

Proposed Revisions to Londonderry Township's C-2 Commercial District along Route 230 Corridor

Presented to
LONDONDERRY TOWNSHIP BOARD OF SUPERVISORS

Public Hearing - September 3, 2019

Goals and Objectives

- ▶ Update the Township Ordinance and Zoning Map to reflect Township needs, demands and market conditions
- ▶ Meet Act 537 (sewage disposal) Plan requirements for infrastructure improvements along the Route 230 Corridor
- ▶ Protect Township residents from substantial property tax increases by defraying costs associated with mandatory Act 537 compliance
- ▶ Increase the Township's Tax Base

History and Existing Conditions

- ▶ The Township Zoning Ordinance dates back to 1979
- ▶ The Route 230 Corridor was designed for growth
- ▶ Development requires infrastructure and, since 2008, financing for infrastructure investment is extremely limited
- ▶ The Township must also comply with Department of Environmental Protection (DEP) requirements

What is the Township facing?

- ▶ Additional Township Expenses of:
 - ▶ More than \$26 million in mandatory Act 537 compliance to install public sewer along Route 230
 - ▶ The first portion of which is required to be completed by 2021
 - ▶ \$1.5 million in annual road maintenance costs
 - ▶ \$750,000 in annual depreciation expenses
 - ▶ \$360,000 in debt service from the Township's 2008 infrastructure improvements.
- ▶ Annual Township Revenues of only \$2.1 million ⁴

DEP Act 537 Compliance

- ▶ Enacted in 1966 to address sewage disposal issues
- ▶ Requires municipalities to develop and implement an official plan to address sewage disposal needs
- ▶ Under the Township's updated Act 537 Plan, which DEP approved in 2016:
 - ▶ Londonderry Estates must have operational public sewer by 2021
 - ▶ The remainder of the Route 230 Corridor must have operation sewer by 2026
- ▶ **DEP will not grant an extension** for completion of the Township's Act 537 Plan

Funding for Act 537 Mandatory Improvements

- ▶ Estimated cost to Township/taxpayers is over \$26 million
 - ▶ Township does not have access to that level of borrowing
 - ▶ Even if the Township could borrow the necessary funding
 - ▶ Debt service would be approximately \$2.2 million annually
 - ▶ Added debt service would double the Township's current annual budget expenditures of approximately \$2.25 million

Tough Choices

- ▶ The Township is facing tough choices to fund mandatory projects:
 - ▶ Increase Revenues by increasing the tax base
 - ▶ Increase Taxes on Township Residents
- ▶ If Act 537 mandatory improvements must be funded solely by the taxpayers, all Township property owners can expect additional property taxes of approximately **\$377.00 annually for 30 years**, even as to those property owners who will not directly benefit from the Act 537 sewer improvements.

Solutions

- ▶ It took the Township 11 years of hard work to get development partners back to the table to discuss investment in the Township
- ▶ Two developers are presently interested in investing
 - ▶ Core 5 Industrial Partners
 - ▶ Vision Group Ventures
- ▶ Both developers have proposed contributing substantial sums toward Township water and sewer infrastructure projects
- ▶ Their anticipated development along the Route 230 corridor will also contribute toward the Township tax base

Investment

- ▶ With development, investors will contribute:
 - ▶ Upfront capacity reservation fees
 - ▶ \$15 million for the installation of sewer lines and a pump station that will provide for service from Hoffer Road to the Derry Township Municipal Authority's connection point
- ▶ Township's remaining obligation would be \$11 million for Act 537 infrastructure improvements

Investment

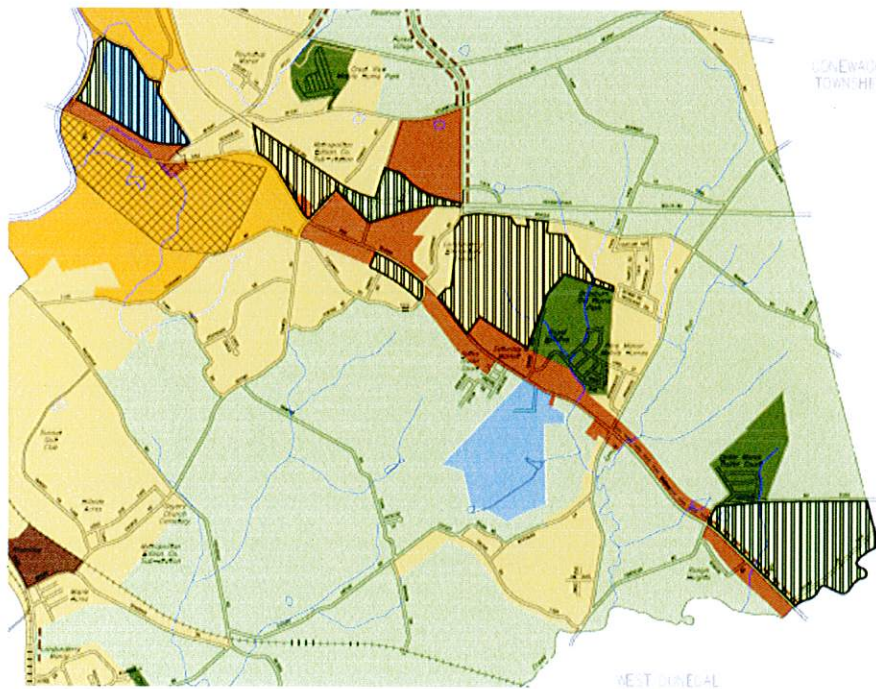
- ▶ Ongoing tax revenue from development will help fund the additional \$11 million in required Act 537 costs
 - ▶ \$1.3 million in realty transfer taxes to the Township
 - ▶ \$675,000 in annual property taxes to the Township
 - ▶ Future TND-related revenue made possible through infrastructure investment

For Development to Occur

The Township must amend:

- ▶ The Zoning Map, resulting in an expanded C-2 Commercial District (Shopping Center) along Route 230, which has always been designed for growth, joining existing C-2 Commercial District zones to make a more continuous corridor
- ▶ The Township Zoning Ordinance to allow for planned special development within the C-2 Commercial District. Conditional uses requiring Board of Supervisor approval in the C-2 District would include:
 - ▶ Logistics Facilities, such as warehousing and distribution facilities, but excluding trucking terminals
 - ▶ Mini-Warehouse/Storage Unit Facilities
 - ▶ Business Parks

Expansion of C-2 Commercial District (Shopping Center)



C-2 District - Conditional Use Overall Requirements

- ▶ To receive approval to operate a conditional use in the C-2 District, an applicant must submit a Conditional Use Petition to the Board of Supervisors that includes:
 - ▶ A site plan evidencing compliance with height restrictions, impervious surface requirements, lighting and yard and yard separation requirements
 - ▶ Planned ingress and egress routes and traffic patterns that mitigate impact on residents
 - ▶ Provisions to mitigate or limit the impact of sound, vibration, light and emissions on neighboring properties.

C-2 District - Conditional Use Conditions

- ▶ Ingress and Egress routes and buffer zone design between surface streets and residential districts must be approved by the Board of Supervisors
- ▶ Materials that could decompose, or are flammable, combustible or explosive may not be stored, utilized or transported in or to mini-warehouse/storage facilities
 - ▶ Logistics facilities may store, utilize or transport these materials if they demonstrate to the Board that the facility will contain necessary equipment to do so safely and that the facility will comply with all state and federal EPA, FDA, CDC and OSHA requirements.
- ▶ Applicants must comply with storm water management and erosion and sedimentation control requirements in the Township's existing Ordinance

C-2 District - Conditional Use Conditions

- ▶ Motor vehicles engaged in commerce within in the C-2 District must comply with current statutory requirements on idling
 - ▶ No idling for more than five (5) minutes unless an exemption or exception applies
 - ▶ Enforceable by DEP, state and local law enforcement
- ▶ Building height must comply with height limitations and, when abutting a residential district, provide for enhanced setbacks
- ▶ Lighting must comply with existing requirements in the Ordinance
- ▶ No loud speakers audible to adjoining residentially zoned or used property

Types of Logistics Facilities Contemplated



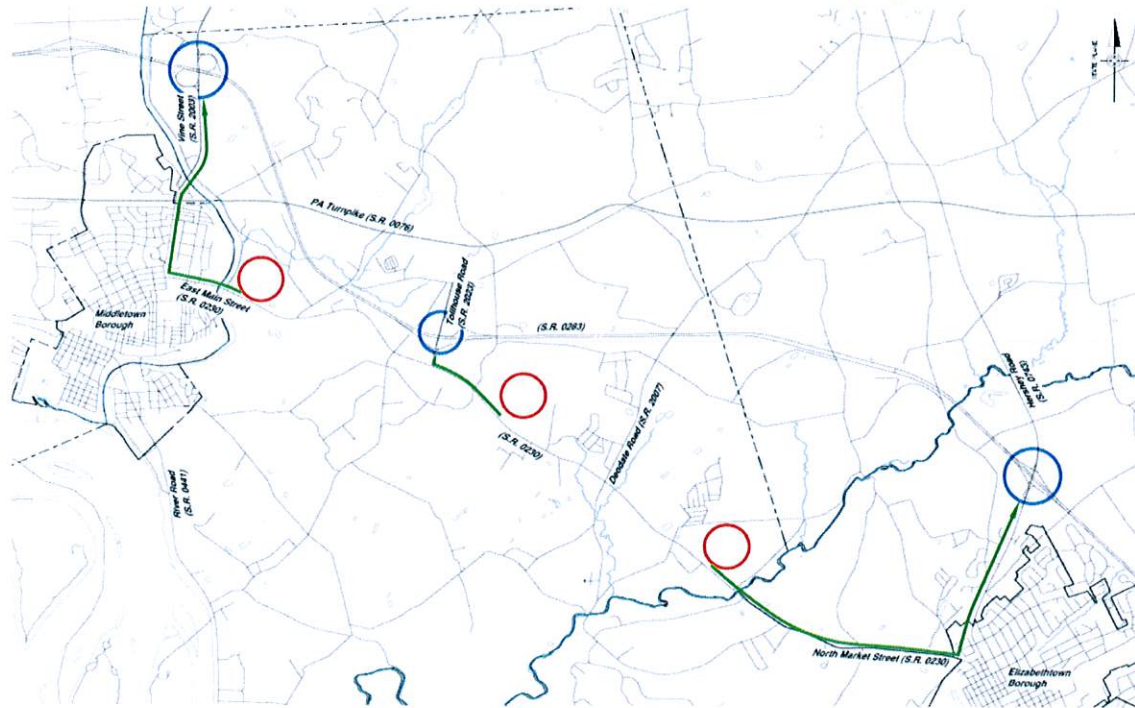
Londonderry Township Planning Commission

- ▶ At its August 26, 2019 meeting, the Londonderry Township Planning Commission recommended approval of the Township's proposed Zoning Ordinance and Zoning Map Amendments with the condition that the Board of Supervisors simultaneously prepare specific guidelines addressing issues such as design standards, environmental impact, pollution, traffic minimization, quality of life and other relative factors.

Traffic Minimization Guidelines

- ▶ The subject property shall have vehicle access to a collector or arterial street, without utilizing a local street or street abutting a residential district
- ▶ The facility shall provide sufficiently long stacking lanes and on-site loading and unloading areas so that trucks will not back up onto a public road
- ▶ Any gates or barriers installed to access the subject property shall be set back and arranged to prevent vehicle backups onto adjacent streets
- ▶ The facility shall provide a plan to ensure that drivers accessing the subject property utilize only the access routes established by the Board of Supervisors, as evidenced in the attached slide

Expected Routes of Travel and Traffic if Conditional Uses were approved



LONDONDERRY TOWNSHIP
ANTICIPATED TRAFFIC FLOW
JULY 15, 2019



Dauphin County Planning Commission

- ▶ The Dauphin County Planning Commission recommended approval of the Township's proposed Zoning Ordinance Amendment.
- ▶ The County Planning Commission offered comments on the Zoning Map Amendments, including:
 - ▶ “Londonderry Township does not have a high percentage of commercial land - most of what exists already abuts the route [Route 230] or is otherwise easily accessible in relation to Route 230.”
 - ▶ “The expansion of the C-2 district along Route 230 near the I-283 interchange can be seen as preemptively preparing for a natural pattern of development.”

QUESTIONS ?

THANK YOU