

MIDDLETOWN TOWNSHIP  
DELAWARE COUNTY, PENNSYLVANIA  
JUNE 18, 2025

Minutes of the Regular Meeting of Township Council held on June 18, 2025, at 7:00 p.m. in the Township Building located at 27 N. Pennell Road.

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Present: Carissa Ciuca, Jackie Donnelly, Susan Powell, Christopher Stump, John McMullan, Mark Damico, Esq., Eric Janetka, Kelly Engineers, Andy Parker, Traffic Engineer, Vince Visoskas, Chief Bill Rigby.

Excused: David Bialek, PharmD, R.Ph, Bibianna Dussling, Walter "Bok" Read.

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1. OPENING: PLEDGE OF ALLEGIANCE TO THE FLAG

Co-Chairwoman, Ms. Powell, called the meeting to order at 7 p.m. and led in the recitation of the Pledge of Allegiance to the Flag. Ms. Powell announced there was an Executive Session prior to tonight's meeting to discuss legal matters.

2. APPROVAL OF MINUTES: N/A

3. PUBLIC COMMENTS:

Mr. Dick Schott, former licensed Chief Cardiologist at Riddle Hospital, and President of the Pennsylvania Medical Society, stated he is here for concerns about the PennDOT road program. He thanked Mr. McMullan and Mr. Parker for the time they spent with him and making the opportunity for his group to be present tonight. He stated there are a number of people attending tonight's meeting from Riddle Village. He presented Council with signed petitions from residents of Riddle Village. He introduced Mr. Steven Morone, Lorraine Fortune, Ted and Linda North, and Bertie and Hugh Bonner. Packets were distributed to Council members. He stated the first item is a view from Riddle Hospital of Riddle Village. Behind Riddle Village is a beautiful, wooded area that PennDOT is looking to seize and turn into an elevated roadway. This area will be gone, and the face of Riddle Village will change substantially. The second photo shows the cloverleaf. In PennDOT's plan they will remove five of the eight loops from the cloverleaf and channel the traffic onto a southwest quadrant loop, which he has nicknamed the "Riddle Village" loop because it goes right through the development in the forested area. This creates the new formation of two intersections with traffic lights in addition to the traffic lights in the area. The next picture is looking up the pipeline that goes through the development and showing the forest area. The picture below is looking from Rt. 1 to their entrance way. It shows wetland which will be disturbed by the construction. The wetland receives runoff from the natural lay of the land which comes down in two different directions. It also takes runoff from the entire parking area of the Promenade at Granite Run and also runoff from Riddle Hospital.

The PennDOT plan will construct a long downhill sloping roadway that will have water runoff. PennDOT has yet to disclose how they will handle the runoff. The next page presented shows an aerial view of the Promenade at Granite Run which is one of the alternatives to the "Riddle Village" loop, which he has nicknamed the "Mall" Loop which is the northwest quadrant loop.

The concentration of all that traffic onto one loop, whether there or if they flip the loop up on to the north side of Rt. 1, which would be an option. His plan shows current roads and access roads that already carry a lot of traffic through the Promenade. A lot of people go from Rt. 1 to Rt. 352, especially north bound. The next page is a cartoon with an ambulance. One of the issues is the closure of Crozer Hospital. Crozer Hospital typically carried 60% of the ambulance traffic for the entire county. With the closure of Crozer and Taylor Hospitals, all the ambulance traffic is directed to Riddle Hospital. The traffic predominantly uses Rt. 352 north. This is a new issue for the PennDOT plan because they had no idea Crozer and Taylor Hospitals would close. They had no idea that Riddle Hospital would double the amount of ambulance traffic. Some are sick people, some trauma coming from the south side of Rt. 352 not to mention Chester.

Mr. Schott is seriously concerned about ambulance traffic coming Rt. 352 north to Riddle Hospital having to navigate the roadway which would be congested, but in addition to navigating the roadway there are three cross-hand traffic left-hand turns which are very dangerous especially if you talk about four lane highways. This was totally unanticipated and never accounted for in the planning. As a former cardiologist he is concerned about the ability of the patients to navigate this pathway. If someone is having a heart attack, time is heart muscle, and getting to the cath lab and getting the vessels open has been a high priority at both Crozer and Riddle Hospitals.

Being able to service these patients if they are log jammed in traffic will be a big deal. He stated they are certainly challenging these issues. He noted a page given to Council which is a summary of the pages. He asked Council to refer to a table he has prepared with the three plans listed across the top, the "Riddle Village" loop, the "Mall" loop, and the idea of just fixing the bleeping Cloverleaf in the first place. Instead of getting rid of the five loops, fix the cloverleaf and make it work. Under all circumstances the overpass must be replaced; it was built in 1939, and it is falling down. PennDOT has been out there patching it up on an almost daily basis. There are structural issues with the proposed plan, the loop of the Cloverleaf as you come under the overpass coming south on Rt. 1 to go up to Rt. 352 south is always a nightmare. The reason it is always jammed up is because at the top of the loop is a stop sign. Why is there a stop sign, because there is one lane of traffic on Rt. 352 at that point. As soon as you get over the overpass, it becomes two lanes going southbound. To his knowledge, PennDOT is not addressing this issue. The overpass should have an extra lane, a merge lane to eliminate the stop sign and having traffic backing up on Rt. 1. causing a nightmare especially in the weave pattern. They are addressing the weave pattern which will create another weave pattern as traffic tries to get off of Rt. 352.

The elevated roadway will create problems for the residents of Riddle Village with noise, headlight beams in windows, air brakes and down shifting, as well as ambulances on the roadway. This is a serious problem for Riddle Village. The safety concerns are if the

ambulances can't navigate and patients can't get to the hospital. He feels there is a potential litigation issue which would be against the state and the engineers. What protects the state from lawsuits is sovereign immunity, however, there is a provision in the state regulations, that if the state and their engineers are forewarned of a problem and they fail to mitigate it either by fixing the problem with the structure they have or going to an alternative the sovereign immunity doesn't exist.

Mr. Schott has been in touch with the Attorney General's office and has received a response back which is included in the packet presented to Council. He is here to ask Council for consideration. The Riddle Village CEO has spoken out at PennDOT hearings saying the position of Riddle Village is they do not want this roadway in or near their community. The Pennsylvania statutes are very clear on safety, environmental, and structural issues. If there is a problem they can't mitigate they are obligated to go to a viable alternative, the two viable alternatives are flip through the Promenade if they want to do a loop or fix the overpass and reconstruct the loops. One of their arguments is it wouldn't be up to standards. PennDOT knows very well they can apply for variances and exceptions to their standards and work on roadway reconstruction and improvement in a tight area and not have 100-foot radii on the loops.

One of Mr. Schott's concerns is at a town meeting the residents heard the Township and the Riddle Hospital have signed off on this plan. He has information from Mr. McMullan and Mr. Parker that this is not the case. The hospital also states this is not the case. He does not want to see litigation and does not want to see Council or the Township Engineer involved in litigation. His recommendation is they clarify with the Attorney General that the Township has not signed off on the plan and hopefully have no intention of signing off on the plan. Riddle Hospital and Main Line Health have been advised of the same. He has given notice to PennDOT, the Attorney General, and Jacobs Engineering that as a cardiologist, it is his professional opinion that this roadway will create traffic jams, congestion, and single point failure where one accident on the loop will take down the entire interchange which will impact patient safety and getting proper care. He has given them notice which puts them in the position of having to mitigate the problem, and since it can't be mitigated within the scope of the existing plan, going to an alternative approach.

Mr. Paul Lopriatto, 123 Kyle Square, stated he wanted to give a summary of the Planning Commission meeting. There were approximately 128 speakers and all of them were in opposition and none in support of the Outriggers proposed Land Development. There were residents from Franklin Station, Ponds Edge, Granite Farms Estates, Granite Run Townhomes, Riddlewood, Middletown Crossing and Pennell Place who spoke out against the warehouse. There was an expert, Dr. Marilyn Howarth, who presented detailed scientific evidence about hazards of the project. She spoke about the increase in the risk of cancer, cardiovascular disease, miscarriage, dementia and premature birth. It would exacerbate asthma and existing pulmonary disease. She stated infants and children would be particularly vulnerable including those at Ducklings and Glenwood School. Multiple speakers spoke about the

intersection of Rt. 1 and Rt. 452. One noted there is no enforcement mechanisms for truck limits the way it is currently set up.

The company that would set up the warehouse has no tenants so there is no way to tell what the future may bring and no way to enforce if there are more trucks. One noted the fine for noise violation is a minimal fine. Multiple speakers stated the project violates Pennsylvania's environmental rights amendment by increasing air pollution in an already non-compliant county, and failing to provide adequate environmental impact assessments. Multiple speakers brought up the warehouse would decrease property values, create constant noise disruption, repel new residents, repel new businesses, and fundamentally change the character of Middletown Township. Multiple speakers noted the project doesn't align with the 20-year vision of the area.

Mr. Trevor Penning, 614 Hoopes Lane, stated he attended both Planning Commission meetings. They have been told that Outrigger will be coming with a 4th version of the proposed plan. The next Planning Commission meeting is scheduled for July 8, 2025. If the proposal comes in the week of July 4, 2025, there will be insufficient time for the Township and the Planning Commission to give it due process. His recommendation to Council would be if it would be possible to propose a furtherance of the deadline, July 18, 2025 for a review if the proposal comes in at that time.

Mr. McMullan stated the Township has received another revision to the plan which is currently being reviewed. It is dependent at this time on the timeline for the Township professionals to complete their review and provide it to the applicant in a timely manner for them to have their response letter back in time for the July 8, 2025 meeting. At this time, the intent is for the Planning Commission meeting to take place on July 8, 2025, but that is subject to change. Mr. Penning asked if it were possible to get a copy, and Mr. McMullan stated they are in the process of posting what they are permitted to on the Township website. Mr. Penning stated as a resident and a professional who spends a lot of his time looking at the consequences of air pollution on human health, he thinks it is fair to say to Council that Outrigger, Inc. has tried to intimidate him and Dr. Howarth by trying to prevent them from speaking at the Planning Commission meeting and by writing letters to the University of Pennsylvania's general council by indicating their involvement is not appropriate.

Mr. Penning stated his involvement is appropriate because he is a taxpayer. And Dr. Howarth's involvement is appropriate in terms of her expert testimony because she was asked to give that testimony on behalf of a non-profit that residents at Franklin Station has formed. He wished to make the Township aware that the intimidation tactics should not be allowed and it speaks to the desperation of the McKee Group and their unfair treatment of the residents. Ms. Ciuca asked when the application will be on the website for the residents to review. Mr. McMullan stated he does not want to commit to a date because there are a lot of pieces that have to be reviewed, but it will be in adequate time for review before July 8, 2025, Planning Commission meeting.

Mr. Stump asked if the Township could do anything, if there is evidence that can be provided of contacting a resident's employer. He stated as a Council member he must remain impartial about this application, and he is not a lawyer, but there is all of this flirting with good faith, but good faith to him doesn't involve misrepresenting facts which if he were a seven-year-old, he would call it lying. He stated he believes this intimidation of residents is wrong and he hopes they can look to protect the residents, at a minimum, and not to be looking to protect Outrigger, Inc. Outwardly and vocally. Mr. Damico stated the Township can certainly look into the situation. He is not sure of the details, and they certainly would want to support their residents on one hand, but on the other hand, before they could do anything, they would have to look into the situation. Part of this constitutes a matter that is outside the scope of Council's purview and falls into a private matter between the resident and the applicant. Mr. Stump asked if it is in direct reflection of something that is happening within Township governing, then he thinks it is the role of the Township to get involved. Mr. Damico stated depending on circumstances, he agrees as it could well fall within parameters of Council taking some sort of action.

Mr. Richard Shaw, 754 Switchman Road, stated he is here in place of Mr. Voight who sent the Township a seven-page letter which has several equations, spreadsheets and such. Mr. Shaw thought it would be good to crystallize it to a few simpler points. He wrote a three-page PowerPoint which he distributed to Council. He stated there is a lot of talk about air quality and what's going to happen. He wanted to be clear, in all of the reviews sent back from the engineering community, there has been a consistent message on wanting Outrigger, Inc. to come back and quantify what the air quality impacts would be. Their first response was zero. The reason for that was they were talking about the warehouse building itself, not the trucks. They more recently hired a new consultant who acknowledged there could be some impact, however, based on his personal experiences, it is minimal.

The consultant reminded the Township they have no role in setting air quality limits. This is a disingenuous argument because the Township has never done that. One of the things that Kevin Voight points out is the Township does have a right to find out whether a warehouse and its operations will be within those limits. It turns out that Mr. Voight is a real expert in this area as he is a Mid-Atlantic Air Permitted Compliance Manager for a Fortune 500 Multi-national Engineering and Environmental Consulting Firm. Mr. Voight wrote in his letter a very quick version of the type of analysis that is normally done in a situation on how to quantify the impact on the area from an operation like this. Mr. Voight states this version is not the one to be used. It has to be done by professionals that do a much more detailed version. However, his method is fully accepted and uses all of the normal information sources used. Mr. Voight's point is Outrigger Inc. should have done this already. Mr. Voight is very familiar with the company Santec, and he knows they have people on staff who can do this detailed analysis. He pointed out in terms of comments from the February 27, 2025, comments that came in to Ms. Merino, both McCormack Taylor and Thomas Comitta's Associates were very clear, this is something Outrigger must do. He does not believe Outrigger, Inc. responded to this comment at all. Mr. Voight believes this should be done. Mr. Shaw stated that when you look at the numbers he prepared, this warehouse cannot go on this site given the proximity to residential area. The area around the warehouse would be compromised. In that area,

the levels of generally accepted measures are too high for public health purposes. Mr. Voight basically says the things Outrigger, Inc. states about the Township not being able to make claims on environmental issues is incorrect. Mr. Voight, in his letter, gives eight points on why things the Township is doing are square on and why Outrigger, Inc. is incorrect in their statement.

Mr. Shaw said he replaced all the equations with a “magic box”. It takes input regarding the actual warehouse, where the residential locations are, how far the trucks are going to drive and uses standard information from the EPA of Pennsylvania as well as information from the Delaware Valley Regional Climate Commission that is specific to this site and an EPA modeling system called MOVES and the risk planning spreadsheet. Mr. Voight stated this has to be done in a more detailed fashion than he did. The PM2.5 omissions are significantly too high. The Outrigger, Inc. consultant said it would be less than one pound a day of PM2.5. This calculation came out of 15 pounds per day. This is within a half mile of the warehouse. The hazard quotient is above the EPA and CDC target. There is also another generally accepted measure called the Incremental Risk which is also above the incremental target. Mr. Voight just looks at the first house, not at the scope of where this would be true. This is why Outrigger, Inc. should have already done this analysis. This is not unusual for those who work in this industry. Since the Township has been after Outrigger, Inc. this whole time, to do this work, it is really bad faith. Mr. Shaw added Mr. Voight is quite versed in this area.

Mr. Lennart Jungbark, 206 S. Pennell Road, asked for an update on the loop road. Mr. McMullan stated there is a brief update, the review took longer than anticipated. There were two revisions completed by the Township Traffic Engineer. It is now in a holding pattern with CVS and Chik-fil-A. The next step is to meet with the Riddlewood Community Group which is tentatively scheduled to meet at the end of the month to review the MOU (memorandum of understanding) that was approved by Council in 2023. There is a new leadership group in the Riddlewood Community that are requesting a meeting to review the MOU and what it means to the existing open space that the Township has an easement agreement with the Riddlewood Community. Hopefully, after the meeting he will have an update in terms of progress of the loop road.

Ms. Leslie Campo, 210 Blackhawk Court, stated she spent approximately forty minutes at the Township Building looking at the traffic plan that was done for Outrigger in 2015 as well as the most recent plan in 2025. She said some of the numbers didn't seem to match up. She asked why the two reports were done so differently, which makes it hard to compare the data. She stated there was a comment in the minutes from the Planning Commission of May 13, 2025, stating Ms. Nicole Klein said the original plan for the traffic effect would be approximately 4,500 cars with 3,000 vehicles being from restaurants and businesses. Ms. Campo stated she thinks there must be a comparison. Is a truck worth three cars? There was a comment about the traffic increase being less than 10%, but in the 2015 report the projected increase would be possibly 5.5%. (Not an actual number). In 2027 the projection is approximately 6%, which is bigger than 10%. She thinks there is a lot of information that is being glossed over and missing.

Mr. Dan Castellano, 20 Cabot Court, made comments about the traffic traveling on Rt. 352 and Pennell Road, Rt. 452. He also asked for an update on the parking issue in his community. Mr. McMullan stated Mr. Damico is reviewing the initial Land Develop approval and that it was approved in 1982, and a recommendation will go to the Roads, Highways and Public Safety Committee. Mr. Castellano asked for a timeline, and Mr. McMullan stated he did not have a specific time. When he knows, he will reach out.

4. REPORTS

- A. Chair: NONE
- B. Committees: N/A
- C. Manager: NONE
- D. Engineer: NONE

5. PUBLIC HEARING: N/A

6. OLD BUSINESS: N/A

7. COUNCIL WORKSHOP ITEMS:

A. Review: Council Review of Zoning Hearing Board Application:

- 1) Application 2025-10: Applicant Citizens Bank, located at 1055 W. Baltimore Pike requesting a special exception for a non-conforming sign (replacement), zoned C-2 (formerly B-2).

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Mr. McMullan stated Council does not need to act on this but to advise whether or not to send representation to the Zoning Hearing Board meeting. Before Council is Application 2025-10, Citizens Bank, located at 1055 W. Baltimore Pike is requesting a special exception for replacing a non-conforming 15-foot wall sign. The property was rezoned from B-2 to C-2 (Commercial-2) in January 2025 rendering the existing second wall sign non-conforming per the provisions of the revised zoning code. The applicant wishes to replace the non-conforming sign which requires a special exception. Mr. McMullan added Citizens Bank through their overall network is going through a rebranding. They want to add a sign to the front of the building. There is an existing sign at the location of the ATM machine, at the front. They want to add a sign to the side. Because the zoning has changed, it will require not a variance but a special exception because it is in line with the principal use in that zoning district. So, for Council's consideration is whether to send representation to the Zoning Hearing Board meeting. Council did not feel the need to send representation to the Zoning Hearing Board meeting.

8. ITEMS FOR APPROVAL:

- A. Consideration for Approval: Resolution 2025-14, Preliminary/Final Land Development Plan for Mills at Glen Riddle LP., for the construction of a 45,000 sq. ft. light manufacturing building located at 300 S. Pennell Road.
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Mr. McMullan stated for Council's consideration for approval is Resolution 2025-14, Preliminary/Final Land Development Plan for the Mills at Glen Riddle to construct a 45,000 sq. ft. light manufacturing building located at 300 S. Pennell Road. An information summary was provided to Council about this project on April 16, 2025. The applicant came before Council for a workshop session on June 4, 2025. The plan has been recommended for approval by both the Delaware County Planning Commission and the Middletown Township Planning Commission. The applicants' team is present at tonight's meeting and at this time they are requesting approval of the plan. Ms. Powell stated there were a couple of issues and asked if staff and professionals are okay with everything. Mr. McMullan stated staff is satisfied with the changes that will comply regarding the site, the traffic, the lighting, the layout and configuration. A resident did ask about whether or not there could be a conservation easement through the property which does not appear will work. Another resident asked about additional shielding on the lighting, and this is something the applicant is willing to comply with. These were the two outstanding issues coming out of the workshop meeting on June 4, 2025.

Ms. Ciuca made a motion to approve Resolution 2025-14. Mr. Stump seconded the motion. The motion carried with a vote of 4-0.

B. Consideration for Approval: Resolution 2025-15, Certificate of Total Completion, Elms at Lenni, 312 Lenni Road.

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Mr. McMullan stated this item was workshopped at the June 4, 2025 meeting. The developer is requesting a Certificate of Total Completion which is required to be approved by resolution. The engineer has reviewed the plan and does not find any objections for Council to approve.

Mr. Stump made a motion to approve Resolution 2025-15. Ms. Donnelly seconded the motion. The motion carried with a vote of 4-0.

C. Consideration to Authorize: 2025 Long Line Striping of various Township Roads per PennDOT specifications.

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Mr. McMullan stated before Council for their consideration to authorize is the 2025 Long Line Striping of various Township roads per PennDOT specifications. This is an annual program that is lined up with the paving program. The Township solicited for three estimates with one being received from Zone Striping, Inc. in the amount of \$21,880.16, from Guidemark, Inc. for \$24,266.60 and D. E. Gemmel, Inc. in the amount of \$26,739.09. The Public Works Foreman, Dan Simcox, carefully reviewed the estimates and is suggesting Zone Striping, Inc. in the amount of \$21,880.16. The roads that will be receiving the long striping are Mt. Alverno Road, Linville Road, E. Knowlton Road, S. Old Middletown Road, Indian Lane, Media Station Road and Church Road. Mr. McMullan stated he can share copies of the estimates with Council. Mr. McMullan stated the company is doing both epoxy and waterborne applications. Ms. Ciuca stated it states in

the estimate that this application lasts longer.

Ms. Donnelly made a motion to approve the 2025 Long Line Striping contract. Mr. Stump seconded the motion. The motion carried with a vote of 4-0.


D. Approval of June 18, 2025 Bill List.

Ms. Powell read the Bill List aloud.

Vendor Name	Invoice Description	Amount
<b>CAPITAL RESERVE FUND</b>		
EAGLE POWER KUBOTA	Mowers	31,960.00
Total CAPITAL RESERVE FUND:		31,960.00
<b>GENERAL FUND</b>		
GO2 TECH, INC.	APR 2025 IT	5,023.99
KEYSTONE MUNICIPAL SERVICES, INC.	Building Inspection 05/12-05/23	5,475.00
MIDDLETOWN FREE LIBRARY	2025 2Q Distribution	70,125.00
PA MUNICIPAL HEALTH INS. COOPERATIV	Health Insurance-JUN	34,354.62
UNITED INSPECTION AGENCY INC.	MAY-Electrical Inspections	6,430.00
Total GENERAL FUND:		121,408.61
Grand Totals:		153,368.61

Ms. Donnelly made a motion to approve the bill list. Mr. Stump seconded the motion. The motion carried with a vote of 4-0.

Ms. Powell adjourned the meeting at 7:56 pm.

Respectfully Submitted,  
  
Sharon Browne