

UPPER ALLEN TOWNSHIP PLANNING COMMISSION
REGULAR MEETING
October 31, 2022
7:00 P.M.

PC MEMBERS

R. Wayne Willey, Chairperson
Robert Siodlowski, Vice-Chairperson
Barry Natwick, Secretary (absent)
Amanda Parrish
Scott Steffan
Barbara Roddin (absent)
Tim Kortze

TOWNSHIP OFFICIALS - PRESENT

Jennifer Boyer, Comm. Dev. Director
Scott Finkenbiner, Planning Technician

BOARD OF COMMISSIONERS

Ginnie M. Anderson, Commissioner
Jeffrey Walter, Commissioner

CALL TO ORDER

Chair Willey called the Planning Commission Meeting to order at 7:01 p.m. and the Pledge of Allegiance was recited by all. Roll Call was taken by Mr. Finkenbiner. Ms. Roddin and Mr. Kortze were absent.

APPROVAL OF AUGUST 29, 2022, MINUTES

Chair Willey called for the approval of the Minutes of the August 29, 2022, Planning Commission Meeting. Ms. Parrish made a **MOTION** to approve the Minutes of the May 23, 2022, meeting. The **MOTION** was **SECONDED** by Mr. Steffan. The motion carried unanimously (5-0).

REVIEW OF BOARD OF COMMISSIONERS MINUTES

Chair Willey noted the copies of the Board of Commissioners Minutes from the August 3rd, August 17th, September 7th, and September 21st, 2022, meetings. Chair Willey accepted these minutes.

OLD BUSINESS

A. Mills at Shepherdstown Crossing (Chick-Fil-A) Revised Sub/LD File # 22-07-05

John Murphy, and Mark Allen from the Alpha Consulting Engineers Inc. represented the plan as the engineers. Mr. Murphy explained that the plan for the Mills at Shepherdstown Crossing was approved in 2021 and that they are now before the board to get approval of the modified plan that includes the Chick-Fil-A, this modification required buildings 3 and 4 to be removed. The modified plan was originally brought before the board at the previous Planning Commission meeting on August 29th, 2022, however, at that time they were not seeking approval of the plan. Mr. Murphy continued, stating that almost all the comments for the plan have been addressed and the few that are left are administrative. Mr. Murphy stated that he would provide a brief

overview of the plan, while answering any questions, as the board has already heard the description previously. Chair Willey stopped Mr. Murphy and asked him to provide enough detail to inform anyone who was not at the previous meeting the details of the plan. Mr. Murphy described how the two buildings, a 3-story building, and a fast-food building, were replaced with the Chick-Fil-A, while the Burger King location remained the same.

Mr. Murphy then moved on to discuss the traffic study and improvements, and how the increased traffic caused by Chick-Fil-A would be accounted for. Mr. Murphy detailed how the original traffic study included both the Mills at Shepherdstown Crossing and the 7/11 project across South Market Street. The study, which was reviewed by the Township and PennDOT, concluded that some improvements would be needed, these improvements include but are not limited to adding a dedicated right turn lane to the northbound lanes of the Gettysburg Pike, adding a new lane to South Market Street on the eastern side of the light (going toward route 15) which the dedicated right turn lane on Gettysburg Pike will turn on to, extending the left turn lane on Gettysburg Pike southbound, and adding a right turn entrance to 7/11 from South Market Street.

Chair Willey asked Mr. Murphy to explain the how two entrances and exits of the property would work, and the traffic stacking. Mr. Murphy stated that there are two proposed access points the first, is across from Country & Town, Baptist Church which consists of two exit lanes, one for right turns and one for left turns, and one entrance lane for both left and right turns which will expand to two lanes to allow for left turns into the fast-food restaurants. The second is further south along Gettysburg Pike is right in/right out only. Mr. Murphy also notes that there will be a connection road to the Daybreak Church parking lot for both vehicles and pedestrians, which will provide an additional entrance/exit for both the Mills properties and the Church.

Mr. Murphy explained that due to the changes to the plan the land development plans, and traffic study were resubmitted which resulted in a review and acceptance from the Township engineer and staff, this revised plan has only a few minor issues such as needing a lighting plan, containing some typos, and various administrative comments. Finally, the fire chief performed his review and signed off on fire vehicle access. Mr. Murphy also stated that the traffic studies were based on the Institute of Traffic Engineers (ITE) trip generation manual which provides nationally accepted parameters based upon previous studies of the specified use and that the study for the Chick-Fil-A went beyond those requirements. Also, the internal traffic, vehicle stacking, was looked at a bit closer to avoid impacting township traffic due to stacking. The drive-through, which has three lanes, can hold 45 cars with an additional approximate 10 cars stacking in the parking lot area and another approximate 15 along the access drive.

Mr. Allen of the Alpha Consulting Engineers Inc. was asked by Mr. Murphy to explain the details of the traffic study. Mr. Allen stated that during the last August meeting, when the updated plan was first presented to the Planning Commission, there was feedback provided by the township, which was looked at and some improvements were made. Mr. Allen discussed two areas of note, the first was the right turn lane from South Market Street on to the Gettysburg Pike. Mr. Allen stated that this would become a combination straight and right turn lane adding an approximate 1500 extra vehicles per hour to the intersection. Standard capacity is approximately 1800 vehicles

per lane per hour, meaning that each additional lane provides around an extra 1800 vehicles per hour. The second area of note was the exclusive right turn lane from Gettysburg Pike to South Market Street, this should allow for traffic to flow better by allowing traffic to turn onto South Market Street without having to wait for traffic stopped to go straight across. Mr. Allen noted that they also recommended that the signal be timed with an overlapping right, allowing right turns from Gettysburg Pike to South Market Street while traffic is turning left from South Market Street on to the Gettysburg Pike, allowing for more time for traffic to clear the intersection. Mr. Allen then moved on to discuss the differences between the original analysis and the updated analysis, stating that where the Chick-Fil-A is proposed to be built there originally was an 1800 square foot restaurant, as well as, an additional area that was considered office/medical/retail, a commercial shopping area, this means that in doing the new assessment the number of vehicles that were accounted for at those two locations would be a counterbalance to the number of vehicles visiting the Chick-Fil-A. Mr. Allen explained that even though Chick-Fil-A does not create a lot of traffic in the morning (AM peak hour), the study used the fast food restaurant with a drive-through model accounted for 149 trips while the national average for Chick-Fil-A is around 100 trips, meaning that they are being conservative by accounting for more trips than Chick-Fil-A should have. Ms. Parrish asked Mr. Allen to clarify if these 149 trips were in addition to the first assessment or just current numbers, Mr. Allen stated that these were in addition to the numbers from the first approved plan. Additionally, Mr. Allen addressed concerns of high trip numbers in the evenings (PM peak hour) he noted that the same standards applied, the same model for trip generations was being used, with three total restaurants being accounted for in the study. Two evening counts were performed, one totaled 145 and the other totaled 200 trips, with 167 trips being estimated as the average for the Chick-Fil-A, these trips were added with the trips for the Burger King and residential traffic bringing the total to 370 trips for the PM hour. Mr. Allen said that during the study it was noticed that most of the traffic backup occurred in the morning starting around 7:00, therefore, they tried to pay particular attention to the AM peak hour.

Ms. Parrish asked Mr. Allen if any levels of service have gone down at any of the intersections with the development, Mr. Allen answered yes, he then defined level of service as an A through F scale, but shouldn't be construed with the idea of A is passing and F is failing, it is a letter grading scale that defines the intersection delay (how long on average people would be waiting for the signal to change), and the congestion level (free flowing, congested, or beyond congested). The current level of service for the intersection, in the AM, is a D with 38 seconds of delay, with the proposed improvements it will drop to a C with 29 seconds of delay providing an almost 10 second improvement, for the PM hour the improvement is 11 seconds, from 32 to 21, while the level of service stays the same at C, finally on Saturday the level of service will remain at the current C with a change in time of 26 seconds to 20 seconds.

Ms. Parrish then asked about the levels of service at the route 15 intersections. Mr. Allen stated that the levels of service will stay the same at level B, with the Township requiring level D or better. The intersections were balanced out so that the side streets, the route 15 off ramps, might have to wait a bit longer, however, the main route, Market Street north and southbound, would flow better. The township engineer wanted to make sure that the signals talked to each other so that they would switch from red to green in such a way that allowed for the best traffic flow.

Mr. Allen then went on to discuss the site driveways, indicating that they have a level of service A with the longest delay being an approximate 8 seconds. This level of service indicates that even if there would be more traffic than the study accounted for, the level of service could drop to a B and still operate similarly.

Chair Willey asked Mr. Murphy if he had any other remarks or information to present, to which Mr. Murphy stated that there was no further analysis to present and that they would be happy to provide answers to any questions from the public.

PUBLIC COMMENT

Doug Renshaw of 311 E Meadow Drive asked if it was too late to consider another access road for the site that would not involve Gettysburg Pike, additionally, he stated that he had an idea he would like to present for consideration. Chair Willey stated that Mr. Renshaw could describe his idea. Mr. Renshaw explained that his idea would be to make the southbound ramp onto route 15 two-way with a connecting road into the site. Mr. Renshaw provided a diagram to Chair Willey.

David Leber of 331 E Meadow Drive is concerned that attempting to make a left hand turn on to Gettysburg Pike from S York Street will become more difficult than it already is, and that traffic making left hand turns out of the site will be dangerous and cause more congestion.

Bill McNichol of 332 E Meadow Drive questioned the level of service to exit the site if it is an A level of service to enter the site. Mr. Allen clarified that the level of service of the intersection applies to both entrance and exit of the site, with all right turns being a level of service A and left turns being level of service B. Mr. McNichol also reiterated what Mr. Leber stated about exiting S York Street.

Timothy Glessner of 2198 Spring Run Drive asked two questions concerning the traffic study, first he asked what was used as the baseline for the predevelopment traffic and whether those were taken during Covid, second, does the study account for the development being done on the southern side of route 15. Mr. Allen stated that the counts were taken before Covid, and if they had been done during Covid, PennDOT required adjustments to account for the decreased traffic. Also, other developments are not specifically accounted for, however, a growth factor from PennDOT is used to estimate future trends. Mr. Murphy also noted that the other developments are required to do their own traffic studies.

Erik Weenink of 309 E Meadow Drive had multiple questions about the traffic study, first, he stated that the traffic study was conducted on Thursday February 20th, 2020, and Saturday February 22nd, 2020, Mr. Weenink was unsure of the time for the Thursday study but said the Saturday study was preformed from 11:30AM to 12:30PM and was adjusted for 2022 using the PennDOT standards which was for a suburban model. Mr. Weenink wanted to know if that model takes the nearby parks, and in progress residential buildings, into account. Second, Mr. Weenink would like the term “trip counts” clarified and what data were used to account for 1800 trips per hour accounted for in the traffic study. Third, Mr. Weenink is concerned that the stacking in the

westbound left turn lane from S Market Street onto Gettysburg Pike will not account for the increased traffic. Fourth, Mr. Weenink questioned why there is not a dedicated right turn lane on the route 15 southbound exit, and if the risk of accidents was considered. Lastly, Mr. Weenink stated that he did not believe the stacking for the left turn into the Mills from Gettysburg Pike would be sufficient as he argued that there would be more than the predicted 12 trips.

Mr. Allen explained that the original traffic study was an approximately 1200-page long document with another approximate 260 pages added as an addendum for Chick-Fil-A, also, the original study went through six reviews by PennDOT, from both their traffic unit and their consultant, Pennoni Engineers, and the Township engineer reviewed the submissions. Most of the issues presented by Mr. Weenink were reviewed and approved by the Township engineers and PennDOT or their representatives. Chair Willey stated that using the meeting minutes all issues will be reviewed to ensure they were addressed. Ms. Boyer explained that during the scoping meeting with PennDOT, to discuss the scope of the study, a dedicated right turn on the route 15 southbound exit was considered, however, she was not sure of an exact reason as to why it was not implemented. Mr. Murphy stated that he did not remember the specific meeting but explained that a drop lane was going to be added as an entrance to the 7/11 from S. Market Street north of the route 15 exit and that is why there was no dedicated turn lane added. Ms. Parrish asked Mr. Murphy to clarify whether there would be a single lane going north, to the right, from the route 15 southbound exit ramp. Mr. Murphy confirmed that there would be one lane going north for a short distance until it split to go into 7/11 and then split again for the intersection. Chair Willey reiterated that all comments would be addressed.

Gerard Babitts of 2167 Canterbury Drive stated that he believes that the amount of traffic that this one store is going to generate, on average Chick-Fil-A does as much as or more than a McDonalds or Starbucks. Also, if you google Chick-Fil-A and traffic you will find numerous complaints form across the country in various differing locations with comments such as traffic problems, public nuisance, or nightmarish traffic. The Chick-Fil-A on the Carlisle Pike has similar traffic issues, and the Carlisle Pike is a much more robust road than the Gettysburg Pike.

Amy Anderson of 1784 Autumnwood Drive is concerned that since both the Mills at Shepherdstown project and the ModWash project are both performing traffic studies simultaneously, neither will account for the other and will have flawed studies. She also reiterated the concern over the left hand turn from S York Street, and noted that currently people cut through the local neighborhoods to get to other locations.

Susan Weenink of 309 E Meadow Drive called attention to the number of changes being made in the Township to accommodate one business, and that all these road changes are just assumed to be wanted.

Tina Prins of 1526 St. James Circle was concerned with the amount of development going on in the Township, at this intersection it has changed from a barn, Maggie's Ice, and a field to a medical complex, a 7/11, Chick-Fil-A, Burger King, and 54 apartments plus retail. She argued that the whole community needs to be considered and enhanced property value should be the focus.

Mrs. Prins reiterated the earlier comments concerning complaints about Chick-Fil-A traffic, noting that these complaints are documented across 20 states, and she argued that the traffic may impact EMS and school bus routes. Mrs. Prins concluded with the suggestion that Chick-Fil-A be tabled until the other approved development projects (7/11, Burger King, and the apartments) are constructed and then a new traffic study can be performed.

Rebecca Moyer of 1712 Morning Star Court reiterated the comments concerning the difficulty turning left onto Gettysburg Pike from S York Street. Mrs. Moyer questioned how long it would take for an accident to occur at the intersection and stated that Chick-Fil-A is never not busy, maybe in the mornings as breakfast might not have the biggest draw, however, she notes that at 10PM there can still be lines at the drive-through. Mrs. Moyer concluded by echoing the previous comments of adding another exit, and/or tabling the plan until the other projects are completed.

Robert Martin of 1767 N Meadow Drive began by echoing Mrs. Moyer's comments, and then questioned whether the intersection at S York Street was considered in the study, and if there is a plan for the intersection. Chair Willey stated that this was not going to be addressed at the moment. Ms. Parrish then asked if the intersection was within the scope of the study. Mr. Allen stated that it was not within the scope agreed upon during the scoping application, also clarifying that the engineers recommend intersections to be studied and then PennDOT and the Township add intersections to the scope of the study, and since it was determined that most of the traffic would be headed toward route 15 the S York Street intersection was not included in the study. Mr. Martin contended that it should have been considered as it is already difficult to navigate.

Tim Prins of 1526 St. James Circle asked how many cars could be stacked to turn left into the development. Mr. Allen stated that the left turn lane is 150 feet which can hold seven cars. Mr. Prins then stated that he believed Mr. Allen stated that no additional cars would turn left onto Gettysburg Pike from S Market Street, but then also said that most of the traffic would be turning right to go back to route 15 which Mr. Prins believed was a contradiction. Mr. Allen stated that he did not believe he said that; however, he stated that there were no additional impacts beyond the level of service. Mr. Prins concluded by stating that what was originally approved would have enhanced the community, however, he did not like the bait and switch that happened after construction was started and then Chick-Fil-A was added.

Glen Davis of 318 E Meadow Drive echoed the previous comments given, then asked if the study considered the winter weather and if the study accounts for hills as opposed to flat roads.

Ed Kosheba of 2124 Arbor Court explained that he has lived in different areas of the Township for 45 years and that from his experience everyone who lives between the Rosegarden and Meadowview developments uses Gettysburg Pike daily and he contends that many of those who travel the road drive too fast and that Chick-Fil-A will only make this worse. He also wanted to ensure that the traffic study was performed on the weekdays, to which, Mr. Murphy clarified that the study was performed during the week in the morning and evening.

Ryan Anderson of 1784 Autumnwood Drive asked whether pedestrian traffic was considered in

the study. Mr. Murphy said that pedestrian traffic was considered and that enhanced crosswalks would be added to the intersection at Gettysburg Pike and S Market Street, and a walking path will be added to the street frontage along Gettysburg Pike that will connect to the Daybreak Church property.

Al Bonilla of 2248 Canterbury Drive opposed the Chick-Fil-A because not only is traffic going to stack up around the property, but traffic will also stack up at the intersection of West Lisburn Road and Gettysburg Pike.

Steve Moyer of 1712 Morning Star Court agreed with the previous comments and wanted to know what the next steps in the process would be to ensure that a study is performed at S York Street. Also, Mr. Moyer stated that no other local Chick-Fil-A abuts residential areas like this.

Bill Stanton of 1781 Winterhaven Drive questioned how the entrances and exits to the property were designed. Mr. Allen explained that the upper driveway, the drive closer to S York Street, is right in right out with no left turns in or out, the main entrance, closer to S Market Street, is full movement, left and right turns in and out. Mr. Stanton asked what would stop cars from blocking the intersection. Mr. Allen stated that those instances were accounted for in the study.

Eric Scoggins of 326 W Meadow Drive has lived in the Township for 3 years and in those 3 years has seen the intersection develop quite a bit, he stated that in his opinion the addition of a Chick-Fil-A is a bad idea, and the traffic will philosophically change the landscape of the area.

Caroline Kalafsky of 1780 Springwillow Drive concurred with the comments concerning S York Street. She also wanted to know what type of signage, speedbumps, crosswalks, etc. would be installed along the road between Daybreak Church and the Mills property.

Tim Prins of 1526 St. James Circle asked for the record who has the responsibility of fixing issues that occur if the traffic studies are wrong, and he stated that he believed it would fall on the Township. Ms. Boyer clarified that it would not necessarily be the Township's responsibility.

Erik Weenink of 309 E Meadow Drive explained that he has a doctorate in chemical engineering, however, he knows analysis, therefore, he questions and challenges the graphs in the report. The graphs use the average, but in his opinion, Chick-Fil-A is not an average restaurant, so why use the average for an above average restaurant, which cannot be statistically supported. Also, why not do an update traffic study to account for construction since 2020.

Chair Willey noted that there were no more public comments and opened up questions or comments from the board.

Ms. Parrish argued that there was a valid argument to be made that in the two years since the traffic study was performed there has been huge growth and that Cumberland County is one of the fastest growing counties in the State. Mr. Allen stated that even though the area has had a lot of growth, PennDOT requires a specific growth factor to be used, either 0.54 or 0.84, and that

traffic studies are useable for three years no matter who does them. Ms. Parrish asked if the three-year period started when the count was started by Alpha, Mr. Allen answered in the affirmative, Ms. Parrish then stated that the study is currently at 32 months which is four months away from being required to be redone, to which Mr. Allen agreed. Ms. Parrish also wanted to clarify the stacking numbers for the left turn lane of northbound S Market Street onto Gettysburg Pike, Mr. Allen stated the lane is 200 feet long and can hold ten vehicles, and that the signal timers have detectors in the roadway to adjust the timing if the lane is full. Mr. Allen also clarified that the study accounted for the Mills property, the 7/11, and the medical facility.

Chair Willey asked if there were any more questions or comments from the board or from the representatives, Mr. Murphy thanked the board for their time, and for all the questions, and concerns, he also wanted to reiterate that the plan has been vetted by the Township. Finally, Mr. Murphy asked for a recommendation of approval based on staff comments.

Chair Willey asked Ms. Boyer if she had any comments, Ms. Boyer stated for the record that comment number five on the original report, dealing with canopy height, was removed and an amended report was provided based on comments from the fire chief stating that first responders would be able to access the entire site.

Chair Willey called for a **MOTION** on the plan. Vice-Chair Siodlowski made a **MOTION** to recommend approval of the Mills at Shepherdstown Crossing (Chick-Fil-A) plan with conditions. The **MOTION** was **SECONDED** by Mr. Steffan. The motion carried unanimously (4-1). The conditions of approval are as follows:

1. A lighting plan is required. Lighting shall not exceed the property boundary line in accordance with Sections 220-5.19 and 245-17.8 of the Codified Ordinances.
2. There is a discrepancy between the use of Building 3 and Building 4 on Plan Sheets 3-8 of 15. Please clarify and correct all pages.
3. On Sheet 8 of 15 – Stormwater and Sanitary Sewer Profiles – the following shall be corrected:
 - a. The following clarification/additions are required on profile LS10-59 to LS10-57 at manhole LS10-57, as follows:
 - i. INV. IN 597.69 (LS10-60)
 - ii. INV. IN 597.29 (LS10-58)
4. The updated queue analysis using SimTraffic Models and Synchro queue analysis show that the northbound queues will likely be less than the storage lengths provided for NB left and right turn lanes. The 175' NB left turn length is acceptable. We recommend that the northbound right turn lane length be maximized, if possible, by shortening the taper to 50' beginning at the end of the proposed driveway radius and maximizing the right turn length storage.

5. The Applicant must obtain approval of the Erosion and Sediment Control Plan from the Cumberland County Conservation District and furnish to the Township a copy of the required NPDES permit in accordance with the requirements of Section 220-3.5.C(4)(h), Section 220-5.14., and Section 214-19 of the Codified Ordinances. A copy of the SESC plan shall be provided to the Township for review.
6. The Applicant must submit a copy of the Erosion and Sediment Pollution Control Plan to the Township in accordance with the requirements of Section 220-5.14.A(1) of the Codified Ordinances.
7. The Applicant must provide evidence that the sanitary sewer system design has been reviewed and approved by the Township Engineer, in accordance with Section 220-5.7.D(3)(b) of the Codified Ordinances.
8. The Applicant must provide evidence that an updated traffic impact study has been reviewed and approved by the Township Traffic Engineer, in accordance with Section 220-3.7.F of the Codified Ordinances.
9. The Applicant must provide evidence that the storm drainage and stormwater management facilities has been reviewed and approved by the Township Engineer, in accordance with Sections 220-5.14 and 220-5.18, and Chapter 214 of the Codified Ordinances.
10. The Applicant shall enter into a Stormwater Best Management Practices Maintenance Operation and Maintenance Agreement with the Township and pay all applicable fees, if revised, in accordance with Section 214-20.E of the Codified Ordinances.
11. The Applicant must sign the plan and have the signatures notarized according to Section 220-3.5.C(2)(dd) and 220-3.6.B(1)(a) of the Codified Ordinances of Upper Allen Township.
12. The Applicant must have the plan signed and sealed by a licensed surveyor and licensed engineer certifying to the accuracy of the survey and plan in accordance with Sections 220-3.5.C(2)(e) and 220-3.6.B(1)(b) of the Codified Ordinances.
13. All plans, profiles or drawings required under the provisions of this chapter shall include a certification by a Pennsylvania-registered professional engineer attesting that all elements of the plan are in conformity with the Township Code and applicable state regulations, as required by Section 220-5.2.N(3) of the Codified Ordinances.
14. The landscape architect licensed by the commonwealth of Pennsylvania shall sign and seal the landscaping plans, as designed in accordance with Section 245-6.8.B. of the Codified Ordinances.

15. The Applicant must submit a signed and sealed construction cost estimate for all public improvements, including sanitary sewer work, in accordance with Section 220-4.2. of the Codified Ordinances.
16. The Applicant must provide financial security in a form acceptable to the Township and in an amount to be estimated by the applicant and approved by the Township Engineer to insure construction of the improvements and/or concrete monuments shown on the plan, and the applicant must enter into an agreement with the Township providing for construction and installation of all improvements shown on the plan according to Section 220-4.2. of the Codified Ordinances. The financial security shall contain the provision that the Township shall be informed in writing thirty (30) days before the expiration date of any letter of credit or bond provided as a condition of approval.
17. The Applicant must also furnish financial security to the Township in an amount equal to the required percentage of the total financial security provided to cover the cost of construction inspection, administrative, and other related costs according to Section 220-7.3.B of the Codified Ordinances.
18. The Applicant shall also comply with all fees, taxes, utility rentals, building, police or fire codes, ordinances, resolutions, and regulations as may be in effect from time to time concerning the proposed development.
19. The Applicant shall obtain final water main design approval from Veolia Water Company and furnish to the Township an updated design plan.
20. The Applicant shall pay such fees as are charged from time to time by Upper Allen Township for other further reviews or permits as may be required concerning the proposed development.
21. The Applicant must satisfy all conditions on the approval of the plan and the plan must be recorded within 180 days from the date of written conditional approval by the Board of Commissioners or the plan will be considered disapproved. Since the final land development plan is approved with outstanding conditions, the signature block for the Upper Allen Township Board of Commissioners shall state the date in which the conditional approval is granted. A second line shall be added to state, "The conditions of approval were satisfied this ____ day of _____, 20__."
22. Upon approval of the final plan and prior to obtaining township and county signatures for final plan recording, the Applicant shall provide a CD, a flash drive, or an electronic file submission that includes a .dwg AutoCAD file that includes one drawing of all the lots on the plan, in accordance with Section 220-3.6.A.(14) of the Codified Ordinances of Upper Allen Township. The data shall include all tract and parcel boundaries, lot lines of all lots on the plan, building footprints, street rights-of-way (public and private), curbs, sidewalks, storm sewer infrastructure, sanitary sewer infrastructure, edge of pavement, hydrants,

all utility or other easements (public and private), declaration of planned communities/condominium documents (including amendments), and any other data as required by the township and the county. The file shall be with a spatial projection of PA State Plan projections, PA South Zone (3702), MAD83 horizontal datum, NAVD88 vertical datum. Units shall be in US survey foot. A digital copy of the final plan in PDF shall also be submitted. The county Planning Department will not sign final plans until this file has been provided to them.

OTHER BUSINESS NOT BEING HERAD

A. 2509 Mill Road, P/F LD Plan File# 22-05-02

Ms. Boyer updated the board that the plan still needs to go before the Zoning Hearing Board and will be brought before the board, most likely, in December.

No public comment.

BUILDING INSPECTOR'S REPORTS

Chair Willey noted the Building Inspector's Report for May, June, July, August, and September 2022.

ADJOURNMENT

There being no further business Vice-Chair Siodlowski made a **MOTION** to adjourn. The **MOTION** was **SECONDED** by Mr. Steffan. Chair Willey adjourned the meeting at 8:32 PM.