

APPROVED

**SPRINGETTSBURY TOWNSHIP
PLANNING COMMISSION
DECEMBER 17, 2020**

MEMBERS IN

ATTENDANCE: Tim Staub, Chairman
Mark Robertson
Charles Stuhre
Paula Musselman
James Tanzola

ALSO IN

ATTENDANCE: John Luciani, First Capital Engineering, Interim Zoning Officer
Ray Markey, BCO, Acting Director of Community Development
Shane Rohrbaugh, Solicitor
Sue Sipe, Stenographer

1. CALL TO ORDER:

A. Pledge of Allegiance

Chairman Staub called the meeting to order at 6:00 p.m. and led the Pledge of Allegiance.

The meeting was conducted in-person and by Zoom.

2. ACTION ON THE MINUTES

A. NOVEMBER 19, 2020

MR. TANZOLA MOVED FOR APPROVAL OF THE MEETING MINUTES OF NOVEMBER 19, 2020 AS PRESENTED. MR. STUHRE SECONDED. MOTION UNANIMOUSLY CARRIED.

3. BRIEFING ITEMS

A. LD.20.06 – 3750 E. Market Street

Ryan Veasy, Stantec Consulting Engineer
Samantha Mazo, Amazon Representative
Diane Voda, Representing the Property Owner
Adam Catherine, Traffic Engineer
John Grant, Stantec Consulting Engineer

Mr. Luciani stated this is the site of the former Fincor Property. He noted Amazon is interested in developing the site. Mr. Luciani indicated he and Mr. Markey along with Township staff met with Mr. Veasy a consultant with Stantec, representing Amazon.

Mr. Veasy stated he is a site civil engineer with Stantec. He indicated the property is located at the southern corner of the intersection of East Market Street and Innovation Drive. It is an existing warehouse. The main access of the facility is off of Market Street. The secondary access is off Stone Ridge Road. There is a strip of property adjacent along a portion of the frontage on Market Street and Innovation Drive which is owned by Kinsley Properties and runs to the rear of the property. They are looking to repurpose the property into a new distribution facility from the existing industrial facility to reuse the approximately 104,000 sq. ft. building. The proposed plan will reuse a majority of the truck area with a new connection from Innovation Drive. In addition, they will reuse the existing access off Market Street for a new employee parking lot which will be for the employees who work within the building. The distribution facility will consist of delivery vans including a new parking area for the vans and van drivers, with additional pavement to be added. They will be increasing the overall impervious area by approximately 26%. He noted the property is approximately 15 acres.

Ms. Mazo indicated she is the Entitlements Manager for the Mid-Atlantic for this last-mile piece of the Amazon network. She noted the proposal is for one of Amazon's last mile delivery networks, which are smaller warehouses where the packages come in and are loaded into the small sprinter vans to be able to complete the last mile of the network. She explained the shipping process Amazon uses when customers purchase items on Amazon, noting the package is stored in a larger sort center, where it then gets packaged and put on a larger truck and from there it is taken to a smaller warehouse to complete the last mile to the customers. She noted there have been more than 70 locations added across the mid-Atlantic region.

Ms. Mazo explained how the station will work, noting the packages come in from the line hauls (tractor-trailers) overnight. During most of the year this would be approximately seven tractor-trailers all of which would arrive over-night. They arrive one at a time entering the site from a new access drive off Innovation Drive. They would enter the existing truck court, drop off the packages and leave. The next action is at 1:30 AM when employees off-load the line hauls and sort the product within the warehouse. At this site they are anticipating approximately 45-50 full-time associates who would be working over-night. The delivery vans are parked on the site overnight. At approximately 9:30 AM the delivery van drivers arrive. At 10:00 AM the delivery vans will begin to line up to be loaded. They depart the facility in groups of 27 vans, every 20 minutes. She noted this site is not triggering a large number of vans during most of the year. The total would be approximately 86 vans. 3 or 4 waves of vans would depart between 10:30 to 12:00 noon. She indicated the van departures are arranged to stay off the surrounding road network during peak hours. She noted Amazon has done extensive trial and error to establish a system to readjust the timing of the van departure. She noted the vans are out for approximately 8-10 hours to serve a 45-minute area away from the station. They come back to the station late in the evening. For most of the day there is little going on at the warehouse other than once the vans are loaded, there could be some extra packages delivered late and those could be accommodated by employees who drive their personal vehicles and pick up packages which are called bus drivers.

Ms. Voda indicated she is from Crossgates, Inc., representing the owner Market Industrial. She noted Crossgates has done development in the region including business parks and individual facilities.

Mr. Veasy provided photos of the area and the existing facility. He noted they will be making improvements to the façade and existing areas on the site to include drainage issues, pavement issues and additional landscaping.

Gianna Pigford, the architect for operations related to the building design, responded to a question asked about if there is a hub to allow customers to pick up and order from the proposed site. Ms. Pigford stated there is a hub element to the office.

Ms. Voda explained the hub is an area Amazon is trying to place into all these new facilities which will include lockers. It will not be a place where customers could place orders but it is a place where customers could pick up orders or make returns. Customers would be given a locker number and a code in an email. They would come into the facility, find the locker and use their code to pick up their package.

A question was asked if those customers have been factored into the traffic computation. Mr. Catherine stated they have recently revised their traffic numbers, but they do not include any hub activity. They will explore that further but what they would anticipate with customers coming into a hub center would not be specifically during the peak periods and is more likely to be pass by traffic in the peak periods, but they do not anticipate it would be a significant traffic generator.

In response to a question as to whether this would be enough to generate a traffic signalization at the intersection, Mr. Catherine stated in reviewing the data for anticipated activity for the site, they are anticipating it to generate over the entire day only 287 vehicles which is 574 trips over an entire day. In reviewing the peak periods which is used to determine if a signal is warranted, in the 7-8 AM peak hour there are no trips coming in or out of the site during that time. In the PM peak period time the only trips are related to the vehicles coming in so they anticipate approximately 23 vehicles coming in around the PM peak period. Based on those numbers, Mr. Katherine indicated they would not be significant to justify a traffic signal at Innovation Drive.

Mr. Luciani indicated after the facility has been in operation for a period of time, they will be required to re-count and re-evaluate their operation to verify those warrants remain accurate.

Mr. Veasey indicated they will be meeting with PennDOT to discuss the access and study the area relating to the traffic.

Mr. Staub referred to the existing road on the southern portion of the property with a bridge. He noted there were concerns about the bridge being structurally deficient.

Mr. Veasy stated they looked at that area and their intent is to leave that road in place. He

noted they are proposing a curb cut in that area to be used as an emergency access but they are not planning to use it in their day-to-day operations.

Mr. Staub asked about stormwater impacts for the area. Mr. Veasy provided the landscaping plan which also shows the stormwater. He noted based on the requirements of the stormwater ordinance, they have an underground infiltration basin proposed on the portion of the rear parking lot. This is in conjunction with a small rain garden. He noted they will be meeting the required reductions for stormwater runoff and also the water quality requirement. Currently, the majority of the site breaks going towards the rear of the property and Kreutz Creek runs along the Kinsley property in the rear of the site. A portion of the property between the frontage in the truck court drains out to two swales along Innovation Drive into the swales that were constructed back to Kreutz Creek. He noted they are capturing a majority of the additional runoff plus the existing impervious area. They will re-grade a majority of the area. This is also in for review with the YCCD for the NPDES permit.

A question was asked about the lighting scheme. Mr. Veasy stated all existing lighting is to be removed and will be re-installed with LED lighting. Also, the existing building lighting will be removed and upgraded with LED lighting.

Discussion was held regarding the area of the access road with the bridge. The applicant was asked if they would consider abandoning that section with the bridge. Mr. Veasy indicated he would discuss this with the owner of the property and get back to the Planning Commission on that item.

Mr. Markey suggested placing a gate at the location of the curb cut to prevent vehicles from going through. Mr. Veasy stated he will review this with their project team. He pointed out the bridge itself per the parcel boundaries is included within this property. There is signage which is marked as a private roadway.

Tim – back to the bridge – concern about a lot of debris in the creek bed and it was getting jammed up on the bridge. This is an opportunity to fix this environmentally. Asked the applicant to investigate this.

Additional discussion was held regarding the bridge as it relates to Act 167 to resolve the situation in the area with any stormwater issues. There was also concern about extensive debris in the creek bed getting jammed up on the bridge. The applicant was asked to investigate this as an opportunity to fix this environmentally.

Chairman Staub asked a question concerning the area where the larger trucks come in as to the truck turning movements on the access drive. He asked if curbing was verified in that area relating to the internal parking lot.

Mr. Veasy indicated this area is the entrance off Innovation Drive and the entire area is curbed as well as where the trucks will be backing up.

The following waivers will be requested:

- Adjust Interior parking lot landscaping
- Preliminary Plan to Final Plan
- Size of mylar to 30" x 42"

Mr. Luciani referred to the stormwater noting the applicant is not infiltrating because of the contamination. Mr. Veasy stated the contamination that occurred is related to an existing septic facility on the property which is located at Innovation Drive. He noted on the right side of the building the groundwater plume consisted less than halfway into the building. When reviewing all the documentation one of the reasons they limited where they placed the underground basin on the rear left-hand side of the site was because they can infiltrate in that area without having any effect on the groundwater plume or any contamination. In addition, they have the rain garden which will allow infiltration and exfiltration.

4. ACTION ITEMS - None

5. WAIVER RECOMMENDATIONS - None

6. INFORMATIONAL

A. Plans in Review LD.20.05/SD.20.02

Mr. Luciani indicated the plan for 4100 Lincoln Highway will be presented next month. He noted in 2008 there was flex space on Market Street and they want to add a property line with one building in Springettsbury Township and another building in Hellam Township. He indicated the building is under 60,000 sq. ft. and is for warehouse distribution.

7. OLD BUSINESS

Discussion was held regarding the crossing. Mr. Luciani stated the bridge has some serious structural problems. Mr. Staub and HRG are involved. He noted they received approval from the PUC to have at grade crossing at Davies Drive. The main crossing will now be at Market Street and Cinema Drive. He further noted bridge with that segment of road will be removed.. Mr. Staub stated they are trying to time it to the opening of Davies Drive and leave it in place to see what the traffic patterns will show as to whether there will be a need for a connector road.

Mr. Staub indicated they have approved his company to apply for a multi-modal grant for the Township to move forward to help pay for the design and construction as well as the cul-de-sacs which will be put in place at that location. Mr. Stuhre noted there are funds in the Township 2021 budget to build the crossing.

8. NEW BUSINESS - None

9. ADJOURNMENT

CHAIRMAN STAUB ADJOURNED THE MEETING AT 7:08 P.M.

Respectfully submitted,

Secretary

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