



November 21, 2022

Jennifer M. Boyer, AICP
Community Development Director/Planner
Upper Allen Township
100 Gettysburg Pike
Mechanicsburg, PA 17055

RE: Revised Preliminary/Final LD Plan
Chick-fil-A at The Mills at
Shepherdstown Crossing
UAT File No. 22-07-05

Dear Ms. Boyer:

Please find the following in response to public comments expressed at the October 31, 2022 Planning Commission Meeting for the above referenced project.

Public Comments from Planning Commission Meeting on October 31, 2022:

1. *There was concern that the Chick-fil-A will bring in more traffic than McDonald's and Starbucks. Typically, we see McDonalds, Starbucks, and Chick-fil-A receiving more traffic flow at different time periods (i.e. Starbucks may peak earlier and with higher volumes than McDonalds while McDonalds may peak earlier in the day with higher volumes than Chick-fil-A). The traffic analysis takes the peaking scenario into consideration by analyzing the peak hour of the adjacent street, which is the time frame when the greatest traffic volumes is anticipated. The peak hour of the adjacent street and its impact is noted within the study. The increased congestion will force drivers to seek alternate routes. There is concern that neighborhood roads such as East Meadow Drive will be impacted as a shortcut between South York Street and Fisher Road as drivers seek to avoid the Gettysburg Pike/South Market Street intersection. Drivers choose the route they wish to travel. Given the minimal delay estimated at the study intersections, typical driver behavior and use is anticipated, and a travel route through the intersection is considered the likely path of choice as other routes will take more time. Note that drivers currently choose to travel to this intersection under the current operating delay. With the increase in capacity at the intersection, the delay will be reduced. It is unlikely that these drivers will deviate from their choice of route when the travel time becomes shorter.*

Residents in the area of East Meadow Drive already use East Meadow Drive. Therefore, this would not be considered an alternate route for these drivers. For drivers headed northbound along Harrisburg Pike, the suggested alternate adds more than a mile to the travel pattern. Typically, additional travel length is not chosen by a driver. The additional traffic will make the roads less safe for pedestrians, including children, as vehicles speed through the neighborhoods. Does the traffic study address how the additional traffic will impact nearby intersections? The study does include the adjacent intersections as requested and directed by both PennDOT and the Township.

2. *Could additional intersections be studied, particularly South York Street/Gettysburg Pike. There was also mention of Lisburn Road/Gettysburg Pike and South York Street/West Winding Hill Road? While any intersection could be studied, an expanded scope does not meet the volume thresholds required in the ITE or PennDOT guidance. This is as required by the Townships' ordinance.*
3. *Google was listed as having complaints in more than 20 states about Chick-fil-A's and other states/municipalities who are overrun with traffic issues. Could the township take a step back and think about what is happening to this intersection and how we're allowing improvements to the roadway to take place to accommodate new development? Chick-fil-A would be better suited for another heavily traveled area. The site is zoned Highway Commercial which is the appropriate location for commercial / retail / service uses. This meets the objectives within the Townships' comprehensive plan in directing the goals of development within the Township. Additionally, the immediate location adjacent to US 15 keeps the majority of non-pass-by vehicles within the area of the improved intersections and away from residential areas. The suggestion of moving the Chick-fil-A to a more heavily traveled area contradicts the concerns over volumes of traffic in the area, i.e., comments 1, 5, 7, and 8.*
4. *How will the Chick-fil-A, Mills at Shepherdstown, and its associated road improvements affect property values? The Mills at Shepherdstown Crossing development brings a much-needed mix of commercial/residential to Upper Allen along with major improvements to the South Market Street/Gettysburg Pike intersection. Since the property has been zoned for this type of development-surrounding property values should not be affected. Of course, the increase to the property value of Mills at Shepherdstown Crossing is significant, provides financial, and tax revenue to the County, School District and Township. Please see attached Analysis.*
5. *The South Market Street/Gettysburg Pike intersection is already too busy. Who is responsible for paying to have additional fire and police personnel patrol the area?*

Intersection improvements are proposed to maintain and even improve the flow of traffic in the area. The resulting levels of service (LOS) are below the Townships' targeted LOS 'D'. The Land Development Plan has been reviewed by both the Police Chief and Fire Chief.

6. *Could access to the site be provided on other roadways? Suggestions were made to require access from only South Market Street and the Route 15 onramp. PennDOT stated that no access will be allowed to the eastbound South Market Street and to US15 ramps. These streets are defined by PennDOT as limited access highways.*
7. *Could Chick-fil-A delay its opening until after the Mills @Shepherdstown and 7-Eleven developments and their associated improvements were complete? Then, determine if there is enough capacity for the additional traffic associated with Chick-fil-A. The study indicates that there is ample capacity within the intersections to operate normally even if additional traffic above and beyond what is analyzed occurs. Note that reanalyzing the intersections at a later date would reset the baseline traffic and the change or increase in traffic as a result of the development would be less. The analysis would no longer support the recommended improvements for mitigation resulting from changes of levels of service.*
8. *How did the traffic study account for new traffic in the area, including the Tattersall, Terraces at Shepherdstown, and ModWash developments? The traffic study includes future traffic analysis as required by PennDOT and approved by the Township. Traffic through the area and traffic destined to the site is analyzed in multiple ways through background growth rates, primary trips, and pass-by trips.*
9. *Is the school district aware of the proposed development and how will it impact the bus routes? Mechanicsburg Area School District is aware of the development. In fact, the School District and Linlo Properties (along with Upper Allen Township), contributed through a cooperative effort with Suez-Veola Water to provide an important water system upgrade. This upgrade will allow the Mechanicsburg Area School District to have operable sprinkler systems at the elementary and middle school in the area.*
10. *Was consideration given to pedestrians who wish to access the site? If so, what accommodations will be provided? Pedestrian circulation was discussed with the Township early in the design process. After completion, there will be a walking trail/sidewalk around the perimeter of the Mills at Shepherdstown, which will connect to a planned trail around the Daybreak Church parcel and Upper Allen*

Dog Park. There is also plans to connect a trail through the new Terraces at Shepherdstown development.

11. *There will be traffic delays and other issues when trying to get from one's home to nearby shopping centers, dentist and doctor appointments, etc. when traveling through the Gettysburg Pike/South Market Street intersection. How is the developer going to address this issue?* **The traffic delays measured at the intersections are noted within the study. While any anticipated increase in delay, with the addition of the development traffic, falls within the acceptable range as defined by the Townships ordinance (LOS D), improvements have been recommended, and are to be constructed, that will reduce the delay. This has been stated at both PC meetings.**
12. *What signage will be provided along the rear access road to Daybreak Church to inform drivers that there is a Dog Park in use and that residents access the Park from the church parking lot?* **We recommend that directional signage be provided along the connection drive indicating that both Daybreak Church and the Dog Park are ahead.**
13. *Who is responsible for maintaining the roadways in the winter? There is already a safety concern when driving up/down the hill in Shepherdstown and sliding on ice. How will this impact the intersection for the Mills @ Shepherdstown Crossing?* **The interior drives/parking areas of the development are the responsibility of Linlo Properties. The Township will continue to provide maintenance and safe winter driving conditions along Gettysburg Pike.**
14. *The traffic study is based on model data. What will be done if the uses bring in more traffic than the study suggests? What improvements will be done and who will pay for them?* **The study has been created as directed by both PennDOT and the Township. The development is initiating improvements that are above and beyond what is anticipated.**
15. *The left turn lane into the site only accommodates seven vehicles. What happens (especially during peak times) when more than seven vehicles are trying to access the site? How will that impact the intersection?* **The lane accommodates up to 1,900 vehicles per hour. Storage, capacity, and flow are different and are dependent upon traffic and lane scenarios. For example, a mile of road can store approximately 220 vehicles (5280 feet / 25 feet) but can accommodate up to 1,900 vehicle per hour, which is the base flow rate. The traffic study provides an analysis as required by the Township and provides the improvements required by the analysis.**

16. *The increased traffic will affect the look and feel of the area. How has the developer address the impacts to the landscape of the intersection? **Landscaping is an important feature to the developer, as Linlo Properties will be providing enhanced landscaping in excess of the requirements of the Township.***
17. *Why were traffic counts only taken on two days: one Thursday (02/20/2020) and one Saturday (02/22/2020) and not a longer period (e.g., a week)? How can these two days represent the complete impact to the area? What proof is there that measuring traffic during one weekday and one weekend is fully representative for all subsequent modeling that is based on averages? Traffic should be measured over multiple days to adequately obtain an average. The traffic counts were also taken during COVID. How will adjustments be made to accommodate the change in traffic when there were less cars on the roadways during COVID? Following the meeting, on resident asked additional questions. Please respond to these questions as well. **The study provides the analysis that is required and directed by the Township and PennDOT. The methodologies are listed within the study.***
18. *Was the secondary exit through Daybreak Church included in the original application? If so, was this updated for the modification for Chick-fil-A?*
- a) *With the exit past Daybreak, why was the inflow from Old Hollow onto Gettysburg pike not included? This should be included in the revised scope since traffic can exit via the secondary roadway past the church and onto Gettysburg Pike further south from the development.*
 - b) *If scope was not updated with the amendment for Chick-fil-A and because the Engineer told us that some traffic will exit via that route, that is a clear miss that will require an update. The updated scope should include the Old Hollow intersection and how traffic will impact this intersection as well as South York Street.*

Study scopes are discussed with the Township and are reviewed by staff and professionals experienced with reviewing and performing traffic analysis. Additional intersections desired by others are not a clear miss. Note that assigning additional traffic to another intersection was discussed related to our application of all right entering traffic to driveway number 4. When the traffic is spread out over multiple intersections or redistributed, the impact will less than what was analyzed. Therefore, the turn lane recommendations currently proposed at other locations would be reduced.

19. *How much northbound traffic from Gettysburg pike is projected to enter Mills at Shepherdstown at either of the two entrances? **These numbers are provided within***

the study. Please see figure 4. For reference, the AM peak hour is 50 vehicles, the PM peak hour is 27 vehicles, and the Saturday peak hour is 51 vehicles.

20. *What assumptions have been made for Northbound vs Southbound traffic exiting only Gettysburg Pike coming out of Mills at Shepherdstown?*

- a) *What data supports the distribution N vs S?*
- b) *What exactly is the incremental Southbound traffic on Gettysburg pike?*
- c) *What justifies excluding the impact to the South York intersection from the incremental southbound traffic on Gettysburg Pike?*
- d) *In the past, the Township has requested a 3-way Stop at the Gettysburg/South York intersection which was denied by PennDOT. If the township is aware of the congestion and danger at this poor visibility intersection, this is all the more reason to either address impact or refute concerns on potential impact.*

The study indicates the methodology of the traffic distribution and assignment. The supporting data is included in the appendix. The data and methodologies were reviewed and approved by the Township and PennDOT. The study commissioned by the Township for the Gettysburg/South York intersection indicated that traffic levels were below that of what is typically considered a congested intersection and appropriate sight distance is available.

21. *Is there a measure for the drop-off / pick-up traffic to the Daycare facility at Town & Country Church?*

- a) *What allowance is provided for traffic to exit the T&C parking lot turning North onto Gettysburg pike, especially with respect to stacking on Gettysburg pike (Southbound) to turn into the Mills at Shepherdstown?*

The Early Childhood Center operates at the Country and Town Baptist Church between 7am and 5pm Monday through Friday. Currently, there are two separate lanes leaving the facility to turn north or south on Gettysburg Pike. With the overall improvements to the intersection and corridor, it is anticipated that gap opportunities will provide turning movements out of the facility to continue to operate at acceptable conditions.

22. *In the updated traffic study, no p. 105, why is current volume the same as future volume in 2027? This is a function of the software. The volumes are dictated by the volume worksheet provided in the study. Why are the future volumes only to 2027 and not a 10-year period as required by the Township? The future year is as required by PennDOT and as approved by the Township during the Scoping Application. Are there no additional development projects planned that would impact the current scope (e.g. Duck Car Wash, etc.)? Please see our response to comment 8.*

Jennifer Boyer
November 21, 2022
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We look forward to meeting with the Board of Commissioners at their December 7th meeting to discuss this enhancement to Upper Allen Township.

Very truly yours,

A handwritten signature in blue ink, appearing to be 'J. K. Murphy', is written above the printed name.

John K. Murphy, P.E., P.L.S.
President

SHEPHERDSTOWN CROSSING

Financial & Tax Revenue to Upper Allen Township

Property-Building	Implied Value	CLRF	Total Assessment	Tax Liability	Cumberland County	Upper Allen Twp	Mech. School District
Mixed-Use Building No. 1	\$ 9,852,804.00	1.17	\$ 8,421,200.00	\$ 170,268.24	\$ 19,882.45	\$ 22,316.18	\$ 128,069.61
Mixed-Use Building No. 2	\$ 9,852,804.00	1.17	\$ 8,421,200.00	\$ 170,268.24	\$ 19,882.45	\$ 22,316.18	\$ 128,069.61
Chick-fil-A	\$ 3,500,000.00	1.17	\$ 2,991,452.99	\$ 60,484.19	\$ 7,062.82	\$ 7,927.35	\$ 45,494.02
Burger King	\$ 2,300,000.00	1.17	\$ 1,965,811.97	\$ 39,746.75	\$ 4,641.28	\$ 5,209.40	\$ 29,896.07
7-Eleven	\$ 4,000,000.00	1.17	\$ 3,418,803.42	\$ 69,124.79	\$ 8,071.79	\$ 9,059.83	\$ 51,993.16
Other Restaurant	\$ 2,300,000.00	1.17	\$ 1,965,811.97	\$ 39,746.75	\$ 4,641.28	\$ 5,209.40	\$ 29,896.07
Annual Total Estimated Real Estate Taxes	\$ 31,805,608.00		\$ 27,184,280.34	\$ 549,638.96	\$ 64,182.09	\$ 72,038.34	\$ 413,418.54

Job Creation	Part-time Jobs 1,040 hrs/yr	Full-time Jobs 2,080 hrs/yr	0.5% EIT	1.2% EIT
Chick-fil-A	35	55	\$ 6,333.60	\$ 15,200.64
Burger King	25	40	\$ 4,586.40	\$ 11,007.36
7-Eleven	18	25	\$ 2,970.24	\$ 7,128.58
Other Restaurant	15	20	\$ 2,402.40	\$ 5,765.76
20,000 SF Retail Space	110	165	\$ 19,219.20	\$ 46,126.08
Total Annual EIT	203	305	\$ 35,511.84	\$ 85,228.42

	\$47/yr/E'ee	\$5/yr/E'ee
Local Services Tax (LST) \$52.00 per year	\$ 23,876.00	\$ 2,540.00

New UAT Residents Living in Apartments	Residents	Average Income	0.5% EIT	1.2% EIT
54 apartments x 1.5 residents per dwelling	81	\$60,000.00	\$ 24,300.00	\$ 58,320.00

Total Annual Revenue to UA Township	\$ 155,726.18	\$ 559,506.95
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*For purposes of the EIT calculations, it is assumed that 60% of the employees are residents of Upper Allen Township and the remaining 40% are residents of another municipality. Local Services Tax is paid 100% to the municipality and school district where the employer is located which are Upper Allen Township and Mechanicsburg School District.

One-Time Fees to UA Township	
Sewer Connection Fees	\$ 311,276.00
Parks & Recreation Fees	\$ 146,800.00
Permit Fees	
- Bldg #1	\$ 114,965.00
- Bldg #2	\$ 115,340.00
- Chick-fil-A	\$ 15,600.00
- Burger King	\$ 14,300.00
- Retaining Walls	\$ 6,500.00
- Clock Tower	\$ 2,150.00
Total One-Time Fees to UA Township	\$ 726,931.00

UAT Community Improvements	
Suez Water system upgrades contributions	\$ 380,000.00
Road Improvements	\$ 2,100,000.00
Total Community Improvements	\$ 2,480,000.00
Total One-Time Payments	\$ 3,206,931.00