

WARWICK TOWNSHIP PLANNING COMMISSION

Meeting Minutes

August 23, 2023

Chairman Tom Zug convened the August 23, 2023 meeting of the Warwick Township Planning Commission to order at 7:00 p.m. In attendance were Commissioners Tom Zug, Bob Kornman, Dale Keeney, John Gazsi, Mike Wetherhold, and Jane Windlebleck. Craig Kimmel and Dan Garrett were absent. Also in attendance were Brian Harris, Township Manager; Billy Clauser, Township Planner; Chuck Haley, Township Engineer; Chris Venarchick, RGS Associates; Sue Verdegem, United Zion Retirement Community; Deb Ressler, 569 Millway Road, Lititz; and Jim Bushong, 1403 Brunnerville Road, Lititz.

APPROVAL OF MINUTES: Minutes from the July 26, 2023 were approved as submitted.

CONSIDER THE UNITED ZION RETIREMENT COMMUNITY PRELIMINARY/FINAL LAND DEVELOPMENT PLAN, PREPARED BY RGS ASSOCIATES, DATED AUGUST 8, 2023: Chris Venarchick from RGS is present along with Sue Verdegem, CEO of United Zion. C. Venarchick gave a brief background of the property. They are present tonight with a land development application. Venarchick stated that this falls behind the conditional use that was prepared in the spring. Their goal for this evening is to share where they are in the process and seek the Planning Commission recommendation to keep the process moving onto the Board of Supervisors. The subject tract is approximately 12 acres in the R-2 zone. It is situated on the west side of Route 501. Currently there are approximately 59 skilled nursing beds, 27 personal care beds, 27 independent living apartments, 27 independent living cottages for a total of 112 dwelling units. The property is served by public sewer and water, there are 2 primary points of access onto Route 501 and stormwater is managed locally on the property. The proposed plan is 47 independent living apartments in an expansion to the main core building. That would bring the total dwelling units to 159 dwelling units on the property. The addition would be 4 stories, approximately 17,500 square feet per floor for a total of 70,000 square feet. The building height comes in below the 60 foot maximum and that is with a variable setback per township ordinance. The site plan maintains the primary access points to the property which are both permitted driveways by PennDot and they are not proposing to alter those. Parking and circulation is around the building and some additional parking is shown at the southwest end back where the existing loading area is. The total required parking for the project would be 132 spaces and the plan as drawn would be approximately 226 spaces. While the ordinance requirement is very low, operationally United Zion has identified that they want this parking ability. As far as impervious goes the site maximum is 60% and full implementation of this plan would take it to approximately 50% impervious. Stormwater management would be accommodated underground. The required landscape buffer with the property to the north is shown on the land development plans. The sewer and water is public through Warwick Township Municipal Authority. There is a proposed sewer lateral connection that connects into the sewer on Route 501, same with water. A traffic analysis was done by a traffic engineer and the trip generation by the project does not come close to meeting the

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requirements for a traffic impact study. The consultant analyzed, per the conditional use, the entire full build of the project factoring in everything that is there today on top of the new trip generation and it still does not meet the threshold for a traffic impact study. When you factor the traffic on Route 501, movements in and out of the site are of concern so that was examined further. They determined they would be right at the threshold for a left turn lane. United Zion recognizes that if there is a contribution that they need to make in terms of addressing traffic improvements they would, but they are seeking a deferment at this time as future development will occur at the high property. Plans for truck movements were submitted to WESC and they replied with comments. Those comments were addressed and they received a fresh letter from WESC identifying that the comments have been addressed. WTMA is actively reviewing the project for the sewer/water connections. The NPDES permit has been applied for. They have received their administrative complete and addressed those comments and returned it to the district so that is in process.

B. Harris mentioned that one of the original concerns was the entrance in and then making a right with traffic possibly having the ability to back up on Route 501. He asked what was done to address that concern. C. Venarchick stated they increased the radius as much as they could to open it up a bit more and ran the truck movements through there. They did run a WB 40 tractor trailer and it can make the movement through there. The traffic engineer took a hard look at the movements so looking at the peak hour it would be generating 18 trips on the peak hour, so roughly 1 car every 3 minutes. When looking at the pm it would be 15 trips on the peak hour. This data is specific to the north driveway and most of the trips were staff. They are encouraging staff to use the southern driveway to mitigate the stacking situation.

B. Kornman questioned the walkway between the buildings and its placement. S. Verdegem stated that the building the walkway is connecting to is a 2-story building so it would have to come over and then come down by elevator which would require the construction of a tower. Kornman shared his concern regarding the intersection on to Route 501 is too confusing for older residents, older drivers, and visitors. Kornman also mentioned pushing the proposed building to the west would lessen the potential queuing and make it less confusing for seniors.

C. Venarchick referenced the August 18, 2023 ELA that summarizes the modifications requested. The first one is preliminary plan application. They are not doing a subdivision, it is not a phased project, and there are no public streets so they are asking for a modification to waive the preliminary plan application and that was recommended for approval by the township engineer. The second is access drive separation form structures. The access drive and parking spaces located to the west of the enclosed walkway connected to the building expansion and the existing facilities is in a location giving EMS access to the doors which was also recommended for approval. The third modification is vertical curbing. They are trying to avoid a tripping hazard by getting rid of curb. They have curbing around the perimeter but the interior would be a depressed curb to remove the tripping hazard. In-leiu-of the curbing, they are proposing curb stops to control vehicles. That waiver was also recommended for approval. They are asking for reductions in the ratio of area to facility. They provided a letter of support from the geologist and the waiver has been recommended for approval based on the letter from the geologist. There is a waiver requested to allow less than a foot of cover to stone subgrade for two conveyance pipes where it ties into the existing facility which was recommended for approval. Lastly is a waiver regarding stormwater facility minimum pipe size. They are requesting utilizing 8" PVC for the roof drains and 12" SLCP for the outdoor patio drainage. That waiver was also recommended for approval.

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B. Kornman mentioned that if the applicant is turned down for this plan, the next plan should go through preliminary and final plan approval.

On a motion by J. Gazsi, and seconded by D. Keeney, the Board granted conditional approval of the waiver requests.

T. Zug asked they had any concerns with the subdivision and land development review or the stormwater review comments. C. Venarchick stated they had a conversation with staff in preparation for the meeting. They discussed everything and made sure they were agreeable to what is in the letter. As far as technical comments, they do not have a concern. Much of it is administrative or third party reviews.

C. Haley mentioned sidewalks. C. Venarchick stated there will be sidewalks constructed extending all the way along the frontage and down and connecting to the southernmost point of the property. The path does meander to avoid existing infrastructure. Anything that is outside the public right-of-way they are proposing to put in public access easements so the public has full use of that walkway.

T. Zug asked how the maintenance connection to Plateau Village to be secured so cars cannot go through there. Venarchick stated they have two points of access to Route 501 so that covers the ordinance requirements. In the event that both accesses are cutoff someone could use the entrance to Plateau Village. The primary objective of United Zion for the connection is for maintenance. They considered using a chain to secure the access for use only by maintenance.

B. Kornman made a motion to deny conditional approval of the land development plan. Lacking a second, the motion did not carry.

On a motion by J. Gazsi and seconded by M. Wetherhold, the Board recommended conditional approval of the land development plan with B. Kornman voting no.

NEXT MEETING: Wednesday, September 27, 2023 at 7 p.m.

On a motion by D. Keeney and seconded by J. Gazsi, the meeting was adjourned.

Respectfully Submitted,

Brian Harris,
Township Manager