

**Minutes from the  
DOYLESTOWN TOWNSHIP PLANNING COMMISSION  
Regular Meeting  
September 24, 2012**

The Doylestown Township Planning Commission Regular Meeting was held at 7:00 p.m., Monday, September 24 2012 in the Doylestown Township Municipal Building, 425 Wells Road, Doylestown, PA. Members of the Planning Commission in attendance included: Chairman; Judy Hendrixson, Vice Chairman; Kenneth L. Snyder and member; Edward Redfield. Also in attendance was Township Manager; Stephanie J. Mason.

Absent: Members; George Lowenstein and Thomas Kelso. Board of Supervisor Liaison; Richard F. Colello and Planning Consultant; Ms. Judy Stern Goldstein. Ms. Karen Morgan Mallo of Boucher & James, Inc was present in Ms. Stern Goldstein's absence.

**Review of Minutes:**

In the form of a motion by Mr. Snyder; seconded by Mr. Redfield the July 23, 2012 Doylestown Township Planning Commission Regular meeting minutes were approved.

Motion carried 3 to 0.

**Public/Commission Comments:** None

**The Pavilion at Furlong – Preliminary Land Development / T.P. #09-022-139**

Attorney for The Grasso Group; Mr. David Shafkowitz presented the commission with a preliminary land development plan for The Pavilion at Furlong and reported the plan shows few changes from March 2012.

The plan continues to propose a 54,000 square foot light industrial (LI USE) warehouse, cell tower and 8,400 square foot daycare. The access is proposed off of Rogers Road with no access off Swamp / York Road and on lot septic. The only change shown is the location of a telecommunications cell tower now outside the LI District due to restriction, which are not permitted.

Upon the March 26, 2012 Planning Commission meeting, applicants were in receipt of Pennoni & Associates letter requesting certain items be evaluated from a traffic standpoint. The study was completed and submitted with their preliminary land development plans in the beginning of September 2012. Mr. Shafkowitz then indicated tonight's presentation will focus only on traffic issues.

Mr. Shafkowitz then referred to Pennoni & Associates, Inc. September 19, 2012 review letter indicating on behalf of the applicants, he agreed to comply with the following notes.

**General Traffic Comments:**

Most importantly, trying to re-design driveways to restrict a left hand turn onto Rogers Road.

With regards to the engineering construction contributions to install a traffic signal, Mr. Shafkowitz will still need to consult with the applicants.

Subdivision Land Development Comments:

**Item 6:** Mr. Shafkowitz recalled a discussion agreeing the applicants will try and limit truck traffic for the site. However, he will verify with the Grasso Group and inform the township.

Mr. Snyder clarified the review letter references nothing larger than WB40 size trucks is workable as part of the design. Mr. Shafkowitz agreed, but would like to confirm with the engineer.

Ms. Hendrixson referenced the September 21, 2012 memorandum from Temple Judea of Bucks County President; Jerel Wohl and provided a copy to Mr. Shafkowitz. Upon reviewing, Mr. Shafkowitz stated the issue of the cut through from Rogers Road to Route 263 was proposed when a CVS pharmacy was considered under the C1 portion. The proposed traffic light on York Road allowed for access points. Once the plans were denied, there was no mechanism for the access point available. Ms. Mason suggested the applicants request another extension to provide time to discuss the issue with Mr. Wohl further. Mr. Shafkowitz indicated additional site visits with the Township Planner's office may also be needed to resolve the issue due to a different understanding of what is being depicted.

Ms. Hendrixson questioned if the applicants are requesting an extension this evening. Mr. Shafkowitz indicated yes, another 90 day extension is requested.

Prior to introducing John R. Caruolo of Caruolo & Associates, Mr. Shafkowitz indicated changes requested in the Pickering, Corts and Summerson's September 18, 2012 review letter are all technical issues and will be amended to the plan.

Upon the August 27, 2012 Planning Commission meeting, Mr. Caruolo revised his traffic impact study to include public comments regarding Temple Judea traffic. In a bigger interscope, other intersections were included, such as York & Rogers Roads, Swamp & York Roads, Spring Valley & Rogers Road, Spring Valley & Swamp Roads and York & Edison Furlong Roads. Traffic counts and adjusted traffic counts were completed, where some were conditions.

A revised traffic study was designed with taking the counts of the six intersections, adding a growth factor provided by Pennoni & Associates. Future traffic volumes were devised and traffic counts completed with adjustments to summer hours. Then total future traffic were added, generated by the warehouse, daycare and Temple Judea during peak morning peak hours (7:00 to 9:00am) and evening peak hours (4:00 to 6:00pm). Based on the data, a volume capacity model was ran. A volume capacity module is a calculation of the maximum numbers of vehicles which pass through an intersection then compares to what the township is recording.

The level of service results for some signalized intersections, such as York & Edison Furlong Roads and York & Swamp Roads are F. What a F level of service means for a signalized intersection is the average delay records at over eighty (80) seconds. However, you will need to view the traffic signal cycle (amount of type the light turns from red to green) at a maximum of a 100 seconds, because there are several aspects involved, such as left hand turns and green on the main road. Most of the traffic is waiting 60 to 80 seconds at more than two phases, because of the nature of the traffic signals.

Mr. Caruolo then calculated level of service optimized by the traffic signal, where the existing timings were adjusted to receive the maximum number of vehicles in the intersection. The level of service score was **F** for Spring Valley & Swamp Roads. The only way to fix this problem would be install a new traffic signal. However, this cannot be done due to the volume of traffic coming from Spring Valley Road is too low to meet the Pennsylvania Department of Transportation (Penn Dot) requirements for a side street at a 100 vehicles per hour. Based upon the data, Roger & York Roads are graded at **F** now and in the future. The applicants will be in discussions with Temple Judea to coordinate installing a traffic signal at Rogers & York Road, which is not an unreasonable request. Mr. Caruolo added with the traffic from Temple Judea and the development off Rogers Road warrants a new traffic signal. Mr. Snyder questioned if Mr. Caruolo's traffic study is valid if the traffic pattern shows coming out of the warehouse, when comments states traffic will not be allowed to do so. Mr. Caruolo answered; 70% of the traffic will turn onto Rogers Road. We were directed by the applicants to design a full access driveway for the study. It was assumed access would come from the east and west of Rogers Road, but assigned most of the traffic to the intersection. If the turning restrictions occur, it will not affect the operation. It will just create more traffic at the intersection where a traffic signal is even more warrant. Mr. Snyder commented Swamp and Spring Valley Road were already inept, but traffic will be taken away. He then asked, if Rogers Road has a lighted intersection, how it will improve the level of service. Mr. Caruolo answered; the improvement will show off the Rogers Road approach to a **C** level of service grade. Due to the intersection having a higher level of control going from a stop sign to a traffic signal.

Mr. Caruolo then explained the disadvantage of a traffic signal because delays will occur on Rogers Road for vehicles going straight onto York Road, but will increase the safety benefits.

Mr. Snyder informed the Temple was waiting on the date of the data used in the traffic study from the applicants. Mr. Caruolo responded; information was used from the Pennoni & Associates study provided.

On behalf of the applicants; Pavilion at Furlong, John Caruolo of Caruolo & Associates will comply with comments in the September 19, 2012 Pennoni & Associates review letter with the following notes..

#### Traffic Impact Study Comments

- 1) The applicant will provide all the analysis of the daily traffic counts.
- 2) Mr. Caruolo was unsure why a narrative of the daycare was needed. There is no information that the daycare will be located in the C1 District.
- 3) The traffic study was revised to assign the site generated traffic to and from the intersection of York and Rogers Road was completed and submitted.
- 4) There are no current development plans for the C-1 portion of the site.
- 5) Mr. Caruolo commented the township shows an interesting note in their ordinance which indicates no development plans will be allowed below level of service C. He stated the ordinance is antiquated and a level of C service cannot be accomplished along Rogers Road.
- 6) Mr. Caruolo stated there is nothing that can be done to improve a stop sign intersection, other than installing a traffic signal. They have optimized the signalized intersection at Swamp / Edison Furlong Roads on York

Road. He will forward the information of what was optimized and how it compares to the existing traffic signal plans to Penn Dot. Penn Dot also requires the plan be optimized and/or changed for that optimized traffic signal timing to reflect optimal traffic operations. Other improvements requested was to rid other level of services to where additional lanes at both intersections are needed. This includes cross streets at Swamp and Edison Furlong Roads. Mr. Caruolo believes there is no right of way to support this.

- 7) Copies of the traffic signal permits plans used to conduct the levels of service analysis will be provided with the traffic impact study.

Mr. Caruolo noted the biggest issue is the maintenance of the level of service **C** along Rogers Road, which is physically impossible. The only way this can be accomplished if rights of way on all four corners are provided.

Mr. Snyder questioned what are the plans for a WB size 40 truck can turn coming south on York Road and turning right onto Spring Valley Road. Mr. Shafkowitz answered; because the intersection, the applicants will show the maximum amount of improvements allowed by the ordinance. They are not obligated to obtain right of ways and may contribute to the signalization of the traffic light. Mr. Snyder continued how the applicants will assure the traffic signal will be safe. Mr. Shafkowitz responded, with Mr. Caruolo's presentation this evening he believes the traffic signal was shown to be safe as per the traffic studies and level of service reports.

Mr. Caruolo added whoever is designing the traffic signal (Temple Judea, Engineer or applicants) will have to show Penn Dot that those movements can be made. It will also need to be reviewed by the township engineer to assure a 110 degree turn was designed properly.

Public Comment:

A resident questioned what would happen when the a car is caught in the middle when a light turns red at the intersection with a tractor trailer. Mr. Caruolo acknowledged there will be issues with installing a traffic signal, but believes it's the township's desire to install one.

Resident: Joseph O'Malley 138 Rogers Road suggested a cut through road be made as a condition of land development approval. He then commented large SUV truck have difficulties making a turn. Mr. Caruolo agreed and indicated that is the problem with installing a traffic signal at Rogers Road.

Mr. O'Malley then questioned how the cut through road can be accomplished with Temple Judea. Mr. Shafkowitz offered to meet with President of Temple Judea; Jerel Wohl to discuss.

Resident; Matthew J. Smerkanich of 81 Valley Green Drive questioned if the revised traffic counts based upon the new information gathered will be discussed this evening. Is there a difference? Mr. Caruolo answered; the volumes are higher on Rogers Road approach to York Road. Mr. Snyder added at a difference of 6 to 7% increase is existing conditions with Pavilion and Temple. Mr. Caruolo confirmed the 6 to 7% is from the Pavilion development only.

Mr. Caruolo then provided the difference of traffic counts as based upon the numbers from the Temple, leaving York Road from Rogers Road at 7 vehicle in the morning and 29 vehicles in the evening. Going out in the evening is 37 vehicles, going in is 35 vehicles.

Resident; Mary Lou Streznewski of 22 Brook Drive, Furlong had several questions for the township and applicants to include...

- 1) Is Rogers Road still considered an internal Road?
- 2) What are the conditions of the road bed on Swamp Road?
- 3) What steps will be completed to assist with the possible air pollutions caused from tractor trailers to residents on Nursery Way. Are there township air pollution standards? What do they say about trucks passing through with motors running? How will the township safeguard the health and wellbeing of the residents?
- 4) Will the proposed cell tower meet within regulations to be located a certain amount of feet away from the adjacent community, especially the daycare?
- 5) If traffic restrictions are enacted, what impact will it have on Rogers Road? Ms. Streznewski then noted Spring Valley & Rogers Road was not mentioned in the report. Mr. Caruolo responded, because those roads were graded at a level of service **A** with no problems.
- 6) Has the Grasso Group filed for bankruptcy? Mr. Shafkowitz noted all information is public record and would not comment on the Grasso Group's financial standings.
- 7) As of September 18<sup>th</sup>, the entire package was going to be sold for back taxes and Mr. Grasso has been given an extension until November of 2012. Is this legal for the township to deal with an applicant that is in such dire strait. Ms. Mason responded; under the Municipality Planning Code, the township is obligated to have an applicant complete the plan development submission process and it's difficult to answer how the process will end up. Bucks County has provided an extension to the applicant for back taxes, which is why the township has enacted the 90 day clause. Ms. Mason confirmed the township will not let the plan be deemed approval. There are many open issues and reviews needed to be completed.

Mr. Shafkowitz added traffic is a very complex issue and the township has limited ability to say a plan cannot be built because of too much traffic. They are doing the best possible in order to recognize and find a solution for the traffic problems. He will return to the applicants and discuss the restriction of WD40 tractor trailer trucks and have placed in the designs. This will discourage trucks coming up from Rogers Road and leaving the site from Rogers Road.

Ms. Streznewski questioned if the motors will be allowed to run through the community. Mr. Shafkowitz answered; the issue is an ongoing battle. However, he will have discussions with the applicant and Temple Judea to have Rogers Road redone to meet township ordinance as obligated.

Ms. Mason suggested to also discuss re-evaluating the cut through. As David A. Tomko of Pennoni & Associates indicated in his letter of September 19<sup>th</sup>, a response to what is happening with C1 is needed, due to possibly selling that portion to another builder. Mr. Shafkowitz noted because the C1 portion shows as natural resources on the site and depending upon how the plan is approved, it will leave a very small buildable area.

Resident; Ann Woodbury of 680 Spring Valley Road questioned if it's a smart idea building a warehouse on a small property. Mr. Shafkowitz clarified there no large tractor trailers that will be entering the site. However, he will return

to confirm what trucks will be allowed adding the portion of the property is zoned C1 industrial and a warehouse is permitted.

Resident; Mary Lou Streznewski questioned if the warehouse can be turned around so the back of the building is facing the adjacent community. Although Mr. Shafkowitz agrees, the stormwater management basin will cut through if the building is turned around. He has been in conversation with the Grasso Group who is willing to revisit the idea.

Resident; James Bingler of 29 Turkey Lane questioned how legally can you stop someone from turning their condo unit into a warehouse that will allow tractor trailer traffic. Mr. Shafkowitz noted he would have a better chance with the restriction in place, because it will be recorded against the property.

Resident; Martin P. Auman of 49 Valley Drive, Furlong offer his knowledge on having stormwater retention under a parking lot that is structurally sound enough to handle truck traffic and movement is not needed. This will enable the applicants to turn the warehouse around in order to block noise and air pollution from the community. Although Mr. Shafkowitz agrees with Mr. Auman's idea, he will need to discuss with the Grasso Group prior.

Resident; Bob Sellers of 68 Valley Drive commented the traffic will increase on Turkey Lane and should be added into the level of service totals for the traffic light. He then suggested placing a local traffic only sign. Mr. Caruolo responded; there will be changes in the traffic pattern and placing a local traffic only sign will be difficult.

A resident questioned why can't Rogers Road become a loop onto Spring Valley Road and provide an arm for emergency vehicle entry. Mr. Shafkowitz indicated that would be a Traffic Advisory issue.

Resident; David Dodsworth questioned how can vehicles be stop from turning right onto the community. Also, how will the trucks be restricted from making turns onto Rogers Road? Mr. Shafkowitz indicated he will speak with the applicant and return will ideas on how to restrict the size of trucks allowed onto Rogers Road.

Mr. Caruolo provided data of the difference in numbers of the traffic study by reporting; 48 vehicles (am) and 89 vehicles (pm) peak hours are recorded driving from Temple Judea per hour according to the township's traffic study.

Mr. Shafkowitz confirmed he will speak with the Grasso Group to discuss 1) to receive restrictions on the types of trucks allowed to enter the property near the warehouse 2) Cut through street 3) Flipping the warehouse to where the back of the building will be facing the adjacent community.

A resident questioned how an extra traffic light will impact the traffic on Edison Furlong Road. Mr. Caruolo answered; there will be no left and turn off Rogers Road if a traffic signal is installed. Penn Dot will insist the three traffic signals be coordinated in order to minimize delays.

The Doylestown Township Planning Commission agreed by consensus to recommend to the Doylestown Township Board of Supervisors grant a 90 day extension to applicants; Pavilion at Furlong Plan so they may present an updated traffic study to 1) show restrictions on what types of trucks will be allowed onto Rogers Road 2) Consideration for the initial cut through road proposed along their property 3) Possibly turning the proposed warehouse building around so the back of the building is facing the adjacent community to avoid increased air and noise pollution.

Mr. Snyder suggested next time the applicants request to present their plans to advise the township prior of what will be on the agenda specifically. Mr. Shafkowitz agreed.

**Adjournment**

8:25 p.m.