

Warrington Township Planning Commission Minutes for September 2, 2010 Meeting

The regular meeting of the Warrington Township Planning Commission was held at 7:30 pm. September 2, 2010 at Tamanend Middle School at 1492 Stuckert Road, Warrington, PA 18976. The members present were as follows:

Douglas E. Skinner	Chairman
Shirley Yannich	Vice-Chair
Steven Tiberio	Secretary
Frank Gonser	Member
Joseph Balent, Jr.	Member
Michael Murphy	Member
Madeline Sturm	Member
Michael Mrozinski	Director of Planning and Development
Richard Wieland	Carroll Engineering
Andrew Brown	Carroll Engineering – Traffic
William Casey	Township Solicitor

2. Call to Order/ Pledge of Allegiance:

The meeting opened with the Pledge of Allegiance

3. Public Comments:

The protocol and agenda for the meeting was reviewed with the audience.

Mike Kelly, 135 Muirfield Ln

Mr. Kelly inquired if the height restriction revisions were still being reviewed or if they had been tabled. He was assured that they were still an active subject with the PC.

4. New Business:

**Consideration of the Preliminary Land Development Plan TEVA Pharmaceuticals
Limekiln Pike, Lower State and County Line Roads, 161.73 Acres:
TMP 50-004-085, 96, 89, 90, 94 & 92; Zoned: PI-1, PI-2, PRD, C-1 & Q**

This application was represented this evening by:

Robert Gundlach, Attorney
Coert Davis & Bonnie Hill, TEVA
Ed Klimek, Architect
Keith Lieberman, Engineer
Casey More, Traffic
Ken Amey – Fiscal and Land Planning

The preliminary plan was submitted to the township and a review letter from CEC was received dated 8/11/10. A return memo was submitted by the applicant that all items will comply and a revised set of plans will be submitted to reflect this memo. They are not looking for approval tonight on the plan based on the revised submission.

Ed Klimek reviewed the by right plan specifying the storage building and distribution building as well as the employee/visitor entrance off Limekiln Pike and the truck only entrance off of Lower State Rd. Mr.

Klimek also said there may also be a tunnel connecting the two buildings.

Traffic

WD1 for County Line Rd is fully funded and under construction. WD2 from Stump to Kulp Rd is not currently funded. The preliminary design was done before funding ran out.

TEVA completed a traffic study with existing conditions with projections from when they are scheduled to open, and five and ten year projections. Per this study, TEVA is to complete the changes to the triangle intersection and complete the spur road which includes relocation of Limekiln Pike. Lower State Rd is to be widened to 3 lanes with all truck access to the site off of Lower State Rd

They are anticipating that a majority of the traffic will take Lower State to County Line Rd, turn west towards the 202 Parkway and use the parkway to Rt 309 to the turnpike. County Line Road East at Lower State will be 6 lanes: two thru lanes, a left and a right turn lane.

The residents of Woodlawn Ave are being given the option of turning their road into a cul-de-sac with the entrance onto County Line Rd. It will be discussed at a meeting of the residents of Woodlawn at a later date.

Lower State Rd/Kulp W to the triangle intersection will be five lanes. When WD2 is finished there will be five lanes all the way to 202.

It is anticipated that the access from Limekiln Pk will be 11% to the north and 89% to the south.

PADOT has jurisdiction on any restrictions or permission on Limekiln Pk and County Line Rd.

All the studies done were using the ITE (Institute for Transportation Engineering) data, regional background traffic and projections from the existing numbers. It was asked if trucks, other than delivery trucks were considered in these numbers, ie: service and maintenance for the site. It was stated that they were included in the trip generation numbers, but they may not occur at peak time which were time times of most concern and study.

They Right of way for the improvements must be acquired by PADOT for their portion and by TEVA for their portion of the improvements.

Draft agreements have been sent to PADOT for review, but have not been returned. No work would start without written agreements.

TEVA will need Highway Occupancy Permits and to post security with PADOT. All improvements will be secured with either PADOT or the township.

Ciaran Farrell, 165 Morning Walk Dr

Mr. Farrell questioned the “acceptable” questions and answers of the Planning Commission.

We need to consider the reality of the traffic, noise and pollution this project will create.

Why does this need to be here rather than closer to major transportation routes.

What traffic is going to be using the spur and will Limekiln Pike be closed completely? Part of Rt 152 will be vacated, but a right in/right out will remain onto County Line Rd where it now exists with a full movement exit further west on County Line.

Jane Lamay, 28 Kulp Rd

This area is a mess already. We do not need more tractor trailers

Krista McDemas, 1007 Linden Way

Mrs. McDemas questioned the “conservative numbers” used. Why a facility this size if there will only be 200 trucks each day. It would easily be capable of greater numbers. She also questioned the hypothetical bank and daycare and the uses for the commercial area to be rezoned. There are other potential uses that would generate more traffic and this does not present a clear picture.

Tony D’Angelo

What is the benefit to the community for this project? It was stated that one was is that this would help broaden the employer base which is mostly retail at this point.

Mr. D’Angelo questioned the ability to have the trucks use the specified routes desired.

Linda Carter, 187 Stump Rd

All these improvements are not a good thing. Warrington will not gain from this project.

Ivy Ross, 3577 Gray Fox Dr

What happens outside of WD2? There will be as much transitioning as money allows.

Ms. Ross questioned the levels of service and their anticipated improvements with these changes

Mike Starner, 3429 County Line Rd

Mr. Starner wanted to know why PADOT is not present at these meetings. They do not have the money to pay for their portion of the project and should not be counted on to provide the funding. This should not be passed without the funding.

Eugene Poiron, 17 Woodlawn Ave

This project should wait until the improvements on County Line are further down

Mike Kelly, 135 Muirfield Ln

Mr. Kelly went the Bucks County Planning Commission meeting on 9/2/10 and stated that they “did not think this project will work.” He also stated that felt the types of trucks presented was not clear.

The possible rezoned section traffic uses were not a conservative number. It was stated that the rezoned area will have to do studies and the traffic will have to be mitigated at the time it is developed. No additional development is planned for that area with this submission. It was also suggested that a restrictive agreement be signed that there be no new development in the rezoned industrial area. The traffic was counted manually. There was some problem with the original numbers, but both the township and PADOT’s engineers are satisfied with the counts now.

Sam Rabadi, 1001 Linden Way

Mr. Rabadi wanted to know the criteria used for the Planning Commission’s review. All items in the ordinance will be addressed in the review.

Eric Ross, 3577 Gray Fox Dr

There are outs in the PADOT agreement. TEVA’s improvements are to be completed by 2013 and PADOT’s by 2020. What are the contingency plans when these improvements are not complete?

The construction of the roads and the facility will be simultaneous. How is that going to be mitigated?

Why was the rezoning approved earlier and now reconsidered? Board of Supervisors asked that the Planning Commission review again because of the additions of the comparative traffic study and the environmental study to the submission.

Todd Pierzchala, 25 Kulp Rd E

He stated that just fixing part of County Line Road is senseless. It all needs to be fixed now. This project needs to be somewhere with better access.

Ken Foladare, 3185 Fox Dr

Mr. Foladare asked if they included the 3pm – 8pm time and did they allow for natural growth and extra trucks over the 200 trucks with 400 trips generated. It was stated that they had allowed for growth and projected out to 2013 and 2020.

He asked if the township would be responsible for any of the roads which they will not because they are all state roads.

Mr. Foladare proposed an affidavit be signed by all the Board of Supervisors and Planning Commission members that there are not conflicts of interest in this project. This will be reviewed by the township's solicitor.

Tom, a Warrington Resident

It was asked what the plans were for past Kulp Rd. There are no planned improvements at this time for that area by TEVA or PADOT.

It was also asked if the bridge on Limekiln Pike will become two way again. It was stated that they are staging for repairs to increase the weight load.

Jordan Yeager, Warrington Coalition Attorney

Mr. Yeager stated that it is being assumed that the 85 – 90% of the trucks will travel south on Lower State Rd and then west on County Line Rd, but it needs to be studied if the trucks were to go the other way. MapQuest gives a route to the east so this may be a consideration. Also, these were issues in Carroll Engineering traffic engineer's letter, but there have been not revisions to the traffic plan since that letter. This issue needs to be addressed.

Christopher McDemas, 1007 Linden Way

Mr. McDemas wanted to know if there had ever been a post study of the traffic engineer's projects and what the results were. Mr. More stated that of the post studies that have been done, 90% of the projects he has worked on have improved the traffic situation. Mr. McDemas wanted to know who would be accountable if the traffic is not improved as predicted because there is no accountability evident and no recourse.

8. Adjournment:

Due to time constraints, the meeting adjourned at 10:30 to be continued at a later date, tentatively September 16, 2010 at the same location.

Recorder: Amy Organek