

BUCKINGHAM TOWNSHIP

P.O. Box 413, Buckingham, Pennsylvania 18912
Phone (215) 794-8834 • Fax (215) 794-8837

Website - www.buckinghampa.org



BUCKINGHAM TOWNSHIP Board of Supervisors Work Session Agenda July 21, 2026 6:00 p.m.

Manager's Items:

- Open Space Encroachments

6:15 p.m. Flagship (Proposed Car Wash), 3611 N. Easton Road, TMP 06-002-008

Buckingham Township Board of Supervisors
Work Session
Minutes

The work session of the Buckingham Township Board of Supervisors was held July 21, 2026 in the Township Building, 4613 Hughesian Drive, Buckingham, Pennsylvania.

Present:	Maggie Rash	Chairman
	Jon Forest	Vice-Chairman
	Mike Bateman	Member
	Dana S. Cozza	Township Manager
	Daniel Gray	Township Engineer
	Thomas E. Panzer, Esquire	Special Project & General Municipal Solicitor
	Craig A. Smith, Esquire	Township Solicitor
Not Present:	Luke Rosanova	Bucks County Planning Commission
	Gary Weaver	Township Water/Wastewater Consultant

The Work Session commenced with Executive Session at 5:30 p.m. to discuss potential and ongoing Feeney and McArdle litigation.

6:27 p.m. The Work Session continued.

Flagship (Proposed Car Wash), 3611 N. Easton Road, TMP 06-002-008

Julie Von Spreckelsen, Esquire, was present on behalf of Flagship Provco the equitable owner of 3611 N. York Road to present the proposed development of the property and to request feedback for the township's support of the project. She said they are aware that the proposed project will require zoning relief from the Zoning Hearing Board.

Mr. Herb McClary, Director of Corporate Development at Flagship, explained the project as a premier first class car wash that is a wholly owned subsidiary of Spotless Brands, with 900,000 members and 200 car washes across the county. He said the company was founded in the 1980's and has grown from zero to 14 car washes in the Northeast and they anticipate 20 by the end of this year. Mr. McClary said they operate with different formats, and have designed the full service format for this location at a premier higher cost ticket as a best use.

Mr. Alex Tweedie, Sr. Project Engineer with Landcore Consulting, explained their first submission to the township was called a Flex Model, and had exterior vacuums. Following preliminary comments received from the township, they converted the car wash to a full service model, with no external vacuums onsite. He displayed the current plan with an entrance from Old Easton Road to three lines of pay station queues (originally pay stations were along Swamp Road, but were flipped to the other side of the building screened from the main intersection), circulating into the Wet Belt (car wash wet tunnel), and then exiting the site onto Old Easton Road or cars would go through the Dry Belt (there are two) which provides vacuuming and interior car cleaning by Flagship

staff. Mr. Tweedie said for the Dry Belt area the driver would exit the car and wait for the 10 minute service in the lounge.

Mr. Tweedie pointed out the two way access from Old Easton Road, with an entry only access from Easton Road. He said they would close the existing two wide entrances near the intersection on Easton Road. Mr. Tweedie explained along Easton Road would be 10 parking spots for employees use only as users will not need parking, and that zoning relief would be requested for the number of parking spaces.

Mr. Tweedie said the main variance request would be for perimeter tree clearing and buffer yard standards as the site would be mostly paved to the road and most, if not all of the trees onsite would be cleared with the building demolition.

Mr. Peter Stampfl, Architect with Stampfl Associates, explained that following the initial township plan review, they changed the initial building design using fieldstone with a mix of gable ends creating masses, both of which tie in with the historic structure on site. He said the garage doors are a high quality glass, not typical garage type doors, and there are shutters and vent locations at the top of the gables to add detail. Mr. Stampfl said there would be a metal roof, and the siding would be hardy or a similar type of cement board and batten siding.

Mr. McClary explained as far as operation all detergents and waxes are household grade, nothing environmentally hazardous. He said hours of operation are typically 12 hours, 8am-8pm. Mr. McClary said they would reclaim up to 60% of the water by installing filtration tanks underground with no water discarded into the storm system. He said box trucks and regular vans deliver supplies.

Mr. Guy DiMartino, Traffic Planning & Design, explained the site is currently used as a gas station with a Dunkin' Donuts, and comparing that traffic generation to this use there would be less traffic based on data collected at similar facilities, even on evenings and weekends. He explained that North Easton is a state road so they would need PennDOT approval for driveway modifications and closures. Mr. DiMartino added that queuing data collected at similar facilities shows this plan is more than adequate for the maximum expectations.

Mr. Panzer requested a summary of what zoning relief may be necessary to implement this plan. Mr. Tweedie said a parking variance would be requested as this use is "other" for building size and employee count component. He said the building does not generate parking demands, and spaces are only needed for the employees. He said there would be no parking for the historic building onsite.

Mr. Tweedie said they also would require a zoning variance of the 100' perimeter buffer natural resource requirement as they anticipate clearing all non-grass vegetation including trees. He said this would be two separate variance requests.

Mr. Tweedie said the site exceeds impervious surface coverage but is a reduction in the existing impervious covering, and added that the need for a variance is up for interpretation.

Mr. Gray asked Mr. Stampfl if the building height was changed to 35' with this revision, and Mr. Stampfl replied no, but they could do that. He said the gable end would slide over from the Easton Road side to the right and down, and massing would stay the same.

Mr. Panzer asked Mr. McClary to address the anticipated volume and how the stacking would work onsite. Mr. McClary said they anticipate 150,000 cars per year, 35 cars an hour based on a 12 hour window, with different peaks. He said the volume is typically higher on Saturday afternoons with 20 cars in the stacking lanes. Mr. McClary said this site should accommodate in excess of that and they don't anticipate that type of volume. Mr. Bateman said there is a car wash a couple doors down, an older style drive through, and he has sat there for more than 20 cars. Mr. McClary said the biggest difference is in the quality of the equipment, the length of the tunnel and how quickly you can run the tunnel. He said there would be no cash exchanged, there is a point of sale payment and they focus on membership models. He said the 3rd lane is a dedicated member lane, and the other lanes for retail customers would have an attendant to assist.

Mrs. Rash noted that traffic at Route 313 coming up to Route 611 is already under stress and had concerns about adding more traffic. Mr. McClary said vehicles coming on Route 313 towards Route 611 could make a right turn onto Old Easton Road to access the site. Mr. Gray noted another concern is that when people want to get back to Swamp Road after the servicing, they will need to make a left onto Old Easton Road, left onto Research Way and up North Easton Road to the light to make a left onto Swamp Road. He suggested the applicant looks at the stacking lane to turn onto Swamp Road as the queue line for Route 313 will be taken away if there are cars there waiting to turn left into the site. Mr. McClary said they would evaluate the left turn.

Mr. Gray asked if the box trucks making deliveries can circulate without interrupting service as the area seemed tight. Ms. Erika Reed said deliveries would be scheduled when the business is closed.

Mr. Gray explained when the original Conti's Inn was saved, parking spaces were allotted for that use, and he understands this plan will eliminate any spaces for that building. He asked what they plan for the building. Mr. Tweedie said the exterior of the building will be painted and preserved and will be a focal point of the overlay public open space along Swamp Pike, with perhaps seating or a walkway near the building, however the interior will be functionally obsolete.

Mr. Bateman clarified that they anticipated 20 cars per hour maximum, and Mr. Tweedie said no, the busiest locations in DC see 20 cars in the queue at one time, but they show 3 lanes of 15. Mr. Bateman asked what the plan is if the space is full and cars are backing up on the roads, at both entrances. Mr. Tweedie explained at the Phoenixville Borough location they have a gate to close if queueing gets close to the roadway. He said motorists

would then continue on, circulate to Research Way and come in off of Old Easton Road.

Mr. Gray asked if any exterior road improvements were expected, such as a left turn lanes on Old Easton Road. Mr. DiMartino said they have not done a study yet but that will be part of the PennDOT process.

Ms. Von Spreckelsen said in looking forward they were tight on closing on the property, and asked if the Board of Supervisors could support their proposal. Mr. Panzer said the Board would discuss the proposal and was not in a position to offer immediate feedback, and would let her know.

7:00 p.m. The Work Session adjourned.

Approved by the Board of Supervisors on the 26th day of August, 2026.

Buckingham Township Board of Supervisors

Maggie Rash, Chairman

Jon Forest, Vice-Chairman

Mike Bateman

Attest:

Dana S. Cozza, Township Secretary

Minutes respectfully submitted by Lori Wicen.