

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

April 27, 2015

The Doylestown Township Planning Commission Regular Meeting was held at 7:00 p.m., Monday, April 27, 2015 in the Doylestown Township Municipal Building, 425 Wells Road, Doylestown, PA. Members of the Planning Commission in attendance included Chairman; Judy Hendrixson, Vice Chairman; Thomas Kelso, Members; Ed Harvey. Other in attendance included Township Manager; Stephanie J. Mason, Board of Supervisor Liaison; Richard F. Colello and Boucher & James; Karen Mallo.

Absent: Members; George Lowenstein and Edward Redfield

Absent: Township Planning Consultant; Judy Stern Goldstein

Review of Minutes:

In the form of a motion by Mr. Kelso; seconded by Mr. Harvey the March 23, 2015 Doylestown Township Planning Commission Regular meeting minutes were approved.

Motion carried 3 to 0.

Public/Commission Comments – None

Plans for Scheduled for Discussion: The Pavilion at Doylestown

Attorney; Ed Murphy of Wisler Pearlstine, LLP addressed the commission to provide a status of The Pavilion at Doylestown sketch plan since meeting last year. One of the main issues addressed was upon further investigation; the site is unable to connect to the Buckingham Township public sewer or water connection. With the recent mix of tenant, the plan has been revised in terms of the internal circulation patterns. The applicants have met with township staff to discuss the changes that will be explained further by Traffic Planner; Philip W. Wursta. The proposed day care center will remain in the same location. However, the building is now designed with two stories at the same square footage of 10,000. The last change as per the commission's recommendation was the parking around the proposed uses is appropriate to the demand each use has. Each use has a number of parking spaces surrounding that use as required as part of a standalone while still meeting the overall parking requirements.

Mr. Wursta reported the access roads have not changed on the plan since development with regards to access to the site with minor changes to internal access. There is one access into the site with a right in off Route 313, which connects to a road that runs through the site with access to each individual parcel. Access remains the same off Route 263 as a main driveway in the middle of the site that will be signalized. To the north of the main driveway will be a right in/out driveway. Rogers Road will remain the same as an entrance only aligned with Temple Judea driveway. This will allow traffic from Rogers Road and the Temple to go through the site and access the traffic signal on to York Road. As part of the access improvements, York Road will be significantly improved to provide a center left turn lane that will extend to Edison Furlong Road to and through the intersection of Route 313. This will allow a left turn off Route 313 into the site.

Traffic signal has an interconnection with fiber optic cable between Route 313, the site's driveway and Edison Furlong Road. This will create a very cohesive traffic signal system to provide a flow of traffic. The access on Route 313 and 263 are subject to Penn Dot's approval and Highway Occupancy permits. Upon approval of the plan, design work will begin associated with improvements.

For internal improvements, the first building is a proposed pharmacy with a drive-through circulation pattern at the exit out to the right in/out driveway. The retail section south of the proposed site has not changed with circulation around the building with access off the main driveway isle. This will allow vehicles leaving the site to only make a left turn onto main or right in\ out driveway. Circulation was improved in the parking lot to make it counter clockwise and parking was changed to flow better with the circulation. The middle driveway is now proposed to be an urgent care and a food stuff store (Starbucks) with a drive through access around the site, similar in circulation to a CVS Pharmacy store. The change in access allows for a break in the main drive isle to allow right or left in traffic to directly enter the site. This will allow even distribution in and out of the site as well as driveways. Upon exiting the driveway, vehicles can either make a right turn into the main driveway or continue to the main right in \out driveway.

Mr. Wursta concluded by indicating any improvements shown on the plan is almost conceptual with the Penn Dot circulations and with appropriate locations of isles and specific widths. The applicants are coordinating with the township's traffic consultant and all applications are ready to be submitted with Penn Dot and the township, including studies.

Mr. Kelso questioned; how does the signalization improvements tie into Penn Dot's improvements along York Road in Warwick and will the improvements stop along the township lines. Mr. Wursta answered; the improvements in Warwick will be road way construction with new signals. However, the signal systems along the township off the Route 202 Parkway is adaptive and not contemplative with the improvements of the site. Upon Penn Dot's requirement, the signalization systems be tied in together. Currently the system is interconnected with fiber optics. A discussion between the commission and Mr. Wursta continued regarding the traffic signal systems scheduled for Route 263. Mr. Wursta explained the adaptive signal system is proposed along the turnpike. Penn Dot is installing the traffic system along all of the corridors around Philadelphia and the five county regions. This will allow for better traffic management because all systems will be tied into a control center as Penn Dot plans to take over within the next five years. The adaptive system allows for the timing and phasing changes with a computer system for better traffic flow.

Mr. Murphy noted the applicants received review letters from Pickering, Corts and Summerson, dated April 15, 2015, Boucher & James, Inc. dated April 21, 2015 and Pennoni Associates, Inc., dated April 23, 2015 with no issues.

Ms. Hendrixson questioned; having the parking in the setback along the frontage of York Road. This will lead to relief and questioned if there is another option for a buffer. L. Scott Mills of Van Cleef Engineering Associates answered; the township ordinance allows up to half way into the set back at 65 feet, the plan show 32 1/2 with the parking. If the building was pushed in any further, the site will not work. Mr. Murphy noted; the plans show a 12 foot wide bike path. As per the commission request to reduce the width to assist with the onsite imperious, the path remains at 12 feet wide. The imperious is currently at 50.8. Although it's preferred to have the imperious under 50, the bike path could be reduced and will be determined upon further evaluation. The reason for the imperious is due to the path being outside the right of way as onsite and not within the township's right of way.

Resident; Joe O'Malley of Rogers Road commented on the validity of the timing system because it does not take into consideration of slow moving vehicles, such as trucks or tractor trailers. Mr. Wursta responded; Route 202 backs up

because the traffic volume was projected as a four lane road, but built as a two lane road. There is only so much green time that can be provided to a road way without hurting the side streets. Mr. O'Malley commented with the site having so many traffic lights, large vehicle trying to make a left will stagger and decide to go onto Rogers Road.

Resident; James Binger of Turkey Lane in Furlong questioned; what is the traffic system going to do to relieve the congestion from Edison Furlong to Cloverleaf. He noted with the signal system's timing, it will throw off traffic from Route 263. Mr. Wursta answered; the timing will assist the traffic as good as it can run. With a sku intersection there is no good solution to proceed through on Edison Furlong Road, because of the left turn conflicts. One solution is to acquire the right of way to widen the road, which will be very expensive for the township. Additionally, the traffic along Route 263 is light compared to Route 202 or 611. Mr. Binger then questioned if the right of ways along Edison Furlong Road were reviewed. Mr. Kelso indicated they are noted on the plans as 33 feet. Mr. Wursta added a large amount of widening would be needed up to 300 feet along Edison Furlong.

Resident; Anne Woodbury of 680 Spring Valley Road questioned; with the proposed two story daycare center, how is the drop off traffic going to be navigated. Mr. Wursta answered; the options will be either to park and drop off the child or designated drop off area. The operation of the traffic signal near the site will be easy because the retail center will not open at the same time of the daycare center for drop offs beginning at approximately 7:00am. Mr. Wursta noted the drop procedure will be at the discretion of the day care center.

A resident questioned how many parking spaces are designated for the daycare. Mr. Murphy answered; 40 parking spaces are allocated. Resident; Phyllis F Scarpill of 665 Spring Valley Road noted some daycare do not open until 8:00am, which is the same time morning rush hour begins. Ms. Hendrickson responded; the development is still in the sketch plan process and details will be re-addressed during the development plan.

Resident; Connie Victor of 116 Rogers Road commented with children attending Temple Judea and the proposed day care center, how many cars are anticipated to travel the roads. Additionally, with many of the drivers in a rush, speeding is going to be an issue. Ms. Hendrixson responded; all traffic issues will be reviewed during the traffic study process of the plan.

Resident; Mary Lou Streznewski of 22 Brook Drive, Furlong commented over the next eighteen months, Route 313 will be very difficult to travel during construction and is concerned with speeding issues along Rogers Road. Ms. Streznewski then had several additional questions, such as will the buffer of vegetation remain and how old are the figures indicating the status of the trees. Mr. Mill answered; the plan is to leave as much vegetation as feasible and supplement with additional planting. Upon a recent visit at Boucher & James, Mr. Mill indicated the tree calculations were reviewed and verified. Additionally, the woodlands canopy was also viewed.

Resident; Mr. Binger questioned the status of the sycamore tree that is approximately 150 years old. Mr. Mill was unable to provide a status report, but will look into the matter. Mr. Binger then commented as per the township's ordinance, the imperious surface should remain at 40%. Mr. Murphy responded; upon multiple discussions the impression was to have the imperious surface ratio try to comply with the ordinance, however the applicants will do their best to keep below 50%. Ms. Mallo added the trees will need to be replaced as per caliber inches that are disturbed. If the trees are taken down, relief will be needed.

Resident; Alan Victor of 116 Rogers Road questioned if the access road from Temple Judea is opposite to the proposed site. Mr. Mills answered the proposed site is aligned with the entrance to Temple Judea. Mr. Victor then questioned if there is a way to exist from the one way one entrance into the site. Mr. Murphy answered; the entrance

is intended to be a one way route and designed at 21 feet. For imperious surface purposes the width can be reduced. Mr. Wursta added; one way only signs are proposed to be placed at the entrance.

Ms. Woodbury commented the biggest trees are located near the signalized traffic signal, where driveway is proposed to be installed.

Ms. Victor noted with no public water or sewer connections, will the water being used by the day care be pumped from the nearby residential communities' wells. Ms. Hendrixson responded; the applicants will need to prove they will supply onsite septic system with a well of capacity that can handle the use. Mr. Murphy added baseline studies will be performed on all wells, so that the onsite doesn't affect existing wells. The test will be completed upon township's direction.

A resident questioned what will be the consequences if the site taps into the residential wells. Mr. Kelso answered; typically has a completion agreement in place. The agreement is between the developer and the township that notes a process to analysis any issue that may occur. This will also make the party who caused any damage to a home including wells take responsibility. He added shopping centers normally have low water usage. Mr. Kelso reminded; the plan is still in the sketch plan phase and analysis on waste water, water and other studies are needed before returning with the next step of their preliminary plans.

Mr. O'Malley questioned what the time line for the proposed site is. Mr. Kelso responded; the township has no control on the timeline of when a developers submit their plans. Mr. O'Malley then commented on his disagreement with the water and traffic plans of the proposed site. He feels it's the wrong conception for the wrong piece of property.

90 Day Clock

Ms. Mason reported no other plan development applications have been submitted. She further indicated Buckingham Retail requested to attend another Planning Commission meeting in May. The applicants would like an opportunity to respond to the residents March presentation. They also requested a new vote for the preliminary development plan, due to the vote change noted at the March 23, 2015 meeting by the Planning Commission. Lastly, an amendment to the proposed ordinance was completed and the applicants for the commission's recommendation, which have been submitted. However, a revised land development plan has yet been submitted. Ms. Hendrixson requested a copy of the revised amendment prior to the next meeting.

Adjournment: The April 27, 2015 Doylestown Township Planning Commission Regular meeting was adjourned at 7:55 p.m.