

**LOWER WINDSOR TOWNSHIP
PLANNING COMMISSION
MEETING MINUTES
JUNE 25, 2026**

The Lower Windsor Township Planning Commission held its regular meeting in person at the Municipal Building located at 2425 Craley Road, Wrightsville, PA 17368. The meeting was called to order by Chair Hollis Bedell at 6:30 p.m. Also present were Planning Commission members Kelly Skiptunas, Marzena Wolnikowski, and Becky Pfeiffer; Zoning Officer, Monica Love; Permits Assistant, Andrea Hodge and 7 members of the audience.

PUBLIC COMMENT

None

MINUTES

Dr. Bedell made a motion to approve the meeting minutes of May 28, 2026, as written, Ms. Pfeiffer seconded. Motion passed 4-0.

NEW BUSINESS

Subdivision Plan 636-26SLD Daugherty at 97 and 99 Mapheliah Rd; 35-000-JK-0225.E0-00000; 35-000-JK-0225.D0-00000; Steven & Lisa Daugherty are the owners and applicant. This is a two (2) lot Consolidation plan, in the Village District. Mr. Daugherty stated that he would like to combine two lots into one (1) building lot. At this point, the outstanding issues are mostly administrative. One thing that stands out, based on CS Davidson's letter, is the discrepancy of the total acreage of the two combined lots. On one part of the plan, it comes out to be 2.042 acres, and the other part of the plan comes out to be 3.87 acres. Changes have been made after discussion with CS Davidson, and the new plans will be resubmitted on Monday for review at the Board of Supervisors meeting in July. Administrative issues include signatures, revised deeds, non-building waiver, etc. These must be addressed prior to recording of the plan. Dr. Bedell made a motion to approve the plans with the stipulation that all the items mentioned in CS Davidson's letter dated 06/24/2026 are addressed, as well as the issues from the Zoning Officer's letter dated 06/24/2026. Mrs. Skiptunas seconded and the motion passed 4-0.

Zoning Case Z2026-01 Lot 41 Murphy's Hollow 35-000-KL-0013.00.00000; Variance Request Section 235-24.E(2) in the Agricultural District. Jack Clark is the leaseholder and applicant. He is looking to put a carport down along the river in the flood plain which requires a variance, due to the size (350 s.f.). Dr. Bedell questioned the plan submitted. "How far back from the lot lines is this structure?" It still needs to meet the set back. Ms. Love noted that this is a little different because those are leased lots and the specific property lines are not set. "We are reasonably sure, as sure as we can be that the area in which they wish to put the carport is well away from any property lines. He only has to be five feet from the side or rear property line." Dr. Bedell inquired if the whole lot was in the flood plain or just part of it. Mr. Clark states the whole lot is in the floodplain. Dr. Bedell inquired if the structure was going to be anchored. Mr. Clark states the regulations that were provided and it has to be anchored with the stakes that screw down into the ground. Ms. Love states that stone instead of concrete would be a better option as the carport can be removed, in time. Concrete would be permanent change within the lot. The screws are hurricane rated and meet the requirements of the FEMA Flood Plain Insurance. There are no slopes or hills in the area of the proposed carport. Question arose about the location, as they were confused on Manor Township. Manor Township is where the water meets the land, which is where

Lancaster County begins. Dr. Bedell made a motion to recommend the Zoning Hearing Board grant the variance request, noting that the construction will have to meet all of the requirements of the Flood Plain Ordinance. Mrs. Skiptunas seconded and the motion passed 4-0.

Zoning Case 2026-02 Susquehanna Heritage Corp. 1696, 1698, & 1706 Long Level Rd, 35-000JM-0001.00-00000; 35-000-JM-0002.CO-00000 & 35-000-JM-0003.A0-00000 Variance Request, Section 235-24.E(2) of the Floodplain Ordinance and Section 470-18.E(1)(a) of the Zoning Ordinance. The lots are in the Waterfront Recreation District. Chris Naylor, Attorney from Barley Snyder; Mark Platts, President of Susquehanna Heritage, Jonathan Pinkerton, Senior Vice President in Planning and Projects; and Trey Elrod from GLB&A engineers. Two exhibits were handed out (attached). Susquehanna National Heritage is seeking two (2) related variances to accommodate the boathouse project. Those two variances are similar to the prior case to exceed the accessory structure size and construction of the boathouse will temporarily disturb slopes in an excess of 25%.

Mark Platts gave a high level presentation of the Chief Uncas boathouse project. "You may have seen the historical boat cruising along the river the last few years. We are fortunate to have been able to acquire this 1912 electric boat and bring it to our part of the river as an educational program to share the history and heritage of the Susquehanna River and our communities along the river. We acquired the boat in 2021. We started doing tours in 2022. We just started our 4th season of historical boat tours on the Chief Uncas two weeks ago. So far about 16,000 people have taken advantage of this opportunity. We were fortunate to partner with Brookfield Energy at their maintenance facility a few years ago and get the temporary structure permitted for the boat storage, but it is a temporary solution. The current facility has a lot of challenges. It's a canvas structure, gravel floor, there are cords and water hoses on the ground, it's affected by wind, and the main concern about that is the location. We have to move it down the road to the boat ramp to launch the boat, which puts a lot of strain on the boat and the trailer. We have been working with Monica Love and our architects and engineers to look at the best solution where we could store and maintain the boat and also eventually launch it right from there; so we are not moving it up and down the road. This plan is how we ended up with a very challenging site because of the slopes, street, floodplain, floodway and the river, and all of the things we have to deal with there. We feel this is the best way to accommodate those, with minimal impact the property, and to maintain the property."

Dr. Bedell pointed out that the new boathouse would allow people to admire the boat while it is not in the water. Mr. Platts reported the windows are not tinted so you can see the boat when it is in storage. It is out of the water from November through May.

Mrs. Wolnikowski asked if they could promise that the building would look as attractive as the rendering. The architecture shown is beautiful. Mr. Platts hopes so very much.

SNH already has state grants and private donations in place. They are closing the gap on final costs. John Zimmerman gifted the Zimmerman Center 19 years ago, already restored and in great shape and we take that responsibility seriously. We try to maintain it and we want the boathouse to compliment that.

Mrs. Wolnikowski asked if anyone had contacted PennDot for slowing down traffic due all the tourists. Mr. Platt would love that. They have had some stop and start efforts over the years. In 2019, there was a strong effort and a number of stakeholders working with the township, representative Saylor, and others, to get some funding to do traffic calming and things like that. COVID hit, the meetings all stopped, and Representative Saylor left office and nothing else came about. We would love to work with the township and other partners to make it a safer place, because traffic is a problem – speed is the

problem. We were fortunate 13 years ago to have PennDot approve a pedestrian crossing at the Zimmerman center, but we also remain very cautious using that crossing, because people do not pay attention to the slow speed signs. Ms. Love stated the Township contacted PennDOT and requested a traffic study to see about lowering the speed on Long Level Rd. When PennDOT came back to us, they had less ½ mile that they were going to allow below 40 mph. Township Supervisors thought that was ridiculous for a ½ mile and that it did not make any sense. This area is a major thoroughfare for trucks, locals, flood evacuation, quarry trucks, etc. East Prospect has prohibited trucks from going through the borough, and other than Long Level, trucks have to use winding country roads.

Dr. Bedell asked about the project itself. "It is not clear with the information that was provided to us. You are asking for a variance for temporary disturbance of the steep slopes and based on what you have given us, I don't know where you are asking for it." Trey Alrod, Gordon Brown & Associates, did the engineering design work. The first sheet shows the existing slopes; and the green area is fill ground, where the building will be placed and the red area is where the ground will be cut. Both would improve the slope conditions, so the slopes will be less steep afterwards than they currently are. The existing 88% slopes will go to 8% on the sides, then you may have 20-40% slopes down the sides of the building to get to a reasonable grade. This is all necessary because coming up the street, the boat has to have a very flat driveway, like 2%. We won't actually dig up the steep slopes, we remove the vegetation and then bury them so they are not as steep. The bulk of the disturbance would be on steep slope, along the sides and the rear at the back of the building. At the existing paved parking area in the back, the original slope was 30-40% and they cut that back to 80-85% to pave the area. We are not cutting into that slope, we are stopping the building at that slope then burying it high enough to get a handicapped accessible walkway. There are erosion issues with that slope and this will resolve them. Dr. Bedell asked if the variances include all of the work on the other side of Long Level Rd or is that a separate project? It's the same project and no variances are needed for that side. Ms. Love noted that a lot consolidation plan needs to occur so that this is an accessory structure and not the primary structure - otherwise there are other floodplain requirements that are needed. We have been working together on this for the last three years trying to get all of these things nailed down to exactly what they (SNH) needed to do. Once the lot consolidation plan is completed, this is just a permit. The permitting is pretty straightforward, it is a floodplain permit, building permit, zoning permit, they will have to get permits from DEP for the changes that they are making on the river side, but that is not the current issue. Dr. Bedell asked if there was any way to add more parking as that has always been a challenge. There is a parking lot on the river side, next to the boat ramp, which will accommodate a few more cars. When the boat is in the water during the busy season and we have more things going on, the boathouse itself is basically a garage. We can park our own vehicles in the boathouse if we need to.

Dr. Bedell made a motion to recommend the Zoning Hearing Board grant floodplain variance 235-24.E(2) exceeding the allowable square footage of the accessory structure and grant the variance for the 470-18.E the restrictive overlay district to disturb the steep slopes. Second by Mrs. Wolnikowski, motion passed 4-0.

OLD BUSINESS

Ms. Love discussed the Zoning ordinance rewrite. The PC will be given a clean copy of the ordinance as a draft and then give you a PDF of everything that is red-lined. Ms. Love is hopeful that it will be finished up shortly. Dr. Bedell asked about the warehouse and data center ordinances. Ms. Love reported they are in the updated copy. "We are trying to be very proactive with the data centers, warehouses, and distribution centers all having a lot of the same wording, the same requirements, and decommissioning requirements. I will go over those again to make sure they match. We are trying to stay pretty

consistent with all of the language.” Ms. Love is hopeful to have the changes by July. The members cancelled the July Workshop to allow additional editing time.

There being no additional business,

Dr. Bedell adjourned the meeting at 7:40 pm.

Respectfully submitted,
Monica Love
Zoning Officer