

# Greater Bustleton Civic League

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UPS WAREHOUSE UPDATE - 1 RED LION ROAD

JULY 25<sup>TH</sup>, 2024

# Agenda

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- **Provide an Update on the status of community efforts – Bustleton / Fox Chase / Somerton / Lower Moreland**
- **Examine the research and reasons for community opposition**



# Current Legal proceedings

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## Zoning appeal in PA Commonwealth Courts

- GBCL perusing zoning and L&I appeals against City of Philadelphia & Reltiva/CDC legal teams.

## UPS Warehouse Developer Lawsuit against GBCL and Officers

- Reltiva Complaint: (*“GBCL and Sandmeyer have submitted frivolous appeals of both the zoning and building permits lawfully issued to Reltiva that have absolutely no legal merit and which were submitted solely for the purpose of delay, harassment and thwarting the development of the Property.”*) March 4, 2024, Philadelphia Court of Common Pleas has stayed the SLAPP action.
- [Inquirer article \(Link\)](#): Future SLAPP suit protection for neighborhood groups. (Strategic Lawsuits Against Public Participation) *“A new law protects Pa. citizens from retaliatory lawsuits for speaking out”*

Regardless of the outcome in the courts, the underlying reasons remain the same

# Background

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- GBCL first learned of the warehouse
  - [Inquirer \(3/18/18\) \(Link\)](#)
  - [Original CDC Real Estate Ad 1.9 million sf.\(8/2017\) \(Link\)](#)
- GBCL researches warehouses/traffic impact
- GBCL learned UPS to be the tenant [Inquirer \(9/12/19\) \(Link\)](#)
- Jobs
  - Governor Wolf Announces 1700 New Jobs at (4) four new UPS locations (1700 / 4 = 425), Jan 29th, 2020, [UPS Press Release. \(Link\)](#)
  - Automation – 3/26/24 [interview, \(Link\)](#) UPS CEO Carol Tome. “*Yes, with end-to-end automation there’s a productivity opportunity which means we don’t need as many people to move the packages inside the buildings we have today.*”

# Phila. Civic Design Review Hearings

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- **1<sup>st</sup> Presentation to CDR 9/8/20 (UPS case @ 4:35:50) ([Link](#))**
  - CDR Committee: “Urges that the development team discuss issues with the RCO and public.”
  
- **2<sup>nd</sup> Presentation to CDR 11/10/20 (UPS case @ 5:37) ([Link](#))**
  - CDR Committee @ 1:31:03 “...look at the area here, it looks a lot more like commercial/industrial than industrial. Is the intensity of this, the density of use appropriate here?”
  - “Disappointed that after the first CDR, there wasn’t any improvement with communication, engagement with the community. This was the longest review in CDR history in five years.”

# UPS Zoning Plans [\(Link\)](#)

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- 871 Truck parking spaces
- 956 Employee parking spaces
- 350 Truck Bays

GBCL Traffic Engineer Andreas Heinrich: *It is “anticipated that [the] 1,004,00 square feet of High-Cube Parcel Hub Warehouse floor space will generate a total of about 4,649 trips per day (total inbound and outbound) with 703 trips per hour during weekday morning peak and 643 trips per hour during the weekday afternoon peak hour”*

# UPS Traffic Stats

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## Daily Traffic Volumes

- Passenger Cars: 3301
- Package Trucks: 300
- Tractor Trailers: 1048

**TOTAL:** 4649 additional vehicles per day



# Guidance on Warehousing

**NJ State Planning Commission:** *Distribution Warehousing and Goods Movement Guidelines*. September 2022. ([Link](#))

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## Types of Warehouses:

- *“Zoning should evolve to keep up with the changing variety of uses and trends (including definitions) as the differences could mean dramatically different impacts and outcomes, and whether a project is compatible with a site and beneficial to a community. Land use regulations should not simply lump “general industrial” or “warehouse” together, as different types can be profoundly different, entailing different impacts, which warrant greater specificity as to appropriate siting and design standards where permitted. As such, it has never been more important that municipalities update and refine their planning and zoning regulations to differentiate among warehouse use types.”*

## High Cube Warehousing:

- *“While HCW design offers a compelling opportunity to consume less land, municipal officials and planners should weigh the project-specific benefits against the potential for significant adverse impacts on community character, viewsheds, air quality, health, safety, and the transportation network.”*

# Guidance on Warehousing

**Lehigh Valley Planning Commission:** *Community Guide: High Cube & Automated Warehousing – October 2020.* ([Link](#))

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- *“While the efficiency of these facilities likely increases freight trips in and out of the site, the real impacts on traffic, and on the road and bridge infrastructure are not fully known because examples are not yet available to accurately assess trip generation. These factors will require proactive measures by municipal governments.*
- **Possible Negative Outcomes:** *Increased emergency management needs; increased freight traffic; Increased wear and tear on roads and bridges; Fewer jobs; Potential increased demand for broadband, electric, gas, water, and stormwater and sewer services. Decreased air quality due to freight traffic increases and truck idling; Incompatible design could substantially harm community skyline.*

# Guidance on Warehousing

## City of Philadelphia Zoning Code

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- *I-1, Light Industrial District*
- *I-2, Medium Industrial District*
- *I-3, Heavy Industrial District*

# Federal Motor Carrier Safety Administration [\(Link\)](#)



- Trucks are often 20-30 times heavier than passenger vehicles.
- The huge mass of a truck or bus increases the risk of more severe crash damages, injuries and fatalities.
- Large size and weight increases driving challenges, including acceleration, braking, and handling (maneuverability).
- Trucks accelerate more slowly uphill & may gain speed quickly downhill.
- Tall vehicles have a higher center of gravity, roll over more easily than smaller vehicles and must go much slower on curves & ramps.
- Large vehicles generate wind gusts that can push smaller vehicles into other lanes.
- Smaller vehicles can be pushed or pulled under a commercial vehicle with high ground clearance.

# Other General Concerns

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1. Children safety
2. Pedestrian safety
3. Impact of increased traffic/density of development
4. Affected Home Values
5. Environmental Impact
6. Storm Water runoff \*
7. Traffic Safety Studies
8. Sound Walls
9. Fuel Island
10. Truck Washing Station
11. Community Impact
12. Economic Impact Analysis
13. Road upgrades
14. Delivery schedule
15. Truck staging \*\*
16. Truck Routing Plan
17. Landscaping
18. Light pollution
19. General quality-of-life reductions

\*All runoff discharges onto Red Lion Road, into the existing sewer system and ultimately discharges into Pennypack Creek

\*\*Truck arrival/departures, 24/7. All 1,000 tractor trailers will enter and exit onto Sandmeyer Lane every day

# Closing

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- The GBCL believes UPS developer lawsuit is without merit and will aggressively defend against it. We are confident the facts and law are in our favor.
- The GBCL looks forward to putting on our case and validating the community's opposition.
- Regardless of the outcome in the courts, the underlying reasons for the community's opposition remain the same.