

## MINUTES

LOWER SWATARA TOWNSHIP  
PLANNING COMMISSION

REGULAR MEETING  
DECEMBER 20, 2012 7:00 P.M.

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

Chauncey D. Knopp, Chairman  
Eric A. Breon, Vice Chairman  
Paul Wagner  
Kimber Latsha  
Christopher DeHart  
Chris Dellinger, Herbert, Rowland & Grubic, Inc., Township Engineer  
Brenda Wick, Planning and Zoning Director  
Angela Yealy, Recording Secretary

Excused:

Leah Pearlman-Storch, Dauphin County Planning Commission

Others in Attendance:

Matt Genesio, Campus Heights Associates Inc., L.P.  
Tim Sipe, Campus Heights Associates Inc., L.P.  
William Gladstone, CIR  
Kris Raubenstine, K & W Engineers & Consultants, Sheetz, Inc.  
Mike LaCesa, Sheetz, Inc.  
Ron Lucas, Attorney for Sheetz, Inc.  
Michael Yingling, Harrisburg International Airport  
Bruce & Joanne Harter, Lloyd T. & Dawn M. Byers Plan  
Betsy Davison, H. Edward Black and Associates, FedEx  
Ed Black, H. Edward Black and Associates, FedEx  
Art Campbell, Campbell CRE  
Residents: Ronald Keeney

## MINUTES

A motion was made by Mr. DeHart and seconded by Mr. Breon to approve the Minutes of the November 15, 2012 meeting.

Motion unanimously approved.

**CAMPUS HEIGHTS ASSOCIATES INC., L.P.**  
**REVISED LAND DEVELOPMENT PLAN**

The Planning Commission reviewed the Revised Land Development Plan for Campus Heights Village-Wood Street Access, submitted for Campus Heights Associates Inc., L.P., prepared by Forino Company, L.P. Three waivers were previously recommended for approval.

Ms. Wick commented that no one was present to represent the Revised Land Development Plan for Campus Heights. There were three waivers already recommended for approval by the Planning Commission with one outstanding comment from HRG to confirm that the development was fully occupied when the traffic counts were completed. The developer's engineer stated to Ms. Wick that it was October 24<sup>th</sup> and 25<sup>th</sup>, and that it was fully occupied. Ms. Wick had one comment, that the Wood Street light was taken off synchronization with the other lights from at least Ann Street if not 1<sup>st</sup> Street, into Middletown. All lights had been synchronized, but this one is off so that people on Wood Street have a shorter wait time. Ms. Wick has asked the developer to verify that any coordination with PennDOT to make changes a permanent condition was completed, and she does not believe that this has occurred.

The plan extension was approved at the Board of Commissioners Meeting last night (Dec. 19<sup>th</sup>) allowing an extension of ninety days and no longer expires on December 26<sup>th</sup>. The plan now expires 90 days after December 26<sup>th</sup>.

A motion was made by Mr. DeHart and seconded by Mr. Wagner to table the Revised Land Development Plan.

The motion was unanimously approved.

**K&W ENGINEERS & CONSULTANTS**  
**FINAL LAND DEVELOPMENT PLAN FOR SHEETZ, INC.**

The Planning Commission reviewed the Final Land Development Plan for Sheetz, Inc., as prepared by K&W Engineers & Consultants. Three waivers have been requested and will need to be acted on by the Planning Commission.

Ron Lucas, the attorney representing Sheetz, Inc., introduced himself and stated that one waiver being requested is regarding whether the streets should be designed as public streets. He stated that Mead Avenue was created as a partnership between the Township, PennDOT and SARAA with Federal funds. Mr. Lucas asked Michael Yingling to present this first waiver regarding the streets and explain the overall plan that SARAA has for this area.

Michael Yingling, representing SARAA, showed the location of the proposed Sheetz site at the corner of SR 230 and Meade Avenue, and stated that the Township and SARAA worked together with Federal funding to build Meade Avenue as a high traffic street to get all of the commercial traffic back into Penn State (Capitol Business Center). The road from Meade Avenue (SARAA Drive) does not meet the current standards. When Meade Avenue was built in 2010, the Township standards required curbs and sidewalks which were never put in place. Mr. Yingling also pointed to the unnamed drive that parallels Mead Avenue from the right-turn entrance to the SARAA property and continues north to SARAA Drive. If SARAA put curbs and sidewalks in along it now, they would probably be ripped out as the site is developed and things continue to change. As the site gets developed, there should be a series of sidewalks through the complex which would take pedestrians safely off of Route 230 to the various businesses that will be on site. The narrowest point on SARAA Drive is 33 feet, 9 inches and the narrowest point on the private unnamed drive is currently 36 feet, 10 inches. Mr. Yingling said that regarding truck traffic, the unnamed drive and SARAA Drive get trucks in and out of the parking area that is to the east now. Mr. Lucas stated that they do not want to provide curbs, right-of-way, and sidewalks for the unnamed drive. No improvements or line striping are proposed where the Sheetz trucks and passenger vehicles are intended to drive.

Mr. Lucas stated that one of the waivers that they are requesting is to show the entire SARAA property on the plan. They are showing the area being developed as a ground lease from SARAA to Sheetz. They are asking for a waiver of the Subdivision Plan not to create a separate lot that will allow Sheetz to develop their site, since SARAA cannot sell the land. Private streets and drives on SARAA property will change depending on which business will go on site, so they do not want to build these according to Township street standards at a certain width since they are private drives that will change once developed according to future tenant needs. Mr. Lucas stated that no improvements are proposed outside the Sheetz lease area. The Sheetz plan will have a note that states the sidewalks on the Sheetz site will be tied into the SARAA development in the future. Mr. Lucas indicated the stream that runs along the SR 230 frontage that prevents a sidewalk from being constructed within the SR 230 right of way.

Ms. Wick stated that there is no sidewalk into the Sheetz site along SR 230, and there is no plan to pull the pedestrians onto the site and off of SR 230, so without a sidewalk they will continue to walk in the right turn lane. The last time the applicant was before the Planning Commission, the question came up on whether they would be agreeable to planning a sidewalk inside of the Sheetz site, north of the swale. The sidewalk has not been proposed.

Mr. Dellinger questioned why the sidewalk cannot be put in now from the front of the store to the northeast corner of the lot as described by Mr. Yingling. This would show a good faith effort that this will be done.

Kris Raubenstine, K&W Engineers, stated that they envision sidewalks connecting from Rosedale coming through the site parallel with the road to the access off of SR 230 along with crosswalks coming across the Sheetz property into the northeast corner. Sheetz will do their portion of the sidewalk now, which will generally be crosswalks line striping.

Mr. DeHart questioned how the Township can ensure that the plan for a sidewalk and streets through the SARAA site will happen.

Ms. Wick commented that if a waiver is granted it will be for the Sheetz plan and not for the SARAA property. Currently there is no sidewalk into the Sheetz site to connect from SR 230 and currently people are walking in the right turn lane of SR 230 to go to CVS. Previous discussions with Sheetz requested that a sidewalk be installed north of the stream, at the southern portion of the Sheetz site. This is not being proposed.

Mike LaCesa stated they would agree to a deferral to help pedestrians get to the store, but they do not want to put something in that will need to be ripped out when the rest of the SARAA property is developed.

Mr. DeHart commented on the need for a sidewalk going into the property from the southwest corner of the Sheetz site from Meade Avenue and a crosswalk into the property.

Mr. Lucas stated they are asking for a waiver of the sidewalks along SR 230 with the condition that they will show a sidewalk from the Meade Avenue sidewalk into the Sheetz site and a crosswalk connecting into the area of the right entrance off of Meade Avenue. The second sidewalk would be north of the northern driveway across from the landscaped areas into the SARAA site.

Mr. Breon stated that Sheetz will increase the pedestrian traffic as they are an attraction to students and other residents. Some accommodation should be made to get the pedestrians off SR 230. Ms. Wick anticipates that walkers will go into the Sheetz site on the right-turn entrance from SR 230 and walk through the Sheetz site to avoid walking in the right-turn lane. A sidewalk along the south side of the Sheetz site would accommodate them. Mr. Lucas stated that a crosswalk can bring them from the right-in entrance, to the store, and back out to Meade Avenue near the proposed Sheetz entrance.

Mr. LaCesa stated that the grades on the Sheetz site should be modified to allow a sidewalk from the northern Meade Avenue entrance. Mr. Yingling indicated that in March 2013, SARAA plans to have a developer partner to develop the SARAA property.

Mr. Lucas and Mr. LaCesa stated that it is not safe to place sidewalks on the southern end near the swale/stream. The steep slope is a drop off of 5-6 feet from the Sheetz site that would endanger pedestrians. Mr. DeHart stated he did not want a sidewalk that would encourage spectators during flood events.

Ms. Wick commented that they have exhausted any possibilities for sidewalks along SR 230, and she asked that the waiver request be written more clearly to describe the sidewalks that they are going to build across the Sheetz site so that there is a connection to Meade Avenue and that there are clearer pedestrian paths across the Sheetz site which seems like the safest option. The Applicant agreed to provide a revised waiver request letter.

Mr. Lucas stated that the other waiver is so they do not need to do anything to SARAA's private driveways that are off of the Sheetz parcel. These driveways would be SARAA's obligation when they develop the rest of the site. Mr. Lucas stated that they want to be exempt from modifying the private drives on the SARAA property in any way, and they would not meet Township street standards, with the condition that it would be dealt with once SARAA develops the rest of the property. They do not want to create right of ways, widen the private drives or place curbs that would need to be torn up later. SARAA does not want to have right of ways since they are not creating separate lots as they cannot sell their property. SARAA will have one lot that will be ground leased and separately assessed.

Ms. Wick questioned why they would not create private right-of-ways that could be altered in the future with the Land Development Plans/ Subdivision Plans. Anything private could be altered by a future plan. Mr. Lucas stated that they do not want to create lease lots. They want to have lease areas. Ms. Wick stated that the Sheetz plan shows lease lines. Mr. Lucas stated it is not a lot. Ms. Wick stated that the MPC requires subdivision plans for lease lots. Mr. Lucas is asking for a waiver of that requirement. It is a State requirement, not a Township requirement, and it is questionable whether the Township can grant the waiver. Mr. Lucas stated that SARAA cannot sell any land. The Planning Commission stated that there had not been a similar request in the past.

Mr. Latsha questioned how this would be good for the Township.

Mr. Lucas replied that there would be no detriment to the Township as there would be no streets on the property to be maintained by the Township. SARAA will maintain ownership of the entire property and develop plans that are approved by the Township. They

are asking for a deferral to design the roads as public streets today since they currently do not know how everything will be laid out.

Mr. DeHart questioned if the streets would be designed according to Township standards once the area is planned by a developer.

Mr. Yingling replied that the streets would need to be developed according the ordinances, and they have no problems with any of the ordinances of the Township including the sidewalks and curbs as well.

Mr. DeHart questioned since SARAA is an airport property, would that prevent the tenants from paying taxes, and who would respond in an emergency.

Mr. Yingling replied that the land is tax free but tenants will pay taxes. There is a joint agreement between the Township and SARAA's Police and Fire Departments. The Township most likely will respond on police matters, but he is not sure who would be responding for fire at this point. On the rest of SARAA's properties, SARAA responds.

A motion was made by Mr. Latsha and seconded by Mr. Wagner to waive the Preliminary Plat requirements.

A motion was made by Mr. Wagner and seconded by Mr. Latsha to waive the street requirements.

A motion was made by Mr. Latsha and seconded by Mr. DeHart to waive the requirements of the subdivision of the proposed lease area conditional on the review and approval of our solicitor that the waiver does not constitute a violation of any statutory or regulatory requirements.

A motion was made by Mr. Latsha and seconded by Mr. DeHart to waive the requirements for a sidewalk on SR 230 subject to the following conditions: A connection will be made from the Meade Avenue sidewalk into the property with a sidewalk and crosswalk to the store sidewalk. In the southeast corner from the southern end of the driveway, a crosswalk and sidewalk will connect to the sidewalk in front of the Sheetz store. From the northeast corner of the driveway, a sidewalk is needed to come into the property.

Mr. Lucas asked for clarification that the Security Agreement and the O & M agreement would be required prior to Final Plan approval and that the Improvement Guarantee/ Financial Security could be provided after action by the Board, but prior to recording. Ms. Wick confirmed that this is consistent with the Township's policy.

A brief discussion regarding the infiltration test results and the possibility of infiltrating stormwater was revised by Mr. Dellinger. Mr. Raubenstine confirmed that the infiltration tests indicated that the soils do not percolate. Mr. Dellinger stated that he would support a waiver of the requirement to infiltrate the stormwater. Ms. Wick concurred. Mr. Raubenstine stated he would follow up with a letter requesting a waiver from the requirement to infiltrate stormwater.

A motion was made by Mr. Latsha and seconded by Mr. Breon to waive the requirement of volume control for stormwater management.

Mr. DeHart asked if the Fire Department comments had been incorporated into the plan. Ms. Wick stated that the location of the hydrant and the fire department connection were provided to the applicant this week but they were not on the plan yet. She stated that the Knox Box location will be shown on the building permit plans.

Mr. DeHart asked about a plan for fuel spills. Mr. LaCesa stated that truck drivers place equipment to protect the area during fueling. He can provide the spill prevention procedure from the site to the Fire Department. Mr. DeHart is concerned about the stream in front of the site.

Ms. Wick asked if the NPDES permit had been submitted to the DCCD. Mr. Raubenstine stated that it has not been submitted. It is ready to go now that he has signatures. Mr. Raubenstine stated that the AV-57 form had been submitted to PennDOT and that it includes the height of the sign which is not anticipated to be higher than the building. He also provided information to DEP requesting concurrence that a Chapter 105 permit is not required for the wall and other construction on the site. A Chapter 105 permit will still need to be obtained for the sanitary sewer crossing.

The applicant stated that an extension letter would be provided to the Board of Commissioners prior to their January 16, 2013, legislative meeting.

Mr. Dellinger stated that there is still a volume comment regarding the storm sewer system.

A motion was made by Mr. Latsha and seconded by Mr. DeHart to conditionally approve the Final Land Development Plan for Sheetz, Inc. with the stipulations that all comments received from HRG and the Planning and Zoning Director must be addressed.

**LLOYD T. & DAWN M. BYERS**  
**FINAL MINOR SUBDIVISION PLAN**

The Planning Commission reviewed the Final Minor Subdivision Plan for Lloyd T. & Dawn M. Byers, as prepared by Act One & Associates. Three waivers have been requested and will need to be acted on by the Planning Commission.

Bruce Harter spoke as Mr. Byers was not present. This is a minor subdivision plan for a side lot addition and not a building lot. The three waivers requested are to waive the preliminary plat requirements, eliminate the construction of curbs, and to eliminate the construction of sidewalks. Mr. Harter stated that he owns Lot 2 on the plan and the subdivision is for Lot 1A. Lloyd Byers has elected to retain sufficient right of way width to grant additional access to the remaining property for possible future development. Mr. Harter stated that he is looking to buy some additional land to join to his existing property which will eventually become a single deed.

Mr. Wick stated that she is fine with the three waiver requests that were requested; however, she requested that the two waivers for the erosion and sedimentation control plan as well as the stormwater management plan be withdrawn. These two waivers should be withdrawn since there is no building proposed with this plan. Ms. Wick stated that plans were resubmitted earlier this week, and they are proposing the dedicated right of way for all of the Byers' property as well as lot 2 that is being altered. There is a requirement to have a non-building waiver declaration completed by the Sewage Enforcement Officer (SEO), and that paperwork was already picked up and is in the works.

A motion was made by Mr. Wagner and seconded by Mr. Latsha to waive the Preliminary Plat requirement.

A motion was made by Mr. Breon and seconded by Mr. Wagner to waive the requirement for curbs.

A motion was made by Mr. DeHart and seconded by Mr. Breon to waive the requirement for the construction of sidewalks.

Mr. Harter agreed to withdraw the waivers for erosion, sedimentation and stormwater.

A motion was made by Mr. Latsha and seconded by Mr. DeHart to approve with the Final Minor Subdivision Plan with stipulations.

**FEDEX**  
**SKETCH PLAN**

The Planning Commission discussed the Sketch Plan for FedEx, as prepared by H. Edward Black and Associates, Ltd., for Scannell Properties.

Betsy Davison, with H. Edward Black and Associates, Ltd., showed a sketch of the parcel of about 52 acres which is currently two separate lots. They are proposing to combine them with a Subdivision Plan. This land of about fifty-two acres runs along the north side of Fulling Mill Road and is adjacent to the Swatara Creek. The proposed building is a FedEx ground facility with the building itself being just over 300,000 square feet, and they would be proposing just under 50% impervious cover on the site. The site is primarily zoned industrial with a conservation zone along the creek.

Ms. Davison stated that four variances were brought before the Zoning Hearing Board in September and three of those were granted. Those variances were for a building height of forty-two feet, parking in the side and rear setback yards and for a fence height of eight feet with barbed wire at the top. The fourth variance was withdrawn at the September meeting. There have been shifts to the building and wall locations, and there is no work proposed in the conservation zone other than some drainage and road work. The road comes to a dead end at the creek, and they would be proposing some improvements to the half cartway at Fulling Mill Road, a cul-de-sac for turning around. A Traffic Impact Study has been completed and approved, and during the scoping sessions, PennDOT requested a turnaround so that any trucks that pass the entrance can turnaround without having to reverse. The main entrance is on the western side of the site, and there is a second entrance which is an emergency access. There is a fair amount of grade over the site, and they are proposing retaining walls along the north east and west sides. In regards to the roadwork on Fulling Mill Road, two waivers for curb and sidewalks will be requested. The road will be widened to match the cartway width in front of Dallas Spring, the property on the west, but there would be no curb and sidewalk proposed. Ms. Davison commented that there is a good amount of drainage from the north and west developments that have onsite detention basins and they would look at bypassing that flow around the site. There will be two 42" pipes shown on the plan along with a new culvert under the railroad which there has been coordination with the Middletown/Hummelstown Railroad. In 2008 they worked on a Land Development Plan for a portion of this property. The culvert and the work for stormwater has been worked through in that original plan, so much of the design is complete and they would be extending the development work.

Mr. DeHart questioned where the discharge from the site would go.

Ms. Davison replied that they are proposing three detention areas, two underground and one surface basin which would be discharged to the swale, the open channel in the culvert area, where they are making improvements at the railroad.

Mr. DeHart asked about hazardous spills and how they will be handled on the FedEx site. He stated there was one at the other FedEx facility in the past. Ms. Davison stated that she would discuss this issue with Scannell during the Land Development Planning.

Mr. Dellinger questioned if they were planning on redirecting the surface detention to ultimately get to the culverts.

Ms. Davison replied that they have not completed the technical design on that, but there are two culverts right now. The majority of the runoff flows from this site, and makes its way along the railroad which is relatively flat and mostly in the floodplain.

Mr. DeHart commented that during last September's flood, the Swatara Creek had the highest recorded crest, and came all the way up to the property of 140 Fulling Mill Road.

Ms. Davison stated that the building would be higher in elevation than the road which would make a difference.

Mr. DeHart questioned the amount of employees and the amount of parking spaces.

Ms. Davison stated that the 602 parking spaces is the amount that FedEx needs which is mostly for the contractors that will park their vehicles and pick up a FedEx van. The amount of parking spaces is greater than the amount required by the ordinance since there is a greater need by the user.

Mr. DeHart questioned if PennDOT is looking into placing traffic lights coming off of the east and west ramps from SR 283.

Ms. Davison replied that they are looking into placing a traffic signal on each ramp, and the signal permit plans are being designed.

Ms. Davison stated that there are two other waivers that they would be looking for as well. One waiver would be for the Preliminary Plan requirement since they are not creating new lots. The other waiver would be for volume control. They are in the process of getting infiltration testing done on site, but based on some of their experience with the site from the previous Land Development Plan, the site does have some sinkholes. The geotechnical recommendation was previously against infiltration. They would be proposing impermeable

liners in the underground and clay lining on the surface detention basin if the recommendation is against infiltration.

Mr. Wagner questioned if there would be pervious blacktop as well.

Ms. Davison stated that there would not be pervious blacktop, and that there would be standard asphalt and concrete.

Mr. Wagner questioned if they would be able to retain the fill on the property.

Ms. Davison replied that they have shifted the building and raised the building to help balance some of that earthwork, so the goal is to keep the material on site

Mr. DeHart questioned when they would like to start construction.

Ms. Davison replied that they would like to be under construction by late spring or early summer. She also brought up the landscape buffering requirements with the front yard setback. There is a twenty foot landscape buffer along Fulling Mill Road, because the adjacent property maintains a residential use. There would be some buffering provided, and the most recent sketch has some mounding there as well.

Ms. Wick questioned if the easement through the railroad was finalized with Platinum Partners.

Ms. Davison stated that they have some written documentation from the railroad for the work when the site was being developed by Platinum Plus, but that would need to be updated, and it was not a recorded easement.

Ms. Wick questioned if sewage calculations were done.

Ms. Davison replied that they have not started this, and do not have an estimate at this time.

Ms. Davison stated that there is a cemetery on the property, and the removal of the remains was approved by Dauphin County Courts. They have been removed from the site, and re-inurnment is scheduled around January 11<sup>th</sup> at Shope's Cemetery.

A motion was made earlier by the Planning Commission to table the Revised Land Development Plan for Campus Heights Village-Wood Street Access since the applicants were not present; however, representatives of the plan arrived late and asked to present their plan later in the meeting.

A motion was made by Mr. Wagner and seconded by Mr. Breon to remove the motion made earlier to table the Revised Land Development Plan for Campus Heights Village-Wood Street Access.

Motion unanimously approved.

The Planning Commission reviewed the Revised Land Development Plan for Campus Heights Village-Wood Street Access, submitted for Campus Heights Associates Inc., L.P., prepared by Forino Company, L.P. Three waivers were previously recommended for approval.

Matt Genesio, Campus Heights Associates Inc., L.P., stated that they have satisfied all of the requirements at a previous Planning Commission Meeting. The Traffic Impact Study (TIS) showed that the traffic from having the Wood Street entrance open would not adversely affect the Wood Street intersection. The TIS was completed during a time when the facility was full and operational with a normal flow of traffic. Based on their recommendations, they are asking for a recommendation from the Planning Commission to keep the Wood Street entrance open.

Ms. Wick confirmed for the Planning Commission that the entrance they are referring to is the driveway from Wood Street into their site that was originally for emergency access only. Ms. Wick commented that during the construction the traffic signal was taken off of synchronization yet that is how the signal is permitted through PennDOT. This most likely is a temporary condition as far as the Middletown Borough is concerned, but it is a good situation and should be made permanent.

Mr. Genesio questioned if he needs to take the responsibility to contact the borough to keep the light signal as it is currently even though he was not the one to initiate the change originally.

Mr. Dellinger commented that they believe the temporary change occurred without the blessing of PennDOT and this should be handled through PennDOT to make the light change permanent. Since Campus Heights is asking for the change in traffic patterns from

their development, it is reasonable for them to make sure that the traffic signal is updated properly and made permanent.

Mr. Genesisio questioned the process and if he needs to go directly to PennDOT to make this permanent.

Ms. Wick replied that since the Middletown Borough owns the traffic light, he would need to go to the Borough first to get the request to go to PennDOT for the permit.

Ron Keeney, a resident, felt the Wood Street access should remain as an emergency access only. If the light changes back to the original pattern, only one car at a time can get through the traffic signal. He felt that they should make their own private road from the development or widen the existing Lawrence Street.

Tim Sipe, Campus Heights Associates Inc., L.P., stated that post construction, they have met with almost the entire Fire Department and Police Department who are the emergency personnel that would be using the access, and they were the ones who felt strongly that it should be opened up as a secondary egress from the site.

Mr. Latsha questioned why the access was originally limited to an emergency only access.

Mr. Sipe stated that there was concern at the beginning of the development that it was only going to be used as a single and primary entrance and not have to get tied to the fate of the new Lawrence Street as problems were anticipated which are now starting to occur.

Mr. Latsha questioned the types of problems that they are having with Lawrence Street.

Mr. Sipe replied that there are construction delays, communication delays between the developers, PennDOT delays, stormwater flow issues, and a deceleration lane on Lawrence Street that needs to be handled.

Mr. DeHart stated that the Fire Department requested that the emergency access off of Wood Street be opened up after there was more of a flow of traffic. The Fire Department has responded to three alarms at this site, and they have seen that with the amount of vehicles on site that there would not be enough space if a real fire occurred, for everyone to move their vehicles off site. Therefore, the Fire Department does support the request to open up this access for the residents.

Mr. Keeney stated that Wood Street is not wide enough for this type of traffic. When people park along Wood Street, there is only one lane for vehicles to drive on. The students also do not stop at the stop signs in this area and on High Street. This access should be an emergency access only and they should have made their own private road. Mr. Keeney also stated that it is very dangerous driving from Hardee's side of the street light going straight across onto Wood Street. There are no sidewalks and there is poor lighting in that area. There should be a crosswalk across that road and a good traffic study completed of the area.

A motion was made by Mr. Latsha to conditionally approve the Revised Development Plan for Campus Heights Village-Wood Street Access with the condition that the traffic light is permanently set and they provide evidence of this. There was no second to the motion; therefore, the motion failed.

A motion was made by Mr. Latsha and seconded by Mr. Breon to table the Revised Development Plan for Campus Heights Village-Wood Street Access.

### ADJOURN

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

Motion unanimously approved.

Meeting adjourned at 9:33 P.M.

Respectfully Submitted:



Brenda Wick  
Planning and Zoning Director