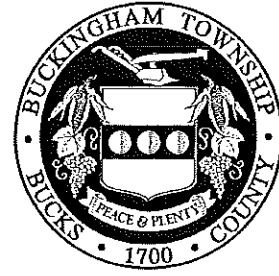


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PLANNING COMMISSION

AGENDA

FEBRUARY 7, 2024

Call to Order 7:30 p.m.

1. Annual Reorganization of Planning Commission
 - Appoint Chairman
 - Appoint Vice-Chairman
2. Consideration of approving draft Planning Commission minutes of September 6, 2023.
3. Consideration of recommending Preliminary Approval of the "Proposed Warehouse – Digirolamo Tract, Land Development & Lot Line Change Plan dated Rev. December 15, 2023, Township File LD 2023-04, Tax Map Parcels #06-004-016 and 06-004-017-001, 25 Acres, located in the PI-2 Zoning District, with an initial review period expiration date of April 2, 2024.

Buckingham Township Planning Commission
Meeting Minutes

The regular meeting of the Buckingham Township Planning Commission was held February 7, 2024 in the Township Building, 4613 Hughesian Drive, Buckingham, Pennsylvania.

Present:	Andrea Mehling	Chairperson
	Frank Ripp, Jr.	Member
	Dr. Marc Sandberg	Member
	Louis Spadafora	Member
	Dan Gray	Township Engineer
	Luke Rosanova	Bucks County Planning Commission
Not Present:	Rebecca Fink	Member
	Erling Salvesen, Jr.	Member
	Glenn Thomson	Member

Mrs. Mehling called the regular meeting to order at 7:30 p.m.

Annual Reorganization of Planning Commission

- **Appoint Chairman**
- **Appoint Vice-Chairman**

Mr. Spadafora made a motion, seconded by Dr. Sandberg, to appoint Andrea Mehling as Chairman. The motion carried unanimously.

Mrs. Mehling made a motion, seconded by Dr. Sandberg, to appoint Rebecca Fink as Vice-Chairman. The motion carried unanimously.

Consideration of approving the draft Planning Commission minutes of the September 6, 2023 meeting.

Tabled.

Consideration of recommending Preliminary Approval of the “Proposed Warehouse – Digirolamo Tract, Land Development & Lot Line Change Plan dated Rev. December 15, 2023, Township File LD 2023-04, Tax Map Parcels #06-004-016 and 06-004-017-001, 50.55 Acres, located in the PI-2 Zoning District, with an initial review period expiration date of April 2, 2024.

Edward Murphy, Esq., of Wisler Pearlstine, LLP, Mr. Greg Glitzer and Ms. Sharon Dotts of Gilmore & Associates, Mr. Matt Hammond and Mr. Brian Hensel of Traffic Planning & Design, and Mr. Greg Rogerson, J.G. Petrucci Company, were present to discuss the proposed plan.

Mrs. Mehling explained to the large audience that the applicants’ team will make a presentation, consultant reviews will be discussed, and then the audience may make their comments and ask their questions.

Mr. Glitzer displayed an aerial photograph of the site and pointed out the two existing tax parcels involved in this project. He explained there is a lot line change proposed as part of this application, with the airport authority owning the adjacent property. He said they propose transferring an area of vegetation along the shared property line to the airport so they may maintain it appropriately with regards to the height of trees in the approach zone.

Mr. Glitzer explained the project proposes a warehouse with 30 docks designed as a cross dock facility, with trucks using either side of the building. He said that the parking design is based on the zoning ordinance requirements of 1 space for every 500 square feet, however, they calculate based on the facility use that 1 space for every 1000 square feet is more appropriate. Accordingly, they have designed a reserve area to be left green, in an area that has best drained soils for stormwater infiltration, located along the front bottom right side of the building.

Mr. Glitzer said they propose to extend Progress Meadow Drive with a cul-de-sac bulb to be offered for dedication to the township, with a regular driveway and parking for employee's vehicles. He said the truck parking zone will be divided with a grass emergency connection available if needed.

Mr. Glitzer said the truck driveway would go to Stony Lane, with a controlled access of turning directions of right out, left in.

Mr. Glitzer explained that Lot 2 had a 1999 plan approval for an 80,000 square foot building with 50 docks as part of the self-storage site. He said it was never built, but was approved, and included access to Burnt House Hill Road. He explained that area of Lot 2 is now being designed as the septic system for this proposed development.

Mr. Glitzer displayed a representative example of the architectural drawing, similar to what the applicant typically builds at this scale.

Mr. Glitzer explained they have worked closely with the township landscape consultant to effectively buffer the building from adjoining properties and roads, while taking advantage of the topography to preserve the appearance of open fields from surrounding roadways. He said they had discussed adding trees to the existing hedgerow near the building in lieu of down along Cold Spring Creamery Road, and to fill in the stormwater management / bio-retention area to contribute to parking lot buffering. He said the township ordinance requires a 75' buffer, and that each 100' section may include a mix of evergreens, canopy and flowering trees, along with various seed and perennial mixes. He explained the rain gardens are naturalized areas with vegetation as well as the parking areas, which all attribute to screening.

Mr. Matthew Hammond, Traffic Planning and Design, was present along with Mr. Brian Hasler. Mr. Hammond said his company was retained by J.C. Petrucci, Inc. and prepared many of the materials presented to the township to date.

Mr. Hammond explained the scope of the traffic study includes a number of intersections and follows township ordinance criteria. He said it provides an idea of both existing and anticipated traffic during the peak hours of 6:00-9:00 a.m. and 3:00-6:00pm on a typical Tuesday through Thursday volume. Mr. Hammond said they analyzed the level of service and traffic to be generated

from what is proposed here, a general warehouse, which generates lesser amounts of traffic than other, more intense, warehouse type uses, such as an Amazon high cube warehouse.

Mr. Hammond explained level of service saying the township ordinance requires a “C” or better, and in all but one of the traffic movement studies, they achieved that rating.

Mr. Hammond said the current traffic study has all truck traffic exiting the warehouse by turning right onto Stony Lane, and entering from Stony Lane turning left.

Mr. Hammond clarified that the study erroneously had referred to an airport project which was proposed many years ago, but that project was denied by Buckingham Township.

Mr. Hammond said the intersection of Landisville and Old Easton Road will be studied for possible improvements such as adding a yellow area striped island to provide definition when approaching Old Easton Road via Landisville Road. He also proposed installing stop signs on all three approaches.

Mr. Hammond said his study assumed that the majority of trucks would be articulated 18-wheelers and would be required to exit the site right onto Stony Lane, left onto Landisville, left onto Old Easton Road, right onto Research Way and then onto Route 611. He said this is the most appropriate and shortest route to Route 611, and would not impact schools, parks, or residential areas.

Mr. Hammond said the Knight Engineering review requested more intersections to be studied, including Landisville and Old Easton, Research Way and Route 611, and that is a Will Comply and the study of the additional intersections will be provided in subsequent versions of the traffic study.

Knight Engineering February 6, 2024 Review Letter

Mr. Murphy said regarding the February 6, 2024 Knight Engineering review letter, there were no issues that would not be resolved. Mr. Glitzer said in response to comments on the procedure of the lot line change, he would clarify that there is an approved minor subdivision for the Airport Authority on the old balance of the Boyce Tract, and this plan proposed a change to that lot configuration. He said they want to slide the lot line down to the driveway onto Stony Lane. He said once the driveway is designed, they would bring the Airport Authority lot line change back in with the final lot configuration.

Mr. Murphy stated that the proposed lot line change and acreage conveyed from the warehouse site to Bucks County Airport Authority includes no changes to or expansion of the airport and is designed as an additional buffer needed for airport safety purposes and is restricted from any development. He emphasized there is no airport expansion proposed.

Mr. Glitzer said the Knight Engineering comment regarding installation of robust channelizing devices and or signage at the driveway onto Stony Lane with a raised mountable curb is a “will comply”.

The following waiver requests were discussed:

2.1 SALDO § 3.1.A – The SALDO requires the procedure submittal of both preliminary and final plans in a two-step process.

Mr. Glitzer said they had requested a one-step process of preliminary/final review; however they will modify or withdraw that request.

2.3 SALDO § 5.2.B.16 – The SALDO requires the Land Development Plans to identify the existing features (including buildings, driveways, wastewater lines, storm drains, etc.) within 500 feet of and within the site.

Mr. Glitzer explained they had submitted photographs in lieu of the off-site survey where they do not have the right to trespass.

Knight Engineering supported this waiver with conditions.

2.4 SALDO § § 3.3.C.2.4 and 5.2.B.18.m – The SALDO requires architectural elevations and renderings of the proposed buildings be provided with the Preliminary Plans and Site Analysis and Resource Conservation (SARC) Plan.

Mr. Glitzer said they would modify or withdraw that request and said they may prepare a 3D model of the site.

2.5 SALDO § 9.2.D – The SALDO requires that all subdivision and land developments avoid the necessity for excessive cuts and fills.

Mr. Glitzer explained that due to the contours of grade and the need to keep the floor level, they need taller fills.

The Knight Engineering review supported this request with conditions.

2.6 SALDO § 9.7.A.6 – the SALDO prohibits the construction of dead-end streets (with the exception of stub streets that are provided for connection for future developments) and Cul-de-Sac streets.

Mr. Glitzer said the cul-de-sac was recommended during sketch plan review, and is appropriate in this case.

The Knight Engineering review supported this requested conditioned on the proposed Cul-de-Sac right-of-way be dedicated to Buckingham Township.

2.7 SALDO 9.7.A.13 – The SALDO requires where a Land Development abuts or contains an existing street of inadequate width or substandard construction, the Applicant shall be required to widen and/or reconstruct the roadway to meet current Township Standards.

Mr. Glitzer said the frontage is only along Cold Spring Creamery Road, and as there is an existing multi-use trail on the Bush Park side of the street, they request a waiver of the improvements. Mr. Glitzer suggested that funds in lieu of the improvement could be used in the future as the township determined either along Cold Spring Creamery Road, Stony Lane or offsite.

Knight Engineering had comments in their review letter regarding this request.

2.8 SALDO § 9.17.A.1.a – The SALDO specifies that the standard parking space dimension shall be 12 feet by 20 feet, the compact parking space dimension shall be 9 feet by 18 feet and 25% of the parking spaces required by the Zoning Ordinance shall be “compact” spaces.

Mr. Glitzer said as there will not be much traffic generated by employees or guests, they requested to install 10 feet by 20 feet spaces in order to reduce impervious surface.

Knight Engineering supported this waiver with conditions.

2.9 SALDO § 9.17.A.8 – The SALDO requires all parking areas be designed to prevent vehicle overhang on any sidewalk area.

Mr. Glitzer said they have concrete curb stops planned, and will withdraw this waiver request as it is not needed.

2.10 SALDO § 9.17.A.11 – The SALDO requires raised pedestrian crosswalks incorporating a distinguished paving material and refuge islands within landscape areas be provided at intervals not exceeding one hundred feet along the length of each parking area and designed so that the pedestrians will be out of the direct flow of traffic, or in general provide a safe means of travel for the pedestrian.

Mr. Glitzer said the intervals are designed at 160’ due to the layout.

Knight Engineering supported the waiver with conditions.

2.11 SALDO § 9.17.A.12 – The SALDO requires off street parking areas to be located to the side or rear of buildings.

Mr. Glitzer said that although Cold Spring Creamery Road is technically a front yard, they think this design is best due to site conditions rather than all on the front, subject to documenting adequate screening.

Knight Engineering did not support this waiver at this time as plans have not been accompanied by the required site renderings showing the proposed improvements superimposed onto the existing site.

2.13 SALDO § 9.18.A.1 – The SALDO requires that all curbing is to be Belgian Block curbing and shall provide a minimum reveal (after placement of final wearing course) of seven (7) inches.

Mr. Glitzer explained that internally they opted for concrete rather than Belgium block, as it is more efficient for an industrial setting.

Knight Engineering supported the waiver with conditions.

2.14 SALDO § 9.18.B.1 – The SALDO requires the construction of sidewalks or bicycle/pedestrian paths along all existing and proposed streets/roads within the Township’s intent of accommodating safe pedestrian and bicycle access to all parts of the Township.

Mr. Glitzer suggested the path could be deferred pending some planning or guidance from the township. Mrs. Mehling agreed as there are paths along Cold Spring Creamery Road and another township section may make more sense than along this site. Mr. Rosanova said previous discussions had referred to an easement to be set aside for a possible future sidewalk along Stony Lane. Mr. Gray explained that planning wise they should wait to see if improvements to Stony Lane will be required by this and the Boyce Tract plan.

2.16 SALDO § 9.20.D.3.a.iii – The SALDO requires specific quantities of various plant types within the Type 1 Buffer.

Mr. Glitzer said this item is deferred to the Landscape Review Consultant.

2.17 SALDO § 9.20.E.3 – The SALDO requires a 10-foot-wide planting strip with suitable plantings between every 30 contiguous parking spaces to serve as physical separation.

Mr. Glitzer said they have relocated the plantings to the perimeter in order to maximize the buffer.

Knight Engineering supported this waiver with conditions.

2.18 SALDO § 9.22.J – The SALDO requires that proposed grading only be permitted within the building envelope and for driveways, unconventional wastewater disposal systems, and stormwater facilities.

Mr. Glitzer explained there are septic systems being designed outside of the building envelope, so grading will be needed.

Knight Engineering supported this waiver with conditions.

Landscape Review Consultant January 11, 2024 Review Letter

Ms. Manicone said she has been working with the Developer's Landscape Architect, Cindy Kulp, of Gilmore & Associates, Inc. to make sure that homes in the area are well protected visually and audibly from this development. She said the plan has been designed to provide 50' and 75' deep buffers, being enhanced with significant shrub material and trees. Ms. Manicone explained the effort is to maintain an open view along Cold Spring Creamery Road, and position additional buffering of concentrated deciduous leaf holding or evergreen trees close to the building. She said the airport has height restrictions for flight paths, so they are keeping that in mind with respect to how tall the plantings would get. Ms. Manicone said there will be plant material for rain gardens in the front and back of the warehouse, that will be ornately planted. She said the natural meadow area and wetlands will be untouched.

Mr. Murphy confirmed that all items were "will comply" as written in the Landscape Review Consultant's January 11, 2024 review letter.

Planning Commission Discussion

Mrs. Mehling asked about lighting, confirming that it will not leave the property. Mr. Glitzer explained that lighting is only around the parking and paved areas of the building, and there is no uplighting proposed for the building. He said that it is not only a township ordinance that no property line spillover is allowed, but also due to the airport approach there may not be extra light in the approaches. He said the fixtures in the parking area will be on 15' poles, but there will be no fixtures on the building, or driveways to Stony Lane and Progress Meadow. Mr. Glitzer said based on security, the lights will be on an automatic dimmer for after hours.

Mr. Spadafora said that a 150,000 square foot building sounds big, and asked if it might even grow larger based on the building envelope. Mr. Glitzer replied that only 15% of the site can be covered

by a building footprint, and that this will be a single floor building in a standard cross dock design. Mr. Glitzer said the impervious surface requirements dictate the size of the design.

Mr. Spadafora asked if the applicant was open to a smaller warehouse, and Mr. Glitzer replied “no”.

Mr. Ripp said for comparison’s sake, what is the average Walmart or Amazon warehouse size? Mr. Glitzer replied that in Fairless Hills there are many such warehouses with the smallest being 600,000 square feet, and that most are over 1 million square feet. Mr. Murphy said that Walmart or Amazon are not interested in smaller warehouses, such as proposed here.

Mr. Spadafora had concerns that if the use of the warehouse changes in a few years, traffic could also change, and the current traffic study would be inappropriate. Mr. Hammond said there are six subcategories of the “warehouse” use and they used “General Warehouse” category as a conservative approach projecting much more traffic than likely, as they do not know who the tenant will be.

Dr. Sandberg asked for actual numbers, vehicle types and other times of the day than included in the study. He also asked if any of the vehicles would be electric. Mr. Hammond explained that the traffic study included peak hours during a typical weekday, but added that this type of facility may have a different peak hour than the regular traffic peak hours. He said they separated vehicular from truck traffic. Mr. Hammond said he had no control over what type of vehicles- electric or internal combustion - that would be at this facility.

Mr. Spadafora asked who is responsible for remediating intersection improvements. Mr. Hammond said that the Pennsylvania Municipalities Planning Code specifies responsibilities in that regard and the question would be discussed with the township.

Public Comments

Mrs. Mehling opened the floor to public comments, saying each person needs to state their name, address and municipality.

Mr. Larry Woodson, Landisville Road, Plumstead Township.

Mr. Woodson thanked the Planning Commission for the opportunity to speak. Mr. Woodson said that when travelling North Easton Road proceeding from Route 313 and approaching the new traffic signal at Research Way, there is a sign that says no trucks over 30’ can turn right onto Research Way. Mr. Gray responded that is to restrict trucks into the Wawa itself, not onto Research Way. Mr. Woodson said that Research Way is a poorly executed road, in his opinion, and it is inadequate at that intersection given the tight radius and roadway.

Mr. Woodson continued that truck traffic on that area of Landisville Road will overwhelm the road. He said accidents not only happen at the intersections, but many are along the roadway between Stony Lane and Old Easton Road. Mr. Woodson said his concern is the amount of traffic, the size of the road, and that he has concerns of his property along Landisville Road having right of way expanded so Landisville Road could be made bigger.

He also questioned why the proposal includes a 2000' driveway to Stony Lane, a township road, instead of going to Cold Spring Creamery, a state road. Mr. Gray responded the purpose of the access drive and turning restrictions from and onto Stony Lane is to keep industrial traffic within the industrially zoned area. Mr. Woodson argued that the residents in Plumstead Township are in a residential area and objects to the impinging light industrial and various industrial zoning that has grown over the decades in Buckingham Township. Mr. Gray replied that by state law the township is obligated to provide for industrial uses, and this area was designated for the Planned Industrial use many decades ago, even before most of the houses along Cold Spring Creamery Road were built. Mr. Gray explained if an industrial use is not provided, it could be placed in the middle of anywhere, including a housing development.

Mr. Jeff Glauber, Twinbrook Circle, Buckingham Township.

Mr. Glauber asked if any official representative of the Fred Beans organization were present. Seeing none he said it was a real shame they were hiding behind the curtain. Mr. Glauber said many of the 960 facebook registered neighbors are here tonight, and that Mr. Beans should hear the neighbors' opposition. He said that he supports parts dealerships up and down the east coast, but this one is coming into the midst of his neighborhood, way too close to homes, and said the local road infrastructure is not sized for this type of use. Mr. Glauber said this warehouse is way too big for where it is proposed, and the in/out access is ridiculous.

Mr. Mike Bateman, Tall Oak Court, Buckingham Township.

Mr. Bateman thanked the Planning Commission members for their volunteer efforts. He said while he understood zoning compliance clearly, this development disregards safety. He said all of the ordinances regarding safety should be complied with, including "all streets shall accommodate pedestrians and bicycles safely". Mr. Bateman said that he measured Stony Lane and it is 23' wide and Landisville Road is 21' wide. However, the warehouse developer proposes 30' roads inside the development but not along the exteriors where people walk and ride their bikes. He said he obtained the waiver requests via a right-to-know request, and that it requests a waiver of widening and road reconstruction as that would require extensive grading, relocation of utility poles, and are expensive. Mr. Bateman then rhetorically asked if profits are before our safety? Mrs. Mehling explained that the Planning Commission did not yet express support or opposition to these waivers, but deferred consideration of them. Mr. Gray clarified that the waiver request only applies to Cold Spring Creamery Road as the road frontage for the two parcels involved in this project are only along Progress Meadow and Cold Spring Creamery Road. Mr. Gray further said the township ordinances are based on state law, and there are no requirements for the applicant to widen or install sidewalks along Stony Lane. Mr. Gray continued, the only requirement is along Cold Spring Creamery Road and there is an existing trail on the other side, and the road is wide enough along that location for current usage. Mr. Gray explained that the only way the township can request offsite widening and/or reconstruction is if the traffic study provides a failure in the level of service.

Mr. Bateman said he asked the roadmaster what the roads are made of and the weight rating, and that he did not have that information at hand. Mr. Gray said the traffic study is required to provide that information.

Mr. Bateman said shortcuts were taken, as the traffic study did not include certain intersections. Mr. Gray said, no, they were asked and have agreed to include intersections beyond the typically required scope of the traffic study requirements.

Mr. Bateman said that 90 trucks daily are expected, and that he learned there is no plan to restrict incoming trucks to a particular route. He asked how they plan to control outbound trucks, and does Buckingham Township have the ability to monitor this.

Mr. Bateman declared as a matter of public safety the township must not grant any waivers.

Ms. Anna Prizer, Enders Way, Buckingham Township.

Ms. Prizer said she cares about the plants and surrounding environment, including underground aquifers (water sources) that may be damaged. She was concerned that a “ton of trees” will need to be cut down to make sure semis can get around turns. She knows that trees will be planted to block the view, but due to the airport how tall can they be? Mrs. Mehling answered the Landscape Review Consultant would make sure the plantings would serve both purposes.

Ms. Prizer asked what kind of materials will be in the trucks, due to crash or tipping concerns. She said as a kid in a school bus the corners were impossible, and she is concerned about the kids getting on and off buses with the level of semi’s going through. Ms. Prizer also had concern about property values, and the wildlife.

Ms. Kelsey Makoul, Stony Lane, Buckingham Township.

Ms. Makoul explained she recently moved here from downtown Philadelphia, and has a dog she walks on Stony Lane. She related she already had almost been hit by cars more times than when she was in Philadelphia, and had concerns that the trucks will not follow specific patterns. Ms. Makoul said they came to Bucks County due to the beauty, and is amazed to see everyone here and to have this type of support as that would not happen in Philadelphia.

Ms. Kim Hawksworth, Davis Drive, Buckingham Township.

Ms. Hawksworth asked if the traffic study shows the number of runners, cyclists and bus stops, and suggested the study be conducted in the summer. She said there isn’t a way to run or cycle on Stony Lane, but at least the cars are lower and the persons are more visible.

Mr. Billy Arnold, Longview Lane, Buckingham Township.

Mr. Arnold said he bought his property 27 years ago, across from Ponicks Farm, but the area is no longer rural. He said along Burnt House Hill Road cars are traveling too fast. Mr. Arnold said when the township put the (Bush) park in, they said they would consider a walking trail from his neighborhood, but that never happened. Mr. Arnold said he will not walk on Burnt House Hill Road, and had concerns about putting trucks there. Mr. Arnold said the trucks will not just keep to the specified roads.

Mr. Peter McCullough, Landisville Road, Plumstead Township.

Mr. McCullough said he runs warehouses for a living, and has operated 50 warehouses across the country. He said they are always looking for new places to go, and that this location is a square peg in a round hole. He said all the concerns expressed here are valid. Mr. McCullough offered that while the warehouse is a beautiful design with lovely landscaping proposed, the traffic and egress/ingress are an absolute nightmare. He encouraged Mr. Beans to work with the facebook group as this is a bad idea. Mr. McCullough opined that due to the labor force availability for this, operational delays from traffic congestion and significant cost overruns, they will request zoning relief or abandon this warehouse.

Mr. Mike Ludovici, Stony Lane, Buckingham Township.

Mr. Ludovici said that primary traffic should be restricted to primary roadways, not on secondary roads. He said that the intersections of Route 313/Cold Spring Creamery Road and Easton/Old Easton Road are horrible. Mr. Ludovici said nobody had proposed how to get those trucks to follow the suggested route, and added that truckers use a modified GPS restricting them to certain roads and they will not know to follow a suggested route. He said they will go down Route 313 to Cold Spring Creamery Road. Mr. Ludovici said that Doylestown Township received 13 million dollars for a park, and suggested that those tax dollars be used to improve the intersection. He said truckers will take the easiest route. Mr. Gray confirmed at present there is no restriction on incoming trucks, only outgoing.

Mr. Gray said someone here had suggested the trucks be directed onto Cold Spring Creamery Road instead of Stony Lane to Landisville. He said if that happened, the township could require Cold Spring Creamery Road improvements, and lane additions/markings at the Route 313 intersection. Mr. Gray said he had thought that would be less acceptable to residents bordering Cold Spring Creamery Road, and this was the first opportunity to discuss this.

Ms. Susan Pierson, Burnt House Hill Road, Buckingham Township.

Ms. Pierson asked the applicant's team if they would want to live across or near this facility with all the resultant traffic, pollution, noise, light and complete deterioration. She said it's not safe to add 90 tractor trailers a day, and asked about the air pollution and runoff from diesel trucks. Ms. Pierson said 145 parking spots are planned for one shift and employees will be whizzing up and down roads trying to get to work on time. She asked how many hours a day it would be open. Ms. Pierson also said migrating birds or insects would be impacted by the lighting.

Ms. Jennifer Potthoff, Church School Road, Buckingham Township.

Ms. Potthoff said she lives in an 1857 historic school house, which she loves. She said 90 trucks a day plus 145 cars in our small neighborhood will completely change the quality of life. Ms. Potthoff had concerns about what hazardous materials might be stored in this warehouse that could explode and cause evacuations; also if a truck caught on fire. Ms. Potthoff hoped the Board of Supervisors cares about the residents and their homes, not about the money. She said if they have to go to Harrisburg to protest, they will.

Mr. Kurt Vandergaag, Twinbrook Circle, Buckingham Township.

Mr. Vandergaag said that Old Easton Road between the Wawa and Landisville Road is a mess, and having more trucks would make it worse. He asked who is responsible for doing repairs and will work be done to improve that roadway? Mr. Gray said it is a township owned roadway and the approval of the Hyundai/Biotech project will require improvements to be made. Mr. Gray said Landisville Road is also listed on the township road improvement schedule.

Mr. Vandergaag also expressed concerns about Cold Spring Creamery Road flooding, and Mr. Gray said their stormwater design must meet township ordinances, which are stricter now than when the residential developments were built.

Mr. Jeff Glauber, Twinbrook Circle, Buckingham Township.

Mr. Glauber, being recognized again, said he read in the traffic study that in 2025 the state was coming in to re-build the bridge. Mr. Gray said the bridge has been outdated for years, and he has not seen the design yet.

Mr. Jack Lippe, Boxwood Circle, Buckingham Township.

Mr. Lippe said he moved here recently from New York City. He said when trucks are running late, they will not care about a traffic analysis, but will take the shortest route. She said to the lady who is overseeing the landscaping, “great effort but you are putting a hat on a pig”. He also wondered who would purchase his house after the value plummets.

Ms. Victoria Guzik, Landisville Road, Buckingham Township.

Ms. Guzik said the applicant team is speaking as “we will” as if this is a done deal, and that concerns her. She asked where they are in this process and what is the process. Mrs. Mehling said we are at the very, very beginning of this process. She explained the planning commission listens to the applicant, then ask their questions and listen to the township consultants, and afterwards makes a recommendation to the Board of Supervisors. Mr. Gray added that in Buckingham Township a plan goes through two stages, preliminary and final. He said on a preliminary plan the township has 90 days to act on the application; clarifying that 90 days runs from tonight before which the Board of Supervisors must act on the plan. Mr. Gray said the applicant can request relief to make changes to the plan, which they usually do. Mr. Gray suspected there will be another Planning Commission meeting before the Planning Commission provides a recommendation, and then the plan will come before the three elected Board of Supervisors where they may approve or reject the plan. If approved, the process will repeat with the final plan. Mr. Gray emphasized at each step the public can come and express their views.

Ms. Rhonda Ragone, Southview Lane, Buckingham Township.

Ms. Ragone asked if the applicant owns the land they want to build on. Mr. Gray said the land is currently owned by the Digirolamo family, and J.G. Petrucci is the applicant along with the Bucks County Airport as part of the lot line change.

Mr. Trevor Foster, Braddock Court, Buckingham Township.

Mr. Foster said he was chief for EMS extraction in New Jersey, and would not detail what a truck this size would do to a human body on a road designed for trucks, nevertheless ones not designed for trucks. He asked if the township had discussed what additional tools, apparatus and equipment will be provided by the builder to our volunteer agencies if there is a fire. He said there will be a suppression system, and they may need Hazmat and possibly additional ladders. He asked if the township had spoken to local fire chiefs as to what will be needed to suppress a fire at this building. Mr. Gray said the township has a fire marshal who is involved and will provide his advisory report on these issues. Mr. Foster continued that the roads even outside of these study areas need to be considered for public safety, as a truck driver pulling an 18-wheel rig doesn't know when they hit something until it's too late.

Ms. Marie Progin, Landisville Road, Plumstead Township.

Ms. Progin thanked the township for installing 4 way stop signs. She related think about five tractor trailers, one after another, heading down Stony Lane to Old Easton to the little connector to 611. She asked how happy will Mr. Wawa be for his existing customers, and how happy will she be trying to get to Doylestown. She reported that little connector road is backed up with cars in the morning, and that cars exiting Wawa are backed up. Ms. Progin offered she lives at the corner of Landisville and Burnt House Hill Roads, and there is a stop sign there. She feared that with cars and maybe trucks coming from Route 413 she will never get out of her driveway. Ms. Progin said she is glad they have a plan for trucks to exit, but she has already had her electric ripped out by trucks. Ms. Progin explained Estes trucks come down their road to Route 413 every day. You can tell them where they should go, but they don't necessarily follow.

Ms. Kristin Cooper, Longview Lane, Buckingham Township.

Ms. Cooper asked what is the length of time of construction. Mr. Glitzer replied about one year from approvals. Ms. Cooper asked with the traffic studies is she correct in assuming construction vehicles will not follow the traffic pattern? Mr. Hammond said that is correct. Ms. Cooper asked if it is inevitable that something will be built on this tract? Mr. Gray explained "yes" and that this was originally part of a prior development in the late 90's, and he understands the property owner is actively trying to sell the property. Mr. Gray said he believes the property owner has an application into the township Zoning Hearing Board requesting 50% impervious coverage, and this application is 15%. Ms. Cooper said if everything is open to the public, but they have to file a right-to-know request to get information... she said they all think this is Fred Beans, but they aren't allowed to know the true applicant. Mr. Gray said the applicant is J.G. Petrucci, and he would imagine that as with most warehouses they are leased out to tenants. Mr. Gray said that is not in the township's purview. He said the township has to review the application as submitted, and it doesn't matter who owns it. Ms. Cooper asked what is the proposed positive besides moneymaking for whoever owns it. She wouldn't say jobs, because the original application said 30 people would be in the warehouse at a time. Mr. Gray said the township has a parking requirement for the building and each company vehicle, and they are looking at 30 parking spaces. He said that number has never been assigned solely to employees. Ms. Cooper said let's say 50-100, and what jobs, are there any benefits this warehouse can bring? Mr. Gray replied in this zoning district that is not a consideration that the township

is permitted – he said those are great things for the applicant to say at meetings, but the township does not have a right to require a development to provide jobs that are good for our community.

Mr. Justin Reeser, Cold Spring Creamery Road, Buckingham Township.

Mr. Reeser said he is the 3rd generation of the Gemmill Farm which is beside the property being discussed. He has concerns about landscaping due to his animals, as a lot of plants are poisonous to animals, and he is concerned about runoff. Also, the parking lot close to his front door – he would like to meet with the engineers to try and make it as accessible for him if this continues to go forward. Ms. Manicone said no planting immediately comes to mind that would be poisonous, however, that is a credible request. Mr. Reeser said he has horses and dogs. He said the public safety issue is a concern, and if the tenant of the building could help fund public safety for the township, that would be good.

Ms. Amy Kalaigian, Twinbrook Circle, Buckingham Township.

Ms. Kalaigian expressed concerns about school bus traffic around this community as there a lot of families. She said that school buses to Cold Spring Elementary School, Gaman Elementary School, Holicong Jr. High School and Central Bucks East all use this surrounding network of roads. Ms. Kalagian inquired with the traffic study having been done between 3-6pm, was the type of vehicle traffic taken into consideration in determining safety, not just volume? Mr. Hammond said the actual traffic counts were from 7am to 6pm and included all classifications of vehicles from cars, school buses, smaller trucks, and larger trucks. Ms. Kalaigian asked if there is a category percentage of school bus traffic, and Mr. Hammond said that is not normally a parameter that you measure, and is usually concentrated to certain hours of the day. He said all of that data is included in the analysis and future projections. Ms. Kalaigian clarified not only at the intersections, but at places in-between stops as she is concerned about the safety of our children and community.

Mrs. Mehling said the planning commission has heard the residents, and at this point will Table the plan for now as the developer has things to be done, and the plan needs to be revised. She said the landscaping consultants will meet. Mrs. Mehling said as several of the Planning Commission members were unable to attend this meeting, she wants them to be part of the process at future meetings.

Mrs. Mehling made a motion, seconded by Mr. Spadafora, to table Preliminary Approval of the “Proposed Warehouse – Digirolamo Tract, Land Development & Lot Line Change Plan dated Rev. December 15, 2023, Township File LD 2023-04, Tax Map Parcels #06-004-016 and 06-004-017-001, 25 Acres, located in the PI-2 Zoning District, with an initial review period expiration date of April 2, 2024. The motion carried unanimously.

Mr. Gray said the original application required neighbor notification, but that is the only notification required. He suggested that the residents keep an eye on the upcoming agendas, as the Planning Commission meetings are scheduled the first Wednesday of each month. Mr. Gray said the township typically asks for 1-2 individuals to be the point person for an email chain that the township can provide scheduling information to, and Mr. Jeff Glauber volunteered to be that person.

Mr. Spadafora made a motion, seconded by Mrs. Mehling, to adjourn the Planning Commission meeting at 10:30 p.m. The motion carried unanimously.

Minutes approved by Planning Commission on March 6, 2024.
Minutes respectfully submitted by Lori Wicen.