

MINUTES

LOWER SWATARA TOWNSHIP
PLANNING COMMISSION

REGULAR MEETING
MARCH 27, 2014, 7:00 P.M.

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

Chauncey D. Knopp, Chairman
Eric A. Breon, Vice Chairman
Kimber Latsha
Christopher DeHart
Leah Pearlman-Storch, Dauphin County Planning Commission
Erin Letavic, Herbert Rowland & Grubic, Inc., Township Engineer
Angela Yealy, Recording Secretary

Excused:

Paul Wagner

Others in Attendance:

David Koratich, Capital Valley Business Park
Ryan Woerner, Capital Valley Business Park
Jim Clymer, Key Development Group, 140 Fulling Mill Road
Brian Evans, Evans Engineering, Inc., 140 Fulling Mill Road
Charles Suhr, Stevens and Lee, 140 Fulling Mill Road
D. Reid Townsend, 140 Fulling Mill Road

MINUTES

A motion was made by Mr. DeHart and seconded by Mr. Breon to approve the Minutes of the January 23, 2014 meeting.

Motion unanimously approved.

CAMPUS HEIGHTS ASSOCIATES I., 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. The Plan has previously been tabled and the Board of Commissioners accepted an extension request until June 19, 2014. The plan remained tabled.

Ms. Letavic stated that the signal plan is being updated and this is what was holding up the plan. The signal plan is up for review this month, so the plan should not need to be extended again.

MIDDLETOWN HOME
PRELIMINARY / FINAL LAND DEVELOPMENT

The Planning Commission Reviewed the Preliminary/Final Land Development Plan for the Middletown Home Access Driveways/Parking Revisions as prepared by Schlouch, Inc. The applicant has requested that the plan be tabled.

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

Motion unanimously approved.

CAPITAL VALLEY BUSINESS PARK
PRELIMINARY / FINAL LAND DEVELOPMENT PLAN

The Planning Commission reviewed the Preliminary/Final Land Development Plan for Capital Valley Business Park – Building ‘C’ as prepared by LSC Design Inc. No waivers have been requested. A zoning hearing for variances has been scheduled for April 9, 2014, 7 P.M.

David Koratich stated that he is here to only introduce the project to the Planning Commission and then they plan on returning to the Planning Commission in April or May. Capital Valley Business Park is located in the Industrial Park Limited District (IP-L). Kreider Drive runs through the tract. The Land Development Plan was approved in 2001/2002 for four buildings on the tract. One building has been constructed, and they are planning to build the second building (Building ‘C’). Building ‘C’ will be an 18,000 square foot building office with 7,000 square feet being used as a medical office, and the other 11,000 square being an office/warehouse. Currently, they do not have any waiver requests, but they may end up having a few waivers. They do not anticipate having any requests that would be too substantial. This project does require a few variances. The first variance is in reference to the curb radius of the opening being entirely in the right of way. The front of the building faces Kreider Drive and the back of the building faces Fulling Mill Road. They will be having loading docks in the back of the building. They are requesting relief from having to have the curb return completely in the right-of-way. Kreider Drive has a 60 foot right-of-way, and to facilitate trucks coming onto the site, requires a larger radius.

Mr. DeHart questioned if the location of the radius being discussed is on the west end of the property line.

Mr. Koratich replied that it is on the west end of the property.

Mr. DeHart questioned Ms. Letavic on what the concern is with the radius.

Ms. Letavic replied that the concern is the radius in which the trucks need to make the right-hand turn to enter the driveway. The entire curb return would be in the right-of-way if the typical radius was used of around 15 feet. Since they want to increase that radius, it increases the length as well, which is why it cannot all be encompassed within the right-of-way.

Mr. Koratich stated that the other two variances that they are requesting are essentially tied together and it is for the projection into the 30 foot front buffer yard. The first variance is to allow parking in this area where it is prohibited in the Zoning Ordinance and the second is to provide relief from the requirement of having 30 feet of landscaped area as the front yard buffer. They are showing parking in the area and are impeding in that area as well. They have 28 parking spaces shown within the 30 foot front yard buffer allowing just over 10 feet of open green area in this buffer.

Mr. Breon questioned why they need to this.

Mr. Koratich replied that the Township Ordinance requires them to have 90 parking spaces, but their plan show 105 spaces including the 28 in the front yard buffer. The prospective tenant with the 7,000 square foot medical office would like to have as many parking spaces as permitted.

Mr DeHart stated that once they accommodate Fire Department connections and vehicles, they will most likely be short another three parking spaces.

Mr. Koratich showed where the two existing stormwater basins are located, and they intend to utilize both basins. They are also adding another small basin to help further manage the runoff. There is a pipe network system that was designed as a roadside swale. This was designed as a regional stormwater facility to accommodate the four total buildings planned for the Business Park. Sanitary sewer will be connected to the existing sewer main through an existing lateral.

Mr. DeHart questioned if they plan to build on the property across from the proposed building in the near future.

Mr. Koratich replied that the next building that they would be looking at would be the property closer to Oberlin Road.

Mr. DeHart questioned if they have a site lighting plan.

Mr. Koratich stated that they have submitted the lighting plan.

Mr. Breon stated that lighting has been huge issue with residents in the past. He questioned what type of lighting they are proposing.

Mr. Koratich stated that he is not the lighting expert, and they asked if there was a certain type of lighting that they Township prefers?

Mr. Breon replied that they prefer lighting that is not too bright and not shining up into the sky.

Mr. Henninger stated that there was a building built on Stoneridge Drive that caused significant lighting to reflect up into the neighborhood of Old Reliance. He does not believe that the Township Ordinance has been updated to address the lighting concerns. In the end there was a back entrance with a little light that the residents wanted to have shut off, but the facility needed the light for security. He does not believe they will have these issues with this lot but when they start planning for the lot closer to Oberlin Road, they may want to take this into consideration since they will be backing up against some of the homes in Old Reliance.

Mr. Breon stated that according to their plan, two of the lighting fixtures are 220 volt LED fixtures which seem bright to him.

Ms. Letavic stated that one of HRG's comments is to confirm that there will be full coverage cut-off fixtures with the idea that even though the lights are bright, they will be fully shielded and only shine downward.

Mr. DeHart questioned the height of the building and canopy.

Mr. Woerner stated that the height of the canopy is approximately 12 feet and the height of the building 20 feet.

Mr. Breon questioned if they would have a parapet on the roof to try to hide the HVAC.

Mr. Woerner stated that there will be a parapet on three quarters of the building, and the side of the building without the parapet will be the rear of the building facing Fulling Mill Road.

Mr. DeHart commented that a 13 foot height canopy would be better than the 12 foot canopy as proposed due to the height of some fire trucks. Also delivery trucks could ruin the canopy, so it may be wise to consider increasing the height of the canopy.

Mr. Breon questioned if this plan is a preliminary or a final plan.

Ms. Letavic replied that this is a preliminary/final plan and they will return to the Planning Commission in April or May. Depending on the results of the Zoning Hearing Board, there may be some redesign considerations, and HRG has a fair amount of technical comments as well. Since the Township does not currently have a Planning/Zoning Officer, Ms. Letavic stated that she listed a lot of the administrative checklist items as comments.

Mr. Breon questioned if the applicant received a copy of the comments and if they have any issues with them.

Mr. Koratich replied that they have received the comments and they do not see any issues with them.

Mr. Knopp questioned if Ms. Pearlman-Storch had any comments from the Dauphin County Planning Commission.

Ms. Pearlman-Storch stated that most of her comments are probably contained in the Engineer's comments, and many are just administrative checklist items.

Mr. Henninger stated that his only comment was that curbs and sidewalks are not in that area and from a stormwater management standpoint, it is probably preferred that curbs and sidewalks not be installed. Waivers will need to be requested to waive the requirement to install curbs and sidewalks.

Mr. DeHart noted that on Kreider Drive there have been some drainage issues and there is a possibility of sink holes in that area that they may want to plan for.

Ms. Letavic recommended that the Planning Commission table the plan.

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

Motion unanimously approved.

140 FULLING MILL ROAD

PRELIMINARY / FINAL SUBDIVISION AND LAND DEVELOPMENT PLAN

The Planning Commission reviewed the Preliminary/Final Subdivision and Land Development Plan for 140 Fulling Mill Road, as prepared by Evans Engineering, Inc. (EEI) Consulting Engineers. Six waivers have been requested. A zoning hearing for variances has been scheduled for April 9, 2014, 7:00 P.M.

Jim Clymer with Key Development Group is acting as the Development Manager for MRPI and he also introduced the following people representing the plan tonight: Reid Townsend who is the Owner's Principal managing this project, Brian Evans as the President and owner of Evans Engineering, and Charles Suhr as the Project Attorney with Stevens and Lee. Mr. Clymer stated that they have had a pre-submission meeting with Ms. Letavic, they filed an application for several dimensional variances with the Zoning Hearing Board, and they plan to appear at the hearing on April 9, 2014. They presented their sketch plan to the Board of Commissioners on March 5, 2014, and they met with the Township Development Committee on March 18, 2014. Evans Engineering is proceeding with NPDES permitting

and they have filed their application. The Highway Occupancy Permit (HOP) application will be submitted on Monday. Their Engineers have had meetings with both DEP and PennDOT, and all parties have agreed on a process and an approach, so they feel comfortable that they will go through smoothly. As they make progress through the approvals, they plan to file building permit drawings with the intent to begin construction mid-summer this year. Mr. Clymer stated that they are here tonight to present their Land Development Plan, and to answer any questions that the Planning Commission may have. Mr. Evans will review a few waivers being requested along with the dimensional variances. Mr. Clymer stated that they appreciate the opportunity to be able to present tonight and they are requesting that the Planning Commission recommend approval of the Land Development Plan to the Board of Commissioners.

Mr. Evans stated this is a 250,000 square foot high cube warehouse project located directly across from the new FedEx Ground facility on Fulling Mill Road. They have already met with PennDOT and received their approval on traffic proposals. He stated that basically all of their work will be contained within the frontage of the site, providing a primary access off of Fulling Mill Road for all automobiles and trucks. Trucks will circulate around to the rear of the facility. There are a series of dimensional variances requested. The first variance is for the height of the building. The Township Ordinance allows a 35 foot building height and going up to 40 feet provided they provide an additional one foot of building setback for each additional foot of building height. The building that they are proposing is actually 46 feet high in the front and 44 feet high in the rear to provide a uniform slope. They will be providing an additional setback buffer to offset that additional building height in the front. The second variance request is for parking requirements as the Township Ordinance requires one space for every 1,000 square feet of warehouse plus one space for every two employees in a maximum shift. Mr. Evans stated that they are going to provide for and show the space for all parking spaces, and their stormwater basins will be constructed to accommodate all of the parking. The variance that they are requesting is to not have to install all of the parking initially. They would install approximately 135 parking spaces across the front and leave the next series of about 125 parking spaces to be constructed at a later time should they be required. They have provided a space and design for the total required parking spaces, but they do not want to install them up front. This type of facility does not require this much parking, so they do not see a reason to place this much hard surface down if it is not necessary.

Mr. Breon commented that he did not remember the Township ever approving something this big allowing that many spaces to not be built, but this would be about 50% less parking than what is required.

Mr. Evans stated that the building is built based on an employee count of about 80 people, and they have way more spaces than what is needed for not only the employees that will be there but for deliveries, guests and visitors. The plan shows that it is fully designed for the required parking spaces, but the plan is not to install it unless a tenant requires it.

Mr. DeHart questioned what the trigger would be to install the required spaces.

Mr. Evans replied that the owner of the building, Mr. Townsend, will not want to provide a building that does not have adequate parking for his tenants. He is having a first-class/A-class building constructed, and he is going to want to ensure the parking is there for the tenants use. Mr. Evans stated that the third variance that they are requesting relates to an interpretation of a zoning boundary. The Township Ordinance allows the zoning use for a projection of up to 50 feet beyond the zoning boundary for a split zoned property. The detention basin in the rear and the berm that surrounds the basin are within the 50 foot limitation. The last couple feet of the contours on the outside very limited edge go just beyond the 50 foot limitation as allowed by the Ordinance. They have submitted an interpretation to the Township who deferred them to the Zoning Hearing Board to make the formal interpretation to the Township Zoning Ordinance. The fourth item that they are requesting relief from the Zoning Hearing Board is for their radius at the entrance. In order to provide proper movement for trucks to safely get onto their property, the full radius curb would not be within the public right-of-way. They can either have a dedicated chunk of right-of-way around the radius or ask for relief. Mr. Evans stated that this is something that is typically in subdivision and land development as opposed to zoning coordinates. The final relief that they are requesting has to do with lot width. Their primary lot that he refers to as Lot A (Lot 4, Tract 1 & 3) fully meet the Township requirements and is all within the Industrial (I) District with the exception of the small portion in the basin which is in the Conservation (C) District. The residual tract, which includes the railroad tracks and the land along stream, do not meet the Ordinance based upon lot width, so they are asking for relief on the lot width at the building setback line. This is to allow the residual tract to remain in the ownership of the seller, so that the seller maintains access to the other property that he owns on the other side of SR 283. Mr. Evans stated that there were a couple of comments from Ms. Letavic relative to zoning and they are perfectly fine with these comments and will clear this up for her as requested. Additionally, they are asking for a series of waivers on the plan, and the first is a waiver of the preliminary plan. They are asking the Township minimum site distance be waived, because the site distance to the right has a road that is shorter than the site distance requirement. They can see to the end of the road but the site distance goes beyond the road. The next two waivers are curbing and sidewalks along Fulling Mill Road, and they are proposing no curbing along Fulling Mill Road that allows the stormwater to come into the basins and collect properly. Another waiver is to waive the stormwater management facility elevation due to some of the property being in the 100-year floodplain. Mr. Evans stated that the Township Ordinance allows them to go no further than one foot below the floodplain elevation, and when they have completed the construction, the building will be completely out of the floodplain. Since the current grade of Fulling Mill Road where they tie into at the exit drive will be just beyond the one foot maximum elevation, they are requesting a waiver so they can match the grade of Fulling Mill Road. The Township Ordinance recommends the stormwater control devices to be outside the 100-year floodplain. The bottom of the basin is below the 100-year floodplain elevation, so they will equip the outlet pipe with a backflow preventer. This way water cannot come down and back into the basin. They have one additional waiver that was not submitted with the application that is based on Ms. Letavic's review, and has to do with dewatering time. They are dewatering in less than 24 hours based upon the Township Ordinance dealing with the

infiltration rate combined with the release rate of the pipes and the basins, so they are asking for relief to allow them to dewater in less than 24 hours. He stated that the nice thing about this is that when their water is out, it will peak before any stream waters or flood flows from Swatara Creek reach the site.

Ms. Letavic questioned Mr. Henninger if the waver could be acted on tonight since it was just now presented.

Mr. Henninger replied that if they have it in written format, he would believe that the Planning Commission could act on it tonight.

Mr. Evans stated that he does have this in written format.

Mr. DeHart questioned where the main drain is located and where a truck spill would end up.

Mr. Evans stated that anything that goes in the parking lot would go into the detention basin. He showed on the map where the detention basin is located and how it would flow out of the basin and into the pipe that runs parallel to SR 283. It would then flow under the railroad tracks and into the Swatara Creek.

Ms. Letavic asked Mr. Evans to describe the drainage of the tributary on the site.

Mr. Evans stated that the site has a tributary drainage channel that picks up a lot of the runoff from SR 283 and runs east/west parallel to Fulling Mill Road and bisects the property leaving a chunk of their land south of the tributary stream. In order to allow this to fully function, they have culverted the flow of the tributary that carries the SR 283 runoff down to Swatara Creek, and then crossing over top of that pipe with their collection system into the primary detention basin. The basin allows the water to flow out, and the service access drive allows them to maintain the detention basin.

Mr. Breon questioned if there is a leak on site if the spill will go into the detention basin which will dewater in less than 24 hours.

Mr. Evans replied that the basin is also an infiltration basin which is designed according to the NPDES and DEP regulations. He stated that the regulation that they are talking about has to do with how long they hold the water from a 100-year storm event, and because of the infiltration rates that they have and the restriction that they are working with, the basin will drain in less than 24 hours. They have already restricted the flow at the bottom of the basin to a one-inch orifice to control and minimize the amount and rate of flow.

Mr. Breon questioned if they are going to provide the Township with a means to shut off the outflow from the basin.

Mr. Evans replied that this is not in their intentions and that they do have a back flow preventer.

Ms. Letavic stated that this was a provision that was included in the FedEx Ground property across the street, and they also have a detention pond directly adjacent to Swatara Creek. They put in some gate valves on their basins. The idea would be to keep any spill out of that basin completely.

Mr. DeHart commented that his desire as a first responder is to contain the spill, so they can clean it up. If an accident happens, the spill should be contained and prevented from going out to the stream, so that DEP and everyone does not have to get involved.

Mr. Evans stated that if they are concerned about an individual spill of around 3,000 to 5,000 gallons, it would not even make it to the basin. The whole rear of the truck parking and storage area is an underground infiltration bed, so any water or flows that first go into the inlets and piping systems go through the infiltration bed as required by DEP and the NPDES requirements. They are required a ratio of 5:1 of impervious coverage ratio to surface infiltration area in order to comply with State regulations. If a truck drops a couple hundred gallons of diesel fuel or molasses, it is never going to get to the basin. If there were a major rain storm event at the same time as the spill, then there would be a need for a gate valve. Mr. Evans stated that they could provide spill prevention kits at the facility.

Mr. DeHart stated that he wants them to think ahead of the possibilities and bring up what happened in the past, because the odds are that it will happen again. An act of prevention now could save thousands of dollars down the road.

Mr. Evans stated that they have done milk processing and food processing facilities and they have heavy mats that are dropped over top of the inlets, and the inlet becomes a basin to contain the spill on site. This is something that they do often with their other facilities.

Mr. Henninger questioned what was done with the FedEx Ground facility.

Ms. Letavic stated that they have an oil/water separator insert in their inlet and they also have a gate valve in two locations, but they also have a fueling station on site.

Mr. Evans commented that this facility will not have a fueling station on site. He asked if snouts would be something that they would consider relative as something they could place on the inlets to help if a spill were to occur. If an oil spill occurred, the snouts would allow the oil to stay on top and the water down below. They could sump the inlets so the snout goes down below the invert of the inlets. If the inlets are dry, the snout would go down to the bottom of the inlets and not leave. If they get lots of rain then the water holds the oil up and the oil basically stays until it gets below the invert when it stays below entirely.

Ms. Letavic stated that she accepts the concept along with having some provisions for on-site training with the hazardous mats. She questioned if the rear of the parking lot is curbed.

Mr. Evans replied that it is not curbed. They have curbing at the main entrance to control traffic coming onto the site and then they lose the curbing around the side. They have curbing along the building front and the islands to protect the front of the building and the landscaping.

Mr. DeHart commented that he is fine with the snout concept as well to control spills.

Mr. Breon questioned who they expect the tenant to be on this site.

Mr. Townsend stated that it will probably be a company similar to a Pfizer or a Loreal that would leverage from the FedEx facility across the street to fulfill overnight deliveries of small items. It would be the same type of operation as Amazon on a smaller scale.

Mr. DeHart commented on the fact that they are planning for 58 trailer spots and about 50 doors for the trailers in the back of the facility which will increase the truck traffic. He knows that they have gone to PennDOT and that they are okay with the traffic flow, but he has almost gotten hit three times at the curb intersecting with North Union and Fulling Mill Road. The Planning Commission went through the same thing with the FedEx Ground facility and they had them upgrade the traffic lights with preempted signals. Mr. DeHart asked that they add a left turn arrow regardless of whether the traffic studies indicate that it is necessary. Mr. DeHart also asked that they have the loops switched for cameras which would be more reliable. The loop on the north side is cut short and causes traffic to back up so much around 2:30 and 3:00 that APC, the property on 201 Fulling Mill, had to change their point entrance to their facility to come out on Fulling Mill Road. Mr. DeHart stated that even though PennDOT approved this, the function is not there. When heading westbound on Fulling Mill Road, it is very difficult to make a left turn. Someone will sit there so long until they finally try to cut out in front of someone. Even though the left turn lane was added there are still issues. Some vehicles are in the wrong lane because people are unable to see the turn arrows to know that they are in the turning lane and they go straight even despite being in the turning lane. When traveling eastbound on Fulling Mill Road, there is a sign indicating the turning and straight lane, so people know which lane to use. All of the construction wears down the traffic lane arrows making it hard for people to see them, so there is traffic built up, and people are unable to make the left turn. A couple severe accidents have happened already and truck traffic will be increasing with the new facilities in that area. It will affect everyone and affect their selling point if the traffic is not better controlled.

Mr. Evans stated that this is a PennDOT permit process that is not required as part of the planned development process, but maybe there is a way that they can help out without

being directly involved with the intersection. Since the traffic study did not warrant any changes, his concern is that it would be difficult for them to convince PennDOT to make changes that do not meet their warrants.

Mr. Henninger stated that PennDOT did take into account the FedEx facility for the traffic study for 140 Fulling Mill Road plans and PennDOT accepted the plans. Since this is an offsite improvement, the Township cannot require them to do anything on the intersection. Mr. DeHart is asking for some help.

Mr. Breon commented that this may affect their selling point to be able to use the property.

Mr. Townsend stated that some of it ties back into the parking also as there are certain requirements that need to be met relative to being a remarkable asset. If they are permanent and are up and realize that this is the situation, they will need to address this or they will have a vacant investment. Most likely they will not need the parking shown, but if they would have a tenant that has 150 employees, they will need to provide all of the parking to get them to lease the building.

Mr. DeHart stated that he is fine with the parking situation, but he asked that they explain the traffic flow.

Mr. Evans showed how all vehicles will come in the main entrance, and cars will park in the front parking area. Trucks will come in and make a right turn and make a counterclockwise rotation to load in the back and then continue the counterclockwise rotation around the front of the building and then make a left out onto Fulling Mill Road. This allows separation from the automotive traffic from the truck traffic except for a small area. Mr. Evans stated that they are going to pull their island back a little to increase the radius for fire trucks due to the concerns raised by the Fire Departments as previously discussed.

Mr. DeHart questioned the width of the lane going around the building.

Mr. Evans replied that the width is 22 feet which is wider than most Township roads.

Mr. DeHart questioned that if the truck exit were blocked due to a flood event, would the main entrance be large enough to have two tractor trailers side by side if they needed to exit at this entrance.

Mr. Evans replied that it is large enough to get two tractor trailers out for a short period of time or they could bring them through the automotive lot and out in that direction.

Mr. DeHart commented that if a major flood happens again, the truck exit would be under about three or four feet of water, since they are not changing Fulling Mill Road. He explained how much water covered this area during the last major flood and the

disadvantages of the site location during a major flood event. They discussed the fact that there could be sink holes in the future since there were sink holes across the street at the FedEx facility.

Mr. Breon stated that most likely the Township will be left to deal with issues that result with from this building which has happened in the past, because they did not anticipate certain issues such as lighting complaints.

Mr. Evans stated that as an Engineer, they have become very sensitive to light pollution due to the feedback that they have received from other Townships, so they always go with the shoebox style downward directional fully shielded lights for that reason. They try to keep the lighting between a $\frac{3}{4}$ foot and a $1\frac{1}{4}$ foot candle. They have a 1.2 foot candle for the truck areas and a 1.5 foot candle for the automotive parking to provide a little more lighting for the employees.

Ms. Letavic questioned if they expect this to be a 24/hour operation.

Mr. Evans replied that they do expect it to be a 24/hour operation with the primary operation running approximately between the hours of 6:00AM to about 7:00PM, and then having a skeletal crew during the hours of 10:00PM to 6:00AM

Mr. DeHart questioned if they see the need for a sound barrier.

Mr. Evans replied that he does not see a need for a sound barrier.

Mr. Letavic commented that a sound barrier is being proposed across the street at the FedEx Ground facility, because there have been complaints from Derry Township residents related to the construction noise, and the concern that it will be reflected of the operation of the building. The truck docks for the 140 Fulling Mill Road property are directed in a different direction.

Mr. Evans stated that their truck docks sit low and are directed against a mounted hillside of SR 283.

Mr. Breon commented that many FedEx drivers prefer to take SR 441 instead of getting on SR 283 which is right next to their facility.

Mr. Henninger stated that they have been trying to take SR 441 off of the truck route for about 20 to 30 years.

Ms. Letavic asked Mr. Evans to describe the improvements that they are making along their frontage of Fulling Mill Road.

Mr. Evans stated that they are basically picking up where FedEx left off by widening the shoulder, and they will do a full saw cut along the white line. FedEx is resurfacing and

restructuring of the main road on the shoulder of their side. Mr. Evans stated that they will place a full width shoulder on their side matching the one installed by FedEx, and they will not be installing curbing due to stormwater control. They will be improving the area in front of their site and down to the cal-de-sac.

Ms. Letavic commented that HRG has completed their review and she does not feel that any of their technical comments are alarming, so they should be able to move forward fairly easily.

Ms. Pearlman-Storch stated that her only comment has to do with the waiver request for the curbs and sidewalks. During the discussion with the FedEx Ground property, the Planning Commission did not recommend waiving the curbs and sidewalks. She would recommend that the Planning Commission stay consistent with these types of projects.

Mr. Henninger stated that this group was before the Board of Commissioners and laid out the variance request and the waiver request and they looked at this project very favorably. After looking at the comments from HRG and from the Dauphin County Planning Commission, they are minor. The applicant is looking for a recommendation to approve the waivers and the plan subject to any outstanding engineering comments, permits, and the Zoning Hearing Board decision. The Board of Commissioners has not taken any adverse position at the Zoning Hearing Board regarding the hearing request having basically deemed them to be a reasonable request based under the circumstances, location and proposed use.

Ms. Letavic questioned if there were any issues with the security agreement.

Mr. Henninger stated that he received some proposed revisions to the standard security agreement. They added a little extra detail and clarification to the agreement but nothing that he had any issues with.

Mr. Breon questioned if they took a formal stance on traffic with FedEx Ground.

Mr. DeHart replied that with the FedEx plan, they had them indicate in writing that after six months of operation, they would come back for a review. This was due to the Township's concerns of what might happen once the facility is fully operational. Mr. DeHart stated that he is up and down that road a couple of times every day, so he sees the traffic issues and has to deal with it himself. He is very concerned that there will be accidents as he almost got hit today.

Mr. Henninger stated that they could make this part of their recommendation.

The Planning Commission discussed their options for recommendations to the Board of Commissioners relating to a traffic review and sidewalk and curbing for the new site. They would like to recommend the same language for the traffic review to be put in place as

what was done for the recent FedEx Ground facility and they can recommend. They asked for comments on any of the waivers to be addressed.

Ms. Letavic stated that there are no objections to the waivers of the Preliminary Plan and the minimum site distance. She stated that she can appreciate the comment to remain consistent with the curbs and sidewalk waivers, but from a technical perspective, she has no objections. There are no objections to the waivers of streets and driveways being below the grade of the 100-year flood elevation. This was waived previously from the Board of Commissioners for the FedEx facility. The key to the waiver request for the Stormwater Management Facility Elevation of the 100-year flood plain, is that they will have the backflow preventer and they will also have ponds that are designed to retain the entire 100-year storm which was not discussed previously. They will not have to utilize the emergency spill prevention during a 100-year storm.

Mr. DeHart questioned what the maintenance and up keep is like for a backflow preventer.

Mr. Evans replied that this is something that would be added to the stormwater management plan, which will be recorded as part of the package of the Land Development Plan. This would be part of the maintenance check within operation and maintenance of the stormwater management plan. He stated that they can clarify this and ensure that there is language in there to include inspection, maintenance and cleanout of the backflow preventers.

Ms. Letavic stated that this was one of their comments and she believes the fixture has a 25 year life expectancy.

Mr. Evans stated that they will sump the inlets and add the snouts.

Mr. Henninger stated that the Operations and Maintenance Agreement gets recorded along with the Land Development Plan, so if there is an issue that the Township needs to be involved in, it will be the responsibility of the current owner at the time of the issue.

Ms. Letavic stated that the additional waiver being proposed tonight relating to the dewatering period, which they have no control over, as the site infiltrates rather well. This is not a waiver that HRG would object to.

Mr. Breon questioned how the Planning Commission should deal with all of the things that they have discussed.

Mr. Henninger stated that they have the waiver requests to act on and as part their recommendation to the Board of Commissioners, in addition to the comments from HRG and the Dauphin County Planning Commission, and any other conditions to be considered.

Mr. DeHart questioned Mr. Evans if they were still working on the plans for the fire sprinklers as they had discussed previously.

Mr. Evans replied that they are still working on this and they want to ensure that the source of the water comes in the pump room and that the Fire Department connection is clearly separated from the gas line. He stated that they will be able to accommodate the concerns, and he explained the changes that they are planning to make. There will be opportunity to review this prior to the building plans to make sure that they properly understood their intent.

A motion was made by Mr. DeHart and seconded by Mr. Latsha to approve the waiver request to combine the Preliminary and Final Land Development Plan.

Motion unanimously approved.

A motion was made by Mr. DeHart and seconded by Mr. Latsha to waive the minimum site distance requirement.

Motion unanimously approved.

A motion was made by Mr. DeHart and seconded by Mr. Latsha to reject the waiver request for curbs and sidewalks.

Motion unanimously rejected.

A motion was made by Mr. DeHart and seconded by Mr. Latsha to approve the request to waive the requirement related to flood elevation for streets and driveways.

Motion unanimously approved.

A motion was made by Mr. DeHart and seconded by Mr. Latsha to waive the requirement for the stormwater management facility elevation.

Motion unanimously approved.

A motion was made by Mr. DeHart and seconded by Mr. Latsha to waive the requirement of the stormwater facility dewatering period.

Motion unanimously approved.

A motion was made by Mr. Latsha and seconded by Mr. DeHart to approve the Preliminary/Final Subdivision and Land Development Plan subject to the conditions of all comments being satisfied including comments from HRG, the Dauphin County Planning Commission, the Fire Department, the Code Department, all permits, and including the six

month operation traffic review, snouts and sump inlets, and approval of the Zoning Hearing Board.

Motion unanimously approved.

REVISION TO THE TOWNSHIP STORMWATER ORDINANCE

The Planning Commission discussed recommendation of the proposed revision to the Township Stormwater Ordinance, Chapter 26, as recommended by the Dauphin County Conservation District, related to separation distance exemption criteria.

Ms. Letavic stated that the Planning Commission previously recommended Option 3 to include the opportunity to add a separation zone between the proposed impervious and features like a property boundary or stream. At the recommendation of the Planning Commission, she and Mr. Henninger have reviewed the Township Stormwater Ordinance and have incorporated the recommended text from the Dauphin County Conservation District. This text has been approved by DEP and their legal experts. They presented to the Township Planning Commission the Ordinance with this proposed language for their recommendation for approval, so it can be advertised and sent to the Board of Commissioners.

A motion was made by Mr. DeHart and seconded by Mr. Latsha to approve the revision to the Township Stormwater Ordinance.

Motion unanimously approved.

ADJOURN

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

Motion unanimously approved.

Meeting adjourned at 8:38 P.M.

Respectfully Submitted



Erin G. Letavic (Herbert, Rowland & Grubic, Inc.)
Acting Planning and Zoning Director