

**WARWICK TOWNSHIP PLANNING COMMISSION**  
**September 22, 2021**  
**7:00 p.m.**  
**Warwick Township Municipal Building**

Chairman Tom Zug convened the September 22, 2021 meeting of the Warwick Township Planning Commission at 7:00 p.m. In attendance were Commissioners Tom Zug, Jane Windlebleck, John Gazsi, Kenneth Kauffman, Marcello Medini and Robert Kornman. Also in attendance were Brian Harris, Township Manager; Pat Barrett, Assistant Township Manager; Billy Clauser, Township Planner; Steve Gergely, Harbor Engineering; Alex Piehl, RGS Associates; Bunnie Buckwalter, 1011 Lititz Pike; R.D. Buckwalter, Buckhill Farm; Ben Samberg, Lancaster Architectural Works; Randy Dautrich, Dautrich Engineering; Corby Ziegler, CLZ Concrete; Andrew Buckwalter, Buckhill Farm; Porter Stevens, Lancaster County Planning Commission; Kerry Sophocles, Buckhill Farm; and Ron Roda, 114 E. Sixth Street.

**APPROVAL OF MINUTES:** Hearing no additions or corrections, the minutes of the June 23, 2021 meeting were approved as submitted.

**SUBDIVISION/RELATED BUSINESS:**

**Discussion on 729 Rothsville Road Project** – Randy Dautrich from Dautrich Engineering is representing Brookcrete Holdings, LLC, located at 729 Rothsville Road, Lititz, PA. They are proposing to build an addition to their existing building for an office and additional shop space, adding roughly 4300 additional square feet, for a total of approximately 7600 square feet. After meeting with the Zoning Officer, they determined the need for a zoning variance. This variance is required due to the need for additional parking, which is limited due to the flood plain area on the property. The property currently has 19 parking spaces, with 13 additional spaces being proposed. To access a portion of the added parking, the landscape buffer strip would need to be reduced from 15 feet to 7 feet, which requires a variance. The Zoning Officer advised reviewing the Sketch Plan and variance request with the Planning Commission.

T. Zug and B. Kornman shared their concerns with the proposed parking as well as reduction of the landscape buffer strip. Several options were discussed, however, the applicant stated that they would prefer to keep the parking as proposed due to truck movement on site. The possibility of relocating the proposed additions to accommodate the proposed parking was discussed. The relocation could possibly accommodate a larger landscape strip.

**Discussion on Cedar Run construction project located at 143 Rothsville Station Road** – Steve Gergely from Harbor Engineering is representing Cedar Run Construction, a commercial framing contractor, located at 143 Rothsville Station Road. The applicant is proposing a building expansion. The property is bordered on the north by the Warwick Ephrata Rail Trail, to the east and south by Binkley & Hurst, and to the west is an auto-body shop. The property is 1.8 acres in size and contains their existing office and shop along with an existing dwelling. There is a property across the street is largely 95% in stone and contains a building erected by the prior owner. The property exists in a community commercial zoning district. The business employs approximately 24 people, two employees currently work in the office and 4 in the shop. The remainder of the employees work off site. The vast majority of the

employees are Amish which are dropped off in the morning and picked up in the evening, resulting in very few cars on the site. The applicant is proposing a second story expansion on the office, which would be the same square footage as the existing office, and add a large shop expansion to the east side of the building. They are also proposing adding a 3-sided storage building on the south side of the property. The associated site improvements would be the demolition of the existing dwelling, a concrete area between the two building areas, and a dumpster pad on the east side in the rear. On the west side, the applicant is proposing to clean up the existing condition. They would like to create one single macadam access drive that would align with the existing access drive across the street, create more green space on the north and the east sides, and have a stone parking lot for employees. The existing angled parking in front of the office would remain largely unchanged, a full movement existing entrance on the southern side and an out only on the northern side. The proposed expansion is over top of the existing building so they are not encroaching any further towards Rothsville Station Road. This proposal would require a number of dimensional variances from the Zoning Hearing Board. A variance for lot coverage from the maximum lot coverage requirement of 65% to approximately 74%. A variance for front yard set-back encroachment for the 3-sided building from the required 35 feet to approximately 17 feet, side yard set-back encroachment to 10 feet along the southern property boundary, and encroachment into the 15 foot landscape strip to 10 feet for the storage building and 7 feet for the roll-off dumpster area. They are also asking for a variance for reduced parking. The parking requirements based on office and shop square footage would total 49 parking spaces, but they are proposing 22 spaces. The sketch reflects the possibility for the site to accommodate for 49 parking spaces.

B. Kornman shared his concerns regarding the variance for maximum lot coverage as well as the encroachment on the building set back line and the addition to the building next to the rail trail. Using screening to soften the property along the rail trail was discussed. The space between the existing building and the 3-sided building was discussed, with T. Zug suggesting eliminating some of the concreted areas to reduce the lot coverage.

There was a discussion in regards to storm water and detention space. P. Barrett questioned the storm water management facility being close to the rail trail and the risk for potential sink holes. Gergely stated that a geological assessment was done. He acknowledged the risk for sink holes and plans to try to spread out the loading ratios as best they can.

**Buck Hill Farm Residential/Commercial Master Plan prepared by RGS Associates dated 08/04/2021** – R.D. Buckwalter addressed the Commission. The proposed property is approximately 109 acres bound to the south by Millport Road and Lancaster Airport and to the west by Litz Pike. In 2019 the applicant went before the Planning Commission and the Board of Supervisors to review the latest concept of Buck Hill Farm. The proposal being presented shares many of the same values and goals as what was presented in 2019, but has been redone using the input from the Township, community, and outside consultation. The family is dedicated to delivering something that is truly unique and different to the community. Moving forward on the property, the family wanted to make sure they embodied their shared values, with particular attention to health, wellness, the community, sustainability, innovation, creativeness, and preserving natural spaces. The family also identified a connection to nature as something they valued most about where they grew up and where they bring their children. The property consists of trails, a stream, woodlands, and ponds. The family wants to continue to attempt to preserve those natural landscapes and provide an opportunity to share that with other people. The applicant understands the need to have balance to be able to accommodate growth and provide future space for future generations to live. The plan is to build a community built around the wellbeing of those that live and work there by creating a wellness community. Wellness incorporates many aspects of health and wellness such as being environmentally sensitive, making sure it is sustainable, and also creating a sense of place that people can identify with. Buck Hill seeks to connect people with people, people with nature, and people with their food. Preservation of open space was important when planning this project. They are dedicating at least 50% of the community to open space with focus on design, placement, and use. Natural resources and landscapes have been identified with plans for preservation. Areas were identified for potential reforestation. The proposal incorporates a micro farm so people have a connection to their food which also has an educational component. The proposal also includes small gathering spaces both in buildings and the natural

environment. A site analysis was completed and the plan is to build around the areas they want to preserve. The proposal is for hamlets, creating a vibrant, engaging, environmentally sensitive community that is full of varied places to live, has commercial embedded as a central core, made for walking and exploration, is compact, has small lots, small footprints, and small impact on the environment. In researching similar communities, the one commonality was the use of an architect rather than a land planner. The applicant worked with an architect in creating this community from scratch.

Ben Samberg from Lancaster Architectural Works addressed the Commission. In creating the eclectic environment, the plan is for the inhabitants to be continuously surprised and environmentally curious. The building proximity to side walk edges is a testament to a desire to eliminate wasteful green space, however it forms an intimacy in human scale. Samberg states that the scale is comforting, safe, approachable, and offers the highest potential for human interaction. Biophilic design is referenced to foster the connection between the natural environment and the built environment. Materials are portrayed as durable and permanent. An architectural guideline is being developed that will ensure that the vision is maintained for the future of the community. The guidelines are not created to be rigid, but more of a creative highway with some clear guiderails, allowing a multitude of acceptable solutions. The plan includes entry through a central core with the barn, bistro, gastro pub, farm to table restaurant, being the anchor with a very large open community space associated to the function of the barn. The transition from commercial to residential is softened with open space and mixed densities. There are no hard edges, therefore the environment seems to go indefinitely and the buildings are placed for this purpose. The topography is followed to enhance this illusion.

Alex Piehl from RGS Associates addresses the environmental areas of the project. With the use of hamlets, they are creating neighborhoods throughout the community. He makes note of the stream corridor and dry pond bed in the center of the property. There are meadow spaces that can be incorporated into the storm water design through bioinfiltration facilities along the corridor, as well as low lying areas. The reforestation areas are a focus which has a lot of benefits such as it reduces run-off, improves soil, creates recreation opportunities, oxygen production, etc. There is an agricultural component to the property. The micro farm is located south of the farmstead. Piehl orients everyone to the property. The barn is the center of the northern hamlet, along with some new commercial buildings. The focus of this area is creating meaningful, purposeful, open spaces for gathering, outdoor dining, and play space for children. A unique aspect of the community is a true mix of housing types throughout. To the north are townhomes, duplexes, and single family homes. To the south of Peters Road (Street A on the plan), a commercial building would be fronting, as well as a mixed used building on the other side of Street B that runs north south. To the south is a transition into apartments, townhomes, duplexes, and single family homes, creating a mix in diversity that hamlet. A soft edge to this community would be the reforested area along Lititz Pike, as well as the stream corridor. This area would be looked at for the potential to realign and reestablish the stream corridor, access to all the open spaces with a network of trails and sidewalks throughout the community. To the north is the existing farmstead, barn, and other outbuildings which could potentially be an adapted reuse in the future. That farmstead is currently occupied. To the south is another hamlet on the eastern side of the stream corridor. This area would be all residential including townhomes, singles, as well as apartments closer to the entrance into the hamlet and transitioning to the north towards the existing farmstead. The design has approximately 57% of the property being open space. The mix of housing types is balanced with 110 single family homes, 6 semi-detached or duplex homes, 92 attached or townhomes, and 145 apartments. That equals out to 30-26-41 split. Over 109 acres that equals 353 homes which would be about 3.25 units/acre for residential. The commercial space, as well as the existing farmstead and micro farm mixes into the density calculation. There is connectivity to sidewalk and trail networks at Peters Road into the community, throughout the open spaces, and to the southeast corner which is where it would pick up the trail system on the north side of the airport.

B. Kornman shared his concerns with the existing plan, such as hardship, the development not being consistent with the Township's existing comprehensive plan, major changes to the existing sewer and water service areas in the Township, that the proposal is not within the urban growth boundary area, volume of traffic, and that the area will look

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like another commercial strip. M. Medini supports comments made by Kornman. Changes between the previously submitted plan and the current plan were discussed. P. Barrett brought up the potential need for an additional sewer pumping station and that the authorizing would require the elimination of a station if one is needed for the proposed project. Right now the property is zoned rural estate and agricultural, with each being approximately 50% of the property. There was a previous discussion on the consideration of reorienting what is rural estate to be on the west side and keep the agricultural to the east side adjacent to the existing farms. The current plan is utilizing mostly the agricultural portion of the property. The topic of who would maintain all of the open space was brought up. P. Barrett asked if the applicant would request that Manheim Township defer referral to Warwick Township.

The Board is asking for the applicant to come up with ways to mitigate the Board's concerns.

**OTHER BUSINESS:**

A resident on East 6<sup>th</sup> Street shared his concerns with the extension of 6<sup>th</sup> Street in regards to traffic and the safety of pedestrians. The Township is in collaboration with Lititz Borough to examine the 6<sup>th</sup> Street corridor to enhance safety for the pedestrians. The Planning Commission shares the resident's concerns and encourages the Township to consider the intersection of 6<sup>th</sup> Street and Kissel Hill Road and the speed on Kissel Hill Road.

**ADJOURNMENT:** On a motion by K. Kauffman, seconded by M. Medini, the meeting was adjourned at 8:53 p.m.

Respectfully submitted,

Brian Harris,  
Township Manager