



Legislation Text

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Amending Bill No. 050670, entitled “An Ordinance granting permission to Center City ERUV Corporation, in order to demarcate the boundaries of a Center City eruv district, to construct and maintain a clear nylon cord and other ancillary facilities including a maximum of ten poles along, over, and in certain public rights-of-way and City streets, and/or to attach such demarcation facilities to existing facilities owned by other entities authorized by other City ordinances, subject to such owner’s consent; all under certain terms and conditions,” to modify applicable boundaries, all under certain terms and conditions

THE COUNCIL OF THE CITY OF PHILADELPHIA HEREBY ORDAINS:

SECTION 1. Section 1(a) of Bill No. 050670 (approved November 10, 2005) is hereby deleted and replaced with the following:

(a) The Eruv Boundaries will make maximum use of existing physical features which can be used for demarcation of an eruv for the Center City area, including currently installed utility lines, existing walls and fences, and river banks and other embankments. In certain areas, such existing boundaries will be supplemented by a clear nylon cord to connect such existing features and create a continuous boundary, and in some areas, lechis may be mounted on utility poles, subject to the owner’s consent, to create the proper form of boundary line; a maximum of ten new poles and a few extensions of existing fence posts may also be erected. The approximate territory bounded by the Eruv Boundaries is the area between Washington Avenue on the south, Poplar Street on the north, the Schuylkill River on the west, and Interstate 95 on the east. The specific boundaries are delineated as follows:

	From	To
Poplar Street	New Market Street	Poplar Drive
Poplar Drive	Poplar Street	Sedgely Drive
Sedgely Drive	Poplar Drive	Kelly Drive
Kelly Drive	Sedgely Drive	Waterworks Drive
Waterworks Drive	Kelly Drive	295 feet south of Kelly Drive
295 feet south of Kelly Drive	Waterworks Drive	Schuylkill River (east embankment)
Schuylkill River (east embankment)	295 feet south of Kelly Drive	Market Street
Market Street	Schuylkill River (east embankment)	East side of CSX Railroad right-of-way
East side of CSX Railroad right-of-way	Market Street	North and east limits of plot of Philadelphia Auto Body (under I76)

North and east limits of plot of Philadelphia Auto Body (under I76)	East side of CSX Railroad right-of-way	North limit of 3349 Greys Ferry Avenue (gas station)
North limit of 3349 Greys Ferry Avenue (gas station)	North and east limits of plot of Philadelphia Auto Body (under I76)	East fence of 34th Street Bridge
East fence of 34th Street Bridge	North limit of 3349 Greys Ferry Avenue (gas station)	Projection of the east embankment of Schuylkill River onto the 34th Street Bridge
Projection of the east embankment of Schuylkill River onto the 34th Street Bridge	East fence of 34th Street Bridge	Schuylkill River (embankment along Greys Ferry Crescent)
Schuylkill River (embankment along Greys Ferry Crescent)	Projection of the east embankment of Schuylkill River onto the 34th Street Bridge	Northern limit of plot of Philadelphia Trolley Works
Northern limit of plot of Philadelphia Trolley Works	Schuylkill River (embankment along Greys Ferry Crescent)	Schuylkill Avenue
Schuylkill Avenue	Northern limit of plot of Philadelphia Trolley Works	Reed St
Reed St	Schuylkill Avenue	Reed St Bridge (over the railway)
Reed St Bridge (over the railway)	Reed St	Western limit of 1400 S Warfield St
Western limit of 1400 S Warfield St	Reed St Bridge (over the railway)	Western limit of 1450 S Warfield St
Western limit of 1450 S Warfield St	Western limit of 1400 S Warfield St	Western limit of 1550 S Warfield St
Western limit of 1550 S Warfield St	Western limit of 1450 S Warfield St	Southern limit of 1550 S Warfield St
Southern limit of 1550 S Warfield St	Western limit of 1550 S Warfield St	Bridge structure over I76 at Morris St
Bridge structure over I76 at Morris St	Southern limit of 1550 S Warfield St	Vare Avenue
Vare Avenue	Bridge structure over I76 at Morris St	West Ritner Street
West Ritner Street	Vare Avenue	South 25th Street
South 25th Street	West Ritner Street	West Passyunk Avenue
West Passyunk Avenue	South 25th Street	West Oregon Avenue

West Oregon Avenue	West Passyunk Avenue	East side of CSX Railroad right-of-way
East side of CSX Railroad right-of-way	West Oregon Avenue	North side of I76
North side of I76	East side of CSX Railroad right-of-way	West Moyamensing Avenue
West Moyamensing Avenue	North side of I76	South side of I76
South side of I76	West Moyamensing Avenue	South 15th Street
South 15th Street	South side of I76	Packer Avenue
Packer Avenue	South 15th Street	South 10th Street
South 10th Street	Packer Avenue	North side of I76
North side of I76	South 10th Street	South 7th Street
South 7th Street	North side of I76	Bigler Street
Bigler Street	South 7th Street	North side of I76
North side of I76	Bigler Street	South Front Street
South Front Street	North side of I76	North side of I95 offramp onto Walt Whitman Bridge
North side of I95 offramp onto Walt Whitman Bridge	South Front Street	East Oregon Avenue
East Oregon Avenue	North side of I95 offramp onto Walt Whitman Bridge	South Swanson Street
South Swanson Street	East Oregon Avenue	East Porter Street
East Porter Street	South Swanson Street	Space underneath I95 viaduct
Space underneath I95 viaduct	East Porter Street	Christian Street
Christian Street	Space underneath I95 viaduct	West side of I95
West side of I95	Christian Street	Southern limit of Vietnam Veterans Memorial Park
Southern limit of Vietnam Veterans Memorial Park	West side of I95	Christopher Columbus Boulevard
Christopher Columbus Boulevard	Southern limit of Vietnam Veterans Memorial Park	Northern limit of Vietnam Veterans Memorial Park
East side of I95	Northern limit of Vietnam Veterans Memorial Park	Spring Garden Street
Spring Garden Street	East side of I95	West side of I95
West side of I95	Spring Garden Street	New Market Street

To the extent approved by the Department of Streets, CCEC is authorized to install, construct, maintain, operate, replace and remove a clear nylon cord or string and other ancillary facilities, including lechis, several

new extensions of existing fence posts, and a maximum of ten new poles, and other facilities as may be approved by the Department of Streets (collectively, the “Demarcation System”), along, in, and over the public rights-of-way listed above.

SECTION 2. This Ordinance shall not become effective unless the sum of two hundred dollars (\$200.00), toward costs thereof, is paid into the City Treasury within sixty (60) days after this Ordinance becomes law.