

WARWICK TOWNSHIP PLANNING COMMISSION MINUTES
JANUARY 28, 2015

Thomas Zug, Chairman, convened the January 28, 2015 meeting of the Warwick Township Planning Commission at 7:00 P.M. Present were Commissioners Jane Windlebleck, Kenneth Eshleman, Daniel Garrett, Marcello Medini, Daniel Zimmerman Township Manager, Bruce and Charlene Brumbaugh Barkay Crossing, Lititz, Gary Gassert, Nate Wertsch representing the Warwick School District, Nelson Peters Pebble Creek, Lititz, Kevin Varner representing Diehm & Sons, Sam and Naomi Stoltzfus Brunnerville Road, Lititz, Laura Knowles representing the Lititz Record, Alex Piehl representing RGS Associates, Jared Neil representing TPD, Gwen Howell representing LCDRC, Rich and Pam Rhierolf Hunters Crossing, Lititz, Shannon Heavner Barkay Crossing, Lititz, David Swarthy representing Moravian Manor, Lititz, and Bart Swift Hunters Crossing, Lititz. Absent were John Gazsi, Craig Kimmel, and Kenneth Kauffman.

REORGANIZATION: On a motion by Garrett, seconded by Eshleman, the Commission unanimously approved the reorganization of the Planning Commission.

APPROVAL OF MINUTES: There were no changes to the December 18, 2015 meeting minutes.

CONSIDER THE SAMUEL STOLTZFUS CONDITIONAL USE APPLICATION: Zimmerman stated this conditional use application is for a farm related business in which the parcel is located in an agricultural zone. Kevin Varner, representing Diehm & Sons, stated the farm is approximately 62 acres and is split by Brunnerville Road. On this farm the Stoltzfus's run two businesses, a greenhouse and a landscape business. Varner stated the business was approved in 2011 as a farm occupation through the Zoning Hearing Board with some stipulations.

The Stoltzfus's are interested in expanding the greenhouse portion of the business as part of this plan. This is laid out in two phases. The first phase includes a stormwater management plan which includes the existing greenhouse, the shop frame building, and the expansion of two greenhouses. The second phase is the conditional use application. The conservation plan has also been updated with the possibility of fencing off the stream and doing some Riparian planting along this area.

The proposed expansion of phase two is approximately 5,600 square feet which would include two greenhouses and the expansion of the frame portion of the complex.

Zimmerman inquired as to what the hours of operation would be. Mr. Stoltzfus stated the hours would be Monday through Friday 8:00 a.m. to 7:00 p.m., Saturday 8:00 a.m. to 5:00 p.m., and closed on Sundays. Because of the nature of the business it would be a seasonal business running March through June and September and October.

Varner stated the two display buildings involved in the encroachment issue will either be shifted back or removed.

On a motion by Eshleman, seconded by Garrett, the Commission unanimously approved the Samuel Stoltzfus Conditional Use Application with the recommended conditions.

CONSIDER SUBDIVISION PLAN FOR THE WARWICK TOWNSHIP MUNICIPAL AUTHORITY WELL HOUSE

SITE: Zimmerman stated the existing well house for well number one provides all the water source for the Rothsville water system which is approximately 200,000 gallons a day. This is a single well source and at the recommendation of SRBC and DEP systems should have backup wells in the case of contamination or the inability to pump water out the single well.

Zimmerman stated the Township started on the Binkley-Hurst site, which is zoned agricultural, three years ago. Certain criteria must be met on the placement of a well. One is the proximity of the raw water line and getting it as close as possible to the treatment process however these must be stationed as far as apart as possible so as not to interfere with the different water sources. Finally, a well head protection area is needed.

Zimmerman stated the second well is not quite as strong but is more than adequate. It will act as a secondary backup and provide some additional capacity for the Rothsville system. This well will provide sufficient water and sewer. The Township has been in negotiation with Binkley-Hurst to purchase the tract. Access will be through the Rails to Trails. The Township owns the 60 foot rail bed which will be used as the well head protection area. The pump will be checked on a weekly basis and is electronically monitored so if a problem arises the Township will be notified.

Zimmerman stated regarding stormwater management, this is under the 1,000 foot threshold which qualifies for exemption. The raw water line will be underground as well as the conduit which PP&L requires to be under concrete. The only thing that will be visible will be a small building. The plan creates a $\frac{3}{4}$ acre tract for the pump house.

On a motion by Windlebleck, seconded by Garrett, the Commission unanimously approved the Subdivision Plan for the Warwick Township Municipal Authority well house site.

DISCUSSION ON THE PRELIMINARY PLANS FOR WARWICK WOODLANDS, PREPARED BY RGS:

Zimmerman stated the object tonight is to discuss three issues one being the potential extension of 6th Street to this tract and the existing intersection at Woodcrest Avenue and 6th Street. The second issue is to look and see if there is a need to interconnect with any other street systems in the immediate area. The last issue would involve the intersection of 6th Street and Orange Street and how it aligns with the Warwick School District.

Zimmerman explained why Darrell Becker is in attendance tonight. Normally ELA Group is the Township's engineer and ARRO is designated as the alternate and are the primary engineer for Lititz Borough. Due to the fact ARRO did the review for Lititz Borough that is why they are in attendance tonight representing the Township.

Alex Piehl, representing RGS Associates, stated the Warwick Woodlands Project is a Moravian Manor Project. The proposed Warwick Woodlands Project would be an extension of the Moravian Manor Retirement Community. It is being developed under Lititz Borough's Traditional Neighborhood Development Overlay Ordinance which is geared toward creating a more downtown feel consistent with Lititz Borough. The project is broken into different areas. The southern area would include 160 proposed mix of duplex and single carriage homes. The northern area would include 234 proposed apartments. Only one proposed apartment building, G, would contain solely apartments. Building F would include 20 assisted living beds, a mixture of common space, dining facilities, and a bistro. Buildings E, D, and C would include first floor commercial space available for lease. Buildings B and A would be strictly for commercial use with the approximate square footage of 99,000. A maintenance building is proposed to serve the expansion.

Piehl explained there would be a new T intersection at West Orange Street with potential realignment. There will be an extension of 6th Street through the community to Woodcrest Avenue. General Sutter would be extended as a loop through the community. There will be a network of internal streets and alleys to the south to serve the carriage homes. There will be sidewalks throughout the community on both sides which will connect to the existing Borough network. Zimmerman inquired if there was going to be a trail system throughout the community. Piehl stated this was discussed and with this being a TND and wanting to promote this style of living the thought was to keep residents on the street network so a trail was not proposed as part of the project.

In regards to connections, Piehl stated there is a General Sutter Avenue, Fort Ross Avenue, Ridge Field Way, and Hunters Crossing. A waiver from Lititz Borough was requested for no connection to these streets due to the concern for through traffic which received favorable recommendation contingent on feedback from the Township.

Jared Neil who represents TPD and is the traffic engineer for this project explained the traffic studies and results that were completed. Neil stated previous plans for this project were reviewed. ELA's previous traffic study showed the potential for a traffic light on Orange Street. Neil stated TPD wanted to see if this was still the case and after doing their own analysis it was found a traffic study was not warranted on West Orange Street. Neil stated once their analysis was complete TPD met with Lititz Borough, Warwick Township, and the Warwick School District to discuss their findings and get feedback. A meeting was also held at Moravian Manor with the review agencies involved to discuss what is proposed and what the analysis showed. The feedback received was that more information was wanted on how will this impact the Borough, other offside intersections, and will traffic patterns change. TPD was asked to complete the Traffic Study and Destination Study.

Neil stated as PennDOT is involved an HOP application will need to be completed. This was sent to all the review agencies and then a meeting was held at the District Office. At this meeting some other intersections were added to the study area. The following intersections were then reviewed: the intersection at West Orange Street and Campus Drive, Main Street and Broad Street, Orange Street and Broad Street, Second Avenue and Woodcrest Avenue, Second Avenue and Broad Street, 6th Street and Woodcrest Avenue, and 6th Street and Broad Street. Technicians collected data for the average peak hour in the a.m. and the average peak hour in the p.m. and used this as baseline information for the traffic study.

Neil stated once the trips were generated from the facility at full build out based on existing traffic patterns, it was noted based on existing traffic patterns 30-35% of the traffic uses West Orange Street and 70% uses the Woodcrest intersections. Looking at the no build scenario which is without the Woodlands Development every intersection that was looked at operates at level service C. With the development full build out conditions this level is essentially maintained. Neil stated the only intersection that had a large change and they were not able to diminish based on signal timing as at 6th Street and Broad Street. A contributing factor to this was the destination study pulled a lot of traffic off of Main Street and Broad Street and brought it down to 6th Street. Neil stated with the minor streets you are adding additional trips, which gives a drop in level of service.

Improvements that are being proposed are a full "T" intersection to West Orange Street that would be stop controlled. There will be construction of a 75 foot left turn lane with a 75 foot taper and a right in right out travel way to West Orange Street and the mentioned connections.

Zimmerman inquired if there was any impact to the existing signal at Campus Drive and Second Avenue. Neil stated this operates very well. Zimmerman then questioned if there would be a decell and cell lane off the right in right out. Neil stated this was looked at however with a left turn lane into the site traveling westbound and with the right in right out driveway this was felt to not be needed.

A Commissioner asked if Neil would explain Level Service C. Neil explained traffic is looked at by how long we sit and wait or the delay in seconds. Any time an analysis is done and additional traffic or trips to the study are provided to the area the goal is to make sure conditions are not made worse. This is measured by level of service A-F. The tables are different for signalized and un-signalized areas. A and B is less than 10 seconds meaning a car is pulling up and going. Around D is where it is considered to be unsatisfactory with a delay of 35 seconds or more. A range of C is between a 20-35 second delay.

Neil stated after this Destination Study was submitted there was a request to further look at other options or alternatives to the access. A scenario was discussed where Campus Drive was relocated to 6th Street. Zimmerman wanted confirmation on some information inquiring if he is correct in stating the initial traffic study recommended the intersection at Second Avenue, Campus Drive and Orange Street remain signalized and provide only a T intersection with a stop scenario on 6th Street. The reason for the supplemental analysis was at the request of Lititz Borough. The scenario of the 6th Street extension would be a T intersection with a stop control with the improvement of a left turn lane into the West Street extension. The scenario they were asked to analyze is a reconfiguration of Campus Drive tying into a T and Campus Drive aligning opposite the 6th Street extension.

Zimmerman again wanted to make sure he understood TDP's report stating the ideal situation for the overall traffic and improvement would be to maintain a signal at Orange Street, Second Avenue and Campus Drive. Lititz Borough's traffic engineer concurred with this recommendation. Zimmerman stated the Planning Commission talked about but did not analyze about what would happen to Second Avenue. He does not feel the traffic light can be modified or relocated without looking at both sides of Second Avenue such as would it be made into a Cul-de-sac or made a One Way. Neil stated the idea behind the right in right out is the plans show the access was maintained. If the intersection is removed Campus Drive would then have a triple lane approach with a stop control and because this is a state route PennDOT usually rejects this idea. Zimmerman inquired if this scenario, other than speed, was ok being maintained with a single TD intersection with a left turn. Neil stated the traffic study has not been revised to incorporate speed but data was collected and the 85th percentile of speed on East and West Orange Street and North and South Woodcrest Avenue is 40 MPH. This does not change the speed analysis.

Neil discussed the analysis and results thereof of the supplemental study if Campus Drive is relocated opposite 6th Street. Due to maintaining the right in right out and a parking lot close by there is a large amount of traffic that will use the right in right out. To determine if a traffic signal is justified the main line is looked at and how much volume there is and then the minor streets are looked at. It is not a combination of volume you look at one or the other. The traffic signal at the current location is warranted based on the volume from the school. Second Street has nothing to do with this signal being

at this location. If you would divide this traffic some remains at Campus Drive and the remaining portion switches to the relocated section and this does not now warrant a traffic signal. Based on the cost of the improvement and the delay of not having a traffic signal there would be no gain or benefit for this scenario and this is the conclusion from the supplemental analysis. Zimmerman inquired if the existing traffic signal at Campus Drive incorporates the need for the pedestrian access. Neil stated the traffic signal gives a way for any students or pedestrians to cross West Orange Street. If this intersection were to be moved there would not be a dedicated time period where pedestrians could safely cross the street. A Commissioner inquired as to what is PennDOT's consideration of a three way stop at Second Avenue. Would this be an option in place of a signal. Neil stated generally PennDOT frowns upon adding delay. Any time there is a free flow of movement they do not like to see the addition of a stop sign. Neil stated the worst case scenario looking at overall level of service at West Orange Street, Second Avenue, and Campus Drive would be a B with the average delay at each approach 12 seconds. This would be made worse by adding a stop sign.

According to Neil leaving the intersection at Campus Drive, Orange Street and Second Avenue the way it stands and extending 6th Street to a T intersection is the best scenario based on all the studies done to date.

Piehl stated the project will be done in three phases. Phase I includes the Southeastern piece of the property along 6th Street and along the private street network. 6th Street and General Sutter would be extended into the site during this phase. During Phase II 6th Street would be extended the rest of the way up West Orange Street. When this connection is made there is the potential need for a signal. Phase III would be the remainder of the site in the Southwest portion. Each phase is expected to take approximately three years.

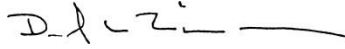
Piehl wanted confirmation from the discussion tonight that the T intersection is acceptable with 6th Street and West Orange and that is how they will proceed with the analysis of the project. He also wanted to confirm the extension of Ridgefield Way and Hunters Crossing into the community will not be made. The Commission concurred.

REVIEW OF AMENDMENT TO THE SUBDIVISION AND LAND DEVELOPMENT ORDINANCE: Zimmerman stated this is the final revised copy with changes made between the solicitor and engineer. Some of the amendments include improvements to the paving specs, the promotion of native plants of tree species and expand recommendation of BMP's and other landscaping issues not dealt with prior, five foot sidewalks, improve overall lighting, sight triangles and sight distance. On a motion by Garrett, seconded by Windlebleck, the Commission unanimously approved the amendment to the Subdivision and Land Development Ordinance.

Planning Commission
January 28, 2015

ADJOURNMENT: With no other business to come before the Commission the meeting was adjourned at 8:40 p.m.

Respectfully submitted,

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

Daniel L. Zimmerman,
Township Manager

