

**CARROLL TOWNSHIP
PLANNING COMMISSION
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An updated conditional use plan has been provided for review that complies with the Zoning requirements.

III. Conditional Use

1. Future Subdivision and Land Development submissions must meet requirements of all applicable ordinances.
2. The maximum density comment (§450-206.J) has been satisfied with the proposed plan.
3. The subdivision and land development plan should reflect the proposed transportation improvements at Ore Bank Road / Gettysburg Pike or Ore Bank Road / W. Siddonsburg Road or Ore Bank Road and Route 15.
 - a. Turning lanes shall be provided on Ore Bank to allow for the safe movement of traffic through Ore Bank Road and into the development.
 - b. If possible, the access drives and/or new streets should line up with adjacent properties access.
 - c. Both Ore Bank and Siddonsburg should be widened (§435-39. D).
 - d. A proposed roundabout is shown in the layout.
 - e. The Township has prepared improvements plans for the Ore Bank / Spring Lane and Route 15 interchange. The Comprehensive plan also shows improvements to this intersection.
4. The applicant shall be responsible for the improvements required to meet the goals of the traffic impact study (§435-39. D.2). The goals of the traffic impact study are to:
 - a. Provide safe and efficient movement of traffic within the site and on surrounding roads.

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- b. Minimize the impact of the project upon non-site trips.
 - c. Not allow the levels of service at intersections currently rated A or B to be worse than C; and
 - d. Not reduce the current levels of service at intersections with ratings of C or lower.
5. Cul-de-sac and Loop streets shall provide access to not more than 15 dwelling units or units of occupancy. (§435-39. A) Plan shows 33 units on one loop road. The plan shows “Public Road”; however, the applicant has offered to keep this street as a private street maintained by the HOA. The applicant should clarify the intent.
6. Plan illustrates two areas of the multi-family lot (Lot MF) to be connected into single property across a proposed public right-of-way. Previously we commented the Lots should not connect across the existing or proposed right-of-way. These lots are now connected by a looped passive recreation path to provide integration of open space.
7. Proposed storage area at intersection of W. Siddonsburg and Ore Bank is not typically permitted in front yard; however, the ordinance requirement for this Zone for accessory buildings and structures greater than 200 square feet is that it must meet the required principal setback for the zone (§450-403.I). The previous comment is no longer applicable.
8. All subdivisions and development proposals containing at least 10 lots or at least five acres, whichever is the lesser, in identified floodplain areas where base flood elevation data is not available, shall be supported by hydraulic and hydrologic engineering analysis that determines base flood elevations and floodway information. The analysis shall be prepared by a licensed professional engineer in a format required by FEMA FDL Conditional Letter for Map Revision (CLOMR). Submittal requirements and processing fee shall be responsibility of the applicant (§400-25).

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9. Provide verification from Dillsburg Area Authority that sewer and water are available for this project (§450-705.B(4)).
10. The land development plan for the project should propose sidewalks and crossings that provide pedestrian connection to the Dillsburg Shopping Center property.
11. The Applicant should evaluate speed tables or other traffic calming measures so as to deter use of proposed roads, access drives or parking areas by cut-through traffic.
12. The berms should be constructed, and screening installed along Siddonsburg Road and the existing residential homes, prior to occupancy of any multi-family structure.
13. The Applicant has provided parking areas/spaces as required by the Zoning Ordinance, but some areas are set aside (deferred) as future parking, if needed. Staff agree with this approach as it limits impervious areas and limits parking for apartments but meets the ordinance requirement. Future/deferred parking areas would require a note on the plan that requires installation by the apartment property owner if the Township requests installation. The Board should endorse or reject this approach prior to acceptance of the plan.
14. Access for fire protection appears to be limited for this plan. The Fire Chief should be consulted for building access issues and should provide a review to the Township prior to approval of the development plan. Some additional access for emergency vehicles should be established on the plan.
15. The apartments (due to size and layout) are expected to place an unfunded burden on the fire department. An impact fee or assistance from the developer to bridge the gap in necessary services should be considered.

Joe Eisenhower – gave a brief history on this property and how they plan to develop it. They submitted an updated concept plan

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for this property dated October 2022. The property is approximately thirty-nine acres located within the Mixed Use – 1(MU-1) Zone. The updated plan proposes development of multiple-family dwellings (apartments), consisting of 148 units to be in five freestanding, three story apartment buildings. There are 30 units each in four of the buildings and 28 units in one building. There will be 33 single family dwellings. There are 444 parking spaces. The open space increased from 40% to 48%. They are proposing a mile long walking trail. There are two commercial pads proposed. The roads in this development will be private and fall under the Homeowners Association, even though the plans show them as public roads.

The Commissioners were pleased with the updated concept plan. They thought it was overall a better plan.

ADJOURNMENT

It was moved by Commissioner Zimmerman, seconded by Commissioner Sabia, and unanimously carried to adjourn the meeting at 7:21 p.m.

Respectfully submitted,

Faye L. Romberger, Secretary