



# Allen Township Planning Commission

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Eugene Clater, Chairman  
Gary Krill, Vice Chairman  
Gary Behler  
Alfred Pierce  
Louis Tepes Jr.

Robert Cox, PE, PLS  
B. Lincoln Treadwell, Jr., Esq.  
Ilene M. Eckhart, Secretary

## MINUTES ALLEN TOWNSHIP PLANNING COMMISSION REGULAR MEETING Monday, October 16, 2017 7:00 P.M.

The regular monthly meeting of the Allen Township Planning Commission was held on Monday, October 16, 2017 at 7:00 P.M. at the Allen Township Volunteer Fire Company No. 1, 3530 Howertown Road, Northampton, Pennsylvania 18067. The Pledge of Allegiance was recited by all present.

**Roll Call:** Present: Alfred Pierce; Louis Tepes, Jr.; Eugene Clater; Gary Krill; Ilene Eckhart, Manager; B. Lincoln Treadwell, Jr., Esq.; Bob Cox, P.E. Absent: Gary Behler (working)

**Minutes :** Mr. Tepes made a motion to approve the minutes of September 18, 2017; seconded by Mr. Pierce. On the motion, by roll call vote, all Commissioners present voted yes, with the exception of Gary Krill who abstained due to absence.

**Public to be Heard:** No comments from the audience.

### **Old Business**

#### **A. Rockefeller Lehigh Industrial Development – Lot 5**

**Applicant/Owner: Rock-Lehigh Valley LLC/Lehigh-Northampton Airport Authority**

**Submission Date(s): Receipt of Initial Plans December 22, 2016;**

**Second Submission February 3, 2017; Third Submission April 3, 2017; Fourth Submission May 1, 2017; Fifth Submission June 5, 2017**

**First Planning Commission Agenda: January 16, 2017 Initial Submission; Second Submission February 20, 2017; Third Submission April 17, 2017; Fourth Submission May 15, 2017; Fifth Submission June 19, 2017**

**90-day Deadline: April 19, 2017 Initial Submission; May 20, 2017 Second Submission; July 17, 2017 Third Submission; Fourth Submission August 15, 2017; Fifth Submission September 18, 2017**

**In attendance on behalf of the applicant: Clark Machemer, Johanna Chervak, Zachary Csik (Rockefeller); Joseph Fitzpatrick, Esq.; Brian Harman PE (Pidcock); Jose Lazo (BL Companies)**  
Mr. Joseph Fitzpatrick, Esq. was present to supply a summary of the previous subdivision plan which created the lots of the Industrial Subdivision.

Mr. Jose Lazo, PE, BL Companies provided a summary overview including plan refinements since the last submission including a change to the stormwater channel. Mr. Clater questioned why the applicant was present as the permission for the construction of the stormwater channel across the Fuller property was not in hand. Mr. Fitzpatrick confirmed this item is not in hand.

Mr. Fitzpatrick indicated it was his understanding that the other information pertinent to the plan, was to be provided to the Commission in the meantime of the stormwater channel release being acquired.

Mr. Clater questioned if the Commission wanted to continue the discussion without the proper permission in hand. The Commission agreed to continue the discussion regarding the Engineer Review letter dated October 13, 2017.

Mr. Lazo discussed the Review Letter dated October 13, 2017. Mr. Lazo stated they have initiated paperwork for the NPDES permit. Mr. Clater required Township Engineer review of the permit application prior to submission.

Mr. Clater questioned how the applicant plans to resolve the site stormwater design per the airport requirements again open water in basins? Mr. Lazo stated that item will be documented in the plan submission.

Regarding stormsewer, Mr. Cox requested the calculation requirements for the basis of the design.

Regarding the stormwater release with the adjoining property owner, Mr. Clater questioned the maintenance of the stormwater bmp's on a perpetual approach. Mr. Fitzpatrick commented that the Township would have the right to access the improvements at any time. These improvements would be tailored to the golf course for the industrial development which he admitted would be a bit of chore. Mr. Fitzpatrick noted that this will be memorialized in the stormwater maintenance agreement.

Mr. Krill questioned overnight parking and accommodation for the drivers so they do not sit and idle all night. Mr. Lazo stated the block heaters will have electrical available to power the truck so they do not idle.

**B. Rockefeller Lehigh Industrial Development – Lot 4**

**Applicant/Owner: Rock-Lehigh Valley LLC/Lehigh-Northampton Airport Authority**

**Submission Date(s): Receipt of Initial Plans July 28, 2017; Second Submission September 28, 2017**

**First Planning Commission Agenda: August 21, 2017 Initial Submission; Second Submission October 16, 2017**

**90-day Deadline: November 21, 2017 Initial Submission; Second Submission January 16, 2018**

**In attendance on behalf of the applicant: Clark Machemer, Johanna Chervak, Zachary Csik (Rockefeller); Joseph Fitzpatrick, Esq.; Brian Harman PE (Pidcock); Mark Heeb and Jose Lazo (BL Companies)**

Mr. Jose Lazo responded to the Barry Isett Associates letter dated October 13, 2017.

Regarding the Zoning Review section, Mr. Lazo confirmed the applicant would comply with the four items listed. With regard to Section 27-1421.8, Mr. Lazo confirmed that he would modify the plans to conform with the zoning ordinance. This would include changing the dimensions.

**Waivers and Deferrals**

Mr. Pierce made a motion to recommend the following seven waivers to the Stormwater Management Ordinance:

§8-229.4.E – If infiltration is proposed in carbonate areas, the post-development two year run-off volume leaving the site shall be 80% or more of the predevelopment runoff volume for the carbonate portion of the site to prevent infiltration of volumes far in excess of the pre-development infiltration volume. The Applicant is requesting a waiver to infiltrate more than the 80% predevelopment level. The summary table on page 11 of the Post Construction Stormwater Management Narrative indicates that the post development runoff volume is only 25% of the pre-development runoff volume for a 2-year storm, utilizing the Townships required methodology. This far exceeds the Township's 80% requirement. They indicated that based on Pennsylvania Department of Environmental Protection's (PA DEP) design methodology requirements the site's post development runoff volume is 86% of the pre-development condition. The Applicant has provided a letter from Advantage Engineers, a geo-technical consultant. Advantage evaluated the Karst features and the proposed infiltration basin, and does not anticipate

an adverse effect on the site development. Isett is in support of the waiver subject to approval of the infiltration methodology by PA DEP.

§8-229.9.F - No infiltration practice shall be designed to recharge stormwater runoff from a contributing watershed larger than two acres. The Applicant is requesting a waiver to allow a greater drainage area to flow into the infiltration basins. The Applicant contends that the size of the proposed development requires that greater drainage areas be allowed to be collected in the infiltration basins.

§8-231.8.C. - Pipe outlet arrangements shall provide complete out letting of all detained water, unless provisions for permanent ponding have been approved. A waiver is requested to allow the storage volume below the low flow orifice to infiltrate into the soil layer. The Applicant's stormwater design requires infiltration of stormwater, therefore the complete out letting of detained water is not proposed.

§8-231.8.D - A detention basin, if utilized in an area of limestone geology, shall be lined with a synthetic impervious liner as more specifically described in Subsection(J). A waiver is requested from the requirement to install an impervious liner, which would apply to all the infiltration basins proposed for the project. The Applicant's stormwater design requires infiltration of stormwater, therefore a basin liner is not proposed.

§8-231.8.F.3 - Interior slopes shall not be steeper than a ratio of 4:1 horizontal to vertical. The Applicant is requesting a waiver of this section. A waiver is requested to allow a steeper side slope on the interior of the basins to comply with the FAA regulation of providing steeper slopes to prevent the gathering of birds. 3:1 interior side slopes are proposed.

§8-231.8.H - If the maximum water depths as stipulated in Subsections (F) and (G) above are exceeded, a four-foot high chain link fence is required around the detention ponds. The fence shall be landscaped from adjacent streets and properties. A fenced detention pond shall have a maximum berm side slope of 4:1. The stormwater management facilities will be surrounded by a 4' high chain link fence. A waiver is requested to allow a steeper side slope to meet the requirements of the FAA.

§8-231.8.K - The minimum slope of the bottom of a detention pond shall be 2% toward the outlet structure. A waiver is requested to allow a level basin bottom to allow for the settlement of suspended solids and consistent infiltration through the basin bottom, which would be in conformance with current PADEP regulations for infiltration facilities.

to the Board of Supervisors contingent upon the stormwater basins remaining the responsibility of the property owners; seconded by Mr. Tepes. On the motion, by roll call vote, all Commissioners present voted yes.

Mr. Pierce made a motion to recommend the waivers the following three deferral requests for SALDO section 21-303.B/306 (regarding sidewalks); 22-406.J/407.11/409/502.4.K (regarding sidewalks with accessible ramps) and the LANTA bus stop improvements; all deferrals are contingent upon the future installation requirement and LANTA bus stop; seconded Mr. Krill. Mr. Krill was concerned if the property would change hands that the Township was still covered. On the motion, by roll call vote, all Commissioners present voted yes.

Mr. Lazo confirmed the applicant would comply with the SALDO items including the return to the LVPC regarding the stormwater review.

### **General items:**

Mr. Clater confirmed that the stormwater basin would not be considered for dedication to the Township. Mr. Pierce questioned the size of the stormwater facilities per the overall layout plan. Mr. Lazo indicated that the basin corresponds with the basin as necessary at the time of roadway construction. Messrs. Clater and Pierce agreed that this needs to be resolved per the previously recorded subdivision as it is no longer germane to the development plan.

Mr. Clater questioned the installation of angles on roof drains. Mr. Lazo indicated that some 45 degree angles were necessary as part of the design.

Regarding the architectural comments, the Commission agreed the details provided were adequate to comply with the sections (Zoning Ordinance 1507 Q r; 1507 Q r 5; 1507 Q r 7; and 1507 Q r 9.)

Mr. Lazo requested 25' mounting heights on lighting fixtures. The Commission was agreeable to the height due to the safety aspects.

**Traffic Lot 4 & 5:** Mr. Clater provided a summary table of trip generation projections based upon the FedEx, additional ITE 150 warehouses proposed for Lots 4 and 5. He voiced concerns in reconciling the proposed trip generations from the current FedEx, added Lot 4 & 5 warehouses (using ITE 152's), in light of the additional proposed traffic associated with the rezoning of lands in East Allen Township. He did not that he had confidence in the portion of the TIS modeling that allocated the volume projections for FedEx as those assumptions were taken from other existing FedEx facilities. However, he did not have a level of confidence on the ITE 152 projections for Lots 4 and 5. Further, he indicated that traffic volume assumptions from any East Allen properties accessing Willowbrook Road via Radar Drive were not part of the input assumptions of the 2013 Traffic Impact Study.

In response to Mr. Clater's analysis, Mr. Harman indicated that some of the assumption numbers had been updated since the last submission. However, Mr. Clater summarized his essential concern was what was being proposed to be put on this road in the future and why should Allen Township consider

more truck traffic proposed on Willowbrook – from anywhere? In responding, Mr. Harman indicated that Mr. Clater was correct and that the analysis would place an increase in the study projection over by 76 trucks per day. Mr. Harman provided the modification to the project to reduce the trucks by 5% per the ADT. Mr. Harman further indicated that the projection was also less by 5,000 cars. He further indicated that he understood that a car to truck comparison ratio basis was operationally one truck was equal to two cars (according to Federal Highway Administration guidelines). Additionally, it was anticipated that only 1/3 of the cars would reach Rt. 22.

Mr. Clater provided an alternative comparison of considering the projection for development in East Allen Township: Using the assumption of 1.3 million square feet of warehouse space proposed for Lot 4 & 5 generating 900 truck trips per day, (80 acres); Therefore if Radar Drive is extended, which is not a given and subject to approval by the Allen Township Supervisors, 155 acres (6 million square feet of land) probably supporting 2.5 to 3 million square foot of warehouse space, that a potential truck traffic generation figure could be an additional 1,500 truck trips per day over and above the 1,800 truck trips proposed for Lots 4 and 5. Mr. Clater felt this was a problem – in his opinion. Mr. Clater stated it is a Supervisors decision to determine if Radar Drive be extended to East Allen Township however, he did not feel there should be any assumption that it was just going to happen. Mr. Clater stated he was concerned about adding another 1,000 to 1,500 trucks on Willowbrook Road. Mr. Joseph Fitzpatrick indicated that there was not a correlation in the assumption to the size of the lot to the amount of trucks. He further stated he was unsure of the volumes as the tenant was not identified.

**C. JW Development Northampton Business Center Revised Preliminary Land Plan Submission**

**Applicant/Owner: Jaindl Land Company/David M. Jaindl**

**Submission Date(s): Receipt of Initial Plans December 22, 2016; Second Submission July 3, 2017; Third Submission October 2, 2017**

**First Planning Commission Agenda: January 16, 2017 Initial Submission; Second Submission July 17, 2017; Third Submission October 16, 2017**

**90-day Deadline: May 30th, 2017; current extension granted until August 29, 2017; Second Submission October 17, 2017; Extension of time MPC review to November 27, 2017; Third Submission January 16, 2018**

**Present – David Jaindl, Kirk Johnson (Watson Land Trust); Bruce Anderson PE (The Pidcock Company; Annmarie Vigilante (Langan); Patrick Stuart, Landscape Architects (Orsatti & Stuart Associates, Inc.):**

Mr. Bruce Anderson, PE, The Pidcock Group, reviewed the overall plan.

Mr. Clater commented regarding the development and the traffic studies. Mr. Clater discussed why the roads and traffic plan is designed the way it is. There was much input from the Township and Engineers regarding the design of the traffic. Mr. Clater questioned the wooded, wetlands area and the plan impacts to these areas.

AnnMarie Vigilante provided a timeline including the scoping PennDOT meeting which led to the submission of the Traffic Impact Study which includes six buildings (five on the east of Howertown and one west of Howertown Road). She reviewed the intersections studied: Route 329 and Horwith Drive, Route 329 and Savage Road, Route 329 and Howertown/Weaversville Rd Intersection, Route 329 and Seemsville Road, Route 329 and Walnut Street, Route 329 and Airport Road, Bath Pike and Jacksonville Road, Kreidersville Road and Indian Trail Road/Howertown Road, Howertown Road and The Site Driveway, and Seemsville Road and the Site Driveway. The studies were done in the peak hours of 6am to 9am and 2pm to 6pm to coincide with School Traffic to capture the bulk of the traffic. Also studied was the cut through traffic at the Howertown Road and Weaversville Road intersection. Also included via ATR were the Route 329 and Seemsville Road intersection.

The distribution of traffic allows for a fairly substantial distribution. Also studied was a Build year of 2021 with a build year plus five years as required by PennDOT. Also factored into the consideration is the Liberty Property Trust, Rockefeller, and the Veritek Airport Road Lot #1 located in East Allen Township.

The outcome of the analysis in trips: Daily increase of 1320 cars. Daily increase of 812 trucks. 53 trucks entering in am and 24 trucks exiting. 31 trucks entering in the pm and 70 trucks exiting. 142 cars entering in the am and 63 cars exiting. 67 cars entering in the pm and 145 cars exiting. 2132 overall daily vehicles. Mr. Clater questioned the numbers and thought it was much higher. Ms. Vigilante responded that this is the vehicles not the trips. Two way is 4263 and actual vehicles is 2132. The actual vehicles may make multiple trips.

The developer has agreed to cooperate with the Northampton Area School District for the traffic generated by a future new elementary and maintenance facility.

Ms. Vigilante provided a summary of the proposed improvements as follows:

- A. Seemsville Road:** Proposed dedicated 250ft eastbound left turn lane at Route 329. Dedicated 250ft westbound left turn lane. Dedicated 200ft southbound left turn lane onto Route 329. 200ft dedicated right turn lane. Signalization of the intersection coordinated with the Route 329/Weaversville Road intersection and the Commerce Road intersection. Upgrading 5ft shoulders in every direction along the areas being improved. Three lane section for future school improvements to site driveway with areas for the school district to tie in if needed in the future.
- B. Howertown Road:** Proposed the widening of Howertown Road the total frontage of the property with 150ft turn lane and widened shoulders in this area.

Regarding the Howertown Road stormwater situation, Mr. Clater requested that the developer consider a reduction of stormwater to assist with protection to the Dry Run and Dry Run Bridge (PennDOT).

Ms. Vigilante stated these will require PennDOT review/approval and will require input from the Township.

Patrick Stuart, Landscape Architect, Orsatti and Stuart Associates, Inc, presented a brief overview of the landscape.

Mr. Clater indicated that the applicant did submit to the Township under the previous Zoning Ordinance. He thanked the applicant for complying with many aspects of the amended Zoning ordinance provision including the additional buffering requirements. Mr. Clater felt this would address the safety aspects and would essentially perform similar to the “rest stop” type drive.

Regarding the main access drive staging areas, Mr. Clater felt this area should include a physical barrier such as curb would need to divide the private pull off area and this would need to be maintained by the property owner.

Mr. Pierce commented regarding the extension of a dedicated roadway right of way to the property to the northeast of the property. Mr. Jaindl indicated he would evaluate the comment.

**Traffic Impact Study:** Mr. Clater commented that the proposed improvements appeared to be consistent with the distribution discussed with the modeling.

Mr. Clater remained concerned with the Kopper Penny intersection. He was concerned with the various legs of the Kopper Penny intersection. He was concerned with the addition of traffic on the leg that currently handles 11,000 trips per day. He was concerned with the 800 trips per day going through the intersection with a level of service at D currently. Mr. Clater indicated that the only thing left is to get rid of the split phasing and the modeling of the legs which doubles the time at the intersection as this bothers him. Ms. Vigilante responded that the intersection needs to be further discussed. Mr. Clater indicated that there was nothing proposed for improvement of the intersection. Ms. Vigilante discussed a partial split phase for lefts (with a protected lane), which was discussed internally and with PennDOT. PennDOT comments need to be received back as a first step.

**Public to be Heard:**

Mr. Jerry Neff, 31 Nor-Bath Boulevard – house faces Rt. 329 directly at intersection with Seemsville Road. He is concerned about a proposed Traffic Light.



Joe Mangan, 69 Oak Lane, concerned about road widening and truck traffic. He is also concerned about exiting from Oak Lane onto Weaversville Road.

Lowl Fehnel, 5600 Snyders Church Rd, is concerned about the quality of life deaerating.

Ron Litner, 4825 Old Carriage Road, voiced concerns of existing truck traffic on Old Carriage Road. He was concerned that truck drivers will go anywhere they can to get where they need to go.

Alice Nagy, Seemsville Road, indicated she has not heard much about Seemsville Road. She indicated that traffic was horrible and freezes and thaws in winter. Has Seemsville Road permission for widening been obtained? Ms. Vigilante indicated that they are in the process of obtaining those permits.

Sandra Micio, 11 Nor-Bath Blvd, was concerned with about the traffic hitting her on her property and has installed boulders in her front yard covered with bushes to protect her home. She also is concerned about the proposed traffic light.

Valerie Snyder, 7652 Prospect Drive, voiced concerns about the Indian village remains.

Lori Sugra, 314 Nor Bath Boulevard, was concerned with trucks on the grade and was concerned with current accidents on the hill. She felt there would be more accidents. She had concerns of septic as well.

Thea Prostko, 4433 Seemsville Road, home is very close to Seemsville Road. She is concerned about trucks and water run-off and where the run-off will be going. Also concerned about snow-plowing on the hill on Seemsville Road.

Keith Allen, 13 Redwood Drive, questioned left hand turn lane and a truck every two minutes.

Dave Donaldson, 5466 Nor-Bath Boulevard, questioned the number of warehouse and indicated the area was being choked with truck traffic.

Nick Ferca, 4301 Seemsville Road, questioned long term planning after the warehouse. The short term impact is great therefore this is what is thought of first.

Judy Van Burten, 8150 Seemsville Road, has not heard one person in favor of the project. She felt this should be turned down.

Roxanne Stilman, 3958 Howertown Road, was concerned that Howertown Road cannot take additional traffic let alone truck traffic. She felt that the infrastructure was not adequate.

Eric Miller, 7516 Miller Drive, questioned the traffic study regarding Airport Road. Ms. Vigilante indicated another developer was improving Airport Road. Mr. Miller did not agree and voiced additional concerns about East Allen traffic concerns.

Bruce Smith, Mud Lane, questioned why these warehouses wouldn't be built closer to the interstate. Mr. Jaindl responded that he did not control any land off of Rt. 33 or 80.

John Swankowski, 11 Jennings Run there would be conditions placed on the access on Howertown Road (for trucks). Mr. Swankowski asked how this would be enforced. Mr. Swankowski was concerned with the manner in which the traffic study provides calculations.

Susan Lee, 211 Woodmoor Road questioned if Mr. Jaindl had trucks all around his home.

There being no further business, the meeting adjourned 9:42 PM.

Respectfully submitted,

Ilene M. Eckhart