

East Manchester Township
 PLANNING COMMISSION MINUTES
 May 28, 2019

At a regular meeting held at the Township Building, the following members were present: Blaine Rentzel, Robert Nace, Edward Hewitt, Mike McCowan, and Mike Scarborough. Also present: Engineer Laymon Mortorff, Zoning Officer Kristie Masemer, Recording Secretary, and 16 citizens.

Chairman McCowan called the meeting to order at 7:00 p.m.

Minutes

Motion by Hewitt, second by Rentzel, to approve the minutes of the meeting of February 2019. All members voted aye; motion carried.

Plans

A. Codorus Quarry Site subdivision plan; submitted by Snyder, Secary, and Associates, LLC, on behalf of Core5 Industrial Partners, LLC; plan number 18-0357-004 submitted on February 28, 2019.

Charlie Courtney, on behalf of the applicant, was present with Brian Reisinger, Craig Mellott, and Josh Hoffman. It was noted that the presenters might refer to the LDP in the course of the presentation of the subdivision plan. Mr. Hoffman presented the information, outlining that this plan involves three existing parcels totaling roughly 333 acres. One parcel is in Manchester Township, one is in both Manchester and East Manchester Townships, and the third is in East Manchester Township. The existing quarry is in the center of the site. The applicants would like to subdivide the entire site into seven parcels. Lots 6 and 7 will see no development. Lot 1, with its separate building, lies half in EMT and half in MT; Lot 5 is all in Manchester. Lots 2, 3, and 4 are all in EMT. Industrial Zone (in both Townships). Four access points onto Mundis Race Road. No access to Dellinger or Dellinger Farm Court. Four stormwater basins will discharge into existing quarry. Any maintenance will be the responsibility of a Condo Association. Sanitary sewer to private grinder pump system to Manchester Township system. Intermunicipal Agreement required; this is in progress.

Lighting will comply with Township ordinance requirements. The applicant will use “dark sky certified” lights, with minimum lighting into the sky. This site sits higher than the nearby observatory. The applicant will work with the Township to install panels, if necessary, to further reduce the light pollution. They are proposing a berm with vegetation to further reduce the view from the surrounding homes.

Overview of the traffic study was presented by Mr. Mellott. Ten intersections off-site were studied for impact numbers. He noted that this site was formerly used as a quarry with significant truck traffic; at peak operation, there were 350 trucks per day in and out of the site. He mentioned this to illustrate that this was formerly a heavy traffic use and not a use with virtually any traffic. The proposed use will also have truck traffic. This use will see perhaps 500 trucks per day, maximum. It was noted that the quarry trucks were concrete trucks, not tractor trailers. Four proposed driveways were studied for visibility (they will discontinue using the existing quarry driveway). Each driveway will have a stop sign; no signals are proposed. Offsite, the focus should be on Emig and Mundis Race Roads. No trucks may turn left from the site. Turning lanes are recommended on the area roads. They are recommending a signal at

Emig and Mundis Race Roads when the site is about 80 percent built out. Mr. Mortorff noted that a GPS will direct truck traffic to Sherman Street and Mundis Race Road or to Dellinger Road. How to deal with this? Perhaps adjust the “pin” on the Google map location to modify the truck traffic route. The Township has the ability to work with PennDOT to implement truck traffic prohibition. It was noted that there’s a growing problem with truck traffic in this Township, and now is a good chance to make sure all the bases are covered by forward-thinking people. Starview and Dellinger Roads is another possible GPS route, so consider that route as well. Unfortunately, it’s difficult to absolutely prevent truck traffic from going where they want. Mr. Courtney offered to check with PennDOT to see what else can be done to prevent a bad situation from getting worse.

Will all five buildings be used for warehousing purposes? Yes, with perhaps a bit of manufacturing. Uncertain just yet.

How about the flooding on Mundis Race Road? Three of the four driveways are in the floodplain. Employee traffic, in an emergency, will use the fourth driveway to exit the area. Truck traffic, in an emergency, will exit into Manchester’s industrial park using Busser Road. There would be an Association to maintain the driveways, etc. How about the Rail Trail? It’s a problem now; adding truck traffic isn’t going to make it easier or safer. The road will be widened in that area, which should help. How about the lot across Mundis Race Road? Would the applicant dedicate that area to the county or township? If the county or township will not except dedication of the lot, the Association will also maintain this.

Waivers requested:

§208-46.B.1, road widening. 34’ wide required; currently the road is 22’-23’ wide. Proposing to keep rail trail curb as is; widen part of the roadway to 34’ to Manchester Township line and beyond. Waiver would apply to Dellinger Road, Dellinger Farm Court, and a portion of Mundis Race Rd.

§208-47, curbs and sidewalks on Mundis Race Road, Dellinger Road, and Dellinger Farm Court; requesting a waiver for about 25% of Mundis Race Road. Proposing sidewalk from easternmost driveway to the driveway in Manchester Township. The waiver would be for a portion of Mundis Race Road. There’s a swale along Dellinger Road which the applicant proposes to change to be piped rather than swaled. Access to rail trail? Keep that to one access, maybe two, was the suggestion, for safety. No sidewalks proposed around the interior loop. Curbing is to be installed on a portion of the northern side of Mundis Race Rd.

§208-61.A, monuments required at intersecting lot lines and street ROW lines. Twelve concrete monuments proposed at key points at ROW lines; other indicators would be iron pins. Monument placement has been required of every other developer – why not this applicant? Will this waiver make it past the Board of Supervisors?

§208-34.A, plan size. No issues there.

Mr. Hewitt feels that Mundis Race Road should be widened all the way to the eastern property line.

Where might a bus stop might be located? That might affect the sidewalk placement. YCPC suggested that the applicant contact the bus company to try to determine the particulars of a bus route and stops.

Sticking points: curbs and sidewalks and monuments. What would be the purpose or benefit to having sidewalks on Dellinger Road? For walkers? Access to the park? No. Maybe a six-month note for Dellinger Road sidewalks? How about internal sidewalks? Perhaps. Correspondence from Rabbit Transit will be required. Also, a driveway detail will be required deterring truck traffic from turning left towards N Sherman St Ext and Dellinger Rd. Suggestion: designated right turn lane for trucks, to make it obvious that trucks must turn right onto Mundis Race Road. Somehow, make it impossible for the trucks to make a left. The applicant will consider this option and look for a solution. There was a suggestion to add “bump outs” to deter left-hand turns.

The applicant withdrew the waiver request for monuments.

Motion by Hewitt, second by Nace, to recommend approval of the waiver for plan size, §208-34.A. All members voted aye; motion carried.

Further discussion was held concurrently on the subdivision and land development plans and associated waiver requests.

B. Codorus Quarry Site land development plan, submitted by Snyder, Secary, and Associates, LLC, on behalf of Core5 Industrial Partners, LLC; plan number 18-0357-004 submitted on February 28, 2019.

Waivers requested:

§199-15.R, basin side slopes max of 4:1; proposing 3:1 in each; fencing and vegetative stabilization.

§208-47, curbs and sidewalks on Mundis Race Rod, Dellinger Road, and Dellinger Farm Court

§208-44.D, cut face slopes max of 3:1; proposing 2:1 slope with fencing on top portion.

§208-44.E, fill slopes max of 3:1; proposing guide rail and/or fencing.

§208-44.F, setbacks of slopes and fencing required at 4:1 or steeper;

§208-34.A, plan size

§208-31.A.3.a.4, utility profiles; plan sheet references will be added to the plan.

§208-46.B.1, road widening

Fencing was discussed. The quarry will be fenced, as will the stormwater retention ponds and all buildings. Mr. Mortorff requested a connection between two particular sections of the fencing at Dellinger Farm Court location; will do.

Motion by Scarborough, second by Hewitt, to recommend approval of the waivers for the following Sections: 199-15.R, basin side slopes, max 4:1; 208-44.D, cut face slopes mas of 3:1; 208-44.E, fill slopes max 3:1; 208-44.F, setbacks of slopes and fencing required at 4:1 or steeper except fence at Dellinger Farm Court as noted by the Township Engineer; 208-34.A, plan size; 208-31.Z.3.a.4, utility profiles (all waivers EXCEPT §208-47 and §208-46.B.1). All members voted aye; motion carried.

C. 972 Canal Road Extended, subdivision and land development plan; submitted by Snyder, Secary, and Associates, LLC, on behalf of Hillwood Enterprises, LP; plan number 15-0158-014 submitted on March 28, 2019.

Jim Snyder, Chris Bentzel, and Ron Lucas were present on this plan which consists of two lots, one being 199 acres, the other, 6 acres. The applicant would like to combine two

existing lots and then subdivide the result into four lots, and then construct three warehouses. A private driveway will serve all three buildings. The fourth lot is proposed for trailer storage. The parcel is greatly surrounded by the Little Conewago Creek. Most of the property is in the Industrial Zone; some of it is in Conservation. The EMT ZHB granted a Variance to construct in the Conservation Zone and to exceed maximum building height with the condition of placing a berm and vegetation along Canal Rd Ext behind building 1. All traffic issues are related to the Canal Road Betterment Project. This project will assure that the applicant has truck access to the site. The applicant is requesting a waiver of the traffic study, since the traffic is being extensively studied for the Canal Road Betterment Project. Mr. Mortorff noted the same concern of truck traffic being directed via GPS directions.

GLB's letter dated March 19, 2019, was reviewed. Open items: 2, Line of sight drawings should be provided (§208-55.E); 4, The lot layouts do not appear to meet the requirements that lot depths not exceed three times the average lot width (§208-43.C.5.c); 5A, owners' association documents (§208-13); 5B, planning module approval (§208-31.A.3.a.b); 5C, erosion and sedimentation plan approval (§208-31.A.3.a.7); 5D, recreation fees (§208-49.B); 5E, surety and developers agreement (§208-67.B); 5F, list of permits required with status or date approved (§208-34.C.8); 5J, approved traffic study from the Canal Road Betterment Project, *with PennDOT approval received in writing* (§208-31.A.3.a.13); 5L, Northeastern York County Sewer Authority signature block (§208-34.B.21); 5N, highway occupancy permit application approval (§208-34.B.22); 6, Monuments (§208-61); 8, access to the south side of Building #3 should be evaluated; check with the fire safety regulations for sufficient area for access behind the building; 9, access for off-site sewage flow from Canal Road should be considered; and 10, stormwater management (§208-34.C.13).

YCPC's letter dated May 20, 2019, was reviewed. Open items: 1, Fences (§255-43); 4A, letter from Met-Ed for the 100' Met-Ed Easement stating any conditions on the use of the land or a copy of any recorded agreement (§208-31.A.3.9); 4B, proof that public water and public sewer is available to serve the site (§208-31.A.3.11 and 12); 4D, erosion and sediment control plan approval from the York County Conservation District (§208-34.C.9); 4E, approval from PA DEP and the Army Corps of Engineers for the proposed wetland mitigation (§208-34.C.12); 4F, any required sewage facilities planning module approval by PA DEP (§208-31.3.a.6); and 4G, owners association documents (§208-34.C.12).

Roger Zirkle, owner/resident at 1055 Canal Road Extended asked questions about the view from his house and about stormwater.

David Naylor, owner/resident at 1070 Canal Road Ext., noted that Building #3 is "problematic" for the residents in the area. He urged the Township to learn from past mistakes or past situations, namely the Starbucks and DHL businesses, and their impact on the residents. He also noted that the improvements to the site will eliminate the water draining to his property. Sewer access on Canal Road would be a great idea, per Mr. Naylor. It was noted that there may well be rooftop a/c units visible on the roof of Building #3. Think ahead to what this might look like. Does "visual screening" mean totally out of sight? Also, think of the noise of these units. Mr. Bentzel noted that the units can be located on the roof so that they are not visible (or too visible) from Canal Road.

Waivers requests were discussed with regard to road frontage, and the lot depth ratio waiver. Further discussion: utility profiles will be referred to on the plan to save paper; traffic

study is related to the Canal Road Betterment Project (PennDOT approval in writing is necessary);

Regarding sewage treatment, there are two options which involve pump stations—collect and pump to Conewago Township’s system OR pump to the nearest manhole in East Manchester Township.

Regarding the monument waiver -- many are located within the stream, so they wouldn’t be required. Others are down the center of the roadway; really can’t put monuments there. All corner markers are shown on the plan as monuments or iron pins. Mr. Mortorff feels that the steep slope on Canal Road should *not* be waived for fencing. Not a problem; will comply. Regarding curbs/sidewalks, Mr. Mortorff noted that there is curbing on one side of Locust Point to Canal Road. Access is on Locust Point, not Canal (except for the emergency access), so there’s really no need to improve that stretch of Canal Road. Mr. Scarborough disagrees, noting that if the emergency access is activated, all the traffic within the site will be funneled onto an unwidened section of Canal Road. The emergency access road is a 24’ gravel road. But, there was some consensus from the residents to keep Canal Road rather residential, as it is now. Widening and paving that section will likely mean increased speed, not conducive to a residential area.

Waivers requested:

- §208-21, preliminary plan
- §208-31.A.3.a.4, utility profiles
- §208-31.A.3.a.13, traffic impact study submission
- §208-34.A, plan size – large project, large paper size requested;
- §208-44.D, cut face slopes max of 3:1; some proposed at 2:1;
- §208-44.F, setbacks of slopes and fencing required at 4:1 or steeper – some are proposed at 3:1, which would require fencing all over the place.
- §208-43.C.5.c, lot depth ratio
- §208-46.B.1, road widening on Canal and Locust Point Roads
- §208-47, curbs and sidewalks on Canal Road Extended and Locust Point Road.
- §208-61.A, monuments required at intersecting lot lines and street ROW lines
- §199-20.B, riparian buffer zone widths

Waiver issues: curbs and sidewalks; monuments should be placed at locations that are not in the stream or street; berm/access to south side of Building #3. Six-month note on the plan for curbs and sidewalks? Will this location be served by public transportation? Correspondence from Rabbit Transit is required. The fencing waiver should be accommodated with a detailed plan of the locations the applicant are requesting relief from as noted by the Township Engineer for further review.

Motion by Scarborough, second by Nace, to *table* this plan for further review and modification. All members voted aye; motion carried.

Additional New Business

Dallmeyer attended a staff meeting with a sketch plan of 3 parcels on North Sherman Street Extended near the intersection of Codorus Furnace and North Sherman Street for a 72-townhouse plan. Submission possibly end of June for the July meeting.

Motion by Nace, second by Rentzel, to adjourn. All members voted aye; motion carried. The meeting adjourned at 10:30 p.m.

Respectfully submitted,

Julie B. Maher, Recording Secretary