

**MANHEIM TOWNSHIP  
PLANNING COMMISSION  
MINUTES  
Wednesday  
June 20, 2012**

A meeting of the Manheim Township Planning Commission was held on Wednesday, June 20, 2012 at 6:30 p.m. The following members were present: Mr. Michel Gibeault (Chairman); Mr. Cory Rathman (Vice-Chairman); Mr. Jeffrey Sturla; Mr. Donald Reed; Mrs. Stacie Reidenbaugh and Mr. Ian Hodge. Mrs. Anita Blumenstock was absent. The following Township staff was present: Mrs. Lisa Douglas and Mrs. Shannon Sinopoli.

**Roll Call**

Mr. Gibeault called the meeting to order at 6:35 p.m. and conducted roll call.

**Minutes**

Mr. Gibeault asked for a motion on the May 16, 2012 Planning Commission meeting minutes.

On a motion by Mr. Reed, seconded by Mr. Hodge it was recommended to approve the May 16, 2012 meeting minutes.

**Motion Approved 6-0.**

**Conditional Use Application**

1. **Belmont - Conditional Use Application – Planned Commercial Development I – Fruitville Pike - Zoned R-3; I-2; D-R Overlay & T-1 Natural Resources Overlay; Historic Overlay.**

Present representing this Conditional Use application was Mr. Matthew Crème, Nikolaus & Hohenadel; Mr. Alex Piehl, RGS Associates; Mr. Greg Richardson, Traffic Planning and Design and Mr. Tim Cassidy, Bernardon Haber Holloway.

Mr. Crème indicated that since last month's Planning Commission meeting, the applicants have completed the traffic study and made some revisions to the plans such as the complete removal of Tract 1 (west side of Fruitville Pike) from this project due to environmental constraints as well as some architectural changes to the mixed-use, multi story building.

Mr. Piehl indicated that the original submission included three tracts and that as the applicants were working through the process, Tract 3 was removed due to its disconnection from the development and with the most recent resubmission, Tract 1 was also eliminated to limit the scope to just Tract 2.

Mr. Piehl presented a brief overview of the project with a power point presentation.

Mr. Piehl indicated that as a result of receiving feedback, additional sidewalks/trails are being proposed and that if the applicants can obtain future approval to work within the floodplain, they will make a path connection into the Glen Moore neighborhood.

Mr. Cassidy indicated that one comment he received was that there was lack of architectural integration between the buildings. Mr. Cassidy indicated that in response to the comment, the mixed use building has been redesigned to reflect the architecture design of the shopping center and the rest of the commercial center.

Mr. Richardson discussed the revised traffic study and indicated that there were a total of 14 intersections included in the study.

Mr. Richardson presented a power point presentation outlining all roadway improvements which would be required to satisfy the ordinance at the 14 intersections; the improvements that are being proposed with this project; and the costs associated with the improvements which total \$1.4 million.

Mr. Richardson indicated that in addition to the \$1.4 million in roadway improvements, the applicant is also paying \$3.1 million dollars as contributions to the Traffic Impact Fee.

Mr. Sturla, in response to the failing levels of service for the intersections, questioned whether any of the 14 intersections are presently failing.

Mr. Richardson indicated no.

In response to a question regarding what the total amount would be if all of the required improvements were proposed at all 14 intersections, Mr. Richardson stated that the total cost was estimated at \$77 million.

Mr. Sturla advised the applicant that the Traffic Impact Fee would be required regardless of what type of development is constructed and advised the applicant to keep the proposed improvement costs and impact fee costs separate.

Mr. Gibeault stated that basically \$77 million worth of improvements would be required by the ordinance and the applicant is proposing \$1.4 million.

Mr. Richardson indicated that Mr. Gibeault was correct.

Mr. Crème advised that the applicant needs to meet objective criteria or ask for modifications whereas subjective standards are flexible and that it has to be proven that there is gross negligence and proven that the health, safety and welfare are being compromised.

Mr. Crème indicated that a PCD allows for flexibility of the ordinance and that the applicants shouldn't be expected to address every subjective standard.

Mr. Crème indicated that the standards of review of a PCD/PCD-1 per Section 2518.B.1 is to focus on how a PCD affects areas adjacent to the site. Mr. Crème further stated that one PCD cannot be judged by another PCD.

Mr. Crème stated that there should be three things taken into account: (1) Red Rose Commons; (2) Glen Moore neighborhood and (3) Route 30 interchange as these are the areas that are the most affected.

Mr. Crème stated that the applicants believe that this proposal should be supported by the Township, the Planning Commission and the Board of Commissioners because the project complies with the Comprehensive plan; the neighbors accept the plan and that there has been no indication of any significant opposition in previous conversations with the Planning Commission.

Mr. Crème indicated that 65 Transferable Development Rights would be purchased as part of this project.

Mr. Crème advised that the public hearing is scheduled for July 23, 2012.

Mr. Gibeault thanked Mr. Crème and the other representatives for their presentation this evening.

Mr. Gibeault, in looking at the site plan, questioned what the quarry would look like if he were to walk to the edge.

Mr. Piehl indicated that he would see the water surface.

Mr. Gibeault asked if the PennDOT basin would be a wet pond.

Mr. Piehl answered yes.

Mr. Gibeault questioned the size of the pad sites that are to be leased.

Mr. Piehl indicated that the pad footprints would range from 6,000-10,000 square feet and some pad sites would house smaller commercial spaces.

Mr. Cassidy indicated that pad sites G, H, I & J would assume to be multi tenant buildings consisting of 2,000-3,000 square foot shops. Mr. Cassidy indicated that this could change, however, it's not known at this time.

Mr. Gibeault stated that, in other words, there is no distinction at this point.

Mr. Piehl indicated that it's their best guess and all they have at this point is square footage sizes for the building footprints.

Mr. Sturla asked if the buildings are going to be built and then leased.

Mr. Cassidy indicated yes.

Mr. Sturla stated that he wasn't sure why Mr. Crème made the comment that there hasn't been any indication of opposition from the Planning Commission in previous conversations in light of the fact that the planning members have had major concerns all along with regards to the traffic, the lack of interconnectivity, the lack of a cohesive look and feel, yet the revisions consist only of a change in building material and a trail to connect the neighborhood.

Mr. Sturla stated that this project is requiring approximately \$77 million worth of roadway improvements but the applicants only want to do \$1.4 million. Mr. Sturla stated that the changes by the applicants to address planning member concerns are minimalistic just to inch along. Mr. Sturla stated that the Planning Commission has expressed their concern regarding the lack of interconnectivity, but it doesn't appear that the applicants were listening.

Mr. Crème responded by stating that any one project is not going to hit every requirement and that the planning members have to take into account that the residential component is located in the residential transition area to protect the Glen Moore neighborhood.

Mr. Sturla indicated that the residential transition area was not what he was referring to with regards to interconnectivity. Mr. Sturla stated that the project hosts a strip mall and then a main street and then oceans of parking.

Mr. Crème stated that marketability is also something that needs taken into account.

Mr. Hodge stated that at the last Planning Commission meeting, a question was raised from a Township resident as to the lack of recreational facilities for the residences of this development, particularly the apartment building and if there were going to be any designated recreational areas for the children living in these units.

Mr. Piehl indicated that they have not yet designated any active recreational areas.

Mr. Rathman indicated that Mr. Crème spoke about subjective criteria yet the applicants are proposing a building 2-1/2 times longer than what is permitted and indicating that they don't have to meet this requirement.

Mr. Crème indicated that building length is not a requirement in the PCD-1, therefore, it doesn't apply.

Mr. Rathman indicated that the Planning Commission has heard the applicant express numerous times about how they worked so well together with Warwick Township on the Shoppes at Kissel Village project and indicated that Manheim Township is looking for the same cooperation.

Mr. Gibeault asked for public comment.

Mr. Larry Pulkrabek, 230 Eshelman Road questioned the view of the long shopping center from Route 30 and because of the slope of land, was wondering if he would just be looking at an endless roof.

Mr. Gibeault indicated that without grading plans it's hard to tell at this point, but that it certainly could be the case.

Mr. Pulkrabek stated that if we know that will be the case, then we should address it now because this is a signature piece of ground.

Mr. Pulkrabek indicated that he has concerns about the wetlands adjacent to Red Rose Commons and stated that the wetlands need to be protected and preserved.

Mr. Crème indicated that the wetlands will be addressed during land development and that today's requirements are much more stringent with regards to quantity and quality versus how it was handled with the Red Rose Commons project.

There was no further public comment.

Mr. Gibeault stated that the applicant is not willing to provide any further time extensions for the Planning Commission to continue review of this project, so the Planning Commission's role this evening is to make a recommendation and move it onto the Board of Commissioners. Mr. Gibeault stated the Planning Commission wouldn't be doing its job if a recommendation was not provided to the Commissioners.

Mr. Gibeault stated that sites such as this one only come along every so often and some might call them statement sites because of their location, proximity to major transportation routes, infrastructure, they are sites that when developed will be icons in the community. Mr. Gibeault stated that such sites represent a once in a lifetime opportunity, because once developed, they will stand for many, many years to come.

Mr. Gibeault stated that in his opinion, this site is one of those iconic sites that we must work together to make it the best possible development for the long term benefit of our community. Mr. Gibeault indicated that the zoning ordinance allows for an optional form of development called a Planned Commercial Development (PCD), to be proposed for this site, however, in order to obtain approval; a conditional use process is required, allowing a more in depth review of the development at an earlier stage. Mr. Gibeault advised that a PCD requires the applicant to provide details of the development that would otherwise not be required until a later stage and that a PCD carries with it additional requirements such as traffic improvements beyond the immediate area as well as a mixed use concept, providing for commercial, residential and recreational uses unified in a comprehensive fashion.

Mr. Gibeault stated that the Belmont project as presented contains the uses; however the uses are segregated and stand alone which does not provide those uses in a comprehensive manner and does not meet the spirit of the ordinance.

Mr. Gibeault stated that the building areas are larger and building lengths are longer than the ordinance permits; the proposed plan has the typical large area parking surfaces that the ordinance specifically tries to remove from this type of development; the proposed main street will not achieve the intended pedestrian friendly environment as it is a series of pad sites aligned along a street and the future buildings will in all likelihood have their prototypical standard design with little chance of blending to a cohesive streetscape design.

Mr. Gibeault stated that simply put, although this design may be appropriate for a commercial site, it is the wrong design for this highly visible site which will require a more integrated design in order for this Planning Commission to act favorably.

Mr. Gibeault stated that the Planning Commission members have a great deal of respect for the developer and his team and are familiar with other developments by this group and know they are quality projects, however, the issue here is that this site demands a different more integrated product if it is to be developed as a PCD.

Mr. Gibeault stated that this Planning Commission stands ready to work with the applicant to develop an approach much more in keeping with the vision of the Comprehensive plan and the Zoning Ordinance and with a more flexible approach.

On a motion by Mr. Hodge, seconded by Mr. Reed, it was recommended to disapprove this Conditional Use Application for Belmont and to adopt as the action and recommendations of the Manheim Township Planning Commission the document entitled Proposed Motion for Belmont Conditional Use Application in the form and content presented at this meeting which is incorporated by reference in its entirety in this Motion and which shall be attached to and made part of the Minutes of this meeting.

**Motion Approved 6-0.**

### **Subdivision/Land Development Plans**

1. **122 Fordney Road** – Preliminary/Final Land Development Plan – Corner of Fordney Road and Crown Avenue – Zoned R-3.

Mr. Keith Harner, Robert Gabriel Associates was present representing this land development plan.

Mr. Harner indicated that this plan consists of a semi-detached home to replace a former duplex that was destroyed by fire.

Mr. Harner advised that there were zoning variances approved for this plan due to setback and build to line related issues.

Mr. Harner discussed the modification requests and advised that the latest plan review letter consists of only paperwork items.

There were no further discussions.

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

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

**Motion Approved 6-0.**

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

Mr. Bill Swiernik, 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. Swiernik indicated that they were not present to seek a recommendation this evening, but wanted to discuss a few specifics and modification requests with regards to the plan.

Mr. Swiernik indicated that they are coordinating with the Brooklawn developer with regards to the location of the new access drives and the extension of Delp Road.

Mr. Swiernik discussed the proposal for the elimination of the existing drive and the addition of three new access drives onto Delp Road.

Planning members discussed the drop off/pick up bus movements as well as the car movements (for the parents that wish to shuttle their kids to/from school) and the possibility of separating the two movements in order to avoid a possible situation of car stacking and blockage of the egress for the buses.

Mr. Swiernik indicated that control measures would be put into place which would restrict car movement.

Planning members questioned how many kids would be attending this school.

Mr. Prescott indicated approximately 500 which consist of grades pre-kindergarten through grade eight, basically two classrooms per grade level.

Mr. Sturla indicated that he wasn't in favor of having three access drives coming out onto a collector roadway. Mr. Sturla also advised that he would prefer getting the bus traffic going one way and using one access drive.

Mrs. Reidenbaugh questioned how many buses would be coming to the site.

Mr. Swiernik advised between 6-10 buses.

Mr. Gibeault expressed his concern with having three driveway cuts onto Delp Road in such a short span and suggested that the applicants take a look at showing how the buses and cars will stack and to see if there are any other alternatives.

Mr. Sturla stated that although there may not be any immediate issues with having three access points onto Delp Road, this will become problematic in the future when this collector roadway extends and makes the connection with Route 501.

Planning members discussed having a sidewalk connection across the existing bridge along Delp Road to connect to the existing trail system. Planning members unanimously advised the applicant to pursue looking into proposing such connection.

The applicant briefly discussed the proposed modification requests and advised that the original request for a curb reveal of 6-inches versus 8-inches has been revised and that the applicant is now seeking relief to allow a 7-inch reveal.

There were no further discussions.

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

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

**Motion Approved 6-0.**

### **Acknowledgements**

1. **Manheim Township** – 2036 Lititz Pike and 201 Golf Drive – Building Demolition.

Mrs. Douglas indicated that Manheim Township is considering the demolition of two Township owned buildings, one located at 2036 Lititz Pike and the other at 201 Golf Drive.

Mrs. Douglas advised that per Section 303.(a).(2) of the PA MPC, the Planning Commission is required to make a recommendation on the demolition as it relates to the Comprehensive Plan.

Mrs. Douglas indicated that the property located at 2036 Lititz Pike consists of a vacant 1954 single family detached dwelling and is located immediately south of the Lititz Pike entrance into the Overlook golf course. Mrs. Douglas indicated that the property was purchased by Manheim Township in 2006 with the actual intention to demolish the structure so that the entrance into the golf course could be realigned.

Mrs. Douglas advised that the building located at 201 Golf Drive consists of a vacant 1971 single story building which was formerly used as the Greenskeeper's Quarters and then converted into office space which was known as the Facilities office. Mrs. Douglas advised that if the structure is demolished, the area will likely be used for overflow parking.

Mrs. Douglas indicated that the proposed removal of the above two structures are consistent with the Manheim Township Comprehensive Plan based on the goal of the Land Use Chapter of the Plan being to use land efficiently to meet the development and preservation desires of Manheim Township. Mrs. Douglas indicated that the Overlook Community Campus (Campus) is the Township's largest park which offers many amenities, facilities and functions for people to gather with friends, family, attend special events, and spend time enjoying recreation and fitness activities. Mrs. Douglas stated that there is continuing progress of expanding the amenities and upgrades at the campus.

Mrs. Douglas stated that the goal of the Infrastructure Chapter of the Plan is to provide community facilities and services that adequately meet the needs of residents. Mrs. Douglas advised that the current facilities, available acreage, and potential other uses at the Campus present a significant opportunity to enrich the lives of Manheim Township residents which is again, consistent with the Manheim Township Comprehensive Plan.

Mrs. Douglas indicated that removing these two structures will allow enhancement of the campus by significantly improving access to the campus and/or improved parking which is a benefit to the Township and the users of the facilities.

On a motion by Mrs. Reidenbaugh, seconded by Mr. Reed, it was recommended that the Planning Commission acknowledge the proposed demolition of two Township owned buildings located at 2036 Lititz Pike and 201 Golf Drive in light of the proposed demolitions being consistent with the Land Use and Infrastructure Chapters of the Manheim Township Comprehensive Plan.

**Motion Approved 6-0.**



**Public Comment**

There was no public comment.

**Adjournment**

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

Motion approved 6-0 and the meeting adjourned at 9:15 p.m.

The next Regular Planning Commission meeting is scheduled for Wednesday, July 18, 2012 at 6:30 p.m.

Respectfully submitted,

Shannon L. Sinopoli

**PROPOSED MOTION FOR  
BELMONT CONDITIONAL USE APPLICATION**

Pursuant to Section 603(c)(2) of the Pennsylvania Municipalities Planning Code, I move that the Manheim Township Planning Commission recommend disapproval of the Conditional Use Application for Belmont (the "Application"). This recommendation is based upon the failure of the Application to comply with numerous requirements of the Manheim Township Zoning Ordinance, the inconsistency of the Application with the Manheim Township Comprehensive Plan, and the failure of the Applicant to adequately address the concerns of the Planning Commission. In making this recommendation the Planning Commission has considered, among other things, the following:

1. The Development Plan Review Report issued by the Manheim Township Department of Planning and Zoning dated June 13, 2012, which is attached hereto and incorporated into this Motion.

2. Planned Commercial Development (whether the project is a PCD or a PCD-1 as is the case with Belmont) is an optional form of development permitted by conditional use in the Township if a developer is willing to install the transportation facilities required for a Planned Commercial Development by the Zoning Ordinance and to meet other applicable requirements. A developer is required to submit as part of an application for Planned Commercial Development a roadway improvement plan and a conceptual site plan which demonstrate compliance with the road improvements required by the Zoning Ordinance. Neither the Township Staff nor the Township's Traffic Engineer has approved Applicant's roadway improvement plan. For this reason alone, the Application is deficient and fails to meet an essential criterion of eligibility for Planned Commercial Development in Manheim Township. The roadway improvement plan for

Belmont is woefully inadequate.

3. The maximum permitted ground level building footprint for a commercial building in a Planned Commercial Development-1 is 150,000.00 square feet. Applicant is seeking approval for a ground level building footprint of 268,300 square feet. This proposed footprint is in excess of the footprint permitted by the Zoning Ordinance and is not in keeping with the purpose and intent of Planned Commercial Development-1. The Planning Commission does not recommend approval of the requested modification by Applicant of the maximum building footprint.

4. Applicant is seeking to construct a building which has a length of 1,052 feet that is in excess of the maximum building length permitted by the Zoning Ordinance and is inconsistent with the stated purpose of Planned Commercial Development-1.

5. Belmont, as proposed, does not demonstrate the type of orderly and integrated development contemplated by the stated purpose of Section 2518-A of the Zoning Ordinance entitled Planned Commercial Development-1 and lacks uniformity and interconnectivity. This project site is considered a high profile development site under the Manheim Township Comprehensive Plan. The Manheim Township Comprehensive Plan encourages multi-story buildings and higher residential density for this site and has a vision for pedestrian-friendly design as the preferred manner of development. The Planning Commission does not believe that Belmont as presently proposed is consistent with the vision, goals, and objectives of the Manheim Township Comprehensive Plan, the purposes of the Zoning Ordinance, and the design requirements for the D-R Retrofit Overlay District. The commercial area of Belmont should include more higher density residential development.

6. The comments of the Lancaster County Planning Commission Staff titled Purpose of

the Planned Commercial Development-1 (PCD-1) are attached hereto and incorporated into this Motion.

7. Although Applicant contends that the Architectural Design Guidelines required by the Zoning Ordinance are merely “to give a sense of what is being proposed”, the Planning Commission believes that the Architectural Design Guidelines are and must be an integral part of any conditional use approval for Belmont. The Township must be assured that the development of Belmont will be in keeping with the purposes of Planned Commercial Development-1 and that the project shall be developed substantially in compliance with the Architectural Design Guidelines which are submitted to and approved by the Township as part of the conditional use process.

8. Applicant seeks significant deviations from the sign regulations contained in the Zoning Ordinance. The Planning Commission does not support the alternative sign standards requested by Applicant.

9. Applicant’s plans assume the acquisition of full title to a PennDOT easement for highway purposes which is part of Route 30 and is located at the northwest corner of Tract 2 of Belmont. Proof of full ownership of this land affects compliance with various requirements of the Zoning Ordinance pertaining to the proposed development of Belmont. Applicant has not submitted any documentation with the Application for Belmont to demonstrate that Applicant has the right to use and occupy PennDOT’s easement as part of its proposed development.

10. The large, uninterrupted surface parking lots which are proposed for Belmont do not comply with the Zoning Ordinance as set forth in the Development Plan Review Report dated June 13, 2012.

The Planning Commission supports development which complies with the standards and criteria for Planned Commercial Development. The Application for Belmont which is currently before the Township does not comply with those standards and criteria.

**MANHEIM TOWNSHIP**  
**DEPARTMENT OF PLANNING & ZONING**

1840 MUNICIPAL DRIVE  
LANCASTER PA 17601-4162  
(717) 569-6406 EXT. 71  
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**DEVELOPMENT PLAN REVIEW REPORT**

JUNE 13, 2012

**General Information**

Plan Name:

**BELMONT**

Township Project Number: 2012-01CU

CS Davidson Project Number: 4749.3.02.10

Tax Account/ID #: 3908834500000; 3902728300000;  
3900130500000; 3908741300000

Project Location:

Fruitville Pike & Chester Road

Application Classification:

Conditional Use Application - Planned Commercial  
Development 1 (PCD-1)

Name of Property Owner(s): Belmont Farm Family Limited Partnership, 117 Llanfair Road, Ardmore,  
PA 19003

Name of Applicant(s): Philip Frey, Manbel Devco I, LP, 1650 Crooked Oak Drive, Suite 300,  
Lancaster, PA 17601

Date Submitted: January 9, 2012

60-Day Deadline: July 23, 2012, as extended, and as  
further extended by revised submittals

**Project Description**

Total Acreage: 71 acres (+/-) TBD

Current Zoning: R-3; D-R Overlay & T-1 Natural  
Resources Overlay

Proposed Land Use: Planned Commercial Development 1 (PCD-1)

Number of Lots: 73 proposed

Number of Units: 204 total (132 apartments; 11 single-  
family detached; 61 townhouses)

**Information Received**

- Conditional Use Plan latest revision dated May 30, 2012.
- Project Narrative latest revision dated May 30, 2012.
- Natural Resource Analysis latest revision May 30, 2012.
- Traffic Study/Roadway Improvements plans latest revision May 30, 2012.
- Proposed signage latest revision May 30, 2012.

- Modification requests latest revision May 30, 2012.
- Floodplain Analysis latest revision May 22, 2012.
- Appendices/Exhibits latest revision May 30, 2012.

#### Previous Approvals

None

#### Modification Requests

**SECTION 2518-A.4.B:** Maximum Commercial Building Footprint Size

#### Unified Requests

**SECTION 1806:** Signage to comply with Article 18 (awaiting proper requests for 7 separate signage waivers)

**SECTION 2202:** 100-foot Clear Sight Triangle

#### Conditional Use Review

Reviewer: Shannon Sinopoli

#### ZONING ORDINANCE

1. In light of the fact that there are other owners of the land(s) which the PCD-1 entails, such parties shall be included in the request (a party to the Conditional Use application). The applicant shall demonstrate evidence of ownership or rights to ownership for the cemetery parcel as well as the five (5) parcels located along Fruitville Pike. Further, the applicant shall provide proof of its agreement to acquire PennDOT's easement for highway purposes located at the northwest corner of Tract 2.
2. In regards to the inclusion of land referred to as the PENNDOT "easement" and in addition to the existing survey *excluding* these lands from the "Hess Tract"; it also appears from roadway plans that PENNDOT has an "easement for highway purposes" for the entire Route 30 corridor which is the equivalent of a fee simple ownership.

Therefore, if the applicant wishes to include such basin area in the gross lot area of the PCD-1,

the Applicant will need to acquire full title to such lands from PENNDOT and provide record ownership of full title to this stormwater basin/parcel area. (Also, refer to Comment #1 above). The lot area of the PENNDOT basin will also need to be surveyed after acquisition to determine the exact acreage of such.

3. The application indicates that the applicant proposes to locate a stormwater basin on the R-3/T-4 portion of Tract 2. This land is not zoned for development as part of the PCD-1, and the basin lacks any connection to the use of the R-3/T-4 land which raises compliance questions with the use requirements of the Zoning Ordinance applicable to land located in the R-3/T-4 Districts. The stormwater management facilities are not permitted principal uses in these zoning districts nor are the proposed stormwater management facilities a proposed accessory use(s) to any existing use of such land. Discussions regarding the location of this basin should be held.
4. The applicant should have conversations with Fire Chief Rick Kane, Manheim Township Emergency Management Coordinator with regard to the CIRCULATION of the site (not just the gated emergency access as mentioned in all of the applicant's responses) for accessibility for emergency personnel and vehicle apparatus (particularly in the RTA area). Chief Kane has indicated that such "circulation" conversations have not yet occurred.
5. The applicant shall comply with the Impact Fee Ordinance dated September 13, 1999. The impact fee is based on the weekday p.m. peak hour trips generated by the project. The applicant should note that the impact fee is based upon the total trips which *includes* pass-by trips and not total trips reduced by pass-by trips. This construction is located in Transportation Service Area "D", and the per trip cost for Service Area "D" is \$1,959.28. Based on the latest trip generation submitted by the applicant, there will be a total of 1,614 additional P.M. Peak Hour Trips resulting in a total impact fee of \$3,162,277.92.
6. Relief from the requirements of the Zoning Ordinance and the PCD Ordinance regulations shall be separately broken down on the site plan drawings as: "Modification Requests" and "Unified Requests". Presently the modification requests and unified requests are grouped together on Sheet #1. Further, relief from the signage requirements should reference individual requests from Section 1806 (seven signs are proposed that are not meeting the ordinance requirements, therefore, seven separate individual requests for each sign shall be submitted).
7. ARTICLE 5 (Definitions): The maximum number of side by side townhouses is 8 dwelling units. Lots 1-10 and 11-19 exceed this amount.
8. SECTION 2202: A 100-foot Clear Sight Triangle shall be maintained at all street intersections, regardless if the street(s) are public or private. No building, planting, fencing, signage or other obstruction shall be permitted within the clear sight triangle. Therefore, if the applicant cannot meet this requirement, then the applicant will need to seek relief through the "unified request" process or a variance through the Zoning Hearing Board. The applicants have requested a "modification" versus unified request. This request for relief should be revised and listed as a "unified request" in light of the fact that Section 2202 is a requirement of the General Regulations of the Zoning Ordinance, not the PCD Ordinance.
9. SECTION 2408.3.C.(1) & (2): No building shall exceed 250 feet in length in the D-R Overlay District. The maximum length may be increased up to 400-feet in length with the purchase of transferable development rights in accordance with Article 26. The applicant is proposing a building that has a length of 1,052 feet, which would require relief through the unified request process or a variance through the Zoning Hearing Board. The applicant is responding that when



there is a “conflict” with other provisions of the ordinance, the PCD-1 provisions supersede. The PCD-1 does not contain any language or reference to a building length requirement which conflicts with the D-R Overlay provision. When there is lack of a requirement within the PCD-1 provisions, the base/overlay zoning provisions are utilized. Additionally, a building which is 1,052 feet in length is inconsistent with the stated purpose of PCD-1 development.

10. SECTION 2518-A.1.B, D & E; 2518-A.2.B.(1) & 2518.A.4.A.: One of the purposes of creating a Planned Commercial Development is to encourage a more traditional pattern of integrated mixed use (i.e. village/town/urban) pattern, with multiple stories; bringing everything closer together; apartments above the commercial uses. Further, Planned Commercial Developments shall promote a unique and attractive commercial area. This proposal appears to be more in line with a traditional shopping center (such as Shoppes at Kissel Village) with the addition of some townhouses and single family detached dwelling units behind it. Further, parking shall be reasonably distributed throughout the development and parking areas shall be minimized and not consist of large, uninterrupted surface parking lots. Further, the applicant should consider parallel parking for on street parking versus perpendicular which gives Access Drive C the appearance of a standard parking aisle versus a street network. In addition, off street parking should be tucked to sides and rear of buildings. Refer to Appendix page A-8. The applicant is encouraged to re-evaluate the “sea” of parking areas and consider parking garages/decks.
11. SECTION 2518-A.1.F.: Planned Commercial Developments shall be consistent with the goals of the Township Comprehensive Plan and follow the design standards of Appendices A, B, C and D. This project site (the Hess Property) is actually mentioned on Page 50 of the Comprehensive Plan as a High Profile Development Site which creates a unique opportunity for the Township as well as the Developer. The vision of the Comprehensive Plan for properties south of Route 30 was to create higher density, compact new development coordinated with new commercial centers. The applicant is encouraged to maximize this site with an integrated mix of commercial/residential uses in multi-story structures.
12. SECTION 2518-A.2.B.(1)(a)-(d): All buildings within a PCD-1 shall share and maintain a cohesive, unified appearance; meet the *build-to line* (which shall fall within the range of 15 to 25 feet for all uses), *building orientation*, *street wall*, and *streetscape requirements*; contribute to the mix of uses and integration of such uses throughout the site; and meet the design intent and standards included in Appendices A through D. It is questionable if this PCD-1 meets these requirements due to the layout of the project. The applicant should demonstrate how the proposed plan is meeting these standards for the commercial component.
13. SECTION 2518.A.4.D.1 & (2): The maximum residential density is 10 units per acre. The applicant is proposing 2.57 dwelling units per acre. The applicant is encouraged to maximize the density of this site and provide additional dwelling units, particularly integrated within the commercial area in multi-story mixed use structures.
14. SECTION 2518.A.4.F.(5): For each acre of impervious coverage included in the PCD-1, two (2) Transferable Development Rights are required to be acquired in accordance with Article 26, Transfer of Development Rights (TDR). The applicant is proposing 32.03 acres of impervious coverage at this time, therefore a total of 65 TDRs shall be acquired.
15. SECTION 2518.A.5.E.: The maximum residential density in the RTA is 10 units per acre. Based on the 12.12 acres located within the RTA, a total of 120 dwelling units could be proposed. The applicant is proposing 72 dwelling units. The applicant is encouraged to maximize the density of

this site and provide additional dwelling units.

16. SECTION 2518-A.6.A: Common Open Space shall be distributed between the Commercial Area and the Residential Transition Area and combined into an interconnected network of open space and pedestrian gathering places. Such spaces should be labeled accordingly.
17. SECTION 2518-A.6.B: A maximum of fifty (50%) percent of the required Common Open Space may contain stormwater and drainage easements. Based on a proposed open space acreage of 14.70 (combined Commercial and RTA proposed open space), a maximum of 7.35 acres of stormwater/drainage easement area(s) may be utilized towards open space ( $14.70 \times 50\% = 7.35$  acres max.).
18. SECTION 2518-A.6.C: Common open spaces shall be designed in accordance with the design standards set forth in Appendices A, B, C, and D. Refer to Appendices pages A-5, A-5.3 & A-5.4 specifically. Further, the applicant shall clearly label all greens/plaza/parks/recreation areas on the site layout plans.
19. SECTION 2518-A.6.E: Existing attractive or unique natural features, such as streams, creeks, ponds, woodlands, specimen trees and other areas of mature vegetation are encouraged to be preserved in a natural state as part of a greenway. There is a large quarry on the site that is proposed to be semi-filled in. This should be evaluated.
20. SECTION 2518-A.6.F & SECTION 2518-A.8.D.(6): As part of the Conditional Use approval the Board of Commissioners may condition or require as a condition that a non-motorized path or greenway be accommodated and/or installed in accordance with the standards in the Subdivision and Land Development Ordinance. Discussions with the Manheim Township Parks and Recreation Director should take place with regard to any planned future greenway or non-motorized path that may be a part of the Park/Recreation comprehensive plan. In addition, the connection of the non-motorized path (as shown on the 2010 Comprehensive Plan) which was shown on previous application submissions shall be reinstated on the plan drawings to connect to the existing neighborhood. This connection should also be shown on the circulation plan.
21. SECTION 2518-A.6. G: The ownership, administration and maintenance of common open space shall be arranged in accordance with Section 2215 and approved by the Board of Commissioners. The applicant should identify whether the intention is to form a planned community, a condominium association, or both, particularly in view of the fact that the project includes both commercial and residential transition areas.
22. SECTION 2518-A.6. G: The applicant should provide detailed information as to the manner in which the existing cemetery will be affected by the development and the measures which will be taken to make sure the cemetery is protected and maintained after development of the PCD-1. If a homeowners' association and/or condominium association are to be formed, those entities should be required in the related documentation to indemnify and hold the Township harmless from any responsibilities relating to the private cemetery. Applicant's revised Application states that the Property includes the tax parcel for the cemetery.
23. SECTION 2518-A.6. G: The applicant should be required to demonstrate the steps which will be taken to assure that the quarry is not a safety hazard. If a homeowners' association and/or condominium association are to be formed, those entities should be responsible to maintain the quarry and to indemnify and hold harmless the Township from any responsibilities relating to the private quarry.

24. SECTION 2518-A.8.A.(2)&(4): A network of interconnected streets, alleys, sidewalks and non-motorized paths shall be created to effectively accommodate vehicle, pedestrian, and bicycle circulation. To the greatest extent possible, streets shall be designed to create blocks that are generally rectilinear in shape or a modified rectilinear shape.
25. SECTION 2518-A.8.B.(5): In order to minimize the “sea of parking”, it is suggested that the applicant consider parking garages/decks and limit the number of parking spaces to the minimum requirement. Further, the applicant should consider parallel parking for on street parking versus perpendicular which gives Access Drive C the appearance of a standard parking aisle versus a street network.
26. SECTION 2518-A.8.B.(8): Parking lots fronting on a public street (Fruitville Pike) shall be organized into SECTIONS, not to exceed 150 parking spaces, separated from other sections by pedestrian aisles, biofiltration areas, islands, or planting strips. The large parking areas out along Fruitville Pike seem to be separated into two sections by a pedestrian aisle, however, both sections still exceed 150 parking spaces. The interior island planters that are being proposed do not appear to meet the intent of this requirement and further, such island planters would be a requirement regardless per Section 2511.3.C of the General Regulations in the Zoning Ordinance.
27. SECTION 2518-A.8.C.(2)&(3): Off street loading, solid waste facilities, recycling facilities and other service areas shall be placed to the rear or side of buildings, in less visually obtrusive locations. The locations of numerous dumpsters within the large retail parking area, is not desirable.
28. SECTION 2518-A.8.D.(6): Where non-motorized paths exist or are planned on adjacent parcels, such paths shall be connected to the pedestrian network of the PCD-1. In particular the path connection as shown in the Comprehensive Plan to make connection with the existing neighborhood to the east shall be proposed and shown on the plan drawings.
29. SECTION 2518-A.8.D.(4): The sidewalks and crosswalks along the central green or plaza space shall be constructed of contrasting paving materials, such as colored concrete, brick pavers or natural stone.
30. SECTION 2518-A.8.E.(1)-(10): The applicant shall ensure that all landscaping, screening and buffering requirements are met.
31. SECTION 2518-A.8.F.(1)-(6): The applicant shall ensure that all lighting design requirements are met.
32. SECTION 2518-A.8.G.(7): All signs located within the commercial area of a PCD-1 shall comply with the sign regulations in Article 18 (Section 1806) for the B-4 Zoning. The applicant has requested relief from Section 2518-A.8.G.(7) as a unified request, however, and AGAIN, any relief pertaining to Article 18 will need to be requested for individual and specific sections of Article 18 through a unified request process or seeking variances from the Zoning Hearing Board. A “blanket” relief from signage requirements (as the applicant is requesting) is not proper procedure for requesting relief from the Zoning Ordinance requirements.
33. SECTION 2518-A.8.H.(1)(a)-(c): The applicant shall ensure that compliance with all street furniture requirements.
34. SECTION 2518-A.9.A: All Architectural Design Guidelines shall be approved by the Township Board of Commissioners as part of the PCD-1 Conditional Use Application for “preliminary approval” of such architecture, NOT as part of the “preliminary land development process” and,

upon approval of such guidelines, shall be recorded in the Lancaster County Recorder of Deeds office concurrent with the recording of the plan. These required Architectural Design Guidelines are not merely “to give a sense of what is being proposed”, but rather would become an integral part of any conditional use approval by the Board of Commissioners.

35. SECTION 2518-A.9: No commercial wall shall exceed a maximum length of thirty (30) feet, measured horizontally, without incorporating architectural wall plane projections, recesses, or other vertical architectural elements that vary the plane of the wall from ground to roof. Similarly, roof line offsets shall be provided, in order to provide architectural interest and variety to the massing of a building and relieve the effect of a single, long roof. In addition, the architectural design and material surface and color of the building walls on all sides of a building visible from the public right-of-way viewshed shall be suitably finished to be complimentary with the primary facade. Some form of architectural design complimentary with the primary facade shall be provided along the sides and rear of the commercial buildings that are visible from the public right-of-way viewshed.
36. SECTION 2518-B.1: Consideration for approval or disapproval of a PCD or PCD-1 shall be based on and interpreted in light of the effect of the development on the Manheim Township Comprehensive Plan (in Urban Growth Area) and in light of the effect of the development on the use of the property adjacent to and in the areas close to the PCD or PCD-1.
37. SECTION 2518-B.3: Any conditional use to permit a modification of the requirements of the PCD/PCD-1 Section shall be subject to the following standards:
- A. The design and improvement of the development shall be consistent with the purpose and intent of this Article.
  - B. The design and improvement of the development shall generally enhance the area or in any case not have an adverse impact on the area.
  - C. The modification shall not result in configurations of lots or street systems which shall be impractical or detract from the appearance of the proposed development.
  - D. The proposed modification shall not result in any danger to the public health, safety or welfare by making access to any buildings by emergency vehicles more difficult, by depriving adjoining properties of adequate light and air, or by violating the other purposes for which zoning ordinances are to be enacted under Section 604(1) of the Pennsylvania Municipalities Planning Code.
  - E. Landscaping and other methods shall be used to insure compliance with the design standards and guidelines of this Article.
  - F. The applicant shall demonstrate that the proposed modification will allow for equal or better results and represents the minimum modification necessary.
38. SECTION 2518-B.12.A.13: There is some concern regarding the single vehicular access to the RTA portion of the PCD-1 as shown on the circulation plan in light of the fact that the second access is labeled as an emergency access. It is also suggested that the applicant think about the possibility of adding traffic calming measures along Access Drive A after intersecting with Access Drive D.
39. SECTION 2518-A: Because a Planned Commercial Development is an optional form of development in addition to other development permitted in the I-1 and B-4 Zoning Districts and the D-R and D-A Overlay Districts, the applicant for a Planned Commercial Development will not only need to construct improvements to the road infrastructure immediately adjoining the Planned Commercial Development, but, to be eligible for a Planned Commercial Development,

in addition construct off-site transportation or road improvements in accordance with Section 2518-B.12.A.16 and Section 2518-B.12.A.17 (see below). All applicants for Planned Commercial Development need to insure the Township that adequate transportation facilities are in place or acceptable arrangements for providing the facilities are made concurrent with the development as set forth in this Section 2518-B. Transportation concurrency is a prerequisite to entitlements to construct and occupy the Planned Commercial Development.

40. SECTION 2518-B.12.A.16.: A traffic study shall include a roadway improvement plan *satisfactory to Township and approved by the Township's traffic engineer*, to meet the requirements of Section 2518-B.12.A.16 of this Ordinance. The traffic study shall demonstrate that the improvements proposed on the roadway improvement plan and in the conceptual site plan will meet the following standards, as applicable:

**\*\*SECTION 2518-B.12.A.16.(a):** The design year pre-development levels of service for the lane groups of intersections within the study area approved by Township must be maintained if they are C or D, they should not deteriorate to worse than C if they are currently A or B, and shall be improved to a D if they are E or F, provided, however, that if such level of service cannot be attained in the lane groups of an intersection within the agreed study area, then the design year pre-development level of service shall be acceptable for the design year post development, provided that there shall be no overall increase in delay for any such intersection. The Township may, but shall not be required to, approve alternative standards for the level of service or delay of a lane group or intersection upon the request of the applicant, provided the applicant can demonstrate to the satisfaction of the Board of Commissioners that the alternative standard is reasonable in consideration of the existing conditions of any lane groups or intersections and in the opinion of the Township achieves an acceptable result.

**\*\*SECTION 2518-B.12.A.16.(b):** If any portion of the PCD or PCD-1 tract is located within 3,750 feet from any portion of an interchange with a limited access highway or the collector-distributor road network for a limited access highway, in addition to the requirement above, (1) the roadway improvement plan shall include an interchange improvement acceptable to the Township that yields not less than a thirty three percent (33%) reduction in delay from the design year pre-development to the design year post development. To determine if the PCD or PCD-1 tract is within 3,750 feet of an interchange with a limited access highway or the collector-distributor road network for a limited access highway, the measurement shall be made based on the closest distance from the edge of the PCD or PCD-1 tract to the right of way of the closest point of the interchange or the collector-distributor road network for a limited access highway. A merge/diverge interchange shall not be subject to the above criteria.

The roadway improvement plan, as submitted, is not satisfactory to the Township Staff and has not been approved by the Township's Traffic Engineer.

41. SECTION 2518-B.12.A.17: The traffic study shall demonstrate that the improvements proposed on the roadway improvement plan will meet the standards as identified in Section 2318-B.12.A.16 above. According to the TIS, this proposal does not meet the PCD/PCD-1 requirements (refer to Township Traffic Engineer's comments).

42. SECTION 2810.3.B: The applicant shall have the burden of proving compliance with the requirements of Section 2810.3.B.(1)-(9) (Applications for Conditional Uses).
43. It should be noted that additional defects and/or deficiencies may very well exist. Therefore, the applicant is advised to review any future submissions in conjunction with the requirements of the Manheim Township Zoning Ordinance, the Manheim Township Floodplain Ordinance, and other applicable laws and regulations prior to reapplication and/or re- submission of new/revised plans.

**Signage Comments (Reviewer Andy Bowman, Sign Code Official):**

1. **Gateway Signage** does not fall under any section of the current sign ordinance. Freestanding Sign could be used but this signage fails to comply. Development signs are for residential developments so that standard would not apply.
2. **Center Signage** is too high (25 feet) and too large (200 square feet). Maximums per Ordinance 20 feet and 120 square feet, respectively. 1806.2
3. **Directory Signage** is not explicitly defined in the ordinance and would most likely fall under freestanding sign regulations. 1806.2
4. **Monument Signage** is not explicitly defined in the Ordinance and would again most likely fall under freestanding sign regulations. In addition, freestanding signs are limited to 1 per lot with a second permitted if a parallel street frontage is present. As proposed, 1 monument sign per building is requested. 1806.2
5. **Building Signage** is clearly limited in the Ordinance to no more than 200 square feet per building with no more than 1 ½ square feet of signage per 1 foot of building width.
6. **Temporary Real Estate Signage** is limited in the ordinance to a maximum of 32 Square Feet. 50 square foot signs are proposed.
7. **Permanent Real Estate Signage** is not permitted per Ordinance. 20 square foot permanent real estate signs are proposed.

**\*\*Note:** All proposed signage does not meet the requirements of Article 18 of the Zoning Ordinance, in which case, would require the applicant to seek waivers by requesting individual relief through the Unified Request process (not modification process).

<b>Township Engineer Review</b>	Reviewer: Jeffrey Shue
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**Land Planning Comments:**

1. The property ownership of the PennDOT basin along Route 30 must be resolved with supporting

material provided.

**On-Site Traffic/Transportation Comments:**

1. Bus stops and general mass transit coordination shall be reviewed and integrated into the design.
2. The path from the adjacent subdivision (Glen Moore) into the development site, shown on the comprehensive plan, has not been included in this plan. Pedestrian connections to the non-motorized path shall be reviewed.

**Stormwater and Erosion and Sedimentation Control Comments:**

1. Delineations of the floodplains must be validated by the Board of Commissioners before final reviews can be conducted.
2. Final designs shall address water quality, recharge, and peak flow retention for runoff directly from the site.
3. Geotechnical recommendations regarding infiltration and its associated impact on water quality and peak flow retention should be incorporated into the concept plan and be integrated into the final designs at all levels.
4. The modification of the existing PennDOT stormwater basin shall be addressed with PennDOT including agreements, stormwater management of tributary areas, and existing required discharge rates.
5. A geotechnical study and investigation of the existing quarry must be performed to address the proposed modifications and stability for development proposed.
6. Regulations and required permits associated with the existing quarry must be provided to the Township for review. Additional detail will be required to safeguard the existing facility from the proposed development.
7. It should be noted that additional defects and/or deficiencies may very well exist. Therefore, the applicant is advised to review any future submissions in conjunction with the requirements of the Manheim Township Zoning Ordinance, the Manheim Township Floodplain Ordinance, and other applicable laws and regulations prior to reapplication and/or re-submission of new/revised plans.

**Township Traffic Engineer Review**

Reviewer: Chris Schwab

**Traffic Impact Study Comments:**

1. The total and internal trip generation information presented on pages 23 and 24, Table 5 is consistent with ITE Trip Generation data and is acceptable for use in the traffic impact study. The proposed development will generate 442 AM total peak, 1,614 PM total peak, and 2,083

total Saturday mid-day peak hour trips. For purposes of calculating the transportation impact fee, the total weekday PM peak hour trips shall be used.

2. The lane configuration for southbound Fruitville Pike at the Fruitville Pike/Manheim Pike – Keller Avenue intersection is incorrectly shown in the Synchro analysis as a separate left, through, and right lane for the existing and 2025 base conditions. For an accurate comparison of “no build” and “build” conditions, the Synchro should be corrected to show a left, through, and shared through/right lanes for the existing and base conditions.
3. The eastbound right turn movements at the Fruitville Pike/Chester Road intersection for the 2025 projected conditions have been reduced as a result of the proposed improvements at this intersection for the AM, PM, and Saturday peak hours. The calculations for this reduction were done incorrectly for the PM peak hour. The calculation shows a reduction of 121 vehicles instead of 80 vehicles. While the reduction is mathematically reasonable, we have reservations about how this intersection will actually operate in the field (See comment #4).
4. The proposed channelized eastbound right turn lane on Chester Road at the Fruitville Pike/Chester Road intersection will potentially create an unsafe situation. Since the proposed channelized eastbound right turn lane is proposed to lane drop into Red Rose Commons, only a short weaving area will be available for vehicles that wish to get into the right turn lane for Red Rose Commons for vehicles oriented from the north on Fruitville Pike. Additionally, vehicles using the channelized eastbound right turn lane will not be able to move to the southbound through lane since the southbound through lane queues will extend past the gore markings during the AM, PM, and Saturday peak hours. The Synchro analysis assumes that only traffic oriented from Chester Road to Red Rose Commons will use this channelized lane. However, if a physical barrier is not proposed prohibiting southbound through traffic from using this lane, safety is a concern. This design will need to be discussed further with the Township and PennDOT before the proposed design can be accepted.
5. The intersection level of service shown in Table i (for condition #3) on pages 10-15 of the study are acceptable and will meet the Manheim Township PCD-1 Zoning Ordinance requirements for level of service. According to section 2518-B.12.A.16 (a), *"The design year pre-development levels of service for lane groups of intersections within the study area approved by Township must be maintained if they are C or D, they should not deteriorate to worse than C if they are currently A or B, and shall be improved to a D if they are E or F, provided however, that if such level of service cannot be attained in the lane groups of an intersection within the agreed study area, then the design year pre-development level of service shall be acceptable for the design year post development, provided that there shall be no overall increase in delay for any such intersection."*

The 5/30/2012 Township Roadway improvement plan (corresponding to the improvements listed on pages 1-4 of the revised study) shows the improvements required to satisfy section 2518-B.12.A.16 (a), but does not propose to construct many of these improvements. Since the required improvements are not proposed, the study does not comply with the PCD-1 ordinance requirement.

6. Assuming that a level of service D cannot be attained for each lane group, the following intersections also do not meet the Township's ordinance requirements and show an overall



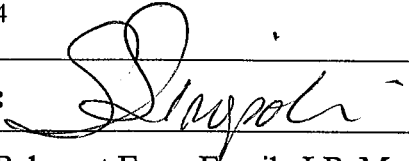
increase in delay during at least one of the peak time periods for 2025 projected conditions:

- Fruitville Pike/Granite Run Drive
- Fruitville Pike/Roseville Road
- Fruitville Pike/York Road
- Fruitville Pike/Chester Road
- Fruitville Pike/Manheim Pike/Keller Avenue
- Lititz Pike/Roseville Road
- Oregon Pike/Chester Road
- Lititz Pike/York Road
- Manheim Pike/Steelway
- Manheim Pike/Dillerville Road

The previous 3/28/2012 response letter showed the improvements required to satisfy section 2518-B.12.A.16 (a), but did not propose to construct any of these improvements. This letter is included in the revised TIS, but none of the improvements are incorporated in the Roadway Improvements Plan or summarized in Table i (Level of Service Summary). Since the required improvements are not proposed, the previous review comment has not been addressed. The study should provide specific details for each intersection as to why all of the required improvements are not proposed to be constructed. Please note that the PennDOT levels of service criteria are not consistent with the Township level of service criteria. PennDOT criteria are not acceptable Township alternative level of service standards for a PCD/PCD-1.

7. The previous 3/28/2012 response letter showed the improvements required to satisfy section 2518-B.12.A.16 (b) and achieve a 33% reduction in delay from design year pre-development to design year post-development at the interchanges studied, but does not propose to construct any of these improvements. The study should provide specific details for each intersection as to why all of the required improvements are not proposed to be constructed. A 33% reduction in delay will not be achieved at any of the interchanges with the proposed improvements recommended in the study.
8. Based on a review of the queue analysis for the site access driveways, it was found that the southbound queue on Fruitville Pike will extend beyond the gore marking for the eastbound channelized right turn lane (as discussed in comment #4) and needs to be addressed. Additionally, a summary of queues should be included for all study intersections in the study.
9. It should be noted that additional defects and/or deficiencies may very well exist. Therefore, the applicant is advised to review any future submissions in conjunction with the requirements of the Manheim Township Zoning Ordinance, the Manheim Township Floodplain Ordinance, and other applicable laws and regulations prior to reapplication and/or re-submission of the new/revised plans.

**Signature:**



**Date:**

6-13-12

**Copies:** Belmont Farm Family LP; Manbel Devco I, LP; Alex Piehl (RGS); Bernadette Hohenadel (Nikolaus & Hohenadel); Robert Richardson (TPD); Randy Heilman (LCPC) Chris Schwab; Jeff Shue; Bill Crosswell; Phil Mellott; Lisa Douglas; Rick Kane

If you have any questions regarding this review, please call:

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## **Purpose of the Planned Commercial Development-1 (PCD-1)**

### **(Belmont Project)**

- 1. To promote appropriate development of viable mixed-use commercial areas at or near highway interchanges within the D-R Overlay District.**

The Belmont property is a Growth Opportunity Area (GOA) which is defined as an area that should be developed with a mix of uses, including a wide range of residential and commercial densities as found in both Growing Together and the Manheim Township Comprehensive Plan. The developer should recognize the significance and prominence of this location to the township as well as the county by designing and developing a cutting-edge, mixed-use community on this site.

- 2. To encourage a more efficient use of land and of public services by directing new development and redevelopment towards a more traditional pattern of integrated mixed-uses.**

Consider a higher intensity of development which would maximize use of the site and make structured parking viable. Develop a dense, walkable, mixed-use town center. Integrate land uses. Front buildings on Fruitville Pike. Wrap big boxes with retail. Avoid building service areas facing residential development. Residential uses should be integrated with and connected to commercial uses. Retail and residential development can be synergistic creating an immersive environment for the community, but "Big Boxes" will not "build the address".

The Conditional Use Site Plan has only one access point for the residential component of the development section. The other access behind building M is a gated secondary emergency access. The developer needs to provide adequate ingress and egress to the site in its totality.

What is the intent of the brick driving circle between Buildings H, I, and C? It "looks good" graphically, but is it really a temporary parking location or a handicap drop off to those closest buildings? It does not appear to have a purpose clearly shown in the Belmont Conceptual Architectural Design Plans. The one illustrative rendering shows it as having one lone car within it providing no distinctive purpose for the circle potentially making it a poorly laid out temporary parking lot. Conversely, if the intent of the circle is to be part of the "Central Green", then the developer should make it for pedestrians and not for vehicular purposes.

3. **To provide road infrastructure improvements to the transportation network supporting the PCD-1 Development, including off-site transportation or road improvements in accordance with Section 2518-B12.A16 and Section 2518-B.12.A.17 herein in order to avoid the potential traffic congestion and delays associated with commercial development, and to ensure that such improvements are concurrent with the development.**

LCPC staff only has the Executive Summary of the Transportation Impact Study (TIS) so we are not able to fully evaluate what road infrastructure improvements need to occur both on-site and off-site. However, from the TIS Executive Summary, Fruitville Pike and Dillerville Road intersection have not been included in the analysis which LCPC staff believes is in error since the new proposed signal will be about 600 feet away from that intersection. The TIS does mention improvements to Fruitville/Roseville, but LCPC staff believes the Fruitville Pike/Dillerville Road intersection will be impacted more by this proposed development.

4. **To promote development with a high quality, unified design through the consistent use of compatible urban design and architectural design elements of buildings, open spaces, signs, parking areas, and streetscape.**

Design civic spaces and the public realm to stimulate public activity for the Belmont site.

Furthermore, utilize the Belmont site's natural resources as assets rather than liabilities in the design. Utilize green infrastructure interventions to accommodate increased stormwater runoff generated by additional impervious surfaces. Utilize the entire quarry site as a stormwater facility and community amenity.

The developer should take into account the local architectural community character when designing both the commercial and/or residential buildings. As designed, the proposed Belmont project does not have the feel and/or look of "Lancaster County" which should be the architectural basis for a project of this scale.

The requested waiver of maximum building footprint is based on the developer "incorporating quality material including brick and cast stone to create interesting and dynamic facades" on a large scale. However, placing brick and stone on a building will not necessarily make it interesting, dynamic, or visually pleasing to the community or the customers it is intended to serve. The developer of the Belmont project should base the waiver justification on incorporating some "Lancaster County architectural detail" regarding the size, scale, roofline, and façade openings. In past developments

throughout the county, developers have used brick or stone; however we do not have many examples where both types are used on the same building as the developer is proposing in the Belmont project.

In regard to the waiver request of reducing the width of the riparian and wetland buffers down to five feet (5) where the proposed Fire Station is to be designed and located, the developer should consider redesign and relocation of the fire station so it is outside of those buffers, thus making the waiver request no longer necessary.

- 5. To promote a unique and attractive commercial area that features inviting streetscapes adequate parking provided in visually minimized parking areas that replace large, uninterrupted surface parking lots.**

The placement of perpendicular parking along any access drive potentially causes vehicular conflicts, especially along Access Drive "C" which is the "Main Street" The developer of the Belmont project should consider alternative parking design options which minimize possible conflicts between vehicles.

The developer should consider a higher intensity of development that encourages a highly pedestrian environment of Main Street retail, office, hotel and residential with full build-out, including greater use of multi-story and mixed use structures, which would maximize use of the Belmont site requiring structured parking.

Develop a hierarchy of complete streets in a connected urban form that provides for efficient automobile movement and encourages bike, pedestrian, and transit use. Belmont should be the kind of place that is so attractively done that people would not think of driving from section of the project to another or one store to another store. Eliminate the residential cul-de-sac. Provide a connection to the neighboring residential development.

The proposed driving circle for the Belmont project is designed with brick and is intended to be used for vehicles and the crosswalk right in front of it is also designed in brick. Part of the reason to use different building materials is to let users know that something different is occurring. To use the same building material to designate both a pedestrian use and a vehicular use can be confusing and should be changed.

It would appear that the developer is proposing to have eleven signs along Fruitville Pike which in LCPC's staff opinion is more than necessary for this project. Signs should be strategically placed to enhance the development and provide the necessary information for potential customers and residents of the community.

The developer is requesting waiver of sidewalks to allow sidewalks only on one side of the internal private streets/access drives where there are uses on only one side of the drive. The intent of a development such as this should be to promote pedestrian use and enhance connectivity in both the commercial and residential development. If the developer would consider reducing the amount of vehicular paving (the intent and/or use of the driving circle is undefined) they would have more impervious surface that they could use for sidewalks. The developer should make a conscious effort to decrease the amount of impervious area, but not at the expense of providing necessary sidewalks. Additionally, the developer should be judicious in the placement of access drives and additional parking so not to compromise the placement of sidewalks within the development. Finally, the proposed Belmont project appears to have 261 extra parking spaces proposed that could be removed providing plenty of impervious area available to provide sidewalks on both sides of the street.

- 6. To create new developments that are consistent with the goals of the Comprehensive Plan and the design intent and standards contained in Appendices A, B, C, and D.**

Recognize the significance and prominence of this location to the township, as well as the county by designing and developing a cutting-edge, mixed-use community on this site. The appendices in the zoning ordinance are intended to help protect and enhance the character of Manheim Township and promote preferred development types by utilization of form-based concepts.

- 7. To protect existing residential neighborhoods from the impacts of high intensity commercial development through the use of Residential Transition Areas located between the commercial development and existing residential neighborhoods or zones.**

A Residential Transition Area is important for a project of this scale as it provides a mechanism to integrate Belmont into the existing development pattern/neighborhood. Additionally, the transition area should be context sensitive and not impactful on the residents. How could this development add value to what exists there now, especially the residential neighborhood?

- 8. To adaptively reuse historic structures in a manner that preserves their context and unique place in the history of Manheim Township, while providing a viable economic use that offsets the costs of renovating and maintaining such structures.**

Preserve the character-defining features of the Mayer-Hess farmstead, including the main house, principal barn, related outbuildings, and stone wall. The Mayer-Hess farmstead and building are iconic in nature to both the township and the county and should be treated as treasured resources. Adaptive reuse in a context appropriate way will establish the farmstead as a gateway. Similarly, the Belmont development should treat the streetscape as a gateway and the two sides of Fruitville Pike be given that kind of status through appropriate design.

Wetlands & related buffers on the parcel should not be infringed on. Given the sensitive nature of both natural and cultural elements on the site, the necessity of new construction is questionable and could easily be accommodated elsewhere.

The LUAB/LIMC Growing Together Internal Review Summary indicates that the applicant's HR Management Plan identifies the farm house (unknown if it includes the barn) as a "National Register Eligible" site. The LIMC review does not provide any other additional comments in regard to historic structures.