

PENN TOWNSHIP PLANNING COMMISSION
OCTOBER 6, 2016

Chairman David Baker called to order a meeting of the Penn Township Planning Commission at 7:00 P.M. on Thursday, October 6, 2016 at the Penn Township Municipal Building. Also present were planning members, Clayton Black, Joseph Klunk, Barbara Mahan, and Ray Van de Castle along with Township Engineer Bortner, Zoning Officer Swanner, and Assistant to the Engineer Garrett. Planner Henry Senatore was absent with notice.

The planners approved the September 1, 2016 Planning Commission minutes as submitted.

The planners received the following zoning appeals and made the following recommendations: None

The planners reviewed the following waiver or exoneration request:

GHI Engineers and Surveyors, on behalf of the owner of Glade Village, is requesting a waiver from the Land Development Plan Review for revision on their land development plan for Glade Village.

Ted Decker, GHI Engineers and Surveyors, represented this request. Mr. Decker handed out copies of the old plan versus the new plan. He said they had to reduce the coverage to meet NPDES requirements. The base of the stormwater basin had to be adjusted and moved away from the road. Soil amendments to allow infiltration and to control the two-year runoff were also made. The new version of the plan is what Soil Conservation District will approve. Mr. Decker explained that they hit a lot of rock, more than the geologist anticipated. Six units were removed to meet the requirements, but the street is in the same location and the other units are unchanged. Planner Black asked if the original plan was approved by the Penn Township Board of Commissioners. Engineer Bortner said it was approved in 2013 by the Board of Commissioners. He has reviewed the plan and it meets the Penn Township Stormwater Management Ordinance as its being proposed.

Planner Klunk asked if there was additional parking being removed. Mr. Decker said there were eight additional parking spaces in the old plan and they have been removed. He said there are still two extra parking spaces in addition to what is required. Planner Van de Castle asked if the units have garages and Mr. Decker does not believe they do. Engineer Bortner thinks they are similar to the units on Bowman Road across from Oneill Street. Planner Van de Castle asked where visitors would park if a resident wanted to have a party. Mr. Decker said there are two additional spaces. Engineer Bortner said there is currently parking allowed along Bowman Road. Planner Van de Castle asked how wide Bowman Road is and it's thirty-four feet. Planner Klunk asked if it would be possible to make the street one-way so people can park on it. He is concerned that residents will not have enough parking, especially if they have guests.

There was discussion on whether there will be a dumpster or if the bag system will be used. Planner Van de Castle said there are dumpsters showing on the original plan and not on the new plan.

Planners Black/Van de Castle moved for a favorable recommendation to the Penn Township Board of Commissioners on this request. The motion carried on a 3-2 vote with Planners Klunk and Mahan casting the dissenting votes.

The planners reviewed the following Subdivision/Land Development plans and made the following recommendations:

P01-28 – HIGH POINTE @ ROJEN FARMS, 751 Frederick Street, Hanover, PA 17331. A preliminary two hundred twenty-seven (227) lot subdivision located on Grandview Road in the R-22 and R-40 zones. (SOUTH). There was no action taken on this plan.

P03-30 – MUSTANG POINTE, Mummert Enterprises, 8 Stuart Avenue, Hanover, PA 17331. A preliminary subdivision plan to create 190 new residential building lots. The property is located between Breezewood and Bowman Road in the R-8 zone. There was no action taken on this plan.

P04-25 – SOUTH HEIGHTS, J. A. Myers Building & Development, 160 Ram Drive, Hanover, PA 17331. A preliminary subdivision plan submitted to create fifty-nine (59) single-family building lots. The property is located within the southeast intersection of Cooper Road and Westminster Avenue, in the R-22 zone. There was no action taken on this plan.

P06-23 -BROOKSIDE AVENUE TOWNHOUSES, Mummert Enterprises, Inc. 8 Stuart Avenue, Hanover, PA 17331. A preliminary land development plan submitted to construct a seventeen (17) single family attached townhouse unit. The property is located on Brookside Avenue in the R-8 zone. There was no action taken on this plan.

P15-13 – HANOVER WESLEYAN CHURCH, c/o Dave Hoover, P.O. Box 861, Hanover, PA 17331. A final land development plan submitted in order to construct a house of worship. The property is located at Hickory Lane in the R-22 zone. There was no action taken on this plan.

P15-14 – HANOVER STORAGE, LLC, Hanover Storage, LLC, 330 Dubs Church Road, Hanover, PA 17331. A final land development plan submitted in order to construct mini-storage warehouses. The property is located at 900 Old Ridge Rod in the Industrial Zone. There was no action taken on this plan.

P16-06 – BROOKSIDE HEIGHTS – PHASE 3, Brookside LLC (Paul Burkentine, member), 1500 Baltimore Street, Hanover, PA 17331. A final subdivision plan to create eighty-five (85) residential lots to construct single family attached and

multifamily dwellings. The property is located east of South Center Street and west of Meadowbrook Drive in the R-8 zone. There was no action taken on this plan.

P16-07 – PROPOSED MEDICAL OFFICE FACILITY, Wellspan Properties, Inc., 2545 South George Street, Suite 1, York, PA 17405. A preliminary/final land development plan submitted in order to construct a medical office facility. The property is located adjacent to 1275 Baltimore Street (M&T Bank) located to the north and west in the S/C zone.

This plan was represented by Bob Sandmeyer, Site Design Concepts, Bob Heidelbaugh, WellSpan, and John Seitz, Traffic Resource Group (TRG). Mr. Sandmeyer said the special exception they requested was approved at the Zoning Hearing Board meeting in September. There was a meeting with Township staff held last week to discuss the traffic study. The plan has not changed since the project was submitted except the main access coming off of Baltimore Street. Mr. Sandmeyer said they have addressed the majority of the Township staff comments. Planner Klunk asked if they have received York County Planning Commission comments and they did on June 15, 2016. Planner Van de Castle asked how the stormwater will be managed. Engineer Bortner pointed it out on the plan. It starts out as a pond and goes into some infiltration pits and ends in a pond. Planner Van de Castle asked if WWTP Superintendent Mahone's concerns have been addressed and Mr. Sandmeyer said they have.

John Seitz, TRG, explained that he has attended numerous meetings and has had good dialogue with the Township staff and with the Board of Commissioners. He said the main thing he has heard from Township residents is that they would like to minimize the traffic heading out the back of the development. He believes WellSpan is in sync with that idea. After meeting with Township staff he is proposing to have two lanes exiting on to Baltimore Street, which will minimize traffic exiting the back of the facility. They also provided two options for traffic on Grandview Road. The center turn lane terminates at Willow Court on one of the proposals and on the other it terminates just short of Squire Way. Mr. Seitz said there are homes on Baltimore Street, between Squire Way and Willow Court that use the street for parking. Terminating the center turn lane after Willow Court will prevent residents from parking on the street. They will minimize any widening of the street by restriping what's already there. He showed pictures of the homes across from Willow Court. He said there are some driveways and he witnessed people backing out right into the travel lane of Baltimore Street. He said it looked like an unsafe situation with cars parked on the street. He said there is an alley about one hundred feet south of Squire Way. It's a public alley and there is parking available on it.

Engineer Bortner said the Public Works Committee discussed the two plans at their meeting on October 4, 2016. The Committee likes the idea of the center turn lane going from Clover Lane to Grandview Road and possibly further North in the future. The Committee discussed the access drive onto Baltimore Street and they are in favor of the two lanes to avoid excessive stacking. During the evening peak travel time the vehicle in the left turn lane may have to sit, but the traffic in the right turn lane can keep moving. Planner Klunk said they think the two access lanes and the improvements to Baltimore

Street will deter people from exiting the rear of the facility. Planner Baker asked if the center turn lane can be extended further. Planner Klunk said that was discussed at the Public Works Committee meeting. The Committee would like the turn lane to continue. Mr. Seitz said he doesn't necessarily disagree but certain responsibility belongs to the developer and any additional changes may be the responsibility of the Township. He would like to keep the plan moving and progressing through Penn DOT. He's willing to work with the Township on extending the lane further but he didn't investigate the traffic further down because it doesn't seem like the developer's responsibility. Planner Klunk said they'd like to get it all taken care of at one time. He said the Public Works Committee recommended extending the center turn lane to Clover Lane. Mr. Seitz said there may be additional expenses incurred for extending the turn lane. Mr. Heidelbaugh thought, after the meeting with Township staff, that the expense of extending the lane would be shared with the Township. Mr. Seitz had the same understanding. Planner Baker said he drives this road every morning and evening and it gets very backed up. Mr. Heidelbaugh said he's not disputing what's been described but he had the understanding that they would be working in partnership with the Township on extending the turn lane. He said they're not necessarily saying no.

Planner Klunk said they'd like the turn lane extended and asked if they'd like to consider it and come back next month. Mr. Seitz said they want to get the plan back into Penn DOT. He said this is a Highway Occupancy Permit and, at the end of the day, Penn DOT is the approver. They are already battling Penn DOT over adding a second exit lane. Whether the turn lane is extended or not could be agreed to at a future date so the plan can be approved by Penn DOT. Mr. Seitz said, in his experience, Penn DOT will be satisfied with either of the plans they've presented and would not require them to go to Clover Lane.

Planner Van de Castle asked if they need one of the two plans to be approved tonight. Mr. Seitz said they would like that. Planner Klunk believes the traffic down to Clover Lane will be affected by the medical facility. Planner Black said he recognizes the importance of the center turn lane. He asked what responsibility WellSpan has to extend the turn lane to Clover Lane. If the Township has a problem from Squire Way to Clover Lane he thinks it should be the Township's responsibility to fix it. Planner Baker disagrees and believes the medical facility will impact traffic all the way to Clover Lane because there will be quite a bit more traffic on the road. Planner Black asked if the traffic study showed increased traffic on Clover Lane. Mr. Seitz said the study showed Clover Lane will still have a high level of service with the proposed turn lane. Engineer Bortner asked if each individual access along Baltimore Street was studied. At what point does the residual impact of this development stop?

Mr. Seitz said he doesn't know how much is involved in taking the center turn lane down to Clover Lane because he didn't study that. He said there could be a separate agreement between WellSpan and the Township to discuss extending the center turn lane. He doesn't want to tie WellSpan's hands working on something that may or may not be caused by the new development. There is a lot of preexisting congestion on Baltimore Street. Mr. Heidelbaugh said they want to build this facility and they'd like to get moving so they'll do this if it's what's needed. He's surprised by what he's hearing but he'd like to move forward tonight. If it isn't a huge amount of money he doesn't mind committing. Mr. Seitz said he's not worried about the money but he doesn't

know how much time will be required to make everything happen. Planner Van de Castle asked if the traffic study covered Clover Lane and the future Meadow Lane and it did.

Planner Black asked how long the queuing for the left turn lane is. Mr. Seitz said they anticipate about two cars with the center turn lane on Baltimore Street but it will stack up to eight cars. Engineer Bortner said the Public Works Committee discussed signs to avoid situations where drivers ride the center turn lane. Mr. Seitz said they have arrows painted in four locations. If someone drives in the center turn lane they can be ticketed because it's illegal. He said Manual for Uniform Traffic Control Devices (MUTCD) signage is being used. Engineer Bortner said there were questions about signage at the access drive to avoid site distance issues between the two driveways. Mr. Seitz looked through the MUTCD and Penn DOT publication 236 and he hasn't found anything that's Penn DOT or federal highway approved. Any signs used must be approved by Penn DOT. Engineer Bortner said there were questions about what the median will look like. Mr. Seitz said it's a standard slanted, mountable curb. He said signs on private property are not controlled by Penn DOT so additional signage could be discussed with WellSpan.

Dale Lippy, 101 Hillside Drive, asked how many parking spaces are on the lot and how many suites are in the building. Mr. Heidelbaugh said there's not a set number of suites at this time and he explained how the building is going to be used. There are six hundred eighty-eight parking spaces, per the Subdivision and Land Development Ordinance. Mr. Lippy said they'll likely fill at least half the parking spaces and people will be in a hurry and cut through Meadow Lane. Mr. Baker said Meadow Lane was discussed two months ago and the whole reasoning behind the changes made is to avoid greater traffic going onto Meadow Lane. Mr. Lippy said Meadow Lane will be the easiest way to exit and the neighborhood will be overwhelmed with traffic. He asked why WellSpan is allowed to have a back exit when no other business in the area has one. Planner Klunk said there are no other businesses that could access Meadow Lane. Mr. Lippy said they shouldn't need a back exit with the proposed changes on Baltimore Street. He asked that the Commission think about the people living in the area. Planner Mahan asked what Mr. Lippy would propose. Mr. Lippy said no exit onto Meadow Lane since people exiting on Meadow Lane are going to have to get back to Baltimore Street anyway.

Wendell Felix, 23 Cardinal Drive, said people who exit Meadow Lane aren't going to turn left on Baltimore Street, they'll go through Grandview Acres because that ends up on Baltimore Street. Mr. Felix recommended that the two stops signs at Cardinal Drive and Meadow Lane be made into four-way stop signs. He said there will be a lot of children and others walking in Grandview Acres. Planner Klunk said that's a matter for the Public Safety Committee. Mr. Felix said a recommendation from the Planning Commission would be nice.

Lucy Elder, 27 Hillside Road, asked why there can't be a light at the WellSpan entrance so people will have more desire to use the Baltimore Street exit. Planner Klunk said Penn DOT has a level of traffic requirement to warrant a traffic signal. Ms. Elder asked why there's a light at Clover Lane where there's very little traffic. Planner Van de Castle said the fire station probably warrants the signal at Clover Lane.

Tim Elder, 27 Hillside Road, said he asked at a previous meeting for the buffer to be extended on the South side of the building because his picture window will be looking directly onto the parking lot. Mr. Heidelbaugh said he wasn't in attendance when the request was made, but he believes the person who was at the meeting said the request could be accommodated. He said they've already committed to extending the buffer.

Shirley Bankert, 39 Hillside Road, asked if the center turn lane will start at the WellSpan driveway. Mr. Seitz said it will tie in with the intersection on Grandview Road, the lane will pick up around the beer distributor. It's almost continuous.

Randy Green, 4115 Grandview Road, said a few months ago there was talk about lowering the speed limit on Grandview Road with anticipation of increased traffic off of Meadow Lane. He asked if this was being done. Planner Klunk said that's not something the Planning Commission can do. Mr. Green asked why they're setting the precedent for businesses to exit into a neighborhood. What's the reason for the Meadow Lane exit? Planner Van de Castle said a second entrance is in case of emergency or accident. Mr. Green asked why they can't have a second entrance by the old Weis. Planner Van de Castle said WellSpan would have to buy additional land to connect to that parking lot. Ms. Elder asked why there can't be an emergency gate at Meadow Lane. Planner Klunk said that was discussed and determined it's not a good alternative. Mr. Baker let the audience know that the Planning Commission is only an advisory Committee for the Zoning Hearing Board and the Board of Commissioners. They have no authority to enact change and they are all volunteers.

Mr. Heidelbaugh asked if extending the center turn lane could be a separate process. He said it's not about the money but he's concerned about the time and amount of work that will need to be done. He'd like to get the Highway Occupancy Permit approved as soon as possible. Mr. Seitz said they need the Township to be on board with the plan they take to Penn DOT. They don't need an official motion but they will submit the meeting notes to Penn DOT with their final plan. Engineer Bortner asked if Penn DOT had a comment about the traffic signal at Baltimore Street and Grandview Road. Mr. Seitz said they commented on making the traffic signal protected prohibitive, meaning turns are only allowed on a green arrow. He said everybody was in agreement on this at the meeting with Township staff and they don't want the protected prohibitive signal.

Planners Van de Castle/Mahan made a favorable recommendation to the Penn Township Board of Commissioners on the WellSpan traffic study with the understanding that WellSpan will work with the Township to lengthen the center turn lane to Clover Lane. Motion carried on a 5-0 vote.

Mr. Heidelbaugh addressed the audience and said, WellSpan is pursuing regulatory approval. He has a lot diagram of what they need to put in the building based on market studies. They've just started the programming design of the building. They just finished interviewing construction managers and are about to award the project to one of them. All of the construction managers are aware of the residents living close by. He'd like to have an event where the builders can meet with the community. All of the construction managers were willing to give out their cell phone numbers for residents who have concerns. He said they are trying to make this change as easy as possible for the community.

Planner Klunk asked if there will be urgent care in the facility. Mr. Heidelbaugh said they will not have urgent care, per say, but they are offering urgent ortho care for things such as sprains and fractures. The urgent care market isn't good to get into in this community.

P16-08 – ROBERT T & CHERYL M HEMLER, 41 Colonial Drive, Hanover, PA 17331. A final subdivision to create two (2) residential lots. The property is located on Earl Street in the R-15 zone. There was no action taken on this plan.

P16-09 – TRUENORTH WELLNESS SERVICES, 1161 Westminster Avenue, TrueNorth wellness Services, 625 West Elm Avenue, Hanover, PA 17331. A land development plan submitted in order to construct a medical clinic and facility. The property is located at 1161 Westminster Avenue in the R-22 zone. There was no action taken on this plan.

P16-10 – MICHAEL S. AND CHRISTINE L. COOPER for South Hanover Automotive, 848 Baltimore Street, Hanover, PA 17331. A final land development plan submitted in order to construct an automotive repair garage and tire sales. The property is located at 871 Baltimore Street in the S/C zone. There was no action taken on this plan.

The meeting was adjourned at approximately 8:38 P.M.

Respectfully submitted,

Angela M. Hallett, Recording Secretary