

HANOVER TOWNSHIP, LEHIGH COUNTY  
PLANNING COMMISSION MEETING

June 19, 2018  
7:30 P.M.

Chairman Thomas called meeting to Order and announced that all meetings will be recorded.

Present: Baillie; Paulus; Thomas; Hawk; Trexler; Susan G. Maurer, Esquire; Al Kortze, P.E.; Christopher Garges; Vicky Roth

Absent: Bean; Tocci

Attendance: 3

Approval of Minutes: March 20, 2018 Planning Commission Meeting

Motion: I move we waive the reading of the Minutes of the March 20, 2018 Planning Commission Meeting and accept same as presented.

Thomas, Baillie: Moved and Seconded Unan.

Correspondence:

Chairman Thomas stated there was correspondence relating to at least one matter that was before the Board previously, the Hangar 11 project. That correspondence is available for review in the Township office during regular business hours by anyone who is interested. There is also correspondence related to a few other topics that Mr. Thomas believes the Board needs to discuss briefly. He thought the guests this evening may not particularly be interested in those topics so in the interest of expediting their concerns, he asked if anyone had any objections to saving discussions regarding the remaining correspondence to the end of the meeting so they could get right to the matters at hand. He invited the audience to stay if they were interested in hearing about the official map of Allen Township, but other than that they would be free to leave once they were done. He asked if anyone had any objections to switching up the order a little bit and there were no objections.

New Business:

1. Preliminary/Final Land Development Approval, Federal Express-Aber Facility, 951 Postal Rd., Allentown, PA 18109 (Review and Recommendation)

Adam Davis, Project Manager with BL Companies, the Civil Engineers for the project, introduced himself. In attendance with him were Mark Heeb, Senior Project Manager for BL Companies, and Jimmy Trainello with FedEx and who is also the Manager at the facility. Mr. Davis stated that they would be happy to answer any questions they may have regarding operations at the facility. Mr. Davis gave a brief overview of the site and improvements and if the Commission has any questions feel free to stop him and he will answer them as best as he can. Mr. Davis mentioned that they submitted a land development plan for the proposed improvements. Prior to submitting, they did meet with Al Kortze, Township Engineer and Chris Garges, Township Manager, to discuss the project, the design approach and solicit any feedback that the Township would like to see in the plan and incorporate that into their design prior to submission. Mr. Davis started by giving an overview of what currently exists on the site and get everyone acclimated to what currently exists. He pointed out that a runway is located north of the facility and there is plane parking where cargo is currently loaded and unloaded. Access to the site is provided along Postal Rd. with employee parking south of the building. Additionally, Mr. Davis pointed out on the plan that there is some truck parking at a certain location in the parking lot as well as trailer parking in the back paved area. There is an existing storm water management facility located along the entrance of the facility along Postal Rd. which they will be utilizing for proposed improvements. This is just to give you an idea of where everything lies currently on the site. Mr. Davis asked if anyone had any questions at this time on the existing conditions portion. Commission Member Larry Hawk wanted a further explanation of the truck entrance. Mr. Davis replied that currently all trucks and employees enter through the one entrance to the facility along Postal Road. Mr. Davis continued to explain the site plan. He said that the improvement to the facility for the exterior is to provide for 4' loading docks along the eastern side of the building. He pointed out on the plan where it is shown. The hatch area is an additional pavement area that allows for maneuverability for the trucks to either unload from the facility and then once they unload or load, they can park their trailers back there. That provides for adequate circulation for maneuverability for the trucks. The entrance to the facility will be maintained along Postal Rd. and no additional entrance is proposed so access to the site will be maintained as it currently is. That will not change. There is some restriping of employee parking along the front of the building. That is just to bring ADA parking spaces up to current code. There is also an additional paved access lane. That is to improve the loading and unloading for the tugs. Mr. Davis pointed out on the site plan that currently they have to come down to a certain point through a paved access and travel down a certain building and enter into the building at a certain point, where now they will just be able to run straight through. That would reduce the amount of time they have to travel for the unload only. When Mr. Davis met with the Township representatives, Mr. Kortze and Mr. Garges mentioned that there were concerns with truck stacking. Mr. Davis explained that on their site plan they illustrated where and how many tractor trailers they would be able to stack on the property. Currently, they show seven. They don't feel that would ever be the case that

they would have seven tractor trailers backing up on the facility. It just goes to show the amount of stacking that they do have on site. Mr. Davis pointed out a comment on the Township Engineer's review letter that spoke about maneuverability of the trucks and that they do have a diagram for viewing to show with these truck stacking, a truck would be able to exit the site if the lane was fully stacked with trucks. Mr. Davis went on to say that other than this, the site improvements are fairly minor. They do have some relocation of some site fencing, additional three employee parking spaces. But, for the most part, the exterior improvements are fairly minor. At this time, Mr. Davis asked the Commission if there were any questions on the Site Plan. No one had any questions. Mr. Davis continued with explaining the Utility Grading Plan. As he mentioned before, the existing basin will be utilized for storm water management. All of the drainage from the proposed pavement would be conveyed into a trench drain within the truck well and ultimately conveyed through a storm pipe and discharged into the existing basin. The outlet structure would have to be modified slightly to meet the current rate requirements of the Township, but other than that those are really the only utilities proposed at this point. That was the end of Mr. Davis' summary of their Plan and welcomed questions at this time. Vice Chairman Baillie asked how much truck traffic they had at the moment at the current facility. Mr. Davis turned that question over to Jimmy Trainello representing FedEx. Mr. Trainello said that currently he has five to ten trailers running into the facility each day right now. He said with these upgrades it will not increase any type of truck traffic or anything coming into the facilities. The only time they see any type of increase is during the holiday season which is late November into late December and even then, they may go up to 15 to 20 trailers coming in throughout the day which they will be able to handle, no problem going in. Because they are all not coming in all at one time, they usually will be able to stagger them anywhere from two to three hours in between. They will not have any issues backing up onto Postal Rd. as sometimes we see now. Commission Secretary, Patricia Paulus, asked if this is just daily or 24 hours. Mr. Trainello responded that this would just be daily. Their sort usually runs from 4:00 a.m. until about 10:00 p.m. Mr. Trainello said that possibly there would be a proposal for an increase for later on. He said they are talking about maybe two or three extra trailers coming in that late. Mr. Baillie asked if there would be traffic between the new facility on Willowbrook and the proposed facility. And Mr. Trainello said no, not at this time. That is FedEx Ground Facility and they are Express. FedEx trucks everything and Express flies everything. This would be putting them right by their flights where their planes are and that's all they would be doing is sorting out packaging to go onto the flight. Currently, they have two flights coming in and possibly sometimes they may go to a third during the holiday season. Mrs. Paulus asked how long it takes to unload one of those trucks. Mr. Trainello replied that it takes about one hour to unload a truck and, in the back, they have an area where they stage all their trailers at probably up to 20 trailers in the back. They know if they have a trailer come in and they are not fully unloaded with one of the trailers at the dock door, they stage it out back by the runways where they have a parking facility. That's where they stage their trailers until

they are able to move the one to be able to get the extra trailer right in. Mr. Baillie asked how many employees they have. Mr. Trainello responded that currently they have 85 employees. Mr. Baillie wanted to know if there is enough parking for all the employees. Mr. Trainello said there is enough parking because they have employees that come in the a.m. and some come in the p.m. The majority of their workforce is part-time where people are coming in about 3:00 – 4:00 a.m. and working until about 8:00 – 9:00 a.m. Then they have a lull and their p.m. people will come in. Mr. Hawk asked if what he is saying is that they don't anticipate an increase in the number of trucks on a normal basis, then what is the purpose of the additional docks. Mr. Trainello replied that it's increasing their productivity and basically increasing their building and making it a safer workspace for them all. Mr. Baillie asked if at the holidays they would be increasing the number of employees. Mr. Trainello replied that last year they increased by 10 temporary employees. Mr. Baillie said, so that takes it to 95 to 100 employees and Mr. Trainello replied, yes. At this time, Susan G. Maurer, Planning Commission Attorney, pointed out that they were also asking for two waivers. The first is not significant. She asked Mr. Trainello to explain the second one and why they need it and we ask this because it is part of the recommendations. Mr. Trainello explained that in addition to the waiver for the Preliminary Plan, we are requesting a waiver for the minimum size of the storm sewer for this access in order to maintain drainage. We are proposing an 8" culvert underneath the access drive. The reason they have 8" is they have cover issues. If it would be a 15" minimum, they would not be able to meet cover and it would be exposed and also the amount of drainage that is conveyed to that, a 15" pipe isn't necessary. The Township Engineer said that they submitted storm sewer calculations and they looked them over and there were no issues with the capacity of those pipes they are proposing so he is in favor of granting that waiver. Mr. Trainello said if the Commission has no more questions, they would be looking for a recommendation at this time. Mr. Kortze said that his two main issues that he had in his letter have been addressed by the Applicant as far as the truck movement, the amount of trucks per day, and things of that nature. His only other concern is are they all FedEx trucks and not that they are independent carriers. Mr. Trainello responded that currently it is all FedEx trucks. They will during the holiday season have two or three possible common carriers that come in that will be dropping off trailers for pickup or for us to unload. Mr. Kortze asked if they would be afforded the same abilities to stack and stay on site and not be pushed out right away. Mr. Trainello said that currently they will stage a common carrier at their facility so they can load up and they can swing by and pick up and they have a staging for them so if they do come later. At this time, Mr. Trainello wanted to clarify that they have two flights that come in the a.m. and two flights that leave in the p.m. That's four flights total for the day. Mr. Kortze stated that he does not have any other issues as part of his review. Mr. Thomas commented that as he is looking over the comments, he is struck by the number which typically gets us a little uncomfortable. Mr. Kortze mentioned that they are mostly informational for housekeeping for the Applicant so when they submit the mylars and they get approval, they know

what they have to provide and also the waivers, which I didn't have a problem with either. He reiterated that his two main ones were clarification on the truck traffic. There is nothing engineering-wise that he had that was outstanding.

Motion: I make a Motion that we grant Preliminary/Final Land Development Approval to Federal Express-Aber Facility, 951 Postal Rd., Allentown, PA 18109, subject to the recommendations of the June 14, 2018 proposal letter.

Paulus, Hawk: Moved and Seconded

Unan.

Mr. Trainello thanked the Commission for their time.

Chairman Thomas discussed the correspondence related to the Official Map Amendment of Allen Township, which all members received copies of. Mr. Garges explained that the third page in the letter from the Allen Township Supervisors and Eileen Eckhart, the Township Manager, dated May 9, 2018, at the bottom right there is a little emblem for Hanover Engineering. If you look on that map on the upper right-hand side you'll see a delete and then on the upper left-hand side you will see a delete and there are clouds around both of those. This is basically amending their official map to remove those roads as future planned roads. They are on the current map right now and the proposal was to remove those. That was the only change on this. Mr. Garges did speak with their township manager. Mrs. Paulus asked why they are removing them and Mr. Garges replied he was not 100% sure. Mr. Thomas said he was confused and wanted to know if that was where they were adjoining our Township. He thought they sent the map to the Township because it had some possible impact on our Township. Mr. Garges replied that as an adjoining municipality and he would defer this to Mrs. Maurer, but that as an adjoining municipality any time they change their Comp Plan any other adjoining municipalities, regardless of if the change is near to that or not, are required to be notified. Mr. Thomas understood. Mrs. Maurer commented that it's like notifying your neighbors. Unfortunately, for some reason they didn't bother to tell you that you are adjoining here, but we know you are adjoining. If they had that on, you could see if in fact it impacted our Township and if it did you could certainly send that comment that this map isn't going to affect this Township at all unless you would have to use Route 329. Mrs. Maurer commented that it's really informational. You don't need to take any action on it.

Mr. Thomas commented that secondly, there is a letter to Lehigh County relating to the D & L Trail Development DCNR Grant Application. He asked the Township Manager what they needed to know about that. Mr. Garges responded that this it was actually brought to Council and Council authorized him to send a letter to the County in support of the DCNR Grant Application. He further explained that it's for the D & L Trail that's at Canal Park that's within the Township. What they are proposing as part of this Grant is to connect our portion of the D & L with Catasauqua to get it up through there. The next portion they would be working on after they got that accomplished would be going south the Township border at Canal Park which is under Rt. 22, from that point basically down to Allentown. That's the other bottleneck right now. Mr. Thomas recalled them discussing this previously.

Lastly, Mr. Thomas mentioned the correspondence regarding the Rt. 329 improvement construction detour for a bridge replacement. Mr. Thomas asked what it was all about. Ms. Maurer commented that it's just road improvements and Mr. Garges confirmed that it's all associated with FedEx and what's in place currently from what he understands and we're feeling the southern end of the improvements, this is the northern end of the improvements to get traffic out to Rt. 33 for relief down the other way toward Rt. 22. Mr. Garges said what they are actually doing is a bridge repair and part of it is improvements. Mr. Thomas noted that this is already in progress as he is reviewing the correspondence.

Adjournment:

The meeting was adjourned at 7.55 P.M.

Respectfully submitted,

Patricia A. Paulus, Secretary  
Hanover Township Planning Commission