

MINUTES

LOWER SWATARA TOWNSHIP PLANNING COMMISSION

**REGULAR MEETING
AUGUST 27, 2015 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 A. Breon, Vice Chairman (*arrived after roll call)
Christopher DeHart
Kimber Latsha
Paul Wagner
Alex Greenly, Herbert Rowland & Grubic, Inc.
Robert Greene, Planning & Zoning Coordinator
Tonya Bibb-Sakr, Recording Secretary

Excused:

Peter Henninger, Solicitor
Erin Letavic, Herbert Rowland & Grubic, Inc., Township Engineer
Leah Storch-Pearlman, Dauphin County Planning Commission

Others in Attendance:

Dave Williams, UPS Plan
Jim Burgess, UPS Plan
Aaron Ray, UPS Plan
Eric Wise, UPS Plan
David Tshudy, Law firm of Pepper Hamilton, Rezoning
Rob Shaffer, Act One, Rezoning
Tom Luttrell, Luttrell Design Group, Rezoning
Lee Dickerson, Rezoning
Lee Dickerson III, Rezoning
Ashton Dickerson, Rezoning
Linda Mehaffie, Rezoning
Nancy Avolese, Rezoning
Sheryl Cyphert, Rezoning
Dan Magaro, Rezoning

MINUTES

A motion was made by Mr. DeHart and seconded by Mr. Wagner to approve the Minutes of the February 26, 2015 meeting.

Motion unanimously approved.

OLD BUSINESS:

None.

NEW BUSINESS

UPS (UNITED PARCEL SERVICE) – SARAA GATEWAY 42 CAR FEEDER – 298 AIRPORT DRIVE, FILE #2015-02 APPLICATION FOR PRELIMINARY/FINAL LAND DEVELOPMENT PLAN & ALTERATION OF REQUIREMENTS

The Planning Commission reviewed the Application of Alteration of Requirements of the Final Land Development Plan for UPS – SARAA Gateway 42 Car Feeder, 298 Airport Drive, Middletown, PA, as submitted by Kevin M. Finn, P.E., Inc.

Mr. Aaron Ray introduced himself and explained that he was here to present their project to the Planning Commission and answer any questions about their application

Mr. Ray went on to say that he has a request after his conversation with Mr. Greene and HRG. He stated he would like a waiver to be removed from the list.

Mr. Ray then took a moment to present the background behind the plans and then to discuss the waiver requested and the applicability. He said their project is in a currently existing site within the Harrisburg International Airport's large area parcel. HIA has about 800 acres divided into two areas. Their site falls within the larger of the two areas. It is addressed as 298 Airport Drive. The location is between the wastewater treatment facility and the Long Term Parking lot. Within the area that they are using for this project is currently a vacant parking lot that is no longer able to be used to its maximum potential. So at the decision of SARAA and HIA, they were provided the opportunity to reuse this facility instead of developing new land. This area is fenced off and has some small structures on it. When they were utilizing design, they tried to minimize any damage or changes to the existing surface and structures. Those structures are posed to be used by the facility and they were stored on an onsite location until SARAA relocated them. So they are minimizing the disturbance zones as well as the detriment to existing structures that are onsite.

Mr. Ray went on to explain that the reason why they needed this facility is because as e-commerce continues to grow, their shipping demands continue to exponentially grow and because of this, they have to relieve major hub facilities that service smaller areas that they can re-sort the parcels to make sure that they get the packages and shipments to their destinations on time.

Mr. Ray then displayed some plans on the overhead projector and explained what each section was for. They are offsetting the impervious area, so the surface they are creating are only for truck maneuvering ability or for staging. So they are not creating any detriment to the current environment.

Mr. Ray also informed that the curb-island near the entrance had to be removed so the trucks' wheels did not hit it when they pulled into the lot. Additional impervious area was added to the southside between the two parking lots so the trucks could cross over. There will also be additional green area added that wasn't present previously so that the impervious area could be offset so they are not affecting stormwater design.

Mr. Ray then discussed parking requirements within the Zoning Codes. The land was assessed as warehouse/industrial district which is one space per 1000 sq. ft. and in addition to that, one space for every two employees that are working. They exceed the capacity with what they have. They have proposed 143 parking spaces with 4 additional handicapped spots with one of those being van accessible.

Mr. Ray went on to say that many people get a negative first image when they think of a modular building. Their building is high quality materials and extremely durable. It is steel construction with truss work. He then provided pictures of a similar building.

To specifically address any of the comments that were generated in the waiver request, UPS has requested that Section §22-406, (4), (5), and (6) are waived [The owner shall post an acceptable form of financial security to cover the cost for completion of the required site improvements. Such security shall be equal to 110% of the total cost of improvements.] as well as §22-407.A (1), (2), (3), (4), and (15). The reasons that these waivers are requested are because we are not creating a new parcel of land. Those specific comments are to address setback areas and minimum lot sizes that aren't impacted by the placement of their project on the existing site.

Mr. DeHart said he had a couple questions but also advised Chairman Knopp that he would not be voting on this because it would be a conflict of interest since he was employed by UPS. He then asked Mr. Ray how many trucks they were expecting traffic wise.

Mr. Ray responded that it is a 40 car facility.

Mr. Dave Williams of UPS reported that the daily traffic would be about 30 vehicles in a 3 ½ hour span.

Mr. DeHart asked if this was in a free enterprise zone but nobody knew that answer. He then asked if it was a short term facility.

Mr. Ray added that the peak usage of this facility would be during the holiday season and is currently a short term facility.

Mr. Williams added that the agreement is a three-year lease with two options. Those options are either one-year or two-year at this time.

Mr. DeHart asked how many employees, questions the fire hydrants and fire lanes and if a Knox Box is in place.

Mr. Ray informed there will be 153 total including the 30 drivers on a max-peak day. Also that the fire hydrants and lanes have been put in place as well as a Knox Box.

Mr. Knopp asked if anyone had any questions.

Mr. Greenly from HRG said he did not necessarily have any comments he just wanted clarification that the previously requested waivers would be removed in lieu of the new waivers and asked if Mr. Ray made note of the new waivers on the front sheet of the plan as requested.

Mr. Ray stated that the new waivers are not on the front of the plan but will be addressed immediately.

Mr. Knopp then asked if the waiver requests for §22-503 and §22-510 are not pertinent now.

Mr. Ray said he believed what was mentioned was the HRG review which is very similar. The previous waiver requests are all removed and the additional in-lieu-of waiver requests are for the first item which is requested because it is normally an item for financial security of the improvements that are going to be publicly owned (stormwater, utilities, items of that sort) and in this situation they do not have any of those items that would be impacted.

Mr. Breon asked if staff agreed with that. They did.

Mr. Greenly said that being that there is no Stormwater Management, they have no stormwater facilities to guarantee and the ENS controls are apparently onsite and sufficient.

Mr. Ray brought up the next item of primary control points or description and ties to boundary information. He said they don't have any legally descriptive boundaries within the site because it is part of that large 540 acres of the parcel.

Mr. Ray then discussed his previous request that captured the blocks, locks, street sections because they were not impacted within their development. In lieu of waiving Section 22 of the Code, it was advised that they waive individual portions of Section 24.

Mr. Knopp then clarified that the waivers that will be remaining are 1, 2, 3, 4, 5, 7, 8.

Mr. Ray then discussed the Zoning waivers saying the #2 is not impacted by their development. They are not resizing the property.

Mr. Greene stated that dealing with this Zoning issue, we (Planning Commission) cannot request a waiver, it doesn't apply to this particular plan.

Mr. Ray asked if he should continue with the Zoning comments.

Mr. Greene said yes, he would like the Planning Commission to know what they were talking about.

Mr. Ray then continued with #3, the minimum front, side, and rear yards. He said those are not applicable to their project.

Mr. Breon did not agree that #3 should be waived.

Mr. Greene interjected saying that the plan is of such magnitude, the plan isn't even showing a property line in which the building setback lines are generated from so we are not even near dealing with a setback, it's not an issue.

Mr. Ray went out to say that they are in compliance with comment #4 and that has been corrected in their revised set of plans. The height is not exceeding 35 feet.

Mr. Ray then discussed item #5, saying parking lot zoning and unloading was part of the presentation showing that they comply. The required number of minimum spaces is currently not on the plans, but to meet Mr. Greene's request they will put it on the plans.

Next discussed was item #7, total lot coverage. Mr. Ray feels this is not applicable because the total lot coverage is for the entire lot and the maximum exceedance. Currently for impervious surface, it is 95%. And the reason is that the lease agreement was only for the usable area that UPS would need.

Mr. Breon asked Mr. Greene if he was ok with this.

Mr. Greene responded that the fact is that this is all impervious area where the building is actually being placed. So there will be no change.

Mr. Ray closed his presentation saying that is all the items he had to discuss.

Mr. Knopp asked if there were any questions or comments from the Planning Commission or staff.

Mr. Greene expressed a concern about traffic flow. He asked Mr. Ray to explain to the board where they intend the traffic flow to enter and exit the site.

Mr. Ray explained that other than emergency access points for fire, existing gates along the western front, all of the proposed traffic will be routed from Airport Drive at the existing throat entrance into the parcel and navigating into the site from the northwest. They

would exit in the same matter but there is a restrictive sign showing within the plan detail limiting the usage of a right-hand turn. There are certain trucks that are too large to navigate that right-hand turn, so a left-hand turn will be necessary.

Mr. DeHart asked if they would be using the Airport Connector anyway, not local roads.

Mr. Ray confirmed that statement. The Airport Connector would be used, not the Ann Street Bridge going over to Rte. 230.

Mr. Greene suggested that a note be placed on the plan stating that the Airport Connector would be the required use of travel.

Mr. Williams agreed to this and will have it notated on the plan.

Mr. Greene had one other comment. We are still dealing with the submittal of the Sewage Planning Module that must go to DEP for their approval prior to the recording of the plan.

Mr. Breon asked how many people would be working in this building.

Mr. Ray said there would be 153 people working in the building at peak times. That does include the supervisors, part-time workers, full-time workers, and drivers. So as a precaution to the sewage flow, they will count everyone even though they may not always be in the building daily.

Mr. DeHart asked if they would still be using the other building.

Mr. Ray said this would be an additional building.

Mr. Knopp asked if there were any other questions or comments. With no other comments or questions, Mr. Knopp asked to have the waivers addressed.

Waiver #1 – §22-406.4 Owner shall post an acceptable form of financial security. Mr. Latsha motioned to approve. Mr. Wagner seconded. All were in favor.

Waiver #2 – §22-407.A(1) Primary control points information. Mr. Wagner motioned to approve. Mr. Latsha seconded. All were in favor.

Waiver #3 – §22-407.A(2) Tract boundary lines, right-of-ways, easements, etc. Mr. Latsha motioned to approve. Mr. Wagner seconded. All were in favor.

Waiver #4 – §22-407.A(3) Survey monuments. Mr. Wagner motioned to approve. Mr. Breon seconded. All were in favor.

Waiver #5 – §22-407.A(4) Land surveyor certification and information. Mr. Breon asked why this would be waived. Mr. Ray explained that the boundaries were set forth by the Airport's Contract and Lease Agreement, not by land monuments that were surveyed; thus being that there are no physical monuments in place. Mr. Knopp then asked again if there was a motion to approve. Mr. Wagner motioned. Mr. Latsha seconded. All were in favor.

Waiver #7 – §22-407.A(7) Proposed protective covenants running with the property. Mr. Breon asked what this means. Mr. Greene explained that if we were dealing with a typical land development where there would be a new property that is being improved, this would be applicable. But the fact that it is an existing lot where we are not changing anything with any of the property whatsoever, there is no reason for a protective covenant to even be in play. Mr. Knopp then again asked if there is a motion to approve. Mr. Breon motioned. Mr. Latsha seconded. All were in favor.

Waiver #8 – §22-407.A(13) & (15) Building setback lines and names or record owners of adjoining property. Mr. Wagner motioned to approve. Mr. Breon seconded. All were in favor.

Mr. Knopp asked if that was all of the waivers. Mr. Greene and Mr. Ray agreed.

Mr. Greenly pointed out that a section was referenced incorrectly on UPS's waiver request sheet. §22-407.A (13) which should include both §22-407.A (13) & (15).

Mr. Knopp asked what the Planning Commission would like to do on this Application for Alteration request and Mr. Breon asked what the staff recommended.

Mr. Greene said that under the circumstance, it is a fairly simple project but he would ask that you include receipt of review comments from the Dauphin County Planning Commission and all the other comments they had in the report are addressed by the revised plan.

Mr. Breon said he would suggest approving under the condition that all corrections be taken care of.

Mr. Ray reported that there are two items that have not been addressed: one from HRG, having descriptive legends; and one from Mr. Greene requesting a table showing parking requirements. But these will be addressed.

Mr. Knopp asked for a motion to approve with conditions.

Mr. Latsha moved to approve. Mr. Wagner seconded. All were in favor.

Plan was approved with conditions as stated.

PROPOSAL TO CHANGE ZONING MAP– REQUESTED BY F. LEE DICKERSON
DISCUSSION TO CHANGE ZONING FROM RESIDENTIAL SUBURBAN TO
COMMERCIAL HIGHWAY
30 ACRES AT N. UNION STREET/RTE 283

Mr. Knopp asked for discussion on the proposal to consider changing land owned by Mr. F. Lee Dickerson from Residential-Suburban to Commercial Highway.

Mr. Greene stated that before we begin, just to make it a matter of record, this application was presented to the Board of Commissioners who then took action at their last legislative meeting to request that the LST Planning Commission as well as the Dauphin County Planning Commission review and make recommendations to the Commissioners upon this request for the Zoning Map change.

Mr. Tshudy introduced himself at this time. He is an attorney for the law firm of Pepper Hamilton and he represents Lee Dickerson. He also introduced Mr. Dickerson and his two sons, Ashton and Lee, and also Bob Shaffer from Act One, and Tom Luttrell of Luttrell Design Group.

Mr. Tshudy went on to explain that they are in the preliminary stages of a request to rezone approximately 30 acres from the southside of Route 283 along N. Union Street. They were here this evening to present the application. The property is currently zoned in the Residential Suburban District and borders an older residential district to the south and the highway to the north. There was recently some Commercial Highway rezoning on the opposite side of Rte. 283. The proposal and justification is two or three-fold: First, the property itself, given its proximity to the highway, is not really desirable or suitable for development in accordance with the Residential Suburban Zoning District with its uses and lot sizes. And the noise, lights, and traffic concerns from Rte. 283 just doesn't make it desirable to be developed for residential use. Secondly, conceptually, three pad sites could be constructed on the rezoned property with access to N. Union Street. Currently, the residences in this location are not served by public water and sewer which is causing a problem. Mr. Tshudy says it appears that there are failing on-lot systems in this area. The development of this commercial area would bring about a need for and requirement for public sanitary sewer and public water thus making it possible to connect homes to the south of this site to the public system therefore retiring many of the failing on-lot systems and preventing those homes on wells from being on contaminated wells also, possible increasing the purchase value of homes in this area notwithstanding the commercial development nearby. The common argument against rezoning to commercial is usually traffic and while we don't have a full-blown traffic study on the proposed conceptual project, common sense would show us that the traffic coming to a commercial use in this area would mainly be coming directly off of 283 not causing a substantial negative impact on the properties south of the proposed site. Also you would see that there is quite a bit of employment activity going on to the north of 283 that does access N. Union Street, that if there would be restaurants or other commercial amenities, that this employment sector would use this same

area not negatively affecting the traffic situation to the south of the site. These are the basic justifications for the request for rezoning and the thoughts behind why this would be a good planning for the township and a good use of this land that is now going unused and is unsuitable for its current zoning district.

Mr. Tshudy then stated that he is open for any questions and would like to know what other information would like to be heard from them as they continue the process. He reminded that this is a very preliminary stage and that before anything could be built there, the rezoning would need to happen and then a Land Development Plan approved with all of the requisite studies that go with that.

Mr. Knopp asked how close was the nearest home on the southside of the proposed site that is not part of this plan.

Mr. Dickerson explained that the closest homes to his property were vacant because of the failed septic system and they are steadily going downhill and nobody is improving the properties. There are several sewage and septic issues that have been bad for a long time and just getting worse so improving anything at their end would just be a waste of money at this point. He then added that all of Condran Drive adjoins this property.

Mr. Knopp asked how many existing homes (that are lived in presently) are going to be up against this proposed site.

Mr. Dickerson said there are two.

An unidentified female resident asked Mr. Dickerson if he already had a buyer for his land and what will it be used for.

Mr. Dickerson replied that no, he does not have a buyer yet because at this point he wouldn't even attempt to sell if he didn't get the rezoning approval. But the zoning that they are looking for is Commercial Highway; so, he was thinking that the land could be used for restaurants or a bank or retail shops not warehouses.

Mr. Luttrell then explained the booklet that was handed out. He said the proposed uses for the land are shown in the back of the book. Basically what they see is something that from Eisenhower Blvd the entire way down to Landisville, is that there are no amenities on Rte.283. And they feel what this area really needs, particularly with the industrial area, are some amenities that will serve the people that use this highway. He went on to explain that the reason the rezoning proposal started was that the Dickersons wanted to build an office for their business but also wanted to improve upon their existing houses or even build a new house to take the place of one that is rundown; he has deep roots here and would like to stay. However, since the septic systems are in such bad shape and there is not a sewage system in that area, the land is not suitable for any residential additions or improvements.

Mrs. Mehaffie asked if the neighbor's had been talked to in that area to see what their opinions were on the rezoning.

Mr. Dickerson said he had not spoken with all the neighbors because he didn't really know them so he didn't feel he should just walk up to the doors and ask how they felt.

Mrs. Mehaffie asked what was to the right of the parcel that is to be rezoned.

Mr. Tshudy said the dotted lines represent the flood zone and flood plain area. There also is a Conservation District to the right of the parcel.

Mrs. Mehaffie then asked about the parcels directly underneath the subject parcel. She asked who owns the land and how much land is there.

Mr. Dickerson said that the land was owned by Hoover and Bell.

Mrs. Mehaffie said that a big part of the land was owned by Mr. Parrick (who had leased it to Bell) and she, as a realtor, will be listing the entire parcel so she said that is why it is important to her as to what is going to happen to this land. Her concern is the entrance to the proposed rezoned parcel.

Mr. Tshudy answered by saying it has not yet been designed but it would be part of the Land Development Plan when it happens. Because that part of N. Union Street is a state road, it would require a Highway Occupancy Permit from PennDOT.

Mr. DeHart asked about the water and sewer placement. He said he understands they are talking about bringing the connections from Fulling Mill Road over to that side of Rte. 283, but ten years ago it was estimated at ¼ million dollars per line.

Mr. Tshudy agreed that it will be an expensive process.

Mr. Dickerson said that he owns the property that goes right out to Fulling Mill Rd. so he said he will not have to get any easements. He also checked to make sure that the sewage at the other end would take it. He said that at one time there was no sewage on that side of Fulling Mill Road until he paid to put it there when he fed it to Twelve Oaks and it went under 283 so this one he said he doesn't have to bore under. He stated that he could dig between the railroad and the Swatara Creek to get the sewer line to this parcel and down Union Street causing the values of those residences to appreciate in value. He feels unless the parcel is rezoned and he pays for the sewer to get over there, the houses on N. Union Street will never get sewer connections.

Mr. Tshudy added that the other point to that is that any development of this site would require bringing public water and public sewer.

Mr. DeHart agreed. He asked then how much of the property was on the hill.

Mr. Dickerson said that they will not be going past the 20° mark in the back but when the plan comes in and makes it all one level, there will be no hill.

Mr. DeHart also asked about the size of the parcel.

Mr. Luttrell responded that there is about 40 acres beyond this that Mr. Dickerson owns but it is not part of the rezoning. In the development process, the coverage standards would have to be met, so it may require a little of that extra land for stormwater. But it is 30 acres that is being rezoned.

Mr. Knopp asked Mr. Dickerson where the other 40 acres are located.

Mr. Latsha asked why they are not visualizing all 30 acres for the Planning Commission. Why are we only looking at 19 acres?

Mr. Dickerson said they are only looking at the 19 acres because the remainder is wetland/Conservation District and cannot be built upon.

Mr. Tshudy agreed that there is confusion among everyone whether it is 30 or 19 acres. But the shaded area (on the map provided) is what they are talking about and Mr. Luttrell measured it to be 30 acres.

Mr. Breon asked for clarification. He asked if the rezoning was starting at N. Union Street and heading east, where it would be stopping.

Mr. Luttrell said it would be ending at the Union Canal.

Nancy Avolese, a resident of N. Union St., took the mic. She stated that she has a septic and well and wanted to know if the Board or township aware that there were failing septic systems on N. Union Street.

Mr. Greene explained to her that he was the Sewer Enforcement Officer for the township and yes, the township was aware that there were some in that area that were failing.

Ms. Avolese asked if the owners of these properties were getting them cleaned regularly and taking care of the systems like she is.

Mr. Greene said that we have no record of maintenance of privately owned septic systems. We only look into complaints that we receive.

Ms. Avolese went on to declare that because she lives on N. Union Street, she is totally against the proposed rezoning. She also added that she has spoken with many of her N. Union St. neighbors and they are all against the rezoning.

Mr. Knopp asked if there were any other comments from the public.

Mrs. Mehaffie expressed concern about the traffic. She feels that the traffic would not just be coming off Route 283. She said there are plenty of people who would be coming through from Middletown and that section of the road is dangerous as it is. So once you turn that into commercial, the traffic in front of Ms. Avolese's house would significantly increase. What can you do about the road?

Mr. Tshudy responded that with or without the zoning, the development of this property would create traffic. If this property would be developed to its maximum extent in the Residential Suburban District, sewer would need to be brought up, but you would have 30 to 40 homes here. So the traffic patterns and traffic timing of an additional residential development would probably have a greater negative impact on traffic flow coming in and out of Middletown. This is in comparison to three or four pad sites for commercial development who would mainly use the highway as the access and exit.

Mr. Breon asked if the intent tonight was simply to present the concept.

Mr. Tshudy agreed that that was their only intent for tonight's presentation. What they wanted this evening is to facilitate some kind of dialog to provide questions from the Planning Commission that they can be prepared to answer at the next meeting as well as questions from the public that they can be prepared to answer at the next meeting.

Mr. Latsha asked about the supposed failing septic system. He said that he heard all the people for the proposed rezoning saying the septic systems are basically a complete failure and unsuitable but he heard the residents saying that they had no problems with theirs. So, when this rezoning plan was being considered by Mr. Dickerson, did he consider developing this as residential?

Mr. Dickerson said no, he did not consider developing as residential because he lives here and the noise is so unbearable that he wouldn't want to build a new home there.

Mr. Tshudy explained that the township has an Act 537 Plan which shows how areas are currently provided with any sewer service and how that is supposed to work over the next 10 to 20 years. We will take a look at what the township has planned in this area and in that report it will show where failed systems or contaminated soils have been found. Typically, when those are found, DEP says you must get public sewer there within the next [x] number of years. Mr. Tshudy then went on to say that he doesn't know what LST's current Act 537 Plan says but based upon the evidence that Mr. Dickerson has been talking about and the fact that we do have some failing systems already in this area, there is a good chance, if not in this Act 537, that in the next one when DEP requires it, it will likely have to plan to provide public sewer to this area.

Mr. Knopp asked if there were any more questions or comments.

Mr. Breon asked when they would like to come back.

Mr. Tshudy said they would like to come back next month.

Mr. Breon asked if it would be for a preliminary plan proposal.

Mr. Tshudy said no, that wouldn't be for years yet. The action they would like this body to take would be a recommendation for approval of the rezoning ordinance, which is the ordinance that amends the zoning map. There will be no preliminary plan or final plan or any submission like that until this step has taken place. So there won't be anything more than a conceptual plan of the three pad sites for now.

Mr. DeHart asked when they are looking for the approval.

Mr. Tshudy said as soon as this board is comfortable with it.

Mr. Luttrell explained that there is a reason to do it sooner. There is blog site talk about the vacant houses that need to be torn down and it is not fair to people to have to be forced to tear their houses down because they don't have septic. So this is the reason they would like to do it sooner rather than later.

Mr. Knopp asked again if there were any more questions or comments. There were none. He asked if there was a motion to table this discussion.

Mr. DeHart made the motion to table this matter and continue the discussion at the October meeting and Mr. Latsha seconded. All were in favor.

Mr. Greene advised the public to let their neighbors know that the next meeting on this rezoning proposal would be Sept. 24, 2015.

OTHER PERTINENT BUSINESS

None.

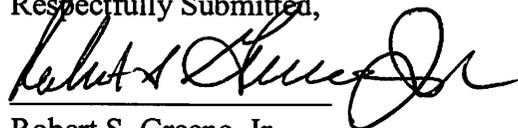
ADJOURN

A motion was made by Mr. DeHart and seconded by Mr. Wagner to adjourn the meeting.

Motion unanimously approved.

Meeting adjourned at 8:33 P.M.

Respectfully Submitted,



Robert S. Greene, Jr.

Planning and Zoning Coordinator