



Allen Township Board of Supervisors

Meeting Minutes September 12, 2023 6:00 P.M.

A. General Meeting of the Allen Township Board of Supervisors was held on Tuesday, September 12, 2023, at 6:00 P.M. at the Allen Township Fire Company Building, located at 3530 Howertown Road, Northampton, PA. Mr. Hassler led the audience in the Pledge of Allegiance to the Flag.

1. Roll Call:

Present: Gary Behler; Dale Hassler; Paul Link; Tim Paul; B. Lincoln Treadwell, Jr., Esq.; Stan Wojciechowski, PE, CME Engineer (Barry Isett & Associates, Inc.); Ilene Eckhart, Manager; and Tom Gogle, Public Works Crew Leader

Absent: Jason Frack, Board Member; and Andrea Martin, EIT (Barry Isett & Associates, Inc.)

2. **Announcements and/or Actions to Add New Items to Current Agenda:** Ms. Eckhart had no announcements or actions to add to the current agenda. Ms. Eckhart requested that speakers state their name and address. Ms. Eckhart requested that members of the Board of Supervisors speak closely to the microphone.

3. Public Hearings:

A. **Draft Ordinance 2023-04 – Atlas Road/Phyllese Drive Three-Way Stop Intersection:** Mr. Behler made a motion to open the hearing, seconded by Mr. Link. On the motion, by roll call vote, all Supervisors present voted yes. The proposed ordinance, 2023-04, will amend the code of the Allen Township by amending Chapter 15, Part 2, Section 15-213 (stop intersection established). Mr. Treadwell explained that this ordinance would create a three way stop at the intersection of Atlas Road and Phyllese Drive. Mr. Treadwell stated that there was a traffic study conducted by the Township Engineer in May of 2023 which concluded in a recommendation of a three way stop. The ordinance would create the three-way stop. Mr. Hassler commented that the purpose of the three way was due to the intersection being a school bus stop. Mr. Hassler explained that drivers would run through the school bus stop sign and by creating the three-way stop would provide some safety for the children at the school bus stop.

Mr. Hassler asked for public comment. Beverly Moore, 40 Drexel Drive, asked if the stop signs will be lighted due to the stop being a school bus stop. Mr. Wojciechowski explained that under Title 75 of the Code, the Township is allowed to place red flashing blinkers on the stop signs for the initial thirty days of the new traffic pattern. Mr. Wojciechowski further explained that if the Township wishes to extend the red flashing blinkers placement period, the Township needs to get approval from PennDOT to place a red flashing blinkers on the signs. He stated that PennDOT generally does not approve the extension unless it is a major safety concern such as sight distance. Mr. Behler asked Mr.

Wojciechowski if the Township needed to act separately in regards of the blinker or is the Township stating that it will be placing the blinkers on for thirty days. Mr. Wojciechowski stated that the blinkers will go on for the first thirty days. There were no additional comments from the public or the Board of Supervisors. Mr. Behler made a motion to close the hearing, seconded by Mr. Link. On the motion, by roll call vote, all Supervisors present voted yes. Mr. Behler made a motion to adopt Ordinance 2023-04 as it relates to the three-way intersection at Atlas Road and Phyllese Drive, seconded by Mr. Link. On the motion, by roll call vote, all Supervisors present voted yes.

4. Public to be Heard:

- A.** Phil Richardson, 917 Graystone Circle, referenced sections of the Township Saldo in relation to the Wawa application. He expressed concern regarding Wawa traffic and the potential of the traffic driving in the wrong lanes as well as internal traffic flow. Mr. Richardson continues to discuss his concern with the number of pumps. The proposed building size of Wawa is 6,049 square feet, which allows Wawa to be eligible for fourteen pumps, however, Wawa's proposal shows sixteen pumps. He suggests that the Township follows Township Ordinance and conduct a traffic study to reduce the number of pumps to fourteen. Mr. Richardson commented that other local Wawa's have twelve pumps and two gas stations within the Township, have eight and six pumps. Mr. Richardson expressed concern regarding Wawa's roofline being a slope roof. He questioned how high Wawa will want the roofline and suggests the roof be fifteen feet high or a level roof. Mr. Richardson explains that the canopy lighting should be no more than twenty footcandles based on the illuminating engineering society. Through research in the Code of Ordinances, Mr. Richardson found that the allowable light projection under the canopy should be between twelve and fifteen footcandles. His concern for the light pollution coupled with the pitch roof would cause blinding light pollution for traffic traveling on Rt. 329 as well as the neighboring community. Mr. Richardson also voiced concerns about emergency access and truck turning radius. He expressed his concern about parked cars at the purposed gas pumps being struck by internal traffic. He also questioned the need for a cul-de-sac on Atlas Road and Weaversville Road. He stated that all subdivision development should be coordinated with existing nearby neighborhoods so the development and neighborhood can be developed harmoniously. He also adds that local resident streets should be held to discourage through traffic. He expressed concern that if the Wawa traffic is released onto Savage Road, then the traffic will navigate through residential streets causing concern for school bus stops and overall pedestrian safety. He also commented on the sidewalk being on the north side of the intersections when he suggests that the sidewalks be on the south side and a retaining wall be built for the berm. In addition, he worries about speeding that will occur with the Wawa traffic He solidifies his concerns with a recent pedestrian death in Hatfield, PA, where the female pedestrian was struck and killed by a driver in the Wawa parking lot.
- B.** Boyd Moore, 40 Drexel Drive, voiced his concerns regarding Wawa's ingress being on Savage Road. He does not believe that there would be a good site distance and with the cars speeding, people exiting Wawa will have limited time to exit. He also indicated that if Atlas Road was given a cul-de-sac, then the traffic trying to cut through would take Drexel Drive causing additional traffic through Drexel Drive. He indicated that if Atlas Road has a cul-de-sac, then Drexel Drive and Debbie Lane would need a cul-de-sac as well in order to stop through traffic. He shared that the exit and entrances should be on Rt. 329 where there could be double lanes added and if an additional ingress is needed it should be down towards Rt. 329 and Savage Road.

Mr. Moore indicated that currently, the school buses use Atlas Road and Drexel Drive as a loop so if Atlas Road has the cul-de-sac the school buses will not be able to take their typical route.

- C. Beverly Moore, 40 Drexel Drive, requested a brake retarder restriction ordinance. She questioned where PennDOT was with the brake retarder restriction request and asked if the request was submitted again. Ms. Eckhart revealed that request was still under review and gave Mrs. Moore documents outlining the criteria for the request. Ms. Moore asked the Board of Supervisors if the brake retarder restriction could be passed as an ordinance. Mr. Treadwell stated that it could be passed on a PennDOT Road with PennDOT's approval. Ms. Moore explained that other Townships, such as Hanover, have the restriction signs throughout the Township and explains the warehouse trucks have an impact on Drexel Heights and Rt. 329. She further explains how the trucks brake retard in the early mornings, such as 3:00 a.m., down the hill to the traffic lights. She asks if the Township could continue to pursue a brake retarder restriction. Ms. Eckhart shared that she would check with PennDOT again. Mr. Hassler indicated that he believes that Airport Road has a restriction and suggests that they check with Hanover Township. Mr. Treadwell suggested that PennDOT placed the restriction or maybe Hanover Township was able to get PennDOT to approve the brake retarder restriction ordinance.

5. **Approval of Minutes:** Mr. Hassler requested that the minutes be tabled as comments that he gave regarding Wawa in the last meeting of August 22nd were not included in the draft minutes. He stated that he would like to see them be included in the minutes. Mr. Behler made a motion to table the minutes for the general meetings of August 8th and 22nd, till the next meeting; seconded by Mr. Paul. On the motion, by roll call, all Supervisors present voted yes.

6. **Reports – All Reports on File with Exception of Treasurer's Report and Paying of the Bills:** Mr. Behler made a motion to approve the Treasure's report and Paying of the Bills; seconded by Mr. Paul. On the motion, by roll call, all Supervisors present voted yes. Mr. Hassler asked Ms. Eckhart if she had anything else to add to the reports. Ms. Eckhart stated that the Township is proceeding with the Stormwater MS4 and conversing with a property owner where the MS4 was approved last. She also stated that the First Regional Compost Authority Meeting would take place in a next week.

7. **Unfinished Business:**

A. **Allen Development Partners (Wawa) Preliminary Final Land Development Plan:** Mr. Erich Schock, Esq., introduced himself and Mr. John Cogan, the developer engineer, and informed the Board of Supervisors that due to circumstances the Design Engineer could not be present for this meeting. Despite the circumstances, Mr. Schock wanted to discuss some issues that the Developer Engineer needed to discuss. Mr. Schock also requested an extension to the next meeting of September 26th, 2023. Mr. Behler asked for the date of the current signed extension. Ms. Eckhart shared that the current signed extension is valid through September 13th, 2023. Mr. Schock stated that he had a written extension request that he could hand in this evening. The Board of Supervisors accepted the written extension, which Mr. Schock provided in writing near the conclusion of the meeting.

Mr. Schock requested to Mr. Cogan to summarize the proposed plan. He also stated that the Planning Commission made a recommendation with some conditions attached which were acceptable to the applicant. Mr. Cogan of Allen Development Partners, summarized Wawa's proposed plan of 6,049 square feet. Wawa, with a proposed location of the southwest corner of Rt. 329 and Savage Road. He

explains that based on the commercial zoned lots, Wawa came to an agreement with the development of the corner lot as Wawa wants to be located at a signalized intersection. Mr. Cogan continues to explain that since Allen Development Partners started to work on Wawa's proposed plans, Wawa's shared full access driveway was designed to run parallel to Rt. 329 and connecting to Savage Road to Stone Gate and the completed fourth leg of the segment of Century Drive intersection was a key component of the proposed development from day one. Upon review of the sketch plan process and subsequent plan revisions, Mr. Cogan concluded that there was nothing new regarding ingress or egress on Savage Road. As part of Wawa's permitting process, Mr. Cogan shared that they worked with the development engineer on the combined traffic study to see if any additional access points would be allowed by PennDOT on Rt. 329 to which PennDOT was adamant that it was not possible to allow an additional direct access onto Rt. 329. He further explains that Wawa only proposed multiple access points due to Township and Township Engineer safety concerns. Mr. Cogan also shares that Wawa has spent time with the Township Engineer regarding driveway layout and truck turning radius for delivery trucks. He also clarifies that Wawa does not want tractor trailer customers and does not support them parking on the road. To avoid tractor trailers parking where they aren't supposed to, Wawa worked with the Planning Commission Committee on the driveway width and reduced it from the original agreed 30-foot width to 22 or 24 feet, which will allow for a better traffic flow and car traffic only.

Mr. Cogan also discusses the large amount of time spent with the Planning Commission and Township Engineer, Township Traffic Consultant, and Keystone regarding pedestrian crosswalks. The sidewalk design presented is in favor to accommodate pedestrian movements walking North from the athletic fields, park, and so forth. He stated that Wawa is also providing sidewalks along the front of the building along Savage Road and Rt. 329 even though most of the pedestrian traffic is expected to be from the south. Mr. Schock commented that they would comply with all prior comments of the latest Township Engineer's review letter, and that the developer of the overall Stone Gate Project, indicated his willingness to work with the Township in regard to the Atlas Road and Weaverville Road intersection, to which the Planning Commission gave a positive recommendation.

Mr. Hassler stated that he is opposed to the access to Savage Road. He further explains, that as the Fire Chief, he does all the accident reports and understands how dangerous certain intersections are within the Township. He stated that from January 1st, 2018, to August 24th, 2023, there were about fourteen reported accident in this location. He also explains that there are numerous fender benders that occur at the intersection. Mr. Hassler further explained that the Savage Road and Rt. 329 intersection is the busiest in the Township. He continues to state that the Rt. 329 and Weaverville Road intersection only had seven accidents and that the intersection of concern, Atlas Road and Weaversville Road, due to sight distance, only had one accident in the same time period. He questioned why more traffic will travel towards the intersection with the most traffic and accidents. He further explained that despite the traffic studies, the accidents that are reported are the reality of the intersections. He further explains that the traffic from Wawa should utilize the traffic light signal at Rt, 329 and Liberty Drive which was initially installed for the commercial project. Mr. Hassler questioned PennDOT's notion to not allow an additional access point on Rt. 329 and Mr. Schock's correspondence which noted that "moving forward the plan has been that the Township previously directed the Stone Gate Developer to limit the access to the commercial portion of Stone Gate from Rt. 329". Mr. Hassler stated that he has not heard anyone of the Board of Supervisors members concerned about limiting Rt. 329 access. Mr. Schock stated that to his understanding that that the intersection has always been shown as the access and designed by the design engineer for the Stone Ridge Property. Mr. Schock shares that the access points were given to

him by the outset. Mr. Schock also shares that he did not believe that they could do anything other than what is shown on the proposed plans.

Mr. Hassler reiterates his concerns regarding the traffic and how the access points will increase the number of accidents at the Savage Road and Rt. 329 intersection. He shares that people will be in a rush with getting to work and getting fast food and gas puts drivers in the mindset of getting in and out. Mr. Schock asks Mr. Scott Pasterski, PE, Keystone Consulting Engineers, to address the Savage Road and Rt. 329 intersection as a concern and closing the driveway access to Savage Road and address the question of the access points on the plan have been the same points.

Mr. Pasterski shares that his firm, Keystone Consulting, has been involved with the Stone Ridge property since the early 2000s. Mr. Pasterski has personally been involved with the traffic side of the project since 2018. He shares that the right in and right-out access on Rt. 329 was dismissed by PennDOT. Mr. Pasterski shares that every traffic study that they have submitted back in 2018 and any land development submission, with the most recent submitted in early 2023, has shown the proposed access in the current location. The access started as a full-service access and then later at the request of the Township Engineer, who had concerns about traffic making a left-out Wawa, the driveway became a right in right out and left in only. Mr. Pasterski then presented a site context map overlaid on an aerial image of the general vicinity of the proposed location. Mr. Pasterski presents the neighborhood population density that is exiting to the south of Wawa site. He projects that all the traffic coming from the high population areas would only have Rt. 329 to be able to access Stone Gate Road. The Savage Road access will give the population a “backdoor” access allowing for less additional traffic on Rt. 329. He concludes that if the Savage Road access is removed the traffic to the Wawa will not necessarily be deterred but have no choice but to only use Rt. 329 and Stone Gate Road – therefore, having to travel to Savage Road / Rt. 329 to get to the access point. Mr. Pasterski brought up a prior concern of the Planning Commission of the Wawa traffic ending up on Atlas Road and then over to Weaversville Road. Mr. Pasterski stated that Keystone’s field team went out and measured the intersection sight distance and it meets no measurable sight distance for a left or right turn out of Atlas Road or north-bound left turn onto Atlas Road. Mr. Pasterski indicated that if the access point is taken out, he believes that traffic is going to be added to Rt. 329.

Mr. Hassler indicated that he is aware of the sight distance at Atlas and Weaversville Road and that the accident record in the timeframe of early 2018 to August 2023 is low. Mr. Hassler expressed his concern of cars backing up at Savage Road/Rt. 329 due to the vehicles attempting to make a left turn into Wawa which can result in rear-end collisions. Mr. Hassler also comments that there are a lot of people who travel from the north and his concern about that traffic cutting through Atlas Road to head south. He further believes that if there was a right turn lane on Rt. 329 at the light and if the intersection was widened, people would be able to enter the Wawa and then Rt. 329 and head to their destinations. Mr. Paul then asks if there was a possibility to add physical barriers in the road behind the proposed Wawa in order to keep traffic from turning left and stay on Rt. 329 and Stone Gate Road, thus allowing inbound traffic the ability to turn into Wawa from Savage Road, without it interfering with the traffic flow. In response, Mr. Schock explained that there is a way, but it would counter the Township’s Traffic Consultant and Keystone traffic studies have indicated to be the safer layout. Mr. Schock indicated that the current plans provide a balance to the traffic and the layout provides a safer route for most of the traffic. Mr. Paul asked if the intersection of Liberty Drive and Rt. 329, would be any safer than the intersection at Savage Road. Mr. Cogan then responds with the need for two access points is generally

better because it helps disbursement of traffic and emergency service access. He further explains that if there is an emergency anywhere in the development there is only one access for anyone coming in or out. He stated that commercial developments nearly never only have one access point when it comes to the general public. He further explains that if there is an accident anywhere in the development then there is no alternate path for people to go.

Mr. Hassler provides an example of the Rt. 145 intersection, where Aldi's, Lowes, and Starbucks are located in Whitehall, that this area only has one access point despite the numerous commercial uses. He explains that one intersection handles all the commercial traffic, and the traffic can go north or south. Mr. Hassler questions why the traffic cannot go on the intersection of Liberty Drive and Rt. 329. Mr. Schock indicated that the referenced intersection at Rt. 145 is a distinctly different roadway as traffic can split into two directions. He further explains that since that traffic can be divided to go north or south, the traffic volume for that intersection can be split and not all forced to go the same direction. Mr. Schock reminded Mr. Hassler that Mr. Pasterski did submit studies and conducted the research that a traffic engineer is supposed to conduct.

Joseph Zator, Esq. spoke on behalf of Livingood and the Stone Ridge Project regarding the Rt. 145 intersection, McArthur Road Center, that was noted by Mr. Hassler. Mr. Zator shares that he represented the developer for the development about twenty years ago and now represents the current owner of the same site today. Mr. Zator indicated that Whitehall Township would not have approved the development without two points of access. The discussed site on Rt. 145 has a second access point that is further south located near the Chick-fil-a. Mr. Hassler stated that the access point is still on McArthur Road and access points all are on the same side. Mr. Zator further explains that there needs to be at least two access points at a minimum, as it's needed for safety. Regarding the commercial property in Allen Township, only having one access point for not just the Wawa but the whole commercial development does not make sense on a safety standpoint. Mr. Hassler then indicated that there could be an unpaved area that could be used for emergency access vehicles only.

Mr. Cogan presented mobile data maps regarding the Wawa traffic density in relation to its stores. The mobile data maps are of actual customers who utilize the McArthur Road Wawa. He explains that Wawa is convenience based, meaning that the traffic is typically traffic that is already on the road. He continues to explain that Wawa knows that its customer base is typically within a two-to-three-mile range of the location, existing workers and residents of the area. Mr. Cogan expresses that if the Savage Road access is eliminated the circuitous route required for patrons will generate more traffic to the concerned location of the Savage Road and Rt. 329 intersection. He further explains that the traffic and accidents could increase due to the traffic being forced to take three turns to get to or from the Wawa. Mr. Hassler referenced the promises and studies done by the traffic engineers when the warehouses were being proposed how the trucks would not travel north and through out the Township. He continues by stating that the trucks still travel north and go through out the Township in areas that they were not supposed to be traveling. Mr. Hassler then asks the other Board members if they have any comments.

Mr. Behler addresses the number of pumps and the canopy height. He stated that both areas were covered by a granted relief from the Zoning Hearing Board (variances). Mr. Behler explains that once a variance is granted, they cannot go back against the variance. Mr. Richardson commented that the concern was regarding the number of pumps and being able to reduce the amount based on a traffic study. Mr. Schock explains that there needs to be a legitimate reason to reduce the number of pumps

based on a traffic study. He further stated that a legitimate reason has not been raised in any of the review letters. Mr. Behler indicated the accident information on the different intersections that was provided by Mr. Hassler. He explains that in his opinion, if the accidents are happening at the intersection, why would they not want an access point away from the intersection to keep the vehicles away from it. Mr. Behler explains that he is also a member of the Planning Commission and initially he was against the access on Savage Road. Mr. Behler explains that he believes that it is not necessarily needed but he believes that the effect that the access point will have on the traffic is important. He stated that how the access point is now (right turn out, left turn in) from Savage Road south and right turn in coming from Savage Road north, the vehicles leaving will go south on Savage Road and from there to the intersection at Savage Road and John Drive/Atlas Road, where the traffic will have different route options. Mr. Behler uses this point to consider the safety aspects of the traffic generated by Wawa. Mr. Behler indicated that Atlas Road and Weaversville is a safety concern due to the sight distance, and such an issue has existed for a long time. With a sight distance problem, Mr. Behler shares that the Township has an opportunity to fix the issue without Township expense as the Developer will be able to fix it. Mr. Behler also explains that when it comes to planning, the Township already knows that there has been a subdivision submission at 700 Savage Road, where part of it is from a legal settlement. The legal settlement stated that the parcel can be developed with both industrial and residential uses. Mr. Behler stated that there is a high possibility that a warehouse will be built there and due to the settlement, there is nothing the Township can do to stop a warehouse from being built. Mr. Behler discussed the truck traffic on Savage Road and where it will go if a cul-de-sac on Atlas Road is not placed. Mr. Behler noted that truck traffic will not necessarily follow signs and ordinances will not work because the Township does not have a way to effectively enforce them. Mr. Behler concludes that physical barriers will keep truck traffic from traveling on Atlas Road to Weaversville Road and reduce potential issues with truck traffic in the future. Ms. Moore argued that there is zero consideration being given to Debbie Road and Drexel Drive. Mr. Behler commented that Atlas Road would be a direct and quick route compared to Debbie Road and Drexel Drive. Ms. Moore also expressed concerns about the school bus stops to which Mr. Behler indicated the school bus stop would be resolved by the school district. Mr. Behler also stated that the other option would be to cul-de-sac Atlas Road by the Howertown Park but that will block the residents access to Savage Road. Ms. Moore expressed that having a cul-de-sac on Drexel Drive and Atlas Road to Savage Road would be preferable as it would reduce the traffic on Drexel Drive and Atlas Road. Mr. Behler stated that unfortunately traffic will find a way to cut through, but the most important task is solving safety issues and redirect the majority of traffic.

Mr. Hassler expressed concern regarding every action having a reaction. Mr. Hassler explained that though the sight distance is poor for the Atlas and Weaversville Road intersection, the intersection has a very low accident rate. He felt that the sight distance at Drexel Drive and Weaversville Road would not be a better option if the traffic were to cut through on Drexel Drive. He worries that the sight distance on Drexel Drive would lead to accidents. Mr. Hassler stated that more thought needs to be given before placing cul-de-sacs on the roads. Mr. Paul mentioned that if Wawa traffic cannot exit onto Savage Road, then the traffic will not be there. Mr. Paul suggested that the traffic should go back up to Rt. 329 and there the traffic can make a left or a right and the road behind Wawa and the traffic will need to make a right to get back to the Liberty Drive and Rt. 329 intersection. Mr. Paul also commented that having no exit onto Savage Road may allow for a reduction in street size width.

Mr. Link stated that he stands behind the Planning Commission's recommendation. He explained that none of the members are experts, so the Township hired experts to advise them. Regarding Wawa,

this is one of the cases where the Township Engineer agreed with design engineer's findings. Mr. Link stated that he is not willing to go against the experts who are advising him to make certain decisions. Mr. Link also stated that though he does not live over by the proposed Wawa, he shares that the developers are willing to work with the Township to correct issues. Mr. Link then questioned the relevancy of the cul-de-sac discussion as it does not directly pertain to the Wawa plan. Mr. Treadwell indicated that the cul-de-sac was an offered item by the developer of the Stone Ridge Development to help elevate the sight distance issues. Mr. Link stated that the Township has also discussed other options such as one-way streets or signage, and ultimately the decision must be made for the entire Township. Mr. Link reiterates the importance of listening to the hired professionals and that ultimately there needs to be an access point on Savage Road. He concludes that having just one access point goes against the safety recommendations of the professionals that the Township hired.

Mr. Hassler explained that the Wawa on Shoenersville Road may have a right in and a right out, however that is a PennDOT road and PennDOT has different standards. Mr. Link stated that he does not think that closing Atlas Road is the right idea because Mr. Hassler, as the Fire Chief, stated that it is a non-incident accident road. Mr. Link questioned why the Township would close Atlas Road if it were not an issue for accidents. Mr. Link also stated that the Township Engineer stated that the traffic impact would be minimal. He also questioned why the Township would go against the Townships hired professionals and a unanimous recommendation of the Planning Commission. He again brings up the cul-de-sac and Atlas Road goes with the next plan (Stone Ridge Land Development Plans and Major Subdivision/Lot Consolidation Plan). Mr. Treadwell stated that the Stone Ridge Plan deals with the Atlas and Weaversville intersection while the Wawa Plan deals with the access to Savage Road. Mr. Behler indicated that the Planning Commission recommendation was approval based on the approval of the subdivision plan for Stone Ridge, which would include a condition or requirement for some type of fix for Atlas Road. Mr. Link reiterated that in the scenario he agreed with the experts hired by the Township. Mr. Hassler indicated that he is in his tenth year as a supervisor and throughout all these years, he's listened to complaints arising from previous Supervisors' rubber-stamped approval. Mr. Hassler shared that Township Engineers and other experts have indicated that plans will be "okay" however, they end up not being "okay".

Mr. Schock stated that he feels that the term rubber stamped means plans were created without investigation, while in this scenario they are doing the research, making changes, and kept coming back to the meetings. Mr. Behler shared that he believes Mr. Hassler met in the past and is not referring to this plan. Mr. Schock referred the Shoenersville Road Wawa and indicated that there are three access points. Mr. Hassler then opened the floor up to public to be heard.

Phil Richardson, 917 Graystone Circle, noted the Township's SALDO stated that purposed subdivision land development shall be coordinated with the existing near by neighborhoods so that the community, as a whole, may develop harmoniously. Mr. Richardson noted that if someone is trying to turn onto Drexel Drive from Weaversville Road they are going to get rear-ended, and the other choice is to take Debbie Road. Mr. Richardson questioned how the residents will get to their houses and how customers and staff will get the Abby Road Veterinary Hospital. He noted that traffic will need to take Weaversville Road and then turn left onto Rt. 329 putting them at the Savage Road and Rt. 329 intersection. Mr. Richardson noted that during the traffic studies that the majority of people made a right turn on Weaversville Road from Atlas Road. Mr. Richardson also stated that mostly residents who use the road and they know the limitations of the intersection. He noted that the cul-de-sac would place the

local traffic at the intersection of Savage Road and Rt. 329. Mr. Richardson discussed the dangers of Wawa's access points as well as the proposed sign. He felt that the sign would make it difficult for traffic to look around and if the cars in the Wawa parking lot became stacked due to traffic, the parking lot will become backed up. Mr. Paul agreed with Mr. Richardson's statement and stated that the exits need to be right turn only. Mr. Richardson questioned what would happen if bridge or road construction occur, where will the traffic detour occur if Atlas Road becomes a cul-de-sac. Mr. Richardson asked Mr. Treadwell if Wawa can have less gas pumps. Mr. Treadwell stated that Wawa can have less pumps if there is a reason in the traffic study that says Wawa needs to have less pumps. Mr. Richardson shared that on the plan sheets, the fuel delivery trucks won't be able to drive through the parking lot when customers are parked at the gas pumps. Mr. Richardson also asked how the delivery trucks can unload the fuel or store products. Mr. Cogan shared that the entire stripped side of the building is a dedicated loading zone, which gives more than adequate room for unloading. He further explained that the proposed layout is a typical Wawa layout. Mr. Cogan further explained that the plans have been reviewed by their engineers but also the Township's engineer. Mr. Richardson then discussed how the curvature of the exits needed to change so the delivery trucks can leave. He further questioned the sidewalks, where the sidewalk ends, and asks how he can cross at certain points. He also questioned that if Wawa delivery trucks cannot make through the parking lot, how can a fire truck navigate through the parking lot with the gas pumps and people parking at a gas pump. Mr. Wojciechowski explained that if there is an internal issue with the layout of the gas pumps and they are not stacked a certain way, the Township would give them notice and it would be up to Wawa's engineers to investigate. The Township is concerned with the traffic on the public roadways. He further explained that the Wawa engineers have the liability when it comes to the parking lot circulation. Mr. Richardson stated that internal traffic within the parking lot needs to be part of the traffic study and if its not safe the pumps need to be reduced.

Mr. Schock handed Mr. Treadwell the written extension dated till October 11, 2023. Mr. Behler made a motion to acknowledge the extension of time until October 11, 2023; seconded by Tim Paul. On the motion, by roll call vote, all Supervisors present voted yes except for Mr. Hassler who voted no. Mr. Behler clarified to the approval was for the extension and not the approval of the Wawa plans.

8. New Business

A. 2024 Non-Uniformed Pension Minimum Municipal Obligation Certification: Ms. Eckart explained that the Non-Uniformed Pension Minimum Municipal Obligation is an annual requirement that she, herself, needs to certify based on the calculation method the minimum 2024 municipal obligation for the non-uniformed pension plan as it its calculated it is \$48,165.72 based on the State-aid value but there will be a difference that needs to be made up from the general funds. Mr. Behler questioned this year will be the first time the difference needed to be made up. Ms. Eckart shared that last year the difference needed to be made up as well as it was a few thousand dollars. Ms. Eckart continued to explain that that the census count may be off by a couple employees, as employees are not eligible to participate in the plan until they have worked for the Township for a certain period. She explained that there is a gap where some employees may have been terminated and the new employee's pension has not taken affect yet. Mr. Link made a motion to accept the 2024 Non-Uniformed Pension Minimum Municipal Obligation Certification; seconded by Mr. Paul. On the motion, by roll call, all Supervisors present voted yes.

9. Public to be Heard:

A. Mr. Phil Richardson, 917 Graystone Circle, stated that the developer should be required to resurvey every lot that adjoins. Mr. Richardson voiced his concern that the residents are not sure where their property line ends and is concerned that the berm, plants, and so forth could be on residents' property. He expressed concern that the pins were never set in the first place, and he questioned who will be responsible for taking care of the berm. Mr. Paul stated that the residents are not responsible for the berm. Mr. Richardson then stated that the responsibility needs to be clarified and that fences need to have the nice side facing the residents. Mr. Link questioned how the property lines were not disclosed to the residents when they purchased the property. Mr. Richardson said no it was not surveyed just the front of the property was surveyed and pinned.

B. Mr. Boyd Moore, 40 Drexel Drive, questioned the Township's advertisement on billboard on Rt. 329. He questioned how the billboard gets paid for and why there was an advertisement to begin with. Ms. Eckart explained that when the signs were approved and the ordinance was amended per the curative amendment, there was a section in our billboard ordinance that the Township can provide the billboard with a logo, or any emergency announcements and they will put it up for free. The Township does not pay for the logo display or the emergency announcements. Mr. Moore also commended the public works department for doing an excellent job.

C. A resident of Drexel Drive expressed concerns about additional traffic on Drexel Drive when the commercial lots are built. He shared that experts do not know everything and that they do not live within the Township. He believed that the access points should be closed on Savage Road and that placing a cul-de-sac on Atlas Road is ridiculous. He continued to explain that the residents have to live with the warehouses that add enough traffic.

10. Announcements:

Mr. Hassler announced the upcoming meetings. All meetings and events below will be held at the Allen Township Fire Company unless otherwise indicated. These meetings and events are as follows:

- Planning Commission – Monday, September 18, 2023, at 6:00 PM
- Board of Supervisors Budget Workshop – Tuesday, September 19, 2023, at 6:00 PM
- Board of Supervisors - Tuesday, September 26, 2023, at 6:00 PM
- Park and Recreation Board – Thursday, September 28, 2023, at 6:00 PM

Mr. Hassler also announced September 23rd, 2023, will be movie night, Top Gun: Maverick, at the Covered Bridge Park (weather permitting).

11. Adjournment: There being no further comments or business the meeting adjourned at 7:43 PM.

Respectfully submitted,

Ilene M. Eckhart