Drexeline Redevelopment

Drexel Hill, PA
**EXISTING CONDITIONS**

**Opportunity Drexeline Shopping Center w/ Proposed Redevelopment**

<table>
<thead>
<tr>
<th><strong>Opportunity</strong></th>
<th><strong>Drexeline Shopping Center w/ Proposed Redevelopment</strong></th>
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<tbody>
<tr>
<td><strong>Location</strong></td>
<td>4990-5100 State Road, Drexel Hill, PA 19026</td>
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<td><strong>Year Built/Renovated</strong></td>
<td>Original building built in early 1950's, PNC building added in early 2000's.</td>
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<td><strong>Size</strong></td>
<td>265,213 SF on +/- 18 acres (<em>as-is</em>)</td>
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<td><strong>Major Tenants</strong></td>
<td>ShopRite, Crozer, PNC Bank, Fisher's Hardware, Anthony's Restaurant</td>
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1) Strong, close knit community;
2) Great location deserves a well designed center that better serves the public;
3) Neighborhood possess all of the qualities to support a master planned town center that works cohesively together;
4) Create a Town Center that will bring enhanced economic vitality to Upper Darby.
1) Property is four separate pieces – No cohesion between parcels and uses;

2) ShopRite facing increased competition – update of store necessary to remain competitive;

3) Parking poorly designed – located on the edges of property; needs to be focused in the middle of the property;

4) Ingress / egress challenged – No access off of Rt. 1; difficult left turn from uncontrolled ingress / egress onto State Road.

5) Circulation – PNC drive-thru difficult and circulation throughout center circuitous; parking area not pedestrian friendly;

6) Buildings are poorly planned out, antiquated, need substantial repair, possess little or no visibility from highway or are obsolete;

7) Current tenancies are not synergistic with each other.
MASTER PLANNING GOALS

1. Create cohesion between various parts so that the components are synergistic so that parcels are not separate and working counter-productively against each other;
2. Make the Center more inviting to shoppers, customers, clients, etc. – take advantage of excellent location and demographics to create a destination as opposed to merely a convenience;
3. Create more usable buildings to improve service to the community;
4. Expand ShopRite while they continue to operate;
5. Opportunity to enhance economic vitality of community.
MASTER PLANNING GOALS

1. Improve effectiveness of parking to concentrate in the center of the development;
2. Create better access into the Center and improved vehicular/pedestrian circulation once inside to encourage cross-shopping and/or utilizing more than one use in the center per trip;
3. Make center more environmentally friendly by incorporating walking paths and reducing impervious areas;
4. Improve access to public transportation;
COMPONENTS OF REDEVELOPMENT

Existing:

Proposed:

1) Expand ShopRite to update facility and create destination supermarket for area;
2) Create more effective and well situated parking;
3) Construct a new office building – bring in new business to area;
4) Create better visibility and more usable parking;
5) Renovate Anthony’s and PNC;
6) Self-storage;
7) Wawa;
8) +/- 140 Market Rate Lifestyle Lofts / Flats;
9) Improve access to mass transit and make center walkable;
10) Make center more environmentally friendly;
11) Centralize location of Police Sub-station.
COMPONENTS OF REDEVELOPMENT
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Improvements to Prior Plan:
1. Decreased Pavement
2. Increased Green Space / Landscaping
3. Walking Paths
4. Modern Lighting
5. Improved Storm Water Management
1) No access from Rt. 1;
2) PNC Drive-thru lanes facing State Road create difficulty in traversing into and across the parking lot;
3) Only one left turn on State Road to turn into;
4) Stacking issues at traffic signal;
5) Left out onto State Road near Speedway Service Station creates stacking issues on State Road;
6) Only 162 parking spaces in front of the ShopRite – upon expansion to 70k sf, parking will be insufficient;
7) Many parking spaces are behind or in between buildings and not effectively placed for business operating in Center
8) Parking space locations are not conducive for tenants to be able to share parking – inefficient use of the existing spaces.
1) Route 1 (Township Line Road) Access – required by Wawa;

2) Make full action ingress / egress a right in / right out (required to by DOT to get Rt. Access);

3) Change direction of PNC drive-thru – assists traffic flow especially when Wawa opens;

4) Remove concrete drive islands for PNC drive-thru – creates straight drive aisle to traffic signal – essential for Wawa’s use

5) Utilize substantial grade change to our advantage to install sub-grade parking under ShopRite, new retail building and office building adding 190 spaces.

6) Place 281 spaces in central lot for ShopRite, as well as to be shared by other tenants;

7) Create 53 spaces for pad site and 75 spaces for retail on State Road;
ECONOMIC IMPACT

- Drexeline Shopping Center currently generates an estimated annual economic impact of $37 million, supporting approximately 350 direct jobs.

- Once the center is redeveloped and fully operational, the Drexeline Town Center will generate an estimated total economic impact of $103 million, supporting approximately 600 direct jobs.

- Therefore, the Drexeline Town Center will generate an estimated net increase of $66 million in economic impact, add 250 direct jobs and support an additional 150 indirect and induced FTE job above the current operations of the Drexeline Shopping Center.

- Construction of the Drexeline Town Center will result in a one-time, estimated economic impact of $123 million and support 370 total full-time equivalent (FTE) jobs each year during construction.

- The proposed Drexeline Town Center will have a more varied industry distribution. The expanded offices/medical office space will increase health care, social assistance, and professional service jobs, balancing retail with a variety of higher paying jobs.