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## MEETING MINUTES

### MULTI-MUNICIPAL COMPREHENSIVE PLAN (MEETING #5)

Location: Manchester Township Municipal Building

May 8, 2024

Attendees:

Name	Company	Email
Dean Severson	HRG	dseverson@hrg-inc.com
Lauren Finn	HRG	lfinn@hrg-inc.com
<b>Tim Staub</b>	HRG	tstaub@hrg-inc.com
John MacDonald	Conewago Township	john.macdonald471@me.com
Rick Fink	Conewago Township	rfink@kinsleyproperties.com
<b>Chuck Zitnick</b>	Conewago Township	chuckzitnick@hotmail.com
<b>Rod Brandstedler</b>	Manchester Township	rkbrandstedler@comcast.net
<b>Beth Brennan</b>	Manchester Township	bethbrennanmantwp@gmail.com
Paul Kuehnel	Manchester Township	p@paulkuehnel.com
Pam Shellenberger	York County Planning Commission	pshellenberger@ycpc.org

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Multi-Municipal Comprehensive Plan  
May 8, 2024  
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We believe these minutes accurately reflect the items discussed at the subject meeting. If there are any revisions or corrections to these minutes, please contact the undersigned within ten (10) days of receipt of these minutes. If no revisions or corrections are requested, the minutes will stand approved as submitted.

Sincerely,

[Herbert, Rowland & Grubic, Inc.](#)

Lauren Finn  
Planner I

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## REVIEW OF PROJECT SCHEDULE

Prior to digging into content, Tim spent a few minutes reviewing where we are in the planning process. At this point, all the sections have been drafted, the final two (transportation and land use) would be the primary discussion points for the current meeting. Tim reminded the committee that this is an iterative process. As we collect more information, we will revise the draft reports, selecting topics with the greatest relevance to the recommendations HRG will make. HRG has held two out of three public meetings (Manchester and Conewago); the final meeting will take place in North York Borough in August.

### Public Meetings Discussion

Lauren shared her perspective on the public meetings. Attendance was strong; however, it was skewed to the senior population, therefore not truly representative of the municipalities. The top priorities of residents were traffic, warehouse development, and the connection between the two. There is a need for more education regarding what is under the purview of the Township and what is beyond their control (State, Federal processes) when it comes to roadway improvements. It is still important to attend public meetings for the opportunity to be heard.

Another area of discussion that should continue for residents is the impact of warehouses on traffic (trucks) versus increased housing (more commuter traffic, children in school). Again, residents do not understand the process of “stopping warehouse development;” they think the township is responsible. There is also a lack of understanding about where tax dollars are going (schools vs township). With both types of development are the underlying issues of Route 30 traffic backups and intersections located close to I-83 access points.

Other than traffic, a topic of interest among residents is more mid-level restaurants – not fast food/grab and go, not expensive/special occasions – where a family can have an affordable, sit-down meal.

## RECAP OF 4<sup>TH</sup> MEETING

### Community Facilities and Parks & Recreation

Additional discussion about parks and the need for more recreational space.

- Conewago needs more outdoor space.
- Cousler, already being overused, is adding 8 pickleball courts.
- The indoor recreation facility in North York is still far off and it will be private. This is different from a joint facility owned by multiple municipalities. In the case of the latter, in addition to providing a field and/or court for recreation, there could be meeting rooms, programming space, etc.

## LAND USE

Dean discussed future land use, addressing growth areas in Conewago Township, recognizing that Manchester Township is already built out. Freedom Square fulfills all the needs for diverse housing opportunities such that, if/when it comes to fruition, the Township could develop zoning mechanisms to examine/limit proposals for development in the future.

- There is concern about the phasing of Freedom Square. Senior living was initially proposed for building early in the project, but the sewer authority shifted its focus to single-family residential, pushing back senior living. This will have a ripple effect on traffic and the schools.

- The discussion about the need for senior living opportunities began at the beginning of the Comprehensive Plan process. The connection to land use may be found in the repurposing of properties along the Route 30 corridor. This is an area that would benefit from mixed use, given access to transit, and existing road design.
- An area in need of further study is the North George Street corridor. This would require cooperation among municipalities. As the likelihood of the sports complex in North York Borough increases, so too does the likelihood of redevelopment along this corridor.
- Another recommended study is the land use and design for special designations of Emigsville, Strinestown, and/or possibly Zions View as Historic Villages. The goal of such studies is to determine, not only what types of development/land uses are suitable in these areas, but further, to understand the community character. What are these places? Why are they important? It is not just about preservation; it is about reinvigorating the “place.”
- There was a brief digression to discuss historic farmsteads and homes. Both Dean and Lauren mentioned that they have a contact at the Historic Society for follow up. The Historic Trust and the Heritage Trust were also mentioned as sources of information.
- Conewago is about 40% conservation zoning. The Township should ask itself whether it continues to be happy with this level as it makes future decisions.

## TRANSPORTATION

Lauren discussed the three county-wide plans that will impact all three municipalities in this plan. GoYork 2045 (and the County TIP), the I-83 Master Plan (including the creation of exit 26), and the York County Freight Plan, all list projects slated to improve traffic in the region. The biggest question is timing. The greatest challenge is communicating these plans to residents. This report, like the others, is a draft. There will be multiple iterations. The following will be addressed in the next iteration.

- Transportation safety – crash data, fatalities, and changes that have been implemented to address problem areas.
- Bridges –Manchester has 3 bridges over 20’ that HRG inspects; they are in good shape. Conewago and N. York do not have any bridges over 20’. Manchester has a lot of small span bridges for which inspection is not a federal requirement. CS Davidson inspected those. We will look into their sustainability with increasing traffic/use.
- Road classifications/reclassifications will be extremely important. This will be a recommendation in the Comprehensive Plan. However, it is pertinent that we have the most up to date information, which has been difficult to obtain from the municipalities. The municipalities also use these classifications in their zoning ordinances because certain developments can only occur on specific classified roads.
- Lauren also discussed a potential alternative truck route that would connect the parking lots of some of the existing warehouses. This route would roughly parallel Susquehanna Trail and I-83.

## WHAT’S NEXT?

- **Committee meeting Wednesday, June 12, 4-6pm, VIRTUAL. We will meet in person in July.** Please reach out only if you have a conflict with this. Based on our discussion, a poll does not seem necessary at this time. We will send one out ONLY if there are multiple conflicts.
- **Third public meeting:** August, North York Borough.