

WESTTOWN TOWNSHIP PLANNING COMMISSION MEETING MINUTES

VIRTUAL MEETING (via Zoom Platform)
Wednesday, May 20, 2020 – 7:30PM

Present

Commissioners – All Planning Commission (PC) members were present. Also, present were Gregg Adelman, Andrew Semon, Nicole Kline and Jeff Madden for Toll Bros., Kristin Camp, PC solicitor, Al Federico, Township Traffic Consultant, and Planning Director Will Ethridge.

Call to Order and Pledge of Allegiance

Mr. Hatton called the meeting to order at 7:30 PM and led those present in the Pledge of Allegiance.

Adoption of Agenda (JE/JL) 6-0

No changes were made.

Approval of Minutes (JE/JL) 6-0

The Planning Commission Meeting minutes of 03/04/2020 were amended. Jack Embick will provide edits to Will Ethridge.

Announcements

- Mr. Ethridge noted that the Crebilly CU Application Hearing was set for June 24 and subject to the Governor's declaration of no more than 25 people into a meeting space. The location is tentatively Uptown Theater in West Chester.

Public Comment – Non Agenda Items

None

New Business

None

Old Business

1. 2019-01Toll Brothers-Crebilly Farm II CU Application

Andrew Semon reiterated that the applicant had provided a new concept plan that the PC had been reviewing in the course of several meetings. Gregg Adelman recapped that at the last appearance, the PC members went through the 43 PC's recommendations from December 2019 and Toll Bros. responses submitted in January 2020. He noted that before moving forward, the applicant wanted to provide an update on the offsite traffic designs and intersections. Once again, Mr. Adelman displayed an alternative plan for the Robinson tract and revised sketch plans of the intersections. The main highlights included:

- The alternate plan shifted the overall development 500 - 600 feet to the east; enhanced pedestrian trail connectivity throughout the entire site, including along the connector road; designated area to be used for horse riding and designated areas for school bus parking; snowplowing easements were added; overall contiguous 78.62 acres of open space (an increase of approximately of 21 acres from previous plan submission).
- At the intersection of Rt. 926 and S New St, the proposal called to install two left-hand turn lanes on Rt. 926.

- Nicole Kline recapped that Toll had submitted a concept plan for the intersection of Rt. 926 and S New St to PennDOT and the Township and made subsequent revisions to address technical comments and pedestrian connectivity. She noted that PennDOT had agreed to minimum lane and shoulder width at that location. She emphasized that those improvements would require right-of-away (ROW) in easements that were outside of the control of the applicant. The revised conceptual plan included a crossing on the eastern side of Rte. 926 as well as a pedestrian crossing on the south leg of New St with signalized facilities. The applicant intended to pursue appraisals for the impacted property areas and seek to acquire the necessary ROW amicably to be able to complete these improvements.
- Mr. Adelman noted that the applicant received written correspondence from the Speckman Trust regarding their properties' ROWs, expressing unwillingness to grant those to permit the additional widening on their properties.
- Intersection improvements of Rt. 202 and Skiles Blvd to increase capacity by providing two dedicated left turn lanes and a shared through right lane at the Stetson School Drive approach and existing median modifications along the Skiles Blvd approach to properly align the lanes.
- The widening along the Robinson Track frontage along West Pleasant Grove Rd and traffic calming along that roadway. The applicant proposes to install two speed tables along the roadways with further coordination with the Township to provide some additional traffic calming features.
- The applicant proposed to install a mini roundabout at the location of the intersection of West Pleasant Grove Rd and the connector road, which would provide a single circulatory lane (single lane approaches and a single lane as vehicles traverse within the roundabout). The roundabout would definitely slow the speeds of people traveling on West Pleasant Grove Rd. A ROW would be required from the church to have a slightly larger intersection than what was proposed in the original plan as a stop control T intersection. The applicant reached out to the church and waiting to hear back regarding the ROW.

PC members have raised several concerns as summarized below:

Mr. Hatton asked Nicole Kline regarding any traffic studies identifying the type of vehicles that could travel through the proposed mini roundabout. She confirmed that in their completed traffic studies that information was captured with the largest vehicle being a school bus. Mr. Hatton raised a concern that tractor-trailers might not be able to turn there. Mrs. Kline did not believe that it was the route the tractor-trailers would take. She also emphasized that the fire trucks were accommodated and that mini roundabout was fully mountable.

Mr. Rodia asked whether there was any discussion with the property owners involving the northwest corner of Rt. 926 and S New St. Nicole Kline recapped that there would be no widening at that corner. Mr. Rodia asked Al Federico to voice any changes he would recommend to the revisions as proposed by Toll. Al Federico expressed his opinion that the mini roundabout should be larger.

Mr. Flynn asked the applicant to clarify whose responsibility it would be to acquire the ROW from the church and what would happen if it wasn't possible. Mr. Adelman noted that it was

not Toll's obligation to acquire private property. He also believed that the stop control intersection would work and operate safely and there was no need for the roundabout, which was proposed to address some of the concerns of the township traffic engineer.

Jack Embick asked the applicant to explain the functionality of a fully mountable roundabout, raising a concern that drivers would go over it. Nicole Kline pointed out that it was mountable by larger vehicles but uncomfortable for passenger vehicles to do. She added that school busses would drive over the portion of the center to turn onto the connector road. Mr. Embick asked for more details on the incursion on the environmental values nearby if the roundabout was moved to the west to avoid ROW acquisition from the church. Jeff Madden explained that there would be a significant impact on a woodlands riparian buffer and there were constraints with topography. Mr. Embick expressed his misbelief that proposed improvements to Stetson School drive would make the level of service at that point significantly improved enough to address extremely heavy traffic. Ms. Kline reiterated that PennDOT agreed that giving that critical movement twice the capacity by providing the second lane was the right solution for that intersection.

Tom Sennett asked Nicole Kline to confirm if the traffic counts for Stetson School drive were included in the traffic study. Ms. Kline noted that the existing peak hour traffic volumes for all the study intersections were available on page 51, Fig. 3 and the future design year with development peak hour traffic volumes were included on page 60, Fig. B in the most recent submission of the Traffic Impact Study to the PC of May 15, 2020.

Kristin Camp completed going through the rest of the PC recommendations that were drafted previously with an opportunity for the PC members to discuss final details. The outstanding items included:

- Sufficient overflow parking for proposed trails access – the definition of “sufficient”
- Safety of proposed 90-degree turns and unwarranted stop signs at those intersections – redesign alternatives to those intersections by reducing the number of proposed units
- The opportunity to preserve the scale house and corn cribs and their relocation – the PC requested feedback from the Historical Commission on this subject
- Restrictions to construction activities during the day – PennDOT's standard hours to lane closures and timing of activities

Kristin Camp recommended fine-tuning the draft conditions, specifically those related to the most recent submission of the traffic analysis prior to finalizing the PC recommendations to present those to the BOS. PC agreed with that suggestion.

Public Comment

None

Reports

Mr. Embick summarized his observations of the BOS virtual meeting for 05/18/20.

Adjournment (RH/JE) 6-0

Meeting was adjourned at 9:35 pm.

Next PC Meeting:

June 3, 2020, 7:30 pm – Township Bldg

PC Representative at next Board of Supervisors Meeting:

June 1, 2020 – Elaine Adler/Russ Hatton

Respectfully submitted,

William Ethridge,

Planning Commission Secretary