

UPPER MERION TOWNSHIP BOARD OF SUPERVISORS
WORKSHOP MEETING
NOVEMBER 6, 2014

The Board of Supervisors of Upper Merion Township met for a Workshop Meeting on Thursday, November 6, 2014, in the Township Building. The meeting was called to order at 7:40 p.m., followed by a pledge of allegiance.

ROLL CALL:

Supervisors present were: Greg Philips, Greg Waks, and Carole Kenney. Also present were: David Kraynik, Township Manager; Sally Slook, Assistant Township Manager; Rob Loeper, Township Planner; Joseph McGrory, Township Solicitor. Supervisor Spott and Supervisor Jenaway were absent.

CHAIRPERSON'S COMMENTS:

Chairperson Waks reported an Executive Session was held prior to this meeting to discuss litigation matters.

DISCUSSIONS:

PRESENTATION OF ELECTRIC SIGNS BY THE TURNPIKE COMMISSION

Ms. Amber Reimnitz, PA Turnpike Project Manager, provided an overview of the locations, projects, properties as well as the progress of the Pre-Entry Dynamic Message Sign (DMS) project which is designed to improve the dissemination of highway information to help avoid getting into a queue of congestion on the turnpike system, at the toll booths and at ramps. The DMS signs will be utilized at approximately one to two miles prior to each interchange across the system statewide and provide helpful information including detours. Three of eight DMS for the Valley Forge Interchange are along Mall Boulevard in Upper Merion Township.

Ms. Jennifer McCracken, PE, PTOE, Project Manager for URS, provided a rendering of what the sign would look like and discussed other specifications. Other highlights as follows:

- Northbound Mall Boulevard – sign is proposed to be located 100 feet from Pulaski Drive. Power will be obtained underground from Pulaski Drive.
- Southbound Mall Boulevard – sign would be approximately 185 feet south of Goddard Boulevard. Power would be obtained underground from Goddard Boulevard. Coordinating with Lockheed Martin regarding right of way. Sign is proposed for the open green space area in front of their

- property so it is more on the hillside on top of the embankment.
- Third location is at intersection of Mall Boulevard with Turnpike ramps and Mall exit. Power would be obtained from traffic signal at this intersection.
 - Additional issues will be discussed with representatives of the King of Prussia Mall.
 - Signs will be mounted on breakaway posts.
 - Each of these signs will follow PennDOT messaging guidelines.
 - When not required for messaging signs will be blank and are never to be used for advertising.
 - Will have capability to show photos for Amber alerts.
 - PennDOT messages will be displayed in blue and Turnpike messages in green.
 - Signs will use three photoelectric cells to measure ambient light (front, rear and ground) and adjust brightness to match external conditions.
 - project scheduled for completion for design by May of 2015 with construction anticipated in the summer/fall 2015.
 - This project is part of an effort to move forward with all electronic tolling for completion by 2021.

Mr. Waks stated it would have been desirable to have met with Mall officials for feedback prior to meeting with the supervisors. He asked if this project has been discussed with the King of Prussia Business Improvement District (BID). Ms. Reimnitz responded in the negative. Mr. Waks stated the Turnpike representatives should reach out to Mr. Eric Goldstein, Executive Director of the BID.

Mr. Waks indicated he wants to hear what the BID and King of Prussia officials have to say since they are partners with the Township.

Mr. Philips said while it is a great idea to be able to inform drivers before they get involved in a turnpike jam, since the signs will be blank most of the time some effort should be expended to make the signs less generic and more aesthetically pleasing, especially the one on the hill at Lockheed Martin.

Mrs. Kenney asked if alternate routes would be provided on the signs as well as the AM station. Ms. Reimnitz responded the system will definitely have detours posted depending upon the situation and severity of the incident. A pre-planned road closure would have alternate routes posted, but if it is unplanned this information will be provided on the radio station. Ms. Reimnitz said the interstates and major PennDOT routes already have preset detour routes signified by color-coded detour signs.

Mrs. Kenney asked if it would be feasible from a cost efficient and effective standpoint to use solar panels to power the signs instead of underground electric lines. Ms. McCracken responded while that option is possible it is more expensive and a very large solar array would be needed to

power the signs.

Mrs. Kenney asked for clarification about what communication network would be necessary to post township emergency messaging. Ms. McCracken responded part of this project would entail coordination meetings with township staff and police department to designate a main contact and have a direct line of communication established.

Mr. McGrory stated indemnification and hold harmless would be necessary for any signs placed in the township right of way. He pointed out the Turnpike is not providing the Township indemnification and hold harmless in language he finds satisfactory.

Mr. Waks emphasized this is a serious issue and something the Turnpike needs to work out.

Ms. Reimnitz said by law the Turnpike cannot indemnify. Mr. McGrory took issue with that statement and pointed out the law referenced in emails he received misrepresent the statute. Mr. McGrory recommended that the Turnpike provide indemnification and hold harmless otherwise there will be a stalemate with that issue. Mr. McGrory stated for the record the reference made that the Turnpike cannot indemnify is a Turnpike policy and not a law.

REVIEW OF DRAFT ORDINANCE REGULATING RECREATIONAL VEHICLE NOISE IN THE TOWNSHIP

Chief Nolan discussed an amendment to the current nuisance ordinance which would be in addition to what is currently on the books and was brought to the attention of the police department by resident complaints. Highlights as follows:

- first page indicates noise as detrimental to the physical, mental and social wellbeing of township residents and is key to why this was brought forward.
- Second page indicates noise would be detected by a person using his or her unaided hearing faculties across a real property line. Does not require decibel levels or any kind of special equipment to determine if this is unreasonable noise. If it causes complaints it serves to disturb the peace of the community.
- List of recreational vehicles that are designed to be used on surfaces other than paved or unpaved public or private streets to include dirt bikes, mini bikes, go carts, dune buggies, snowmobiles, and the like.
- If it is on private property or property of another those activities would still be banned.

- County, Township or Commonwealth employees or their agents are permitted to use these types of vehicles while being operated within the manufacturer's specifications.
- The fine is not more than \$1,000.

Mr. McGrory stated the general nuisance language enables police to use their discretion in cooperating with people to some extent. For those who are not cooperative police officers will have the ability to cite these individuals. There is a total prohibition for certain hours late at night and early morning and if these vehicles are operated during that time there is an absolute right to have them cited without any measurement of a nuisance since it is deemed automatically to be a nuisance. In order to gain the attention of those who are doing this particular activity there is a fine of \$1,000 a day or \$1,000 per occurrence versus the \$300 that applies to other general nuisance situations.

From the public:

Evelyn Ankers commented the proposed draft ordinance provides officers with the discretion to keep neighborhoods and neighbors more reasonable.

Mr. Waks asked for clarification on the next step for the draft ordinance. Mr. McGrory responded this is a general ordinance and a Notice to Advertise is not necessary. It can simply be advertised.

Mr. Philips commented recreational vehicles are a continued nuisance and need to be controlled.

Ms. Ankers asked about the procedure for enforcing payment of citations. Mr. McGrory responded this particular ordinance allows the police the ability to fine the person riding the vehicle as well as the owner permitting the person and in effect the owner has to police his or her own property because they theoretically would be fined for the activity by permitting them on their property as well as the person conducting the activity. It would then go to a District Justice for imposition of the fine which can be as much as \$1,000. If the fine remains unpaid collection would be pursued through various means.

Mr. Waks stated this ordinance would be placed on the agenda for the December business meeting.

REVIEW OF DRAFT RFP FOR FIRE & RESCUE SERVICES STUDY

John Waters, Chief Fire Marshal, provided an overview of the draft Request for Proposal (RFP). He noted the introduction, general demographics of the township, purpose of the RFP, and schedule of events. Mr. Waters indicated the question remains concerning the timing of the RFP process: date on issuing the RFP to consulting firms, the time required to respond, consulting firm

interviews, signing of the contract, completion of the study, and receipt of draft and final report.

Mr. Kraynik said if the Board is comfortable with all aspects of the RFP, staff can get together as early as Monday morning and work on scheduling dates.

Mr. Philips asked if Mr. Jenaway's comments have been incorporated into this draft. Mr. Waters responded he would go through the comments starting with page 5, under the second paragraph referring to cost proposal. Mr. Jenaway would like to add wording that says, "fixed costs to the project shall include all research, site visits, interviews, drafts and the final report. In addition, the consultant shall indicate the number of hours included in the initial fixed cost for follow up for contact by the Board of Supervisors, for clarity/implementation of the recommendations and adding an hourly rate in the event the Board of Supervisors needs to exceed that which was allotted in the fixed proposal."

Mr. Waks stated he also received comments from Jen Schauble, Chairperson, Police Citizen Advisory Board. Mr. Waks asked if these comments were incorporated into the study. Mr. Waters responded he has not seen these comments, but there would be no problem incorporating them.

Mr. Kraynik asked if anyone who provided comments to Mr. Waters would have their comments incorporated into the draft. Mr. Waters responded in the affirmative.

Mr. Waters said page 6 lists those who will be interviewed and the Executive Board of Lafayette Ambulance will be included.

Mr. Philips questioned the stakeholders in the business community, i.e., Chamber of Commerce and Business Improvement District and asked what information they would be able to provide. Mr. Waters responded these were suggested to provide input.

Mr. Waks suggested obtaining input from Realen because of the potential substation. Mr. Waters indicated that would not be a problem.

Mr. Philips suggested contacting officials at the King of Prussia Mall for input.

Mr. Kraynik asked if there is any value adding the School District to this list, and it was agreed to do so.

Mr. Waters stated page 7 provides a general review of the current status with emergency services and lists those issues the consultant should review.

Another suggestion was made to add SEPTA rail in view of the huge impact on fire and rescue services. Mr. Waters indicated there would be no problem in adding SEPTA.

Referring to page 8, Mr. Waters stated under specific requirements after the fourth bullet it is proposed to add the following language: “what changes are recommended to enhance volunteerism and sustain a volunteer system even if some paid staffing is necessary. What consolidation opportunities exist within Upper Merion Fire and Rescue Services and with other neighboring communities including what stations should be merged, staffed, and not staffed.”

Mr. Waters stated page 9 and 10 relate to deliverables and page 11 is how proposals will be evaluated and if there are questions about the proposals and rejection of proposals. Page 12 allows for the withdrawal of proposals and describes what will be considered in the selection of the consultant as well the responsibilities of the consultant. Page 13 asks for a firm price and provides details about the execution of the contract. There is also a “no assignment” clause. The company must do the work and cannot sub it. There is also a confidentiality, rights to submit a material, a non-discrimination and affirmative action clause. Page 14 requests the proposed consultants provide three references for whom this type of study/consulting work was performed and the last page is the signature page.

After reviewing the list of potential RFP’s, Mr. Philips asked if there is only one firm in Pennsylvania that can do this kind of work. Mr. Waters responded the list was compiled by updating an RFP that was put together ten years ago. A Google search was also done for public safety consultants.

Mr. Philips asked for clarification about the RFP advertising process. Mr. Waters responded it would be advertised in the paper similar to what is done for a bid; a hard copy would be sent to each of the consultants, and posted on the township website.

Mr. Kraynik asked if there are any advertising possibilities in any state-wide publications. Mr. Waters responded there is *The Pennsylvania Firemen*. It could also be sent to the State Fire Commissioner’s office and the Pennsylvania Fire and Emergency Services Institute.

Referring to page 8, Mrs. Kenney asked if the final report could also be provided in a PowerPoint format that could be sent to the Fire and Rescue Services Board, the supervisors and possibly to the public. Mr. Waters indicated that could be done. He said the final report would be in the 100-200 page range, but one of the requested tasks would be to develop a formal presentation using Microsoft PowerPoint that highlights the main points and recommendations.

Ms. Pam Forster, Lafayette Ambulance commented one of the things to keep in mind when selecting a company is they need to have experience with a combination of departments between volunteers and paid personnel because Lafayette has paid personnel and this needs to be taken into consideration.

Mr. Waters asked if Lafayette's Board of Directors will be asked to be incorporated into the study would it not be appropriate to also include the three individual fire company Boards of Directors.

Mr. Kraynik said for now the Fire and Rescue Services Board is part of the review process and the question is if the Board wants to do anything beyond that.

Mr. Waks commented technically each company is represented on the Fire and Rescue Services Board.

Ms. Forster said she intends to share the draft report with her board.

Mr. Waters indicated his recommendation would be to give it to the Fire and Rescue Services Board and let them disseminate it among themselves, discuss it, and through the Fire and Rescue Services Board bring their comments back. Everyone agreed.

Mr. Waters suggested adding the draft and final report must be submitted in hard copy as well as PDF so that it can be emailed as needed.

Mr. Waters said he would disseminate for final approval a draft #4 to incorporate the comments presented at this meeting.

Mrs. Kenney asked about the time frame for the entire project. Mr. Waters responded he has been told it would take at least six months, possibly nine months to complete the study.

Dennis Orangers, Chairperson, Fire and Rescue Services Board, asked for clarification that the comments submitted will all remain in the RFP. Mr. Waters responded he did not delete anything and all submissions were incorporated word for word.

A member of the group commented a lot of layers were added to the study by suggesting various other entities be interviewed and the comment was made if this were a comprehensive local government plan it would be appropriate but this study does not need to be bogged down by speaking with each and every group mentioned earlier in this discussion.

Mr. Philips said that was the point of his comment about bringing the Chamber of Commerce to the table. He noted in Realen's case there is some value in view of land being set aside for a substation and from the Mall's perspective there is also value.

PRESENTATION BY THE VALLEY FORGE TOURISM AND CONVENTION BOARD

Ed Harris, Vice President of Marketing and Communications, Valley Forge Tourism and Convention Board (VFTCB). The VFTCB recently launched a new campaign aimed at bringing travel and tourism to all of Montgomery County's attractions and destinations, encouraging visitors and locals to #MakItMontco. Mr. Harris spoke about some of the new campaign initiatives and how they directly impact Upper Merion Township, and a video was shown.

Mr. Philips asked if a shorter version of the video is available. Mr. Harris responded in the affirmative. He said there is an earlier video on YouTube and several videos that highlight the various assets around the county.

Mr. Waks commented he heard the VFTCB had a good event at the King of Prussia Mall "MakItMontco" kickoff recently. Mr. Harris responded they partnered with the King of Prussia Business Improvement District.

Mr. Waks emphasized it is important to involve the county, and important as well to involve the township because no one from the township was invited to the "MakItMontco" event and he received negative feedback about this. Mr. Harris responded this is good feedback for the future.

Mr. Philips pointed out Upper Merion Township has a lot of attractions not available in some nearby areas and not everyone will go to a website or YouTube. Mr. Harris responded the VFTCB did an extensive campaign this summer. While everything was driven to valleyforge.org, this past summer they did have a 30-second commercial which ran 51 times on Channel 6. They also had billboards in central and northern Jersey.

Mrs. Kenney observed the video had too much of a focus on shopping and came across as more of an advertisement for the stores. She said what is missing is Spring Mountain skiing in the winter time. There is nothing about horseback riding, boating on the Schuylkill River, or farmers markets in Montgomery County which would have provided more balance. Mr. Harris responded they do have a good partnership with Spring Mountain and the next time he comes that can be shown. He will also make sure Upper Merion Township is on their invitation list for events.

Mrs. Joan Kellett asked about VFTCB's marketing as a hotel destination for conventions. Mr. Harris responded a marketing effort is made to fill hotel

occupancies for conventions; however, the larger conventions are usually in Philadelphia and this area is an overflow hotel destination. The weekday nights are easier to fill because of the corporate community in the county whereas the weekend nights have been challenging.

Mr. Philips asked if the challenge occurs because of a lack of major events on a weekend. Mr. Harris responded that is part of the problem and the other factor is the loss of some basketball tournaments because of a new facility in Lancaster.

Mr. Harris noted VFTCB is at the Folk Festival every year with a traveling kiosk giving out information about this area. The traveling kiosk also went around to 20 different stops this past summer.

600 RIVER ROAD: SUNCAP PROPERTY GROUP/FED EX; 300,000 SF WAREHOUSE/TRANSFER STATION; 63 acres, HI/LI INDUSTRIAL

Mr. Rob Loeper, Township Planner, stated the property at 600 River Road is located next to the sewer plant opposite the Philadelphia Inquirer printing plant. The property is owned by the Drummond Corporation and there has been speculation for years as to what ultimately would occur with this property. SunCap Property Group recently expressed interest in the possibility of building a FedEx transfer station warehouse on the 53-acre property which is zoned HI and LI. Utilizing the aerial, Mr. Loeper pointed out the location of the property located along Flint Hill Road.

Mr. Loeper noted the applicant has met with staff on a preliminary basis to discuss various issues and components of the land development process although a formal submission has not been made at this time. A scoping meeting was held with PennDOT, township staff and McMahon and Associates to review the scope of the traffic study that will ultimately be submitted as part of the land development application so that PennDOT and the township could identify their issues of concern.

Matthew N. McClure, Ballard Spahr, stated SunCap Property Group is a preferred developer of FedEx Ground facilities throughout the United States. He indicated Jonathan Greene, SunCap Group, would explain the difference between FedEx Ground and FedEx generally.

Jonathan Greene, Vice President Development, SunCap Property Group, stated Federal Express is the parent company and uses airplanes to overnight packages. Fed Ex Ground uses only trailer trucks and the small delivery vans to deliver packages to homes and offices. The purpose of the proposed building is to serve as a distribution center where boxes are taken off the trailer trucks, sorted, placed on the appropriate van and then delivered to homes and offices. The trailer trucks come from hubs such as Syracuse, New York, Woodbridge,

New Jersey, Hartford, Connecticut and Allentown, Pennsylvania.

Utilizing the aerial, Mr. Greene indicated how trucks would enter into the secure facility and the route the packages would take once within the site until they are offloaded to the appropriate van for delivery throughout the community.

Jennifer Caffery, Senior Project Manager, Langan Engineering and Environmental Services, discussed how the applicant would deal with stormwater. She indicated the existing site is a wooded piece of property with a sewer easement that runs along the south side of the site up to the treatment plan which is just north of the site. The Schuylkill River is on one side and Flint Hill Road on the other side with a good amount of grade change in the wooded area. Utilizing the aerial, Ms. Caffery pointed out where most of the major stormwater improvements would occur. Stormwater management would be handled by above ground basins. Currently the applicant is working through different items with the DEP and the Montgomery County Conservation District.

Mr. Greene noted the significant amount of natural growth provided for the residents from the facility.

Dan Desario, Traffic Engineer, Langan Engineering, stated the plan is to bring the new driveway out onto Schuylkill River Road (PA-23) right across the driveway from the newspaper building. It is proposed to signalize the intersection.

Mr. Philips asked if the applicant believes the warrant criteria will be met to install a signalized intersection. Mr. Desario responded if the warrant is not met, the applicant would ask PennDOT to put in fiber optics and all underground wiring to accommodate a future signal, and, in his view, it is believed a warrant would be met.

Mr. Loeper indicated the signal issue was discussed at the scoping meeting and a lot would depend on how fast FedEx would occupy the building and ramp up for full utilization.

Mr. McClure indicated the applicant is refining the plans for land development submission by the end of the month.

Mrs. Kenney asked about the size of the building. Mr. McClure responded, "318,000 square feet total improvements for the main building and accessory buildings."

Mr. Philips asked if the Allendale Road FedEx site would be vacated. Mr. Greene was not familiar with the other site although he said it would not be a relocation.

Mrs. Kenney asked how many jobs would be created. Mr. Greene indicated the numbers are not available for release as yet.

Mrs. Kenney asked about the number of parking places. Mr. Greene responded there would be 600 spaces. The plan envisions total build out for the maximum possible growth, although this would not occur right away.

Mr. Philips asked what would be built initially. Mr. Greene referred to the improvements shown on the aerial.

Mr. Philips asked if the 318,000 square feet of industrial space would be built regardless of the number of people employed initially. Mr. Greene responded in the affirmative. He said it would be built to full phase so they would be able to make one capital investment in the conveyor system.

Mr. Greene indicated the reason for all the parking is to account for shift change since there will be an overlap at one point. During the holiday season there is a significant number of part-time help employed. Mr. Green said the applicant would provide a spread sheet indicating exact full-time and part-time employment.

Mr. Philips asked for an explanation about how Federal Express and FedEx Ground work. Mr. Greene responded Federal Express Corporate is the parent company. Mr. Green responded there is a distinction between packages that are moved with airplanes by Federal Express and packages that are moved with trailer trucks by FedEx Ground. Fed Ex Ground Package System, Inc. is a wholly owned subsidiary of Federal Express. The applicant's lease is actually with FedEx Ground and all the packages moving through their system only go through with trucks; they do not use any of the airport facilities.

Mrs. Kenney asked what happens between year one and year five. Mr. Greene responded there will be an initial startup and as the business grows they want to be prepared for that growth.

Mrs. Kenney asked about the impact on traffic and how many trucks a day are anticipated going in and out. Mr. Desario responded the applicant has submitted a preliminary assessment to PennDOT and is working on the traffic impact study now. The information would be forthcoming in the near future.

Mr. Greene provided a general idea of what a routine day would be like at the warehouse.

Mrs. Kenney asked about the hours of operation. Mr. Greene responded it is a 24-hour facility. Some activity will be seen every hour during the course of the day, but not during overnight hours.

Mr. Waks stated one of the issues he hears from Swedeland residents concerns the number of commercial trucks going through their neighborhood, specifically Flint Hill Road. Since the applicant wants to build a facility from one end of Flint Hill Road to the other end of Schuylkill River Road, Mr. Waks asked if there has ever been any thought to building a road to connect the two roadways. Mr. Philips commented, "or at least having traffic down Flint Hill Road coming into the back of the proposed facility." Mr. Desario responded there are tremendous changes in grade at that property, especially along Flint Hill Road as well as streams on the southern end. With the configuration of this proto type facility Mr. Desario does not believe it would allow for that type of road to go through this property.

A discussion followed with option highlights as follows:

- starting the road at McCoy's Lane and having it veer into Schuylkill River Road
- opening up the road in front of the sewer plant. Questions were raised about the ability to open up McCoy's Lane since it is a gated private road owned by the quarry.
- If enough right of way could be obtained it would be possible to extend Hertzog Boulevard all the way down, but there may not be enough buffer on the stream. Questions were raised regarding the stream referred to by Ms. Caffery and whether it was active or dry.

Mr. McGrory asked if there is a remediation plan or if there are any constraints on construction and a representative of the applicant responded they would obtain the answers.

Mr. Waks asked if the applicant is proposing porous pavement, and was informed porous pavement would not be used due to the geology.

Mr. McGrory stated the issue over the road [McCoy's Lane] is a major issue and should be determined before going to final engineering and submitting an engineered plan. There needs to be a determination made whether it is feasible or not and what can be done about it.

Mr. Waks said it makes sense for the applicant to come in for a staff meeting very soon to have the Township Engineer and the Traffic Engineer take a look at the plan.

Mr. Philips asked how much right of way would be needed. Mr. Loeper responded a 60 foot minimum right of way would be needed.

Mr. McGrory asked if it is advisable to give the applicant guidance on whether the road connection is feasible or not. Mr. Loeper responded the road connection was one of the first issues raised with the applicant.

Mr. McKee asked if the proposed facility would replace some of the ground transportation that is currently at Allendale Road, but not replace the Federal Express facility there. Mr. Greene responded FedEx Ground is totally independent and separate from Federal Express. He indicated he is not familiar with that facility, but if it is a Federal Express it is independent.

Mr. McKee asked about the distribution area that would be serviced from this proposed facility. Mr. Greene did not have that information available.

Mr. McKee asked for the location of the facility where the vans are currently located. Mr. Greene did not have that information available.

Mr. McKee commented the distribution area would be needed for the traffic impact study and would be a critical question during land development. Mr. Loeper noted this was discussed with PennDOT and with McMahan and Associates in terms of the scoping.

Mr. McKee said PA-23 was mentioned as the primary route for heavy trucks and asked if this means they will not get off at the Gulph Mills exit. He asked how trucks would come to this facility traveling US-422 from Pottstown/Reading or Great Valley Corporate Center. Mr. Loeper responded that was the question raised specifically by PennDOT and the applicant was asked to provide that information for the traffic study.

Mr. McKee asked if there is another distribution center in Eastern Pennsylvania. Mr. Greene did not have that information available.

Mr. McKee indicated there would be an economic advantage to open some kind of access to Church Road which goes directly out to the western corridor and would be closer to the PA turnpike which has a tentative off slip ramp plan for Henderson Road. He cited the township's Comprehensive Plan, page 19, item 4 which says, "Church Road will be extended from Flint Hill Road to River Road as part of the Drummond Property by the developer." Mr. McKee said the Upper Merion Planning Commission will be looking at this. He also mentioned on page 35 it mentions how to remove regional and non-residential traffic from the local residential roads such as B Street and some of the other residential communities.

In looking at the plan, Mr. McKee commented it is about one-third building and two-thirds macadam parking. If some kind of access to the township-owned property could be obtained, there are ways to shift or align the parking to have some remote parking and have a road that cuts through. If there is a need to

fence it off and have limited access for employees it can be done thereby providing alignment closer to Church Road.

Mr. McGrory asked if the portion without a right of way belongs to Drummond. Mr. Loeper responded in the affirmative.

Mr. McKee commented about obtaining a short easement for use of the corner property to get to the township-owned parcel.

Mr. Waks commented a way must be found to connect Flint Hill to Schuylkill River Road.

Mrs. Kenney requested clarification regarding Mr. McKee's comments about the proposed extension of Church Road from Flint Hill to River Road and asked who owns the land being discussed for the proposed extension. Mr. McKee responded it has always been considered part of the Drummond property and would not be for an extension. Church Road cannot go through because of the quarry. It was never anticipated this property would be developed by a single user, but rather subdivided with 10-15 acre sites. If that were being done the whole idea of putting a road connection through would be a lot easier. An unidentified member of the group mentioned there would still be the stream, required buffer, steep slopes, and harsh geology. Mr. Loeper pointed out access would still be needed for the sites.

Mr. Waks mentioned the potential for Henderson Road off ramps on the Pennsylvania Turnpike (Saulin Boulevard at Henderson Road and First Avenue). He said the First Avenue option would be closer for a plant than the off ramp at Henderson Road with significantly less traffic and no residential neighborhoods.

Mr. Philips said this might be an opportunity to go back to the Transportation Authority and have a frank discussion with PennDOT to put the PA-23 bypass back on the map.

Mr. McGrory asked that the township's traffic engineer be briefed on this discussion. Mr. Loeper responded the traffic engineer was part of the scoping meeting when all of this was discussed.

1069 MOUNT PLEASANT ROAD, LOT-LINE REVISION; 0.67 ACRES, R-1A

Mr. Loeper stated the applicant is proposing a lot line change for two properties located at 1059 and 1069 Mount Pleasant Avenue. The proposed lot line change will result in 4,000 SF of property being purchased by the owners of 1069 Mount Pleasant from the owners of 1059 Mount Pleasant. The property line shift will enable the property owner to demolish the old house and build a new house. No new lots will be created as a result of this proposed lot line change. Zoning relief was granted by the Zoning Hearing Board. The Township

Engineer reviewed the plan with seven comments that are all typos or plan notes. The Upper Merion Planning Commission reviewed the plan and recommended approval.

Mrs. Jennifer Smith, applicant, offered comments indicating the proposed lot change will make it possible to provide additional space for her growing family in a new modular two-story, four bedroom home. Mr. and Mrs. Smith have the support of their neighbors in this effort which will improve their neighborhood.

Mr. Waks asked that a resolution be prepared and placed on the agenda for consideration by the Board of Supervisors at their November 13th business meeting.

UPDATE ON THE DANIEL T. KELLETT SKATEBOARD PARK

Detective Les Glauner, stated 4 ½ years ago a committee of township residents and business people presented an idea to the Board of Supervisors for a skateboard park in the township. The initial design was 100 feet by 60 feet, 6 feet high with an estimated cost of \$125,000. Approval was given to the committee to raise their own funds which they have been doing for the past 4 ½ years which to date has raised \$74,000.

Contacts were made with a professional skate park company to see what could be built with about \$100,000. The reason for going with the new design was the amount of equipment and concrete are reduced and is referred to by the majority of kids as “street style skating,” and will be a unique feature in Upper Merion Township.

Detective Glauner indicated a Request for Proposal (RFP) has been prepared. Once the engineering has been done it will be sent out to bid for construction.

Mrs. Joan Kellett provided details for the groundbreaking ceremony for the Daniel T. Kellett Skateboard Park to be held the Sunday after Thanksgiving.

Mr. Waks noted the Skate Park Committee is targeting late spring/early summer for the actual building.

Detective Glauner noted they are well within their budget to get this done and the park style will be more than sufficient to get the kids off the street.

Additional Comments from the Public:

Anh Pham, 123 Gypsy Lane, requested the Township to consider enacting a "Bed and Breakfast" ordinance. A letter was submitted by her attorney for review by the supervisors.

Mr. McGrory stated while Ms. Pham may comment any way she likes, the Board of Supervisors will be unable to comment since this is a matter of litigation. Mr. McGrory indicated he and Ms. Pham's attorney will communicate.

Mr. McGrory instructed that once in litigation Ms. Pham is represented by counsel. It is proper etiquette to deal with that attorney, not with that attorney's client.

ADJOURNMENT:

It was moved by Mr. Philips, seconded by Mrs. Kenney, all voting "Aye" to adjourn the workshop meeting at 10:36 p.m. None opposed. Motion approved 4-0.

DAVID G. KRAYNIK
SECRETARY-TREASURER/
TOWNSHIP MANAGER

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Minutes Approved:
Minutes Entered: