

TOWNSHIP OF MIDDLETOWN
PLANNING COMMISSION MEETING

April 10, 2018

Present: Mark Bradson, Alison Hassenplug, Bill Moran, Greg Reitze, and Peter Schettler

Patrick McKenna, Solicitor and Kevin Matson, Engineer

A. Call to Order

Chairman Mr. Schettler called the meeting to order at 7:30 PM.

B. Approval of Minutes-January & February

Mr. Bradson motioned to approve the January 2018 minutes and the February 2018 minutes as submitted. Mr. Moran seconded this motion and the Commission approved the minutes unanimously with a vote of 5-0.

C. Old Business

None

D. New Business

Final Subdivision/ Land Development Plan: Franklin Mint—Residential Project: Review of the final subdivision/land development of the residential properties at the Franklin Mint site Baltimore Pike West of Valley Road, 273 units

Stephen Polaha, attorney for the applicant, reported that the notices to abutting property owners went out and he provided a packet with confirmation of this to Mr. McKenna and Mr. Matson. He noted the packet included the letter, certified mail receipt, returned certification card, and a list of who was sent the information.

Mr. Polaha reviewed the history of the plan, going as far back as when the applicant received conditional preliminary approval on August 9, 2016. He also reported that the Wawa project needs conditional final plan approval; however, he was awaiting the HOP permit. He expected he would be back in front of Planning Commission in June to present that request. Mr. Polaha also reported conditional final plan approval was needed for the State Police barracks, which will also include approval for a portion of Printers Way.

Mr. Polaha informed the Planning Commission that tonight's presentation would include reviews from the applicant's engineer, land planning consultant, and traffic consultant.

Barry Archimbault, engineer for the applicant, reported that he was in receipt of Mr. Matson's review letter. Mr. Matson had 108 comments and the applicant would comply with 100 of them. He reviewed the 8 outstanding comments with planning commission:

Mr. Archimbault reported that Mr. Matson noted that the plan has changed significantly since preliminary plan approval. He did not discount this opinion but noted that all of the changes were for the better of all parties. From a birds-eye view, both the preliminary and final plan are almost identical. He provided examples of the changes that were for the better, like now having 6 above-ground basins for stormwater management, which will be easier for construction and maintenance, and having more green space. While these types of changes were made, he maintained that the spirit of the design is still the same and still based on interior central green space. Mr. Archimbault informed the Commission that all comments from the preliminary plan approval were addressed and incorporated into this application.

Mr. Archimbault went on to report another comment regarded roads without any sidewalks, noting 4 roads in question. He stated that Road J feeds into the existing Mint Building and sidewalks could be added. However, Roads E, F, and G were all one-way roads, 16 feet wide. The intent of these streets is back-loaded (i.e. garages only). All of the units with their backs facing these streets have roads with sidewalks in front of them.

Mr. McKenna asked if he would be asking for waivers. Mr. Archimbault stated that he thought the previous modification would be changed to modify and waive just these. Mr. Polaha stated he saw these as two different waivers, separate from the previous.

Mr. Archimbault went on to report that another comment discussed additional parking adjacent to the greenway. Mr. Matson stated he wanted some provision for parking near the green space. Mr. Archimbault explained that because the idea is to walk to these features, the applicant felt that adding black top to these locations would take away from this goal. Mr. Matson asked for clarification on the use of this location. Mr. Archimbault described it as passive, with the sundial from the original Franklin Mint Building likely being featured. Ms. Thomas, land planning consultant for the applicant, commented that the location would have arbor, benches and plantings. There was parking available and already planned directly across the street in the form of parallel parking. Mr. Matson asked if this open area's use was intended only for residents and Mr. Archimbault answered in the affirmative.

Mr. Bradson asked if parking numbers included 2 spaces in the garage and 2 in the streets for residents. Mr. Archimbault stated it was 2 in the garage and 2 in the driveway, so a total of 4 spaces for each unit before considering street parking. Mr. Bradson commented

it could be tight at the holidays. While Mr. Archimbault stated he understood Mr. Bradson's concern, he felt the street parking should be able to address this.

Mr. Archimbault moved on to the next comment, noting 90 degrees of parking within the development outside of the driveway. He stated each unit has a total of 4 parking spaces in addition to what is available on the street. There are 1,218 spaces accounted for in this development, and Code only requires 410. He then stated another comment was for the applicant to consider a more direct connection to SEPTA. He stated that the applicant is open to this but coordination between the Township and SEPTA would also be required. It also would not be able to be ADA compliant if pursued.

Mr. Archimbault reported the next comment involved the SEPTA portion of the tract, which was not under the applicant's control. He believed there was two separate projects; with the track work, bridge and drains being one and the station, garage and extra road being the other. The first portion is under review of the Township and the other is forthcoming, based on information provided with their construction schedule. He noted that the Planning Commission may begin to see clearing work by Station Road soon, then demolition.

Mr. Matson asked where the SEPTA area was located in comparison to the applicant's closest sidewalk. Using a diagram, Mr. Archimbault showed this, explaining that the closest sidewalk without the retaining wall has an elevation of 250 degrees to the right. SEPTA's closest elevation is only 180 degrees.

Mr. Archimbault went on to the next comment for review regarding pedestrian walkways with curb ramps to nowhere on the plan. He stated this was purposely done, with future projects in mind; namely the Township's proposed trail network which will ultimately connect Granite Run Mall to the SEPTA rail stations. He used a diagram to show the locations of these ramps in question and provided background information on the projects' current status. Some of the projects were in the planning phases, others were only conceptual.

Mr. Bradson asked if there were any trails along the back of the development for residents. Mr. Archimbault stated that a trail about 10 feet wide with concrete on both sides was discussed. It would be an informal trail network and not maintained in the winter months. It would be basic, but there is potential to connect that to the Township trail. There may also be potential for a trail along MTSA's CCI phase 3 area. Mr. Bradson asked about maintenance. Mr. Archimbault stated they did not anticipate that type of use, but they would have access to roads at all the basins.

Mr. Matson thanked Mr. Archimbault for the additional information on the trails and commented that he thought that would make a nice path of connections.

Mr. Bradson asked a question about elevation of specific areas. They looked at a diagram together and then Mr. Archimbault noted that sheets 19-21 has that information listed.

Mr. Schettler stated that several points were raised about design issues like building heights. Mr. Archimbault reported they had to abide by the zoning requirements, but the rest of the points were more architectural. Kevin McLaughlin, the developer of the project, stated that he could show a representation of the architecture if necessary, but they did not want to comment to what it will be precisely at this point. He noted they were shooting for a price range of high \$300,000s for the smaller units and \$500,000s to \$700,000s for the single-family homes. The architecture will be fitting for these price points.

Mr. Bradson asked if it was age-restricted. Mr. McLaughlin answered in the negative, but explained they were marketing to target the master-down buyer.

Lisa Thomas, land planning consultant for the applicant, reported she would be addressing Tom Committa's review letter. In general, the applicant would comply with all, but she wanted to highlight a few areas.

First, she stated Mr. Committa wanted an update on the sidewalk plan. Ms. Thomas showed a diagram of the new plan with all the sidewalks in orange, the trails going south and west into open space in blue and where all access to stormwater management facilities is located. She reported that they planned to choose one major trail as a community trail at the rear of the property, with the idea that residents can go off the trail informally from there if they choose. She stated that she planned to ask Mr. Committa's office to walk the trail together to determine the best community trail.

Ms. Thomas reported that Mr. Committa asked for an open space plan. She showed the Planning Commission a plan, which detailed 21 acres of open space in light green with the community green shown in the center of the development. She stated that the diagram still needed to be updated.

Ms. Thomas went on to report the fee in lieu of recreation still needed to be discussed and that the architecture would follow as final decisions are made.

Ms. Thomas moved on to lighting, reporting that Stan Stubbe suggested dimming the lights about 50% between 11 PM and dawn. She explained that the applicant would rather not do this for safety reasons since the development has been designed to target an older demographic. She noted that there is no code obliging the developer to dim the

the sewer is part of the Wawa project and they are hoping to have it completed in 2019. Therefore, it has to be completed within this timeframe.

Keith Schuster, owner of the BP property on the corner, asked if there were any plans for the Rt. 452/Rt. 1 intersection. Ms. Kline stated the loop road noted previously would be at the southeast corner of this intersection and it would alleviate some of the traffic at the intersection. Those movements should take a significant amount of time from the left turn lane and can turn traffic more effectively. The loop road project should decrease the wait time by 20%. She noted the loop road was the best option because there is limited opportunity to widen sections of that intersection. Ms. Kline added that there is a future PADOT project set to address the Rt. 1/Rt.352 interchange, as well as the Rt. 1/Rt. 452 intersection and Rt. 452/Rt. 352 intersection. These would be larger projects and beyond the scope of the Township loop road project. Mr. Shuster asked if light timing would be affected. Mr. Kline stated that was something the Township and PADOT would have to consider. Signal work would be necessary for coordination with the loop road.

Glen Sides, 219 Hunter Street, stated slopes are steep at the Wawa project and the sod that was laid out has already washed away. There has been a lot of erosion taking place, with so much mud and water being displaced. It completely overflowed an existing pond. With this in mind, he stated the developer needs to make sure the retention basins for the project in question actually work. Mr. Bradson responded that the Wawa site is currently under construction with earthwork. ~~Sod is a method used for stabilization in the winter months.~~ ^{hydro-seed} When the project is done, it will be cleaned up and should take care of the water issues. Mr. Sides expressed that the contractor did a nice job but because the soil is clay, it is not filtering. Mr. Matson stated the basins for this project are deeper into the property and should address the issues Mr. Sides brought up for the residential development. Mr. Archambault stated the Wawa project was in-between phases because things slow down in the winter months. Mud coming down is okay because of the sediment basins. The MPDS permit is still being followed. He also noted that there were 2 significant rain events in January and there was incident release. Steps were taken immediately and a permanent fix to address the problems was completed. Mr. Archambault explained that both retention and detention is considered. In addition, Mr. Matson gets the stormwater management report and reviews it, but PADEP and the conservation district issues the permits needed. The applicant will be working with these groups and in compliance with their regulations. Mr. Sides stated he understood but felt it was possible they could be in compliance and the plan could still not work. Mr. Archambault responded that once permits are received, they have to inspect the areas after every significant rain event and on a calendar basis. This is true whether it is with the applicant or the HOA.

look at busses too. Due to the nature of the development with sidewalks, there could be one bus stop with the development walking to that location. Mr. McLaughlin stated that is typically what a school district would prefer as well. Ms. Hassenplug asked if there was an anticipation for an increase to the school district population with this development. Mr. McLaughlin stated they could not guarantee there would not be, but they were targeting an older population.

Mr. Bradson asked if there was access to the rail station for the residents without using the main entrance of SEPTA. Mr. Archambault responded that there was not at this moment. Mr. McLaughlin added that the subdivision had some challenges a few years ago and they looked at census data. This project was included in their analysis. He stated that he would make SEPTA aware that the number of units decreased.

Mr. Polaha requested a recommendation for approval subject to the outstanding comments and Council being satisfied with architectural matters, with an inclusion of recommending approval for modifications. Mr. McKenna asked for clarification on the modification being requested and questioned if it would be premature to provide a recommendation when there were 5 reviews not received and changes to the comments.

Mr. Archambault stated that Zoning has never issued a letter and they have only ever received one letter from the Fire Marshall. Everything was incorporated into this plan as per his comments in the letter related to the preliminary plan for this final plan. He noted that Kelly & Close is working with Bradford Engineering on the sewer plans since it also needs to be coordinated with MTSA's Phase 3 of the CCI upgrade. Mr. McKenna asked about the transportation impact study. Ms. Kline responded that she received comments from PADOT but no additional comments from the Township's traffic consultant. It has been reviewed though as just this development and as part of the larger studies and coordination has been ongoing with all parties.

Mr. Bradson asked Mr. Matson if he had any concerns with recommending approval. Mr. Matson responded that he did not think site geometry would change a lot with the outstanding items still needing comments. He stated it depended on how clean of a plan the Planning Commission was comfortable sending to Council for review. In his opinion, Mr. Matson felt that not much more would be changing based on the information provided at this meeting. Mr. Matson asked if the investors were looking for a recommendation. Mr. McLaughlin noted that any movement forward helps with the investors. Mr. Polaha commented that the trail is a Township issue and that the applicant could not proceed without Township guidance on the trail system. Mr. Matson expressed that he thought the Township did not want to see this plan held up. Mr. Polaha added that

PADOT all agree with the vision and associated improvements, but the technical details of the proposed plan are still being considered.

Mr. Bradson asked for information regarding entering and exiting the development. Ms. Kline stated the left turn in already exists with 300 feet of storage, which is adequate for the development. A right turn in lane will be added. In addition, a dedicated left turn and right turn would be established for exiting the site.

Ms. Hassenplug asked if that would be the only access point to the development. Ms. Kline answered in the affirmative but added there would still be the existing connection to the current Franklin Mint property. That would become a more formalized roadway with the Printers Way loop. There is also an interconnected roadway throughout all the Franklin Mint parcels planned. Ms. Hassenplug stated that it sounded like there would not be 273 units of residents using only one access point. Ms. Kline agreed, explaining Printers Way could be accessed. She stated that because it is age-targeted, and the SEPTA station was so close, they did not expect more than 2 cars at each home.

Mr. Moran asked about the focus of the age-targeting. Mr. McLaughlin stated that zoning is only for age-restricted and that they can't officially target; however, by making certain architecture choices, like master bedrooms on the first floor as 110 units will have, and not installing a playground, older buyers should be attracted. They cannot discriminate though and if a family wants to move in, they technically could. Mr. Moran asked how many bedrooms were planned for these homes. Mr. McLaughlin stated they planned on 3-4 because some people want more rooms for things like a study or a hobby room. The product is purposely designed to be alluring to the older buyer.

Mr. Moran asked if the HOA rules would be made by the developer and eventually turned over. Mr. McLaughlin answered in the affirmative, stating the Township would review this document as well. Mr. Moran then inquired about road maintenance and snow removal. Mr. McLaughlin explained the residential development would be private roads (Mr. Polaha noted that a portion of Printers Way would be dedicated to Township) and Mr. Archimbault noted that there is a greenway with a width of 3 ½ feet between the road and sidewalk where snow can be plowed. There could be dedicated areas for mega-storms or they may need to get creative with bucket trucks, depending on the amount of snow. Mr. Moran asked how private roads would be policed to assure proper parking. Mr. McLaughlin stated the HOA could include this type of language. He planned to have a management company involved as well and stated parking would be regulated.

Mr. Moran noted that since it is possible that children could live in the development, consideration for the accessibility of school busses should be considered. Ms. Kline stated that they would be doing a truck turn analysis as per Mr. Matson's request. They can

lights and that they would prefer to let the Home Owner's Association make this decision.

Ms. Thomas stated that Mr. Stubbe was also looking for lights for the landscape and sign, and on lot mount lights. She explained that these needed to be approved by the Township, that the Code doesn't require this, and that the applicant is not at the point to make these decisions yet.

Mr. Bradson inquired about the plans for the Pennell House. Mr. McLaughlin responded that the house would be relocated and preserved. It would most likely be repurposed as professional offices. He stated that he still needed to continue discussions with the Historical Society and that the plans for what to do with the house after the relocation could change.

Sue Mescanti, 33 Oriole Avenue and member of the Historical Society, asked where the structure was currently located. Mr. McLaughlin showed her on a map, then indicated where it was being moved. He stated that professionals would be involved in the move as they were not looking to dismantle it.

Mr. Moran asked for information on the appearance of the open space. Ms. Thomas stated it would be informal. There definitely would not be a play ground as they were targeting an older demographic and not families. There would be different types of open space throughout the development. Mr. Bradson asked what would be around the basins, and Ms. Thomas responded a band of native trees to blend in with the surrounding areas. Grass and meadows would be within the basin.

Nicole Kline, traffic consultant for the applicant, reported that the traffic portion of the plan is different as it takes into account the entire Franklin Mint project and not just the residential development. The traffic impact study includes all parcels of the project. The study has been submitted to the Township and PADOT, with a lot of coordination and collaboration between all parties. She stated they are working on a full resolution prior to highway occupancy.

In regards to this specific project, it would be accessed from the existing signal at Valley Road; however, the intersection would be modified and upgraded. Ms. Kline stated that it would also provide ADA compliant pedestrian amenities. There is no new access planned for this project.

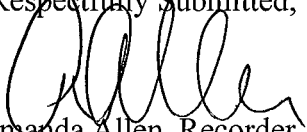
Ms. Kline reported that the additional traffic for this new development also considers off-site traffic issues too. The Township is proposing a loop road to help reduce traffic concerns, and the applicant is a part of this process as well. The applicant, Township and

Mr. McKenna noted there was 2 sections of the modifications with question marks. Mr. Polaha stated that he understood there to be no provisions that relate to HOB or HC, so noting really needs to be modified or waived. These were included to be reviewed simply for the Planning Commission's blessing to move forward. Mr. Matson agreed with that.

Mr. Moran motioned to recommend approval of the final subdivision and land development plan, subject to additional items with modifications being discussed with the Township and the Historical Society being consulted for the plans with the Pennell House. Mr. Bradson seconded this motion and the Board approved with a vote of 5-0.

Mr. Schettler adjourned the meeting at 9:20 PM.

Respectfully Submitted,



Amanda Allen, Recorder

