

**TOWNSHIP OF FALLS
PLANNING COMMISSION MEETING
OCTOBER 27, 2020**

Meeting commenced: 7:00 p.m.

Meeting adjourned: 9:05 p.m.

Members present: Brian Binney, Edward Crohe, John Haney, Thomas Hughes

Members absent: Mary Leszczuk

Also Present: Representing Galvanize: Zac Siversten, Esquire (Eastburn and Gray), Wayne Keifer, P.E. (Showalter & Associates)

Representing Bumm's Holdings: Joseph Blackburn, Esquire (Wisler Pearlstein), Justin Geonnotti, P.E. (Dynamic Engineering) and R.V. Petrosky (Bumm's Holdings)

Representing Cellco Partnership (Verizon): Christopher Schubert, Esquire (Riley Riper Hollin & Colagreco), Andrew Miller, P.E., Advantage Engineers

Representing NorthPoint Development: Michael Meginnis, Esquire (Begley, Carlin), Eric Clase, P.E. and Greg Glitzer (Gilmore and Associates) and Jed Momet (NorthPoint)

For the Township: Matthew Takita, AIA, MCP, Township Manager; Joseph Jones, Township Engineer and Colleen Kane, Assoc. Engineer (Jones Engineering Associates) and Diane Beri, Recording Secretary

Item #1: Galvanize, Middle Drive, KIPC, Fairless Hills, PA 19030, TMP #13-051-001; Zoned: MPM. Owner: U.S. Steel Corp.-- Minor Subdivision – existing galvanize plant to be subdivided from larger U.S. Steel property

Zac Siversten, Esquire, presents the application. The applicant is proposing a minor subdivision of the existing KIPC parcel. The portion of the property that is improved with the current galvanize steel plant is being subdivided from the larger KIPC property. It will be a 25 acre portion of the property. The purpose is to allow US Steel to sell the remainder of the parcel while retaining the galvanized plant. The boundaries of the subdivision are dictated by the existing improvements which are already on the KIPC site. He introduces Wayne Keifer, P.E.

Jones Engineering Associates' Review Letter dated October 21, 2020

All items are a will comply, except for the following:

- 191-31(A) Requesting a waiver -- no widening of Middle Drive (existing private road on the site)
- 191-36(D) Requesting a partial waiver – no curbs along the existing drives
- 191-37(G)(1-4) Requesting waivers – all deal with the planting aisles in parking lots; no curbs, planting strips, shade trees or landscaping within the existing parking area
- 191-48(A) Requesting a waiver – not provide street trees along property frontages
- 191-52.1(C) Requesting a waiver – not require site capacity calculations for the remainder of the property
- 191-62(B) Requesting a waiver – not require curbs along the existing street
- 191-79(C)(5) Requesting a waiver – not provide site capacity calculations

Chairman Binney asks if there will be a gate at the new property location for the access drive.

Mr. Keifer states there is an existing guardhouse at the entrance to the property and a gate at the rear portion. There is a small section of Middle Drive through the site that will become part of the Galvanize property that is currently closed off to public access which will remain.

Member Hughes makes a motion to recommend approval for the Minor Subdivision application for Galvanize, Middle Drive, Fairless Hills, PA 19030, TMP #13-051-001, based on Jones Engineering Associates' review letter dated October 21, 2020 with waivers requested for 191-31(A), a partial waiver for 191-36(D), waivers for 191-37(G)(1-4), 191-48(A), 191-52.1(C), 191-62(B), and 191-79(C)(5).

Member Crohe seconds the motion.

All in favor 4-0. APPROVED FOR MINOR SUBDIVISION

Item #2: Bumm's Holding Co., 140A Old Oxford Valley Road, Langhorne, PA 19047; TMP #13-003-001-001; Zoned: PIP. Owner: Bumm's Holding Company, LLC -- Preliminary / Final Land Development -- Proposed storage building and leased parking area

Joseph Blackburn, Esquire, presents the application and states subject property is presently improved with a single family detached dwelling which currently serves as the base of operations for Alien Fuel, Inc., which is a solar panel installation company. To the west of the site is the existing Amazon fulfillment center which is located in Middletown Township. The purpose of tonight's application is to accomplish two things: 1) to allow the demolition of the current structure and construct an approximately 2,400 sq. ft. building which would more appropriately and adequately serve as the base of operations for Alien Fuel; and 2) the construction of an 81 space parking field – 3 spaces of which would be Alien Fuel employees and the remaining 78 spaces to be lease by Amazon which would drastically reduce the amount of traffic that is currently afflicting large portions of the Township as a result of the Amazon fulfillment center.

The current base of operations for the Amazon fulfillment center is it is the last mile fulfillment, so you have a number of vans picking up numerous packages daily. Currently the drivers for those vans, drive their personal vehicles and park in the parking lot, are then loaded into passenger vans and shuttled throughout the Township to offsite parking leases that Amazon has secured where they currently house their fleet of their delivery vans. The drivers are dropped off at those locations, get in those Amazon vans and then drive those vans back to the Amazon site to be loaded and then leave the site once again to complete their deliveries, then take the vans to the designated offsite parking areas, to be picked up by passenger vans again and returned to this parking site.

The applicant has received their zoning variances in June 2020 for the use (parking for an offsite facility) and impervious surface coverage (62% coverage whereas 50% coverage is permitted). We are seeking preliminary and final land development approval.

Member Crohe questions the use of the new building (office space), and parking calculations for that use.

Chairman Binney questions if it's office, why are there garage doors.

Justin Geonnotti, P.E. replies the new structure will be used both as an office and a storage area. For the most part, solar panels are delivered directly to the site. The storage will be for their materials and work site tools.

Chairman Binney says according to the flow of traffic you describe all these 80 trucks parking in this new lot have to exit Old Oxford Valley Road and make a left onto W. Cabot Blvd.

Atty. Blackburn says yes, that is correct.

Chairman Binney says that is a dangerous intersection. On the corner there is all kinds of brush. You plan on putting 80 additional truck traffic trips out that way. This needs to be addressed.

Discussion occurs regarding the traffic issues with this, the amount of trucks going in and out, employee parking, PC members think it will increase in traffic not decrease in traffic, unsafe making a left out onto Old Oxford Valley Road and a second driveway being installed on the Middletown property to allow for staging of Amazon vans.

In response to questions by Member Hughes, traffic improvement will be on the region as a whole, but not a significant improvement to Old Oxford Valley Road. Discussion occurs on how many shuttle buses come out of the south parking lot (unknown) and further discuss the Township's Traffic Engineer's traffic study.

Chairman Binney asks if there can be an access directly from this proposed parking lot to the access road that was newly created in Middletown to eliminate the vans going out onto Old Oxford Valley Road by making a left turn. Discussion occurs in this regard as well as the amount of traffic coming out of the site.

Chairman Binney asks about the property beside the one in question – why can't that property (with the plumbing company on it) do the same thing?

Atty. Blackburn says that is a bit speculative, but if that were to happen, they would need approvals as well.

Jones Engineering Associates' Review Letter dated October 21, 2020

All items are a will comply, except for the following:

- 191-31(A) Requesting a waiver – no widening of Old Oxford Valley Road
- 191-37(B) Requesting a waiver – parking within 15 ft of the building (RVE letter)
- 191-37(G)(1) Requesting a waiver – more than 20 spaces in a row without a planted bed in between
- 191-44(D) Requesting a waiver – permit grading within 5 ft. of the property line
- 191-48(A) Requesting a waiver – not require street trees
- 191-67(B) Requesting a waiver – not require curb along Old Oxford Valley Rd
- 191-78(C)(2) Requesting a partial waiver, subject to the Township Engineer's review

Chairman Binney states he does not support the waiver of not widening the road. This is a Township road being used solely as a private driveway at the expense of the Township. It is not very safe. It needs to be widened and if the adjoining comes in with something, we also ask him to widen it and get this road fixed. If the Township is going to continue to own it, it should be treated like any other Township road; therefore, it should be widened and fixed in the frontage of this property.

Discussion occurs in this regard. Applicant opposes fixing the road; Chairman states that it is the prudent thing to do.

Member Crohe states that a 2,400 sq. ft. office building utilizes more than 3 parking spots. Discussion occurs in this regard.

Discussion occurs about the dumpster placement and indoor vs. outdoor collection stations.

Twp. Engineer Jones states that we did not comment on the parking on the office because the plans shows it as storage and it was our understanding the building was going to be used primarily for storage, which is why we didn't object to a parking calculation that doesn't represent office.

Further discussion on widening the road, traffic trips by Amazon vans and no traffic study,

No public comment.

Member Hughes makes a motion to recommend approval of the application of Bumm's Holdings for Preliminary Land Development.

No one seconds the motion – the motion dies.

Member Haney makes a motion to deny the application of Bumm's Holdings for Preliminary Land Development.

Member Crohe seconds the motion.

All in favor 3-1, Hughes dissenting. Motion carries. APPLICATION IS DENIED.

Item #3: Cellco Parntership, d/b/a Verizon Wireless, 400 N. Oxford Valley Road, Langhorne, PA 19047; TMP #13-003-031; Zoned: HC. Owner: Ashford TRS Bucks County LLC. Conditional Use – New rooftop telecommunications facility on Sheraton Hotel

Christopher Schubert, Esquire, presents the application and states the building is perfect for telecommunications installations because of its height. The rooftop tops out at 132 ft. The antennas would be placed on three of the corners of the building (northeast, southeast and westerly directions). There would be six antennas (2 in each sector) placed on the rooftops, cabling would go down to equipment placed in the basement garage, so there will not be any equipment on the ground. It would all be concealed within the garage. He introduces his experts: Andrew Petersohn, radio frequency expert, and Andrew Miller, P.E., regarding structural design of antennas.

In response to Chairman Binney's request to go through exhibits showing existing and proposed, Andrew Petersohn explains why they are placing the antennas in the corners, the coverage needs for this area (Sesame Place, Aria Hospital, Oxford Valley Mall), and how it is much more efficient to drop in a site like this for capacity because it not only improves the immediate area, but it improves the overall network as a whole.

Member Binney asks for some type of screening of the antennas per the ordinance requirement.

Atty. Schubert states there is technology where the antennas can be wrapped in a reflective mylar so that it picks up whatever color the sky would be – so if there is sunny day, cloudy day, it would reflect that back.

Discussion occurs on the reflective mylar screening.

No public comment.

Member Crohe makes a motion to approve the Conditional Use application of Cellco Partnership (Verizon Wireless), Sheraton Hotel, 400 N. Oxford Valley Road, Langhorne, PA 19047, TMP #13-003-031 with the condition they will screen or wrap the antennas in a mylar wrap, which would be at the approval of Verizon Wireless and the landlord.

Member Hughes seconds the motion.

All in favor 4-0. APPROVED FOR CONDITIONAL USE

Item #4: North Point Master Plan, Tyburn Road, Fairless Hills, PA 19030; TMP #13-051-001, 13-050-007, 13-051-001-002, 13-051-001-005, 13-051-001-012, 13-051-001-016, 13-051-001-016, 13-051-001-01, 13-051-001-018, 13-051-001-021; Zoned: MPM and HI. Owner: US Steel Corporation. Sketch Plan – Redevelopment of US Steel KIPC Site

Michael Meginnis, Esquire, states that North Point is the equitable owner of these parcel and believes North Point is going to be an excellent partner with Falls Township for a very long time to come. He introduces Jed Momet from North Point.

Jed Momet, a partner at North Point Development, and states that we are an industrial developer based out of the Midwest. Our home office is in Kansas City, Missouri. I am located in St. Louis, with offices in Chicago, Cincinnati, Seattle, Salt Lake, Sacramento, Detroit and a small office in York, Pennsylvania. We are a coast-to-coast firm. We are the number 1 industrial developer in the United States for the last 5 years. This means we have developed more square footage than our competitors. Our primary business is industrial, e-commerce, logistic-based warehousing. We have been in business almost 9 years. We have developed almost 80 million feet on about 2,000 acres of land and we have raised between \$2-3 billion in capital per year that we place in our various projects.

We are a very client-driven organization, meaning we try to solve client's problems first and then figure where to develop and why. Our clients are General Motors; we do a lot of business with Chewy.com (a pet food supplier), Walmart, Adidas, Amazon. Outside of the Midwest, Pennsylvania is a state as our second home. We have 15 million square feet in Pennsylvania mostly along the I-80 corridor. We also are along the I-95 corridor, from Staten Island down to Baltimore and the DC area.

North Point Development has in-house civil engineering. I am an engineer by trade; most of our development team are engineers by background. We have an in-house architecture firm (Studio North) so all the architecture we will propose to the Township will be produced by North Point. We have labor, analytics, logistics analytics; we do the planning for our customers such as Amazon, Walmart, Chewy. We look at supply chain for them. We look at labor. We tell them why they should go to certain locations over others.

About this project – US Steel owns this property. US Steel opened this site up in 1952 and at one point in time had 5,000 workers by 1970. US Steel shut the site down in the early 2000; the only thing remaining from US Steel was a galvanizing line. In 1993, the US Department of Environmental Protection placed a consent order on the property requiring its clean-up. This is a Resource Recovery Act site, not a Superfund site, meaning that US Steel (who was the contaminator) is still solvent, it still owns the property – they were required to clean it up by the EPA. That clean-up started back in the 1990s and is still ongoing through the Pa. Act 2 program. Approximately, 70 percent of the site is cleaned up today. North Point will be finishing the clean-up.

NorthPoint is in the process of purchasing this site from US Steel; our closing date is in December 2020. We reached an agreement with US Steel in mid-June. There were many people interested in buying it. The reason why we were selected to purchase this property is because of ground field expertise and our track records with these types of projects. We were ultimately selected, not because of the price, but because we were the most capable of closing the transaction and getting the redevelopment finished. We have compiled a team of local experts not just here tonight but a number of other people (traffic consulting, architecture, planners, geotechnical engineers, wetlands and habitat biologists, geologists, environmental professionals).

The project has a potential of 10 million square feet – we think that the project could grow over time as we redevelop areas by moving existing tenants on the site that will create more space to create more buildings on site. The initial investment from NorthPoint and our partners is a billion dollars. This is a very big project and very exciting for us, the community and the region.

NorthPoint has an aggressive timeline. We will appear again for Phase 1 and various phases as we begin to redevelop. The first phase is slated to begin early next year. You'll see us very soon for the Preliminary Land Development for Phase 1 which will be a 1.5 million sq. ft. plan spread over a few buildings. NorthPoint is a speculative developer which means we build an empty building and we typically lease those buildings. Our business is about 75 percent speculative development and 25 percent built-to-suit.

The last point is the job creation. We believe this project creates 5,000 jobs and it could be up to 10,000 jobs. He continues with access in and out of the site. The primary access for truckdrivers is on Tyburn Road and they would take Bristol Pike south and eventually hit I-95 or Rte. 1 to I-295.

Chairman Binney states your truck drivers' access going through Pennsylvania Avenue travels through residential neighborhoods as it gets into Morrisville. This would not be something we would not be in favor of – directing large truck traffic into that neighborhood.

Mr. Momet says he agrees. That is why we have noted Tyburn as the truck route as the primary access.

Mr. Momet shows a rendering of a site plan which depicts lots owned by others.

Chairman Binney asks if NorthPoint would maintain ownership of the property and lease the buildings?

Mr. Momet responds yes. NorthPoint is a long-term hold company of the property that we develop. We intend to hold it forever and lease it back. We would not want to sell individual parcels. However, sometimes a user needs to own their own parcel, so we could be subdividing the property. Overall, our intent is to own the property long term.

Mr. Momet says we develop in phases. We will be before you very soon with Phase 1 (buildings 1 and 2 on the north part of the site) and we will just work our way around the property. Typically, when we get a building 50 percent leased, we start the process for the next building. We anticipate this site being built out in 7 years. If the site expands to a larger footprint of 15 million sq. ft. it might take 10 or 11 years.

Chairman Binney asks if NorthPoint will acquire the properties that are currently leased and honor those leases?

Mr. Momet responds that is correct. NorthPoint will be doing site work (development from utilities, fresh roadways, resurfacing the roads, clearing, grubbing, demolition of old surfaces, old buildings, reconstruction and re-positioning railways) for an overall facelift of the property in order to make way for new development. We will do this in phases and work our way around the site. The site will be transformed into a Class A industrial park with users such as Walmart, Amazon, Lowes, Home Depot, General Motors, etc. The sizes of these building are 200,000 sq. ft up to 2 million sq. ft.

Member Haney says that some of the firms you mentioned require redundant utilities. We are aware that the water and sewer was maintained by US Steel and needs some upgrades along with the electrical utilities. Amazon requires a lot of fire pumps so you might have to build a tank system on site. How will you make these things more resilient with the antiquated systems currently in place to attract new companies?

Mr. Momet responds the current utilities have much more sewer available than what is required, even under a 10 million sq. ft. plan, and a lot more power than needed. We believe there is an easy solution to the water – there is a water line outside of the park that we can tap into (owned by TOFA and MMA). In terms of service water for the existing industrial customers, the systems there are oversized. Our team is studying what types of improvements we need to make to the raw water system. It will likely mean taking pumps off line and consolidating down from 4 and 5 pumps a day to 2 or 3 smaller pumps to service the smaller clientele. In terms of the electric – same thing.

The DEP considers this property 70 percent cleaned up; NorthPoint will clean up the remaining 30 percent as soon as we buy the property. Because of our 20 million investment in this property, we want to clean it up, get rid of the consent order and put the property in good standing with the regulators. Part of the redevelopment plan is to cap the site – which means covering the site in concrete buildings, parking lots, roadways as this all creates a barrier in between the health and safety of the employees. We are the perfect redevelopment use of

that property. We are capitalizing all the clean up costs, development costs into our budget including the improvements to the utilities that Mr. Haney had mentioned. Remediation we will hit on day one.

Chairman Binney asks that once the clean up is complete and the consent order lifted, at that point is that when the gates are allowed to come down?

Mr. Momet responds yes. Sometimes the gates could come down sooner if the regulators feel progress is being made.

Chairman Binney and the Board express their approval with the entire project. Since this is a Sketch Plan, no recommendation is necessary.

No public comment.

Item #5: Approval of minutes

Motion and second to approve minutes from September 22, 2020.

All in favor 4-0. Motion carries.

Meeting adjourned 9:05 p.m.