

Refer to Attachment A: Full Transcript of the Planning Commission Meeting Of May 29, 2025

NORTH WHITEHALL TOWNSHIP
PLANNING COMMISSION HEARING

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NOTES OF NEXUS 78 LAND DEVELOPMENT, WAIVER REQUEST

Taken at Lehigh Carbon Community College
4525 Education Park Drive, Schnecksville,
Pennsylvania, the Lisa Jane Scheller Community
Services Center Building 7 on Thursday, May 29,
2025, commencing at 7:00 p.m., by Leandra M.

Stoudt, RPR, CBC, CCP, CRR, CCR-NJ, Notary Public.

BEFORE NORTH WHITEHALL TWP. PLANNING COMMISSION:

SUPERVISOR AL GEOSITS

TOWNSHIP MANAGER RANDY COPE

TOWNSHIP DIRECTOR OF OPERATIONS JEFF MOUER

TOWNSHIP PLANNER KEVIN MURPHY

TOWNSHIP ZONING OFFICER AUBRIE MILLER

TOWNSHIP ENGINEER STEVE GITCH

TOWNSHIP ENGINEER BROOKS CROMER

TOWNSHIP SOLICITOR DAVE ALBAN

TOWNSHIP SOLICITOR TOM DINKELACKER, ESQ.

TOWNSHIP SOLICITOR ROCCO BELTRAMI, ESQ.

BRIAN HORWITH, CHAIRMAN

ROBERT KORP, VICE CHAIRMAN

RICHARD FULLER

KATHY CRAWFORD

SEAN ZILLER

FITZPATRICK LENTZ AND BUBBA

By: Ms. Catherine Durso, Esq.

-- for the Applicant Nexus 78

Also Present: Scott Pasterski and Brooks Cromer
of Keystone, Eric Kaufman of HRG, Judith Stern
Goldstein of Gilmore & Associates, Inc, Barry
Henry of Trammell Crow Company, Jason Engelhardt
of Langan Engineering, Benjamin Guthrie of TPD,
John Pollock of Trammell Crow Company

<p style="text-align: right;">Page 2</p> <p>1 * * *</p> <p>2 CHAIRMAN HORWITH: Good evening,</p> <p>3 everyone. I will call the North Whitehall</p> <p>4 Township Planning Commission meeting of May 29th,</p> <p>5 2025 to order.</p> <p>6 I would ask everyone to please rise</p> <p>7 for the pledge to the flag and a moment of</p> <p>8 silence.</p> <p>9 (Pledge and moment of silence.)</p> <p>10 CHAIRMAN HORWITH: Thanks everybody,</p> <p>11 be seated. Mr. Murphy, would you care to take</p> <p>12 roll call, please?</p> <p>13 MR. MURPHY: I'll ask to please</p> <p>14 ensure the recorder is on.</p> <p>15 CHAIRMAN HORWITH: Is recording on?</p> <p>16 Looks like it.</p> <p>17 MR. MURPHY: Thank you, sir.</p> <p>18 Supervisor Al?</p> <p>19 CHAIRMAN HORWITH: He will be</p> <p>20 arriving 15 or so minutes late.</p> <p>21 MR. MURPHY: Township manager Randy</p> <p>22 Cope?</p> <p>23 MR. COPE: Here.</p> <p>24 MR. MURPHY: Township director of</p> <p>25 operations Jeff Mouer?</p>	<p style="text-align: right;">Page 4</p> <p>1 Richard Fuller?</p> <p>2 MR. FULLER: Here.</p> <p>3 MR. MURPHY: Kathy Crawford?</p> <p>4 MS. CRAWFORD: Here.</p> <p>5 MR. MURPHY: Sean Ziller?</p> <p>6 MR. ZILLER: Here.</p> <p>7 MR. MURPHY: Thank you. We have a</p> <p>8 quorum.</p> <p>9 CHAIRMAN HORWITH: Thank you very</p> <p>10 much. With that quorum we will proceed.</p> <p>11 I also want to comment for the record</p> <p>12 two things. Mr. Johnson, who is a member of the</p> <p>13 Planning Commission, did recuse himself from this</p> <p>14 evening's meeting and proceedings.</p> <p>15 And also, Planning Commission member</p> <p>16 Rich Semmel really wanted to be here, but he had</p> <p>17 planned a vacation cruise quite some time ago, and</p> <p>18 had to make a choice. So he made the choice to go</p> <p>19 on the cruise and not be with us here.</p> <p>20 All right. We do not have any</p> <p>21 minutes to approve this evening. We actually met,</p> <p>22 we were here 48 hours ago on another matter. So</p> <p>23 those minutes will be dealt with in the following</p> <p>24 month, along with the minutes from tonight.</p> <p>25 So, I got to say it's really, really</p>
<p style="text-align: right;">Page 3</p> <p>1 MR. MOUER: Here.</p> <p>2 MR. MURPHY: Township planner Kevin</p> <p>3 Murphy?</p> <p>4 MR. MURPHY: Here.</p> <p>5 MR. MURPHY: Township zoning officer</p> <p>6 Aubrie Miller?</p> <p>7 MS. MILLER: Here.</p> <p>8 MR. MURPHY: Steve Gitch?</p> <p>9 MR. GITCH: Here.</p> <p>10 MR. MURPHY: Township engineer Dave</p> <p>11 Alban?</p> <p>12 MR. ALBAN: Here.</p> <p>13 MR. MURPHY: Township engineer Scott</p> <p>14 Pasterski?</p> <p>15 MR. PASTERSKI: Here.</p> <p>16 MR. MURPHY: Township Engineer</p> <p>17 Brooks?</p> <p>18 MR. BROOKS: Here.</p> <p>19 MR. MURPHY: Chairman Brian Horwith?</p> <p>20 CHAIRMAN HORWITH: Here.</p> <p>21 MR. MURPHY: Vice chair Korp?</p> <p>22 MR. KORP: Here.</p> <p>23 MR. MURPHY: Secretary Richard Semmel</p> <p>24 is not here tonight and John Barto is not here.</p> <p>25 Jeff Johnson is not here.</p>	<p style="text-align: right;">Page 5</p> <p>1 good to see a full room like this. Very much</p> <p>2 appreciate the interest of the residents and the</p> <p>3 fact that you folks are taking your time. And I</p> <p>4 know you've taken your time at other meetings and</p> <p>5 times by both submitting information, as well as</p> <p>6 being here present.</p> <p>7 Okay. So I think that's really good.</p> <p>8 So thanks.</p> <p>9 Curious, is anybody here at a</p> <p>10 Planning Commission meeting for the first time? I</p> <p>11 love it when that becomes the minority. So that's</p> <p>12 good though.</p> <p>13 Couple things. I'll open with some</p> <p>14 comments, maybe I'm a frustrated civics teacher,</p> <p>15 but just to help lay some ground work and set the</p> <p>16 stage.</p> <p>17 The Commonwealth of Pennsylvania, in</p> <p>18 our Commonwealth land use is governed really by</p> <p>19 three things. The Pennsylvania municipal planning</p> <p>20 code, which essentially says what a township may</p> <p>21 do with the requests of property owners.</p> <p>22 One observation that I'll make is</p> <p>23 that in Pennsylvania the law tends to lean to the</p> <p>24 landowner versus the government. And if you ever</p> <p>25 want to see the diametric opposite, go across the</p>

<p style="text-align: right;">Page 6</p> <p>1 Delaware. Because in New Jersey it's quite the 2 opposite. That's where we live and that's our 3 Commonwealth. 4 Township Zoning Ordinance will 5 describe and tell us where things can go. And 6 then the Township subdivision and land development 7 ordinance will tell how the land can be improved. 8 So who is the Planning Commission? 9 The Planning Commission is a nine member board and 10 we're appointed and we're all volunteers. We're 11 your neighbors and we live in the Township just 12 like you do. There are now five of us. Everybody 13 to my right is on the board and then the sixth 14 member will be arriving late. 15 Our role is to work with the township 16 staff and our professional consultants and fulfill 17 the obligations described in the state's municipal 18 planning code. 19 And we make recommendations to the 20 governing body. In this case of our township, 21 it's a three-member elected Board of Supervisors. 22 What we do is we review development 23 improvement plans, talk to the landowners and the 24 applicants, and we assess their complaints and 25 adherence to the laws and ordinances of both the</p>	<p style="text-align: right;">Page 8</p> <p>1 will have an opportunity to ask questions, make 2 comments, and maybe further probe things that were 3 just discussed or things that the applicant has 4 put forth on the plan itself. 5 And we'll have additional discussion 6 among the staff and the other consultants with the 7 applicant. Then it's the public's turn. 8 So we had a sign-in sheet, which I 9 have here. And so when we get to that part of the 10 program, I will call everybody by name and ask -- 11 first off, we want the stenographer to have the 12 name for the record, as well. 13 And I do note there's many items that 14 have already been submitted, and I want to note 15 that those are already in the public record here 16 with the township and with this board. 17 As you speak, you'll be allotted five 18 minutes. Mr. Murphy will have a timer over there 19 and he'll help keep us -- or help guide us on that 20 timer. 21 And one thing, if -- we clearly want 22 your voice heard, we want to hear what you have to 23 say, observations and comments. But if I find 24 that people are repeating things or wandering off 25 topic, I will inject and have you move along.</p>
<p style="text-align: right;">Page 7</p> <p>1 township and the state. 2 What we are not, we're not a 3 decisioning body. As I said, we really -- the 4 planning commission has no authority to approve or 5 deny. Our job is to review, evaluate, question, 6 answer, and recommend. 7 But one thing, in our township and 8 many others, the Board of Supervisors does look to 9 this Board of Appointed volunteers to provide 10 assessments and provide recommendations and 11 guidance. 12 So, what are you in for tonight? 13 Tonight we have an applicant here and we're going 14 to discussed a proposed development. The format 15 will follow be as follows. 16 We'll have some introductory 17 comments. After that, we'll have comments from 18 the township consultants, engineers, lawyers, 19 zoning, et cetera. 20 And that will involve discussion with 21 the Planning Commission and with the applicant, as 22 those consultants go through review letters that 23 they have prepared and the applicant has provided 24 some responses to. 25 After we do that, then this board</p>	<p style="text-align: right;">Page 9</p> <p>1 I'm expecting this to be orderly, 2 respectful and professional. I don't tolerate any 3 unruly behavior. No outbursts. Be patient, 4 anybody who has been at meetings with me knows 5 I'll give everybody an opportunity to speak. I 6 ask that you be respectful to your neighbors, 7 other neighbors and to the applicant that is here. 8 We have until 11 p.m. this evening, because we 9 need to vacate the room somewhere between 11:30 10 and 11:45. 11 So at 11 p.m., we'll basically dial 12 back from any discussions, comments, and allow 13 this board to spend sometime discussing everything 14 we've just heard over those past couple of hours. 15 And then determine, if the board so wishes, to 16 rendered some recommendation to pass on to the 17 Board of Supervisors. 18 Any questions? Clear? Thank you. 19 Okay. Now, turning to our program 20 for the evening. Kate, if you wouldn't mind, 21 introduce everybody who is here representing the 22 applicant or have them introduce themselves just 23 we -- 24 MS. DURSO: Kate Durso, attorney for 25 the applicant from Fitzpatrick Lentz and Bubba.</p>

<p style="text-align: right;">Page 10</p> <p>1 MR. POLLOCK: I'm John Pollock. I'm 2 with Trammell Crow Company. We are the applicant. 3 MR. GUTHRIE: Ben Guthrie. I'm an 4 engineer with Traffic Planning and Design. 5 MR. ENGELHARDT: Jason Engelhardt. 6 I'm the site engineer with Langan Engineering. 7 MR. HENRY: And I'm Barry Henry, also 8 with Trammell Crow Company. 9 CHAIRMAN HORWITH: Thank you. If I 10 can ask somebody just give us the -- like the 90 11 second overview. What is this project? 12 MR. POLLOCK: Sure. This project is 13 a approximately 500,000 square foot warehouse that 14 we plan to construct at the corner of Route 309 15 and Orefield Road. And I think the first time we 16 presented to the Planning Commission was almost 17 exactly one year ago. We had an introductory 18 meeting, explained what we were trying to do, 19 explained what our application entailed. And 20 since then we've had a few revisions, refinements 21 and multiple comment letters that we've responded 22 to. 23 We were most recently at the Planning 24 Commission a few months ago and are now back 25 tonight.</p>	<p style="text-align: right;">Page 12</p> <p>1 MS. DURSO: Correct, there's a plan 2 page that essentially consolidates all those 3 parcels. 4 CHAIRMAN HORWITH: Okay. Thank you. 5 All right. So again, just a few questions, and as 6 was just commented, the applicant first appeared 7 in front of this Planning Commission in May of 8 2024 with a plan that was dated April 29 of 2024. 9 MS. DURSO: That sounds right. I 10 don't have the exact date, but that sounds right. 11 CHAIRMAN HORWITH: The applicant, 12 again, was in front of the Planning Commission in 13 January of 2025. Was the plan changed from that 14 May meeting to the January meeting? 15 MS. DURSO: Yes. 16 CHAIRMAN HORWITH: Can you articulate 17 or at least summarize the changes to the plan? 18 MS. DURSO: Just the overview of any 19 changes to the plan? 20 CHAIRMAN HORWITH: Yeah. 21 MR. POLLOCK: Yeah, I think the 22 primary change was a reduction in the size of the 23 building from about 547,000 square feet to about 24 500,000 -- 501,000 square feet today. 25 CHAIRMAN HORWITH: That was the</p>
<p style="text-align: right;">Page 11</p> <p>1 CHAIRMAN HORWITH: Okay. Thank you. 2 All right. I'm going to start with just some 3 questions of fact, really just to kind of level 4 set again. It has been some time. So Kate, 5 probably you, but -- 6 MS. DURSO: Probably me. 7 CHAIRMAN HORWITH: You can figure it 8 out. This evening in front of us, you're asking 9 for a lot line adjustment along with preliminary 10 approval of the plan, as well as a waiver to have 11 the plan considered to be upgraded to final. 12 MS. DURSO: Correct. Technically, 13 it's a lot consolidation. There's a number of tax 14 parcels that are being consolidated into one 15 tract. And then we have preliminary land 16 development plan request, and then the waivers. 17 So that would allow us to proceed as preliminary 18 final. That is the only waiver that is before the 19 planning commission this evening, is to allow the 20 plan to be reviewed and considered as a 21 preliminary final plan. 22 CHAIRMAN HORWITH: Okay. And the lot 23 consolidation is considered to be part of that 24 preliminary plan. It's not a separate matter, of 25 course.</p>	<p style="text-align: right;">Page 13</p> <p>1 essence of the difference? 2 MR. POLLOCK: That was the essence of 3 the material change, yes. There were smaller 4 changes from an engineering and grading 5 perspective, but nothing material. 6 CHAIRMAN HORWITH: In April of 2025, 7 you submitted an eight-page supplement? 8 MS. DURSO: Yes. 9 CHAIRMAN HORWITH: Yes? 10 MS. DURSO: Yes, yes. Yes, in April 11 of -- before -- when we were intending to go 12 before the Planning Commission in April, prior to 13 that we submitted just supplemental information 14 because we were not making significant changes to 15 the plan. 16 CHAIRMAN HORWITH: And that -- what I 17 refer to as the eight page insert, primarily 18 addressing fire truck turning movements and other 19 site details like fencing, retention bases and 20 landscaping. 21 MS. DURSO: Primarily, yes, correct. 22 CHAIRMAN HORWITH: Okay. So can you 23 confirm the date of the plan that is actually in 24 front of us tonight? 25 MR. ENGELHARDT: April 10th, 2025.</p>

<p style="text-align: right;">Page 14</p> <p>1 MS. DURSO: April 10th, 2025.</p> <p>2 CHAIRMAN HORWITH: Recognizing this</p> <p>3 question is speculative, but were this project to</p> <p>4 be approved and built, what would the projected</p> <p>5 opening date be?</p> <p>6 MR. POLLOCK: If this project were</p> <p>7 approved and built, we would most likely begin</p> <p>8 construction either at the end of this year or</p> <p>9 beginning of spring of next year.</p> <p>10 So let's say spring of 2026 would be</p> <p>11 the start date of the construction. And the</p> <p>12 completion date would be about twelve months</p> <p>13 later. So spring of 2027.</p> <p>14 CHAIRMAN HORWITH: Thank you. Is it</p> <p>15 true the applicant granted a time extension, which</p> <p>16 really allowed us to be here to meet tonight?</p> <p>17 MS. DURSO: Yes, that's correct.</p> <p>18 CHAIRMAN HORWITH: Can you confirm</p> <p>19 the termination date of this extension?</p> <p>20 MS. DURSO: The extension goes to</p> <p>21 June 3rd.</p> <p>22 CHAIRMAN HORWITH: Is the applicant</p> <p>23 willing to grant additional time for the Township</p> <p>24 if it were to be requested?</p> <p>25 MS. DURSO: Not at this -- not at</p>	<p style="text-align: right;">Page 16</p> <p>1 Orefield Road access point and go up to the light.</p> <p>2 But they're not -- there's no physical barriers</p> <p>3 proposed as part of the plan to prevent that</p> <p>4 traffic movement, I think is what you're asking.</p> <p>5 CHAIRMAN HORWITH: Thank you. Can</p> <p>6 you confirm that it is your belief, or the</p> <p>7 applicant's belief, that access to the site shall</p> <p>8 be from an arterial street as is cited in the</p> <p>9 Township zoning ordinance, that that is</p> <p>10 interpreted to include a non arterial street?</p> <p>11 MS. DURSO: We believe that that</p> <p>12 requirement is that we have to have at least an</p> <p>13 access off of an arterial road, which is what we</p> <p>14 have the access off. There's nothing in the</p> <p>15 ordinance that prevents us from having another</p> <p>16 access point from Orefield Road to go right only.</p> <p>17 And we had that confirmed early on in the process</p> <p>18 with the Township.</p> <p>19 CHAIRMAN HORWITH: Can you confirm,</p> <p>20 and I think you just did, but please confirm the</p> <p>21 plan includes an exit on to Orefield Road.</p> <p>22 MS. DURSO: Yes, the plan includes an</p> <p>23 exit right turn only on to Orefield Road.</p> <p>24 CHAIRMAN HORWITH: That answers my</p> <p>25 next question. It does not contemplate left hand</p>
<p style="text-align: right;">Page 15</p> <p>1 this time, not right now.</p> <p>2 CHAIRMAN HORWITH: All right. Some</p> <p>3 of these questions will likely be repeated as we</p> <p>4 go through with the consultants, but, again, I</p> <p>5 thought in the interest of helping to set the</p> <p>6 stage, kind of get everything out on a level</p> <p>7 playing field if you would.</p> <p>8 MS. DURSO: Sure.</p> <p>9 CHAIRMAN HORWITH: On the plan</p> <p>10 itself, will you please confirm that it accesses</p> <p>11 Route 309 for any inbound and any outbound</p> <p>12 traffic.</p> <p>13 MS. DURSO: The current proposal for</p> <p>14 access from Route 309 is a full movement driveway,</p> <p>15 yes. Access in and out as has been advised by</p> <p>16 PennDOT would be permitted there. So full -- what</p> <p>17 we call full movement access drive.</p> <p>18 CHAIRMAN HORWITH: All right. Though</p> <p>19 obvious, my next question, can you confirm that</p> <p>20 the plan allows any traffic to make a left-hand</p> <p>21 turn southbound from the site onto Route 309?</p> <p>22 MS. DURSO: There are currently no</p> <p>23 limitations proposed for access out of the site.</p> <p>24 As we had mentioned at the last meeting, we</p> <p>25 anticipate that the trucks will go out the</p>	<p style="text-align: right;">Page 17</p> <p>1 turns onto Orefield Road?</p> <p>2 MS. DURSO: That's correct -- cars.</p> <p>3 Sorry. Cars will be permitted to make a left-hand</p> <p>4 turn. I thought you were talking mostly about the</p> <p>5 trucks.</p> <p>6 CHAIRMAN HORWITH: Right now,</p> <p>7 anything; motorcycles, cars, pickups, bikes,</p> <p>8 tractor-trailers.</p> <p>9 MR. GUTHERIE: Yes, Route 309</p> <p>10 driveway will be full access. The driveway to</p> <p>11 Orefield Road is an exit only driveway. All</p> <p>12 trucks exiting that driveway will have to make a</p> <p>13 right turn towards 309. Cars will be permitted to</p> <p>14 make a left turn out of that driveway.</p> <p>15 CHAIRMAN HORWITH: And can traffic</p> <p>16 enter the property from Orefield Road?</p> <p>17 MR. GUTHERIE: No, that driveway is</p> <p>18 an exit only.</p> <p>19 CHAIRMAN HORWITH: Was this access</p> <p>20 point redesigned or moved further eastward closer</p> <p>21 to Route 309, really, which resulted in avoiding</p> <p>22 any presence in South Whitehall Township?</p> <p>23 MS. DURSO: There was various</p> <p>24 iterations, but the current would have it be</p> <p>25 located outside of South Whitehall, that is</p>

<p style="text-align: right;">Page 18</p> <p>1 correct. We had been in contact with South 2 Whitehall. We have submitted to them. They need 3 to sign off on what we called -- what you called 4 earlier, the lot line adjustment plan and 5 consolidation plan, and they have that. They also 6 are aware of what is being proposed. 7 CHAIRMAN HORWITH: How many traffic 8 studies were completed on behalf of the applicant? 9 MR. GUTHRIE: We prepared the 10 original traffic study in 2023. It was submitted 11 to PennDOT at that time and approved by PennDOT 12 off a few iterations later in 2023. The traffic 13 study previously approved by PennDOT was submitted 14 to the Township April 2024. 15 Since that time, the Township 16 engineer has requested some supplemental 17 information, so we've revised the traffic study a 18 few times with updated traffic counts, speed 19 studies and other information requested by the 20 township engineer. 21 CHAIRMAN HORWITH: You indicated it 22 was submitted to PennDOT and subsequently 23 approved. Can you specify which department? 24 MR. GUTHRIE: PennDOT permits unit. 25 CHAIRMAN HORWITH: And there was no</p>	<p style="text-align: right;">Page 20</p> <p>1 then made minor technical adjustments to the 2 analysis within the report. 3 CHAIRMAN HORWITH: Okay. Can you -- 4 can you describe, and I'm assuming in these 5 reports there was descriptions of level of service 6 and impact on level of service. Can you talk 7 about that, please? 8 MR. GUTHRIE: Yes, that's correct. 9 So the traffic study looked at four intersections 10 on the Route 309 corridor plus the two proposed 11 site access intersections. And at each of those 12 intersections we looked at the levels of service, 13 which is a measure of delay. 14 Under existing conditions, under 15 future conditions without development, and under 16 future conditions with the development. 17 And across the board, we found that 18 the intersections would continue to operate at the 19 same level of service in the future with or 20 without proposed development. 21 CHAIRMAN HORWITH: With or without? 22 So there was no change, no level of service impact 23 with the development? 24 MR. GUTHRIE: No, there was not. The 25 intersections would continue to operate at the</p>
<p style="text-align: right;">Page 19</p> <p>1 restriction or limitation in that approval for 2 tractor-trailers making southbound left turns onto 3 Route 309? 4 MR. GUTHRIE: That's correct. 5 CHAIRMAN HORWITH: And so if I heard 6 correctly, there was the original traffic study 7 and then you performed an additional traffic 8 study? 9 MR. GUTHRIE: I would refer to it 10 as supplemental information to the original 11 traffic study. So we revised the document to 12 include more information to help answer some 13 questions that came up from the township. 14 CHAIRMAN HORWITH: Can you 15 articulate, perhaps, what some of those items 16 were? 17 MR. GUTHRIE: Sure. One was updated 18 traffic counts of study area intersections. So we 19 went back out and collected new data at all the 20 intersections. 21 Additionally, the township engineer 22 asked for a speed study on Route 309, which we 23 conducted. We also conducted queue observations 24 during the a.m. and p.m. peak hours at the 25 intersection of Route 309 and Orefield Road. And</p>	<p style="text-align: right;">Page 21</p> <p>1 same overall intersection level of service. 2 CHAIRMAN HORWITH: Hey, hold on. 3 Maybe I'm asking for an opinion. But 4 what does the service level really describe? 5 MR. GUTHRIE: Sure. So what that is 6 looking at is, at any given intersection, what -- 7 how much delay does a driver experience during the 8 busiest hour of the day and during the peak hour 9 of traffic? And then what that's -- what that 10 looks at is what a typical driver experiences. 11 And it's graded at a level of A through F, similar 12 to grades in school, with each bucket of time, 13 depending on -- as delay would get worse, it would 14 drop from an A, to B to C all the way down to an 15 F. 16 CHAIRMAN HORWITH: Okay. So back up. 17 So did it -- did that level of service, the letter 18 designation, did it change? 19 MR. GUTHRIE: It did not. 20 CHAIRMAN HORWITH: Does the -- do 21 these level of service -- levels or designations, 22 do they correlate to safety? 23 MR. GUTHRIE: They're measurements of 24 delay. 25 CHAIRMAN HORWITH: Thank you. Was a</p>

<p style="text-align: right;">Page 22</p> <p>1 traffic light at the access point of Route 309 and 2 the entrance to the project, was that ever 3 discussed? 4 MR. GUTHRIE: So we -- the original 5 traffic study of PennDOT called for the driveway 6 to be unsignalized as shown on the current plan. 7 The last time we were in front of the 8 Planning Commission, it was suggested to us that 9 the site might function better if the driveway was 10 to be signalized. Since that time, back in 11 February, we sent a request to PennDOT to meet and 12 discuss signalizing that driveway. And we 13 submitted some supporting information about why we 14 felt it was appropriate to signalize the driveway. 15 PennDOT reviewed that material and 16 indicated to us that they do not support a signal 17 at the intersection. PennDOT's position is that 18 the traffic signal must be carefully evaluated and 19 strategically placed at locations that provide a 20 regional benefit and serve the highest and best 21 interest of the corridor, not the single land 22 development. 23 So because this particular location, 24 the traffic signal would only provide access to 25 one driveway, PennDOT did not support the</p>	<p style="text-align: right;">Page 24</p> <p>1 CHAIRMAN HORWITH: So was any of that 2 resubmitted or submitted back to PennDOT? 3 MR. GUTHRIE: It was not. 4 CHAIRMAN HORWITH: Okay. I'm on the 5 last page. 6 MS. DURSO: That's all right. 7 CHAIRMAN HORWITH: So in April of 8 2025, you delivered an interim traffic plan to the 9 township. And I believe that's dated April 24. 10 Can you confirm? 11 MR. GUTHRIE: I do not have that plan 12 in front of me. But, yes, we did submit a plan 13 showing potential interim conditions. That's 14 correct. 15 CHAIRMAN HORWITH: What was the 16 purpose of the interim plan? What was the purpose 17 of it? 18 MR. GUTHRIE: Sure, so to give a 19 little background. In parallel to this project, 20 PennDOT is planning a major improvement project 21 along the whole Route 309 corridor in North 22 Whitehall and South Whitehall townships. PennDOT 23 refers to that project as the Route 309 betterment 24 project. So when we conduct the traffic study for 25 submission to PennDOT, they -- seeing that the</p>
<p style="text-align: right;">Page 23</p> <p>1 installation of a signal. They felt that because 2 the secondary access has been designed to allow 3 exiting traffic to use the existing traffic signal 4 at Route 309 and Orefield Road, that that would be 5 at appropriate place for drivers to make their 6 left turn at the signalized location. 7 CHAIRMAN HORWITH: Thank you. You 8 commented on the supplemental traffic study work 9 that was done. Did -- did that work suggest that 10 there were any different traffic generation and 11 distribution points as compared to the original, 12 which I believe was August 2023 study? 13 MR. GUTHRIE: Could you repeat the 14 question? I'm not sure I fully understand. 15 CHAIRMAN HORWITH: So you prepared 16 some supplemental traffic study work at the 17 request of the township. Did that subsequent 18 study -- you commented that it really was some 19 different traffic counts and some new data. 20 So did any of that suggest that there 21 was different traffic generation or distribution 22 from what you had originally been calculated? 23 MR. GUTHRIE: No, the supplemental 24 traffic data was generally in line equivalent to 25 the data that we previously collected.</p>	<p style="text-align: right;">Page 25</p> <p>1 timeline for their project aligned with the 2 opening year of our project, instructed us to 3 assume that their project is built in all future 4 years, and to analyze future additions 5 accordingly. 6 When the draft was submitted to the 7 township, one of the questions that come up during 8 the traffic engineers review was that, yes, 9 PennDOT says the improvements will be done before 10 the development opens. But because that's out of 11 our control and not in the Township's control, 12 what is our plan for if this develop opens before 13 PennDOT's improvements are completed? 14 And, so, we did an additional round 15 of analysis for interim condition scenario, seeing 16 where this development is ready to open six months 17 before PennDOT completed their project, what would 18 things look like in that meantime, in the interim 19 period? And so we analyzed that. And part of 20 that was, our firm recommended interim 21 improvements at the intersection of Route 309 and 22 Orefield Road to make -- to allow traffic -- to 23 allow trucks to make a left turn movement from 24 route -- from Orefield Road onto Route 309. 25 CHAIRMAN HORWITH: And how would the</p>

<p style="text-align: right;">Page 26</p> <p>1 interim plan do that? They can -- preexisting 2 were able to make left hand turns. 3 MR. GUTHRIE: Because the 4 intersection under existing conditions is 5 relatively tight in all four corners and slightly 6 skewed. What we recommended is that if -- so if 7 this project were to open before PennDOT improved 8 the intersection, we would recommend widening the 9 radius on the southeast corner of the intersection 10 and pushing back the stop bar on northbound 309 in 11 order to make sure that that truck can smoothly 12 make that movement. We also recommended the 13 addition of a green arrow for the left turn from 14 Orefield Road onto Route 309. 15 CHAIRMAN HORWITH: So the physical 16 improvements were widening the radius and pushing 17 back the stop bar? 18 MR. GUTHRIE: Yes, that's correct. 19 CHAIRMAN HORWITH: And the traffic 20 movement improvements would be adding a left turn 21 green light? 22 MR. GUTHRIE: Yes, that's correct 23 CHAIRMAN HORWITH: And as part of 24 that work that was done or the evaluation, was 25 there consideration of the impact on the through</p>	<p style="text-align: right;">Page 28</p> <p>1 balance that green time between the two movements, 2 but that's what's shown in the traffic analysis. 3 CHAIRMAN HORWITH: So it would impact 4 the north/south through traffic flow on 309? 5 MR. GUTHRIE: The timing plan we 6 recommend there would be a moderate temporary 7 impact to through traffic on Route 309. 8 CHAIRMAN HORWITH: Has this interim 9 plan been submitted to PennDOT? 10 MR. GUTHRIE: It has not. It would 11 be submitted as part of next HOP submissions to 12 PennDOT. 13 CHAIRMAN HORWITH: All right. One 14 last one. Again, this may just require more 15 opinion than fact. But with Orefield Road, could 16 you foresee that conditions can be created if 17 three or four trucks exit the site at the same 18 time and all venture down towards the traffic 19 route at Route 309. 20 MR. GUTHRIE: To offer some 21 perspective on that, we would project that over 22 the course of the busiest hour during the morning, 23 that approximately five trucks over the course of 24 an hour would exit the site during that a.m. peak 25 hour. So it would be unlikely they're all exiting</p>
<p style="text-align: right;">Page 27</p> <p>1 travel on Route 309? 2 MR. GUTHRIE: Yes, there was. 3 CHAIRMAN GUTHRIE: And what was that 4 impact? 5 MR. GUTHRIE: Well, ultimately, it 6 depends on how PennDOT wants to see the traffic 7 signal timed. So on the corridor today, generally 8 speaking, the intersections are timed so that 9 Route 309 has more green time than the side 10 streets. So the side streets experience more 11 delay than through traffic along 309. 12 What we recommended from the interim 13 conditions is to give a little additional green 14 time to Orefield Road. Again, to benefit that 15 turning traffic and make sure it clears every 16 time. 17 That would involve for the northbound 18 -- bear with me a moment -- for northbound traffic 19 on Route 309, the level of service would go from a 20 B to a C during those interim conditions. So 21 essentially still a good grade, but a little bit 22 more delay than they experience today, in order to 23 give a little more green time to that green arrow 24 to the side street. So, ultimately, that would be 25 PennDOT's determination about how you would</p>	<p style="text-align: right;">Page 29</p> <p>1 within the same short period. That would be five 2 trucks over a period of about 60 minutes. 3 CHAIRMAN HORWITH: And you would not 4 then contemplate that there would be blockage of 5 travel through coming westbound on Orefield Road. 6 MR. GUTHRIE: Not under a typical 7 condition, no. 8 CHAIRMAN HORWITH: Okay. Well, thank 9 you. All right. We're going to move on to some 10 of our consultants. If I can start with our 11 friends from Keystone Traffic, Scott and Brooks. 12 MR. PASTERSKI: Okay. Good evening. 13 I would like to provide an overview. We did issue 14 a traffic review of both the traffic impact study 15 that Mr. Guthrie had indicated was submitted and 16 approved by PennDOT, as well as additional traffic 17 impact study that was subsequently submitted at 18 the township's request. 19 So our April 29th, 2025 letter 20 addressed several concerns and recommendations we 21 would like to make to the township. I will do 22 everyone a favor and not read the letter word for 23 word. I want to hit the highlights. And most of 24 what I wanted to communicate verbally is really 25 just redundant to what's in the letter for the</p>

<p style="text-align: right;">Page 30</p> <p>1 most part, although I do embellish a little here 2 and there, is to talk about comment number one of 3 the April 29th letter. 4 And this is where I'll probably spend 5 most of my time, and then we'll move on. The rest 6 will go quickly, so don't be concerned if this 7 takes a little bit of time. But there's a lot to 8 unpack with this first comment. 9 So SALDO section 375-57 C and 10 sections 375-57 K1 indicate that the Board of 11 Supervisors, and now the Planning Commission could 12 make recommendations to the Board of Supervisors, 13 can mandate that tractor-trailers be restricted 14 from making certain movements. 15 We would strongly recommend and the 16 Planning Commission would consider a 17 recommendation to restrict tractor trailer traffic 18 from making a left turn movement out of the Route 19 309 driveway to head southbound on 309. 20 Approximately 85 percent, if I'm 21 remembering correctly, of the truck distribution 22 is headed to and from the south towards Route 22 23 and other points in corridor destination as long 24 to the south. We're recommending that be 25 restricted for several reasons.</p>	<p style="text-align: right;">Page 32</p> <p>1 traffic out the Orefield Road driveway. And I'll 2 get into each of those one at a time. 3 So the first item is the -- is the -- 4 the map is up. Is it okay if I point at things on 5 the map as I speak? 6 CHAIRMAN HORWITH: Yes. 7 MR. PASTERSKI: Okay. I will try to 8 be verbally descriptive, as well, so it gets on 9 the record. I can stay seated then. Pardon my 10 back turned to the majority of everyone. 11 Okay. So we're going to make -- just 12 for reference for housekeeping, north is to the 13 left of the sheet here. South is to the right. 14 East is to the top of the sheet, and west is to 15 the bottom of the sheet. 16 So this is the Route 309 driveway. 17 This is the proposed Orefield Road driveway. I'm 18 only going to be addressing these comments 19 relative to truck traffic. When I say truck 20 traffic, I'm talking tractor-trailers. I'm not 21 talking about somebody's pickup truck or something 22 like that. Regarding Route 309 driveway, consider 23 for a moment the driver's decision, the 24 tractor-trailer operator's decision is, he or she 25 attempts to negotiate a left turn out of this</p>
<p style="text-align: right;">Page 31</p> <p>1 We believe that will provide a safer 2 alternative to provide truck access -- excuse me, 3 truck egress solely via Orefield Road driveway 4 that was mentioned, where trucks could make a 5 relatively seamless right turn out only crossing 6 one stream of traffic, and making a left with the 7 assist of the traffic light at Orefield Road. And 8 again, that would be -- not again, but that would 9 be beneficial both in interim condition and final 10 condition. 11 So quick point of reference or point 12 of clarification. As we are going to look at 13 comparison of two driveway locations where trucks 14 can egress from the site, and we're looking to 15 consider based on the ordinance language which one 16 would be a better alternative, a safer 17 alternative. 18 I mean that as a relative term. 19 We're not categorically saying that Route 309 20 driveway in its full movement stage is quote, 21 unquote categorically unsafe. We can't say that. 22 However, there is very strong 23 evidence to suggest, and I believe it's backed up 24 in the SALDO ordinance, that it is a much, much 25 safer access to send egressing tractor-trailer</p>	<p style="text-align: right;">Page 33</p> <p>1 driveway. We're going to cover several aspects. 2 First, with respect to the driver has 3 to judge. Their attention is somewhat divided, as 4 everyone's is, when you're making a left turn out 5 of a driveway, when the through traffic does not 6 stop. They have to look to the left. They have 7 to -- they have to look to the left. They have to 8 look to the right. Compare that to a driver 9 making an egress maneuver out of the Orefield Road 10 driveway. The driver only has to keep his eye or 11 her eye on the westbound Orefield Road traffic. 12 So, for starters, attention is less 13 divided. The more a driver's attention is divided 14 the more potential there is for driver error. In 15 a perfect world, everybody makes perfect judgments 16 all the time, but we know that's just not a 17 reality. That's one pro to having all truck 18 traffic come out here to make this a safer egress 19 alternative. 20 In addition to that, should point of 21 note is there is approximately eight times more 22 traffic on Route 309 as there is in westbound 23 Orefield Road. So just from a -- as the numbers 24 add up, not only does the driver have to be able 25 to -- attention diverted, but the gaps are fewer</p>

<p style="text-align: right;">Page 34</p> <p>1 and smaller and further between. And you have to 2 find a gap in both direction of traffic as opposed 3 to Orefield Road, when you're only looking for a 4 single gap and there's fewer traffic -- fewer -- 5 there's less traffic and presumably more gaps 6 because of the lower traffic volumes. 7 So all these things contribute to the 8 driver's judgment being more difficult to make 9 when you consider the layered effect of those 10 items. 11 Last, but not least, we're talking 12 about truck traffic. The driveway is purposed to 13 be graded at about 2 to 4 percent upgrade. And 14 tractor-trailers, especially fully loaded 15 tractor-trailers, take a long time -- I'll just 16 say that category -- qualitatively, a much longer 17 time to accelerate and enter the stream of traffic 18 and get up to speed than would a passenger car. 19 So whereas that same would be true 20 here. But this is a much bigger task, and it all 21 puts more pressure on this driver to make a good 22 decision, has to kind of thread the needle with 23 the gaps in traffic. 24 So moving on to the -- the second 25 point is really just a matter of probability.</p>	<p style="text-align: right;">Page 36</p> <p>1 hundred percent true and valid, but they do 2 suggest the point is, it could be as much as 16 3 times more likely that a conflict would occur for 4 a tractor-trailer pulling out of the 309 driveway 5 than a tractor-trailer pulling out at the Orefield 6 driveway. And, again, the point we're trying to 7 make is this is a safer access. This is a 8 preferred access. And that's why we're 9 recommending it be the only truck egress access. 10 So, in addition to that, we're going 11 to look next at the vehicle conflict severity. I 12 mean this with all respect. And I don't mean this 13 in vein. But God forbid that an accident does 14 occur, but we all know any time you introduce 15 conflicting streams of traffic it's -- accidents 16 can occur and they do occur. 17 Usually or often times they're due to 18 driver error and judgment. Let's look at a 19 scenario if an accident were to occur, which 20 location would tend to produce accidents that are 21 less severe and which one would produce accidents 22 that are more severe? 23 So, first of all, looking at the 24 Orefield Road driveway, the natural angle of the 25 egressing traffic, the engineer did a good job</p>
<p style="text-align: right;">Page 35</p> <p>1 It's not a question of if a conflict or an 2 accident will happen, it's a question of when. 3 And the more potential conflict 4 points and times and volumes that probability 5 would tend to increase. So with respect to 6 vehicle conflict potential, I'll say at the outset 7 that Orefield Road driveway would only have a 8 single conflict point. And a conflict point is 9 the point where two streams of traffic would 10 intersect. 11 So the westbound traffic on Orefield 12 Road would be one stream of traffic. The 13 egressing traffic on Orefield Road would be the 14 second stream of traffic. They come to a 15 confluence point at the yield point, and there's 16 one. 17 Coming out of the 309 driveway, 18 there's two confluence points. The driver has to 19 cross the northbound traffic and the southbound 20 traffic. So there's two confluence points. Right 21 off the bat, there's more potential for conflict, 22 and same thing as in the last point, there's eight 23 times more traffic on Route 309. 24 If you do the math, and I'm not 25 saying these -- these -- these numbers are a</p>	<p style="text-align: right;">Page 37</p> <p>1 designing this. It's at a skewed angle as most 2 channelized right turns are. So any potential 3 conflicts of westbound Orefield Road traffic and 4 tractor-trailers making a right turn out here, 5 would be at an oblique angle. Oblique means 6 significantly less than 90 degrees. 7 So the energy, the kinetic energy 8 from the moving vehicle, would be transported into 9 both the struck vehicle and the striking vehicle 10 and absorbed by the frame of the car. And that 11 energy is dissipated. If it strikes it at an 12 oblique angle, there's less energy transmitted 13 into the vehicle itself, less damage to the car, 14 better chance for the occupants to avoid serious 15 injury or even worse. 16 Now, compare that to the Route 309 17 driveway, where a tractor-trailer making a left 18 turn out here. The beginning part of the 19 tractor-trailer's turn as he or she is crossing 20 the northbound traffic's stream, that angle is no 21 longer the case. It -- it would impact -- if an 22 impact were to occur, it would occur some place 23 very close to 90 degrees, because as the 24 tractor-trailer makes that turn it's not until he 25 or she reaches the southbound lane until that</p>

<p style="text-align: right;">Page 38</p> <p>1 angle really starts to flatten out and start to 2 merge and join with the southbound lane of 3 alignment. 4 So we lose the benefit that geometry 5 provides the Orefield Road access. Our collisions 6 are closer to 90 degrees. Again, more the kinetic 7 energy is transferred from the striking and struck 8 vehicle absorbed by the frame of the vehicle. 9 That's an important distinction, and 10 the speed is also an important distinction, TPD as 11 Mr. Guthrie indicated, did a speed study. And the 12 85th percentile speed indicated that while 309 is 13 posted 45 miles an hour, the speed study indicated 14 that the northbound 309 lane was traveling at -- 15 was 85th percentile speeds measured at 53 miles an 16 hour. 17 There was not a speed study done on 18 Orefield Road, but it's posted at 40 miles an 19 hour. So to do a comparison of those two speeds, 20 if you take 53, it's approximately 33 percent 21 higher than 40 miles an hour. Now, one would 22 think that the severity of any conflict that would 23 occur would be 33 percent greater if it occurred 24 on Route 309 as opposed to Orefield Road due to 25 the higher speed.</p>	<p style="text-align: right;">Page 40</p> <p>1 hundred percent of the time, but majority of the 2 time. They see a red indication and they're not 3 encouraged to step on the gas and gun it if 4 they're just looking at a red light. 5 Compare that to Route 309 where the opposite is 6 true. The motorist has already crossed the 7 traffic signal, they've cleared it and there's no 8 impediments. They're continuing their speed or 9 accelerating. There's nothing to motivate them to 10 slow down here. So the location of the driveways 11 relative to the intersections is more conducive to 12 higher speeds on 309 as it is to Orefield Road 13 just because of the interaction with the -- with 14 the traffic signal. 15 I'm almost done with this point. I 16 know I'm being long winded. I think it's 17 important to lay this all out. 18 So with respect to psychological 19 considerations for a moment, the report indicated 20 that the approved PennDOT traffic study that 21 Mr. Guthrie indicated, indicated a left turn 22 movement level of service of E, which is 23 technically not failing. It's not a failing. But 24 it's real close. A truck driver would need to 25 wait quite a long time there. And as a rule, the</p>
<p style="text-align: right;">Page 39</p> <p>1 Actually, because of the laws of 2 physics, the kinetic energy equation has the 3 velocity or the speed of this instance as a square 4 term. So the severity of the conflict, the amount 5 of kinetic energy transferred from the moving 6 vehicle into the collision and absorbed by 7 vehicles, is actually 75 percent greater with that 8 higher speed. 9 It's not a linear relationship. It's 10 an exponentially greater amount of energy. What 11 seems to be a little bit of a speed difference is 12 actually more than double when it translates to a 13 severity of impact. So I wanted to point out that 14 point, as well. 15 Last point with regards to speed. 16 Notice the locations of the driveway's relative to 17 the traffic light. It is cut off by the plan, but 18 at Orefield and 309. On Orefield Road, most of 19 the time because 309 is the main road, the driver 20 is going to come and approach a red indication, a 21 red traffic signal here. So as they're coming 22 down here maybe -- who knows what speeds they're 23 going. Maybe they're speeding but they see a red. 24 They're not in a hurry to get to the red light and 25 wait. Their tendency is to slow down, not a</p>	<p style="text-align: right;">Page 41</p> <p>1 longer people wait, the more frustrated they get. 2 They're more tempted to make -- to do dumb things 3 to put it bluntly. 4 Having that level of service of E -- 5 and this is what -- it was that doesn't mean every 6 time a truck pulled out it would be level of 7 service E. Maybe some would be worse. In 8 practicality traffic is not predictable. It's not 9 consistent. If there's two or three trucks 10 waiting to get out, they could be -- in practical 11 terms they could be waiting quite a bit longer. 12 And frustrated truck drivers could be tempted to 13 make a poor judgment. 14 There's a lot they have to do here. 15 This is a tall order. And I know they're good 16 drivers and they're professional. Most of them, 17 but not all of them are as we all have seen in the 18 news. 19 So keep that in mind, whereas 20 Orefield Road it's a much easier right turn out 21 and they're not subject to the same amounts of 22 delay. And I don't have the numbers on that, but 23 I believe that to be the case. 24 And lastly, on this point, as I 25 already indicated and others have indicated, turns</p>

<p style="text-align: right;">Page 42</p> <p>1 that come out -- it makes common sense for turns 2 to come out this right only driveway, and they 3 make the south -- the turn to go left southbound 4 with the aid of a traffic light, as opposed to 5 having -- putting all their eggs in one basket and 6 going for it. Again, it's high speed traffic 7 going both ways, fully loaded trucks going uphill, 8 you know, taking quite a bit of time to 9 accelerate. That driver is hopefully having a 10 good day, and the people coming the other way are 11 hopefully having a good day. 12 In theory, if everyone makes good 13 decisions it should be fine. There's no sight 14 distance issues, to say something positive. 15 There's no sight distance issues at these 16 intersections. This one we're waiting on 17 measurements for. We don't anticipate this being 18 an issue here, but there's other things to 19 indicate that this is actually a preferred 20 alternative to send the truck traffic out to 21 Orefield Road. 22 So I feel it's probably appropriate 23 before I -- Mr. Chairman should I continue with 24 the letter or take a pause and answer any 25 questions?</p>	<p style="text-align: right;">Page 44</p> <p>1 And that does not advise if there's 2 going to be any turning movement restrictions 3 on -- at the Route 309 access drive. 4 Additionally, SALDO section 375-57 K 1 pertains to 5 coordinating width and grades to accommodate 6 anticipated traffic when streets border a 7 subdivision or land development. It also cites to 8 what -- what some municipality have, which is 9 having an acting 209 study and being able to use 10 those funds to make improvements. 11 While the North Whitehall Township's 12 Comprehensive Plan of 2023 states it's a high 13 priority, the preparation of an Act 209 study to 14 implement traffic impact fees or traffic impact 15 improvements. There has not been an Act 209 study 16 enacted or supported in North Whitehall Township. 17 So we would submit that neither SALDO sections 18 provide the authorization to have a Board of 19 Supervisors mandate that there be -- that 20 tractor-trailers be restricted from making left 21 turn lanes on to Route 309. 22 MR. DINKELACKER: Kate, may I ask you 23 then, that if the Planning Commission -- and Tom 24 Dinkelacker for the record. I'm the solicitor. 25 So the developer would reject the condition that</p>
<p style="text-align: right;">Page 43</p> <p>1 CHAIRMAN HORWITH: I think -- I think 2 we can ask the applicant if they have any 3 questions or responses to things that Scott just 4 relayed. 5 MS. DURSO: I certainly have a 6 response. First off, we've explained it at a 7 number of Planning Commission meetings we have 8 been to. We do believe truck drivers will use 9 common sense and will go out and make the turn on 10 to Orefield Road. The fact is though that the 11 traffic impact study prepared by TPD, as well as 12 the Township's traffic study performed by HRG, 13 neither of which include any prohibition on making 14 the left turn at the access on 309. 15 The SALDO section cited by KCE don't 16 support -- DON'T -- SUPPORTS a mandate to prohibit 17 that left-turn lane -- excuse me, that left turn 18 movement on 309. Specifically SALDO section 19 375-57 C specifically states that any 20 recommendations are subject to comments from 21 PennDOT and any professional traffic studies that 22 have been submitted. 23 And that is approved, the traffic 24 impact study that is submitted, and does not 25 include any such restriction.</p>	<p style="text-align: right;">Page 45</p> <p>1 there would be no left turns by tractor-trailers 2 on to 309? 3 MS. DURSO: The -- yes, the developer 4 stands by the fact that it's on a PennDOT road and 5 will abide by whatever PennDOT says is going to be 6 a restriction or not a restriction. And PennDOT 7 is not requiring a restriction. 8 MR. DINKELACKER: So there is no 9 restriction by PennDOT. And I believe that's 10 consistent with the land development plan at this 11 point. The land development plan shows a left 12 turn on to 309 from the driveway? 13 MS. DURSO: Yeah, the plan is not 14 showing any traffic or limits on the movement. 15 MR. DINKELACKER: All right, thank 16 you. I appreciate your candor. 17 CHAIRMAN HORWITH: But I didn't -- 18 did I get an answer to the question? If the 19 township were to establish a condition to prohibit 20 left-hand turn lanes, would the applicant accept 21 that? 22 MS. DURSO: The developer is not in a 23 position to accept that as a condition of plan 24 approval. 25 CHAIRMAN HORWITH: Okay. Thank you.</p>

<p style="text-align: right;">Page 46</p> <p>1 MR. PASTERSKI: Mr. Chairman, is it 2 okay continue with the rest of the letter? 3 CHAIRMAN HORWITH: Yes. 4 MR. PASTERSKI: The rest will go a 5 lot quicker. The next comment in the letter, as 6 Mr. Guthrie indicated, there was an approved 7 traffic impact study with a full movement access 8 on Route 309 that was submitted and approved by 9 PennDOT. 10 We are indicating that the revised 11 traffic study that the township had requested, 12 which included the restriction of truck traffic at 13 the 309 driveway, as well as review of the interim 14 condition, the study that was approved by PennDOT 15 only looked at the final condition when the 16 betterment project was in place. It didn't -- it 17 did not consider the interim condition, which 18 would very well occur where the development is 19 opened generating traffic. And there are -- 20 there's no betterment project to support the 21 traffic. 22 So we have indicated in comment 23 number two of our April 29th letter, that the 24 traffic impact study be submitted to PennDOT, not 25 for single timing, because the problem with just</p>	<p style="text-align: right;">Page 48</p> <p>1 bar. That's going to be a double level service 2 drop. 3 We believe that PennDOT should review 4 the revised study and look at the no build, the 5 predevelopment on traffic condition compared to 6 the build to see if it warrants additional 7 mitigation for the -- for the interim condition, 8 not just for the final condition. So that's -- 9 that's comment number two. 10 And, again, I'm skipping over -- a 11 lot of these are technical, and either they're 12 just informational or the applicant has indicated 13 they would address them and we don't feel it's 14 worth everyone's time to review every sentence 15 here. 16 Comment two, E. Again, is just 17 indicating of the level of service drop. Right 18 now it's level of service C to level service D. 19 And D is at 35 seconds. If it goes one more 20 fraction of a second it's going to drop to an E, 21 which is a double level service drop. Plus time 22 is being taken away in the interim condition from 23 the main line. 24 In our experience PennDOT doesn't 25 look favorably on that. We believe this went back</p>
<p style="text-align: right;">Page 47</p> <p>1 submitting it for single timing is we can show 2 levels of service C and D, and show that 3 everything is working but submit it back to the 4 PennDOT permit unit to determine if mitigation is 5 going to be required for the interim condition. 6 Because in the interim, just looking 7 at signal timing is only going to have the signal 8 unit look at that and determine, will the signal 9 work at acceptable levels of service? If it goes 10 back to the PennDOT permit unit, they will look at 11 it for, is the ten second variance rule upheld? 12 Not just for the overall intersection, but they 13 have the right to apply that reasoning to 14 individual movements I.E. the westbound lane and 15 the northbound, especially the northbound lane, 16 which Mr. Guthrie did correctly indicate it was a 17 single level drop. 18 We have a strong suspicion it dropped 19 to level surface C, but it's on threshold before 20 it crosses over to level service D. And they 21 moved the stop bar back. I won't get into the 22 weeds here, but that's going to require more all 23 red clearance time, which is the time when all the 24 lights are red. It will allow all vehicles to 25 clear the intersection after they pass the stop</p>	<p style="text-align: right;">Page 49</p> <p>1 to PennDOT with their eye to scrutinize it for 2 required mitigation. We believe it would require 3 more than is currently being proposed by the 4 applicant and interim improvements, which only 5 include a radius improvement to only serve their 6 westbound left turn traffic. But does not provide 7 mitigation of any traffic impacts. 8 Next, with moving on to the final 9 condition, this is with the betterment project in 10 place. The betterment project itself on westbound 11 Orefield Road proposes a 75 foot left turn lane. 12 And I realize this is PennDOT's project. It's not 13 the applicant's project. 14 But the practical reality, and as an 15 engineer, we're looking at this for common sense 16 for the public health, safety and welfare. A 17 single truck coming from this development will 18 chew up that entire left-turn lane. And the next 19 car or truck or any vehicle that wants to make a 20 left is going to be stacked in the adjacent 21 through lane. 22 We have asked, and the attorneys can 23 argue whether or not this is required or not, but 24 we think from a practical public health, safety 25 and welfare standpoint, there should be an effort</p>

<p style="text-align: right;">Page 50</p> <p>1 made to lengthen -- to make a request to PennDOT 2 to lengthen that left-turn lane to at least 225 3 feet, which would be PennDOT publication 46 4 required length. 5 If this were to go in a normal 6 traffic impact study format that's what would be 7 required. So that comment is worth mentioning. 8 Lastly, and then I'm done and we'll 9 take any questions. On the land development 10 plans, we did request that the left turn 11 restriction be substantiated and supported by 12 appropriate on-site signage, and we don't feel 13 that signage has been provided. I think for 14 obvious reasons, I don't think they're in 15 agreement with that restriction, but our comment 16 still stands that appropriate on-site signage 17 needs to be in place to direct and restrict trucks 18 from making the left turn at Orefield Road, and 19 directing them to use -- I'm sorry -- restrict 20 trucks from making a left on to 309 and directing 21 them to the Orefield Road driveway. 22 MR. GUTHRIE: We're in agreement with 23 providing the signage the township requested to 24 direct trucks to use the Orefield Road driveway. 25 While there won't be a formal</p>	<p style="text-align: right;">Page 52</p> <p>1 want to make sure. You're agreeing to signage? 2 MS. DURSO: Correct. 3 MR. DINKELACKER: But not agreeing to 4 a prohibition of the left turn? 5 MS. DURSO: That is correct. 6 MR. PASTERSKI: Would signage be 7 directional in nature only or signage to restrict 8 the left turn? 9 MS. DURSO: Directional. 10 MR. PASTERSKI: Directional. 11 MS. DURSO: Guiding them towards the 12 Orefield Road. 13 MR. PASTERSKI: Okay. I just wanted 14 to be clear what you're proposing. 15 MS. DURSO: We're not proposing any 16 signage that says you can't make the left. 17 MR. PASTERSKI: Got it. 18 MS. DURSO: Did you need Ben to 19 comment on the comment about the interim 20 improvements? 21 MR. PASTERSKI: If you would like to. 22 MR. GUTHRIE: Yeah, we'll work with 23 PennDOT to see. Ultimately, it's their road. 24 They're the ones that have to permit the interim 25 conditions and the driveways themself. So we'll</p>
<p style="text-align: right;">Page 51</p> <p>1 restriction, PennDOT is not asking for a formal 2 restriction, we agree it's the path of least 3 resistance to go to Orefield Road and we're 4 available to provide appropriate on-site signage. 5 CHAIRMAN HORWITH: Thank you. 6 MR. DINKELACKER: Is that -- when you 7 say appropriate signage, would that be signage 8 that would be subject to review and approval of 9 the township with respect to the content and 10 location? 11 MS. DURSO: For the internal signage? 12 MR. DINKELACKER: I'm assuming that 13 is what Ben was referring to, is informal signage. 14 MS. DURSO: Yeah, yeah, we would work 15 with the township on that, yes. 16 MR. DINKELACKER: But to be clear, 17 what happens when a driver doesn't follow the 18 signage? 19 MS. DURSO: Well, PennDOT has made a 20 determination that they don't have to follow the 21 signage. 22 MR. DINKELACKER: Right. 23 MS. DURSO: We're going to encourage 24 them to follow the signage. 25 MR. DINKELACKER: But you're -- but I</p>	<p style="text-align: right;">Page 53</p> <p>1 work with PennDOT and see what process they want 2 to follow and make sure they give everything a 3 thorough review as deemed appropriate. 4 MR. PASTERSKI: Would you be 5 willing -- I think the distinction here we want to 6 make is being reviewed in a HOP and reviewed by 7 the signal unit versus going back through that HOP 8 process so they can compare a no build to a build 9 to determine if there's mitigation required. 10 MR. GUTHRIE: Ultimately, that will 11 be their -- PennDOT's determination. But, yeah, 12 we'll pass along the township's comment and see 13 what process they want to follow. We are happy to 14 provide supporting materials to make their 15 determination. 16 MR. PASTERSKI: The traffic study was 17 revised to reflect a different distribution. Trip 18 generation was revised, and distribution was 19 revised. It stands to reason that the previously 20 approved traffic study, since the distribution has 21 changed, should be resubmitted back to PennDOT. 22 And that's our -- that's our comment. 23 MR. GUTHRIE: (Nods head.) 24 MR. PASTERSKI: If the distribution 25 is different, what's the point of the previous</p>

<p style="text-align: right;">Page 54</p> <p>1 study? It's based on incorrect and inaccurate 2 information. So I think like anything, if 3 somebody makes a change to a development plan 4 after the approval, they have to go and, you know, 5 put that to the discretion of the township or 6 municipality, and say do we need to go back to 7 land development? So I think they should make 8 that determination. I think I'm agreeing you with 9 in a backhanded way, but I think it's clear it 10 should go back for permit review for mitigation to 11 see if any additional mitigation is needed. 12 MR. GUTHRIE: I follow you. 13 MR. PASTERSKI: Thank you. 14 CHAIRMAN HORWITH: But if I may, Ben, 15 To Scott's point, you nodded your head. But I 16 don't know what the nod meant when he suggested 17 that your plan go back to PennDOT for review. 18 MR. GUTHRIE: Yes, so the question 19 is, we're still in the middle of the PennDOT 20 permitting process. What we've done to date is 21 approve the traffic impact study, which was based 22 on the previous building size. I think it was 23 547,000 square feet. 24 The exact same access scenario 25 assumptions, so it's a smaller building size.</p>	<p style="text-align: right;">Page 56</p> <p>1 require it. We're not going to agree to it as a 2 condition if PennDOT ultimately says we don't need 3 to resubmit. But we'll, as I think what Ben is 4 saying, is that he would pass on, since we're 5 still going through the PennDOT process, that the 6 township is interested in us resubmitting that. 7 We can't agree to that condition because we don't 8 know if PennDOT wants it. 9 MR. GUTHRIE: It will be highly 10 unusual for PennDOT to take an approved traffic 11 study and then start another round of reviews. 12 What they would typically do is look a lot -- in 13 much more detail about the proposed improvements 14 and details of the traffic speed time proposed. 15 PennDOT certainly couldn't do that. 16 And PennDOT, you know, we have been 17 transparent with all parties from the beginning. 18 We'll certainly make sure they're adherent with 19 what the township is saying here and that we are 20 not hiding anything at all from PennDOT. 21 It's a question I don't know if 22 they'll want to reopen a review cycle on the 23 traffic study directly, or focus on improvements. 24 You know, we'll certainly make sure that PennDOT 25 is aware of what has transpired.</p>
<p style="text-align: right;">Page 55</p> <p>1 There's no material change to the conclusions of 2 the traffic study. So that being said, yeah, 3 PennDOT wants to have an open dialogue with the 4 township. And so we'll certainly pass along the 5 township's concern and see if PennDOT wants to 6 review updated analysis as part of their review, 7 and ultimately defer to their determination. 8 CHAIRMAN HORWITH: And so just to 9 repeat, the question was, have you submitted that 10 revised plan to PennDOT and the answer is? 11 MR. GUTHRIE: All -- yeah, all the 12 revised plans have been submitted to PennDOT. The 13 question is regarding the supplemental traffic 14 study itself. 15 CHAIRMAN HORWITH: Has that been 16 submitted to PennDOT? 17 MR. GUTHRIE: No, it's not. 18 CHAIRMAN HORWITH: And if the 19 township were to condition or request that you do 20 so, what's your answer? 21 MR. GUTHRIE: I don't know if I can 22 speak on behalf of PennDOT here about what -- what 23 process they want to make. 24 MS. DURSO: Yeah, I think what we're 25 saying is we don't know if PennDOT is going to</p>	<p style="text-align: right;">Page 57</p> <p>1 MR. DINKELACKER: Ben, I don't -- I 2 don't work with traffic studies, and I don't work 3 with PennDOT. So, you know, obviously full 4 transparency there. 5 But what I'm looking at, what has 6 always been referred to as the interim plan, being 7 that plan for the modifications we talked about to 8 the signal and to the intersection at Orefield 9 Road and Route 309. 10 And that plan that I'm looking at 11 prepared by TPD, and it's titled Orefield Road and 12 Route 309 truck turning plan. It's dated July 13 17th, 2024. 14 And are you saying that this document 15 has not yet been submitted to PennDOT? 16 MR. GUTHRIE: No, so we approached 17 PennDOT -- this was something we did internally 18 back in, as you said, July of 2024. And then we 19 first presented it to the township at a Planning 20 Commission a few months after that. I don't 21 remember the exact date. And once it had been 22 presented to the township, we approached PennDOT 23 to say did they want us to submit a separate 24 permit application for the interim improvements? 25 And we did share this plan via email with PennDOT</p>

<p style="text-align: right;">Page 58</p> <p>1 and asked them, do they want us to submit a 2 separate HOP application or provide more 3 engineering details as part of the main HOP 4 application? 5 They indicated they prefer that we 6 include this in our next HOP plan submission, so 7 that's what will be done. So that they've seen 8 this and they know it's the interim plan, but they 9 have not done a technical review yet. They're 10 expecting a full set of plans. 11 MR. DINKELACKER: So is -- is -- can 12 you -- I'm looking at the document and my 13 recollection is the township didn't receive this 14 until about a month ago. 15 Are you indicating that this was sent 16 to the township earlier? 17 MR. GUTHRIE: No, is was shared on 18 the screen in the Planning Commission meeting as 19 illustrative purposes to help everybody in the 20 room understand what was proposed. 21 MR. DINKELACKER: All right. 22 MR. GUTHRIE: You're right, it was 23 first submitted to the township a month ago. 24 That's correct. 25 MR. DINKELACKER: And I'm looking at</p>	<p style="text-align: right;">Page 60</p> <p>1 would look like under those interim conditions. 2 MR. DINKELACKER: PennDOT has not 3 committed yet? 4 MR. GUTHRIE: Correct. PennDOT has 5 not issued a review. 6 MR. DINKELACKER: As we sit here 7 today, we don't know what the interim plan looks 8 like. And that interim plan, it could be -- could 9 be enforced for a period of years depending what 10 happens, right? 11 MR. GUTHRIE: We reached out to 12 PennDOT recently to confirm what their 13 construction schedule is. 14 Bear with me a moment. I have a lot 15 of papers in front of me at the moment. 16 MR. DINKELACKER: Sure, no problem. 17 MR. GUTHRIE: Off the top of my head, 18 their plan is to go to construction next year and 19 complete construction in 2027 or early 2028. So 20 that would align, essentially, with the timeline 21 for this project. 22 MR. DINKELACKER: The betterment 23 project stands on what point on 309 to what point? 24 If you know. 25 MR. GUTHRIE: I don't know off the</p>
<p style="text-align: right;">Page 59</p> <p>1 the notes and it says it's a concept plan. I 2 don't know if that's a term of art that is used, 3 you know, for engineers or if it's how you deal 4 with PennDOT. I don't know. But I guess what 5 I'm -- what I'm looking at is, I think the 6 township has assumed to date that this represents 7 the developer's plan for how to deal with that 8 intersection during the interim period before the 9 PennDOT betterment project that work is complete, 10 which would create a left-turn lane. If this is a 11 concept plan and it's not been submitted to 12 PennDOT, how do we know that this -- I don't want 13 to -- I don't want to document it, but how do we 14 even know it's worth the paper it's written on at 15 this point? 16 MR. GUTHRIE: Again, we sent a copy 17 of this conceptual plan to PennDOT. We call it 18 conceptual plan because it's not something 19 somebody can take to bring to construction. So 20 when PennDOT does review, they expect a full plan 21 set showing appropriate level of detail for their 22 technical review and that could be ultimately 23 constructed based off that set of plans. 24 So this -- you know we're committing 25 to this as the concept of what the improvements</p>	<p style="text-align: right;">Page 61</p> <p>1 top of my head. It covers a large percentage of 2 309 through, both North and South Whitehall 3 townships. 4 MR. DINKELACKER: Do we know at all 5 where this intersection at issue falls in the 6 project timeline or the progress? 7 MR. GUTHRIE: We asked that question. 8 And they were not able to commit to a certain 9 timeline to begin around there. 10 MR. DINKELACKER: One other question 11 quickly based on level of service, if I may. 12 Level of service -- when I look at the level of 13 service and I see A through F in parenthesis, 14 there's numbers after that. What do those numbers 15 represent? 16 MR. GUTHRIE: Good question. The 17 number represents the seconds of delay experienced 18 by the average vehicle. 19 MR. DINKELACKER: Okay, so it's -- 20 that's the measurement of the delay? 21 MR. GUTHRIE: Yes, that's correct. 22 MR. DINKELACKER: And then what I 23 heard Scott say was that you can reach a point 24 with the -- with that measurement in seconds, 25 where it is almost a tipping point where it is</p>

<p style="text-align: right;">Page 62</p> <p>1 ready to go to the next level. And -- and I think 2 in the -- one -- one of the questions, it was a 3 level of C and then in parenthesis was 35. So 4 that means 35 second delay? 5 MR. GUTHRIE: Yes, that's correct. 6 MR. DINKELACKER: Is that the one 7 where if it tips over beyond 35, it becomes a 8 level of service D? 9 MR. GUTHRIE: Yeah, I believe that's 10 correct. Scott, is that what you were referring 11 to? 12 MR. PASTERSKI: Yeah, it's -- I have 13 it right here. The northbound through movement 14 with comment number E two -- I'm sorry, it's 2E2. 15 The northbound movement goes from level service B 16 of 14.2 seconds of delay. Level service C of 35 17 seconds. At 35.1 seconds, it becomes a level 18 service D. That's the tipping point. 19 MR. GUTHRIE: Under that recommended 20 signing plan that was going to improve the delay 21 on Kernsville Road to go from a D to a C. And 22 improve the delay on Orefield Road to go from an E 23 to a D. 24 As I said we were recommending 25 shifting green time to the side streets to address</p>	<p style="text-align: right;">Page 64</p> <p>1 just wanted to make clear which plans are before 2 the Planning Commission tonight. Is that correct? 3 MR. ENGELHARDT: Yes, that's correct. 4 MS. GOLDSTEIN: Thank you. 5 Mr. Chairman, I want to make sure we're all 6 talking about the exact same set in case there's 7 any action taken tonight. 8 CHAIRMAN HORWITH: Thank you. 9 MS. GOLDSTEIN: I'm just going to go 10 through a few highlights from my letter. I'm not 11 going to go over the full letter. Just a few 12 major things. 13 One, which is relevant to all that 14 was just discussed regarding traffic. One of my 15 comments is dealing with the full movement, all 16 movements at the intersection of Orefield Road and 17 Route 309, during the interim plan and with the 18 betterment plan. There's one determining movement 19 that has not been analyzed. And I've consistently 20 asked for that since my first review. 21 As a planner, I have the ability to 22 step back and look at the entire project, entire 23 site. I'm not a specialist looking at traffic, so 24 I'm looking at this from the overall municipal 25 perspective.</p>
<p style="text-align: right;">Page 63</p> <p>1 the township's concern about the side street. 2 PennDOT may prefer to shift some of 3 the seconds back to Route 309. Again, we're happy 4 to have that dialogue with PennDOT and include the 5 township in that and set at appropriate 6 priorities. 7 MR. DINKELACKER: Thanks, Ben. I 8 appreciate it. 9 CHAIRMAN HORWITH: Thank you. Scott, 10 anything more? 11 MR. PASTERSKI: Nothing from me. 12 CHAIRMAN HORWITH: Thank you, Scott. 13 MS. GOLDSTEIN: Before I start going 14 through the letter, one of my early comments in my 15 April 29, 2025 letter was regarding the dates of 16 the plan sheets. The April 29th letter was 17 reviewing the eight sheet set of inserts, I guess 18 you would call them, that were submitted 19 separately. Subsequently the applicant submitted 20 a full set of plans. They're the ones the 21 chairperson asked the date of. And the response 22 was that they were the April 10th, 2025 plans. 23 In fact, the majority of the plans 24 that is still dated 12/13/2024, and just those 25 eight sheets contain the April 2025 date. And I</p>	<p style="text-align: right;">Page 65</p> <p>1 That turning movement is the movement 2 northbound 309 turning right on to Orefield Road. 3 I first came upon that movement as an issue coming 4 home from meetings at the township building and 5 needing to turn left to continue south on 309. 6 And while sitting at the traffic light, well 7 behind the stop bar on dark, rainy nights, several 8 times a truck coming in the movement that I 9 described, going north on 309 turning right on to 10 Orefield Road, almost pushed me off the road. 11 I've had to back up. I've gone into the stone on 12 the side of the road. And that's as a small car, 13 a Subaru, with a truck turning into normal 14 traffic. 15 My concern is if a tractor-trailer 16 exiting this site is sitting at the stop bar, 17 albeit in the betterment plan the stop bar is 18 moved back, can the vehicles that are currently on 19 the road navigate without going into the imposing 20 lane? 21 And that movement has not been 22 analyzed yet. I've asked for that with respect to 23 the betterment plan or the interim plan. We have 24 not seen that yet. One of the items I recommend 25 is that movement be shown to see if that works or</p>

<p style="text-align: right;">Page 66</p> <p>1 not.</p> <p>2 And in the global picture look at all</p> <p>3 movements at that signal. That was the first</p> <p>4 comment.</p> <p>5 The second comment deals with</p> <p>6 queuing.</p> <p>7 One of the sections of the zoning</p> <p>8 ordinance, that is part of the use regulations for</p> <p>9 this proposed use, deals with queuing. And the</p> <p>10 applicant -- applicant has to demonstrate that all</p> <p>11 queuing will occur on the site and none will be on</p> <p>12 the road.</p> <p>13 The applicant maintains that they</p> <p>14 have queuing, I believe, for 14 tractor-trailers,</p> <p>15 and that more than meets their needs. Not</p> <p>16 disputing that as what they're saying on the plan,</p> <p>17 my concern is what happens if the statistics are</p> <p>18 not correct? We need some guarantees and we need</p> <p>19 some notes, some assurances, something in the land</p> <p>20 development agreement ,at least a condition of</p> <p>21 approval as to what will happen if in fact there</p> <p>22 is any queuing that would come out onto one of the</p> <p>23 roads.</p> <p>24 309 or Orefield Road, depending how</p> <p>25 that goes in any -- any sense of the word. So we</p>	<p style="text-align: right;">Page 68</p> <p>1 And then finally, under my general</p> <p>2 comments, number five, the plans note a visual</p> <p>3 screen wall between the trailer spaces, the</p> <p>4 trailer parking spaces and detention basin number</p> <p>5 one on the plan. But they do not yet include any</p> <p>6 detailed or specifications as to what that visual</p> <p>7 screen wall will be. And I recommend that those</p> <p>8 details be provided. The applicant, I believe,</p> <p>9 has said they would provide them prior to building</p> <p>10 permit or something. I maintain they should be on</p> <p>11 the record plans. The record set of plans.</p> <p>12 And they were the extent of the</p> <p>13 highlights from my review.</p> <p>14 CHAIRMAN HORWITH: Thank you, Judy.</p> <p>15 MS. GOLDSTEIN: You're welcome.</p> <p>16 CHAIRMAN HORWITH: Does the applicant</p> <p>17 have any comment or response to anything relayed</p> <p>18 by Gilmore and Associates?</p> <p>19 MS. DURSO: I think -- I mean, we</p> <p>20 would be happy to have a discussion or a condition</p> <p>21 regarding what would happen if the queuing goes on</p> <p>22 to the road. I think we had that discussion</p> <p>23 before. I just don't think we figured out exactly</p> <p>24 how that would come about. And I'm sure I can</p> <p>25 work with the solicitor on language { { or the</p>
<p style="text-align: right;">Page 67</p> <p>1 need that as one of them. I recommend that be a</p> <p>2 condition of approval. Or at least be an issue to</p> <p>3 be discussed.</p> <p>4 Next issue deals with environmental</p> <p>5 protection. Just a comment that all of the</p> <p>6 permits will still be required, state and federal</p> <p>7 wellness permits required for the disturbance</p> <p>8 proposed on the plans.</p> <p>9 The permits are not in yet. Usually,</p> <p>10 they are conditioned -- conditions of approval. I</p> <p>11 don't want that missed throughout the plan.</p> <p>12 Next one is also an environmental</p> <p>13 protection issue dealing with the conservation</p> <p>14 areas. The conservation forest and spring site</p> <p>15 areas on the plan. The applicant has acknowledged</p> <p>16 my comment and their response but Has not made an</p> <p>17 effort yet to address the additional information</p> <p>18 that would be required to identify the quantity of</p> <p>19 species and vegetation located in the conservation</p> <p>20 area and may be impacted by the development.</p> <p>21 The third and final environmental</p> <p>22 protection comment is just with respect to the</p> <p>23 sewage disposals requirements. Their zoning</p> <p>24 ordinance section requires that they have the</p> <p>25 method of sewage disposal and that be approved.</p>	<p style="text-align: right;">Page 69</p> <p>1 landowner, or whether it's in the developer's</p> <p>2 agreement.</p> <p>3 As far as the trees species, I</p> <p>4 think -- I think we acknowledged in the letter</p> <p>5 that we'll comply. And the last comment you just</p> <p>6 made, if we need to provide that in advance I</p> <p>7 don't think there is an issue. We were thinking</p> <p>8 it was part of what you typically had as the</p> <p>9 building permit stage. But if you needed that</p> <p>10 visual screen detail earlier in the process, I'm</p> <p>11 sure it's not an issue.</p> <p>12 MS. GOLDSTEIN: Thank you.</p> <p>13 CHAIRMAN HORWITH: Thanks.</p> <p>14 We did have comments from the</p> <p>15 president of the North Whitehall Township</p> <p>16 Emergency Services organization. Is any</p> <p>17 representative here tonight? Jim Steward? I</p> <p>18 didn't see him come in.</p> <p>19 Does the applicant feel you have</p> <p>20 satisfied and met the comments that were outlined</p> <p>21 in -- I'm speaking of the letter from Jim Steward</p> <p>22 dated April 29th.</p> <p>23 MS. DURSO: We believe the plan</p> <p>24 complied with all of the comments listed on that</p> <p>25 letter.</p>

<p style="text-align: right;">Page 70</p> <p>1 CHAIRMAN HORWITH: All right, for 2 apparatus and access? 3 MS. DURSO: Correct, we believe we 4 meet the statute and fire code references. 5 CHAIRMAN HORWITH: Do you want to 6 talk about -- 7 MR. DINKELACKER: Yeah, I guess. 8 Kate, I have Jim's letter handy, and I have 9 Jason's response on behalf of Langan. As I read 10 Jim's letter, he's asking that the roadway of 11 Route 309, I guess low volume driveway, if that's 12 what it is officially called, that it would be 13 widened to 40 feet for two-way traffic. And he 14 relies on the international fire code 2021. And I 15 know you're -- I believe the plan provides for 30 16 feet, and then I think there's one pullover. Is 17 that right? 18 MS. DURSO: What we're proposing 19 satisfies that section. He's asking for something 20 more than what that section provides. 21 MR. DINKELACKER: Okay. I'm not 22 going to get into legal argument. 23 MS. DURSO: Sure. 24 MR. DINKELACKER: Whether it does or 25 doesn't, I don't think this is the time or place</p>	<p style="text-align: right;">Page 72</p> <p>1 Eric. 2 MR. KAUFMAN: All right, thank you. 3 So we had a small review letter go 4 out to discuss a few things. One of them, what 5 the township asked us to look at, how long would 6 it take for a tractor-trailer turning left on to 7 309 out of the driveway to get to the full 45 8 miles per hour? And it was about 60 seconds more 9 or less to make that turn. 10 There was a response by the 11 applicant's engineer indicating that the driver 12 was designed in accordance with PennDOT's 13 standards, and that they don't want a traffic 14 signal there, which is fine. But they -- but 15 there's no restriction either. 16 So that still is something that 17 should be looked at, is whether we can restrict 18 traffic there and restrict that left turn. 19 The second comment was regarding the 20 safety requirement and whether allowing that left 21 turn is safer. Now, of course the driveway is not 22 constructed yet. There's no crash data or 23 anything to look at. So it would really be 24 whether the township felt like that was a safety 25 issue or not.</p>
<p style="text-align: right;">Page 71</p> <p>1 for that. But let me ask you this. 2 I'll ask you the same question, you 3 know, I'm assuming then that you would reject a 4 condition that would say -- 5 MS. DURSO: We would reject a 6 condition that we would have to widen the access 7 road to 40 feet for two- way traffic because we 8 would submit that the plan complies with the 9 international fire code requirements. 10 MR. DINKELACKER: Okay, that's -- I 11 think that's Jim's only request. I'm not aware of 12 anything else, Brian -- 13 CHAIRMAN HORWITH: No. 14 MR. DINKELACKER: -- that's been 15 requested by Jim. 16 The -- the -- the one pullover area 17 that it does show, the -- what's -- what is the 18 size and width of the pullover area, if any, that 19 it shows on the plan? 20 MR. ENGELHARDT: I believe it's 75 21 feet long, 12 by 75. 22 MR. DINKELACKER: 12 feet wide and 75 23 feet long? 24 MR. ENGELHARDT: Yes. correct. 25 CHAIRMAN HORWITH: All right. HRG,</p>	<p style="text-align: right;">Page 73</p> <p>1 The third was the LOS requirements in 2 the ordinance. We did an independent evaluation 3 using the same assumptions that TPD used in their 4 study, which is why we don't go into turning 5 levels of service. We kept the intersection 6 levels of service there. The ordinance doesn't 7 actually call out for intersection level of 8 service. So we had gone into several movements 9 where it was below the standard that was in the 10 ordinance. And we think that should be looked at. 11 And finally, we have comment in there 12 about modification of the Orefield Road access. 13 In this case, the inability of a heavy vehicle to 14 accelerate quickly without a signal. And then we 15 would be looking for all the trucks to go over 16 to Orefield Road. That's pretty much what we had 17 in our letter. 18 Any questions? 19 CHAIRMAN HORWITH: Any reaction or 20 comment? 21 MS. DURSO: I think it was the same 22 that we talked about earlier with Scott. As far 23 as the level of service, we meet the level of 24 service requirement. 25 CHAIRMAN HORWITH: I'm sorry, say</p>

<p style="text-align: right;">Page 74</p> <p>1 that again.</p> <p>2 MS. DURSO: I said, as far as his</p> <p>3 comment regarding level of service, our level of</p> <p>4 services meet the requirements, both professional</p> <p>5 traffic studies interpreted the ordinance to meet</p> <p>6 that mitigation is requirement in the overall</p> <p>7 intersection level of service D or worse. And</p> <p>8 PennDOT has different levels of -- similar levels</p> <p>9 of service criteria based on the overall</p> <p>10 intersection level of service.</p> <p>11 So we believe that the TIS prepared</p> <p>12 by TPD has confirmed that all intersections were</p> <p>13 operating at a level of service C or better.</p> <p>14 Which TIS was approved by PennDOT.</p> <p>15 CHAIRMAN HORWITH: Okay. All right.</p> <p>16 Keystone engineer, Steve Gitch.</p> <p>17 MR. GITCH: Steve Gitch, Keystone</p> <p>18 Consulting. In addition to the traffic review,</p> <p>19 we've also been looking at the plans from the</p> <p>20 overall land development plans in terms of</p> <p>21 stormwater management, grading, both sewage</p> <p>22 disposal and water service.</p> <p>23 I believe Judy did touch on the</p> <p>24 sewage disposal that the applicant has been</p> <p>25 doing -- has done the soils testing necessary for</p>	<p style="text-align: right;">Page 76</p> <p>1 their NPDS stormwater permit.</p> <p>2 Again, the receipt of our items tend</p> <p>3 to be conditions of approval, such as entering</p> <p>4 into operation maintenance agreement with the</p> <p>5 township for stormwater, developer's agreement</p> <p>6 between the township and the developer. And the</p> <p>7 applicant will need to submit detailed structural</p> <p>8 drawings for the retaining walls due to the</p> <p>9 significant amount of grading being proposed on</p> <p>10 the site. Again, back as part of the sewage</p> <p>11 facilities planning module, they were required to</p> <p>12 have a 30-day public comment period and public</p> <p>13 notification. That period has come and gone.</p> <p>14 There were no public comments received.</p> <p>15 The sewage facilities planning module</p> <p>16 is going to be placed on the Board of Supervisors</p> <p>17 agenda for the next board meeting. Really, that's</p> <p>18 the extent of the comments in terms of the general</p> <p>19 overall review.</p> <p>20 CHAIRMAN HORWITH: Steve, at one</p> <p>21 point was there some other concern over some</p> <p>22 underground piping related to spring irrigation?</p> <p>23 MR. GITCH: Yes, as part of the</p> <p>24 what's called post construction stormwater</p> <p>25 management plans. But those have been shown, and</p>
<p style="text-align: right;">Page 75</p> <p>1 on lot sewage disposal. And they have prepared</p> <p>2 the sewage facilities planning modules that are</p> <p>3 required.</p> <p>4 This land-based disposal for this</p> <p>5 site will actually be permitted by the Department</p> <p>6 of Environmental Protection. It won't be a local</p> <p>7 permit due to the size of the facility. And in</p> <p>8 terms of the public water, that's going to be</p> <p>9 extended down Route 309 from the Shankweiler --</p> <p>10 I'm not sure exactly where. I apologize.</p> <p>11 But it will be extended down Route</p> <p>12 309 to provide service to this facility. Those</p> <p>13 plans have been submitted to the township and to</p> <p>14 Lehigh County authority, the public water</p> <p>15 supplier, and they're currently under review.</p> <p>16 The remainder of our comments really</p> <p>17 have come to the point of, you know, the developer</p> <p>18 acknowledging them, that they will comply and/or</p> <p>19 they are at the point where they have gotten to</p> <p>20 the outside agency level. Including the</p> <p>21 stormwater management, I believe they did receive</p> <p>22 a consistency letter from Lehigh Valley Planning</p> <p>23 Commission regarding their stormwater management</p> <p>24 consistency. And they are currently under review</p> <p>25 by the Lehigh County Conservation District for</p>	<p style="text-align: right;">Page 77</p> <p>1 the applicant engineer has indicated that they'll</p> <p>2 submit the most recent plans as they work their</p> <p>3 way through the approval process with the</p> <p>4 conservation district.</p> <p>5 CHAIRMAN HORWITH: Okay.</p> <p>6 MR. DINKELACKER: What's -- what is</p> <p>7 the status of the plans with the conservation</p> <p>8 district, Jason, the stormwater?</p> <p>9 MR. ENGELHARDT: So as it was pointed</p> <p>10 out, we -- with Lehigh Valley Planning Commission,</p> <p>11 we have our Act 167 consistency letter on</p> <p>12 stormwater. So they reviewed and approved the</p> <p>13 stormwater. The conservation district, we've had</p> <p>14 numerous informal preapplication meetings and a</p> <p>15 formal preapplication meeting. And we were</p> <p>16 prepared to submit those plans to conservation</p> <p>17 district. We have not actually submitted formal</p> <p>18 plans yet, we're awaiting this meeting before we</p> <p>19 did so.</p> <p>20 MR. DINKELACKER: Okay, so the</p> <p>21 township has not seen the post construction</p> <p>22 stormwater management plan proposed?</p> <p>23 MR. ENGELHARDT: They have seen it.</p> <p>24 It's in the plans that are in front of you. There</p> <p>25 will be comments from the conservation district in</p>

<p style="text-align: right;">Page 78</p> <p>1 the process, but you have seen them.</p> <p>2 MR. DINKELACKER: So we have the most</p> <p>3 recent PCSM plan. But that is the plan that now</p> <p>4 is under review by the conservation district.</p> <p>5 MR. ENGELHARDT: Again, we have not</p> <p>6 formally submitted it. They've seen it in</p> <p>7 informal ways up to this point. We're waiting</p> <p>8 until after this meeting to make that formal</p> <p>9 submission.</p> <p>10 MR. DINKELACKER: Thank you.</p> <p>11 CHAIRMAN HORWITH: Judy, was there</p> <p>12 anything additional that you did not already cover</p> <p>13 from your reviews?</p> <p>14 MS. GOLDSTEIN: There were certainly</p> <p>15 other items in my letter that did not seem</p> <p>16 significant enough to be highlighted. They were</p> <p>17 all well complied items according to their latest</p> <p>18 response letter. I believe it's dated May 20th.</p> <p>19 And they would all naturally be conditions of</p> <p>20 whatever motion might be made. Did that answer</p> <p>21 your question?</p> <p>22 CHAIRMAN HORWITH: Yes. Question for</p> <p>23 the applicant. This property at one time had -- I</p> <p>24 don't know if it was originally a minehole, but it</p> <p>25 was an area where there was discarded materials</p>	<p style="text-align: right;">Page 80</p> <p>1 identified with the materials. I don't have that</p> <p>2 in front of me. But we're not intending to haul</p> <p>3 off any materials. So the material will stay in</p> <p>4 the hole, say for what we need to remove and</p> <p>5 replace in a compacted lift.</p> <p>6 CHAIRMAN HORWITH: Okay. Thank you.</p> <p>7 It was suggested to me that we be visited by</p> <p>8 someone representing the department School</p> <p>9 District. Is there anybody here this evening</p> <p>10 representing? Do you care to offer any comment?</p> <p>11 And Jeff, could you standby? He'll get a</p> <p>12 microphone.</p> <p>13 MR. CHORONES: Good evening, my name</p> <p>14 is Tim Chorones, C-H-O-R-O-N-E-S. I'm the</p> <p>15 assistant superintendent of Parkland School</p> <p>16 District. Thank you for this opportunity to speak</p> <p>17 on behalf of the school district this evening</p> <p>18 regarding this project. The district understands</p> <p>19 the township's responsibility and authority to</p> <p>20 approval projects within the township orders, and</p> <p>21 understands the nature in which you have to go</p> <p>22 through that and follow your ordinances as they</p> <p>23 are written.</p> <p>24 Parkland is a neighbor to the</p> <p>25 proposed development. As our property is directly</p>
<p style="text-align: right;">Page 79</p> <p>1 deposited over the years.</p> <p>2 Has that been part of any of the</p> <p>3 evaluation of the site?</p> <p>4 MR. HENRY: Yes, Brian. We've --</p> <p>5 we've done a phase one environmental site</p> <p>6 assessment. We've come back and done a component</p> <p>7 of what would be our phase two, which includes</p> <p>8 further evaluation of the material inside that</p> <p>9 former mining hole. We're not concerned with that</p> <p>10 material because we'll be building a building and</p> <p>11 parking lots over that material. So from an</p> <p>12 environmental standpoint, we're covering it via</p> <p>13 our phase one and then a phase two, which will be</p> <p>14 required to be submitted to DEP. And it's part of</p> <p>15 MPDS permit submission.</p> <p>16 And then from a geotechnical</p> <p>17 standpoint, we need to deal with that soil in the</p> <p>18 hole due technically sound. We'll remove the</p> <p>19 material, place it back in with compacted lifts,</p> <p>20 because we'll be building over that material, and</p> <p>21 it was placed loosely over the years. Other than</p> <p>22 that, no further comment or action from us.</p> <p>23 CHAIRMAN HORWITH: And the phase two</p> <p>24 didn't require any other forms of remediation?</p> <p>25 MR. HENRY: No remediation was</p>	<p style="text-align: right;">Page 81</p> <p>1 across the street from Orefield Road and on 309</p> <p>2 housing Orefield Middle School, which houses about</p> <p>3 ten percent of our student population. And our</p> <p>4 transportation operation, which services 100</p> <p>5 percent of our students across our 72 square</p> <p>6 miles, North Whitehall Township, South Whitehall</p> <p>7 Township and Upper Macungie Township. But you</p> <p>8 guys already all know that so.</p> <p>9 The Parkland School District also</p> <p>10 owns the vacate parcel that is directly across</p> <p>11 from the exit across Orefield Road that has been</p> <p>12 discussed this evening.</p> <p>13 And the district is currently in the</p> <p>14 planning stages of developing that vacate parcel</p> <p>15 to relocate our entire transportation fleet as a</p> <p>16 part of our vision 2030 project, to conduct an</p> <p>17 expansion of the high school, redo Orefield Middle</p> <p>18 School, which was our old high school back in the</p> <p>19 day.</p> <p>20 As you drive by Orefield you can</p> <p>21 notice that there's a lot of buses and vans that</p> <p>22 are located around Orefield Middle School creating</p> <p>23 somewhat of an unsafe place. So the goal is to</p> <p>24 take all of the buses and vans out of the school</p> <p>25 area and relocate it up on the new parcel that the</p>

<p style="text-align: right;">Page 82</p> <p>1 school district has acquired.</p> <p>2 So as such I'm here speaking for the</p> <p>3 school district, to communicate the concerns that</p> <p>4 we have with the proposed development that's been</p> <p>5 discussed this evening.</p> <p>6 Specifically, the district opposes</p> <p>7 the plan to have truck traffic utilize the</p> <p>8 proposed road connecting to Orefield Road, which</p> <p>9 is in conflict of what your presentation was</p> <p>10 earlier today.</p> <p>11 The districts also opposes the</p> <p>12 increased truck traffic that has the potential to</p> <p>13 impact the safe transport of close to 10,000</p> <p>14 students across the Parkland School District to</p> <p>15 all of our schools.</p> <p>16 School districts's fleet consists of</p> <p>17 185 vehicles with 148 school buses and 37 vans</p> <p>18 that are used in daily operation. And that fleet</p> <p>19 will continue to expand. As we know, across the</p> <p>20 school district, there's a bunch of residential</p> <p>21 development taking place. And as we have more</p> <p>22 residents that are moving into new residential</p> <p>23 development, that means more children to transport</p> <p>24 and educate.</p> <p>25 As stated earlier, the district's</p>	<p style="text-align: right;">Page 84</p> <p>1 Orefield Road is the main road for</p> <p>2 the school district to transport children east and</p> <p>3 west, and then also while 309 is the main road for</p> <p>4 us and pretty much the heart of the school</p> <p>5 district to transport students north and south.</p> <p>6 We obviously utilize Cedar Crest</p> <p>7 Boulevard and Route 100 to do transport, but 309</p> <p>8 is the main corridor that we really heavily</p> <p>9 utilize to transport our students, as our fleet is</p> <p>10 also, as I said -- mentioned, it's at Orefield</p> <p>11 Middle School.</p> <p>12 Also, with Parkland High School just</p> <p>13 east of this location, many students who are high</p> <p>14 school students who are lucky enough to have their</p> <p>15 own cars and be able to drive or use their parents</p> <p>16 cars to drive to school, utilize the Orefield Road</p> <p>17 pretty heavily on their safe transport to and from</p> <p>18 school. Their safety will also have the potential</p> <p>19 to be impacted as a result of this additional</p> <p>20 truck traffic on Orefield Road and Route 309.</p> <p>21 The reason for this opposition is</p> <p>22 strictly a safety concern for our students, their</p> <p>23 family and our staff members. It is our</p> <p>24 understanding that the vehicle traffic will see an</p> <p>25 increase of weekly totals that consist of what I</p>
<p style="text-align: right;">Page 83</p> <p>1 fleet it being planned to be relocated at that</p> <p>2 vacate lot across from Orefield Road where our</p> <p>3 vehicles will use Orefield Road to enter and exit,</p> <p>4 to be able to transport our -- our students. Our</p> <p>5 vehicles are in operation in the morning about 6</p> <p>6 a.m. to 8:30 a.m., and then also again from 2:30</p> <p>7 p.m. to 4:30 p.m., as a part of our mass arrival</p> <p>8 to school and departure from school.</p> <p>9 The road from the proposed site on</p> <p>10 Orefield Road to have truck traffic will directly</p> <p>11 impact our projected access to the school bus</p> <p>12 operation of the school district. The impact of</p> <p>13 trucks accessing Orefield Road also has potential</p> <p>14 to delay our buses from picking up children, to</p> <p>15 get them to and from school in a safe manner and</p> <p>16 on time.</p> <p>17 And any delay that our transportation</p> <p>18 operation will have as a result of this, will keep</p> <p>19 children alongside the roads for a longer period</p> <p>20 of time.</p> <p>21 Speaking specifically of Orefield</p> <p>22 Middle school, we have 22 school buses that</p> <p>23 operate to transport our middle school students to</p> <p>24 the Orefield site during those time frames that I</p> <p>25 previously had mentioned.</p>	<p style="text-align: right;">Page 85</p> <p>1 saw on the table that was labeled table 7 of 831</p> <p>2 new trips, weekday trips, with potential of 90</p> <p>3 trucks regularly visiting that location throughout</p> <p>4 each day.</p> <p>5 I understand revisions may have been</p> <p>6 made to reduce that number, or maybe I'm not</p> <p>7 accurate with my information, but based off the</p> <p>8 information that I was seeing, that was posted,</p> <p>9 that's what I was able to conclude.</p> <p>10 We understand the revisions as said</p> <p>11 may have been made, but substantial increase in</p> <p>12 that truck traffic really does increase the</p> <p>13 possibility of unsafe conditions for our children</p> <p>14 as we transport them to and from school. The peak</p> <p>15 hours through the study may not necessarily align</p> <p>16 with the peak hours of operation of the school</p> <p>17 district.</p> <p>18 That is of great concern and that</p> <p>19 would potentially be in conflict. We heard this</p> <p>20 evening, as well, that the potential of the trucks</p> <p>21 exiting Orefield just to turn right, and then</p> <p>22 potential of the cars to turn left will be that</p> <p>23 potential of operation. Based on that design that</p> <p>24 I see, again, I'm not an engineer, I'm not really</p> <p>25 smart enough to really understand all that, but</p>

<p style="text-align: right;">Page 86</p> <p>1 even if you have an angle it seems as if that 2 would have to be wide ends a little bit to allow 3 car vehicles to turn left, which again potential 4 we talked about common sense with truck drivers. 5 As a resident of Upper Macungie 6 Township, I live right by Sunset Grill. There's a 7 train bridge that's there amongst all the 8 warehouses. I used to be the former principal of 9 Fogelsville Elementary School, which is also in 10 that boundary zone. I can tell you there were 11 many, many of times that drivers did not use their 12 common sense and there were trucks that hit the 13 train bridge, which required police intervention 14 to try to make sure they got out safely. 15 The increase in unsafe conditions is 16 potential interaction with our buses as trucks 17 pass by each other with the limited space between 18 the vehicles as they drive. The road width in 19 spots that the transportation will occur could 20 create an unsafe situation for the children that 21 are on the bus and for the drivers of both 22 vehicles. 23 While mentioning the direct impact 24 specifically of Parkland School District, I would 25 be remiss if I didn't advocate, as well, for our</p>	<p style="text-align: right;">Page 88</p> <p>1 project. We're hopeful for a safe resolution and 2 continued positive relationship with North 3 Whitehall Township. Thank you for your time. 4 CHAIRMAN HORWITH: Thank you. 5 MS. DURSO: May I make a brief 6 comment? 7 CHAIRMAN HORWITH: Please. 8 MS. DURSO: I just would like the 9 record to reflect that the school district has 10 been aware of this project going back at least two 11 years, if not more, when the developer originally 12 approached the school district to try to rectify 13 the existing issues they had with their sewage 14 system at Orefield Middle School. 15 And not at that time nor since until 16 tonight did the school district express any 17 concerns. The school district engineers have also 18 reached out to our engineers to try to have us 19 assist them with the project that they're 20 proposing across the street. And again, they have 21 been aware of this project for at least two years, 22 if not more. 23 CHAIRMAN HORWITH: Noted. 24 Anything else on that matter? 25 MS. DURSO: Nothing on that matter.</p>
<p style="text-align: right;">Page 87</p> <p>1 educational partners across the Lehigh County. 2 As you know, Lehigh Career and 3 Technical Institute is right across the way here. 4 And we have many school districts that utilize 309 5 to transport their high school students to and 6 from their home schools to utilize the great 7 services up at LCTI. While, again, we talked 8 about peak service time in terms of the peak hours 9 rather in terms of how the transportation would 10 go. Obviously, off peak time it seems as if there 11 would be an increase of truck traffic. During 12 that time of off peak time, we still have buses 13 transporting up 309 from our school district and 14 partner school districts accessing 309, 15 potentially encountering a bunch of trucks and 16 additional traffic. 17 So the Parkland School District, we 18 appreciate North Whitehall Township in showing the 19 safety of not only our children who are most 20 important to us and our community, but also the 21 members of all the community members in making 22 your decision tonight. 23 Thank you for the opportunity to be 24 able to speak this evening to share the concerns 25 from the school district that are related to this</p>	<p style="text-align: right;">Page 89</p> <p>1 CHAIRMAN HORWITH: Thank you. Are 2 there any representatives from the Lehigh Valley 3 Planning Commission? Generally, no, but I thought 4 I'd ask. 5 Was the applicant in receipt of a 6 letter from May of 2024 regarding the project? 7 MS. DURSO: Yes, we discussed this 8 with this Planning Commission at the meetings that 9 was close in time to when we received that, yes. 10 CHAIRMAN HORWITH: Okay, indulge me. 11 There's one paragraph I would like to read. The 12 letter obviously made several observations and 13 comments. 14 But the following: The signs of the 15 proposed building, over 500,000 square feet and 50 16 feet high, greatly surpasses the scale of 17 surrounding developments. The roadways were not 18 built to withstand the impact of tractor-trailers. 19 Public sewer and water is not available. 20 We'll note that water will be 21 available. At least it's been proposed. And 22 overall, the site is not served by adequate 23 infrastructure to accommodate the proposal. 24 Additionally, the proposal is located 25 adjacent to incompatible land uses, including</p>

<p style="text-align: right;">Page 90</p> <p>1 residential neighborhoods, educational facilities 2 and the site contains high preservation priority 3 natural resources. 4 The subject property is better suited 5 for smaller scale, low impact commercial and 6 industrial land uses that support local businesses 7 and residents and can provide a transition between 8 residential and industrial developments. 9 Again, some repeat from what we've 10 discussed before. But if you -- I would like you 11 to please respond to that. 12 MS. DURSO: So my first response 13 would be, if you can show me LVPC letter that 14 provides any support for a warehouse, come and 15 show it to me. Because the review letters say the 16 exact same thing each time when a warehouse is 17 proposed, number one. 18 Number two, your ordinances permit 19 this use. It's not zoned residential. Property 20 is not zoned commercial. It's zoned to allow for 21 these types of uses. So back when the zoning map 22 was enacted and the zoning ordinance was enacted, 23 it was determined by whoever was in power then 24 that this property was well suited for this type 25 of use, and other types of industrial and</p>	<p style="text-align: right;">Page 92</p> <p>1 do they turn around and get out? Do they have to 2 go through and back out on Orefield? 3 MR. POLLOCK: Right now we don't have 4 a plan to construct a guard shack. That would be 5 subject to the company that will be identified in 6 the future when they ultimately lease the 7 building. But the most likely location would be 8 at the end of the truck court, which is the 9 entrance to the loading area on the, what is the 10 plan south -- planned north side of the building, 11 not at the entrance of 309. Not at the bottom of 12 the road at 309, but closer to the loading area. 13 If a truck pulled in and was at the 14 wrong facility, they would go all the way down to 15 309 entrance, find a location to turn around 16 either in those trailer parking stalls or do a 17 full loop around the building, and then leave. 18 MR. GEOSITS: Okay. PennDOT's review 19 process, typically on something like this, how -- 20 what is their timeframe for reviewing this? 21 MR. GUTHRIE: So, it can vary. To 22 date, we've been -- we reached out to PennDOT 23 early in the process to get the design right. You 24 know it's a state road. So the original traffic 25 study was in 2023. We made two plan submissions</p>
<p style="text-align: right;">Page 91</p> <p>1 commercial uses that are otherwise allowed in the 2 underlying zoning district. 3 So the fact that the LVPC is making 4 that observation goes against what the North 5 Whitehall Township supervisors thought, and what 6 process they went when the zoning ordinance was 7 enacted and the zoning map was enacted. 8 CHAIRMAN HORWITH: Thank you. 9 MS. DURSO: Uh-huh. 10 CHAIRMAN HORWITH: All right. 11 Planning Commission. 12 (A break was taken.) 13 CHAIRMAN HORWITH: Thank you, very 14 much. I lost someone. Anyway, the planning 15 commission, I'm turning to you for questions, 16 comments, both for the applicant or for any of our 17 consultants and advisors. Al, I'll start with you 18 all the way on the end. 19 Take the microphone, please. By the 20 way am I coming through any louder? 21 Better? Okay. Thanks. 22 MR. GEOSITS: Quick question just to 23 refresh. So all the trucks will be coming in off 24 309. Is there a guard house that's going to be at 25 the top or bottom? If the wrong truck goes in how</p>	<p style="text-align: right;">Page 93</p> <p>1 to PennDOT. We'll be making another one in the 2 future. Hard to say how long additional reviews 3 might take. 4 MR. GEOSITS: Three months, six 5 months. 6 MR. GUTHRIE: I think six months is a 7 good estimate, but strictly an estimate. 8 MR. GEOSITS: I think that's all I 9 have. 10 CHAIRMAN HORWITH: Sean? 11 MR. ZILLER: Couple questions. And 12 really a lot of them are refreshers since you were 13 here last time. 14 It's still a proposed on spec 15 warehouse, correct? 16 MS. DURSO: Yes. 17 MR. ZILLER: Just wanted to clarify 18 that. Couple questions for Ben. 19 When you're looking at the levels of 20 service, particularly at those four intersections, 21 just maybe a very 90 second overview, how are you 22 evaluating? Is it a car that is at the 23 intersection? Is it the fifth car, you know, at a 24 given peak hour? Maybe describe how you measure 25 that.</p>

<p style="text-align: right;">Page 94</p> <p>1 MR. GUTHRIE: That's a great 2 question. If we're talking about -- say a vehicle 3 travels northbound on 309, we want to know what is 4 the level of service for that vehicle traveling 5 northbound on 309. We look at all of the vehicles 6 during that hour that would pass through the 7 intersection going northbound through. And the 8 level of service represents the average delay 9 experienced by those vehicles at the intersection. 10 MR. ZILLER: But it's the vehicle -- 11 obviously, the level of delay for the vehicle 12 that's at the intersection versus ten cars back, 13 right? Under that assumption, the level of 14 service is different, correct? 15 MR. GUTHRIE: Yeah, good question 16 because we're looking at the average -- what the 17 average driver experienced over the course of the 18 hour. 19 MR. ZILLER: Sure. 20 MR. GUTHRIE: Some vehicles will come 21 to the green light, go right through and 22 experience zero delay. Some will be unlucky, be 23 the first in line for yellow and red and get 24 through as soon as the light turns green. Some 25 may be back at the end of the line and maybe it</p>	<p style="text-align: right;">Page 96</p> <p>1 you prefer to have it as part of the HOP 2 application for the site? 3 I was surprised they preferred to 4 have it as part of the HOP application for the 5 site because it helps them stay organized on their 6 end. We'll be submitting it essentially as an 7 attachment to the main permit. 8 MR. ZILLER: At which point is that 9 HOP submission typically done? 10 MR. GUTHRIE: So I would anticipate 11 that submission would be in the next month or two. 12 But that's an estimate at this point. 13 MR. ZILLER: I know. Especially 14 since you've gone and done the traffic study and 15 had additional supplemental information, did that 16 supplemental analysis by in large change your -- 17 you know, prior meetings you relayed that X amount 18 of vehicle trips per day projected truck versus 19 car. Did that supplemental analysis or addition 20 change in any way that -- that, you know, what you 21 previously relayed to us? 22 MR. GUTHRIE: It did not change any 23 of our recommendations or conclusions. One thing 24 that is different, the approved traffic study that 25 PennDOT approved was for the larger building size</p>
<p style="text-align: right;">Page 95</p> <p>1 takes them two cycles to go through. So you 2 account for all of those cars over the course of 3 an hour and take the average car experience. 4 MR. ZILLER: Okay. Now piggy backing 5 off of the supervisor's question. You know, in 6 terms of that PennDOT process, you said interim -- 7 correct me if I'm wrong -- interim plan to PennDOT 8 their permit department in particular, right, as 9 part of that process does it, you know, given the 10 nature of particularly this project, does it go to 11 the signals department, you know, or kind of has 12 it gone to a different department? What is the 13 process there? 14 MR. GUTHRIE: Good question. 15 So once we identified that the township was 16 looking for us to have a plan for potential 17 interim improvements, we developed that concept 18 plan and some initial traffic analysis of what 19 that would look like. And we emailed that to the 20 district permits manager at PennDOT to say we're 21 looking at potential interim improvements, if 22 needed should we proceed by submitting this as a 23 separate application because it's off site, it's 24 not connected to our site at all, it's really not 25 connected to the permissible driveways. Or would</p>	<p style="text-align: right;">Page 97</p> <p>1 that was originally proposed. So the supplemental 2 traffic study we submitted to the township shows 3 less overall traffic being generated. 4 MR. ZILLER: Sure. 5 MR. GUTHRIE: That's probably the 6 biggest difference that PennDOT would tell. 7 MR. ZILLER: In that analysis, 8 especially levels of service, does it -- given 9 it's 309 Orefield, does it factor in -- and it's 10 adjacent to school property -- does it factor in 11 at all school, you know, bus traffic or anything 12 to that degree? 13 MR. GUTHRIE: That's a great 14 question. 15 So when traffic engineers do a 16 traffic study, we usually focus on times when 17 there's the most vehicles on the road, which at a 18 typical location would be between and 9 in the 19 morning and between 4 and 6 in the evening. 20 Because it's adjacent to the school 21 we did extend analysis period from 6 a.m. to 9 22 a.m. and from 2 p.m. to 6 p.m. to make sure that 23 if there were a higher peak of traffic that 24 occurred associated with the school, that we 25 weren't missing that. So we did capture that</p>

<p style="text-align: right;">Page 98</p> <p>1 within our analysis. 2 MR. ZILLER: Okay, my final question 3 for now are waterline questions. And this is -- 4 so maybe just talk a little bit about what, again, 5 90 seconds, what that waterline extension 6 involves, you know, your conversations, you know, 7 obviously, some of that -- especially right on 309 8 is, you know, older piping and things like that. 9 You know, have you had conversation 10 about, you know, flood line analysis with the LCA? 11 Just what would the extension look like in the 12 impact during the construction? 13 MR. ENGELHARDT: Sure. So the 14 waterline extension is roughly 7,000 feet. It was 15 reviewed, the alignment was reviewed in concept by 16 both the township and Lehigh County authority. 17 The plans have now been developed into a set of 18 highway occupancy plans. HOP plans. So for the 19 utility. 20 So the alignment has been reviewed 21 and it was adjusted based on comments from both 22 parties. The plans have been more formalized now 23 and they're currently with Lehigh County 24 authority. 25 MR. ZILLER: Okay.</p>	<p style="text-align: right;">Page 100</p> <p>1 So this is not a question for you 2 because you were given that guidance. But it's a 3 question for Albert in spite of this. Because I 4 don't see how that satisfies the interpretation of 5 the ordinance. You got an ordinance that is 6 clearly there, in my opinion, to restrict truck 7 traffic ingress and egress to 309. Now, 8 we've heard a lot of comment from the traffic 9 safety that it probably makes it a safer project 10 to go down Orefield Road, but that is not the 11 point. The point is, should it be going down 12 Orefield to begin with? So I -- I don't agree 13 with that interpretation. So I'll start there. 14 As far as traffic generally, if you 15 do follow along with that coming in and out of the 16 309, that becomes hazardous or problematic or 17 however you want to phrase it. I don't think we 18 talked too much about coming south down 309 and 19 turning left into the warehouse, cutting across 20 that traffic. 21 I haven't seen too much on that. 22 I've seen it the other way, and I totally get 23 where Judy was commenting on trying to -- other 24 cars trying to get around that corner where you've 25 got no land, no movement. It's skewed, you can't</p>
<p style="text-align: right;">Page 99</p> <p>1 MR. ENGELHARDT: As well as some 2 discussion with the township about where we should 3 place hydrants along the alignment. 4 The alignment varies along the route, 5 whether it's in center line of the road or whether 6 off closer to the shoulder. But it depends on 7 where we are on that route. 8 MR. ZILLER: Thank you. 9 MR. FULLER: Rich, thank you. I 10 think I got to probably start with really a 11 comment more to the commission side of it. 12 I -- I'm very troubled with our 13 initial interpretation of the access to the site 14 shall be from arterial street as identified on the 15 North Whitehall Township street classification 16 map. 17 I don't think that this should be to 18 include -- you can look at it going away to 19 another road or that you can use another road. So 20 it doesn't have to be coming in through one street 21 and out on another. I think it's a fairly clear 22 interpretation, and I don't -- I really don't 23 understand the township interpretation that was 24 coming out of zoning, why that actually satisfies 25 the condition.</p>	<p style="text-align: right;">Page 101</p> <p>1 get around there. That will be really 2 problematic. I'm not going to go on about 3 stacking and anything else. You've had lots of 4 comments on that. There's no point repeating and 5 repeating. 6 And the -- though I do have -- I 7 guess I have not one small question on that for 8 you, Ben. I think when you said you went and 9 approached them about the lights or potential for 10 a light coming out the push back was, they seen 11 the plan, they want it directed onto Orefield 12 Road. If it hadn't already been permissible to go 13 on to Orefield Road, there's a potential to get a 14 different result. 15 Is that true or is that wrong? Am I 16 just misunderstanding? 17 MR. GUTHRIE: What PennDOT said is 18 that they didn't want to see a signal here because 19 it was only serving a single driveway. They 20 prefer to strategically place signals where it's 21 serving, say one side street in each direction, so 22 that one signal can serve multiple public roads. 23 And they were hesitant to approve a signal for a 24 single site driveway. 25 MR. FULLER: So the fact that you're</p>

<p style="text-align: right;">Page 102</p> <p>1 coming out or had the option to go out to Orefield 2 Road, had no bearing on that decision? 3 MR. GUTHRIE: They mentioned both in 4 their letters, so it's hard for me to say. 5 MR. FULLER: Again, I'm not asking 6 you to mind read. I wanted to make sure they 7 understood their response to you because I think, 8 for me at least, part of the problem is 9 interpreting our ordinance. I think we want to be 10 using the major roads for truck traffic. And by 11 having this interpretation, we kind of put 12 ourselves in this position. 13 And as it stands we are left with not 14 great options, you know, that's where it's at. 15 As far as the design and looking at 16 the integration or betterment project, I think for 17 me we've got to look at what we got in front of 18 us. So I think you have to look at the interim 19 plan to assess how that would work. 20 And we've covered that a whole lot. 21 I'm really just -- other commission members I'm 22 explaining where I'm at with it. 23 I do -- obviously, we hear from the 24 schools, Lehigh Valley planning. I know that's 25 not exactly in our ordinance, but part of planning</p>	<p style="text-align: right;">Page 104</p> <p>1 concern. They've noted that truck volume and its 2 impact on the road conditions is a major concern. 3 I also want to flag SALDO 375-54 E, 4 which addresses safety. 5 And it says, no subdivision or land 6 development shall occur in such a way that would 7 significantly threaten the public health and 8 safety including but not limited to hazards of 9 toxic substances, traffic hazards, explosive 10 hazards and fire hazards. 11 So I do want to implore you to 12 advance the township's comprehensive plan with 13 regard to traffic safety -- safety. We've talked 14 about the traffic. So every day when I came home 15 from work, I took a right from 309 onto Orefield 16 Road, and I was always really pleased when there 17 was never a truck there. Obviously, any truck 18 that is making that turn in that intersection in 19 its present condition swings into opposing 20 traffic. And Judy had mentioned that, as well. 21 The next thing I want to talk about 22 very quickly is noise. Again, we've talked about 23 safety and health. As you know, trucks are loud. 24 Tractor-trailer, average diesel powered 25 tractor-trailer traveling at 35 miles per hour, if</p>
<p style="text-align: right;">Page 103</p> <p>1 is to try to make the community better. So we 2 have to consider those things, as well as those 3 effects. Kind of prohibitive, absolutely, but we 4 have to consider this public safety. 5 And last comment, I really would -- 6 if this plan does go ahead, really would 7 appreciate that we get on the same page with our 8 fire service. Because it's -- I know we may 9 not -- may see the code and everything, we really 10 want to understand what our fire chief thinks 11 there may be an issue and attend to that issue. 12 Because, you know, frankly, we have -- we have had 13 a lot of issues. You know, just down Kernsville 14 Road, a big fire not that long ago. That was 15 not -- that was not a good situation. So we want 16 to make sure our fire services are protected. 17 That's my comments. So, thank you. 18 MS. CRAWFORD: Kathy Crawford. Thank 19 you. So it's a bit of a speech. I apologize. 20 The Planning Commission must adhere to SALDO, as 21 well as implement, to the greatest extent 22 practical, the North Whitehall Township 23 Comprehensive Plan. In our Comprehensive Plan we 24 have data from the residents, and they have cited 25 traffic congestion and safety along 309 as a major</p>	<p style="text-align: right;">Page 105</p> <p>1 I consider it a point source and ignore topography 2 and I'm 50 feet away, my ears will hear 85 -- 3 excuse me, 88 DBA, that if I were at a workplace 4 I'd have to wear hearing protectors. 5 Now, imagine I have four trucks that 6 are traveling at 35 miles per hour, each truck is 7 a point source, it's 94 DBA. Noise adds 8 nonrhythmically. And I'm using DBA because that's 9 what our ears hear. It's sound pressure, not 10 power. Even idling trucks -- if I have four 11 trucks idling and I am 50 feet away, it's 91 DBA. 12 So we have receptors in the area. We have people 13 who have -- who reside within the vicinity of the 14 warehouse. And I implore you to use engineering 15 controls, which means that you design ahead of 16 time, don't wait for things to become a problem 17 and for our zoning officer to show up. 18 Please implement noise mitigation 19 design ahead. You can do that very easily. And 20 that's it. Thank you so much for your time. If 21 you have any comments. 22 MS. DURSO: Thank you. 23 MR. KORP: Ben, you referenced the 24 anticipated schedule for the betterment project. 25 You probably don't know, but I'll throw the</p>

<p style="text-align: right;">Page 106</p> <p>1 question out there.</p> <p>2 Do you know if they have all the</p> <p>3 right of way?</p> <p>4 MR. GUTHRIE: I do not know the</p> <p>5 status of the right of way.</p> <p>6 MR. KORP: So I think that puts</p> <p>7 greater emphasis on the interim plan because</p> <p>8 without all the right of way, everything is just</p> <p>9 hopes and dreams. We don't know if they're going</p> <p>10 to be able to build it unless they condemn the</p> <p>11 land -- unless -- when they condemn the land.</p> <p>12 Specific to the interim plan you're</p> <p>13 showing cutting the taper, which I assume then</p> <p>14 cuts into property. And you're moving the stop</p> <p>15 bar. But those -- those things have not been</p> <p>16 formally -- let me think -- PennDOT has not</p> <p>17 embraced those things yet.</p> <p>18 MR. GUTHRIE: Our preliminary</p> <p>19 engineering does all the work within the existing</p> <p>20 right of way to avoid any impact to the adjacent</p> <p>21 property owners. So we'll be going into more</p> <p>22 detailed engineering of that -- of that -- but</p> <p>23 that -- our concept is the same within the</p> <p>24 existing right of way.</p> <p>25 MR. KORP: As we said before, until</p>	<p style="text-align: right;">Page 108</p> <p>1 the same, and we won't need to do any engineering</p> <p>2 changes for the stormwater. So they are</p> <p>3 connected.</p> <p>4 It's always going to be six or more</p> <p>5 months out, right? So there are other variables</p> <p>6 at play here. There are many other people</p> <p>7 involved in this project than those sitting at the</p> <p>8 table, and there's capital involved in this</p> <p>9 project. There's more than just the MPSD permit</p> <p>10 out there.</p> <p>11 MR. KORP: Okay. But you're telling</p> <p>12 the township we are to make a decision now, this</p> <p>13 is the best the plan is going to get.</p> <p>14 MS. DURSO: I think that's primarily</p> <p>15 because the issues that keep being discussed are</p> <p>16 outside agency issues. So PennDOT -- everything</p> <p>17 keeps coming back to traffic, and PennDOT is going</p> <p>18 to control traffic.</p> <p>19 PennDOT is going to determine whether</p> <p>20 HOPs can be issued. We keep going round and round</p> <p>21 with the same comments on traffic, right? So --</p> <p>22 so for our point of view, what are we going to get</p> <p>23 by giving an extension? We're going to come back</p> <p>24 again and we're going to have the same exact</p> <p>25 things repeated, just like we have had for the</p>
<p style="text-align: right;">Page 107</p> <p>1 PennDOT fully permits that, we don't know if that</p> <p>2 ever will happen. And we don't know the</p> <p>3 betterment will happen. We know you want to build</p> <p>4 soon.</p> <p>5 Speaking of schedule, you don't</p> <p>6 have -- you haven't had a technical review yet</p> <p>7 from the conservation district for MPDS?</p> <p>8 MR. ENGELHARDT: No, we've had</p> <p>9 numerous reapplication meetings and revisions</p> <p>10 through the preapplication process, but not a</p> <p>11 formal submission yet.</p> <p>12 MR. KORP: I'll say you're probably</p> <p>13 six months away from being able to break ground.</p> <p>14 MR. ENGELHARDT: Yes, yes. I would</p> <p>15 agree with that.</p> <p>16 MR. KORP: So then I'm failing to</p> <p>17 understand the urgency of why we cannot have an</p> <p>18 extension of time, and why we cannot continue the</p> <p>19 dialogue on this. Because you've got -- you still</p> <p>20 got work to do. You don't have to answer that,</p> <p>21 but . . .</p> <p>22 MR. POLLOCK: I will. I think</p> <p>23 they're connected. The reason we have not made</p> <p>24 the formal submission of MPDS is related to us</p> <p>25 waiting to confirm that the plans are remaining</p>	<p style="text-align: right;">Page 109</p> <p>1 last couple meetings.</p> <p>2 We even went to the first meeting,</p> <p>3 where we didn't present at all and just listened</p> <p>4 to the public. Then we came to the next meeting</p> <p>5 and the majority of the meeting was listening to</p> <p>6 the public. And now tonight we're going to do the</p> <p>7 same thing.</p> <p>8 And what really is outstanding is</p> <p>9 outside agency. It's the MPDS permit, and it's</p> <p>10 the PennDOT permits and the HOPs. You know, that</p> <p>11 involves work with those agencies. The township</p> <p>12 engineers are involved in those discussions. They</p> <p>13 have a seat at the table. But it doesn't, in our</p> <p>14 opinion, require having to come back to the</p> <p>15 planning. The plan is not changing as far as --</p> <p>16 as far as we're concerned, the plan is not</p> <p>17 changing.</p> <p>18 What's going to happen is what</p> <p>19 PennDOT says as far as our access points go and</p> <p>20 what is the MPDS permit process going to look</p> <p>21 like, because that always takes time. We know</p> <p>22 that takes time.</p> <p>23 MR. KORP: I think we'll respectfully</p> <p>24 disagree that PennDOT has exclusive and sole</p> <p>25 authority over how you access this site and how</p>

<p style="text-align: right;">Page 110</p> <p>1 you use these driveways. 2 Did you -- you referenced earlier 3 that you discussed a signal with PennDOT after 4 meeting with Planning Commission. 5 MS. DURSO: Yes. 6 MR. KORP: Did that -- was there ever 7 a request to PennDOT previously to consider a 8 signal? 9 MR. GUTHRIE: There was not. 10 MR. KORP: Ben is shaking his head 11 no. 12 MR. POLLOCK: Can we explain why? 13 MR. KORP: Sure. 14 MR. GUTHRIE: When PennDOT looks to 15 install a new traffic signal they have a firm 16 policy that there needs to be minimum traffic 17 volume on major street and minor street. It has 18 nine warrants criteria, one which -- at least one 19 of which needs to be triggered in order to install 20 a signal. 21 The -- the minor street traffic, 22 essentially the traffic exiting the site, fell 23 well below the threshold that PennDOT would 24 typically consider a signal in. Even if we looked 25 at the 309 access as the sole point of access to</p>	<p style="text-align: right;">Page 112</p> <p>1 assessments that they would be sitting there for a 2 while waiting to take a left turn. But there will 3 be certain times very early in the morning, for 4 example, where the traffic is very reduced on 309. 5 That would allow a truck to easily 6 take a left out. And if that's the easiest route 7 for them being where they loaded or unloaded, then 8 that should be available for them to use, in our 9 opinion. 10 MR. KORP: Yeah. I'm not -- my 11 concern on the driveways here is not about 12 congestion -- well, it is a bit for the left hand 13 turn lane on Orefield Road. Principally, on 309 14 it's not about congestion, it's about safety. 15 At 2 a.m. they may be able to come up 16 that driveway and it looks clear. The timing will 17 take them to fully access the lane versus the guy 18 who's moving at a good clip because it's 2 a.m., I 19 think could be very unsafe. At 8 a.m. you're 20 probably -- it would be -- it would behoove them 21 to try to get out at that point in time. And I 22 think the oncoming traffic will not permit them to 23 come out on time. 24 So it would be a point of frustration 25 for everybody. My -- my concern with this all</p>
<p style="text-align: right;">Page 111</p> <p>1 the site, it still fell way below PennDOT's 2 typical threshold for looking for installation of 3 a signal. 4 So we were not taking that approach 5 and assuming PennDOT would reject a signal there. 6 We heard some pretty strong feedback from this 7 group that we needed not just to assume, but ask 8 that question. And we made our best case on paper 9 of why we thought a signal was still appropriate. 10 We went back to PennDOT and unfortunately they 11 were not willing to listen. 12 MR. KORP: Thank you. 13 So the responses state that you're 14 going to encourage trucks to use the Orefield Road 15 exit. 16 MS. DURSO: Correct, with signage. 17 MR. KORP: We will have interim 18 signage that encourages that, because you believe 19 it's common sense. But your permit allows them to 20 ignore common sense and ignore the sign and use 21 the driveway. 22 MR. POLLOCK: Our assumption is that 23 at certain times of the day or night, there will 24 be easier access onto 309 to take a left for a 25 truck. We agree with all the traffic engineers</p>	<p style="text-align: right;">Page 113</p> <p>1 along has been -- signs, as my father used to say, 2 are for people who obey the rules. So if the 3 driveway physically permits a tractor-trailer to 4 go up there, someone is going to try it. And once 5 they got up there if they find out it's not 6 working so well it's not like they'll do a K-turn 7 and go back. They're stuck. 8 And so as Eric and Scott have 9 described, frustration will build. Unfortunately, 10 someone is going to do something unsound and 11 there's going to be consequences to that. 12 And we all wish they wouldn't. But 13 we're all humans. People are going to do things. 14 So I -- to me, acknowledging that it's common 15 sense, having a sign to discourage its use, but 16 insisting on having it permitted and designed for 17 that, those two things just do not add up. 18 The fact that you're encouraging and 19 trying to apply common sense and place the truck 20 traffic coming out onto Orefield Road, that is not 21 the same scenario that is contemplated by the 22 traffic impact study. So I think the math and the 23 intent don't add up. I think PennDOT would want 24 to see that. 25 How do you prevent -- let me back up</p>

<p style="text-align: right;">Page 114</p> <p>1 here. Do you feel -- all right. Sorry. I'll get 2 it.</p> <p>3 You mentioned that your -- your 4 expectation is that five trucks per hour would be 5 exiting onto Orefield Road and they would be 6 reasonably spaced through that. But you don't 7 know who is using this facility. You don't know 8 what they're carrying, you don't know what their 9 destination is or what their origin is.</p> <p>10 What controls will be in place to 11 make sure that you do not overload the left-hand 12 turn lane? At 75 feet, it will take one truck and 13 nobody else ever gets to use it.</p> <p>14 MR. GUTHRIE: So as Orefield Road 15 stands today, because there's no left-turn lane, 16 any single car that wants to make a left blocks 17 traffic up.</p> <p>18 MR. KORP: Which is why I never use 19 it.</p> <p>20 MR. GUTHRIE: And so the addition of 21 any left-turn lane will go long distance to 22 alleviate that. And almost all instances, that 23 one vehicle waiting, or two vehicles or three 24 vehicles, the passenger cars will be out of the 25 way and traffic is going to flow much smoother.</p>	<p style="text-align: right;">Page 116</p> <p>1 facilities are fully operational to compare them. 2 We get this question all the time. How do we know 3 that that is the right number? Or do we trust 4 those numbers, that volumes of trucks and cars?</p> <p>5 In the Lehigh Valley, of the 6 buildings we've constructed, on average were 7 generating less than half of the amount of traffic 8 that the ITE estimated at the beginning of the 9 project.</p> <p>10 And so it cuts both ways, right? We 11 don't know if two trucks or three trucks will exit 12 at the same time. We don't even know five trucks 13 will exit per hour. In fact, our statistics have 14 shown that for our facilities that are operational 15 in the valley, less than half of that many will 16 exit in an hour.</p> <p>17 So it -- it is all assumptions at 18 this point in time. But it's the best we can do 19 right now.</p> <p>20 MR. KORP: I would feel much more 21 confident -- I mean, assumptions are assumptions. 22 We do the best we can. I would feel much more 23 confident if there were a means as part of this 24 plan of preventing that unfortunate circumstance 25 from occurring. And I don't see that. I think</p>
<p style="text-align: right;">Page 115</p> <p>1 The other major improvement that PennDOT is making 2 right now, Orefield Road and Kernsville Road 3 aren't actually aligned. They kind of meet at the 4 intersection, but are offset. PennDOT is going to 5 be shifting Orefield Road to fix that alignment 6 issue in addition to adding a left-turn lane.</p> <p>7 So we're confident traffic will flow 8 much more smoothly in the future than today. And 9 there -- as you said, point taken. There 10 certainly may be times that two trucks do exit at 11 the same time, or three trucks exit at the same 12 time on a rare occasion.</p> <p>13 My point in sharing, that at typical 14 peak hours, five trucks or seven trucks is to 15 offer some perspective that that is not going to 16 be a common occurrence.</p> <p>17 MR. POLLOCK: I'll point out, too, 18 because we recognize we're using assumptions. 19 We're required to use assumptions for these 20 traffic studies that the institute of traffic 21 engineers puts together. We -- we are large 22 developers across the country and in the Lehigh 23 Valley and across Pennsylvania.</p> <p>24 We have gone and done our own traffic 25 studies, or traffic counts rather, after our</p>	<p style="text-align: right;">Page 117</p> <p>1 there was a solution there that you haven't 2 presented.</p> <p>3 There's other comments here, but 4 thank you for entertaining my questions. I think 5 these plans are deficient. Because they are 6 failing to include safe access, the layout, the 7 piping, the details of the primary and secondary 8 absorption areas or protection from the on lot 9 septic are not included. We have not seen them.</p> <p>10 The layout, the distribution piping, 11 the spray heads, the pump and controller and the 12 related details for the spray irrigation system, 13 we have not seen that.</p> <p>14 The details on CU 501 and 502 for 15 fire protection tanker pump house emergency 16 generator are not there. These are not 17 significant items, but I -- in my time here, I've 18 not entertained approving a plan that didn't have 19 these things there.</p> <p>20 Your -- Casey's earlier comment, 21 truck traffic distance of southbound 309 should be 22 restricted using the 309 driveway. In addition to 23 restriction signage, developers should complete 24 all necessary PennDOT engineering studies.</p> <p>25 THE COURT REPORTER: I lost you. Can</p>

<p style="text-align: right;">Page 118</p> <p>1 you please repeat your last two sentences?</p> <p>2 MR. Korp: The applicant -- so we</p> <p>3 reiterated the KCE review comment, that truck</p> <p>4 traffic destined to southbound 309 should be</p> <p>5 restricted from using the 309 driveway.</p> <p>6 In addition to restriction signage,</p> <p>7 that the developer should complete all necessary</p> <p>8 PennDOT engineering studies, secure PennDOT</p> <p>9 approvals and provide any other documentation</p> <p>10 required since the movement restrictions legally</p> <p>11 enforceable which is what we were getting at, the</p> <p>12 plan should be amended to provide internal</p> <p>13 signage, which you have said you would do.</p> <p>14 There's some comment here. What I</p> <p>15 don't see, sheet CS 101 is unchanged since</p> <p>16 September. There's no signs. There's no pavement</p> <p>17 narrowing. There's no concrete islands. There's</p> <p>18 no gates. There's no rejection lane.</p> <p>19 So you're going to have a sign that's</p> <p>20 going to encourage, but we have not seen it. We</p> <p>21 don't know where it is.</p> <p>22 Another Keystone comment. The plan</p> <p>23 should be provided for interim condition that</p> <p>24 includes the proposed layout of 309 Orefield Road</p> <p>25 Kernsville Road intersection. Truck turning</p>	<p style="text-align: right;">Page 120</p> <p>1 driveway shall be permitted at locations in which</p> <p>2 C, the driveway will not create a hazard. I think</p> <p>3 the 309 driveway creates a hazard with</p> <p>4 tractor-trailer exiting.</p> <p>5 SALDO 375-54 D requires a development</p> <p>6 to be coordinating with the existing developments</p> <p>7 and neighborhoods, and to help develop the area</p> <p>8 harmoniously and to help prevent conflicts.</p> <p>9 Uncontrolled tractor-trailer left</p> <p>10 turns out of 309 -- I'm sorry. Uncontrolled</p> <p>11 tractor-trailer left turns out of 309 will create</p> <p>12 disharmony and create conflicts.</p> <p>13 SALDO 375-54 E provides that no land</p> <p>14 development shall occur that would significantly</p> <p>15 threaten the public health, safety including</p> <p>16 traffic hazards, just like Kathy stated.</p> <p>17 Uncontrolled tractor-trailer left turns out of the</p> <p>18 309 driveway will create traffic hazards.</p> <p>19 I observed an UNFI truck starting</p> <p>20 from a stopped condition at the 309 Pennsylvania</p> <p>21 driver light to turn left and proceed south on</p> <p>22 309. It took the driver the entire green light</p> <p>23 cycle to fully occupy the southbound lane, let</p> <p>24 alone reach speed. So nobody else gets out.</p> <p>25 In a uncontrolled condition, how many</p>
<p style="text-align: right;">Page 119</p> <p>1 templates for all movements, southbound left,</p> <p>2 northbound right, westbound left, westbound right,</p> <p>3 traffic signal plan along with supporting</p> <p>4 calculations.</p> <p>5 The sketch that you had shown earlier</p> <p>6 was a concept to move the stop bar back to ease</p> <p>7 the truck turning movement in the interim</p> <p>8 condition before the 309 betterment project is</p> <p>9 constructed.</p> <p>10 I don't think that's adequate. It's</p> <p>11 never been included in a full plan submission yet.</p> <p>12 We don't know if PennDOT is going to accept that</p> <p>13 or how long it's going to take for the betterment</p> <p>14 project to be constructed, if it ever is.</p> <p>15 Motorists including tractor-trailers will resist</p> <p>16 stopping so far away from the heart of the skewed</p> <p>17 intersection, and will often be stuck past the</p> <p>18 stop bar. They're doing it now.</p> <p>19 And so -- and they'll debate whether</p> <p>20 to use none or all of the yellow signal time to</p> <p>21 try to get through the light. I think the access</p> <p>22 is deficient. It's invasive. It's unsafe.</p> <p>23 Uncontrolled left turns out of the</p> <p>24 site by tractor-trailers will be hazardous.</p> <p>25 Zoning ordinance 440-111 states that access</p>	<p style="text-align: right;">Page 121</p> <p>1 truck drivers will be so patient as to wait for</p> <p>2 the proper gap in the northbound and southbound</p> <p>3 traffic to pull out and turn left?</p> <p>4 SALDO 375-57 A 1 requires land</p> <p>5 developments to have adequate and safe access to</p> <p>6 the public street system, left turns from 309</p> <p>7 would not be safe.</p> <p>8 SALDO 375-57 C 2 provides that if the</p> <p>9 township determines it to be reasonable, feasible,</p> <p>10 necessary, to improve traffic safety, left turns</p> <p>11 on to an arterial street such as 309 may be</p> <p>12 restricted. Left hand turns from the 309 driveway</p> <p>13 should be prohibited to prevent an unsafe</p> <p>14 condition.</p> <p>15 The driveway should be constructed</p> <p>16 with concrete dividers and/or optic gates to</p> <p>17 physically preclude tractor-trailer left turns,</p> <p>18 and, if necessary, from entering the exit portion</p> <p>19 of the driveway at all. We should help them apply</p> <p>20 common sense.</p> <p>21 The comment back to -- on this</p> <p>22 section was cited. If I can read this.</p> <p>23 Supervisor's discretion, if one or more of the</p> <p>24 following is met. It cites the traffic engineer.</p> <p>25 Basically it's the PennDOT clause. To me that</p>

<p style="text-align: right;">Page 122</p> <p>1 does not say that if PennDOT and the applicant's 2 traffic engineer don't feel it's a problem then 3 it's not a problem. 4 The Planning Commission is also 5 referenced in there, the township engineer is also 6 referenced in there. It does not say we have to 7 all agree, and clearly we don't all agree. 8 SALDO 375-57 G 1 offers a safe 9 stopping distance calculation. This is the one 10 that just, again, concerns me coming out onto 309. 11 You've got -- how far away from the 12 driveway must a 35 mile an hour traveling car for 13 a loaded tractor-trailer to go, stop, clear the 14 northbound lane and fully occupy the southbound 15 lane? It just seems very problematic. 16 And your own traffic recorded data 17 reported on April 10, whether they found the 18 northbound 309, 85th percentile speed was 53 miles 19 an hour, and the southbound 85th percentile speed 20 was 48 miles an hour. Again, at 2 a.m., you are 21 at a higher risk than you are at 8 a.m. 22 375-57 K 1 requires sufficiently safe 23 access out of a development. Again, left hand 24 turns out of 309 would not be sufficiently safe. 25 Section 440-41 A 77 A, amended in</p>	<p style="text-align: right;">Page 124</p> <p>1 Orefield driveway is too close to 309 2 and too short for a left turn stacking lane. 3 Without a mechanical restriction on the number of 4 tractor-trailers exiting and occupying the left 5 hand stack lane, and without lane widening to 6 contain left hand turns within their lane, would 7 violate zoning ordinance 440-111 D's requirement 8 that access driveways not create an area of undue 9 traffic congestion. 10 We talked about the queuing space 11 already. If a tractor-trailer will make turning 12 movements through the 309 intersection, this 13 development should pay for a significant upgrade 14 to that intersection to create safe as possible 15 conditions. I understand the prohibition against 16 offsite contributions. 17 SALDO 375-57 K 3. Offsite abutting 18 traffic improvements provides that if the 19 supervisor's determine there's a relationship 20 between the need for an on-site improvement of a 21 street and the traffic created by a proposed 22 development, then the applicant shall be required 23 to complete the improvement or fund its fair 24 share. The intersection is directly adjacent to 25 the site. And this development's success or</p>
<p style="text-align: right;">Page 123</p> <p>1 2021, requires site access to be from an arterial 2 street, 309. The driveway from Orefield Road, 3 classified as a local road in the zoning 4 ordinance, is inconsistent with this section of 5 the zoning ordinance, if not by letter than 6 certainly by the spirit. 7 The existing 309 Orefield 8 intersection is overmatched at peak hours. It's 9 dangerously skewed. Betterment improves that, but 10 not by a lot. And it is still suited to 11 tractor-trailer turning movements. 12 If the driveway from Orefield is 13 deemed necessary it should be placed the maximum 14 distance from the intersection to create ample 15 queuing space for the intersection. And if that 16 means you're in South Whitehall Township, then 17 you're in South Whitehall Township. 18 Each tractor-trailer will have 75 -- 19 would have 75 feet of queue space. Signal timing 20 may not allow for more than two in a left turn 21 cycle to get out. HRG previously found that 22 Orefield Road 8 foot narrow lane width is 23 inadequate radii at the 309 Orefield intersection 24 preclude concurrent truck turning movements within 25 the existing pavement.</p>	<p style="text-align: right;">Page 125</p> <p>1 failure is fully dependent on the functionality of 2 that intersection. You cannot get to 22, 78 3 without going through. This development will have 4 the greatest impact on the functionality of the 5 intersection of any property within miles. 6 SALDO 375-57 A 8 provides the 7 supervisors may require lane widening and left 8 turn stacking lanes at intersections because of 9 increased usage of existing roadways. 10 Such turn lanes should be sized for 11 the forecasted volume of peak hour 12 tractor-trailers and passenger vehicles. I'm 13 almost done. 14 Applicant's trucks must be precluded 15 from existing at a rate that overwhelms the left 16 turn stacking lane using ramp meters, cameras or 17 gates. 18 Prior to the 309 betterment project 19 there was no left hand turn stacking lane, so all 20 westbound motorist must wait a gap in the 21 eastbound traffic for a southbound vehicle to 22 proceed. Tractor-trailers move slowly. Queues 23 will be substantial. 24 After the 309 the left turn stack 25 lane appears to be inadequate to support more than</p>

<p style="text-align: right;">Page 126</p> <p>1 one tractor-trailer. Again, I think there's a way 2 to keep that from getting overloaded. 3 SALDO appendix E traffic impact 4 section E 06 provides that plans shall not be 5 approved if they create a traffic problem that 6 cannot be adequately alleviated by the developer. 7 Absence of substantial left hand 8 stacking lane, ramp meters, cameras and/or gates 9 to prevent exiting tractor-trailers from 10 overwhelming Orefield Road. This development 11 creates a traffic problem that the complaints set 12 does not adequately alleviate. 13 Finally, 375-36 G 2 and 4 require the 14 Planning Commission to determine whether the plan 15 meets township requirements and not to identify 16 defects. 17 Permitting uncontrolled 18 tractor-trailer left turns out of the development 19 on to 309 is a defect. Permitting tractor-trailer 20 access to a local road resulting in left turns 21 through deficient and already overloaded 22 intersection is a defect. 23 Thank you. 24 CHAIRMAN HORWITH: Any comment or 25 reaction?</p>	<p style="text-align: right;">Page 128</p> <p>1 there's three waiting to go out and there's no 2 room for them to get out or for them to get to 3 make a left turn on to 309, yes, that they would 4 not be allowed to move out. 5 MR. POLLOCK: I understand why you're 6 asking, and I understand the concern around that 7 happening. I think that's nearly impossible to 8 enforce and probably nearly impossible to enforce 9 on your end, too. That's -- that's not occurring. 10 So from our perspective, operationally, I don't 11 see how that would be possible. 12 MR. DINKELACKER: Just wanted to put 13 that on. 14 CHAIRMAN HORWITH: Thank you. 15 Anybody else from the township staff have anything 16 in addition? 17 MR. COPE: Chairman, I polled the 18 staff. We don't have anything in addition to what 19 has already been discussed. 20 CHAIRMAN HORWITH: Well, it's a 21 little -- beyond half past nine. 22 So we'll look to the residents of 23 North Whitehall Township. I have a list of people 24 who signed up. Again, five minutes. Jeff, you 25 have a microphone, and Aubrie. Just wait for them</p>
<p style="text-align: right;">Page 127</p> <p>1 MS. DURSO: My only comment would be 2 that, again, we're on PennDOT roads. And many, if 3 not most, of the SALDO sections cited by Mr. Korp 4 are either preempted by the PennDOT regulations 5 and PennDOT requirements, or constitute general 6 requirements in the SALDO that would not provide 7 the means for a denial of a plan. 8 CHAIRMAN HORWITH: Anybody from the 9 township staff have anything additional? 10 MR. DINKELACKER: Okay. Assuming the 11 argument is true, that the township couldn't 12 require work on Orefield Road or improvements to 13 Orefield Road, it's a PennDOT road and its 14 location. 15 Again, I'm going to go -- go to and 16 ask you about a condition. Would the applicant 17 agree to a condition that -- an operational 18 condition, that it would limit or that it would 19 control -- and incorporates throughout -- would 20 control access on to Orefield Road by vehicles 21 leaving the site? 22 MS. DURSO: Are you talking about the 23 number that can go -- come out? Is that what 24 you're talking about? 25 MR. DINKELACKER: In other words, if</p>	<p style="text-align: right;">Page 129</p> <p>1 to come to you with a microphone. 2 We'll start with Brian Sullivan. 3 MR. SULLIVAN: Buck Run, 4 Schnecksville, PA. Hello. So we talked a lot 5 about the truck traffic on Orefield Road. I have 6 a couple more kind of figures here to go over. 7 The school district led me into a good lead here 8 for what I'm going to talk about here. 9 I did measurements on Orefield Road 10 width from 309 -- section between 309 and district 11 stadium. The districts private drive there. The 12 width of Orefield Road is 232 inches from white 13 line to white line. That's the total width of the 14 road there. Standard tractor-trailer, including 15 mirrors is 122 inches wide. So the reason I bring 16 this up is if you have two tractor-trailers going 17 opposite ways, they physically don't fit. They 18 don't fit. The width of Orefield Road is too 19 narrow to fit both tractor-trailers going the 20 opposite way. 21 And then more concern, I think from 22 the school district point of view here, is the 23 width of a school bus is 104 inches, including 24 mirrors. So tractor-trailer going one way, school 25 bus going the other way, gives you nine --</p>

<p style="text-align: right;">Page 130</p> <p>1 actually, six -- six inches of clearance. So I 2 think someone says 40 mile an hour road, six 3 inches of clearance for a school bus and 4 tractor-trailer passing opposite ways. I wouldn't 5 want my kid on that bus, right? Truck drivers and 6 the school bus drivers are good drivers, but six 7 inches, not enough.</p> <p>8 We already talked about the 9 ordinance, right? The ordinance disallows access 10 from a local road, right? So these are the kind 11 of figures that show why these ordinances are in 12 place. So just ask that we follow the ordinances, 13 do what's right here. Thanks.</p> <p>14 CHAIRMAN HORWITH: Thank you, 15 Mr. Sullivan.</p> <p>16 Joel Ready, R-E-A-D-Y.</p> <p>17 You can introduce yourself and the 18 steno will pick up.</p> <p>19 MR. READY: Joel Ready from 20 Cornerstone Law Firm. I represent North Whitehall 21 Township for Smart Grove Group of Citizens 22 interested in the warehouse project. I want to 23 focus on one thing I don't think has been talked a 24 lot about tonight, which is the fact that I don't 25 believe this is a warehouse. This is a trucking</p>	<p style="text-align: right;">Page 132</p> <p>1 MR. READY: A system to contain fuel, 2 grease and oils that may spill or leak. A 55 foot 3 buffer yard between lot lines and parking area for 4 tractor-trailers, you have to not have trucks 5 exiting primarily on to a residential street. I 6 don't think there's any doubt that although 309 is 7 a state route, it's primarily a residential 8 street. If you look at what is up and down, where 9 it ends up, down the street, you can't see. The 10 trucks will exit into one spot and then disappear. 11 They're going to go somewhere. They're going to 12 go through a residential street.</p> <p>13 The spot of exits is itself 14 residential. I read the response from the folks 15 at Fitzpatrick Lentz and Bubba about this. They 16 respond to Kelly Sullivan's raising this in a 17 prior letter. And their response is essentially, 18 well, it's going to be an owner that is -- this 19 owner is going to lease it to someone who will 20 then be the equitable owner who will operate it. 21 We're still not clear what they're going to do 22 with it. They have not clarified whether they'll 23 allow it to be used by other trucks. Significance 24 in what we're building here is not just a 25 building. It's a truck magnet.</p>
<p style="text-align: right;">Page 131</p> <p>1 terminal. And that's true if you look under the 2 SALDO and under the zoning ordinance, specifically 3 at 440-41. You'll see the definitions there.</p> <p>4 The rule is very clear and it's in 5 subpart 78 that the more strict version of these 6 two needs to apply. The difference, for the most 7 part, in these definitions is simply that a 8 warehouse is something where if I'm manufacturing 9 my own things and distributing them out of a 10 warehouse, it's a warehouse. If I'm doing other 11 people's things, then it becomes a truck terminal. 12 That's one of the most important distinctions 13 between these two.</p> <p>14 The trucking company terminal has a 15 number of requirements that I don't think are met 16 on this plan. Including the driveway has to be 17 more than 250 feet from nearest dwelling, it 18 doesn't appear to be. That you have to plant one 19 tree every 60 feet of lot perimeter, I don't see 20 that on the plans, if that's going to be 21 addressed. A system to contain fuel, grease --</p> <p>22 THE COURT REPORTER: I'm sorry.</p> <p>23 MR. READY: I'm sorry. I have a bad 24 habit of this.</p> <p>25 THE COURT REPORTER: Go ahead.</p>	<p style="text-align: right;">Page 133</p> <p>1 It may be okay for one truck to come 2 up and down this road and pass a school bus. But 3 to have the number of trucks, who are now going to 4 draw into this area, is a very serious concern and 5 it's why the zoning rules create a distinction 6 between a warehouse and trucking terminal. And if 7 we're not meeting those requirements it's an 8 issue.</p> <p>9 The gentleman in the middle here 10 raised a lot of my questions about the zoning that 11 we were told was approved, I guess, or that 12 someone said maybe authority qualified it. I 13 don't think the way that this is driveway is 14 working qualifies within the current zoning rules. 15 I won't go back over that.</p> <p>16 The last really major thing that I 17 think we need to kind of talk about is there's 18 been a lot of discussion of the traffic. Well, 19 you know, it doesn't make it worse at peak times, 20 but it will make it consistently worse throughout 21 all of those non peak times. I don't think that's 22 been addressed by this plan, and to the degree 23 that has not been addressed as a serious issue.</p> <p>24 The final concern I would just really 25 raise for this commission, there are a number of</p>

<p style="text-align: right;">Page 134</p> <p>1 things that have been put forward tonight that 2 make a lot of sense. A lot of serious concerns. 3 And with all due respect to the folks 4 trying to pursue this, who I understand have good 5 economic reasons to want this plan to go through, 6 there's a dismissive response to a lot of what has 7 been raised. You can see it in response to Miss 8 Sullivan's letter. You can almost read the eye 9 roll in this response to very serious concerns. 10 We asked, can there be a little more 11 time? No. We need to get this through, right? 12 Because the more time that we take, the more 13 problems that are arising. And although I 14 understand this response that says well, we're 15 going round and round about traffic, the reason 16 we're doing that is because the people in this 17 room will have to go round and round with this 18 traffic for the rest of their lives. 19 The issues being raised here are 20 things that are going to affect everybody here. I 21 think there needs to be a lot more thought that's 22 going to go into this plan, a lot more details. 23 So I won't abuse the time limit more 24 than I already have. I wanted to make sure all 25 those issues are raised. I think there is more,</p>	<p style="text-align: right;">Page 136</p> <p>1 not allowed at this proposed site. The residents 2 only learned of this project when two years later 3 all of a sudden it appeared on an agenda. No one 4 had any idea what had been going on and many 5 people still don't know. 6 The residents -- as a -- I'm sorry. 7 As a concerned resident, I talked to many other 8 township residents because of this unsafe project, 9 and the majority of people were not even aware of 10 it. 11 That simply is unacceptable. This 12 leads to our honesty and accountability issue. 13 Why did the Township not let us know about this 14 from the very beginning? Why has it taken 15 extraordinary efforts on the part of residents to 16 bring this project to everyone's attention? 17 Why has the Township already not stood up publicly 18 and firmly said this project is unlawful under our 19 ordinances? 20 Mr. Mouer's misguided letter from 21 June of 2022 has no binding effect because the 22 developer failed to make sure it was published. 23 So there's no reason that the township should not 24 immediately reject this project. 25 This is the planning commission's</p>
<p style="text-align: right;">Page 135</p> <p>1 but I think that this is clearly a plan that is 2 not ready for production. Thank you. 3 CHAIRMAN HORWITH: Thank you. Kelly 4 Sullivan. 5 MS. SULLIVAN: Honesty, 6 accountability, protection of the residence, and 7 compliance with the laws, that's what I want to 8 talk with everybody about today. 9 All of these issues are paramount and 10 at the forefront of why we're even here this 11 evening, based on this ill conceived, unlawful 12 trucking company terminal that is being proposed 13 by the developer. 14 Three years ago there was an 15 unpublished letter where our township zoning 16 officer Jeff Mouer told the developer they were 17 allowed to build a warehouse with access to 18 Orefield Road at the proposed location. 19 Mr. Mouer and the developer failed to 20 publish this opinion and kept our residence in the 21 dark so that they could not immediately protest 22 this unlawful proposal. This opinion never should 23 have been made because our ordinances make it 24 clear that this trucking terminal warehouse, which 25 would have illegal access onto Orefield Road, is</p>	<p style="text-align: right;">Page 137</p> <p>1 opportunity to stand up, be honest and accountable 2 and reject this unlawful trucking company 3 terminal. 4 The need for you and all of the 5 township officials to do this is highlighted by 6 the Comprehensive Plan adopted by the township in 7 February of 2023. 8 In the Comprehensive Plan, survey 9 results showed that overwhelmingly, residents do 10 not want more large warehouses and are incredibly 11 concerned about road conditions and truck traffic, 12 including volume and noise and air pollution. 13 A key comment that was made in the 14 Comprehensive Plan is, quote, many residents 15 expressed a concern with uncontrolled development, 16 specifically, warehouse development and the impact 17 of this on the community, I.E. loss of farmland, 18 increased truck traffic and lack of capacity and 19 infrastructure to handle this growth. 20 There was a general feeling of 21 mistrust in the local government in regard to 22 uncontrolled commercial and industrial expansion 23 occurring in the township. 24 This sentiment by the people that 25 there's a lack of trust is exemplified by the fact</p>

<p style="text-align: right;">Page 138</p> <p>1 that no one really knew about this project for two 2 years.</p> <p>3 Township representatives were telling 4 people that they would never let another warehouse 5 happen like the UNFI one. Meanwhile, this project 6 was going on unknown to the public. The township 7 must now be accountable and reject this trucking 8 terminal warehouse in order to protect its 9 residence and enforce the ordinance.</p> <p>10 The grounds for rejecting the 11 proposal have been addressed in my letters to you. 12 As Planning Commission members you have a duty to 13 protect our residents by following that plain 14 language in our ordinance. Our ordinance could 15 not be clearer that this is not permitted.</p> <p>16 The unambiguous language in the 17 ordinance shows that this is inadmissible trucking 18 terminal warehouse as Joel explained.</p> <p>19 Second, the plain language of our 20 ordinance does not allow for access to this site 21 from Orefield Road, which you also mentioned. 22 However, the developer is planning to have a major 23 access driveway onto Orefield Road, even though 24 that road is not designed to handle 25 tractor-trailer traffic based on width, as we just</p>	<p style="text-align: right;">Page 140</p> <p>1 because there's no way the proposal can comply 2 with our ordinances. The township should not be 3 forced to try to enforce things later when 4 compliance was impossible from the outset. This 5 Planning Commission must protect its residents and 6 look to not recommend this awful, unlawful plan. 7 The bottom line is it's dangerous. Thank you for 8 your time.</p> <p>9 CHAIRMAN HORWITH: Thank you very 10 much.</p> <p>11 CHAIRMAN HORWITH: Is it Tim 12 Chorones? Am I butchering that?</p> <p>13 MR. CHORONES: I spoke already on 14 behalf of the district. Thank you.</p> <p>15 CHAIRMAN HORWITH: Matthew 16 McClanahan. All right. Thank you. And 17 Shankweiler's Drive Inn, Orefield, PA.</p> <p>18 MR. McCLANAHAN: Hi everybody. 19 Everybody is talking about the meeting going late, 20 it's lunchtime for me.</p> <p>21 So, you know, I'm doing a broken 22 record. We've all driven on 309. We know what 23 it's like. And 309 it's an old road. It's lined 24 with homes. It's lined with businesses. My 25 business is along that road, too.</p>
<p style="text-align: right;">Page 139</p> <p>1 heard, and lack of line of sight, which is in 2 traffic studies, which other people will talk 3 about.</p> <p>4 Additionally, the developer has 5 failed to comply with our traffic, noise, 6 pollution, vibrations, air pollution and light 7 pollution ordinances. The developer has made the 8 empty statement on its plan, quote, proposed use 9 will not produce any glare, smoke, fumes, 10 vibration, odor, dust, air and water pollution or 11 noise nuisances.</p> <p>12 This statement is unsupported by any 13 evidence and must be rejected as being made in bad 14 faith. Residents have provided the township with 15 hard evidence that a warehouse of this size cannot 16 comply with our ordinances. Residents on --</p> <p>17 CHAIRMAN HORWITH: 30 seconds.</p> <p>18 MS. SULLIVAN: Residence on Coplay 19 Creek, Buck Run and Wood Street have not only 20 experienced improper tractor-trailers tearing up 21 their yards, but have scum in their pools from 22 diesel fumes and incessant noise.</p> <p>23 These violations have been reported 24 to the township and are still waiting enforcement, 25 showing why it's necessary to deny this plan</p>	<p style="text-align: right;">Page 141</p> <p>1 My drive-in turns 91 this year -- or 2 actually turned 91 this year. It's a popular 3 historic destination. And one of the big selling 4 points for us is our proximity to major highways. 5 We're easy to get to.</p> <p>6 So when you create a trucking 7 terminal that increases traffic on that corridor, 8 and creates backups, it might be a discouraging 9 factor to people and may make people seek 10 alternatives to our business. And that's true for 11 a lot of small businesses that exist on this 12 corridor. It's very important for our businesses 13 and homes to remain accessible. And I think this 14 terminal as it exists is going to jeopardize that.</p> <p>15 There are a couple of points I wanted 16 to bring up just as a perspective of a drive-in 17 theater owner, which is a unique one for sure. 18 Kathy, you brought up sound. I kind of want to 19 talk a little about that.</p> <p>20 Sound obviously is important for 21 people at our theater watching the movie. And we 22 noticed an increase of trucks using their air 23 brakes as they proceed down 309 towards Route 22, 24 since there is that hill there.</p> <p>25 If there were to be a terminal like</p>

<p style="text-align: right;">Page 142</p> <p>1 this constructed, I would hope that the developer 2 would work with PennDOT to institute a, you know, 3 air brake prohibition corridor in the area for the 4 residents that live right along the highway, or 5 businesses like ours that need a little bit of a 6 quiet space to enjoy the movie. 7 And another thing that -- that wasn't 8 really touched on and a lot of people don't think 9 about is light pollution. For a drive-in theater 10 that's top of mind for us. 11 I don't really see anything in these 12 plans that talk about lights, any lighting. But 13 it would be nice to see some measure of reduction 14 in light pollution and, you know, nuisance 15 lighting be shot out into neighboring properties. 16 I'm sure neighbors would appreciate 17 that, and our night sky would appreciate that too 18 for our theater. That's the big points here. 19 Thank you all, and thank you for hearing my 20 concerns. 21 CHAIRMAN HORWITH: Thank you. Jenny 22 Krumrine. 23 MS. KRUMRINE: Krumrine, 24 K-R-U-M-R-I-N-E. 25 CHAIRMAN HORWITH: Copley Creek Road.</p>	<p style="text-align: right;">Page 144</p> <p>1 didn't think so. I read everything I had access 2 to in the development plans, and I didn't see any 3 information about the expected noise level. 4 MS. DURSO: Well, it's required to 5 meet the ordinance requirements. 6 MS. KRUMRINE: Yes, I know. I know. 7 I'm a former scientist and a current physics 8 instructor. I and several others here tonight, 9 who have scientific or technical training, have 10 done their own calculations and they all show 11 there is no way this warehouse can operate as 12 designed without generating sound levels greater 13 than 74 decibels beyond the property line. 14 Some people have said you can't 15 calculate this ahead of time. I'll just -- I'll 16 just head off that argument right now. Sound 17 travels when one molecule of air bumps into the 18 next one, and the next one, which bumps into the 19 next one. That's how sound waves are transmitted. 20 So as you can imagine this is affected by 21 temperature and humidity and some other factors. 22 So the calculation can be off in a -- 23 by a few decibels in either direction depending on 24 things like weather. We're not talking about a 25 possible violation of just a few decibels</p>
<p style="text-align: right;">Page 143</p> <p>1 MS. KRUMRINE: Attorney Durso, on 2 January 29th, resident Sam Claudio expressed his 3 concern about excessive warehouse noise at his 4 home where he lives with his wife, his adult son 5 and his 2-year-old grandchild. His backyard will 6 be adjacent to the warehouse property. And in 7 response to his concern you said, unfortunately, 8 you bought a house next to property zoned by 9 industrial. But that is not the whole story. 10 Every resident has protections 11 against excessive noise. We have a township noise 12 ordinance. At the property line the noise level 13 has to be 74 decibels or lower. 14 When the warehouse is up and running, 15 there will be many point sources of noise beyond 16 what is classified as very loud. A 17 tractor-trailer, just as Kathy Crawford said, 18 going less than 35 miles per hour is about 90 19 decibels. A backup alarm on a tractor-trailer is 20 between 95 and 112 decibels. And between the 21 truck bays and parking areas there's room for 22 about 100 tractor-trailers at a time at this site. 23 Has the development team done any 24 calculations or simulations to show that the 25 warehouse won't violate the noise ordinance? I</p>	<p style="text-align: right;">Page 145</p> <p>1 depending on the weather. It's far greater than 2 that. 3 One thing that noise simulations are 4 really good at is ranking different design 5 scenarios according to which would be noisiest and 6 which would be quietest. 7 Did the development team attempt to 8 incorporate any design features to minimize the 9 impact of nuisance noise in the community? 10 MS. DURSO: The applicant is required 11 to meet the zoning ordinance and the noise 12 ordinance requirements. There's also existing 13 noise that goes along Route 309. 14 CHAIRMAN HORWITH: Kate, pick up the 15 mike. 16 MS. DURSO: The applicant is required 17 to meet the noise ordinance. 18 MS. KRUMRINE: Sure, okay. So 19 there's no barriers or other kind of design 20 elements near Sam Claudio's house. 21 MS. DURSO: If the applicant is 22 required to do that in order to meet the noise 23 ordinance they would have to propose to do that. 24 MS. KRUMRINE: Yeah, I'm establishing 25 that in order to meet the noise ordinance you have</p>

<p style="text-align: right;">Page 146</p> <p>1 to do this. So near Sam Claudio's house or the 2 house across the street where I know at least 3 three more very young children live. On January 4 29th -- there is one feature in your design that 5 addresses noise. 6 So on January 29th whoever it was 7 that presented the development described a wall. 8 It's approximately 600 feet long if I eyeball it. 9 The person said there's a farmer on the opposite 10 side of 476 who was concerned about excessive 11 light and noise. 12 MS. DURSO: Correct. 13 MS. KRUMRINE: Yes, from what I 14 understand the issue there is, with the 15 anticipated level of light and noise, it would 16 make it so turkeys can't figure out or remember 17 how to make a baby turkey. 18 I'm confused about why the concern 19 about turkeys would lead to a 600 foot long wall, 20 but there's no concern about the kids who are much 21 closer when -- 22 CHAIRMAN HORWITH: One minute. 23 MS. KRUMRINE: -- they are trying to 24 learn to read or get a good night sleep. The 25 turkeys are more than 500 feet away. The kids are</p>	<p style="text-align: right;">Page 148</p> <p>1 MS. KRUMRINE: Can I wrap it up? 2 CHAIRMAN HORWITH: I'll give you ten 3 seconds. 4 MS. KRUMRINE: Ten seconds. Okay. We 5 have not had any relief because when the 6 warehouse -- the UNFI warehouse is used as it's 7 designed to be used and there's no easy way to fix 8 the noise problems. 9 CHAIRMAN HORWITH: Thank you very 10 much. 11 MS. KRUMRINE: Thank you. 12 CHAIRMAN HORWITH: William Mayor or 13 Moyer. 14 MR. POLLOCK: Can I make one comment 15 to address that? 16 CHAIRMAN HORWITH: Oh, I'm sorry. 17 MR. POLLOCK: Regarding Mr. and 18 Mrs. Claudio, I have met with them at their 19 residence and they're welcome to speak assuming 20 they've signed up. But we did discuss mitigation 21 features. I did explained on their property where 22 the internal driveway would be located relative to 23 their property, where we would have landscaping 24 relative to their property. Promising to work 25 with them to increase the amount of landscaping if</p>
<p style="text-align: right;">Page 147</p> <p>1 a dozen feet away. The entire Orefield Middle 2 School, where nearly every kid in this area is 3 going to spend three years, is about the same 4 distance away as the turkeys. But no wall is 5 planned for the school. 6 Is the wall still part of the plan? 7 MR. POLLOCK: The wall is still part 8 of the plan. I'll let you use the rest of your 9 time. 10 MS. KRUMRINE: I heard it might have 11 gotten scrapped because it's expensive. I was 12 curious, was there any provision who would pay for 13 remediation in the form of walls if and when the 14 warehouse violated the noise ordinance? Probably 15 not. 16 This warehouse proposal is not 17 Trammell Crow's first rodeo in North Whitehall 18 Township. Your parent company also developed UNFI 19 warehouse. I would encourage you to make yourself 20 aware of any of the complaints about violations of 21 our noise ordinance related to UNFI. There's some 22 learning points there. We don't want to duplicate 23 the issues. Because of -- 24 CHAIRMAN HORWITH: Time. Wrap it up, 25 please.</p>	<p style="text-align: right;">Page 149</p> <p>1 they didn't feel like what we were planning was 2 sufficient. 3 We talked about another -- some types 4 of means of mitigation. We landed on potentially 5 a split rail fence, and we're continuing that 6 dialogue with them. 7 That was their suggestion, was a 8 split rail fence. So I don't want to dismiss 9 completely all of your comments by any means. But 10 I do want to point out that absolutely we do care 11 about the neighbors and we have taken some of 12 their concerns into consideration. 13 CHAIRMAN HORWITH: Okay, thank you. 14 Actually, Mr. Moyer if you can hold off. Mr. and 15 Mrs. Claudio, I'll turn to you next. 16 MR. CLAUDIO: Sam and Tammy Claudio, 17 4423 Orefield Road. I live directly adjacent to 18 the property. 19 I want to begin with -- most of what 20 I was going to say was already covered -- thank 21 you Miss Crawford and Mr. Fuller and some of the 22 other speakers -- about Comprehensive Plan that 23 was developed February 2023. I do want to point 24 out the guiding principles that were set in those 25 plans. Two of them, specifically. First was</p>

<p style="text-align: right;">Page 150</p> <p>1 economic development. The goal for that guiding 2 principal was to seek a balanced diversified 3 economy in order to maintain and enhance the 4 quality of life of local residents. 5 I don't see how that's -- my question 6 there is, how does this land development project 7 maintain and enhance the quality of life for 8 myself as a local resident? 9 The other -- the other point here is 10 the transportation and infrastructure. The goal 11 is stated as to provide a safe transportation 12 system, which optimizes mobility and access, 13 sustained quality of life, strengthens the 14 economy, and protects the environment. 15 The goals as far as infrastructure is 16 to improve the township's infrastructure to 17 support future demands. 18 My question then is, how does this 19 land development project optimize the mobility and 20 access of its residents? How does it sustain the 21 quality of life of those residents? How does it 22 protect the environment or improve our 23 infrastructure? 24 Most of the quotes that I had in the 25 paper that I gave you were already commented on.</p>	<p style="text-align: right;">Page 152</p> <p>1 occurrence, this is not a once in a while. 2 We live -- and, you know, I can see 3 the corner every single day. I sit on my front 4 porch and I can watch this happen every single 5 day, multiple times a days. 6 There's no way that you are going to 7 have -- that you are going to increase truck 8 traffic on Orefield Road and that not be an 9 immense increase to the amount of safety hazards 10 and concerns that we have as residents there. 11 So I don't understand how this -- how 12 you would do that with all of your plans and 13 everything. I did have -- I did -- the last page 14 here suggested conditions. I know that conditions 15 can be added if this is approved. We approve the 16 conditions. We talked about the updated traffic 17 study for PennDOT. 18 And you mentioned the split rail 19 fence. Although, yes, you know, we -- we had 20 discussed some things. I was very clear when we 21 talked that your solutions were less than adequate 22 to meet our needs, and to ensure the safety of my 23 family, my son and my grandson. 24 So I -- you know, I went into a 25 little bit more detail as to a split rail fence</p>
<p style="text-align: right;">Page 151</p> <p>1 So I won't go into that in order to save time. I 2 will direct you to the two pictures that I had 3 printed out. Unfortunately, the quality is not 4 the greatest. But if you can see the picture on 5 the right hand side -- 6 MR. DINKELACKER: Mr. Claudio, while 7 I'm speaking your time is not running, okay? You 8 just handed up to me a paper. Do you have a copy 9 for Attorney Durso? 10 MS. DURSO: He did give me one. 11 MR. CLAUDIO: I made sure they had 12 copies. 13 MR. DINKELACKER: That's all I wanted 14 to know. 15 MR. CLAUDIO: I want to direct your 16 attention to the picture on the right-hand side. 17 If you look down you can see a little R. And 18 that's my wife's car. She's in reverse. The 19 reason she's in reverse is because, as you can 20 see, there is a tractor-trailer coming directly at 21 her and the individual in front of her, who had -- 22 you can't tell this with the -- because it's not 23 in color, but their backup lights were on and the 24 rear lights, you know, they're traveling in 25 reverse towards her. This is an every day</p>	<p style="text-align: right;">Page 153</p> <p>1 going around our entire property, and electronic 2 or motorized security gate to block my driveway 3 entrance because it prevents employees or visitors 4 to the warehouse from mistaking our driveway for 5 your driveway. Driveway mirrors, you know, so 6 that I can exit safely. 7 CHAIRMAN HORWITH: One minute. 8 MR. CLAUDIO: Okay. A few other 9 things. Signage around my property about private 10 property and no trespassing, relocating my 11 mailbox. Just to walk across the street I take my 12 life into my hands, you know, on Orefield Road. 13 And that's currently. I'm sorry, sir, the -- you 14 talked about they didn't do a speed study on the 15 road. They should because the speeds that the 16 cars go on Orefield Road, coming down that road, 17 is much higher than what you might think it is. 18 And also, the blind -- as you -- as 19 you come up over that -- as you're heading in the 20 direction of the high school, there's a blind 21 there. Cars -- I'm sorry, cars are coming much, 22 much faster and it's hard to see. So thank you 23 for your time. 24 CHAIRMAN HORWITH: William, is it 25 William Moyer?</p>

<p style="text-align: right;">Page 154</p> <p>1 MR. MOYER: William Moyer. I have a 2 couple comments to make. I have a couple comments 3 to make. 4 CHAIRMAN HORWITH: 5040 Donna Drive. 5 Do I have that right, sir? 6 MR. MOYER: Yes. Since Orefield Road 7 will be used for business and for construction, 8 Orefield Road must be widened, upgraded, and 9 maintained not by the township. Because it would 10 be a significant amount of money the township 11 would spend on a regular basis to continue to 12 maintain that road so it's actually drivable. 13 It's hardly drivable now. And if you put 14 tractor-trailers on it, in the middle of the 15 summer, it's gone. That road is gone. 16 Now, the driver following signs, 17 according to PennDOT, this is not Pennsylvania but 18 Department of Transportation, there's a 19 significant number of migrants now driving trucks 20 that can't read or write English. I know that for 21 a fact because I had one deliver something to me a 22 month ago. And the only thing they knew was what 23 was on the phone. They couldn't speak English. 24 So this is a problem. 25 Now, to put the traffic light up</p>	<p style="text-align: right;">Page 156</p> <p>1 We have to have somebody maintain the 2 road because, you know, it's going to be trashed. 3 And if you look at the light, this project can't 4 go without a light on 309. It just can't do it. 5 CHAIRMAN HORWITH: Thank you 6 Mr. Moyer. Thank you. 7 MR. MOYER: That's all I have to say. 8 CHAIRMAN HORWITH: Thank you. 9 Susan Fegly. 10 UNIDENTIFIED SPEAKER: She left. 11 CHAIRMAN HORWITH: She left? 12 UNIDENTIFIED SPEAKER: She left. 13 They were right behind me. 14 CHAIRMAN HORWITH: David Wirth, 15 W-I-R-T-H. 4251 Wood Street. 16 MR. WIRTH: I live down at the farm 17 on Wood Street. That's about a mile from the 18 warehouse that were put up on Independence Drive. 19 All I hear all day long -- and it used to be 20 quiet. The only thing I would hear is rumble 21 strips on the turnpike. You probably all heard 22 them, and that's a nuisance. 23 I live about a mile away. Actually, 24 the echoing from the refrigeration units that are 25 on the roof, they actually ricochet off my barn.</p>
<p style="text-align: right;">Page 155</p> <p>1 there, where PennDOT is refusing to do this, it 2 takes six or eight dead people and then they put a 3 light. Levans and Mauch Chunk took five or six 4 people to be killed before PennDOT finally decided 5 to put a light there. 6 The other thing I think you're wrong 7 on is truckers are not going to abide by five 8 trucks an hour. When they're loaded they're gone. 9 Because their dispatcher is telling them get on 10 the road now, and with a GPS that they have on 11 that truck, the dispatcher knows when that trucker 12 is leaving the warehouse. So this five an hour, 13 forget it. It's not going to work. 14 Particularly if you have two or three 15 guys loading and you're getting two or three 16 trucks out at the same time, they're gone, baby. 17 They're not abiding by that five trucks an hour. 18 I can tell you that right now. It's not going to 19 happen. 20 So that's all I have to say. You 21 know, I've seen the facts. I've seen what 22 happens. I know what the truckers tell me. You 23 know, so, this -- this five trucks an hour is not 24 going to work. They're not going to abide by 25 that.</p>	<p style="text-align: right;">Page 157</p> <p>1 I can feel the vibration. My solarium windows 2 vibrate from the harmonics from two or three going 3 at the same time. There's harmonics in the air 4 and they just bounces right off the barn. 5 I don't know if this building is 6 going to have any air- -- refrigeration on it, but 7 I'll tell you something, they're roof mounted and 8 they're really high and they come right over 9 everything. There's nothing that is going to stop 10 it. All right. So that's one thing to be aware 11 of. 12 The other things is backup alarms. 13 Constantly. A mile away -- I'm a mile away in the 14 hollow down on Wood Street. If you guys know 15 where that is, it's a farm on Wood Street. 16 And backup alarms, clutch fans on the 17 trucks -- I came from the trucking background. 18 I've been in the trucking industry for 40 years. 19 When those clutch fans kick in, air clutch fans, 20 it's way over 100 decibels. Way over 100 21 decibels. 22 UNKNOWN SPEAKER: It's 112. 23 MR. WIRTH: You probably pull up 24 aside one and hear this (Roar) roaring sound. 25 That's a clutch fan kicking in. When they come</p>

<p style="text-align: right;">Page 158</p> <p>1 on, they come on with a vengeance. They're not 2 going to meet that pulling in and out, sitting 3 there idling at night keeping the air conditioning 4 on the truck going to make sure the truck is cool 5 for them. That clutch fan will kick in all night 6 long if they're sitting there. 7 Backing up to loading docks. All you 8 hear is boom, boom, boom. If somebody wants the 9 door open you get a truck driver blowing the air 10 horn at night, boom, let me in, let me in. And 11 then they let them in or open the door and they 12 back up. This is what you're going to hear all 13 day, all day long. 14 So anybody that lives close to that, 15 picture this, I'm a mile away and I'm hearing it 16 all day long and into the evening. The only day 17 maybe you don't hear it is Sunday because they're 18 shut down. They shut down on Sunday. 19 Early in the morning to late at 20 night. Don't even open your windows any more. 21 You'll have to keep them closed. Because you can 22 not enjoy a nice fresh spring day or fall day 23 because it's all you'll hear all night long. I'm 24 telling you. I want to give my opinion on it. 25 Take it from experience, somebody that deals with</p>	<p style="text-align: right;">Page 160</p> <p>1 six different stop lights or six different times 2 that I have to wait for a truck to get up to speed 3 because I can't pass or go around. 4 That is a significant delay that 5 locals, that you guys know, presently navigate. 6 And so many times I've gotten behind a truck and 7 that truck is doing under 30 miles an hour that 8 whole route. That's annoying. It's frustrating. 9 Do you guys -- I don't know possibly 10 how a traffic study could show there could be no 11 impact on the traffic in these roads because 12 that's ridiculous. 13 Just because of one warehouse of 14 UNFI, it takes so much longer to get anywhere. 15 So I just have one thing to say. For 16 those who live here and have to deal with already 17 congested roads, we don't want another warehouse. 18 Thank you. 19 CHAIRMAN HORWITH: Norma Visnar, 20 V-I-S-N-A-R, 5535 Stephanie Drive. 21 MS. VISNAR: I'd like to discuss 22 traffic studies and deficiencies on file in the 23 township. The fact that the Township has not been 24 transparent with these studies and published them, 25 and that the only way to view this information is</p>
<p style="text-align: right;">Page 159</p> <p>1 it every day. 2 I lived there 67 years on a farm and 3 it's quiet and always quiet and everything else. 4 The only thing I dealt with over the years was the 5 turnpike rumble strips when they put them in, 6 which was a nuisance. At night the truck traffic 7 drops off on the turnpike. So that settles down. 8 It used to be pretty quiet. Not no more. 9 It's one of the worst things I feel 10 that North Whitehall ever made a decision on. And 11 this is not going to help it anymore. Thanks. 12 CHAIRMAN HORWITH: Thank you. Tim 13 and Susan Williams. 14 And it's 5070 Shawnee Boulevard. 15 MR. WILLIAMS: I have a slightly -- 16 just a simple observation from a slightly 17 different perspective. It's directed to you guys. 18 If I'm driving home and I get off of 19 22 and I'm heading north on 309, there's a 20 stoplight at Ridgeview Road. There's a stoplight 21 at Walbert. There's a stoplight at Chapman's. 22 There's a stoplight at Huckleberry. There's a 23 stoplight at Limekiln Road and a stoplight at 24 Orefield Road. 25 So if I get behind a truck, that's</p>	<p style="text-align: right;">Page 161</p> <p>1 to go directly to the township building and view 2 them there. Copying is not allowed. It is 3 unacceptable that the persons employed by the 4 township have reviewed these studies and have not 5 noted their deficiencies. They should have 6 completely concluded that this trucking terminal 7 warehouse cannot and should not even be in this 8 location because it can never be safe. 9 Our fist concern is the length of 10 roadway along which a driver at a driveway can 11 continuously see another vehicle approaching. 12 When exiting from the proposed main exit on to 309 13 looking left, the line of sight is measured to be 14 780 feet. Whereas the desirable line of sight is 15 1,225 feet. And looking right on the line of 16 sight, distance is measured to be 1,040, but the 17 desirable line of sight distance is 1,225. 18 Looking in either direction, the 19 sight distance falls short of the desired line 20 sight distance. Exiting onto Orefield Road, line 21 of sight distance is measured looking left is 730 22 feet whereas the desired line of sight distance is 23 950. 24 Line of sight distance looking right 25 is not measured, as all trucks are instructed to</p>

<p style="text-align: right;">Page 162</p> <p>1 turn right. These findings indicate that the 2 tractor-trailer traffic will be a safety hazard 3 due to limited line of sight at both entrances and 4 exits at the proposed warehouse. The study states 5 the desirable sight distance is not met for 6 trucks.</p> <p>7 The second area of safety concern is 8 the proximity to the Orefield Middle School.</p> <p>9 PennDOT considers the locations of 10 schools when issuing HOPs. The proximity of 11 schools is an important factor in the review 12 process because it can significantly impact 13 traffic patterns, safety and pedestrian access. 14 Overall, the goal is to ensure that any new access 15 points do not compromise the safety and well-being 16 of our students and the surrounding community.</p> <p>17 When evaluating a proposed access 18 point PennDOT assesses traffic safety, the 19 potential for increased traffic near schools, 20 especially during drop-off and pickup times. 21 Pedestrian access, the need for safe pedestrian 22 pathways, crossways and signage to ensure that 23 students can safely access the school.</p> <p>24 Traffic flow. The impact of the 25 proposed access on traffic flow in the vicinity of</p>	<p style="text-align: right;">Page 164</p> <p>1 weighing up to 80,000 pounds going 30 to 40 miles 2 per hour is hundreds of feet. Tractor-trailers 3 exiting on to Route 309 will be going downhill as 4 they approach the buses exiting on to 309.</p> <p>5 There's no information about the 6 location of bus stops, line of sight to bus stops 7 or bus turns. There's no information taken into 8 consideration about the routes that children take 9 who walk to OMS.</p> <p>10 The twelve hour 6 a.m. to 6 p.m. 11 study done on October 17th, indicates 161 buses 12 pass through the intersection at Orefield, 13 Kernsville Road. The turning movement peak hour 14 data --</p> <p>15 CHAIRMAN HORWITH: One minute. 16 MS. VISNAR: -- indicates 52 buses 17 pass through the intersection between 7:15 a.m. 18 and 8:15 p.m., and none between 4:45 and 5:45. Of 19 course, after all school buses are gone for the 20 day, which would suggest that the majority of the 21 161 buses were probably school buses.</p> <p>22 By 4:45 to 5:45 p.m. they were 23 already gone for the day. P.m. peak studies take 24 place at 4 to 6 p.m. and therefore contain no 25 information about school buses.</p>
<p style="text-align: right;">Page 163</p> <p>1 the school including congestion and delays during 2 peak school hours.</p> <p>3 But the traffic study state 4 misleadingly that Orefield Middle School is 5 located at the intersection of Route 309 and 6 Limekiln Road. The traffic study should state the 7 school is located on Route 309 between Limekiln 8 Road and Orefield Road, with multiple school bus, 9 parent driver and employee entrances, exits, which 10 are located directly on Route 309 and at the 309 11 Limekiln Road intersection and at the intersection 12 of School District Way in Orefield Road.</p> <p>13 The traffic studies included the 14 intersections of Orefield, Kernsville and 309 and 15 Limekiln, but what they didn't do is examine the 16 line of sight around the bend in the road as 17 tractor-trailers approached the main exit and 18 entrance to the Orefield Middle School.</p> <p>19 Does a tractor-trailer have 20 sufficient line of sight to brake? Our 21 guesstimate is that there's approximately a 500 22 foot line of sight, which is well short of the 23 1,225 foot line of sight that is desirable for 24 trucks.</p> <p>25 And the stopping distance of a truck</p>	<p style="text-align: right;">Page 165</p> <p>1 Therefore, this area has significant 2 school bus traffic, but less than desirable line 3 of sight in every location where it is measured.</p> <p>4 CHAIRMAN HORWITH: Thank you very 5 much.</p> <p>6 MS. DURSO: Can Ben give a response? 7 CHAIRMAN HORWITH: I'm sorry. 8 MS. DURSO: May Ben respond to that? 9 CHAIRMAN HORWITH: Yes. Ben, please 10 respond.</p> <p>11 MR. GUTHRIE: Thank you for your 12 questions and comments. I want to clarify a 13 couple items there. PennDOT has a few different 14 site distance measurements they look at. For a 15 driveway, the most important sight distance 16 measurement is what PennDOT refers to as the safe 17 stopping sight distance or the minimum stopping 18 sight distance. And the available sight distance 19 of both driveways does exceed the minimum safe 20 stopping distance by a large margin.</p> <p>21 PennDOT has a desirable sight 22 distance standard as referenced in the comment. 23 So the idea there is that goes beyond the minimum 24 safe stopping sight distance, but looks to if 25 there's a location along the frontage of the sight</p>

<p style="text-align: right;">Page 166</p> <p>1 where you can get up to the desirable sight 2 distance, that should be the targeted place to 3 place the driveway. 4 The driveway placed on a site in a 5 way that doesn't -- it can't -- it does have 6 desirable sight distance for cars, but cannot get 7 desirable sight distance for trucks. But there is 8 nowhere along frontage that would meet that. We 9 do meet all of PennDOT's sight requirements. 10 We did look at one sight distance 11 measurement that is not typically required by 12 PennDOT. That's based on AASHTO. American 13 Association of State Highway Transportation 14 Officials has a measurement for a truck making a 15 left turn from a side street onto a major street 16 and how much sight distance should be provided for 17 that movement. We do have that available sight 18 distance in both driveways. I wanted to clarify 19 those few things. 20 Finally, with regard to the school 21 hours, the resident was correct. A typical peak 22 hour would focus on 7 to 9 or 4 to 6. As I 23 mentioned earlier, we did identify earlier the 24 proximity of the school and we did do an extended 25 deep period count to make sure we were counting</p>	<p style="text-align: right;">Page 168</p> <p>1 Also a fire truck, actually, I 2 believe they told me a new one, was almost damaged 3 from North Whitehall due to an aggressive driver 4 in that area. So, again, only just -- just safety 5 in general and what traffic patterns have produced 6 in negative results because of the restrictions. 7 CHAIRMAN HORWITH: Thank you. 8 Margaret Cane Forgosh. 3500 Jonathan 9 Court. 10 MS. FORGOSH: Just a brief note that 11 a lot of my notes have already been made. But I 12 want to reiterate increased air pollution, noise 13 pollution, and the quality of life in general. 14 But what I can't understand is that -- how you can 15 do all these studies and incorporate potential 16 betterment -- the betterment of the road, because 17 as you can see there's no guarantee that that will 18 happen. So I just -- that's all I have to say. 19 Thank you. 20 CHAIRMAN HORWITH: Okay. Rocco 21 Caracciolo. 22 MR. CARACCIOLO: First name Rocco, 23 R-O-C-C-O, last name C-A-R-A-C-C-I-O-L-O. I'm at 24 3624 Coffeetown Road. And I live less than a mile 25 from this facility.</p>
<p style="text-align: right;">Page 167</p> <p>1 the school traffic. But thank you for your 2 comment and thank you for your time. 3 CHAIRMAN HORWITH: Jennifer Evans 4 UNIDENTIFIED SPEAKER: She left. 5 CHAIRMAN HORWITH: Candice Daly. 6 4125 Route 309. 7 MS. DALY: Due to the widening of 309 8 a few years back, there's very little space for 9 vehicles to recover without driving into a home if 10 they get into trouble. This particular area is 11 about a half a mile from here south. The drivers 12 jockey constantly to be ahead by just one vehicle 13 space. Serious accidents have occurred here, 14 Purina tractor -- Purina tractor-trailer, Amazon 15 truck, among others. And one was almost fatal. 16 My point here is the -- it seems to 17 be an area where, you know, we're jockeying to get 18 to work or wherever, and it's just that rush, rush 19 of every day. The more we get slowed down, if we 20 put X number of more tractor-trailers on the road 21 and increase traffic even more, even though that's 22 north of where this facility is, just flooding 309 23 with more volume is obviously just a threat all 24 the way around. Besides the additional diesel 25 fumes.</p>	<p style="text-align: right;">Page 169</p> <p>1 First off I would let you know my 2 background. I'm a professional engineer in the 3 Commonwealth of Pennsylvania. I've been so since 4 1997. All of my work has been done as a private 5 land developers engineer. So I'm not coming up 6 here as a nippy. I'm not coming up here saying I 7 don't want a warehouse in my backyard. I want to 8 point a couple things out that is not making 9 sense. And there's still work to be done. I can 10 appreciate Attorney Durso and saying how she wants 11 this to move forward. We're going into 12 third-party reviews. But there's still some 13 things that aren't really completely looked at. 14 The first thing, and this is for you, 15 Scott, that intersection on Orefield Road -- so 16 Orefield Road is a local road. And I do 17 understand how the warehouse has to front onto an 18 arterial street. That is satisfied. The access 19 to the local road I don't think is a problem, but 20 it should not be the main truck access. And then 21 you're forcing a skew on the approach. I'm pretty 22 sure on your ordinance it says all new driveways 23 and streets need to intersect at a 90 degree angle 24 or as close as you can to a 90 degree angle 25 because it's safe. Where I live, I'm actually the</p>

<p style="text-align: right;">Page 170</p> <p>1 corner of Coffeetown and Coplay Creek Road. 2 Coplay Creek Road comes on a skew. Probably not 3 as bad as that. 4 My driveway is right there and I have 5 a through driveway. People actually drive through 6 my driveway because my driveway is a nice 90 7 degrees to make a safer turn. I don't go out 8 there yelling, don't use my driveway, because it 9 makes sense. 10 So cars that come out of here for 11 employees, they want to make a left onto Orefield, 12 they're actually coming around in a skew with an 13 unsafe turn just to make the truck turn more -- 14 however you mentioned -- the better turning 15 movement. 16 But trucks shouldn't be on a local 17 road. The trucks should be going to 309. I 18 understand there's no signal. I will get to that 19 soon. I have to watch my time. 20 The other things, that drive is 21 pushed right up against the houses there. I was 22 here at the last meeting when one of the residents 23 said I live right here, what are you going to do 24 for me? I think your remark was, well you 25 shouldn't have bought a house next to an</p>	<p style="text-align: right;">Page 172</p> <p>1 matter if there's two roads there or not or 2 whatever the reason you gave. 3 The other thing is moving this 4 forward, the interim plan, whoever described that, 5 really bad job. You push the thing -- the stop 6 bar back 40 feet. You said what if somebody goes 7 over? You actually said they have to go there and 8 tell them move back, move back, I have to move 9 back. I use that intersection all the time. I 10 sat there, a tractor trailer tried to make the 11 left-hand turn, they were moving trying to get the 12 people to move back. Unfortunately, UNFI sent so 13 many trucks out that way. So you're telling a 14 tractor-trailer to move back, and he's got to tell 15 the car that's behind him that he can't even see 16 to move back. 17 CHAIRMAN HORWITH: One minute, Rocco. 18 MR. CARACCIOLO: Thank you. And it 19 was complete -- I went through two queues before 20 it was someone that got cleared. 21 So the PennDOT betterment plan yeah, 22 it's great. No, not all the right money has been 23 acquired yet. I know the engineers from CD 24 Maguire who are working on it. They actually 25 added the left-turn lane in after the preliminary</p>
<p style="text-align: right;">Page 171</p> <p>1 industrial zone. There's a Lehigh County GIS. I 2 checked it. The resident bought the house in 3 2003. 4 The ordinance was not changed to make 5 it this land industrial until 2019. I don't think 6 that's fair to him to put it that way. We go over 7 to the 309 driveway. 8 Yes, you can get the warrants. I 9 know all about PennDOT warrants. I've been doing 10 this a long time. The way you get the warrants is 11 to have the trips with land use. So with this 12 500,000 square foot cross dock, you probably went 13 to IT land use code 154. That shows less trips 14 than if it was 150. 15 By the way, it's not really a 16 trucking terminal. I do like -- I love the 17 citizens coming out and talking. It's called a 18 high cubed warehouse distribution center. 19 But the way you get a signal there is 20 to have more trips. There is land there that you 21 could put in different types of uses. And I know 22 that the developer does warehouses, but you put a 23 drive through type use, a bank or something like 24 that increase the trips, you meet the warrant, 25 PennDOT will give you the signal. It doesn't</p>	<p style="text-align: right;">Page 173</p> <p>1 betterment plan came out. The reason was for the 2 School District. Because school buses use that. 3 It's only a 75 foot left-turn lane. 4 Now, we have schools there and you're 5 going to actually force all your tractor-trailers 6 to conflict with the school buses to try to get 7 down 309. So I don't know where the rush is. The 8 plan should be sent to PennDOT. PennDOT should 9 bless the betterment plan. I don't think they 10 will. I think you need a better betterment plan 11 where there's a condition that this warehouse 12 cannot have a CO until the betterment plan is 13 done. Thank you. 14 CHAIRMAN HORWITH: Thank you. Andrea 15 Velarde. Manor Road. 16 MS. VELARDE: As a lot of others 17 mentioned, traffic is already an issue on 309. I 18 just think extra truck traffic, not only as to the 19 busyness of 309 and the intersection of Orefield 20 Road there, but it does add, you know, significant 21 safety concerns, especially with it being so close 22 to OMS, and, like, all the school buses. 23 I know my kids go to Parkland and 24 they leave the middle school in a couple years. I 25 won't be thrilled with them on the buses next to</p>

<p style="text-align: right;">Page 174</p> <p>1 all the trucks. And just to also echo others, I 2 don't think this development follows the 3 Comprehensive Plan that the Township has adopted. 4 CHAIRMAN HORWITH: Thank You. Janine 5 Bower. Mrs. Bower. 6 MS. BOWER: All of my issues have 7 been stated. I would be reiterating everything. 8 Thank you, though. 9 CHAIRMAN HORWITH: Okay. Liz Webb 10 and Liz Webb is on -- is that Washington Street? 11 MS. WEBB: Washington Street. 12 CHAIRMAN HORWITH: Thank you. 13 MS. WEBB: Good evening. My name is 14 Liz. I'm here tonight as a North Whitehall 15 resident. I have three children in Parkland 16 School District. 17 Right now I have children in two 18 Parkland schools and eventually I will have one 19 child in elementary, middle and high school. All 20 at one time. I'm that lucky. 21 Today I was at Orefield because I 22 volunteered for field day, and dropped off baked 23 goods for an after school music party. My husband 24 then went to Orefield to pick up my child because 25 I had to be home to get my elementary children off</p>	<p style="text-align: right;">Page 176</p> <p>1 the Comprehensive Plan being used to authorize 2 development of more warehouses in North Whitehall. 3 According to the Comprehensive Plan's goals and 4 objectives, goal one, plan for and manage land use 5 to provide for a balanced range of uses and meet 6 the needs of current and future residents while 7 preserving natural and cultural resources and 8 community character. 9 500 square feet -- 500,000 square 10 feet warehouses are not what I believe anyone 11 would call part of the community character of 12 North Whitehall. The Comprehensive Plan also 13 references the needs of current and future 14 residents. No North Whitehall resident can claim 15 a need for the proposed warehouse other than the 16 landowner benefiting from the sale. And for the 17 record, that is not me either. 18 The community character of North 19 Whitehall has long been small businesses, farmed 20 fields, good neighbors, quality schools, clean air 21 and ample space. The development of warehouses 22 between our schools compromises every single one 23 of those characters that I pay taxes for, and do 24 so in support of my family and the quality of life 25 we seek in North Whitehall.</p>
<p style="text-align: right;">Page 175</p> <p>1 the bus. 2 Later, my child and a friend will 3 drive past Orefield to go to soccer practice. 4 Then my husband will drive back home with all of 5 the kids past Orefield because I am here. 6 I tell you all this because this is 7 not an irregular day for my household. All those 8 trips to, from, past Orefield are in support of my 9 children. Today someone in my home will pass 10 Orefield Road and middle school six times, not 11 including regular work and school commutes. Six 12 times today. 13 This schedule is also not uncommon 14 for many North Whitehall residents with children 15 in Parkland schools. The potential for a 16 warehouse on Orefield Road would directly impact 17 all of Parkland School District families. We 18 bought a home in North Whitehall also in support 19 of our children, and more specifically their 20 education. We picked North Whitehall because I 21 grew up here. 22 We believed North Whitehall had the 23 quality of life and community character we wanted 24 to raise a family and grow old in. 25 I took the time today to read some of</p>	<p style="text-align: right;">Page 177</p> <p>1 We believe in and encourage the, 2 quote, balanced diversified economy described in 3 the North Whitehall Comprehensive Plan. 4 We do not believe that a warehouse 5 between our schools creating safety, health, 6 transportation, and environmental issues would 7 maintain and enhance the quality of life of local 8 residents. 9 In order to maintain and enhance the 10 quality of life of local residents, current and 11 future, North Whitehall needs to seek diversity 12 through small and local businesses -- 13 MR. MURPHY: I apologize. The 14 machine auto shutoff. 15 MS. WEBB: I'll keep going this way. 16 North Whitehall needs to seek 17 diversity through small and local businesses who 18 have a stake in our community, and are also 19 motivated to maintain and enhance North Whitehall 20 Township. Orefield Road and 309 is not -- is the 21 heart of our school District, which is why it was 22 the location of the original high school and now 23 is the heart of the school district transportation 24 with brand new facilities. 25 Orefield and 309 is a major artery</p>

<p style="text-align: right;">Page 178</p> <p>1 for all of North Whitehall residents. Orefield 2 and 309 needs to continue to be a route of travel 3 that meets the needs of current and future 4 residents. A warehouse will hinder that. 5 Warehouses should not be at the heart of North 6 Whitehall. 7 CHAIRMAN HORWITH: George Foreman. 8 MR. FOREMAN: The map is gone right 9 now. My first question is to the developer. 10 CHAIRMAN HORWITH: Hang on. 5616 11 Manor Road. 12 MR. FOREMAN: I was here at a 13 previous meeting and asked the developer a 14 question about the Northeast Extension. Northeast 15 Extension is being reconstructed for years. Your 16 bordering the Northeast Extension. Have you 17 consulted with the Northeast Extension of the 18 turnpike on their plans? You have your retention 19 pond and a parking area right up against the 20 Northeast Extension. They're going to be 21 increasing the Northeast Extension. Have you 22 accommodated for that? It doesn't sound like it. 23 Next question, your driveway. 24 I am a truck driver. Well, I was. I 25 retired. That driveway off of 309, you're asking</p>	<p style="text-align: right;">Page 180</p> <p>1 My understanding you do not own any 2 property at 309 and Orefield Road, correct? Okay. 3 So moving forward then to, if the 309 betterment 4 project is not done and you're ready to open, you 5 have very limited ability to do anything at that 6 intersection due to the fact that you own none of 7 the property. So to better that intersection, 8 you're -- you would be limited to what you could 9 do, if anything. And I ask how many tenants do 10 you plan on having in here? 11 MR. POLLOCK: The plan is to have one 12 tenant or two tenants. 13 MR. NEAS: So that's different from 14 the last time you were here in April, when it was 15 stated you were looking at multiple, as in 16 possibly five or more tenants, that would be 17 renting out of there. 18 MR. POLLOCK: I don't recall saying 19 that, but that would be very atypical for a 20 facility like this. 21 MR. NEAS: Okay. So if you open this 22 up before the 309 betterment project, what is the 23 plan for your trucks when PennDOT closes Orefield 24 Road? Where are they going to go? I am involved 25 in the 309 betterment project due to the fact that</p>
<p style="text-align: right;">Page 179</p> <p>1 for trouble. I used to go to Syracuse for five 2 years, two times a week. The driveway was very 3 similar to that. It didn't have the curve in it. 4 It was straight. And it doesn't even have the 5 same elevation change. You will have accidents 6 there. A lot. The place that I used to go, at 7 least one accident a week at that intersection. 8 At least one. 9 UNIDENTIFIED SPEAKER: Yep. 10 MR. FOREMAN: Sometimes it was one a 11 day. Cars driving underneath a trailer. Not 12 pretty. Could be one of your friends. And in the 13 comment you made about the letter to the school. 14 They had the letter for two years. That wasn't a 15 very nice comment. As my grandmother would say, 16 that wasn't nice. Thank you. 17 CHAIRMAN HORWITH: Thanks, George. 18 Brian Neas are you still here? And 19 did you want to make any comment? 20 MR. NEAS: All right. I just have a 21 couple comments and questions. When we started 22 this evening, I don't remember who it was from the 23 developer here, but you stated that your 24 development was at the corner of 309 and Orefield 25 Road.</p>	<p style="text-align: right;">Page 181</p> <p>1 I'm the fire chief that covers that area. So I 2 know what their plan is, and Orefield Road will be 3 closed. So if you're open before that, when they 4 close Orefield Road, where are you going to send 5 your trucks? 6 MR. POLLOCK: We don't have an 7 immediate plan right now for all construction that 8 can occur around the projects. 9 MR. NEAS: Okay. I'll leave it at 10 that. Well, one last one. So somebody on our 11 commission did touch base about the property and 12 the old minehole. How much information do you 13 know about that? How deep is it? What was it 14 filled with? Any ideas like that? 15 MR. POLLOCK: The representatives 16 here tonight don't have all that information, but 17 our environmental consultants and geotechnical 18 consultants have written reports and have 19 submitted that information. Not to the township, 20 necessarily, but to the DEP as part of our 21 stormwater permit submission, and have done the 22 studies on our behalf because we absolutely care 23 about the environmental contamination, if there is 24 any on each side. 25 MR. NEAS: The map is not up there</p>

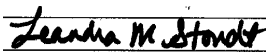
<p style="text-align: right;">Page 182</p> <p>1 anymore where your building is proposed to go. 2 You're pretty much right over that minehole. I 3 hope you do a lot of studying to find out how deep 4 that is and what's actually in there before you 5 actually build on it. It would be a good idea. 6 Unfortunately, the landowner probably didn't share 7 any of that with you. But, unfortunately for you 8 guys. 9 CHAIRMAN HORWITH: Thank you. We'll 10 look at that, we're ahead of schedule. So now I 11 will turn it over to anyone else who did not sign 12 in. Ma'am. 13 MS. MERTZ: Joanne Mertz. I'm from 14 Lowhill Township, just neighboring little township 15 right next door where these Trammell Crow people 16 tried to start a warehouse and left us, and then 17 just came three miles down the road. 18 So I've never been one to sugar coat 19 things, and I'm known to be very emotional. I 100 20 percent feel that tractor trailers do not belong 21 on these roads. Okay. 22 One, I can't even believe we're 23 discussing warehouse on Orefield and 309. It's 24 almost disgusting to even be thinking about this. 25 And it's insulting to us residents here in the</p>	<p style="text-align: right;">Page 184</p> <p>1 Impossible to even think this. 2 And then we say oh, let's just say we 3 have little truck driver coming up 309 north and 4 he's listening to music and he misses making his 5 right on to Orefield Road. Where does he go? So 6 he continues up the hill. And then where does he 7 turn around? Where does he go? The next closest 8 spot is, I guess, Shankweiler. So he's going to 9 go either down Shankweiler Road and come back up 10 on Kernsville Road, or he's going to go the other 11 way on Shankweiler. 12 Hello. Do you guys -- have you 13 driven these roads, engineers? I'm just asking 14 you, Ben, have you driven these roads? You 15 know -- you've heard my voice before. Have you 16 driven these roads? Where is this truck going to 17 turn around? 18 MR. GUTHRIE: Can I just address that 19 real quick? We don't have an entrance for trucks 20 on Orefield. So our trucks won't miss that right 21 on Orefield. They'll enter on 309. 22 MS. MERTZ: Okay, so they will only 23 enter 309. 24 MR. GUTHRIE: Right. 25 MS. MERTZ: And if they miss it there</p>
<p style="text-align: right;">Page 183</p> <p>1 Lehigh Valley. It just is awful to even think 2 about having a warehouse here. 3 North Whitehall Township, I don't 4 understand as a township how you haven't been 5 working on tweaking your ordinances to stop a 6 warehouse from going into this location, and now 7 just learning that in 2019 you changed it. Is 8 this a fact or not? I don't know. 9 It's very disturbing to hear that as 10 a neighboring township resident that you guys 11 changed your ordinance for that. And I wonder why 12 we changed it. Is it because someone on this 13 board or in this township, you know, was part of 14 this in saying, yes, we should change this? 15 Again, honesty, integrity, whatever 16 Kelly Sullivan said or if I'm saying her name 17 right or wrong, I apologize. When we say -- I 18 have no disrespect for engineers. Whether they're 19 PennDOT engineers, whether it's Ben sitting here, 20 whether it's anybody in this room. My husband is 21 an engineer, but you don't have to be an engineer. 22 I'm not an engineer. And you know what? All you 23 need is a little common sense to realize there's 24 no reason a warehouse should be at Orefield and 25 Route 100 -- and 309. Impossible. Impossible.</p>	<p style="text-align: right;">Page 185</p> <p>1 aren't that many roads. Where will he go? Do you 2 know? Do you know the next road? Where is it? 3 MR. GUTHRIE: There's Shankweiler. 4 MS. MERTZ: Oh, Shankweiler. Have 5 you been on Shankweiler? 6 MR. GUTHRIE: I have. 7 MS. MERTZ: Do you know what that 8 road is? Have you driven it with your car? 9 MR. GUTHRIE: I'm not suggesting they 10 do it. 11 MS. MERTZ: Where are they going to 12 do it? Where are they going to go? You need to 13 answer these questions, and you as a township need 14 to make them answer these questions. They 15 shouldn't have even had an opportunity to bring 16 this to the table. 17 Sorry. I told you I get emotional. 18 Um, okay. You ask truck drivers to make good 19 decisions. Yes. You know what? It's not fair to 20 ask these truck drivers to make good decisions, 21 they can't make a decision on the roads that 22 they're driving on. Our roads are windy. 23 There's -- there's sight things you can't see. 24 Cars going faster. Kids are going to be driving 25 there. It doesn't make sense and it's not fair to</p>

<p style="text-align: right;">Page 186</p> <p>1 these truck drivers that you're asking them to 2 make these decisions. 3 I don't care how many signs you put 4 up, these signs get knocked down. So what, you're 5 going to put them back up every time they get 6 knocked down? Who -- who -- who is knocking the 7 signs down and who is going to put them up? 8 These truck drivers, the little 9 zoning officer will chase this truck driver 10 around? You're not being realistic. You're not 11 being realistic. Okay? 12 CHAIRMAN HORWITH: One minute, Miss 13 Mertz. 14 MS. MERTZ: Okay. Okay. I'm 15 basically going to say, again, I'm not against 16 development. But we truly, truly cannot have 17 tractor-trailers because of the safety and welfare 18 of our residents. What you guys are doing and 19 this township, you must have something in your 20 back pocket that you can use to say no to these 21 guys. You must have something in your back pocket 22 to say no. When there's a will, there's a way. 23 You guys have to find the will to 24 make this go away. We need no more 25 tractor-trailers in this entire Lehigh Valley.</p>	<p style="text-align: right;">Page 188</p> <p>1 that entrance. And that's all. 2 CHAIRMAN HORWITH: Anyone else? 3 Mr. Wolfgang? 4 MR. WOLFGANG: Gene Wolfgang. 4331 5 Route 309. I lived on Route 309 since 1968 when I 6 moved to Orefield. Back when you didn't have to 7 look before you pulled out. 8 Just want to let you know, zoning 9 requires that you have different classifications 10 of zoning throughout the whole township. The 11 zoning in this part of the township was probably 12 changed for the reason to have this type of zoning 13 down there for warehouses that you don't want to 14 put them in Neffs or Balliettsville and have all 15 the traffic traveling through the whole township. 16 Keep it at the bottom of the township so they can 17 get out again. Rather than have them travel 18 through the whole township, try it that way. 19 Couple different comments as far as 20 the minehole, where they're putting the school 21 buses right now. I hunted that minehole many 22 years ago. And the school also has connections to 23 get out onto Stadium Road. They do not have to 24 come out Orefield Road. They can put the road the 25 other way and take some of the buses out through</p>
<p style="text-align: right;">Page 187</p> <p>1 I'm not just talking North Whitehall Township. 2 And you need to have respect for the neighbors 3 around you. Thank you. 4 CHAIRMAN HORWITH: Thank you. Is 5 there anyone with a comment or question? Sir, 6 your name and address, please. 7 MR. SCHANTZ: Brandon Schantz, 8 S-C-H-A-N-T-Z. I live on 4101 Sandspring Road, 9 but my grandmother lives across the street from 10 the proposed entrance. 11 As everybody has seen for the past 12 like couple weeks, we've had a tremendous downpour 13 of rain, rain, rain. So the entrance over there 14 is on a decline. And given a trucker, myself 15 included, it would be pretty dangerous to make 16 a -- that turn and -- sorry. I've been up since 3 17 a.m. 18 But between the hazards of the last 19 couple weeks and people not turning their light on 20 with their windshield wipers and the heavy rain 21 and the fog, and our fog around this area is 22 pretty bad sometimes. I think everybody can agree 23 with that. 24 And I think that will just create 25 even more of a situation where there's a hazard of</p>	<p style="text-align: right;">Page 189</p> <p>1 Stadium Road. They have to go to the garage any 2 way. They have to go down and get fuel and come 3 out down at Parkland Terrace. Some of the buses 4 can come out Orefield Road. Trammell Crow, 5 they're excellent people from what I'm told, to do 6 the townhouses -- or do the warehouses. Let them 7 rebuild the road from the turnpike all the way out 8 to 309. Terms and conditions. 9 As far as your house, buy it. Get 10 them out. Buy it, turn it into your development. 11 UNIDENTIFIED SPEAKER: Buy them all? 12 MR. WOLF: Buy their property, let 13 them move on and turn it into development. This 14 is just some of the answers I have. We all have a 15 tax increase coming from Parkland School District 16 hitting up with the maximum 4 percent this year. 17 We're going to see it again if this 18 property would turn into housing. Say you put 19 townhouses in there, you're looking at maybe 300 20 townhouses, another 200 cars. That's 600 trips a 21 day. At the same time, that's more load on the 22 schools for all the kids you will have now. Now 23 you are going to build Kernsville bigger and build 24 a bigger middle school. Put the warehouse in, get 25 the taxes out of the warehouse and no vote on the</p>

<p style="text-align: right;">Page 190</p> <p>1 schools. Think about that and think about your 2 back pocket for taxes. 3 CHAIRMAN HORWITH: Thank you. Ma'am 4 in the back in white. 5 MS. MARKO: My name is Ann Marko. I 6 live on Fairland Drive and I grew up in 7 Schnecksville. I have -- I moved away for a 8 little bit but I grew up here. I lived here. 9 There was no McDonald's, there was no stop light 10 anywhere, and it was amazing. So I moved back 11 here to have, as someone said, an amazing place 12 for my kids to grow up. 13 Never in my wildest dreams did I ever 14 envision a warehouse. Or two. I grew up on 15 Sandspring Road. Now, you can see the warehouse, 16 the UNFI warehouse, from everywhere. The fact 17 that anyone would fathom that on the corner of 18 Orefield Road and 309 there would be a warehouse 19 is mind blowing. 20 Wawa couldn't go there. Wawa is 21 tiny. I like Wawa. Wawa's are everywhere in 22 Delaware County where I lived. I love a Wawa. 23 The fact there was not a Wawa there or something 24 smaller, but now we're building a 500 square foot 25 warehouse.</p>	<p style="text-align: right;">Page 192</p> <p>1 not going to be safe. People are crazy on the 2 roads. Adding more tractor-trailers, you're going 3 to put people's lives at risk. Like somebody 4 said, you're going to have to have people die in 5 order to be -- a traffic light or to have 6 something safer. 7 So it's just very sad because I grew 8 up here. Came back here. And never, like I said, 9 never in my wildest dreams would I have ever 10 envisioned that coming up 309, seeing things I 11 would now see potentially a warehouse. So I hope 12 the township board considers that. Maybe many of 13 you didn't grow up here or live here. But you 14 should think about all of the beautiful farm lands 15 that we had. We -- it's all going away. 16 So it is a residential area. It has 17 been the rural area. It was funny. I went to 18 Troxell Middle School. Troxell -- Ari Forgosh 19 knows. Troxell was the farmers and Springhouse 20 wasn't. So the district has changed. But I think 21 the heart of North Whitehall Township is still 22 here and should be considered. Thank you. 23 CHAIRMAN HORWITH: Thank you. 24 COURT REPORTER: I didn't get her 25 address.</p>
<p style="text-align: right;">Page 191</p> <p>1 There's no infrastructure. It takes 2 forever to go 309. So I think that we have so 3 many more houses building in the area. We don't 4 have the road structure. We didn't have the road 5 structure ten years ago. And now we have so many 6 more houses. 7 The fact that you have schools. You 8 have OMS. You have all these schools in the area. 9 We don't have the roads. And to think that, you 10 know, the answer isn't hi, put a warehouse in 11 because that will save money and we'll get more 12 money on taxes. That's awful. You know, my 13 school district taxes didn't go up. My township 14 taxes did. 15 So if the Township now has to 16 maintain that road, what is going to happen? Our 17 township taxes should be going to more parks. 18 More other things. You know, in Upper Macungie 19 Grange park is building a million dollar facility. 20 There's all these parks in every other township 21 but North Whitehall. 22 So why aren't we doing more of that? 23 You know, like those are the things. But to put a 24 warehouse in here, we don't have the 25 infrastructure. The noise, the traffic. And it's</p>	<p style="text-align: right;">Page 193</p> <p>1 CHAIRMAN HORWITH: Could you please 2 repeat your name and address. I did not get it. 3 MS. MARKO: It's Ann Marko, 4 M-A-R-K-O. 3380 Fairland Drive. 5 CHAIRMAN HORWITH: Anyone else? All 6 right, perfect. 10:55. Cushion five minutes in. 7 Well, again, thank you everybody for 8 being here. Thanks for your comments. And I 9 appreciate the atmosphere tonight. 10 Everyone behaved, so thank you for 11 that. 12 You know, thinking about this 13 project, traffic signal. That idea came and went. 14 The betterment project, man, we're hanging a lot 15 of -- a lot of weight on the betterment project. 16 We don't have the right place for it. And as was 17 commented, it may never come. So I think while we 18 can all sit and have all levels of confidence or 19 hope that it happens, there's no assurances. And 20 there's nothing -- I have zero confidence in 21 PennDOT in promulgating something soon. 22 We talked about the interim traffic 23 plan. Well, that hasn't been shared with PennDOT. 24 We don't really have a full read yet. I have to 25 believe that whether you're putting 50 percent of</p>

<p style="text-align: right;">Page 194</p> <p>1 the trucks or 100 percent of the trucks or 2 whatever, that there are changes to the traffic 3 generation and the distribution. I know the 4 applicant -- you've commented, well, you know 5 PennDOT they're the ones in control. They'll 6 solve it all. 7 Frankly, I don't think any of us 8 should just sit back and rely on PennDOT to say 9 they will carry the weight or save the day. 10 Mr. Korp here cited numerous 11 shortcomings, specific items in our SALDO. 12 My opinion, it's a bit gratuitous. 13 It should simply say that as all outside agencies 14 and we need to just forge ahead. 15 You know, we heard from and we talked 16 about the school, the neighborhood, the community. 17 The Lehigh Valley Planning Commission, despite -- 18 despite the inference that -- they repeat that 19 paragraph on every development or every warehouse 20 development. They're not wrong. The words in 21 their letter were not wrong. 22 I look at this and I -- I vacillated, 23 do I call this poor planning or poor execution of 24 what planning was intended to do? This parcel 25 could have other uses. Warehouse is not an</p>	<p style="text-align: right;">Page 196</p> <p>1 other thing about Orefield Road, and I'll get back 2 to the betterment project never occurring. The -- 3 the interim plan, I'm sorry, but it's not even 4 really a plan. It's -- it's half of a Band-Aid. 5 The inadequacy, somebody cited the 6 width of Orefield Road. There's no shoulders on 7 the road. There's no plans, at least I'm not 8 aware that there's any plans from the applicant to 9 make any improvements on Orefield Road. 10 Despite -- and albeit there's only a small part of 11 it that touches your property. 12 But the condition of that road, just 13 it can't support what the intended use on this is. 14 So, again, I go back to it's really poor execution 15 of planning. 16 So to my colleagues here, what other 17 comments or questions do we have? For the 18 applicant, any other comments or things to offer 19 for us? 20 MR. POLLOCK: I'll just -- I don't 21 believe our application is incomplete. I respect 22 your opinion. I mean, if we're putting forth 23 concluding comments I'll just say I don't 24 necessarily agree with that. But I do want to 25 thank the Planning Commission for hearing us</p>
<p style="text-align: right;">Page 195</p> <p>1 exclusive use for this parcel. 2 There are many other commercial, and 3 there could be residential-related developments 4 that could utilize this parcel. 5 Things that would, I believe, have a 6 very different impact on the neighborhood and the 7 community. 8 Am I think this has been cited. The 9 plan that is before us, it's incomplete. And 10 again, the applicant, you may want to rely on 11 pushing this through and sending it along, and 12 outside agencies. And again, looking at PennDOT 13 as the savior. But it's incomplete. 14 I'm troubled by the posturing and 15 attitude from the applicant of not considering any 16 conditions as was asked on several occasions 17 throughout this evening. And so that's my 18 concluded comments on the fact that I don't think 19 this is good planning. It's not good execution of 20 planning, having this warehouse in this spot. 21 Certainly not in the configurations that we've 22 talked about. 23 One last thing I overlooked, access. 24 We've talked about the arterial street. My 25 colleagues here have commented about that. The</p>	<p style="text-align: right;">Page 197</p> <p>1 tonight. And staying here until now past 11 p.m. 2 I know nobody wants to be here this late. 3 Thank you to the Township staff and 4 consultants and thanks to the residents for your 5 voicing your concerns. We've done this in a lot 6 of townships and we're usually listening to a lot 7 of concerns. And not every township has residents 8 that are as respectful as the North Whitehall 9 Township residents, and so thank you. And that's 10 really it. 11 CHAIRMAN HORWITH: Thank you. So 12 again, this applicant is coming in front of us 13 this evening with a land development plan and a 14 waiver to be considered as a preliminary and then 15 final plan. 16 So those are two items. And does 17 this board wish to render any recommendations to 18 our Board of Supervisors, who I believe are, quite 19 frankly, they're forced to meet and render a 20 decision on this on Monday June 3rd. 21 MR. DINKELACKER: June 2nd. 22 CHAIRMAN HORWITH: June 2nd, my 23 apologies. That's their next scheduled meeting. 24 And forced -- I say forced because if they don't 25 render a decision that evening there has been no</p>

<p style="text-align: right;">Page 198</p> <p>1 additional time allocated by the applicant. 2 MR. KORP: We should dispense with 3 the waiver request first. 4 MR. DINKELACKER: You can proceed any 5 way you want. 6 You can do the waiver request first. 7 You can make your recommendation on the plan 8 first. The waiver is for -- to treat -- North 9 Whitehall Township has not adopted a process by 10 which an applicant file a combined preliminary and 11 final plan. And many other municipalities have 12 that procedure. It's -- in my view, it does not 13 have a significant impact on -- does not have a 14 significant -- does not have the significant 15 impact on the merits. I think it's important to 16 get to the merits, but I also believe that because 17 we're a recommending body, whatever you decide on 18 the merits, we should still make a recommendation 19 on the waiver request. 20 MR. KORP: Since we typically 21 dispense with the waiver requests first, and 22 preliminary final is something I think we have 23 granted every time an applicant asked it. Of my 24 memory, I would motion that we grant the waiver 25 and treat the plan as preliminary final.</p>	<p style="text-align: right;">Page 200</p> <p>1 summarize, which was a probably lengthy 2 dissertation earlier. In summary, the application 3 fails to comply with 440-41 A 77 A for warehouse 4 accessing a non arterial road. 440-111 D, a 5 driveway location creating a hazard by not 6 prohibiting southbound lefts from the 309 driveway 7 by tractor-trailers exiting Orefield driveway not 8 staying within the pre-betterment lane width. 9 375-54 D. The previously listed 10 movement creating conflicts. Same applies to 11 375-54 E or 375-57 A 1, adequate and safe access 12 to public street required. 375-57 K 1, 13 insufficient safe access by allowing the 14 previously listed movements and overwhelming the 15 309 Orefield intersection before and after the 16 limited betterment left turn stacking lane. 17 Finally, 375 Appendix E section E 06, 18 traffic problem created, not adequately alleviated 19 but previously listed turning movements and 20 overwhelming intersection and stacking lane. For 21 those reasons I recommend that we deny the 22 application. 23 MR. ZILLER: I'll second that. 24 MR. MURPHY: Sure. Thank you. 25 Motion made by --</p>
<p style="text-align: right;">Page 199</p> <p>1 MR. ZILLER: I second that. 2 MR. BELTRAMI: Is that Sean? 3 CHAIRMAN HORWITH: Kevin, you're 4 taking notes. That was Bob, and Sean seconded. 5 And would you please state the roll? 6 MR. MURPHY: Supervisor Al? 7 MR. GEOSITS: Yes. 8 MR. MURPHY: Chairman Brian Horwith? 9 CHAIRMAN HORWITH: Yes. 10 MR. MURPHY: Vice chair Bob Korp? 11 MR. KORP: Yes. 12 MR. MURPHY: Planning Commission 13 member Rich Fuller? 14 MR. FULLER: Yes. 15 MR. MURPHY: Planning Commissioner 16 Kathy? 17 MS. CRAWFORD: Yes. 18 MR. MURPHY: Planning Commissioner 19 Sean? 20 MR. ZILLER: Yes. 21 MR. MURPHY: Thank you, motion 22 passes. 23 CHAIRMAN HORWITH: Thank you. 24 Now on to the planning. 25 MR. KORP: Relative to the plan to</p>	<p style="text-align: right;">Page 201</p> <p>1 CHAIRMAN HORWITH: Bob, seconded by 2 Sean. 3 MR. MURPHY: Thank you very much. 4 CHAIRMAN HORWITH: Roll, please, 5 Kevin. 6 MR. MURPHY: Yes, sir. Supervisor 7 Al? 8 MR. GEOSITS: Yes. 9 MR. MURPHY: Chairman Brian Horwith? 10 CHAIRMAN HORWITH: Yes. 11 MR. MURPHY: Vice chair Rob Korp? 12 MR. KORP: Yes. 13 MR. MURPHY: Planning Commissioner 14 Rich Fuller? 15 MR. FULLER: Yes. 16 MR. MURPHY: Planning Commissioner 17 Kathy? 18 MS. CRAWFORD: Yes. 19 MR. MURPHY: Planning Commissioner 20 Sean? 21 MR. ZILLER: Yes. 22 MR. MURPHY: Motion passes. 23 CHAIRMAN HORWITH: Thank you planning 24 members and thank you for the applicant for coming 25 in tonight, and thank you to the residents.</p>

<p style="text-align: right;">Page 202</p> <p>1 Is there any last-minute or I should</p> <p>2 say concluding comments or thoughts from the</p> <p>3 township staff?</p> <p>4 MR. DINKELACKER: Just reminder real</p> <p>5 quick, we -- the Board of Supervisors will have</p> <p>6 its regular meeting Monday night, June 2, and this</p> <p>7 will be on the agenda, along with a number of</p> <p>8 other items, as well.</p> <p>9 CHAIRMAN HORWITH: Again, thank you</p> <p>10 for being here this evening.</p> <p>11 (Discussion held off the record.)</p> <p>12 CHAIRMAN HORWITH: Excuse me. We've</p> <p>13 not adjourned yet, we've not adjourned. If you</p> <p>14 want to speak please go outside.</p> <p>15 Excuse me, folks, if you want to go</p> <p>16 outside -- if you want to speak please go out we</p> <p>17 have not adjourned yet.</p> <p>18 UNIDENTIFIED SPEAKER: Sorry.</p> <p>19 MR. DINKELACKER: That's okay. It's</p> <p>20 not a problem. I understand. Just so everybody</p> <p>21 understands, the Planning Commission tonight has</p> <p>22 made a recommendation. The Board of Supervisors</p> <p>23 are tasked with taking action on the plan, and</p> <p>24 that will be at the meeting on Monday night, June</p> <p>25 2. I believe it's here again. Jeff, are we here</p>	<p style="text-align: right;">Page 204</p> <p>1 CERTIFICATE</p> <p>2</p> <p>3 I do hereby certify that the aforesaid</p> <p>4 testimony was taken before me, pursuant to notice,</p> <p>5 at the time and place indicated; that said</p> <p>6 deponent was by me duly sworn to tell the truth,</p> <p>7 the whole truth, and nothing but the truth; that</p> <p>8 the testimony of said deponent was correctly</p> <p>9 recorded in machine shorthand by me and thereafter</p> <p>10 transcribed under my supervision with</p> <p>11 computer-aided transcription; that the deposition</p> <p>12 is a true and correct record of the testimony</p> <p>13 given by the witness; and that I am neither of</p> <p>14 counsel nor kin to any party in said action, nor</p> <p>15 interested in the outcome thereof.</p> <p>16</p> <p>17</p> <p>18 </p> <p>19</p> <p>20</p> <p>21</p> <p>22 Leandra Stoudt, RPR, CRR</p> <p>23 CBC, CCP, CCR, Notary Public</p> <p>24</p> <p>25</p>
<p style="text-align: right;">Page 203</p> <p>1 Monday night?</p> <p>2 MR. MOUER: Yes, here.</p> <p>3 MR. DINKELACKER: Monday night at</p> <p>4 7:00 is the regular supervisors meeting, so there</p> <p>5 will be other agenda items. It won't be like</p> <p>6 tonight where this was the only item. If you want</p> <p>7 to show up Monday night you're welcome to.</p> <p>8 We're -- we're going to probably even</p> <p>9 have less time than we did tonight because the</p> <p>10 supervisors have to go through all of the regular</p> <p>11 business, as well.</p> <p>12 So we'll probably have similar rules,</p> <p>13 as well. Okay. So have a nice weekend.</p> <p>14 CHAIRMAN HORWITH: Thank you. 11:08</p> <p>15 p.m. We are adjourned.</p> <p>16 (Adjourned 11:08 p.m.)</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	

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