

## **WARWICK TOWNSHIP PLANNING COMMISSION MINUTES**

**August 28, 2013**

Chairman Thomas Zug convened the August 28, 2013 meeting of the Warwick Township Planning Commission at 7:00 p.m. Present were Commissioners Thomas Zug, Jane Boyce, John Gazsi, Craig Kimmel, Nathan Flood, Daniel Garrett, Kenneth Kauffman, and Brent Richmond. In attendance were Township Manager Daniel Zimmerman, Township Engineer Chuck Haley, Traffic Engineer Doug Plank, Jim Wenger, John Schick, Kerry Eck, Dave Madary, Joe Waters, Alex Piehl, and Joyce Gerhart.

**APPROVAL OF MINUTES:** The Commission voted unanimously to approve the minutes of the July 24, 2013 meeting as written.

**COMMUNICATIONS:** The Commission received an invitation to attend a Historic Preservation Forum on September 19, 2013 hosted by the Lancaster County Historic Preservation Trust. The Township Manager noted that a representative of the Trust provided a presentation to the Board outlining the services they provide to the community.

**CONSIDER CONDITIONAL APPROVAL OF THE ROCK LITITZ PRELIMINARY PLAN, PREPARED BY DERCK & EDSON, DATED 5/30/2013:** Dave Madary, representing Derck & Edson, explained that the Preliminary Plan for the project includes three buildings on the site. These include the first portion of the building for Clair Brothers, the first portion of the setup building, and the first portion of the building for Atomic Design. He explained that the Preliminary Plan has been updated to illustrate the landscape buffer along the southern property line which includes evergreen trees and an earthen berm. Madary noted that the size and location of the earthen berm might change due to topography. The Township Manager noted that the landscape buffer would supplement vegetation that currently exists in this area. Madary explained that an evergreen buffer is also proposed along West Newport Road and Toll Gate Road; however PPL would not allow the buffer within its right-of-way. He noted that the buffer in the northern area of the site would not include a berm. The plan illustrates walkways between the three proposed buildings, as well as a walkway from these walkways to SR 501. Madary explained that a schematic has been provided for the proposed West Newport Road widening. He added that this widening would occur when traffic mandates a need for a left turn lane at Toll Gate Road. He outlined the design of the schematic for the benefit of those present. He noted that additional right-of-way would be needed to accommodate the proposal. The Township Manager explained that the roadway design will be based on the phasing of the project, and a revised traffic study would be submitted for each phase to evaluate the needed improvements. Madary noted that PPL could allow regrading within its right-of-way if needed. The Township Manager noted that the Applicant is in negotiations with Diehm & Sons Surveyors for access to Toll Gate Road and added that Diehm & Sons Surveyors has submitted a letter acknowledging the negotiations.

On a motion by Garrett, seconded by Kimmel, the Commission voted unanimously to approve the Rock Lititz Preliminary Plan contingent upon the Township Engineer's comments being addressed.

**DISCUSS THE GIANT FUELING FACILITY - R.J. WATERS - SHOPPES AT KISSEL VILLAGE, PREPARED BY RGS ASSOCIATES, DATED 8/7/2013:** Alex Piehl, representing RGS Associates, explained that the property is located approximately 200' south of the

intersection of Peters Road and Lititz Pike. The property consists of 1.75 acres in the Community Commercial Zone. He noted that the property is the former Blockbuster building. The plan proposes 12 fueling stations (6 two-sided pumps), a 128 square foot kiosk, subsurface fuel storage tanks, a vending area, and 3 parking spaces. He noted that the facility would be associated with Giant Food Stores; however, it would not include the convenience store that is located in other similar fueling facilities in the County. Piehl explained that an automobile fueling station is permitted by Special Exception and an application has been submitted for consideration by the Zoning Hearing Board. He added that the request includes a Variance to allow existing Access Drive D to remain 25' wide. He noted that the Ordinance requires a 30' wide access for fueling facilities.

Piehl explained that the proposed impervious cover is less than the existing cover; therefore stormwater runoff from the property will be reduced. He noted that the existing storm water facilities would be used for the site. He added that public sewer and water would be provided in a manner similar to the current site.

Piehl explained that representatives met with Township staff to review the proposed traffic analysis and traffic circulation on the site. He provided an illustration of the available vehicle stacking for the facility. He stated that based on the discussions with staff, a driveway is proposed from the fueling facility to Access Drive B, which extends behind Wendy's. He noted that this driveway would be used during the gas rewards redemption periods to facilitate the additional traffic at the site.

John Schick, traffic engineer with Rettew Associates, explained that the busiest days for the gas rewards redemption period is on a Friday and Saturday. He stated that they reviewed the traffic peak at the Oregon Pike location and used these figures to determine potential traffic figures for this site. He explained that during peak traffic hours for the facility, 18 vehicles per pump is averaged, and a maximum storage is 2 vehicles per pump. He stated that in an attempt to improve traffic circulation at the site, the existing traffic pattern at Access Drive B and Peters Road would need to be modified. In addition, the existing traffic island at the intersection would need to be removed and a new one reconstructed westward of the current location. Schick stated that for traffic stacking during peak redemption hours, one of the driveways to Access Drive D would be eliminated, and the other would be designated as in only. The driveway to Access Drive B would be exit only. He stated that attendants would be working during these hours as well to assist in directing motorists to pumps. He added that the pump hose is extended to accommodate fueling on either side of a vehicle. Schick noted that traffic during non-redemption times does not require access drive restrictions. He added that another comparison was done for the location at Centerville Road, which has a smaller stacking distance and no convenience store, and the traffic counts were slightly less on Friday, and the same on Saturday. Schick stated that a similar facility is proposed in Ephrata, which could reduce potential traffic counts at this location. Schick stated that the redemption periods occur on 2 days every 8 weeks. He explained that 37 vehicles can stack within the site as it is currently designed. He noted that the design would accommodate trucks that might be delivering fuel to the facility during these peak times. The Township Manager explained that the proposal is scheduled for a public hearing on September 11, 2013 and he wanted the Planning Commission to review the proposal and provide any recommendations to the Zoning Hearing Board to consider during their review. He noted that this has also been done for other projects with the Township. He noted that a fueling facility was previously proposed within the parking area on the site, and the Township was not favorable to the design; however, this site is on separate lot from the shopping center. Schick explained that the illustrated stacking at the site is a

worst-case scenario and not an expected scenario. Traffic engineer Doug Plank explained that the additional Giant-to-go facilities that have been constructed has reduced traffic at existing locations. The proposed hours at the facility are 6:00 a.m. to 11:00 p.m. Kerry Eck, representing Giant Food Stores, confirmed that the fueling facility would have attendants to direct traffic during peak redemption hours. He noted that when the program originally began, they did not anticipate its popularity. He added that experience has determined how newer facilities are designed. He explained that the program could be adjusted in the future to a rolling redemption period, rather than a use-it-or-lose-it program during specific times. He noted that any change would require a massive marketing aspect for the new program.

Piehl stated that the architecture and design of the facility will match the overall shopping center site. Garrett stated that he was Chairman of the Board when Wal-Mart was proposed for the site, and the shopping center is an improvement of that proposal, and the design is one of the best for any shopping center. He expressed concern that the location of this fueling facility along the road could affect the overall appearance of the shopping center. He noted that he would like to see signage and landscape buffers. He added that although traffic figures are lower than originally anticipated, this proposal could adversely affect traffic patterns. Garrett stated that he does not necessarily support the revised driveway access during redemption periods. Plank stated that the design does not have to change during these times; however, the option could improve traffic patterns. Schick explained that during non-peak hours, all of the driveways would be open and operate with two-way traffic. Garrett inquired what type of lighting is proposed. Piehl stated that flush-mounted under-canopy LED lights are proposed. In addition, the lights would be dimmed to only a security level after 11:00 p.m. The site would have a concrete pad at the fueling location with macadam on the remainder of the site. Piehl stated that a monument sign with LED lighting would be used for the facility. Garrett stated that signage could be similar to the Turkey Hill along East Newport Road at Newport Square. The Township Manager stated he will summarize the Planning Commission's recommendations and forward them to the Zoning Hearing Board.

**CONTINUED DISCUSSION ON AMENDMENT TO THE STORMWATER ORDINANCE:** The Township Manager explained that DEP is allowing an exemption for projects under 1,000 square feet. He explained that Township staff will calculate the square footage for lots. He explained that Township staff is considering a modification for smaller projects as well as guidelines for larger projects. He stated that the guidelines include a proto-type for stormwater designs that could be used as templates. The Township Manager added that consideration could be given to in-house review for plans less than 5,000 square feet for residential proposals. An amendment could also include a requirement for maintenance responsibilities as part of a plan approval.

The Township Manager explained that the subcommittee that reviewed the storm water amendment proposal included a discussion about requiring surplus storm water capacity for new projects up to maximum lot coverage allowed under the Zoning Ordinance. This would accommodate residents who wish to add a shed or patio, as well as smaller additions. He stated that farms that had a conservation plan on file would be given a different design standard for agricultural projects under 5,000 square feet. He added that the design standard would require the conservation plan to be implemented rather than simply on file for this exemption. He noted that farms are larger properties with increased setbacks that have less impact on adjacent properties.

The Commission members are agreeable to the proposal.

**ADJOURNMENT:** With no further business to come before the Commission, the meeting was adjourned at 8:42 p.m.

Respectfully submitted,

Daniel L. Zimmerman  
Township Manager