

MINUTES  
New Holland Borough Planning Commission  
February 21, 2017

The New Holland Borough Planning Commission met in regular session on Tuesday, February 21, 2017 at 6 p.m. in Borough Hall. Members present were: Chairman William H. Kassinger, Donald W. Reed, William H. Seiple and Carl H. Hess. Vice-Chairman Charles F. Kidhardt was absent. Also present were Planning Secretary J. Richard Fulcher and Borough planning consultant Darrell Becker of ARRO Consulting.

Chairman Kassinger opened the meeting asking for action on the Minutes of the Commission's prior meeting of August 2016.

Bill Seiple made the motion that the Minutes of the Commission's last meeting of August 16, 2016 be approved as distributed. This was seconded by Carl Hess and passed.

Chairman Kassinger then called for election of Chairman and Vice-Chairman moving forward.

Bill Seiple made the motion that current Chairman Bill Kassinger and Vice-Chairman Charles Kidhardt be re-elected in the same positions. Don Reed seconded the motion. No other nominations were received. Bill Kassinger was then elected Chairman and Charles Kidhardt, Vice-Chairman.

Chairman Kassinger then updated the members about the meeting he attended with consultant Becker relative to Garden Spot Village's consultants meeting with Penn DOT on the process involved with a Penn DOT Highway Occupancy Permit and the next phase westward of its Sycamore Springs. This will involve an entrance to Phase 2 from Brimmer Avenue, which is a state road.

Penn DOT had some issue with the consultant's initial traffic counts. It was also the Borough's position that Garden Spot Village install a Left Turn Lane for traffic going south, down the hill on Brimmer because of the new entrance location, the general speed of the traffic and it is an official north/south truck route. The position is also to have the turn lane installed without impacting the existing curbing or properties on the west side of Brimmer. A design such as this is called a-symmetrical. Garden Spot did not initially propose this, but is now planning on doing it. Penn DOT is also permitting it to be constructed using the requested

a-symmetrical design due to existing conditions. The existing center lane will remain where it is. Garden Spot's consultants or Penn DOT will be communicating with any properties in the work area who may have driveways onto Brimmer to make them aware and apparently to sign off in some fashion on the Left Turn Lane; as the result of the lane is a modified roadway than that which previously existed. Penn DOT wants them to recognize this, particularly if they back out onto Brimmer.

Secretary Fulcher reported he sent out general letters of information to those property owners along Brimmer, from Hillcrest south to Orlon Street in the Borough, including a diagram of the new roadway with the Turn Lane. They appreciated the update. The only concern raised was if the Borough was going to allow them to put any of the curbed grass islands in the roadway like Earl Township permitted on South Kinzer. They do not want them. He informed them, they will not be put in.

The members next asked consultant Becker for any updated design concepts he has been working on relative to where Penn DOT last left off the Route 23 highway relief roadway and the inclusion of a hiking/biking trail to the Welsh Mountain as discussed by Secretary Fulcher over the years.

Engineer Becker reported he has proceeded with sketch plans or updated conceptual alternatives utilizing possible routes following Penn DOT's study alternatives. He presented these drawings for review. They have focused on one main very doable and feasible connection of the state owned "Goat Path" section, eastward to New Holland, with an adjoining Hiking/Biking Trail proposed for the south side of the new relief road. They envision this as something called like The Welsh Mountain Preserve Trail for hiking and biking. The Goat Path section would be four lanes out to Rte. 772 in Leola, then converge into a two lane roadway, utilizing traffic circles for connections at Peters Road and South Shirk Road. The new relief route ends at Diller Avenue as planned with other numerous alternatives over the years. This allows the through truck traffic and vehicles to be removed from the remaining congested section from Bareville through about one-half the Borough. Trucks can disperse to the local industries in that area eastward through South Custer and so on. Trail access points could be at where the new section begins near Route 30 and then at the interchange with 772, and facilities are already available at the Borough's Community Memorial Park. It is anticipated that with the connection at Diller, hikers and bikers could continue along the sidewalks and local streets on the south side of Jackson then through the east side of the Borough. The next phase would be for East Earl, up to the mountain. The

Trail would continue as proposed to connect with the railroad property no longer in use, after Norfolk Southern last siding at the Earland Industrial Park. As exists today, there would be a gap with no sidewalk to the Norfolk Southern property at the end of East Jackson Street. This will need to be addressed by those who are the appropriate group, to see that the Trail gets continued eastward to the Welsh Mountain Preserve. This Option One identifies a 90 foot right of way beyond the existing Goat Path right of way and would involve about 36 acres of farmland. It would be at-grade so the farmers can work with Penn DOT as to a designated crossing area if they have a parcel separated. This is a great opportunity to finally get some traffic relief off of old 23 and get a nice Trail included, which is good for locals and a great tourist attraction.

The Option Two indicated which ends at Bareville is also based on previous discussions and Penn DOT alternatives. This Option allows no traffic relief for the next four miles or so into New Holland, putting both the heavy truck traffic as well as other vehicles back into the congestion onto old Route 23, which is both residential and highly congested closer to New Holland along with many individual residential driveways along the old road. With this Option Two, some things related to the project becomes problematic. Reconnecting at Bareville makes the continued extension of the proposed Trail highly unfeasible as to getting to and through New Holland Borough; and secondly the possible route now faces the very extensive cost and process of installing a bridge to cross the rail line. Along with all the negatives related to this Option, it would still use approximately 17 acres of farmland so the net difference to do it right is about 19 acres.

Member Don Reed made the motion that the Commission indicate its strong support for Penn DOT to proceed with the Option One Route 23 Relief roadway with the adjoining hiking/biking path, as expediently as possible; and further consultant Becker and Manager Fulcher continue with this effort as relates to other appropriate public officials involved to move this onto Penn DOT's construction schedule. This was seconded by Bill Seiple and passed.

There being no further business or public comment, the meeting adjourned at 6:50 p.m.

October 17, 2017  
Date Approved