

APPROVED

**SPRINGETTSBURY TOWNSHIP  
PLANNING COMMISSION  
DECEMBER 17, 2015**

**MEMBERS IN**

**ATTENDANCE:** Alan Maciejewski, Chairman  
Mark Swomley  
Charles Wurster  
Charles Stuhre

**ALSO IN**

**ATTENDANCE:** John Luciani, First Capital Engineering, Acting Zoning Officer  
Christopher King, Solicitor  
Sue Sipe, Stenographer

**NOT PRESENT:** Mark Robertson

**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. SEPTEMBER 17, 2015**

**The minutes for September 17, 2015 were deferred to next month.**

**3. BRIEFING ITEMS**

**A. LD-15-03 NorthPoint Development**

Larry Lapinski, VP NorthPoint Development

Mr. Lapinski indicated this plan is for the redevelopment of the former Harley-Davidson plant, west campus off Eden Road. They have branded a new name - Eden Road Logistics Center. Mr. Lapinski explained NorthPoint Development went under contract for this property in May 2015. They have been working with the YCIDA, Harley and DEP as well as Township staff to get the property configured. He noted they anticipate for this project they will have over \$12-13 million capital invested in this property. Mr. Lapinski provided background information on NorthPoint Development noting they are approximately 30% employee owned so they are fully vested in this project. They have raised over a billion dollars of private capital, some of which goes back to loan to-value ratio requirements to establish a margin of safety of operations. That has resulted in about 10 million square feet of industrial development. Their two asset classes are industrial and market rate apartments. They developed about 2,000 apartment units and hold about 1700 acres of undeveloped land which represents about 24 million square feet of additional industrial warehouse space that can be developed. Mr. Lapinski provided a list of their clients. He noted the NorthPoint Company is approximately 4 years old.

Mr. Lapinski indicated they are building this project on spec and do not currently have a tenant lined up. They are working closely with the brokerage team at Krishman and Wakefield.

Mr. Lapinski provided several slides showing this project is a Class A modern cross dock 750,000 sq. ft. warehouse facility. The walls would be tilt up concrete, as shown in the rendering. He also provided a photo of the existing site conditions, noting the property sits low so storm water management and getting the site to drain has been a challenge as well as the environmental issues on the site. He pointed out the footprint of the proposed new building over the existing pad.

In regards to traffic concerns, Mr. Lapinski noted this was a former manufacturing facility which at one time had in excess of 3000 employees. Currently Harley still uses Eden Road but their capacity is around 1200 employees. Although a prospective user has not been determined, they projected with that load as well as the truck counts for this facility the existing infrastructure is in place to support this facility. He noted they are doing several additional improvements along with the adaptive signalization improvements on Route 30. Their logistic traffic information will be shared with PennDOT so that it gets incorporated into the adaptive rework. There is a slip ramp out onto to Route 30 which will help with traffic flow from their property onto Route 30. Other additional work would be along Eden Road with striping and restriping of lanes to create stacking so that it does not encumber the traffic on Eden Road.

Mr. Lapinski provided a slide illustrating the finished product, the 750,000 sq. ft. cross dock facility with docks down both sides of the building. He noted much of the existing concrete or asphalt areas have to remain as is as part of the environmental cap. The large majority of the existing slab is remaining in place and they are bringing fill on top to maintain the integrity of the cap. There are areas where some reclamation will need to be done. He noted they are building what appears to be a pervious area but with the cap still in place below those areas. In addition they are heavily landscaping the areas along Eden Road. He noted there will be several waivers requested and they have begun to work with Staff on those issues. One relates to landscaping. While they intend to meet the requirements in terms of quantity of plantings, spacing is limited due to certain aspects of the property that have to be maintained. They are also providing a pedestrian walkway along Eden Road at the west end of the property.

Discussion was held regarding truck traffic and traffic flow, specifically as to how it will affect trucks coming out at the slip road and delays accelerating out on to Route 30. Mr. Lapinski referred to Tom Austin, TRG, Traffic Consultant, who noted there are several variables in terms of what the usage and traffic patterns could be. Mr. Luciani indicated there are geometric prohibitions clockwise around the site to exit out on North Hills Road. He noted it is signalized but not large enough for truck traffic so that is a prohibitive move; therefore, it was determined that trucks will come back out to the light at Route 30.

Discussion was held regarding stormwater. Mr. Luciani indicated a meeting was held prior to the site being purchased with DEP officials in regards to the fact there is a cap on the site which prevents water from going down through the ground. The new trend in storm water is for an active pumping scheme, where the contaminated effluent is treated and recycled with discharge to the sanitary sewer system. Since NorthPoint is obligated to keep the cap in place, some waivers will be requested to accommodate the DEP requirements. Mr. Luciani confirmed that remediation for pumping, filtration and purification will continue to be maintained by DEP and Harley-Davidson with a 3<sup>rd</sup> party company.

Mr. Lapinski stated in regards to the storm water management, since the property is an environmental site, they are doing hydrodynamic separators. He noted they also worked with the DEP to come up with a street sweeping management plan, and while they are unable to meet the infiltration requirements typically imposed, they are still doing improvements to help with water quality.

It was also noted they are creating green space in areas that were not green before while maintaining the cap similar to raised beds.

In regards to sidewalk requirements, Mr. Lapinski noted there would be a waiver request for relief. They are proposing to install new sidewalk where feasible to run along the existing impervious and the parking lot so there will be a direct connection across the frontage of NorthPoint's property which will run the length of the property. He noted this would be similar with landscaping in areas where there is a bituminous line swale. Because of the concern for infiltration and runoff, as well as slopes going straight down, it is not realistic to plant in those areas with a traditional street buffer so they propose to over-compensate landscaping in other areas.

Mr. Lapinski noted there is currently sufficient parking in those areas. However if the prospective use generates a higher employee demand than those lots can handle, they have the ability to provide additional parking.

It was noted there is no connection to the Rail Trail from the parking lot.

In regards to the water tank, Mr. Lapinski indicated they have not yet determined if a water storage tank currently exists. There is a water treatment storage tank, which is the fire expression tank for Harley. Mr. Lapinski noted when the campuses were broken apart a new line ran from this tank but the tank did not have the same capacity and it was in a state of disrepair. He stated they will need to provide fire suppression for this building in the form of an accessory structure.

Discussion was held regarding access drives. Mr. Lipinski noted that currently there are 5 access drives and they are proposing to make this as a shared entrance for Harley. From a truck entrance they have two access points and also two separate employee entrance points. All of them are existing bituminous driveways and are over 400-600 ft. apart. Since the Ordinance requires they be concrete, they are asking for relief based upon the existing conditions of a non-conformity.

Mr. Lapinski indicated they are anticipating to start the project in the spring. There is an existing building that still needs to be demolished. He noted they have awarded the project to Stewart and Tate as the general contractor and have worked out a schedule for the facility to be available by the end of 2016.

## **B. LD-15-04 First Post Parking Expansion**

Casey Deller, C.S. Davidson  
Athena Kearaes

Mr. Deller stated the First Post Restaurant is located at the corner of what will be the extension of Davies Drive and East Market Street. The Post opened a few months ago to great success, which has compelled them to consider a parking lot expansion. The current parking lot meets Ordinance requirements for the recent renovation. However, the increased customer base necessitates additional parking. Mr. Deller pointed out the location of the proposed parking area on the plan, noting the stream behind the restaurant and the existing parking lot which lies in the adjacent area with an existing driveway coming up to Davies Drive. The proposed plan calls for the addition of 57 new parking spaces that ties in over top a small amount of the existing parking lot. There are landscaped areas between the rows of parking and they will build in some rain gardens to help with the storm water. Mr. Deller stated with the lay of the land and the way everything flows toward the creek they could not get enough capacity in the rain gardens to directly offset the new impervious area being placed at that location. Consequently, they had to do some underground storm water management, by placing a subsurface bed to detail the water. The water rate, water volume and water quality will be addressed with those two items.

Mr. Deller stated they met with First Capital and his staff and reviewed the comments. He noted there are no environmental regulations he is aware of.

Mr. Deller provided an update on the waiver requests.

- Request for final plan skipping the preliminary plan process.
- With the land development plan the Ordinance requires the installation of sidewalks and street lights across the entire frontage of the property. Mr. Deller provided a print from County GIS mapping pointing out the property is two parcels - the front area is parcel #1 which includes the restaurant in the front corner and the back half of the property is the location of the current parking. Their ownership is contiguous from Market Street all the way to the rail line to the termination of Davies Drive. The Ordinance requires sidewalk and street lights across the entire frontage of the property. They are proposing to install sidewalk to extend it back into the parking lot access as pointed out on the plan, as well as install streetlights along that same length. They are requesting a modification to the ordinance section to not install sidewalks and streetlights across the back section approximately 450 ft. with a six month note on the plan.
- A potential waiver of the traffic impact study for the parking lot with the understanding the existing parking lot accesses this driveway. The new parking lot is going to access that same driveway on Davies Drive with a minimal increase coming in and out of the parking lot based on the addition of the proposed new parking. It was noted that a sign currently indicates a right turn only at that location.
- Request for a waiver of curbing internal to the parking lot. Since they are proposing the raingardens to catch runoff they are proposing parking blocks as an alternative to the internal curbing around those landscaping beds.
- Because of the way the sanitary sewer line cuts through the parking lot, they have had to rearrange landscaping plantings, so they are not putting trees on top of the sanitary sewer laterals. The landscape buffer that is required with the sanitary sewer line bisecting at the typical location of a landscape buffer yard, prohibits placement of the trees. Mr. Deller pointed out where they will relocate the trees and will also install shrubs which are permitted within the sanitary sewer easement. He noted they will be requesting a modification to permit some of the existing woods line along the backside of the property. He noted the Ordinance indicates allowance to use existing woods as a substitute for landscape planning requirements.
- The ordinance requires property line survey and concrete monuments for all property corners around the perimeter of the site. Mr. Deller noted they did not do a boundary survey due to the prohibitive costs and amount of labor needed. Therefore, they are considering requesting a waiver on conducting a property line survey.

Mr. Deller confirmed their lighting plan is currently in preparation which will be LED lights with a type of box type fixture to be designed in compliance with the ordinance.

#### **4. ACTION ITEMS**

##### **A. East York Interceptor Upgrade / Beaverson Pump Station Elimination**

John Luciani

Mr. Luciani indicated Springettsbury Township met with Windsor Township to eliminate several pump

stations. They hired Buchart-horn to eliminate a pump station in Windsor and upgrade numerous gravity lines. DEP requires that the planning agency, the county and the local planning agency must endorse the engineering study to permit these two pump stations to be eliminated and convert them to gravity which is a more efficient option. Mr. Luciani explained pump stations which fail cause sewage flows up and out of them and into creeks resulting in fines. In addition, energy costs for pump stations are significant, specifically when pumps need to be replaced and reworked. Gravity systems provide more capacity than a pump from a capacity standpoint.

Subject to approval from the Planning Commission, the job will be going out to bid in February and to be implemented by the end of 2016.

**MR. STUHRE MOVED TO RECOMMEND ADOPTION OF THE SEWAGE PLANNING MODULE FOR THE EAST YORK INTERCEPTOR. MR. SWOMLEY SECONDED. MOTION UNANIMOUSLY PASSED.**

**5. WAIVER RECOMMENDATIONS - None**

**6. OLD BUSINESS – None**

**7. NEW BUSINESS – None**

**8. ADJOURNMENT**

**CHAIRMAN MACIEJEWSKI ADJOURNED THE MEETING AT 7:30 P.M.**

Respectfully submitted,

Secretary

/ses