

Phoenixville Planning Commission
CONTINUATION MINUTES
May 24, 2018
7:00PM

1. Call to Order/Pledge of Allegiance

a) 7:00PM

2. Roll Call

a) Present:

- *Chairperson: William Davidson*
- *Vice Chairperson: Tom Carnevale*
- *Members:*
 - *Debra Johnston*
 - *David Thompson*
 - *Christopher Bauers*
- *Borough Council Representative: Jonathan Ewald*
- *Planning Director Dave Boelker*
- *Engineer Owen Hyne*

b) Absent:

- *Members:*
 - *Kristiaan Wiedegreen – Excused*
 - *Raffaello Di Napoli - Excused*
- *Borough Manager Jean Krack - Excused*

3. Approval of Minutes

a) 5/10/2018 – This is a continuation meeting. Not up for approval yet.

4. Updates/Correspondence

a) Update on Regional Planning Committee - Johnston

5. Public Participation – Items not on the Agenda (limited to 30 minutes)

6. Old Business

- | | |
|--------------------------------|--|
| a) PCE 2018-04:
Tax Parcel: | French Creek West – French Creek TH, LP
15-9-77, 15-9-79, 15-9-80, 15-9-98, 15-8-5,
15-8-7 |
| Property Address: | Former steel site - West of Main Street to
French Creek |
| Proposed Development: | Lot consolidation (3 to 2) and land
development of vacant tract |
| Applicant: | Phoenix French Creek TH, LP |
| Application Type: | Preliminary Subdivision/Land Development |

Plan Prepared by:	T and M Engineering
Application Deemed Complete:	3/16/2018
PC Recommendation Deadline:	6/14/2018
Council Decision Deadline:	7/10/2018

- Public Participation

Ott Review:

Flynn - #9 - As far as the 150' max width, we don't have an answer yet, but are still committing to meeting the intent of the zoning section.

Bauers: If it is made

Flynn: #10 - Discussion to work with Borough on Devault trail.

#13 – We will have Paradise St access. We will not have the High St access, but we do not have the land, and it's rather infeasible. The trail might be considered to be used as emergency access.

#12 – Pedestrian Bridge

Boelker – Earlier in minutes, the word “design” was used. Now it is “plan.”

Flynn – It was not my intent to commit to “engineering” the bridge.

Ott – The railroad ROW might come into play on the south side of the creek.

Ewald – With the pedestrian bridge, we should formalize something for what the bridge “offer” will do.

Hyne – The PC is the most appropriate body and venue to discuss location.

Group discussion continued at easel re: bridge placement options.

Carnevale discussed the best landing seems to be the parcel of land the Borough is in the process of acquiring the adjacent lot.

Hyne – While engineering may not be done, the modeling for accounting for the bridge in concept will be valuable.

Ott – Re: #11 – SRT – it seems this is rerouting the trail. If you can look at that in Phase 3.

Flynn – it is a minor change to accommodate for the existing aerial crossing.

Thompson – it has to do with accommodating the existing pier location. In order to have straighter vehicular access to under the bridge, the pedestrian trail had to shift.

Ott – How much are you moving the trail? Please provide a detail on how the SRT is shifting and in relation to the road.

Flynn – We'll provide a blow-up detail of that area.

Ott - #15 – Alleys – Trees are desired. The curbing around the tree wells the Ryan Homes exhibit (shared with Flynn) is the ideal as opposed to river rock like Moskowitz has done.

Flynn – I agree trees of appropriate size are desired. So does the

Ott – One last ask, diversity in housing type.

Flynn – Agree. I have to work with my architecture to help the look.

Bauers – Please revisit why the Paradise Bridge intersection is not standard.

Flynn – When the plan first came through, the connection was going to go to High Street. Since we cannot do the High Street access, and have to build the vehicular bridge; the fear, if the intersection is 4 way, east bound traffic through the development would go too fast.

Hyne – This topic is a big discussion point on my review.

Flynn – I might be open to a One way out (west).

Hyne and Flynn and Thompson – discussed connection possibilities. There are grade challenges, but something that still needs to be looked at.

Hyne – The westernmost townhouse area have very limited ingress and egress to the boulevard to the south.

Carnevale – I just don't see a connectivity, a "grand gesture" towards it.

Flynn – Are you looking for more open space? The struggles are more along the lines of existing conditions. The open space is significant. It is over an acre. There are pedestrian connections throughout.

Ott – Any effort you can make to intermix the townhouses and apartments. It's been proven to work.

Flynn – The intermix and what it looks like is still in flux. These will be different builders, and very difficult. The architecture and layout CAN still change to make it seem less like an enclave.

Davidson – Please look at some other design options to present here.

Flynn – Let me take a crack at it.

RVE Review:

Flynn - back to #96-99 – These are items where we believe we've complied.

Hyne – My comment #96 starts asking for a 4 way at the Paradise connection. I'd like the different options for additional connection needs to be discussed. I think it's important.

Options: 1) 4 way. 2) As is with fire access. 3) One way west cartway. It would prevent the east-bound cut through. 4) Additional connection to the Boulevard. These are the options that should be evaluated. The PC needs to know what is feasible based on your analysis.

#97 – 11' travel lane with curbing doesn't seem sufficient. My recommendation is 13'.

Ewald – What about the public parking?

Flynn – It's becoming pretty typical in HOA docs that prevents people from storing items in the garage, precluding parking.

Ewald – I just want to make sure the HOA identifies this.

Carnevale – 7' wide parking seems like a door will get taken off.

Discussion on what the curbing profile of the island will be.

Hyne – An idea would be to have a striped, edge of lane marker, making them seem they're in a narrower lane.

Flynn – 8' median with mountable curb gives us 12' each direction.

Hyne - #98 – Road B – From Boulevard, turning west, ending at the Paradise intersection. The bump outs, as much as they do many good things, can make things feel tight. We talked about possibilities of pulling them back to make wider lanes. Comment asks for getting rid of verge/grass strip in those areas.

Flynn – We also discussed, instead of pulling them back, but increase the radii.

Johnston – But these are private streets with far less volume.

All agreed.

Flynn – Hand drew a larger radii.

Hyne – I'd still like to see 9' lanes between those radii.

Flynn – That may expose some car corners.

Thompson – By opening radii will be helpful for large equipment.

Hyne – Re: #99 – Similar comments apply.

Flynn – Clarification. The bump out pull back, is that for the whole cartway or just the bump outs.

Hyne – The whole cartway.

Boelker – The grass strip is required to be 4’.

Carnevale – We have to accommodate for Borough services first. Then we should think about the delivery services.

Flynn – We’re going to make sure the intersection works well on a revision.

Ott – To Road C, I think we can apply the same, 9-9.5’ standards for all.

Multiple Discussions on road width details.

Carnevale – Why doesn’t this particular alley connect?

Hyne – Agrees with Carnevale on the middle connection.

Waivers:

Davidson – Let’s leave those until these progress and things change.

Hyne – One critical one. #7 – To allow construction in a floodplain.

Bauers – Discussion on 1% grade.

Hyne – As long as it’s .5% or greater. But this isn’t totally

Thompson – I know we don’t go below .6% or .7%

#6 – Carnevale – SALDO reference.

Thompson – SALDO requires all streets to be curbed. No alleys have any curbs.

Flynn – Ray asked to look into curbing tree pits area.

Flynn - #10 – We are dealing with contaminants. We are seeking infiltration.

Carnevale – aren’t there underground facilities?

Thompson – They are lined holding tanks, essentially.

Ewald – Discussion over zoning versus SALDO open space.

Hyne – Viewing this as a mixed-use project, I understood that is how this will be addressed.

Resubmission is to show “compliant” open space by the criteria.

Ewald – In new graphics, please show railroad bridge NOT as green (so it’s not looking like greenspace), more like the Gay Street Bridge.

Hyne – On the resubmission, the areas should be dedicated “use” as dedicated open space. Not dedicated to the Borough, but the use is assigned as public open space.

Bauers – Would the open space exhibit to come include removing the existing trail easement square footage. And railroads out.

Thompson – It already is, but will be clarified for it. Supporting areas of the trail, outside the easement, will count, and we’ll show it.

Carnevale – How about the Borough TIS?

Flynn – I have been in contact with Yurick.

Davidson – Extension needed.

Flynn – We’ll provide an extension.

7. New Business

a) None

8. Review of Project Dates

9. Planning Commission Members Updates/Discussions

- *Johnston: PRPC - There are 10 chapters in the Regional Comp Plan draft. 6 are available for review. Next meeting will be 6-10. I think if we review chapters individually, and bring questions or notes to the meetings, it might be best. They are asking for each partner municipality. If each PC member can review chapters 1-3 for the 6/14/2018 meeting, we can do 4-5-6 in July. Johnston will send a link to the members.*

BOELKER to place discussion in this portion in each new agenda.

10. Adjournment

- a) *Motion to adjourn by Johnston*
Seconded by Bauers
Motion carried 5-0
8:52PM