

MINUTES

LOWER SWATARA TOWNSHIP PLANNING COMMISSION

**REGULAR MEETING
DECEMBER 20, 2018 7:00 P.M.**

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

Chauncey Knopp, Chairman
Eric Breon, Vice Chairman
Kimber Latsha
James Young
Peter Henninger, LST Solicitor
Alexa Korber, Dauphin County Planning Commission
Andrew Kenworthy, HRG
Ann Hursh, LST Planning & Zoning Coordinator
Tonya Condran, Recording Secretary

Absent:

Dennis Fausey

Others in attendance:

Jason Wilhelm, D&H Distributing	Ron Secary, Snyder, Secary & Assoc.
Kathy Drebot, D&H Distributing/resident	Charlie Courtney, McNeese, Wallace
Craig Mellott, Traffic Planning and Design	Laura Hayes, Press & Journal
Dave Feidt, CNR	Chris Rizas, D&H Distributing
Brad Swidler, NAICIR	Chris DeHart, resident
Michael Schwab, D&H Distributing	Tim Kinsley, Kinsley Properties
Brandon Schwab, D&H Distributing	Joe Tjil, The Last Jednota Boy

PLEDGE OF ALLEGIANCE

ROLL CALL

APPROVAL OF MINUTES:

Mr. Knopp asked if there was a motion to approve the September 27, 2018 meeting minutes. Motion was made by Mr. Young to approve the minutes and seconded by Mr. Breon. All were in favor. Minutes were approved.

OLD BUSINESS:

a. **File #PC2018-03, Preliminary/Final Subdivision/Land Development Plan for Star Barn Duplex Units**, with a timeline deadline of December 20, 2018. Located on Nissley Drive, south of i-283, one lot, 3.67 acres, 12 duplex units, zoned Residential Urban, owned by Star Barn Townhomes, LP, submitted by Navarro & Wright Consulting Engineers, Inc.

Mr. Knopp informed that this has been tabled again for this evening.

NEW BUSINESS:

a. **DHK Harrisburg, LLC, Application for Zoning Amendment.** Review and discuss for recommendation the application for Zoning Amendment so as to amend the Township Zoning Ordinance to rezone portions of the Jednota Property from Residential Urban and Industrial Park Limited to Industrial Park District.

Charlie Courtney, of McNees Wallace & Nurick LLC, came to the microphone to introduce himself, Michael Schwab of D&H, Jason Wilhelm of D&H, Ron Secary of Snyder, Secary & Associates, Craig Mellott with Traffic Planning and Design. He explained that this was a rezoning request for a portion of the Jednota property. The Jednota site consists of about 276 acres already zoned for “intense development”. He said there is, and will remain, unusually large buffer areas on the west end of the site which leads to the residential areas. He said they will also address Stormwater Management, and they feel that this project could be an opportunity to come up with some solutions for the stormwater issues in the Lisa Lake area.

Michael Schwab, Co-President of D&H Distributing, came to the microphone to give an overview and slide presentation of his company:

- D&H is a third generation family business with him, and will be a fourth generation business with his son Brandon Schwab. The company started 100 years ago in Pennsylvania and they have been headquartered in Dauphin County for over 65 years.
- They have a distribution center in Union Deposit today by the big Pepsi building, they have been in that building for 18 years, but the useful life for that building has come to an end for D&H. The company has grown and they have just outgrown that building.
- They built the company foundationally upon their employees, they put them first and foremost in everything they do. Twenty years ago, they gave the employees about a third of the company; so today, the employees own about 36% of the company. So they feel being an employee-owned company has really helped facilitate the growth of D&H. For the past ten years, they have anticipated that they would get to this point (of outgrowing their facility) so he has been out looking at properties that would make sense for D&H in Dauphin County, and he has seen plenty of buildings available that would fit their needs, unfortunately they are located outside their preferred geographic area. This would displace their employees, which they cannot do. So their goal was to find a site large enough to build a facility that could house their distribution center for the next 20 to 30 years that was just a short distance from their existing facility so that their employees could continue on as employee co-owners of the organization.

- They are a distribution only facility; they do not manufacture anything nor do they put their name on anything.
- They are a large company/large employer in Central Pennsylvania and they are very committed in maintaining that presence here.
- They are looking at going where they are today in their distribution center over the next five years and adding 120 full-time employees; going from 157 today to 276 total. About 75% of their employees are full-time employees. They do hire seasonal employees around the holidays as needed. They offer benefits even to their part-time employees. So they are looking to increase their employee base to bring in revenue and commerce.

Mr. Courtney came back to the microphone to present the proposed rezoning:

- He showed on the screen how the turnpike runs through the northern portion of the property, the airport connector is along the east side, Rosedale Avenue bisects the property, Whitehouse Lane and Stoner Drive are along the western boundaries of the property.
- The site is currently split zoned. The portion to the north of the turnpike is zoned Residential Urban; the portion to the south of the turnpike and north of Rosedale Avenue is all Residential Urban; to the south of Rosedale Avenue is split-zoned Industrial Park Limited and Office Park.
- The proposed rezoning will be a portion of the Jednota property just to the south of the turnpike to be rezoned from Residential Urban to Industrial Park. And to the south of Rosedale Avenue, they would like to rezone from Industrial Park Limited to Industrial Park. What would remain unchanged with this proposed amendment would be the area to the north of the turnpike. That area is Residential Urban and will remain that; they have no plans to ask for a change there. To the south, also remaining unchanged would be the south-western corner that is zoned as Office Park. Also the entire buffer area to the east side of the property would remain Residential Urban.

Mr. Courtney went on to say that they have a development plan, so they wanted to walk through the context of the request. He then presented two site plans that showed two alternatives. The main difference is the location of the building that is to the south of Rosedale. Where that building is constructed depends on whether the existing office building remains. They have received feedback that it would be nice to keep that office building and they agree. They feel it makes sense for them to try to keep that office building. There are two tenants in that building, both tenants have short-term leases. They are beginning discussion to get those tenants to commit to a long-term lease and if they can get them to agree to that, it would make sense to keep the building, and they would do that. So the difference in the two site plans is where that 2nd building would be constructed.

Ron Secary, of Snyder, Secary & Associates, came to the microphone to go over the both versions of the site plan:

- The proposed building that is shown to the north of Rosedale Avenue on the plan is the D&H facility. It is a cross-dock facility, meaning there will be truck docks on both sides of the building.
- Access will be off Rosedale Avenue.
- The building will be about 655,000 square feet with the potential of another 182,000 sf of additional building should that become necessary in the future. This expansion possibility will be on the northern side of the building closer to the turnpike.
- The second building that was brought up earlier would be to the south of Rosedale Avenue. This second building would potentially be another opportunity for D&H in the future. This would be a 400,000 sf single-loaded building. This plan would allow them to maintain the existing office facility that is currently along Rosedale. This is the contemplated development that they are looking at right now.

Mr. Courtney explained that Jednota's Memorial monument area will remain and be maintained as per an agreement between D&H and Jednota.

Mr. Secary went on to explain the second version of the site layout:

- It is almost identical to the first version with the exception of the area below Rosedale Avenue.
- This particular option anticipates the current office building not being there should they not be able to secure the lease and come to terms. They then would develop that area fully.
- That building would be a 550,000 sf facility with a cross-dock opportunity.
- Other than that, the development scheme is the same as the first version.

Mr. Courtney added that the second building would likely be leased out to a third party until D&H would need to move into it in the future.

Mr. Schwab said the only thing he would add is that what is great about this site is having that flexibility for the second building. It allows them to plan a 30-40 year opportunity for D&H to expand. This is very beneficial as moving a distribution center is very costly. So to have a property that allows an expansion opportunity is ideal.

Mr. Breon asked if the printery building that exists today on the property at the north side of Rosedale would be coming down in either version.

Mr. Courtney said that is correct. The Printery would be demolished.

Mr. Henninger stated that they are proposing not to rezone the entire parcel north of Rosedale. He asked if their idea was to cut off the proposed rezoning along the tree line that separates the main area from Stoner Drive.

Mr. Courtney confirmed that. He went on to explain the four buffer areas of the property:

- Area A is to the north and is about 2.4 acres.
- Area B is right below that and is the wooded area that Mr. Henninger was just referencing. It is about 18 acres.
- Area C is on the south side of Rosedale and runs over to Whitehouse Lane. It is about 16.4 acres and is the existing Office Park zoning district.
- Area D is right below that and is about 15 acres.
- All four of these areas they propose to preserve in its current state. They could either offer it for dedication to the township; or just put private deed restrictions which would preclude development; or give a conservation easement to the Conservancy. All of these options are on the table, they don't necessarily have a preference and this is something that could be worked out later. But the bottom line is that it is all area that will be undisturbed.
- The total acreage of the combined preserved areas is 52 acres.
- The width of the buffer areas range from the narrowest point at 600 feet to the widest at 825 feet. Those figures are just the depth of the actual natural preserve buffer area, then there is more distance for stormwater areas and other areas, so the actual development will be far away residential areas to the west.

Mr. Breon asked what the distance would be from the second building to Lake Drive.

Mr. Courtney said the distance between Building 2 and Lake Drive is about 500 feet. The distance between the nearest home and the drive aisle at the back of the building is about 400 feet.

Mr. Secary gave a presentation on the line of sight. They wanted to make sure that the homes on Morgan Drive and Stoner Drive didn't have a bad view.

Mr. Schwab explained why D&H is a little different from other Logistics companies:

- Normally, when you think of a logistics company, you think of lots of trucks coming and going. You may think about the turning over the inventory in the distribution company frequently. With D&H, they stock on average about a 45 day supply of inventory. So that means that they are only emptying their building every 45 days and recycling the inventory; whereas, a third party Logistics company or Federal Express empties their inventory every day.

- D&H's utilization and requirements for trucks is literally about 10% of the average for that size building. Mr. Schwab feels this is meaningful because it fits in with what Jednota envisioned for the property and the community. Jednota has deep values and roots and they did not want to just turn the property over to someone who wouldn't feel the same way.
- The average number of trucks from year one (today) in peak season is 42 trucks a day.
- Over five years, the number of trucks will not increase dramatically.
- Also, what is interesting about their business is that the package sizes are getting smaller. So more packages can fit into a truck. A good example as to how their inventory has changed and because smaller packages, is to look at televisions. When we were kids, tv's when big and bulky and heavy, nowadays we have flat screen tv's that are thinner and lighter to move around. This allows the logistic company to grow and ship more products.
- They always fill their trucks so there is no empty space.
- Most of the trucks are the normal size tractor-trailer type trucks, not the double trucks.
- The inbound and outbound trucks are spread amongst different hours of the day so there is not an overload in any one particular hour. Inbounds usually come in the morning, Outbounds go in the afternoon, and evening hours are as needed.
- When the second building is built, they anticipate maybe another 4 trucks per day.

Mr. Young asked if they knew if that number would be different in the event that they leased the building out.

Mr. Schwab said they would be very cautious as to whom they would lease the building. They wouldn't want anyone in there that would disrupt the neighborhood. So they would expect the number of trucks to be close to what they would use.

Mr. Breon brought up the fact that Building A (north of Rosedale) is 600,000 sf and will average about 42 trucks per day during peak season. So if Building B (south of Rosedale) will be 500,000 sf, making it less than 18% smaller, how can the truck traffic only increase by 4 trucks?

Mr. Schwab said from a D&H perspective, he is confident that they will effectively not increase the truck capacity to any significant level when it is a D&H utilized property.

Mr. Breon argued that not every company is as conscientious as D&H. So what happens if a third party comes in there.

Mr. Courtney explained that when they did their study with Building A, they actually had hard data that they used on D&H's truck traffic since they have a comparable sized facility in Atlanta. But assuming that Building B on the south side of Rosedale Ave. is not going to be

D&H, and a typical logistics company is in there that will have more trucks, they will use this probability when they do the traffic study so they can account for a worst-case scenario.

Mr. Young asked if the trucks were being driven by D&H employees or other entities or a combination of both.

Mr. Schwab said most often it would be third party companies but they are very consistent. They have 3-year contracts they use with freight companies. This allows for the drivers to get familiar with their rules and policies and allows D&H to dictate the routes and times that they show up.

Mr. Latsha asked if they had any existing leases with other logistic companies or carriers now in other places in the country.

Mr. Schwab responded that today they are not subleasing to any other company. All of their facilities are owner occupied.

Mr. Breon said we are only talking about one block of the truck traffic here. Not every truck that goes to the building is going to be a tractor-trailer. There will be straight-bed trucks, package cars, box trucks, etc. Are we counting these other kinds of trucks in with the total or are we just counting tractor-trailers in that figure.

Mr. Schwab said that it is all in-and-out traffic, just tractor-trailer traffic.

Mr. Breon questioned whether they were or not doing anything locally or regionally.

Mr. Schwab answered that everything they ship today is not locally delivered. They are filling trucks with thousands of products that are going to terminals and then are distributed from there. They are not driving around dropping things off; it is all being done by third party logistics companies through their terminals.

Mr. Latsha asked how that compares to a 500,000 sf FedEx building.

Mr. Schwab said the difference is that FedEx would have about 500 trucks (whereas D&H's peak day is about 42 trucks).

Mr. Henninger said both buildings plans would come in with the Preliminary Plan and then do a Final Plan with Phase 1.

Mr. Courtney said that they may come back with the Preliminary Plan along with the Final Plan for Phase 1.

Mr. Breon said that he really wants to look at the traffic study on Building 2. He feels the volume out of Building 1, he believes the figures for that. But the volume for Building 2, doesn't sound realistic.

Mr. Courtney responded that what PennDOT makes you assume is either high-cube or general warehousing. General warehousing is a higher generator of truck traffic. So for the traffic study that they will submit for the second building, they will not assume D&H traffic, they will assume general warehousing, which will assume more trips than they believe will ultimately be produced.

Mr. Latsha asked if it was an impediment to their business model to route all the traffic they have down to 230.

Craig Mellott from TPD (Traffic Planning and Design) came to the microphone. His firm is who prepares the traffic impact study.

- He said that at a rezoning stage, they don't typically do a study. It's something a little more simplistic where you are looking at the traffic characteristics of a proposed zone versus the traffic characteristics of an existing zone. But they totally understand that the traffic is of significant concern, so they did an informal transportation impact study where they collected counts and did an analysis, so they could understand what the concerns were and prepare a plan to address the traffic issues being raised.
- The purpose of a transportation impact study is ultimately is two-fold:
 1. It is to evaluate site access requirements (in this case, how many driveways both buildings would need to operate safely and efficiently), and where those driveways should be located, if there needs to be turn-lanes, etc.;
 2. And secondly, to evaluate the impact of this specific development at offsite intersections.

Mr. Mellott went on to say that the study will be scrutinized by PennDOT and LST's engineer and there are very stringent standards on traffic control and impact. They will also be held accountable according to both the State's and LST's ordinances.

Mr. Mellott added that with respect to the recommendations of this report on traffic, they were broken into two categories:

1. How do we have trucks use the roads we want them to use and how do we prevent them from using roads we do not want them to use?

2. What intersections do we need to widen or to upgrade or to add signals, etc. to make sure that traffic is able to proceed safely and efficiently after this development is built?

Mr. Mellott addressed the first concern:

- The intent for truck traffic is to have them use Rosedale, head eastward across the airport connector to University Drive and Meade Avenue, down to Route 230. Then the majority will likely head up the airport connector to Route 283. And then the reverse of that, as well. So they will work on how to use that as the only truck route option, to keep truck traffic out of residential areas.
 - Mr. Young asked if that would be written into contracts with any logistics companies so that their drivers must abide by that.
 - Mr. Mellott said that would be done to the extent that it could be controlled by contracts.
 - Mr. Henninger added that it could be included in a developer's agreement that would require them to do that.
 - Mr. Mellott said that their intent is that if a driver has no idea about this agreement that it would be patently obvious that they are not supposed to head westbound on Rosedale Avenue.
 - Mr. Breon said that he feels that they can count on this being an issue.
- Mr. Mellott said they will use several techniques to make sure the tractor-trailers go the correct way.
 - First is they are going to install signs on both sides of the road indicating that all trucks must head east on Rosedale.
 - They are also proposing to design the truck entrances/exits with geometry where it will be absolutely clear to a truck driver which movement he should make and not make. (He presented the Planning Commission with a conceptual design of how it will look.)
 - They will use channelization lanes with islands to make sure it is very difficult for trucks to head west on Rosedale Avenue.
 - And just in case someone for some reason does not see all the signs, or somehow navigates the wacky turns and manages to head west on Rosedale, they are recommending a truck turn-around be built on the south side of Rosedale just to the west of the building; like a large cul-de-sac, in essence, where a tractor-trailer can turn around to head back eastbound on Rosedale Avenue.
 - They will also put signs west of the buildings indicating that trucks are prohibited and they must turn around.
 - They are also recommending that the Township implement truck-prohibitions on Whitehouse Lane (from Route 230 to Rosedale) and Rosedale Avenue (from Whitehouse to the western property boundary where the truck turn-around is).

Mr. Knopp asked if they have any plans to eventually have access to and from the Airport Connector.

Mr. Mellott said they do not have plans but they are aware of the Comp Plan where there is hopes for an interchange there. He said that Mr. Secary and his group laid out a design that was similar to what was in LST's Comp Plan, where they are not proposing any parking lots or other warehouses that would preclude development of that interchange should it come about in the future.

Mr. Mellott went on to address the second of the two concerns:

- They are proposing to widen Rosedale Avenue along the frontage so that there are dedicated left and right turn lanes going into the driveways to minimize the impact to through-traffic.
- On Rosedale Avenue, just to the east of the Airport Connector overpass, they are proposing to widen Rosedale to University Drive/Meade Ave. There are some points where it is pretty narrow currently, so they want to widen it so tractor-trailers can safely travel through there in either direction at the same time.
- At the intersection of Rosedale Ave. with University Drive/ Meade Ave., they are recommending the geometry be modified. They would like the radii to be increased and pavement be added so that tractor-trailers can turn to and from Rosedale safely without having to encroach upon opposing lanes.
- They are recommending, if warrants are met, that a traffic signal be installed at that intersection. He informed that PennDOT governs installation of traffic signals in Pennsylvania and they have very strict standards in terms of when and where signals can go in. There is a minimum volume of traffic that you must have before PennDOT would agree to install a signal. At that intersection today, they do not believe there would be enough traffic to warrant a signal. But as traffic grows, there is a possibility that a signal will be warranted. So their recommendation is to monitor that intersection and if the demands are met, the developer will promptly install a traffic signal to ensure safe and efficient access.
 - Mr. Henninger said that this can be added to the Developer's Agreement.
- Lastly, they are also recommending that signals be installed at the northbound access road for the Airport Connector, if warrants are met.

Mr. Mellott concluded that these are their preliminary recommendations. He said the township engineer will comment on this all when he goes through their reports to make sure they are analyzing this correctly and it's consistent with LST Ordinance requirements and PennDOT's requirements, as well.

Mr. Breon said that he calculates about 740 car trips (employees and such) a day back and forth from the site (if you only count someone coming and going once per day) which sounds like a lot to him. Whitehouse Lane, Rosedale Avenue and Stoner Drive all seem to be high probability places for where that traffic is going to be coming from. So he feels those roads need to be looked at, as well.

Mr. Mellott said they actually broke down their traffic analysis as to where the trucks will be going and also cars, as well. Rosedale and Whitehouse are public roads, so he says they cannot stop cars from going there; but they are trying to encourage through the improvements that cars use Rosedale to Meade, to the extent that they can, to get to Route 230.

Mr. Secary came to the microphone to talk about flood control. He said one of the items of sensitivity in the township is the Jednota Flats area which is historically prone to flooding problems. As part of this project, they feel that they can do some things and participate in actions that will provide some help in that regard. First of all, the development sites are going to be required to meet the Township's and DEP's requirements for stormwater management. Mr. Secary said they not only feel they can meet those requirements, but exceed them by their design. They are confident that the discharges from these properties will be less than the historic rates that come off of there right now. From a more regional context, he said they looked at a study that was done by the Township engineer about ten years ago of the Jednota Flats area, and identified a pallet of potential flood control improvements that could help alleviate some of the problems down there. One of them was the construction of some regional flood control basins; one of them happened to be generally located where it is given the opportunity to intercept a good bit of water that comes down over Turnpike and heads towards Lisa Lake then makes a turn and heads towards the airport and Susquehanna River. He said this basin would hold back that water and decrease the flooding potential by controlling what comes from a pretty large drainage area. He said they are more than willing to participate with the Township in trying to come to some solutions that could help alleviate the flooding problems.

Mr. Courtney came back to the microphone to discuss the last two slides:

- Estimation of Annual Real Property Tax Assessment
 - He stated that there are some significant real estate taxes to be generated
- Positive Economic Impact for LST
 - D&H intends to occupy the space for at least 25 years.

Mr. Courtney went on to say that they have a unique opportunity here to shape this development in a way they feel is better for everyone, not just D&H but for neighbors, the Township, and tax-payers.

Mr. Knopp asked Mrs. Hursh for any questions or comments.

Mrs. Hursh explained that her comments were just the standard ordinance comments:

- The proposed use of a distribution for technology products is a conforming use.
- The development standards require certain specifics for the property - they meet all those.
- The Comprehensive Plan shows the area north of Rosedale Avenue as Residential and the area south of Rosedale Avenue as Light Industrial - that is conforming.
- The smaller area adjacent to Whitehouse Lane is shown as Commercial - Office & Retail, which they are not proposing to do anything on.
- The traffic study has been included.
- Sanitary Sewer and Potable Water are located within the vicinity of the project.
- What they are showing for buffers are over and above the requirements.

Mr. Breon asked about the part of the report that says there will be 110 homes on the parcel north of the Turnpike.

Mrs. Hursh said that is just a possible projection for the future.

Mr. Breon asked if the stone wall along Rosedale Ave. will be coming down.

Mr. Secary responded that they were going to preserve the memorial area but they were not aware of the wall. They will look into it.

Mr. Knopp asked HRG if they had any questions or comments.

Mr. Kenworthy had a question on the traffic study. He asked if they ever compared what the traffic by right would be versus what the new zoning would be. He feels that would be a good comparison to show what is impact or non-impact.

Mr. Mellott said they did. The maximum build-up by right was about 12 to 15 percent higher than the traffic generation shown on the report.

Mr. Kenworthy asked if they were looking at parameters to limit that.

Mr. Mellott answered that there is an engineering study that has to be done upon which the ordinance will be based. That may have to be done separate from the traffic study. It is based upon PennDOT truck prohibition criteria.

Mr. Knopp asked Dauphin County Planning Commission for any questions or comments.

Ms. Korber stated that they already went through the DCPC process and DCPC did recommend approval of the re-zoning. She just urges everyone, going forward, to remember certain things that were specified in the Comp Plan. She said she remembers reading the Rosedale Avenue was to be some sort of a barrier towards some heavy-scale development because of something about the condition of the road. She said she doesn't know if what they are proposing might be a problem for that but she thinks it is important to keep in mind why some of these things were originally mentioned in the Comp Plan.

Mr. Breon stated that Rosedale is a converted cow-path and the road is in terrible condition going west of the site.

Ms. Korber said that the Comp Plan also mentions that the whole airport connector half-interchange talk happened the first time there was talk of development there; so maybe that is worth another conversation. At one point, people thought that it would be a pretty good idea.

Mr. Henninger said that was back in the late 80's and it clearly did not meet PennDOT design criteria.

Mr. Henninger asked if they were going to buffer that area along Stoner Drive, would there be limitations as opposed to leaving that as R-U (Residential - Urban) and then using that as a buffer or making it into a Conservation District.

Mr. Courtney said regardless of what zoning classification it is, it will be preserved. So at a minimum, there will be a deed restriction which precludes development.

Mr. Knopp asked for any questions or comments from the LST Planning Commission.

Mr. Latsha asked if in the meeting with the neighbors were there any issues or concerns raised of any significance.

Mr. Courtney said the issues were what you may expect - truck traffic. That's when they learned there may be a problem with traffic on Rosedale from the west of the site to Whitehouse. Stormwater did not come up too much, although they had expected it and they did talk about it. The other concern was what the effect would be on property values. But nothing unusual.

Mr. Latsha expressed that he felt they gave a very good presentation tonight, addressing a lot of the issues and coming forward in a candid way, openly trying to resolve the problems. He wanted to commend them on their presentation.

Mr. Young also said he appreciates the thoroughness of the presentation. He felt they did a good job anticipating a lot of the concerns.

Mr. Breon said he was surprised that no one showed concern about the stormwater situation because the area down below (the Jednota Flats) and it floods often. The second thing he mentioned was about the subject of lighting. He said as we get into the planning stage of the project, they can be sure that lighting is going to be a big topic. So he told them to be ready for lighting to be discussed ad nauseam.

Mr. Knopp asked if there were any other questions or comments. There were none.

Mr. Knopp then asked if there was a recommendation from the Planning Commission on the D&H application for zoning amendment.

Mr. Breon asked the staff if they felt this was a legitimate thing to do. They took no issue.

Mr. Young made the motion to recommend for approval with stipulations. Mr. Latsha seconded the motion.

All were in favor.

OTHER BUSINESS:

The next Planning Commission Meeting will be held on Thursday, January 24, 2019 at 7:00 P.M.

ADJOURN:

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

Meeting adjourned at 8:16 P.M.

Respectfully Submitted,

Ann M. Hursh
Planning and Zoning Coordinator