop on-street and dedicated ROW simulation scenarios for modernization scenarios.

Trolley virtual occupancy in
double layered system



Trolley operators must approach red signals slowly and be
prepared to stop when they reach it, making trip times longer



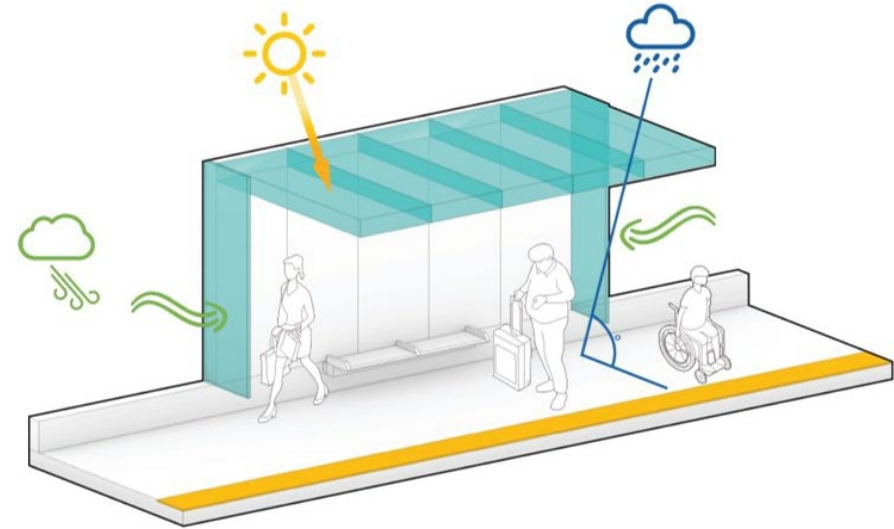
Station Design & Development Manual

Purpose:

- Build off the Delaware Valley Regional Planning Commission's Modern Trolley Station Design Guides.
- Verify platform design standards both internally and externally.
- Identify station typologies that fit existing roadway and dedicated right-of-way conditions.
- Develop conceptual station designs.
- Develop station look and feel including station amenities such as signage, railings, seating, shelters, and trash cans.
- Involve the public in trolley modernization program.

Status:

- Best practices complete and existing conditions complete.
- Documentation and verification of platform standards complete.
- Plan views and cross-sections of station typologies complete.
- Station design and options underway.
- Summer outreach complete, additional fall outreach planned.



STATION AMENITIES MENU



Draft Station "Kit-of-Parts" illustration.

Blossom at Bartram! Complete Streets Project

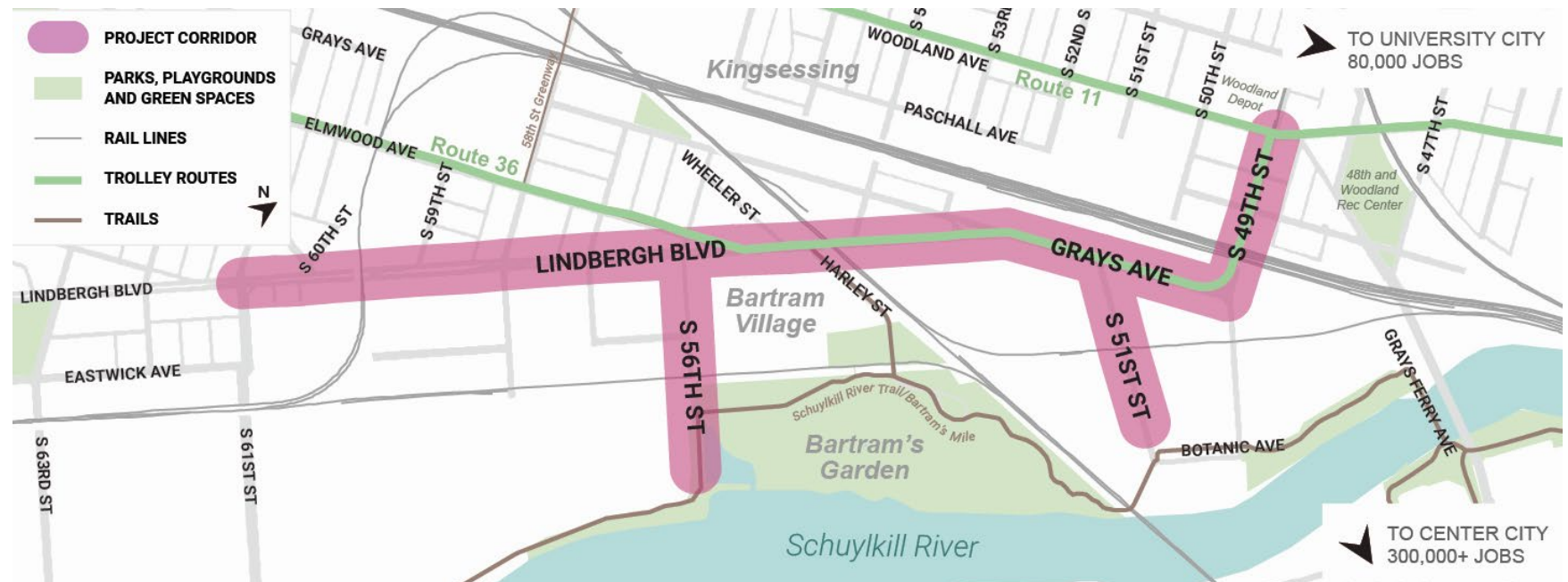
FTA funded HOPE grant with additional funds from the Philadelphia Industrial Development Corporation (PIDC).

Purpose:

- Enable accessible trolley stations to be constructed on this non-typical roadway.
- Improve conditions for all users on this high-injury network roadway as identified by the City's Vision Zero program.
- Provide better access to major job centers and enable redevelopment of major brownfield sites.
- Better connect residents to open space and the Schuylkill River.

Status:

- Existing Conditions complete
- Three roadway alternatives developed – open for public comment.
- Preferred alternative selected
Fall 2022, advancing to 15% design.



Study area map

Blossom at Bartram! Complete Streets Project

Initial Findings:

- Roadway safety and quality of life issues are paramount to the community.
- Openness to major roadway changes from community, stakeholders, and implementing agencies.
- Significant improvements to reduce vehicular speeding and increase multi-modal safety (transit, pedestrian, bicycle) are possible.

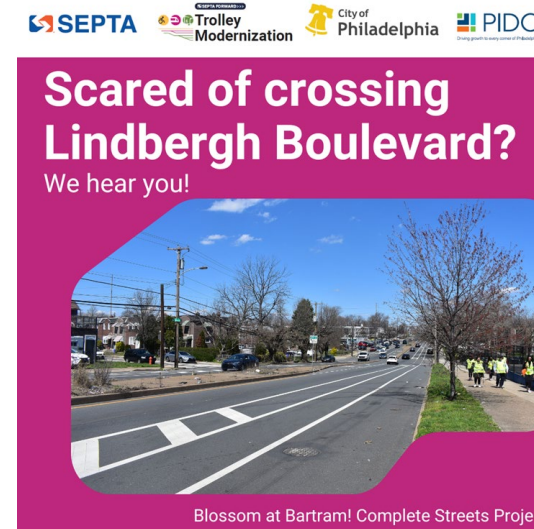
Roadway Design SEPTA impacts:

Track is very far from existing curbs and the corridor varies in width and design.

- **Trolley stations** – Potential station locations and typologies
- **Track** – Possible need to relocation track along Grays Avenue to eliminate “dead man’s curve” and enable truck traffic without impacting stations.
- **Potential new routing** – Recommendation to continue track down Lindbergh to 58th to simplify dangerous Elmwood, 56th & Lindbergh intersection

August Roadway Alternatives Outreach:

- Pop ups:
 - 49th & Woodland – Thursday, August 11th - 11am to 1 pm
 - Kingessing Recreation Center Community Day - Saturday, August 20th 10 am to 2 pm
 - Bartram’s Garden Movie Night – Shazam - Friday, August 26th at sunset
- [Online survey](#)





Outreach

Trolley Modernization Outreach

Outreach purpose

- Raise awareness of the program
- Educate about the program goals & elements
- Get public input on station design & roadway operations

Summer Efforts

- Operator inreach
- Public outreach
 - Pop-up events at major trolley ridership stops & stations
 - Tabling at local events & festivals
 - Joint tabling with Bus Rev & its project bus
 - Project survey & new website outreach materials

Upcoming September Efforts

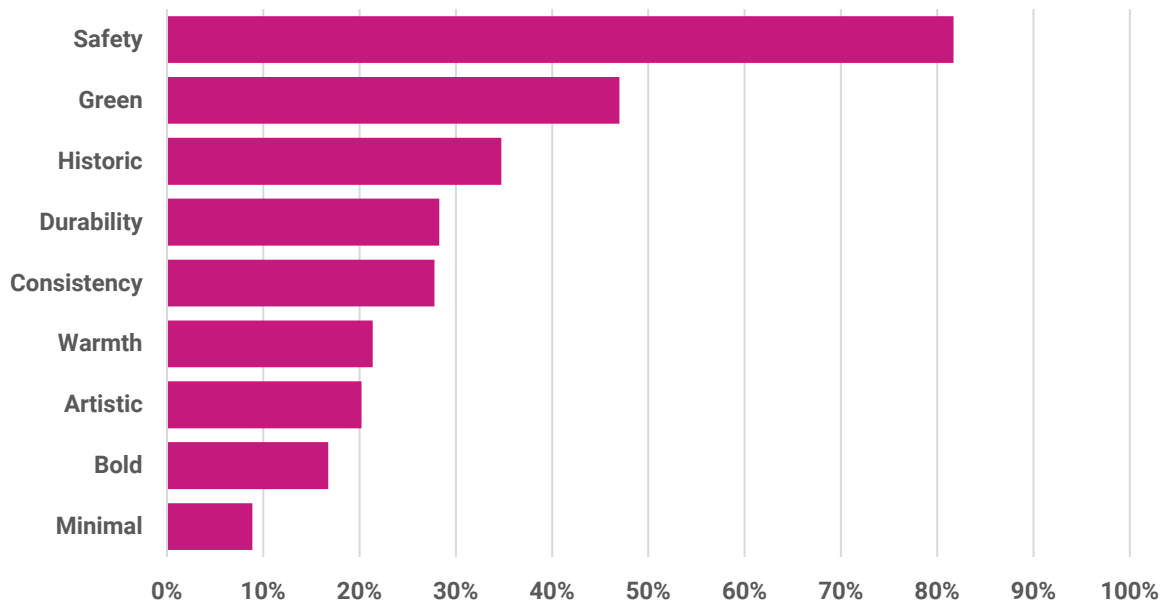
- Focused on Station Design
- Transit Talk – September 21st
- Additional Pop-ups & Community Events
- Ongoing website updates



Outreach board at 15th Street Pop-Up

Trolley Modernization Early Survey Results

What would you prioritize when considering station design? Pick your top 3.



Reach

- Over 4,200 online & 500 in-person responses
- Results will need to be weighted

Questions

- Survey was designed to educate the public about program elements like new vehicles, stations, and operational changes while soliciting their input.

Results

- **Vehicle livery question:** SEPTA Red, white and Blue was the overall top choice. Line color closely followed with some groups (younger cohorts, and Asian, Pacific-Islanders) preferring this option.
- **Station spacing question:** “Faster service, fewer stops, longer walk to stop, more street parking” was the preferred option by a majority for all groups except those over 75+, Native Americans, and non-binary respondents.
- **Trolley operations questions:** There was strong support for each Trolley Mod intervention by all groups.
 - Even non-riders were over 80 on average on a scale of 0 to 100 where 100 means “fully support”.
- **Station Design:** Safety was the most commonly cited priority for station design among the options, followed by Green (sustainability). No other priority was cited by more than 40% of each group.

SEPTA FORWARD>>>

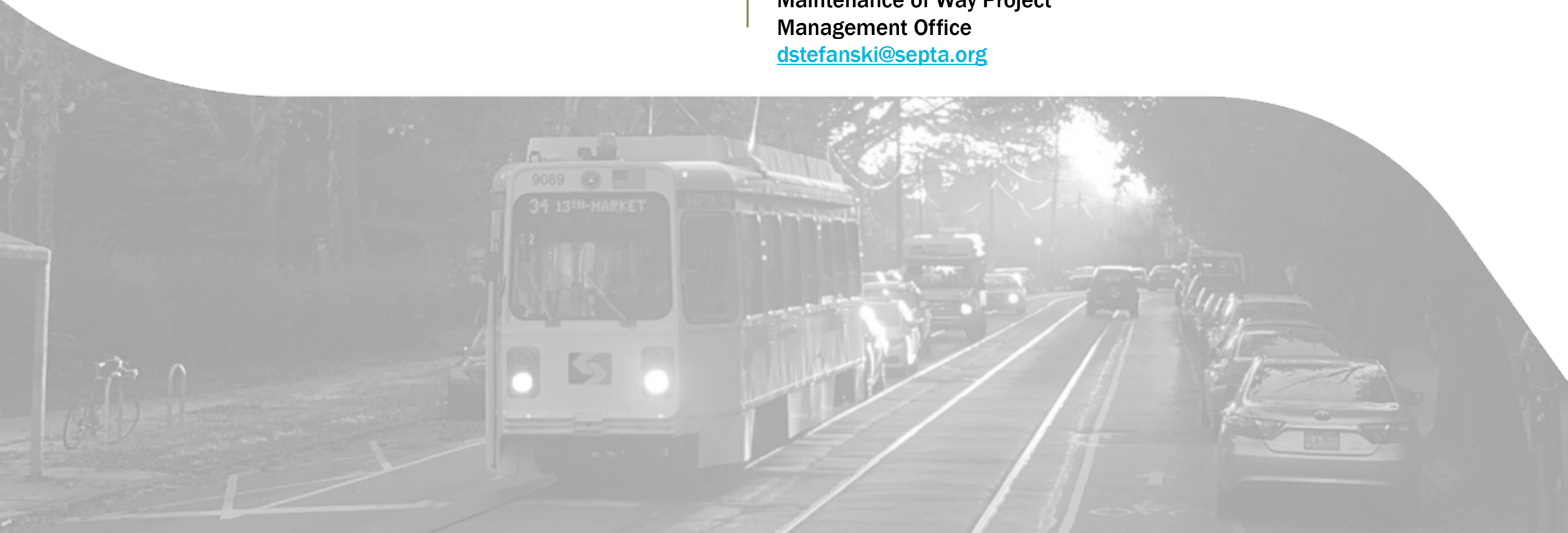


Trolley Modernization

Learn more at
planning.septa.org

Jennifer Dougherty, AICP
Manager of Long-Range Planning
jdougherty@septa.org

Dennis Stefanski
Senior Program Manager –
Maintenance of Way Project
Management Office
dstefanski@septa.org



| Attended | User Name (Original Name) | Email | Join Time | Leave Time | Time in Session (minutes) | Is Guest | Country/Region Name |
|----------|--|-----------------------|-----------------|-----------------|---------------------------|----------|---------------------|
| Yes | jeff | | 9/15/2022 13:03 | 9/15/2022 15:15 | 133 | Yes | United States |
| Yes | Alex Smith | | 9/15/2022 13:03 | 9/15/2022 14:33 | 91 | Yes | United States |
| Yes | Alex | | 9/15/2022 14:43 | 9/15/2022 14:56 | 14 | Yes | United States |
| Yes | Alex | | 9/15/2022 14:57 | 9/15/2022 15:15 | 18 | Yes | United States |
| Yes | 12158435555 | | 9/15/2022 13:17 | 9/15/2022 13:18 | 1 | Yes | United States |
| Yes | Ben Schmidt# PCPC | | 9/15/2022 13:19 | 9/15/2022 15:15 | 117 | Yes | United States |
| Yes | Kelly Yan | | 9/15/2022 13:33 | 9/15/2022 15:15 | 102 | Yes | United States |
| Yes | Nicole Ozdemir | | 9/15/2022 13:20 | 9/15/2022 15:15 | 115 | Yes | United States |
| Yes | Toni Johnson | | 9/15/2022 13:09 | 9/15/2022 13:17 | 8 | Yes | United States |
| Yes | Christine Ertz | | 9/15/2022 13:14 | 9/15/2022 14:18 | 65 | Yes | United States |
| Yes | Kacie Liss | | 9/15/2022 13:04 | 9/15/2022 15:15 | 132 | Yes | United States |
| Yes | Sandra Carter | | 9/15/2022 13:10 | 9/15/2022 14:07 | 58 | Yes | United States |
| Yes | Sandra Carter | | 9/15/2022 14:09 | 9/15/2022 15:07 | 59 | Yes | United States |
| Yes | Sandra Carter | | 9/15/2022 15:09 | 9/15/2022 15:15 | 7 | Yes | United States |
| Yes | Y.E. | | 9/15/2022 13:27 | 9/15/2022 15:15 | 108 | Yes | United States |
| Yes | Jametta Johnson | | 9/15/2022 13:03 | 9/15/2022 15:15 | 133 | Yes | United States |
| Yes | Samantha Zrillo (She/Her/Hers) | | 9/15/2022 13:03 | 9/15/2022 14:28 | 85 | Yes | United States |
| Yes | Brianna Thornhill | | 9/15/2022 13:03 | 9/15/2022 15:15 | 133 | Yes | United States |
| Yes | Oscar Beisert | | 9/15/2022 13:03 | 9/15/2022 14:54 | 112 | Yes | United States |
| Yes | Oscar Beisert | | 9/15/2022 14:54 | 9/15/2022 15:02 | 8 | Yes | United States |
| Yes | Naomi.Tariku | | 9/15/2022 13:03 | 9/15/2022 15:15 | 133 | Yes | United States |
| Yes | Maggy White# Law Dept | maggy.white@phila.gov | 9/15/2022 13:11 | 9/15/2022 15:15 | 125 | Yes | United States |
| Yes | mark zachary | | 9/15/2022 13:03 | 9/15/2022 14:27 | 85 | Yes | United States |
| Yes | mark zachary | | 9/15/2022 14:27 | 9/15/2022 15:15 | 48 | Yes | United States |
| Yes | Andy | | 9/15/2022 13:02 | 9/15/2022 13:20 | 18 | Yes | United States |
| Yes | Andrew | | 9/15/2022 13:20 | 9/15/2022 13:58 | 38 | Yes | United States |
| Yes | Andy | | 9/15/2022 13:23 | 9/15/2022 14:02 | 40 | Yes | United States |
| Yes | Alex Charnov (he/him) | | 9/15/2022 13:02 | 9/15/2022 14:38 | 96 | Yes | United States |
| Yes | Bruce Bohri | | 9/15/2022 14:34 | 9/15/2022 15:15 | 42 | Yes | United States |
| Yes | Sarah Chiu | | 9/15/2022 13:03 | 9/15/2022 15:15 | 133 | Yes | United States |
| Yes | Maximillian Keyser | | 9/15/2022 13:03 | 9/15/2022 15:15 | 133 | Yes | United States |
| Yes | Ian Litwin | | 9/15/2022 13:23 | 9/15/2022 15:15 | 113 | Yes | United States |
| Yes | Cheryl Feldman | | 9/15/2022 14:04 | 9/15/2022 14:20 | 16 | Yes | United States |
| Yes | Ron Bednar (PCPC Staff) | | 9/15/2022 13:02 | 9/15/2022 15:05 | 124 | Yes | United States |
| Yes | Javier Suarez | | 9/15/2022 13:03 | 9/15/2022 13:55 | 53 | Yes | United States |
| Yes | Adam Nagel | | 9/15/2022 13:09 | 9/15/2022 15:15 | 126 | Yes | United States |
| Yes | mina monavarian | | 9/15/2022 13:23 | 9/15/2022 15:15 | 112 | Yes | United States |
| Yes | Aaron Holly | | 9/15/2022 13:02 | 9/15/2022 15:15 | 133 | Yes | United States |
| Yes | Mary Costello# Esq. (Phila Law Dept.) | | 9/15/2022 13:03 | 9/15/2022 14:21 | 78 | Yes | United States |
| Yes | a weiss/SoLo | | 9/15/2022 13:03 | 9/15/2022 13:46 | 44 | Yes | United States |
| Yes | a weiss/SoLo | | 9/15/2022 13:47 | 9/15/2022 14:57 | 71 | Yes | United States |
| Yes | Jack Conviser# Philadelphia City Planning Commission Staff | | 9/15/2022 13:05 | 9/15/2022 15:15 | 130 | Yes | United States |
| Yes | Rolando Sanchez | | 9/15/2022 13:02 | 9/15/2022 15:15 | 133 | Yes | United States |
| Yes | Jake Blumgart | | 9/15/2022 13:04 | 9/15/2022 15:15 | 132 | Yes | United States |

| | | | | | | | |
|-----|----------------------------------|--|-----------------|-----------------|-----|-----|---------------|
| Yes | novilette | | 9/15/2022 13:48 | 9/15/2022 15:15 | 88 | Yes | United States |
| Yes | Mark Harris | | 9/15/2022 13:03 | 9/15/2022 14:11 | 69 | Yes | United States |
| Yes | Joan Garrett | | 9/15/2022 13:03 | 9/15/2022 15:15 | 133 | Yes | United States |
| Yes | Harry Hughes | | 9/15/2022 13:06 | 9/15/2022 13:36 | 31 | Yes | United States |
| Yes | Harry Hughes | | 9/15/2022 14:13 | 9/15/2022 15:15 | 63 | Yes | United States |
| Yes | Sarah Banh | | 9/15/2022 13:07 | 9/15/2022 15:15 | 129 | Yes | United States |
| Yes | John Haak - Phila City Plng Comm | | 9/15/2022 13:02 | 9/15/2022 15:15 | 133 | Yes | United States |
| Yes | Judith Robinson | | 9/15/2022 13:37 | 9/15/2022 15:15 | 98 | Yes | United States |
| Yes | Matt Wysong (PCPC Staff) | | 9/15/2022 13:09 | 9/15/2022 14:52 | 104 | Yes | United States |
| Yes | Marlene Schleifer | | 9/15/2022 13:03 | 9/15/2022 14:19 | 76 | Yes | United States |
| Yes | 12158435555 | | 9/15/2022 14:57 | 9/15/2022 15:15 | 19 | Yes | United States |
| Yes | Laura.Spina | | 9/15/2022 13:03 | 9/15/2022 15:15 | 133 | Yes | United States |
| Yes | James Saile | | 9/15/2022 13:02 | 9/15/2022 14:13 | 72 | Yes | United States |
| Yes | James Saile | | 9/15/2022 14:56 | 9/15/2022 15:15 | 20 | Yes | United States |

| # | Question | Asker Name | Asker Email | Answer | Question Time | Answered Time |
|----|---|--------------|-------------|--|-----------------|-----------------|
| 1 | will the route 23 trolley come back to germantown ave? we have track no trolley | a weiss/SoLo | '- | Thank you for your question. We will ask SEPTA's representative if they can respond. | 9/15/2022 13:25 | 9/15/2022 13:28 |
| 2 | thank you | a weiss/SoLo | '- | | 9/15/2022 13:29 | |
| 3 | Is there a more concrtese timeline at this moment of the Trolley Modernization from the announcement to the developement to the completion and launching of the new trolleys? | Andy | '- | Please raise your hand and we will recognize you. | 9/15/2022 13:34 | 9/15/2022 13:34 |
| 4 | will the shelters have solar panels on the roof? | a weiss/SoLo | '- | Please raise you hand to ask your question | 9/15/2022 13:38 | 9/15/2022 13:39 |
| 5 | Yes, the question about other houses in Roxborough and Manyunk that could also be designated as historic is a valid one and needs to be considered. Also, how will the designation affect owners who may need maintenance or some renovations? Will they need to follow certain guidelines? I do not want to speak but this is my question. Thank you. Yvonne | Y.E. | '- | Please raise your hand and address your comment or question to the Commissioners | 9/15/2022 14:06 | 9/15/2022 14:06 |
| 6 | This story clearly demonstrates how the city does not seem to have an overall plan for the city about development but appears to just lean to the will of any developer who has a plan and many times community members do not know of the plans until they are already in motion. This is happening all around the city. Parkside has beautiful homes. Germantown has historic homes. We need to look at the bigger picture. | Y.E. | '- | Please raise your hand and address your comment to the Commissioners | 9/15/2022 14:08 | 9/15/2022 14:10 |
| 7 | Thank you! | Y.E. | '- | | 9/15/2022 14:18 | |
| 8 | thank you michael johns! -allison weiss SoLo | a weiss/SoLo | '- | | 9/15/2022 14:44 | |
| 9 | thank all the commissioners! -allison weiss SoLo | a weiss/SoLo | '- | | 9/15/2022 14:53 | |
| 10 | I think after community input is established, all districts and corridors need to offer small, boarding room type options. I think the larger issue is why are we only requiring developers to offer just 20 or 30 % of affordable housing and get tax abatements? That is just 2 or 3 units out of 10. Also I do not think we should allow the commercial corridor to be eliminated from having these facilities and they need strong licensing and onsight management. In fact, we may be seeing in the future that a lot of tall commercial buildings in Philadelphia will become obsolete as more people are advocating for changes in how and where workers work such as at home and these buildings could be adapted to dorm type facilities for all income levels. I believe we must talk to community first because it will also add another layer of density in the community and how will that affect all involved. I do not wish to speak but please share my thoughts with the commision in chat if possible. Thank you. Community comes first. | Y.E. | '- | | 9/15/2022 14:54 | |

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|----|--|------|----|--|-----------------|--|
| 11 | I agree income base housing is the right term. Variety of housing is important and we must look at how density affects overall quality of life issues in all neighborhood. Community must be included in all planning. Thank you. | Y.E. | '- | | 9/15/2022 15:07 | |
| 12 | Thank you Ms. Carter. A study was done by some who have said that social issues becomes an issue including violence, etc. no matter whether it is a developer who puts up a tall market place housing units or single units, and we have the land. Housing doesn't need to have higher buildings. Philadelphia has lots of land and houses that could be developed or redeveloped. Higher buildings is not the answer if you are renting them at \$1500 for a one bedroom, It is just something developers want to make a profit off of. The community has a say and developers need to listen. No need to read my comment but later the commissioners can read it later. Thank you. | Y.E. | '- | | 9/15/2022 15:14 | |