



YORK COUNTY PLANNING COMMISSION

28 EAST MARKET STREET, YORK, PENNSYLVANIA 17401-1580
TELEPHONE: (717) 771-9870 FAX: (717) 771-9511

REPORT TO MUNICIPALITY OF REVIEW OF PRELIMINARY
SUBDIVISION AND LAND DEVELOPMENT APPLICATION

December 15, 2006

Robert Faulkner, Chairman
Carroll Township Board of Supervisors
105 Midway Dr.
Dillsburg, PA 17019

Re: The Village at South Mountain
91 Lots - Route 15 & Logan Road
YCPC File #27-06-11-8-571
Kairos Project No. 05008 (*Prel. Sub/LD Plan*)

Dear Mr. Faulkner:

The above captioned Preliminary Subdivision and Land Development application has been reviewed by the York County Planning Commission staff.

Attached are comments made as a result of our review of the application. These comments are made in reference to the municipal ordinances and plans, the County Comprehensive Plan, and/or general planning concerns, and do not constitute approval or disapproval of this application. That decision rests solely with the municipality.

Please contact this office if there are any questions concerning this report.

Sincerely yours,

Barbara J. McKinney
Senior Planner

Attachments

Copies of this review have been sent to:

- | | |
|---|---|
| <input type="checkbox"/> Municipal Manager | <input type="checkbox"/> PA DEP |
| <input checked="" type="checkbox"/> Municipal Planning Comm. Chr. | <input type="checkbox"/> PENNDOT, District 8 |
| <input checked="" type="checkbox"/> Municipal Secretary | <input type="checkbox"/> County Conservation Dist. |
| <input checked="" type="checkbox"/> Municipal Engineer | <input checked="" type="checkbox"/> Dillsburg Area Authority |
| <input type="checkbox"/> Municipal Solicitor | <input checked="" type="checkbox"/> Developer |
| <input type="checkbox"/> Municipal Zoning Officer | <input checked="" type="checkbox"/> Developer's Surv./Engineers |

TERRY L. DUNLAP, CHAIRMAN • WALTER A. KUHL, VICE CHAIRMAN • MARY E. COBLE, SECRETARY • MARY KAY REED, TREASURER
BRIAN BRENNEMAN • WALTER A. LOBODINSKY • JEFF PROPPS • SCOTT SIMONDS • CHARLES WILSON
FELICIA S. DELL, DIRECTOR • JEFFREY L. REHMEYER II, SOLICITOR

EQUAL OPPORTUNITY EMPLOYER

The Village at South Mountain (TND)
91 Lots/236 Units – U. S. 15 & Logan Road
YPCP File #20-06-11-8-571
Kairos Project No. 05008 (Preliminary Subdivision/LD Plan)

These comments refer to the Carroll Township Subdivision and Land Development Ordinance (SALDO):

1. It is suggested that the "LOT CONSOLIDATION PLAN" (Sheet No. 9) be processed as a final plan and be recorded separately from the preliminary plan. The owner certifications appear to indicate that the Specks and the Dillsburg Area Authority are involved in the development of "The Village at South Mountain."

This plan (Sheet No. 9) is showing Parcel 148A as being owned by The Harrisburg National Bank and Trust Company. However, no signature block is provided for this owner. A signature block should be provided for the current owner, or a note of explanation should be added **[S. 502.(5)(b)]**.

2. Because Route #15 is designated an arterial street, the minimum right-of-way width requires PennDot review and concurrence **[TABLE 1]** on Page 63. Township Officials should ensure that the right-of-way shown on the LOT CONSOLIDATION PLAN (and on the other applicable sheets in the plan) is adequate for future improvements based on the Northern York County Regional Comprehensive Plan and PennDOT.
3. The adjacent property owners and deed references for the parcels (48A, 147, and 148C) to the north and east of the site are not consistent with the County Assessment Data (Please see attached map.) A number of the parcels are not consistent with what is shown on the Township Zoning Map. Verification should be provided that the adjacent property information on Sheet No. 9 is current and correct; or it should be corrected **[S. 501.c.(4)(b)]**.
4. It is unclear why the parcel owned by the Dillsburg Area Authority is shown as having a lot number (#63) and being part of the development on Sheet No. 23. This sheet is not consistent with the Lot Consolidation Plan (Sheet No. 9) or with the Land Use & Open Space Plan (Sheet No. 27). If Lot #63 is not part of the subdivision/development, the number should be removed and the number of lots in the SITE DATA should be revised.
5. The following additional information is required by the SALDO to be shown on or to be provided with the plan:
 - A. The seal, registration number, and signature of the professional land surveyor and professional engineer responsible for the plan **[S. 501.c]**.
 - B. If construction is to occur in phases, a plan showing the phases, along with a time line **[S. 501.c.(4)(c)]**.

C. Zoning data, including off-street parking requirements **[S. 501.c.(4)(f)]**.

D. The tentative names of all streets **[S. 501.c.(4)(n)I]**.

It should be noted that any proposed street which is in alignment with an existing street should bear the same name. The Harrisburg Post Office and the County 911 Office should both be contacted in regard to proposed street names.

E. All existing adjacent streets including names, right-of-way widths, and cartway widths; in particular, Rt. #15, Harrisburg Pike, Logan Road, and Pimlico Drive on Sheets No.18 through No. 25 **[S. 501.c.(4)(n)iii]**.

F. A limit of disturbance line indicating the existing trees to be retained **[S. 501.c.(4)(t)]**.

G. A copy of any deed restrictions pertaining to the wetlands, open space areas, private lanes etc. **[S. 501.c.(4)(y)]**.

H. A letter of approval from the Dillsburg Area Authority regarding the extension of the public sewer service; and a similar letter in regard to the public water **[S. 502.a.(2)]**.

I. Verification that an erosion and sedimentation control plan was submitted to the County Conservation District **[S. 502.b]**.

J. A note indicating which permits will be required, such as permits for wetlands encroachment, highway occupancy permit, etc. **[S. 502.f]**.

K. Because of the extent of the wetlands, a Jurisdictional Determination performed by the U. S. Army Corps of Engineers, with documentation provided to the Township **[S. 502.h]**.

L. Verification by the Township Solicitor that the Community Association Document meets the criteria listed in **S. 502.j**.

M. A Greenway/Open Space Ownership and Management Plan in accordance with **Sections 502.i.(1) and -(2)**. Said plan is also required to be consistent with Section 8.27.5 of the Zoning Ordinance.

6. A clear sight triangle for each access drive is required **[S. 708.c.(2)]**. Because the proposed lanes are essentially access drives, a clear sight triangle should also be required for each intersection between a lane and a street.

7. The required and available safe stopping sight distances (SSSD's) are required for each proposed intersection within the development and for each proposed intersection with an existing street/road **[S. 703.d]**. The intersection of Road 3 with Logan Road, in particular, should be carefully reviewed in regard to the SSSD's.

Verification is required that an application has been made to PennDOT for a highway occupancy

permit (HOP) for each proposed intersection with a State Road. It should be noted that a "Review of Awareness" by the YCPC Transportation Department is required prior to the submittal of the HOP application to PennDOT. Any proposed improvements within the State right-of-way should also be addressed in the HOP and on the plan.

8. The distance, measured from centerline to centerline, between all intersections should be provided to ensure that the requirements of **TABLE 2, INTERSECTION DESIGN STANDARDS** (pg. 64) will be met, along with PennDOT requirements where applicable. It appears that many intersections do not meet these requirements, in particular:
 - A. The distance between Road 1 and Siddonsburg Road.
 - B. The distance between Road 2 at Harrisburg Pike and Route 15.
 - C. The distance between the intersection of Road 1 and Road 2 and Route 15.

The plan should be revised to meet the SALDO requirements.

These comments refer to the Carroll Township Zoning Ordinance:

9. According, to the applicable Township Zoning Map, the site is located entirely in the Apartment - Office (A-O) Zone, rather than partially in the Commercial - Highway (C-H) Zone. The ZONING DATA on the cover sheet and on Sheet No. 25 should be revised accordingly. The C-H Zoning boundary line is Siddonsburg Road.
10. The proposed lot coverages should be provided in the SITE DATA to ensure the requirements of **Section 8.30.J.** will be met.
11. Parking calculations should be provided for each commercial-use lot to ensure that the requirements of the parking schedules in **Section 8.30.N.2.** will be met.
12. It is recommended that the plan be reviewed by the appropriate emergency personnel in regard to safe access to all buildings, especially those requiring the use of the proposed lanes to the rear of the town homes.

YCPC Transportation Department Comments: Attached.

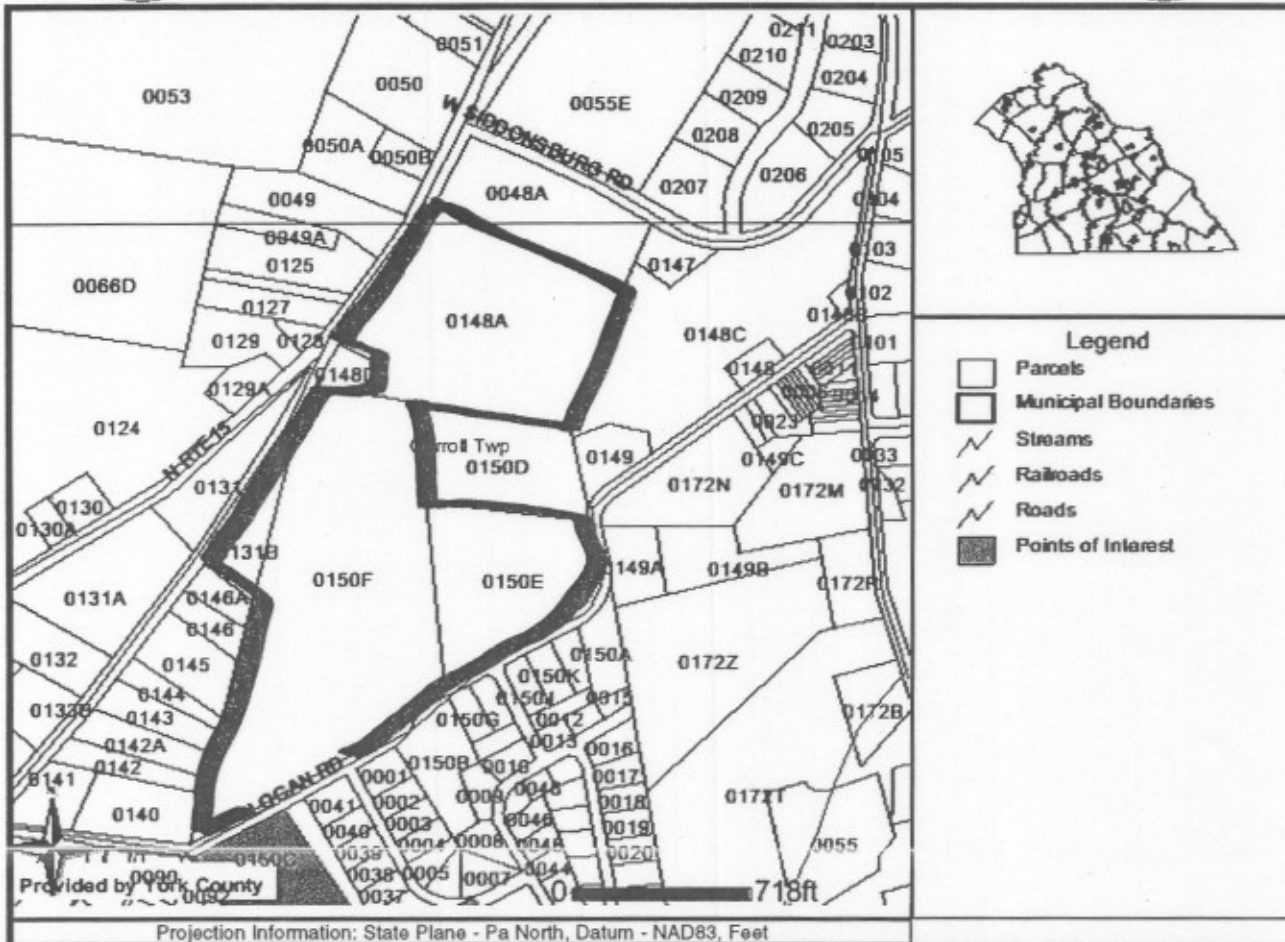
* The preceding comments were prepared by the staff of the York County Planning Commission and constitute a professional planning review, not a legal opinion.

** Please be advised that this review satisfies the requirement of Section 304 of the Pennsylvania Municipalities Planning Code regarding the review of the proposed public improvements by the YCPC.



YCPC File #20-06-11-8-571

VILLAGE AT SOUTH MOUNTAIN



Projection Information: State Plane - Pa North, Datum - NAD83, Feet

York County provides these Geographic Information System maps and data as a public information service. Every reasonable effort has been made to assure the accuracy of these maps and associated data. The maps and data being provided herein are intended for informational purposes only. No guarantee is made as to the accuracy of the maps and data and they should not be relied upon for any purpose other than general information. YORK COUNTY ASSUMES NO LIABILITY ARISING FROM USE OF THESE MAPS OR DATA. THE MAPS AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESSED OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. Furthermore, York County assumes no liability for, any errors, omissions, or inaccuracies in the information provided regardless of the cause of such, or for any decision made, action taken, or action not taken by the user in reliance upon any maps or data provided herein. The user assumes the risk that the information may not be accurate.

20000OC0148A000000

REILLY MARTEL B ETAL ATTN MELLON BANK TRUST DEPT
RT 15 N
Property Location - RT 15 N
Acreage - 11.450
Land Class - 900
Book/Page - 61K-1128

20000PC0048A000000

NOCHENSON ALVIN C/O MORRIS INDUSTRIES INC 777
SIDDONSBURG RD
Property Location - SIDDONSBURG RD
Acreage - 5.070
Land Class - 511
Book/Page - 083Y-0538

20000OC0148C000000

ARP DILLSBURG LLC C/O GIANT FOOD STORES LLC
LOGAN RD
Property Location - LOGAN RD
Acreage - 16.680
Land Class - 373
Book/Page - 1531-6255

20000OC01490000000

LECRONE RAY & CLARIBEL
155 LOGAN RD
Property Location - 155 LOGAN RD
Acreage - .960
Land Class - 101
Book/Page - 68P-255

20000OC01470000000

HAAR BETTY J
933 W SIDDONSBURG RD
Property Location - 933 W SIDDONSBURG RD
Acreage - 1.357
Land Class - 101
Book/Page - 1073-0938

Village at South Mountain, Carroll Township

December 14, 2006

Will Clark

Traffic Impact Study Comments

- Township Officials should verify that the number of residential units and retail/office space is what is comparable to the site plan. It appears that 24 residential units were combined into the office space.
- The traffic impact study identifies that the township investigate installing a traffic signal in this location whenever one becomes warranted. Township Officials should also consider the possibility of a roundabout at the intersection of Orebank Road and Siddonsburg Road when a signal light is warranted.
- The traffic impact study identifies a failing condition at Logan Road and Orebank Road. The failing condition does not list any recommendations. The 2017 build conditions double the delay on the EB approach, compared to the 2017 no build. Although there is no signal light warranted at this intersection, Township Officials should request a contribution based on percentage of traffic, towards future improvements. Any contribution should be based on a future construction cost for the project.
 - Township Officials may wish to consider requesting that the traffic impact study estimate the year a signal light would meet requirements that do not meet requirements in the 2017 build scenario. This should be done using the background growth rate of 1.4%.
- The traffic impact study identifies a right turn lane is warranted on Route 15 into the right in/right out driveway into the site. The study also identifies that an acceleration lane should be considered for vehicles turning onto Route 15 from Harrisburg Pike. These two recommendations would be installed near the same location. A preliminary study should be conducted to determine if the two auxiliary lanes would conflict with each other.
- The traffic impact study identifies that a right turn taper is warranted from Logan Road onto Site Drive #3. Site Drive #3 is listed on the plan as a residential street. If the volumes are high enough to warrant a right turn taper, consideration should be given to classifying Site Drive #3 as a higher classification of roadway. Exhibit #6,8,10,12,14 and 16 all show a higher percentage turning onto Drive 3 from Logan Road than the other two Proposed Drives. In addition, the other two are classified as Boulevards and Drive #3 is classified as a residential Street, which appears to be reversed of the anticipated use.
 - Also, Site Drive #3 is on the inside of a curve on Logan Road. The right turn taper should be evaluated to determine if it can be implemented at this location without impeding a drivers vision of WB Logan Road through traffic.
 - Consideration should be given to connecting Site Drive #3 at Logan Road directly to the commercial area. Exhibit 12,14 and 16 identifies Site Drive #3 as the main access for the commercial area. This connection may need to be made outside the

existing property boundary.

- The traffic impact study identifies that nearby developments were added to the background growth rate. The nearby developments should be listed. Our review did not have the knowledge of which developments were included in the analysis.
- The nearby development traffic does not indicate any usage of the proposed Village at South Mountain street network. Due to the alignment of the street intersections with Logan Meadows, Township Officials should expect Logan Meadows residents using the Village at South Mountain's road network to access Route 15 Northbound. In addition, the traffic impact study shows no trip connection between the commercial area of the proposed Village at South Mountain and the nearby developments.

Traffic Impact Study Clarifications.

- Page 2- Route 15 is not a rural principal arterial- It is located within the Harrisburg Urbanized Area. The road classification should be urban.
- Page 2- Harrisburg Pike is not a rural collector- It is located within the Harrisburg Urbanized Area. The road classification should be urban collector.
- Exhibit 3 and 4- The text states that the turning counts were conducted in 2006, the Exhibits state that they are from 2005. This will affect the trip projection numbers in the 2007 and 2017 by a factor of 1.4%. For example if the increase from the identified 2005 count shows 154 right turns from Harrisburg Pike onto Route 15 in the AM peak. The 2007 No-Build, used a 1.4% for one year. This would indicate the Exhibit is labeled wrong. The traffic counts in the appendix also show the counts as a 2006. Therefore, the math is correct for a one year projection growth and the Exhibit is labeled wrong.
- Exhibit 23- Identifies PM Pass by trips- The addition of trips should correspond to the removal of trips. Route 15 identifies removal of 19 trips, however, shows 20 trips turning onto route 15. This is also true for Exhibit 22.

Subdivision Comments

Parking is proposed along the boulevards. However, Township Officials should consider prohibiting parking along the Road 1 boulevard section, due to the proximity to the US Route 15 corridor. Consideration should be given to vehicles at 50MPH turning into the development and a vehicle parallel parking in that section. Traffic and Engineering (T and E) Studies are required for restriction on these streets. The YCPC Transportation Department conducts such studies upon official request by the Township Officials. These studies will be conducted once the street construction is completed.

Township officials should ensure that the southern terminus of the median on Road 1 will allow traffic to enter the commercial driveway. Township officials may wish to consider providing a left turn lane to provide proper storage.

Several of the clear sight triangles have proposed trees or parking spaces located within the triangle. No objects should be planned for inside the designated triangles.

- Township Engineer should consider requiring the clear sight triangles on divided roadways to be offset to the center of the cartway for the approach leg of the intersection.

A Traffic and Engineering (T and E) Study is required for stop sign postings at all proposed site street intersections. These studies should be completed prior to proposed locations being shown on the plan. The YCPC Transportation Department conducts such studies upon request by the Township for local roads/streets. Our staff also conducts T and E studies for the posting of speed limit signs on these roads. Both types of studies will be conducted once the road construction is completed.

The detail sheet should include a detail of the depressed ADA compliant intersection curb ramp. In addition, the location of the curb ramps should be shown on an overall site plan.