

## WARWICK TOWNSHIP PLANNING COMMISSION MINUTES

June 27, 2012

Chairman Thomas Zug convened the June 27, 2012 meeting of the Warwick Township Planning Commission at 7:00 p.m. Present were Commissioners Thomas Zug, John Gazsi, Daniel Garrett and Kenneth Kauffman. Jane Boyce, Craig Kimmel, and John Hohman were absent. In attendance were Township Code and Zoning Officer Thomas Zorbaugh, Township Engineer Charles Hess, Lancaster County Planning Commission representative Gwen Newell, Brent Good, David McGill, Dan Cicala, Chris Venarchick, and Philip Burkholder.

**APPROVAL OF MINUTES:** On motion by Garrett, seconded by Gazsi, the Commission voted unanimously to approve the minutes of the May 23, 2012 meeting as written.

**CONTINUED CONSIDERATION ON THE PRELIMINARY SUBDIVISION AND LAND DEVELOPMENT PLAN FOR LITITZ LAND TRUST PROPERTIES, PREPARED BY ELA GROUP, INC., DATED 5/4/2012:** Brent Good, representing ELA Group, stated that the Commission reviewed the plan at last month's meeting. He explained that the items outlined in the alternate Township Engineer's comment letter dated June 18, 2012 will be addressed during the Final Plan review process. He noted that the Local Commercial zoned portion of the site would be constructed as Phase I of the proposal, and the R-3 zoned portion of the site is identified as Phase II. As part of the proposal, Highlands Drive would be extended to West Seventh Street with a 50' right-of-way.

The Code and Zoning Officer clarified that the land remaining on the east side of Highlands Drive (as proposed) does not total the minimum requirement of 5 acres for an over-55 development in the R-3 zone. He noted that the 5 acre calculation includes land in Lititz Borough that is part of this project, but that is not zoned R-3. In addition, a small portion on the west side Highlands Drive is also designated R-3 to accommodate the proposal.

On a motion by Garrett, seconded by Gazsi, the Planning Commission voted unanimously to recommend approval of the Preliminary Subdivision and Land Development Plan for Lititz Land Trust properties contingent upon the alternate Township Engineer's comments being addressed.

**CONSIDER THE SKETCH PLAN SUBMITTAL FOR THE UNITED ZION RETIREMENT COMMUNITY, PREPARED BY RGS ASSOCIATES, DATED 6/6/2012:** Chris Venarchick, representing RGS Associates, stated that the 11.35 acre property is located on the west side of SR 501 approximately 700' north of the intersection of SR 501 and West Newport Road. He explained that the use is permitted by Special Exception in the R-2 zone. He noted that a new Special Exception application will be filed to expand the campus use would and to include the two adjoining lots (.6 acres and .3 acres) owned by United Zion Retirement Community that are situated immediately north of the parent tract.

Venarchick explained that the facility currently has 59 skilled care beds, 28 personal care beds, 17 independent living units, and 28 cottages. He explained that the facility is served by public sewer and public water. He outlined the stormwater management facilities that are located on the site. Venarchick explained that the Sketch Plan illustrates both the initial and future growth stages. The initial project includes the construction of a personal care building off the existing north and west wings of the primary facility. This will include 2 personal care beds, 24 memory care beds, 24

independent living units, and a 21-person adult daycare. Venarchick explained that the existing personal care beds will be relocated from the existing facility to the new building, which would accommodate the renovation of the vacated personal care area into independent living apartments. He stated that two lots currently under the ownership of the retirement community would be joined to the existing larger parent tract to create an approximate 12 acre property.

Venarchick explained that the future project would include the construction of the separate independent living (IL) apartment building that would be situated on the two northern lots that will be added to the parent tract. He noted that this apartment building is only conceptual at this time, and is part of the overall Master Plan for the site.

Venarchick stated that the future proposed IL building would provide approximately 35 units, and is proposed to connect via an overhead span to allow direct access to the campus amenities and services. This building would provide 35 parking spaces under the building. A proposed dining expansion is also proposed in addition to the proposed reconstruction of a maintenance building in the southwest area of the primary facility, an enclosed dementia courtyard, and a reconfigured drop off area and entrance to the primary facility.

Venarchick stated that the access to the site via SR 501 would remain unchanged, and additional pedestrian amenities will be provided within the site. He explained that the overall Master Plan proposes a total of 250 beds. The maximum density for retirement care communities is 27 beds per acre. The Master Plan would result in approximately 21 beds per acre. He noted that currently, the facility provides 153 beds. The primary increase in beds is for the personal care portion of the facility. The full build assumes the Lot Add-On of the two lots which would result in a 12.35 acre tract. Venarchick stated that the calculation for number of beds is based on conversations with Township staff to determine the number of beds associated with independent living cottages and apartments. He noted that beds are quantified by number of bedrooms.

Venarchick stated that he discussed parking requirements with Township Staff. The Ordinance requires one space for three beds in a retirement community. The proposed parking for personal care and memory care beds uses the requirement; however, the IL parking is proposed at one space per unit, and cottages are calculated at two spaces per unit. He explained that the current statistics for the facility indicate that of the 45 existing IL units and cottages, only 33 resident vehicles are on campus. He added that this information was used to justify the one space per IL unit proposed as part of this campus expansion. The parking adjacent to the existing west wing will be retained as ground level parking under upper floors of the new personal care expansion. Parking for the future IL building will be accommodated under the structure. Employee parking is factored into the parking calculations. Venarchick explained that the Ordinance would required 243 parking spaces, the plan proposes 264 parking spaces. He added that the proposal would require a Special Exception. He noted that the focus of the plan is the expansion of the personal care facility.

Venarchick explained that the stormwater design has only been conceptually evaluated at this Sketch Plan stage. It is anticipated that stormwater will be managed via the existing detention basin located in the southern portion of the tract. Innovative use of BMP's will be considered during land development to control runoff and ensure water quality. The full build project proposes an approximate 48% impervious coverage, which is less than the 60% maximum allowed. Traffic, wetlands, and other reports will be evaluated during the land development process. The site will continue to use the existing connections to SR 501 for access. A trip generation analysis will be

performed to reveal the proposed versus existing traffic volumes.

Venarchick explained that the proposal would require several waivers. He explained that their intent is to request approval to file the initial project as a preliminary/final plan since they are not proposing any new public streets or additional lots. It appears that a Waiver of the Subdivision and Land Development Ordinance, Section 285.27.P.(3) will be requested to permit a structure to be less than 30' from an access drive. This is needed for the proximity of the personal care building expansion to the existing access drive. He noted that relief of this section for this community was granted on a prior land development plan to enable the best use of land without affecting existing infrastructure and buildings. In addition, it appears the future IL building along SR 501 could encroach slightly into the setback area.

Venarchick addressed the Township Engineer's comment letter dated June 20, 2012. He stated that the Township Engineer indicated that frontage improvements along SR 501 will need to be addressed as part of the plan. He explained that they do not necessarily want to install sidewalk along SR 501 since they do not want to encourage their residents to walk along the roadway. He noted that there currently is no sidewalk at this area along the roadway.

Kauffman inquired whether the existing basin would be sufficient to handle the additional proposed impervious area. Venarchick stated that they will review prior approvals to verify the assumptions that were made for the impervious coverage. He noted that the basin volume may need to be expanded as part of the proposal.

Gazsi inquired whether adult daycare is currently provided. Philip Burkholder, representing the United Zion Retirement Community, responded that they do not currently provide this service. He explained that they could accommodate between 14-21 individuals (7 per staff member) during the daytime, and would serve individuals with some degree of dementia.

The Commission members suggested that the plan be reviewed by emergency services personnel to ensure the proposed bridge would be high enough. In addition, individuals walk along SR 501 since there is a bus stop in close proximity to the site. The Township Engineer stated that the plan could include a deferment agreement for sidewalks. Burkholder explained that sidewalk is provided within the site for residents. The Commission briefly discussed the services that would be provided for the facility (therapy, adult daycare, etc.).

Gwen Newell, representing the Lancaster County Planning Commission, suggested that sidewalk be provided along the frontage of the site since individuals walk to the bus stop. Burkholder stated that representatives of the facility have attempted to have the bus stop moved farther north near the entrance of the site to accommodate residents and employees; however, they were advised by Red Rose Transportation Authority representatives that moving the bus stop is not feasible due to limited ridership.

**STATUS REPORT ON THE JOINT STRATEGIC PLAN - IMPACT 2017:** The Commission members received a copy of the June 21, 2012 meeting minutes. Newell stated the meeting focused on census demographics.