



Allen Township Board of Supervisors

Meeting Minutes

**April 28, 2020
7:00 P.M.**

A General Meeting of the Allen Township Board of Supervisors was held on Tuesday, April 28, 2020 at 7:00 P.M. by teleconference due to the Disaster Emergency (Resolution 2020-10 & 2020-11) created by the COVID-19 Coronavirus Pandemic. Mr. Hassler led the audience in the Pledge of Allegiance to the Flag.

1. Roll Call: Present: Bruce Frack; Gary Behler; Carl Edwards; Dale Hassler; B. Lincoln Treadwell, Jr., Esq., Stan Wojciechowski, PE, CME, Ilene Eckhart, Manager.

2. Public to be Heard: No public comments.

3. Public Hearings: No public hearings.

4. Unfinished Business

A. Resolution #2020-12: Mr. Behler made a motion to adopt Resolution #2020-12 providing for the payment of Allen Township 2020 Real Estate Tax until October 31, 2020 without penalty; seconded by Mr. Montanari. On the motion, by roll call vote, all Supervisors present voted yes.

B. Atlas Road Townhome Development, Extension of Time for MMPC Review to August 11, 2020: Mr. Behler made a motion to acknowledge the extension of time provided by the applicant until August 11, 2020; seconded by Mr. Montanari. On the motion, by roll call vote, all Supervisors present voted yes.

C. Fuller Trust Curative Amendment, Extension to Time to Commence Hearing Until June 30, 2020: Mr. Montanari made a motion to extend the time to commence the hearing for the Fuller Trust Curative Amendment until June 30, 2020; seconded by Mr. Frack. On the motion, by roll call vote, all Supervisors present voted yes.

5. New Business

A. Rockefeller Lot 5 Tenant Fit Out Amended/As-Built Plan: Johanna Chervak and Wendy Castro, of the Rockefeller Group along with design consultants Kestra Kelly, BL Companies, Brian Harman, the Pidcock Company and counsel Joseph Fitzpatrick, Esq. were present on the call to discuss/respond to the Township Engineer letter of review dated April 16th, 2020. Additionally, John Atkerson, Geodis, a logistics operator for the proposed tenant of the property was present on the call.

The amended/as-built plan has been presented to provide for changes to accommodate the proposed tenants TAPA security requirements. The plan revision would allow for trucks entering and existing the facility to utilize the southern driveway. The Final Plan Conditional Approval for the Rockefeller Lot #5 plan includes the condition (11.d) that all trucks utilizing the southern driveway are limited to right turn in and right turn out only.

Ms. Chervak reviewed the approved plan and the layout as a spec building of the property as a matter of background. She acknowledged and understood that the change in the flow of traffic was of particular concern to the Township. She indicated that traffic has been studied for the specific criteria of the tenant as well as specific data to the Geodis operation. Ms. Chervak explained originally cars were to be parked on the east and west sides of the building and all trucks were to leave via the southern outbound only driveway. All trucks were to enter at the northern signalized driveway. She further explained the Geodis plan modification has attempted to minimize the changes to the plan but because of the TAPA security requirements, all employees must enter at one point on the property. The number of car parking is configured at 630 spaces for the Geodis plan proposal. Ms. Chervak explained this was the main driver for converting the employee parking entirely to the northern side of the building. Cars and trucks must be segregated for Geodis security requirements. All of the truck and trailer parking areas must be completely enclosed in fencing and segregated from cars. This is the reason for the trucks entering the southern side of the building, where they will also be checked into the site view the guard building. All trucks must also be checked out of the site. The car parking lot on the eastern area of the site remains for overflow car parking as the lot has already been constructed. Ms. Chervak further explained the LANTA bus stop has been moved to the interior cul-de-sac on the site in lieu of the Willowbrook Road location.

Mr. Atkerson, explained the segregation of truck and vehicle traffic per the TAPA requirements. He indicated that Geodis is attracted to the site due to the two access points and the signal for the employees. He further indicated the LANTA turnaround area is also to reroute any trucks, which miss southern entrance (as proposed).

Mr. Harman provided a lengthy response to the Township Engineers letter of review regarding the traffic assumptions and analysis pursuant to generally accepted PennDOT criteria for the proposed traffic flow in and out of the site.

Mr. Harman further indicated the developer offered a notation on the plan identifying the number of trips accessing the facilities and restating of the condition requirement for the after study timeframe requirements.

Ms. Chervak added regarding the truck trips crossing into the Fed Ex facility, the time window could be adjusted to a slightly later or the trucks could travel southbound and back northbound into the Fed Ex site.

Ms. Kelly indicated that a package has been submitted and is under review by the Township Engineer. She added that most of the other issues were technical or administrative in nature and would be made to the revised plans to comply. She noted specific signage to address truck traffic in and out of the site.

Mr. Hassler opened the matter for comments from the Board.

Mr. Frack requested clarification of the municipal boundary relative to the site.

Mr. Montanari stated he was not very happy with the change. He noted the signal into the site, which was a good thing. He did not like the direct crossing no matter what hour of the day. He felt there was no way to count traffic in the current pandemic situation. He voiced further concerns regarding the real speed on the roadway. He felt there would need to be a second light, but there may not be enough space. He felt a secondary inner road might be an option if there was enough space.

Mr. Behler felt the plan should be exactly as proposed. He did not agree with the proposal of a truck crossing six lanes of traffic without a traffic signal. He did not agree with the signage due to the enforcement issues. He felt the developer should further study the two trucks using the northern signalized driveway. Ms. Chervak indicated that there were some grading issues on the northern driveway, which made the truck access. Mr. Behler further questioned the status of the roadway around the entirety of the building and the segregation of the trucks and cars. Mr. Behler was concerned that the truck turnaround was outside of the Township boundary. Mr. Fitzpatrick indicated that the section of Willowbrook Road is a PennDOT highway. The group confirmed from the southern boundary of Lot #5 the roadways were all PennDOT highways.

Mr. Hassler voiced concerns regarding the true number of trucks to cross. Mr. Hassler felt that with 155 loading docks and the 35 trucks per day was questionable. He noted his concern, even more than the straight across movement, was the northbound left turn by trucks at the non-signalized southern driveway. He was concerned for the safety of this scenario without a traffic signal. He stressed the section of the roadway in Allen Township is a Township road and he did not agree with any trucks going into the site on the southern driveway without a signal. Mr. Hassler was further concerned regarding the proposed traffic contributed by future developments, such as Rockefeller Lot #4, the East Allen property and the Fuller property. Ms. Chervak offered to place a note on the plan regarding the concern. Mr. Atkerson addressed the dock door question, which is caused by the small size of the product and the value added to the product in the facility. He indicated that this was due to the nature of the product and was based of the sister site which is currently operating in Tennessee.

Additionally, Mr. Harman briefly discussed the PennDOT criteria for the signalization of an intersection. Ms. Chervak suggested a note on the plan for the future signalization of the intersections, when warrants would be met with a cost share component.

Mr. Montanari reiterated he felt the southern driveway signal would be too close to the existing signal at the northern driveway. Mr. Hassler felt that a signal would provide for a safe crossing for the truck.

Mr. Wojciechowski voiced concerns for the truck movement lack of free-flow condition through the intersection.

Mr. Treadwell asked if a truck making a northbound left into the southern entrance is safer than a truck making a northbound left into the northern entrance. Mr. Treadwell was concerned with the difference in speeds from the southbound car vs. the turning truck.

Mr. Hassler concluded the developer should consider pursuing the light at the southern driveway.

Mr. Fitzpatrick asked for the plan to be tabled - given the input of the Board this evening. Mr. Hassler indicated that tabling of the plan was his suggestion. The Board members agreed by consensus to table the plan changes.

B. Reopening of Township Parks: Ms. Eckhart noted the County (as published today) has indicated they will reopen the County parks in a limited fashion beginning May 1st. Mr. Hassler felt that public works department should start beginning to clean up the park with a re-open on May 8th. Mr. Behler (in light of his role as healthcare community) agreed with the exception of opening the Dog Park due to congregating of people. Mr. Edwards felt that the Township should open as much as can be opened as soon as possible. Mr. Frack felt that some of the areas should be reopened. Mr. Hassler made a motion to open all the parks effective Friday, May 8th; seconded by Mr. Edwards. On the motion, by roll call vote, all Supervisors present voted yes with the exception of Mr. Behler who voted no. Mr. Hassler added that if we notice anything-adverse happening – we could shut the facilities down again. Mr. Behler questioned the status of FRCA. Ms. Eckhart indicated that she did contact the Director and they are still in limited hour's mode according to the FRCA website.

6. Public to be Heard: Mr. Don Knoll, 4040 Pinehurst Drive, voiced concerns regarding trailer truck traffic coming heading south over the Willowbrook Road bridge over the Catasaqua Creek and he questioned how trucks would be prevented in turning in the wrong direction per the Rockefeller Lot #5 property. Ms. Eckhart indicated she has been in contact with FedEx and that Allen has attended an intermunicipal meeting with surrounding municipalities and their law enforcement departments (which FedEx representatives attended). Mr. Knoll further questioned what the tenant for Rockefeller Lot #5 would do to limit their trucks accessing the site from the north side. Mr. Hassler indicated the developer would pose this the next time they address the Board. Mr. Knoll felt one of the reason the trucks are taking the wrong route is that the truck contractors are not using a commercial GPS system. Mr. Montanari felt some of the trucks are getting lost and it was not intentional. He asked Mr. Knoll to send this information to Ms. Eckhart so that it may be presented to the developer.

7. Adjournment: There being no further comments or business the meeting adjourned at 9:00 PM.

Respectfully submitted,

Ilene M. Eckhart