

# Allen Township Planning Commission

4714 Indian Trail Road

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William Holmes, Chairman  
W. Eugene Clater, Vice Chairman  
David Irons  
Louis Tepes, Jr.  
Alfred Pierce

Brien Kocher, P.E.  
B. Lincoln Treadwell, Jr., Esq.  
Ilene M. Eckhart, Manager

MINUTES  
ALLEN TOWNSHIP PLANNING COMMISSION  
REGULAR MEETING  
Monday, November 18, 2013  
7:00 P.M.

The regular monthly meeting of the Allen Township Planning Commission was held on Monday, November 18, 2013 at 7:00 P.M. at the Allen Township Municipal Building, 4714 Indian Trail Road, Northampton, Pennsylvania 18067. The Pledge of Allegiance was recited by all present.

Roll Call: Present: William Holmes; Alfred Pierce; Louis Tepes, Jr.; David Irons; Eugene Clater; Brien Kocher, P.E.; and B. Lincoln Treadwell, Jr., Esq.

Minutes: Mr. Tepes made a motion to approve the minutes of October 2013; seconded by Mr. Clater. On the motion, by roll call vote, all Commissioners present voted yes.

## Old Business

1. **High Meadow Estates:** Noted.

## New Business

**1. Rockefeller Group Subdivision and Land Development:** Joseph Fitzpatrick, Esq., representing Rockefeller Group reviewed the parameters an acquisition of Lehigh Valley Airport International Authority approximately 288 acre subdivision which would subdivide the radar facility from the property that would be the subject of a future land development plan. Mr. Ron Gawlick, P.E. (Pidcock and Company) was present as the civil engineer for the Rockefeller Group. He indicated the conceptual subdivision of industrially zoned land in the southeast corner of the Township along Willowbrook Road. The subdivision would create a four lot subdivision, with three lots for development and one lot for the existing radar tower. The subdivision proposes considerable improvements to Willowbrook, Race Street and Airport Road. Willowbrook Road will contain a five lane section along the entire subdivision with signals as well as improvements to West Bullshead Road and a signal at Willowbrook and West Bullshead. Based on the current volumes and left turns the intersection currently warrants a left hand turn lane. The proposal contains improvements including a two lane to three lane segment on Willowbrook and a three lane section on West Bullshead with added signalized turning lanes. Mr. Gawlick added that bridge across the Catasauqua Creek in this location would be replaced.

Mr. Gawlick indicated future waivers from the maximum cul de sac length would be required for the driveway to the site. He indicated sidewalk would be installed from the park with a cross over at West Bullshead.

Mr. Gawlick indicated the project contemplates a connection to the City of Bethlehem water system and sewer connection to the Catasauqua Wastewater System.

Mr. Gawlick indicated that the Rt. 329 traffic concerns expressed by the Township are the subject as a separate traffic study at the request of the Township. He indicated traffic counts are ongoing.

Mr. Gawlick indicated that PennDOT Traffic Impact Studies have been submitted to PennDOT, the Township Engineer and the Hanover Township (Lehigh County) Engineer.

Several issues concerning traffic generation and dispersion were discussed for the proposed site.

James Philpott, a resident of the Township, questioned the future speed limit on Willowbrook Road – was the limit changing from 35 miles per hour. Mr. Gawlick indicated that he did not believe it was changing but it hasn't been fully studied yet. Mr. Philpott further questioned the expansion of lanes – was there much more traffic expected on West Bullshead Road. Mr. Gawlick indicated that the lanes accommodating turning traffic. Mr. Gawlick further provided data a studied for Willowbrook and estimated that the existing PM peak traffic would increase from 140 trips and 7 would be added. He estimated this would be mostly cars. Mr. Philpott questioned the type of traffic. Mr. Holmes felt that no large trucks would not travel on West Bullshead, not including of vans and cars.

Mr. Greg Davis, Esq. counsel for Fed Ex introduced Mark Heeb of BL Companies as civil engineer working for Fed Ex through their due diligence and preliminary analysis to development a plan for site. He introduced a concept plan to the Commission concerning the function of the future of 253 acre Fed Ex Hub Site. He further described the traffic circulation exterior and interior of the site. This planned development would be two phases. The first phase would be 800,000 square foot building. Phase two

would contain another estimated 200,000 square foot building. The site would contain three entrances: one inbound only, one outbound only and one employee entrance. These three access points would be signaled in the future. All truck traffic, exclusive of local van/truck deliver would be exiting the site to the south.

Mr. Heeb indicated the stormwater system continues to be studied and refined for an official submission to the Township. On the question, from Mr. Pierce, Mr. Heeb indicated that the stormwater would be treated and returned by an acceptable slow rate to where it originated. He further indicated the two year storm would be kept on site. The larger storms are captured and returned to origination point. Treatment may include bio-retention.

On the question, from Mr. Irons, Mr. Heeb indicated the building at the tallest peak is about 53 feet high.

Ray Frohnapfel, Bally Drive, questioned additions to airport traffic. Mr. Bill Connor, Fed Ex Ground, indicated that Fed Ex Ground and Fed Ex Express were two separate companies. He indicated the subject project would not be utilizing the airport.

James Philpott, questioned the trips per day generated by the site. Mr. Gawlick indicated the total additional traffic was about 14,000 additional trips at full build out (Fed Ex and Phase 2).

Bob Keller, questioned the amount of traffic that would be vans. Mr. Gawlick indicated of the 14,000 trips – 580 would be delivery vans. He further indicated the bulk of the vans would also be heading south to the highway system. The amount of delivery vans heading into Allen Township would be about 12.

Mr. Clater questioned of the 14,000 trips – what was the percentage of the Fed Ex Hub Plan? Mr. Gawlick indicated about 3,800. Mr. Gawlick clarified the trips would be double that with full build out of remaining lands. Mr. Gawlick indicated the traffic improvements were predicated on the full build out.

James Philpott, questioned the construction timing on Willowbrook Road. Mr. Gawlick indicated it would depend of the timeframe of the review and approval of the plan.

## **Ordinance Changes**

**1. Solar Power Discussion:** Continued to the next meeting.

**2. Ordinance Changes**

A. Lighting Standards: Mr. Joseph Fitzpatrick, Esq. reviewed the presented draft language as followup to the last Commissioner meeting. Mr. Kocher indicated he would like to see additional provisions regarding standard industry specification and to address the areas of Industrial that are directly adjacent to residential districts (for example the Krapf Quarry Industrial area). Mr. Clater felt

it would be advantageous to wait until the plan proceeds further to attempt to capture all of the ordinance amendment or adjustments in one process. The Commission agreed in concept.

B. Comprehensive Plan/Fuller Change: Mr. Treadwell indicated that the last time this discussed was where the residential line to separate from the Industrial Commercial should be located. Mr. Zack Fuller, Ms. Holly Fuller-McClaine, and Christopher Lloyd of the Fuller Trust were present. Following some discussion, regarding the buffer between the two zoning districts, Mr. Lloyd requested the Commissions input on the extent of the buffer. Mr. Clater felt an easement should be development to prohibit construction to a certain distance of West Bullshead Road. The easement area could still be considered as square footage as part of the future industrial lots for all other intentions. Mr. Zack Fuller indicated that the Trust would develop a proposed buffer easement area for further discussion with the Commission.

C. Billboards: Mr. Holmes indicated that there is redlined version of the draft. Ms. Lois Arciszewski indicated that over the last sixty days Adams Outdoor has been working with the Solicitor and staff based on Mr. Clater's comments from the September Planning Commission meeting. She indicated that she felt Adams was very close with the last Township draft and only a few items remained for further discussion. She indicated that two items remain of concern. Ms. Lois Arciszewski questioned the front yard setback requirement. Mr. Treadwell indicated that there was no front yard setback because placement was controlled by the right of way setback as dictated by PennDOT for Route 329 (currently 100'). Attorney Cavacini, counsel for Adams, was concerned prior to Mr. Treadwell's clarification that the billboard would need to comply with the building setbacks as established in the Industrial Commercial Zoning District. Mr. Treadwell clarified further that is why the side and rear yards were defined for the billboard use. Ms. Arciszewski was further concerned with the draft section 1701.2.4 which references: "commercial advertising signs otherwise known as billboards as further regulated by Section 1705". Attorney Cavacini, was concerned that the referencing of Section 1705, specifically the draft text found in subsection 5 is too limiting. He suggested changing the last sentence as referenced by Ms. Arciszewski to read: "commercial advertising signs otherwise known as billboards". Mr. Treadwell stated he was agreeable with this proposed change. Regarding Section 1705.5.D regarding spacing between billboards, Ms. Arciszewski noted in accordance with PennDOT regulations limit spacing along the same side of the road only and spacing opposite sides of the road, and suggested returning the draft to require spacing for the same side of the road to 1,500 feet and for opposite sides of the road to 1,000 feet. On the question from Mr. Holmes, Ms. Arciszewski reasoning is based on a distance diagram with uses along Rt. 329. She indicated what is happening on Rt. 329 to separate same side of the road and opposite side of the road in consideration of the three billboards that are being proposed. She indicated that the distances haven't been fully engineered and it may be a few feet off. She did not want to have to need a variance for a few feet if the full engineering is in conflict with the preliminary distances shown on the initial concept distance diagram. She further noted that the nits have been lowered from 7,000 to 5,000 nits within the draft and agreed by Adams. She further explained the digital are always adjustable. She was further agreeable with the distance of 2,500 feet separation distance for digital billboards (Section 1705.6.D). On the further question from Mr. Holmes regarding the tentative spacing distances between proposed billboards which side of Rt. 329 was she proposing being the greater distance between billboards. Ms. Arciszewski indicated greater distance was on the south side between the digital sign and Horwith which is west facing. Only the one billboard is currently proposed to be illuminated. The

two Horwith billboards are lit but static display. Mr. Treadwell reported that an additional application has been received from Lamar on the Gezzer property. The Gezzer property application was denied by the Zoning Officer. Following some further conversation regarding the proposed Lamar location, Mr. Treadwell reiterated that the draft ordinance between billboards is to require spacing for the same side of the road to 1,500 feet and for opposite sides of the road to 1,000 feet, which would not allow the Lamar application. The Commission agreed following some discussion, to include in the draft ordinance the spacing between billboards is to require spacing for the same side of the road to 1,000 feet and for opposite sides of the road to 1,000 feet as well. Further discussed was the concept of cost for digital versus the demand for that type of advertising. Ms. Eckhart added that footnotes should be added to the Highway Commercial and Industrial Commercial Use Sections of the Zoning Ordinance to footnote the applicable as a permitted use in each of these Zoning District. The Commission confirmed by consensus the footnote should be included in a draft to the Supervisors. Mr. Pierce made a motion to recommend to the Supervisors the draft with the agreed comments and changes to the Board of Supervisors; seconded by Mr. Clater. On the motion, by roll call vote, all Commissioners present voted yes.

There being no further business the meeting adjourned.

Respectfully submitted,

Ilene M. Eckhart