

Greenwich Township Planning Commission Meeting
Monday, May 20, 2024

CALL TO ORDER AND PLEDGE OF ALLEGIANCE: Chairman Michael Stevens called the May 20, 2024 Planning Commission meeting to order at 7:30 p.m. with the Pledge of Allegiance. Members present: Michael Stevens, Ken Sanner, Richard Wood, David Rydzewski. Professionals present: Solicitor Colin Macfarlane, Engineer: Michael Bingham, Administrator, Diane Hollenbach.

GUESTS: Marc and Dodie Sable, Andrew Dietrich, Brian Kobularcik, Charlie Courtney, Jeremy Bittinger, Greg Bogia, Terry DeGroot, Howard Lieberman, Angel and Carolina Soto, Fred Germann

ANNOUNCEMENTS: Chairman Stevens informed the audience to state their name and address if addressing the Commission. This meeting will be recorded for the accuracy of the minutes and deleted. Before speaking please be aware that attending visitors may also be recording the meeting without your knowledge.

APPROVAL OF THE MINUTES:

A motion made by Mr. Sanner, seconded by Mr. Rydzewski, to approve the minutes of the April 15, 2024 Planning Commission meeting. All members voted in favor. Motion carried.

HEARING OF THE VISITORS: Dodie Sable asked to be allowed to make her comments until after the plan review.

SUBDIVISION AND LAND DEVELOPMENT STATUS:

GLC Lehigh Valley West Time Extension

A motion is made by Mr. Wood, seconded by Mr. Sanner, to recommend that the Board of Supervisors reject the GLC Lehigh Valley West Preliminary Plan unless an extension of time is received from the developer by June 30, 2024. All voted in favor. Motion carried.

GLC Lehigh Valley Preliminary Plan – The May 15, 2024 review letter was received and Mr. Kobularcik stated the review letter will be addressed with the plan resubmittal. He provided an update on the plans and requested three waivers to the traffic study. The plan contains two warehouse facilities – a 579,000 square foot and 714,000 square foot cross dock warehouse each with two offices. Plans are in accordance with the special exception granted. The NPDES permit has been submitted to the Conservation District. A preapplication meeting for a 105 Joint Permit was held with the PA DEP. The Penn DOT submittal is still in process. Mr. Macfarlane stated that this is the first of many reviews and the permitting process is lengthy.

Mr. Kobularcik provided the following answers in response to Planning Commission questions:

- Penn DOT has requirements regarding when traffic counts may be done.
- How many daily trucks will be based on the traffic manual requirements for a warehouse.
- The warehouse will be a 24-hour operation.
- Goodman will own the warehouse but most likely a third-party logistics company will run the warehouse for the leasee.
- The warehouse could become a distribution/fulfillment center but that is not the current plan. If that were to occur, Penn DOT would require a revised traffic study because a distribution/fulfillment center is a smaller building with less trucks but more employees. Mr. Courtney, attorney for the applicant stated that they would be willing to add notes to the plan stating the plan is approved as a warehouse and

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not a distribution/fulfillment center and enter into an agreement with the township where there is a re-evaluation if the warehouse changes to a distribution/fulfillment center.

- There will be 136 doors in each warehouse.
- The warehouses can be divided into two tenants each and two offices on opposite sides of the building are proposed for each warehouse.
- A study has been done on the intersection of Route 22 and Route 737 and the Krumsville Inn is under a purchase agreement. The intersection will be widened with the Inn being demolished. Unless Penn DOT requires it, they are not looking at the other corners of the intersection.
- There will be turning lanes into the facility on Old Route 22, but Old Route 22 is not being rebuilt.
- There are currently no improvements for noise planned. Mr. Wood asked for a noise study now to establish the current noise level at the site. I 78 may already put the property over the ordinance limit. The developer will consider the study.
- One existing driveway goes through the wetland. It will be widened. The PNDI search has been done and there were no bog turtles hits.
- Improvements are about sixty to seventy feet away from the stream at the closest point, which is in compliance with the fifty-foot ordinance buffer requirement.
- Peak traffic hours will be at shift change same as the Penn DOT peak hours of 7-9 a.m. and 4-6 p.m.
- When I78 is closed, traffic for the warehouse will use the same detour route as everyone else.
- Anti idling stations and signage will be installed and the idling restriction with inspection and enforcement will be in the lease.
- There will be a transportation improvements agreement with Penn DOT for the intersection improvements.

Mr. Bingham stated that the plan is still missing information and the only action before the Commission was the consideration of the partial waivers to the traffic study requirements.

Dodie and Marc Sable of 593 Old Route 22 provided the following comments:

- The peak hours at the intersection of Old Rte 22 and Route 737 are really 5-8 a.m. and 3:10 – 7 p.m. A 24-hour period count needs to be done during school and during the summer tourism season. In 2022, a study showed that traffic volume will triple. They asked that the waivers be denied.
- The noise generated along Old Route 22 near residences could reach levels deemed dangerous to humans. Who is responsible when this occurs?
- Will the intersection be misaligned? How will the homes at the intersection pull out of their driveways when their driveways will be entering into the intersection?
- 80% of the accidents in the intersection are non-reportable and not taken into account in Penn DOT traffic studies.
- There are concerns about the timing of construction and the intersection improvements and if JVI warehouse will be up and running while the intersection is improved.

Fred Germann of 1273 Krumsville Road provided the following comments:

- The traffic impact study uses average values. Each data point has an average value. Traffic Impact Studies are only 25% right. The method is outdated. The study needs to use the 95-percentile line.
- Concerning water runoff, the engineers look at vertical flow. The regulations need to be updated to use horizontal permeability. This development needs to be looked at as does JVI warehouse.

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Andrew Dietrich asked the following questions:

- Will the house beside the Krumsville Inn also be taken down? Yes.
- Will the traffic light be blinking or fully operational? Fully operational.
- Are there plans for Rhoads Road? Not proposing anything for Rhoads Road.
- What will the building color scheme be so that it blends into the natural surroundings? Grays, white and brown.
- Will there be stop bars at the intersection? Yes.
- How can there be stop bars when there is a problem with the line of site? This is all part of the process and will be answered by Penn DOT.

The Commission, taking into consideration the public comment on the traffic study, felt that it would be beneficial to have data on existing and proposed traffic conditions during non-peak hour, even though the data may not be used by Penn DOT when reviewing and determining what improvements need to be made to the intersection of Route 737 and Old Route 22.

A motion was made by Mr. Wood, seconded by Mr. Rydzewski, to recommend the Board of Supervisors grant a partial waiver to section 516.4.C.1 to not require site specific peak hour traffic volume analysis contingent upon the applicant providing anticipated traffic counts on a rolling twenty-four-hour basis. All members voted in favor. Motion carried.

A motion was made by Mr. Sanner, seconded by Mr. Wood, to recommend the Board of Supervisors grant a partial waiver to sections 516.4.H.2 and 516.4.H.3 to allow the applicant to use current standard methodology (Transportation Engineers' highway Capacity Manual, 2021) to calculate volume/capacity analysis and level of service at critical points analysis contingent upon the applicant providing anticipated traffic counts on a rolling twenty-four hour basis. All members voted in favor. Motion carried.

A & C Truck Repair Conditional Use and Preliminary Plan – Terry DeGroot, applicants' engineer went through the review letter issued by Systems Design Engineering, Inc. The site under discussion was 50 Zettlemoyer Road which was formally the Skyview Diner. The vacation of a portion of Zettlemoyer Road was approved by the Board of Supervisors. The applicant intends to build a garage with six service bays and only use the eastern driveway. After discussion, it was determined that the western driveway could be chained and used as an emergency entrance. 3800 square feet of pavement will be removed and planted with gras and landscape buffer. The existing septic system is across Zettlemoyer Road and is sized for 2500 gallons per day. The truck repair facility will at the most use 300 gallons a day. If no easement agreement for the septic road crossing is found, the applicant will sign one. The pipe is a four-inch pvc pipe encased in an eight-inch casing. The condition of the pipe has not been inspected but it can be. Parking regulations must be clarified. Mr. DeGroot could find no section of the ordinance that prohibited placing parking spaces in the building setback. There will be eighteen spaces for bobtails, two for trailers, eleven spaces for the nine employees and two visitors. Hours of operation will be 8:30 a.m. to 6 p.m. Monday through Friday and 8:30 a.m. to 2 p.m. on Saturday. The site lighting will be directed down and in to keep light off adjoining properties.

Mr. DeGroot disagreed with the storm water comments in the letter since they are not creating any new impervious but reducing the impervious surface. He felt that no storm water plan was required. Mr. Bingham felt that the hydrology of the site is changing, and more than an acre of disturbance would require an NPDES permit. Mr. DeGroot stated if the applicant must repave the entire site, this will kill the plan. The applicant plans on using the existing paving. Mr. Bingham felt that the asphalt on the site was already broken and driving tractor trailers on it would break it up faster. Consideration must be given to vehicles leaking fluids and those

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fluids seeping into the ground through cracked pavement. Mr. Macfarlane recalled that the RV storage facility was required to pave their entire lot. Hazardous waste will be picked up from the site weekly. Used oil will be used for heating the building. The only fencing will be around the dumpster. The business expects six to fifteen trucks a day.

A motion was made by Mr. Sanner, seconded by Mr. Rydzewski, to recommend the Board of Supervisors approve the conditional use contingent upon the plan meeting the township storm water management ordinance and the applicant working to find a solution on paving the parking lot. All members voted in favor. Motion carried.

Mr. DeGroot asked for clarification on the parking setback. The deed will be redone. If the SEO determines a replacement system is needed, there may be room to the south of the existing system. Met Ed will be contacted, and the line height checked. A waiver will be requested for the traffic impact study. Mr. Bingham asked for the waiver request in writing. The sign and old light poles will be removed. The Zettlemoyer Road vacation will be recorded through a note on the plan. The 1000-gallon oil separator may be reduced to 300 gallons. The fire chief's review is needed, and the plans will show a floor plan of the building interior.

BUSINESS: The Commission had no comments or recommendations on the 376 Gun Club Road Variance.

Fred Germann handed out a sheet on warehouse traffic generation.

ADJOURNMENT:

A motion was made by Mr. Sanner, seconded by Mr. Rydzewski, to adjourn the meeting at 9:28 pm. All members voted in favor. Motion carried.

Respectfully Submitted,

Diane Hollenbach
Administrator/Secretary/Treasurer