

**WARWICK TOWNSHIP PLANNING COMMISSION  
MEETING MINUTES  
Warwick Township Municipal Office**

February 24, 2016

Thomas Zug, Chairman, convened the February 24, 2016 meeting of the Warwick Township Planning Commission at 7:00 PM. Present were Commissioners Jane Windlebleck, John Gazsi, Daniel Garrett, Marcello Medini, and Kenneth Kauffman. Absent was Commissioner Craig Kimmel. Also present were Tom Matteson representing Diehm & Sons, Rodney Bert representing Listrak, Todd Vaughn representing DM/A, Eric and Liz Velky-Buckwalter Road, Laura Knowles representing the Lititz Record, Randy Hess representing Hess Home Builders, Chuck Haley representing ELA, and David Proulx-305 Chadwyck Lane.

**CALL TO ORDER:** Thomas Zug

**APPROVAL OF MINUTES:** Zug stated he had one addition to the minutes. Regarding the Listrak Final Land Development Plan, the Commission had approved the waiver of the Preliminary Final Plan at the last meeting.

**CONTINUED REVIEW OF THE FINAL PLAN FOR E. WOODS DRIVE TRACT, PREPARED BY DAVID MILLER ASSOCIATES, DATED 11/11/2015:** Todd Vaughn representing David Miller Associates and Randy Hess representing Hess Home Builders, were present to discuss the project. Miller provided a brief background of the plan. Miller stated since presenting the plan to the Planning Commission, the plan was brought before the Zoning Hearing Board to get approval for utilities crossing the floodplain as well as driveways crossing the floodplain. The Zoning Hearing Board approved these requests.

Miller stated most of the technical items from the ELA letter dated February 1, 2016 have been addressed. Hess along with his attorney has been working on the required easements and shared driveway access agreements.

Miller stated there are four modification requests. 1. The Applicant is requesting a waiver to submit this project directly as a Final Plan. 2. The Applicant is requesting a waiver for the roadway widening requirements related to the reconstruction of E. Woods Drive. Miller stated the existing road is approximately 23 feet wide with a 50 foot right of way. In addition, the road has limited to no shoulder. Due to the steep slope of the property it would be required to do some extensive fill and grading. Some improvements have been made. There is an existing pipe that will be picked up and routed around one of the houses. In addition, another inlet will be placed at the end on the eastern side of the property to help with any stormwater. 3. The Applicant is requesting a waiver of the driveway definition. By Ordinance a driveway is to serve two single family lots. Two of the proposed driveways are for three or four lots. Zug inquired of Miller how the conditions that go along with this request will be addressed. Miller stated a guide rail will be installed along either side of the driveways that have associated culvert crossings. 4. The Applicant is requesting a waiver for the curbing requirements along E. Woods Drive. Zug inquired of Zimmerman if there could be a time when curbing and sidewalk would be installed in this area. Zimmerman stated that this is a possibility however this could all be done at one time instead of piece by piece. Zug stated the issue seems to be with the

grading of the site. Since dirt will be moved if there is any excess of material this could be used to fill along the road to get it closer to grade. Haley stated there is some question with the conservation easement and Riparian buffer as the floodplain is close. Zimmerman stated the Township would like free drainage along the frontage. The Applicant will pick up an inlet and an additional pipe to ensure there will not be anything leaving the frontage. Zug inquired if there was an issue with the stream underneath the house on the west end. Haley stated this should not increase the flow into the floodplain. He stated this was taken into consideration when designing the first culvert. Miller stated the culvert Haley mentioned is the largest one on the property in order to make sure the water that gets here can pass it.

On a motion by Windlebleck, seconded by Garrett, the Commission recommended approval of the waivers with the conditions as noted on the ELA letter dated February 11, 2016.

On a motion by Kauffman, seconded by Gazsi, the Commission recommended conditional approval of the Final Land Development Plan.

**CONTINUED REVIEW OF THE LISTRAK FINAL LAND DEVELOPMENT PLAN, PREPARED BY DIEHM & SONS, DATED 12/10/2015:** Tom Matteson, representing Diehm & Sons, along with Rodney Berk were present to discuss the plan. Matteson gave a brief background of the project. He stated the waivers were approved last month. Tonight the Applicant is here to discuss the most recent letter from ELA dated February 16, 2016. Matteson stated the Municipal Authority has approved the plan. The Conservation District will be issuing an NPDES permit.

Zimmerman clarified for the Commission that the Applicant plans on reforesting the entire floodplain.

There will be landscaping around the parking lots along Buckwalter Road. The basins will also have landscaping as part of the stormwater NPDES permit. The Riparian buffer and the rear parking lot will also have landscaping.

Zimmerman asked Matteson to review the traffic impact study results. Matteson stated with a full buildout, which is 600 employees, there would be some improvements required mainly at the intersection of Millport Road and 501. These improvements would consist of extending both the right and left turn lanes on Millport Road approaching 501 as well as extending the left turn lane on 501 northbound onto Millport Road. Matteson stated both the right and left turn lanes on 501 are future phase improvements. A road improvement that will be completed during Phase I will be to extend the left turn lane on Millport Road back to Stauffers driveway. Zimmerman stated the Applicant must continually update the traffic study as each phase is done. Windlebleck inquired on the time span for each phase. Matteson stated the Applicant is anticipating growth of approximately 50 employees a year which would put the 600 employee date at approximately 2023. She also inquired what the access points are from the parking lots. Matteson stated there is one access off Millport Road and two accesses off of Buckwalter Road. Matteson stated the home zip codes of the employees were obtained to help with traffic distribution. From this information it was obtained which way in is the best and quickest way into the site. It was determined that 79% of the traffic will come from 501, 9% is coming in from Millport Road, and 12% comes from Buckwalter. Windlebleck stated she sees the intersection of Buckwalter Road and Millport Road as potentially getting backed up. Zimmerman stated an option for the Applicant in the future is if there is continued growth of the company to have staggered shifts to help with distribution of the traffic. Matteson stated in Phase III the intersection of Buckwalter Road and Millport Road will need to be reevaluated.

Eric Velky, who resides on Buckwalter Road, stated there is already an issue pulling out from Buckwalter Road on to Millport Road especially during the 7:00-8:00 am and 4:00-6:00 pm time frames. Velky stated the plan is for a left turn lane from Millport Road onto Buckwalter Road however nothing is planned from Buckwalter onto Millport. Zimmerman stated the intersection does not meet the criteria for placement of a traffic light at this time. Zimmerman stated the intersection has been realigned and turn lanes put in. Zimmerman stated a turn lane cannot be put in to go towards Woodcrest Avenue without a traffic light. This would cause sight distance issues. Zimmerman reiterated

that in Phase I Listrak is starting with 350 employees. Before Phase II is started, which would take the numbers up to 500, the traffic study will be done again including counts. Zimmerman stated the land was set up for development approximately 15 years ago.

David Proulx spoke about his concerns regarding the high volume of traffic on Buckwalter Road and also the fact that Buckwalter Road has no shoulder. Zimmerman stated when Buckwalter Road is straightened and the connection made with Highlands Drive improvements will be made. Matteson stated when the project was proposed to Manheim Township and was approved they deferred to Warwick Township. Manheim Township had the stipulation that when Warwick Township's section of Buckwalter Road gets improved they want their section improved as well. Zug stated there will be curbing and sidewalks installed on Buckwalter Road between Listrak and the development across the street.

Proulx also inquired about what the lighting will be like at night. Zimmerman stated to meet the Township standards only a dark sky standard is used. The light is not able to cross the property line.

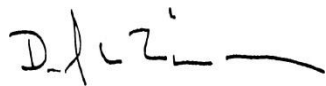
Matteson stated from the building to the closest resident on Buckwalter Road is 975 feet. Windlebleck inquired how far it would be to TOA. Matteson stated he was not sure however Zimmerman stated it is approximately 500-600 feet.

On a motion by Garrett, seconded by Kauffman the Commission unanimously approved the request to submit the Preliminary Plan as a Final Plan.

**REVIEW FEMA AMENDMENT TO THE FLOODPLAIN DISTRICT- REVISED FLOODPLAIN MANAGEMENT REGULATIONS:** Zimmerman stated the Township was mandated by FEMA to update the floodplain maps. FEMA has required the Township to put in more enforcement provisions.

**ADJOURNMENT:** With no other business to come before the Commission, on a motion by Garrett, seconded by Kauffman, the meeting was adjourned.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'D. L. Zimmerman', followed by a horizontal line.

Daniel L. Zimmerman  
Township Manager