

**MANHEIM TOWNSHIP  
PLANNING COMMISSION  
MINUTES  
Wednesday  
August 15, 2012**

A meeting of the Manheim Township Planning Commission was held on Wednesday, August 15, 2012 at 6:30 p.m. The following members were present: Mr. Jeffrey Sturla; Mrs. Stacie Reidenbaugh; Mrs. Anita Blumenstock and Mr. Ian Hodge. Chairman Mr. Michel Gibeault; Vice Chairman Mr. Cory Rathman and Mr. Donald Reed were absent. The following Township staff was present: Mrs. Lisa Douglas and Mrs. Shannon Sinopoli.

**Roll Call**

Mr. Sturla (Acting Chairman) called the meeting to order at 6:30 p.m. and conducted roll call.

**Minutes**

Mr. Sturla asked for a motion on the July 18, 2012 Planning Commission meeting minutes.

On a motion by Mr. Hodge, seconded by Mrs. Reidenbaugh it was recommended to approve the July 18, 2012 meeting minutes.

**Motion Approved 4-0.**

**Subdivision/Land Development Plans**

1. **Calvary Fellowship Homes** - Preliminary/Final Land Development and Lot Add-On Plan - 605 Elizabeth Drive - Zoned Institutional.

Mr. Chris Venarchick, RGS Associates and Mr. Clifford Wolford, Calvary Fellowship Homes were present representing this Preliminary/Final Land Development/Lot Add-On Plan.

Mr. Venarchick indicated that the latest comment review letter consists of administrative clean up items and that all technical items have been addressed.

Mr. Venarchick indicated that this plan consists of a lot add-on to join a 2.6 acre parcel together with the larger 21.2 acre parent tract on the Calvary Fellowship lands.

Mr. Venarchick indicated that the proposed improvements would be isolated to just the 2.6 acre tract and will consist of the demolition of an existing structure which previously housed 14 residential units and administrative offices replacing such structure with five new cottages.

Mr. Venarchick advised that this is an infill development and that there are no new streets proposed.

Mr. Venarchick indicated that there will be a net decrease in impervious area which will decrease the existing stormwater.

Mr. Venarchick advised that there will also be a net decrease in traffic based on the existing uses of the structure versus the proposed use of five cottages.

There were no further discussions.

Mr. Sturla asked for public comment. There was no response.

On a motion by Mrs. Reidenbaugh, seconded by Mr. Hodge, it was recommended to approve this plan and modifications contingent upon a clean review letter.

**Motion Approved 4-0.**

**2. St. John Neumann Church - Blessed John XXIII Religious Education Center - Preliminary/Final Land Development Plan - 601 Delp Road - Zoned R-2.**

Mr. Jim Boyer, David Miller/Associates and Mr. Larry Prescott, Architectural Resources were present representing this proposed land development plan to construct a Pre-K through 8<sup>th</sup> grade school on the lands that house the existing St. John Neumann Church along Delp Road.

Mr. Boyer indicated that since the previous presentation by Mr. Bill Swiernik at the June Planning Commission meeting, they are presenting again to further discuss two main items which were topics of the last meeting.

Mr. Boyer indicated that with regards to the concern involving the three access drives

that are proposed, Mr. Boyer indicated that the access and circulation were revisited and that reducing the access to two full movement accesses would not be feasible at this site due to the circulation patterns of the bus and car traffic.

Mr. Prescott discussed the proposed circulation patterns of the bus and car traffic coming to the site and internally onsite showing how the buses would stack and how the car traffic, for parents picking up children, would stack.

Mr. Prescott advised that after reviewing the circulation pattern, the need for the three accesses remains which would consist of one full movement access, one enter only and one exit only.

Mr. Prescott indicated that there would be total separation between the cars and buses as all stacking of cars and bus movements would all be controlled by school staff. Mr. Prescott indicated that the cars would stack in the west parking lot and would be held until all bus traffic is dismissed, and then the cars would be dismissed.

Mr. Sturla advised that at the June meeting, the planning members asked the applicants to take another look to determine if there was another option to utilize just two accesses versus the three proposed.

Mr. Prescott indicated that they felt as though the three accesses works better for this site and provides for a better arrangement to keep traffic separated.

Mr. Sturla questioned why the cars cannot use the same exit as the buses if it is school staff controlled and the cars are held until the entire fleet of buses is dismissed.

Mr. Prescott stated that the applicants still feel as though this works best for the property and still feel as though this is the best flow.

Mrs. Reidenbaugh stated that the applicants need to keep in mind that Delp Road is a Collector Road and although having three accesses might not be problematic now, it will be once Delp Road gets extended over to Lititz Pike.

Mr. Boyer indicated that they will take another look at possible alternatives.

Mr. Boyer stated that, in regards to the request for the applicants to provide a footbridge behind the bridge versus utilizing the existing four-foot sidewalk along the bridge, the applicants have taken a look at that providing a footbridge would require crossing the floodplain, additional permitting and design fees, all of which would add approximately \$100,000.00 to the total project.

Mr. Sturla indicated that by ordinance, the Township could request that the applicants widen the bridge which would well exceed \$100,000.00, therefore as a compromise; the planning members suggested providing a path connection as an alternative, which would be less expensive.

Mr. Sturla stated that the road actually chokes down at the existing bridge and the concern is for the safety of pedestrians to have a path/footbridge connection behind the bridge, especially in light that now a new school is being proposed with hundreds of children.

There were no further comments from the Planning Commission.

Mr. Sturla asked for public comment.

Ms. Patricia Kabel, 38 Crestmont Court questioned whether or not St. Anne's is currently used as a hub for the buses to exchange students, because if so, that would certainly add to the traffic.

Mr. Prescott indicated that St. Leo's is the hub, not St. Anne's.

On a motion by Mr. Hodge, seconded by Mrs. Blumenstock, it was recommended to table this plan and modifications until all outstanding comments can be adequately addressed.

**Motion Approved 4-0.**

**3. Alcoa - Truck Scale & Calibration - Preliminary/Final Land Development Plan - 1480 Manheim Pike - Zoned I-2.**

Mr. Jim Baumgartner, Rettew Associates was present representing this Preliminary/Final Land Development Plan.

Mr. Baumgartner indicated that this plan proposes the relocation of the truck scale operation to include new truck scales, scale house and truck staging area.

Mr. Baumgartner indicated that in addition to the truck scale operations, other site improvements include expanding the guard house, replacing a dilapidated maintenance trailer, an additional access drive and sidewalk along Manheim Pike.

Mr. Baumgartner indicated that in total, there is approximately 79,000 square feet of additional impervious area, 75,500 square feet located on site and the remainder would be located off-site for the sidewalk construction.

Mr. Baumgartner advised that they are still working on addressing township staff and engineer comments, but they did want the Planning Commission's feedback on one modification they are requesting which is to provide a 20-foot wide stormwater easement from the public right-of-way.

Mr. Baumgartner indicated that because entrance to the Alcoa is a controlled access with security entrance and they do not want to grant a 24-hour access to the Township or the conservation district.

Mr. Baumgartner advised that Alcoa is willing to grant access to Township Officials as needed and a note has been placed on the plan, they just do not wish to provide the recorded easement.

The planning members felt that as long as the applicants were willing to provide unlimited access to Township Officials and Lancaster County Conservation District

Officials, that relief from providing the recorded stormwater easement to the public right-of-way would be supported.

Mrs. Douglas indicated that this was also an issue with the Lancaster Airport during one of their projects and that she would look into how that ended up being resolved.

There were no further discussions.

Mr. Sturla asked for public comment. There was no response.

On a motion by Mrs. Blumenstock, seconded by Mrs. Reidenbaugh, it was recommended to table this plan and modifications until all outstanding comments can be adequately addressed.

**Motion Approved 4-0.**

### **Conditional Use Application**

1. **Worthington Planned Residential Development** - Revised Conditional Use Request - Residential Garage Modification - Oregon Pike - Zoned R-2.

Mr. Greg Hill and Mr. Michael Klapis, Keystone Custom Homes were present representing this revised conditional use request to remove a prior condition

Mr. Hill indicated that there are 173 single family homes on the east side of Oregon Pike and 23 single family homes on the west side of Oregon Pike.

Mr. Hill advised that a modification was granted with the original conditional use application to waive the requirement of the 15-foot setback from front of garage to front of the house in order that side load garages could be provided to achieve a better streetscape. Mr. Hill indicated that as a result of approving that modification a condition was put into place that no more than three of any one kind of garage could be in a row in order to prevent continuous front load garages.

Mr. Hill advised that, unfortunately, the side load garages are not selling and are

not desirable by buyers as only 4 of the 31 houses sold have side load garages.

Mr. Hill indicated that the side load garages are not buyer's choice due to added impervious area and reduction in yard area therefore they are requesting that the prior condition of not having more than three similar load garages in a row be removed.

Mr. Sturla indicated that during the original conditional use, a modification was also granted to permit a shorter lot depth, so in essence by the applicants' desire, the current issue was self imposed.

Mr. Hill advised that they still want to sell the side load garages and will continue to offer them. Mr. Hill stated that the reluctance from buyers is that the back yard goes from 42-feet with the front load garages down to 31-feet with the side load garages.

Mr. Hill stated that everyone wants more yard area and the house is dominated by the side load designs. Mr. Hill stated that as an alternative they want to offer a variety of architectural designs to still achieve an attractive streetscape with front load garages.

Mrs. Reidenbaugh questioned if the reason the side load garage design not selling could actually be because of the lesser overall square footage of the homes.

Mr. Klapis indicated that the feedback from prospective buyers is always about the lack of yard area.

Mr. Hill again stated that they wish to continue to offer the side load option and a varied streetscape and that they actually had to seek a modification originally to permit the side load garages.

Mr. Sturla stated that the situation was self created when the desire to reduce and squeeze some of these lots into the center area. Mr. Sturla indicated that at that time it was clearly stated by the planning members that they did not want the street lined with copy cats and were promised that the streetscape would not look like one solid row. Mr. Sturla stated that the applicants had to turn the garages to the side in order to fit the houses on these reduced sized lots.

Mr. Sturla advised the applicants that they need to come up with a compromise and not just ask for the condition to completely go away. Mr. Sturla stated that different architectural garage doors do not fix this and something better needs to be proposed.

Mr. Klapis stated that there are different style housing layouts with porch offsets, or portico's and there is never the same style house built side by side, so there would be a

variety of different styles of the front load garages that will also help break up the streetscape visually.

Mr. Sturla requested that the applicants submit a sketch of the entire development indentifying a certain number of side load garages per stretch of roadway along with identifying the different housing styles so that the sketch can be a condition of any approvals.

On a motion by Mrs. Reidenbaugh, seconded by Mr. Hodge, it was recommended to table this revised conditional use request.

**Motion Approved 4-0.**

The public hearing is scheduled for October 8, 2012.

**Public Comment**

There was no public comment.

**Adjournment**

On a motion by Mrs. Reidenbaugh, seconded by Mr. Hodge, it was recommended to adjourn the meeting.

Motion approved 4-0 and the meeting adjourned at 7.45 p.m.

The next Regular Planning Commission meeting is scheduled for Wednesday, September 19, 2012 at 6:30 p.m.

Respectfully submitted,

Shannon L. Sinopoli