

MANHEIM TOWNSHIP  
PLANNING COMMISSION MEETING MINUTES  
WEDNESDAY, APRIL 17, 2024

The meeting of the Manheim Township Planning Commission was held on Wednesday April 17, 2024, at 5:30 p.m. Members present were Stacey W. Betts, John Hendrix, Sandy Kime, John Shipman, and Nate Van Name. Township staff present were Sharyn Young, Director of Planning and Zoning, Jim Langenstein, Plan Review Administrator, Jeff Shue, Township Engineer – C.S. Davidson, Nate Hardman, Engineer - C.S. Davidson, and Declan Murphy, Communications Specialist.

**Roll Call**

Ms. Betts called the meeting to order at 5:30 p.m.

**Minutes**

A motion was made by Mr. Shipman and seconded by Mr. Kime to approve the minutes of the March 20, 2024. Motion carried 5-0.

**A. Subdivision/Land Development Plans - Briefings**

**1. Preliminary/Final Subdivision Plan for Belmont Crossing (Hess Road Development, LLC)**

In attendance: Alex Piehl (RGS Associates), Benjamin Morton (RGS Associates), Louie Hurst (Hess Road Development, LLC), Claudia Shank (McNees, Wallace, and Nurick, LLC), John Schick (Rettew and Associates), and Douglas Parkins (Victory Church, (property owner))

Alex Piehl from RGS Associates presented the application that proposes 66 semi-detached fee simple residential dwelling units on a 15.389-acre property northwest of the Route 30 and Lititz Pike interchange with access drives onto Hess Boulevard and Belmont Avenue. The property is in the R-2 Residential Zoning District and requires the use of 30 TDRs.

The modification to widen Hess Boulevard at the intersection of the proposed Belmont Ave and Hess Blvd (the development's entrance) was discussed. This request will be withdrawn in the next submission. They will widen Hess Boulevard at this entrance as a means of transitioning this road to the current standards.

There was discussion of the modification request regarding the requirements for clear sight triangles at the intersections. The applicant's justification was that the current 25 MPH speed limit on Hess Blvd and the fact that the intersections will be stop controlled would limit any safety concerns. The parking of cars in the driveways was deemed acceptable, but it was stated that the height restrictions for any vegetation within this sight triangle shall be limited to the required 30" or less.

The largest topic of discussion was the perceived volume of traffic that would be generated by the new development. The consulting traffic engineer, John Schick of Rettew Associates, presented the results of their traffic study, which concluded that the Hess Boulevard and Belmont Ave intersections at Lititz Pike currently operate at unacceptable levels of service in

the AM and PM peak hours and will continue to operate at the same levels in the future under “no-build” and “build” conditions. The increase in traffic that would be generated from the proposed development will not warrant a traffic signal at Hess Boulevard and Lititz Pike, according to PennDOT standards. The modification request was made because there are no feasible improvements that can be made to meet the Township requirements.

Several residents expressed their concerns about the increased traffic that would be generated from the new development. They described Hess Blvd as an idyllic neighborhood where their kids can cross the street to visit friends, walk in the street (since there are no sidewalks), and everyone knows everyone. They felt that the increased traffic from the school that is under development and the new development would pose a safety threat to their children and negatively impact their quiet neighborhood. They did not agree with the conclusions of the traffic study. Although they were not in favor of increasing the width of Hess Blvd along its entire length, they expressed concern that the current width of Hess Blvd would pose a safety issue since it does not allow two cars to pass through if cars are parked on the side of the road.

One resident produced a sketch of a park that was proposed during the planning for the Shoppes at Belmont. Mr. Piehl confirmed that a park had initially been proposed, but residents at the time did not want it so the idea was scrapped, and the plan was revised. The property has since been sold and that developer is no longer involved with this project.

Several residents also expressed concern about the drainage from the site. They claim that water pools in several areas, but especially off the backyards of the residents on Hess Blvd that border the site. Mr. Piehl explained that there is a network of stormwater drains throughout the site that will capture the stormwater and transfer it to the proposed storm water basin. It was stated that the basin could hold up to six (6) feet of water. Mr. Piehl did not believe that a fence was required to enclose the basin since the slopes are 3:1 and can be maintained by mowers. Staff recommends that a non-climbable fence be used to enclose the basin.

## **2. Preliminary Subdivision and Land Development Plan for Stonehenge Estates Tract 2 (Stonebriar) (Stonehenge Development, LLC)**

In attendance: Mike Huxta (ELA group), Peter Alecxih (Greystone Construction)

Mike Huxta from ELA group presented the application that proposes a total of 90 new residential dwelling units on a 23.26-acre tract located at the intersection of Buckwalter and Koser Roads. The existing two-unit farmhouse is proposed to be removed. 21 TDRs will be required. Development is proposed in two phases and will consist of 52 detached and 38 semi-detached dwelling units. Phase one will include 29 single family detached units and 20 semi-detached dwelling units. Phase 2 will include 23 single family detached units and 18 semi-detached dwelling units. The property is in the R-2 Residential Zoning District and is currently in agricultural use.

A pedestrian connection to the nearby Reidenbaugh Elementary School was discussed. The applicant and school have discussed having crosswalks at all intersections within the development and a proposed crosswalk at the intersection of Inverness Dr and Buckwalter

Rd to allow pedestrians to cross the latter. The proposed sidewalks will allow pedestrians safe access to all the crosswalks. This proposed solution was satisfactory to the school.

B. **Public Comment for Non-Agenda Items** - None

C. **Adjournment** – A motion was made by John Shipman and seconded by Sandy Kime to adjourn the meeting. Motion carried 5-0. Meeting adjourned at 7:57 PM.