

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

July 27, 2016

Jane Windlebleck, Vice-Chairwoman, convened the July 27, 2016 meeting of the Warwick Township Planning Commission at 7:00 p.m. In attendance were Commissioners John Gazsi, Craig Kimmel, Daniel Garrett, Kenneth Kauffman, and Robert Kornman. Absent were Commissioners Thomas Zug and Marcello Medini. Also in attendance were Daniel Zimmerman, Township Manager; Chuck Haley from ELA Group; Steve Gergely from Harbor Engineering; Nathan Jameson and Kurt Benner from TOA; Kristin Holmes from Holmes-Cunningham Engineering; Kim Fremuth from Fox Rothschild; Gwen Newell from the LCPC; Jonathan Wakefield from Christian Brothers; Whit and Reid Buckwalter from BFLP; Tim McGovern from Harrisburg, PA; and Todd and Ruby Whitmer 359 W. Woods Dr., Lititz, PA.

CALL TO ORDER: Jane Windlebleck, Vice-Chairwoman

APPROVAL OF MINUTES: There was one change to the meeting minutes from June 22, 2016. Robert Kornman was noted as being present however he was absent. With this change noted the minutes were approved as submitted.

LCPC: Zimmerman noted Mr. Severson is the new Director for Community Planning and Mr. Robert Bini as Director for Transportation Planning.

CONSIDER THE REVISED FINAL SUBDIVISION PLAN FOR GARY WILLIER, PREPARED BY HARBOR ENGINEERING, DATED 7/1/2016: Steve Gergely with Harbor Engineering was present to review the plan. Gergely stated the original intent for this plan was to have the proposed houses facing Woodcrest Avenue with reverse frontage onto a private cul-de-sac. The owners of the property are proposing to revise Lots 3, 4, 11, and 12 to re-orient the respective homes to face Garnet Lane rather than Woodcrest Avenue. The Board was presented with the possibility of this change at a previous meeting and at that time there was no objection to this change. In order to acknowledge this change there needs to be a modification of the setbacks, the stormwater management plan needs to be updated along with updating the plan itself.

A modification for Lot 11 to have a 75 foot rear yard setback from Woodcrest Avenue is being requested due to the reduced building envelope space created by the cul-de-sac bulb.

Garrett stated he has concerns about the buffering along Woodcrest Avenue. Gergely stated the Township's Ordinance requires a 10 foot landscape strip for reverse frontage lots. With the revision of the plan there will be a 10 foot buffer in place and this will include landscaping with various evergreen shrubs and trees. The size of the trees in the buffer will be in accordance with the minimum height requirement of 6 feet tall. Kimmel asked if a wider buffer could be considered to 20 feet. Gergely stated he was not sure if this would be possible for all the lots as there is an embankment behind some of the lots and he is not sure where the 20 feet would fall in relationship to this

embankment. Kimmel inquired if 50% more plantings could be done than what is shown on the plan. Gergely stated this was a possibility.

On a motion by Kornman, seconded by Kimmel, the Commission unanimously approved the modification request for Lot 11.

On a motion by Gazsi, seconded by Kimmel, the Commission unanimously approved the Revised Final Subdivision Plan for Gary Willier with the conditions discussed, prepared by Harbor Engineering, dated 7/1/2016.

CONSIDER PETITION BY GRUBE TO JOIN THE WARWICK TOWNSHIP AGRICULTURE SECURITY AREA

ASA: Zimmerman stated this is a farm that is eligible for preservation. It is up for preservation at the end of 2016 however, a requirement of the Township's Agricultural Security Area is that a petition for inclusion be filed.

On a motion by Garrett, seconded by Kimmel, the Commission unanimously approved the acceptance of the petition by Grube to join the Warwick Township Agriculture Security Area.

DISCUSS THE WHITMER TRACT FINAL SUBDIVISION, PREPARED BY HARBOR ENGINEERING, DATED

6/16/2016: Steve Gergely along with the land owners, Todd and Ruby Whitmer, were here to review the plan. The original plan included six proposed lots however this plan has five proposed lots. All the lots would access either Hillcrest Avenue with one lot frontage on both Hillcrest Avenue and the private drive. This was initially proposed as a flag lot with a shared driveway. However after discussions with the Planning Commission, Board of Supervisors, and Emergency Service Providers, it was determined that Springview Drive should be extended as a private street to serve these lots with frontage onto Springview Drive for better maintenance of utilities and easier access for Emergency Service Providers.

Gergely discussed the realignment of Hillcrest Avenue. Hillcrest Avenue comes in to W. Woods Drive not at an ideal location due to poor sight distance as a result of the grading of the roadway and an embankment on the Whitmer's property. The proposal is to take down the embankment to provide improved site distance and to demolish a portion of and reconstruct Hillcrest Avenue to a place that is identified as having optimal site distance.

There is public water and sewer available to this property. The water line will be extended down W. Woods Drive with individual water service laterals to each lot. There is an existing sewer main that runs through the David Trimble property. Discussions with Mr. Trimble have taken place with regards to an easement to connect to this line via a line dedicated to the Authority.

There are some steep slopes located on the property with a central draw that runs through draining a good portion of the neighborhood from Springview Drive. Currently this water comes down through the property onto W. Woods Drive. The proposal is to create a berm and small retention basin in this area to capture and slow the release of this water. In addition, instead of having a surface flow onto W. Woods Drive an existing storm sewer pipe system will be extended to capture the flow and decrease the surface runoff onto W. Woods Drive. The majority of the stormwater will be managed through subsurface seepage. There will be seepage pits on each individual lot and some located under the private street area.

Landscaping is proposed along W. Woods Drive due to the reverse frontage situation. Gergely stated as many trees as possible will be saved.

Kornman noted the right-of-way for Springview Drive is offset from the right-of-way for the private street. He is questioning if the northern right-of-ways could be lined up so if there was ever a change made to Springview Drive in the future a right-of-way would not have to be renegotiated.

Zimmerman stated the actual roadway alignment was followed but not necessarily the right-of-way alignment. Kimmel stated if anything were done the right-of-way should be asymmetrically aligned for the new road. Gergely verified that what is being requested from the Commission is the right-of-way from Springview be extended to create a triangular area. Haley stated if the right-of-way on Springview were to be aligned the current right-of-way should be surveyed.

Zimmerman stated in regards to the Staff's recommendations listed on the Memorandum dated July 21, 2016 he would like to address #1 regarding the right-of-way on the west corner of W. Woods Drive. Zimmerman stated consideration should be given for a lot add-on on the adjacent property as the additional right-of-way would serve no purpose to the Township. Todd Whitmer stated he has discussed this issue with the landowner. The Township would have to vacate this portion of land.

Kornman inquired why Lot 1 has access off of Hillcrest Avenue instead of the private drive. Gergely stated from a grading perspective this worked out better. He inquired if the same house and layout as was used for Lot 2 could be used for Lot 1. Gergely stated no as it would place the driveway closer to the intersection and there is a significant grade change as well which would create a steep driveway. Kornman then inquired if the house could be moved further to the west. Gergely stated no due to the lots being tight and are up against the setbacks.

On a motion by Garrett, seconded by Kimmel, waiver of Section 402.C.3 from the ELA letter dated July 21, 2016 was unanimously approved by the Commission.

On a motion by Garrett, seconded by Kimmel, waiver of Section 285-14.E from the ELA letter dated July 21, 2016 was unanimously denied by the Commission.

On a motion by Garrett, seconded by Kimmel, waivers 2, 3, 4, 5, 6, and 8 from the ELA letter dated July 21, 2016 were unanimously approved by the Commission.

CONSIDER THE CHRISTIAN BROTHERS AUTOMOTIVE SKETCH PLAN FOR LOT F-HIGHLANDS/

CROSSWINDS, PREPARED BY KRISTEN HOLMES, DATED 7/6/2016: Kim Fremuth along with Kristin Holmes and Jonathan Wakefield representing the Applicant were present to review the plan. The property is located at the intersection of Highlands Drive and Crosswinds Drive. The property is less than 2 acres. Wakefield, who is the Development Director for Christian Brothers Automotive, gave an overview on Christian Brothers. Wakefield stated Christian Brothers is a stone/brick cottage with a nine car garage and architectural shingles. The building is just under 5,000 square feet with a cost of approximately \$725,000.000.

Operation hours are from 7:00 a.m. to 7:00 p.m. Monday through Saturday for the first 180 days of operation. After the 180th day they are open 7:00 a.m. to 7: 00 p.m. Monday through Friday. A shuttle car will take customers to and from destinations.

Christian Brothers is considered a Life Automotive Service. Engine overhauls, body work, and expedient tire replacement is not done. Wakefield compared Christian Brothers with a warranty level service provider. When a vehicle goes past its warranty instead of taking it back to the dealership where prices tend to be higher customers can bring their car to Christian Brothers for "dealership" service without the wait and cost. Christian Brothers is considered to have low traffic volume destination as it is used as a planning destination base. 15 vehicles will be serviced at the start-up building up to approximately 20.

Wakefield stated building signage would be on top of the first three bay doors which are approximately 11 feet in height making the signage at approximately 14 feet in height. The roadway is significantly higher than the finished floor of the building so a vehicle on the roadway will only see approximately 1/2 half of a bay door. In addition to the

building signage, a sign at the intersection of Highlands Drive and Crosswinds Drive is also proposed. The sign would be 20 feet high. The Commission was not in favor of the size of the proposed sign to be located at Highlands Drive and Crosswinds Drive. Windlebleck mentioned that a directory sign was located on the island on Trolley Run Road in the past. Zimmerman stated this would be a possible option again however there would need to be a meeting with the landowner. Fremuth stated the sign along Highlands Drive would list the address and have a different lettering and design from the signage along the service bays.

Wakefield stated Christian Brothers is a well-established company from the south. The Township would be one of two stores slated for Pennsylvania. Zimmerman verified with Wakefield that it is Christian Brothers policy to maintain closed bay doors when working on the vehicles. Wakefield confirmed that they adhere to this policy as much as possible. Wakefield reviewed an acoustic study that was performed. At 24 feet the average decibel level is 51-52 with spikes to 72 when using a tire gun. Beyond this distance the sound diminishes so by the time it reaches the road, vehicles traveling on the road will have a higher decibel level than the garage itself.

Zimmerman inquired how stormwater management was going to be addressed. Fremuth indicated the basin to the rear of the building was going to be tapped into. It was Fremuth's understanding that credits were reserved as part of this development to be able to use the basin. Christian Brothers is working with the property owner to receive these documents to see what was designed for the stormwater management. The calculations for stormwater management have not been completed as of this time.

An approximately 5 foot retaining wall will be constructed at the rear of the property.

Holmes stated there are two variances that are being requested. The first one involves the green area along Highlands Drive. There are two different requirements for plantings. One is a requirement for a 15 foot planting area along all property lines and a requirement for a 15 foot wide landscape strip along street lines with parking lots of less than 100 spaces. A partial variance is being requested due to the existing easements that run along both property lines in which plantings cannot be planted. Plantings will be provided along all other frontages where able. There was a discussion on sight distance with regards to the plantings.

The delivery trucks are the approximate size of an F150. There are no tractor trailers and deliveries are only accepted during office hours.

CONSIDER THE EAGLES MERE CONDITONAL USE APPLICATION UNDER SECTION 340.54- BILLBOARDS:

Tim McGovern was present to review the application for the property located at 573 Furnace Hills Pike. The Applicant is seeking to place a billboard on this property. There are three small self-storage buildings located on this property. The 35 foot front yard setback and 50 foot side yard setbacks have been met. The proposal is for a 10 x 30 25 foot high electronic sign. It would be a flag design with the flag facing away from the road. This would be a programmable LED sign which is monitored off-site. McGovern stated the sign can be controlled from a smart phone, tablet, or computer. It can be linked to Amber Alert notifications and emergency services would have access to the sign as well. There will be approximately 6-7 advertisers rotating on the sign once every minute. The brightness would be 7,500 nits during the daytime and 350,000 nits at night.

On a motion by Garrett, seconded by Kimmel, the Commission unanimously approved of the Conditional Use Application with two added conditions to include meeting the ordinance requirements for light level measured in lumens- zero at the property line and to confirm conformity of the standard after the Billboard becomes operational.

CONSIDER THE CONDITIONAL USE APPLICATION FOR TRADITIONS OF AMERICA FOR A 24 ACRE TRACT UNDER SECTION 340-108.2- MODERATE DENSITY HOUSING FOR AGE RESTRICTIVE DEVELOPMENT: Chris Venarchick with RGS Associates along with Nathan Jameson from TOA and the property owners Whit and Reid

Buckwalter were here to review the application. The property is approximately 23 acres. Venarchick stated this Conditional Use Application would amend the prior Conditional Use for the property.

If the Conditional Use is approved the next step would be to file a Land Development Plan with a lot add-on to eliminate the common property line and add the 24 acres to the lower 60 acres to create one community. The development would consist of 66 proposed single family homes and 22 duplexes. This is approximately 3.98 units per acre which is slightly less than the original 60 acre tract. Public sewer and water will be extended from the lower 60 acres.

Sidewalks would be placed on the south side of Allegiance Drive and the perimeter trail would be extended from where it terminates from the lower 60 along the Riparian buffer, which will be enhanced, and continue along Millport Road.

Windlebleck inquired as to what will happen with the farmhouse that is located on this property. Jameson stated the possibility of creating a one acre lot around the farmhouse and make it available for sale with certain deed restrictions. The house is currently being evaluated for potential value to determine if the property is saleable. This would not be an age restricted property which raises some issues.

Kornman questioned having only the one entrance point to the development utilizing Allegiance Drive. The traffic study did not require that a connection be made however comments from the Planning Commission thought it would be convenient. The idea is to discourage the streets as being used as a cut through. Venarchick stated when the original sketch plan was submitted a connection was shown on the east side. However, there is a significant grade difference which would make this connection difficult. A discussion ensued regarding how another connection could be incorporated. It was recommended by the Commission that the pedestrian walkway be extended on the east side for easier access to the lower 60. It was also recommended that there be an access for emergency vehicles only from the lower 60 to the new development.

Zimmerman clarified it is the consensus of the Commission to recommend a pedestrian access at Hess Lane and Allegiance Drive and in addition to consider the potential for a strictly emergency access. In addition, the Commission suggested a condition be in place for the farmhouse specific to the length of time it would be available for purchase as a fee sample lot.

With no other business to come before the Commission, the meeting was adjourned at 9:15 p.m.

Respectfully submitted,

Daniel L. Zimmerman
Township Manager