

MINUTES

**LOWER SWATARA TOWNSHIP
PLANNING COMMISSION**

**REGULAR MEETING
November 17, 2016 7:00 P.M.**

Meeting was called to order by Chauncey Knopp at 7:00 P.M. with the following present:

Chauncey Knopp, Chairman
Chris DeHart
Kimber Latsha
Peter Henninger, Solicitor
Jamie Eberl, HRG
Robert Greene, Planning & Zoning Coordinator
Tonya Condran, Recording Secretary

Others in attendance:

Nick Belfer, Select Medical
Scott Snoke, HIA
Bill Hendricks, BL Companies
Lauren Hudak, BL Companies
Justin Kuhn, BL Companies
Tim & Sherry Santoro, residents

Absent:

Eric A. Breon, Vice Chairman
Paul Wagner

MINUTES

A motion was made by Mr. DeHart and seconded by Mr. Latsha to approve the Minutes of the September 22, 2016 meeting. Motion unanimously approved.

OLD BUSINESS:

None

NEW BUSINESS:

SELECT MEDICAL HIA HANGAR – Review and discuss for recommendation the application for the proposed Final Land Development Plan #2016-06 for the demolition

and construction of a new hangar building and associated parking and utilities, as submitted and prepared by BL Companies for Select Medical.

Justin Kuhn from BL Companies introduced himself and his colleagues from HIA, Select Medical, and BL Companies. He went on to explain that they would like to demolish and rebuild the hangar on Harrisburg International Airport (HIA) at the un-used warehouse that sits opposite the cellphone lot. Select Medical would like to relocate from down at the very end of the airstrip to this location and build a new hangar that would house airplanes that do not fit in their existing hangar. The existing building is about 16,000 sf and the new hangar will be about 31,500 sf. The main difference with the new building will be that the building will be airside, the old building was not. The planes would then have direct access to the tarmac just in front of the building. They are also proposing their own fuel tank farm for the planes; tying new concrete pad out to the tarmac; plus a leased parking area out front that they plan to re-surface and re-stripe. There is a small grass strip in front of the building that will end up being covered with concrete and they are proposing an underground storage system for that and it will meet the Township's Stormwater requirements and also NPDES requirements. He went on to say that they are asking for a waiver of the Preliminary Plan to go to Final Plan. He also handed out a revised waiver letter to each of the Planning Commission members and staff. This revised waiver talks about the overall tract boundary information and covenants running with the land.

Bill Hendrickson with GS Architects came to the microphone and introduced himself. He went on to say that basically what they are looking to do is a one-story, pre-manufactured butler-type building for the hangar for the aircraft and an additional one-story section of the building which will be the administrative offices and offices for the actual pilots. The hangar itself meets the criteria of maximum height of less than 35 feet; the front entrance would come off of the parking lot. There will be a small lounge that would access directly to the planes. This would all be by card access. The hangar will be large enough to accommodate the 6500 Beechcraft airplane which is 100 feet wide and 100 feet long and 23 feet to the top of the tail section. It will enable Select Medical to go non-stop to other destinations, internationally and in the United States.

Mr. DeHart asked if they move patients.

Mr. Hendrickson replied that it is strictly for administrative staff, not patients.

Mr. DeHart asked where the deliveries would be handled.

Mr. Hendrickson responded that all deliveries will come through the front door; there is very limited access to the tarmac area. The Airport has restrictions as to who is permitted on the tarmac area.

Mr. DeHart wanted it on the record that there should be two fire department connections: one for the airfield side and one for the public side; and also a Knox Box.

Mr. Hendrickson agreed.

Mr. Greene said that the plans have been submitted to the Fire Chief for his review.

Mr. DeHart asked how big the fuel tank farm is.

Mr. Hendrickson replied that he believes it holds 10,000 gallons.

Mr. DeHart asked how many people the building would house.

Mr. Hendrickson said there would be no more than five at one time.

Mr. Knopp asked if there were any other questions from the Planning Commission. There were not. He then asked if there were any questions from the Engineer (Jamie Eberl, HRG).

Ms. Eberl asked if they had any additional details on the fuel farm.

Mr. Hendrickson replied that the fuel farm details will be on the Engineering drawings which will be submitted later.

Mr. Kuhn added that the fuel farm is actually on the MEP plans.

Ms. Eberl asked if that would show the Stormwater Management for the fuel farm. And would it drain to an oil/water separator.

Mr. Hendrickson said yes and there is a separator system in there.

Mr. Greene asked if the separator Mr. Hendrickson is referring to is the same one that is on the drawing.

Mr. Hendrickson said there is a separator at the back side of the current building and they would be adding one to the front side as well.

Ms. Eberl asked about their Stormwater calculations. She pointed out that the 24-hour rain totals that they used in their calculations are considerably higher than what is in the Ordinance. She was wondering where those numbers came from. She didn't have a problem with

it though; she said if they wanted to be safe, that was fine. She said the design, however, with the infiltration testing, she had questions on. She said the two infiltration tests varied quite a bit – 23 inches per hour and .12 inches per hour - so she asked if the mid-point they picked of 6 inches per hour could be changed to 3 inches.

Mr. Kuhn said yes. He added that there are very unique soils out there.

Ms. Eberl asked if they would be doing a Lighting Plan.

Mr. Hendrickson said that would be on the Engineering drawings.

Ms. Eberl asked them to talk a little about the first flush basin.

Mr. Kuhn explained the first flush. It is a water-quality type inlet with a primary storage chamber in it with a median in the middle that it would filter through prior to it actually discharging into the infiltration system. He said that was a request from HRG to put something like that in.

Ms. Eberl asked if that would decrease the maintenance requirement on their underground detention facility.

Mr. Kuhn said it would clearly reduce the amount of sediment loading going into it.

Mr. Knopp asked Mr. Greene if he had any comments or questions.

Mr. Greene asked Mr. Kuhn to go over their additional waiver requests they just handed out.

Mr. Kuhn explained that the additional waivers that are in the letter tonight are:

- Part 4, Section 22-404 – Preliminary Plat Submission
- Part 4, Section 22-407.A (b) (c) (f) (g) (h)
 - b. Tract boundary lines, right-of-ways, easements, curves, etc.
 - c. location of existing surveyed monumentation
 - f. proposed protective covenants running with the land
 - g. building setback lines
 - h. adjoining property owner title references

Mr. Knopp asked why they are requesting a waiver for the last five items.

Mr. Kuhn said it is because they are on a very large tract that they are somewhat in the middle of and there is a boundary survey for the overall site, they are hundreds of feet away from the boundary lines and to actually determine all the protective covenants and so forth running with the airport, seems a little excessive for redevelopment of this building.

Mr. Henninger added that historically because of the Airport and the size of it, and it being leased land, to make that determination especially considering where it sits, he feels these waivers are reasonable. It would be different if they were on a border.

Mr. Kuhn added that as part of the Land Development Plan, it does show the leased land and at least ties it to something; so it can be located.

Mr. Greene said the only comment he has on their revised waiver is that with AVFlight we required them to provide the building setback lines.

Mr. Kuhn asked if the building setbacks would be from the overall tract boundary or the leased site.

Mr. Henninger and Mr. Greene both feel it would be based on the leased area. Mr. Greene asked Mr. Kuhn if there would be a problem if it was based on the leased area.

Mr. Kuhn said he couldn't answer that because they hadn't looked at it from the leased line.

Mr. Greene asked if with the demolition of the existing building, are they going to be encroaching closer to lines. Will the setback be greater or less than the current?

Mr. Kuhn said that the building is actually expanding further to the east towards the tarmac. From the overall tract line, he feels it would be about the same.

Mr. Greene asked if the building is compliant or is it a non-conforming structure.

Mr. Kuhn said that the new building will be more towards the airfield, it is a bigger building. So it is not in the same footprint and it is wider.

Mr. Greene asked again if the proposed buildings line encroach closer to the lease property line or do they remain virtually the same.

Mr. Kuhn said the building is being shifted a little bit further south.

Mr. Greene asked about the parking.

Mr. Kuhn said that there are just five employees and maybe just a handful of people coming in for flights and he believes they are providing 42 spaces right now.

Mr. Henninger interjected that at looking at the Zoning Ordinance, a “lot” is defined as a designated parcel, tract, or area of land established by a plat, deed, or permitted by law to be used developed or built upon. He feels that the easement area would be a designated tract. In the AI District, it says a front yard setback is 20 feet, rear is 20 feet, side is 20 feet. So it is 20 feet all around and he feels they have it. The building setback line has to be 20 feet back from the road.

Mr. Knopp asked for clarification on what waivers were acceptable.

Mr. Henninger said that (g) is not able to be waived.

Mr. Kuhn agreed to include the 20 feet setbacks.

Mr. Greene added that it is required by the Subdivision/Land Development Ordinance to show setbacks but the setbacks are actually established by the Zoning Ordinance.

Mr. Henninger said he had one question in HRG’s comments on #5 in Subdivision/Land Development page 2: “Clarify the existing Sanitary Sewer along the west side of the hangar is to be removed.” It is showing as to be removed on DM01 but still shown on GU01.

Mr. Kuhn said that what happened is that it is marked to be demolished but mistakenly hadn’t been removed from that plan. But he said that it IS being removed. It’s just a matter of them amended it.

Mr. Greene said the only other thing he has is just a matter of record that we have received a copy of the County’s plan review comments.

Mr. Kuhn said he has not received anything from the County yet.

Mr. Greene told him we will be sure he gets them a copy.

With no other comments from the Planning Commission, Mr. Knopp asked for the waivers to be addressed:

1st Waiver – Part 2, Section 22-404 - Eliminating the Preliminary Plan Submission – motion to approve with stipulations depending on staff review by Mr. Latsha and seconded by Mr. DeHart. All in favor.

2nd Waiver – Part 4, Section 22-407.A (b) - Tract boundary lines, rights-of-way, easements with dimensions, deflection angles, radii, arcs, curves, etc. – motion to approve by Mr. DeHart and seconded by Mr. Latsha. All in favor.

3rd Waiver – Part 4, Section 22-407.A (c) - Location and descriptions of survey monuments – motion to approve by Mr. DeHart and seconded by Mr. Latsha. All in favor.

4th Waiver – Part 4, Section 22-407.A (f) - Proposed protective covenants running with the land, if any – motion to approve by Mr. DeHart and seconded by Mr. Latsha. All in favor.

5th Waiver – Part 4, Section 22-407.A (g) - Building setback lines – this waiver is denied.

6th Waiver – Part 4, Section 22-407.A (h) - Adjoining property owner title references – motion to approve by Mr. DeHart and seconded by Mr. Latsha. All in favor.

All waivers were approved with the exception of item (g) which was eliminated.

Mr. Knopp now asked the Planning Commission what they would like to do on the proposed plan.

Mr. Latsha asked for clarification on the issue with the fuel tank farm. He wanted to know if all information was gathered.

Mr. Kuhn advised that the information on the fuel tank farms will be coming separately on the architectural MEP drawings.

Ms. Eberl said they would like to review that. All agreed.

Mr. Latsha then made the motion to table the plan until this could be reviewed.

Mr. DeHart seconded. All were in favor.

Mr. Knopp announced that the plan would be tabled until everything could be reviewed.

ADJOURN

A motion was made by Mr. Latsha and seconded by Mr. DeHart to adjourn the meeting.
Motion unanimously approved.

Meeting adjourned at 7:35 P.M.

Respectfully Submitted,

Robert S. Greene, Jr.
Planning and Zoning Coordinator