

**Minutes from the
DOYLESTOWN TOWNSHIP PLANNING COMMISSION
Regular Meeting**

March 26, 2012

The Doylestown Township Planning Commission Regular Meeting was held at 7:00 p.m., Monday, March 26, 2012 in the Doylestown Township Municipal Building, 425 Wells Road, Doylestown, PA. Members of the Planning Commission in attendance included: Chairman; Judy Hendrixson, Vice Chairman; Kenneth L. Snyder, George Lowenstein, Edward Redfield and Thomas Kelso. Also present: Township Manager; Ms. Stephanie J. Mason and Planning Consultant; Ms. Judy Stern Goldstein

Absent: Board of Supervisor Liaison; Richard F. Colello

Review of Minutes:

In the form of a motion the Planning Commission agreed to approve the February 27, 2012 Planning Commission Regular Meeting minutes.

Motion carried 3 to 1 with Mr. Lowenstein abstaining due to his absence.

Public/Commission Comments: None

1845 South Easton Road (Nejad Tract – Final Minor Subdivision)

On behalf of the property owner; Ali Nejad, Eric Clase of Gilmore and Associates requested Planning Commission's recommendation to approve Final Minor Subdivision at 1845 S Easton Road. The proposed plan is to subdivide a 10 acre parcel into two lots at 5.585 acres and 4.201 acres. The first lot is to be zoned C-1 Commercial District for an existing retail shop, pole barn, swimming pool and parking for employees. The second lot will remain a residential use for the existing home with a detached garage.

On behalf of the applicant; Nejad Tract, Mr. Clase will comply with the March 12, 2012, Boucher & James, Inc review letter with noting the following...

Page 1 – Use

- a) Applicants are requesting a simply minor subdivision. If in the future there is a use, the applicants will return for approval. Ms. Stern Goldstein clarified; in order to subdivide the property with proper setbacks, a use is needed to be declared. Mr. Clase then indicated the applicants will comply and provide a use under township's regulations.

Page 2 – Parking and Loading Requirements

- b) ZO Section 175-22.F- the applicants will note on the plan where accessible parking spaces for the disabled. Currently the area is an existing non-conforming and the applicant acknowledges the parking area will need to be paved and striped upon determining a use. Ms. Stern Goldstein required the plans be noted. Mr. Clase agreed.
- c) ZO Section 175-23.A. – Mr. Clase noted the same actions will be taken as with ZO Section 175-22.F.

Page 4 – General Comments

- a) ZO Section 175-106 – Mr. Clase noted currently the general sign regulations are a non-conforming and will provide a note demonstrating compliance upon determining use within the township's requirements.
- b) SLDO Section 153-36.A(1) - Mr. Clase noted the same actions will be taken as with ZO Section 175-106.

On behalf of the applicant; Nejad Tract, Mr. Clase will comply with the March 5, 2012, Pickering, Corts & Summerson, Inc review letter with noting the following...

Page 2 – Existing Feature Plan – Sheets 2 of 3

- 9) SALDO Section 153-20.C.(7) the applicant requests a waiver for providing a contour of two foot intervals with regards to showing the locations of watercourses. The information will be provided when a propose use is determined.
- 10) SALDO Section 153.20.C.(10) the applicant requests a waiver for showing the location of watercourses and on-site septic systems. The information will be provided when a propose use is determined.
- 11) SALDO Section 153.20.C.(11) the applicant requests a waiver to require species and size of large trees standing alone and mature trees within the diameters of 12 inches or greater.

Mr. Clase informed the commission upon reviewing the March 15, 2012 Bucks County Planning Commission review letter, there are no issues to address.

Mr. Lowenstein requested clarification on if the applicants have any other plans scheduled for the property. Mr. Clase answered; the only plans proposed is to separate the two parcels. The applicants may sell one parcel in the future. Mr. Lowenstein then questioned what the lot is being used for currently. Mr. Nejad answered; the property is mainly used for staff meetings.

Mr. Kelso questioned if the flood plain recorded is based upon the new township requirements. Mr. Clase answered yes.

In the form of a motion by Mr. Lowenstein; seconded by Mr. Snyder the Doylestown Township Planning Commission recommend the Doylestown Township Board of Supervisors approve applicants; Nejad Tract's Minor Subdivision Land Development Plan at 1845 S Easton Road be approved with the condition applicants comply with the March 12, 2012, Boucher & James, Inc., March 5, 2012, Pickering, Corts & Summerson, Inc., and the March 15, 2012 Bucks County Planning Commission review letters.

Motioned carried 5 to 0.

Thompson Toyota – Revised Preliminary / Final Land Development Plan

On behalf of the Thompson Organization, Attorney; John A. VanLuvanee requested the Planning Commission's supplemental recommendation to submit a revised Preliminary/ Final Land Development Plan to include the modification of a previous request for waiver under the tree protection. Since the January 23, 2012 approval of Final Land Development, the applicants expected to construct a retaining wall with H channels for a sound barrier that does not tie back into the berm and will not affect existing trees. Bohler Engineers reviewed the plans and found with the retaining wall imposed, part of the berm will need to be cut and some trees will need to be removed. Upon meeting with township staff and having the trees examined by township's tree expert; **Mr. McMullen**, it was determined a waiver will be needed for three categories.

John R. Hornick of Bohler Engineering clarified; it was originally anticipated not disturbing the majority of the existing buffer along Campbell Avenue. The structural engineers propose constructing a concrete wall along where part of the existing building cuts into the existing grade along the berm. Before construction, excavation is needed behind the wall to build the **forms**. Also, to comply with the Occupational Safety & Health Administration (OSHA) standards, grade will need to be benched back due to the height of the wall. As a result an overlay in the amount of the berm affected was incorporated into the design. This assisted in identifying the trees that could be preserved, including two of the largest trees. Replacement shade trees have been planted to make up for the caliper inches removed, but do not make up for the buffer. For the buffer, larger qualities of evergreen trees have been planted as a supplement. Ms. Stern Goldstein added with the assistance of an arborist, new details with regards to the method of how trees will be protected were added. She also indicated issues regarding the integrity of the remaining trees and the construction of the retaining wall were addressed and satisfied.

In the form of a motion by Mr. Kelso; seconded by Mr. Lowenstein the Doylestown Township Planning Commission recommend the Doylestown Township Board of Supervisors modified applicants; Thompson Organization Revised/ Final Preliminary Land Development Plan waiver requests of January 23, 2012 to now include a proposed reconstruction of the retaining wall and installation of new buffer plantings.

Motioned carried 5 to 0.

Delaware Valley College – Sketch Plan

On behalf of applicants; Delaware Valley College (DVC), Thomas M. Hanna of Gilmore & Associates requested commission's recommendation of a Sketch Plan for the proposed construction of a Life Science Building.

The proposed Life Science building will be constructed as a new academic, two stories building at 40,000 square feet. The intent will serve as an upgrade of the existing teaching facilities to include classrooms, labs and an auditorium. The construction timeline is 15 to 18 months with hopes to occupy by the summer of 2014.

Currently DVC has retained H2L2 Architects/Planners, LLC as lead consultant to design bridging documents and specifications that represents 20 to 25% of the construction. The bridging documents will then be packaged into a request for proposal (RFP) and offered for bids to selected designed firms within the next two months.

Delaware Valley College Representative; Steve Cantrell added Gilmore & Associates will act as engineers throughout the entire project. The purpose of the new building is not to add space, but to replace the existing trailers on site currently used as classrooms. There is also no intent on increasing the current student population.

Mr. Hanna then reviewed the site plan and explained the building will be located off the quad area to provide a prominent site, where enough land will be open for campus activities. A service drive access will be provided off the existing parking lot that serves the student center. An access for a handicap area closer to the building will also be provided.

David Bisbee of H2L2 Architects/Planners LLC provided an overview of the building's position by indicating to preserve both the vista and space of the quad, porches and entries are proposed to engage without interfering. Bathrooms will also be available for campus events without taking up space. To provide the college with more presents, the building will have full view off Route 202.

Mr. Kelso questioned the status of the old entrance drive into the campus and will landscaping be incorporated. Mr. Hanna answered; the entrance will be maintained as a pedestrian path, but closed to vehicular traffic. Landscaping will be added later in the plan.

Mr. Hanna requested the commission's input on relief for variance of front yard setbacks needed with a few other waivers. Ms. Stern Goldstein questioned if appropriate landscaping will be added to the section of the building facing Route 202. **Mr. Cantrell answered; two fronts with no back ends available.**

Mr. Snyder questioned if other sites were considered. Mr. Hanna answered; other areas had too much constraint and were not effective for the proposed building. Mr. Cantrell added because the proposed area was near the commuter lot on campus, it would hopefully become more engaging for events. Ms.

Hendrixson questioned if there would be enough parking for events. Mr. Cantrell indicated most events will be at night and more parking will be available with the addition of 99 parking spaces to be constructed in the near future.

Mr. Hanna noted two waiver requests with regards to the traffic impact study and survey of the property. With the plan not impacting the increase or decrease of population and only impacting 8 acres, a resource calculation will be required. However, as per the township's request the applicants will comply by identifying boundaries between Doylestown Borough and the township. Definition will be provided within one month.

The Commission agreed by consensus to support Delaware Valley College's waiver request as it pertains to the proposed sketch plan to construct a Life Science building.

Mr. Hanna then requested the commission's guidance on whether the applicants should go before the Board of Supervisors to present their plans. Ms. Stern Goldstein encouraged Mr. Hanna to submit his packet, so their application can be presented at the April 3, 2012, Board of Supervisors regular meeting. At the meeting the Board will make a recommendation to forward the sketch plans to the Zoning Hearing Board.

The Pavilion at Furlong – Revised Preliminary Land Development Plan

On behalf of applicants; York and Swamp Associates, Attorney; David Shafkowitz provided the commission with a brief overview of the preliminary land development plan to include a 17.8 acre property proposed to be split zoned. The LI District proposes to build a 54,000 square foot warehouse, daycare and cell tower to be located at the corner of York and Swamp Roads.

With a large interest in the proposed traffic plan for the site, Mr. Shafkowitz introduced Caruolo Associates traffic engineer; John Caruolo to address all concerns.

Ms. Hendrixson noted the applicants will need to go before the Board of Supervisors to request an extension to present their plans. Mr. Shafkowitz questioned what date does the current extension expire. Ms. Mason responded; April 20, 2012 and a request letter has to be submitted prior to the April 3, 2012 Board of Supervisors regular meeting.

Mr. Caruolo provided a brief background of his expertise and knowledge in civil engineering to include his work experience with local, county municipalities and the Bucks County Planning Commission.

Mr. Caruolo reported upon completing a traffic impact study, a request for additional information was received from Pennoni and Associates. They are in the process of revising the study and will be submitting soon. The current study is recorded as a multi-use land development with a daycare center, warehouse

and water and cell tower. The main focus was to review the trip generation characteristic of the warehouse and daycare center where they generated the same amount of trips. Trip counts were also conducted on York and Rogers Roads to include the intersections. The counts recorded York Road generates about 20,000 trips per day and Rogers Road has minor traffic volume.

Mr. Snyder questioned if the traffic count for Rogers Road includes traffic from Temple Judea. Mr. Caruolo answered; no the count only includes existing traffic miles.

The traffic counts were conducted during peak driving hours between 7:00am to 9:00am and 4:00pm to 7:00pm. Upon receiving the counts, a traffic report card was designed to determine how well an intersection functions. With A being the best and F the worst, York Road received a grade of D for level of service. This is mainly because gaps of traffic flow due to the traffic signal located at Swamp Road and Edison Furlong Road. The study also includes a report of future volumes with and without the Pavilion at Furlong land development. Utilizing a trip generation manual, a trip estimate for land uses based upon the square footage is created. In the morning peak hours, Rogers Road will generate 115 trips at two trips a minute. The evening peak trips are less, due to the warehouse use at 96 trips. Assuming 80% of traffic will be generated by the development will be oriented to York Road.

The level of service report cards will be similar in the future as they are today, but will have an impact on the level of service because of the intersection. However, York Road is not failing because of the proposed uses in two districts. Basically 4 to 5% of traffic volume is being added at the intersection of York and Rogers Roads.

Another issue Mr. Caruolo addressed is access and circulation. He feels the engineers have done a good job in preparing the plans. The warehouse house has a throat let located near the initial driveway until approaching the units at over 100 feet. This is more than enough stacking for the use.

The daycare issue with regards to the backups that will occur when children are being dropped off will need to occur a significant distance from Rogers Road. With a 30 to 50 foot throat let driveway and circulation around the parking lot will provide more than adequate stacking so no traffic will back out onto Rogers Road. Mr. Caruolo will request the two existing driveways be flattening, especially for the warehouse at a 35 foot radius and 25 foot for the daycare center.

With regards to the left turn lane at Temple Judea, it will be added to the plans. There are also no difficulties in adding a left turn lane at Rogers Road and for access driveways at the development. A discussion with Pennoni and Associates will need to occur to complete the process. The only issue will be if there is adequate widening west of the property line for a left turn lane. However, a match for a left turn lane at Temple Judea can be provided. Mr. Caruolo noted Pennoni & Associates had a concern with providing a left turn lane at Temple Judea, which the applicants will look into.

Mr. Snyder noted there has been no decision on whether traffic will be allowed. Mr. Caruolo responded; a cut through may happen along Valley Road or Turkey Lane. However, Mr. Caruolo will recommend revising the traffic impact study to add prohibiting any traffic to or from the west. This means at both driveways, there will be a right in and left out. The driveway will be designed so physically left turns will be illegal. Mr. Caruolo noted for the record, the applicant does not want traffic coming to or from the west. All traffic will be requested to come from York Road.

Mr. Lowenstein questioned if the study considers trucks versus cars when determining the counts with trucks creating more distances from the intersections. Mr. Caruolo answered; the trip generation estimates trucks, but extra stacking will be required if the left turn lanes are included towards York Road at 100 feet. He then added the grade for level of service report cards of the two driveways were A. Mr. Lowenstein then questioned if this includes the daycare entrance from York Road. Mr. Caruolo indicated the studies did not anticipate backs up to be that far. Mr. Snyder clarified the stack up would begin from the entrance to the warehouse to the daycare. Mr. Caruolo would not anticipate any backs up because the driveways are free flow right turns and the volumes are not significant enough to create conflicting traffic.

Mr. Lowenstein questioned if the study considers traffic conflicts from Temple Judea. Mr. Caruolo noted the only issues will be during the high holy days. The attending residents disagreed, indicating Temple Judea also has a daycare. Mr. Caruolo indicated the applicants will reconsider the study to include impact from Temple Judea's daycare center. Ms. Stern Goldstein added religious studies are conducted on a daily basis. She was also concerned with the study precluding any traffic to or from the west, especially with residents using the warehouse driveway on a regular basis. With an absolute, the residents would not be able to access or go home from there. From a planning prospective, dealing with absolutes may be something the applicants cannot live with. Mr. Caruolo noted it was a good point and will consult with the community, Boards and consultants for a decision.

Mr. Kelso questioned what the schedule for signalization with Temple Judea is. Ms. Mason provided a copy of an email from General Counsel for Heritage Building Group; Gia Raffaelli and David Shafkowitz with regards to the status of the Grasso site. The email indicated Temple Judea would like to see a cut through road to York Road from the Grasso site. As per the condition of the Temple Judea site, an appropriate signal permit from Penn Dot will need to be obtained by June of 2012 if a cut through is not added. To date the Temple has not received a response.

Mr. Snyder questioned if the size of the trucks that would enter the warehouse is unknown how the stacking can be calculated. Mr. Health Dumack of Dumack Engineering answered; the plan was last revised to move the existing building further away by approximately eight feet to allow for a tractor trailer turning radius. Mr. Snyder then questioned what uses will the warehouse serve and what will be the size of the trucks. The tractor trailers will have to be smaller if the 54,000 square foot warehouse is broken up into five 10,000 square foot units. If the warehouse will be a total of one unit at 54,000 square feet then the tractor trailer can be larger. In this case, there will be one user instead of multiple. Mr. Shafkowitz will have Mr.

Carulo look into what type of vehicle will affect the 100 foot stacking as well as the impact on the intersection. However the intent is to market the warehouse as a multiuse. Ms. Stern Goldstein requested clarification if tractor trailers will be able to use the warehouse. Mr. Shafkowitz indicated yes, the applicants will have the civic engineer view the plans towards that prospective.

Mr. Carulo added although his opinion would need to be confirmed by the township engineer, he believes the 100 feet provided is adequate stacking given the size of short delays from Rogers Road. If there is stacking that occurs, the backups will be within the site and not on the adjacent Rogers Road. Ms. Stern Goldstein questioned if tractors trailers are cued up to leave the site, the trucks coming in will not be petered off so part of the other lane will not be needed as they are entering. Mr. Carulo answered; yes, once his request to flatten the driveway is accomplished. He added as the plans show currently, the trailers will have a problem entering the driveway.

Ms. Stern Goldstein informed the public the applicants initially submitted a traffic study in July. Pennoni & Associates wrote a letter in August. There has been some communication with the applicants, but as of this date no revised traffic study has been submitted. The original traffic study submitted was not in accordance with the township's requirements. The traffic engineer has not commented on anything added to the plan, because they are still waiting for the updated traffic study to be submitted.

Public Comment:

Resident; John Cann of 78 Turkey Lane questioned why was the Temple Judea's daycare not accounted for in the traffic study. Mr. Carulo was not aware of a daycare center located in the temple; however the study will be revised. Mr. Cann then questioned will the daycare makes the study feasible a lower grade. Mr. Carulo stated it's his opinion the impact of the daycare will be lower levels of service on Rogers Road's approach to York Road. The driveway level of service will probably will not be any lower than B, because of the existing volume from Rogers Road is low.

Resident; Joe O'Malley of 138 Rogers Road questioned what type of trucks will be able to make a right hand turn onto Rogers Road from York Road. Mr. O'Malley added school buses cannot make the turn; rather they go onto private property. Also, the road is not wide enough to handle two tractor trailers. Mr. Carulo indicated it was a very good point and will be addressed as part of the traffic signal application for the intersection of York and Rogers Road with Penn Dot. If the Pennsylvania Department of Transportation determines and right hand turn cannot be made, they will not allow it. Mr. Carulo added the applicants are widening the frontage of the site. Mr. Dumack clarified the frontage will be widen approximately 10 to 12 feet over the entire frontage. Mr. Snyder added a widening from Route 263 to the daycare will be required for the trailers to make a turn on the property.

Ms. Mason questioned why the plan does not reflect the roadway going out from Rogers Road to Route 263 as with the previously discussed signalization. Mr. Shafkowitz indicated that plan was proposed as part of a residential subdivision, which the township was given every opportunity to consider and decided

not to accept. At this point, there is no reason to propose a cut through road. Mr. Lowenstein was under the impression it was originally proposed to avoid additional traffic on Rogers Road. Mr. Shafkowitz explained when the idea was proposed, it took up to 18 months of discussions where the idea never came to fruition. He recalled it was a condition of the Temple's approval if the road could be built, the traffic would be forced through the cut through. But the level of development proposed at the time could support the traffic signal. With so many factors changed in the plan, the cut through is no longer viable to the project. Ms. Stern Goldstein asked if the decision not to have the cut through was the choice of the applicants. Mr. Shafkowitz answered; will all the challenges faced with the Boucher & James's comment letter, he is not sure how much more development will occur.

On behalf of Michael & Mary Fetter at 105 Old Nursery Road, Mark Fetter voiced his concern with the safety of having a warehouse located near a residential property. He doesn't believe it's a good idea. As a tractor trailer driver, having a tractor trailer waiting to come out of Rogers Road will be a danger to children coming out of the synagogue. Upon reviewing the plans, he noted heavy trucks are scheduled to be placed behind residential homes with no safety barrier to protect them. He strongly believes the proposed plan is not a proper use for the land.

Resident; Mary Lou Streznewski of 22 Brook Drive, Furlong voiced her concerns with the possible damage of air pollution from diesel fumes poisoning the air and causing harm to several senior citizens and children who live on the neighboring communities. She also noted at the last Planning Commission meeting, the residents were assured there would be no tractor trailers on the property. Ms. Streznewski suggested turning the proposed warehouse completely around so the back of the building is facing the residential community to act as a barrier against harm and poisonous fumes.

Resident; Doug Ladley of 18 Valley Drive agreed with Ms. Streznewski's suggestion. As a father of four and six year old children, he witnessed several cars almost hitting children on the corner of Spring Valley and Rogers Road. He believes the road will be more dangerous once the tractors trailers are allowed. He then urged the township to change the proposed plan to prevent lawsuits.

Resident; Bernice Vanderbeet of 664 Spring Valley Road questioned if anything is being done to prevent the tractor trailers from entering Spring Valley and Rogers Road. Ms. Hendrixson responded the traffic study prohibits trucks from entering Spring Valley and Rogers Road. Mr. Carulo added the trucks will enter from the west of Spring Valley Road. Ms. Streznewski suggested a "No Trucks" unless for local delivery sign be placed on Route 313 / Spring Valley Road and a second on Spring Valley/Rogers Road. A resident answered the warehouse will be considered local delivery.

Resident; Mark Fetter commented how the Board of Supervisors and Planning Commission worked with the residents and thanked them for the support. He is happy that several potential safety issues have been stopped. He asked the commission continue to assist the residents. He then asked the applicants to return with a proposed single family subdivision for public review. The current plans are much too dangerous for the community.

Resident; James Bingler of 2930 Turkey Lane, Furlong commented on what he believes to be deceitful methods and lack of professionalism performed by the applicant's attorney.

Nancy D. Bremble of 27 Foxcroft Drive provided her professional opinion as a real estate broker for Doylestown by stating the propose plan will have a devastating effect on the homeowners of Rogers Road. She suggested the commission consider their recommendation very carefully.

Ann Woodbury of 680 Spring Valley Road previously requested a status of the emergency vehicle being able to access both the daycare areas when tractor trailers are lined up. If someone's child was injured she believes the township would be liable. Ms. Hendrixson indicated the plan hasn't gotten that far.

Ms. Hendrixson thanked all the residents for attending tonight's meeting and stated their comments are very important.

Mr. Shafkowitz answered; although the plans have yet to be revised, it doesn't mean the emergency vehicle access will not be considered. He has noted everyone's suggestions and comments and will take into consideration. He did note turning the warehouse around to face away from the community is something that has to be done. Mr. Carulo will update the trip study to consider Temple Judea's daycare and religious study classes to provide recalculated level of service.

Mr. Shafkowitz noted if the traffic signal has to be installed and the turning radius of the trucks is not established, there will be no trucks. He is unsure trucks will be a factor; they were only mentioned as a worst case scenario and added the 54,000 square foot warehouse would not be suitable for that type of use.

Ms. Mason indicated as per township policy, applicants have 90 days to continue to work through their plans. As a reminder, they will need to request an extension at the April 3rd Board of Supervisors meeting, with the current plan expiring on April 20, 2012.

Adjournment

8:32 p.m.