

**PALMER TOWNSHIP PLANNING COMMISSION**  
PUBLIC MEETING - TUESDAY, JUNE 13, 2023 - 7:00 PM  
PALMER TOWNSHIP MUNICIPAL MEETING ROOM, LOWER LEVEL, 3 WELLER  
PLACE, PALMER PA 18045

The June meeting of the Palmer Township Planning Commissions was held on Tuesday, June 13, 2023 at 7:00 PM with the following in attendance Vice Chairman, Chuck Diefenderfer, Jeff Kicska, Robin Ayedelotte, Robert Walker and Richard Wilkins. Also in attendance were solicitor Will Oetinger, Justin Coyle of Carrol Engineering, Kent Baird, Director of Planning and Craig Beavers, Assistant Director of Planning.

Chuck Diefenderfer led the Pledge of Allegiance.

1. Nomination for Chairperson

Oetinger asked the Planning Commission if there were any nominations for Chairman.

Kicska nominated Chuck Diefenderfer. Walker seconded the nomination. All were in favor.

Motion: Approve, Moved by Jeff Kicska, Seconded by Robert Walker. Passed. 5-0. Commission Members voting Ayes: Aydelotte, Diefenderfer, Kicska, Walker, Wilkins

2. Nomination for Vice Chairperson

Chairman Diefenderfer asked for nominations for Vice Chairman of the Planning Commission.

Wilkins nominated Jeff Kicska. Aydelotte seconded the motion. All were in favor.

Motion: Approve, Moved by Richard Wilkins, Seconded by Robin Aydelotte. Passed. 5-0. Commission Members voting Ayes: Aydelotte, Diefenderfer, Kicska, Walker, Wilkins

3. Approval of Minutes

The minutes from the May 9, 2023 Planning Commission meeting were approved unanimously.

Motion: Approve, Moved by Robin Aydelotte, Seconded by Jeff Kicska. Passed. 5-0. Commission Members voting Ayes: Aydelotte, Diefenderfer, Kicska, Walker, Wilkins

4. Addendum to Agenda

After the nomination, Oetinger announced an Addendum to the Agenda. An additional application for 537 Milford Street was received for an Auto Service Center. This property is already the subject of an application for a Personal Care Facility that is at the Board of Supervisors this week. The subdivision land development ordinance prohibits a second application on a single property

unless the Planning Commission finds it is in the best interest of the Public.  
Motion: Approve, Moved by Robert Walker, Seconded by Richard Wilkins. Passed. 5-0. Commission Members voting Ayes: Aydelotte, Diefenderfer, Kicska, Walker, Wilkins

5. Introduction of Draft Stormwater Ordinance

Paige Strasko, Environmental Coordinator and MS4 Coordinator of Palmer Township introduced the draft stormwater ordinance. She discussed the main points of the ordinance and asked the Planning Commission to review and give comments.

OLD BUSINESS

6. 48 Kunkle Drive - Car Wash - Preliminary/Final Plan

Project: 48 Kunkle Drive Carwash  
Application: Preliminary/Final Land Development  
Address: 48 Kunkle Drive  
Parcel ID: L8 17 1P 0324  
Proposed: Car wash  
Zoning District: Planned Office / Business (PO/B)

DISCUSSION

Present for the applicant were Erion Lenas, Jason Aktas and Stephen Nowroski.

The subject property is located at 48 Kunkle Drive, on the intersection of same with Corporate Drive.

The existing property consists of 1.04 Acres and is a graded established building pad site with a parking lot and lighting. The Applicant proposes to construct a 5,940± SF building serving as a carwash facility.

The project is located in the Planned Office / Business (PO/B) Zoning District. Site features will include two (2) driveway connections to Kunkle Drive, a parking lot with four (4)

parking spaces and sixteen (16) including two (2) ADA, vehicle cleaning stalls, one (1) Underground

Infiltration Basin, Public Water, and Public Sewer.

The Applicant is seeking approval for both Preliminary and Final Land Development Plan Approval.

Nowroski said nearly every item has been resolved since the comments from the last meeting. He brought a presentation to help answer some of the concerns from last time.

He mentioned that last time there was some question about a small area that was to possibly have been deeded to the Township. In the resubmitted documents it has been removed as part of the parcel.

Wilkins asked why.

Nowroski said in the title search it was supposed to be dedicated to the Township, but neither side can find evidence that the Township accepted it. They will not be included as part of the plan in case it is at some time it would be

claimed. If it is not, it can be added easily.

Wilkins asked if they would still maintain that piece of land and they said they would.

Nowroski gave an overview of the site plan. He said there was a concern about queuing and backing up into the cul de sac. The information being shown, showed 42 vehicles on the site.

The other sites were designed for 35, 33 and 22 and all have zero overflow onto public streets. He said they would show video to show the heavy traffic on the streets around their other facilities and how quickly the vehicles flow through without any backup onto the streets.

Diefenderfer asked if the changes have been presented to the Township Engineer.

Nowroski said they had. The only thing they did not see was the specific slide being shown because it was just created today to address the queuing issue.

The next slide identified the easements that were to be shown per the Engineering comments.

The stormwater plan was also updated and provided to the Engineers to address the comments.

Nowroski asked if anyone had any stormwater questions.

Diefenderfer said there was a question regarding the potential of a floodplain issue on the edge of the property.

Beavers said the LVPC letter from December said there was a concern for floodplain issues at the border of the property. He asked if any additional measures have been taken.

Aktas said they can raise the building up but since it is not in the floodplain, they don't see that as necessary.

Nowroski added that if the building was in the floodplain, there would be additional measures required. However, they are developing outside the floodplain.

Wilkins asked if the water leaving their site would add to the floodplain. It would flood it would be damage to their own building.

Coyle said that was correct and their building is outside of the floodplain.

Walker said he read somewhere that their position only indicates a 1% chance of flooding.

Coyle answered yes, a 100-year storm.

Nowroski said where the building is, is less than 1%.

Nowroski showed the utility plan and lighting plan. He said there was a comment regarding a tree and a lamppost. He said they are looking into addressing further as the layout of the trees actually happens.

Aktas said they added in the street trees along Kunkle Dr. He said they are keeping all the existing and adding 2 on Corporate and 3 on Kunkle to meet Township standards.

Nowroski showed the truck turn exhibit to show truck access to the dumpster corral.

Wilkins asked about deliveries.

Nowroski said they generally come in a basic van. He then showed the proposed appearance and length of access aisles of a different site. He said the access aisles at this site will be longer.

Nowroski presented a video showing the cars moving through one of the facilities.

Lenas explained the footage was taken on a high-volume day. He explained how the cars moved through the facility and that it showed there was no overflow.

Diefenderfer asked if the facility they are showing has a detailing section.

Nowroski said this one does not. The next site they will show on the video does.

Walker said there is a staff comment that there could be a pinch point where those waiting to use the full service tunnel may block the entrance to the wash tunnel.

Nowroski showed on the site plan. When the full-service tunnel gets full, it is blocked off from access to allow continued flow. 10-12% of customers use full service.

Wilkins asked if there is a significant difference in cost.

Lenas explained the full service is an option that is purchased per visit and not included in their membership. Customers generally only get it when needed. He said it is a significant cost and people choose it wisely. They've never seen a backup at the full-service tunnel, but if there was, the staff at the pay gates would manage it.

They showed a video showing the flow with a full-service tunnel.

Lenas explained the flow.

Kicska asked how many employees they had at the location they are showing with the full-service tunnel.

Lenas said generally one manager and 7-8 employees.

Walker asked where the employees park.

Lenas said there are 5 spots at this location.

Walker asked where they will park at the Palmer location.

Atkas said there are 4 dedicated spots.

Kiscka said there is no shared space between the other businesses. He said he wanted to make sure there would not be overflow onto the roads.

Lenas said that is why they pulled some of the vacuum spaces for parking.

Beavers asked how many employees would be on a typical shift in Palmer.

Lenas said he would project 5-7 employees.

Aydelotte said that there could be double the number of employees as spaces.

Lenas said that they tend to see a lot of ride sharing. However, they could take up to six vacuum spots if needed.

Nowroski said there is some flexibility. The design is in compliance with the zoning ordinance for parking.

Kiscka asked if zoning identifies employee parking in their calculations?

Beavers said it would be on space for every 1.2 employees.

Aydelotte asked how many people use the vacuum services.

Nowroski said 40-50% use the vacuums.

Lenas said that they are confident they will have enough vacuum spaces based on their other sites. There are signs that say only 10 minutes for vacuuming. Although people do not always read those signs. Staff will move people along if needed. Since it is a membership-based service, if the lot is full, they will just come back another time.

The videos being shown are on very busy sites and there have not been any issues.

Wilkins asked if there is a day that is very busy and the traffic starts backing up into the surrounding businesses, what is done.

He said they used staff to direct traffic tighter and direct traffic away if needed.

Aydelotte asked how they manage noise.

Nowroski said what they do differently is that the vacuum motors are inside the building so they only noise coming from the vacuum is the just the airflow.

Kicska asked about the noise level coming out of the tunnel.

Nowroski said they measured the noise at the site that is right next to residential, and it is lower than the New Jersey statewide noise standards which is 65 decibels. The loudest was 63 decibels at the property line. He added that the ambient noise from 248 and 22 would be louder than the the 63 decibels at the property line.

Diefenderfer said another issue would be people playing their stereos loudly while they're working on their cars.

Lenas said there are a lot more signs that address this, but when needed management or staff addresses it right away.

Coyle said that this is the third review of the submitted plan. It was submitted as preliminary final. He said they reviewed it as preliminary. They would still recommend moving forward as preliminary. One of the concerns was stacking, which they have discussed tonight. Coyle said they ask that any subsequent plans be submitted for their review.

Coyle said they had a couple of comments on easements and stormwater regarding connecting to the existing box culvert that traverses the property. He said they need details of that connection. Since this is the third review, there aren't many major technical items of concern. He recommends not reviewing as preliminary final plan.

Baird said one of the comments that have come up consistently is if the detail station is accessory and if it will contribute to stacking and queuing. He asked the question if the detailing station is critical to the project.

Diefenderfer said it was a concern. He asked if they would like to comment on it.

Nowroski said they look for sites that would provide customers with the most service. The track record showed there hasn't been a concern even on sites that have tighter turns and more narrow access.

Diefenderfer asked if both the comparative sites are on the same acreage.

Lenas said they were. He said the Elmwood site is just under an acre and more triangular. The Palmer site has better turning conditions. The detailing is an accessory but crucial to the business. If we have the ability to include the service and it fits in the site design, we always will. He said it is a flex service. We can stop it if needed due to staffing etc. All aspects of it can be controlled.

Beavers asked if they could provide more details on the plan to show that a car

could go into the tunnel or have the opportunity to exit.

Nowroski said the dimensions, angling, striping could be shown.

Diefenderfer asked how they handle the snow in winter.

Lenas said the entire concrete area has the electric snow melt. Other than that, he said they push it and hold it on the site on the grass area.

Diefenderfer asked what days was the traffic calculation study based on? He asked what days they are open.

Lenas said 7 days a week.

On the trip generation study, it looks like there is more traffic on the weekdays than weekend and nothing showing for Sunday,

Atkas said that they did not do a trip generation for Sunday.

Lenas said Saturdays tend to be their busiest, but it is weather dependent. Sundays tend to be lower than Saturday.

Atkas said it was a generic carwash study. They can model it to a more specific location.

Walker asked about the comment in the Geotech report that said the oil/water separator should be included.

Nowroski said you would normally see them in places where vehicles are on the site for a longer period of time. With the short trip time, it is unlikely that there would be a pollutant discharge.

Atkas said he spoke to Sean Casey to come up with a different method. He is concerned with the small portion that comes out of the tunnel where there is hand drying. He wants that to go into our already proposed reclamation system. He said they have to upgrade their grading design to back pitch, so it makes its way into the reclaim tanks.

Diefenderfer asked if that would take care of salt also.

Atkas said yes.

Lenas said they will also add another trench drain for anything that makes it to the end of the tunnel.

Motion: Approve, Moved by Richard Wilkins, Seconded by Jeff Kicska. Passed. 5-0. Commission Members voting Ayes: Aydelotte, Diefenderfer, Kicska, Walker, Wilkins

## NEW BUSINESS

### 7. 1493 Van Buren Road - Greystone Apartments - Sketch Plan Review

Project: 1493 Van Buren Road - Greystone Apartments

Application: Sketch Plan Review

Address: 1493 Van Buren Road

Parcel ID: K8 12 1 0324

Proposed: Multi-family Residential Apartments

Existing Zoning: Planned Office/Industrial Park (PO/IP)

## DISCUSSION

The subject property contains 16.73 acres and is located at the southeastern corner of the Van Buren Road and Newlins Mill Road intersection (refer to the attached aerial photo). The existing property is presently a cultivated farm field and is bordered by the Majestic and the Glenmore developments adjoining its eastern and southern boundaries.

The property is in the Township PI/PC Zoning District. The proposed residential apartment use is not a permitted use, special exception use, nor a conditional use in this zoning district.

The Applicant proposes to construct six (6) residential apartment buildings and (1) clubhouse. There will be four (4) 4-story buildings and two (2) 3-story buildings. A total of two hundred fifty-two (252) units will be offered at a ratio of sixty (60) percent one-bedroom units and forty(40) percent two-bedroom units. Eighty-four (84) garages and parking lots with three hundred twenty-one (321) outdoor parking spaces are proposed. Electrical vehicle charging stations are also proposed. Stormwater management facilities are proposed at the north side of the property. The development is proposed to be served by public sewer and water.

The Applicant is seeking comments from the Township Planning Commission.



Present for the applicant was Lou Pektor.

Pektor said they wanted to come in front of the Board to present what he thought would be the best option for this property.

Pektor gave an overview of the plan, which was presented previously at the April 11, 2023 Planning Commission meeting.

Aydelotte questioned that Pektor mentioned that there would not be a pool but the most recent drawings she had, it showed a pool.

Pektor said there is no pool. It was the architect's concept. He said they are actually looking at putting Pickleball courts in. He said they are providing a significant amount of open space and walking paths for the project.

Kicska (referencing the plan) said he saw a walking path on the right side. He asked if there was a pond on the right side.

Pektor said it is a pond.

Kicska asked what is behind it.

Pektor said it is an emergency exit.

Pektor said one of the comments they received was that this may not fit with the area because there is residential on one side and industrial on the other. He said he understands that. He believes they can buffer. He said they would commit to larger trees than the ordinance requires.

He added that they are planning on putting in garages. With surface count and garages they are looking at 506 parking spaces. They exceed slightly a 2:1 ratio per unit for parking to accommodate guests.

We cut down from 8 buildings to 6 buildings and cut down on impervious surface.

With less impervious, he feels they can regulate stormwater with the basin and create more usable passive space.

He referenced more of the amenities they will provide, such as fitness center, clubhouse, storage, dog parks, arboretum, etc.

They will use upgraded building materials and large plantings to create a park theme. He said they will commit to 3x the normal tree count requirement.

They are gearing towards long-term tenants.

Wilkins asked if the floor was hardwood.

Pektor said it was vinyl plank.

They will have wide hallways and oversized elevators, state of the art security, smart home features, electric fireplaces, and large units.

The location gives you easy access to route 33.

The demographics are geared to young professionals and over 55.

Pektor added that residential use negates truck traffic, noise, fumes etc. rather than an industrial project.

He plans on putting the 3 story buildings towards the residential side and the 4 story buildings to lowest side for a natural progression.

30% open space will depend on if they are able to grade the detention basin so it can be used as passive open space.

He said they have their own tree nursery to provide trees.

Aydelotte asked what was new from the last presentation.

Pektor said the refinement of the six-building plan to get more open space. Trying to put some of the stormwater above ground.

Aydelotte questioned the number of parking spaces since the exhibit she had was incorrect.

Pektor confirmed that the exhibit was not updated.

Kicska said there is a water inlet from the northern side. He asked what they were going to do with that.

Pektor said that they could take some underground and some above ground.

Kicska said his general feelings and concerns are that it is industrial on all sides. There are feelings that the Highlands were a mistake to be in that industrial area.

Kicska said he liked the aesthetics of the plan, but he doesn't necessarily feel comfortable putting it in that area.

Pektor said one of his properties is next to Met-Ed and it hasn't hurt them. He said the landscaped and buffered around it. He also mentioned a property near 78 that has not had issues.

Kicska said he wished the land around this particular property was park or residential but it's now.

Pektor said if anyone is going to suffer any repercussions it would be him. He is investing alot into this, but he believes it can work.

Kicska said he loves the plan but he's not sure about the use of the land for residential purposes.

Wilkins said he's seen the people of the Highlands literally stop projects. He said having the people how live there come, may help with what happens across the street.

Pektor said people in apartments tend to compromise more if they like the unit.

Diefenderfer asked what the number of units and parking spaces are.

Pektor said 252 units and 506 parking spaces.

Diefenderfer said he believes the Township requirements are slightly different than the calculations presented. He referenced table 17.1 in the zoning ordinance.

Beavers said it would be 2 parking spaces per unit with and additional with stipulations with an additional space for every .5 dwelling units for development of 10 or more.

Pektor said his experience is 2 spaces are sufficient but would talk about it if working out a settlement agreement.

Baird added that this is a sketch plan and there is no formal action. The applicant

is able to present another use for this property. He has not provided any other uses for us to consider.

Aydelotte said we would need a traffic study.

Pektor said they would.

Beavers added that currently under the zoning ordinance this is not an allowed use.

Diefenderfer asked Pektor if he was aware of that.

Walker said he likes what he saw but maybe the question is if we would be making an existing problem worse by adding residential there or are we making life better for those in the Highlands.

Tim Fisher 68 Moor Dr said Pektor has been a good neighbor to the Highlands. He's brought presentations there a few times. Fisher asked if all the parking was above ground.

Pektor said if they went underground the building height would go up another 14 feet. Parking will all be above ground.

8. 1496 Van Buren Road - Industrial - Conditional Use  
Project: 1496 Van Buren Road - Industrial  
Application: Conditional Use  
Address: 1496 Van Buren Road  
Parcel ID: K8 11 1 0324  
Proposed: Industrial Manufacturing Facility  
Existing Zoning: Planned Industrial/Commercial (PI/C)

DISCUSSION

Project: 1496 Van Buren Road - Industrial Application: Conditional Use

Address: 1496 Van Buren Road Parcel ID: K8 11 1 0324

Proposed: Industrial Manufacturing Facility

Existing Zoning: Planned Industrial/Commercial (PI/C) DISCUSSION

The Property is largely undeveloped and is currently being used as cultivated agricultural fields. The property is located in the PI/C Planned Industrial/Commercial Zoning District (PI/C District).

The applicant proposes to develop the property with a multi-tenant, 43,120 SF manufacturing/flex building divided into (3) units. The proposed operations will include processing, cleaning, assembling, packaging, conversion, production, repair, manufacturing,

or testing of materials, goods and/or products, which is permitted by Conditional Use pursuant to § 190-125.D. and § 190-137.C. of the Zoning Ordinance.

The proposed improvements will include public water supply and public sewer service. The site will provide (1) 2-way access driveway onto Van Buren Road;

(7) loading dock spaces, and (86) parking spaces. The site improvements will

also include (1) above ground infiltration basin for stormwater management.

Present for the applicant were Julie Bernstein of Kaplin/Stewart Law, Andy Woods from Hanover Engineering, Jim Milot, traffic coordinator and Chris Brown, landscape architect.

Bernstein gave the history of the property. Chrin is seeking the use of the property for industrial activity involving processing, assembling, packaging, conversion, production, repair, manufacturing and or testing of material good or products which are all uses permitted by conditional use pursuant to section

191.25 of the Township code. Proposed is a multi-tenant 43,120 sq ft building. The site improvements are going to create access drives, employee parking areas, loading docks, stormwater management facilities, and landscape and lighting improvements. A small portion of the property is located within the Schoeneck Creek floodplain. All the buildings and structures have been laid out so the construction will not intrude on the floodplain.

She said updated materials have been submitted to address some of the comments in the Township's review letters. On the screen was the updated plan submitted June 9, 2023.

She added that section A of the February 8, Carroll review letter confirms the

proposal complies with all the building code and no variances will be necessary. She said once approved for conditional use; they would provide more detailed information with the land development plan.

Woods said he would give a brief overview of the plan to address any questions. They are constructing a multi-unit manufacturing flex use building with paved driveways and parking areas and stormwater management consisting of an infiltration basin. Access will be provided at an existing driveway at Van Buren and Newlins Mill. The plan shows they meet all the dimensional requirements. As far as parking, they have provided almost double the amount required. Calculated were 43 spaces required and they showed 82. The triangular shape of the lot restricts the size of the building. There is open space left with some room to put a stormwater basin in there.

Mallott said he is here to answer any questions regarding traffic. He said the

building is only around 43,000 sq ft. It does not even meet the criteria for a traffic study. To give the Township a level of comfort, they did a traffic impact assessment showing the access point really does not have a large impact on the traffic around it. They model it as a traffic control and a stop sign rather than a signal. They know the Township is working on a signal. They would like to show that this project does not necessitate a signal or turning lanes. He said the trip generation rates are based on a compilation of comparison trip generation rates for warehousing, manufacturing and light industrial. They based the calculation on the highest uses for each. They took the highest ANP and PNP to calculate the rates. The average daily trip comes out to around 365. If you take any of the individual uses out, it ranges from as low as 150 - 262. Our ordinance requires a track study to prepared if you have 1500 trips per day. This was to give the Township a level of comfort with the access point.

Kicska asked if there was anything being done to get all the trucks to turn left or go straight.

Woods said Van Buren Road is restricted.

Milot said there are limited amounts of what they can do . He said they would sign it appropriately and try to monitor it to the best of their ability.

Aydelotte said it is the big tractor trailers that are the problem.

Milot added that part of the problem is the GPS on our phones, The trucks follow the directions given by the GPS.

Kicska asked about the turning radius around the building.

Milot said that they will refine during the land development process. He said they wanted to show that if a truck was not able to go to the loading dock immediately, they have the ability to circulate them around the building. No one will have to back out onto Newlins Mill or Van Buren.

Kicska said a car coming in with a truck going out is going to be a problem.

Milot said the final design of the access driveway will need to be worked on as with any roadway improvements with Van Buren. It will force us to pull back the radii which would enhance the truck turning movements. If they have to expand the radii, they will probably use pavement markings to give people a better definition for passenger vehicles as well as room for tractor trailers.

Kicska said he has observed people not stopping coming from the north going southbound at the stop sign.

Milot said although they can't control that, they have looked at sight triangles and have designed for it.

Baird said a common theme has been a concern for the circulation within the property. Bringing cars and trucks together on this site has been a concern.

Milot said because of the limited scope, one truck and between 25-35 vehicles per peak hour we don't have a high concentration of vehicles.

Diefenderfer said the concern is trucks and cars don't mix.

Milot agreed to a point because they are constrained in the lot configuration. However, the numbers are very low and it wouldn't rise to the point of being problematic.

Kicska asked if they had any idea what businesses would be going in.

Milot said in his experience it will be more the mom-and-pop shops that may have outgrown working out of their home.

Baird said in in discussion we've talked about open space on this property should meet the needs of the people using the site.

Woods said they are showing about 15% open space.

Diefenderfer asked if there was a possibility of changing the size of the buildings.

Milot said the plan is developing but the representation reflects the largest building we would anticipate on the lot.

Kicska asked what the height of the buildings were.

Woods said less than what is required which he believes to be 35. Wilkins asked if there was any type of artist rendering.

Woods said no.

Wilkins said he passed some small warehouses going to Catasauqua and they

were all painted beige. It made them look nice. He asked about the trees on the site.

Brown talked about the landscape and lighting. He said one of the benefits of the way the building is situated is that it makes the most of an odd shape. All the active components you would want to hide are all situated back against the highway. He said it gives him an opportunity to soften and harmonize the development with the surroundings. He said not only do we have street trees along Van Buren which are required, but the stormwater management facility is buffered also. There is a layered approach to landscaping. There will also be parking lot trees. He said after the original plans submitted which graphically



depicted, they have now resubmitted plans with more landscaping detail, such as plant type, size, etc.

The use can be supported by landscape and lighting to be compliant.

Beavers asked about the sidewalk requirements being met with the right of way with the street tree plantings.

Woods said it is not shown on the plan, but we will be dealing with it. Diefenderfer confirmed that there will be sidewalks.

Woods said yes.

Diefenderfer also mentioned it because of public transport. Milot said they are too small for a bus stop there.

Diefenderfer asked if there would be any lighting spill onto 33.

Brown said there is a topography change in the back that will keep the lighting on the property. The light fixtures will have a shield that you would normally see on the street. That cuts down on the spillover. However they found that at the property line, adjacent to 33, there are 0.0 foot candles reaching over.

Beavers asked about a planning report from Urban Research and Development Corporation that Mark Kaplin referenced in the addendum to the conditional use application.

Bernstein said they would provide it. Oetinger asked if it exists yet.

Woods said without Kaplin here, he didn't want to answer.

Oetinger said time is of the essence if they wanted it reviewed before the court sees it.

Woods said he doesn't believe the report will satisfy any of the zoning. Woods said they would talk to Kaplin and get back to the Township on that.

Coyle said he will comment on the conditional use items. He said he does commend the plan that has been presented tonight. In regard to the required 20% landscaping, he believes that has been satisfied.

He is leery when he only sees one access from a proposed industrial/manufacturing site or comingling trucks and cars. He mentioned to the Planning Commission about a secondary or emergency access or potentially widening the access out from Newlins Mill Rd.

He said he agrees that the traffic study is not required but does believe the applicant has an obligation to improve the geometrics and safety at the intersection. He said in the letter he received, the tone seems to suggest that they are looking into improvement to Van Buren Rd. and the access from the site onto Van Buren Rd. He feels some conditions would be geometric improvements to increase safety and the passage of big trucks and vehicles at that intersection and the consideration of a secondary access onto Van Buren Rd. be considered in the future.

They recommend sidewalks be installed along Van Buren. There are curb cuts so we are looking for the sidewalk to be accommodated.

They ask that a left turn lane heading northbound on Van Buren Rd. be considered during the land development process. Down the road they need to comply with the Township stormwater ordinance, they will need and NPDES permit. He feels this will be addressed at the land development stage.

Kicska asked if it falls on the applicant to coordinate with whoever is putting the traffic signal that their entrance is coordinated with the signal.

Coyle said yes to coordinating with the Township.

Kicska asked if this is something they can help the Township with.

Beauduy said they have already offered that. Pidcock had put together plans for the intersection. They requested an easement to accommodate the signal, which we said we would give to them. Chrin has already contributed \$300,000

as part of the Majestic work. He said they have contributed but then it went silent about 2 years ago.

Kicska said for the intersection to really be done properly we need to coordinate with the land on the East.

Baird said Tom Adams may have more information. There are a couple things that are with PennDOT.

There was some discussion of the history of the traffic signals in the area.

Coyle added that the last thing he wanted to mention was pedestrian access from the building site to sidewalk along the frontage to accommodate pedestrians.

Milot said that is anticipated.

Coyle in the zoning ordinance you have conditional use. Sometimes it will list

the actual use and give criteria based on the use. This is different so we will just use the generic conditional use requirements from a zoning ordinance,

Oetinger said all conditional use follow the generic public health, safety, and welfare criteria. As far as conditions we may want to see added to the standard compliance with the review letter, widen access to accommodate a larger turning radius, show active open space and consider secondary access.

Beavers added provide the planning report referenced by Mark Kaplin.

Milot questioned the comment letter as a requirement, specifically in the traffic section regarding expanding the scope of study. Milot felt the amount of traffic generated from the proposal does not apply to needing more extensive study.

Oetinger said the Board is going to ask to see the traffic impact/assessment. The Board will want to see the latest figures.

Milot said the trip generation will likely go down. He said we are basing it on 1 truck per hour and maybe 25-35 vehicles. It doesn't make sense to expand the small number out into 4-5 other intersections.

Coyle said the primary concern is geometric improvements to the access to Van Buren Rd and the left turn lane from Van Buren Rd. heading north into the facility. He said it is more of an intense transportation impact study and looking at the intersections beyond where the development is proposed.

Milot clarified off site.

Coyle agreed. Considering the geometric improvements during land development is more of a concern than an intersection several thousand feet away.

Milot said they feel that is appropriate.

Recommendation of Conditional Use approval subject to compliance with the Township Engineer review letter, traffic comments be limited to on site and access improvements, which include geometric improvements to the site access, compliance with the Geotechnical review letter, Landscape and Lighting review letter to the extent applicable at this stage of review, compliance with revising the plan to show active open space and consideration of secondary access. Provide the planning report referenced in the addendum to the application.

Motion: Approve, Moved by Robert Walker, Seconded by Richard Wilkins. Passed. 5-0. Commission Members voting Ayes: Aydelotte, Diefenderfer, Kicska, Walker, Wilkins

9. Discussion to Review 537 Milford Street

DISCUSSION

Oetinger said an application for land development was dropped off for 537 Milford relating to an auto service center. There is another application currently pending before the Board of Supervisors for this identical property for preliminary land development that has been reviewed by the Planning Commission and recommended for denial. However, it is still pending before the Board of Supervisors. The subdivision ordinance provides that the Township cannot have multiple land development applications pending for a single property. However, there is a caveat that allows the Planning Commission to allow it if they feel it is in the public interest. The intended situation is for integrated development.

Oetinger asked the Planning Commission if they see any public interest for having multiple applications for this property.

Motion: Approve, Moved by Robin Aydelotte, Seconded by Jeff Kicska. Passed. 5-0. Commission Members voting Ayes: Aydelotte, Diefenderfer, Kicska, Walker, Wilkins

PLANNING DIRECTOR COMMENTS

There were no Planning Director comments.

PUBLIC COMMENT

No public comment

ADJOURNMENT

The meeting was adjourned 9:59 Pm

Motion: Approve, Moved by Richard Wilkins, Seconded by Chuck Diefenderfer. Passed. 5-0. Commission Members voting Ayes: Aydelotte, Diefenderfer, Kicska, Walker, Wilkins