

## MINUTES

LOWER SWATARA TOWNSHIP  
PLANNING COMMISSION

REGULAR MEETING  
FEBRUARY 28, 2013, 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  
Erin Garber, Herbert Rowland & Grubic, Inc., Township Engineer  
Leah Pearlman-Storch, Dauphin County Planning Commission  
Brenda Wick, Planning and Zoning Director  
Angela Yealy, Recording Secretary

Others in Attendance:

Nick Malawskey, Patriot News  
Chuck Hess, Forino Company, L.P., Campus Heights Associates I., L.P.  
Rik Longacre, Schlouch, Inc., Middletown Home  
Matt Genesio, Campus Heights Associates I., L.P.  
Ed Black, H. Edward Black and Associates, Ltd., FedEx Ground Harrisburg East  
Ryan Gallmeyer, Scannell Properties, Fed Ex Ground Harrisburg East  
Robert Murray, Panattoni Construction, Inc., Fed Ex Ground Harrisburg East  
Josh Keister, Panattoni Construction, Inc., Fed Ex Ground Harrisburg East  
Wendell Dillinger, Middletown/Hummelstown Railroad  
John Pullman, Middletown/Hummelstown Railroad

Residents:

Michelle Keeney  
Ronald Keeney  
Isaiah Rogers  
Ruth Helwig  
Ron Helwig  
Peggy Ginnovan  
Donald R. Burger  
Jason M. Fas  
Lin Coble

## MINUTES

A motion was made by Mr. Latsha and seconded by Mr. Wagner to approve the Minutes of the January 24, 2013 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 I, L.P., and prepared by Forino Company, L.P. Three waivers were previously recommended for approval.

Ms. Wick stated that a letter was submitted this evening from the Borough of Middletown in response to the final comment on the plan asking to verify coordination with PennDOT to make changes at the Wood Street signal permanent.

Mr. Breon questioned if this letter tells us anything.

Ms Wick confirmed that it does not say that PennDOT's coordination is complete.

Mr. Genesio, Campus Heights Associates I, L.P., stated that they do not want to do anything until they find out what Nardo is doing across the street, since there are proposed plans that may remove that light. They do not want to make anything permanent or make any changes to the permit until they know what Mr. Nardo is doing. Currently, the light is off the synchronization loop, and they are prepared to keep the light that way. Mr. Genesio was told that this letter is the best letter he would receive from them.

Ms. Wick stated that the plan expires March 26<sup>th</sup>, and without an extension, the Board will have to act on the plan with or without input from the Planning Commission.

Mr. Genesio agreed to extend the deadline.

Ms. Wick questioned Mr. Genesio if he could provide an extension letter by March 6<sup>th</sup>.

Mr. Genesio agreed to provide this extension letter.

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

Motion was unanimously approved.

**CAMPUS HEIGHTS ASSOCIATES INC., L.P.**  
**SKETCH PLAN FOR CAMPUS HEIGHTS II**

The Planning Commission reviewed the Sketch Plan provided for a second phase of student housing, Campus Heights II, as prepared by Forino Company, L.P. and submitted by Campus Heights Associates I., L.P.

Mr. Genesio stated that towards the end of the year, about eleven homeowners were under agreement with GreenWorks Development, and those agreements were cancelled. The homeowners called Campus Heights asking if they would buy their homes. Mr. Genesio showed the Northwest corner of the Eagle Heights neighborhood where the homes are located that are currently under agreement with Campus Heights, and there is one property that Greenworks has purchased. Mr. Genesio stated that they have other layouts, but he showed their primary layout for the new Campus Heights II which is their preferred layout plan. This plan would allow an extension of the existing Lawrence Street to remain, giving GreenWorks access to their parcel that that they purchased last year. Six smaller buildings, similar to their current buildings, fit on this layout plan and meets all of the requirements of the ordinance or text amendment that was written a couple of years ago. This plan would house 144 beds, and include 144 parking spaces. This is designed to have more of a pedestrian friendly layout as opposed to a more Township vehicular traffic friendly plan. In lue of continuing Lawrence Street straight up to Dauphin Street, they would improve the portion of the existing Lawrence Street which would be their entrance into their site. This would also be nice for GreenWorks if they have someone occupy the home they purchased. Many complaints from current residents in this neighborhood are related to pedestrian foot traffic including: jaywalking, crossing Lawrence Street, not walking on the sidewalk, walking through lawns, littering, and there is inadequate lighting. Campus Heights feels that this plan would guide students through their site and onto campus. They have spoken to University Official's regarding a footpath from this site onto Penn State Campus, and they feel that it makes sense. They like the idea, but they cannot approve anything without first checking with University Park. The footpath from the other site to Penn State Campus was approved and they are assuming this will be approved as well. Also there is room on site for a 10,000 square foot, two-story recreational building, which would include study lounges and meeting rooms.

Mr. Breon questioned how many units are proposed for the new site.

Mr. Genesio replied there would be a total of 36, 4-bedroom apartments totaling 144 beds with the same layout as the current Campus Heights.

Mr. Breon questioned what would happen if GreenWorks sold their parcel to Campus Heights.

Mr. Genesio replied that they would have more room to spread out, yet there would not be enough room on site to allow for another building.

Mr. Breon questioned the width of the thoroughfare on the student housing site, and if it allows enough room for emergency vehicles.

Mr. Genesio stated that they have proactively met with Public Works, the Fire Department and the Police Department, and all the radiuses will meet emergency vehicle access.

Mr. Genesio stated that they tried to design the site to have fire access to all sides of the buildings, so that you can get a pump truck or a ladder truck on either side. They will put reinforced turf in the court yard so that emergency vehicles can drive right up to the building. If they continue Lawrence Street straight up to Dauphin Street, there will be about 800 feet of brand new asphalt, which would be like a mini runway for 600 plus students. They would want to keep the traffic speed down as you can already get up fast enough on Wood Street, so they do not want a nicer, well lit road up there.

Mr. Breon questioned what their plans were to protect the residents adjacent to the site on the upper right side of the plan.

Mr. Genesio replied that they do not have any definite plans at this point, and they are only showing a preliminary plan for the eleven parcels that they have under agreement. This is the design that they think looks great, works great, and is safe for the community. They would probably put up a large vinyl fence, shrubbery, or some type of a natural barrier. They are also considering a turnaround for Public Works as they may need an area to turn around when plowing snow without having to drive through their facility.

Mr. DeHart questioned if they have the other plan showing Lawrence Street continuing straight up to Dauphin Street.

Mr. Genesio replied that they did not bring that plan, but he could explain it. They have two other options aside from their primary plan that they had shown. The one has Lawrence Street going straight up to Dauphin Street. This would encounter a problem where GreenWorks owns part of the land that the site would occupy. A few things would need to happen to make that plan work. Either GreenWorks would need to sell the property to them, give it to them, or the Township could take it. From a traffic standpoint, it would be nice as they could get rid of the lower left end of the horseshoe of Gina Lane, tie it into Lawrence Street, and continue straight into the proposed site.

Ron Keeney, a resident, stated that there would only be one way to get to their home if this plan is approved.

Mr. Genesio stated that there would be a secondary vehicular means of egress for Mr. Keeney's home.

Mr. Keeney commented that the new student housing is turning their property into an island.

Michelle Keeney stated that their property no longer has value, so no one would buy their property even if they wanted to move. They love their home and do not want to move. There are fewer high school seniors graduating, because there are fewer children being born. The population exploded and there were a giant amount of people going to college, and now that is dropping and not expected to get up to that number again until 2025. Between that time frame and now, school should go to a more online basis.

Mr. Keeney stated that since it is so tight between their other buildings, he does not believe that they could turn around their fire trucks in the parking lot.

Mr. DeHart stated that they can turn around their fire trucks in their parking lots, but that there is another issue. The student housing sketch plan is great when it comes to fire access, but on the public side as a roadway, it is not a good design. He prefers Lawrence Street to go straight up and loop back around like a big horseshoe. The building layout would be in the shape of a reversed L which would cause certain challenges with fire access, but on the public safety side, this is best. Students will be walking from the first development to the new development, so he would recommend sidewalks on both sides of the road.

Mr. Genesio stated that this is their third option to have Lawrence Street continue up and into Dauphin Street. They could design it however the Township feels is best and still get 144 beds on site. He believes this option makes the site look more squeezed and is not as pedestrian friendly.

Mr. Keeney stated that once this site is developed, his place is going to be like a parking lot at all hours, day and night, with lights coming into his house from the new buildings. He also stated that the construction workers have no consideration for the neighbors and block the streets with their vehicles.

Peggy Ginnovan, a resident, commented on how GreenWorks backed out of the contracts, but Matt Genesio has offered these families a way to get out of this neighborhood. Since they feel their neighborhood is ruined, they want to get out.

Mr. Genesio stated that they have presented only a sketch plan for the Planning Commission to review, and based on Ms. Wick's comments regarding their zoning

amendment, they do not think a recommendation or action can be made until the meeting next week.

Ms. Wick stated that there is no official action on a sketch plan.

Chuck Hess, Forino Company, L.P., stated that they were there to get feedback from the Planning Commission and the citizens. That way they can see what is desired and what changes should be made if they decide to move forward with this project. They can hear concerns from the residents and work towards addressing those comments. One concern mentioned tonight was the loss of two ways to get into their home once the site is built. Their property would still have public street frontage and the plan would not take that away from the residents.

Ms. Keeney commented that they are increasing the amount of traffic by almost 200 more people, and there has already been more than 600 people added to less than a 25 acre area.

Mr. Hess stated that if the proposed zoning is approved, it would allow for that type of density, but there are many steps that they need to go through to have this happen.

Mr. Breon stated that he does not know what to tell the residents regarding their concerns. He thought that what they started with seemed like a great idea as it was a good use for many properties that were there at the time, and the roads were brutal in that area.

Mr. Breon questioned if there was a way that Campus Heights and GreenWorks could get together to try and resolve some concerns that the residents have.

Ms. Ginnovan stated that Matt Tunnell has told some of the residents in the past, that he would do anything to keep Campus Heights from getting any property in this area. This is what Mr. Genesio is faced with when dealing with GreenWorks. She stated again that she wants to move out of the neighborhood.

Ms. Keeney is concerned that KGH & GreenWorks have not yet completed the drainage issues at the bottom of Lawrence Street.

Ms. Wick stated that Lawrence Street is not complete. The entrance to Lawrence Street was tied into the Highway Occupancy Permit (HOP) which includes some drainage across SR 230. This was not completed by KGH, the developer in charge of the roads.

Mr. Genesio stated that PennDOT was not happy with the pipe that they wanted to put across Wood Street as it did not have enough asphalt coverage. They had specific requirements and would not accept what they had proposed. KGH submitted many different

designs and had submitted the latest design two weeks ago. They have yet to accept a design, and they think that the latest design may be accepted. This project is dragging on due to the many agencies involved as well as a gas main and a water line that need to be moved. An estimate has been received from UGI to move the gas main. The bottom line is that construction is going to start in April, assuming PennDOT approves the latest revision. The quotes have been received to move the gas & water lines, so they have a plan to move forward. They are only waiting for PennDOT's approval. Six to eight weeks of work are needed to fix that road & this will be done prior to starting construction at the new site.

Ms. Keeney stated that Lawrence Street was supposed to be an improvement which it is not. She does not feel they should propose anything else without completing the initial project. There is also a water issue. Currently, they have a very high water table with flooding even though they are at the top of a hill. There is currently run-off from the field across the street, and if they build on that property, it will create a huge problem.

Mr. Breon questioned if there are run-off problems from the student housing developments that exists today.

Ms. Wick stated that they are not complete. The storm sewers that go down Lawrence Street would pick up the run-off from both of the developments but it is not complete.

Mr. Breon questioned where the water is going from these properties.

Ms. Wick replied that it sits at the bottom of Lawrence Street. Some of the water goes into each of their detention basins, and the outlet is as it was prior to the project. This needs to be improved with the HOP.

Mr. Genesio stated that Lawrence Street was closed before the new Lawrence Street was completed which was not done or suggested by him. Now they are stuck in this situation, and are trying to get it done as soon as possible. Every month he has to stand in front of the Planning Commission and answer the same question. This is frustrating for him as well as he needs to e-mail PennDOT and it takes ten days to get a response from them. Mr. Genesio commented that he does not move this slowly as he built 90,000 square feet on six acres in six months, and he is doing this again now at another location.

Mr. Breon commented that now he wants to do even more.

Mr. Genesio replied that he does want to do more, because what he can do on private land without having third party agencies involved is different.

Mr. Breon stated that he has to believe that the drainage from the proposed site would come down Lawrence Street as well, as Ms. Keeney stated.

**CAMPUS HEIGHTS ASSOCIATES INC., L.P.**  
**ZONING MAP AMENDMENT**

The Planning Commission reviewed the request for a Zoning Map Amendment submitted by Campus Heights Associates I., L.P., and prepared by Forino Company, L.P.

Mr. Genesio stated that the next item in the agenda is to re-zone the four acres to be a commercial neighborhood as Nittany Village and Campus Heights is now. In December, GreenWorks had one of these four acres under agreement with a small proposed plan where they were trying to re-zone to a commercial neighborhood as well. Mr. Genesio stated that that both the Township Planning Commission and the Dauphin County Planning Commission recommended the zoning change.

Mr. Breon commented that this proposed site is about three times larger than GreenWorks' proposal.

Mr. Genesio replied that this site is larger yet it is the same theory.

Mr. Hess addressed Ms. Keeney's concerns regarding the drainage issues. He felt that the field that GreenWorks purchased would drain over to her home, but that has nothing to do with their proposed project or their previous projects. Stormwater management is provided for both the KGH project and the GreenWorks project, and it would certainly be provided for this project. In his opinion, run-off from this site would not flow towards Ms. Keeney's home.

Mr. Latsha questioned how much of the proposed area is affected by the zoning change.

Chuck Hess showed the area affected by the zoning change which is currently zoned R-U (Residential Urban). The 4.1 acres includes all of the parcels under a sales agreement with KGH and the GreenWorks parcel. The two existing parcels of Campus Heights & Nittany Heights are located in a C-N (Commercial Neighborhood) District. Mr. Hess feels that this is the best spot in the Township for student housing due to the proximity of the Penn State Campus. Students can walk back and forth to campus which should eliminate some of the traffic problems. Their primary design creates a pedestrian friendly environment. He visited the site around 3:00 PM, and he witnessed what some of the residents are seeing as the students were meandering along the streets. Since the existing neighborhood is in between the campus and their housing, the students do not have a defined path to walk to campus. This plan and the re-zoning would help to fill in this gap. The improvements of the

traffic signal will also be a tremendous improvement to help the residents of this neighborhood deal with the traffic issue.

Mr. Breon questioned Mr. Genesio on how long they are planning to keep the property.

Mr. Genesio replied that they have never sold any of their properties, and he does not have any plans to sell the property anytime soon. He has lined up long-term financing on all of his projects, because of how the financial markets are currently. He is not an institution, and he does not have an exit strategy where he needs to get capitol back to his partners. Mr. Genesio stated that he is planning on holding this for 20 to 30 years.

Mr. Breon stated that from the current tax payers perspective, the worst thing would be for this property to be sold to the Penn State Campus.

Ms. Wick stated that you cannot stop anyone from selling their land.

Mr. Breon stated that the State can tell someone that they cannot change the status of their land.

Mr. Latsha stated if Penn State wanted to buy the student housing to build their own dorms, there is nothing that the Planning Commission can do about that. This is not the prerogative or jurisdiction of the Planning Commission.

Mr. DeHart commented that he asked the same question to GreenWorks several months ago and received the same answer.

Mr. Keeney commented to Mr. Hess on how he said the student housing is great and necessary. Mr. Keeney questioned if he would like to have this in his neighborhood if he were next to the campus.

Mr. Hess replied that he thinks they are building a fine product, and he would probably see this as a potential increase to his property value.

Mr. Keeney stated that there is no increase to the property value. With the new project added, there will be close to 700 cars going up and down the roads with about 700 people all over the place and partying.

Ron Helwig stated that there are five or six property owners at the meeting tonight that have contracts with KGH and they are all asking that the zoning change is approved.

Lin Coble stated that the student housing projects have already started. They have been living with all of the students, so she wants to get out just like most of her neighbors.

Ms. Keeney is concerned with the increasing amount of people in this small area. They are in a triad of the Harrisburg International Airport, Three Mile Island, and the train station and they will all converge at the same place. From an emergency standpoint, this is not a good idea.

Ruth Helwig commented that they do not have that many cars in that area and there is no problem getting out. Most of the students are walking including the students that have cars, so there is not a major traffic problem up there.

Mr. Knopp questioned Ms. Wick if any input was received from the Dauphin County Planning Commission.

Ms. Wick replied that Dauphin County meets on March 4<sup>th</sup>, so their letter will be prepared that day.

A motion was made by Mr. Latsha and seconded by Mr. Breon to table the Zoning Map Amendment until input is received from the Dauphin County Planning Commission. The motion to table the plan carried.

## **MIDDLETOWN HOME**

### **PRELIMINARY / FINAL LAND DEVELOPMENT PLAN**

The Planning Commission reviewed the Preliminary/Final Land Development Plan for the Middletown Home Access Driveways/Parking Revisions as prepared by Schlouch, Inc.

Rik Longacre, Schlouch, Inc., stated that Middletown Home has begun to go through a face lift as they are working to improve the facility, the operations, the grounds, the aesthetics as well as the functionality of the grounds. A patio has been added to the front of the building, and some landscaping has been removed to open it up; therefore, they have already started to improve the grounds for the residents. The intent of the overall project is aesthetics as well as function & safety. Adequate parking is needed for the employees as they are currently parking wherever they can off of access drives. They plan to reorganize and rearrange the employee parking. The driveways are back from the origin of the facility, and access to certain areas has changed and needs to be done differently. Currently, the horseshoe drive in the front of the building is majestic looking, but it does have some draw backs. One of the issues is at the highway, as all of the driveways come out to the front. The driveways in the front are currently 16 feet wide except a couple of sections over on the western side are a little bit wider, yet they are still somewhat narrow. They are looking at

ways to make the traffic safer, and get down to one entry in the front. The eastern-most driveway would be the point used because the geometry of the western drive has less sight distance. The delivery trucks and employees drive on the eastern side into the parking lot. Currently, there is no access around the back. They have been considering getting rid of the loop in the front of the building, and having a sweeping drive across the front where a driver can look up and see the building as you go by. As they continued to work with this it became clearer that the best thing to do is to try and take the traffic off of the front and move it over onto Rosedale, so there would be a looped road around the back of the facility where the majority of the traffic would come from. Some independent residents that reside on the west wing may still use the existing drive, but the majority of the traffic would use the new drive. Hopefully, they will be encouraged to go the other way and use the new nicer drive. The shuttles may still use the old drive as well to pick up the residents on the west wing. The goal is to minimize the traffic in the front by creating a driveway to get everyone to the back of the building. They are also considering access to the north 40 acreage. When the rear driveway is in place, there will be limited opportunities to create access to that acreage, so it is important to work the geometry out as part of this proposal for land development. They want allow for a future right-of-way as well as to make sure that any portion of the street that is constructed, is done according to Township standards. In the future if the right-of-way is converted, they will not have to reconstruct the drive. There was some discussion with the Township Engineer at a previous meeting, and he had some thoughts on what the geometry configuration should be at Rosedale. Mr. Longacre stated that they are open to solving the questions relative to geometry setbacks.

He questioned some of the comments that were received from HRG. There were supportive comments that were presented during the Sketch Plan, but there are a number of comments now that he feels are not relative. If they are necessary, they may need to take a look at whether they are heading in the right direction. One comment relates to providing loading docks to the existing facility, even though they are not adding on to their facility. Their building has been in operation for many years and it already has its loading docks which function. This comment from HRG asks for four loading docks as required by the ordinance, and they only have one currently.

Another comment is regarding the employee parking, which he feels should not be an issue as they are not growing and adding onto their business. This is an existing condition that they are trying to improve.

One comment relates to the width of the existing roads in the front of the property. Currently they have 16 foot roads in the front, and they want widen them to 18 feet. One portion of the ordinance says that they have to have a width of 20 feet and another section says that they need to be 24 feet.

Ms. Wick stated that the ordinance requires an access drive to be 20 feet. The zoning ordinance requires a minimum is 18 feet; however, items like a 20 foot driveway could be deemed adequate at 18 feet and they could request a waiver for this.

Mr Breon questioned if the concern is the road off of SR 230, and if the issue is because it would loop all the way around.

Ms. Wick replied that it is due to having a change to the road and not the fact that it would loop.

Mr. DeHart stated that it would no longer loop in the front, but it would loop around the back of the building. There is some change in traffic flow, and it is a good improvement. The roads would have a width of 24 feet around the back, 20 feet around the southeast corner, and 18 feet in the front. Currently, the road is only 16 feet which does not allow fire trucks to pass as one truck alone would block the road.

Mr. DeHart commented that he has mixed feelings regarding changing the front loop but he understands the flow. This would make it even more important to have the width on the lanes, so that they can pass and get back around. You don't want one truck to come in one way and another to come in another way and have everything blocked. There are two Fire Department connections, one on the lower end and one on the older part of the building. Mr. DeHart felt that the plan works well in the back of the facility. In the front of the facility the Fire Department needs access where the apparatus comes in, and it is also important to widen the road in the front of the building to allow the vehicles to pass.

Mr. Breon questioned Mr. DeHart if he only wants the road to widen where it starts to loop.

Mr. DeHart replied that he would like the road to widen from the "Y" up. He wants to ensure that the Fire Department has the access they need especially in the front which is the oldest part of the building and would go the quickest in a fire.

Rik Longacre stated that they can meet and discuss the front of the facility, but he does not want to have large driveways, and they are trying to discourage people from coming in on the front driveway. He said it is very important that they have a directional signage package starting out on SR 230 to try and get people coming in from Rosedale Avenue.

Mr. DeHart commented this would be a change for everyone, but that it is the best way as there have been fatalities from people pulling out onto SR 230.

Rik Longacre stated that a big part of the traffic is from the employees at this facility, so if the employees are educated to use the other patterns, this would help the situation.

Ms. Wick stated that she could support a waiver if one was requested. If they are meeting the safety requirements for the front access, then that would support a waiver request to take to the Board. The width of the road should be 20 feet in some areas to meet safety concerns, and other areas could be less wide.

Rik Longacre stated that he was trying to determine if there were too many hurdles, or if the plan is manageable and they can move forward. They are looking at creating another public street, and they need to make sure that the geometry works.

Ms. Wick commented that they can set up meetings to discuss everything and hold off on taking action to the plan.

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

Mr. Latsha recused himself from the vote since his law firm has done work for the Middletown Home over the years. The motion to table the plan carried.

#### **FEDEX GROUND HARRISBURG EAST COMBINING SUBDIVISION AND FINAL LAND DEVELOPMENT PLAN**

The Planning Commission reviewed the Combining Subdivision and Final Land Development Plan for FedEx Ground Harrisburg East, submitted by Scannell Properties, and prepared by H. Edward Black and Associates, Ltd.

Ed Black, H. Edward Black and Associates, Ltd. introduced himself, and stated that he had representatives with him tonight including the developer and the contracting firm to help answer any questions. They have received the comments on the Land Development Plan.

Ms. Wick stated that she also has comments from the Fire Department as well.

Ed Black stated that so far he has received comments from Ms. Wick on the Ordinances, and felt that about a third of those comments require some explanation. One of those comments is on the request for a waiver of curbing. There is no curbing on the section of Fulling Mill Road where they are proposing their development. They propose to use curbing wherever it is needed for the classic reasons of controlling traffic or stormwater, but they are asking for a waiver in regards to curbing throughout the development. Another comment deals with the waiver of sidewalk along Fulling Mill Road. This has become an industrial neighborhood with a dead end at the creek and railroad, so they are requesting a waiver of sidewalk along Fulling Mill Road. The other waiver is on volume control that

deals with stormwater. With this being a limestone-based site, they do not feel that infiltration is a good way to control the volume, and their Geotechnical Engineer agrees with them. There is a letter from their Engineer in the stormwater report to this regard. There was a question raised as to the demolition of the existing buildings, and the representatives here tonight did not know anything about that. The demolition is being done by the previous owners. Ms. Wick has re-plotted the zoning line between the industrial and the conservation zone, and they do not take any objection to where she has plotted it. They still feel that their work is within 20 feet of that property line. They can protrude up to 50 feet into the adjacent zone, so they have some retaining walls and some paving that go approximately 18-20 feet into the conservation zone where a 50 foot intrusion would be permitted.

Mr. DeHart questioned if this facility would operate around the clock, and if it is a hub facility.

Ryan Gallmeyer, Scannell Properties, replied that the facility would operate around the clock. It is not a hub facility, but it is more like a mini sorting facility.

Mr. DeHart questioned the anticipated daily traffic flow for the new site.

Mr. Gallmeyer stated that all of the vehicles have been accounted for through Grove Miller Engineering, but he did not recall the exact number. The building will be built keeping full capacity in mind and including future conveyer lines. Inside the facility there will be 240 spaces for home delivery and delivery vehicles to accommodate full build out capacity.

Mr. Breon questioned if they are eliminating or decreasing work that is currently done in York County or the West Shore to have the work done at this new site.

Mr. Gallmeyer replied that this is a relocation and an expansion. The existing facility needs to be expanded for the necessary capacity to serve this service area. A portion is a relocation and also an expansion of capacity.

Mr. DeHart commented that people walk on Fulling Mill Road everyday to and from the businesses as well as to the creek to go fishing. Parking is one of the problems they have down there, and PennDOT has asked them to make a cal-de-sac in that area. That way trucks can turn around if they miss their turnoff. People will still need access to the creek and will park down there. Currently, there is a small pull-off area that should be kept or there would need to be something else, so people can park without blocking the circle.

Mr. Black stated that he had received a comment from Ms. Wick regarding the parking outside of the fence. He stated that the parking outside of the fence is intended for

employee or contractor parking. The contractor would be the equivalent of a FedEx employee, only they have their own vehicle, but they are still there every day.

Ms. Wick stated that the issue is that they are providing more parking than what is required.

Mr. Gallmeyer stated that a component of that is during the holidays, the business is much higher.

Mr. Black stated that there was a question asked about the underground telephone right of way line labeled across the Platinum Plus Properties. This is an area of approximately 13 acres which is closest to North Union Street with frontage on Fulling Mill Road across from Woolf Steel. This is a right of way that was orphaned when Bell Telephone Company was split up. AT&T and Verizon took right of ways in various areas. AT&T had an overhead line in that right of way at that time, but since that time they have dismantled it, so it is not there and there is nothing underground. They have been in touch with them, and they do not want the right of way. They are making contact with Verizon, and if Verizon has the same attitude as AT&T does, then they will abandon that right of way and remove it completely. In the mean time it is causing no harm.

Ms. Wick stated that it is fine if they can vacate the right of way. It just looks odd that it is on the plan with nothing in there.

Mr. Black stated that another comment questioned how they would handle the GP-11 permit for the culverts to get to the creek. The kick off session for that application process takes place tomorrow morning at 9:00AM with DEP. Ms. Wick also questioned premise A & premise B on the Platinum Plus parcels. These lots were combined to one lot in 2008, so there is no property line, and there is no longer a premise A & B. They did the combining subdivision at that time, and no attorney ever wrote a new deed for the single parcel.

Ms. Wick questioned if there are still two parcel numbers on the tax maps.

Mr. Black replied that there are no longer two parcels but only one. He stated that there was a comment on lighting, and they can either shield or use cut-off fixtures that will perform the way the Township desires.

Robert Murray, Panattoni Construction, Inc., discussed the lighting concern, and the comparison of West Hanover's site as indicated on Ms. Wick's comments. Mr. Murray stated that West Hanover's lighting is much higher, and that causes a lot of lighting to spill. They would rather go with a lower pole. The lighting level will be a lot higher but it will not bleed as it will be more concentrated, and it will be shielded.

Mr. Breon stated that they are concerned with the lighting due to the current FedEx facility that is too bright, so they are trying not to repeat this. That is the worst case of light pollution that he has ever seen.

Mr. Murray stated that the lights at the new facility will cast straight down and not up at an angle. Under the current lighting plan there is a little bit of bleed at the entrances, but they tried to use what they were requested to use. These poles are up higher which make it more difficult to keep the light in. They will propose a different lighting plan with lower fixtures that are 33 feet instead of 50 feet with higher intensity yet more concentrated at the site.

Mr. Black spoke on Ms. Wick's comment regarding the retaining wall design and detailing. When they select a segmental wall system, the manufacturer of that wall system will design the wall, and will attach the Engineer's seal to it.

Ms. Wick questioned if this will be done and provided prior to Plan Approval, or if they plan to provide a design at the building permit stage.

Mr. Murray replied that he thinks Panattoni Construction, Inc. is close to having this done.

Mr. DeHart questioned if they have any pictures showing what the retaining wall would look like.

Mr. Murray said he can send out a brochure on it, and a detail sheet has already been submitted.

Ms. Wick stated that her comment was more about putting a load directly on top of the wall instead of offsetting it.

Mr. Murray stated that this would not be a problem, and it would be designed to carry a load from the vehicles.

Mr. Breon questioned if there were sink holes in that area.

Ms. Wick stated that there are plenty of sink holes out there. They have done a geologic study, and they are not forcing water into the ground. This is similar to all of the other sites out there. Mr. Black stated that on this site, one of the biggest things to prevent sink holes will be the paving that seals off the surface.

They have no problems with the comments from the Sewer Authority. The most serious comment from them was asking them to realign their sewer lateral, and they think it

is a good design which they are in favor of doing. One comment from HRG was to discharge the stormwater detention basin into a defined drainage way. This has been done and there are two gentlemen from the Middletown/Hummelstown Railroad that are here tonight. One of those gentlemen, Wendell Dillinger, believes that they are discharging that into a portion of the old toe path. It comes out of the pipe from the detention pond and flows toward Fulling Mill Road where it goes into a swale and then into four culverts under the railroad.

Mr. Dillinger understands that there are going to be two outlets from this retention pond. One outlet is only 4 inches in diameter and there are no concerns with that. The other one is 17 inches in diameter and if that is flowing continuously for 24 or 48 hours that could dump a lot of water into the area that will go down to the railroad tracks. Mr. Black indicated that there is a swale that should carry that water over to Fulling Mill Road. Based on their old drawings from the railroad they believe that the swale is actually the Union Canal, and what makes it a swale is the fact that a little bit of the towpath still remains. It might be a good idea if that water is supposed to go to Fulling Mill Road, to go through these culverts. The old towpath should be restored to keep the water going over to the culvert instead of going down and over/under to the railroad tracks.

Ms. Wick questioned if this is a change that will be made on the next submission.

Mr. Black believes that it works now, but if it needs to be better defined, then they will be working in the conservation zone. He clarified that there is a 17 inch staged riser pipe. At the bottom elevation of the pond is a 4 inch outlet to drain it dry, and this will function most often; however, up several feet at an intermediate height is a larger outlet. This would allow that water to come out but should seldom need to function.

Mr. Dillinger showed the Union Canal Plan from 1919 to show where the towpath still exists and how it could be helpful to have the towpath restored to give it a little bit of height. Ms. Wick questioned Erin Garber on her thoughts. Ms. Garber stated that she is fine with this. Mr. Black stated as long as the Township and their Engineer do not have a problem with them working in the conservation zone, they would be glad to do that.

Mr. Black stated that another comment from HRG deals with two segments of transportation. One deals with the signals at North Union and Fulling Mill Road, and the other deals with two ramps on and off of SR 283. The traffic study has been completed and approved by PennDOT. The signal plans have already been submitted by PennDOT and he has asked them to include Ms. Wick as a business partner so that she will have access to those drawings. There will be a new signal at each of the on and off ramps to SR 283 which was designed by Grove Miller. There will be retiming of the new signal at North Union Street. The other aspect deals with Fulling Mill Road, and they will be working with PennDOT to rebuild the half section closest to the Pickel Farm. They will be widening and resurfacing that half section.

Mr. Black stated that it was requested that they have a will-serve letter from United Water which they do have. Based on the kind of comments received from the Sewer Authority, they are indicating that they can serve the sanitary sewer.

Mr. Breon questioned if they need to improve the interchange.

Ms. Wick stated that the traffic signals are the improvements.

Mr. Black stated that the whole process started with the Traffic Impact Study (TIS) approved by PennDOT, which showed that the two ramps would meet warrant to require signals. Mr. DeHart questioned if the lights would all be synchronized with Fulling Mill Road. Mr. Black replied that the two signals at the ramps will be coordinated with the signal retiming at North Union and Fulling Mill.

The final comments that he has reviewed are from Dauphin County Planning Commission, and their representative is here tonight. They did question why there were 169 extra parking spaces than what is required. FedEx has built these facilities all over the United States, and they know how many spaces are needed for their employees and contractors. If anyone has been to the Lewisberry facility on the West Shore, their parking lot is always full. With the help of the experts here tonight, they would be happy to answer any questions.

Mr. DeHart questioned if the traffic light at Fulling Mill and North Union has ever been upgraded.

Ms. Wick replied that it is definitely preemption, and she believes it may be LED. HRG has been reviewing the TIS as well as the signal plans, but she has not seen the HOP plans.

Ed Black stated that they are handling the HOP plans from the site which are not finished.

Ms. Wick stated that she does have hard copies of the signal plans.

Mr. DeHart questioned if once the traffic lights are put in place, it would be the Township's responsibility to maintain.

Ms. Wick replied that they would be the Township's responsibility.

Mr. DeHart questioned if they are widening Fulling Mill Road on the eastern side or adding a turn lane.

Mr. Black stated that they are picking up from the point where it was previously widened and taking it toward the creek.

Mr. Dehart questioned if they were only starting at 181 Fulling Mill Road from the previous point where the curbing stops.

Mr. Black confirmed that this was correct.

Mr. DeHart questioned why they feel there is a need for two traffic lights at the interchanges yet they do not need to widen Fulling Mill Road to allow for a straight lane and a left-turn lane.

Mr. Black stated that Fulling Mill Road is a PennDOT road and the criteria came from PennDOT.

Mr. DeHart commented that they will have backups all the way down the hill waiting for the light to turn as there are backups today trying to go south on North Union Street after 3:00 PM. When traveling west on Fulling Mill Road at North Union Street, traffic cannot turn left. When the cycle on the North Union side ends and turns green, that person cannot turn as the traffic keeps coming from Phoenix Contact, Tyco and other places. He commented that by not having the left-turn lane, it will hurt their company as time is money. If someone cannot make that left turn today, how are they going to make that turn in the future?

Mr. Breon questioned if they are permitted to exceed PennDOT's criteria.

Ed Black stated that is not what the TIS called for, but that they could make that proposal to PennDOT.

Mr. Gallmeyer stated that they are going to change the timing of the traffic light.

Mr. DeHart replied that the timing is not the issue. The traffic flow traveling east bound will eventually turn, because people are flying down Fulling Mill Road to go onto SR 283. He stated that what they need is a turning arrow timed on that signal. He suggested they add a left turn lane and make the right lane a straight lane or a right turning lane, so that you have the capacity for the vehicles.

Mr. Gallmeyer stated that they will address the issue. They will take another look at the TIS and the initial designs put forth to see if there is a way to address this issue that meets the necessary needs of the Township.

Paul Wagner questioned if they will address the water drainage issue when paving Fulling Mill Road down to the creek. The roadside swale is like a river down there when it rains.

Mr. Black stated that they will be picking the runoff in a swale that runs along the front of Platinum Plus and the Pickel Farm properties.

Mr. Wagner questioned if all of that will be worked together with the paving.

Mr. Black stated that the paving will be crowned, so it will grade toward the swale. There will be a roadside swale that will intercept this water.

Mr. DeHart commented that this might not be the case if curbs or sidewalks are constructed on Fulling Mill Road.

Ms. Wick stated that there were a lot of comments and she feels the Planning Commission should revisit the plan.

Mr. DeHart stated that they also just received the comments from the Fire Department for review.

Mr. Latsha commented that one thing that needs to be addressed is the stormwater runoff and in particular what was discussed by the representatives of the railroad. He questioned if they know how this will be addressed.

Mr. Black stated that they have no problem with what the railroad wants, but they are working in the conservation zone. The grading will be addressed at the pre-application meeting with DEP tomorrow. The swale that will intercept the water on Fulling Mill Road is already on the plans.

Mr. Latsha questioned if this plan was based on a waiver of the requirements of sidewalks and curbs.

Mr. Black stated that it is based on this waiver being approved.

Mr. Breon stated that they should take into consideration the possibility that the waivers may not get passed.

Mr. Wagner questioned if the swale would be hard surface or riprap.

Mr. Black stated that it will be a trapezoidal shaped, vegetated swale with a flat bottom protected with matting.

A motion was made by Mr. Latsha and seconded by Mr. DeHart to table the Combining Subdivision and Final Land Development Plan.

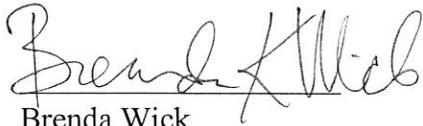
**ADJOURN**

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

Motion unanimously approved.

Meeting adjourned at 9:08 P.M.

Respectfully Submitted:

A handwritten signature in cursive script, appearing to read "Brenda Wick".

Brenda Wick  
Planning and Zoning Director

