

# Steering Committee Meeting #8

Cornwall-Lebanon Regional Comprehensive Plan

## Summary

Thursday, September 1, 2011

6pm at the South Lebanon Township Municipal Building

### Steering Committee Attendees

Robert (Rob) Koehler	Councilman, Cornwall Borough	✓	Curtis (Curt) Kulp	Manager, South Lebanon Twp
✓ Joe Lescisko	Planning Commission And Zoning, Cornwall Borough	✓	David Eggert	Supervisor, South Lebanon Twp
✓ Robert Simmermon	Planning Commission And Zoning, Cornwall Borough		Jonathan (Jon) Beers	Planning Commission Chairman, South Lebanon Twp
✓ Robin Getz	Manager, North Cornwall Twp		Frank Dombrowski	Supervisor, West Cornwall Twp
✓ Kip Kelly	Supervisor, North Cornwall Twp		Dewey Yoder	Planning Commission, West Cornwall Twp
Planned Absence Robert (Bob) Gearhart	Planning Commission Member, North Cornwall Twp	✓	Jeff Steckbeck	Municipal Engineer, Cornwall Borough, West Cornwall Twp
✓ Cheri Grumbine	Manager, North Lebanon Twp	✓	Bob Sentz	Lebanon County Planning
✓ Dawn Hawkins	Former Supervisor, North Lebanon Twp		Julie Cheney	Lebanon County Planning
✓ Charles (Chuck) Allwein	Planning Commission Member, North Lebanon Twp	✓	Kurt Phillips	Cedar Crest School District

### Consultants

✓ Michelle Brummer	Gannett Fleming	✓	Brian Funkhouser	Gannett Fleming
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### Public Attendees

✓ Sheila Wartluft	North Lebanon Twp Asst Mgr	✓	Sid Hostetter	
✓ Earl Roberts	North Lebanon Twp resident	✓	Douglas Lorenzen	West Cornwall (Mt. Gretna)
✓ Jonathan Fitzkee	Lebanon County Planning Department	✓	Pam Bishop	West Cornwall (Mt. Gretna)
✓ Tom Kotay	Lebanon County Planning Department	✓	Ben Wiley	Planning Commission, West Cornwall Twp
✓ Charlie Harris	Resident, West Cornwall Twp	✓	Jane Maurer	
✓ Pat Allwein	Resident, West Cornwall Twp	✓	Hershey Bare	North Lebanon Twp
✓ Marla Pitt	Mt. Gretna	✓	Annette Basset Means	With Hershey Bare, North Lebanon Twp

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✓ Evelyn Koppell	Mt. Gretna	✓ John B. Wengert	S. Annville Twp
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## 1. Welcome and Sign-In

Michelle Brummer welcomed Steering Committee members and public attendees to the meeting. She mentioned that this meeting would continue the discussion of future land use alternatives for select sites in the region as well as continue discussion of transportation system options.

## 2. Future Land Use – part 3

Michelle introduced the Future Land Use discussion map, which she said had not changed since the August 18 meeting. She noted that through discussion some sites will remain on the map as recommendations for potential zoning changes and others will be removed from the map and thus any recommendation for zoning change. For example, the site along Route 72, partially occupied by Sheetz, has already been rezoned from agricultural to commercial – no further change is needed.

The Steering Committee handout listed three alternative land use options for the select sites, labeled A-Z. This table will be shown in the plan, listing the one preferred land use. Michelle asked for feedback from the Committee members on the sites in their municipality.

Sites A-H in North Lebanon Township:

- Sites A and B are industrially and agriculturally zoned lands, respectively, between Heilmandale Road and Long Lane. Site B was identified as a means to increase business/industrial lands and to distribute traffic to more than one road. Limited industrial and Light industrial /office were listed as alternatives. Light Industrial/Office was recommended, noting the need to confirm that the agricultural land was not preserved.
- Sites C, D and E are in the vicinity of Pansy Hill between the creek and Tunnel Hill Road. C is constrained by steep slopes. D as high density residential would increase traffic problems at the intersection without a means to require intersection improvements by the developer.
- Site F, an agriculturally zoned cluster surrounded by residential, was a landowner's request that this remain agricultural.
- If Site G is made mixed use, not industrial, the truck terminal would be isolated. It presents no conflicts today with the nearby school and the hotel. Light Industrial/Commercial would be fine. Residential uses are not as appropriate; the school is nearby but there is no second community hub, i.e. YMCA facility – just programming at the school.
- Site H as Industrial/Office Institutional would need to manage stormwater impacts to the Tulpehocken Creek.
- "A", "B", "G" and "H" stay.

Sites I-K and Y in South Lebanon Township:

- Site I, commercial frontage on Route 422, could be deeper to the rail line, especially along and east of Prescott Road. The Industrial zone could still access the rail line from the south.
- Site J, along Route 897 at the southern end of the medium density residential, as neighborhood commercial is appropriate.

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- Site K, southwest corner of Evergreen and Fonderwhite, is already a bad intersection. Remove, but consider expanding commercial at the southeast corner of Evergreen and State Drive.
- Site Y Walnut Street in Hebron, as Neighborhood Commercial. Parking is a concern in this area but commercial could help revitalization.

Sites L, M, O, and Z in Cornwall Borough:

- Site L field, across the street from the post office, as Village Mixed Use (small scale stores with walk-ups and small parking lots in proximity to residential lots. Could have some apartments) if adjoining roadway capacity and pedestrian access to rail trail is considered, e.g. sidewalks, traffic signals.
- Site Z, fronting Route 419 including old red schoolhouse site, also as Village Mixed Use. Developing tracts along PA 419 has potential to rebuild some “center” at Cornwall Center – both shops and residential. Rear has floodplain. Eastern portion is in the Freeman Estate and cannot be developed due to a deed restriction. It can be farmed or turned into a park or open space.
- Site M, between Alden Place and Route 72, no comment.
- Site O fronts the east side of Route 72 north of the Turnpike as Forest (conservation). Soils might naturally limit development in this area without a zoning change.

Sites N, P-S, V and W in West Cornwall Township:

- Site P, Main Street in Quentin, should be the center portion, but not extend to Route 72 or US 322. West Cornwall would like to retain open space at the Quentin Riding Club site, e.g. as Conservation By Design.
- Site Q as high density (extension of R2), no comment.
- Sites R and S, Fairview Golf Course area, were suggested as commercial frontage (R) with low-density residential on the back half of the golf course (S) as sketched by the West Cornwall Planning Commission. The planning commission would like sample Conservation by Design provisions for consideration.
- Site V, between Mine Road PA 117 and PA 72 has been zoned C2 for a long time. No change.

Sites T and X in North Cornwall Township:

- Site T as extension of Commercial and high density was considered in draft zoning ordinance. Several sites have deed restrictions.
- Site X, Lebanon Country Club. Conservation by design is an approved development technique but not required.

North Cornwall Township prepared (and has since adopted) a new zoning ordinance.

North Cornwall is interested in a transfer of development rights (TDR) program. Sending zones might include current agricultural areas, e.g. the Mill Street area, but no receiving zones have been identified. A multi-municipal TDR program could send development rights from one municipality to a receiving site in another municipality.

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## 3. Public Comment

Regarding the proposed (now retracted) rezoning in West Cornwall, the West Cornwall Township Planning Commission does not believe any land use/zoning changes are appropriate in the Mt. Gretna area.

A representative of a citizens group called "Preserve Mount Gretna" presented a letter, prepared by J. Dwight Yoder of Gibbel, Kraybill & Hess, LLP, to each member of the Steering Committee and read excerpts from the letter regarding the value of the natural and historic features of the Mt. Gretna areas and asking the Steering Committee to protect Mt. Gretna and surrounding area from residential development, perhaps through an additional goal statement directed toward protection of natural areas.

Regarding the industrially zoned land along Heilmandale Road, the owner, Hershey Bare, would like to see it remain Industrial. It's a unique 110 acres of Industrial ground and would provide a unique opportunity for employment within the county. Industrial zones represent opportunities for the larger region to gain jobs and opportunities that we do not want to close off. The county could enjoy a huge increase in jobs thanks to the lot's proximity to the interstate. The Governor's Action Team was involved in evaluating previous development opportunities. The site also has access to electric and sewer. Many studies have been done on the property as its value as industrial ground including extensive transportation studies and its impact on PA 72. There are not many opportunities close to I-81 like this.

Regarding remaining lots in the Lebanon Rails Business Park, the lots are very small with three or four lots remaining.

## 4. Transportation

Brian Funkhouser provided discussed draft goals, objectives and recommendations to address general transportation system conditions and site-specific locations of concern. A map of locations of concern labeled sites A-GG.

Kip Kelly asked what funding streams are available, what kinds of projects are eligible for federal, state, and county funding, and how can our regional partnership make us more competitive. Brian stated that funding sources, old and new, will be identified as part of the plan implementation strategy. Jon Fitzkee, Transportation Planner for the Lebanon County Metropolitan Planning Organization (MPO) reinforced that funding at the state and federal level is moving target. Identifying needs, projects and outcomes is important, followed by low cost and phased improvements that will improve competitiveness for funding of later phases of construction. Brian added that this plan can list projects that are ready and eligible for funding as well as a "parking lot" or wish list of projects to be completed as funding opportunities arise.

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Jeff Steckbeck asked to add a new site, HH, at Zinns Mill Road and PA 72, which has a history of crashes. If the Zinns Mill Road bridge is rebuilt, traffic to the intersection will increase.

Jeff also asked if funding is still in place for a PA 72 corridor study. Jon Fitzkee responded that the MPO plans to look at the corridor in a few years - maybe as early as 2013. Jeff added that two studies recommended one way pairs for PA 72 and Cornwall Road. Robin responded that feasibility of one way pairs was limited by the few east-west connectors that would generate excess circulation.

John Wengert spoke on behalf of Lebanon Rails-to-Trails. Regarding the proposed (now retracted) rezoning request, Rails-to-Trails advocates that the trail corridor be protected as a public-private investment; separate vehicular and trail access be provided by adjacent development; and appropriate use of an overlay to buffer the trail from any future development.

Kip Kelly said the 422 corridor study (US 422 west from Center Street in Cleona) stopped just outside our region and asked if it could be extended east through the city. Jon Fitzkee responded that the MPO can help advocate further study, especially if this area is identified in your plan. Defining the boundaries would be especially helpful.

Cheri Grumbine asked if there is MPO interest in looking at PA 72 north – proactively, prior to congestion. Jon replied that such a study is an example of the kind of project the MPO would like to take on after our big projects (i.e. 9<sup>th</sup> and 10<sup>th</sup> Street bridges and Schaefferstown Bypass) are completed. If there are specific corridors you'd like to look at, identify them in your plan and let us know. We can also help suggest ways to spend the liquid fuels monies.

Cheri noted that North Lebanon has adopted access management provisions for the Route 422 and Route 72 corridors, as well as other major roadways in the township.

## 5. Next Meetings – tentative schedule; all meetings at South Lebanon Township at 6pm

- September 15 – (Opportunities for Shared) Community Facilities Services – cancelled due to weather and needed preparation time
- October 6 – TBD
- Others – TBD