

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

June 26, 2017

The Doylestown Township Planning Commission Regular Meeting was held at 7:00 p.m., Monday, June 26, 2017 in the Doylestown Township Municipal Building, 425 Wells Road, Doylestown, PA. Members of the Doylestown Township Planning Commission in attendance included Chairperson: Judy Hendrixson, Vice Chairman; Thomas Kelso with members; George Lowenstein, Ed Harvey and Gregory Reppa. Others in attendance included Township Manager; Stephanie Mason, Board of Supervisor Liaison: Richard Colello and Township Planning Consultant; Judy Stern Goldstein.

**Review of Minutes:**

In the form of a motion by Mr. Lowenstein; seconded by Mr. Reppa the April 24, 2017 Doylestown Township Planning Commission meeting minutes were approved with the following corrections as noted by Mr. Kelso.

Doylestown Hospital Building Expansion \ Page 3, paragraph 4 – change the word ratio to radius

Quilan Tract Land Preliminary Development Plan \ Page 8, paragraph 4 and 8 – Change Mr. Kelso’s question to read; what will the total roadway be? Additionally, change the suggestion to a recommendation as; the widening be reduced to allow three feet be extended entirely to Lower State Road.

Motion carried 5 to 0.

**Public Comments:**

Butler Avenue Corridor with New Britain Borough

Chairman of the New Britain Borough Planning Commission; Michael Stanislaw showcased the Borough’s initiatives to include receipt of a \$100,000.00 Butler Avenue Planning Grant (EBRPCEPCI) for Economic Development Studies. The grant assisted in designing a comprehensive review of the Main Street study area with Bucks County Planning Commission. After a year of studies, surveys and meetings, a book was devise with options of improvements for the Borough and corridor along Main Street.

The book outlines the recent, enacted mixed-use overlay. The mixed-use concept is proposed along Butler Avenue towards Doylestown, near the 711 off Route 611. It will be three stories maximum height, sides and all visual aspects regarding the development of buildings will be off the street. Parking and other amenities will be located in the back of the site. The goal is to provide a town center appearance. The nearby Knoll property is underdeveloped by country builders. The plans to re-develop the site are approved, pending some additional permits. Construction is scheduled within two months. With being one of the largest developments in New Britain, interest has increased with sketch plans submitted for additional projects.

The traffic issues will be mitigated with Shady Retreat Road having a traffic light at Butler Avenue, once the Knoll property is constructed. To provide walkability, sidewalks will be constructed from Bristol Road towards Tamenend Avenue. The Borough is currently applying for grants to assist with the construction of the remaining sidewalks towards the University and end of the village. Where Shady Retreat Road connects with Butler Avenue, a section is noted as Doylestown Township. This section buds up to properties in the process of being developed, where a high interest has grown.

Mr. Kelso questioned if the train station located on campus of Delaware Valley University will be changed. Mr. Stanislaw answered; discussion is continuing to include, plans to provide a safer walking area that will lead to the light at Iron Hill Road and Shady Retreat Road as options. This will allow pedestrians to cross safely at traffic lights and connect with existing trails.

Mr. Stanislaw continued; another factor with the Main Street study is a gate way concept. The concept is to connect the communities between New Britain Borough and the University to become integrated.

This year, sidewalks have been installed at the Town Center and currently working on placing park space along an open land area near the center. Greenery will be added around the area and along sidewalks. The Borough will contact the new Delaware Valley University's president to discuss their expansion and needs as a facility. The Knoll property added colonial aspects with a glass enclosed elevator. Retail will be located at the bottom with 14 foot sidewalks and courtyard in between two buildings. Open space will be located in the back for a proposed, public gathering area. Mr. Reppa's questioned; if on street parking will be included. Mr. Stanislaw answered; with Penn Dot, parallel parking is proposed down the street to assist in curbing the traffic.

Mr. Stanislaw concluded his presentation by indicating ground breaking is scheduled between thirty to sixty days and conversations with Delaware Valley University is expected at the end of 2017.

Ms. Stern Goldstein questioned; what are the plans for the soft properties near the Town Center. Mr. Stanislaw answered; there have been a lot of activity, where some businesses have changed hands. She then questioned; if the University has purchased any properties. Mr. Stanislaw answered; the University purchased one home along the south side of the property. However, plans will continue once the Knoll property is completed.

Mr. Kelso commented; the Commission looks forward in working with New Britain Borough.

#### Doylestown Township Hospital Building Expansion and Heart Institute – Amended Final

Ms. Stern Goldstein excused herself from all discussion regarding the hospital, due to Boucher & James, Inc's position as design engineer of the Doylestown Hospital expansion project. Doylestown Township Engineer; Mario Canales stepped in as the Township's Consultant.

Kellie A. McGowan; Esquire of Eastburn & Gray, P.C. explained; since meeting with the Commission in April 2017, Doylestown Hospital Expansion and Pavilion Two plans have received variance relief from the Zoning Hearing Board and revised the plans to comply with comments noted on Pickering, Corts and Summerson's June 13, 2017 review letter. Upon Commission's request for a traffic study, Ms. McGowan introduced David H. Horner, P.E., PTOE of Horner & Cantor Associates, who prepared the traffic study which was reviewed by the township consultants. The Hospital will also comply with comments noted in Pennoni & Associates review letter dated June 21, 2017 with comments.

Mr. Horner provided an overview of the Traffic Defense Study dated May 16, 2017. The study evaluates five (5) intersections with three (3) primary entrances and exits into the hospital. The entrances are Progress Drive from State Street, Memorial Drive into State Street and the Limekiln and Shady Retreat Road intersections as a rear access. Additionally, Ground Low Drive was viewed as two primary, internal cross islands. Times study included, morning and afternoon peaks. Traffic counts were completed and the proposed expansion was super imposed onto the traffic.

As per comments in Pennoni & Associates review letter stating the exact square footage did not match the current plan, the applicants agreed to modify the numbers. However, each expansion area is approximately 60,000 square

feet. A projection of the additional traffic generated is recorded as high. For example; the medical office building, the counts estimated the site as a standalone anywhere, intergrading some internal traffic.

The results indicated the signalized traffic lights off State Street works very well, but off by five (5) seconds. Additional traffic can be added with no issues. The signalized traffic timing is appropriate and the level of service was graded as at C with some level of service at D. This is considered acceptable level of service with the Pennsylvania Department of Transportation (Penn Dot). Mr. Kelso questioned where was the level D located. Mr. Horner answered; overall the intersection was considered a level B or C. The movement with D issues are located at Memorial Drive on the school side due to limited time, on the Hospital side during shift change and the right turn movement out from Progress Drive. Level service D was also found off Limekiln Road, exiting the hospital. This is due to the one lane with an offset signal and split timing from all movements. Mr. Kelso questioned if the applicants will take Pennoni & Associates recommendations to improve the signalization into consideration. Ms. McGowan indicated yes and currently looking into the matter.

Mr. Horner continued; it was determined traffic can be handled at three intersections. Internally, the Hospital shows multi-way, all-way stop signs and no exit at one intersection. The level of service is graded as B and C with few delays. Memorial Drive continuation to Ground Low Road has a full four-way intersection with an entrance and exit at all four approaches is graded at A and B. Especially, with the traffic coming out. The proposal is to add a drop off lane with a one-way flow. The entrance will pass a four-lane intersection and the exit will come out near the emergency drop off with another entrance to the garage. The change will provide a change at an intersection to allow for an exit flow from the approach to create a true four-way intersection.

To manage the flow, a modification to change the two, straight through lanes leading to the emergency drop off as a left turn only and a through, right lane is proposed. This will separate flow entering to the emergency drop off and parking garage. Mr. Kelso questioned if one lane was eliminated. Mr. Horner indicated yes, because of a left turn that shadows the line up towards the exit flow. Mr. Kelso commented; it was a positive move that eliminates confusion.

Mr. Kelso questioned if Pennoni & Associates reviewed the traffic plans. Mr. Horner answered; yes, and referenced Pennoni & Associates review letter dated June 21, 2017 indicating comments noted from six through ten are regarding signage and stripping changes, in which are will comply and no issues.

A drop off area is also proposed in the back of the building with a service drop off area. New pavement will be created and an entry with two lanes. The purpose of the entrance is for passenger vehicle drop off at the medical center before exiting. Mr. Kelso questioned; why are two lanes proposed. Mr. Kris J. Reiss of Boucher & James, Inc. answered; one of the two lanes will provide an after surgery exit. The second lane will service as a drop off lane for trucks. Mr. Kelso noted; Pennoni & Associates comments regarding radius, where two vehicles may not fit. Mr. Horner responded; the plans will be revised to show a clear indication of how the lanes will accommodate two vehicles. Mr. Kelso agreed with Pennoni & Associates comments the lanes are confusing and unconventional.

Mr. Canales questioned; where is the pedestrian door located to show where visitors exit from. Kurt Hutter of Anchor Health Development answered; surgery patients will enter from the front door located on the western side of the site. After surgery, an elevator will lead the patients to a discharge area on the left, back hand side of the building. Mr. Canales commented; a quick right will need to be made at the area and suggested to have a discussion with Pennoni & Associates to improve a confusing movement. Mr. Hutter indicated; removing the middle exit is being viewed, so the left-hand side can be designated for patient discharge. Mr. Lowenstein questioned; what is the size of the elevator. Mr. Horner indicated the elevator will accommodate a stretcher.

Mr. Horner referenced a Pennoni & Associates comments with regards to pedestrian flow on the east side of the building indicating, the applicants will comply with providing a pedestrian crosswalk across the exit to link two existing sidewalks. Mr. Kelso questioned; what is the purpose of the eight-foot brick wall enclosure. Mr. Hutter indicated; the

wall will serve as a screen from the building's utilities and possibly the dumpster. Mr. Kelso suggested to have the wall properly identified. Mr. Horner agreed.

Ms. McGowan requested an amended final approval of the plans due to the prior land development being revised. With engineering issues, the applicants will work with Pennoni & Associate to address. Mr. Horner added; the applicants will comply with all comments noted in their review letters, including upgrades to the signalization.

Mr. Lowenstein requested clarification of the ambulance access. Mr. Reiss answered; the entrance is located on the side of the building and has complete separation from the main entry way. The new entry point removes the flow away from main traffic into the hospital. Additionally, the new plan will eliminate the parking charge of \$2.00 per vehicle. A gate will be installed on the upper two decks and designated for staff parking garage. Staff will be charged a monthly fee for parking. Options to provide protection from weather and outdoor hazards are also being considered. Upon Mr. Reppa's questioned; Mr. Reiss clarified the staff will have a monthly charge for a designed, covered parking spots on the third and fourth levels. Mr. Reppa suggested to have the entire parking area, including handicapped areas be closely reviewed for improvements. Mr. Reiss answered; upon calculations, the plan is working through providing the best area for handicap parking. This includes the realignment of front parking spots for better accessibility. Additionally, plans are in place to improve parking campus wide.

Mr. Kelso questioned if a review letter was received from the Doylestown Township Fire Marshall as referenced in the Doylestown Township Municipal Authority's letter. Ms. Mason responded; a letter has yet been received by the Fire Marshall.

In the form of a motion by Mr. Kelso; seconded by Mr. Reppa the Doylestown Township Planning Commission recommends the Doylestown Township Board of Supervisors approve Doylestown Hospital Amended Final Land Development plan to construct an expansion for a Heart Institute and Pavilion Two building, with the understanding the applicant will comply with Pickering, Corts and Summerson June 13, 2017 and Pennoni & Associates June 21, 2017 review letters. Further, the applicants agreed to Pennoni & Associates' recommendation Listed as 1 and 2 under the general traffic sections to upgrade the signalization at Limekiln Road. Additionally, the applicants have agreed to complete improvements to Pennoni & Associates' satisfaction along the pedestrian and traffic flow at the east entrance towards the Pavilion expansion.

MOTION CARRIED 5 to 0.

### 3725 Bristol Road – Historic Significance

Christopher Canavan of W.B. Homes, Inc. reported; an historic assessment was completed at 3715 Bristol Road, owned by Frank Burke. The proposed plan is for a multi-step development plan under a B15 attached dwelling with a historic structure preservation use. The first step is to receive Board of Supervisors approval to have the home considered as a historic structure.

Mr. Canavan briefly referenced Jeff Marshall of the Heritage Conservancy, September 2016 report and indicated; the property is located adjacent to the Route 202 Parkway on Bristol Road. It was subdivided in the late 1990s, which added a housing development behind the existing home. Currently, the property mainly has meadow on the western side off Bristol Road with the existing home and barn. To the rear of the site, several farms and one large pole building remain. The proposal is to demolish the farm and housing buildings. The existing home and pole barn will remain.

Upon showcasing pictures of the home and site, Mr. Canavan explained; the core of the house was built in 1786 as a continental or German chimney house. The home has a unique feature, where the chimney is in the middle of the

home, instead of either to the right or left. The owner of the home in the 1700s was Jacob Miller, who was an American Revolutionary War soldier, who served under the Bucks County Malicia. Although the property has been modernized and stabilized, the core of the building still provides historic significance as per the Heritage Conservancy comments. Mr. Canavan concluded by requesting the Commission's recommendation for Board approval to have the home included under the list of historic properties.

The site will have the existing home, barn and garage remain along an acre of ground. A private lane will be lined up with the existing cross street across Bristol Road. Eight additional units will be constructed as a cluster of two unit buildings. There is an eight-foot wide, multi-use trail that comes through the property, splitting the historic property from the new residences before ending at the frontage of Bristol Road. However, there is an option to continue the trail along Bristol Road. Any pedestrian access with the preservation of the house and barn prevents the trail from being close to Bristol Road due to being up against the road right of way. Another option is to continue the trail along open space located behind the property.

Mr. Kelso questioned; how many acres is the property. Mr. Canavan answered; the entire site is 8.9 acres. Variance relief is needed from the Zoning Hearing Board for the minimal tract size. A minimum of ten acres is required under the B15 use. The site was originally approximately twelve acres. During the Route 202 parkway construction, Penn Dot pulled a portion of the frontage to below the required. However, the density is as per the 8.9 acres than the net base area of 4.4 would generated.

Mr. Kelso questioned if neighbors have been notified of development plans. Ms. Mason responded; due to the request of historic significant and no development plans submitted, the neighbors have not been notified. Mr. Kelso commented; the property is setting the zoning with the proposed plans. Ms. Mason added; the plan was previously presented to the Board and deferred to the Planning Commission for review. Mr. Kelso suggested public notification begin. Mr. Kelso commented; although he's in favor of the plan, the Heritage Conservancy report may be flawed.

Ms. Hendrixson questioned; if the propose use of the existing home will be single family residential. Mr. Canavan answered; the home will be preserved and eventually placed for sale as a single-family home with the barn.

Upon a discussion amongst the Commission regarding historic significance, Ms. Stern Goldstein referenced the ordinance and clarified; to encourage the continued use of historic resources, facilitate the appropriate reuse and to regulate the use of places having unique historical or patriotic interest, use or value are established.

Mr. Kelso suggested to invite neighbors to view the plans. Ms. Mason noted; neighbors will be invited if the plan moves forward with land development. Mr. Canavan indicated; the first step is to determine if the existing home can be considered as historic use. If the plans move forward, the applicants will provide many opportunities to meet with the neighbors. Mr. Kelso responded; if the Commission doesn't make a positive recommendation to the Board and it's accepted, a problem may occur. Mr. Colello added; having approval for historic structure and the land development are tied together and should be considered.

Upon a discussion amongst the Commission regarding the best way to approach the plan, Mr. Canavan questioned; if there is enough interest to consider the existing home be placed under the list of historic structures. Ms. Hendrixson commented she was in favor of the home being placed. Mr. Harvey agreed. Mr. Kelso indicated he was indecisive and needs more time to decide. He added; the Commission should first view Bristol Road for additional historic homes to compare.

Ms. Mason questioned if the applicant should return in July to provide time to invite neighbors. Mr. Kelso noted; Mr. Canavan's presentation can be considered a sketch and be provided to neighbors. He then suggested the process moves along to have Mr. Canavan return in July.

**Adjournment:** Hearing no further business, the June 26, 2017 Doylestown Township Planning Commission Meeting was adjourned at 8:40pm.