

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

The Board of Supervisors of Upper Merion Township met for a Workshop Meeting on Thursday, March 6, 2014, in the Township Building. The meeting was called to order at 7:09 p.m., followed by a pledge of allegiance.

ROLL CALL:

Supervisors present were: Greg Philips, Erika Spott, Greg Waks, Bill Jenaway and Carole Kenney. Also present were: David Kraynik, Township Manager; Joseph McGrory, Township Solicitor, Andrew M. Olen, Solicitor's Office; Sally Slook, Assistant Township Manager; Angela Caramenico, Assistant to Township Manager.

CHAIRPERSON'S COMMENTS:

Chairman Waks reported an Executive Session was held prior to this meeting to discuss legal matters.

CONTINUED DISCUSSION ON 2014 BOND ISSUE – AMOUNT & PROJECTS

Mr. Kraynik, Township Manager, stated this is a follow up to the Boenning & Scattergood presentation at last month's workshop meeting regarding the need and scope of a bond issue to fund the balance of the monies needed to complete the new Community Center. The Finance Director has determined a little over \$7 million is needed to finish the project and has provided a list of capital items the Board may determine is appropriate to extend the bond issue to approximately \$9.5 million. The additional \$2 million would provide funding for some very much needed capital projects. Mr. Kraynik indicated Michael Wolf, Boenning & Scattergood will summarize his colleague's presentation from last month's workshop meeting. Mr. Wolf is now requesting guidance from the Board of Supervisors as to the amount of money to borrow and the term of the debt so that an ordinance can be prepared and adopted by the end of March 2014. Mr. Kraynik indicated Mr. Wolf has been working with Moody's in preparation of the issue.

Mr. Michael Wolf, Boenning & Scattergood, stated at the previous meeting Elena Boteva briefed the supervisors on eight options. Four options were for the \$7.5 million bond issue which was just enough to complete the Community Center project, but no more. There were four other options to do more and issue up to the maximum of \$10 million which is the largest issue that can be done in 2014 and still remain bank qualified at the lowest possible interest rates.

Following that exercise Mr. Nick Hiriak, Finance Director, compiled a list of pros and cons of the various funding options which were circulated in a memorandum prior to this meeting. The memorandum indicates no matter how much is borrowed the favored option is the 20-year wraparound solution which goes low on principle in the early years and puts more to the principle during the later years after a lot of the other debt is paid.

Mr. Nick Hiriak, Finance Director, referred to the list of capital projects some of which are currently underway with engineering studies, but most of which have not been funded. He indicated that the wraparound option would work well.

The supervisors were in general agreement that the Bond Issue was necessary with the remaining question whether it would be for the \$7 million or \$10 million option.

Mr. Waks began the discussion and indicated because of much needed infrastructure improvements his position is to move ahead with the \$10 million. Mrs. Spott stated this is really an investment in our community and agreed with the \$10 million with a wraparound. Mr. Jenaway agreed from an infrastructure standpoint and said interest rates would never be more economical. Mr. Philips agreed with the \$10 million because of infrastructure needs and asked for a clarification of the wraparound, and Mr. Wolf explained why the wraparound is used by so many municipalities in issuing bonds. Mrs. Kenney offered supportive comments.

Mr. Kraynik indicated the Board of Supervisors would be in a position to consider the ordinance at the Business Meeting on March 27<sup>th</sup>. Mr. Wolf noted settlement could then occur a month after that.

#### CONTINUED DISCUSSION ON UMMUA REQUEST TO RAISE SEWER RATES

Mr. Edward Veneziale, Chairperson, Upper Merion Municipal Utility Authority (UMMUA) indicated the Authority is asking the Board of Supervisors to consider increasing the revenue the township provides to the UMMUA by seeking approval to increase the sewer revenue that comes to UMMUA by \$480,000 a year. This increase will be used solely by the UMMUA to fund ongoing Capital improvement projects at Trout Run, Matsunk and Collection Systems.

Mr. Veneziale indicated UMMUA's recommendation is that the increase be phased in over two years to minimize the impact on residents and customers. He said current Upper Merion sewer rates compare very favorably against a survey of 14 local municipalities. The updated rate, if approved, would increase

Upper Merion's annual cost to \$276 and would still place the rate as the 4<sup>th</sup> lowest when compared with other municipalities.

Mr. Waks stated this is another situation with aging infrastructure that should have been addressed long ago but is now being addressed by this Board of Supervisors.

Mr. Philips agreed with the need to continue to improve our infrastructure.

Mrs. Kenney reiterated her comments from the previous workshop meeting that the Township contribution of \$480,000 has remained static for a long time and is now a much smaller percentage of the overall revenue than when it first started. She does not believe it is unreasonable to "catch up" now to meet infrastructure needs.

Mrs. Spott asked if there is a communication plan to provide information to the residents. Mr. Veneziale stated the Authority will work on the informational communication.

Mr. Jenaway commented on the importance of adequate communication with the residents.

Mr. Waks asked for Mr. Veneziale's thoughts with regard to the UMMUA possibly dealing with stormwater issues in the future. Mr. Veneziale responded there have been discussions as to what the impact would be for the Authority and it might be necessary to expand the number of members.

Mr. Waks asked if the Authority could come back to the Board of Supervisors with some ideas to discuss this more fully, and it was determined this could be done later this year.

#### MEDIA BOARD – PROPOSAL OF ELECTRIC SIGN FOR TOWNSHIP BUILDING

Mr. Jenaway recused himself from discussing this matter in any detail since he serves on the board for his Homeowner's Association on a three-year rotating basis; however, as a private citizen he would like to comment during this meeting and ask questions. The appropriate recusal documentation will be incorporated in the minutes of this meeting.

Mr. Jim Kravitz stated the Media Communications Advisory Board has been researching the possibility of having LED message boards to disseminate information to the citizens of the township in a way that is not currently being used. The current proposal is for one of the signs to be placed in front of the Township Building.

Utilizing a PowerPoint, Mr. Don Herbert, UMGA-TV, outlined the highlights of his research as follows:

- The sign research is from Stewart Sign Company, provider for many local entities such as Upper Merion High School, Wissahickon High School, Wissahickon Valley Public Library, Bensalem Township, among others.
- The Stewart Sign Company is a COSTARS provider.
- The proposed configuration includes two signs with single-sided full color displays and would be 5 feet high by 8 feet wide by 1 foot deep cabinet housing. The 2 foot high upper portion section will consist of an internally-illuminated display with the words "Upper Merion Township Building.
- The 3 foot lower section of the sign will contain the changeable LED display which will dim at night either through an ambient light censor or software from the company. The software allows dimming at 100 different settings and can be taken down to 1% of its brightest setting at night.
- The Media Board's proposal is to have the message change every 15 seconds. No simulated motion animation.
- Each of the signs will require one cement footer, power and a means of communication. The most reliable and preferred method includes trenching two conduits from the township building to the signs.

Mr. Herbert stated one consideration to be made is how the proposal is impacted by the Zoning Code. While the township is exempt from the sign code, it is desired to try to adhere to the spirit of the code as much as possible.

Mr. Herbert noted prior to this meeting letters to those residing within 500 feet of the township have been notified about this discussion.

A discussion followed about the benefit of messaging signs for a variety of reasons and uses, including Amber Alerts. Also discussed were general issues about the ultimate placement of the sign and the technology for illumination.

#### From the Public:

Bradley Ross, King of Prussia, asked for clarification about the 15-second changes, and he was informed that 15 seconds would be a minimum for a change, but for certain messages it could be programmed for a longer duration and the nature of the message would be the determining factor.

Warren Marchese, King of Prussia, stated the wording on the sign would have to be concise as a wordy message would not be readable.

A discussion followed about suggestions for ways to accommodate the current technology for messaging such as a series of slides for Amber Alert.

Mr. McGrory recommended the Media Communications Advisory Board draw up a list of conditions that are consistent with what will ultimately be built into a sign ordinance. He also suggested a nighttime level of 30 nits to control brightness.

Mr. Jenaway, Hunters Crossing Homeowners Association, stated there were a couple of questions that arose from residents who live directly across from the township building. They would like to understand the level of lighting which would or would not exist with the proposed sign and asked if the potential nighttime light level emitted from this sign is any different than the amount of light that is there today. The other question they asked is if more people would see the messaging if the signs were placed at an angle on the corner of Henderson and Valley Forge Roads as opposed to the front of the Township Building.

A discussion ensued about the pros and cons of the location at the intersection of Henderson W. Valley Forge Roads.

With regard to the lighting intensity level, it was noted there will be 100 settings that could be adjusted up or down. Mr. Herbert noted the sign in front of the Township Building is not going to be facing directly across the street. It would be facing on an angle from the houses directly across from the clock and the light would fall off in the distance by the time it gets to the fence. Mr. Herbert said the brightest setting on the sign is 10,000 nits and 1% of that is 100 nits and the settings would not allow it to be turned down to 30. Mr. McGrory asked Mr. Herbert to verify that with the company.

Mr. Philips asked if the sign company could provide demo lights. Mr. Herbert responded the company he is dealing with does not provide demo lights, but he is researching other companies to see what they offer. Mr. McGrory asked if the other companies have COSTARS. Mr. Herbert responded some have asked him how they could get qualified by COSTARS.

Bradley Ross, King of Prussia, suggested determining if the level of illumination from this sign would be the equivalent to an automobile tail light. If it is not as bright as an automobile tail light there would be no problem and people would be able to understand the impact of that level of light.

Mr. Waks stated he wants to keep this matter moving and it appears it is down to one last issue which is an actual representation of what the brightness would be. He asked Mr. Herbert to contact Stewart Sign Company and let them

know this is something the Board of Supervisors and public are insisting upon.

### SEPTA – NORRISTOWN HIGH SPEED LINE EXTENSION

Liz Smith, Manager, Long Range Planning, SEPTA, provided an update on the project, including their prior and recent public involvement and a PowerPoint was shown indicating some rail system examples as well as a brief visualization of what the extension would look like.

The existing Norristown High Speed Line is about 13 ½ miles from Norristown to 69<sup>th</sup> Street which is a 28-minute ride. There are 22 stations with over 10,000 average daily riders and they spend another 15 minutes on the Market Frankford Line to Philadelphia at a one-way cost of \$2.75.

The planning for the project is funded with federal dollars and it is hoped some of the construction will be funded with federal dollars as well. SEPTA is in the midst of a two-year draft environmental impact statement (EIS). Once the draft EIS is complete the most important step is selection of a locally preferred alternative for the route which has to be adopted by the township as well as the Delaware Valley Regional Planning Commission (DVRPC). The final EIS will take another year. Engineering will likely take three years, and construction will take another three to four years. In total, that would place the project eight to ten years out until it is in operation.

Utilizing the aerial, Ms. Smith pointed out the three main trunks from the existing Norristown High Speed Line to the King of Prussia Mall area and three main ways to get from the Mall into the Business Park area. These features were presented at the federally mandated public scoping meeting in July 2013.

Ms. Smith provided an overview of the public comments received both pro and con, particularly the more negative aspects of the elevated structure itself, regarding the US 202 alternative. Ms. Smith indicated while they went into the project with the assumption that it had to be elevated, as a result of the negative comments about an elevated structure, SEPTA planners will be identifying opportunities for at-grade segments since there is not an opportunity to provide any of the alternatives 100% at grade.

With regard to an at-grade path, Ms. Smith indicated rails and stations could potentially cut into existing roadways. The rail cars would be physically separated from vehicles on the road, but an at-grade option would reduce vehicle travel lanes. There would also have to be crossing gates at every intersection. An at-grade rail extension would still have raised platform stations and ADA compliant ramps.

Ms. Smith emphasized that SEPTA planners have not as yet determined if at grade is feasible enough to move forward.

Ms. Smith indicated with the completion of Tier 1 screening, SEPTA will move into Tier 2. This screening process will examine ridership potential for the line and for each of the different alternatives look at order of magnitude costs, impacts and benefits.

The next public meeting anticipated for the project is fall of this year. Screening should be completed sometime this summer and SEPTA should be able to return at that time with an update of the three to five alternatives.

Mr. Waks stated it would be beneficial to model as many of the alternatives as possible in order to get the most accurate feedback from the public. Mr. Waks mentioned the feedback he has received so far from those who realize rail is a must indicate US 202 is not going to be preferred by the public in this township.

Mr. Philips commented he would like to see models of some of the other alternatives, especially using some of the old rail easement.

Ms. Smith stated SEPTA is aware that US 202 is not the favored alternative and pointed out they are dictated by the federal framework and there are rules they have to follow to screen alternatives out using their methods. Documentation even through comments on their website is helpful to demonstrate public or agency opposition to certain alternatives.

Byron S. Comati, Director of Strategic Planning and Analysis, SEPTA, suggested an official statement or Resolution of the Board of Supervisors to indicate their position with regard to a particular alignment and said that would go a long way to eliminate an alternative that has little play.

Mr. Jenaway stated his position was clearly made when he was quoted in the *Times Herald* that the least valuable and least opportunistic position would be bringing the rail up US 202.

Mrs. Spott commented public transportation access is needed in this area and asked for clarification about the stops on the US 202 option. Ms. Smith responded they are not at a point where station locations have been determined. She said there will be a stop at the Mall, a stop in the Business District, and likely an end of the line stop. The other stops will be determined during the current Tier 2 screening process.

Mrs. Kenney recalled at one of the previous public meetings she was told there was only one stop envisioned for US 202 which would be somewhere near the corner of Henderson Road.

Mr. Comati stated with the US 202 alternative there would be at least one, if not two or three stops before getting to the Mall. He said the individual Mrs. Kenney referred to may have been speaking out of turn as the stops have not been determined. With the US 202 alternative there would be more pickup points for ridership which would not be the case on the other two alignments.

Mrs. Spott commented the survival and the success of a public system depends on ridership, sustainability, and pricing, and a practical consideration should be whether the other two alternatives will attract the ridership. Mr. Comati indicated that is a consideration they are looking at and the placement of station stops is critical.

Mrs. Kenney mentioned a comment that was brought up at the Park and Recreation Board meeting. The point was made that if the train did not go down US 202 then the township could possibly continue to provide other more local means of transportation to move people within the township such as intra-township transportation, Connector and Rambler. The SEPTA line would serve to bring people into and out of Upper Merion such as visitors, shoppers, and employees. Mr. Comati stated he has discussed this with one of their stakeholders and they talked about a circulating transport concept.

Bradley Rosen, King of Prussia, asked if his understanding is correct that the nature of the earmark prevents any consideration of sharing with the Norfolk Southern rails. Ms. Smith responded in the affirmative and said the earmark was originally set aside for the Schuylkill Valley Metro planning process and a small part of that project was the study of an extension of the Norristown High Speed Line to King of Prussia. Those projects were to work together and there is no opportunity to go outside the original description of that earmark.

Bradley Rosen stated if the [earmark] restrictions on planning might result in something that would cost several times as much to build, there might be other ways to build an appropriate route that could not be done under this planning with some other source of money that does not have the same restriction. He asked if SEPTA did not have this restriction what other options are available to them. Ms. Smith responded there have been several studies of rail expansion in this area, and those options have all been considered and not deemed to be cost effective. She said this is a small portion of the bigger project that has been left over that is the most viable from a cost and ridership standpoint.

Ms. Smith pointed out the nature of extending the Norristown High Speed Line versus extending other commuter regional rail lines into the area has a very different pattern of service than the Norristown line does. It is very frequent and the times between trains can be five minutes during times of peak service; the longest wait for a train outside of peak is 20 minutes.



Bradley Rosen asked how many trains a day can be added to the Norristown High Speed Line on a weekday. Mr. Comati responded on this particular branch line to King of Prussia there will be as many trains as are going to Norristown.

Bradley Rosen asked where money for construction is coming from. The SEPTA representative responded they would be looking for federal dollars because it is a federal process and those federal dollars are competitive. If there is enough of a case they would be looking for a 50/50 percentage. If this project is half a billion dollars (to design and build), \$250 million would come from a federal source and the rest would be a local issue which means the Commonwealth of Pennsylvania would be one particular funding partner, and the private sector would also be involved in taking a role in funding, for example, a private consortium.

Ms. Smith noted the federal government requires that whatever locally preferred alternative is adopted by the local government, it would be necessary to submit a financial plan as part of the package in a public setting.

Gene Lonchar, King of Prussia, asked about use of the Norfolk Southern right of way and track. Mr. Comati responded it was one of the 30 options that was given consideration and the problem is there is not enough cartway for everyone on that right-of-way. There are also Federal Railroad Administration rules and practices, mostly about safety which would preclude SEPTA running a vehicle on the same track with a freight operation. Mr. Comati also mentioned commuter rail trains are much smaller steel light rail type vehicles with different safety standards.

Mr. Lonchar asked what was the impetus for the project. Mr. Comati responded it has been the consensus of the stakeholders and the general public for about 15 years in this region. He also referred to the Board of Supervisors Resolution referenced earlier in support of the study to bring back more information about the Norristown High Speed Line Extension. [Resolution 2011-3, approved 5-0 on January 13, 2011]

Warren Marchese, King of Prussia, asked how much influence the general public has on this project. Mr. Waks responded the Board of Supervisors will have to approve an authorizing Resolution for the Norristown High Speed Line Extension and the supervisors will want to have feedback from the residents which figures prominently in the process. With regard to SEPTA, Mr. Comati indicated there are several federal environmental statutory requirements including the impacts upon a community which is considered part of the environment. The pros and cons become part of the record and SEPTA will have to take these views into consideration and ultimately say how the issues can be mitigated if the project goes forward.

A resident who lives on South Henderson Road between the Turnpike and the Peco right of way line indicated the Peco right of way is a great untapped potential in the township. He suggested this as an area with access for residents of the township using the High Speed Line with space for parking as well as the proposed trail for people to access the station in a method other than car.

Mr. Waks stated it has been and will continue to be a priority of this Board of Supervisors to get people to bike and walk more in Upper Merion Township.

LAND DEVELOPMENT PLAN – 530 HERTZOG BOULEVARD AMENDED  
DEVELOPMENT PLAN, 20,000 SF FOR GYMNASTICS AND DANCE CENTER.  
1.49 ACRES, LI

Mr. Loeper stated this is a plan for a property located at 530 Hertzog Boulevard with frontage on Flint Hill, Hertzog and Glennie Circle. There have been two prior approvals for this site. The first approval was for a 38,000 square foot building which was amended to reduce that building to a 15,000 square foot industrial building. The applicant is proposing to construct a one and two-story building with a 15,000 square foot building footprint and a total of 20,000 square feet.

The applicant obtained zoning relief from the Zoning Hearing Board to allow a recreation use and to eliminate the need to have a dedicated loading dock. The proposed use of the building is a Dance and Gymnastics Center in the Limited Industrial District (LI).

Access will be provided from Hertzog Boulevard and Glennie Circle.

The proposal includes parking for 67 vehicles including 3 ADA handicapped accessible spaces which would meet the code requirement.

Sidewalks are proposed along all three street frontages with ADA ramps at the driveways and intersections.

The plan incorporates an underground detention system with a sealed system since this is an area prone to sinkhole development. The system will connect to the existing stormwater system in Flint Hill Road, approximately 240 feet north of the property. The applicant will be required to obtain a Highway Occupancy Permit from PennDOT for this improvement.

Mr. Loeper indicated Dave Evasew will be the operator of the facility and he currently has another facility in the township which would be relocated to this area. The Planning Commission has some comments which they are taking under advisement. It was pointed out there will possibly be some changes to some of the landscaping and stormwater management as the applicant goes through the DEP processes which will require an NPDES permit. The original

plan called for the relocation of some rain gardens and other Best Management Practices.

Mr. Waks stated he wants to see the Planning Commission comments.

Gregory R. Heleniak, Esq., stated the Planning Commission's primary concern was the access from the parking lot to the buildings since this is a business with a youth focus. Utilizing the aerial, Mr. Loeper pointed to the area where the sidewalk was extended to the parking lot and the area where the parking lot was reconfigured slightly to allow the direct access to the sidewalk so that children who are dropped off at the site are not walking through the aisles of the parking lot to access the building. Mr. Heleniak indicated the applicant had a successful meeting with the Montgomery County Preservation District this week and have moved forward with the NPDES process for their stormwater management. Rain gardens are being utilized and the Planning Commission has encouraged the applicant to use porous paving. A stone bed will be installed under the entire site using porous paving in addition to rain gardens. Stormwater will be controlled on about 90% of the site.

Chris Kaasman offered supportive comments about the land development project.

Mr. Lonchar indicated his support for the new use.

Mr. Schultz stated Dave Evasew, the operator of the facility, is under a difficult time constraint in completing the project.

Mr. Waks asked the applicant about his deadline date. Mr. Evasew responded the end of August.

Mrs. Kenney indicated she was pleased to see the sidewalks and pavers.

Mr. Waks asked the applicant to keep working with the Planning Commission and every effort will be made to have the amended plan ready for consideration at the March 27<sup>th</sup> Business Meeting.

LAND DEVELOPMENT PLAN – TACO BELL, 243 S. HENDERSON ROAD,  
2,636 SF RESTAURANT & 7,000 SF RETAIL, 1.96 ACRES, C-3 COMMERCIAL

Mr. Loeper stated this is not a new plan and is the site that was formerly approved for a Wawa several years ago. The property is located at 243 S. Henderson Road at the signalized intersection of Saulin Boulevard. The applicant is proposing the construction of two commercial buildings, a 2,600 square foot Taco Bell with drive-thru and a 7,000 square foot retail building. The applicant, Henderson Road Investors, L.P., is based in the area and they hold the Taco Bell franchise for the region.

The site has frontage on S. Henderson Road and is accessed by two driveways. The northern driveway is accessed by a one-way, right turn entry off of Henderson Road. The southern Driveway is a full access driveway, connecting to the existing traffic signal located at the intersection of S. Henderson Road and Saulin Boulevard.

The plan has been submitted to McMahon Associates to review the circulation and traffic related issues. The Township Engineer is currently reviewing stormwater management and the other code related issues. Sidewalks will be installed.

Mr. Philips asked if there is a sidewalk into the site from the sidewalk. Mr. Loeper responded that he will be suggesting that the applicant provide a sidewalk into the site so people would not have to walk on the driveway.

Mr. Waks relayed a question asked by a resident whether the plan would interfere with the possible slip ramps off the Pennsylvania Turnpike which are currently being studied. Mr. Kraynik responded while the proposed land development would be in the general vicinity of the study area, there would be no interference.

Mr. Philips asked Mr. Loeper to return to the plan and clarify the rear of the property where there is a very steep slope. Mr. Loeper indicated the original Wawa had a retaining wall in the back because they needed to utilize the entire site to accommodate all the parking of the proposed super Wawa. Mr. John M. Pettit, PE, stated the wall will not be seen from outside the site area; it will be seen from inside the site.

Mr. Philips asked if there is a reason for the right in. Mr. Pettit responded that it makes it easier for the delivery trucks to circulate. Ms. Sally Inmon, VP Real Estate, noted there is an existing curb cut there now, and they are trying to avoid placing additional trips through the light. She said if they could get more people within the site with an ease of circulation to come to the retail or come to the Taco Bell and exit through the light it takes pressure off the intersection and all the traffic is being filtered to get into this site in one location.

Mr. Philips commented there is an entrance where people are going to be taking lefts in to go through the drive-thru with the potential for a conflict of cars coming in off the right. After a dialog with Ms. Inmon, he suggested moving the second driveway entrance further north on Henderson Road so that people could still filter in for the drive-thru.

Ms. Inmon stated their traffic engineers reviewed the plan and have done a trip generation study and are preparing their scoping review process.

Mr. Loeper explained once McMahon's comments are in planning staff will sit down with the applicant, the Township Engineer, and PennDOT to make sure everyone is "on the same page." Mr. Loeper pointed out the directive to McMahon was specifically to look at internal circulation.

Mr. Loeper noted the township owns the wooded area in the back of the property. Mr. Waks asked for additional information. Mr. Loeper responded the township acquired approximately 2 acres as part of the Wawa plan.

Mr. Philips and Mr. Waks indicated that it could be used for a park.

Ms. Inmon noted there is a plan still on file with Montgomery County. It was part of the Wawa plan and the Del Collo's granted the township the piece in the back.

Ms. Inmon indicated she will work with the planning staff on circulation and realizes the applicant will have to do some traffic improvements at the intersection.

Mr. Philips asked if they are Taco Bell franchisees. Ms. Inmon responded in the affirmative.

Mrs. Spott commented early in her first term on the Board of Supervisors there was a plan to have a pocket park for the residents back there.

Mr. Philips asked if that area backs up to the Marquis Apartments. Mr. Loeper responded in the affirmative.

Mr. Waks stated there should be follow up with the Marquis Apartments.

Mr. Philips pointed out it would be optimal for the Taco Bell to have foot traffic from the Marquis to the Taco Bell.

Mr. Loeper indicated he just received a stormwater and grading permit from the Marquis and there would be an opportunity for him to talk to them about this discussion.

Mr. Waks stated it might be best for the applicant to talk with the owners of the Marquis about coming up with some ideas about the potential of a trail from the redesigned Marquis to the proposed Taco Bell with an amenity of a dog park in between.

Mr. Jenaway asked for clarification on the stormwater plan. Mr. Loeper responded the plan was submitted to Remington Vernick for review.

Mr. Jenaway asked about the increase in impervious surface and how that will be managed. Mr. Loeper commented there is a fair amount of impervious surface currently on the site and the engineers will calculate the increase.

Mr. Jenaway indicated he raised the issue of stormwater because of the new stormwater ordinance and the implications for land development plans going forward.

Ms. Inmon commented the approved Wawa plan that was recorded six years ago has to be stricken from Montgomery County records. Mr. McGrory asked Mr. Loeper if this is an amended plan. Mr. Loeper responded not necessarily because it is two completely different plans. Mr. McGrory stated it would then have to be amended. Mr. Loeper stated a new plan will be recorded over it.

Ms. Inmon commented the Wawa plan was almost 100% impervious and this applicant is much less at 47%.

Mr. Jenaway said he seems to recall when the Wawa plan was presented there were some issues about underground cavities on that site. Mrs. Kenney indicated that was also her recollection. Mr. Loeper responded one of the supervisors at that time had issues because it was parsed geology and putting underground gas tanks could be problematic. As part of the approval Wawa was going to put in an underground floating foundation on which the gas tanks were going to sit. It was primarily related to the underground storage of gasoline.

Mr. Jenaway followed up and asked if digging up the current soil in the lot would possibly be creating some problems. Mr. Loeper responded that an issue that comes up with every parcel developed in Upper Merion that is within the parse.

Mrs. Kenney asked for clarification about a previous plan that had an enclosed system for underground stormwater management. Mr. Pettit responded the applicant is proposing an enclosed system so no water will infiltrate into the underlying soils.

Mrs. Kenney asked if this is being done because the land is parsed. Mr. Pettit responded in the affirmative.

Chris Kaasman, Henderson Road resident, expressed concern over the lack of sidewalks on the sports facility side of Henderson Road for pedestrians who would cross the street walking from there to the Taco Bell.

Mr. Greg Melaniak, King of Prussia, expressed concern about overcrowding the intersection of Saulin Boulevard and Henderson Road as additional properties are added along Henderson Road and suggested in the future some type of common driveway should be considered to connect all the

properties on Henderson Road.

### EAC UPDATE ON SINGLE TRASH HAULER SURVEY

Chris Kaasman, Chairperson, Environmental Advisory Council (EAC), provided an update of recent EAC activities to make the township more environmentally sustainable. Highlights as follows:

- June 20, 2012 the EAC hosted an educational forum that has been airing on UMGA-TV.
- November 20, 2012 the EAC made a presentation before the Board of Supervisors basically about other options for trash and recycling.
- December 20, 2013 Township Manager David Kraynik made a presentation to the Board of Supervisors with further information about the different hauling systems.
- Currently working on a drafting survey to township residents to gauge their interest about trash and recycling issues. Results to be presented to the Board of Supervisors in May 2014.

Mr. Kaasman stated the EAC anticipates getting the survey out in several possible ways: physical copy print which can be picked up at various locations, social media, and survey monkey.

The discussion focused on the two-page, eight question survey during which the supervisors provided their pros, cons and suggestions with regard to the specific questions asked. Some of the questions were modified and/or eliminated.

Mr. Waks asked if everybody agrees with putting this on survey monkey, the township website, and printed copy. He suggested adding Earth Day and Farmers Market to the list.

Mr. Kaasman noted this may not be done in time for Earth Day.

Mr. Jenaway asked if trash hauling information could be inserted in any upcoming publications going out to the public. A discussion followed about the logistics that are available on a timely basis for a printed survey and also how the completed survey would be returned for tabulation.

Mr. Philips commented the only he would not do is the phone survey, and Mr. Waks agreed.

ADJOURNMENT:

It was moved by Mr. Jenaway, seconded by Mrs. Kenney, all voting "Aye" to adjourn the workshop meeting at 10:35 p.m.. None opposed. Motion approved  
5-0.

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DAVID G. KRAYNIK  
SECRETARY-TREASURER/  
TOWNSHIP MANAGER

rap  
Minutes Approved:  
Minutes Entered: