

UPPER MERION TOWNSHIP BOARD OF SUPERVISORS  
NOVEMBER 3, 2011

The Board of Supervisors of Upper Merion Township met for a Business Meeting on Thursday, November 3, 2011, in Freedom Hall, in the Township Building in King of Prussia. The meeting was called to order at 7:48 p.m., followed by a pledge to the flag.

ROLL CALL:

Supervisors present were: Greg Waks, Joseph Bartlett, Edward McBride, Bill Jenaway, and Erika Spott. Also present were: Ron Wagenmann, Township Manager; Joseph Pizonka, Township Solicitor, Rob Loeper, Township Planner; Russ Benner, Township Engineer, and Judith A. Vicchio, Assistant Township Manager.

MEETING MINUTES:

It was moved by Mr. Bartlett, seconded by Mrs. Spott, all voting "Aye" to approve the October 6, 2011 and October 13, 2011 Business Meeting Minutes as submitted. None opposed. Motion approved 5-0.

CHAIRMAN'S COMMENTS:

Chairman McBride reported on an executive session regarding personnel.

NEW BUSINESS

CONSENT AGENDA:

1. Bid Recommendations
  - a. Residential Rambler Shuttle (*approved with Saturday option*)
  - b. Towing Contract
2. Sumner Dam Removal and Stream Restoration Project – Proposed Change Order #3; Post Irene/Lee Storm Damage Repair – T&M Associates
3. Resolution No. 2011-23 re: Establish Police Officers' Contribution to the Police Pension Plan for the year 2012
4. Resolution No. 2011-24 re: Pennsylvania Growing Greener
5. Resolution No. 2011-25 re: Certification Fees for Upper Merion Tax Collector (*note: removed from agenda pending information from Solicitor*)
6. Change Order Request re: Roofing Project - \$37,500
7. Consulting Proposal re: Bio-Fueled Energy Project
8. Permission to Advertise re: Zoning Amendments *Hearing Date: 12/8/11*
9. Appointment re: Sharon Duris – Library Board

Board Action:

It was moved by Mr. Jenaway, seconded by Mr. Waks, all voting "Aye" to approve the Consent Agenda excluding item #5. None opposed. Motion approved 5-0.

PHASE I DEVELOPMENT/SUBDIVISION PLAN RE: VALLEY FORGE CENTER ASSOCIATES/TARGET CORPORATION. VALLEY FORGE SHOPPING CENTER WITH A TARGET, STARBUCKS AND INLINE COMMERCIAL BUILDING. PROPOSED NEW CONSTRUCTION 178,285 SQUARE FEET, DEMOLITION 103,019 SQUARE FEET, NET INCREASE 75,396 SQUARE FEET, SC SHOPPING CENTER, 23.5 ACRES.

Mr. Rob Loeper, Township Planner, stated the project entails the redevelopment of a major portion of the Valley Forge Shopping Center at Henderson Road and Route 202. There will be 178,000 square feet of new construction and demolition of about 103,000 existing square feet for a net increase of 75,000 square feet. The proposed development will include the new Target store as well as two additional buildings, one for Starbucks which will be relocated and a third retail building which will be a multi-tenanted retail building.

Mr. Adam S. Benosky, Bohler Engineering, provided an overview and narrated a slide presentation on the proposed demolition and redevelopment of a major portion of the Valley Forge Shopping Center. The overall shopping center is about 24 acres and the redevelopment will involve approximately 12 acres in total; the demolition includes all of the lower level except McDonald's. The former Buckley's space will not be demolished because it is underneath an existing Michael's store, but it will be effectively "mothballed." This area will not be part of the new structure or new retail space. The Buckley space will be there, but it will be more mechanical rooms and access from the upper level to the lower level. The existing driveways will provide site access. Highlighted on the plan along the Route 202 corridor there are currently three driveways, plus the main drive into the lower center and the Town Center Road entrance. Three driveways along the frontage on DeKalb Pike will be eliminated (two at the existing Starbucks and one at the Mattress Giant). A 10,000 square foot retail building along Henderson Road will be added and would be accessed internally. The rendering indicated a large building adjacent to the Michael's store that is the proposed Target building. The Starbucks that was along the frontage is being moved to an out parcel location along Route 202 that is accessed internally with surrounding parking.

Mr. Benosky pointed out the area on the plan underneath the Target where parking is located and indicated the Target building would be elevated and raised on stilts so the vehicle entering from Route 202 or anywhere on the site can effectively drive and park underneath the building and then access the building through a vestibule. There will be vertical transportation, i.e., elevators and escalators to bring the customer up to the sales floor. The building will be raised above grade to accommodate parking under the building.

Green area has been added throughout the site with street trees along the frontage, landscaped parking islands, buffering throughout along the edges and an extensive buffer along the back loading area of the Target. Mr. Benosky pointed out the loading area where trucks can make full turning circulation and get into the Target loading docks.

Stormwater management will be provided by an underground system located under the front parking lot along Henderson Road.

Questions were raised at the recent Upper Merion Township Planning Commission with regard to circulation, access to the site, and pedestrian circulation. Illustrated on the slide were areas of the site representing sidewalks and pedestrian access points. Mr. Benosky pointed out that there is a sidewalk along Route 202 ending approximately at the Starbucks. This sidewalk would be extended along the applicant's frontage bringing it into the site and creating a pedestrian crosswalk for access to the new Starbucks. The access would then continue up to the new vestibule for the Target building. Access would also be provided to the right (or south) to the new retail space along Henderson Road and to the north to the McDonald's. The slide also indicated the access

underneath the Target.

Questions were also raised at the Planning Commission meeting about access from the upper level to the lower level. Mr. Benofsky explained there is about a ten foot drop in the floor to floor elevation from the Michael's floor down to the Target floor. Details are being worked out of how the access will occur from the upper level to the lower level parking lot. The applicant is looking into a series of either a ramp or stair system at the plaza level from the Michael's to bring customers down into the concrete area underneath the Target. It would be vertical transportation down with a walkway over to the elevators or escalators into the Target.

The slide indicated the front vestibule of the Target for orientation. Mr. Benosky pointed out the sidewalks that go over to the retail space along Henderson Road with a connection from that point across the drive and into the McDonald's facility. An access point has been created for parking so anyone parked in the upper lot who wanted to go to McDonald's could walk down an angular walkway to the level of the McDonald's. The applicant has also provided for anyone parked underneath or at the Target could walk through and over a crosswalk to get to the McDonald's and continue on the sidewalk out to the existing sidewalk network on Henderson Road.

Mr. Benosky highlighted the existing sidewalk at the rear of the site at Prince Frederick. A connection is proposed to that sidewalk by way of a ramp because of the significant grade change in that location. He emphasized that all the walks shown so far are ADA compliant.

The next series of slides showed the existing condition between Route 202 and the parking. Mr. Benosky indicated there was a comment at the Planning Commission about trying to add pedestrian access which would bring people from the lower level along Route 202, up to Town Center to continue the sidewalk. He pointed out the grade differential and a number of utility poles in this area. In looking south onto Route 202, Mr. Benosky showed the light at Town Center Drive and the point it becomes more narrow with a lot of significant utility poles. The applicant is trying to see if a sidewalk could fit in there to allow sidewalk along the road frontage, but because of the grade differential and the existing parking, it is very difficult to do. The applicant also took a look at the lower level area and the same pole network at the lower access point off of Route 202. They tried to look at what could be done about moving some of the parking, pulling the parking back off of Route 202 to allow for the sidewalk. In order to do that some of the parking would have to be eliminated. The issue with this option is there are existing leases in place for Michael's, Bed Bath and Beyond and some of the other tenants from the upper area restricting parking and mandating a certain amount of parking. With the grade differential and utility poles, it would be almost impossible to get the walk in.

Another issue coming up in the Planning Commission is the truck circulation. Mr. Benosky said the center is going to function as it does today as far as truck circulation for the existing tenants. The Bed Bath and Beyond and Michael's will continue to load as they do today; the biggest change will be with the Target. Utilizing the aerial, Mr. Benosky pointed out Michael's loading dock in the back and showed where the proposed Target loading dock would be located in the back of the building, where the proposed access to the Target would be for trucks, and how the trucks could come out of the loading dock, make a full circle and exit back onto Henderson Road and down to Route 202. For the McDonald's, as they do today, trucks would enter off of Henderson, come in and circle around the McDonald's and then back out onto Henderson. The proposed in-line retail in the front would be deliveries from small box truck type vehicles. There would be no tractor trailer deliveries. Mr. Benosky pointed out a loading zone and how the trucks can circumnavigate through the parking field for that use. The proposed Starbucks gets one to two very small box truck deliveries and would be the same type of situation where the box truck would come in off of

Route 202 and would be able to circumnavigate through and exit the site.

Casey A. Moore, Professional Engineer, McMahon Associates, presented the next slides with regard to traffic improvements. He stated a very comprehensive traffic study has been prepared and submitted to both the township and PennDOT. The conclusions of the traffic study produced some improvements are being proposed along the adjacent roadways to the center. The first improvement at Town Center and Route 202 are primarily single timing enhancements to allow this intersection to operate better than it does today. It will also include some ADA improvements for both pedestrians and walk times with Ped Hand/Man signal heads. In moving down Route 202 at the main driveway, because the median has an abrupt taper into the left turn lane, it was proposed to flatten the median so it is an easier transition to make the turn.

Mr. Moore pointed out the area on the plan where the three driveways would be enclosed and contribute to a lot less turning movements and less conflicts with vehicles.

At Henderson Road and Route 202, there is currently a very short northbound left turn lane onto Henderson Road. There is sufficient area in the median today to extend that lane, and the applicant has been in coordination with the King of Prussia Business Improvement District (BID) to coordinate with the BID's plans to improve the medians. The applicant does not want to take away their whole median. There is a bush in the middle of that median and the applicant proposes to lengthen the left turn lane by about 100 feet and taper it back (it would be all on the north side of the current bush). There are constant queues in the northbound direction, and this will provide some additional stacking area for the left turn lane.

Mr. Moore pointed out a driveway along Henderson Road where some enhanced pedestrian facilities are proposed with ADA compliant ramps and striping. He noted the township is working on an adaptive signal project and is aware with any timing changes at Town Center and around the site; the applicant needs to coordinate any timing changes with the township's traffic engineer.

Mr. G. Nicholas Popehn, Target Corporation, Minneapolis, provided an illustration of how the building will sit on the site and provided an overview of the overall design for the building and a brief outline of the circulation throughout the site given the elevation differences.

Mr. Benosky provided an overview of some renderings of other retail spaces including the proposed Starbucks and an inline retail designed to be part of the overall center. As part of the redevelopment the upper level of the center the remaining retail spaces will be refaçaded as well. The elevations are not worked out for those, but that will be integrated into the overall redevelopment of the center. As they become available the applicant will share them with the Board.

Mr. Jenaway commented that the intersections impacting the property were discussed with the exception of Prince Frederick and Henderson. He indicated that a number of people had concerns regarding the turning radius of tractor trailers, in particular, off of Henderson onto Prince Frederick as well as the amount of buffer space that exists between the intersection and the stop lines. Mr. Jenaway emphasized the intersection needs a thorough review as there are clear issues at this intersection.

Mr. Jenaway stated he believes the applicant is coordinating with the property across Route 202. Mr. Moore confirmed the applicant is coordinating with that property and sharing traffic studies and comments.

Mr. Jenaway asked if there is any prediction for an after-Target traffic volume change as compared to its previous volume when it was a bustling

shopping center. Mr. Moore responded the vacant space in the shopping center is approximately 70,000 square feet today. If the existing center was fully occupied today producing traffic, there would be approximately 150 more trips (in and out) than it is today during the peak p.m. time. When the additional traffic is added for the 75,000 square feet it would be about another 150 vehicles per day. In answering the question in two parts, Mr. Moore indicated it is approximately 150 p.m. peak hours trips in and out of the center at all the various access points. With the various access points, it is about 75 in and 75 out during that peak period. On a Saturday it is roughly about 200 additional trips beyond if the center is fully occupied.

Mr. Jenaway wanted to confirm the applicant would not have containerized storage. Mr. Popehn confirmed the applicant would not have containerized storage as they size the stock room appropriately and they do not need container storage in back.

Mr. Jenaway followed up on the issue about the access on the first and second levels. He commented he had an opportunity to go to the Target on City Line Avenue which is not much different from this site and observed at that store there is access on both levels. Mr. Jenaway realizes there is a construction cost per square foot to stay within and by putting an access on top it might not be possible to stay within the cost per square foot, but he believes it would be a lot more convenient for the people.

Mrs. Spott stated her experience in making a left hand turn north on Route 202 driving in and out to the existing stores is quite dangerous and even more so traveling south and making a left into the project across the street. She asked if there is any thought of putting an actual controlled light there. Mr. Moore responded one of the ways they approached this project was to determine what the actual project needed. He said on the applicant's side of the street there are multiple access points around the site and different abilities to turn in and circulate on site. Mr. Moore indicated the applicant will produce improvements to make the on site better than exists today. He stated when their analysis was done it was determined a left hand turn was not needed at this location. Mr. Moore was not in favor of introducing a light at this location.

Mrs. Spott emphasized she was not talking about a left out of the applicant's site, but was referring to traveling north on heavily traveled Route 202 making a left into the site and remains concerned it is dangerous. Mrs. Spott indicated it is not reasonable to say the other access points would be readily used as most people are just going to take Route 202 and make a left turn into the Target. And the reverse (202 South) on the opposite side is challenging as well. Mrs. Spott asked for some creative thought to be given as to how to fix that situation and make it as safe as possible. Mr. Moore indicated the applicant would make it as safe as possible.

Mrs. Spott indicated she would like the applicant to keep focused on such things as pedestrian access both to and around the site, bicycle access, greenery, and aesthetics. Mrs. Spott would also like the applicant to keep in mind the location of the Starbucks patio to minimize the exhaust from traffic.

Mrs. Spott stated the previously mentioned questions regarding truck delivery, hours, and noise are issues she will monitor as the plan progresses.

Mr. McBride asked the applicant to provide an analysis of the pros and cons of putting a controlled light at the location previously mentioned by Mrs. Spott.

Mr. McBride also asked that a rendering of the project be provided to show the elevations and what the plan site would look like in the community. Mr. Benosky responded as the plan is refined, the applicant will provide a three dimensional perspective so elevations are more defined.

Mr. Jenaway stated there was a mention made at the Planning Commission about the existing retention basin and the shift to the underground basin. It is his understanding we are now looking at the developed property as far as the stormwater demands will be. Mr. Benosky responded in the affirmative.

Aniruddha Das, representing the condominium community, expressed concern about truck traffic at the corner of North Henderson Road and Prince Frederick Street. He also expressed support for the idea of putting a traffic light on Route 202 at the entrance for both left and right into both properties to serve a common purpose.

Having walked and biked in that area, Mr. Waks stated he is aware how bad the situation is and asked if it is unrealistic to seal off that entire entrance and exit on Prince Frederick to prevent ingress and egress out of the site. Mr. Benosky responded that the applicant is not planning on having any trucks exit and go down Prince Frederick. All of the movements would be out to North Henderson and closing down the exit on Prince Frederick is not an option for the redevelopment.

Mr. Waks asked about the number of vehicles expected to enter and exit through the Prince Frederick Street entrance and exit every day. Mr. Benofsky responded he did not have exact vehicle numbers, but it is something he could look into for the Board of Supervisors. He stated they do not anticipate a lot of trucks; Target anticipates grocery truck deliveries and general merchandise truck deliveries; and on average, there is one tractor trailer per day.

Mr. Waks asked if the applicant would provide the Board of Supervisors with information on the current vehicle and truck count as opposed to what the applicant is projecting. Mr. Benosky responded in the affirmative.

Mr. McBride asked Mr. Das to exchange contact information with the applicant's representative so they could be in communication as the plan progresses.

Dr. Bruce Goldstein expressed concern about closing off the entry on Prince Frederick Road and how it would close off entry to the beverage and car wash.

Carole Kenney followed up on her comments at the Planning Commission and reiterated her support for specific accommodations for pedestrian traffic.

Carole Kenney asked about the locations of the SEPTA bus stops that might bring workers to the Target and if there is pedestrian access to that section of the center. Mr. Benofsky responded there is an existing SEPTA bus stop that will remain and an ADA-compliant sidewalk to bring pedestrians in from that stop so they can get anywhere in the center.

Carole Kenney followed up and asked if people are on the other side of Route 202 where is the pedestrian access and how would they get there across Route 202 at Town Center Drive and into the Target area. Mr. Benosky pointed to an existing crosswalk and a walkway going all the way up in front of the retail stores. He said the applicant is working out the details so people can come across and get into the plaza area in front of the Michael's where they would have elevators, stairs, or ramps and they are working out the ADA compliant transportation whether it is elevators, stairs, ramps, to any of the lower level stores.

## RESIDENTIAL RAMBLER SHUTTLE

Following up on Consent Agenda item 1a, Mr. Wagenmann stated in the recommendation there were two options for the same contractor, First Transit. Option 1 would maintain the service for the five days. This three-year contract came in at a lower annual cost than the current contract even with restoring Saturday service (Option 2). He asked the Board of Supervisors which option when they awarded it did they favor.

### Board Action:

It was moved by Mrs. Spott, seconded by Mr. Waks, all voting "Aye" to approve the option with Saturday service. None opposed. Motion approved 5-0.

## ADDITIONAL BUSINESS

### I-76 RAMP OPENING

Mr. Waks announced the I-76 off-ramp at Henderson Road will open Friday, November 4.

### ELECTION DAY

Mr. Waks encouraged residents to vote on Election Day, November 8.

### FLU SHOTS

Mr. Mike Santillo who was featured in a PSA regarding flu shots reported more than 677 shots were given at the Township Building last week. The Board of Supervisors has designated the program as the Melissa Diane Flu Shot. He noted that not only were flu shots offered, but also pneumonia and tetanus shots.

### ADJOURNMENT:

There being no further business to come before the Board, the meeting was adjourned at 8:42 p.m.

---

RONALD G. WAGENMANN  
SECRETARY-TREASURER  
TOWNSHIP MANAGER

rap  
Minutes Approved:  
Minutes Entered: