



Allen Township Planning Commission

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MINUTES

ALLEN TOWNSHIP PLANNING COMMISSION

REGULAR MEETING

Tuesday, February 6, 2018

7:00 P.M.

The regular monthly meeting of the Allen Township Planning Commission was held on Tuesday, February 6, 2018 at 7:00 P.M. at the Allen Township Fire Company Building, 3530 Howertown Road, Northampton, Pennsylvania 18067. The Pledge of Allegiance was recited by all present.

Roll Call: Present: David Austin; Louis Tepes, Jr.; Eugene Clater; Gary Behler; Gary Krill; Ilene Eckhart, Manager; B. Lincoln Treadwell, Jr., Esq.; Bob Cox, P.E.

Reorganization: Prior to reorganization Mr. Clater introduced the newest member of the Commission, Mr. David Austin. Mr. Behler made a motion to appoint Eugene Clater as Chairman; seconded by Mr. Tepes. On the motion, by roll call vote, all Commissioners voted yes with the exception of Mr. Clater who abstained. Mr. Behler made a motion to appoint Mr. Krill as Vice Chairman; seconded by Mr. Tepes. On the motion, by roll call vote, all Commissioners present voted yes.

Minutes: Mr. Behler made a motion to approve the December 2017 minutes with the refinements and changes as noted as presented; seconded by Mr. Austin. On the motion, by roll call vote, all Commissioners present voted yes with the exception of Mr. Austin who abstained.

Public to be Heard: No comments from the audience.

Old Business

A. Dashuta Final Land Development Plan: Present on behalf of project: Harold Dashuta; Brian Gasda P.E. (Lehigh Engineering); John Limpar (Architect). Mr. Gasda briefly discussed there was a

delay in returning with the Final Land Development Plan due to the Zoning Hearing Board proceeding, which resulted in the granting of variances for the site. Mr. Clater acknowledged receipt of the Zoning Hearing Board's opinion and further indicated the planning items were substantially resolved. He reminded Mr. Dashuta that he would still need to resolve the alternate planting of trees on the adjacent Township property with the Board of Supervisors.

Mr. Clater made a motion to recommend approval of the Harold Dashuta Final Plan Submission, as last revised January 29, 2018 subject to the Board of Supervisors and Township Engineer's satisfaction of any outstanding items which need to be resolved with the Township; seconded by Mr. Behler. On the motion, by roll call vote, all Commissioners present voted yes, with the exception of Mr. Austin who abstained.

B. JW Development Northampton Business Center Land Development Plan Submission of December 4, 2017 (Applicant/Owner: Jaindl Land Company/David M. Jaindl): Present on behalf of project: David Jaindl; Kirk Johnson (Watson Land Company); Bruce Anderson, PE, the Pidcock Company; AnnMarie Vigilante, PE, (Langan).

Bruce Anderson, PE provided a brief overview of the project, including the dimensions of the proposed buildings as follows: Building #1 – 975,000 square feet, Building #2 – 600,000 square feet, Building #3 – 264,000 square feet, Building #4 – 300,000 square feet, Building #5 – 124,000 square feet and Building #6 - 186,000 square feet. Mr. Anderson explained five of the proposed buildings would have driveways which would access a new internal proposed to be public street to Seemsville Road and one building access the future Century Boulevard (Liberty Property Trust).

AnnMarie Vigilante, PE, reviewed PennDOT has determined all 102" trucks utilize only STAA truck routes to access the site which are currently designated by PennDOT as follows: Rt. 329; Rt. 145 and Airport Road. She further indicated that PennDOT also determined that Howertown Road and Weaversville Road may not be utilized by the 102" trucks. Also, she noted, truck traffic is prohibited from traveling north of the proposed driveway from the site onto Seemsville Road. Ms. Vigilante indicated the site accesses both Seemsville Road and Howertown Road however truck traffic from the site may only access Seemsville Road. The access to Howertown Road is specifically for passenger automobile traffic per the request of the Township.

Ms. Vigilante provided a recap of proposed traffic improvements. She indicated Seemsville Road improvements would include widening and provide auxiliary turning lanes at the Site Drive including a northbound 200' turn lane and provisions for a 150' southbound turn lane to provide future access driveway to the adjacent Northampton Area School District property. Ms. Vigilante explained in response to resident concerns regarding existing conditions for the Seemsville/Rt. 329 intersection, the Seemsville Road intersection is proposed for realignment approximately 650' to the east of the current intersection with Rt. 329. Ms. Vigilante explained a cul-de-sac road is proposed to service the existing residents along Seemsville Road.

Ms. Vigilante explained along Howertown Road widening and a 150' auxiliary turning lane on the west side of the road would be provided. Drainage and pedestrian facilities would also be addressed along with the construction of shoulders.

Ms. Vigilante explained along the Rt. 329/Howertown intersection, in addition to the construction of improvements currently under highway occupancy permit approval by others, a dedicated eastbound right turn lane (of 250') would be added to address level of service deficiencies. Mr. Clater interjected the Rt. 329 improvements as referenced by Ms. Vigilante were committed to by Rockefeller Development Group in conjunction with Liberty Property Trust in the amount of \$3.5million to provide widening, turning lanes, the replacement and widening of the existing bridge over the Dry Run Creek and signal retiming.

Mr. Clater indicated the Township Engineer review letter did not reflect any additional concerns which were not previously discussed.

Mr. Anderson reviewed the following additional items:

Regarding the site lighting plan, Mr. Anderson indicated the update has been provided in response to previous comments received by the Commission. Mr. Clater indicated the plan addressed his past concerns. Mr. Clater voiced concern regarding the lumens at the south side of Lot #6 do exceed the property line marginally. Mr. Clater indicated this should be addressed.

Regarding the screening of the truck court adjacent to building #5, Mr. Anderson indicated a significant berming wall with a 14' visual obstruction to be included.

Regarding the sanitary sewer easement for the large undeveloped lot to the north of site, Mr. Anderson indicated the sanitary sewer easement would be provided with the next submission.

Regarding the southern stormwater basin grading with respect to the roadway improvements which Mr. Anderson addressed, Mr. Clater followed with concerns for the location of the basin positioned so near to the existing right of way. Mr. Anderson felt the onsite basin could be modified to absorb some additional improvement impervious.

Regarding the fencing material, Mr. Anderson indicated the applicant would request to utilize a tube steel wrought iron type fencing material for the basin surrounds. Details will be provided with the next submission.

Regarding the Fire Truck turning movement concern, Mr. Anderson indicated that the template utilized the large aerial truck.

Regarding the 33-space overnight truck parking and staging area, Mr. Anderson indicated overnight parking has been provided at a 50:1 ratio for both overnight and staging. Mr. Anderson indicated this was at a rate was both overnight parking and staging per the LVPC area design suggestion and that indeed the proposed area was approximately double that suggested by the LVPC.

Regarding sidewalk installation, Mr. Anderson requested a deferral of installation for a defined time period (several years) based on future LANTA service to the project. He indicated that the plan has been provided for LANTA comment and suggestion of bus stop locations. Mr. Anderson indicated areas would be reserved between Buildings #1 & #2 and north of Building #3. Additionally, pedestrian crossways are provided between these areas. Mr. Anderson indicated these were the initial areas identified for potential public transportation service areas. Mr. Clater commented that he felt the Commission could be reasonably flexible as long as the grading is performed with during construction of the site. Mr. Anderson responded grading would be provided but the initial condition would be turf. Mr. Behler indicated he would like the sidewalks installed during site construction and would not vote for the deferral.

Regarding the on-site sanitary sewer route, Mr. Anderson indicated that the defined route was felt to be a better route not realignment. The plan shows the route on the west side of Howertown Road and crossing the east side of the gas station tract. He was concerned with the location of the Dry Run and associated wetlands for the prior proposed path for the sewer.

Mr. Anderson discussed the requested clarification of the waivers as previously presented for the basin slopes; the grading would be at a 4:1 slope therefore a waiver would not be required. Secondly, the driveway design is proposed at 36' wide but the ordinance requires 28' width. He explained the Board of Supervisors may consider a change for certain reasons. Mr. Anderson cited the safety due to truck turning movements and indicated the waiver would be brought before the Board of Supervisors in consideration of the safety aspect.

Mr. Behler questioned the realignment and relocation of Seemsville Road if the applicant has discussed the issue with East Allen Township. Mr. Jaindl responded there had been good feedback from East Allen Township staff and consultants. Mr. Behler asked for the input received. Mr. Jaindl responded that positive feedback was received. Mr. Behler felt that any approvals needed from East Allen Township would be subject to their requirements. Mr. Jaindl did not feel that East Allen approval might be required. Mr. Clater asked if East Allen Township would need to be the applicant for the proposed traffic signal at Seemsville Road. Mr. Jaindl indicated under normal circumstances East Allen would be the applicant but that the cost of the signal would be offset by the applicant. Mr. Behler further questioned the Walnut Drive alignment with Seemsville. Mr. Jaindl indicated that the location was 650' to the east which is short of aligning with Walnut Drive. Ms. Vigilante indicated that PennDOT field located the suggested position.

Mr. Krill further questioned the no-build reference and the baseline level as noted in the PennDOT comment letter. Mr. Krill felt the improvements provided by others would be immediately denigrated with the additional Jaindl traffic stress placed on the intersection. He wished to determine where the baseline for the levels of service was established. Ms. Vigilante indicated all these developments were factored into their background traffic, within a ten second deviation for the level of service at the intersection.

Mr. Clater further explained the PennDOT traffic analysis requirements and anticipated development traffic. The individual movements are considered for mitigation. Ms. Vigilante indicated the mitigation is provided for the build year plus the five years of growth (per the relevant factor), in this case to 2026.

Mr. John Tinman, 4792 Sylvan Drive, questioned the State Farm property, which was given to the Northampton Area School District. He further questioned the water supply for the proposed development. He questioned the route of the water supply. Mr. Clater responded the water supply is proposed from Mud Lane via Howertown. Mr. Tinman was concerned that the water was not coming across Mud Lane, thereby not providing water as promised by the former East Allen Township Authority via the City of Bethlehem water supply. Mr. Clater felt the City of Bethlehem water main extension up Mud Lane was a separate project which would occur in the next few years. Mr. Tinman indicated Bethlehem water would be coming across Mud Lane. Mr. Tinman further questioned the PennDOT meeting (attended by representatives of Allen and East Allen Township).

Mr. Clater questioned the improvements to be provided on the property frontage along Mud Lane. Mr. Jaindl indicated whatever is required to do would be provided. Mr. Clater felt details further than the notation, "per State HOP plans" because the plan as proposed is not feasible without traffic management which is integral to the on-site improvements. He recognized that State highway occupancy permit approvals are very complex to obtain, however the Township needs to be provided with the proposed improvement scenario for Howertown Road from Mud Lane to the old dairy property. Mr. Clater indicated this information will need to be provided prior to plan consideration. Regarding the Howertown Road Bridge, which Mr. Clater indicated is part of the Jaindl frontage, has been recently downgraded (again) by PennDOT. Mr. Clater felt both the straightening of the Howertown/Weaversville Road intersection approaches as well as the upgrade to the Howertown Road bridge were both generational opportunities which required the cooperation of all parties involved with the plan review/development process. Mr. Clater requested further clarification regarding the stormwater management design, especially navigation through the proposed bermed sections of the plan. Mr. Clater further commented regarding the following issues which need to be addressed by the Board of Supervisors: front yard setback relative to public or private road ownership and the waterline location within the internal street.

Mr. Clater noted 4,200 trips was a significant load to the road network and needed to be addressed in greater detail. Mr. Clater voiced concern regarding the STAA route of Weaversville Road and

indicated the next submission should address the issue. He request the applicants approach regarding the tenancy aspects. Mr. Kirk Johnson responded that notification would be provided through the lease agreements. Mr. Johnson stated the concerns of the Township would be addressed when and if problems occur related to trucks taking routes which they are not supposed to travel.

Mr. Clater concluded that Horwith Drive intersection improvements also need to be approached collectively.

New Business - No New Business.

Chris Lee, 211 Woodmoor Road, truck traffic 96” wide trailers traveling on Howertown/Weaversville Road. Mr. Treadwell briefly described PennDOT’s authority to place truck restrictions on PennDOT roadways.

Mike Sugra, 314 Nor-Bath Boulevard, questioned sewer line extension. Mr. Cox indicated the potential for an extension of public sewer could be considered if the adjoining tract is developed. Mr. Sugra also questioned the noise mitigation for the development.

Maggie Kemp, 8416 Seemsville Road, concerned about 40-50 school buses per date on Seemsville Road. Need to keep children safe.

Chris Hershman, Mud Lane, voiced concerns regarding proposed berm.

Bob Seigfried, Willow Drive (Bath, PA), voiced concerns regarding Rt. 329 truck traffic traveling into Bath Borough from the proposed development. He questioned the STAA Truck Routes through Bath and asked for assurance regarding the number of trucks projected to travel through Bath. Mr. Jaindl indicated the truck traffic would be turning from Rt. 329 down Airport Road. Mr. Clater noted the PennDOT modeling for truck traffic projections and levels of service for both the Century Commerce and Jaindl Watson proposed project: 35% west through Northampton Borough on Rt. 329, 50% to Franks Corner and turning right onto Airport Road (south), 5% to Franks Corner and turning left on Airport Road (north) to Rt. 248, and 10% of the trucks are going straight through Franks Corner at Rt. 329. Mr. Clater added once the projected trucks proceed through the modeling points they are not required to be projected by PennDOT. On the question from Mr. Siegfried regarding the technology components of the proposed signal at Rt. 329/Seemsville Road, Ms. Vigilante (Langan) responded the new signal would be designed with smart technology sensors and additionally the new signal would be coordinated with the existing signals on Rt. 329.

Marci Vogel, 73 Marshall Run, concerned about environmental impacts and noise and associated health implications. She questioned who is paying for the new proposed road and future maintenance of the public road. She further felt input from Northampton Borough and the Cementon area should be considered as well as the bridge outages. She further questioned the school bus traffic distribution of

the traffic in the area of the proposed relocation of Seemsville Road. She questioned the future development proposed within the warehouse area. Ms. Vigilante indicated that the traffic lanes provided are for the use proposed and future school district traffic only. Mr. Kirk Johnson remarked concerning the architectural design pursuant to Watson projects in California. He stressed the investment into the architectural design and landscaping for the proposed warehouse in Allen Township.

Valerie Snyder, 350 E. Prospect Drive, questioned the Northampton Area School District proposed upgrades and was concerned about the historic Indian village findings on the property. She believed total excavation would be required due to concerns of the Indian village. She further voiced concerns regarding displaced animals. She noted the caveat of the return of the land to the Commonwealth if the land is not utilized to build a school. Mr. Jaindl proposed a public improvement to service both the school property and the proposed warehouse development. Ms. Snyder questioned the excavation of the Indian village and where the animals would go. She felt Mr. Jaindl did not care about the people in the area.

Zac Zydyk, 3120 Howertown Road, voiced concerns regarding the existing truck traffic along Howertown Road as well as the proposed added truck traffic. He felt no direction given to the future truck drivers would make a difference. He noted the history of the area including a Mennonite cemetery adjoining his property. He further felt there was no way to widen other key areas to expand for additional truck traffic. We was further concerned for the impact of future blasting on his well and he questioned the existing high tension power lines which he felt made much of the proposed development not feasible.

Ron Litner, 4825 Old Carriage Road, per the early comment noted that it may be impossible to fit enough traffic improvements into intersections and roadways. He felt there was no way to keep traffic from traveling north. He indicated he would rather see houses. He further felt that the project did not belong in the proposed location due to the limitation of improvements. He was concerned with the existing school bus stops along Howertown Road and the lack of pedestrian facilities such as sidewalk.

Thea Protsko, 4433 Seemsville Road, remarked concerning the correspondence she submitted regarding her environmental concerns associated with increased truck traffic including exhaust fumes. She noted at least one Board member did respond. She was concerned about the impact of the proposed development on wildlife as well. She noted she was nervous for the future of Allen Township and the steps taken today to protect the future of the Township.

David Donaldson, 5466 Nor-Bath Boulevard, voiced concerns regarding the proposed truck traffic and questioned why additional warehouses were needed. He remarked about traffic generated from the Trader Joes warehouse off of Silvercrest Road. He felt the trucking companies just don't care about the routes. He felt that people moved to East Allen and Allen Township to escape the truck traffic.

At this point in the meeting, Mr. Clater interjected to remind the public that the use as proposed for this property as well as the land around the former Atlas Quarry is a by-right use. He further explained that means as long as the applicant adheres to the performance standards of the Township ordinances the land owner is entitled to the use. He further responded that although many of the public comments expressed very valid concerns, the Township could not simply reject the project if the proposal demonstrates compliance with the Township ordinances. He explained what the Township could do was make sure that the performance standards, such as buffering, stormwater control, to some degree traffic due to the use of State roads but the Township simply could not say no.

Tom Fox, 5615 N. Halbea Street, questioned the access to Seemsville Road and asked why Howertown or Howertown to Savage Road could not be utilized. Mr. Jaindl responded that he does not control the property to get the traffic across Howertown Road to Savage. Mr. Clater explained the problem with the geometry with the Howertown/Weaversville/Rt. 329 intersection which created performance issues.

Jodi Godown Hilt, 54 Nor-Bath Boulevard, stated although she was not thrilled with the warehouse proposal she felt moving Seemsville Road as proposed is a good idea. She further clarified that school buses do not stop at each home on Rt. 329, as her home (driveway) serves as a bus stop for neighboring children.

Keith Hanlon, 13 Redwood Drive, questioned the Township Code of Ordinances regarding Distribution Centers. He felt therefore the primary use, as Warehousing, was not in conformance with the Code.

Robert Vogel, 73 Marshall Run, voiced concerns that the amount of tax revenue generated by the proposed project would be adequate to provide civil services such as fire and police and that the project be self sufficient.

Eric Miller, 7516 Miller Drive, questioned why Allen Township traffic is not going to Savage instead of another municipality. He questioned the reasoning. Mr. Behler responded that Savage and Willowbrook Road are truck restricted with the exception of local deliveries due to the location of park facilities along these roadways. Mr. Miller questioned the larger impact to the residents due to the number of residents along Rt. 329. Mr. Miller further questioned the school property for the proposed road. How was this being done – a right of way for public improvement and was it being purchased by Mr. Jaindl? He questioned who would take care of the spur road resulting from the Seemsville Road relocation. Mr. Jaindl indicated that the right to use the acreage for road right-of-way would be purchased. Mr. Miller questioned if Seemsville Road is relocated what will happen to the existing section utilized to service existing home driveways. Mr. Jaindl indicated the future ownership of the existing section of Seemsville which would need to be maintained to service existing driveways – has not yet been determined.

Jerry Neff, 31 Nor-Bath Boulevard, questioned the change of the Seemsville Road area. He was concerned that he would not be able to get out of his driveway due to stacked truck traffic.

There being no further business, the meeting adjourned 9:20 PM.

Respectfully submitted,

Ilene M. Eckhart