

**SPRINGETTSBURY TOWNSHIP
PLANNING COMMISSION
APRIL 20, 2023**

MEMBERS IN

ATTENDANCE: Tim Staub, Chairman
Paula Musselman
Charles Stuhre
James Tanzola

NOT PRESENT: Mark Robertson, Vice-Chairman

ALSO IN

ATTENDANCE: Randall Heilman, Director of Community Development
John Luciani, Township Engineer/Deputy Zoning Officer
Scott Lineberry, Solicitor
Tim Holmes, Zoning Officer
Abby Gibb, Communications Manager
Jill Trostle, Stenographer

1. CALL TO ORDER

A. Pledge of Allegiance

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

2. ACTION ON THE MINUTES

A. MARCH 16, 2023

The minutes of March 16, 2023 were presented for approval. **MR. TANZOLA MOVED TO ACCEPT THE MINUTES AS PRESENTED, SECONDED BY MR. STUHRE. MOTION UNANIMOUSLY CARRIED.**

3. BRIEFING ITEMS

A. LD-2023-0002 - Preliminary/Final Land Development Plan - WCJ Wire Building Expansion

Mr. Randall Heilman provided a brief overview of the plan, noting it was previously reviewed by the Planning Commission and has been revised to address comments provided by the Commission and the Township Engineer. Comment #4 incorrectly references Innovation Drive and East Market Street intersection, which should be Stonewood Road, not Innovation Drive. This is a 13,051 square foot building expansion to the existing facility located on a 4.106 acre parcel on Boxwood Lane and is served by public sewer and water.

Robert Sandmeyer, Site Design Concepts

Mr. Sandmeyer reported no changes to the plan since last month. A few waivers are presented for consideration this evening. The staff and Township Engineer have provided favorable reviews on the waivers requested. The building expansion is minimal and will be used for the purpose of storage, which will not create an increase in traffic to the site.

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Mr. John Luciani reported that previous concerns were addressed. Outstanding concerns include completion of a traffic study, financial security estimate, redesign of the access drives to prevent trucks driving over and damaging the curbing, and an easement for the sanitary sewer along the edge of the property should be shown on the plan. Mr. Luciani noted it is customary to provide a traffic study or request a waiver. The 13,000 sq. foot addition will most likely not have an impact on the traffic at the intersection of East Market and Stonewood Road. Mr. Luciani suggested a peak hour trip assessment to determine the amount of traffic using the access drive and commented on vehicles turning in and out of the site. He also suggested the driveway be modified to allow easier movement in the turning lane. Mr. Sandmeyer responded that the design program needs to be adjusted to modify the drawing. Mr. Sandmeyer also noted that the applicant is not changing use. In addition, Mr. Luciani noted that the loading areas must be screened. A potential sewer connection has been added.

Mr. Sandmeyer stated that all buffer issues are being addressed. The applicant is requesting a waiver due to existing utilities, paving in the areas, and industrial uses on both east and west sides. The stormwater issues have been addressed in the storm calculations and paving is being reduced significantly. The applicant has no problem meeting the required comments, with the exception of the traffic study, and is prepared to request a waiver if needed.

Mr. Staub asked if the truck turning movements are a current situation or a proposed design that is not shown on the plan. Mr. Sandmeyer responded it is an issue with the program and is not an issue in the field. However, if the curbing is damaged, it will be replaced, or the radius will be increased.

It was the consensus of the Commission members that the building expansion is not significant enough to warrant the traffic study. Mr. Luciani agreed that traffic won't be affected if the expansion is used for storage, however it is always possible for the applicant to change use of the addition in the future.

MR. TANZOLA RECOMMENDED THAT LD-2023-0002 BE MOVED TO AN ACTION ITEM, SECONDED BY PAULA MUSSELMAN. THE MOTION UNANIMOUSLY CARRIED.

MR. CHARLES STUHRE RECOMMENDED APPROVAL OF LD-2023-0002 WITH THE FOLLOWING WAIVERS AND MODIFICATIONS, STORMWATER STANDARDS AND CONDITIONS LISTED IN THE PLAN SUMMARY:

§289-10 - Preliminary Plan

A modification is requested to allow the submission of a Preliminary/Final Plan rather than a Preliminary Plan before the consideration of a Final Plan. This request will remain open until the Board of Supervisors render a decision on this modification request.

§289-13A - Plan Scale

A modification is requested to allow a scale of 30' to the inch rather than the required 50' or 100' to the inch. This request will remain open until the Board of Supervisors render a decision on this modification request.

§289-26 - Monuments to Stone or Concrete

A modification is requested to allow existing steel pins to remain and add two (2) concrete monuments where they are missing. This request will remain open until the Board of Supervisors render a decision on this modification request.

§289-27.C - Street and Aprons

A modification is being requested to allow access driveways to be bituminous paved and painted crosswalks as per PennDOT requirement instead of concrete. This request will remain open until the Board of Supervisors render a decision on this modification request.

§289-35.C - Landscaping and Buffer Yards

A modification is being requested to eliminate the required buffer on the west side of the site due to the existing underground gas line with an easement and an overhead electric line with an easement conflicting with the required buffer. This request will remain open until the Board of Supervisors render a decision on this modification request.

§281-15.C.3(c) - Maximum Impervious Loading Ratio of 3:1 in Karst Areas

A modification is being requested to provide a storm water management ratio of 5:1 in karst areas. This request will remain open until the Board of Supervisors render a decision on this modification request.

§289-21 - Traffic Impact Study

A waiver is being requested to eliminate the requirement of a traffic impact study. This request will remain open until the Board of Supervisors render a decision on this modification request.

MR. TANZOLA SECONDED THE MOTION. THE MOTION UNANIMOUSLY CARRIED.

B. Draft Conditional Use Application - Mount Zion Commons

Mr. Heilman provided a brief overview of the draft conditional use application for Mount Zion Commons. A staff developer meeting was held with Stacey MacNeal of Barley Snyder and John McKenna of Madison Development Group, other Township staff and the Solicitor. The draft plan was seen by the Planning Commission last year when zoning amendments were presented. The plan is being presented as a draft conditional use application and no formal application has been submitted at this time. During the briefing, additional modifications were made after the plan was submitted to the commission members last week. Ms. MacNeal, John McKenna and Chris Riggle were present this evening to provide an overview of the plan. The Planning Commission was asked to provide feedback, which will be used in the preparation of an application for conditional use.

Stacey MacNeal, Barley Snyder; John McKenna, Madison Development Group; Chris Rigger, Colliers Engineering

Ms. MacNeal reviewed the following changes to the draft application for mixed use development since it was presented to the Planning Commission last fall:

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- Two parcels were added to the project for a total of 10+ acres. The district gas building along Mount Zion Road was added and will be moved north of the site. The gas main interior to the site will be moved out toward the street so the property can be put to productive use. A half-acre parcel was acquired in the location of the access drive.
- All uses are permitted and conform with the mixed-use zoning.
- The proposed builder for the multi-family building has changed, and the current builder is proposing two separate building configurations located in the back. Each building will be four stories, 20,000 sq. feet, with 70 apartments, mostly one bedroom with some two-bedroom units for a total of 140 units and 1.5 parking spaces per unit.
- The bank financial institution was eliminated.
- An additional entranceway was added for unit 5.
- There will be a commercial strip along Mount Zion Road that is approximately 12,000 sq. feet with a mixture of uses, including a restaurant of 4,000 sq. feet, and a convenience store with fueling stations.
- There will be a full turning movement on to Market Street. The entrance on Mount Zion Road is only left or right in and only right out.
- A full streetscape is proposed in accordance with the Town Center Overlay on both Mount Zion and Market Streets. An easement has been granted to the developer to continue the streetscape over to Eisenhower Drive to provide a safe walking corridor.
- Internal pedestrian connections have been added to make the complex walkable to the site conveniences.
- Warehaus is the architect for the project, which is to be a higher-end community.
- Modifications/waivers will be requested for maximum setbacks, an accessory structure for trash within the front yard along East Market Street, no public entrance for building 4, permit limited parking facilities in the front yard along Mount Zion Road and East Market Street, planting interior parking lot landscaping trees in alternative locations to maximize parking, and access curb cuts greater than 24 feet for two-way drives to increase to 36 feet.
- There is a pending parking variance for shared parking and shared uses.
- The swimming pool will be removed from the development plan.
- The underground garage space was removed from the development plan.

The following questions, concerns and feedback were raised by the Commission Board members:

- Mr. Tanzola asked what the residents will do with their waste/trash. The plan shows one large enclosure that will be sufficient size to accommodate the facilities. Mr. Staub referenced the apartment complex located behind the proposed complex, which has four dumpsters and two recycling containers. The Board is concerned one receptacle will not be enough and the receptacle location does not make sense.
- Mr. Stuhre asked where the gas main pumping station would be located. Ms. MacNeal responded north of the property.
- Mr. Stuhre expressed concerns that 1.5 parking spaces per unit would not be sufficient, especially if residents have visitors or host social functions. Ms. MacNeal responded that the proposed parking would be sufficient based on industry standards. Mr. McKenna added that the ordinance requirement of two spaces per unit is excessive because they are not needed. Institute of Transportation Engineers (ITE) data will be provided to show that 1.5 parking spaces will be sufficient.

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- Mr. Stuhre noted that the Town Center Overlay requires parking in the back for retail buildings, but the plan shows parking in the front. Ms. MacNeal responded that the retail owners need to have some convenience parking next to their front door in order to be successful.
- Ms. Musselman asked for clarification on how many people are expected to occupy the units. Ms. MacNeal is waiting for the multi-family developer's projections on one, two and three-bedroom apartments. The developer plans to add balconies for curb appeal to create an upper end multi-family project. Mr. McKenna noted that the majority of the units will be one and two-bedrooms with more one-bedroom units than two-bedroom units.
- Mr. Staub noted concerns with traffic flow within the complex, and asked how a gas truck would enter the site. They would enter from East Market Street, drop the fuel and then exit on to Mount Zion Road. Mr. Staub noted that the plan creates vehicle movement of people cutting in between the convenience store and the pumps to get to the restaurant. From a pedestrian standpoint, pedestrians may not feel encouraged to walk in some areas. Mr. Staub suggested the developer create a main street and pull unit 5 closer to the access road to create a boulevard concept. He also suggested the public plaza be moved so that restaurant visitors are not eating next door to a gas station. Mr. McKenna responded that when EV charging stations are eventually added, customers will have a twenty-minute wait and would likely patronize the restaurant while charging. Mr. Staub suggested putting the plaza behind unit 1 to create a main street feel, similar to West Manchester Mall or the Wegmans Plaza in Lancaster. Mr. McKenna responded that the land development plan will include raised planters, decorative pavers, benches, and will be nicely landscaped to create an area conducive to outdoor seating.
- Mr. Staub referenced access to adjoining property on East Market Street. Mr. McKenna responded a neighboring property owner has agreed to provide additional right of way that will be dedicated all the way up to Eisenhower to provide for a 12-foot sidewalk, extended decorative lighting and streetscape, as well as a deceleration lane off East Market Street.
- Mr. Staub suggested drive-throughs be placed behind the building because it will be difficult to make a right turn into the drive-through lane. Mr. McKenna responded it has been redesigned to meet the spirit of the ordinance to accommodate up to ten cars of stacking by adding a second lane and more width.
- Mr. Staub noted that the pedestrian movement could be improved by switching units 2 and 3.

Chairman Staub opened the floor to comments by the audience. Carol Tanzola, who serves on the historic preservation committee, expressed concern that the Moderaire Hotel will be lost. The hotel is national register eligible and was the very first historic preservation award given in Springettsbury Township in the early 2000s. Ms. Tanzola recognized the hard work that has gone into the project, but expressed concerns that it will not be successful due to the lack of parking per unit, lack of available parking for residents' guests, getting in and out of the complex during rush hour, and location of future EV charging stations. Apartment residents will most likely have children, and this will affect the school system. Ms. Tanzola is skeptical the development will work because it is located on a congested corner with one way in and one way out.

Ms. MacNeal thanked the Board for their suggestions and comments, which will be taken into consideration in the preparation of the final application.

4. ACTION ITEMS

No action items were presented.

5. MODIFICATION/WAIVER RECOMMENDATIONS

No modification/waiver recommendations were submitted.

6. INFORMATIONAL

Comprehensive Plan Steering Committee Update: Mr. Heilman reported that the Comprehensive Plan Steering Committee will meet virtually via Zoom with the consultants on May 2, 2023, and June 20, 2023. The Steering Committee members will meet in the conference room and will discuss the existing conditions report and review the survey that will go out for public input. The draft survey was just provided to the Steering Committee, who will be able to provide feedback to the consultant. There will be two or three public meetings, but they have not been scheduled. Mr. Heilman offered to provide copies of the survey to all Planning Commission members if they wish to review it because their feedback is vitally important to the process.

Next Steps for Mount Zion Commons: Mr. Heilman thanked Ms. MacNeal and Mr. McKenna for their presentation this evening and for the opportunity for the Planning Commission to provide feedback to make it better to ensure the best product that is in the best interest of Springettsbury Township. Ms. MacNeal and Mr. McKenna will attend the Board of Supervisors meeting on April 27 regarding the parking issue. They will also attend the Zoning Hearing Board meeting regarding a zoning variance, so it will be important for them to prove their case. Mr. Stuhre stated that the Mount Zion Commons development plan should include underground conduits in preparation for the planned conversion to all electric cars.

6. NEW BUSINESS - None

7. OTHER BUSINESS

North Hills Road/I-83 Project: Mr. Staub commented that the Mount Zion Project should not be developed at the same time as the North Hills Road/I-83 project, which will take a couple years to complete. Mr. Luciani reported a town meeting was held with 35 residents of Tenth and Eleventh Avenues. Eberts Lane is already closed and North Sherman Street will be closed after that. As a result, Route 30 is already congested. It is anticipated that both bridges will be down at the same time. Traffic counts indicate there is a car every three seconds which prevents crossing the street. To deal with the congestion, Whiteford Road will be changed to one-way, and speed bumps will be constructed on Whiteford Road, Tenth Avenue and Eleventh Avenue.

8. ADJOURNMENT

CHAIRMAN STAUB ADJOURNED THE MEETING AT 7:24 P.M.

Respectfully submitted,

Secretary
/jht