

WARWICK TOWNSHIP PLANNING COMMISSION

Meeting Minutes

January 24, 2024

Acting Chairman Tom Zug convened the January 24, 2024 meeting of the Warwick Township Planning Commission to order at 7:00 p.m. In attendance were Commissioners Tom Zug, Jane Windlebleck, John Gazsi, Dan Garrett, Mike Wetherhold, Bob Kornman, Larry Sheckler, and Dale Keeney. Also present were Brian Harris, Township Manager; Billy Clauser, Township Planner; Allen Martin, 937 E. Newport Rd., Lititz; TJ Acosta, Lancaster Civil Engineering Company; Matthew Keeney, Hench General Contracting; Steve Gergely, Harbor Engineering; Denise Freeman, 603 Woodcrest Avenue, Lititz; Michelle Bingham, 603 Woodcrest Avenue, Lititz; Bunnie Buckwalter, 1011 Lititz Pike, Lititz; Deb Ressler, 569 Millway Road, Lititz; Stan Musser, 204 Skyview Lane, Lititz; Ben Craddock, Lancaster Civil Engineering Company; Dave Madary, Madary Engineering; Ross Kramer, Listrak; and Howard Kramer, Listrak.

REORGANIZATION OF COMMISSION: Tom Zug opened the nominations for Chairman of the Planning Commission. On a motion by B. Kornman and seconded by D. Garrett, the Commission voted unanimously for T. Zug to remain Chairman of the Planning Commission. Zug opened the nominations for Vice-Chairman of the Planning Commission. On a motion by D. Garrett and seconded by D. Keeney, the Commission voted unanimously for J. Windlebleck to remain Vice-Chairwoman of the Planning Commission. T. Zug opened the nominations for Secretary of the Planning Commission. On a motion B. Korman and seconded by M. Wetherhold, the Commission voted unanimously for Brian Harris to remain Secretary of the Planning Commission.

APPROVAL OF MINUTES: The September 27, 2023 meeting minutes were approved as submitted.

CONSIDER THE JOHN L. & REBECCA S. KING FINAL SUBDIVISION PLAN, PREPARED BY DIEHM & SONS, DATED NOVEMBER 7, 2023: The plan was tabled per the request of the applicant and postponed until the February 2024 meeting.

B. Harris mentioned that when the Board of Supervisors reorganized at the beginning of the year, Mike Wetherhold was appointed to fill the remaining term of Craig Kimmel. Larry Sheckler is the new alternate for the Planning Commission.

CONSIDER THE MUSSER'S LAWN & GARDEN FINAL LAND DEVELOPMENT PLAN, PREPARED BY DAUTRICH ENGINEERING, DATED OCTOBER 23, 2023: B. Harris mentioned the review letter from ELA dated October 31, 2023 which outlined the waiver requests as well as most of the comments pertaining to the plan. As part of the packet for Musser's we have the Dautrich Engineering waiver request letter included as well as WESC's review letter from Duane Ober. Additionally, we have the Lancaster County Planning Commission's recommendation and certain plan sheets are included in the packet.

Randy Dautrich would like to show that with the new addition to the building nothing changes with the traffic pattern. Dautrich explained how trucks come in and back up to the loading dock. He stated that nothing would change along Hollywood Avenue or Vine Street. This is a 6500 square foot addition with a loading dock at the end. There is an infiltration bed to take care of the additional impervious area from the roof of the addition. They are adding 5 parking spaces and maintaining 2 loading docks for equipment pick-up and drop-off. There will be no light posts, instead it will be wall pack lights with a shield on them so they do not broadcast across Vine Street. Dautrich stated that the infiltration bed will discharge down to the existing swale.

Dautrich stated that the first waiver was for the Preliminary Plan Submission. The plan does not propose any new roads, no new utility connections and no increase in traffic volume so they are requesting to go right to Final Plan. ELA did recommend approval of this waiver. The second waiver was for Existing Features but with the type of project it is they are not encroaching anywhere outside or changing traffic patterns so they are asking for a waiver of this section with ELA recommending approval. The third waiver covers curbing. Along Vine Street and Hollywood Avenue there is no curbing and since they were not changing traffic patterns or increasing traffic and there was no curbing on the existing property, they are requesting a waiver of this section. Through ELA's review they recommended approval. The final waiver is for Roadway Improvements. There are no plans to change the traffic pattern or increasing traffic volume they are asking that the applicant not be required to upgrade the road along Vine Street or Hollywood Avenue. T. Zug asked about the width of Vine Street. Dautrich stated that Vine Street is 26 feet in width and would be considered a local roadway. Dautrich noted that he added the infiltration bed discharge pipe and the saw cut detail for the roadway to the plans. B. Harris asked when the applicant anticipate undertaking the project. Stan Musser, the owner of the property, stated that at this point he does not have a date and he is in no huge hurry. He would expect it would be several years until they break ground. B. Kornman asked if there is a wall or guard rail between Vine Street and the paved area. Dautrich stated that there is parallel parking that will be staying. They removed one parking space for the sight triangle coming out but there is still 2 parking spaces remaining there. The other parking stalls will remain in front of the main entrance to the existing store. On a motion by D. Garrett and seconded by B. Kornman, the Board approved all 4 waiver requests with the conditions. On a motion by J. Windlebleck and seconded by D. Garrett, the Board recommended conditional approval of the Land Development Plan.

CONSIDER THE WOODCREST LOTS FINAL LOT ADD-ON & SUBDIVISION PLAN, PREPARED BY LANCASTER CIVIL ENGINEERING, DATED JANUARY 3, 2024: B. Harris stated that in the packet you will find the ELA review letter dated January 16, 2024 for the Woodcrest Lots. Included in ELA's review letter are the waiver and modification requests as well as the waiver letter from Lancaster Civil which ultimately Ben Craddock and TJ Acosta will go over the plan. Additionally we included WESC's review as well as certain plan sheets. This is a 4 lot subdivision off of Woodcrest and Sixth Street near the round-a-bout that is located in an R-1 zoning district.

TJ Acosta and Ben Craddock are present from Lancaster Civil on behalf of Elmer Beiler who is the owner of Beiler Properties who owns the 4 lots. Acosta stated that this is located at the intersection of West Sixth Street and Woodcrest Avenue right where the new round-a-bout was built in the last couple years. The 4 lots have been in existence for many decades and have been undeveloped. Each lot is approximately ½ acre in size. The first 2 lots near the round-a-bout were impacted by right-of-way acquisition that was required to construct it so they are both slightly smaller, particularly lot #1 which is primarily occupied by the existing basin that is treating the adjacent round-a-bout. Acosta stated this is a land development and lot add-on plan. The only add-on portion is for the very first lot. There was a small sliver of property that remained after the round-a-bout was constructed and bisected this adjacent property so the lot add-on is simply to add the small corner property to the existing lot 1. There will 1 new dwelling on each lot and each lot will have its own driveway connecting the roads. Lot 1 will connect on West Sixth Street which is a township road and lots 2-4 will connect on Woodcrest Avenue which is a state road. The location and configuration of the driveways has been coordinated with both PennDot and the township staff to ensure that they are placed at the safest locations in relation to the round-a-bout. There was a lengthy discussion regarding the most suitable locations for the driveways.

TJ Acosta reviewed the 4 waiver requests for this project. The first is Preliminary Plan/Final Application. The applicant is proposing to just do a combined preliminary/final plan as shown. The second request is Improvements to Existing Streets – Widening. The applicant is providing various improvements along Woodcrest Avenue which have been reviewed by PennDot and township staff that includes restoring the shoulder to 5 feet, curbing and sidewalk as well as additional right-of-way. The only thing the applicant is asking to forego is instead of doing 7 feet of roadway shoulder they are proposing to do 5 feet of roadway shoulder which is in line with the rest of the corridor and PennDot's criteria for the roadway. The third waiver is a waiver of a loading ratio for the stormwater design. They are providing in place of a loading ratio and hydraulic depth design meaning they are not overloading the facilities. They are still receiving

the proper amount of water and there are 4 stormwater facilities for this project with 1 on each lot. The fourth waiver is for rate control for discharge point 2. Discharge point 2 is Woodcrest Avenue. The increase that they are proposing on Woodcrest Avenue is 0.020 cfs which is a very minimal amount. The idea was because of all the improvements along Woodcrest Avenue they maximized the amount of impervious they are able to treat but because Woodcrest is lower it was difficult to get all that impervious to be treated in the facilities.

B. Kornman made a motion to deny the waivers in light of the fact that he thinks they need to submit a revised plan with M. Wetherhold seconding the motion. The motion did not carry.

On a motion by D. Garrett and seconded by L. Sheckler, the Board approved all 4 waivers with conditions.

J. Gazsi suggested doing a common driveway that connected lots 1 and 2 in the back and left the other two driveways to the front. You would have one driveway that is very close to an existing driveway on the other side of the 4th lot and then you could reconfigure the driveway in the middle to line up directly with Crosswinds Drive. This would increase the distance to the decision point of the round-a-bout. TJ Acosta stated that lot 3 is not perfectly lined because there are utilities to work around. The remainder of the lots are heavily constrained by what is happening with the stormwater. For lot 1 Acosta stated they are regrading the entirety of the upper portion of the basin to be able to fit a single house on the lot. As it is currently designed, meeting the setbacks it is maxed out to just fit one single house in the location. Without seriously redoing the stormwater design which is treating the existing round-a-bout Acosta does not know if they could get a significant driveway back behind. J. Gazsi mentioned getting in behind the first single family house the way it is positioned on the plans to get to the second lot. There was a discussion involving the stormwater and the retention basin. D. Garrett stated that he doesn't see anything wrong with the plan because it could have been a lot more houses. There was more discussion regarding the placement of driveways for all 4 lots.

On a motion by D. Garrett and seconded by L. Sheckler, the Board approved the plan as presented with conditions. B. Kornman and J. Gazsi voted no.

CONSIDER THE LISTRAK CONDITIONAL USE APPLICATION, PREPARED BY MADARY ENGINEERING, DATED JANUARY 5, 2024: B. Harris stated that Dave Madary is present representing Listrak. Howard and Ross Kramer are also present from Listrak. Harris mentioned the review letter from ELA dated January 18, 2024 regarding a conditional use application that was submitted to the township for additional classroom space at the facility as well as converting some parking area into a soccer field that will be lit with the lights turning off at 7:00 p.m. We are advertising the hearing for February 21, 2024 in front of the Board of Supervisors.

Dave Madary stated the Listrak's workforce is almost entirely remote and there have been a number of interested parties that want to use facilities inside the building and some of the site. Eastern Mennonite University would like to use a portion of the building for classroom space. They currently have classes over at Greenfield and they would like to move those over here. Specifically the classes are for nursing and aviation so this site is ideal being right next to the airport and UPMC. Secondly, with most of the workforce working remotely, there isn't a need for the outer half of the parking lot and they still have tons of spaces that sit empty every day. They have been using the outer portion of what would have been parking which is now a grass field as a soccer field. They would have two practices a week and probably a couple games on the weekends. Madary stated that they soccer use wasn't the conditional use but it was the fact that they want to add lights on the two existing poles next to the soccer field. There would not be night games or tournaments held at that location. As built there are 353 parking spaces on the site. They have been using the soccer field for a year.

T. Zug asked if there would be overlaps between attendance in classes and use as a soccer field. Madary stated that there could be towards the end of the day but there is still plenty of parking. B. Kornman asked if the owners need to talk to the neighbors to see if there is any concern. Mr. Kramer stated they wouldn't be opposed to speaking with the neighbors. It was clarified that the soccer is for under 10 that have 7 kids on the field at one time and under 11 which

have 9 kids on the field at one time. There would be 2 practices a night and six games in the Spring and Fall. J. Windlebleck asked if there is a need for any fencing. Madary stated that it is a pretty good distance from the road. C. Haley noted that it is approximately 80 feet to the roadway. B. Clauser clarified that it is 103 feet to the right-of-way. C. Haley stated that they have two concerns. One being the need to update the whole parking calculation and the second is as you move forward with the building that you would update the traffic study when needed. We need to revisit the study that was done and look at what the anticipated traffic is now compared to when it was done in 2015 or 2016. Haley asked for updated information for traffic to make sure that we are not approving something that goes against what the conditional approval was back in 2014 or 2016. Traffic and traffic studies were discussed. The applicants are willing to do a new traffic study.

On a motion by D. Garrett and seconded by J. Windlebleck, the Board recommended the Conditional Use Application from Listrak.

CONSIDER THE CEDAR RUN CONSTRUCTION FINAL LAND DEVELOPMENT PLAN, PREPARED BY HARBOR ENGINEERING, DATED NOVEMBER 17, 2023: B. Harris stated that Steve Gergely from Harbor Engineering is present representing Cedar Run Construction which is 140 Rothsville Station Road. This is in a community commercial district. Mr. Stoltzfus acquired some additional acreage and was in front of the Zoning Hearing Board. It is a land development plan.

Steve Gergely stated that the parcel is 3.3 acres in the community commercial zoning district. The property contains an existing single family residence and Lititz Collision and Repair. There is currently an existing driveway for the residence off of Rothsville Station Road and Lititz Collision & Repair has its own driveway into the residence and parking area for Cedar Run Construction. The purpose of the plan is to add an outdoor storage area and a small 5,000 square foot storage building on the west side of the road. There are provisions for trucks to get in and out but it is a little tight on the east side. The idea with this plan is that Sam will be able to have additional storage area for raw and finished products. The vast majority of trucks will be able to enter the west side of the road. They will be removing the existing access drive to Lititz Collision so there will be one to the south and the residence will keep its own access drive. Trucks will come in and maneuver around. There will be storage and loading areas in the center area and some storage areas around the perimeter. They will unload raw product, it will be taken across the street, put the panels together, and they will take it back across the street and loaded and taken off site. This should be a better operation for what Sam is currently running. Gergely mentioned going to the Zoning Hearing Board asking for a couple dimensional variances related to the extension of the parking area which will come further to the south, the encroachment of the front yard setback and landscape buffer requirements. That was all approved. They had also asked for a special exception to turn the single family residence into a two unit apartment. That request was denied by the Zoning Hearing Board so it will remain as a single family dwelling. There is an infiltration bed underneath a portion of the outdoor storage area and an infiltration basin north of the proposed area just to the south of the rail trail. They also have signage, stop signs and gates which have been worked through with Warwick Emergency Services Commission and they are satisfied with the plan. The Lititz Collision traffic will utilize their own access drive to come north and to access their facility. There will be sliding gates that will limit access and will be controlled during the day for the storage area and then a swinging gate that will be controlled by remote for vehicles from Cedar Run Construction traversing east/west from the 143 property to the 140 property. They are proposing landscaping around the perimeter. Gergely mentioned having a meeting with B. Harris, B. Clauser, and George Smith from ELA a couple weeks ago to go through the comments. Gergely noted that they are widening and curbing the road after an onsite meeting with the township road master.

They are asking for 3 waivers with one being the preliminary plan, sidewalks on Rothsville Station Road, and one stormwater waiver for increased loading ratios. C. Haley asked what has been changed from the last time they were before the Planning Commission. Gergely stated that there is a much larger radius on the north side of the access drive on the south side. The reason is all truck traffic is directed to go north to Millway Road to access Newport Road. That was a condition of the previous plan as well. There is signage redirecting all truck traffic to go north. They

separated the access drive from Lititz Collision further from the residence as much as they could. The radius is wide enough to accommodate fire trucks. There is a 5-way stop sign where the access drives come together so everybody stops and there is a swinging arm gate on the east side of that access drive for Cedar Run's employees to come through there. There is no confusion because it is not set up as a large access drive so no one from Lititz Collision would be tempted to use that driveway. Gergely stated trucks can come in and they will always have a clear lane to maneuver around the site and there will never be a reason for trucks to back out onto Rothsville Station Road. There was a discussion on the trucks accessing the site. It was suggested that a No Trucks sign be placed at the entrance. Kornman mentioned the screening along the northern perimeter be more natural and more dense with more evergreens and extend from the east to the west side of the property. There was a discussion regarding landscaping and fencing near the rail trail. There was a discussion pertaining to the amount of times a forklift will be traveling back and forth between the two properties and the potential signage. Allen Martin stated that ever since the project was started there have been problems with trucks loading and unloading on the road with minimal enforcement. This proposed plan will alleviate the trucks loading and unloading in the roadway. There will be a deferral agreement that basically says that at some point in the future if the township wants sidewalks, the applicant will be given notice and they have 6 months to comply.

On a motion by B. Kornman and seconded by J. Windlebleck, the Board approved the requested waivers.

On a motion by B. Kornman and seconded by D. Keeney, the Board approved final land development plan conditioned on the Township evaluating additional planting screen along that area based on the existing site conditions and topography and on the ELA letter recommendations.

NEXT MEETING: Wednesday, February 28, 2024 at 7:00 p.m.

ADJOURNMENT: On a motion by B. Kornman and seconded by L. Sheckler, the meeting was adjourned at 8:30 p.m.

Respectfully submitted,

Brian Harris
Township Manager