

APPROVED

**SPRINGETTSBURY TOWNSHIP
PLANNING COMMISSION
NOVEMBER 15, 2012**

MEMBERS IN

ATTENDANCE: Alan Maciejewski, Chairman
Mark Robertson
Mark Swomley
Charles Stuhre

ALSO IN

ATTENDANCE: Jim Baugh, Director of Community Development
Angela Liddick, Deputy Zoning Officer
John Luciani, First Capital Engineering
Sue Sipe, Stenographer

NOT PRESENT: Charles Wurster

1. CALL TO ORDER:

A. Pledge of Allegiance

Chairman Maciejewski called the meeting to order at 6:00 p.m. and led the Pledge of Allegiance.

2. ACTION ON THE MINUTES

A. OCTOBER 18, 2012

MR. SWOMLEY MOVED FOR APPROVAL OF THE MEETING MINUTES OF OCTOBER 18, 2012 AS AMENDED. MR. STUHRE SECONDED. MOTION UNANIMOUSLY CARRIED.

3. NEW BUSINESS

A. York County Industrial Development Authority Flexible Development Overlay Request

Blanda Nace, Redevelopment Manager, York County Economic Alliance
Tim Debes

Mr. Nace stated his agency known as the Economic Development Corporation and/or the Chamber merged in January 2011 and serves as staff to many county boards and authorities. He indicated he is representing the York County Industrial Development Authority as project manager. The Authority purchased the Harley-Davidson 58 acre west campus, noted as Tract #2 after the subdivision. Mr. Nace noted that within the Township Zoning Code there is a possibility to acquire a flexible development overlay for properties that are environmentally challenged. The IDA goal is to replace the jobs that were lost as a result of the Harley-Davidson downsize and recreate this area as an employment center. He noted they are actively marketing the property and are in discussion with several developers. In an effort to market the site easier and attract business to the community they are seeking a flexible development overlay for this parcel.

Mr. Debes reviewed the aerial overview of the site and the site plan of both the YCIDA tract and the Harley-Davidson tract. Mr. Debes noted slabs and footers in place due to the impervious, the environmental conditions and the ground water monitoring that is occurring. He stated that Harley-Davidson razed the building and the roof drains now function as surface drains, leaving the storm water conditions the same. Going forward into development a soil management plan will be required and

excavation and monitoring of environmental. They do not yet know how a developer will tackle the slabs and footers that are in place.

Mr. Debes stated additional reasoning as to why they are seeking the overlay district:

- The tract is subject to the 100 year flood plain
- Past operations, primarily by the Navy, indicated there are some environmental conditions that underlay certain areas of the parking lot. The paved parking lot is a benefit because it serves as an impervious cap, so it minimizes the leaching of materials. While it is possible there could be some outparcel development more likely this would remain parking. The south parking lot is unused at this time, however, could continue to be used as a parking lot and/or as a small outparcel.
- The overlay district would provide an opportunity to accommodate options and it also shares some of the environmental impact, i.e., the slabs that have been left in place to remain as an impervious cap.

Mr. Nace pointed out a typographical error, verified with Staff, in Section §325.90.C of the Ordinance – which indicates all uses permitted in the flexible development district are permitted under flexible development overlay in the BI and CH zoning districts, it should be stated as BI and GI zoning districts.

Discussion was held regarding the rationale for including the Harley-Davidson tract as a flexible development overlay.

MR. SWOMLEY MOVED TO RECOMMEND TO THE TOWNSHIP BOARD OF SUPERVISORS APPROVAL OF THE REQUEST FOR THE YCIDA FLEXIBLE DEVELOPMENT OVERLAY REQUEST FOR LOT #2 WITH THE OPTION TO INCLUDE LOT #1 OF THE HARLEY-DAVIDSON TRACT PENDING FURTHER REVIEW WITH HARLEY-DAVIDSON. SECONDED BY MR. ROBERTSON. MOTION UNANIMOUSLY APPROVED.

4. BRIEFING ITEMS

A. LD-12-06 Susquehanna Bank

Tom Scully, Alpha Consulting Engineers

Richard Arcuri, Building Project & Leasing Manager, Susquehanna Bank

Mr. Scully stated the property is located at 2900 Whiteford Road on the south side between Whiteford and Route 30 next to Banana Max and Christmas Tree Hill on the west side, which is the site of the former Pfaltzgraff Barn. Mr. Scully indicated the barn would be demolished and the site would be reconfigured to accommodate the construction of the bank on the 1 acre portion of the property. The remainder of the periphery – circulation, parking and the remaining buildings would stay the same.

Mr. Scully reviewed the site plan indicating the location of the proposed 3,800 sq. ft. one-story bank building. They would reconfigure the parking in the area as well as the entrance drive to line it up directly opposite of the mall entrance. Since currently the entrance drive is slightly offset, this would correct that situation and improve circulation in the area. He noted there will be drive through lanes on the one side and vegetation will be added to the green areas. Stormwater will be underground and discharged to a pipe system existing in the rear of the property.

Mr. Arcuri reviewed the overall architectural floor plan. He noted there will be a four person teller line at the drive through area with an ATM. There will be a staff of eight full-time employees, with one or two additional for seasonal help.

Discussion was held as to whether the barn was part of the original building of the Long's Farm. Mr. Arcuri indicated they received a letter from the State Historic Research which did not indicate anything historical about the area, although it was noted that the mansion in the adjacent area is a historic

registered facility. The applicant was advised recheck to make sure it is not a historical building before it is destroyed.

Mr. Arcuri indicated the building will be constructed of a masonry brick product with a shingle roof.

Discussion was held regarding the following items:

- The traffic flow report was reviewed. Concern was expressed about mall traffic and additional buildings added on Whiteford Road, as it relates to turn movements at that location.
- Adding a traffic light – Mr. Luciani stated an analysis was performed since there were numerous traffic comments and they are re-evaluating whether it meets signal warrants.
- Request for turning templates for emergency vehicles.
- Trash pickup – Mr. Scully indicated there would be a dumpster in the back. The amount of trash is one bag and is shredded. They plan to discuss with Banana Max the option to share their dumpster.
- Common access way with Banana Max.
- Equipment - Mr. Scully stated this will be a state of the art high energy HVAC equipment, modern electrical code in terms of lighting.
- Lighting - in certain areas there will be LED lighting.
- Landscaping – they have prepared a landscaping plan. Concern was expressed about landscaping which was noted less than 5% is evergreen and the plant selection is either deciduous or perennial. It was recommended the applicant re-address it to provide more screening and add more evergreen.
- Rain garden - Mr. Scully explained this is a service depression which holds a shallow amount of water to be absorbed by the soil and by plants that are water tolerant.
- Cross easements for maintenance of the driveway areas, common shared driveways, etc., and development of a maintenance agreement.
- They are working through the storm water infiltration and will be adding impervious area.

Mr. Scully noted the property is being leased from SSI the land owner, but the bank will own the building.

B. LD-12-07 - Weaver Eye Addition

Jim Barnes

Mr. Barnes indicated that Dr. Weaver is proposing expansion of his existing facility located at the southwest corner of the intersection of Eastern Boulevard & Northern Way. Two smaller expansions were previously done in the area of the drive through of the bank that formerly occupied that site. Dr. Weaver currently has 4,000 sq. ft. of building area and the expansion would encompass the west face and the east face on the building, as well as the setback line on the south - an expansion of 2,500 sq. ft. As part of the development, the impervious area that was the drive through area around the back will be taken out of the impervious area and be put into a pervious area.

Mr. Barnes indicated that since this site is in the Township Overlay District, they will be switching the sidewalk in order to bring it into conformance. He noted there is an issue with an existing utility pole currently located to the east of the driveway, with a guide wire which will need to be relocated. They anticipate taking the sidewalk around the pole but there also a GTE or Verizon box that currently is located in the planting aisle of where there is an existing tree, which will need to be shifted.

Mr. Barnes stated the addition will provide an increase to the office area as well as the entire interior will be renovated. The number of employees added will be two as a result of the expansion. Parking will meet the zoning ordinance, in fact there will be more parking spaces than what the ordinance requires.

5. ACTION ITEMS

A. LD-12-05 – The Goddard School

Dave Weihbrecht, Advantage Engineering Services

Project Narrative: This land development plan proposes to construct a private day care school, The Goddard School. This will be an 8,655 square foot building to include 30 parking spaces. Access to the site will be shared from an existing driveway.

Plan Background: This project is presented as an action item for the preliminary/final plan.

The Applicant is requesting a recommendation of approval from the Planning Commission to the Springettsbury Township Board of Supervisors for the following waiver and modification:

1. SALDO (289-32.A) Sidewalks. Applicant is requesting to provide a three foot grass strip. The ordinance requires a four foot grass strip.
2. SWMO (303) Volume controls. Applicant is requesting a waiver of the 2-year runoff volume. Stormwater management was approved as part of the Market Street Commons Subdivision.

The following outstanding items may be considered conditions of approval:

1. SALDO (289-12) Final plans; procedure.
 - (12.A.1) Filing. Applicant shall submit pdf's of the plan once final approval is received.
 - (12.A.2.g) Filing. Applicant shall submit a copy of the letter of adequacy from YCCD.
 - (12.C) Guarantee. Applicant shall provide a revised cost estimate based on the letter dated October 25, 2012.
2. SALDO (289-13.A) Final plans; specifications. Applicant shall submit plans on Mylar material once final approval is received.
3. SWMO (502) Applicant must submit an operation & maintenance agreement for the stormwater facilities.

Mr. Weihbrecht indicated the plan was presented at the September meeting as a briefing item. He noted they have been working with Township Staff and there are no outstanding action items to be addressed, with the exception of the final letter of approval anticipated from the York County Conservation District.

Mr. Weihbrecht explained the two waiver requests – the first relates to stormwater. They are asking for a waiver on collection of the difference for a two year storm. This came about as a result of the former Lot #9 of the Colonial Common Subdivision. There was a master stormwater plan created for the entire subdivision under the old ordinance. Since that time the Township passed a new ordinance which includes the two year volume difference. One of the justifications for the waiver is that subdivision was assumed to have a health club built, therefore the design criteria used in the storm water management assumed more impervious coverage on this lot than is necessary for the Goddard School.

Mr. Weihbrecht noted the second waiver request is in regards to the grass strip adjacent to a sidewalk. The ordinance requires a 4 ft. wide strip and they are requesting a 3 ft. strip, since the site drops down and the wider the grass strip pushes the fill slope into where there is a fenced in playground area. A 3 ft. strip will allow one more foot in width for the playground.

Mr. Weihbrecht. indicated the traffic study was done. They evaluated whether or not modifications to the left turn lane were necessary and determined it would not.

Mr. Weihbrecht. indicated that emergency services reviewed the plan with no issues noted.

Mr. Weihbrecht. reviewed the conditions:

- Operations and maintenance agreement for the storm water facilities – Mr. Weihbrecht indicated he provided a draft copy which will be signed when they are ready to record the plan.
- Revised cost estimate letter – Mr. Weihbrecht indicated he provided the letter at the last staff meeting.
- They are waiting to receive the letter of adequacy from YCCD.

Receipt of York County Planning Comments – Mr. Luciani read the comments as noted:

- Statement of ownership signed by the owner and notarized.
- York County Conservation District adequacy letter.
- Proof that the waiver requests were granted.
- Plans showing façade treatment, floor plans and signing.

It was noted a 4th condition would be added regarding the completion of York County comments.

Chairman Maciejewski asked if there was anyone in attendance who had an interest in the plan. Hearing none, he called for a motion.

MR. ROBERTSON MOVED WITH REFERENCE TO LAND DEVELOPMENT PLAN LD-12-05, THE GODDARD SCHOOL, TO RECOMMEND APPROVAL OF THE PRELIMINARY/FINAL PLAN WITH THE FOLLOWING WAIVER AND MODIFICATIONS:

- 1. SALDO (289-32.A) SIDEWALKS. APPLICANT SHALL PROVIDE A THREE FOOT GRASS STRIP.**
- 2. SWMO (303) VOLUME CONTROLS. APPLICANT SHALL NOT PROVIDE THE REQUIREMENTS FOR THE 2-YEAR RUNOFF VOLUME.**

MR. SWOMLEY SECONDED. MOTION UNANIMOUSLY PASSED.

MR. ROBERTSON MOVED WITH REFERENCE TO LAND DEVELOPMENT PLAN LD-12-05, THE GODDARD SCHOOL, TO RECOMMEND APPROVAL OF THE PRELIMINARY/FINAL PLAN WITH THE FOLLOWING CONDITIONS:

- 1. SALDO (289-12) FINAL PLANS; PROCEDURE.**
 - (12.A.1) FILING. APPLICANT SHALL SUBMIT PDF'S OF THE PLAN ONCE FINAL APPROVAL IS RECEIVED.**
 - (12.A.2.G) FILING. APPLICANT SHALL SUBMIT A COPY OF THE LETTER OF ADEQUACY FROM YCCD.**
 - (12.C) GUARANTEE. APPLICANT SHALL PROVIDE A REVISED COST ESTIMATE BASED ON THE LETTER DATED OCTOBER 25, 2012.**
- 2. SALDO (289-13.A) FINAL PLANS; SPECIFICATIONS. APPLICANT SHALL SUBMIT PLANS ON MYLAR MATERIAL ONCE FINAL APPROVAL IS RECEIVED.**
- 3. SWMO (502) APPLICANT MUST SUBMIT AN OPERATION & MAINTENANCE AGREEMENT FOR THE STORMWATER FACILITIES.**
- 4. APPLICANT SHALL SATISFY REQUIREMENTS OF YORK COUNTY COMMENTS.**

MR. STUHRE SECONDED. MOTION UNANIMOUSLY PASSED.

B. LD-09-03 - Rail Trail Phase II

Casey Deller, C.S. Davidson

Project Narrative: This project is proposing a 2 ½ mile pedestrian trail that will be constructed for the York County Rail Trail. It is an extension of the Heritage Rail Trail. The trail will begin just south of US 30. There will be a parking lot located at the trailhead that will allow access from Loucks Mill Road at which the trail will follow the east bank of the Codorus Creek. Along the east bank the trail will follow an existing levee, sanitary sewer alignment and old spur/railroad alignment that are parallel to the Codorus. There will be two stream crossings and a pedestrian bridge that crosses into Manchester Township.

Plan Background: This plan is presented as an action item. The applicant was granted approval from the Zoning Hearing Board for:

Case Z-10-03. A special exception for the use, to permit it in the floodway. (Regular meeting, March 4, 2010)

Case Z-10-05. A variance to not install lighting in the proposed parking lot. (Regular meeting, April 1, 2010)

The following waivers were approved by the Board of Supervisors at their April 28, 2011 meeting:

1. SALDO (289-11.A) Preliminary Plan; specifications. Applicant shall submit only a final plan.
2. SALDO (289-11.B.13) Preliminary plans; specifications. Applicant shall show only appropriate boundary lines due to the large size of the project.
3. SALDO (289-32) Sidewalks. Applicant shall not install sidewalks due to the location and nature of the project.
4. SALDO (289-35) Landscaping and buffer yards. Applicant shall not be required to install additional buffering beyond what is currently existing.
5. SALDO (289-36) Streetlights. Applicant shall not install streetlights.
6. SALDO (289-41.C,E & F.5) Proposed street system. Street widths, vertical curves an intersection design.
7. SALDO (289-47.E) Storm drainage. Applicant shall include easement information on “Memorandum of Understanding” and not on the plans.
8. STORMWATER (281-F.1) Percolation Testing. Applicant shall use published percolation values instead of measured values.
9. STORMWATER (281-7.A.4(a&b)) Design Criteria Pre to Post-Development Runoff Comparison. Applicant shall not reduce post development runoff to below 50% of pre-development levels.
10. STORMWATER (281-7.A.5) Design Criteria Hydrograph Routing.
11. STORMWATER (281-A.7) Design Criteria Stormwater Basin Bottom Slope. Applicant shall install a flatter bottom to promote infiltration.
12. STORMWATER (281-7.B.5) Loading Ratio.

The following Outstanding Items were Conditions of Approval on April 28, 2011:

1. SALDO (289-11.B, 11.B.4 & 11.B.5) Preliminary plans; specifications. The preliminary plan shall be drawn on Mylar material, signed by all affected property owners and include the name, seal and signature of the registered surveyor.
2. STORMWATER (281-5) The plan and report accompanying all land development and subdivision plans shall be sealed by a professional engineer.

Mr. Deller provided an update. He noted in April 2010 they presented the northern expansion plan from Route 30 and Loucks Mill Road running north along the east branch of the creek and tying into the bridge that currently is under construction over the creek near Central High School.

Mr. Deller reviewed the plan noting that everything along that area remains the same. That plan was approved by the Board of Supervisors in November of 2011. He reviewed the path of the previously proposed plan, noting the difficulties encountered in connecting the path and obtaining easements from properties sold from S&A Homes under private ownership along this stretch of the creek. They reviewed options, one of them being coming up along the storm water basin to Sheridan Road. The Rail Trail Authority followed up and as a result they now have the properties and the easements granted.

Mr. Deller indicated they are now proposing the addition of this section of trail behind the S&A Sheridan Manor Development. He described the path of the trail, noting it will continue north past the point where it was dead ended –along the creek corridor crossing underneath the existing bridge on Emig Road / Mundis Mill Road and under the new pedestrian bridge being constructed. At that point, it will tie into that ramp structure, switch back to the existing ramp, come across the new rail trail bridge and tie into the trail existing in Crist Fields. They are maintaining the section on the trail that ties into the bridge and ramp structure, back under Mr. Carter’s driveway back up to the intersection at Sheridan Road and tying into the Central York High School sidewalk. To sum up most of the plan remains the same, the change is adding approximately 407 ft., which provides the tie-in. Mr. Deller stated they since they were able to work out an agreement with the land owners that gave the land, they updated the previously approved

plan set, adding sheets 15 and 15A. They also added some notations regarding the details and updated the owner's information on Sheet 2.

Mr. Deller indicated the bridge being constructed will be the same height as the vehicle bridge. In regards to the area under the bridge between the trail and the water, he noted the trail is several feet away from the creek bank. There is no hand rail or no fencing of any kind based on the intent to keep it a natural looking area. There is no offset from the creek, it is the same as the rest of the corridor going down.

Discussion was held regarding safety practices in place in that area with the following explanation:

- There will be no lighting under the bridge in conformity with county park standards. It is a dusk to dawn facility.
- The trail is in the safest place they see the least amount of litter. There is self-policing.
- Placing a fence within the floodway would cause major issues with the Army Corp.

Mr. Deller noted there are certain areas of the rail trail where the 100 year flood plain does come above the trail. This was a special exception granted several years ago.

Chairman Maciejewski asked if there was anyone in attendance who had an interest in the plan.

Judith Calla – Grant Drive

Mrs. Calla indicated they are one of the land owners that granted the easement. Some of the concerns she noted – if they raise the level of the walkway, that impacts going under the bridge. Besides that it will impact the water drainage down and cause standing water with mosquitos in the summer. She indicated one of the things they asked for was some kind of drainage to go underneath the path so that the water can drain out towards the creek. In regards to flooding, she noted the residents have observed there is at least four feet of water in a severe flood. The lighting under the bridge – that is a concern, especially kids being there at night. But if that is a dusk-to-dawn situation they should not be there, and so as long as it is patrolled it should not be an issue.

MR. SWOMLEY MOVED WITH REFERENCE TO LAND DEVELOPMENT PLAN LD-09-03, RAIL TRAIL PHASE II, TO RECOMMEND APPROVAL OF THE PRELIMINARY/FINAL PLAN TO THE TOWNSHIP BOARD OF SUPERVISORS WITH THE FOLLOWING CONDITIONS:

- 1. SALDO (289-11.B, 11.B.4 & 11.B.5) PRELIMINARY PLANS; SPECIFICATIONS. THE PRELIMINARY PLAN SHALL BE DRAWN ON MYLAR MATERIAL, SIGNED BY ALL AFFECTED PROPERTY OWNERS AND INCLUDE THE NAME, SEAL AND SIGNATURE OF THE REGISTERED SURVEYOR.**
- 2. STORMWATER (281-5) THE PLAN AND REPORT ACCOMPANYING ALL LAND DEVELOPMENT AND SUBDIVISION PLANS SHALL BE SEALED BY A PROFESSIONAL ENGINEER.**

MR. ROBERTSON SECONDED. MOTION UNANIMOUSLY PASSED.

Mr. Deller reported on the bridge construction on the other side of the creek, which has been temporarily halted. He stated the situation is Kinsley dewatered the area to build the foundation on the Crist Fields side. Based on the PennDOT geotechnical data and the prior plans, they anticipated hitting rock about 20 feet below the water surface. They went down about 40 feet and found nothing but muck and mud. That caused a change to the plans for the structural foundation, resulting in a shift from a spread foundation to a pile foundation which would necessitate driving steel piles down. This will be submitted to PennDOT for approval and then when approval is received, it must go to the contractor for pricing and scheduling. They are in the process of working out the pricing and hoping to have Kinsley back on site by the first of the year working to build that foundation. At the same time they are verifying the conditions that appear on the opposite side of the creek.

6. ZONING & WAIVER RECOMMENDATIONS - None

7. OLD BUSINESS - None

8. OTHER BUSINESS

On behalf of the Development Department, Ms. Liddick presented Chairman Maciejewski with a watch commemorating his 25+ years of service to the Township.

Mr. Baugh stated that he will be resigning as of January 28, 2013. Mr. Baugh was thanked for his service to the Township.

Mr. Stuhre gave a report on the findings of a meeting held with the Prison Superintendent as well as a representative from PennDOT and Mr. Luciani. He noted they met at 4:00 p.m. so they could watch the traffic situation at that time.

Several things they observed included:

- Making the turn coming off Mt. Zion Road - the right turn is only for Kinsley's Industrial Park and not for the prison. One suggestion was to place signage to indicate that the left turn lane on southbound Mt. Zion was Concord Road and the right lane was the industrial park.
- Volume of pedestrian traffic near the intersection necessitating a great need for sidewalk from Mt. Zion to the industrial park. It was noted the prison has full sidewalk to the edge of their property so it would be a simple interconnect.
- It was also suggested that at the vicinity of the telephone pole some type of a barricade be built to draw attention to the pole in an effort to prevent collision.
- Discussion of Rabbit Transit - In communication with the prison and everyone involved, Rabbit Transit stated they will not go off the road and into the prison property because they say it adds too much time to their transit time. The other concern is the new Outmate facility which is opening across the street in the old tire building. Since this will be adding significantly more traffic into that area, it would make sense for the bus to pull off into the prison. It was suggested to obtain a recommendation from the Supervisors to be communicated to the bus company to reconsider.
- Discussion of traffic pattern within the parking area in regards to the driveway, which is one way in denoted by a "Do Not Enter" sign. It was observed that prison employees were exiting out of the driveway improperly.
- Right hand lane - discussed the possibility for the County to extend the corner at the location of the pole approximately 30 ft., which would allow the lane to naturally blend and go into the prison with a direct sign "Prison Only".

9. ADJOURNMENT

CHAIRMAN MACIEJEWSKI ADJOURNED THE MEETING AT 8:30 p.m.

Respectfully submitted,

Secretary

/ses