

FAIRVIEW TOWNSHIP PLANNING COMMISSION

June 5, 2018

CALL TO ORDER

Mr. Thompson called the meeting to order at 7:05 PM

ROLL CALL

Present:

Chairman	Michael E. Thompson
Member	Anne K. Anderson, P.E.
Member	H. Adam Williams, P.L.S.
Member	Michael Mehaffey, P.E.
Member	Jason Stouffer
Codes Director	Stephen M. Waller
Township Engineer	Drew Bitner, P.E.

Absent:

Codes Assistant	Chris H. Strump
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APPROVAL OF THE MINUTES

Mrs. Anderson, seconded by Mr. Mehaffey, made a motion to approve the minutes of the May 01, 2018, meeting. Vote on the motion. All Aye. The motion carried.

DISCUSSION AND CORRESPONDENCE

There was no Discussion and Correspondence.

SKETCH PLANS

There were no Sketch Plans.

SUBDIVISION PLANS

There were no new Subdivision Plans.

LAND DEVELOPMENT PLANS

1. Crossroads Middle School – 18-1007-LD

Mr. Waller addressed the Planning Commission and stated that the representatives of the Plan have asked to have this matter tabled so that they can revise the plans and have this matter be discussed at the next Planning Commission Workshop meeting.

Mrs. Anderson made a motion to table this matter. Mr. Mehaffey seconded the motion. Vote on the motion. All Aye. The motion carried.

OLD BUSINESS

1. 575 Old York – 17-1012-LD

Mrs. Anderson made a motion to untable this matter. Mr. Mehaffey seconded the motion. Vote on the motion. All Aye. The motion carried.

Joe Gurney from First Capital Engineering addressed the Planning Commission and updated the Planning Commission with the following:

- The stormwater consistency letter was received in late April, 2018;
- Applications and approvals relating to York County Conservation District, NPDES, PennDOT, and the Corps of Engineers were underway;
- The TIS was approved in the beginning of May, 2018, which includes the low volume driveway at the entrance and the improvements at the Fishing Creek Rd. / I-83 ramp; and
- The HOP permit plans were starting to be developed.

Planning Commission stated that their biggest concern is traffic. Namely, with traffic making a left-hand turn heading North during a peak traffic time of 3:00 PM to 6:00 PM. It would be advantageous to force traffic leaving the development, specifically trucks, to the right to a dedicated traffic lane which would divert the trucks directly to Wyndamere which would alleviate traffic. They want industrial traffic to stay in the Industrial Zone.

The Planning Commission also disclosed their concerns with the wetlands delineated on the plans, stormwater runoff, flooding, and sidewalks.

Mr. Mehaffey made a motion to table this matter. Mrs. Anderson seconded the motion. Vote on the motion. All Aye. The motion carried.

2. Fed-Ex Expansion Parking - 17-1007-LD

Mrs. Anderson made a motion to untable this matter. Mr. Mehaffey seconded the motion. Vote on the motion. All Aye. The motion carried.

Mr. Waller presented the plan to the planning Commission members and read the following staff comments into the record:

Zoning Ordinance:

No comments.

Subdivision Ordinance:

1. Ordinance requires that the Original Property Description plan be depicted at a scale of 1" = 400'. SLDO 260.14.A(1) *Applicant has requested a modification of these requirements. BOS Approved request on 07/31/2017.*
2. The surveyor/engineer signature and seal are required to be on the plans. SLDO 260.14.A(12)
3. The plans do not have the certification and dedicatory statement signed by the owners. SLDO 260.14.A(13)
4. Street lights are not on the plans along Industrial Drive? SLDO 260.14.A(20) and 260.25.F. *Applicant has requested a modification of these requirements. BOS Approved request on 07/31/2017.*
5. The Traffic Impact Study review is underway. The revised study information has been submitted to our Traffic Consultant and comments will be provided when available. SLDO 260.14.A(28) and 260.31.B(1)A
6. A bond in the amount of \$3,422,013.10 will be required in the amount of \$87,390.35. This is 4% of the bond total, prior to the contingency being added. A check will need to be provided to the township prior to plan recording.
7. An engineer's escrow will be required in the amount of \$87,390.35. this is 4% of the bond total, prior to the contingency being added. A check will need to be provided to the township prior to plan recording.
8. Curbing is required along roadways of a proposed plan within 1,000 feet of an existing curb line. The site is now being developed along Industrial Drive which does not have curbs. SLDO 260.24.B(1). *Applicant has requested a modification of these requirements. BOS Approved request on 07/31/2017.*
9. The maximum number of access drive providing ingress/egress to a site is two. The existing site has 4 and a new access drive is proposed. SLDO 260.26.C(2).

Applicant has requested a modification of these requirements. BOS Approved request on 07/31/2017.

10. Compliance with township recreation requirements is required. The applicant has indicated by note that a fee in lieu of dedication of land will be made. These fees will be assessed at \$1,000.00/disturbed acre (7.93 acres disturbed = 8 ac), therefore, \$8,000.00 recreation fee is required. SLDO 260.33.B(2)
11. A Traffic Impact Fee will be required for each new PM vehicle trip in accordance with ordinance requirements. This fee will be \$25,532 as noted in the Traffic Consultants review letter dated April 13, 2018. SLDO 260.61.B.

General Comments:

1. All plans have to comply with Resolution 2008-13, which indicates that all accounts with the township must be current and not delinquent.

Modifications:

1. Original Property Description at a scale of 1" = 400' – SLDO 260.14.A(1) *BOS Approved request on 07/31/2017*
2. Street lights along Industrial Drive – SLDO 260.14.A(20) and 260.25.F *BOS Approved request on 07/31/2017*
3. Curbing is required along Industrial Drive – SLDO 260.24.B(1) *BOS Approved request on 07/31/2017*
4. Maximum number of access drives – SLDO 260.26.C(2) *BOS Approved request on 07/31/2017*
5. Minimum depth of emergency spillway – SLDO 260.35.C(3)G(g)[1]. *BOS Approved request on 07/31/2017*
6. Stormwater Basin Fencing – SLDO 260.35.C(3)(i). *BOS Approved request on 07/31/2017*
7. Basin Bottom minimum slope – SLDO 260.35.C(3)(j). *BOS Approved request on 07/31/2017*
8. Basin Side slop maximum 4:1 – SLDO 260.35.C(3)(k). *BOS Approved request on 07/31/2017*

Traffic Comments from Jodie Evans:

1. At intersections of State roadways, PennDOT typically considers both the HCM 2010 and Synchro 95th percentile queues. Although the eastbound left turn movement on

Industrial Drive approach to Wyndamere Road (S.R. 0177) HCM 2010 95th percentile queues are indicated to not increase, the Synchro percentile 95 percentile queues are indicated to increase (90' EBL queue without development to 101' EBL queue with development). Where maximum queues exceed available storage and the development will increase the queue, the developer is responsible for mitigating their impacts. As previously noted, Fed Ex is a significant contributor to this movement. Therefore, the developer may be required to extend the left turn lane to adequately accommodate this queue considering the direct impact to this movement and the potential safety impacts as vehicles begin to block the through/right-turn lane. As this area experiences higher traffic volumes in the late fall/early winter timeframe, and since the applicant's engineer did not collect data during this timeframe following our comment requesting that they do so, the **applicant's engineer has agreed to complete a post-development traffic study for the intersection of Industrial Drive/Wyndamere Road (S.R. 0177)/Yorktown Road** during this timeframe, and the Township may require that the eastbound left-turn storage be further extended to adequately accommodate the queuing following their review of the post-development study.

Therefore, Fed Ex must provide a developer's agreement for the Town Solicitor's review and approval, which includes the preparation of a post-development traffic study following the Fed Ex parking expansion and to be completed with data collection (Manual Turning Movement Counts and Maximum Queue Field Observation documentation) from the seasonal peak traffic period for this development (late fall/early winter), and which also includes agreement by the developer to construct the traffic impact mitigation deemed appropriate by the Township (i.e. extension of the eastbound left turn lane) based on the results of the post-development study. Once an approved developer's agreement is in place, then we find the current study submission technically acceptable pending the results of the post-development traffic study.

Transportation Impact Fee

In accordance with the Fairview Township Transportation Impact Fee ordinance (ORD. No. 2015-4), the weekday afternoon peak hour trip generation of the proposed development expansion within Fairview Township will be subject to the Township's transportation impact fee. The proposed Fed Ex Ground parking expansion is located in Fairview Township Transportation Service Area #2 (TSA-2), which has a Transportation Impact fee of \$1,964 per new weekday afternoon peak hour trip. The proposed parking expansion development is currently estimated to generate approximately **13** new trips during the weekday afternoon peak hour, to be applied to the Township's transportation impact fee. The total transportation impact fee for the Fed Ex Ground parking expansion development is **\$25,532**.

Mr. Waller then addressed the Planning Commission and stated that the biggest outstanding concern from staff and Jodi Evans was the TIS. The TIS wasn't calculated

when staff feels would be the biggest impact time for Fed-Ex, which would be at its peak delivery time between October and December.

George Asimos, an attorney with Saul Ewing Arnstein & Lehr, LLP, representing Fed-Ex, addressed the Planning Commission regarding the TIS. The following comments were discussed:

- Project was recommended for approval by staff as submitted
- The review letter regarding the TIS received from McMahon
- Fed-Ex asserted they didn't receive any information about the 70 foot left turn lane

Planning Commission and staff discussed the following concerns and comments:

- Planning Commission members asked if there was a reason that the TIS wasn't done until this year, to which Attorney Asimos replied that they didn't know about the need or request
- Township Engineer Drew Bitner stated that the turn lane would need to be anywhere from 150 to 300 feet long and the cost, if the turn lane went all the way back to Laura Court would be approximately \$70,000
- Planning Commission members asked about what funds are in escrow from other projects and could those funds be tied/applied to this improvement
- Plans to take the proposed \$25,000 impact fee and add it to other fees the Township has acquired from developers so that the road can be widened all the way back to Laura Court next year
- Separating the proposed Areas 1 and 2 will be minimal impact as Area 1 will only add 9 parking spaces and area 2 will only add dolly parking spaces, not vehicular parking spaces. Area 3 will cause the biggest impact as it will add roughly 200 parking spaces. Area 3 can be deferred so Areas 1 and 2 can be approved
- Staff stated that there may be a TIS done for the adjacent New View plan that was done during the October to December time frame that Fed-Ex could use to calculate traffic
- If there was an agreeable "up to" amount for Fed-Ex to contribute

Land Development Plan Action:

Mrs. Anderson made a motion to table this matter. Mr. Mehaffey seconded the motion. Vote on the motion. All Aye. The motion carried.

3. Fairview Crossroads – 17-1008-LD
4. Fairview Township Yard Waste/Recycling Center
5. Fairview Summit – 17-1003-LD

NEW BUSINESS

There was no New Business.

ZONING HEARING BOARD

There were no new hearings.

ADJOURNMENT

Mrs. Anderson made a motion to adjourn the meeting, seconded by Mr. Mehaffey. Vote on the motion. All Aye. The motion carried at 8:40 PM.